

URBAN DESIGN BRIEF

October 2024

SITE PLAN

Stittsville

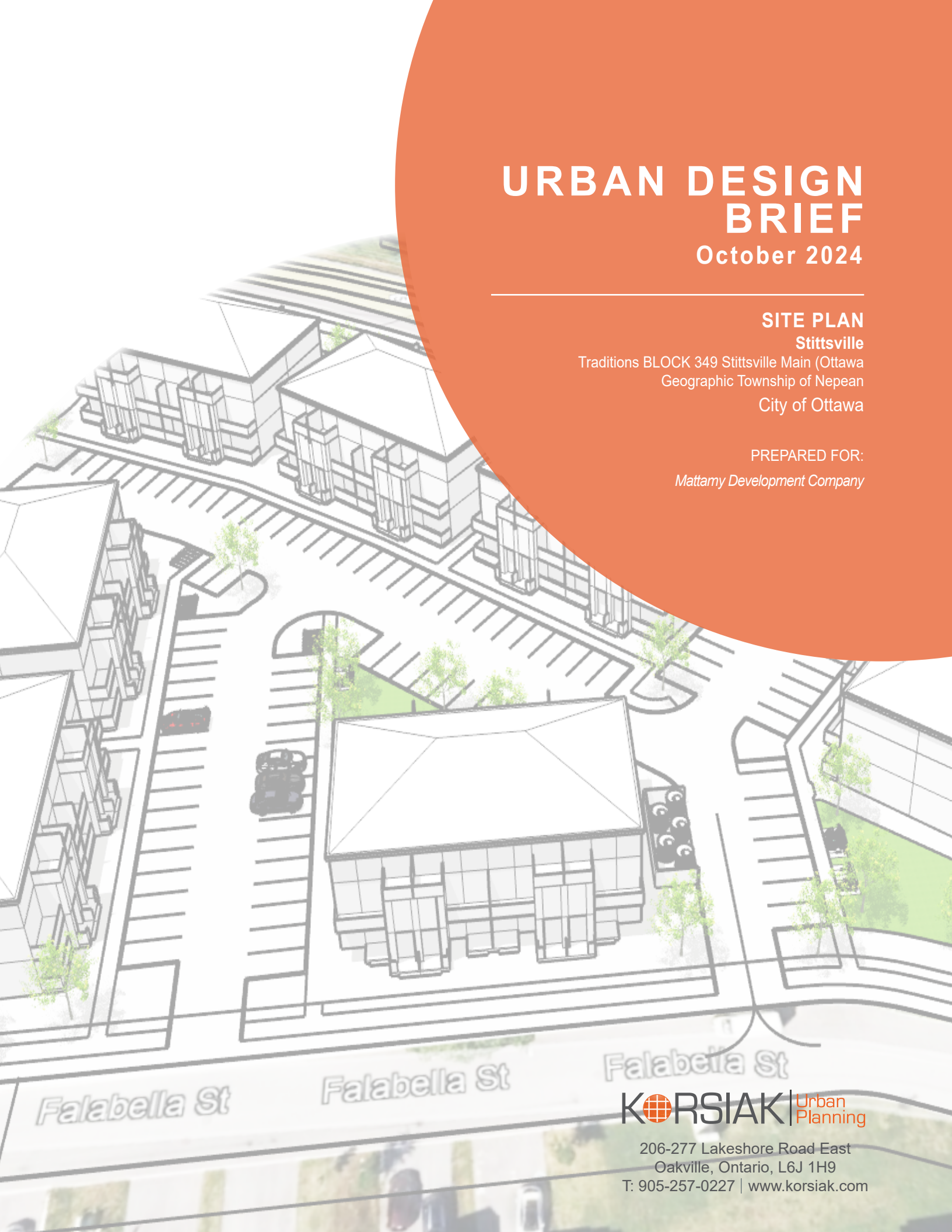
Traditions BLOCK 349 Stittsville Main (Ottawa

Geographic Township of Nepean

City of Ottawa

PREPARED FOR:

Mattamy Development Company



Falabella St

Falabella St

Falabella St

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An architectural rendering of a multi-story building complex with a modern design, featuring large windows and flat roofs. The building is situated next to a parking lot and a street. A large, semi-transparent orange circle is overlaid on the center of the image, containing the text "1.0 Project Description".

1.0

Project Description

Falabella St

Falabella St

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Mattamy Development Company to prepare this Urban Design Brief in support of the Site Plan application required to permit development of the lands located east of Stittsville Main Street, on the south side of Parade Drive (*Figure 1*), referred to as Block 349, 4M-1589 Stittsville Main Street, of City of Ottawa (hereinafter the “subject site”). Mattamy Development Company has retained the assistance of additional specialized consultants for the subject application.

Stittsville is part of the broader suburban expansion of Ottawa and is located near major transportation corridors like Hazeldean Road and the Trans-Canada Highway. While historically a rural village, it has transformed into a vibrant suburban area with schools, parks, and shopping centers serving its residents. The community is also known for its proximity to natural areas and trails, making it appealing for those who enjoy outdoor activities.

In terms of infrastructure, Stittsville is seeing improvements in public transportation, road expansions, and the introduction of more sustainable urban planning elements as the city grows.

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			
SITE AREA		10,476m ² (1.05 ha)	
PAVED AREA		2,924.58m ² (28%)	
LANDSCAPED AREA		3,550.80m ² (34%)	
TOTAL BUILDING COVERAGE		4,000.84m ² (38%)	
TOTAL APPROXIMATE GROSS FLOOR AREA		9,751.49m ² (0.97 ha)	
TOTAL UNITS		84	
DENSITY (UPH)		80 UPH	
ZONE CATEGORY		R4(Z) (RESIDENTIAL FOURTH DENSITY)	

DWELLING BLOCK	DWELLING TYPE	GROSS FLOOR AREA (m ²)	UNITS
BLOCK 1	STACKED TOWNHOUSE	1,393.07	12
BLOCK 2	STACKED TOWNHOUSE	1,393.07	12
BLOCK 3	STACKED TOWNHOUSE	1,393.07	12
BLOCK 4	STACKED TOWNHOUSE	1,393.07	12
BLOCK 5	STACKED TOWNHOUSE	1,393.07	12
BLOCK 6	STACKED TOWNHOUSE	1,393.07	12
BLOCK 7	STACKED TOWNHOUSE	1,393.07	12
TOTAL		9,751.49m ²	84

SECTION	ZONE PROVISION - PLANNED UNIT DEVELOPMENT	REQUIRED	PROPOSED
162A(Table)(Z)	MIN. LOT AREA (m ²)	450m ²	10,476m ²
162A(Table)(Z)	MIN. LOT WIDTH (m)	18m	44.86m
162A(Table)(Z)	MIN. FRONT YARD SETBACK (m)	3.0m	3.05m
162A(Table)(Z)	MIN. CORNER SIDE YARD SETBACK:	3.0m	3.05m
162A(Table)(Z)	MAX. BUILDING HEIGHT (m)	15m	12.0m (3 storeys)
101 (Table)	RESIDENT PARKING -84 Units @ 1.0 spaces/unit	84	92
102(Table)	VISITOR PARKING -84 Units @ 0.2 spaces/unit	17	17
111A(Table)	MIN. BICYCLE PARKING -84 Units @ 0.5 spaces/unit	42	42
131 (Table)(1)	MIN. WIDTH OF PRIVATE WAY/ PARKING AISLE (m)	6.0m	6.0m
131 (Table)(2)	MIN. SETBACK FOR ANY WALL OF A RESIDENTIAL USE BUILDING TO A PRIVATE WAY (m)	1.8m	3.4m
131 (Table)(4)	MIN. SEPARATION DISTANCE BETWEEN BUILDINGS WITHIN A PLANNED UNIT DEVELOPMENT (m)	1.2m	4.5m
137 (Table)	AMENITY AREA:		
	TOTAL MIN. AMENITY AREA (6m ² per unit)	504m ²	749m ² +
	MIN. COMMUNAL AMENITY AREA (min. 50% area)	252m ²	345m ²

*Individual amenity areas are provided on the balconies

ADDITIONAL PROVISIONS	REQUIRED	PROPOSED
PERMITTED PROJECTIONS INTO REQUIRED YARDS:		
FIRE ESCAPES, OPEN STAIRWAYS, STOOP (m)	>0.6m to lot line	TBD
COVERED OR UNCOVERED BALCONY, PORCH, DECK	>1m to lot line	1.7m
MIN. PERPENDICULAR PARKING SPACE SIZE (m)	2.6m x 5.2m	2.6m x 5.2m
MIN. BARRIER FREE PARKING**		
TYPE A PARKING SPACE SIZE (m)	3.4m wide	3.4m wide
TYPE B PARKING SPACE SIZE (m)	2.4m wide	2.4m wide
ACCESS AISLE (m)	1.5m	1.5m
MIN. BICYCLE PARKING SPACE DIMENSION, HORIZONTAL (m)	Width: 0.6m Length: 1.8m	Width: 0.6m Length: 1.8m
MIN. BICYCLE PARKING SPACE ACCESS AISLE WIDTH (m)	1.5m	1.5m
MAX. WALKWAY WIDTH PERMITTED IN YARD (m)	1.8m	1.8m
MIN. % OF PARKING LOT LANDSCAPED	15%	25%
LANDSCAPED AREA SURROUNDING PARKING LOT		
ABUTTING A STREET (m)	3.0m	3.05m
REFUSE COLLECTION AREAS:		
MIN. WASTE COLLECTION SETBACK TO A PRIVATE WAY (m)	9.0m	9.09m
OPAQUE SCREEN MIN. HEIGHT (m)	2.0m***	See Note***

FIGURE 2 - Site Statistic

1.2 SITE CONTEXT

The subject site is located along the east side of Stittsville Main Street and on the south side of Parade Road as shown on Figure 1 – Aerial Photo. The subject site is currently occupied by a residential dwelling. The site has an area of approximately 1.05 hectares with approximately 45m of frontage on Parade Drive, 107m on Falabella, 113m on Campolina and 68m on Stittsville Main.



2.0

Site Context & Analysis

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2.1 SITE CONTEXT

In 4.0 hectares the existing residential housing in the neighbourhood is single detached and street-oriented townhouses, all with front yard driveways. The existing residential dwelling is accessed by a driveway from Stittsville Main Street, however access is restricted for new development. Campolina ends in a cul-de-sac south of the site. Of the four road frontages, only Parade Drive presently has a sidewalk.

North: Townhouses front Parade Drive northeast of the site while the other surrounding homes consist of semi-detached and detached homes making it a low-rise residential community.

East: Directly east of the subject site are a few small businesses located at homes. Directly east approximately 300 metres from the site at Parade Drive and Campolina Way is Howard A. Maguire Park, a 1.33 hectare park, which features multiple tennis/pickleball courts, a playground, gazebo and benches. The neighbourhood towards the east side of the site is a low-rise residential community featuring semi-detached and detached homes.

South: Directly south of the subject site on Campolina Way is a full street of detached homes. Outside of Stittsville, 900 metres south on Stittsville Main St and Flewellyn Rd is Everybody Growing Church as well as an Ambassadors Christian Private School. Further south on Huntley Rd and Flewellyn Rd is Goulbourn Museum, along with an expansive Natural Heritage System in the area.

West: Immediately west of the subject site is a low rise residential neighbourhood which include detached homes. Approximately 300 metres from the subject site at West Ridge Drive is Traditions Park. A small 0.35-hectare park, which features a playground and a bench. 250 metres away from Traditions Park is Elwer Trail, an open trail for residents to use during their leisure time which is surrounded by detached homes. Along Stittsville Main Street and West Ridge Drive, there are multiple bus stops making transportation services more accessible for individuals commuting around the city.



North View



East View



South View



West View

2.2 SITE PHOTOS

Back View from Campolina



Front View from Parade



Side View from Falabella



Sideview from Stittsville Main St



View from Falabella & Campolina



View of Site from Falabella & Parade



2.3 SITE ANALYSIS

Transit Network:

The subject property is in proximity to local routes 162 and 301 which leads towards the city center and has a stop along the O-Train connector routes. Route 162 is designated as a local service whereas, route 301 runs only on Mondays and leads south to Perth. The property is also located within close proximity to 2 connections to the O-Train, line numbers 262, and 263. Light Rail lines 61 is within close proximity to the subject property.

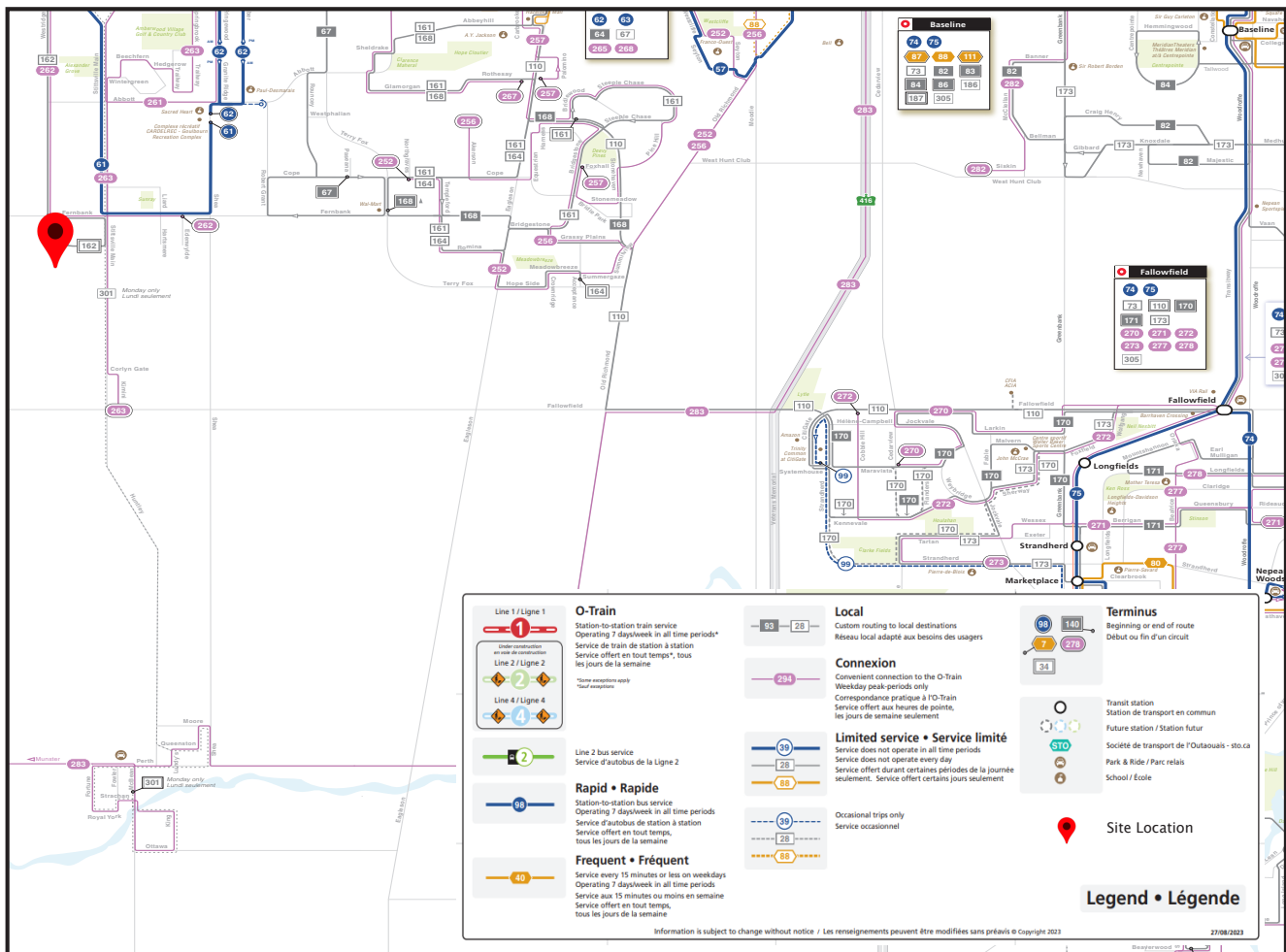


FIGURE 3 -Transit Network Map

Active Transportation:

A multi-use pathway beings on Stittsville Main Street north of the subject site and connects to Fernbank Road, where there is a paved shoulder in addition to the multi-use pathway. An off street multi-use pathway starts at Monterossa Street and runs east through Upcountry Park and to Westwind Public School, Guardian Angels School, and Trustee M. Curry Park, allowing for students to choose active transportation. Howard A. Maguire Park and Traditions Park are within a 5-minute walk of the site.

A paved shoulder is located south of the property on Sittsville Main Street.

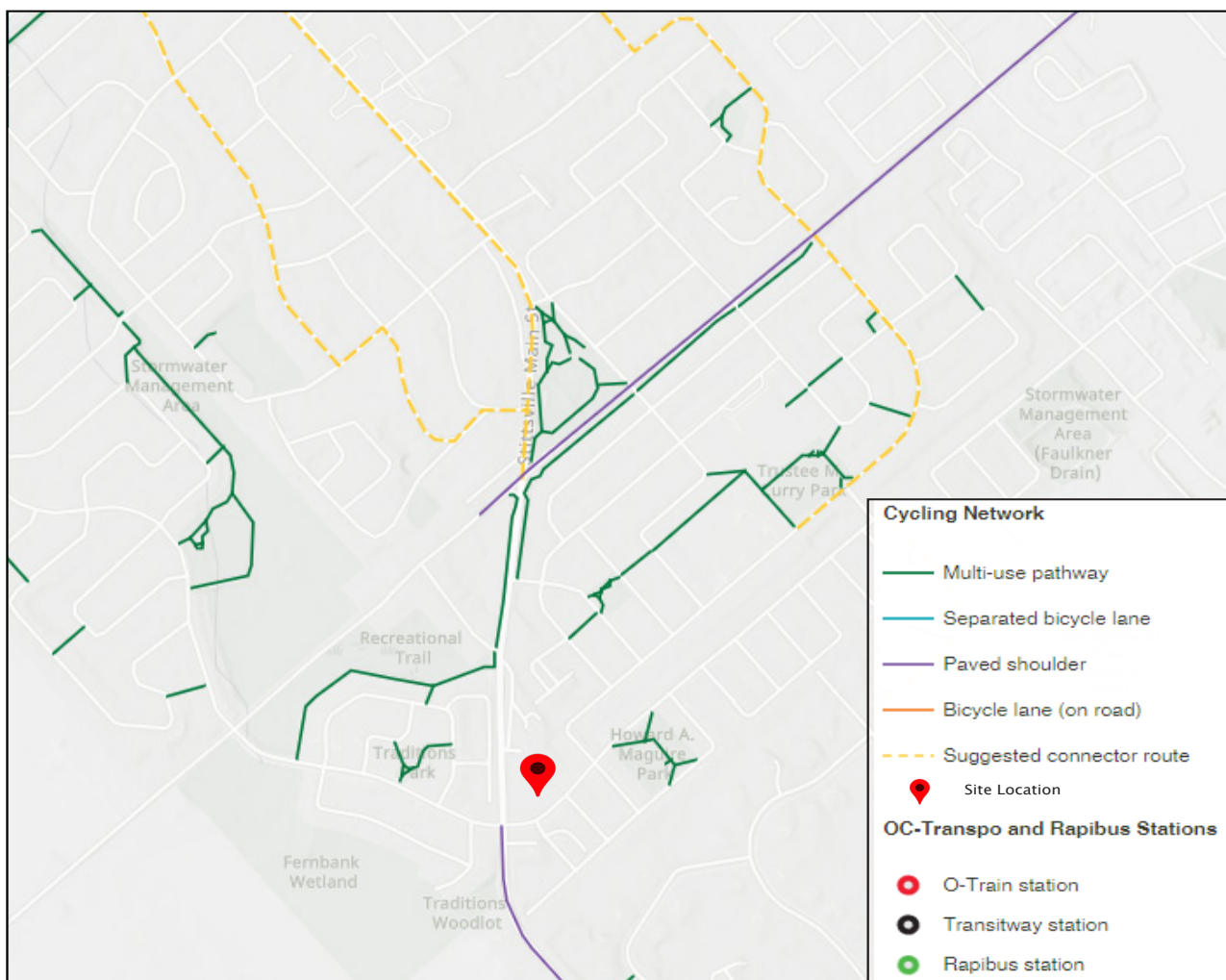


FIGURE 4 - Active Transportation Map

Urban Road Network:

The site is connected to the surrounding road network via local roads to:

- Stittsville Main is designated as an Existing Arterial road, along with Fernbank Road, which are the closest Arterial roads to the subject property.
- Hartsmere/Upcountry Road is designated as an Existing Collector Road along with West Ridge which intersect with Stittsville Main and Fernbank.

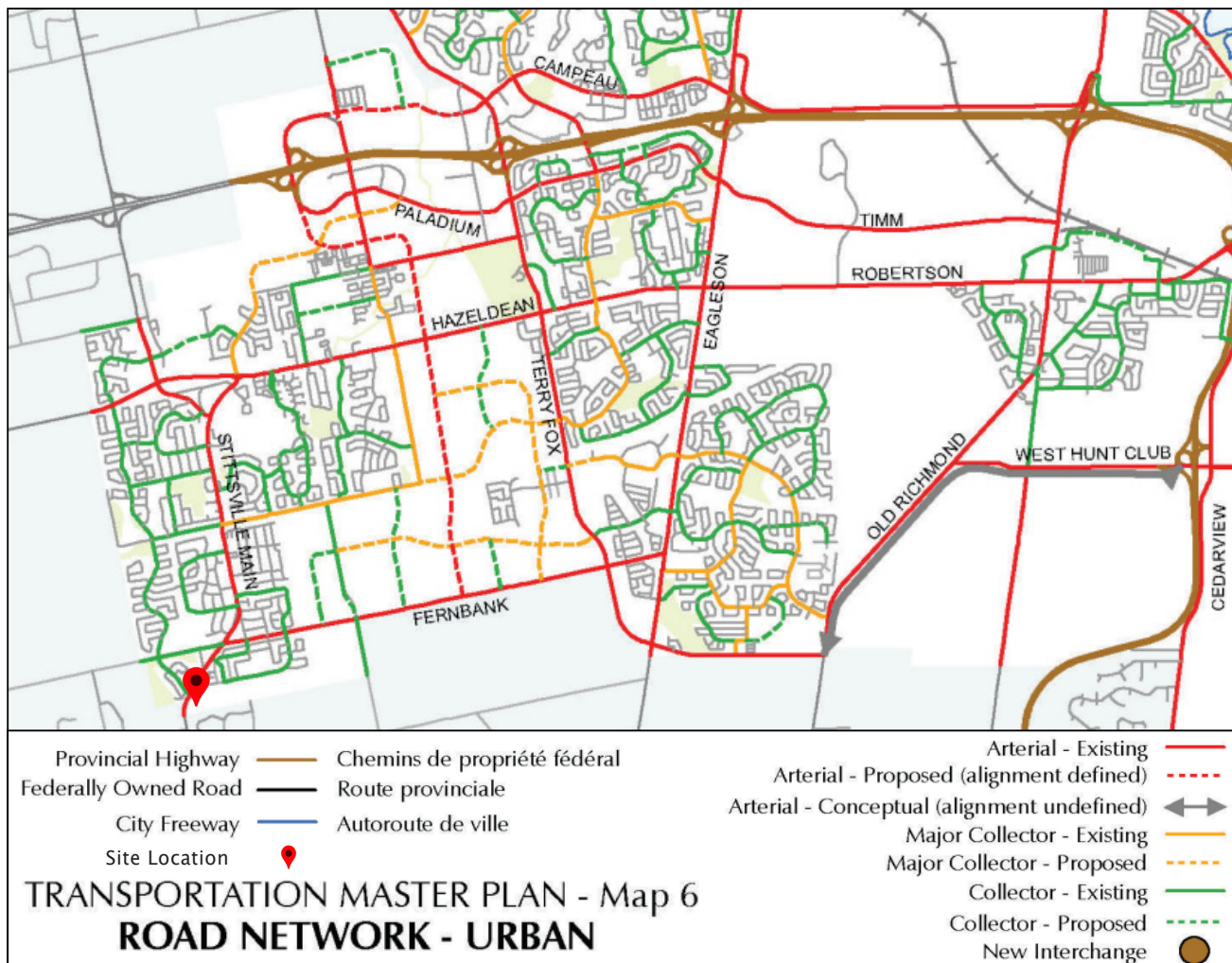


FIGURE 5 - Urban Road Network Map

An architectural rendering of a modern building complex, likely a school or institutional facility, featuring multiple interconnected buildings with flat roofs and large glass windows. The buildings are arranged around a central courtyard area. A large, semi-transparent orange circle is overlaid in the center of the image, containing the text "3.0 Design Overview". The foreground shows a parking lot with several cars and a street labeled "Falabella St".

3.0

Design Overview

Falabella St

Falabella St

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3.1 DESIGN OVERVIEW

84 stacked back-to-back townhouse dwelling units are proposed, in blocks of 12. The buildings are 3 storeys high, to bring gentle density to the site with a height appropriate for the surrounding neighbourhood. They are oriented toward all four public road frontages to animate the streetscapes. Individual walkways connect units to the internal pedestrian network and to surrounding public sidewalks, including new sidewalks proposed within the Falabella Street and Campolina Way rights-of-way. Driveway access is limited to Falabella Street, where the landscape plan states some existing trees will be maintained. Landscaping buffers the surface parking, and waste is to be collected in in-ground Molok bins screened from view. Benches, boulders, and bike racks are proposed along with a variety of hard and soft landscaping in the amenity areas. More detail is provided in the site plan submission landscape plan.

The innovative stacked housing form allows for windows on all four sides of each building, and balconies, terraces, and doors on the front and rear elevation. The proposed materials are asphalt shingles, vinyl siding with fibre-cement lap accents, and aluminium railings. More detail is provided in the site plan submission elevations.

3.2 SUSTAINABILITY FEATURES

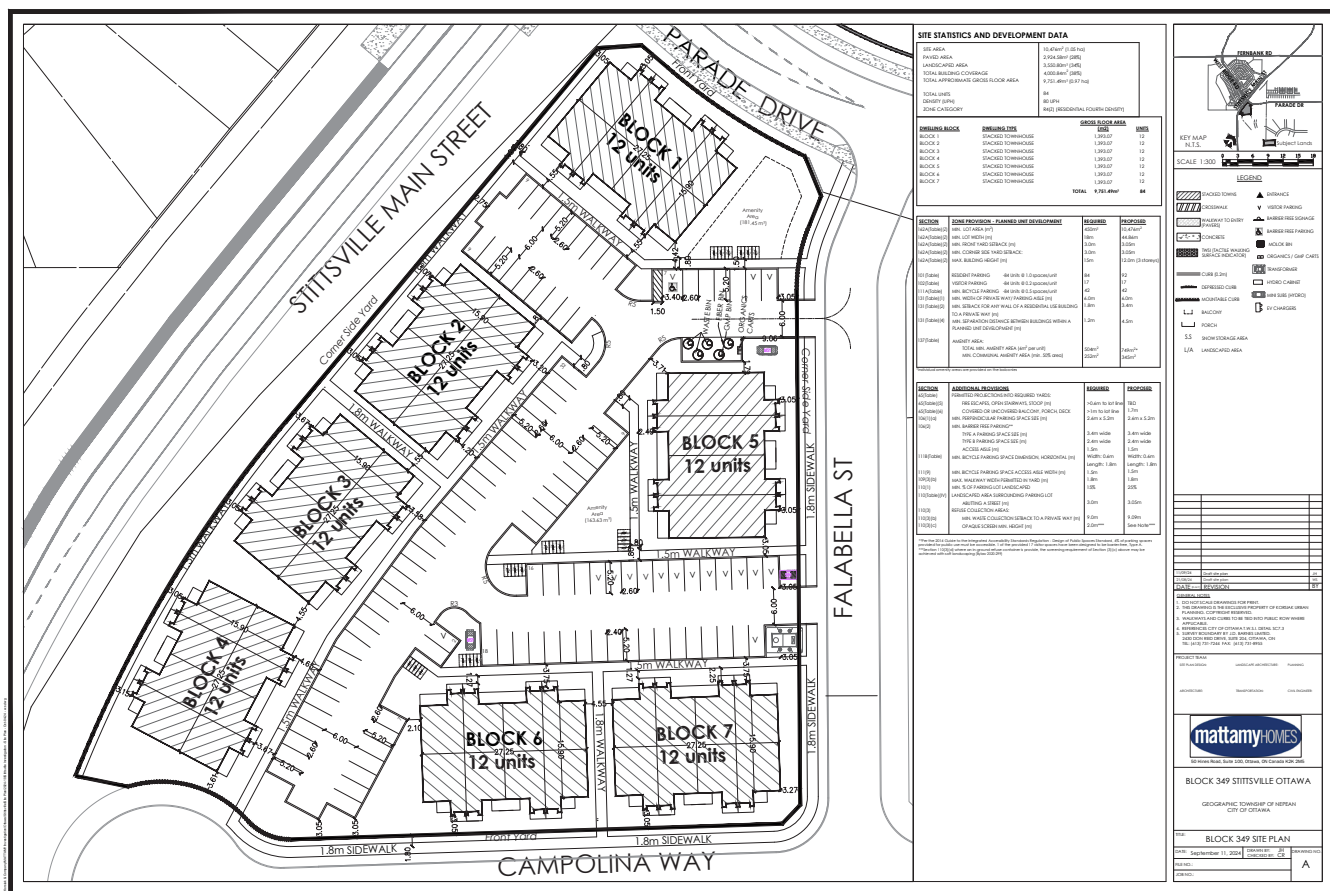
The following features may be considered as the design progresses:

1. **ENHANCED ENVELOPE**
Additional insulation in walls, attic and basement.
2. **INSULATED WINDOWS**
Keep heat in or out seasonally.
3. **AIRTIGHTNESS REQUIREMENTS**

Designed, constructed and third-party-tested for improved energy efficiency.

4. **ENERGY RECOVERY VENTILATION SYSTEM**
Better ventilation, for fresh air in your home.
5. **HEAT PUMP**
Year-round energy-efficient climate control with zero direct emissions.
6. **HOT WATER**
High-efficiency hot-water system and/or load-shifting hot-water tanks.
7. **ENERGY-EFFICIENT LIGHTS**
Energy-efficient LED lighting.
8. **ENERGY-EFFICIENT APPLIANCES**
Higher-efficiency dishwashers, refrigerators, washers and dryers, where included.
9. **LOW-CARBON MATERIALS**
Reduced carbon through low carbon concrete, steel, insulation and other materials.
10. **ENERGY MONITORING**
Track your electricity usage to better understand electricity consumption.
11. **RADIANT BARRIER ROOF**
Reflective surface that helps remove heat from the attic caused by the sun.
12. **SMART THERMOSTAT**
Help program your HVAC to sense occupancy, control humidity and manage other conditions with features to improve energy efficiency and comfort.
13. **SOLAR PANELS OR SOLAR READY**
Install solar panels or build the home for future solar panels.

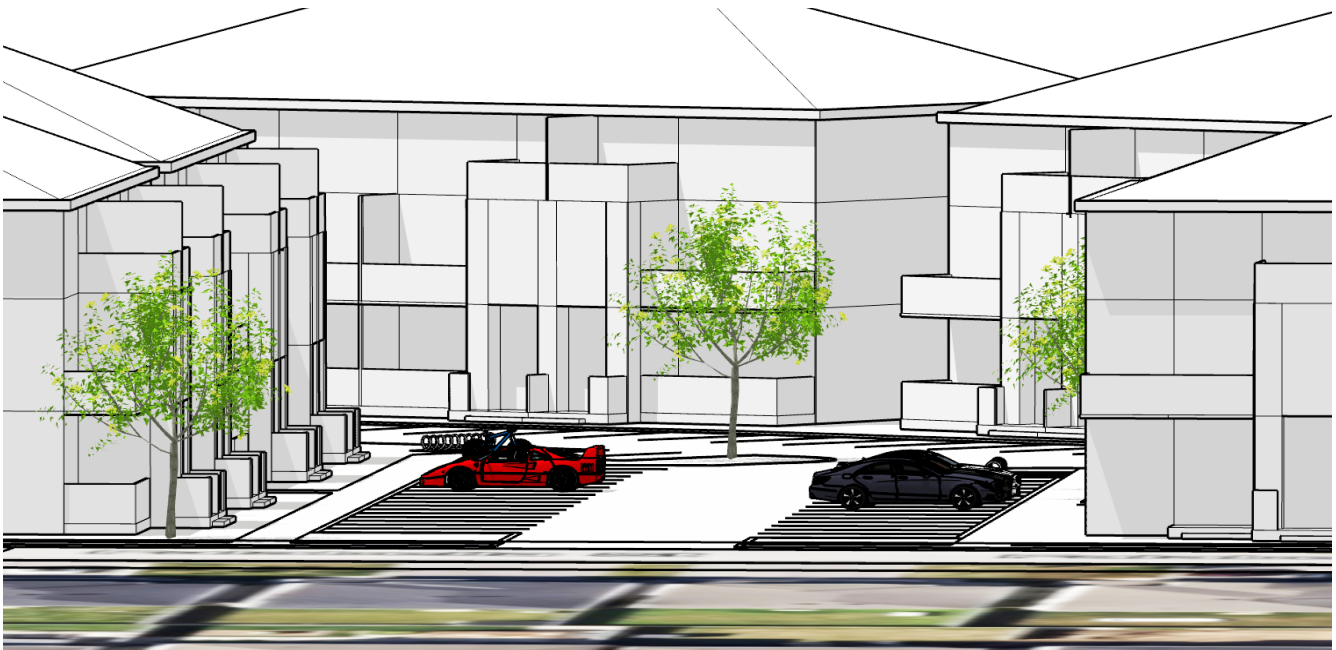
3.3 SITE PLAN



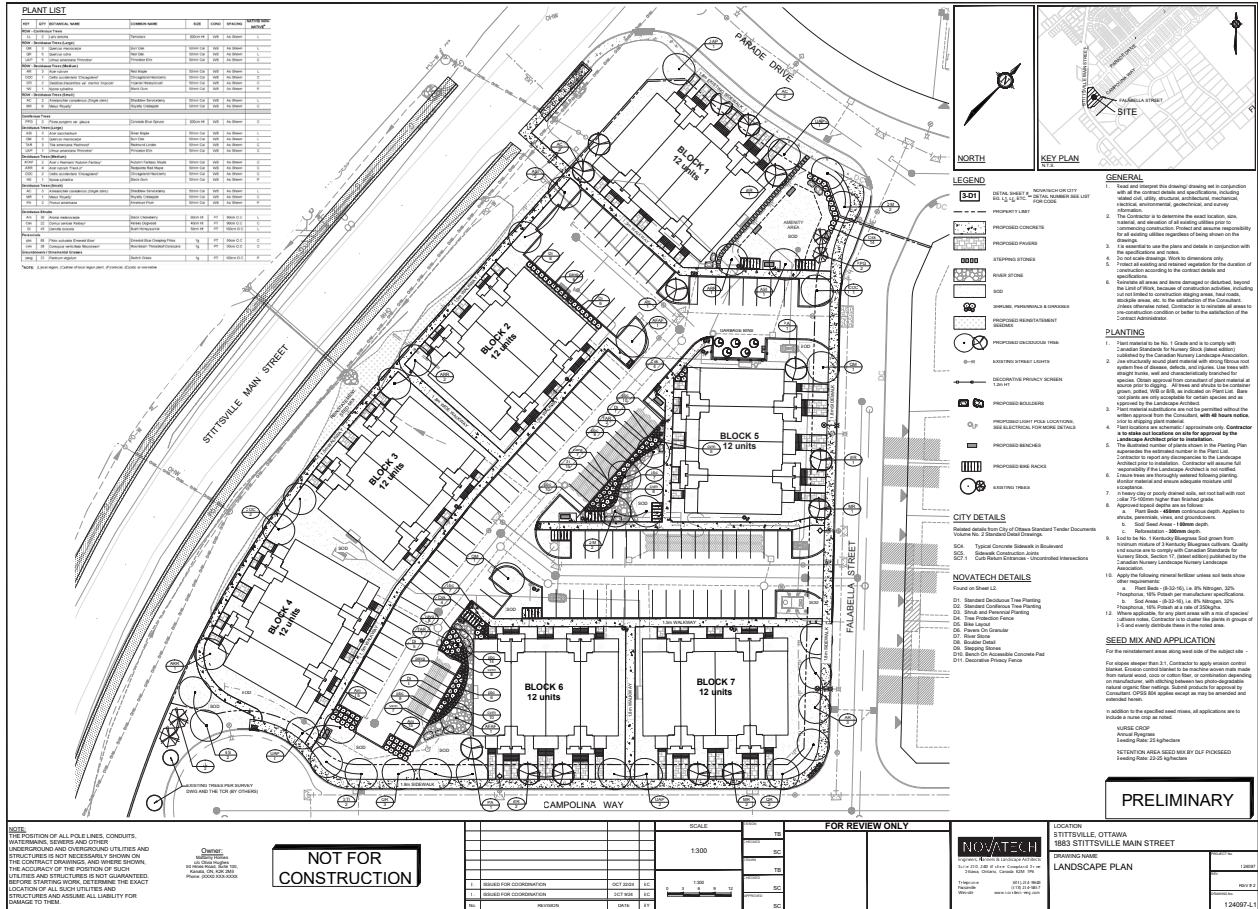
3.4 MASSING RENDERINGS



3.4 MASSING RENDERINGS



3.5 LANDSCAPE PLAN



3.6 RENDERINGS



An architectural rendering of a modern building complex with multiple wings and flat roofs. A large, semi-transparent orange circle is centered over the image, containing the text '4.0 Design Direction'. The background shows a parking lot, streets, and some greenery.

4.0

Design Direction

Falabella St

Falabella St

Falabella St

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 West 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.

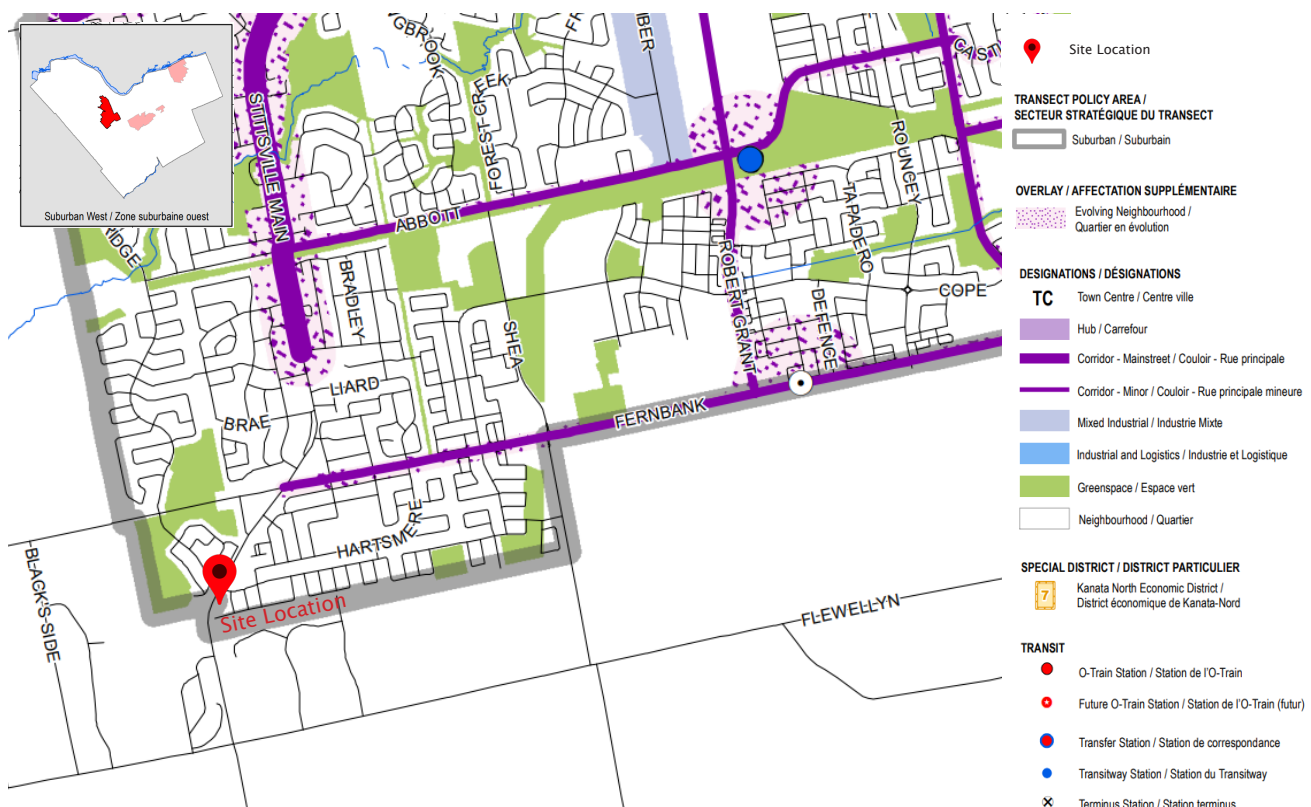


FIGURE 6 - Official Plan Designation Map

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 4 of Section 4.6.6 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions.

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 LOW-RISE INFILL DEVELOPMENT GUIDELINES

This development of stacked townhouses align with Ottawa's low-rise infill guidelines by promoting compact, ground-oriented housing that respects neighborhood scale. They provide clear street-facing entrances, encourage active frontages, and integrate landscaping for privacy and aesthetics.

The guidelines support minimizing shadow impacts, ensuring compatibility with surrounding buildings, and using materials that reflect the local character. Additionally, stacked townhouses enhance pedestrian environments and contribute to sustainable density.

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

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