



DESIGN BRIEF

Parkway House - 2475 Regina Street

November 2024





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1. Project Summary

This submission for Site Plan Control approval facilitates the redevelopment of 2475 Regina Street. The approximate size of the property is 1.035 ha. The site is currently home to Parkway House, a group residence for adults with physical disabilities. The subject site is in the Lincoln Fields neighborhood, which features a mix of low-density residential housing typologies to the west, and high-rise apartment towers to the south along Richmond Road. Existing condition photographs are included at Appendix A.

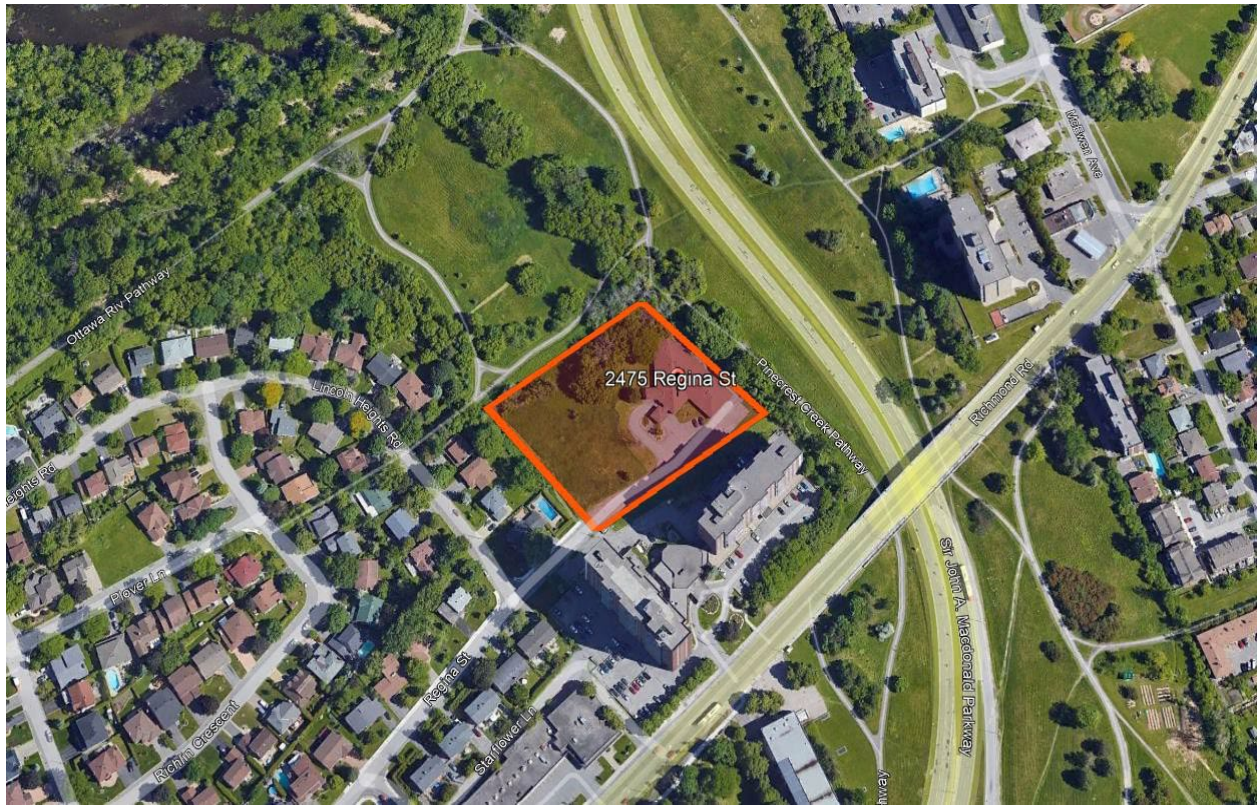


Figure 1 - Location Plan

Zoning Bylaw and Official Plan Amendments were approved by City Council on September 27, 2023, to allow a three-tower residential development including a new home for the Parkway House. These applications were appealed to the Ontario Land Tribunal (OLT) and after a Hearing the OLT dismissed the appeals on March 6, 2024, and the Zoning Bylaw and Official Plan are in effect. This has paved the way for the proponent to proceed to the Site Plan approval stage in the review process.

The project will be designed and constructed to be one of the most sustainable new development projects in Ottawa. One Planet Living® is the framework guiding a complete and comprehensive plan that will tackle climate change, build resilient communities, and regenerate the living systems around us.

The Parkway House Preliminary One Planet Action Plan is a living Plan. Technical performance requirements will be updated based on the emerging design, feedback from the City, and the final Ottawa High Performance Development Standard. It will also continue to reflect new thinking, technological innovations, and local and global trends where possible. In this way, the development team will ensure

the Plan stays meaningful, relevant, and impactful. Among other technical performance requirements, the development is already anticipating a high-performance building envelope, zero carbon operations, and geothermal heating and cooling.

The redevelopment plan sees the demolition of the existing one-storey facility and the construction of a new facility and residential development consisting of three buildings. The proposed structures consist of: one seven-storey building incorporating Parkway House on the ground floor and six storeys of residential units above; one 16-storey and another 28-storey residential building.



Figure 2 - Proposed Site Layout

With a total of 565 residential units, the buildings are planned to include a range of units from studios, one-bedroom, two-bedroom units, and 34 family friendly three-bedroom units. The proposed development is to include two levels of underground parking servicing residences and visitors, and a surface parking lot servicing Parkway House. A bicycle space will be provided underground for each unit.

To better demonstrate the details of the site plan layout with respect to building placement, their articulation, the overall landscaping and the internal road pattern see the Roof Plan (Figure 3).



Figure 3 - Roof Plan

A loop road is proposed to service all three buildings extending and modifying current Regina Street entering the site from the southwest. Entrance to the Parkway House facility is proposed on the west side along the extended loop road, while separate entrances to each residential building are grouped in the northeast area of the loop road. The loading area and the waste removal storage for the Parkway House building will be contained within the building. Separate loading areas and enclosed waste removal storage areas are also provided for each high-rise residence. A six-meter-wide vehicular entrance to the underground parking garage is proposed off the loop road at the southwest corner.

A total of 219 parking spaces are proposed for the development. 21 surface parking spaces are planned to include 12 for Parkway House daytime use and after-hour visitor parking. 188 below grade parking spaces are reserved for visitors and residents of the three buildings.

Ten accessible parking spaces are provided. Also provided are 574 bicycle parking spaces at the P1 level, and 38 spaces at grade.

A proposed outdoor communal landscaped area is the focal point of the development. Partially enclosed by the buildings while providing visual and physical connections to Byron Linear Tramway Park to the north ensuring future residence and the public with high-quality green space. A mixture of soft landscape and hardscape coverage as well as street furniture and seating areas create visual interests and a coherent

neighborhood appearance. A pedestrian pathway is envisioned connecting central green space to existing trail, part of the Trans Canada Trail, to the north. A separate three-meter-wide pathway is also proposed traversing east-west across the site connecting with the Pinecrest Creek Pathway to the east.



Figure 4 - Perspective from Central Green Facing West

The proposed development also features above ground outdoor communal amenity spaces in each of the buildings: 125 m² of communal roof top terrace is proposed on the second floor of the Parkway House building, while 284 m² and 378 m² of outdoor terraces are planned for the West and East Tower respectively. A total of 1,115 m² of interior amenity space is reserved on the ground floor of the residential towers and on the second floor of the mid-rise. Personal balconies or terraces space are distributed among residential units above the second storey throughout the development.

The development is planned to be completed in two phases. The new Parkway House facility and residential building, the 16-storey tower and the western portion of the underground parking garage is to be constructed in the first phase while the existing Parkway House facility remains operational. The 28-storey tower and the eastern portion of the underground parking is planned as the second phase.

2. Community Context

The subject property is located on Regina Street in the Lincoln Fields neighborhood. The purpose of this section is to identify the range of community amenities and services that are in proximity to the proposed development and will support the resident needs of this project.

Surrounding Neighbourhood

The property is currently home to Parkway House, a 12-unit group home facility for individuals with disabilities. The site is surrounded by a mix of low-rise residential buildings to the west as well as high-rise towers to the south along Richmond Road and to the east, opposite the Kichi Zibi Mikau. The immediate area can be characterized by the following:

- To the North: Immediately to the north of the site is undeveloped municipal green space, as well as the Trans Canada Trail/Ottawa River multi-use pathway. Farther to the north is the Britannia Conservation Area.
- To the West: Immediately bordering the site to the west is a low-rise neighbourhood primarily comprised of single-family dwellings and some two-storey townhouses. To the west along Richmond Road are neighbourhood commercial uses (i.e., personal service, restaurants) and multifamily developments.
- To the South: To the south of the site are the Richmond Park Square apartments, which are two 21- and 16-storey high-rise apartment buildings.
- To the East: Immediately adjacent the subject site to the east is the Pinecrest Creek multi-use pathway, which provides connectivity to the Ottawa River Pathway to the north and the future Lincoln Fields LRT Station further south. The area directly across Kichi Zibi Mikah to the east is also characterized by high-rise buildings near the future New Orchard LRT Station.

Surrounding Development Application

This area can be characterized as a mix of low, mid and high-rise development but is currently undergoing intensification due to its connectivity to downtown via the advancement of the Stage 2 Light Rail at the Lincoln Fields Station. Surrounding developments that are newly constructed, or are proposed include:

1. **Lincoln Fields Shopping Centre:** Currently in phased redevelopment. The existing shopping centre has been demolished to accommodate the construction of two new commercial-retail buildings on site, including a 2600-square metre single-storey Metro grocery store. The second is a 1500 square metre two-storey retail and office building located along Carling Avenue. In November 2024, the City initiated a zoning by-law amendment to implement the site-specific policy direction for the Lincoln Fields Shopping Centre from the Lincoln Fields Secondary Plan (high-rise residential towers, parkland, and commercial uses).
2. **1420 Richmond Road:** Official Plan Amendment, Zoning By-law Amendment and Site Plan Control application to permit a 11-storey and a 12-storey building containing a total of 391 apartment units and a commercial unit at grade.
3. **929 Richmond Road:** Newly constructed is a 19-storey mixed-use building comprising 176 rental units with ground floor commercial uses.
4. **797 Richmond Road:** Zoning By-law Amendment and Site Plan Control application to construct a 9-storey mixed use building with ground floor commercial spaces, residential dwellings in the upper storeys (60 units) and two levels of underground parking.
5. **1047 Richmond Road:** Site Plan Control application to construct Phase 1, a high-rise mixed-use building with underground parking and to provide parkland. The proposed development includes 423 residential units.
6. **1299 Richmond Road:** Zoning Bylaw Amendment and Site Plan Control application is to construct two residential towers of 28 and 32 storeys on a four-storey podium. Commercial uses are located at grade.

Mobility Networks

Public Transit

Transit service in the area is provided by OC Transpo Route #11 along Richmond Road, which connects with Tunney's Pasture LRT station and provides service to downtown Ottawa. Other nearby bus routes include #51 and #85 on Carling Avenue, which provide east-west connectivity to downtown Ottawa and Kanata.

In addition to bus service, the Lincoln Fields Transit Station, located within a 10-minute walk of the subject site, is being completely rebuilt to function as a new LRT station as part of the O-Train Confederation Line West extension. The existing bus terminal will be reconfigured to accommodate bus platforms and bus layby facilities only, and a new bus drivers' facility.

This major transfer station will be outfitted with public washrooms available to fare paid customers during LRT operation hours and will have provisions for a future retail space. A signalized pedestrian crossing will also be provided to facilitate improved station access across Carling Avenue.



Figure 5 - OC Transpo Network Map

Pedestrian and Cycling

Sidewalk facilities are provided along both sides of the roadway along Richmond Road and Assaly Road. The City of Ottawa's Cycling Plan designates Richmond Road as a Spine Route and Multi-Use Pathway, which provides east-west connectivity from Kanata to downtown Ottawa. An on-road bicycle lane along the section of Richmond Road to the south of the site connects with the Pinecrest Creek and Ottawa River multi-use pathways, which provide scenic bike routes along the Ottawa River.



Figure 6 - Official Cycling Map, Ottawa-Gatineau

Road

The area road network in proximity to the proposed development is shown below. Although the project does not have direct access to Richmond Road, which is an east-west arterial, once accessed Richmond Road provides connections to downtown Ottawa and to Kanata. The property is close to other major, arterial, and collector roadways such as Carling Avenue, Sir John A. Macdonald Parkway, Pinecrest Road, and Woodroffe Avenue, which provide access to Highway 417.

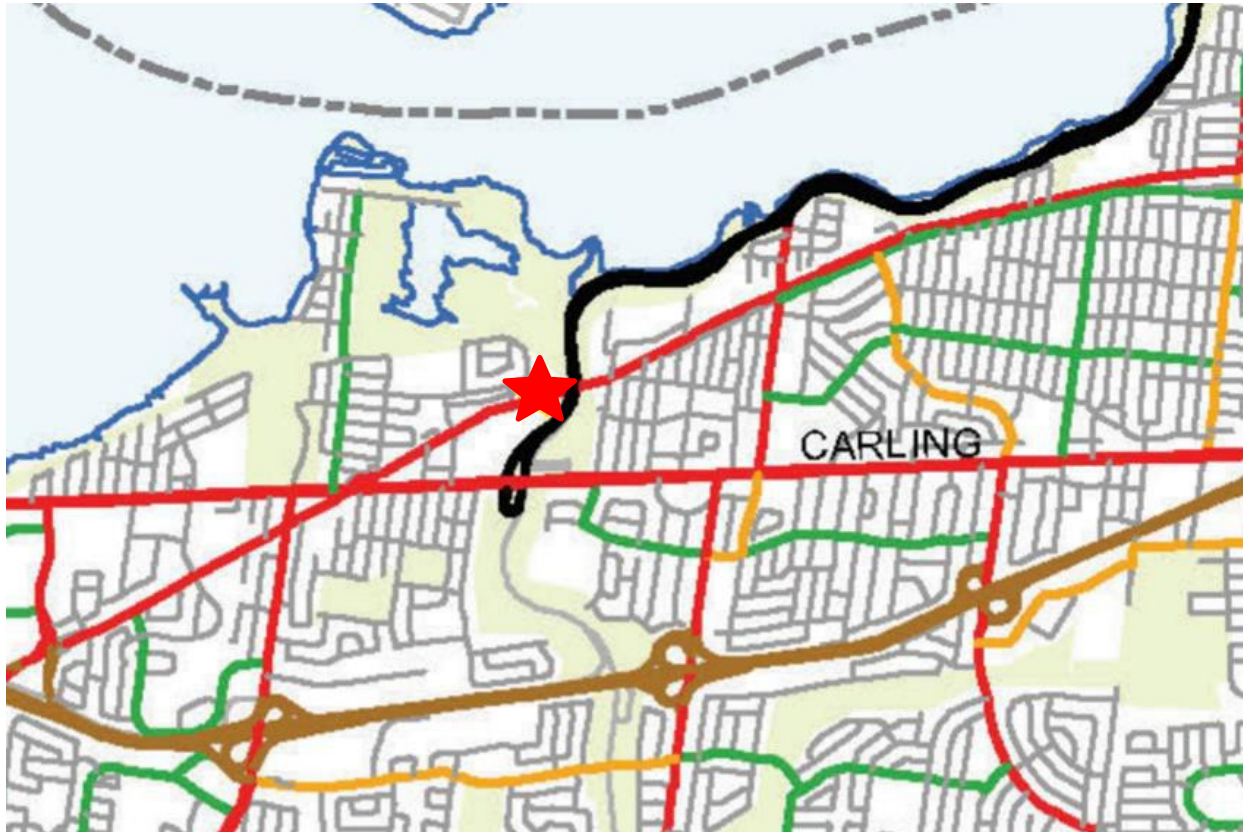


Figure 7 - City of Ottawa Official Plan Schedule E: Urban Road Network

Community Amenities

The subject site is in the Lincoln Fields neighbourhood, in proximity to several community amenities and services to support resident needs. This section details these amenities as follows:

Retail Amenities

The property is near the Lincoln Fields Shopping Centre which is currently home to a Metro grocery store and Rexall drugstore. The approximate distance from Parkway House to Lincoln Fields Shopping Centre is an eight-minute walk or if cycling, approximately three minutes. The property will be redeveloped with an additional two-storey building which will host a variety of retailers with a number of high-rise residential towers planned. The property is near, approximately 900 metres, to all essential retail amenities, including TD Canada and BMO Banks, Farm Boy and other coffee shops and restaurants. It is also directly adjacent to the Richmond Square strip mall with services such as medical offices, a pharmacy, restaurant, and dry cleaners at 1299 Richmond Road. This strip mall is approximately 250 metres in distance or a five-minute walk from the proposed site.

Community Amenities

The property is also close to several green spaces including the Britannia Conservation Area, Mud Lake Trail, Britannia Park and Beach (1500 metres), Connaught Park (1250 metres), and the Pinecrest Creek Pathway. Michele Heights Community Centre offers local residents a multitude of sporting and leisure activities and can be accessed within an eight-minute cycling trip or 20-minute walk. Britannia Woods Community House, which offers a range of programs and services that aim to improve the quality of life for multicultural families and households living on a fixed or low income, is located a one-minute bus

ride or 24-minute walk from the property of interest. Maison de la Francophonie d'Ottawa offers a multitude of activities, in French, for all Francophones and Francophiles in the region, and is located within a 15-minute walk from Parkway House. Nearby schools include Regina Street Alternative School, École élémentaire catholique Édouard-Bond, F J. McDonald Catholic Elementary School, Woodroffe High School, and École élémentaire catholique Jean-Paul II.

3. Design Brief

Design Evolution

In response to the neighborhood context, the massing of the project has been broken down and stepped towards the existing neighborhood context to the west. The proposed mid-rise Parkway House located at the northwest corner of the site follows the angular plane from site boundary line stepping up from the fourth floor to seventh floor. The 28-storey East Tower massing steps down from the tenth floor to the seventh floor towards the north establishing a podium level thereby minimizing shadow impacts on Byron Park to the north and National Capital Commission (NCC) lands to the east.

Before diving into the details of the proposed project, it is worth noting that a series of site plan studies were explored and included illustrations of the design evolution. This can be programming, site servicing, traffic, shadow impact, pedestrian connections, public space, and other environmental factors were carefully considered and examined in building position and orientation arriving at the current configuration. This can be seen in the following graphics (Figure 8 and Figure 9).



Figure 8 - Site Plan Study (1 of 2)



Figure 9 - Site Plan Study (2 of 2)

The proposed project provides green area framed by building massings to serve as the focal point for the development providing communal gatherings and activity space while connecting to the larger park and trail network beyond. The high-rise towers achieve maximum distance to the existing high-rise buildings to the south with landscape buffers and driveway in between. Tower massing is located perpendicular to that of the existing towers maintaining view corridors to the north for current residents. Setbacks on the side yards facilitate tree preservation and create sufficient buffers to neighbouring homes to the west and to National Capital Commission Pathway System to the east.



Figure 10 - Project View from Northeast

Façade articulation of the towers uses repetitive multi-storey framing elements breaking down larger massing to smaller stacked elements. The effect is to minimize the visual impact of the development while providing visual interest from afar.



Figure 11 - Perspective from Southwest Regina Street

Urban Design Guidelines

The development is subject to the following Council-approved Urban Design Guidelines:

- Urban Design Guidelines for High-rise Buildings; and
- Transit-Oriented Development Guidelines

The design guidelines are intended to provide urban design guidance at the planning and site plan application stages. A discussion of how the guidelines have been applied to the proposed development is provided below.

- The development building heights create transitions from lower scale existing context on the west to mid-rise to the east, and from existing high-rise towers to the north towards midrise and podium level to the south.
- Angular setbacks start on the third floor of the Parkway House building providing appropriate transition to neighbouring properties to the west (see Figure 11).
- The high-density residential use is supportive of transit-oriented communities land use and is located within walking distance of a proposed LRT station.
- Proposed path connection at the southeast corner of the site provides “short cuts” and enables access to existing trails for pedestrians, cyclists, and transit users.
- Bicycle parking spaces will be offered in the development at a 1:1 ratio for the residential units.
- The highest density building is located closest to the access point of the future LRT station with direct pedestrian access.

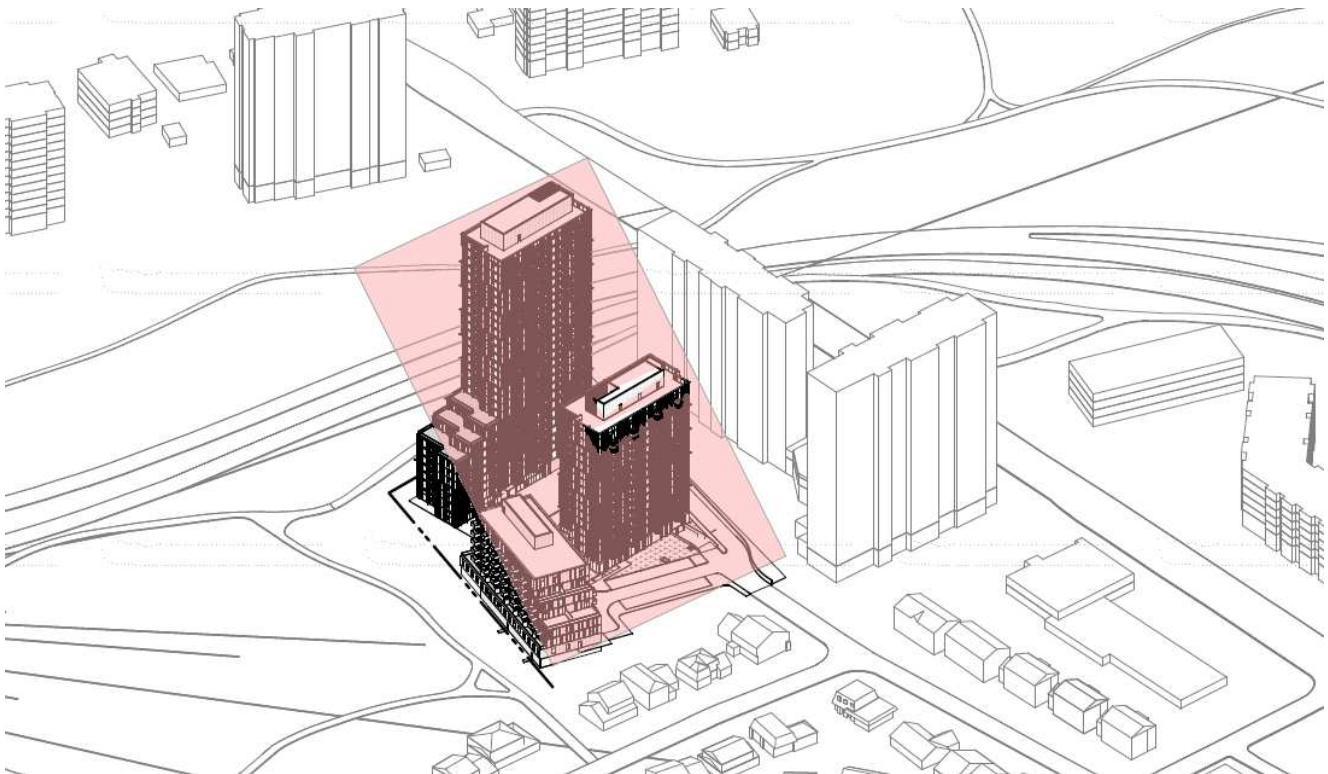


Figure 12 - Angular Plane Diagram



Figure 13 - Angular Plan Sectional Diagram

- The 28-storey tower will be designed as a highly visible landmark that can be easily located and identified.
- Clear curtain walls and openings are proposed on the ground floor pedestrian level enabling ease of entrance, visual interest, and increased security through informal viewing.
- Bird friendly treatment will be applied on 90% of clear vision glass below 16m as per the City's Bird-Safe Design Guidelines.
- The façades of the buildings have been articulated vertically and stacked horizontally to break up the overall massing.
- Shadowing from the proposal predominantly falls on open space to the North and to the East. The subject site has shadowing from the high-rise building to the South. Please see Appendix B – Sun Shadow Studies.
- Roof top communal spaces are provided for each building.
- The building arrangement creates a semi-enclosed amenities courtyard on the ground level encouraging street level activities.
- Roof-top mechanical or telecommunications equipment and amenity spaces have been integrated into the design and massing of the upper floors.
- Landscaping and/or residential patios have been introduced between the sidewalk and the building face to allow for public-private transition.
- A canopy has been provided at the entrance of the Parkway House facility to facilitate pick-up, drop-off and to protect pedestrians from wind, rain, snow, and intense sun.
- Public sidewalks at a minimum 1.8m in width, extending the existing sidewalk on the north side of Regina Street, have been designated throughout the site connecting building entrances and the trail network beyond.
- New parking spaces including visitor parking are enclosed and are provided below grade on the P1 and P2 levels.
- Waste management storage is integrated into the ground floor building enclosures.

Landscape Plan

The Parkway House property will be developed with a greater focus on residential elements. It is anticipated the redevelopment will draw significantly more residents and visitors. When creating the Landscape Plan (see Figure 14 - Landscape Plan) it was determined that sustainability, connectivity, and accessibility be prioritized and carefully integrated within all aspects of landscape design. Accordingly, the landscape approaches for the redevelopment of Parkway House are:

- Integrating sustainable landscape design;
- Being connected and fitting into the neighbourhood context; and
- Providing attractive, safe, and enjoyable outdoor amenity areas.

Sustainable Landscape Design

As society is now facing more challenges from climate changes, it is important to promote climate resilience throughout landscape design. In prioritizing sustainability, the redevelopment of Parkway House will introduce green roofs where possible. Proposed green roofs will reduce urban heat island effect, contribute stormwater management, and attract pollinators; when green roofs combine outdoor furniture and shaded areas, they become important outdoor amenity areas for the residents.

In addition, high quality soil and growing medium will be provided for tree planting to increase canopy coverage, providing shade during summer months. A mix of native trees and climate adapted plants will be considered to provide disease resilience and reduce the requirements for irrigation.

Connectivity

Reflecting natural settings and the neighbourhood context, strong connections to the existing trail system and parklands around the site will be provided. The axis of two intersecting walkways will become primary connections to the existing pathways to the north and east of the site. Also, a well-linked and continuous network of sidewalks will promote connectivity throughout the site.

Outdoor Amenity Areas

Creating attractive, safe, and enjoyable outdoor amenity areas for the residents is also very important. A variety of outdoor amenity areas within the new development will become places for the residents to gather and socialize. While small amenity areas offer areas to sit and relax in the immediate area of each building, a large amenity area, or the “Community Common”, centrally located in the development will be flexible for a unique programming acting like a plaza. Outdoor amenity areas will have attractive landscaping, lighting, decorative paving, accessible seating, etc.

Amenity areas or green areas located along the periphery of the eastern and northern property lines will be visually low plantings and / or low ornamental fencing (1.2m in height) to demark the public National Capital Commission and municipal lands from this private property. The green areas along the southern property line will also incorporate plantings where possible transitioning the elevations between 1275 and 1285 Richmond Road with the redevelopment site through planted slopes and retaining walls.



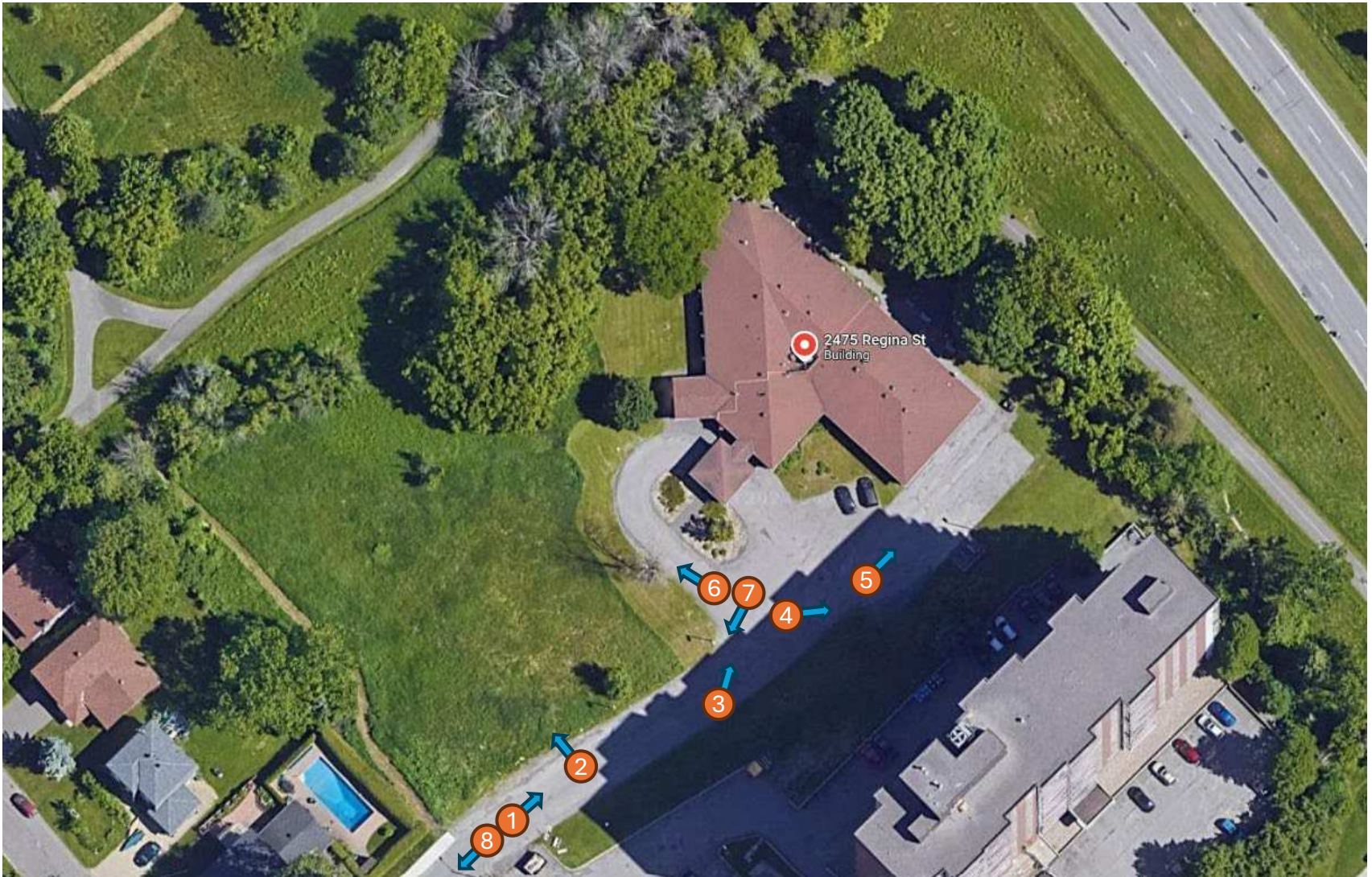
November 2024

2475 Regina Street
Design Brief



Appendix A – Existing Site Photographs

2475 Regina St. Existing Site Conditions



① Approximate location of photo

➡ Direction



Photo 1

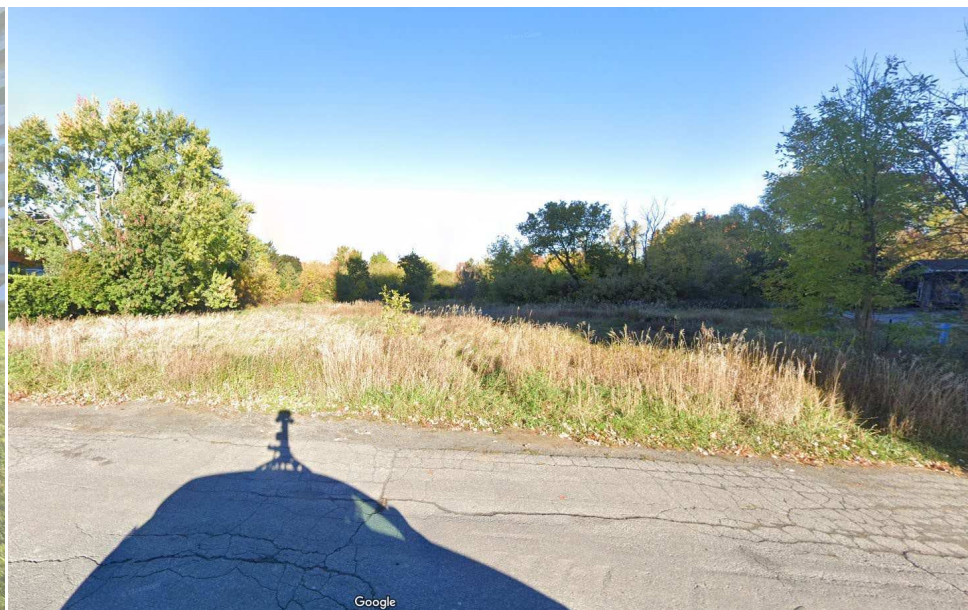


Photo 2



Photo 3

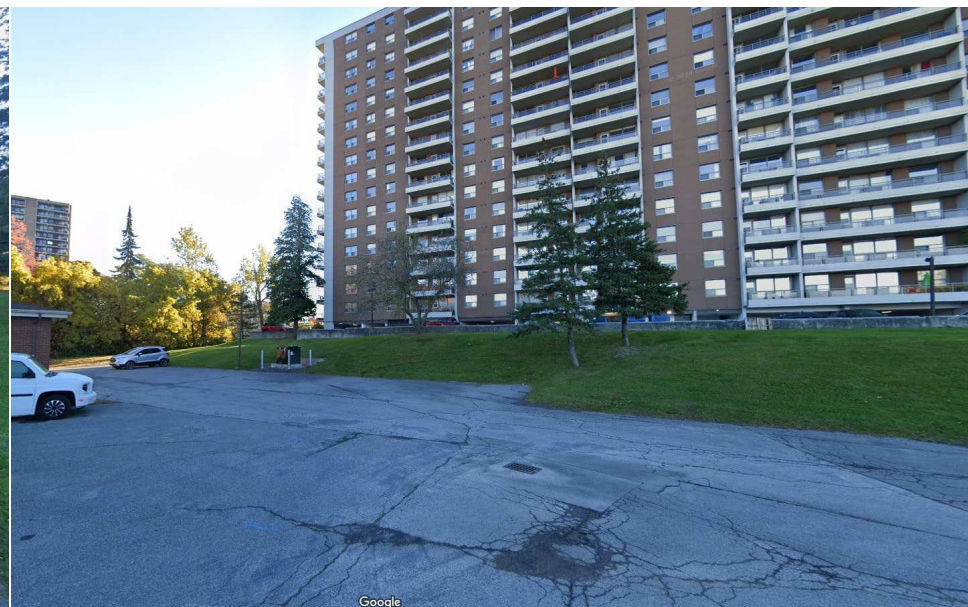


Photo 4



Photo 5



Photo 6

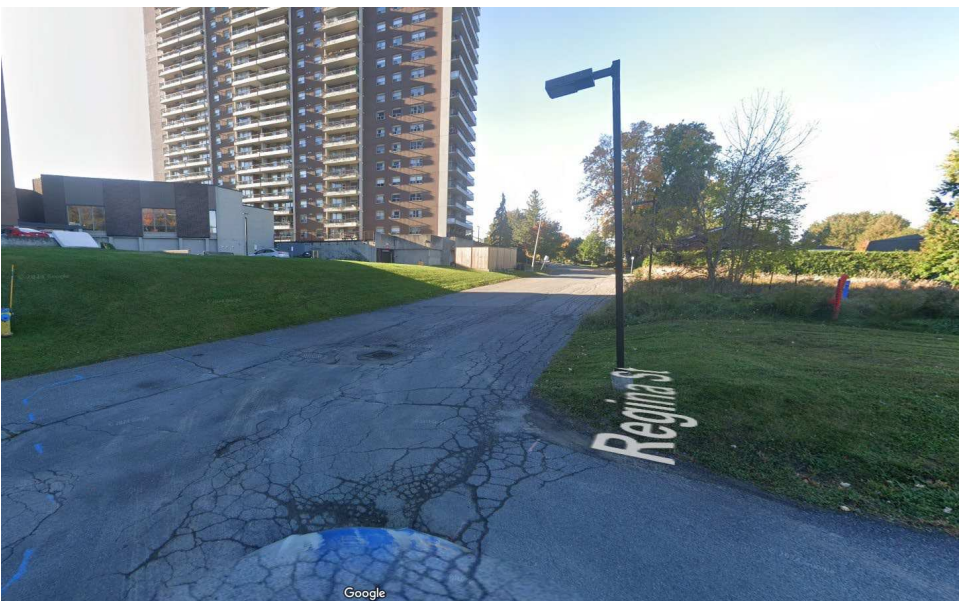


Photo 7



Photo 8

November 2024

2475 Regina Street
Design Brief



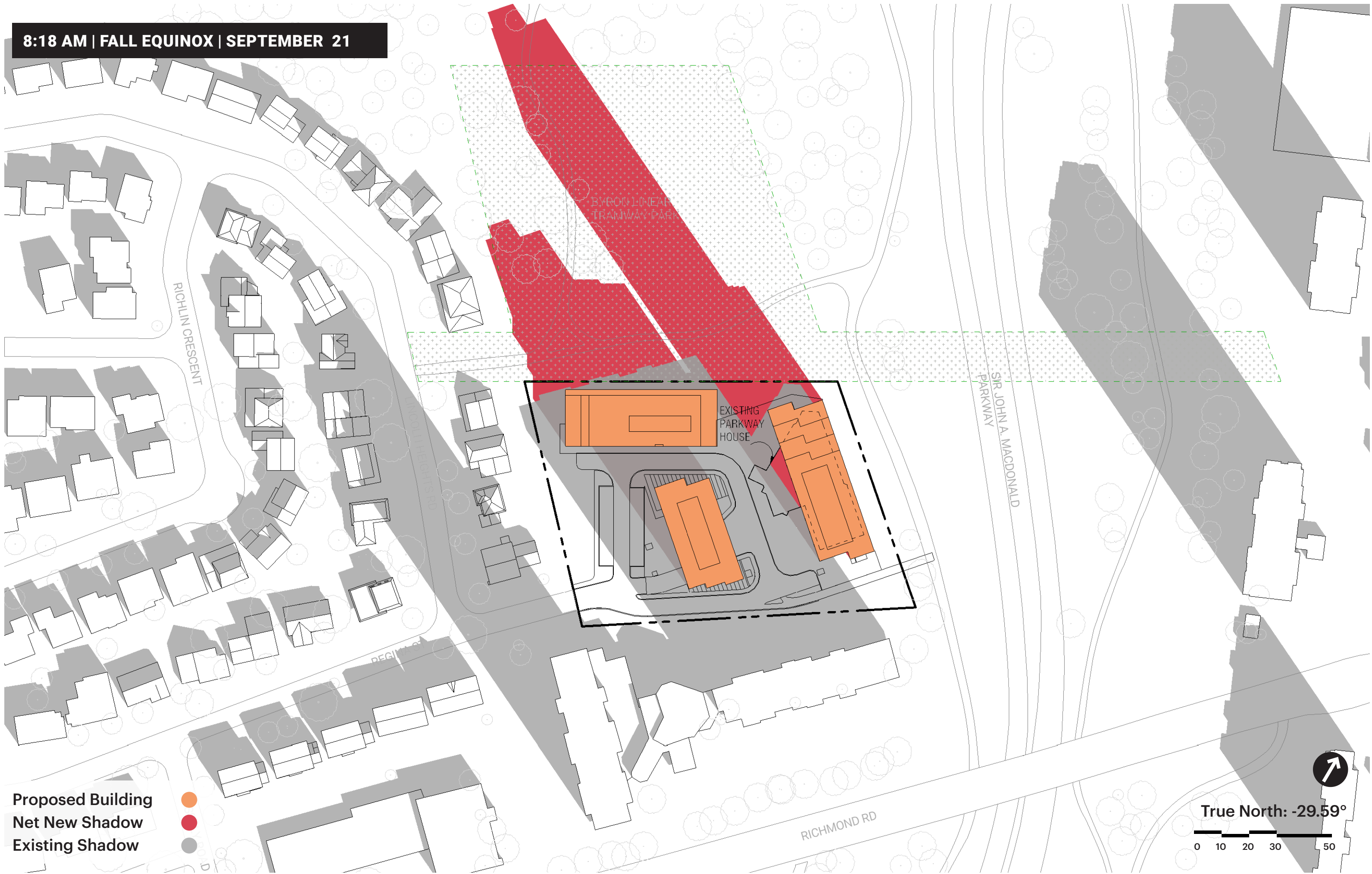
Appendix B – Sun Shadow Studies

PARKWAY HOUSE

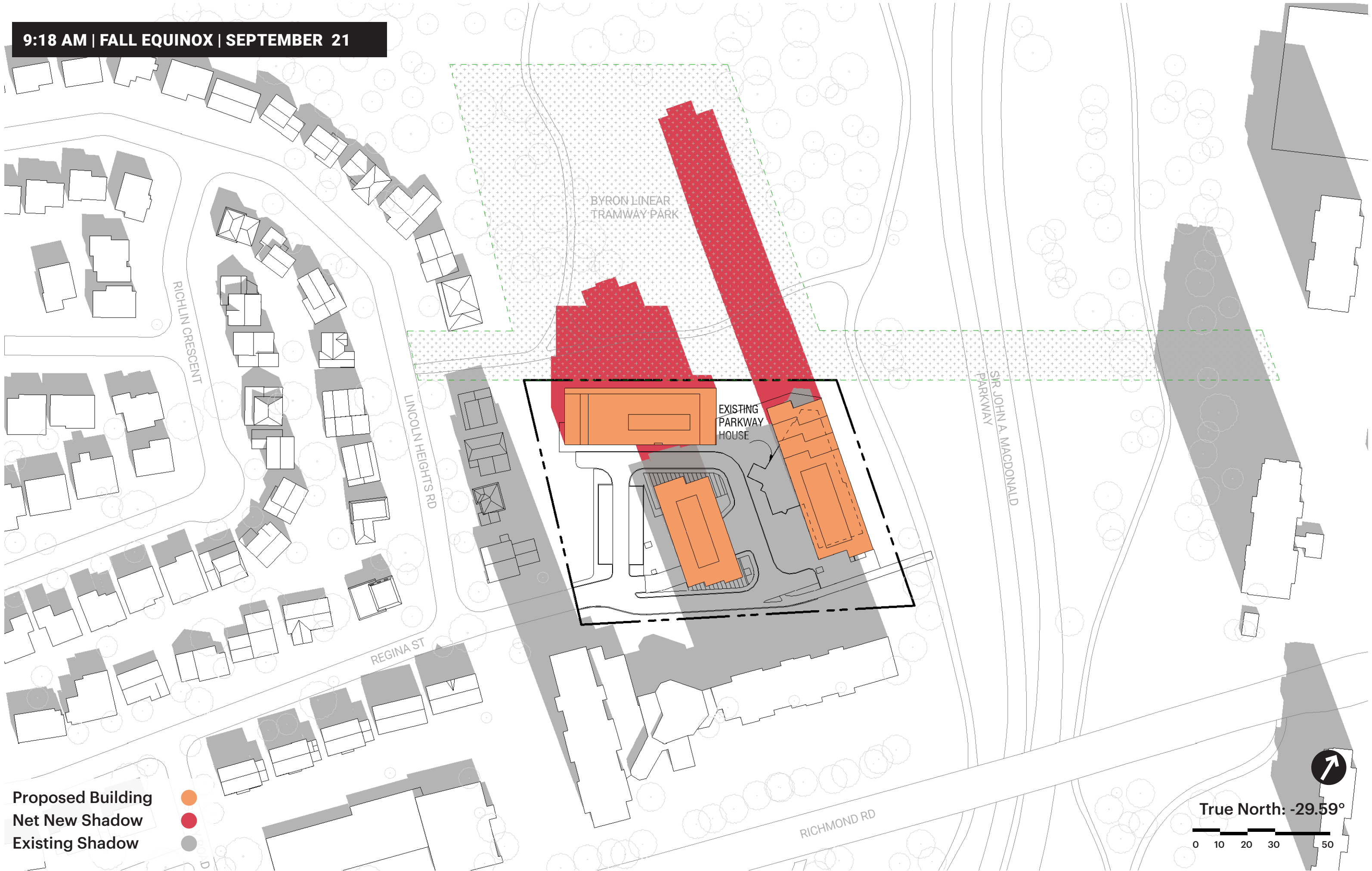
Sun Shadow Studies

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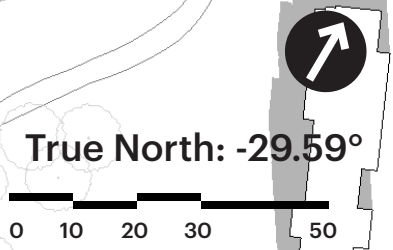
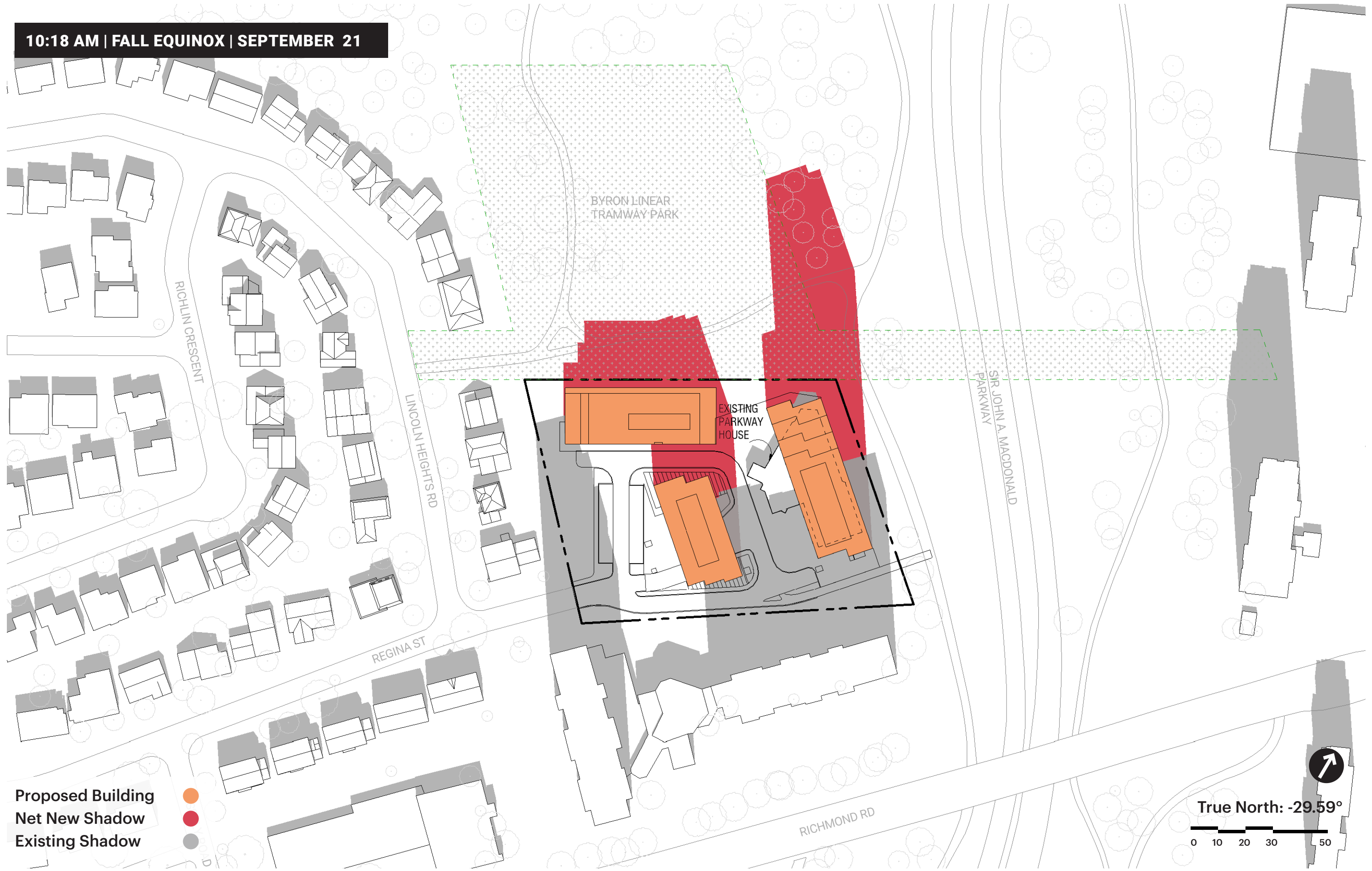
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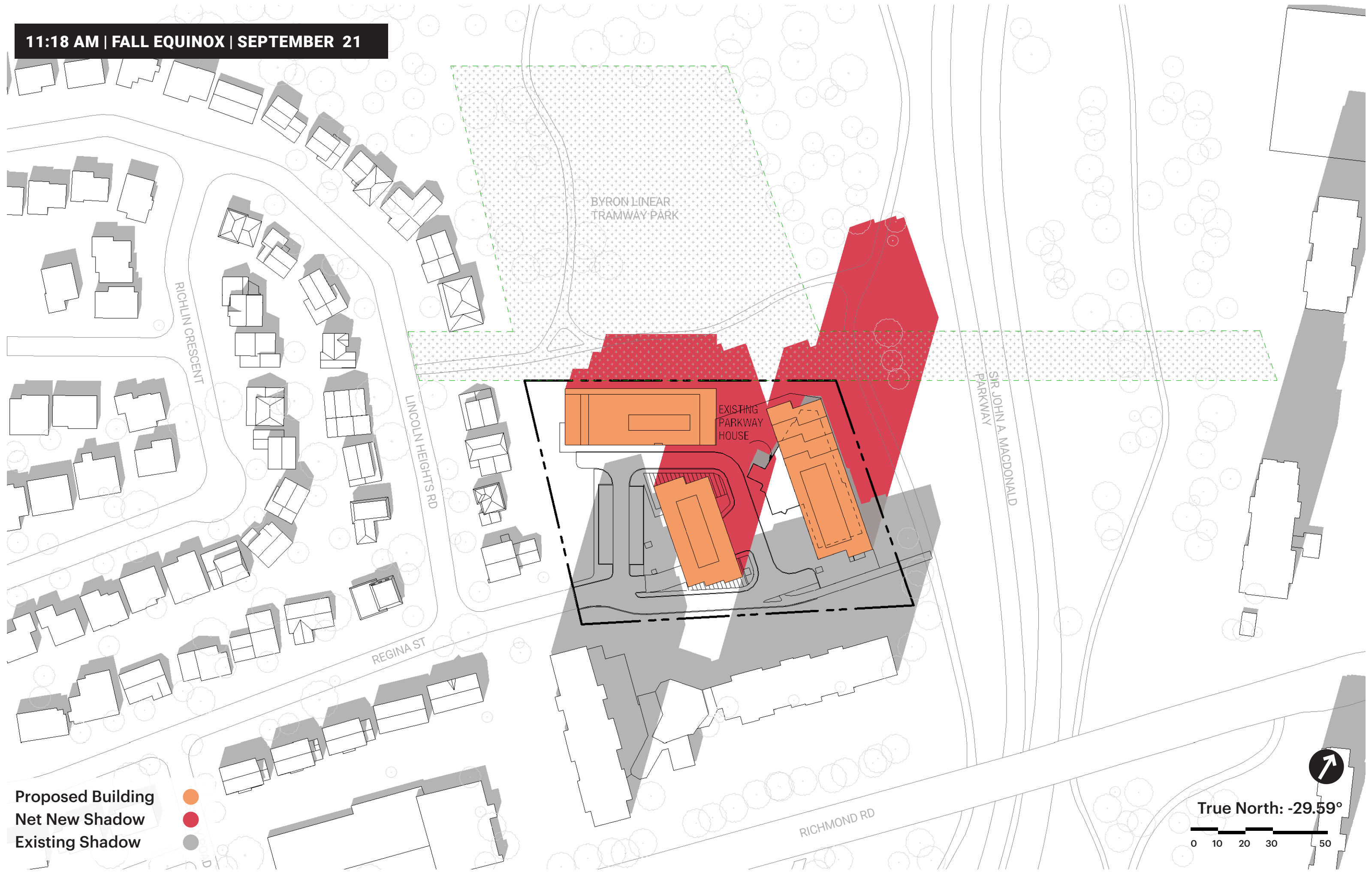
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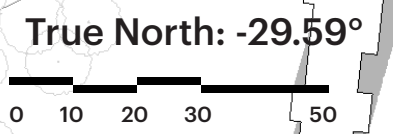
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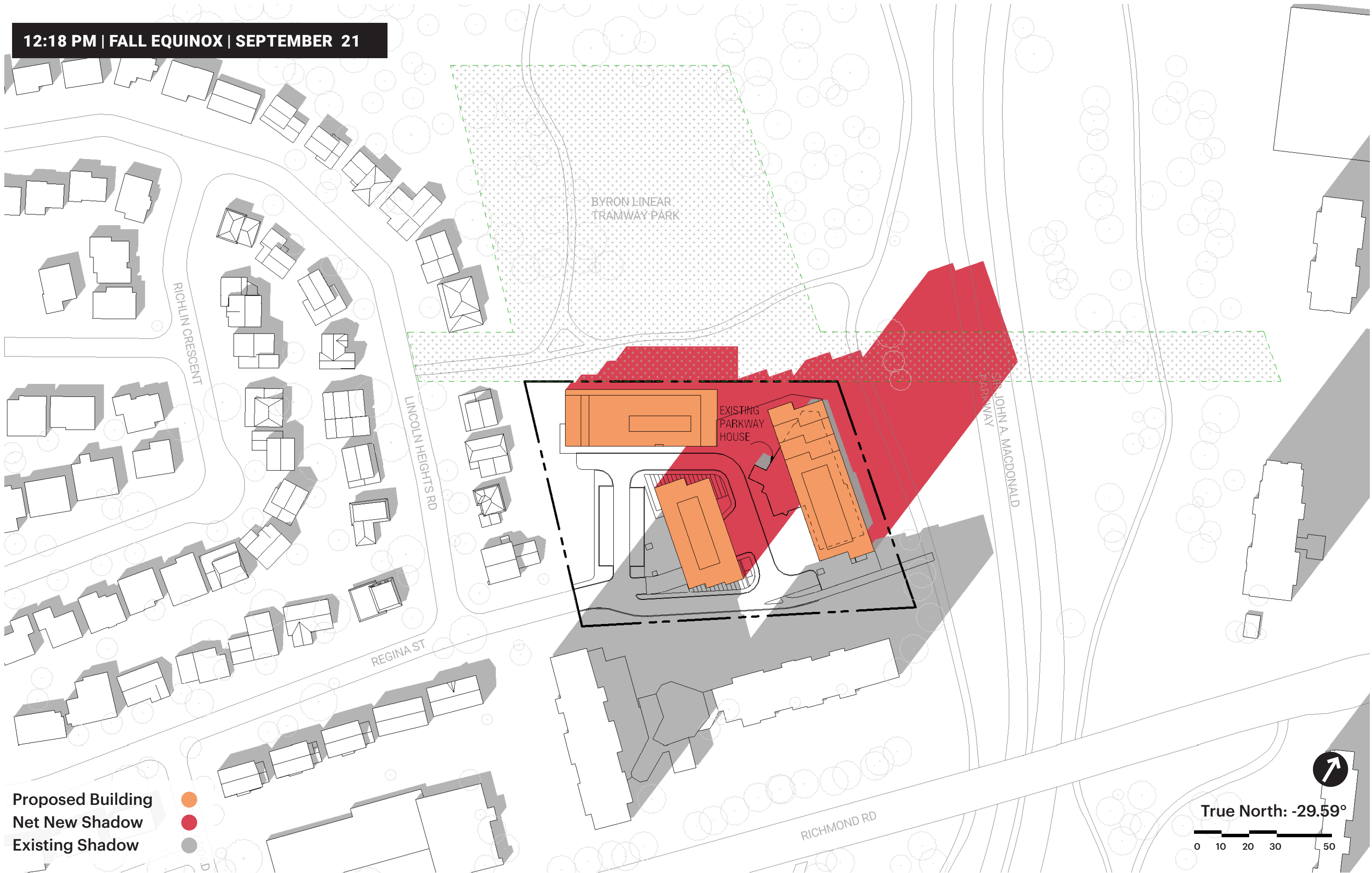
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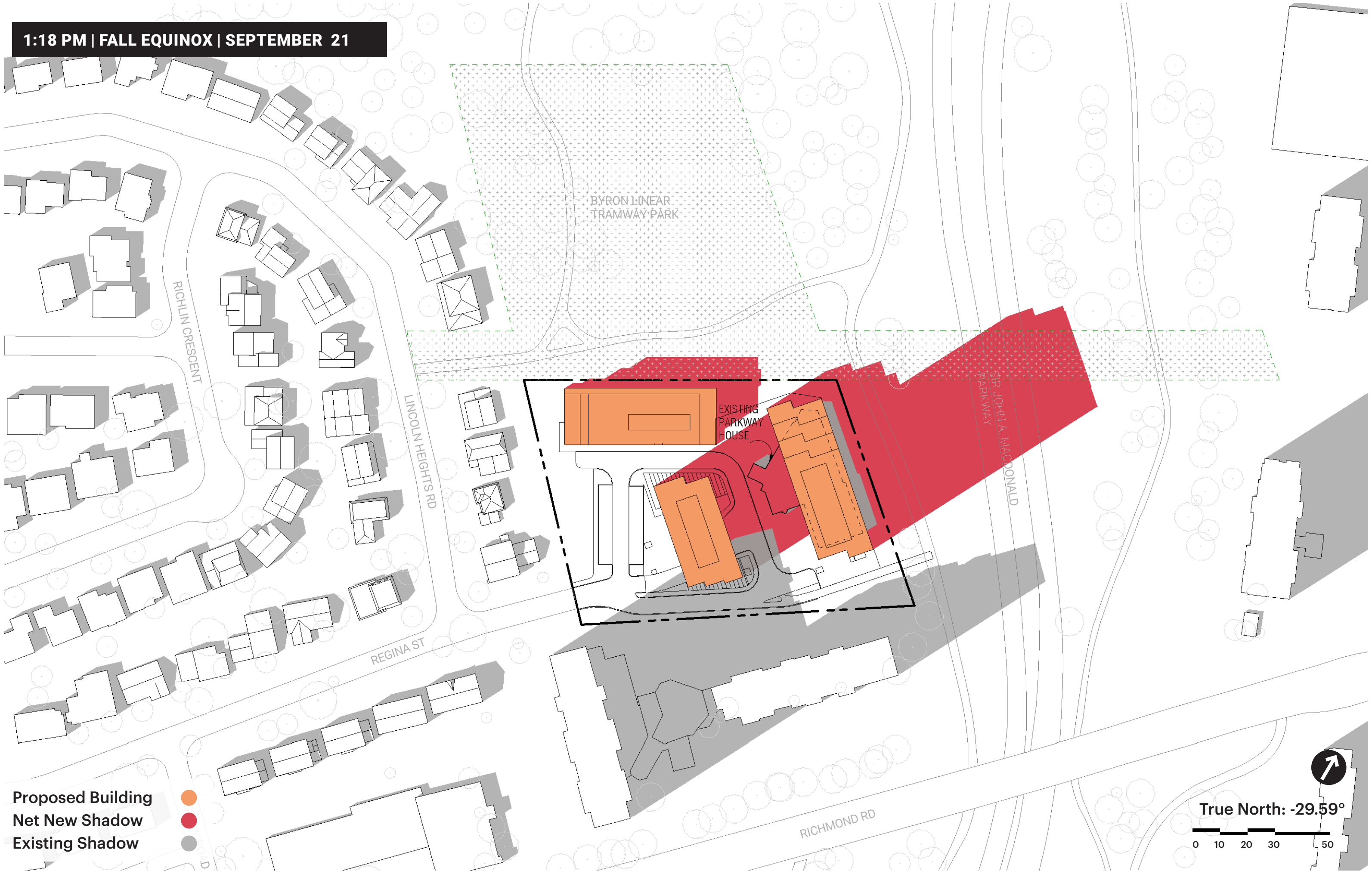
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Existing Shadow



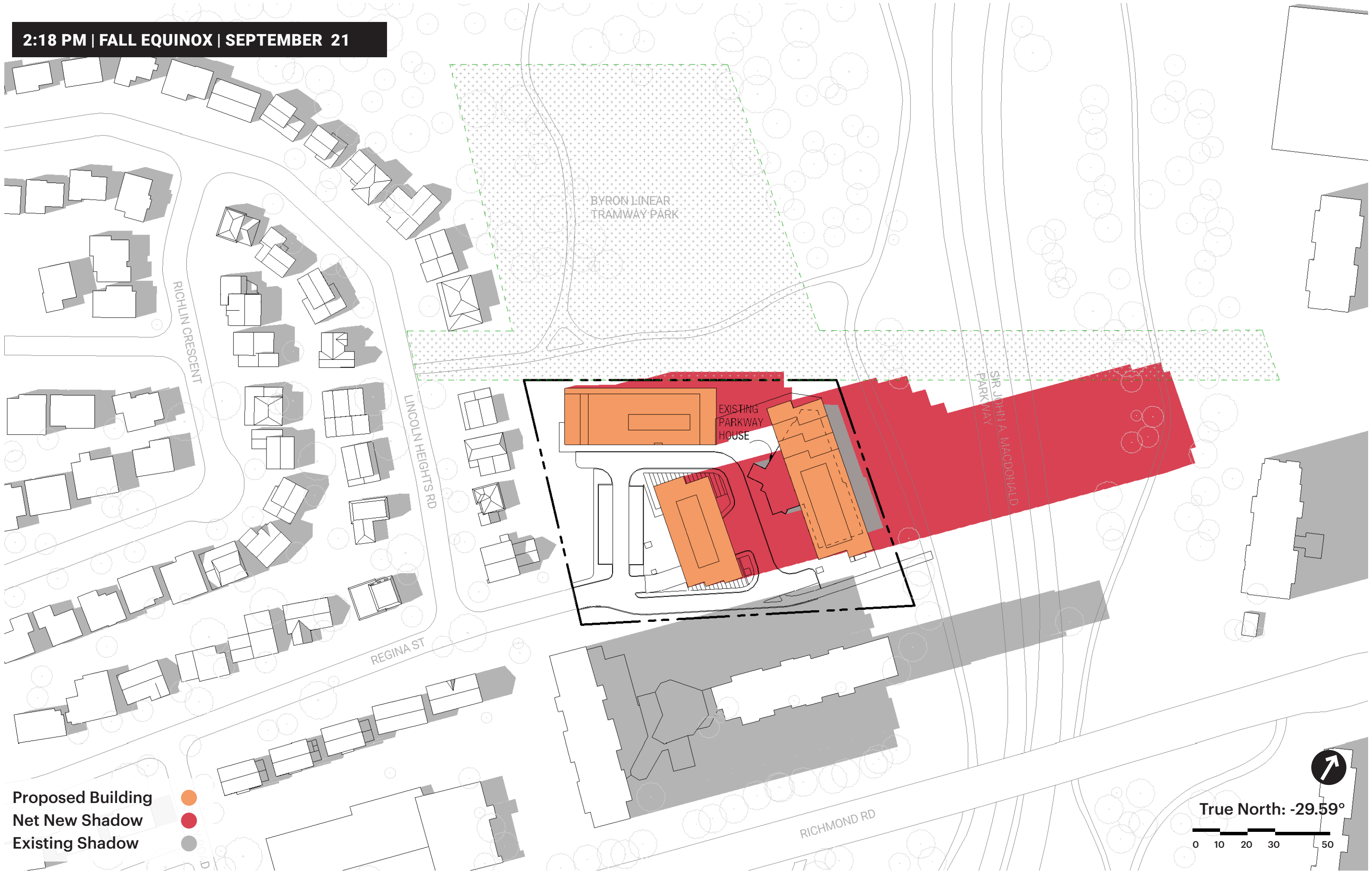
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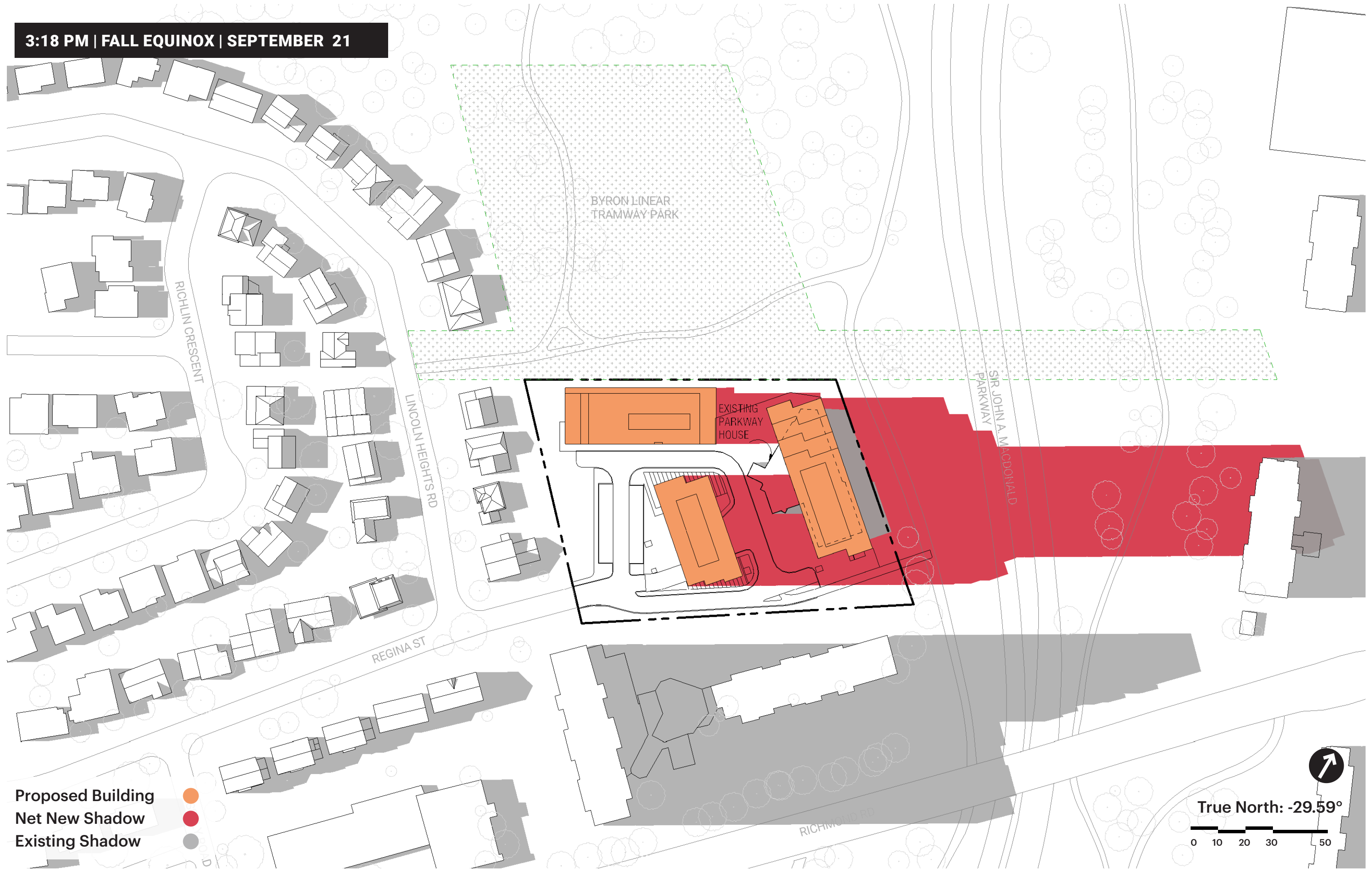
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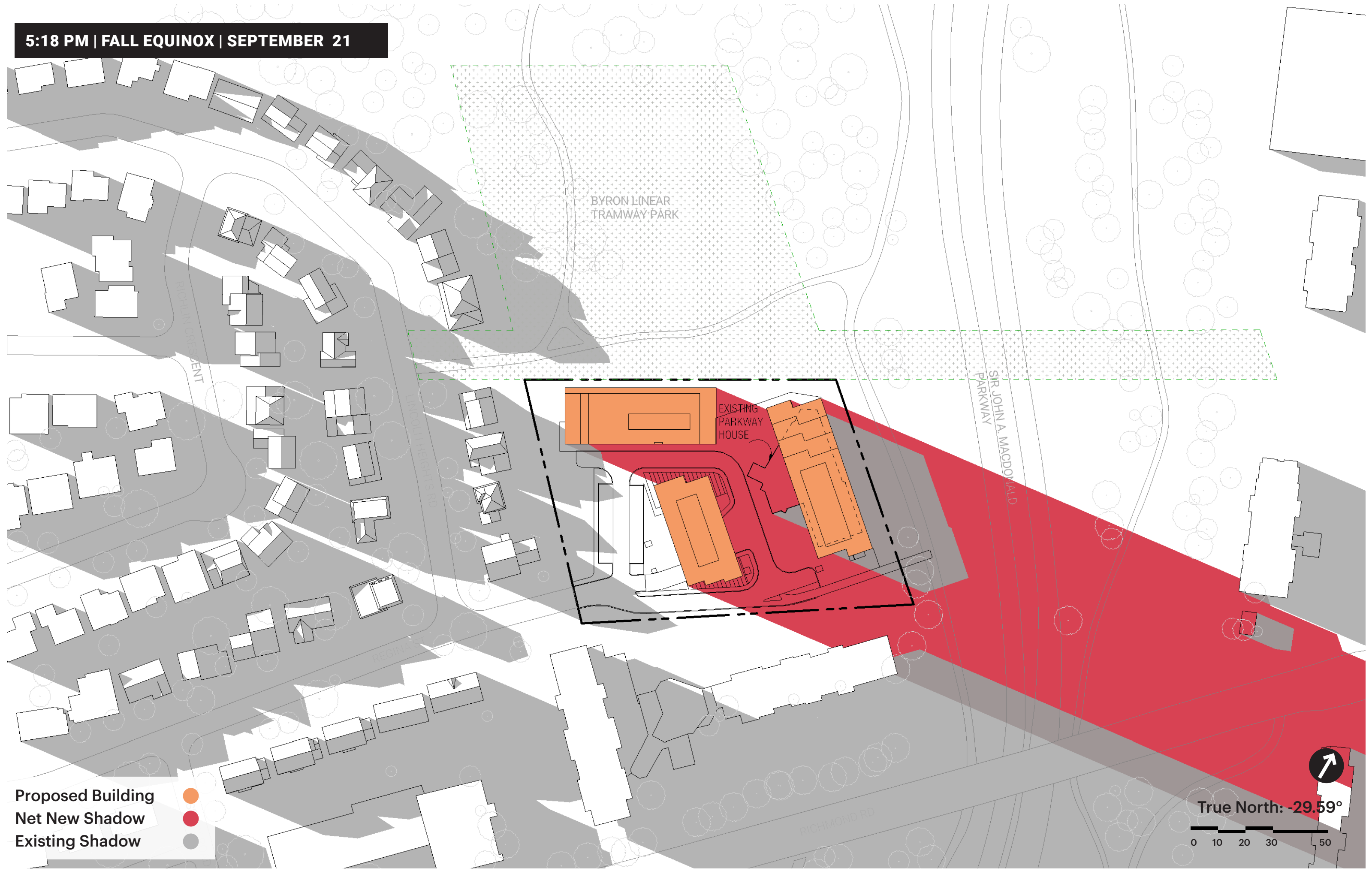
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Proposed Building
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Existing Shadow



True North: -29.59°
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BYRON LINEAR
TRAMWAY PARK

EXISTING
PARKWAY
HOUSE

SIR JOHN A. MACDONALD
PARKWAY

RICHLIN CRESCENT

LINCOLN HEIGHTS RD

REGINA ST

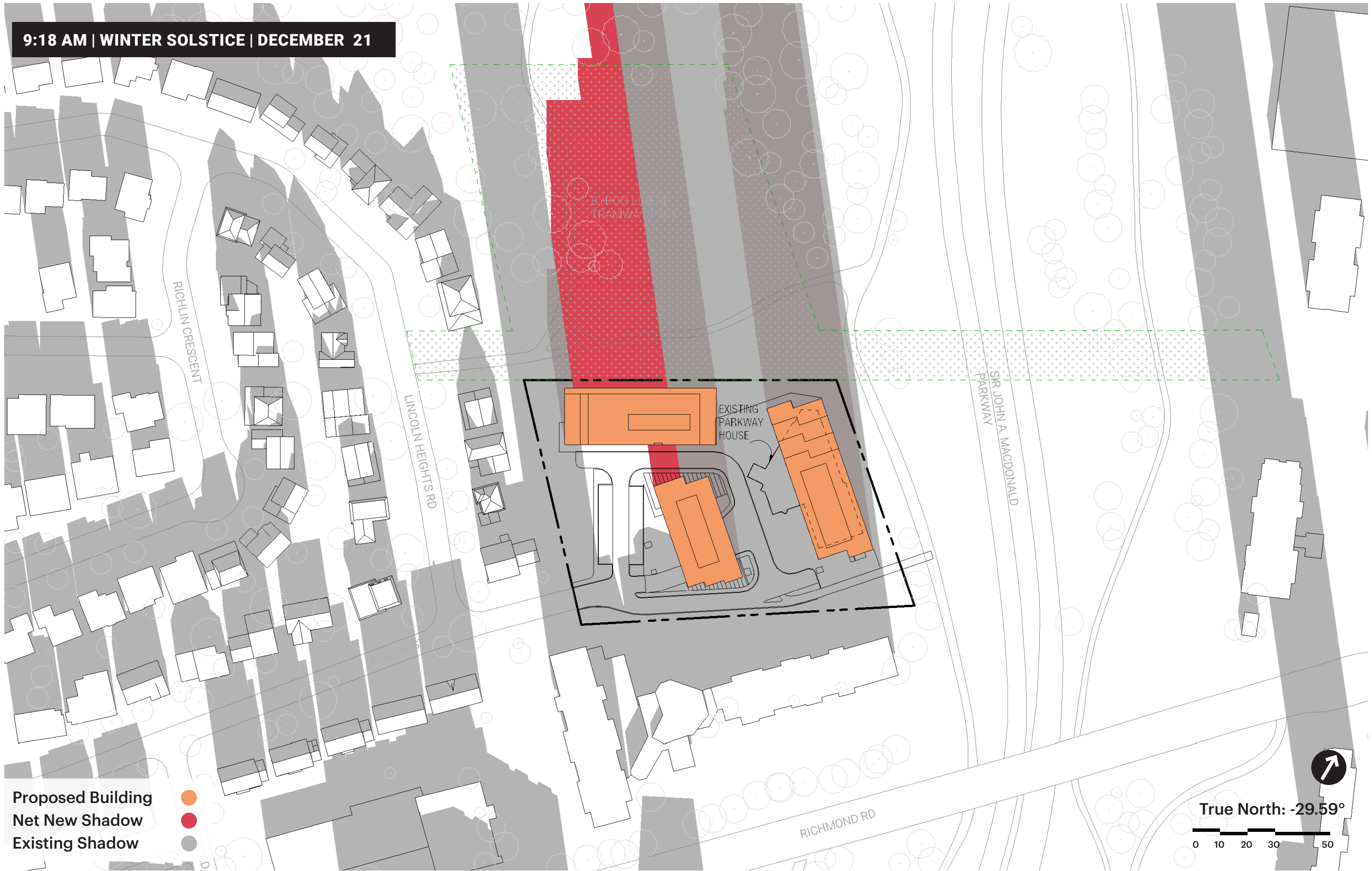
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- Proposed Building
- Net New Shadow
- Existing Shadow

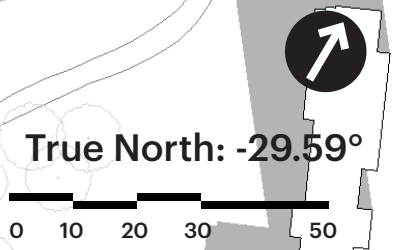
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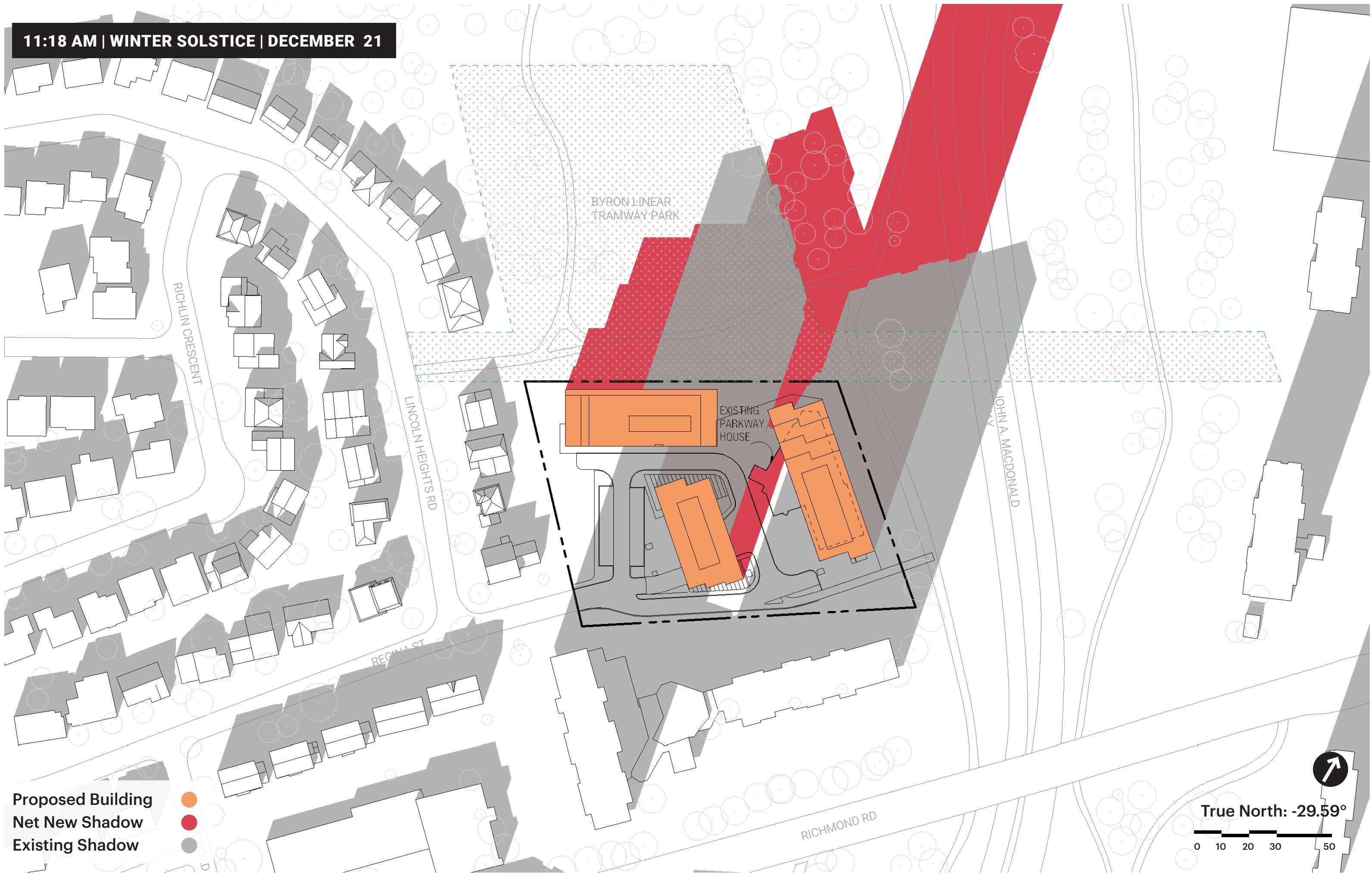
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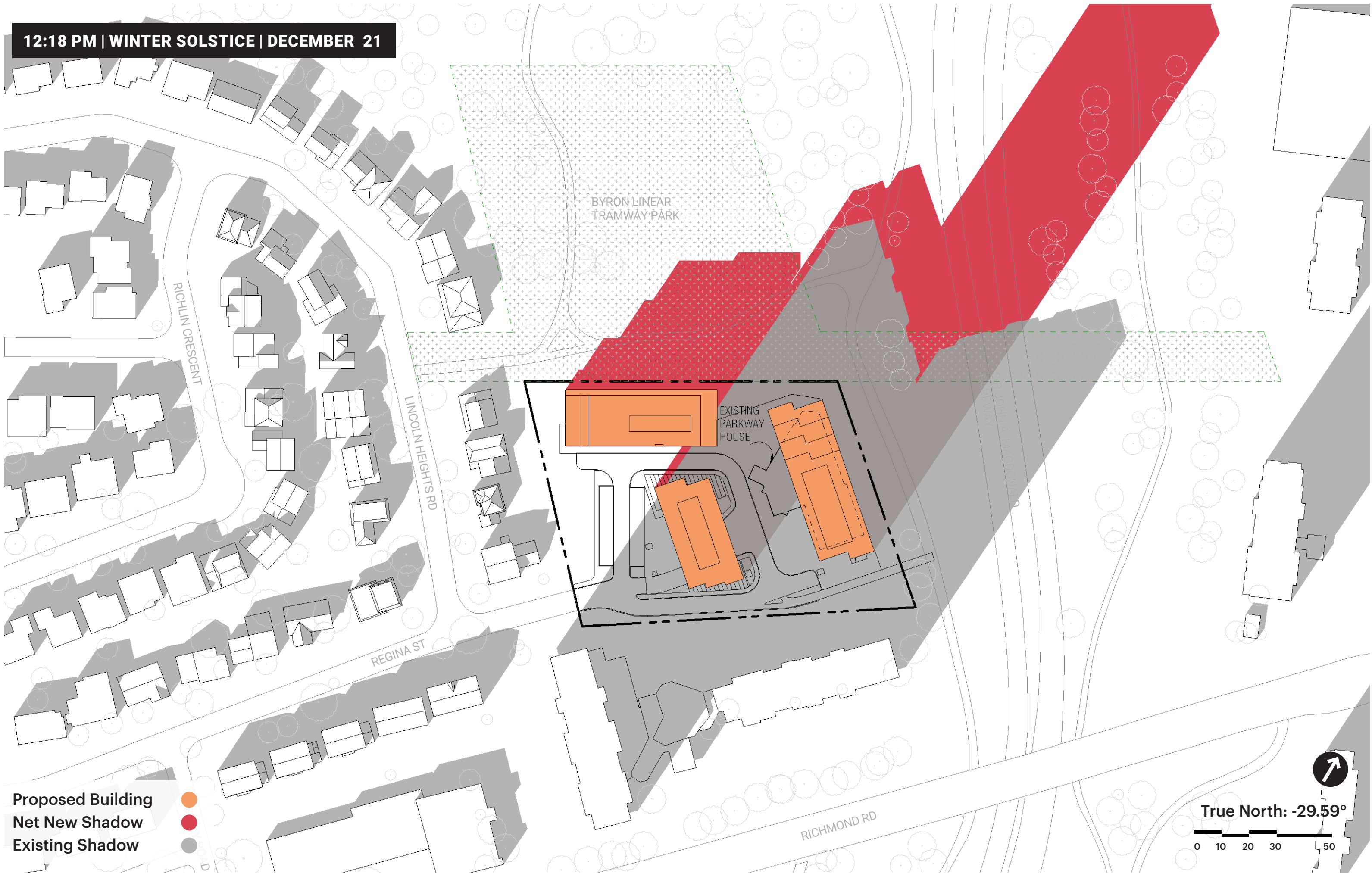
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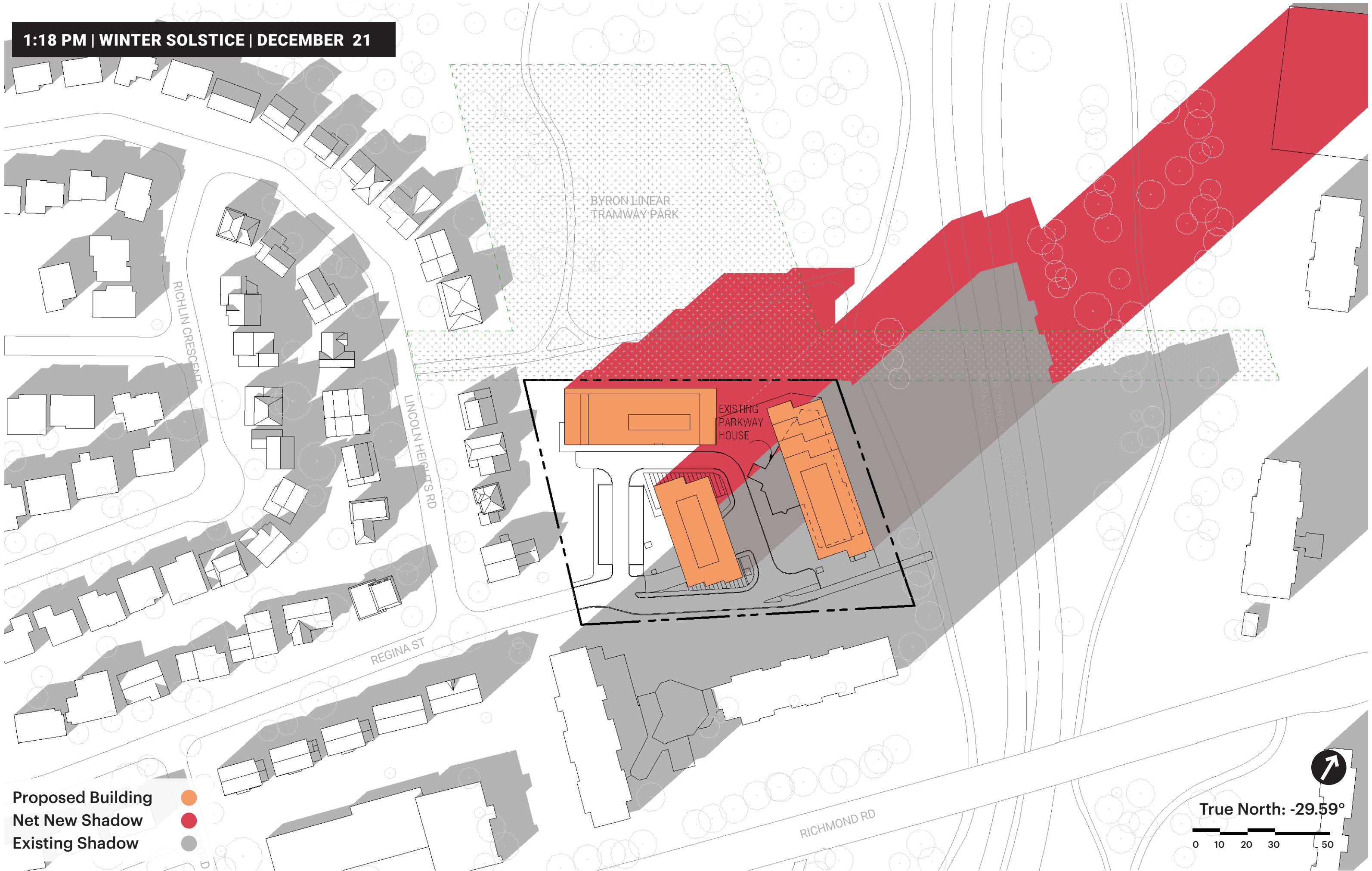
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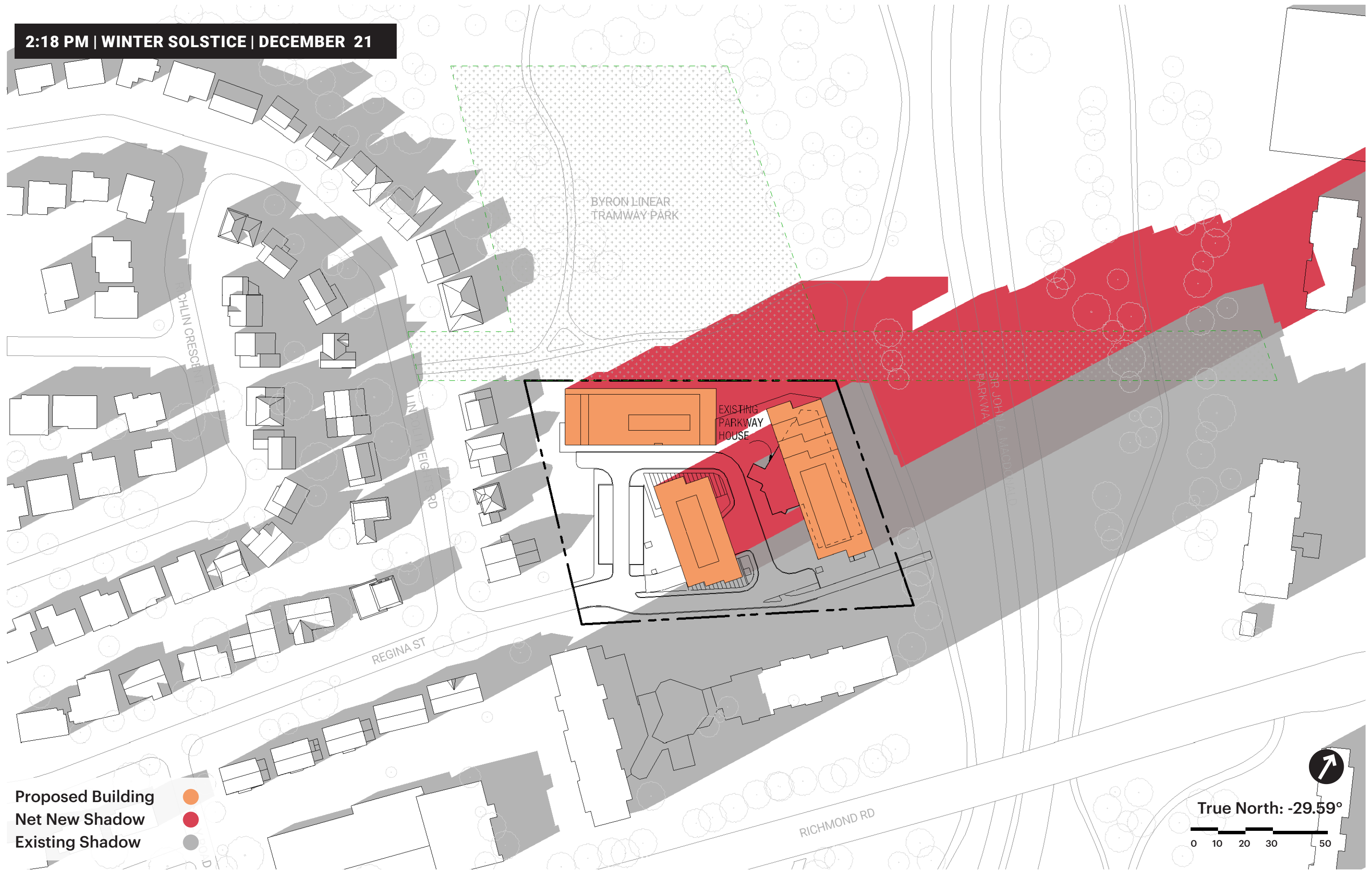


Proposed Building
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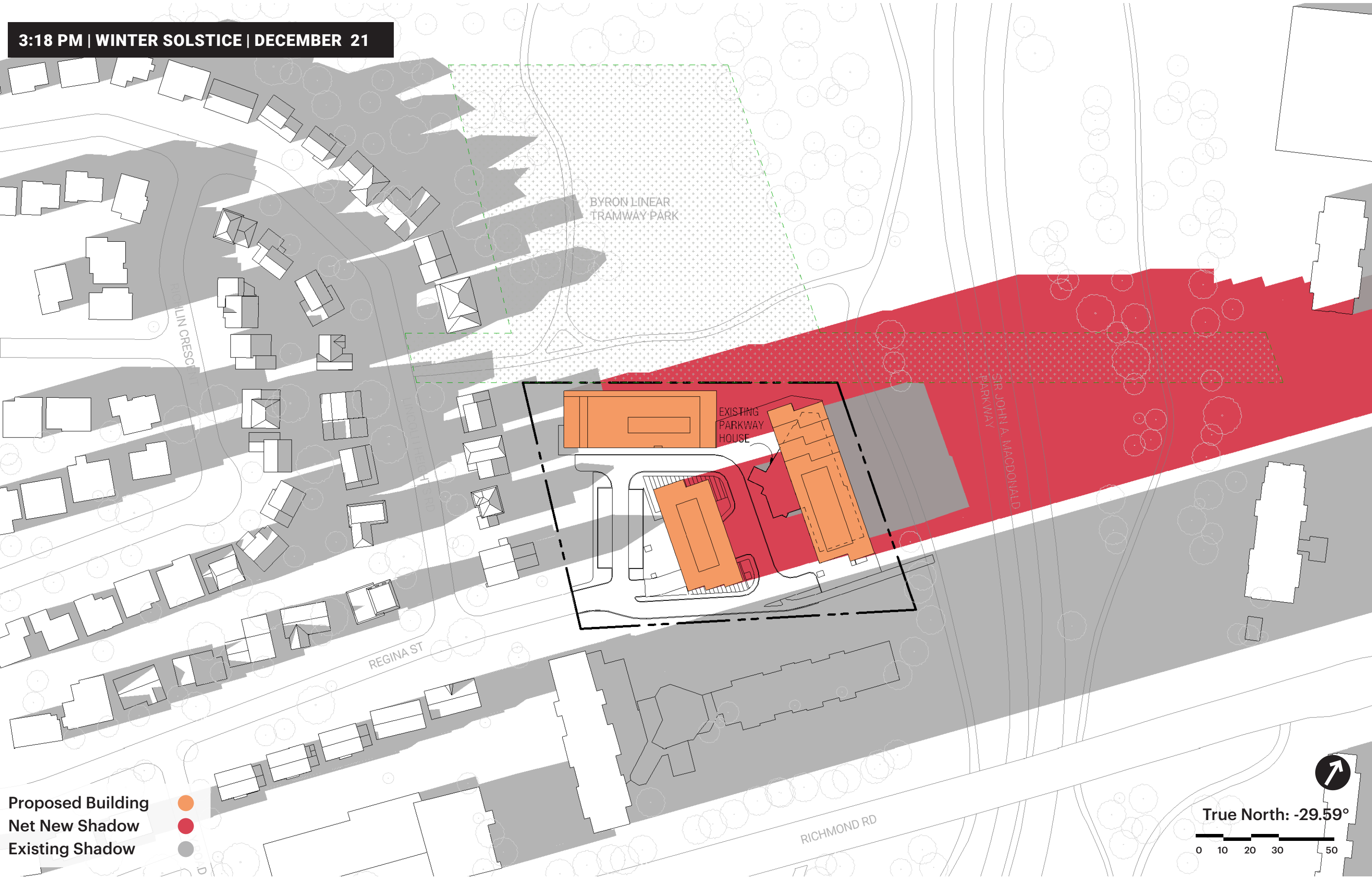


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BYRON LINEAR
TRAMWAY PARK

EXISTING
PARKWAY
HOUSE

SIR JOHN A. MACDONALD
PARKWAY

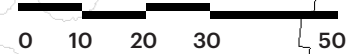
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RICHMOND RD

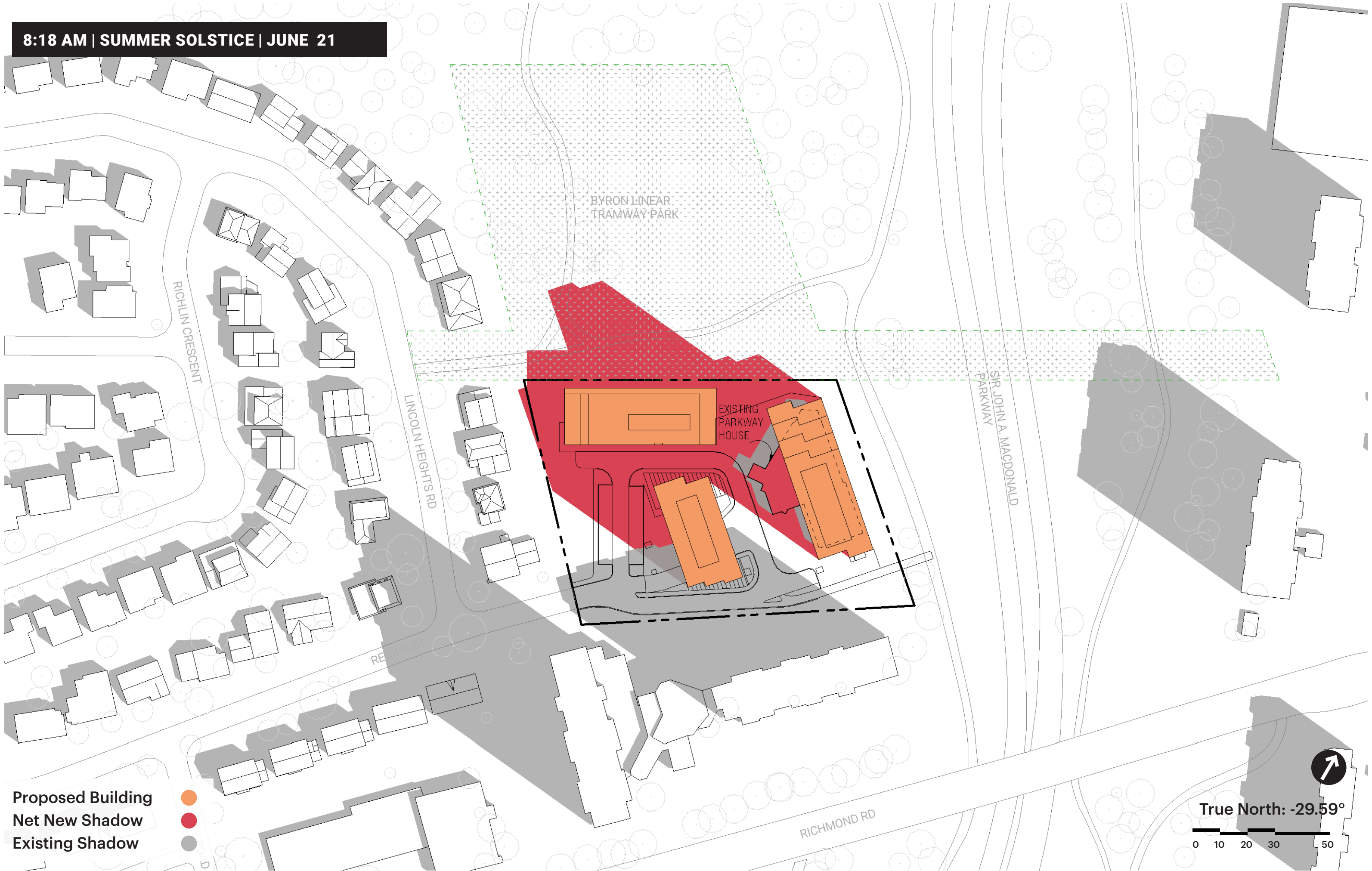
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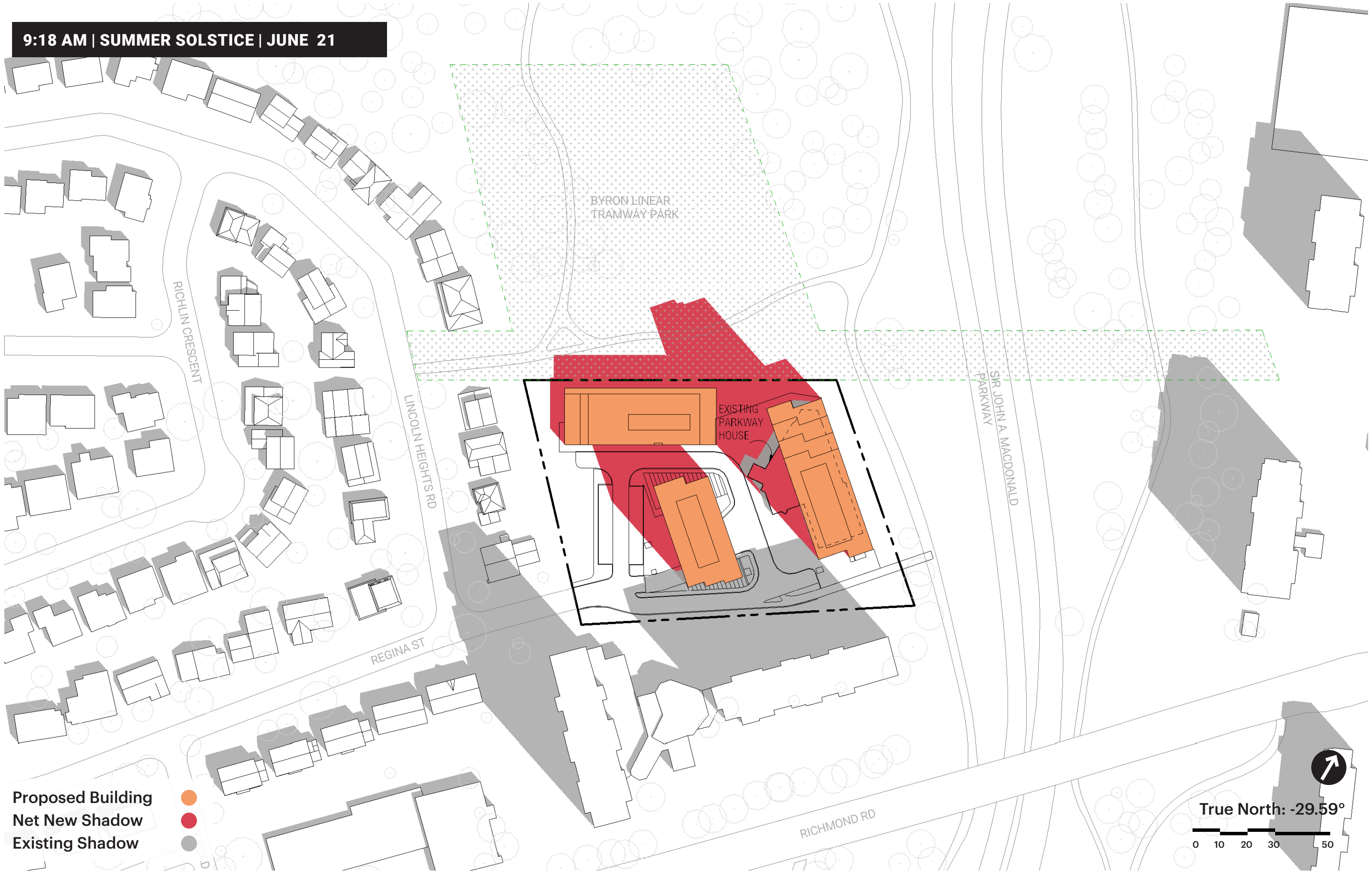
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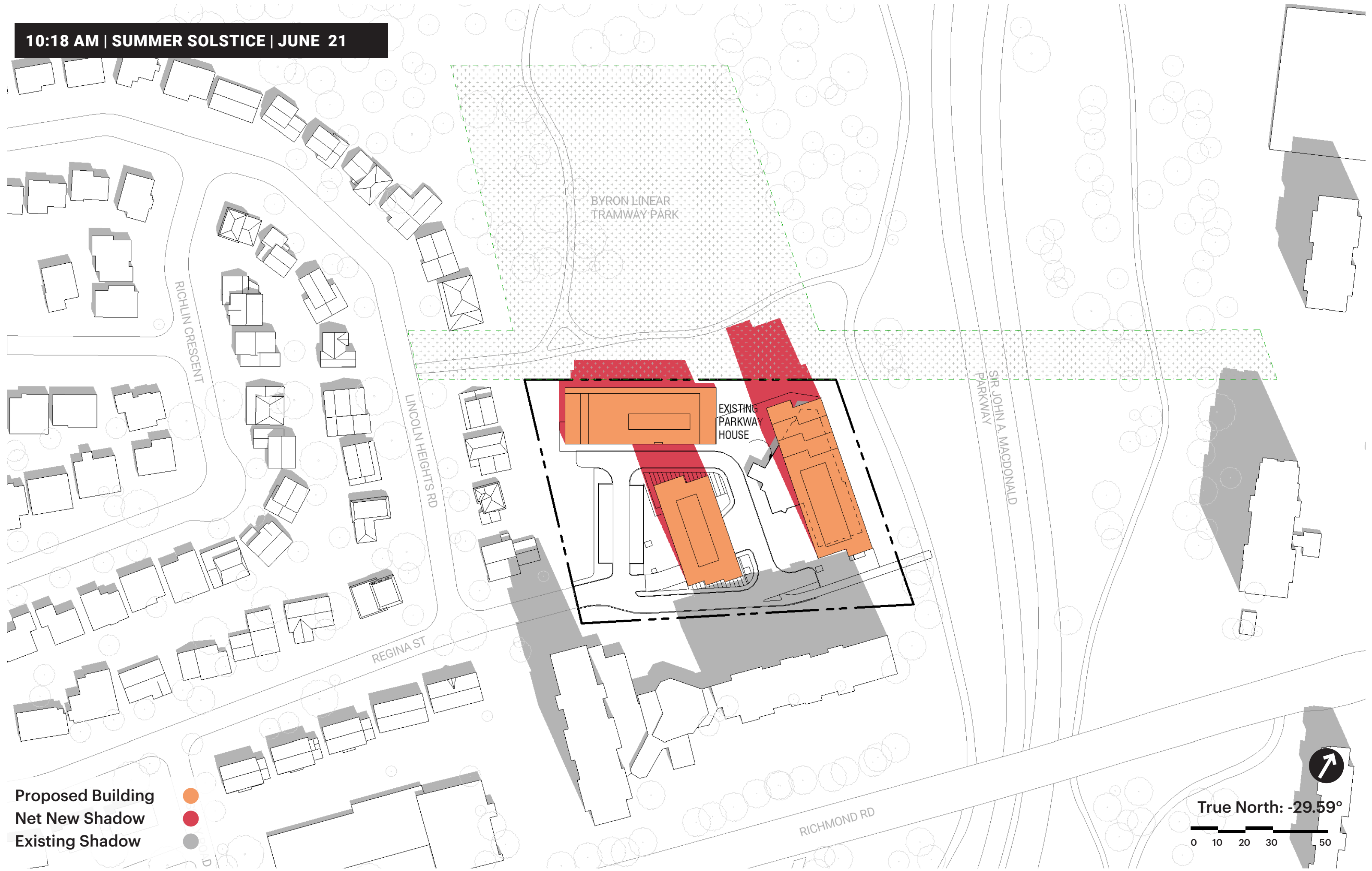
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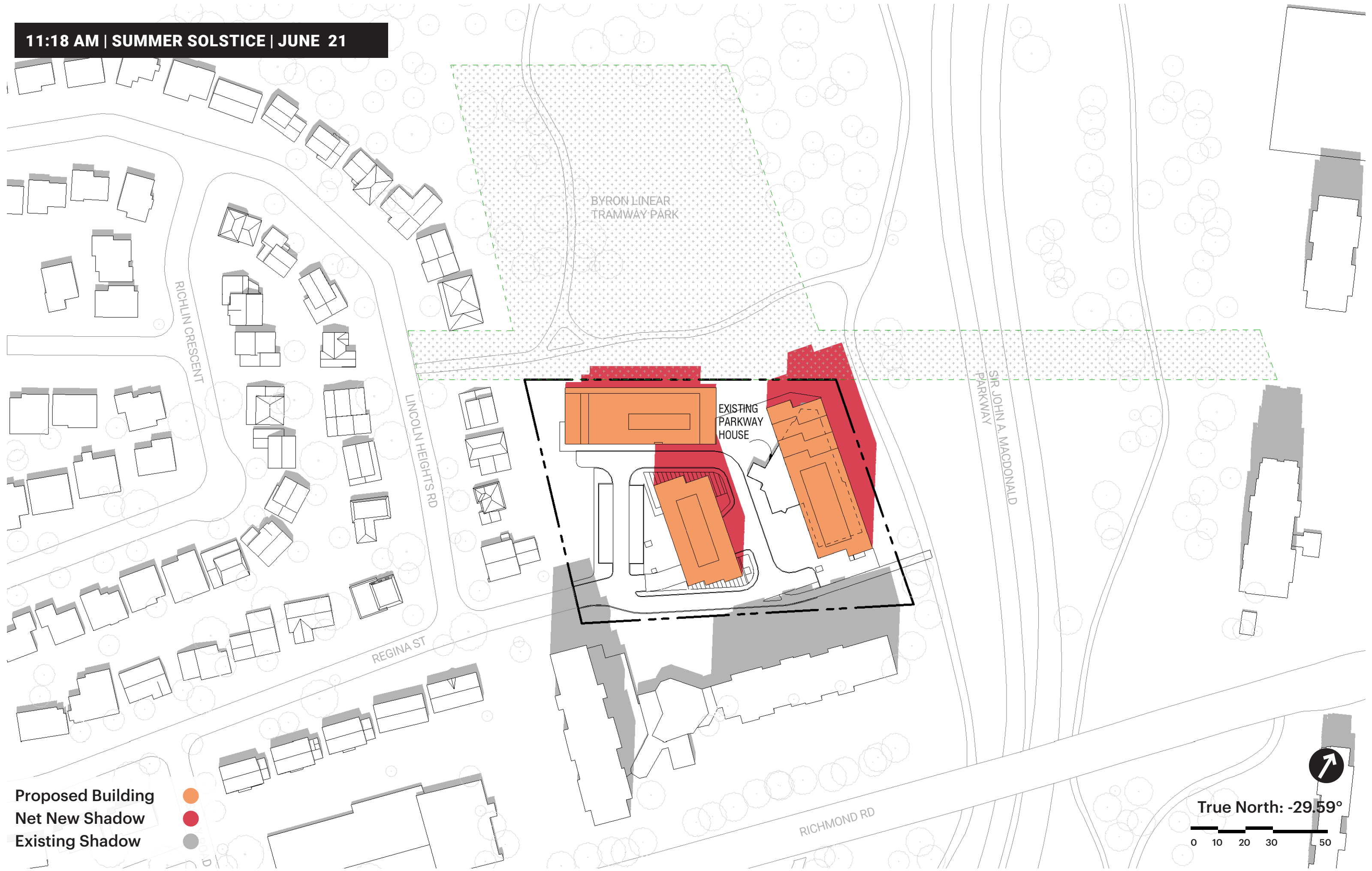
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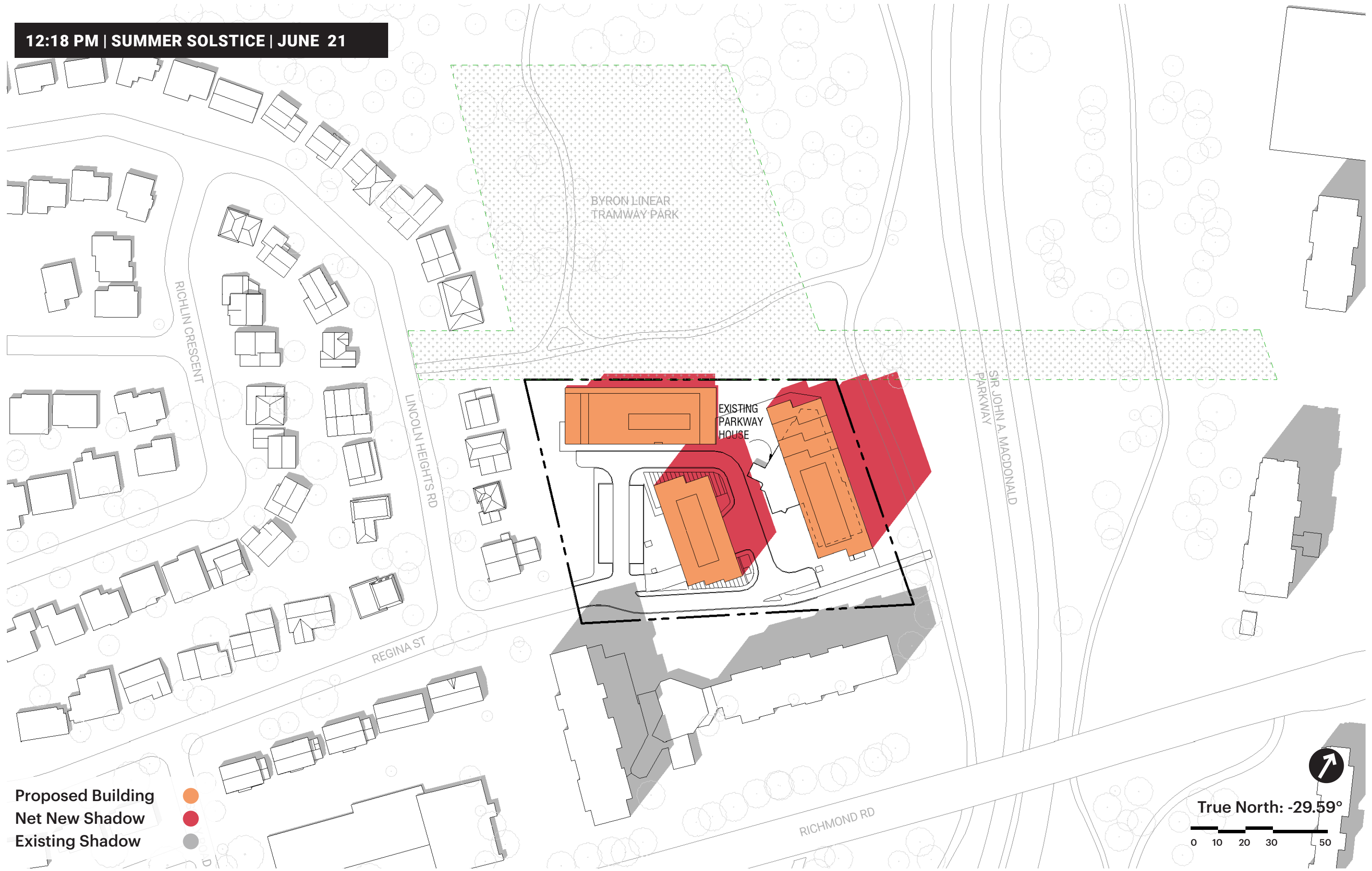
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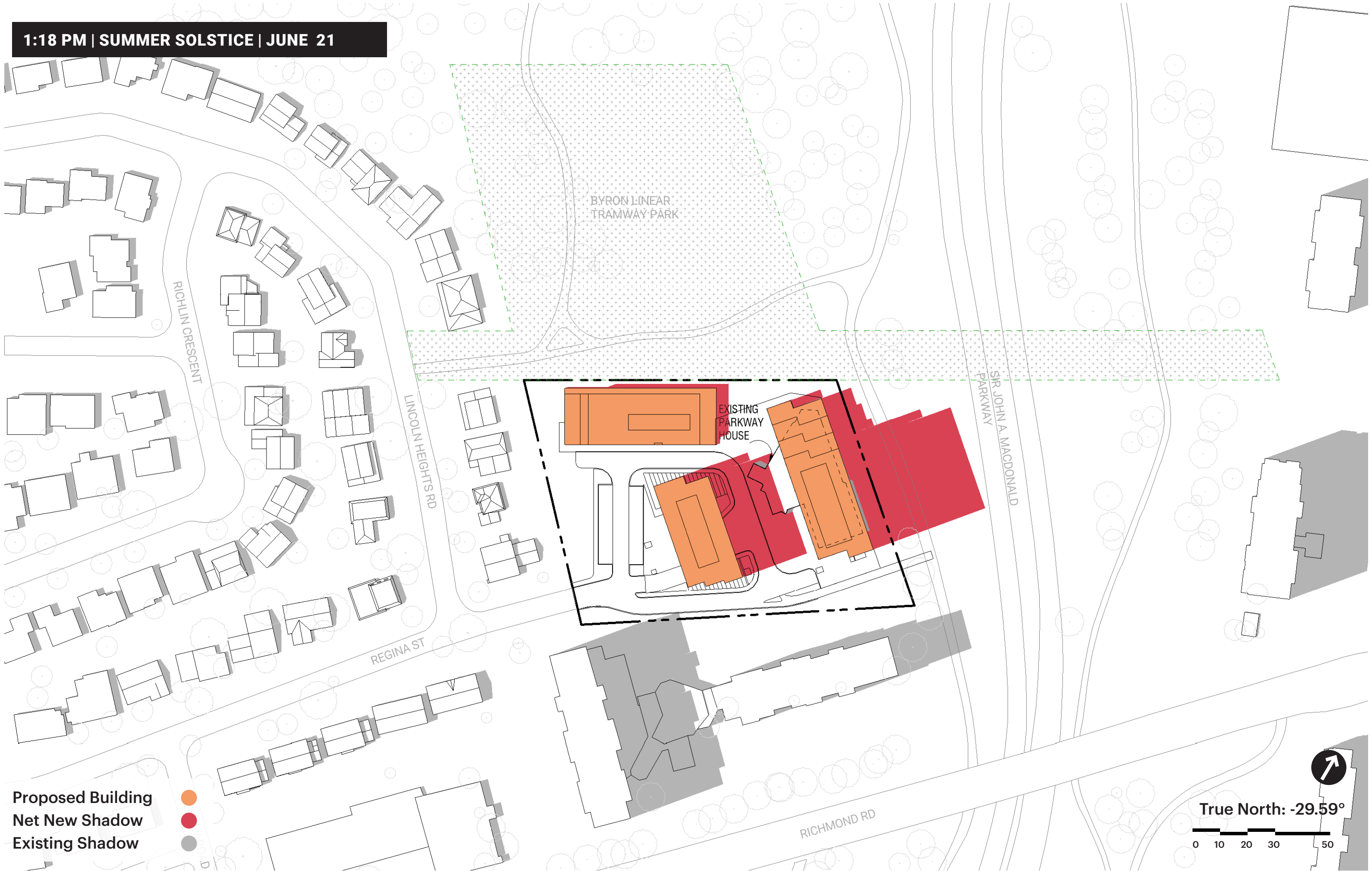
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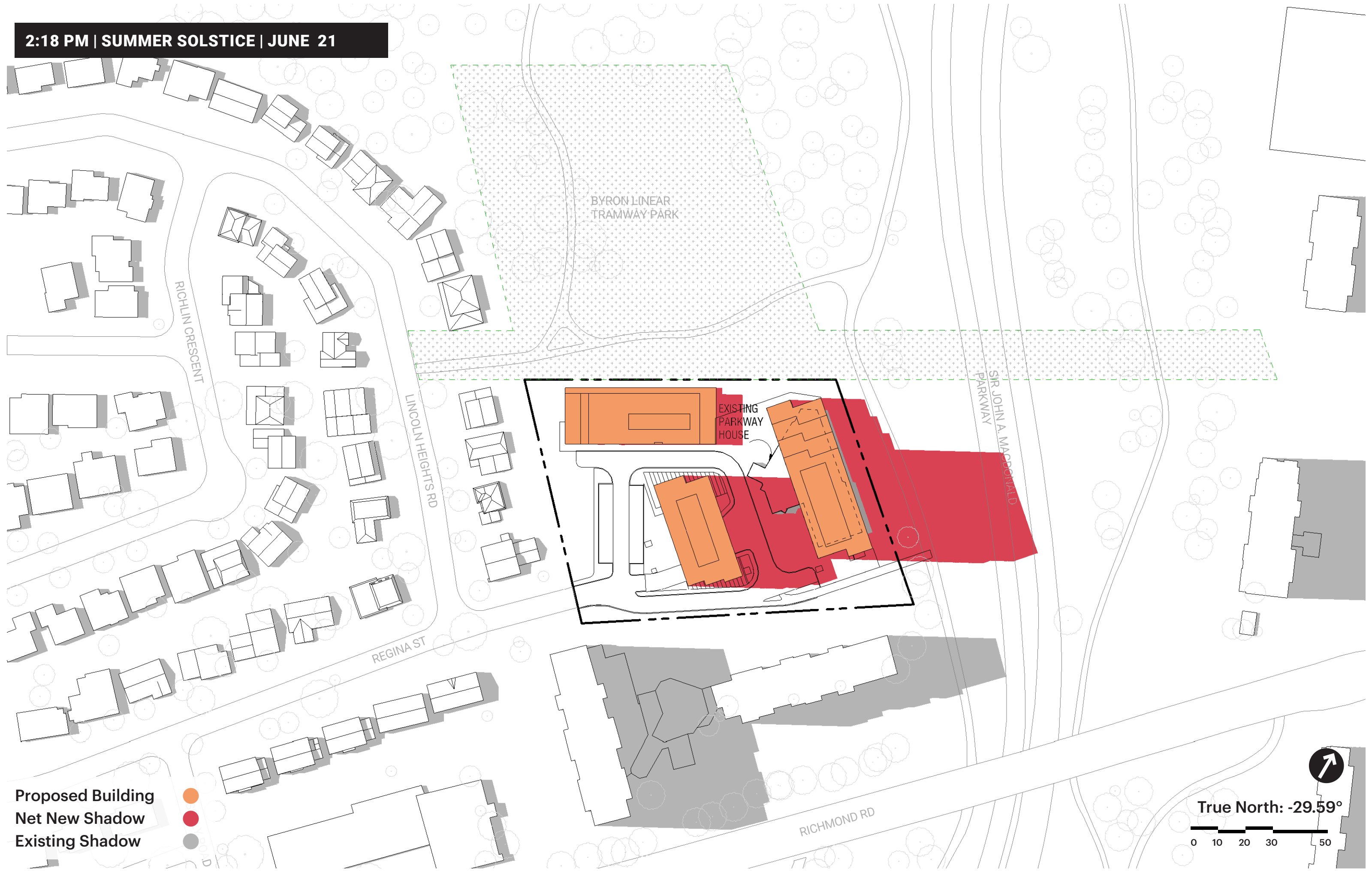
12:18 PM | SUMMER SOLSTICE | JUNE 21



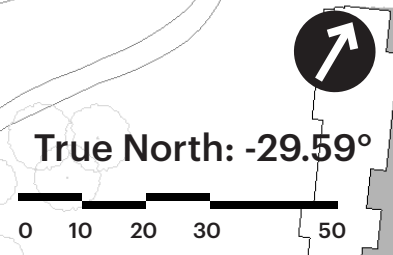
1:18 PM | SUMMER SOLSTICE | JUNE 21



2:18 PM | SUMMER SOLSTICE | JUNE 21



Proposed Building
Net New Shadow
Existing Shadow



3:18 PM | SUMMER SOLSTICE | JUNE 21

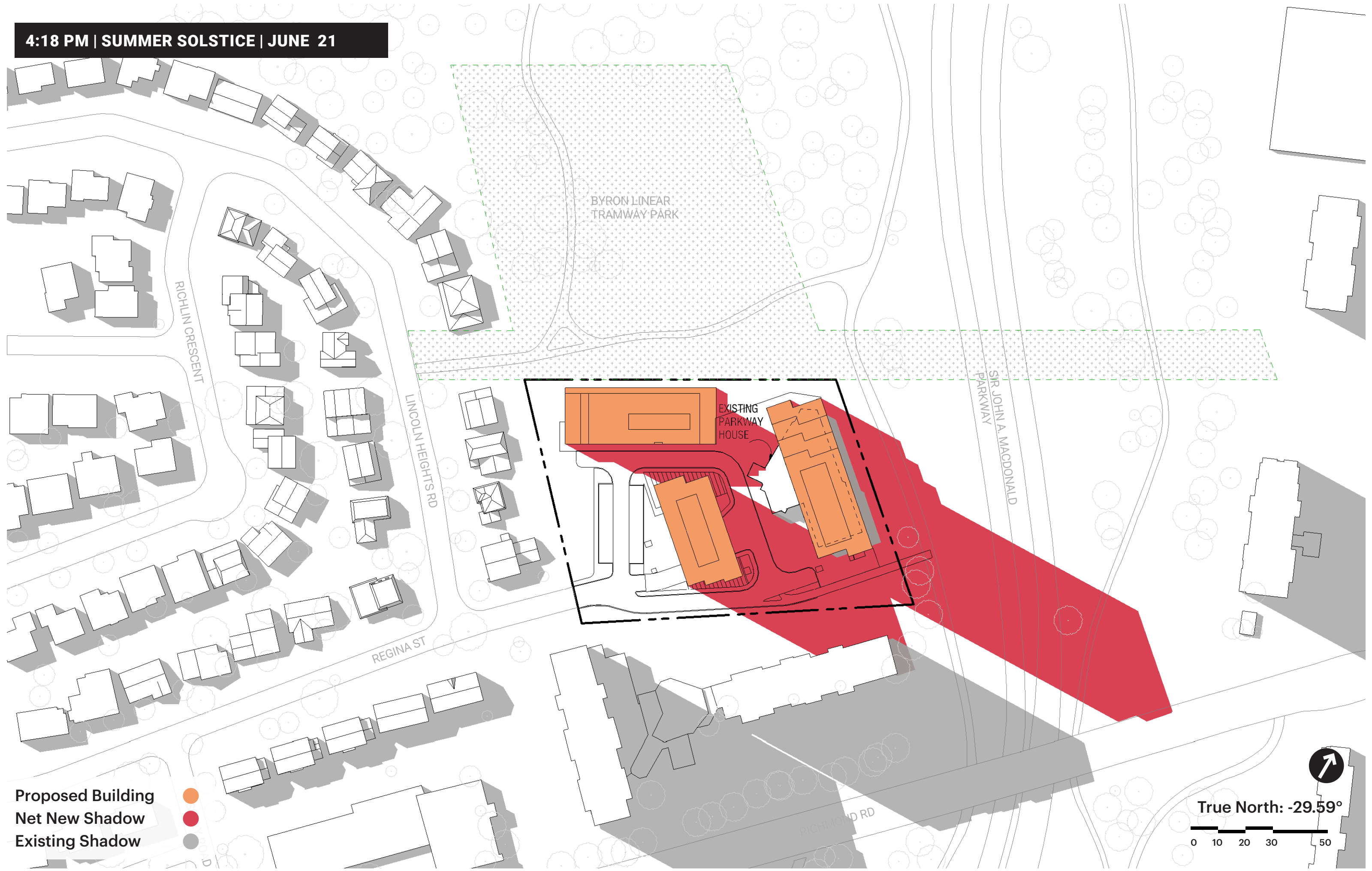


Proposed Building
Net New Shadow
Existing Shadow

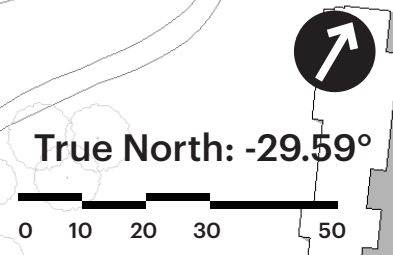


True North: -29.59°
0 10 20 30 50

4:18 PM | SUMMER SOLSTICE | JUNE 21

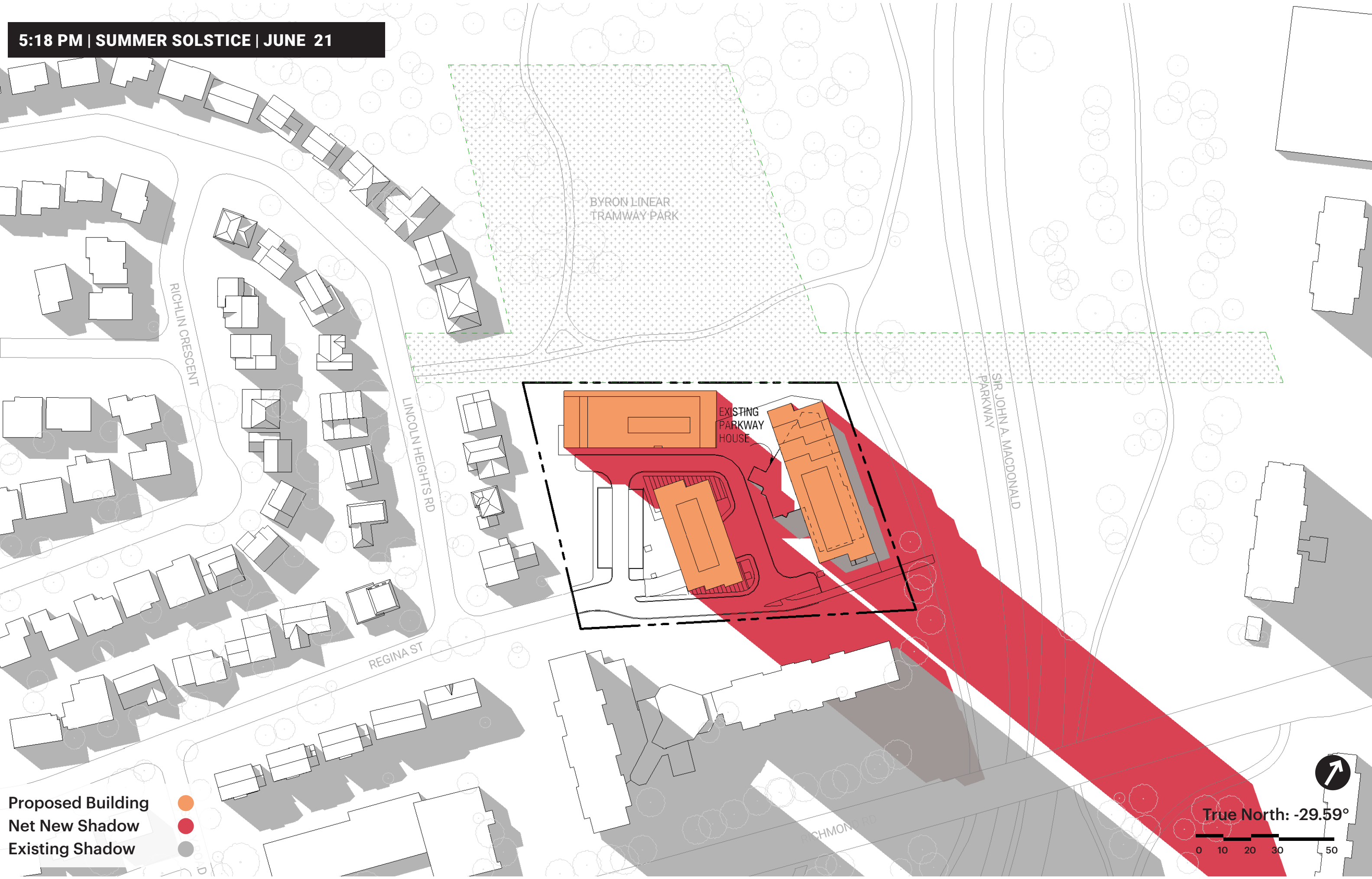


Proposed Building
Net New Shadow
Existing Shadow



True North: -29.59°

5:18 PM | SUMMER SOLSTICE | JUNE 21



BYRON LINEAR
TRAMWAY PARK

EXISTING
PARKWAY
HOUSE

SIR JOHN A. MACDONALD
PARKWAY

RICHLIN CRESCENT

LINCOLN HEIGHTS RD

REGINA ST

RICHMOND RD

Proposed Building
Net New Shadow
Existing Shadow



True North: -29.59°

0 10 20 30 50



6:18 PM | SUMMER SOLSTICE | JUNE 21



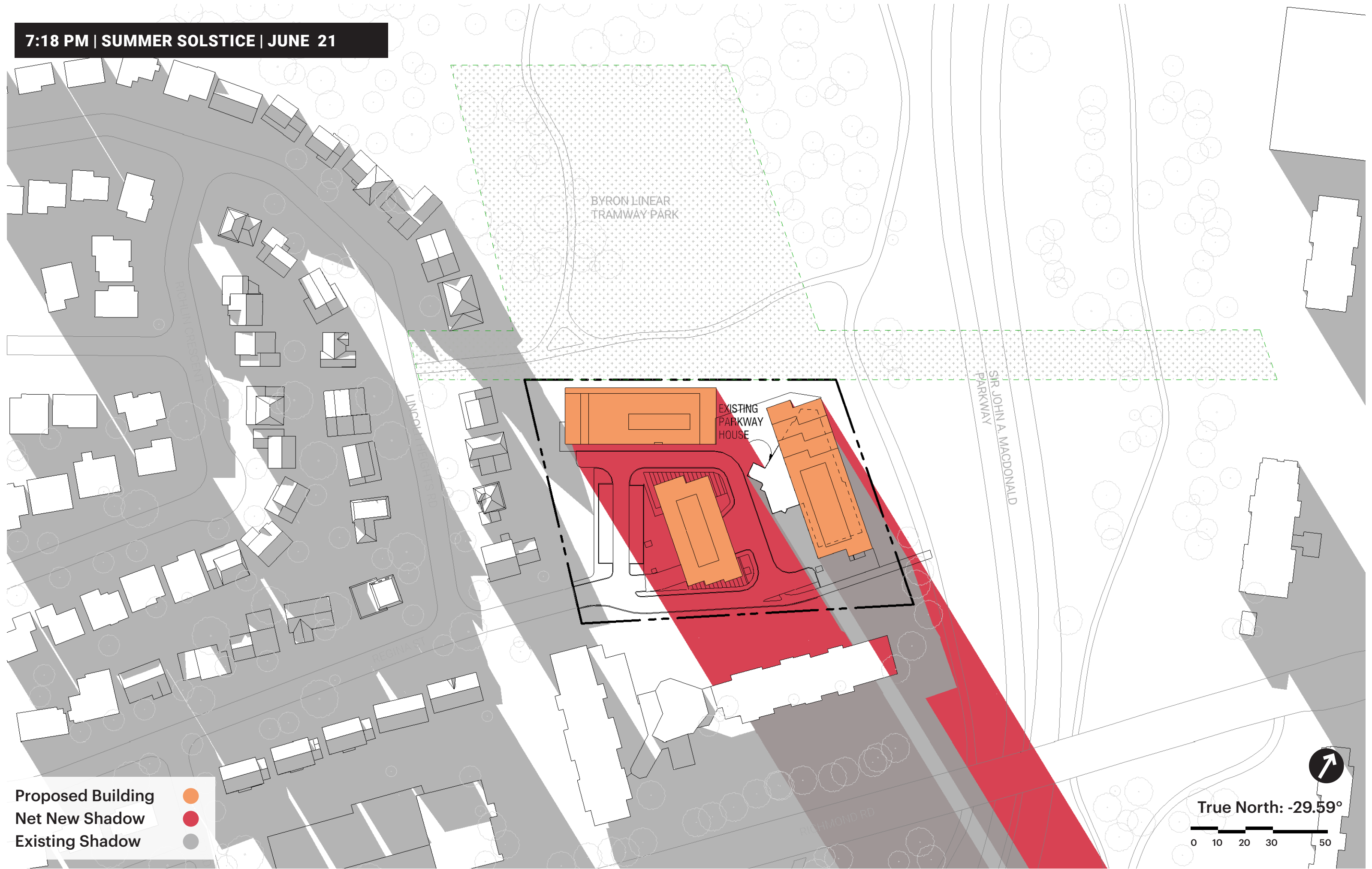
Proposed Building
Net New Shadow
Existing Shadow



True North: -29.59°

0 10 20 30 50

7:18 PM | SUMMER SOLSTICE | JUNE 21



8:18 PM | SUMMER SOLSTICE | JUNE 21

