



398, 402, 406 Roosevelt Ave
Urban Design Brief
August 2024

Introduction

Developer Information

ML Westboro Inc

Project Summary

The applicant is proposing the development of a 6-storey residential building on the subject lands, generally located north of Richmond Road on the north-west corner of the intersection of Roosevelt Avenue and Richmond Road in the Westboro community of the City of Ottawa.

The properties to be redeveloped were the former site of three single detached dwellings. The detached dwellings have been demolished in advance of future redevelopment.

The design proposes a 6-storey residential building that transitions to 4-storeys where abutting the low-rise property (396 Roosevelt Avenue).

The project had formerly contemplated 29 dwelling units within the same general building footprint. These units were luxury condo units, providing over 120 square metres in living space. However, given market forces, the development was adjusted to contemplate 62 rental units within the same general footprint and GFA and the original design.

Key Statistics

- / **Heights:** 6-storeys (20.8 metres)
- / **Residential Units:** 61

- / **Dwelling Types:** 12 studio, 12 1-bed, 11 one-bed+den, 25 2-bed, 2 3-bed

- / **Commercial GFA:** 0 square metres

- / **Vehicle Parking:** 47 (42 resident, 5 visitor)

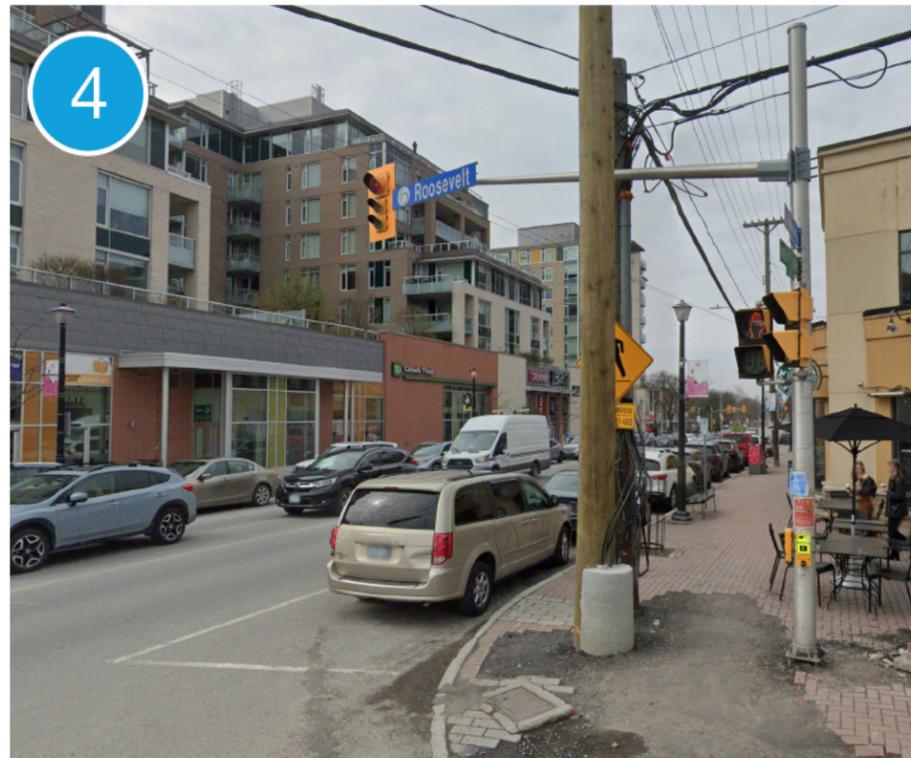
- / **Amenity Area:** 617 square metres

Subject Property

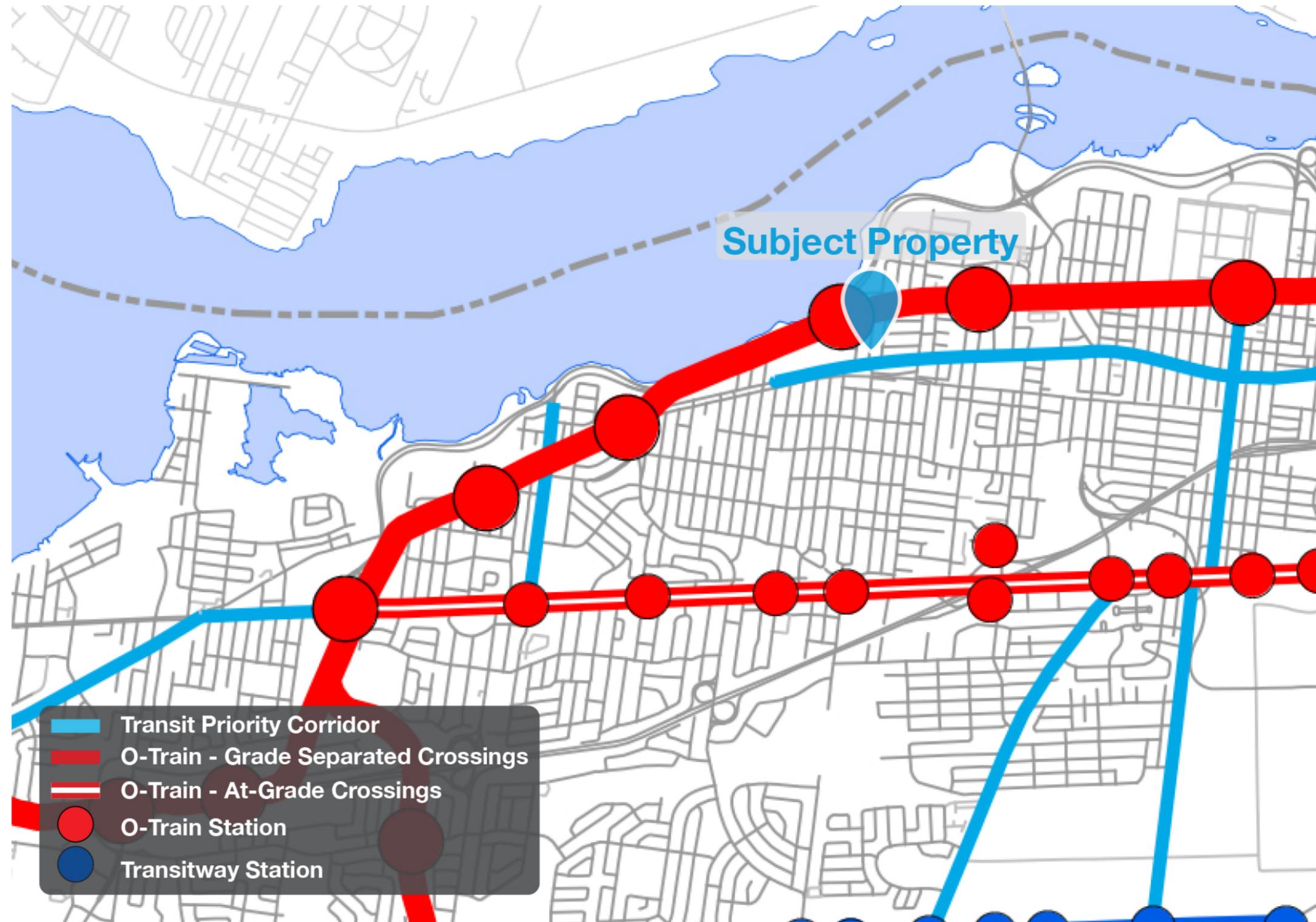


Aerial image of the subject property and surrounding area

Site Photos



Site Analysis - Transit Network

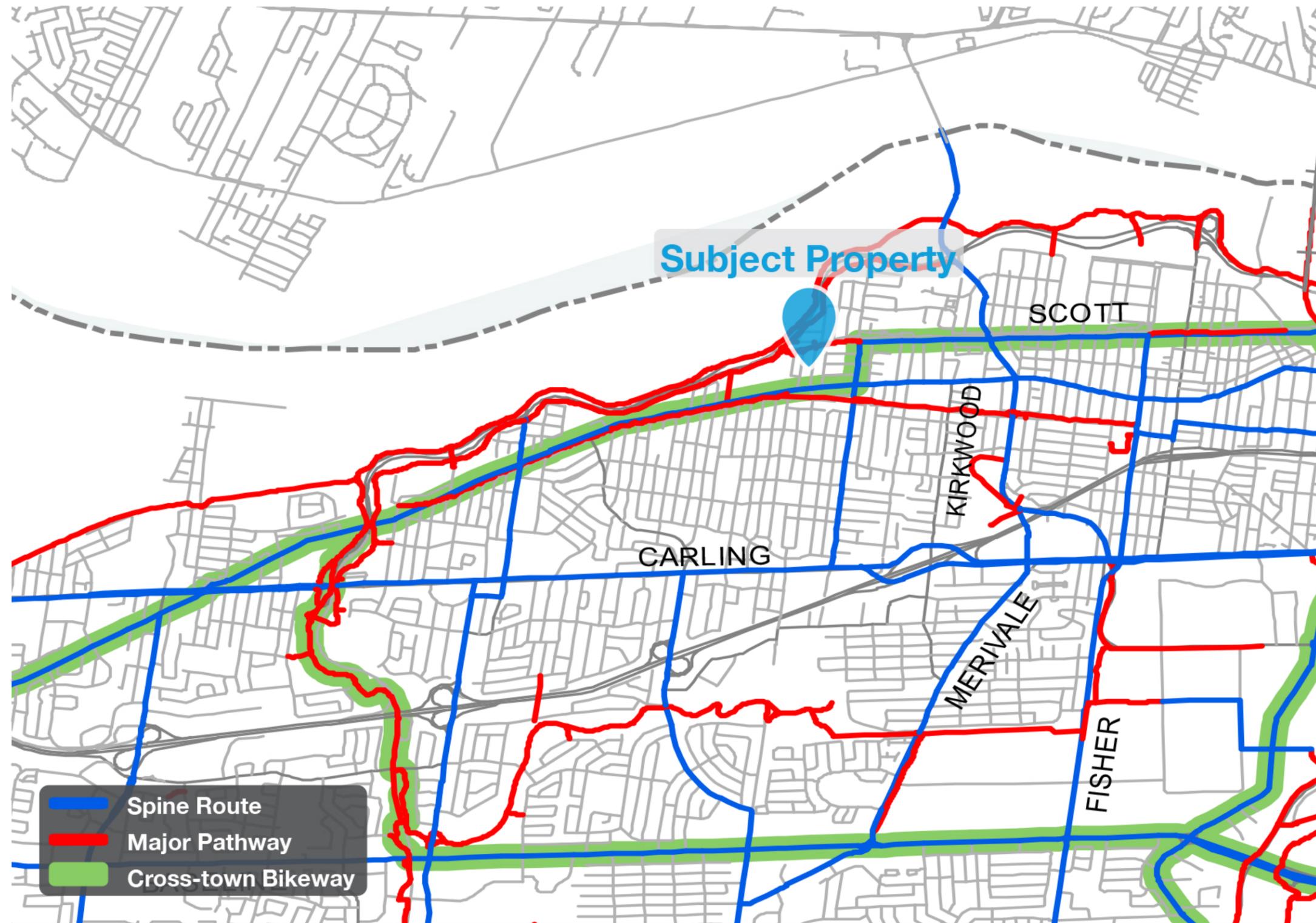


The subject property fronts Roosevelt Avenue, which is located approximately 30 metres from Richmond Road, which is identified as a Transit Priority Corridor on Schedule C2 - Transit Network, in the City of Ottawa Official Plan. These corridors provide a higher-level of bus service than conventional local routes.

The lands are also located in close proximity to two rapid transit stations. Kichisibi Station to the northwest (less than 400 metres) and Westboro Station, both of which provide connection to the Confederation and Trillium lines, providing full access to the LRT system.

Schedule C2 — Transit Network, City of Ottawa Official Plan

Site Analysis - Active Transportation Network



The subject lands are located 30 metres from Richmond Road, which is identified as both a Spine Route and Cross-town Bikeway on Map 1 of the Ottawa Transportation Masterplan. The Spine Route and Cross-town Bikeway both provide routes to downtown to the east and a direct route westward. Further to the east-west connections, the subject property is in close proximity to Pathways and Spine Routes that provide access to Gatineau.

Additionally, the subject property is well positioned to be in close proximity to Major Pathways. Pathways of note are the NCC pathway that follows Kichi Zobi Mikan, as well as the Ottawa River Pathway, and Pinecrest Creek Pathway.

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 on a Local Street, but is within 30 metres of Richmond Road, and 400 metres from Scott Street which are both identified as Arterial Roads. Both streets provide access to the larger road network, including the Kichi Zībī Mīkan to the north along the Ottawa River.

Schedule C4 — Urban Road Network, City of Ottawa Official Plan

Site Analysis - Surrounding Amenities



Aerial view of the subject properties with surrounding amenities identified

Policy Context - Design Guidelines



Urban Design Guidelines for High-rise Buildings

The guidelines address the design of high-rise buildings (10+ storeys) in relation to their context, built form, and impact on pedestrian realm. The following design guidelines are applicable to the development:

/ Transition:

- Matches the existing height context and fills in the corner lot to provide gateway at corner.
- Tower is located closest to the intersection, six-storey building transitions to four-storeys at rear.

/ Animated Frontages:

- Highly fenestrated, commercial frontages.
- Recessed entrances to preserve public realm.

Access:

- Vehicles: laneway to min. pedestrian conflicts
- Pedestrians: on Mainstreet, visible and safe.



Urban Design Guidelines for Development along Traditional Mainstreets

These guidelines provide urban design guidelines in order to assess, promote and achieve appropriate development along Traditional Mainstreets. The following selected guidelines are applicable to the proposed development:

/ Public Realm:

- Buildings are setback 2 metres to maximize public realm space along Somerset, rather than stepback at upper floors. Prioritizes sidewalk.

/ Windows/Doors:

- Doors are recessed to minimize conflicts with pedestrians in the improved public realm. High degree of fenestration provides active frontage, and commercial uses activate the streetscape.



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 large buildings back from the property line to provide space for pedestrians and landscaping

/ Parking

- Parking is located underground and in the existing parking structure at the side/rear of the property. New building shields parking structure.

Proposed Development - Building Massing and Transition

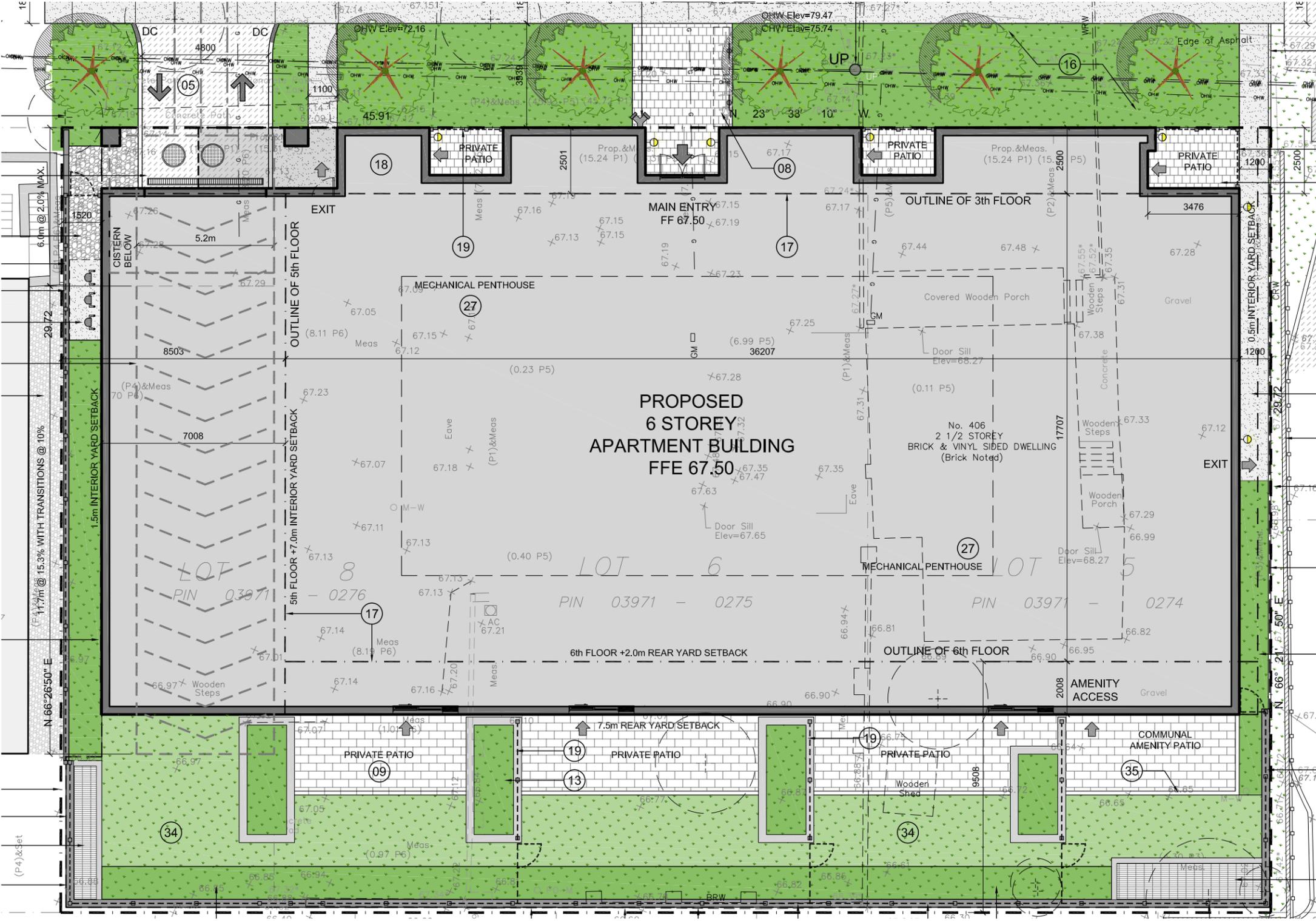


The approved built form through the previous Zoning By-law Amendment proposes a six-storey building height for the majority of the building, dropping to four storeys on the north façade to provide a transition to the abutting low-rise residential dwellings. The rear of the building has no balconies. The rear yard of the development contains private amenity spaces for the larger ground-floor units, as well as a communal amenity space adjacent to the ground-floor amenity area in the southwest corner of the building.

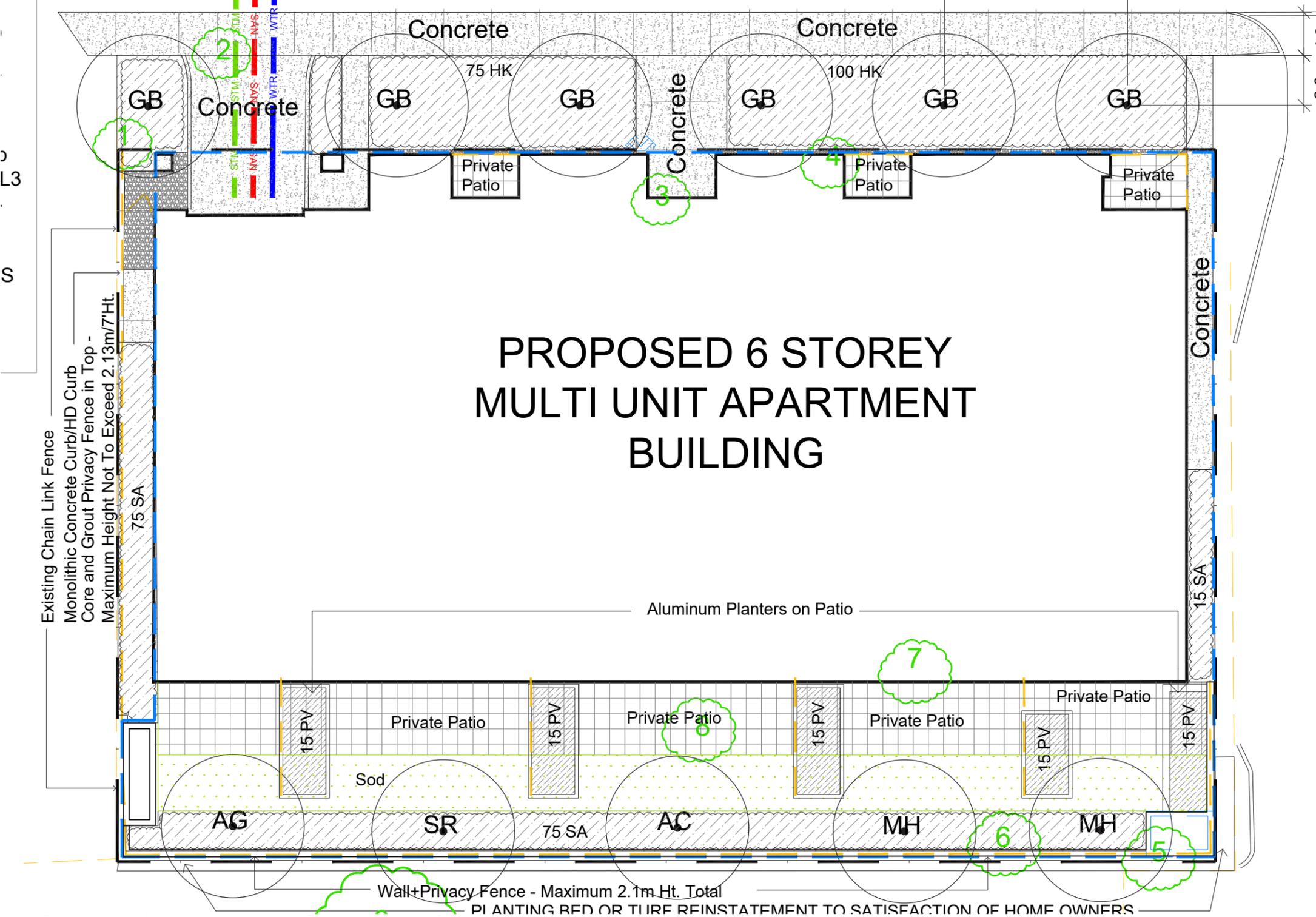
The front yard has been revised from the previous design to recess the garage behind the front wall of the building, while existing tree planting opportunities within the right-of-way are maintained. To offer greater privacy to the neighbor to the immediate north, the Owner has pulled-in the southern elevation and relocated the emergency fire exit to this end adjacent to the adjacent commercial building versus the previous north end exit which was adjacent to residential neighbors.

Rendering of the proposed development and massing of abutting properties.

Proposed Development - Site Plan



Proposed Development - Landscape Plan



The proposed Landscape Plan provides 11 new tree plantings, including 6 Ginkgo biloba trees along the frontage of the subject property. A further variety of 5 trees are planted at the rear of the property, providing screening to the abutting property to the rear.

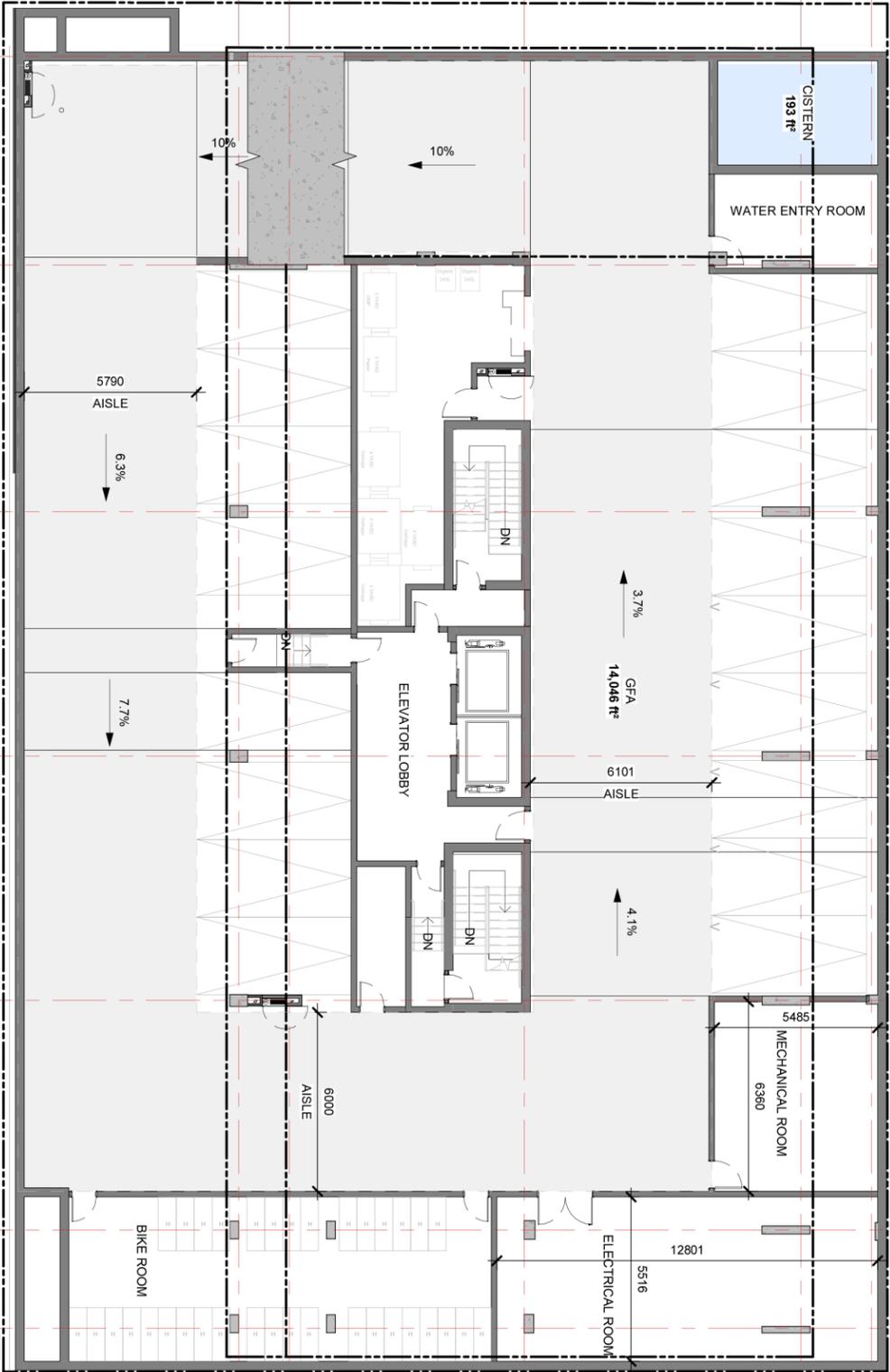
Over 400 shrubs are proposed to be planted on site, which provide screening between private patios, as well as framing for both interior lot lines.

Private patios are framed by aluminium planters to provide screenings. The surface of the patios includes pedestrian pavers abutting the building and synthetic turf grass near the rear of the property.

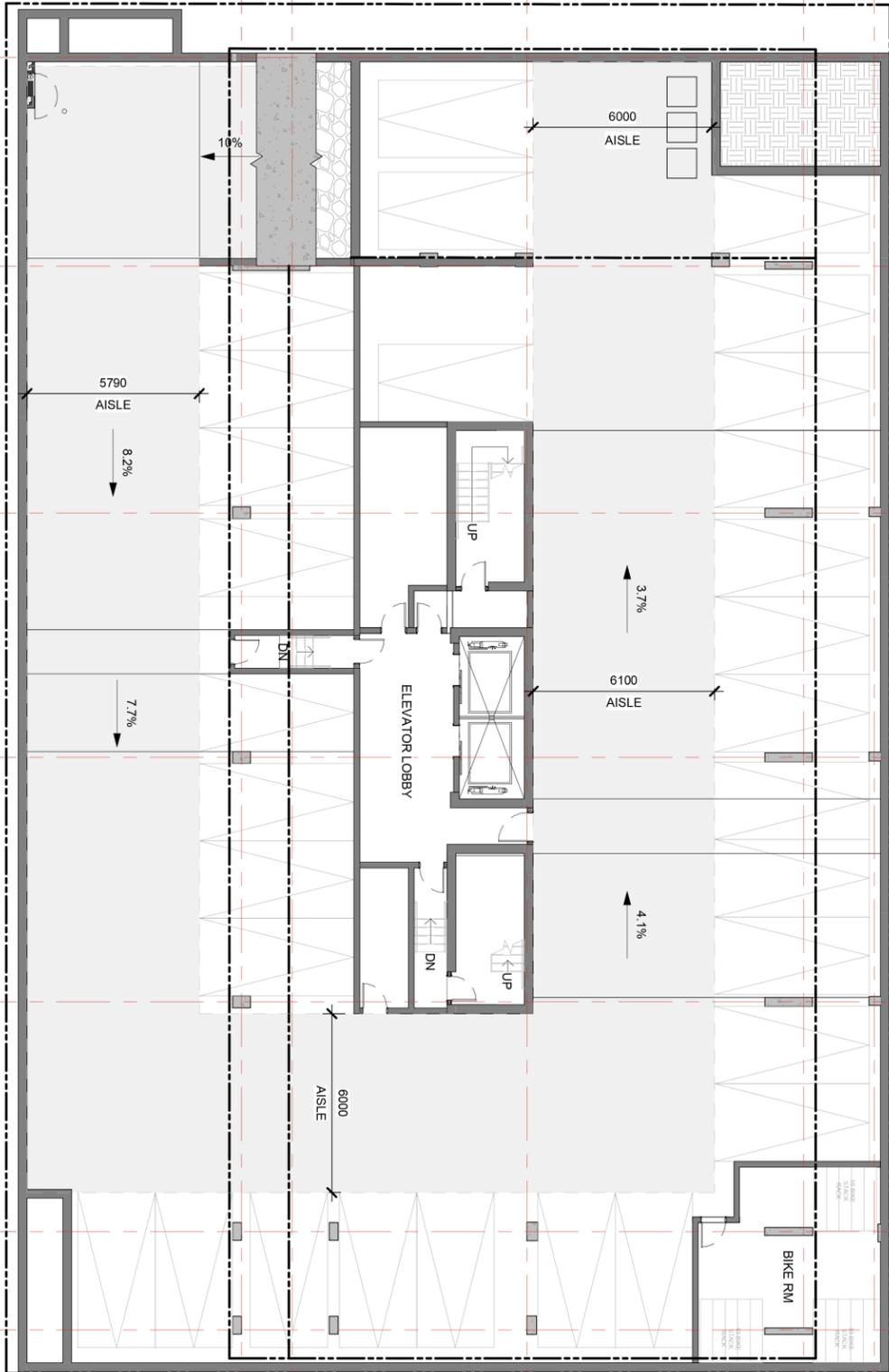
Proposed Landscape Plan.

Proposed Development - Parking

P1



P2

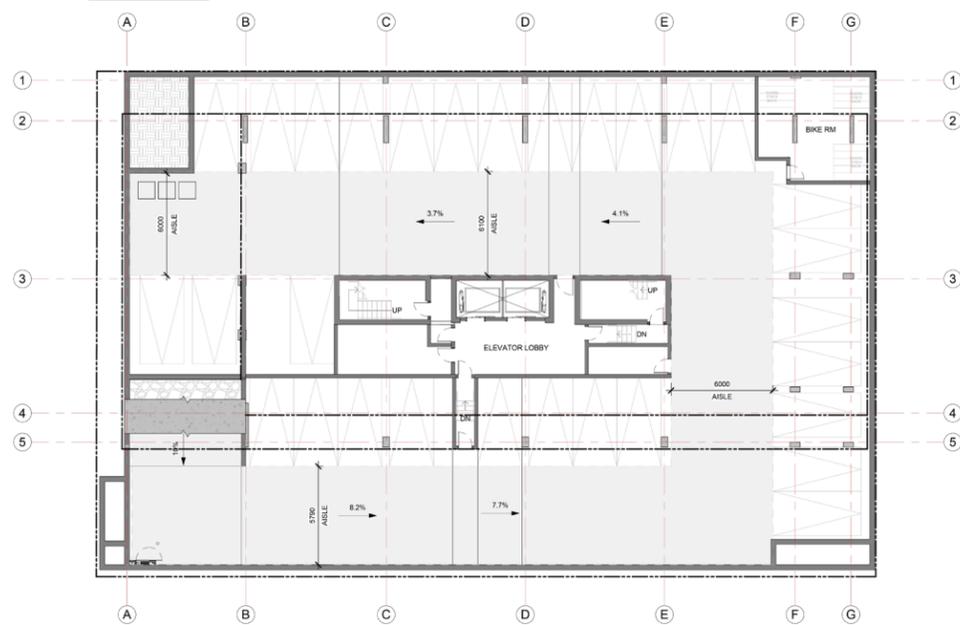


The two floors of underground parking are accessed at the north end of the subject property and aligned with the portion of the building that drops to four-stories, to better transition to the existing development to the north of the subject property.

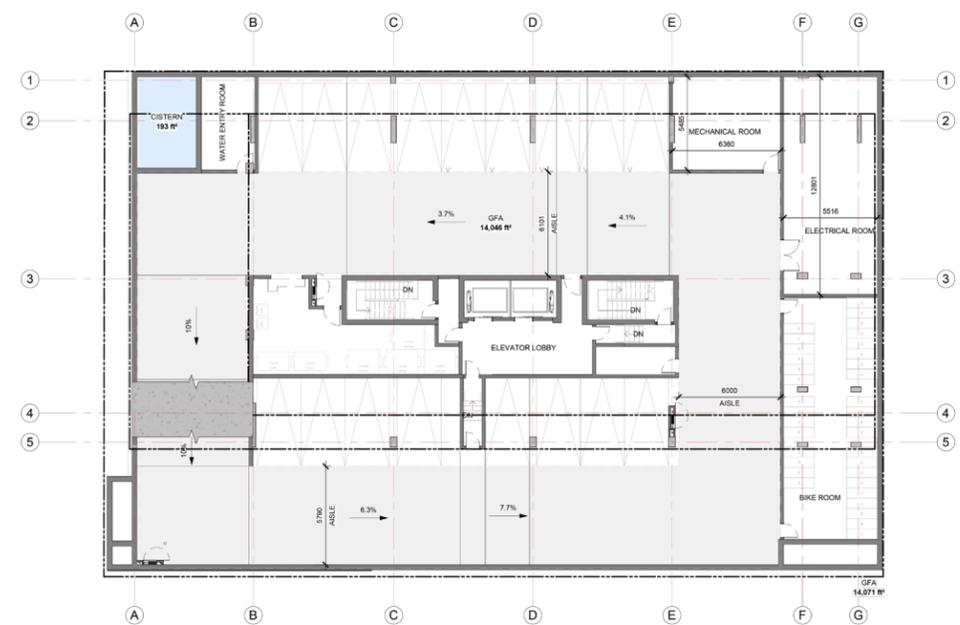
The location of the entrance remains the same as the existing approved design. The floor of parking provides 20 vehicle stalls in addition to storage, the mechanical room, and garbage room. Further parking is provided on the second floor, which includes 10 parking stalls, as well as 72 bicycle stalls. The second floor of parking occupies only half of the building footprint.

The proposed parking meets the existing zoning requirements for automobile parking and provides more than double the required bicycle parking.

Proposed Development - Floor Plans



P2 PARKING PLAN



P1 PARKING PLAN

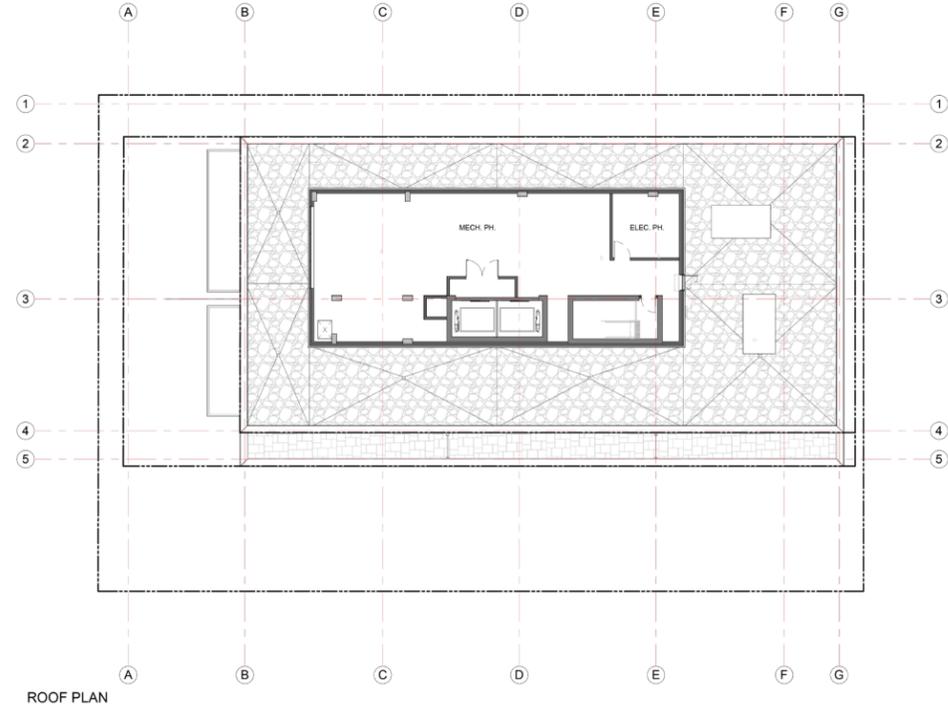


GROUND FLOOR PLAN

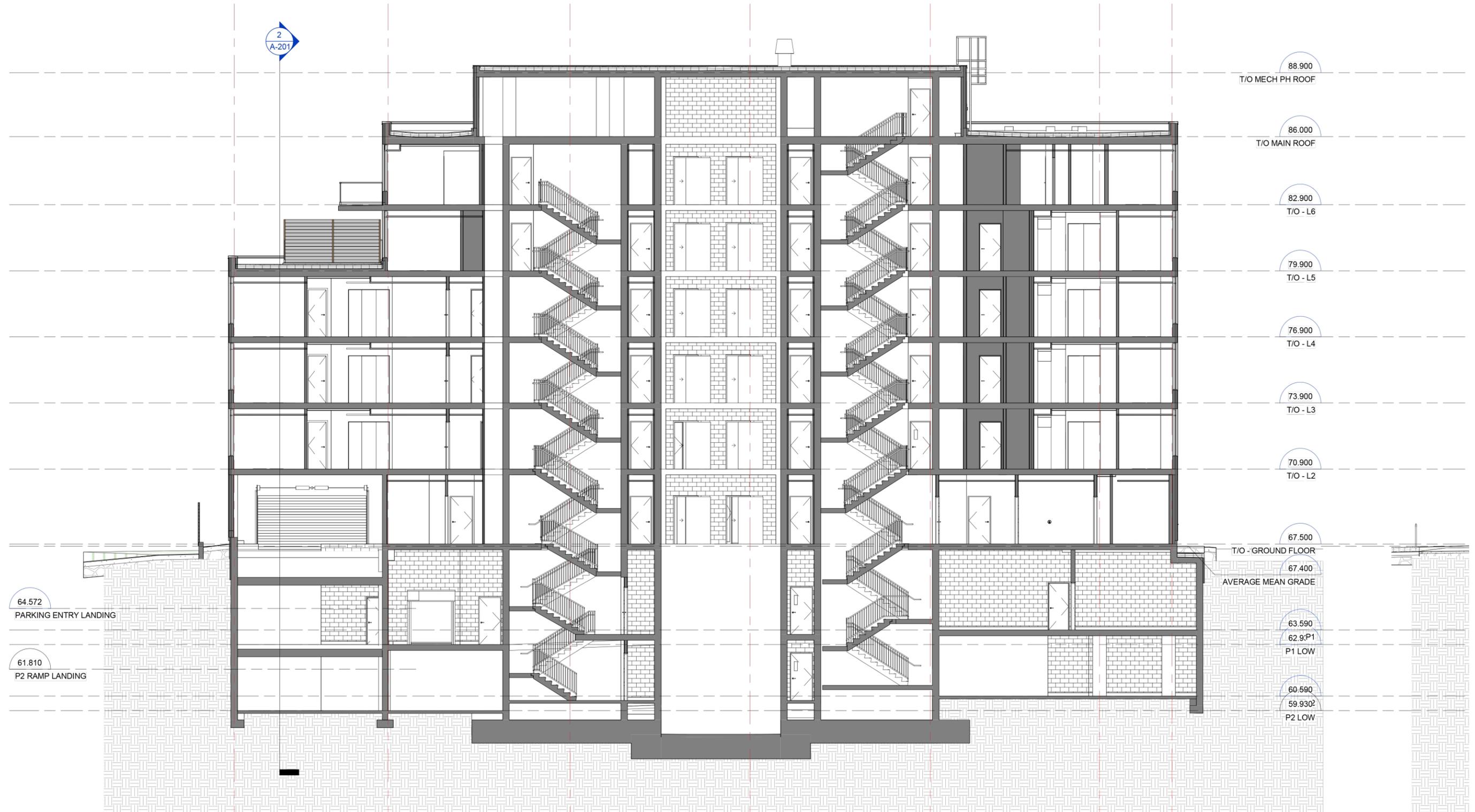


2ND FLOOR PLAN

Proposed Development - Floor Plans

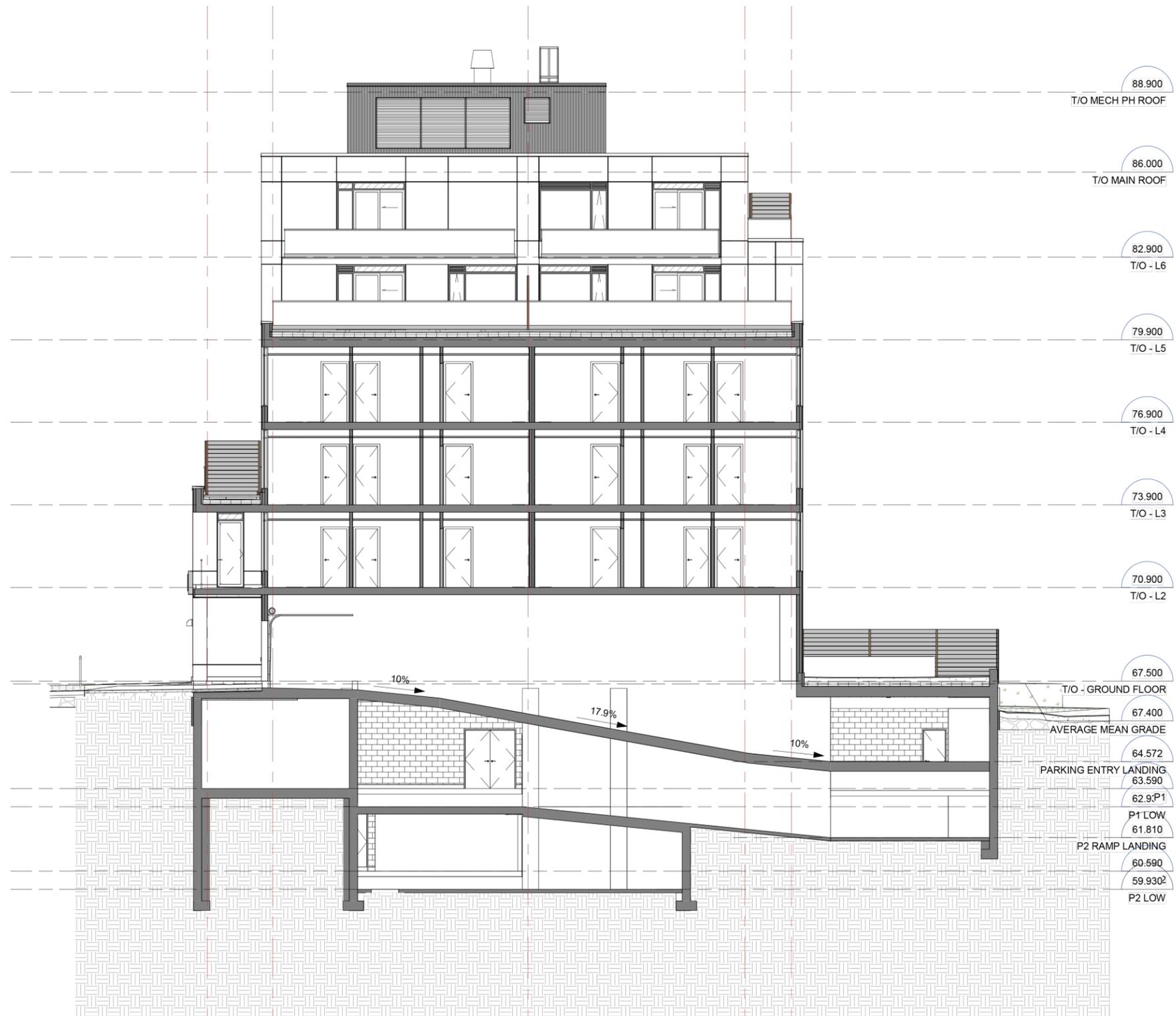


Proposed Development - Sections



East section

Proposed Development - Sections



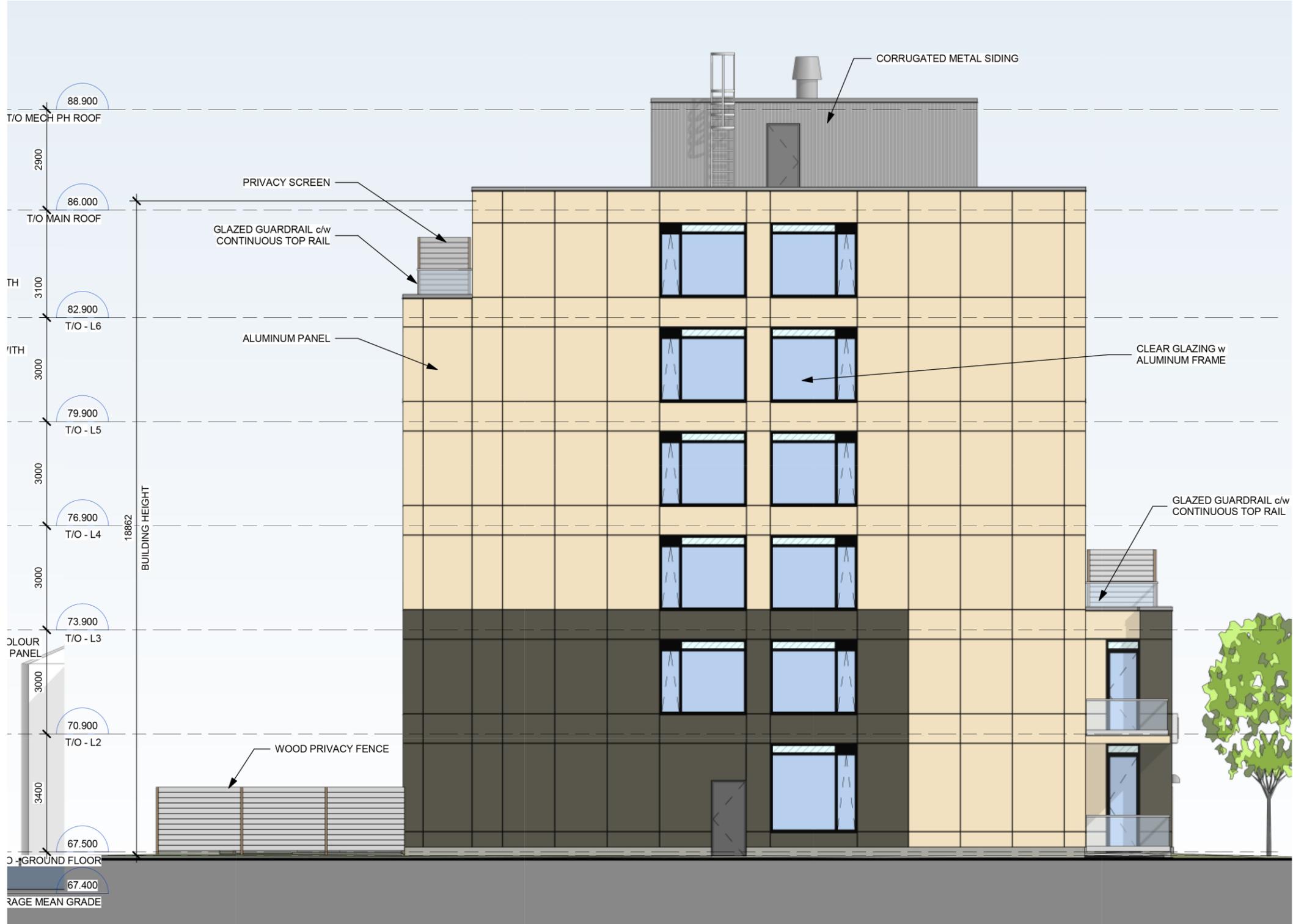
South section

Proposed Development - Elevations



East elevation

Proposed Development - Elevations



South elevation

Proposed Development - Elevations



West elevation

Proposed Development - Elevations



North elevation

Proposed Development - Perspective



Proposed Development - Perspective



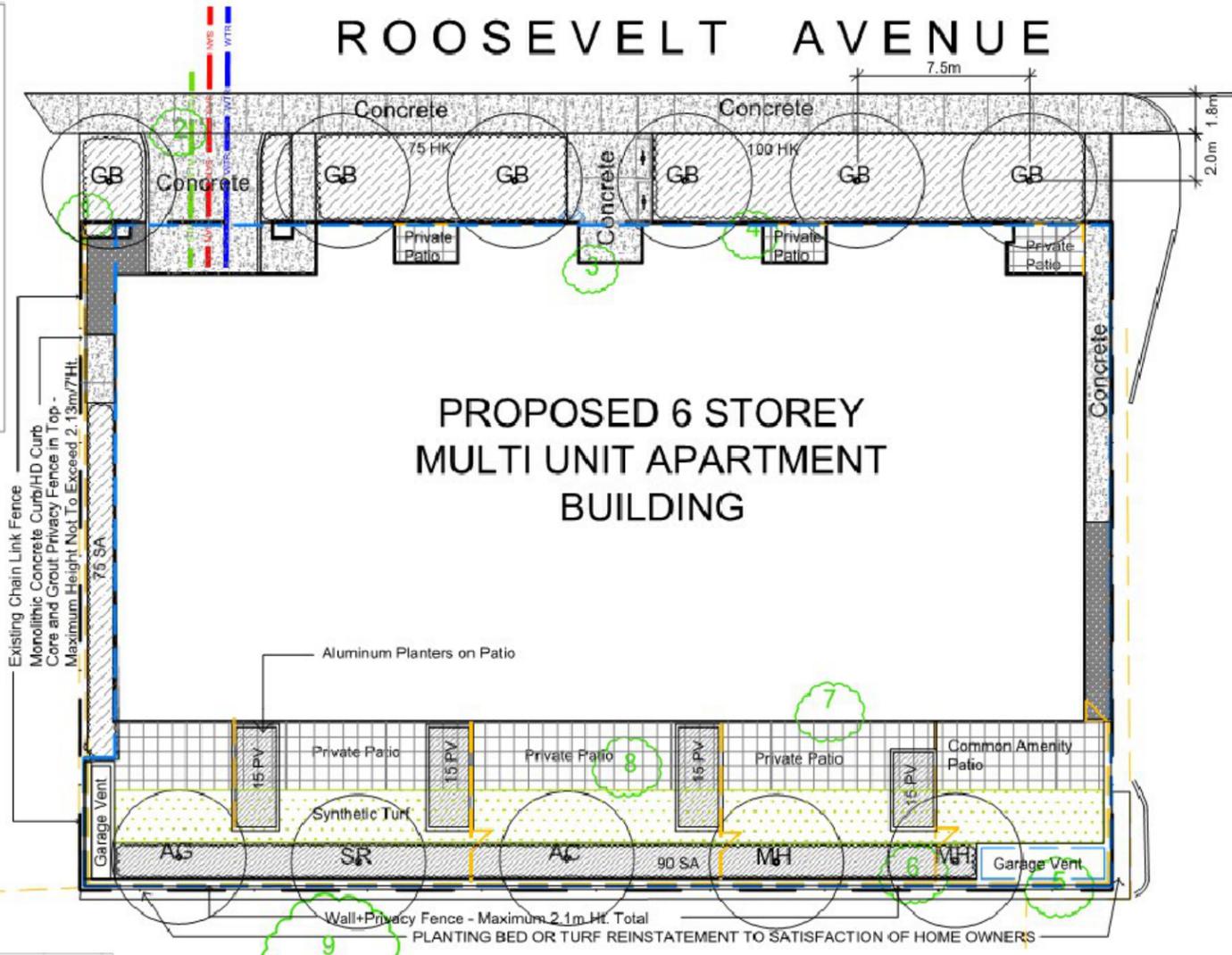
Proposed Development - Perspective



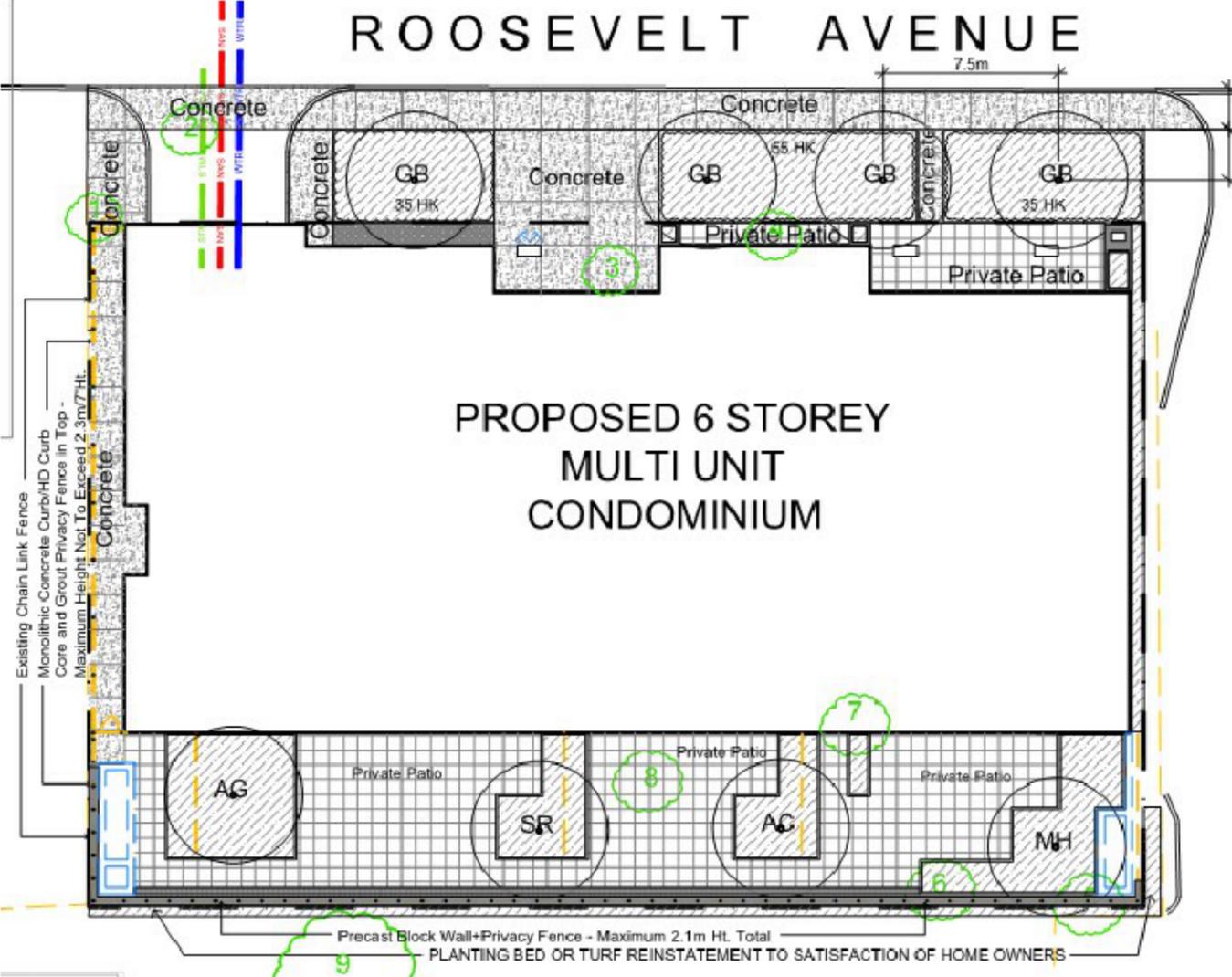
Proposed Development - Perspective



Former vs. Proposed Design - Landscape Plan



REVISED LANDSCAPE PLAN: June 2024



APPROVED LANDSCAPE PLAN: July 2022

Former vs. Proposed Design - Elevations

NEW EAST ELEVATION



Former vs. Proposed Design - Elevations



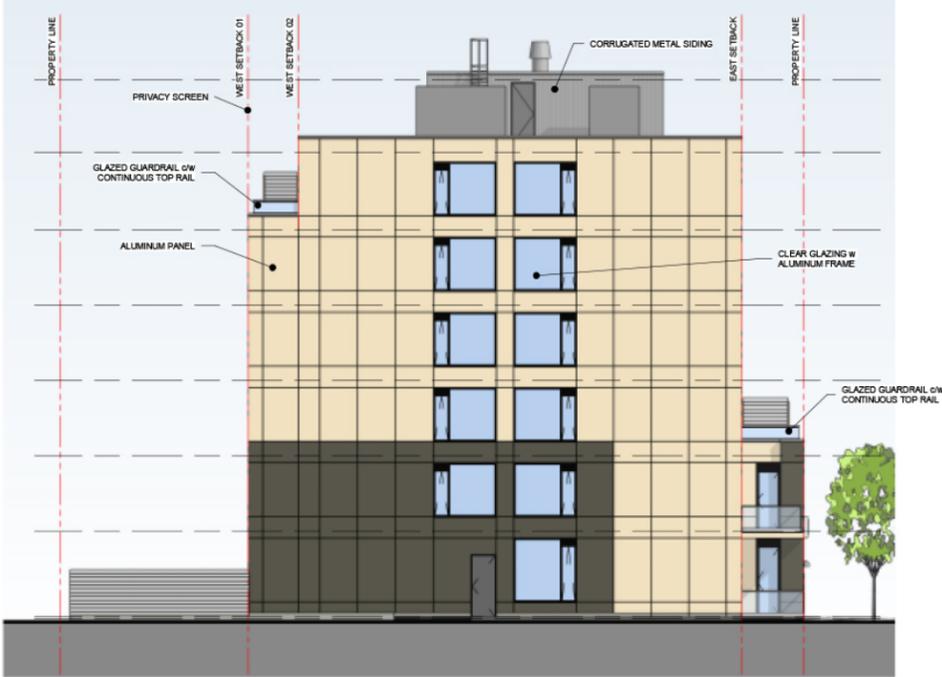
NEW WEST ELEVATION



Former vs. Proposed Design - Elevations



NEW NORTH ELEVATION



NEW SOUTH ELEVATION



NORTH ELEVATION



SOUTH ELEVATION

Former vs. Proposed Design - Perspective



NEW VIEW LOOKING NORTH-WEST



NEW VIEW LOOKING SOUTH-WEST



OLD VIEW LOOKING NORTH-WEST



OLD VIEW LOOKING SOUTH-WEST

Former vs. Proposed Design - Perspective



NEW VIEW LOOKING NORTH-EAST



NEW VIEW LOOKING NORTH-WEST



OLD VIEW LOOKING NORTH-EAST



OLD VIEW LOOKING NORTH-WEST

Former vs. Proposed Design - Renderings

PERSPECTIVE VIEW LOOKING NORTH



PERSPECTIVE VIEW LOOKING WEST



PERSPECTIVE VIEW LOOKING SOUTH



REVISED RENDERINGS: June 2024



APPROVED RENDERINGS: July 2022



PERSPECTIVE VIEW PRODUCED BY OUTSIDE CONSULTANT