



FOTENN

Urban Design Brief

3459 and 3479 St. Joseph Boulevard

22 July 2024



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1 Project Description

Developer

Charto Construction

Architect

Lemay Michaud

Planner

Fotenn Planning and Design

Project Summary

The proposed development is a Planned Unit Development, that is comprised of four residential buildings that collectively consist of 326 dwelling units. The buildings are divided into two typologies. Two buildings are rectangular in shape and six-storeys tall, containing 60 dwelling units each (ten units per floor). The two other buildings are L-shaped and include a six-storey section with 75 dwelling units, and a step down to a four-storey section with 28 dwelling units, adding up to 103 dwelling units in each L-shaped building.

The four buildings share 376 resident parking spaces located underground and an additional 68 at grade parking spaces for accessibility parking and visitors. Bicycle parking is found at grade and in the underground parking area for a total of 168 spaces. Collectively, the Gross Floor Area for all four buildings is 23,002.35 square metres, with a Floor Space Index of 1.29.

In addition to the four buildings on the subject property, the site includes 1,838.5 square metres of accessible green space, 1,025.5 square metres of total balcony area, and 178.5 square metres of communal interior amenity space. This includes a centrally located courtyard space on top of the entrance to the underground parking facility.

Key Statistics

/ **Heights:** 6-storeys (20.0 metres)

/ **Residential Units:** 326 units

/ **Dwelling Type:** 172 1-bedroom, 154 2-bedroom

/ **Vehicle Parking:** 444 (378 residential, 66 visitor)

/ **Amenity Area:** 2,223.85 square metres

/ **Communal Amenities:** 3,042.5 square metres

Proposal Rendering



Rendering of proposed development, looking north, down the private driveway from St. Joseph Boulevard.

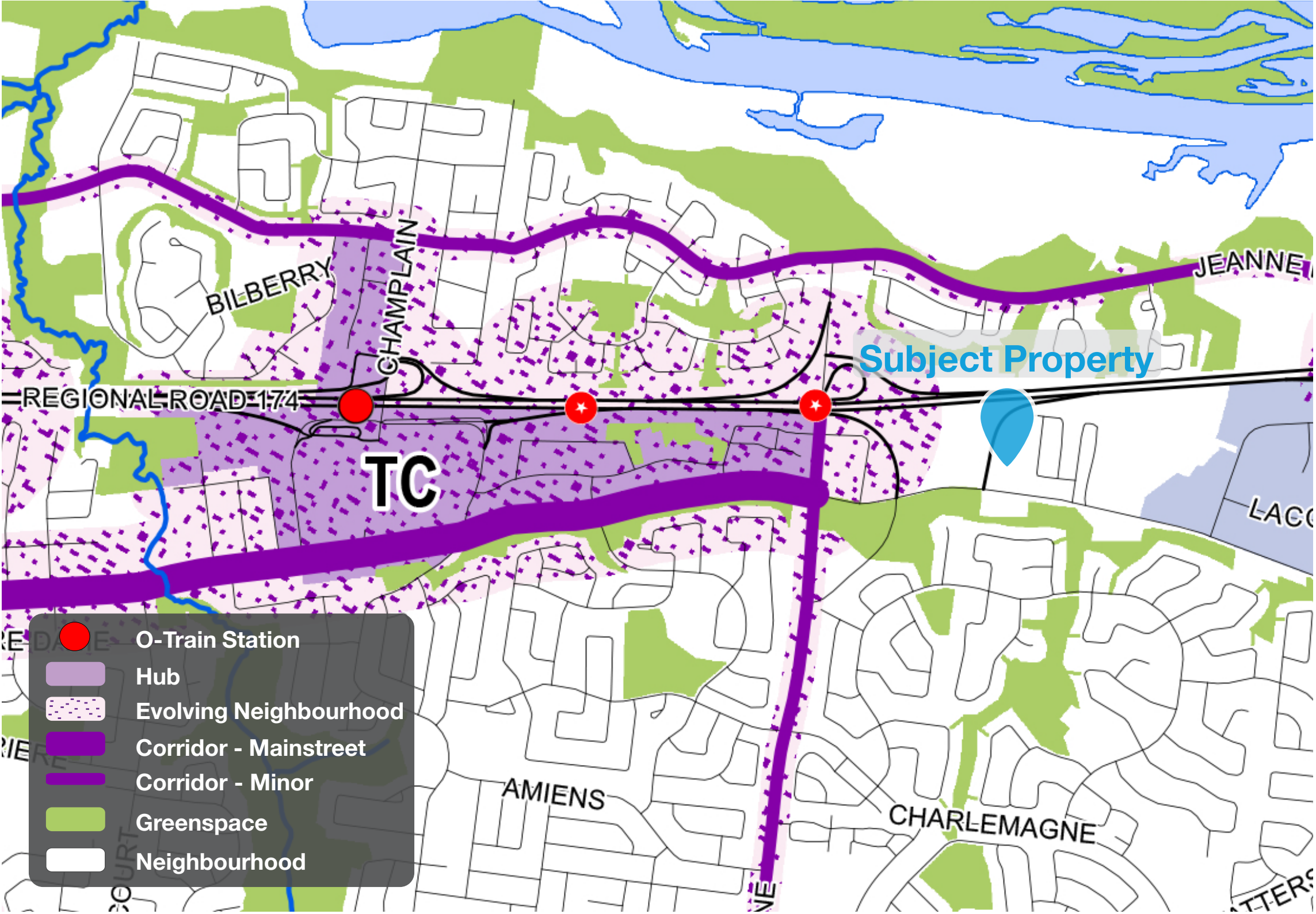
Proposal Rendering



Rendering of proposed development, looking north-west from from St. Joseph Boulevard.

2 Design Directives

Policy Context - Official Plan



Schedule B8 — Suburban East Transect, City of Ottawa Official Plan

The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

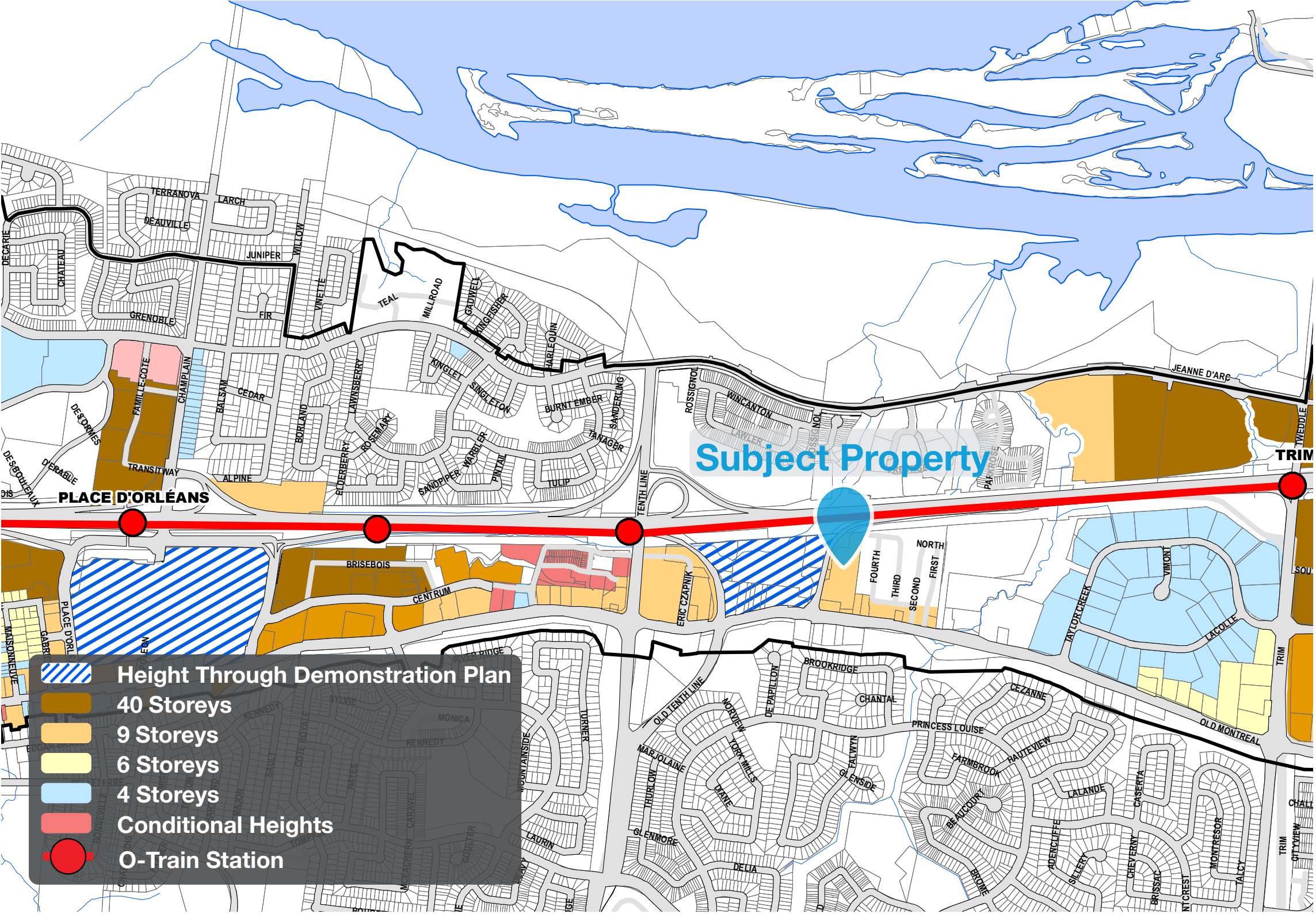
Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

Policy Context - Orleans Corridor Secondary Plan

The subject property is located within the Orleans Corridor Secondary Plan. The Secondary Plan was approved in 2023 and is presently under appeal.

As identified on Schedule B, the Secondary Plan permits heights up to 9-storeys. Further, the subject property is designated Neighbourhood. The Neighbourhood designation defers to the underlying Neighbourhood policies found in the Official Plan with regards to uses, and other provisions (other than height).

The proposed design, contemplates a mid-rise planned unit development, which is a permitted use within the Official Plan and Secondary Plan.



Schedule B — Maximum Building Heights, Orleans Corridor Secondary Plan.

Policy Context - Design Guidelines



Urban Design Guidelines for Greenfield Neighbourhoods

These design guidelines illustrate the City's expectations during the development review process for greenfield neighbourhoods within the Urban Area of the City of Ottawa. The following design guidelines are applicable to the development:

/ **Layout**

- Incorporate landform features and topography in the design
- Coordinate higher density residential units around neighbourhood focal points

/ **Site Design**

- Mix various types of housing on each street
- Screen at-grade structured parking

/ **Access:**

- Vehicles: laneway to min. pedestrian conflicts

Map 1 - Cycling Network, City of Ottawa Transportation Masterplan



Transit-Oriented Design Guidelines

These guidelines are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. The following selected guidelines are applicable to the proposed development:

/ **Land Use**

- Transit-supportive, being high-density residential with commercial spaces at grade

/ **Built Form**

- Create highly visible landmarks through building design, easily identified and located
- Set tower back from the property line to provide space for pedestrians and landscaping

/ **Parking**

- Parking is located underground and in at the side/rear of the property

3 Site, Context, & Analysis

Subject Property

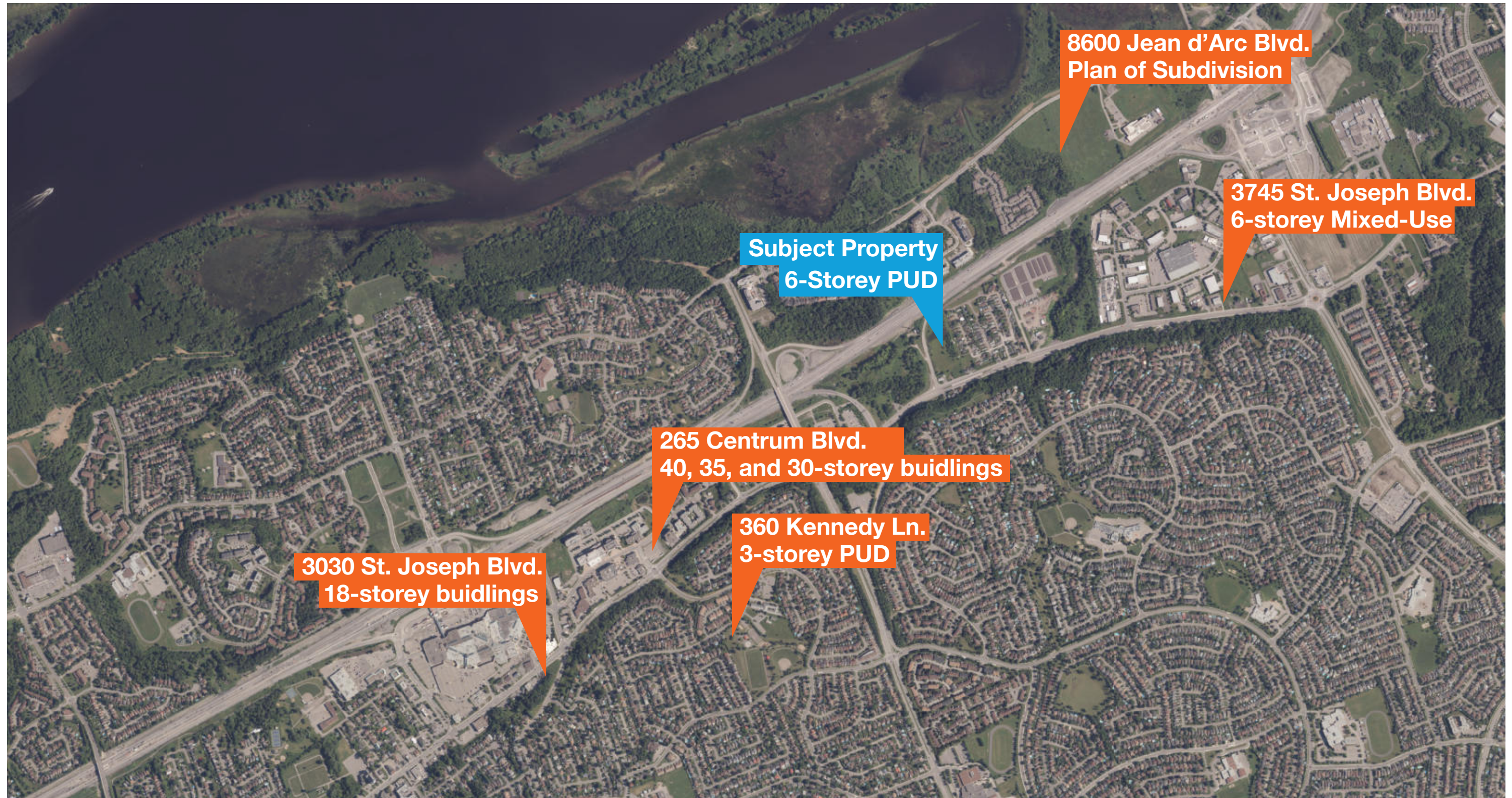


Aerial image of the subject property, the surrounding area, and proximity to future rapid transit.

Site Photos



Site Analysis - Surrounding Recent Development Proposals



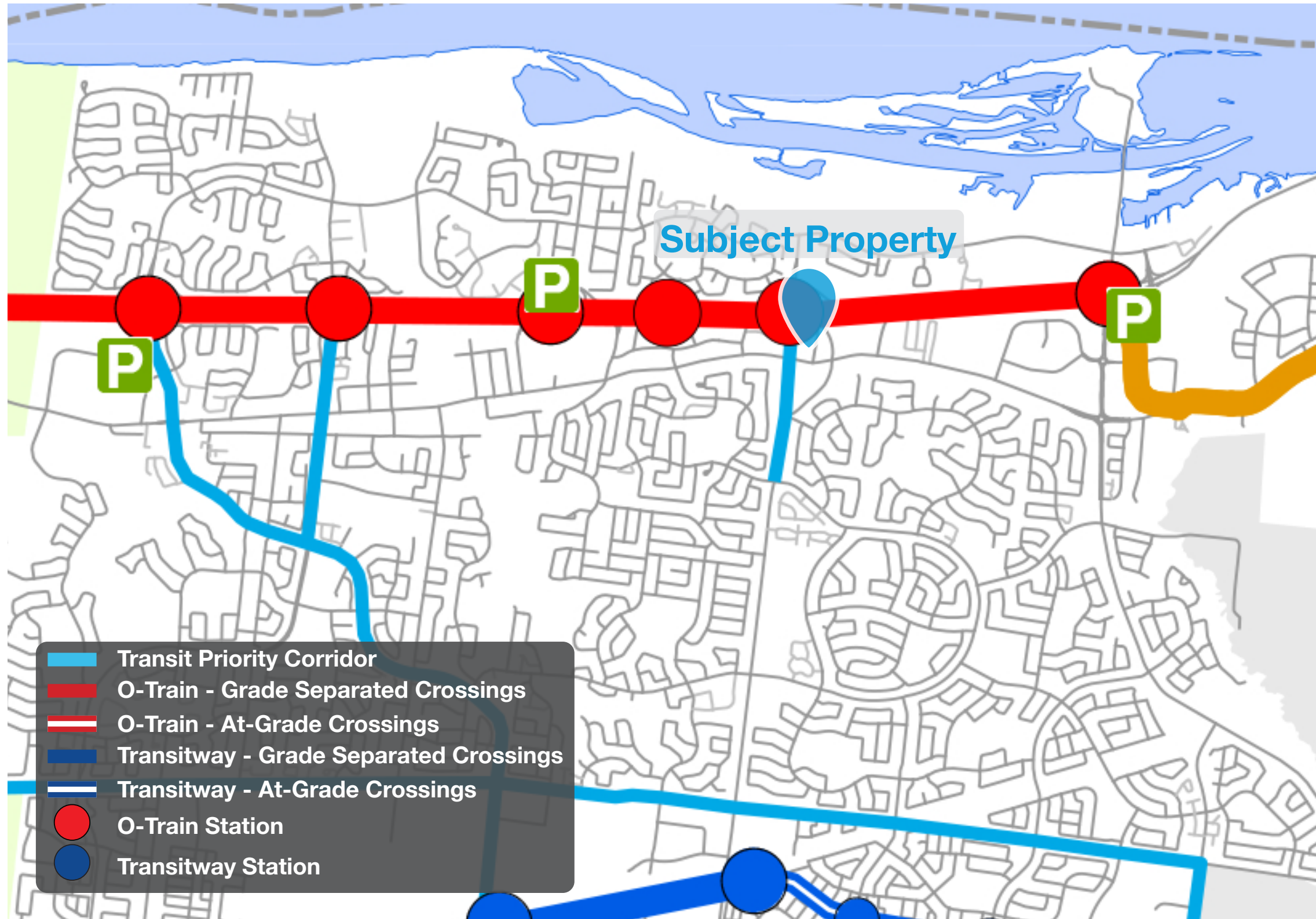
Aerial image of the subject property and proposed development in the surrounding area.

Site Analysis - Surrounding Amenities



Aerial image of the subject property and amenities in the surrounding area.

Site Analysis - Transit Network



As per Schedule C4 of the Official Plan, the subject property is located at the corner of an Arterial Road (St. Joseph Boulevard) and a City Highway (Highway 417).

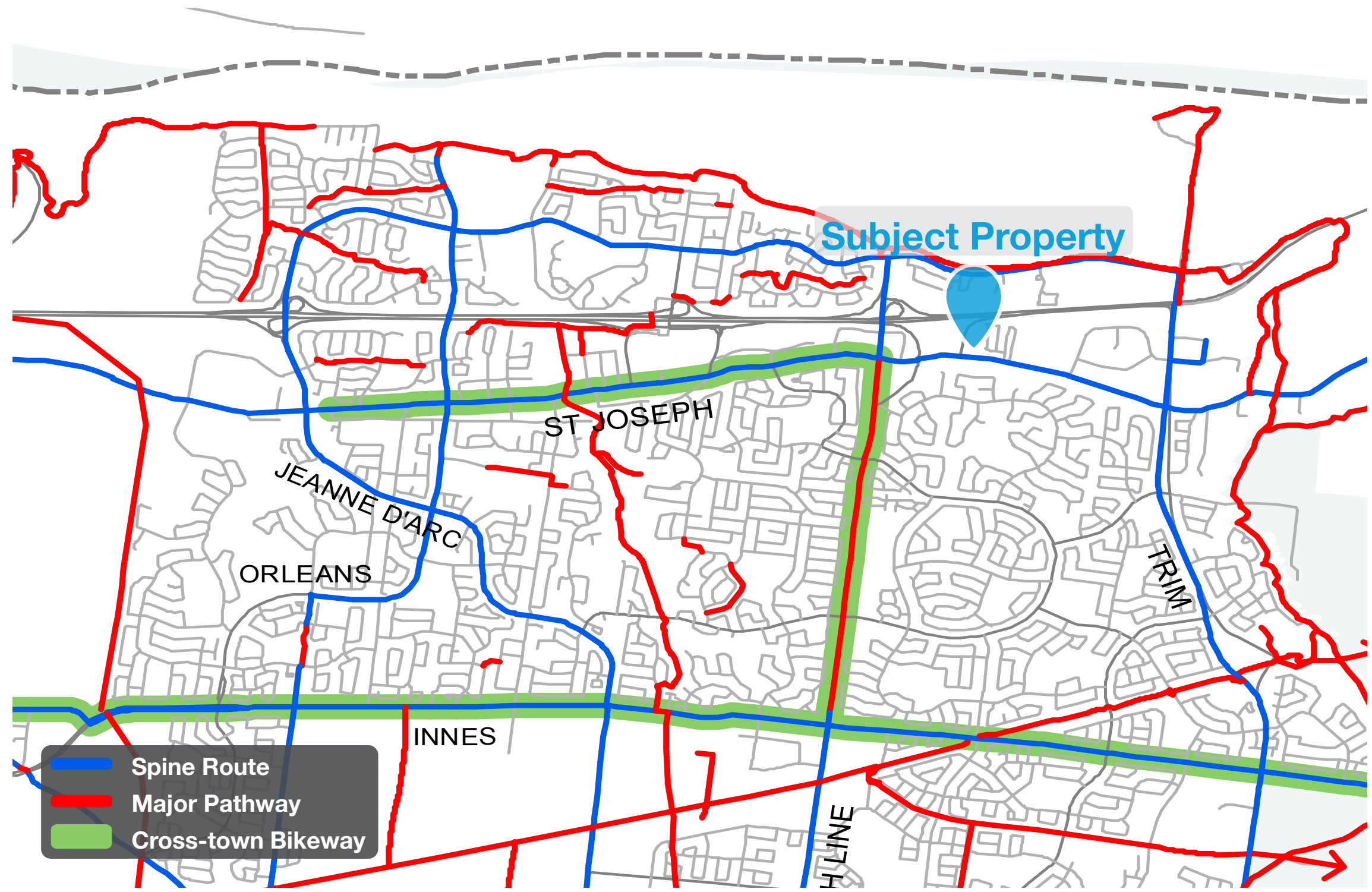
Arterial Roads are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse.

City highway describes a limited access highway with high-speed traffic that serves the need for intra-city travel similar to the provincial limited access highways. Highway 174 between Highway 417 (Queensway) and Trim Road in Orléans is the only city highway.

Schedule C2 - Transit Network, City of Ottawa Official Plan.

Site Analysis - Active Transportation Network

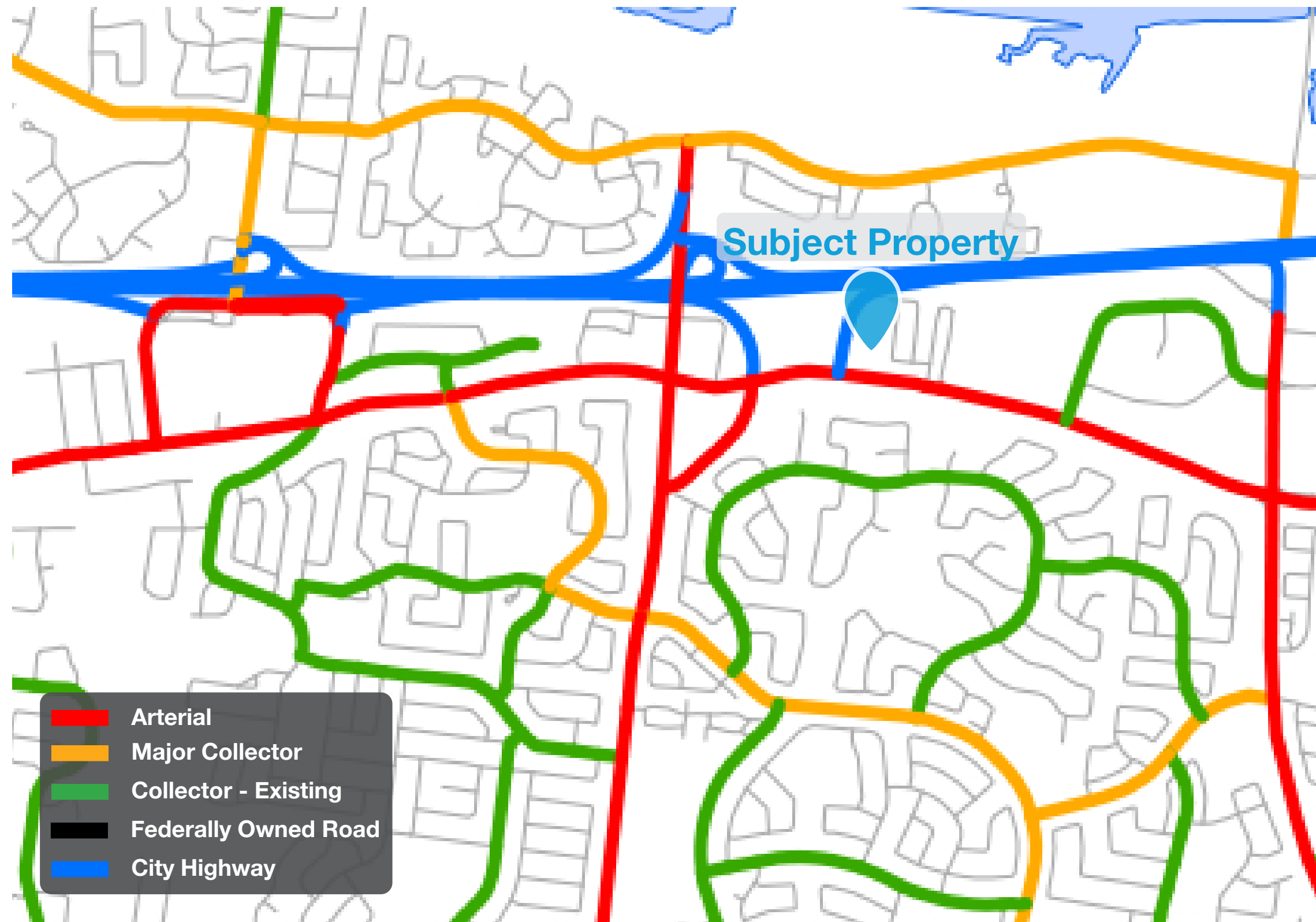
oposés.



The site is located in close proximity to existing cycling infrastructure, including the bike lanes that run east-west along St. Joseph Boulevard. West of Tenth Line Road, St. Joseph Boulevard joins the cross-town bikeway network that includes a raised and divided bike lane. Multi-use pathway connections along Tenth Line Road provides access to the Orleans neighbourhood leading to a commercial area. The subject property's location on a Spine Route indicates its level of connectivity within the greater active transportation network that surrounds it.

Map 1 - Cycling Network, City of Ottawa Transportation Masterplan

Site Analysis - Street Network



As per Schedule C4 of the Official Plan, the subject property is located at the corner of an Arterial Road (St. Joseph Boulevard) and a City Highway (Highway 417).

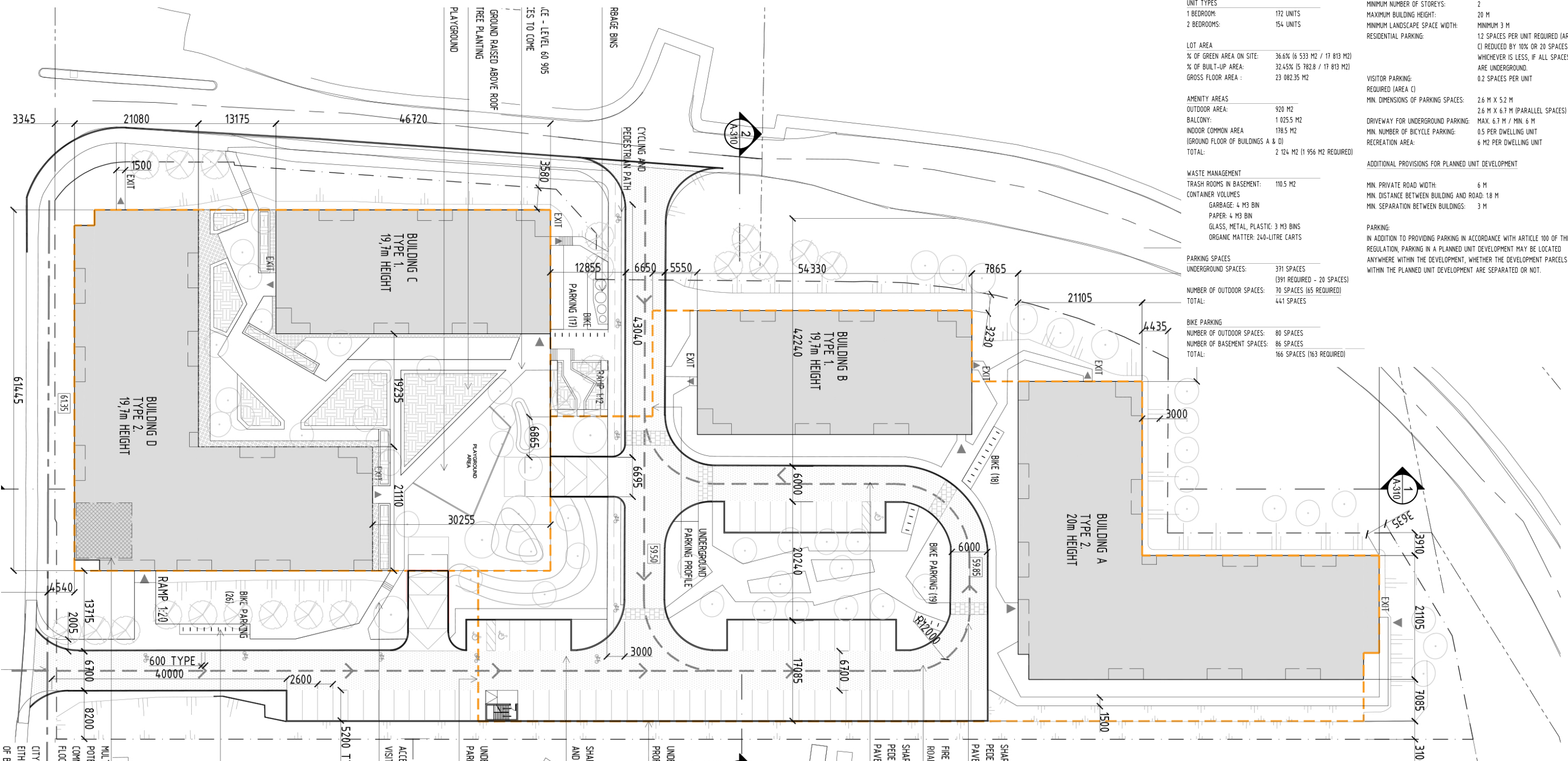
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Schedule C4 - Urban Road Network, City of Ottawa Official Plan.

4 Design

Proposed Development - Site Plan



PROJECT'S STATISTICS

NUMBER OF UNITS	
BUILDING A:	103 UNITS
BUILDING B:	60 UNITS
BUILDING C:	60 UNITS
BUILDING D:	103 UNITS
TOTAL:	326 UNITS

UNIT TYPES	
1 BEDROOM:	172 UNITS
2 BEDROOMS:	154 UNITS

LOT AREA	
% OF GREEN AREA ON SITE:	36.6% (6 533 M ² / 17 813 M ²)
% OF BUILT-UP AREA:	32.45% (5 782.8 / 17 813 M ²)
GROSS FLOOR AREA :	23 082.35 M ²

AMENITY AREAS	
OUTDOOR AREA:	920 M ²
BALCONY:	1 025.5 M ²
INDOOR COMMON AREA:	178.5 M ²
(GROUND FLOOR OF BUILDINGS A & D)	
TOTAL:	2 124 M ² (1 956 M ² REQUIRED)

WASTE MANAGEMENT	
TRASH ROOMS IN BASEMENT:	110.5 M ²
CONTAINER VOLUMES	
GARBAGE: 4 M ³ BIN	
PAPER: 4 M ³ BIN	
GLASS, METAL, PLASTIC: 3 M ³ BINS	
ORGANIC MATTER: 240-LITRE CARTS	

PARKING SPACES	
UNDERGROUND SPACES:	371 SPACES (391 REQUIRED - 20 SPACES)
NUMBER OF OUTDOOR SPACES:	70 SPACES (65 REQUIRED)
TOTAL:	441 SPACES

BIKE PARKING	
NUMBER OF OUTDOOR SPACES:	80 SPACES
NUMBER OF BASEMENT SPACES:	86 SPACES
TOTAL:	166 SPACES (163 REQUIRED)

APPLICABLE REGULATIONS

ZONING PROVISIONS: GM13(434)H(20)	
MINIMUM AREA:	NO MINIMUM
MINIMUM LOT WIDTH:	NO MINIMUM
FRONT YARD SETBACK:	MINIMUM 3 M
INTERIOR SIDE YARD SETBACK:	MINIMUM 3 M
REAR YARD SETBACK:	7.5 M / NO MINIMUM
MINIMUM NUMBER OF STOREYS:	2
MAXIMUM BUILDING HEIGHT:	20 M
MINIMUM LANDSCAPE SPACE WIDTH:	MINIMUM 3 M
RESIDENTIAL PARKING:	1.2 SPACES PER UNIT REQUIRED (AREA C) REDUCED BY 10% OR 20 SPACES, WHICHEVER IS LESS, IF ALL SPACES ARE UNDERGROUND. 0.2 SPACES PER UNIT

VISITOR PARKING: REQUIRED (AREA C)	
MIN. DIMENSIONS OF PARKING SPACES:	2.6 M X 5.2 M
DRIVEWAY FOR UNDERGROUND PARKING:	2.6 M X 6.7 M (PARALLEL SPACES) MAX. 6.7 M / MIN. 6 M
MIN. NUMBER OF BICYCLE PARKING:	0.5 PER DWELLING UNIT
RECREATION AREA:	6 M ² PER DWELLING UNIT

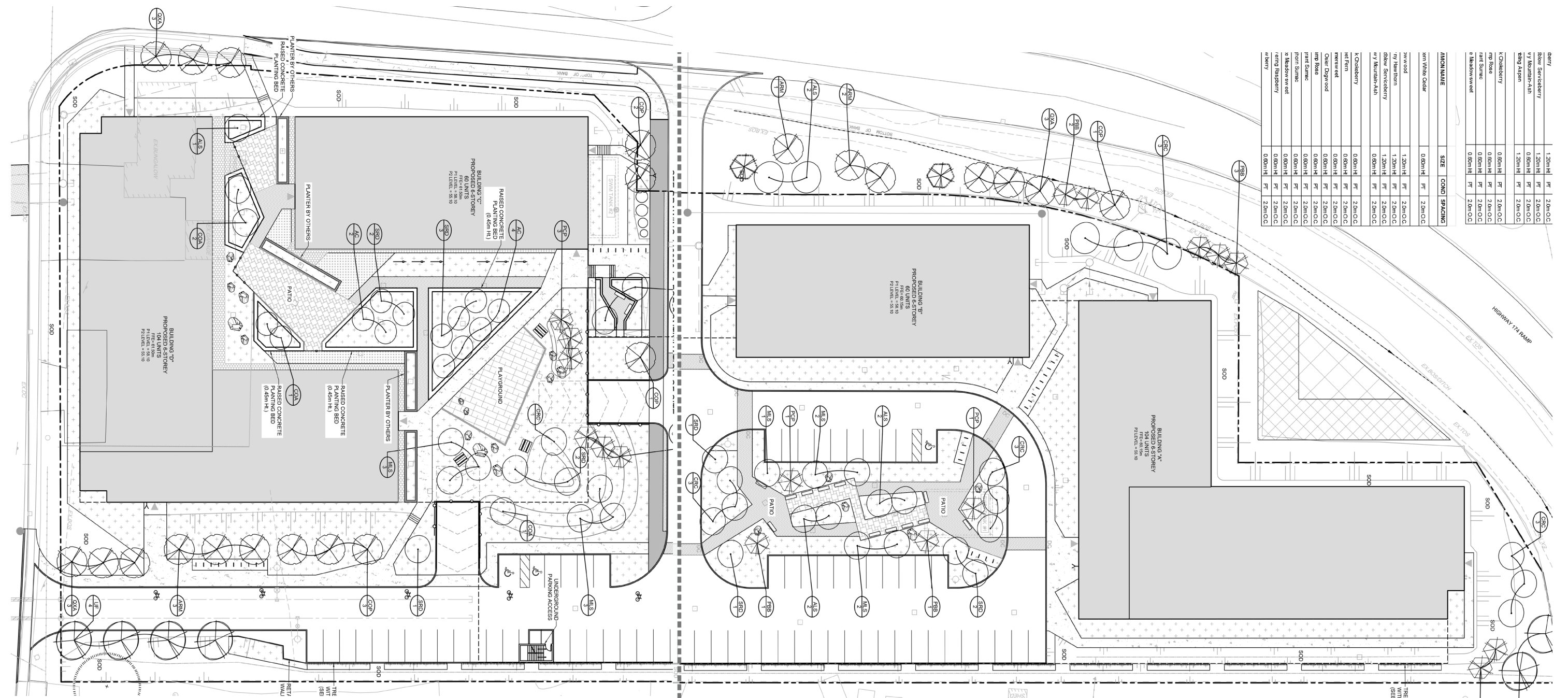
ADDITIONAL PROVISIONS FOR PLANNED UNIT DEVELOPMENT

MIN. PRIVATE ROAD WIDTH:	6 M
MIN. DISTANCE BETWEEN BUILDING AND ROAD:	1.8 M
MIN. SEPARATION BETWEEN BUILDINGS:	3 M

PARKING:
IN ADDITION TO PROVIDING PARKING IN ACCORDANCE WITH ARTICLE 100 OF THIS REGULATION, PARKING IN A PLANNED UNIT DEVELOPMENT MAY BE LOCATED ANYWHERE WITHIN THE DEVELOPMENT, WHETHER THE DEVELOPMENT PARCELS WITHIN THE PLANNED UNIT DEVELOPMENT ARE SEPARATED OR NOT.

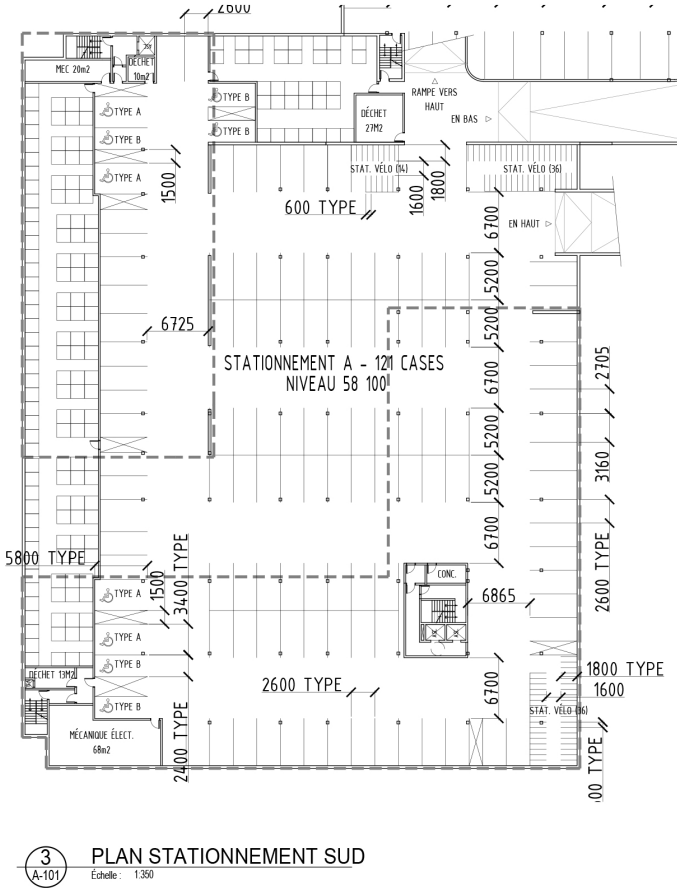
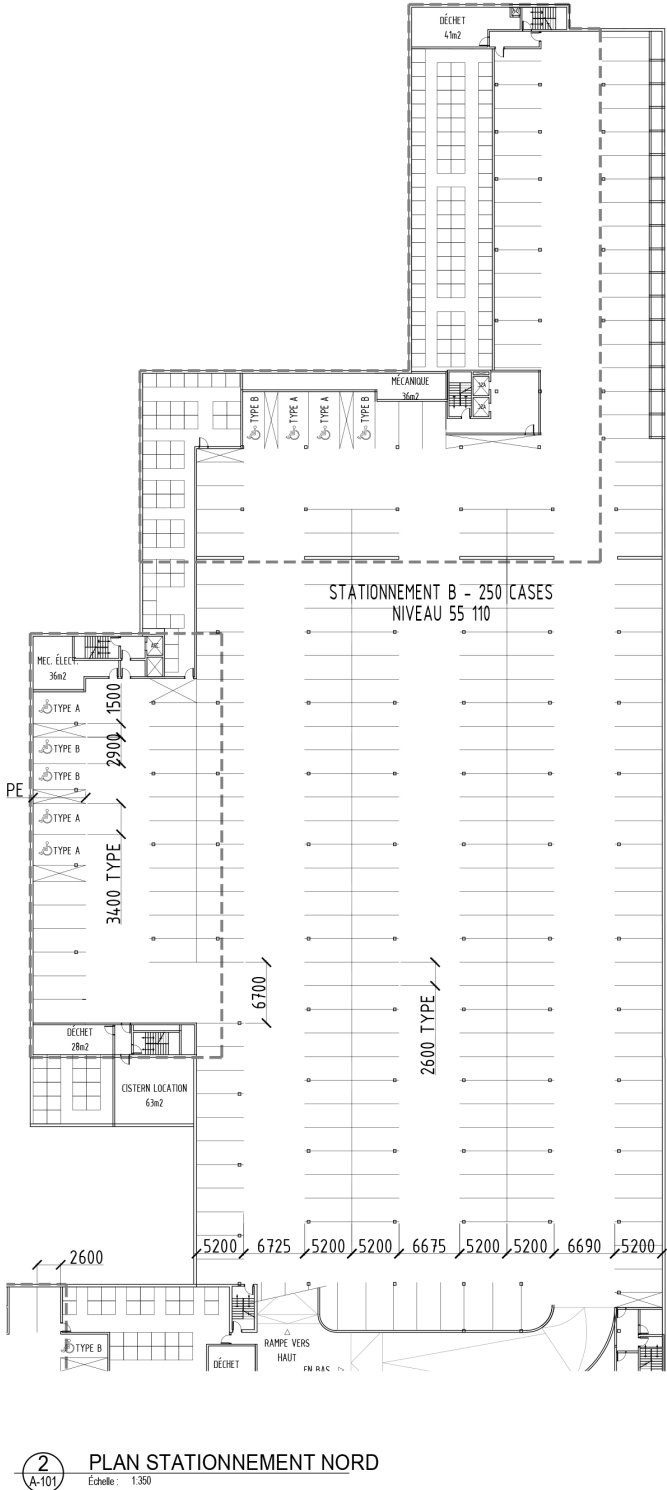
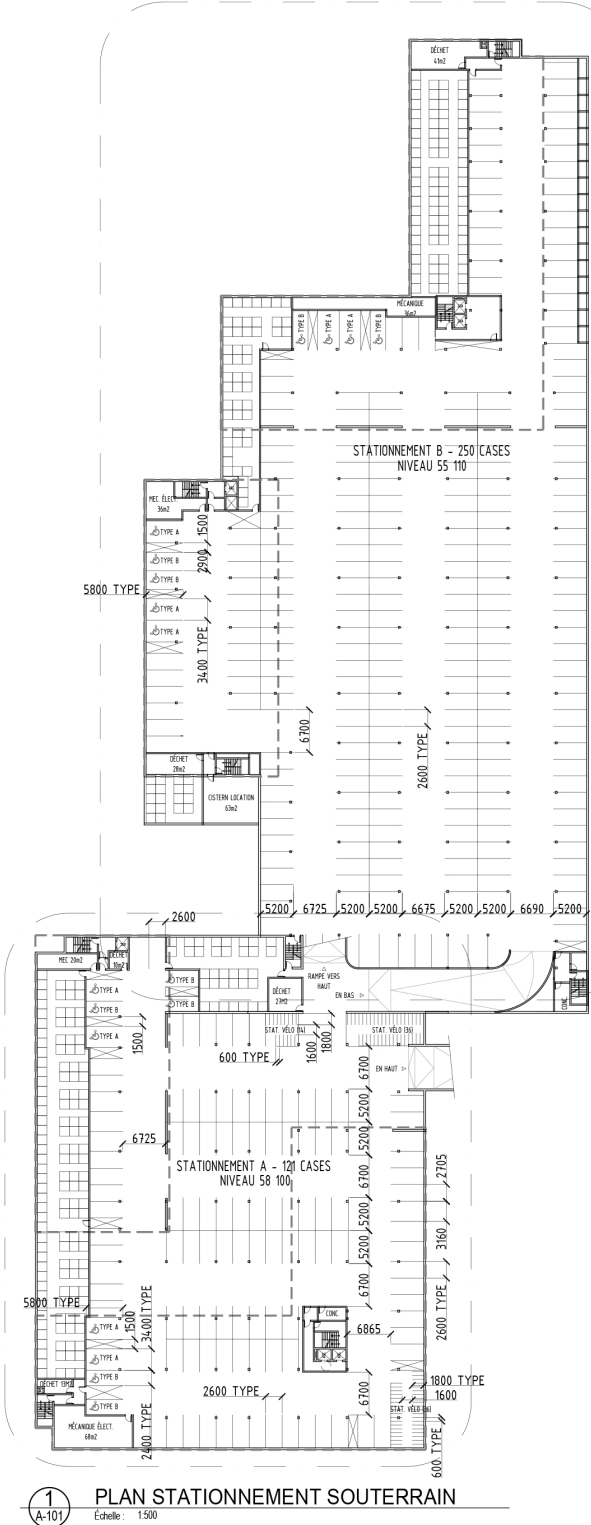
Proposed development Site Plan

Proposed Development - Landscape Plan



Proposed development Landscape Plan

Proposed Development - Parking Plan

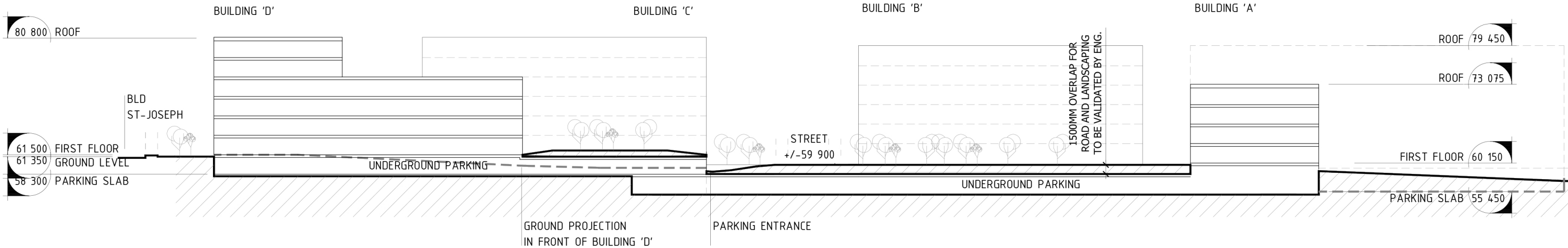


Proposed development Parking Plan

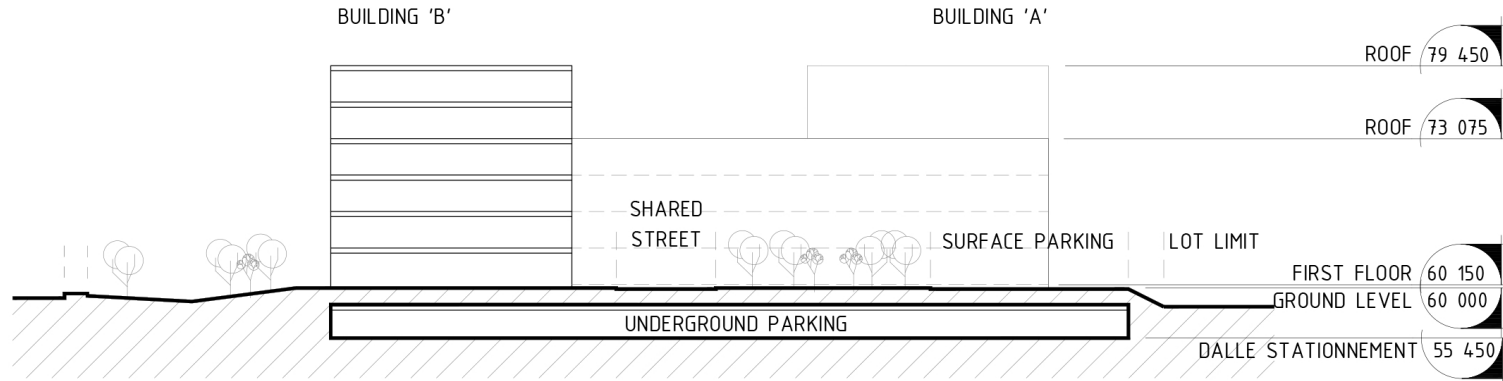
June 2024

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Proposed Development - Site Section



1 SECTION NORTH-SOUTH
Echelle:



2 SECTION EAST-WEST
Echelle:

Proposed development sections of width of subject property.

Proposed Development - Material Elevations



WOONERF AND CENTRAL SPACE



M1 Cladding of 6" wide metal planks with wood finish, installed vertically. Model such as Mac Metal "Norwood" or equivalent, color Cork.



M2 Brick cladding such as "Black Diamond Velour" of Belden or equivalent, "Norman" dimensions.



M3 Pinched bead steel cladding such as Mac Metal's MS-1 model when lined on the front and Versa 12" wide panel model in other areas. Titanium black color.



M4 Metal panel cladding, model such as Mac Metal "Versa", 12" wide panel, brushed zinc color.

Front Elevation and materials of Building A

Proposed Development - Material Elevations



FACING SOUTH NEIGHBORHOOD



M1 Cladding of 6" wide metal planks with wood finish, installed vertically. Model such as Mac Metal "Norwood" or equivalent, color Cork.



M2 Brick cladding such as "Black Diamond Velour" of Belden or equivalent, "Norman" dimensions.



M3 Pinched bead steel cladding such as Mac Metal's MS-1 model when lined on the front and Versa 12" wide panel model in other areas. Titanium black color.



M4 Metal pannel cladding, model such as Mac Metal "Versa", 12" wide panel, brushed zinc color.

South Elevation and materials of Building A

Proposed Development - Material Elevations



HIGHWAY



M1 Cladding of 6" wide metal planks with wood finish, installed vertically. Model such as Mac Metal "Norwood" or equivalent, color Cork.



M2 Brick cladding such as "Black Diamond Velour" of Belden or equivalent, "Norman" dimensions.



M3 Pinched bead steel cladding such as Mac Metal's MS-1 model when lined on the front and Versa 12" wide panel model in other areas. Titanium black color.



M4 Metal pannel cladding, model such as Mac Metal "Versa", 12" wide panel, brushed zinc color.

Rear Elevation and materials of Building A

Proposed Development - Renderings



Proposed Development - Renderings



Proposed Development - Renderings



Proposed Development - Renderings



Proposed Development - Renderings



Proposed Development - ZBLA Propose Site Plan

