



## **1360 (1330) Ogilvie**

Design Brief  
Site Plan Control  
July 10, 2024



Prepared for Better Living Housing Co-op

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## Proposed Project

The proposed apartment building will replace a former stacked dwelling, Block 3, within a larger residential community. Block 3 (labelled in Figure 1) 1360 Ogilvie Road, burned down following a fire in 2022 and has since been demolished. A four (4) storey low-rise apartment building is proposed to replace the building. Construction of this building will create 39 new units, which will allow residents of the previous building to return to their community, and permit new residents to join the co-op.

### 1.1 Site Description

The redevelopment area is a portion of a larger site which is municipally known as 1330, 1340, 1350, and 1360 Ogilvie Road and is in the Beacon Hill- Cyrville Ward of the City of Ottawa. The subject site is held by a common trust and leased by three separate housing co-operatives, as shown in Figure 1.

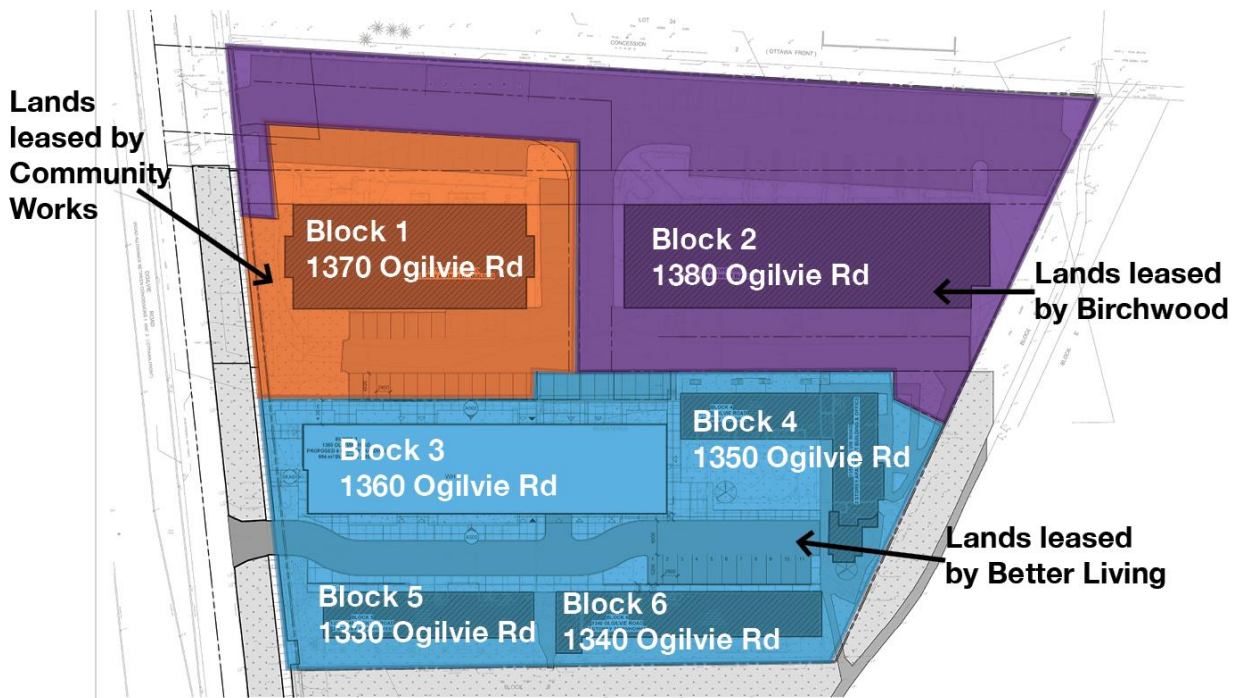


Figure 1: Organization of Blocks and their associated municipal addresses, with lands shown in orange being leased by CommunityWorks, lands shown in purple being leased by Birchwood, and lands shown in blue being leased by Better Living.

Changes are only proposed on the lands leased by Better Living, which are highlighted in blue in Figure 1, and are limited to the development of Block 3 and the improvement of common accesses and amenity areas.

The larger site contains a five (5) storey mid-rise apartment building on 1370 Ogilvie Road, which is leased by CommunityWorks; a six (6) storey mid-rise apartment building on 1380 Ogilvie Road, which is leased by Birchwood Meadow Housing Co-Operative (“Birchwood”); and the three (3) two (2) and three (3) storey stacked dwellings on 1330, 1340, 1350, and 1360 Ogilvie Road, leased by Better Living. The site is developed as per the Site Plan Agreement, registered on title in 1988, and the majority of the site development retains legal non-conforming rights.

#### 1.1.1 Internal Site Layout and Relationships

Figure 2 shows the shared driveway for the Better Living site, located between Blocks 5 and 3 on Figure 1. The grading on the subject site slopes up from Ogilvie Road along the drive aisle.



Figure 2: Entrance to the Better Living site, with the two (2) pathways visible, one (1) of which has been fenced off due to the fire; note the staircases leading to the pathways to the right and left of the drive aisle.

Figure 3 is taken from the edge of the right of way, in front of Block 5 and looking across the site towards the mid-rise buildings on the site.



Figure 3: Subject site, with demolished Block 3 in the midground

Between the lands leased by Community Works and Birchwood, and the lands leased by Better Living, there is a significant increase in grade which is managed through existing retaining walls, as shown in Figure 4



Figure 4: The demolished building of Block 3 in the foreground, with the subject site in the background

The communal amenity area is framed by the L-shaped Block 4 building, as shown in Figure 5. In the rear of the amenity area is a breezeway which contains street furniture and is used for bicycle parking and storage of children's toys. As shown in the image, the central driveway currently dominates the common realm for the site, and pedestrian walkways are narrow, limiting pedestrian comfort and accessibility.



Figure 5: Looking southeast towards Block 4 from the communal drive aisle

**1.1.2 Existing Frontage and Site Context**

The proposed development fronts onto Ogilvie Road, a four (4) lane arterial road with painted bike lanes, grass centre median, and grass boulevard separating the road and bike lane from the sidewalk. Overhead hydro wires, shown in Figure 6, and the Official Plan Right of Way protections force the building further back from the existing street frontage.

The stretch of Ogilvie Road near the subject property was developed largely in the 1980s to early 1990s. The vast majority of residential developments on Ogilvie Road between Highway 174 and City Park Drive have rear yards or blank side wall conditions facing the Mainstreet. The development pattern on the subject site orients buildings to face internal drive aisles, with the narrower sides of the buildings facing the public street.



Figure 6: Ogilvie Road frontage, with the overhead hydro wires shown

Some commercial development is present along this stretch of Ogilvie Road, as shown in Figure 7.



Figure 7: Ogilvie Road in proximity to Subject Site

The subject site abuts a public park to the west, which extends into a public pathway along the rear property line, as shown in Figure 8. The portions of the subject site abutting Palmerston Park and the public pathway will not change as a result of the development.



Figure 8: Public pathway abutting rear property line of subject site



The subject site is located in the Carson Grove-Carson Meadows neighbourhood on the south side of Ogilvie Road in Ottawa.

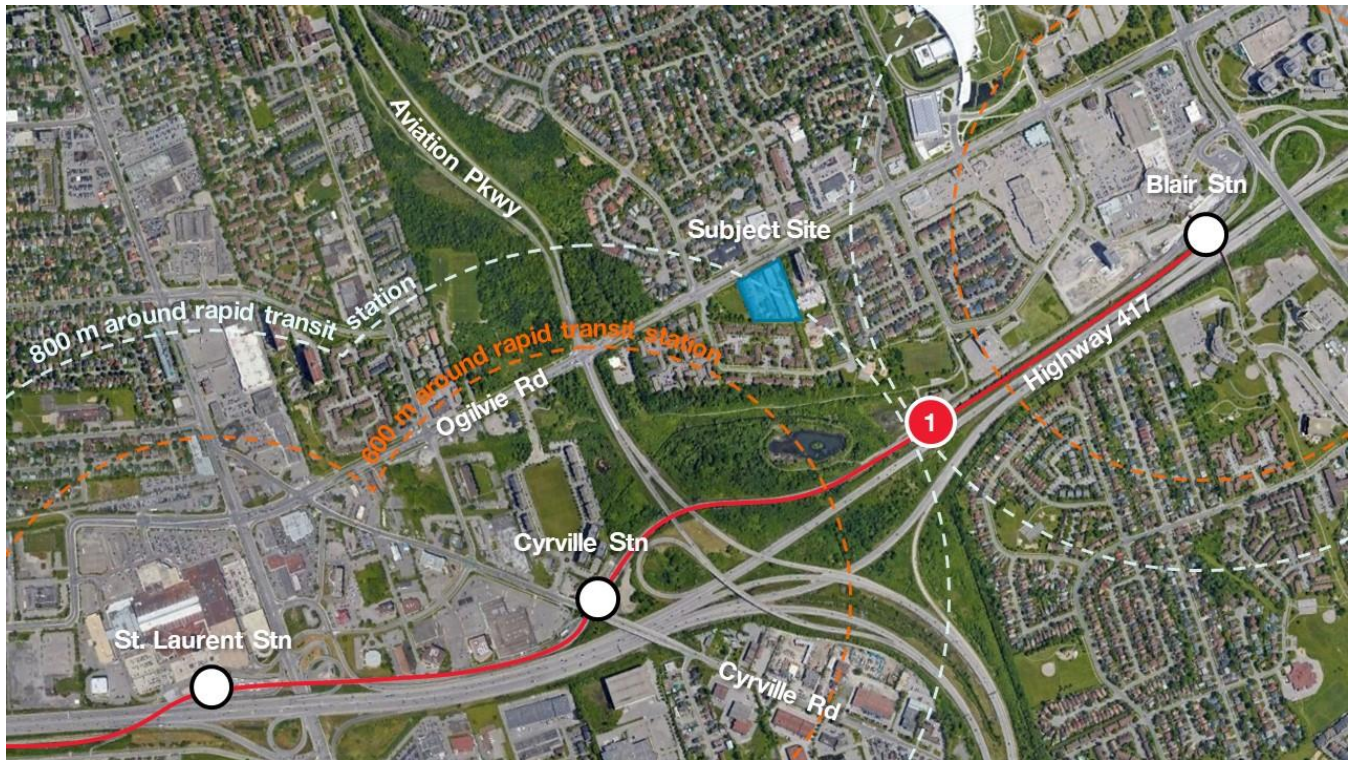


Figure 9: Site Location and context, with LRT Line 1 and 600 metre and 800 metre radii shown

It is located approximately 800 metres northeast of the existing Cyrville Light Rail Transit (LRT) Station, which is part of Line 1.

The street grid around the subject site is not regular; however, despite an irregular urban fabric, the subject site is well connected from an active mobility perspective. Palmerston Park, the Pat Clark Community Centre, and City Centre Park are all within a short walk on multi-use pathways. The closest commercial centre, which includes a grocery store, is approximately 1 kilometre walking distance east of the subject site.



Figure 10: Site Location and context, with nearby active transportation routes, OC Transpo bus stops, and public parks shown

### 1.3 Project Details

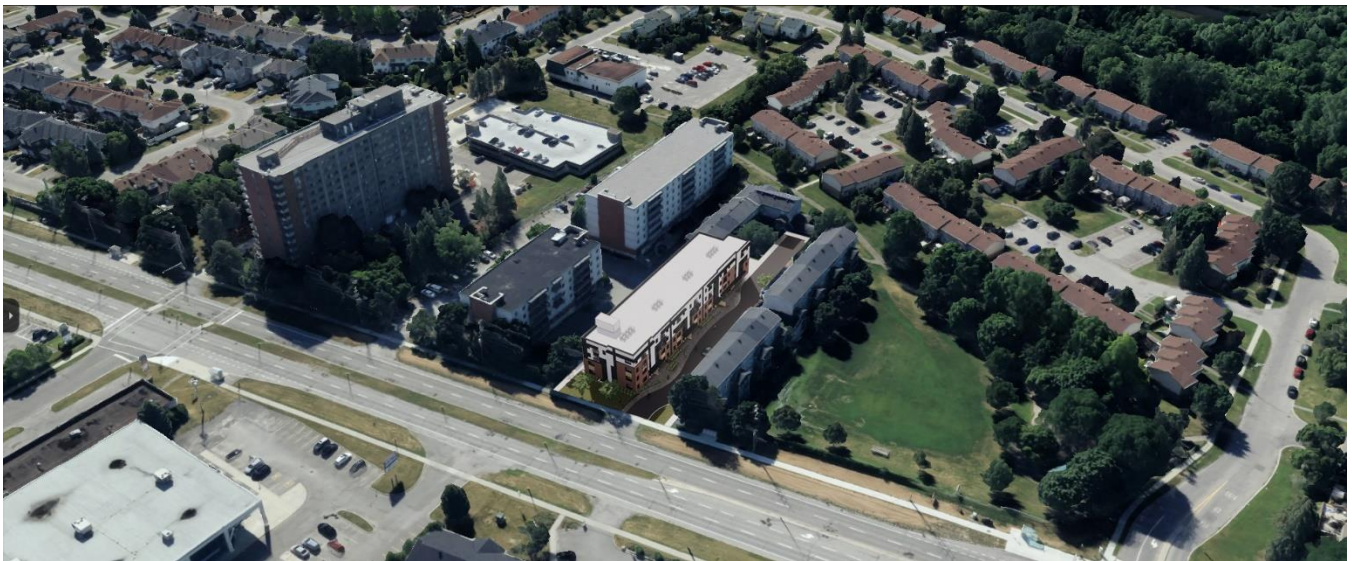


Figure 11: Aerial perspective image of Block 3 shown in context with the other BLC, CommunityWorks, and Birchwood buildings. Image prepared by CSV Architects.

This development proposes to intensify the subject site and improve the shared communal area for the Better Living Housing Coop, while fitting well within the existing developed site.

A four-storey low rise apartment building containing 39 new residential units is proposed as Block 3 of the subject site. The building has an area of 975 square metres, and is orientated north-south and perpendicular to Ogilvie Road, following the alignment of the destroyed building, as shown above in Figure 11.

The development will significantly improve the communal space shared by the Better Living by locating the driveway access to the new below-grade parking garage from the east, using existing easements over the lands on the eastern portion of the subject site. While some surface parking and vehicular access will remain on the Better Living lands, it will be redesigned as a woonerf, to allow for safe and comfortable pedestrian use of the area.

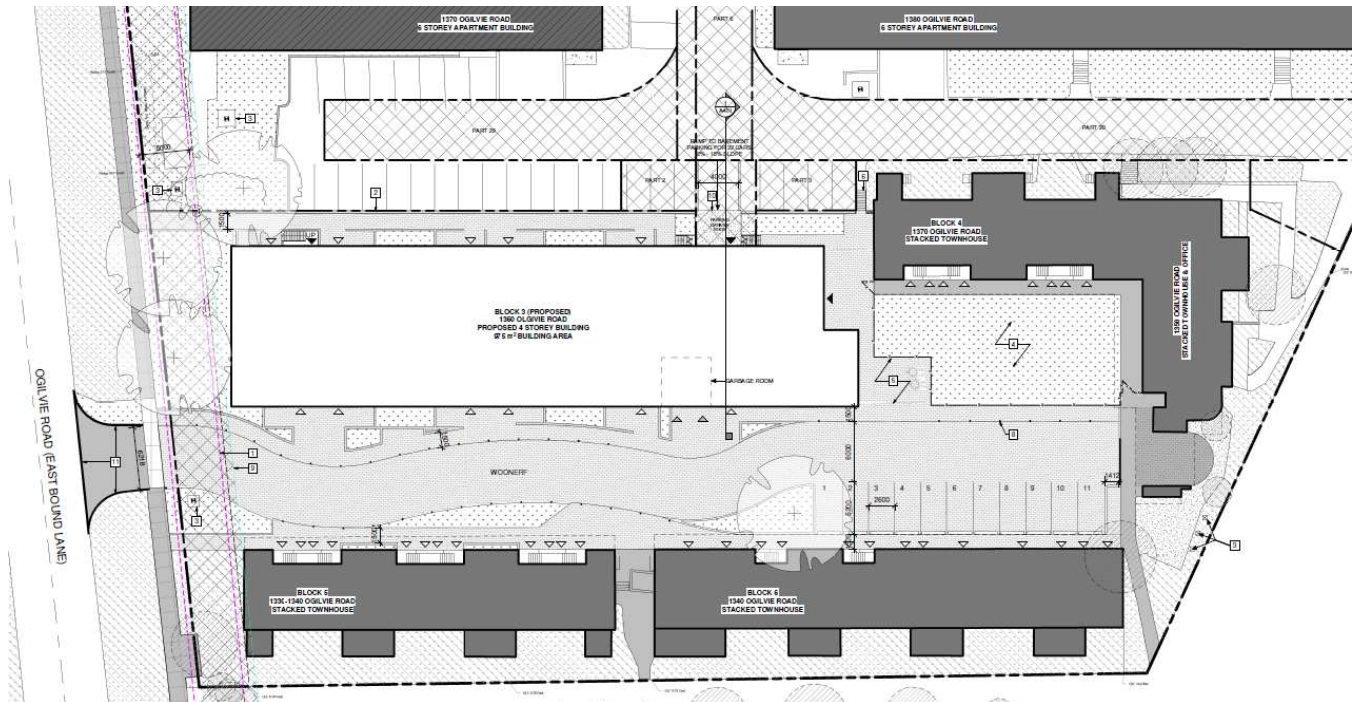


Figure 12: Extract from Site Plan

Although the building is an apartment, with a communal lobby and access, each of the at-grade units will have direct entrances at-grade.

Further discussion of the design details and intent is included below, in the discussion of design evolution.

## 2.0 Design Directions

### 2.1 Policy Framework

#### 2.1.1 Official Plan - Land Use Designation

The subject site is designated Mainstreet Corridor within the Outer Urban Transect. The relevant policies state that 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:

- / 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;
- / May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- / For sites generally of greater than one hectare in area or 100 metres in depth:
  - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - 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; and
- / 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.

Corridors permit residential and non-residential uses that integrate with a dense, mixed-use urban environment.

**The proposed development is set as close as possible to the front yard, subject to the required setback due to the presence of the overhead hydro wires running along Ogilvie Road and the right of way protection. The proposed development represents an increase in building height closest to the Corridor, as compared to the previous/existing condition. The proposed building typology will accommodate relatively higher residential densities, within a low-rise built form, which is permitted in the Mainstreet Corridor designation.**

#### 2.1.2 Official Plan – Urban Design

Section 4.6 outlines policies related to Urban Design. Policy 4.6.5 provides the following direction for development of Mainstreet Corridors:

- / 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.
- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.
- / Development shall demonstrate universal accessibility, in accordance with the City’s Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development meets the urban design policies contained in the Official Plan. The building has been located as close as possible to the frontage, and in such a way as to maximize building frontage on the street, with the constraints of the site. Although active entrances face towards the development's common space, designed as a woonerf, and active entrances do not face the front lot line, this was a measured design decision made in concert with municipal staff, as discussed below. The redesign of the driveway into a woonerf meets the urban design policies of this section by:

- / Providing a visually attractive and pedestrian-friendly entrance to the Better Living community as a whole;
- / Minimizing conflicts between pedestrians and vehicles by providing clear visual markers to drivers to slow down and share with pedestrians;
- / Improving universal access, both by providing a shared space in the woonerf, and providing pedestrian-only routes along the edges of the buildings that are additionally protected from vehicles by bollards; and
- / Locating minimal surface parking to the interior of the site, away from the street.

Per Schedule C7-A – Design Priority Areas – Urban, the subject site is entirely within a Design Priority Area (DPA) bounded by Aviation Parkway, Ogilvie Road, Blair Road, and Queensway. DPAs are vibrant neighbourhoods across the City of Ottawa focused on pedestrian activity and expected to experience significant growth. The subject site a Tier 3 – Local DPA, areas characterized by neighbourhood commercial and planned areas of intensification and serviced by rapid transit. The UDRP considers Zoning By-law applications requesting an increase to height or density and Site Plan Control applications, proposed within Design Priority Areas (DPAs) where the application would result in a building, or an addition to a building, which is greater than four storeys.

**Although the subject site is located within a DPA, since the proposed development is four (4) storeys in height, it is not required to proceed to UDRP.**

Section 4.6.6 contains policies to ensure the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. Policy 1 indicates that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
- / Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
- / Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development introduces a four (4) storey low-rise apartment building, which is within the same built form category as the existing two (2) and three (3) storey stacked dwellings. The planned function for Mainstreet Corridors accommodates a wide range of heights, up to high-rise. The proposed low-rise apartment building fits well with the adjacent mid-rise buildings to the east as well as the high-rise buildings beyond them.**

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential development:

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development includes amenity space for existing and future residents of the subject site, which includes communal amenity space, including an amenity room, landscaped area, and rooftop amenity space. As part of this development, the existing outdoor amenity area will be upgraded to serve residents better.**

Policy 6 states that Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**Soft landscaping has been retained as much as possible and the proposed massing of the new building is broken down through materiality into a series of volumes that reflect the facing townhouses.**

### **2.1.3 Urban Design Guidelines for Low-Rise Infill Housing (2022)**

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for low-rise residential infill that will help achieve Ottawa's intensification objectives outlined in the Growth Management section of the Official Plan, which directs most of the residential growth to occur within built up areas by 2026, and to provide ground-oriented housing options for larger households. The design of low-rise residential infill will be important as Ottawa's neighbourhoods evolve to meet contemporary planning challenges and the strategic directions outlined in the Official Plan.

The proposed development adheres to the guidelines, a selected amount of which are highlighted below:

- / Contributes to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locates principal entries, windows, porches and key internal uses at street level (Guideline 1.1);
- / Designs accessible walkways from private entrances to public sidewalks (Guideline 1.6);
- / As the soft surface boulevard in the right-of-way is limited, identifies alternative areas for soft landscaping that can accommodate tree-planting (Guideline 2.2);
- / Designs buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties and on the infill site. (Guideline 2.3);
- / Ensures that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security (Guideline 3.1.1);
- / As there is no uniform setback, locates the infill building at roughly the same distance from the property line as the buildings along the abutting lots (Guideline 3.1.5);
- / Designs all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoids large blank walls that are visible from the street, other public spaces, or adjacent properties (Guideline 3.3.1);
- / In order to minimize paved surface area and pedestrian/vehicular conflicts at the sidewalk, and to maximize room for soft landscaping and on-street parking, builds shared underground parking that is contained within the site when multiple units are proposed (Guideline 4.3);
- / Integrates service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces (Guideline 6.1); and
- / Respects safety clearances and setbacks from overhead and underground services and utilities (Guideline 6.5).

**The proposed development is consistent with the Urban Design Guidelines for Low-rise Infill Housing.**

## 2.2 City Staff Comments

Urban Design		
<b>Deficiencies:</b>		
12	There are some inconsistencies between the conceptual elevation drawing and the site plan and landscape plan with respect to the location of the walkways and the location of the two doors on the north elevations.	Doors on north elevations have been removed
13	The three landscaping areas shown on the site plan in front of Block 5 should also be clearly shown on the landscape plan.	Landscaped areas are consistent between the Architectural set and Landscape Plan as plans have been revised and coordinated.
<b>Comments:</b>		
14	The conceptual drawing indicating early thoughts of the building elevation is appreciated. However, since much of the design discussion occurs in Phase 2, the expectation is that the design of the elevation will be further advanced to include more details.	A more detailed elevation has been developed.
15	Include drawings for other elevations as these are also highly visible from the street.	Elevations have been developed.
16	<p>The intent to include direct accesses from the Ogilvie sidewalk to the two ground floor units is appreciated. However, consideration should be given to the end results of the proposal given the context.</p> <p>Grade-related units with direct walkway connection to public sidewalk work best on a quiet, residential street. They also work best when there is room for a private patio and when they are a few steps above the sidewalk to provide a sense of privacy. In this instance, it may be more practical to remove the entrances facing Ogilvie and install additional soft landscaping, rather than hard surfaces, if the doors fronting toward Ogilvie do not serve the majority of the tenants. Street animation may be achieved through building design and landscaping.</p>	These walkways have been removed to allow for greater soil volumes for tree planting.
17	The reduced driveway width is appreciated.	Noted.
18	The 2.83m walkway west of the proposed building may be narrowed to 2m so that areas of soft landscaping can be increased. Alternatively, the driveway may be shifted toward to the proposed building so that the walkway and the landscaping area in front of Block 5 may be increased.	The driveway has been redesigned as a woonerf, allowing the extent of hard surface to be narrowed and the amount of landscaped area to be increased.

# 3.0 Design Approach

## 3.1 Design Evolution

Over the course of design development and the pre-application process, the proposed program and design for the new building has changed relatively minimally, given the area of the site available for redevelopment, the context created by the retained buildings, and the co-op's needs. Minor changes to the building footprint, number of units and unit typologies have been driven by architectural and feasibility considerations.

However, the treatment of the central area between the buildings has evolved significantly, from an auto-dominated space in the first iteration to a shared space with stacked layers of function in the current proposal.

Additionally, the treatment of the front façade has evolved over the course of the pre-application consultations.

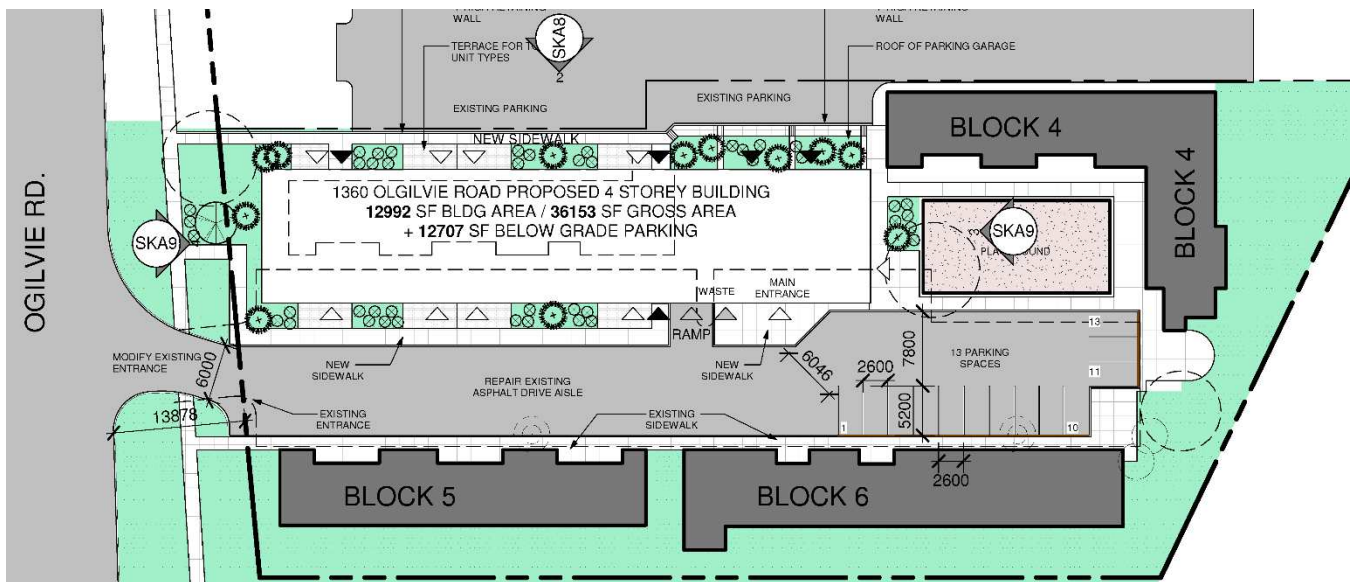


Figure 13: Extract of Site Plan submitted for Initial Pre-application Consultation

Figure 13 shows the Site Plan originally submitted to the City. Staff's preliminary comments on the design related primarily to the orientation of the building towards Ogilvie, and to site landscaping, particularly retention and planting of canopy trees.

As the design evolved (Figure 14), the treatment of the drive aisle and central amenity space was refined, with less space devoted to parking. In response to staff comments, at-grade entrances for two ground-floor units were added facing Ogilvie Road.

Upon review of the updated concept, Staff reconsidered the direction to provide active entrances and pathways between the front-facing ground floor units and Ogilvie Road. Instead, staff requested that these be removed to provide additional room for soft landscaping and tree planting.



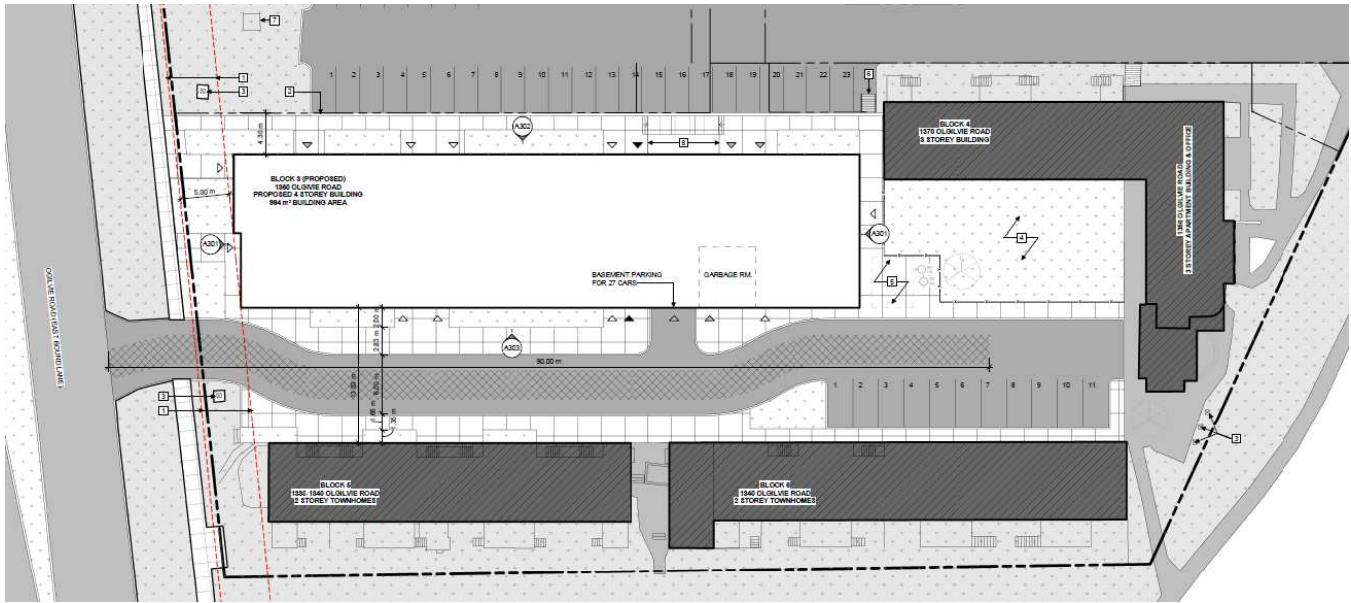


Figure 14: Extract of Site Plan submitted for second Pre-application Consultation

Additional discussion revolved around pedestrian access and barrier-free design. Staff flagged concerns with the width of the pedestrian pathways, particularly at the pinch points created at the ends of Block 3. Widening of these pathways was not desirable, because it would have required a reduction in the size of the affordable units, and/or more expensive building construction techniques.

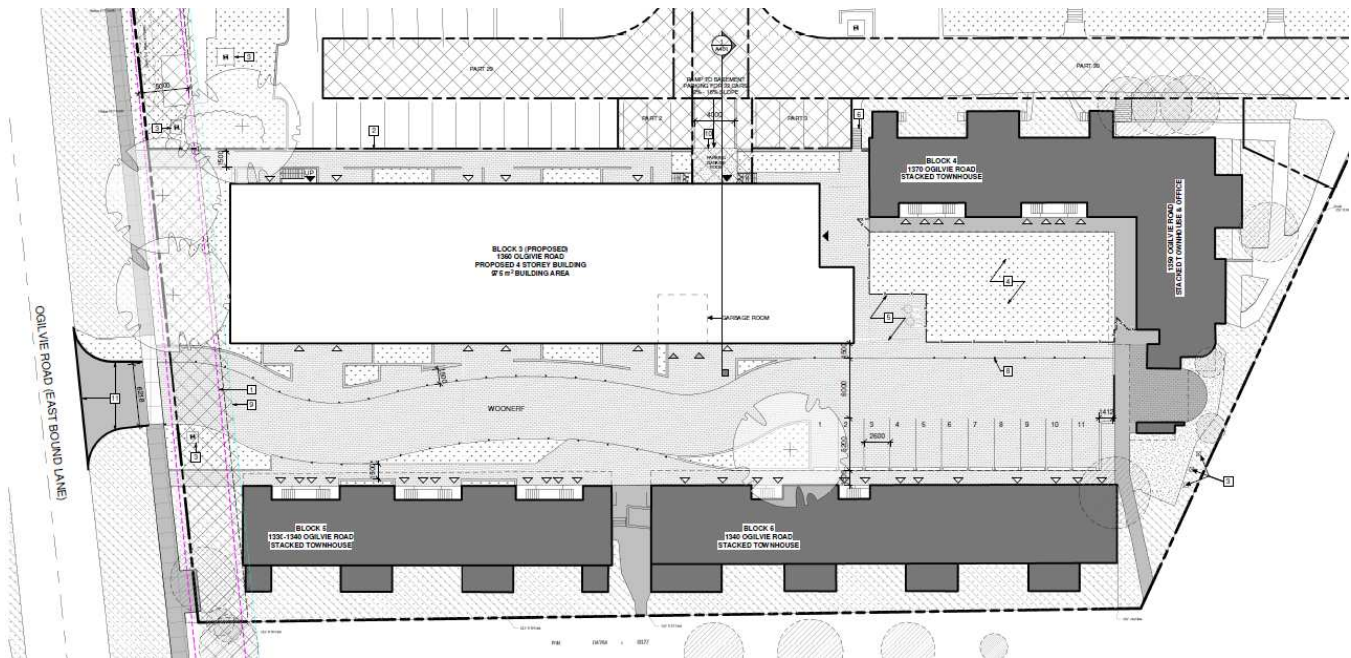


Figure 15: Extract from Current Site Plan

Nevertheless, even though the internal site pathways are not subject to AODA standards, both staff and the applicant and design team sought to prioritize comfortable, accessible design.

In response to site constraints, a woonerf design for the driveway is now proposed. Woonerven are “living streets”, where pedestrians, cyclists and vehicles share the same space. Design interventions, which often include visual narrowing/limiting of sight distance, lack of continuous curbs, different paving styles, and soft and hard landscaping are used to cue drivers to travel at walking speed and share the space equally with pedestrians. The intent is that these spaces serve as public space for social interaction, while still accommodating some local vehicular access.

The significant advantage of this approach of the proposed development is that the central driveway, which is required to provide some surface parking needed by residences, can now also function as a safe central courtyard, effectively extending the amount of communal amenity available to residents. This approach should also increase the psychological and actual safety for pedestrians and residents, whereas in the current condition and previous iterations of the design, the pedestrian space was squeezed between the buildings and the drive aisle, the entirety of the space between the buildings is now designed for people. To achieve this design, the following changes to the central driveway have been made:

- / The curb radii at the entrance have been narrowed to slow vehicles entering the site;
- / The drive aisle introduces curves indicated by landscaped islands and bollards to slow drivers;
- / No curbs (except for pinned curbs for the parking spots) – instead, bollards indicate the delineation between the shared space and the pedestrian only space directly in front of building entrances.

The choice of paving for the woonerf is still to be determined, based on cost and feasibility, year-round maintenance considerations, and the aesthetic contributions to the woonerf design.

As the design for the building itself evolved, the architect also identified the opportunity to flip the access to the parking garage to the east (plan north) side of Block 3, and utilize the existing drive aisles, already subject to access easements, on the lands leased by Birchwood. Due to site grading, this allows for a shorter ramp and more efficient parking layout, while also reducing vehicle trips on the woonerf.

### 3.2 Relationship to Public Realm

The original Block 3 presented a blank façade to Ogilvie Road (Figure 16. Block 1, on Community Works, similarly presents a blank façade to the public street. The existing orientation of the site is therefore towards internal drive aisles.



Figure 16: Previous Condition (Google Streetview, July 2018)

Given the limited area for development and the existing context, the proposed design cannot radically transform the site's relationship to Ogilvie Road, but the proposal will evolve the site towards a better connection with the public right of way. As shown in Figure 17, below, the proposed design will have an increased presence on the street.



Figure 17: Rendered perspective view of the proposed building. Prepared by CSV Architects.

At-grade front-facing entrances were contemplated in earlier designs, but ultimately not included as part of this submission package following feedback from Urban Design staff, as providing grade-related entrances was not ideal given Ogilvie Road's status as an arterial road, and additional soft landscaping was preferred. Nonetheless, the proposed development will add eight (8) new units that look out onto the road, increasing the "eyes on the street," as shown in Figure 18. Relief from the AM10 zoning requirements for the minimum building frontage, required street-facing active entrances, and the ground floor glazing requirements will be required, due to site conditions and the proposed residential use.



Figure 18: North Elevation facing Ogilvie Road. Prepared by CSV Architects.

The primary way in which the proposal significantly improves the relationship to the street is through the redesign of the access to the site as a woonerf, which will create a compelling, pedestrian-friendly, and community-oriented entrance to the site as a whole. The individual dwelling units and the shared lobby will spill out into this space, animating it as a courtyard-like space at the centre of the Better Living community.

### 3.3 Sustainable Design

#### 3.3.1 Sustainable Design Features

Sustainability has been an important consideration during the redevelopment process. Ensuring that the proposed development is thermally efficient will aid the co-op in providing affordable housing options to tenants. The windows in the proposed development have been sized to maximize both resident quality of life and minimize energy loss. The proposed window to wall ratios are consistent with best practice for high-performance, affordable housing developments.

#### 3.3.2 Bird-Friendly Design

The Bird Safe Design Guidelines were implemented in 2020. The purpose of these guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions. These guidelines apply to buildings and other structures that incorporate glass and glass-like panels (e.g., transit shelters, railings).

There are seven (7) guidelines, with Guidelines 1-4 being related to building design, guideline 5 being related to landscaping, and guidelines 6 and 7 being related to lighting design.

The design incorporates recommendations from Guideline 2: Minimize the transparency and reflectivity of glazing. The recommendations include avoiding monolithic, undistinguished expanses of glazing. The majority of the glazing are minimal and broken up with other differentiated materials, colours, and textures.

Where a larger span of glazing exists, adjacent to the playground area to the south, bird safe glass will be installed.