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Planning + Design



DESIGN BRIEF

# 1887 St. Joseph Blvd. Development Project

July 2023



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## Introduction

The subject site, 1887 St. Joseph Boulevard is proposed to be rezoned to bring it into conformity with the recently approved Orléans Corridor Secondary Plan, which prescribed additional height and density. The proposed development concept envisions seven (7) buildings ranging in height from seven (7) to 18 storeys. The greatest heights, two 18-storey buildings, anchor the site to the northwest and southwest portions of the site in accordance with the Maximum Building Height Schedule and the Site-Specific policies of the Orléans Corridor Secondary Plan. Podiums frame St. Joseph Boulevard to the south providing a consistent street wall and sense of enclosure with a vista into an internal courtyard.

Buildings facing St. Joseph Boulevard are envisioned as vibrant mixed-use buildings, with commercial and retail spaces provided on the ground floors of Buildings A1 and B1. These mixed-use buildings will contribute to the planned evolution of the streetscape of St. Joseph Boulevard as well as advance pedestrian and mixed-use urban activity northward toward Youville Drive and the under construction Jeanne d'Arc Station LRT station. The remaining buildings will be residential and range from seven (7) or nine (9) storeys in height framed by the taller buildings to the north and south.

Mobility throughout the site has been carefully considered for people walking, cycling, driving, and using adaptive mobility devices. A public road is proposed on the western boundary of the site, with a 10-metre dedication to the City of Ottawa per the Secondary Plan's requirement for a public road with a 20-metre right-of-way (ROW) that connects St. Joseph Boulevard to Youville Drive. In addition to the public road, two other private roads are proposed. On the eastern boundary of the site, a north-south road is proposed, which will act as both a construction road and provide access to the parking garages, all of which are proposed to be accessed from the eastern road. The road also provides additional buffering between the proposed development and the existing dwellings to the east on Marenger Street. An east-west private street is also proposed to connect to Marenger Street and is envisioned as a woonerf to encourage low-speed local traffic rather than as a cut-through to the existing low-rise residential neighbourhood to the east.

A multi-use path (MUP) is shown on the site to provide access from Youville Drive to the proposed public park to the west of the site. The bi-directional MUP is located on the east side of the proposed public street and extends as far south as the proposed woonerf.

Parking has primarily been provided underground, with limited parallel parking spaces shown on the east side of the public road. This has been provided for convenience, access to the public park and short-term parking for the retail and commercial spaces provided in the podiums of the buildings fronting onto St. Joseph Boulevard.

This zoning by-law amendment application represents one of the first opportunities for redevelopment in the Youville District of the Jeanne d'Arc Station Area and realization of the Secondary Plan's long-term vision for a mixed-use residential neighbourhood with opportunities for active and public transportation, high-quality urban public realm, commercial enterprises, and office spaces.



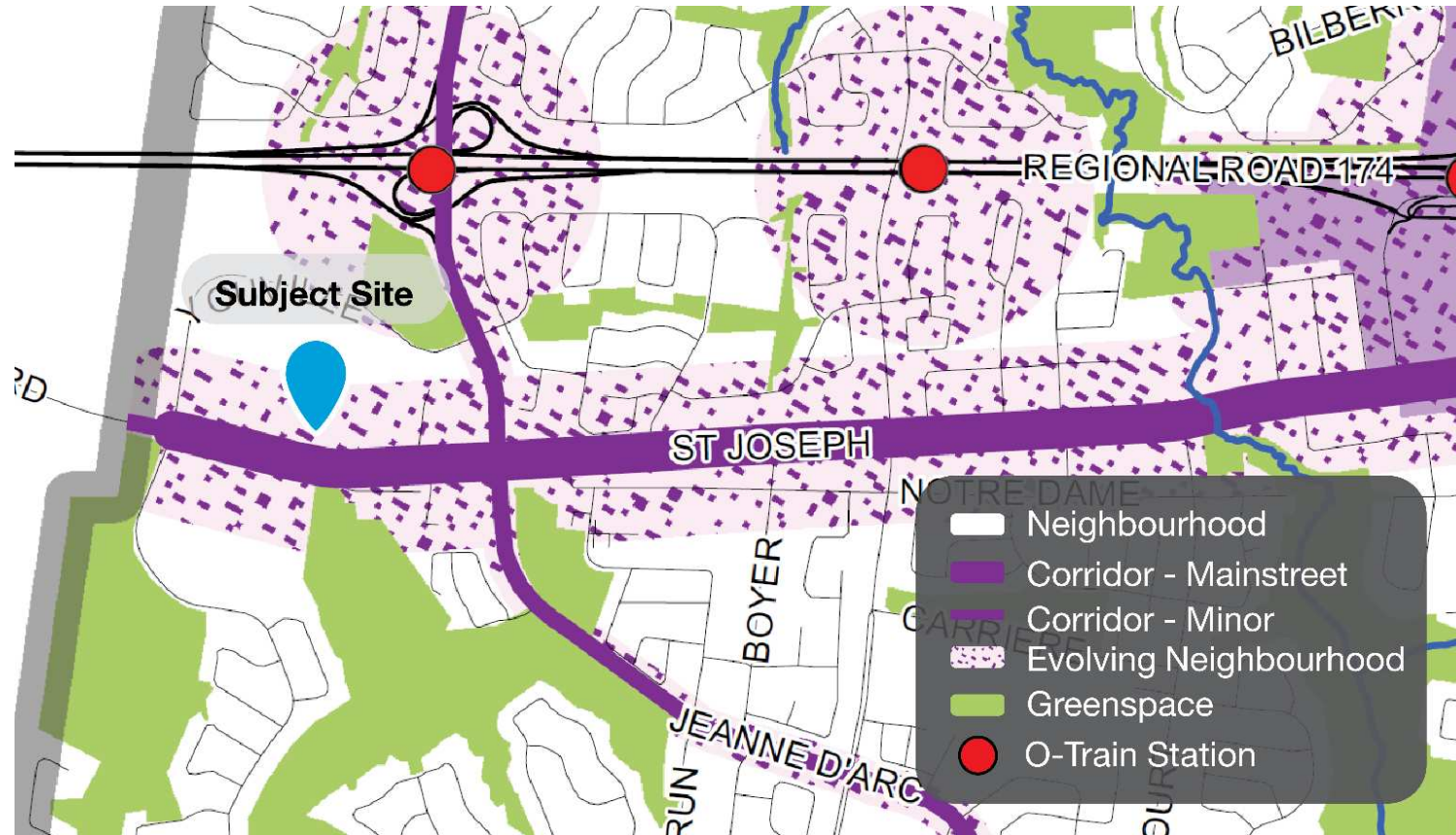


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City of Ottawa Official Plan (2022)



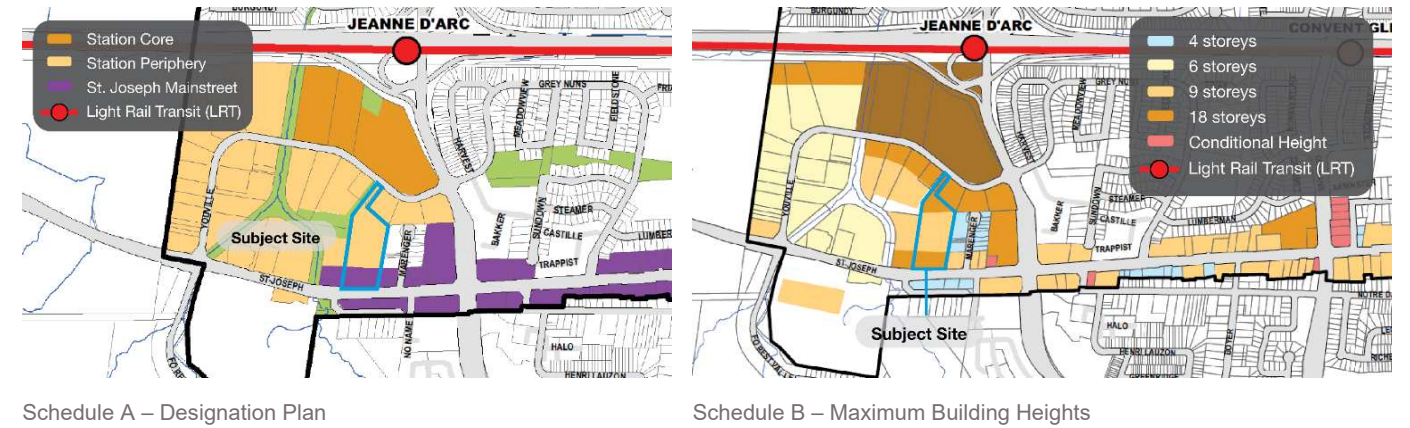
Site Designation and Overlay

The subject site is located in the Suburban Transect and is designated as Mainstreet Corridor and Neighbourhood, with the portion designated as Neighbourhood also subject to an Evolving Neighbourhood Overlay.

The site is located in a Protected Major Transit Station Areas (PMTSA), which has a minimum area-wide density requirement of 160 people and jobs per gross hectare.

Within the Suburban Transect, the target residential density range for intensification is 40 to 60 dwellings per net hectare.

Orléans Corridor Secondary Plan (2022)



Schedule A – Designation Plan

Schedule B – Maximum Building Heights

The subject site is designated as St. Joseph Mainstreet along the St. Joseph Boulevard frontage and Station Periphery for the remainder of the site extending North.

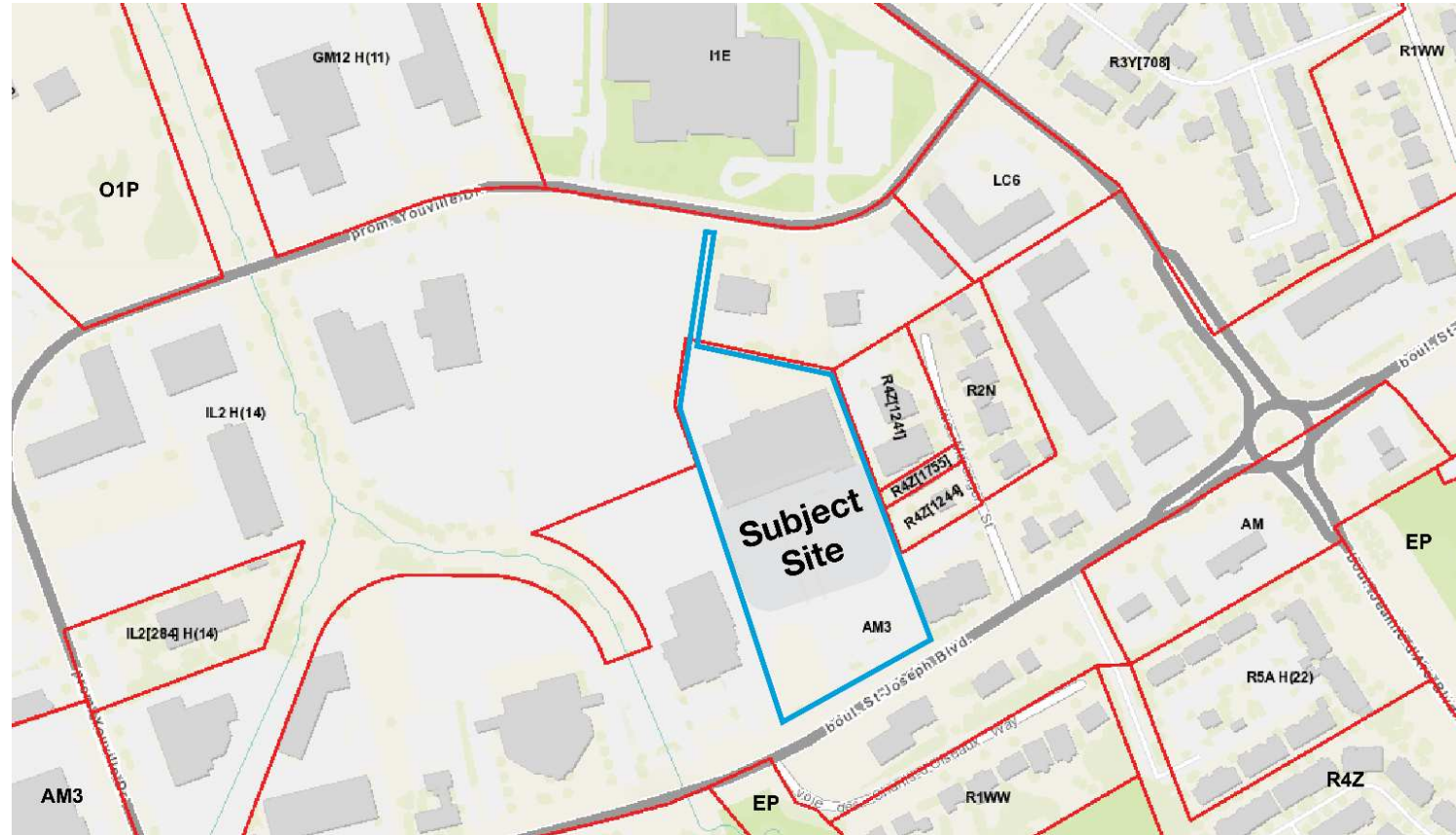
The subject site has a maximum height of 18 storeys to the north and south of the site and a maximum of 9 storeys for the interior of the site.

The Secondary Plan provides detailed direction on multiple topics, including:

- Requirement for an offsite park located on 1875 St. Joseph Boulevard; coordination and cost-sharing is required with a Landowner's Agreement;
- Requirement for a north-south public road that connects St. Joseph Boulevard and Youville Drive; coordination and cost-sharing is required with a Landowner's Agreement. A multi-use path (MUP) is required to connect Youville Drive to the public park and is shown on the site plan on the east side of the road; and
- A site-specific policy indicates that the maximum building height permitted on the site is 18 storeys, and if there are multiple high-rise buildings on the St. Joseph Boulevard frontage, the western tower should be the tallest one and the eastern tower(s) should step down in height.



## Zoning By-law Amendment (2008-250)



Zoning of the site and surrounding neighbourhood

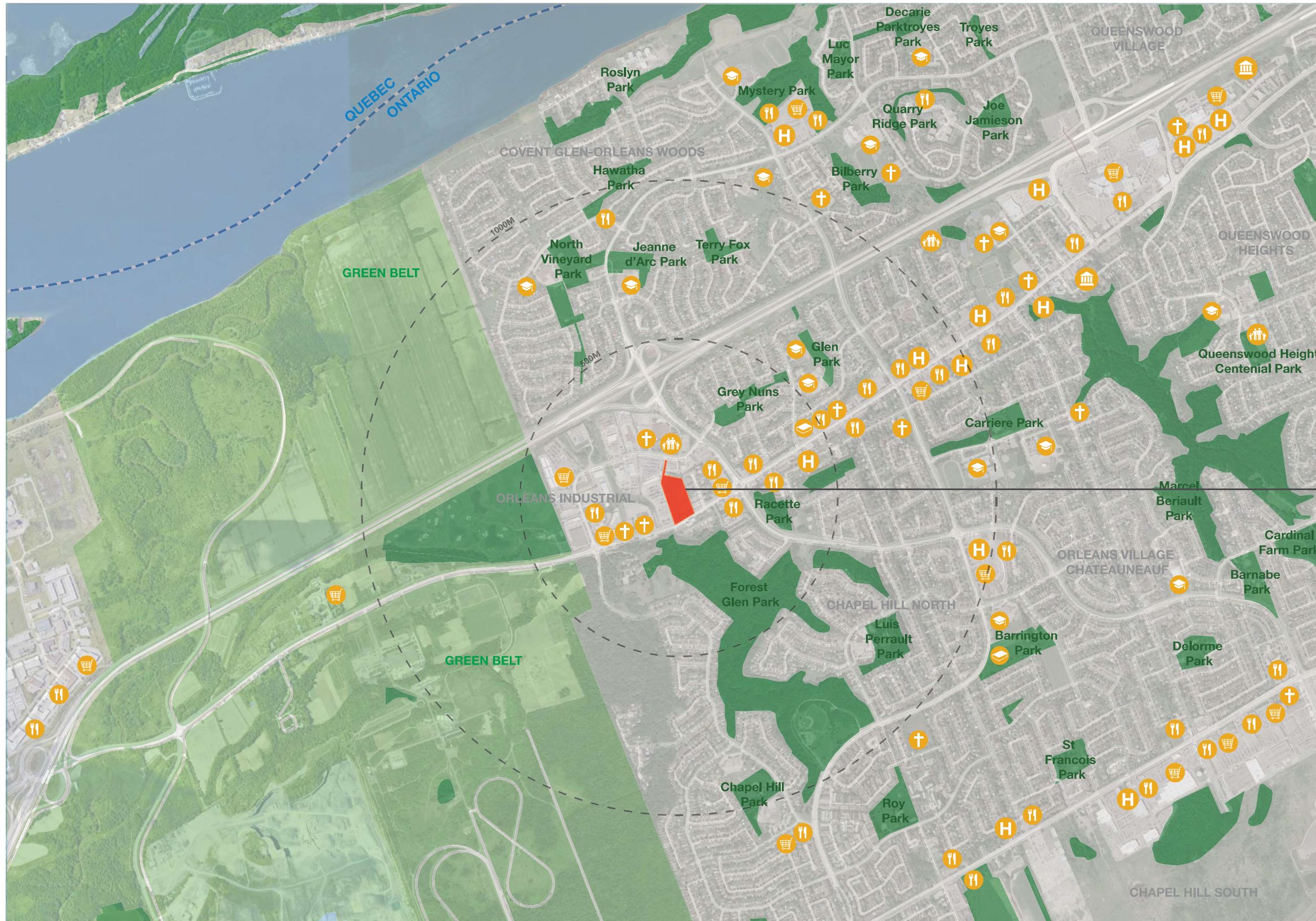
A Zoning By-law Amendment (ZBLA) is proposed to rezone the subject site in its entirety to "Arterial Mainstreet, Subzone 3, Exception XXXX" (AM3[XXXX]).

A ZBLA is required to permit the proposed development and implement the vision and policies of the Orléans Corridor Secondary Plan.

The Proposed ZBLA would:

- Increase the maximum permitted building heights from the maximum permitted heights of 13 and 19 metres under the Zoning By-law to 56 metres as per the direction in the Orléans Corridor Secondary, which permits up to 18-storey buildings;
- Permit the land use "Apartment Building, High-Rise"; and
- Reclassify the site from Area C to Area Z on Schedule 1A to update the required parking minimums due to the site's location in a Protected Major Transit Station Area (PMTSA) and proximity to the Light Rail Transit (LRT) station, Jeanne d'Arc Station, currently under-construction.





1887 St-Joseph

- Subject Site
- Commercial
- School
- Public Building
- Library
- Community Centre
- Hospital/ Health Care
- Place of Worship
- Restaurant
- Public open space









Google Earth



Google Earth



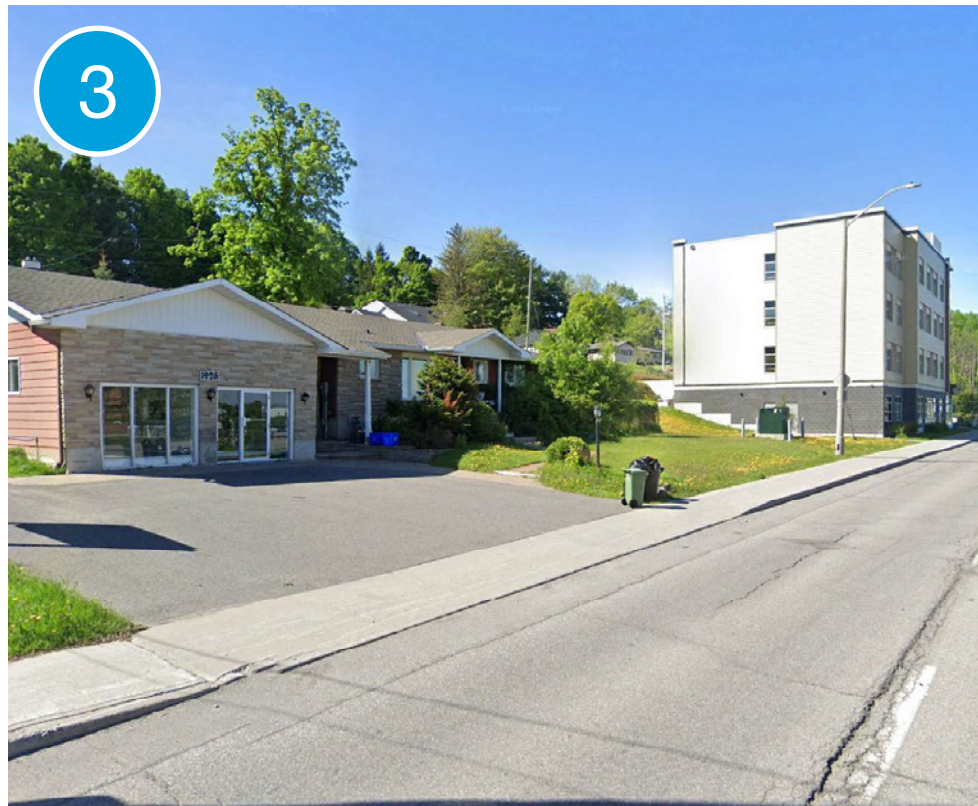
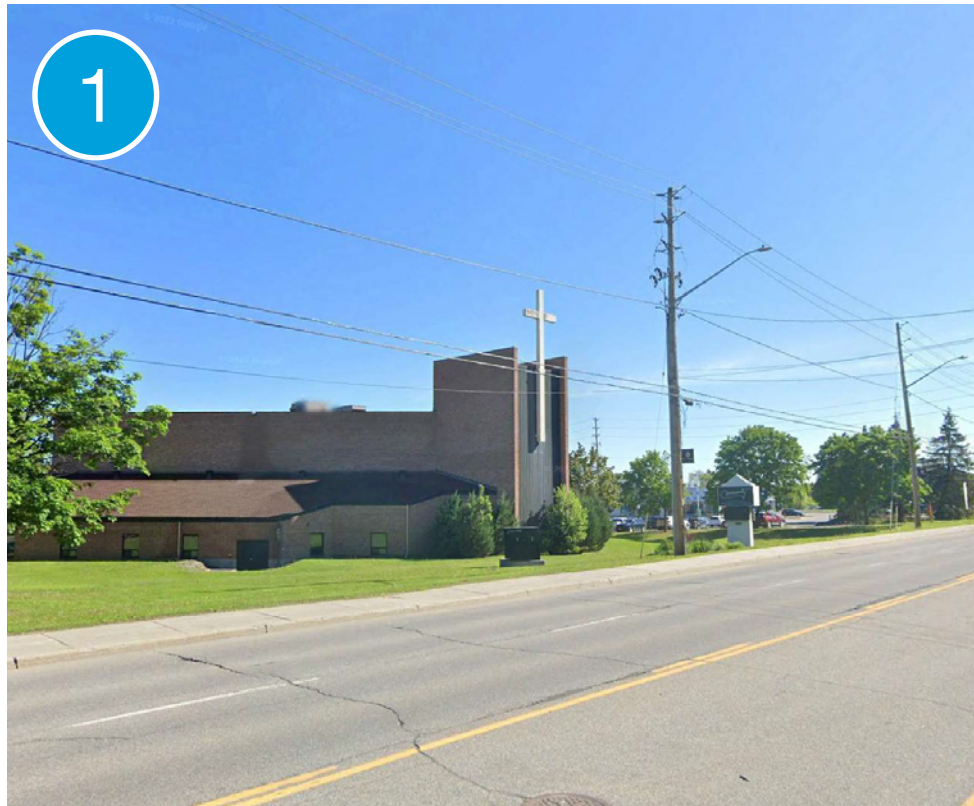
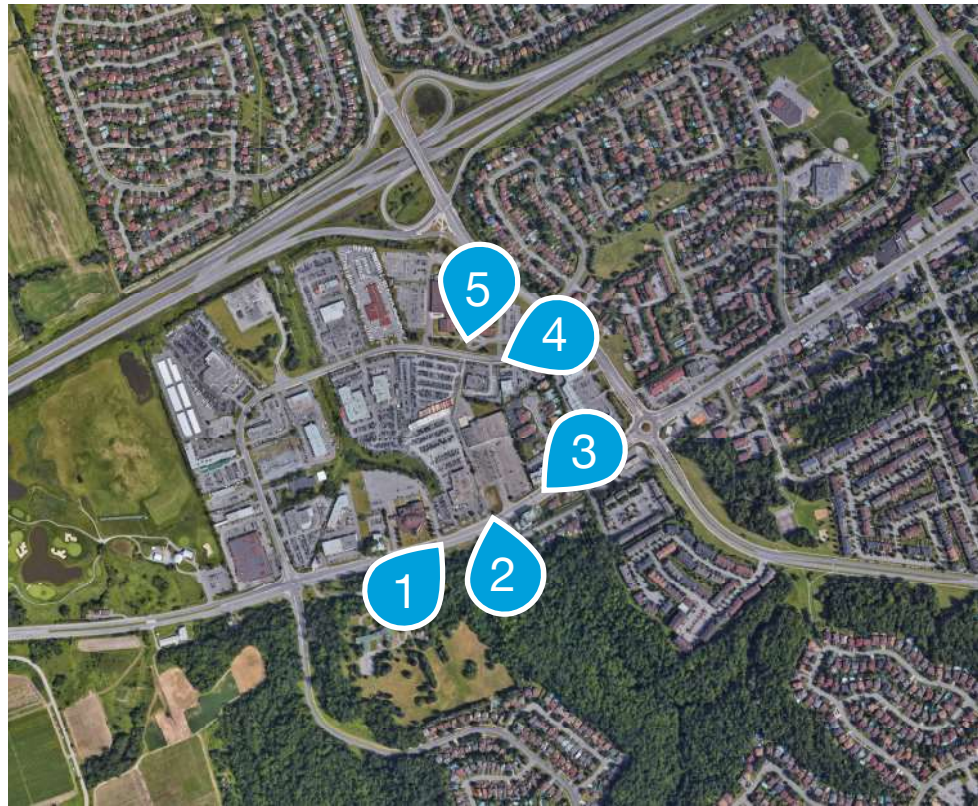
Google Earth



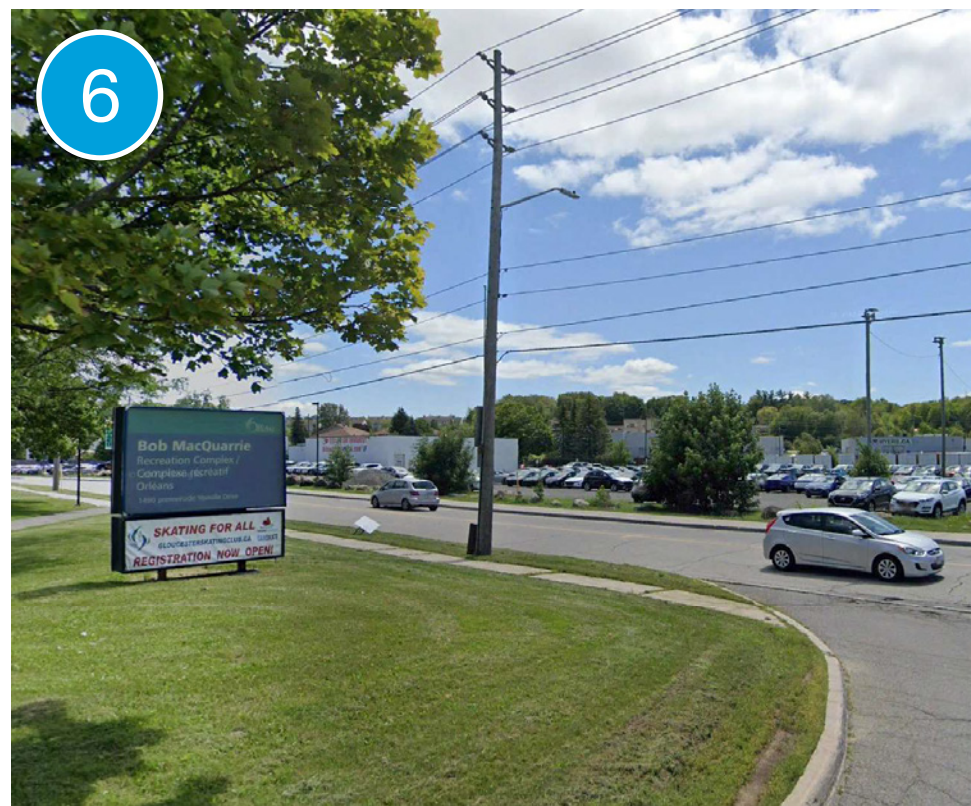
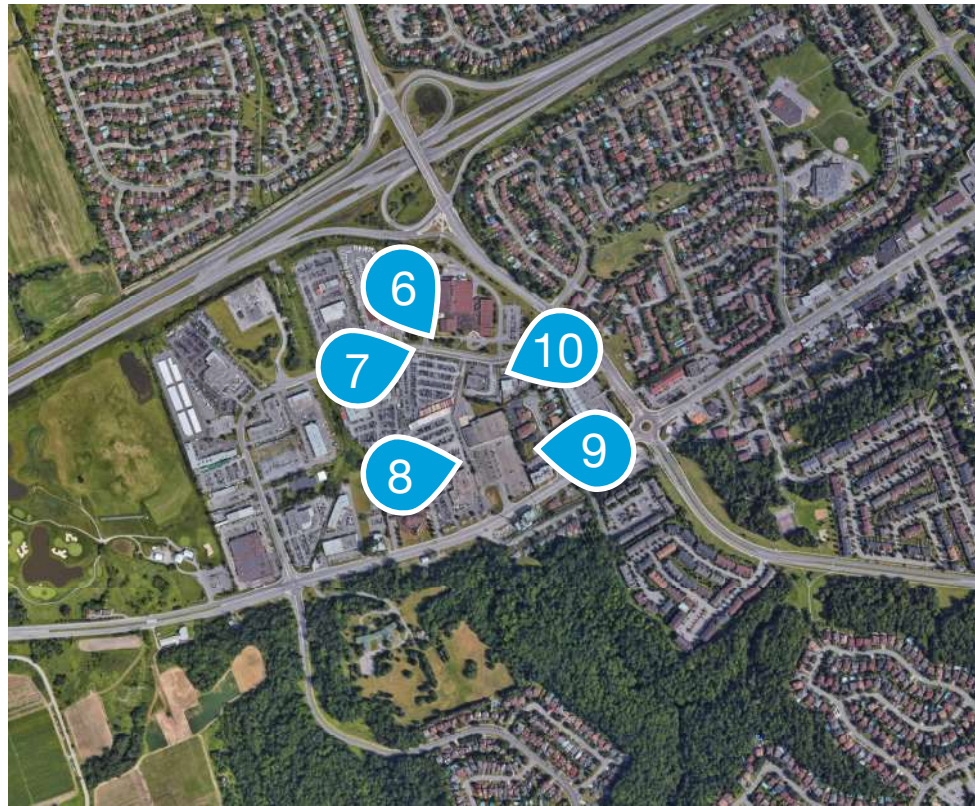
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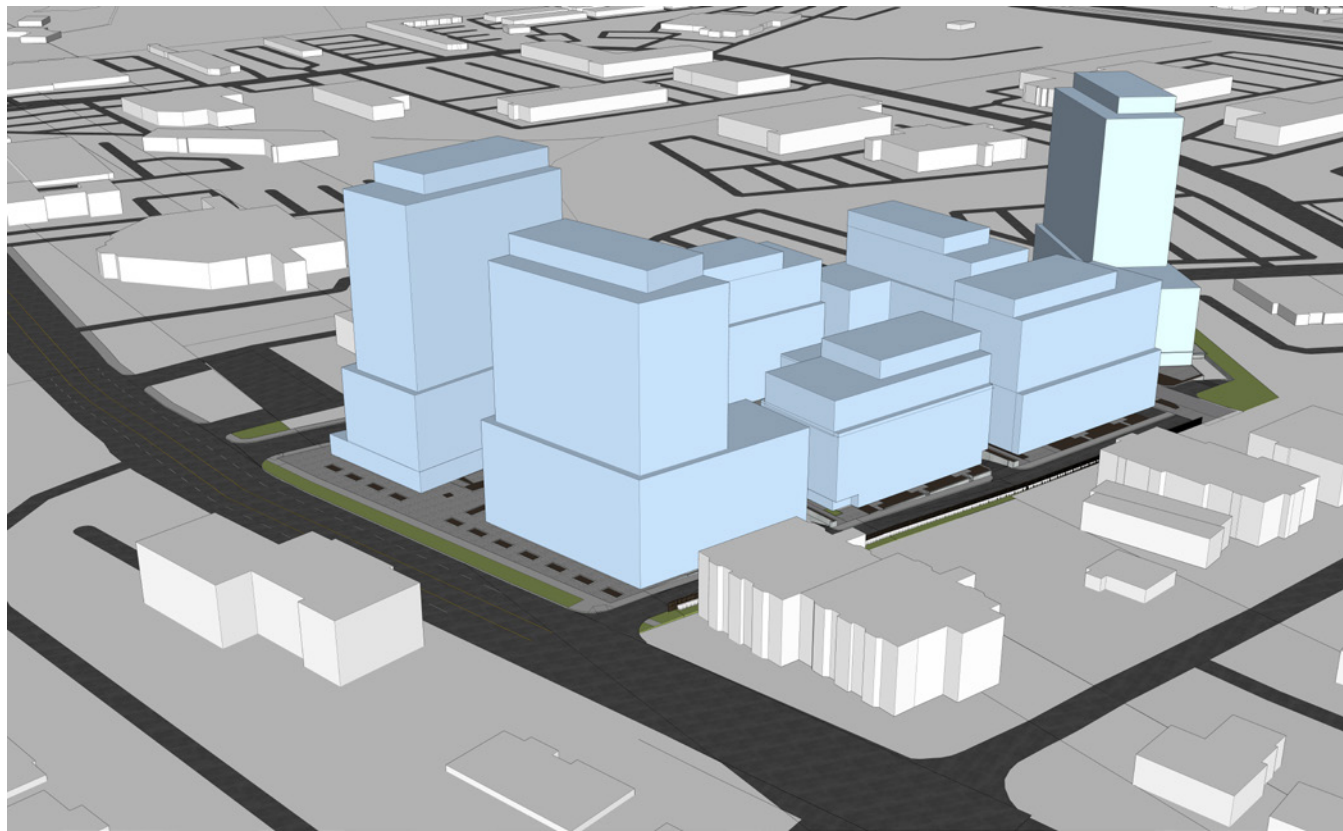
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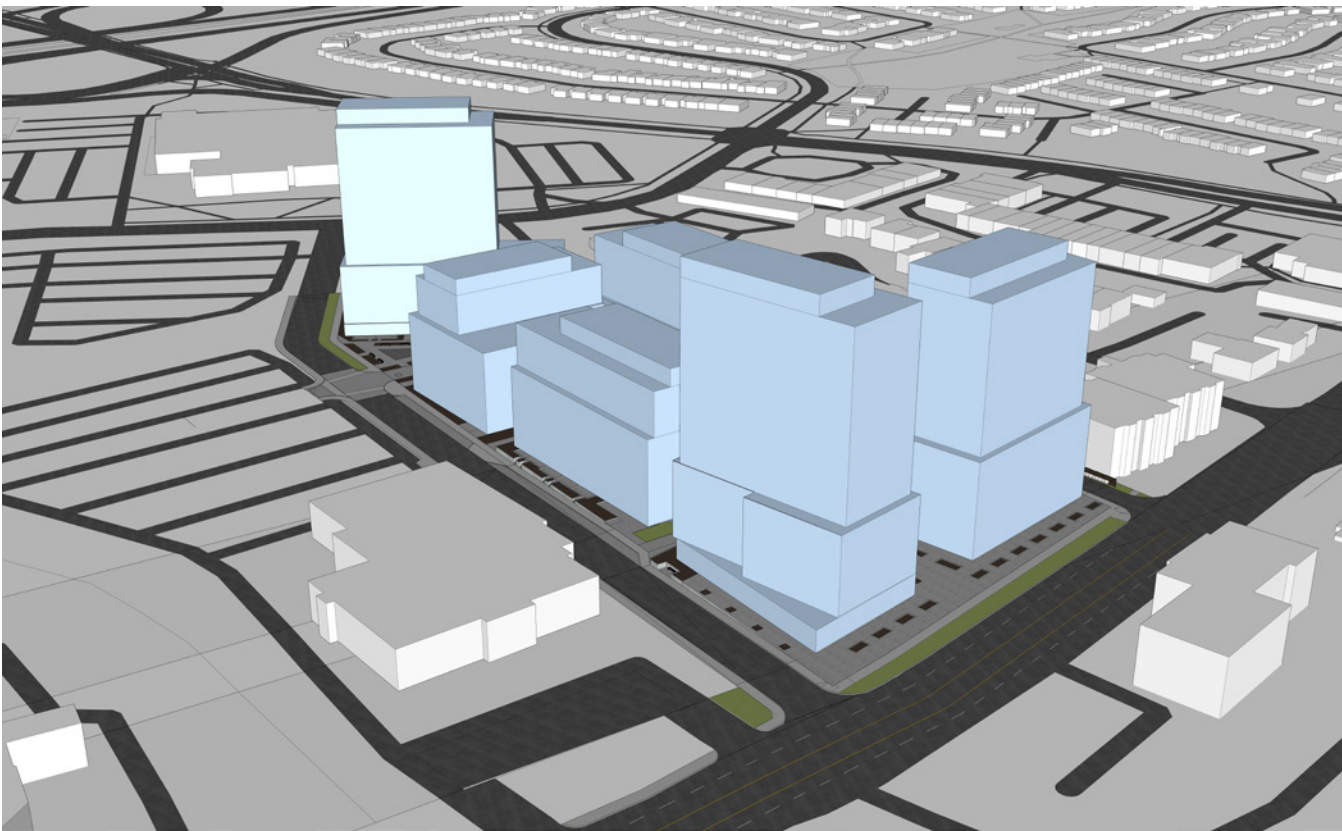




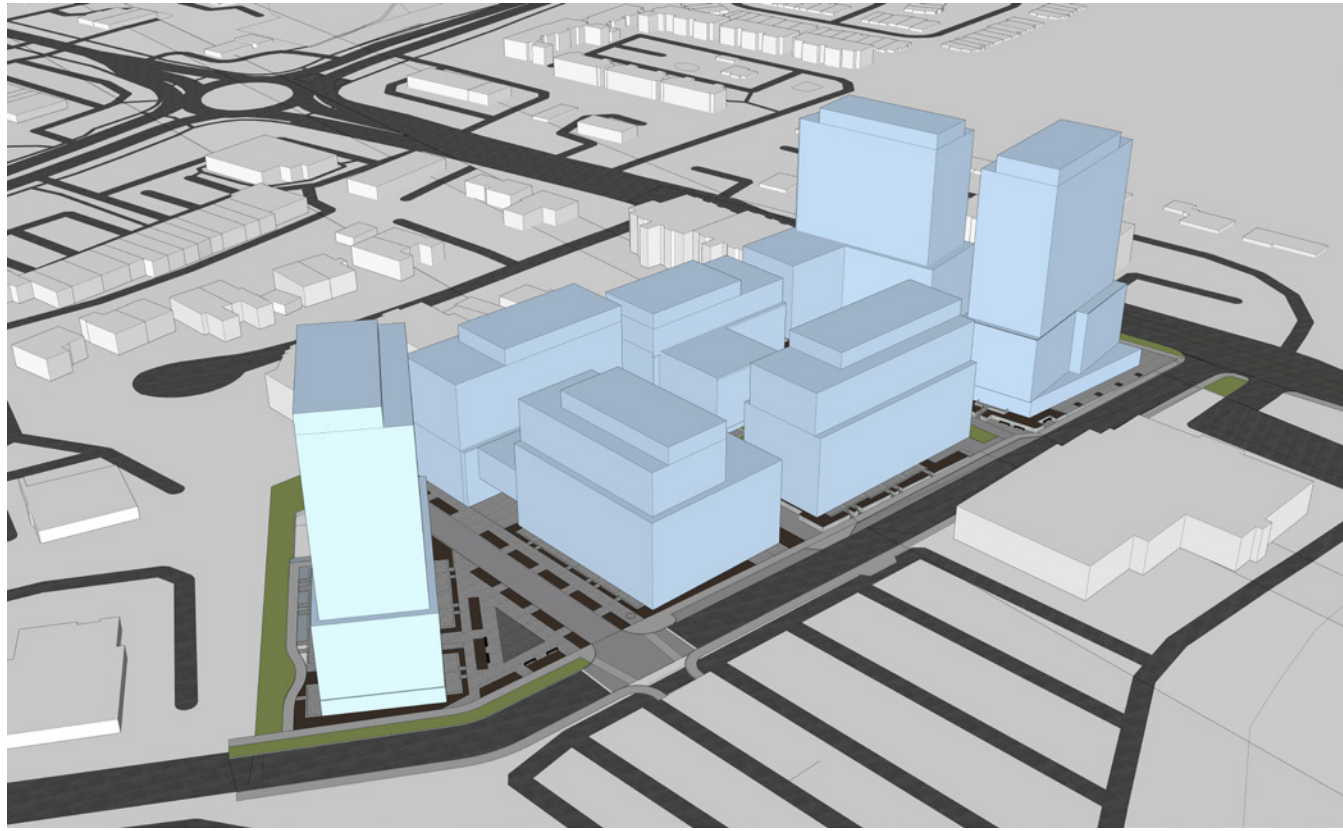




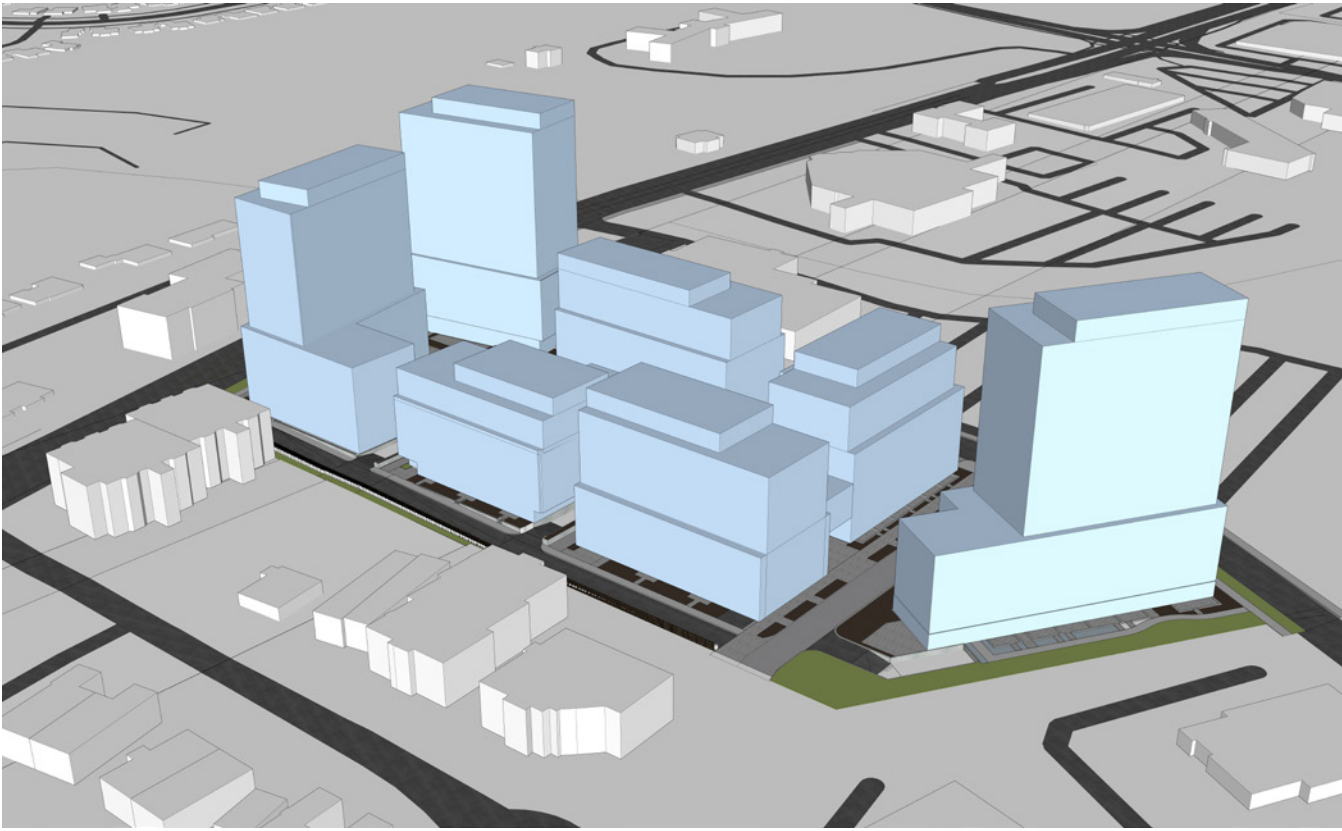
South-East



South-West



North-West



North-East









YOUVILLE DR

JEANNE-D'ARC BLVD

ST JOSEPH BLVD





Views - Looking East









Community Pentecostal Church

Myers Orleans

Proposed Buildings

1921-1931  
St. Joseph blvd

1939, 1943  
St. Joseph blvd

Midas  
Auto shop

Proposed Public Street

Proposed Private Street

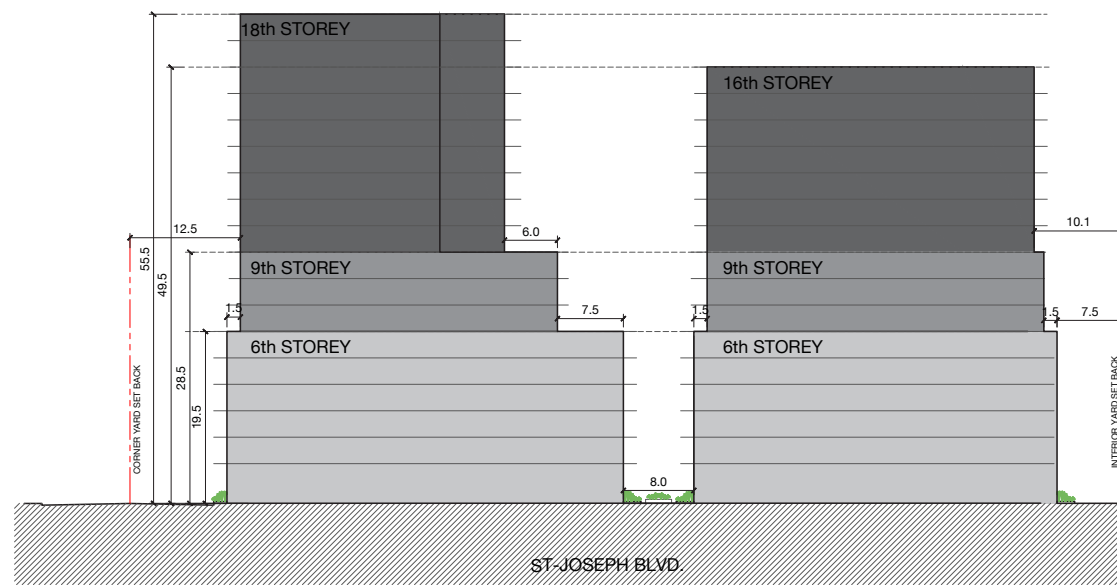
Marenger st

0 1 5 10 25 50

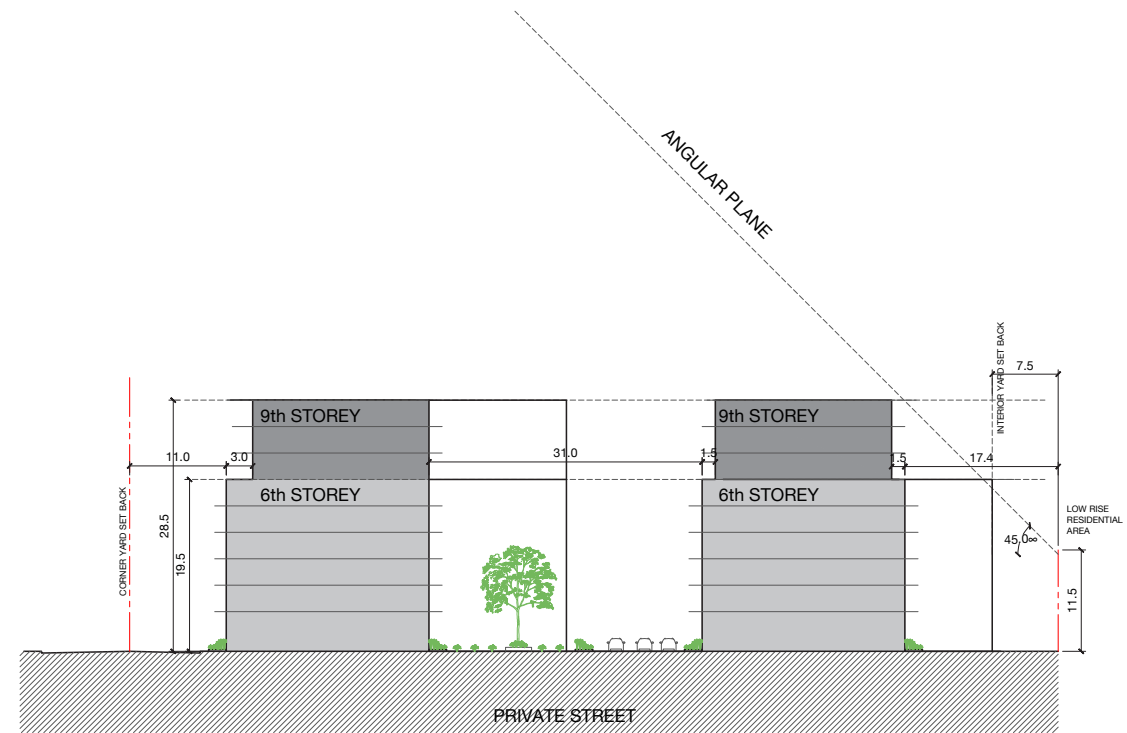




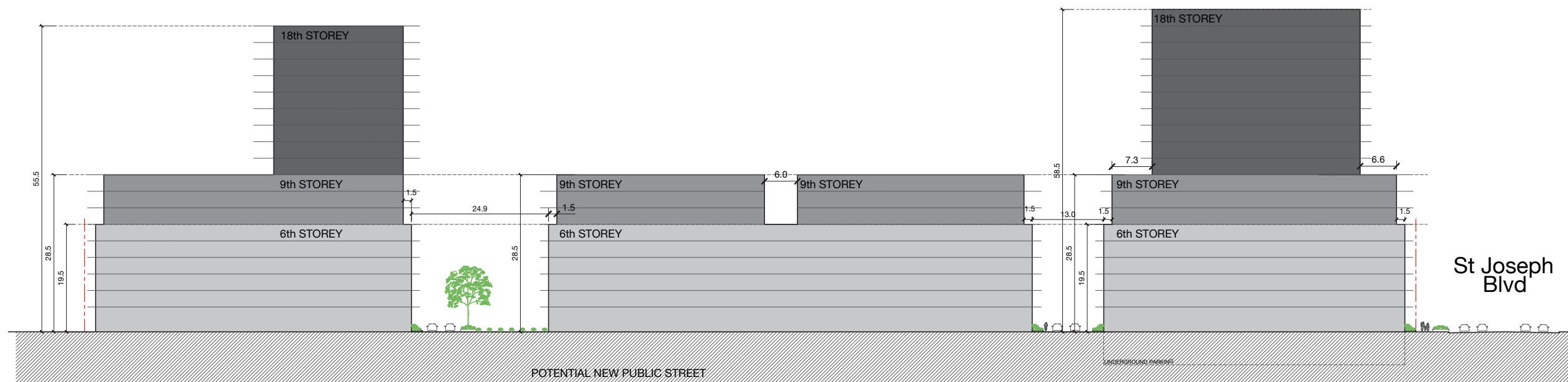




SECTION "A"

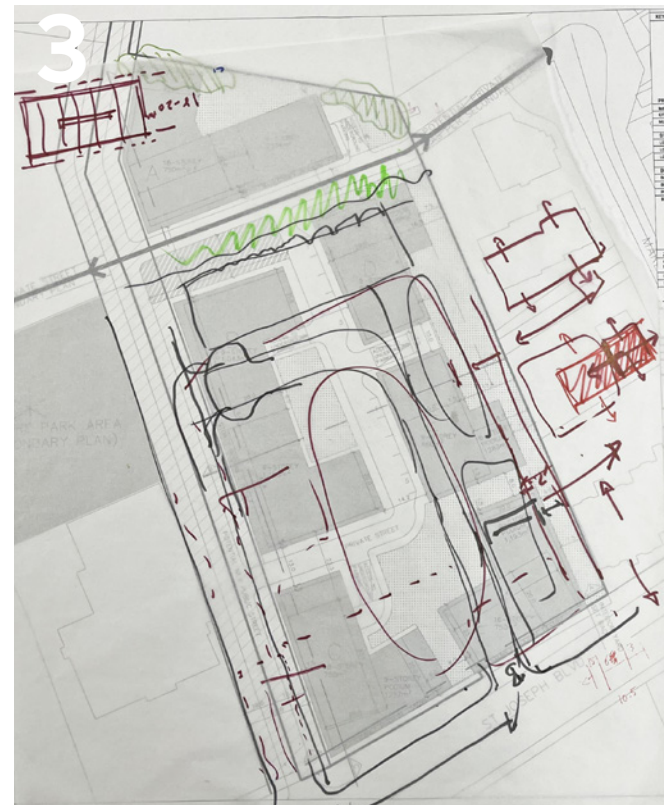


SECTION "B"



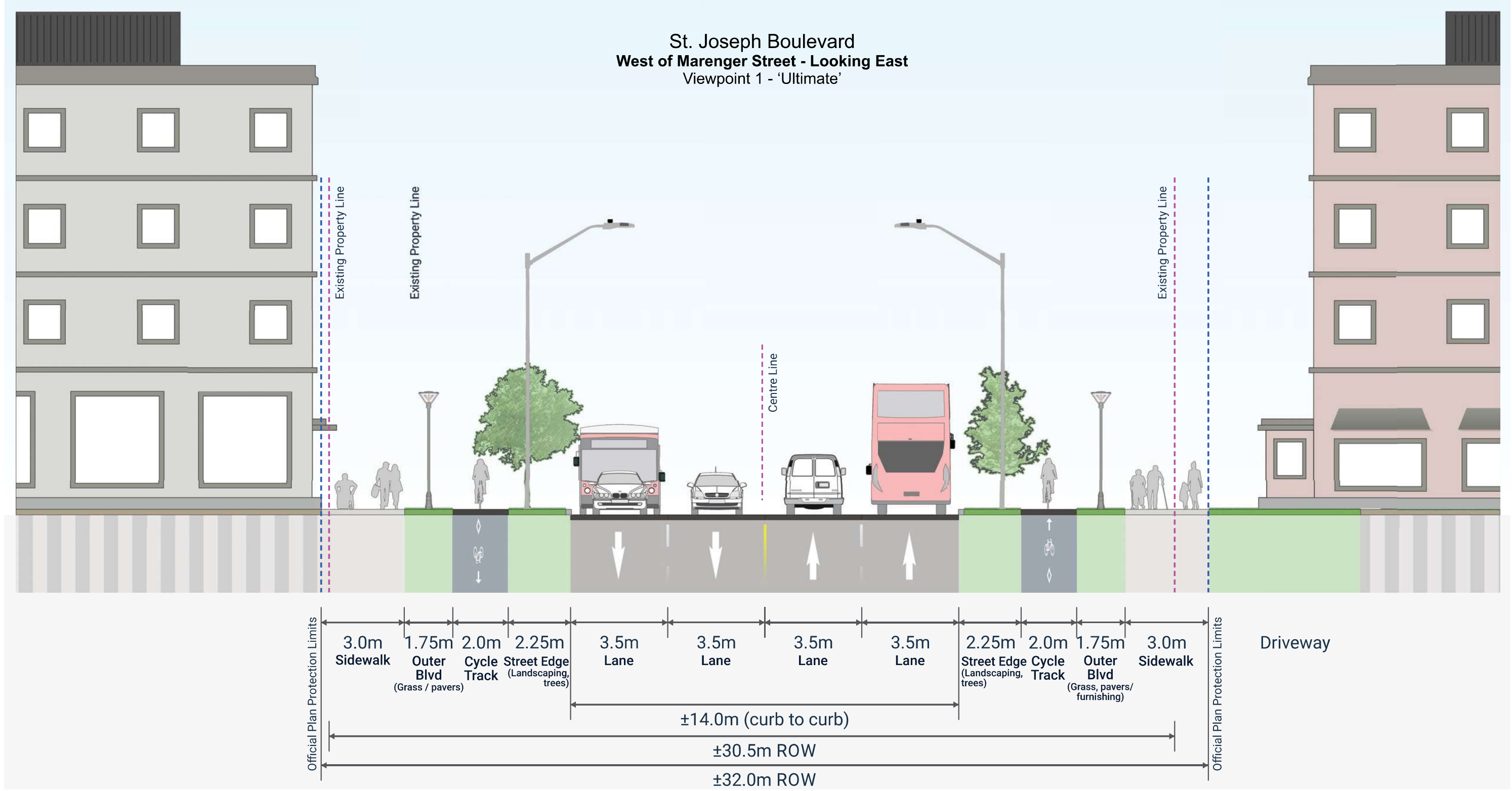
SECTION "C"



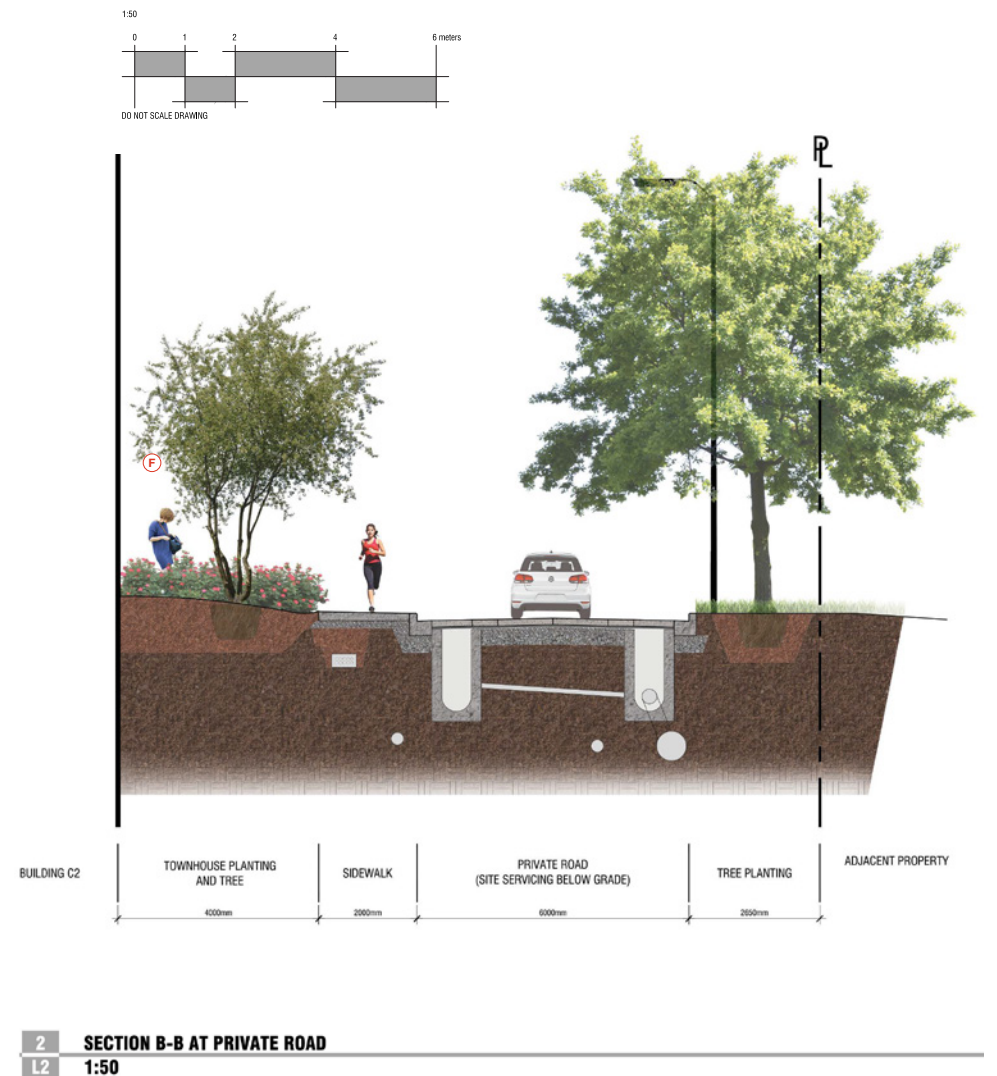
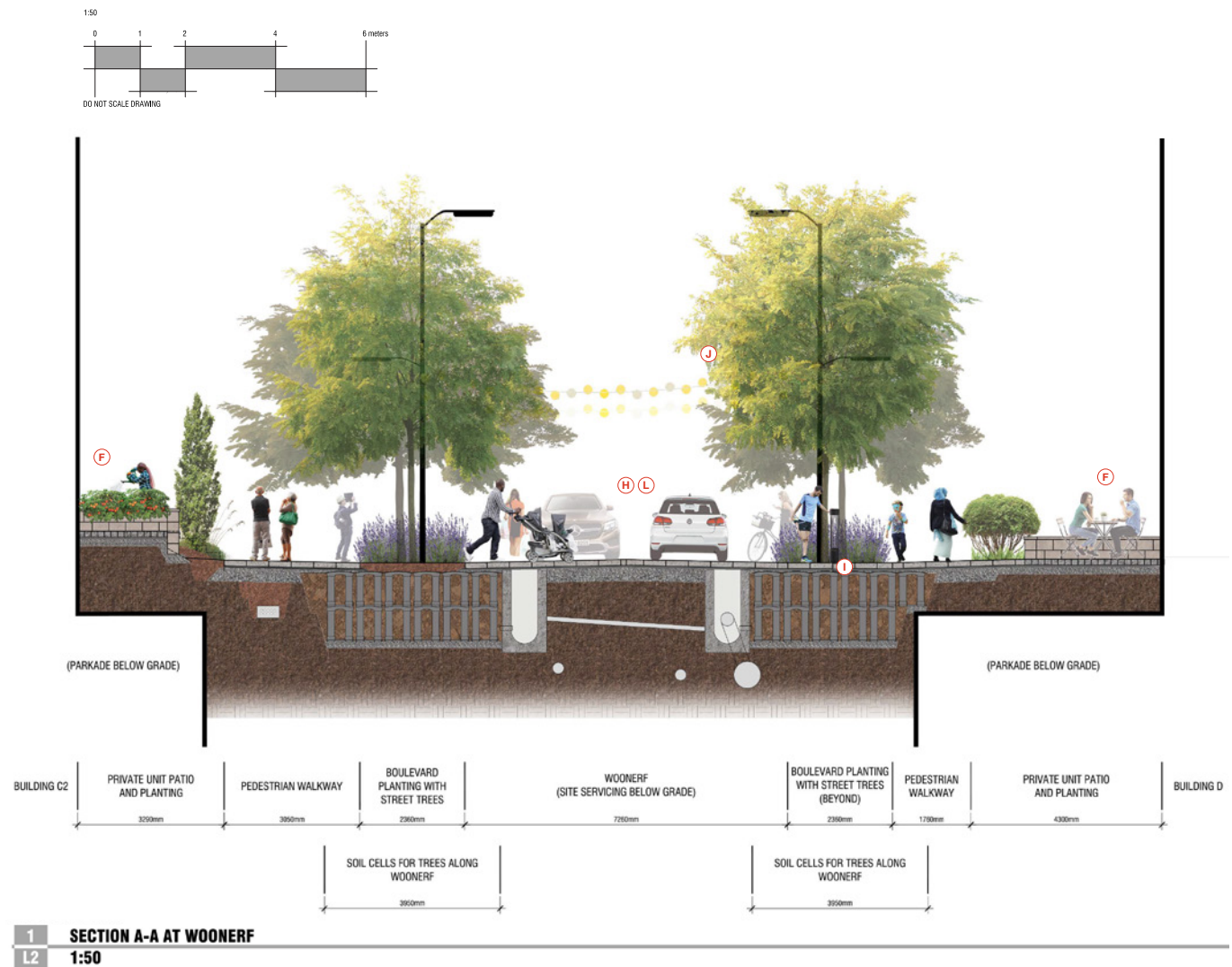




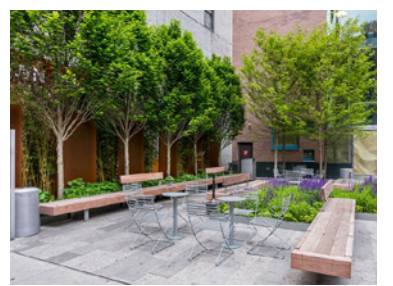
St. Joseph Boulevard  
West of Marenger Street - Looking East  
Viewpoint 1 - 'Ultimate'







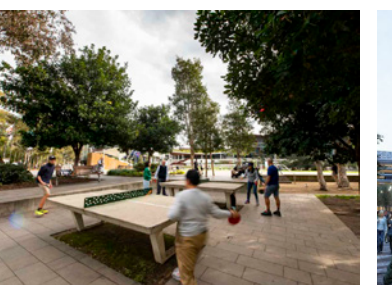
**A PLAYGROUND AMENITY**



**B RESIDENTIAL AMENITY**



**C COMMUNITY GARDENS**



**D ACTIVE AMENITY**



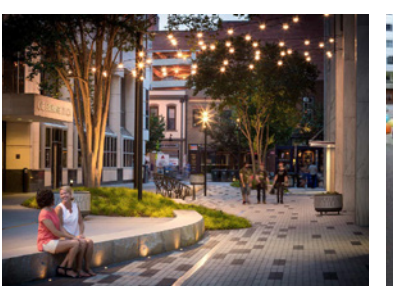
**E RETAIL/SERVICE FRONTAGE**



**F GROUND-LEVEL TOWNHOUSES**



**G GRADE CHANGE**



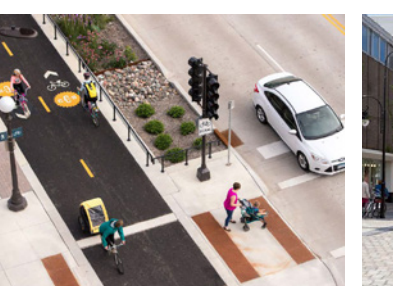
**H PEDESTRIAN REALM**



**I SAFETY & ACCESSIBILITY**



**J PLACEMAKING & CHARACTER**



**K MULTI-MODAL CIRCULATION**



**L WOONERF-STYLE STREET**



Amenity  
 Commercial





## Public Realm

To support this development, the proposal includes the provision of two new streets accessing the development off St. Joseph to the South. One of these roads is currently proposed as a public (Municipal) road, as per the Secondary Plan, that is to be developed equally with the immediate neighbouring property to the West at 1875 St. Joseph – currently the Myers Orleans car dealership. The second road is proposed to be a private owned roadway at the farthest East section of the property along the low-rise neighbourhood to the East. This allows for a greater buffer between the rear or side yard property lines and any new proposed buildings of a minimum of 11.2m and up to around 14m. All high-rise buildings will respect the minimum 11.5m setbacks as indicated in the City of Ottawa Guidelines for Tall Buildings. Buildings A1 and A2 – fronting St. Joseph - will also provide street facing commercial as encouraged by the Arterial Mainstreet zoning designations.

The buildings are all linked through an internal pedestrian park and walkways with a series of various areas and uses; including public amenities for the commercial zones, private amenities for individual residential buildings, to public kids' play areas and community gardens. Through paving, landscape architectural design and green spaces, the buildings are linked to each other and to the greater community; including the potential for a new municipal park that is proposed (under the Secondary Plan) along the West property line. This new internal urban park is clearly visible from St. Joseph and encourages the visibility and use of these spaces.

The new building enhances the street by highlighting the goals of St. Joseph as an arterial Mainstreet with ground floor commercial that is transparent and enhanced with active entrances. To note, the site does have a required 16m road widening easement and an overhead Hydro corridor that pushes the front facades back over 7m from the property line. The proposal thus provides a simple yet active pedestrian realm along the front property line in anticipation for a future redesign and re-activation of St. Joseph. The site slopes roughly 4-5m from St. Joseph to the North end of the site. The established ground floor levels are in line with natural grading to allow for clear active and accessible main entrances. A series of stairs and ramps are integrated into the urban design features to accommodate this change in grade for pedestrians within the internal urban park.

To maintain a connection to the streets, all buildings provide clear and strong active entrances facing the main streets. As mentioned, clear visibility of the internal green spaces is visible and accessible from all the interstitial spaces between buildings.

Landscape buffers or fence lines are provided along the various property lines as required by the Zoning Bylaw and with the intent of providing good urban at grade transitions between all properties surrounding the project. Trees and landscaping will be provided along both new proposed streets and along St. Joseph Blvd, however high trees may not be possible in certain areas due to the presence of high voltage hydro lines running along the street. Where required, new wood fences will be provided for the full length of the property lines at the sides and rear of the site.



## Building Design

The owners of the property at 1887 St. Joseph Blvd. (West of Jean d'Arc Blvd S. / East of Youville Dr.) are proposing the re-zone of an existing retail commercial property. The new proposed site plan is to include 7 new mix-use multi-unit residential buildings with various building heights; including 4-midrise buildings ranging from 7 to 9 stories, and 3 high-rise buildings ranging from 16 to 18 stories. As this is a re-zone application to start, final designs (both unit count/mix and design aesthetic) is still preliminary but it is anticipated to be around 1070+/- units.

The buildings are identified as follows:

A1 (Fronting St. Joseph / new public road at west property) – 18 stories on 6 stories podium;

A2 (Fronting St. Joseph / new private road at east property) – 16 stories on 6 stories podium;

B1 (Along new public road at west property) – 9 stories on 6 stories podium;

B2 (Along new private road at east property) – 7 stories on 5 stories podium;

C1 (Along new public road at west property & north internal road) – 9 stories on 4 stories podium; Linked to C2

C2 (Along new private road at east property & north internal road) – 7 stories on 6 stories podium; Linked to C1

D1 (Along north property line and fronting new internal road to south) – 18 stories on 6 stories podium;

Access to an underground garage is located via the private road along the eastern property line. One shared u/g ramp is provided for buildings A1/A2, B1/B2, C1/C2 and D will have its own access ramp. This allows for full phasing potential of the property over years as it is unlikely that the entire development would be constructed in one phase. The 2-level parking garage can be opened as one contiguous floor or kept independent by "letter" phase if to be owned and operated by separate ownership groups. Overall, it is anticipated that the u/g garage parking will provide around 489 parking spaces for tenants and 95 parking spaces for visitors for the entire development. Specific allocations per phase will be more clearly defined and determined in future Site Plan Control applications. Parking for the CRU's will be primarily located with at-street parking along the Western proposed public road. As specific tenants are not yet determined, we have applied the typical retail commercial ratio based the areas of the spaces provided. The project as proposed includes roughly 804 bicycle storage spots – including 44 exterior spots. The requirement under the bylaw for roughly this unit density is around 580. Garbage removal will be likely be through private contracts with garbage rooms located in the P1 level of the garage. The remainder of the ground floors would include building entry lobbies with a mail area and elevator lobby. The communal amenity spaces for the buildings are provided mainly through the interior urban park, as roof top amenity areas and through a series of individual unit balconies and terraces for each individual building. More detailed proposals will be part of future SPC applications.

Though not required under the new zoning application requirements, we have provided a very preliminary design aesthetic to assist the staff in reviewing the proposal. It must be noted that more detailed proposals for each individual building or combination of buildings will be done at the SPC application phase. However, for the purpose of expressing a potential urban experience the buildings have been designed in a contemporary aesthetic that integrates well with the surrounding context. Building cladding will mainly consist of masonry, complete with a panelized cladding system in various colours. Careful detail to the material junctions was developed to provide a clear understanding of the building façade parti, and to accentuate the cascading terraces. Metal panelling is used to clad the mechanical penthouse roof. Again, this is preliminary in nature and not final design.





View Looking North from St. Joseph Blvd.





View Looking West from St. Joseph Blvd.





View from Playground looking South





View From Community Garden Looking South





View Looking South at Building C2





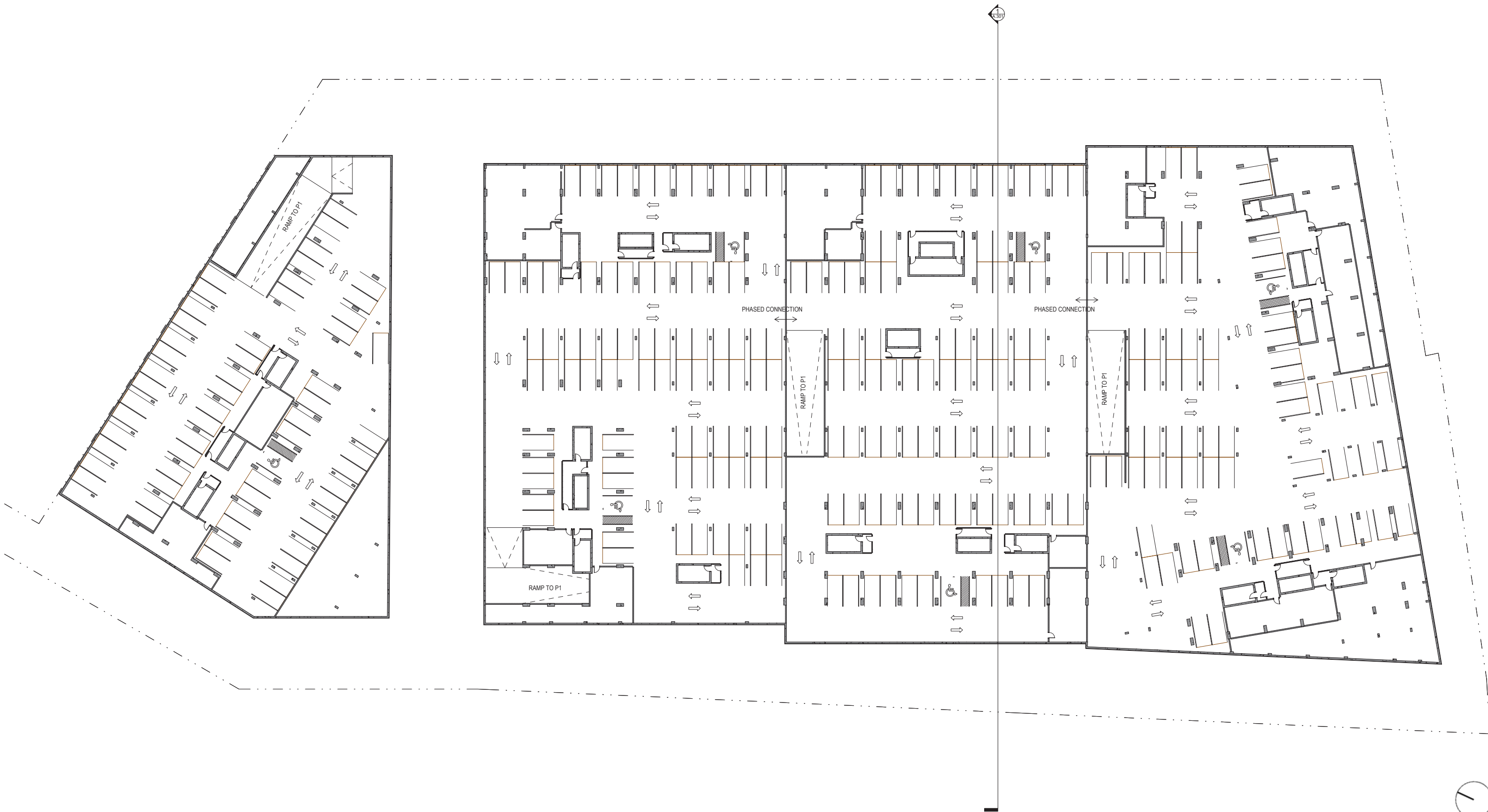




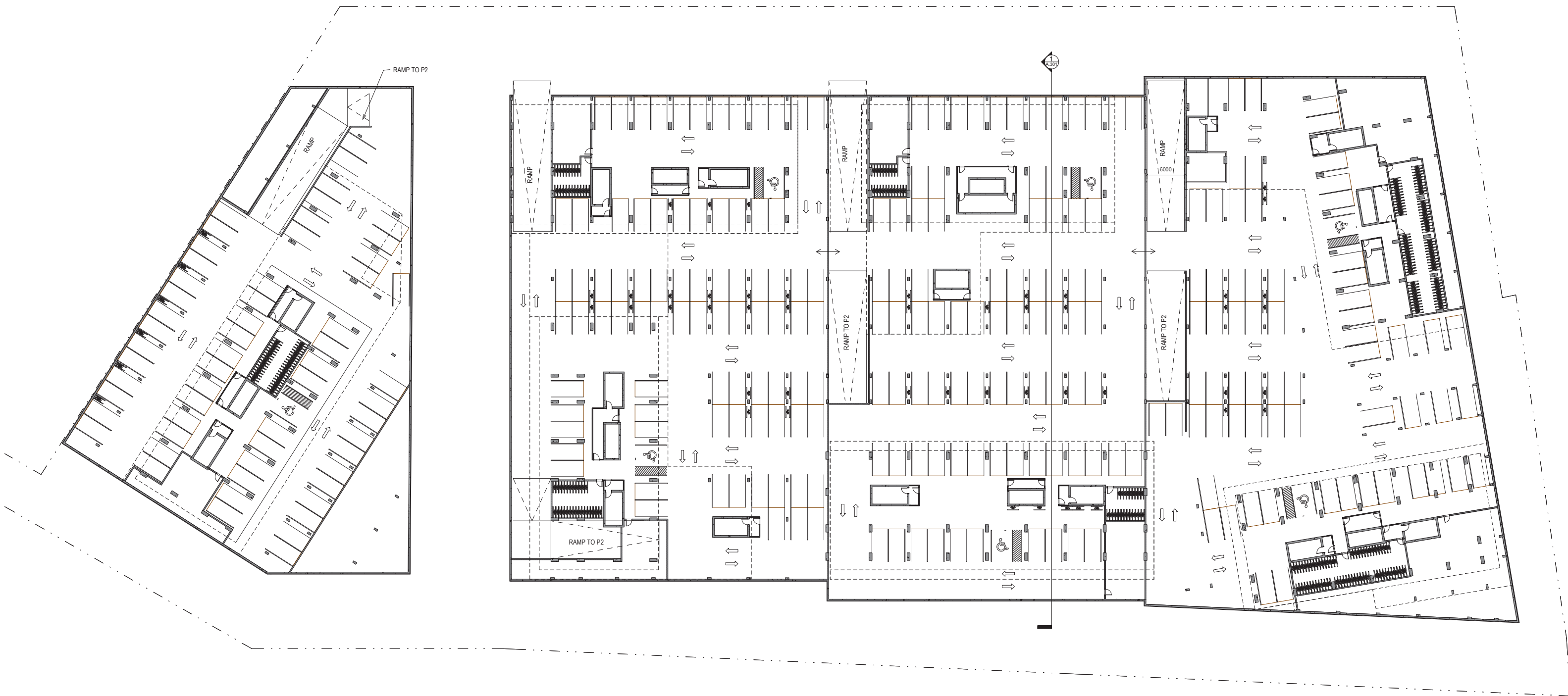












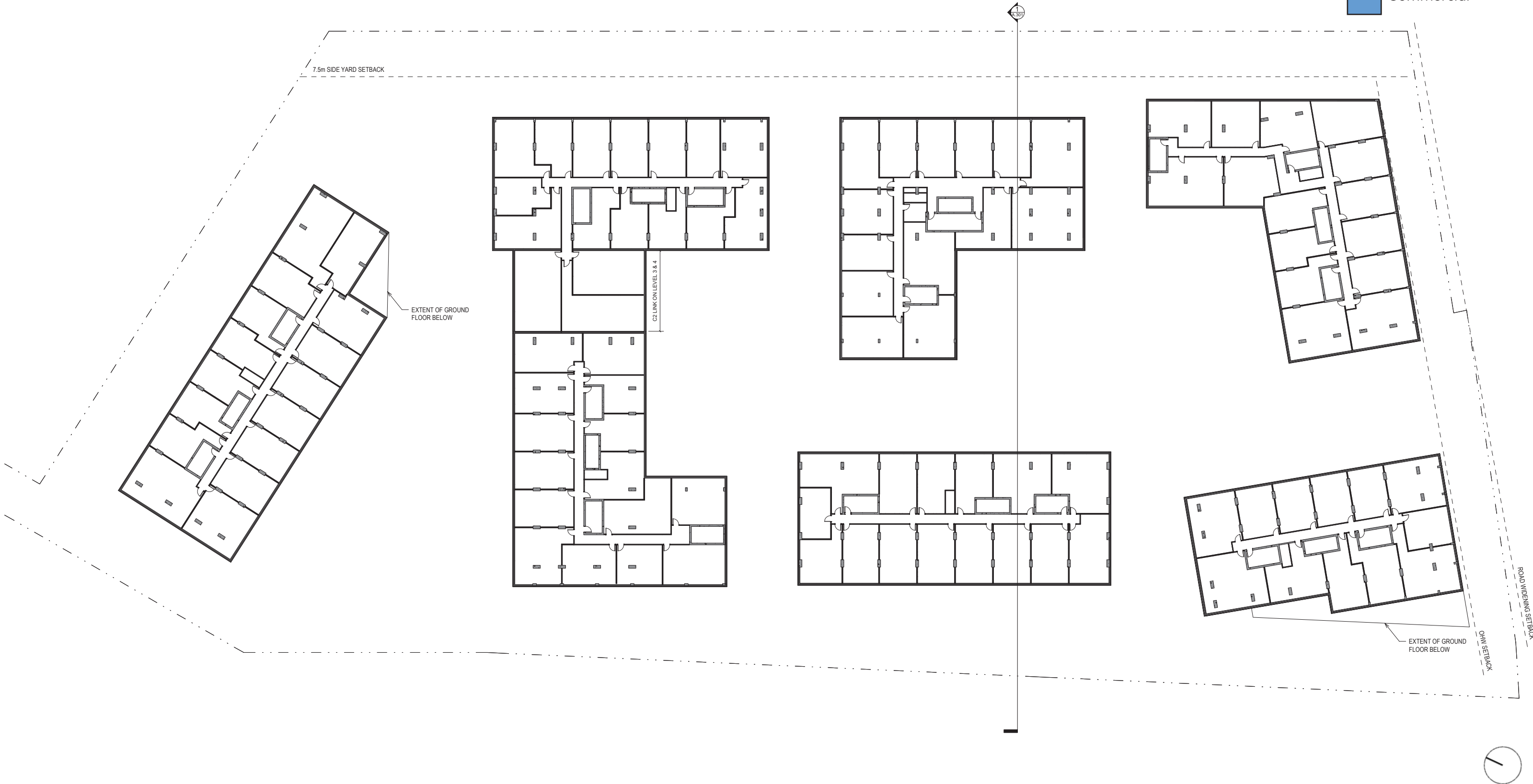


- Amenity
- Commercial



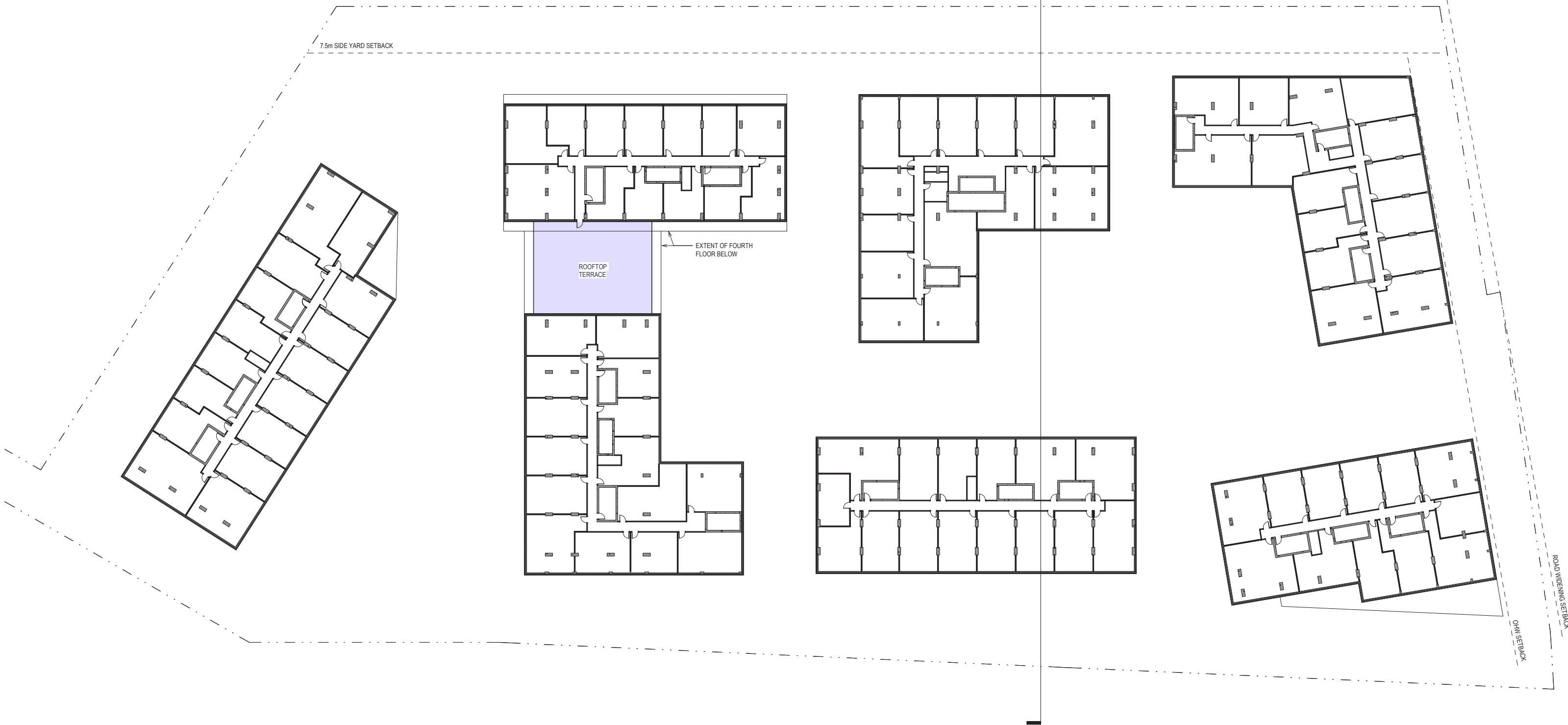


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- Commercial



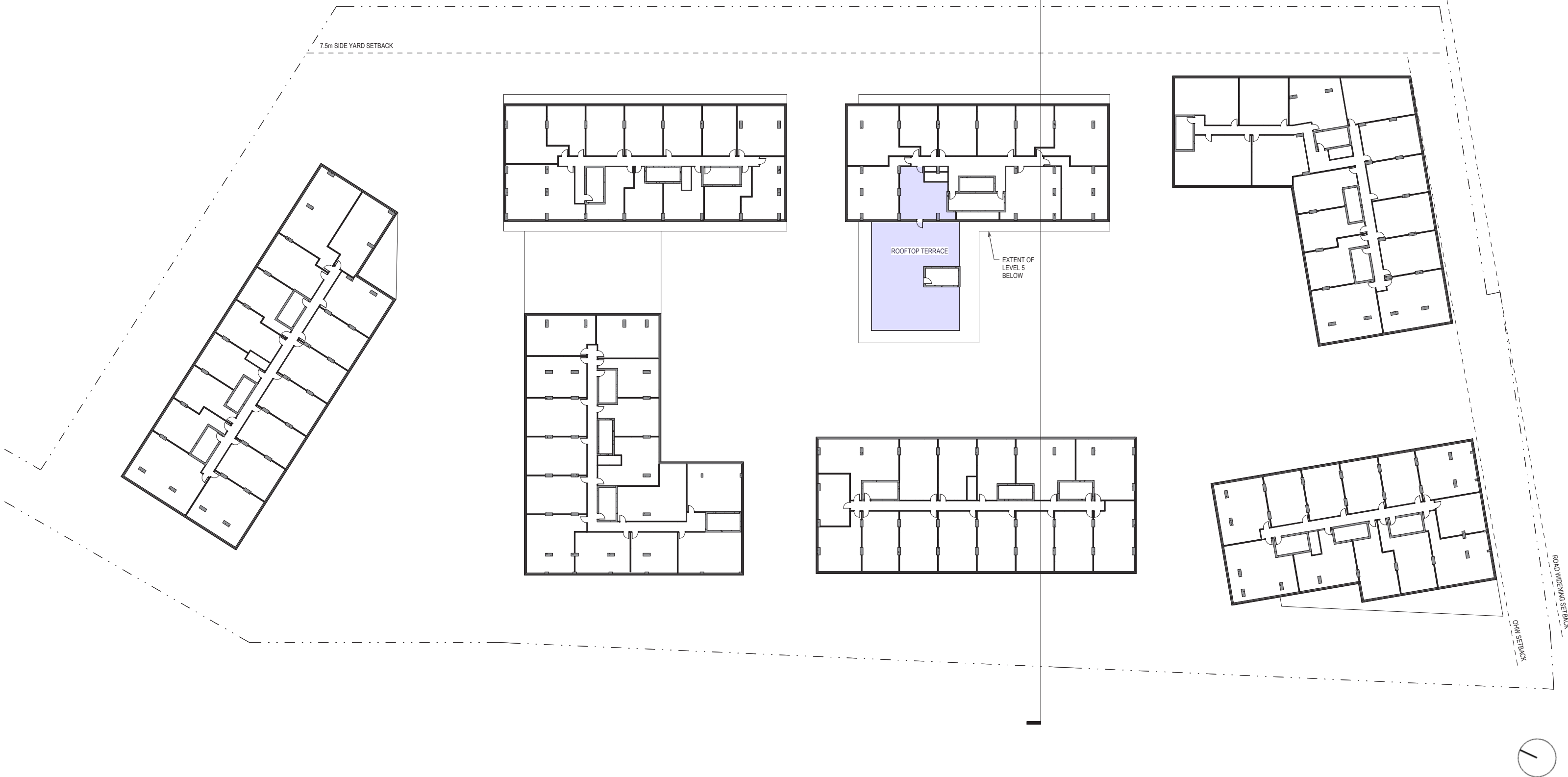


- Amenity
- Commercial



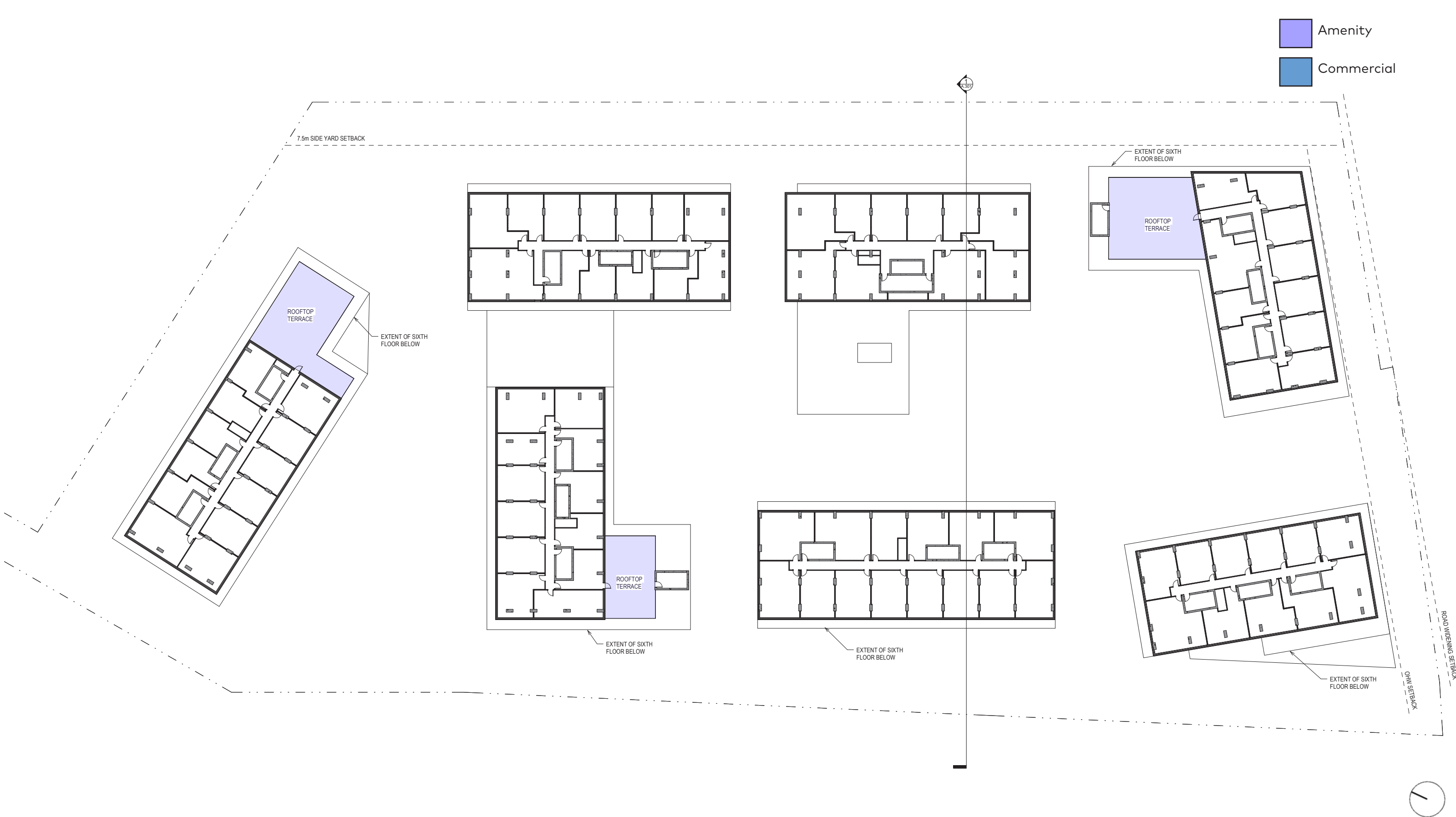


- Amenity
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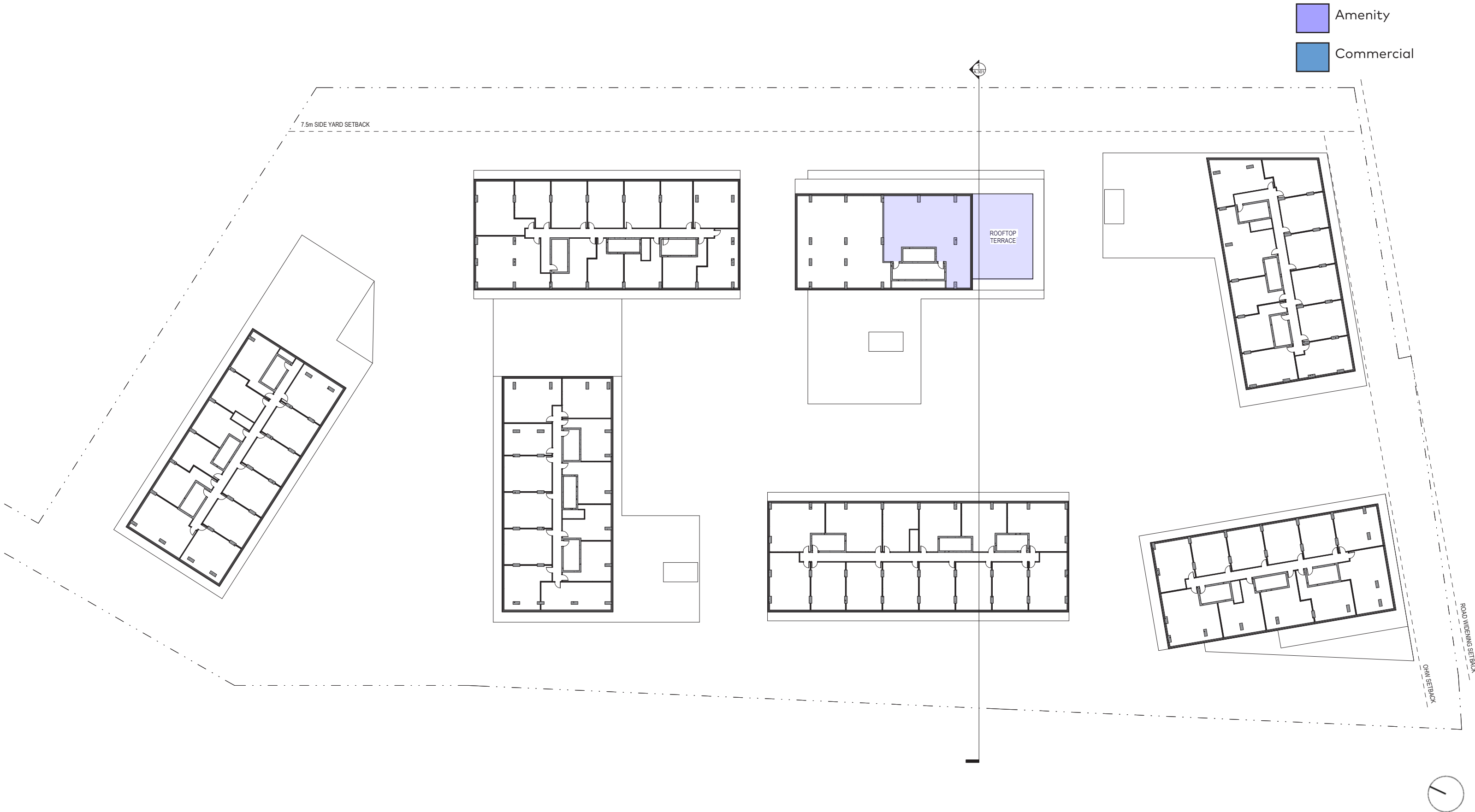


- Amenity
- Commercial



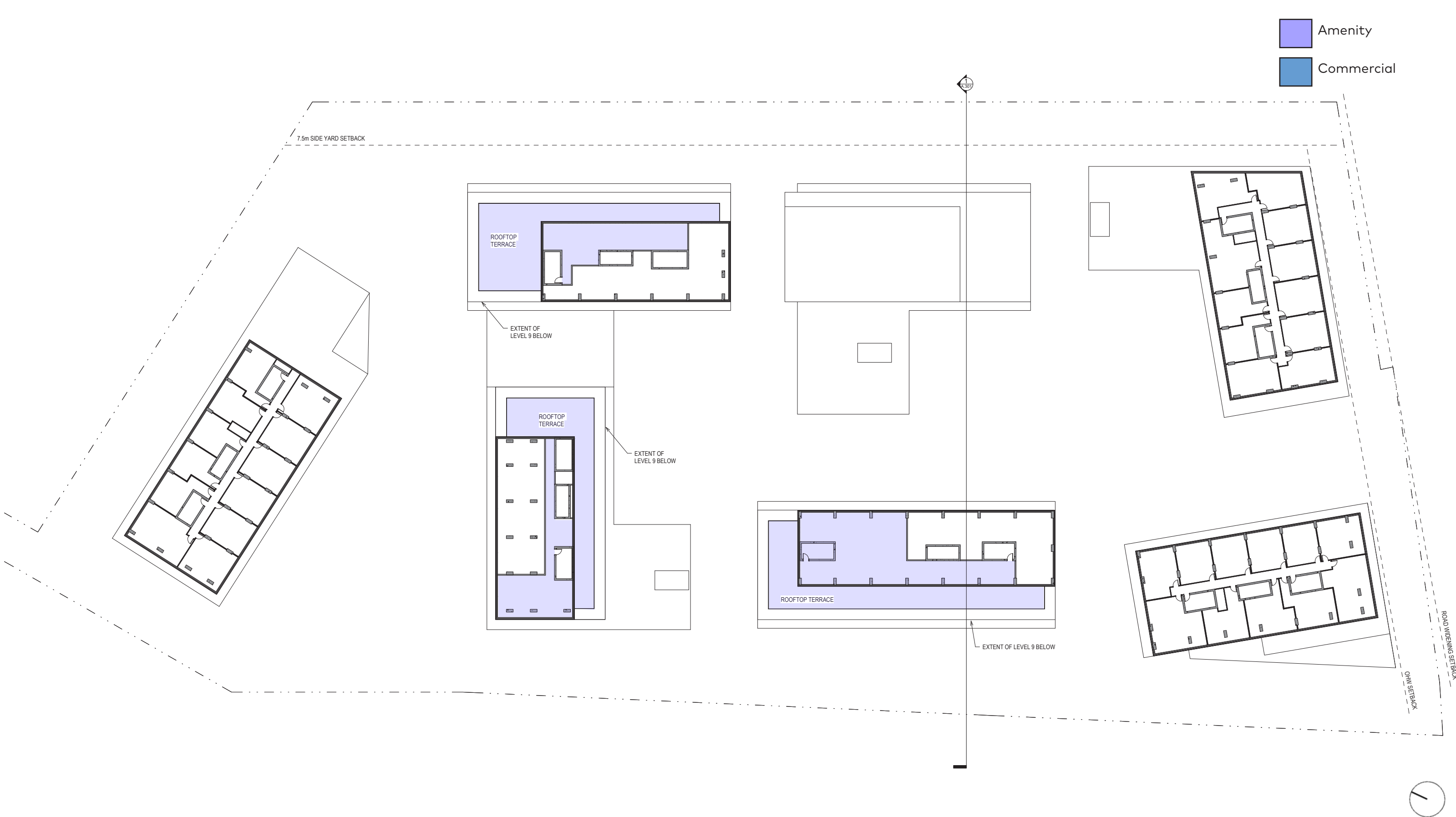


- Amenity
- Commercial



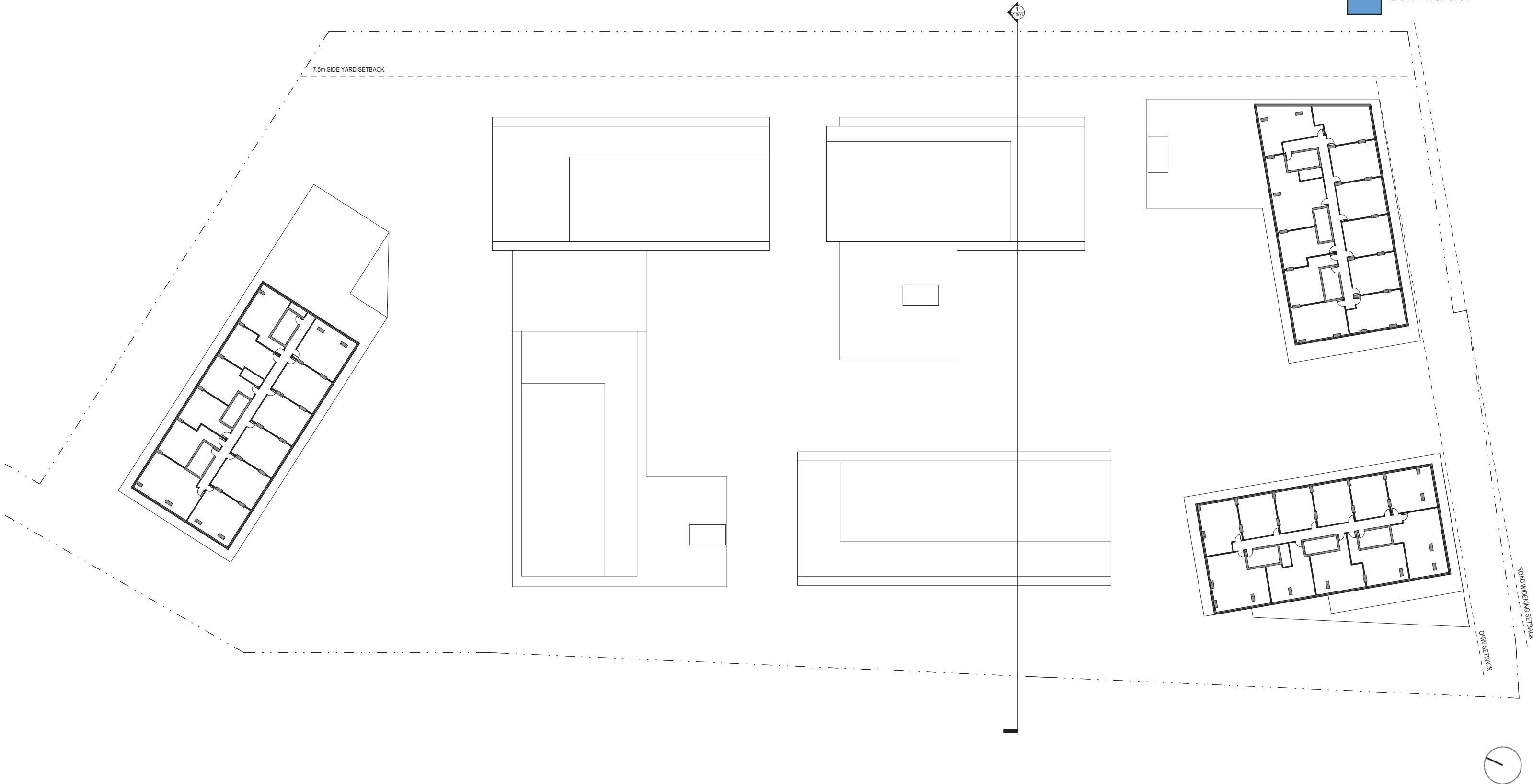


- Amenity
- Commercial



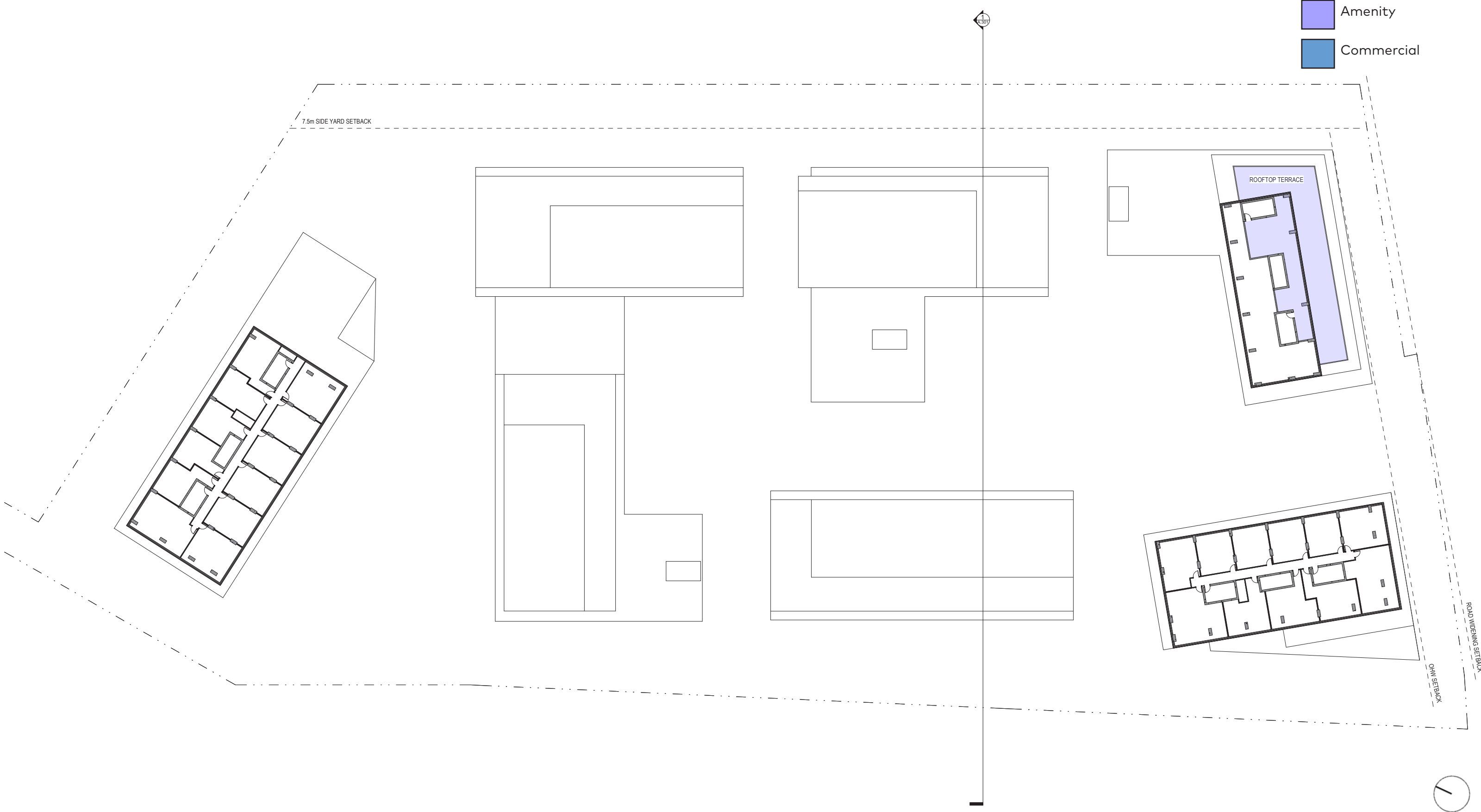


- Amenity
- Commercial



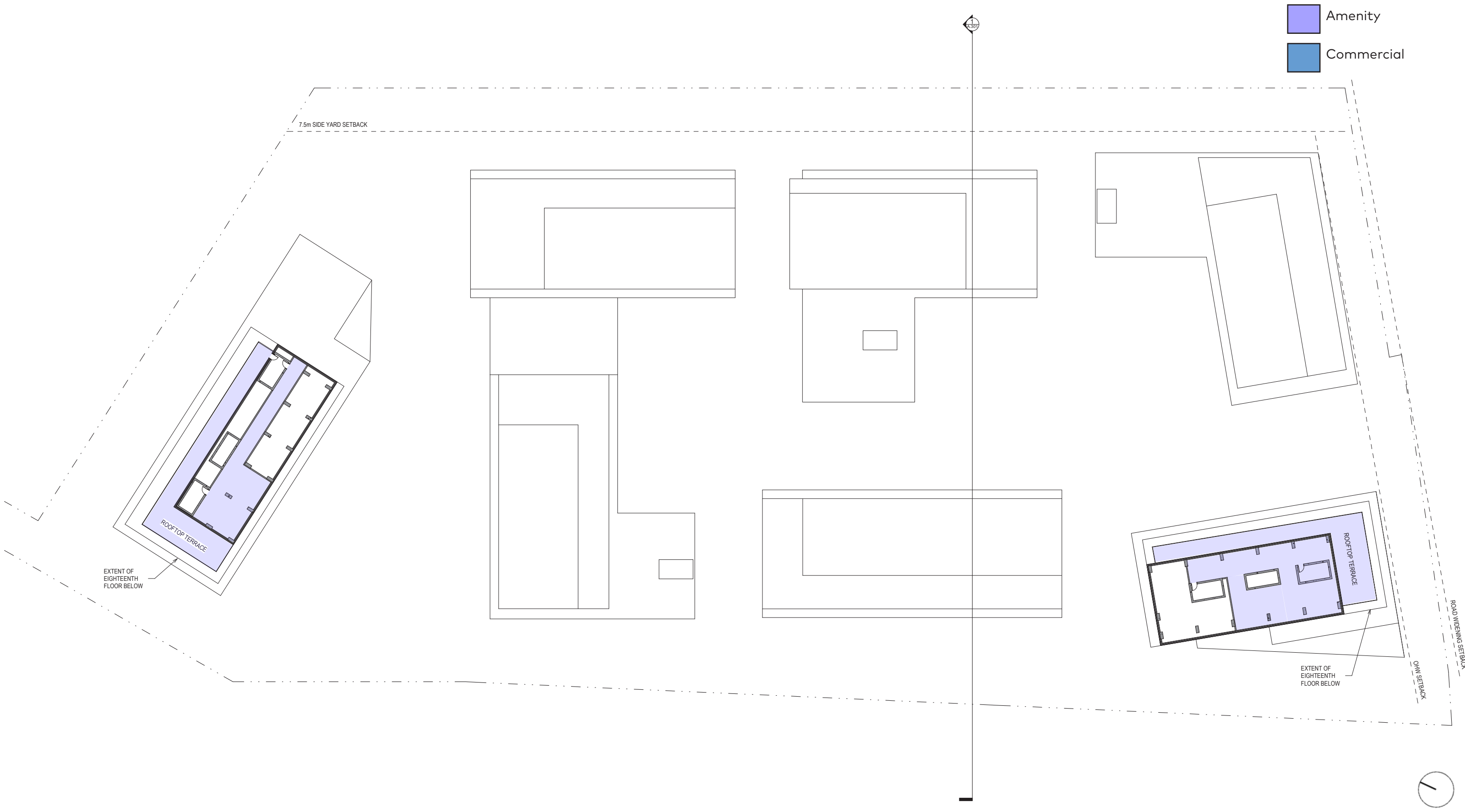


- Amenity
- Commercial

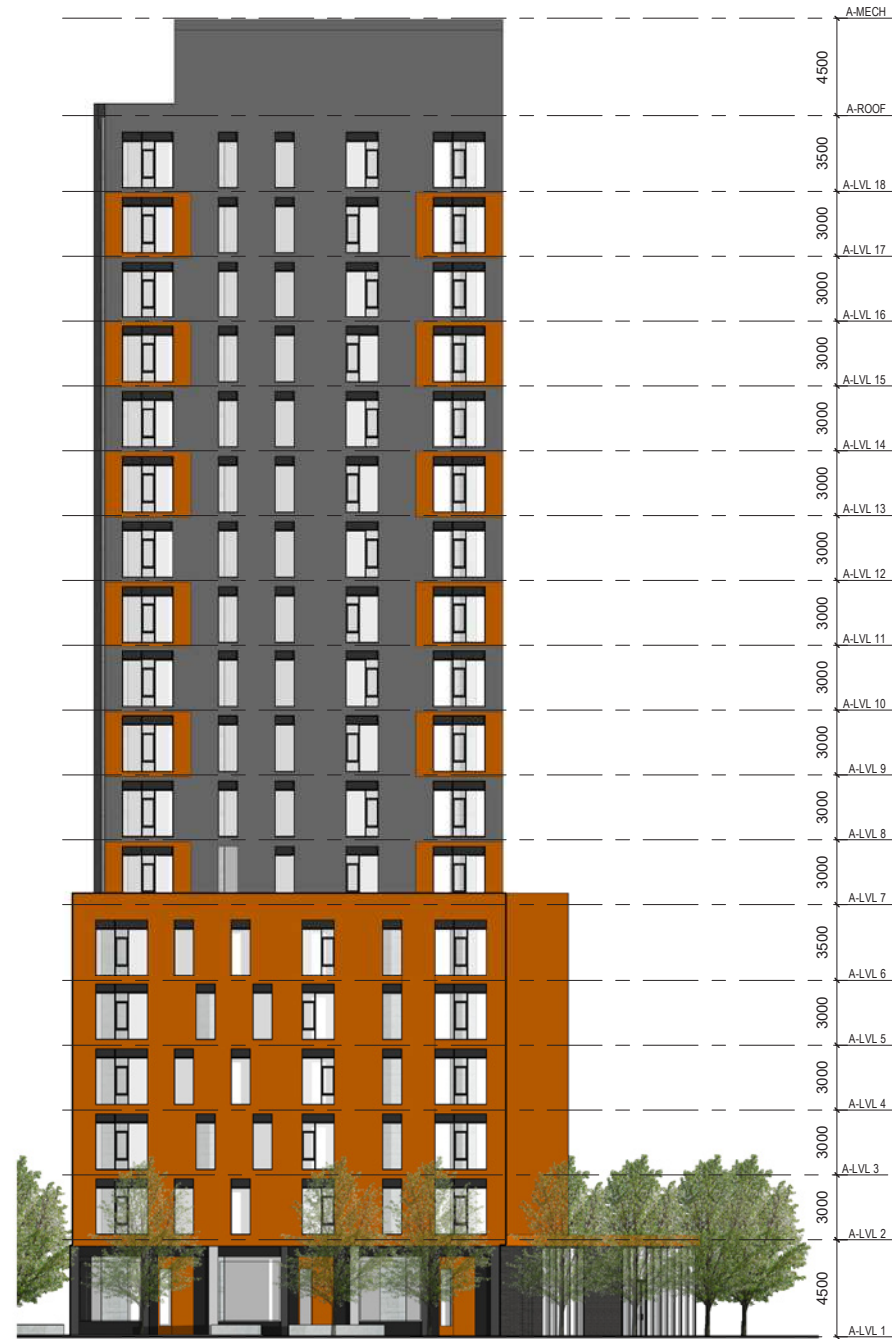




- Amenity
- Commercial







**North Elevation**



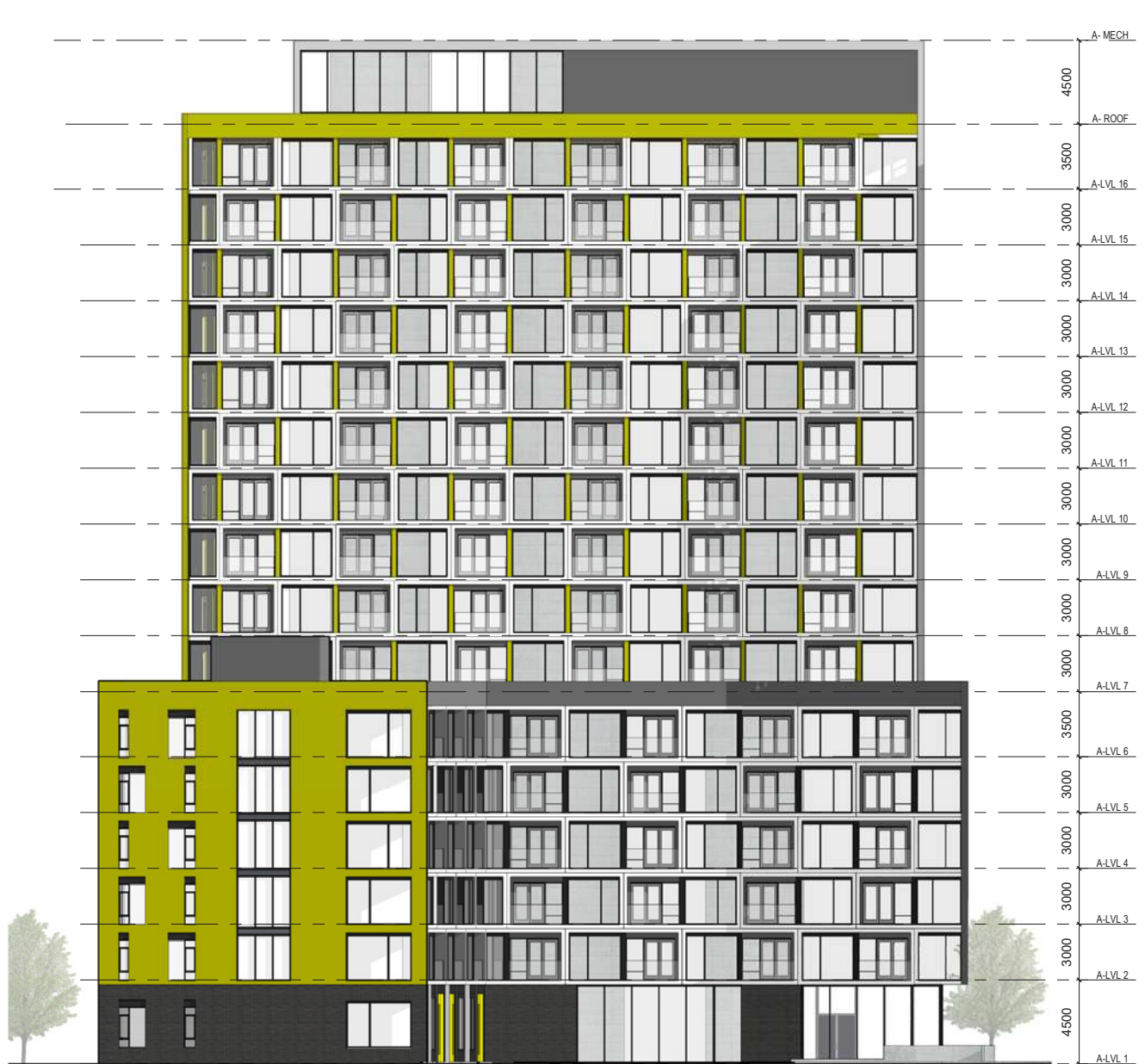
**East Elevation**

- Burnt Umber Metal Panel
- Dark Grey Brick Masonry
- Dark Grey Metal Panel
- Medium Grey Metal Panel
- Light Grey Metal Panel
- White Metal Panel









**North Elevation**



**East Elevation**

- Light Green Metal Panel
- Dark Grey Brick Masonry
- Dark Grey Metal Panel
- Medium Grey Metal Panel
- Light Grey Metal Panel
- White Metal Panel





**South Elevation**



**West Elevation**

- Light Green Metal Panel
- Dark Grey Brick Masonry
- Dark Grey Metal Panel
- Medium Grey Metal Panel
- Light Grey Metal Panel
- White Metal Panel













**North Elevation**



**East Elevation**

- Blue Metal Panel
- Dark Grey Brick Masonry
- Dark Grey Metal Panel
- Medium Grey Metal Panel
- Light Grey Metal Panel
- White Metal Panel





**South Elevation**

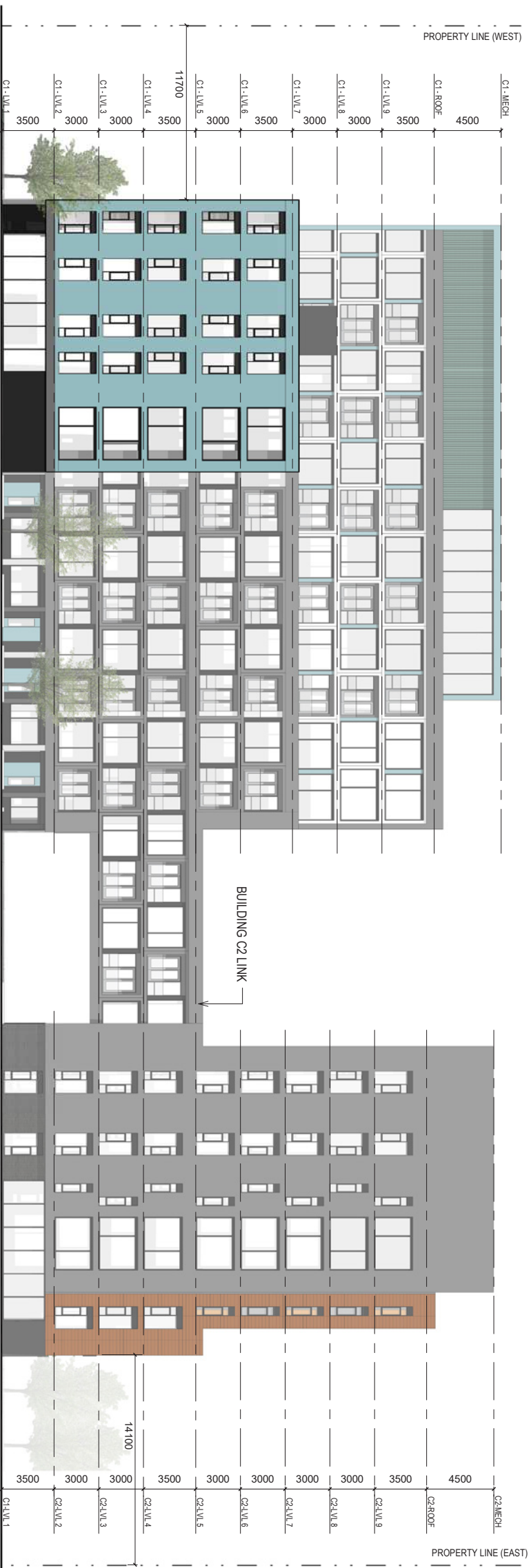


**West Elevation**

-  Blue Metal Panel
-  Dark Grey Brick Masonry
-  Dark Grey Metal Panel
-  Medium Grey Metal Panel
-  Light Grey Metal Panel
-  White Metal Panel











Design is shown for re-zoning purposes only. Design details, including the material palette will be confirmed during the site plan control stage



**South Elevation**



**North Elevation**

-  Blue Metal Panel
-  Corrugated Blue Steel
-  Burnt Umber Metal Panel
-  Dark Grey Brick Masonry
-  Dark Grey Metal Panel
-  Medium Grey Metal Panel
-  Light Grey Metal Panel
-  White Metal Panel

Building C1 & C2 Elevations





**West Elevation**



**East Elevation**

- Blue Metal Panel
- Dark Grey Metal Panel
- Medium Grey Metal Panel
- Light Grey Metal Panel
- White Metal Panel





**North Elevation**



**East Elevation**

-  Burnt Umber Metal Panel
-  Dark Grey Brick Masonry
-  Dark Grey Metal Panel
-  Medium Grey Metal Panel
-  Light Grey Metal Panel
-  White Metal Panel



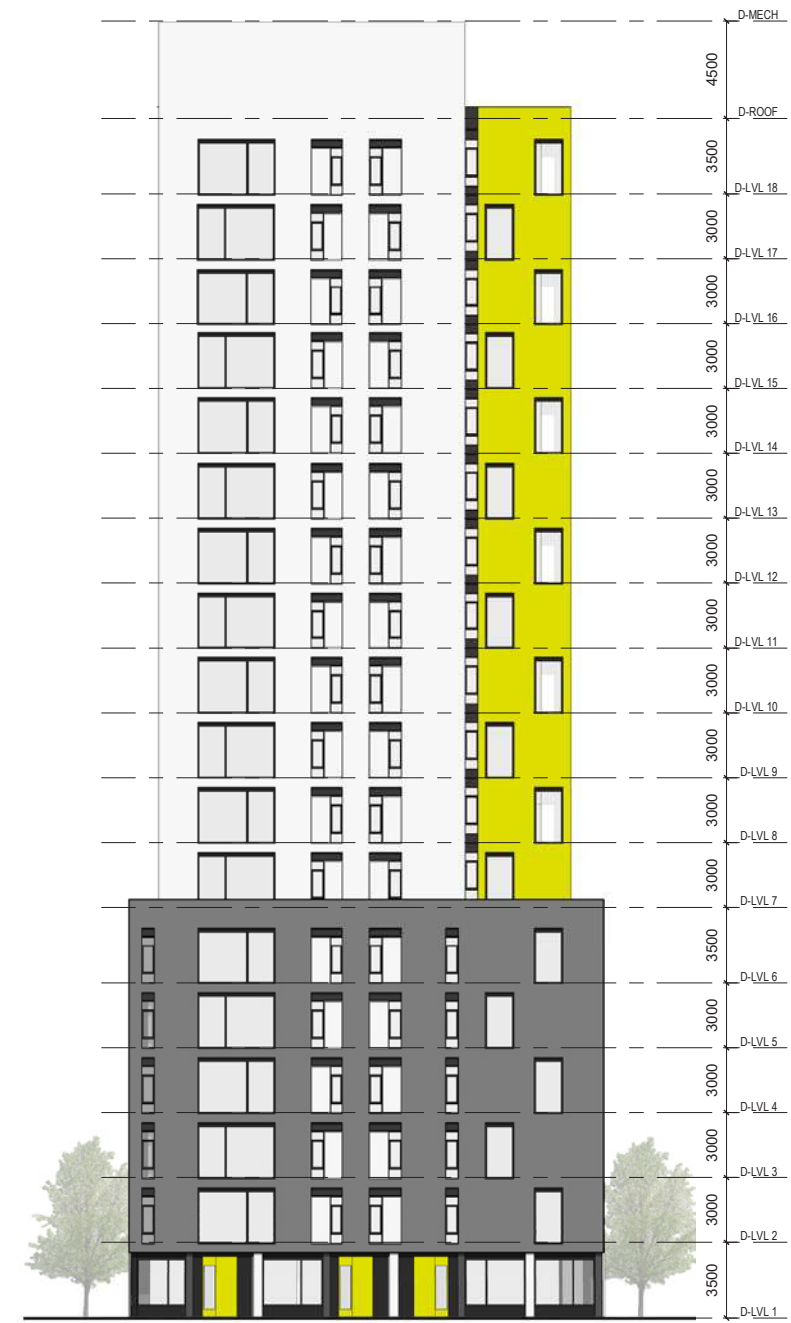









Design is shown for re-zoning purposes only. Design details, including the material palette will be confirmed during the site plan control stage



**South Elevation**



**West Elevation**

-  Light Green Metal Panel
-  Dark Grey Metal Panel
-  Medium Grey Metal Panel
-  Light Grey Metal Panel
-  White Metal Panel





D

North Elevation





East Elevation





A1

A2

South Elevation





D

C1

B1

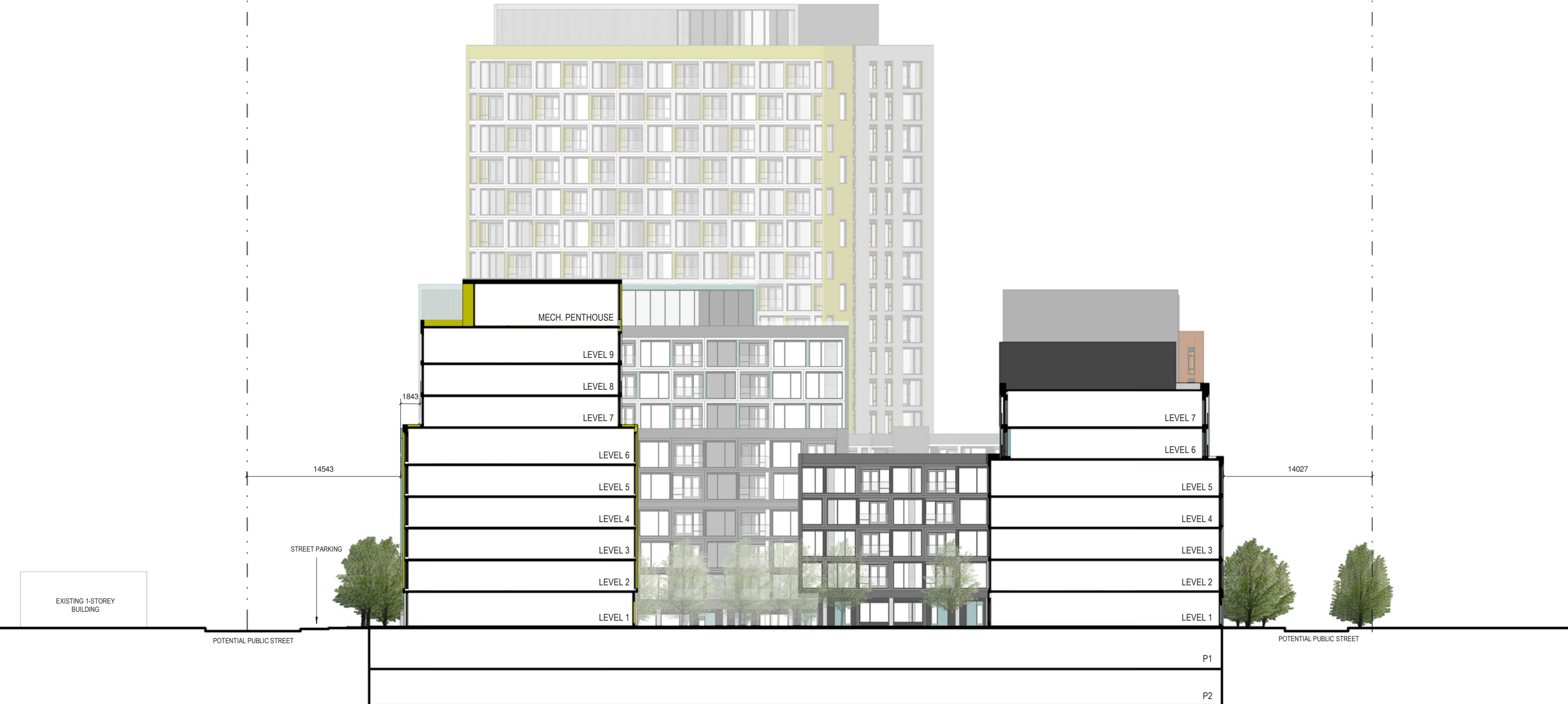
A1

West Elevation



PROPERTY LINE (WEST)

PROPERTY LINE (EAST)



**Building B1**

**Building B2**



## Sustainability Statement

With regards to sustainability, this project will ultimately explore multiple possible solutions to contribute to sustainable design. First and foremost, the project will have to meet The City of Ottawa's High Performance Development Standard has been introduced as part of the new Official Plan to realize the objectives of sustainable and resilient design; a major priority project identified in the Energy Evolution Strategy to reduce greenhouse gas emission in Ottawa to zero by 2050. The requirements for these standards will however not be explored until specific Site Plan Control applications are submitted.

Second – being in Ontario – these buildings will be subject to SB10 of the Ontario Building Code that requires the buildings' energy performance levels to beat the National Energy Code by 30% for standard projects of this type. This requirement helps stakeholders meet energy efficiency requirements in the Building Code and came into force on January 1, 2017. Ontario continues to promote some of the most progressive regulations in North America for reductions of Green House Gas (GHG) emissions and improvements for energy conservation in buildings. To meet these high standards, the project must provide an energy model that looks at the balance between the use of high-performance building envelope systems, the percentage amount of glazing and the mechanical systems required to heat and cool the building through the 4 seasons. An energy model will provide the design team with the best strategies to effectively and economically meet the high standards of the OBC. Other aspects that will be considered will be bird safe glazing for any large street facing curtainwall. As well as the use of white reflective roofing membranes to minimize heat island effect created from sun absorption at the roof horizontal surfaces.

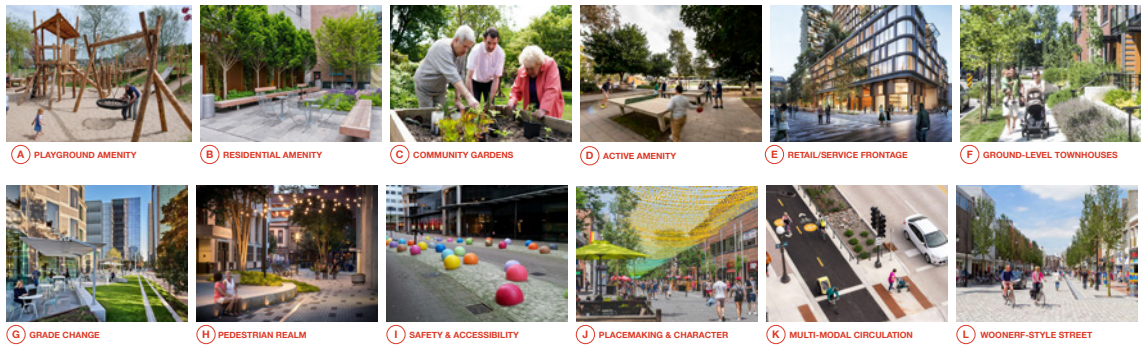




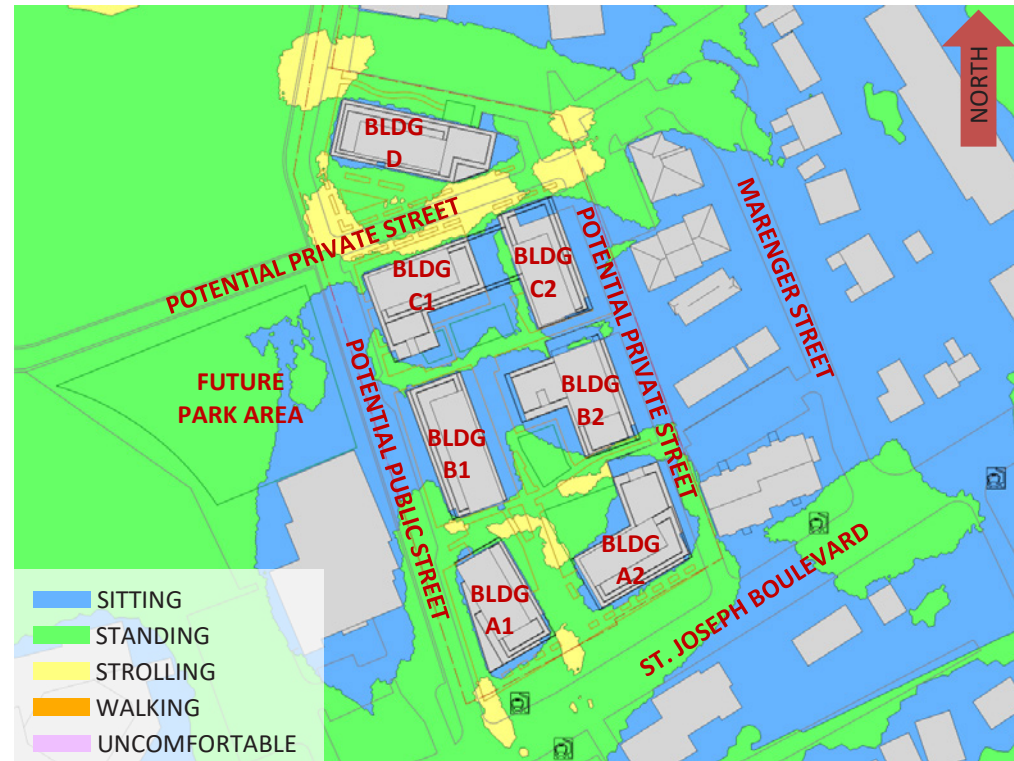
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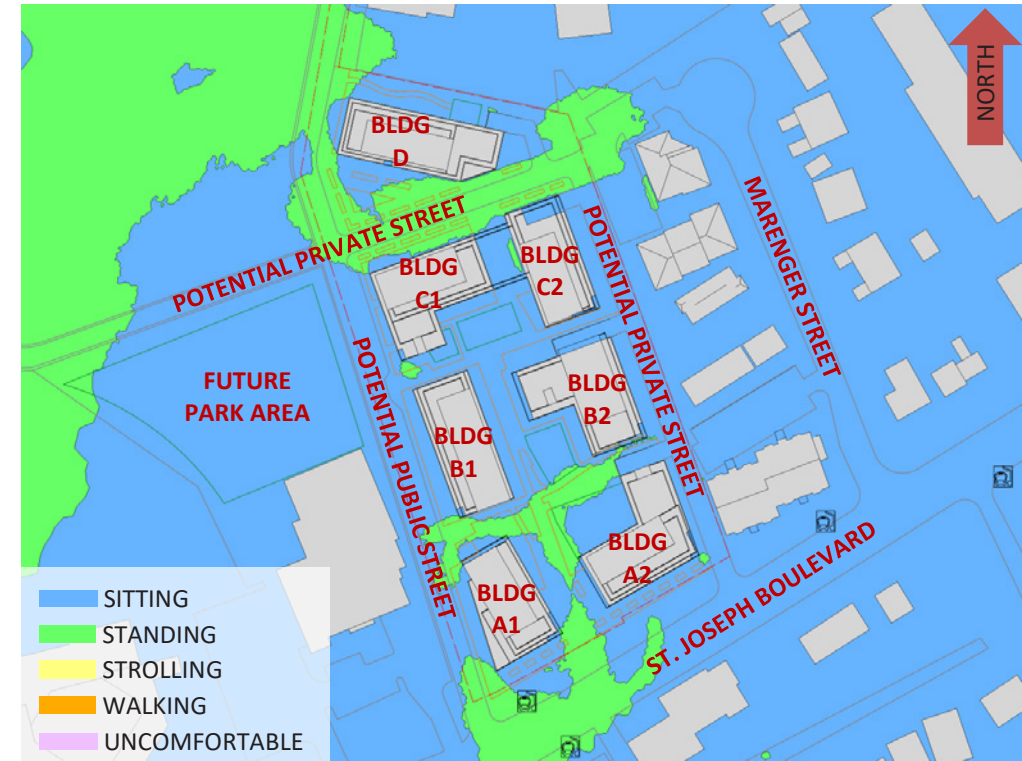








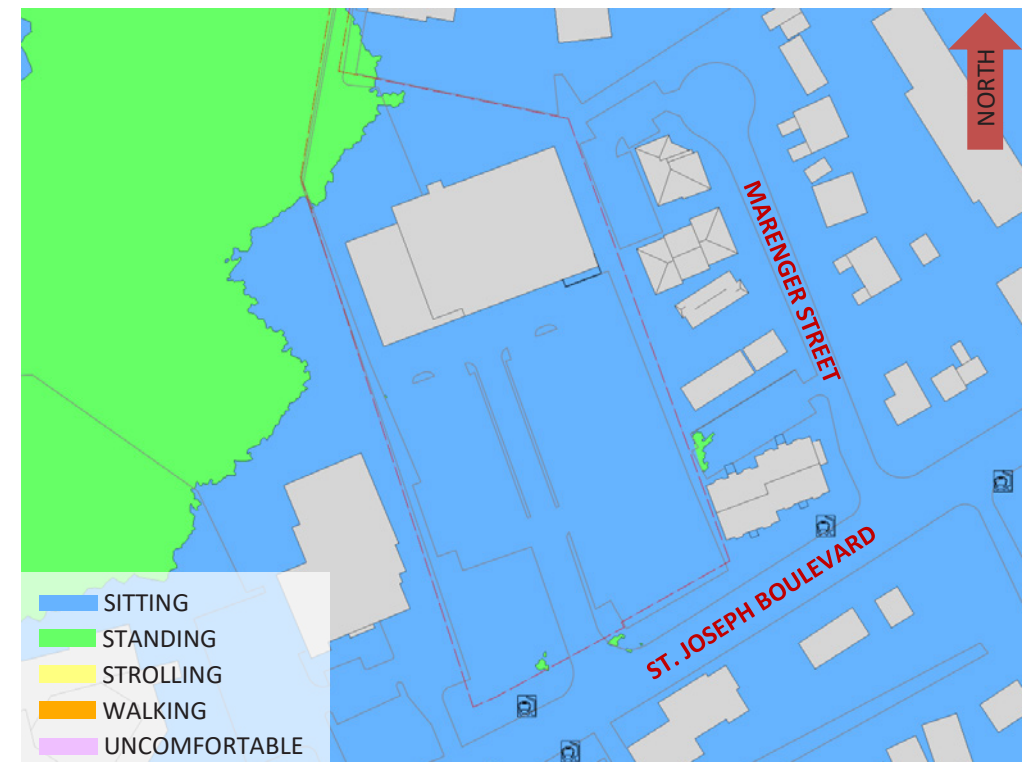
**FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**



**FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**



**FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL – EXISTING MASSING**



**FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING**



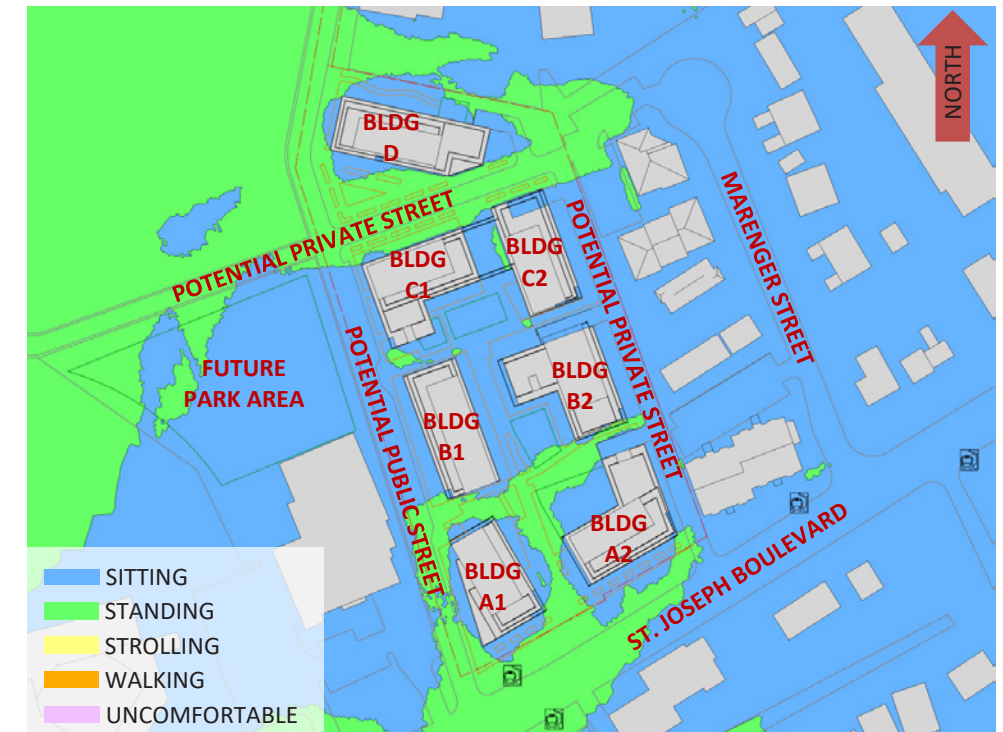
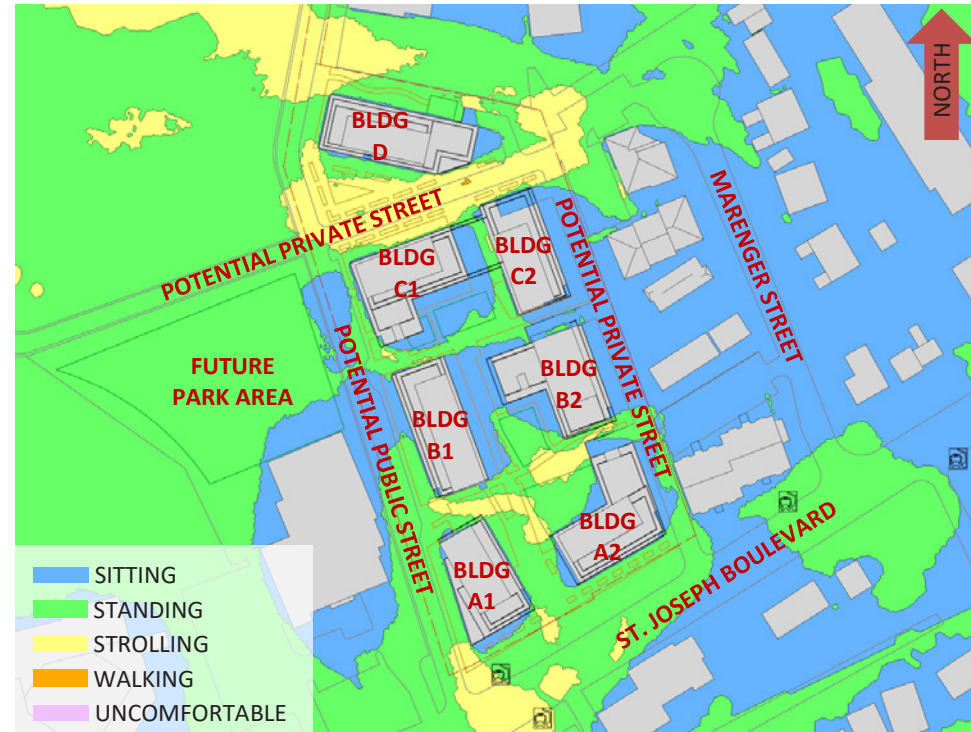
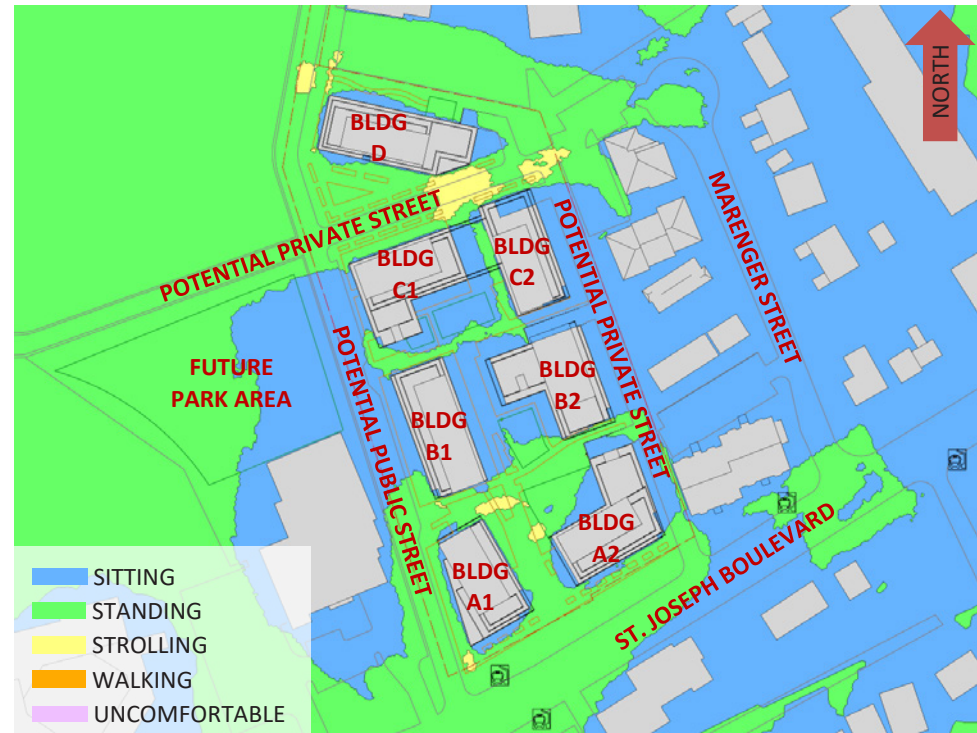


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

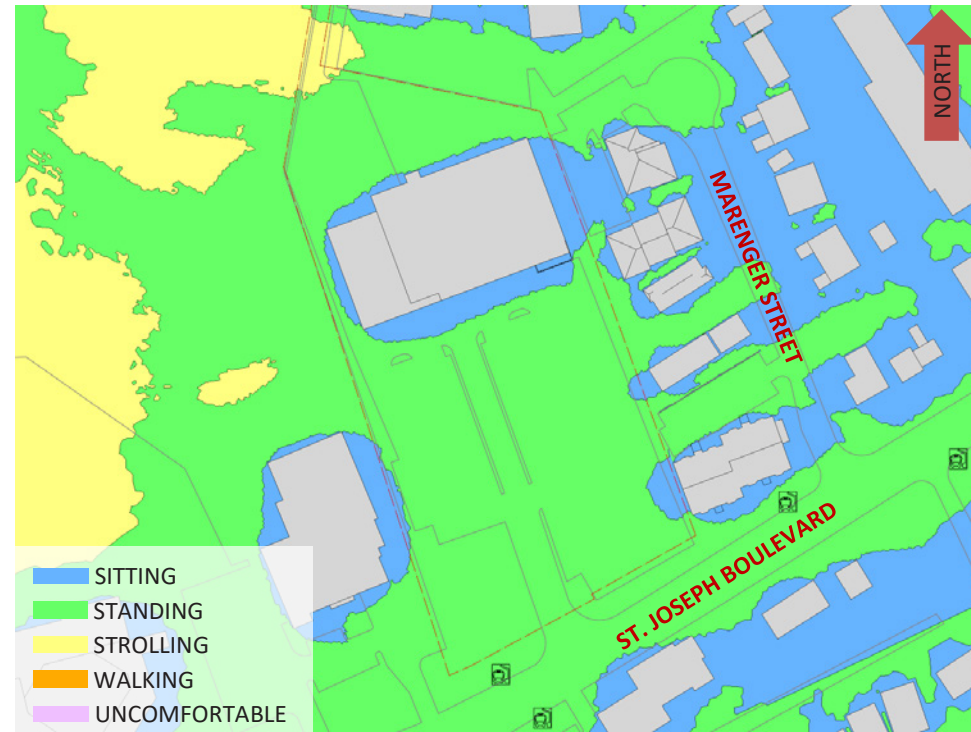
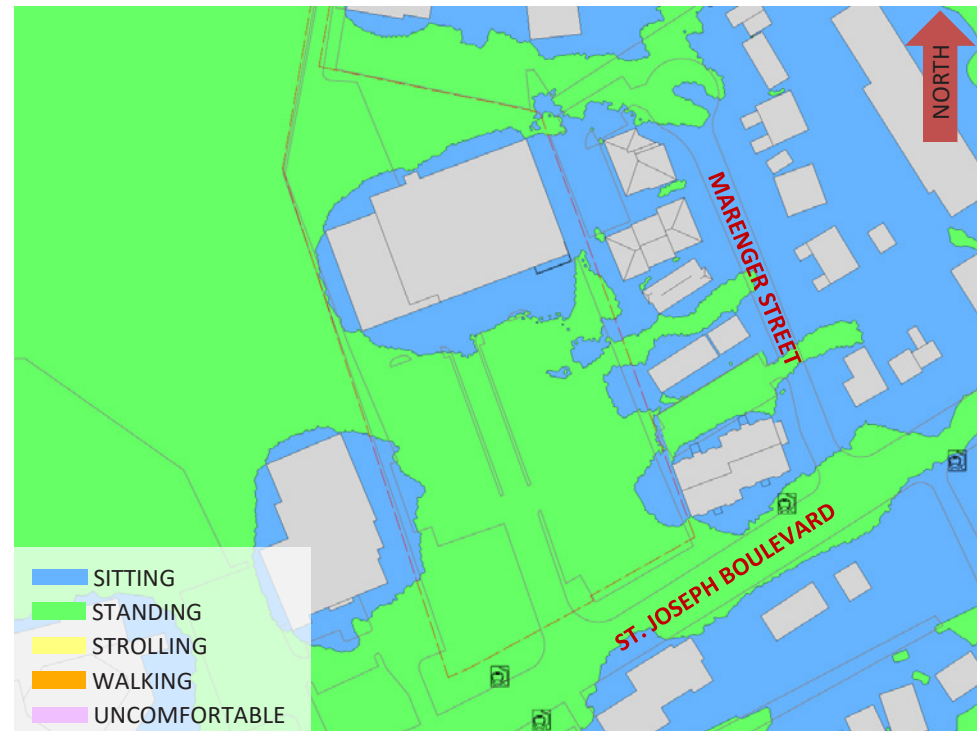


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL – EXISTING MASSING

FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL – EXISTING MASSING



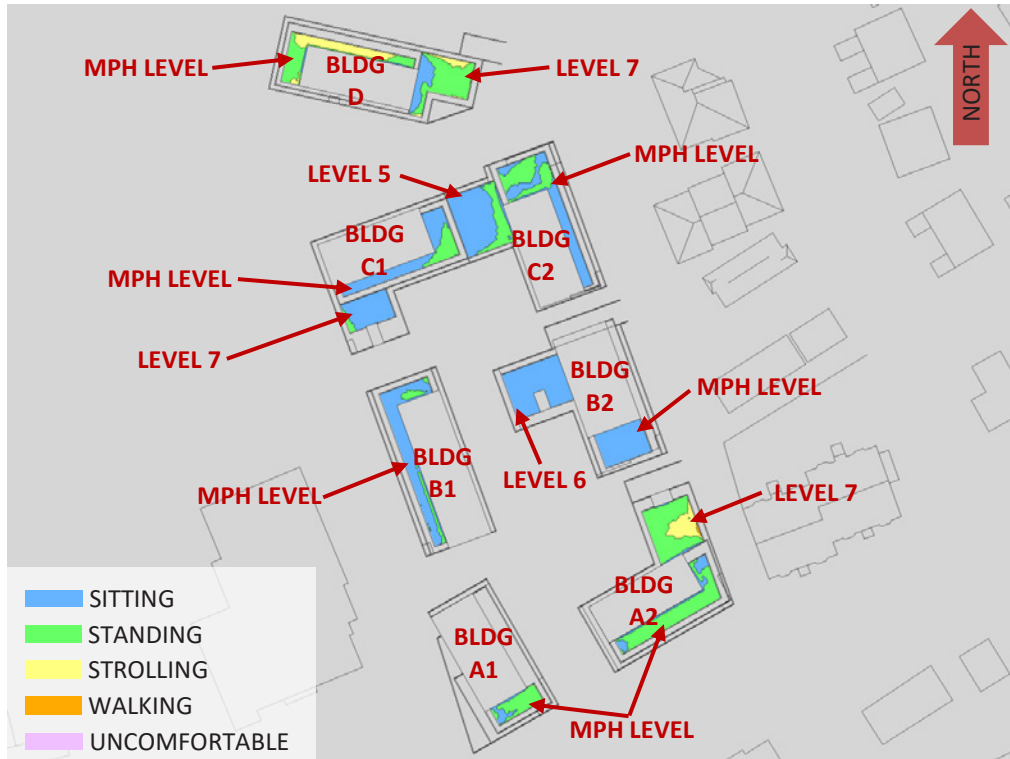


FIGURE 8A: SPRING – WIND COMFORT, COMMON AMENITY TERRACES



FIGURE 8C: AUTUMN – WIND COMFORT, COMMON AMENITY TERRACES

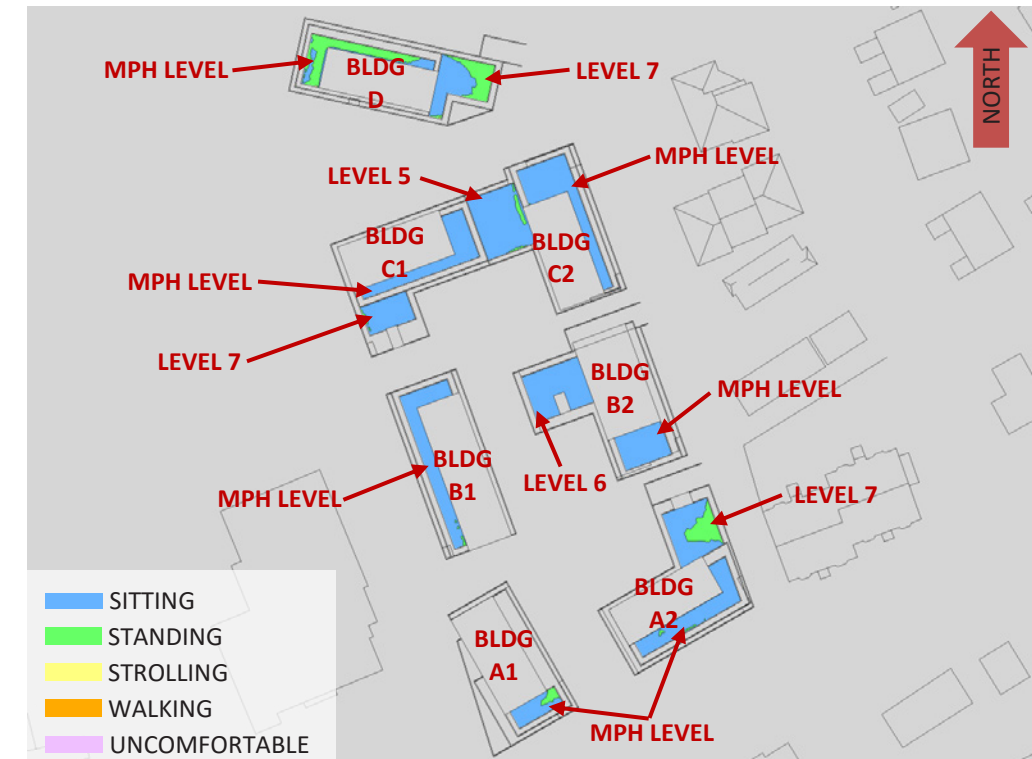


FIGURE 9: TYPICAL USE PERIOD – WIND COMFORT, COMMON AMENITY TERRACES

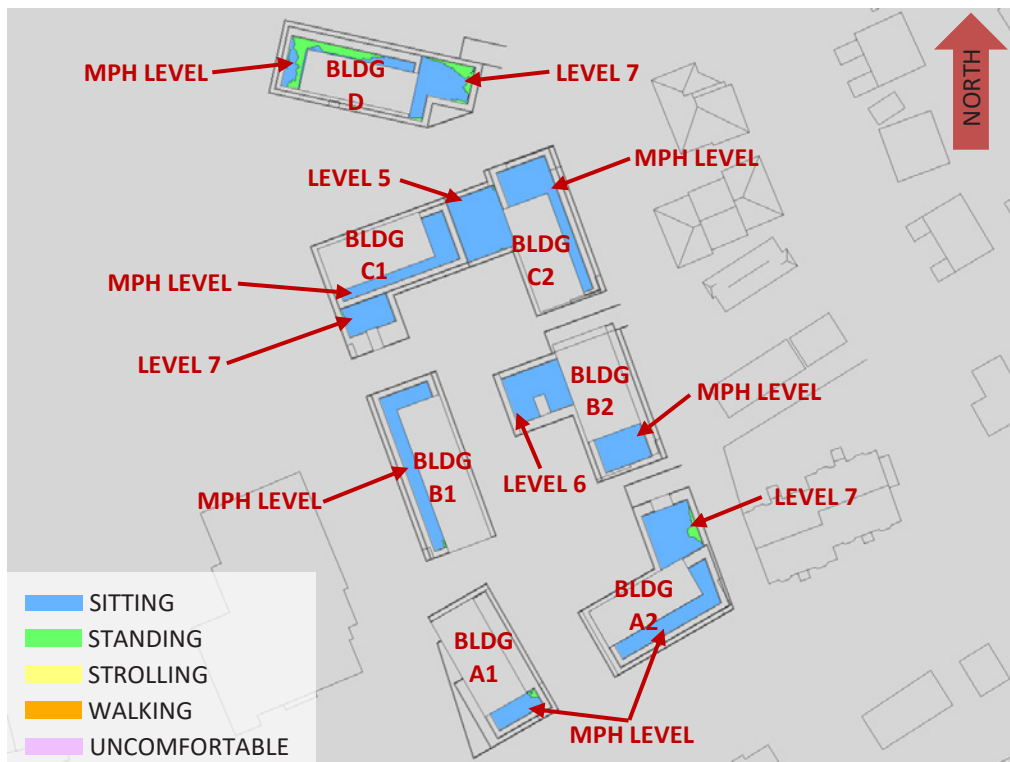


FIGURE 8B: SUMMER – WIND COMFORT, COMMON AMENITY TERRACES

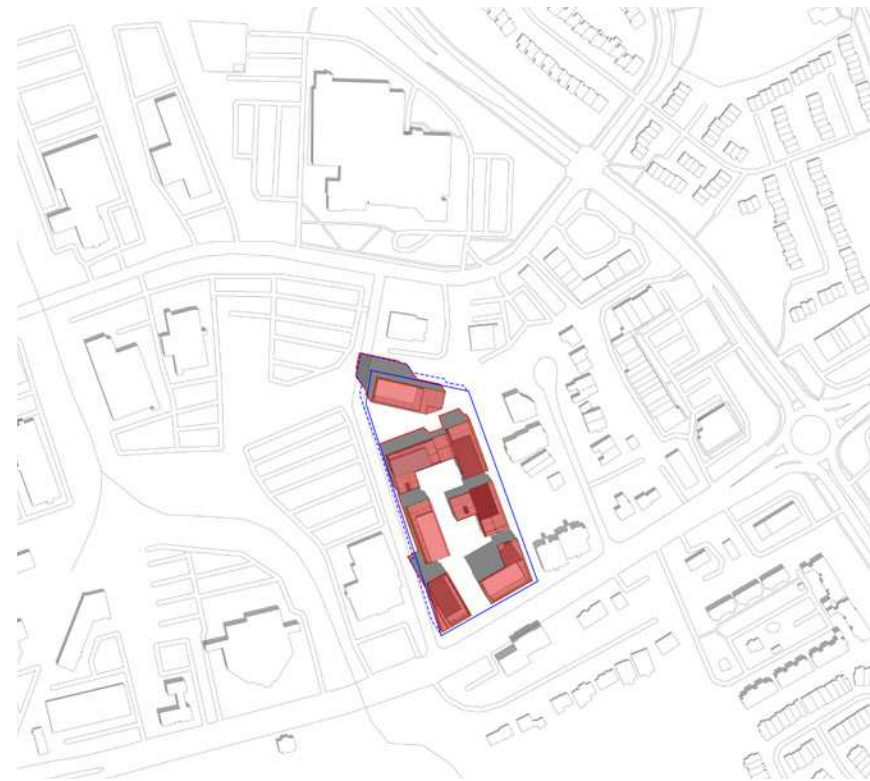


FIGURE 8D: WINTER – WIND COMFORT, COMMON AMENITY TERRACES





8:00am



12:00pm



4:00pm

- LEGEND
- PROPOSED DEVELOPMENT
  - AS OF RIGHT OUTLINE
  - NEW NET SHADOW
  - PROPOSED SHADOW OUTLINE
  - AS OF RIGHT SHADOW OUTLINE

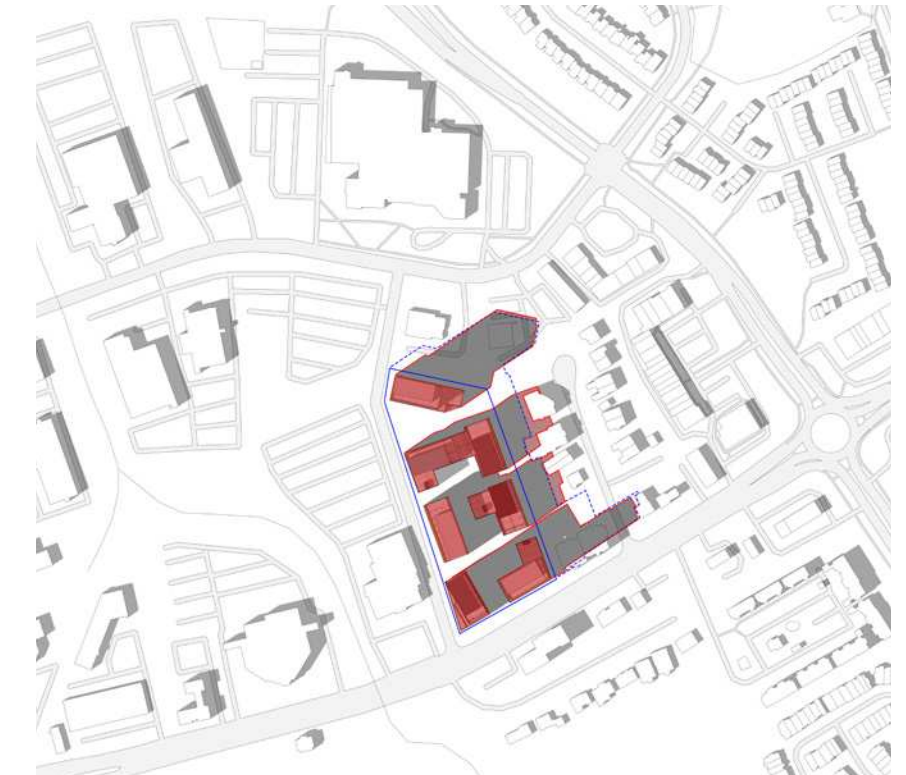




8:00am



12:00pm



4:00pm



- LEGEND
- PROPOSED DEVELOPMENT
  - AS OF RIGHT OUTLINE
  - NEW NET SHADOW
  - PROPOSED SHADOW OUTLINE
  - - - AS OF RIGHT SHADOW OUTLINE





8:00am



12:00pm



4:00pm

- LEGEND
- PROPOSED DEVELOPMENT
  - AS OF RIGHT OUTLINE
  - NEW NET SHADOW
  - PROPOSED SHADOW OUTLINE
  - - - AS OF RIGHT SHADOW OUTLINE



