

Planning Advisory Committee

260th Meeting December 10,2018

Project Analysis

Applicant's request

Construct phase 1 of the La Croisée residential development project

Adresse	Secteur	District et conseiller
Projet La Croisée phase 1 (0, chemin Fraser)	Aylmer	Deschênes, Mike Duggan

Description :

To approve the layout and the architecture of the buildings as well as the development of the lands of the phase 1 of the La Croisée residential development project, to build 236 units (35 single-family dwellings) 34 detached single family homes, 10 single-family homes and 157 multi-family dwellings are divided into two integrated residential projects).

Context:

In 1989, the former City of Aylmer approved a comprehensive plan and an agreement to establish the guidelines governing the construction of municipal services for the residential project "Domaine du Golf - La Croisée". This project, planned over a period of 20 to 30 years, proposed a residential development with golf paths (Annex 1). To date, only the south-east portion of the project, structured around the streets of rue du Golf, rue de la Croisée and rue du Tournoi, has been completed (Appendix 1).

The proponent is seeking approval for new phases on the west portion of the corridor Deschênes of his residential project. They intend to move, on the east side of the corridor, the existing golf courses located on lot 3 114 044 (annex 1). In this context, a new overall plan and an impact study on the complete project planning for areas H-14-064, H-14-077, C-14-076 and Deferred Development Area X-14-066 is currently being analyzed by the Infrastructure Service and urban planning and sustainable development (Annex 2). However, in order to meet urgent needs in school equipment in the area in question and to allow the planned secondary school on a portion of the Paul Pelletier Park, the proponent has agreed to first submit a SPAIP application for Phase 1 of the project.

Remember that the PIIA concerning the vehicular and active network of phase 1 has been approved by the Council at the meeting of June 12, 2018 (CM-2018-411), at the same time as the SPAIP approval for the construction of the 040 secondary school in the heritage integration sector of Old Aylmer (Appendix 3).

This application is for the approval of the layout and architecture of residential buildings as well as land developments for phase 1 of the project.

Implantation, architecture of buildings and facilities

The proposal for Phase 1of the La Croisée project aims to offer a variety of typologies of dwellings for a total of 236 dwellings distributed according to different typologies and building templates, ranging from multi-single detached dwelling houses. The proposed typologies are available in 35 dwellings single family homes, 34 semi-detached single family dwellings, 10 single-family dwellings and 157 multi-family dwellings (two isolated buildings of six dwellings, one isolated building of eight dwellings, one isolated building of 11 dwellings as well as nine buildings in twinned structure of 14 dwellings) (annexes 4 and 6).

These typologies are distributed in connection with insertion environments (Appendix 4). Thus, single-family buildings Isolated are located east of Samuel-Edey Street to create harmony with the existing built environment. AT proximity to the Deschênes corridor, woodland and defined as a green corridor to the layout and Revised Development (SADR), isolated single-family homes follow the eastern boundary of Phase 1.

At the center of Phase 1, Fraser Road is framed by multi-unit 2 to 3 storey buildings larger size and include 6 to 14 dwellings. The three-story buildings are located south of Fraser Road at the project entrance and are part of one of two integrated residential projects totaling 134 housing units (Annex 5).

The joints of the facades, the fragmentation of the roofs, the presence of protruding elements (recess, stairs and balconies) (annexes 7 to 11) models of the proposed constructions and the diversity of colors and quality materials (Annex 12) reduce the monotony of street alignments.

Note that the models submitted are for information only, the final elevations will be presented for delivery building permits and will have to respect the standards in force as well as the template and the quality Architectural buildings illustrated in this document. The proponent has proposed a list of criteria to be respected by the builders of Phase 1 (Annex 13).

Finally, a neighborhood park of 5004 m² is planned. This one is located near the multifunctional trail as well multi-dwelling buildings to easily serve a large number of users (Annex 4). The park stands on two local streets.

Regulations Concerned	Effects of Demand	Recommendation
Plan d'implantation et d'intégration architecturale n° 505-2005	- Approve the implementation and architecture of buildings and land development Phase 1 of the La Croisée project.	Recommended

Site planning and architectural integration plan

PIIA - Building Phase 1 of the La Croisée Residential Development Project - Lot Number 3 114 044 - Electoral District of Deschênes – Mike Duggan

CONSIDERING THAT, the project's Phase 1 street plan was approved in June 2018 by the resolution municipal number CM-2018-411;

WHEREAS, the exterior amenities, the layout and the architecture of the buildings was not part of June 2018 City Council Approval;

WHEREAS, the developer has submitted an application for the approval of the buildings of phase 1;

CONSIDERING THAT, the developer has submitted indicative models and specifications which will have to be respected when submitting plans for permit applications by manufacturers;

WHEREAS, the project and the proposed architectural features meet the majority of applicable evaluation criteria as set out in the Site Plan and Integration Regulations Architectural Number 505-2005;

THAT, the Planning and Sustainable Development Department (SUDD) recommend approving the plan location and architectural integration, pursuant to By-law 505-2005, to build Phase 1 of the La Croisée project, as illustrated in the plans:

- "Plan d'implantation Phase 1" prepared by EXP Services Inc. dated 2015-03-06 and revised on 2018-11-14;
- "Plan de plantation Phase 1", prepared by EXP Services Inc. dated 2015-02-07 and revised on 2018-08-15

OBJECTIVES AND CRITERIA RELATING TO STREET OPENING PROJECTS

Règlement relatif aux PIIA numéro 505-2005

Table 24A

Location of buildings					
Objectifs		Critères d'évaluation	OUI	NON	N/A
1°	Design the subdivision according to the potentials and physical constraints	a) Does the subdivision highlight the vegetation, nature, sight and sunshine?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2°	Preserve, and add value to, the natural characteristics	a) Is the opening of new streets limited when the built frame is discontinuous?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is the number of streets encroaching on a space natural drainage minimized?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		c) Is the vegetation cover protected to the maximum in steep areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		d) Are the backfilled or deforested areas stabilized with plantation so as to avoid soil erosion?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		e) Does street design aim to limit embankment / excavation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3°	Preserve the characteristics of the natural land	a) Is the number of lots the depth of which is perpendicular to the slope line of the land is minimized?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		b) Are buildings built into the slope rather than elevated in steep areas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4°	Harmonize the plots to the topography	a) Is the subdivision made according to the constraints of soil stability?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		b) Are topographic features integrated to public recreation spaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5°	Integrate the green network to residential areas	a) Does recreational pathway development versatile components of the municipal parks system and green spaces and equipment of the environment of insertion is planned?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Are the parks and ramifications of the green network first planned in connection with more areas of high residential density?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Are certain service infrastructures integrated into the green network?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6°	Connect the road network to surrounding areas and respect the hierarchy of the public network	a) Is the importance and role of each of the streets are different?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Does street layout minimize traffic flow transit, except on collector streets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) The layout of the streets is integrated with the topography in avoiding straight lines?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		d) Are "T" intersections preferred in the case of local streets?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		e) Are pedestrian paths provided for in residential areas to facilitate access to transit stops?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7°	Adapt the uses to their locations	a) Is the concept of development developed around a theme common to all site, when dimensions allow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Are abrupt changes in density avoided, and is the use of open spaces as a buffer (pedestrian paths, parks) privileged to ensure transition when density changes?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Are commercial uses or communities grouped and located on the border an urban street or collector street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		d) Are the spaces reserved for schools are planned and reserved for this purpose?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		e) Are parks and green spaces located in a place that facilitates the accessibility of users likely to use it?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		f) Do residential uses form groupings where buildings are divided according to their density of land use and their volume	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Adapt the uses to their locations	g) Are the residential uses of stronger density occupy locations on larger streets or are clustered on a street local which gives easy access to the arterial streets urban or collector?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8°	Ensure a uniform template of construction	a) Is the uniformity of the dwelling typology of each side of a street insured?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Are height differences too pronounced between neighboring buildings are avoided so that one of them does not seem crushed by the volume of the other?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Are measures mitigating differences foreseen when buildings presenting significant volume differences occupy adjacent lands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		d) Are mitigation measures planned when buildings are intended to be occupied by uses likely to present cohabitation problems because of their proximity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		e) Does the diversity of models on the same street favored?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9°	Promote supervision optimal of the street and the visual perspectives interest	a) Are the main buildings located in to minimize the free spaces between buildings occupying neighboring lands?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is the orientation and location of buildings preserve, from the main public points observation, visual clearances on elements of interest in the surrounding built environment or natural landscape?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Is the location of the new buildings adapted to the layout model of the buildings of the immediate insertion environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		d) Is the monotony of street alignments avoided by the use of implantation offsets, joints in the facade or the fragmentation of roofs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		e) Are the openings on the main façade contributing to increased visual interest for those who are on the street?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10°	Promote comfort and energy saving	a) Is the sunshine of housing in any new building privileged?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Does the creation of shade zones on the neighboring locations and the effects of air turbulence at the main entrances to buildings are avoided in the case of high density projects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11°	Reduce pollution sound when residential buildings are implanted along highways	a) Is the noise level likely to be perceived in homes, especially in rooms where one sleeps, mitigated by the use of appropriate (separation distance between dwellings and motorway, orientation of buildings, location of openings, construction techniques, screens sound, embankment, noise barrier, etc.)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12°	Choose the types living of the road network, neighborhood equipment, sunshine, views and market immovable	a) Is a variety of dwelling types meeting various customer segments favored?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Does the leveling plan minimize the embankment / cuttings, ensuring a low amenity area slope adjacent to each dwelling unit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13°	Minimize street parking	a) Is each project served by a number enough parking spaces to serve its users?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is the number of parking spaces established by considering all the variables of the project and its environment (nature of the activities carried out, difficulty of arranging space because of physical constraints, area and shape of the land, availability of space in the immediate vicinity, presence a transit system, etc.)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14°	Limit the disadvantages linked to the presence of service	a) Are the loading and storage areas waste is located at a location that minimizes potential disadvantages for residences in proximity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Are the loading and storage areas waste is not visible from the street or surrounded an architectural wall or a vegetal screen	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

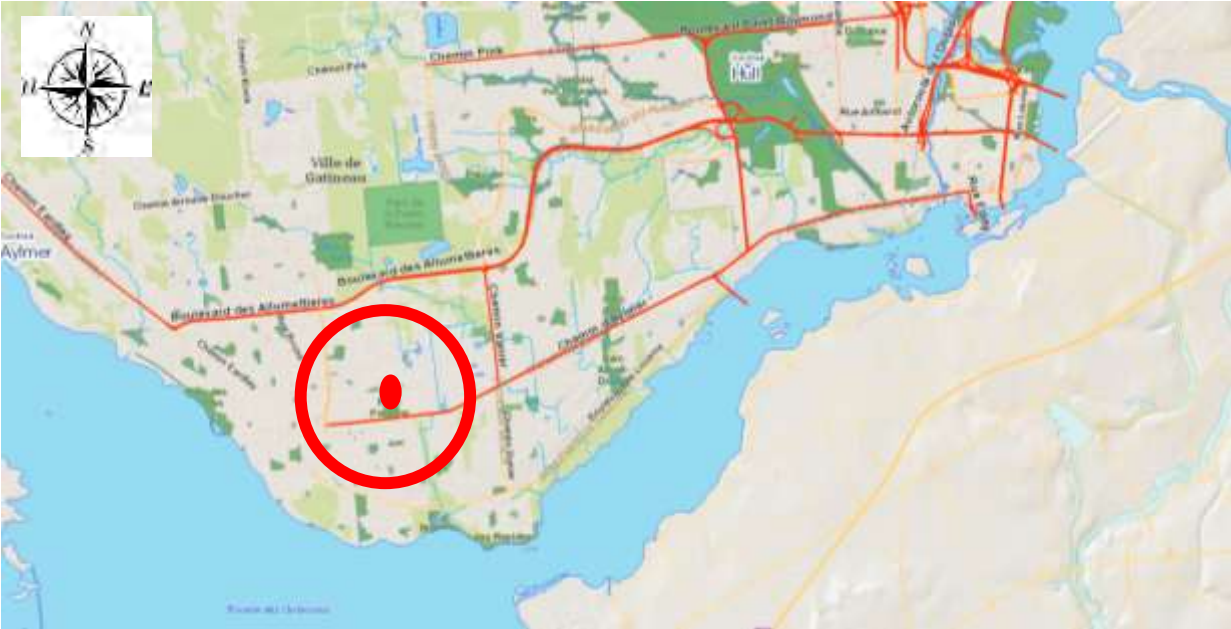
		c) Are the waste storage areas easily accessible to users, including loading trucks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Further Explanations: - Phase 1 of the project includes residential uses and a neighborhood park. On the east side is the green corridor. From the side west, isolated single-family residences are located along Samuel-Edey Street, in front of which we find residential homes. These uses do not present a problem of cohabitation (Annexe 4). -14a and b - The waste and recycling pens are surrounded by an opaque fence of 2.5 meters, in addition to being surrounded by planting conifers to screen neighboring residences, thus meeting the new regulations (Annexe 5).					
Important Notice The objectives and evaluation criteria presented in this table are taken from the Site Plan and Integration Regulations. Architectural Number 505-2005 or Number 505.1-2011 of the City of Gatineau. They have been summarized, popularized, and are published for information purposes. They do not replace the provisions contained in the official regulations.					



Table 24B

Architectural integration of construction					
Objectives		Evaluation Criteria	OUI	NON	N/A
1°	Ensure consistency visual and avoid the monotony in every project and sector development	a) Does the architecture of a building recall the features dominant in the area of integration and assimilates rhythm and proportions of openings, harmonization architectural details, roof shapes and the general volume of buildings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is the main façade of the building, by its exterior treatment and its architectural components, is highlighted and harmonizes with other facades of immediate insertion environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2°	Search for quality architecture	a) Are the façade plans split up, especially by the use of coating materials different or by the presence of withdrawals / projections?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is the slope of the roof quite pronounced in the case of a building with a sloped roof and whose facade dimensions are restricted (vertically and horizontally)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Is the use of a family of coating and an assortment of specific colors the whole project is planned, so as to contribute to creating a project-specific identification?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		d) Are durable coating materials and climate resistant are chosen?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		e) Are changes in materials from cladding on the facades are limited and coincide with an articulation of the building or the limit approximate of a floor?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		f) Are the entries underlined by adequate climate protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		g) Are all the visible façades of the street (or a building constituting a visual landmark) are treated with as much care as the main façade?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		h) Does the composition of the exterior walls and types of openings promote perceived outside noise reduction inside the housing?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Further explanation: - The models proposed in appendices, as well as the architectural characteristics proposed by the proponent in Annex 13, have been assessed and globally meet the evaluation objectives and criteria, in terms of architectural quality and general volumetry. - In addition, plans submitted by builders for the issuance of building permits will have to respect the architectural features proposed by the developer (Annex 13).					
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Table 24C

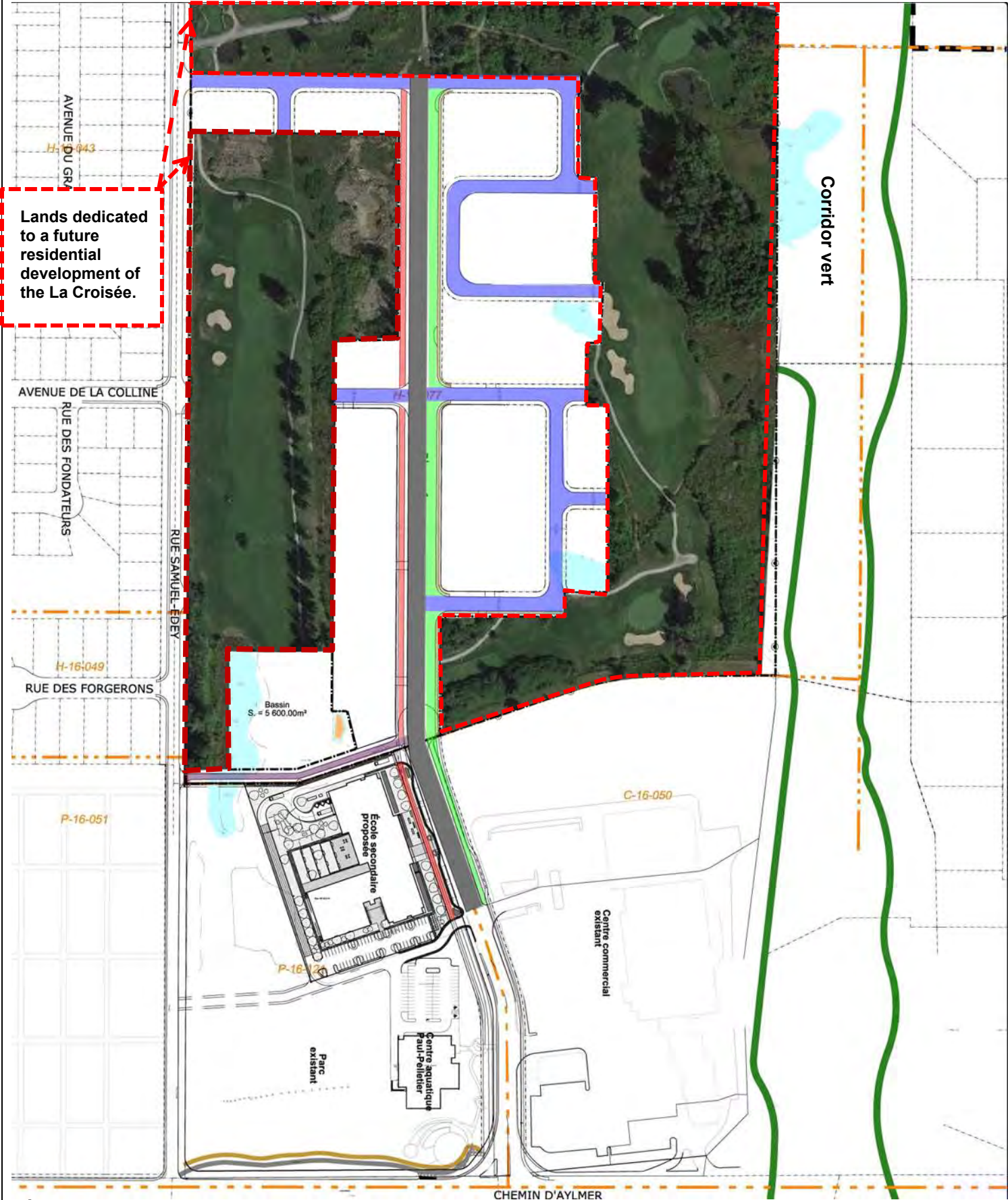
Landscaping Objectives					
Objectives		Evaluation Criteria	OUI	NON	N/A
1°	Optimize the presence of greenery and plantations	a) Is the safeguarding of trees privileged?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		b) Are the front yards of non-forested lands provide for planting trees and shrubs creating groves of a natural nature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Are gateways highlighted by buildings and landscaping?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		d) Are the free spaces in the courtyards subject to harmonious landscaping including various plants to which can be added complementary inert materials?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		e) Does the landscaping on the facade have more intensity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		f) Is indoor parking preferred to those outside for residential uses of medium and high density and for non residential?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2°	Include areas accreditation to projects six accommodations or rooms and more	a) Does the project have "zones"as outdoor amenity areas private or outdoor collective managed in function of the clientele served?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is the layout of the site designed to divide the private amenity area from that collective?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		c) Is the private amenity area located at a place of land that promotes its privacy?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3°	Mitigate impacts visuals due to the presence large areas of outside parking	a) Are the large parking lots dimensions are fragmented by the use of plantations, in particular at the head of islets and at the border main circulation aisles?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		b) Is a landscaped and landscaped strip of land shrubs delineates the parking lot on the edge of the terrain and prevents the passage of pedestrians, except prepared for this purpose (in some cases, a decorative wall could supply this band of landscaped land or be combined there)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Further Explanation: 1f - Parking spaces in all multi-dwelling buildings, mostly in two residential projects integrated, are located in backyard and their access is from secondary streets. Access walkway for the residential project integrated into the project entrance on the east side of Fraser Road provides vehicular service for emergency vehicles (Annexe 5). The number of parking spaces meets the minimum requirements of the regulations in force. The project proposes the planting of 418 trees (173 hardwoods and 245 conifers) of a wide variety (7) of species. Fraser Road, it alone, is bordered on both sides of nearly 50 trees while its medians accommodate 40 trees. Tree plantations are planned between the parking areas of integrated residential projects and adjacent residential buildings. The choice of species is well distributed on private land along the vehicular network, avoiding visual monotony while ensuring keeping trees in case of illness. Finally, the amenity areas for integrated residential projects (IRP) meet more than twice the minimum requirements of the regulations in force, ie 53.86 m 2 / log. for the PRI1 and 51.90 m 2 / log. for PR2 while the regulations require a minimum of 20 m 2 / log. (Annex 5)					
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-  Projet domiciliaire «Domaine du Golf – La Croisée»
-  Partie du projet déjà réalisée

Location map and overall plan 1989

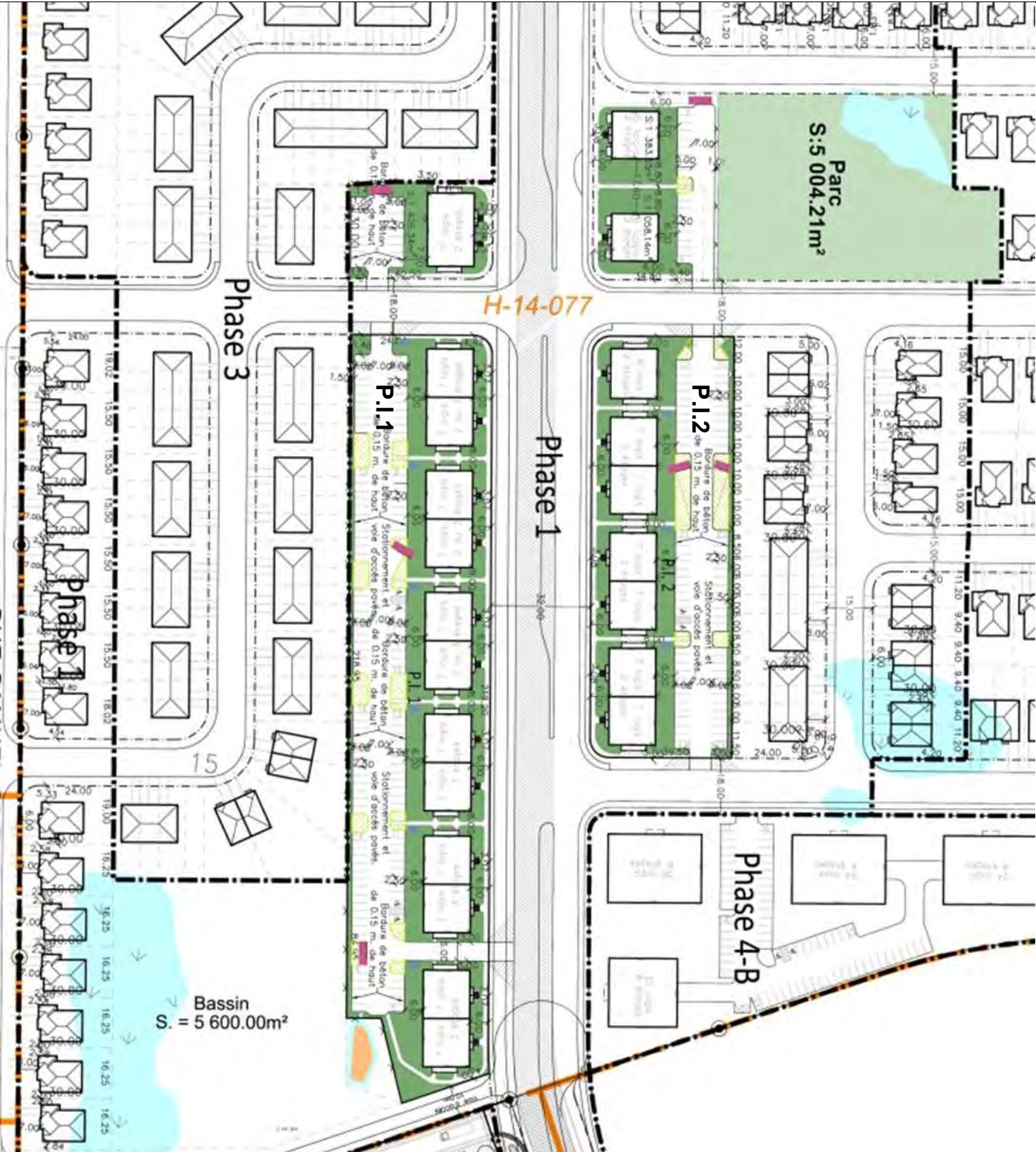
Zoning plan and aerial view of Phase 1
Phase 1 of the La Croisée project



LÉGENDE

- 2-lane Fraser Road Extension
- Additional hold for Fraser Road (pending final configuration)
- Local streets bifurcating from Fraser Road
- Multifunctional track of 4 m (location for information only)
- Sidewalk 1.8 m (location for information only)
- Temporary access road for STO buses serving the school

PIIA - to extend Fraser Road and its forks into local streets
approuvé par le conseil municipal le 12 juin 2018
Phase 1 du projet « La Croisée »



Légende

- Emprise de rue
- Limite de lot
- Limite de phase
- Limite de zonage actuel
- Limite du corridor vert
- Milieu humide isolé
- Eclairage sur bâtiment des aires de stationnement
- Supports pour vélos
- Clôture opaque entourant les enclos à déchets et recyclage (hauteur de 2.5m)
- Aires d'agrément

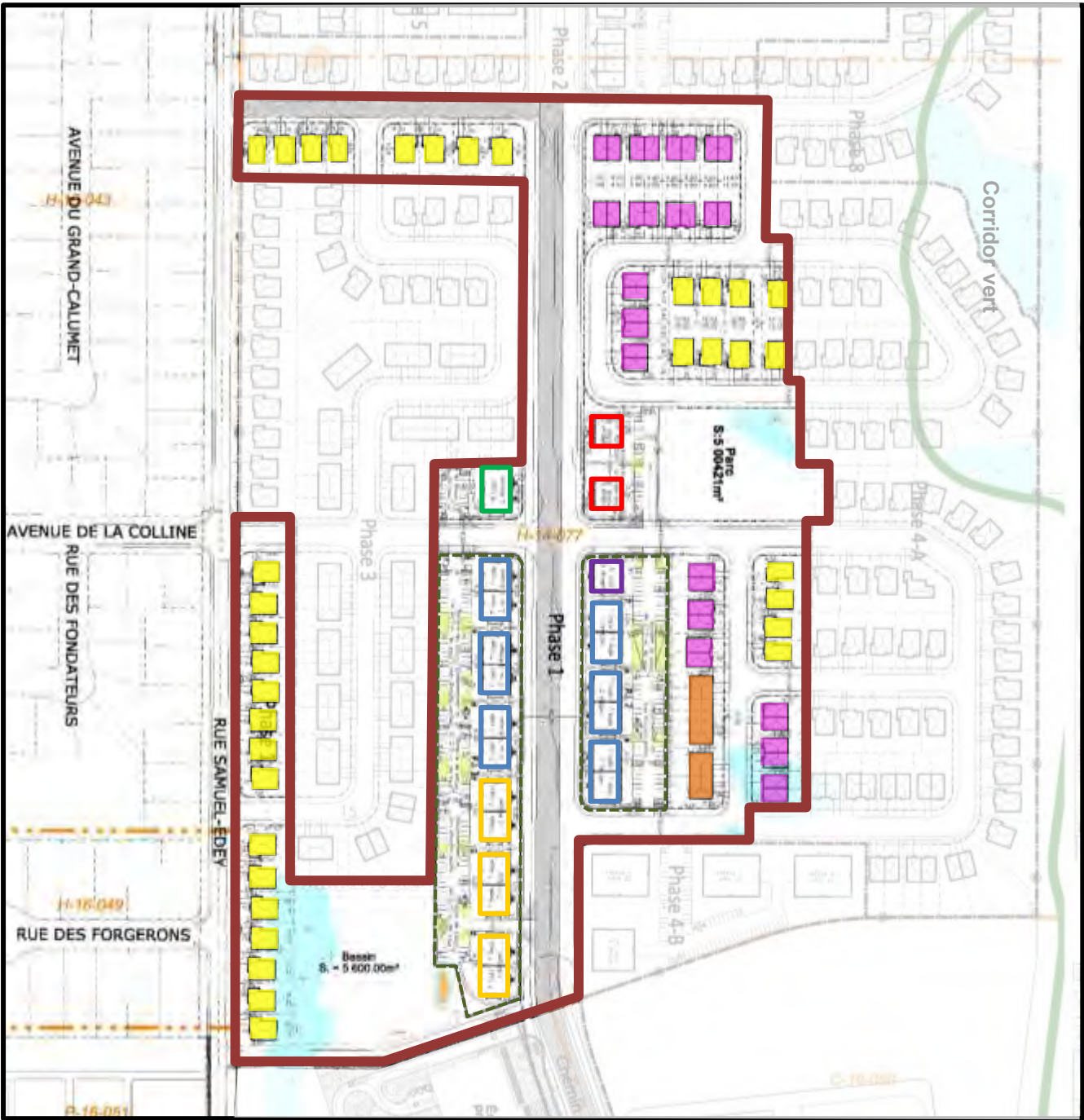
Statistiques projet intégré P.I.1:

Nombre de logis:	84
Cases de stationnement:	126
Cases / logis:	1.5
Supports pour vélo:	42
Superficie du terrain:	10 666.42m²
Aire d'agrément:	53.86m² / log (min. 20 m²/log)
Aire gazonnée dans l'espace de stationnement:	13.75%

Statistiques projet intégré P.I.2:

Nombre de logis:	50
Cases de stationnement:	75
Cases / logis:	1.5
Supports pour vélo:	25
Superficie du terrain:	6 127.05m²
Aire d'agrément:	51.90m² / log (min. 20 m²/log)
Aire gazonnée dans l'espace de stationnement:	18.14%

Details of multi-unit developments
Phase 1 du projet « La Croisée »



Légende

35 log

Single family detached/2 floors

34 log

Single family semi-detached/2 floors

10 log

Single family contiguous/2 floors

42 log

7 semi-detached units/3 floors

Integrated residential project

84 log

7 semi-detached homes / 2floors

8 log

8 isolated dwellings / 2 floors

11 log

11 logements isolés/2 étages

12 log

6 logements isolés/2 étages

Building typology plan
Phase 1 du projet « La Croisée »

Modèles à toit en pente



Modèle à toits en pente et plat



Les modèles sont à titre indicatif, les élévations finales seront présentées pour l’émission des permis de construire et devront respecter les normes en vigueur ainsi que le gabarit et la qualité architecturale des bâtiments illustrés dans ce document. Le demandeur de permis s’engage à soumettre des élévations finales qui répondront aux caractéristiques architecturales proposées par le promoteur et inscrites à l’annexe 13.

Modèle à toit en pente

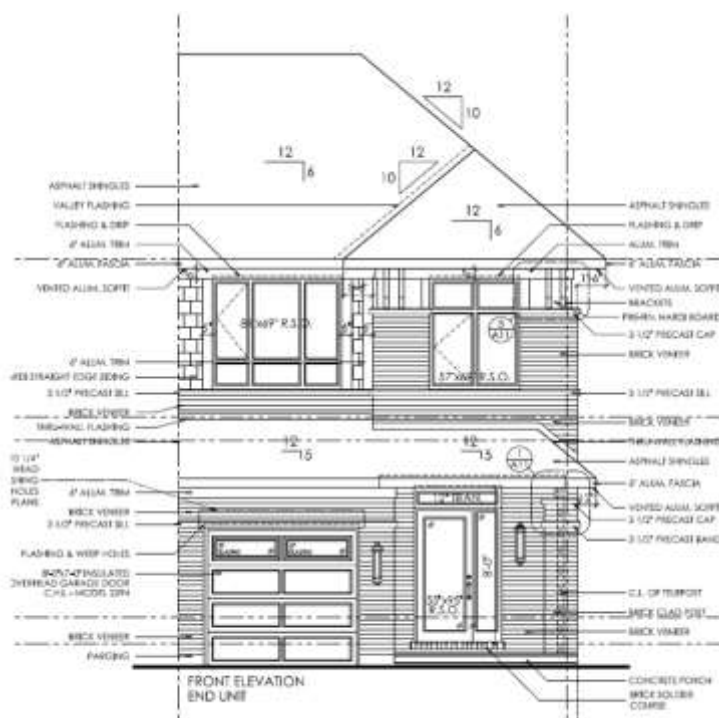


Modèle à toit plat

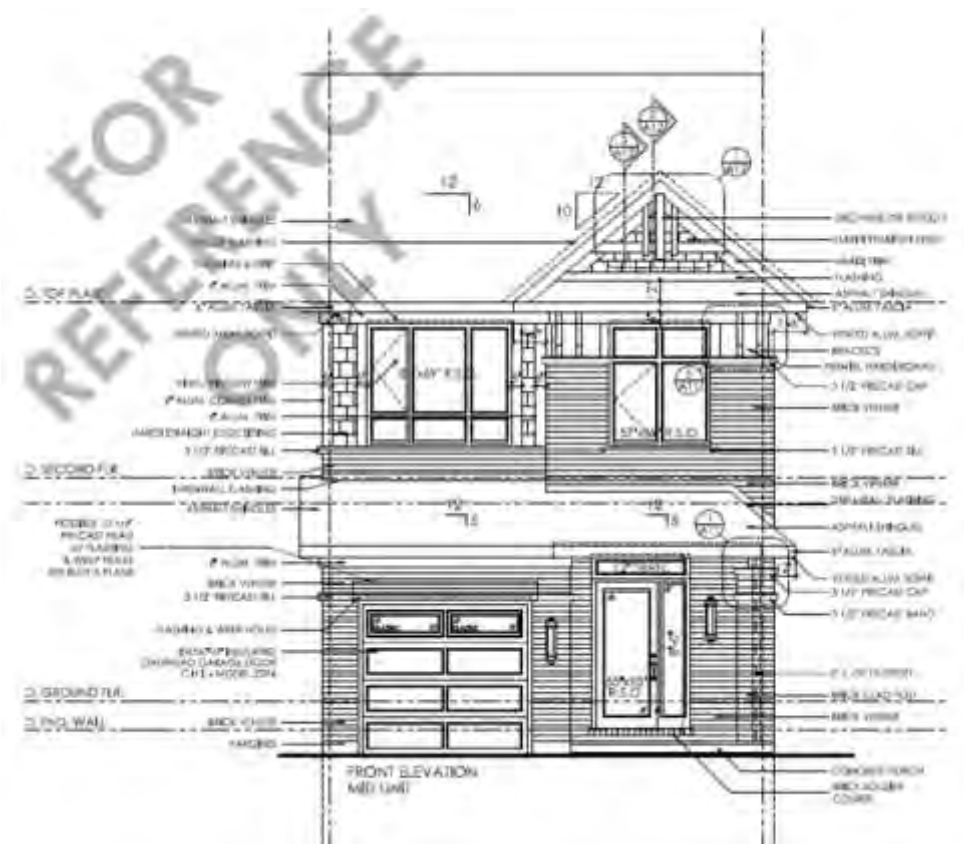


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Modèle à toit en pente



Unité de coin



Unité central

The models are for information only, the final elevations will be presented for the issuance of building permits and will have to respect the standards in force as well as the template and the architectural quality of the buildings illustrated in this document. The licensee undertakes to submit final elevations that will meet the architectural specifications proposed by the proponent and listed in Annex 13.

Modèles à toits en pente



The models are for information only, the final elevations will be presented for the issuance of building permits and will have to respect the standards in force as well as the template and the architectural quality of the buildings illustrated in this document. The licensee undertakes to submit final elevations that will meet the architectural specifications proposed by the proponent and listed in Annex 13.

Modèles multi-logements
Phase 1 du projet « La Croisée »

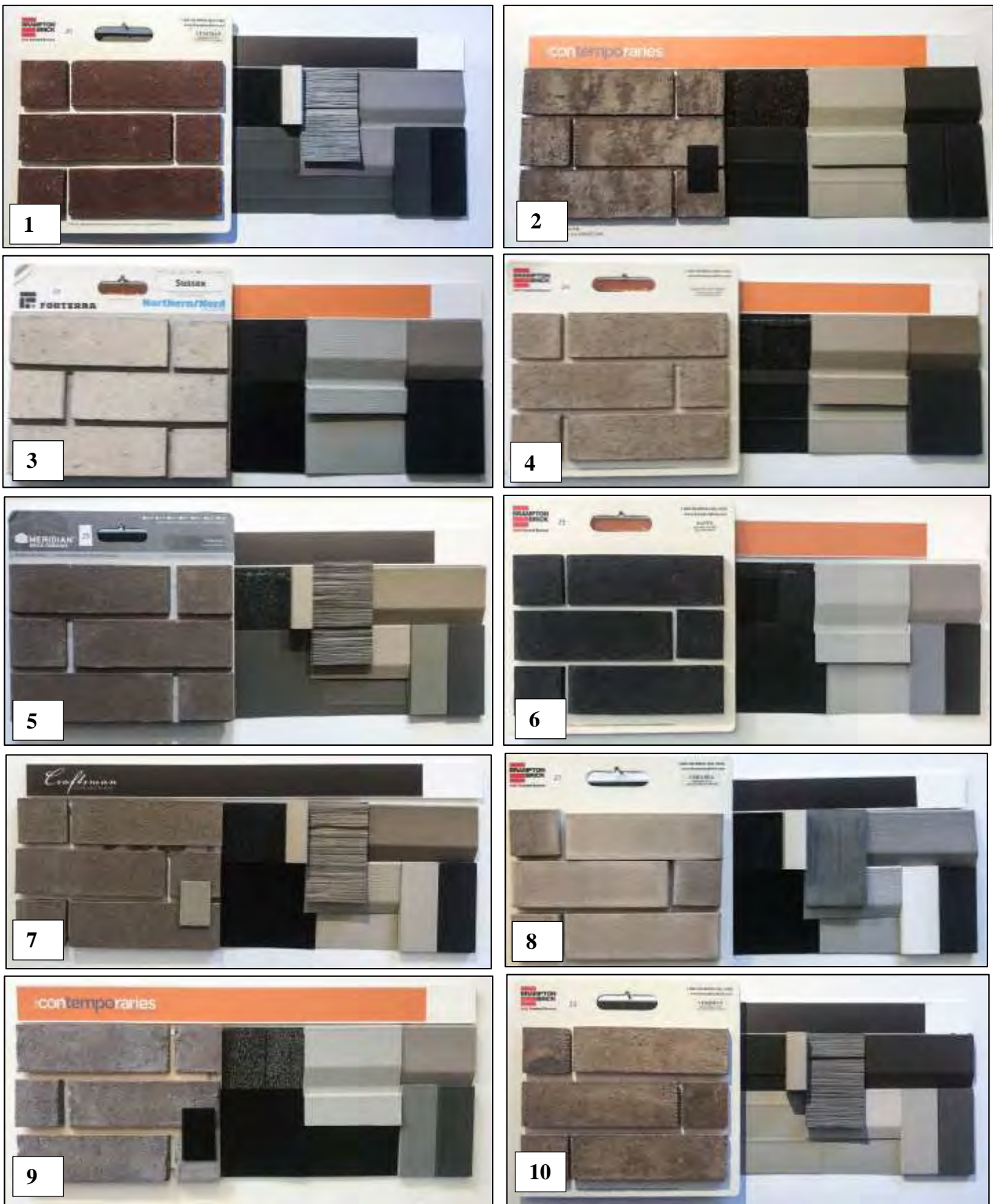


Façade avant



Façade latérale

The models are for information only, the final elevations will be presented for the issuance of building permits and will have to respect the standards in force as well as the template and the architectural quality of the buildings illustrated in this document. The licensee undertakes to submit final elevations that will meet the architectural specifications proposed by the proponent and listed in Annex 13.



Le promoteur propose 10 ensembles de matériaux et couleurs neutres.

Un agencement minimal de 2 ou 3 matériaux de revêtement est exigé au constructeur.

Les matériaux sont : brique avec mortier, pierre, déclin de bois aggloméré et utilisation modérée du fibrociment, du revêtement de vinyle, de crépi de ciment et d'acrylique.

Couleurs et matériaux de revêtements
Phase 1 du projet « La Croisée »

Architectural Features		
	Single Family Homes	Multi-family Homes
Template and Volume	<ul style="list-style-type: none">Variation in volumetry and height of buildings for the same typology;Two-storey height for juxtaposed buildings at a park	<ul style="list-style-type: none">Variation in volumetry and height of buildings;Two-storey height for juxtaposed buildings at a park;Minimum height of three floors at the project entrance of phase 1.
Architectural Details	<ul style="list-style-type: none">Slope and advanced roof set supported by a variation of materials and roof friezes;More pronounced eaves, supported by cornices to counter the sun's rays;Skylights, fireplaces and fans (dome);Treatment of fenestrations vertically;Abundance of windows in front and in the south direction;Privilege window transoms above doors;Accentuation of openings (windows, doors) by ornamentation (moldings, brick borders);Minimize the appearance of the visible foundation from the street.	<ul style="list-style-type: none">Concealing mechanical equipment on the roof;Treatment of fenestrations vertically;Treatment of fenestrations on the ground floor different from the one on the floors;Abundance of windows in front and in the south directionMarking of the main entrance by a porch, gallery, steps;Minimize the appearance of the foundation.
Roof*	<ul style="list-style-type: none">Roof with 2 or 4 slopes or flat roof;Minimum roof slope 4/12. <p><i>The choice of slopes of buildings must ensure a transition homogeneous volumetric mass between buildings so as not to not create significant differences in the size of the buildings.</i></p>	<ul style="list-style-type: none">Roof with 2 or 4 slopes or flat roof;Set of slopes and advanced roof;Flat and sloping roof combination;Attic flat roof. <p><i>The choice of slopes of buildings must ensure a transition homogeneous volumetric mass between buildings so as not to not create significant differences in the size of the buildings.</i></p>
Materials and colours	<ul style="list-style-type: none">Neutral roof colors;Fascias and soffits of wood, aluminum or steel;Variation of models for the same typology in terms of colors and materials;Marking of the entrance and garage door by their style and by their color;Horizontal treatment by inserting advanced roof, porch and by arrangement and treatment with different materials;Vertical or horizontal treatment of decline with wood and textured panels;Arrangement of 2 or 3 coating materials: Use of brick with mortar, stone, wood decline chipboard, wood decline, cedar shingle and moderate use of fiber cement and cement and acrylic plaster coatings;Neutral color materials (see chart);Moderate diversity of colors;Marking of the ground floor by a porch, a balustrade, bay window or awning.Architectural treatment of side façades on street and park, like a front facade.	<ul style="list-style-type: none">Neutral roof colors;Differentiation of the ground floor and floors by the choice of coating materials and by the location and size of windows to have interesting vision from street;Horizontal treatment by inserting advanced roof, porch and arrangement/treatment of different materials;Vertical or horizontal treatment of the decline coating;Arrangement of 2 or 3 coating materials: Use of brick with mortar, stone, wood decline agglomerate and moderate use of fiber cement, vinyl, cement plaster and acrylic coatingArrangement of 2 or 3 colors of materials low contrast colors.Architectural treatment of side façades on street and on park, like a front facade.
Eco-responsible Measures	<ul style="list-style-type: none">Promote the recovery of passive energy by the recovery of thermal energy (south window);Favor a steeper roof slope on the south side to capture thermal energy via panels solar;Covered porch on the ground floor to emphasize and mark the front door and allow protection climate.	<ul style="list-style-type: none">Promote the recovery of passive energy by the recovery of thermal energy (south window);Favor a steeper roof slope on the south side to capture thermal energy via panels solar;Covered porch on the ground floor to emphasize and mark the front door and allow protection climate;Roof above the galleries for each dwelling to counter the sun's ray

Architectural features proposed by the developer and enhanced by the SUDD
Phase 1 du projet « La Croisée »