

Mer Bleue Lands

Urban Design Brief

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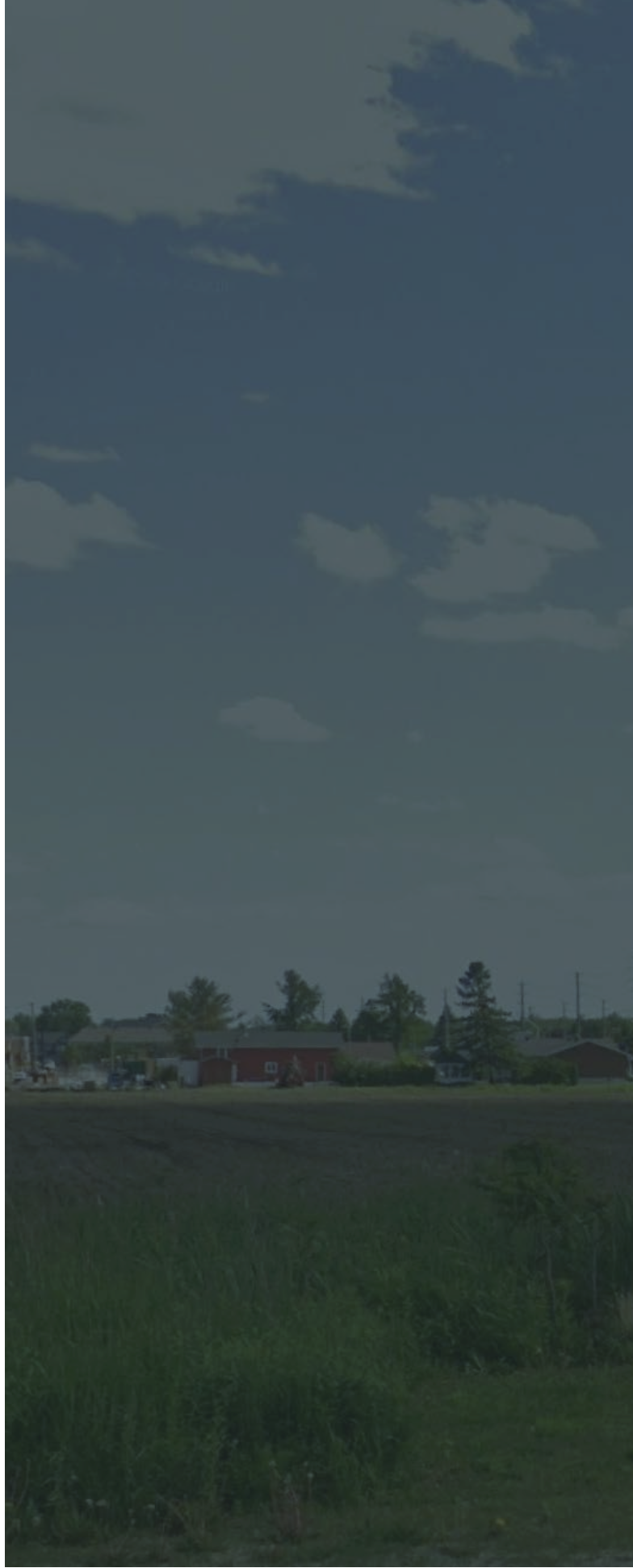


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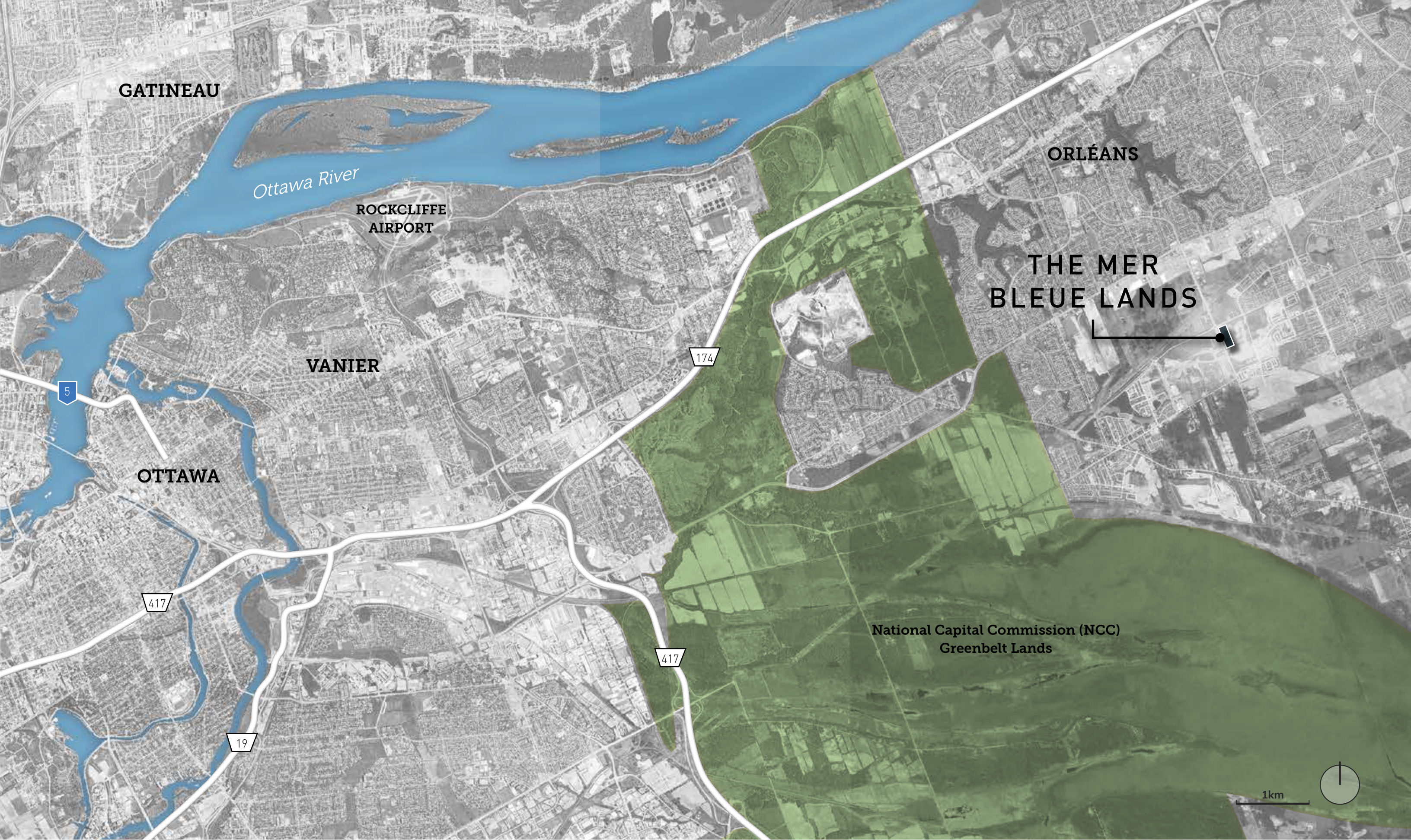
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1.0 | Introduction: Scope & Intent

The Mer Bleue Urban Design Brief is intended to provide vision and design direction for a new, unified, and rational approach for the development of Caivan's Mer Bleue Lands. The directives outlined in this document will highlight the design intent of an innovative community, one centred on efficient land uses, connectivity, and accessibility, while also reflecting the objectives set out in the City of Ottawa Official Plan, Urban Design Guidelines for Greenfield Neighbourhoods (Ottawa, 2007), and Building Better and Smarter Suburbs (Ottawa, 2015).

The site is located within the neighbourhood of Avalon, an emerging community within the suburb of Orléans on the eastern side of Ottawa's Urban Boundary. Situated less than 20km from Downtown Ottawa, with convenient connections to major arterial roads, this new development will be highly accessible and visible. With thoughtful connections and appropriate built form, the Mer Bleue Lands will be part of the mindful growth of Ottawa.

Figure 1 Mer Bleue Regional Context



GATINEAU

Ottawa River

**ROCKCLIFFE
AIRPORT**

ORLÉANS

**THE MER
BLEUE LANDS**

VANIER

174

5

OTTAWA

417

417

19

**National Capital Commission (NCC)
Greenbelt Lands**

1km



2.0 | Site Context & Character

Located at the intersection of Brian Coburn Boulevard and Mer Bleue Road, the Mer Bleue Lands will have good exposure from major arterial roads and be a highly connected community, defined by its proximity to transit, pedestrian, and vehicular routes. The future Mer Bleue OC Transpo Bus Rapid Transit (BRT) stop, one of the many stops along the incoming Cumberland Transitway, will be located within a ten-minute walk of the proposed development. This higher-order transit corridor will support the growing community of south Orléans and its connections to the downtown. In addition, active transit routes already established on the major arterials will provide the Mer Bleue Lands with alternative linkages from the site to the surrounding neighbourhoods and amenities.

The site's topography is relatively flat, as the lands were once formerly used for agricultural purposes. However, despite any distinction in the topography, the geometric form will allow for the efficient use of land and flexible built form typologies. The site is currently bounded by existing residential development to the east and southeast, with future developments lands to the west. The southern neighbouring side will be characterized in part by older existing residential units along Mer Bleue Road. Lastly, located across the street, north of Brian Coburn Boulevard, will be the Monfort Hospital Orléans Health Hub, a centre for specialized and community healthcare services.

LEGEND











	Major Roads
	Mer Bleue Lands
	Mer Bleue UEA
	Existing Adjacent Residential
	The Orléans Health Hub
	Walking Radius
	Future Transitway
	Proposed BRT Stop
	Park
	School

Figure 2 Mer Bleue Context Diagram



3.0 | Area Parks Plan

Due to the size of the proposed development and its proximity to existing parks, Caivan will provide cash-in-lieu of parkland - as per the request of the City of Ottawa - Parks Department. Currently, there are two (2) public parks (a 0.88ha. parkette and a 3.76ha. community park) and a school site within a 5-minute walk (~400m) of the proposed Mer Bleue development. The community park (Don Boudria Park) is roughly a 5-minute walk from the proposed development, while Hunsdeep Rangar Park, a parkette with open space and a playground, and has a Service Area Radius of 2-5-minutes (or 200 to 450m) according to the City of Ottawa's Park Development Manual - 2nd Edition (August 2017), is less than 150m south (roughly a 1.5-minute walk). The school site, directly connected to Don Boudria Park, increases the overall accessible open space surrounding the subject site. Furthermore, Appendix D of the Mer Bleue Expansion Area | Community Design Plan (June 17) states that "all residents will be able to access parks and open space blocks within a reasonable walking distance (5-minute walk)" and that parks and open spaces be "connected through the use of pedestrian pathways and sidewalks within the public right-of-way."

LEGEND



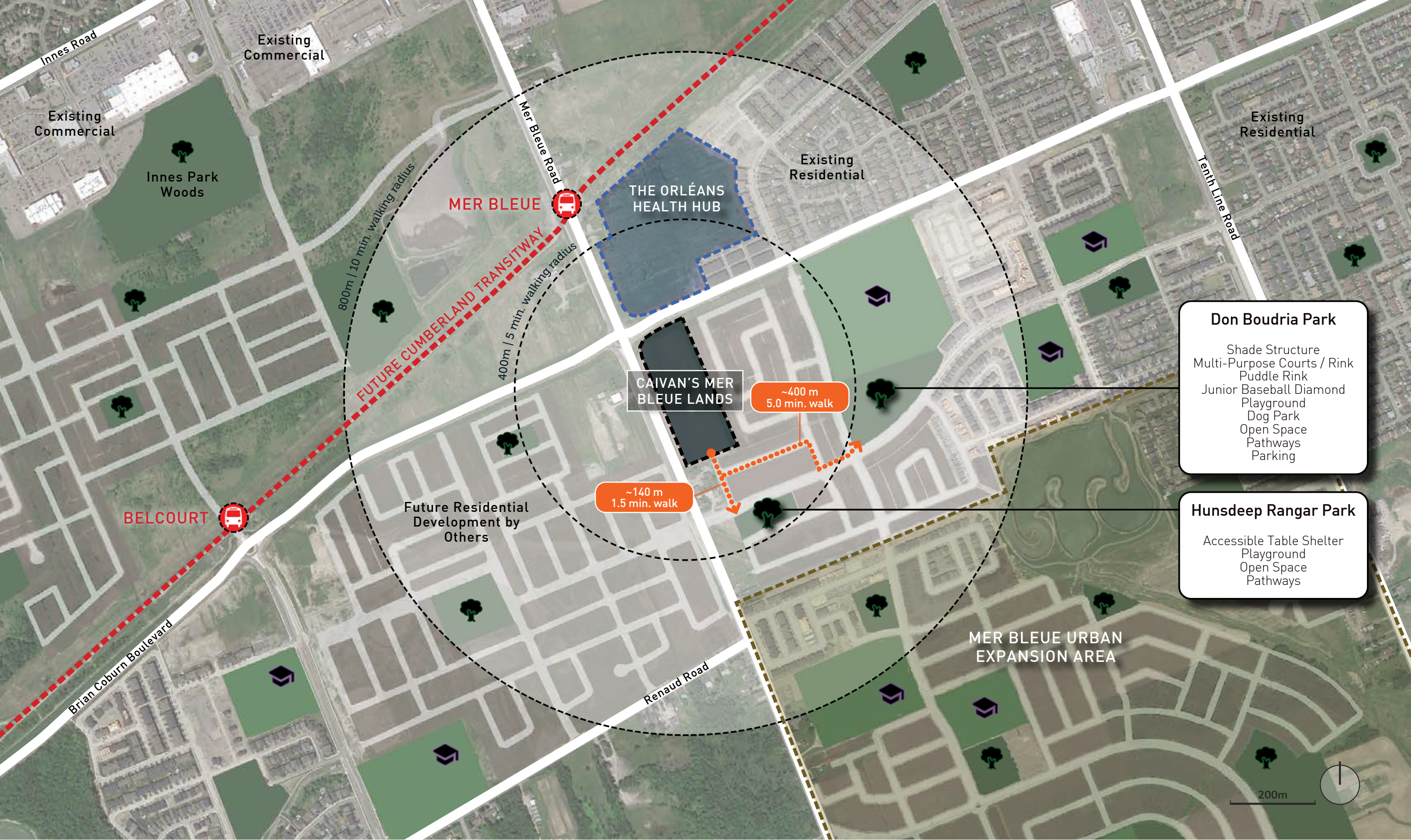
-  Major Roads
-  Mer Bleue Lands
-  Mer Bleue UEA
-  The Orléans Health Hub
-  Walking Radius
-  Walking Route
-  Future Transitway
-  Proposed BRT Stop
-  Park
-  School

Figure 3 Area Parks Plan



Don Boudria Park

- Shade Structure
- Multi-Purpose Courts / Rink
- Puddle Rink
- Junior Baseball Diamond
- Playground
- Dog Park
- Open Space
- Pathways
- Parking

Hunsdeep Rangar Park

- Accessible Table Shelter
- Playground
- Open Space
- Pathways



4.0 | Community Master Plan

The Mer Bleue Lands will be a new neighbourhood development, offering a mix of low to medium density residential unit types within the greater community of Avalon. This incoming development will create a more appealing and inviting pedestrian-scale streetscape along both Brian Coburn Boulevard and Mer Bleue Road through the presence of units fronting window streets, landscaped edge treatments, as well as enhanced flanking conditions.

There will be two gateways into the community, one connecting from the existing residential development to the south and another off Mer Bleue Road. Additionally, a separate access for the future Mixed Use Block will be provided from Brian Coburn Boulevard. Supplementing these vehicular accesses will be pedestrian walkways, providing connections from Mer Bleue Road and the existing residential development to the east. Lastly, due to the existing and proposed neighbourhoods surrounding the site, design compatibility will be a highly considered element in the creation of this new development to seamlessly integrate the Mer Bleue Lands with the existing and future neighbourhoods.

LEGEND







	Mer Bleue Lands
	25' Traditional Townhomes
	Back-to-Back Townhomes
	Future Mixed Use
	Open Space
	Community Gateway

Figure 4 Mer Bleue Lands Community Plan



Existing Residential

Existing Residential

FUTURE MIXED USE BLOCK

The Orléans Health Hub

Existing Residential Units (to Remain)

MER BLEUE ROAD

Future Development Lands by Others

20m

5.0 | Built Form & OpenPlan™

The built form within Mer Bleu will demonstrate Caivan's unique architectural character and style yet reflect similar typologies found within the surrounding communities, primarily composed of low to medium density forms. This new development will consist predominantly of Traditional Townhomes, along with some Back-to-Back Townhomes. In addition, a future five-story mid-rise mixed-use residential building (Mixed Use Block) will be incorporated into the lands at the intersection of Brian Coburn Boulevard and Mer Bleu Road. Overall, the community will have an approximate density of 102.94uph, exclusive of roads.

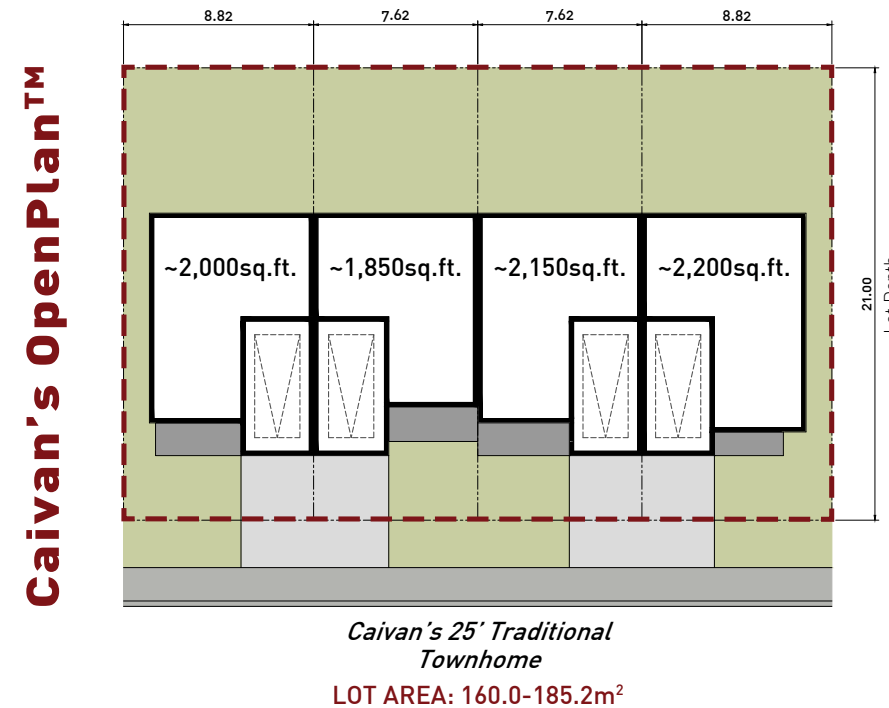
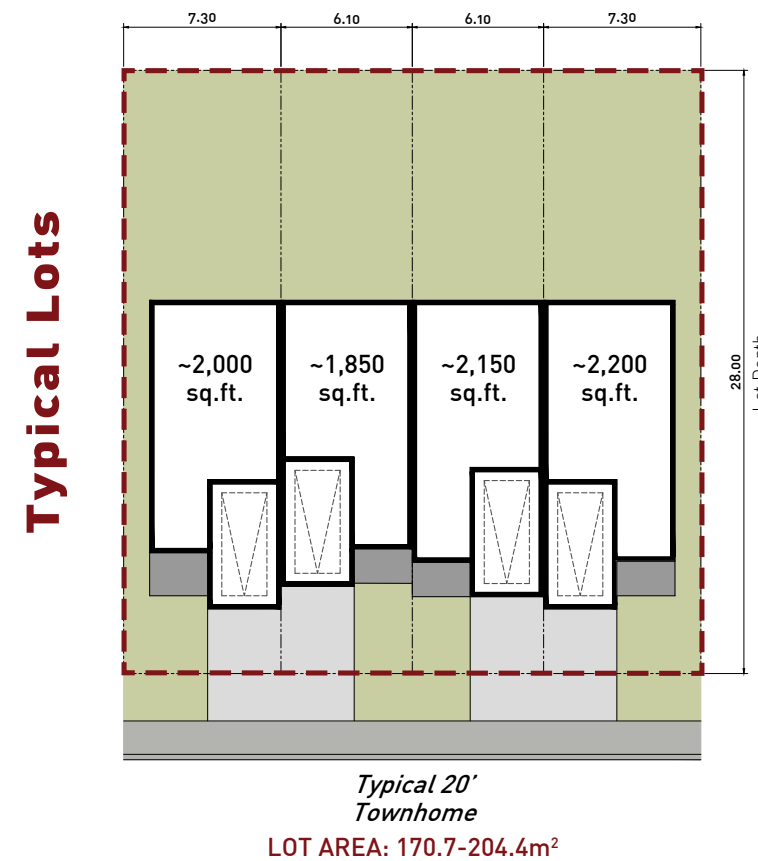
The figures in the subsequent pages illustrate the varying built form typologies in Mer Bleu:

- 25' Traditional Townhomes
- Back-to-Back Townhomes
- Future Mixed Use

The Traditional and Back-to-Back Townhomes within the Mer Bleu Lands will feature Caivan's OpenPlan™ designs, which, when compared to the typical lot size in Ottawa, decreases lot depth while increasing lot width and overall density. As a result, this makes the road right-of-ways appear less car-dominated due to the wider lot widths while providing additional on-street parking, snow storage, and soil volumes between driveways. In addition, Caivan's OpenPlan™ designs allow for greater community density compared to a community with typical lot sizes.

Benefits to the OpenPlan™

- ✦ Greater Active Frontage
- ✦ Less Car-Dominated
- ✦ Additional On-Street Parking
- ✦ Increased Soil Volume for Tree Growth
- ✦ Greater Snow Storage Capacity
- ✦ More 'Eyes on the Street'



UNIT SUMMARY

Unit	Units
Traditional Townhome	79
Back-to-Back Townhome	44
Future Mixed Use*	~157
TOTAL UNITS	~280
Net Developable Area (Exclusive of Roads)	2.72 ha
DENSITY**	~102.94 uph

*Future mixed-use unit count is approximate, subject to changes.

**Density is exclusive of roads, vistas, and non-developable areas

LEGEND

- Mer Bleu Lands
- 25' Traditional Townhomes
- Back-to-Back Townhomes
- Future Mixed Use
- Corner Unit Architecture

Figure 5 Built Form Diagram



Existing Residential

Existing Residential

FUTURE MIXED USE BLOCK

The Orléans Health Hub

Existing Residential Units (to Remain)

MER BLEUE ROAD

Future Development Lands by Others

20m





Figure 6 25' Traditional Townhome Key Plan

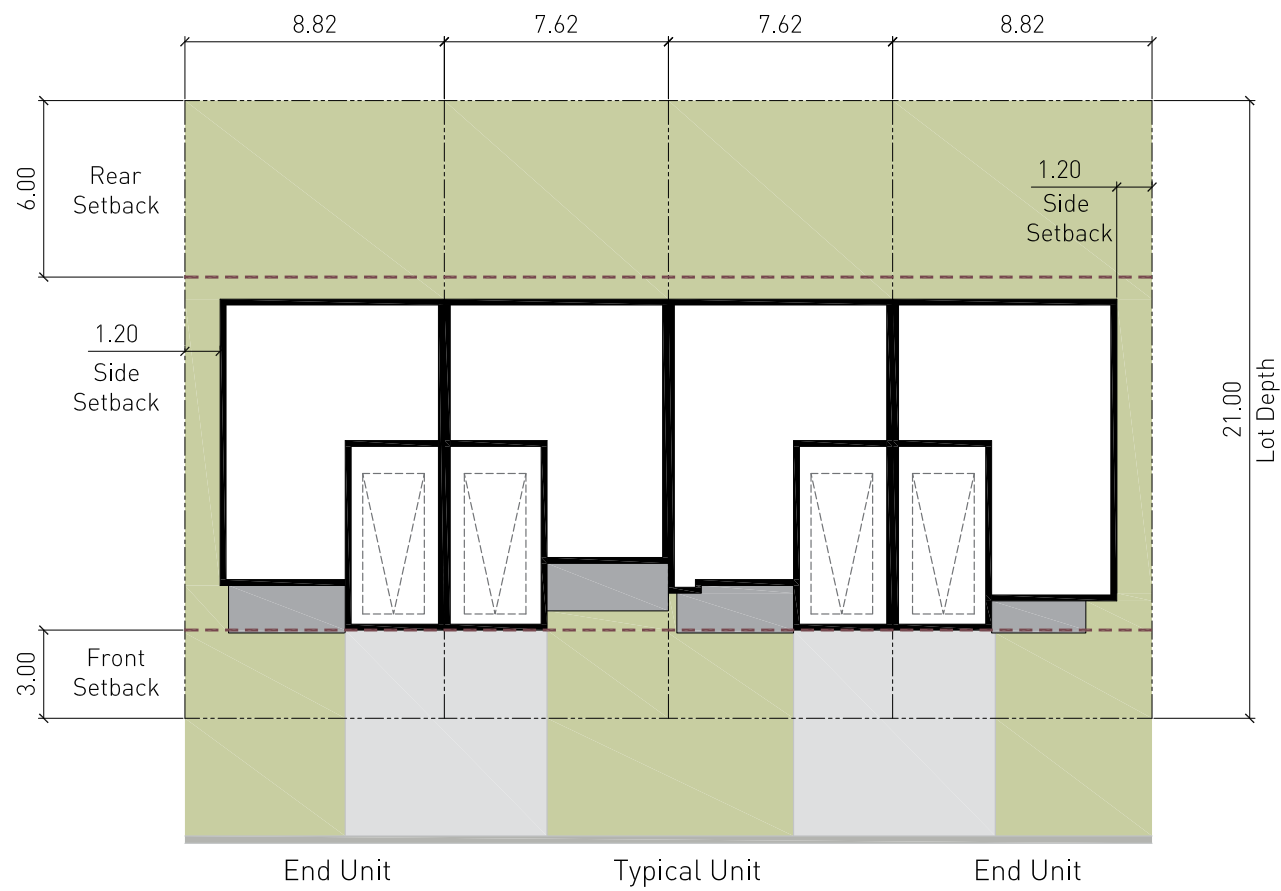


Figure 7 25' Traditional Townhomes Lotting Standard and Measurements





Figure 8 Back-to-Back Townhomes Key Plan

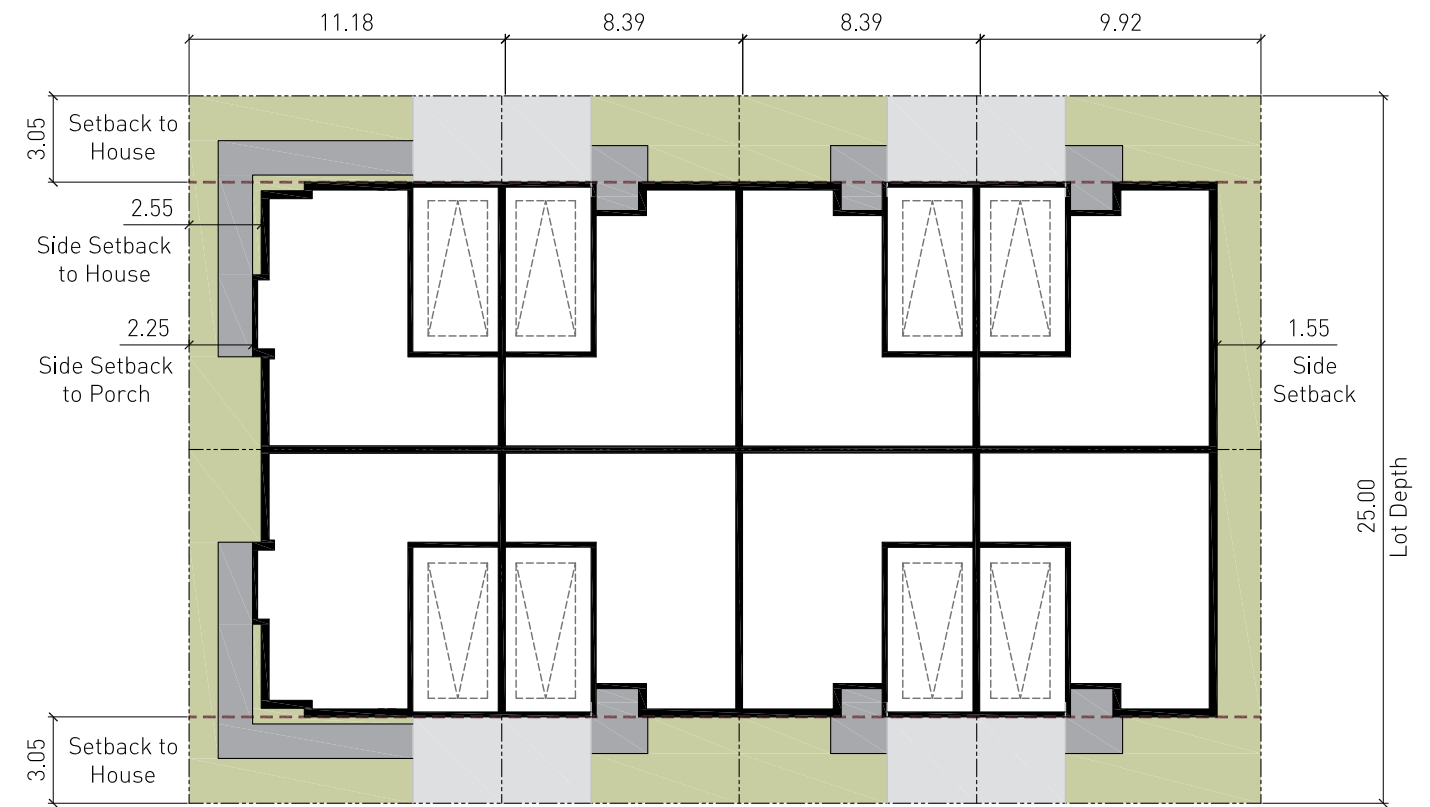


Figure 9 Back-to-Back Lotting Standard and Measurements



Figure 10 Future Mixed Use Key Plan

The proposed future Mixed Use Block will be located at the corner of Brian Coburn Boulevard and Mer Bleue Road. This proposed development parcel will consist of a single five (5) storey mid-rise mixed-use residential building - comprising of approximately one hundred and fifty-seven (157) units - and have a shared outdoor amenity space for residents. The building will step back at a 45° angular plane to provide appropriate transitions and relief to adjacent existing residential (east) and future residential development. There will also be a minimum 6m buffer setback between the future mid-rise built form and the townhomes to the south, as well as a 16.2m setback to the residential development on the east through the inclusion of surface parking. The site will be accessible from Brian Coburn Boulevard by both vehicles and pedestrians, and from Mer Bleue Road by pedestrians only. There will also be a walkway block connection to the south, creating pedestrian access from the future Mixed Use Block to the rest of the Mer Bleue community.

Future Mid-Rise Stats*	Approx. Details
Units	~157
Total Proposed GFA	~11,652 sq.m.
Residential GFA (excl. amenities)	~10,462 sq.m.
Non-Residential GFA	~1,190sq.m.
Proposed Density - FSI	~1.6
Building Height	~5 Storeys

**Future mixed-use statistics are approximate. subject to changes.*



Perspective Rendering Looking North



Perspective Rendering Looking South



Perspective Rendering Looking East

6.0 | Public Realm & Parking Demonstrations

Mer Bleue will host three streetscape widths that encourage connectivity while enhancing the visual appearance of the community. The 18.0m Local Road will be the primary local road in the community, connecting Mer Bleue to the adjacent neighbourhood to the south and Mer Bleue Road. This road typology has been designed to create a sense of arrival - welcoming for both residents and visitors - and to accommodate a sidewalk. These streets will intersect with 16.5m right-of-ways throughout the community, the secondary road typology within Mer Bleue. This right-of-way will not have sidewalks, but pedestrians will be able to share the street with cyclists and vehicles to connect to surrounding sidewalks, walkways, and trails. The 16.5m will prioritize pedestrians over vehicles and be embedded with hard- and soft-scape elements to enhance the comfortability and experience. The final streetscape typology will be the 14.0m Window Street, located in right-of-ways running adjacent and parallel to Mer Bleue Road.

In addition to the streets, two landscaped walkway blocks will be included in the concept, creating connections from the site to surrounding residential areas, the future Mixed Use Block, as well as existing sidewalks and bike lanes.

Overall, when combined with Caivan's OpenPlan™ designs, streets within Mer Bleue will have greater active frontage, additional on-street parking, increased soil volumes for tree growth, greater snow storage capacity, be less car-dominated, and be more visually appealing.

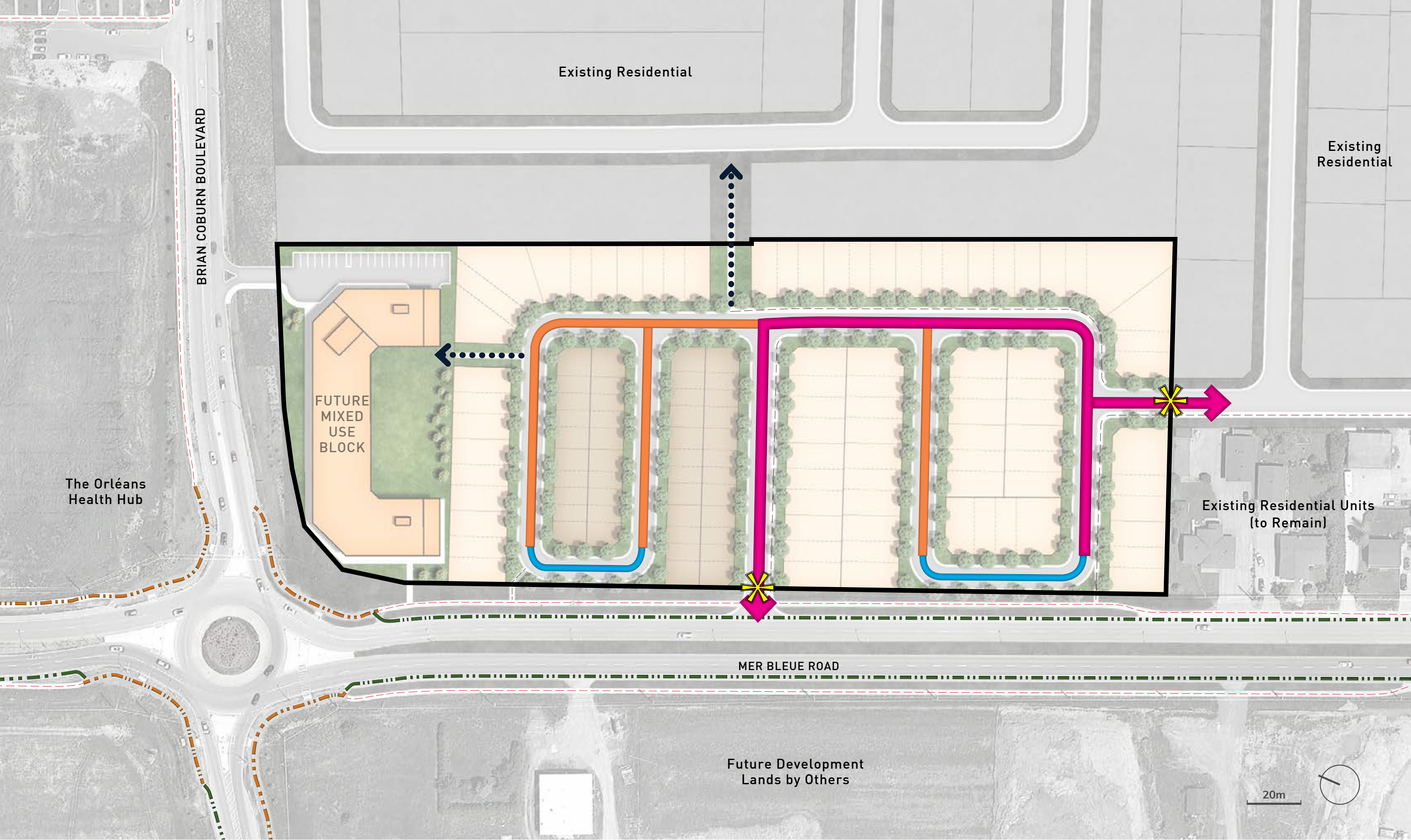
The figures in the subsequent pages illustrate the varying street right-of-way cross sections in the Mer Bleue community:

- Local Road (18.0m)
- Local Road (16.5m)
- Window Street (14.0m)

LEGEND



Figure 11 Street Hierarchy & Connectivity



Existing Residential

Existing Residential

BRIAN COBURN BOULEVARD

FUTURE MIXED USE BLOCK

The Orléans Health Hub

Existing Residential Units (to Remain)

MER BLEUE ROAD

Future Development Lands by Others

20m



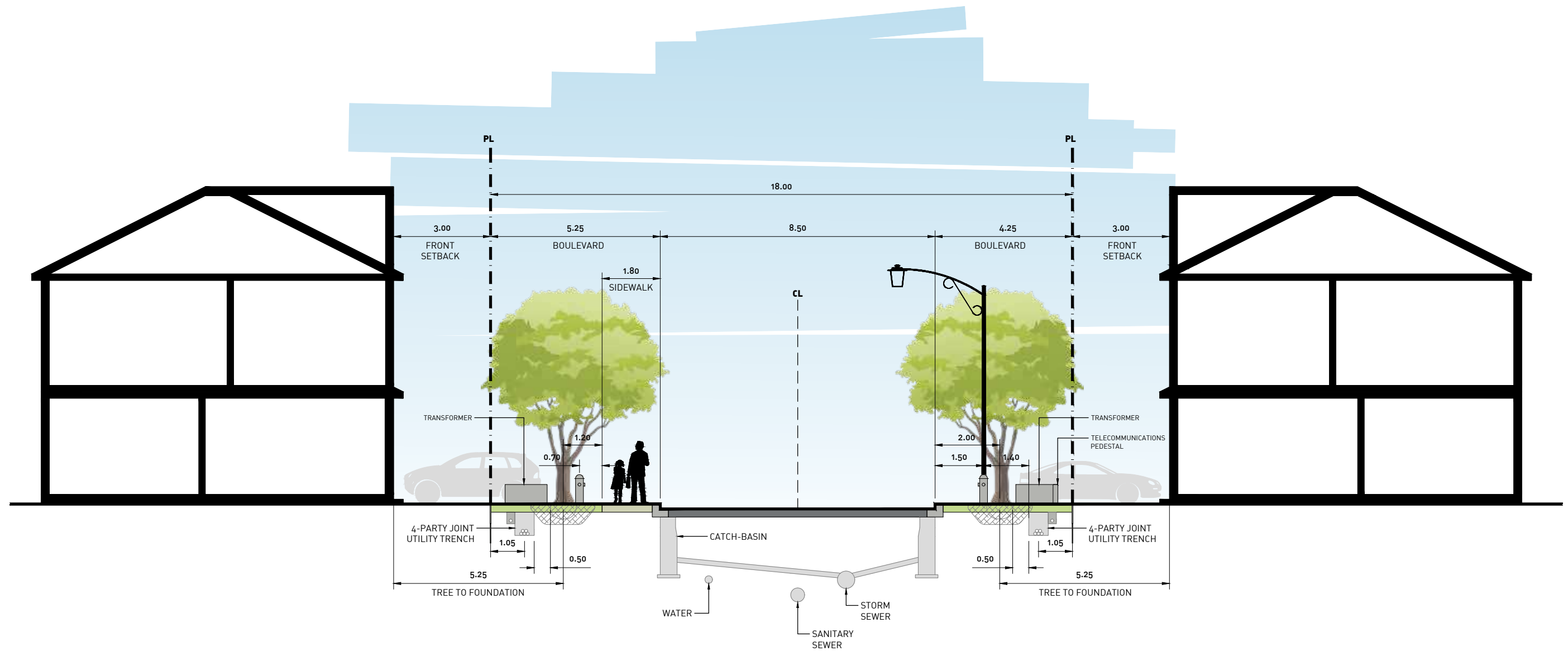


Figure 12 18.0m Local Road Right-Of-Way Section

- The 18.0m Local Road will serve as the primary local road in the Mer Bleue community
- Sidewalks will create an internal southern loop, allowing pedestrians to connect to surrounding parks, Mer Bleue Road, and the existing community to the east
- The proposed cross section meets all minimum spacing requirements set by Hydro One, with street trees being 1.20m from sidewalk, 2.00m from curb, and 5.25m from foundation
- It will consist of the following elements: sidewalk on one side, street trees on both sides, and will accommodate two travel lanes and on-street parking (see Figure 17 | On-Street Parking Demonstration)

Objects	Minimum Separation
JUT (Centreline) and Property Line (Water Stand Posts)	1.05m
JUT and Root Ball	0.30m
JUT and Fire Hydrant	1.00m
JUT and Catch Basin	0.30m

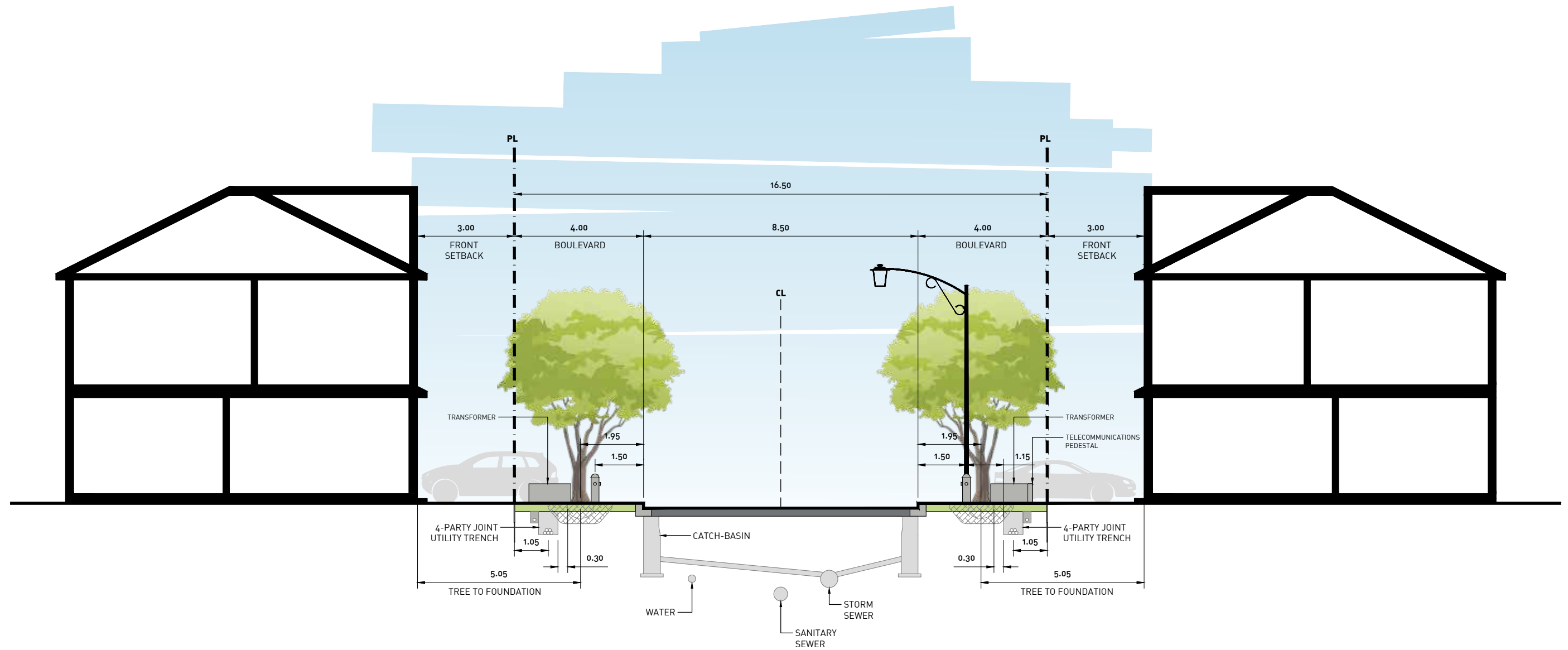


Figure 13 16.5m Local Road Right-Of-Way Section

- The 16.5m Local Road will be the secondary road typology within the Mer Bleue community
- Although sidewalks are not proposed in 16.5m right-of-ways, pedestrians and cyclist will be able to share the street with vehicles to connect to surrounding sidewalks, walkways, and trails
- The proposed cross section meets all minimum spacing requirements set by Hydro One, with street trees being 1.95m from curb and 5.05m from foundation
- It will consist of the following elements: street trees on both sides and will accommodate two travel lanes and on-street parking (see Figure 17 | On-Street Parking Demonstration)

Objects	Minimum Separation
JUT (Centreline) and Property Line (Water Stand Posts)	1.05m
JUT and Root Ball	0.30m
JUT and Fire Hydrant	1.00m
JUT and Catch Basin	0.30m

16.5m Local Road.

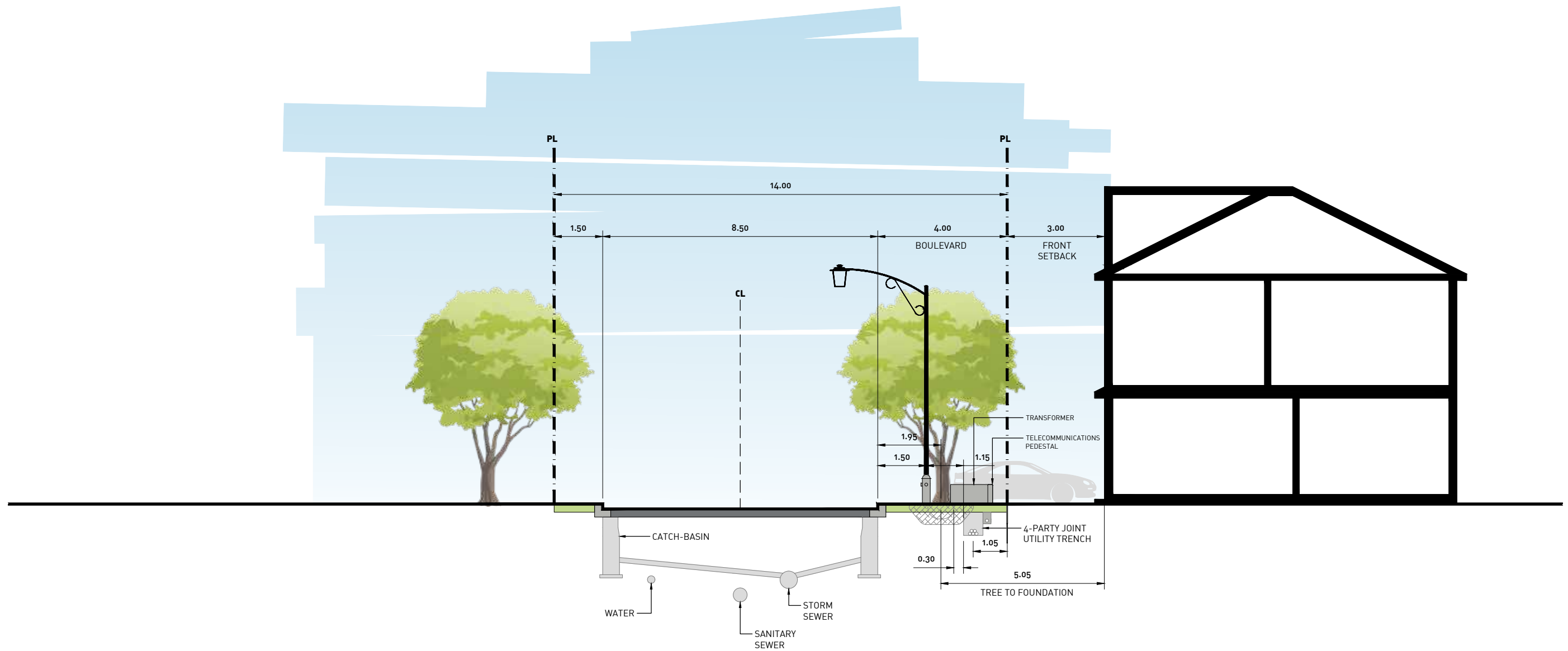
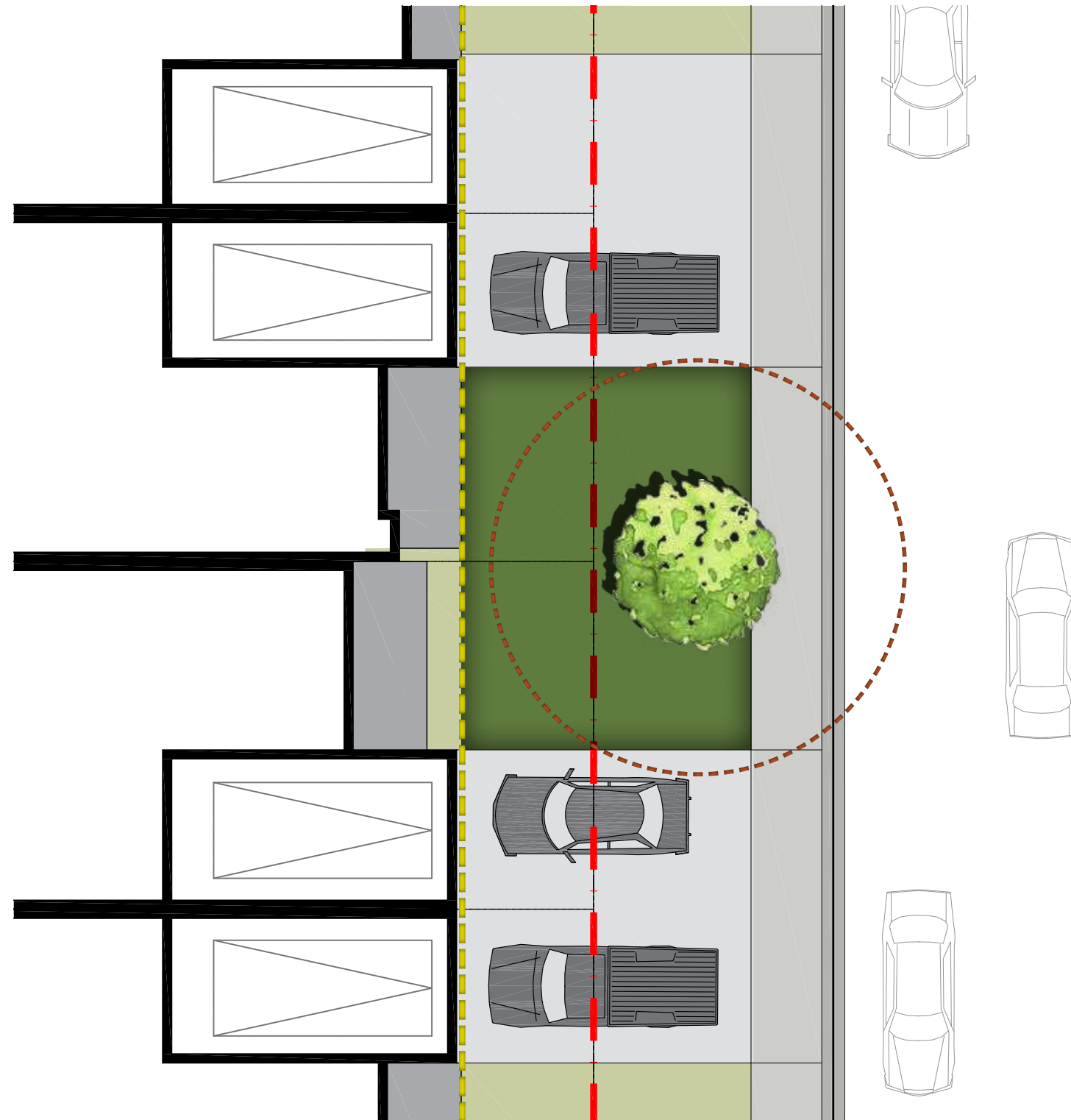


Figure 14 14.0m Window Street Right-Of-Way Section

- The 14.0m Window Street will be located adjacent to Mer Bleue Road
- This road typology will be a community edge condition with enhanced landscape treatment(s)
- The proposed cross section meets all minimum spacing requirements set by Hydro One, with street trees being 1.95m from curb and 5.05m from foundation
- The right-of-way will consist of the following elements: a street tree, two travel lanes, and on-street parking (see Figure 17 | On-Street Parking Demonstration)

Objects	Minimum Separation
JUT (Centreline) and Property Line (Water Stand Posts)	1.05m
JUT and Root Ball	0.30m
JUT and Fire Hydrant	1.00m
JUT and Catch Basin	0.30m



Street Tree Soil Volumes

- 4.5m setback from tree to foundation must be provided for small to medium size trees
- Small trees must be provided with 25m³ soil volume; medium trees must be provided with 30m³ soil volume

25' Townhomes Soil Volume

- Length: 8.38m
- Width: 6.35m
- Depth: 1.50m

Soil Volume = 79.82 m³

Figure 15 Tree Planting Setback - 25' Townhomes on 18.0m Local Road

On-street parking will be provided on all local roads and window streets throughout the Mer Bleue development to accommodate short-term visitor parking. On-street parking will be one-sided only due to right-of-way widths.

The two forms of on-street parking being proposed are:

- Local On-Street Parking
- Window Street Parking

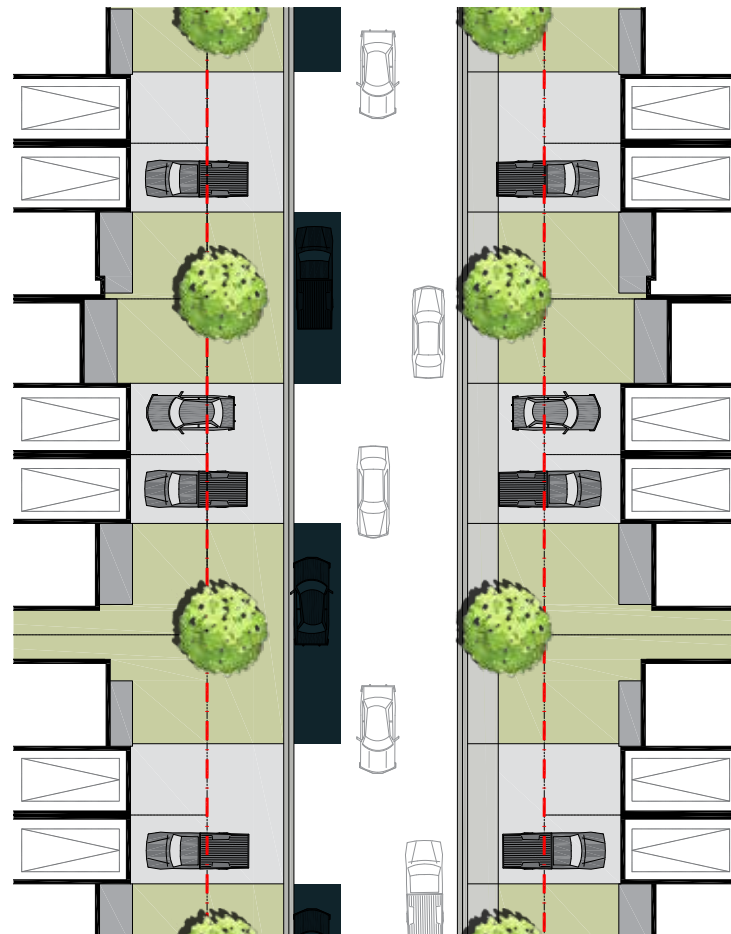


Figure 16 On-Street Parking Demonstration

- On-street parking will be located on one side of the right-of-way (opposite of sidewalks where applicable)
- Parking opportunities will be available between separated or paired driveways

LEGEND


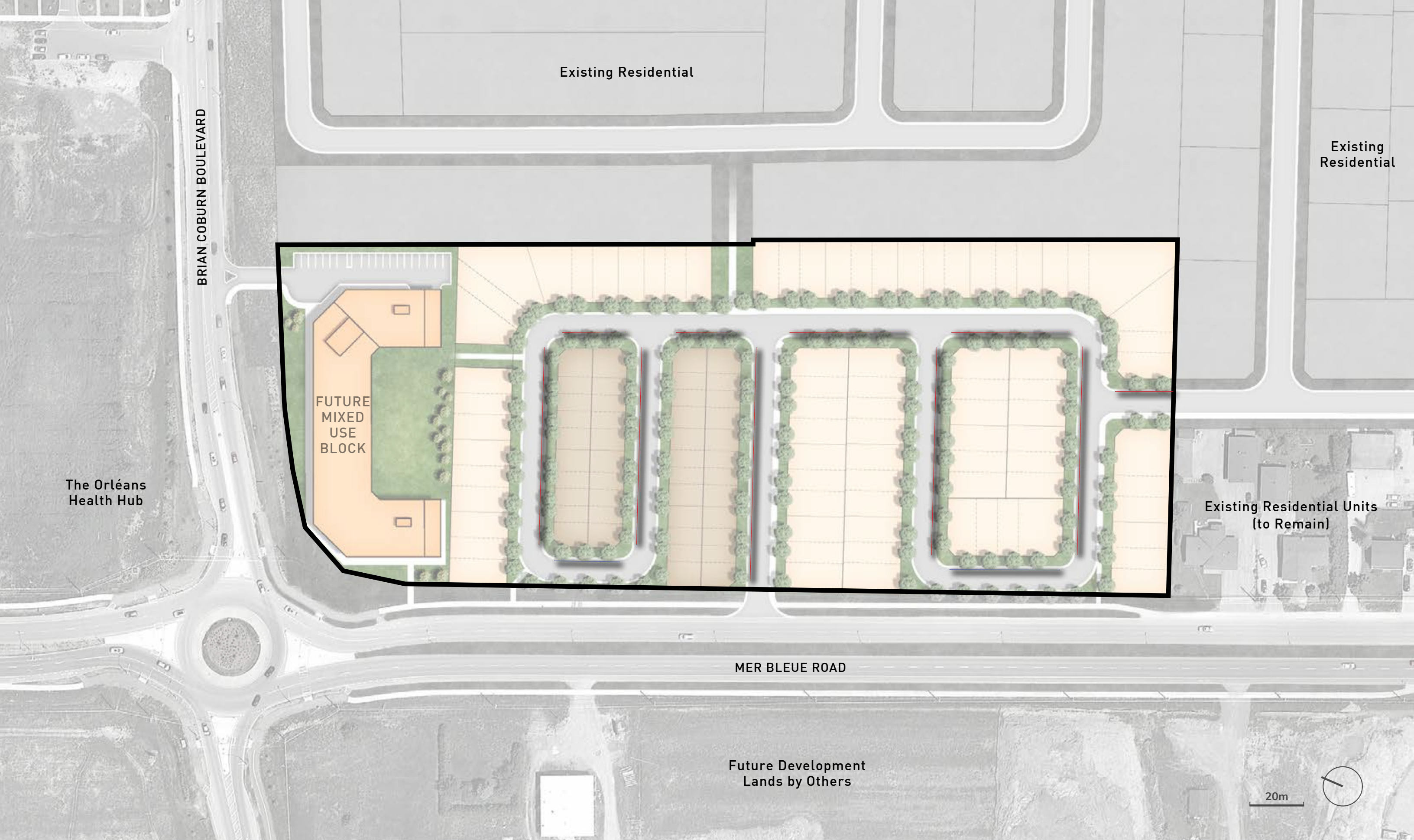
-  Mer Bleue Lands
-  Local On-Street Parking
-  Window Street Parking

Figure 17 Parking Plan



Existing Residential

Existing Residential

FUTURE MIXED USE BLOCK

The Orléans Health Hub

Existing Residential Units (to Remain)

MER BLEUE ROAD

Future Development Lands by Others

20m



Mer Bleue Lands

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