

nemorin

URBAN DESIGN & PLANNING POLICY BRIEF

1144 St. Pierre Street

V00 25.12.10

Introduction

At Pulse Societies, we envision a transformative project in Orleans that embodies **innovation**, **sustainability**, and **social accountability**. Our commitment is to create a development that not only meets the highest standards of urban living but also champions inclusivity, innovation, and connectivity. Introducing three brand-new, top-notch buildings in the heart of Orleans — Chord, Groove, and Encore — each designed to resonate with the community.

We design spaces and initiatives that enhance connectivity, encourage collaboration, and celebrate the diverse cultural fabric of Orleans.

The proposed development aims to create a vibrant, sustainable, and integrated urban community that respects the existing neighborhood character while introducing contemporary architectural elements. The vision is to develop a mixed-use space that promotes social interaction and provides high-quality residential units.

This forward-thinking initiative seamlessly integrates advanced design principles, eco-friendly practices, and inclusive community planning. Pulse is more than just a development; it orchestrates towards a more sustainable and socially responsible future.



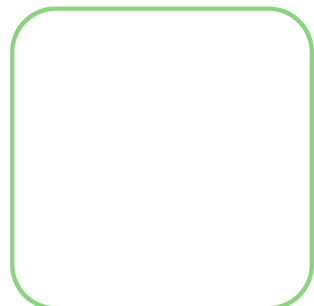
Sustainability

We are committed to integrating eco-friendly practices and technologies that minimize environmental impact and promote a sustainable future.



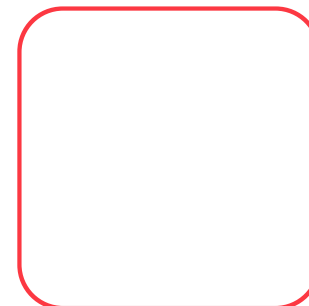
Social Accountability

We prioritize the well-being and inclusivity of the community, fostering relationships and partnerships that benefit Orleans residents.



Innovation

We embrace creativity and forward-thinking to drive continuous improvement in urban development and community living.



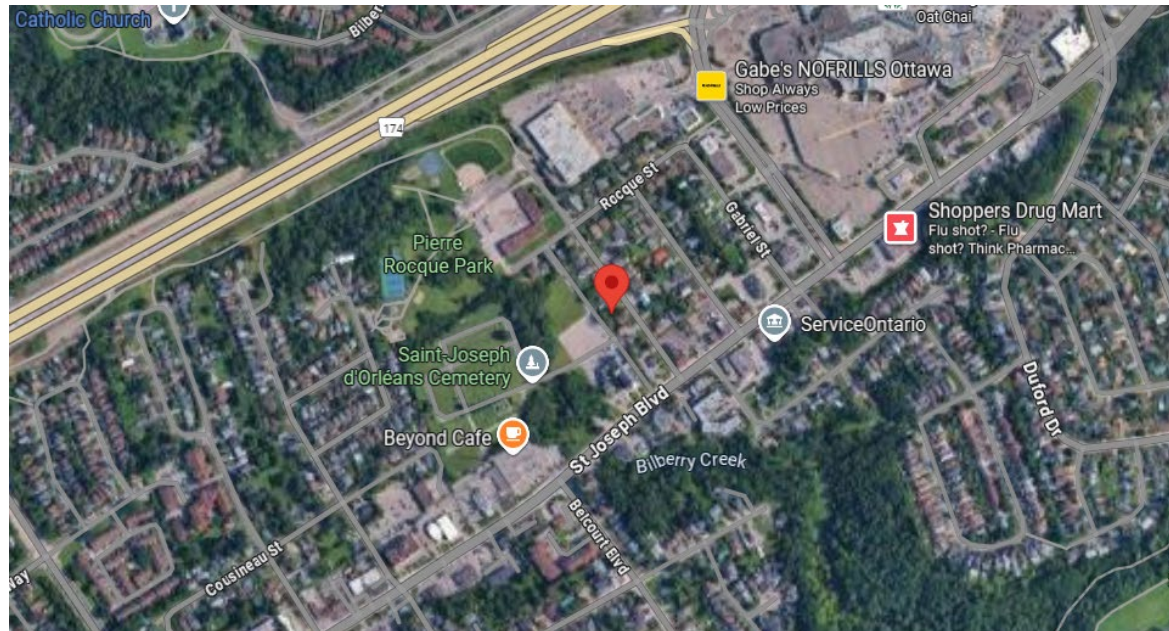
Excellence

We uphold the highest standards in every aspect of our projects, from design to execution, aiming to exceed expectations and deliver lasting value.

Integration and Surrounding Context

The development comprises a total of 20 units distributed . These units are thoughtfully designed to accommodate a diverse range of housing needs, ranging from studios to two-bedroom apartments.

30% of the units are designated as affordable housing, ensuring accessibility for residents from various socioeconomic backgrounds. Additionally, 20% of the units are tailored for barrier-free access, specifically catering to seniors and individuals with mobility needs. These accessibility features are integrated to promote inclusivity and enhance the quality of living for all residents.



Our project aligns with City policies and aims to reduce automobile reliance, promote sustainability, and ensure accessibility, supporting the 15-minute neighborhoods (2022 City OP) initiative. The design incorporates several key elements to achieve these goals:

1

Greenery and Landscaping

This Street tree, and green buffers are integrated throughout the project area. These features not only beautify the surroundings but also provide essential shade, mitigate urban heat island effects, and contribute to a healthier urban ecosystem. The incorporation of green spaces ensures that residents have access to nature within their urban setting.

2

Accessibility

Every aspect of our design prioritizes accessibility, with an on-grade entrance ensuring that all public spaces are fully inclusive and accessible to people of all ages and abilities. Barrier-free pathways, ramps, and tactile paving are seamlessly integrated into the pedestrian infrastructure. This commitment extends to amenities and facilities, ensuring that everyone can navigate and enjoy the community comfortably and independently.

3

Additional Bike Parking

Bike parking facilities are conveniently located in the front yard, encouraging sustainable transportation options and reducing reliance on cars. These dedicated spaces provide secure storage for bicycles, promoting a bike-friendly community and supporting residents who choose eco-friendly modes of transportation.

Exterior Design Brief for Amenity Spaces

The exterior design of our amenity spaces extends the sophisticated and soulful ambiance of mid-20th century jazz clubs. Utilizing shades of black and grey, with concrete surfaces and exposed brick textures, the design maintains a cohesive aesthetic with the interior. String bulb lights will be strategically placed to cast a soft, inviting glow, enhancing the cozy environment and evoking a sense of nostalgia. Comfortable seating arrangements will foster social interaction, making the spaces ideal for both casual and organized gatherings.

To ensure a clean and organized environment, garbage will be enclosed, and bike posts will be covered and locked, providing secure and convenient storage for bicycles. This practical approach not only maintains the aesthetic appeal but also promotes a sense of order and safety within the amenity spaces. These features will cater to the needs of the residents, enhancing their overall experience and convenience.



Incorporating greenery, such as potted plants and vertical gardens, will add a refreshing touch of nature, contrasting beautifully with the urban-inspired materials. This thoughtful blend of lighting, textures, and greenery ensures that our amenity spaces offer a welcoming retreat, seamlessly extending the unique interior ambiance into the outdoor environment.



Exterior Design Brief for Elevation

Building Form and Massing

The design features a blend of industrial aesthetics and contemporary architectural elements. Facades are meticulously divided into smaller modules to minimize visual bulk while adding architectural interest. The interplay between buildings introduces a musical elevation concept, creating a cohesive flow across the new skyline elements.

Active Frontages

Street-level areas feature a mix of large windows, Juliet windows, and balconies, fostering seamless visual connections between indoor and outdoor spaces. This design enhances the pedestrian experience, promoting a vibrant and engaging streetscape where residents can enjoy varied perspectives of the surrounding environment.

Swank and Elevated Aesthetics:

The color palette includes shades of gray with accents of black and wood patterns, imparting a sophisticated and swank look to the project. These elements combine to create a modern yet welcoming atmosphere that integrates harmoniously with the surrounding urban environment.

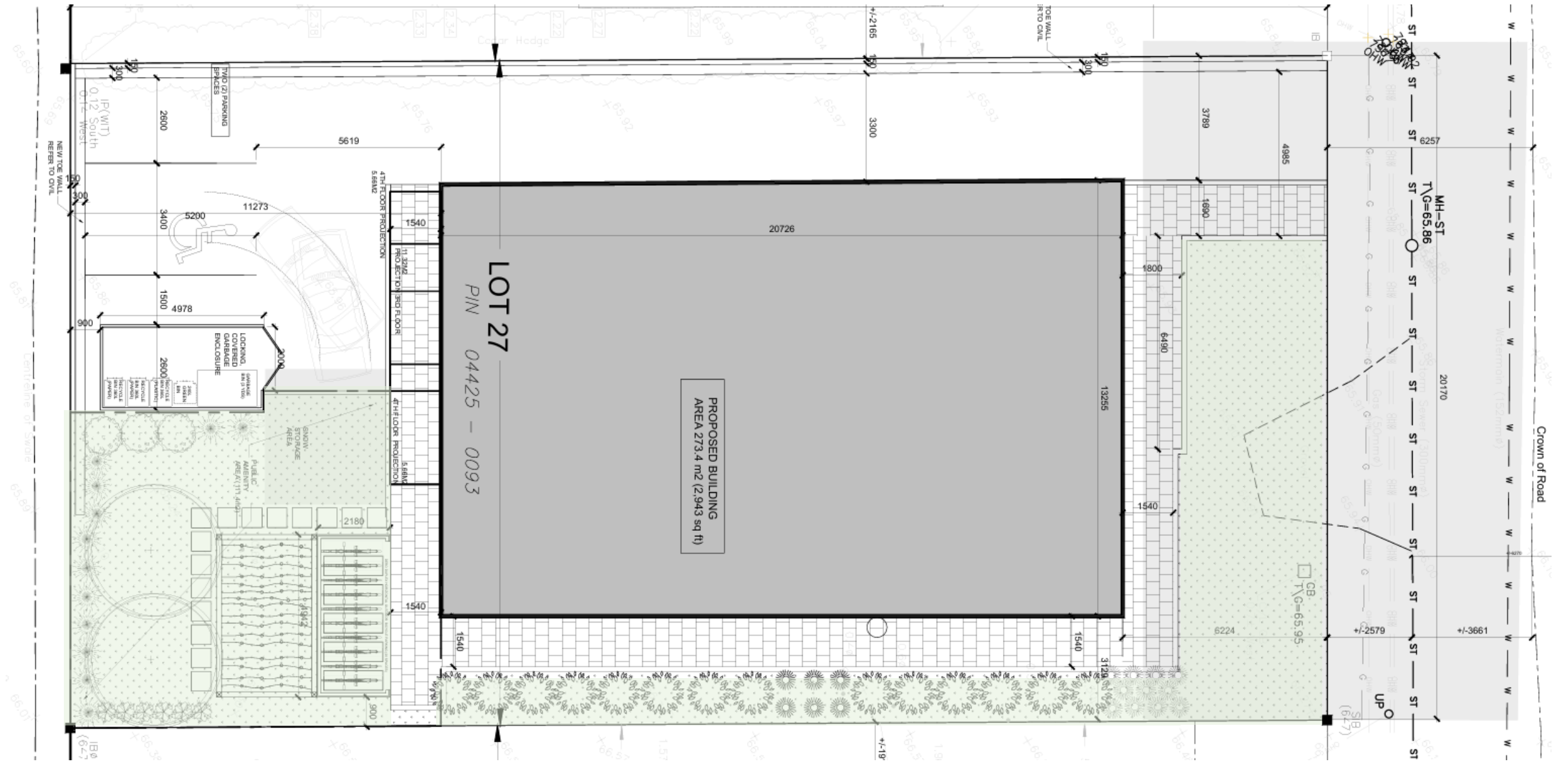


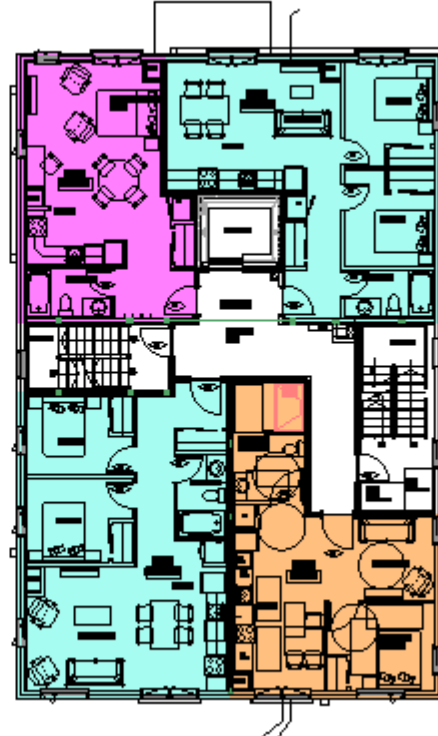
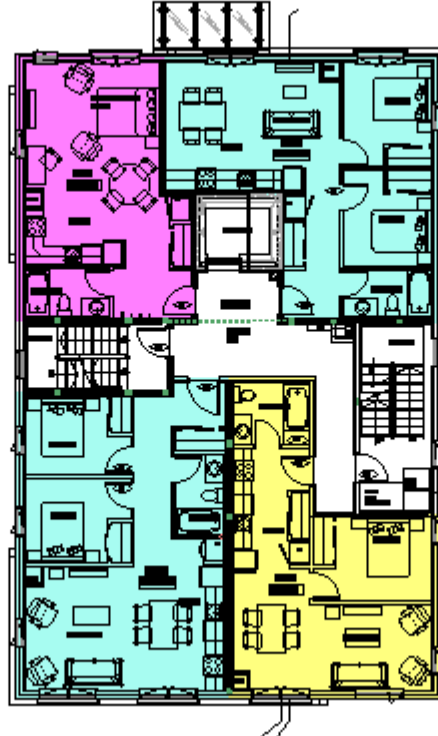
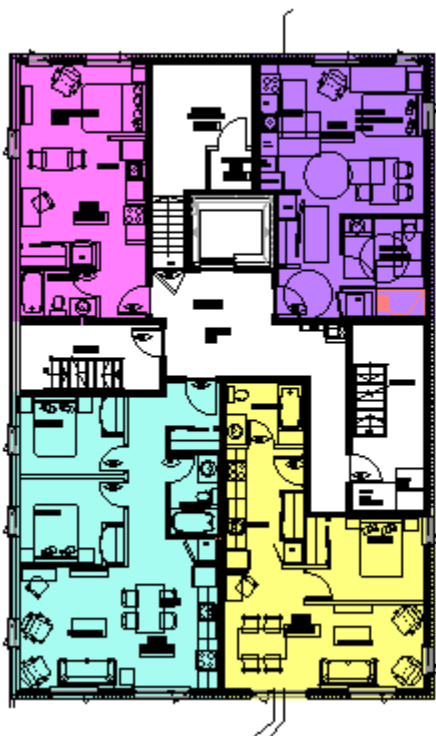
Elevation - 1144 St Pierre – Ottawa – ON – K1C1L5

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Site Plan - 1144 St Pierre - Ottawa - ON - K1C1L5





14,715

BUILDABLE AREA



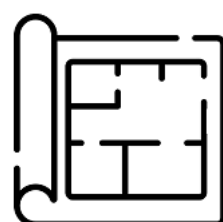
07

STUDIO



05

1 BEDROOM



08

2 BEDROOMS



30%

AFFORDABLE UNITS



20%

ACCESSIBLE UNITS

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PLANNING POLICY

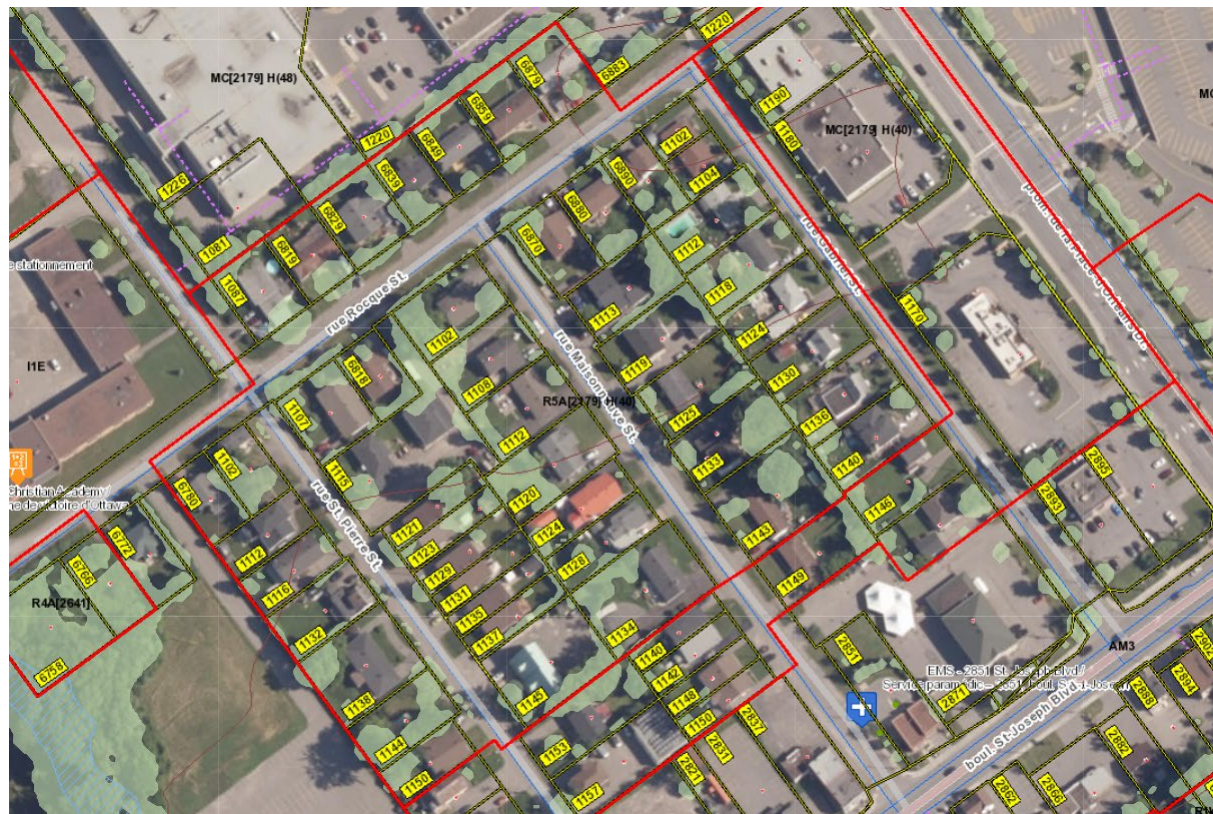
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Introduction

Planning Policy Rationale, according Section 4.1.1 of the Orléans Corridor Secondary Plan the proposed low-rise apartments share common design elements, provide minimal parking and expansive bicycle parking. Waste Management will be undertaken by the private sector which will allow for more flexibility in managing waste storage and collection.

- 1144 St. Pierre Street will be home to 20 units with a mix of regular and accessible studio, one bedroom and two-bedroom units.



Provincial Policy Statement (2024)

The Provincial Planning Statement was issued under section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

The PPS provides policy direction on matters of Provincial interest relating to land use planning while providing for appropriate development that protects resources of provincial interest, public health and safety and the quality of the natural and built environment.

Section 2.1 Planning for People and Homes directs that the Planning Authority provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents.

- *The proposed low rise apartment developments at 1144 St. Pierre Street adhere to this policy the development will add 20 new rental units efficiently using land that is specifically zoned for that purpose which is a very efficient use of existing urban land.*

In Section 2.2 Housing The PPS is prescriptive in that the Planning Authority will promote densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

In addition it requires the Planning Authority to support all types of residential intensification, development and introduction of new housing options within previously developed areas, and redevelopment.

- *The subject site is located within a built-up community with the proposed low rise apartment offering opportunities for additional residential units in close proximity to transit and 15 minute neighbourhood amenities. This promotes the sustainability of these communities without affecting settlement area boundaries or the surrounding environment.*

Section 2.3 Settlement Areas and Settlement Area Boundary Expansions directs the Planning authorities to support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

- *The subject site is close to transit with a focus on active transportation and is consistent with PPS Section 2.3 as it proposes redevelopment from a single dwelling unit to multiple dwelling units to help achieve complete active transportation communities.*

It is clear that the development of a low-rise apartment in close proximity to high quality public transit with zoning that specifically allows for the proposed apartment is compliant with the policy direction of the Provincial Policy Statement.

The Official Plan sets forth broad policies that will help govern growth and change in Ottawa, as well as specific policies dependent upon land use designations. Schedule B8 – Suburban East – of the Official Plan identifies the land designation for the subject property as Neighbourhood with an Evolving Neighbourhood overlay.

The City of Ottawa’s Growth Management Framework is set out in Section 3 of the Official Plan. It focuses on the goal of providing sufficient development opportunities to increase sustainable transportation mode shares and use of existing and planned infrastructure, while reducing greenhouse gas emissions.

The intent of the City’s Growth Management Framework is:

- To provide an appropriate range and mix of housing that considered the geographic distribution of new dwelling types and/or sizes to 2046;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and,
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed low rise apartment developments at 1144 St. Pierre Street which would allow for redevelopment of the subject sites meets the following Growth Management Framework policies:

- Policy 3 in Section 3.2 states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and adjacent Neighbourhoods.
 - *The subject property is designated Neighbourhood, and the proposal seeks to provide for zoning compliant intensification of the site.*
- Policy 4 in Section 3.2 states that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.
 - *The subject property has municipal water and sewer services.*
- Policy 8 in Section 3.2 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.
 - *The proposed development seeks to develop the subject sites with a mix of regular and accessible studio, one bedroom and two-bedroom units*
- As defined in the Official Plan... “Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.”

City of Ottawa Official Plan (2022)

- Section 6.3.1 of the Plan speaks to the function of Neighbourhoods and Policy 4) notes that “the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation”, including: b) “Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);”
- Section 6.3.2 1) further notes that “The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods. Innovative building forms include, but are not limited to:...
development of a single lot or a consolidation of lots to produce missing middle housing;”
 - *As noted in the introduction, when site plan approved, these applications would allow for the creation of missing middle housing units on a single lot where one single detached dwelling had previously existed all while meeting most of the provisions of the zoning bylaw.*

As demonstrated above, the proposed low rise apartment buildings comply with and are supported by the policies found within the City of Ottawa Official Plan (2022).

Orleans Corridor Secondary Plan

This Secondary Plan is primarily intended to provide more specific direction and guidance for medium and high-density development. Existing low-rise in residential areas have generally not been addressed in this Plan. The intent of the Plan will move Orléans further away from automobile-centred development and towards a more liveable, sustainable and healthy urban form that is compact, transit-oriented and highly walkable.

The proposed low-rise apartments with limited parking and generous bicycle parking and strong access to public transit is in full alignment with the general intention of the Secondary Plan.

Several of the Plans high level goals and objectives can be applied to the proposed low-rise apartments.

- Goal 1 - Support the evolution of the Orléans Corridor into a community of 15-minute neighbourhoods that support health and well being of residents.
- Goal 4: Prioritize and improve mobility for pedestrians and cyclists to support positive health outcomes and reduce greenhouse gas emissions.
- Goal 5: Coordinate new built form with improvements to the public realm and mobility

Corresponding objectives:

- Require all development within 400 metres of an O Train station to preferentially accommodate pedestrian and cycling movements.

- Prioritize walking, cycling, and transit for development in the Station Areas, on the streets leading to O Train stations and on St. Joseph Blvd mainstreet, and in the management of on site vehicle circulation and parking.
- Plan and design new development so that sustainable transportation movements are prioritized on site, and through new connections to streets and pathways.

The proposed low-rise apartments with limited parking and generous bicycle parking and strong access to public transit embodies the goals and objectives outlined above. This is another step is the clearly demonstrated compliance to the City's policy objectives.

Although the Plan does not specifically provide policies for low rise development in the same manner as the plan provides for mid- and high-rise development, the plan does have general policies that have been incorporated into the site plan proposals for the 3 locations.

General Policies

- New buildings shall, wherever possible, include active frontages facing the public realm, such as along public or private streets
- Buildings will locate the main entrance fronting an adjacent street with a direct connection to the nearest sidewalk.
- New development shall frame their adjacent streets and parks to animate public spaces and create comfortable pedestrian environments in the public realm and avoid long expanses of blank walls.

Orleans Corridor Secondary Plan

Periphery Zone

All three subject sites are located in the Place d'Orléans Station Area – Periphery zone and subject to the applicable Periphery zone policies outlined below.

Station Periphery Policies

- Low-rise residential use buildings of less than two principal residential dwelling units will not be permitted through the zoning by-law.
 - *The development proposal meets this requirement*
- Minimum height is two storeys.
 - *The buildings proposed are 4 storey low rise apartment building*
- Residential-use buildings will be predominant in the Station Periphery.
 - *The buildings proposed are fully residential*
- New development will contribute to a connected active transportation network.
 - *The development proposal limits parking and supports active transportation.*
- Extensive tree canopy coverage in open spaces will be provided.
 - *Tree Planting areas are provided*
- Built-form transition to a low-rise form will be required adjacent to Neighbourhood designated areas.
 - *The proposed building form is low rise*
- The creation of pedestrian and cycling infrastructure will be prioritized throughout the Station Periphery designation.

- *The development proposals for all three sites prioritize active transportation over vehicle use.*

All 3 of the subject sites are located in the Place d'Orléans Station Periphery Designation which provides policy direction:

- Where low-rise buildings are permitted, they shall contain multiple residential units;
 - *The development proposal has both regular and accessible 20 units thus meeting the requirements for multiple residential units.*
- Built-form transition will be required adjacent to existing low-rise areas;
 - *The development proposal is low rise and in accordance with the existing zoning bylaw requirements for height*
- All buildings will locate the main pedestrian entrance fronting the street with a direct connection to the nearest sidewalk;
 - *All buildings have the front door on the street*
- On-street parking should be parallel to the street.
 - *Parking is limited and when provided is provided in the rear.*

It is clear that the Orleans Corridor Secondary Plan has limited value in providing low rise guidance and is more focused on midrise and high-rise development. None the less, the policies that could be applied to low rise development clearly demonstrate that the site plans are in accordance with the policies of the Orleans Corridor Secondary Plan.

Low Rise Development guidelines

Streetscapes

- Contribute to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.
 - *The proposed buildings all have principal entries, windows and balconies at street level.*



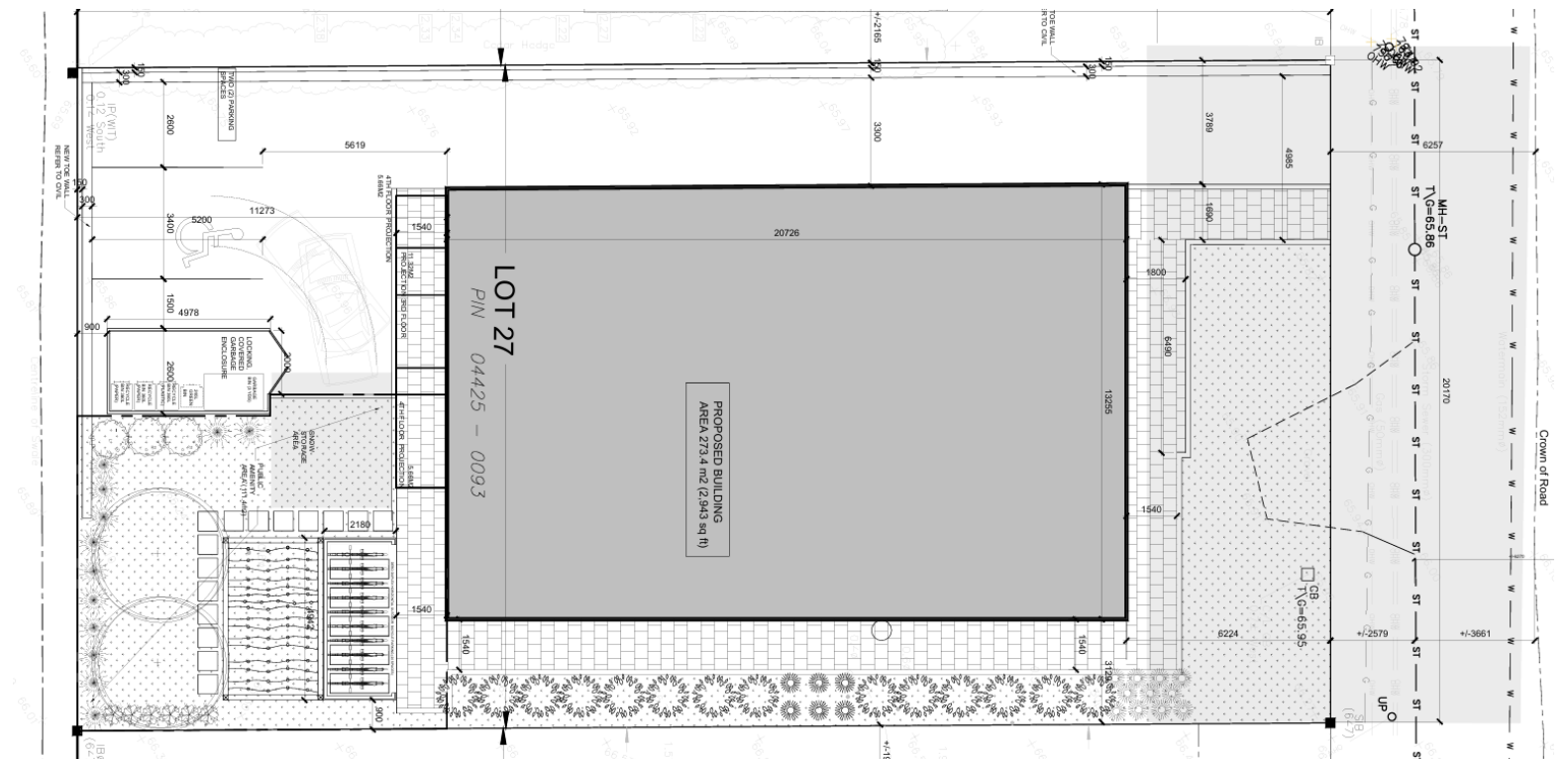
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Low Rise Development guidelines

Landscape

- Landscape the front yard and right-of-way to emphasize aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees.

Although the lots are small, each site plan has a space for a large tree and soft landscaping



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Low Rise Development guidelines

Building Design (Built Form)

- Ensure that new infill faces and animates the public streets.
- Respect the grades and characteristic first-floor heights of the neighbourhood by not artificially raising or lowering grades.
- Design all sides of a building that face public streets and open spaces to a similar level of quality and detail
 - *The proposed development is fully zoning compliant, and the built form adheres to the parameters in the zoning bylaw. As illustrated above, all three buildings face the public street and have windows that will ensure eyes on the street and animation of the front yard.*
 - *The buildings are not permitted to artificially raise or lower the grade of a property, and the proposed site plans adhere to that requirement.*
 - *The renderings included in this brief showing the use of windows, brick and siding present a level of sophistication in urban design which is of a significant quality.*

Lot Description

PIN: 04425-0093

PARTS OF LOTS 27; AS IN N620745; GLOUCESTER

REGISTERED PLAN 86 - CITY OF OTTAWA

Zoning By-law Conformance

The subject properties are zoned **R5A[2179]H(40)**
RESIDENTIAL ZONE 5, APARTMENT DWELLING, LOW RISE.

ZONE MECHANISM	ZONE PROVISION DEVELOPMENT	PROPOSED	IN COMPLIANCE (YES/NO)
MINIMUM LOT AREA (M ²)	540 M ²	779.77m2	YES
MINIMUM LOT WIDTH	18 M	20.17M	YES
MINIMUM FRONT YARD SETBACK	6 M	6.224 M	YES
MINIMUM PERCENTAGE OF LANDSCAPED AREA FOR LOT THAT CONTAINS PARTMENT DWELLING - MID-RISE, HIGH-RISE OR LOW-RISE, STACKED DWELLING, RETIREMENT HOME, OR PLANNED UNIT DEVELOPMENT	30%	OVER 30%	YES (38%)
MINIMUM CORNER SIDE YARD SETBACK (NOT APPLICABLE)	4.5 M	N/A	N/A
MINIMUM REAR YARD SETBACK	6M	11.73 M	YES
MINIMUM INTERIOR SIDE YARD SETBACK	3 M	3 M	YES
MAXIMUM BUILDING HEIGHT	15 M	14.8 M	YES
MAXIMUM FLOOR SPACE INDEX	NONE	N/A	N/A
MINIMUM WIDTH OF LANDSCAPED AREA AROUND A PARKING LOT (SECTION 110)	NONE (NOT ABUTTING A STREET)	NONE	YES
MINIMUM PARKING	ONE VISITOR PARKING SPACE	2 SPACES (1 ACCESSIBLE)	YES
MINIMUM BICYCLE PARKING (SECTION 111)	1.0 PER DWELLING UNIT (20 REQUIRED)	20 OUTDOOR-COVERED	YES