

# 765 MONTREAL ROAD - SHEPHERDS OF GOOD HOPE

## *Urban Design Review Panel Submission Presentation* **Formal Review**

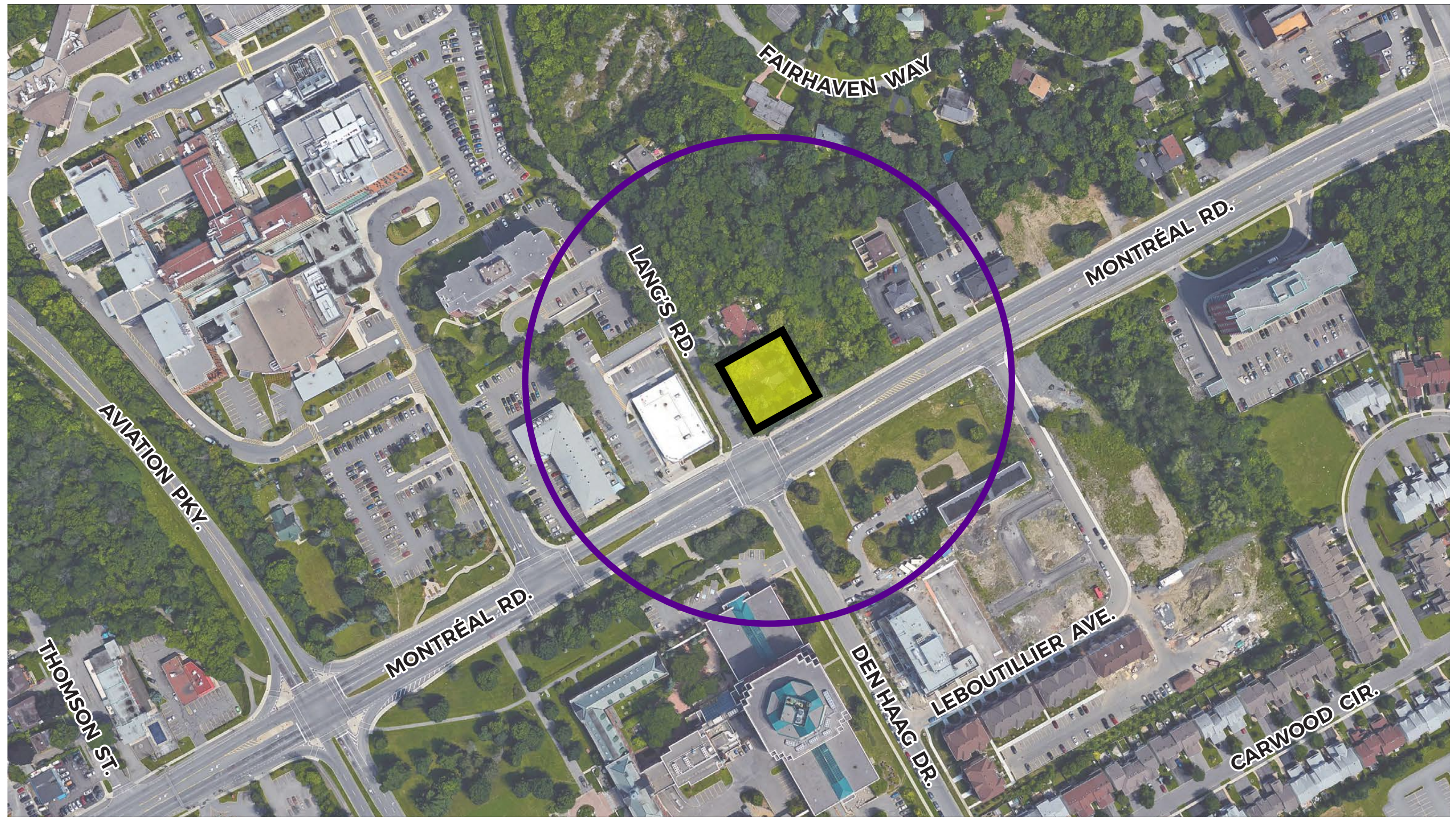
June 7, 2018



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LOCATION MAP



SUBJECT PROPERTY -  
765 MONTREAL ROAD



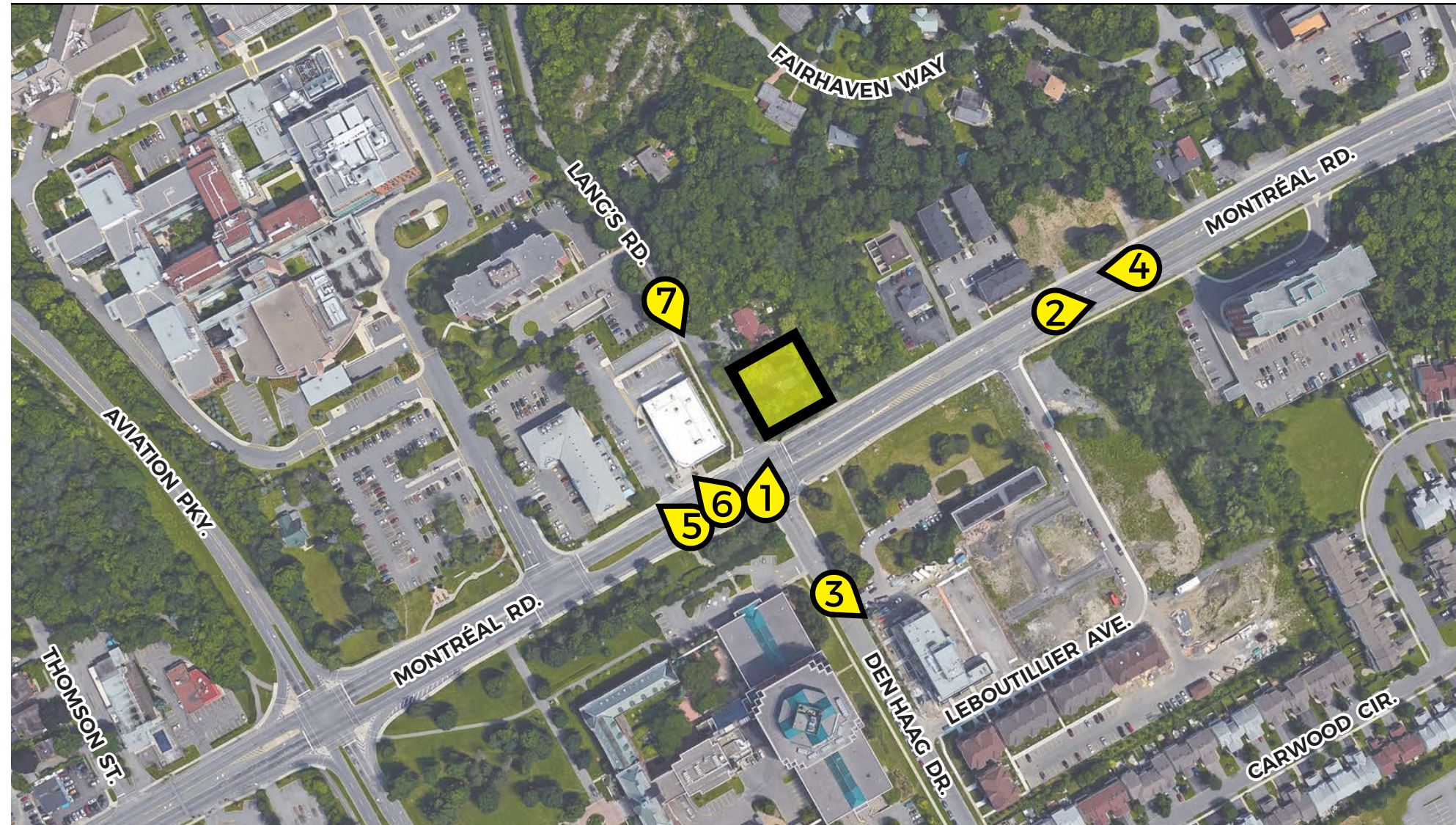
100 METRE RADIUS  
FROM SUBJECT PROPERTY



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SURROUNDING SITE PHOTOS



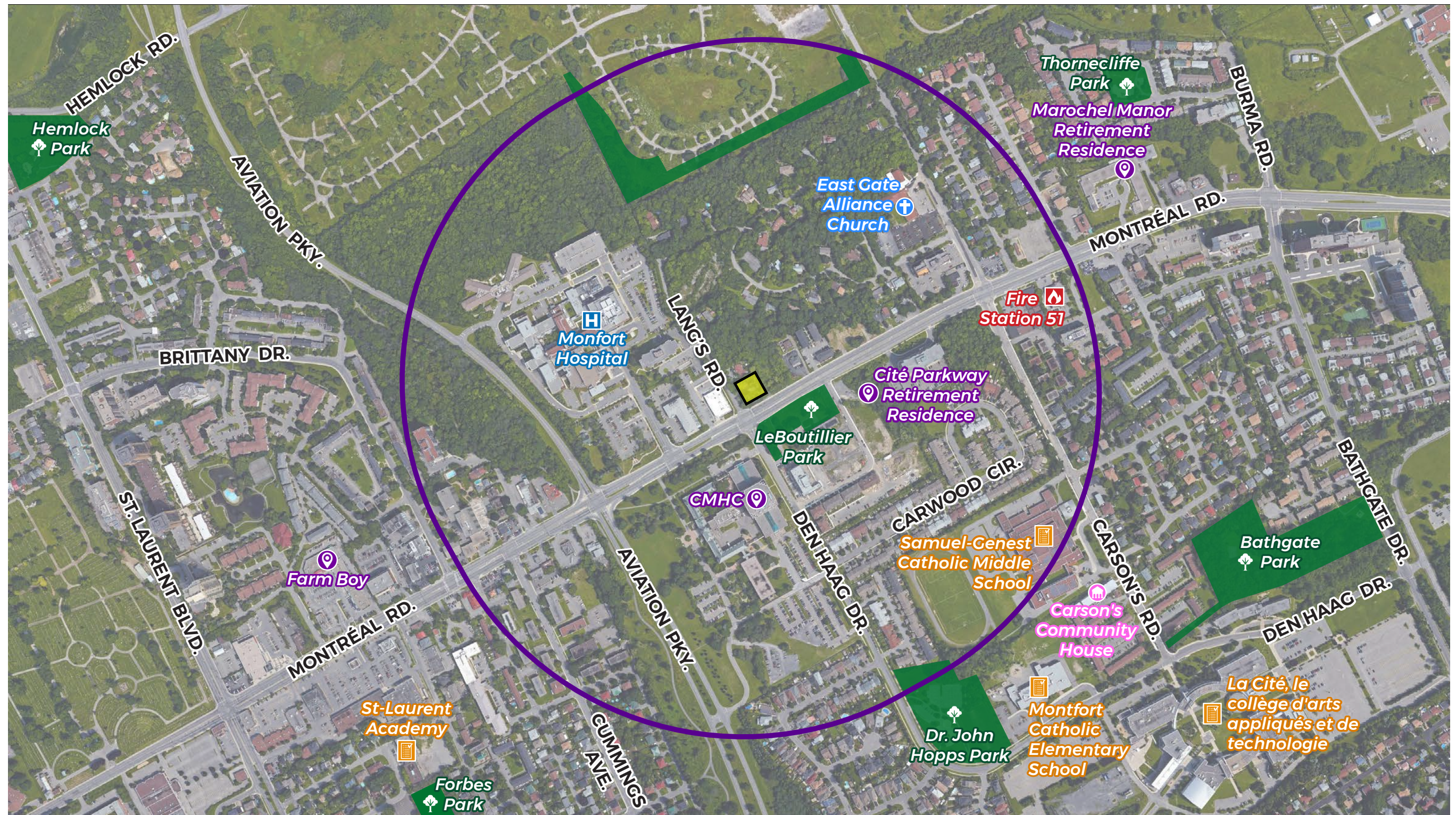
SUBJECT PROPERTY -  
765 MONTREAL ROAD

60M N  
APRIL 2018

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## AMENITIES MAP



**SUBJECT PROPERTY -  
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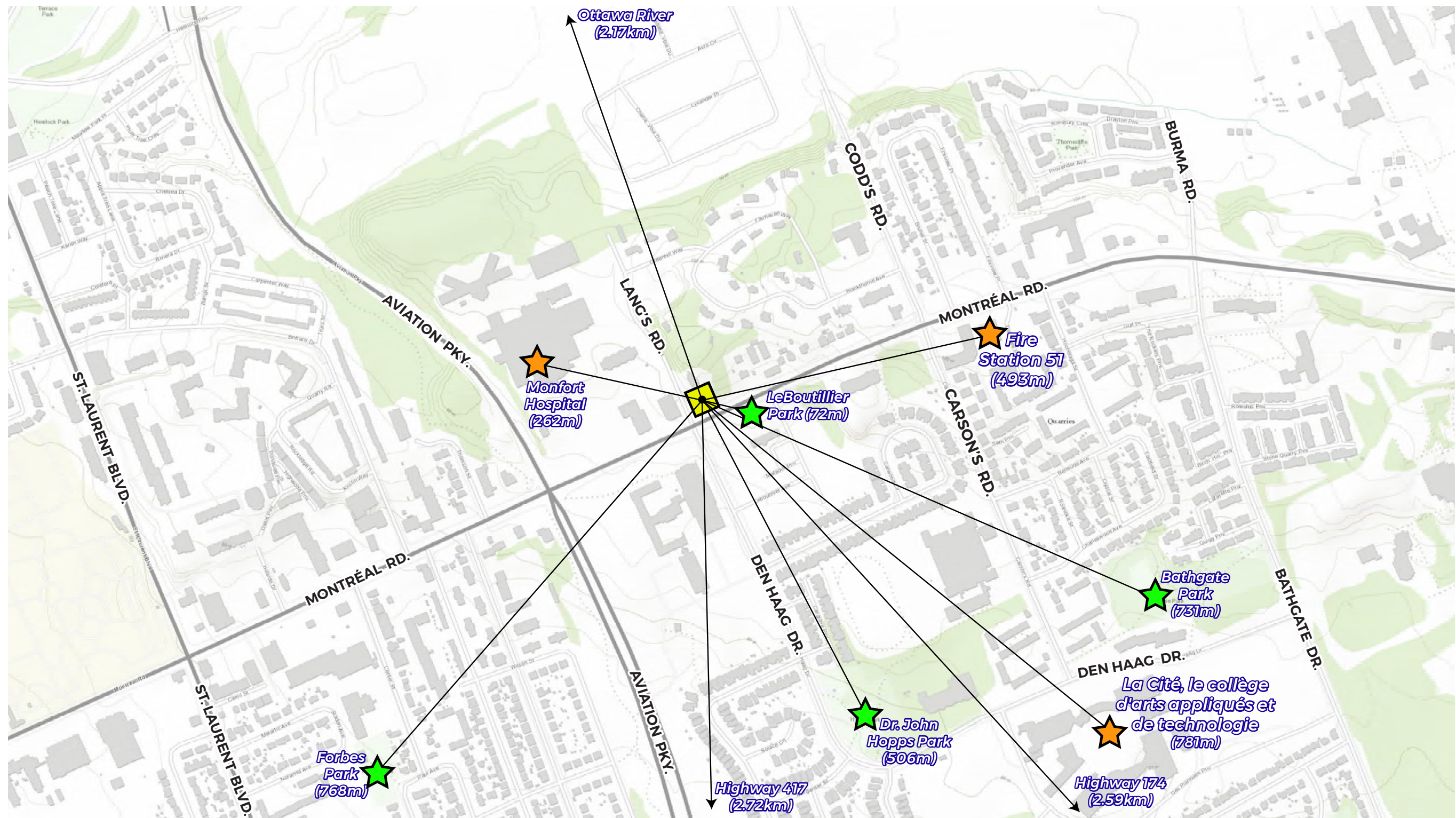
**500 METRE RADIUS  
FROM SUBJECT PROPERTY**



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## PROXIMITY MAP



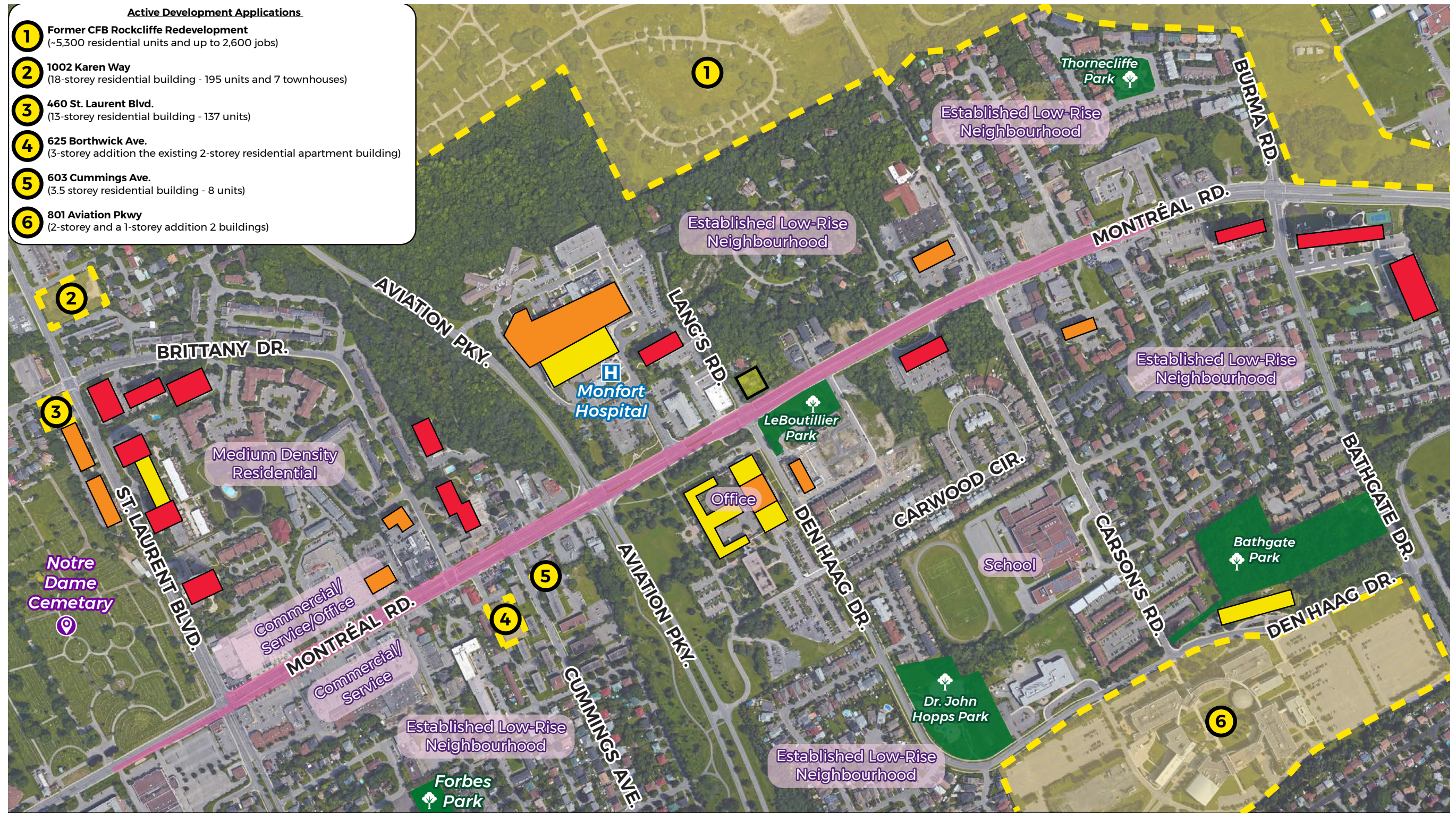
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## BUILT FORM AND LAND USE MAP



**SUBJECT PROPERTY -  
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- High Rise 10-30 Storeys
- Mid-Rise 5-9 Storeys
- Low-Rise <4 Storeys
- Retail/Commercial Corridor

200M

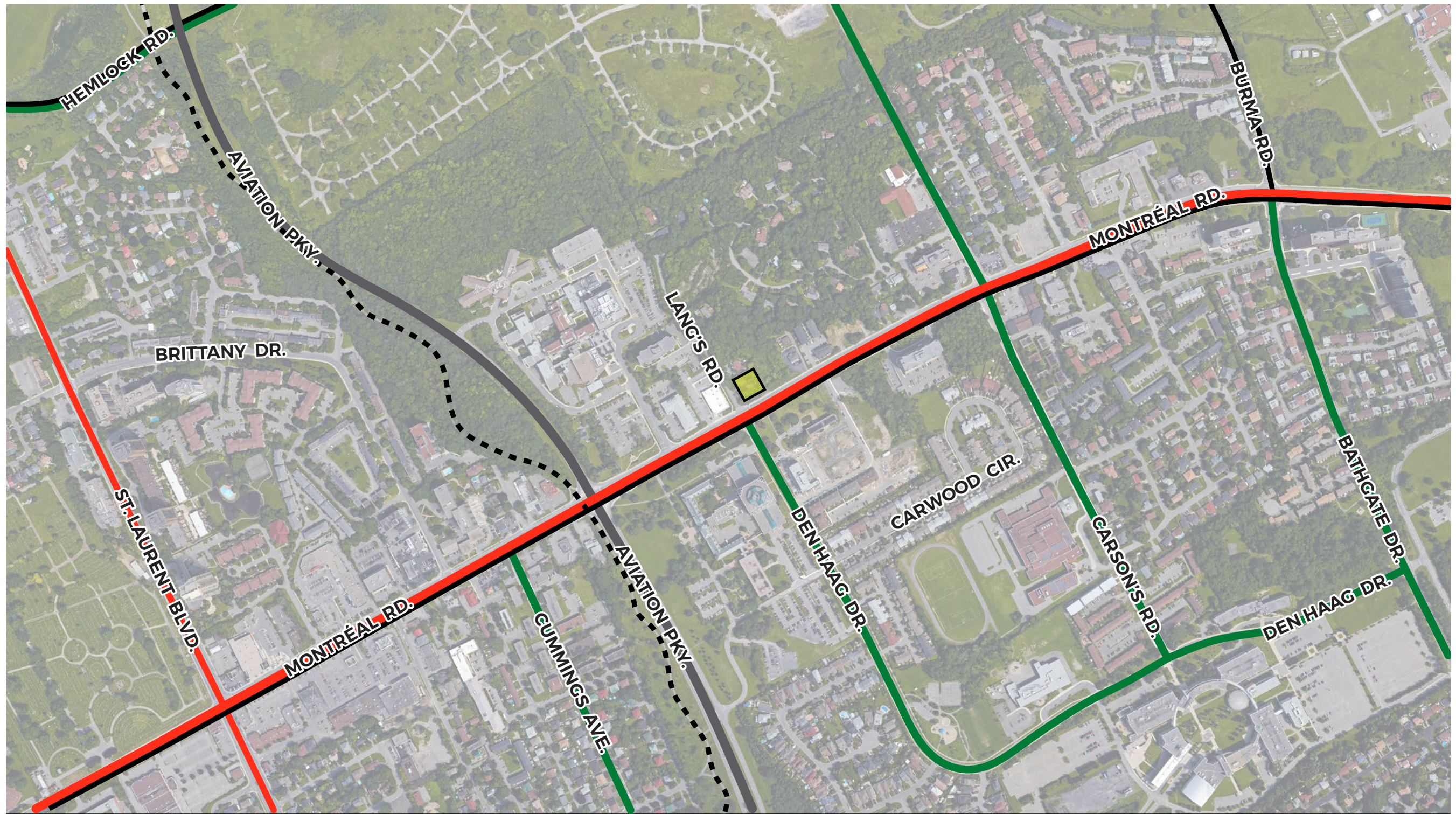


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ROAD NETWORK



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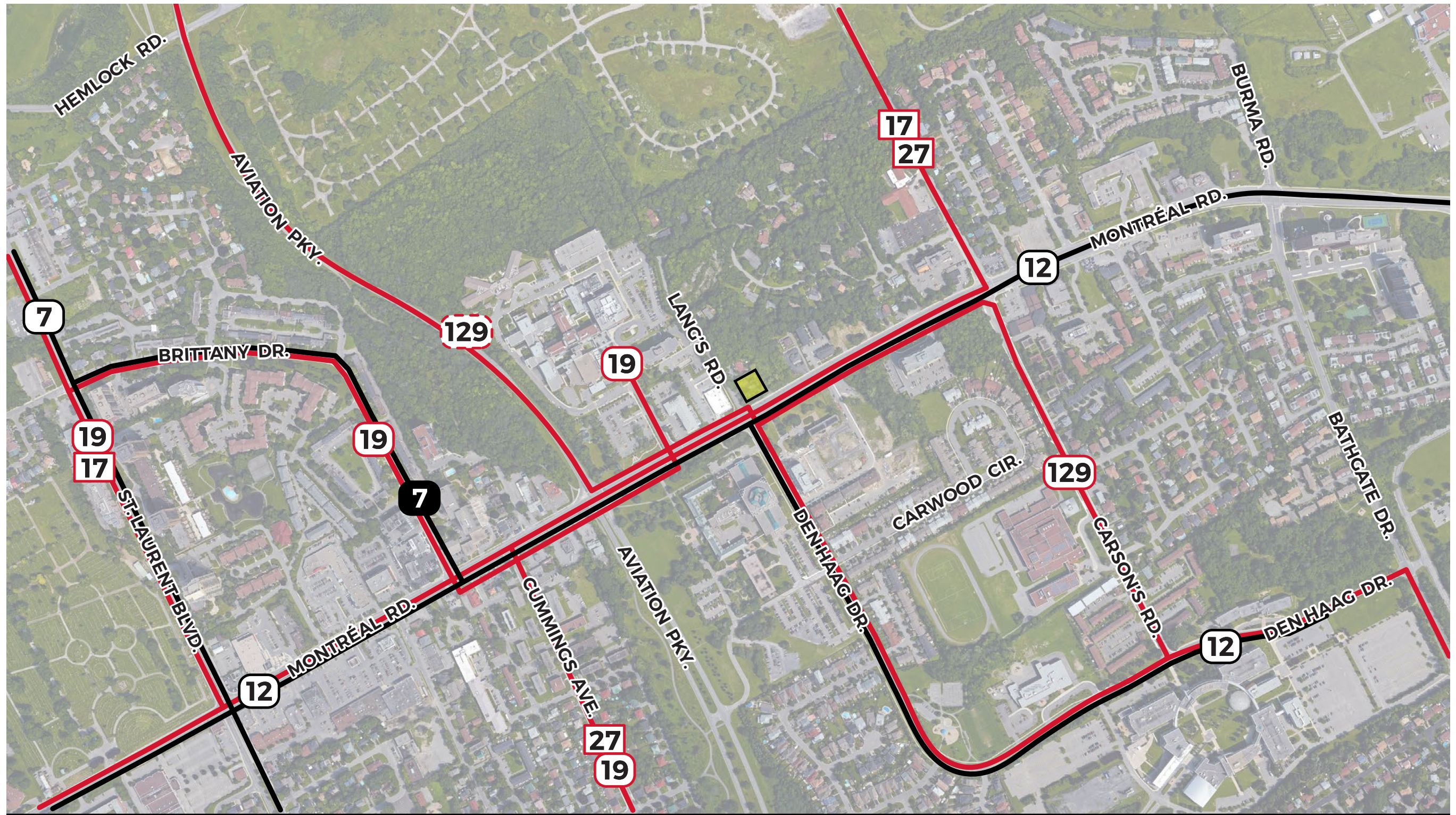
- Existing Federally Owned Road
- Existing Arterial
- Existing Collector
- On-road Cycling Routes
- Off-road Cycling Routes

200M N  
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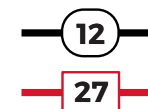


OC TRANSPO SYSTEM MAP



SUBJECT PROPERTY -  
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Local Routes



- 7 - Carleton
- 12 - Blair
- 17 - Rideau
- 19 - Bank
- 27 - St. Laurent
- 129 - Carson's & Aviation

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ORTHO



SUBJECT PROPERTY -  
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## DESIGN BRIEF

A 42-unit four-storey apartment building providing affordable housing for single individuals is proposed by the Shepherds of Good Hope at 765 Montreal Road in eastern Ottawa. The apartments are independent studio units on floors 2-4. Shared common facilities are provided on the ground floor including a multi-purpose room, a commercial kitchen, quiet room, and laundry. Office space for staff as well as a medical examination room are provided. A wine-making room will provide supervised access to wine as part of a harm-reduction program. A portion of the ground floor facing Montreal Road will be used for multi-purpose space that is available for public use. 50% of the ground floor walls will be glazed as required by the zoning bylaw, and consisting of a glass wall system of vision windows and glazed spandrel panels.

The building will be located along the Montreal Road frontage with staff and visitor parking and amenity spaces at the rear. The land slopes from street level on Montreal Road up towards the north with an almost 7m grade change. A retaining wall will be provided between the parking and the excavated hillside leaving a landscaped buffer at the northern property line. The slope significantly reduces the visibility of the proposed building from the residential neighbours to the north.

The building will incorporate a range of sustainable design features including better than Code exterior wall insulation, air-tight envelope, heat recovery ventilation and other energy efficient equipment. The target for energy performance will be 25% better than Code, and 3rd party verified as part of applications for incentive funding from Ontario Hydro, CMHC, and other programs. As well, interior finishes will be chosen for reduced impact on occupant health. The majority of units will be designed for barrier-free occupancy or capable of easy modification to suit a wide range of mobility needs of occupants.

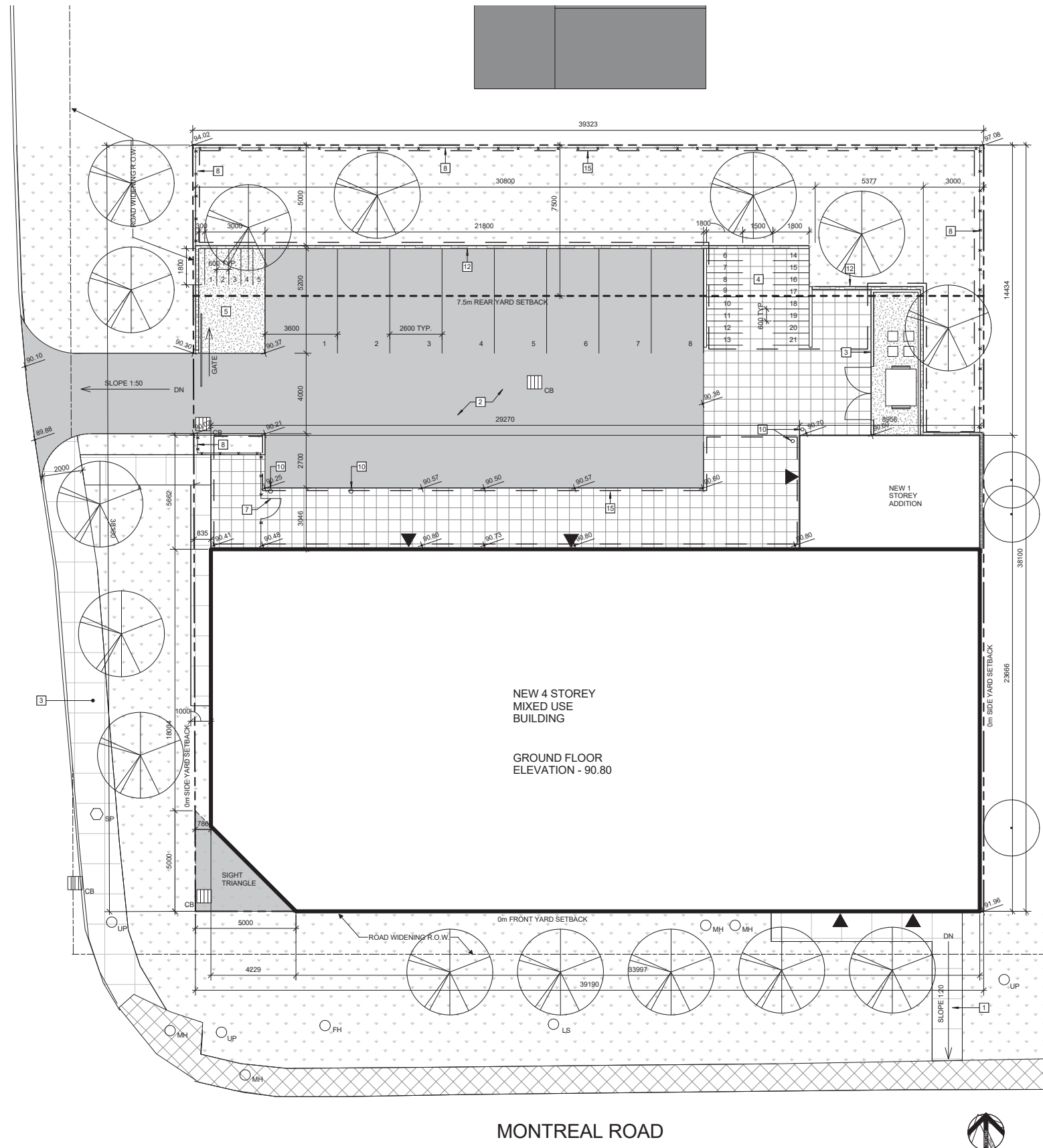


- 1** Locate new buildings along the public street.
- 6** Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.
- 7** Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.
- 9** Design street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high).
- 11** Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.
- 12** Design the built form in relation to the adjacent properties to create coherent streetscapes.
- 14** Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.
- 18** Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.
- 20** Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- 27** Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.
- 36** Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.

- 1** The proposed building is placed along the full width of the street frontage. This placement permits parking to be located at the interior of the site with access away from the street intersection in accordance with the Private Approaches Bylaw. It also locates the amenity space away from the noise of Montreal Road. The parking is required for staff and visitors. Most of this use is during business hours. The parking area will be used as a multi-purpose exterior extension to the outdoor amenity space at times when there is less demand for parking.
- 6** The building is located at 0m from the southerly front property line on Montreal Road, and 0.78m from the westerly corner side yard.
- 7** The neighbouring buildings along Montreal Road range in scale and height. Typical width of development is 30-40m and height is 1-3 stores although future development is likely to be taller.
- 9** The street section falls within the 1:3 ratio as demonstrated in the calculation that is part of the attached submission.
- 11** Although the proposed building is primarily for the use of the residential occupancy, some spaces on the ground floor are designated for public use with direct access from the street, and the balance of the spaces facing Montreal Road are treated with glazed windows to provide a glazed character to the street.
- 12** The proposed building is taller than the adjacent development but is consistent with the targeted future character of the street, as provided in the zoning and City policies and guidelines
- 14** The impact of the proposed building on the residential neighbourhood to the north is masked by the change of grade of which there is almost 7m across the subject property alone.
- 18** Several major common spaces serving the residents are located on the street side of the building, as well as two spaces that will be made available for public use. These spaces will be provided with a glazed wall for at least 50% of the front wall. This will include transparent glazing to the interior to the maximum extent possible given the internal use, with the balance of the 50% requirement provided using glazed spandrel panels to provide the appearance of full glazing. Energy efficiency considerations will be met by providing a good level of insulation in the spandrel panels.
- 20** The main residential entrance will be at the rear where access can be controlled for the protection and well-being of residents. Access to the designated public use spaces will be provided directly from the street frontages.
- 27** The design locates the parking at the rear and does not exceed the bylaw requirement.
- 36** A 3m buffer is provided between the parking lot and the corner side yard lot line abutting Lang's Road.



LANGS ROAD



MONTREAL ROAD

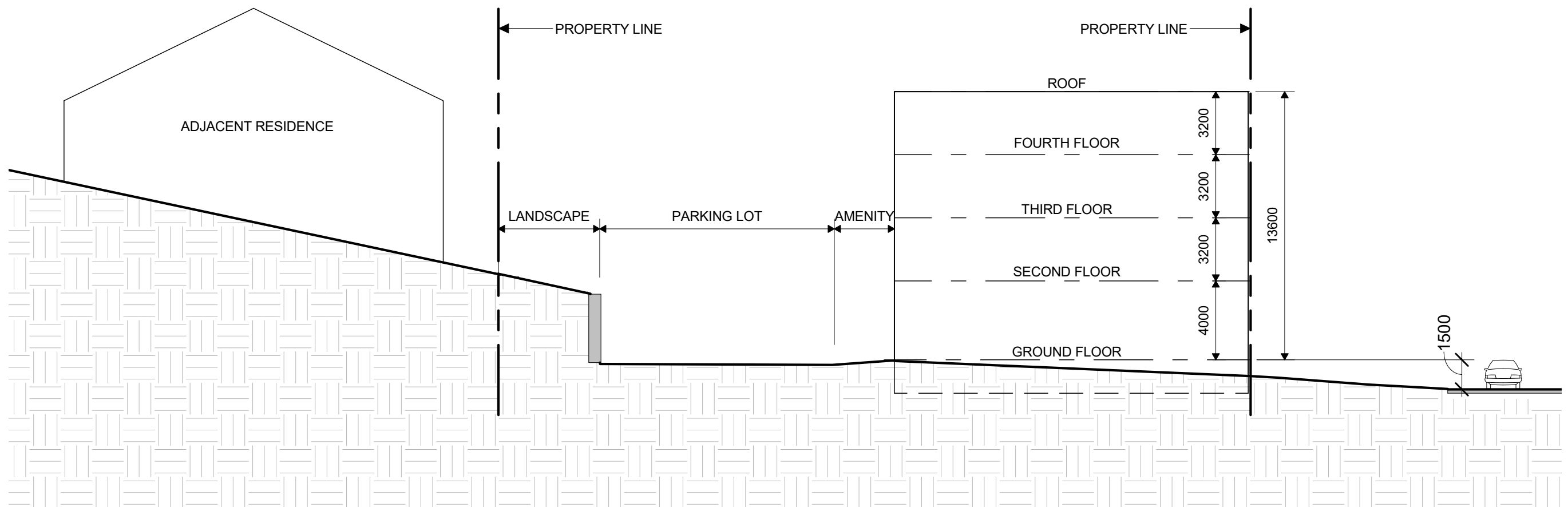
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SITE PLAN

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EXTERIOR PERSPECTIVE

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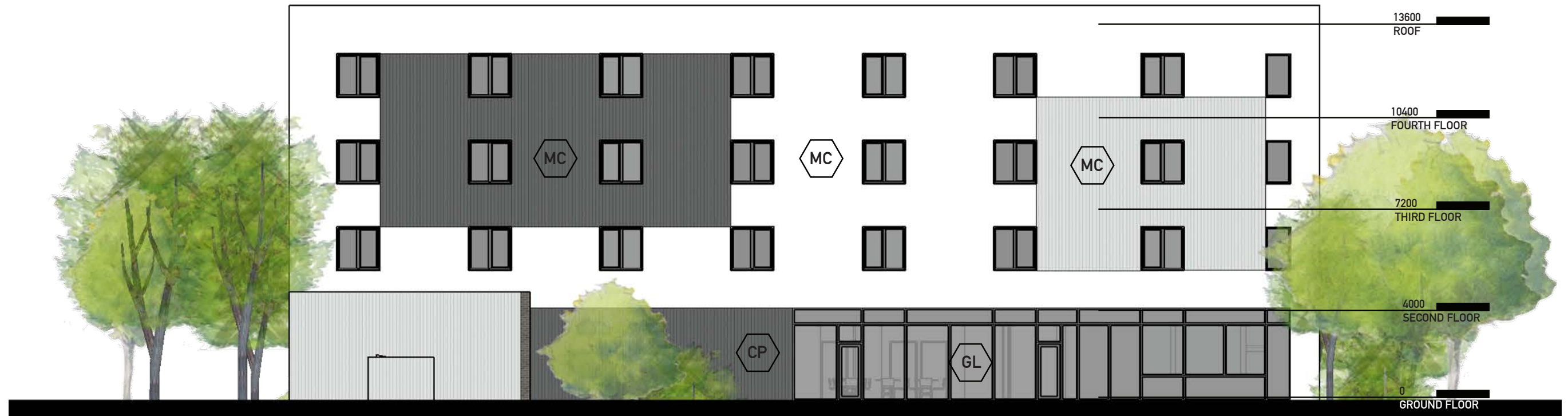
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- BR BRICK
- MC METAL CLADDING
- CP FIBRE CEMENT CLADDING
- GL GLAZED WALL (WINDOWS & SPANDREL)





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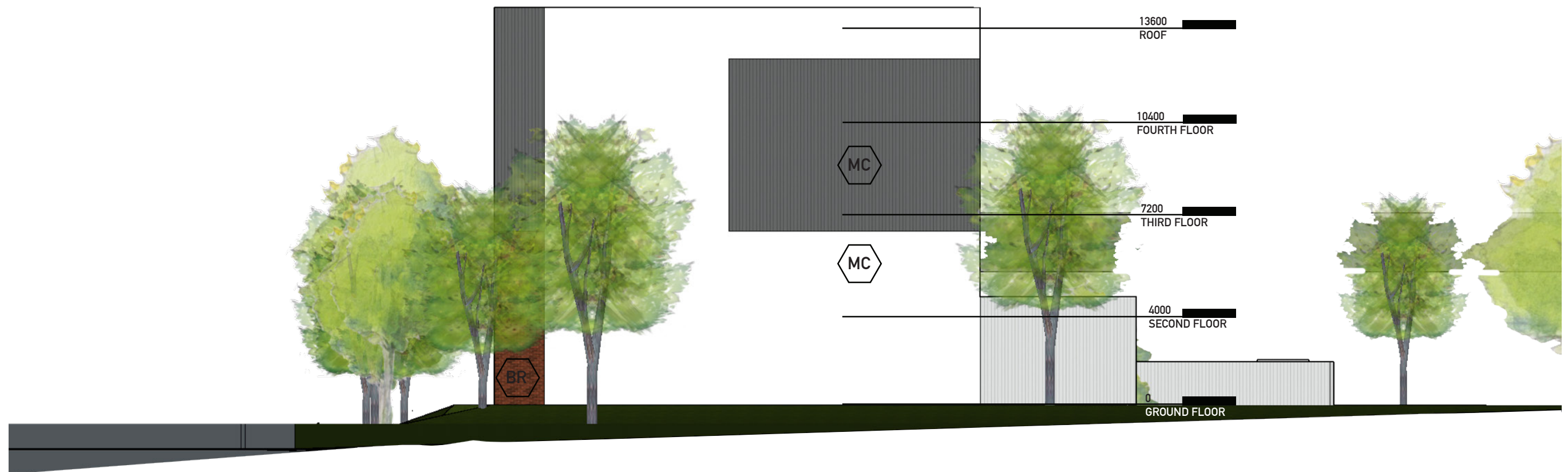
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WEST ELEVATION

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- BR BRICK
- MC METAL CLADDING
- CP FIBRE CEMENT CLADDING
- GL GLAZED WALL (WINDOWS & SPANDREL)











