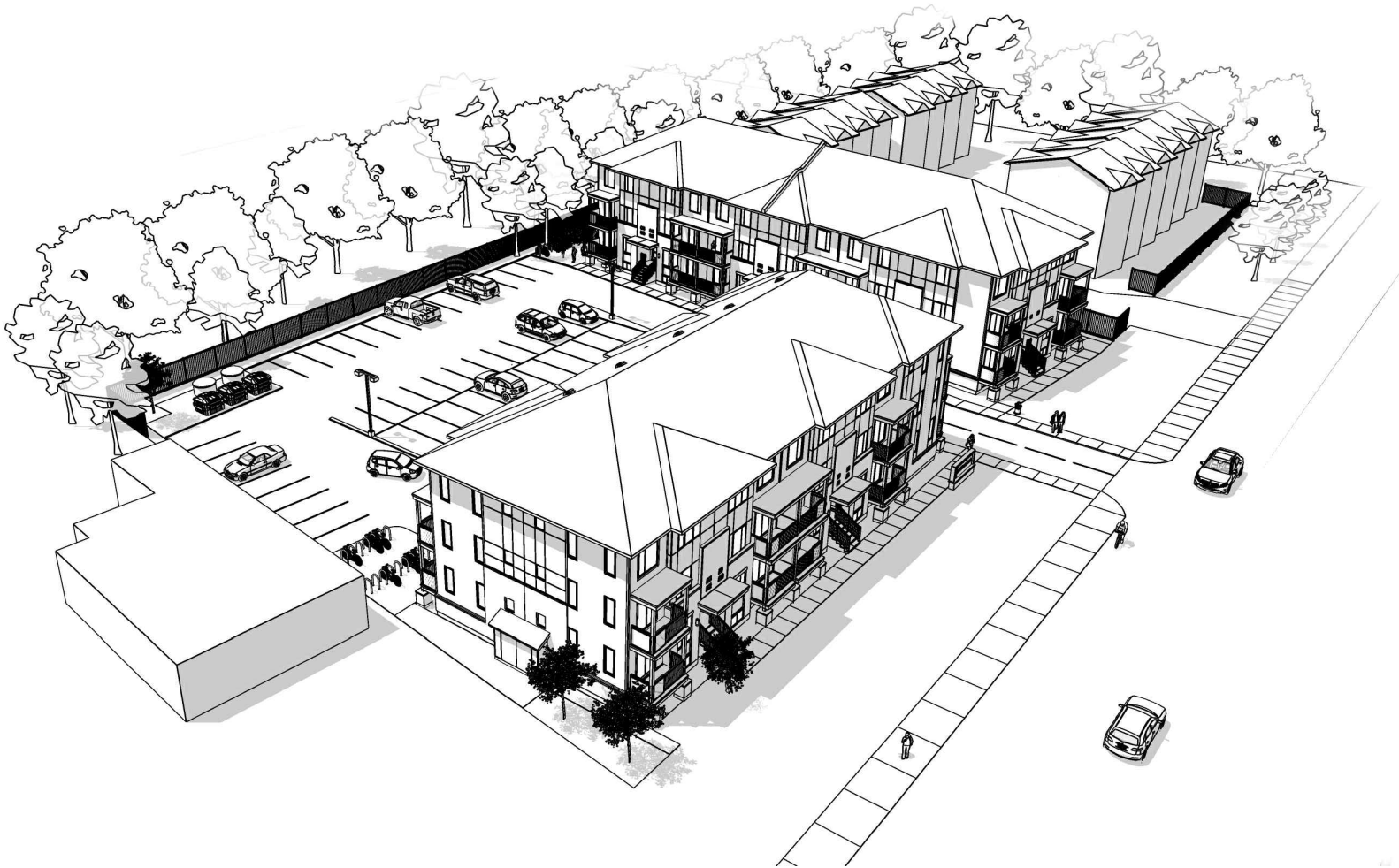




MUZAIKO
ARCHITECTURE

FOTENN



2506 Innes Road

Design Brief
Site Plan Control Application
June 17, 2024



Prepared for Concorde Properties

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

June 2024

© Fotenn

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

1.0 Introduction

Fotenn Consultants Inc. and Muzaike Architecture were retained by Concord Properties to prepare a Design Brief in support of a Site Plan Control application to permit a development proposal located at 2506 Innes Road. The intent of the application is to facilitate the development of two stacked townhouse buildings containing a total of 44 units.

1.1 Application Overview

The proposal has been revised due to City technical review comments with the buildings flipped to better accommodate transition to the side and rear properties, and provide improved frontage and active entrances along Innes.

The proposed built form and massing has been carefully reconsidered to ensure neighbourhood fit, particularly the most immediately abutting properties on the east, west, and north property lines. This approach includes limiting the low-rise townhouse buildings to three (3) storeys, employing an articulated front façade, materiality changes, and multiple front doors to provide an active front façade in the townhouse typology at the street-front and ensuring the vast majority of the rear-yard provides generous setbacks from the proposed building massing.

For your reference, the objectives of the redevelopment plan include:

- / Providing new housing units of a sensitive massing, scale, and height,
- / Increasing efficiency of land uses;
- / Replacing outdated building stock/land uses;
- / Minimizing and screening surface parking;
- / Successful height and massing transitioning to existing neighbourhoods; and
- / Using strategic articulation and materiality changes along the Innes frontage to add interest to the streetscape.

Below are discussions relating to what have been identified as the 4 main issues under discussion:

- / Transition,
- / Parking,
- / Active Frontages, and
- / Zoning and OP framework;

Transition:

The proposed 3-storey buildings fit well within their context and do not create shadow, overlook, or massing impacts for the abutting properties; particularly to the rear. Importantly, the proposal is only non-compliant with height and rear-yard setback for Building B along a small portion of total subject property at the rear lot line to the West. In fact, after the first 10 metres from the rear-lot line of Building B, the height permission increases to 20 metres in this zone which we are well below. Also, the setback of the rear-facing elevation ranges in non-compliance from 0.2 metres to 1.9 metres for only approximately 10 metres here, a minimal impact representing the irregular dimensions of the lot. The remainder of the lot for over 50-metres of rear-lot distance benefits from rear-yard setbacks over 35-metres to building A, which is only 3 storeys.

Further, the locations of the perpendicular building and parallel building in reference to Innes Road have been revised. Through “flipping” of the layout, with the building perpendicular to Innes (Building B), now located on the western edge of the property, the transition/interface with the immediately abutting properties is improved

due in great part to the oversized, and off-set rear-yard conditions of those properties with frontage along Glen Park Drive and Beddoe Lane. Buildings along those streets abutting this portion of the property in proximity to Building B are setback between 20 metres and 45 metres from the rear lot line.

When considered with the rear-yard setbacks of the neighbouring properties, there is a total of 35 – 50 metres provided between the new and existing building facades. In this case, a well programmed landscape plan can effectively completely screen the new building from view from the existing rear-yards.

To the west, the abutting buildings along the interior side lot line are matched at 3-storeys tall, have limited to no side facing windows, are screened by ample fencing and trees, and have a similar side and rear setbacks. Further, the building height permission increase significantly as the lot proceeds to Innes whereas the proposal maintains the reasonable 3 storey maximum. As such, no adverse impacts are anticipated for this interface.

Parking:

The plans have been revised to accommodate an additional 6 parking spaces, and as such, visitor parking provision is now compliant with the By-law.

Further, as has been referenced frequently by Planners, the public, land-owners, and Ward Councillors recently in the context Ottawa's pending new Zoning By-law, there's a growing consensus that the City should further relax parking rules to allow developers to build even fewer parking spots. With that being said, we are working with the project team to explore the parking configuration and confirm compliance with Visitor parking requirements.

In short, there are a number of reasons the modest reduction in resident parking is appropriate here:

- / Innes is a Transit Priority Corridor with the future Blackburn Hamlet West BRT Stop also located in close proximity. OC Transpo Route #25 offers frequent, direct service to the Blair LRT Station, which in-turn connects commuters directly to the downtown employment district and various other key destination throughout the City.
- / The City is moving away from restrictive minimum parking rates in the new by-law.
- / The applicant is willing to explore parking mitigation efforts.
- / The subject property is also located in proximity to important amenities to promote ease of walking and cycling as an alternative to personal vehicle use for residents and visitors.

At 9-spaces for 44-units, Visitor parking is now compliant with the Zoning By-law requirement.

Active Frontages:

The plans have been revised to accommodate active frontage entrances on both buildings. The elevations for Both Buildings along Innes Road now have multiple covered entrances to reproduce the pattern and surrounding urban fabric (range of residential types and density) and propose a height and massing scale that positively frames the public ROW. The landscaping treatment along the portion of the property abutting front lot line can include street trees to improve the pedestrian experience.

Although below the required glazing requirements of the by-law, the proposal maintains the intent of the performance standard through providing street-facing windows, multiple front-facing main entrances, and high-quality residential architecture to promote the residential character of this portion of Innes.

Along Innes Street, the proposed buildings are of a form and massing that is complimentary to promote appropriate transitions to existing low-rise dwellings on the rear of the property. The orientation of the buildings, the proposed setbacks, building heights, and the entrance and window treatments are all in keeping with the general community character and typical design of townhouse dwelling units in the City.

For Building B; a new main entrance has been included on the frontage facing Innes. The building still provides for appropriate height and design aesthetic to allow for appropriate framing of the street and positive interface with the public ROW.

General Planning, and Zoning and Designation:

In the new Official Plan, the site is designated “Mainstreet – Corridor”, which, in the appropriate setting, is permitted to accommodate building heights up to 40-storeys. Given the policy context, the 3-storey building height proposed, in ground-oriented units, is exceptionally sensitive for the site.

While respecting, facilitating, and implementing the vast majority of zoning provisions of the AM11 zone, the proposal responds appropriately to the ongoing housing crisis and policy and legislative direction now established in the City, Province, and Country as a whole with the inclusion of building forms aligned with the current growth management context for the area and city.

1.1.1 Summary of Application

The proposed redevelopment of the subject site consists of two three-storey stacked townhouse buildings. Building B is oriented fronting Innes Road containing 20 units within 2,144 square metres of floor area. Building A is oriented along the western interior lot line, containing 24 townhouse units with 2573 square metres of floor area. The total development will feature 44 units and 4,716.8 square metres of floor area. Both buildings will feature shared porches each serving two to four private entryways into the stacked townhouse units. To the rear of the property, 58 total parking spaces are provided (49 resident parking spaces and 9 visitor parking spaces) and will be accessed by a 6-metre shared private way entry between Building A and Building B from Innes.

The proposal also provides for 25 bicycle parking spaces dispersed around the parking area within four bike racks. A total of 450 square metres of amenity space is included throughout the development including 160 square metres of communal outdoor space to the south of Building B and 290 square metres of private balconies amenity areas.

1.1.2 Required Applications

To facilitate the proposed development, a Site Plan Control Application for the proposed development is also being submitted to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

The subject site is currently zoned Arterial Mainstreet Subzone 11, Urban Exception 2208 (AM11[2208]). An application to the Committee of Adjustment is required and submitted concurrently to seek relief from certain performance standards of the zoning framework on the subject property as described in greater detail in the Zoning Confirmation Report submitted with the application under separate cover.

Site Context and Surrounding Area

2.1 Site Context

The subject site, municipally known as 2506 Innes Road, is located within the Outer Urban Transect in the Blackburn Hamlet neighbourhood within Orléans West (Ward 2). The subject site has approximately 70 metres of frontage along Innes Road, is 58 metres in depth, with a lot area of 3,948 square metres.

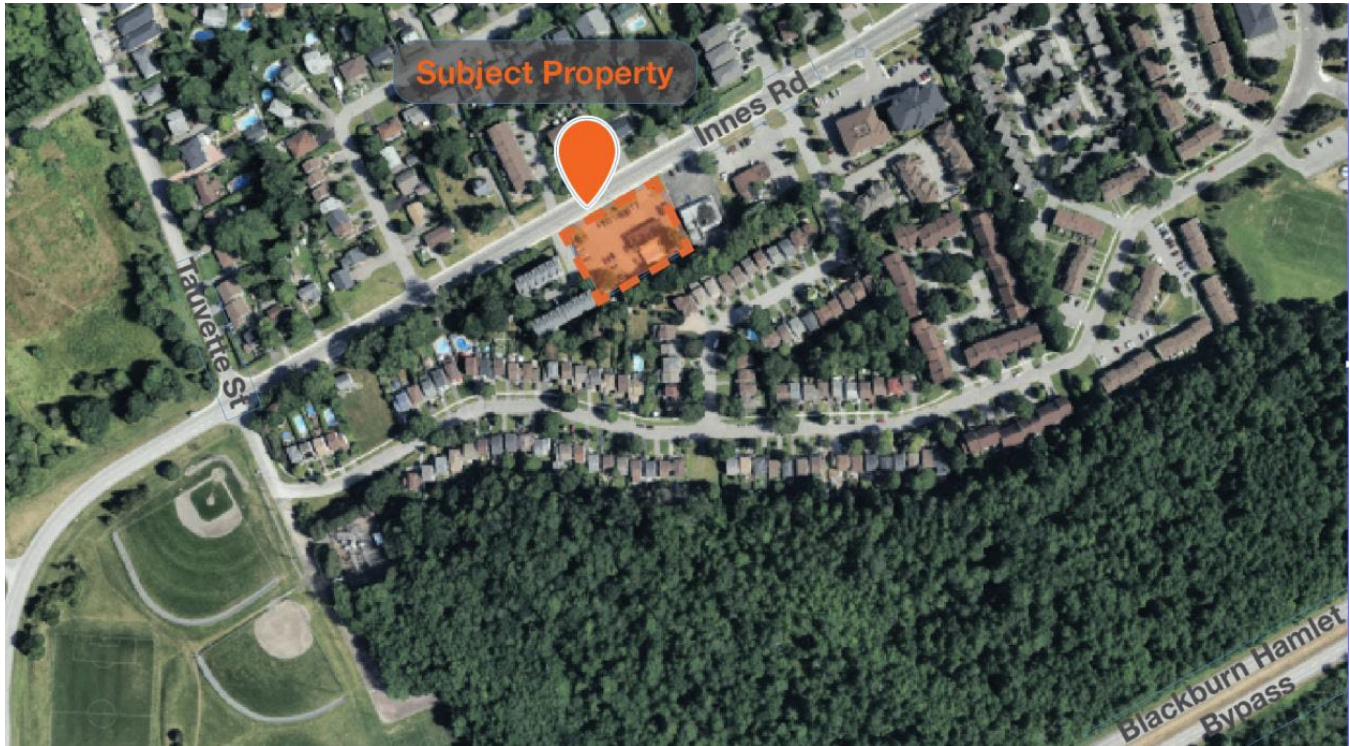


Figure 1: Aerial picture of the site context of the subject property.

The area is generally characterised by a mix of low-rise residential and locale commercial building typologies and uses. Blackburn Hamlet is an established and well served mixed-use community in close proximity to the City's major employment and service hubs with planned future rapid transit nearby along the Blackburn Hamlet By-pass.

North: The subject site abuts Innes Road to the north. The northern side of the Major Collector road is developed with residential housing in townhouse and single-detached dwelling built forms.

East: A two-unit, low-rise commercial building and auto repair shop are located on the adjacent lots to the east. A two-and-a-half storey and a three-and-a-half storey multi-residential buildings are located to the east of Beddoe Lane.

South: Two streets of single-detached dwellings separate the subject site from the dense forested area to the south.

West: To the west, Scotland Private is developed with 14 three-storey townhouses. The front units feature a similar setback from Innes Road as the proposed development.



Figure 2: Site photos with north arrow.



Figure 1 Aerial looking south.

3.0 Design Brief

3.1 Overview

The proposed design features two three-story buildings with an elevated basement level, reaching a height of approximately 12.5 metres. Embracing a low-rise design principle with pitched rooflines, the buildings seamlessly integrate with the established neighborhood character, particularly in areas with two- and three-story residential dwellings.

Setbacks are strategically planned to ensure connection and smooth transitions with adjacent properties. The design aligns with the prevalent low-rise architectural pattern in the neighborhood, aiming to enhance the community's visual appeal.

The development statistics of the site are as follows:

Provision	Proposed
Lot Area	3948 m ²
Lot Coverage	30.3%
Dwelling Units	Building A: 20 units Building B: 24 units
Building Area	Building A: 2,144 m ² Building B: 2,572.8 m ² Total: 4,716.8 m ²
Building Height	Building A & B: 12.5 (3 storeys)
Entrances	Building A: 5 canopy covered porches, two front Innes. Building B: 7 canopy covered porches. One front Innes.
Amenity Space	Communal: 160 m ² Private (balconies): 290 m ²
Vehicle Parking	49 spaces (one per unit)
Visitor Parking	9 spaces
Parking Dimensions	2.6 m x 5.2 m (8 spaces provided at 2.4 m wide and/or 4.6 m long per Section 106 (3)(a))
Bike Parking	25 spaces
Internal Sidewalks	1.38 m – 1.5 m wide

The buildings are designed to maintain a sensible low-rise form tailored to the site's characteristics and to transition seamlessly towards neighbouring properties. The strategic placement of parking and communal amenity areas between the main building massing and rear property line, along with existing mature treelines to the rear, assists in buffering the transition from traditional single residential dwellings to three-storey townhomes.

This design strategy aims to mitigate disruptions and ensure cohesive integration within the community's existing character.



Figure 2 Aerial of proposed development.

Along Innes Road, the buildings are visually prominent and distinctive, featuring walkways, staircases, and marked entrances with cohesive motifs. Abundant fenestration and glazing create an open and inviting atmosphere, with carefully arranged trees framing the buildings aesthetically.

To minimize the impact of service areas and parking, a careful screening approach is employed by placing buildings close to the front property line. Landscaping plays a crucial role in softening the visual impact at street level. Pedestrian walkways are well-designed, connecting the street edge to residential unit entrances, enhancing connectivity between the public realm and private development. The parking entrance is positioned between the buildings to integrate seamlessly with pedestrian flow.

The outdoor amenity spaces, both communal and private, are thoughtfully located. The communal amenity area is envisioned as a human-scaled environment, surrounded by trees to create a comforting ambiance and minimize traffic sounds. Private balconies are provided for the vast majority of units and designed for functionality and to reflect the surrounding built-form and community character. Overall, the proposed building design aims to create a distinctive and impactful presence along Innes Road while prioritizing aesthetics, functionality, and community integration.

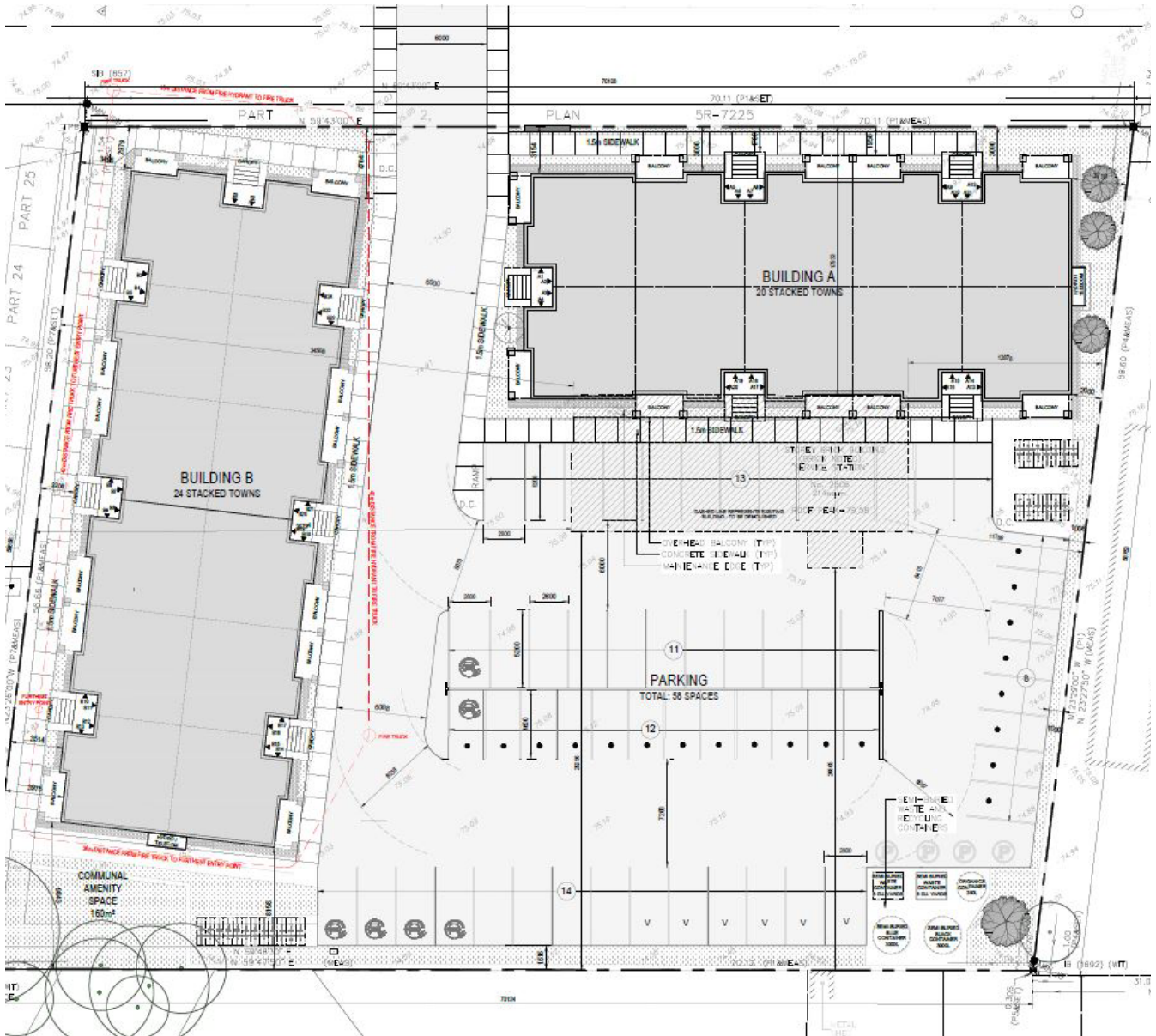


Figure 3: Site Plan Excerpt

In designing the proposed development, many components were considered in order to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

3.2 Planned Context and Surrounding Area

The project responds to its neighborhood by proposing a good quality development, in terms of functionality and architecture, that is highly compatible with the surrounding properties. Moreover, the overall orientation of the proposed buildings contributes to a distinctive and impactful presence along Innes Road, effectively framing the public right-of-way.



Figure 4: Aerial View looking south-west.

3.3 Building Design

The design of the proposed development fits with the existing desirable character and planned function of the surrounding area in the context of the following:

3.3.1 Setbacks, Heights and Transition

Setbacks and building heights have been carefully designed to harmonize with the architectural vernacular of neighbouring developments. The proposed buildings are designed as three-story structures, including an elevated basement level, reaching a height of 12.5 metres for both Building A and Building B. Embracing a low-rise, residential, design principle complemented by pitched rooflines, each building seamlessly integrates with the established character of the neighbourhood, particularly on the northern, western and southern sides of the property, where two- and three-story residential dwellings prevail.

The proposed setbacks not only ensure connection but also facilitate smooth transitions and optimal spacing in relation to adjacent developments. The prevailing architectural pattern in the nearby neighbourhood predominantly features low-rise residential structures.

Furthermore, the proposed buildings not only maintain a sensible low-rise built form tailored to the distinctive characteristics of the site but also exhibit intentional consideration for transitioning seamlessly into the neighbouring properties and along the public right-of-way. The shift from the traditional two-storey single residential dwellings at the rear of the property, transitioning to the three-story townhomes on the western side and single-storey commercial buildings on the eastern side, is adequately buffered. This is achieved through the strategic placement of proposed parking, the communal amenity area, along the rear existing mature treeline at the rear. This design strategy serves to mitigate potential disruptions while ensuring a cohesive integration within the architectural tapestry of the community.

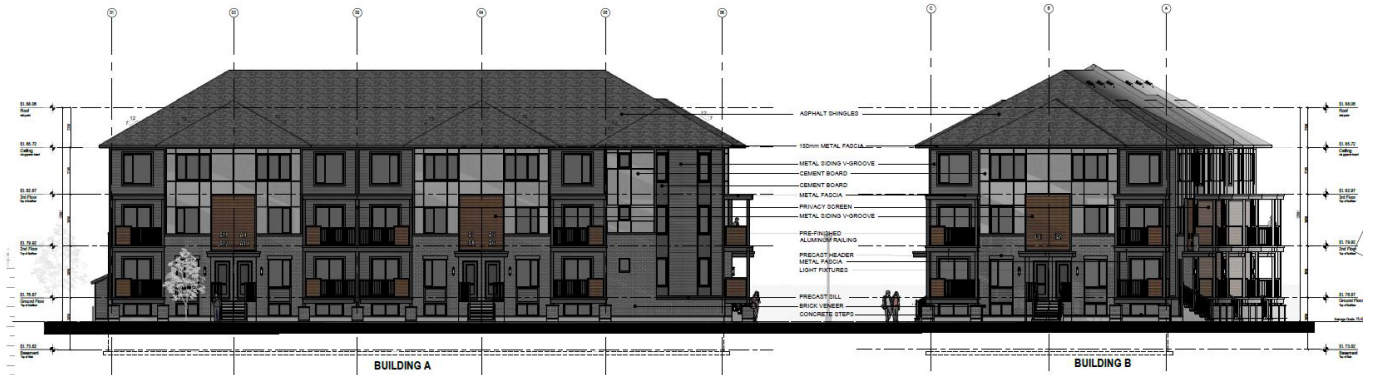


Figure 4: North Elevations of Building A and Building B.

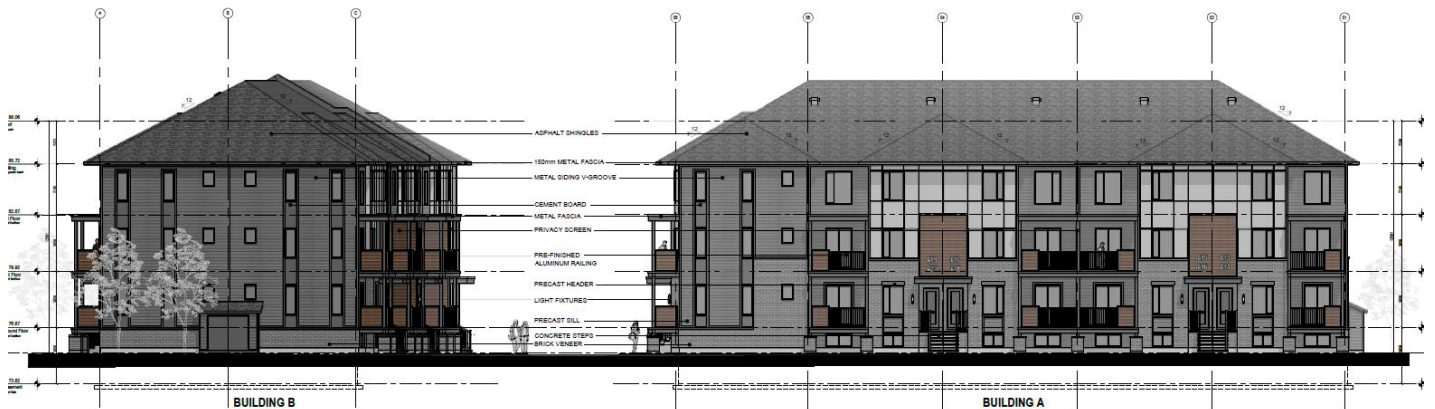


Figure 5: South Elevations of Building A and Building B.

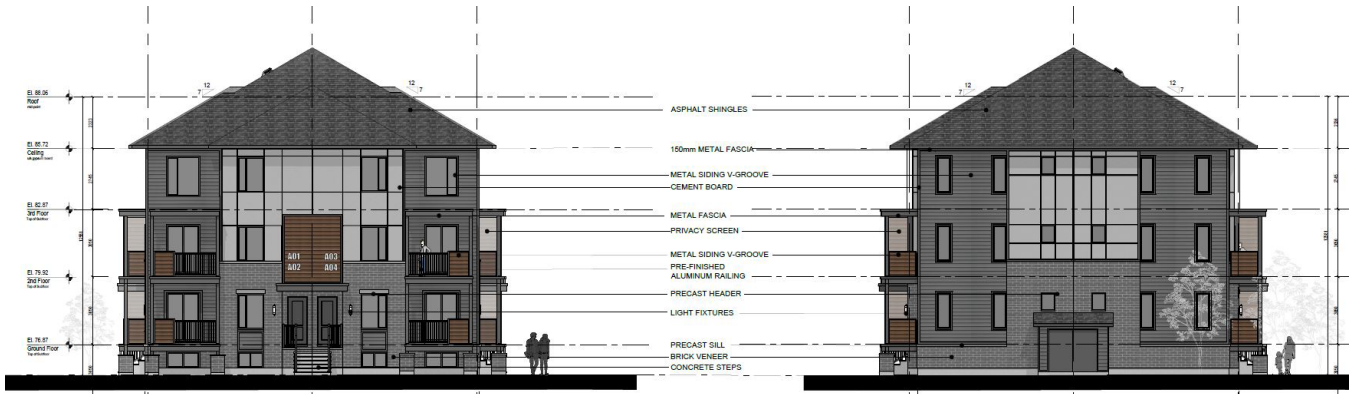


Figure 6: West Elevation of Building A and East Elevation of Building A.



Figure 7: West Elevation Building B.

3.3.2 Façade and Roofline Articulation

The frontage and roof design exhibit a resonance with the architectural patterns present in the surrounding neighbourhood, echoing the features of adjacent residences. Nevertheless, a deliberate articulation of the facades is introduced through rhythmic compositions. This rhythmic interplay is achieved through the repetitive arrangement of architectural elements, fostering a sense of cohesion across all facets of the proposed structures. The relationship between the vertical planes is accentuated by the careful selection of materials for each volume. The lower sections are clad with brick veneer, not only visually grounding the building but also establishing a robust connection with the site. In contrast, the higher volumes are enveloped in lightweight siding and composite materials, contributing to a harmonious interplay of textures, and elevating the overall aesthetic appeal.



Figure 8: Site frontage from Innes Road

3.3.3 Colours and Materials

The depicted rendered perspective showcases a palette of high-quality quality materials, comprising precast sill brick veneer along lower levels of the buildings with metal siding in a v-groove pattern wrapping the upper floors. A lighter cement board above the porch entrances naturally draws the eye toward the unit entrances. Aluminum railings, concrete steps, expansive windows in varied shapes and sizes, and dark brown metal siding above entrances and as balcony screening create visual interest through the use of different textures, materials, and natural tones. Embracing light and dark grey tones, these materials instill a pronounced sense of value to the overall aesthetic. Notably, the chosen materials align seamlessly with those employed in recent residential developments along Innes Road, underscoring a harmonious consistency with the prevailing architectural trends in the area.



Figure 9: Rear yard parking area

3.3.4 Architectural Elements

Architectural projections incorporate balconies, closely resembling those of townhouses dwellings and residential buildings in the existing community. Noteworthy are the significant amount of windows, characterized by darker-toned frames, and railing systems, revealing a slightly richer quality to the facade,

introducing a nuanced departure from neighbouring structures. While the majority of building materials and elements align with those employed in nearby residential developments, their deployment showcases a subtle divergence in application, contributing to a distinctive and refined architectural expression.



Figure 10: Frontage and site access from Innes Road

3.3.5 Incorporating Elements and Details of Common Characteristics of the Area

Typical features within the vicinity encompass elements such as the townhouse-style building form, hip rooflines, a blend of sash and larger windows, and the use of both brick and siding materials, all clad in light and dark grey tones. However, what distinguishes the proposed design is not only the presence of these common characteristics but also the innovative arrangement and interplay of each element. This distinctive configuration introduces a refreshing architectural expression, contributing a distinctive and modernized aesthetic to the neighbourhood.

The architectural design of the buildings is shaped to establish a complementary visual presence along Innes Road, infusing distinctive character within the planned stacked townhouse development. Proposed walkways and staircases connect the building facades to the sidewalk and street edge. Main entrances are marked by cohesive motifs above entranceway canopies, enhanced with light sconces, not only offering passive illumination but also creating a tangible sense of presence and identity within the public realm.

An abundance of fenestration and glazing is integrated into the design, fostering an open and inviting atmosphere. Along Innes Road, a thoughtful arrangement of existing and new trees provides a repeated rhythm, offering shelter while framing the buildings in an aesthetically attractive manner. The strategic orientation of units within the buildings ensures panoramic views in all directions, optimizing the visual experience both within and around the property.

To soften the impact of service areas, storage, and parking from the street frontage, a careful site layout approach is employed by locating the buildings with frontage along the front property line. Pedestrian walkways are rationally designed, enhancing pedestrian connectivity and establishing a robust visual and functional link between the public realm and the private development. The parking entrance, positioned between the two buildings, thoughtfully integrates with the overall flow, ensuring it does not impede pedestrian access to any of the external-facing structures. Internal unit entrances, accessible through inner pedestrian walkways, prioritize

safety and convenience for residents. The overall orientation of the proposed buildings contributes to a distinctive and impactful presence along Innes Road, effectively framing the thoroughfare.

3.4 Outdoor Amenity Area

Thoughtfully designed amenity spaces are suggested in both private and communal arrangements. The communal amenity area within the development is envisioned as an appealing environment, shaded by trees to offer a comforting ambiance to users. Its placement to the rear of the property buffered by building massing minimizes the potential impact of adverse traffic sounds and microclimate-related concerns. This communal space is purposefully located to facilitate outdoor socialization for residents, providing an ideal setting for gatherings, meals, or simply enjoying the outdoors. Additionally, the proposed private balconies are designed with functionality in mind, striking a balance that enhances their utility without overpowering the adjacent public and private realms. The sizing is carefully adjusted to ensure a harmonious integration with the surrounding environment. Access to the area is provided via internal sidewalks connecting to Innes Road, the unit entrance porches, and the parking area. A cluster of four mature trees at the site's southeast corner provide shade canopy and privacy from adjacent lands.

3.5 Site Access

The project incorporates all parking to the rear of the property bordered by both buildings, accessed by a 6-metre shared private way entry between Building A and Building B. The private way will also permit access by municipal garbage collection to garbage, recycling, and organics collective containers located in the southwest corner of the parking area.

Sidewalks extending from Innes Road will provide access around three sides of both buildings and around the north and east sides of the parking lot providing pedestrian access and safe separation. The extended curbs utilize depressed curbs and crosswalks to provide increased pedestrian visibility and accessibility.



Figure 11: Site Access from Innes Road between Building B and Building A.

3.6 Sustainability Approach

The development represents the infill densification of the 3,948 square metre underutilized site which will provide 44 new residential units and associated amenity space in a medium-density suburban development. The introduction of higher density residential townhouses within the urban boundary should reduce the overall loss of open green space to development as part of a policy to discourage urban sprawl and avoid natural habitat loss.

The proposed multi-unit development not only emphasizes heating and servicing efficiencies but also integrates a comprehensive selection of sustainable design characteristics. In addition to the compact nature of the units, which inherently enhances energy efficiency, the project incorporates numerous environmentally friendly features.

The use of larger windows is complemented by the installation of triple-pane, argon-filled windows, providing superior insulation and noise reduction. This not only enhances energy efficiency but also contributes to a more comfortable living environment.

High-efficiency furnaces, coupled with automated climate controls, ensure optimized energy consumption throughout the year.

In a commitment to further mitigate environmental impact, the development will go beyond the stipulations of the Ontario Building Code by incorporating high-value insulation. This strategic decision not only champions energy conservation but also significantly diminishes the necessity for extensive heating and cooling systems. To guarantee compliance with and surpass the efficiency benchmarks outlined in the building code, rigorous energy modeling will be conducted during the design development phase. This meticulous process will ensure that the buildings not only meet but exceed the prescribed standards for optimal energy efficiencies.

Incorporating LED lighting fixtures throughout the development will significantly reduce energy consumption and extends the lifespan of lighting systems, aligning with a commitment to long-term sustainability.

Water conservation fixtures will be carefully selected, with low-flow toilets, sinks, and showerheads integrated into the design. This will not only reduce water consumption but also contribute to overall sustainability of water resources.

In the construction phase, a commitment to sustainable materials will be sought. Highly renewable products such as wood and wood-based materials will be selected for the structural system above grade. Locally sourced materials are applied to building facades, reducing transportation-related environmental costs. Low VOC materials and paints for interior finishes will contribute to improved indoor air quality.

Soft landscaping, featuring native plant life, will be strategically placed throughout the site to enhance biodiversity and ecological sustainability.

Overall, this multi-unit development incorporates various elements of sustainable design, integrating various features that collectively contribute to environmental responsibility, energy efficiency, and the overall well-being of its residents.

3.7 Ottawa Official Plan

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 healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject site is identified as a Tier 3 – Local Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is along a Corridor. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment.

Tier 3 areas also represent emerging areas that may contribute to defining Ottawa’s local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Policy	Proposed Development
<p>Policy 4.6.1 states that development shall promote design excellence in Design Priority Areas.</p>	<p>The proposal provides for a well-articulated low-rise building form with high-quality materiality and landscaping along the public realm.</p> <p>The massing and height represents an appropriate scale and building typology that frames and enlivens the public realm along this corridor.</p>
<p>Policy 4.6.5.2 states that development along Corridors shall respond to context, transect area and overlay policies, and that it should generally be located adjacent to street, park or greenspace and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.</p>	<p>The proposed development responds to its policy context and is located adjacent to the street.</p> <p>The buildings frontages consists of direct connection from the public sidewalk to the residential entrances through a landscaped front yard and internal sidewalk network.</p> <p>The buildings feature units with private balconies fronting onto the main road and work together with the landscaping in the front yard and architectural detailing to frame the adjacent street and create an enjoyable public area for building residents.</p>
<p>Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicle and pedestrians and to 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.</p>	<p>Parking, waste storage etc.. are located to the rear of the property screened by the proposed buildings or within the building basement. Mechanical equipment and utilities are integrated into the design of the building, and trees and landscaping are proposed in all unused outdoor areas including the rear yard amenity area. Collectively, these features minimize vehicle-pedestrian conflicts and create a well-defined amenity area for building residents and an attractive building design.</p>
<p>Policy 4.6.5.4 suggests that development should be universally accessible in accordance with City’s Accessibility Design Standards. Doing this addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.</p>	<p>The development considers accessibility through the site. The site provides accessible parking spaces, and access ramps to supplement stairs where access is encumbered by grades.</p> <p>Barrier Free Parking is provided at-grade in the rear.</p>

<p>Policy 4.6.6.1 requires the impacts of high-density infill on low-rise area be minimized by providing transitions in building heights and design within the Corridor.</p>	<p>The proposed low-rise development achieves an appropriate transition in built form and height within the Corridor and established nearby neighbourhood by locating building massing heights and densities along the Mainstreet and transitioning towards the areas where ground-oriented townhome uses are existing.</p>
<p>Policy 4.6.6.4 require amenity areas in residential developments in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs</p>	<p>The proposed development provides residential amenity areas as outdoor private and communal amenity spaces.</p>
<p>of all age groups, and consider year-round comfort of residents, and consider future climate conditions. For mid-rise buildings, amenity areas should provide protection from heat, wind, extreme weather, noise and air pollution; and for indoor amenity areas be multi-functional spaces including some with access to natural light and designed to support extreme heat events, power outages and other emergencies.</p>	<p>Outdoors amenity is provided in the rear and front yards as well as in the form of private balconies and terraces at various levels of the building. The rear and front yards consists of landscaped area consisting of a range of trees, shrubs mostly soft- landscaped areas with defined paths that will provide year-round amenity space for building residents. Its location here provides protection from street noise and air pollution generated from Innes Road at the front of the property.</p> <p>Trees around the property provide shade, and will grow to provide a dense canopy which will work with soft landscaping to reduce the urban heat island effect, and provide protection from severe weather events.</p> <p>Private terraces are and balconies provide individual outdoor amenity spaces for individual unit residents to enjoy year round.</p>
<p>Policy 4.6.6.6 requires 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.</p>	<p>The proposed low-rise development is designed to relate to the context of its abutting Arterial Road and considers articulation at various sections that define and relate to the character of the surrounding area.</p> <p>The buildings are appropriately setback from all property lines and have ample space to achieve full growth of trees and landscaping treatment.</p> <p>Both building frontages along Innes are designed with front-doors and ample windows facing the public realm to animate and enliven the street frontage.</p>

3.8 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were created to fulfill design strategies of the City's Official Plan. They provide a general framework to guide the physical layout, massing, function and relationship of development along Arterial Mainstreets.

The proposed development meets the following guidelines:

- / Guideline 2: Provide or restore a 2.0 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way.
- / Guideline 13: Ensure that buildings occupy the majority of the lot frontage.
- / Guideline 14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.
- / Guideline 15: Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.
- / Guideline 16: Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.
- / Guideline 17: Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- / Guideline 18: Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices, and lobbies.
- / Guideline 19: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.
- / Guideline 20: Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks to building entrances.
- / Guideline 24: Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.
- / Guideline 27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.
- / Guideline 30: Provide a consistent width of landscape and pedestrian areas across the front of the site.
- / Guideline 31: Use continuous landscaping to reinforce pedestrian walkways within parking areas
- / Guideline 32: Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.
- / Guideline 37: Plant trees, shrubs, and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development.
- / Guideline 50: Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage, and recycling container storage, loading docks and ramps and air conditioner compressors.
- / Guideline 51: Design lighting so that there is no glare or light spilling onto surrounding uses.
- / Guideline 52: Provide lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.

The proposed development responds to many of the relevant Urban Design Guidelines for development along Arterial Mainstreet. The buildings are highly articulated to respond to the design guidelines and provides an interesting façade that offers a human scale built-form to define the frontage along Innes Road. It accomplishes an appropriate Transition to neighbouring low-rise residential uses, and an architectural design that reduces visual mass through the use of roof-typology, colour, and materiality.

The development offers well designed pathways that prioritize pedestrian movement through the site and are defined by high-quality landscaping treatment. Landscaping defines residential amenity areas that are designed to be comfortable and enjoyable.

4.0 Conclusion

As outlined in this Design Brief, it is our professional opinion that the proposed development is appropriate and functional. The design of the development integrates visually and functionally with surrounding development along Innes Road and is suitable scale and use of the subject site.

The proposed design also adheres to and promotes the design objectives of the City of Ottawa's Official Plan and Design Guidelines.

Sincerely,

Gabi Scollon, M.PI
Planner

Timothy Beed, MCIP RPP
Senior Planner

Paulo Alves
Architect