

THE STATION

1518-1524 STITTSVILLE MAIN STREET, OTTAWA, ON



URBAN DESIGN REVIEW

DECEMBER 22, 2020



Vandenberg & Wildeboer
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Photo: Contentworks

1

1501 Stittsville Main Street (brick building) located about 90 m from 1518 Stittsville Main Street, across the street and on the north side of the former rail line.



Photo: Malcolm Wildeboer

2

1518 Stittsville Main Street, the Trans Canada Trail and 1510 Stittsville Main Street (from left to right).



Photo: Contentworks

3

1510 Stittsville Main Street, formerly known as Green's Hotel.



Photo: Google Satellite



Photo: Ottawa Citizen

4

View of the main façade of 1518 Stittsville Main Street after the fire in 2013.



Photo: Google Streetview

5

1521-3 Stittsville Main Street, located across the street from 1518 Stittsville Main Street.



Photo: Contentworks

6

1528 Stittsville Main Street (on the right), located on the lot immediately to the south of 1518-1524 Stittsville Main Street.



Photo: Gino J. Aiello

7 Stittville Main Street trailhead project.



Photo: Gino J. Aiello

8 Benches, a concrete plaza and statues of railway pieces are part of the design.



Photo: Google Satellite



Photo: Gino J. Aiello

9 The Trans Canada Trail between 1510 and 1518 Stittville Main Street.



Photo: Gino J. Aiello

10 View of the rock garden and spruces in the low maintenance landscape.



STITTSVILLE MAIN STREET WEST ELEVATION



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DESIGN BRIEF

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STITTSVILLE MAIN STREET EAST ELEVATION

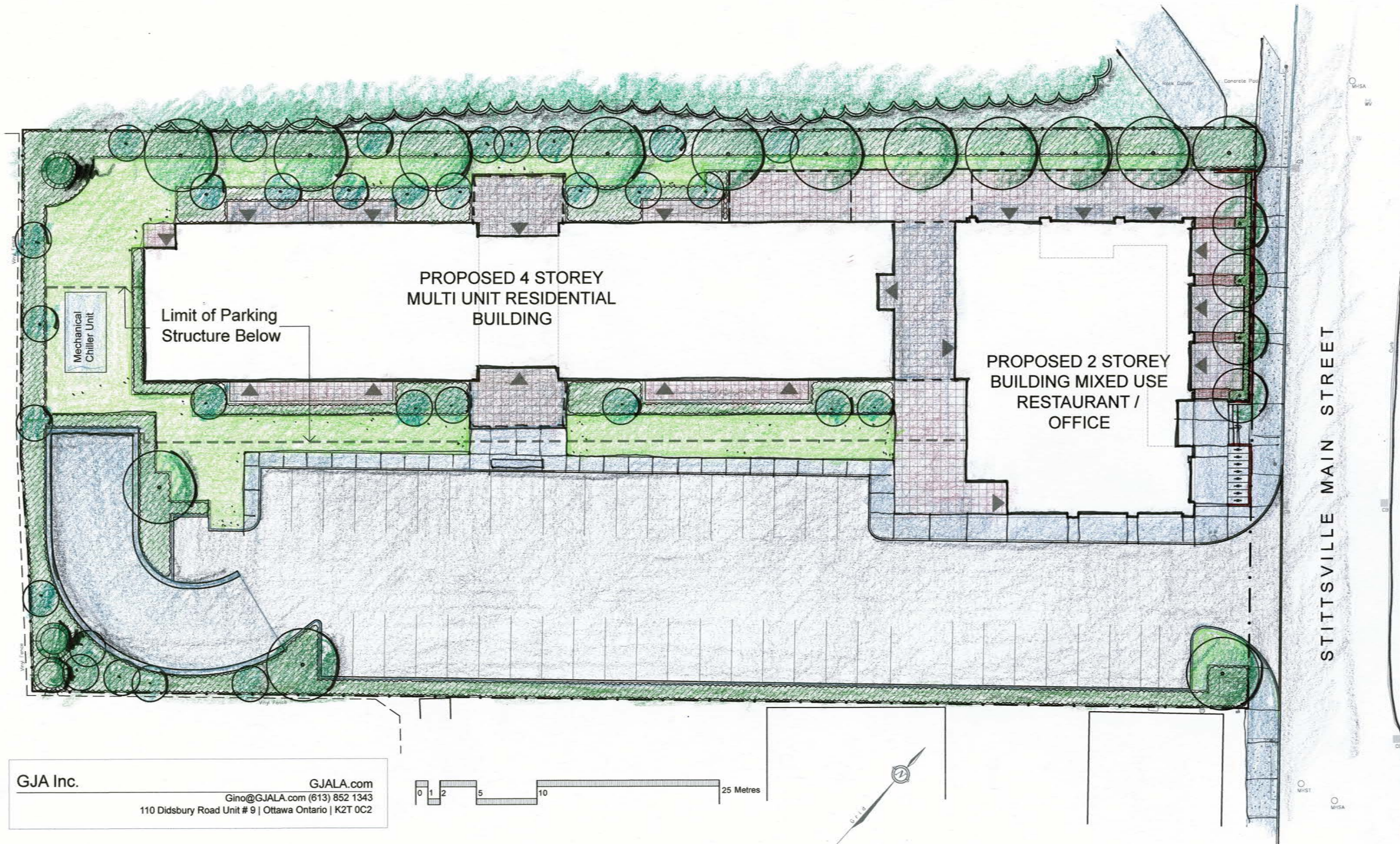


THE STATION
DESIGN BRIEF

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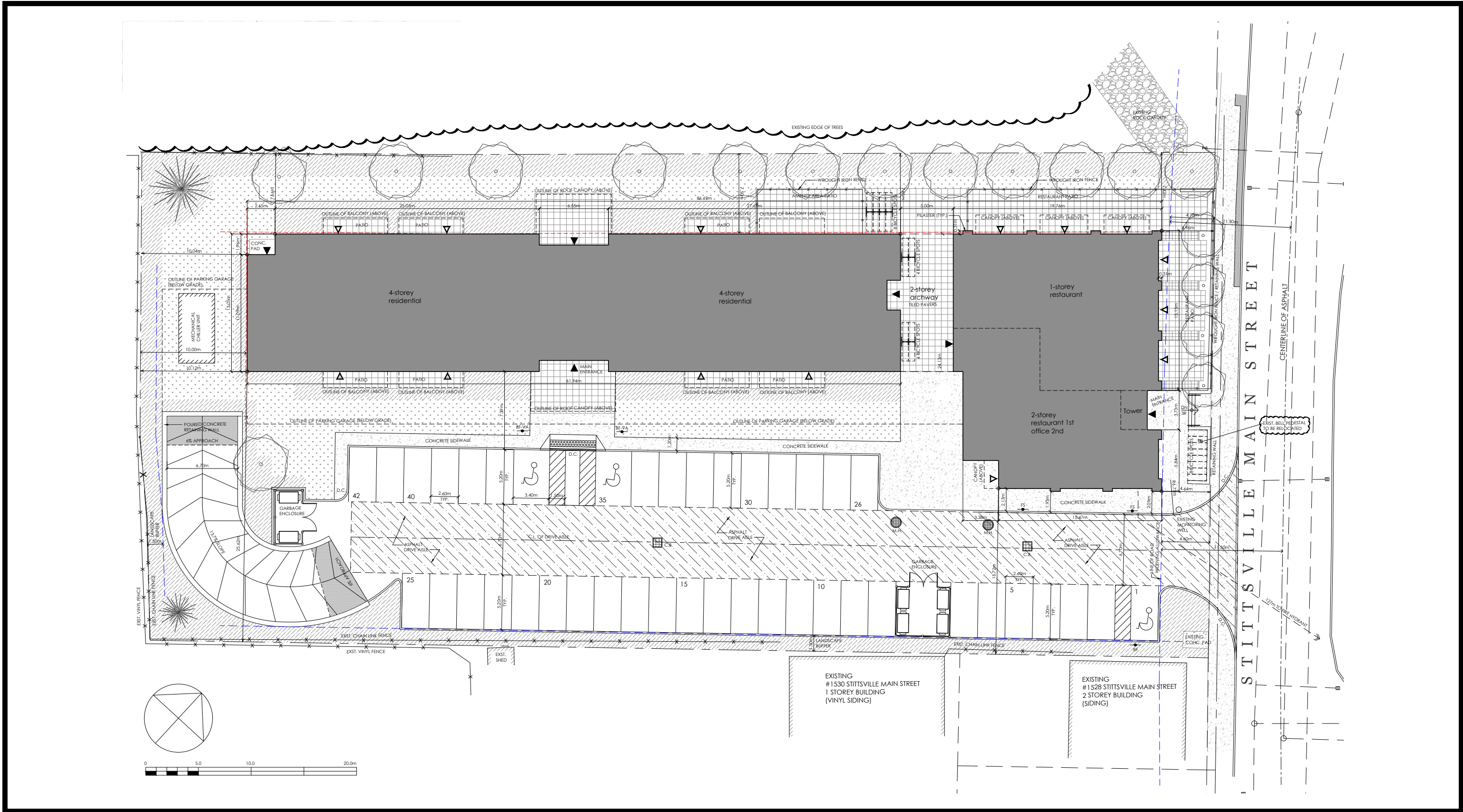
GJA Inc. GJALA.com
 Gino@GJALA.com (613) 852 1343
 110 Didsbury Road Unit # 9 | Ottawa Ontario | K2T 0C2

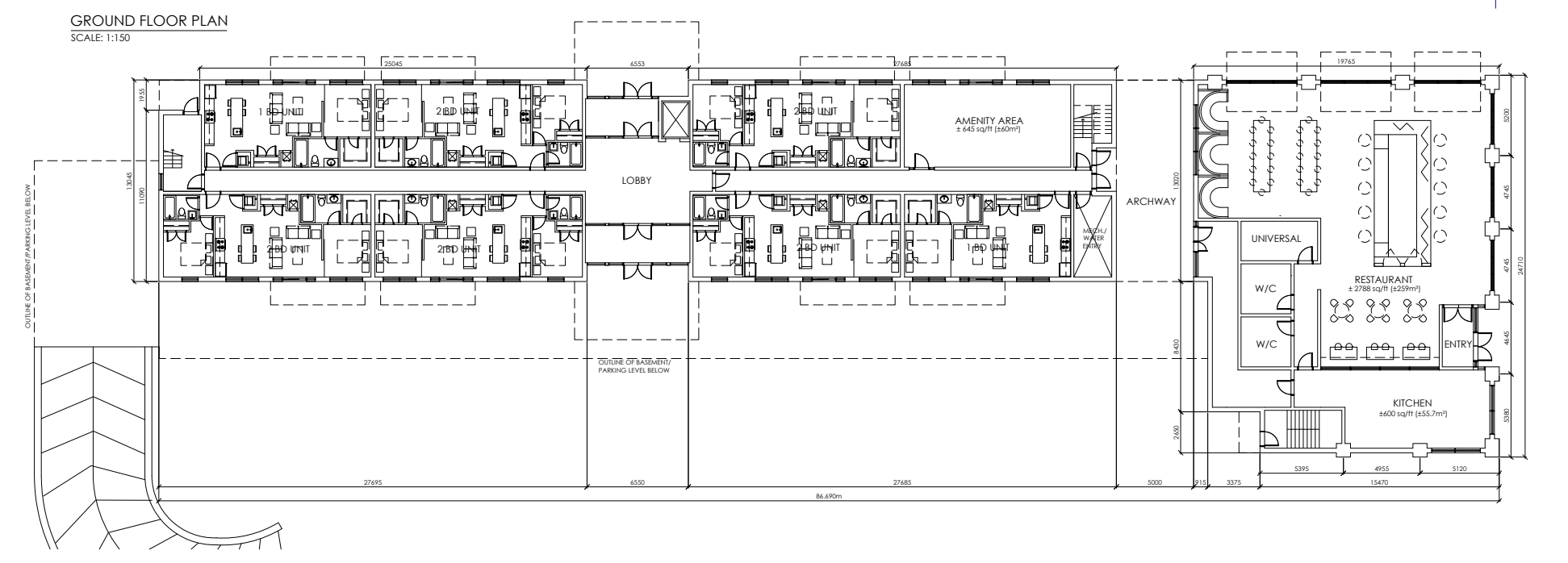


THE STATION
LANDSCAPE PLAN

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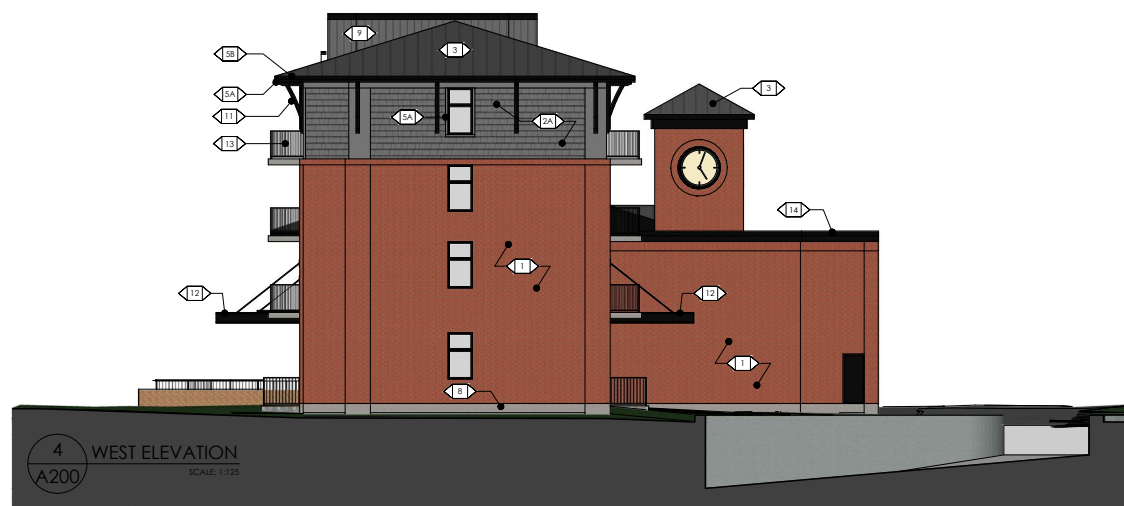
1 NORTH ELEVATION
A200 SCALE: 1:125



2 SOUTH ELEVATION: PARKING DRIVE AISLE
A200 SCALE: 1:125



3 EAST ELEVATION: STITTSVILLE MAIN STREET
A200 SCALE: 1:125

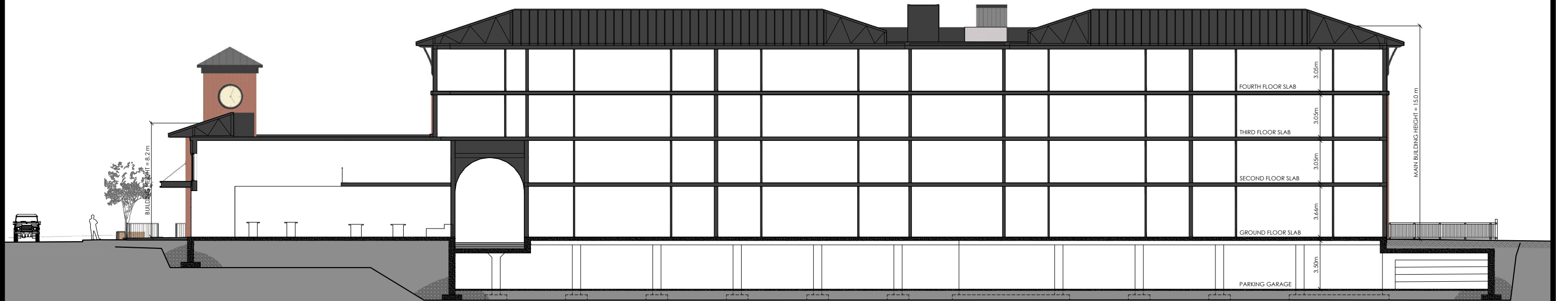


4 WEST ELEVATION
A200 SCALE: 1:125





CROSS SECTION THROUGH THE UNDERGROUND PARKING GARAGE



LONGITUDINAL SECTION THROUGH THE RESTAURANT AND RESIDENTIAL COMPLEX



THE STATION
 VEHICULAR AND PEDESTRIAN ACCESS
 RENDERING A

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THE STATION
 STITTSVILLE MAIN STREET FAÇADE
 RENDERING B

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THE STATION
 TRANS CANADA TRAIL VIEW - DAY
 RENDERING C

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THE STATION
 TRANS CANADA TRAIL VIEW - NIGHT
 RENDERING D

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November 17, 2020

Architectural Design Brief

Re: The Station 1518-1524 Stittsville Main Street, Ottawa, ON

Urban Design Objectives as distilled from:

The Stittsville Main Street Community Design Plan

Summary:

- Developed in harmony with the design parameters of a traditional Main Street corridor
- Mindful of human scale
- Sets out to be pedestrian and cyclist friendly
- A Mixed-use development
- Promotes commercial opportunities
- Enhances traditional village atmosphere
- Environmentally conscientious

Site specific:

- This development is uniquely situated in the heart of the village centre precinct.
- Acknowledges the village's historic railway past.
- Leverages the long narrow lot to a positive advantage.
- Leverages access to and from the parallel (and adjacent) Trans Canada trail.
- Responds positively in proportion, scale, and materiality to the adjacent Heritage Building (Green's Hotel).
- Acknowledges and is respectful of the existing landmark open space which is the railway themed park at the village core.
- The design is detailed and articulated on all four sides.
- Strives to provide public and semi-public outdoor amenity space vis-à-vis the patios and planters, introduction of trees,
- Increased porosity of the façade through large, glazed openings embracing both the trailhead /park and the Main Street.
- Designed with site lines offering diagonal views through the building. The ability to see activity within and light passing through, animates the architecture and lightens its physical presence at the core of the village.



Sustainability Statement:

- Located at the heart of the village, alongside the Trans Canada Trail, pedestrian and bicycle traffic is welcomed. We believe the restaurant and patio amenity will enhance the sense of destination and bring people in on foot or bike or skis.
- Vehicular traffic enters the proposed development at the south side of the property furthest from the trail, thereby maximizing a safe and pedestrian friendly experience at the trailhead and in the core of Stittsville.
- We are working with the client and consulting team to introduce sustainable building methods and materials including cross laminated/nail laminated timbers and panels.

Architectural Design Brief:

As architect and designer of ‘*The Station*’ and resident of Stittsville, (living just west of the site for more than 22 years), I’m acutely aware of the importance of this site in revitalizing the core of our town. While living directly across from the Trans Canada Trail and enjoying it daily, I also marvel at how much the trail is appreciated and by so many, at all times of the year. Whether by walkers, joggers, cyclists or X-country skiers, the trail is a vibrant village asset and must be celebrated and leveraged in the on-going development of Stittsville.

Last year, the City invested in developing the trailhead at Main Street, between our site and the historic “Green’s Hotel”. The new trailhead incorporates rail-inspired benches and artifacts, as well as rail tracks embedded in the concrete of the outdoor public plaza space. The creation of this public space has figured prominently in our design considerations for the site.

Key to our design is a pedestrian friendly access from the trailhead to the restaurant, its patio and the apartments. We are confident this project will enhance a *sense of place* and a *sense of destination* to the village core.

We have been strategic in keeping all vehicular traffic entering the proposed development to the opposite (south side) of the property, thereby maximizing a safe and pedestrian friendly experience at the trailhead and in the core of Stittsville.



As Julie Harris imparts in her Cultural Heritage Impact Statement (CHIS), Stittsville's core grew out of and was spurred on by the railway that ran right through the heart of the village next to our site.

In designing *'The Station'* I felt the use of materials (primarily red clay brick) would lend a sense of memory and permanence to the revitalization of the village's central precinct. We are very aware that *'The Station'* is replacing the once, two storey, redbrick "Bradley Store" circa 1870, a heritage property that was lost to a fire in 2013. As a resident of Stittsville, I was hopeful there would have been a way to salvage this brick building and when that was not deemed possible, I was pleased to be engaged by Stittsville developer, Inverness Homes, to design *'The Station'*. I see this as a tremendous opportunity to work with a local developer with a shared vision to create a meaningful architectural development in place of what was lost.

We understand and see that Stittsville is growing rapidly and Main Street is experiencing a significant transformation. Our vision has been to use the proposed *'Station'* development (through its massing, scale and use of materials) as a bridge between the historic built assets of the core and the more contemporary developments envisioned and occurring along Main Street.

The Station does not try to replicate the historic wood frame train station of Stittsville's past, but rather, draws on a design language resonating with a railway vernacular; an ensemble of industrial structures, rail sheds, and now, "a platform" to the Trans Canada Trail.

The Station, with its repetition of large brick arches and projecting steel awnings will house a restaurant. Along with the dominant use of brick, this 'great hall' of *the station* will see a combination of exposed, nail laminated timber (NLT) and steel structure with suspended lights to enhance a warm and inviting dining space. The black industrial glazing units/windows will open in warm weather to further animate the indoor-outdoor experience of the restaurant.

We are excited to include a 'clock tower' as an additional vertical element in the ensemble. This clock tower, marking the restaurant's entrance, was not an uncommon feature of train stations nor foreign to the historic core of a village.



To the left of the clock tower is a simple two storey façade with black hung windows (like those found on the original “Bradley Store”). The kitchen is located on the ground floor behind the large storefront windows. We believe that seeing activity, including year-round food preparation, helps animate the street and enhance the pedestrian experience. The second floor above the kitchen and behind the tower offers commercial office space.

The drive aisle to the south of *The Station* leads to the 4-storey residential apartment component of this mixed-use development. Once again, redbrick is a key material with the 4th floor being differentiated by incorporating cedar shingles and large brackets beneath the sweeping eaves of its hipped roofs. The façade treatment of the upper floor and its roof visually lowers the overall massing of the building. These elements are also a nod to the roofs, finishes and brackets so prevalent in historic wood frame stations and rail sheds of rural Ontario villages. The brick façade has been further articulated and divided by large brick arches and two separate hipped roofs to reduce the overall massing of this longer building. One final unique feature is the two-storey pedestrian arch between the apartment block and *The Station*. This gesture enforces the sense that the development is pedestrian friendly and accessible to the trail.

Sincerely,

MALCOLM WILDEBOER,
Principal, B. ARCH., OAA. MRAIC.