URBAN DESIGN BRIEF

1161 Old Montreal Road

City of Ottawa

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

August 2022

URBAN DESIGN BRIEF

1161 Old Montreal Road
City of Ottawa

Date:
August, 2022

Prepared for:
DTOC II Ottawa Facility Inc.

Prepared by:
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Internal file #: 18247 A

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1.0 Introduction

MacNaughton Hermsen Britton Clarkson Planning Limited ("MHBC") has been retained by DTOC II Ottawa Facility Inc. ("the Owner") to seek approval for a Zoning By-law Amendment ("ZBA") application and Site Plan Approval ("SPA") to permit the development of the lands municipally addressed as 1161 Old Montreal Road in the City of Ottawa (hereinafter referred to as the "Subject Lands"). The Subject Lands are located on the east side of Famille-Laporte Avenue, approximately 60 metres north of Old Montreal Road and within the Cardinal Creek Village neighbourhood of the Orléans community.

The Owner is seeking amendments to the City of Ottawa Comprehensive Zoning By-law 2008-250 ("Zoning By-law) to permit the development of the Subject Lands with a four (4) storey long-term care facility ("LTCF") and a future retirement home. The proposed development of the LTCF will provide for a total of approximately 12,600 square metres (135,625 square feet) of gross floor area ("GFA") resulting in a Floor Space Index (FSI) of 1.01 times the area of the lot.

This Urban Design Brief has been prepared in support of the ZBA and SPA applications. Based on the review of the analysis contained herein, we conclude that the proposal is consistent with the overall design directives of the Official Plan for the Genaral urban Area, and the applicable built form policies and urban design standards including Cardinal Village Concept Plan and Urban Design Guidelines for low-rise Infill by the City of Ottawa.

Our Approach

In response to this design vision, MHBC on behalf of the Owner has prepared this Urban Design Brief to illustrate how the proposed development has responded to the policies guidelines applicable to the Subject Lands. This Urban Design Brief takes into consideration and responds to the Urban Design Brief Terms of Reference provided by the City of Ottawa.

Should you have any questions or wish to discuss the brief in further detail, please do not hesitate to contact us.

Yours truly,

MHBC

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Partner | Planner | Urban Designer

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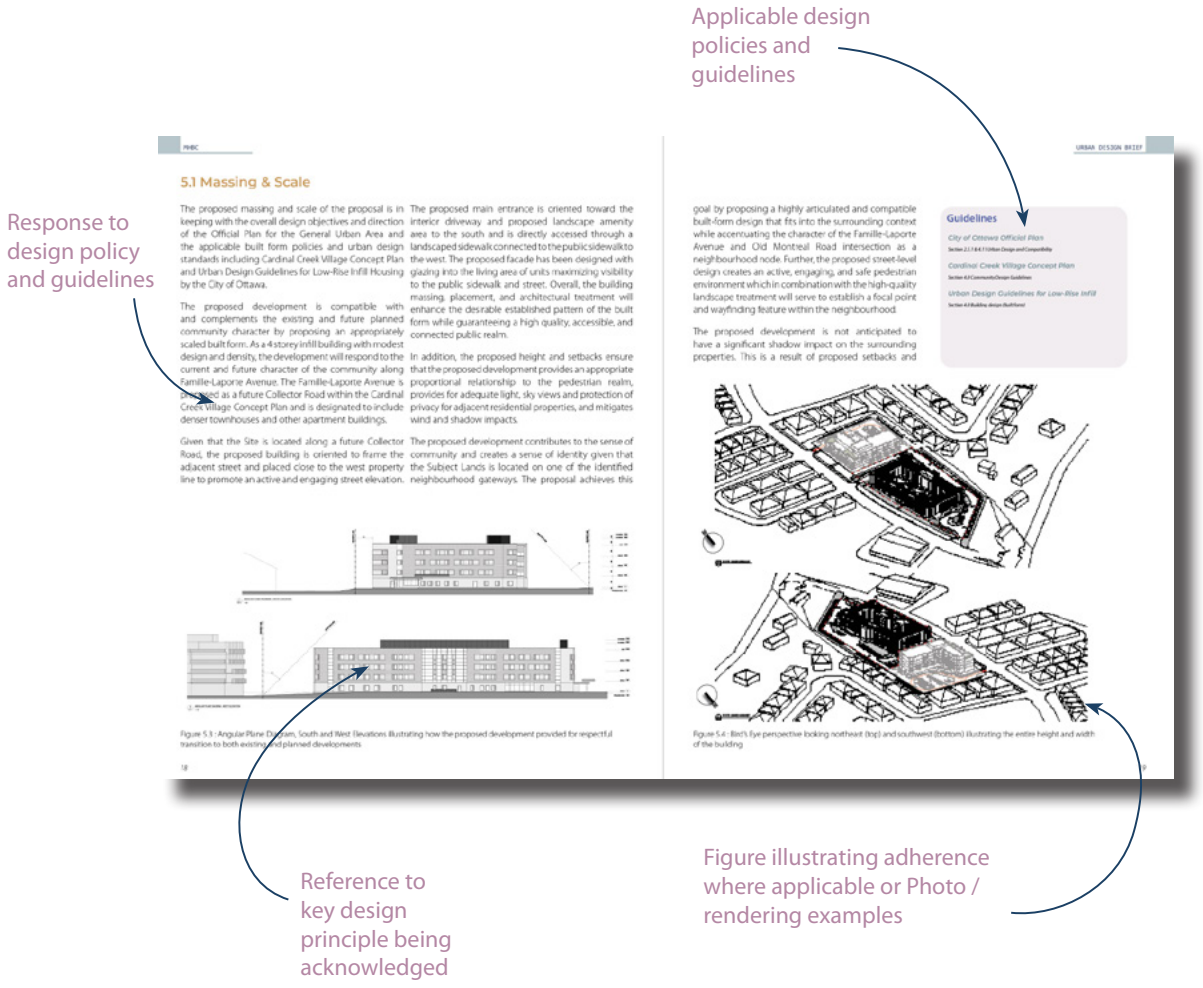
2.0 How To Read This Brief

This Urban Design Brief organizes key urban design principles into categories. Within each category, a written response demonstrating adherence with those principles is provided. In some cases where strict compliance is not feasible, design rationale is provided to outline how the design intent continues to be respected.

Well-designed developments can help to connect people with places, balance the protection of the environment with emerging built form, and achieve development that promotes a sense of place and local identity within a community. Key urban design terms have been used in this brief to further articulate how the proposal achieves good design principles and enhances the relationship with the surrounding community.



3.0 Site & Context Analysis

3.1 Existing Context

The Subject Lands are located on the east side of Famille-Laporte Avenue, approximately 60 metres north of Old Montreal Road and within the Cardinal Creek Village neighbourhood of the Orléans community. The Subject Lands are approximately 2 ha (5 acres) in size (Figure 3.1) with approximately 225 metres of frontage along Famille-Laporte Avenue and are currently vacant. A summary of the uses that surround the Subject Lands include the following:

1. **NORTH:** Immediately to the north are a series of 2-storey semi-detached residential dwellings, which front onto Mishawashkode Street and make up the southeast corner of the intersection at Famille-Laporte Avenue and Mishawashkode Street.

2. On the north side of Mishawashkode Street is a public park.

3. **EAST:** Directly to the east are series of 2-storey semi-detached residential dwelling units fronting onto Cartographe Street.

4. Further east is the continuation of the low-density residential neighbourhood of 2-storey single and semi-detached dwellings.

5. **SOUTH:** Immediately to the south is a property containing a 1-storey single detached residential dwelling with frontage on Old Montreal Road.

6. **WEST:** Directly to the west, with frontage on Famille-Laporte Avenue, is a 1-storey church with surface parking at the rear of the property.

7. Further west is Trim Road, running perpendicular to Old Montreal Road, which currently houses an OC Transpo Park and Ride, and is also set to be the end point of the future Light Rail Transit System.

8. Beyond Trim Road, along Old Montreal Road/ St. Joseph Boulevard is a commercial centre with food and beverage outlets, sports and fitness centres, approximately 2 km from the Subject Lands.

Figure 3.1 : Aerial view of the Subject Lands within the context

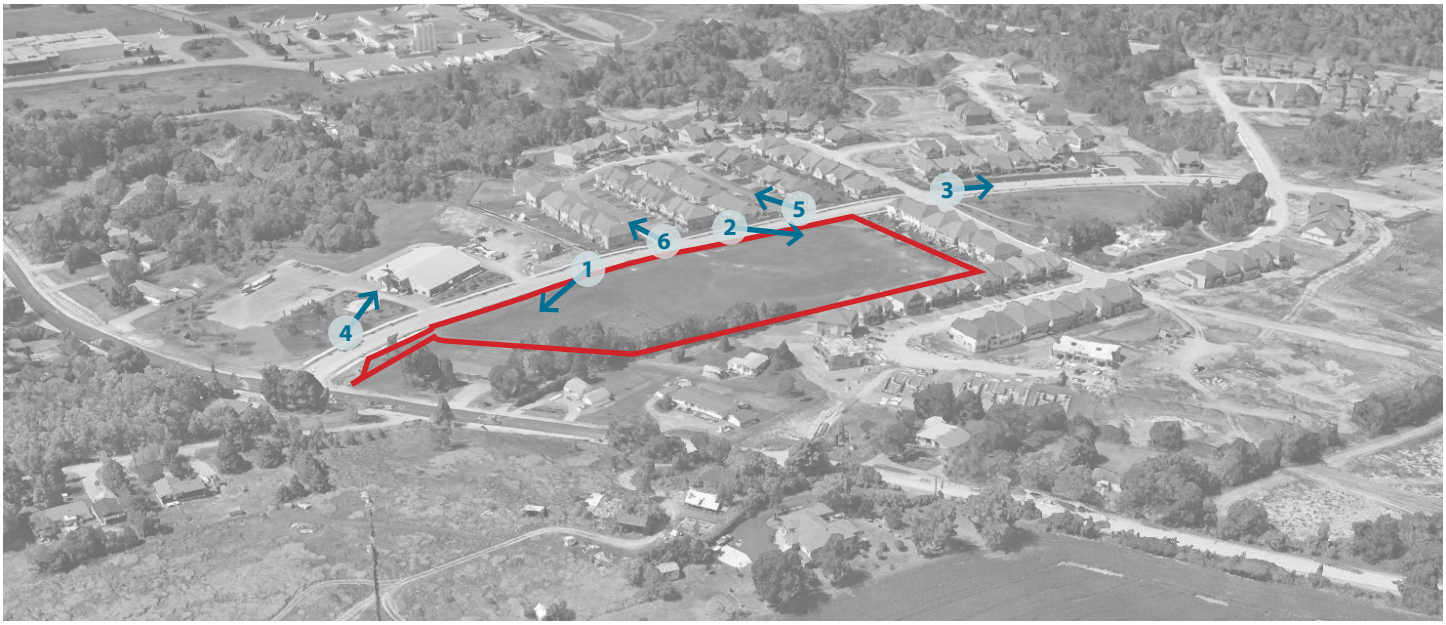


Figure 3.2 : Aerial 3D map with photographs of the context

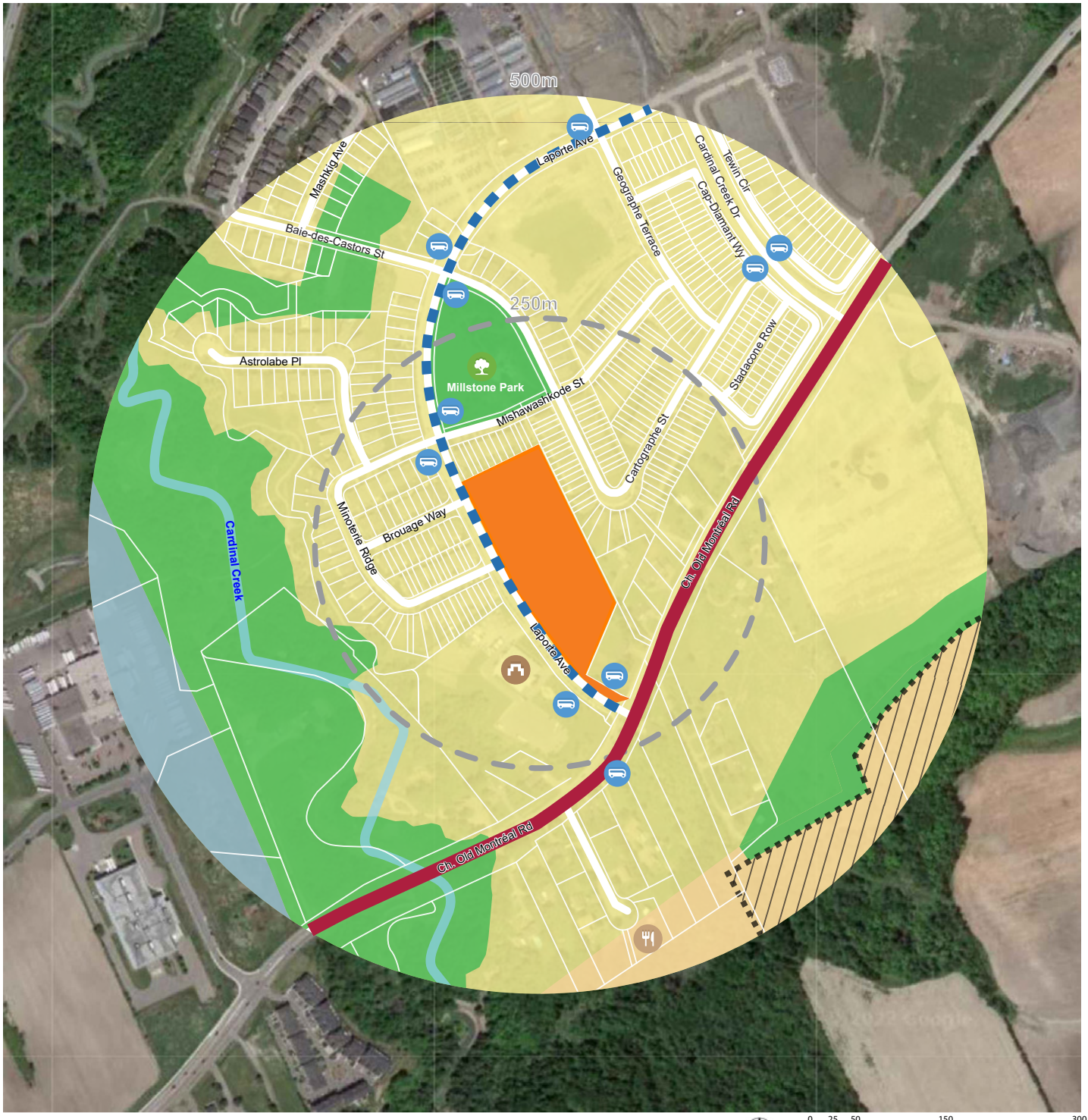


Figure 3.3 : Context Map showing significant elements within a 500m radius

3.2 Surrounding Roads and Transit Network

The Subject Lands are located along Famille-Laporte Avenue, which is identified as a future "Collector Road", and approximately 60 metres north of Old Montreal Road, an "Arterial Road" on Schedule E – Urban Road Network of the OP (Figure 3.4). The OP defines Collector Roads as roads that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands. Arterial Roads are defined as roads that serve through travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Old Montreal Road connects the Cardinal Creek Village neighbourhood to/from other areas of the City via public bus transit and vehicular travel. Famille-Laporte Avenue serves as an access into Cardinal Creek Village and provides public transit bus stops for residents of the neighbourhood and immediate area onto Old Montreal Road.

The Subject Lands are located approximately 40 metres south of the De La Famille-Laporte/Mishawashkode Bus Stop located at the northeast corner of the intersection at Famille-Laporte Avenue and Mishawashkode Street. It is one of several bus stops located within the Cardinal Creek Village neighbourhood, which is serviced by the 221 Blair bus route. The 221 Blair bus route provides bus transit in an east-west direction from Cardinal Creek Village to Trim Station, and then from Trim Station to Blair Station. The bus route operates from 6:36 am to 8:06 am, Monday to Friday and is not operational on weekends. Blair Station provides accessible light rail transit westward towards downtown Ottawa via the O-Train Confederation Line.

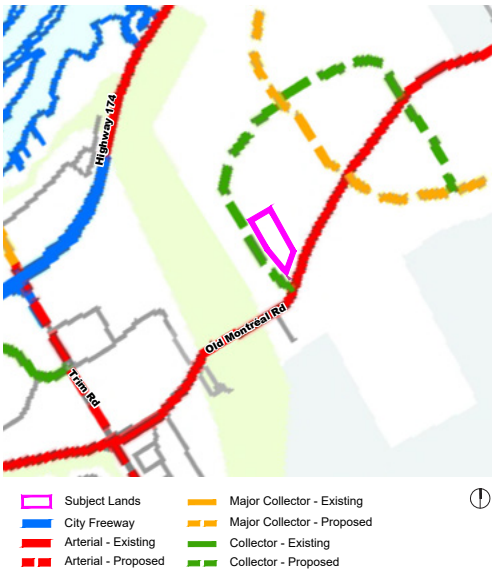


Figure 3.4 : City of Ottawa Schedule E – Urban Road Network

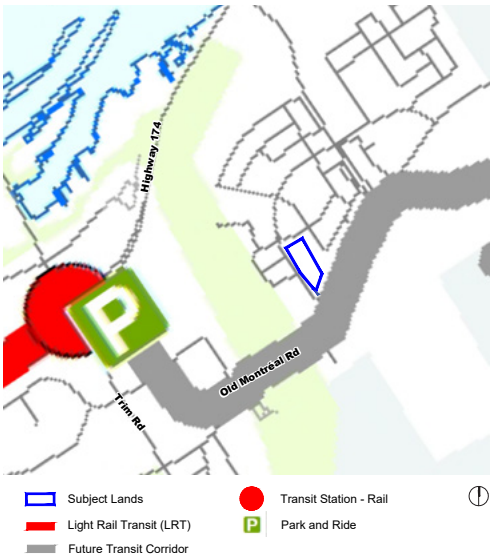


Figure 3.5 : City of Ottawa Schedule D – Rapid Transit Network

Schedule D – Rapid Transit Network of the OP identifies Trim Station as a "Transit Station – Rail" (Figure 3.5). Trim Station, located southeast of the intersection at Trim Road and Ottawa Regional Road 174, and approximately 700 metres northwest of the Subject Lands, is one of four public transit stations within the City of Ottawa's east end that are undergoing conversions to LRT stations as part of the Orléans Corridor Secondary Plan Study, which is ongoing. Trim Station will be converted to a terminal station serving as the eastern terminus of the O-Train Confederation Line, a 12.5 km electric light-rail service that currently connects 13 stations from Tunney's Pasture station, located in the City's downtown core, to Blair Station. Construction of the Trim Station Rapid Transit Expansion is scheduled to be completed in 2024.

In addition, Old Montreal Road is identified on Schedule D – Rapid Transit Network of the OP as a "Future Transit Corridor". Once construction of the Trim Station Rapid Transit Expansion is finalized, Old Montreal Road will provide instant access to light-rail transit.

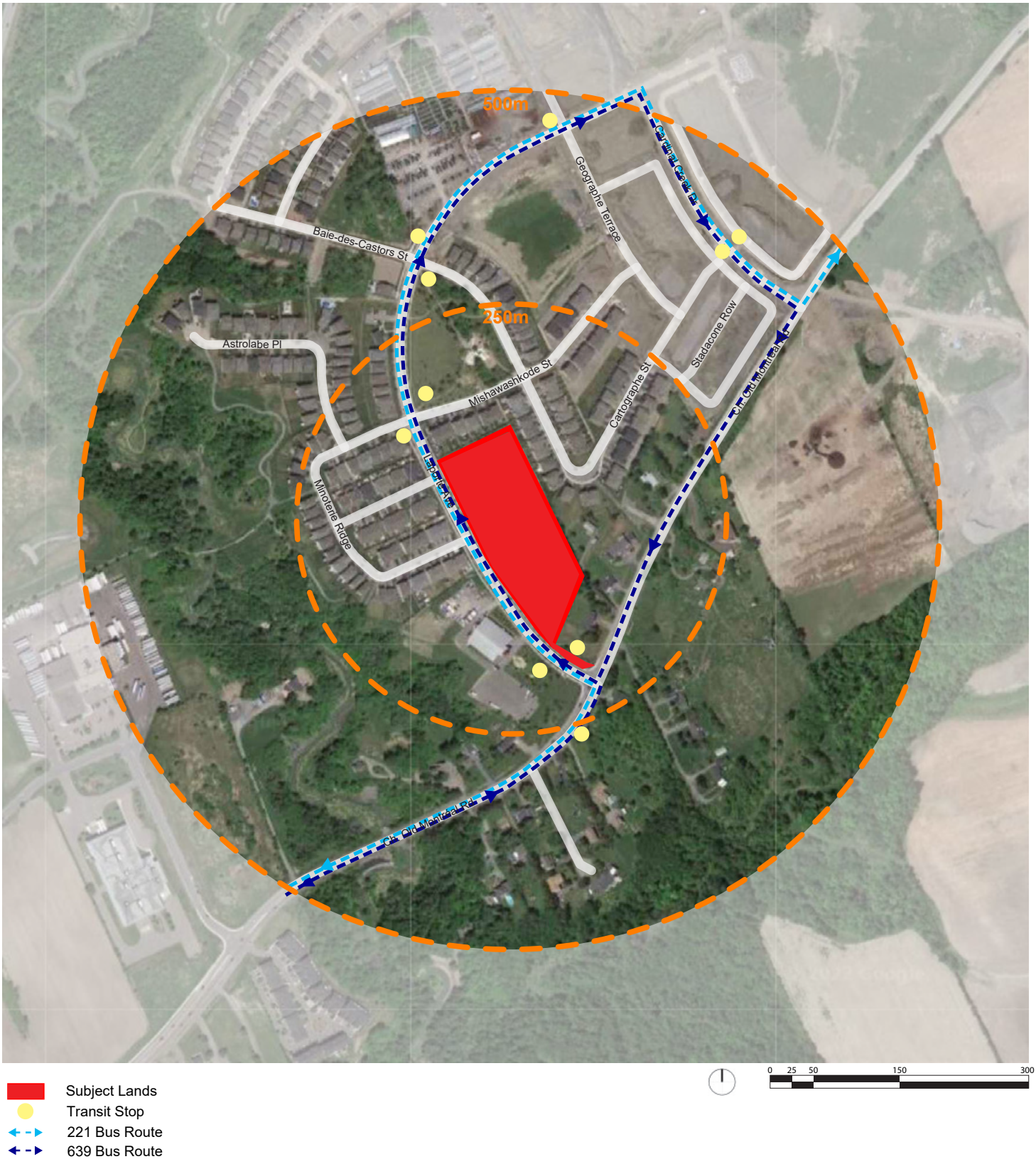


Figure 3.6 : Transit Map

4.0 Policy Context & Design Direction

The following is an overview of the status of the City planning documents that affect the Subject Lands, namely, the OP, Cardinal Creek Village Concept Plan, and Urban Design guidelines for Low Rise infill Housing. These various policy and regulatory documents will be used to evaluate the proposal and to determine if it represents good urban form and is in the public interest.

4.1 In-Effect City Of Ottawa Official Plan

The in-effect City of Ottawa's Official Plan designates the subject lands as within a "General Urban Area" on Schedule B – Urban Policy Plan (Figure 4.1).

General Urban Areas attract locations for developing a range of housing opportunities where people can live close to their work or easily travel to their jobs by transit. General Urban Areas permit the development of a full range and choice of housing types to meet the needs of all ages and incomes, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses, facilitating the development of complete and sustainable communities.

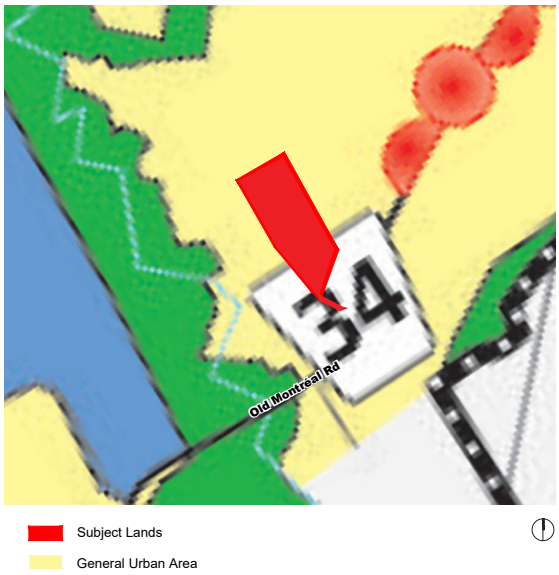


Figure 4.1 : City of Ottawa Schedule B – Urban Policy Plan

4.2 City Of Ottawa Official Plan, Nov 2021

The New City of Ottawa Official Plan (New OP) was approved on November 24, 2021 by City Council. The New OP is in-effect, however modifications and final approval by the Ministry of Municipal Affairs and Housing is still pending and expected in April 2022.

The New OP designates the subject lands to be within the "Suburban" land use designation on Schedule A – Transect Policy Areas. The subject lands are further designated as "Neighbourhood" on Schedule B8 – Suburban (East) Transect (Figure 4.2). Furthermore, Old Montreal Road is identified as a "Conceptual Future Transit Corridor" on Schedule C2 – Transit Network.

The Suburban Transect generally comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Development on the pockets of land that are not agricultural resource lands or lands with high ecological value will largely rely on the existing transit network that are encouraged to be built on sustainable design attributes for dense and connected networks.

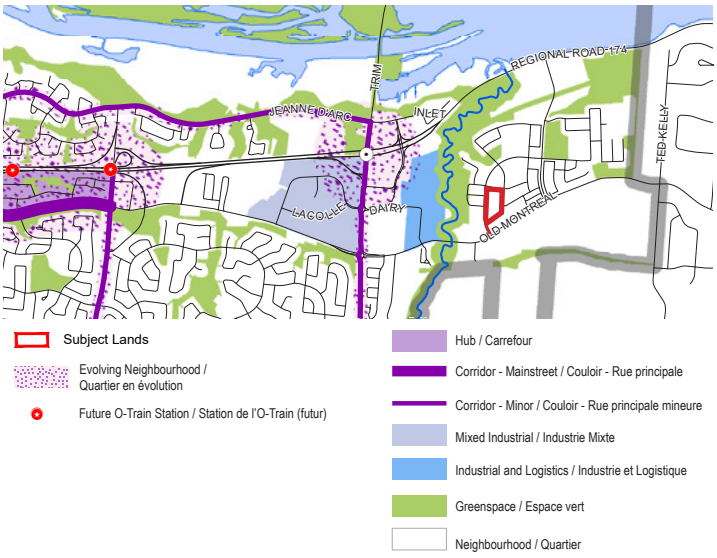


Figure 4.2 : Schedule B8 – Suburban (East) Transect

4.3 Cardinal Creek Village Concept Plan

The Subject Lands are located within the Cardinal Creek Village Concept Plan ("CCVCP"). The plan is intended to guide developments by providing character and urban design guidelines, as well as detailed concept plans. The CCVCP designates the Subject Lands as "Existing Residential" and located along a Minor Collector Road – Land Use Plan (Figure 4.3). All Residential designations within the CCVCP permit retirement homes and "care facilities".

The Subject Lands are adjacent to a "Neighbourhood Gateway", as identified on Figure 4 – Gateway and Views Plan (Figure 4.4). A Neighbourhood Gateway is defined as the area where an arterial road/major collector road intersects with a minor collector road. Neighbourhood Gateways within the Cardinal Creek Village Community provide a sense of identity for the neighbourhood and are intended to promote a combination of street-oriented and well-articulated architectural design and built form with a high quality landscape design. The Subject Lands are also located within 5 minutes walking distance from existing and proposed community and neighborhood parks and open spaces as well as the proposed multi-use pathways. (Figure 4.5 and Figure 4.6)

The proposed development adheres to urban design directives provided by Cardinal Creek Village Concept Plan through proposing a context-sensitive intensification at one of the identified gateways to the neighborhood that fits and maintain the existing character while promoting the area as a community focal point. The proposed development is in keeping with and complements the existing pattern and scale of development and planned function of the Cardinal Creek Village neighbourhood by providing appropriate massing and scale ensuring built form does not penetrate the 45 degree angular plane.

The proposed height and setbacks ensure that the proposal protects for relationship to the future planned pedestrian realm, and provides for adequate light, sky views and protection of privacy for adjacent residential properties, and mitigates wind and shadowing impacts.

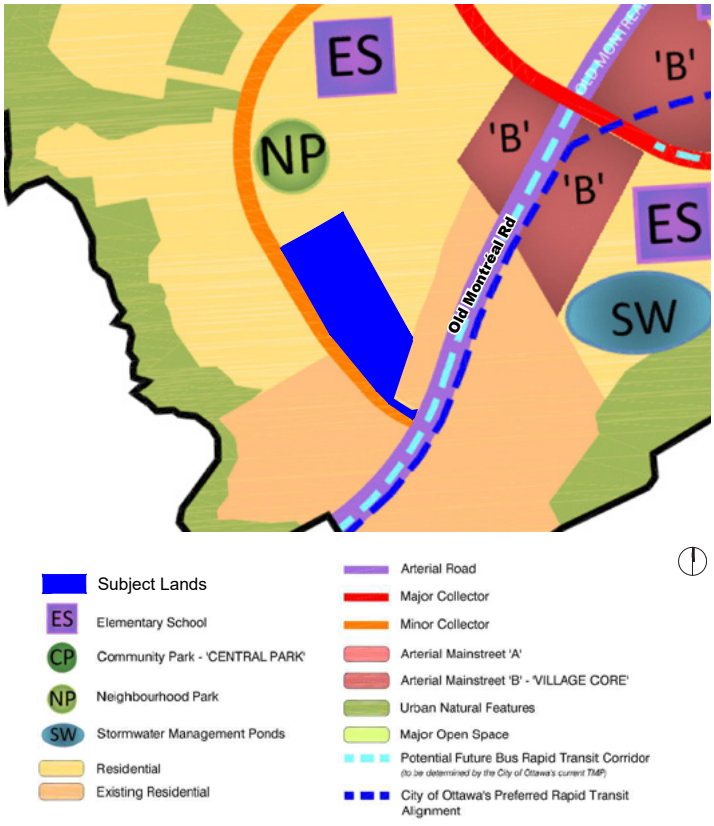


Figure 4.3 : Cardinal Creek Village Concept Plan Figure 2 – Land Use Plan

Figure 4.4 : Cardinal Creek Village Concept Plan Figure 4 - Gateways & Views Pan

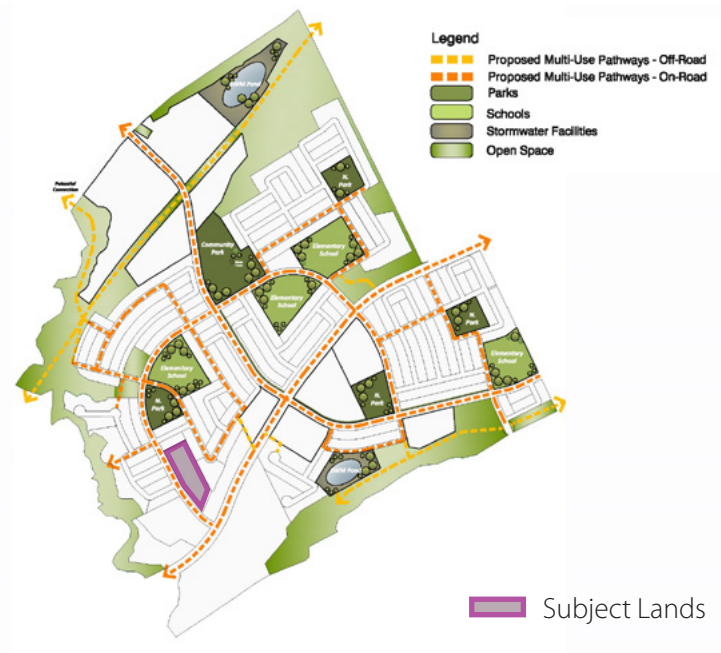


Figure 4.5 : Cardinal Creek Village Concept Plan __ - Green Space Plan

Figure 4.6 : Cardinal Creek Village Open Space Concept Plan showing amenities at 5 minute, and 10 minute walking distances

4.4 Urban Design Guidelines for Low-Rise Infill Housing

The City of Ottawa Urban Design Guidelines for Low-Rise Infill Housing is a series of design guidelines that helps new developments to fulfill some of the design strategies for Ottawa as outlined in the Official Plan. It is intended to optimize the development in established urban design areas to provide a context-sensitive physical layout and massing with enhanced functional relationship to the planned and existing neighborhoods.

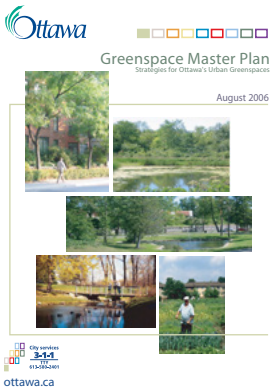
In general the aim of the guideline is to help create context-sensitive, transit-oriented compact urban form with animated and enhanced streetscapes that support and extend established landscaping. It also aims to provide new housing designs that offers variety, quality and sense of identity while incorporating environmental innovation and sustainability.

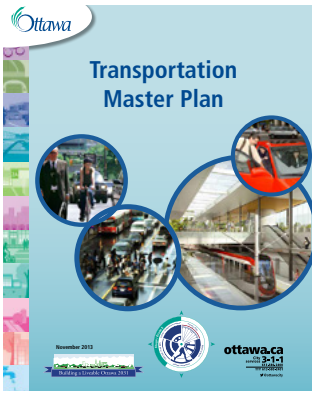
The proposed development adheres to the UDG for Low-Rise Infill Housing by incorporating intensification in the form of infill development in a manner that enhances and complements the desirable characteristics and pattern for the neighborhood and ensures the long-term vitality of the immediate community. The proposed development will ensure the necessary transitions are provided to the low density area surrounding the Subject Lands and providing for compatible relationships with redevelopment lands within the Cardinal Creek Village neighbourhood. Within the greater context of the surrounding area, the proposed development will add to the increasing level of intensification that is occurring in the Orléans community. More locally, the proposed development will improve wayfinding and create a sense of place within the community.

Furthermore, the proposed development will contribute to the housing type options available for local seniors offering opportunities to age in place while remaining compatible with the surrounding neighbourhood context and major street network. Additionally, the proposal provides transit supportive density as it locates 224 new RHA units and future retirement home suites in proximity to existing and forthcoming higher order transit.

4.5 Other Guidelines

There are other design guidelines that affect and direct development within the Subject lands including Transportation Master Plan, Greenspace Master Plan, and Bird-Safe Design Guidelines.





5.0 Design Proposal

The development proposal consists of a four (4) storey long-term care facility ("LTCF"), with the balance of the lands intended to be redeveloped with a future retirement home. Both buildings are intended to provide long-term care as well as assisted and independent living spaces to seniors of the Orléans community in the City of Ottawa.

The proposed amendments will facilitate the development of a LTCF with a total GFA of 12,600 square metres (135,625 square feet) and a FSI of 1.01 times the area of the lot. The proposal includes a total of 224 Resident Home Areas ("RHAs"), with the unit mix consisting of 90 basic bed units and 134 private bed units. The proposal features both indoor and outdoor resident common spaces. The proposal includes 118 surface parking spaces, 5 of which are barrier-free spaces, 56 bicycle parking spaces and two (2) loading spaces located at the rear of the building. Two (2) vehicular access points are proposed at the north and south portions of the Subject Lands, providing driveway access to and from Famille-Laporte Avenue.

The proposed architecture and landscape design will be of high quality to compliment the developments. Special design considerations have been made for the frontage of the Subject Lands. The landscape design will provide a practical balance between hardscaped decorative paving and softscape planting beds to ensure resiliency in use while also reducing the urban heat island effect. This balance between soft and paved landscape elements provides a dynamic interplay of functions within the Subject Lands at the ground level, creating a variety of pedestrian experiences.

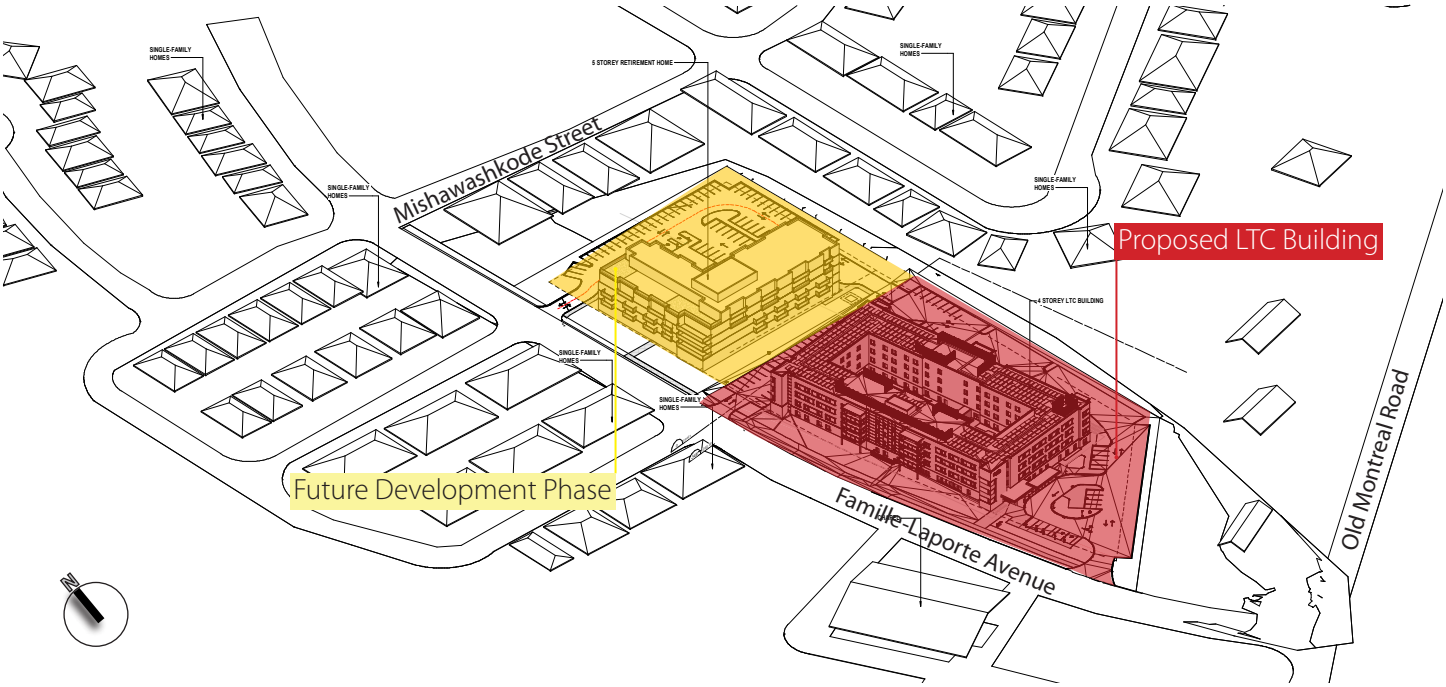


Figure 5.1 : 3D massing and renderings of the proposed building

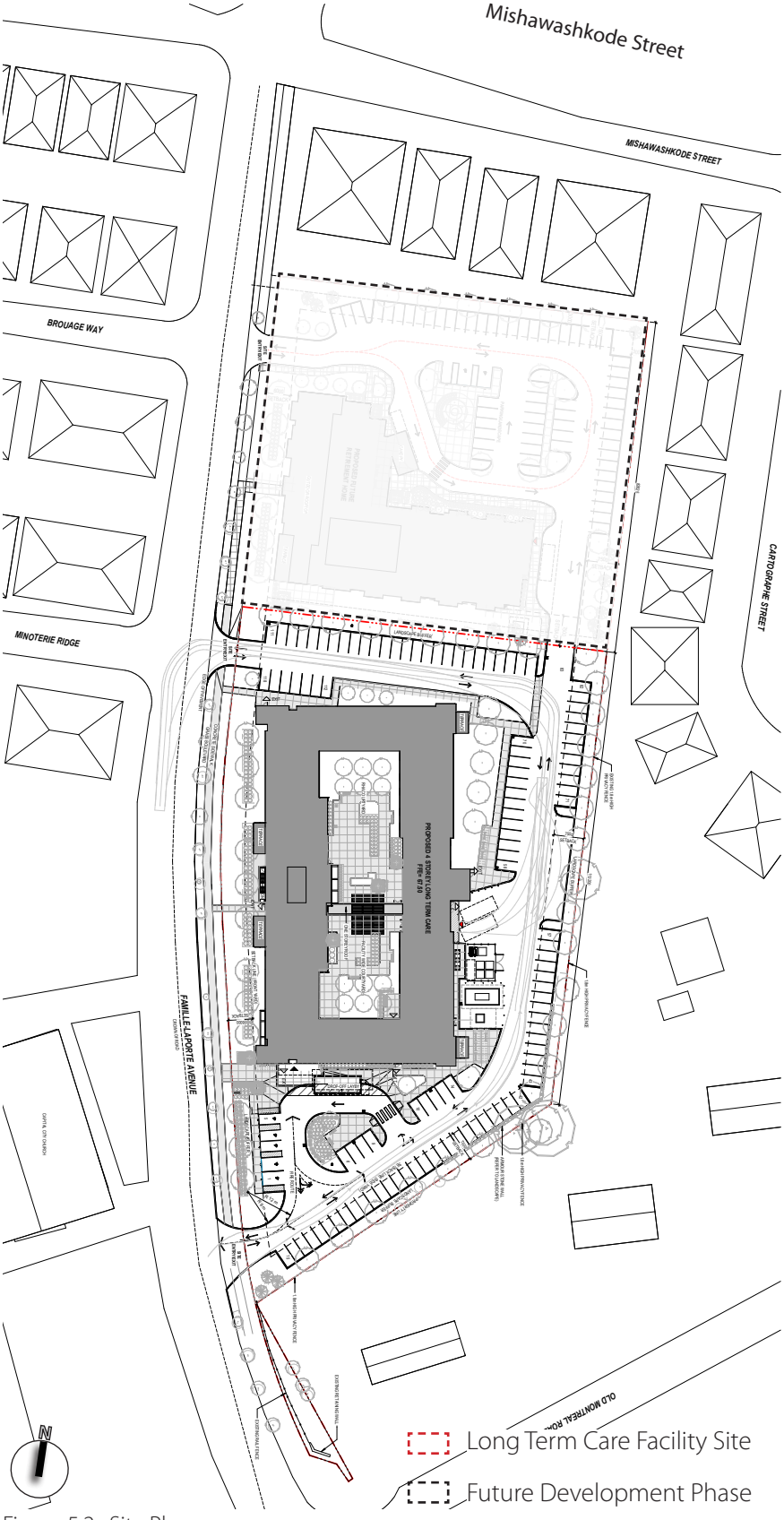


Figure 5.2 : Site Plan

SITE DATA

SITE DESCRIPTION:	PART OF LOT 28, CONCESSION 1, GEOGRAPHIC TOWNSHIP OF CUMBERLAND, CITY OF OTTAWA
SITE ADDRESS:	1161 OLD MONTREAL RD, OTTAWA, ON
PROPOSED USE:	4 STOREY LONG TERM CARE (224 BEDS)
LOT AREA:	20,120 m² (2.01 ha)

PROPERTY BOUNDARY DERIVED FROM SURVEY BY MCINTOSH PERRY SURVEYING INC. DATED JULY 19, 2022

ZONING

ZONING	I1B - MINOR INSTITUTIONAL	
SETBACKS	MIN. FRONT YARD	6.0m
	MIN. REAR YARD	7.5m
	MIN. INTERIOR SIDE YARD SETBACK	7.5m
MAX. BUILDING HEIGHT	18 m	

PARKING AND LOADING DATA

VEHICULAR PARKING REQUIRED

REQUIRED TOTAL:	0.25 PER x 224 BEDS + 0.5 PER 100m² OF MEDICAL, HEALTH OR PERSONAL SERVICES = 56 TOTAL PARKING SPACES REQUIRED
ACCESSIBLE REQUIRED:	TOTAL OF 5 SPACES 2 TYPE A SPACES (MIN. 3.4m WIDE) 3 TYPE B SPACES (MIN. 2.4m WIDE)

VEHICULAR PARKING PROVIDED

REGULAR (2.6m x 5.2m):	113
BARRIER-FREE:	5 2 TYPE A SPACES (3.4m x 5.2m) 3 TYPE B SPACES (2.6m x 5.2m)
TOTAL PARKING SPACES:	118

BICYCLE PARKING REQUIRED

REQUIRED TOTAL:	0.25 PER x 224 BEDS = 56

BICYCLE PARKING PROVIDED

HORIZONTAL (600x1800)	56

PROPOSED 4-STY BUILDING DATA

BUILDING HEIGHT: (T/O PARAPET)	15.0	m
ESTABLISHED GRADE:	67.00	

LOT COVERAGE

BUILDING FOOTPRINT:	2,958 m²	24%
LANDSCAPED AREA:	3,549 m²	28%
PAVED SURFACE AREA:	6,040 m²	48 %
TOTAL	12,547 m²	100 %

GROSS BUILDING AREA

BASEMENT FLOOR AREA:	811 m²	LEVEL B1
GROUND FLOOR AREA:	3031 m²	LEVEL 01
SECOND FLOOR AREA:	2919 m²	LEVEL 02
THIRD FLOOR AREA:	2919 m²	LEVEL 03
FOURTH FLOOR AREA:	2919 m²	LEVEL 04
TOTAL GFA:	12600 m²	

UNIT STATISTICS

BASIC BEDS	90	(40%)
PRIVATE BEDS	134	(60%)
TOTAL	224	(100%)

5.1 Massing & Scale

The proposed massing and scale of the proposal is in keeping with the overall design objectives and direction of the Official Plan for the General Urban Area and the applicable built form policies and urban design standards including Cardinal Creek Village Concept Plan and Urban Design Guidelines for Low-Rise Infill Housing by the City of Ottawa.

The proposed development is compatible with and complements the existing and future planned community character by proposing an appropriately scaled built form. As a 4 storey infill building with modest design and density, the development will respond positively to the current and future character of the community along Famille-Laporte Avenue. The Famille-Laporte Avenue is proposed as a future Collector Road within the Cardinal Creek Village Concept Plan and is designated to include denser townhouses and other apartment buildings.

Given that the Site is located along a future Collector Road, the proposed building is oriented to frame the adjacent street and placed close to the west property line to promote an active and engaging street elevation.

The proposed main entrance is oriented toward the interior driveway and is directly accessible through a walkway connection to the public sidewalk along Famille-Laporte Avenue.

The proposed facade has been designed with glazing into the living area, maximizing visibility to the public sidewalk and street. Overall, the building massing, placement, and architectural treatment will enhance the desirable established pattern of the built form while guaranteeing a high quality, accessible, and connected public realm.

In addition, the proposed height and setbacks ensure that the proposed development provides an appropriate proportional relationship to the pedestrian realm, provides for adequate light, sky views and protection of privacy for adjacent residential properties, and mitigates wind and shadow impacts.

The proposed development contributes to the sense

Figure 5.3 : Angular Plane Diagram, South and West Elevations illustrating how the proposed development provided for respectful transition to both existing and planned developments

of community and creates a sense of identity given that the Subject Lands is located on one of the identified neighbourhood gateways. The proposal achieves this goal by proposing a highly articulated and compatible built-form design that fits into the surrounding context while accentuating the character of the Famille-Laporte Avenue and Old Montreal Road intersection as a neighbourhood node. Further, the proposed street-level design creates an active, engaging, and safe pedestrian environment which in combination with the high-quality landscape treatment will serve to establish a focal point and wayfinding feature within the neighbourhood.

Guidelines

City of Ottawa In-Effect Official Plan

Section 2.5.1 & 4.11 Urban Design and Compatibility

City of Ottawa New Official Plan

Section 6.3 Neighbourhoods

Cardinal Creek Village Concept Plan

Section 4.0 Community Design Guidelines

Urban Design Guidelines for Low-Rise Infill

Section 4.0 Building design (Built form)

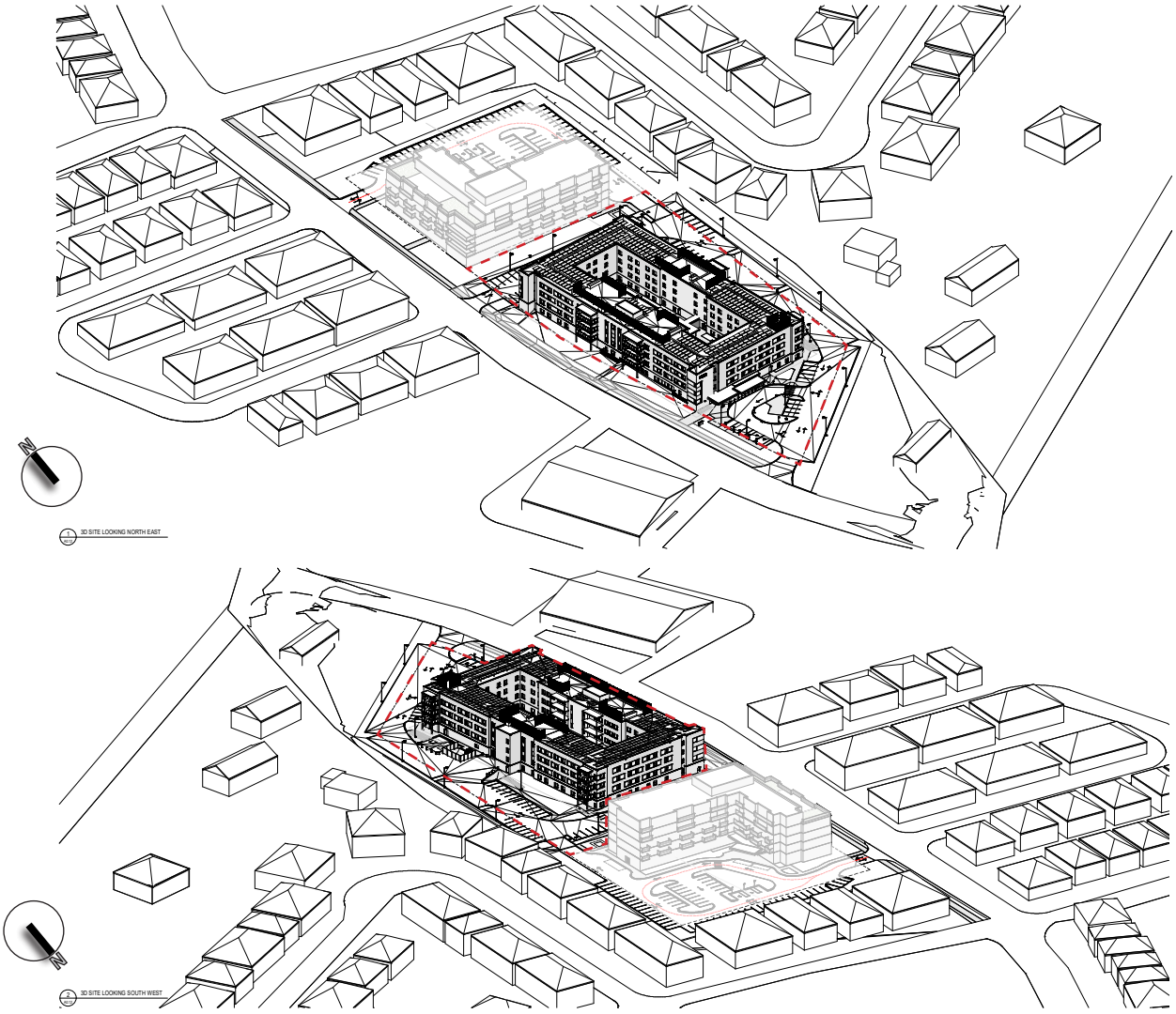
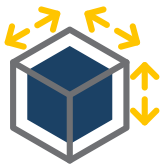


Figure 5.4 : Bird's Eye perspective looking northeast (top) and southwest (bottom) illustrating the entire height and width of the building

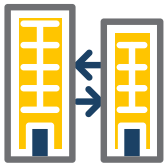
5.2 Architectural Design

The proposed development is not anticipated to have a significant shadow impact on the surrounding properties. This is a result of proposed setbacks and building orientation and massing in relationship to the surrounding low rise developments which reduces shadow impact and intensity on the abutting and adjacent properties and public realm. In addition, the building height is sensitive to the surrounding development. There are no significant public amenity areas or parks within the proximity to the Site and/or along the Famille-Laporte Avenue, therefore, it is not expected that the development will have any adverse shadow impact on the surroundings. For greater detail on shadow analysis, please refer to Section 5.6 on pg.30 of this report.

Overall, the proposed development provides for intensification within this existing built-up area optimizing the existing and planned community services and infrastructure. The proposed development is introducing infill development to an area that is well-served with existing and proposed roads, urban natural areas, open space and park network, and active transit network.

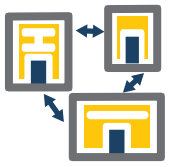


MASSING



COMPATIBILITY

CHARACTER



CONNECTIVITY

The proposed development has been designed to improve the pedestrian environment within the Subject Lands and along adjacent streets. An attractive architectural design and range of materials will be provided to reflect a high level of quality and contribute to the existing and planned low-rise residential character of the area. The proposed building design will provide visual interest through a mixture of façade materials that include glass, glazing, and brick. The proposed design will incorporate a mixture of contemporary colours on all sides of the proposed building to further enhance visual interest.

The proposed architectural design establishes a unique character that promotes Famille-Laporte Avenue and Old Montreal Road intersection as a neighbourhood getaway. As such, the proposed façade design will be animated and articulated by incorporating a consistent streetwall along Famille-Laporte Avenue. The front façade of the building will be designed to be an active frontage that will promote a vibrant and pedestrian-friendly environment. The proposed design achieves this by providing tree planting and attractive softscaping features along the pedestrian walkway. Furthermore, the design features an entrance corner to the site located on the northeast side of the intersection. The architectural design and articulation of this area recognizes its prominence and visibility and contributes to placemaking on this neighborhood gateway through a high-quality architectural design and landscaping.

Furthermore, the building is designed to respond to the character of the street on which it fronts. The Famille-Laporte Avenue is characterized by two to three-storey single/semi-unit developments with individual entrances to the street. The street façade includes multiple single entrances in response to the collector nature of the street. As such, the proposed development orients both front and side facades and associated entries to the abutting street. Facades are articulated with architectural details such as off-set window pattern, canopies, and brick cladding at ground level to create an attractive, engaging, and visually interesting

building frontage. The main entrance is accentuated with facade articulation and fenestration and includes weather protection features in the form of canopies. The proposed pedestrian entrance is connected directly to the public sidewalk through a landscaped accessway.

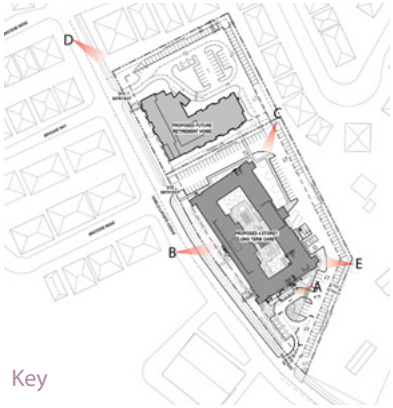
The proposed development contemplates a communal amenity space proposed interior to the site that has been designed with high attention to soft and hard landscaping elements and features high-quality design with elements and features for passive and active activities. Further, due to it being internal to the site, this outdoor amenity area requires minimum sound attenuation and

STREETWALL

ANIMATION

ARTICULATION

RHYTHM AND PATTERN



Key

Figure 5.5 : Perspective views illustrating how the proposed building is set within its context.

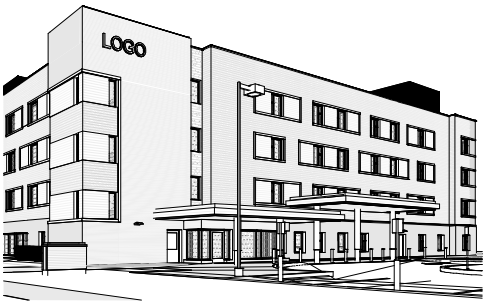
noise impact control measures. The resident balconies/ terraces have been relocated to face Famille-Laporte Avenue as requested by the City' Urban Planners – to add animation to the street façade. This is only on the upper levels as at grade terraces facing the street is an occupant safety concern. Furthermore, by proposing an internal courtyard, the proposed development will contribute to the overall quality, safety, and enjoyment of the living spaces. The overall massing is pulled away from the adjacent residential properties at the rear of the site and the building's east and north elevations that front the existing neighbourhood are designed and detailed with at the ground level to maintain rear yard to rear yard relationship. The proposal includes extensive landscape buffer in all direction to facilitate respectful transition toward neighboring properties.

The proposed development integrates uniform setbacks along the primary frontage that matches the existing condition in order to fit into the pattern and create a continuous, legible, edge to the public street. Regarding the rear and side yard setback, as mentioned previously, the proposed development integrates appropriate setbacks and landscape buffer to protect for proper separation distance between the existing homes and new infill to ensure appropriate light, view and privacy.

As noted before,The primary entrance for the LTCF has been located along the Famille-Laporte Avenue frontage to be accessible from the sidewalk. In addition, the street-level design will be further defined by providing a mixture of landscaping in the form of shrubs, trees and plantings to enhance the frontage and generate visual interest. The proposed landscape areas will 1) enhance the quality of the pedestrian environment; 2) integrate the development to the surrounding neighborhood; 3) define the private and public realm. Further, the proposed landscape buffer along the building primary

RHA Courtyard Looking South

North East View



South west view of Entrance

South Entrance View

Figure 5.6 : Perspective views Illustrating building elevations and architectural articulation

frontage and on the entrance corner will assist to soften the building edges and contribute to the green character of the Famille-Laporte Avenue. Wayfinding features will be integrated in all design elements of the proposed development. Features ranging from articulated building massing to the unique balcony design will provide placemaking elements to help visitors orient themselves through Cardinal Creek Village. All principal building entrances and accompanied signage will be designed in compliance with standards set by AODA.

The proposed development also includes an interior courtyard at the rear which in combination with the proposed at grade and above ground landscape areas will complement the open space and park network within the neighbourhood while providing private outdoor amenity appropriate for LTCF residents.

Overall building design features consistent elevations in all directions and interiors to the site. The proposed architectural articulation and treatment at street level features significant glazing, high-quality façade treatment, detailing and warm material such as brick to contribute to the overall building visual interest and street animation. The metal materiality is used to lighten the visibility and prominence of the upper storeys.

The design of the proposed building in combination with materials like brick and metal will contribute to the variety of architectural style and expression and is in harmony with the surrounding building design and material which primarily consists of traditional building design using brick.

Lighting on-site will also meet sustainability standards to reduce energy consumption and minimize light trespassing. Lighting fixtures will be specifically selected to contribute to the overall urban design and pedestrian/ resident comfort of the site and along Famille-Laporte Avenue. The proposed LTCF has been designed to utilize natural light through extensive windows, as well as being sufficiently lit in the evening to enhance the frontage. Lighting will be designed to minimize glare and spillover onto the adjacent properties.

Overall, an attractive architectural design and range of materials are provided to reflect the high quality building design and contribute to the existing and planned character of the area. The proposed building design will provide visual interest through a mixture of high-quality, durable, and sustainable façade materials. The proposed design will incorporate a mixture of building materials, fenestration patterns and vegetative plantings on all sides to further enhance visual interest.

Guidelines

City of Ottawa In-Effect Official Plan

Section 2.5.1 & 4.11 Urban Design and Compatibility

City of Ottawa New Official Plan

Section 6.3 Neighbourhoods

Cardinal Creek Village Concept Plan

Section 4.0 Community Design Guidelines

Urban Design Guidelines for Low-Rise Infill

Section 4.0 Building design (Built form)

5.3 Landscape Design & Public Realm

The proposed development has been designed to improve the existing street, open space, and pedestrian environment surrounding the Subject Lands. This is achieved by providing streetscape improvements along Famille-Laporte Avenue, in complying with the streetscape guidelines set out in Section 2.0 of the Urban Design Guidelines for Low-Rise Infill Housing, as well as Section 4 of the Transportation Master Plan.

The proposed development provides primary building entrances that are grade-related and will be directly accessed from Famille-Laporte Avenue, complying with Guideline 2.1 of the UDG for Low-Rise Infill Housing. This will create informal surveillance onto the public realm, will animate the surrounding streets and open spaces, and create a comfortable pedestrian environment. Further, two vehicular access points are provided to and from Famille-Laporte Avenue via a driveway that wraps around the north, east and south portions of the building, with easily accessible parking spaces available along both sides of the driveway. Parking areas will be screened from the street through landscaping.

Landscaping will be designed adjacent to the pedestrian walkway to create an inviting public realm and to protect against adverse weather conditions to enhance pedestrian comfort. Street furniture, signage and lighting will be pedestrian-friendly, barrier-free, will employ best design practices and will be in compliance with the City's Standards and Specifications.

Due to the nature of the proposed development's built form, comfortable wind conditions will be maintained on site and within the public realm throughout all four seasons. In addition, the Sun-Shadow Study indicates that the proposal maintains appropriate sunlight within and around the Subject Lands.

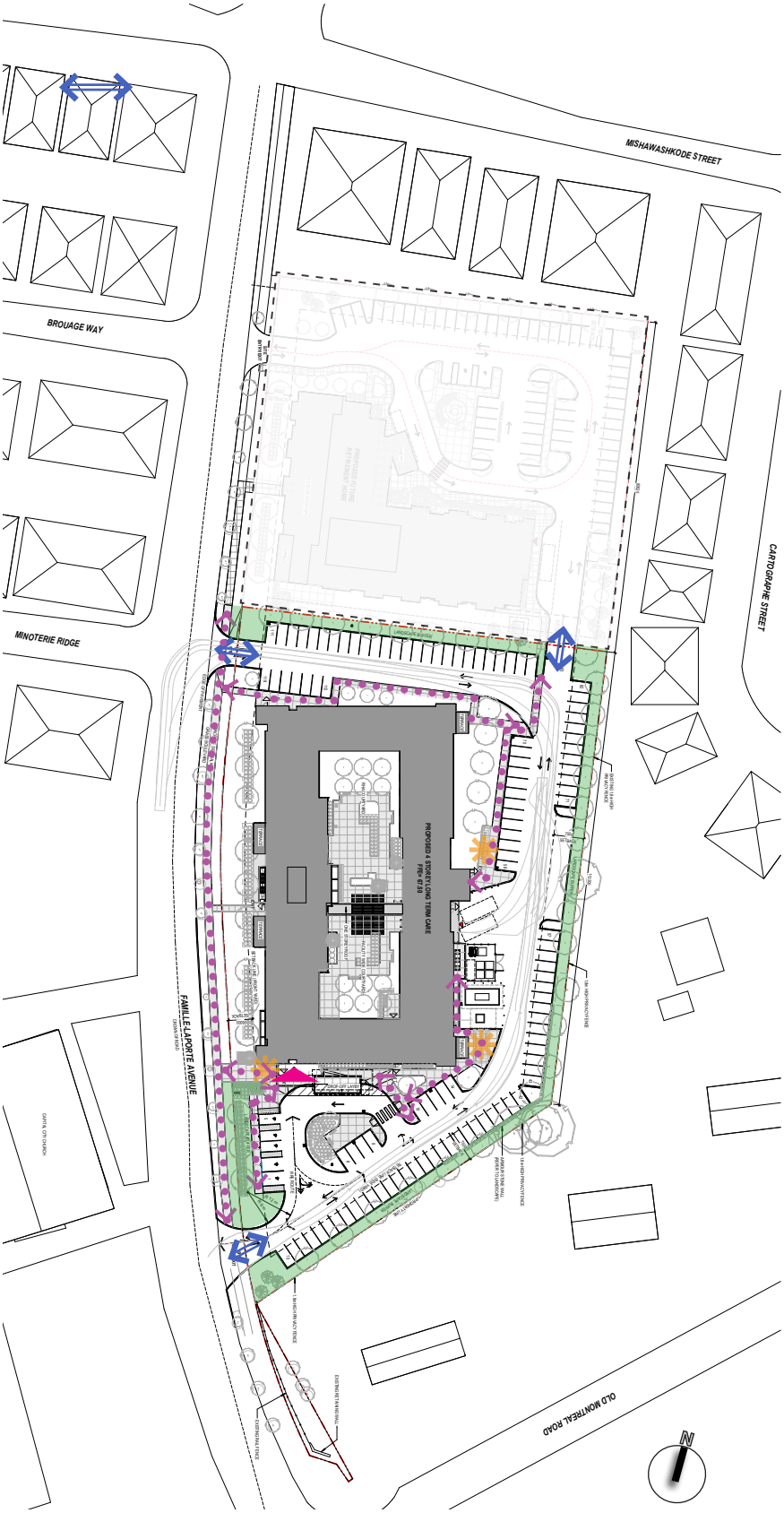
Figure 5.7 : Rendering showing the public realm

As noted in Section 3.1 of this document ("Figure 3.6 : Transit Map" on page 10), the proposed development is located within walking distance of eight bus routes with connections to the O-Train Confederation Line at Blair Station. It also lies within 700 metres walking distance of a planned Rapid Transit Station at Trim Station, located southeast of the intersection at Trim Road and Ottawa Regional Road 174. These transit services make the proposal accessible, and reduce the need to drive to and from the development.

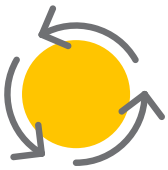
The proposal includes a high quality landscape design that will provide streetscape and landscape improvements along Famille-Laporte Avenue to enhance the landscape character of the site, the surrounding areas and the open spaces. This will enhance visual interest and pedestrian comfort along the existing street and open space edges, and soften hard edges. Plant species along the public realm will be selected based on their attractiveness, sustainability, and City requirements, and will include native, drought-tolerant species, withstanding seasonal changes and roadside conditions.

Landscape elements will reflect the community character and will blend wit the neighbouring developments.

Appropriate street furniture can be provided as part of the landscape plan to enhance comfort within the public and private realm. These street furniture elements, such as lighting, benches and planters, will be selected based on their positive contribution to the urban design of the site.



PEDESTRIAN-ORIENTED



CIRCULATION

PUBLIC REALM

Legend

- Long Term Care Facility Site
- Future Development
- Building Entrances
- Vehicular Entrances
- Bike Racks
- Pedestrian Circulation
- Landscape Buffer

Figure 5.8 : Landscape Design Plan showing principal elements

In addition, the proposed front yard (west side) setback of 6 metres will incorporate street plantings and landscaping elements along the property line, as seen in Figure 5.8. Landscaping is featured along the south and east property lines, serving as a buffer between the proposed development and the adjacent low-rise residential neighbourhood. The landscape buffer to the north provides an appropriate setback to the future retirement home site.

The proposed height and setbacks ensure that the proposed development provides an appropriate proportional relationship to the pedestrian realm, provides for adequate light, sky views and protection of privacy for adjacent residential properties, and mitigates wind and shadowing impacts.

The proposed development will include a diverse range of common areas where residents can interact in a relaxed atmosphere with other residents, family members and visitors. Common areas are in keeping with the directions of Ontario's Long-Term Care Home Design Standards by including resident lounges and program/activity space, dining areas and other shared indoor space, as well as an outdoor facility-wide courtyard serving as the resident shared space. The outdoor shared space will provide for appropriate sky-views and sunlight conditions as well as soft and hard landscaping. Additional outdoor space is being provided to residents through shared balconies and terraces.

Guidelines

City of Ottawa In-Effect Official Plan

Section 2.5.1 & 4.11 Urban Design and Compatibility

City of Ottawa New Official Plan

Section 2.2.4 Healthy and Inclusive Communities

Section 4.6 Urban Design

Cardinal Creek Village Concept Plan

Section 4.0 Community Design Guidelines

Urban Design Guidelines for Low-Rise Infill

Section 2.0 Streetscapes

Section 3.0 Landscape

4.0 Building design (Built form)

Ottawa Pedestrian Plan

Section 3.0 ThePedestrian Network

Transportation Master Plan

Section 4.0 Maximize Walkability

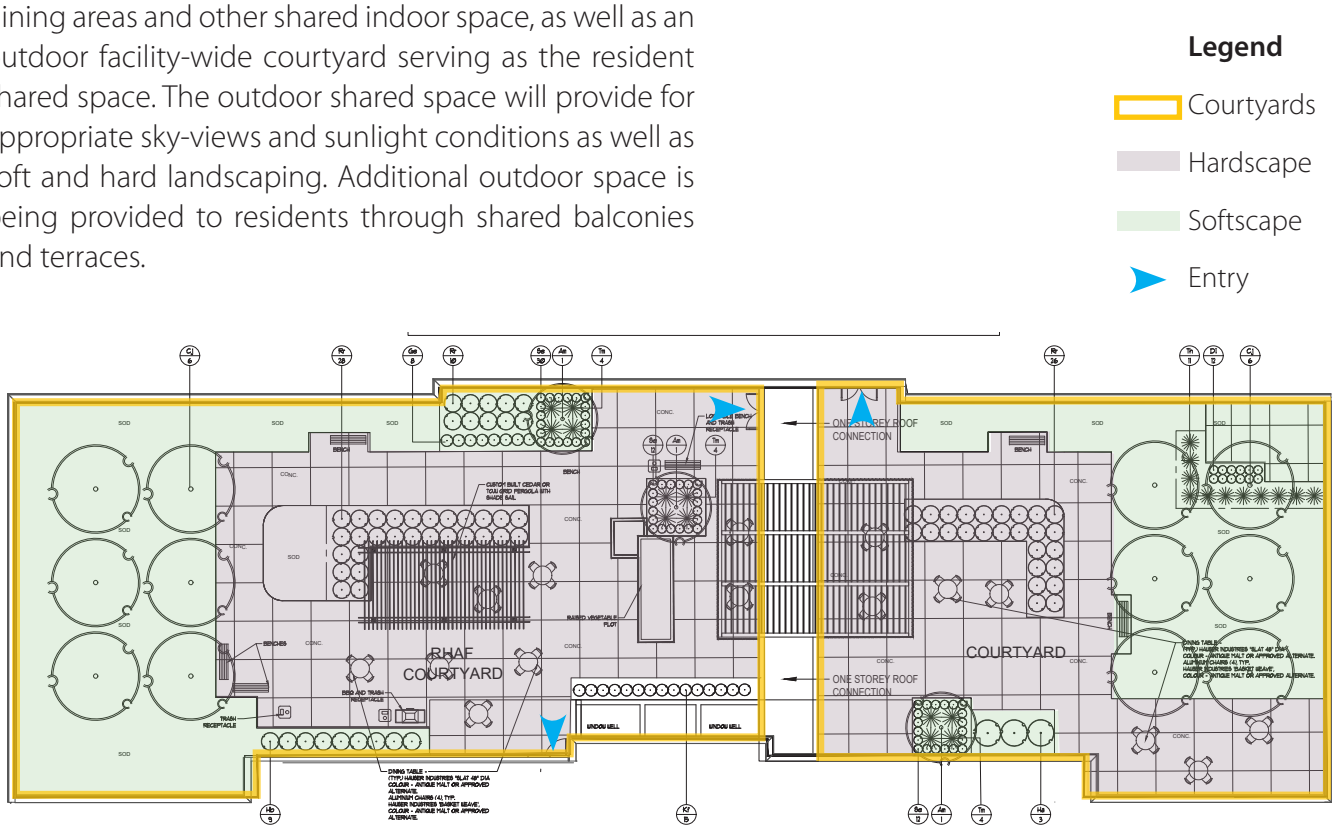


Figure 5.9 : Landscape Design Plan showing internal courtyard

5.4 Parking, Servicing & Loading

The Subject Lands are currently vacant, therefore there is no existing vehicular access to/from Famille-Laporte Avenue. The proposal seeks to provide two vehicular access points to/from Famille-Laporte Avenue at the northwest and southwest portions of the Subject Lands. Access is provided via a driveway that wraps around the north, east and south sides of proposed building. Vehicular circulation is designed to protect for interconnection with the future retirement home to the north, helping to limit future curb cuts along Famille-Laporte Avenue.

Parking areas are situated along the periphery of the site and largely concentrated toward the rear; while the landscaped frontage along Famillie-Laport Avenue maximized.

Pedestrian pathways that cross driveways are clearly indicated by changes in material and the use of tactile surfaces for the safety of residents and visitors.

The driveway contains a width of 6.7 metres and provides access to two (2) loading spaces located at the rear (east side) of the building, shielded from view from the street. The location of these facilities allows the proposal to improve the pedestrian environment around the Subject Lands, minimize pedestrian/vehicular conflicts, and provide an appropriate streetscape next to Famille-Laporte Avenue.

The proposed development includes a total of 118 surface parking spaces, including five (5) barrier-free spaces (two Type A spaces and three Type B spaces). The proposed parking supply exceeds the minimum number of parking spaces required by the Zoning By-law. In addition, the proposal provides outdoor bicycle rack close to the building entrances, containing 56 bicycle parking spaces.

Guidelines

City of Ottawa In-Effect Official Plan

Section 2.5.1 & 4.11 Urban Design and Compatibility

Cardinal Creek Village Concept Plan

Section 4.0 Community Design Guidelines

Urban Design Guidelines for Low-Rise Infill

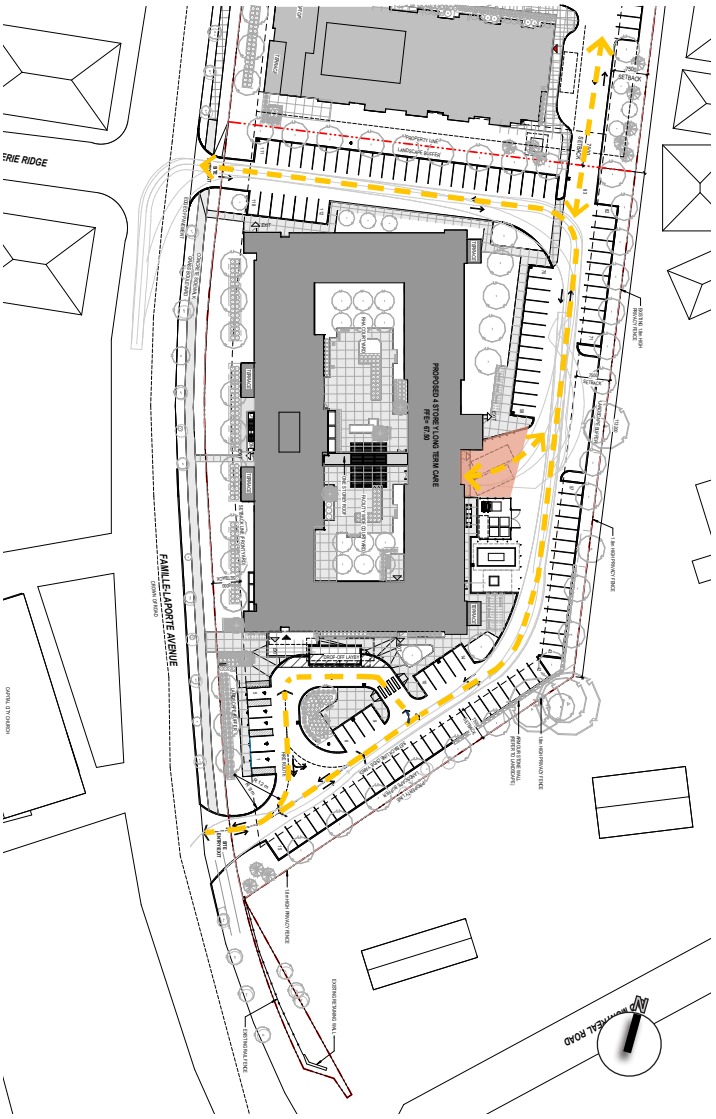
Section 3.0 Landscape

Section 5.0 Parking and Garage

Section 7.0 Service Elements

Transportation Master Plan

Section 3.0 Create a Supportive Built Environment



Legend

Long Term Care Facility Site

Vehicular Circulation

Loading Area

Figure 5.10 : Site Plan showing vehicular movement and loading areas

5.5 Sustainability

The proposal is supportive of sustainable initiatives and intends to work with the community and staff on what initiatives are most appropriate during this approval process.

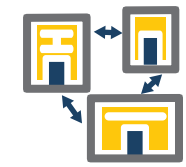
The proposal supports a long-term view to assist design going beyond the implementation of energy-efficient equipment to include the utilization of renewable and clean onsite energy technology where feasible. As such, the use of various renewable energy solutions are considered as part of the design process, including:

- Ground Source heat Pumps
- Solar Photovoltaics
- LED Lighting
- Water Efficient Plumbing Fixtures
- Drought Resistance Vegetation

The proposal will ensure sustainable landscape design through employing energy-efficiency design strategies and water-conservation features such as utilizing native and drought-tolerant species withstanding seasonal changes and roadside condition. In addition, landscape area provided by the proposal will assist in reducing urban heat island effects.

The proposed building design will provide visual interest through a mixture of high-quality, durable, and sustainable façade materials. The proposed massing has been designed to mitigate shadow impact on adjacent lands, maximize Skyview, and reduce wind impact. The design of the building will ensure pedestrians will be protected from the elements. The façade design will incorporate weather protection features such as canopies and recesses entrances to create a favorable microclimate and comfort zone on the proposed pedestrian zone.

In addition, the proposal provides a development that is transit supportive and optimizes the use of public transit in the Cardinal Creek Village neighbourhood.



CONNECTIVITY

SUSTAINABILITY

Figure 5.11 : Examples of sustainable landscape treatment with drought-tolerant plants and hierarchy of hardscape and softscape materials.

Figure 5.12 : Example of a transit supportive community development.

Figure 5.13 : Example of a green infrastructure to protect the building from direct solar heat and reduce urban heat effect.

Figure 5.14 : Example of energy efficient LED lighting.

Figure 5.15 : Example of active programmed amenity space.

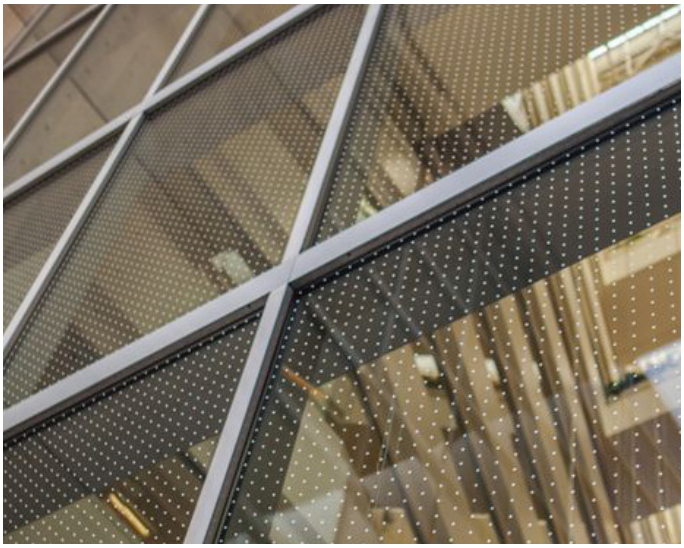


Figure 5.16 : Example of bird friendly glazing / translucent surfaces to reduce flight path collision.

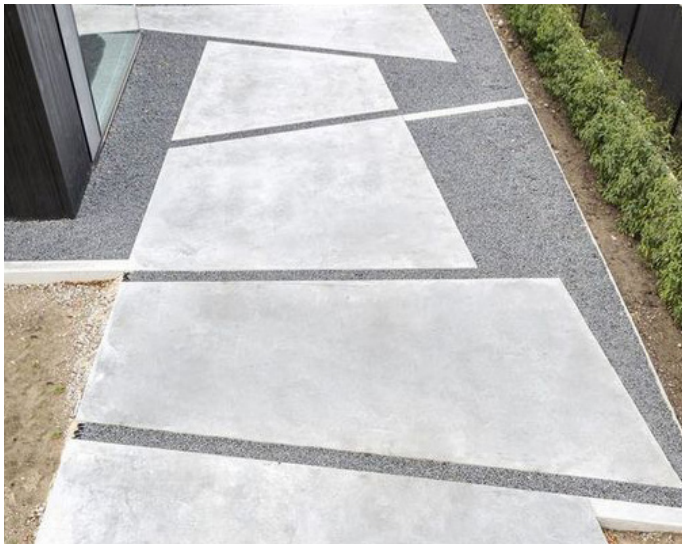


Figure 5.17 : Example of pedestrian walkway with permeable surfaces and reflective materials to reduce heat island effect.

The proposed LTCF and future retirement home will be located within a 50-metre walking distance to the nearest bus stop and within a 700-metre walking distance to a future LRT station, Trim Station. In addition, the proposed bicycle parking allows residents, visitors, and staff to commute to/from the Subject Lands in using sustainable alternatives to vehicular travel. Overall, the proposal will help with energy efficiency initiatives by developing a transit oriented compact urban form that encourages the use of transit, cycling, and walking while introducing a range of housing and employment opportunities.

In addition to the above, the proposed development will incorporate lighting on-site that will meet sustainability standards to reduce energy consumption and minimize lighttrespassing.

The proposed development massing and orientation maximizes compatibility with the surrounding area in terms of solar gain and mitigating shadow impacts. The shadow study as prepared by MontigomerySisam illustrates the shadow from designated building in comparison to the As Of Right shadow. As shown in Figure 5.18 to Figure 5.20, the Designated Building Shadow from both the proposed LTCF building and the future Retirement Home result in an acceptable level of shadow impact relative to the proposed public sidewalks and the lower density lots to the north and east, and provide acceptable solar access for the public realm and adjacent properties. The shadow indicates that the adjacent properties, sidewalks and public realm will receive at least 5 hours of continuous sunlight per day on June 21, September 21, and December 21. Specifically, the shadow study illustrates that the proposed development never exceeds the As Of Right shadow, thereby representing acceptable adverse impact as part of the planned function of this area.

Guidelines

City of Ottawa In-Effect Official Plan

Section 2.5.1 & 4.11 Urban Design and Compatibility

City of Ottawa New Official Plan

Section 2.2.3 Energy and Climate Change

Cardinal Creek Village Concept Plan

Section 4.0 Community Design Guidelines

Urban Design Guidelines for Low-Rise Infill

Section 4.0 Building design (Built form)

5.6 Shadow Study

June 21st

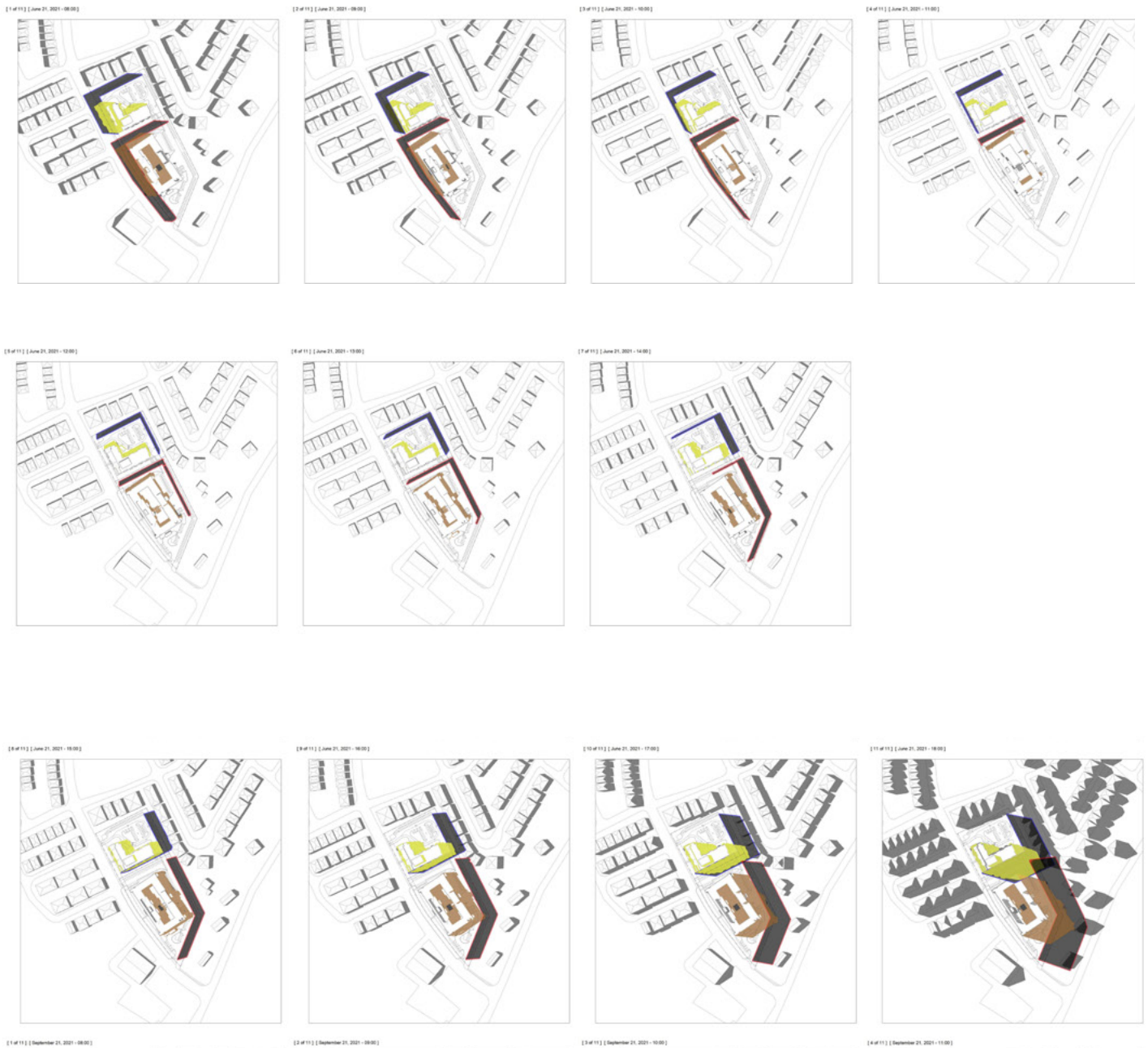


Figure 5.18 : Shadow Study, June 21st, prepared by MontigomerySisam.

September 21st

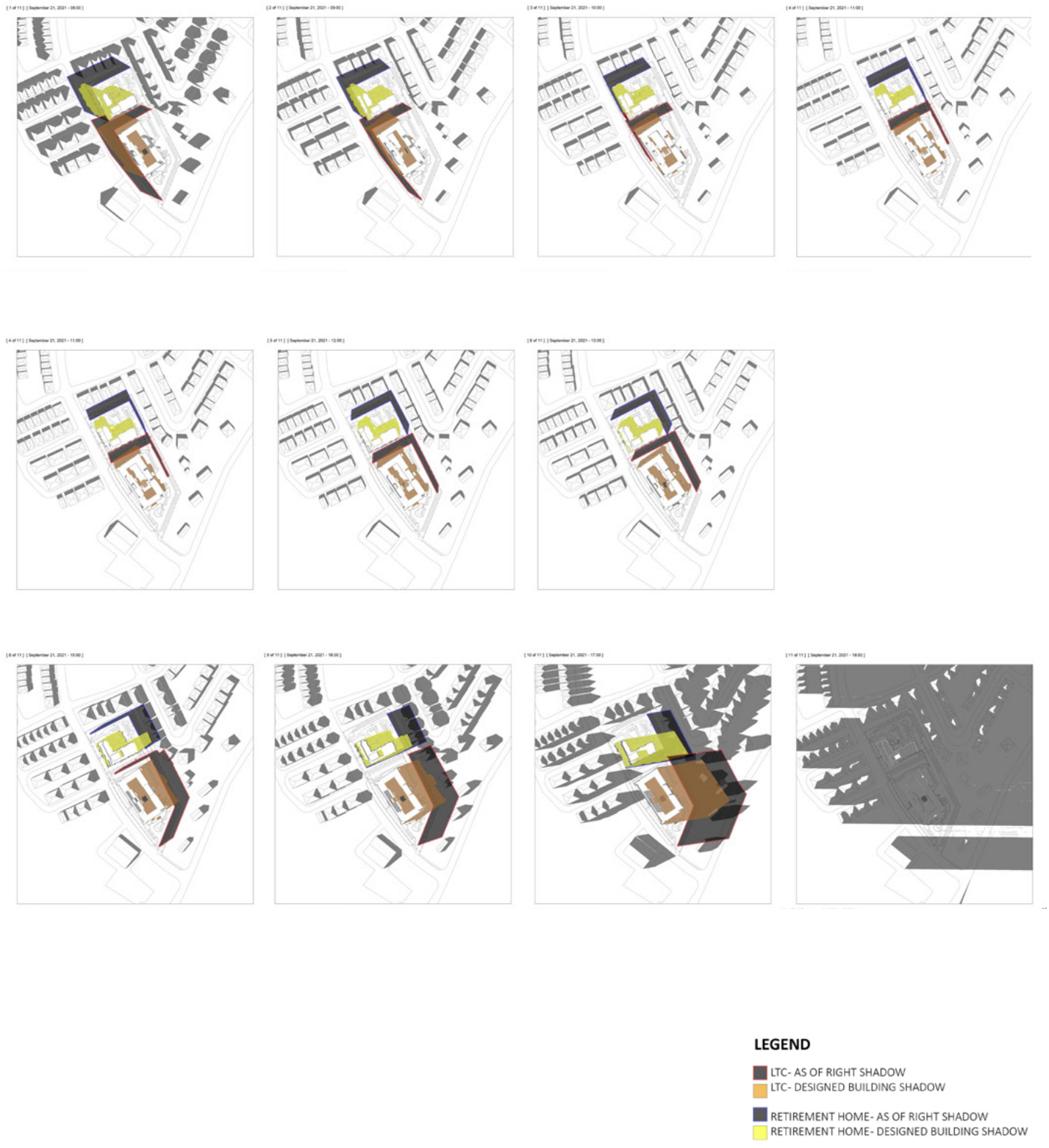


Figure 5.19 : Shadow Study, September 21st, prepared by MontigomerySisam.

December 21st

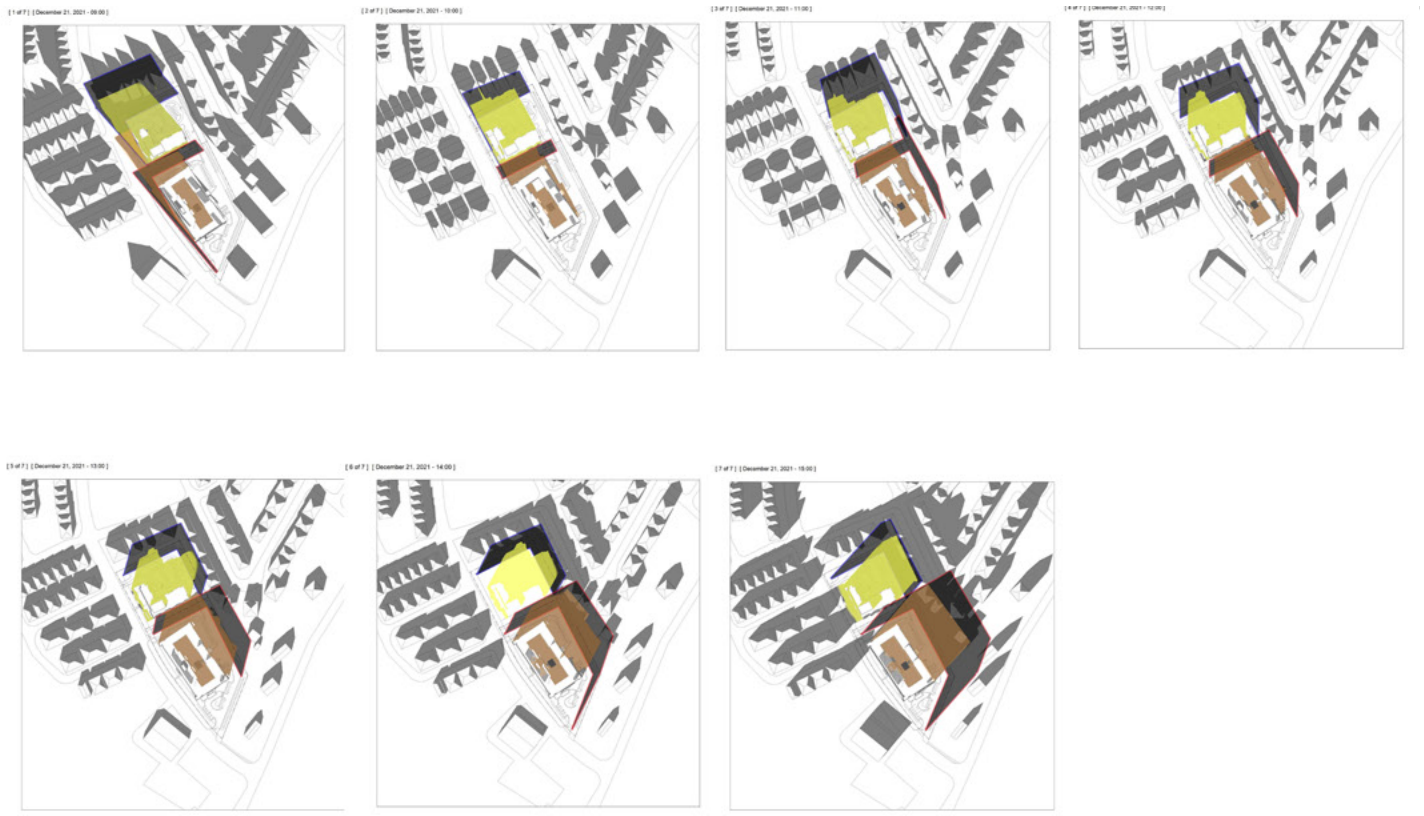


Figure 5.20 : Shadow Study, December 21st, prepared by MontigomerySisam.

6.0 Conclusion

Based on our review of the Cardinal Creek Village Plan, the Urban Design Guidelines for Low-Rise Infill Housing, the City of Ottawa's Official Plan as well as other City guideline documents, it is our opinion that the proposal adheres to the vision and design direction for the Cardinal Creek Village neighbourhood and the Old Montreal Road Corridor.

Overall, the proposal represents high-quality design that promotes intensification and provides a sensitive transition to the surrounding neighbourhoods, while contributing to the community.

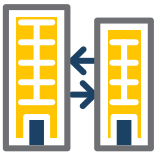
7.0 Design Terms

ACCESSIBILITY
Providing for ease, safety, and choice when moving to and through places

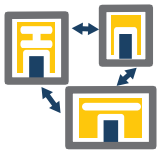
ADAPTIVE REUSE
Converting an existing building into a new use

ANGULAR PLANE
A geometric measurement that maintains solar access and height transition

ANIMATION
Support sustained activity on the street through visual details, engaging uses, and amenities



COMPATIBILITY
Similar size, form and character of a building relative to others around it



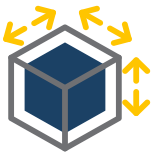
CONNECTIVITY
The ease of movement and access between a network of places and spaces

DESIRE LINE
Shortest or most easily navigated route marked by the erosion of the ground caused by human traffic

FACADE
The exterior wall of a building exposed to public view

HEIGHT TRANSITION
The gradual change in height between buildings within a community

LANDMARK
Highly distinctive buildings, structures or landscapes that provide a sense of place and orientation



MASSING
The effect of modifying the height and bulk of the form of a building or group of buildings

NODE
A place where activity and circulation are concentrated

STEP BACK
A recess of taller elements of a building in order to ensure an appropriate built form presence on the street edge

STREETWALL
The consistent edge formed by buildings fronting on a street

STREET FURNITURE
Municipal equipment placed along streets, including light fixtures, fire hydrants, telephones, trash receptacles, signs, benches, mailboxes, newspaper boxes and kiosks

SUSTAINABILITY
Developing with the goal of maintaining natural resources and reducing human impact on ecosystems

ARTICULATION
The layout or pattern of building elements (e.g. windows, roofs) that defines space and affects the facade

BUILT FORM
The physical shape of developments including buildings and structures

CHARACTER
The look and feel of an area, including activities that occur there

CIRCULATION
The movement patterns of people and vehicles through a site or community

FIGURE GROUND
The visual relationship between built and unbuilt space

FINE GRAIN
A pattern of street blocks and building footprints that characterize an urban environment

FOCAL POINT
A prominent feature or area of interest that can serve as a visual marker

GATEWAY
A signature building or landscape to mark an entrance or arrival to an area

PEDESTRIAN-ORIENTED
An environment designed to ensure pedestrian safety and comfort for all ages and abilities

PUBLIC REALM
Public spaces between buildings including boulevards and parks; where pedestrian activities occurs

RHYTHM AND PATTERN
The repetition of elements such as materials, details, styles, and shapes that provide visual interest

SETBACK
The orientation of a building in relation to a property line, intended to maintain continuity along a streetscape

URBAN FABRIC
The pattern of lots and blocks in a place

VIEW TERMINUS
The end point of a view corridor, often accentuated by landmarks

VISTA
Direct and continuous views along straight streets or open spaces

WAYFINDING
Design elements that help people to navigate through an area (e.g. signs, spatial markers)

MHBC
PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

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