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Copperwood Flats – Block 125 1053, 1075, and 1145 March Road Urban Design Brief

Prepared for: Uniform Urban Developments

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**COPPERWOOD FLATS – BLOCK 125
1053, 1075, AND 1145 MARCH ROAD
OTTAWA, ONTARIO**

**URBAN DESIGN BRIEF IN SUPPORT OF
APPLICATIONS FOR SITE PLAN CONTROL
AND LIFTING HOLDING BY-LAW**

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
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March 21, 2025

Novatech File: 122144
Ref: R-2025-002

March 21, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Amanda Davidson – Planner I

**Reference: 1053, 1075, and 1145 March Road – Block 125 on Preliminary 4M-Plan
Urban Design Brief in Support of Applications for Site Plan Control and
Lifting Holding By-law
Our File No.: 122144**

Novatech in collaboration with Hobin Architecture Inc. have been retained by Uniform Urban Developments to prepare this Urban Design Brief in support of applications for *Site Plan Control* and *Lifting Holding By-law* for their property known as Block 125 on the Preliminary 4M-Plan for the Copperwood Estate Subdivision. The herein will be referred to as the “Subject Site”.

Uniform Urban Developments is proposing to develop a Planned Unit Development consisting of three (3) low-rise stacked buildings with a total of thirty-six (36) dwelling units. Each stacked low-rise building will have twelve (12) dwelling units with individual private terraces as well as a centralized communal amenity area. A total of forty-five (45) surface parking spaces will be provided and includes a centralized waste collection and recycling building as part of the proposed development. Internal walkways will directly connect to future multi-use pathways planned as part of the overall Copperwood Estate Subdivision to facilitate active modes of transportation to community amenities and destinations within Kanata North as shown on the Site Plan prepared by Hobin Architecture Inc. dated March 21, 2025.

This Urban Design Brief examines the location and context of the Subject Site, the applicable planning policies and regulatory framework, and provides justification in support of the proposed building design.

Yours truly,

NOVATECH



Robert Tran, M.Pl.
Project Planner, Planning & Development

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1.0 SECTION 1

1.1 Application Submission

1.1.1 Introduction

Novatech in collaboration with Hobin Architecture Inc. has been retained by Uniform Urban Developments to prepare this Urban Design Brief in support of applications for *Site Plan Control* and *Lifting Holding By-law* for their property known as Block 125 on the Preliminary 4M-Plan for the Copperwood Estate Subdivision. The herein will be referred to as the “Subject Site”.

Uniform Urban Developments is proposing to develop a Planned Unit Development consisting of three (3) low-rise stacked buildings with a total of thirty-six (36) dwelling units. Each stacked low-rise building will have twelve (12) dwelling units with individual private amenity balconies as well as a communal amenity area. A total of forty-six (46) surface parking spaces will be provided and includes a centralized waste collection and recycling building as part of the proposed development. Internal walkways will directly connect to future multi-use pathways planned as part of the overall Copperwood Estate Subdivision to facilitate active modes of transportation to community amenities and destinations within Kanata North as shown on the Site Plan prepared by Hobin Architecture Inc. dated March 21, 2025 as shown in **Appendix A**.

The previous Concept Plan for the Subject Site contemplated two (2) low-rise apartment buildings with a total of forty-eight (48) dwelling units with underground and surface parking as shown in **Figure 1**.

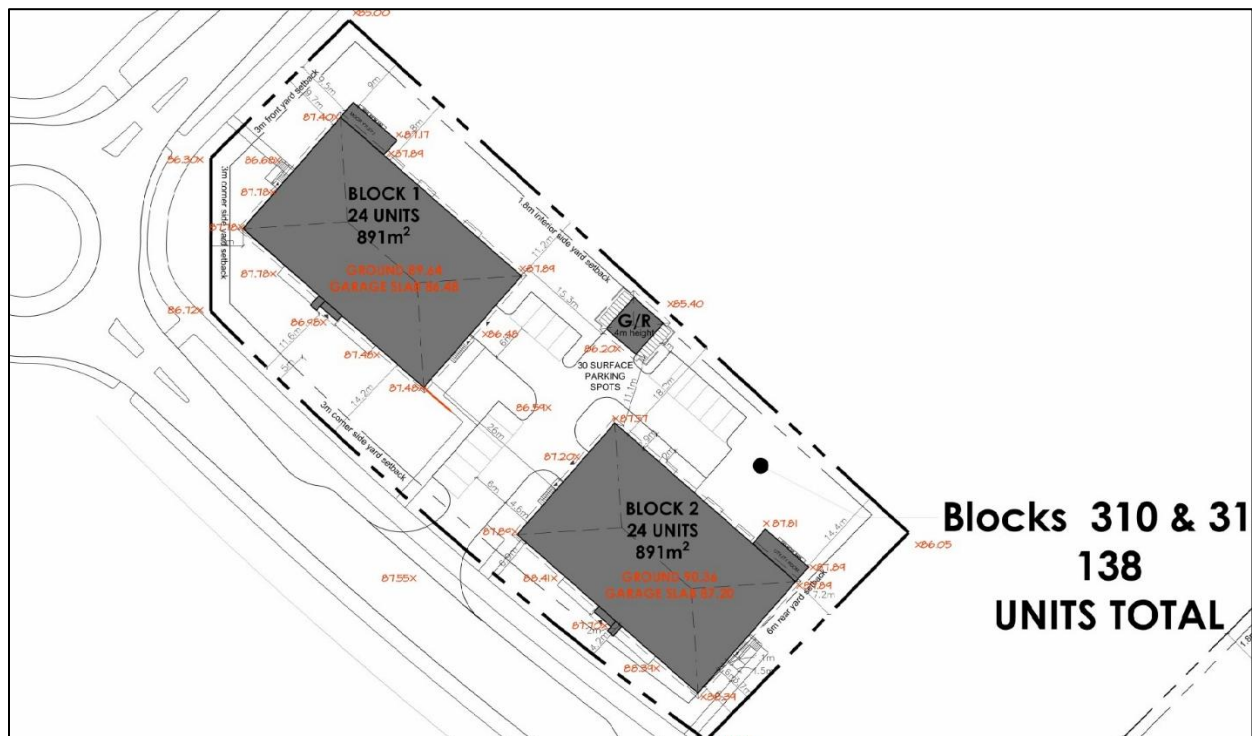


Figure 1: Excerpt from the Concept Plan prepared by Hobin Architecture Inc. dated June 2022 of the previous design for the Subject Site.

1.2 Response to City Documents

1.2.1 Scope

A portion of the Subject Site is designated as *Mainstreet Corridor* whereas the remaining portion is designated as *Neighbourhood* with an *Evolving Neighbourhood Overlay* as per the *City of Ottawa Official Plan (2022) Schedule B5 – Suburban (West) Transect* as shown below in **Figure 2**. The Subject Site is situated within *Policy 6 – Kanata North* as per *Volume 2C – Area-Specific Policies* and zoned as *Residential Fourth Density, Subzone Z, Urban Exception 2818, Holding Provision – R4Z[2818]-h* as per *Zoning By-law 2008-250*. The Subject Site is identified on the *Kanata North Community Design Plan (2016) Land Use Plan* as part of a *Stormwater Management Pond*. The size of the stormwater management pond was sized accordingly and approved through the *Plan of Subdivision (City File No.: D07-16-18-0023)* and *Zoning By-law Amendment (City File No.: D02-02-18-0076)* applications for the Copperwood Estate Subdivision. The portion of the block is planned for multi-unit residential which represents a minor change in accordance with *Section 7.2.1* of the *Kanata North Community Design Plan [CDP] (2016)*.

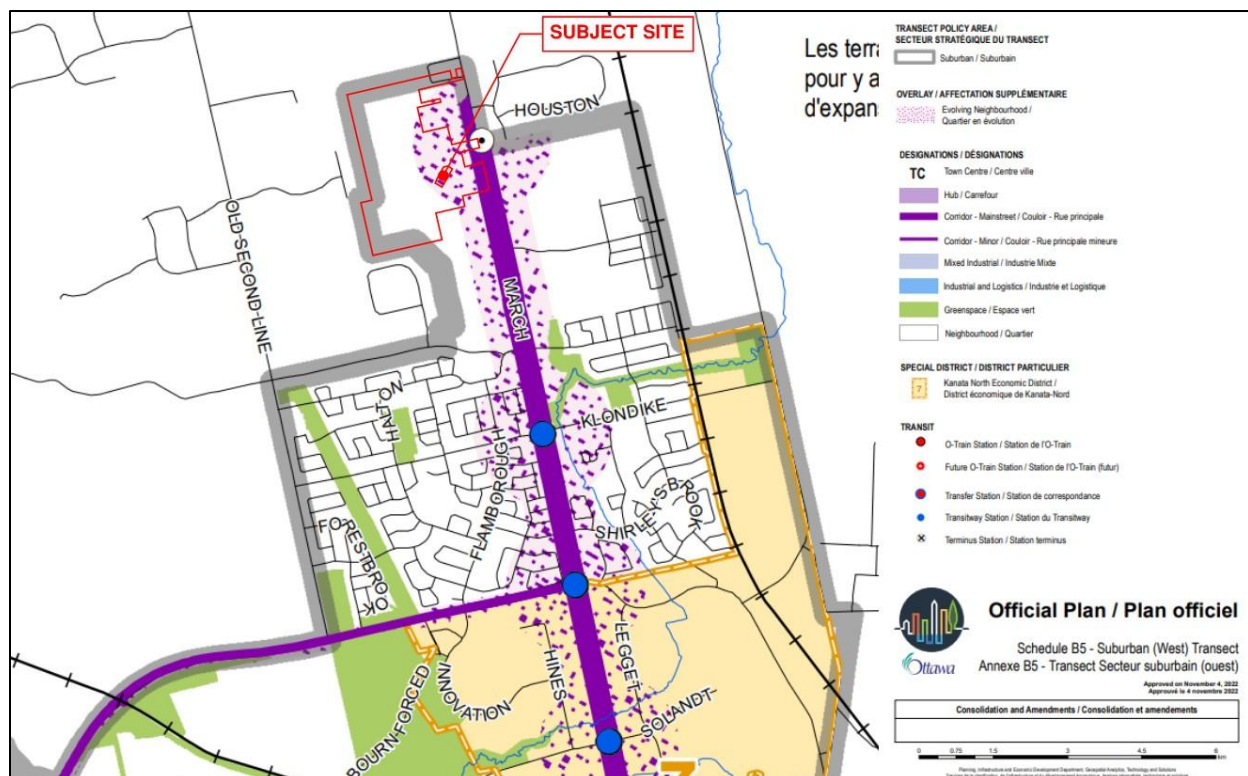


Figure 2: Excerpt from the City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect with the Copperwood Estate Subdivision and Subject Site added by Novatech.

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4* of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, and provide direction for new development.

Policy 5.4.1 – Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

- 1) *The Suburban Transect's established pattern of built form and site design, in the existing built-up areas, is suburban, as described in Table 6, reflective of the conventional model described in Table 8;*
 - 2) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*
 - a) *Low-rise within Neighbourhoods;*
 - c) *Mid-rise along Mainstreet Corridors, however the following policy additional direction applies:*
 - i. *Generally not less than 2 storeys;*
- **The proposed development will feature a mid-density development that is situated in close proximity to the future Kanata North Transitway and OC Transpo Park and Ride.**
 - **The buildings will be low-rise and not greater than 4-storeys in height.**

Policy 5.4.2 – Enhance mobility options and street connectivity in the Suburban Transect

- 1) *In the Suburban Transect, 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:*
 - a) *Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and*
 - b) *Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification.*
- **As noted previously, the proposed development will consist of a mid-density development that is situated in close proximity to the future Kanata North Transitway and OC Transpo Park and Ride.**
 - **Internal walkways will directly connect to future multi-use pathways planned as part of the overall Copperwood Estate Subdivision to minimize walking and cycling distances to future street transit stops and rapid transit station.**

Policy 5.4.4 – Provide direction for new development in the Suburban Transect.

- 1) *Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:*
 - a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
 - b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments...;*

- c) *Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
 - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
 - e) *Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
 - f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*
 - g) *Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;*
 - h) *Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
 - i) *Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures;*
- **The Subject Site is a block within the overall Copperwood Estate Subdivision that has been planned for multi-unit residential development and designed to create a sense of place and reflective of the *Kanata North CDP*.**
 - **Internal walkways will directly connect to future multi-use pathways planned as part of the Copperwood Estate Subdivision to facilitate active modes of transportation to and from community amenities and destinations within Kanata North such as future schools, parks/open spaces, and commercial.**
 - **The proposed development has been strategically designed to screen the surface parking lot through the placement of buildings on the Subject Site to minimize the visual impact on the public realm. Where the surface parking lot may be visible from the public realm, it will be adequately screened with soft landscaping elements as shown on the Landscape Plan prepared by Novatech dated March 21, 2025 provided in Appendix B.**

Policy 5.4.5 – Provide direction to Neighbourhoods located within the Suburban Transect.

- 1) *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;*
 - b) *Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and*
 - c) *Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.*
- **The proposed development will consist of low-rise stacked dwellings that are defined as “missing middle housing” as per the *City of Ottawa’s Official Plan (2022)*.**
 - **The buildings will be low-rise and not greater than 4-storeys in height.**

1.3 Responses to Comments from Pre-Application Consultations

The following section provides detailed responses to City staff comments regarding urban design provided at the pre-consultation meeting on August 16th, 2024.

Urban Design Comments	Response
<i>As part of the landscape details, please ensure that the private amenity area is detailed.</i>	Refer to Landscape Plan. Private amenity area is to be comprised of lawn and pathway.
<i>If there is a fence surrounding the private amenity area, please ensure that it is a low fence that facilitates visibility from the street.</i>	No fence is planned surrounding private amenity area. Delineation of public and private space will be established with landscaping and planting elements.
<i>Explore opportunities to enhance circulation to the pathway along the SWM pond.</i>	There is a significant change in grade from east to west across the Subject Site, from Spoor Street to a low point at the stormwater management facility. The proposed development requires a significant levelling of grade to facilitate adequate site drainage, circulation and access to dwelling units. Grade along the west lot line, abutting the stormwater management facility, will be retained at a higher level with a falloff of around 2.0 metres. This will make direct access across this lot line difficult. Instead, the Subject Site’s internal pathways connect to the multi-use pathway in key locations, which provides controlled access to stormwater management facility and the Shirley’s Brook Tributary.

Explore additional opportunities for tree and low-scale planting throughout the site.

Through the design process, the layout of the Subject Site and housing blocks have changed significantly. Prior to the current strategy of three housing blocks, there was a fourth housing block. Due to lack of green space on the Subject Site, this block was removed to provide more opportunity for trees and landscaped elements across the site. Now, in addition to street trees, there is ample space at the corners of each blocks for new planted trees and low shrubs. In addition to trees, tiered planting areas and a sizable planting buffer are proposed along the perimeter of each block to soften the grading transition to the sunken terraces serving basement units.

1.4 Context Plan

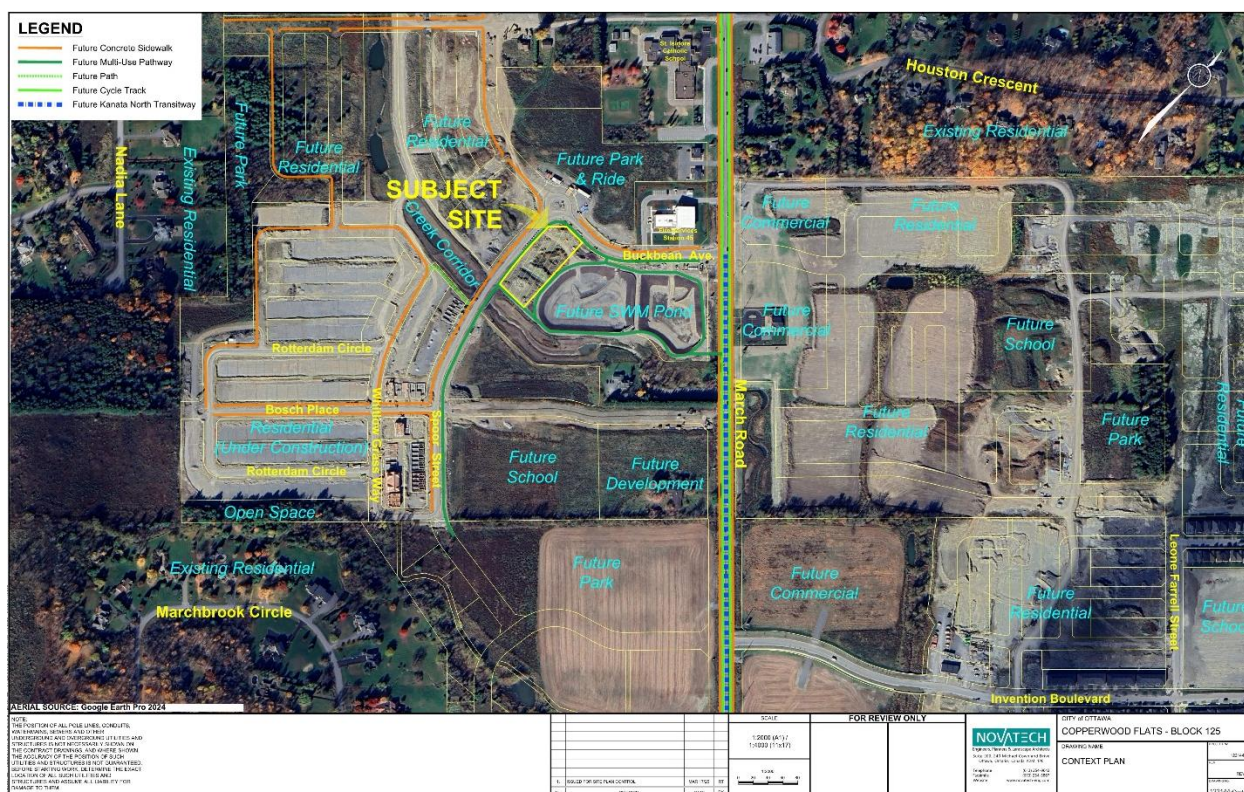


Figure 3: Context Plan of the Subject Site and surrounding area prepared by Novatech dated March 17, 2025.

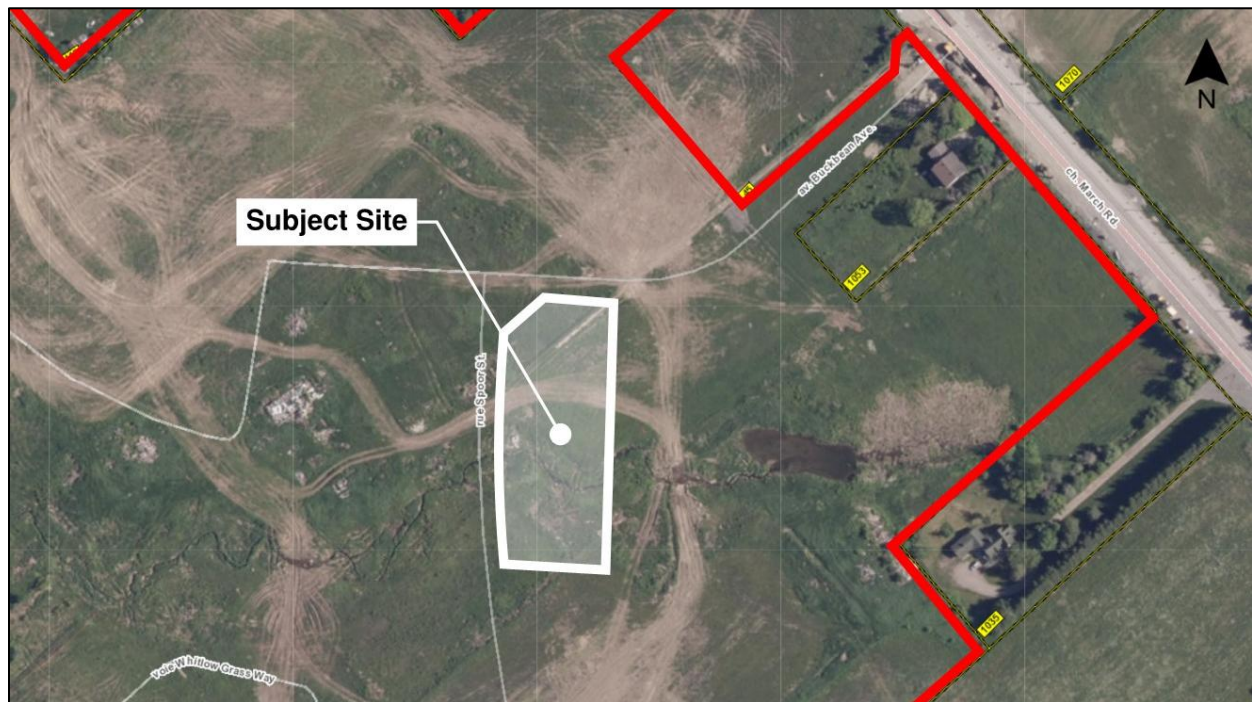


Figure 4: Existing conditions of the Subject Site within the overall Copperwood Estate Subdivision.



Figure 5: Streetview of the Subject Site from Buckbean Avenue.



Figure 6: Streetview of the Subject Site from the future roundabout at Buckbean Avenue and Spoor Street.



Figure 7: Streetview of the Subject Site from Spoor Street with the newly constructed Ottawa Fire Services Station 45 in the background.

- The Subject Site is situated within a future complete community that will support 15-minute neighbourhood where access to daily and weekly needs can be achieved within short walking distance as shown in Figure 3. A full size of the Context Plan prepared by Novatech dated March 17, 2025 is provided in Appendix C.
- The Subject Site is situated within the Copperwood Estate Subdivision which is currently under construction as shown in Figures 5, 6, and 7.
- As noted previously, the Subject Site is a block within the overall Copperwood Estate Subdivision that has been planned for multi-unit residential development and designed to create a sense of place and reflects the *Kanata North Community Design Plan (2016)*.

2.0 SECTION 2

Section 4.6 – *Urban Design* of the *Official Plan* sets out direction for urban design throughout the City of Ottawa whereas Section 6.0 – *Community Design Guidelines* of the *Kanata North CDP* provides the design criteria for the overall Kanata North Community. This Urban Design Brief draws from the applicable policies of the relevant sections of the *Official Plan* and the guidelines from the *Kanata North CDP (2016)*.

The following section provides a review of relevant policies and guidelines regarding the proposed building design and provides design justification in support of the proposed development.

2.1 Views



Figure 8: Aerial rendering of the Subject Site and proposed development looking east prepared by Hobin Architecture Inc.



Figure 9: Aerial rendering of the Subject Site and proposed development looking west prepared by Hobin Architecture Inc.

2.2 Grading

- The grading on the Subject Site generally slopes downwards towards the future stormwater management facility and realigned Shirleys Brook Tributary 2.

2.3 Streetscape (Public Realm)

The proposed development responds to the planned scale envisioned for the surrounding Copperwood Estate neighbourhood through its low-rise residential form. All building façades are animated by either principal dwelling unit entries or balconies and will incorporate a composition of brick, linear siding, and accent stone. The three blocks are oriented to engage the streetscape on both Spoor Street and Buckbean Avenue, with principal dwelling unit entries fronting onto both streets. A continuous row of street trees will line both frontages to form an urban landscape buffer between the public realm and the residences.

Surface parking is discretely positioned along the rear of the Subject Site with a single driveway from Spoor Street providing access. Sightlines from the public realm to the parking area will be obscured by the buildings and plantings, which line the street edge. Private walkways provide circulation and unit access within the Subject Site and also connect strategically to the adjacent public multi-use pathway to link the Subject Site with the broader neighbourhood network for pedestrian traffic.



Figure 10: Streetscape rendering of the proposed development from Buckbean Avenue prepared by Hobin Architecture Inc.



Figure 11: Streetscape rendering of the proposed development from Spoor Street prepared by Hobin Architecture Inc.

2.4 Plans and Elevations (Building Design)

The *Official Plan* includes policies to improve the quality and safety of the public realm and proposed development on sites throughout the City of Ottawa. Per *Policies 3 and 4 of Section 4.6.5*,

3) *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.*

- The proposed development will have one main vehicular access/egress point on Spoor Street to limit crossings between vehicles and pedestrians.
- While parking is above ground, the parking lot is kept to the rear of the Subject Site. From Buckbean Avenue, the parking lot is not visible to the street along the Subject Site's perimeter. Along Spoor Street at the single vehicular access point, parking is set back over 4.0 metres from property line to allow for sizeable tree to be planted, providing a natural screen.
- Waste storage and waste collection is located internal to the Subject Site enclosed in an accessory building, away from public right of way.
- Independent to the multi-use pathway, internal private walkways are provided for navigation of the Subject Site and to provide access to principle dwelling unit entries. These paths feature limited connections to the multi-use pathways to avoid unnecessary pedestrian traffic on the multi-use pathways related to resident foot traffic.

2.5 Built Form Context and Building Materials

Policy 6 of Section 4.6.6 states that:

6) *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 proposed development will incorporate soft landscaping elements as shown on the Landscape Plan prepared by Novatech dated March 21, 2025 provided in Appendix B.
- Along internal private pathways at intersections, "nodes" are to be created with a contrasting hardscaping material.
- The main entrances along street frontages of Buckbean Avenue and Spoor Street as well as internal to the proposed development to provide for 'eyes on the street' that reinforces the streetscape.
- Private amenity terraces are oriented towards the private communal amenity area, future stormwater management pond, and realigned Shirley's Brook Tributary to

capitalize on the views of these features within the Copperwood Estate Subdivision as shown in Figures 8 and 9.

- The proposed development is situated in a new community with building heights and setbacks designed to align with the overall residential subdivision.
- The façade design housing blocks draw from evolving suburban housing typologies which will be prominently displayed across the surrounding context. Brick masonry rises two storeys, before switching to wood siding to provide articulation to the mass at the third level. The elevations utilize a combination of punched and corner windows providing transparency to the massing.
- Each unit features an exterior front door which is accessible from a common exterior stair, each serving three stacked units.



Figure 11: Rendering from the stormwater management facility towards the proposed development looking north-west prepared by Hobin Architecture Inc.



Figure 12: Rendering from the stormwater management facility towards the proposed development looking south-west.

2.6 Sustainability

The *Official Plan* strives to include innovative and sustainable design practices on sites throughout the City of Ottawa. *Policy 1* of *Section 4.6.4* states,

- 3) *Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.*
- It is noted that the City of Ottawa's High-Performance Development Standard has not taken effect at the time of preparing this Urban Design Brief.
 - The proposed development has taken into consideration the *City of Ottawa's Bird-Safe Design Guidelines (2020)* through design features such as limiting window-to-wall ratio to minimize collisions, no-open topped atria, no telecommunication antennas or guy wires.
 - No buildings will encroach into habitat areas of the 40 metre wide realigned corridor which has been designed to protect the ecological functions of the watercourse.
 - Due to low-rise typology of project, bird-safe glazing has not been specified for use in this development.

3.0 SECTION 3

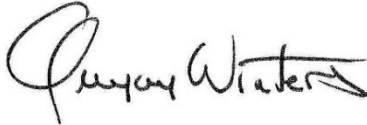
The *Kanata North CDP (2016)* includes design guidelines “to assist developers, builders, designers, and City staff in achieving high quality design standards that will be applied consistently throughout the community building process”. The *Kanata North CDP (2016)* draws upon various City Council approved design guidelines such as *Urban Design Guidelines for Greenfield Neighbourhoods (2007)* and *Building Better and Smarter Suburbs (2015)*.

- **The Subject Site is not situated to adjacent communities and neighbourhoods such as existing residential subdivisions. The immediate surrounding area of the Subject Site is currently under construction as part of the Copperwood Estate Subdivision.**
- **At the site planning level, the proposed development has taken into consideration the *City of Ottawa’s Urban Design Guidelines for Greenfield Neighbourhoods (2007)* including:**
 - Residential buildings have been located close to the property line(s) with the primary face addressing the street while also providing space for tree planting and utilities (Guideline 34).
 - The design of the buildings will allow for a private communal area to be located next to the future roundabout of Buckbean Avenue and Spoor Street (Guideline 36).
 - Building entrances and windows are prominently displayed to address the streets they front to provide for ‘eyes on the street’ that reinforces the streetscape. (Guideline 37).
 - The Subject Site is a corner lot where the orientation and siting of the buildings allow for entrances that face both the Buckbean Avenue and Spoor Street (Guideline 38).
 - The proposed development has been strategically designed to screen the surface parking lot through the placement of buildings on the Subject Site to minimize the visual impact on the public realm (Guideline 42).
 - Where the surface parking lot may be visible from the public realm, it will be adequately screened with soft landscaping elements (Guideline 43).
- **The proposed development has also taken into consideration the *City of Ottawa’s Building Better and Smarter Suburbs (2015)* including:**
 - Internal walkways will directly connect to future multi-use pathways planned as part of the Copperwood Estate Subdivision to facilitate active modes of transportation to and from community amenities and destinations within Kanata North such as future schools, parks/open spaces, and commercial (Strategic Direction 1).

NOVATECH



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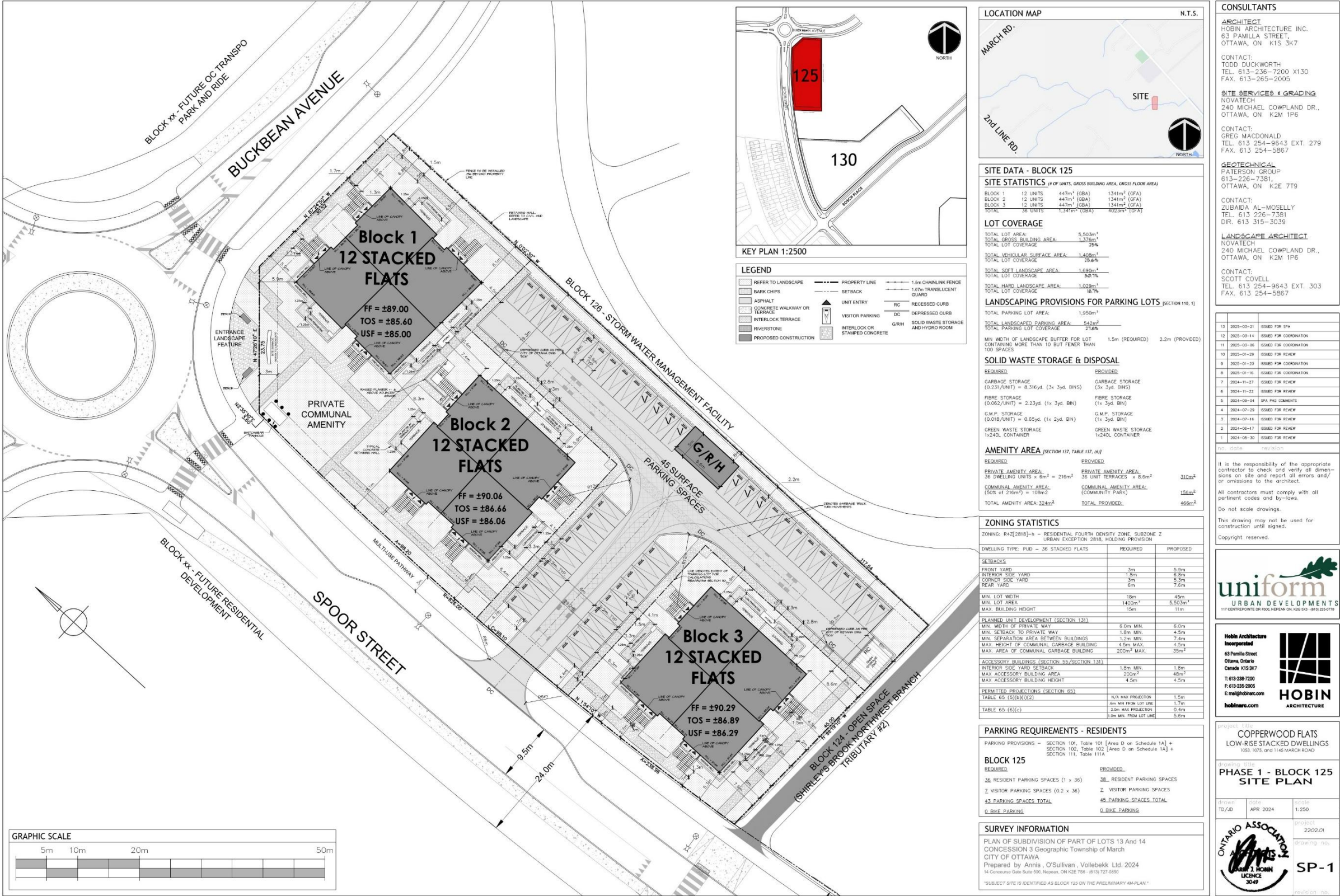


Greg Winters, MCIP, RPP
Director, Planning & Development

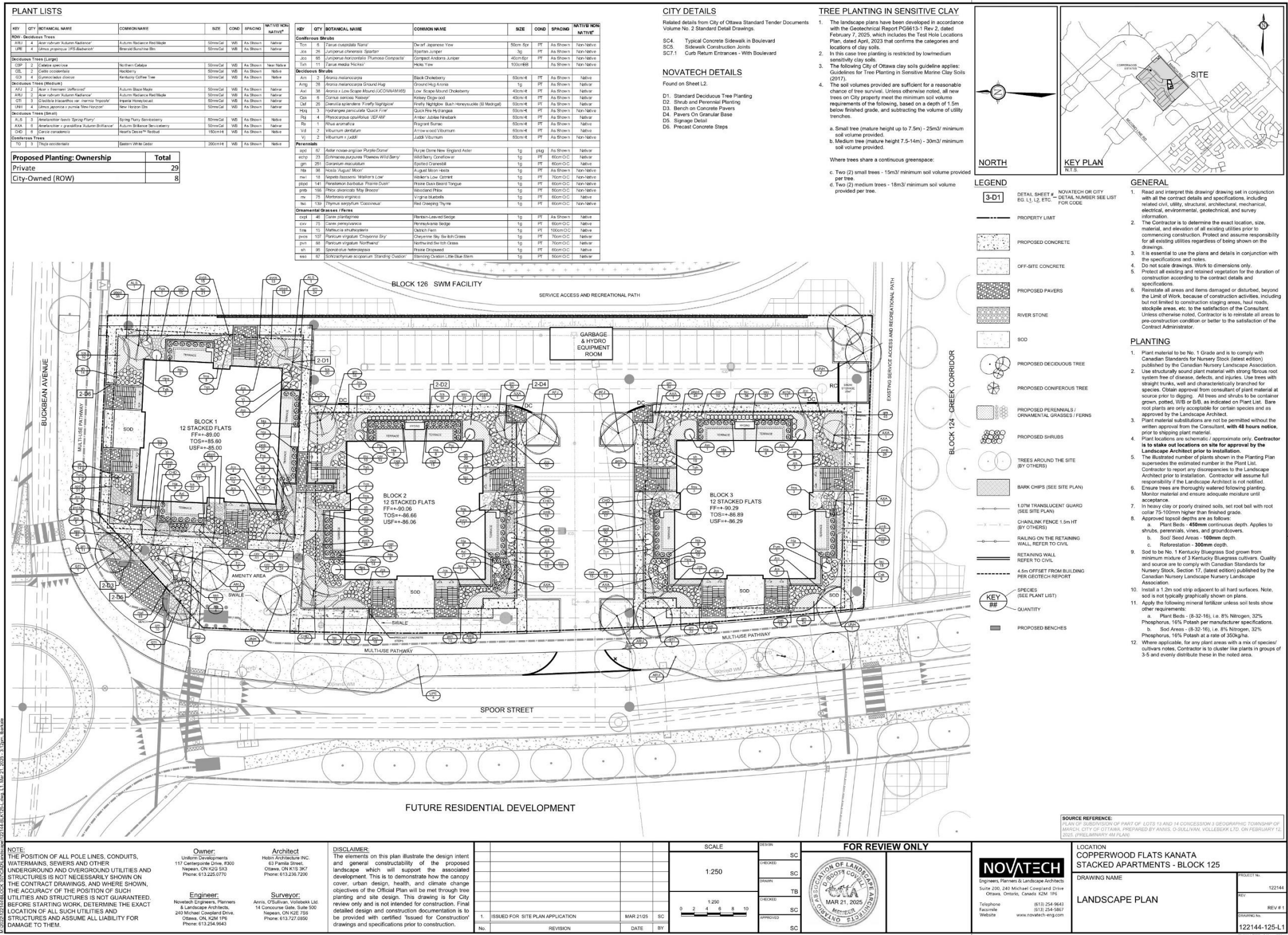


Jamison Duff, OAA, MRAIC, M.Arch
Architect, Hobin Architecture Incorporated

Appendix A
Site Plan Drawing SP-1 REV #13
Prepared by Hobin Architecture Inc.
Dated March 21, 2025



Appendix B
Landscape Plan Drawing 122144-125-L1 REV 1
Prepared by Novatech
Dated March 21, 2025



Appendix C
Context Plan Drawing 122144-Context REV 1
Prepared by Novatech
Dated March 17, 2025

