

FOTENN

Osgoode
PROPERTIES

Urban Design Brief

2025 Othello Avenue

11 September 2025



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1 Project Description

Developer
Osgoode Properties

Architect
SRN Architects

Landscape Architect
STUDIO tla

Planner
Fotenn Planning and Design

Project Summary

The proposed development contemplates the development of 3 buildings comprised of stacked back to back townhouses, which collectively consist of 72 dwellings units. The subject property presently is occupied by two 9-storey residential buildings and associated at-grade parking. The townhouse buildings are proposed to be located along the Othello Avenue frontage, and address the low-rise character of the area to the west. As opposed to addressing the Mainstreet Corridor frontage along St. Laurent Boulevard.

In total, 452 parking spaces are located on site, to provide both the existing buildings and proposed buildings a 1:1 parking ratio. Bicycle parking for the townhouses is also provided at a ratio of 1:1. The site is also within 600 metres of future rapid transit, projected to be located at Smyth Road and St. Laurent Boulevard.

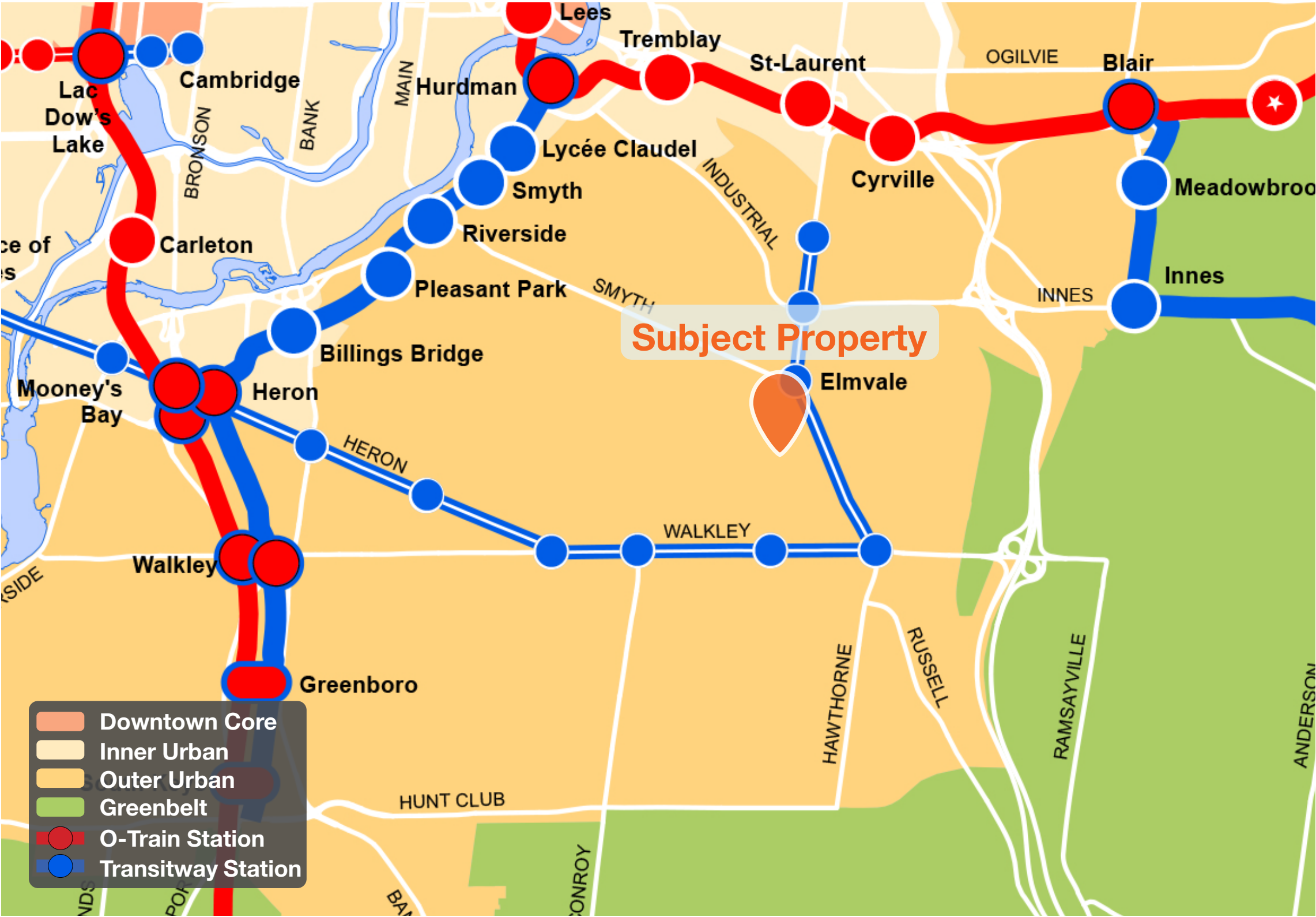
A parkland dedication is provided at the north-west corner of the site. The location was chosen to coordinate with the proposed amenity area contemplated in the abutting Elmvale Acres Secondary Plan, to the north.

Key Statistics

- / **Heights:** 15 metres
- / **Residential Units:** 72 units (stacked townhouse) 376 units (existing)
- / **Dwelling Type:** 48 2-bedroom, 24 3-bedroom
- / **Vehicle Parking:** 87 (72 residential, 15 visitor)
- / **Amenity Area:** 486 square metres (6.75m² / unit)
- / **Communal Amenities:** 3,042.5 square metres

2 Design Directives

Policy Context - Official Plan



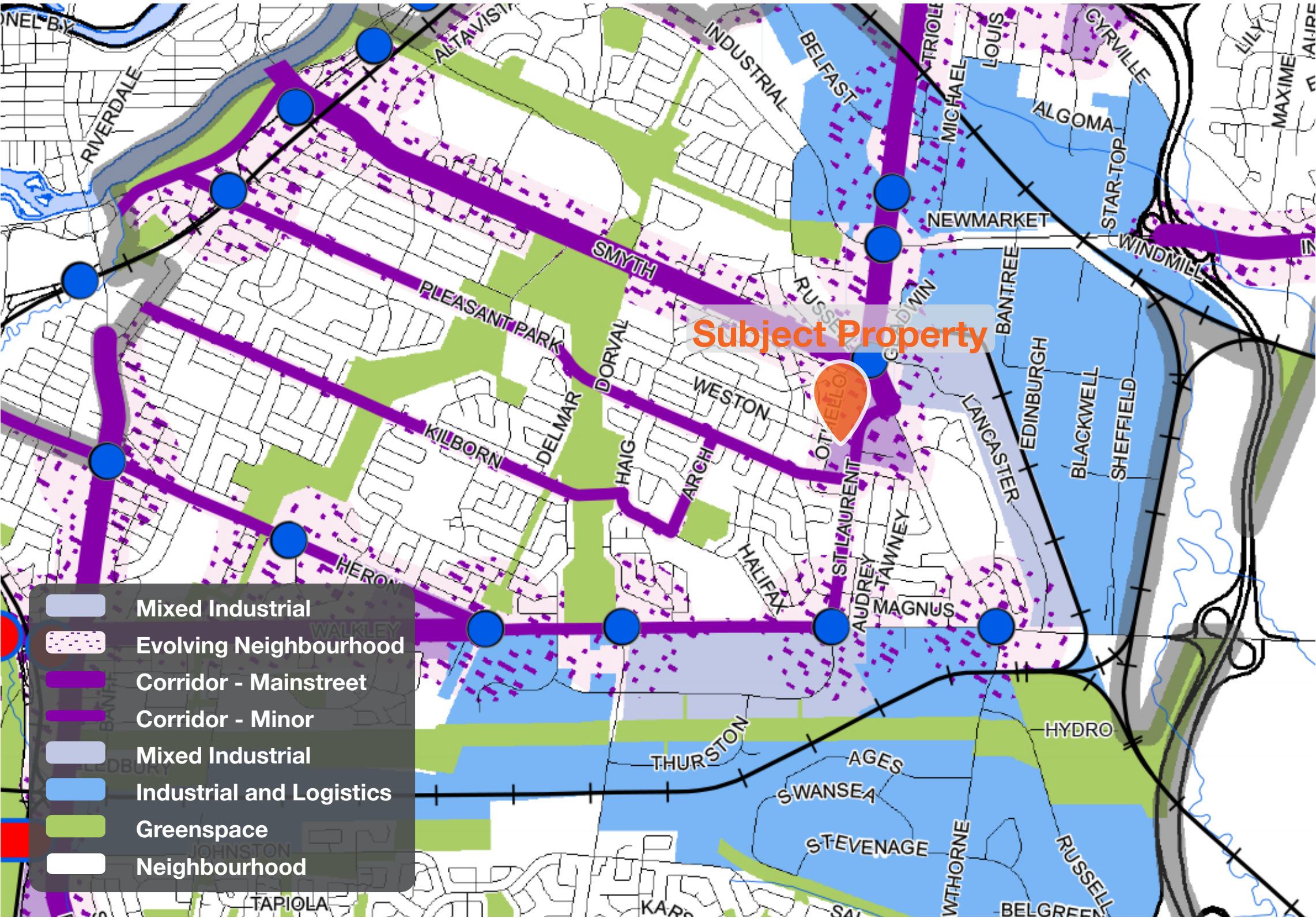
Schedule A — Transect Policy Areas, City of Ottawa Official Plan

As identified on Schedule A of the Official Plan, the subject property is located within the **Outer Urban Transect**. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century.

It is the desire of the Official Plan to introduce more viable public transit and active mobility options and encourage more diverse housing options. It is understood that more transformative changes in built form will be located in key areas around Hubs, Corridors, and in areas near rapid transit stations.

The proposed development is located within 600 metres of a future bus rapid transit station, as identified of Schedule A.

Policy Context - Official Plan

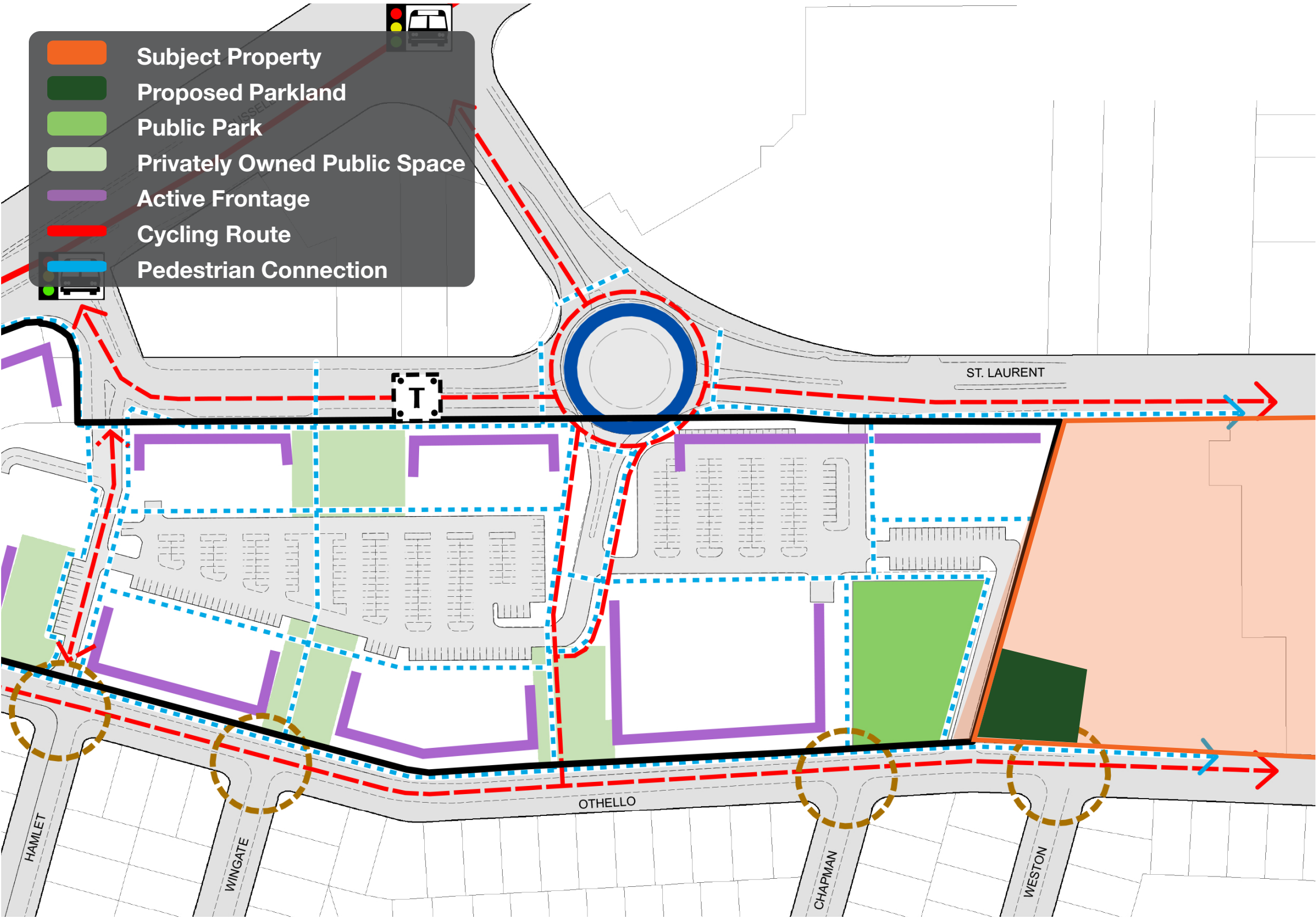


Schedule B3 — Outer Urban Transect, City of Ottawa Official Plan

As identified on Schedule B3, the subject property is designated Minor Corridor with Hub designation height policies . The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Policy Context - Elmvale Acres Secondary Plan



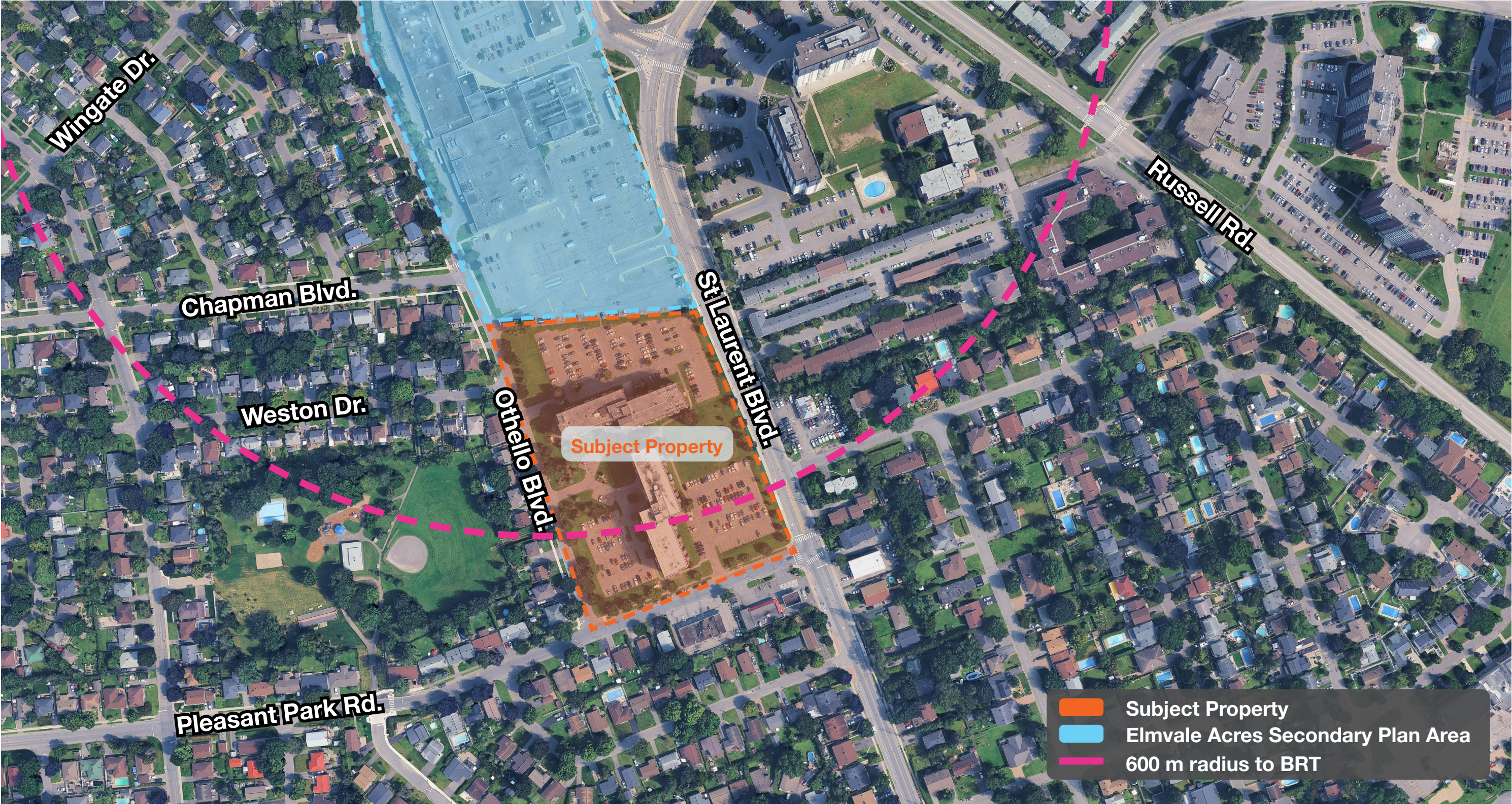
The subject property is not located within the Elmvale Acres Secondary Plan. However, it immediately abuts the study area to the south. The purpose of this secondary plan is to guide the redevelopment of the Elmvale Acres Shopping Centre at 1910 St. Laurent Boulevard, as well as the parcel of land located at the southwest corner of the intersection of Smyth Road and Russell Road known as 1990 Russell Road.

The proposed development looks to integrate the parkland dedication area into the area identified in the Secondary Plan for parkland, to create a large parcel which can provide greater levels of programming and use the growing neighbourhood.

Schedule B —Public Realm and Transportation Plan, Elmvale Acres Secondary

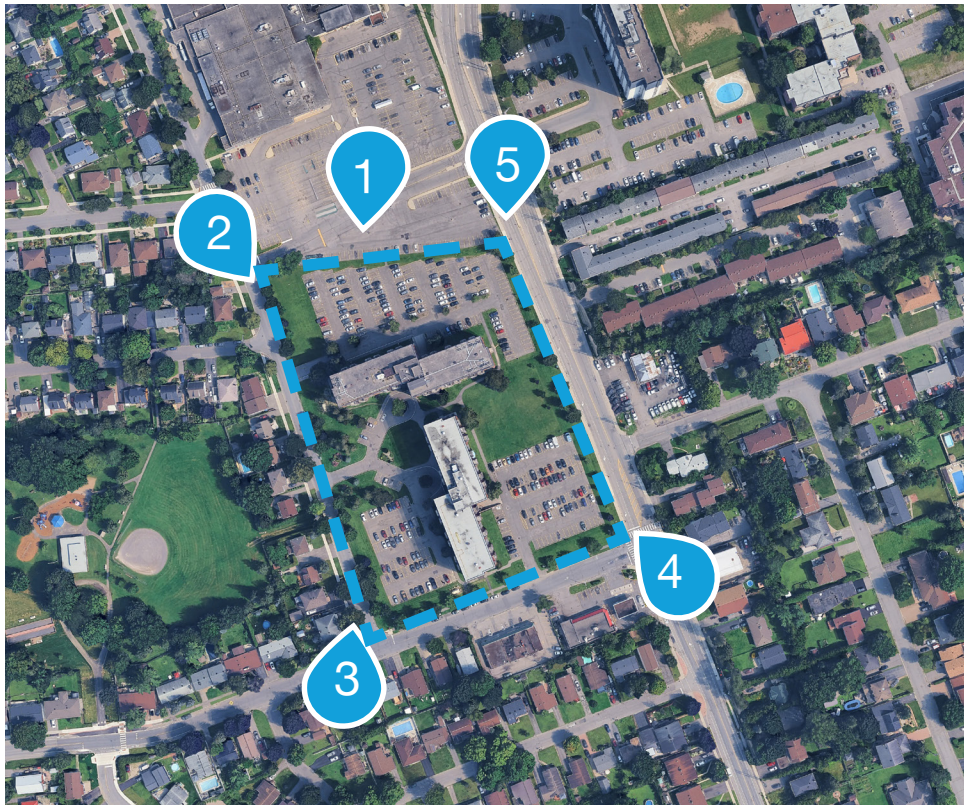
3 Site, Context, & Analysis

Subject Property



Aerial image of the subject property and surrounding area.

Site Photos



Site Analysis - Surrounding Recent Development Proposals



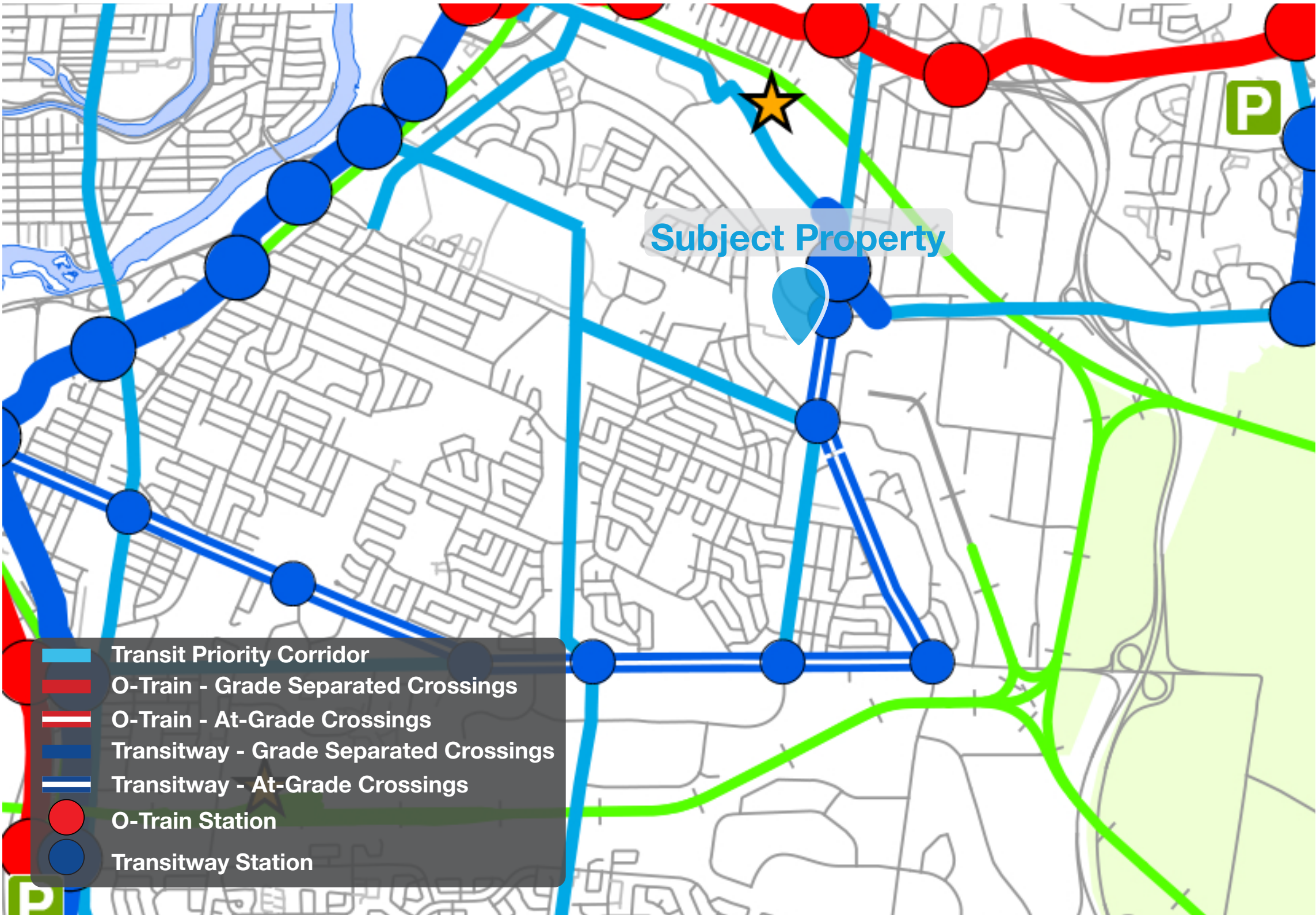
Aerial image of the subject property and proposed development in the surrounding area.

Site Analysis - Surrounding Amenities



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

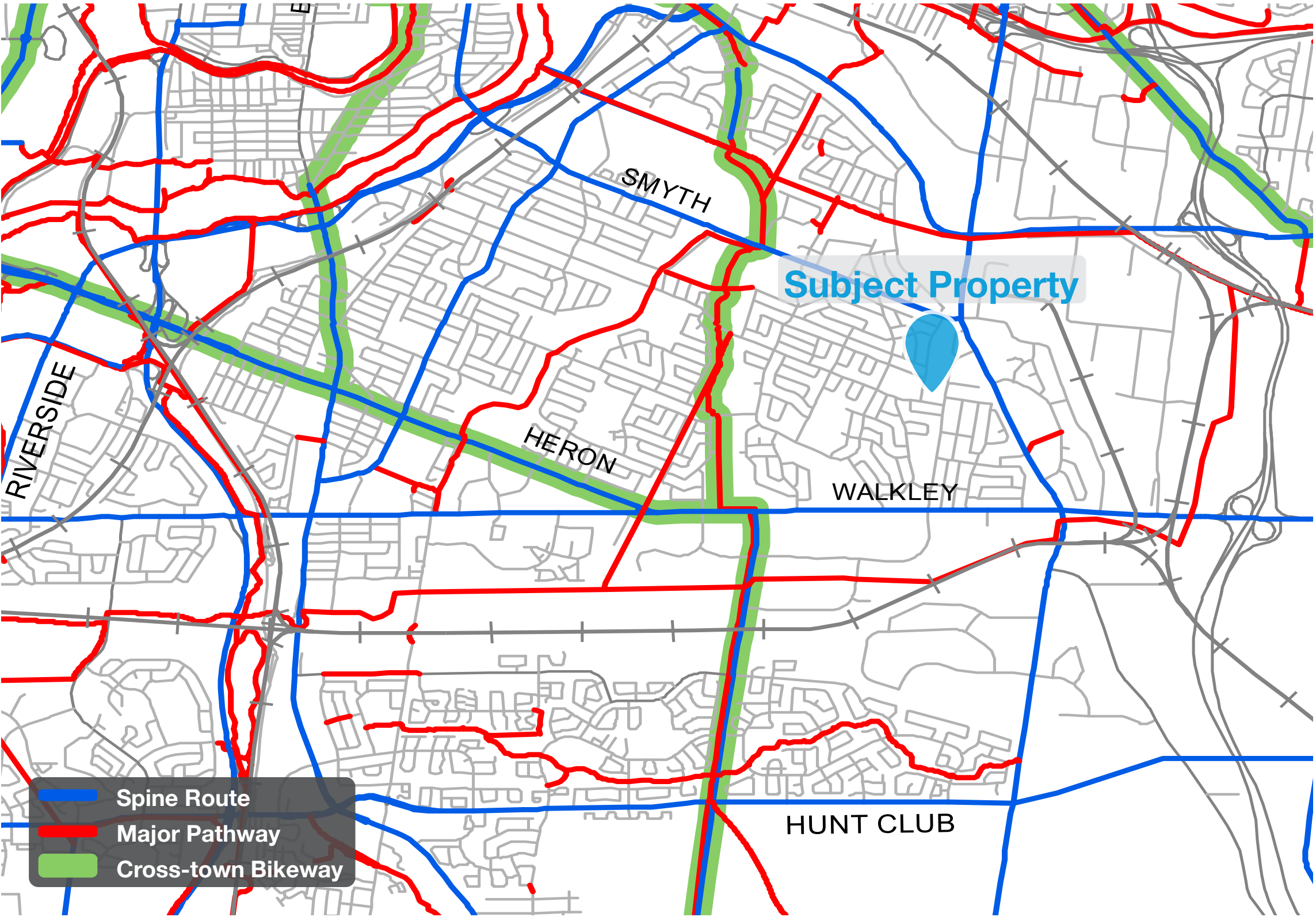
Site Analysis - Transit Network



As identified on Schedule C2, the subject property is located approximately 500 metres from the future BRT station, projected to be located at the corner of St Laurent Boulevard and Industrial Avenue. Local OC Transpo services are also readily available, having bus stops (heading both north and south) located immediately in front of the subject property, on St Laurent Boulevard. Services available include the 40, 41, 48, and 49 routes.

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

Site Analysis - Active Transportation Network



As identified in the City of Ottawa Transportation Masterplan, the subject property is located in close proximity to a Spine Route, which offer travel to the major cross-town bike pathways and major pathways which provide dedicate pedestrian and cyclist travel throughout the broader City.

Map 1 - Cycling Network, City of Ottawa Transportation Masterplan

Site Analysis - Street Network



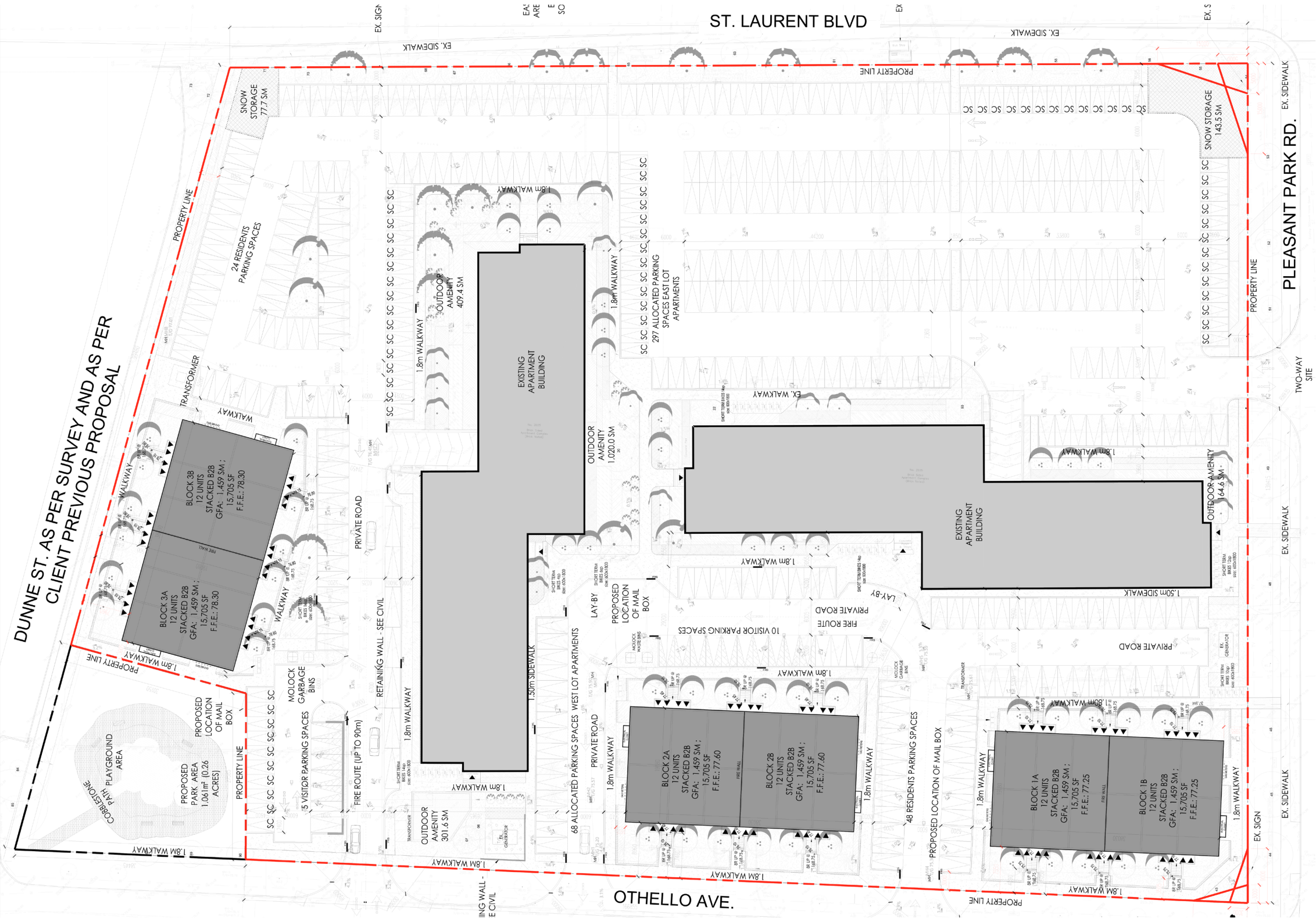
As identified Schedule C4 of the Official Plan, the subject property is located at the corner of two Arterial Roads (once Leitrim Road has been realigned). However, no established timeline has been provided for the realignment of Leitrim Road.

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.

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

4 Design

Proposed Development - Site Plan



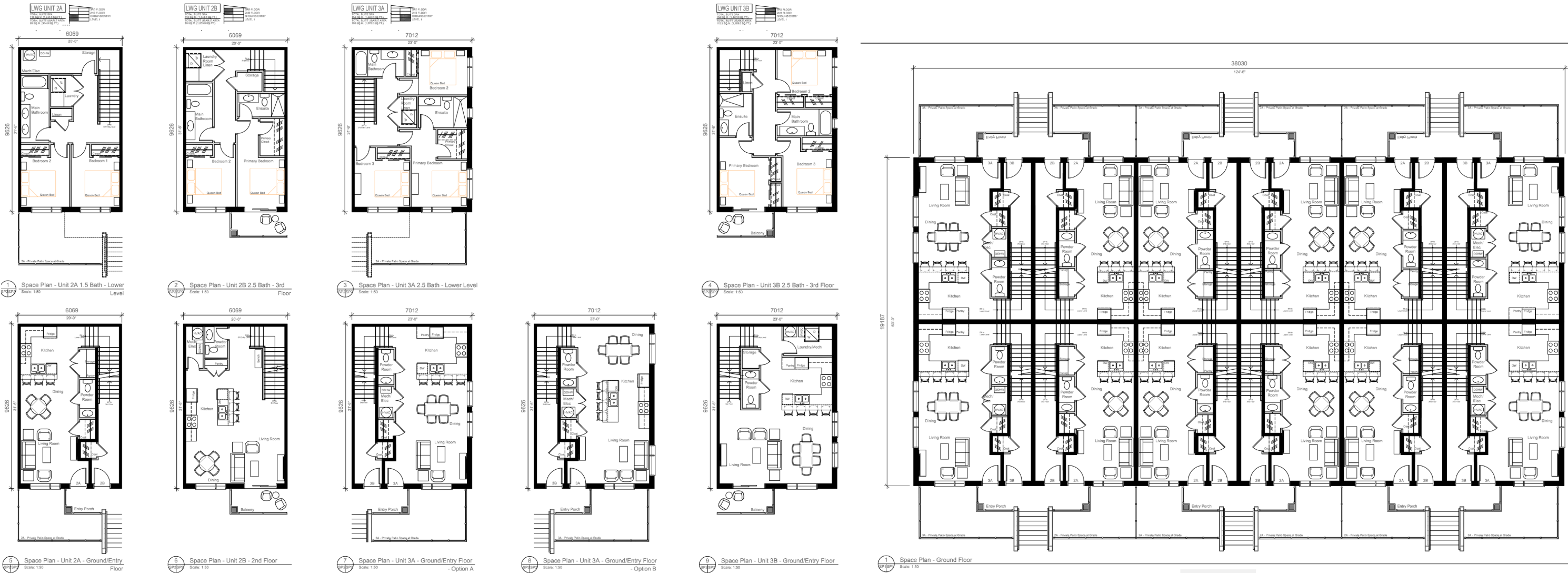
ZONING TABLE - July 2025		
Table 12.18	Requirement	Proposed
Minimum Lot Area	No minimum	24,140.44 SM / 259,829 SF / 5.97 AC
Minimum Lot Width	No minimum	205.3m
Minimum Front and Corner Yard Setback	6m, must have 50% of the building wall within 4.5 m of the property line	3.0m
Minimum Interior Side Yard Setback	No minimum	3.0m
Rear Yard Setback	N/A	N/A
Minimum Building Height	10 m	15m
Maximum Building Height	No maximum	N/A
Maximum FSI	0.5 per unit (proposed) = 224 spaces	452 spaces (1.0 combined)
Vehicle Parking	0.2 per unit (proposed) = 90 spaces	452 spaces (1.0 combined)
Bicycle Parking	0.5 per dwelling unit	min. 1 per unit for new towns + existing
Vehicle Parking Space Dimensions	2.6 m x 5.2 m (req) 2.4 m x 6.7 m (parallel) 2.4 m x 4.6 m (small car) * up to 50% of spaces can be for small car	2.6 m x 5.2 m (req) 2.6 m x 6.7 m (parallel) 2.4 m x 4.6 m (small car) 65 spaces (13.5%) are small car 9,30.94 per unit
Amenity Space	6m ² per unit, of which 50% is to be communal	communal = 5.40m ² per unit
Glazing requirement	A minimum of 50% of the surface area of the ground floor facade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors	N/A
Parking Lot Landscaping Area	Abutting a street - 3m Other cases - 1.5 m (for containable less than 100 spaces)	15% 3m 1.5m min
Parking Lot Landscape Buffer	located at least 9.0 m from a lot line abutting a public street, 3 m from other lot lines	33m to lot line abutting street; 9m to other lot line
Outdoor refuse collection and refuse loading areas	screened from view by an opaque screen with a minimum height of 2.0 metres, or where in-ground refuse container is provided, the screening may be achieved with soft landscaping	underground system

2025 OTHELLO AVE RESIDENTIAL DEVELOPMENT OTTAWA, ONTARIO			
Project Statistics JULY 2025		Project No: S24016	
1.0	Site Area		
		hectares	acres
	Developable Area	2.41	5.96
	Park Conveyance	0.11	0.26
	Daylight Triangles	0.01	0.02
	Gross Site Area	2.53	6.25
2.0	Gross Floor Area		
2.1	Townhouses		
		sq.m.	sq.ft.
	Block 1	729.41	729.41
	Block 2	729.41	729.41
	Block 3	729.41	729.41
	Total GFA	2,188.23	8,752.9
3.0	Unit Count		
3.1	Stacked Towns		
		total	
	Block 1	24	
	Block 2	24	
	Block 3	24	
	Total Units	72	
3.2	Existing Apartments (client provided)		
	North Building	188	
	South Building	188	
	Total units	376	
3.3	Total units		
	Existing Apartments (client provided)	376	
	Stacked Towns	72	
	Total Units	448	
4.0	Unit Mix (stacked towns)		
		2 bed	3 bed
	Block 1	16	8
	Block 2	16	8
	Block 3	16	8
	Total Proposed Units	48	24
		67%	33%
5.0	Vehicular Parking		
5.1	Provided Parking Spaces		
		resident standard	resident small car
	Existing Apartments	309.0	56
	Stacked towns	72.0	15
	Total Proposed Parking Spaces	437.0	15
		Ratio	
	Existing Apartments	365	0.97
	Stacked towns	67.0	1.21
	Total Proposed Parking Spaces	452	1.01
6.0	Bicycle Parking Provided		
		ratio	Parking Spaces
	Existing apartments	0.04	14
	Stacked towns	1	76
	Total Provided Bicycle Parking		90
7.0	Lot Coverage		
		sq.m.	sq.ft.
	existing north apartment building	1,624.1	17,482
	existing south apartment building	1,627.1	17,514
	block 1	729.4	7,851
	block 2	729.4	7,851
	block 3	729.4	7,851
	Total Building Areas	5,439.4	58,549
	Gross site area	25,276.9	272,077
	Lot Coverage		22%
8.0	Amenity Areas		
		sq.m.	sq.ft.
	Existing Private Outdoor Amenity	1,161	12,497
	Existing Indoor Amenity	525	5,651
	New Private Outdoor Amenity	486	5,231
	Common Outdoor Amenity	1,806	19,494
	Total	4,068	43,783

Proposed development Site Plan

September 2025

Proposed Development - Floor Plans

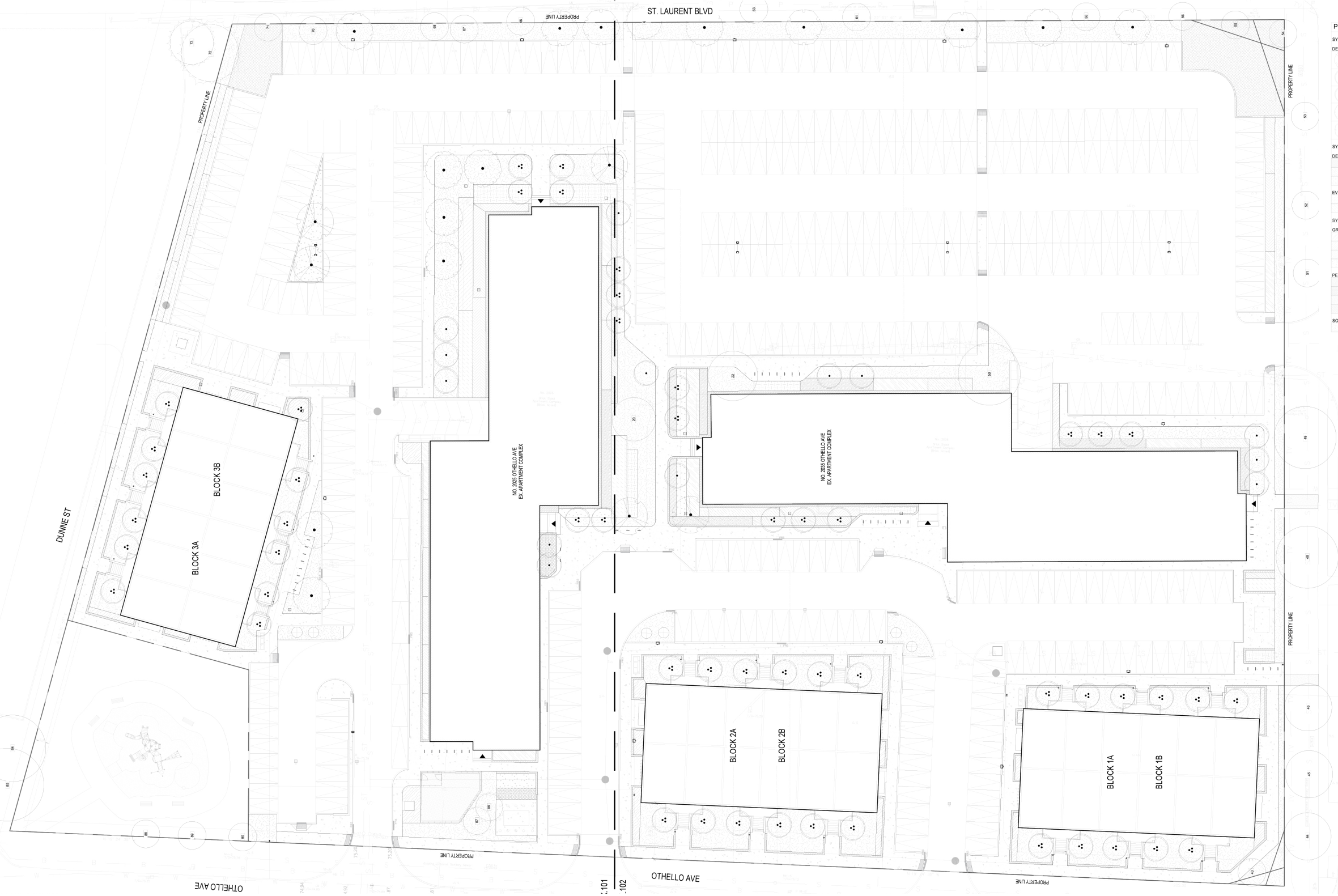


Proposed Development - Building Elevations



Proposed development Building Elevations (TYP Block)

Proposed Development - Landscape Plan



Proposed development Landscape Plan

