

# 500 & 508 Edgeworth Avenue

Urban Design Brief  
January 2026

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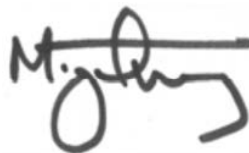
# INTRODUCTION

## Introduction

Fotenn Consultants Inc., acting as agents for Antilia Homes, is pleased to submit this Urban Design Brief in support of a Zoning By-law Amendment and staggered Site Plan Control Application at 500 & 508 Edgeworth Avenue (“the subject property”) in Ottawa’s Whitehaven—Woodpark—Glabar Park neighbourhood. This Design Brief supports the Zoning By-law Amendment application that includes the demolition of the two (2) existing detached residential dwellings and the construction of a 24-storey high-rise apartment building. This Design Brief will demonstrate how the proposal aligns with the Official Plan, Council-approved plans, and relevant design guidelines. It illustrates the project’s high-quality, context-sensitive design, its integration with the existing and planned surroundings, and its contribution to improving the area. Additionally, the design analysis serves to justify the proposal for the owners while assisting staff and the public in its review.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,



Miguel Tremblay, MCIP RPP  
Partner



Gillian Henderson, M.USP  
Planner

# PRE-CONSULTATION

## RESPONSE TO PRE-CONSULTATION COMMENTS

A Pre-Consultation (PC2024-0476) meeting was held on December 12th, 2024. The materials submitted as part of the Pre-Consultation meeting included the Site Plan which was prepared by RLA Architecture. The urban design comments were as follows:

**Submission Requirements (Zoning). An Urban Design Brief is required. Please see attached customized Terms of Reference (Zoning) to guide the preparation of the submission. The following elements are particularly important for this development application: General massing and transition.**

Response: An Urban Design Brief has been prepared and included with the Zoning By-law Amendment application submission. The Urban Design Brief follows the City's Terms of Reference, and particular attention was given to general massing and transition. The architectural package included with the application submission includes building elevations to help illustrate the relationship with the public realm.

**Submission Requirements (Site Plan). An Urban Design Brief is required. Please see attached customized Terms of Reference (Site Plan) to guide the preparation of the submission. Please note that the Urban Design Brief will also serve as the submission to the Urban Design Review Panel**

Response: Noted. An Urban Design Brief has been prepared for the ZBLA and will be further refined for the UDRP submission.

**Urban Design Review Panel Review and Report (Site Plan). The site is located within a Design Priority Area and is subject to review by the Urban Design Review Panel. UDRP review occurs within the Pre-consultation stage. To proceed with a UDRP review, please contact [udrp@ottawa.ca](mailto:udrp@ottawa.ca). The submission of a UDRP report is a requirement for deeming an application complete. Please follow the instructions provided in the Terms of Reference available here: [Urban Design Review Panel Report \(ottawa.ca\)](#).**

Response: Noted. Submission and participation at the UDRP will be pursued during the Site Plan stage, as required.

**The following elements of the preliminary design are appreciated: Meeting the general intent of the Lincon Fields Secondary Plan.**

Response: Noted.

**The following element of the preliminary design are of concern: Drive/drop-off could be more pedestrian sensitive (ie pavers/woonurf). Inset balconies provide a residential low-rise podium articulation that could be wrapped around all four sides.**

Response: Noted. These design considerations have been contemplated, and durable pavers have been incorporated into the drive/drop-off area to enhance the pedestrian experience. A combination of projecting and inset balconies wrap around the majority of the building, however, are limited on the eastern façade to reduces overlook and maintain privacy for adjacent residential properties to the east.

**As agreed at the pre-consultation, a visit to the City's UDRP will take place during the Site Plan submission stage. Because of this, there are two Urban Design Brief TOR's, one scoped for re-zoning and one more fulsome for the Site Plan.**

Response: Noted.

# PROJECT DESCRIPTION

# 01

## Design Intent

1.1 Brief description of the design intent behind the development proposal. This description should be more design detailed, and not replicate the description within the Planning Rationale.

This Urban Design Brief outlines the design strategy for a proposed 24-storey high-rise apartment building at 500 & 508 Edgeworth Avenue, in the City of Ottawa. The redevelopment involves demolishing the two (2) existing detached residential dwellings and replacing them with a transit-oriented development adjacent to NCC lands and the Lincoln Fields Transit Station.

The design features a four (4) storey podium, rising to nine (9) storeys on the west side to transition away from the adjacent low-rise neighbourhood. The building footprint covers approximately 51% of the site, with the remainder dedicated to high-quality landscaping, amenity areas, and circulation.

A primary element of the design is the integration of a 3-metre-wide Multi-Use Pathway (MUP) along the northern edge of the site, providing a crucial public connection between Edgeworth Avenue and the NCC lands to the west. Ground-level walk-up townhouse units front onto this pathway, contributing to a more animated and pedestrian-friendly edge.

Materiality plays a central role in establishing character and context. The podium is clad in red clay brick, referencing the surrounding residential fabric, while the tower above is articulated with curtain wall glazing, precast panels, and white framing elements that emphasize verticality and reduce visual massing. Inset and projecting balconies, especially on the west-facing elevation, enhance façade rhythm and capitalize on park views.

The design balances density with sensitivity to the existing context, offering a comfortable, sustainable living environment that contributes meaningfully to the evolving character of the Lincoln Fields area.



Figure 1: Materiality precedent and form intent

# Project Statistics

1.2 Project statistics, including gross floor area, the breakdown of floor area for different uses, total number and detailed breakdown of units, total number and detailed breakdown of vehicle and bike parking, building heights, lot coverage, etc. Project statistics should be illustrated in a table.

Property	Site Statistic
Zoning	R2F
Site Area	2,756.6m2
Lot Coverage	51.2%
Paved Surface	195.6 m2 (7.1%)
Building Footprint	1,411.5 m2 (51.2%)
Landscaped Open Space	1,149.5 m2 (41.7%)
Tower Floorplate Area	753.0 m2
Total Amenity Area	1,970 m2
Total Communal Amenity Area	900 m2
Total Private Amenity Area	1070m2
Resident Parking	98 spaces
Visitor Parking	25 spaces
Total Parking	123 spaces
Bicycle Parking	210 spaces
Townhouse Units	7 (2.7%)
Studio Units	33 (12.6%)
1-Bed Units	8 (3.1%)
1-Bed + Den Units	106 (40.5%)
2-Bed Units	89 (34%)
2-Bed + Den Units	10 (3.8%)
3-Bed Units	9 (3.4%)
Total Number of Units	262 (100%)

# DESIGN DIRECTIVES

02



# Site, Context, and Analysis

## 2.1 Built and natural heritage assets on site and adjacent area.

### Natural Heritage Assets:

- / NCC Lands: The area benefits from proximity to the NCC lands, including an extensive MUP network that supports active transportation and offers connectivity throughout the city.
- / Ottawa River: Located approximately 860 meters north of the subject property, the river provides scenic views of downtown Ottawa and a range of recreational opportunities, including walking and cycling along the riverside MUP, boating, swimming, etc.
- / Mud Lake Conservation Area: A regionally significant ecological area known for its biodiversity. Offers passive recreational amenities such as bird watching and walking trails and contributes to local conservation efforts.
- / Britannia Beach & Park: A popular recreational destination offering swimming, picnicking areas, volleyball courts, a playground, and cultural events. The adjacent Britannia Park also includes a soccer field and open green space.

### Built Heritage & Community Assets:

- / Planned MUP and Sidewalk: As part of this development proposal, a new MUP and sidewalk will enhance local walkability and integrate with the existing citywide active transportation network.
- / Community Garden: Located approximately 225 meters north of the site, the community garden fosters local engagement and food production.
- / Carlingwood Shopping Centre: Approximately 1 km east of the site, this well-established commercial and cultural hub provides diverse retail and service offerings.
- / Lincoln Fields Transit Station: The existing bus and forthcoming LRT station offers efficient transit connections to major citywide destinations, including other cultural and built heritage assets.



# Site, Context, and Analysis

## 2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property benefits from excellent access to public transit, with numerous bus routes operating in close proximity. It is located approximately 300 meters walking distance from Lincoln Fields Station, a major transit hub along the Transitway, with the following transit services:

- / Frequent Rapid Bus Routes: Routes 11, 57, 61, 62, 63, 74, 75, and 85 serve Lincoln Fields Station, offering service approximately every 15 to 20 minutes.
- / Local and Connection Routes: Additional routes including 51, 60, 66, 67, 73, 82, 153, 256, 261, 262, 263, 265, 266, 275, 277, 279, 301, 303, and 305 also connect through Lincoln Fields Station. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, providing service through Lincoln Fields, and connecting to a newly created line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

Furthermore, as identified in Figure 2 below, planned transit improvements along Carling Avenue will further enhance the area's public transit network. While the figure identifies these improvements as LRT, the City has recently released Phase 5 (the final phase) of the Transportation Master Plan (TMP) consultation process, which updates the corridor to a Bus Rapid Transit (BRT) designation. This shift from LRT to BRT is not anticipated to impact transit capacity or diminish the corridor's suitability for future development. From a planning and development perspective, the BRT investment continues to represent a high-quality, high-capacity transit corridor that supports intensification and transit-oriented development objectives.



Figure 2: Transit network (Schedule C2 of the Official Plan)



# Site, Context, and Analysis

## 2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property is well connected to the surrounding local and regional road network and is located on Edgeworth Avenue, a local road, as designated in Schedule C4 of the Official Plan (Figure 3). The subject property benefits from its position near Carling Avenue, an Arterial Road. Arterial roads are major roads of the city that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities. Edgeworth Avenue is a local road.

Carling Avenue provides direct access to Highway 417 with both east and westbound ramps, supporting regional mobility within Ottawa and the broader region. The Kichi Zibi Mikan Parkway, located approximately 200 metres from the subject property, is a federally owned road that offers efficient vehicular access along a designated Scenic Capital Entry Route (Schedule C13), with views of the Ottawa River and Parliament Hill.

This location supports efficient vehicular circulation and strong regional and local accessibility.



Figure 3: Urban road network (Schedule C4 of the Official Plan)

# Site, Context, and Analysis

## 2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property benefits from excellent access to high-quality cycling infrastructure, supporting active and sustainable transportation. Approximately 80 metres east of the subject property is the NCC's extensive multi-use pathway (MUP) network, offering convenient and continuous cycling infrastructure across the city. To the south, the MUP links with Baseline Road, which currently features some fragmented cycling infrastructure. However, the City's Transportation Master Plan envisions significant improvements in this area, with the planned Cross-Town Bikeways, particularly along Baseline Road, set to enhance cycling connectivity and support a more robust and integrated active transportation network.

The proposed development includes a new MUP, connecting through the site, and contributing to the active transportation network within the area.



Figure 4: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)



# Site, Context, and Analysis

## 2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property has been identified in Lincoln Fields Secondary Plan as a suitable location for a public active transportation connection in the form of a Multi-Use Pathway (MUP). The proposed MUP runs along the northern edge of the property, set back 3 metres from the northern interior side lot line, and is designed with a 3-metre width to comfortably accommodate bi-directional movement for pedestrians, cyclists, and other active modes of transportation. This pathway will connect to the future sidewalk planned for the west side of Edgeworth Avenue, extend across the subject property, and continue westward to link with the NCC’s lands and the existing NCC MUP, supporting broader connectivity within the area’s active transportation network.

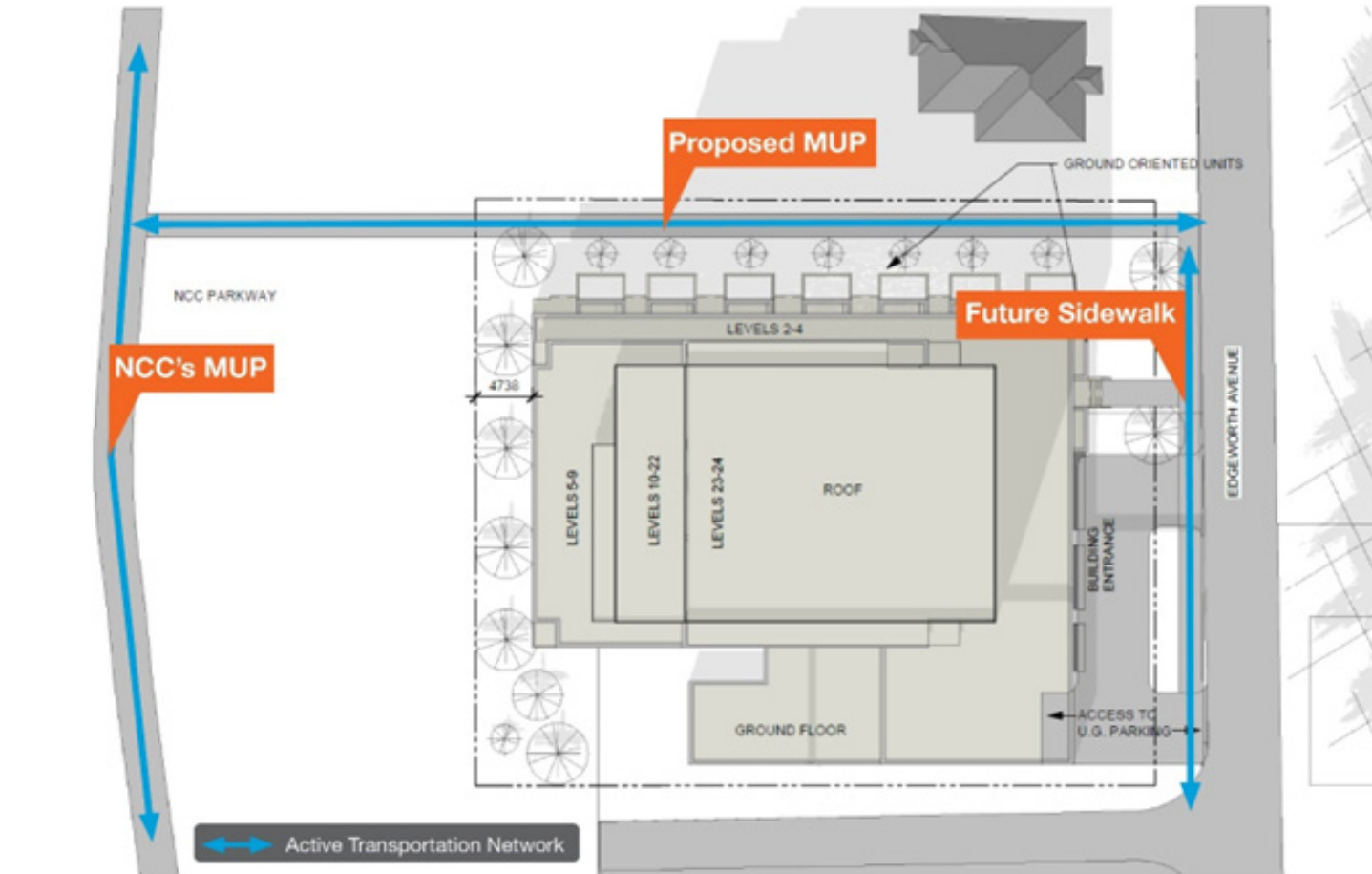


Figure 5: Active Transportation network in and around the subject property

# Site, Context, and Analysis

## 2.3 Future and current development proposals on adjacent properties.

### RIOCAN LINCOLN

The RioCan Lincoln site, currently occupied by low-rise commercial buildings and extensive at-grade surface parking. This site is proposed to be redeveloped with high-rise, mixed-use buildings.

#### 1299 RICHMOND

ZBLA and SPC for a high-rise mixed-use development consisting of two towers of 28 and 30 storeys on a 5-storey base podium. The proposal includes 588 dwelling units, 734 square metres of commercial space, 6,315 sq m of amenity space, 292 vehicle parking spaces and 583 bicycle parking spaces.

#### 1047 RICHMOND

A Site Plan Control application to construct Tower A (Phase 1), a high-rise mixed-use building with underground parking, and to provide parkland. The proposed development includes 423 residential units, 497.7 square metres of commercial space, 254 vehicle parking spaces and 528 bicycle parking spaces.

#### 100 NEW ORCHARD

Zoning By-law Amendment to permit the development of a high-rise residential development of fourteen (14) storeys. Active but pending (2018).

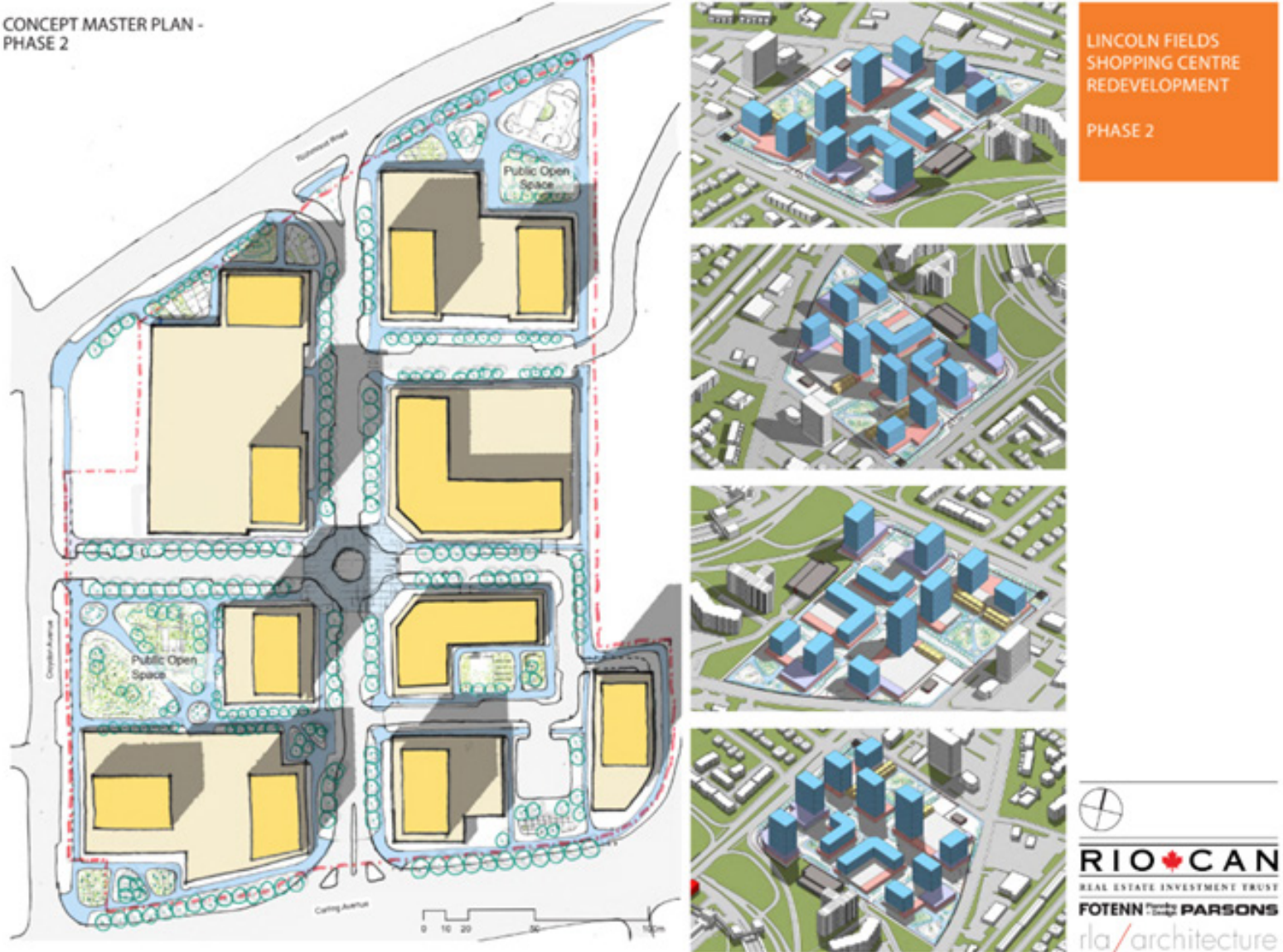


Figure 6: RioCan Lincoln Concept Plan

# DESIGN RESEARCH

## 03

### Design Research

#### 3.1 Massing of the proposed development in the existing context.

The massing is sensitively designed with respect to the surrounding residential uses. Low-rise, low-density residential buildings are located to the north and east of the building, while high-rise, high-density residential is located to the south. The tower is setback 13.285 metres from the front lot line and approximately 37 metres from the low-rise residential buildings on the east side of Edgeworth Avenue, directly across from the subject property. The tower is setback 11.638 metres from its northern interior side yard and approximately 17 metres from the low-rise residential buildings to the north. This helps provide a smooth transition and context-sensitive interface between the proposed high-rise and the adjacent low-rise properties, minimizing potential impacts related to overlook, shadowing, and scale.

The four (4) storey podium creates a comfortable human scale environment at street level, a pleasant pedestrian experience, and contributes to an inviting public realm. On the western side of the building, the podium extends up to nine (9) storeys, strategically increasing the building's overall gross floor area (GFA) and accommodating additional residential units. This massing approach concentrates height and density away from the low-rise residential neighbourhood to the east, helping to minimize visual impact and maintain a respectful transition in built form.



Figure 7: Massing Concept (Source: RLA Architecture)



# Design Research

3.2 Massing of the proposed development in the planned context. The planned context may be represented by the current zoning permissions OR policy criteria if zoning is not in keeping with Official Plan direction.

It is also important to note that the evolving and planned context for Edgeworth Avenue is significantly developed from its current state. The properties to the north of the subject property, along the west side of Edgeworth Avenue, are designated for high-rise development of up to 18 storeys, while the abutting lands to the south are planned for 30 storeys, and the abutting lands to the west are planned for up to 40 storeys. Considering this, the current building design is highly responsive to the existing, evolving, and planned context, and represents an appropriate and compatible form of intensification.

Figure 8 depicts the massing transition under a “low-projection” scenario, in which future development to the north occurs without lot amalgamation and is limited to buildings up to 7 storeys in height. Figure 9 below depicts a “high-projection” scenario, where development directly north of the subject property reaches 18 storeys. In both cases, the proposed massing transition remains appropriate and context sensitive.

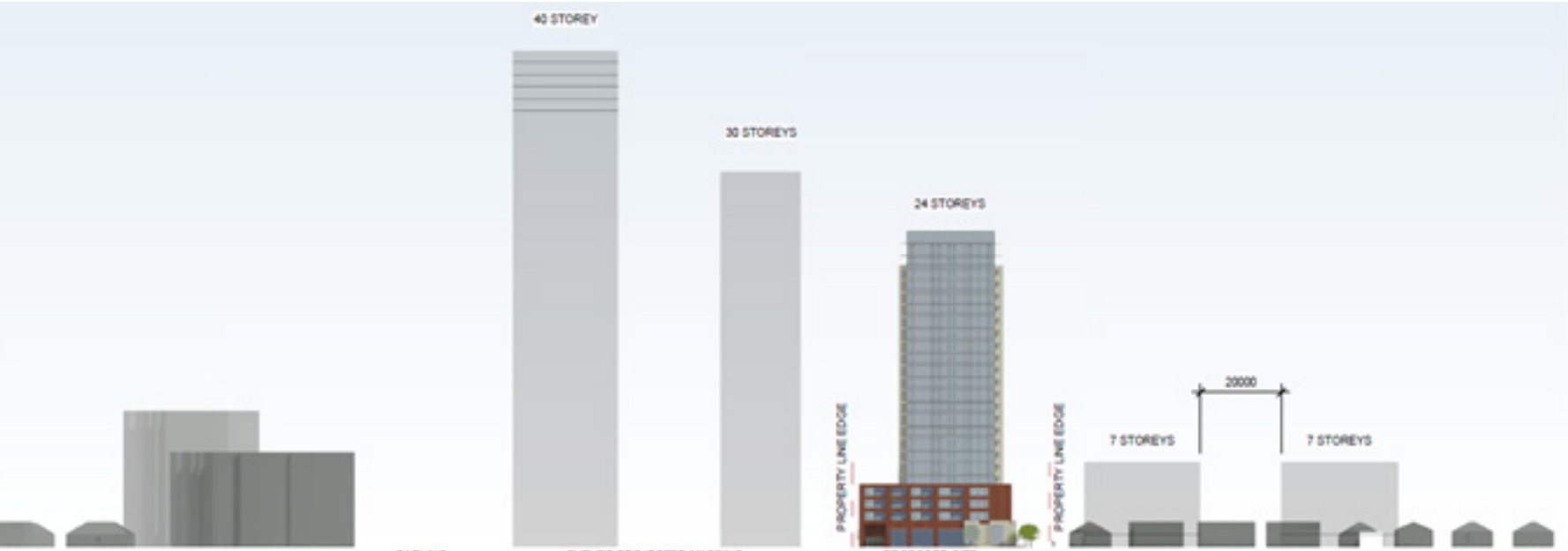


Figure 8: Low-projection massing transition along the west side of Edgeworth Avenue (Source: RLA Architecture)

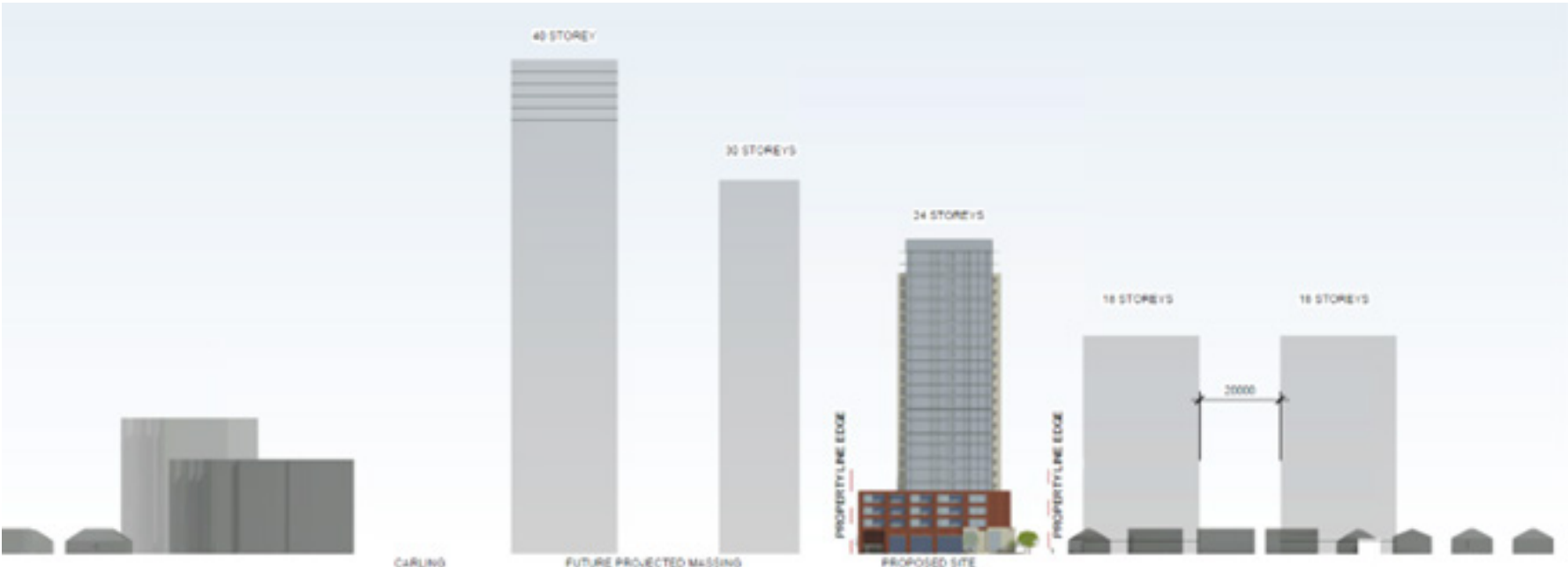


Figure 9: High-projection massing transition along the west side of Edgeworth Avenue (Source: RLA Architecture)

# Design Research



Figure 10: Massing exercise showing the proposed densities established in the Official Plan (Source: Fotenn Planning + Design)



Figure 11: Massing exercise showing the proposed heights established in the Secondary Plan (Source: Fotenn Planning + Design)



Figure 12: View from the adjacent low-rise neighbourhood, demonstrating how the proposal integrates without overwhelming adjacent low-rise homes.



# Design Research

## 3.3 Built form transition between the proposed development and the surrounding area.

The proposed development achieves a sensitive built form transition through its thoughtful massing and design, with height and density strategically concentrated away from the low-rise residential neighbourhood to the east. Beyond massing, the proposed development respects the intent of the 45-degree angular plane by providing a sensitive transition to the surrounding low-rise neighbourhood.

For the angular plane analysis, the 45-degree angular plane analysis was assessed from both the rear and front lot lines of properties on the east side of Edgeworth Avenue. This approach is reasonable and reflective of the area’s planned evolution, as outlined in the new Official Plan, which identifies this neighbourhood as a “Evolving Overlay” area where redevelopment of up to four storeys is anticipated over time.

However, while the building meets the general objectives of the angular plane, we suggest that strict adherence to the angular plane is not the most effective tool for determining height. The portions of the tower that extend beyond the angular plane create no adverse impacts and are well-designed to preserve privacy, light, and sky views through setbacks, angled balconies, and thoughtful façade articulation.

Over-reliance on angular plane compliance can lead to inefficient massing that compromises architectural quality, increases construction costs, and reduces usable floor area. In such instances, a more holistic approach focusing on privacy, separation distances, and high-quality design, can better achieve the intended transition and urban design goals.



Figure 13: High-projection 45-degree angular plane towards northern properties (Source: RLA Architecture)



Figure 14: 45-degree angular plane towards eastern properties (Source: RLA Architecture)