

425 Culdaff Road

Design Brief

Site Plan Control Application

October 28, 2024



Table of Contents

Project Description	2
Design Directives	5
Site, Context, and Analysis	11
Design	19

1 Project Description

Project Summary

The proposed development is a Planned Unit Development consisting of a single U-shaped residential building with a total of 177 dwelling units.

The building includes 84 underground parking spaces designated for residents, alongside an additional 116 at-grade parking spaces, which accommodate tenant, visitor, and accessible parking needs.

Bicycle parking is provided at grade and in the underground parking area, amounting to a total of 108 bicycle parking spaces.

The Gross Floor Area for the development is 16,335.42 square metres, with a Floor Space Index of 1.68.

Landscaped areas total 3,387 square metres, covering 35% of the site. The building also features approximately 612 square metres of total balcony area and 139 square metres of communal interior amenity space.

Exterior amenities on site include a dog run, community garden, and covered seating area. Interior amenities consist of a dog wash station, gym, and community lounge space.

Key Statistics

425 Culdaff Road	
Site Area	9,728.16 sq.m.
Number of Storeys	6
Height	18 m
Gross Floor Area	16,335.42 sq.m.
Floor Space Index	1.68
Dwelling Units	177
<i>Studio</i>	24
<i>1-bedroom</i>	24
<i>2-bedroom</i>	93
<i>3-bedroom</i>	36
Total Parking Spaces	212
<i>Apartment -Regular</i>	177
<i>Visitor</i>	35
Bicycle Parking Spaces	108
Lot Coverage	28%
Official Plan Designation	Mixed Industrial
Zoning	GM[2654]

Proposed Rendering



Rendering of proposed development, looking northeast from Derreen Avenue and Culdaff Road

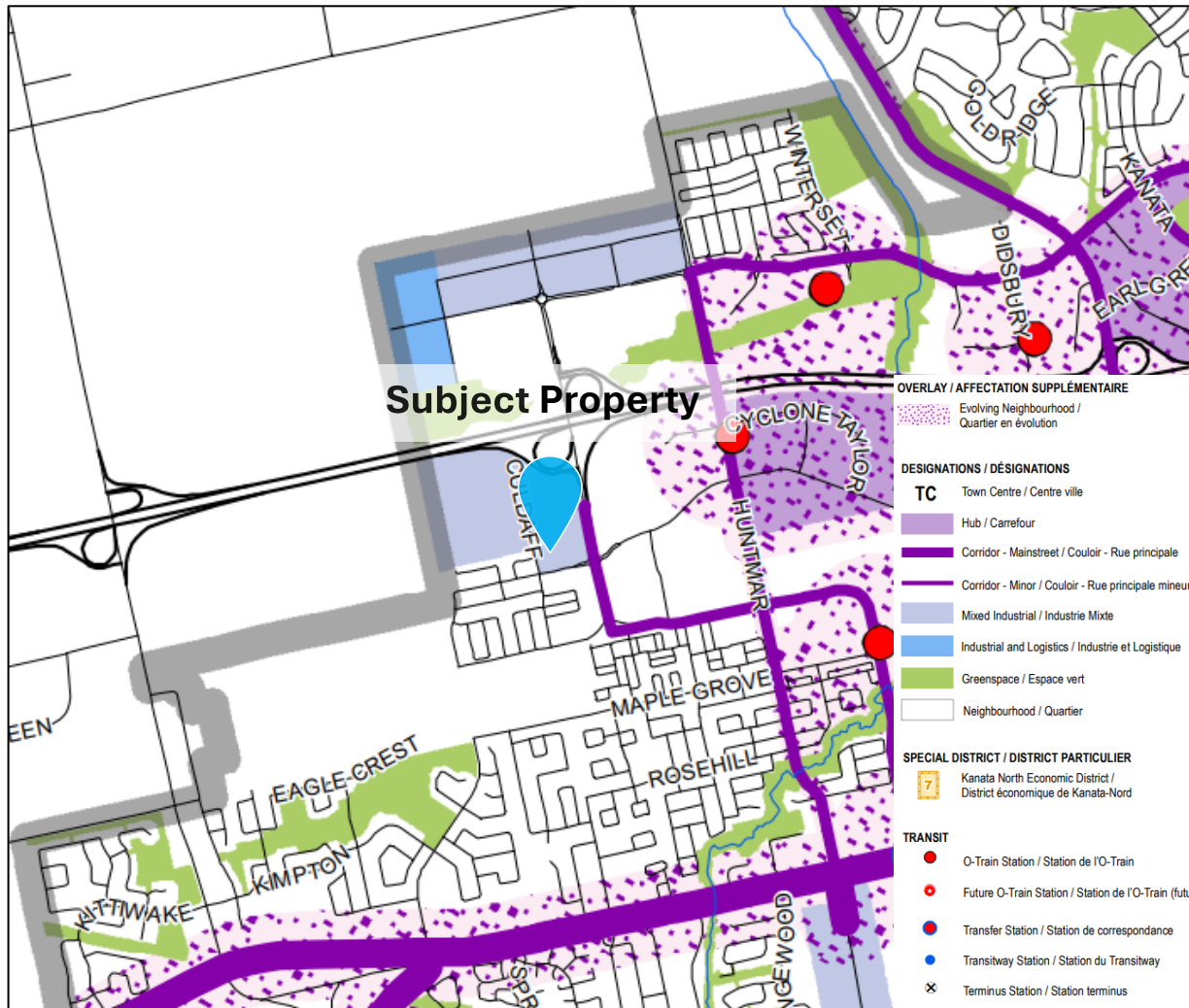
Proposed Rendering



Rendering of proposed development, aerial view, looking northwest

2 Design Directives

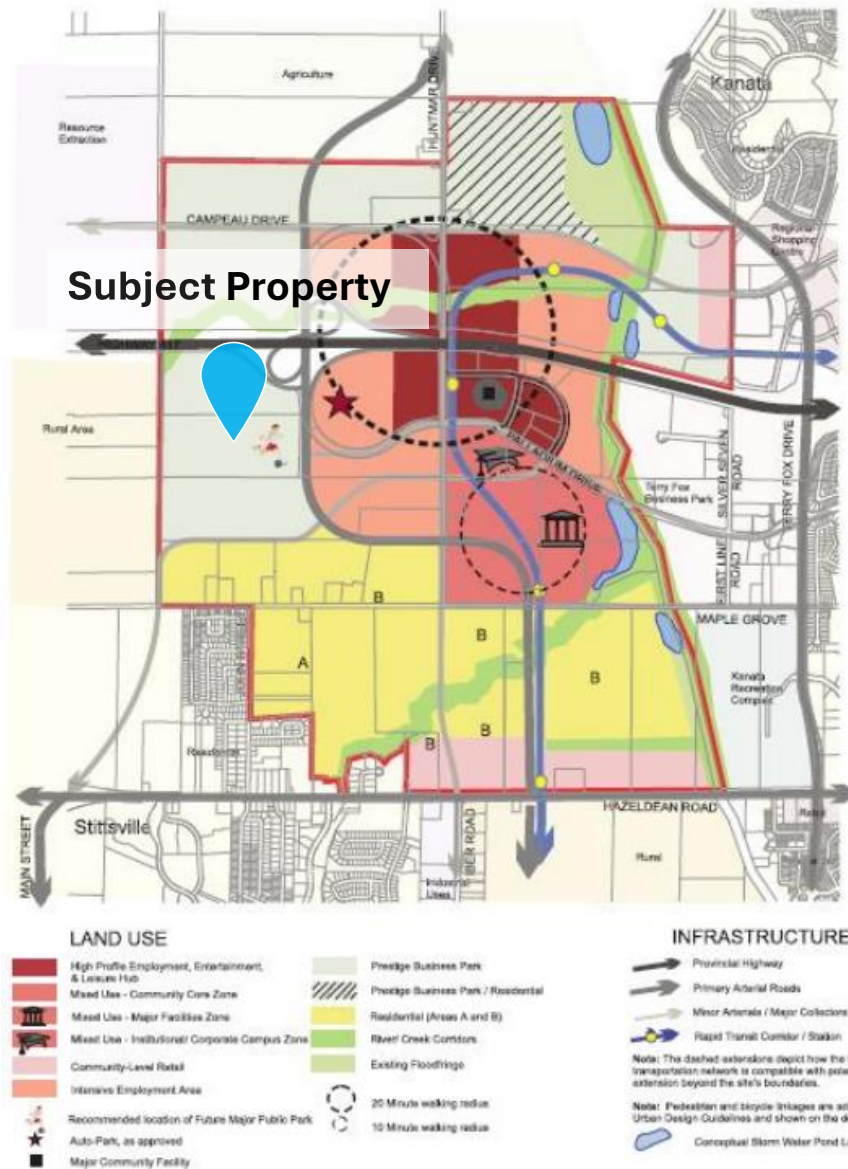
Policy Context – Official Plan (By-Law 2021-386)



The property is designated Mixed Industrial Schedule B5 – Suburban (West) Transect of the Official Plan. The Suburban Transect “comprises neighbourhoods outside the Greenbelt ... and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms” (Section 5.4)

The Official Plan also identify the site within the General Urban Area, that allows for a diverse range of housing types to meet the needs of all ages, incomes, and life circumstances, promoting the development of complete, sustainable communities. It supports a variety of residential uses, from single-family homes to multi-storey mixed-use buildings. While a mix of uses is encouraged, zoning regulations will control the location and scale of these developments to ensure they meet the needs of local residents.

Policy Context – Kanata West Concept Plan Community Design Plan (CDP)

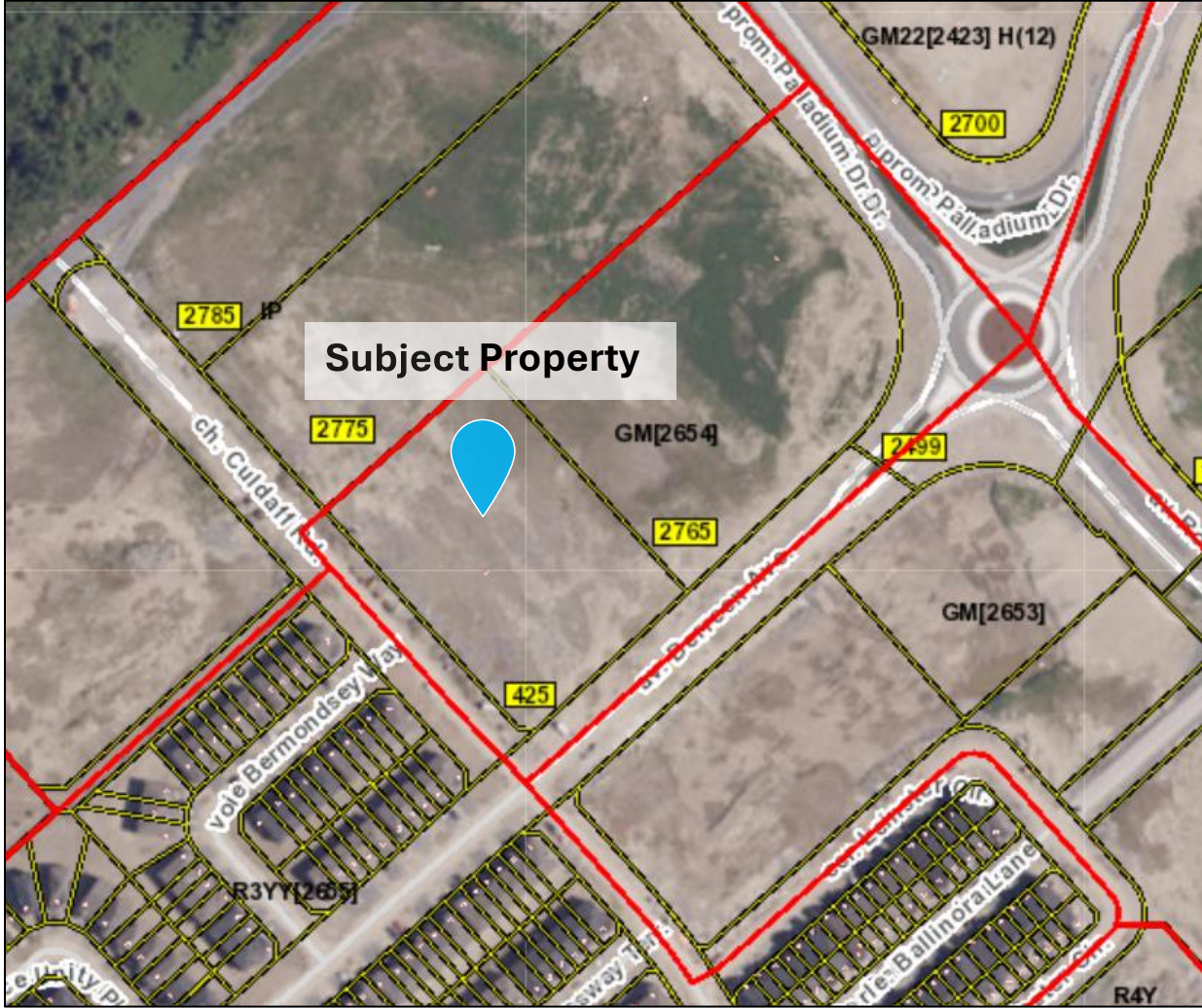


The subject property is located within Area-Specific Policy 2 – Kanata West and is designated as Prestige Business Park under the Kanata West Concept Plan. The Prestige Business Park is envisioned as a campus-style environment for high-tech industries, featuring research facilities, offices, and laboratories in a landscaped, low-profile setting. Parking facilities are designed for both business use and after-hours access, with pedestrian and cycling paths integrated throughout.

The property was part of the 195 Huntmar Drive Planning Addendum, which saw the lands west of Palladium Drive and Robert Grant Avenue that are designated as Prestige Business Park, rezoned from Development Reserve to predominantly residential use.

Kanata West Concept Plan, Revised 2025

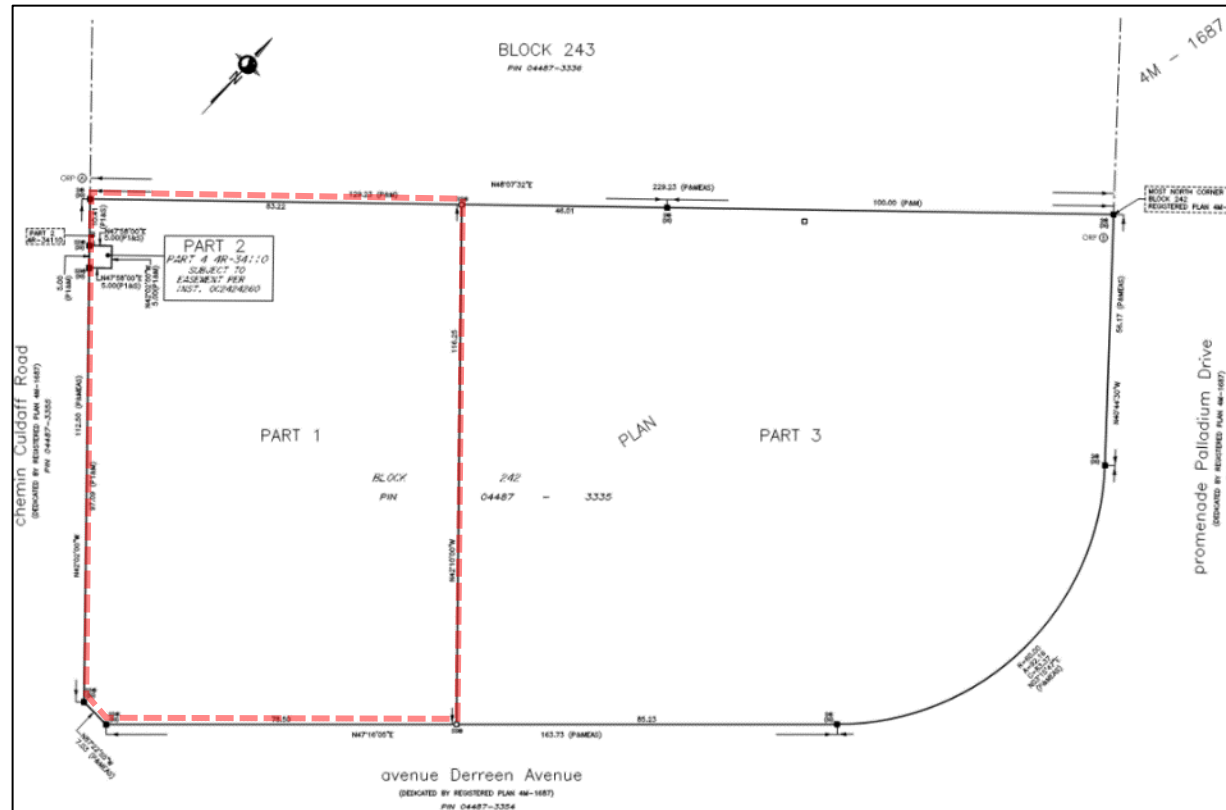
Policy Context – Zoning (By-Law 2008-250)



The subject site is designated General Mixed-Use Zone (GM) and is designed to permit residential, commercial, institutional, and mixed-use developments in specific urban and central areas. It restricts commercial activities to certain locations to protect the viability of Traditional and Arterial Mainstreets as mixed-use zones. As the mixed-use zone allows larger uses that attract people from broader areas these impacts must be managed. Standards are to be imposed to ensure compatibility with surrounding land uses

The GM zoning permits the mid-rise residential use proposed and will not require any rezoning or plan amendment.

Site Context – Subdivision (D08-01-23/B-00118 & D08-01-23/B-00119)



2764 Palladium Subdivision Plan

In 2023, the property at 2764 Palladium Drive was subdivided into two parcels. 475 Culdaff parcel (Part 1) was severed from the future development and 2764 Palladium Drive (Part 3) slated to be the future site of Motor Sports World powersports dealership.

The proposed mid-rise residential development on 475 Culdaff is well-suited to the site, providing a smooth transition between future uses to the east and the low-rise developments to the west and southwest.

Pre-Consultation – Response to urban design comments

First Pre-Consultation Urban Planning comments provided February 2, 2024

Thoughtful transition to low-rise housing needed – please consider a building setback above the third level along Derreen Avenue and Culdaff Road.	Thank you for your feedback regarding the building transition along Derreen Avenue and Culdaff Road. After careful consideration, we have determined that incorporating a setback above the third level is not feasible for this project. The proposed design and building height have been developed to align with our overall project goals and design standards while maintaining a cohesive streetscape along these roadways.
If possible, increase the setback along Derreen Avenue to provide additional landscaping.	The proposed development is providing 3.92m setback from the property line to the building. There is 3.42m from the multiuse path to the property line for an approximate building setback of 7.34m to the public multiuse pathway.
Please explore the potential for an L-shape building vs. a U-shape building with parking concealed entirely from the public realm.	The feasibility of an L-shaped building was carefully examined during the concept stage. However, this layout was not practical given the number of units required, as it would not allow us to maximize the land’s potential while adhering to our six-storey design standard. The U-shaped design optimizes both unit count and land use efficiency. Additionally, parking is fully concealed along Culdaff Road, with the majority also screened from view along Derreen Avenue to minimize visibility from the public realm.
Explore the potential to shift the driveway access to Culdaff Road.	Shifting the driveway access to Culdaff Road was considered; however, maintaining the building’s frontage along both roadways is essential for project feasibility and unit count optimization. Reorienting the building would also increase parking visibility from Culdaff, which we aimed to minimize to enhance the streetscape.
Please explore the potential for grade-related units with entrances off of Derreen Avenue and Culdaff Road.	All units at grade fronting Culdaff and Derreen have walkout footpaths that will connect to the multiuse pathway.
Please provide outdoor and indoor amenity details.	Broadstreet Properties provides many indoor and outdoor amenity spaces for tenant use. This project will include a community room, fitness centre, dog wash station, dog run, garden area, and outdoor seating.
Please outline the projects sustainability strategy.	The proposal integrates modern, innovative design and building technologies aimed at creating a sustainable and resilient structure that supports high-quality reinvestment in this part of Ottawa. It includes six EV-capable parking stalls and is designed to meet CMHC MLI Select energy efficiency standards, achieving 40% greater efficiency than the code reference building.
Staff look forward to reviewing building elevations and a landscape plan as part of the next pre-consultation.	Noted. Building elevations and Landscaping Plan have been provided as part of the SPC application submission.

Second Pre-Consultation Urban Planning comments provided August 6, 2024

<p>Staff are not supportive of the revised layout for several reasons including:</p> <ul style="list-style-type: none"> a. The limited separation distance to the adjacent site which can develop in a similar manner. b. The orientation of the building which no longer engages with Culdaff Road. c. The presence of surface parking along Culdaff Road. 	<p>We appreciate the feedback regarding the revised layout. In response to the concerns raised:</p> <ul style="list-style-type: none"> a. Limited Separation Distance: We have returned to the initial design, which maintains an appropriate separation distance to the adjacent site, allowing for potential future development that is compatible with our proposal. b. Orientation of the Building: The revised layout re-establishes the building’s orientation to engage actively with Culdaff Road, featuring at-grade unit walkout patios that create a vibrant street presence. c. Surface Parking Along Culdaff Road: We have also prioritized pedestrian pathway connections to the multi-use pathway along both Culdaff and Derreen, enhancing accessibility and promoting a walkable environment.
<p>Please return to the initial scheme and consider the built form and landscape comments provided as part of the Phase 1 pre-con meeting (attached).</p>	<p>We are committed to integrating the built form and landscape suggestions provided during the Phase 1 pre-con meeting and have incorporated these objectives as part of the SPC application.</p>

3 Site, Context, & Analysis

The 2.4 acres of land is located at the northwest of the Culdaff Road and Derreen Avenue intersection. The property is currently vacant.



1 – View of 425 Culdaff, looking north from Derreen Avenue and Culdaff Road



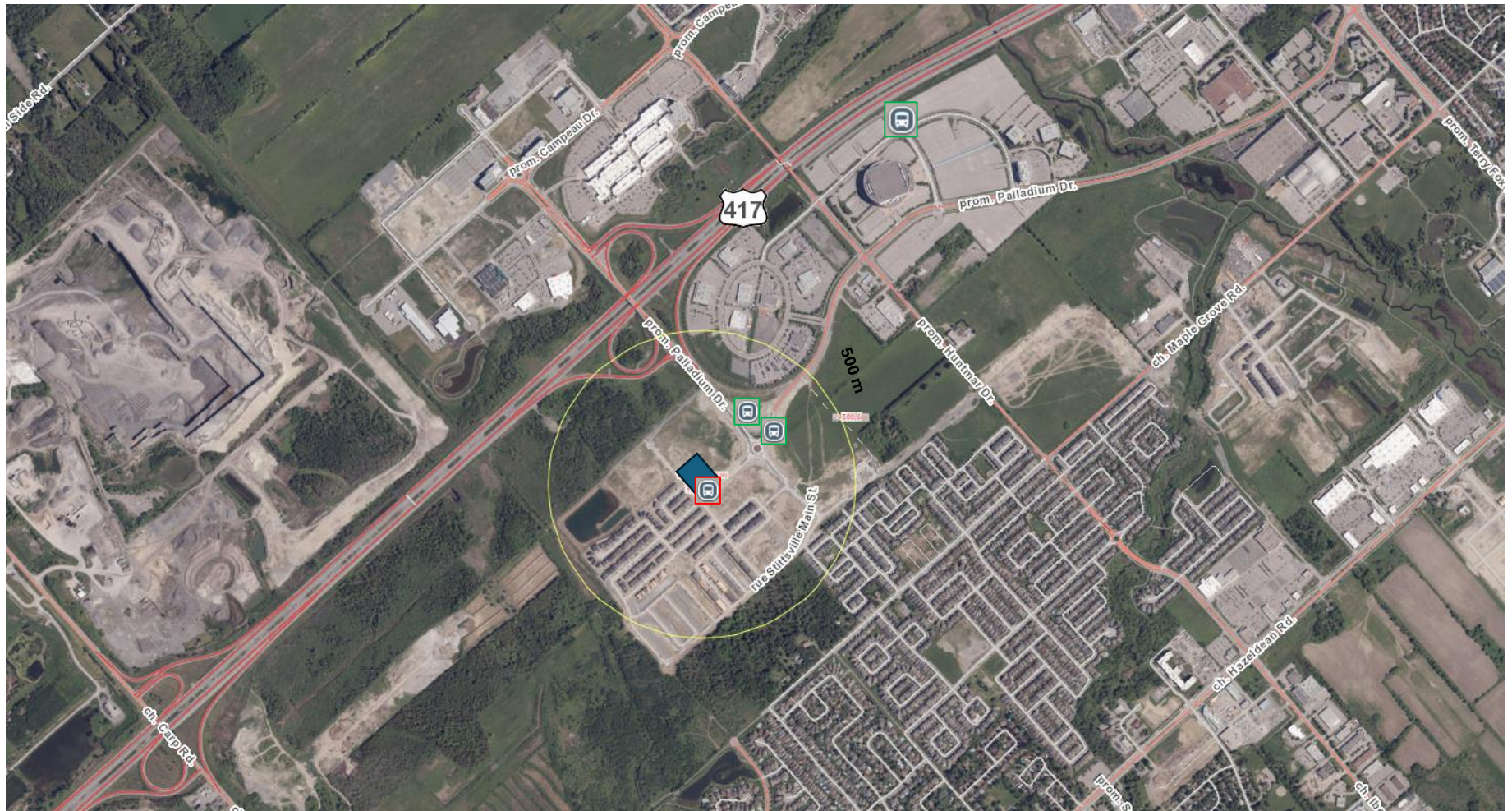
2 – View of 425 Culdaff, looking southeast from Culdaff Road





3 – View of 425 Culdaff, looking west from Derreen Avenue

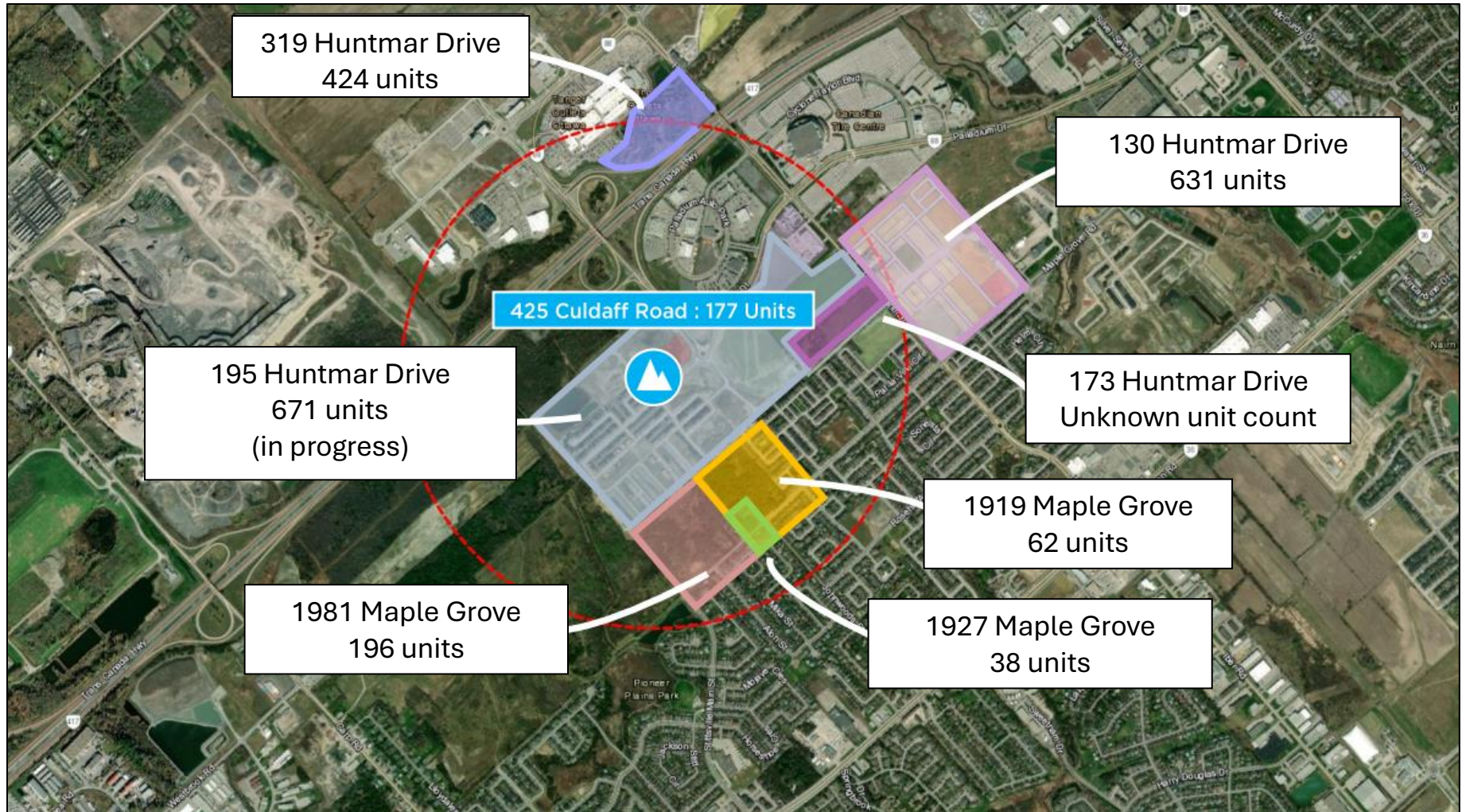
Site Context

The property is located in Ward 6 – Stittsville, within the City of Ottawa. Specifically, the property is in the Stittsville neighbourhood, at the intersection of Derreen Avenue, and Culdaff Road. The site is located next to a residential neighbourhood zoned R3YY.



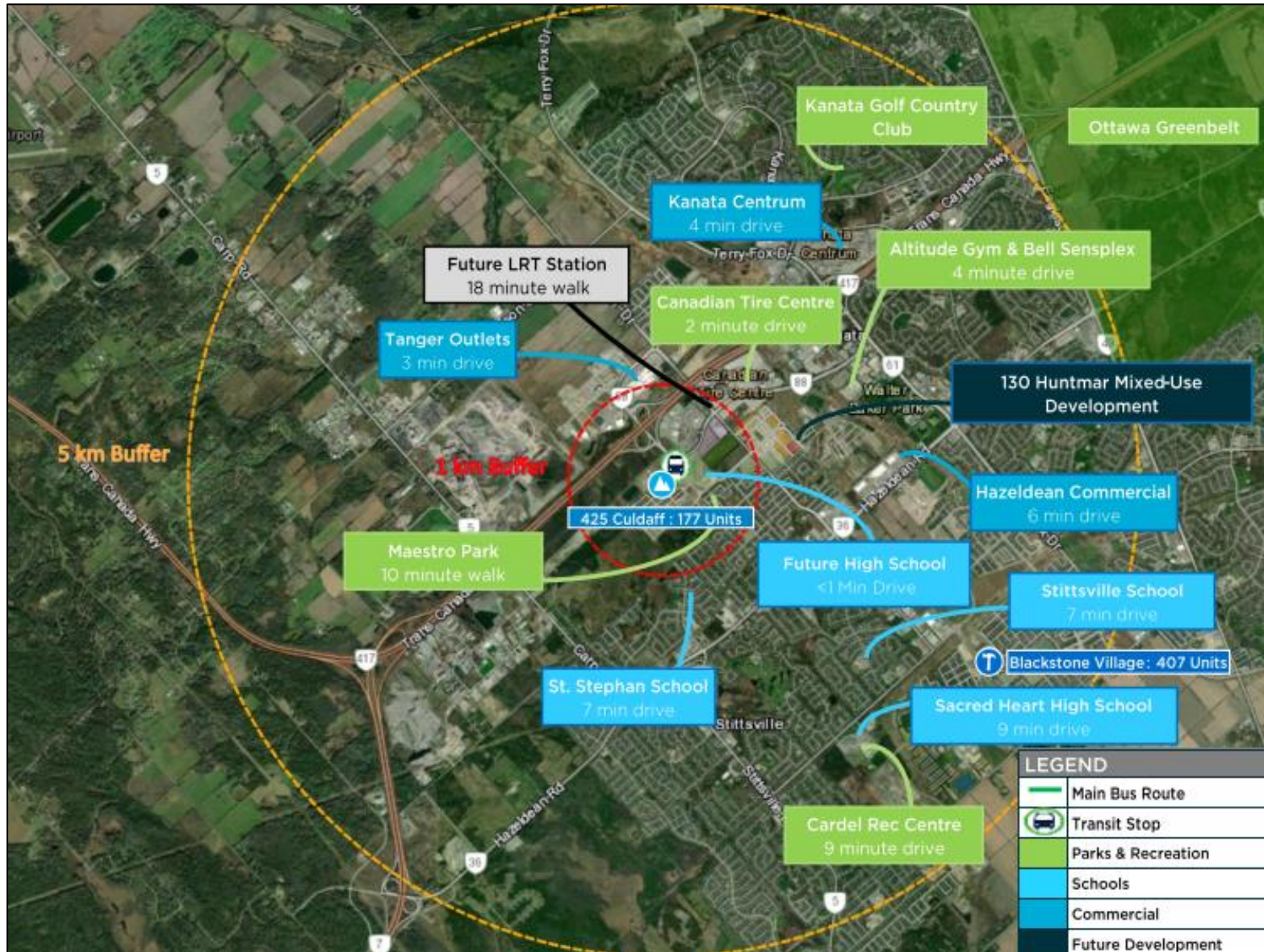
Aerial image of the subject property, the surrounding area, and proximity to existing transit  and future transit  stops.

Site Analysis – Surrounding Recent Development Proposals



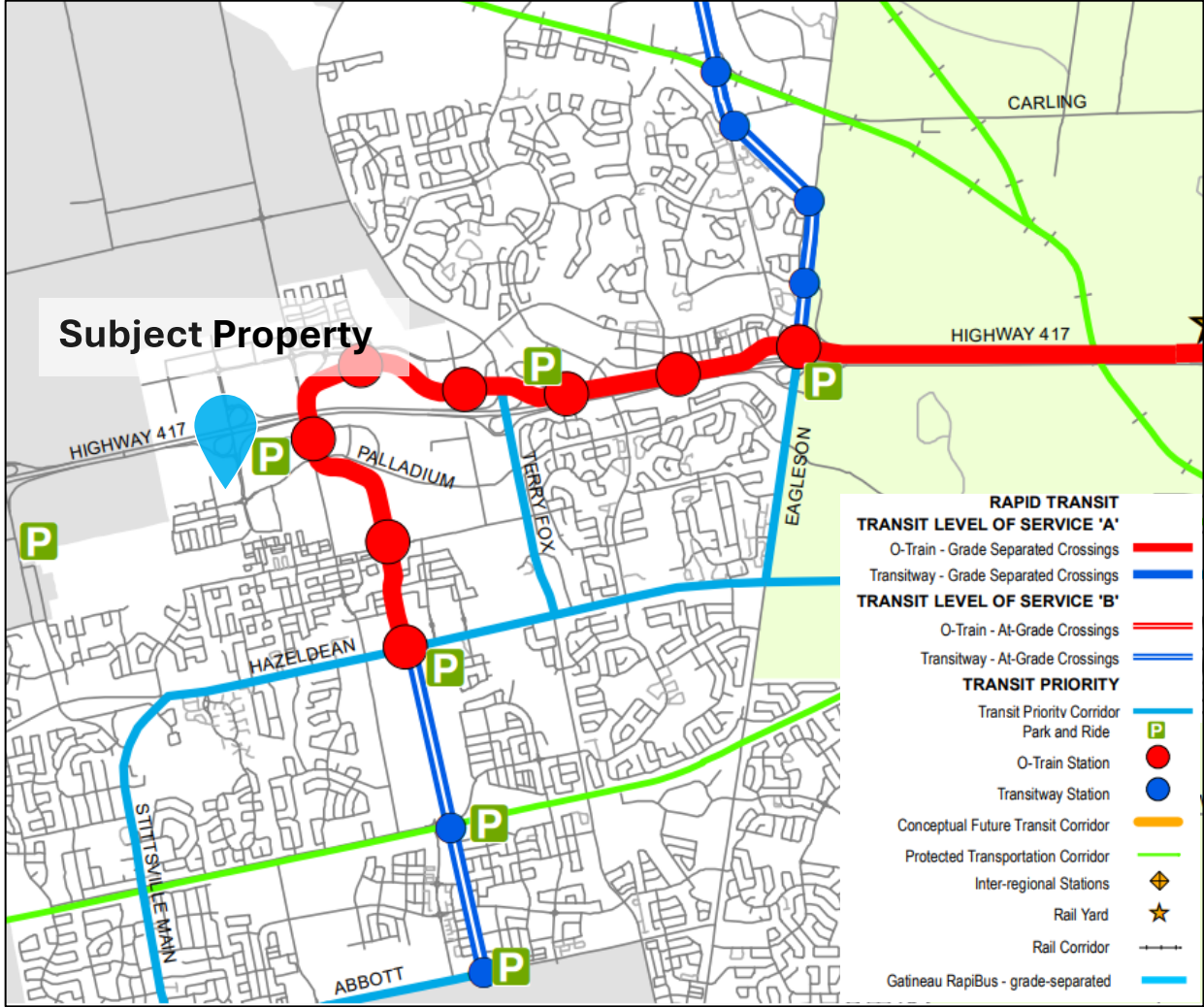
Aerial image of the subject property and proposed development in the surrounding area within 1km radius.

Site Analysis – Surrounding Amenities



Aerial image of the subject property and amenities in the surrounding area.

Site Analysis – Transit Network

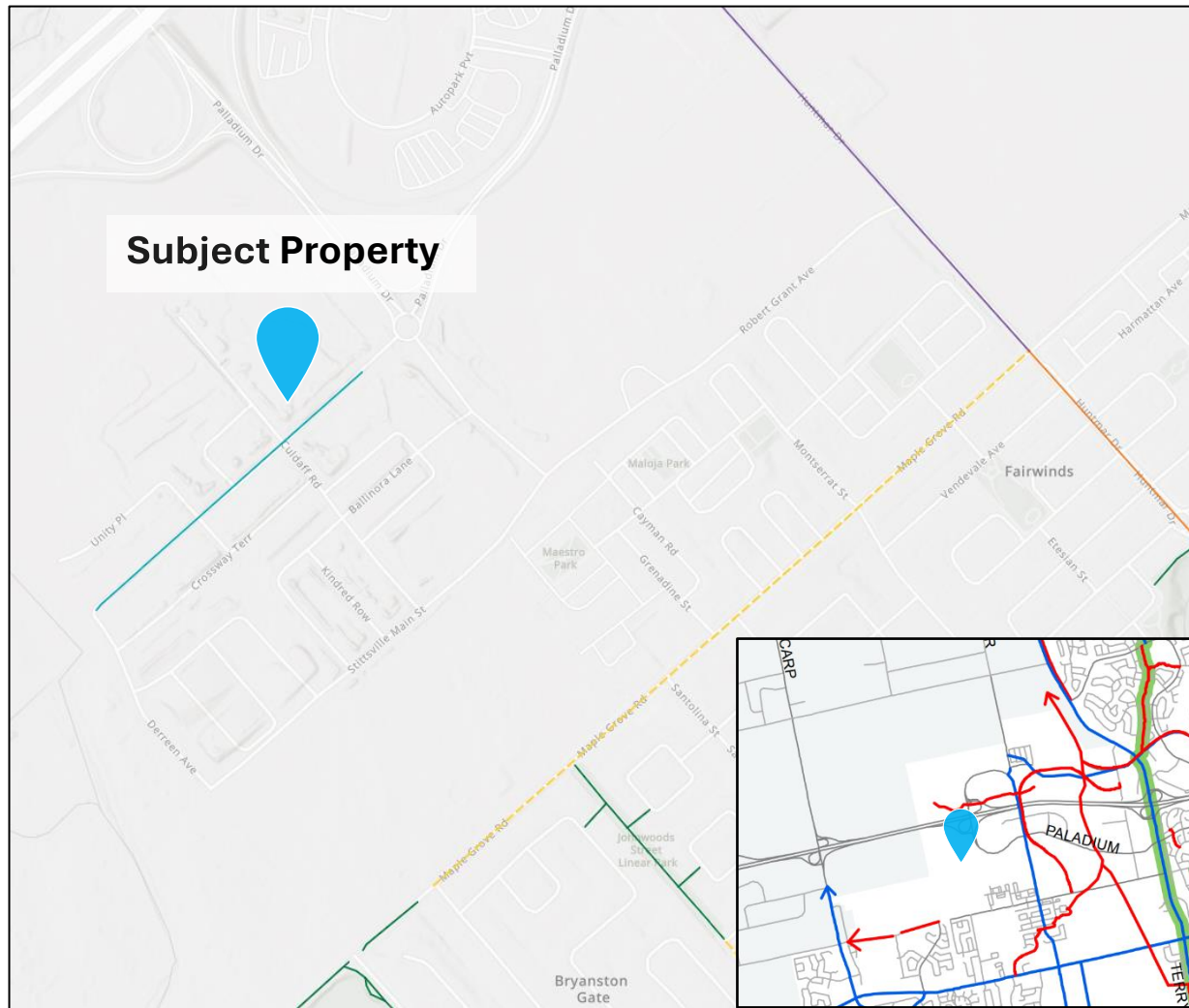


The site is located near the Canadian Tire Centre transit station and Park and Ride facility. Just east of the site, adjacent to the roundabout, there are two transit stops served by four bus routes. Concrete bus stop pads have been installed on both sides of Derreen Avenue, just east of Culdaff Road. The bus pad on the north side of Derreen Avenue is positioned along the frontage of the subject site. These stops will accommodate future transit routes as the surrounding neighborhoods continue to develop.

Additional details regarding transit access can be found in the Traffic Impact Assessment prepared for this application.

Schedule C2 - Transit Network, City of Ottawa Official Plan, 2022.

Site Analysis – Active Transportation Network

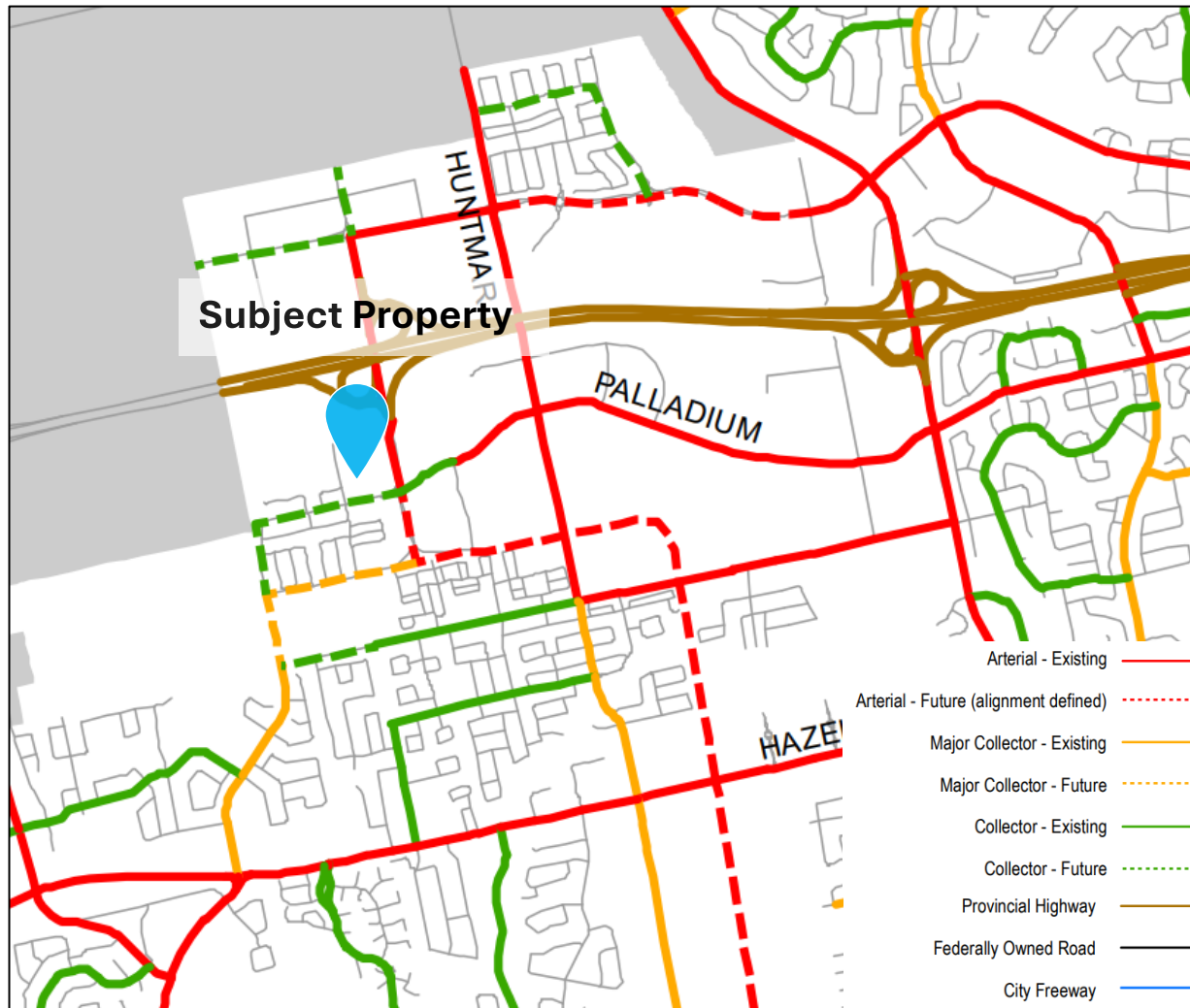


On both sides of Derreen Avenue and the section of Palladium Drive immediately east of Robert Grant Avenue, concrete sidewalks and asphalt cycle tracks are provided. It is anticipated that similar facilities on both sides of Robert Grant Avenue and Culdaff Road (north of Derreen Avenue) will be constructed as the surrounding neighbourhoods develop.

The site is located in proximity to existing cycling infrastructure. However, as indicated in the inset map, no roadways within the immediate area are designated cycling routes in the City's cycling network.

*The National Capital Commission, Ottawa -Gatineau Cycling Map, May 2024
(Inset: Map 1 - Cycling Network, City of Ottawa Transportation Masterplan, 2013)*

Site Analysis – Street Network

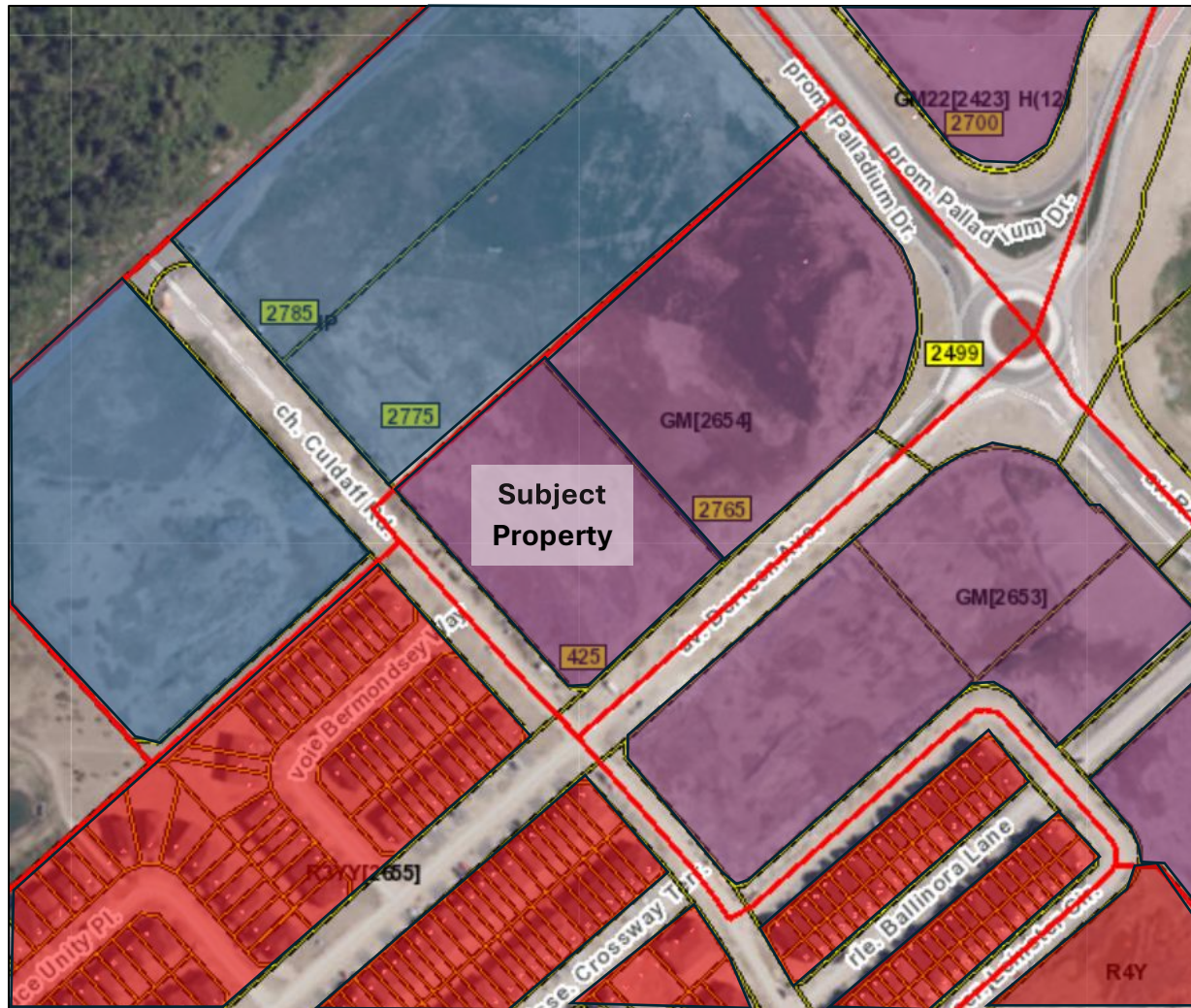


According to Schedule C4 of the Official Plan, the subject property is situated at the intersection of a Future Collector road, Derreen Avenue, and a Local Road, Culdaff Road.

The site is approximately 200 metres west of Palladium Drive, a key arterial road. Arterial roads serve as major transportation and infrastructure corridors within urban communities and villages. Just north of the site, accessible via Palladium Drive, is Highway 417 (Queensway), a limited-access highway designed for high-speed traffic that facilitates intra-city travel.

Schedule C4 - Urban Road Network, City of Ottawa Official Plan, 2022

Site Analysis – Adjacent Properties



The surrounding area provides a mix of zoning designations that allow for a variety of building heights. There are various permitted heights on the neighbouring properties.

South: GM [2653] is 18m; R3YY [2655] is 10m ; R4Y is 16m

West: R3YY [2655] is 10m

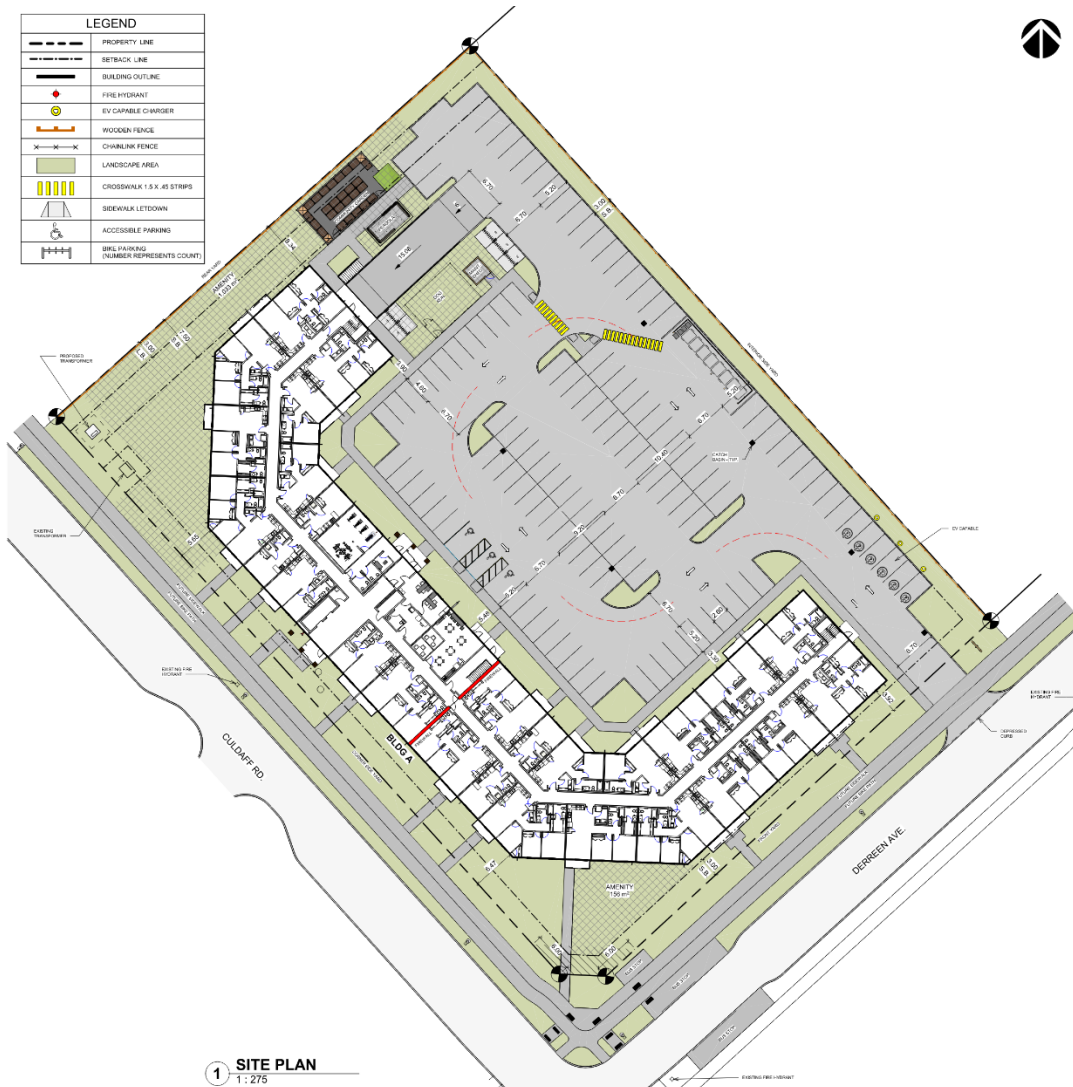
East: GM [2654] is 18m

North: IP is 11m (within 20m of residential or institutional zone) to 20m

- GM – General Mixed-Use
- R3 - Residential Third Density
- IP – Business Park Industrial
- R4 - Residential Fourth Density

4 Design

Proposed Development – Site Plan

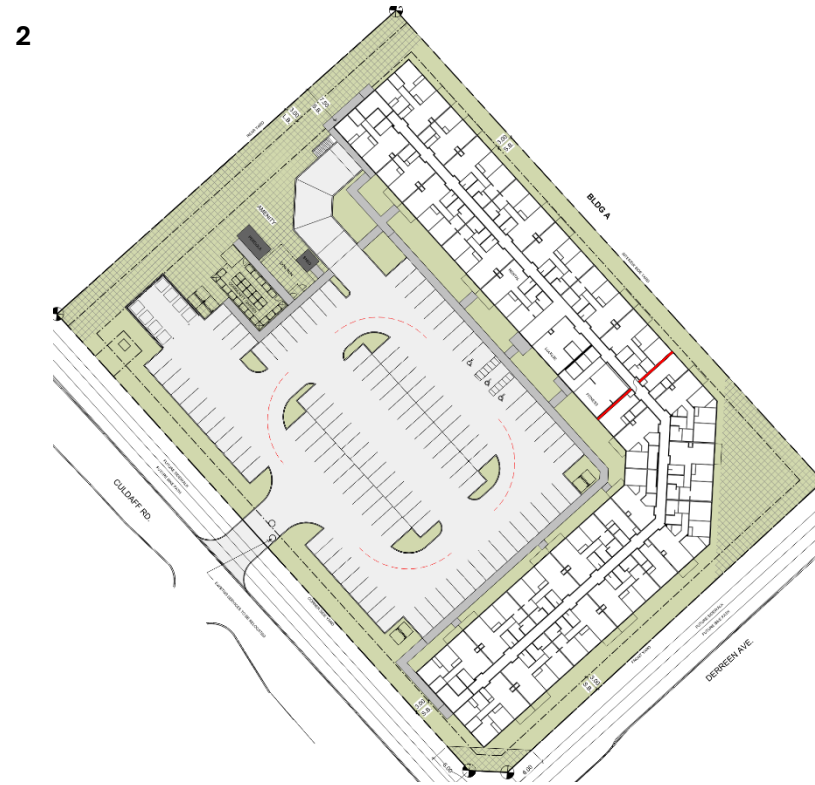
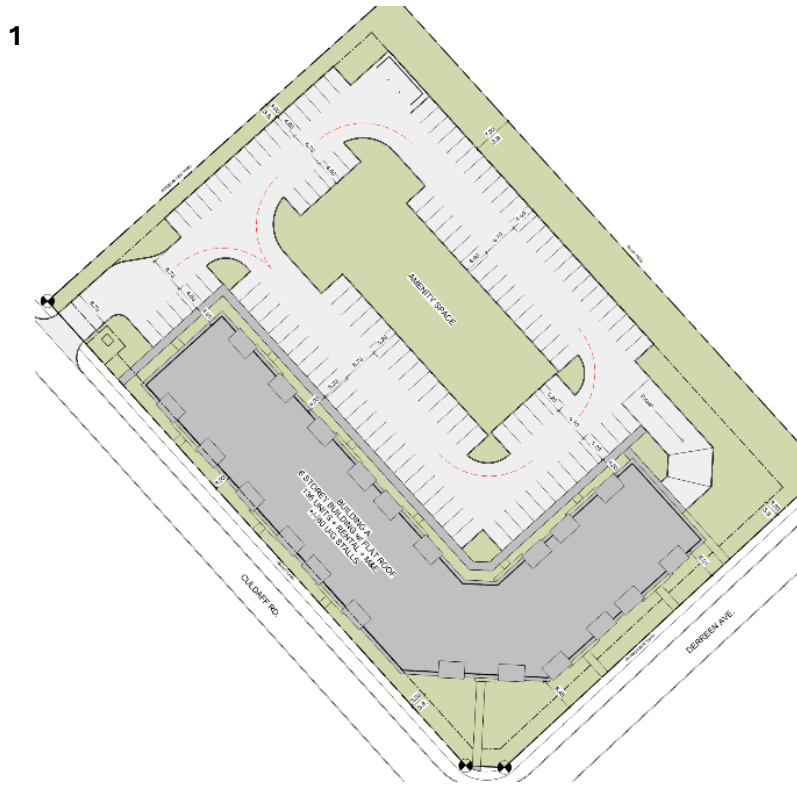


The proposed development features a 6-storey residential building comprising 177 units, with a mix of studio, 1-, 2-, and 3-bedroom options. The building's layout and orientation consider the surrounding land use, showcasing a façade that faces both Culdaff Road and Derreen Avenue. Ground-floor units will include walkouts and internal walkways that connect to public sidewalks and bike paths.

A Minor Variance application will be submitted to address a parking variance related to minimum resident parking requirements; however, no reduction is sought for visitor parking.

Design Evolution - Alternative building massing

The original development concept aimed to orient the building along Culdaff Road and Derreen Avenue. During the first pre-consultation, City staff suggested accessing the site from Culdaff Road and exploring an L-shaped building design. While the L-shaped design (#1) was evaluated, it led to a reduction in the number of units, rendering the project less feasible. Subsequently, the building was re-oriented to optimize unit count and enhance serviceability and constructability, while maintaining the Culdaff vehicle access point. However, this resulted in parking being visible from Culdaff Road. The alternative site plan (#2) was presented during the second pre-consultation, but City staff expressed a preference to revert to the original design presented in the first consultation.



Design Considerations

Bird-Safe Design Guidelines: The City of Ottawa adopted the Bird-Safe Design Guidelines in September 2020 to minimize the potential risks to birds during development process, including for site plan applications for mid-rise residential buildings. The guidelines strive to provide awareness and education to developers to address bird collisions with the built environment, promoting measures to avoid or reduce the risks to birds.

The following are aspects have been considered in the proposed development.

- Treating glass to make it more visible as a barrier to birds. A bird-safe design treatment will be added to all windows.
- Eliminated design traps such as glass passageways or corners that are invisible to birds. Designing landscaping to reduce the risk of collisions.

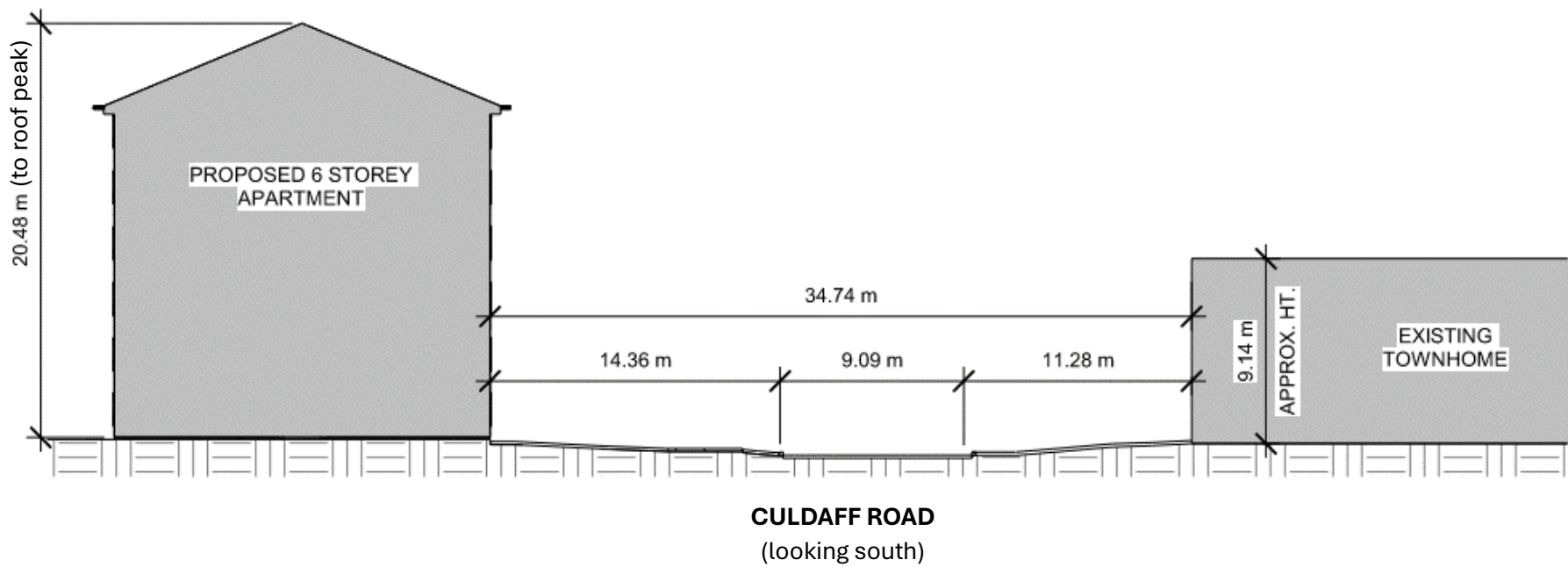
Sustainability: The proposal incorporates modern, innovative design and building technologies to create a sustainable and resilient structure that fosters high-quality reinvestment in this area of Ottawa. Key features include six EV-capable parking stalls and compliance with CMHC MLI Select energy efficiency standards, which ensure an increase in efficiency compared to the code reference building.

Additionally, the site is situated adjacent to a multiuse pathway, and located within a short walking distance to the future transit stops at the Derreen Avenue/Culdaff Road intersection. Travel demand measures are detailed in the Traffic Impact Assessment prepared by Novatech. The development is also pursuing a minor parking variance for tenant stalls, which will encourage the use of alternative modes of transportation.

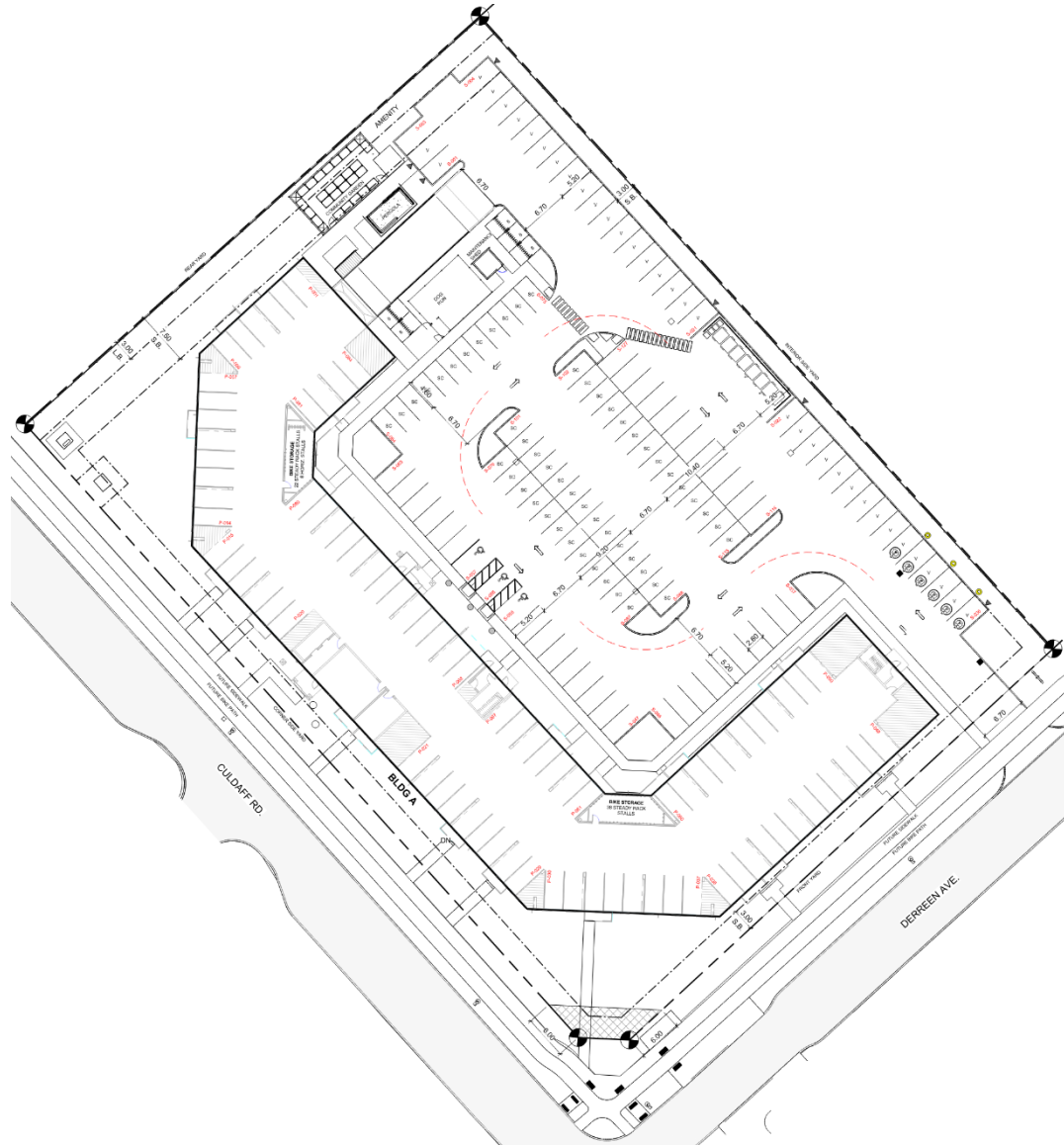
Building transition – to adjacent uses: There are low-rise residential uses to the west and further south. Parcels to the north, east, and immediate south are currently undeveloped. The parcel to the east is expected to be developed with a single storey vehicle oriented commercial built form. No information is currently available about the future built form on the parcels to the immediate north and south.

Proposed Development – Streetscape

Cross-section: The cross-section provides a general illustration of the relationship of the building to the sidewalks, roadway, and the existing residential development along Culdaff Road.



Proposed Development – Parking Plan



VEHICULAR PARKING				
	REQUIRED	UNITS/AREA	REQUIRED	PROPOSED
APARTMENT - REGULAR	1.2 / UNIT	177	212	177
VISITORS	0.2 / UNIT	177	35	35
TOTAL PARKING STALLS			247	212 *
OTHER PARKING PROVISIONS				
SMALL CAR	MAX 50%		MAX 107	75
ACCESSIBLE TYPE A			3	3

*** SUBJECT TO VARIANCE**

BICYCLE PARKING				
	RATE	UNITS/AREA	REQUIRED	PROPOSED
APARTMENT BUILDING	0.5 / UNIT	177	89	108
TOTAL BICYCLE			89	108
OTHER BICYCLE PROVISIONS				
MAX BIKE STALLS IN LANDSCAPED AREA	50%	-	45	40
MIN HORIZONTAL BIKE STALL	50%	-	45	48
MIN SECURED BIKE STALLS	25%	-	22	68

A minor variance is required with respect to on-site tenant parking stalls, as summarized in the table below.

Parking Spaces	Proposed	Required	Variance requested
Apartment Regular (1.2/unit)	177	212	35 stalls or 16%
Visitor (0.2/unit)	35	35	N/A
Total	212	247	

Proposed development Parking Plan

Proposed Development – Elevations



1 EAST
1 : 150



2 NORTH
1 : 150

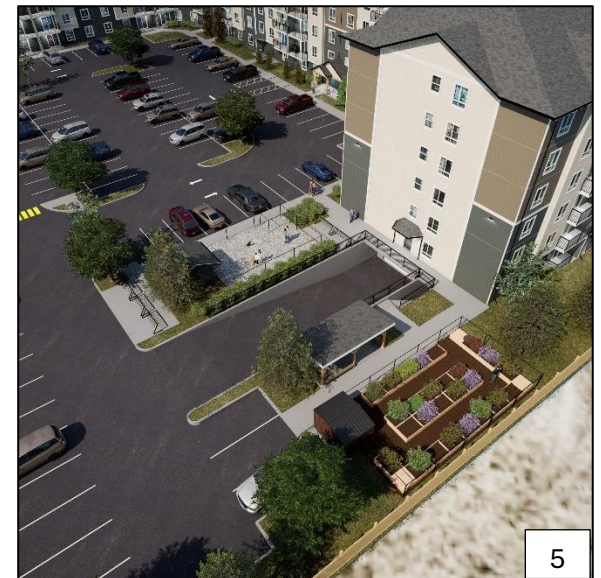
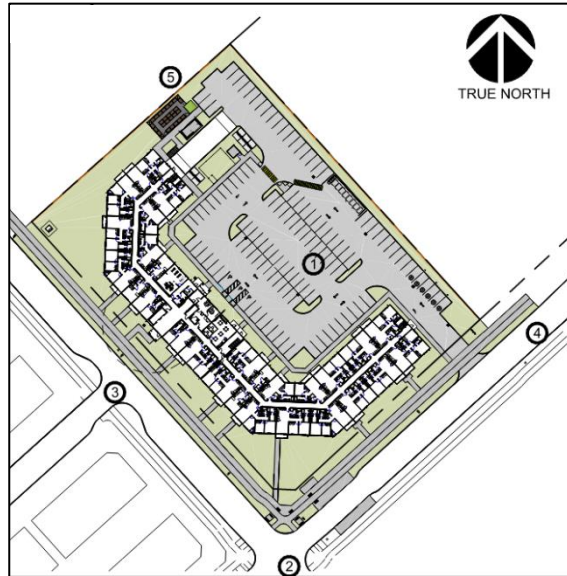
	1 PLANK - CEDARMILL (IRON GREY)		8 EASY TRIM - BUILDING NUMBERING - STANDARD CLEAR ANODIZED
	2 PLANK - CEDARMILL (TIMBER BARK)		9 CULTURED STONE - TBC
	3 PANEL - SMOOTH (NAVAJO BEIGE)		10 LED WALL SCONCE
	4 TRIM - SMOOTH (ARTIC WHITE)		11 WINDOW - SLIDER - WHITE
	5 TIMBER - STAIN TBD		12 WINDOW - FIXED - WHITE
	6 ALUMINUM RAILING - WELDED SYSTEM - BLACK		13 PATIO DOOR - SLIDER - WHITE
	7 3 PANEL CLASSIC SOFFIT - WHITE		14 ENTRY DOOR - SWING - ALUMINUM

Proposed Development – Elevations



	1 PLANK - CEDAR MILL (IRON GREY)		8 EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
	2 PLANK - CEDAR MILL (TIMBER BARK)		9 CULTURED STONE - TBC
	3 PANEL - SMOOTH (NAVAJO BEIGE)		10 LED WALL SCONCE
	4 TRIM - SMOOTH (ARCTIC WHITE)		11 WINDOW - SLIDER - WHITE
	5 TIMBER - STAIN TBD		12 WINDOW - FIXED - WHITE
	6 ALUMINUM RAILING - WELDED SYSTEM - BLACK		13 PATIO DOOR - SLIDER - WHITE
	7 3 PANEL CLASSIC SOFFIT - WHITE		14 ENTRY DOOR - SWING - ALUMINUM

Proposed Development – Renderings



Proposed Development – Renderings

