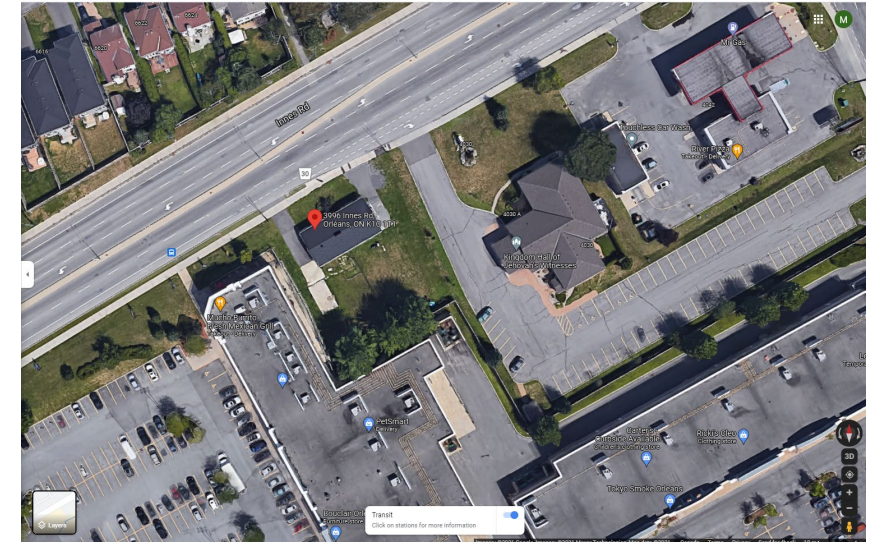
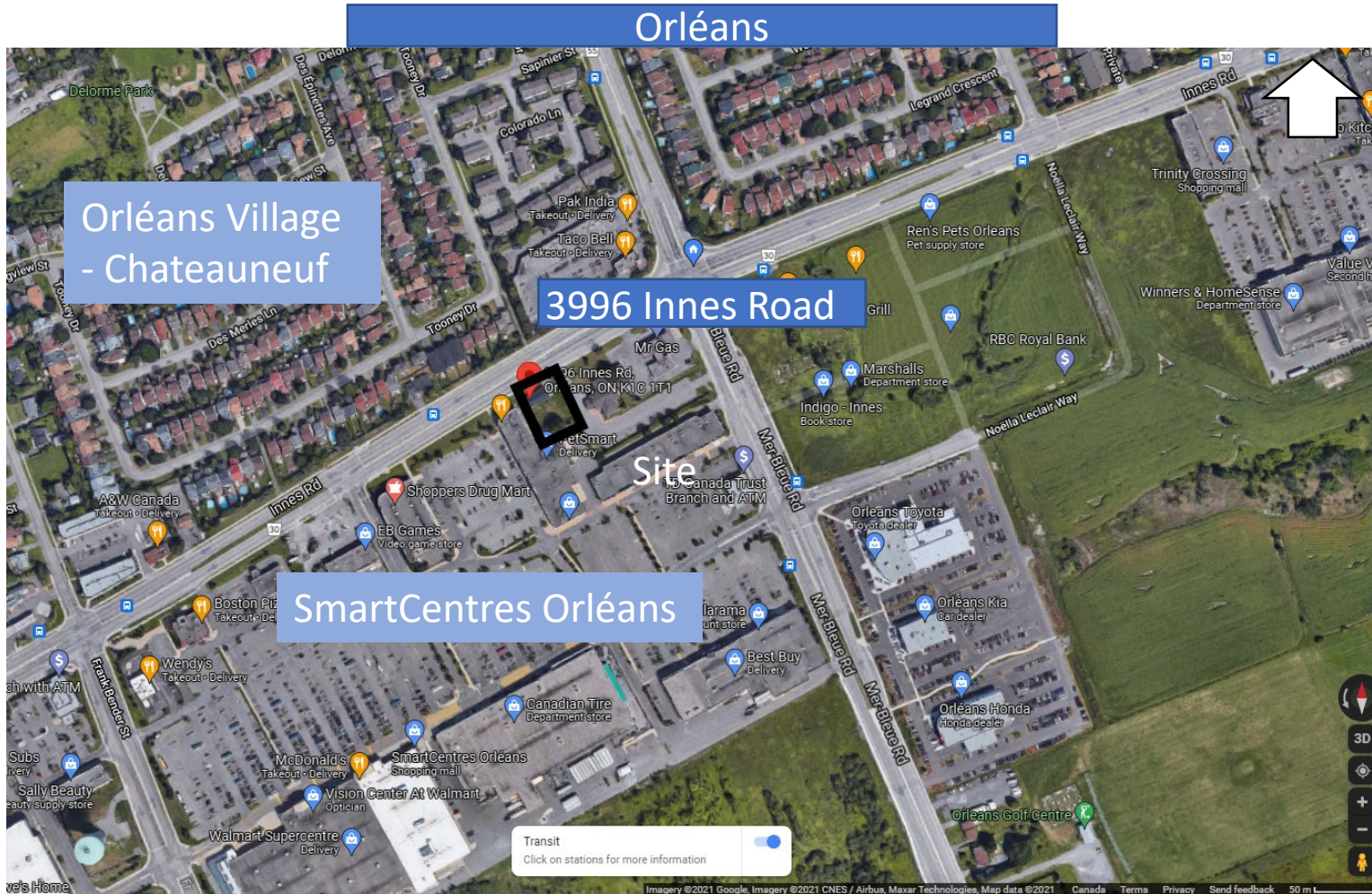


# 3996 Innes Road Site Plan Control Application UDRP Formal Submission

URBAN DESIGN REVIEW PANEL

Date: Friday, February 4<sup>th</sup> 2022

# Site Location and Broader Context



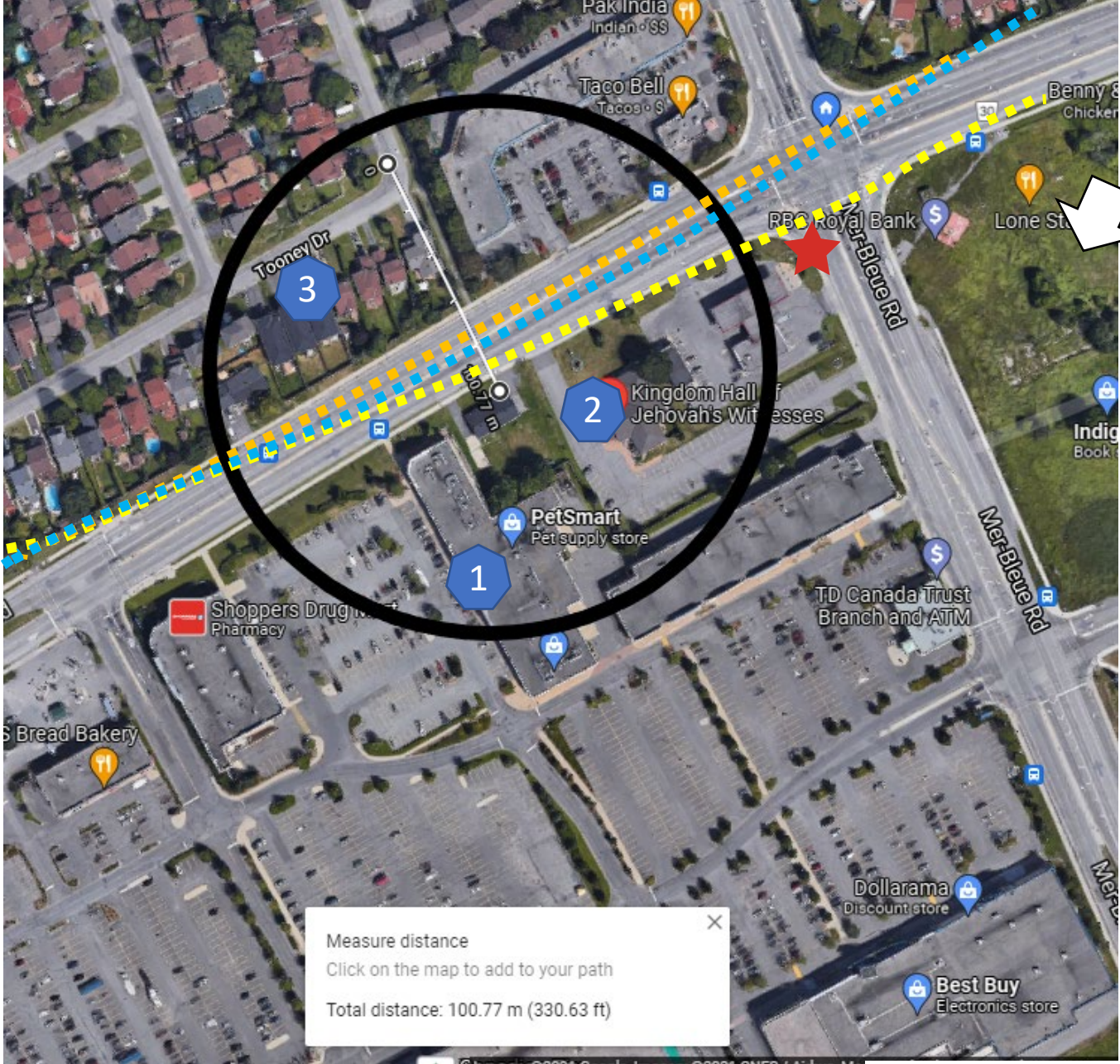
Aerial Views

Pierre Tabet architecte

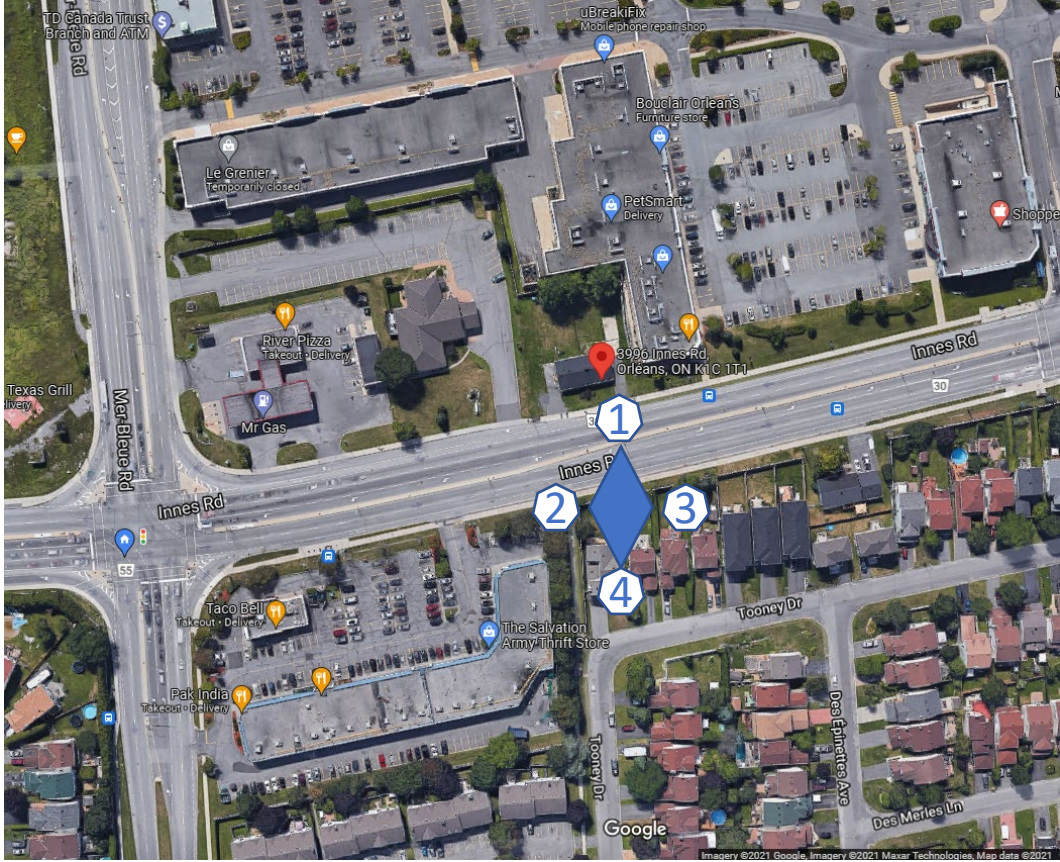
**JL** J.L. Richards  
ENGINEERS · ARCHITECTS · PLANNERS

# CONTEXT PLAN

- ■ ■ ■ 100 metre (m) Buffer
- ■ ■ ■ Transit
- ■ ■ ■ Arterial Road
- ■ ■ ■ Cycling route
- ★ Big Box Retail
- 100 m radius
- 1 Retail and eating establishments (SmartCentres Orléans)
- 2 Religious Institution (Kingdom Hall of Jehovah's Witnesses)
- 3 Single dwellings (Orléans Village / Chateauneuf)

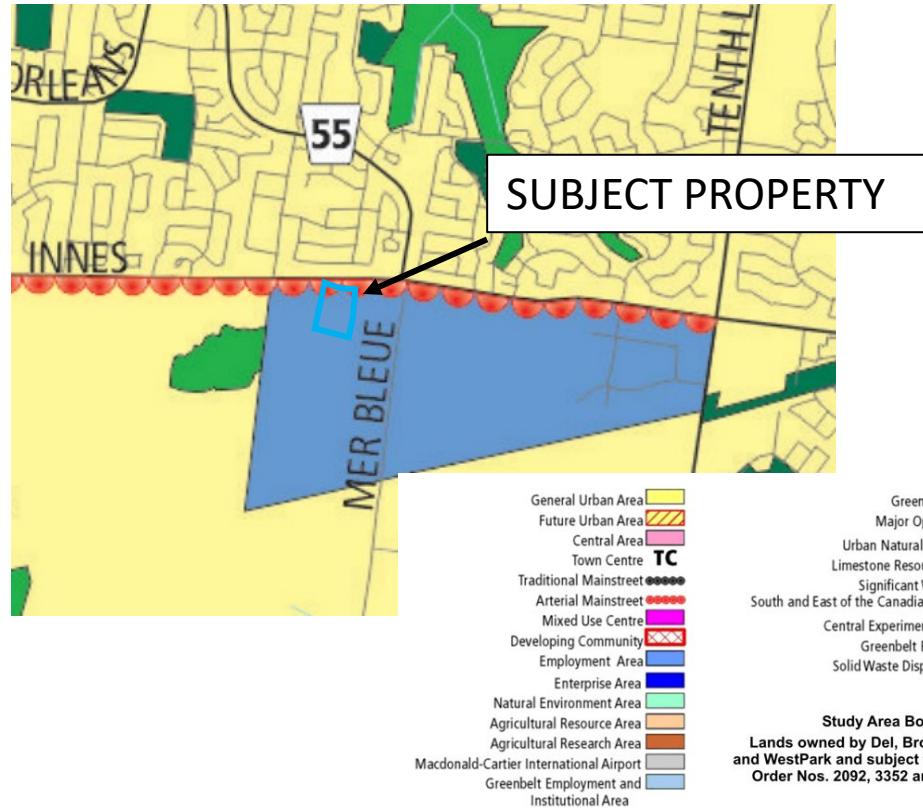


# Existing Conditions & Surrounding Context



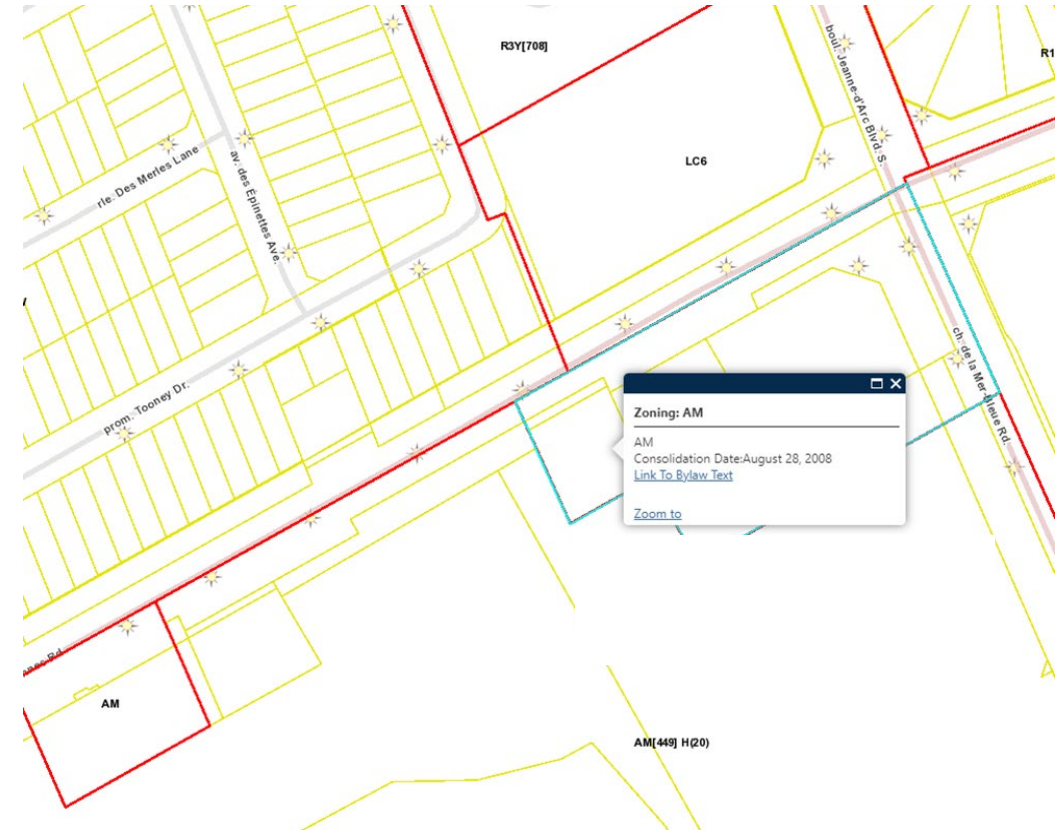
3996 Innes Road

# Ottawa Official Plan



City of Ottawa Official Plan –  
Schedule B Urban Policy Plan

# Zoning By-law 2008-250: Arterial Mainstreet (AM) Zone



Source: Geotowa

Pierre Tabet architecte

## PROJECT DESCRIPTION

The subject parcel is approximately 1 524.64 sq. m. and is located at 3996 Innes Road in the community known as Orléans. The site is currently occupied by a detached dwelling immediately abutting a religious institution and SmartCentres Orléans commercial plaza. More specifically, 3996 Innes Road is bounded by Innes Road and a low-density residential subdivision referred to as Orléans Village / Chateaufort (north), SuperCentres Orléans commercial plaza (south and west), and a religious institution known as Kingdom Hall of Jehovah's Witness (east).

The development will consist of a 5-storey mixed use building. The ground floor would consist of 449.2 sq. m. of commercial space including a medical clinic and retail use (pharmacy). Storeys 2-4 would include 18 apartment units ranging in size from 64.15 sq. m. to 80.7 sq.m. Units at the rear of the building include an outdoor balcony whereas units fronting Innes Road include an opening with railing. The top floor includes two penthouse units approximately 180 sq. m. in size each with a large roof top terrace. High quality building materials are being proposed which are similar in style to recent (similar) medical buildings built along this same roadway.

A total of 34 vehicular parking spaces are being provided (2 accessible and 2 EV spaces). In addition, 12 bicycle parking spaces have been included.

## SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

- The site comprises an older detached dwelling that is out of character with this segment of Arterial Road (Innes Road).
- Majority of the abutting lands consist of the SmartCentres Orléans commercial plaza (mix of retail, eating establishments, etc.).
- Two similar properties were recently developed into medical facilities similar in style (no residential component) at
- The property is designated Employment Area.
- Innes Road abutting this site is a divided four lane Arterial Mainstreet with cycling and transit services.
- The zoning of the site is Arterial Mainstreet Zone (AM). The Site Plan Control Application conforms to the AM zone requirements.

## SUMMARY AND RESPONSE TO CITY OF OTTAWA POLICY AND DESIGN GUIDELINES

The site is designated Employment Area and fronts an Arterial Mainstreet.

The Urban Design Guidelines for Development along Arterial Mainstreets were approved by Council in 2006 and their purpose is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

### **Section 2.5.1 – Designing Ottawa**

This section provides direction on patterns, locations of land uses and issues related to urban design to be sensitive to and compatible with existing communities. The Official Plan requires that all development applications be evaluated in the context of Section 2.5.1. The following table offers a response to how the proposed development addresses the design objectives:

Design Objectives	How the Proposed Development Meets the Objectives
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed mixed-use building will provide 20 apartment units (mix of 1 and 2 bedroom units) including a medical clinic and pharmacy at the ground level.
2. To define quality public and private spaces through development.	The street edge will be landscaped and sidewalks have been incorporated into the design to provide connectivity between the street and building. The podium has been setback 3.0 m from the front lot line (pre road widening) to provide as much separation from the busy arterial road traffic.

Design Objectives	How the Proposed Development Meets the Objectives
3. To create places that are safe, accessible and are easy to get to and move through.	Sidewalks connecting the street to the building have been incorporated. Accessible spaces have been located close to the building's main entry. Bicycle parking spaces have been placed in a location which will not interfere with vehicular or pedestrian traffic.
4. To ensure that new development respects the character of existing areas.	Innes Road is an Arterial Mainstreet comprised mostly of commercial (retail uses). Although the proposal will introduce a mixed-use form of development, the commercial uses within the podium are similar in style to recently completed medical facilities along Innes Road.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The redevelopment of the site contributes to achieving a more compact urban form. A wide range of new rental apartments will broaden housing choices in the area.
6. To understand and respect natural processes and features in development design.	Where possible, existing trees will be retained along the periphery of the site and new trees and landscaping will be added as part of the site plan.
7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.	Energy efficient building materials and systems will help to minimize the energy impact of this development.

Section 4.11 – Urban Design and Compatibility provides direction on how to assess development applications to ensure their integration into, and compatibility with, existing or planned community character and in the overall context of the OP.

### SUMMARY AND RESPONSE TO PRE-CONSULTATION FEEDBACK

A pre-application meeting was held with City Staff on 19 January 2021.

As an infill / redevelopment property there is limited opportunity for at grade amenity areas. The site plan includes amenity areas at the rear of the property (away from the busy arterial road) and existing trees will be retained along the rear property line, where possible. In addition, majority of the units have a private balcony.

As recommended during the pre-application meeting, the design includes an underground parking garage and is taking advantage of the shared parking provisions for non-residential and visitor parking spaces in order to free up more site area for landscaping, planting, and amenity area.

As recommended bicycle parking spaces for residents and commercial tenants have been provided in the underground parking garage. Furthermore, visitor and commercial patron bicycle racks have also been provided outside adjacent the building.

As illustrated in the “Alternative Massing Options” orienting the building to the street (with its long axis facing the street) with the use of carriageway to bring vehicles to the rear of the building was ruled out as the site is very narrow and a carriageway poses complications with loading and unloading vehicles and design constraints. However, the ground floor podium has been recessed back 3.0 m from the front lot line (pre road widening) to provide as much separation from the busy arterial road traffic and provides an opportunity for landscaping and pedestrian linkage.

# Alternative Massing Options



Alternative Massing Option 1



Alternative Massing Option 2

## Site Plan Massing Options



Architectural Renderings –  
Street View



Pierre Tabet architecte



Architectural Renderings –  
Aerial View



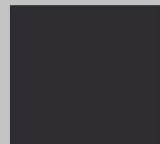
Architectural Renderings –  
Building Materials



Fiber cement panels  
Off-white color



Prodex wood cladding  
panels rustik finish



Aluminum panels  
charcoal color



Corrugated metal sheets  
charcoal color



SOUTH WEST ELEVATION



NORTH WEST ELEVATION

T/O PARAPET 18.6m (ROOF ACCESS)

T/O PARAPET 16.3m

ALUM. CAP FLASHING  
w/ ACCENT & DRIP  
PRE-FIN. ALUM. CLAD  
OVER STEEL FRAMING

T/O FIFTH FLOOR

36" HIGH ALUM. GLASS PANEL RAILING (GRAY)  
FIXED ON 6" CONCRETE PARAPET  
PRE-FIN. ALUM. CLAD  
FLASHING OVER

T/O FOURTH FLOOR

T/O THIRD FLOOR

ALUMINUM WINDOWS





T/O SECOND FLOOR

CURTAIN WALL

T/O GROUND FLOOR

42" HIGH ALUM. GLASS PANELS  
RAILING (GRAY) PRE-FIN. ALUM. CLAD  
FLASHING OVER

**MATERIALS LEGENDE**

-  FIBER CEMENT PANELS OFF-WHITE COLOR.
-  PRODEX WOOD CLADDING PANELS RUSTIK FINISH.
-  ALUMINUM PANELS CHARCOAL COLOR.
-  CORRUGATED METAL SHEETS CHARCOAL COLOR.







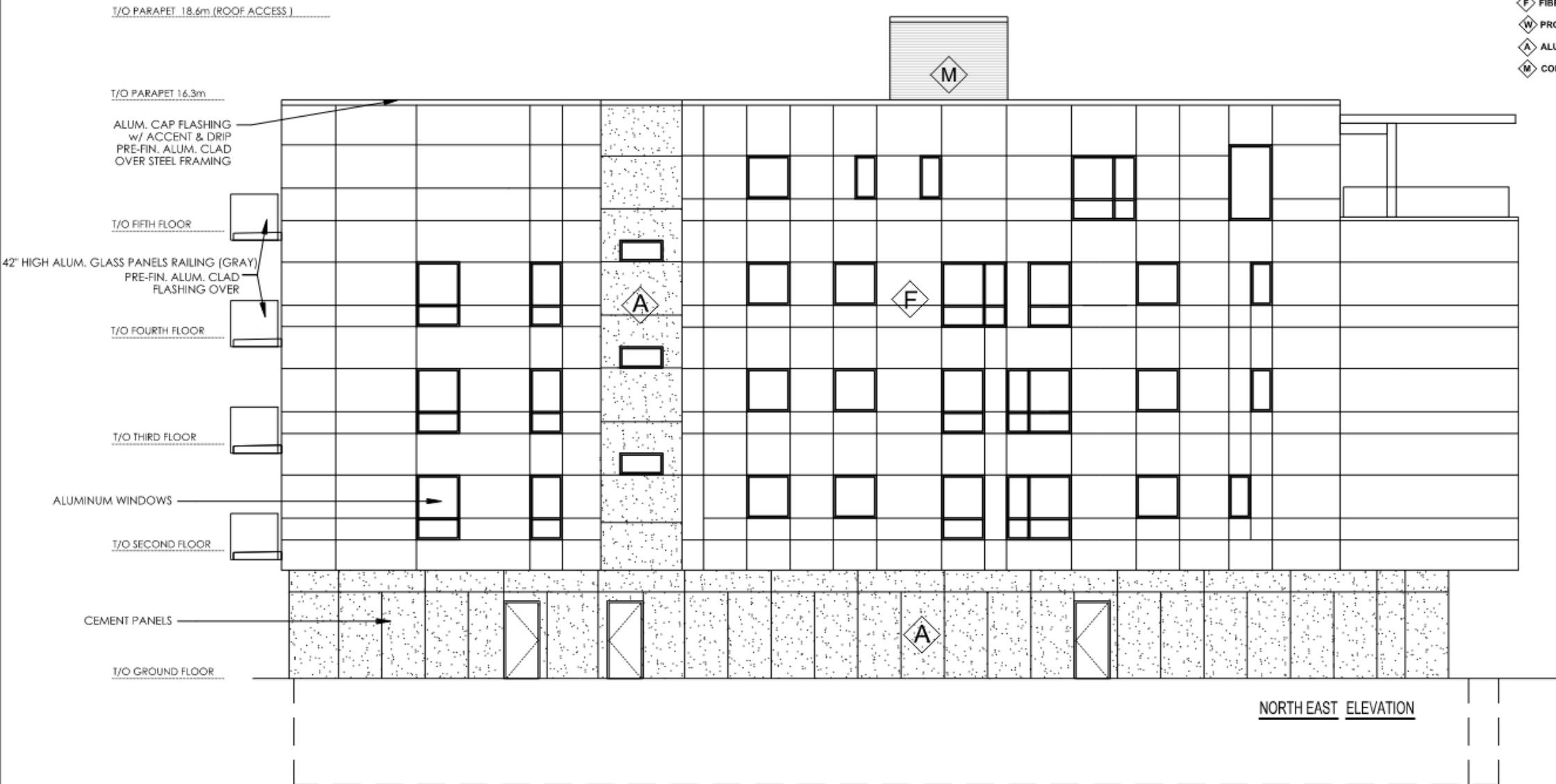
14" HIGH CHANNEL LETTER SIGN (BLACK ALUMINUM)  
BACKLITE (HALO LIGHTING)  
STANDARD FONT

**SOUTH WEST ELEVATION**

# Building Elevations & Materials



- MATERIALS LEGENDE**
-  FIBER CEMENT PANELS OFF-WHITE COLOR.
  -  PRODEX WOOD CLADDING PANELS RUSTIK FINISH.
  -  ALUMINUM PANELS CHARCOAL COLOR.
  -  CORRUGATED METAL SHEETS CHARCOAL COLOR.







**NORTHEAST ELEVATION**

# Building Elevations & Materials



**MATERIALS LEGENDE**

-  FIBER CEMENT PANELS OFF-WHITE COLOR.
-  PRODEX WOOD CLADDING PANELS RUSTIK FINISH.
-  ALUMINUM PANELS CHARCOAL COLOR.
-  CORRUGATED METAL SHEETS CHARCOAL COLOR.

T/O PARAPET 18.6m (ROOF ACCESS)

T/O PARAPET 18.6m (ROOF ACCESS)

T/O PARAPET 16.3m

T/O PARAPET 16.3m

OVER STEEL FRAMING  
PRE-FIN. ALUM. CLAD  
w/ ACCENT & DRIP  
ALUM. CAP FLASHING

ALUM. CAP FLASHING  
w/ ACCENT & DRIP  
PRE-FIN. ALUM. CLAD  
OVER STEEL FRAMING

T/O FIFTH FLOOR

T/O FIFTH FLOOR

FLASHING OVER  
PRE-FIN. ALUM. CLAD  
FIXED ON 6" CONCRETE PARAPET  
36" HIGH ALUM. GLASS PANEL RAILING (GRAY)

36" HIGH ALUM. GLASS PANEL RAILING (GRAY)  
FIXED ON 6" CONCRETE PARAPET  
PRE-FIN. ALUM. CLAD  
FLASHING OVER

T/O FOURTH FLOOR

T/O FOURTH FLOOR

FLASHING OVER  
PRE-FIN. ALUM. CLAD  
42" HIGH ALUM. GLASS PANELS RAILING (GRAY)

42" HIGH ALUM. GLASS PANELS RAILING (GRAY)  
PRE-FIN. ALUM. CLAD  
FLASHING OVER

T/O THIRD FLOOR

T/O THIRD FLOOR

ALUMINUM SLIDING DOOR  
BALCONY ACCESS

ALUMINUM WINDOWS

T/O SECOND FLOOR

T/O SECOND FLOOR

CURTAIN WALL

CURTAIN WALL

T/O GROUND FLOOR

T/O GROUND FLOOR

**SOUTH EAST ELEVATION**

**NORTH WEST ELEVATION**

# Building Elevations & Materials



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pierretabetarchitecte.com

Building Massing and Figure-ground relationship



Building Massing and Figure-ground relationship





Building Massing and Figure-ground relationship

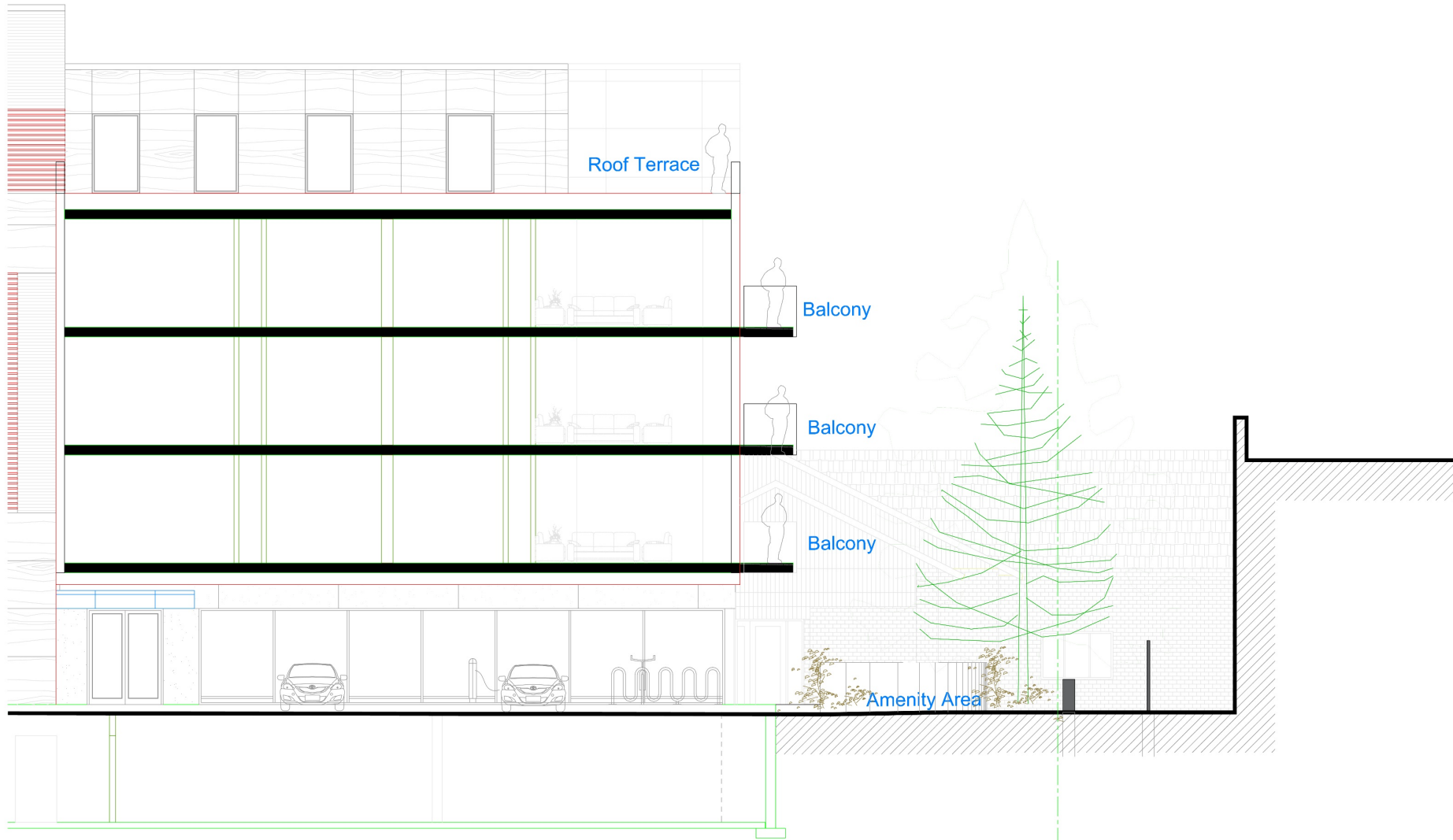


Building Massing and Figure-ground relationship

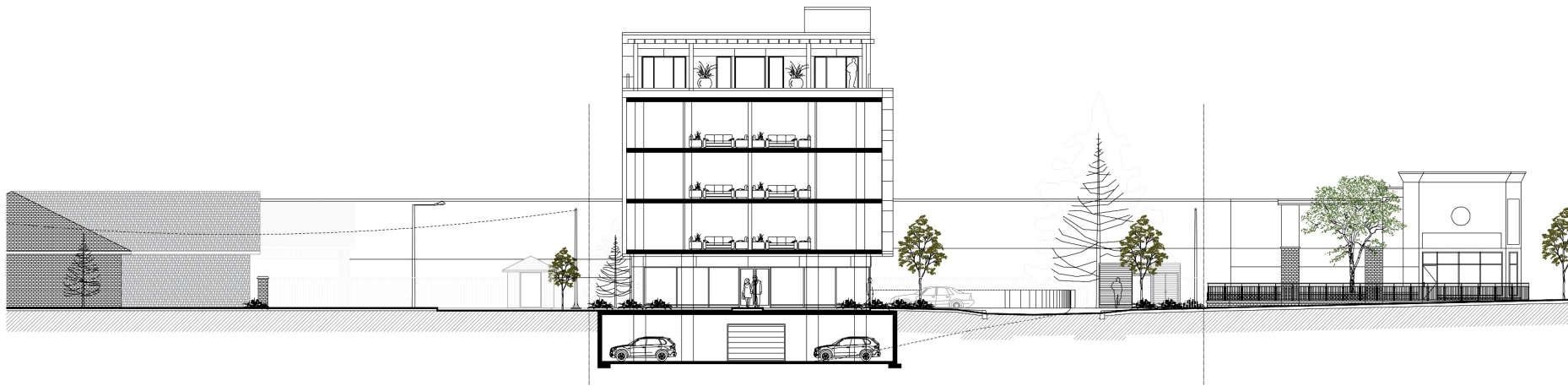
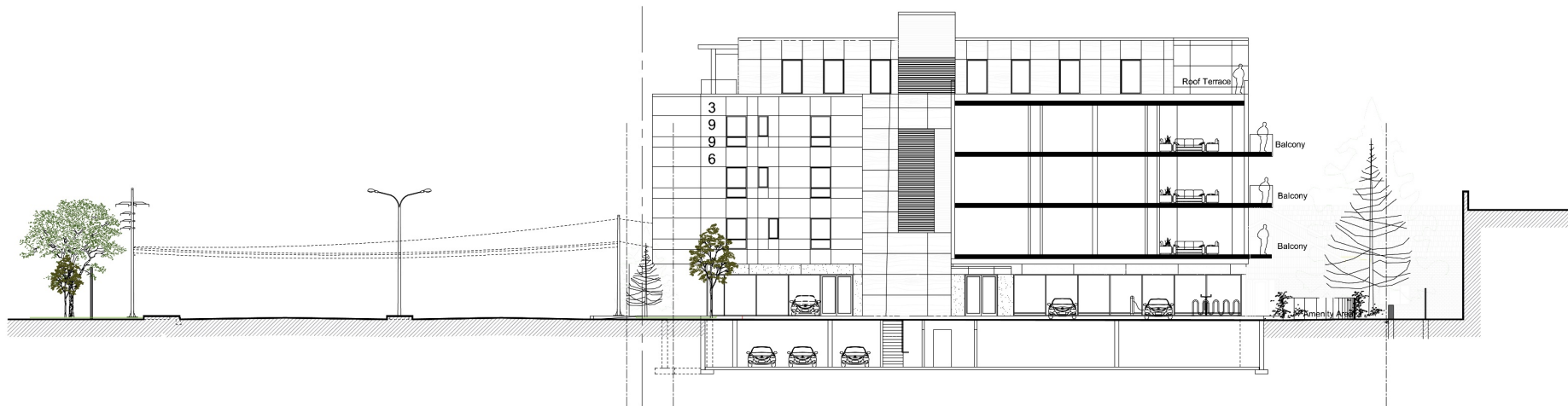




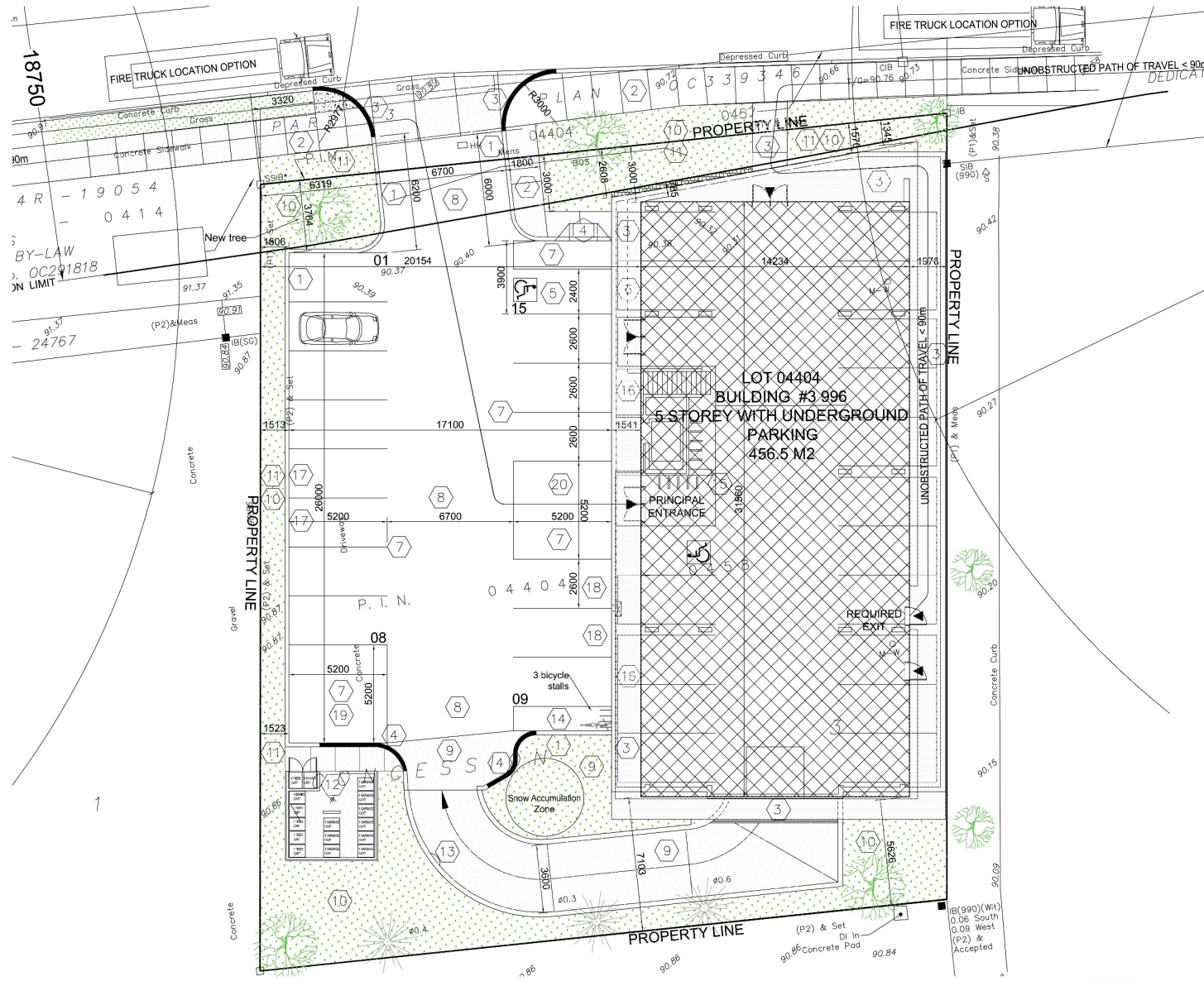
## Relationship to the public Realm Podium Level



# Amenity areas



# Streetscape Sections



**BUILDING CODE ANALYSIS**

- 5 STOREYS MIXED USE BUILDING WITH BASEMENT FACING 1 STREET
- PARTS 3 OF OBC 2017. USE: GROUP "E", "D", "C" & F3
- C CLASSIFICATION:
  - 3.2.2.43. Group C, up to 4 Storeys, Sprinklered
  - 3.2.2.51. Group D, up to 4 Storeys, Sprinklered
  - 3.2.2.57. Group E, up to 4 Storeys, Sprinklered
  - 3.2.2.74. Group F, Division 3, up to 4 Storeys
- NONCOMBUSTIBLE CONSTRUCTION.
- OCCUPANCY:
  - BASEMENT - CAR PARK
  - 1ST FLOOR - PHARMACY AND MEDICAL FACILITY
  - UPPER FLOORS - RESIDENTIAL
- BUILDING AREA: 586.9m<sup>2</sup> / 6313.7 sq.ft.
- GROSS FLOOR AREA:
  - BASEMENT 88.9 m<sup>2</sup>; 1ST FLOOR 46.5 m<sup>2</sup>; TYPICAL FLOORS 206.4 m<sup>2</sup>; 616.8 m<sup>2</sup> (4 FLOORS); FIFTH FLOOR 40.0 m<sup>2</sup>.
  - TOTAL GROSS FLOOR AREA 509.8 m<sup>2</sup> / 5479.2 sq.ft.
- FIRST FLOOR FIRE SEPARATION: 2HR FIRE RESISTANCE REQUIRED CW VERTICAL STRUCTURAL COMPONENTS
- SECOND FLOOR FIRE SEPARATION: 2HR FIRE RESISTANCE RATING REQUIRED BETWEEN GROUP "E" AND GROUP "C" CW VERTICAL STRUCTURAL COMPONENTS
- FIRE SEPARATION RATING FOR TYPICAL FLOORS: 1HR FIRE REQUIRED CW VERTICAL STRUCTURAL COMPONENTS
- 3HR FIRE RESISTANCE REQUIRED BETWEEN PUBLIC CORRIDOR AND THE RESIDENTIAL UNITS
- 1HR FIRE RESISTANCE AND 55STC REQUIRED BETWEEN ELEVATOR AND THE RESIDENTIAL UNITS.
- FIRE RESISTANCE FOR ROOF: NOT REQUIRED FOR NONCOMBUSTIBLE CONST.
- PLUMBING EQUIPMENTS:
- 1 WASHROOM MIN. PER RESIDENTIAL UNIT REQUIRED AND ONE PUBLIC HANDICAP 2 WASHROOM PROPOSED FOR FIRST FLOOR RETAIL AND MEDICAL FACILITY THAT INCLUDE 1 FOR HANDICAPS.
- 2 STANDARD WASHROOM ARE PROPOSED FOR BASE FLOORS ONLY.
- BARBER FREE PATH OF TRAVEL PROVIDED FOR ALL FLOORS ACCORDING TO SECTION 3.8.

BASEMENT GROSS FLOOR AREA : 586.9 M2  
 COMMERCIAL GROSS FLOOR AREA : 456.5M2  
 (CLINIC NET AREA: 200 M2) (PHARMACY NET AREA : 169.2 M2)  
 RESIDENTIAL GROSS FLOOR AREA : 2 066.4 M2

GROSS FLOOR AREA OF RESIDENTIAL SUITES

SUITE 201, 301, 401	SUITE 203, 303, 403	SUITE 205, 305, 405	SUITE 501
76.3M2	77.6M2	69.0M2	187.1M2
SUITE 202, 302, 402	SUITE 204, 304, 404	SUITE 206, 306, 406	SUITE 502
76.3M2	64.15M2	80.7M2	173.5M2

AREA (C) OF SCHEDULE A1 ZONING BY LAW NO 2006-250

PARKING TYPE	RATE	UNIT	PARKING REQUIRED
DWELLING UNITS IN MIXED USE BUILDING (TABLE 101-R10)	1 Stall/dwelling unit	20 units	20 Stalls
VISITOR PARKING (TABLE 102)	0.2 Stall/dwelling unit	20 units	4 Stalls
MEDICAL FACILITY (table 101-N15)	4 Stalls / 100m <sup>2</sup> of GFA	200 m <sup>2</sup>	8 Stalls
RETAIL USE (PHARMACY)	3.4 Stalls/ 100m <sup>2</sup>	175 m <sup>2</sup>	6 Stalls
10% REDUCTION AS PER SEC 10.1 (C)	-10%	20 units	2 Stalls
SHARED PARKING REDUCTION (WEEKDAY AFTERNOON (TABLE 106) (15% of retail stalls)	-15%	20 units	2 Stalls

34 PARKING STALLS PROVIDED IN THE BASE BUILDING INCLUDE 2 ACCESSIBLE

ZONING MECHANISMS - AM ZONE

DESCRIPTION	REQUIREMENTS	PROVIDED
MINIMUM LOT AREA	NO MINIMUM	1 524.64m <sup>2</sup>
MINIMUM LOT WIDTH	NO MINIMUM	
FRONT YARD AND CORNER SIDE YARD	NO MINIMUM	1st FLOOR: 3m Others Floors: 1.3m
MINIMUM INTERIOR SIDE YARD	NO MINIMUM	1.875m
MINIMUM REAR YARD	NO MINIMUM	5.6m
MAXIMUM BUILDING HEIGHT	29m	18.6m
MAXIMUM FLOOR SPACE INDEX	2 or 3.5	
MINIMUM WIDTH OF LANDSCAPED AREA AROUND A PARKING LOT ABUTTING A STREET	3m	3m
MINIMUM WIDTH OF LANDSCAPED AREA AROUND A PARKING LOT NOT ABUTTING A STREET	1.5m	1.5m

BYCICLE PARKING SPACE TABLE

PARKING TYPE	RATE	UNIT	PARKING REQUIRED
MEDICAL FACILITY	1 per 100m <sup>2</sup> of GFA	200 m <sup>2</sup>	1 Space
RETAIL STORE (PHARMACY)	1 per 10m <sup>2</sup> of GFA	175 m <sup>2</sup>	1 Space
DWELLING UNITS IN A MIXED USE BUILDING (TABLE 101-R15)	0.5 /dwelling unit	20 units	10 Spaces
TOTAL			12 Spaces

- LEGEND**
- (1) CONCRETE CURB
  - (2) CONCRETE WALKWAY
  - (3) INTERLOCK SIDEWALK
  - (4) DEPRESSED SEEWALK
  - (5) PARKING SPACE FOR DISABLED
  - (6) MUNICIPAL SIGN FOR DISABLED PARKING
  - (7) PAINT MARKS
  - (8) ASPHALT
  - (9) CONCRETE SLAB FOR RAMP
  - (10) GRASS
  - (11) LANDSCAPED AREA
  - (12) 2m HEIGHT TRASH ENCLOSURE FOR CARTS
  - (13) WALL MOUNTED TRAFFIC MIRROR
  - (14) 3 OUTDOOR BICYCLE STALLS
  - (15) HANGON BICYCLE STALLS
  - (16) WALL MOUNTED LIGHTING ON BUILDING
  - (17) VISITOR PARKING SIGN
  - (18) ELECTRICAL CHARGING STATION
  - (19) GARBAGE TRUCK LOADING AREA
  - (20) DELIVERY TRUCK LOADING/UNLOADING

# Site Plan

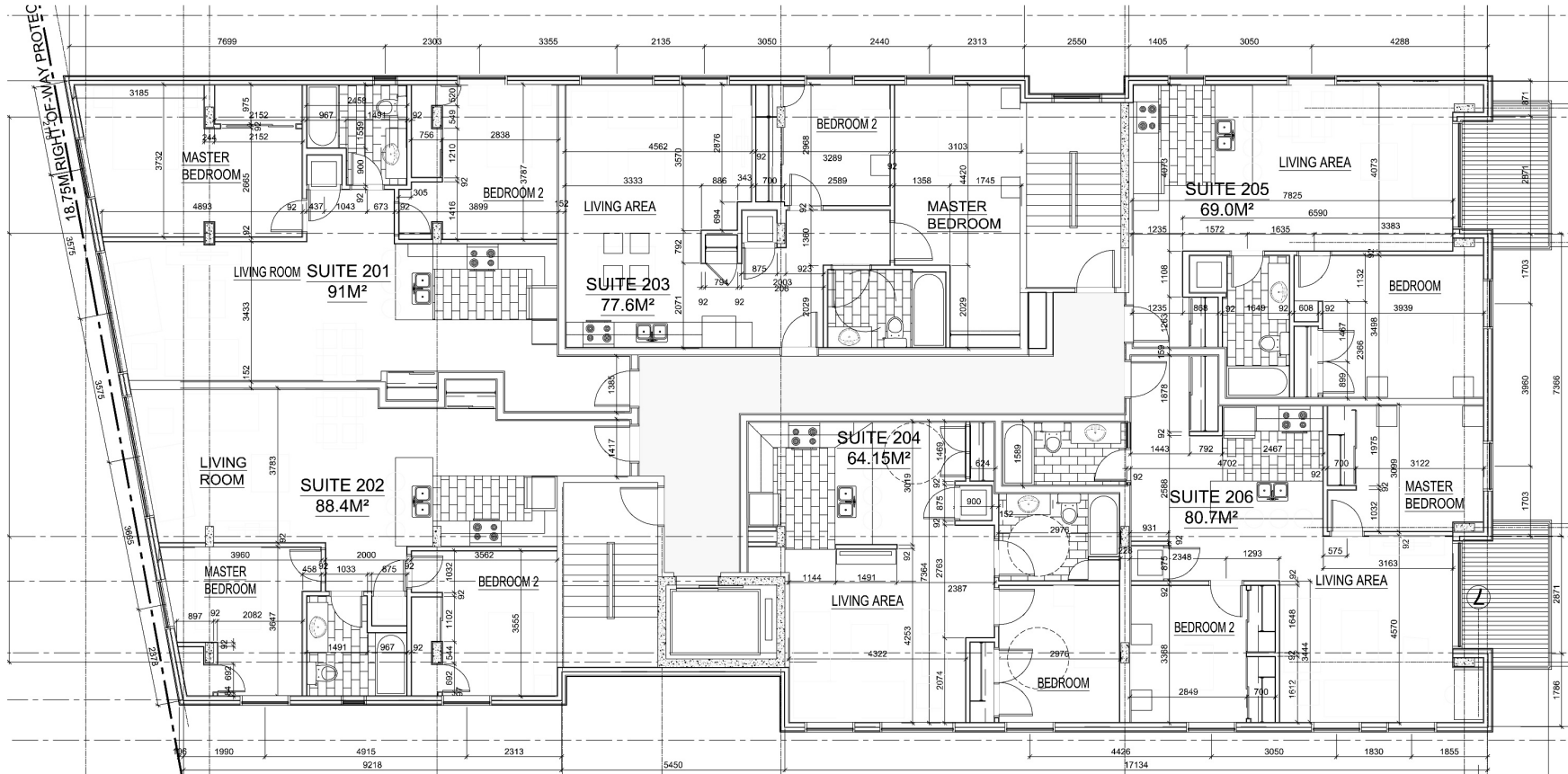


Site Plan – Aerial View

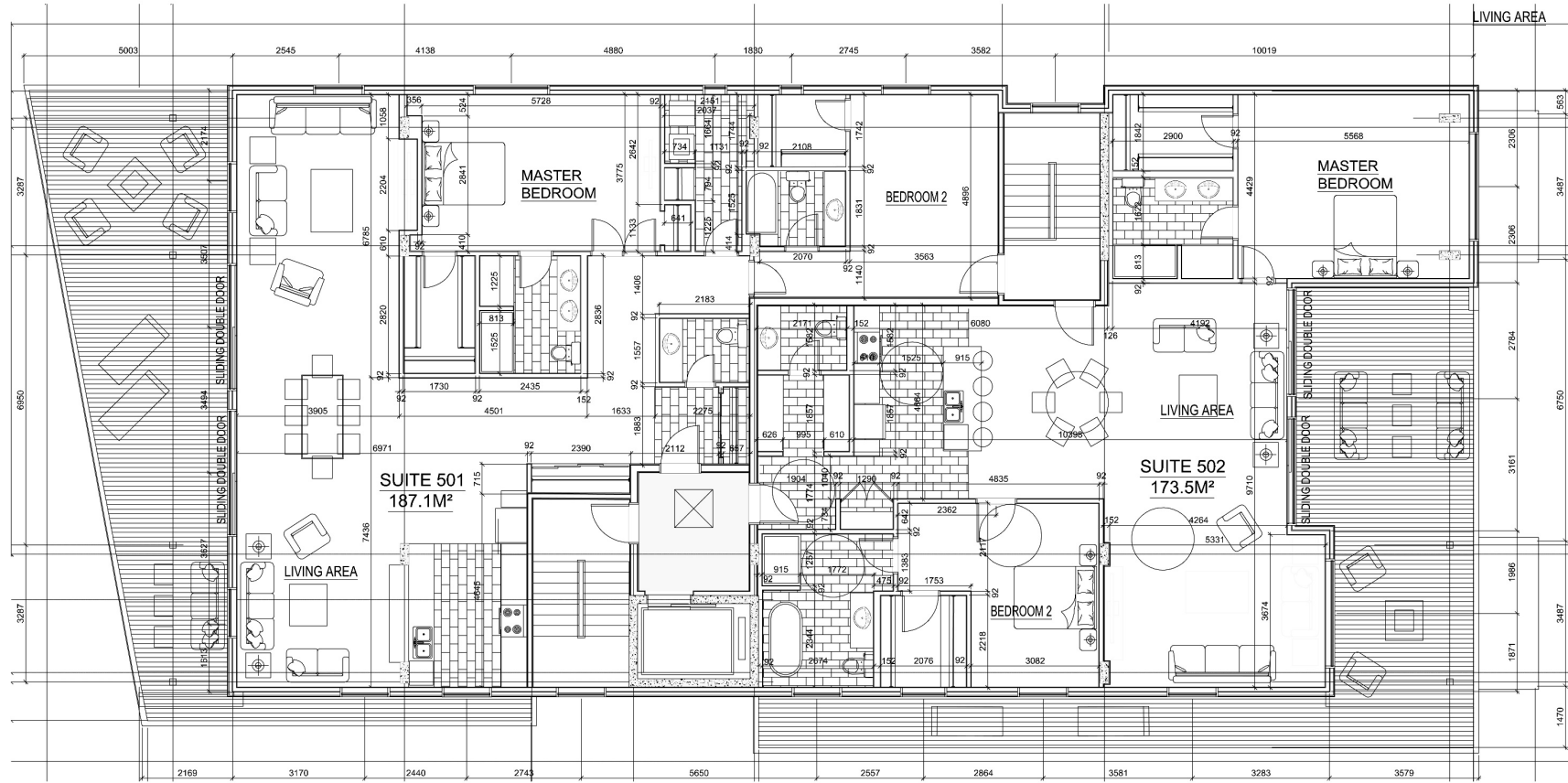








# Typical Floor Plan

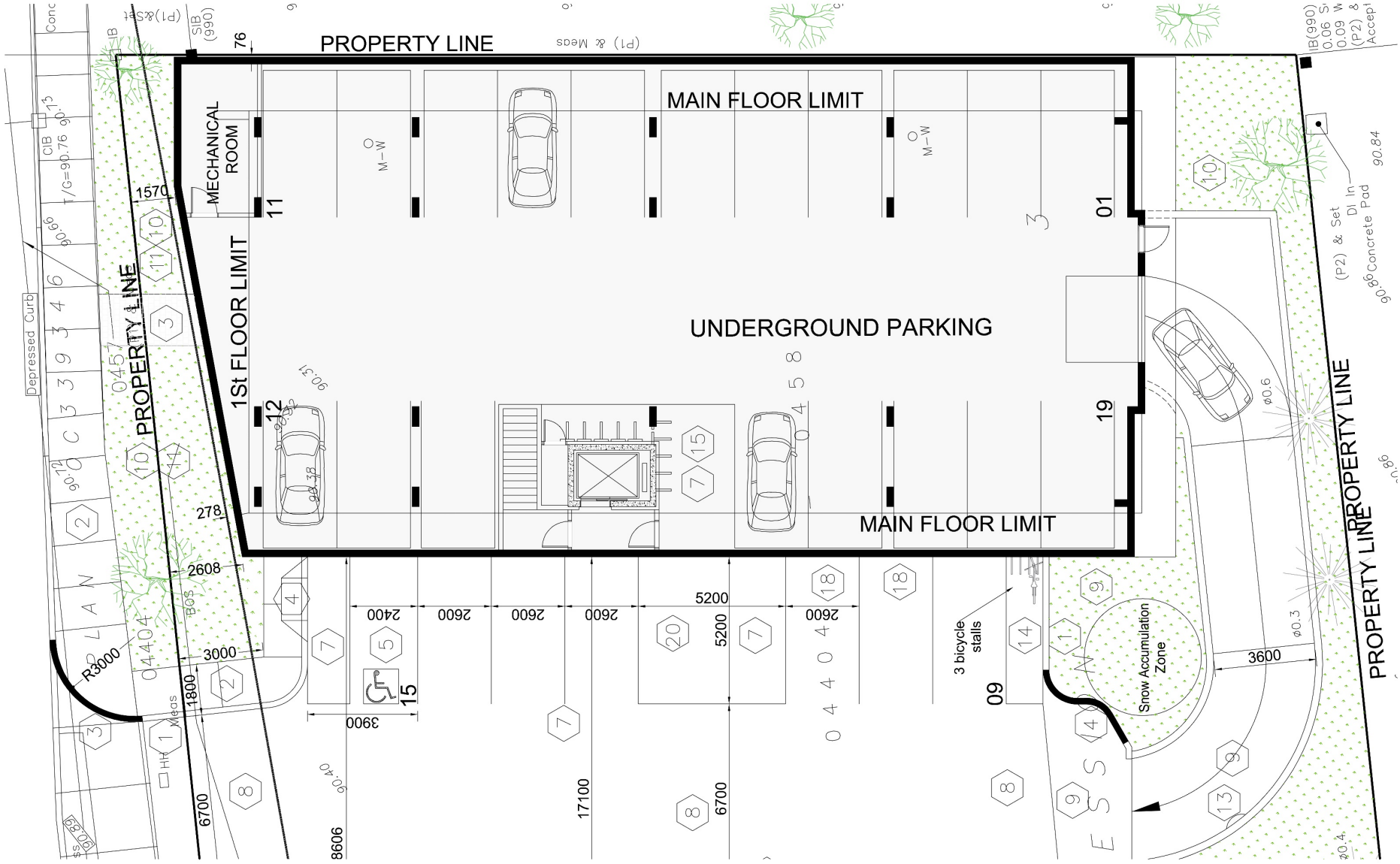


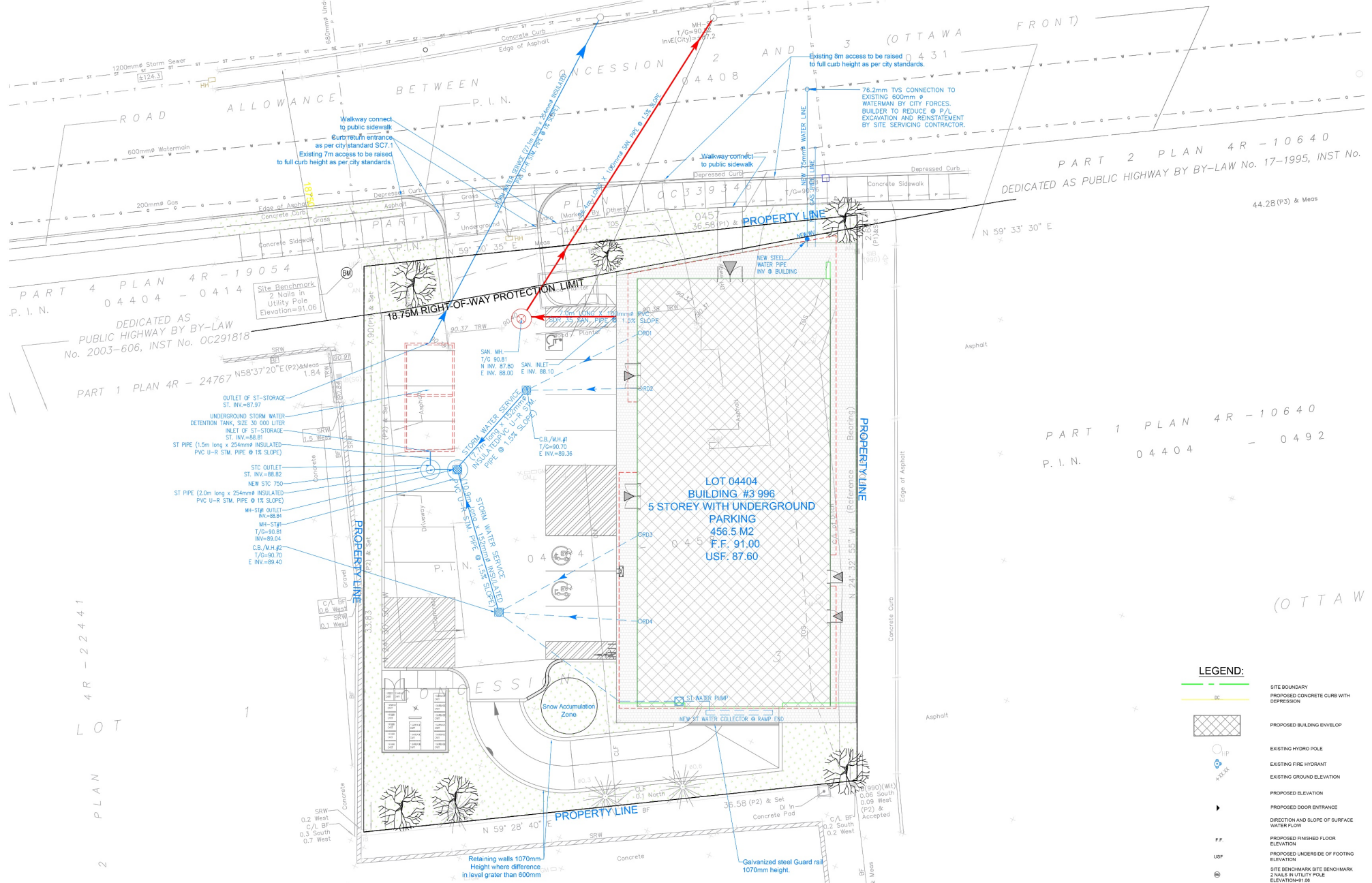
# Penthouse floor Plan

**JR**  
**J.L. Richards**  
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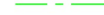








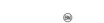


# Parking Floor Plan





# Site Servicing Plan

### LEGEND:

-  SITE BOUNDARY
-  PROPOSED CONCRETE CURBS WITH DEPRESSION
-  PROPOSED BUILDING ENVELOP
-  EXISTING HYDRO POLE
-  EXISTING FIRE HYDRANT
-  EXISTING GROUND ELEVATION
-  PROPOSED ELEVATION
-  PROPOSED DOOR ENTRANCE
-  DIRECTION AND SLOPE OF SURFACE WATER FLOW
-  PROPOSED FINISHED FLOOR ELEVATION
-  PROPOSED UNDERSIDE OF FOOTING ELEVATION
-  SITE BENCHMARK: 2 HALLS IN UTILITY POLE ELEVATION=91.06