1765 MONTREAL ROAD

URBAN DESIGN BRIEF

Submitted for Zoning By-Law amendment
10 April 2025

project11
studio

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POLICY AND REGULATORY FRAMEWORK

Zoning Map

MOBILITY NETWORKS, SUCH AS TRANSIT STATIONS, STREET NETWORKS, CYCLING FACILITIES, PEDESTRIAN ROUTES AND CONNECTIONS, AND PARKING.

Bus routes travel along Montreal Road and connect to St Laurent and Parliament. More specifically, line 12 travels from St. Laurent to Blair in 14-22 minute intervals everyday. On Blair Rd, line 23 travels in a loop extending from Blair to Rothwell Heights in 30-102 minute intervals Monday to Friday.

FUTURE AND CURRENT DEVELOPMENT PROPOSALS ON ADJACENT PROPERTIES.

- 1815 Montreal Road
  Site Plan Control application to construct a 9 storey mid-rise apartment building with 130 residential units.

- 1649 Montreal Road/741 Blair Road
  Site Plan Control application to re-construct the site with a 26 storey high-rise building containing a mix of 252 residential units with retail/commercial at grade.

THE PLANNED FUNCTIONS OF THE ADJACENT PROPERTIES, SUCH AS THE PERMITTED BUILDING ENVELOPE UNDER CURRENT ZONING.

Current zoning of the adjacent properties are R1AA to the east and north, AM10 to the west across Beckenham Lane and AM10 and R4Z to the south across Montreal Road. The R1AA zoning permits a restricted number of land uses and limited developable area. The AM10 zoning permits a wide range of uses including residential and non residential. The permitted density in this zone is also much higher compared to the R1AA zoning. Currently the AM10 lot to the west features a single storey dental office. The AM10 lot to the south currently features a single storey strip mall. The R4Z zoning permits more residential land uses compared to the R1AA zone but does not permit many non residential uses unlike the AM10 zoning.

The zoning compliant building envelope on the subject property under the current zoning is about 61 m (200 ft) x 105 m (344 ft) or 6,500 m2 (69,965 ft2).

MASSING OF THE PROPOSED DEVELOPMENT IN THE PLANNED CONTEXT. THE PLANNED CONTEXT MAY BE REPRESENTED BY THE CURRENT ZONING PERMISSIONS OR POLICY CRITERIA IF ZONING IS NOT IN KEEPING WITH OFFICIAL PLAN DIRECTION.

The proposed massing is in line with the proposed zoning of AM10 which aligns with the Official Plan policies for arterial roads as per the Mainstreet Corridor designation policies. As per these policies, the planned context of Montreal Rd is mixed-use and residential developments that support intensification and the 15-minute neighbourhood concept. The current zoning of the subject parcel and the lots to the east do not reflect this Official Plan policy direction hence the application to rezone from R1AA to AM10.

The Official Plan also contains policies to restrict or permit building heights within certain designations and transects. For example, Mainstreet Corridors in the Outer Urban transect are permitted up to 40 storeys depending on road width and height transitions with a minimum height of 2 storeys.

BUILT FORM TRANSITION BETWEEN THE PROPOSED DEVELOPMENT AND THE SURROUNDING AREA.

The proposed building provides a 26 m buffer between the northern building and the northern property line which abuts the low-rise development on Cedar rd. The northern building has a maximum height of 6 storeys and represents a mid-rise built form. The provided buffer between the building and the property line ensures an appropriate transition between mid-rise and low-rise development.

The proposed buildings are 10 m from the eastern lot line which abuts an R1 zone but is also designated as Mainstreet Corridor. The northern building steps back from this property line by about 7 m at the 5th storey and its maximum height is 6 storeys. The southern building steps back from this property line by about 11 m at the 7th storey and its maximum height is 17 storeys. These building heights and step backs ensure compliance with the 45 deg angular plane design guideline.

1765 MONTREAL ROAD CONTEXTUAL ANALYSIS PLAN - MOBILITY NETWORKS / FUTURE PLANNED FUNCTIONS, DEV. PROPOSALS & PERMITTED BLDG. ENVELOPES

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Aerial View Looking North-West

LEGEND

1 Low-density Residential
2 Low-Rise Multi-unit Residential
3 Proposed High-Rise Mixed-Use Development
4 Proposed Mid-Rise Residential Development
5 Proposed Low-Rise Office & Accessory Building
6 Commercial Building
7 Institutional Building
8 Ottawa River

Aerial View Looking South-West

LEGEND

1 Low-density Residential
2 Low-Rise Multi-unit Residential
3 Proposed High-Rise Mixed-Use Development
4 Proposed Mid-Rise Residential Development
5 Proposed Low-Rise Office & Accessory Building
6 Commercial Building
7 Institutional Building
8 Ottawa River

View of Phase 1 Main Entry

SUSTAINABILITY STATEMENT

The project is not targeting any specific goals with respect to sustainability. That said, the project intends to provide of number of design features that will offer significant energy efficiency.

The majority of parking is underground. By reducing surface parking where possible, we are ensuring a greater amount of soft landscaping, which will reduce the surface run-off created by this development. In addition, the flat roof will provide an opportunity for stormwater storage, and a cistern is included in the design to ensure a stormwater flow rate that will not overwhelm existing infrastructure.

The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls. The project will use only durable cladding materials, all of which will be installed using a “rain screen” design. This ensures that these cladding materials will perform well over the long term and will not require replacement.

The project will use high-efficiency appliances. All lighting will use LED luminaires, which will result in a significant reduction in the electrical demand for the building. The installation of electric car charging stations is being explored. The roofing membrane will have a light color, increasing reflectivity and reducing heat island effects.

The proposed development includes considerable tree planting with enough soil volume to ensure healthy tree growth. The project also makes efforts to conserve existing trees on the site, particularly the extensive growth along the northern property line.

As part of the development, we are providing land for parkland dedication, ensuring the creation of outdoor amenity spaces that benefit both tenants and the surrounding neighborhood. This dedicated park will be designed by the City of Ottawa and landscaped to provide a welcoming and functional green space.

BIRD-SAFE DESIGN APPROACH

Our bird-safe design strategy does not rely on the application of bird-safe glass. Instead, we have implemented a variety of alternative methods and adhered to established bird-safe design guidelines to ensure the safety of birds while maintaining the building’s architectural integrity. Below is a summary of our compliance:

Guideline 1:
a) The project is not located adjacent to a core area or other sub-designation. Please refer to the extract from Schedule C11-C - Natural Heritage System (East).

Guideline 2:
a) We comply with this guideline since the building uses only ‘punched glazing’ and only limited areas of monolithic glass at the main entrance.
b) We comply with this guideline as the building is comprised of a mix of different cladding materials and colours which will assist in fragmenting reflections.

Guideline 3:
a) We comply with this guideline since the building has no ‘fly-through’ or ‘mirror maze’ areas
b) We comply with this guideline since there is no corner glazing anywhere in the project

Guideline 4:
a) There is no provision or expectation for exterior antennas or towers on this project.
b) There will be no guy-wires on the project
c) There will be no up-lighting on the project
d) Grates on the project, when they are positioned, will meet the opening requirements of these guidelines
e) All vertical pipes and flues will be capped

Guideline 5:
a) The plantings around the building should not result in significant reflections on the building.
b) There are no linear landscape elements leading to glass facades or doors
c) There are no plants with significant fruit or seed crops specified on the project
d) There are no adjacent buildings of a scale where the rooftop of this building would have any impact
e) There is no indoor vegetation planned for the project
f) There are no ornamental or other water features designed on this project.

Guideline 6:
a) There is no up lighting on the project.
b) All light fixtures will be full cut-off
c) Non-Essential exterior lighting will be on motion sensors
d) We will target only enough light intensity to meet OBC requirements
e) Perimeter lighting will be discrete
f) There will be no flood lights.

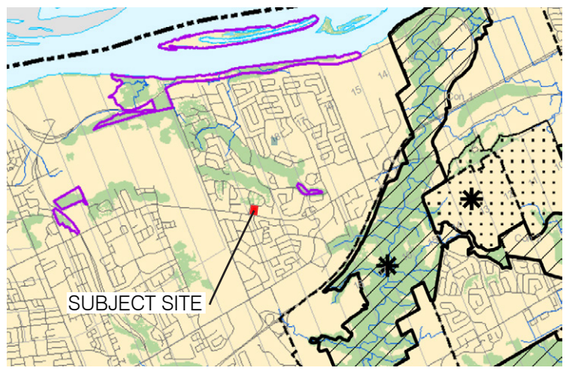
Guideline 7:
a) Windows will be equipped with roller blinds
b) With the exception of the lobby and amenity rooms, there will be no public spaces in the building that will be visible from the exterior.
c) Each unit in the building will have independent light control and has less than 15’ of frontage along the exterior of the building. This will have the effect of creating small zones of lighting.

RESPONSE TO ABUTTING PUBLIC REALM CONDITIONS

Our proposed development thoughtfully addresses the public realm and broader community needs. We are providing land for parkland dedication, creating valuable outdoor spaces that benefit both future residents and the surrounding neighborhood. Dual access to the site ensures ease of entry and exit, improving connectivity and functionality for all users.

The building design transitions sensitively to neighboring residential properties, incorporating adequate setbacks to maintain privacy and reduce impact. Extensive landscaping and tree planting are integral to the project, contributing to a greener environment and enhancing the site’s aesthetic appeal.

This proposal aligns with the vision for increased density along Montreal Road, supported by surrounding applications for taller buildings, such as the proposed 81.5m development at Blair and Montreal. Our development respects this evolving urban context while incorporating setbacks that allow for future road widening and pedestrian-focused amenities, reinforcing Montreal Road’s transformation into a vibrant, transit-oriented corridor.



C11-C - Natural Heritage System (East)

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Elevated view of the South Elevation

COMMENTS ON PRELIMINARY DESIGN

Phase 1:

- *This project is within the City's Design Priority Area and will attend the UDRP.*
  Noted.

- *We recommend providing a main entrance on Montreal Road. The previous entrance was at the intersection corner and appeared well-considered.*
  The current proposal features a main entrance at the corner of Montreal and Beckenham.

- *We recommend the interior courtyard be designed as an amenity space, not a parking lot.*
  We will add planting and landscaping as required to make the interior court feel like a meeting place instead of a parking lot.

- *We recommend limiting the tower floorplate to a maximum of 750m².*
  We will respect the recommended 750m² floor plate area for the tower portion of the 17-story building

Phase 2:

- *We recommend additional analysis to illustrate how the transition is provided to the neighboring property to the northeast.*
  Since the proposed development is 17 storeys, we are mindful that it represents an increase in density in the area, and a number of measures have been used to assist with the transitioning of the building to the surrounding properties.

  Measure 1 - Height of Building on Montreal Road: the proposed development has pushed the highest portion of the apartment building as close to Montreal Road, and the southern end of the lot as possible. This helps the building appropriately respond to the bigger and faster scale of Montreal Road, while helping reduce shadows cast by the building on neighbouring properties.

  Measure 2 - Stepping Down of Apartment Building: the apartment building steps down towards Cedar Road at level 7, providing a communal terrace with views towards the Ottawa River, and again at level 5. This stepping down of the built form helps to transition the heavier mass towards the lower density residential buildings of the neighbourhood to the north.

  Measure 3 - Tree Conservation: the existing tree cover along the property line on Cedar road helps to buffer this transition in height.

- *We recommend limiting the height of this building to four stories to align with the surrounding low-rise neighborhood condition and keeping the mid-rise built form (AM zone) closer to the Montreal Road corridor.*
  The area of the side closest to the low-rise development on Cedar does not feature any development. Instead, this area will be used as a landscape buffer, parkland area, and 9 parking spaces. The northern building is located approximately 26 m from the northern property line. The majority of the development is considered mid-rise with sections at 5 and 7 storeys, and a 700 m2 floorplate area that extends up to 17 storeys. The densest portion of the development is closest to the Montreal Road corridor.

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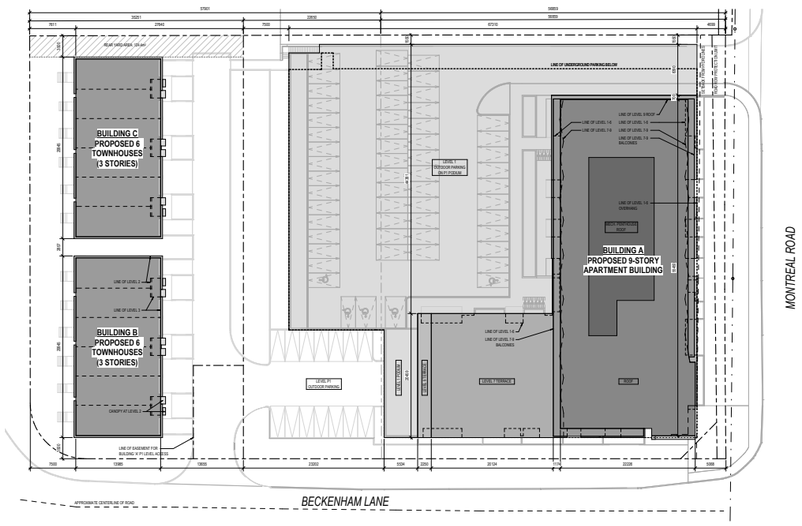
Original design as submitted for SPA 2022-12-23 (D07-12-22-0185)

DESIGN EVOLUTION

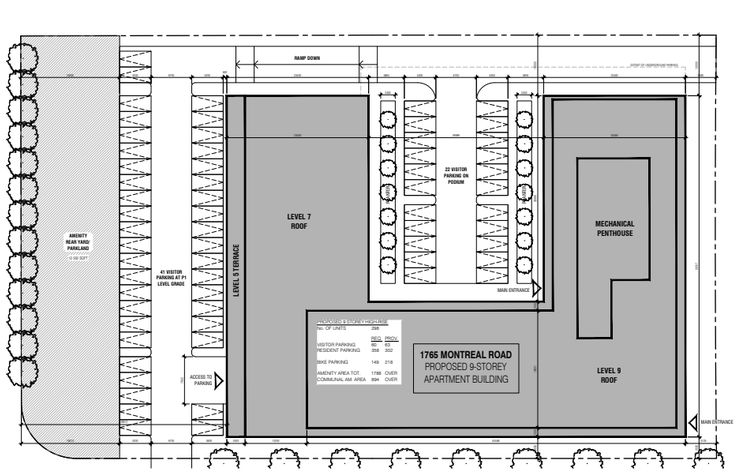
The initial design for the site, as outlined in the current application to the City, consisted of a 9-story building along the southern portion of the property and a series of townhouses along the northern portion. However, due to several factors—including the marketability of units, the overall financial feasibility of the development, and the conveyance of a section of the property to the City for parkland dedication—a series of significant modifications to the design were made.

An initial redesign proposed extending the 9-story building into a U-shaped configuration, wrapping around the southern, western, and northern property lines. While this approach appeared promising, it presented constructibility challenges and broader project feasibility concerns. As a result, the ownership team opted for a phased development strategy that better aligns with market demands and practical implementation.

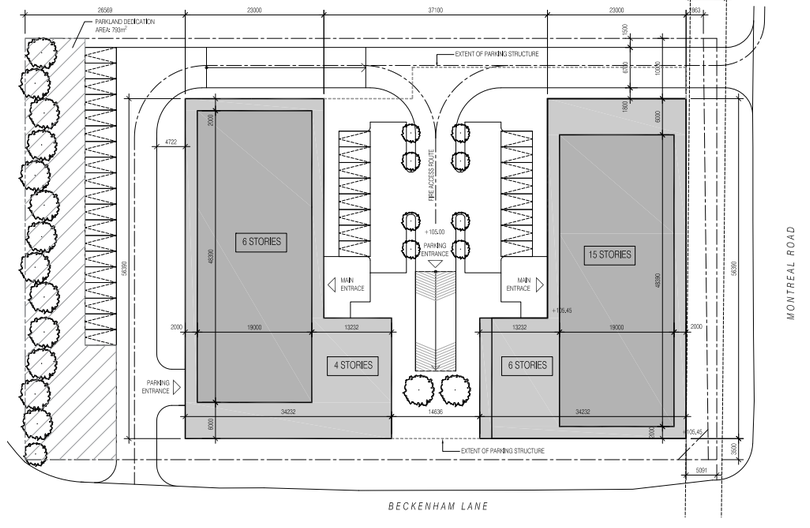
The current design now envisions two distinct phases. Phase 1 includes a 17-story tower portion fronting Montreal Road, establishing a strong urban presence and taking advantage of the corridor's capacity for higher density. Phase 2 consists of a 6-story building that will be constructed at a later date. This second phase will seamlessly integrate with the parking structure from Phase 1, creating a cohesive development while allowing for phased implementation that responds to evolving market conditions and operational considerations.



Original design as submitted for SPA 2022-12-23 (D07-12-22-0185)



Design as developed internally with ownership group



Current proposed design

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Elevated View Looking West

CHARACTERISTICS OF THE ADJACENT STREETS AND PUBLIC REALM

The subject lands for this proposal have frontage on three streets: Montreal Rd, Beckenham Lane, and Cedar Road. The Montreal Road frontage features a high-rise apartment building with 17 storeys in total and a 7 storey podium. The Beckenham Lane frontage features the 7 storey podium of the southern building and the 6 story northern building with a 5 storey podium. While Beckenham Lane serves as a connection between the neighbourhood to the north and Montreal Road. Montreal Road is a Mainstreet Corridor and a Cycling Spine Route as per the New Official Plan and Transportation Masterplan, respectively.

Within a 100 m radius of the proposal is the Cardinal Heights Plaza south-west of the site, which is a strip mall with approximately 5 stores but the potential for almost 10 separate businesses, the Rothwell Dental Center directly west of the site, which was recently renovated around 2020, and Rothwell Heights Terrace west of the dental centre, which is a multi-unit residential building. Within a 200 m radius we see more mid-density residential and retail buildings along Montreal Rd. Moving away from the Mainstreet, the building types are primarily lower scale residential.

To the south across from Montreal Road, we see the Beacon Hill South Neighbourhood, also consisting mainly of low and medium-density residential buildings such as semi-detached units and condominiums. To the west are low and mid-rise residential buildings facing Montreal Road on the north side, as well as various commercial buildings with street facing parking lots on the south side of Montreal Road. The project is 500 m from a proposed 26-storey high-rise residential building at the corner of Montreal Road and Blair Road, and the existing 14-storey high-rise building ‘Hillsview Place’ to the east.

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1765 MONTREAL ROAD VIEW OF SOUTHWEST CORNER FROM MONTREAL ROAD

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1765 MONTREAL ROAD VIEW OF FRONT ELEVATION FROM MONTREAL ROAD

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1765 MONTREAL ROAD VIEW OF SOUTHEAST CORNER FROM MONTREAL ROAD

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1765 MONTREAL ROAD VIEW OF NORTHWEST CORNER FROM BECKENHAM LANE

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1765 MONTREAL ROAD VIEW OF NORTH ELEVATION FROM PARKLAND

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1765 MONTREAL ROAD VIEW OF NORTHEAST CORNER FROM REAR YARD

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1765 MONTREAL ROAD VIEW OF COURTYARD FACING NORTH

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1765 MONTREAL ROAD VIEW OF COURTYARD FACING WEST

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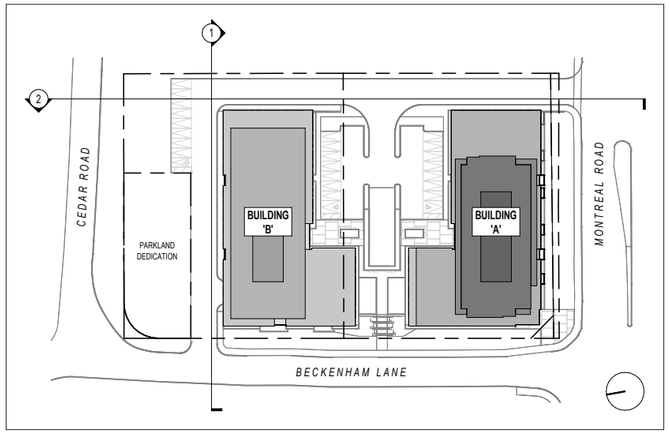
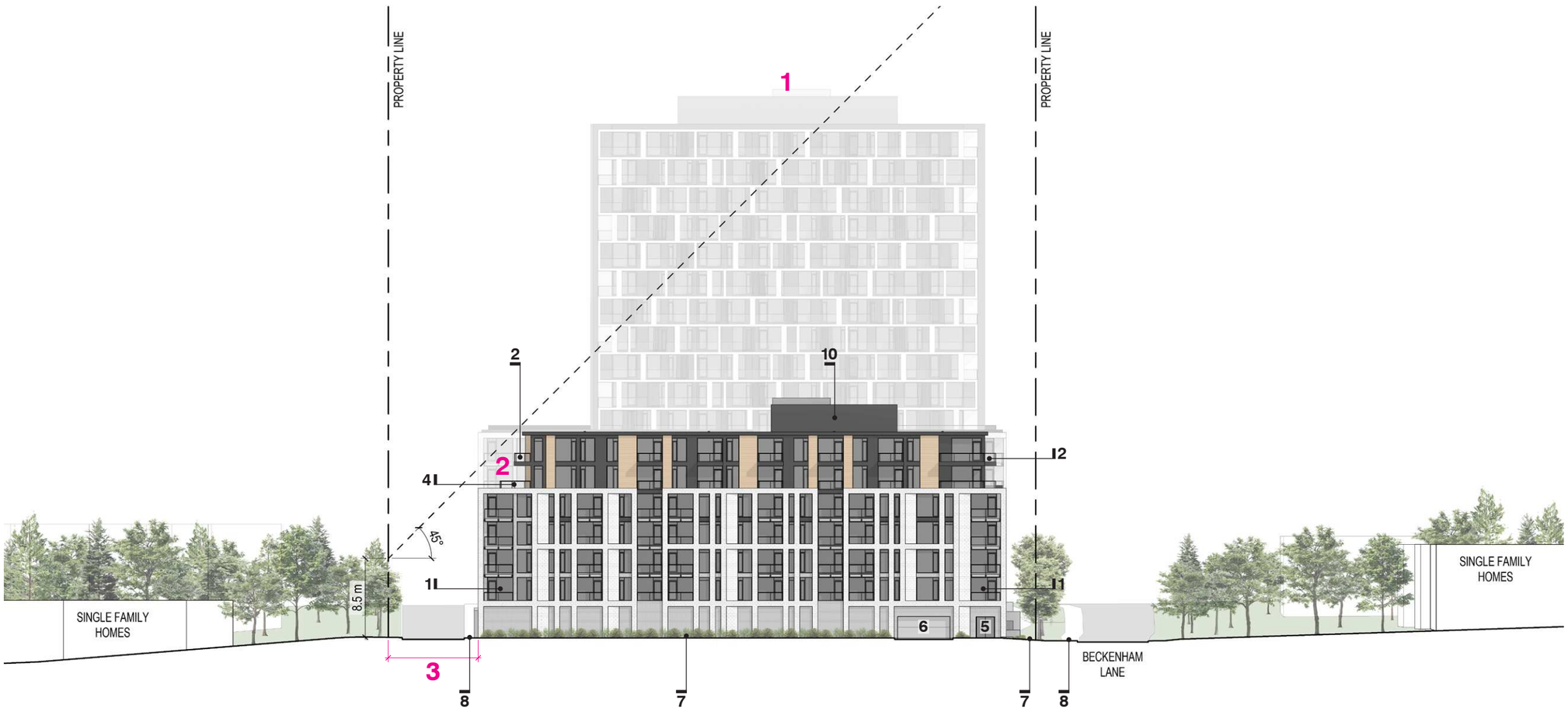


KEY PLAN

LEGEND

1 Recessed balconies (Levels 1 to 6)
2 Projecting balconies (Levels 7 to 17)
3 Communal terrace
4 Private terrace
5 Building entrance
6 Parking levels
7 Soft landscaping
8 Sidewalk
9 Parkland
10 Mechanical penthouse



BUILDING TRANSITION

Since the proposed development is 17 storeys, we are mindful that it represents an increase in density in the area, and a number of measures have been used to assist with the transitioning of the building to the surrounding properties.

Measure 1 - Height of Building on Montreal Road

The proposed development has pushed the highest portion of the apartment building as close to Montreal Road, and the southern end of the lot as possible. This helps the building appropriately respond to the bigger and faster scale of Montreal Road, while helping reduce shadows cast by the building on neighbouring properties.

Measure 2 - Terraced Building Form

Building 'A' steps down at Level 7, creating two communal terraces at the East and North ends, and steps down again at Level 5. Building 'B' steps down at Level 5, creating a third communal terrace as well as a 5.1m setback along the East and 2.3m setback along the North facade that help to soften the building's perceived height. The project creates a clear gradation from high to low, with this stepping down of the built form facilitating the transition towards the lower density residential buildings of the neighbourhoods to the North and East.

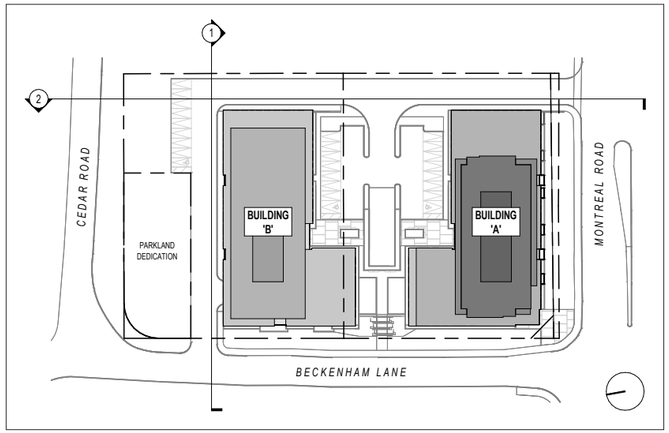
Measure 3 - Additional Setback from Property Line

The buildings are pushed back a further 7m beyond the required 3m along the East property line to create more separation and privacy between the proposed development and the neighbouring single family homes.

Measure 4 - Tree Conservation & Parkland

The existing tree cover and parkland dedication along the property line on cedar road helps to buffer this transition in height. Care has been taken to preserve this tree line - from the deliberate treatment of grading on the site, to the substantial setback of the building from the rear lot line.

(See Angular Plane Section 2 on Next Page)



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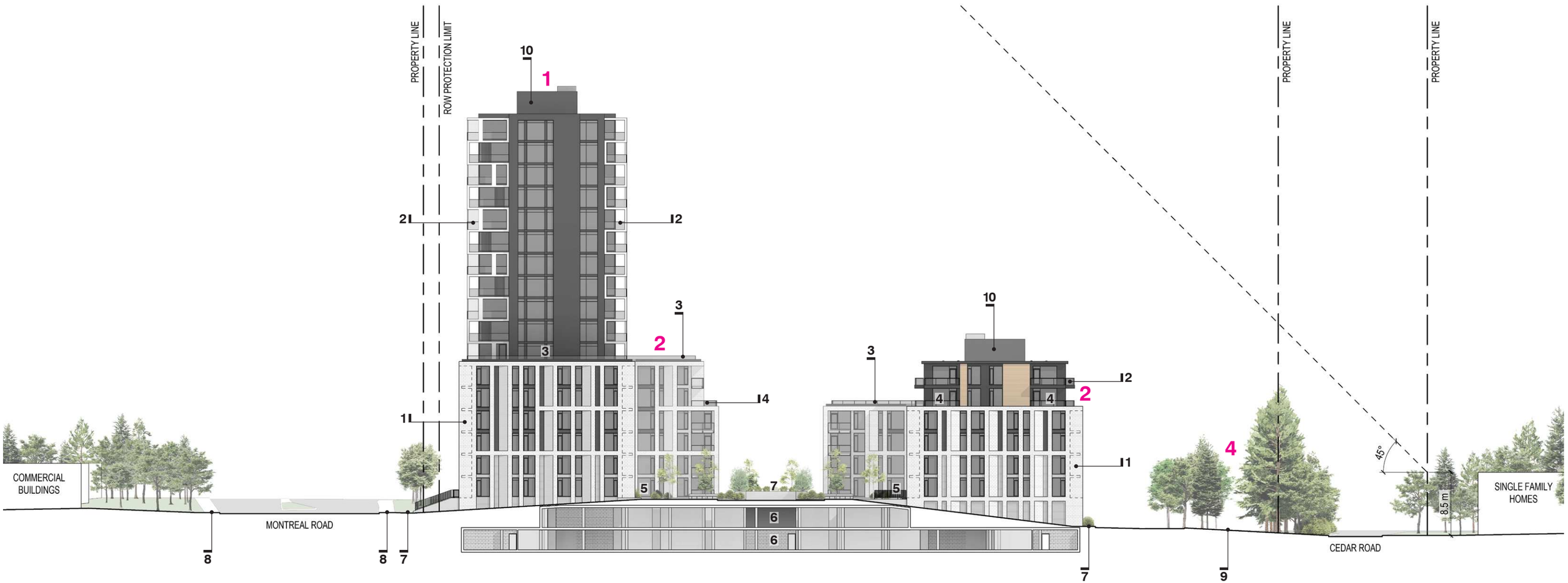

1765 MONTREAL ROAD BUILDING TRANSITION / ANGULAR PLANE STUDY 2
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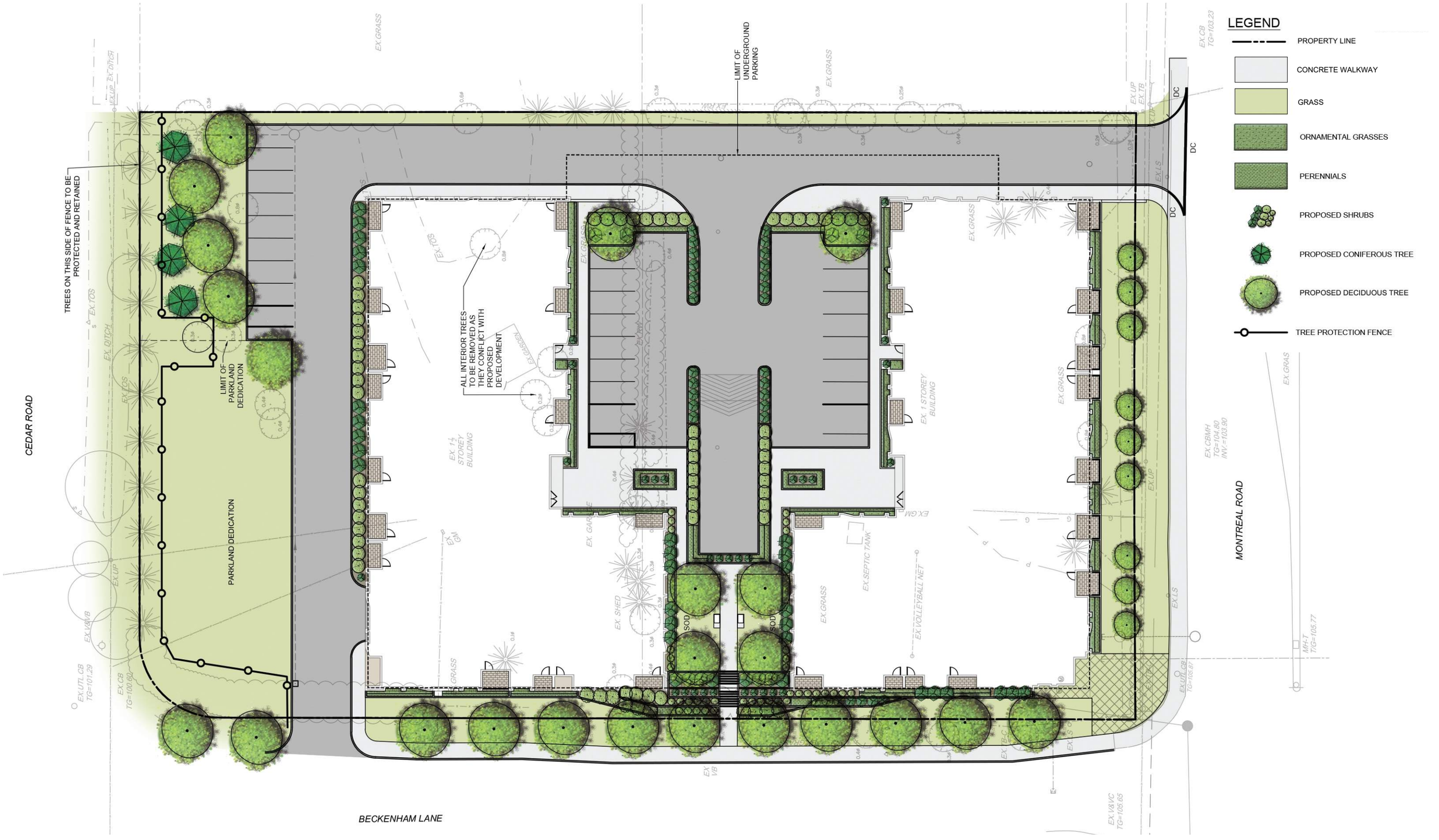

1765 MONTREAL ROAD RENDERED LANDSCAPE PLAN - AS PROVIDED BY NOVATECH 2025-01-21

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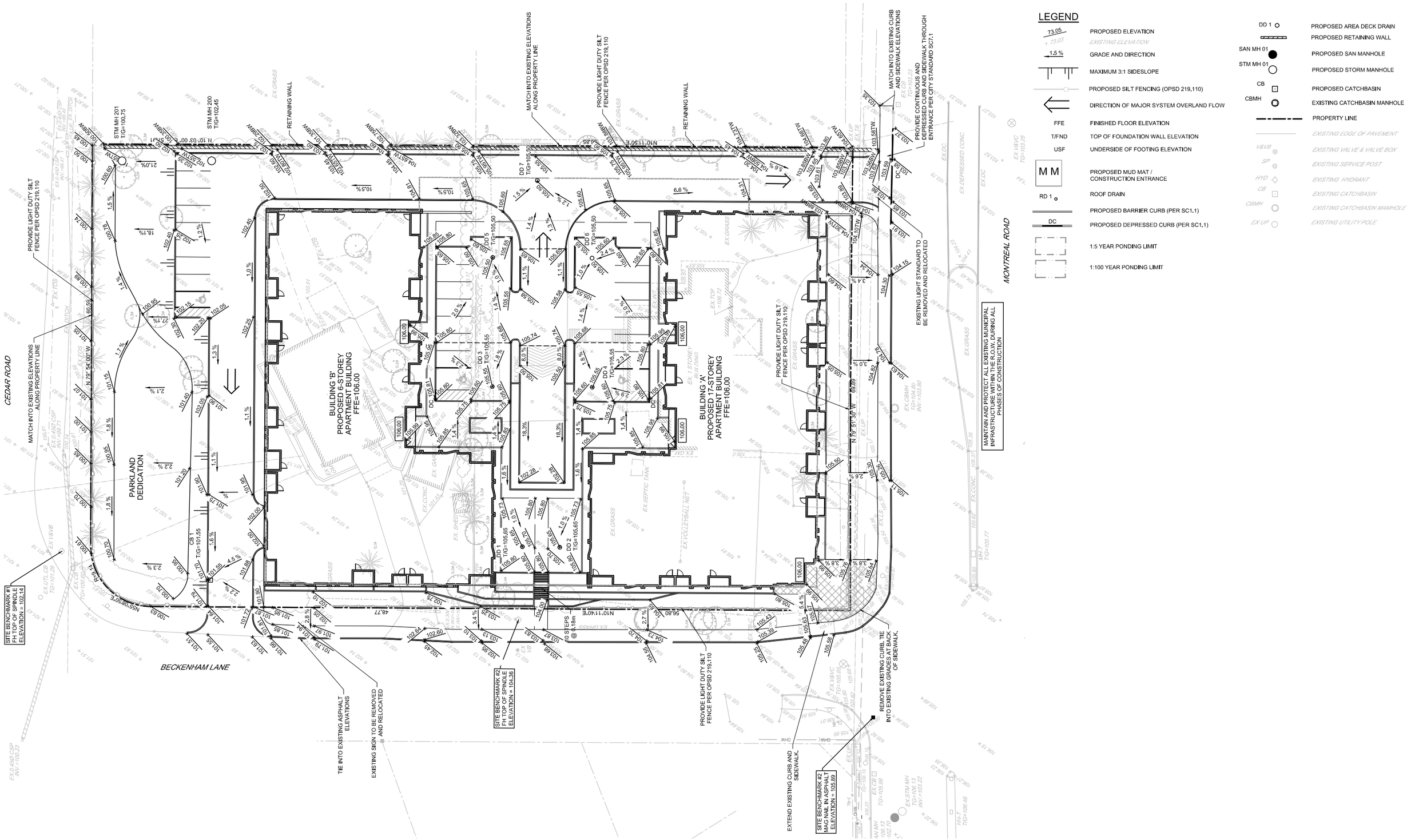

1765 MONTREAL ROAD PRELIMINARY GRADING PLAN - AS PROVIDED BY NOVATECH 2025-01-21

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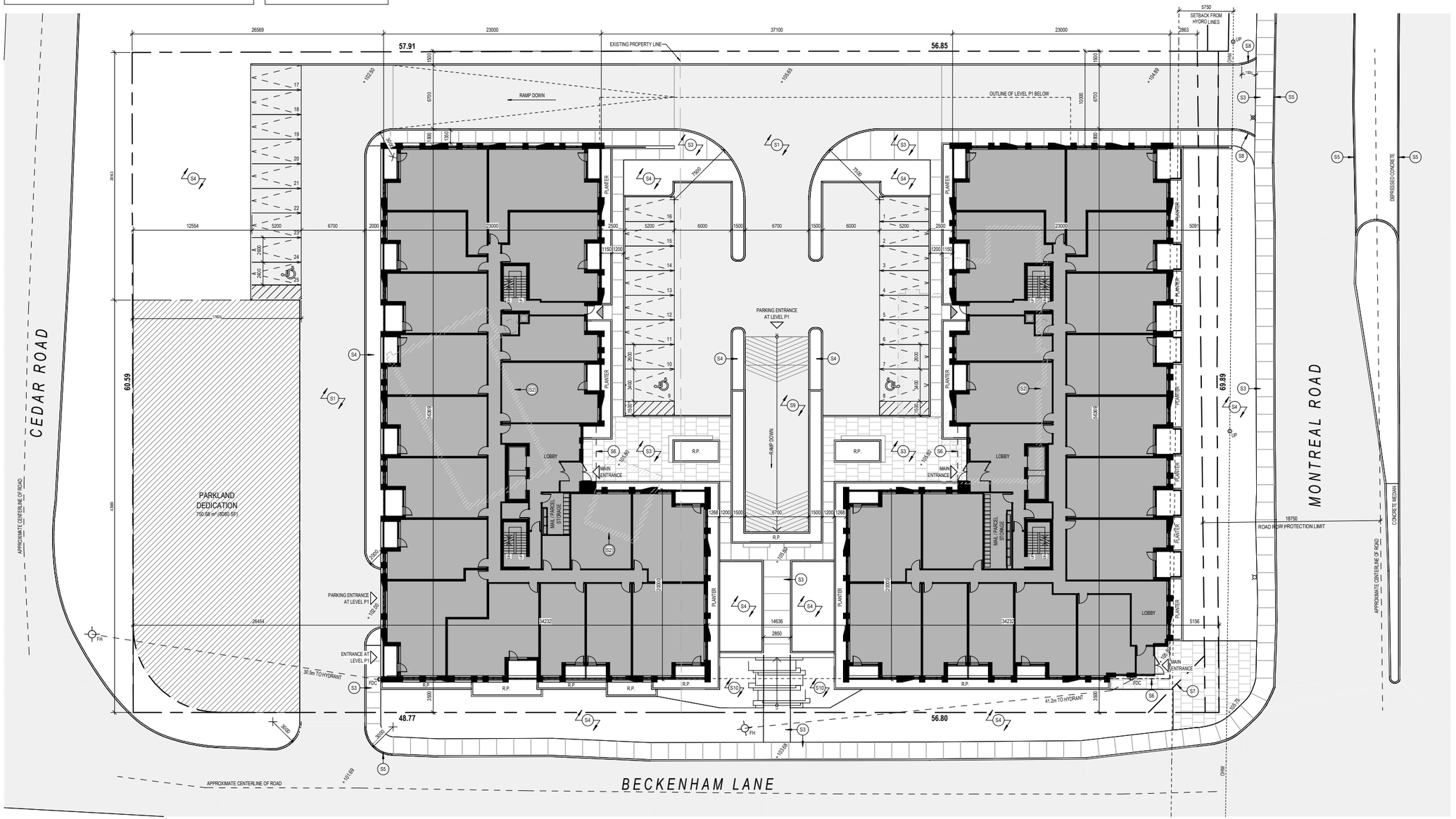
SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- BICYCLE PARKING
- PROPERTY LINE
- SETBACK LINE
- OHW — OVERHEAD WIRES
- INTERLOCKING STONE PAVERS
- EXISTING TRAFFIC SIGNAL POST
- FDC — FIRE DEPARTMENT CONNECTION
- FH — FIRE HYDRANT
- NEW STREET LIGHT
- STREET LIGHT TO BE REMOVED
- EXISTING STREET LIGHT TO REMAIN
- UP — EXISTING UTILITY POLE TO REMAIN
- UP — UTILITY POLE TO BE REMOVED/RELOCATED

SITE PLAN NOTES

S1 ASPHALT
S2 EXISTING STRUCTURE TO BE DEMOLISHED
S3 CONCRETE SIDEWALK
S4 SOFT LANDSCAPING
S5 DEPRESSED CURB
S6 LINE OF CANOPY ABOVE
S7 6m CORNER SIGHT TRIANGLE
S8 CURB TRANSITION
S9 CONCRETE RAMP
S10 PLANTING BED



1765 MONTREAL ROAD SITE PLAN
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1765 MONTREAL ROAD LEVEL 01 FLOOR PLAN

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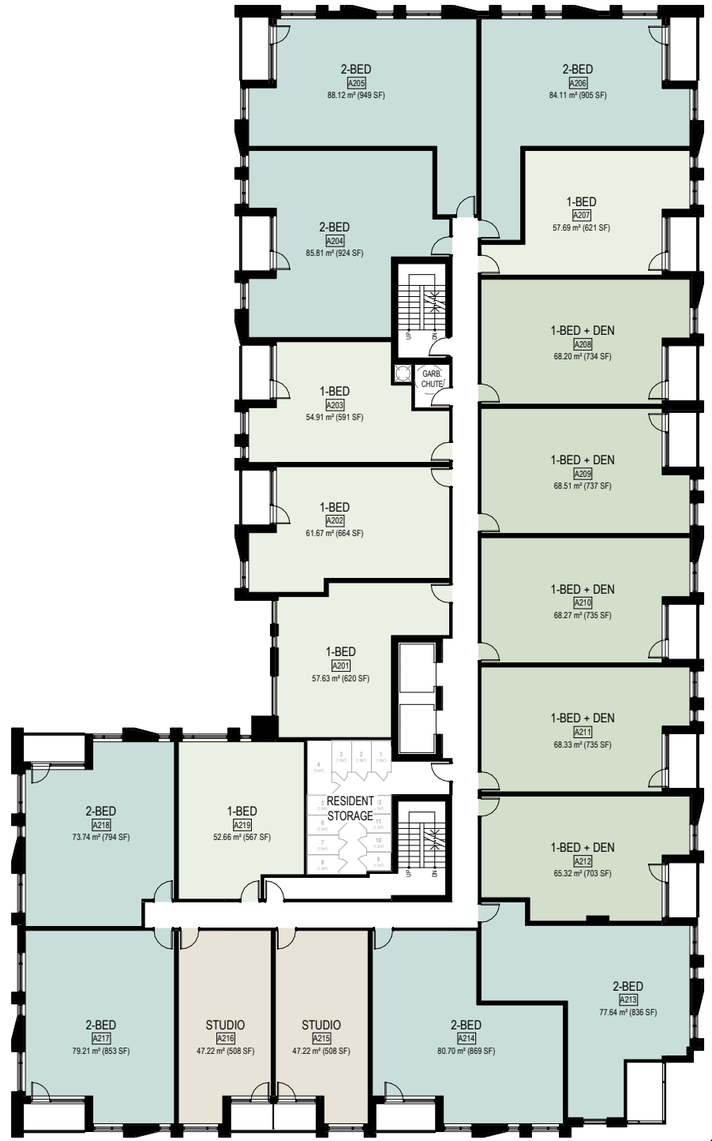

1765 MONTREAL ROAD LEVEL 02 - 04 TYPICAL FLOOR PLAN

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1765 MONTREAL ROAD LEVEL 05 FLOOR PLAN

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1765 MONTREAL ROAD LEVEL 06 FLOOR PLAN

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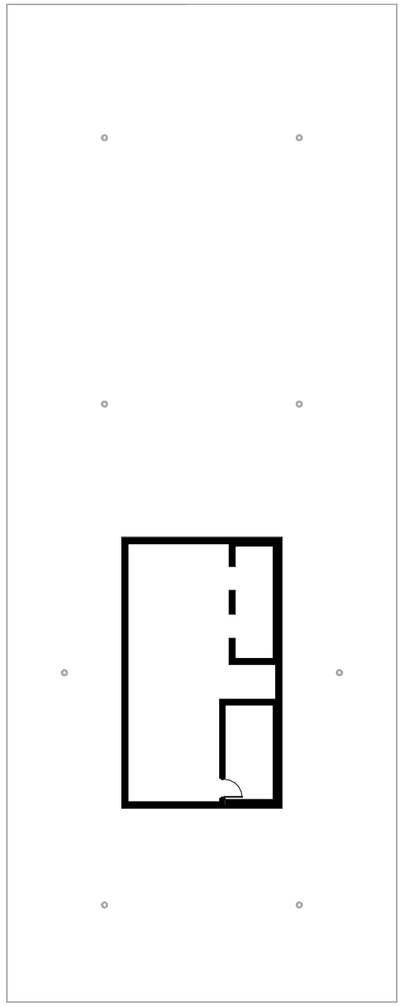

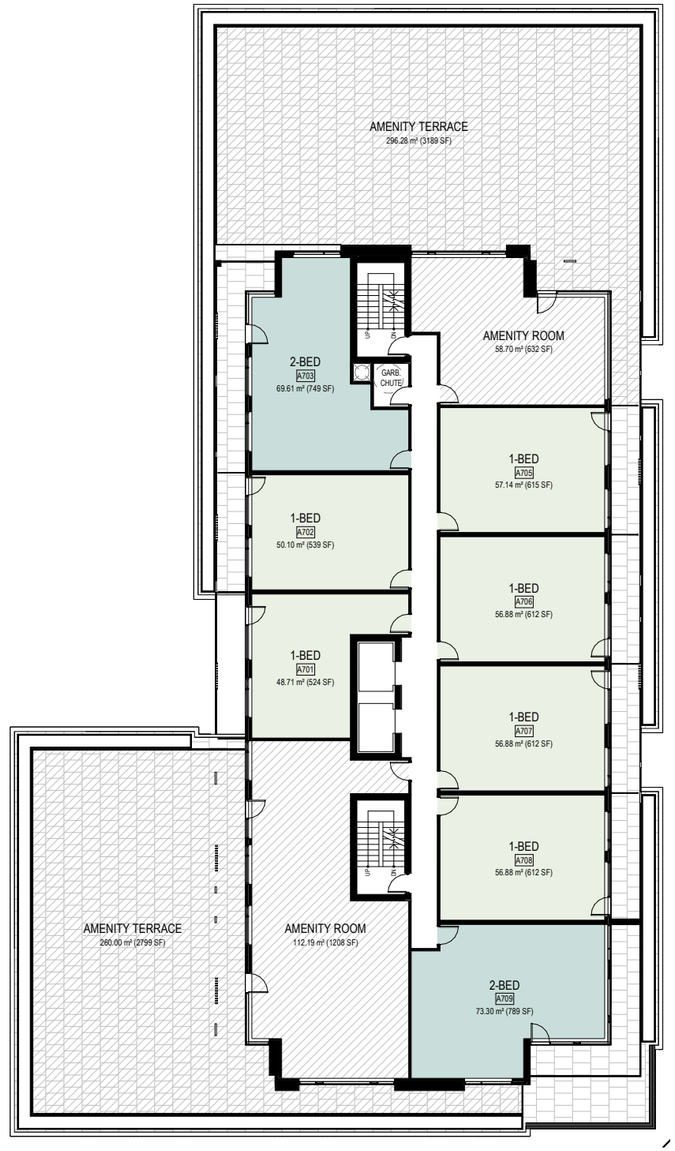

1765 MONTREAL ROAD LEVEL 07 FLOOR PLAN

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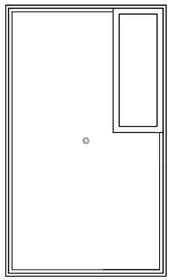

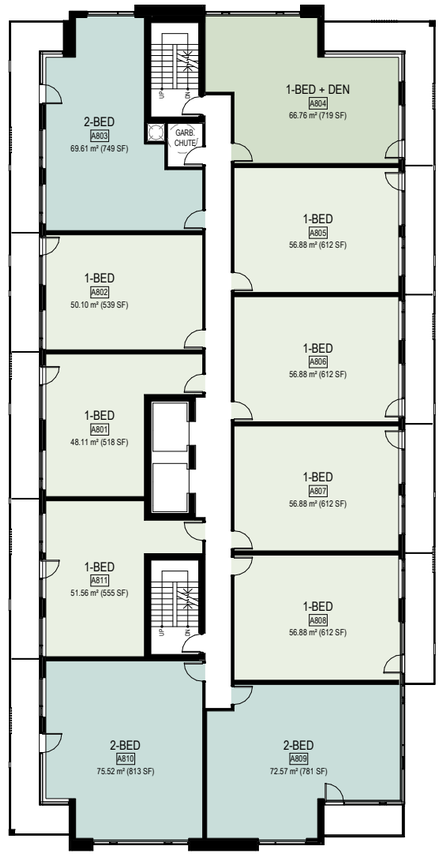

1765 MONTREAL ROAD LEVEL 08 - 17 TYPICAL FLOOR PLAN

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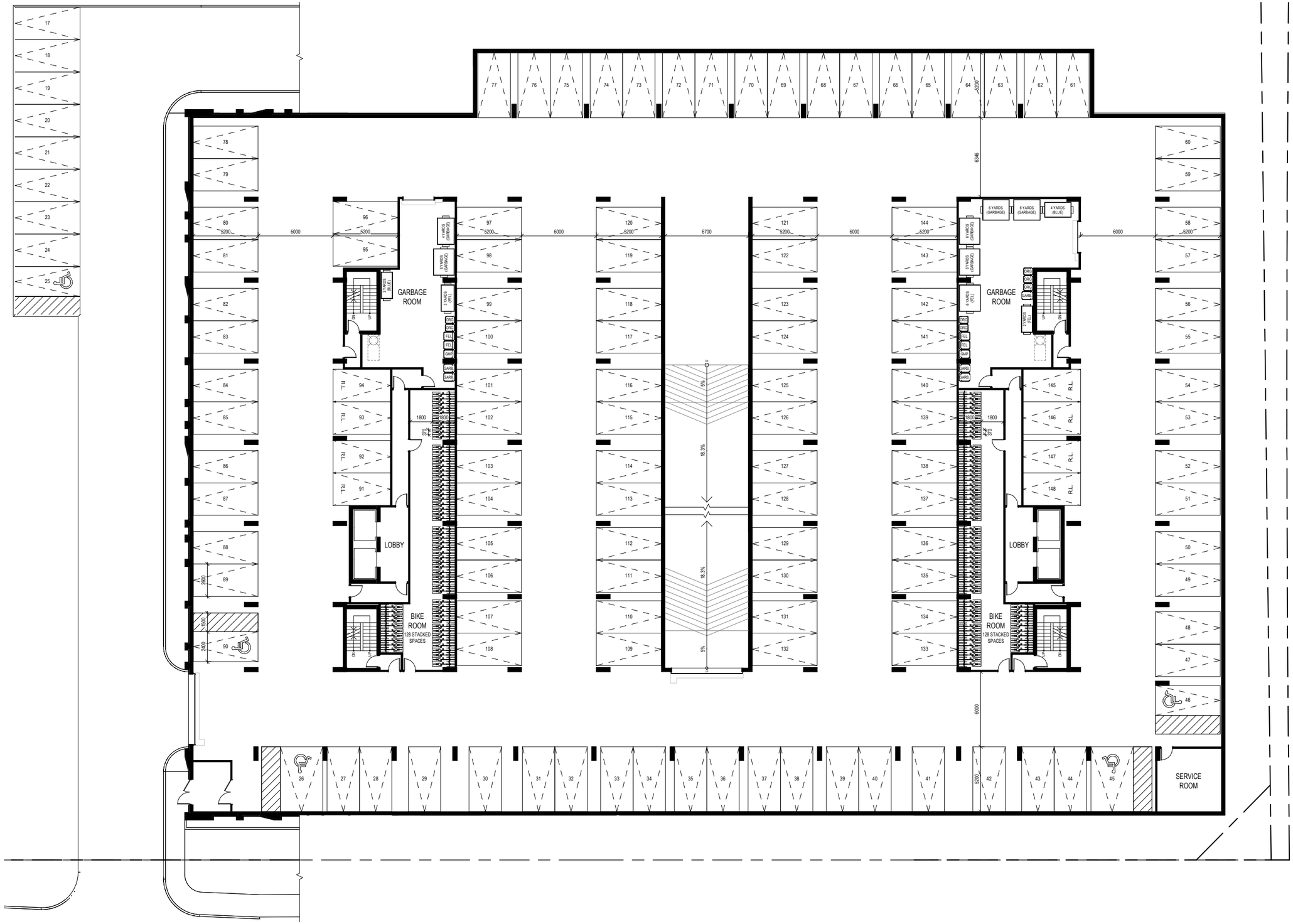

1765 MONTREAL ROAD LEVEL P1 FLOOR PLAN

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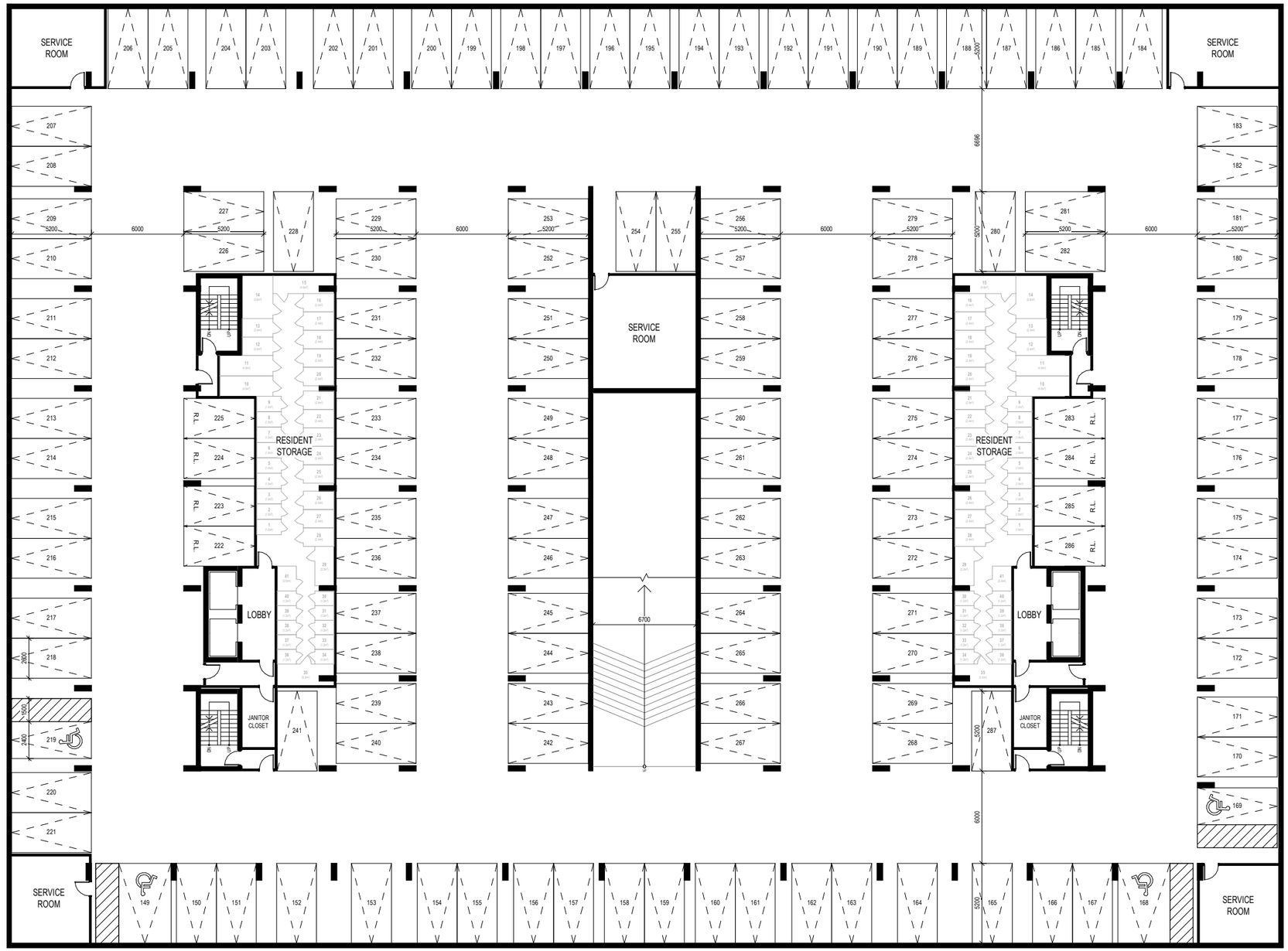

1765 MONTREAL ROAD LEVEL P2 FLOOR PLAN

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LEGEND

1 Stone Masonry (White)
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)

1765 MONTREAL ROAD BUILDING DESIGN - EAST ELEVATION
|2107 |SCALE N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

LEGEND

1 Stone Masonry (White)
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)

1765 MONTREAL ROAD BUILDING DESIGN - WEST ELEVATION
|2107 |SCALE N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

project1 studio

LEGEND

1 Stone Masonry (White)
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)

1765 MONTREAL ROAD BUILDING DESIGN - NORTH ELEVATION - PHASE 1
|2107 |SCALE N.T.S.

LEGEND

1 Stone Masonry (White)
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)

1765 MONTREAL ROAD BUILDING DESIGN - NORTH ELEVATION - PHASE 2
|2107 |SCALE N.T.S.

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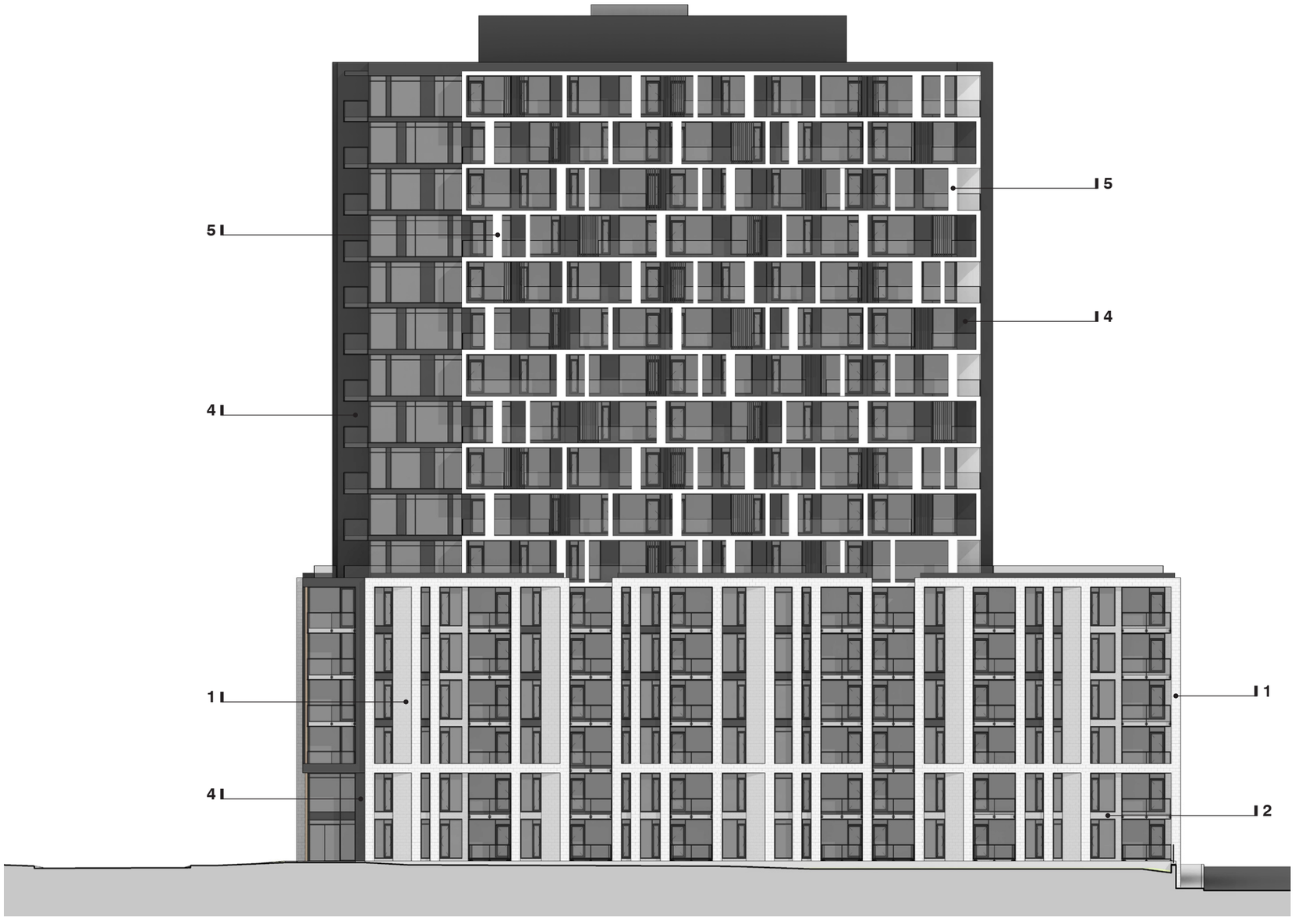
project1 studio

LEGEND

1 Stone Masonry (White)
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)

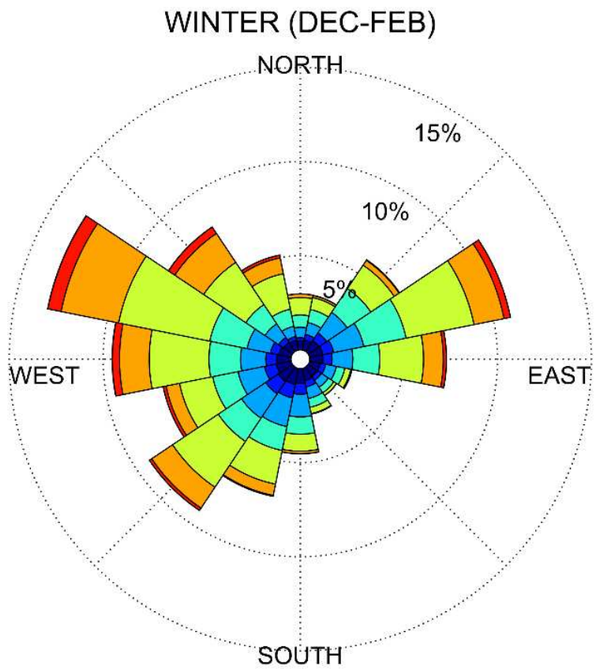


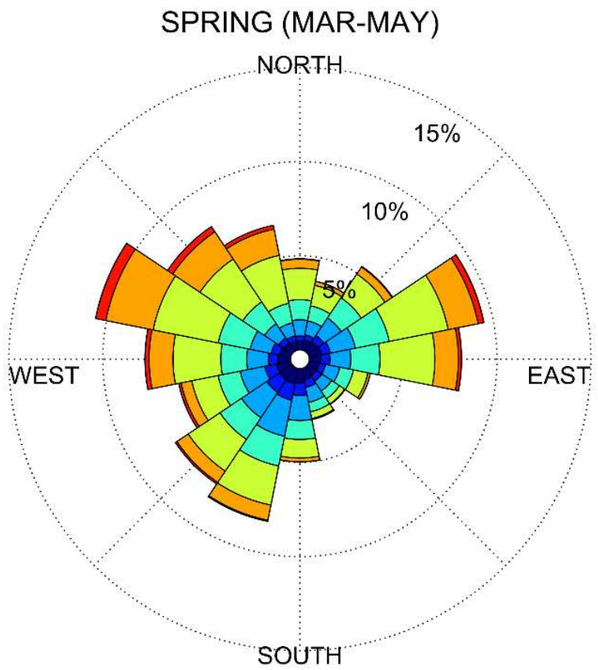
1765 MONTREAL ROAD BUILDING DESIGN - SOUTH ELEVATION - PHASE 1
|2107 |SCALE N.T.S.

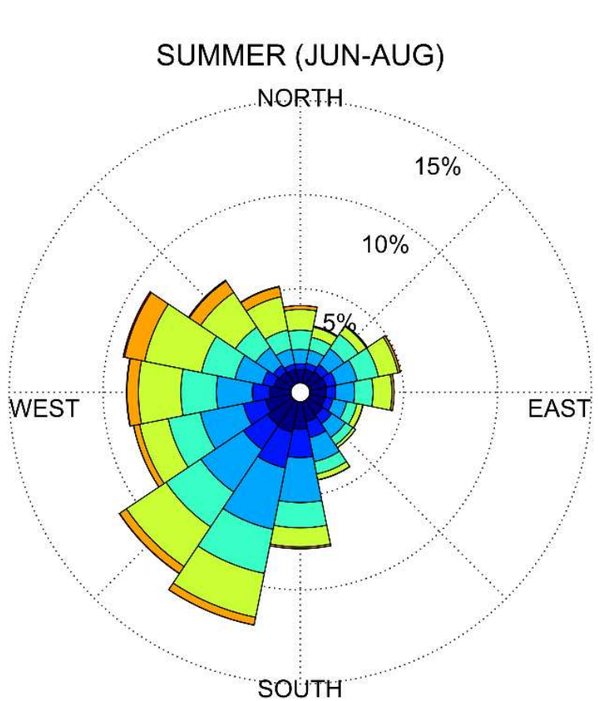
LEGEND

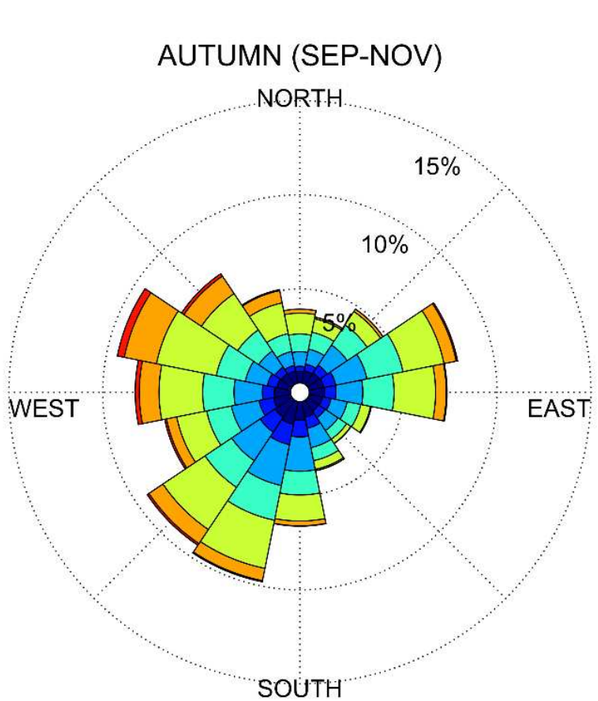
1 Stone Masonry (White)
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)

1765 MONTREAL ROAD BUILDING DESIGN - SOUTH ELEVATION - PHASE 2
|2107 |SCALE N.T.S.



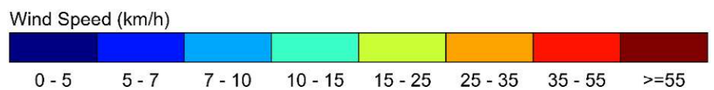






PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

Wind Comfort Class	Mean Speed (km/h)	Description
SITTING	≤ 10	Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.
STANDING	≤ 14	Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.
STROLLING	≤ 17	Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.
WALKING	≤ 20	Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.
UNCOMFORTABLE	> 20	Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.



Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

1765 MONTREAL ROAD WIND ANALYSIS - SEASONAL DISTRIBUTION OF WIND (OTTAWA-MACDONALD-CARTIER INTERNATIONAL AIRPORT)
|2107 |SCALE N.T.S.

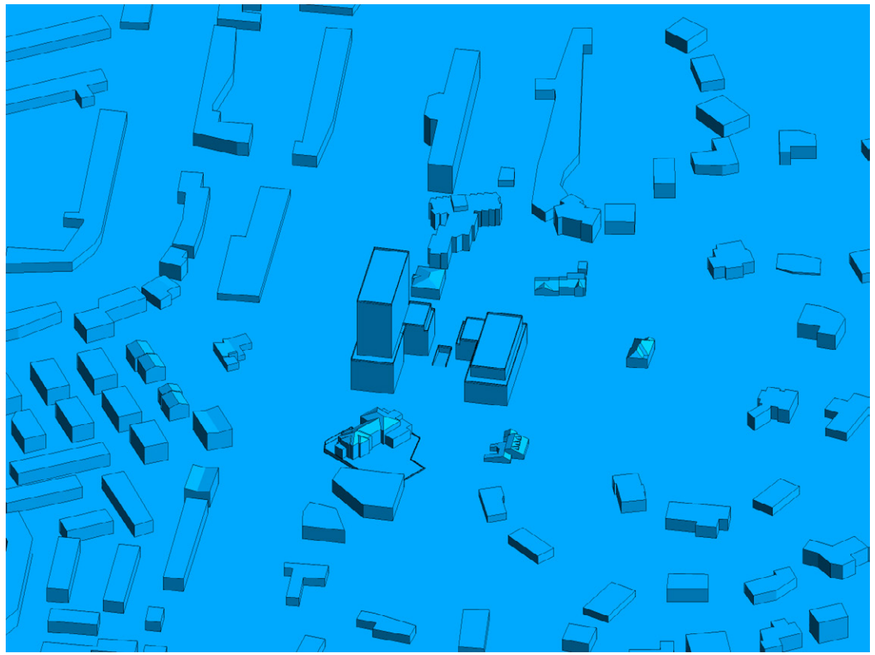


FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, EAST PERSPECTIVE

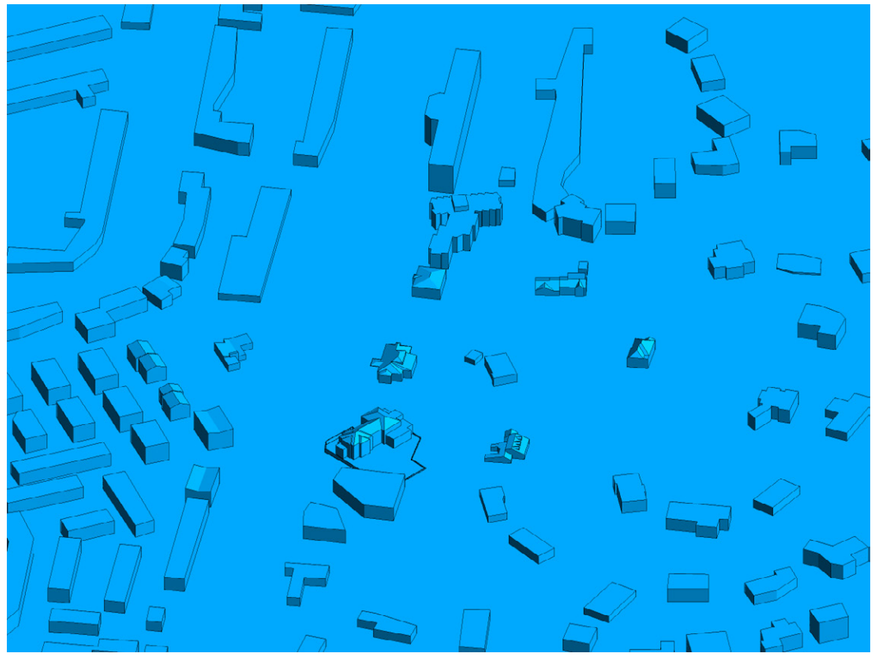


FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, EAST PERSPECTIVE

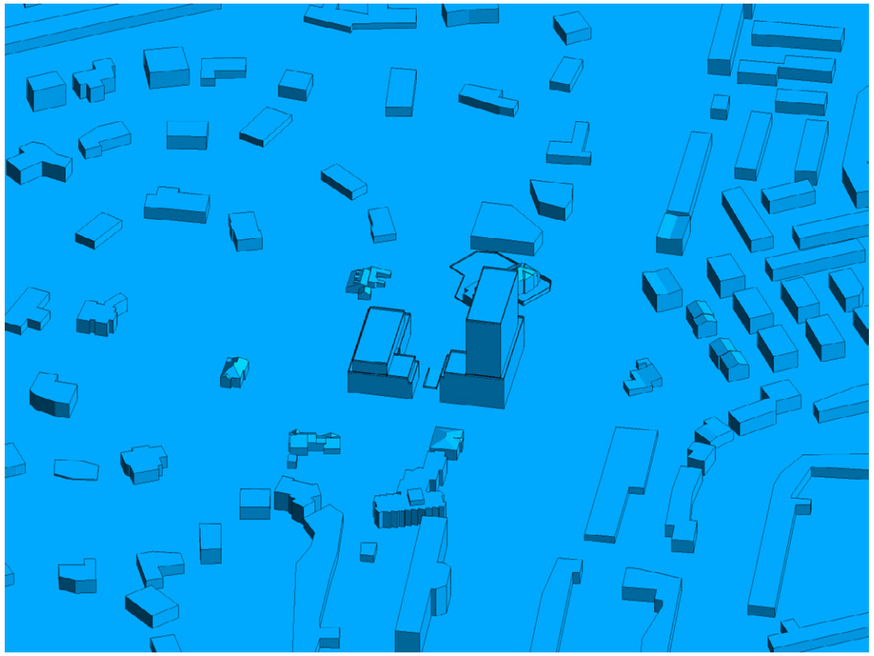


FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, WEST PERSPECTIVE

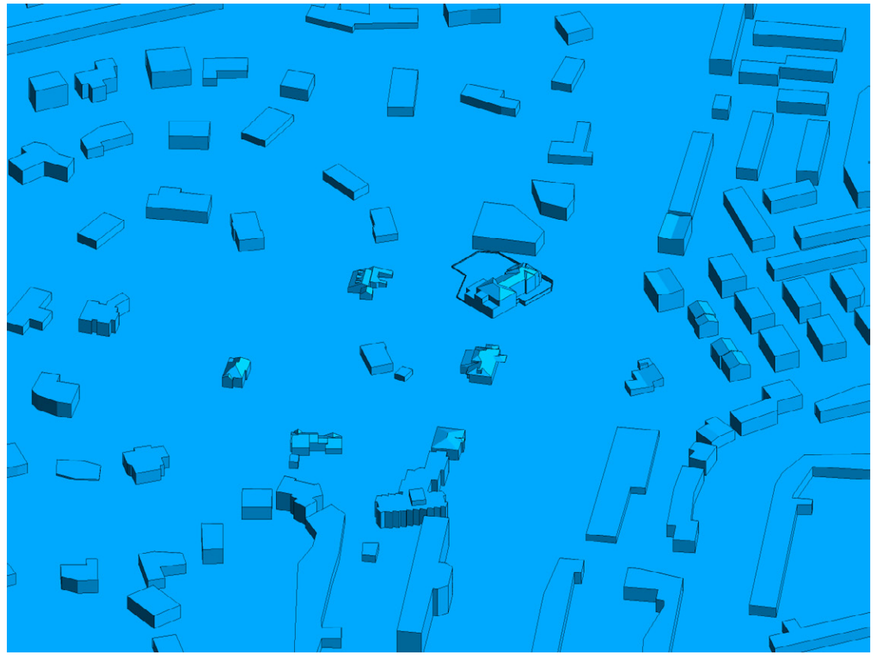


FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, WEST PERSPECTIVE

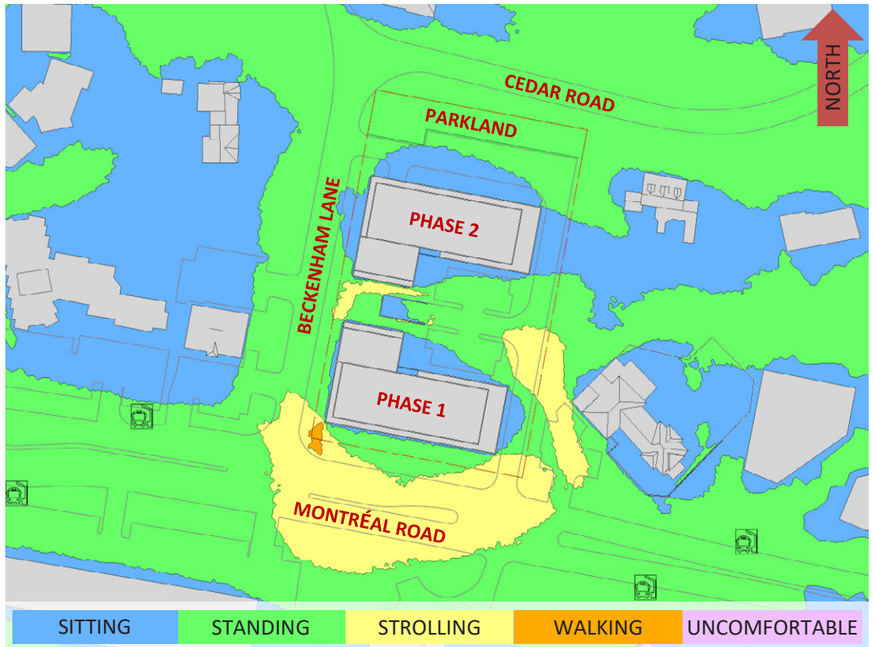


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

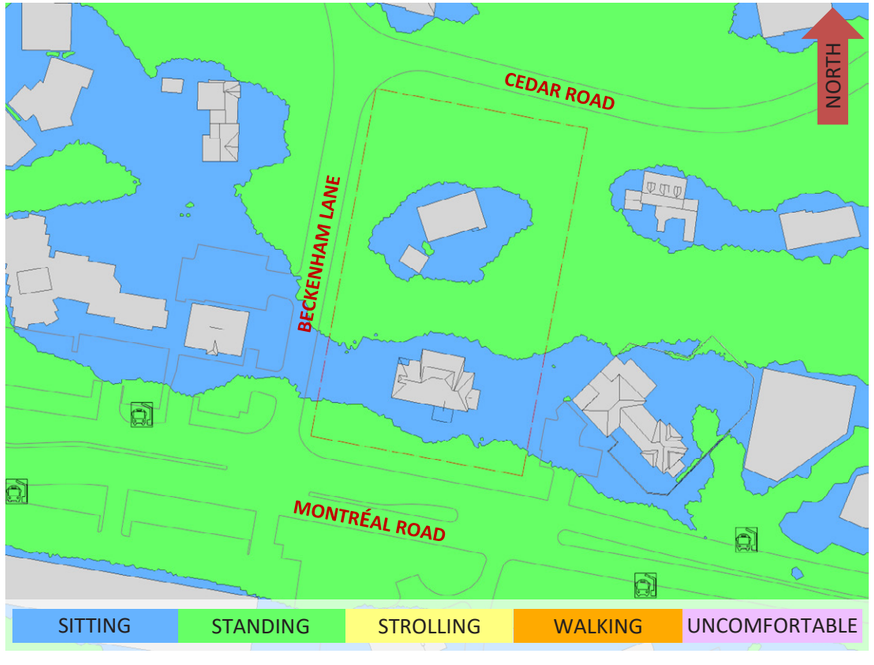


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

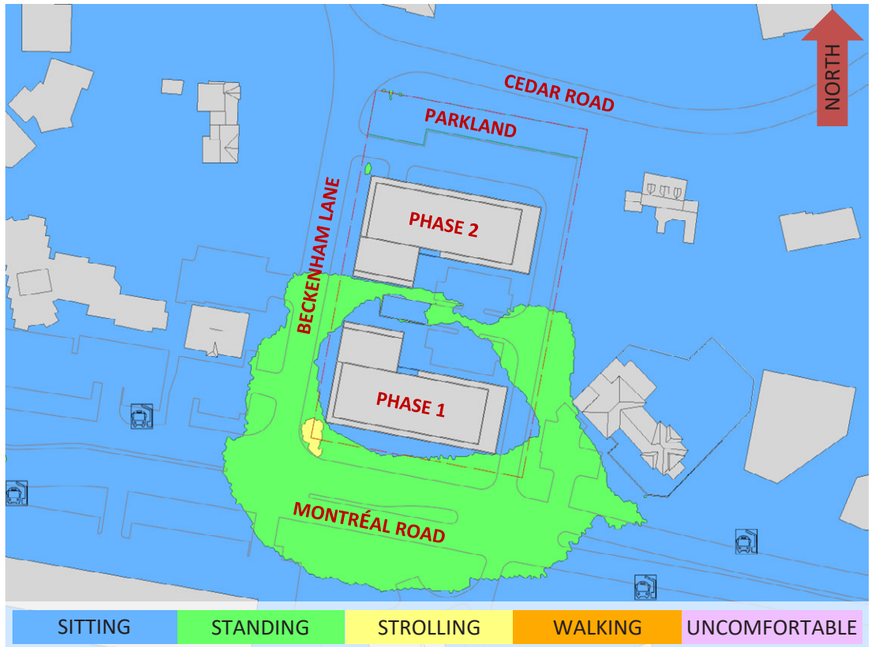


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

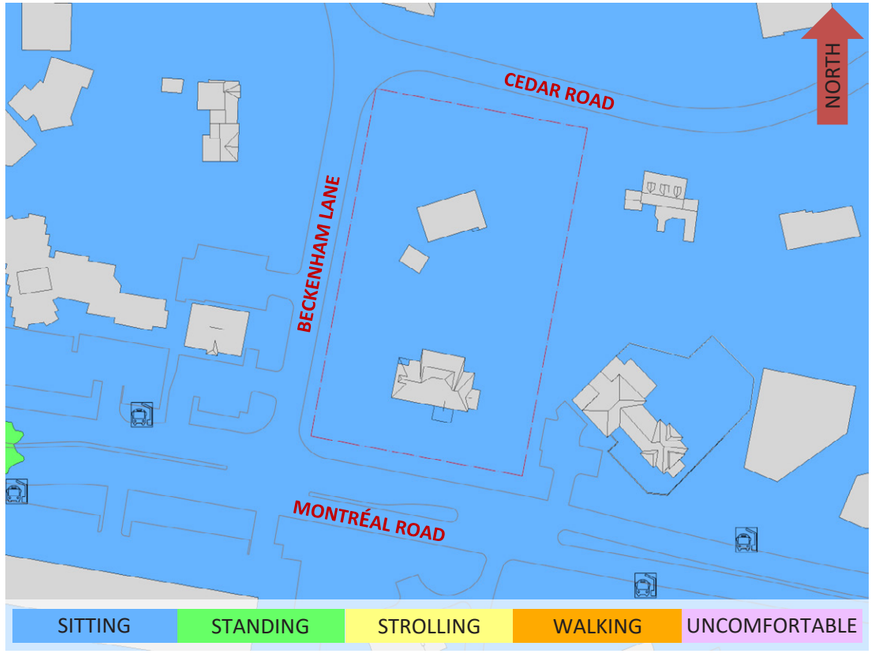


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

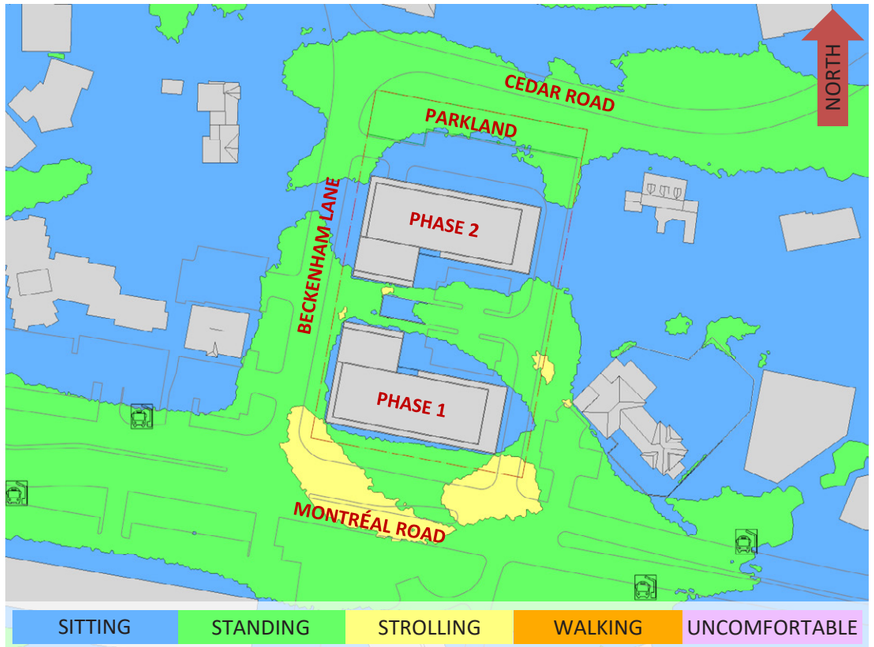


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

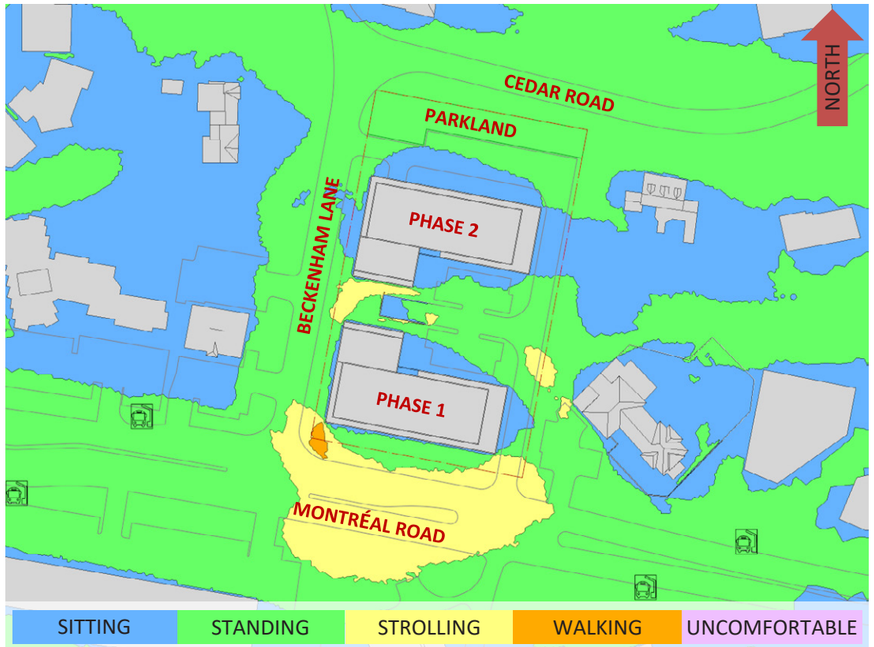


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

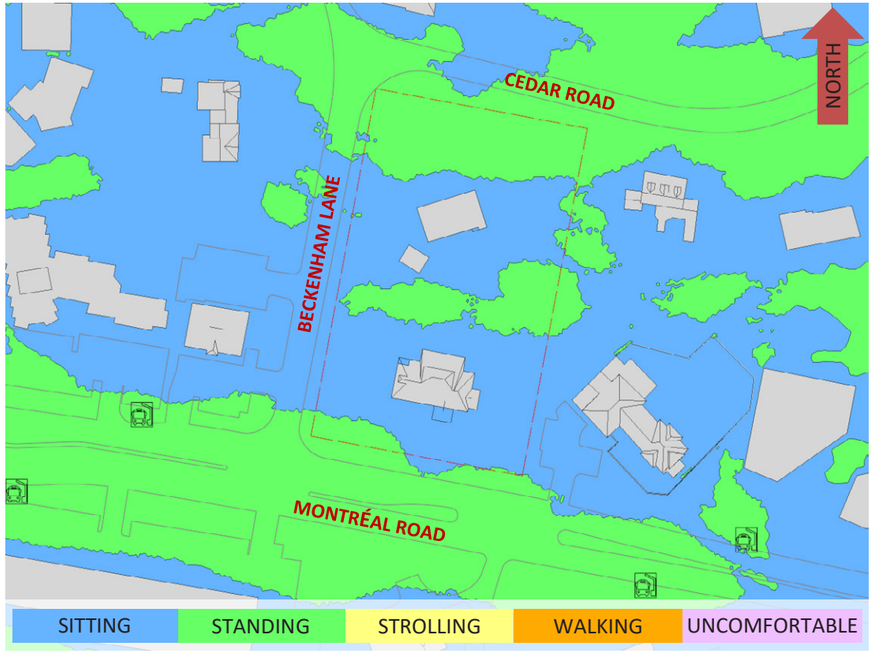


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

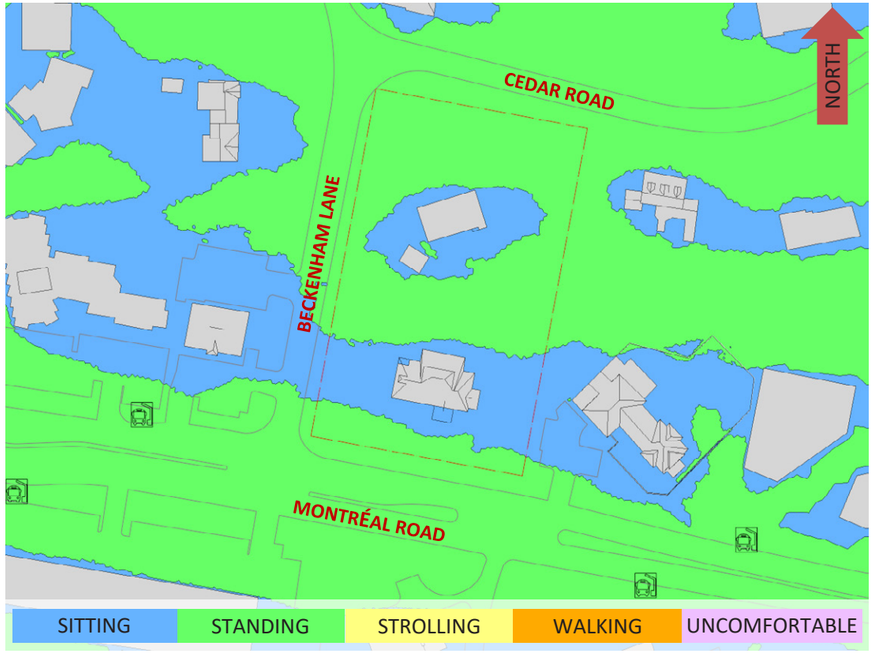


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

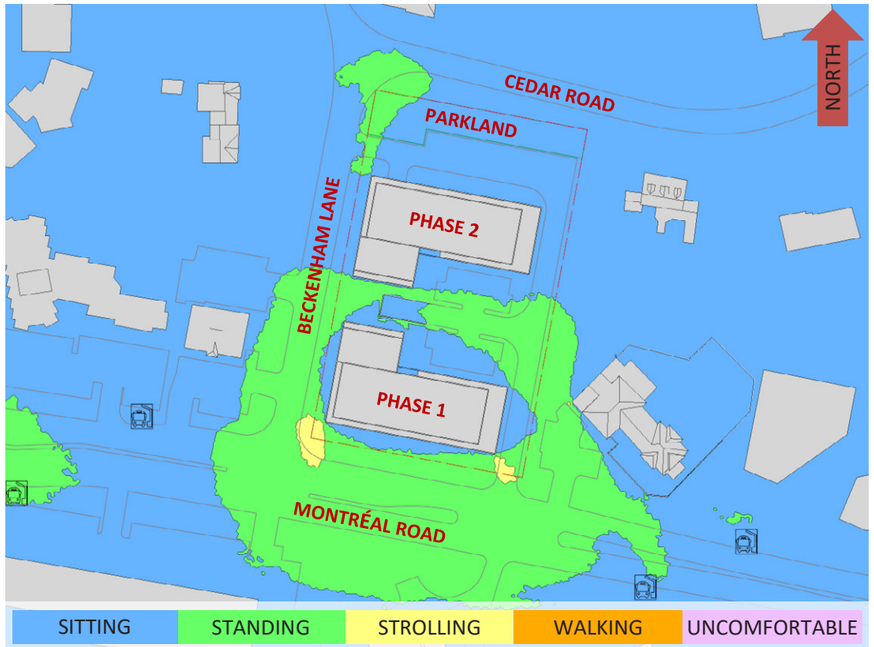


FIGURE 7: TYPICAL USE PERIOD – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

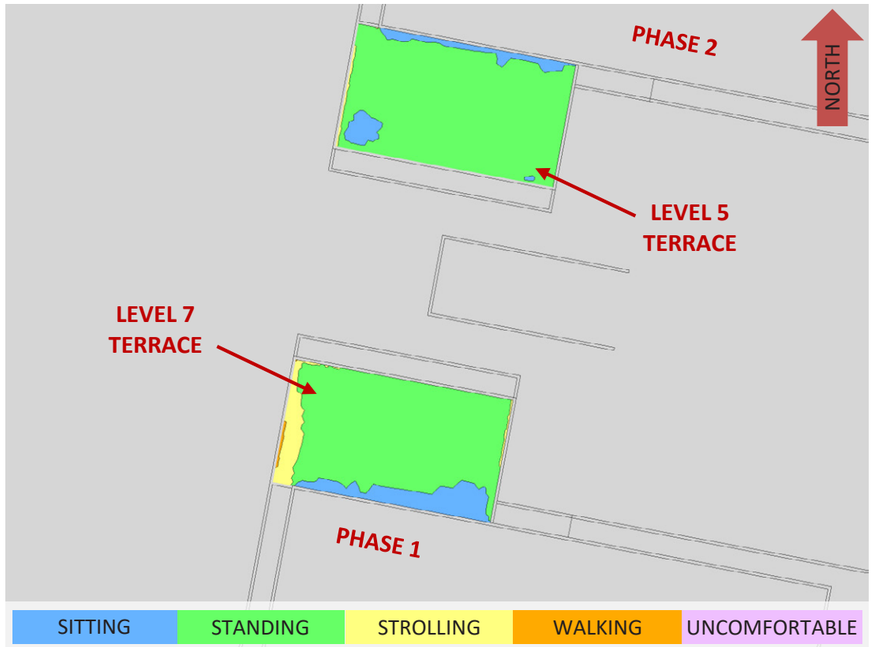


FIGURE 8C: AUTUMN – WIND COMFORT, COMMON AMENITY TERRACES

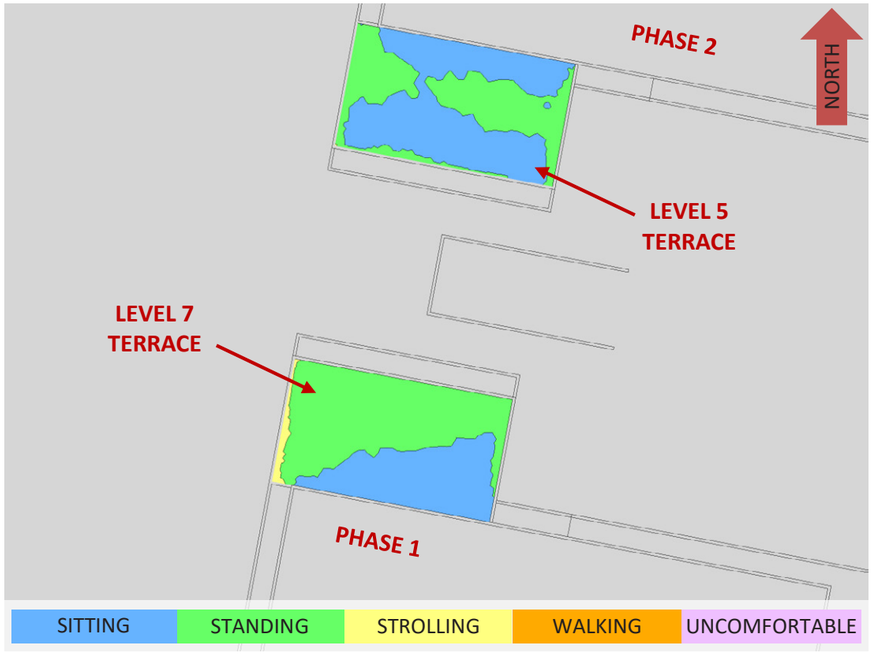


FIGURE 9: TYPICAL USE PERIOD – WIND COMFORT, COMMON AMENITY TERRACES

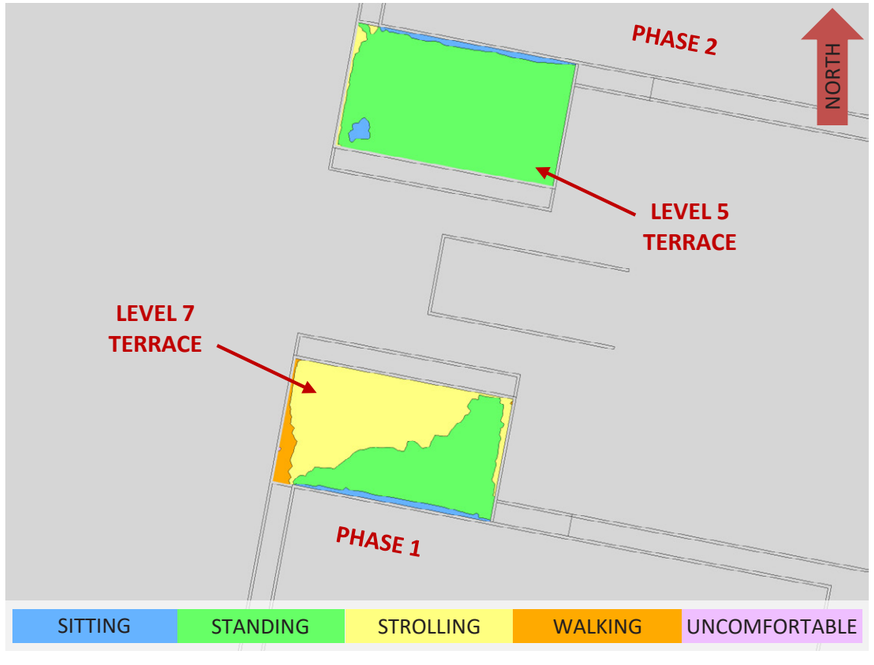


FIGURE 8D: WINTER – WIND COMFORT, COMMON AMENITY TERRACES

WIND COMFORT CONDITIONS - GRADE LEVEL

Sidewalks along Montréal Road
Wind comfort conditions over the nearby public sidewalks along Montréal Road under the existing massing are predicted to be suitable for sitting during the summer, becoming mostly suitable for standing throughout the remainder of the year. Following the introduction of the proposed development, conditions along the noted sidewalks are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for mostly strolling, or better, throughout the remainder of the year. While the introduction of the proposed development produces slightly windier conditions along Montréal Road in comparison to existing conditions, wind comfort conditions with the proposed development are nevertheless considered acceptable for the intended pedestrian uses throughout the year.

Transit Stops along Montréal Road
Under both massing scenarios, wind comfort conditions in the vicinity of the nearby transit stops along Montréal Road are predicted to be suitable for sitting during the summer, becoming suitable for standing throughout the remainder of the year. The noted conditions are considered acceptable.

Sidewalks along Beckenham Lane
Wind conditions over the nearby public sidewalks along Beckenham Lane under the existing massing are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, throughout the remainder of the year. Following the introduction of the proposed development, conditions along Beckenham Lane are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for mostly standing throughout the remainder of the year, with isolated regions predicted to be suitable for strolling to the southwest of Phase 1 and between Phase 1 and Phase 2. While the introduction of the proposed development produces slightly windier conditions along Beckenham Lane in comparison to existing conditions with the proposed development are nevertheless considered acceptable.

Existing Parking Lots
Conditions over the nearby existing surface parking lots to the west, south, and east under the existing massing are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, throughout the remainder of the year. Following the introduction of the proposed development, conditions over the noted areas are predicted to be suitable for standing, or better, throughout the year, with conditions predicted to be suitable for strolling, or better, during the spring over the surface parking lot to the east. The noted conditions are considered acceptable for surface parking lots.

Sidewalks along Cedar Road
Under both massing scenarios, wind conditions over the nearby public sidewalks along Cedar Road are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, throughout the remainder of the year. The noted conditions are considered acceptable.

Internal Drive Aisle, Walkways, and Surface Parking
Conditions over the internal drive aisle and the walkways serving the proposed development are predicted to be suitable for mostly standing, or better, throughout the year, with isolated regions predicted to be suitable for strolling during the spring, autumn, and winter. Conditions over the proposed surface parking to the northeast of Phase 1 and to the southeast and north of Phase 2 are predicted to be suitable for sitting during the summer, becoming suitable for standing, or better, throughout the reminder of the year. The noted conditions are considered acceptable.

Parkland Dedication
During the typical use period, wind comfort conditions within the parkland dedication are predicted to be suitable for sitting over most of the space, with an isolated region predicted to be suitable for standing to the west, as illustrated in Figure 7. The noted conditions may be considered acceptable.

Building Access Points
Owing to the protection of the building facades, conditions in the vicinity of the main residential access points to the north and south of Phases 1 and 2, respectively, are predicted to be suitable for sitting throughout the year. The noted conditions are considered acceptable.

WIND COMFORT CONDITIONS – COMMON AMENITY TERRACES
Wind comfort conditions within the common amenity terraces serving Phase 1 at Level 7 to the northwest and Phase 2 at Level 5 to the southwest are predicted to be suitable for a mix of sitting and standing during the typical use period, as illustrated in Figure 9. Mitigation in the form of perimeter wind screens that rise at least 1.8 m above the local walking surface are recommended along the full perimeter of the terrace serving Phase 1 and along the west and south perimeters of the terrace serving Phase 2.