

URBAN DESIGN BRIEF

3113 CARP ROAD

Submitted to:

Development Review, Planning, Infrastructure
and Economic Development Department,
City of Ottawa

Dec 29th, 2025

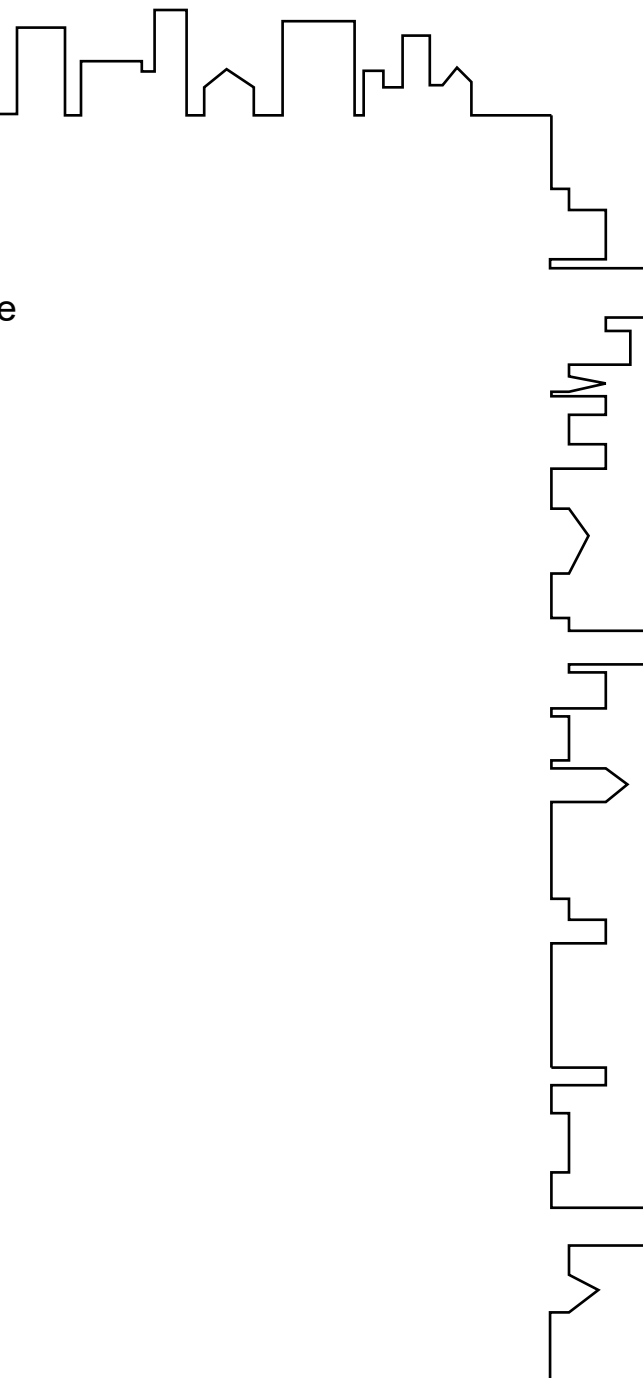


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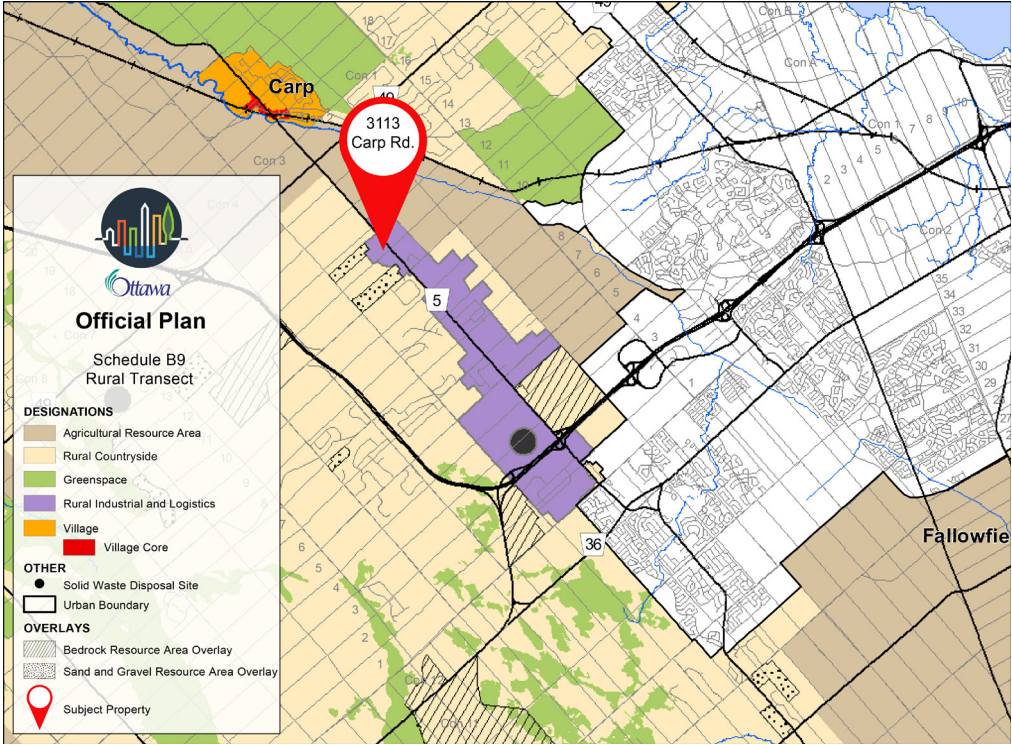
PROJECT DESCRIPTION

Municipal Address(es)	3113 Carp Rd, Carp, ON K0A 1L0
Official Plan Designation	Rural Transect, Rural Industrial and Logistic
Zoning	RC9 – Rural Commercial Subzone 9, By-Law 2008-250, as amended
Carp Road Corridor Plan Designation	Highway Commercial Area
Carp Road Corridor Plan Land Use Designation	Corridor Commercial Area
Legal description	Part of lot 12, Concession 3, Geographic township of Huntley, City of Ottawa
Scope of work	Construct a one-storey light industrial (warehouse) building containing 7 bays total with 122 parking spaces.

Brief description of the design intent behind the development proposal

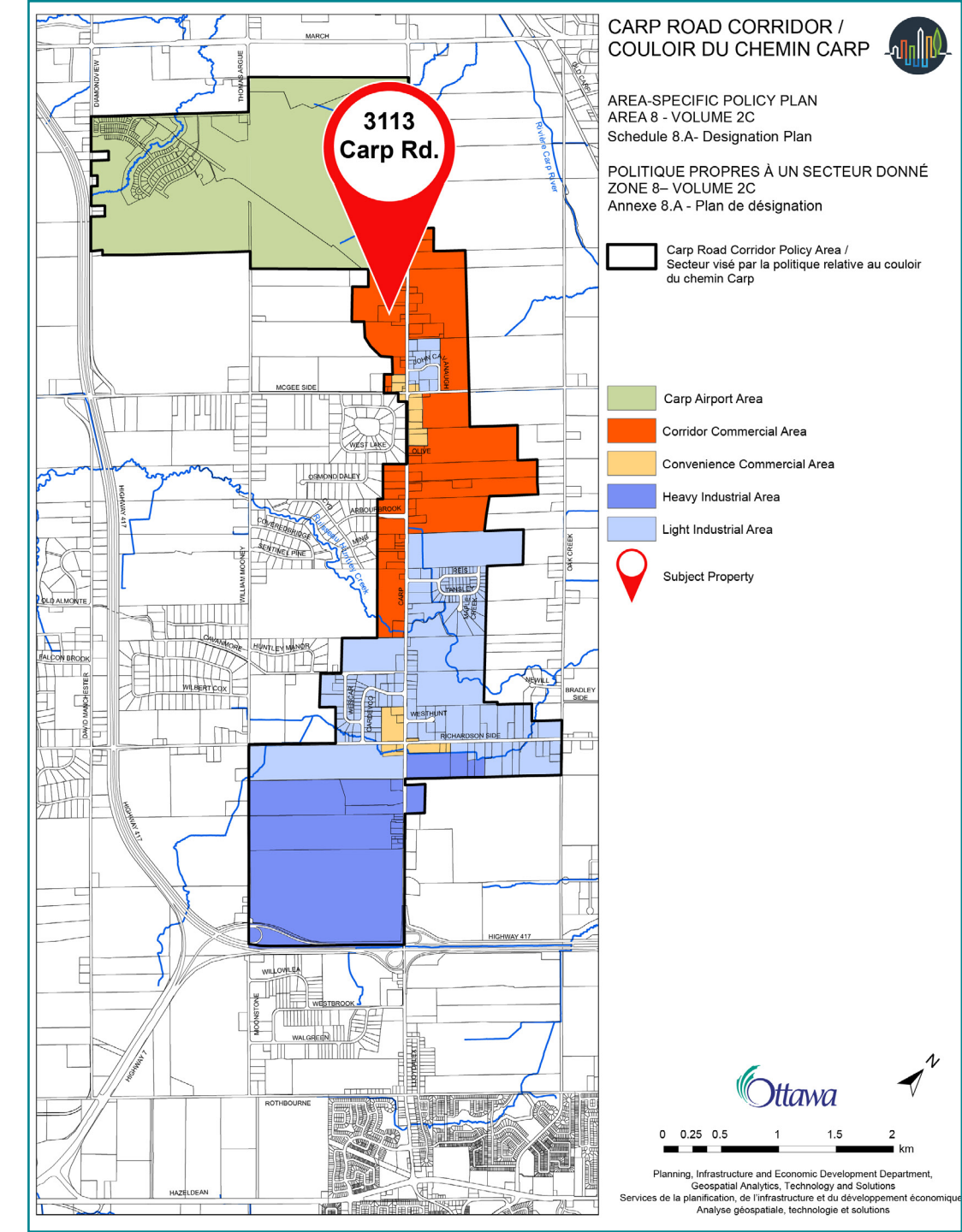
The design intent for the proposed development at 3113 Carp Road is to deliver a low-rise, landscape-led warehouse building that integrates seamlessly into the rural employment character of the Carp Road Corridor, while meeting contemporary functional and operational requirements. The project prioritizes generous setbacks, extensive landscaping, and careful building orientation to ensure that the rural landscape remains the dominant visual element when viewed from Carp Road and adjacent properties.

The building is intentionally designed as a one-storey (height of 9.62m) form with articulated façades, incorporating windows, doors, and a two-tone material palette to reduce perceived mass and enhance visual interest along the street-facing elevation. The building is oriented to address Carp Road, reinforcing corridor continuity, while service, loading, and utility functions are positioned away from the public frontage to minimize visual impact.

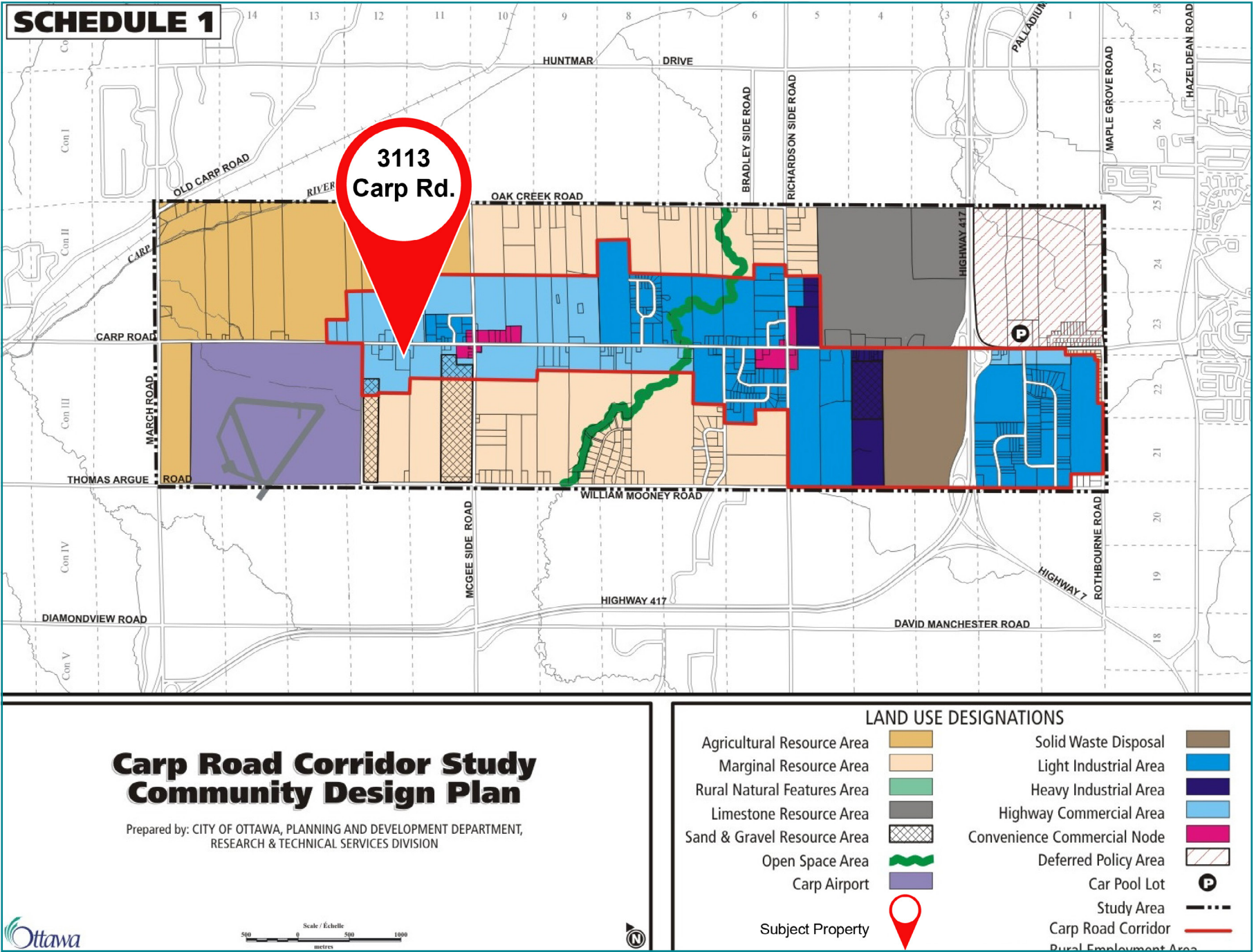


Site organization places parking and circulation toward the south portion of the property, screened from the road and neighbouring uses through wide landscaped buffers and soft landscaping, including retained and newly planted trees and shrubs. This approach reinforces a clear hierarchy where built form is secondary to landscape, consistent with the Community Design Plan’s emphasis on maintaining the corridor’s rural character.

The overall design seeks to balance functionality, visual quality, and compatibility, creating a development that contributes positively to the evolving Carp Road Corridor while respecting its established scale, open character, and mixed-use rural context.



Schedule 1 - Land Use Designation, Carp Road Corridor, Official Plan.



Schedule 8.A - Designation Plan, Volume 2C - Official Plan Ottawa, City of Ottawa Community Design Plan.



P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192



RP ANCHETA ARCHITECTS INC.

24 MONCRIEFF DRIVE, TORONTO
ONTARIO, M9W 2R2

TEL. No. 416-822-6202
EMAIL: ARCHREMUS@GMAIL.COM

DESIGN DIRECTIVE(S)

Comments on Preliminary Design

- An Urban Design Brief will be required as part of a complete application. Please see the Terms of Reference attached.
Response: *Noted.*
- The subject property is within the boundaries of the Carp Road Corridor Community Design Plan. The built form directions of the CDP must be addressed in the Design Brief. Particular attention must be paid to building design, site layout and landscaping in order to maintain and enhance the rural identity and character of the area.
Response: *Noted. Design guidelines from the Carp Road Corridor Community Design Plan have been included in the proposed design. Please refer to Section 3 of this Urban Design Brief for more details. We have incorporated the neighbourhood character into the building design, site layout and landscaping plan including increased vegetation buffer and tree planting to provide effective screening and enhance privacy for the adjacent residential properties.*
- A landscaped perimeter should be provided that includes natural vegetation for screening.
Response: *Noted. The site design incorporates landscaped areas along the perimeter that can accommodate natural vegetation for screening purposes. The proposed plan entails plantation of 79 new trees throughout the site and retention of 47 existing trees, not only acting as a screening/noise reduction device but also preserving the identity of the neighbourhood. The site layout provides 59 new shrubs to delineate between the commercial and residential properties. Please refer to the Tree Conservation Report (TCR), Landscape Plan and Site Plan for more details.*
- Additional setbacks and landscaped buffers should be provided to surrounding residential areas.
Response: *Noted. A limited number of residential properties exist to*

the southeast of the subject site, where the lot has two yards abutting these homes. Along both frontages, a 4.57 m wide landscaped buffer is proposed, which will include tree planting and soft landscaping to provide effective screening and enhance privacy for the adjacent residential properties. Please refer to the Site Plan, Landscape Plan and Tree Conservation report (TCR) for more details.

- Landscaping and street trees should be provided along the Carp Road frontage. Please also consider decorative features such as low stone walls or post and rail fencing.
Response: *Noted. Landscaping and street trees are proposed along the Carp Road frontage. Additional decorative elements such as low stone walls or fencing will be considered during the detailed design phase to enhance the streetscape. Please refer to Section 4 for preliminary views of the proposed development.*
- The applicant is strongly encouraged to retain existing mature trees along the perimeter of this site. Additional tree planting is strongly encouraged.
Response: *Noted. The proposed plan entails plantation of 79 new trees throughout the site and retention of 47 existing trees. Please see the attached landscape plan and Tree Conservation Report (TCR).*
- The façade of the building should address Carp Road.
Response: *Noted. The eastern façade of the building fronts Carp Road and incorporates windows, a two-tone exterior finish, and a prominently displayed company sign to enhance visual interest and support an active street presence. Please see the updated elevations. (G68 to verify).*
- An outdoor amenity area should be provided for employees of the future building.
Response: *Please refer to the Site plan, which highlights a new Outdoor Sitting area in the South-West of the property.*



Carp Road Corridor Community Design Plan

● 2.1 Land Use Designations

These sub-categories provide guidance as to the types of development that should occur in the future within the “Carp Road Corridor”.

- Light Industrial
- Heavy Industrial
- Highway Commercial
- Convenience Commercial Node
- Marginal Resource
- Open Space

Response: *The proposed development is a warehouse / light industrial use, which is compatible with the employment function envisioned for the Carp Road Corridor. The site design supports the corridor’s planned evolution by accommodating a permitted employment use while integrating landscape buffers, tree planting, and building design measures that reinforce the rural character and visual quality of Carp Road.*

● 2.5 Highway Commercial

Policy 1. The types of highway commercial uses permitted will include those that require large parking areas, extensive displays, and buildings designed to capture the attention of the passing public. They also provide a level of goods and services that relate directly to the automobile trade. Examples of highway commercial uses are automotive service facilities, automobile sales and repair facilities, tourist accommodation and uses serving the surrounding rural population.

Response: *While the proposal is a warehouse/light industrial use (as permitted in the corridor), it responds to the highway-oriented context of Carp Road by providing:*

- *A site layout that supports vehicular access and circulation appropriate for an arterial/truck route;*
- *A building facade facing Carp Road with architectural articulation, windows, and signage to contribute to corridor identity; and*
- *Landscaped setbacks and perimeter planting to soften built form and reduce the visual impact of parking and service functions when viewed from the public road. Overall, the proposal contributes to a cohesive corridor streetscape and supports the intended function of Carp Road.*

● 7.2 Improving the Existing Situation

The following measures are encouraged to improve the appearance of Carp Road:

- Plant a continuous row of trees along the corridor to visually enhance the rural character. Tree planting should consist of large-growing trees. These trees will reinforce the course and width of the road, give a living vertical emphasis and soften the form of the buildings. The row of trees located outside the road right-of-way (3-6 m) will provide the greatest assurance that the trees will grow to maturity without disruption by utility construction and maintenance. This will allow the landowners to work together and implement the plantings with each site development as they proceed.
- Berm or provide green landscape edges to hide more unsightly uses within the Corridor.
- At the entrance to the corridor, Highway 417 in the south, and March Road in the north erect a physical entry feature or ‘gateway’, to announce the area with a design theme that could extend into a family of signage throughout the area.
- Erect entrance features to the Industrial/Business Parks with a design theme common to the Carp Road Corridor – highlighting the majority of the Park’s occupants.
- Create special street lighting and other architectural features to enhance the appearance of the parks..
- Erect low, farmstead-type laid stone walls intermittently along the roadside as an identifiable signature of the Carp Road Corridor.

Response: *Response: The landscape concept includes street-oriented tree planting along the Carp Road frontage, located to support long-term viability and minimize conflict with the road right-of-way and utilities, where feasible. Species selection and spacing will prioritize large-growing trees to reinforce the linear character of Carp Road, provide vertical definition, and soften views of parking, circulation areas, and service functions. Where appropriate through detailed design, enhanced screening measures (e.g., a combination of plantings and graded landscape forms) will be used to strengthen visual separation from the road and adjacent properties. The subject site is not located at the corridor gateway locations; however, the proposal supports corridor identity through coordinated site landscaping and building frontage design that contributes to an improved and consistent visual experience along Carp Road. No business park entrance feature is proposed as part of this application. The development nevertheless contributes to the corridor’s overall image through a landscaped*



frontage, consistent streetscape treatment, and building design elements that address the public street. Site lighting will be designed to enhance safety and visibility while maintaining rural character. Architectural treatment along the Carp Road façade (materials, glazing, articulation, and signage) is intended to provide a visually attractive frontage consistent with the CDP objective to enhance the corridor appearance.

● 7.3 Design Guidelines

Highway Commercial

Because of their nature highway commercial uses require direct access to Carp Road. The appearance of these stand-alone businesses cumulatively impacts on how the corridor is perceived. Well-designed development is the key to preserving the visual appearance of the corridor. The following measures should be encouraged to improve the appearance of Highway Commercial Areas:

Locate storage, other than displays for highway commercial uses, at the rear of buildings.

- Locate parking at the rear or side of buildings. Where this is not possible and parking is required at the front or side of the building, a greater setback from the property line should be required to permit planting to mitigate the effects of the parking area (e.g. parking screened from view).
- Site buildings fronting on Carp Road to face, front and feature the road corridor (entry roads and all local roads).
- Preserve and add as many trees as possible on the site with tree planting within wide setbacks.
- Use landscaping, decorative fences, trees and/or shrubs in front of fencing to screen unsightly uses.
- Encourage the use of shared entrances and signage off Carp Road wherever possible.
- Coordinate signage so that it is attractive and in keeping with the theme for the corridor to address consistency and ease of identification of businesses.
- Encourage low, farmstead-type laid stone walls intermittently along the roadside as an identifiable signature of the Carp Road corridor.

Response: *Parking is located on the side of the site, and where parking is visible from adjacent properties, the design provides setbacks and landscaped buffers to mitigate its visual impact through tree planting and soft landscaping. The building is designed to address Carp Road with an enhanced street-facing façade incorporating*

windows, material variation, and integrated signage to create a more refined corridor presence and avoid a blank or service-oriented frontage. The proposal prioritizes retention of existing trees where feasible and introduces new tree planting across the site, including within landscaped setbacks and buffers. Tree preservation and new planting will be implemented in accordance with the Tree Conservation Report and Landscape Plan, with an emphasis on native species and canopy contribution. Also, perimeter landscape buffers will include a combination of trees, shrubs, and soft landscaping to screen parking, service areas, and other utilitarian elements.



Official Plan Design Policies

- 4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes
 - 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

Response: *The proposal demonstrates consistency with the Carp Road Corridor Community Design Plan, the Official Plan policies for rural employment areas, and applicable urban design guidelines. Building placement, orientation, landscape treatment, and architectural design have been intentionally coordinated to reflect the corridor's rural character while accommodating a permitted warehouse/light industrial use. The Urban Design Brief illustrates how the development responds to CDP objectives related to building design, streetscape enhancement, tree planting, and visual buffering.*

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.

Response: *The site layout is organized to separate pedestrian and vehicular movements, with clearly defined pedestrian routes connecting parking areas to the building entrance and accessible parking provided in accordance with AODA requirements. Servicing, loading areas, mechanical equipment, and utility functions are internalized and/or located away from the Carp Road frontage, reducing their visibility from the public realm. Surface parking areas, where required, are set back and visually screened through landscaped buffers, tree planting, and soft landscaping along the perimeter and frontage. The design accommodates space for tree retention and new tree planting throughout the site, contributing to canopy cover, shading, and an improved streetscape.*



SITE, CONTEXT, AND ANALYSIS

Existing site conditions and surrounding area

The subject property at 3113 Carp Road is located within the Carp Road Corridor Rural Employment Area and has direct frontage on Carp Road, a major rural arterial that accommodates a mix of industrial, commercial, institutional, agricultural, and residential uses. Development along the corridor is characterized by low-rise buildings, generous setbacks, and a predominantly rural landscape setting, consistent with the Community Design Plan.

Immediately west and north of the subject site is 3119 Carp Road, a Rural Commercial property containing two single-storey prefabricated modular buildings, with the remainder of the lot currently undeveloped. North of this property is the West Ottawa Community Church, a one-storey institutional building clad in metal siding and accessed via 3119 Carp Road.

To the east and southeast, the subject site abuts 3107 Carp Road and 3099 Carp Road, which are single-storey and 1½-storey residential dwellings characterized by pitched roofs and traditional residential materials, including horizontal vinyl siding and brick. These residential properties share interior side and rear lot line relationships with the subject lands. Landscaping, tree retention, and new planting are proposed along these shared lot lines to provide screening, privacy, and a compatible transition between employment and residential uses.

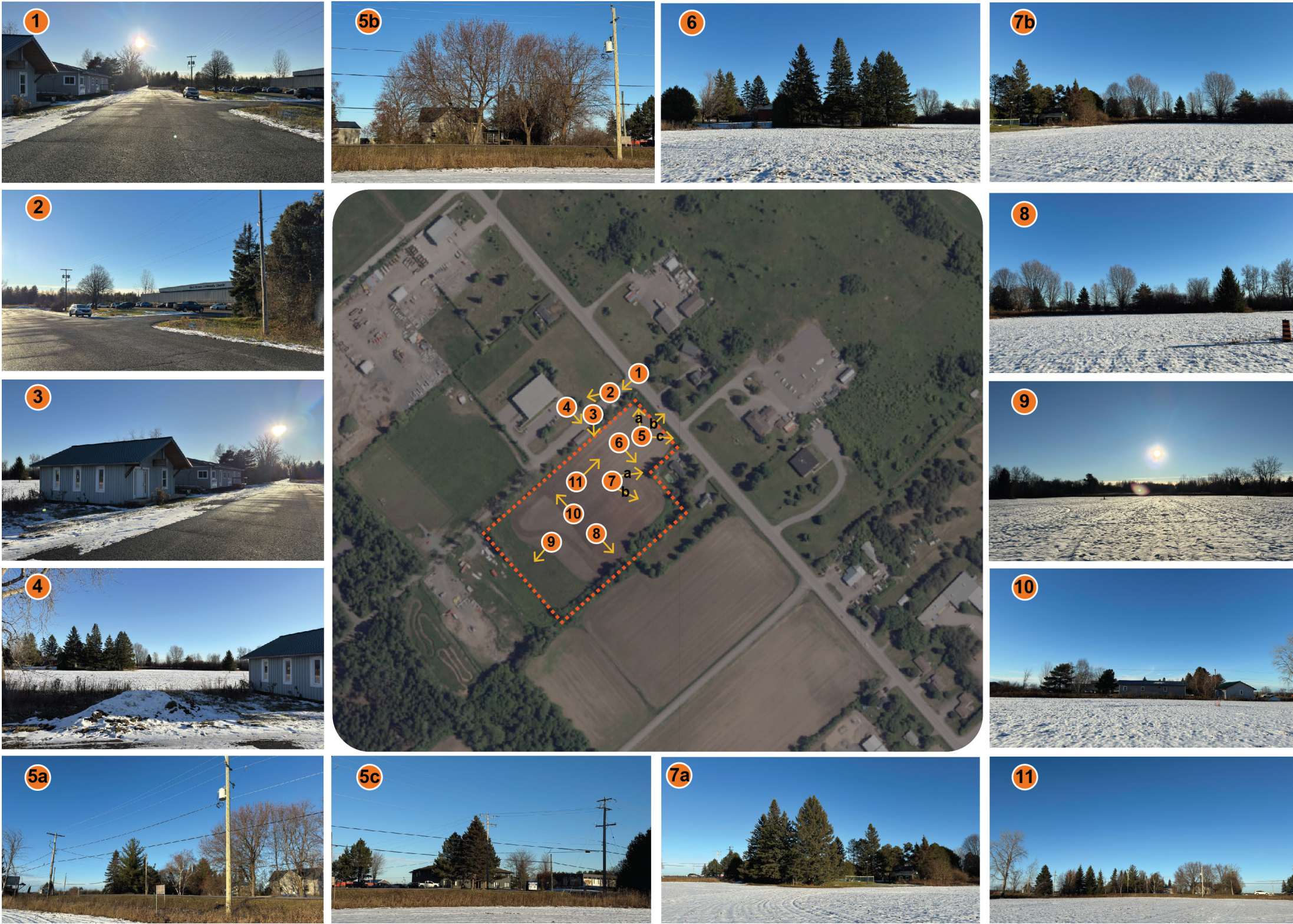
Further south, 3075 Carp Road is an active agricultural property containing grain elevators. These structures are located approximately 290 metres from the subject site and are visually screened by existing vegetation and intervening landscape elements.

On the north side of Carp Road, directly opposite the subject property, land uses include a mix of light industrial, commercial, and residential-related uses, including:

- 3108 Carp Road, a two-storey red brick mechanical contractor building with a pitched roof;
- 3096 Carp Road, a light industrial building with contemporary cladding, flat roof, street-facing signage, and substantial landscaped buffers along Carp Road;
- 3116 Carp Road, containing both a 1½-storey residential structure with stone cladding and pitched roof, and a one-storey metal-sided workshop building; and
- 3140 Carp Road, a one-storey construction-related building with metal siding and pitched roof, along with accessory pre-engineered structures and storage containers.

Overall, surrounding development reflects the incremental, rural employment pattern envisioned for the Carp Road Corridor, with a diversity of building forms unified by low height, generous spacing, and landscape-dominated frontages.





P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
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24 MONCRIEFF DRIVE, TORONTO
ONTARIO, M9W 2R2

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Characteristics of adjacent streets and public realm.

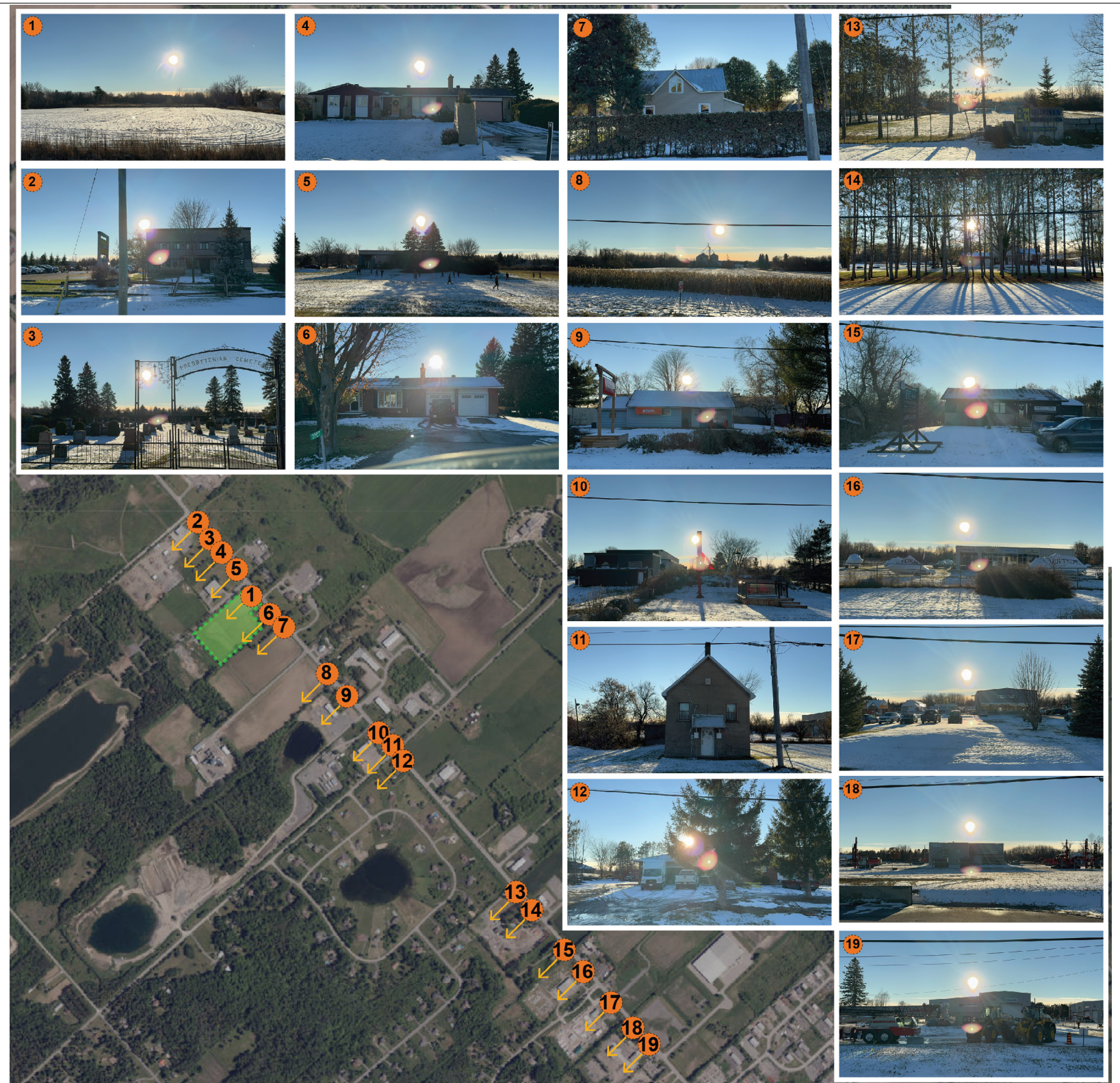
Carp Road is a major rural arterial extending between Highway 417 and March Road, serving as the primary spine of the Carp Road Corridor and providing regional access to employment lands, Carp Airport, and surrounding rural communities. According to the Community Design Plan, Carp Road is intended to function both as an efficient transportation corridor and as a visually cohesive rural employment street where landscape quality plays a defining role. The public realm along Carp Road is characterized by:

- Wide right-of-way protection (30 m) to accommodate future transportation needs;
- A lack of continuous sidewalks, reinforcing its rural context;
- Discontinuous but prominent landscape buffers, roadside ditches, and open swales;
- Buildings generally set back from the roadway, with parking, storage, and servicing visually moderated by landscaping rather than urban streetscape elements.

The Community Design Plan identifies the rural landscape and tree-lined character of Carp Road as one of its most valued attributes and emphasizes that future development should reinforce this character through tree planting, green edges, and screened built form, rather than urban hardscape treatments. The corridor's visual identity is shaped less by pedestrian-oriented streetscape elements and more by informal roadside planting, generous setbacks, and low-rise building forms set within a green framework.

Existing development along this segment of Carp Road reflects these principles, with a combination of employment uses and rural residential properties framed by vegetation and open space. As a result, the public realm is experienced primarily from a vehicular perspective, with visual continuity achieved through landscaping, building orientation toward Carp Road, and the absence of visually dominant service or storage areas at the street edge.

The proposed development responds to these established characteristics by reinforcing the landscape-dominated frontage, maintaining building setbacks consistent with the corridor pattern, and contributing additional tree planting and buffering to enhance the visual quality of the public realm along Carp Road.





P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192

DESIGN RESEARCH

Built form transition between the proposed development and the surrounding area

The proposed one-storey warehouse is set back substantially from surrounding properties to provide a compatible built form transition within the Carp Road Corridor. The building provides a 58.43 m front yard setback from the lot line abutting March Road, an 18.58 m rear yard setback to the lot line adjacent to 3119 Carp Road (currently undeveloped), and generous interior side yard setbacks including 15.52 m to the lot line abutting 3107 Carp Road and 24.96 m to the lot lines adjacent to 3099 Carp Road and 3075 Carp Road. A further 44.42 m side yard setback is provided along the north façade to the lot line abutting 3119 Carp Road.

To reinforce compatibility and soften the building's presence, landscaped buffers are provided along all lot lines, particularly along the frontage and where the site abuts nearby residential properties. Landscaping will be achieved through a combination of existing tree retention and new planting (trees, shrubs, and other soft landscape elements) to enhance screening, privacy, and the corridor's rural character.

The proposed building is a low-rise, one-storey warehouse with a height of 9.62 m, and incorporates windows and doors as well as a two-tone façade treatment to add visual interest and reduce the perceived mass of the building.

Response to abutting public realm conditions beyond the boundaries of the site

The proposed development has been designed to respond sensitively to the existing rural public realm conditions along Carp Road, which is characterized by a wide right-of-way, a predominantly vehicular environment, generous setbacks, and a landscape-dominated streetscape. The design recognizes Carp Road's role as a major rural arterial and emphasizes visual quality, safety, and landscape continuity rather than urban hardscape treatments.

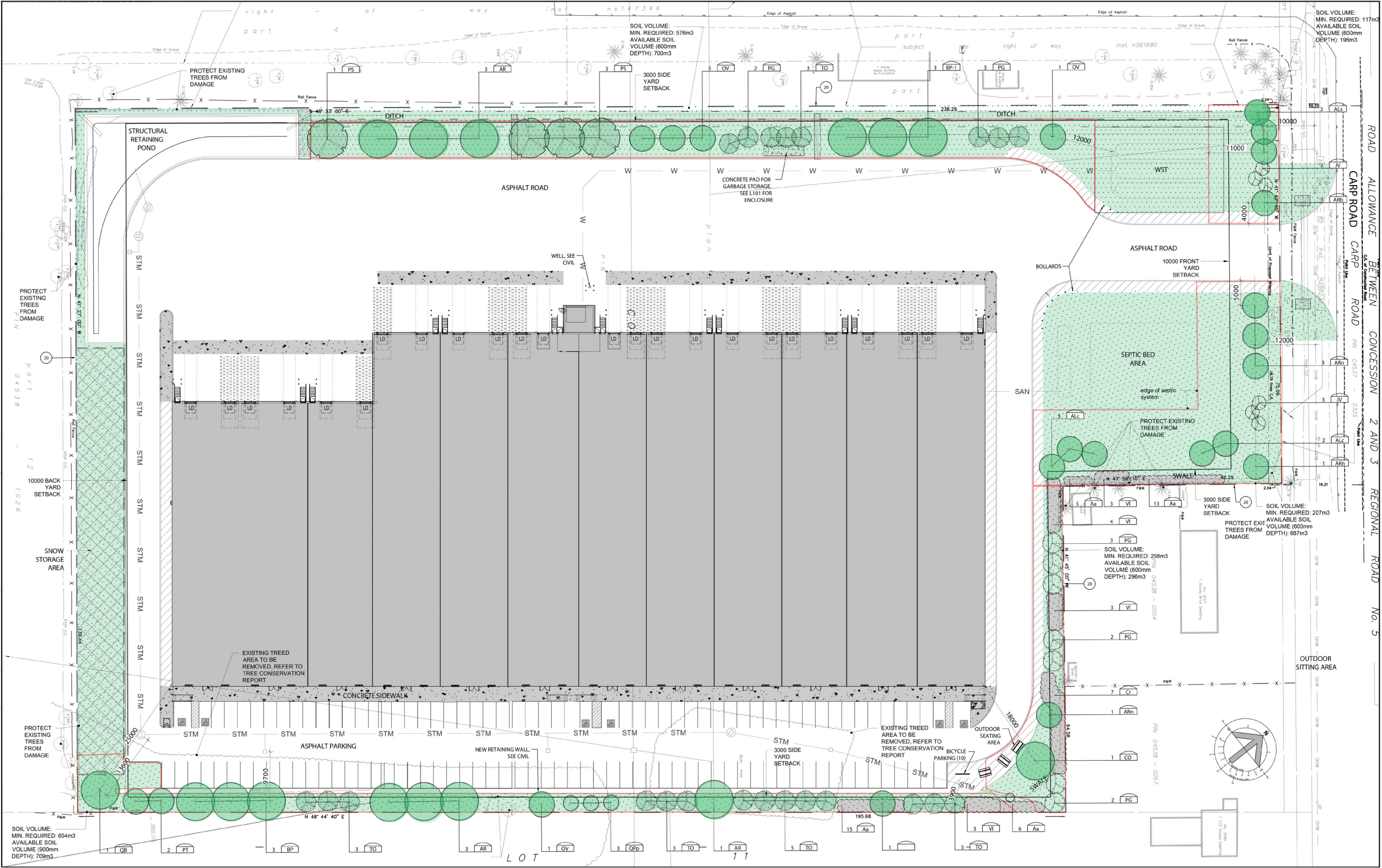
Along the Carp Road frontage, the development reinforces the public realm through enhanced landscape treatment, including street-facing signage, two-tone façade treatment, retention of existing vegetation where feasible and the introduction of new tree planting and soft landscaping to strengthen the corridor's rural character and improve the visual experience from the street. Building placement and setbacks are consistent with the established corridor pattern, ensuring the built form is visually moderated and allowing landscaping to remain a defining element of the public realm.

The site layout also minimizes off-site impacts by locating the majority of surface parking along the south portion of the property, where it is screened from Carp Road and surrounding properties through wide setbacks and a combination of trees, shrubs, and other soft landscaping features. Servicing, loading, and utility functions are oriented away from the public frontage to reduce visual and functional impacts on the streetscape.

Access points are clearly defined to support safe and efficient vehicle movements along Carp Road, while internal pedestrian routes provide safe circulation between parking areas and building entrances. Overall, the proposed development contributes positively to the public realm beyond the site boundaries by maintaining the open, green, and low-rise character of the Carp Road Corridor and enhancing its visual quality in a manner consistent with the Community Design Plan and Official Plan objectives.

ADDITIONAL MATERIALS

Landscape Plan



P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192

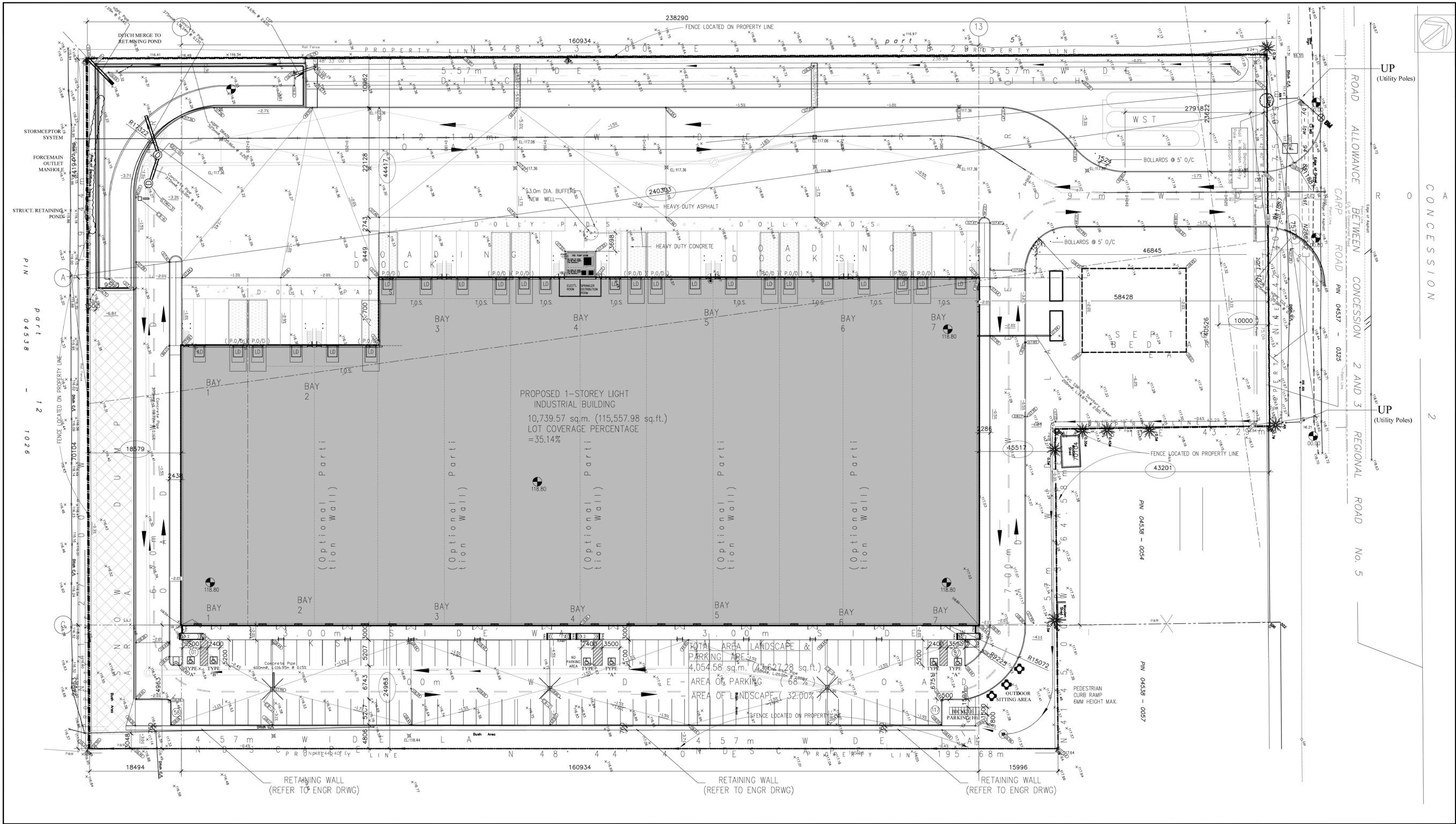


RP ANCHETA ARCHITECTS INC.

24 MONCRIEFF DRIVE, TORONTO
ONTARIO, M9W 2R2

TEL. No. 416-822-6202
EMAIL: ARCHREMUS@GMAIL.COM

Site Plan



P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192



RP ANCHETA ARCHITECTS INC.

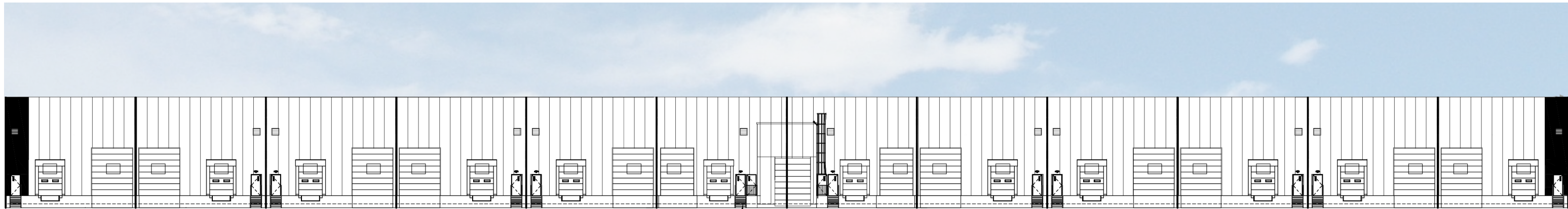
24 MONCRIEFF DRIVE, TORONTO
ONTARIO, M9W 2R2

TEL. No. 416-822-6202
EMAIL: ARCHREMUS@GMAIL.COM

Elevations



SOUTH SIDE



NORTH SIDE



EAST SIDE



WEST SIDE



P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192

Perspective



P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192



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24 MONCRIEFF DRIVE, TORONTO TEL. No. 416-822-6202
ONTARIO, M9W 2R2 EMAIL: ARCHREMUS@GMAIL.COM

SIGNATURES

Signature of Design Team representative:

RP ANCHETA Architects Inc.



Remus Ancheta, OAA

Date: 2025-12-29

Signature of planning representative:

P-Squared Concepts Inc.



Yasaman Bahadori, Planner
B.Sc, M.A, MPlan

Date: 2025-12-29



P-Squared Concepts
2200 Thurston Dr., Unit 203
Ottawa, ON, K1G 6E1
planning@p2concepts.ca
(613) 695 0192



RP ANCHETA ARCHITECTS INC.

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ONTARIO, M9W 2R2

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EMAIL: ARCHREMUS@GMAIL.COM