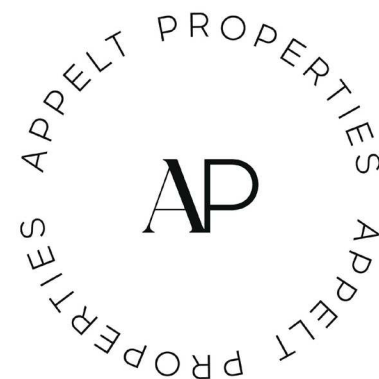




8 5 G E M I N I W A Y



**FOTENN**  
Planning + Design

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# Project Description

## Client

Appelt Properties is a fully integrated real estate company specializing in the demographic-driven sectors of healthcare real estate and multi-family real estate. Development management and property management are handled in-house to ensure that development goals are achieved and asset profitability is maximized. The management team is highly skilled and experienced, with a proven track record of success. Appelt Properties prioritizes investors by providing a clear and transparent process focused on meeting or exceeding return expectations. The company’s core value is to under-promise and over-deliver, a principle that defines its commitment to excellence.

## Project Summary

The proposed construction project is a six-story apartment building situated in Ottawa, near Algonquin College. Designed to provide quality and affordable housing, the development aims to serve a diverse range of residents in the area, not limited to students. The building’s U-shaped massing is carefully planned to maximize street frontage on both the front and rear, taking advantage of its location along two streets. This design not only enhances the building’s visual presence but also fosters a stronger connection to the surrounding neighborhood.

At the heart of the development is a central courtyard, which serves as a private outdoor space for residents. This feature enhances the living experience by offering a communal green space that encourages interaction while also providing a quiet retreat from the urban environment. On the ground floor, thoughtfully designed amenity spaces will further enrich the community atmosphere, giving residents access to shared facilities that support convenience, social engagement, and overall well-being.

In addition to high-quality living spaces, the project includes a below-grade parking garage, ensuring secure indoor parking for residents while minimizing surface parking and preserving pedestrian-friendly streetscapes. The development is designed with efficiency, affordability, and long-term sustainability in mind, helping to meet the demand for rental housing in the area. With its well-integrated design and focus on livability, the building will make a valuable contribution to the neighborhood, supporting a vibrant and inclusive residential community.



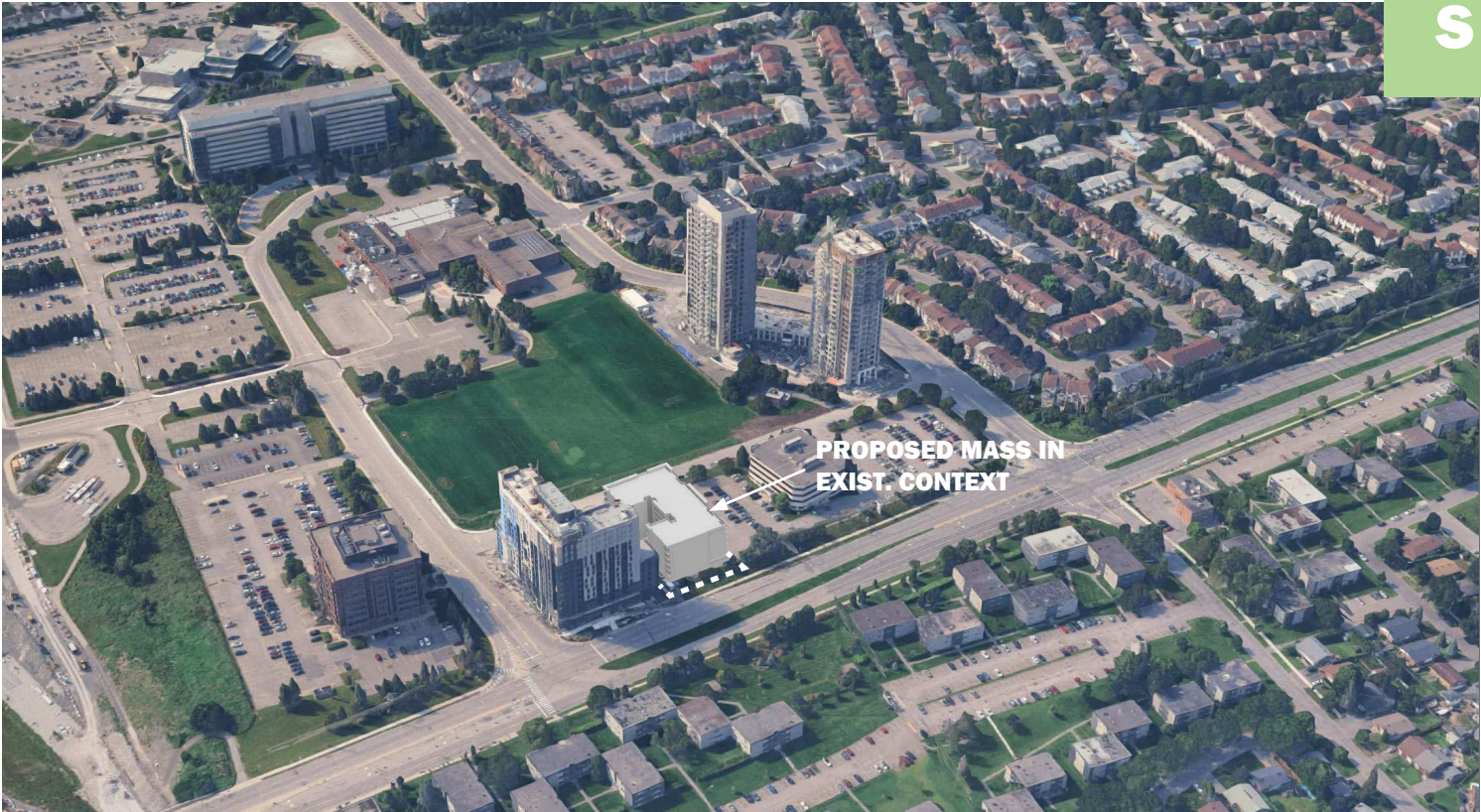
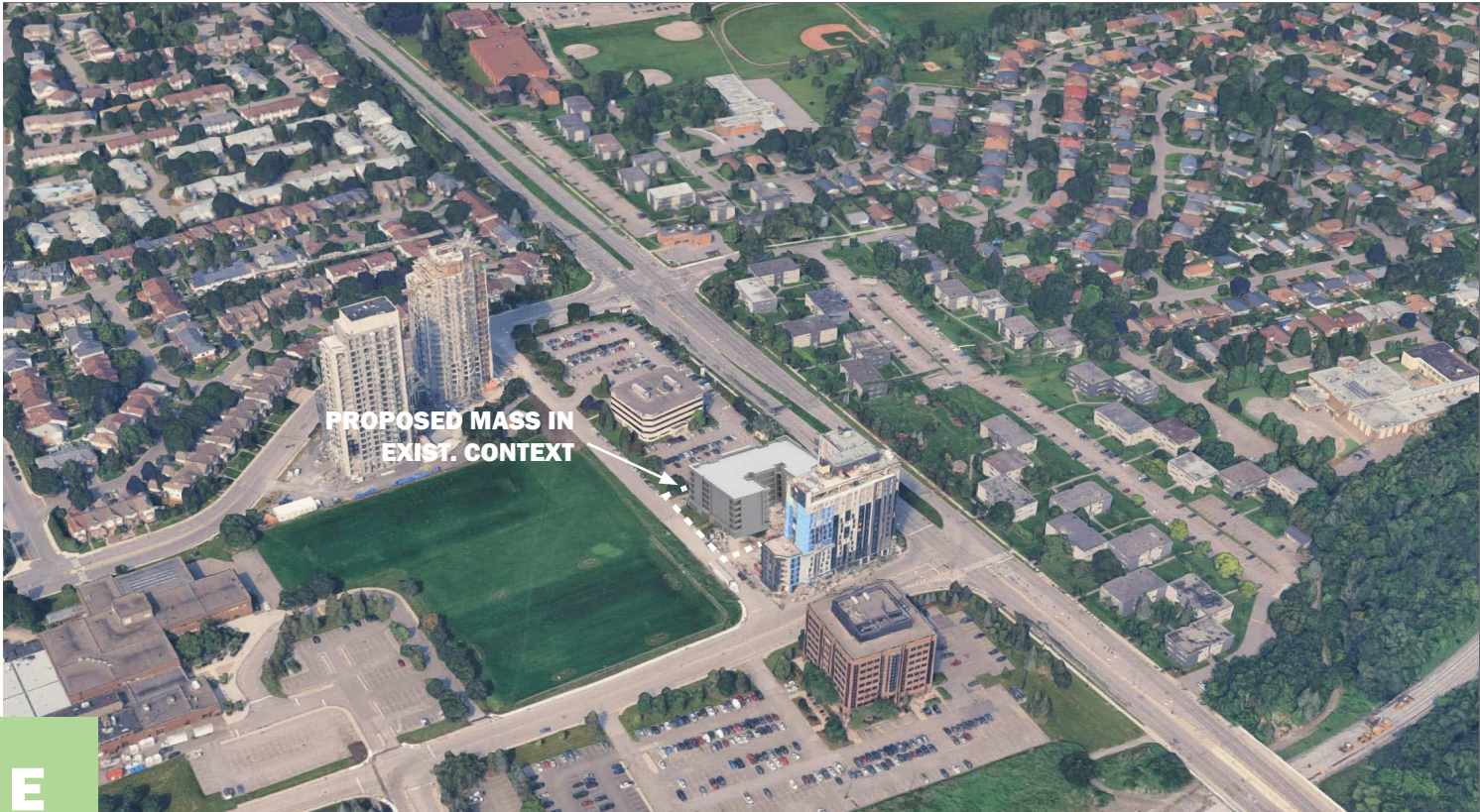
## Sustainability Statement

This six-story residential apartment building is designed with sustainability as a key consideration. The proposed structure is wood construction, a renewable and low-carbon material, with which the building minimizes its environmental footprint while enhancing energy efficiency. The site location promotes sustainable living, with nearby amenities within walking distance and three adjacent bus stops providing convenient access to Ottawa’s public transit network. By reducing reliance on personal vehicles and prioritizing eco-friendly building materials, this development supports a greener, more connected urban future. The project aligns with CMHC Sustainability Parameters by incorporating energy-efficient building systems, high-performance insulation, and sustainable materials to enhance long-term durability and reduce environmental impact. Additionally, the design prioritizes indoor environmental quality through natural lighting, efficient ventilation, and thoughtfully planned green spaces, promoting a healthy and comfortable living environment for residents.

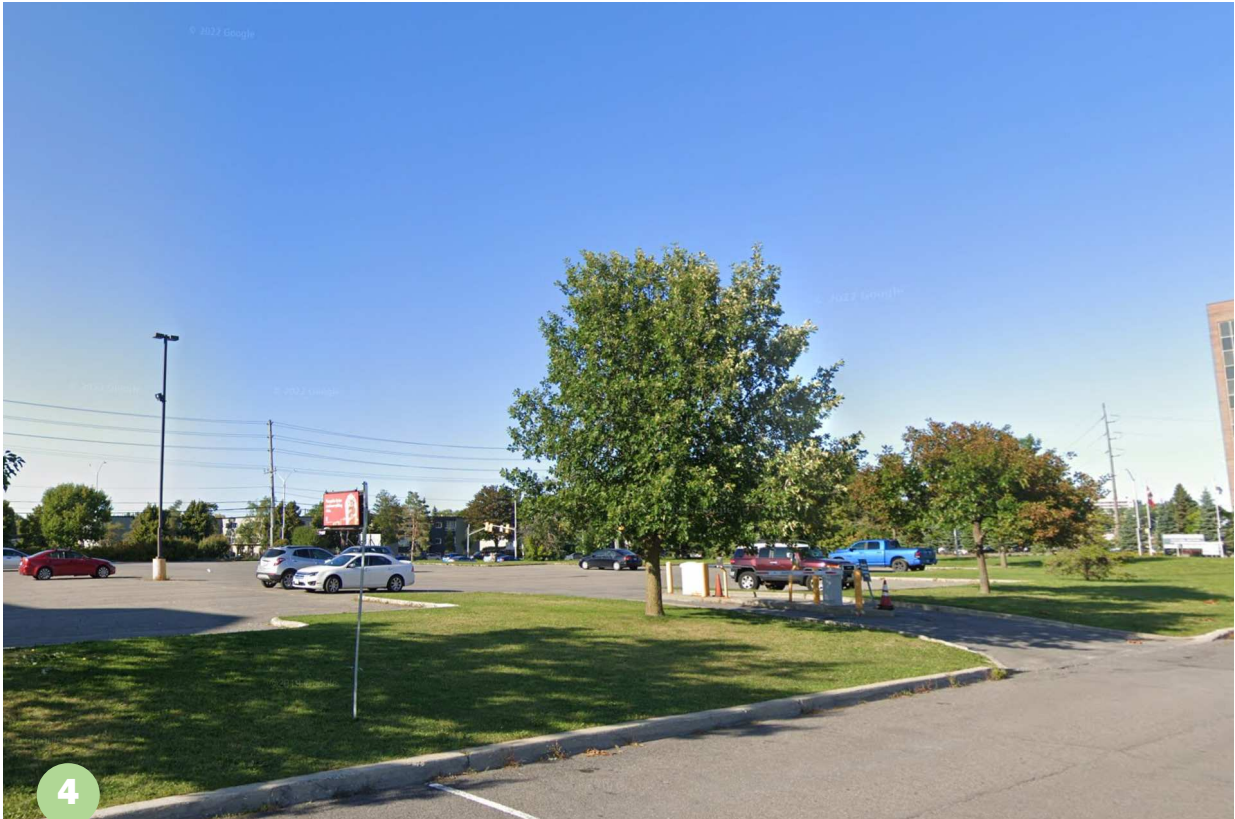
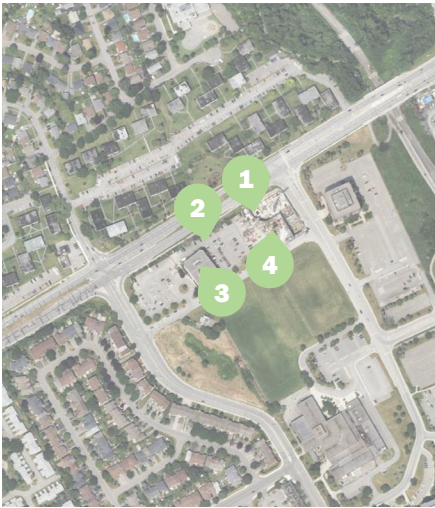
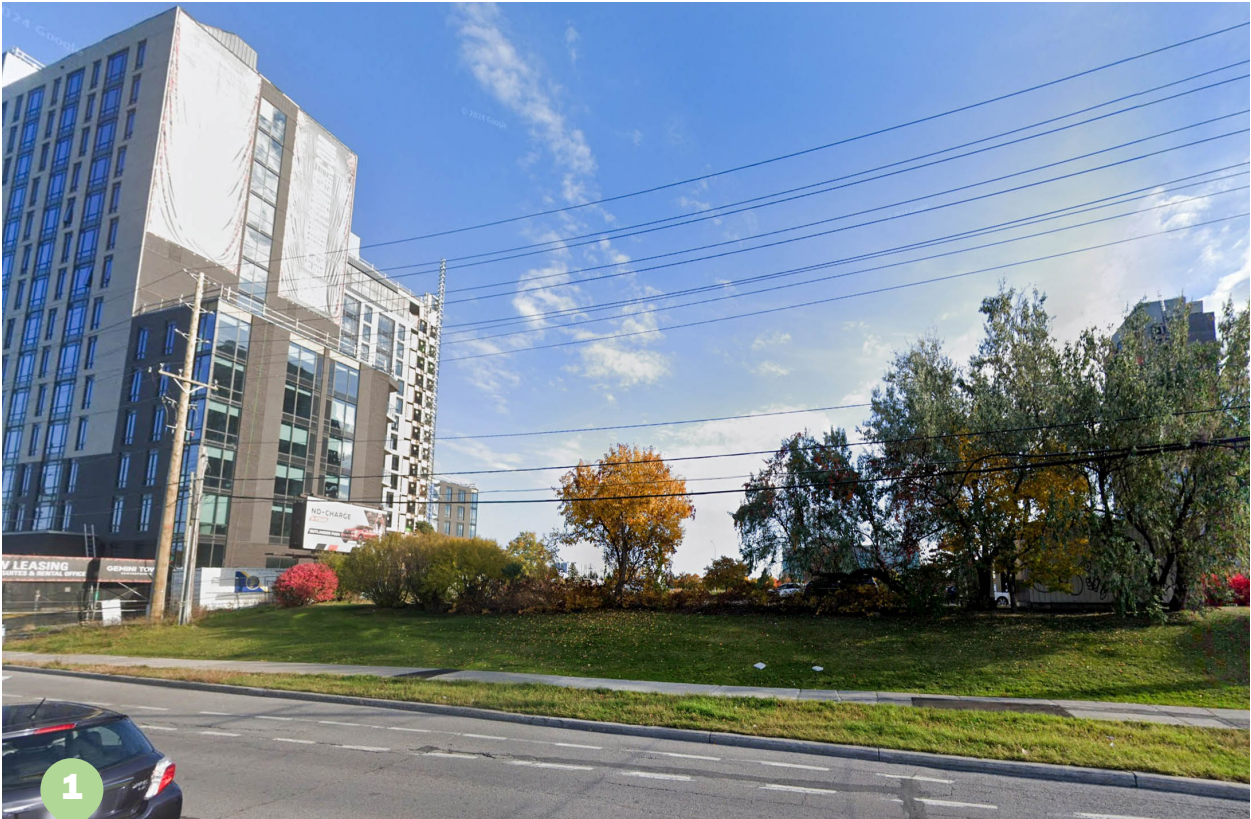
## Bird-Safe Design Practices

The development project integrates bird-safe design principles to minimize risks to avian species while maintaining a functional and aesthetic environment. Large swathes of uninterrupted glazing, which are major causes of bird collisions, have been avoided. The design also avoids creating potential traps, such as glass passageways, corners, and parallel windows, ensuring that birds do not perceive illusory flight paths. Additionally, the landscaping plan considers bird safety by carefully selecting plant placements to minimize reflections, avoiding attractant vegetation near glass façades, and ensuring safe flight pathways. By embedding these considerations into the design, the project contributes to a safer built environment that aligns with best practices in urban wildlife conservation.

# Subject Lands - Satellite Imagery



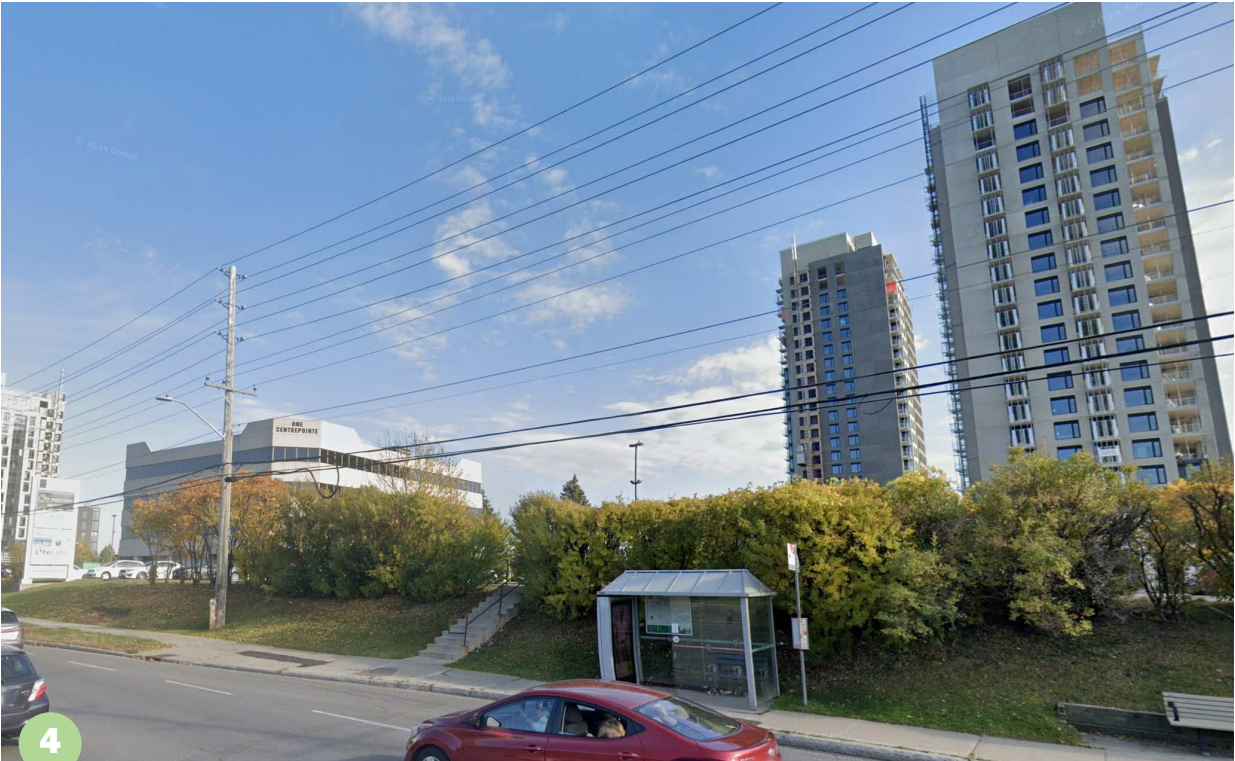
Subject Lands - Site Images



# Block Plan - Current & Future Uses



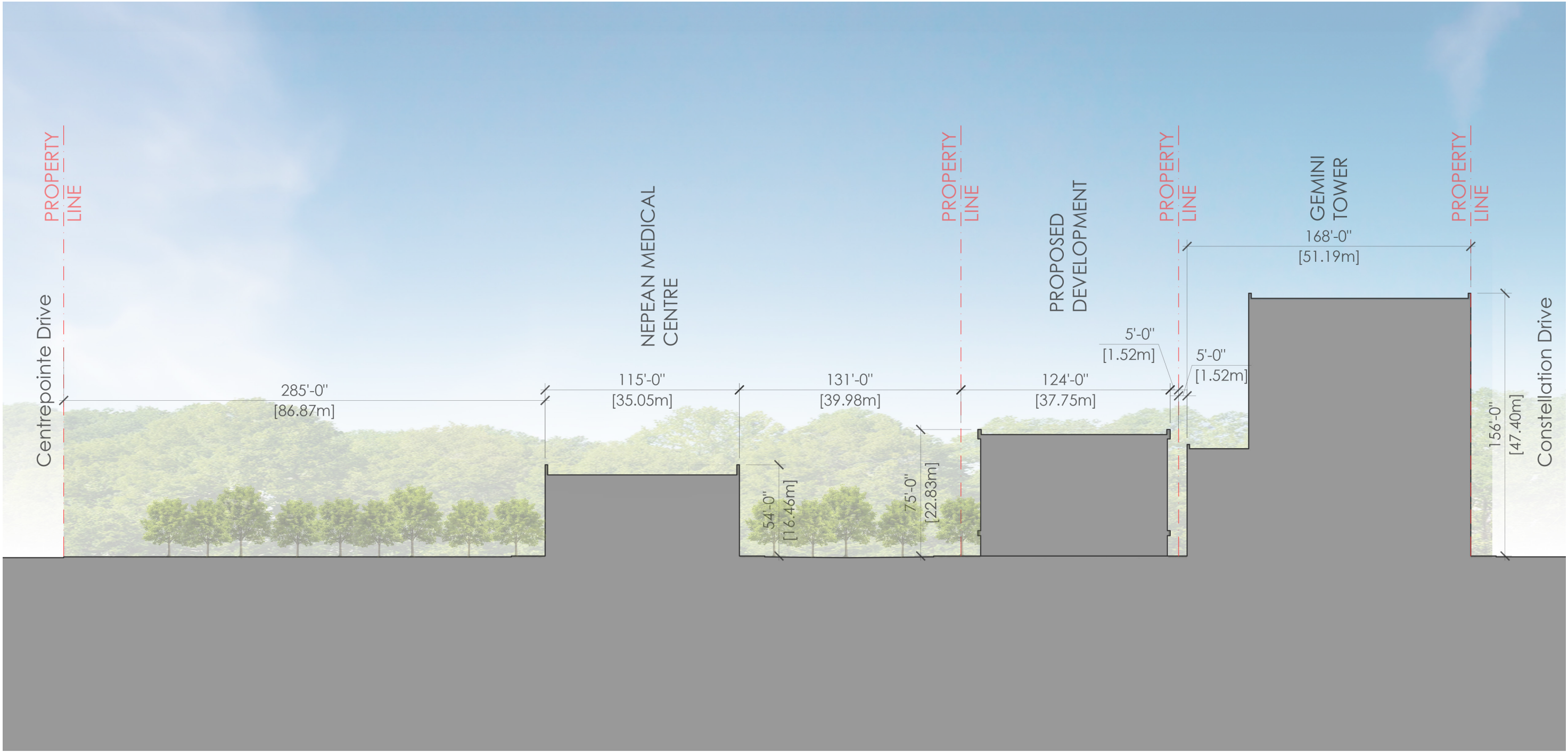
Site Context



Site Context



# Proposed Site Section

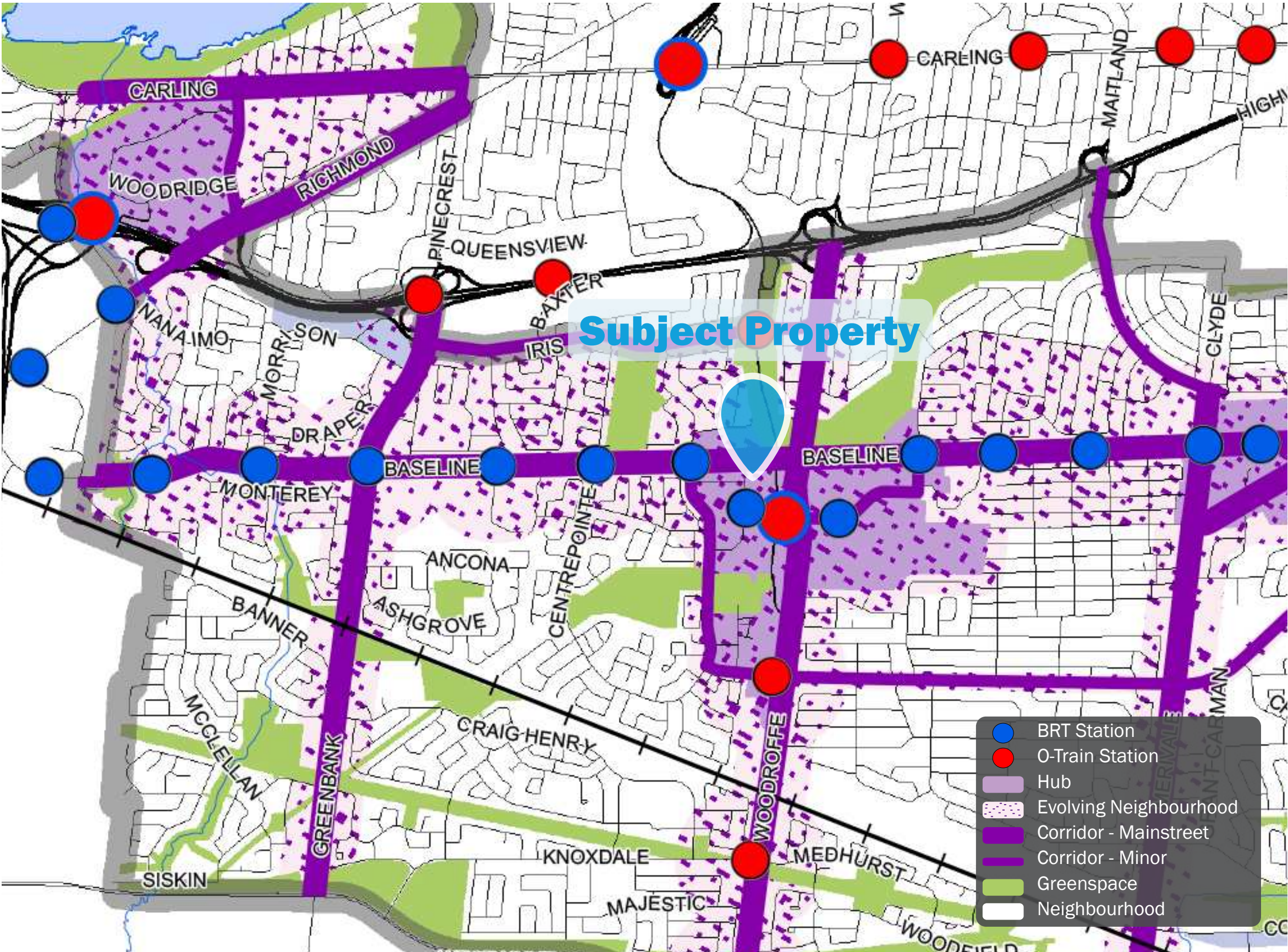


# Policy Context - Official Plan

The subject property is located in the Outer Urban Transect of the City of Ottawa Official Plan. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century.

The subject lands are designated Corridor - Mainstreet on Schedule B3 of the City of Ottawa Official Plan. Together Mainstreet Corridors, Minor Corridors generally have a higher level of transit service and permit higher density than the surrounding Neighbourhood designations, but a lower density than Hub designations surrounding Transit Stations.

The Mainstreet Corridor designation applies to lands up to 200 metres from the centreline of the corridor street (Baseline Road), including along side streets. Generally, building heights up to 40-storeys are permitted, subject to any specific policies in the Secondary Plan.



# Policy Context - Design Guidelines



## Transit-Oriented Design Guidelines

These guidelines are to be applied throughout Ottawa for all development within a 600 metre walking distance of a rapid transit station or stop. The following selected guidelines are applicable to the proposed development:

### Land Use

- Transit-supportive, being high-density residential with commercial spaces at grade

### Built Form

- Create highly visible landmarks through building design, easily identified and located
- Set tower back from the property line to provide space for pedestrians and landscaping

### Parking

- Parking is located underground and in at the side/rear of the property



## Arterial Mainstreets Design Guidelines

These guidelines are to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The following selected guidelines are applicable to the proposed development:

### Streetscape

- Locate buildings along public street edge

### Built Form

- Create intensified development in close proximity to rapid transit stations
- Design the built form in relation to the adjacent properties to create coherent streetscapes

### Landscape

- Plant trees away from the curb next to private property when the boulevard is narrower than 4 metres

# Site Analysis - Transit Network

The subject property fronts Baseline Road, which is identified as a Transit Priority Corridor on Schedule C2 - Transit Network, in the City of Ottawa Official Plan. These corridors provide a higher-level of bus service than conventional local routes.

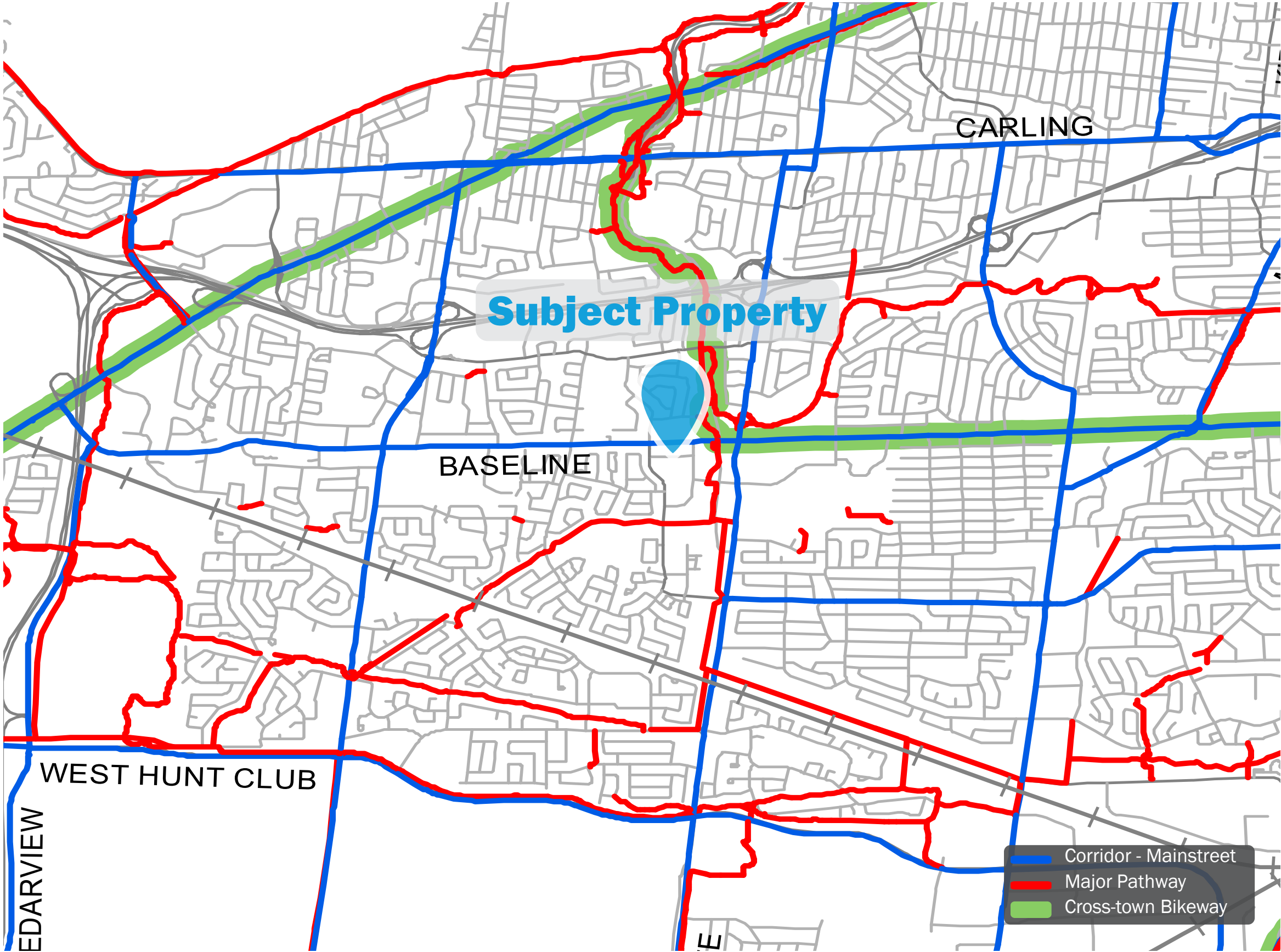
The lands are also located in close proximity to two future bus rapid transit stations, located on Baseline Road and Constellation Drive. The future Algonquin LRT Station is less than 400 metres from the subject property.

Local OC Transport service is can also be found in close proximity to the subject property. Routes offered within walking distance of the subject property include the following, 88, 270, 271, 272, 273, 277, 646, and 688.



# Site Analysis - Active Transportation Network

The subject property is located in close proximity to a Major Pathway network, which follows the Transitway, providing active transportation in a north-south direction. Additionally, east of the subject property, Baseline Road is designated as a Cross-town Bikeway. Cross-Town Bikeways are continuous on-road or off-road links over long distances. They serve as major connecting routes between more distant parts of the city, and provide a consistently high level of comfort with cycling-friendly features such as bike boxes, coloured intersection crossings, route signage, and signal timing adjustments



# Site Analysis - Street Network

As per Schedule C4 of the Official Plan, the subject property is located on both of an Arterial Road (Baseline Road) and a Major Collector Road (Gemini Way).

Arterial Roads are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse.

Major Collector Roads connect communities and usually provide connections between arterial and local roads. These roads tend to be shorter and carry lower volumes of traffic than do arterials.



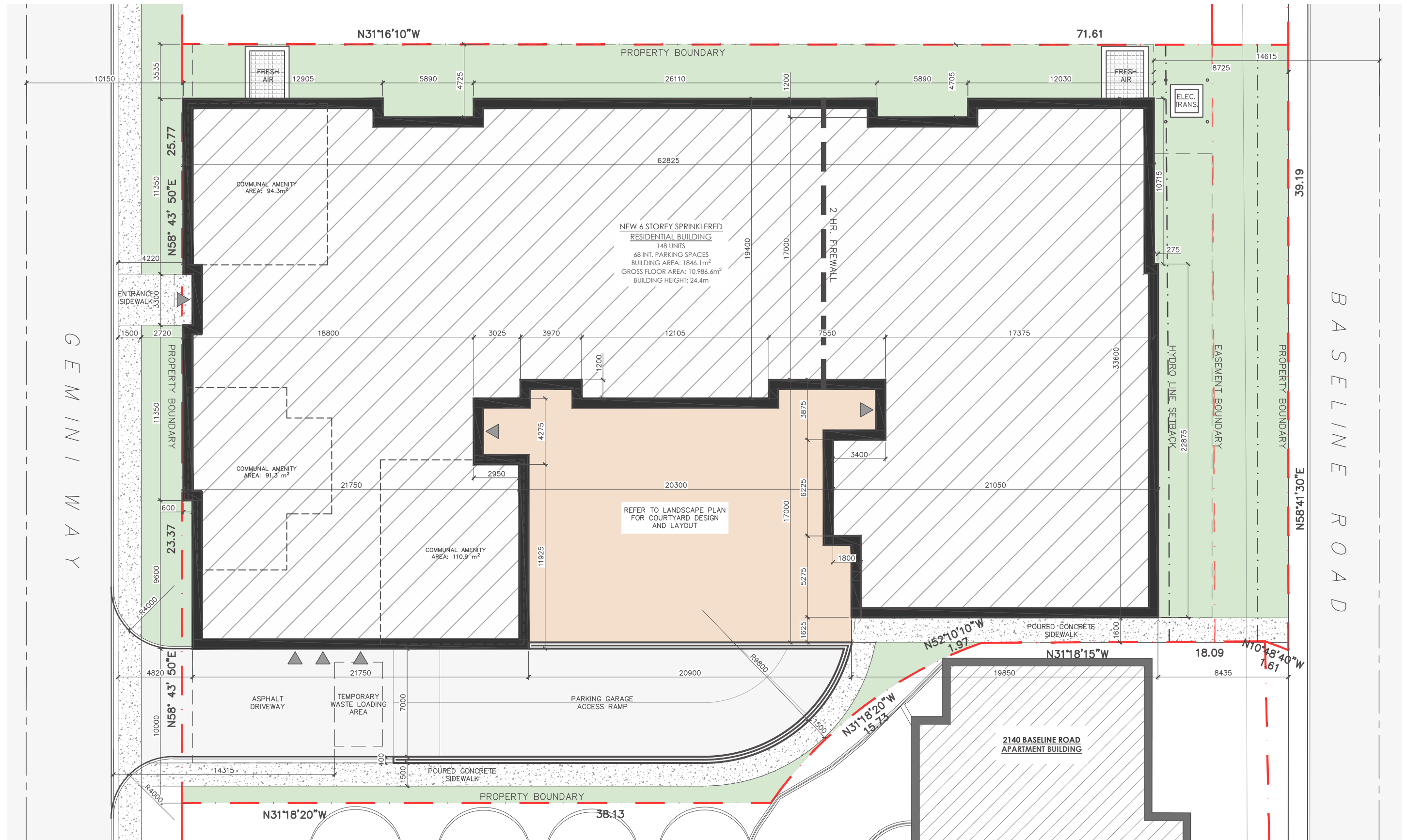
# Renderings of Proposed Development



# Renderings of Proposed Development



## Proposed Site Plan



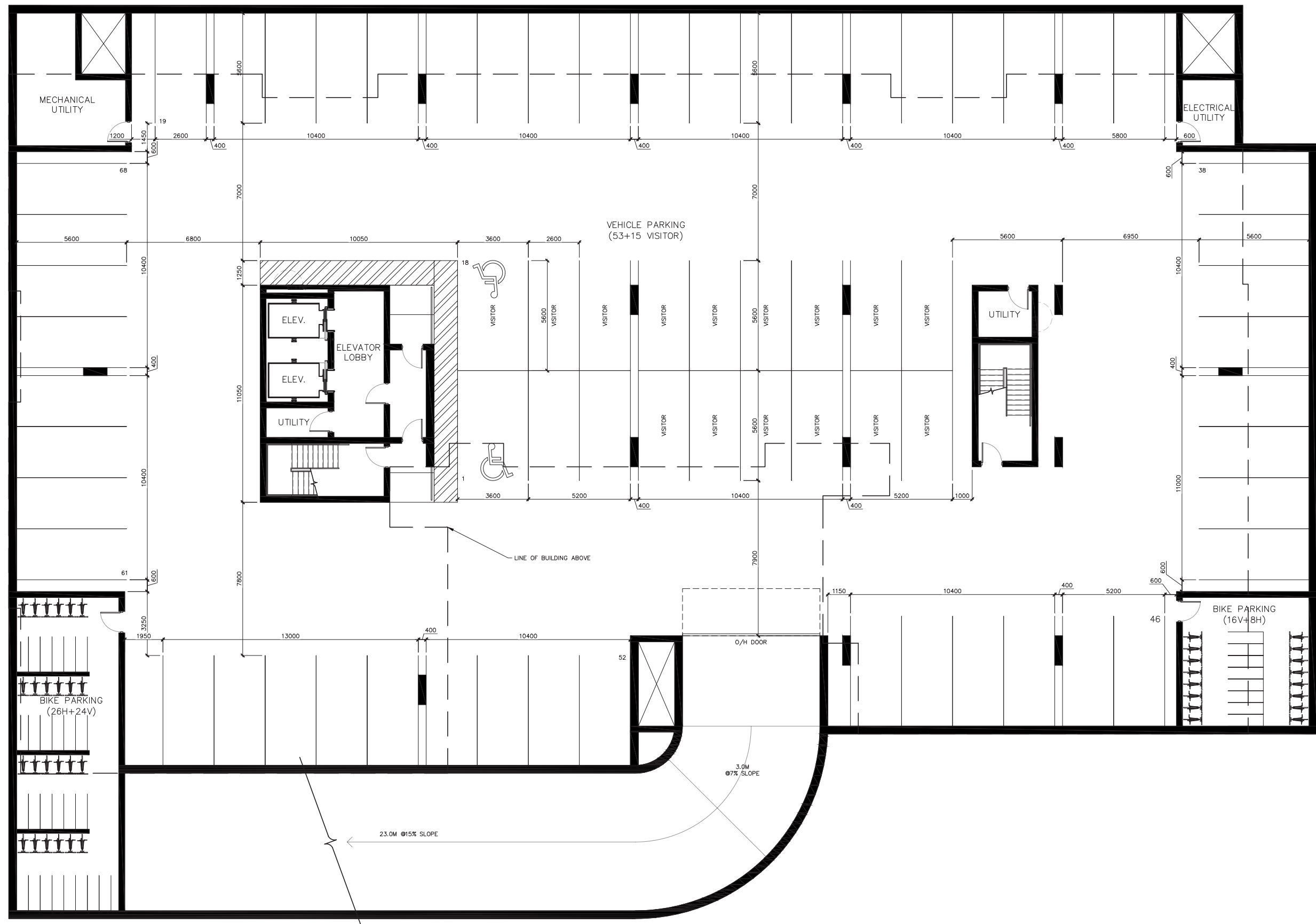
# Proposed Ground Level Plan - Residential and Amenity



# Proposed Typical Level Plan - Residential



## Proposed Basement Level Plan - Parking Garage



# Proposed Elevations



West Elevation



East Elevation

# Proposed Elevations



South Elevation



North Elevation

# Proposed Material Legend



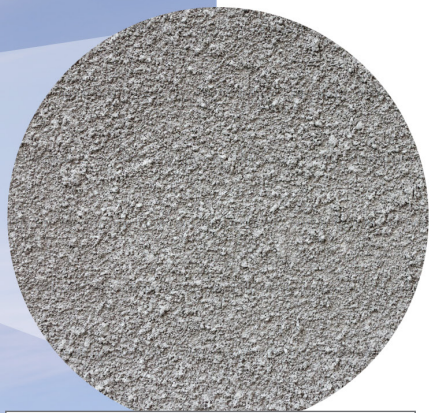
WOODGRAIN SIDING (ALUMINUM OR PVC)



SLIDING PATIO DOORS (BLACK ALUMINUM OR VINYL)



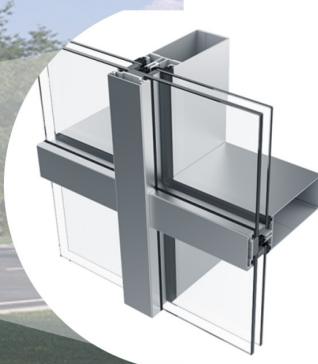
HARDIE PANEL WITH FRY REGLET REVEAL SYSTEM (OR SIMILAR)



EIFS STUCCO SYSTEM (GREY)



CLAY BRICK VENEER



ALUMINUM CURTAIN WALL SYSTEM (BLACK)

## Proposed Landscape Plan

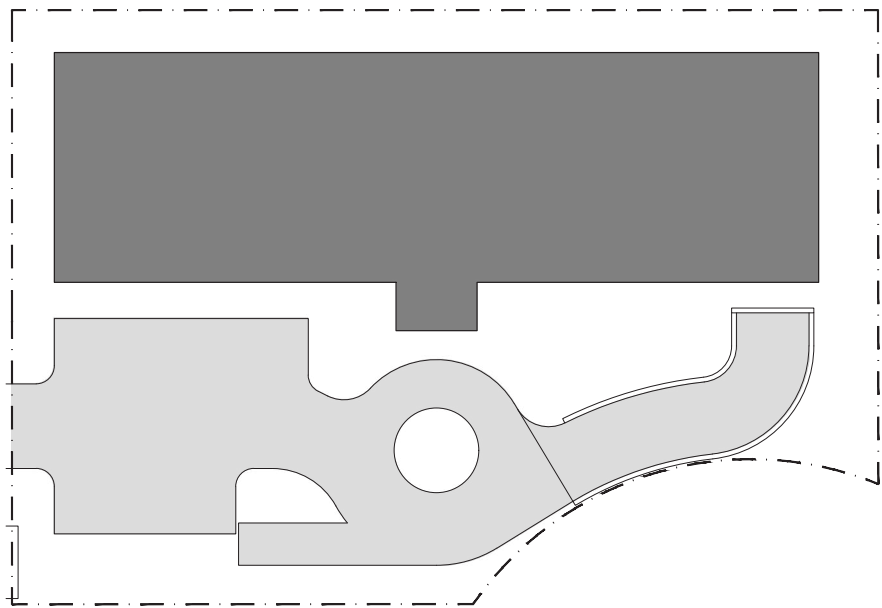


Building Statistics

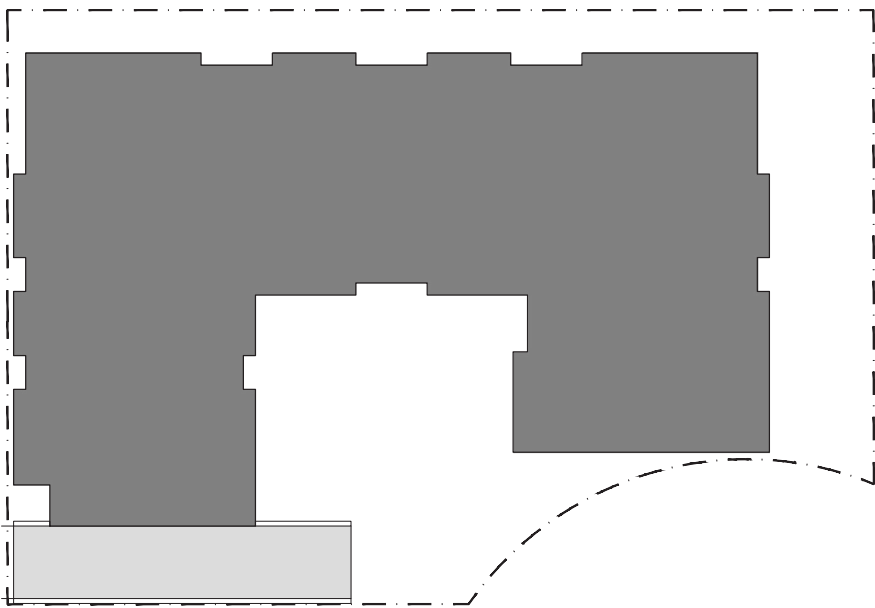
| FLOOR STATISTICS              |                  |                |                     |        |       |            |       |           |          |
|-------------------------------|------------------|----------------|---------------------|--------|-------|------------|-------|-----------|----------|
| Floor Statistics              | F-F Height (ft.) | F-F Height (m) | Suites              | Studio | 1 Bed | 1 Bed + De | 2 Bed | GFA (ft2) | GFA (m2) |
| <i>P1</i>                     | 3.66             | 12'-0"         |                     |        |       |            |       | 30,307    | 2815.6   |
| <i>1</i>                      | 3.66             | 12'-0"         | 18                  | 3      | 6     | 6          | 3     | 19,874    | 1846.3   |
| <i>2</i>                      | 3.35             | 11'-0"         | 26                  | 7      | 6     | 7          | 6     | 19,786    | 1838.2   |
| <i>3</i>                      | 3.35             | 11'-0"         | 26                  | 7      | 6     | 7          | 6     | 19,786    | 1838.2   |
| <i>4</i>                      | 3.35             | 11'-0"         | 26                  | 7      | 6     | 7          | 6     | 19,786    | 1838.2   |
| <i>5</i>                      | 3.35             | 11'-0"         | 26                  | 7      | 6     | 7          | 6     | 19,786    | 1838.2   |
| <i>6</i>                      | 3.35             | 11'-0"         | 26                  | 7      | 6     | 7          | 6     | 19,786    | 1838.2   |
| <i>Subtotal</i>               | 20.41            | 79'-0"         | 148                 | 38     | 36    | 41         | 33    |           |          |
| <i>Average Grade</i>          | 0.15             | 6"             | <i>Beds</i>         | 38     | 36    | 41         | 66    |           |          |
| <i>Penthouse</i>              | 3.66             | 12'-0"         | <i>Suite Mix</i>    | 26%    | 24%   | 28%        | 22%   |           |          |
| <i>Height (Grade-6 Floor)</i> | 20.41            |                | <i>Barrier Free</i> | 6      | 5     | 6          | 5     |           |          |
| <i>Height (Roof)</i>          | 24.22            |                |                     |        |       |            |       |           |          |

| PARKING REQUIREMENTS           |           |            |        |
|--------------------------------|-----------|------------|--------|
| Zoning Requirement             | Required  | Provided   | Comply |
| <i>Rate per Dwelling Unit</i>  | -         | 0.46 /unit | Yes    |
| <i># of spaces</i>             | 15        | 53         | Yes    |
| <i>Visitor Parking</i>         | 0.1       | 15         | Yes    |
| <i>Total Spaces</i>            | -         | 68         | Yes    |
| <i>Surplus/Deficit</i>         |           | +53        | Yes    |
| <i>Barrier Free Spaces</i>     | -         | 2          | Yes    |
| <i>Rate of Bicycle Parking</i> | 0.5 /unit | 0.5 /unit  | Yes    |
| <i># Bicycle Spaces</i>        | 74        | 74         | Yes    |

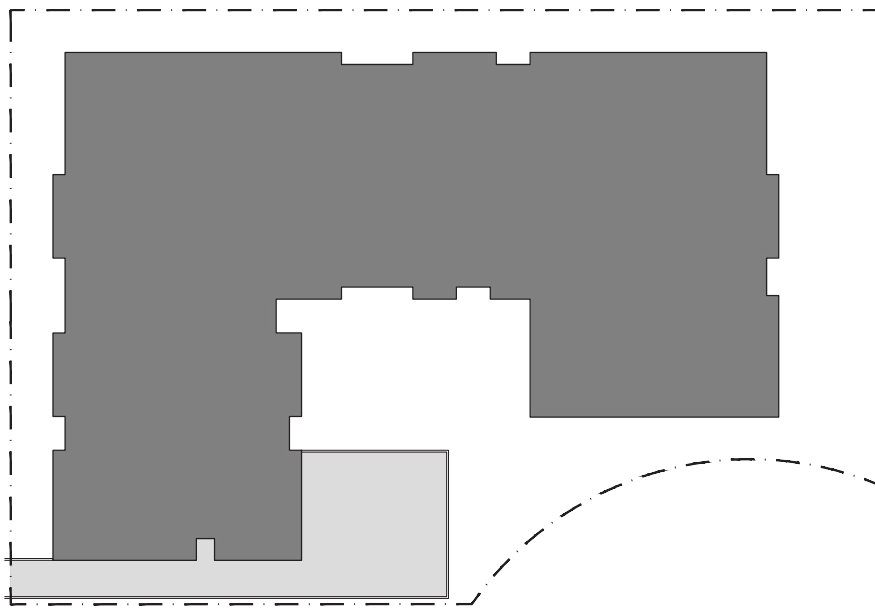
# Alternate Site Plan Designs



- Split At-Grade and Below-Grade Parking
- Simplified Massing
- Less density
- Little exterior amenity space



- Below grade parking
- Waste loading in parking garage
- Limited access to courtyard



- At grade parking/waste management
- Insufficient driveway width
- No pedestrian access from Gemini to courtyard