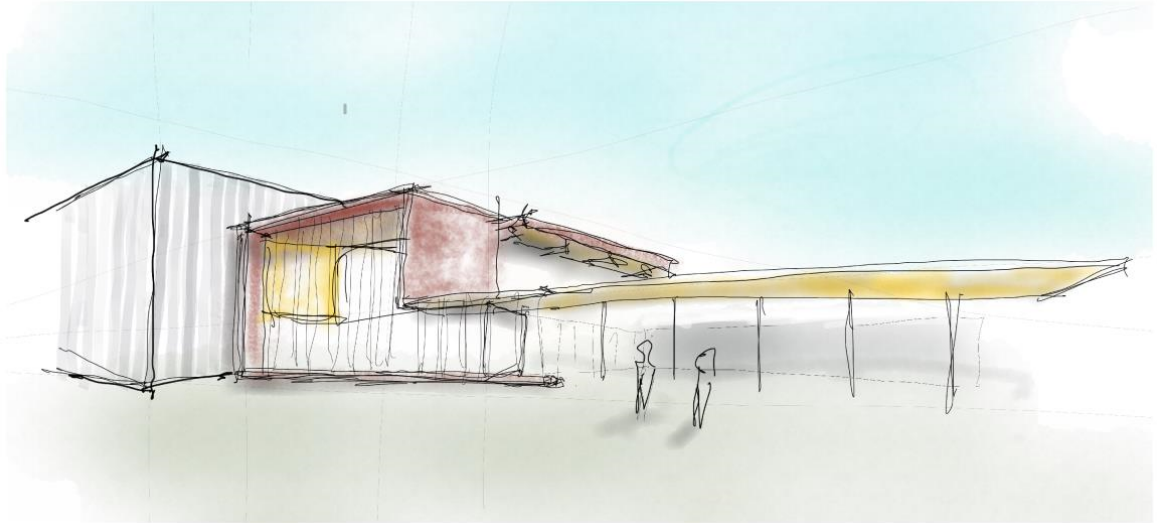




# Orléans Health Hub (OHH) Project

Ottawa, Ontario



## Planning Rationale

for Site Plan Control Application

Prepared for:

### Hôpital Montfort

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# 1.0 Introduction

## 1.1 Design Objectives

The Orléans Health Hub (OHH) is designed as a state of the art facility that will define a new paradigm in the delivery of health services. The project aims to transform the way clients, families and staff experience the health care system in the region. The program brings together seven (7) partners into a single location to foster integration, develop service oriented synergies and maximize patient and caregiver convenience. Feedback from caregivers and the community has noted a desire to create a community based client-centered space that feels less institutional than a typical hospital.

Key design objectives include creating an environment that:

- Fosters sustained partnerships among health and community care providers to improve capacity and access to the healthcare system.
- Encourages and supports the delivery of coordinated, seamless, high quality services
- Positively transforms the client experience in the healthcare system
- Promotes and empowers clients to proactively manage their health and well-being.

Key strategies in translating the design objectives into the buildings concept include:

- The development of a building that is balanced in form, massing and detail that creates a civic presence in the community
- The use of transparent and warm materials in public areas to create a welcoming and de-institutionalized feel to the facility – offering vistas into the building to demonstrate the active interior environment to the community as well as a visual connection to the outdoors from within to promote access to daylight and a re-naturalized environment.
- The creation of a clear centralized public space within the facility that offers minimal decision points as clients navigate the space to reach each service as they are brought together in one building while offering complimentary seasonal services and educational opportunities that promote wellness.
- Integration into the site with outdoor landscape amenities that extend and support wellness programs beyond the walls of the facility and into the adjacent community

HDR Architecture Associates Inc. will be acting on behalf of Santé Montfort and is submitting the following Planning Rationale to support the Site Plan Control Application for the new Orléans Health Hub project, located at 2225 Mer Bleue Road in Orléans, Ontario. The purpose of this report is to compare the proposed new development with the current City of Ottawa planning and regulatory policies, in order to illustrate the Orléans Health Hub project's compatibility with not only the immediately adjacent existing developments, but with the surrounding community as a whole.

## **1.0 Introduction**

### **1.2 Supporting Material**

Enclosed as part of the overall submission are the following plans and studies to support the Site Plan Control Application:

#### **Drawings**

- Fifteen (15) copies of the Site Plan, prepared by HDR Architecture Associates Inc. (Ottawa, ON.)
- Fifteen (15) copies of the Landscape Plan, prepared by Vertechs Design Landscape Architects (Toronto, ON.)
- Fifteen (15) copies of the Grade Control & Drainage Plan, prepared by exp. Services Inc. (Ottawa, ON.)
- Fifteen (15) copies of the Site Servicing Plan, prepared by EXP Services Inc. (Ottawa, ON.)
- Fifteen (15) copies of the Survey Plan, prepared by Stantec Geomatics Ltd. (Ottawa, ON.)
- Three (3) sets of Building Elevations, prepared by HDR Architecture Associates Inc. (Ottawa, ON.)
- Fifteen (15) copies of the Concept Plan for Phase 1 (OHH) and future Phase 2, prepared by HDR Architecture Associates Inc. (Ottawa, ON.)

#### **Reports**

- Six (6) copies of the Transportation Impact Study, prepared by HDR (Toronto, ON.)
- Three (3) copies of the Storm Water Management Report, prepared by EXP Services Inc. (Ottawa, ON.)  
(Note: The Erosion & Sediment Control Plan is contained within the SWM Report)
- Three (3) copies of the Geotechnical Study, prepared by EXP Services Inc. (Ottawa, ON.)
- Three (3) copies of the Noise Study, prepared by Veneklasen Associates (Toronto, ON.)
- Three (3) copies of the Phase 1 Environmental Site Assessment, prepared by EXP Services Inc. (Ottawa, ON.)
- Three (3) copies of the Phase 2 Environmental Site Assessment, prepared by EXP Services Inc. (Ottawa, ON.)
- Three (3) copies of the Tree Conservation Report, prepared by EXP Services Inc. (Ottawa, ON.)
- Three (3) copies of the Environmental Impact Statement, prepared by EXP Services Inc. (Ottawa, ON.)

## 2.0 Existing Site Context

### 2.1 Site Location

The municipal address of the subject property chosen for the new Orléans Health Hub (OHH) is 2225 Mer Bleue Road in Orléans, and is located at the new round-about intersection created at the juncture of Mer Bleue Road and Brian Coburn Boulevard. Currently there are no existing structures or development located on the site.



Figure 1: Existing Site and Surrounding Area



## 2.0 Existing Site Context

### 2.2 Community Context

The surrounding properties to the North, West and South of the site are largely undeveloped or under-developed open lands, with the Eastern boundaries defined by an existing residential development comprised mainly of detached homes and a small portion of stacked townhomes.

The designated land uses surrounding the subject property are as follows:

**North:** There is a DR – Development Reserve Zone forming the majority of the Northern Boundary, with a small portion of MC – Mixed-Use Centre Zone being located at the Northwest corner of the property.

**South:** There is an MC – Mixed-Use Centre Zone bordering part of the Southern property line, with a combination of DR – Development Reserve Zoning and R3YY – Residential Third Density Zone located on the opposite side of Brian Coburn Boulevard.

**East:** There is a combination of R4A – Residential Fourth Density and R5Z – Residential Fifth Density Zones that form the property boundary.

**West:** Across Mer Bleue Road, the property is classified as a DR – Development Reserve Zone.

#### Contextual Images

The following are contextual images of the site that indicate the current surrounding developments (courtesy of Google Maps).



Figure 2: Aerial Perspective

## 2.0 Existing Site Context



Figure 3: View from Southwest Corner (at new Round-about)



Figure 4: View from South (along Brian Coburn Blvd.)



## 2.0 Existing Site Context



Figure 5: View from Southeast (along Brian Coburn Blvd.)

## 2.0 Existing Site Context

### 2.3 Local Roads and Public Transit

#### *Road Network*

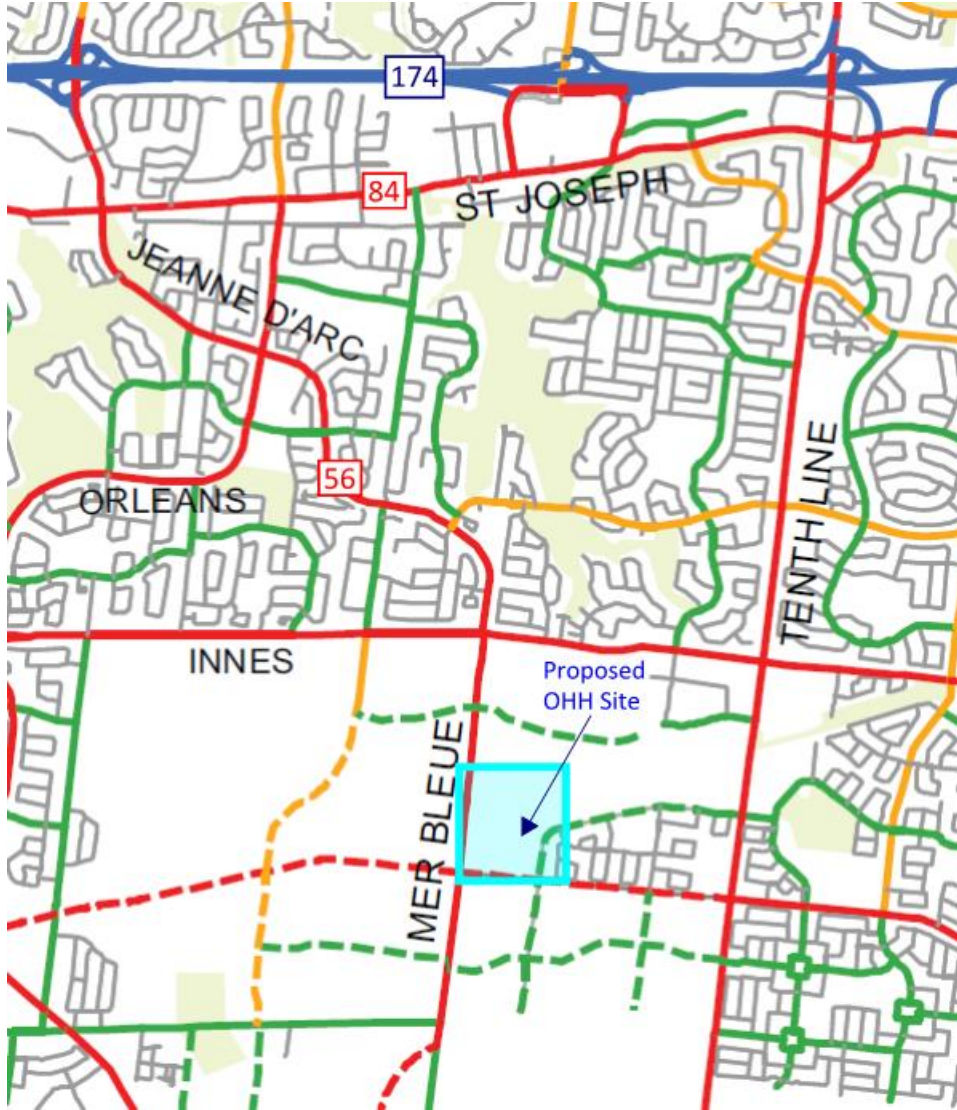


Figure 6: Portion of Official Plan - Schedule E: Urban Road Network, City of Ottawa

The site is serviced primarily by two arterial roads, namely Mer Bleue Road and Brian Coburn Boulevard. With the North – South Mer Bleue Road being a divided four lane corridor (two lanes North, two lanes South), potential clients and visitors to the OHH that are traveling Southbound will be able to access the main parking entrance off of the North Mer Bleue Road via the round-about intersection at Brian Coburn Boulevard. Similarly, Brian Coburn Boulevard is a two lane East – West road which will provide the main access point for the material supplies for the new facility, and will also incorporate the round-about intersection for service vehicles traveling North – South along Mer Bleue Road.



## 2.0 Existing Site Context

To the North and East of the subject property are Innes Road and Tenth Line Road, respectively. Once past Innes Road, Mer Bleue Road turns into Jeanne D'Arc Boulevard, and like Tenth Line Road, it provides direct access to the 174 Highway. This relatively direct connection of arterial roads around the site to the main highway is very beneficial for both visitors, clients, and service providers for accessing the new OrLéans Health Hub (OHH).

Please refer to Figure 6 for further information related to the surrounding road network.

### Public Transit Network

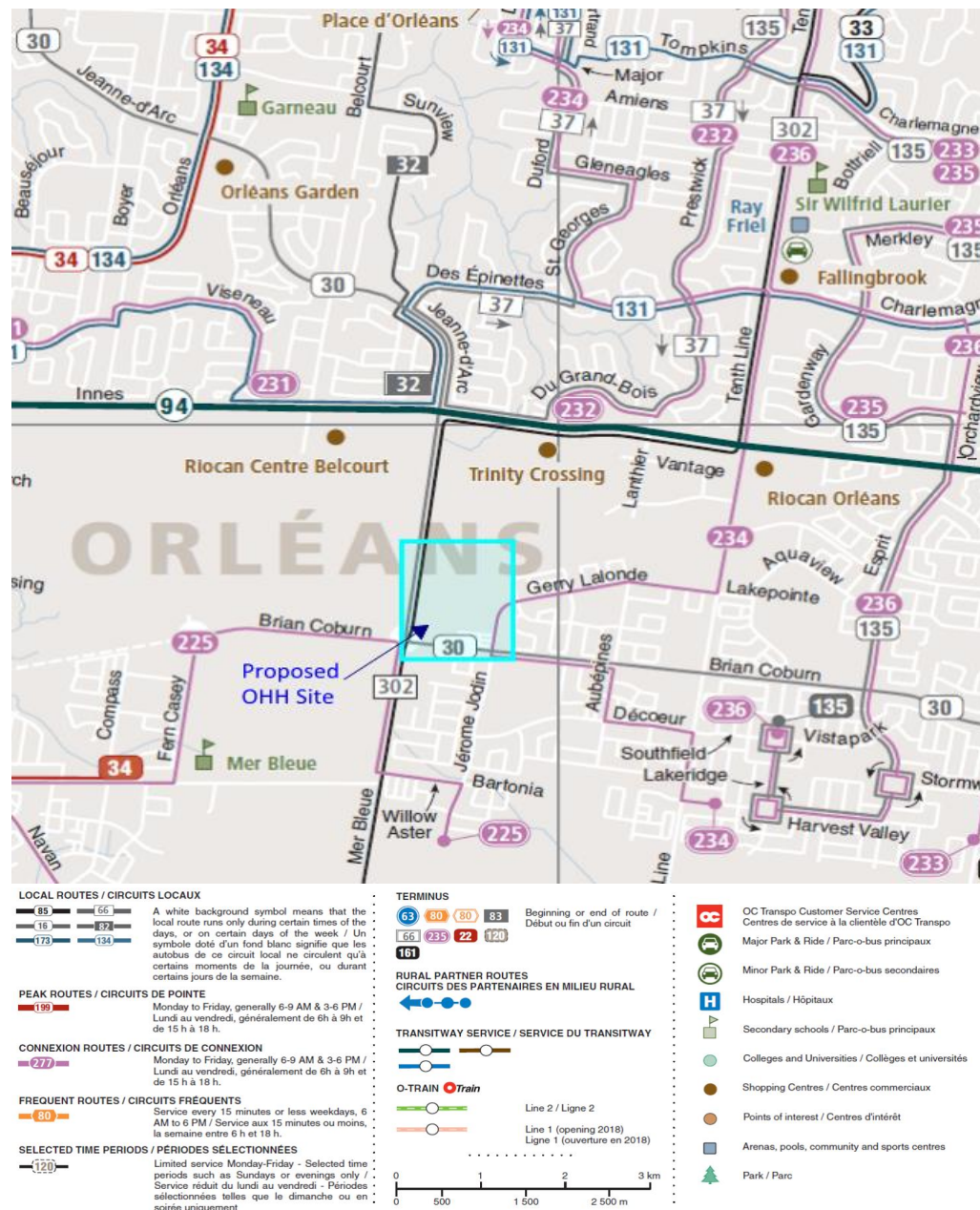


Figure 7: Portion of current OC Transpo System Route Map

## 2.0 Existing Site Context

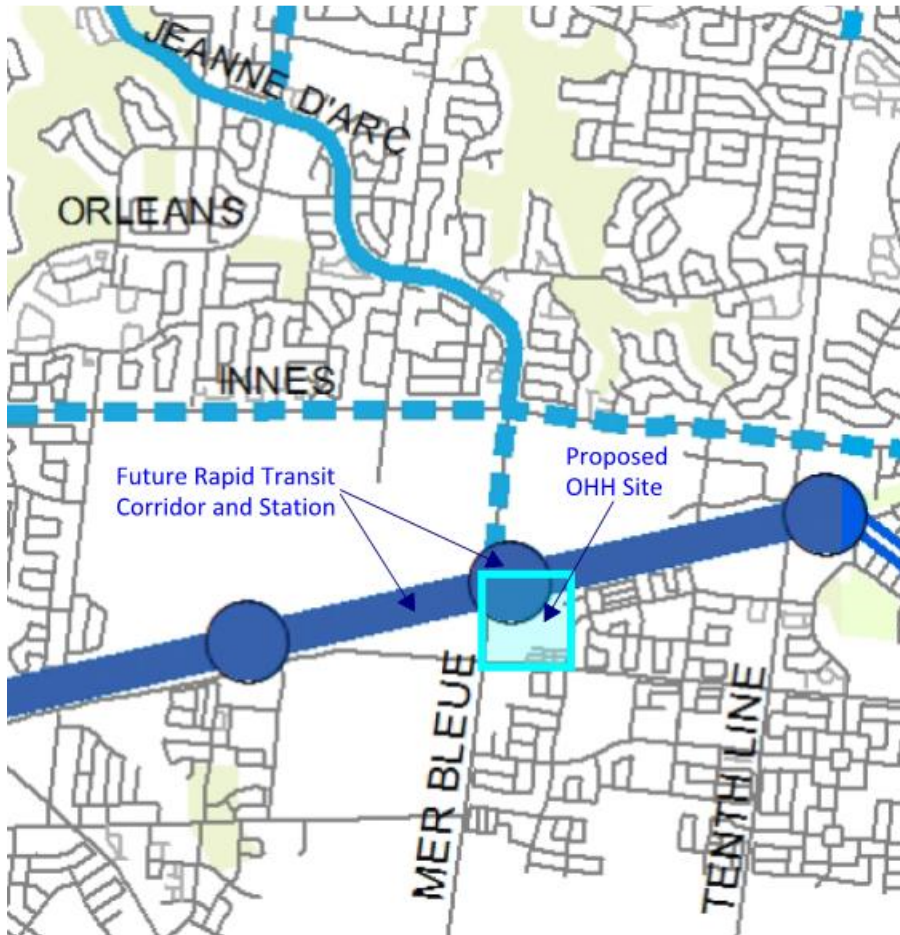


Figure 8: Portion of Official Plan - Schedule D: Rapid Transit and Transit Priority Network, City of Ottawa

The existing transit services which currently surround the proposed Orléans Health Hub (OHH) property is a mixture of Local and Connexion routes which run on both Mer Bleue Road and Brian Coburn Boulevard. These adjacent routes also run parallel or cross the main Route 94 along Innes Road to the North, which provides expanded access in the Orléans community to the site (Figure 7).

Beyond the current transit system, the new facility will benefit from an additional means of access when the future Bus Rapid Transit (BRT) line is constructed immediately North of the property, adding an even more direct connection to its community services for both clients and staff (Figure 8).

The City of Ottawa Official Plan has a citywide target for modal split of 30% for transit. The Mer Bleue CDP is designed to accommodate transit as an integral part of community development. Walking distance to bus stops should not exceed 400 metres, while separation distance between local stops along the collectors should be no more than 200 to 250 metres.

## 2.0 Existing Site Context

### 2.4 Service/Catchment Area

#### Population and Geography of the Catchment Area

The OFHH will serve a catchment population of about 165,000 people living in the Greater Orléans catchment area. The area is bordered to the East by Canaan Road and to the West by the Greenbelt (Eastern most portion of the Rockliffe parkway) and includes the following communities:

- Orléans (Convent Glen, Orléans East and South) K1C K1E
- Blackburn Hamlet K1B
- Cumberland K4C
- Navan K4B
- Sarsfield K0A
- Notre-Dame-des-Champs Included in other FSA
- Vars K0A
- French Hill K4B
- Bearbrook K1B
- Leonard Included in other FSA

Other communities that will be served by the OFHH based on access/distance are:

- Rockland (K4K) (pop. 20,800)
- Casselman (K0A) (pop. 3,300)

The catchment area is similar to the Ottawa East Community of Care boundaries, (one of the Champlain LHIN planning areas), except Greater Orléans catchment

- excludes Vanier, Overbrook, North East Ottawa and South East Ottawa, Cyrville, Riverview/Hawthorne and Beaconsfield.
- includes Rockland (except for FHT) and Casselman: the entire territory moving East towards Orléans should be included (Bourget, Embrun, etc.).

The catchment areas for OFHH have been defined based on drive times and detailed emergency department market share patterns for area hospitals. Drivetimes were used as a proxy for service access, since the intention is to improve access to ambulatory services that are now delivered in hospital centres. The nearest hospital to the Orléans community is 10.5 kilometers distant from Orléans. Drive time is also a useful indicator from a clinical service perspective since a significant number of providers at the new OFHH will also be working at other hospital centres and service locations. The following drive measures were used

Catchment Area	Zone	Drive Time Minutes	Population 2011 Approx.
Primary	1	15	120,000
Secondary	2	16 to 30	10,000
	3	31 to 60	35,000

## **2.0 Existing Site Context**

While most of Orleans is within a 15 – 20 minute drive of an acute care hospital, parts of the secondary catchment (e.g. Clarence-Rockland and Casselman) are more than 30 minutes away.



## 3.0 Proposed Development

### 3.1 Montfort Planning Committee

As part of the extensive Schematic Design and Design Development Phases that featured multiple User-based events and City of Ottawa Planning Department staff consultations, the following recommendations were reviewed and generally accepted by the Montfort Planning Committee to form the basis of the current new OHH design:

#### 1) Site Considerations

- a. Parking should be minimized as seen from the street as per Municipal recommendations, The Main entrance and drop off area should feature prominently from both streets if possible.
- b. The building should fit into the planning context of the adjacent existing residential to the east.
- c. Access to/through the new facility should align with adjacent points of access (i.e. East Pedestrian Easement), for ease of wayfinding and to encourage pedestrian connections with the neighborhood.
- d. Entrances should be designed and designated to accommodate various types of access (i.e. pedestrian, vehicular, taxi, ride-sharing, OC Transpo) in an organized manner to minimize queuing and offer areas for waiting within with direct visibility to the loading areas.
- e. A secondary entrance should be developed that allows for convenient pedestrian access from the primary parking area.
- f. Parking areas, while set away from the main street frontage, should be as proximal to the building as possible to minimize internal vehicular cross traffic (i.e. pedestrians having to cross major internal streets on the site)
- g. Pedestrian access should be clear and convenient and well landscaped from both the existing transit bus stop on Mer Bleue Road and the future transit hub.
- h. Loading/Service should not be visible from Mer Bleue Road or Brian Coburn Boulevard where possible.
- i. Landscaping should be developed in such a manner that provides optimal outdoor therapy and amenity spaces aligned with complimentary interior programs as well as general access to the outdoors.
- j. Highly developed landscaped areas should not be in the general locations designated for future expansion
- k. Future expansion should be developed in at least two main areas/directions relative to the current programs and layout.

#### 2) Planning Considerations

- a. A central main area for Welcoming/Reception and overall public building functions would be highly recommended for a building of this scale.
- b. A secondary entrance (located adjacent to Active Rehabilitation and the Geriatric Programs) should be designed to accommodate pedestrian access from the general parking areas.
- c. Secondary corridors through public space should be minimized to allow for ease of wayfinding for all programs
- d. Consideration should be given to accommodating after-hours access to key programs in a manner that allows for the remaining building to be secured. Examples include Diagnostic Imaging, access to community rooms/spaces
- e. All programs should have access to natural light and proximal access to outdoor amenity spaces where possible
- f. Visitor/patient access should be prioritized over the movement of goods and services throughout a building of this scale and relatively low acuity

## 3.0 Proposed Development

### 3) Building Design Considerations

- The building should consolidate similar scales/heights of space where possible to allow for clarity of design as well as constructability and efficiency.
- Developing double height spaces that are visible from the corner of Mer Bleue Road and Brian Coburn Boulevard would create a sense of civic scale for the facility in keeping with requests from the Municipality
- Covered extensions at drop of areas are recommended along with arrival gardens to allow for areas of respite and outdoor waiting when possible
- The building should be well integrated with landscape areas that allow for natural light and views to the interior of the public spaces of the building where possible

### 3.2 Building Location & Orientation

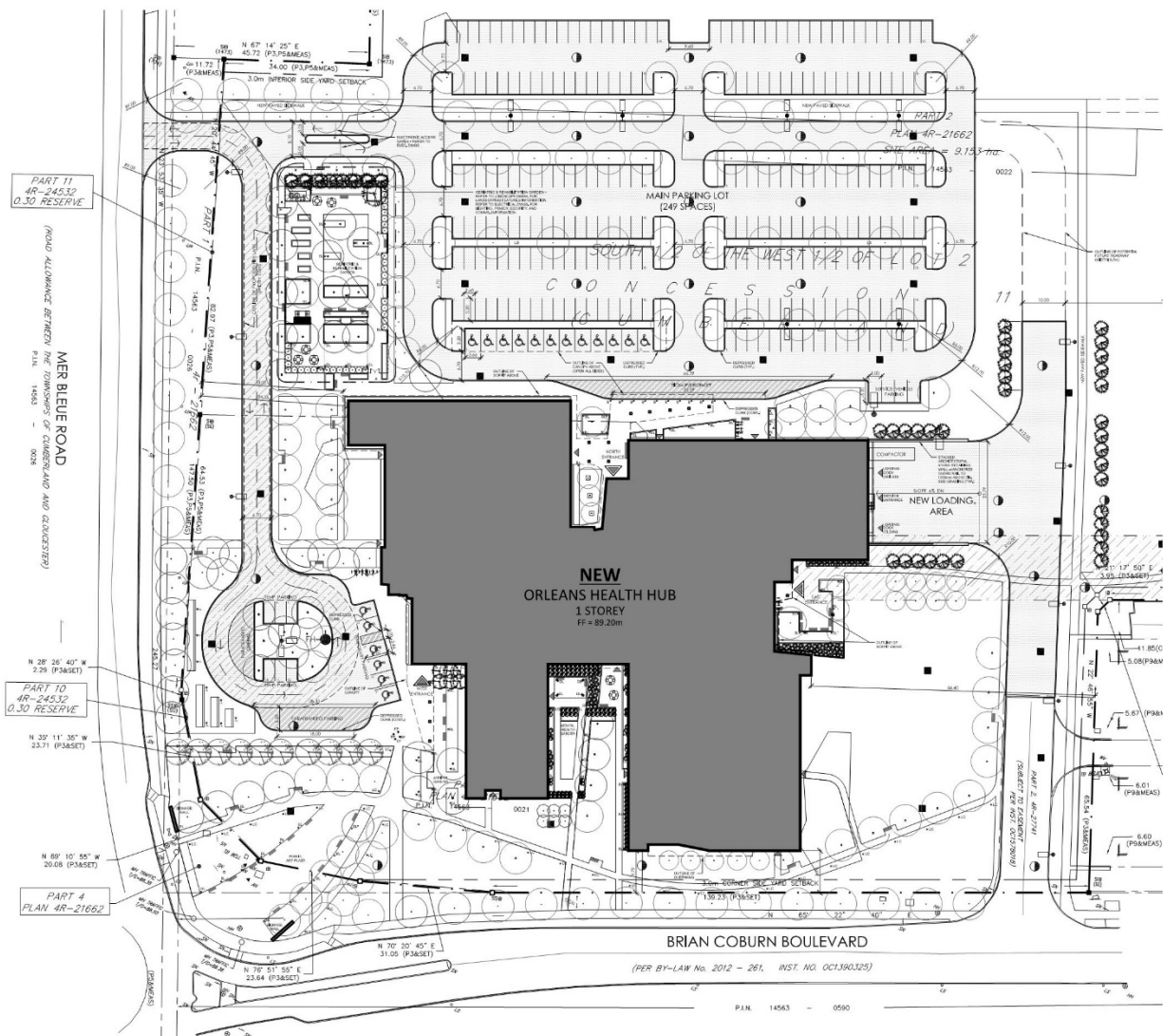


Figure 9: Portion of proposed Site Plan

### 3.0 Proposed Development

The new Orleans Family Health Hub is located on the South West corner of the overall site to create a prominent dialogue with the Orleans community, and works to consolidate the remaining land to the North for future development. The building is oriented to allow for the Central Gallery to extend East-West with direct departmental access from the North and South, and is aligned to a pedestrian pathway connecting to the adjacent neighborhood to the East. Ultimately, the orientation of the building is intended to encourage pedestrian access and activity using connected community walkways linking the adjacent neighborhood and public transit. The site allows for looped pedestrian pathways that connect the Central Gallery with amenity spaces within the boundaries of the site, including a future community park, and through connections beyond the site limits.

The main vehicular entrance is located from Mer Bleue Road and is designed to provide access to both the West entrance drop off area and the North parking lot. The parking area is located North of the building, which is in keeping with municipal requirements and allows the building to have a strong civic presence to the West and South while reducing the visual influence of the parking and considers the opportunity for ease of future expansion and growth. The parking area is designed to minimize the crossing of vehicular traffic and pedestrians where possible and includes connections to landscaped walkways that collect pedestrians exiting parked vehicles as they approach the building. These two walkways will offer tree canopies to provide opportunities for shade. The walkways converge to a single crosswalk along the vehicular drop off area at the North entrance to organize pedestrian movement and provide a safe means of transfer and access into the building.

Accessible parking stalls will be located closest to the building at the West drop off as well as North Entrance.

The interstitial space created by the building setback along Brian Coburn Boulevard allows for a flowering meadow across the south face of the building while maintaining an impression of civic presence – creating an inviting naturalized streetscape. The East – West positioning is principally equidistant between the existing roadway access from Brian Coburn Boulevard and Mer Bleue Road, and works to create both a comfortable clearance from the existing residential development to the East and useable, tactile spaces to the West. The height of the Services Penthouse element and Central Gallery roof align with the pedestrian pathway and southern limit of the future park to create a thoughtful building composition that organizes the site as a whole through massing, materiality and sightlines.

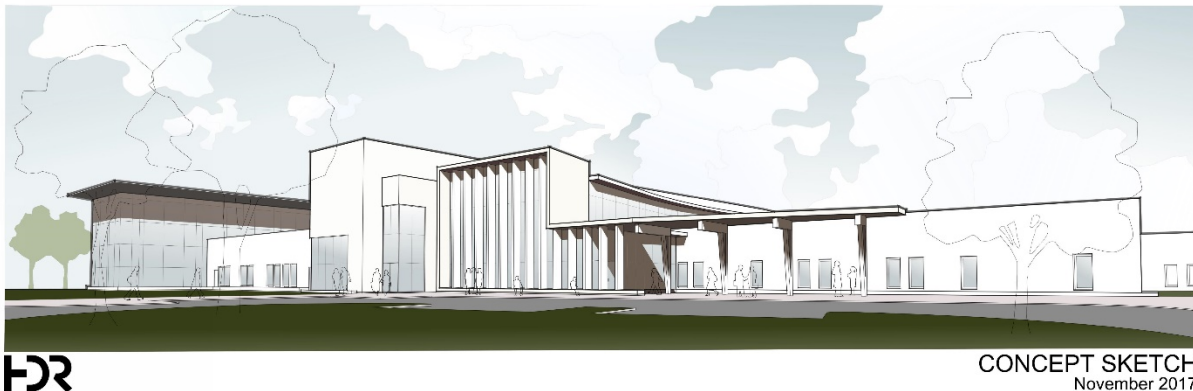


Figure 10: Concept Perspective Sketch, West Entrance

### 3.0 Proposed Development

The Central Gallery terminates with a glazed gable wall along the West façade, which works to provide a signature landmark for both clients and visitors, as well as a visual cue to the surrounding district. In keeping with the spirit of the East Entrance, the intent of the West Entrance and associated drop off area is to be aligned with the future bus stop located on the opposite side of Mer Bleue Road, thereby completing the East – West link across the site, strengthening the connection of the Hub to the emerging Orleans community.

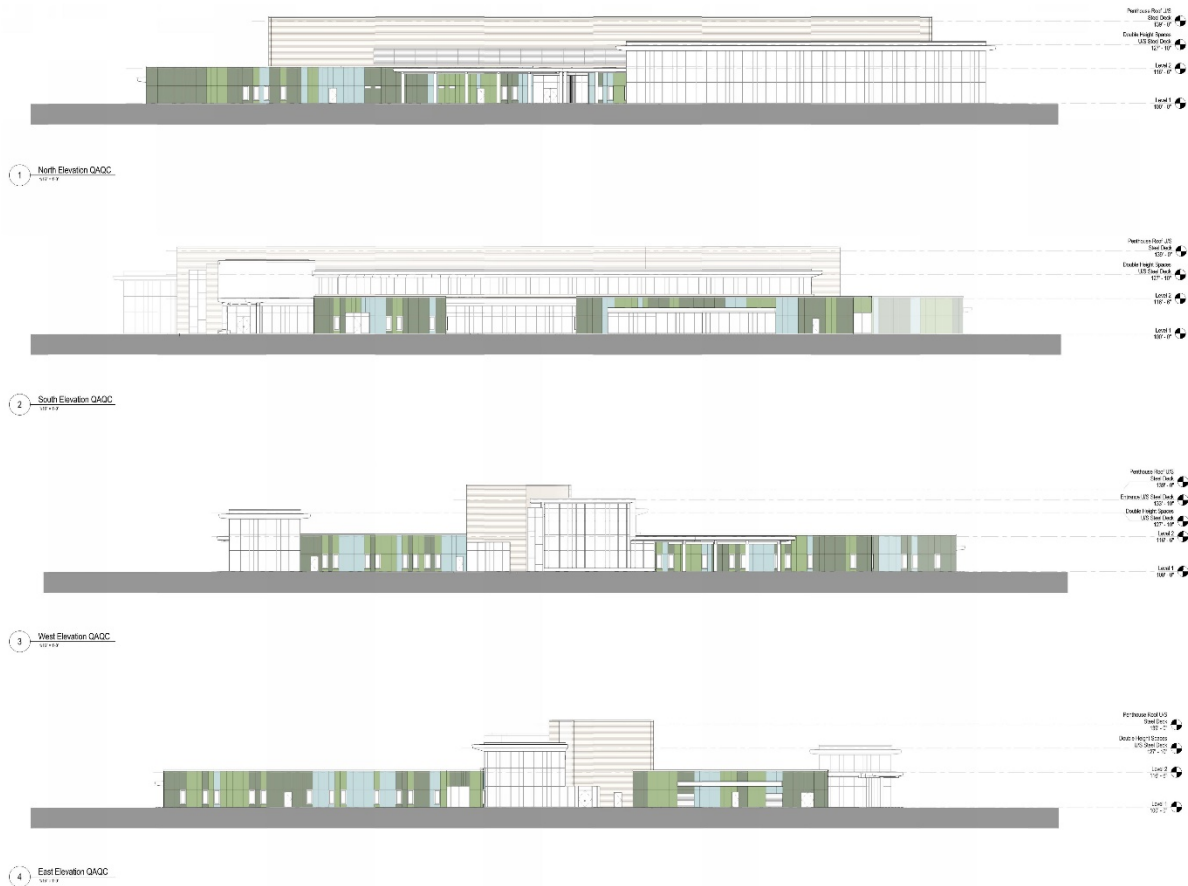


Figure 10: Building Elevations

The double height volume of the Active Rehabilitation and Geriatric Wellness Activity areas is located at the North West corner of the facility, and is intended to act as a beacon when seen from the future transit station and the approach southward along Mer Bleue Road. The delivery access and Loading Docks are located on the North East corner and make use of the existing service road along the East side of the property, to reduce cross flow of service and public traffic on the site. Careful consideration will be taken where the pedestrian path and existing roadway intersect, both physically and visually, in order to maintain the aesthetic separation between the natural elements of the path and the functionality of the Hub services.

Future expansion is intended to be oriented northward thereby minimizing impacts to daily operations during a future expansion period. The service lane to the East is not intended to be extended during the



## 3.0 Proposed Development

first phase as part of this scope. This is intended to minimize cut-through traffic and simplify orientation and wayfinding to the facility.

### 3.3 Landscape Design

A logical wayfinding system with clear site lines and distinctive streetscapes has been created utilizing a palette of low maintenance native trees, shrubs and perennials. Comfortable seating, decorative paving patterns and appropriate lighting help the natural elements in generating memorable images and orient visitors to the Health Hub.

Pedestrian circulation will incorporate a walkway system linking roadways and transit stops to the internal walking route that leads to destination points such as the parking lots, entrances and special amenity spaces on site. Using the most direct line of travel with high visibility and prominent landmarks will assist people to notice and remember. Regular shaded resting places at 30m intervals provide a comfortable microclimate for patients, their families and visitors.

Municipal by-laws and Community Design Plan requirements have been addressed through the design.

Key design Intent initiatives include:

- Maximize the potential of the landscape.
- Strengthen pedestrian circulation and connectivity.
- Promote sustainability.
- Promote accessibility.
- Create an identity for Montfort Hospital and a warm, welcoming and positive experience for patients, their families, visitors and staff.

The objective of the landscape design is to create a barrier free, welcoming and healing environment that puts the patient first, and focuses on safety and wellness. The goal is to make the exterior courtyards, specialty gardens, terraces and courtyards less institutional, responding to special needs of the patients, their families, visitors and staff.

The premise is that the landscaped gardens are more than a pretty backdrop. We believe that exposure to the natural environment, whether through visual connections or direct access to the open spaces, courtyards and terraces exerts a significant influence on positive health outcomes, minimizing stress and facilitating emotional and physical restoration for people of all ages and levels of ability and mobility.

From a staff perspective viewing the outdoors or gaining physical access to the outdoor environment for a break or taking a short walk can help reduce fatigue, increase productivity and enhance staff's satisfaction with the work environment.

### ***Site Circulation***

A concrete pedestrian route circumnavigates the building and connects to city sidewalks. The meandering route extends to the bus stop on Mer Bleue Road and into the neighbourhood East of the

### 3.0 Proposed Development

site, providing connections to the future park along the way. There are rest stops with benches at regular intervals, every 30 meters, along the route. Large deciduous trees provide shade.

Wayfinding on the campus is assisted through unique plant configurations and species.

Landscape lighting will be implemented in an appropriate way throughout the site to illuminate the main walkways, assisting with wayfinding and providing safe pedestrian routes. Lighting within the amenity spaces will extend the use of the courtyards throughout the year. CPTED principles have also been applied to the landscape design.

#### Forecourt

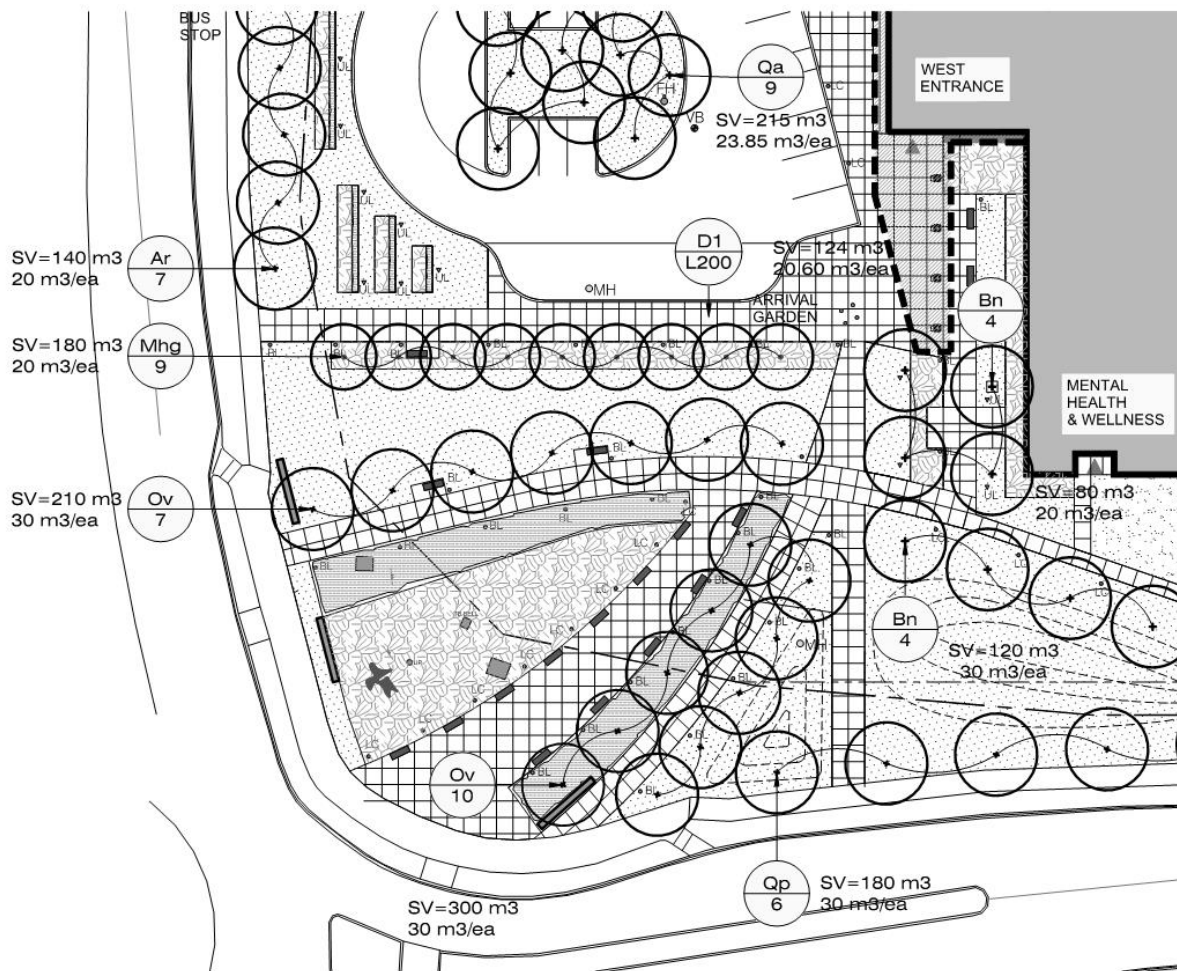


Figure 11: Forecourt, West Entrance and Arrival Garden

The provision of a landscaped amenity, the Forecourt, positively supports the welcoming aspect of the Hub site for the surrounding community. The Forecourt, with its dynamic geometry, is an identifiable destination that facilitates a clear sense of arrival.

### 3.0 Proposed Development

The Forecourt asserts itself visually with its curved focal forms, simple paving and planting patterns together with bollard lights. Drawing pedestrians back from the busy intersection and multi-lane streets, it forms a distinctive landscape on the approach to the building's West Entrance and Arrival Garden.

#### ***Mer Bleue Road Pedestrian Entrance***

The pedestrian connection from the West Entrance to Mer Bleue Road is reinforced by a wide, accessible concrete walkway. A medium sized gathering space adjacent to the bus stop on Mer Bleue Road provides a destination and a potential location for future public art. The West Entrance is clearly visible from this location, framed by two rows of native shade trees. Blocks of drought tolerant native grasses and evergreen hedges frame the view and provide year-round seasonal interest.

#### ***West Entrance and Arrival Garden***

Walkways lead from Mer Bleue Road and Brian Coburn Blvd. along the driveway to the canopied West Entrance area. This is a place to sit and wait, visit and for respite, as well as an opportunity to walk in a circuit while staying close to the entrance. Columnar ornamental pear trees provide a buffer between the gardens and Mental Health and Wellness wing.

#### ***Mental Health Courtyard***

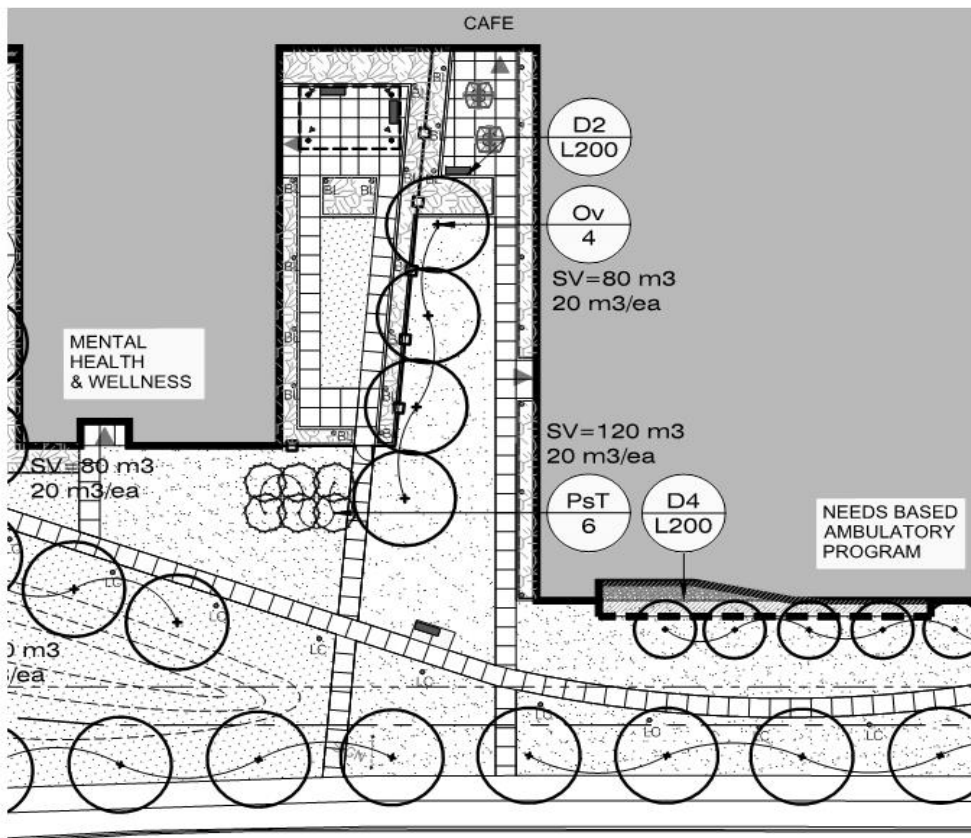


Figure 12: Forecourt, Mental Health Courtyard and Café Terrace

### 3.0 Proposed Development

The small court is framed on two sides by the building and secured on the third side by an ornamental metal fence that provides views to the café terrace and lawn beyond. A looped walkway leads around a central activity lawn.

Plantings buffer the Office windows through a combination of perennials and shrubs with year round interest. A stand of spruce trees screens views to and from the south side of the garden.

#### ***Café Terrace***

Immediately outside the café is a concrete terrace for outdoor dining and breaks. The terrace overlooks a lawn and is surrounded by lush buffer planting providing an oasis, both visually and physically separated from the Mental Health Garden.

#### ***East Entrance***

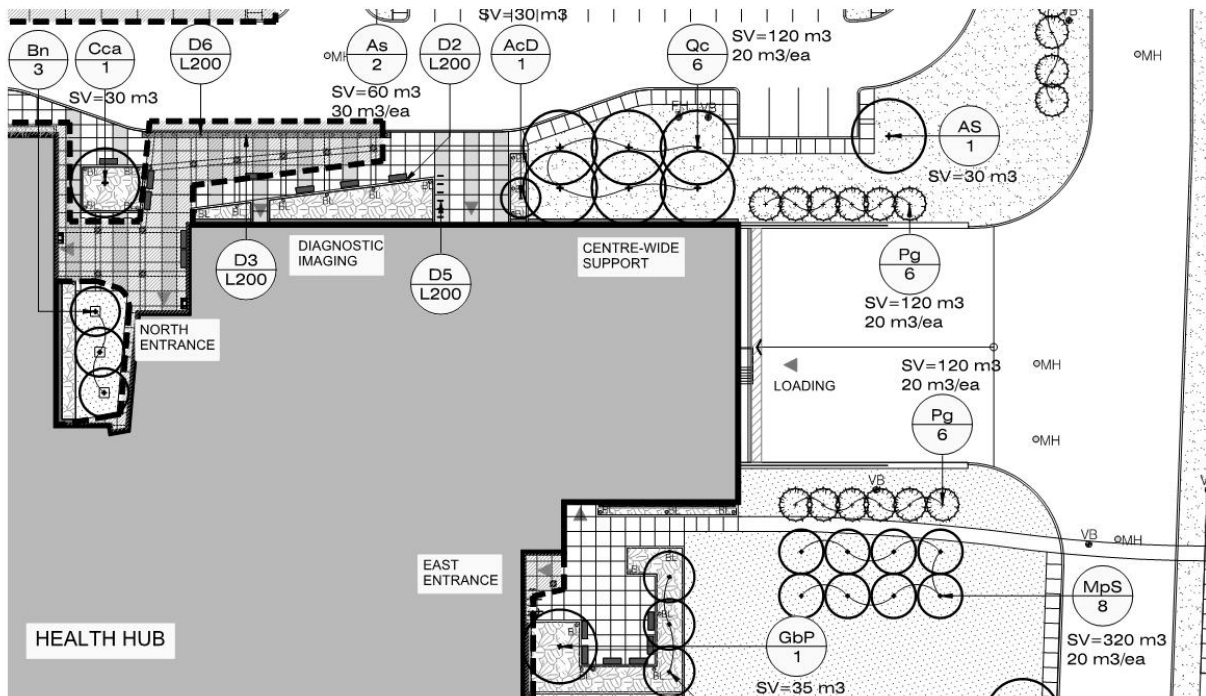


Figure 13: East & North Entrances and Loading Dock

A small residential scale courtyard is framed with shrub and perennial plantings, with one large shade tree providing sun protection.

The view is of an orchard pattern of small flowering ornamental crab apples on either side of a meandering walkway. The blooms provide seasonal interest, the trees are small in scale and there is the welcoming experience of walking through the grid of trees. This is a distinctive East side landmark.

The curvilinear walkway continues East into the neighbourhood and links into the continuous walking route that loops around the building.



## 3.0 Proposed Development

### **Loading Dock**

The loading dock is protected from pedestrian views by two lines of White Spruce trees on either side. Additional buffer planting at the east side screens views from the future public park. These also break up the winter wind pattern for pedestrians at the East Entrance.

### **North Entrance**

On the north side, the large canopy is reflected in three blocks of Pine tree canopies. The trees are limbed up for visual security. Winter interest is a must at this entrance.

Two pedestrian promenades connect the parking lot to the Pine Block and to the Main Entrance. A small garden is set inside the canopied area for waiting or outdoor breaks.

### **Geriatric and Rehabilitation Garden**

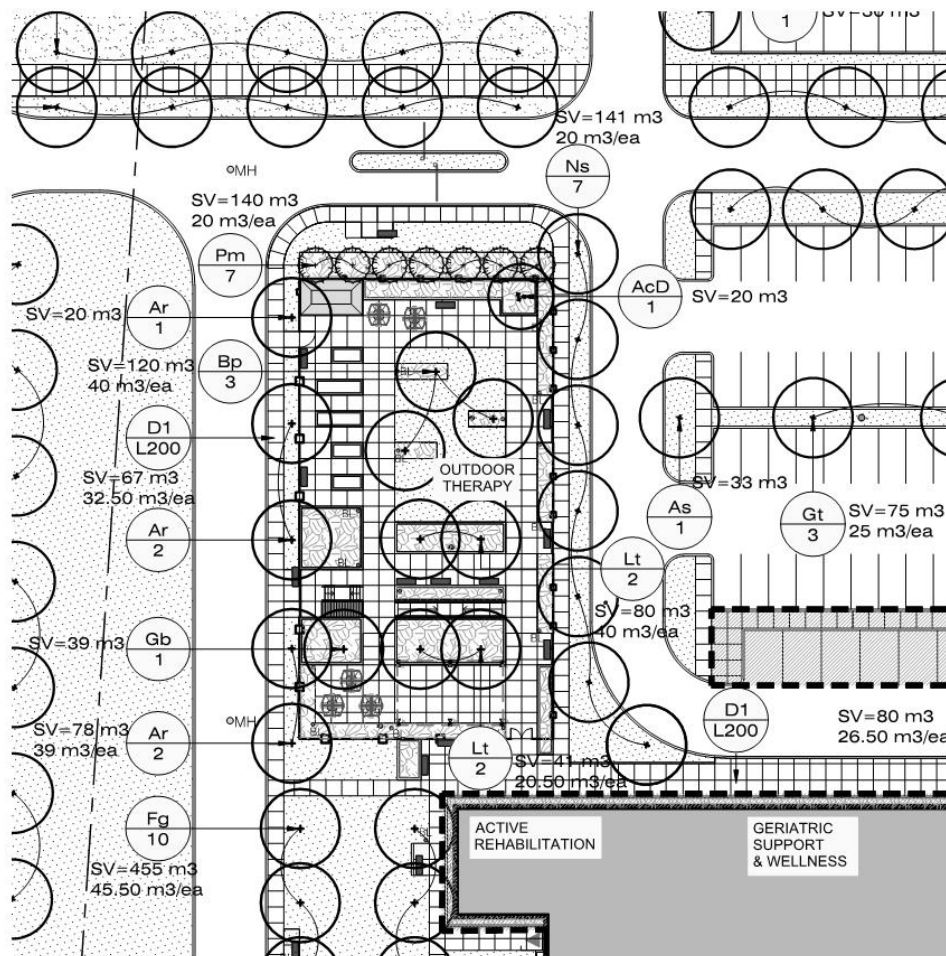


Figure 14: Geriatric and Rehabilitation Garden

### 3.0 Proposed Development

The two programs will share a space at the Northwest corner of the building. The garden is secured by an ornamental metal fence with gates. The entrance is adjacent to the facility's interior programs, and the garden is sheltered for both visual privacy and winds by shrub plantings. These include a 1.8 meter height cedar hedge and 2.4 meter height shrub lilacs.

Full shade is a necessity for many in the program. A metal roofed shelter allows clients to enjoy the surrounding plantings in comfort.

A 2.4 meter wide walkway creates a figure eight loop. This route has multiple destinations, rest stops and points of interest. Ten raised planters and a hose bib are provided for horticultural therapy at the Northwest corner of the garden, along with a garden tool storage shed. As this is a rehabilitation venue, 50% of the garden walkways are sided with a metal hand rail.

The Southeast corner includes four different walking surfaces for therapeutic use; cobblestone, wood decking, stone pavers and lastly a concrete walkway with steps to negotiate. Each has a double sided handrail so surfaces can be negotiated by those with mobility challenges.

#### ***South Meadow***

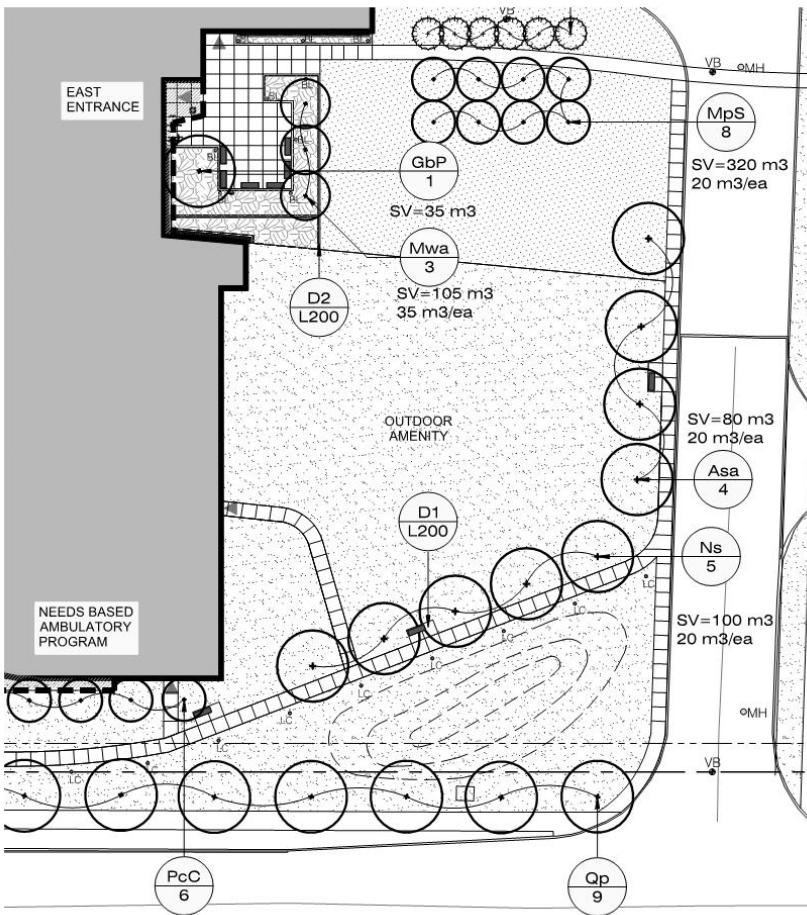


Figure 15: South Meadow

### **3.0 Proposed Development**

The flat aspect of the site is changed with the addition of soft berms. These create sloped walking routes for the adjacent rehabilitation wing.

The organic nature of the South Meadow contrasts the rest of the campus.

Native, flowering seed mixes provide dynamic seasonal change as well as winter interest from the seed pods.

## **4.0 Municipal Policy & Planning Guidelines**

### **4.1 Overview**

There are two definitive documents which have helped shape the current design strategies for the new OHH project, namely the Mer Bleue Community Design Plan (which incorporates the principle framework and ideals of the City of Ottawa Official Plan, 2003 as amended) and the City of Ottawa Comprehensive Zoning By-law 2008-250. Both of these policy and planning guides have been reviewed for their relevant application, and the information has been brought forward in the following two sections.

### **4.2 Mer Bleue Community Design Plan**

#### **Introduction**

On September 14, 2005, the City of Ottawa approved Official Plan Amendment #35 to re-designate approx. 160 acres of vacant land from “Employment Area” to “General Urban Area” and “Mixed Use Centre”. As a condition of approval, City staff and owners of the re-designated lands prepared the Community Design Plan (CDP) for future development guidance. The Mer Bleue CDP is a developer initiated and funded project with a regulatory framework provided by the City of Ottawa.

The purpose of the Mer Bleue CDP is to provide a detailed development concept, transportation and servicing studies based on the principles and guidelines established during the plan process. The plan includes:

- Land Use Plan and policies
- Transportation Plan
- Servicing Plan
- Demonstration Plan
- Community Design Guidelines

The OHH site is located in the Northwest-most corner of the CDP area, bounded by the East-west transit expansion to the North and Mer Bleue Road to the West. The majority of the CDP is designated General Urban Area as per the City’s Official Plan. The Northwest portion is designated Mixed-Use Centre and applies to lands identified as strategic locations on the rapid transit network and lie adjacent to major roads. Lands that have been assigned an MC designated should contain development that is both locally & regionally oriented, and properties within 600m of Rapid Transit Stations are intended to develop as compact, mixed-use, pedestrian friendly cores.

#### **Planning Framework**

##### **General Characteristics**

The CDP area is part of the Orleans Expansion Area, surrounded by residential and rural uses to the South, vacant lands to the West, developing employment and commercial lands North of the Hydro corridor, and a mix of commercial development and vacant lands designated and being developed for residential use to the East of Tenth Line Road. A municipal snow disposal facility is planned West of the CDP Area along Mer Bleue Road, North of the Hydro Corridor



## 4.0 Municipal Policy & Planning Guidelines

### Schools, Parks, and Open Space

There are 31 schools located within the influence of the CDP Area (none within the boundaries) – 6 high schools and 21 elementary schools, with the potential for 2 new schools as part of the development of the Mer Bleue area. There are no City parks or recreational facilities within the CDP, however there are significant natural features (Mer Bleue Bog) and major recreational facilities within the influence of the CDP area. Additionally, nearby existing residential communities have neighbourhood, community, and district parks.

### Transportation

This section is no longer applicable as there have been major changes to the roadways around the current site, including the addition of Brian Coburn Boulevard and the subsequent turning circle at the intersection of Mer Bleue Road, the extension of the OC Transpo bus service along Mer Bleue Road, and the widening of Mer Bleue Road to a four-lane divided urban arterial road.

### Municipal Servicing

All current municipal services located in and immediately adjacent to the site will be surveyed by a qualified Land Surveyor to establish the appropriate service connection points. The Storm Water Management Plan will be devised to ensure that all runoff from the new development is contained within the boundaries of the site as required.

### Soil Conditions

A new site-specific Geotechnical Assessment study will be performed in conjunction with the development of the design of the new building to determine grade raise restrictions and the impacts related to the structural systems.

### Natural Heritage

No significant natural heritage designations are present in the CDP Area. This includes provincially significant wetlands, Areas of Natural and Scientific Interest and significant wildlife habitat. The recent Urban Natural Areas study conducted by the City of Ottawa (2005) did not identify any woodlands or other features on or adjacent to the CDP Area.

### Significant Species and Habitats

**Vegetation** - A review of the plant list for the CDP Area found that none of the species are considered nationally or provincially rare. No significant vegetation communities (Bakowsky, 1997) are present in the CDP area. A review of the Natural Heritage Information Centre (NHIC) list of rare species showed record of several rare species in the vicinity of the CDP Area, though none were recorded on it.

**Birds** - A review of the list of bird species recorded for the CDP area (see Appendix) found that none are considered nationally, provincially and regionally rare.

**Mammals** - A review of the list of mammals observed and reported for the CDP area found that none are considered significant on a national, provincial or regional level. Both coyote and white-tailed deer are typical for rural areas in the Ottawa area.

**Natural heritage Information Centre (NHIC)** - The NHIC lists numerous records for “sensitive species” within 5 km and several within 120 m of the subject property, although none are found on the property.

## 4.0 Municipal Policy & Planning Guidelines

Sensitive species are not identified in the database and as such cannot be commented upon. All of the records are from the 1940-1994 period.

### Key Influences

Based on the review of existing conditions affecting the future development of the Mer Bleue area, a few key considerations are of note. They are as follows and further details are noted under the Concept Plan review:

- Soil Conditions
- Community Integration and Linkages
- Employment
- Servicing
- Rapid Transit Corridor

### **Concept Plan – Guiding Principles**

As it relates to the Orleans Health Hub development, the following Guiding Principles outlined in the Mer Bleue CDP are applicable as they relate to Sections 5 and 6.

- Support and reinforce high quality transit service by providing transit oriented development and efficient links to the two transit stations at Mer Bleue and 10th Line Roads.
- Facilitate walking, cycling and recreation by creating an integrated pedestrian trail and sidewalk network throughout the community, which will link to adjacent communities.
- Provide opportunities for 4,000-5,000 jobs, with the majority at high densities located within 400 meters of the transit stations.
- Ensure that parks contribute to the green space network and neighbourhood fabric of the East Urban Community and that all homes are located within 400 meters of Greenspace (incl. parks, schools, open space). Parkland shall be provided at a rate of 1 ha per 300 dwelling units.
- Development will have regard to potential environmental considerations and constraints such as flood plains and soils.
- Ensure that future development minimizes impacts on surrounding natural heritage features.
- Provide opportunities for centrally located community facilities.
- Provide a safe and efficient road network in accordance with the principles of transportation demand management and approved City standards.

### **Community Design Plan**

#### Land Use Plan

There are six land use designations that apply to the lands within the Mer Bleue Area and are identified in the Land Use Plan:

- Mixed Density Residential;
- Mixed Use Area;
- Commercial;
- Schools;
- Institutional Uses;
- Parks;

## 4.0 Municipal Policy & Planning Guidelines

- Special Study Area.

### Mixed Use Area

The intent of the Mixed Use designation is to accommodate a wide range of office, institutional, and convenience retail uses, with the objective of becoming a high-density employment-generating node for the area. Development within the Mixed Use area should focus on integrating and directing built form to the proposed transit stations at Mer Bleue and Tenth Line to increase pedestrian traffic and access to transit.

Permitted non-residential uses include a range of transit –supportive institutional, commercial and service uses such as, professional and medical offices, retail stores, restaurants, service commercial, financial institutions, entertainment and recreational uses. As well, uses that perform a community function, such as retirement homes or care facilities are also appropriate for the Mixed Use designation.

### Parks

This designation applies to lands, which are or will become publicly owned and reserved for passive or active recreational uses for local residents. It is intended that this designation be applied only to publicly accessible and publicly owned lands, normally acquired through the development approvals process. The Land Use Plan allocates a total of 8.6 ha of parkland for the Mer Bleue community (Table 1). Overall, parkland should generally be provided at a rate of 1 ha for 300 residential units.

Permitted uses will primarily be public parks and trails. However, small-scale facilities and activities developed and operated wholly or partially by concessionaires and other private entities could also be considered appropriate under this designation.

<b>Type of Parkland</b>	<b>Area</b>
Community Park (north)	3.25 ha
Community Park (south)	3.25 ha
Neighbourhood Park (southeast)	0.8 ha
Neighbourhood Park (southwest)	0.8 ha
<b>Mer Bleue MUC Square</b>	<b>0.5 ha (app.)</b>
<b>TOTAL</b>	<b>8.6 ha</b>

In addition to the Community and Neighbourhood Parks, it is intended that the Mixed Use Centre at Mer Bleue Road contain an urban park/courtyard, indicated by a symbol on the Land Use Plan. This urban park would be connected to the area's pedestrian network and future transit station.

Other open spaces, such as the hydro corridor, contribute to the area's greenspace network. The corridor is designated as a Major Recreational Pathway and Cycling Route in the Official Plan and will connect the area to the City's wider network of pathways and cycling routes. Safe and easy access to the hydro corridor should be provided as the Mixed Use areas at Mer Bleue and Tenth Line develop.

### Pedestrian and Cycling Networks

An interconnected pedestrian network will support the system of parks and schools within the Mer Bleue Area, with the majority of the pedestrian network consisting of sidewalks. Sidewalks will be constructed on both sides of Mer Bleue Road as part of the road widening projects.

## 4.0 Municipal Policy & Planning Guidelines

Mer Bleue Road is also designated as an on-road cycling route in the City of Ottawa Cycling Plan. Therefore, once widened or constructed, new cycling lanes will be provided, in accordance with City of Ottawa policy. In addition, the Cycling Plan identifies an off-road cycling route within the hydro corridor.

### Municipal Servicing Plan

The Municipal Servicing Plan has been developed respecting the location of major existing and proposed new infrastructure within and around the Mer Bleue Community. The plan protects major servicing corridors for trunk water, waste water and storm water infrastructure to allow for a cost effective phased development of the entire Community. While being planned in accordance with logical phasing at the time this Plan was prepared, the Municipal Servicing Plan maintains some flexibility allowing future modifications as trends in the development industry evolve.

### **Community Design Guidelines**

#### Purpose & Intent

Good urban design is a key objective of the City of Ottawa Official Plan, with policies designed to “create attractive and livable communities, to build in harmony with nature, to allow for ease of movement, and to meet diverse needs.” The Official Plan notes that “urban design is not only concerned with buildings, but equally important, the spaces between them, including green and open spaces, courtyards, parking areas, and all the elements of public infrastructure, including sidewalks and streets, street-lighting, street trees and street furniture.” [Policy 2.5.6, Official Plan 2003].

Specific to Section 6 of the Mer Bleue CDP, the following sub-sections were used to help provide direction related to the community context and connection for the new OHH project.

### **Site Related Concepts**

#### **6.2.2 Community Identity**

In greenfield development, community identity relies solely on the location, architecture and design of new construction and landscaping. The quality of the interrelationship between buildings and the street will set the tone for the type of community Mer Bleue can become.

- **6.2.2.3**

While not restricting the creativity of individual landowners and subdivision designers, a common palette of materials and options should be used for key design elements, such as:

- Fencing and landscaping standards for arterial roads;
- Neighbourhood gateway features;
- Street lighting;
- Landscaping and street tree planting;
- Wayfinding signage.



## 4.0 Municipal Policy & Planning Guidelines

### Gateways and Prominent Corners

Gateways and prominent corners are also key components of community identity. They are opportunities to distinguish an area from another and give it a special meaning. Gateway sites are typically located at the intersection of collector roads with arterials, whereas prominent corners usually mark a transition between different land uses or density.

#### 6.2.6 Parks

- **6.2.6.1**

Pedestrian access to parks should be clearly defined using public sidewalks, landscaping or architectural elements to ensure inviting and appealing park presence from the road.

#### 6.2.7 Mixed Use Areas

Development should reinforce a high quality urban identity, distinct from conventional suburban development through the use of enhanced architecture and landscape design.

Site planning, built form and landscaping should be coordinated within the mixed-use area to create a vibrant, visually attractive meeting place in the community. Surface parking will be limited and preferably located adjacent to the transit corridor and away from the centre of the Mixed Use Areas.

- **6.2.7.10**

Locate building façades close to lot lines abutting sidewalks and ensure their accessibility from the sidewalk adjacent to the street.

- **6.2.7.12**

An urban courtyard and public space will be provided for the Mixed Use Area at Mer Bleue Road and will provide pedestrian links to the transit station and the rest of the area.

- **6.2.7.14**

Surface parking and service areas will be located at the rear of buildings and screened from view both from the public street and from adjacent residential properties. Screening will principally be provided by the building but also through the use of co-coordinated landscape elements including low walls, fencing and vegetation.

- **6.2.7.18**

All development at grade will be pedestrian-oriented and barrier-free.

- **6.2.7.20**

Sidewalk widths of at least 3 meters should be provided along storefronts to accommodate for building projections and amenities.

- **6.2.7.22**

Create inviting, safe pedestrian walkways to link rear parking areas to the public sidewalk/street, and to integrate and connect with the adjoining school site and community park.

## 4.0 Municipal Policy & Planning Guidelines

### Signage and Lighting

- **6.2.7.24**  
Signage should complement the architectural style, scale and proportions of the building(s).
- **6.2.7.25**  
Lighting should be designed to ensure pedestrian comfort and safety and minimize lighting spillage onto adjacent residential properties.
- **6.2.7.26**  
Street lighting should be augmented with lighting affixed to the buildings in order to accentuate and animate buildings and spaces.

### Servicing and Utilities

- **6.2.7.28**  
Service and loading areas will be located away from the street and appropriately screened from view. Waste and recycling receptacles will be fully enclosed, preferably within a building.
- **6.2.7.30**  
Conflicts between pedestrians and service vehicles should be minimized through a clear delineation of the pedestrian right-of-way.
- **6.2.7.32**  
Utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features such as lampposts and transit shelters.
- **6.2.7.33**  
Encourage, wherever possible, a coordination and location within an initial common trench to avoid unnecessary digging and disruption of the municipal right-of-way.

### **6.2.9 Institutional Uses**

- **6.2.9.3**  
Parking will not dominate the streetscape and will be located at the rear of the facility. Parking areas should be adequately screened using landscape features such as walls and/or fences within a 3 meters landscape strip along the property line.

### **Architecture Related Concepts**

#### **6.2.7 Mixed Use Areas**

### Buildings and Architecture

- **6.2.7.1**  
Create a strong architectural statement throughout the Mixed Use area, in particular for those buildings framing the intersection of Mer Bleue and Tenth Line where they intersect with the Transitway. This can be achieved by placing taller buildings at these locations and ensuring reduced setbacks to the street.

## 4.0 Municipal Policy & Planning Guidelines

- **6.2.7.2**  
Ensure that corner buildings that ‘turn the corner’ have articulated façades on both streets. Increased massing is desirable at corner locations.
- **6.2.7.3**  
A minimum of 50% clear glazing will be provided along all street frontages. Where a single building occupies the entire block depth in the Mixed Use Area, façades facing public streets will be developed with at least 50% glazing on the first floor. Blank façades facing public roads are not permitted.
- **6.2.7.4**  
Lot coverage by building(s) should be a minimum of 50% of the total lot area.
- **6.2.7.5**  
Complimentary architectural treatment of buildings within the Mixed Use areas, such as finish/colour/materials should be encouraged.
- **6.2.7.6**  
Building heights will be a minimum of two functional stories. Building heights of five to seven stories are encouraged.
- **6.2.7.7**  
Building façades should achieve human scale design by animating the ground floor, and avoiding overpowering effects of upper floors, and should avoid uninteresting expanses of roof and wall façade.
- **6.2.7.9**  
Primary building entrances will be oriented to face the street, with defining architectural elements such as entrance canopies, lighting and awnings. Building projections such as bay features, patios, and porches are encouraged.
- **6.2.7.19**  
Main façades and primary entrances must face the street, and be accessible from the public sidewalk.

### Servicing and Utilities

- **6.2.7.27**  
The sharing of facilities is encouraged in order to reduce the number of service and loading areas.
- **6.2.7.29**  
Rooftop mechanical equipment should be integrated into the roof design, with materials that are complementary to the building.
- **6.2.7.31**  
All utility, transformers and HVAC equipment should be screened from the street, and adjacent properties.

## 4.0 Municipal Policy & Planning Guidelines

### 6.2.9 Institutional Uses

The design and architecture of institutional buildings should express the civic purpose and use of the building. Buildings should be universally accessible.

- **6.2.9.1**  
Locate institutional buildings 3.0 to 6.0 m back from the front property line, or from the side property line for corner sites. Buildings façades facing public streets will have a minimum of 50% clear glazing at the first floor level. Architectural projections, recesses, arcades, awnings, colour and texture should be used to reduce the visual size of any unglazed walls/wall sections.
- **6.2.9.2**  
Primary entrances to the building will face the street and be connected to the public sidewalk.

### Landscape Related Concepts

#### 6.2.2 Community Identity

- **6.2.2.4**  
Gateways and prominent corners should be highlighted by special streetscape treatment such as low decorative walls of quality masonry, distinct lighting and planting, as well as by the architecture of buildings.

#### 6.2.3 Streets

- **6.2.3.6**  
Landscaping along arterials should include tree plantings, at 7 to 10 meter intervals on centre (or the approved City standard) using species that will form a canopy at maturity.
- **6.2.3.8**  
Where noise attenuation fencing is required, it should be limited to short stretches of frontage such as on flanking lots.
- **6.2.3.9**  
The visual impact of noise attenuation fencing will be mitigated through the use of berming, upgraded fence design and planting.

#### 6.2.6 Parks

- **6.2.6.1**  
Pedestrian access to parks should be clearly defined using public sidewalks, landscaping or architectural elements to ensure inviting and appealing park presence from the road.



## **4.0 Municipal Policy & Planning Guidelines**

### **6.2.7 Mixed Use Areas**

- **6.2.7.11**  
Provide visual interest using coordinated planting, decorative paving, site furniture, signage and lighting.
- **6.2.7.21**  
Each development will provide a sufficient number of safe and accessible bicycle parking spaces. The design of bicycle fixtures should be consistent with the street furniture theme for the area.
- **6.2.7.23**  
Augment walkways with landscaping and lighting.

### **6.2.9 Institutional Uses**

- **6.2.9.4**  
Each development will provide a sufficient number of safe and accessible bicycle parking spaces. Bicycle facilities will be located close to building entrances in highly visible areas and linked to internal pedestrian walkways and public sidewalks.

## 4.0 Municipal Policy & Planning Guidelines

### 4.2 Comprehensive Zoning By-law 2008-250

#### Property Information

Legal Description: PIN 145630021  
Cumberland CON 11 PT LOT 2; RP 4R21662 PART 2 RP 4R24532; PARTS 1 & 2  
PIN 145630022  
Cumberland CON 11 PT LOT 2; RP 4R21662 PART 2 RP 4R24532; PARTS 1 & 2

Property Dimensions: Frontage – 145630021: 613.46ft  
Frontage – 145630022: 613.46ft  
Depth – 145630021: 1,407.36ft  
Depth – 145630022: 1,407.36ft  
Area – 145630021: 19.82 acres  
Area – 145630022: 19.82 acres

Schedule 1A: Area C - Suburban  
Parcel Type: P  
Ward: 19 – Cumberland  
Councilor: Stephen Blais

#### Zoning Review Notes

MC[1812] – Mixed-Use Centre Zone, exception 1812

Sections 191 – 192

Table 191 – MC Zone Provisions

- |  |   |
|--|---|
| 1. Minimum Lot Area:                   | No Minimum  |
| 2. Minimum Lot Width:                  | No Minimum  |
| 3. Minimum Front Yard Setback:         | No Minimum<br>The lot does not abut a Residential Zone or a Rapid Transit Corridor  |
| 4. Minimum Interior Side Yard Setback: | 2.0m where lot line abuts a Rapid Transit Corridor<br>3.0m where lot line abuts a Residential Zone<br>No minimum in all other cases |
| 5. Minimum Rear Yard Setback:          | 6.0m where lot line abuts a Residential Zone<br>All other cases No Minimum  |
| 6. Maximum Floor Space Index:          | No Maximum  |
| 7. Minimum Building Height:            | No Minimum<br>Site is not within 400m of a Rapid Transit Station  |
| 8. Maximum Building Heights:           | 10 Storeys<br>As noted in Exception 1812  |

## 4.0 Municipal Policy & Planning Guidelines

### **Exception 1812 – Applicable Provisions**

- Maximum Building Height: 10 Storeys
- Required landscaped buffer adjacent to a Residential Zone: 4.0m wide
- Required landscaped buffer between surface parking and Transit Corridor: 3.0m wide
- All garbage, service, and loading areas must be screened by a 2.4 meter high wall or enclosure which is in keeping with the architectural treatment or the main building
- Storage must be completely enclosed within a building
- In a parking area, a maximum of 20 spaces positioned side by side without a landscaped island are permitted
- The minimum required width of a landscaped island is 2 meters
- The required parking rate may be reduced by 25%

### **Part 4: Parking Provisions**

Note: No provisions related to Rapid Transit are required as the site is not within 800m of a Rapid Transit Station.

### **Table 101 – Minimum Parking Space Rates (Section 101)**

N51: Medical Facility as per Area C on Schedule 1A – 4 Spaces per 100m<sup>2</sup> of G.F.A.  
40,740ft<sup>2</sup>/3,785m<sup>2</sup> @ 4 Spaces per 100m<sup>2</sup> of G.F.A = 152 Spaces required.

### **Parking Space Provisions (Section 106)**

Standard Size: 2.6m (W) x 5.2m (L)

Parallel Size: 2.6m (W) x 6.7m(L)

### **Aisle & Driveway Provisions (Section 107)**

Single Lane Driveway: 3.0m

Double Lane (Parking Lot): 6.7m

Min. Vertical Clearance: 2.0m

### **Location of Parking (Section 109)**

109(2): In the MC Zone, no person may park a motor vehicle:

- (a) In a required front yard
- (b) In a required corner side yard; or
- (c) In the extension of a required corner side yard into a rear yard.

### **Landscaping Provisions for Parking Lots (Section 110)**

110(1) A minimum 15% of the area of any parking lot, whether principle or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following:

- (a) A minimum 3.0m landscape buffer must be provided between the perimeter of the parking lot and lot lines as per Table 110.

## 4.0 Municipal Policy & Planning Guidelines

- (b) In addition to the landscaped buffer, interior landscaping may be provided (landscaped islands, medians, pathways, public plazas, etc.) to meet the minimum 15% requirement.

110(3) All outdoor loading & refuse collection areas contained within a parking lot must be:

- (a) Located at least 9.0m from a lot line abutting a public street
- (b) Located at least 3.0m from any other lot line; and
- (c) Screened from view by an opaque screen with a minimum height of 2.0m

### **Bicycle Parking Space Rates and Provisions (Section 111)**

- (1) As per Table 111A – Bicycle Parking Space Rates, 1 Space per 1,500m<sup>2</sup>/16,146ft<sup>2</sup> for Non-Residential Uses in Area C.

#### Location of Bicycle Parking Spaces

- (3) Bicycle parking must be located on same lot as the use of the building.
- (4) Bicycle parking spaces must be located in order to provide convenient access to main entrances or well-used areas.
- (6) A bicycle parking space may be located in any yard.
- (7) A max. 50% of required bicycle parking spaces or 15, whichever is greater, may be located in a landscaped area.

#### Bicycle Parking Space Provisions

- (8) Min. bicycle parking space sizes as per Table 111B:
  - Horizontal – 0.6m (w) x 1.8m (l)
  - Vertical – 0.5m (w) x 1.5m (l)
- (9) A bicycle parking space must be accessible by an aisle with a min. width of 1.5m.
- (10) A securely anchored rack is required for a bicycle parking area with 4 or more bicycles.

### **Loading Space Rates and Provisions (Section 113)**

- (1) As per Table 113A – Minimum Number of Vehicle Loading Spaces Required, (d)(vi) 2 Spaces for 5,000m<sup>2</sup> – 9,999m<sup>2</sup> for Non-Residential Uses
- (2) Refer to Table 113B – Regulations for Vehicle Loading Spaces for both Standard and Oversized Loading Space sizing and Driveway widths



## 5.0 Conclusion

Given the location in relation to the developing lands which surround it, the site for the OHH is a particularly important one for both Orleans and the City of Ottawa as a whole, and has been identified by the Planning Department as such. To date, there have already been several meetings with City Planning Staff to review topics related to Zoning By-laws, the Community Design Plan, and urban concepts. Some specific items related to the building position and the surrounding site are:

- The immediate community context should play an important role in determining the building position as it relates to the existing residential developments to the East and the future Rapid Transit Station planned for the Northwest corner of the site.
- The OHH should have both a physical prominence and visual presence at the corner of Brian Coburn Boulevard and Mer Bleue Road, with a landscaping component to compliment the calming aesthetic that will be prevalent through-out the OHH.
- Although largely only 1 storey in height, the City planners would appreciate elevated volumes closer to 2 storeys in height, which would be in keeping with the Community Design Plan philosophy.
- Because the site is relatively open and flat, careful consideration of prevailing winds and sun positions for daylighting will need to be incorporated in the site design process.
- Pedestrian traffic routes around and through the site between the residential development and the future Rapid Transit Station should be developed as much as possible, with the OHH potentially acting as the catalyst.
- There is a service easement planned to run East – West from Gerry Lalonde Drive, and the pedestrian/cycling access to the site from the residential neighborhood will be located within this easement.
- There is a 0.5 hectare portion of the overall site which is to be dedicated for use as a public park. This space should be elevated beyond a traditional recreational space and could incorporate features that would promote its use as an exterior “extension” of the services being provided at the OHH.
- Site access will be achieved using the existing entrance from Brian Coburn (currently planned for service vehicles) and a new entrance off of Mer Bleue Road, located closer to the Northwest corner of the site and used primarily for OHH client and staff access.
- Multi-use transit access (surface bus routes, Para-Transpo, and private vehicles) need to be considered when determining building position. The location of the Main Entrance should be considerate of the existing bus stops along Mer Bleue Road, both on the North-bound and South-bound sides of the road. A future cross-walk signal may need to be considered.
- Parking should be located in a manner so as not to be readily visible as a predominant feature of the overall development, and positioned around the building to allow for easy access as well as future growth. Parking controls will also need to be considered to eliminate the issues of non-OHH clients and staff occupying parking spaces.
- Options for future densification of the site beyond the OHH development need to be considered when selecting the final position of the building, future expansion, and parking locations.

The OHH project is significant within the urban fabric of Orleans, and once built, it will become a focal point not only for the immediate client base, but for the future civic responsibilities for many years to come. The success of the project will be based on expressing the key design objectives and strategies for the OHH while maintaining the framework of the Municipal policies and guidelines.

Given the comprehensive information related to the Site, Landscape and Architectural Design for the new OHH development, and illustrating the applicable sections from both the Mer Bleue CDP and the Comprehensive Zoning By-law 2008-250 which have helped shape the proposed design, we are of the opinion that the new OHH project is representative of good civic planning. Its intent is to become a focal point within the community through proper Site location and position, as well as Architectural and Landscape materials and proportions, to express the concepts and principles of the civic guidelines at the human scale.

## **5.0 Conclusion**

Should there be any requirements for additional information and materials, or if there are questions related to any planning aspects of the OHH project, please feel free to contact the undersigned either by phone at 613-907-7450, or by e-mail at [Christopher.Havers@hdrinc.com](mailto:Christopher.Havers@hdrinc.com) any time.

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