

955 Borbridge Avenue

Urban Design Brief
October 2024

Prepared for Richcraft

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PROJECT DESCRIPTION

01

Proposal Overview

Richcraft Homes is proposing to develop the subject site as a Planned Unit Development consisting of eight (8) blocks of stacked dwellings, or “Terrace Flats”, totalling 93 two-bedroom dwellings.

Blocks 1, 5, 6, and 9 provide a direct public realm interface with Borbridge Avenue and Ralph Hennessy Avenue, thereby defining the street edge and providing direct pedestrian access.

Vehicle access is provided via a private way with access to each abutting road frontage.

One hundred and thirty five (135) surface parking spaces (including 4 accessible spaces and 20 for visitors) are proposed, as well as 100 bicycle parking spaces located in a 165 square metre accessory building. Each unit has a 6.5 m² private amenity area in the form of a balcony, and there is a communal amenity area measuring 535 m².

The proposed product used throughout the development is a stacked townhouse block which is currently under construction in several other suburban Richcraft neighbourhoods. The dwelling units feature two active frontages, characterized by usable entrances and architectural details. In this plan, the façades with balconies front on public streets, while the other façades face the interior of the site.



Design Intent

The proposed development at 955 Borbridge Avenue is driven by the need for increased residential density in a transit-adjacent suburban context. Stacked townhouses are an innovative housing typology in this area; providing two bedroom units in a ground-oriented built form suitable for small families, but at a density well above that of a detached, semi-detached, or townhouse dwelling development typical of the suburban context.

The proposed dwellings have entrances and enhanced elevations on both sides, providing active frontages on public streets and convenient access to amenity and parking areas internal to the site.

As access to the future Ralph Hennessy Transitway Station is within approximately 180 metres walking distance of the nearest planned dwelling, active transportation is promoted by providing parking at the minimum rate required by the zoning by-law, providing bicycle parking above the minimum required, and connecting internal sidewalks and pathways to the existing pedestrian network in several places.

Massing and Scale

The proposed housing typology has a height of 9.5 metres with a complex cross-gable and hip roof, allowing for two single-storey units above a basement which projects approximately one metre above grade. The dwellings are grouped into blocks of 9 or 12 units, measuring approximately 13 metres deep by 26 or 33 metres wide, respectively, similar in scale to other townhouse dwellings in the vicinity, as seen on the site plan.

Public Realm

Frontages of the proposed dwellings are articulated with verandahs and balconies, and enhanced with stone veneer for the lower level and vinyl siding in a range of colours, varying by block, above. Windows are generously sized, and plantings are provided along the public-facing frontage to appropriately integrate the development into its environment and screen the parking areas. Side façades clearly visible from the public right-of-way, on blocks 1, 5, 6, and 7 in particular, are enhanced to include an additional roof gable and windows, providing aesthetic and functional benefit to the public realm through additional “eyes on the street”.



Proposed Public Street Frontage

Rockmelon Street is addressed by a building-separation-to-height ratio of approximately 3:1, appropriate for the suburban neighbourhood context, while the framing of other adjacent streets is limited by right-of-way width.

The amenity building which houses indoor bicycle storage and garbage facilities has a height of 4.5 metres and a footprint of 165 square metres. It is designed to be architecturally coherent with the proposed dwellings by replicating their materiality and roof pitch. By including garbage facilities, impact on the public realm inside the development or on dwellings is reduced.

Amenity area is provided in excess of double of what is required by the Zoning By-law. A single agglomerated landscaped area of 535 square metres located centrally to the site is provided for communal use. It is screened from adjacent collector streets by townhouse blocks 5, 6, 8, and 9, and is large enough to accommodate multiple large trees. Soil volumes suitable for large trees are provided in other locations throughout the site, supporting the City’s tree canopy initiatives.

DESIGN DIRECTION

02

City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved 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.

As per Schedule A and B6 of the Official Plan, the subject site is located in the Neighbourhood Designation of the Suburban Transect and subject to the Evolving Neighbourhood Overlay.

Transect Policies

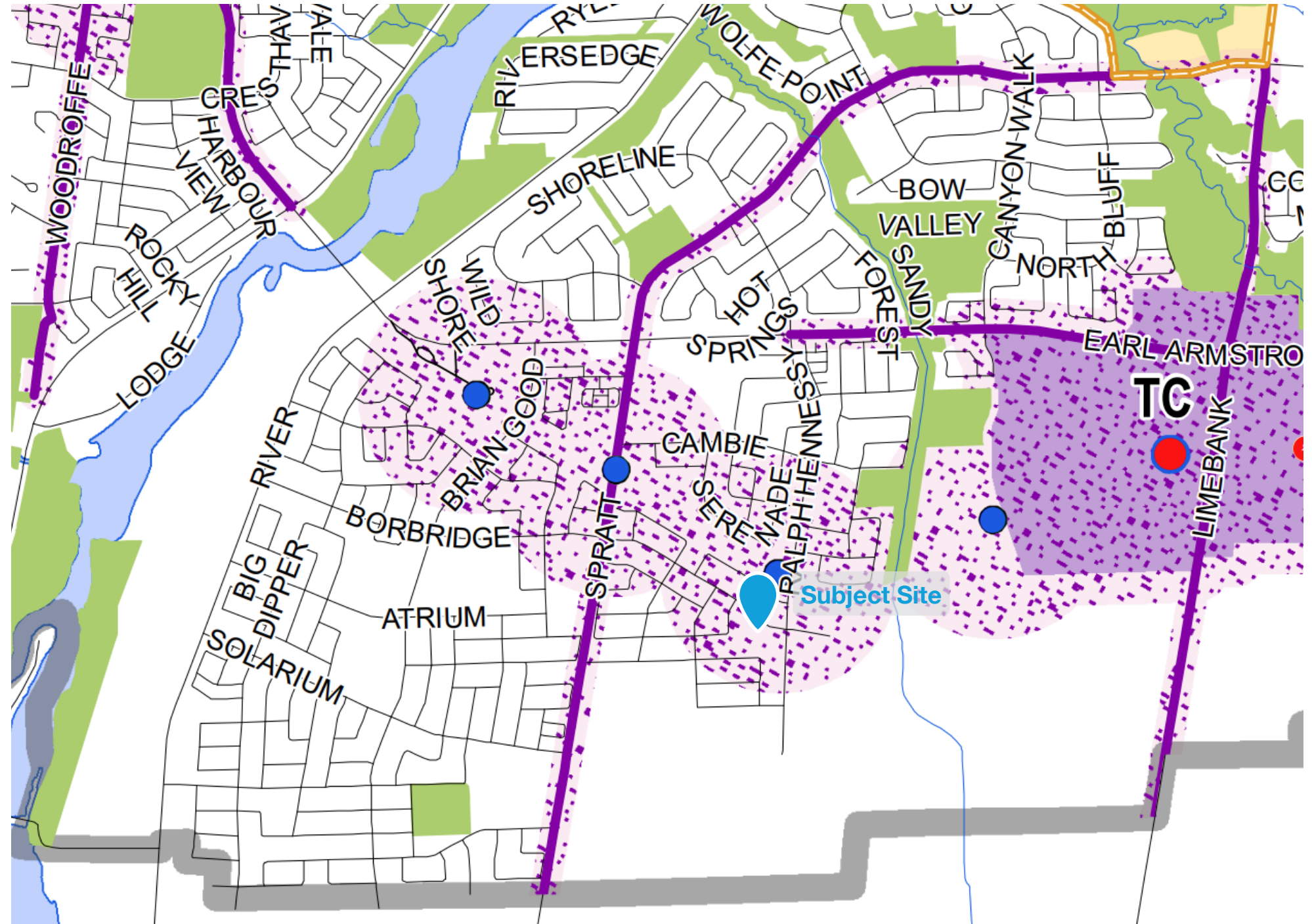
Section 5.4 describes policies that apply to the Suburban Transect – an area characterized by conventional suburban development including separated land uses, automobile-oriented land use patterns with some integration of other transportation modes, detached low-rise buildings, prominent private automobile parking, and generous setbacks focused on soft landscaping and separation. There is a recognition of established suburban patterns of built form, as well as support for an evolution toward 15-minute neighbourhoods to slow urban sprawl and promote transit use through strategically increased density and pedestrian-oriented public realm improvements.

The proposed dwelling typology provides considerably higher density than the typical suburban detached built form while respecting appropriate heights and landscaping provisions to ensure aesthetic cohesion. Pedestrian shortcuts are provided to encourage transit use, as per Policy 5.4.2.1.

Subsection 5.4.4 describes direction for the evolution toward 15-minute neighbourhoods through greenfield development in the Suburban Transect. Notable policies include:

- / A high-quality public realm is to be created by incorporating land-use planning which encourages a sense of place,

Buildings are oriented to the street with consistent frontages, side elevations visible from the public realm are enhanced with additional windows and articulation, cladding materials are high-quality, and tree planting is generously distributed.



/ Connectivity is to be encouraged through a fine-grained street grid, while permitting rear lanes and minimizing curb cuts,

Vehicular access to the internal circulation network is provided via Borbridge Avenue and Ralph Hennessy Avenue, as:

/ **Single access is not ideal due to unit count, and the resulting configuration would increase hardscaping, impacting rental operations and tree canopy,**

/ **The transportation consultant has demonstrated that access via Rockmelon Street will cause cut-through traffic, potentially directing traffic to local roads rather than collectors and increasing the number of vehicles using the Borbridge Avenue access, and**

/ **The access via Ralph Hennessy Avenue is adjacent to the individual driveways of numerous freehold homes, minimally impacting beyond the previously planned condition.**

/ Traffic flow may be permitted if it minimizes negative impacts on public realm and prioritizes sustainable modes of transportation,

This proposal does not allow for additional traffic flow and proposes no curb cuts on Rockmelon Street – maintaining accessibility and street parking.

/ Active transportation linkages are to safely and efficiently connect residential areas and amenities,

Pedestrian connections are provided through the site to access nearby rapid transit, commercial, and park uses.

/ Treed corridors are to be lined with building typologies including medium-density residential uses,

Trees are proposed along the perimeter of the site, in addition to those planned by the City, to enhance the greening of the public realm. A medium-density residential use is proposed.

/ Avoid rear lotting on higher traffic streets by providing rear lane access for properties along collectors,

All proposed dwellings abutting a public street provide an active frontage with parking located to the rear and accessed via private street, similar to a rear lane.

/ Screen parking lots, mitigating their visual impact on the public realm by setbacks, landscaping, and location

Parking areas are primarily located behind buildings. The two locations where parking spaces are adjacent to roads, east of block 4 and south of block 6, are limited to a single row of spaces, and the spaces do not face the right-of-way. Trees and 1.5-metre-tall decorative fences are provided in these locations.

Designation Policies

Neighbourhood-designated lands are referred to in Section 6.3, where they are recognized as contiguous urban areas constituting the heart of communities, forming the cornerstone of liveability in the city. Permitted heights are stated to be low-rise, and residential options are stated to be predominantly missing middle housing, with increased densities near rapid transit stations. Complementary land uses are to be provided through the Zoning By-law, and greenspace is to serve as public space. Form-based regulations established through the Zoning By-law and Site Plan Control are to guide development toward 15-minute neighbourhoods by encouraging urban characteristics of built form. Additionally, development on lots with multiple frontages shall allow separate residential use buildings so that the public right of way is fronted upon.

The proposed development consists of missing middle housing typologies with urban built form characteristics, as described in Table 6 of the OP and described above. Blocks 1, 5, 6, and 7 provide an active public realm to Borbridge Avenue Ralph Hennessy Avenue.

As the subject area is under the Neighbourhood Designation and within a 400-metre radius of a planned rapid transit station, it is subject to the Evolving Neighbourhood Overlay policies of Subsection 5.6.1. This overlay is intended to

provide opportunities for the City to reach the intensification goals of Section 3 through gradual change in character, provision of missing middle housing typologies, and direction toward urban built form patterns. These policies pertain mainly to zoning lands to permit additional density and urban built form.

The proposed development maximizes potential density provided under the applicable R4Z zone, which represents reasonable intensification for the context.

Urban Design Policies

City-wide urban design policies are discussed in Section 4.6. The following pertain to the subject site:

4.6.3.1 Development shall enhance the public realm where appropriate through trees, landscaping, and street furniture to improve the public realm for pedestrians.

Ample tree plantings and landscaping elements are provided to complement the City's planned improvements lining the adjacent rights-of-way.

4.6.5.1 Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

The proposed development's adherence to applicable plans and design guidelines is demonstrated in this Urban Design Brief.

4.6.5.2 Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The proposed development is in adherence with the applicable corridor designation, as all buildings have active frontages with doors facing public roads, provide adequate setbacks from the right-of-way for tree plantings and privacy, and frame the internal communal amenity area. Above-grade utilities are hidden by enclosures on both ends of the dwelling blocks.

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.

Two strategically located access points are provided, limiting intrusions on the pedestrian environment. The access via Ralph Hennessy Avenue is adjacent to the individual driveways of numerous freehold homes, minimally impacting beyond the previously planned condition. Garbage facilities are centralized, located in the amenity building which features a single loading area, away from crosswalks. Above-ground parking areas are located within the interior yard and screened by trees and landscaping where adjacent the pedestrian environment.

4.6.6.4 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.

The provided private and communal amenity areas far exceed the requirements of the Zoning By-law. The communal amenity area features community gardens and a multifunctional gathering area. Additional landscaped areas without specific programming are provided adjacent to dwelling blocks. Although they are not included in the amenity area calculations, they can be used for children to play or for people to walk their pets.

4.6.6.6 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 respects the nearby context of a contemporary 15-minute development in the suburban transect, as described above. Approximately 47% of the site is provided as landscaped area. Main entrances are provided approximately 1.5 metres above grade to improve the liveability of lower-level units by allowing for increased window sizes and private outdoor amenity space.

The proposed development's stacked townhouse dwelling typologies are in adherence to these policies, providing ground-oriented dwelling units at a transit-supportive density of 64 units per hectare within 200 metres of a planned rapid transit station. Pedestrian and cycling safety are considered in the vehicular access plan by providing a pedestrian network with clearly delineated crosswalks, placing access lanes as far from the intersection of Borbridge Avenue and Ralph Hennessy Avenue as possible, and avoiding any cause for cut-through traffic.

Community Design Guidelines are described in Section 3. Cohesive community character is to be achieved through consistent landscape features, such as fencing and gateways, selected from a similar style. Gateways should be highlighted by streetscape treatment such as low decorative walls, identity features, and distinct lighting and planting, and should enhance the streetscape by their location within the right-of-way.

Gateway elements are planned for the intersection of Borbridge Avenue and Ralph Hennessy Avenue, as well as to the west of the Borbridge Avenue access lane. The materiality of these signs will match the stone of the proposed dwellings, and they are to be surrounded by plantings and landscaping elements, enhancing the streetscape and creating a sense of place.

Street patterns, described in Subsection 3.1.3, are to facilitate pedestrian access to schools, parks, and transit stops. Blocks are also to create view corridors that terminate at open space. Development adjacent to collector roads, as per Subsection 3.1.4 is to be designed to allow views into the community, with varied materials and setbacks and a generous landscaped buffer, but without acoustic fencing. Walkways along these collectors should provide access into the neighbourhood.

The proposed amenity area is strategically located at a right-angle corner of Rockmelon Street, allowing it to serve as the terminus of a short view corridor, while being shielded from the negative externalities of nearby collector streets. Building façades abutting public streets are enhanced with articulation and a variety of materials. The proposed pedestrian network

is connected to the public realm of adjacent collector road, offering convenient access to the intersection of Borbridge Avenue and Ralph Hennessy Avenue, east of which lies a planned park and slightly to the north of which lies a rapid transit station.

The Streetscape Guidelines found in Subsection 3.2 aim to provide the public with a general "experience of place" through the design of elements within and abutting public rights-of-way. A building-separation-to-height ratio of 3:1 is stated to be appropriate for low density residential areas. Collector-street-facing frontages are to provide interest through articulation and pedestrian-scale architectural features. Special landscaping is to be considered for gateway locations on collector roads, and boulevards are to have trees planted at regular intervals.

At 9.5 metres tall, Block 4 provides a 3:1 width-height ratio along 18-metre-wide Rockmelon Street, assuming front yard setbacks for other nearby dwellings are similar to the 5.5 metres proposed for this development. Ratios of other blocks are lower, as limited by increased right-of-way widths for collector streets and the proposed housing typology. Balconies and verandahs are provided along frontages abutting collector streets to add visual interest and enhance the relationship to the public realm. The corner of Borbridge Avenue and Ralph Hennessy Avenue acts as a gateway due to its proximity to transit, a neighbourhood, and location at the intersection of two collectors, and is therefore enhanced with a landscaped gateway feature. Tree plantings are to line the right-of-way and enhance the planned condition.

Built form guidelines for "Street Townhouse Dwellings" are described in Section 6.1.2, and include:

- / The provision of consistent front yard setback of buildings within a block that are adequate for privacy and landscaping while maintaining relationship to the street,
- / The provision of visible front entries from the street and enhanced architectural treatment of side and rear elevations visible from public spaces,
- / The provision of varied window sizes on townhouse blocks to add interest, along with cohesive rooflines, corbelling, and window and entry placement.

Proposed yard setbacks are aligned with those of neighbouring lots, and strategically landscaped to enhance the public realm and privacy for residents. All building façades abutting public roads are enhanced, and every building abutting a public road has entrances facing it. Window sizes vary but are consistent, and entries are grouped consistently.

The Riverside South Secondary Plan is the implementing policy document for the CDP. It identifies the lands as being designated Neighbourhood, Medium Density II. A minimum density of 60 units per net hectare is therefore required; alongside a building height range between two and nine storeys for standalone residential buildings.

At a density of 64 units per net hectare and building heights of 2.5 storeys, the proposed development complies the the applicable Neighbourhood, Medium Density II designation in the Riverside South Secondary Plan.

The City of Ottawa provides general direction for the development of large lots within the urban area through policy guidelines intended to complement the design considerations of Community Design Plans and Secondary Plans. The following guidelines relate to the proposed development:

Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks, and multi-use pathways.

The proposed development's stacked townhouse dwelling typology is well-suited to the site's transit-adjacent context, as it provides a density of 64 units per hectare, well above the minimum density of 38 units per hectare stated in the CDP.

Guideline 10: Create a walkable neighbourhood with pathways, trails, and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities, and parks.

Pathways through the proposed development provide convenient connections to the surrounding network.

Guideline 14: Maximize opportunities for passive energy conservation and south facing exposure through street orientation, block pattern, building location and heights. Use vegetation and architectural detailing for shading and wind protection.

Six of eight dwelling blocks have their broadest frontages facing south to maximize passive energy capture in the winter, while ample tree plantings provide shading in the summer.

Guideline 22: Orient rear yard amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties.

Proposed dwellings have dual frontages, with private amenity areas facing outward. The communal amenity area is internal to the subject site, using buildings to attenuate the sound from the abutting collector streets.

Guideline 24: Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as entrances to the community.

Parking is provided in the subject site's interior yard, contributing to a sense of place and entrance at the intersection of Borbridge Avenue and Ralph Hennessy Avenue.

Guidelines 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Trees proposed to line public and private streets abutting and through the site are planted in an orderly manner, enhancing the public realm and screening utilities. Their selection and placement have been planned by an accredited landscape architect.

Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

Building frontages abutting public streets are located as close as possible while ensuring consistency with adjacent planned development and space for balcony and verandah projections and tree plantings.

Guideline 35: Mix various types of housing on each street while considering the relationship between each other and to existing houses.

The proposed stacked townhouse dwelling typology provides variation from standard townhouses planned to front on Borbridge Avenue, Ralph Hennessy Avenue, and Rockmelon Street adjacent to the subject site while retaining similar height and setbacks.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Frontages of proposed dwellings on public streets are enhanced and varied.

Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.

Block 6 of the proposed development features an enhanced side elevation with an additional roof gable and more windows.

Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.

Parking for the proposed development is located in the interior yard of the subject site. Screening from the public realm is provided by enhanced landscaping and decorative fencing. No parking abuts the communal amenity area.

Guideline 43: Provide a landscape buffer along the edges of multi-unit residential parking areas, in situations where they are along a public street.

Where parking areas are located near the public realm, landscaping, trees, and decorative fencing are provided.

Guideline 46: incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing, and facing windows support a safe and attractive environment.

The proposed development includes a pedestrian network allowing for connectivity through the block, enabling ease of movement toward nearby transit and amenities.

Guideline 64: Locate above-grade utilities away from key public view lines such as intersections, day lighting triangles, and parking lot entrances. Screen the utilities through design or landscaping.

Utilities are located on the end of the dwelling blocks, concealed in architecturally cohesive enclosures, as seen in the attached building elevations.

Transit Oriented Development Guidelines

The City of Ottawa provides guidance to developments within 600 metres of existing or planned rapid transit stations and stops, in the Council-approved Transit Oriented Development Guidelines.

Guideline 1 directs that transit-supportive land uses, including developments that establish high residential densities and which provide extended hours of activity, throughout the day or week, should be established within 600 metres walking distance of transit.

The proposed compact, higher-density residential typology proposed meets this guideline.

Guideline 6 suggests that pedestrian and cycling “short cuts” that lead more directly to transit be integrated close to transit.

The proposed pathway network provides multiple options for residents to access the street network and transit.

Guideline 7 directs buildings close to each other along street frontage to encourage walking to transit.

The proposed development frames and activates the street with residential facades animated by active entrances and balconies.

Guideline 32 directs that development shall provide no more parking than required by the Zoning By-law.

The proposed development exceeds the total parking requirement in the Zoning By-law by only 4 spaces.

Guideline 35 states that parking lots shall be located to the rear of lots.

The proposed development locates parking to the interior, where it is screened from the public realm by buildings.

Response to Pre-Consultation Comments

The following is a response to pre-application consultation comments received on September 27th, 2024.

- a. Urban Design Guidelines for Greenfield neighbourhoods apply and policies of the Riverside South Secondary Plan.

The proposed development's conformity with the applicable design guidelines is described in the previous section.

- b. Please ensure that elevations illustrate "double frontage" for units so that units both face the public roadways and the interior of the site.

Architectural elevations demonstrate the dual-frontage nature of the proposed dwelling typologies.

- c. Direct walkway connections should be provided from each unit to the sidewalk in the public ROW.

Direct walkway connections between units and public sidewalks are noted in the site plan.

- d. Please ensure that unit widths and setbacks proposed provide the ability for tree plantings in the ROW and interior to the site. Parking should be buffered by landscaping.

Tree plantings are highlighted in the landscape plan.

- e. Parking and turnarounds should be screened from public ROWs by landscaping.

Enhanced landscaping has been provided in the areas highlighted below in order to screen parking areas from the public realm.

- f. Explore the possibility of rotating block 1 and block 5 to be more parallel to Borbridge to provide a more consistent street wall and provide additional space for tree planting internal to the site.

Block 1 and 5 have been rotated to provide a more consistent street wall along Borbridge Avenue, as per Staff recommendation.



Street-Facing Elevation

SITE CONTEXT AND ANALYSIS

03

Subject Site

The subject site is located in Ward 22, Riverside South – Findlay Creek in the south end of Ottawa. Borbridge Avenue is classified as a Major Collector, Ralph Hennessy is a Collector, and both Honeydew Street and Rockmelon Street are Local Roads. The subject site and surrounding lands are vacant and connected to municipal services. The area is to be developed for a predominantly residential mix of uses, with higher density close to the nearby transit corridor as per the Riverside South Secondary Plan. Developed lands near the site consist primarily of a mix of detached, semi-detached, townhouse, and stacked dwellings on lots as small as 200m² or less.

Site Context

The following identifies the land uses that surround the site:

North

The northern lot line of the subject site abuts Borbridge Avenue, a Major Collector across which lie other lands to be developed for medium density residential uses. Approximately 140 metres north of the subject site are lands reserved for the South Transitway BRT right of way and an active transportation corridor. This corridor forms the southern edge of a recently constructed residential subdivision of detached, semi-detached, and townhouse dwellings interspersed with neighbourhood parks and schools, bound to the north by Earl Armstrong Road. The site is just outside of the impact zone of the Ottawa International Airport, which lies approximately 5km to the north, beyond the greenbelt.

East

Across Ralph Hennessy Avenue from the subject site lies a vacant 2.4-hectare lot to be developed as a neighbourhood park. This lot is abutted to the north by a proposed local commercial or mixed use, and to the south by a school, both fronting on Ralph Hennessy Avenue. Vacant lands further east are to be developed as a low-density residential neighbourhood, bisected by a north-south multi-use pathway following a meandering linear stormwater management feature. The proposed Riverside South Town Centre, a high-density mixed-use hub, is centred around Limebank Road south of Earl Armstrong Road approximately one kilometre northeast of the site.



Subject property in context (aerial photo, 2022, GeoOttawa) - note the lack of trees, providing reason for exemption from the requirement for a Tree Conservation Report.

South

South of the subject site lies a low-density residential neighbourhood proposed to extend to the urban boundary, 800 metres south. Rural uses including open space, agriculture, and detached dwellings separate Riverside South from the Village of Manotick. Residential uses within this area are largely clustered between River Road and the Rideau River, south of Rideau Road.

West

More vacant lands to be developed as residential subdivisions lie west of the site, with the highest proposed densities surrounding the future transit station located at Spratt Road. Housing typologies include detached, semi-detached, and townhouse dwellings, and they are complimented by parks, schools, These residential uses stretch to Ottawa Regional Road 19, also known as River Road, a recognized Scenic Route beyond which lies a few large detached dwellings on large lots, open spaces, a stormwater management pond, and the Rideau River. An OC Transpo Park and Ride facility and a vehicle-oriented shopping centre anchored by a supermarket sit near the corner of Earl Armstrong Road and River Road. West of the Rideau River lies the neighbourhood of Barrhaven.

Key Destinations

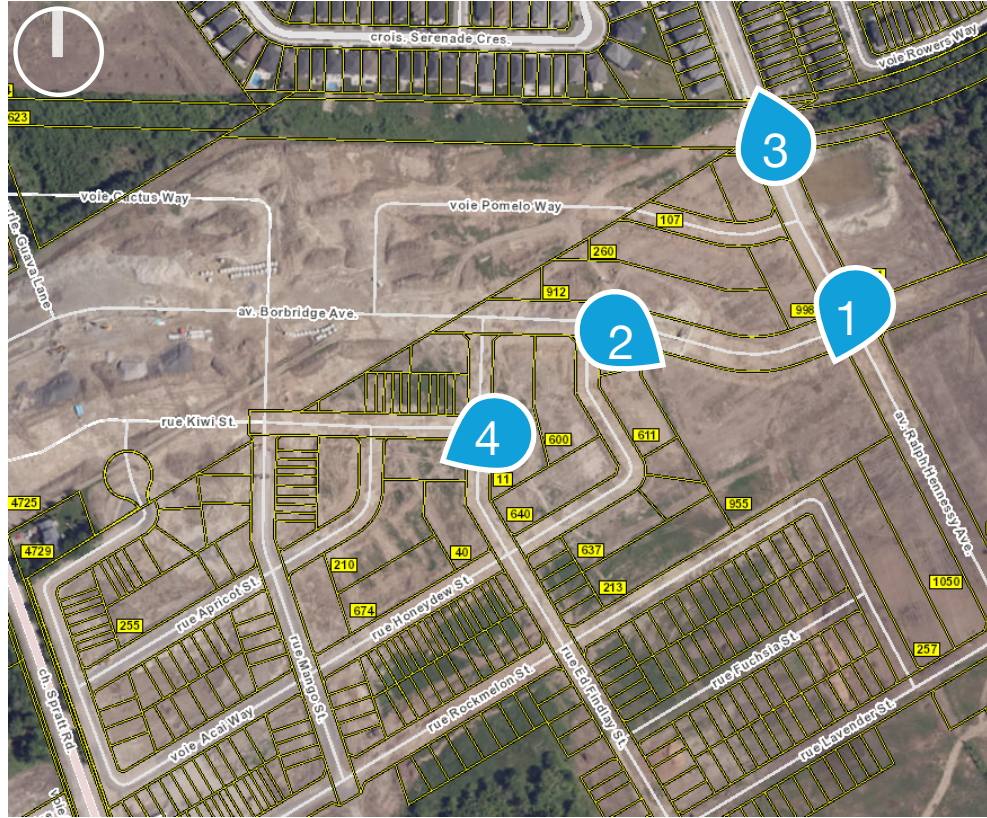
A 2.36-hectare neighbourhood park (Riverside South Park 11) is planned for the lands at 1025 Ralph Hennessy Avenue, directly east from the subject site. This is accessible from the site via the crosswalk at the intersection of Ralph Hennessy Avenue and Borbridge Avenue. The first proposal, presented for consultation on October 23, 2024, includes the following amenities:

- Full-size soccer field
- Splash pad
- Two playground areas
- Shade structure
- Single puddle rink with one light and a rink bunker
- Potentially one or two pickleball courts
- Park benches and picnic tables
- Pathways
- Parking lot with 21 spaces, accessed via Borbridge Avenue
- Landscape planting

South of the proposed park, at 1115 Ralph Hennessy Avenue, lies a similarly-sized parcel intended for development as an English Public school, as per the Secondary Plan. No development proposal exists for this parcel. There is a French Catholic school 400 metres north of the site at 955 Ralph Hennessy Avenue.

In the northeast quadrant of the Borbridge Avenue intersection lies 1001 Ralph Hennessy Avenue, a 0.9-hectare General-Mixed-Use-zoned parcel identified for Local Commercial land use in the Riverside South Secondary Plan. No development proposal exists for this parcel.

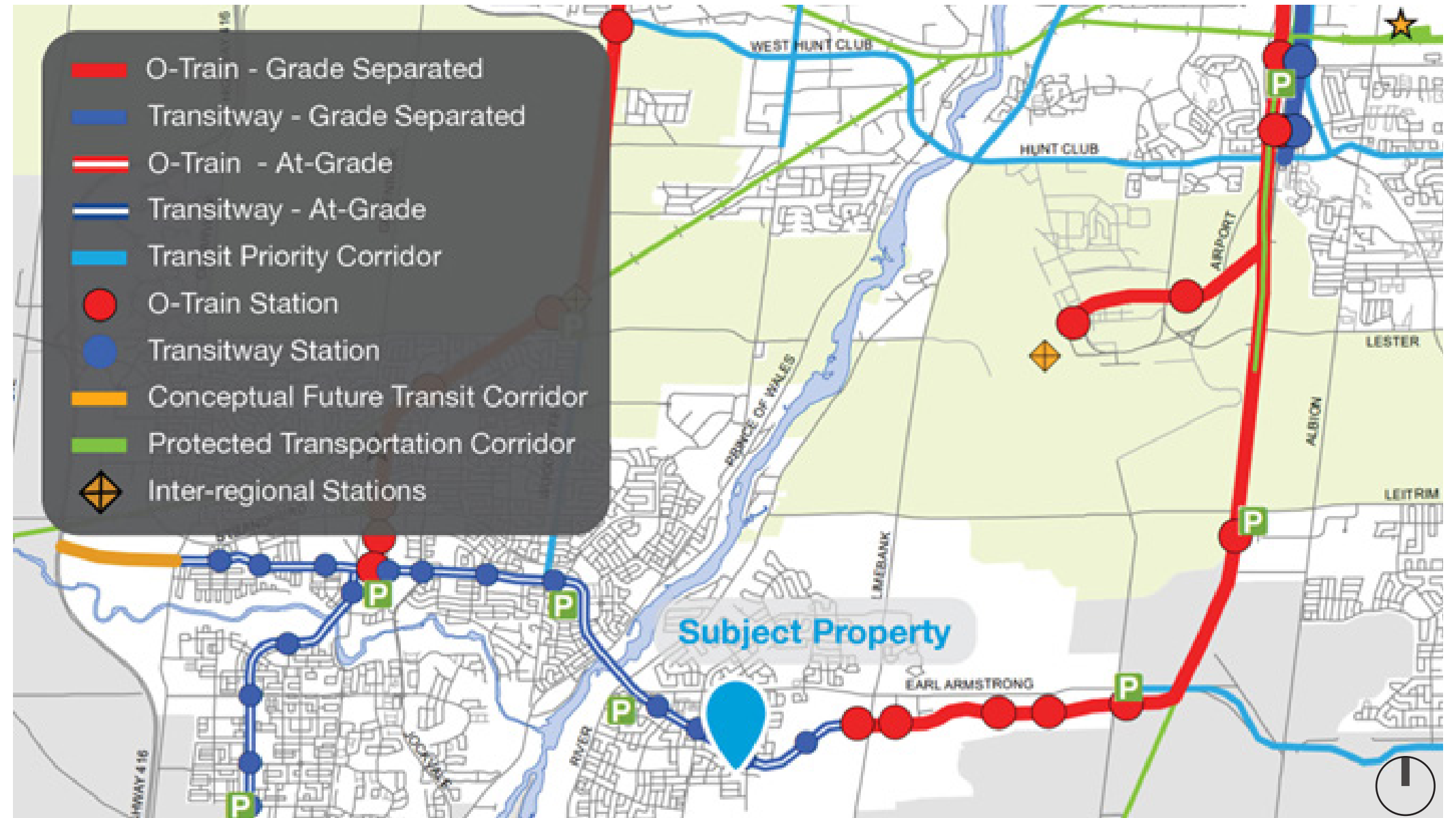
Other schools and parks of various sizes are dispersed throughout the neighbourhood, with increased residential densities and mixed commercial uses (existing and proposed) located near Earl Armstrong Road, approximately one kilometre north of the subject site, near the future Spratt Transitway Station, approximately 600 metres west of the subject site, and in the planned Riverside South Town Centre, whose western boundary is approximately 700 metres east of the subject site.



Site Analysis

Transit Network

The subject site is located within approximately 140 metres of the future Ralph Hennessy Station on the South Transitway, which will provide rapid transit service between Barrhaven Town Centre and the O-Train Line 2 southern terminus at Limebank in the Riverside South Town Centre. The site is not currently served by OC Transpo, but service can be expected to follow completion of surrounding development.

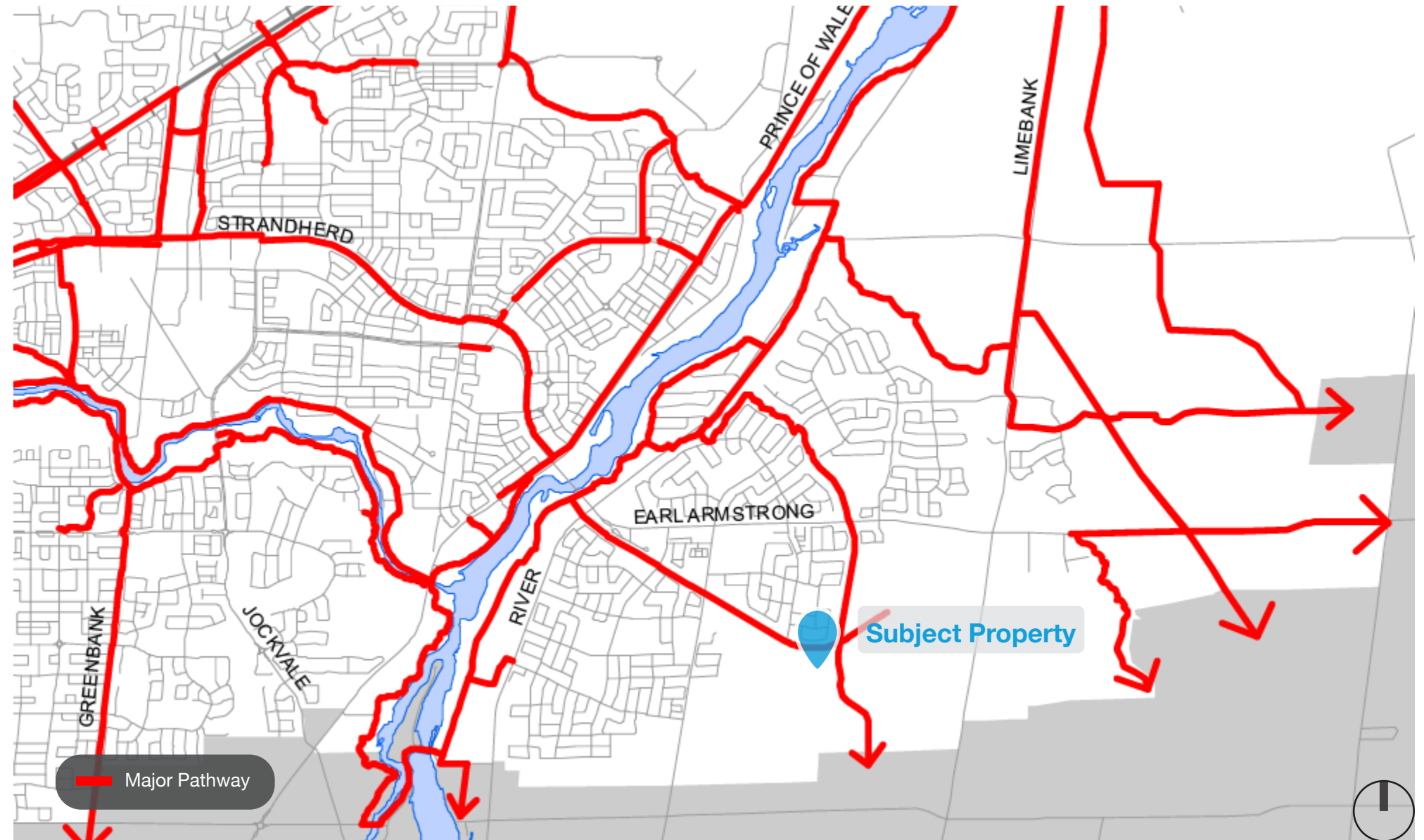


Subject property in OP Schedule C2 - Transit Network - Ultimate

Site Analysis

Active Transportation

Multi-use pathways are planned to run parallel along the South Transitway, passing 140 metres north of the subject site, and the stormwater management creek 400 metres east of the subject site, as well as between River Road and the Rideau River, 2 kilometers west of the site. A separated bike lane is to be implemented along both sides of Ralph Hennessy Avenue, as well as along Borbridge Avenue east of the subject site. Earl Armstrong Road, as part the City's Crosstown Bikeway Network per the City's 2023 Transportation Master Plan Active Transportation Network Map, is lined with on-road unprotected bike lanes. Spratt Road and River Road are also lined with on-road unprotected bike lanes. Both Borbridge Avenue and Ralph Hennessy Avenue are planned to have sidewalks on both sides, while some local streets may only have one sidewalk.

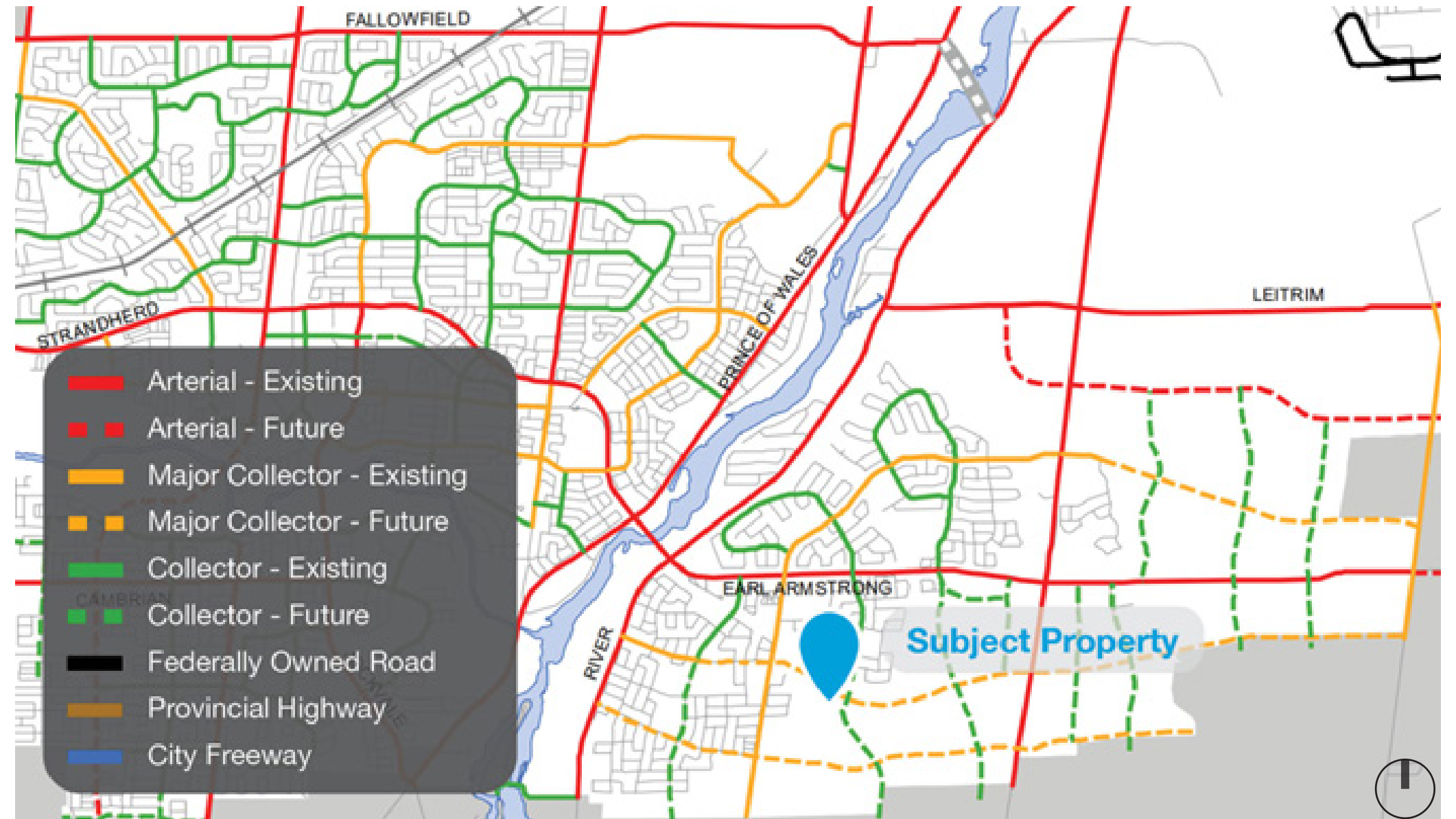


Subject property in OP Schedule C3 - Active Transportation Network - Major Pathways

Site Analysis

Urban Road Network

The subject site is well serviced with respect to the existing road network. As per Official Plan Schedule C4, Borbridge Avenue is a future Major Collector and Ralph Hennessy Avenue is a future Collector. These connect to the nearby Arterial Roads of River Road and Earl Armstrong Road respectively. The Vimy Memorial Bridge, the southernmost multi-lane crossing of the Rideau River within City limits, is 1.5 kilometres west of the intersection of Ralph Hennessy Avenue and Earl Armstrong Road. A grid of Rural Arterial Roads offers access to Highway 417 and the Ottawa International Airport.



Subject property in OP Schedule C4 - Urban Road Network

DESIGN

04

Transition

Ralph Hennessy Avenue and Borbridge Avenue are intended to animate the public realm with existing and proposed low-density, ground-oriented two-storey detached or townhouse dwellings with front-facing attached garages. Nearby townhouse blocks are of a similar width and depth as the proposed stacked dwelling blocks. The latter may be slightly taller due to the elevated ground floors which allow for basement units, but the difference should not be more than approximately one or two metres, providing minimal visual impact.

The proposed stacked dwelling blocks are separated from the development to the west by setbacks of 6 metres or greater to minimize overlook and provide a sense of space between uses.



Response to Abutting Public Realm Conditions

The front-facing garages and associated driveways of surrounding residential land uses lead to a car-dominated streetscape where there are numerous curb cuts. The proposed stacked dwellings with parking located in the interior yard and screened from the public realm represents an improvement in this regard.

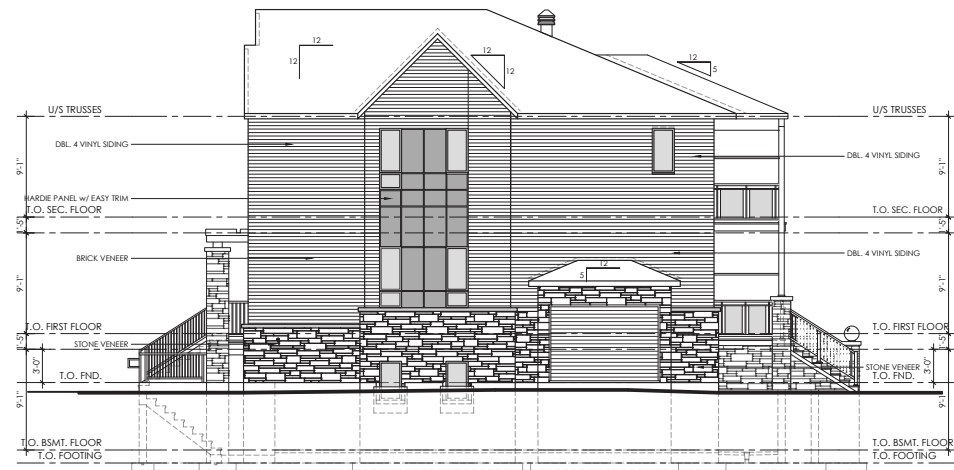
Materiality of the proposed dwellings is similar to nearby buildings, with a mix of earthtones reflected in in stone and brick veneer, vinyl siding, and hardie panels, framed by black trim.

Front yard setbacks of nearby dwellings are moderate and replicated along the subject site's road frontages for consistency and to allow for enhanced tree planting along the right-of-way.

Materiality Reference (Top): Proposed public street elevation with active frontage.

Public Realm Reference (Bottom): Richcraft's Terrace Flats at Casey Court, Orleans - proposed materiality is similar.

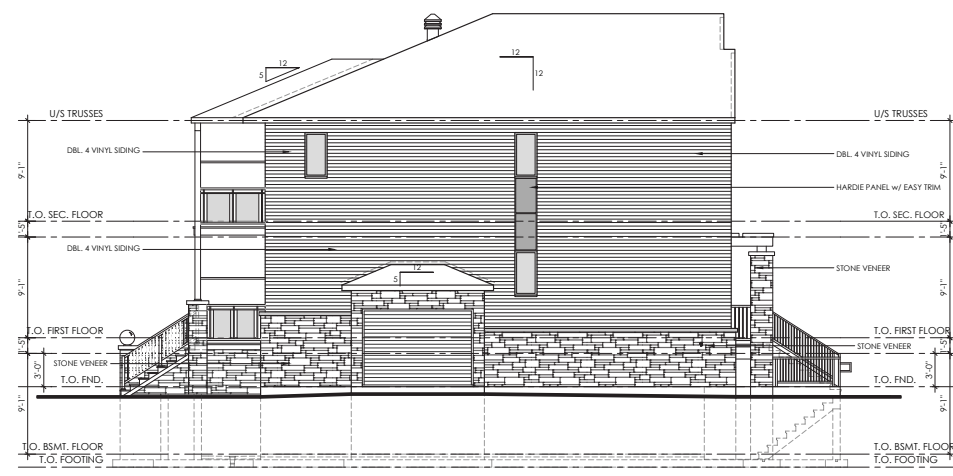




"STREET END" UNIT, SIDE ELEVATION
TYPICAL BLOCK - STREET SIDE ELEVATION



TYPICAL BLOCK - PRIVATE STREET ELEVATION



END UNIT, SIDE ELEVATION
TYPICAL BLOCK INTERIOR SIDE ELEVATION



TYPICAL BLOCK - PUBLIC STREET ELEVATION

