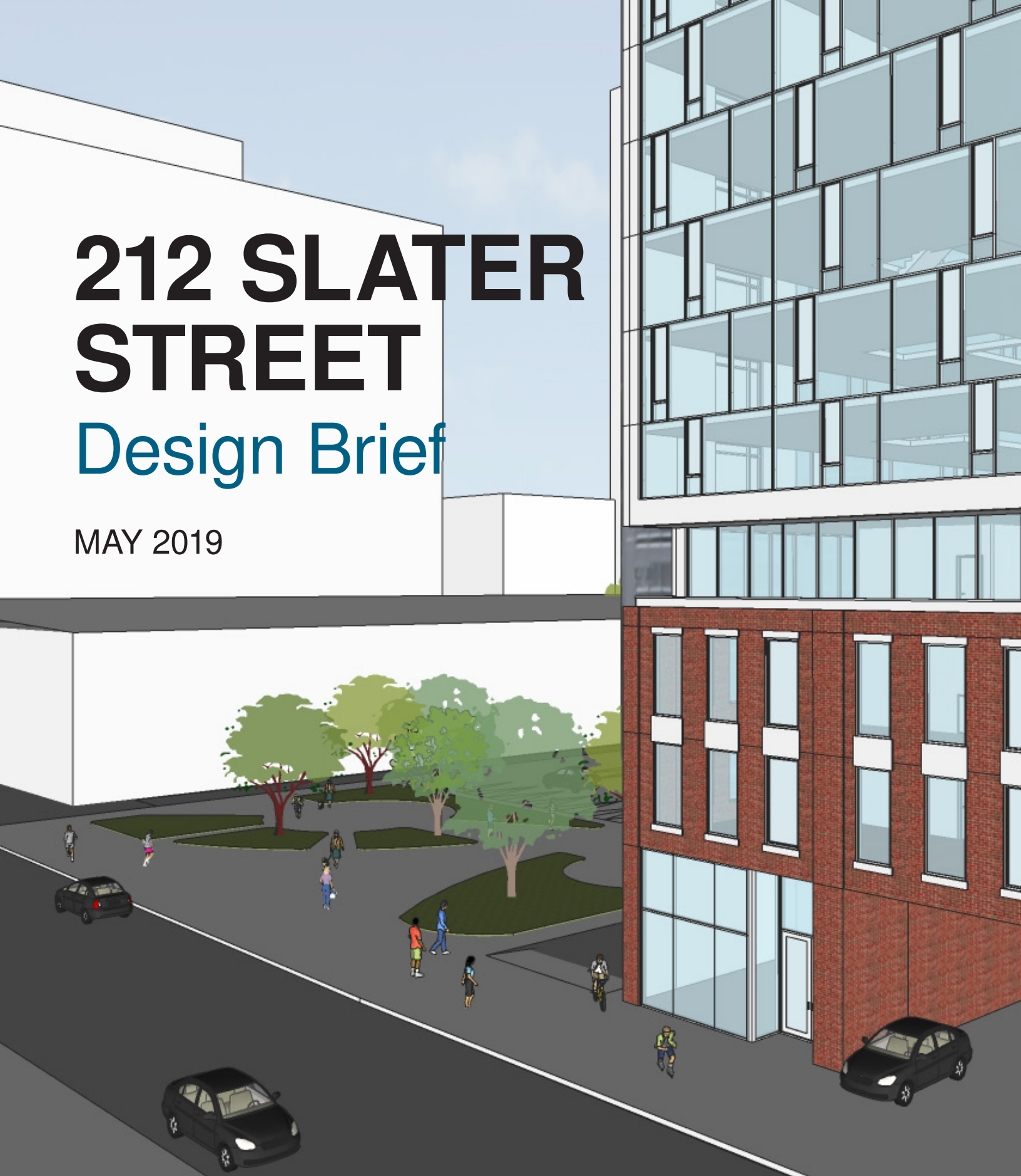


212 SLATER STREET

Design Brief

MAY 2019



212 SLATER STREET OTTAWA ON

DESIGN BRIEF

May 2019

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Quality Information

Document name	Ref	Prepared for	Prepared by	Date	Reviewed by
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Revision History

Revision	Revision date	Details	Authorised	Name	Position
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An architectural rendering of a modern, multi-story building with a grid-like facade. The building is shown from a low-angle perspective, looking up. Two signs with the letters 'INO' and a red circular logo are visible on the upper part of the building. The background is a light blue sky. A semi-transparent blue horizontal band is overlaid across the middle of the image, containing the text.

1.0

Application Submission and Details



1.0 Application Submission and Details

1.1 Application Details

Type Of Application	Site Plan Application
Date of Pre-Consultation	April 10 2019
Legal Description	– PLAN 3922 LOT 37
Municipal Address	212 Slater Street

This report has been prepared in support of a site plan application by Broccolini Inc., to permit the development of a 21 storey building with residential units.

The building consists of 162 one and two bedroom units with three (3) storeys dedicated to amenities for residents.

The ground floor offers a retail facility, residence lobby, storage facilities, building services and access to an automated car parking system (for visitors). Bicycle parking is also catered for with indoor spaces within the building. Indoor amenity areas are provided in levels 2-4. A basement provides space for further storage cells, bicycle parking and building utilities.

For more details, refer to Section 3.2 Building Floor Plans.

1.2 Subject Property

The subject property is located mid-block on Slater Street, between Bank and O'Connor Street.

The total area of the subject property is 701.95 m² (7555.7 ft²).

As shown in Figure 1.1, the property is currently occupied by a low-rise commercial building facing Slater Street. It is ~25m away from the Bank Street intersection. Its dimensions are:

- 20.3m wide on Slater Street
- ~63.6m deep (cumulative depth)

1.3 Surrounding Area

Figure 1.2 shows the site location in context of the City. The site is located in the downtown core of the City. The adjacent land uses can be described as a mix of building types and uses. The stretch of Slater Street adjacent to the subject property is a commercial corridor made of mid to high-rise mixed use and commercial office buildings.

Immediately to the north of the subject property are high density blocks consisting mostly of mixed use and commercial mid/ high rise buildings. To its immediate west and south, it is adjoined by low rise commercial buildings and high rise office buildings. East of the site lie commercial high rise building blocks including buildings such as the Ottawa Public Library Main branch.

Further north is the pedestrian only Sparks Street and Wellington Street along which lie important government institutions such as the Parliament. Farther east of the site, the scale drops towards institutional buildings and ceremonial open spaces such as The National Arts Gallery, City Hall and the Confederation Park. The proposed Parliament LRT station also lies less than 200m north of the site, along Queen Street.

1.4 Response to City Policies Zoning By-Law (2008-250)

Under the City of Ottawa Comprehensive Zoning By-Law (2008-250), the subject property falls in a MD S32 Zone (Mixed-Use Downtown Zone). The purpose of the MD – Mixed-Use Downtown Zone is to:

- support the Central Area, as designated in the Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses;

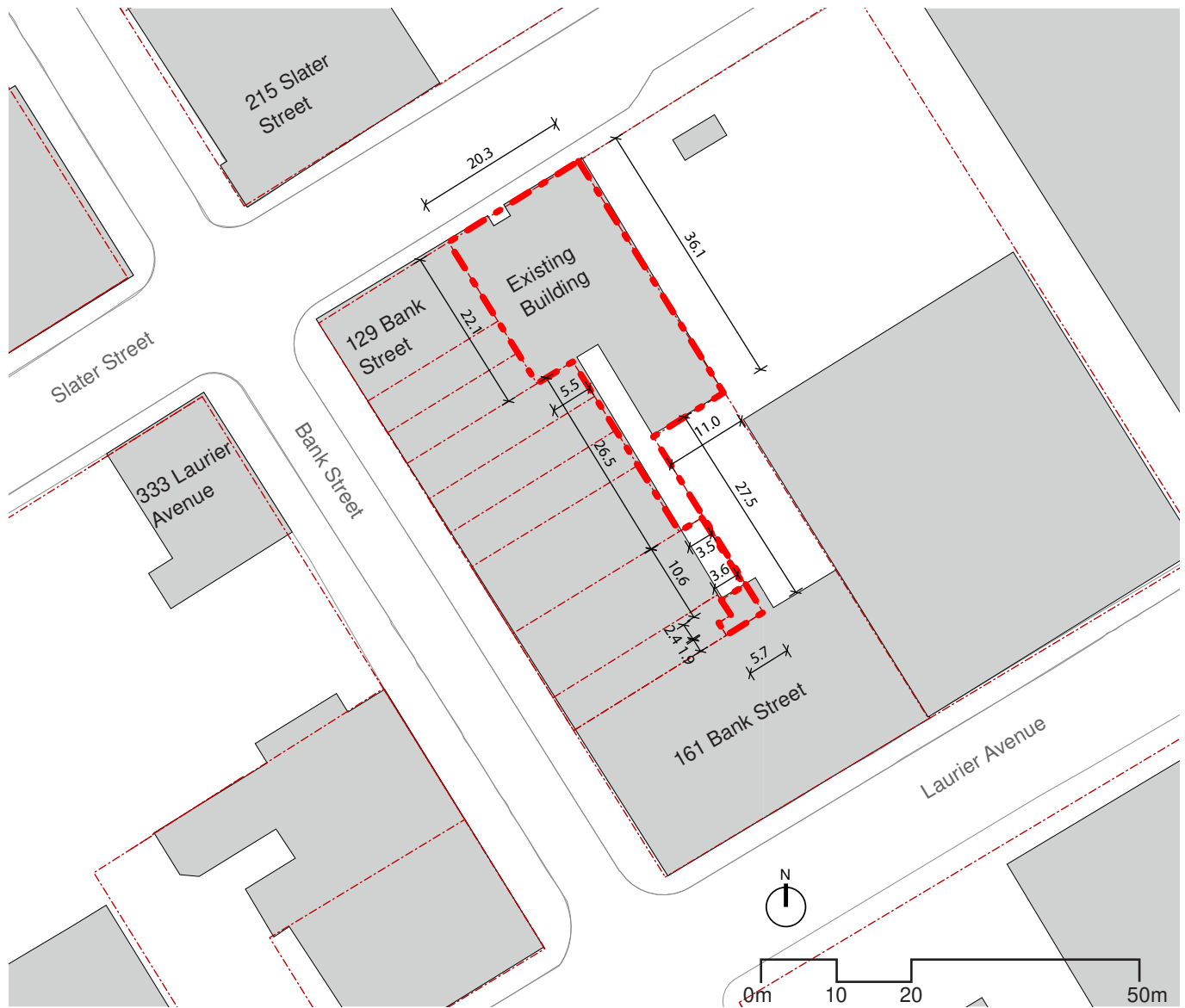


Figure 1.1 Existing Site Plan

- ensure that the Character Areas in the Central Area, namely the Core Area, the Parliamentary Precinct, the ByWard Market, the Rideau/Congress Centre, the Canal Area, Lowertown, Upper Town, Sandy Hill West, LeBreton Flats and the four Business Improvement Areas, Rideau, Sparks, ByWard Market and Bank Streets, continue to serve as primary business or shopping areas and maintain their distinct character;
- facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level, particularly along Bank Street, Sparks Street and Rideau Street is sustained; and
- impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the various Character Areas and Business Improvement Areas in the Central Area while having regard to the heritage structures of the Central Area.

The proposed development responds positively to all the above objectives.

The proposed land uses in the development (residences) are allowed within the prescribed zone. As per zone regulations, there are no minimum setbacks required.

Figure 1.3 shows Schedule 32 that controls the maximum building height within the zone. Based on the current elevation (EASL) of the site, the total allowable height falls in the range of 68.7-75.3m (~24 storeys). **The proposed building height is 68.7m.**

City of Ottawa Official Plan (OP) Urban Design and Compatibility (Section 2.5.1)

It is the policy of the City of Ottawa Official Plan that the new development shall be in accordance with the design objects and principles set out in Section 2.5.1 - Urban Design and Compatibility in The Official Plan, and the development application be evaluated on the basis of these design objectives and principles. These design objectives include:

- Enhance the sense of community
- Define quality public and private space through development
- Create safe and easy accessible place,
- Respect the character of existing areas, and
- Promote sustainable design











Section 2.5.1 outlines objective criteria that can be used to evaluate both Urban Design and Compatibility. The following table demonstrates how the development contributes to the



Figure 1.2 Site Context



Key

-  Project Site
-  Existing Arterial Roads
-  Existing Collector Roads
-  Existing Federally Owned Roads
-  Proposed LRT Line
-  Major Landmarks/ Attractions
-  Parks
-  Schools
-  Major Retail Destinations
-  Library



broad urban design objectives and principles listed by the City:

- Enhance the sense of community by creating and maintaining places with their own distinct identity
- Define quality public and private spaces through development
- Create places that are safe, accessible and are easy to get to, and move through
- Ensure that new development respects the character of existing areas
- Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

The proposed development responds to the design objectives in the Official Plan through the design considerations below:

- Develop a higher density building in an underutilised lot given its close proximity to transit.

- Enhance the area and subject property by adding new uses thus diversifying the development.
- Introducing a contemporary architecture design and update the existing building fabric.
- Maintaining a strong street edge with improved streetscape and building frontage that respects its neighbours.
- Continue an attractive and comfortable pedestrian environment along the development and reconnecting the existing pedestrian infrastructure.
- Maintaining a sense of scale that relates to the street and neighbouring buildings.

The proposed development is sensitively designed with respect to its context. It will strengthen the existing neighbourhood and positively support activating the downtown core while providing new housing on an underutilised site.

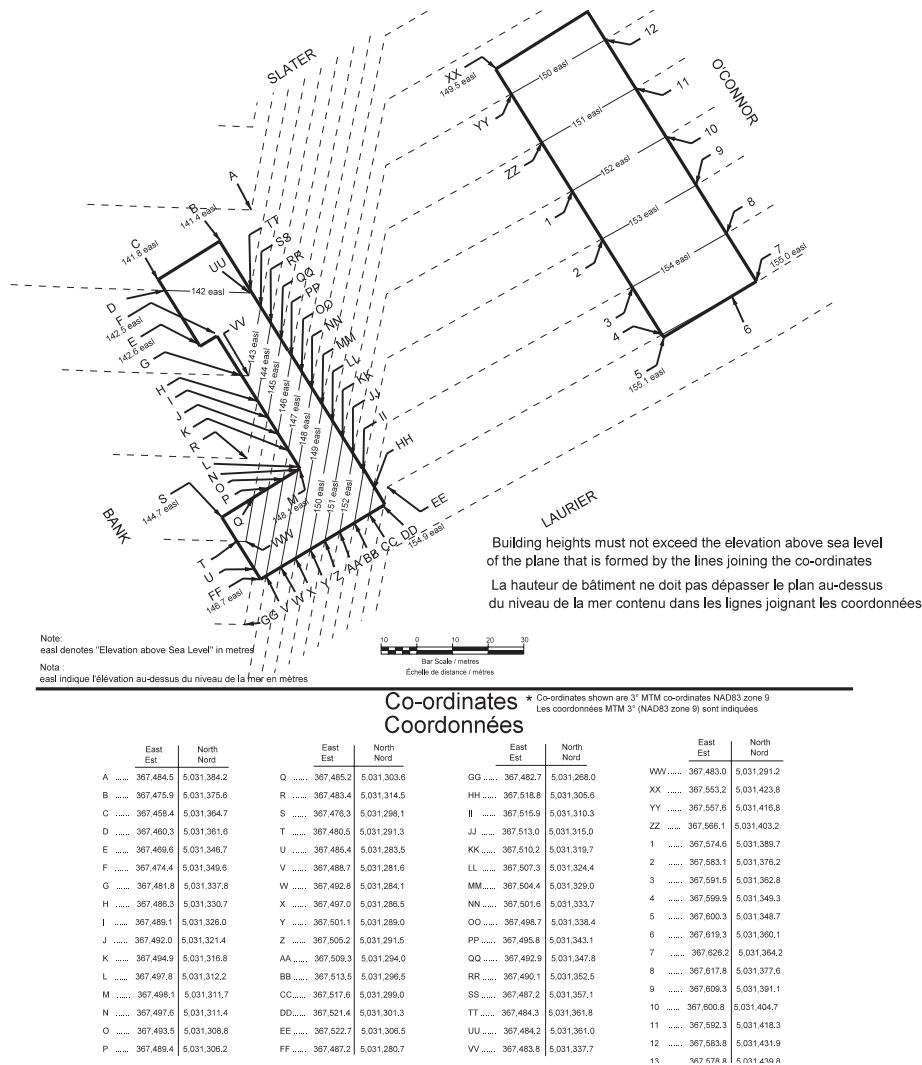








Figure 1.3 Schedule 32

Road Network

The subject property lies on Slater Street, which is designated an arterial street. It is a major transit corridor and well connected with other arterial and collector roads.



Figure 1.4 Official Plan Schedule F - Central Area Inner City Road Network

KEY	
	Provincial Highway
	Federally Owned Road
	Arterial - Existing
	Arterial - Proposed (alignment defined)
	Major Collector - Existing
	Collector - Existing

Official Plan - Cycling Routes and Multi-use Pathways

The site is located within a well connected area with designated on-road cycling paths. These paths mainly connect across to Rideau Canal and Rideau River further east.

With the city's LRT system nearing completion, the City is currently undergoing a street improvement process for Albert Street and Slater Street corridors. The current plan recommends a dedicated one-way cycle lane (1.8m wide on both streets).



Figure 1.5 Official Plan Schedule C - Primary Urban Cycling Network

KEY	CITY-WIDE NETWORK
	On-road Cycling Routes ———
	Off-road Cycling Routes (multi-use pathways) - - - -

Official Plan - Transit Network

The subject property has excellent proximity to Stage 1 LRT Parliament Station due to open in the near future. It is located within 200m of the site along Rideau Street. The site is also well covered by the city's bus network given the strategic importance of the street and its location.

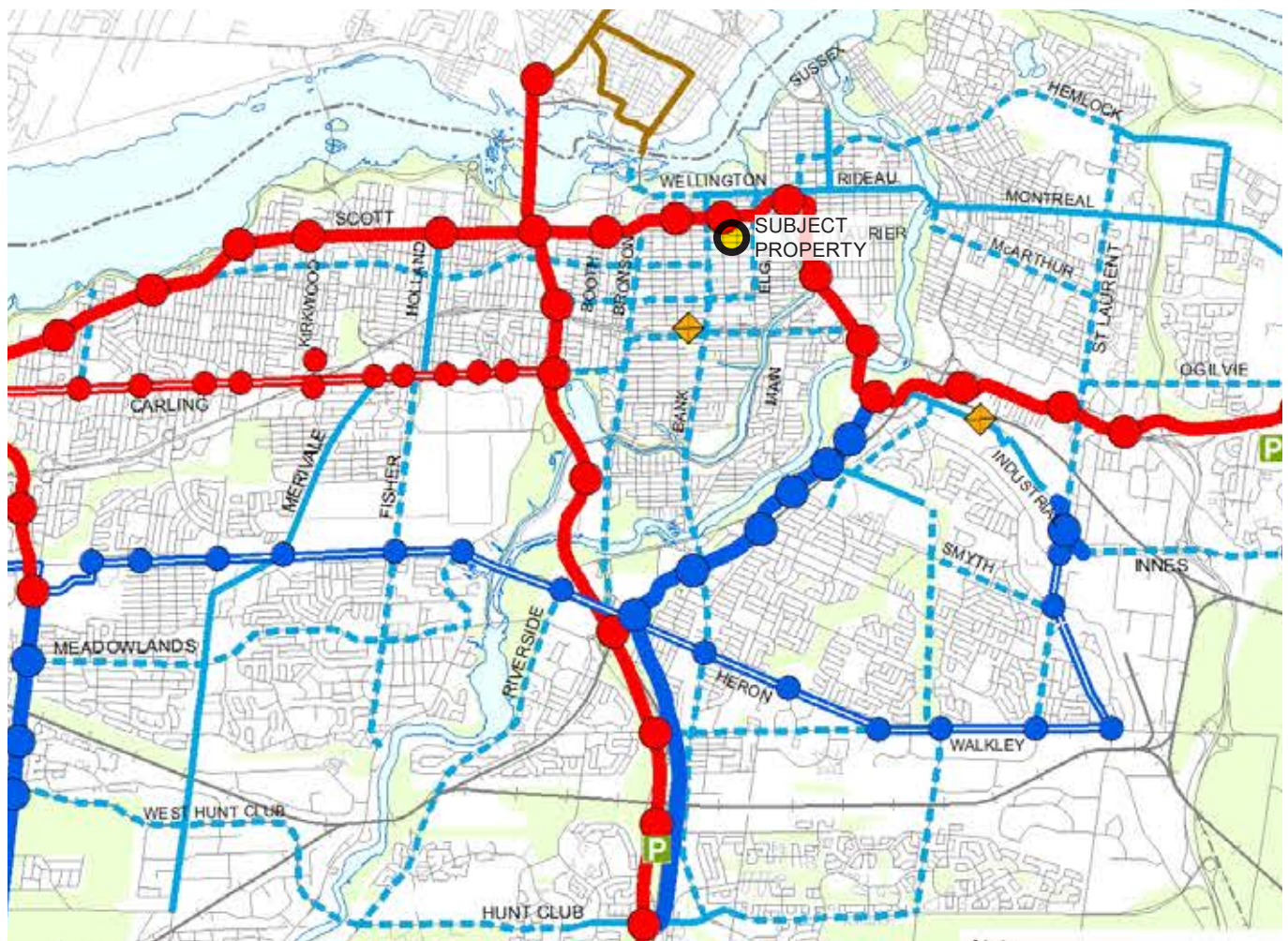


Figure 1.6 Official Plan Schedule D - Rapid Transit and Transit Priority Network

KEY		RAPID TRANSIT	
Light Rail Transit (LRT) - Grade Separated Crossings		Park and Ride	
Light Rail Transit (LRT) - At-Grade Crossings		Transit Station - rail	
Bus Rapid Transit (BRT) - Grade Separated Crossings		Transit Station - bus	
Bus Rapid Transit (BRT) - At-Grade Crossings		Conceptual Future Transit Corridor	
TRANSIT PRIORITY		Inter-regional Stations	
Transit Priority Corridor (Continuous Lanes)		Potential Rail Yard	
Transit Priority Corridor (Isolated Measures)		Gatineau Rapibus	

Urban Designations - Section 3.6.6 Central Area

The subject property is also located in a Design Priority Area (as identified in Section 2.5.1).

As Figure 1.7 shows, the project site lies within the Central Area. Section 3.6.6 -Central Area of the Official Plan lays out policies to shape and guide a development in this zone.

The Central Area is considered to be the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. It is also the main tourist destination in the National Capital Region, with 5.5 million visitors yearly.

In this area, new buildings will reflect a human scale of development, and will be guided by design criteria which will result in an enhanced pedestrian environment.

The policy also lists two important documents that are applicable to the subject property. These are:

- Central Area Secondary Plan
- Downtown Ottawa Urban Design Strategy (DOUDS)

Central Area Secondary Plan

The Central Area Secondary Policy Plan for the Central Area provides more detailed area-based policy direction for a number of geographical areas within the Central Area, referred to as Character Areas and Theme Streets. The policy lays out objectives, policies, vision and a conceptual image for each Character Area or Theme Street. These serve as a 'mental map' to assist in the understanding of the respective vision and is not to be interpreted as policy statements or land use schedules.

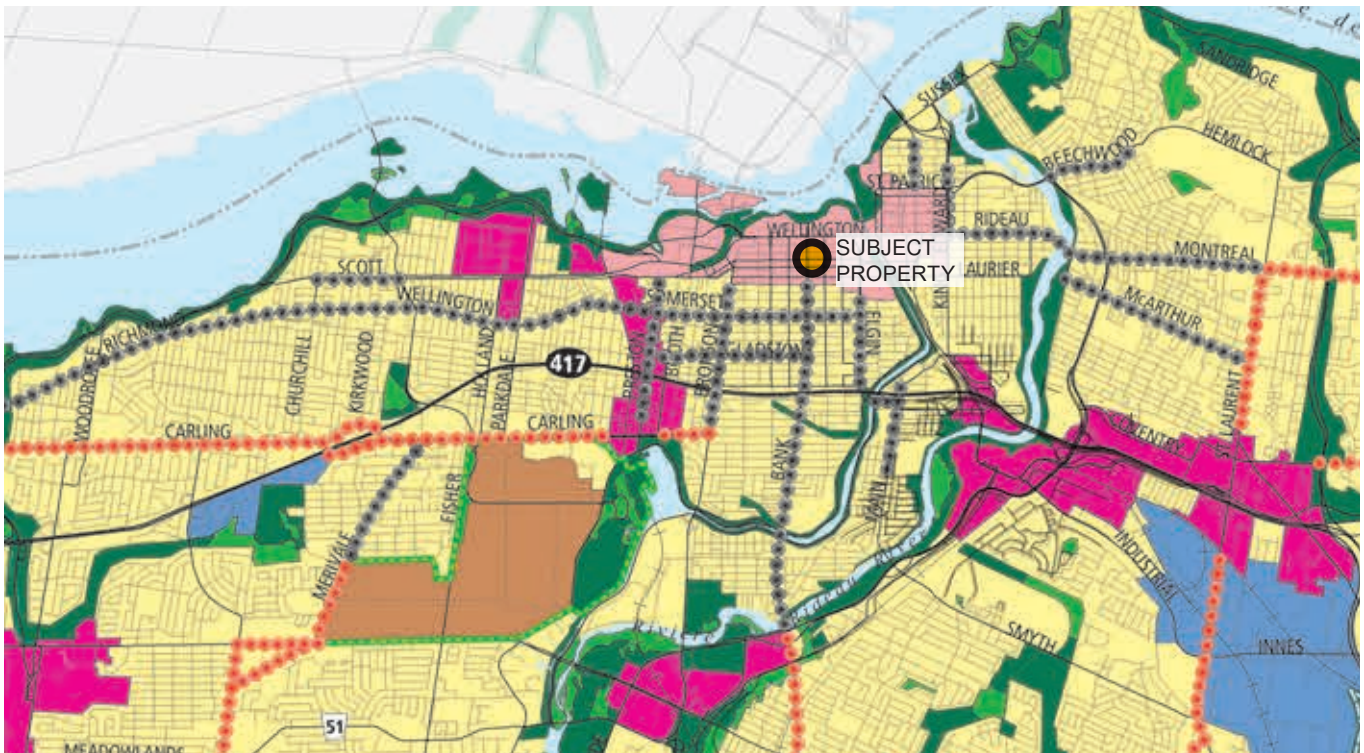


Figure 1.7 Official Plan - Schedule B Urban Policy Plan



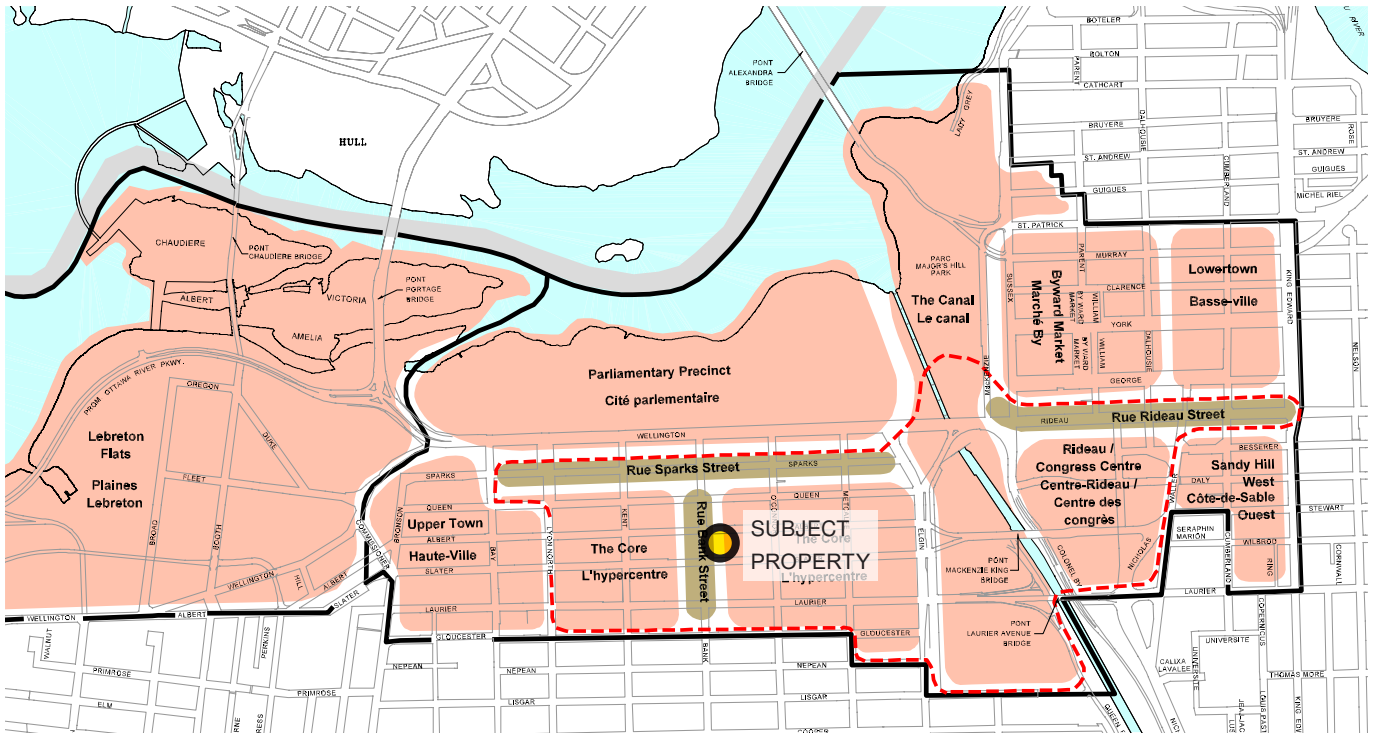


Figure 1.8 Secondary Plan Schedule B Plan B - Location of Central Area Character Areas

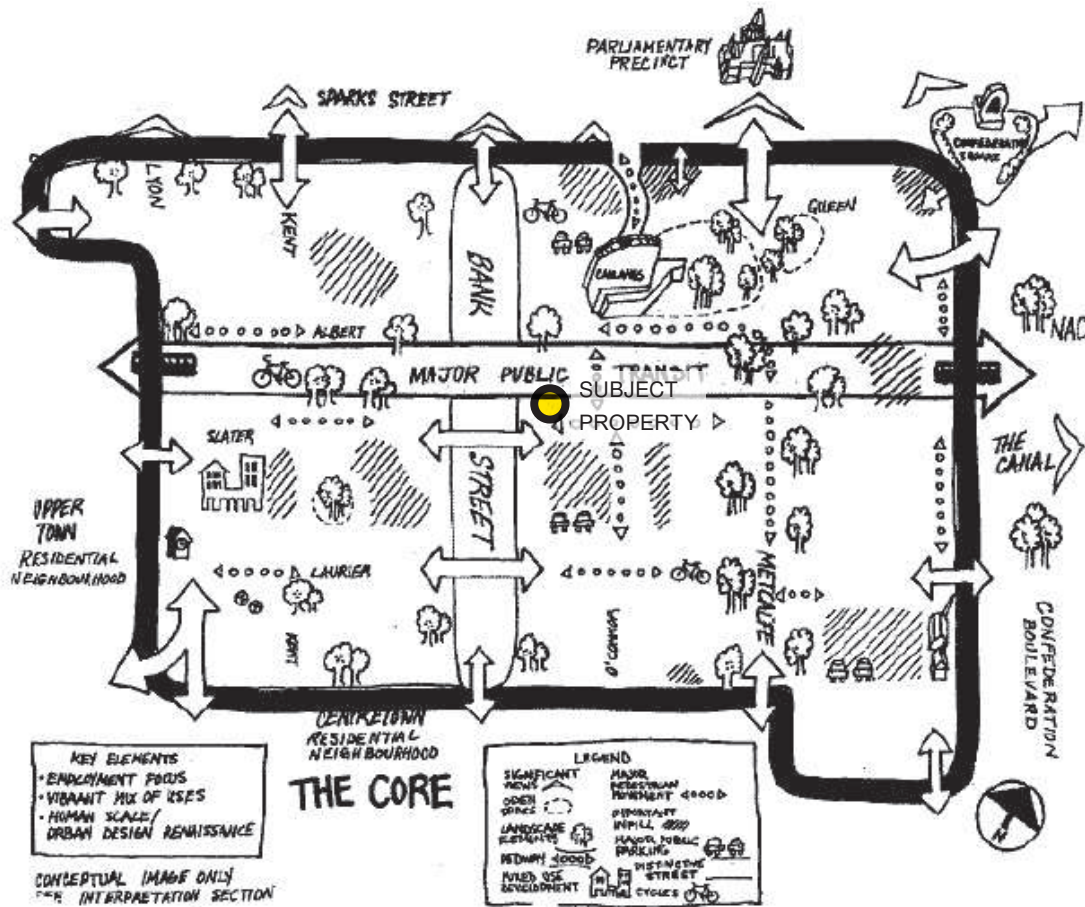


Figure 1.9 Official Plan - Central Area- The Core Secondary Plan Sketch

The subject property lies in 'The Core' Central Area as shown in Figure 1.8 and Figure 1.9. The vision for this area are:

- Create development that make it a focus of employment
- Promote mixed uses
- Use the development to promote an urban renaissance of the area, through various urban design means and respecting existing heritage and national symbols in the area
- Promote an enhanced pedestrian environment
- Promote means to reduce carbon emissions
- Monitoring traffic and transportation characteristics in recognition of transportation capacity serving the area.
- Make the Core remain as the 'vibrant centre of economic activity' and important people-place destination which provides day/night, year-round activity.

Specific policies that the proposed development responds positively to are:

- Provides an interesting roof treatment in the building design.
- Contributes to a sense of human scale at ground level by articulating the podium of the building.
- Articulates the lower floors of buildings, with a special emphasis on the relationship of the building to the street at grade level.
- Provides a continuing street frontage for pedestrians that provides weather protection.
- Promotes barrier-free design in the development.
- Provides appropriate parking for bicycles and cars with safe ingress and egress.
- Building entrances are clearly defined and delineated.
- Limits servicing and parking entrances fronting onto existing streets.
- Provides a bigger front setback to allow for a wider sidewalk.

The above stated policies closely align with the proposed development's design.

The Downtown Ottawa Urban Design Strategy (DOUDS)

The DOUDS is a study undertaken by the City of Ottawa that establishes a broad urban design framework that will help create an attractive and lively downtown for residents and visitors alike. More specifically, the is a strategic document that can be used by the City of Ottawa, the National Capital Commission (NCC), the University of Ottawa, the Downtown BIA's and local business and residential communities as a tool to help develop, guide and implement future development projects and public realm improvements within Ottawa's Downtown area.

The overarching aim of the Downtown Ottawa Urban Design Strategy is to improve the urban experience of the downtown through a series of actions that enhance the quality of the public realm and urban environment. The design framework provides both area-wide strategies (e.g. streetscape infrastructure, open space, public art) and more specific design guidance including built form guidelines by precinct area and 41 targeted projects. Figure 1.10 shows the 41 targeted strategies (areas) located in Downtown Ottawa.

The subject property is part of the Precinct Area Strategy called the 'Business Precinct'. The Precinct is bound by Lyon, Gloucester, Elgin and Wellington streets which is dominated by office functions. As Ottawa fulfils both a capital and a civic role, the majority of the office space in the Precinct is dedicated to meeting the needs of the Federal Government and associated NGO's covers Rideau Street and its surroundings.

Figure 1.11 shows the entire Precinct Area along with the site location.

Key Strategic Directions

- Extend the quality of experience from Wellington Street and the Capital Realm southwards into the Business Precinct.
- Create a higher quality and more even transition between the Business Precinct and the Capital Realm.
- Protect key east-west streets, including Laurier, Gloucester and Queen from the negative impacts of traffic.
- Raise the quality of urban design and architecture for new office and residential developments across the precinct.
- Expand the provision of urban open spaces.
- Create more hospitable and pedestrian-friendly street level environments for residents, workers and visitors to the Business Precinct.

General Precinct Strategies

- Streetscape Infrastructure Programme
 - Increase the provision of secure bicycle parking across the precinct
 - New buildings should be architecturally articulated at the lower levels, with a specific emphasis on the relationship of the building to the street at grade level
- Built Form Guidelines
 - accommodate active uses on the ground floor, including galleries and street-related office and service functions.
 - Promoting a more human scale of development at ground level.
 - To accommodate the provision of wider sidewalks, street furniture and landscaping, major new buildings occupying significant areas on a whole block require a deeper front setback.
 - Buildings should be architecturally articulated on both their top and lower floors.
 - Ground level of buildings should not be below street level.
 - No new surface parking lots should be permitted.

Targeted Precinct Strategies (specific to the site)

- **Urban Open Space Programme**
 - Locate new open spaces on corners
 - Work with developers to provide accessible private open space.
- **Albert Street & Slater Street Beautification**
 - Address the environmental quality of both Albert and Slater streets by reducing or limiting increase in bus activity along the streets

The proposed development establishes a high rise residential development that addresses the listed strategies positively. It has a transparent building frontage at ground level that is attractive and improves upon the streetscape along the street. It replaces the existing commercial only building with a mixed-use building with residential use thus providing opportunities for further downtown activation.



Figure 1.10 The Downtown Ottawa Urban Design Strategy (DOUDS) Plan

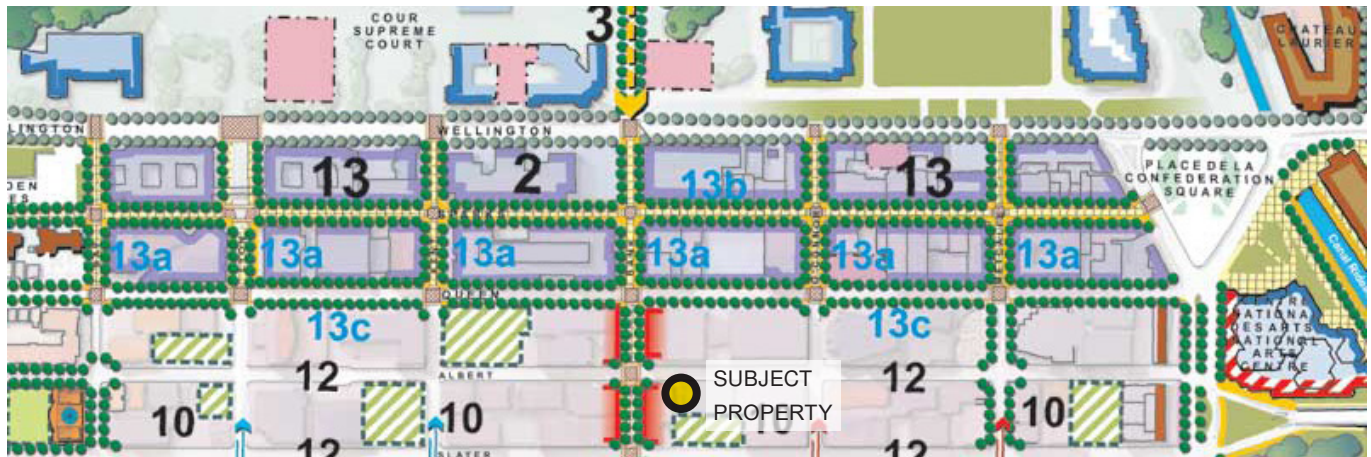


Figure 1.11 Precinct Area Strategy - Business Precinct

Section 4.1.1 - Compatibility and Community Adaptability

Compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Section 4.11 provides criteria that can be used to objectively evaluate the compatibility of infill or intensification developments.

The proposed development meets the compatibility objectives set forth in Section 4.11 in the following ways:

Traffic	A Traffic Impact Assessment has been prepared for the project site. The assessment demonstrates that the development will have negligible vehicular impact on the adjacent road network.
Vehicular Access	Vehicular access occurs from Slater Street to an automated parking structure located behind the proposed building at ground level. The access also serves as an easement to the existing parking lot at 161 Bank Street. Surface treatment of the access pathway will closely match the footpath to prioritise pedestrian traffic along the proposed building frontage.
Parking Requirements	<ul style="list-style-type: none"> Car Parking: 15 visitor parking spaces are required, with no resident parking. The development has an automated hydraulic parking system located at ground level. The system offers 6 spaces at ground level with 12 more spaces over 2 levels with total provision of 18 spaces. Bicycle Parking: The development meets the required number of spaces (81) by providing spaces (84) across ground and basement levels.
Outdoor Amenity Areas	The proposed development provides 1,615 m ² of internal communal amenity area provided within the building, on floors 2-4.
Loading Areas, Service Areas, and Outdoor Storage	Loading and garbage services will be relegated to an internal storage area located on the ground floor accessible from Slater Street. Push carts will be used to move garbage from the building to the road.
Lighting	There is already ample lighting given the importance of Slater Street in context of downtown. The proposed development will seek to ensure building accesses are clearly lit and established at ground level. The ground level uses, such as the lobby and retail store will be appropriately lit and transparent from the street by pedestrians. The rest of the tower will feature lighting that will subtly highlight its design while ensuring undue adverse impacts on adjacent properties are avoided.
Noise and Air Quality	A noise study has been prepared for the development which makes recommendations for building construction (windows, HVAC, etc.) to mitigate noise impacts from Slater Street. No impacts from the proposed development are anticipated.
Sunlight	A sun shadow study has been prepared for the proposed development which demonstrates the minor impact of the increased building height. Step backs at the upper floors ensure sun infiltration into the public space on the site. Shadow impacts on adjacent properties are similar to those cast by an as-of-right building on the site.
Microclimate	The proposed development has been designed to be minimise adverse effects related to wind, snow drifting, and temperature on adjacent properties. This is supported by a Wind Analysis study.
Supporting Neighbourhood Services	The central location of the development's in a commercial area compliments its proposed use. The building also offers amenities for its residents.

Building Profile (Location of Tall Buildings)

Section 4.11 also addresses broader compatibility questions such as establishing the appropriate locations of tall buildings within the city. Policies 7 through 13 of Section 4.11 address those larger questions of the tall building location and general policies for integration of those buildings within the city.

Policy 7 defines high-rise development as a building of 10 storeys or more while Policies 8 and 9 direct high-rises to areas, among others, that are designated Central Area, within 600 metres of a rapid transit station or where a community design plan, secondary plan, or similar Council-approved planning document identifies locations suitable for the creation of a community focus, or at a gateway location or at a location where there are significant opportunities to support transit.

The proposed concept and its site is located within the Central Area, within 200m of an important (and upcoming) LRT Transit Station (Parliament Station). The site is also surrounded by similar high rises along an identified Main Street.

Policy 12 discusses the integration of taller buildings within an area characterized by a lower built form. Issues of compatibility and integration with surrounding land uses can be addressed by ensuring an effective transition between varying built forms.

Transitions should be accomplished through a variety of means, including measures such as:

- Incremental changes in building height (e.g. angular planes or stepping building profiles up or down);
- Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- Architectural design (e.g. the use of angular planes, cornice lines); and,
- Building Setbacks.

The proposed development ensures that the

- Existing building massing is respected, thus maintaining a similar scale profile for the pedestrian;
- The podium is articulated and treated to match the adjoining commercial building;
- Proposed materials and colours for the building presents a well articulated, interesting and non-monotonous aesthetic.



Figure 1.12 South West Bird's Eye View of the Proposed Development

Relevant Design Guidelines

Urban Design Guidelines for Transit Oriented Development

The Ottawa Transit-Oriented Development Guidelines was approved by City Council in September 2007 and seeks to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations.

Figure 1.13 shows the proposed subject property in proximity to the proposed Parliament LRT Station.

The Transit-Oriented Development Guidelines are organized into six general sections which are: Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking and Streetscape & Environment. The proposed development meets the following applicable design guidelines:

- Provides transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station. (1)
- Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user. (2)
- Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses (residential, retail and amenities). (3)
- The proposed building is located to the front of the street to encourage ease of walking between buildings and to public transit. (7)
- Highest density and mixed uses are located immediately adjacent and as close as possible to the transit station. (8)
- The building steps back above ground level in order to maintain a human scale along the sidewalk (11)
- Creates a highly visible landmark through distinctive design features that can be easily identified and located. (12)
- Provides architectural variety (windows, variety of building materials, projections) on the lower storeys of proposed building to provide visual interest to pedestrians. (14)

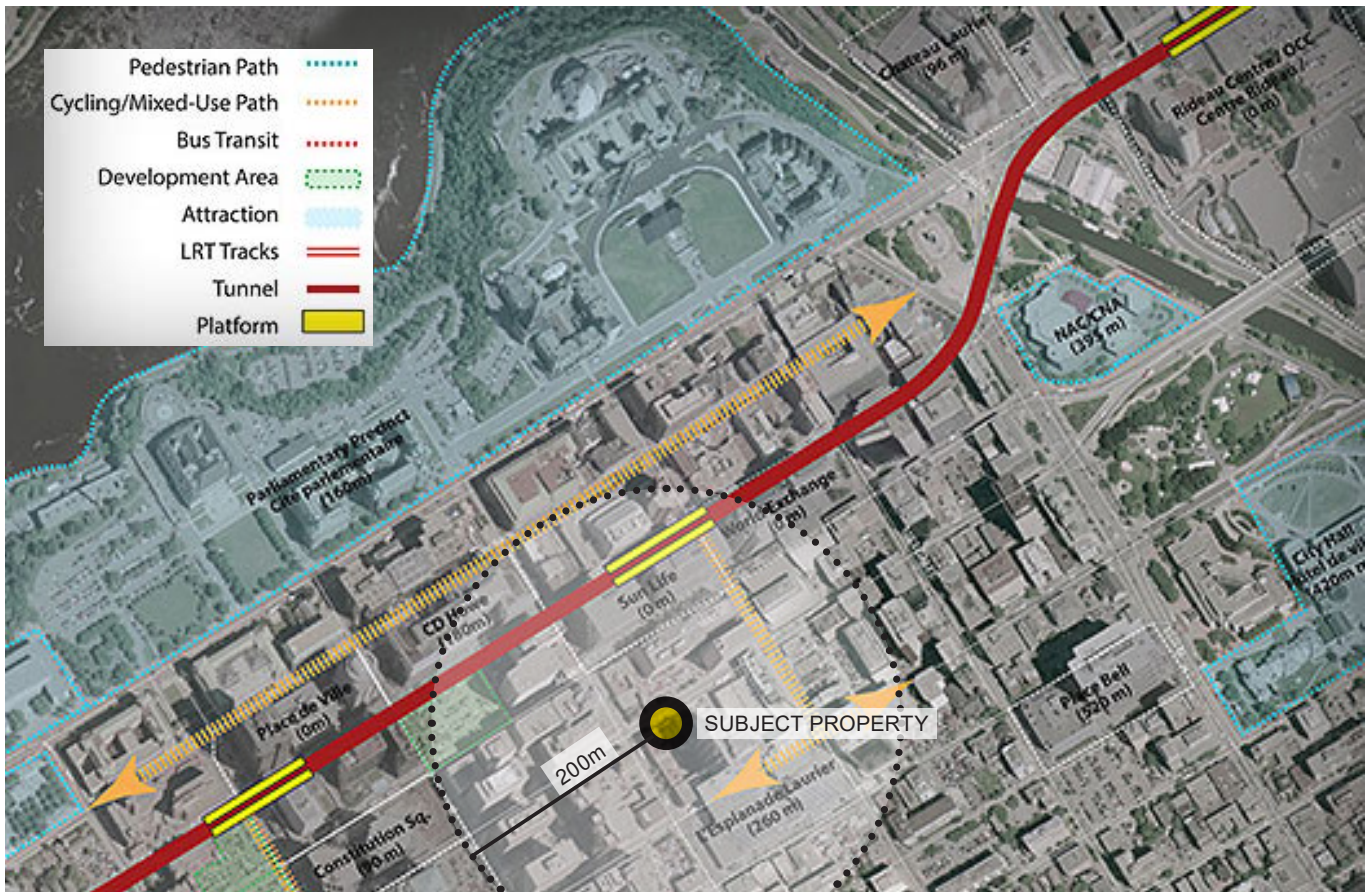


Figure 1.13 Subject Property in context of proposed LRT Station at Parliament Station (Confederation Line)

- Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing. (15)
- Use of different materials to provide visual identification of pedestrian routes for motorists. (17)
- Design of ground floors is appealing to pedestrians, with entrance to the residences and amenities within the building made prominent. (28)
- Provides convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians. (29)
- Provides no more than the required number of parking spaces, as per the Zoning By-law. (32)
- Locates parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.(35)
- Proposed to have an automated parking structure for visitors at the rear of the site. Parking structure is designed to not impede pedestrian flows and active street-level façades. (39)
- Service areas for the building occur away from Slater Street, within the building confines. (43)
- Service and loading areas are screened away from public view. (44)

The proposed development demonstrates the ability for future development to meet the design direction provided in the Urban Design Guidelines for Transit-Oriented Development.

Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- address compatibility and the relationship between high-rise buildings and their existing and planned context;
- create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- promote development that responds to the physical environment and microclimate through design.

The proposed development meets the following applicable design guidelines:

- As a background building, the proposed design respects and enhances the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings. This is achieved by using height transitions and variation in built form design, fenestration patterns, colour, and materials.
- Relates to the existing context by maintaining heights and scale.
- Includes a base that relates directly to the height and typology of the existing or planned streetwall context.
- Enhances and creates the overall pedestrian experience in the immediate surrounding public spaces.
- Enhances and creates the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that respects and/or enriches urban fabric and skylines.
- Expresses and articulates the design of the tower in three parts consisting of the base, middle and top.
- The proposed height of the base of the building is lesser than the width of the existing ROW.
- The height of the base also matches the adjacent buildings.
- Creates a comfortable pedestrian scale by providing multiple entrances, breaking up the facade with architectural articulation, materials and colours, etc.

- Proposing a highly transparent ground level that engages with the pedestrian.
- The proposed development does not have blank façades where there is a street interface.
- The tower is articulated with a stepback (from the podium) to reduce visual impacts.
- Has interesting and contemporary fenestration patterns, texture and colour that complement the surrounding context.
- Has an integrated design that distinguishes between the top, middle and base portions of the tower with their prescribed uses.
- Integrates roof-top mechanical equipment into the massing of the building in its top portion.
- Provides a seamless pedestrian connection to the different building uses, with pathways and building features clearly identifying entrances to the respective uses.
- Parking is located at the rear of the site, away from the main street.
- Location of building utilities (such as service shafts, site servicing equipment, etc.) are kept away from the public sidewalk.
- Implements the City's Accessibility Design Standards.
- Conducted a wind and shadow analysis to show the building's impact is minimal on its surrounding context.
- Integrates pedestrian-scale lighting, signage, street numbering, and other features where appropriate.

The proposed development demonstrates the ability to meet the design direction provided in the Urban Design Guidelines for High-Rise Buildings.



Figure 1.14 Proposed Building in context of Adjacent Buildings

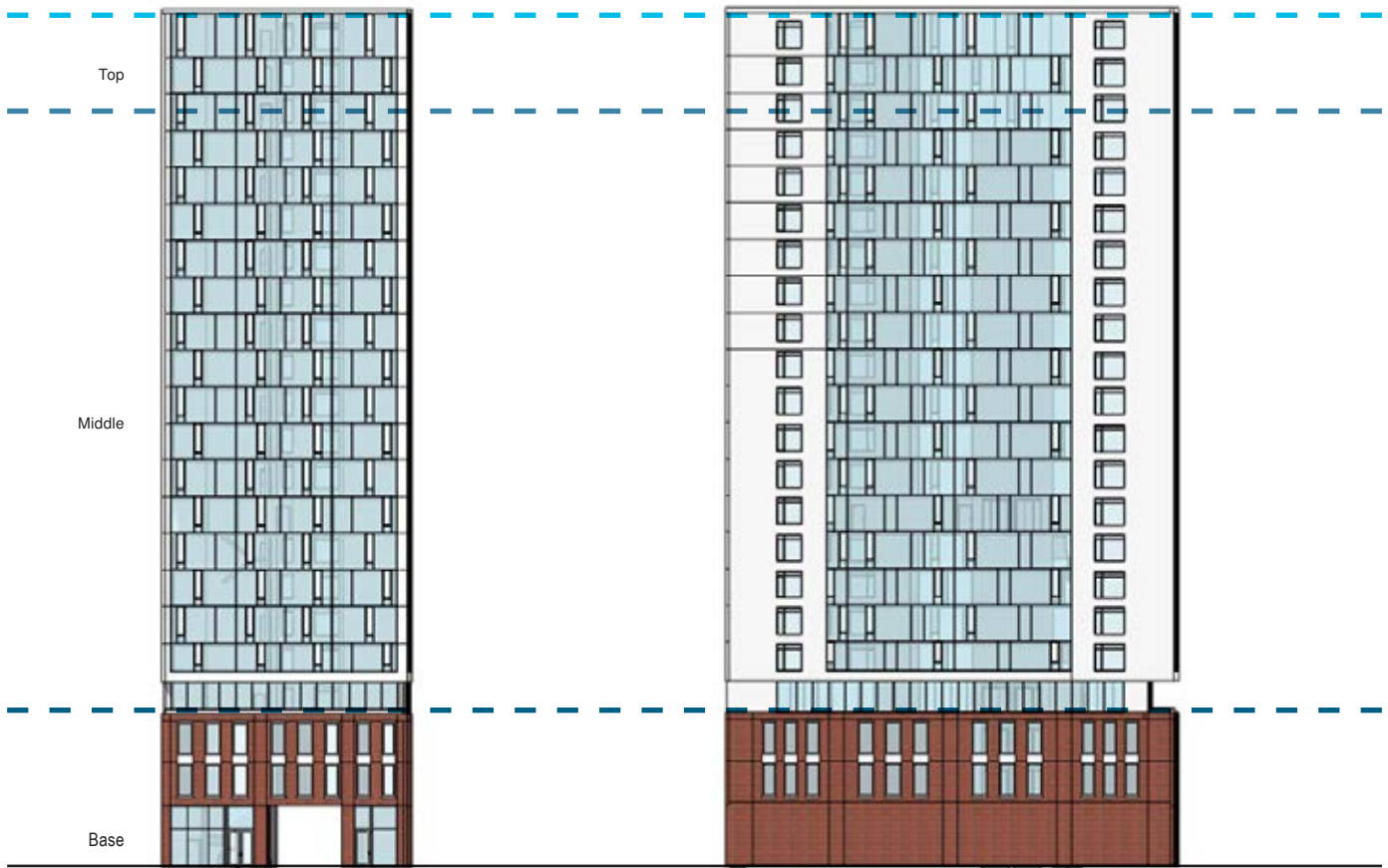


Figure 1.15 Elevation - North

Figure 1.16 Elevation - West

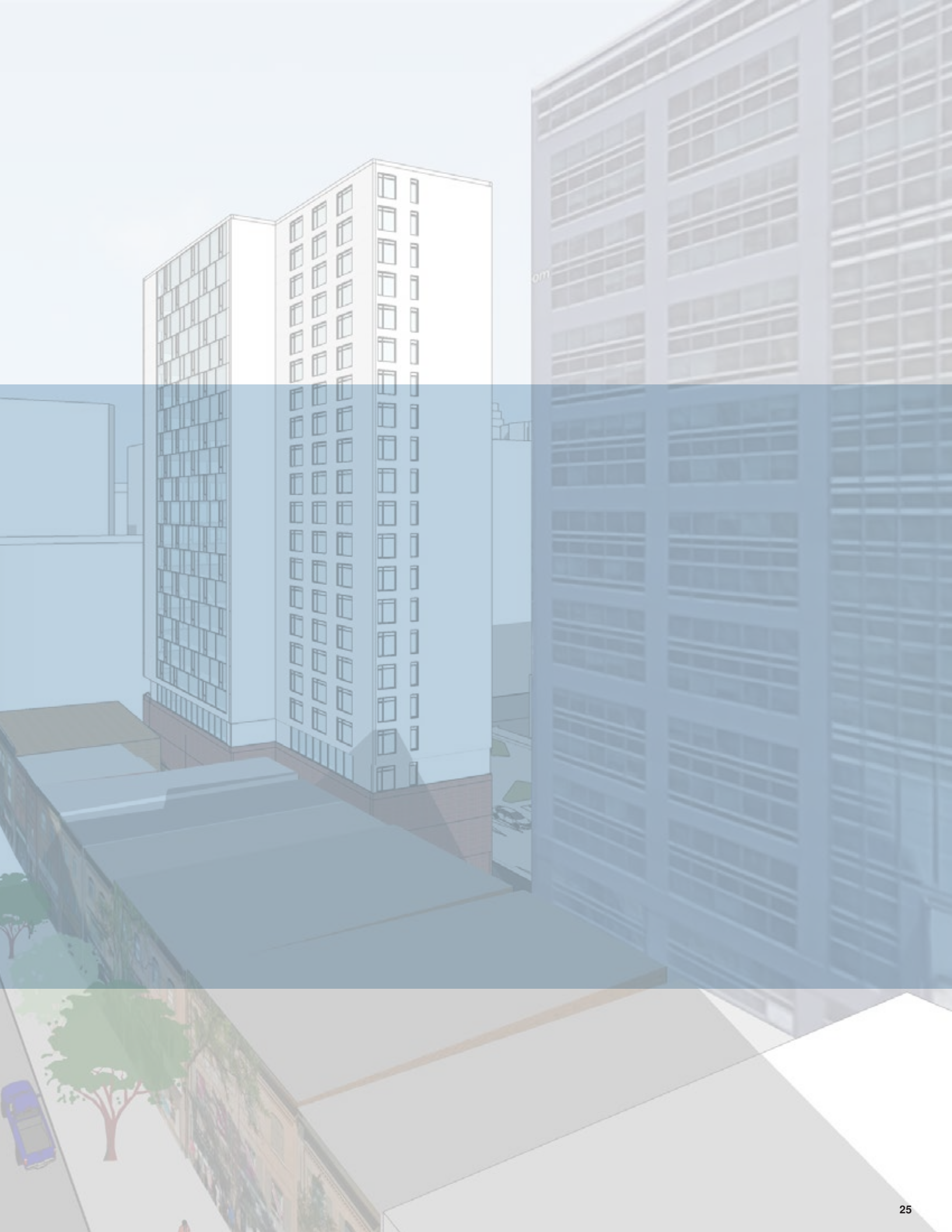


Figure 1.17 Elevation - Looking at the Podium

An architectural rendering of a city street scene. The scene is viewed from an elevated perspective. In the foreground, there are several trees with green foliage and brown trunks. A road with a few cars and a pedestrian is visible. In the middle ground, there are several large, modern buildings with flat roofs and light-colored facades. The sky is a pale blue with soft, white clouds. The overall style is clean and minimalist, typical of architectural visualization.

2.0

Design Proposal



2.0 Design Proposal

This section describes the proposed building design and details as listed below:

- 2.1 Site Plan
- 2.2 Building Floor Plans
- 2.3 Building Elevations
- 2.4 Building Massing
- 2.5 Material and Colour
- 2.6 Shadow Analysis

2.1 Site Plan

Figure 1.18 shows the proposed site plan.

The ground floor building coverage is ~280 m² and is occupied by the following uses:

- Retail facilities
- Residential building lobby and entrance
- Building services
- Storage facilities

The building is bisected by a vehicular pathway that leads to an automated parking structure. The pathway also serves as an access easement to the surface parking lot that serves 161 Bank Street.

PROJECT INFORMATION

ZONING BY-LAW 2008-250	MD S32
SITE AREA	725.11 sq. m. 7,805 sq. ft.
GRADE (GEODETIC ELEVATION)	72.70 m, east
BUILDING HEIGHT- S32	141.4 to 148.0m, east
AMENITY AREA - AFTER 162 UNITS (6m ²)	972 sq. m.

PROJECT STATISTICS

BUILDING HEIGHT	68.7 m (141.4 m, east)
TOWER FLOOR PLATE AREA	623.4 sq. m. 6,710 sq. ft.

GROSS BUILDING FLOOR AREA

<small>(OTTAWA ZONING DEFINITION)</small>		
GROUND FLOOR - RETAIL		82.9 sq. m. 892 sq. ft.
1st FLOOR - AMENITY		000 sq. m. 000 sq. ft.
2nd FLOOR - AMENITY		000 sq. m. 000 sq. ft.
3rd FLOOR - AMENITY		000 sq. m. 000 sq. ft.
4th to 22rd FLOOR	18 x 486.0 sq. m. 18 x (5,231) sq. ft.	8,748.0 sq. m. 94,158 sq. ft.
TOTAL AREA ABOVE GRADE		8,830.4 sq. m. 95,050 sq. ft.

UNIT STATISTICS

1 BEDROOM UNIT	153
2 BEDROOM UNIT	9
TOTAL	162
COMMERCIAL RETAIL UNIT	82.9 sq. m. 892 sq. ft.

CAR PARKING

<u>REQUIRED</u>		
RESIDENCE	- NOT REQUIRED	0
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	15
TOTAL		15

PROVIDED

RESIDENCE		0
VISITOR	- 0.1 PER UNIT (162 UNITS)	18
TOTAL		18
AUTOMATED PARKING SYSTEM	SPACE SIZE 2.4 x 5.2M	

BICYCLE PARKING

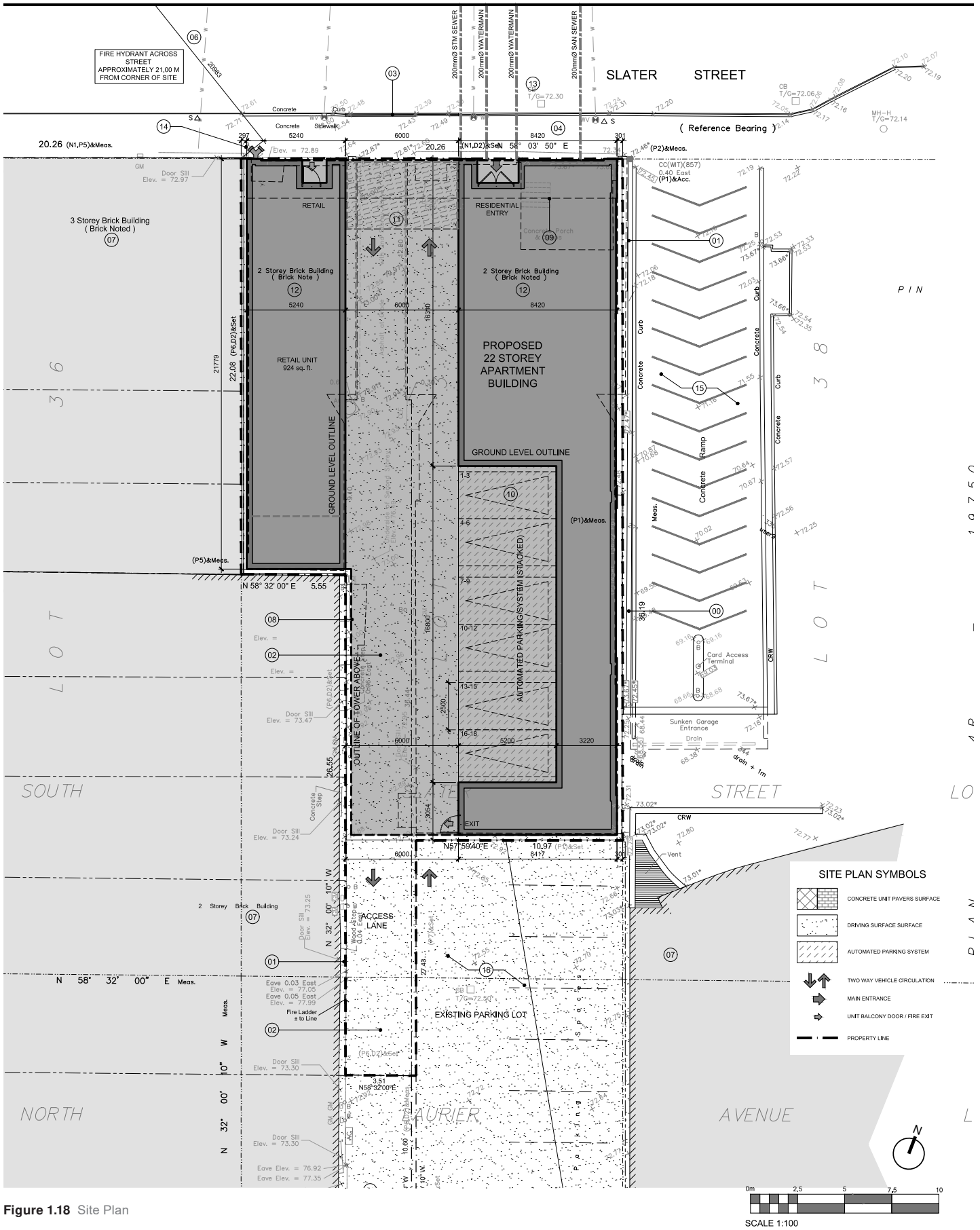
<u>REQUIRED</u>		
RESIDENCE	- 0.5 PER UNIT (162 UNITS)	81
COMMERCIAL RETAIL	- 1.0 PER 250m ² OF G.F.A.	0
TOTAL		81
<u>PROVIDED</u>		
BELOW GRADE LEVEL		84
GROUND FLOOR		0
TOTAL		84

AMENITY SPACE

2nd FL. COMMUNAL INTERIOR =	551.3 sq. m.
3rd FL. COMMUNAL INTERIOR =	551.3 sq. m.
4th FL. COMMUNAL INTERIOR =	512.8 sq. m.
TOTAL =	1,615.4 sq. m.

LEGAL DESCRIPTION

SURVEYOR'S REAL PROPERTY REPORT
PART 1 Plan of
PART OF LOT 37
REGISTERED PLAN 3922
CITY OF OTTAWA



SITE PLAN SYMBOLS

	CONCRETE UNIT PAVERS SURFACE
	DRIVING SURFACE SURFACE
	AUTOMATED PARKING SYSTEM
	TWO WAY VEHICLE CIRCULATION
	MAIN ENTRANCE
	UNIT BALCONY DOOR / FIRE EXIT
	PROPERTY LINE

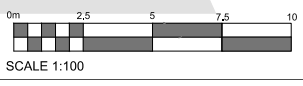


Figure 1.18 Site Plan

2.2 Building Floor Plans

Figure 1.19 to Figure 1.23 showcase the building floor plans.

Basement Floor

Provides storage cells and bicycle parking spaces for building tenants. The wider basement area is reserved for building utility rooms.

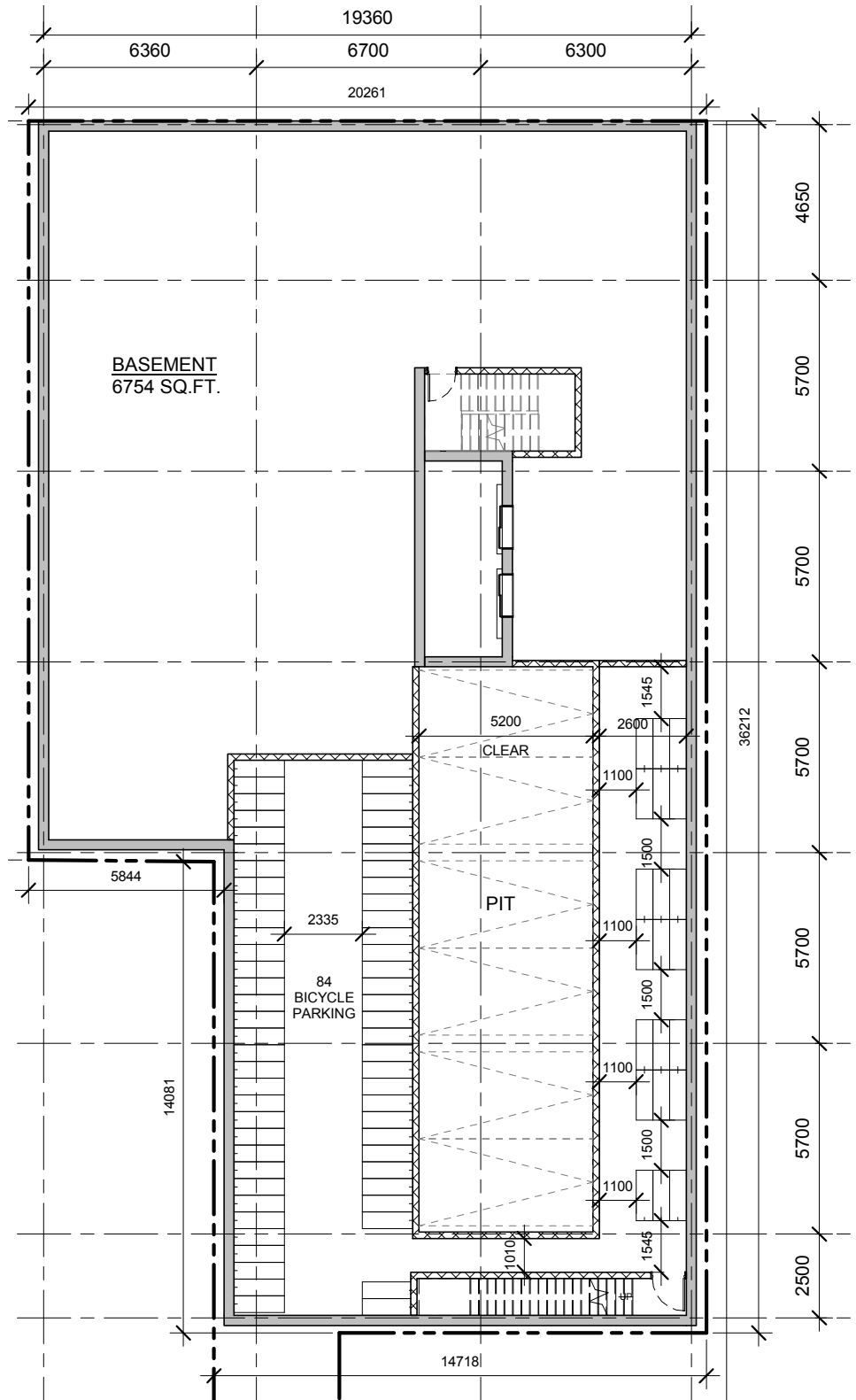


Figure 1.19 Basement Floor Plan

Ground Floor

A retail facility, residence lobby (and access) and storage cells are located on the ground floor. A garbage room and 18 car parking spaces (6 spaces in 3 levels within an automated hydraulic parking structure) are also provided.

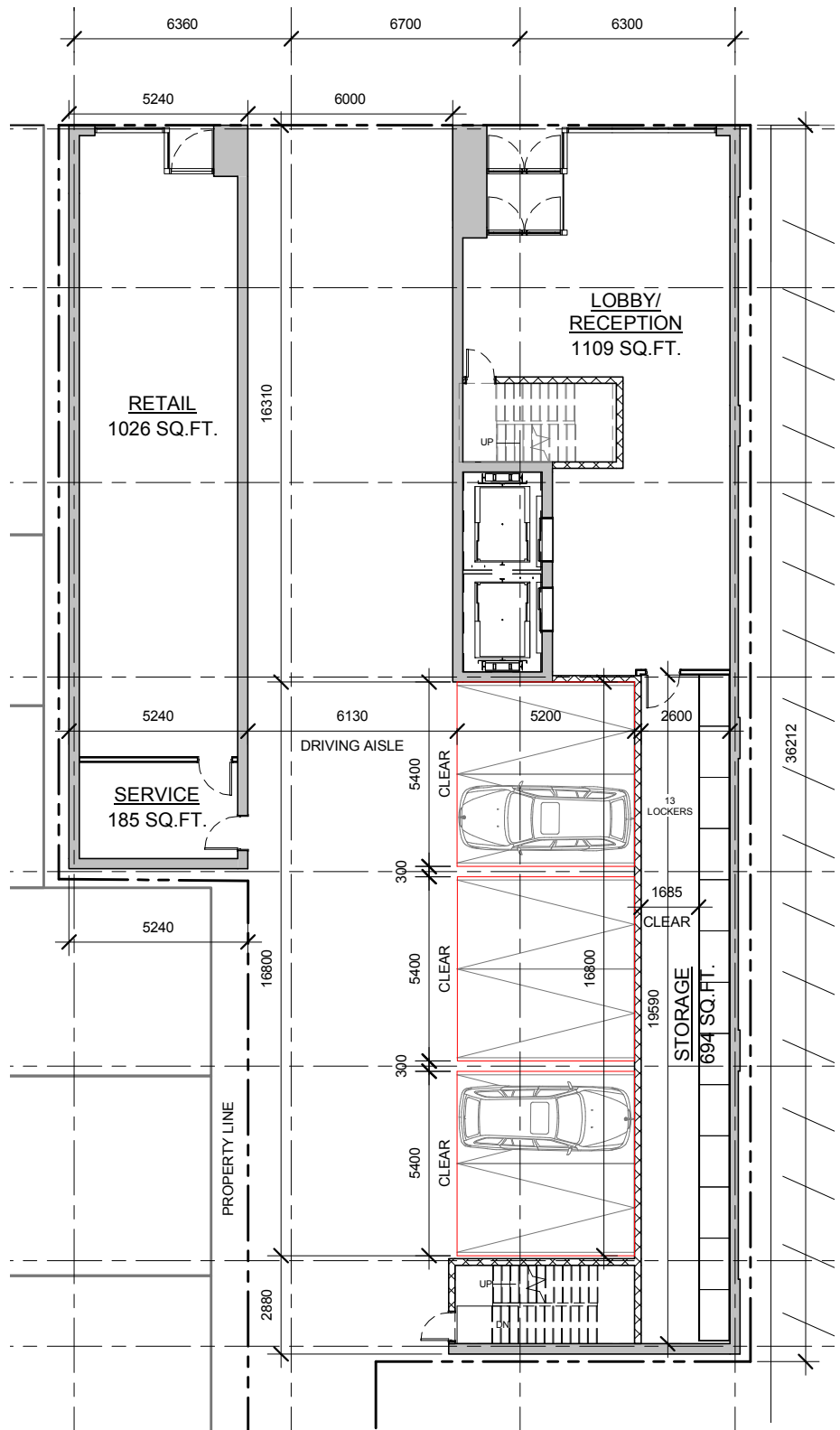


Figure 1.20 Ground Floor Plan

First and Second Floors

Provides 630 m² of amenity space across two storeys. Amenity program and configuration will be further detailed.

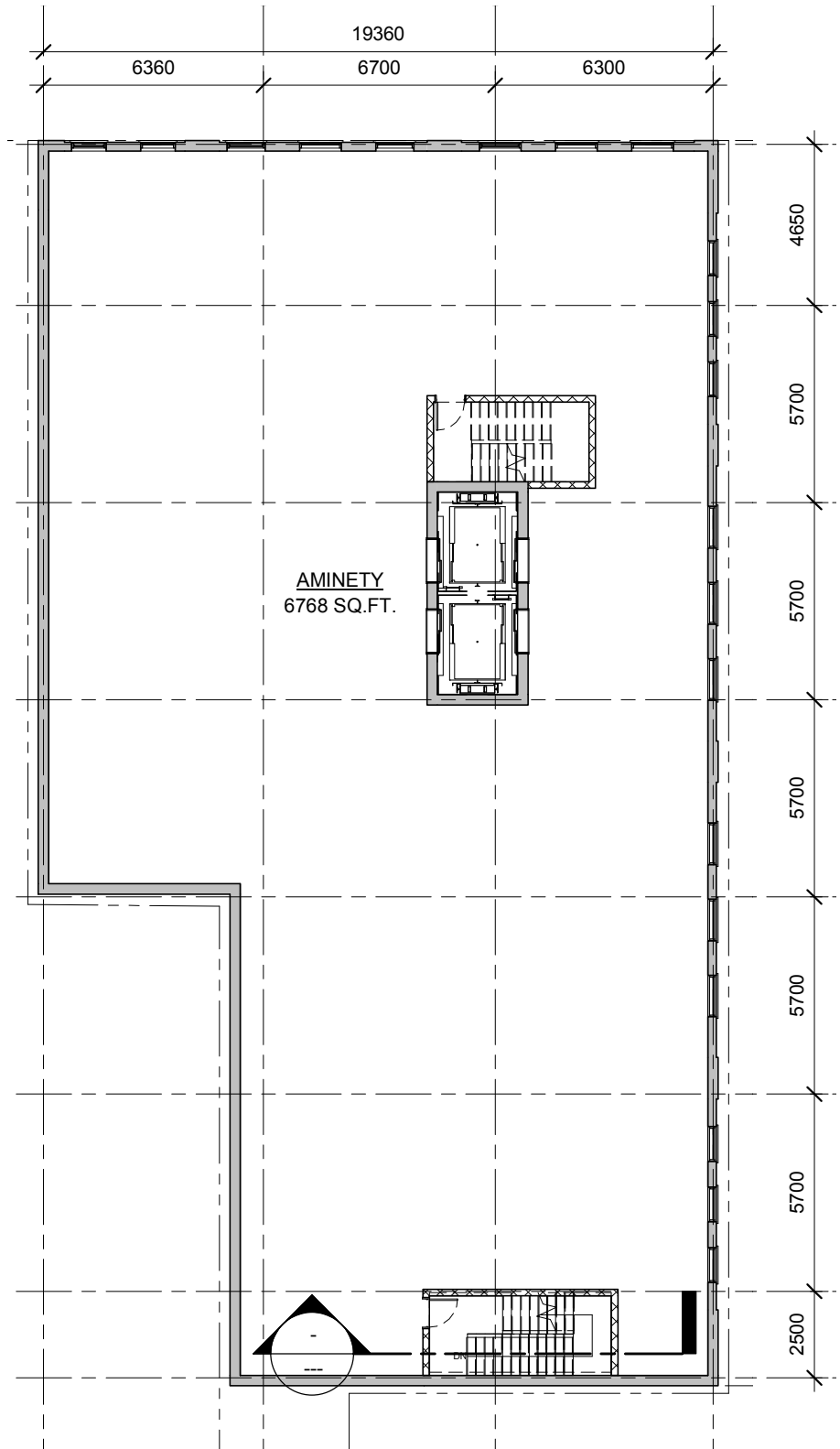


Figure 1.21 First and Second Floor Plan

Third Floor

Provides more internal amenity area that is similar in layout as the first and second floors. However, there is a setback of 2.2m along the north facade to distinguish the podium and keep it aligned with the neighbouring building. The area of this floor is 589 m².

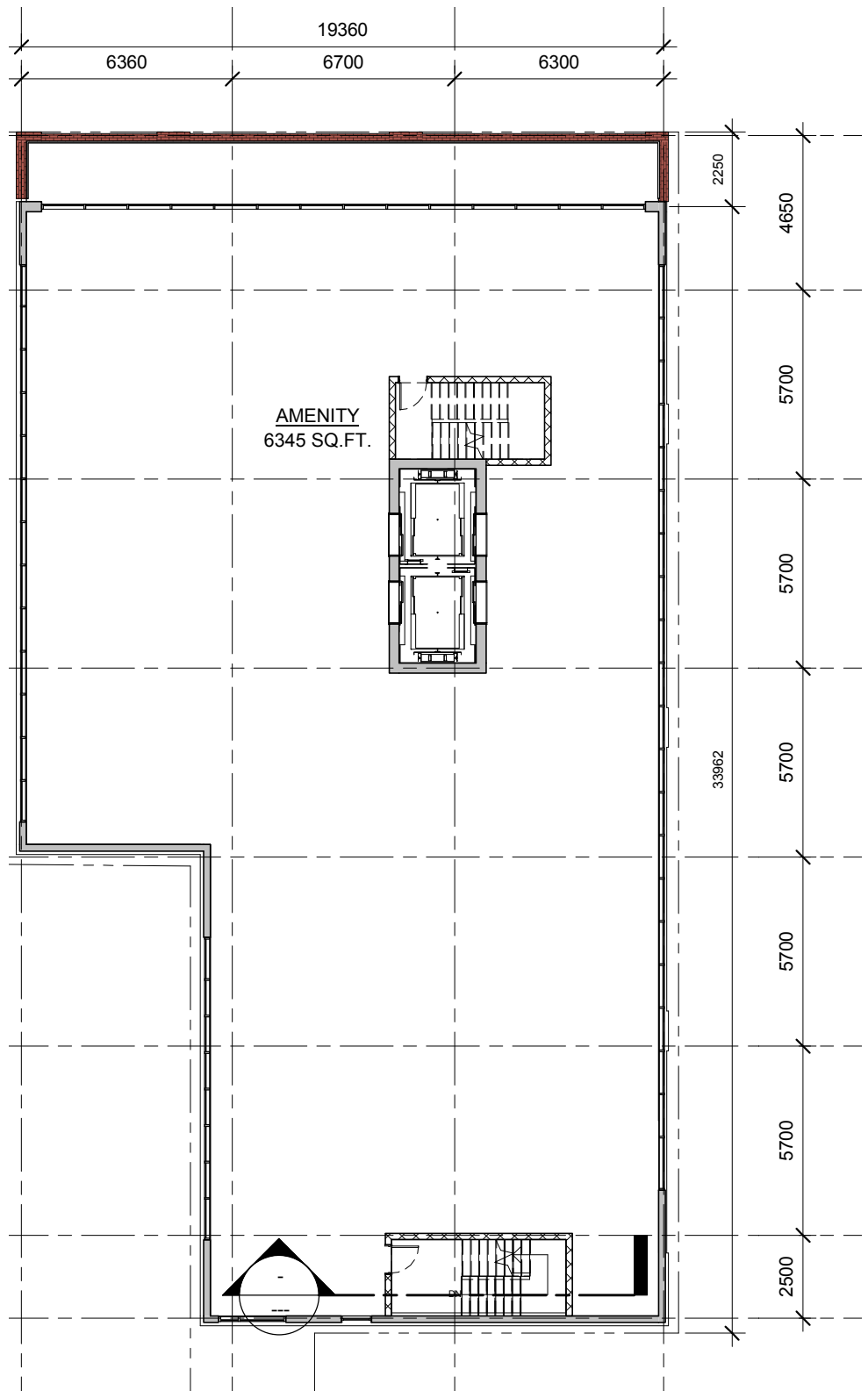


Figure 1.22 Third Floor Plan

Floors 4 to 21

These are typical floors with residential units, consisting of one-bed and two bed units.

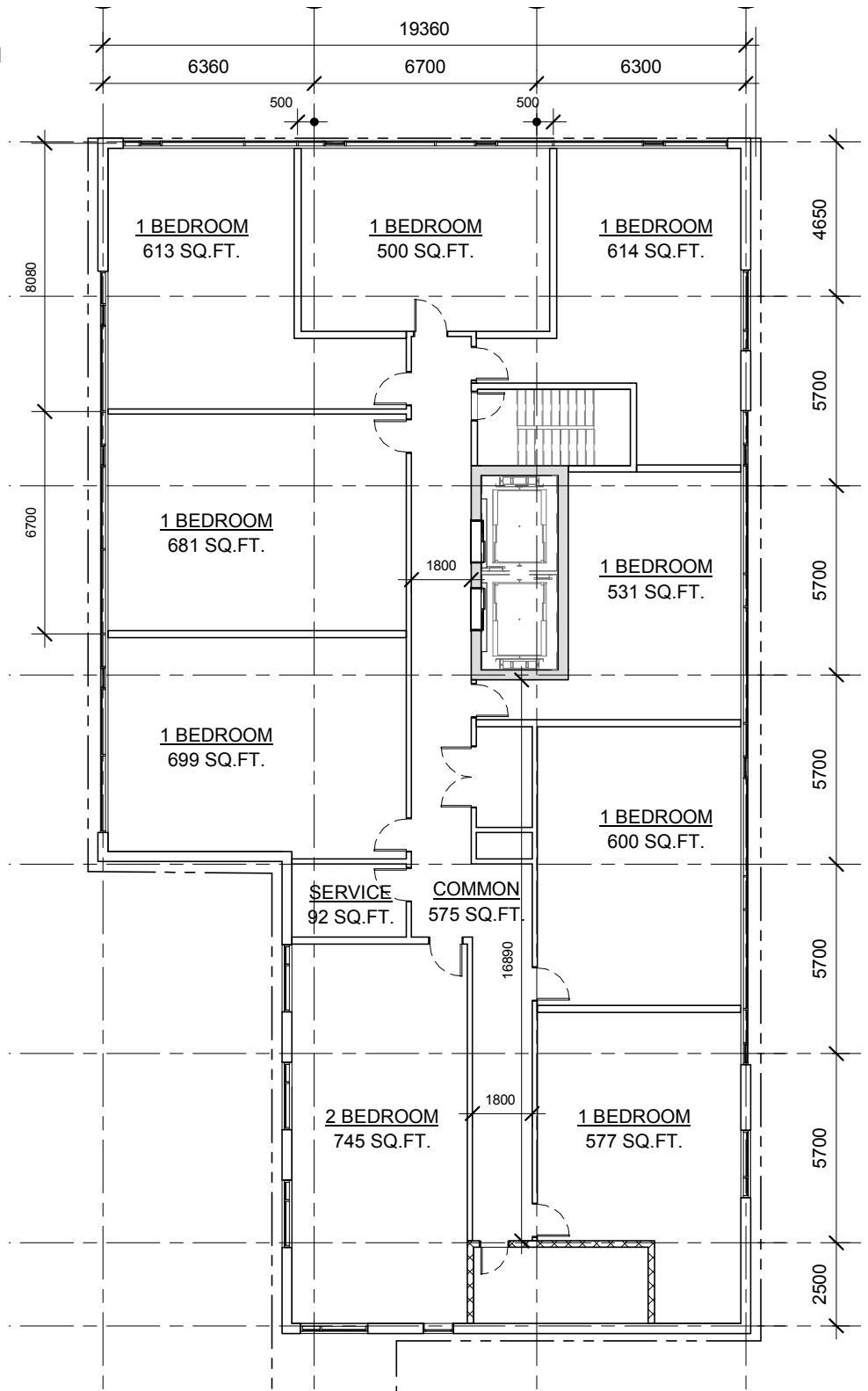
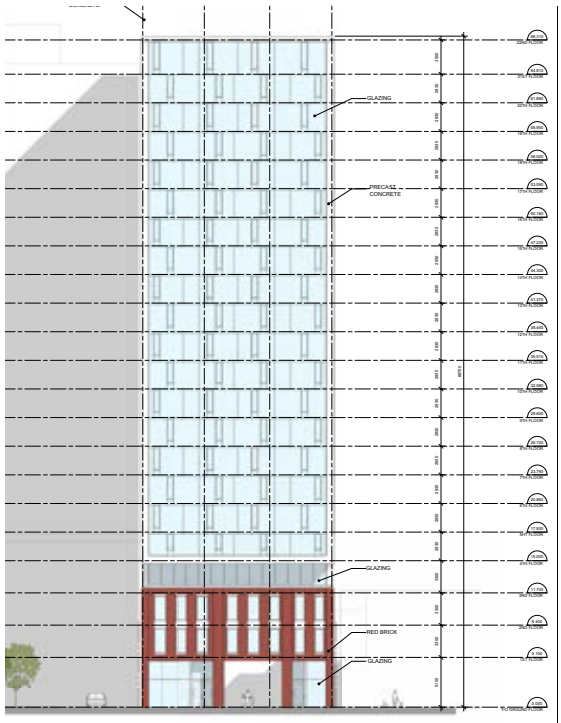


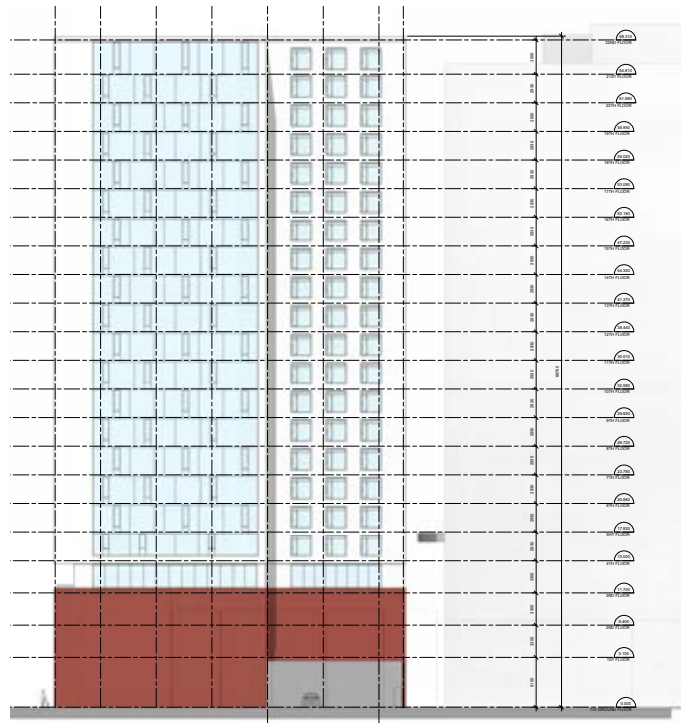
Figure 1.23 Typical Plans for Floors 4-21

2.3 Building Elevations

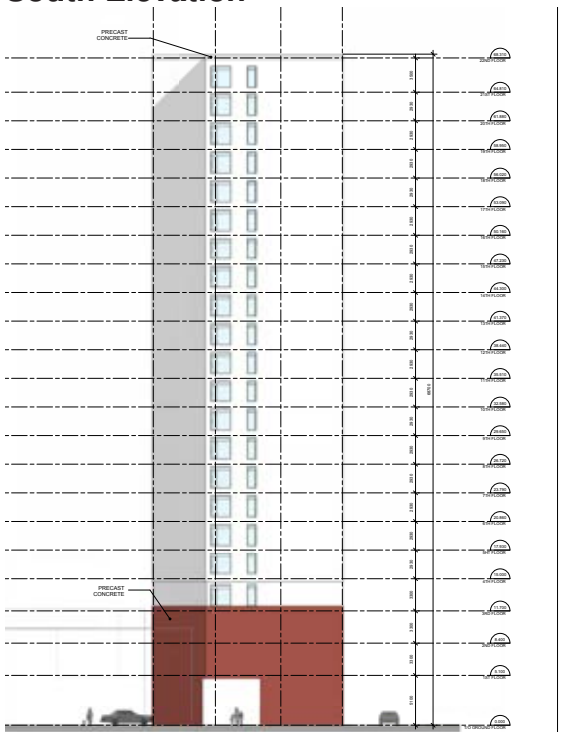
North Elevation



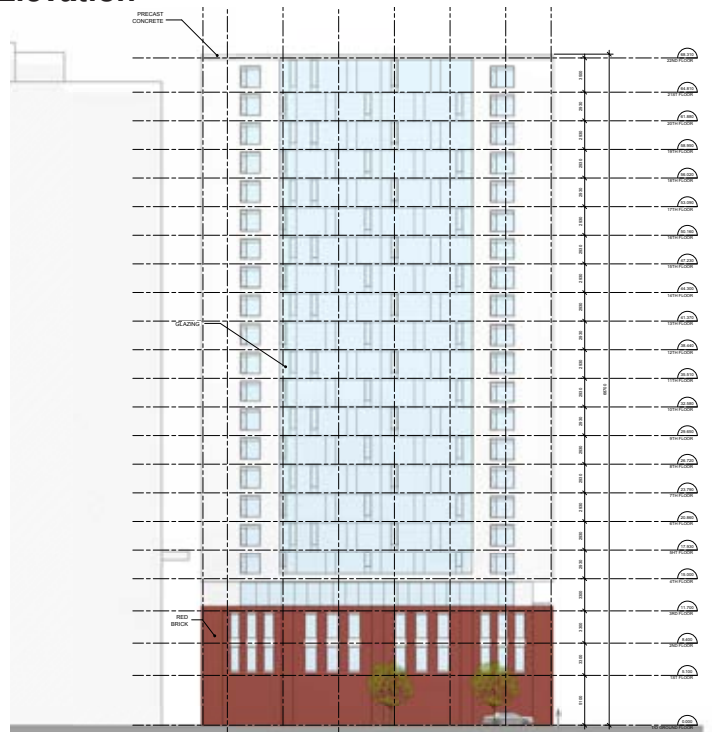
West Elevation



South Elevation



East Elevation



2.4 Building Massing

The building has been designed to break down its vertical elongated massing by articulating the facade and creating distinction between the podium and proposed tower. The podium is similar in height, material and colour to its immediate neighbour. The rhythm and proportions of openings and floor height from the neighbouring building is applied to the proposed podium to maintain a continuous street edge and to harmonise the development with the existing context (as seen in Figure 1.24, Figure 1.25).

The separation between the tower and podium is executed with a setback (in plan) on the 4th floor. This makes the tower appear as if it is suspended atop the podium. This is further highlighted with a contrasting material, colour and facade treatment.

2.5 Material and Colour

The design philosophy for the proposed building is to create a balance of contemporary aesthetics and functionality. To achieve this, the building is dual tone in colour and material treatment.

The material treatment can be split into two primary applications - one to the podium and one to the tower. As seen in the images, the podium is intended to have a brick red precast treatment to be congruous with the commercial low-rise buildings in its immediate vicinity. The punched windows on the facade also closely resemble the size and treatment of fenestrations found nearby. At pedestrian level, there is curtain wall glazing that allows for a reasonable level of transparency.

The facade is composed of grey pre-finished precast panels and glazing. To contrast it with the podium, the tower is treated to appear light - its volume is largely composed of partially operable window walls along the three sides that are open to views.

The overall effect achieved through the above design details and materiality is to create a structure that is contemporary and functional, subtle yet distinct.



Figure 1.24 Distinction between podium and tower



Figure 1.25 Tower appears to 'sit' atop the Podium while extending upward

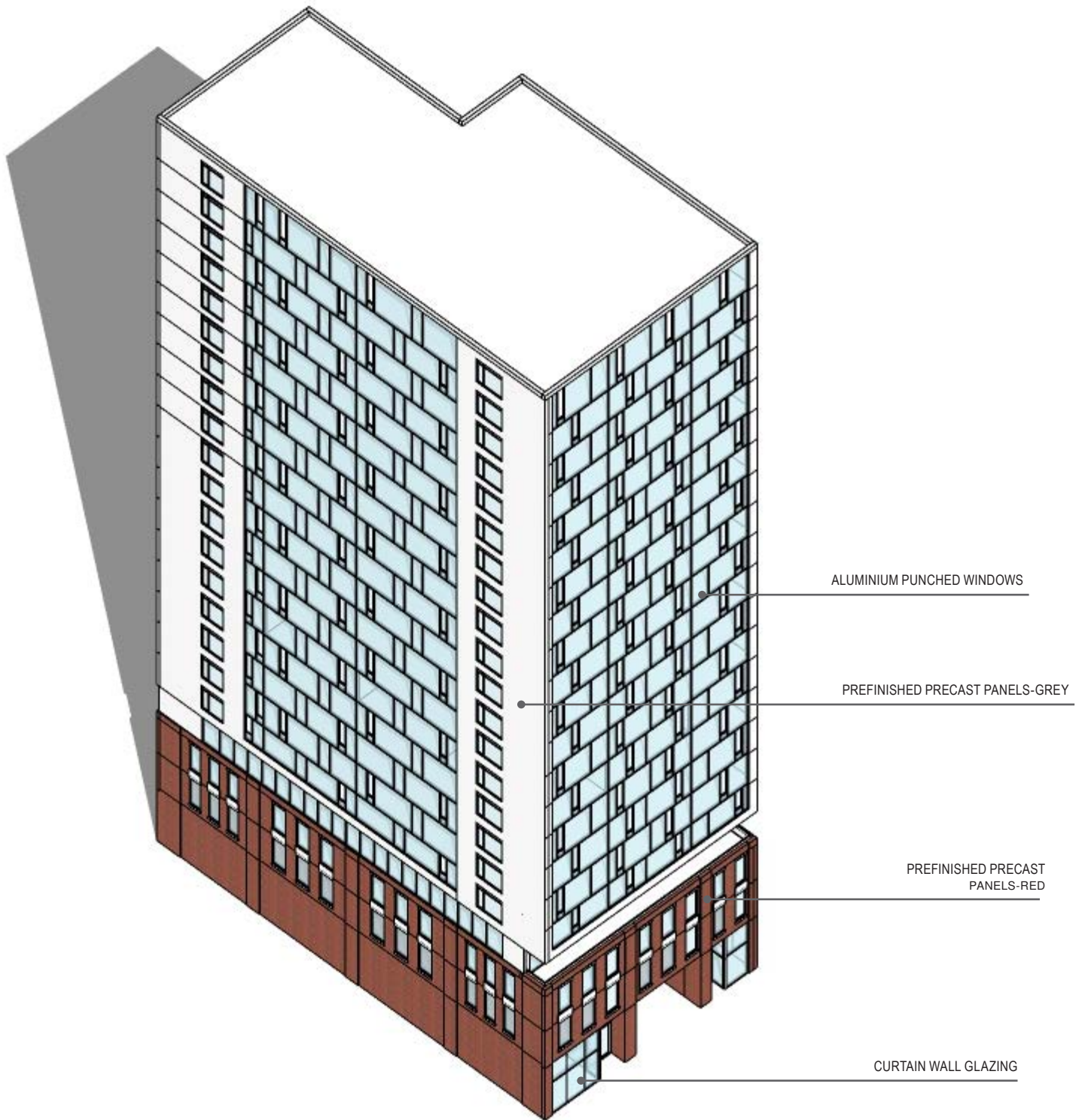
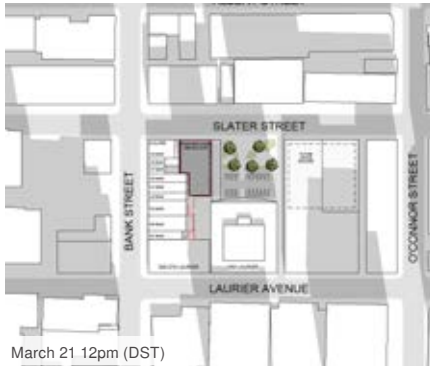


Figure 1.26 Building Materials

2.6 Shadow Analysis

The following image set shows the shadow study for the proposed building. The study does not distinguish between as-of-right and the proposed building shadows because the proposed building is within or equal to the as-of-right requirements.





March 21 12pm (DST)



March 21 2pm (DST)



March 21 4pm (DST)



June 21 12pm (DST)



June 21 2pm (DST)



June 21 4pm (DST)



September 21 12pm (DST)



September 21 2pm (DST)



September 21 4pm (DST)



December 21 12pm (EST)



December 21 2pm (EST)



December 21 4pm (EST)

