



DESIGN BRIEF

8 Withrow Ave.

Project # : 2147

July, 2023



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Refer to accompanying Planning Rationale submitted by Stantec for detailed Policy and Regulatory Criteria.

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Application Submission

The owners of the property at 8 Withrow Ave and 7 Rossland Ave – (West of Merivale Road) are proposing the re-zone of an existing Institutionally zoned property. This site currently has the Julian of Norwich of Ottawa Church building (and supporting administrative facilities), as well as a small single-family building currently leased out to a third party non-for profit. The project proposes the full demolition of all existing buildings and the phased construction of a new 8-storey affordable housing mid-rise building for Multi-Faith Housing Initiative (MHI). A new 2-storey high church and community building will be attached to this new mid-rise building. The project also proposes two new wings of townhome developments. The Rossland townhomes would include 5 sets of 3 storey back-to-back and stacked units for a total of 15 units; 10x2BD and 5x3BD. While the Withrow townhomes would include 6 sets of 3 storey stacked townhomes for a total of 12-units; 6x2BD and 6x3BD. These townhomes would also be developed and managed by MHI. The entire development would be connected through hard and soft landscaping that includes a large community courtyard available to the entire local community.

As this is a re-zone application to start, final designs (both unit count/mix and design aesthetic) are still preliminary but it is anticipated to be 84 units; including the 27 townhome units. The mid-rise building would include 57 units from levels 2-8 and would include a combination of 1-bed, 2-bed and 3-bed units to meet the needs of MHI.

The City's Official Plan identifies the site within the Outer Urban Transect and designated Mainstreet Corridor and Evolving Neighbourhood Overlay. While most of the site is zoned Arterial Mainstreet- AM10, the west portion of the site is zoned Minor Institutional- I1B and I1B[422].

To permit the proposed development, an amendment to the Zoning By-law is required to rezone the entire property to Arterial Mainstreet- AM10. The site's unique location, proposal, and configuration also requires limited adjustments to the AM10 provisions to match lot line setbacks to the abutting established neighbourhood, and to reduce the minimum required vehicle parking rate.

The following pages are excerpts from the accompanying Planning Rationale submitted by Stantec.

2.3 Land Use Policy Context

OFFICIAL PLAN

The site is located within the Outer Urban Transect on Schedule A of the Official Plan. The site is within 220 m of the centreline of Merivale Road and therefore designated Mainstreet Corridor on Schedule B3.

The Mainstreet Corridor designation permits a mix of uses with the higher densities located closer to the corridor. Overall, the designation encourages residential uses and non-residential uses to integrate harmoniously creating a dense, mixed-use urban environment.

Merivale Road is identified as a Transit Priority Corridor as per Schedule C2 and plays an important role in building a robust rapid transit and increasing corridor-level ridership by encouraging service.



Figure 7: Excerpts from the Official Plan showing the site. Left: Excerpt of Schedule B3 (Outer Urban Transect). Right: Excerpt from Schedule C2 (Transit Network Ultimate)

COMPREHENSIVE ZONING BY-LAW

The east portion of the site, within 100 m of the centreline of Merivale Road, is zoned **Arterial Mainstreet- AM10**. The AM zone permits a broad range of uses, including residential, commercial, and institutional. The purpose of the AM zone is to impose development standards that will promote intensification, while ensuring that they are compatible with surrounding uses.

The AM10 zone permits development up to 30 m in height. Apartment, high-rise is a permitted use where a site-specific exception, zoning schedule, or H-suffix specifies; no such permission applies to the site.

The AM10 zone includes additional provisions to regulate built form abutting a mainstreet such as:

- Locate buildings with 'active entrances' at, or close to, front and corner side lot lines
- Ensure phased developments construct buildings abutting the mainstreet first to create a street edge

- Provide a minimum ground floor height of 4.5 m for non-residential or mixed use buildings located within 10 m from the front or corner lot line. The minimum building height is 7.5 m and must contain two or more storeys
- Provide for a minimum amount (50%) transparent glazing and active residential entrances at grade
- Provide greater separation to abutting residential uses.

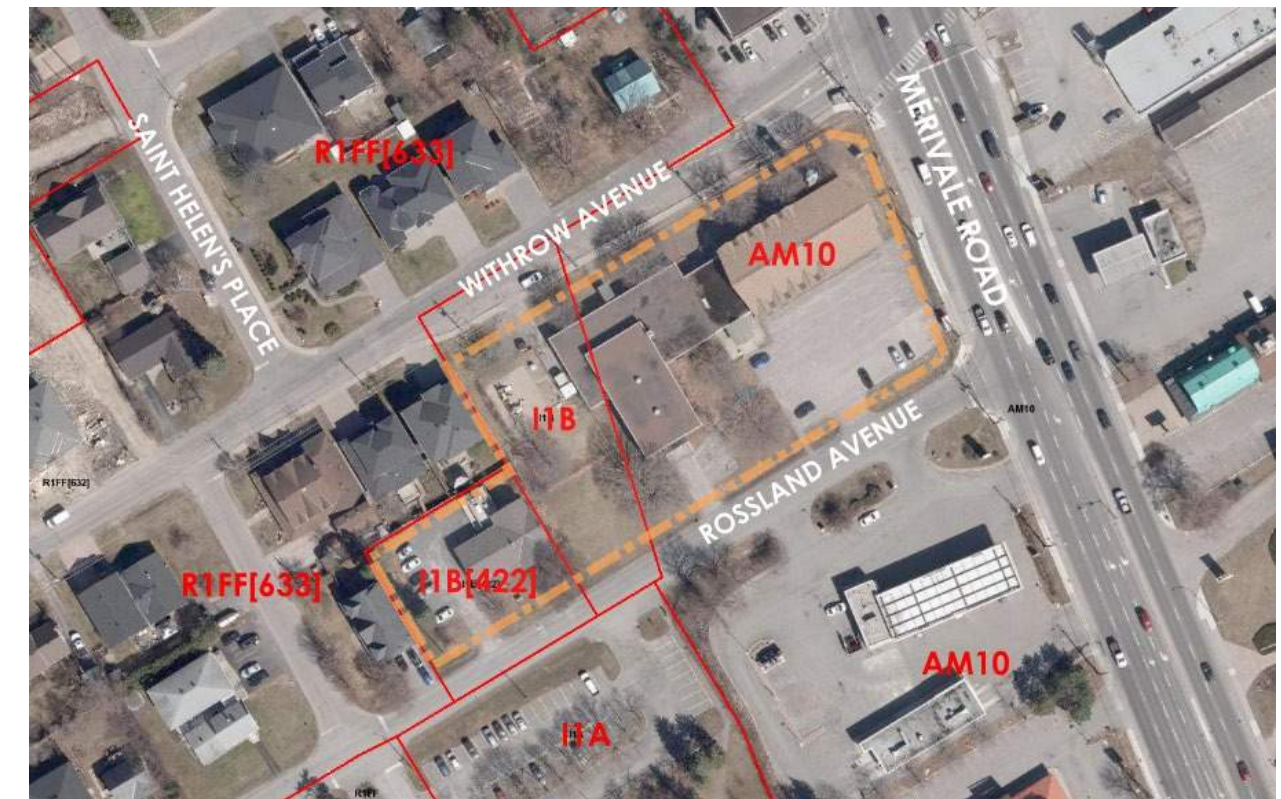


Figure 8: The site is affected by three zones (GeoOttawa).

The balance of the site is zoned **Minor Institutional- I1B and I1B[422]**. The purpose of the I1 zone is to permit a range of community uses, institutional accommodations and emergency services. The primary goal of a Minor Institutional zone is to minimize the impacts of these minor institutional uses by ensuring that these uses are of a scale and intensity that is compatible with the neighbourhood character.

Urban Exception 422 applies to the former rectory dwelling and provides specific provisions related to setbacks and parking applicable to the former group home and current office use.

4.2 Official Plan

The City of Ottawa's Official Plan was adopted by Council in November 2021 and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan (OP) provides a vision for the future growth of the city and direction in its physical development to the year 2046. The proposed site plan achieves the new OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage transportation use, and support development that is economically, socially, and environmentally sustainable.

The property is designated Mainstreet Corridor within the Outer Urban Transect. The following sections from the OP will examine applicable policies.

Sched A, Sched B3

STRATEGIC DIRECTIONS

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions. In support of this direction, new policies will increase the variety of affordable, low-rise housing options for residents within existing neighbourhoods close to Hubs and Corridors, increase the urban tree canopy and promote an evolution to 15-minute neighbourhoods.

Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling. Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car. As a result, safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities that support economic activity and social interaction throughout the day and evening.

Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

Ottawa is a city of neighbourhoods and Villages. The goal of this Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages in a way that reflects the differences from highly urbanized and dense areas in the downtown, to lower-density suburban areas farther out. The goal

of this Plan is also to contribute toward stronger, more inclusive, and vibrant neighbourhoods and Villages that reflect and integrate Ottawa's economic, racial and gender diversity in every neighbourhood.

Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains bold policies to encourage the evolution of neighbourhoods into healthy, inclusive, and walkable 15-minute neighbourhoods with a diverse mix of land uses, including a range of housing, shops, services, local access to healthy and affordable food, schools, employment, mature trees, greenspaces and pathways. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

Big Policy Move 5: Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout the Plan spanning the rural, suburban, and urban contexts. While land use policies in the Official Plan alone do not ensure economic development, they provide an important foundation for other City initiatives and programs to support economic development and create a context for business and entrepreneurship to succeed. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development meets the Strategic Directions of the Official Plan by redeveloping a large site property located in the City's existing, built-up area. The proposed compact, efficient intensification of the subject property will locate greater density in an area with existing services and amenities as well as providing affordable residential options.

CITY-WIDE POLICIES

Section 4 of the Official Plan provides policy direction that encompasses all areas of the City.

Section 4.1.4- Support the shift towards sustainable modes of transportation states:

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
- 2) *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
 - a) *Hubs and Corridors*
 - b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*

c) *Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route*

11) *Surface parking lots should be designed to meet all of the following:*

- a) *Minimize the number and width of vehicle entrances that interrupt pedestrian movement*
- b) *Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site*
- c) *Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots*
- d) *Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible*
- e) *Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill*
- f) *Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.*

The site is an exceptional case that meets all three criteria under policy 2: it is located in a designated Mainstreet Corridor, is less than 700 m from a planned rapid transit corridor, and abuts a street with frequent street transit. A reduced parking rate for the site and proposal is appropriate considering the site's context.

The Transportation Impact Assessment prepared by Parsons provides a range of transportation demand management measure that could be implemented through the subsequent Site Plan Control review process such as the provision of carshare spaces and enhanced bicycle parking.

Surface parking lots have been arranged to retain existing trees, minimize pedestrian crossings and vehicle entrances, and will explore landscaping and carshare opportunities through the subsequent Site Plan Control review process.

Section 4.6.5- Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes states:

2) *Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*

The proposed building heights and orientation are consistent with the direction of the Corridors designation within the Outer Urban Transect. Buildings will frame the adjacent public streets and outdoor amenity spaces to provide a consistent street edge and provide passive surveillance of the public realm. Front, side, and rear yard setbacks for the stacked townhouse buildings on Withrow and Rossland will align with those of the abutting R1FF zone to the west to establish a consistent street edge and massing while providing a transition to mid-rise development on Merivale Road.

OUTER URBAN TRANSECT

Section 5.3 of the Official Plan provides polices related to the Outer Urban Transect. Over the medium- to long-term these areas are to evolve into an urban model with a smaller proportion of dwellings in detached dwellings, integrating compatible uses to create 15-minute neighbourhoods, and land use patterns that focus on transit and prioritizes active transportation.

Section 5.3.1- Recognize a suburban pattern of built form and site design, states:

2) *The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*

- a) *Low-rise within Neighbourhoods and along Minor Corridors*
- b) *Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted*

4) *In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:*

- a) *Multi-unit dwellings in Hubs and on Corridors*
- b) *Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes*

The proposed zoning amendment aligns with the intent of facilitating mixed use development of the site arranged in an urban built form that provides a range of both multi-unit dwellings and ground-oriented units. The arrangement of low-and mid-rise forms is informed by appropriate transitions to lower profile neighbourhoods and adjacency to public realm features such as streets and the Merivale Road corridor.

Section 5.3.2- Enhance mobility options and street connectivity in the Outer Urban Transect, states:

1) *The transportation network for the Outer Urban Transect shall:*

- a) *Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes*
- b) *Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks*
- c) *Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first- and last-kilometre transportation options at the Outer Urban trip ends by:
ii) *Maximizing direct pedestrian access from residential areas to street transit stops.**

The Concept Plan recognizes the current role of Merivale Road as an arterial while facilitating a built form that will support the street's transition to support a broader range of users including walking, cycling and public transit. The Concept Plan proposes a network of pedestrian connections along public streets and through the site to reduce walking distances from residential areas to street transit stops.

Section 5.3.3- Provide direction to the Hubs and Corridors located within the Outer Urban Transect, states:

3) *Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks and angular planes:*

a) *On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise*

The proposed maximum building height of eight stories is consistent with the Corridors designation in the Outer Urban Transect.

The proposed zoning amendment is intended to facilitate the development of an urban built form that will permit a range of housing types with a significant proportion of dwellings as low-rise missing middle built forms. To ensure an integrated approach to site development site-specific zone provisions will ensure that abutting development parcels are considered one lot for zoning purposes, with additional site-specific provisions.

The proposed development consists of mix of low to medium density housing development, which is consistent with Section 5.3 Outer Urban Transect which encourages “more diverse housing forms to meet the changing needs of an evolving demographic.”

The proposed development contributes to the intensification of the site and neighbourhood, allowing its housing stock to further diversify by providing density in the form of one to three-bedroom dwellings. The two stacked townhouse blocks diversify the site development thereby providing a transition from the Corridor towards the established low-rise neighbourhood. The proposed development has regard for the surrounding context and provides appropriate massing and step-backs to provide a transition to the neighbouring low-rise neighbourhoods. Section 6.2 explains that Corridors are specified streets “whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service”.

CORRIDORS

Section 6.2 of the Official Plan provides policies related to Corridors. The designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods. Portions of the property within 220 m of the centreline of Merivale Road are designated Corridor.

Section 6.2.1- Define the Corridors and set the stage for their function and change over the life of this plan, states:

2) *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:*

- a) *Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations*
- b) *May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations*
- c) *For sites generally of greater than one hectare in area or 100 metres in depth:*
 - i) *Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users*
 - ii) *Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply*
- d) *Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*

The Concept Plan proposes the greatest densities abutting Merivale Road, transitioning to low-rise dwellings to the east abutting the established residential neighbourhood. While the size of the site does not warrant a vehicular circulation network, an interconnected network of pedestrian walkways, plazas, and greenspaces provide mid-block crossings and facilitate safe barrier-free pedestrian movement.

Due to the challenge of securing financing for affordable housing, and the strong demand for stacked townhomes, we propose that zoning provisions related to construction phasing be removed from the proposed site-specific zoning.

The proposed uses are compatible with each other and surrounding uses and will not generate noise, odour, dust, fumes, vibration, radiation, glare, or high levels of heavy truck traffic. Further details can be appropriately addressed through the subsequent Site Plan Control process.

- 4) *Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*
 - a) *Development shall address the Corridor as directed by the general policies governing Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped*
 - b) *Vehicular access shall generally be provided from the parallel street or side street.*

The Concept Plan proposes the mid-rise building frame Merivale Road while providing vehicular access from the adjacent side streets.

The proposed development represents intensification of a currently under-utilized site in the built-up area of Ottawa for a new mixed-use residential use. The proposal supports the City of Ottawa’s Official Plan goal of encouraging 15-minute neighbourhoods containing a mix of uses which enable residents to shop, work, and fulfill a range of needs in the communities they live in.

The mixed-use building’s architectural features and main entrance is oriented towards Merivale Road and the public realm. Further, the building façade has been designed to provide an appealing appearance from the street and will contribute to improving the overall urban design of the area compared to the surrounding low-rise commercial box plaza’s in keeping with the Design Priority focus for the area.

The site design has considered internal circulation for pedestrians through the provision of a separated sidewalk leading from Merivale Road to the main building entrance. The Corridor designation directs density adjacent to the street and recognizing the need for a transition to less dense land uses flanking the corridor.

It is our professional opinion that the development proposal is in general conformance with the new Official Plan.

4.3 Applicable Design Guidelines

DESIGN GUIDELINES FOR ARTERIAL MAINSTREETS

The design guidelines for Arterial Mainstreets are intended to foster development along Arterial Mainstreets that is compatible, provides a comfortable pedestrian environment, facilitates more intensive forms of development, accommodates a broad mix of use, and enhances circulation connections. The proposed development responds to the relevant guidelines in the following ways:

- Guideline 1:** *Locate new buildings along the public street edge.*
- Guideline 6:** *Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.*
- Guideline 7:** *Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.*
- Guideline 12:** *Design the built form in relation to the adjacent properties to create coherent streetscapes.*
- Guideline 13:** *Ensure that buildings occupy the majority of the lot frontage.*
- Guideline 14:** *Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.*
- Guideline 18:** *Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.*
- Guideline 17:** *Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.*
- Guideline 20:** *Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.*

Guideline 27: *Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.*

As demonstrated in the previous sections, this proposal will be a positive contribution to the site. The mixed-use building along Merivale Road will be the last component of the proposal to be built. The architectural design respects the guidelines as set for development along Arterial Mainstreets and promises to enhance the public realm through intensification.

5 PROPOSED ZONING BY-LAW AMENDMENT

To permit the proposed development we propose the following amendments to the site's zoning:

1. Rezone the property from AM10, I1B, and I1B [422] to AM10 [XXXX]

Rezoning the entire property to Arterial Mainstreet- AM10 reflects the intended Mainstreet Corridors designation in the Official Plan, which applies to the whole of the site. The Institution-I1B zones are intended to restrict land uses to various smaller institutional uses and does not reflect the intent of the Official Plan designation. The proposed development consists of mid-rise apartment, stacked townhouses, and a place of worship with associated at-grade surface parking which are consistent and permitted uses under the AM10 zone.

The AM10 zone provides more flexibility for the proposed development to evolve rendering the site more functional. The proposed development will not negatively impact the surrounding uses rather blend in seamlessly, encouraging more site diversity and provide better solutions to affordable living.

2. Create a site-specific urban exception to the AM10 zone to include the following provisions:
 - Abutting properties also zoned AM10 [XXXX] shall be considered one lot for zoning purposes
 - Minimum lot line setback abutting an interior side yard: 1.2 m
 - Minimum lot line setback abutting a rear yard: 6.0 m
 - First phase of development of the site need not satisfy Section 186(10)(b) (ii) regarding minimum building frontage.
 - Notwithstanding Schedule 1A, minimum vehicle parking rates shall be calculated on the basis of Table 101, Column II Area X and Y on Schedule 1A

Proposed site-specific changes to lot line setbacks will ensure that new development setbacks abutting the interior side and rear yards of abutting properties are matched. In this case, the minimum interior side yard setback of 1.2 m is consistent with the abutting R1FF[633] zone. The minimum rear yard setback of 6.0 m is consistent with minimum rear yard setbacks in several R1 zones and will ensure that buildings do not overshadow surrounding rear yard amenity areas.

- (b) despite Table 185(c), the following provisions apply;*
- (i) the minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings; and*
 - (ii) in the case of a phased development, all phases must be shown on a site plan approved pursuant to Section 41 of the Planning Act, and must satisfy the following;*
 - 1. the first phase is required to satisfy (b)(i) prior to or concurrent with the construction of any building at the interior or rear of the lot for the portion of property shown in that phase; and*
 - 2. all subsequent phases are not required to comply with (b)(i) independently, provided that (b)(i) is satisfied upon the completion of all phases; and*
 - 3. the boundary of a phasing line will be determined through Site Plan Control, and each phase of development must comply with the zone requirements and incorporate the site plan elements required and provided to support the uses of land within that phase*

The provisions would have the effect of requiring development of the mixed use, mid-rise building abutting Merivale Road in advance of the stacked townhomes fronting Rossland and Withrow. Due to the location of the existing church and annex building, and challenges in organizing financing for larger projects, it is anticipated that the Rossland stacked towns are the most appropriate first phase of development. The Rossland stacked townhouses have several features that make them the preferred first phase:

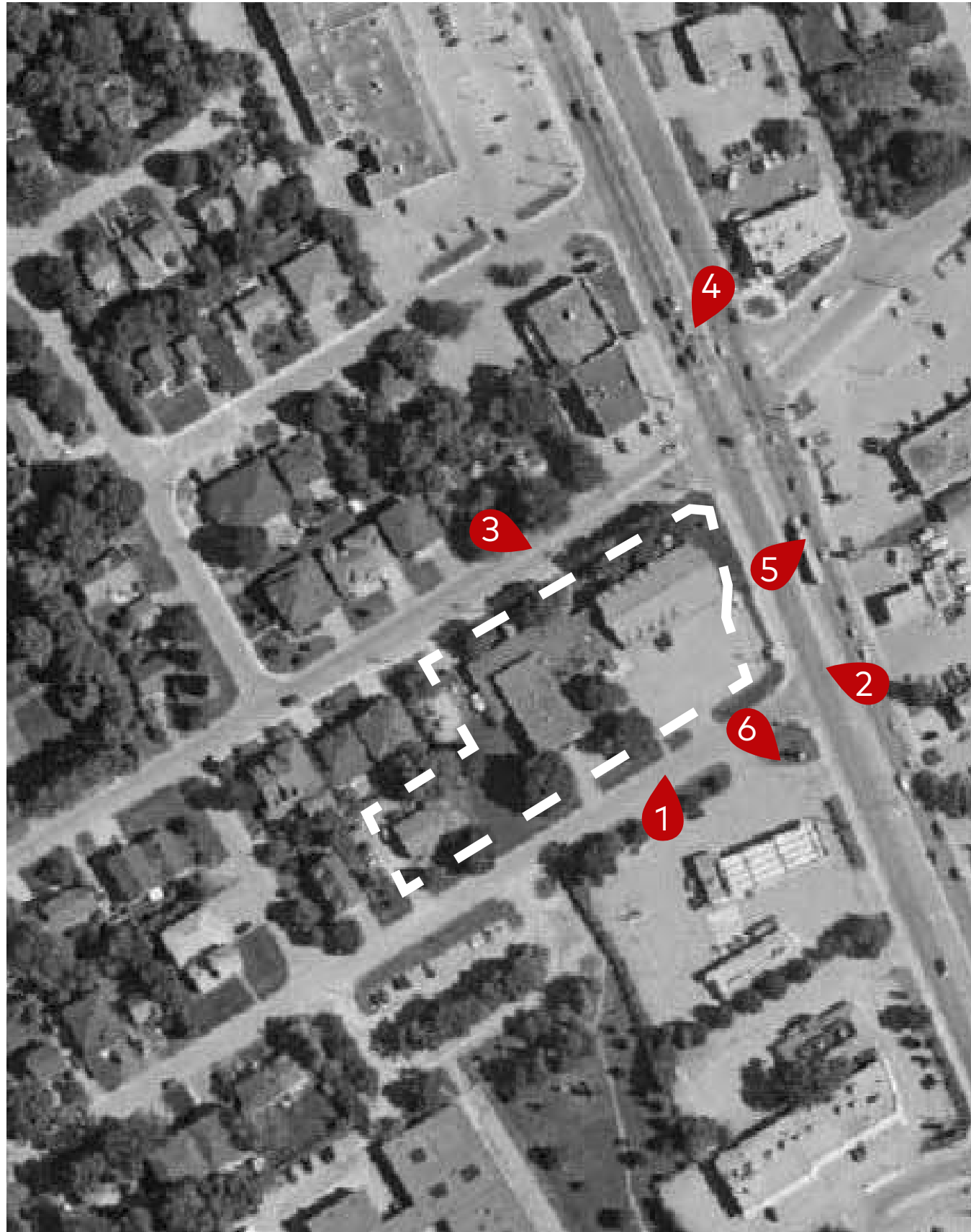
- Development will require demolition of the former rectory dwelling, but retain the church and church annex building, allowing the church to continue operations while facilitating 15 new units
- Affordable townhomes and stacked townhomes are in very high demand
- The stacked townhomes, due to their size, will cost less to construct and, accordingly, are likely to be easier to achieve funding.

Based on the unique nature of funding affordable housing, and the ongoing use of part of the site as a place of worship within an existing building, we request that the site be exempted from the phased development provisions of Section 186(10)(b).

A fulsome discussion of the rationale for reduced parking was provided in Section 3.1 of this rationale. The reduced parking rate is consistent with the direction of the Official Plan and similar the proposed zoning for 56 Capilano Drive. The following table summarized the proposed units and gross floor areas (GFA) of non-residential uses.









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Design Proposal

The new building enhances the street by highlighting the goals of Merivale Rd. as an arterial Mainstreet with ground floor active uses (offices, main entries, etc..) that is transparent and enhanced with active entrances. To note, the site does have a required 22.25m road widening easement and an overhead Hydro corridor that pushes the front facades back from the existing property line. The proposal thus provides a simple yet active pedestrian realm along the Merivale Rd frontage in anticipation for a future redesign and re-activation of Merivale Rd. by the City of Ottawa.

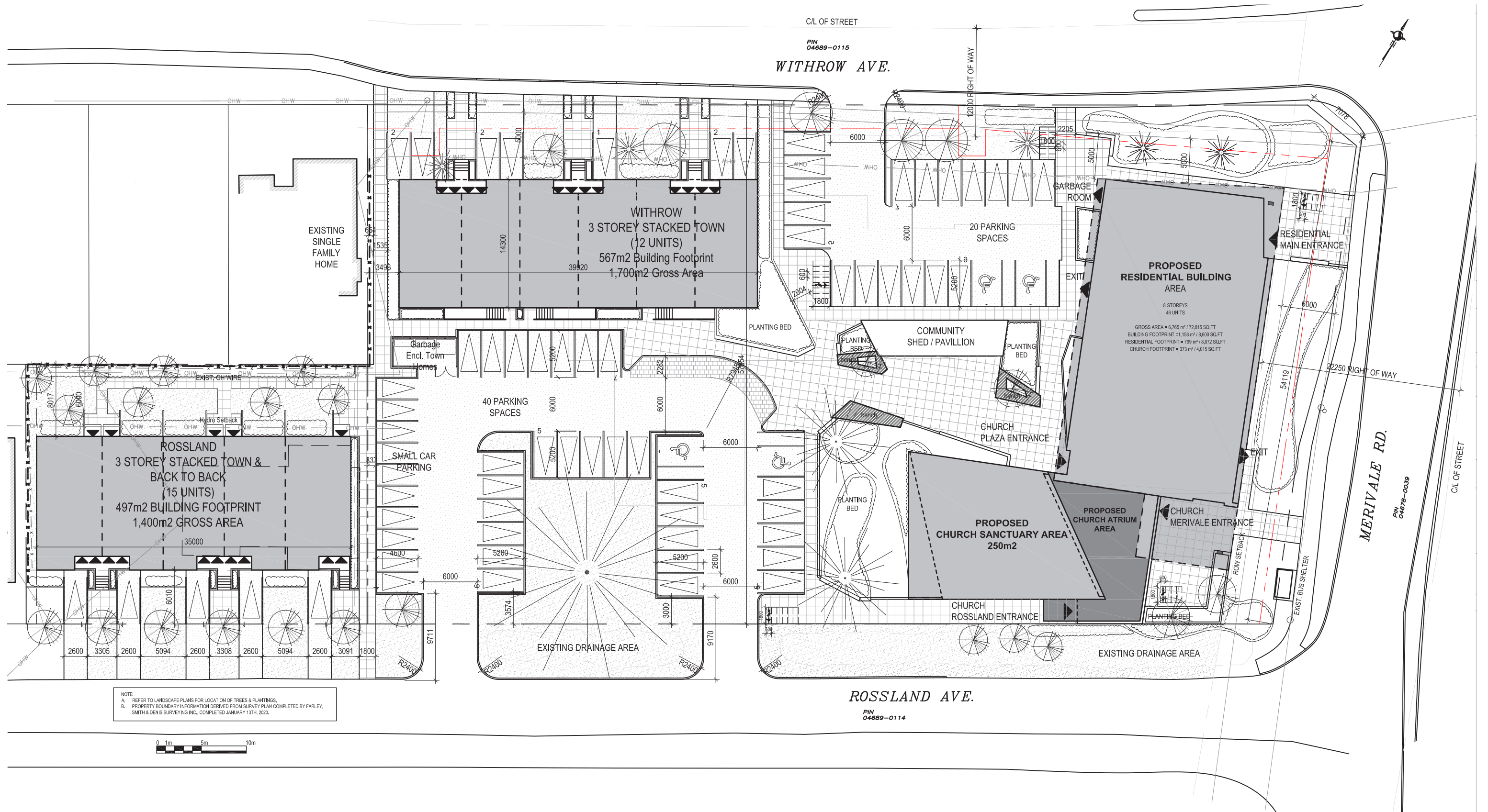
To maintain a connection to the streets, all buildings provide clear and strong active entrances facing the main streets. As mentioned, clear visibility of the internal green spaces is visible and accessible from all the interstitial spaces between buildings. The site is supported with 72 on-site parking spots and a further 10 off-site through existing agreements with local organizations. Specific allocations per phase will be more clearly defined and determined in future Site Plan Control applications. The project as proposed will provide a 1:1 bicycle storage spot ratio – including 27 exterior spots.

Garbage removal will likely be through private contracts with garbage rooms located on the ground floor of the mid-rise for the building and an exterior garbage enclosure for the townhomes. The remainder of the ground floor of the mid-rise would include building entry lobbies with a mail area and elevator lobby, as well as shared amenity spaces (ie: community kitchen, meeting rooms, and offices for both MHI and the Church).

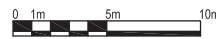
Landscape buffers or fence lines are provided along the various property lines as required by the Zoning Bylaw, with the intent of providing good urban at grade transitions between all properties surrounding the project. The project has attempted to maintain all large key trees as part of the urban concept. New trees and landscaping will be provided to enhance the urban concept. Where required, new wood fences will be provided for the full length of the property lines at the sides and rear of the site.

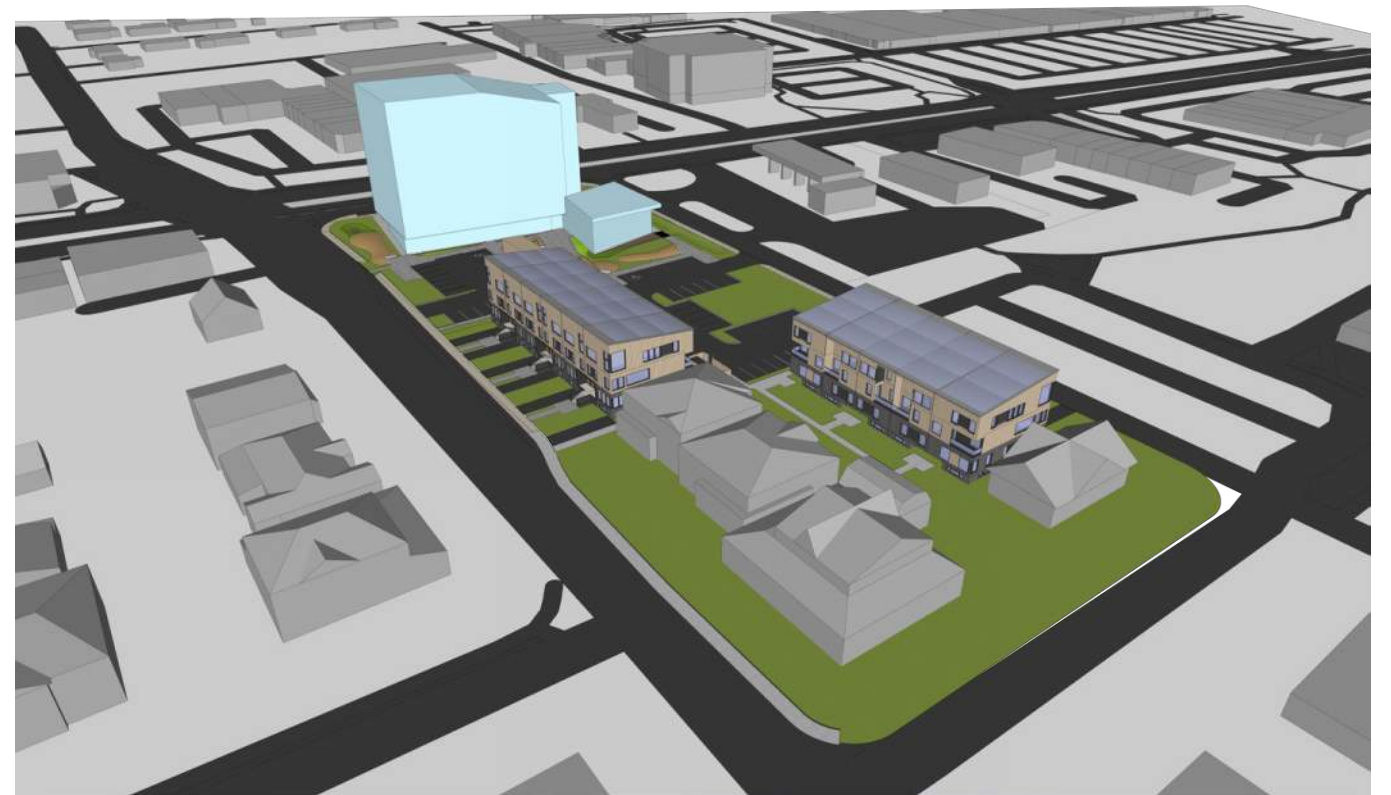
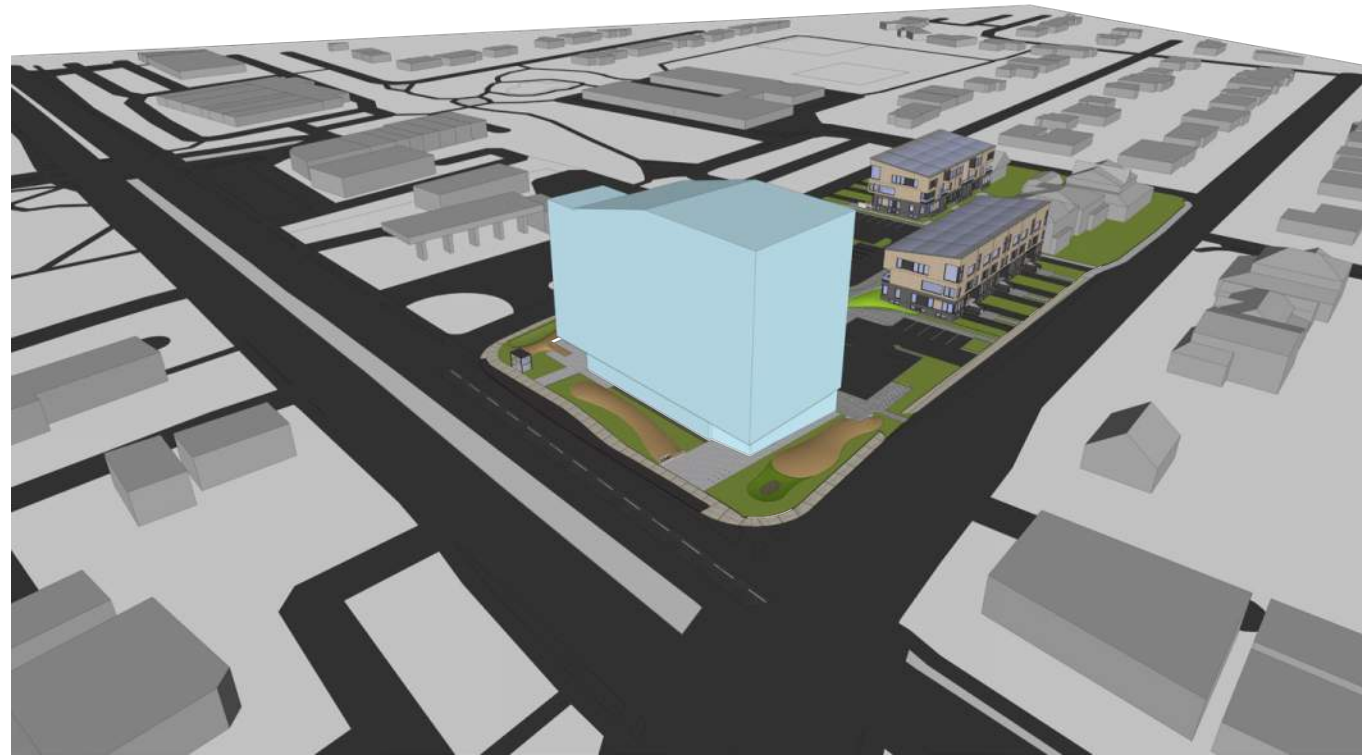
Though not fully designed yet, the communal amenity spaces for the buildings are provided mainly through the interior urban park, as well as roof top amenity area at the mid-rise and through a series of individual unit balconies and terraces for the townhomes. More detailed proposals will be part of future SPC applications.

Though not required under the new zoning application requirements, we have provided a very preliminary design aesthetic to assist the team in preparing the proposal. It must be noted that more detailed proposals for each individual building or combination of buildings will be done at the SPC application phase. However, for the purpose of expressing a potential urban experience the buildings have been designed in a contemporary aesthetic that integrates well with the surrounding context. Building cladding will mainly consist of masonry and wood look cladding for the townhomes. The mid-rise and church building is anticipated to be designed to meet Passive House energy performance standards and will be clad in a combination of wood-look cladding, masonry, and transparent curtainwall at grade. Careful detail to the material junctions was developed to provide a clear understanding of the building façade parti, and to accentuate the cascading terraces. Again, this is preliminary in nature and not final design. The Church building has been designed to anchor the corner of the site and provide a clear presence into the community from both Merivale Road and Rossland avenue. Three main entries into the church all lead to a large atrium vestibule before accessing a multi-purpose sanctuary and community space, capable of housing up to 175 congregants.



NOTE:
 A. REFER TO LANDSCAPE PLANS FOR LOCATION OF TREES & PLANTINGS.
 B. PROPERTY BOUNDARY INFORMATION DERIVED FROM SURVEY PLAN COMPLETED BY FARLEY, SMITH & DENIS SURVEYING INC., COMPLETED JANUARY 13TH, 2020.





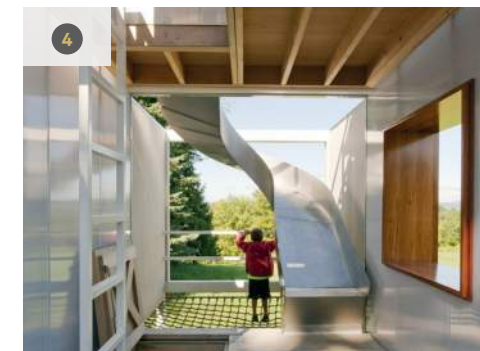
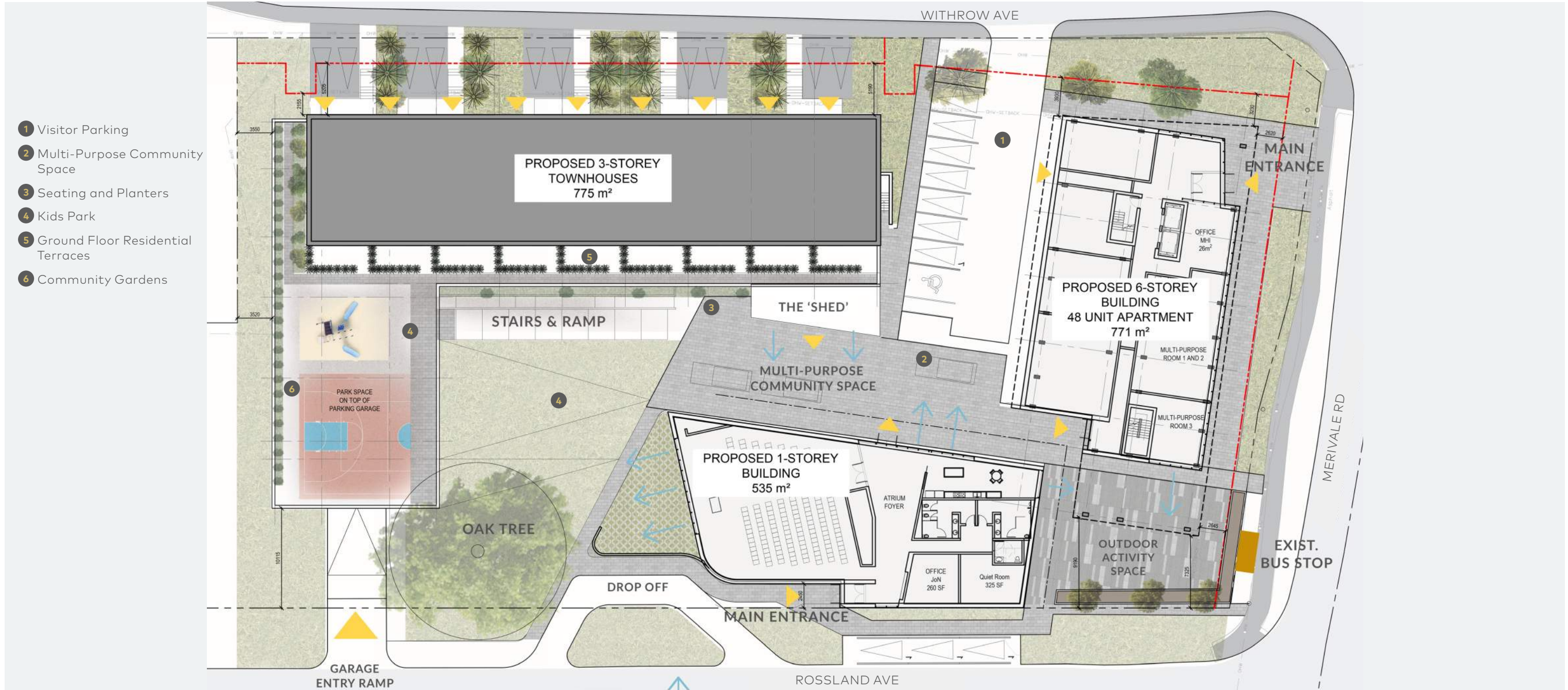








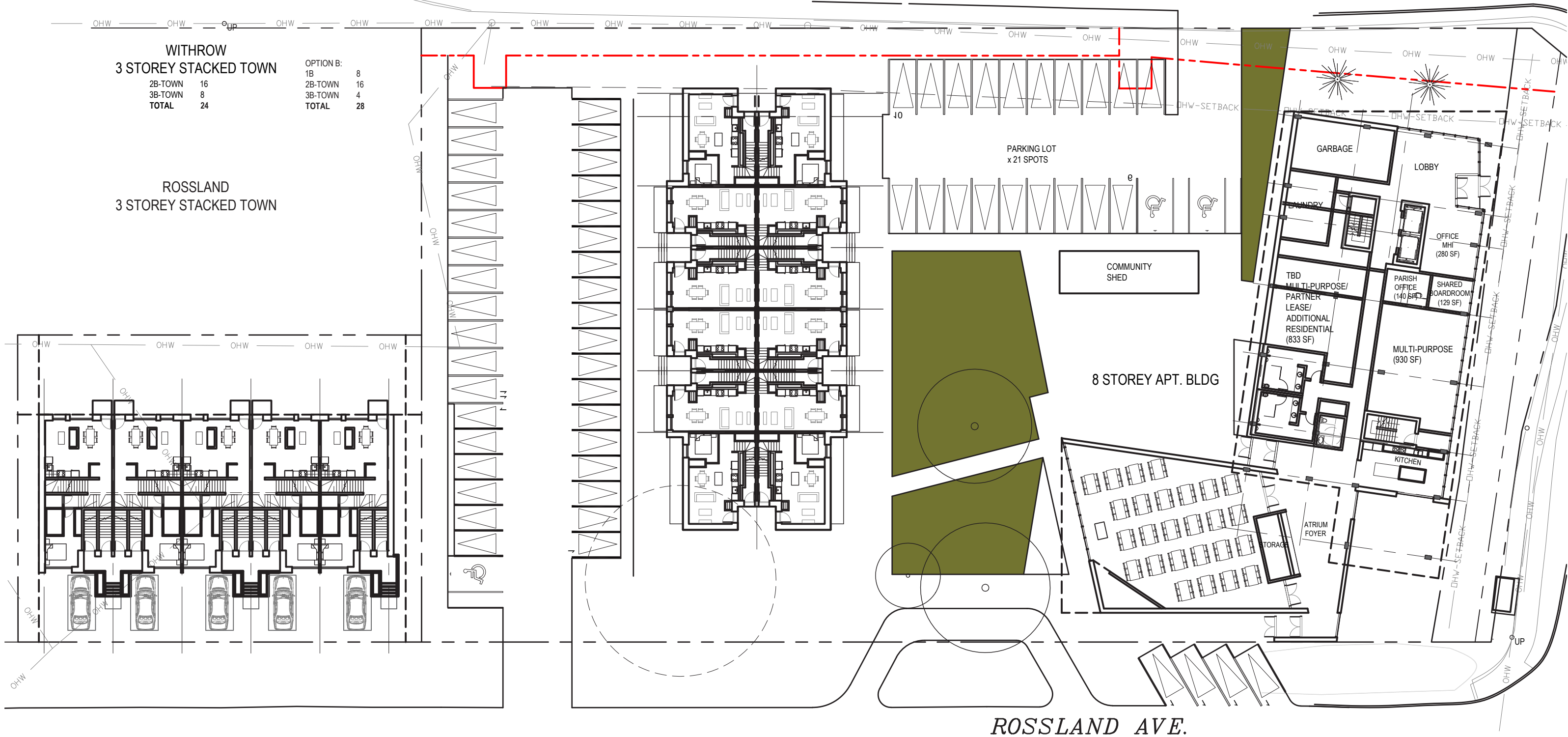
Alternative Studies



Alternative Studies

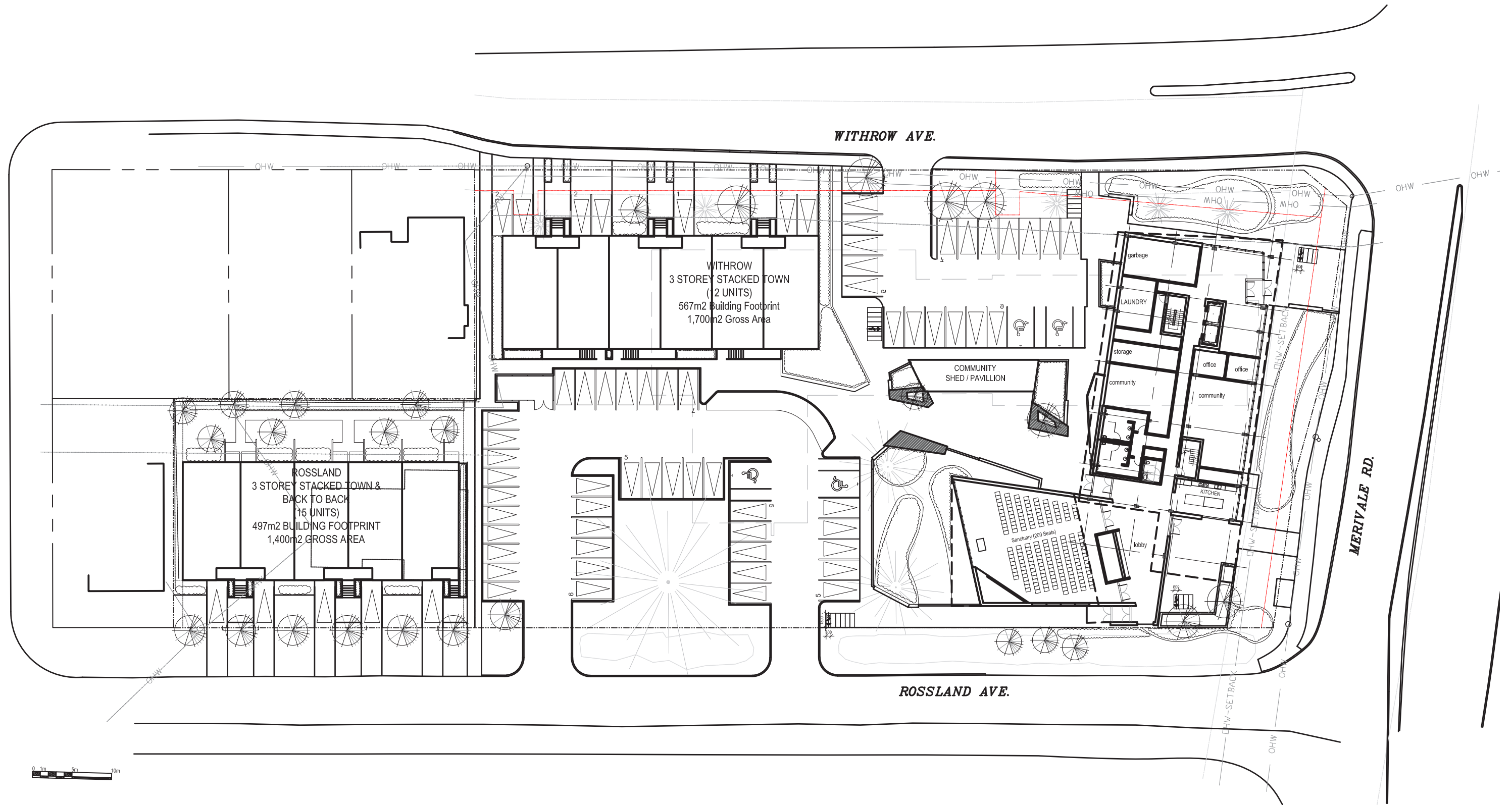


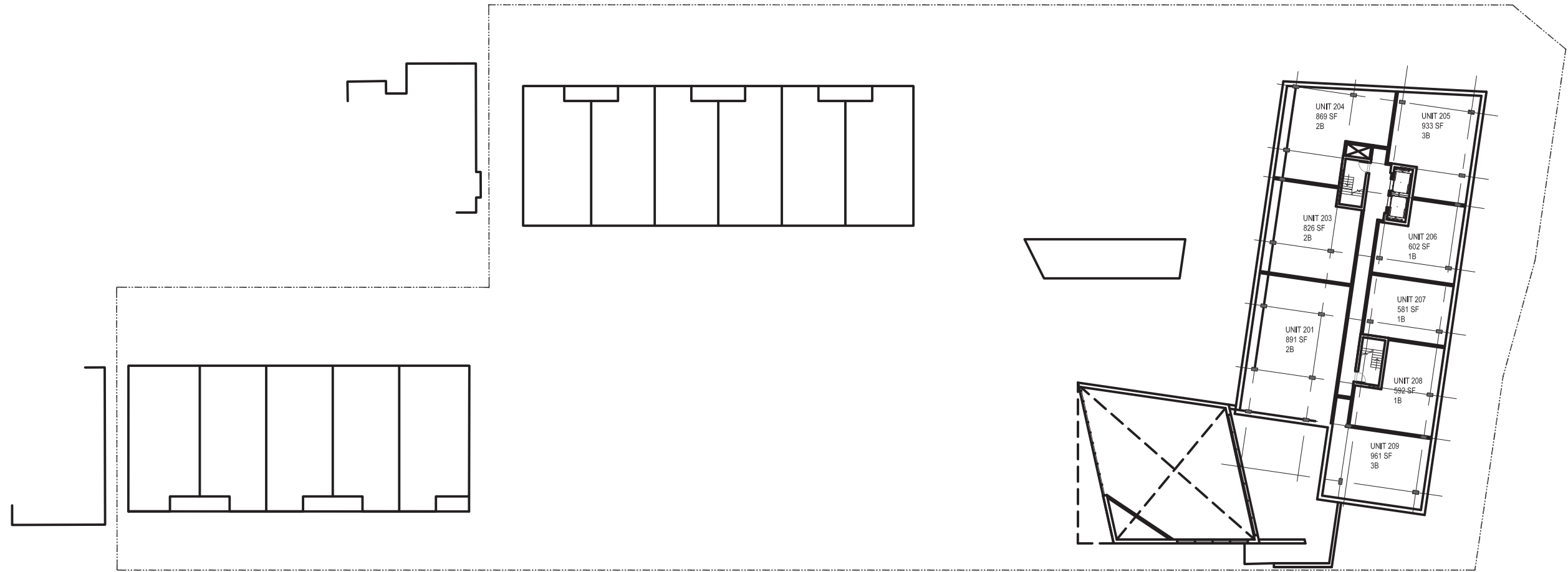
Alternative Studies

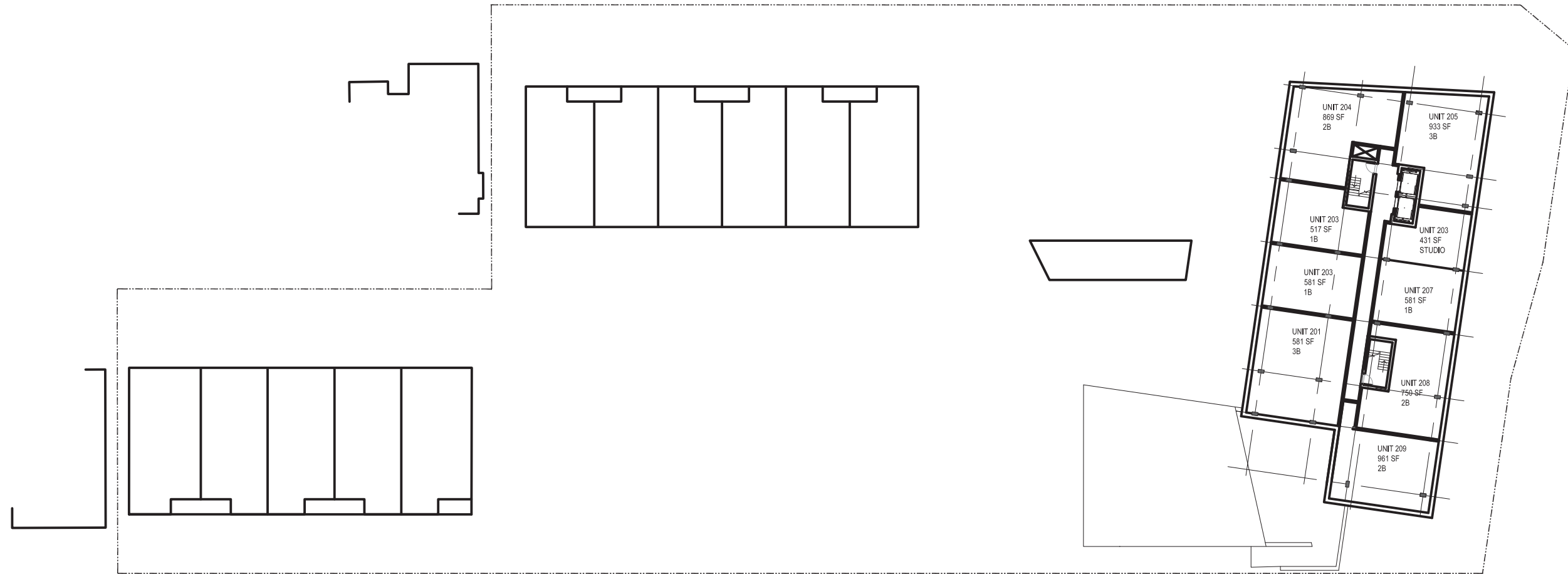


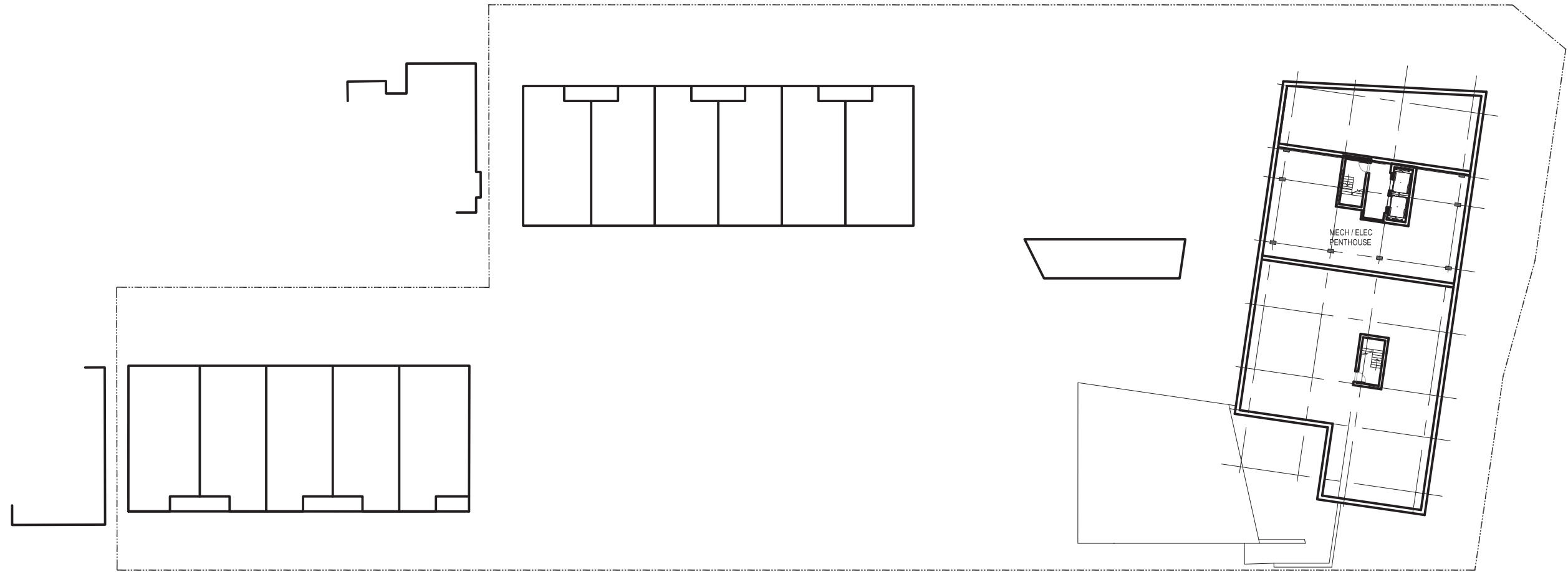


Building Design

































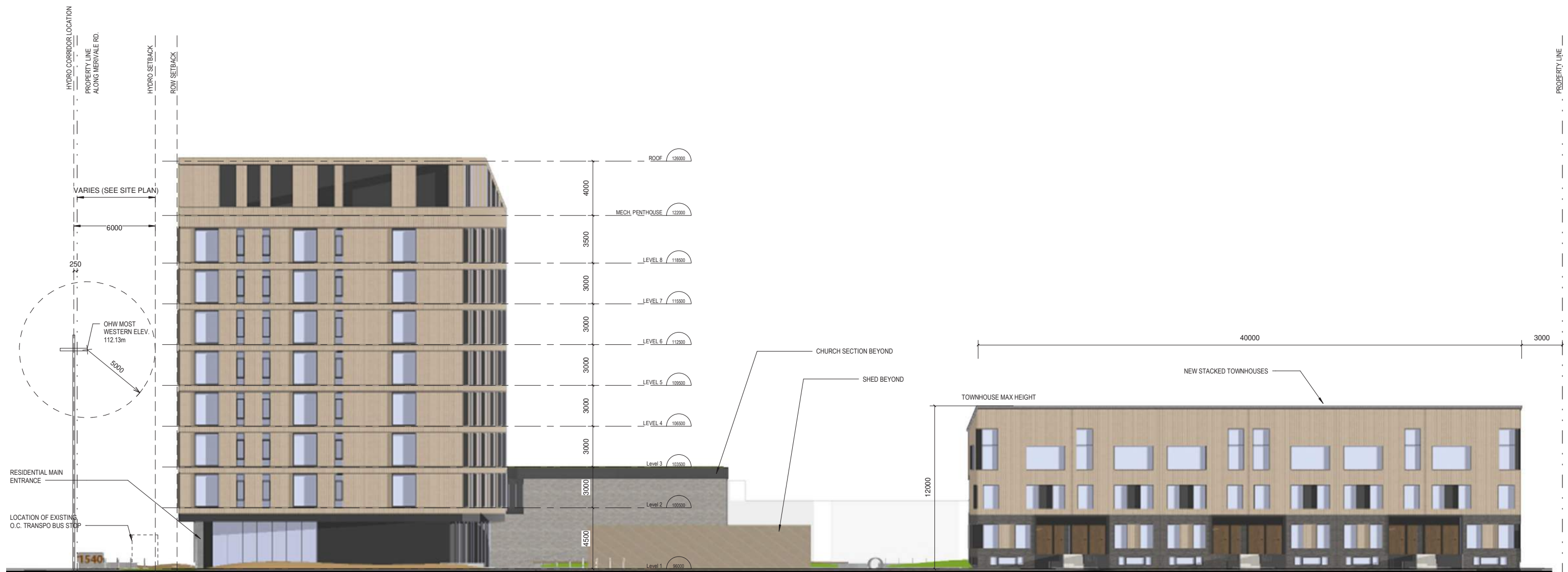


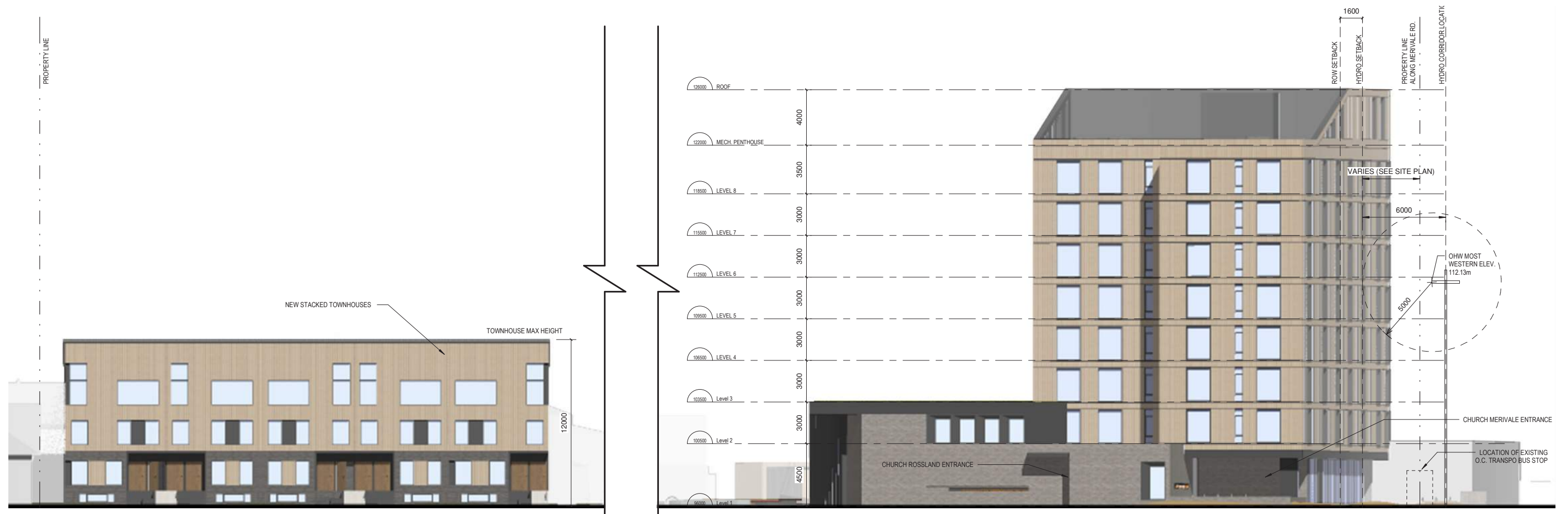
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-  Unit Masonry
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-  Unit Masonry
Headers Pattern
Colour: Dark Grey
-  Panels
Colour: Dark Grey
-  Panels
Colour: Copper



-  Unit Masonry
Colour: Grey
-  Unit Masonry
Colour: Dark Grey
-  Unit Masonry
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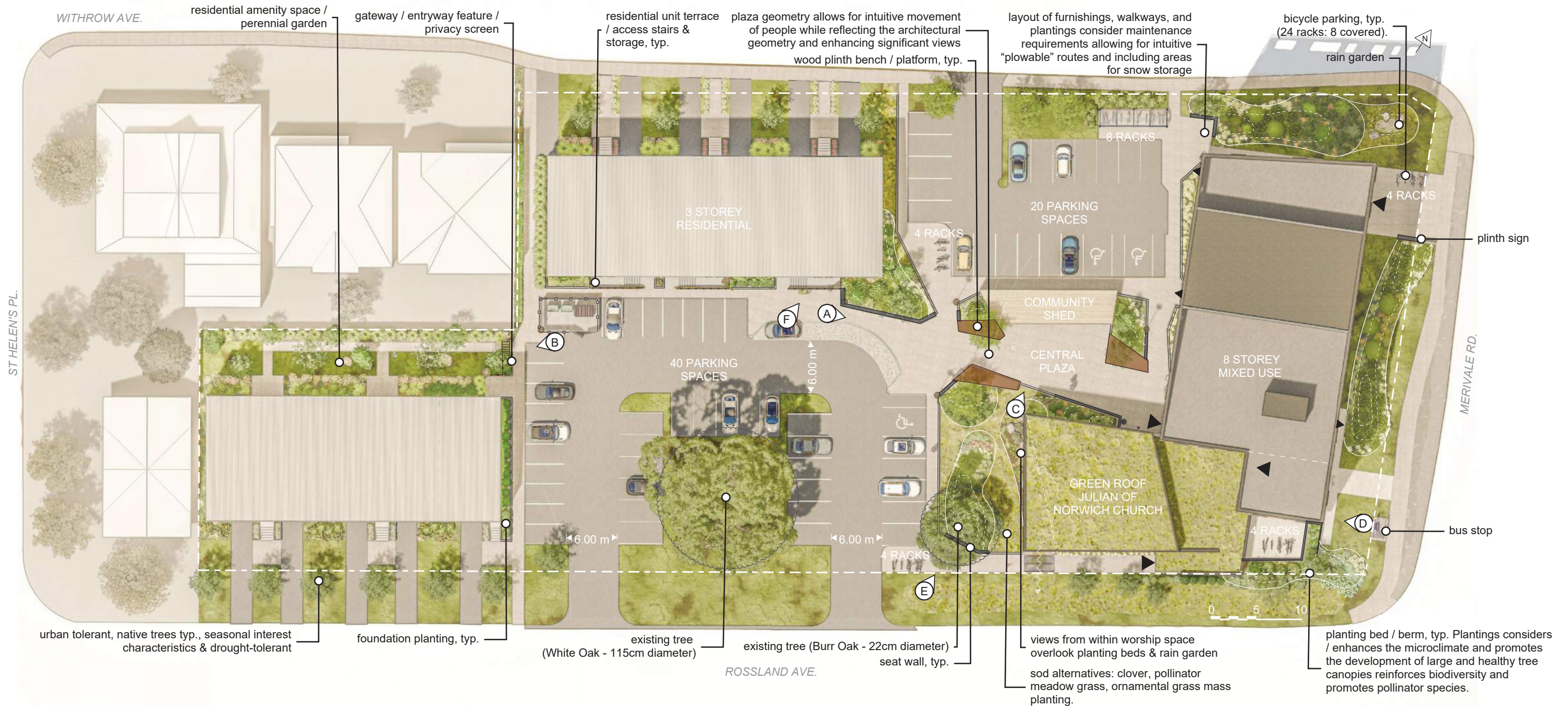
Section 1

Refer to accompanying Planning Rationale submitted by Stantec for detailed Policy and Regulatory Criteria.

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8:00am

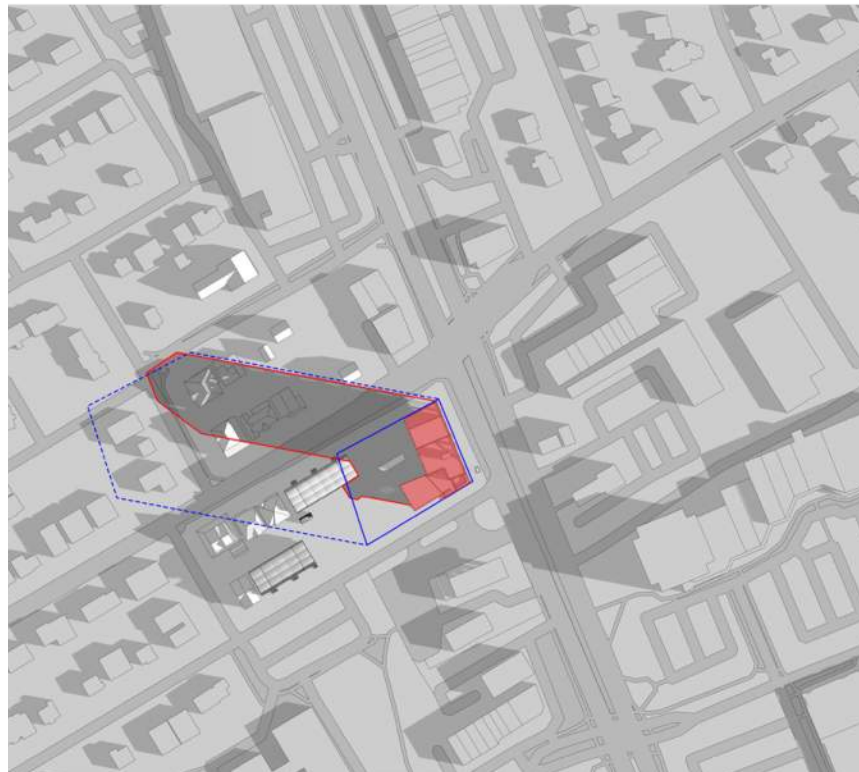


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4:00pm

LEGEND	
	PROPOSED DEVELOPMENT
	AS OF RIGHT OUTLINE
	NEW NET SHADOW
	PROPOSED SHADOW OUTLINE
	AS OF RIGHT SHADOW OUTLINE



8:00am



12:00pm



4:00pm

LEGEND	
	PROPOSED DEVELOPMENT
	AS OF RIGHT OUTLINE
	NEW NET SHADOW
	PROPOSED SHADOW OUTLINE
	AS OF RIGHT SHADOW OUTLINE








8:00am



12:00pm



4:00pm

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