



1047 RICHMOND RD

OTTAWA, ON

FRIDAY, APRIL 1st 2022

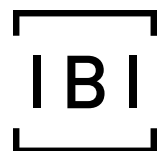
FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION



AGENDA

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

INTRODUCTION	3
SITE CONTEXT	4
DESIGN	13
DESIGN PROCESS	
FLOOR PLANS	
VISUALIZATIONS	
BUILDING ELEVATIONS	
APPENDIX	40
BUILDING ELEVATIONS	
BUILDING SECTIONS	
PROJECT STATISTICS	
PROJECT STATISTICS	
SHADOW ANALYSIS	
WIND ANALYSIS	



1047 RICHMOND RD

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PROJECT NUMBER : 135763

2022-04-01

PROPERTY DEVELOPER



ARCHITECT



WIND, NOISE, VIBRATION



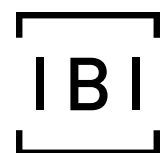
TRAFFIC



PLANNING



CIVIL



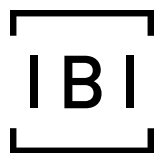
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INTRODUCTION | CONSULTANTS



OTTAWA RIVER



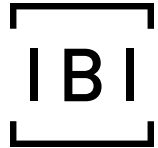
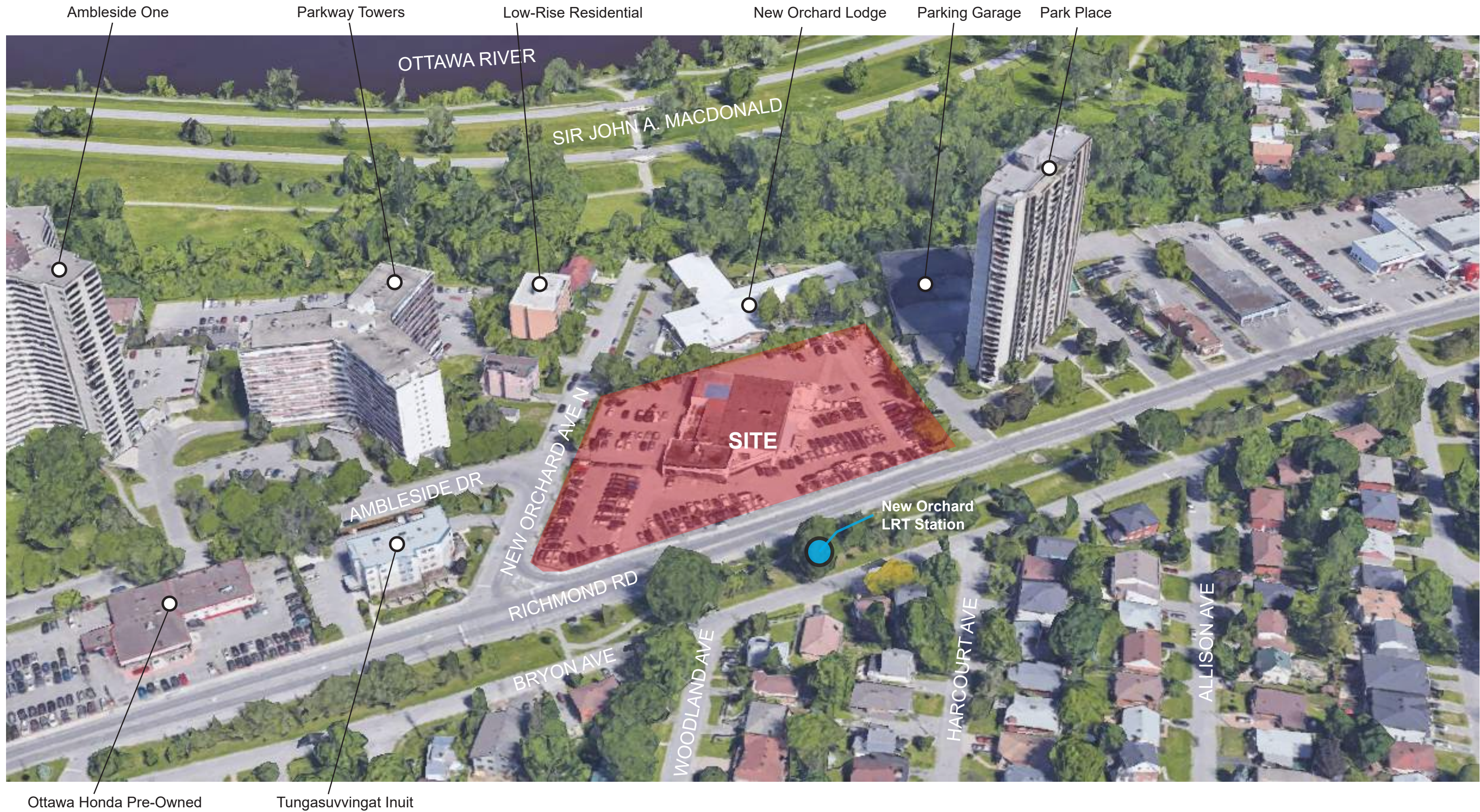
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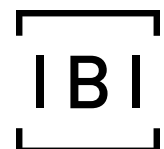
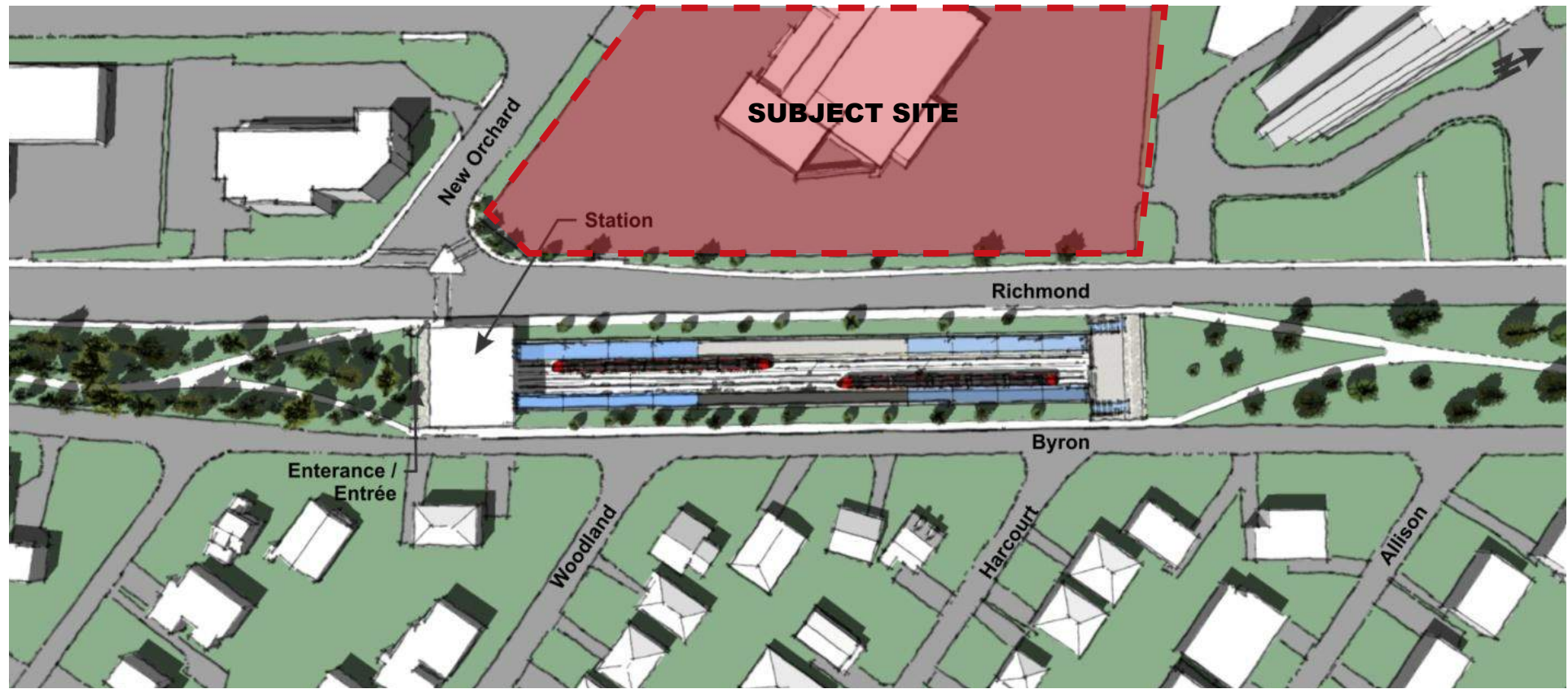
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SITE CONTEXT | SURROUNDING BUILDINGS

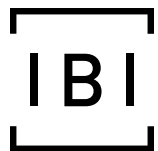
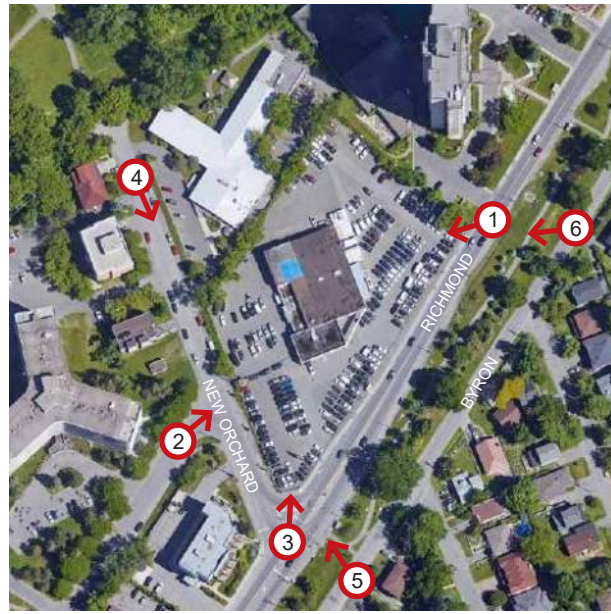




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FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION
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SITE CONTEXT | NEW ORCHARD LRT STATION



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SITE CONTEXT | CURRENT CONTEXT

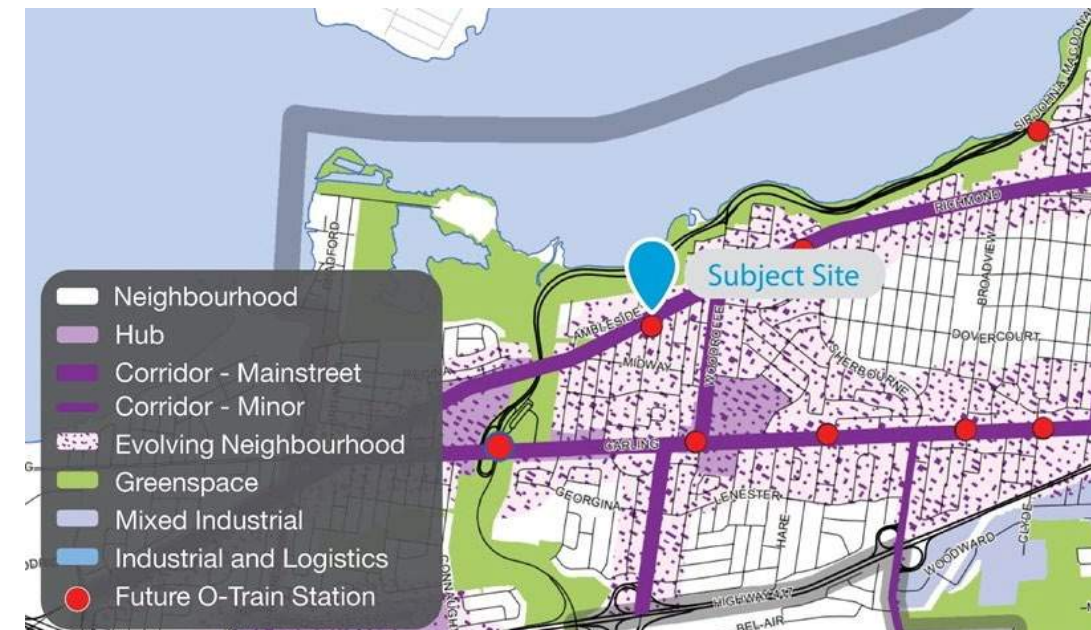
City of Ottawa Official Plan



Schedule B, *Urban Policy Plan*, subject site indicated

Current Official Plan (2003 to 2022)

- / The subject site is designated **Traditional Mainstreet**, whose planned development pattern should contain a mix of uses, contiguous storefronts, and densities which support the pedestrian environment and transit
- / Policies encourage dense and mixed-use development that supports and is supported by increased walking, cycling and transit use.
- / Mid-rise development (up to 9-storeys) is permitted along Traditional Mainstreets, except where a Secondary Plan or Area Specific Policy permits greater building height
- / New development is supported where it locates buildings close to the street in a building format that encloses and defines the street edge with active frontages
- / New development should provide direct pedestrian access to the sidewalk and locate vehicle accesses and parking underground or away from the Mainstreet



Schedule B2, *Inner Urban Transect*, subject site indicated

New Official Plan (anticipated 2022)

- / The subject site is located in the **Inner Urban Transect**. This Transect is planned for mid- to high-density development, with greatest densities located closest to transit
- / Sites within the Inner Urban Transect shall continue to develop as a mixed-use environment and prioritize walking, cycling, and transit use
- / The subject site is designated **Mainstreet Corridor**, where policies permit High-rise buildings (10- to 40-storeys) on Corridors with a Right-of-Way of 30 metres or greater
- / New development along Mainstreet Corridors shall provide a dense, mixed-use environment and contain active entrances facing the Corridor
- / The **Evolving Overlay** promotes a more urban, compact built form in areas within Hubs or sites located along Corridors

Cleary and New Orchard Area Specific Policy* (ASP)



Schedule A, Planning Area and Land Use, subject site indicated



Schedule B, Public Realm, subject site indicated

Station Area and Active Frontage Policies

- / High-rise buildings are permitted in the Station Area and should generally follow the podium and tower approach in built form design, with podium heights up to six-storeys permitted
- / Building heights up to 20-storeys are permitted at the subject site through density redistribution
- / New development shall provide transparent glazing and active main entrances for a majority of the ground floor wall
- / Use of high-quality building materials on all elevations facing the public realm and continuous built edges along the street or public space are encouraged
- / No exterior surface parking is permitted between the building and the street. Parking internal to a site should be screened from view to the public realm

Public Realm Policies

- / A conceptual location for a future urban park or plaza is identified at the corner of Richmond Road and New Orchard Station.
- / The provision of POPS are intended to serve as outdoor open spaces on private lands and are to be made available for public use
- / Future POPS are to provide appropriate signage and programming for public uses
- / New public spaces shall be multi-functional and can contain hard surface treatments, landscaping and seating areas
- / Direct pedestrian access to ground level uses shall be provided
- / The inclusion of existing or new trees in the public realm is encouraged

* The New City of Ottawa Official Plan carries over the policies of the ASP as the Sherbourne and New Orchard Secondary Plan

Urban Design Guidelines



Urban Design Guidelines for High-Rise Buildings

- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric.
- / Includes three distinctive and integrated parts - base, middle, and top.
- / Places the base of the building at the edges of the street to create a new street wall condition.
- / Ensures appropriate minimum separation distances between towers and step backs from the base of the towers.
- / Provides public spaces which is complimentary and integrate into the existing network of streets, pathways parks and open spaces, and provides direct connections to the surrounding streets



Transit-Oriented Development Guidelines

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station
- / Locates a high-density residential use close to the transit station
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge
- / Use clear windows and doors to make the pedestrian level facade of walls facing the street highly transparent in order to provide east of entrance, visual interest and increased security



Urban Design Guidelines for Traditional Mainstreets

- / Provides quality building design which is rich in architectural detail and respects the rhythm and pattern of the existing and planned context
- / Sets back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks
- / Creates attractive public spaces and semi-public outdoor amenity areas
- / Ensures sufficient light and privacy for residential properties surrounding the site
- / Uses clear windows and doors, to make the pedestrian level highly transparent
- / Locates active pedestrian-oriented uses at-grade

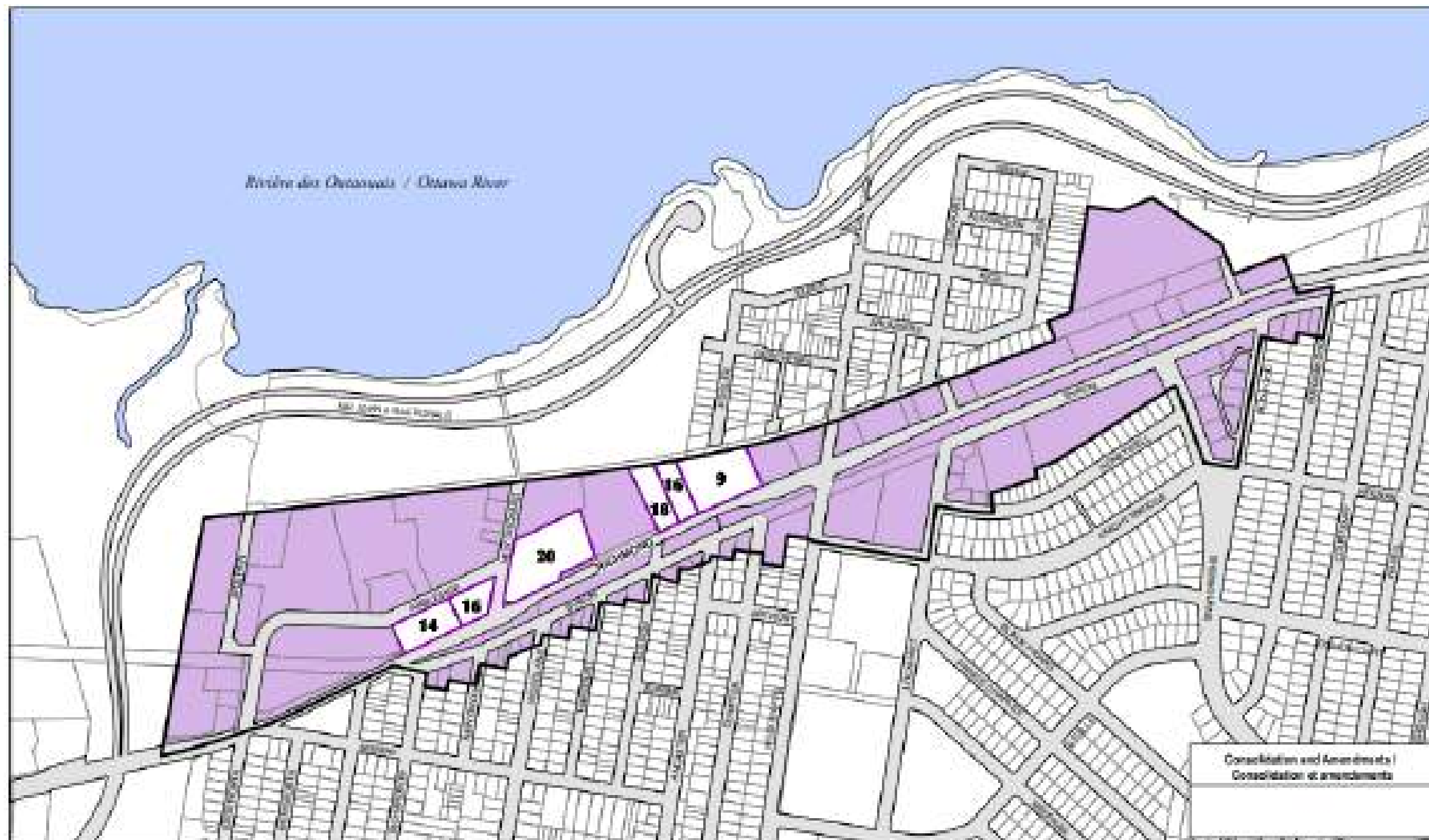
City of Ottawa Zoning By-law (2008-250)



Zoning Map for 1047 Richmond Road

Traditional Mainstreet (TM[2494] H(25))




- / Traditional Mainstreet (TM) zoning is intended to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, and mixed-use buildings.
- / TM zoning fosters and promotes compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile.
- / The maximum permitted height at the subject site is 25 metres
- / Minimal setbacks are required from front, corner, and interior side yards to promote a pedestrian oriented environment
- / Active entrances are required to be provided fronting the Mainstreet, serving each residential and non-residential use occupying the ground floor
- / No off-street vehicle parking is required to be provided



**Sherbourne and New Orchard /
Sherbourne et New Orchard**

SECONDARY PLAN - VOLUME 2
Schedule C - Density Redistribution Plan

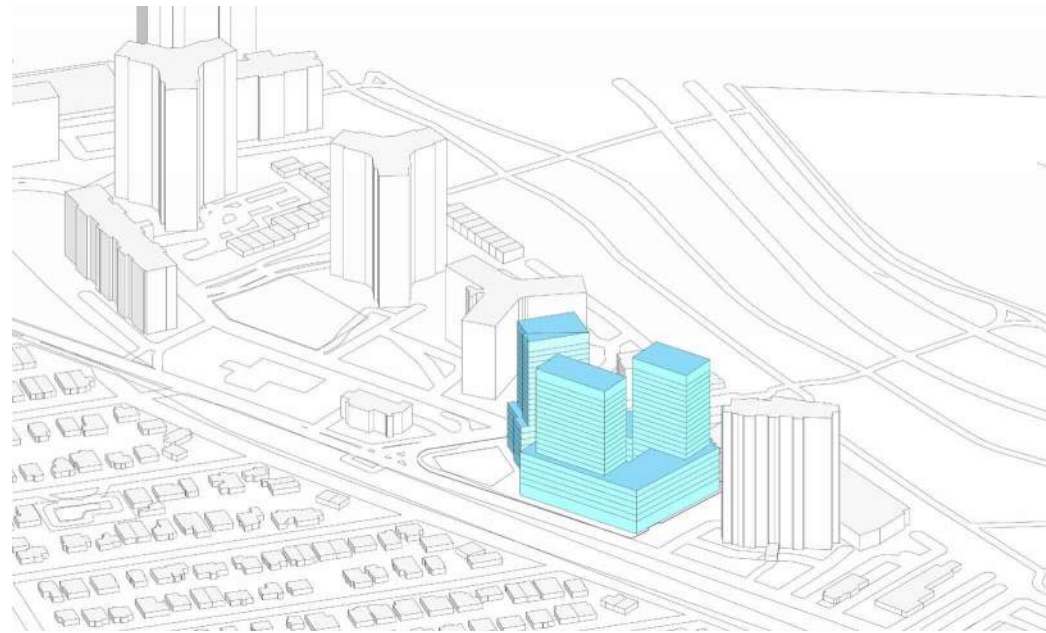
PLAN SECONDAIRE - VOLUME 2
Annexe C - Plan de redistribution de la densité

-  Sherbourne and New Orchard Secondary Plan /
Plan secondaire - Sherbourne et New Orchard
-  Areas not appropriate for on-site density redistribution /
Zones inadmissibles à la redistribution de la densité
-  Maximum number of storeys after density redistribution /
Étages maximales suite à la redistribution de la densité

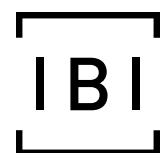
**Note: The max height shown on this schedule indicates the max permitted height in each character area identified in this Plan. It is NOT an as-of-right condition applicable to every single property. It only applies to properties where density redistribution may be deemed appropriate in accordance with the conditions established in this Plan.
** Remarque: La hauteur maximum indiquée sur ce calendrier indique la hauteur maximale autorisée dans chaque zone de caractère identifiée dans ce plan. Il ne s'agit pas d'une condition qui se doit d'être applicable à chaque propriété unique. Elle se concerne que les propriétés où la redistribution de la densité peut juger appropriée en conformité avec les conditions établies dans ce plan.



AS OF RIGHT MASSING



PROPOSAL MASSING



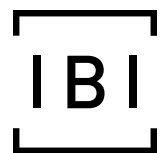
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DESIGN



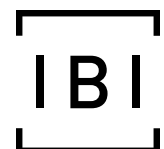
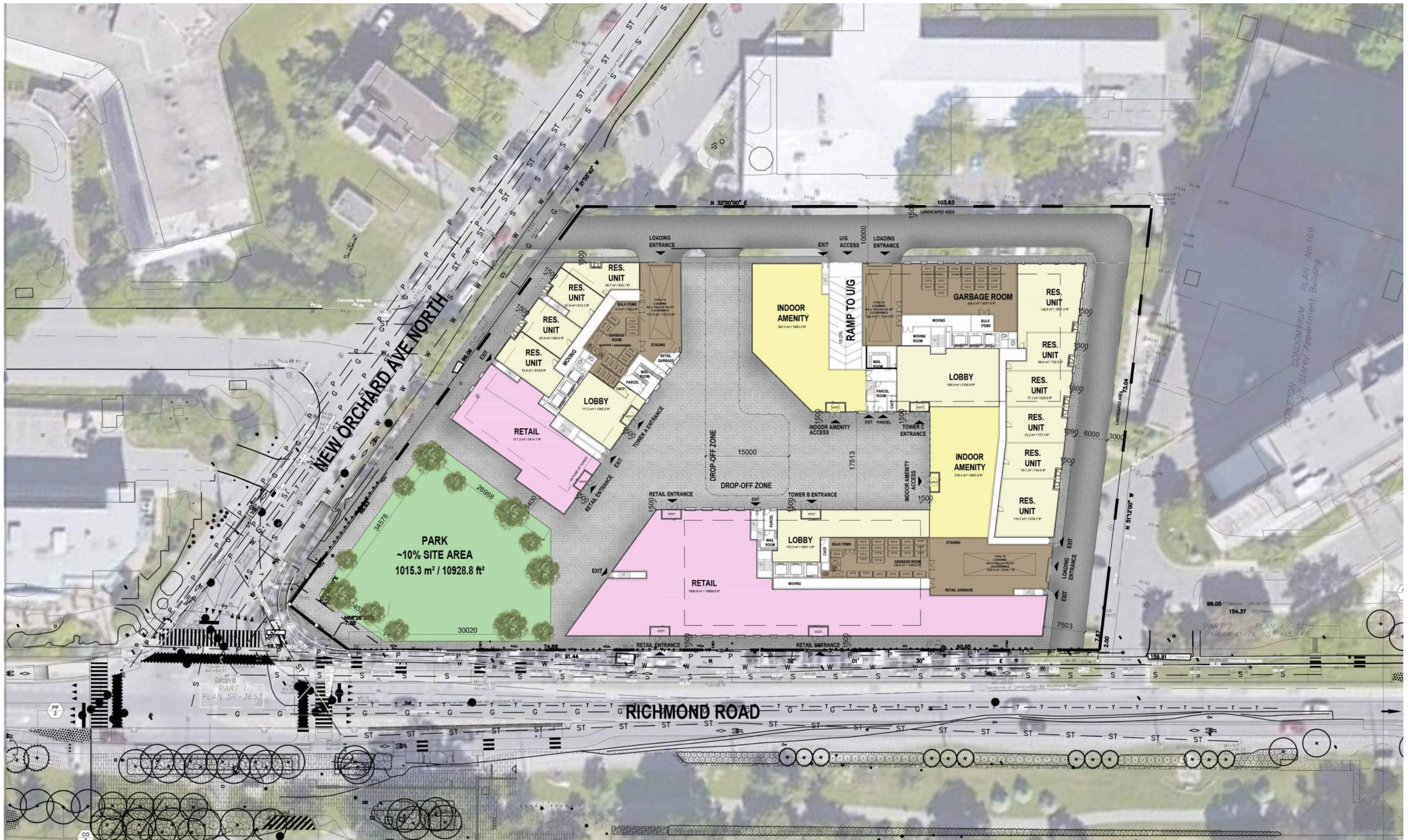
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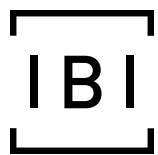
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DESIGN | GROUND FLOOR PLAN



1047 RICHMOND RD

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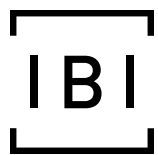
DESIGN PROCESS | MASSING



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DESIGN PROCESS | DEMISING REFELCTED ON MASSING



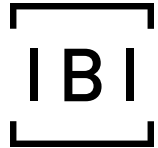
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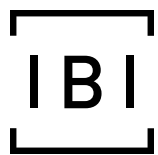
DESIGN PROCESS | DIVIDING MASSING



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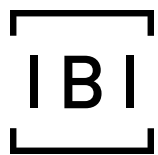
DESIGN PROCESS | BALCONY STRATEGY



1047 RICHMOND RD

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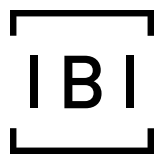
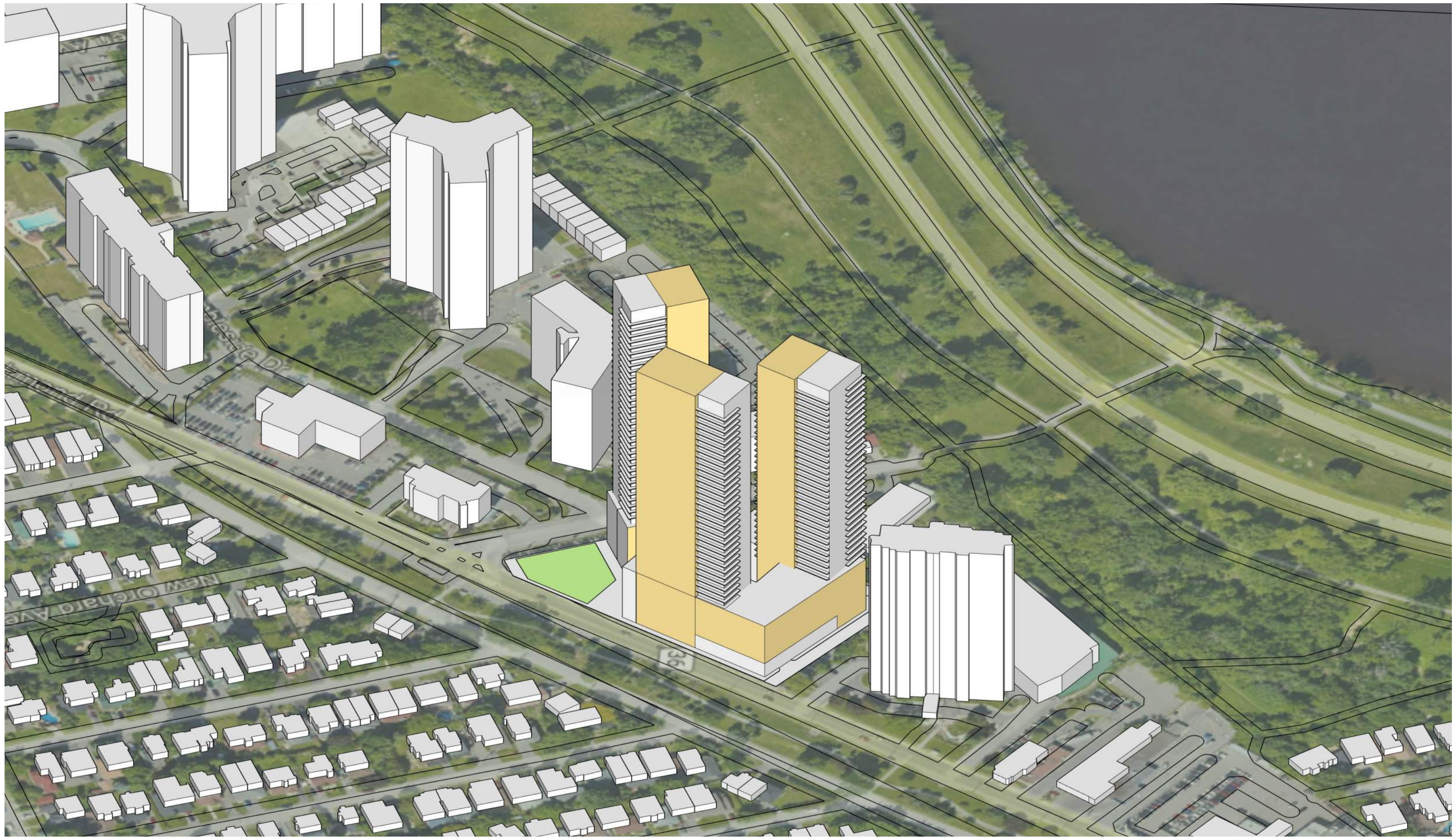
DESIGN PROCESS | DIVIDE MASSING



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PROJECT NUMBER : 135763
2022-04-01

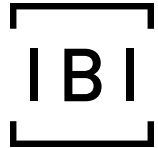
DESIGN PROCESS | CONNECTING TOWER ELEMENTS



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PROJECT NUMBER : 135763
2022-04-01

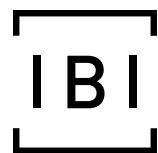
DESIGN PROCESS | CONNECTING TOWER ELEMENT WITH PODIUMS



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION
PROJECT NUMBER : 135763
2022-04-01

DESIGN PROCESS | EMPHASIZING TOWER HEIGHT VARIATION



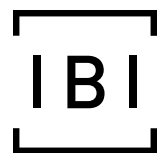
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PROJECT NUMBER : 135763

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DESIGN | NORTH EAST BIRDS EYE VIEW VISUALIZATION



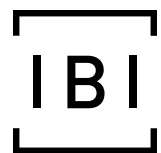
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DESIGN | NORTH BIRDS EYE VIEW VISUALIZATION



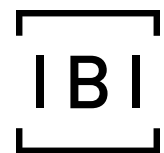
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DESIGN | NORTH WEST BIRDS EYE VIEW VISUALIZATION



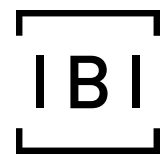
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DESIGN | SOUTH WEST BIRDS EYE VIEW VISUALIZATION



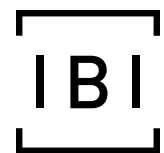
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DESIGN | VIEW OF SOUTH FACADE FROM RICHMOND ROAD VISUALIZATION



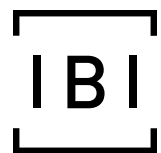
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2022-04-01

DESIGN | VIEW OF PINCHPOINT FROM RICHMOND ROAD VISUALIZATION



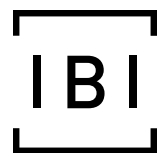
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2022-04-01

DESIGN | VIEW OF SOUTH FACADE FROM RICHMOND ROAD VISUALIZATION



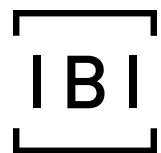
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2022-04-01

DESIGN | VISUALIZATION



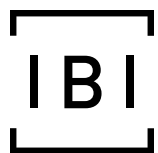
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2022-04-01

DESIGN | NORTH FACADE AND DROPOFF VISUALIZATION



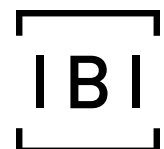
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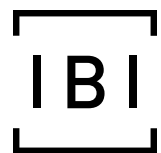
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2022-04-01

DESIGN | TYPICAL PODIUM FLOOR PLANS





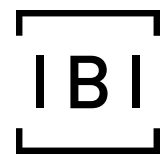
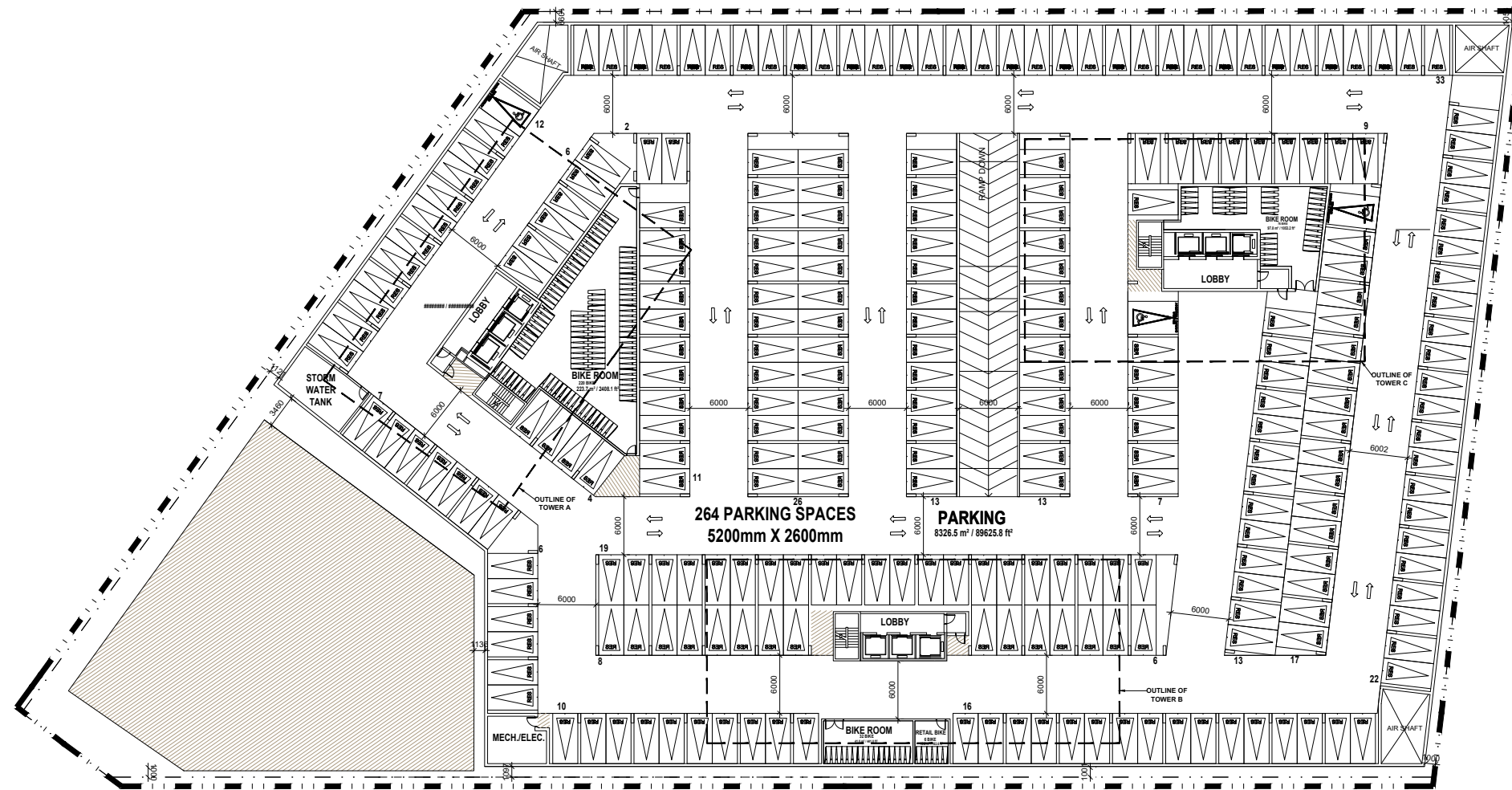
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DESIGN | TYPICAL TOWER FLOOR PLAN



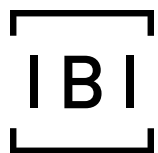
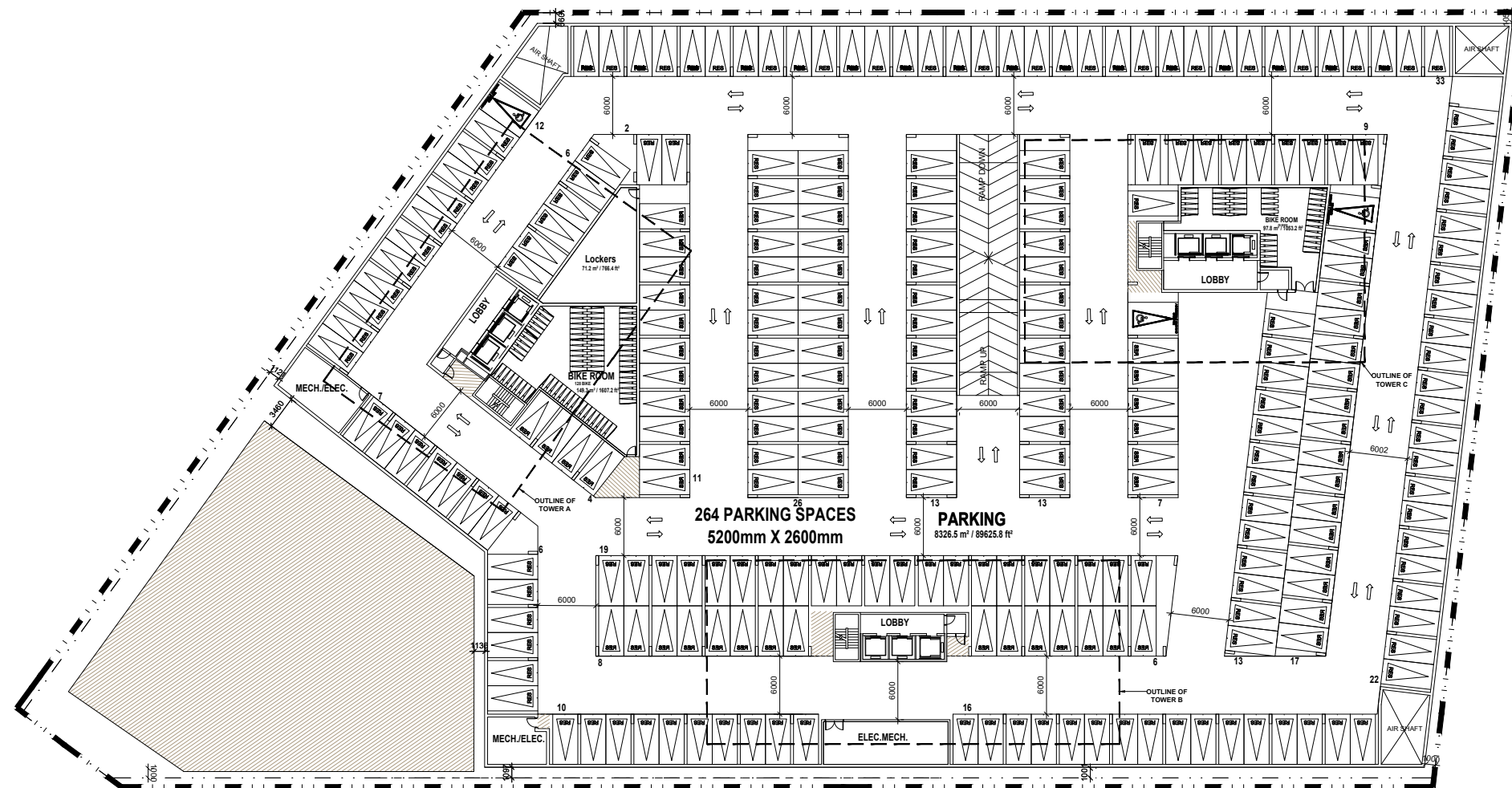
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DESIGN | PARKING LEVEL 1



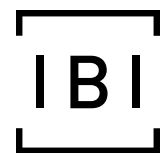
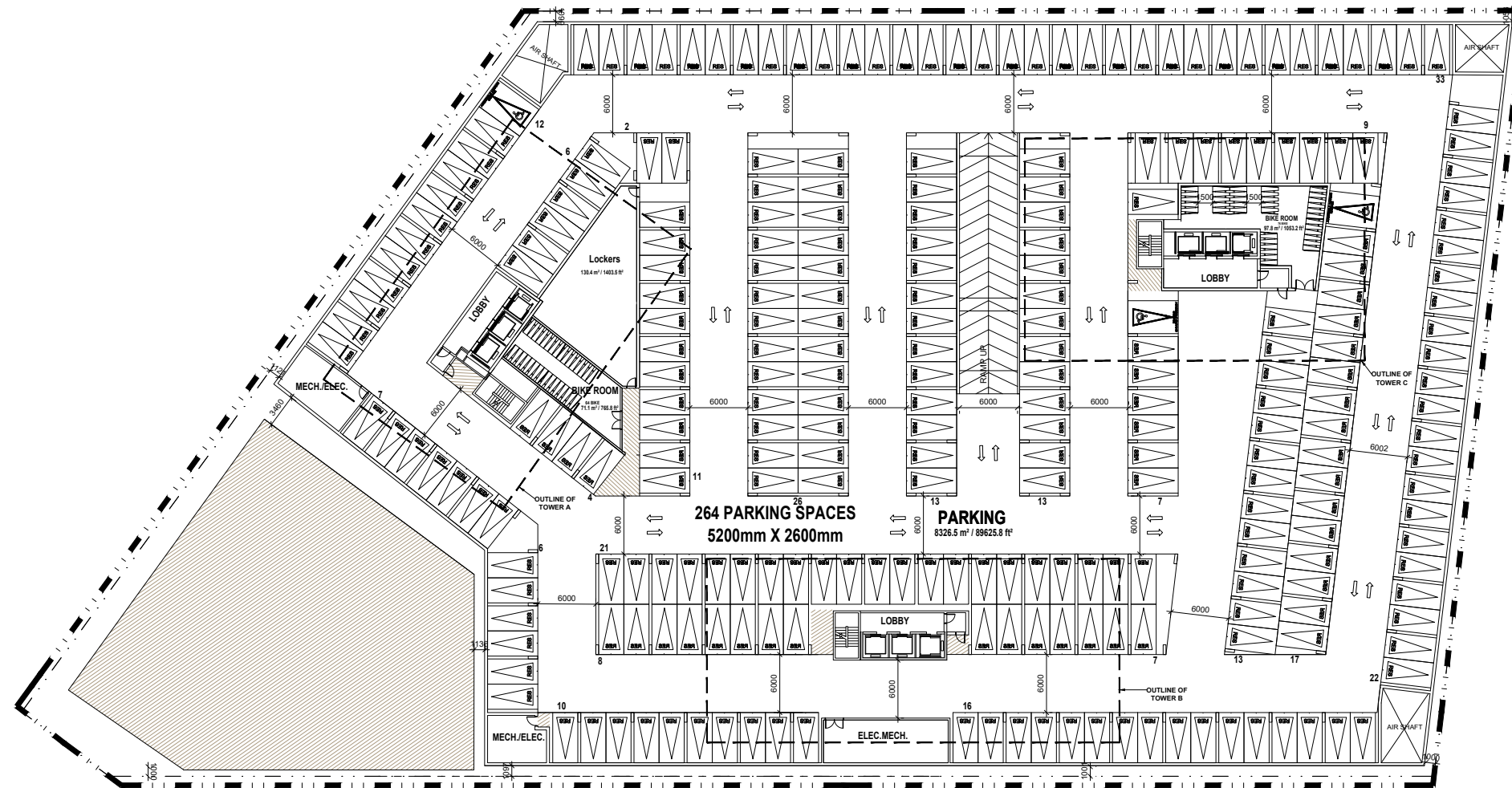
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FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

DESIGN | PARKING LEVEL 2



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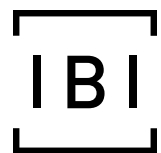
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DESIGN | PARKING LEVEL 3

THANK YOU

APPENDIX

BUILDING ELEVATIONS AND SECTIONS

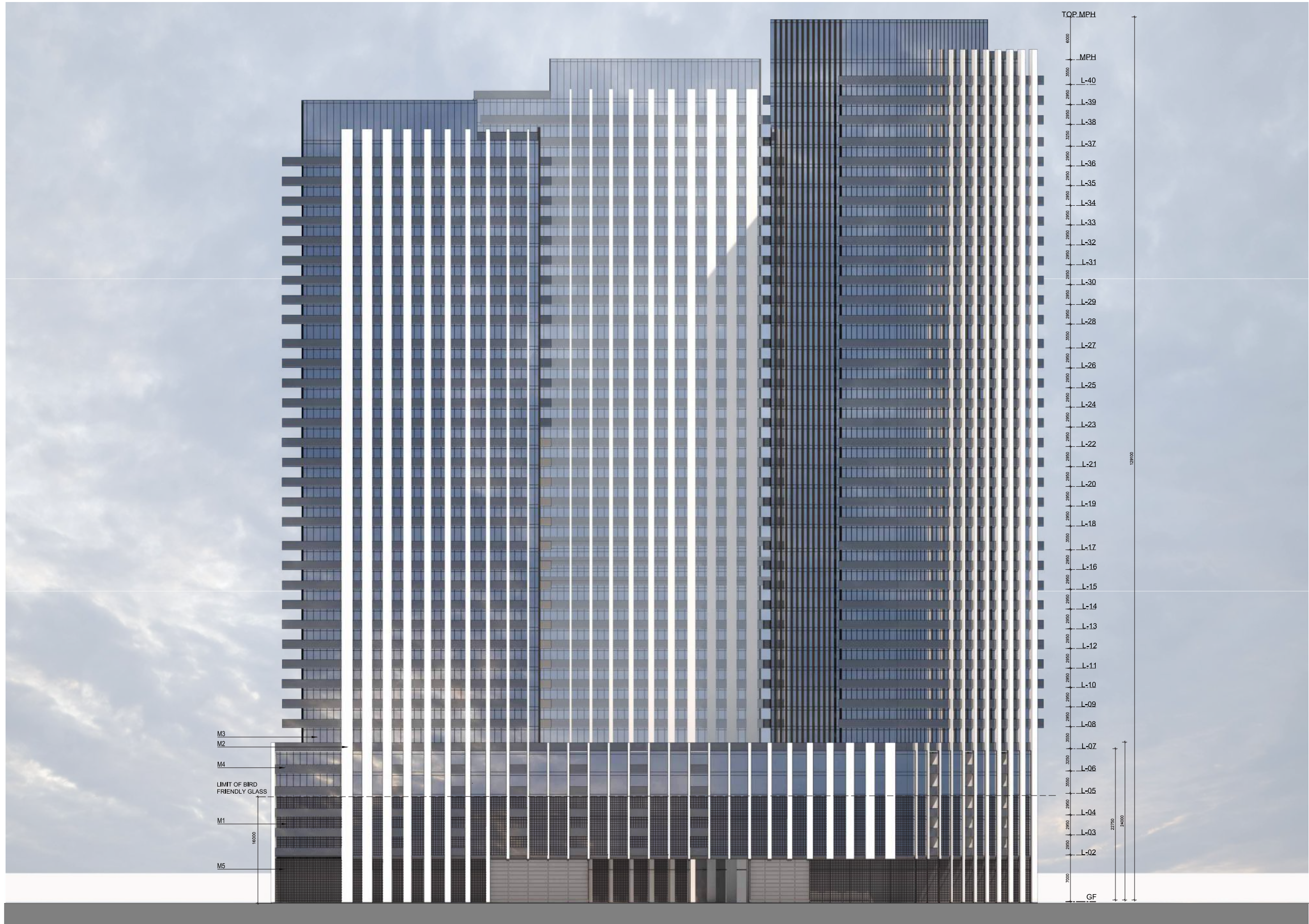


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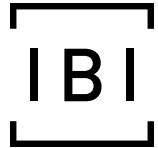
PROJECT NUMBER : 135763

2022-04-01



MATERIAL LEGEND

	M1 GREY MULLION FINISH DURANAR DARK GREY
	M2 WHITE METAL PANELS ACRYNAR SUPER WHITE 02
	M3 CLEAR VISION GLASS ACG GLASS ENERGY SELECT R34
	M4 REFLECTIVE BALCONY RAILINGS ACG GLASS ENERGY SELECT R34
	M5 BIRD FRIENDLY VISION GLASS ACG GLASS ENERGY SELECT R34








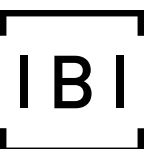
1047 RICHMOND RD
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DESIGN | NORTH ELEVATION



MATERIAL LEGEND

	M1 GREY MULLION FINISH DURANAR DARK GREY
	M2 WHITE METAL PANELS ACRYNAR SUPER WHITE 02
	M3 CLEAR VISION GLASS ACG GLASS ENERGY SELECT R34
	M4 REFLECTIVE BALCONY RAILINGS ACG GLASS ENERGY SELECT R34
	M5 BIRD FRIENDLY VISION GLASS ACG GLASS ENERGY SELECT R34



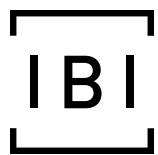
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 FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION
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DESIGN | SOUTH ELEVATION



MATERIAL LEGEND

	M1 GREY MULLION FINISH DURANAR DARK GREY
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	M3 CLEAR VISION GLASS ACG GLASS ENERGY SELECT R34
	M4 REFLECTIVE BALCONY RAILINGS ACG GLASS ENERGY SELECT R34
	M5 BIRD FRIENDLY VISION GLASS ACG GLASS ENERGY SELECT R34

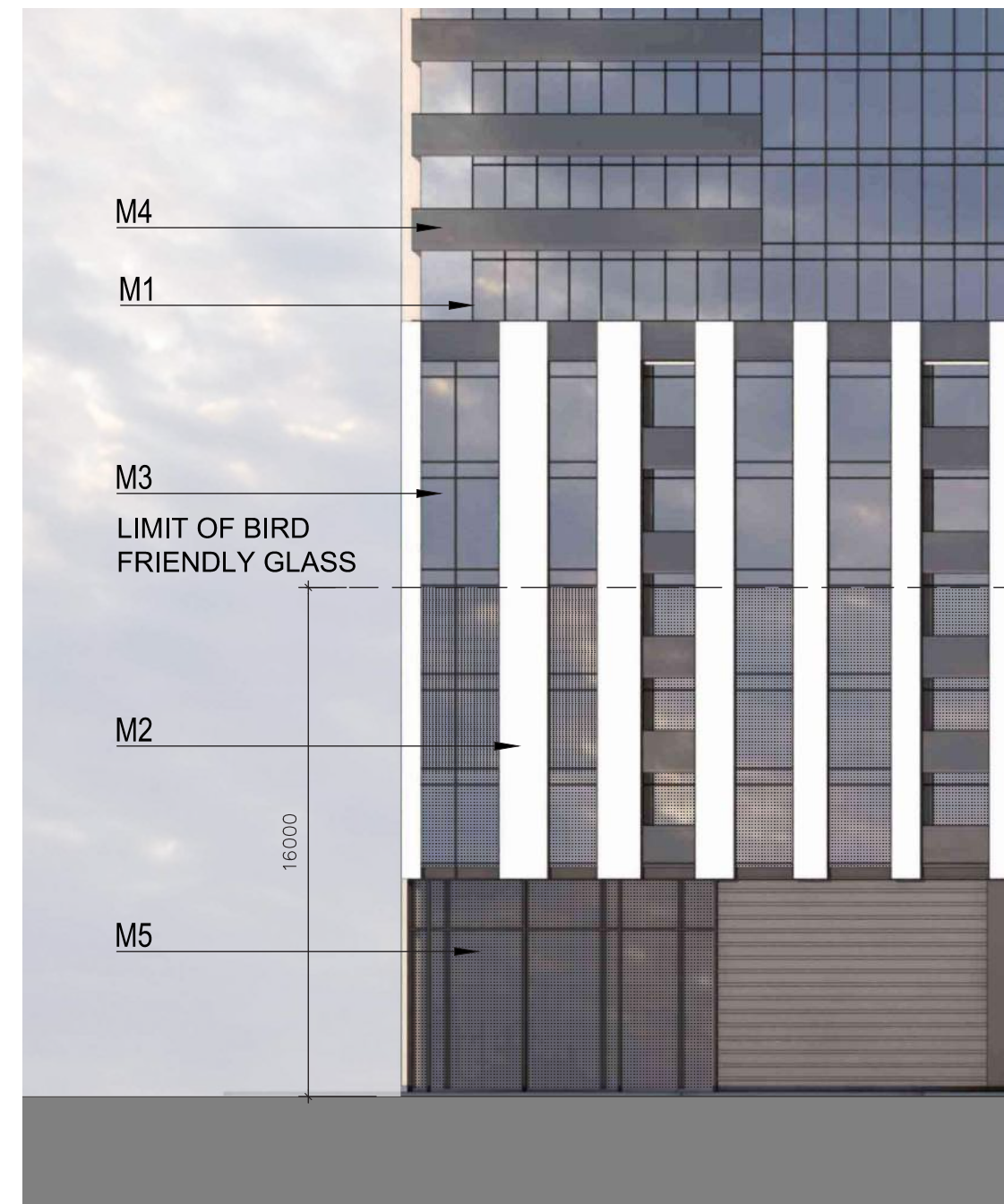


1047 RICHMOND RD
 FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION
 PROJECT NUMBER : 135763
 2022-04-01

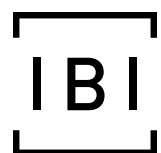
DESIGN | WEST AND EAST ELEVATIONS

BIRD FRIENDLY DESIGN GUIDELINES

Bird friendly design guidelines have been incorporated in the podium of three buildings as per City of Ottawa Bird Friendly Design Guidelines. A minimum of 90% of the glass within the first 16 metres is proposed to be treated with visual markers. The treatment of the glass within this area will be treated according to the guideline, as seen to the right.



PARTIAL EAST ELEVATION



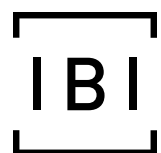
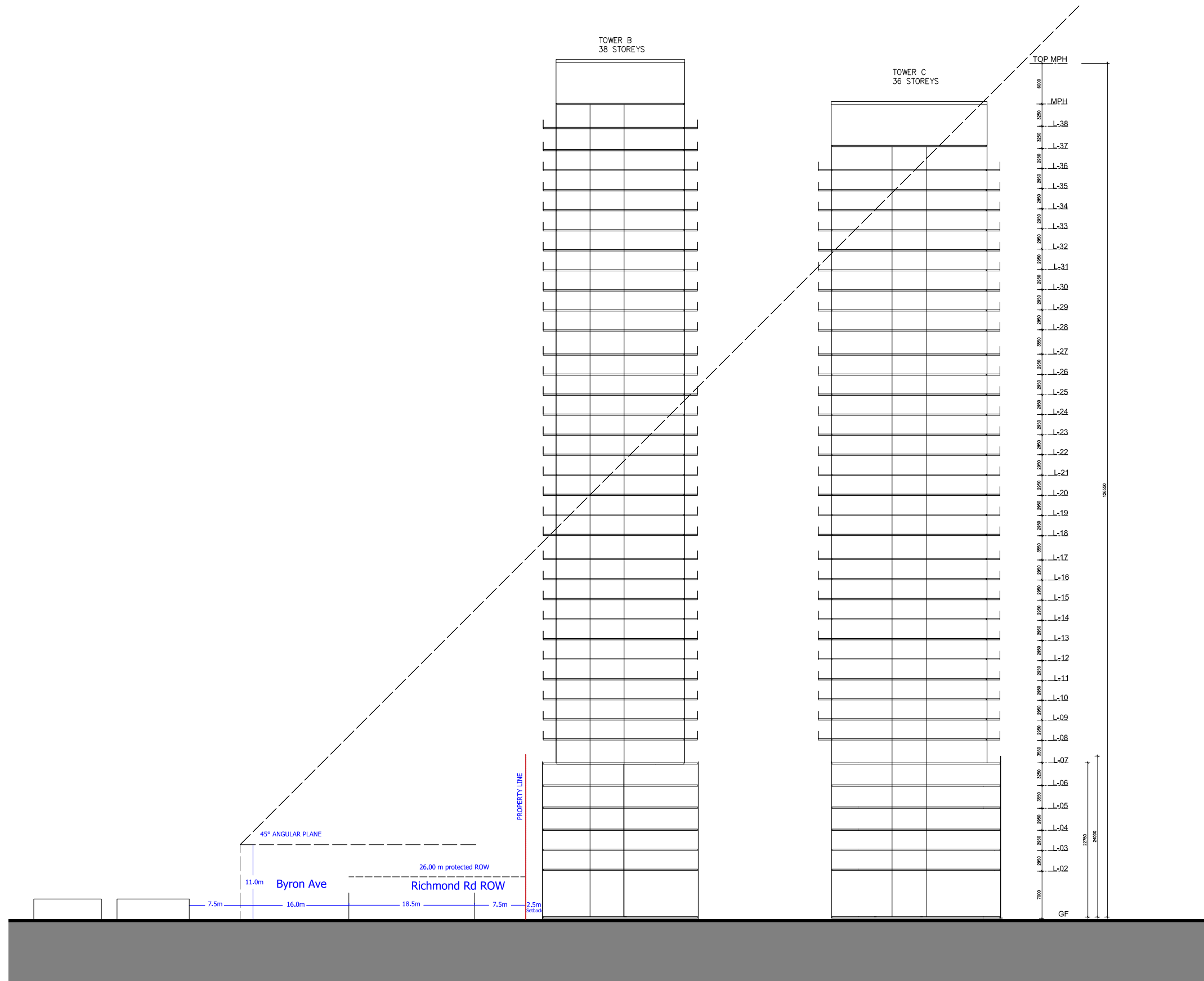
1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

DESIGN | BIRD FRIENDLY DESIGN



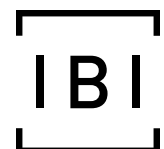
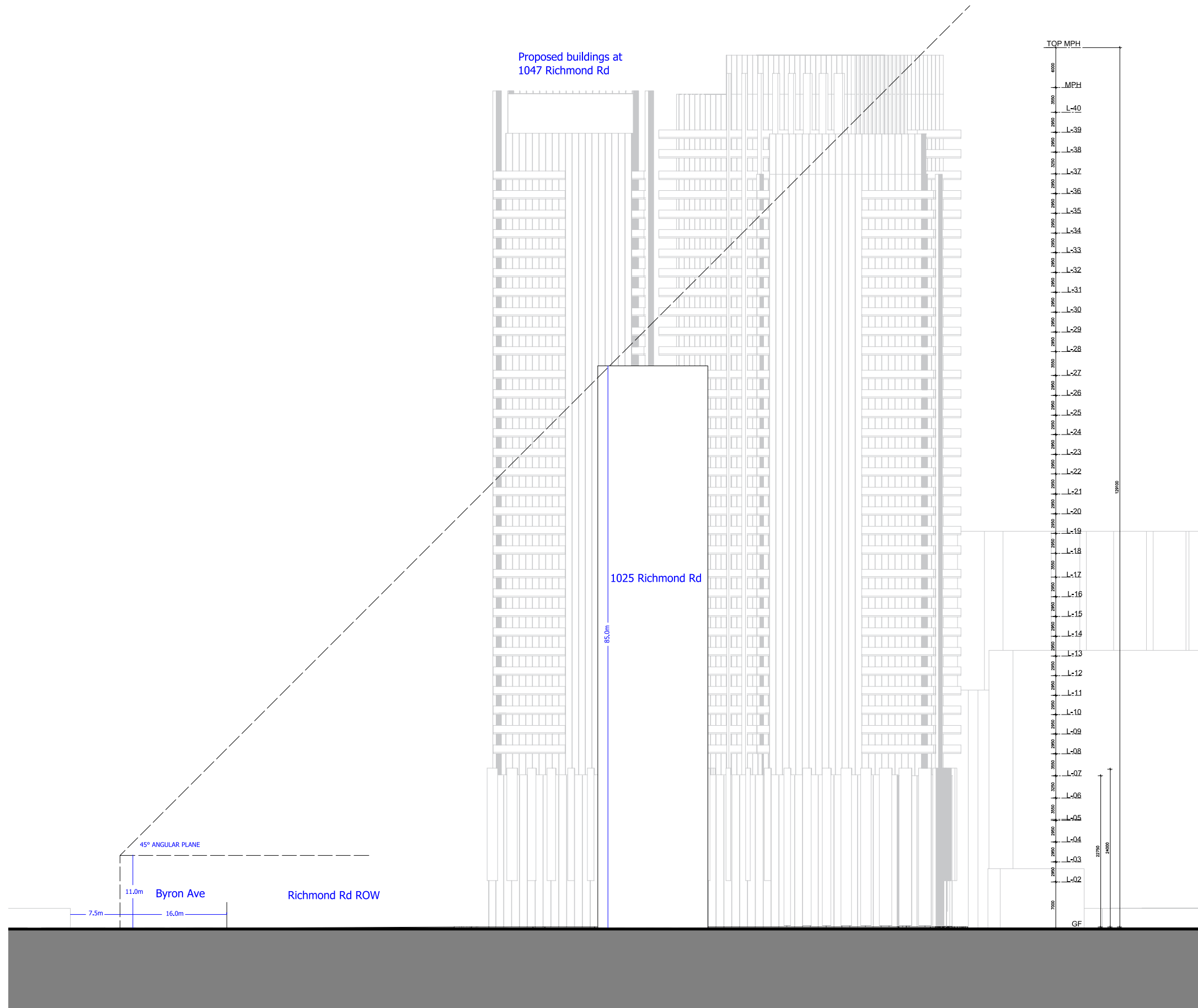
1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

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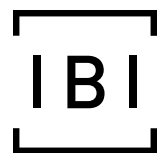
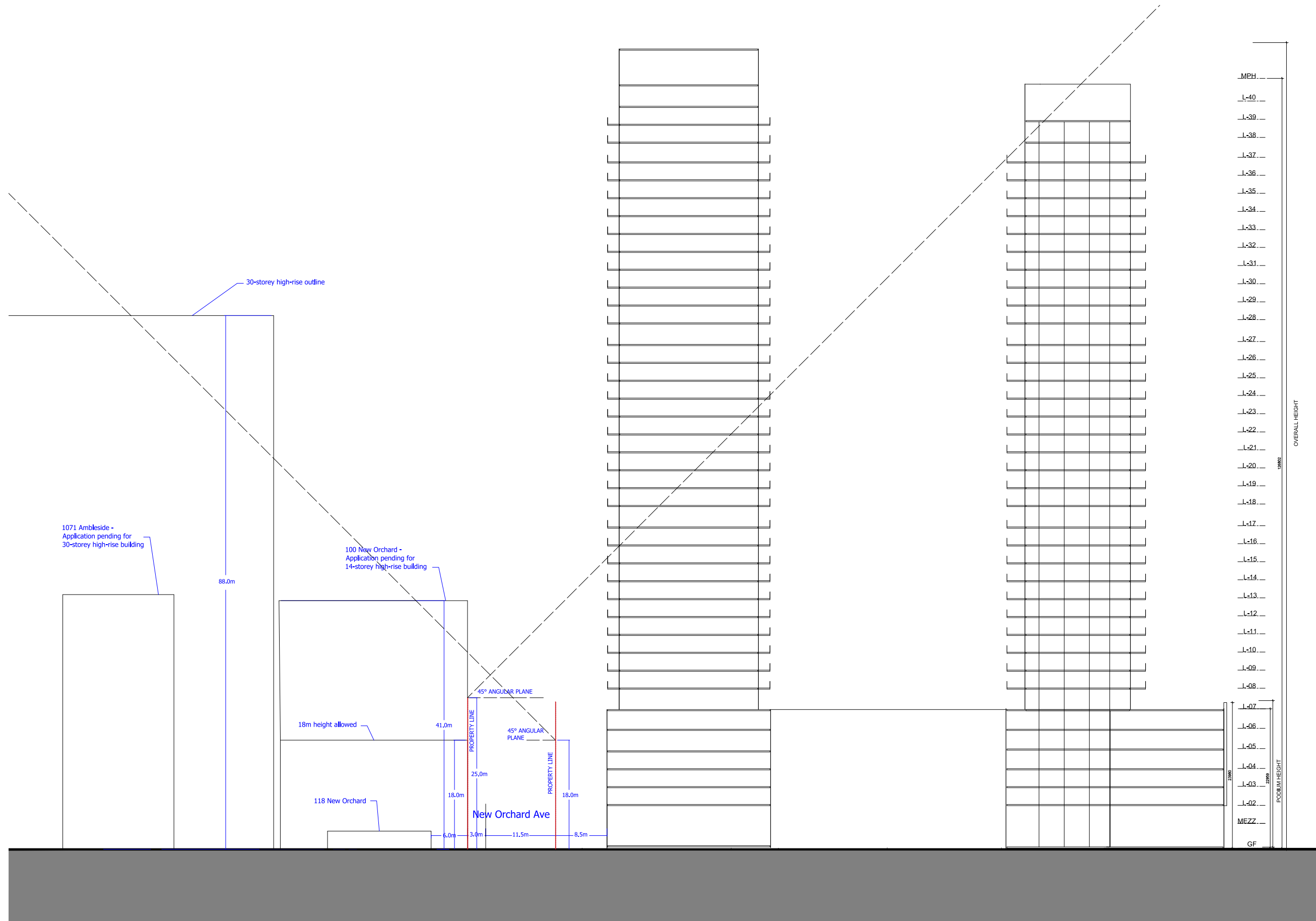
DESIGN | ANGULAR PLANE STUDY



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION
 PROJECT NUMBER : 135763
 2022-04-01

DESIGN | ANGULAR PLANE STUDY



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

DESIGN | ANGULAR PLANE STUDY

PROJECT STATISTICS

SUMMARY	TOTAL	
	SQ.M.	SQ.FT.
Site Area	10,188	109,623
Net Site Area (excludes ROWs)	9,894	106,459
Total GCA (Above grade)	106,288	1,143,660
Total GFA (82% of GCA except GF)	85,422	919,142
Total NSA (Residential + Retail)	89,386	961,797
Building Efficiency		
Total Retail Saleable (Ground)	1,347	14,493
PARK Area (10% of Site area)	1,015	10,925
Total Number of Units in podium	290	
Total Number of Units in towers	1,053	
Total Number of Units	1,343	

PROJECT STATISTICS

Tower A (40)	TOTAL	
	SQ.M.	SQ.FT.
Total Tower GCA	25,977	279,509
Total Tower GFA	21,369	229,927
Total Tower NSA	22,067	237,438
Building Efficiency		
Total Number of Units (tower only)	371	
Tower B (38)	SQ.M.	SQ.FT.
Total Tower GCA	25,925	278,950
Total Tower GFA	21,093	226,962
Total Tower NSA	22,213	239,009
Building Efficiency		
Total Number of Units (tower only)	352	
Tower C (36)	SQ.M.	SQ.FT.
Total GCA	24,240	260,822
Total GFA	19,855	213,641
Total NSA	20,640	222,086
Building Efficiency		
Total Number of Units (tower only)	330	
Podium (6 storeys)	SQ.M.	SQ.FT.
Total GCA	30,147	324,378
Total GFA	23,105	248,612
Total NSA (Res.)	23,120	248,771
Building Efficiency		
Total Number of Units	290	

UNDERGROUND PARKING GCA	SQ.M.	SQ.FT.
P1	8326.5	89,593
P2	8326.5	89,593
P3	8326.5	89,593
TOTAL	24979.5	268779.42

VEHICULAR PARKING PROVIDED	Required	Proposed
VISITOR (0.1 per unit/ Max 30 per bldg)	90	90
Residence		672
TOTAL	90	762

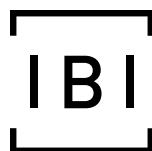
BICYCLE PARKING PROVIDED	Required	Proposed
RESIDENTIAL (0.5 per unit)	672	672
RETAIL (1 per 250m2)	6	6
TOTAL	678	678

AMENITY AREAS PROVIDED	Tower A (m2)	Tower B (m2)	Tower C (m2)	Podium (m2)	Proposed	Required
Communal (3 sqm per unit)	361	963	577	2133.55	4,035	4029
Private (3 sqm per unit)	5870	7,025	5,270		18,165	4029
TOTAL provided	6230.5	7,988	5,847	2,134	22,200	8,058

UNIT TYPE	UNIT MIX							
	Tower A		Tower B		Tower C		Podium	
	UNITS	BARRIER-FREE	UNITS	BARRIER-FREE	UNITS	BARRIER-FREE	UNITS	BARRIER-FREE
STUDIO	33	5	32	5	30	5	5	1
1B	170	26	161	24	150	23	55	8
2B	168	25	159	24	150	23	195	29
3B	0	0	0	0	0	0	35	5
TOTAL	371	56	352	53	330	50	290	44
TOTAL NUMBER OF UNITS	1,343							

LOADING SPACES	BUILDINGS A&B&C
RESIDENTIAL	
COMMERCIAL	
TOTAL	0

TYPE	GARBAGE BINS		
	BUILDINGS A	BUILDING B	BUILDING C
GARBAGE (3CY)	5	6	8
RECYCLING (4CY)	3	3	4
GLASS, METAL AND PLASTIC (3CY)	2	2	2
ORGANIC (240L CARTS)	10	13	9
TOTAL	20	24	23



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01



ACCESSIBILITY

15% of the residential units are proposed to be provided as accessible, barrier-free units. These units have been designed to include zero step entrances, wider doorways, and clear passages to washroom and bedrooms.



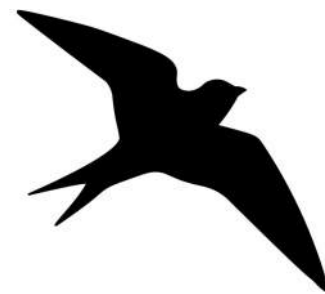
SITE CONNECTIONS

Pedestrian pathways have been incorporated into landscape design along all site frontages and from courtyard to the public park and adjacent roadways. The sidewalks and walkways will be continuous, universally accessible, barrier-free and will be in accordance with City of Ottawa Official Plan policies, Accessibility for Ontarians with Disabilities Act and City of Ottawa Standards.



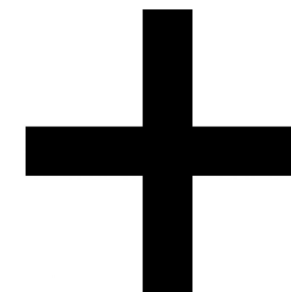
BICYCLE STORAGE

Bicycle parking spaces for residential and retail users are provided in weather protected areas, primarily within the underground parking levels, with controlled access/secure enclosures.



BIRD FRIENDLY DESIGN GUIDELINES

Bird friendly design guidelines have been incorporated in the podium of three building as per City of Ottawa Bird Friendly Design Guidelines. A minimum 90% of the glass within the first 16 metres is proposed to be treated with visual markers. the treatment of the glass within this area will be in accordance to the guideline.



ADDITIONAL ELEMENTS

The sustainability items related to the landscaping, site layout, minimizing light pollution, irrigation and water management will be considered in future stages as the design advances.

SHADOW ANALYSIS





8:00am



9:00am



10:00am



11:00am



12:00pm



1:00pm



2:00pm



3:00pm



4:00pm



5:00pm




6:00pm













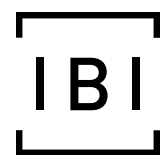
7:00pm



8:00pm



	PROPOSED DEVELOPMENT		SUBJECT SITE
	NEW NET SHADOW		PROPOSED PUBLIC SPACES
	PROPOSED SHADOW OUTLINE		WATER
	AS OF RIGHT SHADOW		PUBLIC ROADWAYS
	AS OF RIGHT SHADOW OUTLINE		PUBLIC SPACE



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

SHADOW STUDY | JUNE 21st



8:00am



9:00am



10:00am



11:00am



12:00pm



1:00pm



2:00pm



3:00pm



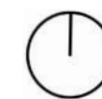
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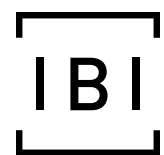
5:00pm



6:00pm



- PROPOSED DEVELOPMENT
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW
- AS OF RIGHT SHADOW OUTLINE
- SUBJECT SITE
- PROPOSED PUBLIC SPACES
- WATER
- PUBLIC ROADWAYS
- PUBLIC SPACE



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

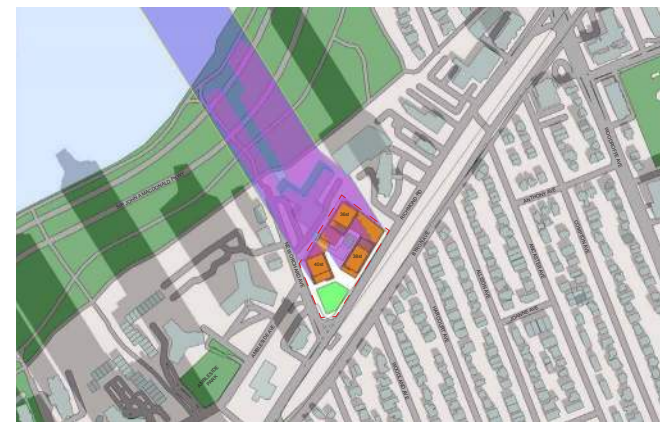
SHADOW STUDY | MARCH/SEPTEMBER 21st



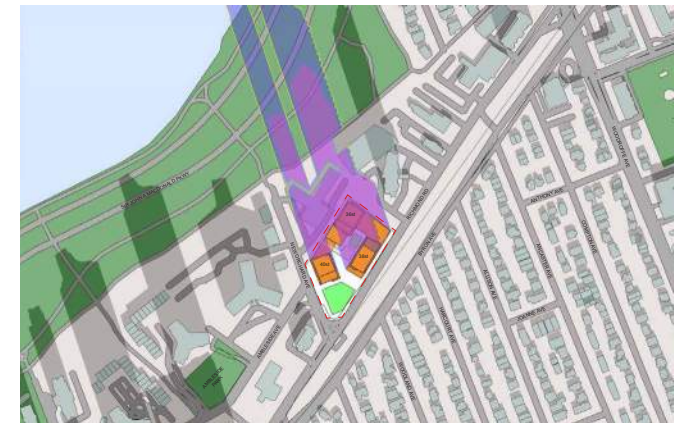
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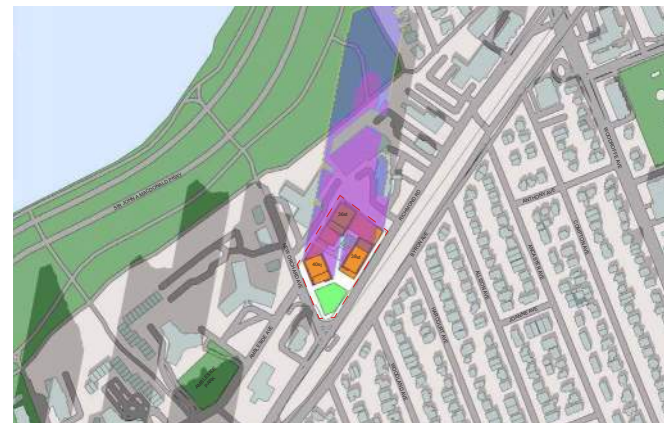
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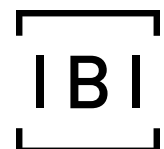
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3:00pm



	PROPOSED DEVELOPMENT		SUBJECT SITE
	NEW NET SHADOW		PROPOSED PUBLIC SPACES
	PROPOSED SHADOW OUTLINE		WATER
	AS OF RIGHT SHADOW		PUBLIC ROADWAYS
	AS OF RIGHT SHADOW OUTLINE		PUBLIC SPACE

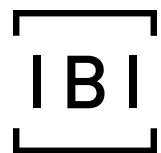


1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION
PROJECT NUMBER : 135763
2022-04-01

SHADOW STUDY | DECEMBER 21st

WIND ANALYSIS



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

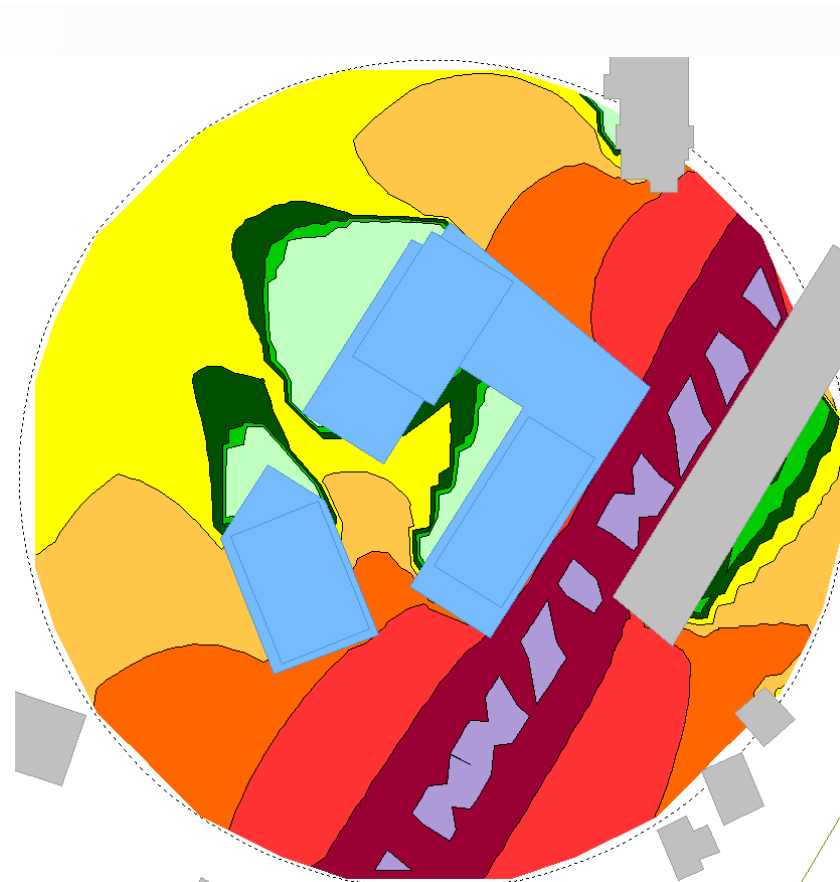


FIGURE 3: DAYTIME TRAFFIC NOISE CONTOURS
(60 M ABOVE GRADE)

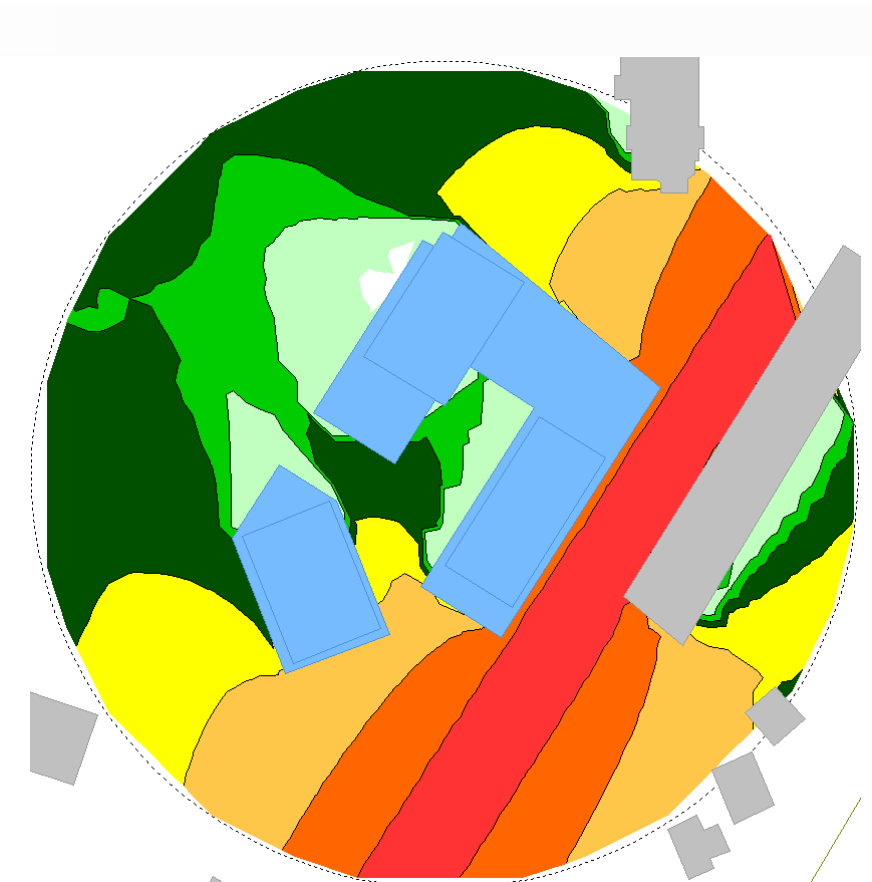
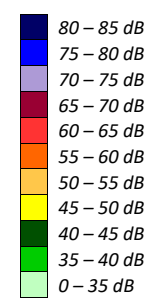
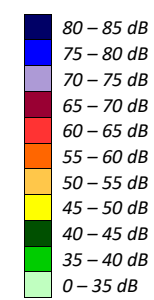


FIGURE 4: NIGHTTIME TRAFFIC NOISE CONTOURS
(60 M ABOVE GRADE)



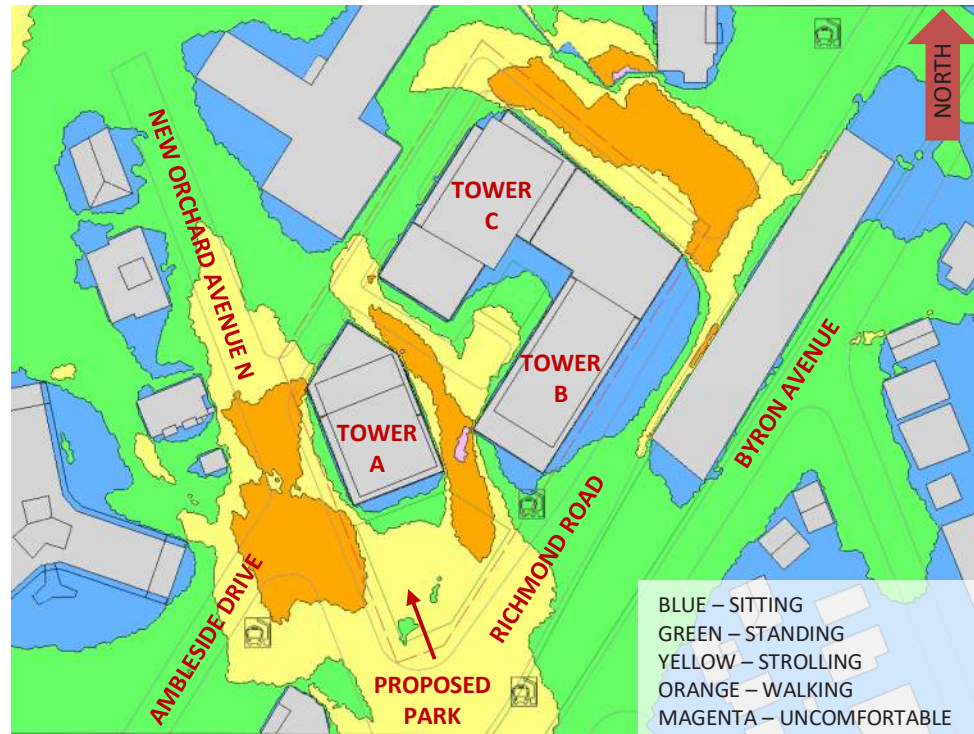


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL

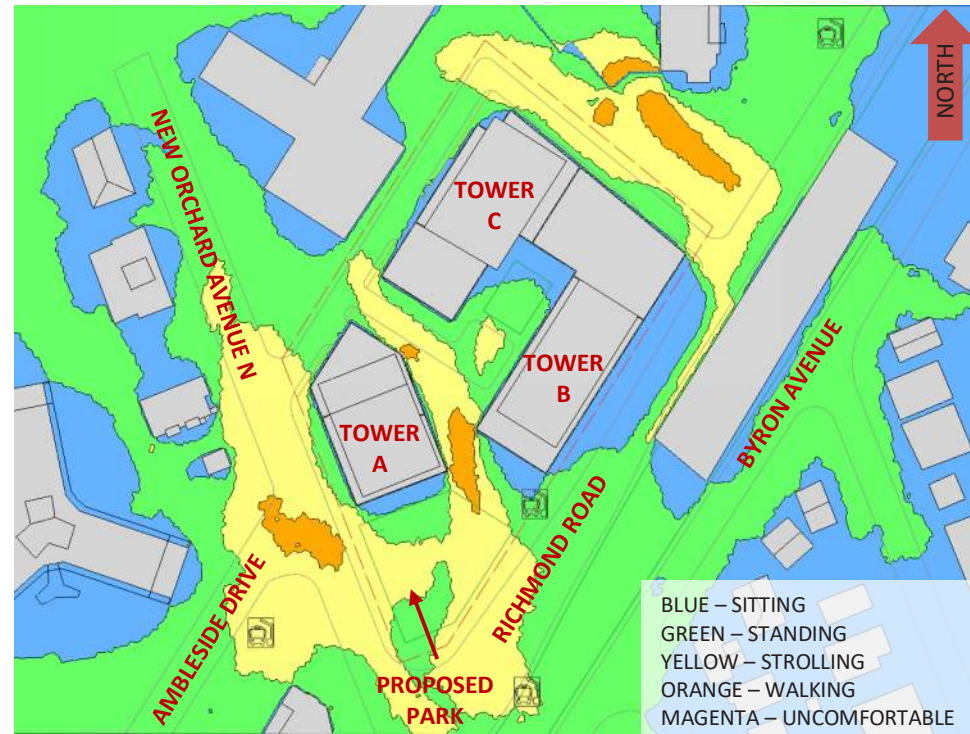


FIGURE 3C: AUTUMN – WIND COMFORT, GRADE LEVEL



FIGURE 4A: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL

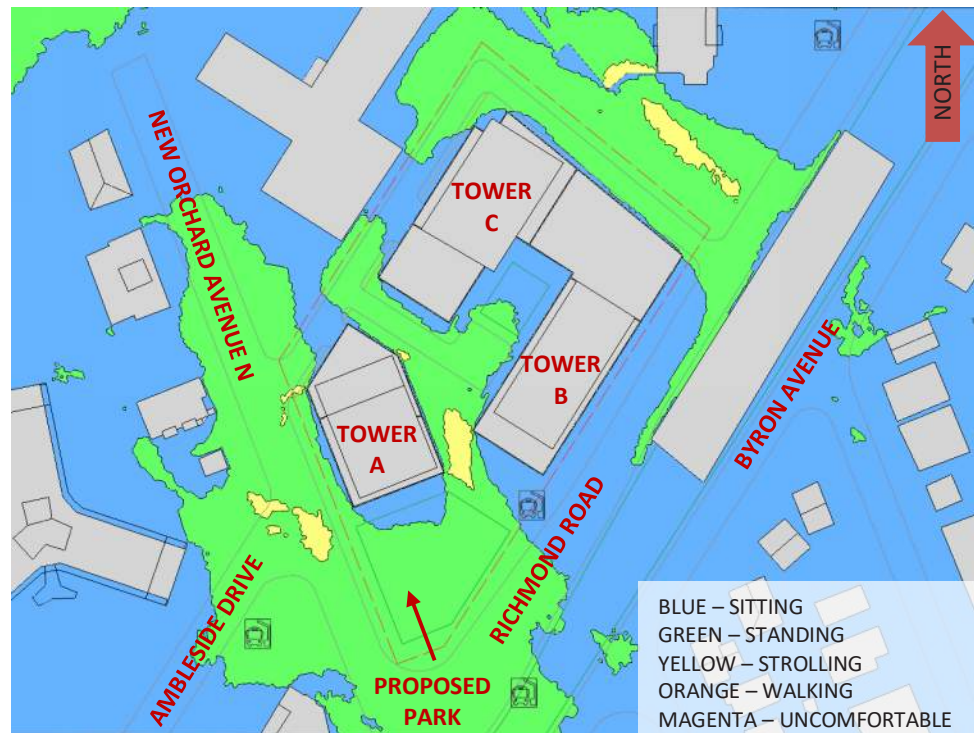


FIGURE 3B: SUMMER – WIND COMFORT, GRADE LEVEL

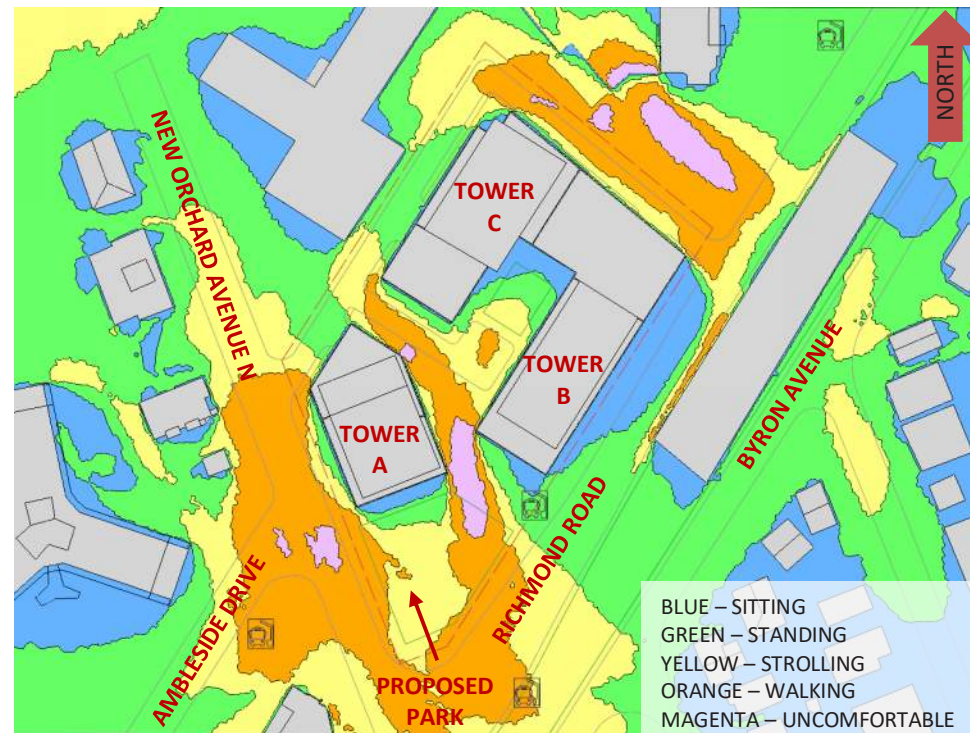


FIGURE 3D: WINTER – WIND COMFORT, GRADE LEVEL

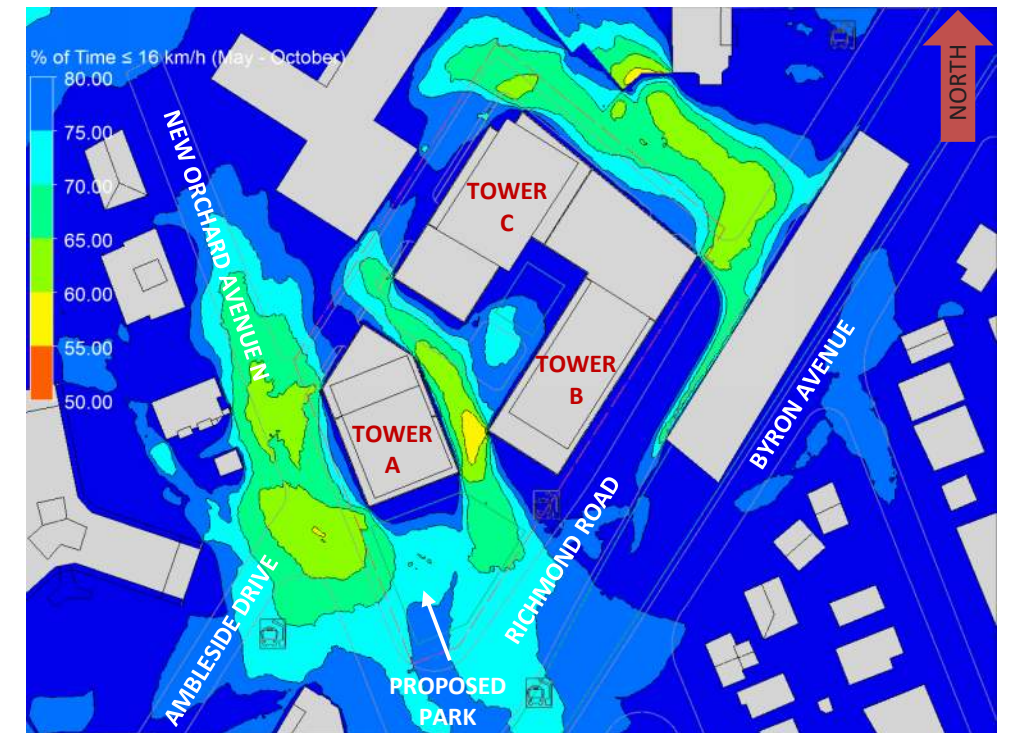
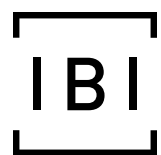


FIGURE 4B: PERCENTAGE OF TIME SUITABLE FOR SITTING IN FIGURE 4A



1047 RICHMOND RD

FORMAL URBAN DESIGN REVIEW PANEL PRESENTATION

PROJECT NUMBER : 135763

2022-04-01

NOISE STUDY | GRADE LEVEL WIND ANALYSIS