2375 ST. LAURENT BLVD.

URBAN DESIGN BRIEF

Cornerstone House of Refuge Apostolic Church

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

MARCH 2022
FILE NO. 21302E

Contents

Summary

MHBC Planning has been retained by Cornerstone House of Refuge Apostolic Church (CHORAC) to prepare an Urban Design Brief for the proposed development of 2375 St. Laurent Blvd., in the City of Ottawa (the proposed development). The purpose of this document is to summarize the design proposal and demonstrate how the proposed development has considered the transitions in form and compatibility with adjacent buildings.

The subject lands are currently vacant. The proposed development is comprised a single storey church with surface parking. The proposed development has been designed with consideration to the surrounding built form and represents the optimum design solution for the subject lands given the existing site configuration.

This Brief has been prepared in accordance with the City of Ottawa Terms of Reference for Design Briefs and has been scoped to primarily address those matters identified by the City through the Pre-Consultation process.

The Terms of Reference is included as **Appendix A** of this document.

Respectfully submitted,

MHBC

Andrea Sinclair
MUDS, MCIP, RPP
Partner & Urban Designer

1.0 Overview of Design Proposal

The subject lands are municipally known as 2375 St. Laurent Blvd., in the City of Ottawa. The subject lands are located east of Highway 32 and south of Walkey Road in an area that is primarily developed with institutional and light industrial (employment) uses.

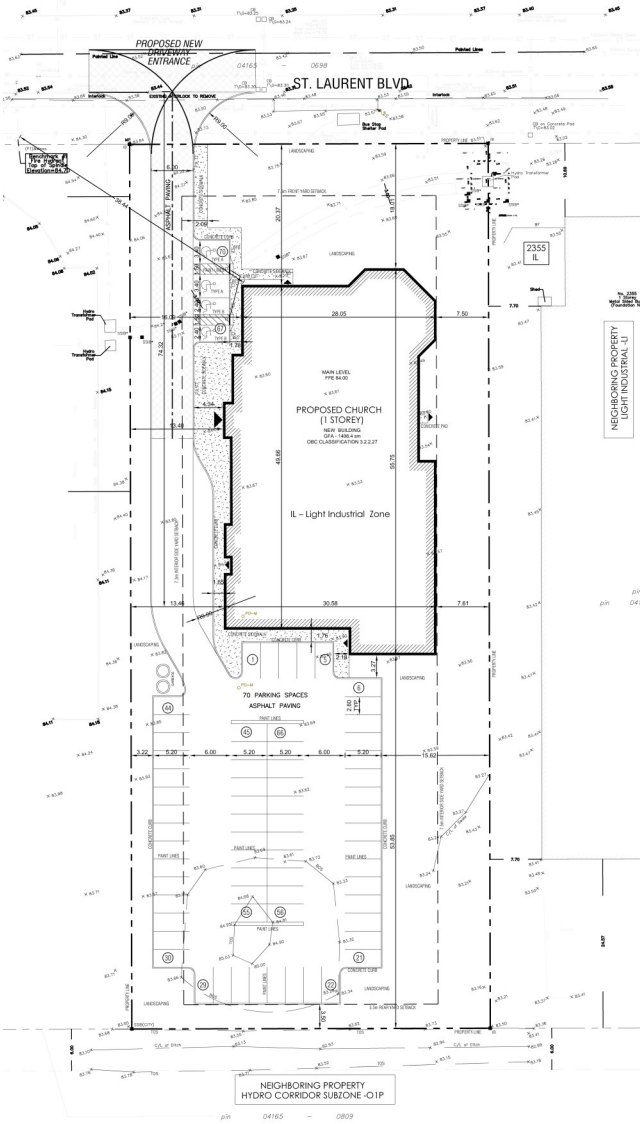
The subject lands are relatively flat with a gradual rise in elevation towards the south of the property. The lot is rectangular in shape with approximately 51.6 m of frontage on St. Laurent Blvd. The subject lands have a depth of approximately 127.6 metres and back onto Conway fields and the related hydro corridor.

The subject lands are located along an existing transit route, and an existing transit stop is located along the frontage of the property.

The proposed church has been design with the primary building façade oriented towards the public street. The majority of parking has been located at the rear of the site. Accessible parking stalls are located at the front of the site, adjacent the barrier free entry and in closer proximity to the existing transit stop.

The proposed development will result in the development of a vacant parcel, and will contribute positively to the existing streetscape through a combination of built form and landscaping, including where possible, the retention of existing trees.

PROPOSED SITE PLAN



ABOVE LEFT: The proposed development has been designed with the primary building façade facing the public street. The building design and landscaping will result in an improved streetscape condition in this location.

ABOVE RIGHT: The majority of parking is located at the rear of the site and will be screened from the public street by the proposed church. Barrier free parking has been located at the front of the site with direct access via an accessible sidewalk to barrier free building entrances.

ABOVE LEFT: The primary building entrance is clearly delineated and has been designed with large amounts of transparent glass. A covered entry way provides for weather protection.

ABOVE RIGHT: A direct pedestrian connection to the public street is proposed. This walkway provides a continuous pedestrian route from the public street to the building entrance.

ABOVE LEFT: The majority of parking is located at the rear of the site. The parking area has been designed to ensure there are no entrapment areas. Large windows provide for natural surveillance onto this area in accordance with Crime Prevention through Environmental Design (CPTED) principles).

ABOVE RIGHT: A number of massing techniques have been utilized to break up the mass of the proposed building. This includes changes in building materials and variations in the roofline.

2.0 Massing and Scale

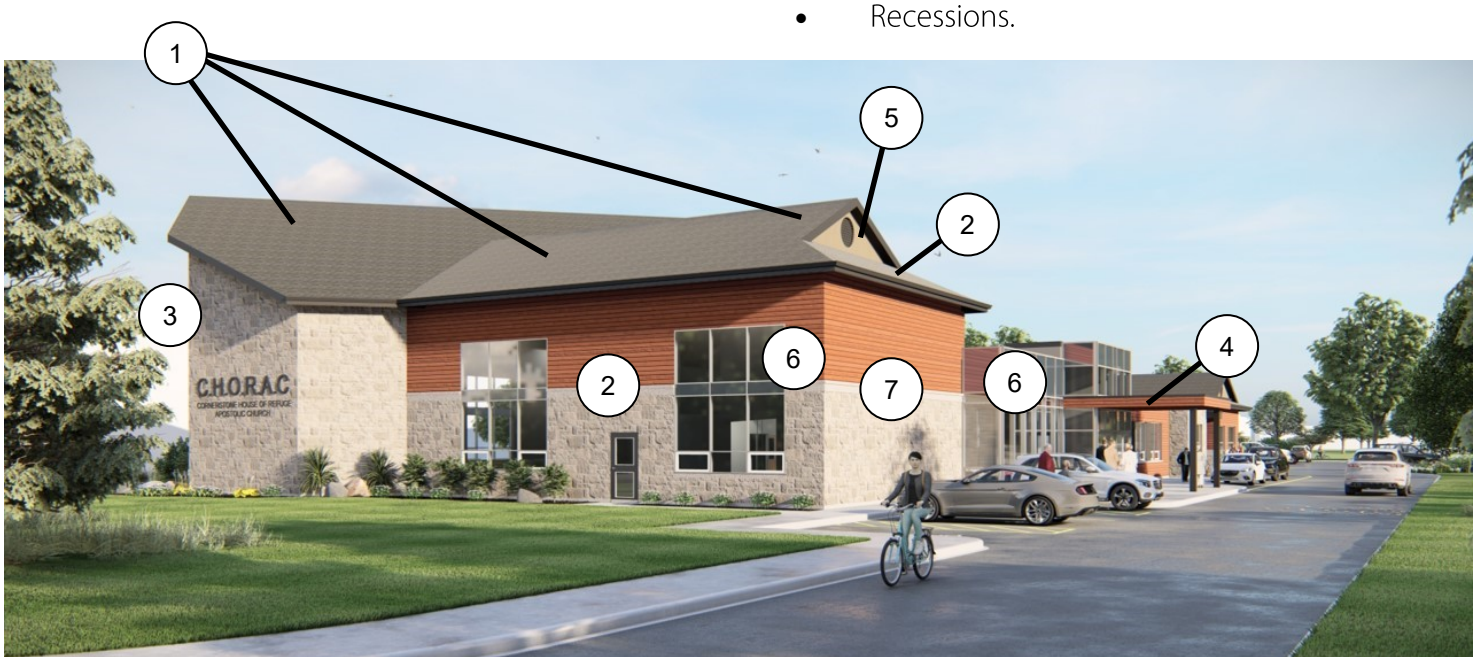
2.1 BUILDING MASSING

In accordance with the City's Terms of Reference for Design Briefs, this section has been prepared to describe the building massing and includes multiple views of the building in order to illustrate how the mass of the building has been treated through design strategies.

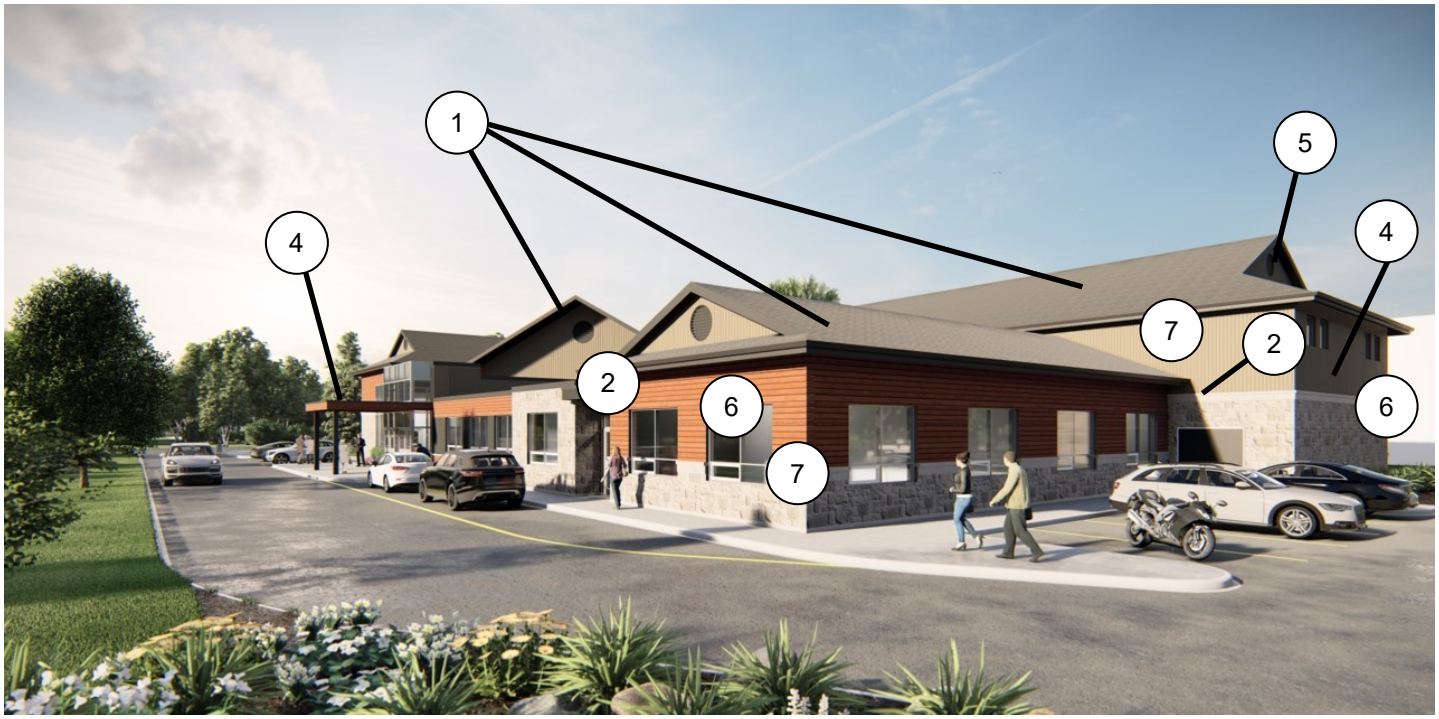
While the proposed building is proposed to be a single storey, additional height has been placed strategically within the building design to provide for larger windows and a stronger street presence.

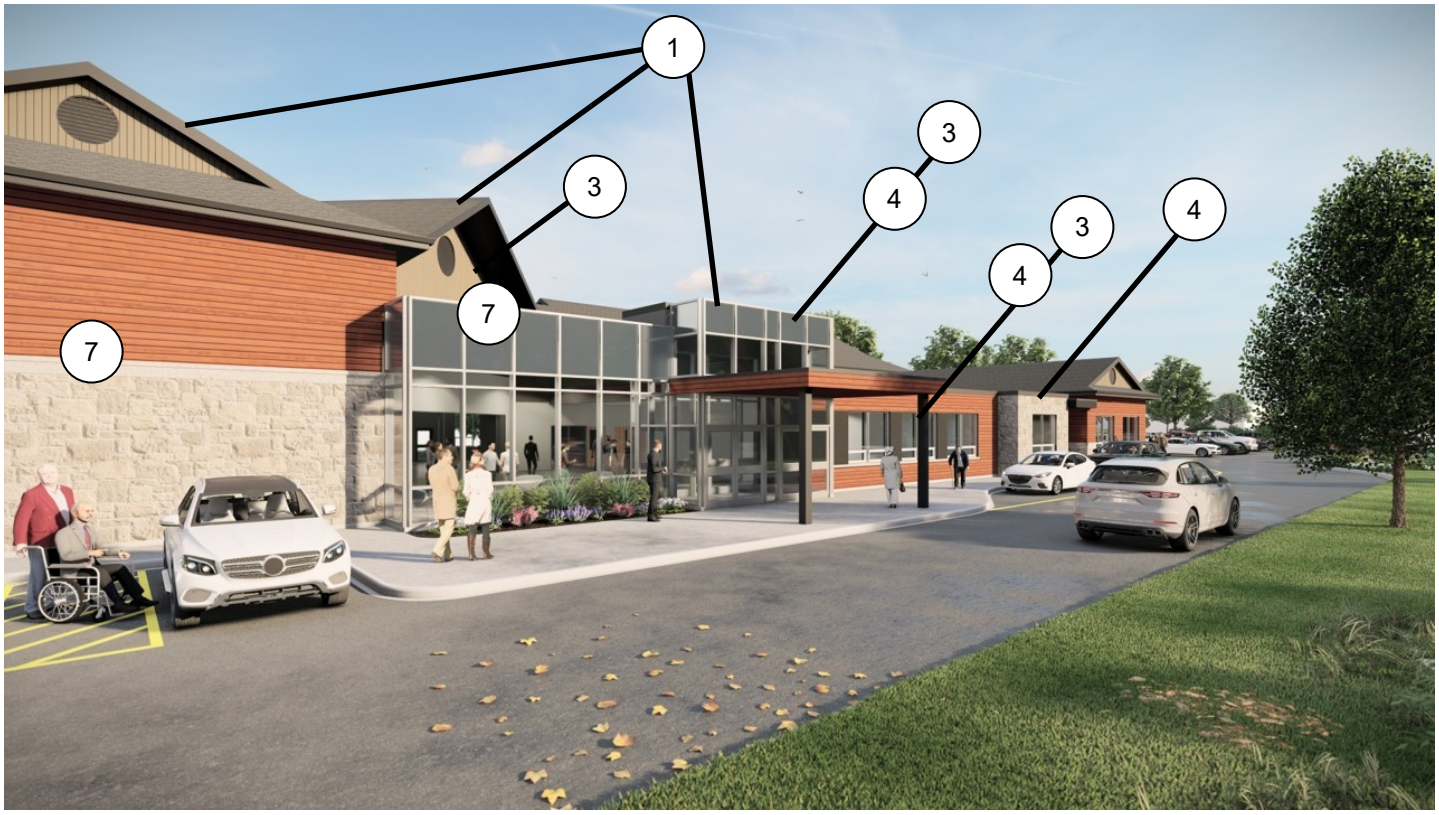
In general the following massing strategies have been used to break up the mass of the church into smaller components (as illustrated in the following renderings)

- Changes in building materials and colours;
- Horizontal and vertical articulation;
- A variety of window sizes;
- Variations in the roofline;
- Projections; and
- Recessions.



1. Variation in roofline
2. Horizontal articulation
3. Vertical articulation
4. Projection
5. Recession
6. Variation in window sizes
7. Changes in building materials/colours





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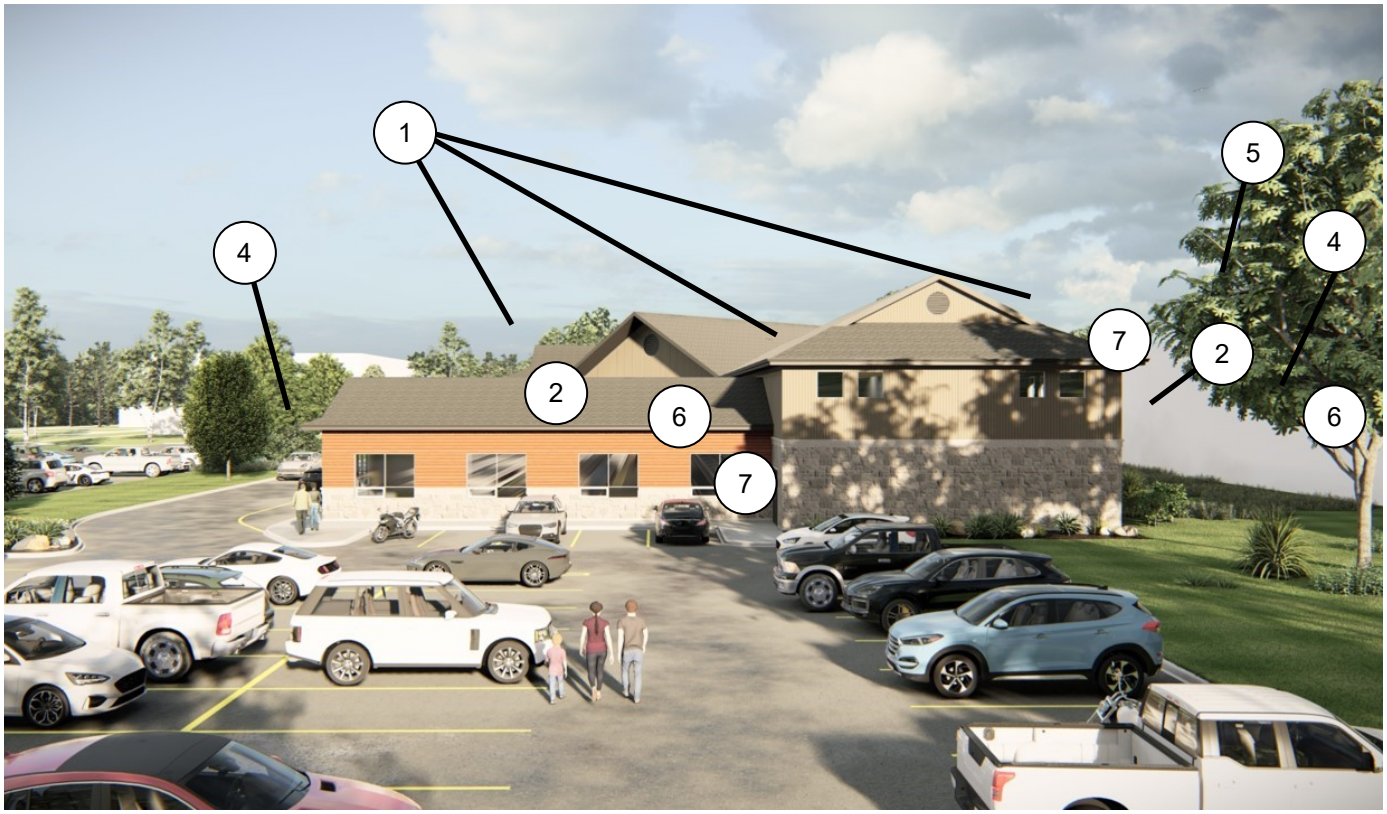
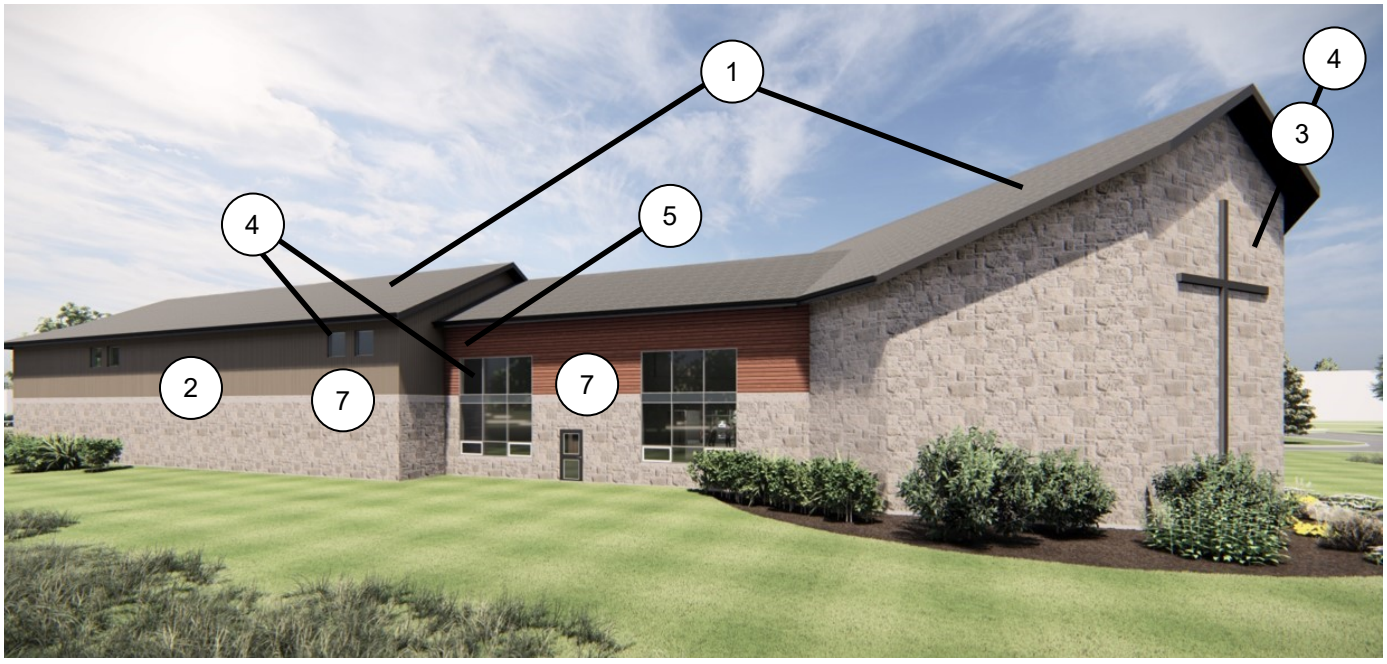




1. Variation in roofline
2. Horizontal articulation
3. Vertical articulation
4. Projection
5. Recession
6. Variation in window sizes
7. Changes in building materials/colours

2.2 VIEWS

The proposed development has been designed with consideration to the surrounding built form context. The following graphics illustrate the site design relative to surrounding development. Perspective views are also included to illustrate how the proposed building is set within its current context.

PROPOSED SITE PLAN DEVELOPMENT SHOWN WITH SURROUNDING CONTEXT

The proposed development has been setback from the street slightly more than surrounding buildings. This allows for greater tree saving opportunities, and provides further separation distance between the church and any traffic noise along St. Laurent Blvd. The placement of surface parking behind the building provides for an attractive view of the development from the street, while the inclusion of a small number of accessible parking spaces ensures that convenient barrier free access is provided. There are no significant views to heritage or cultural heritage attributes in this area. Further, there are no significant views of natural features that need to be preserved through the site design.

Perspective views illustrating how the proposed building is set within its current context. The rendering at the top of page illustrates the view of the proposed development from the abutting public street. The bottom view shows the rear façade of the development and abutting development.

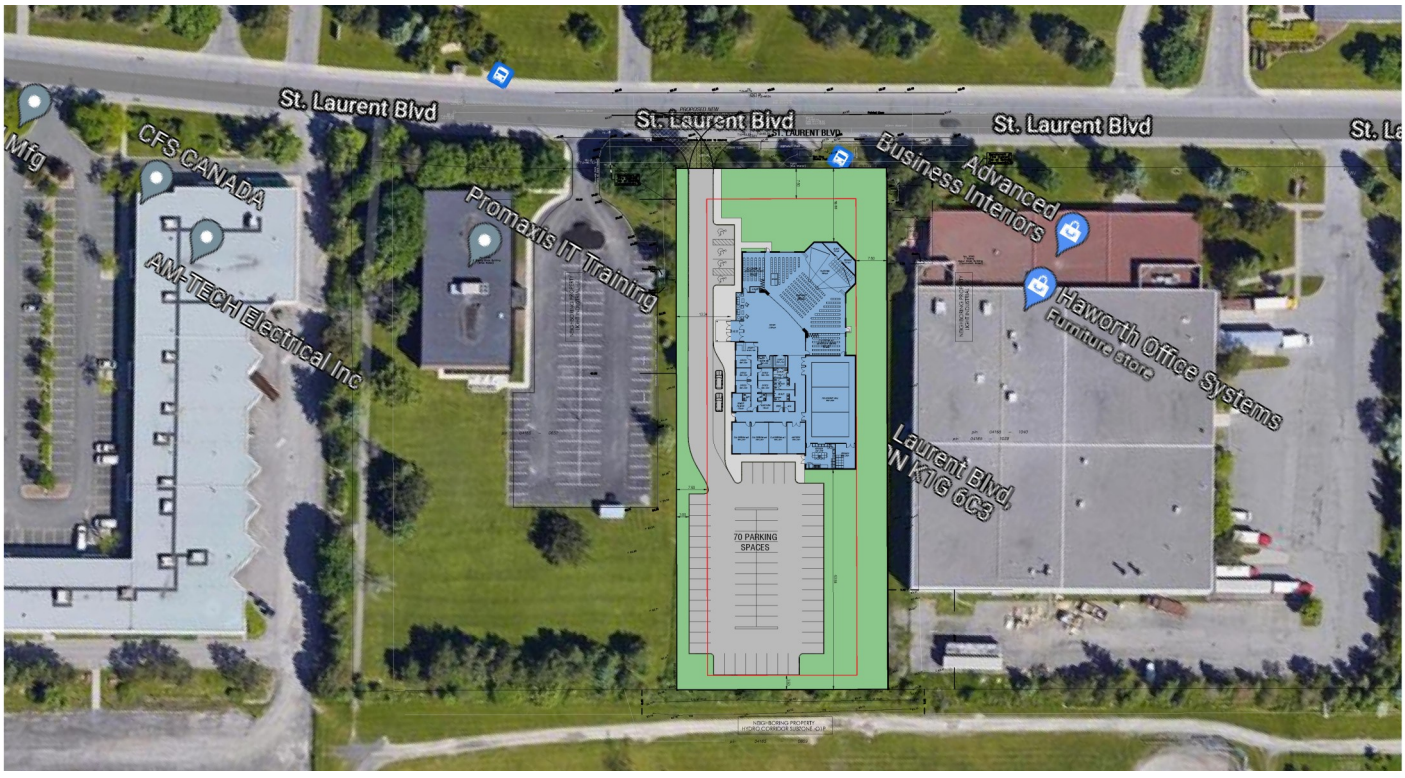
2.3 BUILDING TRANSITION

The proposed development is located in an area with a wide range of land uses, including other religious institutions within the immediate surrounding area. Development on either side of the proposed church would be classified as 'light industrial' and include a software training facility to the immediate west and an office equipment/ office furniture business to the east.

From a land use compatibility perspective, there is no need to transition the proposed use from the surrounding uses. Similarly, none of the immediate surrounding uses will pose a compatibility issue with the proposed church. In terms of setbacks the proposed development meets the by-law requirements. The single storey building height (which in some places has a height similar to a two storey structure) is similar to building heights of other developments in the area.

The below figure and the Site Plan attached as **Appendix B** illustrates the following:

- The proposed front yard setback allows for tree saving opportunities. It also ensures that the existing businesses located to the east and west of the church, and any related signage, will remain visible once the church has been constructed.
- The proposed church is set back a minimum of 13.4 metres from the western property line and is further separated from the IT Training facility by the existing surface parking lot on the abutting property. There is sufficient separation between the driveway accesses to both sites.
- The proposed building has been designed with a minimum 7.5 metre setback from the property to the east.



- The existing building to the east is 15.2 metres from the proposed church, which provides for appropriate separation without impacting the ability to provide windows on the interior façades.

As shown on the right, a number of the windows on the church's east elevation have been designed at a higher height than typical ground floor windows. This allows for light penetration within the church, while minimizing overlook between the two properties.

2.4 GRADING

The existing vacant property is relatively flat and does not present any unique grading challenges. The proposed grading plan attached as **Appendix C** illustrates that site drainage will generally be directed towards the existing public street. The surface parking lot has been designed with stormwater detention areas to ensure that any site run-off is clean. Grading generally matches at property lines. No retaining walls are required as a result of area grading.

3.0 Building Design

As previously noted, the proposed development is comprised of a single storey institutional (church) building. While the internal space is functionally designed to be a single storey, the floor to celling height varies within the building so that in some portions of the building a two storey ceiling height is achieved. This is typical in a church design, but also provides for a more interesting exterior built form; variations in the roofline; and a building that better frames the adjacent public street.

As noted throughout this brief, a variety of techniques have been used to break up the mass of the proposed building. High quality building materials have been used on all facades. A number of large windows have also been incorporated on all facades and there are no black walls facing any of the surrounding properties.

The building elevations and floor plans provided within this section (and within Appendix D)

The floor plans illustrate that the church sanctuary is located at the front of the building. Classrooms and offices are located along exterior walls which helps to provide overlook to the parking area and primary building entrance.

A large foyer is provided off of the main building entrance.

Functional areas including storage and janitorial rooms have bene located internal to the floorplan.

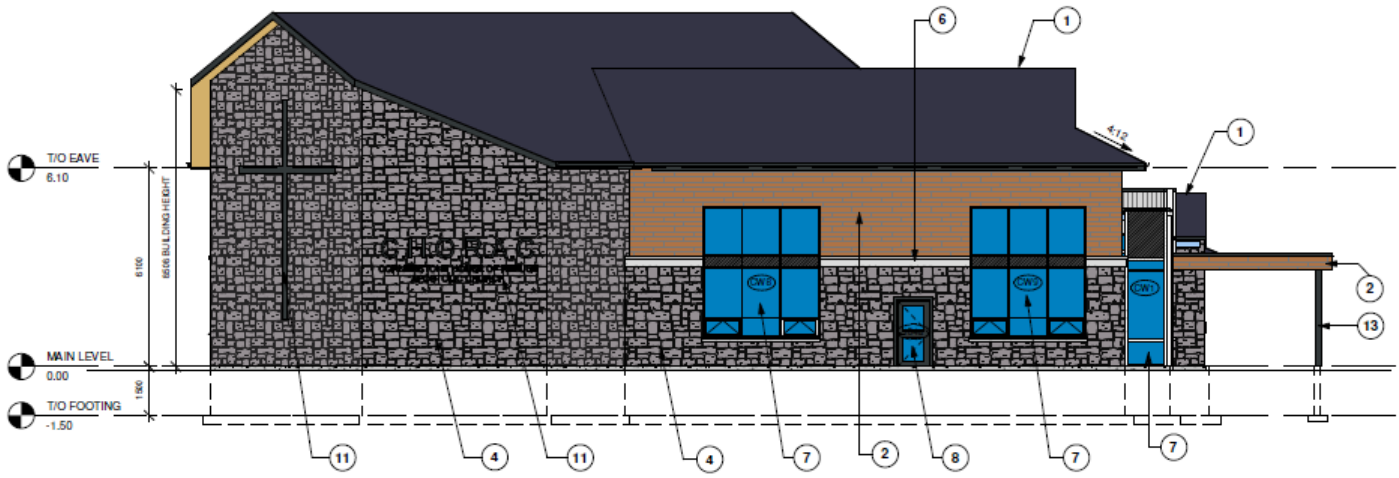
FLOOR PLAN

provide further detail in relation to the building design.

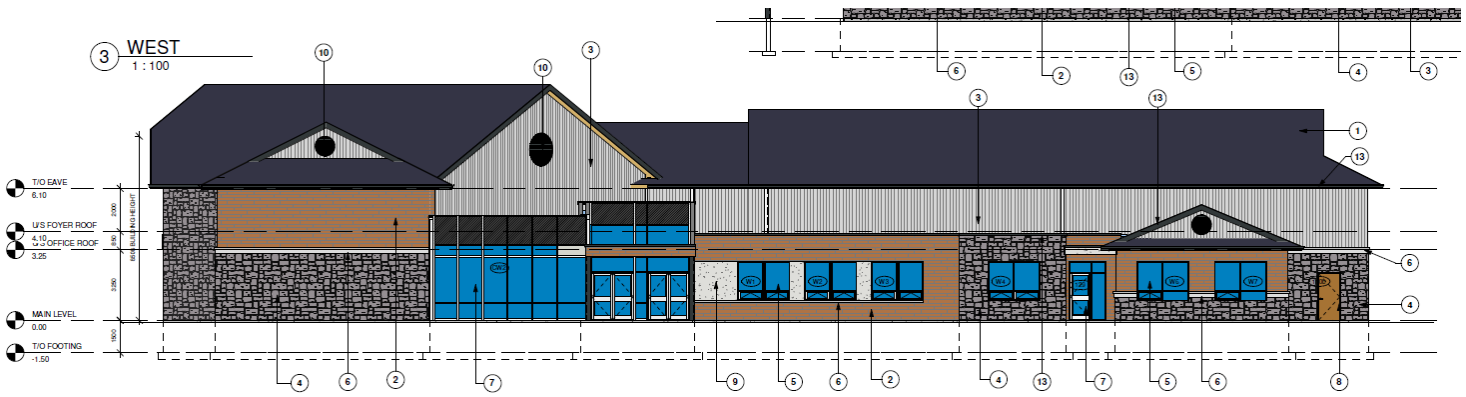
Building elevations illustrate the variety of building materials and colours as well as the amount of architectural detail and glazing on each elevation. The following elevations show the façades that will be most visible from the surrounding public street.

The full set of building elevations are included in Appendix D.

The North elevation (facing St. Laurent) has been designed with a large amount of stone and large window openings. The West elevation (visible as one approaches the site along St. Laurent from the west), has the primary building entrance, large amounts of glazing and variations in the roofline.



1 NORTH
1 : 100



3 WEST
1 : 100

4.0 Sustainability

The proposed development will promote sustainable design initiatives and practices including sustainable building and landscape practices. The following is a summary of sustainable design components that have been considered in the building and site design:

- The subject lands are an underutilized/vacant site in an area that has full municipal services. The proposed development includes a compact urban form which better utilizes the land area.
- The development has been oriented with south facing windows and as such, achieves the benefits of passive solar orientation, including reduced heating and cooling costs.
- A direct pedestrian and vehicle connection is proposed to the abutting public street, providing opportunities for active transportation including cycling and walking. The proposed development is oriented towards St. Laurent Blvd, an existing transit route.
- To further support active transportation, bicycle parking is proposed.
- The proposed development is located immediately adjacent an existing transit stop.

Stormwater has been addressed through the provision of a swale along the eastern side of the property. The swale will catch clean roof water which will drain through the site. The storm captor will clean water draining from the parking lot area.

The landscape plans include drought resistant native species. Landscaping within and around the surface parking area and pedestrian walkways will be designed with salt tolerant planting materials. Existing trees will be retained where possible.

The following additional green initiatives will be implemented:

- Provision of a cool roof;
- Water conservation features such as low-flow toilets and water efficient appliances;
- Energy efficient appliances;
- Architectural/Mechanical and Electrical designs which meet or exceed SB-10 Energy Efficiency requirements;
- Use of high quality windows to reduce thermal loss; and
- Use of energy efficient lighting such as LED for both interior and exterior lighting fixtures.









PROPOSED LANDSCAPE MATERIALS

A variety of trees and shrubs are proposed with an emphasis on low maintenance, native plant materials. Drought tolerant plant materials tend to be replaced less frequently and species diversity is also important to ensure landscaping remains over the long term.

5.0 Official Plan Considerations

On November 24, 2021, Council for the City of Ottawa adopted a new Official Plan for the City of Ottawa. The new Official Plan will be in effect following approval by the Ministry of Municipal Affairs and Housing.

While not yet in full force and effect, the proposed development has been reviewed relative to the Urban Design policies included in Volume 1, Section 4.6 of the new Official Plan. The following is a summary of how the proposed development is consistent with the broader design policies of the OP:

- The proposed development will enhance the public realm by incorporating pedestrian walkways, trees and landscaping.
- The proposed development is located to generally frame the adjacent street, and provides an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.
- The proposed development has been designed to minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees.
- The majority of surface parking is located at the rear of the building where it will be visually screened from the public realm.
- The proposed development has been designed to be universally accessible.
- The proposed building has been designed to respond to context, include areas for soft landscaping and main entrances at-grade. The proposed building will integrate architecturally to complement the surrounding context.

6.0 Summary Conclusions

The proposed development will result in the development of a vacant parcel, and will contribute positively to the existing streetscape through a combination of built form and landscaping.

The subject lands are located along an existing transit route, and an existing transit stop is located along the frontage of the property.

The proposed church has been design with the primary building façade oriented towards the public street. The majority of parking has been located at the rear of the site. Accessible parking stalls are located at the front of the site, adjacent the barrier free entry and in closer proximity to the existing transit stop.

The proposed development incorporates a number of sustainable design elements including bicycle parking, native and drought tolerant landscape materials, LED fixtures and energy efficient appliances and fixtures.

As illustrated throughout this document, the mass of the building has been broken up using a number of design strategies. While the proposed building is proposed to be a single storey, additional height has been placed strategically within the building design to provide for larger windows and a stronger street presence.

The proposed development is consistent with general design policies contained within the City's new Official Plan.

In summary the proposed development will result in the development of an underutilized service site with a high quality building that is further enhanced through the careful placement of landscape elements.

Appendix A

Design Brief Terms of Reference

Description:

A Design Brief is the core submission document that illustrates how the development is designed to work with its existing and planned context, to improve its surroundings and also demonstrate how the proposal supports the overall goals of the Official Plan, relevant secondary plans, Council approved plans and design guidelines. The purpose of the Terms of Reference is to assist the applicant to organize and substantiate the design justification in support of the proposed development and to assist staff and the public in the review of the proposal.

Authority to Request a Design Brief:

The *Planning Act* gives municipalities the authority to require that a Design Brief be prepared. Under Sections 22(4), (5) and Section 41(4) of the *Planning Act*, a Council has the authority to request such other information or material that the authority needs in order to evaluate and make a decision on an application. Section 5.2.6 of the Official Plan sets out the general requirement for a Design Brief.

Preparation:

The Design Brief should be signed by an urban designer, licenced architect, landscape architect, or a full member of the Canadian Institute of Planners.

When Required:

A Design Brief is required for the following planning application:

- Site Plan Control

A Scoped Design Brief* is required when the following planning applications are applied for and not accompanied by a Site Plan Control application:

- Official Plan Amendment
- Zoning Bylaw Amendment (exception: a change in use which does not result in an increase in height or massing)

The requirement and scope of a Design Brief will be determined at the formal pre-application consultation meeting. Should an application be required to go to the Urban Design Review Panel (UDRP), the Design Brief may be submitted as part of the submission materials to the panel.

Contents for Design Brief Submissions:

A Design Brief will contain and/or address the points identified during the pre-consultation meeting. Failure to address the critical elements identified in the pre-consultation meeting may result in the application being considered incomplete.

** A Scoped Design Brief is composed of:*

- *Section 1 should be combined into the Planning Rationale submission, and*
- *Section 2 items will be confirmed in the pre-application consultation meeting*.

SECTION 1

The Application Submission:

Not Required	Required	
x	☐	State the: type of application, legal description, municipal address, purpose of the application and provide an overall vision statement and goals for the proposal.

Response to City Documents:

Not Required	Required	
x	☐	State the Official Plan land use designation for the subject property and demonstrate how the proposal conforms to the Official Plan as it relates to the design of the subject site. Reference specific policy numbers from the Official Plan to show consistency. Justify areas of non-compliance and explain why there is non-compliance.
x	☐	State the applicable plans which apply to the subject proposal: community design plan, secondary plan, concept plan and design guideline. Reference the relevant design related polices within the applicable Plans/Guidelines and provide a comprehensive analysis as to how the proposed development incorporates the objectives or why it does not incorporate the objectives.

Context Plan:

Not Required	Required	
x	☐	Provide a contextual analysis that discusses/illustrates abutting properties, key destinations and linkages within a 100 m radius (a larger radius may be requested for larger/more complex projects), such as transit stations; transportation networks for cars, cyclists, and pedestrians; focal points/nodes; gateways; parks/open spaces; topography; views towards the site; the urban pattern (streets, blocks); future and current proposals (if applicable), public art, heritage resources, etc.
x	☐	Photographs to illustrate existing site conditions and surrounding contexts. Include a map pinpointing (with numbers) where each photo is taken and correspond these numbers with the site photos. Arrows illustrating the direction the photo is taken is also useful.

SECTION 2

The Design Proposal:
The purpose of the Design Proposal is to show the building elevations, exterior details, transitions in form, treatment of the public realm and compatibility with adjacent buildings, using 3-D models, illustrations, diagrams, plans, and cross sections. Referencing Official Plan, Section 5.2.1; as determined at time of pre-application consultation meeting, submissions will need to address the following in the form of labelled graphics and written explanation:

Massing and Scale

Not Required	Required	
		Images which show: Building massing – from:
☐	☒	• at least two sides set within it current context (showing the entire height and width of the building) **OR**
☒	☐	• all four sides set within it current context (showing the entire height and width of the building).
		Views – of the entire block, from:
☐	☒	• at least two perspectives to show how the proposed building is set within its current context **OR**
☒	☐	• all four perspectives to show how the proposed building is set within its current context.
☐	☒	Building transition – to adjacent uses, with labelled explanation of the transition measures used.
☐	☒	Grading – if grades are an issue.
☒	☐	Alternative building massing – additional imagery and site layouts considered and provide justification for the ultimate proposal sought.

Public Realm

Not Required	Required	
		Labelled graphics and a written explanation which show:
☒	☐	Streetscape – cross sections which illustrate the street design and right of way (referencing the City's design manuals).
☒	☐	Relationship to the public realm – illustrating how the first few storeys of the proposed development responds to and relates to the existing context (e.g. through a podium plan and first floor plan). This is to include detailed explanation on:

- Architectural responses
- Landscaping details
- Public art features (in accordance with Official Plan, Section 4.11)
- For developments in Design Priority Areas, detail the building and site features, (in accordance with Official Plan, Section 4.11) which will enhance the public realm. Provide explanation for features which are not provided.

Building Design

Not Required	Required	
☐	☒	Labelled graphics (e.g. building elevations and floor plans) and a written explanation which document the proposed exterior architectural details and design in accordance with Official Plan, Section 5.2.1).
☒	☐	For high-rise development applications, detail the building design and massing and scale elements and how they relate to the proposed high-rise development (in accordance with Official Plan, Section 5.2.1).

Sustainability

Not Required	Required	
☐	☒	Any sustainable design features to be incorporated, such as green roofs or walls, sun traps, reflective or permeable surfaces.

Heritage

Not Required	Required	
☒	☐	How the building relates to the historic details, materials, site and setting of any existing historic resources on or adjacent to the subject property (if applicable).

Additional Contents:

Some proponents may be requested to provide submission material which complements the Design Brief. These additional requirements could be incorporated into the Design Brief submission for ease of review. These will be identified at the time of pre-consultation meeting:

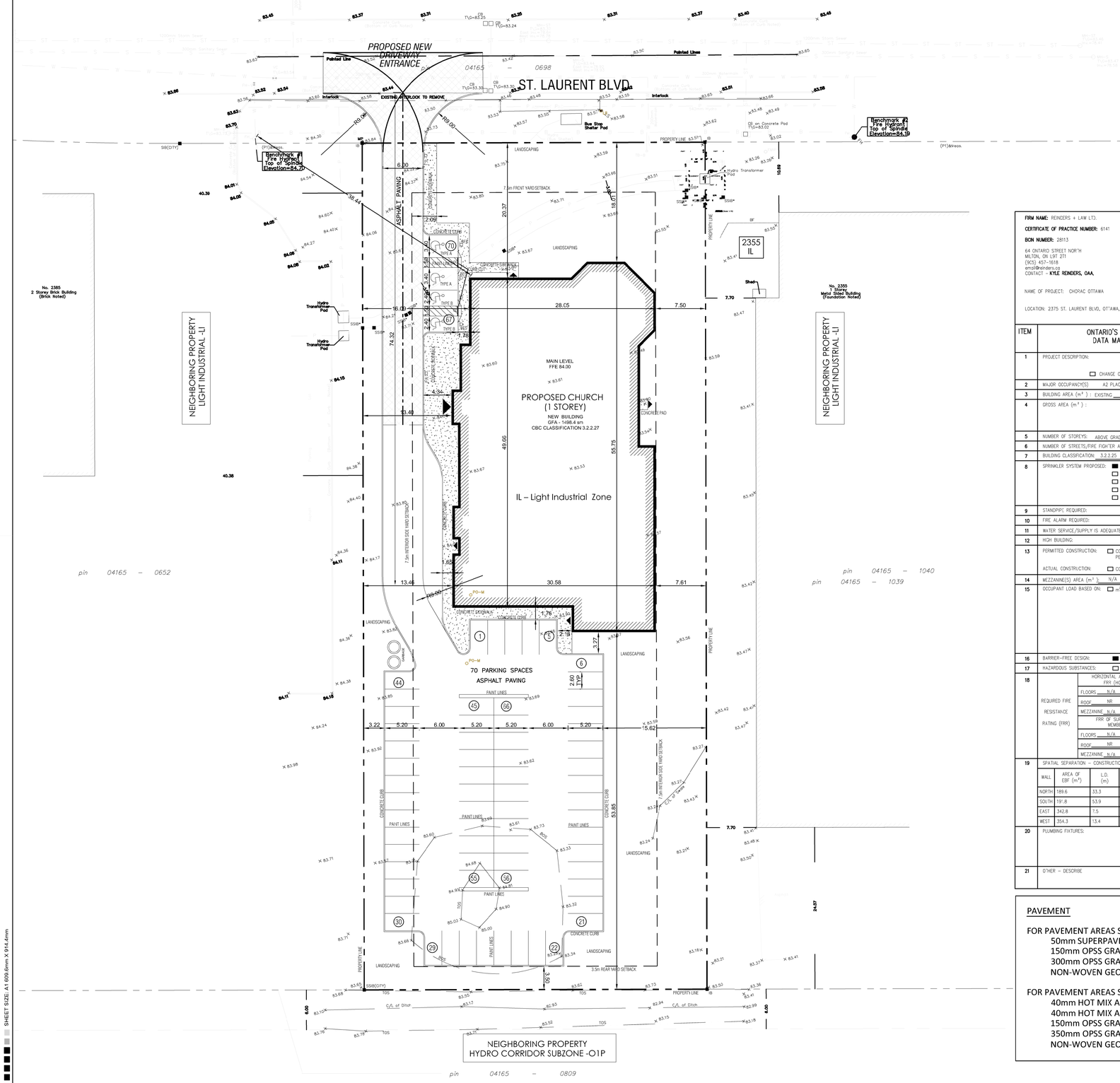
- Site Plan
- Landscape Plan
- Plan showing existing and proposed servicing
- Shadow Analysis
- Wind Analysis

Submission Requirements

- Six hard copies and one digital copy

Appendix B

Site Plan



SITE STATISTICS

ITEM	ZONING BYLAW REQUIREMENTS	PROPOSAL
ZONING CATEGORY	IL - Light Industrial	IL - Light Industrial
LOT AREA (sm)	2000	6.582
LOT WIDTH (sm)	N/A	22.6
GROUND FLOOR AREA (sm)	N/A	1,498.4
LOT COVERAGE (max.)	65%	22.8%
FRONT YD. (m) (min.)	7.5	18.0
REAR YARD (m) (min.)	3.5	53.8
INT. SIDE YARD - WEST (m) (min.)	7.5	13.4
INT. SIDE YARD - EAST (m) (min.)	7.5	7.5
NUMBER OF PARKING SPACES (1/0 spaces/100 sq.m of assembly area)	36	70
NUMBER OF ACCESSIBLE PARKING SPACES (4% of regd.)	2	4
PARKING STALL DIMENSIONS (m)	2.6 x 5.2	2.6 x 5.2
ACCESSIBLE PARKING DIMENSIONS - TYPE A (m)	3.4 x 5.2	3.4 x 5.2
ACCESSIBLE PARKING DIMENSIONS - TYPE B (m)	2.4 x 5.2	2.4 x 5.2
ACCESSIBLE ADJACENT ACCESS ISLE DIM. (m)	1.5 x 5.2	1.5 x 5.2
PERCENTAGE OF LOT LANDSCAPED	20% MIN.	39.9% (2,627.7)
BUILDING HEIGHT (m)	18.0	8.5
ASPHALT AREA (sm)	N/A	2,222

FIRM NAME: REINDERS + LAW LTD.

CERTIFICATE OF PRACTICE NUMBER: 6141

BCIN NUMBER: 28813

64 ONTARIO STREET NORTH
MILTON, ON L9T 2T1
(905) 457-1618
email@reinders.ca
CONTACT – **KYLE REINDERS, OAA,**

NAME OF PROJECT: CHORAC OTTAWA

LOCATION: 2375 ST. LAURENT BLVD, OTTAWA, ON

THE ARCHITECT NOTED ABOVE HAS EXERCISED RESPONSIBLE CONTROL WITH RESPECT TO DESIGN ACTIVITIES. THE ARCHITECT'S SEAL NUMBER IS THE ARCHITECT'S BCIN.

ITEM	ONTARIO'S 2012 BUILDING CODE DATA MATRIX PART 3 OR 9		OBC REFERENCE (References are to Division B unless noted [A] for Division A or [C] for division C.	
1	PROJECT DESCRIPTION: ■ NEW ☐ ALTERATION ☐ CHANGE OF USE ☐ ADDITION	☐ PART 11 11.1 to 11.4	■ PART 3 1.1.2. [A]	☐ PART 9 1.1.2. [A] & 9.10.1.3.
2	MAJOR OCCUPANCY(S) A2 PLACE OF WORSHIP		3.1.2.1.(1)	9.10.2.
3	BUILDING AREA (m^2) : EXISTING ____ NEW 1498.4 TOTAL 1498.4		1.4.1.2. [A]	1.4.1.2. [A]
4	GROSS AREA (m^2) : GROUND FLOOR AREA 1498.4 TOTAL GFA 1498.4		1.4.1.2. [A]	1.4.1.2. [A]
5	NUMBER OF STOREYS: ABOVE GRADE 1 BELOW GRADE 0		1.4.1.2. [A] & 3.2.1.1.	1.4.1.2. [A] & 9.10.4
6	NUMBER OF STREETS/FIRE FIGHTER ACCESS: 1		3.2.2.10. & 3.2.5.5.	9.10.20.
7	BUILDING CLASSIFICATION: 3.2.2.25		3.2.2.20 – .83	9.10.2.
8	SPRINKLER SYSTEM PROPOSED: ■ ENTIRE BUILDING ☐ SELECTED COMPARTMENTS ☐ SELECTED FLOOR AREAS ☐ BASEMENT ONLY ☐ NOT REQUIRED	☐ EXISTING ☐ IN LIEU OF ROOF RATING	3.2.2.20 – .83 3.2.1.5. 3.2.2.17. INDEX	9.10.8.2. INDEX
9	STANDPIPE REQUIRED: ☐ YES ■ NO		3.2.9	N / A
10	FIRE ALARM REQUIRED: ■ YES ☐ NO		3.2.4	9.10.18.
11	WATER SERVICE/SUPPLY IS ADEQUATE: ■ YES ☐ NO		3.2.5.7.	N / A
12	HIGH BUILDING: ☐ YES ■ NO		3.2.6.	N / A
13	PERMITTED CONSTRUCTION: ☐ COMBUSTIBLE PERMITTED ☐ NON-COMBUSTIBLE REQUIRED ■ BOTH ACTUAL CONSTRUCTION: ☐ COMBUSTIBLE ☐ NON-COMBUSTIBLE ■ BOTH		3.2.2.20 – .83	9.10.6.
14	MEZZANINE(S) AREA (m^2): N/A		3.2.1.1.(3) – (6)	9.10.4.1.
15	OCCUPANT LOAD BASED ON: ☐ m^2 / PERSON ■ DESIGN OF BUILDING		3.1.17	9.9.1.3.
16	BARRIER-FREE DESIGN: ■ YES ☐ NO (EXPLAIN)		3.8.	9.5.2.
17	HAZARDOUS SUBSTANCES: ☐ YES ■ NO		3.3.1.2. & 3.3.1.19.	9.10.1.3. (4)
18	REQUIRED FIRE RESISTANCE RATING (FRR)	HORIZONTAL ASSEMBLIES FRR (HOURS) / LISTED DESIGN No. OR DESCRIPTION (SG-2) FLOORS N/A ROOF NR MEZZANINE N/A FRR OF SUPPORTING MEMBERS FLOORS N/A ROOF NR MEZZANINE N/A	3.2.2.20.–.83 & 3.2.1.4.	9.10.8. 9.10.9.
19	SPATIAL SEPARATION – CONSTRUCTION OF EXTERIOR WALLS		3.2.3.	9.10.14.

WALL	AREA OF EBF (m^2)	L.D. (m)	L/H OR H/L	PERMITTED MAX. % OF OPENINGS	PROPOSED % OF OPENINGS	FRR (HOURS)	LISTED DESIGN OR DESCRIPTION	COMB. CONST.	COMB. CONST. NONC. CLADDING	NON-COMB. CONST.
NORTH	189.6	33.3	1:5	100	23.4	–	–	X		
SOUTH	191.8	53.9	1:5	100	11.1	–	–	X		
EAST	342.8	7.5	1:9	60	10.0	–	–	X		
WEST	354.3	13.4	1:9	100	27.4	–	–	X		

20	PLUMBING FIXTURES:	3.7.4.3.	9.5.3.1.
21	OTHER – DESCRIBE		

PAVEMENT

FOR PAVEMENT AREAS SUBJEC TO CARS AND LIGHT TRUCKS, THE PAVEMENT SHOULD CONSIST OF:
- 50mm SUPERPAVE 12.5 ASPHALTIC CONCRETE OVER
- 150mm OPSS GRANULAR A BASE OVER
- 300mm OPSS GRANULAR B, TYPE II SUB-BASE OVER (50mm OR 100mm MINUS CRUSHED STONE)
- NON-WOVEN GEOTEXTILE FABRIC (4 oz./sq. yd.) SUCH AS TERRAFIX 270R OR THRACE-LING 130EX OR APPROVED ALTERNATIVE

FOR PAVEMENT AREAS SUBJECT TO HEAVY TRUCK LOADING, THE PAVEMENT SHOULD CONSIST OF:
- 40mm HOT MIX ASPHALTIC CONCRETE (HL3) OVER
- 40mm HOT MIX ASPHALTIC CONCRETE (HL8) OVER
- 150mm OPSS GRANULAR A OVER
- 350mm OPSS GRANULAR B, TYPE II SUB-BASE OVER (50mm OR 100mm MINUS CRUSHED STONE)
- NON-WOVEN GEOTEXTILE FABRIC (4 oz./sq. yd.) SUCH AS TERRAFIX 270R OR THRACE-LING 130EX OR APPROVED ALTERNATIVE

TOPOGRAPHICAL PLAN OF SURVEY

PART OF LOT 1
CONCESSION 5 (RIDEAU FRONT)
Geographic Township of Nepean
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

Plan Amended September 7, 2017 to illustrate additional services.

OWNERS	APPLICANT
OWNERS NAME The CornerStone House of Refuge Apostolic Church (CHORAC) ADDRESS 1196 Wellington St West, Ottawa, ON K1Y 2Z5 (613) PHONE #: 725-1432	REINDERS + LAW LTD. 64 ONTARIO STREET NORTH, MILTON ON L9T 2T1 P (905)457-1618 F (905)457-8852

LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- PROPOSED FIRE ROUTE (USING HEAVY DUTY PAVING)
- LIGHT DUTY PAVING
- CONCRETE PAD OR SIDEWALK
- PROPOSED CONCRETE CURB
- CC OR DC — PROPOSED CONCRETE CURB WITH CURB CUT OR DEPRESSED CURB
- NEW BUILDING AREA (FOOTPRINT)
- PRINCIPAL BUILIDING ENTRANCE
- SECONDARY BUILDING ENTRANCE OR EGRESSES
- FRS — FIRE ROUTE SIGNS
- BFS — BARRIER FREE SIGNS (RB93)
- BARRIER FREE LOGO (PAVED ON ASPHALT)
- TACTILE STRIPS ON CONCRETE OR ASPHALT SURFACES (AODO COMPLIANT)
- PROPOSED CATCHBASIN AND STRUCTURE
- PROPOSED DOUBLE CATCHBASIN AND STRUCTURE
- PROPOSED MANHOLE
- EXISTING CATCHBASIN AND MANHOLE PROPOSED CATCHBASIN AND MANHOLE
- FH — FIRE HYDRANT (EXISTING)

TRUE NORTH

CONSTRUCTION NORTH

no.	revisions	date	init.
5	REVISED NORTH ENTRANCE	12/05/2021	KR

cad file 20037_SP1
date plotted 12/09/2021 plot scale 1:1

drawn

designed KR

reviewed KR

date MM/DD/YYYY

scale 1:300

project
CHORAC OTTAWA
2375 ST. LAURENT BLVD
OTTAWA, ON

drawing
ARCHITECTURAL SITE PLAN

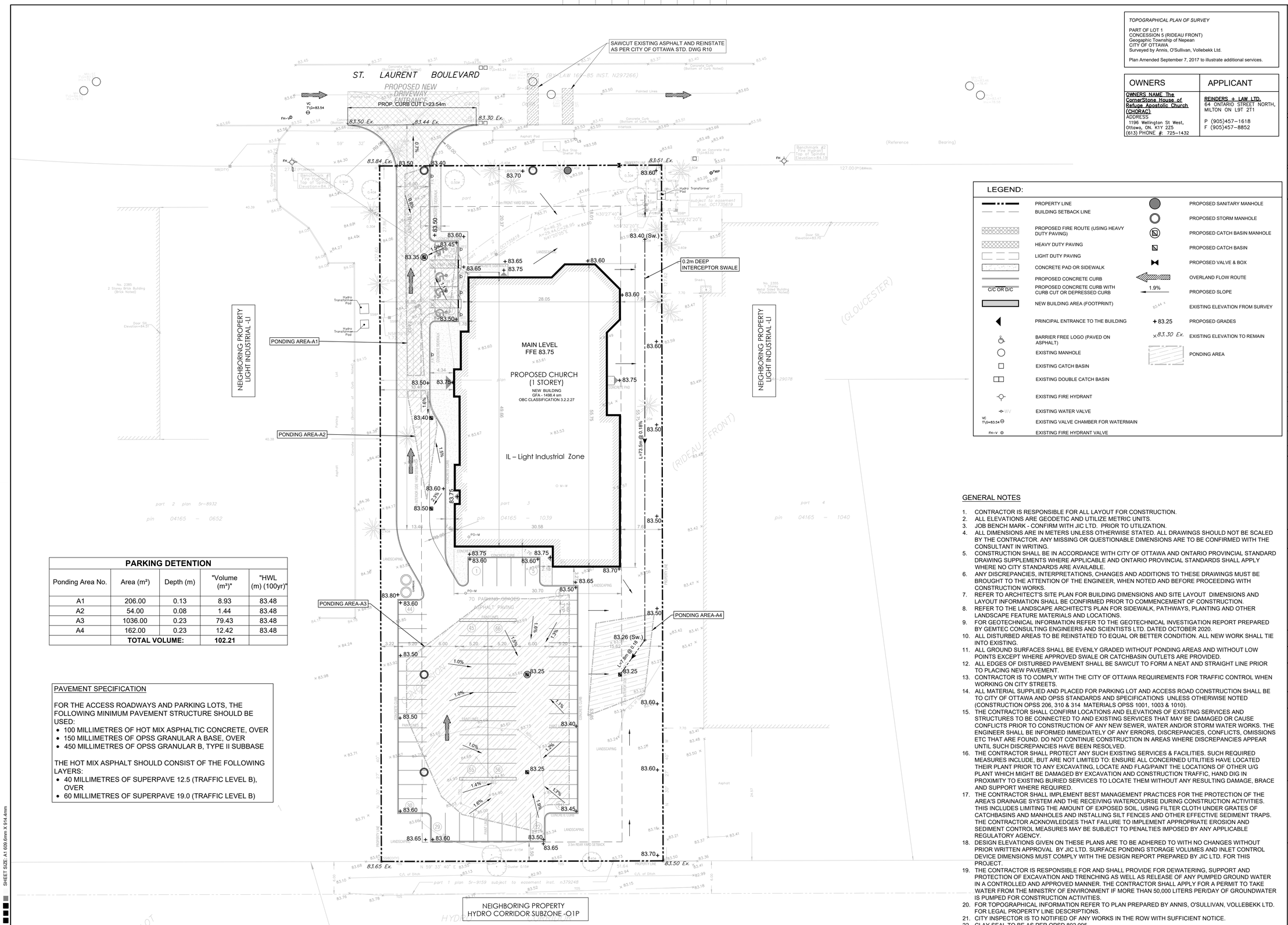
REINDERS + LAW LTD.
ARCHITECTURE.ENGINEERING
64 ONTARIO STREET NORTH
MILTON, ON L9T 2T1
T. 905.457.1618 F. 905.457.8852
EMAIL@REINDERS.CA WWW.REINDERS.CA

drawing no. 20037_SP1 rev. no. 0

SHEET SIZE: A1 609.6mm X 914.4mm

Appendix C

Site Grading Plan



PARKING DETENTION				
Ponding Area No.	Area (m²)	Depth (m)	"Volume (m³)"	"HWL (m) (100yr)"
A1	206.00	0.13	8.93	83.48
A2	54.00	0.08	1.44	83.48
A3	1036.00	0.23	79.43	83.48
A4	162.00	0.23	12.42	83.48
	TOTAL VOLUME:		**102.21**	

PAVEMENT SPECIFICATION

FOR THE ACCESS ROADWAYS AND PARKING LOTS, THE FOLLOWING MINIMUM PAVEMENT STRUCTURE SHOULD BE USED:

- 100 MILLIMETRES OF HOT MIX ASPHALTIC CONCRETE, OVER
- 150 MILLIMETRES OF OPSS GRANULAR A BASE, OVER
- 450 MILLIMETRES OF OPSS GRANULAR B, TYPE II SUBBASE

THE HOT MIX ASPHALT SHOULD CONSIST OF THE FOLLOWING LAYERS:

- 40 MILLIMETRES OF SUPERPAVE 12.5 (TRAFFIC LEVEL B), OVER
- 60 MILLIMETRES OF SUPERPAVE 19.0 (TRAFFIC LEVEL B)

TOPOGRAPHICAL PLAN OF SURVEY

PART OF LOT 1
CONCESSION 5 (RIDEAU FRONT)
Geographic Township of Nepean
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

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LEGEND:

- PROPERTY LINE
- BUILDING SETBACK LINE
- PROPOSED FIRE ROUTE (USING HEAVY DUTY PAVING)
- HEAVY DUTY PAVING
- LIGHT DUTY PAVING
- CONCRETE PAD OR SIDEWALK
- PROPOSED CONCRETE CURB
- C/C OR D/C — PROPOSED CONCRETE CURB WITH CURB CUT OR DEPRESSED CURB
- NEW BUILDING AREA (FOOTPRINT)
- PRINCIPAL ENTRANCE TO THE BUILDING
- BARRIER FREE LOGO (PAVED ON ASPHALT)
- EXISTING MANHOLE
- EXISTING CATCH BASIN
- EXISTING DOUBLE CATCH BASIN
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING VALVE CHAMBER FOR WATERMAIN
- EXISTING FIRE HYDRANT VALVE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM MANHOLE
- PROPOSED CATCH BASIN MANHOLE
- PROPOSED CATCH BASIN
- PROPOSED VALVE & BOX
- OVERLAND FLOW ROUTE
- 1.9% — PROPOSED SLOPE
- 84.44 x — EXISTING ELEVATION FROM SURVEY
- +83.25 — PROPOSED GRADES
- x83.30 Ex. — EXISTING ELEVATION TO REMAIN
- PONDING AREA

GENERAL NOTES

1. CONTRACTOR IS RESPONSIBLE FOR ALL LAYOUT FOR CONSTRUCTION.
2. ALL ELEVATIONS ARE GEODETIC AND UTILIZE METRIC UNITS.
3. JOB BENCH MARK - CONFIRM WITH JIC LTD. PRIOR TO UTILIZATION.
4. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE STATED. ALL DRAWINGS SHOULD NOT BE SCALED BY THE CONTRACTOR. ANY MISSING OR QUESTIONABLE DIMENSIONS ARE TO BE CONFIRMED WITH THE CONSULTANT IN WRITING.
5. CONSTRUCTION SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA AND ONTARIO PROVINCIAL STANDARD DRAWING SUPPLEMENTS WHERE APPLICABLE AND ONTARIO PROVINCIAL STANDARDS SHALL APPLY WHERE NO CITY STANDARDS ARE AVAILABLE.
6. ANY DISCREPANCIES, INTERPRETATIONS, CHANGES AND ADDITIONS TO THESE DRAWINGS MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER, WHEN NOTED AND BEFORE PROCEEDING WITH CONSTRUCTION WORKS.
7. REFER TO ARCHITECT'S SITE PLAN FOR BUILDING DIMENSIONS AND SITE LAYOUT DIMENSIONS AND LAYOUT INFORMATION SHALL BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION.
8. REFER TO THE LANDSCAPE ARCHITECT'S PLAN FOR SIDEWALK, PATHWAYS, PLANTING AND OTHER LANDSCAPE FEATURE MATERIALS AND LOCATIONS.
9. FOR GEOTECHNICAL INFORMATION REFER TO THE GEOTECHNICAL INVESTIGATION REPORT PREPARED BY GEMTEC CONSULTING ENGINEERS AND SCIENTISTS LTD. DATED OCTOBER 2020.
10. ALL DISTURBED AREAS TO BE REINSTATED TO EQUAL OR BETTER CONDITION. ALL NEW WORK SHALL TIE INTO EXISTING.
11. ALL GROUND SURFACES SHALL BE EVENLY GRADED WITHOUT PONDING AREAS AND WITHOUT LOW POINTS EXCEPT WHERE APPROVED SWALE OR CATCHBASIN OUTLETS ARE PROVIDED.
12. ALL EDGES OF DISTURBED PAVEMENT SHALL BE SAWCUT TO FORM A NEAT AND STRAIGHT LINE PRIOR TO PLACING NEW PAVEMENT.
13. CONTRACTOR IS TO COMPLY WITH THE CITY OF OTTAWA REQUIREMENTS FOR TRAFFIC CONTROL WHEN WORKING ON CITY STREETS.
14. ALL MATERIAL SUPPLIED AND PLACED FOR PARKING LOT AND ACCESS ROAD CONSTRUCTION SHALL BE TO CITY OF OTTAWA AND OPSS STANDARDS AND SPECIFICATIONS UNLESS OTHERWISE NOTED (CONSTRUCTION OPSS 206, 310 & 314 MATERIALS OPSS 1001, 1003 & 1010).
15. THE CONTRACTOR SHALL CONFIRM LOCATIONS AND ELEVATIONS OF EXISTING SERVICES AND STRUCTURES TO BE CONNECTED TO AND EXISTING SERVICES THAT MAY BE DAMAGED OR CAUSE CONFLICTS PRIOR TO CONSTRUCTION OF ANY NEW SEWER, WATER AND/OR STORM WATER WORKS. THE ENGINEER SHALL BE INFORMED IMMEDIATELY OF ANY ERRORS, DISCREPANCIES, CONFLICTS, OMISSIONS ETC THAT ARE FOUND. DO NOT CONTINUE CONSTRUCTION IN AREAS WHERE DISCREPANCIES APPEAR UNTIL SUCH DISCREPANCIES HAVE BEEN RESOLVED.
16. THE CONTRACTOR SHALL PROTECT ANY SUCH EXISTING SERVICES & FACILITIES. SUCH REQUIRED MEASURES INCLUDE, BUT ARE NOT LIMITED TO: ENSURE ALL CONCERNED UTILITIES HAVE LOCATED THEIR PLANT PRIOR TO ANY EXCAVATING, LOCATE AND FLAG/PAINT THE LOCATIONS OF OTHER U/G PLANT WHICH MIGHT BE DAMAGED BY EXCAVATION AND CONSTRUCTION TRAFFIC, HAND DIG IN PROXIMITY TO EXISTING BURIED SERVICES TO LOCATE THEM WITHOUT ANY RESULTING DAMAGE, BRACE AND SUPPORT WHERE REQUIRED.
17. THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES FOR THE PROTECTION OF THE AREA'S DRAINAGE SYSTEM AND THE RECEIVING WATERCOURSE DURING CONSTRUCTION ACTIVITIES. THIS INCLUDES LIMITING THE AMOUNT OF EXPOSED SOIL, USING FILTER CLOTH UNDER GRATES OF CATCHBASINS AND MANHOLES AND INSTALLING SILT FENCES AND OTHER EFFECTIVE SEDIMENT TRAPS. THE CONTRACTOR ACKNOWLEDGES THAT FAILURE TO IMPLEMENT APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES MAY BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.
18. DESIGN ELEVATIONS GIVEN ON THESE PLANS ARE TO BE ADHERED TO WITH NO CHANGES WITHOUT PRIOR WRITTEN APPROVAL BY JIC LTD. SURFACE PONDING STORAGE VOLUMES AND INLET CONTROL DEVICE DIMENSIONS MUST COMPLY WITH THE DESIGN REPORT PREPARED BY JIC LTD. FOR THIS PROJECT.
19. THE CONTRACTOR IS RESPONSIBLE FOR AND SHALL PROVIDE FOR DEWATERING, SUPPORT AND PROTECTION OF EXCAVATION AND TRENCHING AS WELL AS RELEASE OF ANY PUMPED GROUND WATER IN A CONTROLLED AND APPROVED MANNER. THE CONTRACTOR SHALL APPLY FOR A PERMIT TO TAKE WATER FROM THE MINISTRY OF ENVIRONMENT IF MORE THAN 50,000 LITERS PER/DAY OF GROUNDWATER IS PUMPED FOR CONSTRUCTION ACTIVITIES.
20. FOR TOPOGRAPHICAL INFORMATION REFER TO PLAN PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. FOR LEGAL PROPERTY LINE DESCRIPTIONS.
21. CITY INSPECTOR IS TO NOTIFIED OF ANY WORKS IN THE ROW WITH SUFFICIENT NOTICE.
22. CLAY SEAL TO BE AS PER OPSD 802.095.
23. SHOULD ANY CONDITIONS AT THE SITE BE ENCOUNTERED WHICH DIFFER FROM THE TEST LOCATIONS IDENTIFIED IN THE GEOTHECHICAL REPORT, GEMTEC'S GEOTHECHNICAL ENGINEER IS TO BE NOTIFIED IMMEDIATELY IN ORDER TO PERMIT REASSESSMENT OF THE GEOTECHNICAL RECOMMENDATIONS.

TRUE NORTH

CONSTRUCTION NORTH

KEY PLAN (N.T.S)

no.	revisions	date	init.
0	ISSUED FOR APPROVAL	02/14/2022	YA

cad file	20037_SP3
date plotted	12/09/2021 plot scale 1:1

PROFESSIONAL ENGINEER LICENSED Y.AYUB FEB 14,22 PROVINCE OF ONTARIO

drawn	CC
designed	YA
reviewed	YA
date	2/14/2022
scale	1:300

project
CHORAC OTTAWA
2375 ST. LAURENT BLVD
OTTAWA, ON

drawing
SITE GRADING PLAN

REINDERS +LAW
ARCHITECTURE.ENGINEERING
REINDERS + LAW LTD.
ARCHITECTURE.ENGINEERING
64 ONTARIO STREET NORTH
MILTON, ON L9T 2T1
T. 905.457.1618 F. 905.457.8852
EMAIL@REINDERS.CA WWW.REINDERS.CA

drawing no.	rev. no.
20037_SP4	0

SHEET SIZE: A1 609.6mm X 914.4mm

Appendix D

Building Elevations and Floor Plans

BUILDING FOOTPRINT 1337.1 sq.m. 14,391.3 sf

CHORAC OTTAWA
2375 ST. LAURENT BLVD

OTTAWA, ON

PROPOSED FLOOR PLAN

DATE: 2021.10.22
SCALE 1:125

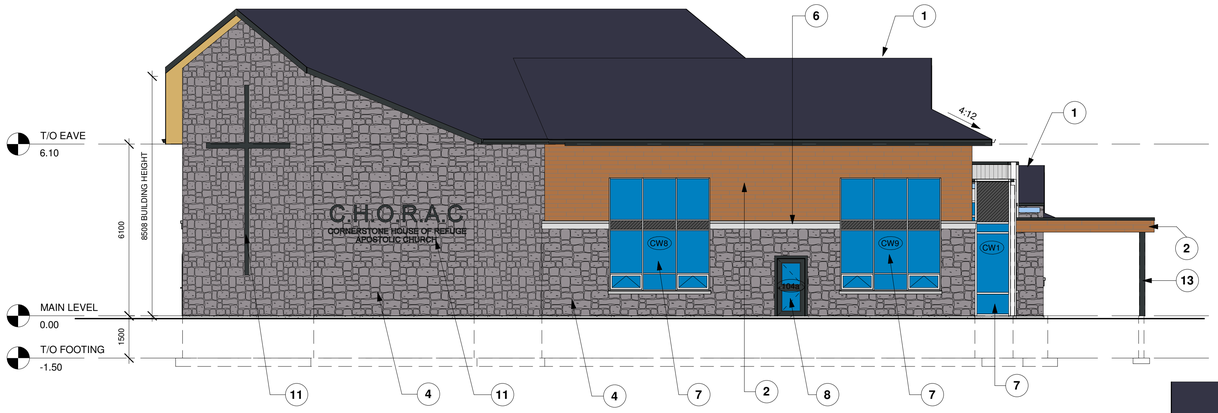
REINDERS + LAW
ARCHITECTURE . ENGINEERING

P1

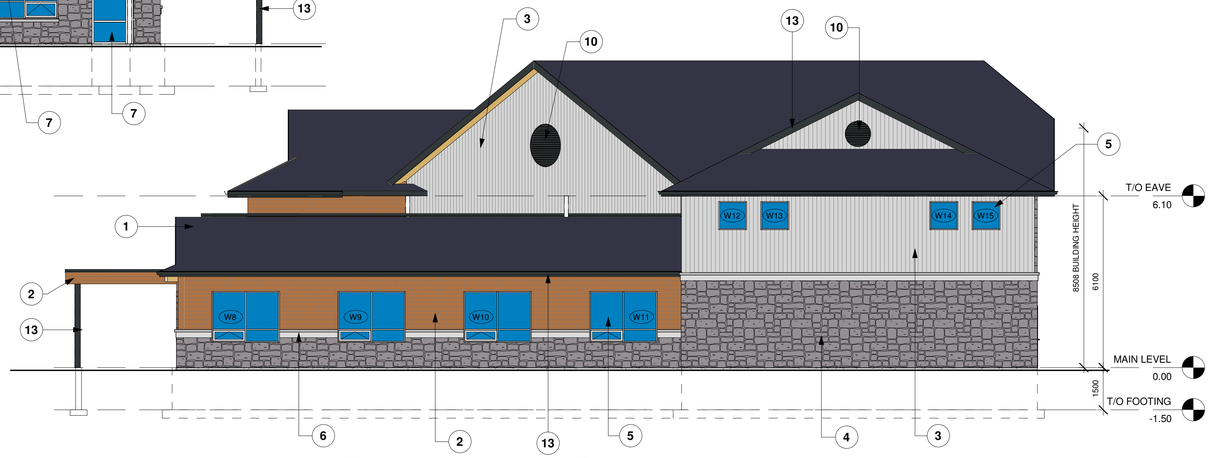
0 1 2 3 4 5 6 7 8 9 100

MATERIAL LEGEND	
VALUE	MATERIAL DESCRIPTION
1	ASPHALT SHINGLES - TIMBERLINE HD CHARCOAL
2	SIDING - PREFINISHED ALUMINUM PANEL - WOOD GRAIN (WALNUT).
3	SIDING - HARDIE PANEL VERT. SIDING SELECT CEDAR MILL BOARD & BATTEN AND TRIM - MONTEREY TAUPE
4	STONE MASONRY VENEER - PERMACON LAFITT STONE - RANGE NEWPORT GREY
5	CLEAR ANODIZED ALUMINUM WINDOWS C/W CLEAR FLOAT DOUBLE GLAZING.
6	PRECAST ARCHITECTURAL STONE TRIM.
7	ENTRANCE WINDOWS - WHITE PREFINISHED THERMAL BROKEN ALUMINUM STOREFRONT SYSTEM W/ DOUBLE-GLAZED INSULATED CLEAR GLASS
8	DOORS - HOLLOW METAL INSULATED DOOR & FRAME WHITE
9	STUCCO - CHARCOAL, COLOUR TO MATCH FACIA
10	LOUVERS - FYPON DECORATIVE ROUND LOUVER CHARCOAL
11	SIGNAGE - PREFINISHED ALUMINUM CHARCOAL
12	POURED CONCRETE FOOTING & FOUNDATIONS.
13	FASCIA, GUTTER, DOWNSPOUTS & SOFFIT - PREFINISHED ALUMINUM CHARCOAL
14	FINISHED GRADE AT BUILDING.

1 NORTH
1 : 100

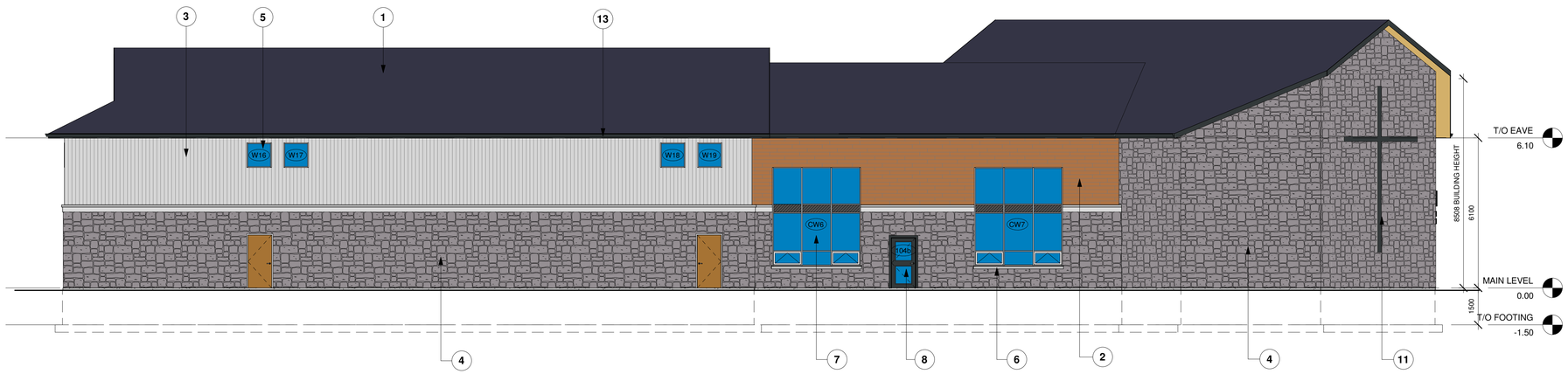


2 SOUTH
1 : 100



3 WEST
1 : 100

4 EAST
1 : 100



SHEET SIZE: A1 609.6mm x 914.4mm

no.	revisions	date	init.
0	ISSUED FOR SPA	2022-02-28	KR

date plotted : 09/25/17 plot scale : 1:1

drawn : LC

designed : GDR

reviewed : KR

date : 09/25/17

scale : 1 : 100

project :
C.H.O.R.A.C.
2375 St. Laurent Blvd, Ottawa ON

drawing :
BUILDING ELEVATIONS

REINDERS + LAW
ARCHITECTURE . ENGINEERING
REINDERS + LAW LTD.
Architects, Consulting Engineers & Project Managers
64 ONTARIO STREET NORTH
MILTON, ON, L9T 2T1
T. 905.457.1618 F. 905.457.8852
WWW.REINDERS.CA

drawing no. : 20037_ A200

rev. no. : 0