



910 MARCH & MAXWELL

RESIDENTIAL AND COMMERCIAL RETAIL DEVELOPMENT
12712 / JANUARY 27, 2023 / NEUF ARCHITECTES



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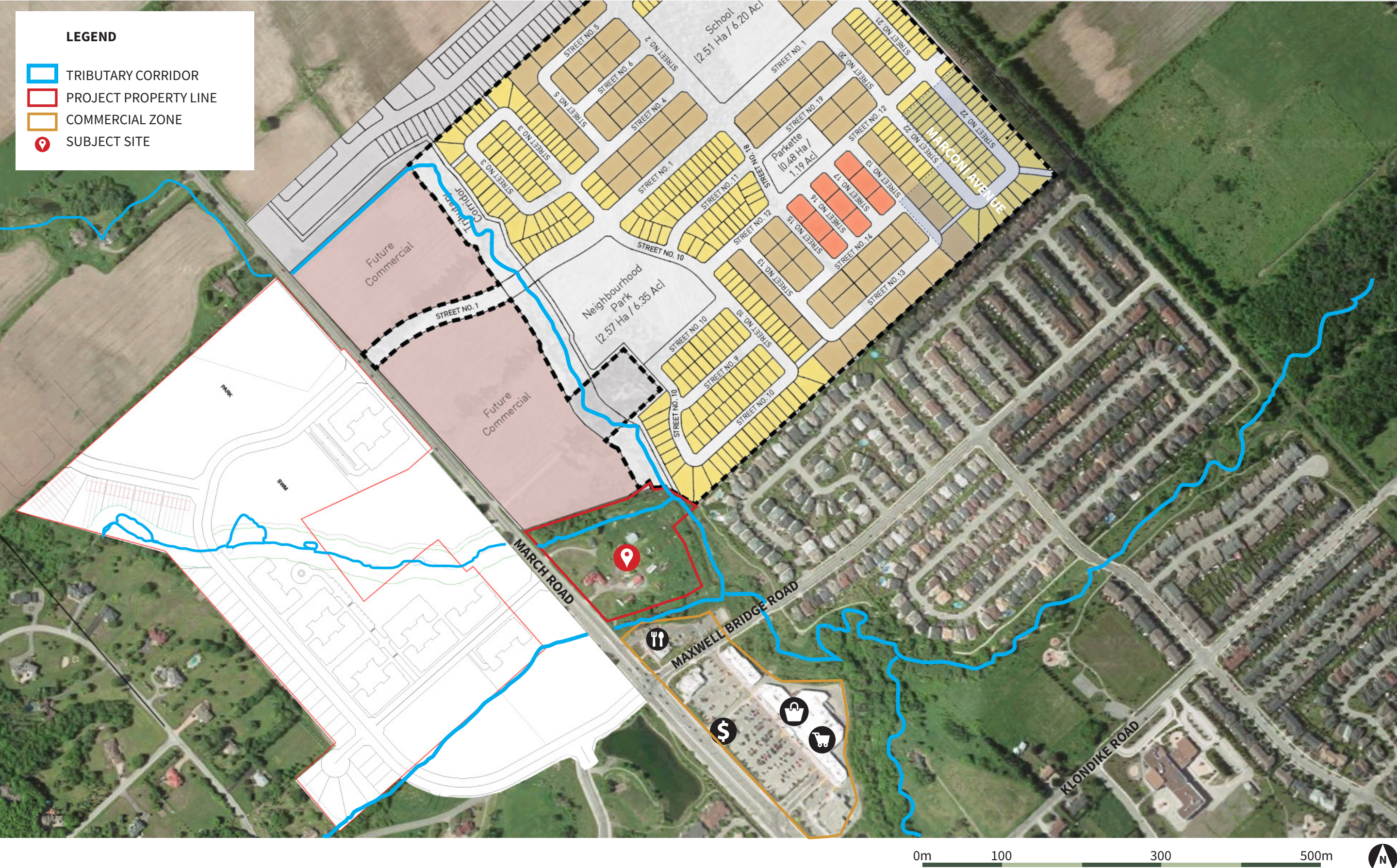
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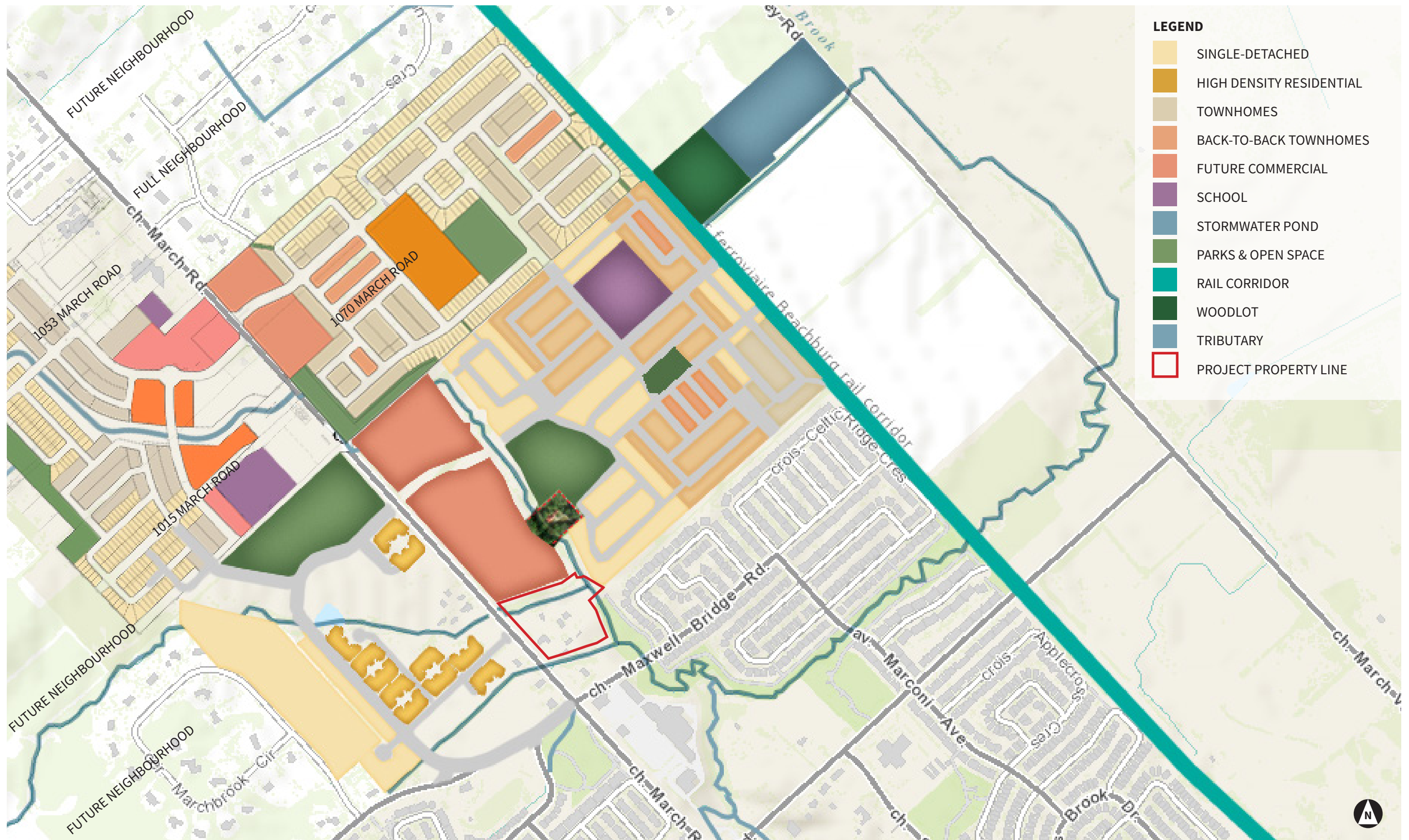
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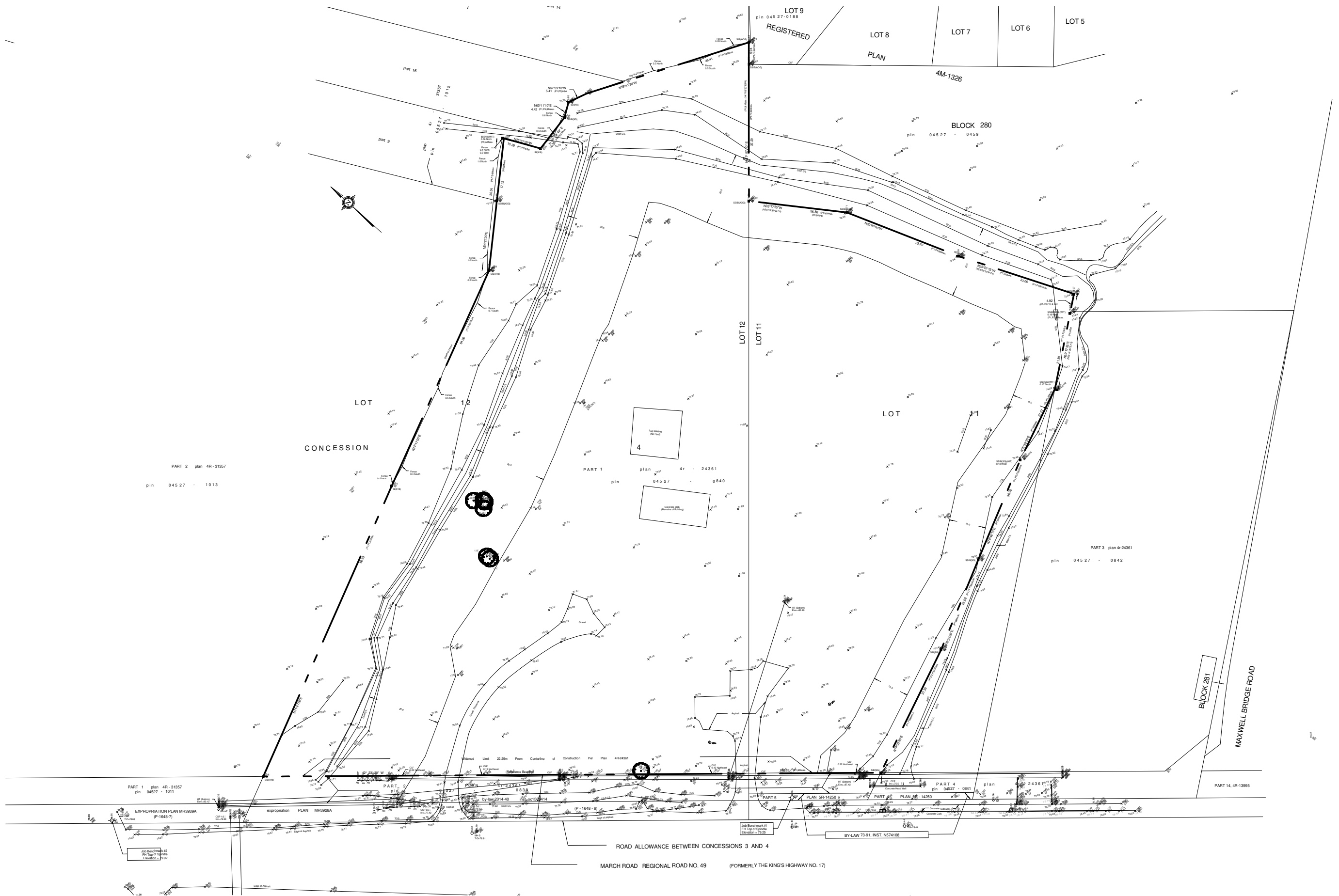
SITE



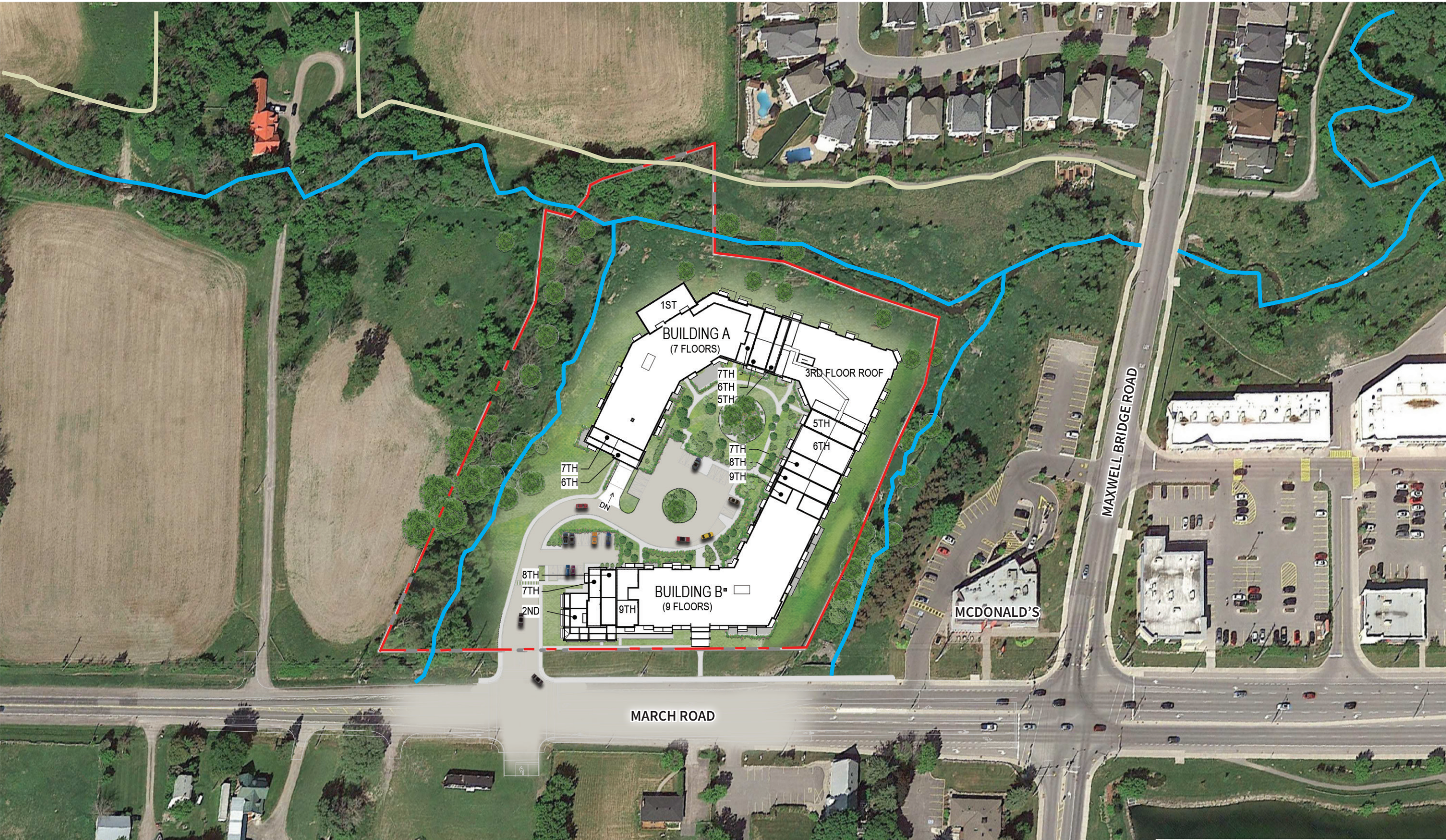




Aerial View



PLANS



- LEGEND**
- TRIBUTARIES
 - RECREATIONAL PATHWAY



DESIGN BRIEF, 910 MARCH ROAD, KANATA, ONTARIO

March & Maxwell is located in Ontario adjacent to the southeast and southwest quadrants of the Kanata North Urban Expansion Area (KNUEA).

The total area of the site is 27,156 m² and it is bordered by March Road. This main street is classified as a major urban artery by KNUEA, a Mainstreet Corridor by the new City of Ottawa Official Plan and it is considered to be the primary north-south corridor leading to the project site.

Considering its irregular shape, the measurements of the site are approximately 217 meters from north to south and 168 meters from east to west. The proposed development is surrounded by a variety of different uses, including existing residences and future retail uses. It is also surrounded on three sides by tributaries to Shirley's Brook. Additional context is provided in the Planning Rationale.

The creek corridors will be rehabilitated, and a buffer will surround the tributary to mitigate the impacts of the development and conserve the unique character of the natural environment. The vision of the project is one that respects its environment and provides added value to the proposed development and to the surrounding communities.

The project will include 390 rental housing units as well as three commercial spaces totalling 521m² which will add diversity to the uses along March Road. The apartment complex will have two direct pedestrian entrances; a primary entrance from the south on March Road and a secondary entrance from the landscaped courtyard. Commercial spaces, common areas and the entrance of the main lobby are oriented towards the Mainstreet. Vehicular access to the underground parking will be through a ground level driveway integrated into the building facade, all of which will be setback from March Road.

The project offers a modern architectural style that expresses the natural character of the site through the choices of materials and colors. The facades will evoke nature through natural and mineral tones and materiality such as wood effect, natural stone and light grey concrete. The proposed layout offers generous public, semi-public and private spaces overlooking a landscaped garden. A sense of community will result from this central courtyard. The terraced layout of the buildings creates a smooth transition towards the

existing two-storey lots of residential townhouses further north. These step-backs will ensure that natural light enters the landscaped courtyard as well as all of the suites. The recessed form of the building will also provide quality semi-private outdoor spaces overlooking the surrounding views.

The south elevation of the proposed building along March Road respects the maximum distance of 3 metres from the property line. The main access is marked by awnings and a distinctive treatment of the volumes on March Road. The architectural treatment of the south elevation includes a podium defined by a two-storey pergola. Architectural panels in prefabricated concrete present alternating patterns of natural stone and wood planks. These are separated by the more neutral components of the façade, highlighting the massing expressed in the facades.

On the north façade, the building is set back further than the minimum required setback from the property lines, thus ensuring the protection of the tributaries of Shirley's Brook. In order to provide access to the residences' terraces, some retaining walls are integrated into the landscaping to allow for appropriate grading transitions on the sloping site. The integration of a series of stepped terraces between the building wall and the property lines integrate the project's facades with the natural environment of the site and create wonderful views of the neighbouring flora and fauna.

The main pedestrian entrance is located along March Road and has large bay windows in the lobby that allows visibility through the building, generating a connection between the street and the landscaped courtyard. ^{Photo 07} The main lobby leads to the interior landscaped courtyard which connects to the secondary lobby of Building A. The top floors of the building offer spacious private terraces.

The proposed height of the building along March Road is seven stories above grade. The upper floors of the building are set back from the ground floor commercial spaces fronting on the Mainstreet in order to improve visual connection to the existing single storey commercial to the south. Resident parking is located in the two underground levels. Visitor and commercial parking areas are located away from March Road at grade and in the underground levels.





The building respects the 32 meter height limit and transitions to the ground-oriented character of the neighbouring commercial and residential (refer to sections A and B on page 15-16).

The project combines the benefits of a series of suite types of different sizes and price with the many amenities offered on site. Future residents will enjoy a large landscaped garden ^{Photo 04}, an indoor pool, a gym, and recreational areas such as a rooftop pool terrace. Visitors to the complex will also appreciate the spacious lobby ^{Photo 08} and reception area located at the building's entrance. The first floor and P1 suites offer private terraces and large windows overlooking the pedestrian promenade which will ensure that residents have direct views of the surrounding greenspace ^{Photo 02}. The retail and service spaces are located on March Road and are distinguished by the pergola supported by a series of columns forming a covered promenade along the retail space. These spaces will provide welcome services to residents, visitors and neighbors in the heart of the urban community.

Multiple access points will lead to the central courtyard. This large landscaped garden ^{Photo 04} with its common terrace will provide space for a variety of outdoor activities for the residents of the complex.

In the future, March Road will include sidewalks and cycle tracks to promote active transportation. The site will have good access to local and city-wide pathway networks. 199 bicycle parking spaces will be provided on site.

At ground level and near the pathways leading to the project, commercial and visitor parking surrounds the traffic roundabout near the heart of the

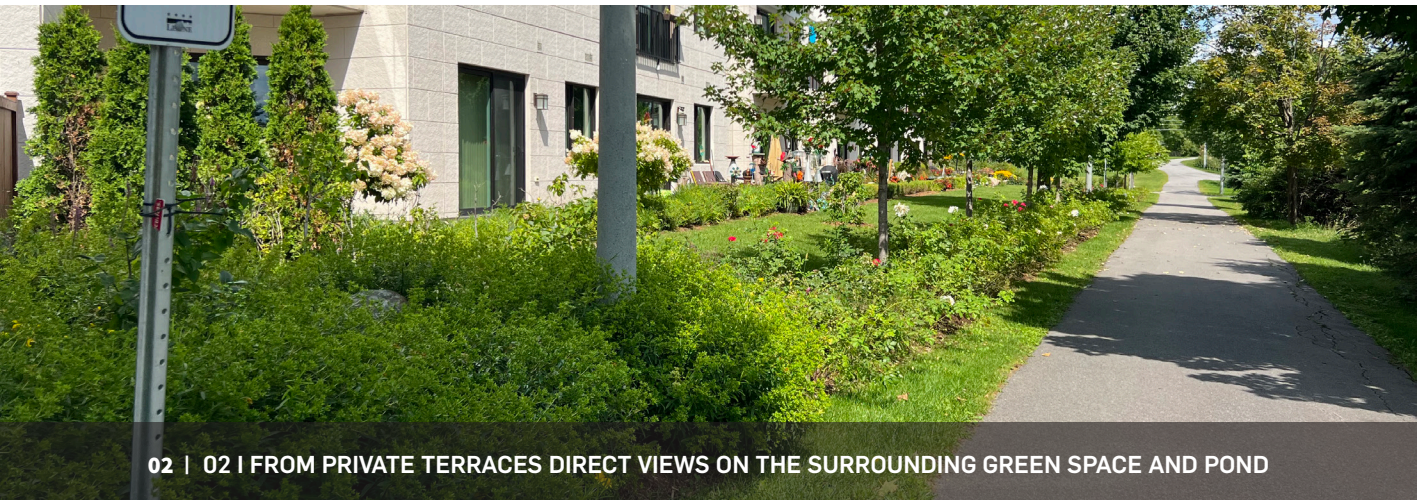
landscaped courtyard, minimizing the visibility of the parking from the street. The minimum front yard setback of the site is more than 3 m from the road, therefore fire access is located from the interior courtyard to respect the 15m minimum requirement from the lobby which is centrally located for building B. This also facilitates access for deliveries, removals and visits (etc.) specific to the operation of a 391 unit project. The roundabout has the minimum dimensions required by fire department regulations,, the turning radius is compliant as well as the vehicular access is within 15 meters from the lobby. Particular attention will be paid to protect the privacy of the few terraces and the interior garden courtyard that are adjacent to parking spots. ^{Photo 05} (See page 12-14 for reference projects).

Regarding parking spaces, 487 spaces will be provided underground and 27 above ground, for a total of 568 spaces on the site. While the municipal law for the building requiring 390 spaces for residents, 79 spaces for visitors and 18 spaces for commercial tenants.

Harmonious and user-friendly, this project exceeds local environmental requirements. Our approach focuses on creating high quality residential units with generous green space ^{Photo 01} in a unique urban configuration. The development of the mixed-use complex, including residential and commercial uses, is geared towards respecting the local flora and fauna. This approach will contribute to 15-minute neighbourhoods by promoting the conditions for a pleasant and healthy living environment for residents, visitors and business owners in the area. The integrated design of the new apartments ensures that this building will retain its value for many decades to come.

LANDSCAPE TREATMENT AT BUILDING SURROUNDINGS

SAINT-ÉMILION - 1136 MARITIME WAY, KANATA, ON



LES TERRACES FRANCESCA - 1425 VANIER PARKWAY, OTTAWA, ON

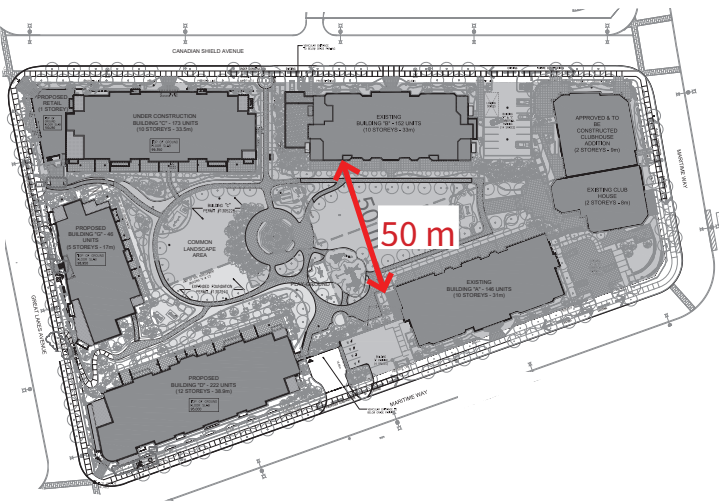


COURTYARD & LANDSCAPE

The project proposes a courtyard 50m in width., these are examples of similar design.

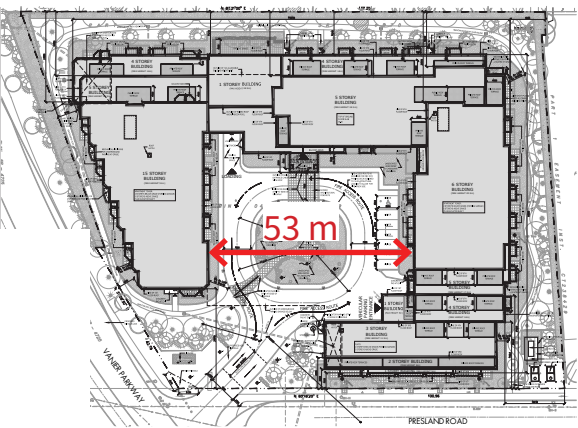
KANATA LAKES APARTMENTS, MARITIME WAY, KANANTA, ON

KEY PLAN KANATA LAKES



LES TERRACES FRANCESCA - 1425 VANIER PARKWAY, OTTAWA, ON

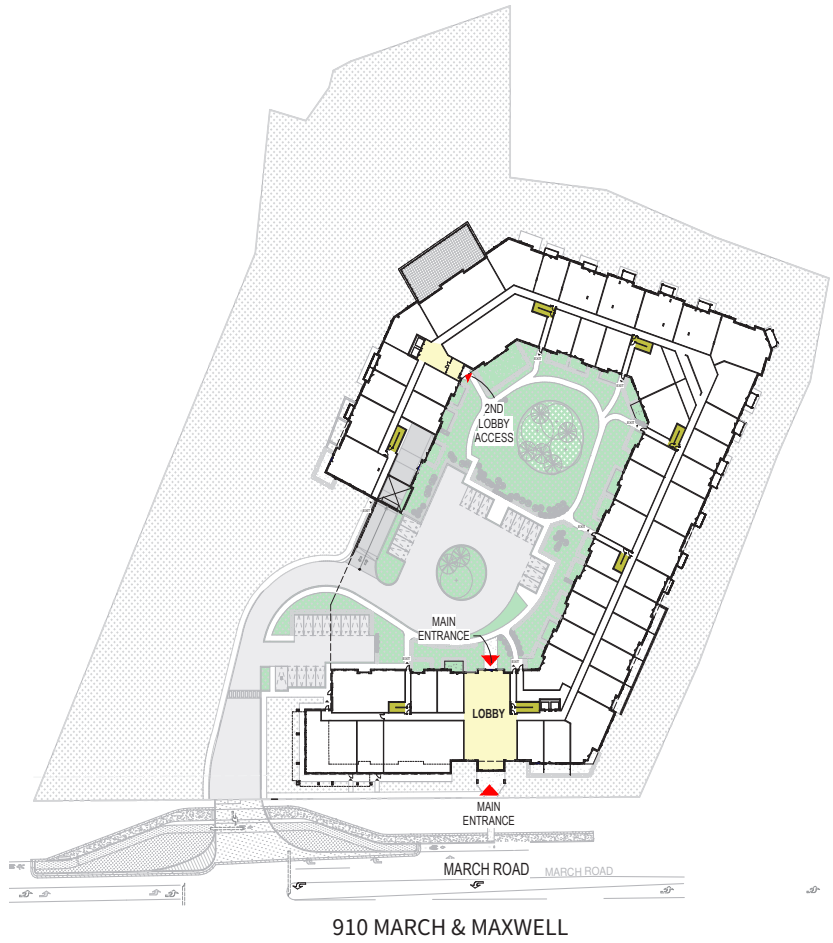
KEY PLAN TERRASSE FRANCESCA

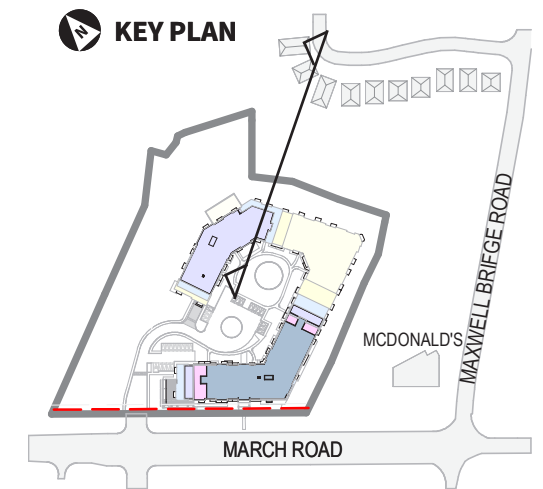


MAIN HALL - VIEW THROUGH

The transversal lobby allows a connection between the public space and a courtyard. St-Emilion is a successful example of a see-through hall.

SAINT-ÉMILION - 1136 MARITIME WAY, KANATA, ON





INTERIOR COURTYARD 7 STOREYS

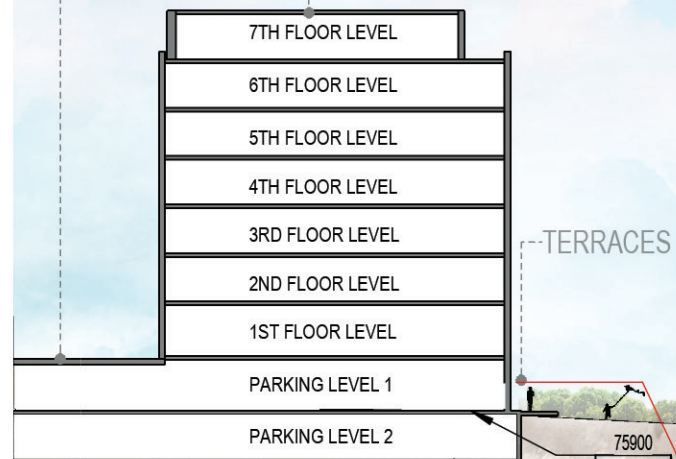
PEDESTRIAN PATHWAY



PROPERTY LINE

PROPERTY LINE
SURROUNDING HOUSES

2 STOREYS
SURROUNDING HOUSES



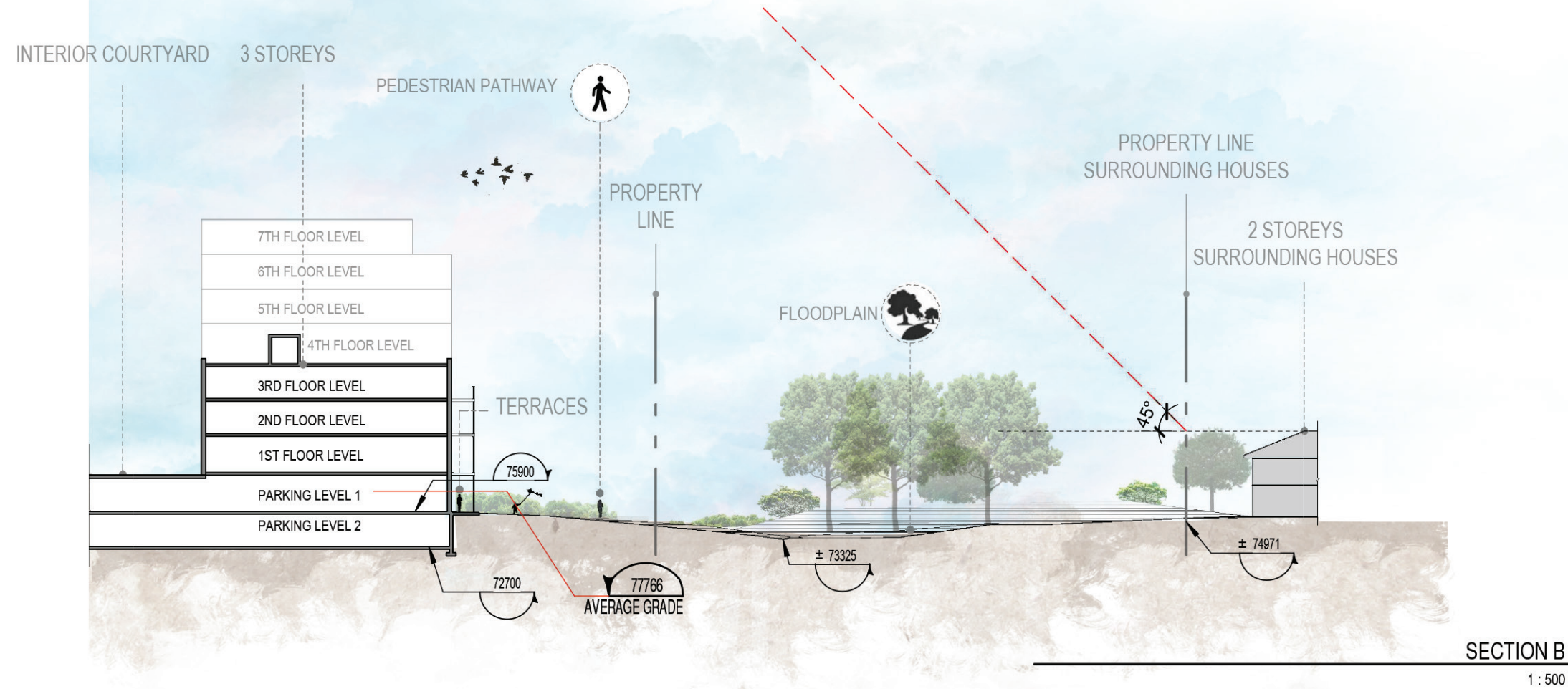
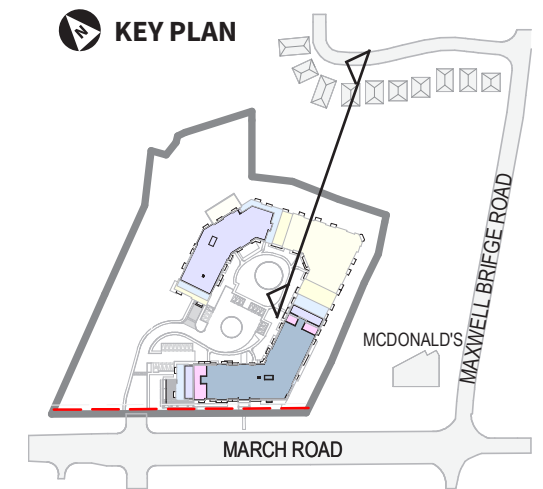
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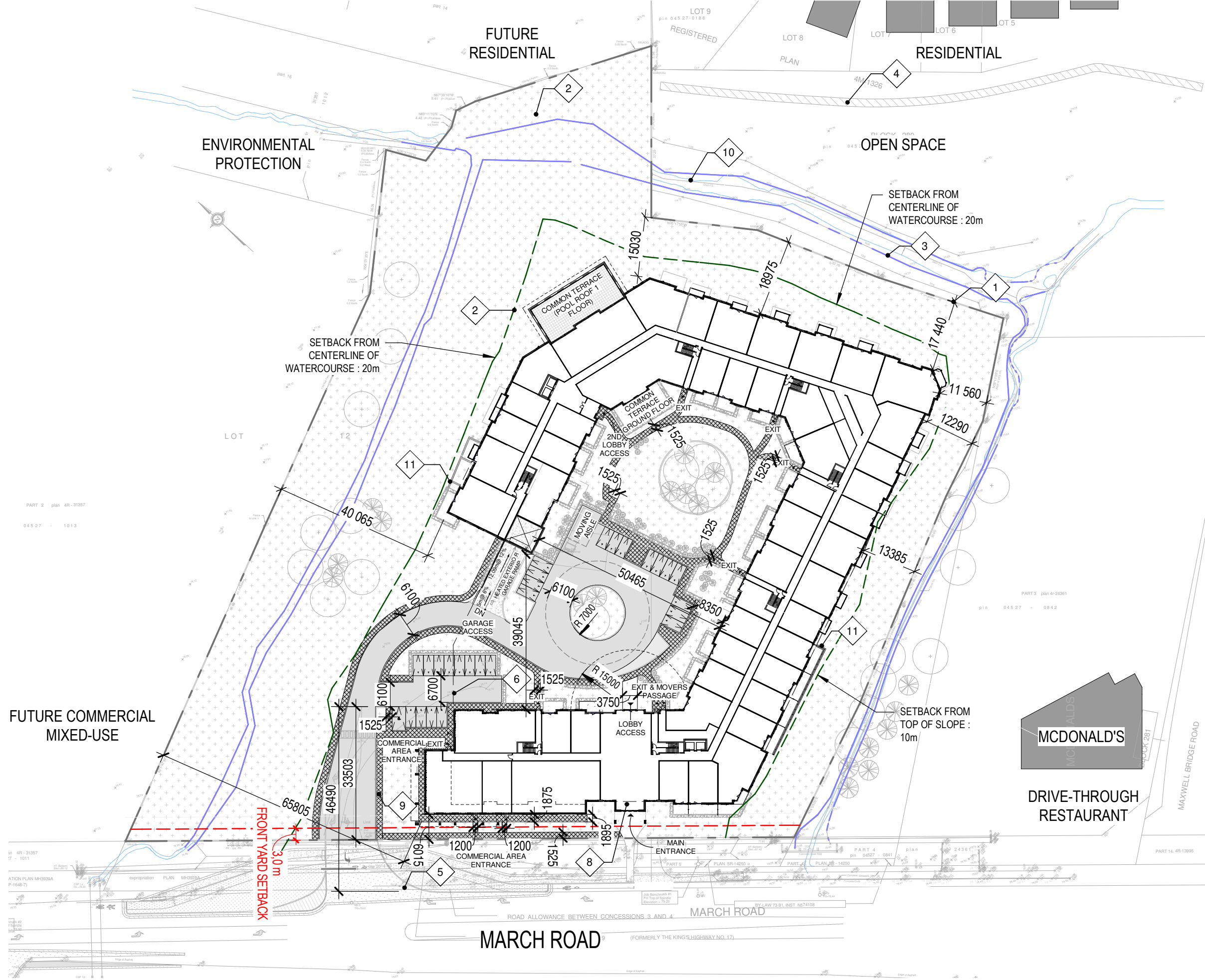
77766
AVERAGE GRADE

± 73492

74920

SECTION A
1 : 500





NOTES LIST SITE PLAN	
# note	Description
1	PROPERTY LINE
2	SETBACKS AS PER PROPOSED ZONING
3	TOP OF BANK /ORDINARY HIGHT WATER MARK
4	EXISTING MUNICIPAL MUP/TRAIL
5	EXISTING SIDEWALK
6	UNDERGROUND PARKING P1 OUTLINE
7	GROUND FLOOR OUTLINE
8	2ND FLOOR - OUTLINE
9	NEW SIDEWALK
10	EXISTING TRIBUTARIES
11	RETAINING WALL



- CORRIDOR
- EXIT STAIRS
- PARKING AREA
- ELEVATORS
- LOCKER ROOM
- PRIVATE LOCKERS
- MECHANICAL
- TBD

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- CORRIDOR
- EXIT STAIRS
- PARKING AREA
- ELEVATORS
- LOCKER ROOM
- PRIVATE LOCKERS
- MECHANICAL
- TBD

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- 1 BD
- 2 BD
- 3 BD
- BIKES ROOM
- CORRIDOR
- POOL
- EXIT STAIRS
- PARKING AREA
- ELEVATORS
- POOL AREA
- PRIVATE LOCKERS
- MECHANICAL
- GARBAGE ROOM

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE







- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS
- MECHANICAL

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS
- MECHANICAL

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS
- MECHANICAL

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE







- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS
- MECHANICAL

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





- 1 BD
- 2 BD
- 3 BD
- CORRIDOR
- EXIT STAIRS
- ELEVATORS

LINE TYPE LEGEND	
	PROPERTY LINE
	PARKING BELOW
	BUILDING ABOVE





Varying colors giving impression of natural wood



Inspiration of lighter wood tones



Color scheme inspiration from natural wooded area

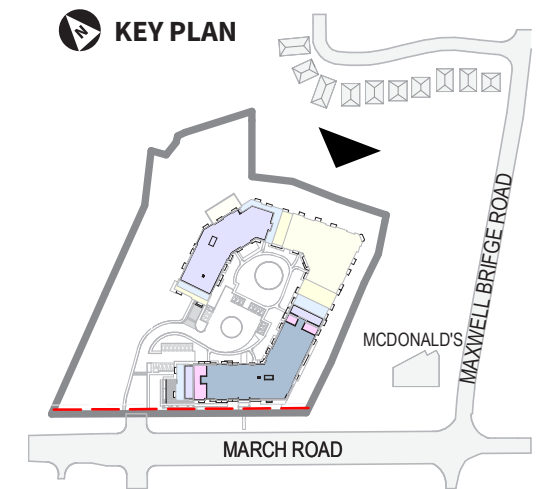


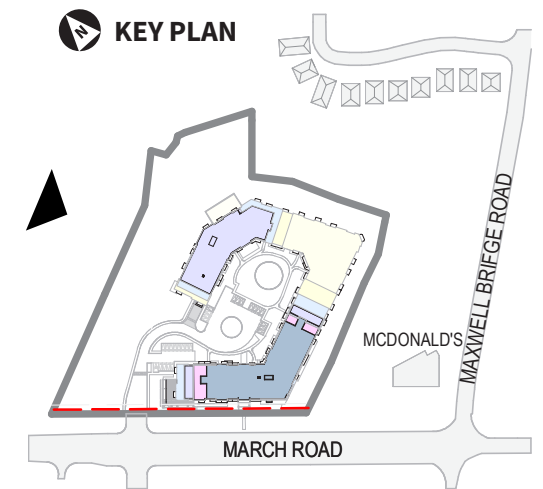
Green reference to nature

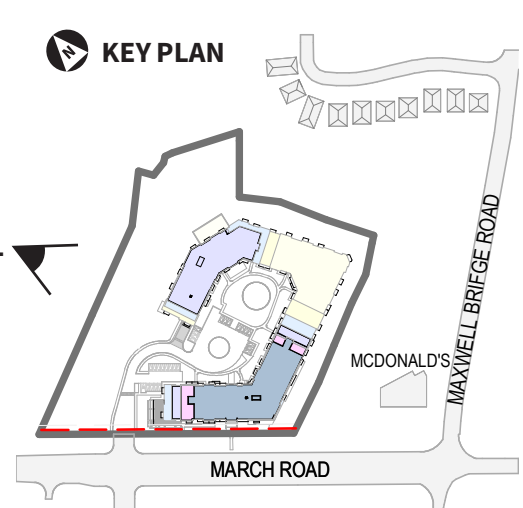


Gray aged wood color inspiration for pergolas

TAKING CUES FROM THE SURROUNDING NATURE AND FLORA, THE PROJECT IS ASPIRING TO HARMONIZE WITH THE LOCAL ENVIRONMENT THROUGH MATERIAL AND COLOR CHOICES





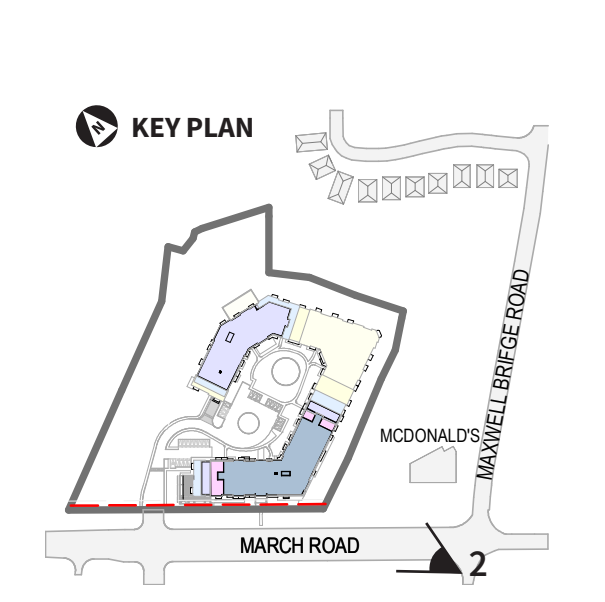


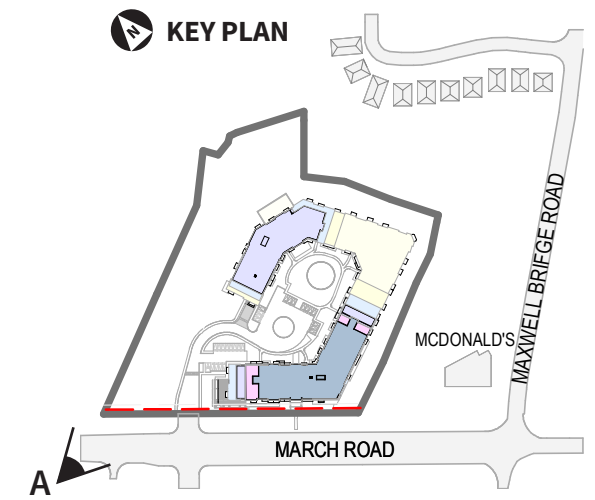
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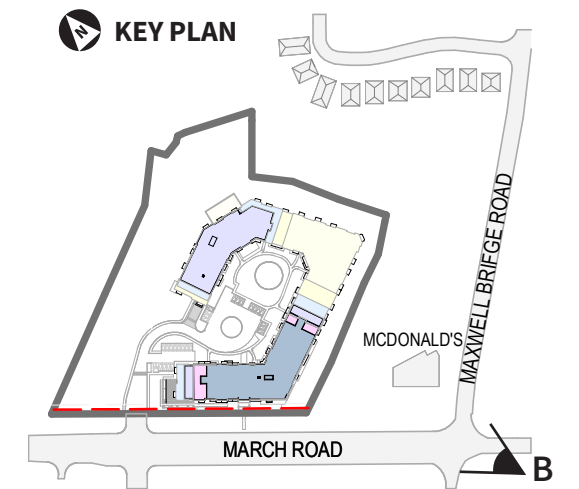


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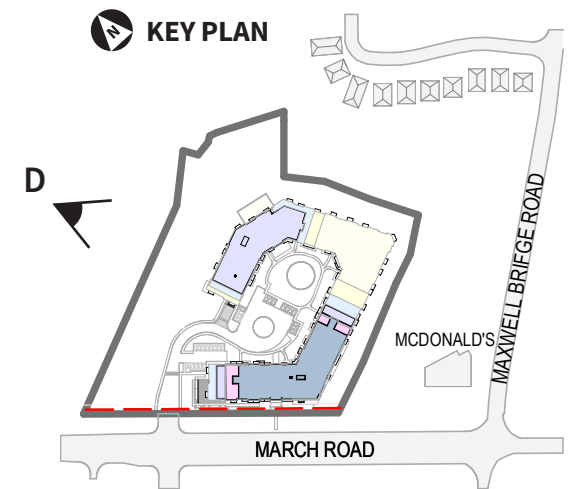
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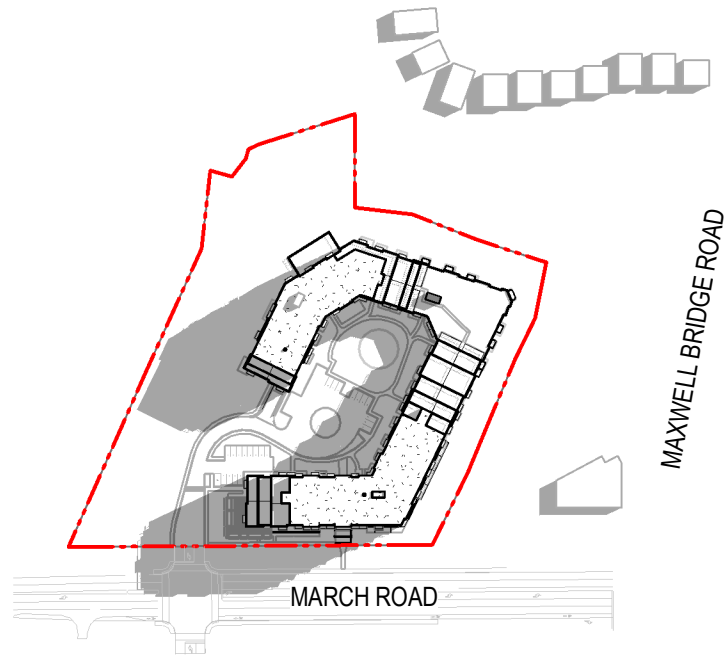




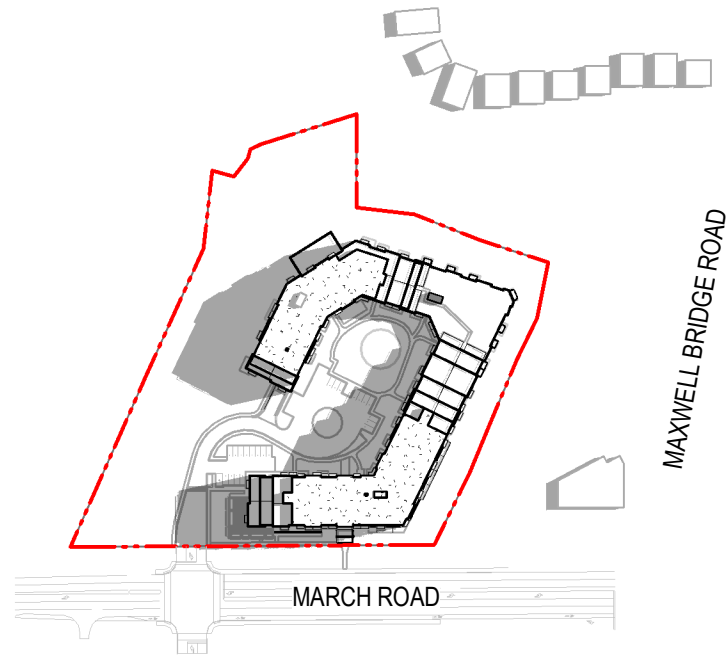




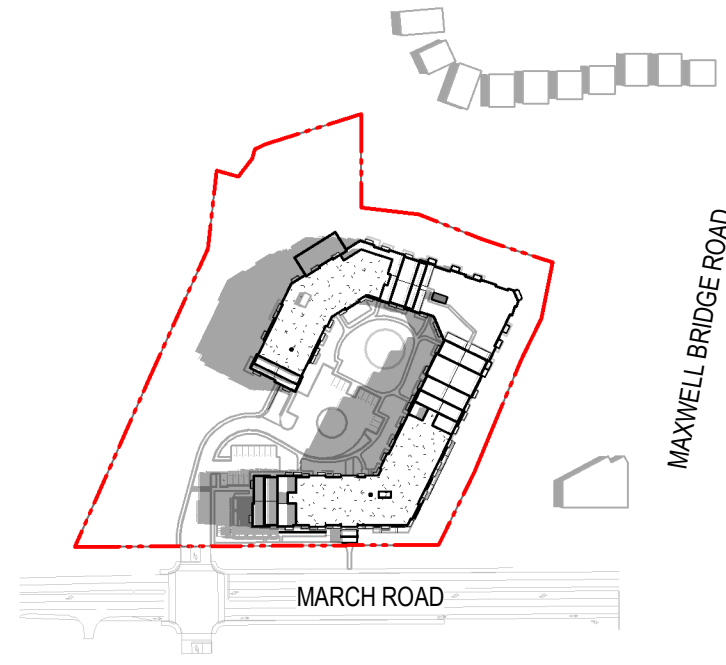
ANNEX



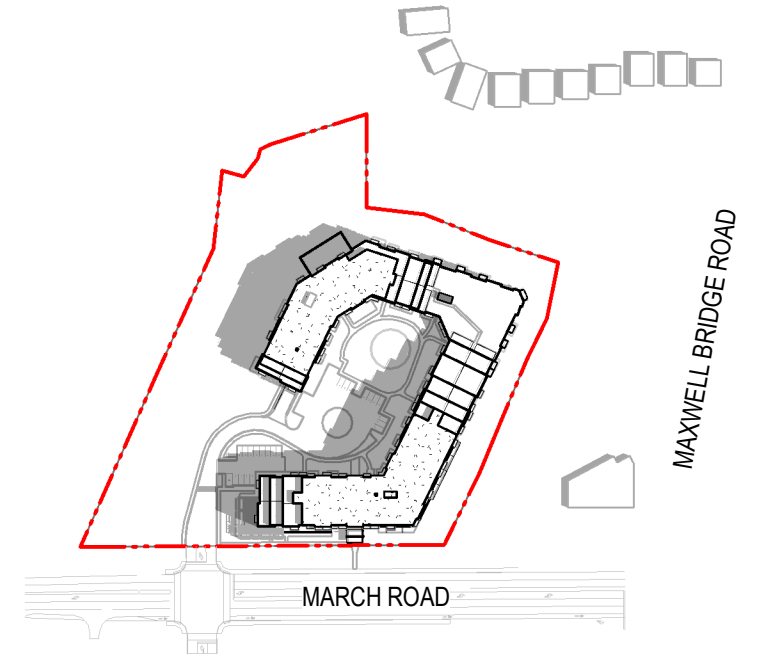
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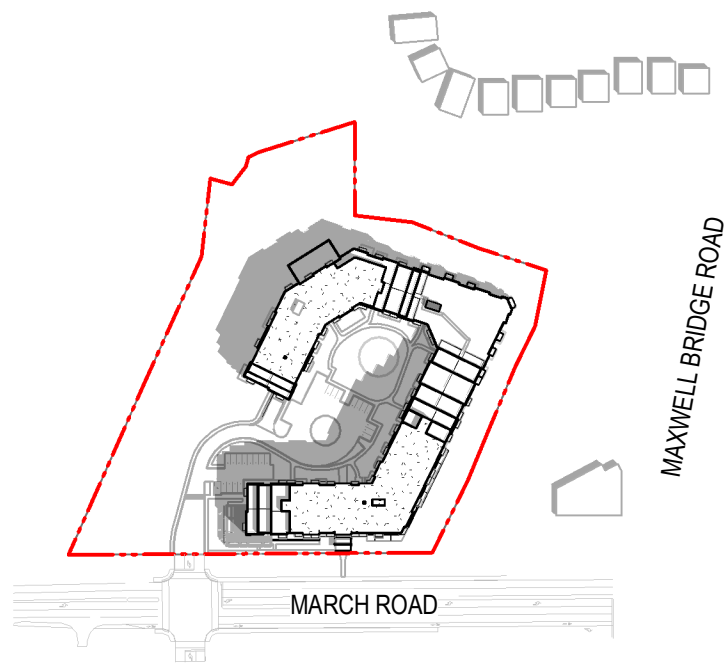
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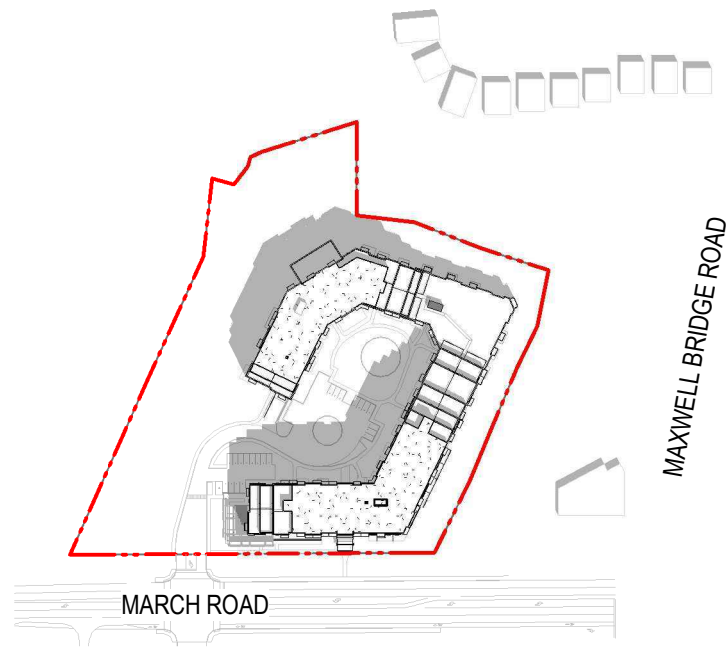
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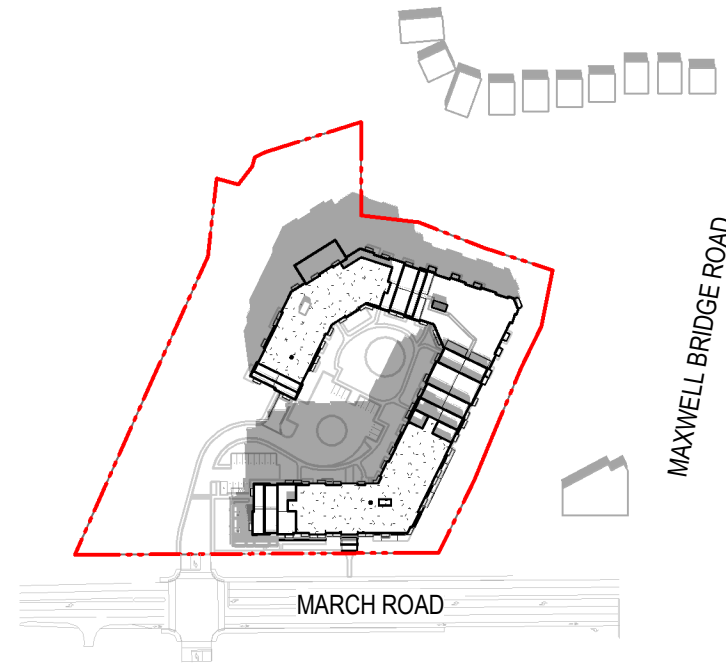
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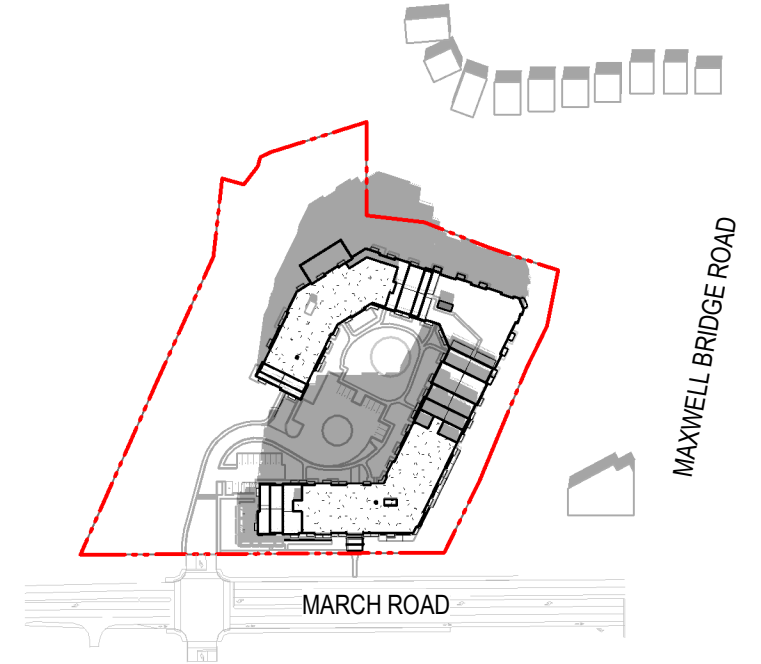
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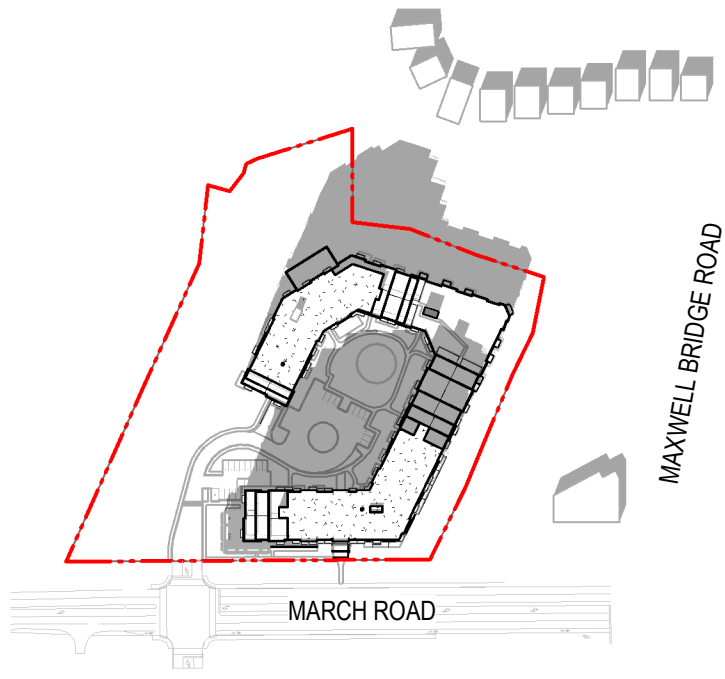


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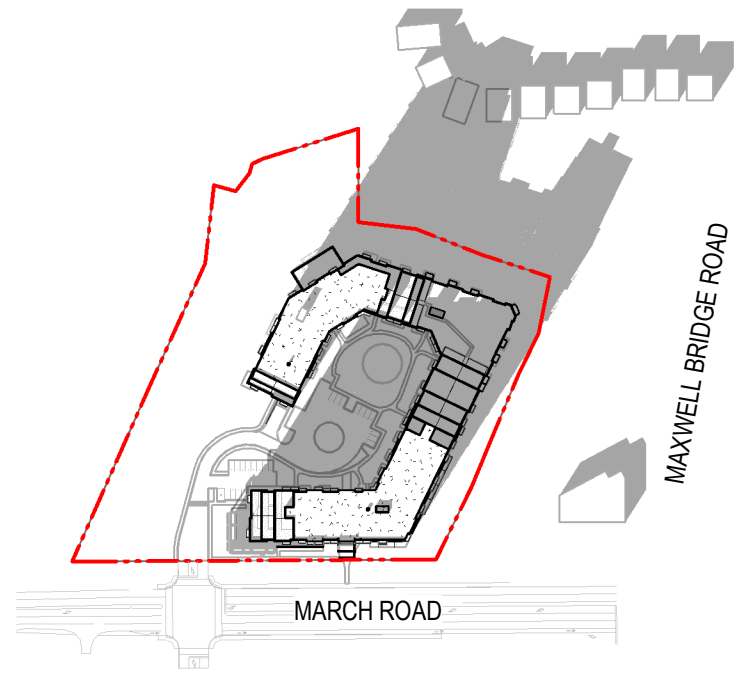


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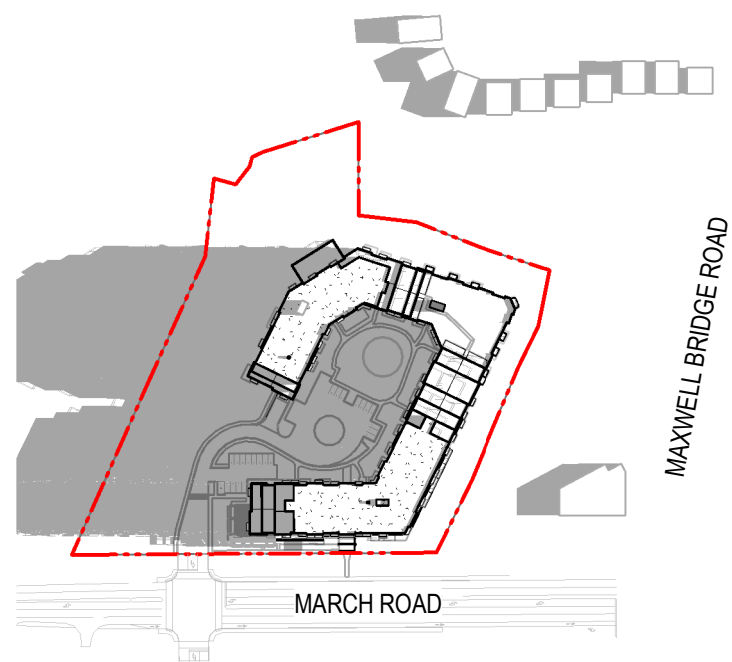


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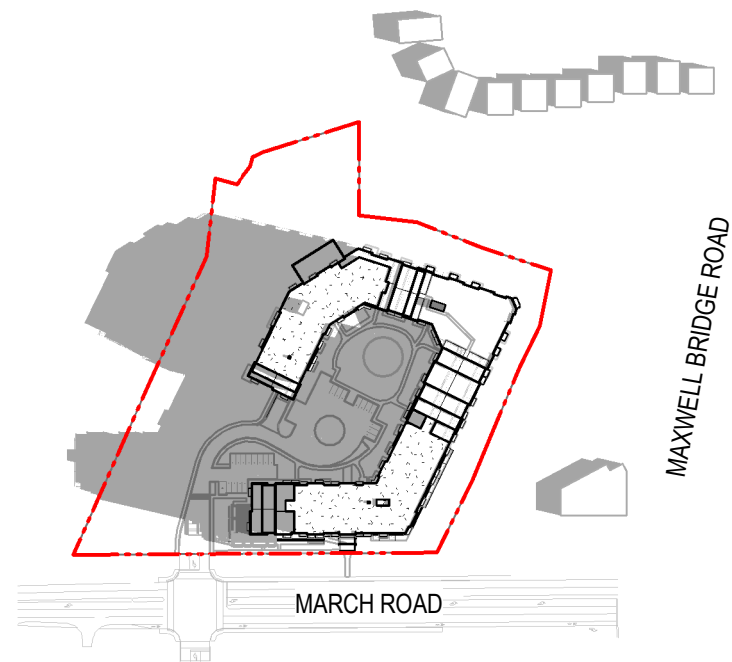


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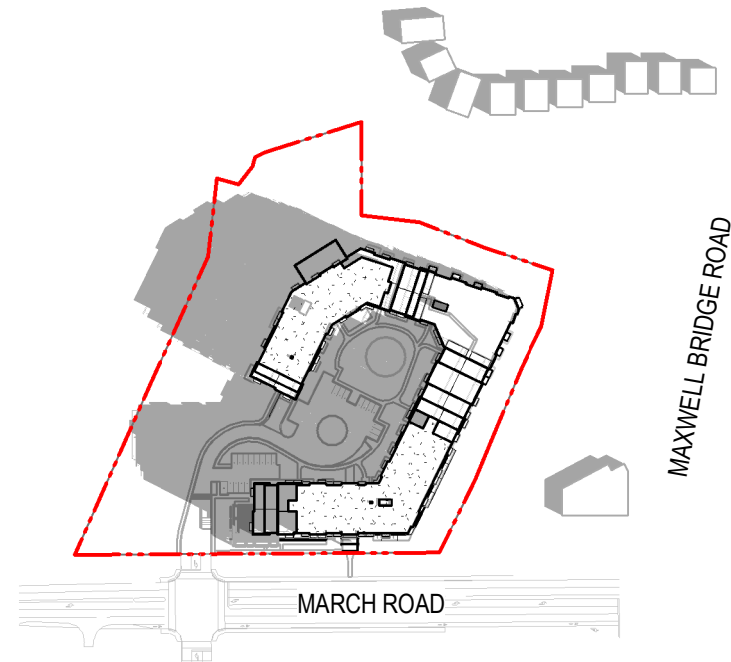




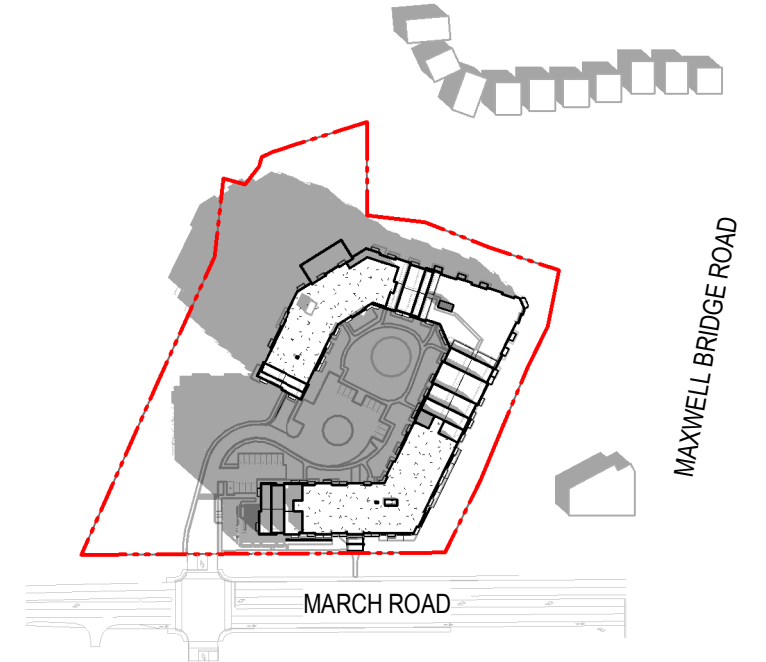
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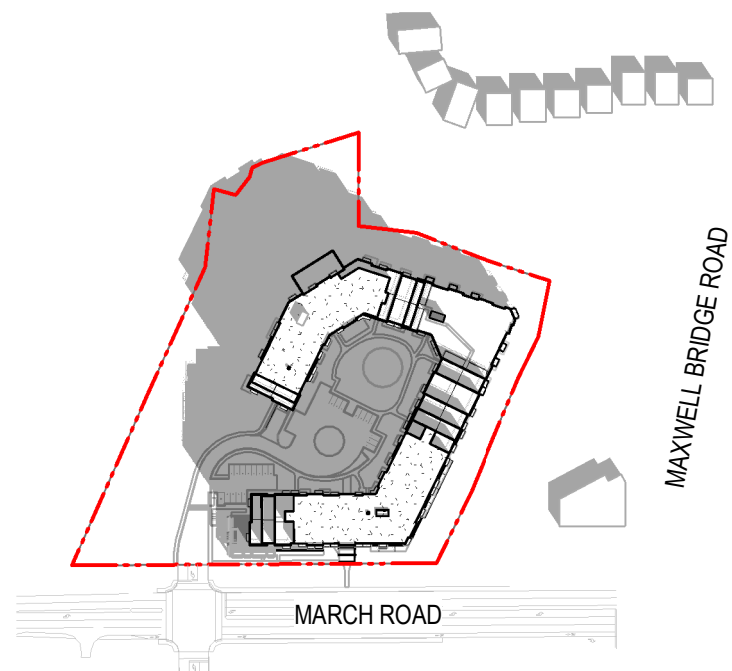
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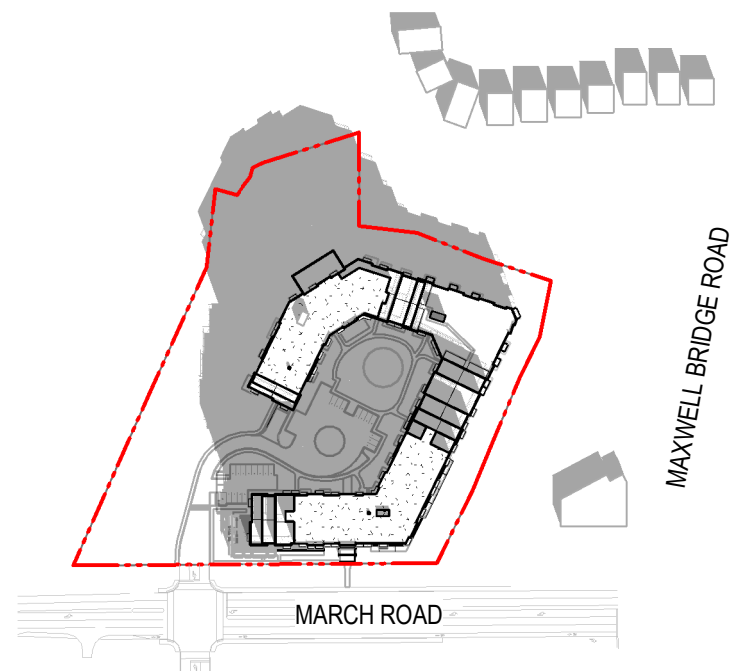
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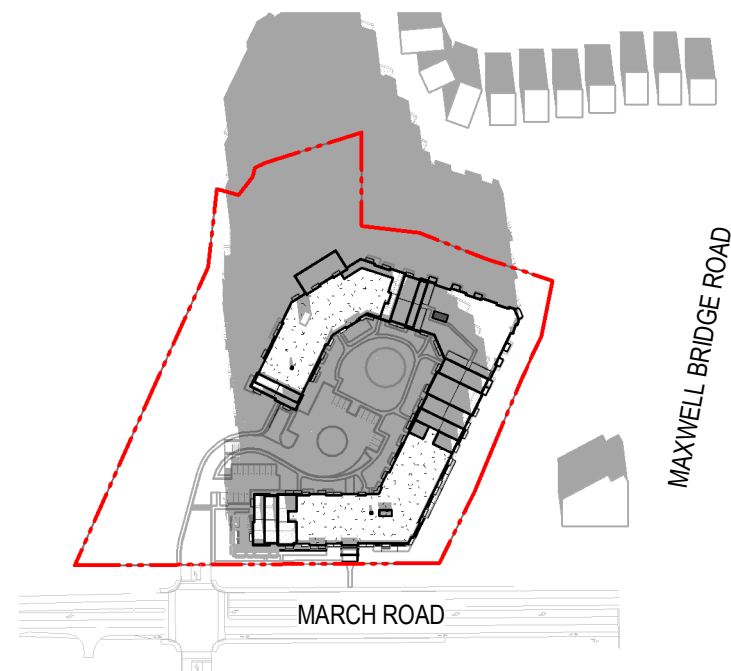
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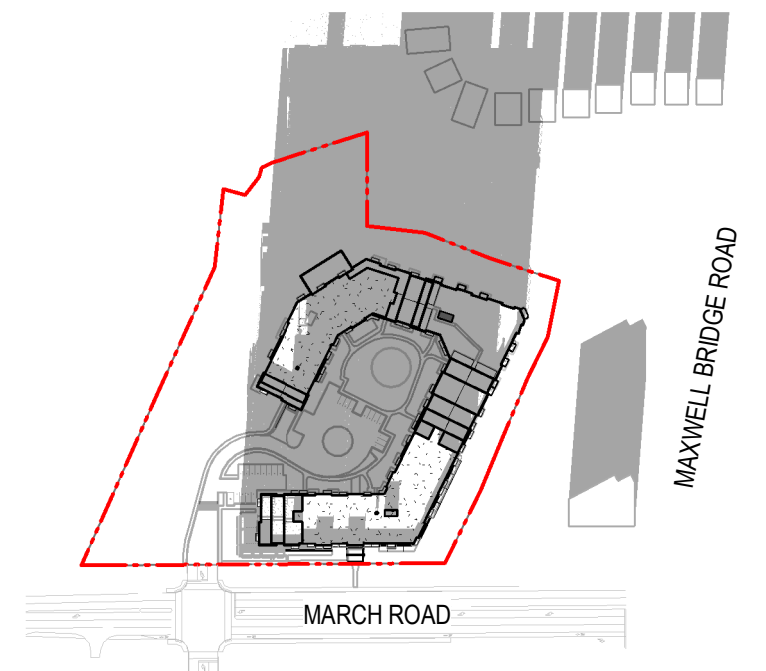
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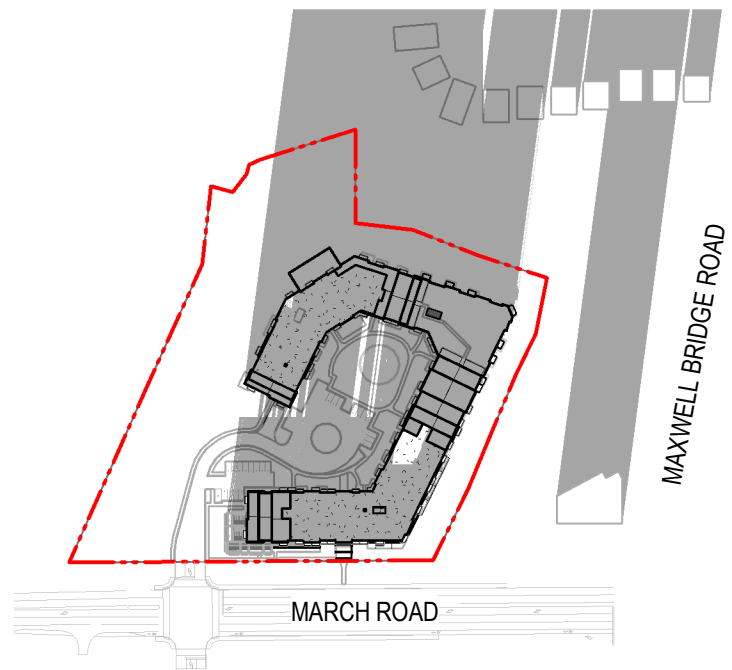


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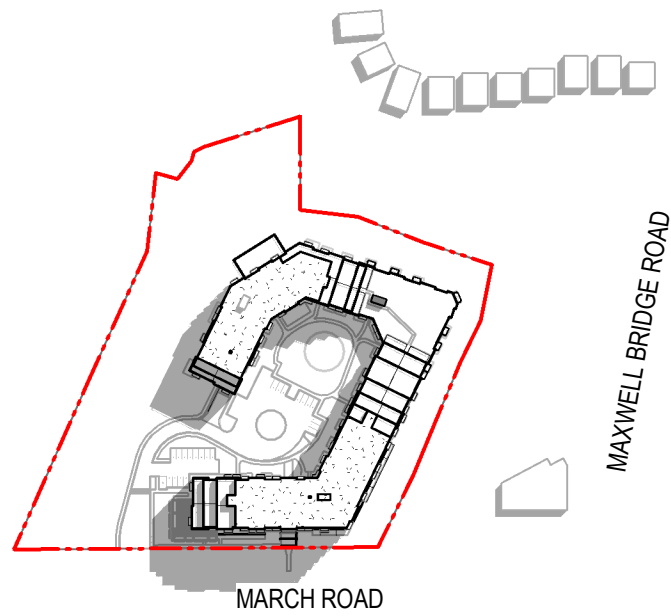
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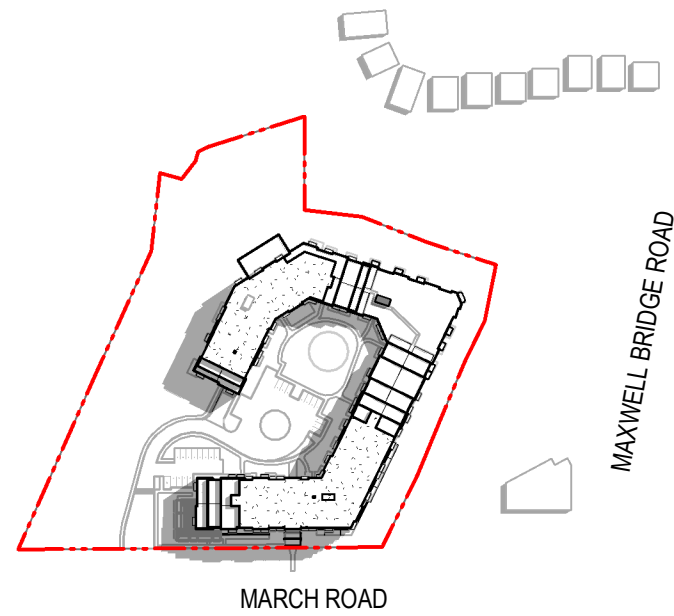


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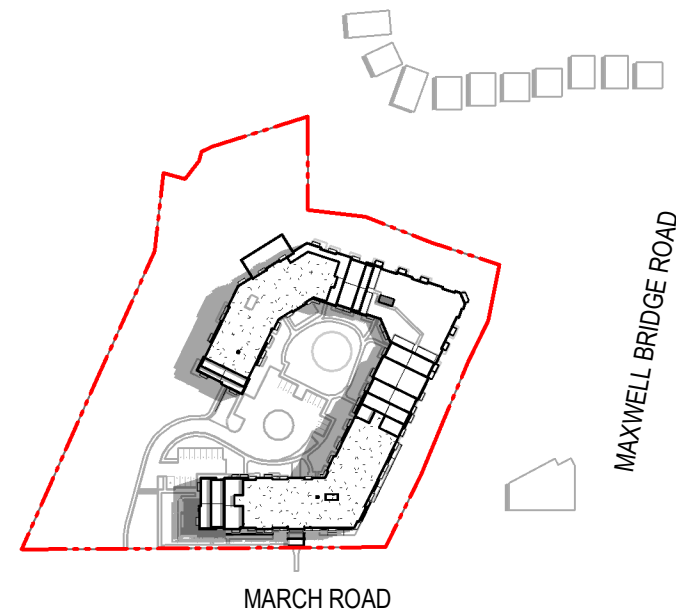
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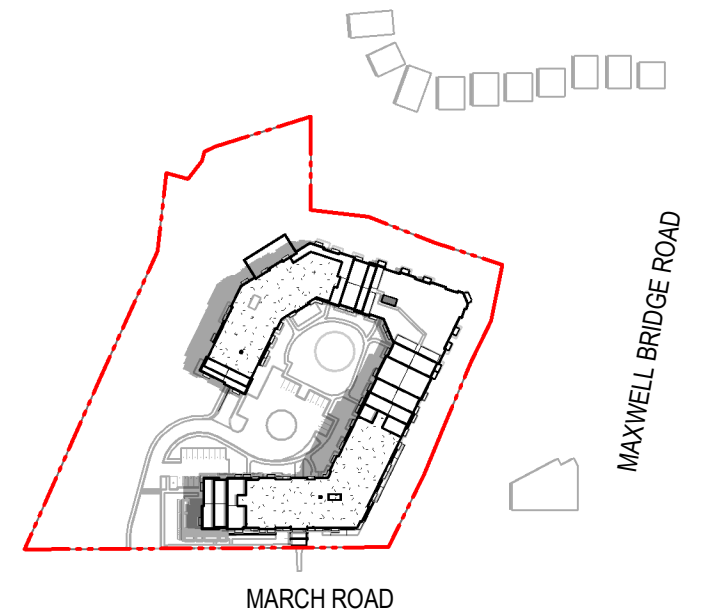
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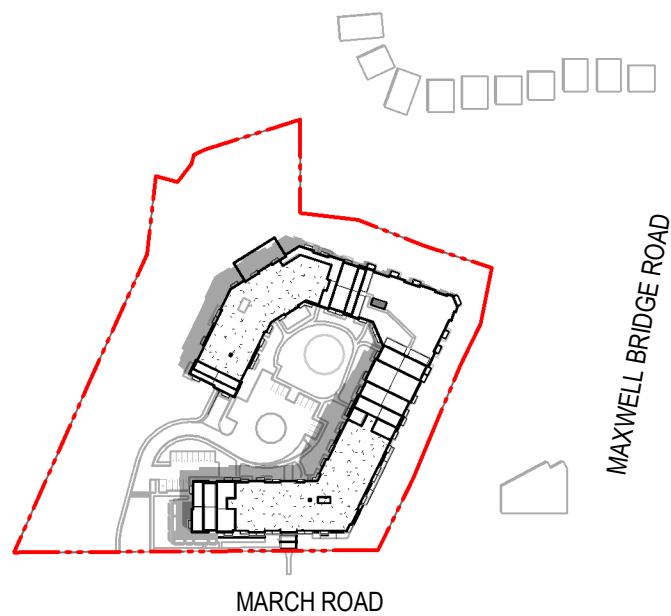
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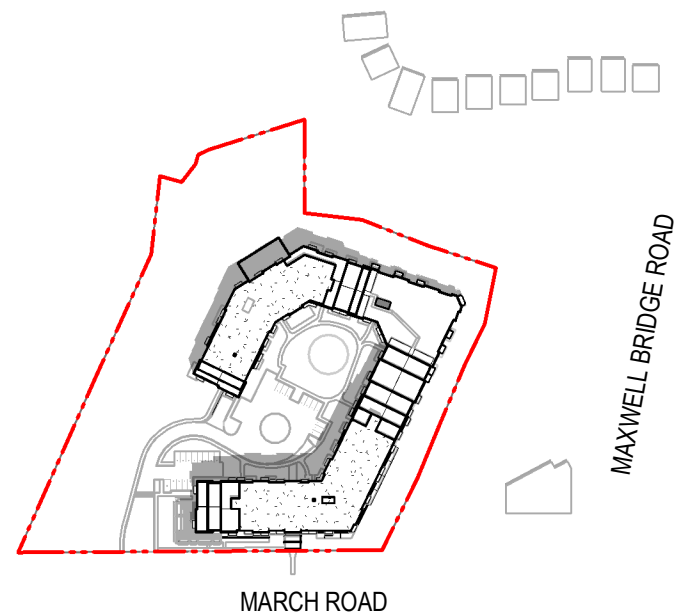
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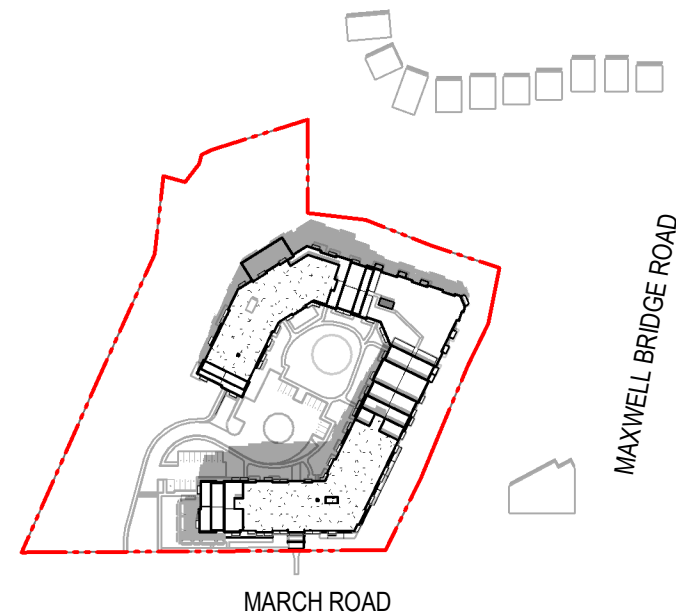
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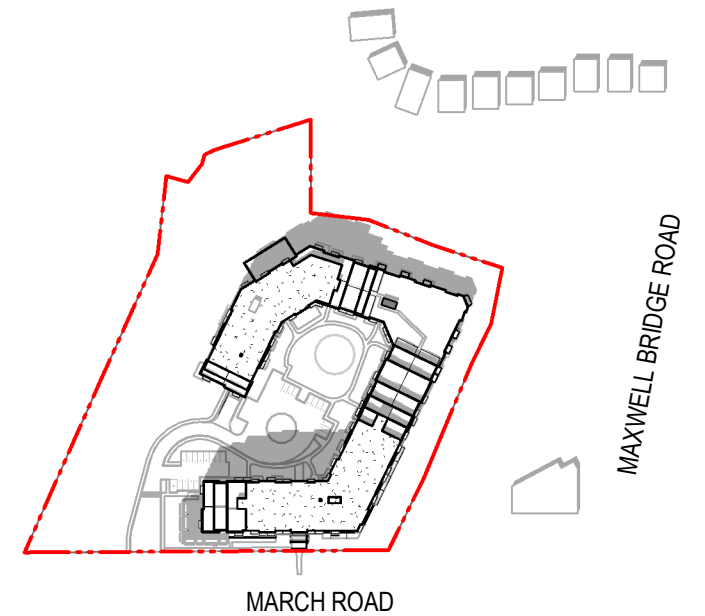
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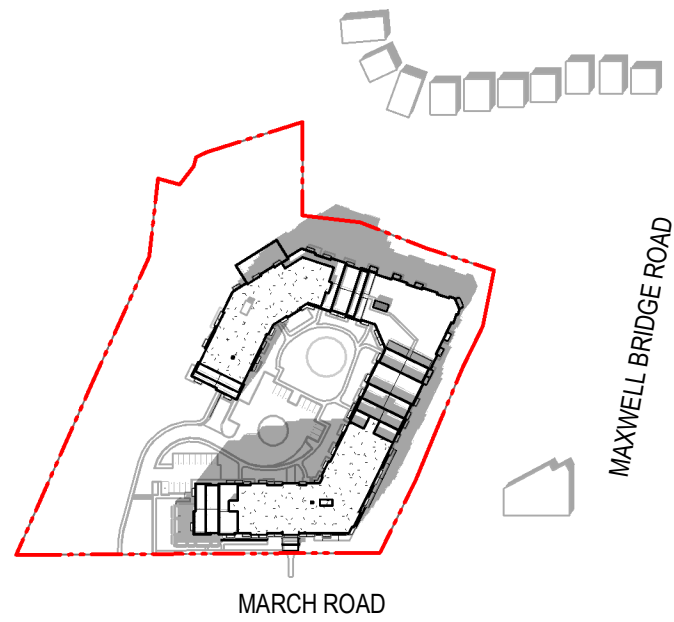


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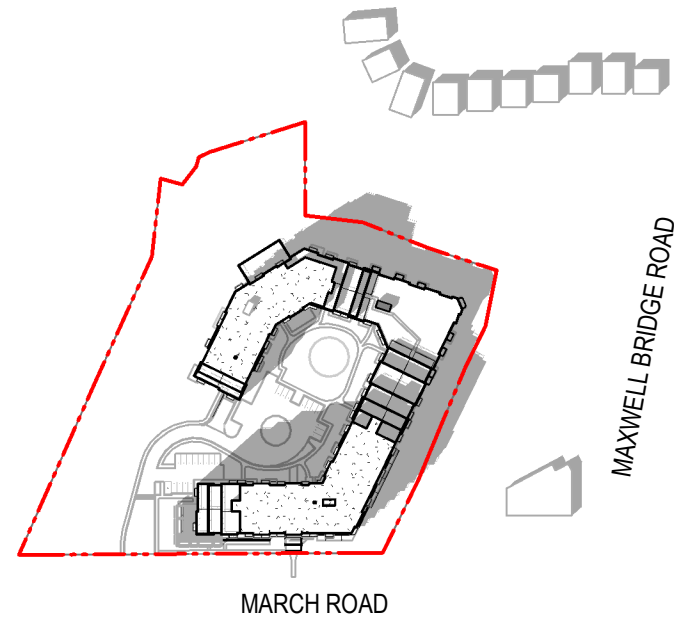




MARCH ROAD

MAXWELL BRIDGE ROAD

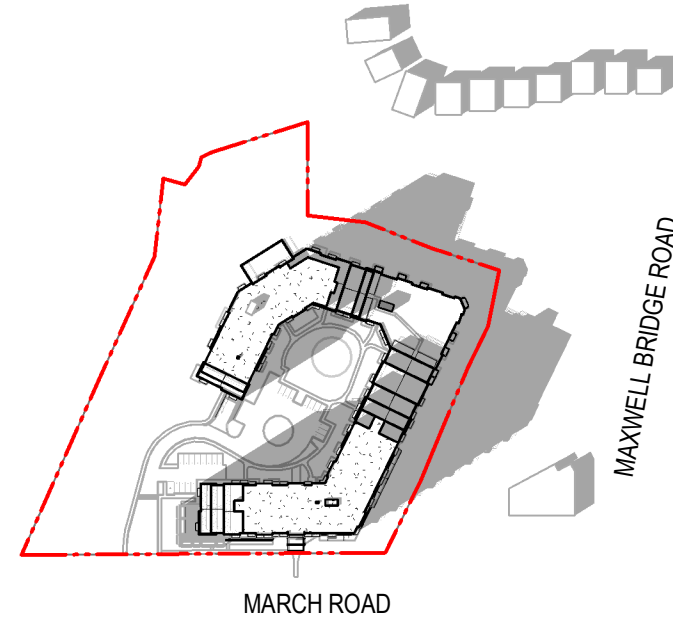
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MARCH ROAD

MAXWELL BRIDGE ROAD

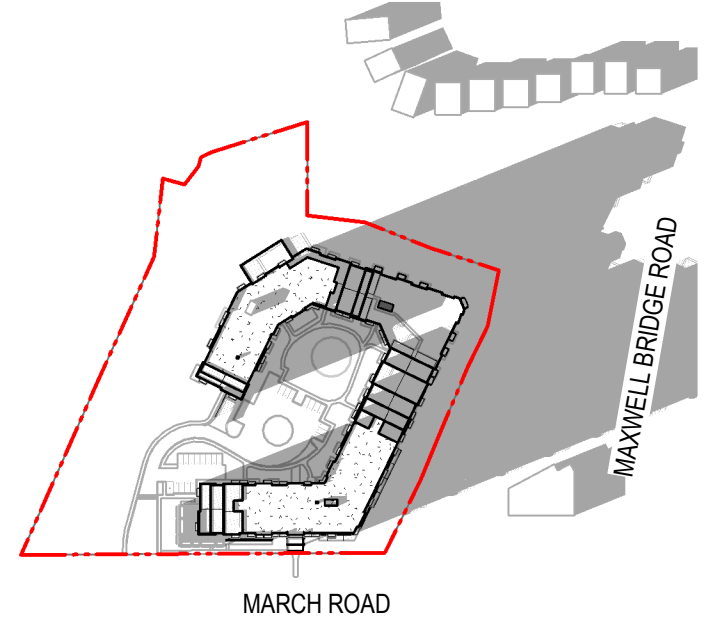
June 21st - 5PM
1 : 3500



MARCH ROAD

MAXWELL BRIDGE ROAD

June 21st - 6PM
1 : 3500



MARCH ROAD

MAXWELL BRIDGE ROAD

June 21st - 7PM
1 : 3500



910 MARCH ROAD											
Floor areas + room distribution											
FLOORS		GROSS AREA	COMMON SPACES	RENTAL AREA	UNITS					UNITS	COMMERCIAL
			INCLUDING - CIRCULATION, PARKING AND SERVICES	(RESIDENTIAL)	STUDIO	1BD	2BD	3BD		TOTAL	
		m²	m²	m²	qty	qty	qty	qty		qty	qty
P3 PARKING LEVEL		6 392 m²	6 392 m²	0	0	0	0	0		0	0
P2 PARKING LEVEL		11 964 m²	11 964 m²	0	0	0	0	0		0	0
P1 PARKING LEVEL		12 085 m²	10 669 m²	1 416 m²	0	6	6	1		13	0
1ST FLOOR LEVEL		7 008 m²	2 379 m²	4 108 m²	1	25	13	3		42	3
2ND FLOOR LEVEL		6 852 m²	808 m²	6 044 m²	0	40	18	4		62	0
3RD FLOOR LEVEL		6 858 m²	810 m²	6 048 m²	0	40	18	4		62	0
4TH FLOOR LEVEL		5 604 m²	569 m²	5 035 m²	0	33	13	5		51	0
5TH FLOOR LEVEL		5 335 m²	489 m²	4 846 m²	0	29	15	4		48	0
6TH FLOOR LEVEL		4 820 m²	466 m²	4 354 m²	0	20	17	4		41	0
7TH FLOOR LEVEL		4 170 m²	432 m²	3 738 m²	0	15	15	5		35	0
8TH FLOOR LEVEL		2 292 m²	247 m²	2 045 m²	0	8	6	5		19	0
9TH FLOOR LEVEL		1 989 m²	252 m²	1 737 m²	0	8	6	3		17	0
TOTAL		75 369 m²	35 475 m²	39 372 m²	1	224	127	38		390	3
TOTAL (sq. ft.)		811 262 SF	381 852 SF	423 800 SF							
					0%	58%	32%	10%			
					58%		42%				

COMMERCIAL SPACES ON 1ST LEVEL	
LOCAL #1	209 m²
LOCAL #2	100 m²
LOCAL #3	212 m²
TOTAL	521 m²
TOTAL (sq. ft.)	5 611 ft²

GENERAL STATISTICS						
LOT AREA		27 156 m²	TOTAL PRIVATE AMENITY AREA (MIN.)			
		292 305 sq.ft				
BUILDING FOOTPRINT		7 295 m²				
		78 523 sq.ft				
PARKING REQUIRED	PARKING REQUIRED BY THE CITY		PARKING REQUIRED BY LEPINE		PROVIDED PARKING	
RESIDENTIAL PARKING	390	* 1 PARKING / UNIT (MIXED BUILDING)	470	* 1,2 PARKING / UNIT (WITHOUT MIXED USE)	470	* 1,2 PARKING / UNIT (WITHOUT MIXED USE)
VISITOR PARKING	79	* 0,2 PARKING / UNIT	79	* 0,2 PARKING / UNIT	79	* 0,2 PARKING / UNIT
COMMERCIAL PARKING	18	* 3,4 PARKING/100 sq.m (RETAIL)	19	* 3,6 PARKING/100 sq.m (SHOPPING CENTER)	19	* 3,6 PARKING/100 sq.m (SHOPPING CENTER)
TOTAL PARKING	487		568		568	
MINIMUM BARRIER FREE PARK	12	* 6 TYPE A & 6 TYPE B	12	* 6 TYPE A & 6 TYPE B	12	* 6 TYPE A & 6 TYPE B
BICYCLE PARKING REQUIRED	195 3	* 0.5 PER DWELLING UNIT * PARKING SPACES - NON-RESIDENTIAL (MIN.): 1 PER 250 m2 GFA RETAIL			195 3	* 0.5 PER DWELLING UNIT * PARKING SPACES - NON-RESIDENTIAL (MIN.): 1 PER 250 m2 GFA RETAIL
TOTAL LOCKERS					390	* 1 LOCKER PER UNIT (NOT A CITY REQUIREMENT)

GENERAL STATISTICS		
TOTAL PRIVATE AMENITY AREA (MIN.)	6 m2 PER DWELLING UNIT REQUIRED = 2 346 m² 25 252 SF	6 m2 PER DWELLING UNIT PROVIDED = 2 346 m² 25 252 SF
COMMUNAL AMENITY AREA (MIN.)	50% OF REQUIRED TOTAL AMENITY ARE 1173 m² 12 626 SF	50% OF PROVIDED TOTAL AMENITY ARE 1173 m² 12 626 SF

GENERAL STATISTICS AS PER ZONNING BY-LAW DEFINITION		
GROSS FLOOR AREA AS PER ZONNING BY-LAW (ABOVE + BELOW GRADE)	40 723 m²	438 339 SF
RESIDENTIEL GROSS FLOOR AREA AS PER ZONNING BY-LAW	40 222 m²	432 946 SF
COMMERCIAL GROSS FLOOR AREA AS PER ZONNING BY-LAW	501 m²	5 393 SF