



## **URBAN DESIGN BRIEF**

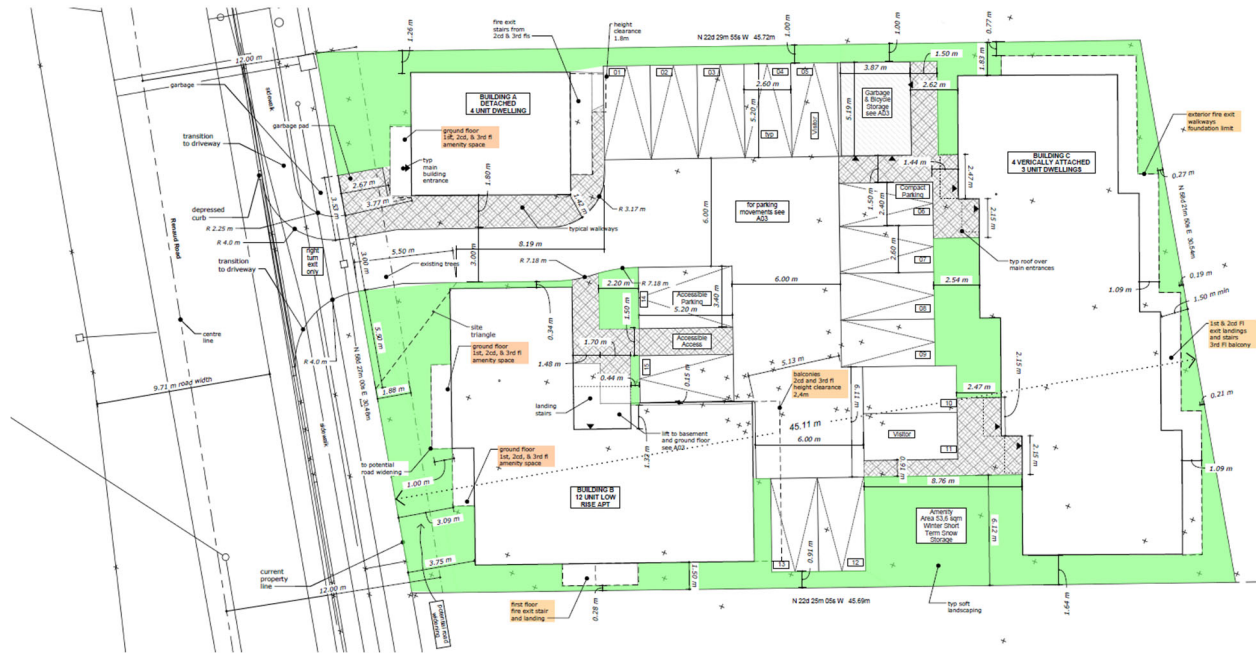
1. PROPOSED DEVELOPMENT
2. DESIGN DIRECTIVES
3. SITE, CONTEXT AND ANALYSIS
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# 1. PROPOSED DEVELOPMENT

The proposed development consists of 3 buildings. Building A is a 4-unit detached dwelling on the northeast corner of the site. Building B is a 12-unit detached building located on the northwest corner of the site. Building C is made up of 4 vertically attached 3-unit dwellings located along the south part of the site. The dwellings are all typically permitted in an N3 zone under Zoning By-law No. 2026-50.

Parking has been placed within the central area and on the interior east side of the property adjacent to a future private lane to an approved townhouse development. A single lane access with right in and out only accesses the parking area from Renaud Road. The access has been placed on the central, east side of the property with it being a minimum of 45m east of the future 4-way intersection. A site triangle of 5.5m has been developed for right out only traffic. The hardscape for the parking and aisles will be a mix of smooth and different textures to provide different and overlapping uses in addition to some stormwater absorption. The geometry of the parking results in very short straight aisle lengths and tight turning elements. Locating the parking in the center of the project and designing it to permit only slow traffic movements, is intended to create a safe environment and enable multiple functions including play, accessibility, operational elements of the site. If transit becomes a more viable option parking can be removed to provide additional green space.

Figure 1: Proposed Development



A detailed breakdown of the site statistics is provided in Table 1. The total number of units are as follows:

- a) 1 bedroom: 16 Units
- b) 2 bedroom: 8 Units
- c) 4 bedroom: 4 Units

Decks or patios are provided for all units except the basement units. A contiguous greenspace of 8.76 x 6.12m or 53.6 m<sup>2</sup> is provided on the southwest side of the property. The mix of units will support new renters, singles and couples with one-bedroom units, two-bedroom units and families within four bedroom units, each with 2

bathrooms. The overall design of the project fosters mutual support between occupants by focusing activities to the center.

Figure 2: Context Plan



Table 1: Site Statistics

Metric	Proposed Development			
	Building A	Building B	Building C	Total
Gross floor area	235 m <sup>2</sup>	710 m <sup>2</sup>	945 m <sup>2</sup>	1,891 m <sup>2</sup>
Units	Four 1-bedroom units (39 m <sup>2</sup> )	Four 1-bedroom units (42 m <sup>2</sup> ) Eight 2-bedroom units (52 m <sup>2</sup> )	Eight 1-bedroom units (39 m <sup>2</sup> ) Four 4-bedroom units (85 m <sup>2</sup> )	Sixteen 1-bedroom units Eight 2-bedroom units Four 4-bedroom units 28 units total
Building Height	10.5 m	10.5 m	10.5 m	10.5 m
Vehicle parking	15 spaces total, including one Type A accessible parking space			
Bicycle parking	12 long term bicycle parking spaces in secure locking facility			
Soft landscaping	206 m <sup>2</sup> or 22.4 %			
Hardscaping	571 m <sup>2</sup> or 41.5 %			
Amenity Area	116.6 m <sup>2</sup> total, 54 m <sup>2</sup> communal outdoor area and 63 m <sup>2</sup> private outdoor balconies			
Accessory building	20 m <sup>2</sup>			

## 2. DESIGN DIRECTIVES

### CITY OF OTTAWA OFFICIAL PLAN DESIGN POLICIES

The City of Ottawa's Official Plan provides urban design policy direction in Section 4.6, supporting the development of healthy 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change.

Section 4.6.3 directs development to ensure capital investments enhance the City's streets, sidewalks, and other public spaces to support a healthy lifestyle. Policy 1 directs development to enhance the public realm through methods such as trees and other landscaping features to make streets safer and more enjoyable.

Development is directed to ensure effective site planning that supports the objectives of Corridors, Hubs, and Neighbourhoods in Section 4.6.5 of the Official Plan. Policy 3 requires that development minimizes potential conflict between vehicles and pedestrians, screens surface parking from the public realm, makes space for trees on site, and limits interruptions along sidewalks through shared accesses. Policy 4 directs development to demonstrate universal accessibility for a healthy, equitable and inclusive environment.

The proposed development includes the planting of six new medium-sized trees along Renaud Road to provide shade along the public right-of-way. Additional tree and shrub plantings are included across the site where space permits. Parking will be screened from the public realm by the proposed buildings, as well as from adjacent properties by soft landscaping. The site is proposed to accommodate one shared access from Renaud Road serving all dwelling units. The central parking area includes several pathways connecting to individual buildings and Renaud Road to minimize conflict between vehicles and pedestrians. Accessible pathways are provided on site, as well as an accessibility lift for access to Building B.

Section 4.6.6 of the Official Plan requires the sensitive integration of new development of low-rise, mid-rise and high-rise buildings to ensure the City meets its intensification targets while also considering liveability for all. Policy 4 requires that provided amenity areas serve the needs of all age groups, and consider all four seasons, as well as future climate conditions. Policy 6 directs low-rise buildings to respond to the surrounding context and integrate architecturally. Low-rise development should also include areas for soft landscaping, main entrances at-grade, front porches, or balconies.

The proposed development includes both an outdoor communal amenity area and private outdoor balconies. The communal outdoor amenity area includes a medium-sized tree and additional soft landscaping, providing shade and cooling during warm weather. The development responds to the low-rise context of the surrounding area, providing main entrances at grade, as well as balconies and front porches facing the public realm.

### URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The City of Ottawa is currently updating its Urban Design Guidelines for Low-rise Infill Housing. Draft 2 of the updated Guidelines was released in February 2026, with approval of the updated Guidelines anticipated later in 2026. The following section provides a high-level overview of Draft 2 of the Guidelines in context with the proposed development.

Section 1 of the Low-rise Infill Housing Urban Design Guidelines (UDG) relates to site organization. Building placement, per Guideline 1.1, should treat all elevations facing the public realm, orient living spaces towards the street (including porches and projections) and align front yard setbacks with abutting buildings. Development should preserve continuous planting zones and support the tree canopy along street edges and shared outdoor spaces. Guideline 1.2 directs primary entrances and active frontages to face the street with clearly legible and direct routes

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to support pedestrian access. Secondary doors and stairs should be located to minimize visibility and should avoid narrow side yards. Guideline 1.3 provides directions for bicycling and vehicle parking. Resident bicycle parking should be secure and weather-protected and located in the rear or side yard. Front yard vehicle parking should be limited to maintain a planted street edge. Surface parking should be screened from view.

The proposed development provides active entrances and building frontages to the public realm, as well as six new trees along Renaud Road. The principal entrance and porch of the detached dwelling directly fronts Renaud Road, while the low-rise apartment building provides large windows and balconies facing the public realm for visual interest and to support street animation. While the front yard setback of the proposed development is reduced in comparison to the surrounding residential development, it reflects a compact low-rise built form that supports gentle intensification on the site. Secondary doors and access points are also provided in narrow rear and side yards, as required by the modular building configuration, but are positioned to limit visibility where feasible. Bicycle parking will be provided in secure and weather-protected facilities, and surface parking will be screened from view by the proposed buildings and soft landscaping.

Guideline 1.4 addresses landscaping and trees. Large canopy trees are preferred, where plantings should provide summer shade and wind buffering. Planted, permeable landscape should be maximized, and hardscape limited to essential site elements. Directions for outdoor amenity areas are provided in Guideline 1.5. Outdoor amenity areas should be provided near living spaces with barrier free access and clear visibility. Amenity areas should be kept separate from garbage storage and vehicle circulation, with landscaping features to define clear edges when adjacent to parking areas. Private outdoor amenity areas, such as porches and balconies, should be functional year-round, where height and edges support privacy and a comfortable street edge. Below grade terraces should be designed to minimize impacts on soil volume and planting space. Direction for utilities and services is provided in Guideline 1.6. Garbage storage should be located out of view from streets and public space. Servicing and utility locations should be consolidated and located to protect continuous planting areas.

Tree plantings are proposed along the edge of the public right-of-way and within the communal outdoor amenity area but are limited to medium-sized trees due to site design and geotechnical constraints. While additional trees are not feasible, additional shrub, grass, and perennial plantings will add to the amount of soft landscaping on site. The communal outdoor amenity area utilizes soft landscaping to define the edge of the space, as well as screen and protect the seating area from vehicle circulation and parking. Porches and balconies are situated facing the public realm and shared interior spaces, helping to maintain privacy while also defining a comfortable street edge. Garbage storage will not be visible from the street, and continuous planting areas are provided throughout the site.

Section 2 of the UDG focuses on built form. Per Guideline 2.1, new buildings should relate to surrounding development in height and proportion and match the existing facade rhythm. Windows and balconies should face the street and other outdoor amenity areas, as indicated in Guideline 2.3. Balconies should fit within existing yard conditions, limit overlook into neighbouring yards, and avoid dominating the front façade. Building materials should be durable, weather-resistant materials and provide detailing at street level, as detailed within Guideline 2.5. Consistent detailing at building bases and edges should be employed to support a cohesive streetscape.

The proposed development reflects the existing heights by maintaining a low-rise, ground-oriented built form. Windows and balconies are proposed to face both the public realm and shared spaces, including the communal outdoor amenity area. Balconies provided in the front yard do project into the yard, but do not dominate the front façade and do not overlook into neighbouring yards. Building materials have been selected for durability and consistent detailing throughout the proposed development. While the modular nature of the development

represents a departure from elements of the surrounding streetscape, this contrast is considered desirable as the project advances objectives related to efficient modern construction methods and housing affordability.

Direction for Planned Unit Developments is provided in Section 3 of the Low-rise Infill Housing Urban Design Guidelines. Guideline 3.1 outlines direction on private streets and shared spaces, where they should be pedestrian-first spaces, particularly where units face internal parking areas instead of public streets. Development should also address site edges, transitions, facing distances, and tree and soil constraints on site. Internal pedestrian routes should provide a clear, direct network linking entrances to the public sidewalk, waste collection, and shared amenity spaces. Buildings should provide sufficient separation to support privacy, daylight, open sky, and room for landscaping and trees, per Guideline 3.2. The development of 3.5 storeys (10.5 m) is encouraged to achieve facing distances of 13 m between primary facades. Within PUDs, shared amenity spaces should be centrally located with direct pedestrian access and visibility, as outlined in Guideline 3.3. Open spaces should be designed as usable outdoor rooms with clear edges and space for seating. Continuous planting zones and sufficient soil volume to support long-term canopy should also be provided.

The proposed development is designed such that the central access and parking area will accommodate shared use and movement, including for vehicles, pedestrians, and cyclists. The site edges are defined with soft landscaping features, where space permits. Pedestrian travel paths are provided between waste management areas, long-term bicycle parking, amenity areas, and the public street. Building separations between principal frontages are a minimum of 14.5 m and side yard separation distances are a minimum of 5.1 m, supporting privacy, daylight, and sky views. The communal outdoor amenity area provides seating and soft landscaping, supporting its use as an outdoor room. Additional tree, shrub, grass, and perennial plantings are incorporated throughout the proposed development.

**RESPONSE TO PRE-APPLICATION CONSULTATION URBAN DESIGN DIRECTIONS**

Comments on the preliminary design were provided by Urban Design staff following the Pre-Application Consultation Meeting held on October 9, 2024. The table below provides responses to these comments.

*Table 2: Response to Urban Design Comments*

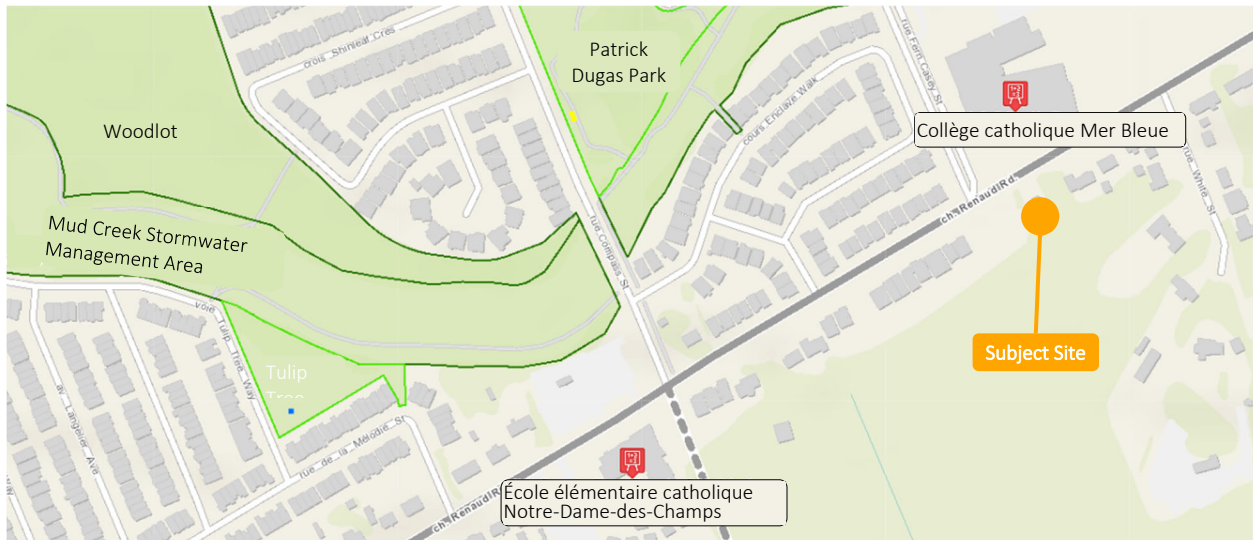
Comment	Response
11 An Urban Design Brief is required. Please see attached customized Terms of Reference to guide the preparation of the submission. The Urban Design Brief should be structured by generally following the headings highlighted under Section 3 – Contents of these Terms of Reference	Please refer to the current report for the requirements per the Urban Design Brief Terms of Reference.
12 Additional drawings and studies are required as shown on the SPIL. Please follow the terms of reference to prepare these drawings and studies. These include: <ul style="list-style-type: none"> <li>a. Landscape Plan</li> <li>b. Elevations</li> </ul>	A Landscape Plan and Building Elevations are provided with this application.
13 The following elements of the preliminary design are of concern:	

<p>a. Please indicate what the use of the lands to the west will be. Ashcroft discussions?</p>	<p>The lands to the west were previously owned by Ashcroft for the proposed Eastboro development. Ashcroft has since entered into receivership, and the property is now owned by MNP, who will handle the future sale of the land. Attempts to contact MNP are underway.</p>
<p>b. How do units address the public right-of-way?</p>	<p>The proposed development situates the detached dwelling and the low-rise apartment adjacent to the public right-of-way. The detached dwelling's principal entrance fronts directly to Renaud Road. Both the detached dwelling and the low-rise apartment building include large windows, as well as balconies for the low-rise apartment, facing the public right-of-way.</p>
<p>c. How do the units relate to surrounding context, existing and new?</p>	<p>The proposed development reflects the low-rise built form of the existing surrounding context, while providing new ground-oriented missing middle housing options. Zoning By-law 2026-50 zones the lands to the south and west within the N3B zone, indicating a future context with a full range of housing options in a compact built form and efficient land use pattern.</p>
<p>d. Signs of overdevelopment: unit/building size, reduction of parking, lack of suitable amenity, lack of garbage storage, lack of bike storage/parking, landscaping, space for trees etc.</p>	<p>The proposed development consists of 28 dwelling units, under the permitted maximum of 32 units per Zoning By-law 2026-50. Unit sizes are considered compact but appropriate, ranging from 39 m<sup>2</sup> for a one-bedroom unit to 85 m<sup>2</sup> for a four-bedroom unit. The current site design incorporates the required waste management and bicycle parking on site. Parking, while reduced from the requirements of Zoning By-law 2008-250, is in line with the removal of parking minimums in Zoning By-law 2026-50. While the amount of amenity space is reduced, the proposed development offers private and communal amenity spaces that are usable and functional. The communal outdoor space is designed to fulfill its desired function as an 'outdoor room' for shared use. Private balconies, porches, and patios are provided for most units, distributing outdoor amenity opportunities throughout the site rather than concentrating them in a single large space. This approach reflects the compact, low-rise form of development on site, balancing amenity provision with other objectives including soft landscaping and parking. Seven new medium-sized tree plantings are proposed on site, as well as additional locations for plantings of shrubs, grasses, and perennials. Tree plantings are limited in number and size due to geotechnical constraints on site.</p>
<p>14 We recommend making a determination of how the lands to the west are going to be used, i.e. will it be development or not. In the interim, as it is under private ownership, we should consider that it will be development and this application should design within that context</p>	<p>Development of the lands to the west is uncertain at this time, as this property was previously owned by Ashcroft, who has since entered into receivership. The property is now owned by MNP, where MNP will handle the future sale of the land. Attempts to contact MNP are underway to explore if there are any potential opportunities between the two properties.</p>

### 3. SITE, CONTEXT AND ANALYSIS

The proposed project is located in the south area in Chapel Hill South. There are large parkland areas to the northwest, Mud Creek Stormwater Management Area, Tulip Tree Park and Patrick Dugas Park. The Mer-Bleue Catholic High School is across the street, north of the proposed project. Notre-Dame-Des Champs Elementary School is 385 m west on Renaud Street to the west of the proposed project.

Figure 3: Subject site and surrounding context



#### SITE AND NEIGHBOURHOOD CONTEXT

The proposed project is located at the southeast corner of Renaud Road and Fern Casey Street. In the immediate neighbourhood there is a school on the north side of Renaud Road. The remainder of the properties are a mix of smaller lots with new detached dwellings (to the northwest) and larger older detached dwellings on larger lots along Renaud Road to the west and southeast of the property. Council has approved a townhouse dwelling development to the east of the proposed project with a private lane off Renaud Road.

Figure 4: Subject site and surrounding zoning



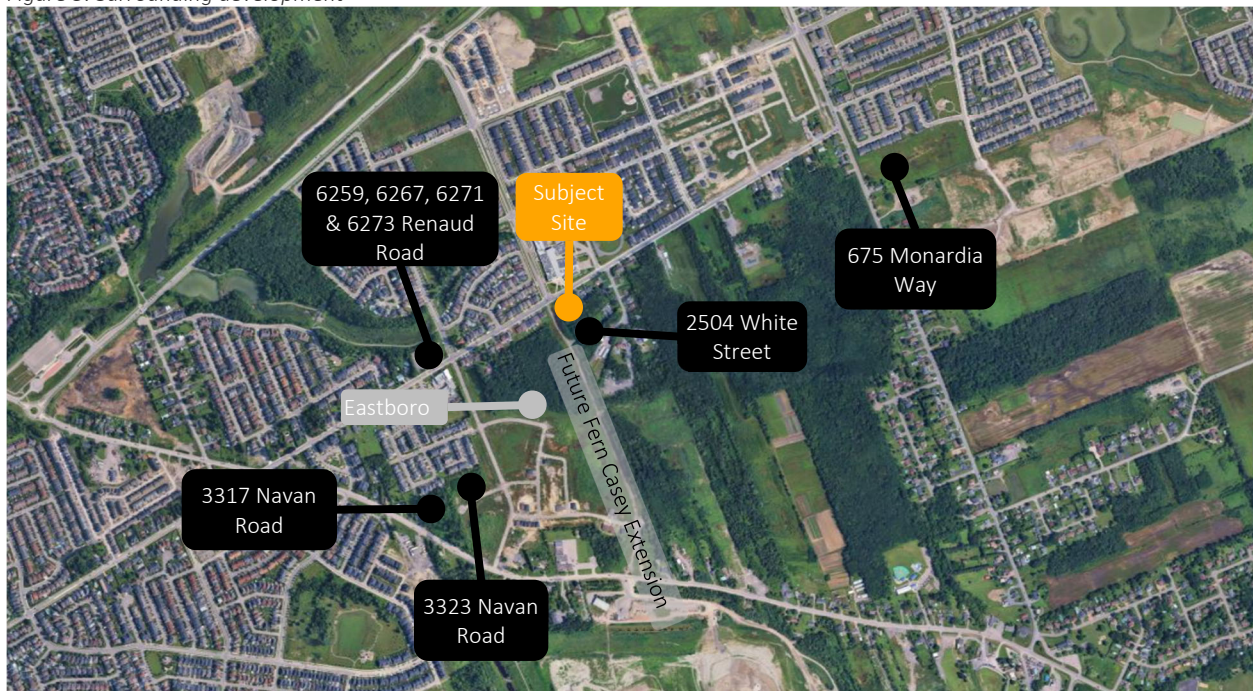
## ADJACENT DEVELOPMENT AND PLANNED CONTEXT

Directly to the south of 6408 Renaud Road is 2504 White Street, a proposed residential development of 24 low-rise townhomes and stacked townhomes with 24 dwelling units. Other proposed developments in the immediate vicinity of the subject site include 3317 Navan Road, a development of three low-rise apartment buildings with 165 dwelling units, and 3323 Navan Road, the proposed location for 49 low-rise townhouse dwellings. 675 Monardia Way is the site of a future elementary school. Additionally, 6259, 6267, 6271 & 6273 Renaud Road are slated for low rise residential development in the form of 76 back-to-back townhouse units. The City of Ottawa also has plans for the future urbanization of Renaud Road, as well as the future extension of Fern Casey Road to the south, though the timing of those efforts is less certain with the lands currently under receivership.

To the south-west of the subject site, the Ashcroft owned lands known as Eastboro had initially been planned for low-rise residential development. This property has since been transferred to MNP, who will oversee any future sale of the land. Plans for future development on this site are not currently known.

Directly surrounding the subject site, properties are zoned Development Reserve under Zoning By-law 2026-50. To the south and west of the site, lands are zoned N3B, indicating a future context with a full range of housing options in a compact built form and efficient land use pattern. The site is also located within the East Urban Community Design Plan, where the site and immediate surrounding area are identified for potential long-term redevelopment to low/medium density residential uses.

Figure 5: Surrounding development



## 4. DESIGN RESEARCH

### ALTERNATIVE SITE OPTIONS

Initially 3 distinct options considered for this parcel designed by HD&P. The proposals were developed in the context of the current Official Plan and Zoning By-law 2008-250. The proposals consisted of 3 options. One option had 10 vertically attached dwellings in 2 groups of 5 dwellings.

Figure 6: Initial site plan options

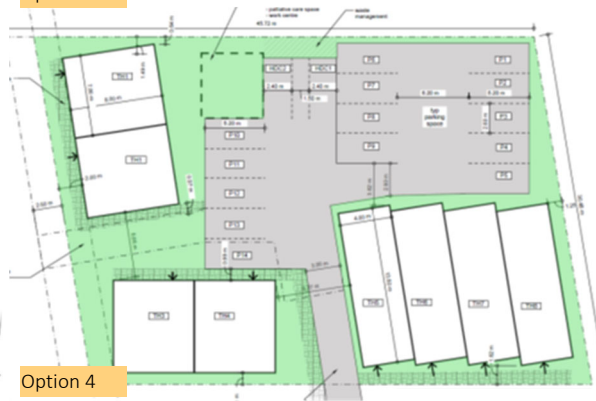
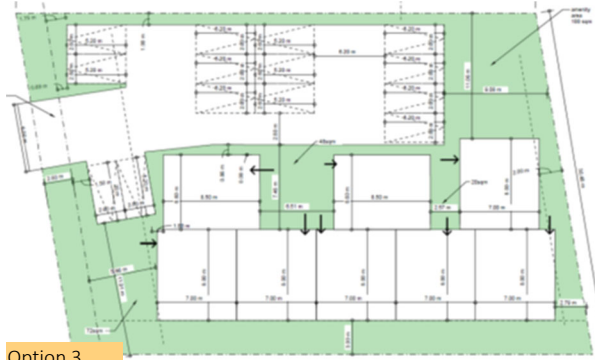
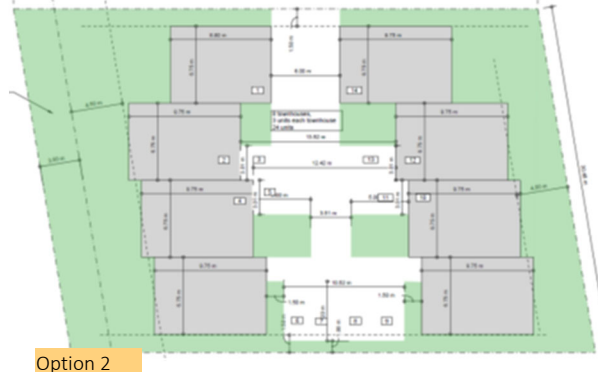


Each dwelling was to have 3 units for a total of 30 units. The second option consisted of 4 groups of 2 vertically attached dwellings. Each dwelling would have 3 units for a total of 24 units. The third option consisted of 3 long semidetached buildings, each with 2 vertically attached dwellings. Each dwelling had 3 units for a total of 18 units.

A preapplication meeting was held with the City of Ottawa planning staff on Nov 8, 2023.

Based on the comments and further consultation with the client, Modulink developed 5 options consisting of various groups of 8 detached and vertically attached dwellings. Each dwelling would have 3 units for a total of 24 units. The proposals were developed in the context of the current Official Plan and Zoning By-law 2008-250. Options considered various access points based on the current and future development in the area. The uncertainty with the potential development to the west (a long and skinny remnant that would be left over from future road development) and development to the east approved by the City of Ottawa required that the property be accessed from Renaud Road. The final option includes having as much building frontage on Renaud as possible, the creation of an internal courtyard open to the east so that if an opportunity to coshare the lane to the development to east opens the parking can be reconfigured. With the passing of Zoning By-law 2026-50 the project was slightly reconfigured with the same footprint to 1 4-unit detached dwelling, 1 12-unit detached dwelling and 4 vertically attached dwellings with 3 units in each. The total unit count is 28 units.

Figure 7: Site Options following Pre-Application Consultation



## DEVELOPMENT MASSING AND RESPONSE TO PUBLIC REALM

Figure 8: Renderings of the project looking south from Renaud Road



A one storey detached dwelling currently occupies the site. To the west along Renaud Road there are reasonably new one storey and 2 storey detached and vertically attached dwellings even though Renaud Road is planned as an arterial road. North of the property on the east side of Fen Casey Street, also planned as an arterial, is a 2 storey elementary school with portions of the building rising over a 3-storey residential height. On the south side, east of the property there are older single storey detached dwellings on large lots. The proposed masses is consistent with the intent of the Zoning By-law 2026-50 which would permit 11m heights throughout the City as noted in 3.SITE, CONTEXT AND ANALYSIS.

Figure 9: Rendering of the project looking south from the central parking area

