

6 STOREY MIXED-USE BUILDING  
1082 Cyrville Road + 1155 Joseph Cyr Street

Design Brief & UDRP Submission  
October 2020



**figuri**

architects  
collective

**FOTENN**  
Planning + Design

## Design Brief

The owners of a land assembly comprised of 1082 Cyrville Rd and 1155 Joseph Cyr St are proposing a 6-storey mixed-use apartment building containing 116 residential units and a small ground floor commercial space fronting Cyrville Road. Units range from 497 sq.ft to 1000 sq.ft with unit types varying from studios to two bedrooms.

The triangular building shape is reminiscent of a "flat iron" building plan as the site shape triangulates meeting at the intersection of Joseph Cyr and Cyrville. At this intersection - which is on the north part of the site - is where the ground floor commercial unit is located to provide maximum public visibility. The entrance to the residential building is located at the east side of the building along Joseph Cyr. The remainder of the ground floor includes entry lobby with a mail area and elevator lobby, 9 ground floor residential units, a garbage room, and an indoor bicycle storage room. The bike storage and garbage rooms are accessed through the covered car parking area at the south end of the building.

The communal amenity spaces for the building tenants are in 3 locations: At grade along Joseph Cyr which includes a paved area, some tree plantings and 6 seating benches. The second amenity room is located on level 6 at the north corner of the building. The 3rd amenity area is a large roof top patio.

Parking will be located at the south part of the property. Due to the limiting triangular geometry of the site, parking is provided as outdoor space at grade that is covered by the building's upper levels and screened from public view with a slated screen facing at the south property line and along Joseph Cyr. There are a total of 6 parking spaces provide for the building – including 2 accessible. The St. Laurent LRT station is just over 400m away to the west, and the station at Cyrville is just over 600m away to the east. These options provide access to immediate mass transit either to the LRT or bus transit.

The natural grading of the site slopes from the south portion of the site down towards Cyrville Road. To maintain the natural topography of the site at street level, the residential entrance was located along Joseph Cyr and accessible through a front entry stair of 2 risers and a small sloped walkway. The commercial unit is accessible at the natural sidewalk grade running along the intersection of Cyrville and Joseph Cyr. Access to the parking area at the south is also accessible through the natural grade at the road at Joseph Cyr.

The ground floor commercial unit has an all glass façade to provide transparency along the public sidewalk. This glazed wall system will be a combination of vision and spandrel panels. The remainder of the building cladding is a combination of red masonry with charcoal metal infill panels for the first 3 levels, and black vertical corrugated metal siding panels for the upper 3 levels. The glazing window units have 2 additional horizontal "muntins" as the desired aesthetic was to be reminiscent of an industrial loft apartment building. Careful detail to the material junctions was developed to provide a clear understanding the building façade parti.

**The following are more specific ways the project proposal responds to zoning and the TOD guidelines:**

### 4.1 GUIDING PRINCIPLES OF TRANSIT- ORIENTED DEVELOPMENT:

1. *Creating complete, mixed-use communities: TOD areas will accommodate a wide range of land uses such as residential, office, commercial, retail, arts and culture, entertainment, service, recreational and institutional uses to provide opportunities to develop a mix of uses. This land use mix will promote the development of TOD communities that are complete, vibrant with activity, and offer choice. Residents in these areas will be able to live, work, access services, shop and play in their neighbourhoods. Diversity in land uses may be achieved vertically in one building or horizontally across several adjacent buildings.*

**The project proposal is a 6 storey mixed-used residential building with a ground floor commercial unit space that has the potential to be leased by various commercial tenant typologies that would support and be supported by the residential tenants such as a coffeeshop or small retail space.**

5. *Creating green spaces and urban places: Complete communities include opportunities for residents and visitors to play, gather, socialize and quietly reflect during their day-to-day activities. As such, the creation of public and private amenity spaces is critical in making TOD communities more liveable.*

**The ground floor commercial unit does have the opportunity to include outdoor patio space for customers of that unit. The façade along Joseph Cyr includes for outdoor amenity space that can be used by the tenants and visitors to the building. Please see Site Plan.**

6. *Creating an attractive, well-designed urban environment: TOD areas will evolve into important people places that are attractive and exhibit high-quality urban design to enhance livability and quality of life for residents. Development will maintain a human-scale on the ground; tall buildings will be designed to minimize impacts on their neighbours and on the ground. Mainstreets with wide sidewalks and trees will also be established.*

**Figurr Architects is known for their high-quality design proposals. Though the project does maximize the development potential of the site, careful and thoughtful attention was given to the use of materials, entry treatments, surrounding landscape at the ground plane and the concealment of the at grade parking. The use of transparent glazing at the commercial provides an open and transparent exposure of the commercial space. The residential entrance is steered away from the busy Cyrville Road exposure yet is clear through the entry steps and ramp treatment. An outdoor amenity along Joseph Cyr provides significant green space and landscaping and the parking spaces are concealed with an architectural slated screen that integrates with the remaining building façade.**

7. *Managing Parking: Parking in TOD areas is limited to help reduce the reliance on automobiles and promote the use of other modes of transportation.*

**In keeping with the reduced parking requirements for locations within close proximity to transit stations, 0 resident and 6 visitor parking spaces are being provided. For a project with this many units outside of a TOD area, over 60 parking spaces would be required and provided.**

**The proposal also proposes 116 bicycle parking spaces (both indoor and outdoor); this translates to a 1:1 ratio of bike storage to unit and double the zoning requirement. Both these aspects help to promote alternative modes of transportation and reduce the reliance on car use.**

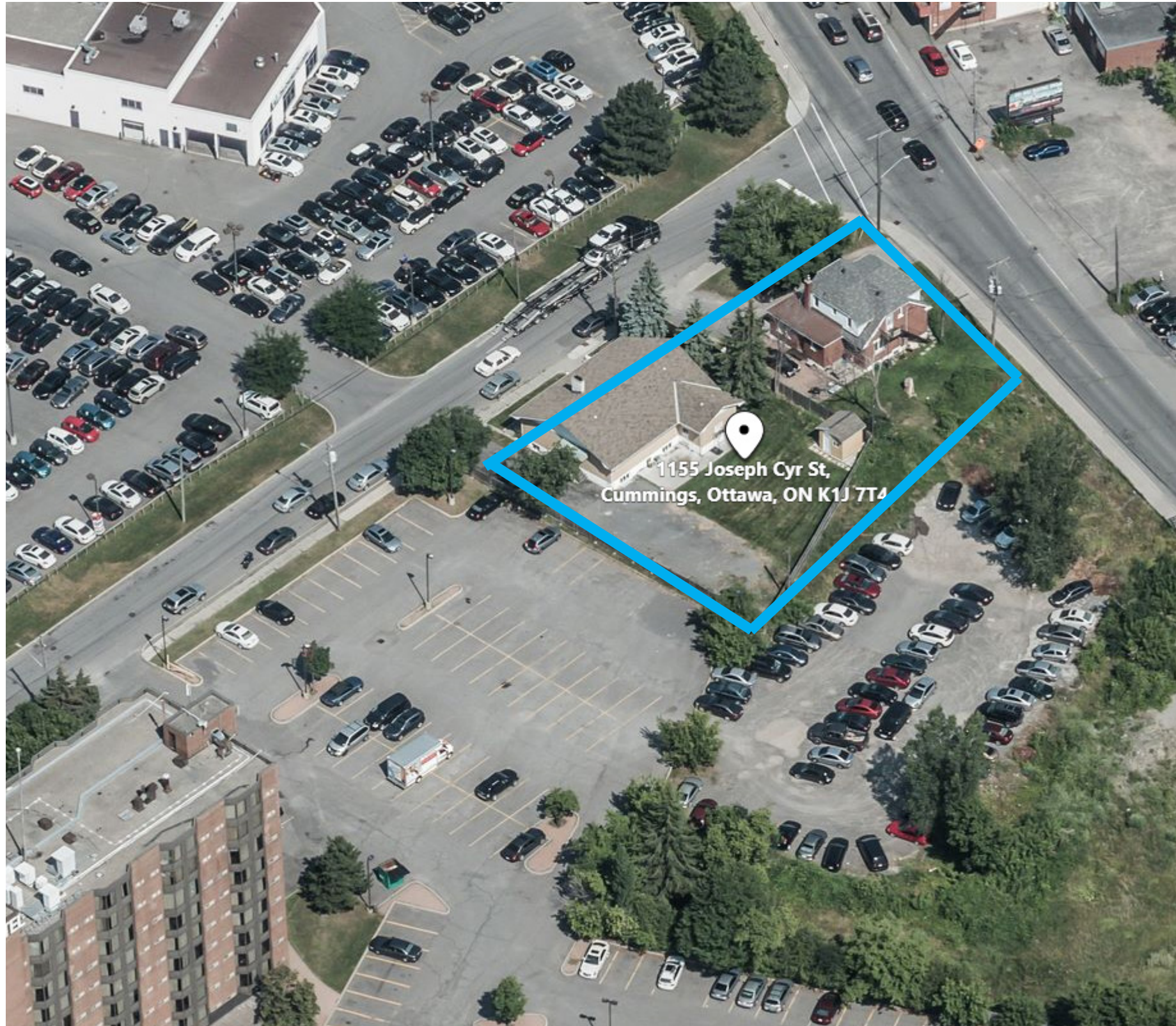
### 10.4.6 ST. LAURENT LAND USE FRAMEWORK

*Active Frontages: Active Frontages are identified along portions of St. Laurent Boulevard, Tremblay Road, Cyrville Road and Ogilvie Road. An Active Frontage is also identified for a portion of the St. Laurent Shopping Centre site (1200 St. Laurent Boulevard) that abuts the station. The building façade and southern edge of the St. Laurent Shopping Centre that abuts the station area should incorporate high quality urban design. Station entrances should be integrated into buildings where possible.*

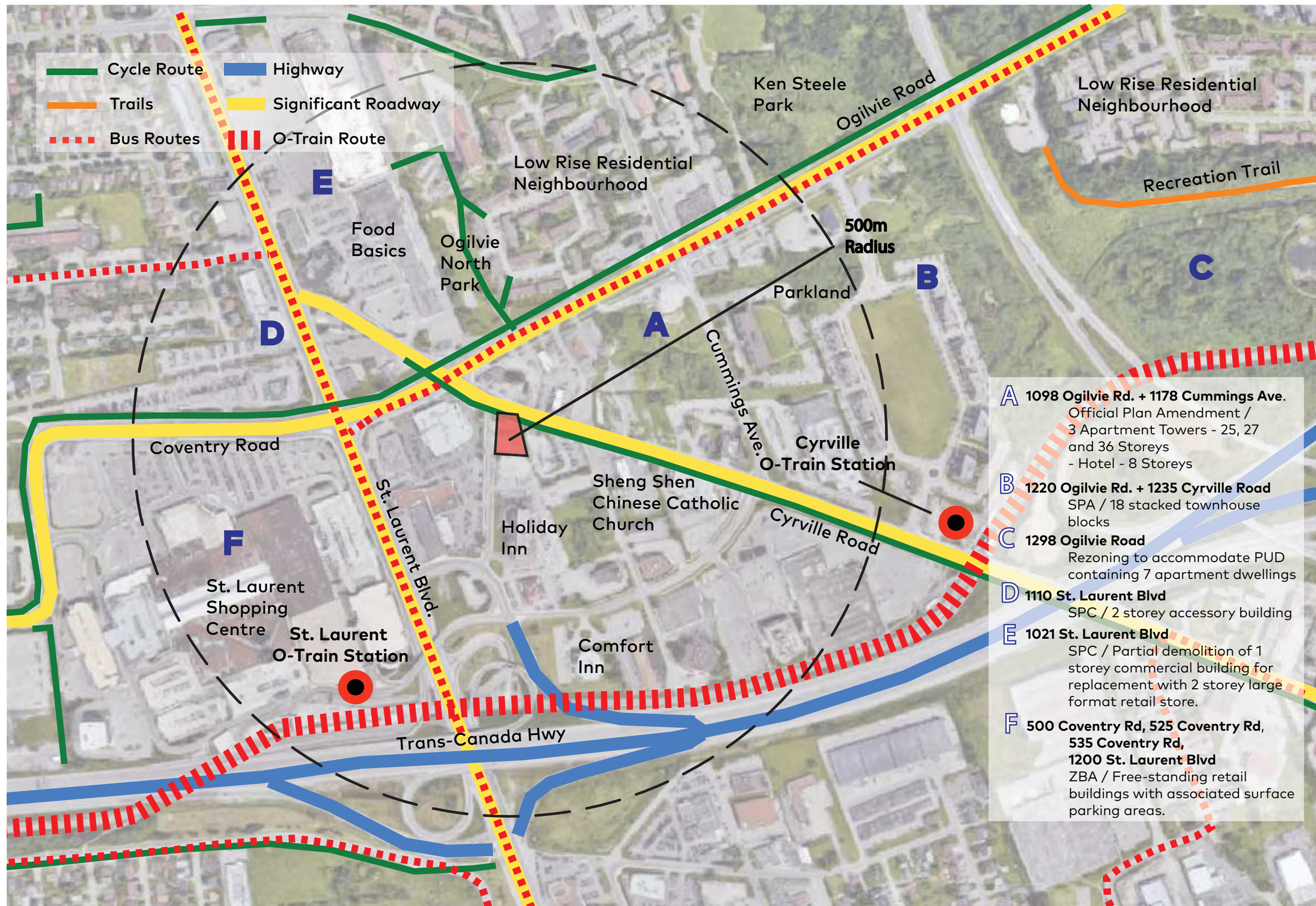
**The proposal includes an active frontage along Cyrville through the use of transparent glazing and entry to the ground floor commercial unit.**

As part of this development proposal, applications for Zoning By-law Amendment and Site Plan Control are required to permit the development.

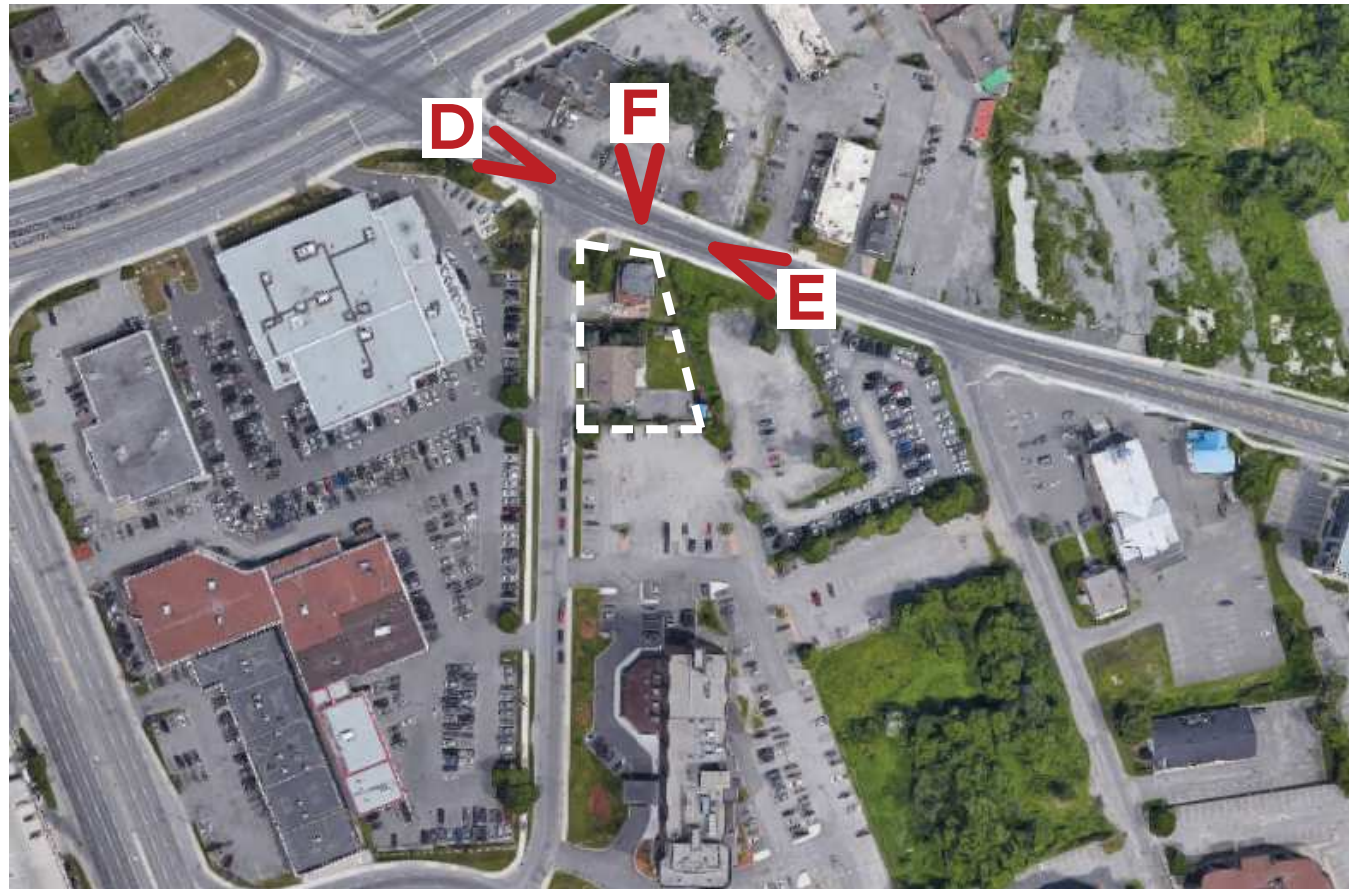
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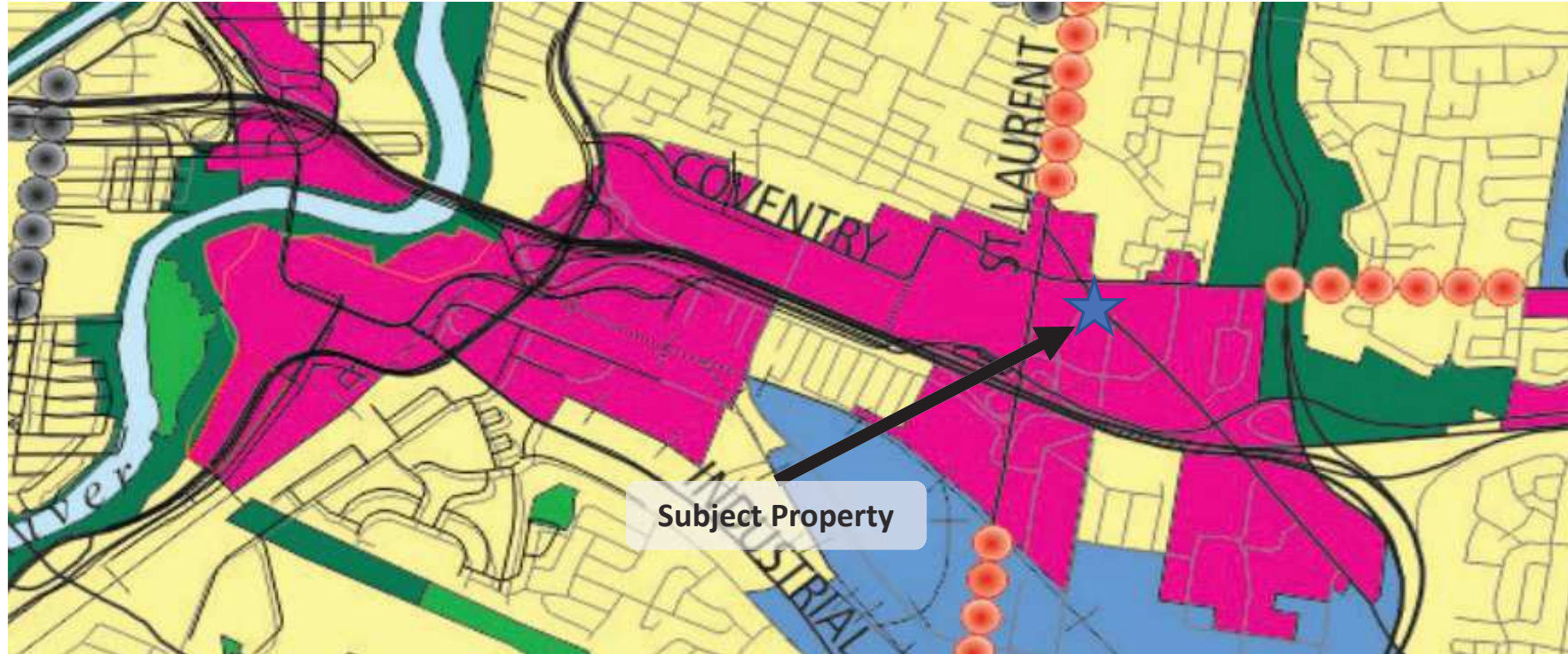


PROPERTY DESCRIPTION		
SIX STOREY RESIDENTIAL BUILDING		
CITY OF OTTAWA PIN NUMBER	04264 -127 & 04264 -127	
MUNICIPAL ADDRESS	1155 Joseph Cyr Street	
SITE INFORMATION		
LOT AREA:	1,621m <sup>2</sup>	
LOT FRONTAGE:	57.01m	
LOT DEPTH:	20.25m at narrowest & 41.82m at deepest	
BUILDING INFORMATION		
BUILDING AREA:	1,015m <sup>2</sup>	
BUILDING FLOOR AREA:	6,868m <sup>2</sup> (incl. basement)	GROSS FLOOR AREA: 6,005m <sup>2</sup> (incl. stairs, elevators, etc.)
PROPOSED USE:	APARTMENT DWELLING, MID-RISE, WITH COMMERCIAL SPACE AT GROUND FLOOR	
UNIT BREAKDOWN:		
BASEMENT:	14 UNITS	1- STUDIO, 1- STUDIO+BD, 11- 1BD, 1- 2BD
FIRST FLOOR:	9 UNITS	1- STUDIO, 1- STUDIO+BD, 7- 1 BD
SECOND FLOOR:	19 UNITS	5- STUDIO, 1- STUDIO+BD, 11- 1 BD, 2- 2 BD
THIRD FLOOR:	19 UNITS	5- STUDIO, 1- STUDIO+BD, 11- 1 BD, 2- 2 BD
FOURTH FLOOR:	19 UNITS	9- STUDIO, 1- STUDIO+BD, 6- 1 BD, 3- 2 BD
FIFTH FLOOR:	19 UNITS	9- STUDIO, 1- STUDIO+BD, 6- 1 BD, 3- 2 BD
SIXTH FLOOR:	17 UNITS	8- STUDIO, 2- STUDIO+BD, 5- 1BD, 2- 2 BD
TOTAL:	116 UNITS	36- STUDIO, 10- STUDIO+BD, 57 1 BD, 13- 2 BD
ZONING TABLE		TD2 (Transit Oriented Development Zone)
CITY OF OTTAWA ZONING BY-LAW No. 2008-250	REQUIRED	PROPOSED
MINIMUM LOT AREA	no minimum	1,621m <sup>2</sup>
MINIMUM LOT WIDTH	no minimum	20.25m (linear)
MINIMUM FRONT YARD SETBACK (North / Cyrville Rd)	0.5m for commercial or mixed-use	3m nominal / 1.9m at narrowest point
MINIMUM INTERIOR SIDE YARD SETBACK (east property line)	0m, increasing to 12m above 6 storeys	1.5m - Levels 1 to 3 2.5m - Level 4
MINIMUM REAR YARD SETBACK (south)	0m, increasing to 12m above 6 storeys	0.15m
MINIMUM CORNER SIDEYARD SETBACK (West - Joseph Cyr Street)	0.5m for commercial or mixed-use	4.4m
MAXIMUM BUILDING HEIGHT	60m / 20 storeys	18.63m
MAXIMUM FLOOR SPACE INDEX	N/A	
MINIMUM # of RESIDENTIAL UNITS	250 units / hectare 250 x 0.162 hectare = 41 units	116 units
LANDSCAPED AREA	No minimum width except all yard must be landscaped if not used for required driveways, parking, loading, commercial patios.	378m <sup>2</sup> of landscaped area which includes all areas required.
VEHICLE PARKING REQUIREMENTS (Table 103, col.III)	Table 103 - Dwelling Mid-rise apartment 1.75 max. per dwelling unit = 205 spaces maximum.  Table 103 - Retail Store 3.6 per 100s.m. = 5 spaces (3.6 x 130sm)	4 REGULAR SPACES 2 ACCESSIBLE SPACES  0 SPACES
AMENITY AREA REQUIREMENTS	6m <sup>2</sup> per dwelling unit = 696m <sup>2</sup> 50% Communal = 351m <sup>2</sup>  2% of lot at grade to be communal amenity space.	Total Amenity: 671.6m <sup>2</sup> - 13 balconies = 55.6m <sup>2</sup> - Level 6 Common room = 113m <sup>2</sup> - Rooftop communal terrace = 487m <sup>2</sup> - West amenity area at grade = 40m <sup>2</sup> (2.4%)
BICYCLE PARKING SPACES	0.5 per dwelling unit =58	96 STACKED INTERIOR STORAGE SPACES 20 EXTERIOR SPACES







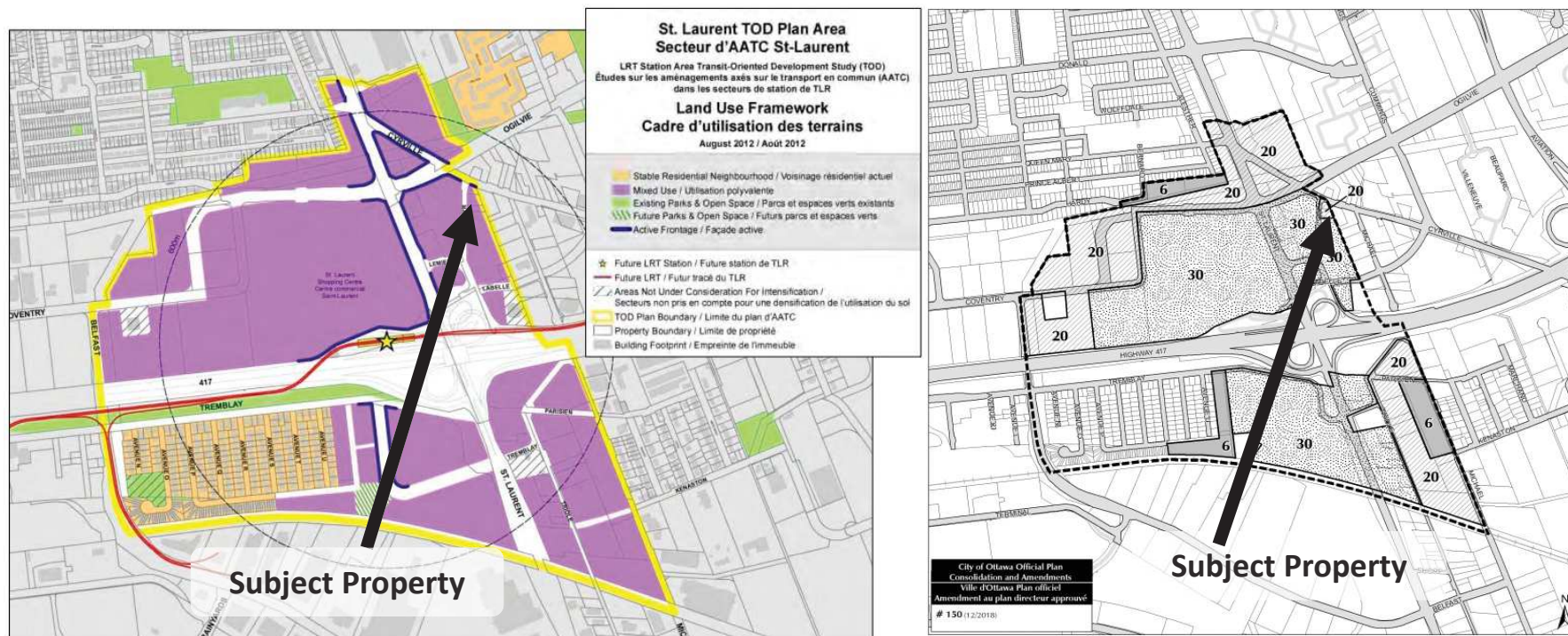


## Official Plan

- / The subject property is designated as “Mixed Use Centre” in the City of Ottawa Official Plan. Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city as a whole.
- / The subject property is location within 600m of two rapid transit stations, Cyrville Station to the east and St Laurent Station to the west.
- / Mixed Use Centres are identified as target areas for intensification.
- / Mixed Use Centres are identified as Design Priority Areas in Section 2.5.1 of the Official Plan.

## St-Laurent Transit Oriented Development Plan (TOD)

- / The TOD plan aims to promote transit usage through effective planning and urban design around the stations and acts as a Community Design Plan for the St. Laurent Transit Station in conjunction with the Secondary Plan.
- / The plan recognises that the TOD study area will evolve over time into a more compact and mixed-use district.
- / In the schedule outlining the land use framework, the subject property has been identified as ‘Mixed Use’



## Tremblay, St Laurent and Cyrville Secondary Plan

- / The Tremblay, St Laurent and Cyrville Secondary Plan provides direction on maximum building heights and minimum densities within the planning area identified in the Tremblay, St Laurent and Cyrville Transit-Oriented Development Plans.
- / The subject property is slated for a maximum building height of 20 storeys, with a minimum building density of 250 units per hectare.



## Transit-Oriented Development Guidelines

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs.
- / Locates a high-density residential use close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities.
- / Creates a highly visible building through distinctive design features that can be easily identified and located.
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit.
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.



## City of Ottawa Zoning By-law (2008-250)

- / The subject lands are currently zoned MC F(2.0) H(48): Mixed-Use Centre with a maximum floor space index of 2.0 and a 48-metre height limit in place.
- / The purpose of the MC zone is to ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as (but not limited to) offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, retail uses and high- and medium-density residential use
- / The subject site is within Area Z on Schedule 1A of the Zoning By-law. The parking rate is as follows:
  - o No off-street residential parking is required
  - o Section 102 notes that visitor parking shall be required for residential uses at a rate of 0.1 per dwelling unit, excluding the first 12 units and up to a maximum of 30 spaces per building.

**A Zoning By-law Amendment is required to rezone the subject site to be able to develop it in accordance with the Secondary Plan, TOD Plan, and Official Plan.**





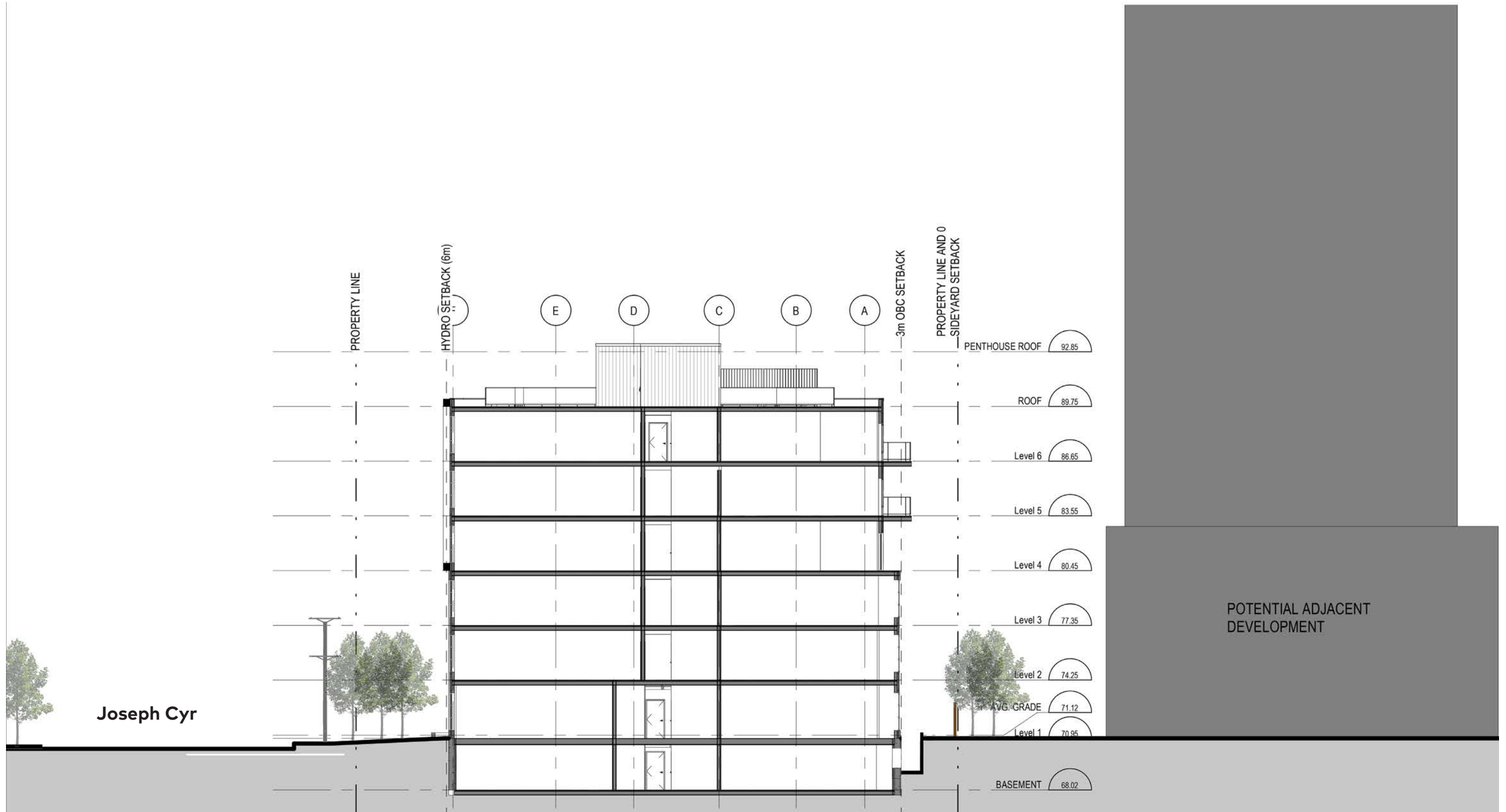


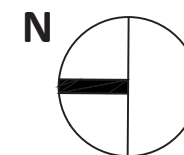
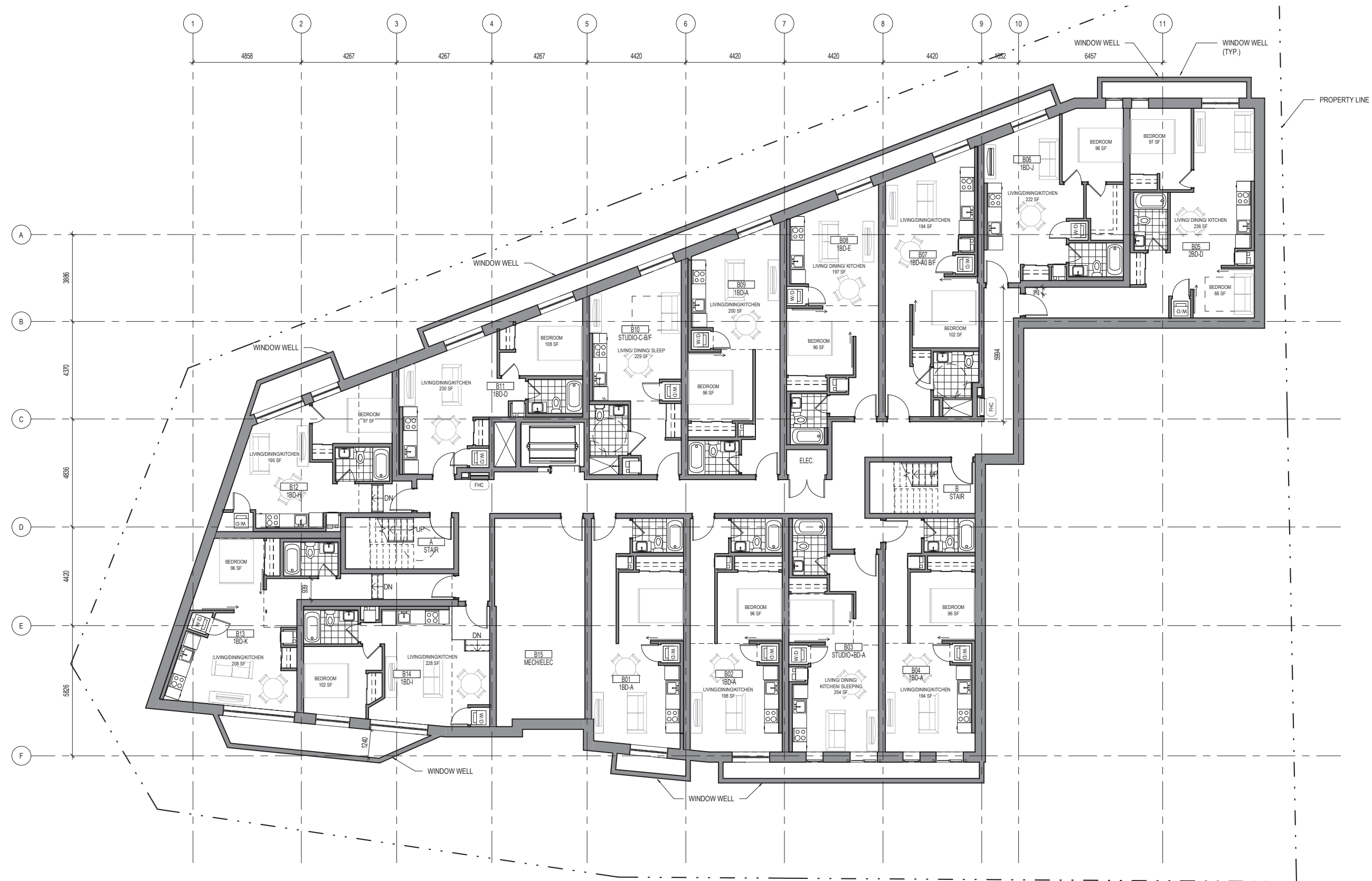




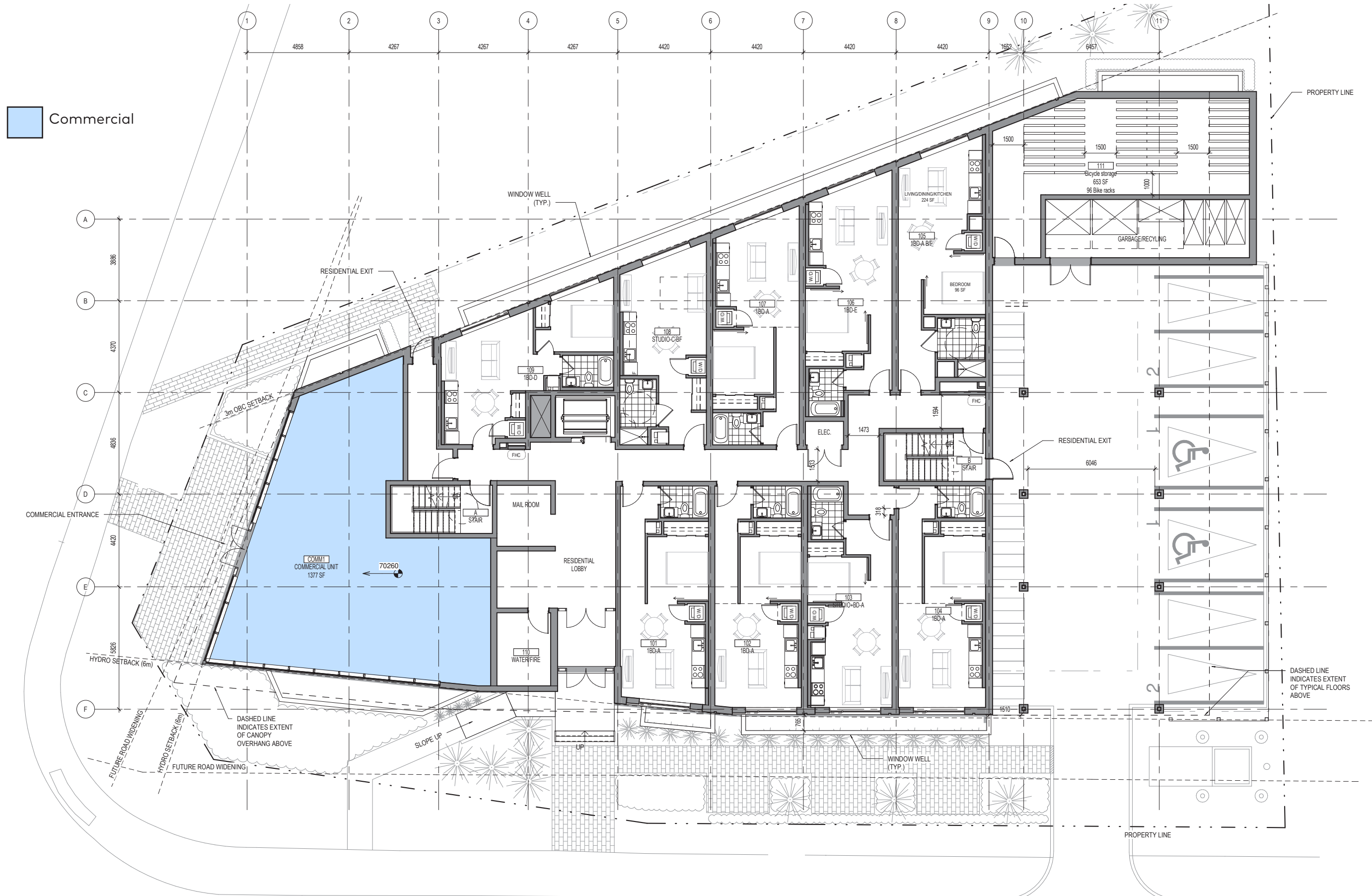


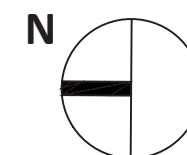
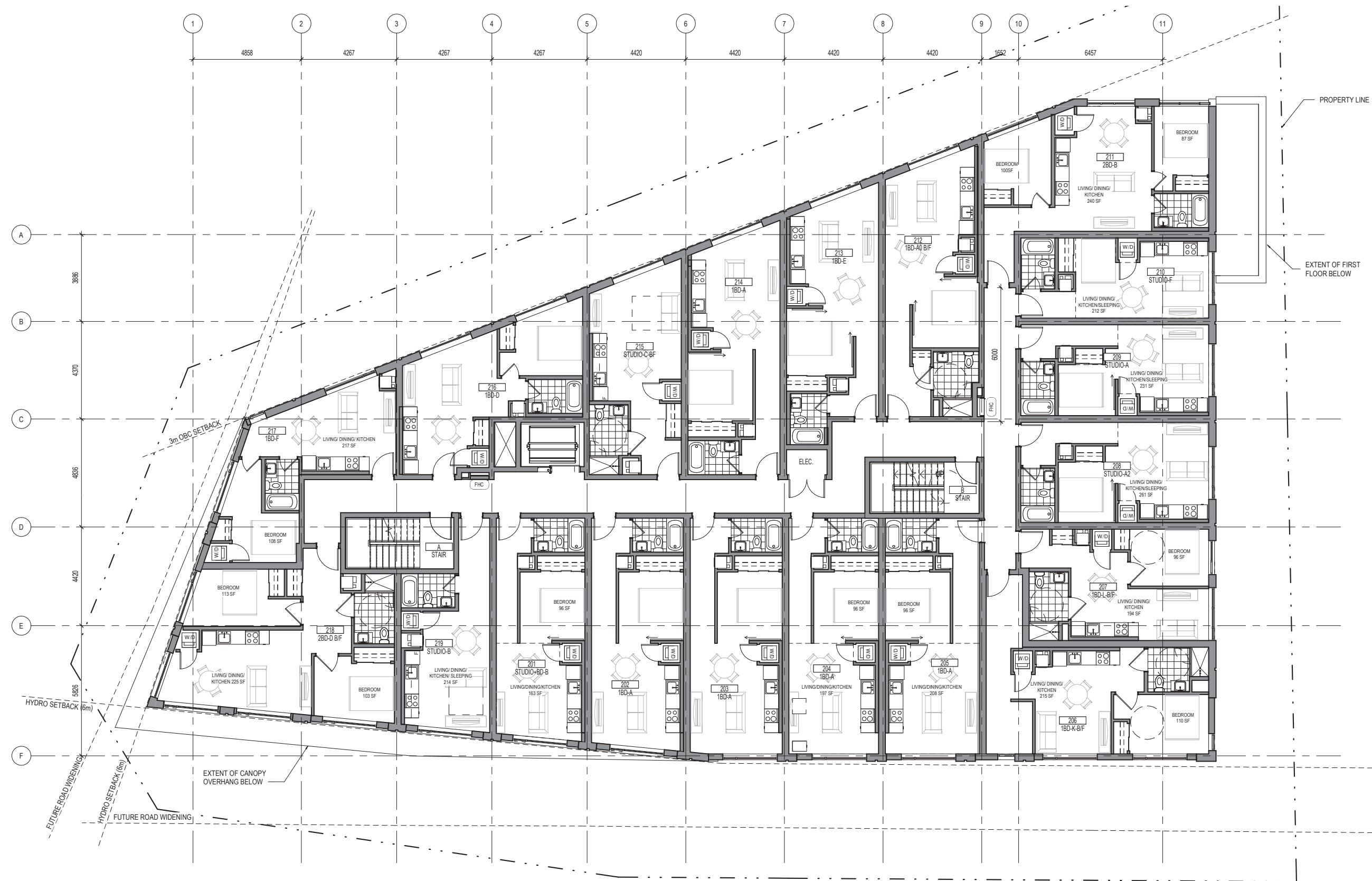


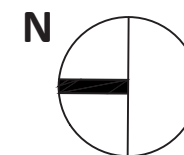
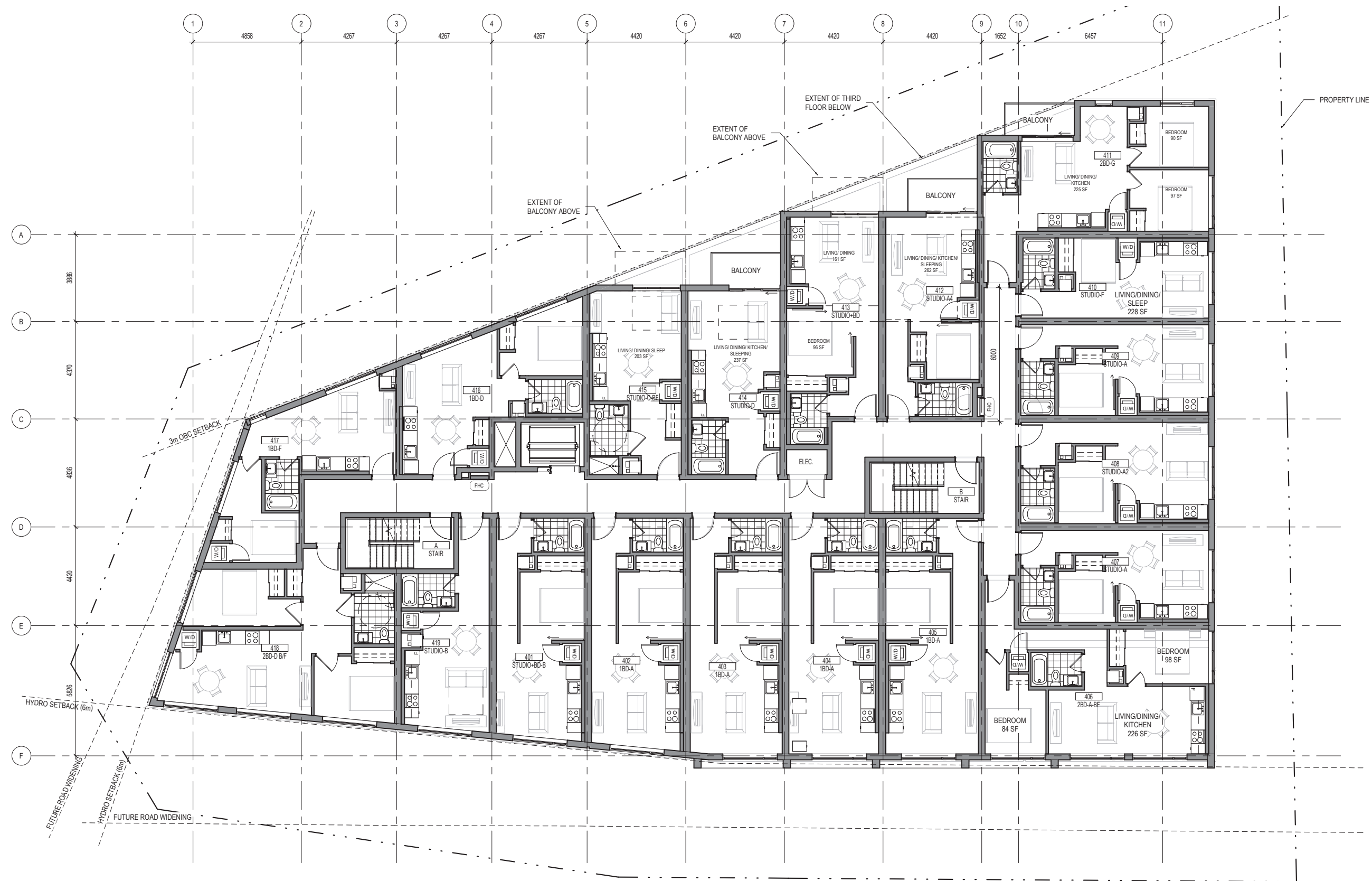


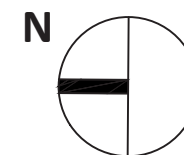




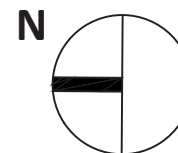
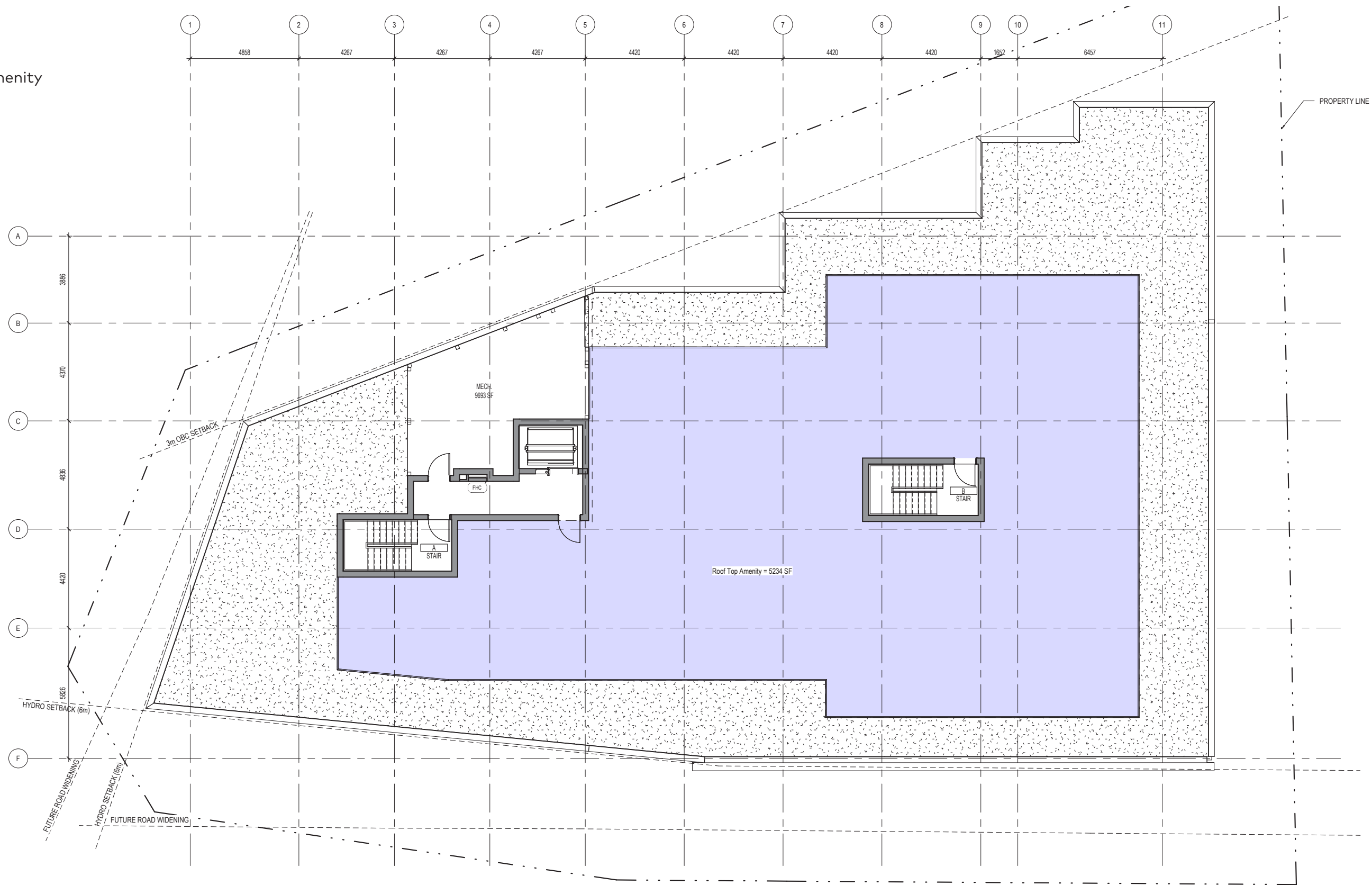








Amenity



Metal Panels  
Colour: Light Grey

Corrugated Metal Panels  
Colour: Dark Grey

Brick  
Colour: Brown



- Metal Panels  
Colour: Light Grey
- Corrugated Metal Panels  
Colour: Dark Grey
- Brick  
Colour: Brown
- Wood Fence



- Metal Panels  
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- Corrugated Metal Panels  
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- Brick  
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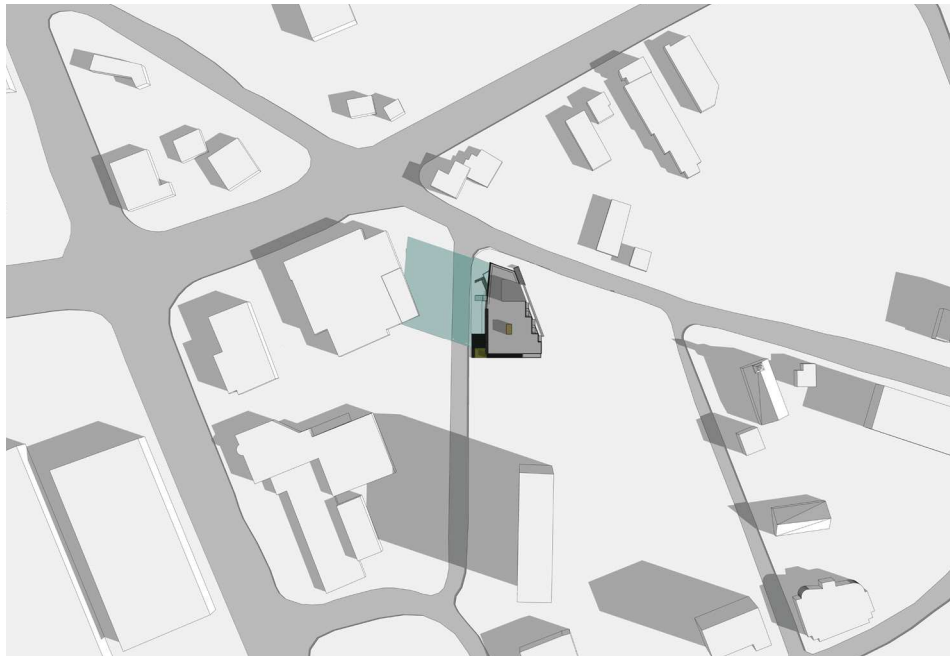




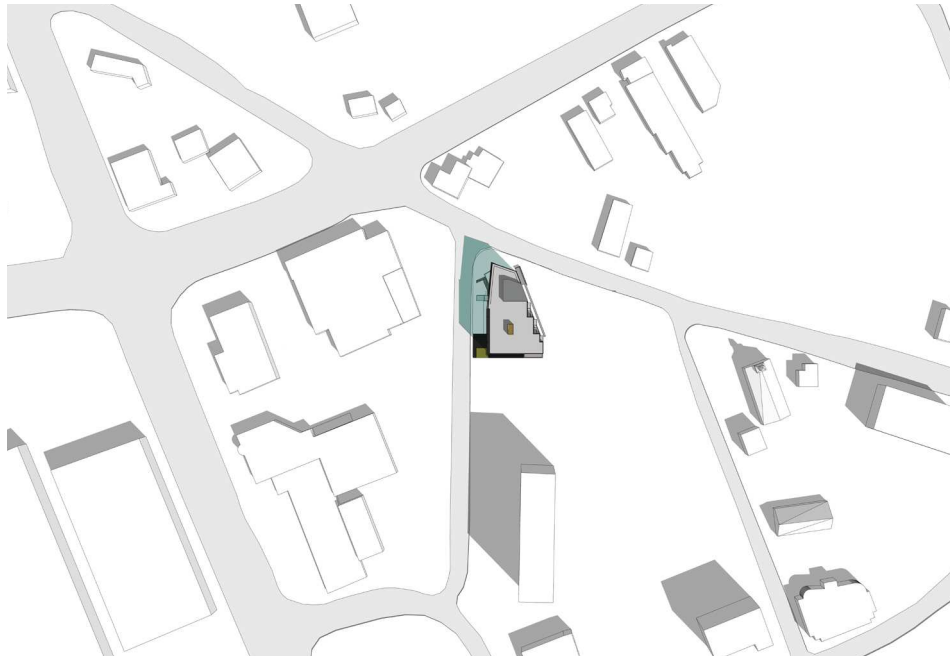
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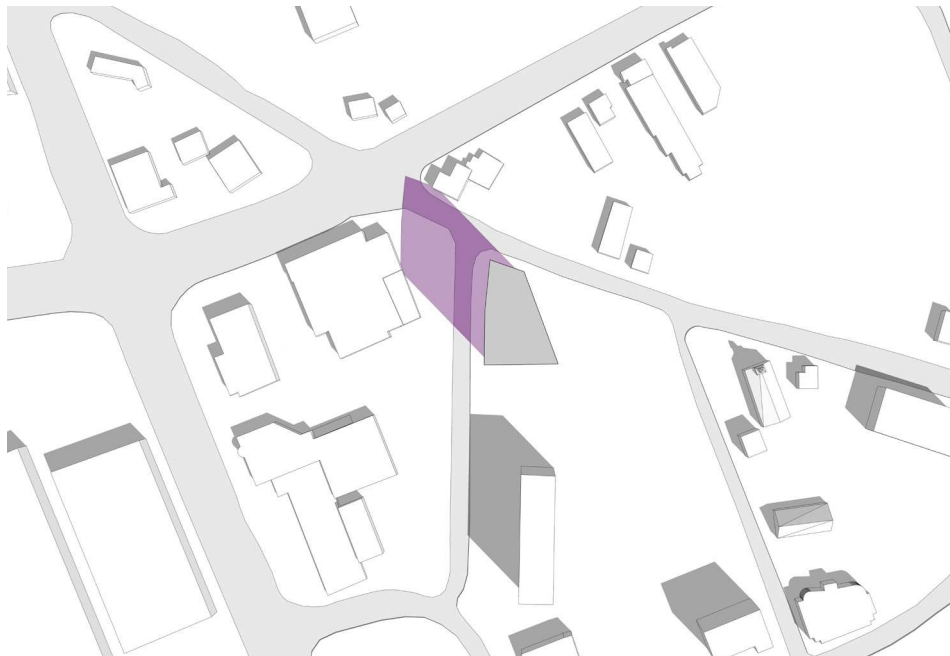


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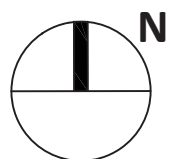
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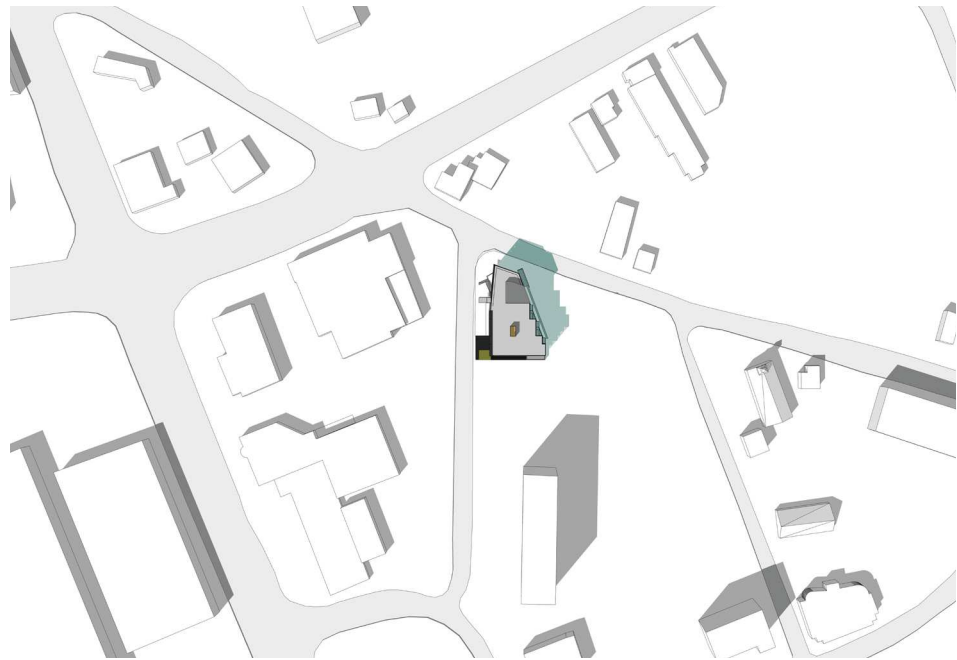
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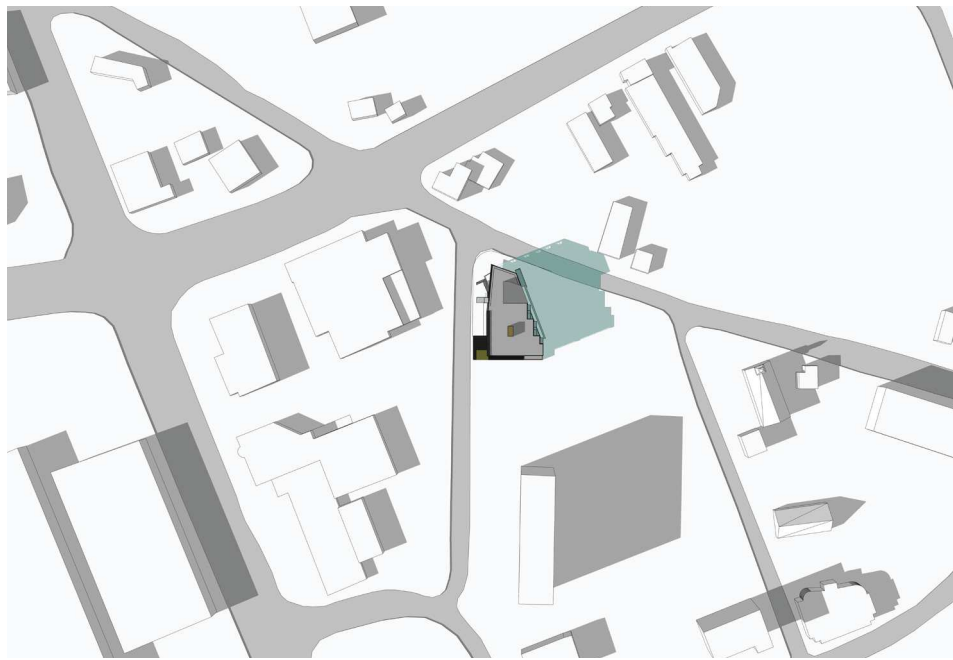
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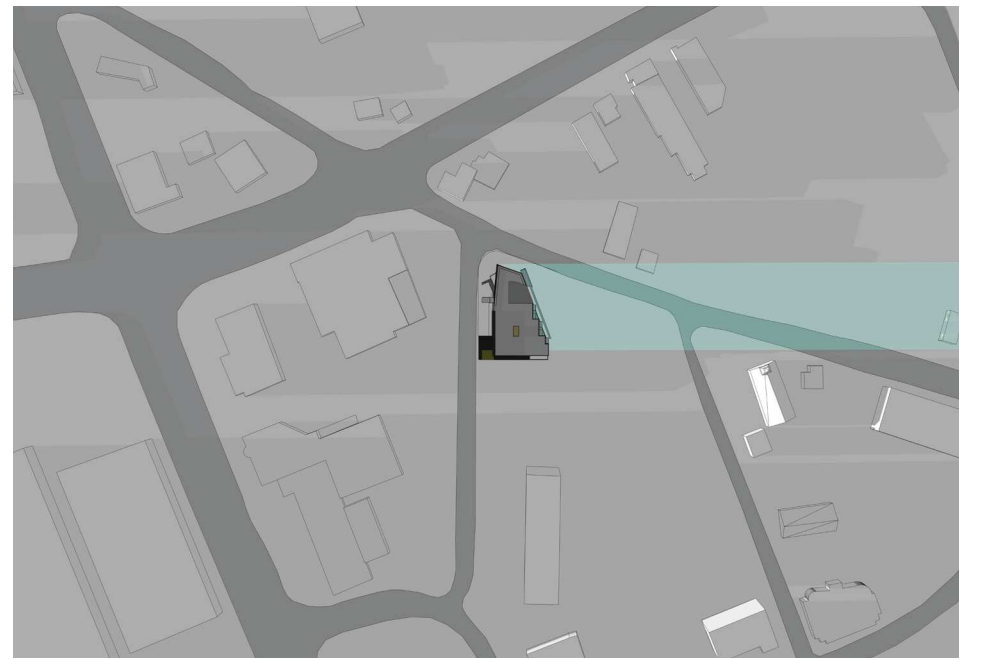
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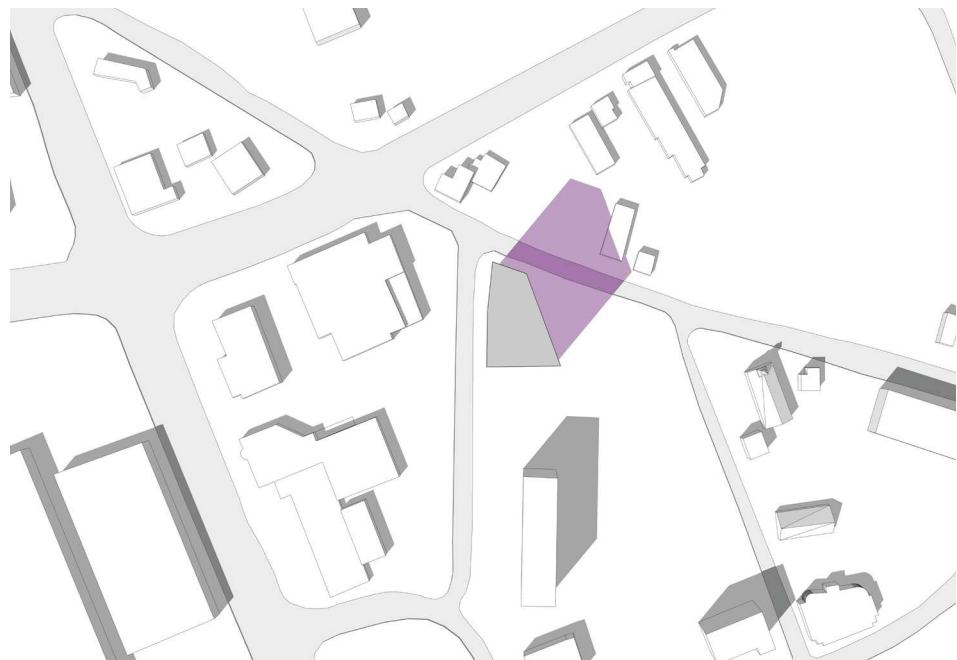


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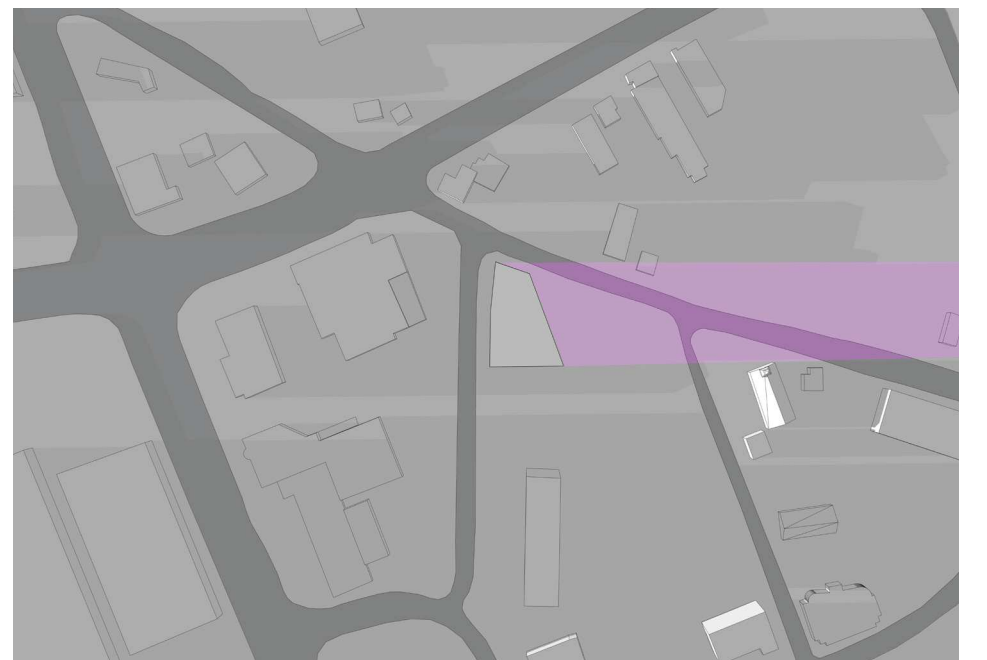
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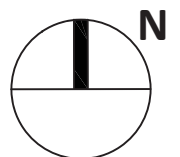
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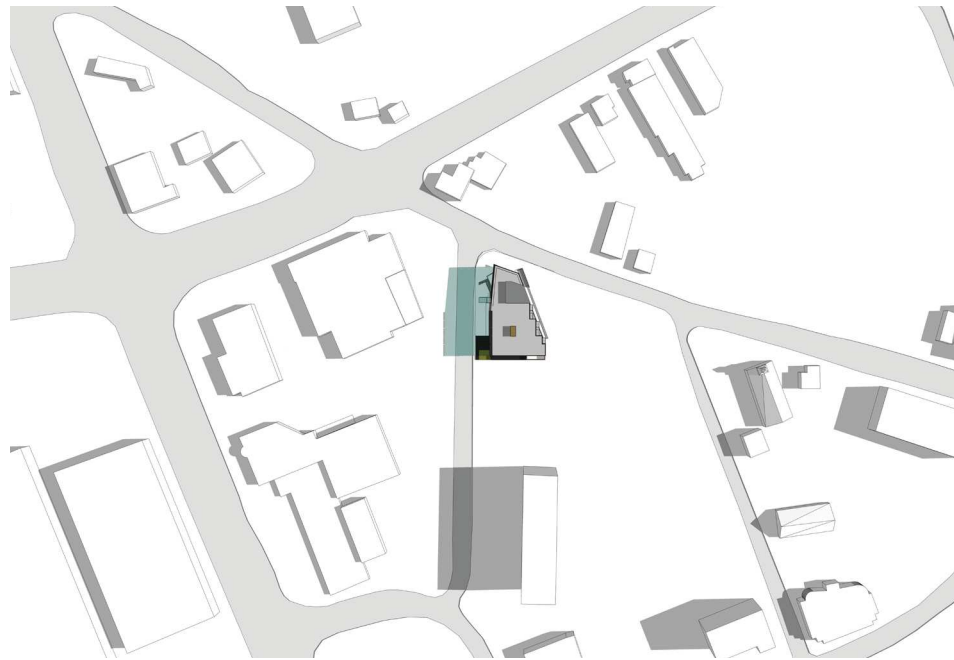
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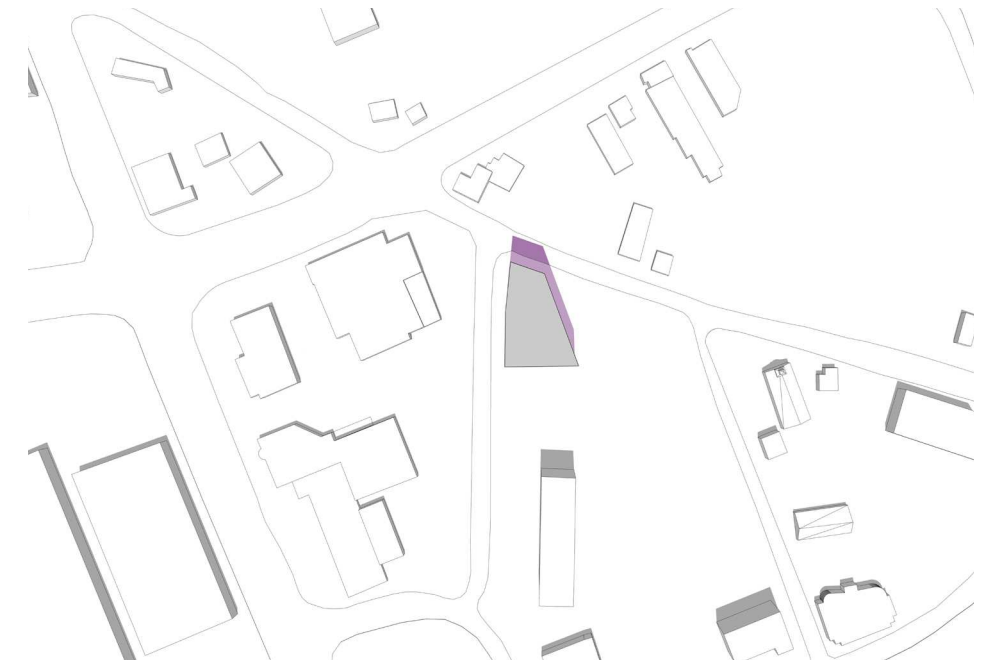
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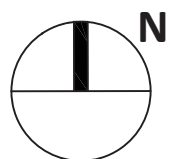
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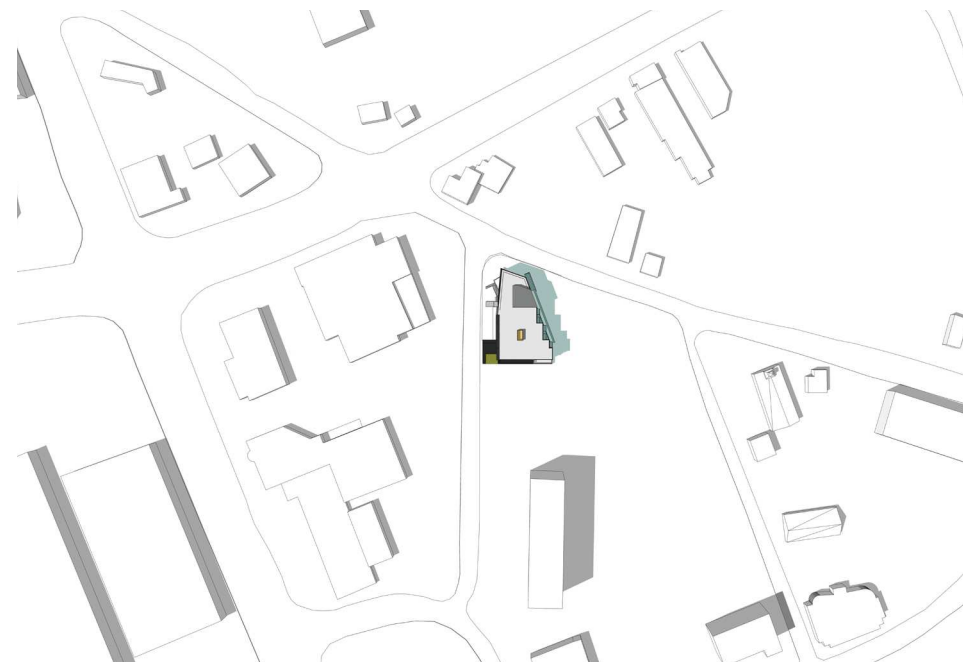
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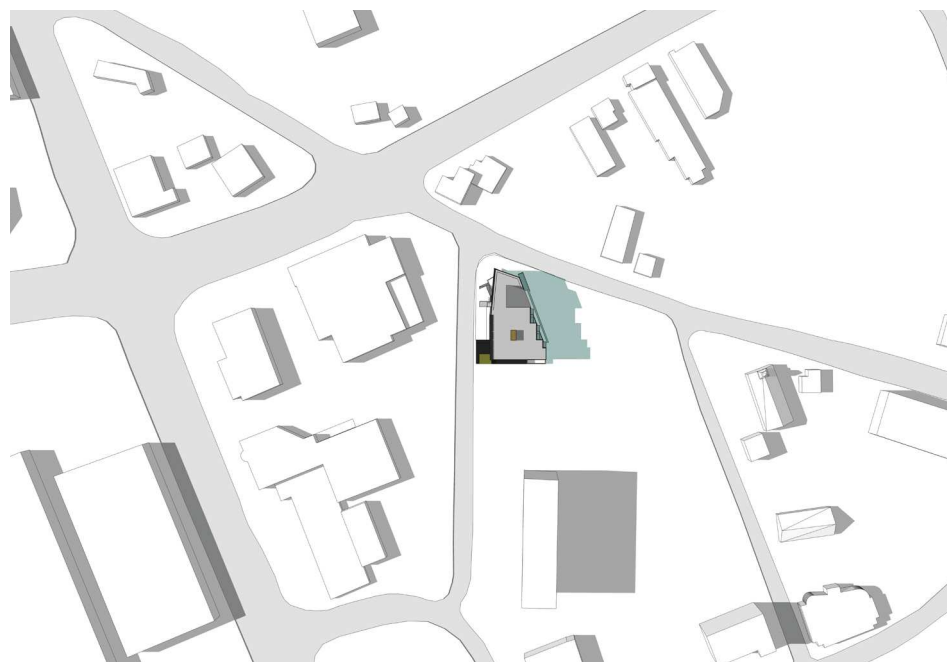
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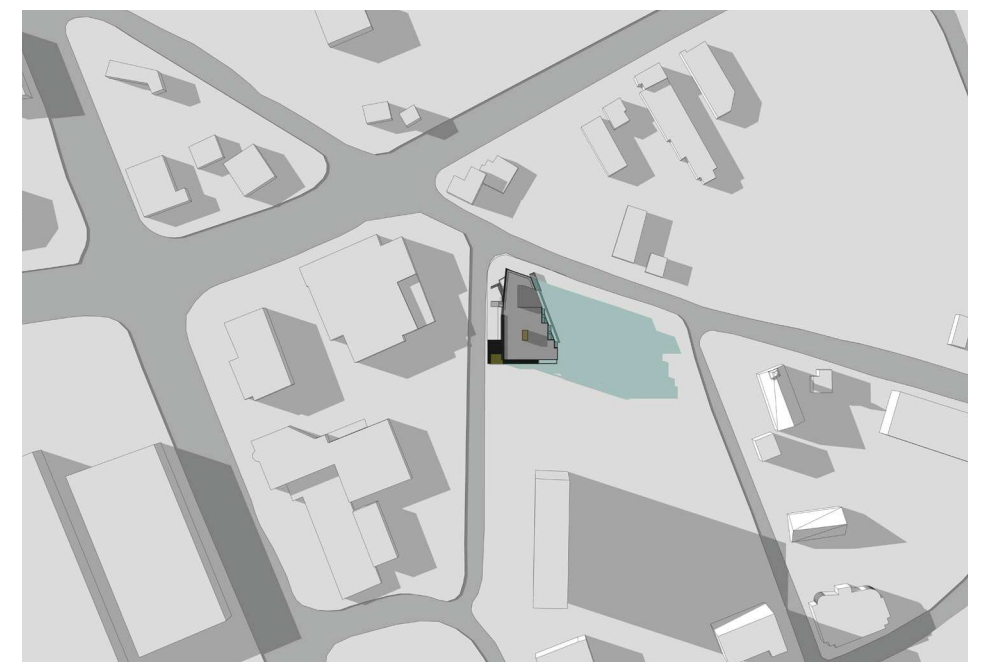
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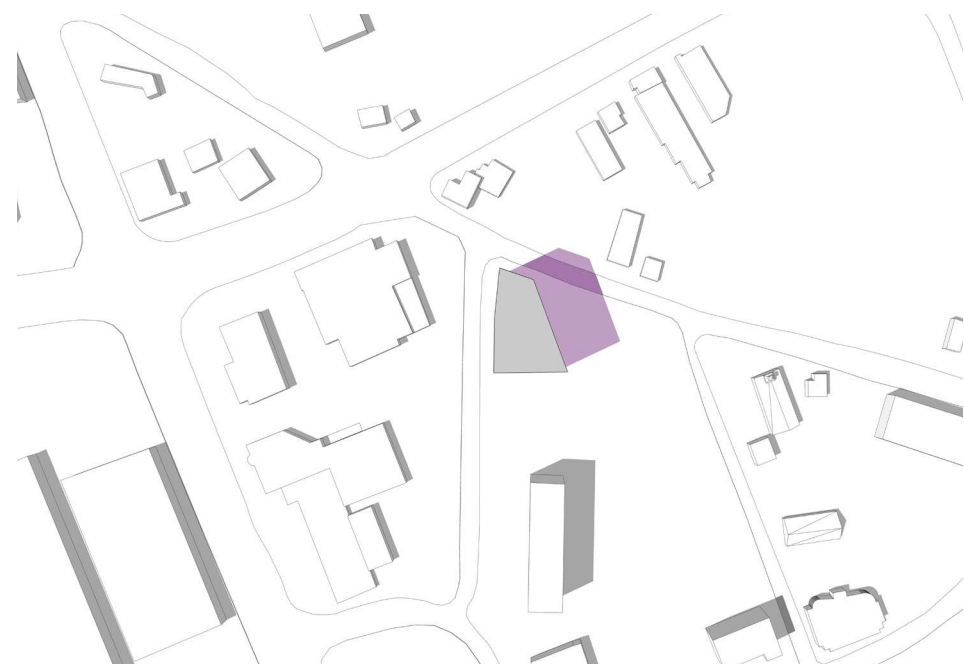


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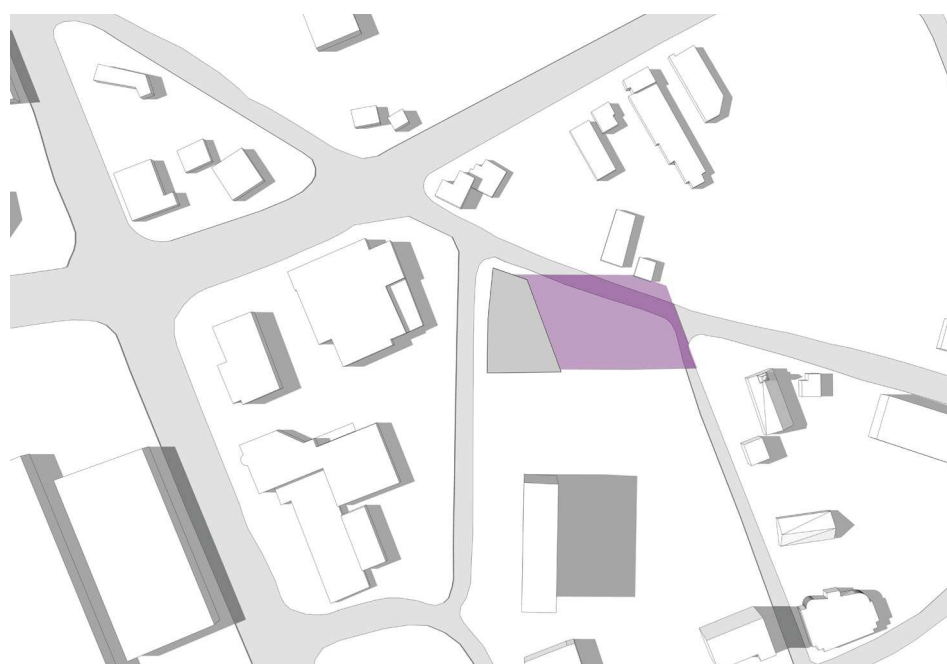


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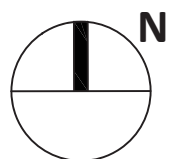
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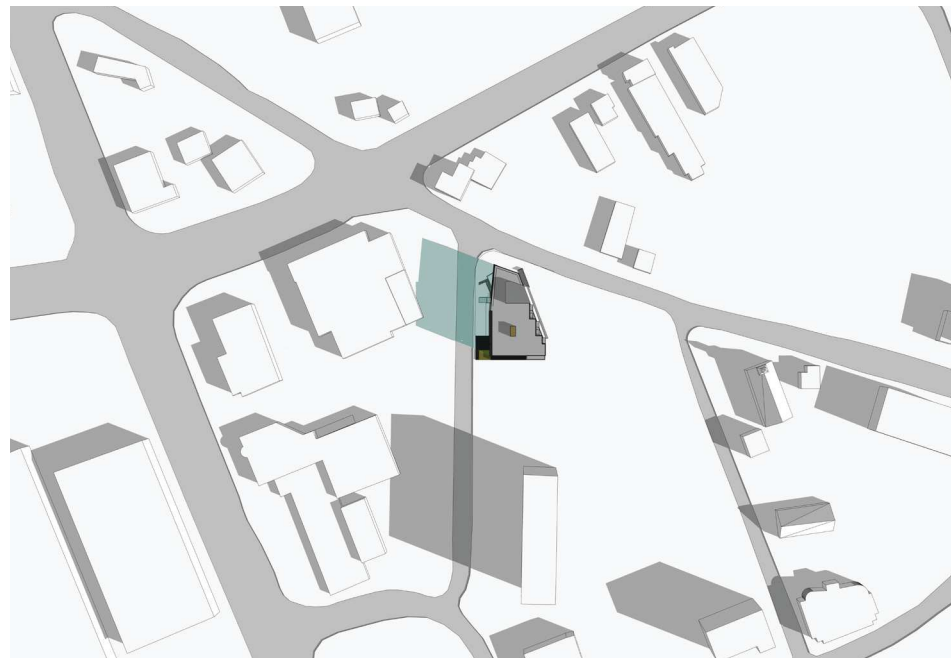
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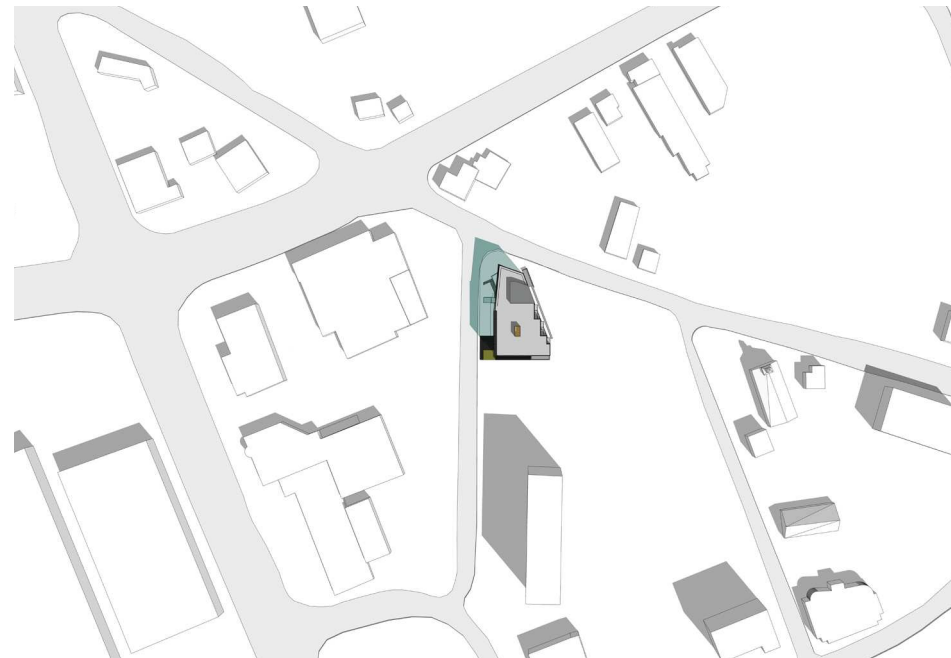
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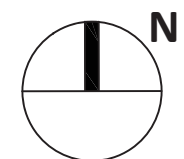
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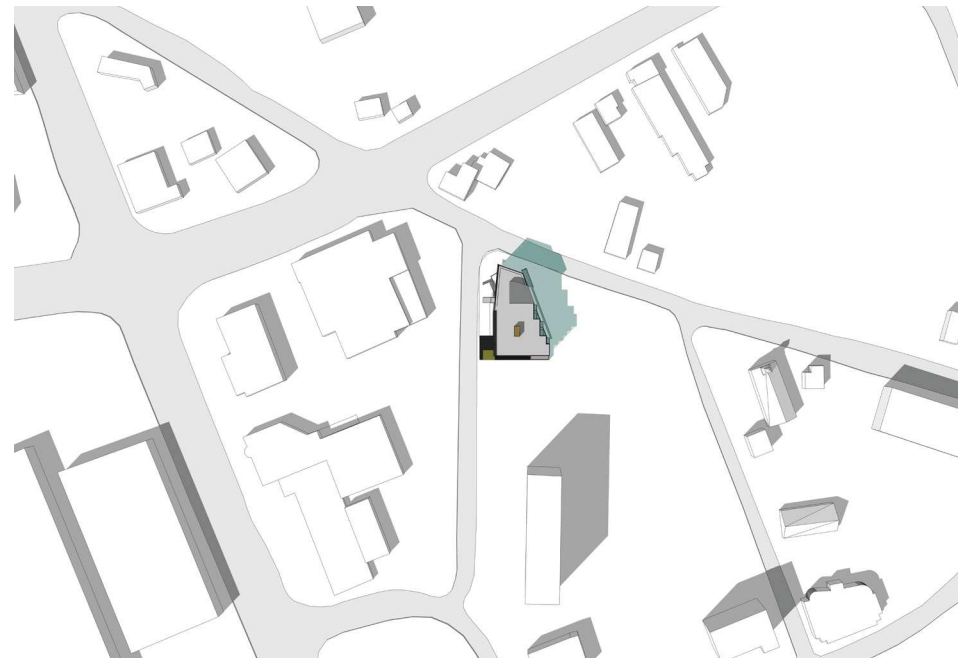
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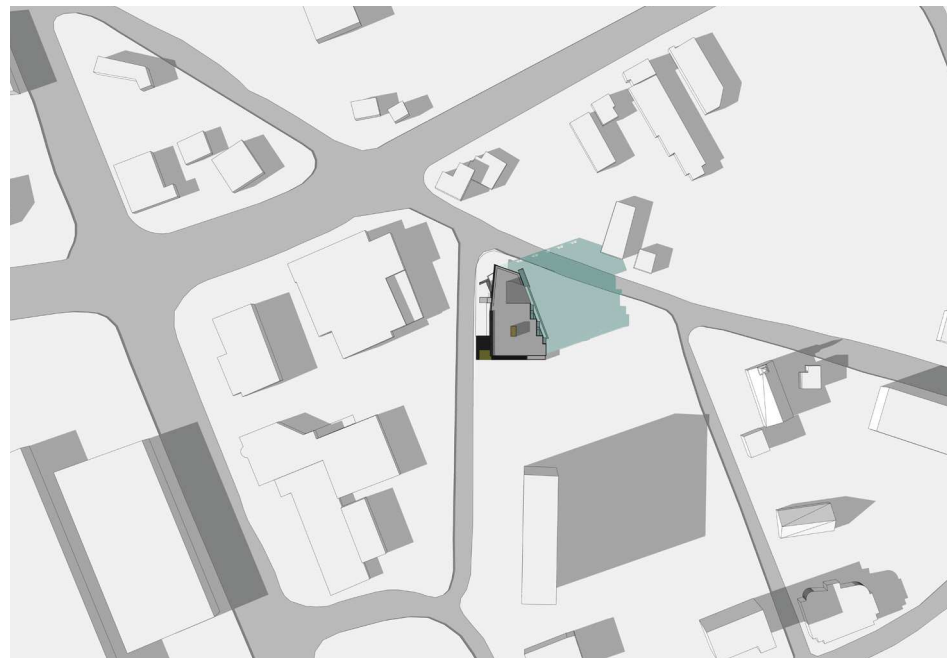
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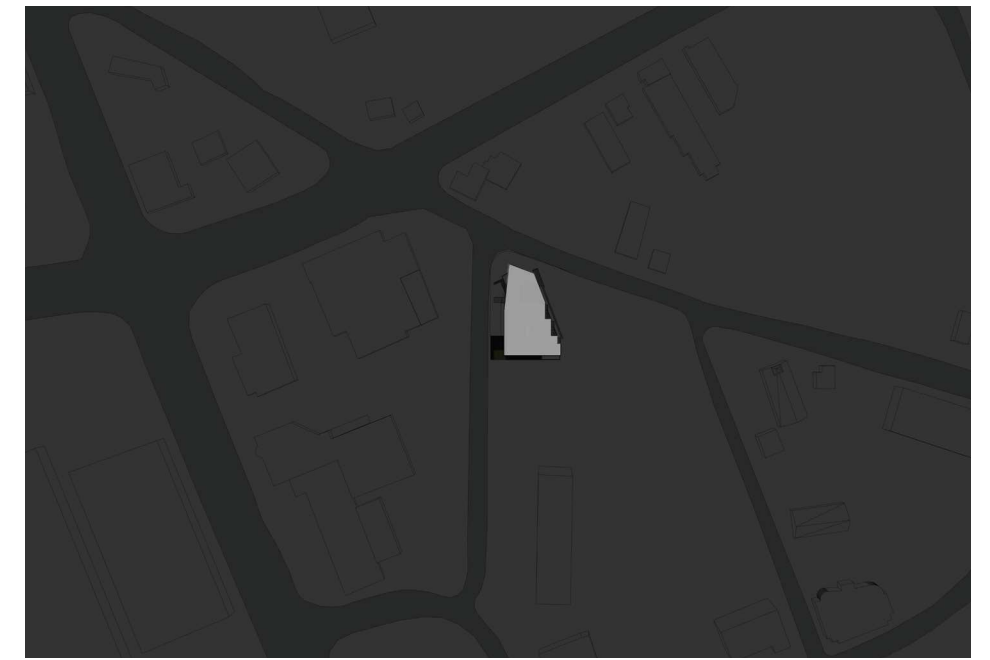
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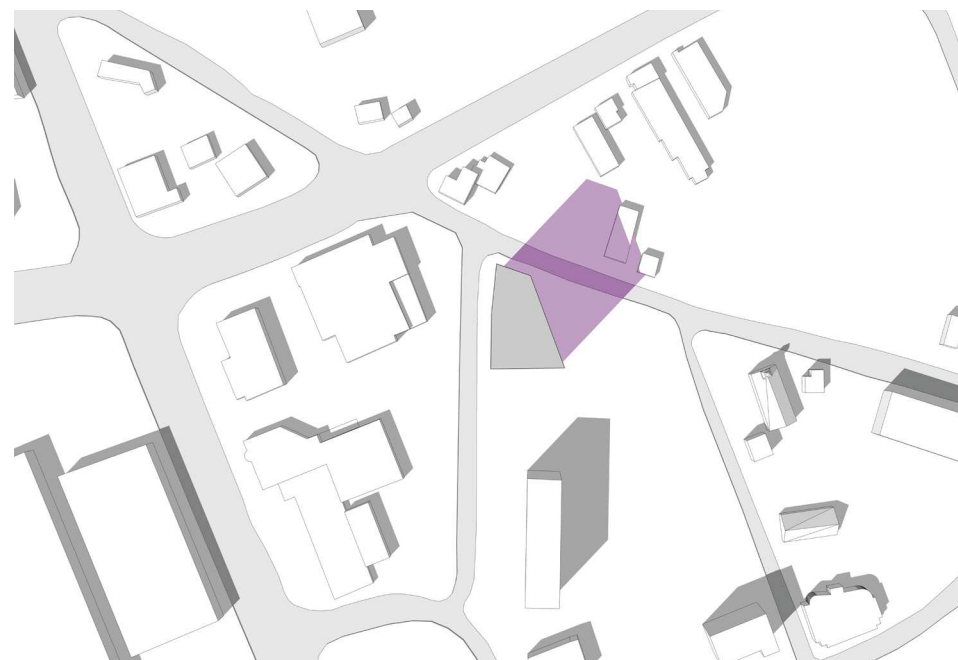


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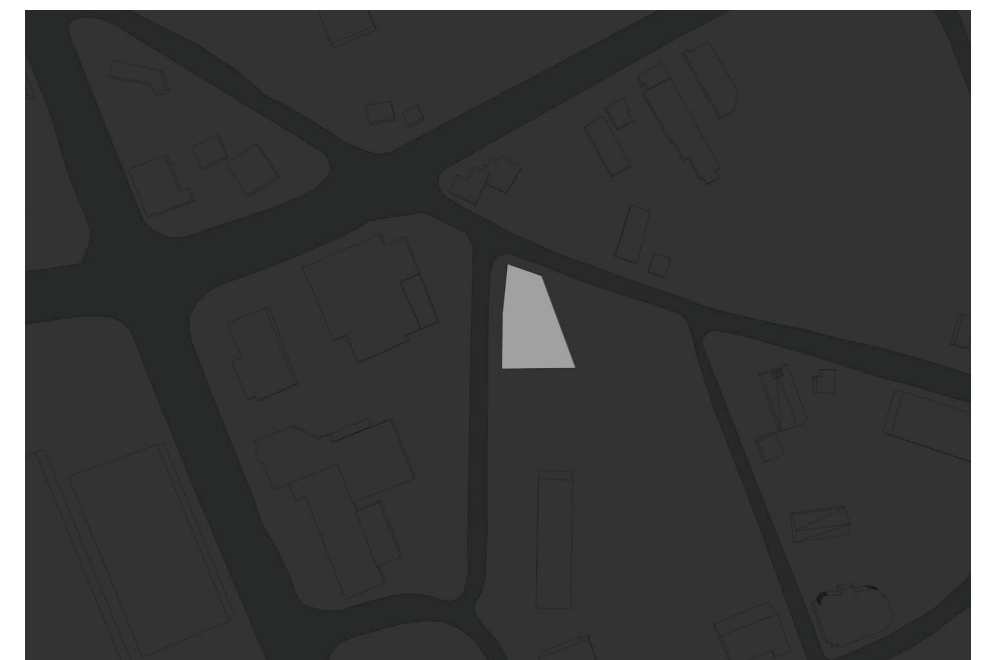
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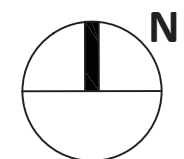
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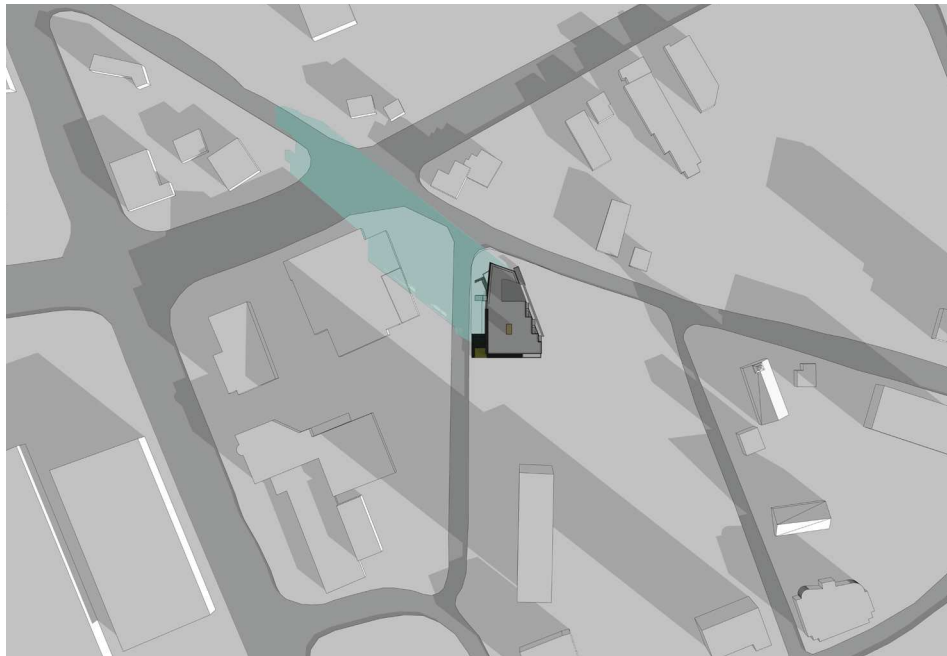


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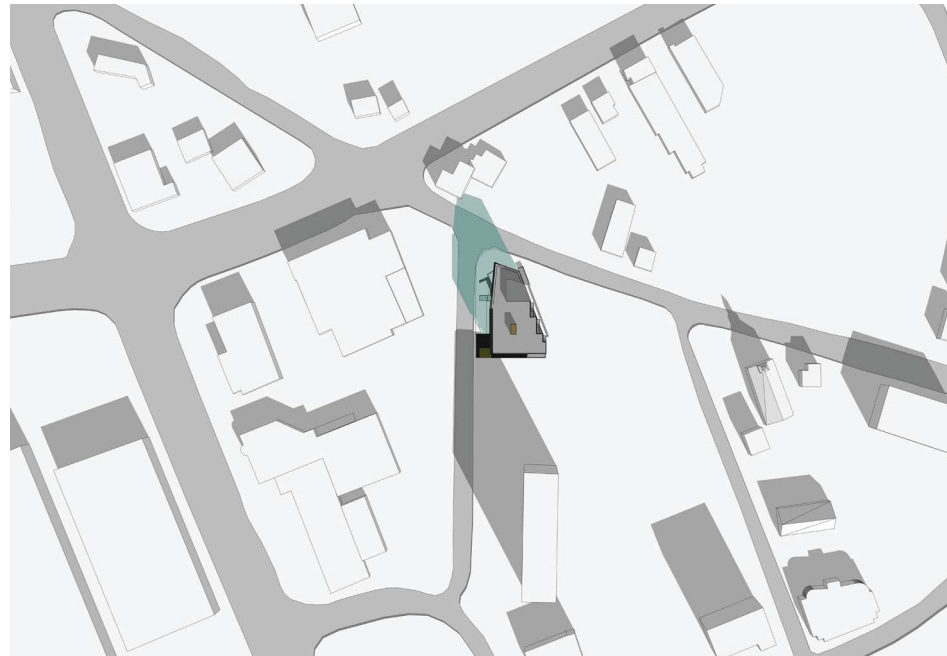


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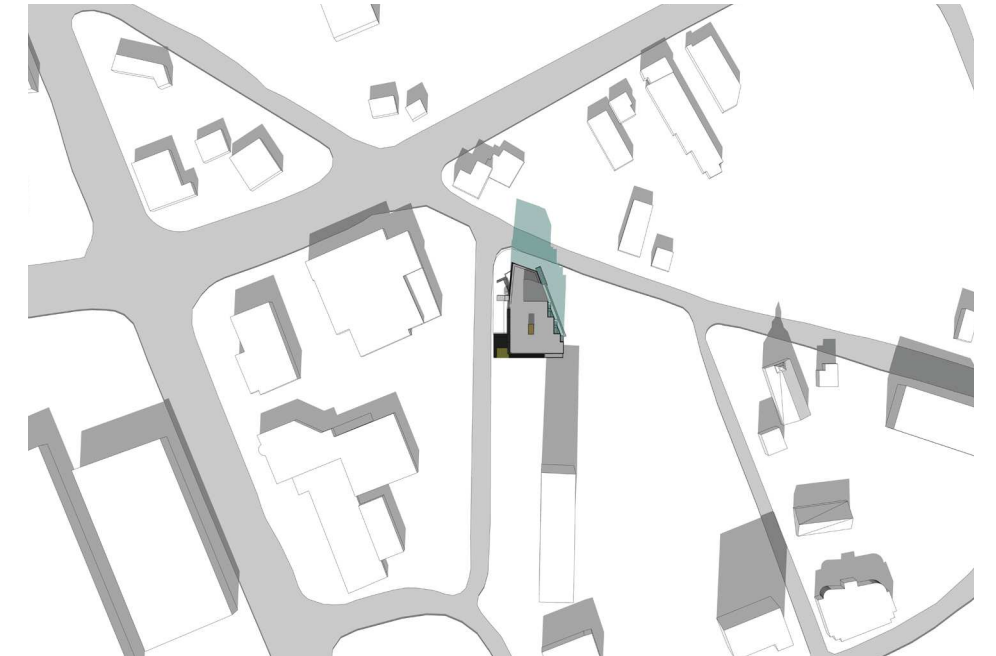
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8:00am



10:00am

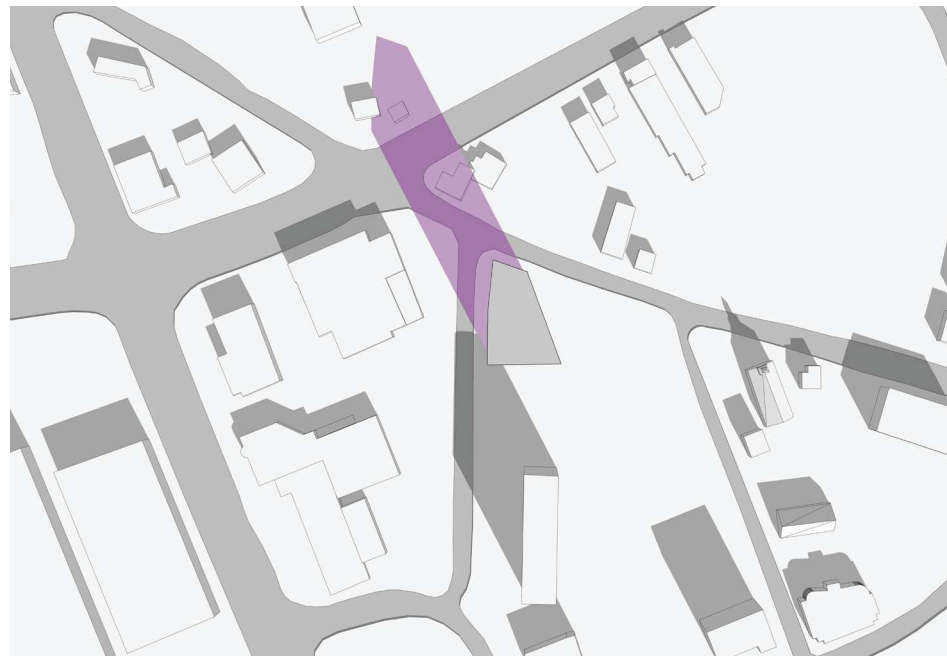


12:00pm

AS OF RIGHT



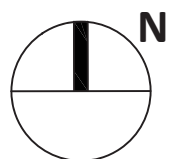
8:00am



10:00am



12:00pm

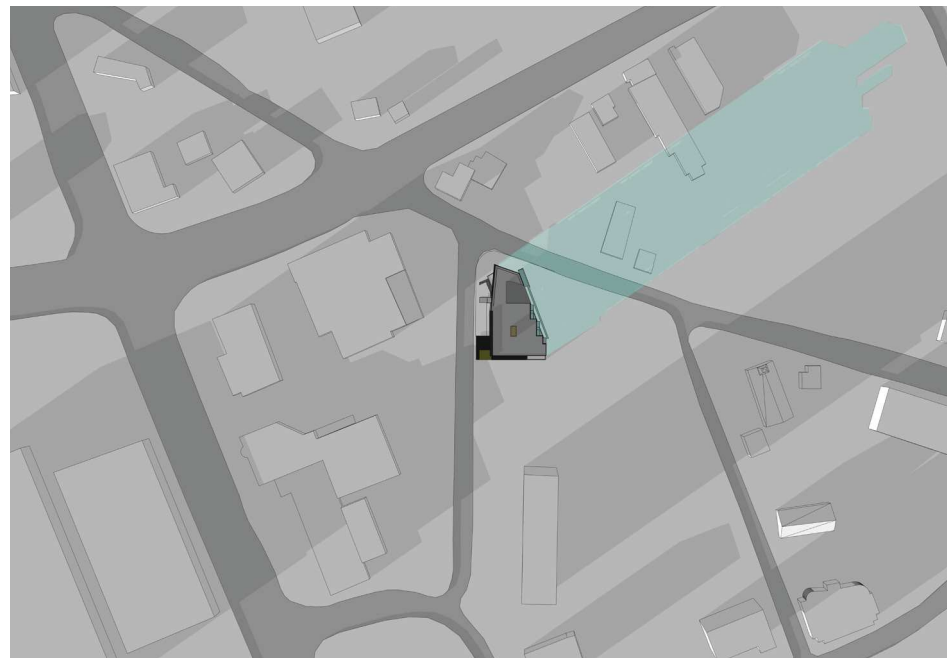




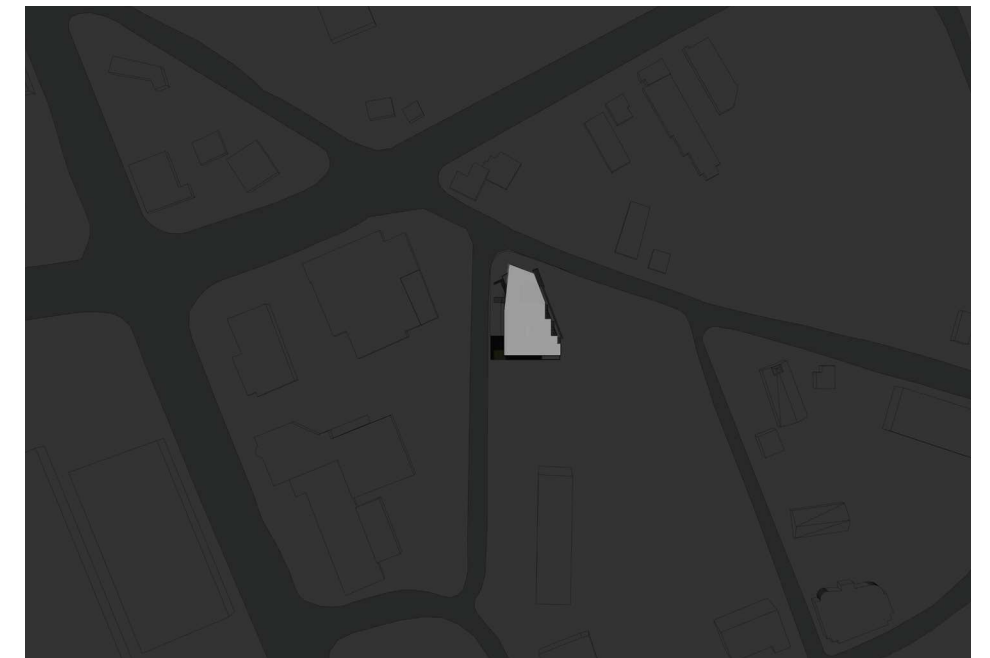
PROPOSED



2:00pm



4:00pm



6:00pm

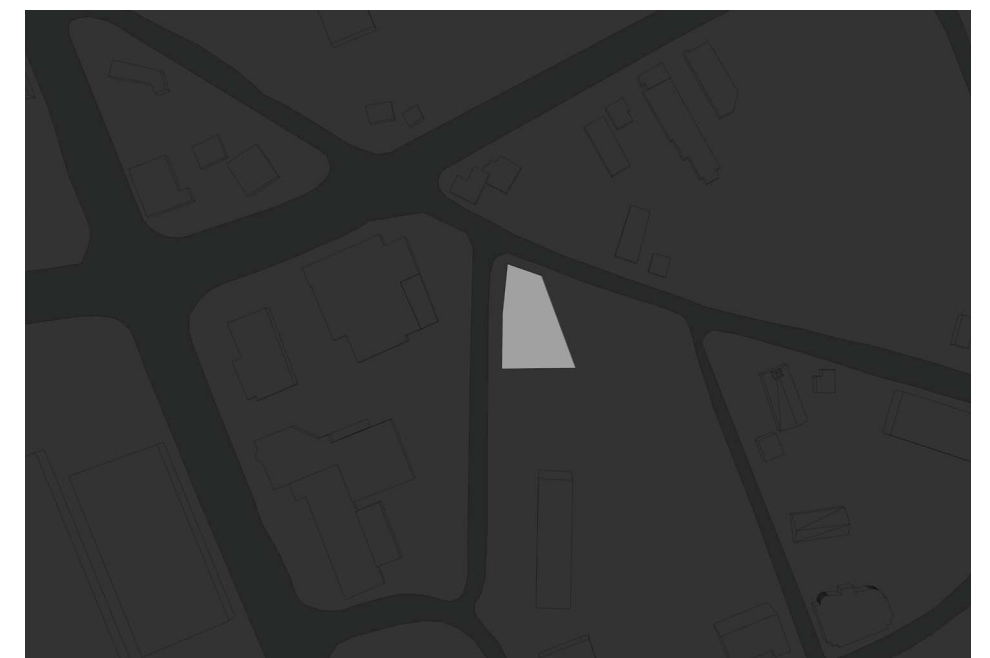
AS OF RIGHT



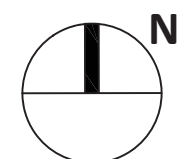
2:00pm

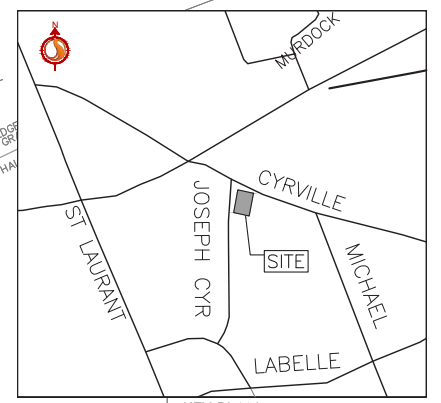
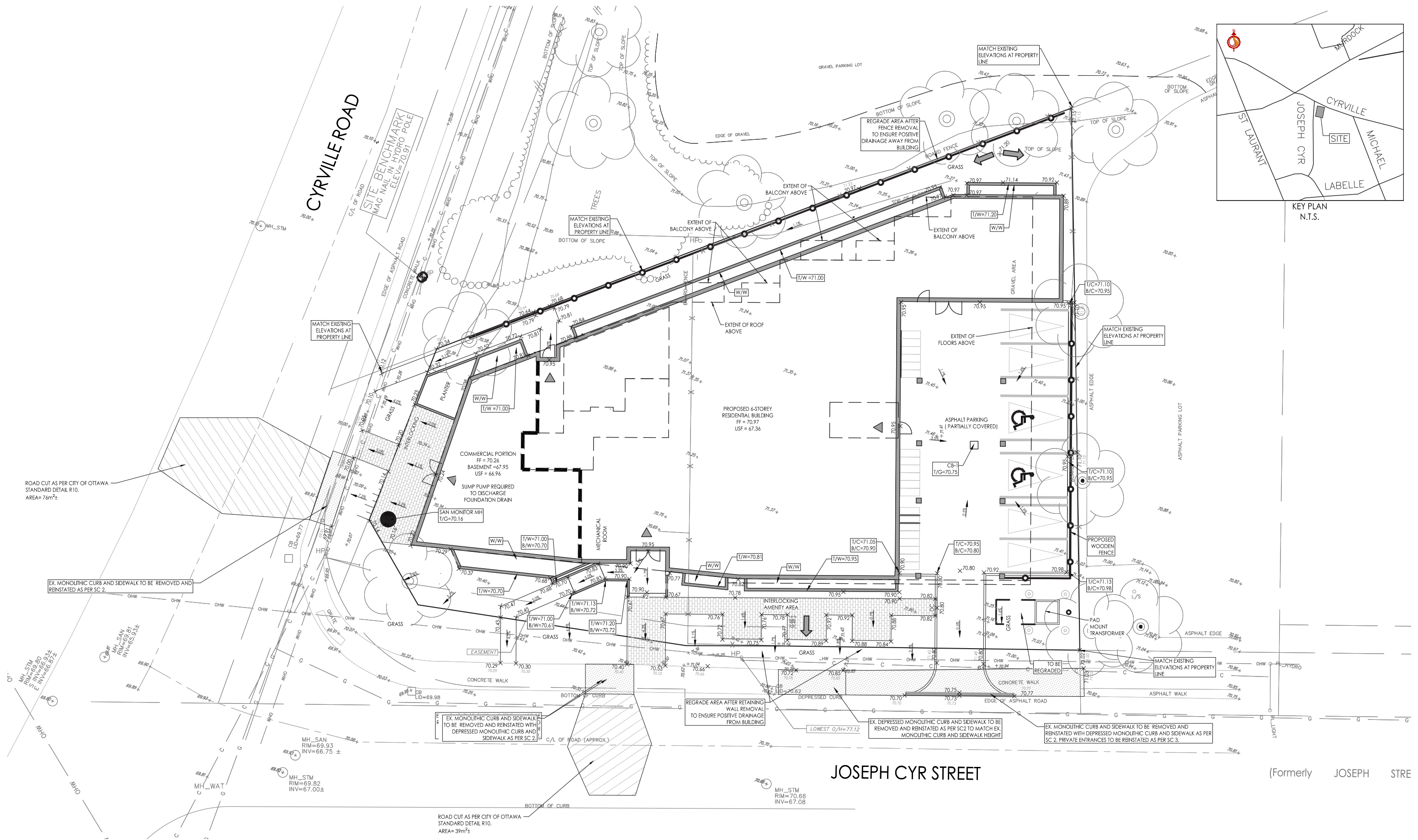


4:00pm



6:00pm





KEY PLAN  
N.T.S.

JOSEPH CYR STREET

(Formerly JOSEPH STRE

