



24 STOREY RESIDENTIAL DEVELOPMENT
485 RICHMOND ROAD, OTTAWA



23.08.2012
FORMAL SUBMISSION

IBI GROUP

LANDSCAPE
ARCHITECTURE CSW

WALLMAN ARCHITECTS

DESIGN RESPONSE TO UDRP PRE-CONSULT RECOMMENDATIONS

- PODIUM CAR PARKING SCREENED WITH VERTICAL PANELS FROM PUBLIC VIEW.
- NORTH ELEVATION ACTIVATED WITH RESIDENTIAL AREA ON B1, L1 AND L5 OVERLOOKING THE PARKWAY.
- NEW TOWNHOUSES AT B1 AND L1 TO HAVE A DIRECT RELATIONSHIP WITH THE PARKWAY WHICH CREATES A MUCH GREATER SENSE OF SAFETY FOR COMMUTERS, PEDESTRIANS AND CYCLISTS.
- ENTRY PATHWAYS AND DRIVEWAYS REDESIGNED TO IMPROVE SEPARATION OF PEDESTRIANS AND VEHICLES.
- PODIUM PARKING RAMPS RELOCATED TO IMPROVE THE OVERALL DESIGN OF THE ENTRY DROP-OFF AREA
- DESIGN OF PEDESTRIAN ROUTES THROUGH THE SITE ONGOING



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SITE LOCATION

The Site

The subject site is located at the eastern rear corner of a parcel on Richmond Road, between Berkley and Fraser Avenues, in the Westboro neighbourhood of Ottawa. The total site area is approximately 3,381 m² (41,775 ft²). The existing seven-storey Coolican office building is located on the subject site property parcel and the six-storey Westboro Manor seniors residence is located to the south of the subject site, between the proposed building and Richmond Road.

Community Context

An array of uses and building types are located in the vicinity of the subject site including:

- Mid-rise and high-rise buildings to the east along Richmond Road;
- The Ottawa River and Parkway immediately to the north;
- A range of shops, restaurants, and personal services in small traditional mainstreet buildings or on the ground floor of mid-high rise residential and office buildings along Richmond Road;
- Single-detached dwellings reflecting a range of ages and architectural styles primarily to south and west.
- Heritage building (the Keg restaurant) located west of the overall site.

The area also offers a number of parks, churches of differing denominations, and the Ottawa River Parkway which provides multipurpose pathways along the Ottawa River. A multi-use pathway also runs along the Byron Avenue linear park directly across Richmond Road from the subject site providing east-west connectivity through the surrounding neighbourhoods.



SITE CONTEXT



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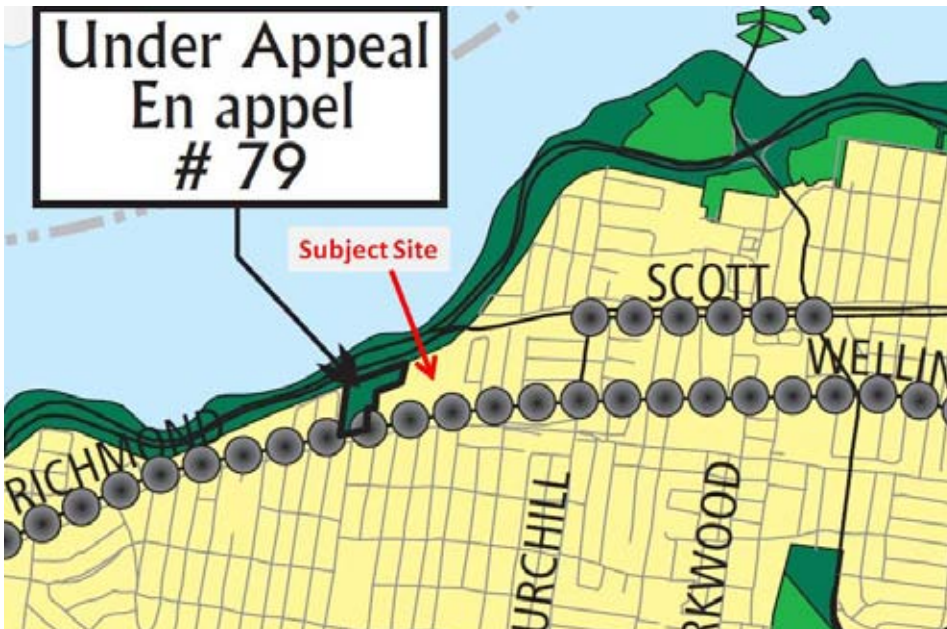
City of Ottawa Official Plan

The subject site is designated 'General Urban Area' in the City of Ottawa Official Plan. This designation, outlined in Section 3.6.1 of the Official Plan, permits a wide variety of uses including a broad mix of housing types, employment, retail, institutional, leisure, cultural, and greenspace. Building forms can range from ground-oriented single-purpose to multistory mixed-use. The subject site is also located on a Traditional Mainstreet (Richmond Road), as defined in Section 3.6.3 of the Official Plan.

The City supports infill development and other intensification within the General Urban Area and along Traditional Mainstreets, provided it enhances and complements the desirable characteristics of the area and ensures the long-term vitality of the many existing communities that make up the city. Policies for infill and intensification on the subject site are as set forth in Sections 2.5.1, 3.6.3, and 4.11 of the Official Plan.

The proposed development meets the general intent and objectives of the Official Plan in the following manner:

- It conforms to the design objectives and principles set out in Section 2.5.1: Compatibility and Community Design;
- It conforms with applicable policies set out in Section 3.6.3: Traditional Mainstreets;
- It responds to the compatibility criteria established in Section 4.11: Compatibility;
- It provides an infill/intensification option for an underused lot; and,
- Existing infrastructure, neighbourhood amenities, and transit are available to service the proposed development.



City of Ottawa Zoning-Bylaw (2008-250)

The subject site is zoned TM (157) F(2.3) S149 – Traditional Mainstreet, Exception 157, FSI 2.3, Schedule 149 (height restrictions) , in the City of Ottawa Zoning By-law 2008-250. The purpose of the Traditional Mainstreet Zone is to accommodate a broad range of uses, promote compact, mixed-use pedestrian-oriented development, and impose development standards that ensure street continuity, scale, character, and compatibility with surrounding uses. Mid-high rise apartment dwellings are permitted in the TM Zone.

The proposed development complies with the overall intent of the zone and numerous applicable zoning provisions, including Exception 157, which covers landscaping and non-residential use caps. The maximum height allowed for the subject site, as outlined on Schedule 149, is 77 metres.

Richmond Road-Westboro Community Design Plan

The Richmond Road/Westboro Community Design Plan (2007) was prepared to guide the long-term design and development of the area. The Plan provides policy guidance for the land use, streetscaping, and building design. It should be noted that the subject site had already received approved zoning provisions to allow for the proposed 24-storey residential tower prior to adoption of the CDP.

The Plan locates the subject site in the Maplelawn/495 Richmond Road area. The CDP recommends that new buildings in this sector should be set back from the street and provide a transition in scale (increasing height) from Richmond Road to areas closest to the Ottawa River

Parkway open space corridor.

Urban Design Guidelines for Development Along Traditional Mainstreets

The City of Ottawa's Guidelines for Development along Traditional Mainstreets provide urban design guidance at the planning application stage to assess, promote, and achieve appropriate development for proposed developments on Traditional Mainstreets. The subject site is set back approximately 50 metres from Richmond Road, with other structures between the subject site and the road. Therefore, a direct building frontage on Richmond Road does not exist and the design guidelines along traditional mainstreet are generally not applicable to the subject site.

Urban Design Guidelines for High-Rise Housing

The City of Ottawa's Urban Design Guidelines for High Rise Housing are intended to encourage and achieve appropriate high-rise development. High-rise buildings are defined by the City of Ottawa as any building that is ten storeys or more. The Urban Design Guidelines for High Rise Housing deal with seven elements of design, including: context; built form; pedestrian and public realm; open space; amenities; environmental considerations; site circulation and parking; and services and utilities.

The proposed 24-storey building and development supports several of the High-Rise Housing guidelines. In particular it would:

- Integrate into the context and address compatibility with the planned context through the transitions in building height, and through the design qualities and character (Guideline 1a).
- Provide a direct link to public transit, sidewalks and streets (Guideline 1a).
- Provide direct links to public transit, sidewalks and streets (Guideline 1b).
- Create a landmark building that is distinctive in form, is located at a prominent intersection, and is designed and will be built with richness and quality in materials and detail (Guideline 2a).
- Place tall building on a lower building base which is based on the ground level human scale (Guideline 4).
- Feature innovative design and site treatments on a community gateway (Guideline 7).
- Be oriented to minimize shadowing on adjacent sites through slender floorplate shape and size (Guideline 11).
- Create a building form that responds to function, site characteristics, context, and mix of uses (Guideline 12).
- Support human-scaled streetscapes through the design and uses of the lower portion of the building (Guideline 13).
- Use clear windows and doors to make the pedestrian level façade highly transparent and accessible (Guideline 14).
- Include at-grade pedestrian entrance which is directly accessible, clear, and prominent with a direct link to the sidewalk (Guideline 17).
- Feature an architecturally detailed façade, using various types of materials and treatments, with no blank or featureless sides (Guideline 18).
- Be designed with a compact floor plate to maximize views and light for the interior spaces, creates narrow shadows, and allow opportunities for sky views (Guideline 21).
- Avoid balcony to balcony situations with adjacent buildings (Guideline 22).
- Feature a distinctive and well-designed roofline (Guideline 23).
- Provide podium roof top communal amenity area integrating green roof and rainwater recovery systems (Guideline 24).
- Provide trees 6 to 8m apart on internal street / access road (Guideline 26).
- Use a cantilevered building podium to create a sheltered pedestrian zone and drop-off area (Guideline 28).
- Provide barrier-free and universal access to public streets, transit stops and car parking (Guideline 29).
- Provide barrier-free and universal access to the building by pedestrians (Guideline 30).
- Provide views from the apartments to the streets and open space allowing visual surveillance and neighbourliness (Guideline 31).
- Protect pedestrians from inclement weather by through cantilevered podium on the ground level (Guideline 32).
- Coordinate and integrate existing transit stops into the site (Guideline 34).
- Locate open spaces in coordination with the tower location (south side) (Guideline 36).
- Use a combination of communal spaces on ground and on podium which are directly accessible from interior communal spaces within the building for convenience and security (Guideline 40).
- Provide required outdoor amenity space through use of balconies and private outdoor space (Guideline 41).
- Employ building technologies such as "greenroofs", with vegetation to delay stormwater discharge and reduce the demand on stormwater systems; and/ or reflective roof surface materials with high solar and thermal reflectivity, to reduce the "Heat Island Effect". (Guideline 47).
- Provide amenities at the building entrance, including benches, landscape features, drop-off area and lobby seating (Guideline 51).
- Provide a 2-metre wide entrance from the main doors to the sidewalk (Guideline 52).



Urban Design Guidelines for High-Rise Housing



Cont'd:

- Distinguish pedestrian surfaces from driving surfaces through surface treatment and landscape design (Guideline 54).
- Provide parking garage entry with architectural feature screens so as to soften the appearance of the entrance (Guidelines 56 and 58).
- Provide secure bicycle parking within the building (Guideline 59).
- Integrate the strategic location of building infrastructure away from public areas (Guideline 61 and 62).
- Locate utility, garbage, and other service areas away from public view (Guidelines 63, 64, and 65).



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URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING

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Transit-Oriented Development (TOD) Guidelines

The subject site is located approximately 300 metres from the existing Dominion Rapid Transit Network station. If a station is within 600 metres of the proposed development, then the proposed development should be designed and considered in light of the City's as TOD guidelines.

The intent of the TOD Guidelines is to provide an urban design standard for assessing, promoting, and achieving appropriate TOD within the City of Ottawa. TOD is defined as a mix of moderate to high-density transit supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The City of Ottawa TOD guidelines are to be applied for all development within a 600-metre walking distance of a rapid transit stop or station.

The proposed development supports several of the TOD guidelines. In particular it would:

- Potentially providing transit-supportive land uses (high-density residential) within 600m walking distance of a rapid transit station or stop (Guideline 1).
- Create pedestrian and cyclist short cuts to public transit stops (Guideline 6).
- Locate high density uses as close as possible to transit (Guideline 8).
- Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline (Guideline 12).
- Include architectural variety at grade to provide visual interest to pedestrians and highlight the building entrance (Guideline 14).
- Provide pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit and public streets (Guideline 16)
- Use different materials such as concrete for crosswalks or treatments such as painted patterns to provide visual identification of pedestrian routes for motorists. (Guideline 17).
- Feature a ground floor designed to be appealing to pedestrians, particularly through its architectural treatment (Guideline 28).
- Design infrastructure to enhance the cycling environment and to help increase access to transit for cyclists. (Guideline 31).
- Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law (Guideline 32).
- Design access driveways to be shared between facilities (Guideline 36).
- Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes (Guideline 43).
- Enclose garbage and recycling containers and other similar equipment within the building or screen them from public view. (Guideline 54 & 55).



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TRANSIT-ORIENTED DEVELOPMENT (TOD) GUIDELINES

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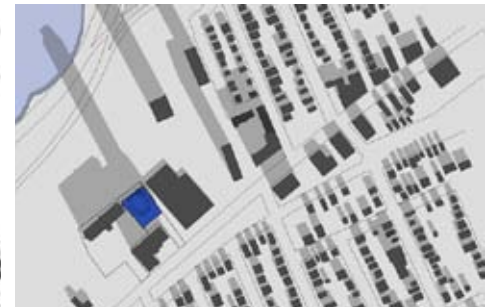
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JUNE 21ST 1000



SEPTEMBER 21ST 1000



DECEMBER 21ST 1000



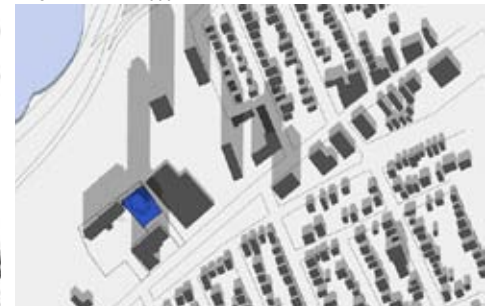
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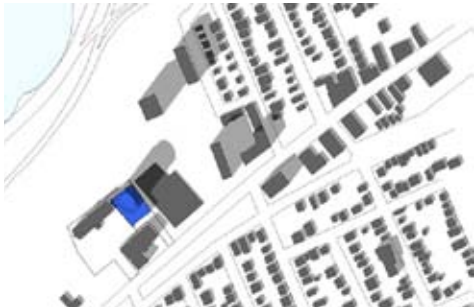
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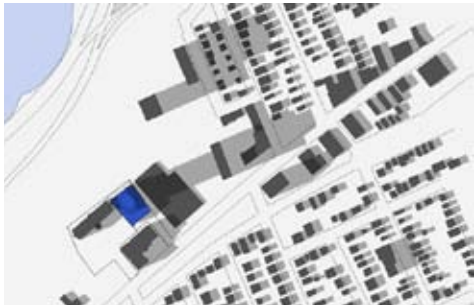
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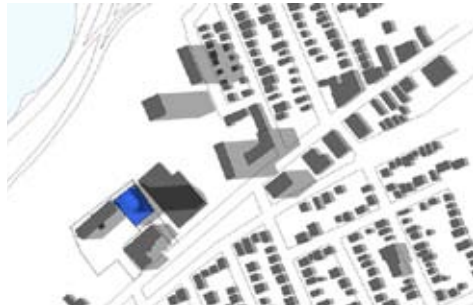
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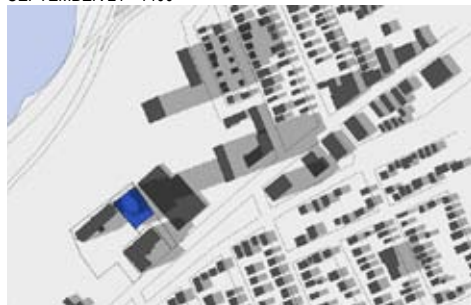
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MARCH 21ST 1600



JUNE 21ST 1600



SEPTEMBER 21ST 1600



DECEMBER 21ST 1600



METALLIC LOUVER / FINS
UNIVERSITY OF TORONTO, MISSISSAUGA



LE FALAISE APPROVOISEE, QUEBEC CITY

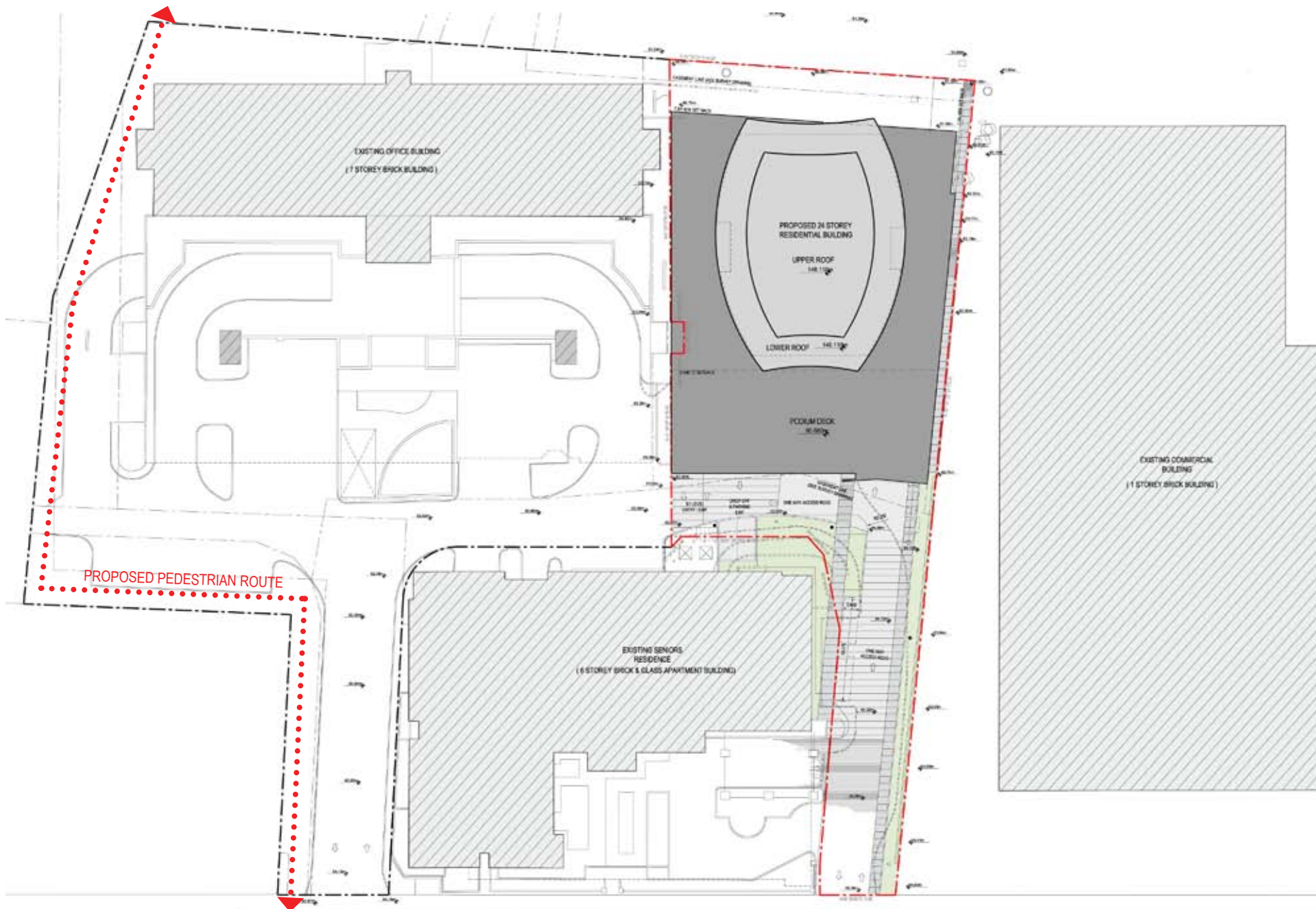


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PODIUM LOUVER AND MATERIAL PRECEDENTS

WALLMAN ARCHITECTS





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LANDSCAPE PLAN

WALLMAN ARCHITECTS

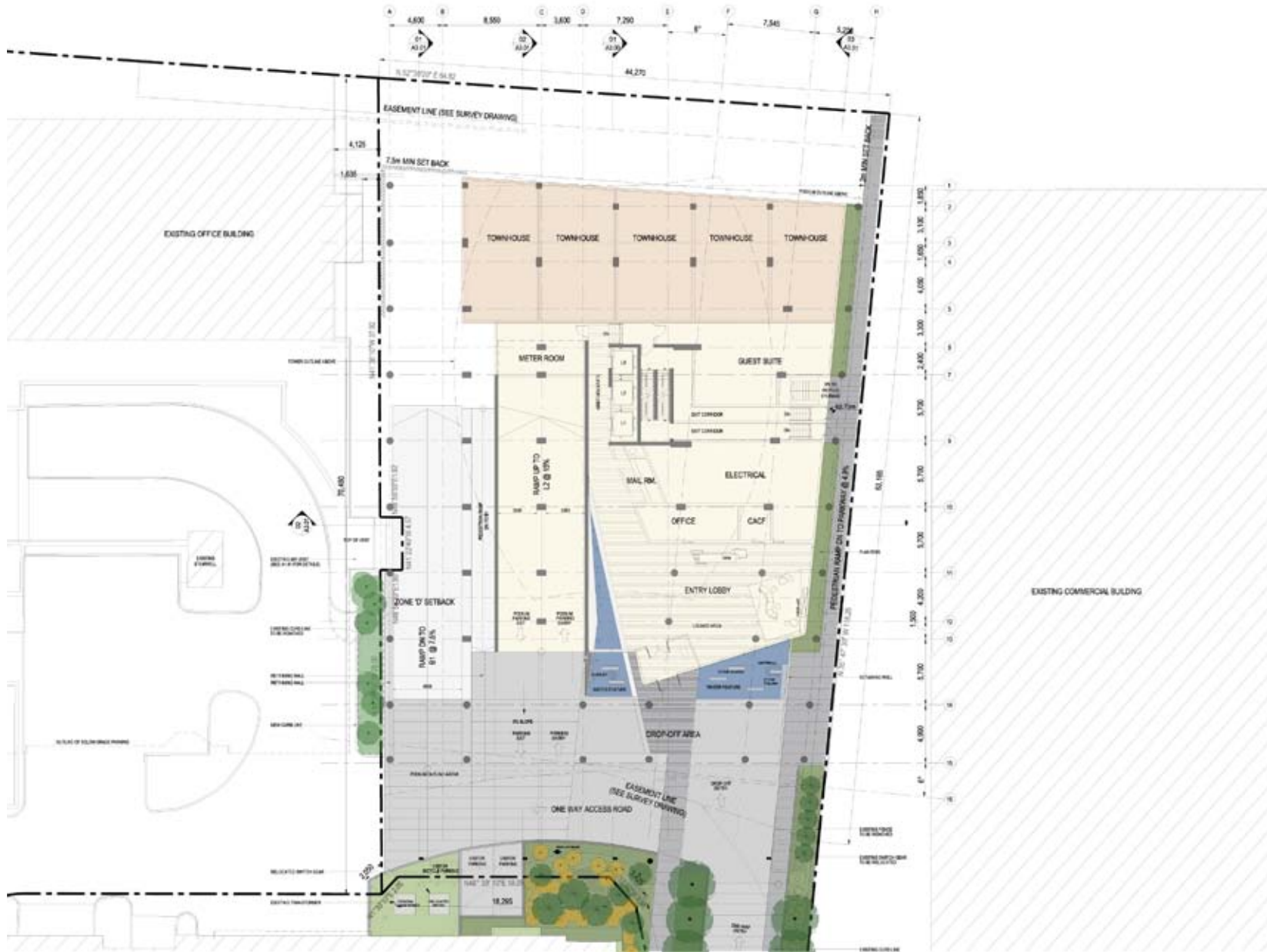


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BASEMENT PLAN

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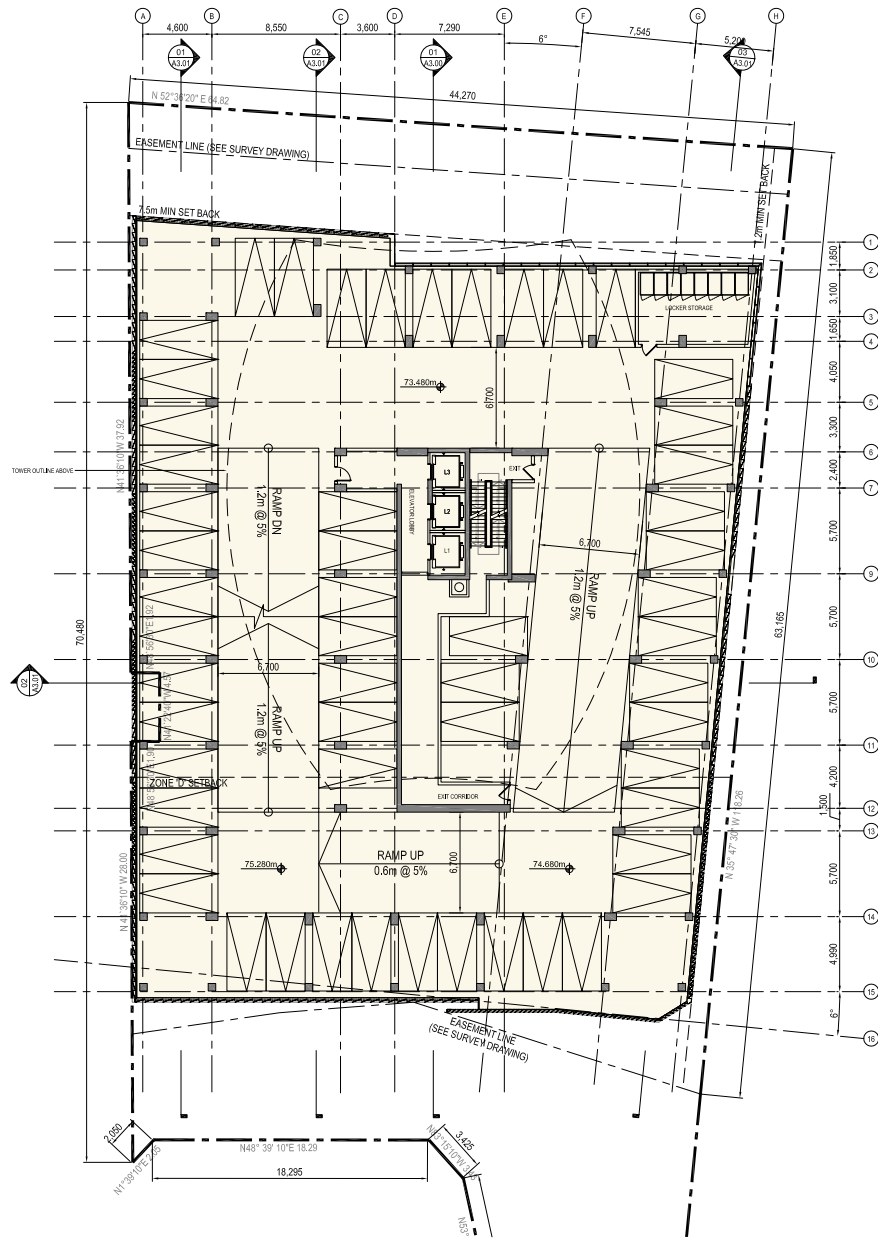


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GROUND FLOOR PLAN

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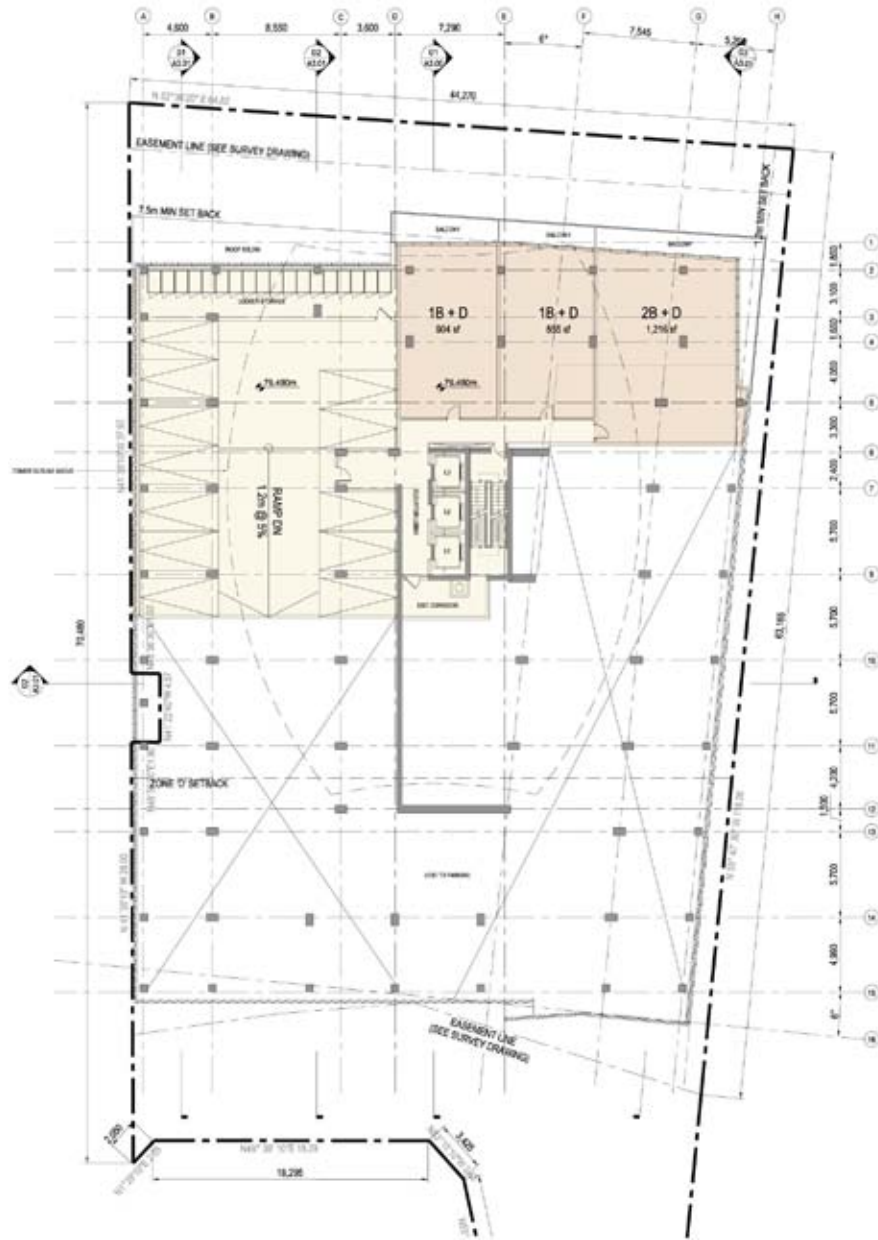


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PODIUM LEVEL 4

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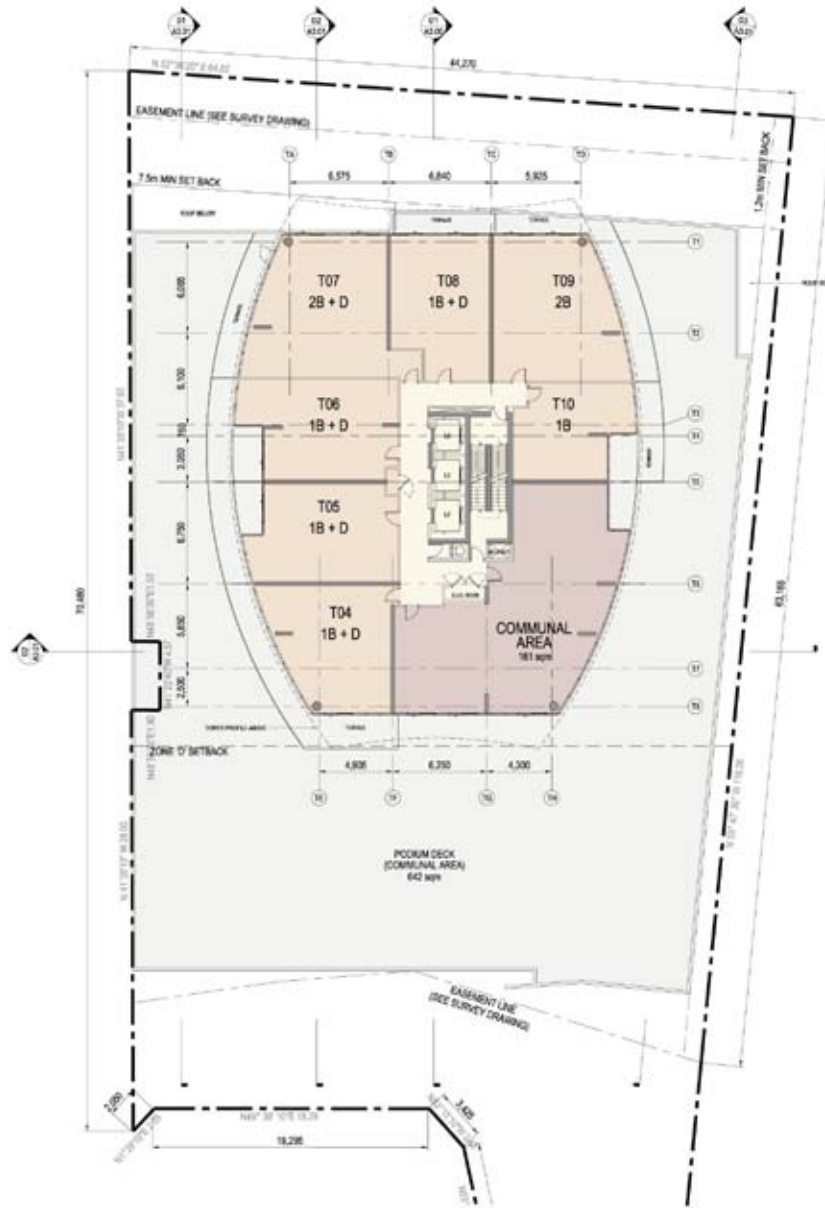


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PODIUM LEVEL 5

WALLMAN ARCHITECTS

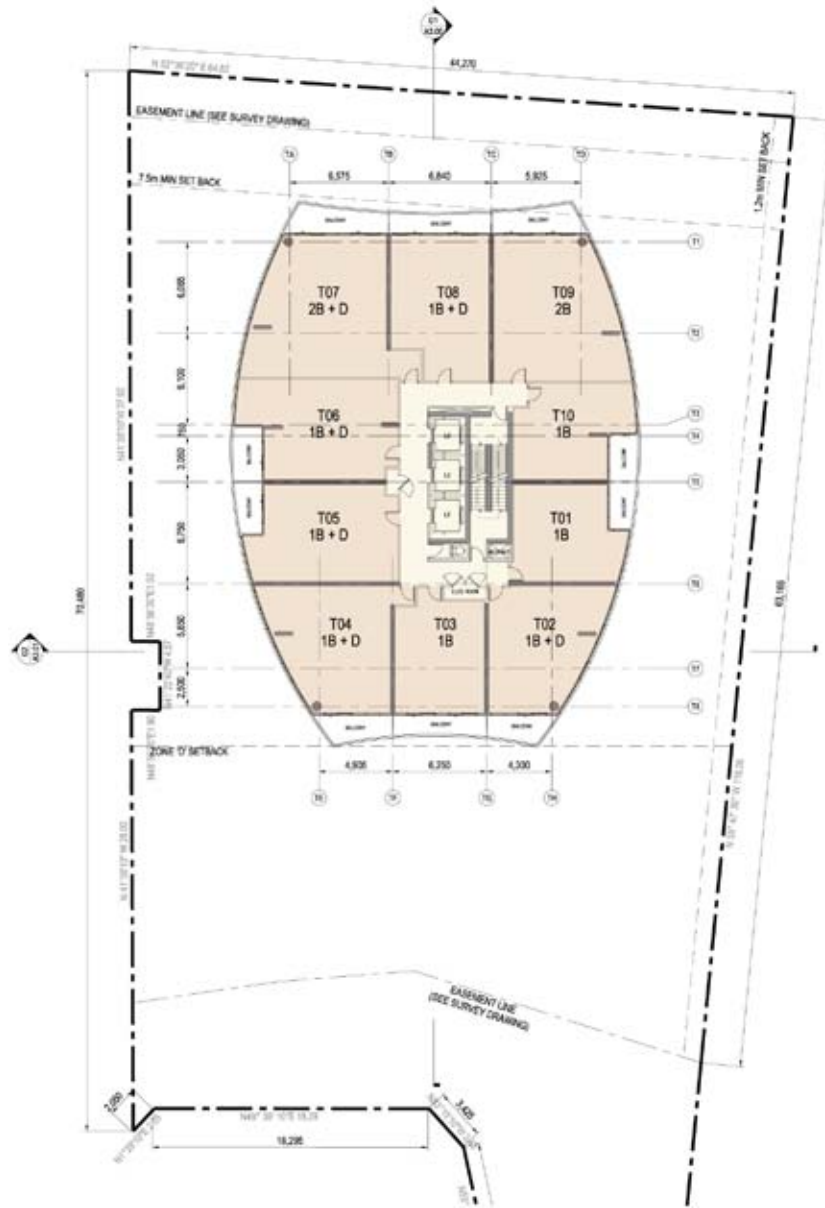


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PODIUM DECK - LEVEL 6

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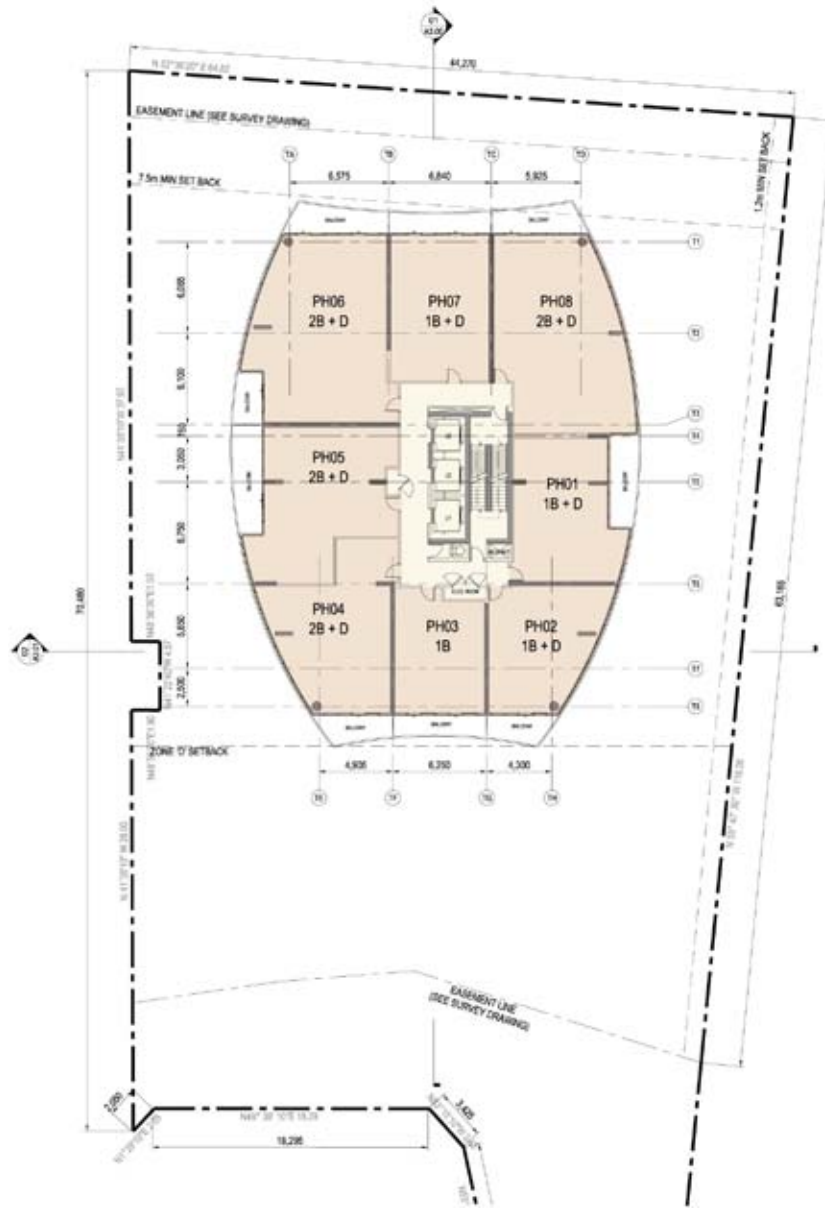


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TOWER LEVEL 7 - 21

WALLMAN ARCHITECTS

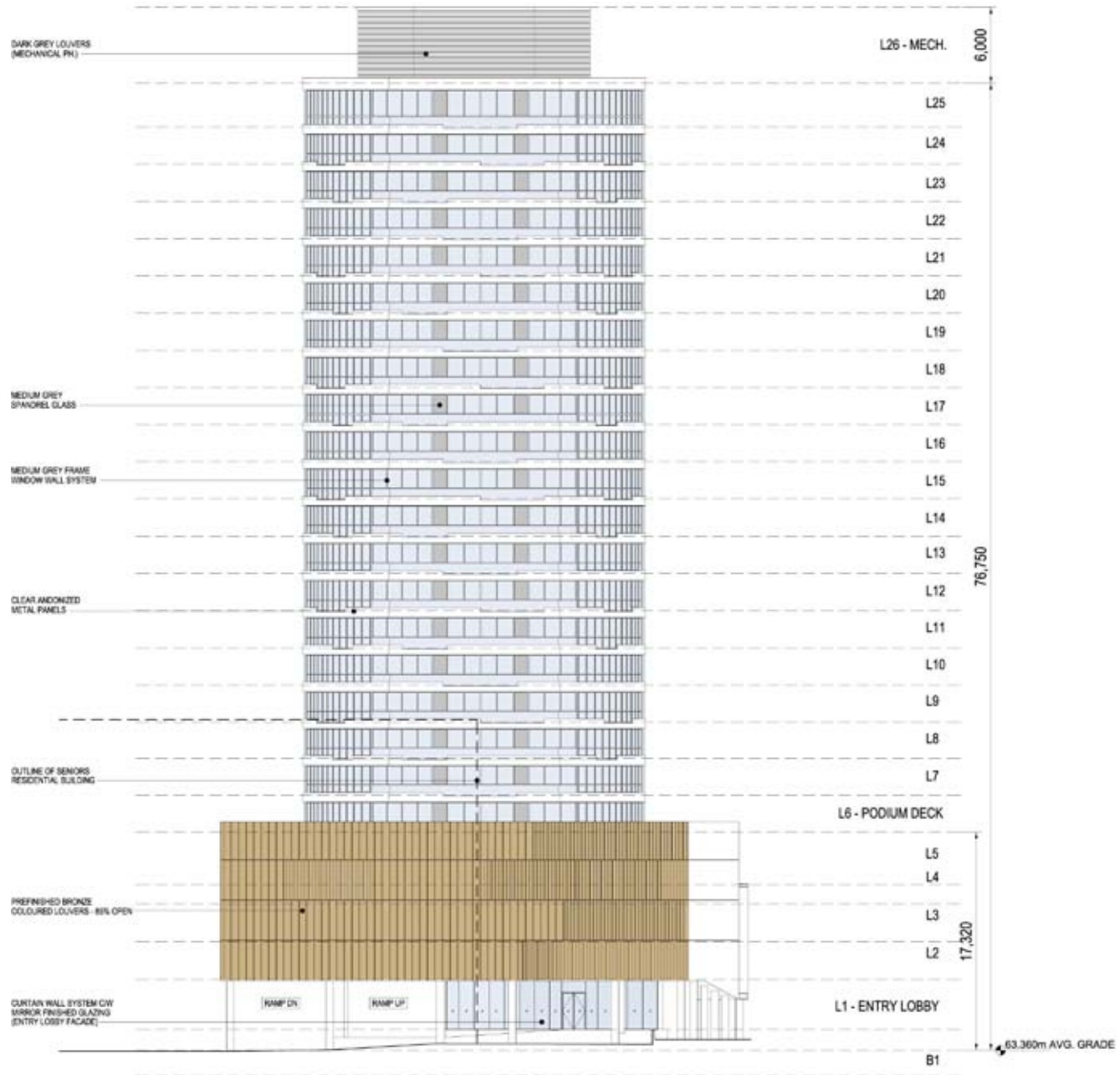


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TOWER LEVEL 22 - 25

WALLMAN ARCHITECTS

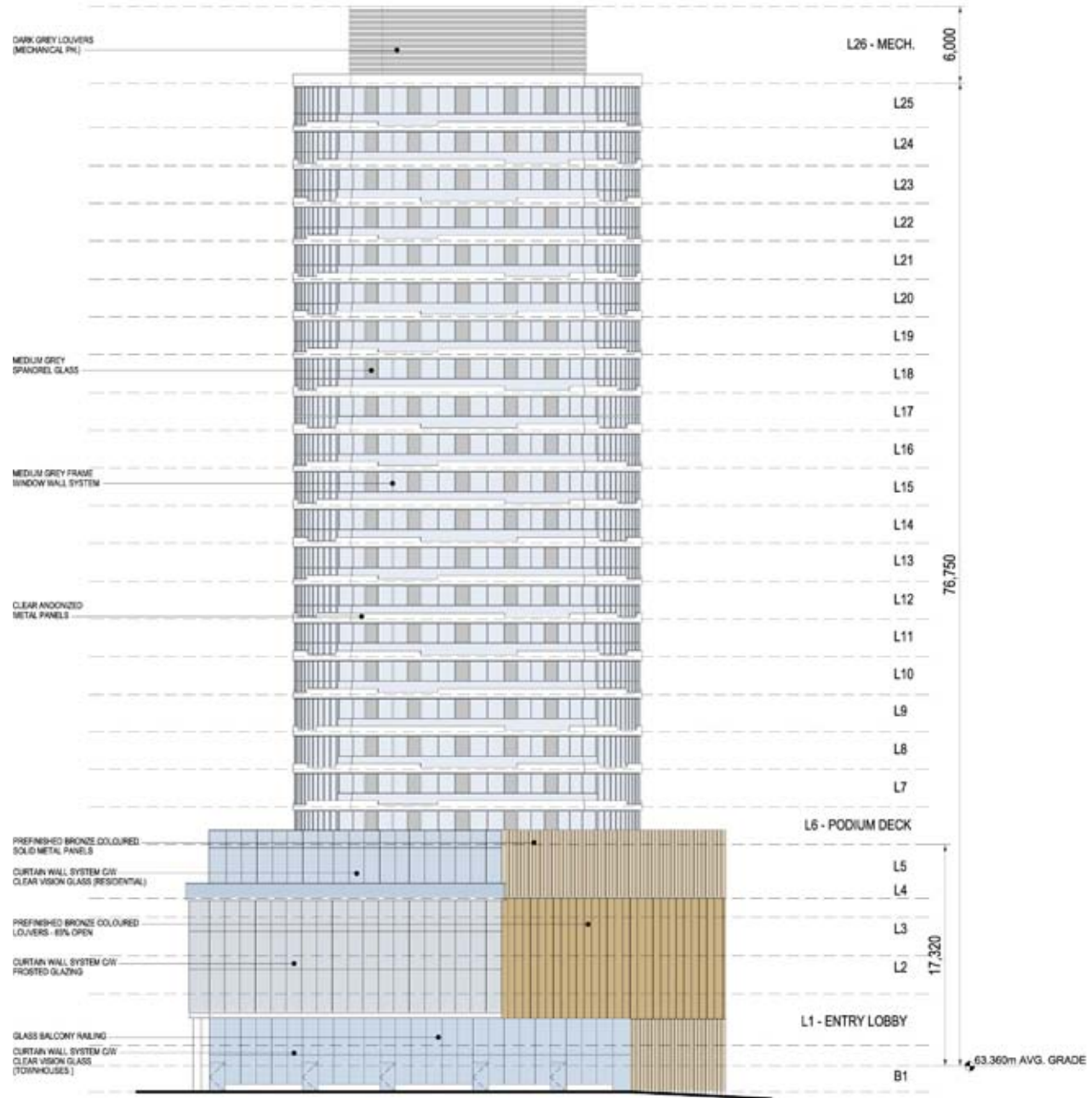


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SOUTH ELEVATION

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NORTH ELEVATION - RICHMOND ROAD

WALLMAN ARCHITECTS

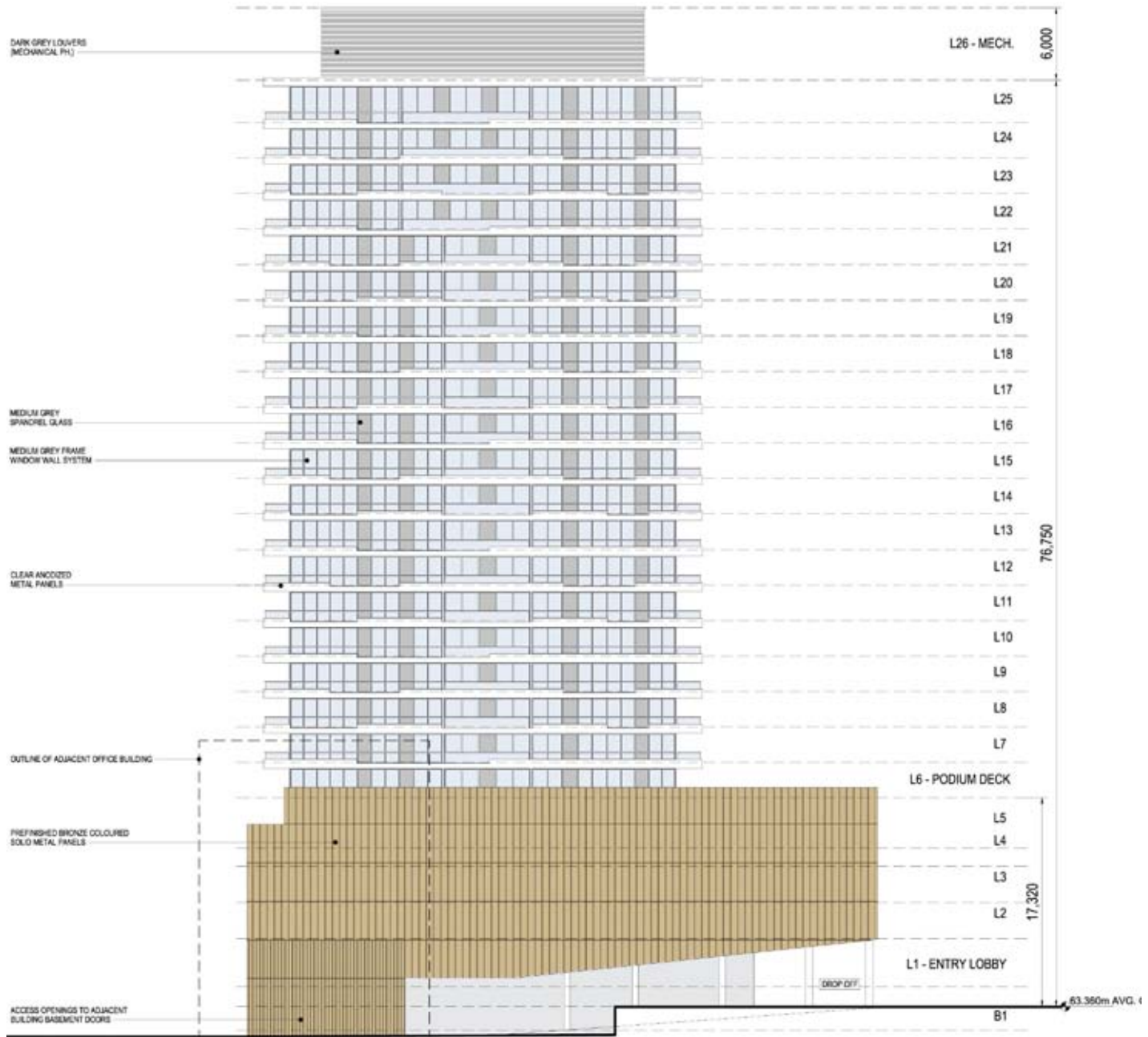


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EAST ELEVATION

WALLMAN ARCHITECTS

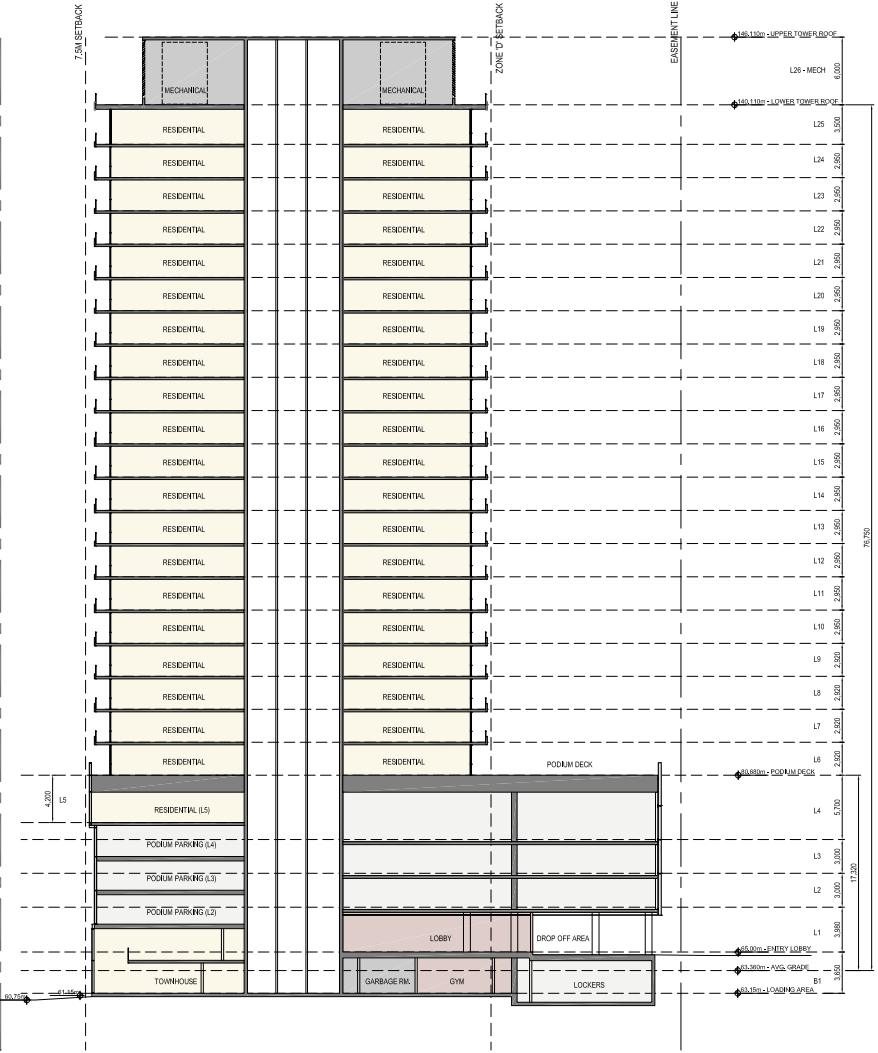
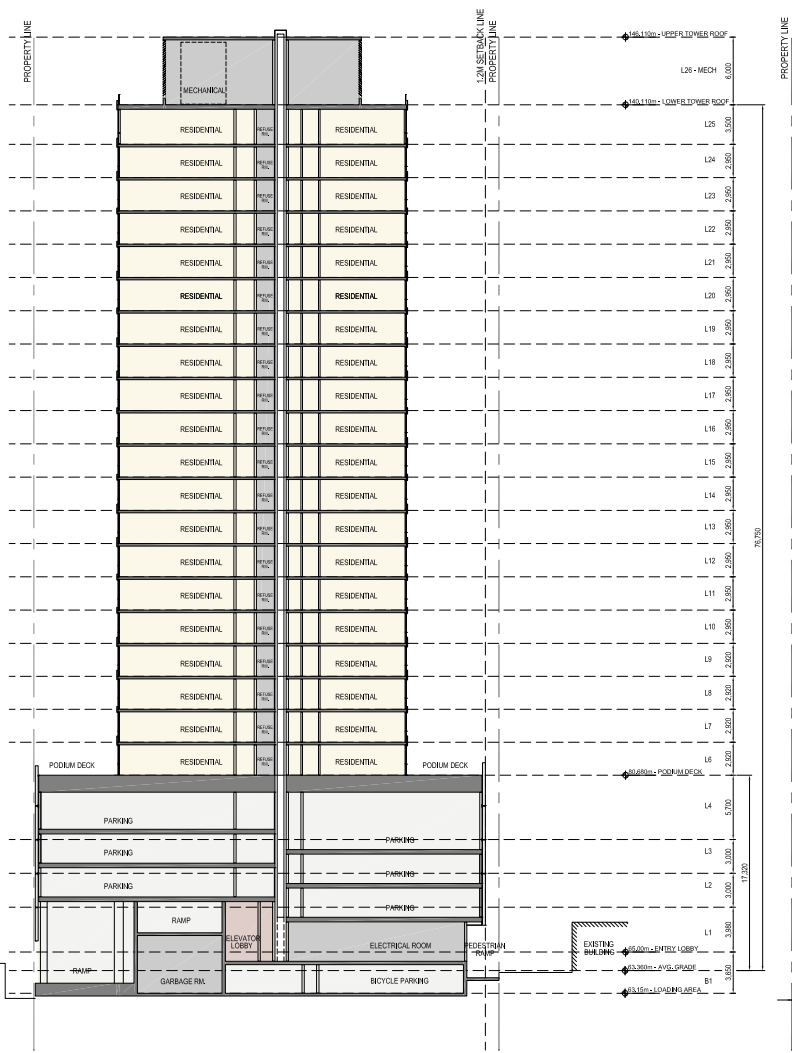


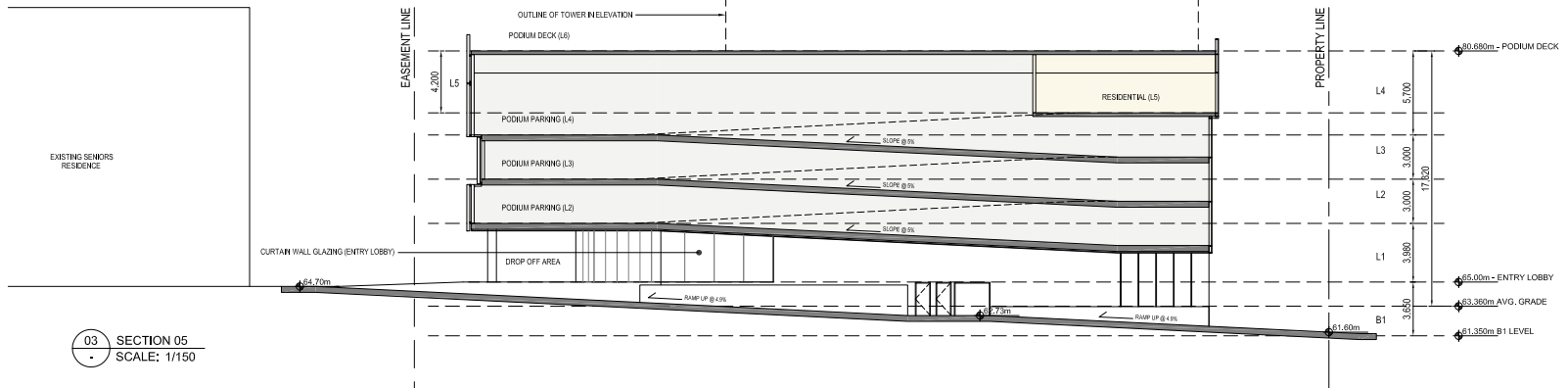
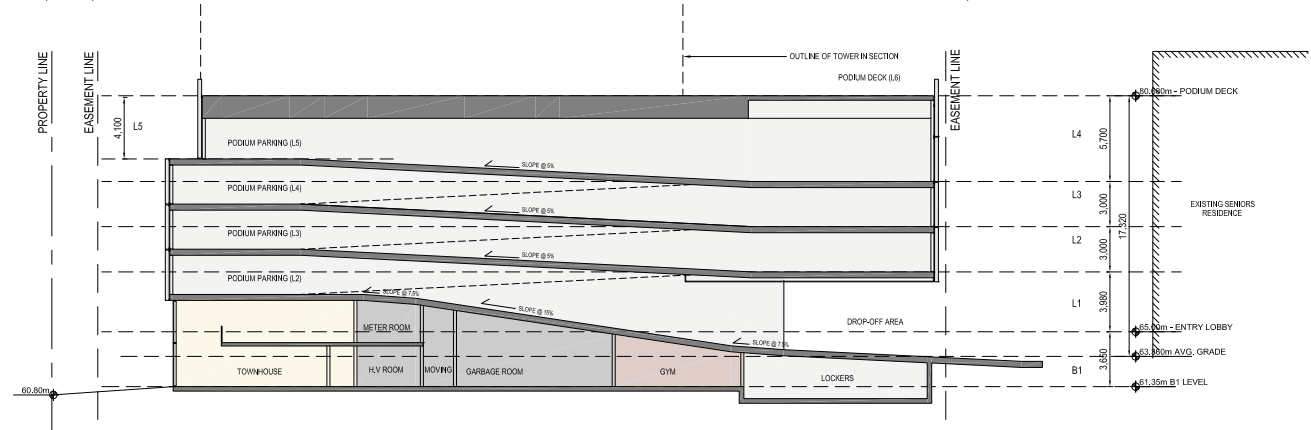
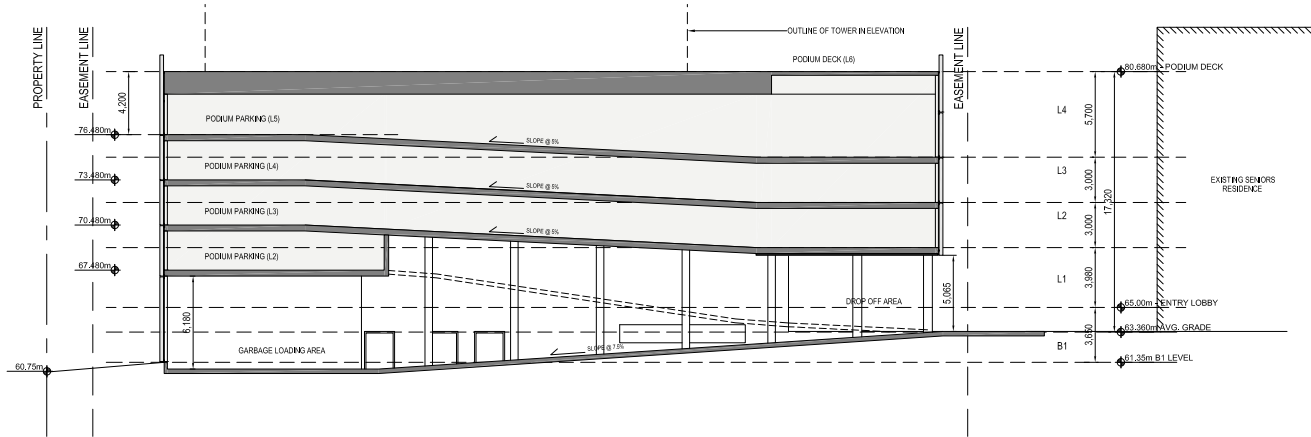
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WEST ELEVATION

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PARKWAY VIEW

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PARKWAY ROAD VIEW

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RICHMOND ROAD VIEW

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