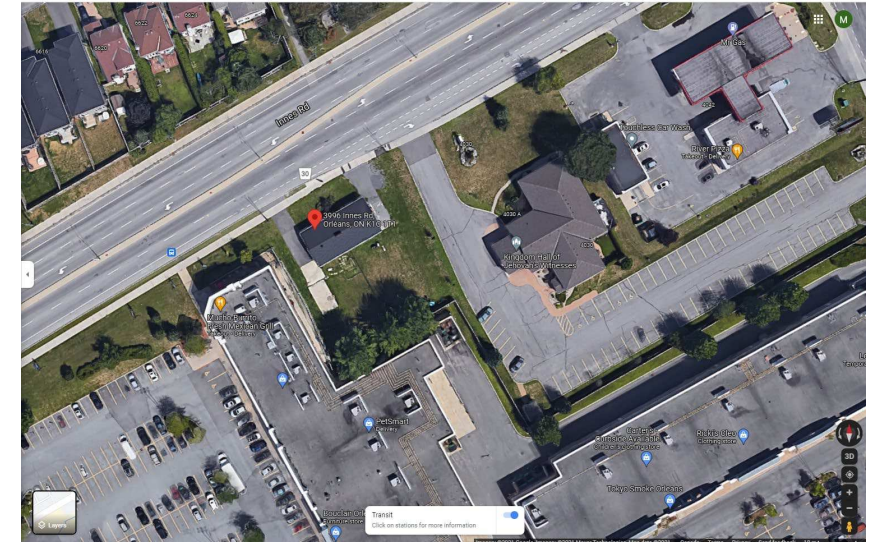
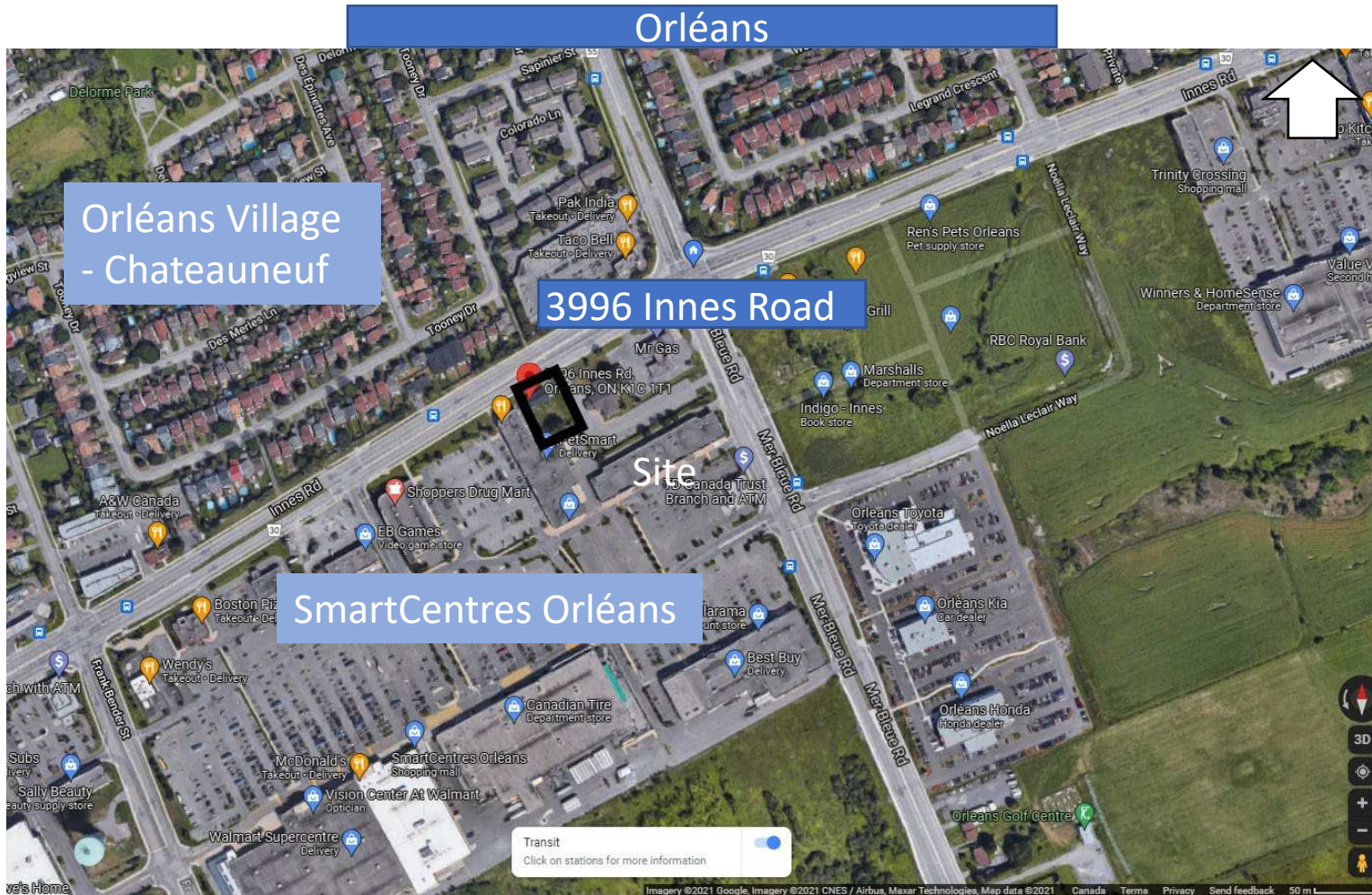


3996 Innes Road Site Plan Control Application Design Brief

November 24, 2021

Site Location and Broader Context

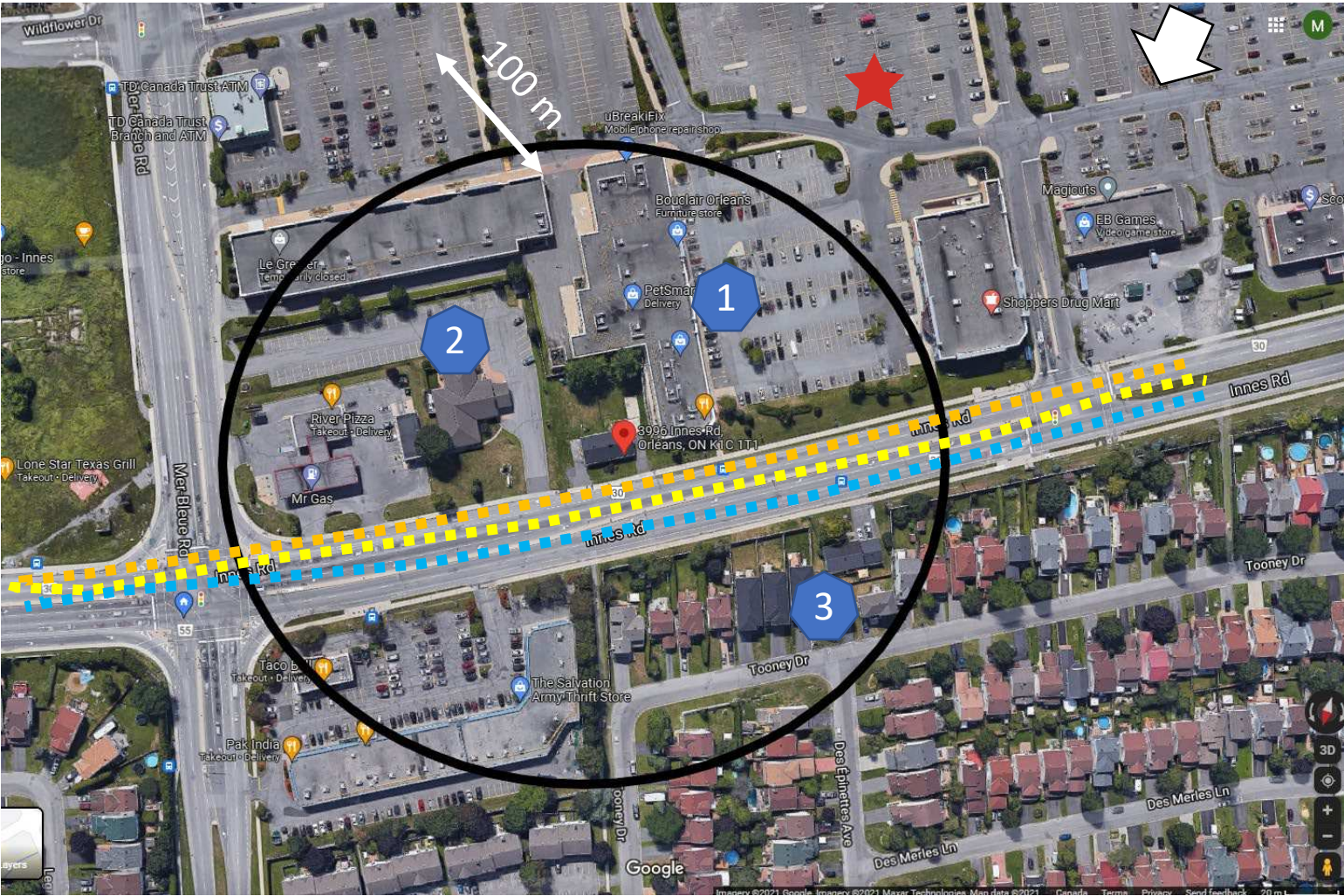


Aerial Views

Pierre Tabet architecte

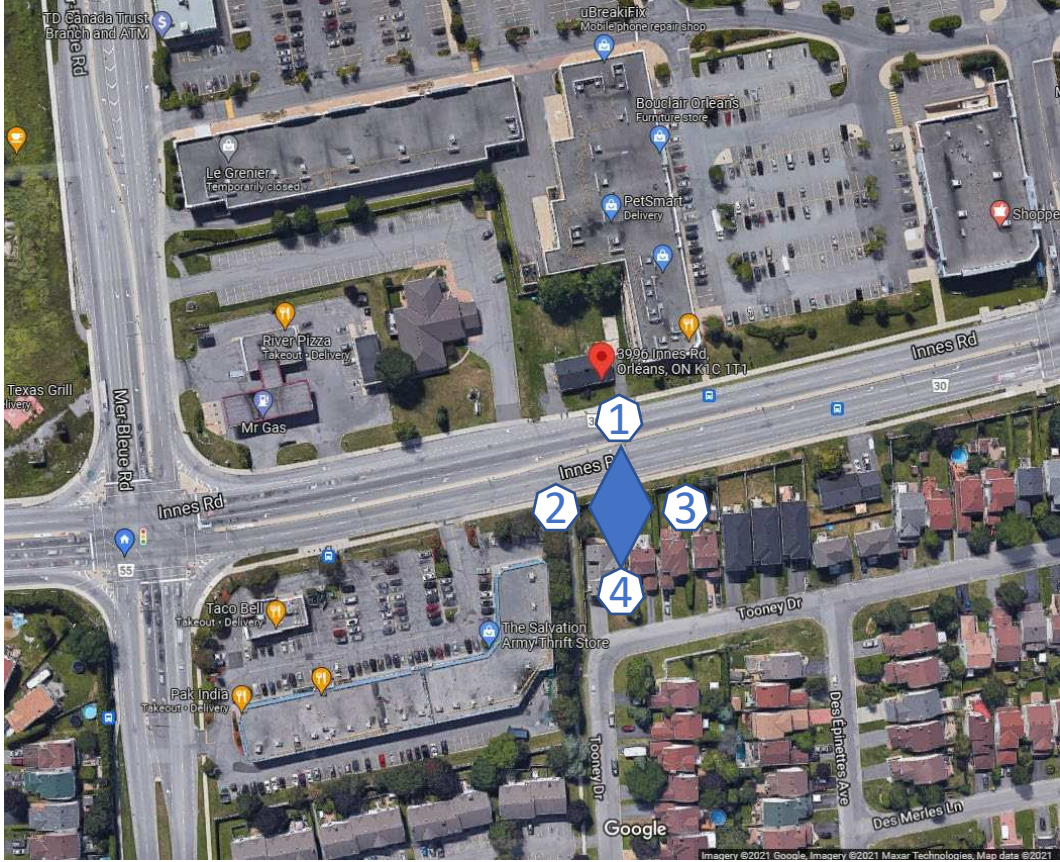
JL J.L. Richards
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CONTEXT PLAN



- ■ ■ ■ 100 metre (m) Buffer
- ■ ■ ■ Transit
- ■ ■ ■ Arterial Road
- ■ ■ ■ Cycling route
- ★ Big Box Retail
- 100 m radius
- 1 Retail and eating establishments (SmartCentres Orléans)
- 2 Religious Institution (Kingdom Hall of Jehovah's Witnesses)
- 3 Single dwellings (Orléans Village / Chateauneuf)

Existing Conditions & Surrounding Context



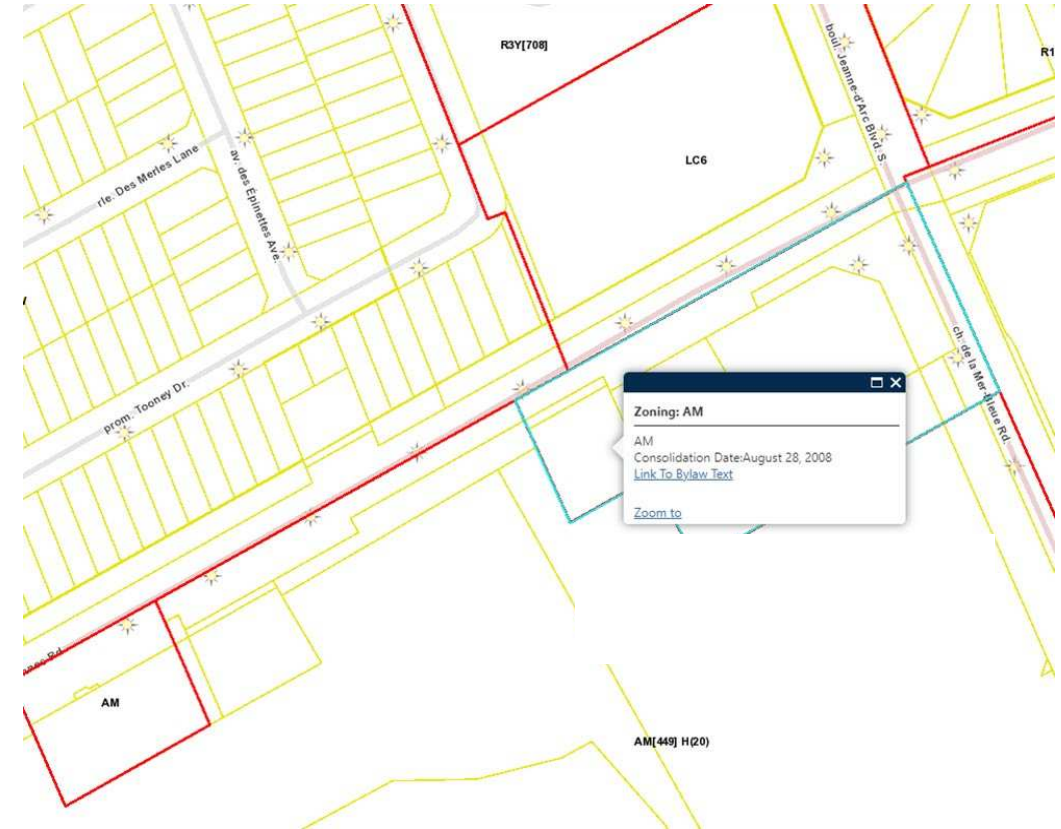
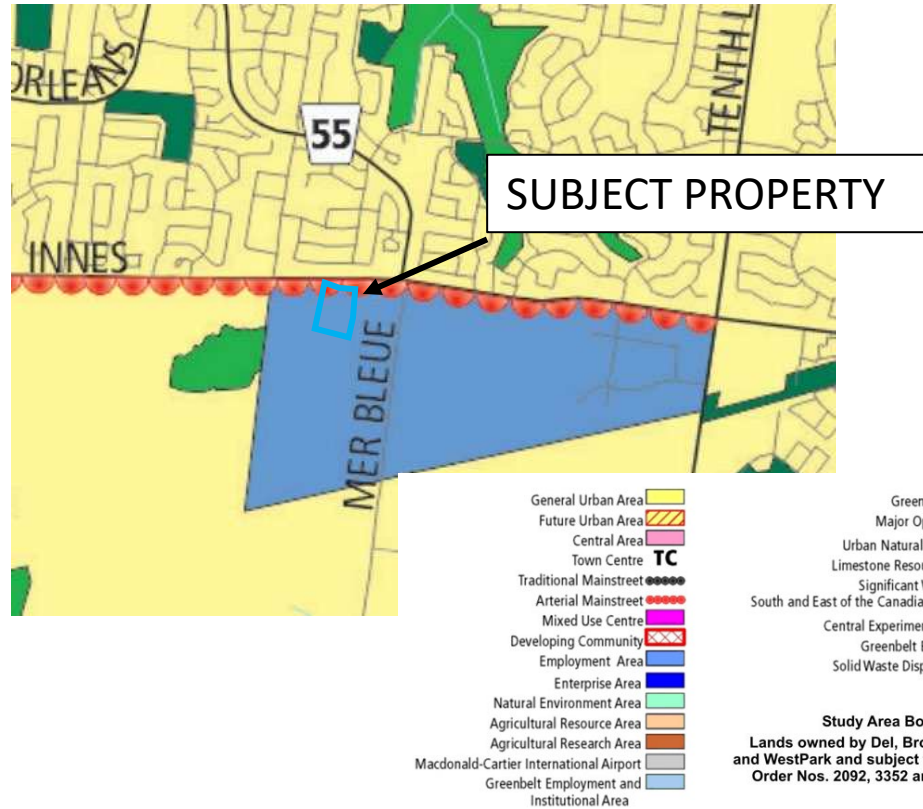
3996 Innes Road

Pierre Tabet architecte



Ottawa Official Plan

Zoning By-law 2008-250: Arterial Mainstreet (AM) Zone



**City of Ottawa Official Plan –
Schedule B Urban Policy Plan**

Source: Geottawa

PROJECT DESCRIPTION

The subject parcel is approximately 1 524.64 sq. m. and is located at 3996 Innes Road in the community known as Orléans. The site is currently occupied by a detached dwelling immediately abutting a religious institution and SmartCentres Orléans commercial plaza. More specifically, 3996 Innes Road is bounded by Innes Road and a low-density residential subdivision referred to as Orléans Village / Chateaufort (north), SuperCentres Orléans commercial plaza (south and west), and a religious institution known as Kingdom Hall of Jehovah's Witness (east).

The development will consist of a 5-storey mixed use building. The ground floor would consist of 449.2 sq. m. of commercial space including a medical clinic and retail use (pharmacy). Storeys 2-4 would include 18 apartment units ranging in size from 64.15 sq. m. to 80.7 sq.m. Units at the rear of the building include an outdoor balcony whereas units fronting Innes Road include an opening with railing. The top floor includes two penthouse units approximately 180 sq. m. in size each with a large roof top terrace. High quality building materials are being proposed which are similar in style to recent (similar) medical buildings built along this same roadway.

A total of 34 vehicular parking spaces are being provided (2 accessible and 2 EV spaces). In addition, 12 bicycle parking spaces have been included.

SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

- The site comprises an older detached dwelling that is out of character with this segment of Arterial Road (Innes Road).
- Majority of the abutting lands consist of the SmartCentres Orléans commercial plaza (mix of retail, eating establishments, etc.).
- Two similar properties were recently developed into medical facilities similar in style (no residential component) at
- The property is designated Employment Area.
- Innes Road abutting this site is a divided four lane Arterial Mainstreet with cycling and transit services.
- The zoning of the site is Arterial Mainstreet Zone (AM). The Site Plan Control Application conforms to the AM zone requirements.

SUMMARY AND RESPONSE TO CITY OF OTTAWA POLICY AND DESIGN GUIDELINES

The site is designated Employment Area and fronts an Arterial Mainstreet.

The Urban Design Guidelines for Development along Arterial Mainstreets were approved by Council in 2006 and their purpose is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

Section 2.5.1 – Designing Ottawa

This section provides direction on patterns, locations of land uses and issues related to urban design to be sensitive to and compatible with existing communities. The Official Plan requires that all development applications be evaluated in the context of Section 2.5.1. The following table offers a response to how the proposed development addresses the design objectives:

Design Objectives	How the Proposed Development Meets the Objectives
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	The proposed mixed-use building will provide 20 apartment units (mix of 1 and 2 bedroom units) including a medical clinic and pharmacy at the ground level.
2. To define quality public and private spaces through development.	The street edge will be landscaped and sidewalks have been incorporated into the design to provide connectivity between the street and building. The podium has been setback 3.0 m from the front lot line (pre road widening) to provide as much separation from the busy arterial road traffic.

Design Objectives	How the Proposed Development Meets the Objectives
3. To create places that are safe, accessible and are easy to get to and move through.	Sidewalks connecting the street to the building have been incorporated. Accessible spaces have been located close to the building's main entry. Bicycle parking spaces have been placed in a location which will not interfere with vehicular or pedestrian traffic.
4. To ensure that new development respects the character of existing areas.	Innes Road is an Arterial Mainstreet comprised mostly of commercial (retail uses). Although the proposal will introduce a mixed-use form of development, the commercial uses within the podium are similar in style to recently completed medical facilities along Innes Road.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The redevelopment of the site contributes to achieving a more compact urban form. A wide range of new rental apartments will broaden housing choices in the area.
6. To understand and respect natural processes and features in development design.	Where possible, existing trees will be retained along the periphery of the site and new trees and landscaping will be added as part of the site plan.
7. To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.	Energy efficient building materials and systems will help to minimize the energy impact of this development.

Section 4.11 – Urban Design and Compatibility provides direction on how to assess development applications to ensure their integration into, and compatibility with, existing or planned community character and in the overall context of the OP.

Views

- Buildings will be sufficiently set back from the road with landscape buffers and tree plantings. CPTED concepts are integrated throughout.
- Views will be preserved, and shadowing will be mitigated on proposed internal public spaces (amenity areas)

Building Design

- Buildings will be oriented to the street, and the proposed layout animates the streetfront while not overmassing the site.
- Building is oriented towards the street at an angle to display both front façade and wider main entrance, and offers greenspace along with windows which face onto the street.
- Servicing, loading and parking will be internal, done through the outdoor parking lot and the below-grade parking lot. The outdoor parking lot will have landscaping done on external sides.

Massing and Scale

- The proposed development will be placed next to commercial buildings within the SmartCentres complex, which serve as incremental steps to height.
- Top level of the building is set back through its balconies, allowing the building to not appear as tall. The design of the building splits it into sections (narrower glass face on street level, widening at the 2-4 level with fibre cement and finishing with the wood top), which also assists in reducing perceived height.
- The parking lot on the site taking up approximately the width of the building also allows building to appear slightly narrower by comparison.

Outdoor Amenity Areas

- The proposed development will meet the required amenity space. The areas are adequately designed to accommodate a variety of leisure activities.

Design Priority Areas

- Variation in the architectural treatments will be used to soften the building façade and complement the existing built environment.
- Landscape elements (trees) will be used to provide shade and useable amenity spaces.
- Massing and scale of development will define and enclose public and private spaces.

SUMMARY AND RESPONSE TO PRE-CONSULTATION FEEDBACK

A pre-application meeting was held with City Staff on 19 January 2021.

As an infill / redevelopment property there is limited opportunity for at grade amenity areas. The site plan includes amenity areas at the rear of the property (away from the busy arterial road) and existing trees will be retained along the rear property line, where possible. In addition, majority of the units have a private balcony.

As recommended during the pre-application meeting, the design includes an underground parking garage and is taking advantage of the shared parking provisions for non-residential and visitor parking spaces in order to free up more site area for landscaping, planting, and amenity area.

As recommended bicycle parking spaces for residents and commercial tenants have been provided in the underground parking garage. Furthermore, visitor and commercial patron bicycle racks have also been provided outside adjacent the building.

As illustrated in the “Alternative Massing Options” orienting the building to the street (with its long axis facing the street) with the use of carriageway to bring vehicles to the rear of the building was ruled out as the site is very narrow and a carriageway poses complications with loading and unloading vehicles and design constraints. However, the ground floor podium has been recessed back 3.0 m from the front lot line (pre road widening) to provide as much separation from the busy arterial road traffic and provides an opportunity for landscaping and pedestrian linkage.

Alternative Massing Options



Alternative Massing Option 1



Alternative Massing Option 2

Site Plan Massing Options

Architectural Renderings – Street View



Architectural Renderings – Aerial View



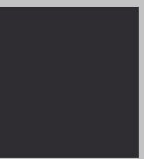
Architectural Renderings – Building Materials



Fiber cement panels
Off-white color



Prodex wood cladding
panels rustic finish



Aluminum panels
charcoal color



Corrugated metal sheets
charcoal color



SOUTH WEST ELEVATION



NORTH WEST ELEVATION

Relationship to the Public Realm Podium Level



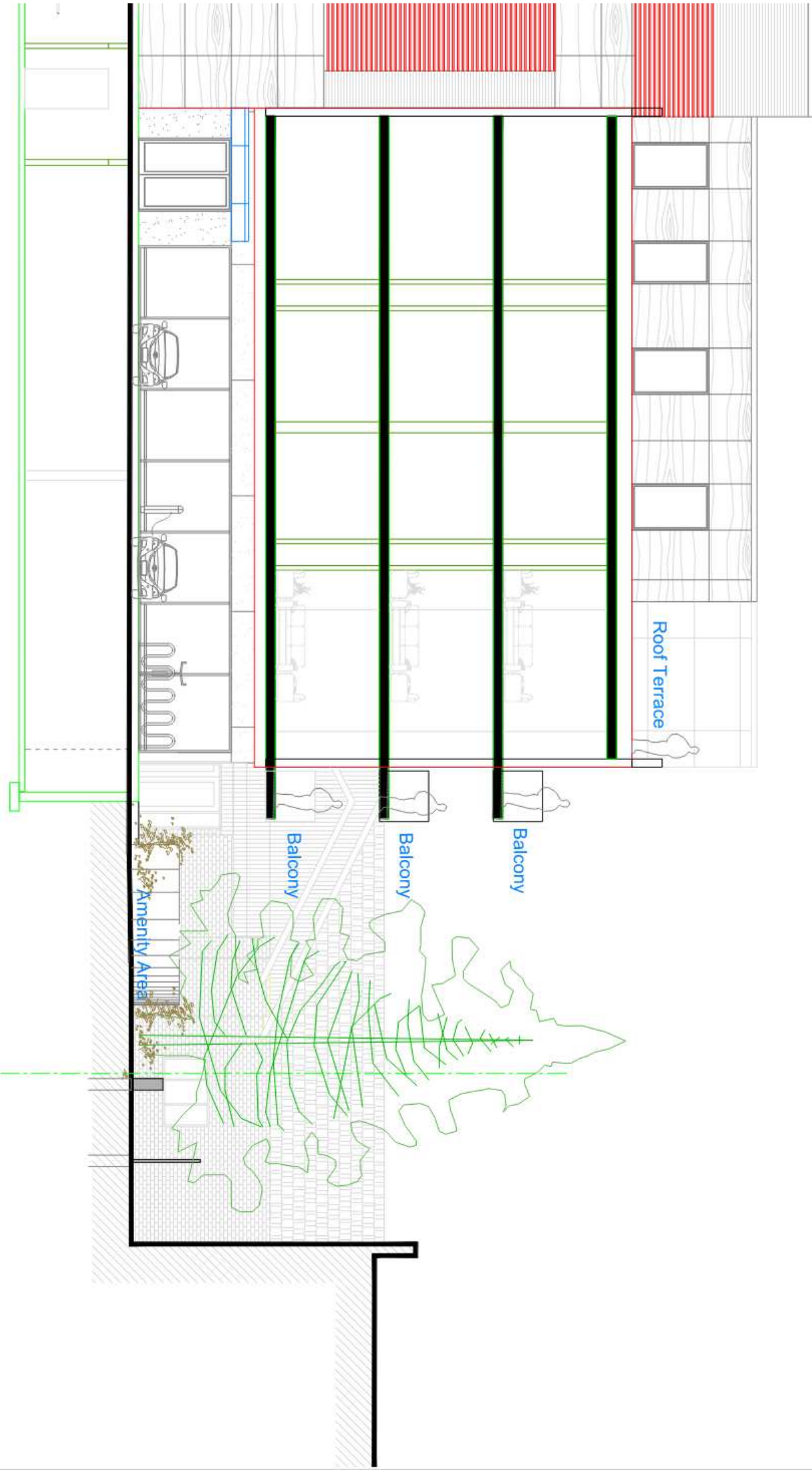
Pierre Tabet architecto



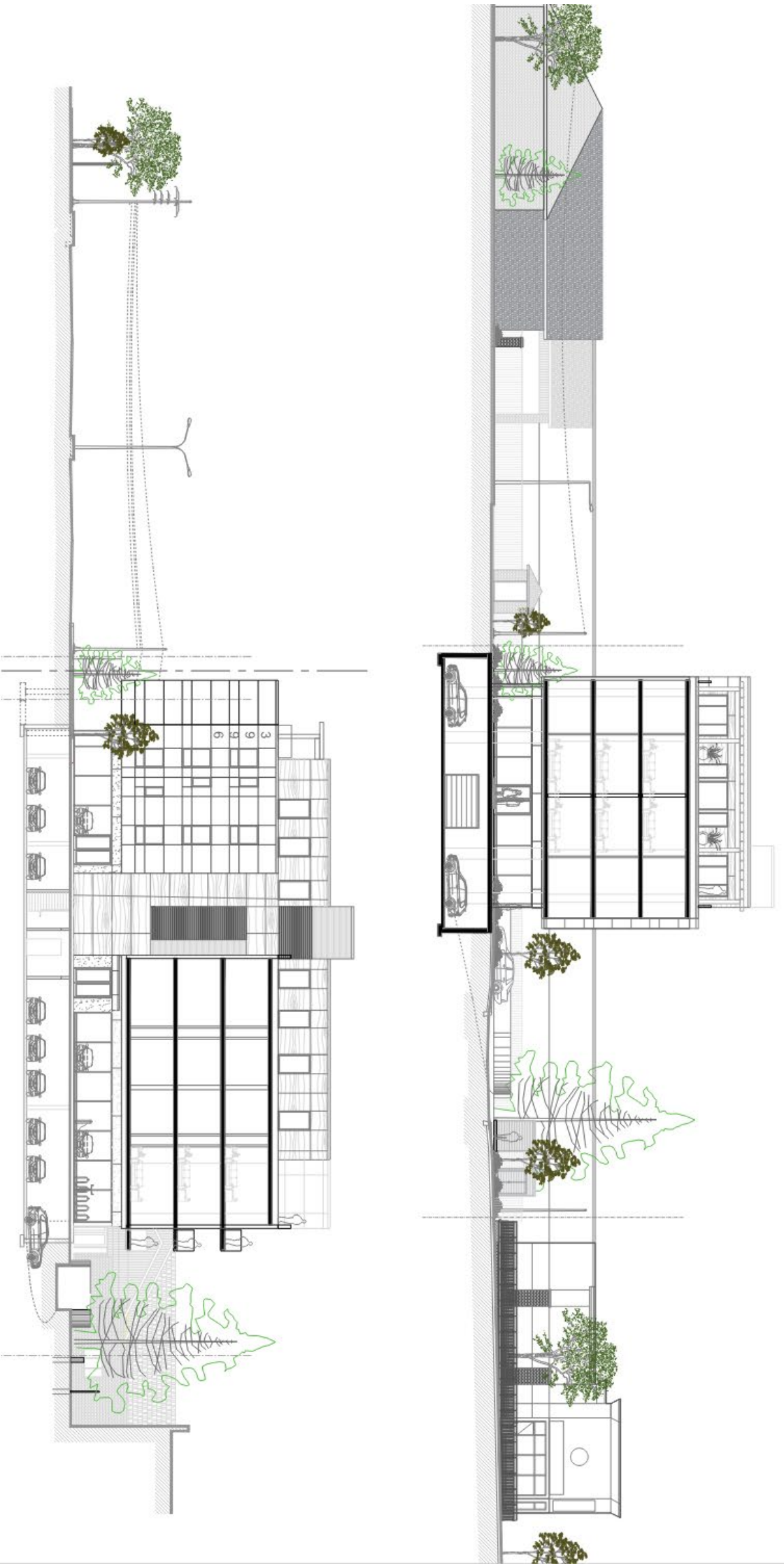
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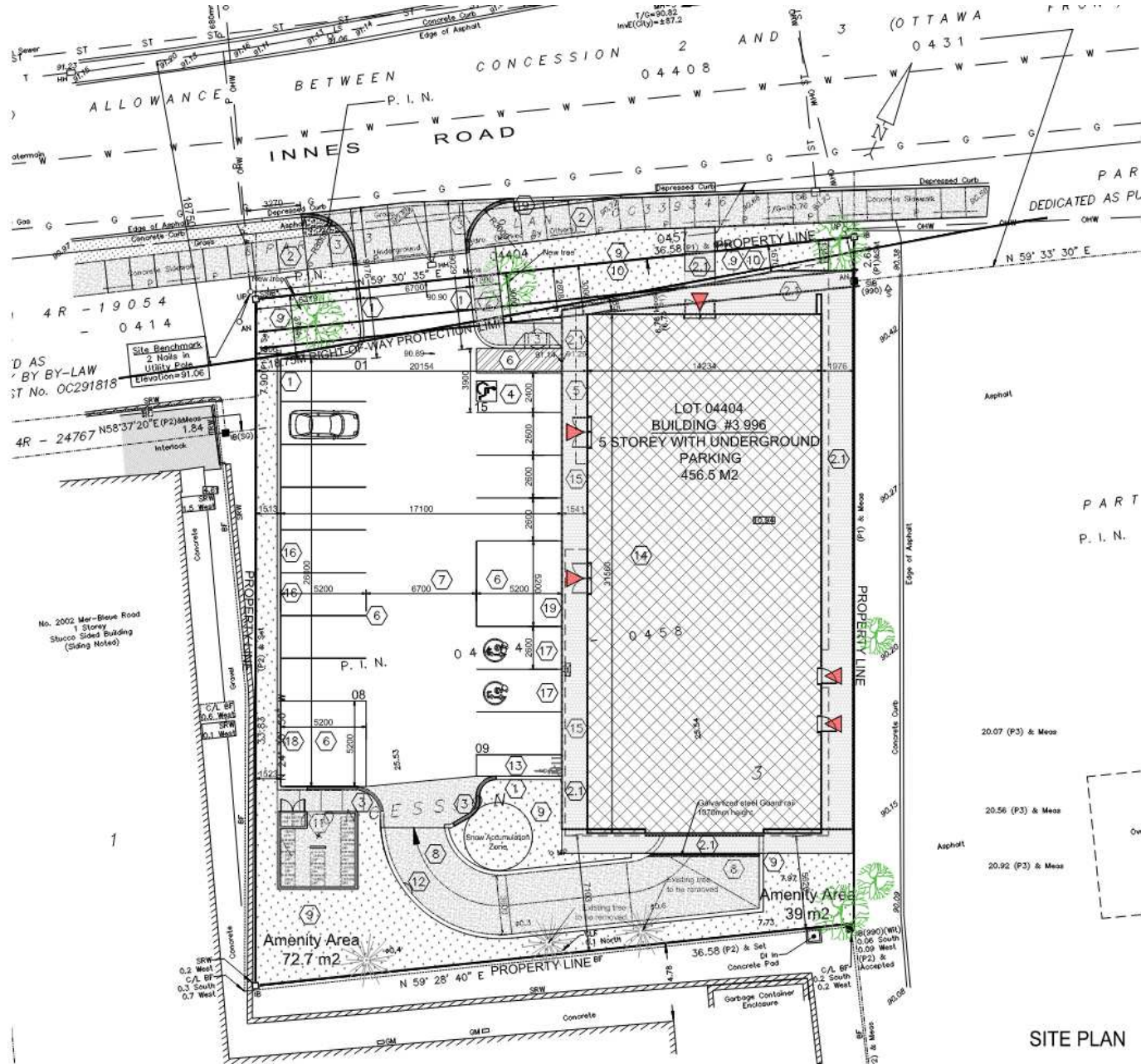
Amenity Areas



Streetscape Sections



Site Plan



AREA (C) OF SCHEDULE A1 ZONING BY-LAW NO. 2008-250

PARKING TYPE	RATE	UNIT	PARKING REQUIRED
DWELLING UNITS IN MIXED-USE BUILDING (TABLE 101-R15)	1 Stall /dwelling unit	20 units	20 Stalls
VISITOR PARKING (TABLE 102)	0.2 Stalls / dwelling unit	20 units	4 Stalls
MEDICAL FACILITY (table 101-N51)	4 Stalls / 100m2 of GFA	200 m2	8 Stalls
RETAIL USE (PHARMACY)	3.4 Stalls/ 100m2	175 m2	6 Stalls
10% REDUCTION AS PER SEC. 101.8 (G)	-10%	20 units	-2 Stalls
SHARED PARKING REDUCTION WEEKDAY AFTERNOON (TABLE 104)	-25% of visitor parking -15% of retail store	-	-2 Stalls

34 PARKING STALLS PROVIDED IN THE BASE BUILDING INCLUDE 2 ACCESSIBLE

ZONING MECHANISMS : AM ZONE

DESCRIPTION	REQUIREMENTS	PROVIDED
MINIMUM LOT AREA	NO MINIMUM	1 524.64m ²
MINIMUM LOT WIDTH	NO MINIMUM	
FRONT YARD AND CORNER SIDE YARD	NO MINIMUM	1st. FLOOR: 3m Others Floors : 1.3m
MINIMUM INTERIOR SIDE YARD	NO MINIMUM	1.975m
MINIMUM REAR YARD	NO MINIMUM	5.6m
MAXIMUM BUILDING HEIGHT	25M	18.6m
MAXIMUM FLOOR SPACE INDEX	2 or 3.5 # OF PARKING SPACES ON DRIVE	
MINIMUM WIDTH OF LANDSCAPED AREA AROUND A PARKING LOT ABUTTING A STREET	3m	3m
MINIMUM WIDTH OF LANDSCAPED AREA AROUND A PARKING LOT NOT ABUTTING A STREET	1.5m	1.5m

BYCICLE PARKING SPACE TABLE

PARKING TYPE	RATE	UNIT	PARKING REQUIRED
MEDICAL FACILITY	1 per 1000m ² of GFA	200 m ²	1 Space
RETAIL STORE (PHARMACY)	1 per 250m ² of GFA	175 m ²	1 Space
DWELLING UNITS IN A MIXED-USE BUILDING (TABLE 101-R15)	0.5 / dwelling unit	20 units	10 Space
TOTAL			12 Spaces

BASEMENT GROSS FLOOR AREA : 586.9 M2
 COMMERCIAL GROSS FLOOR AREA : 456.5 M2
 (CLINIC NET AREA : 200 M2) (PHARMACY NET AREA : 169.2 M2)
 RESIDENTIAL GROSS FLOOR AREA : 2 066.4 M2

GROSS FLOOR AREA OF RESIDENTIAL SUITES

SUITE 201, 301, 401	SUITE 203, 303, 403	SUITE 205, 305,405	SUITE 501
76.3M2	77.6M2	69.0M2	187.1M2
SUITE 202, 302,402	SUITE 204, 304,404	SUITE 206, 306,406	SUITE 502
76.3M2	64.15M2	80.7M2	173.5M2

LEGEND

1 CONCRETE CURB.	10 LANDSCAPED AREA.
2 CONCRETE WALKWAY.	11 2m HEIGHT TRASH ENCLOSURE FOR CARTS.
2.3 INTERLOCK SIDEWALK.	12 WALL MOUNTED TRAFFIC MIRROR.
3 DEPRESSED SIDEWALK.	13 3 OUTDOOR BICYCLE STALLS.
4 PARKING SPACE FOR DISABLED.	14 9 INDOOR BICYCLE STALLS.
5 MUNICIPAL SIGN FOR DISABLED PARKING.	15 WALL MOUNTED LIGHTING ON BUILDING.
6 PAINT MARKS.	16 VISITOR PARKING SIGN.
7 ASPHALT.	17 ELECTRICAL CHARGING STATION.
8 CONCRETE SLAB / OR RAMP.	18 GARBAGE TRUCK LOADING AREA.
9 GRASS.	19 DELIVERY TRUCK: LOADING/UNLOADING.

SITE PLAN

Site Plan – Aerial View

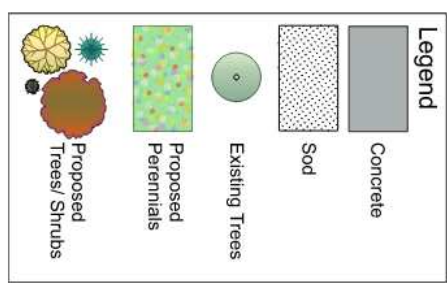


Landscape Plan



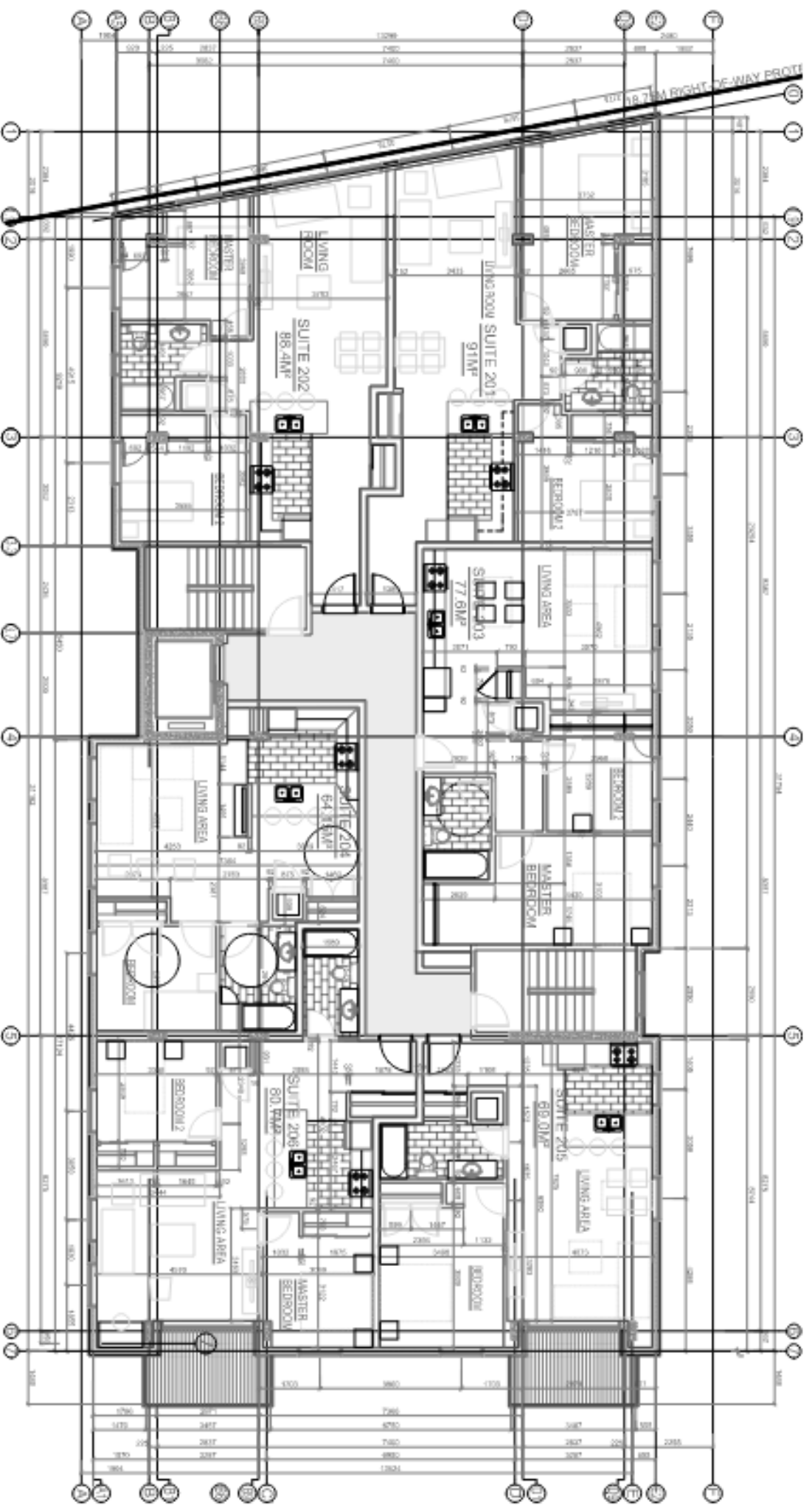
INNES ROAD

Plant List - Trees and Shrubs							
ID	QTY	Botanical Name	Common Name	Scheduled Size	Remarks		
Ar	2	Acacia rubrum	Red Maple	45mm caliper	MB - Staked		
PnA	1	Pinus camilla 'Glaucia Compacta'	Dwarf Swiss Stone Pine	45mm caliper	MB - Staked		
GB	3	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	45mm caliper	MB - Staked		
SB	28	Syringa Boomerang 'Penda'	Boomerang Lilac	100cm ht.	potted		
SC	10	Spiraea x bumalida 'Flaming Mound'	Flaming Mound Spiraea	100cm ht.	potted		
CKar	35	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Grass	100cm ht.	potted		
ID-Quantity PVA - 49 30% MIXED BED 40% MIXED BED 30% MIXED BED				Arrangement Hemerocallis (mid height, golds, deep reds) Iris sibirica (purples) Echinacea	Common Name Daylily varieties Siberian Iris varieties Purple coneflower varieties	Sched. Size 150cm Pot 150cm Pot 150cm Pot	Remarks Heavy 2 (an division) 600m o.c. 600m o.c. 600m o.c.



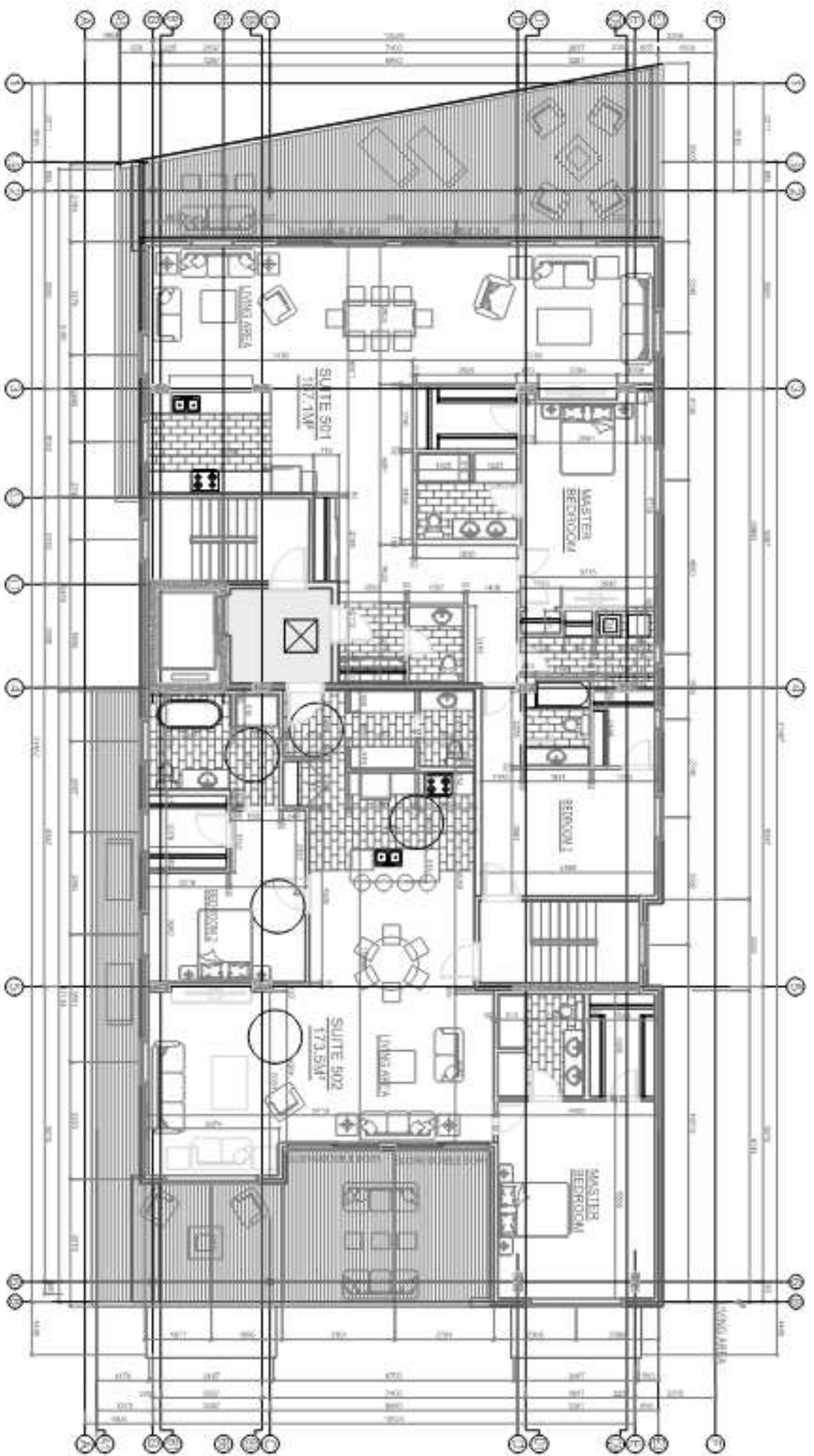
Pierre Tabet architecto

Typical Floor Plan



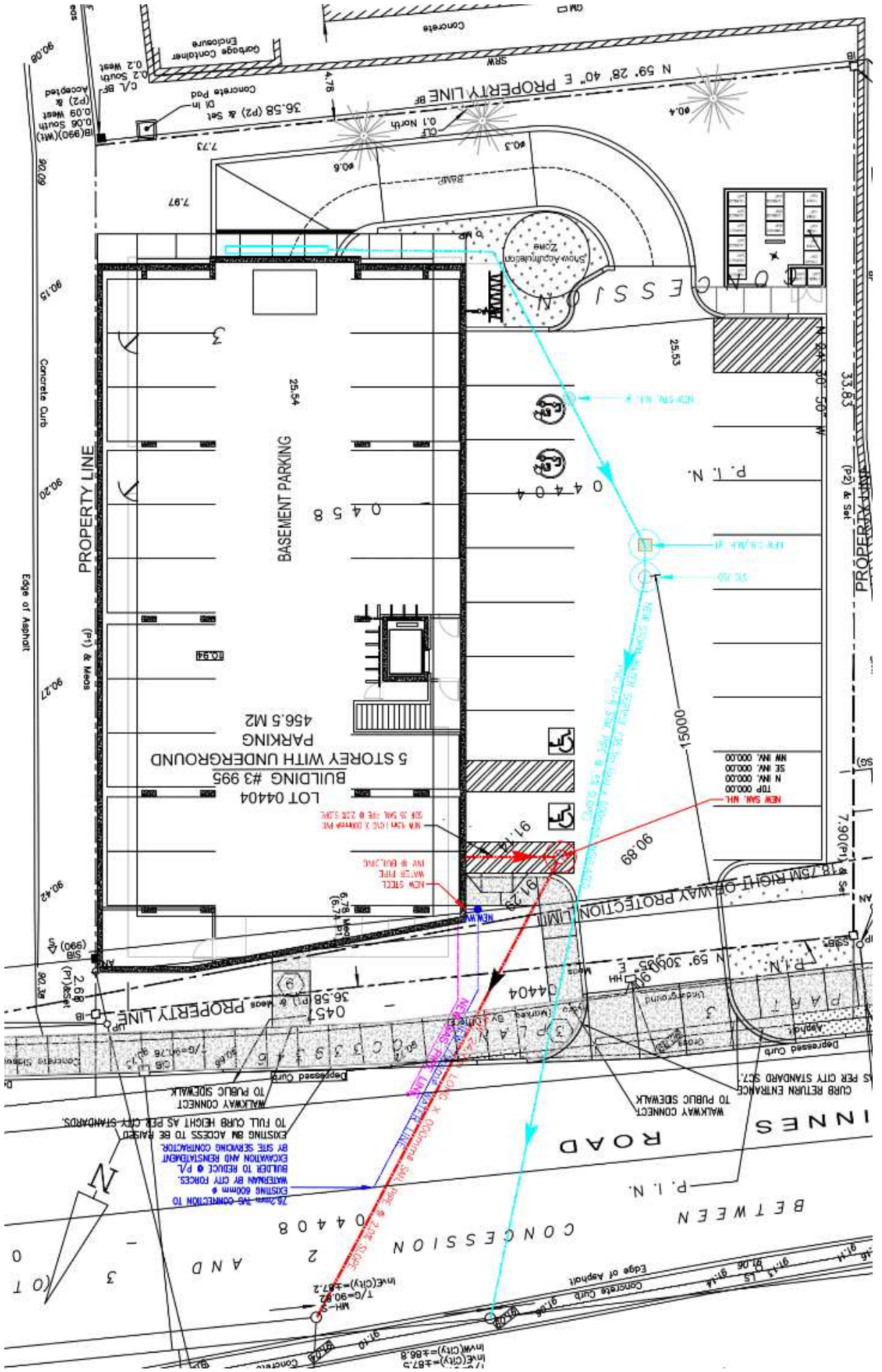
TYPICAL FLOOR PLAN

Typical Floor Plan



5TH FLOOR PLAN

Preliminary Site Servicing



Pierre Tabet architecto