

PROPOSED DEVELOPMENT
6301 CAMPEAU DRIVE
KANATA ONTARIO

Design Brief and Formal Submission to Urban Design Review Panel

NOVEMBER 26 2020



*SOME BASE PICTURES AND GRAPHICS ARE TAKEN FROM THE CITY OF OTTAWA WEBSITE AND GOOGLE EARTH

PREPARED BY: MOMENTUM PLANNING AND COMMUNICATIONS AND FABIANI ARCHITECT

FOR: BAYVIEW HOSPITALITY GROUP.



Site Location

THE SITE IS LOCATED AT THE SOUTH WEST CORNER OF CAMPEAU DRIVE AND CORDILLERA STREET

IT IS COMPOSED OF 2 PARCELS. PARCEL 1 IS 1.964 ha AND PARCEL 2 IS 1.741 ha.

THE COMBINED PARCELS HAVE AN APPROX FRONTAGE OF 310M ONTO CAMPEAU DRIVE AND 107M ONTO CORDILLERA STREET.

THE SITE IS WITHIN .5KM OF THE FUTURE TERRY FOX LRT STATION

IT IS ALSO ADJACENT TO THE FUTURE BILL TERON PARK AND WITHIN .7KM OF THE CANADIAN TIRE ARENA



Context Plan – 4KM



Context Plan – 2KM



existing north side of Campeau

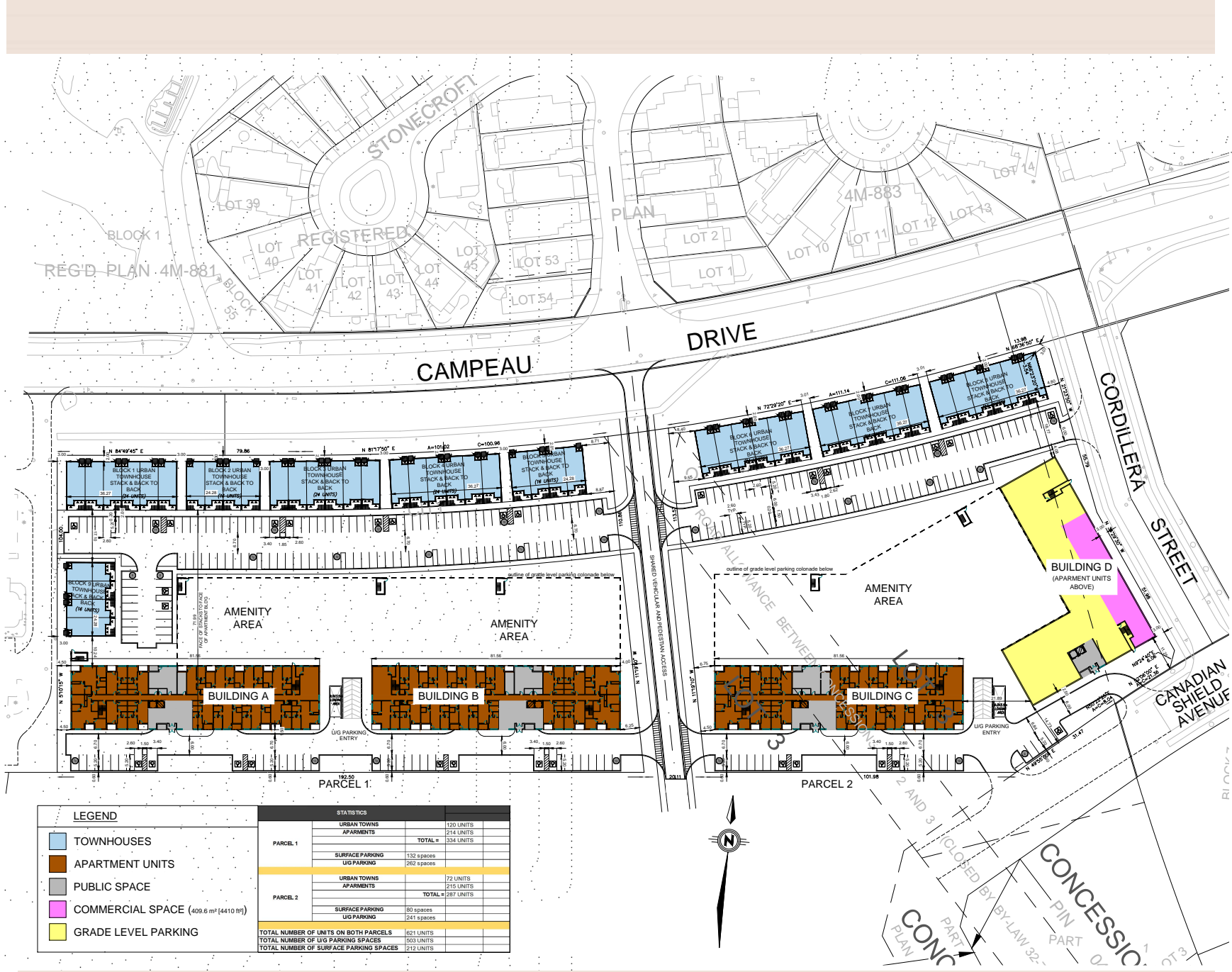


Streetview – from Canadian Shield Ave looking north along Cordillera St



Streetview – other treatments along Campeau Dr





PREVIOUS SCHEMES

UDRP Comments – July 3, 2020

General Comments

The Panel supports the proposed uses but there is an overall consensus that there is too much surface parking. The Panel is generally in favor of the proposed private street or laneway adjacent to the park but does not support perpendicular parking along that edge. The design should focus on the pedestrian experience moving through the landscape to establish a sense of place through integration with the park.

Site Plan and Built Form

1. This is a unique site and the proposed development would benefit from gradual setbacks, wider sidewalks, and tree plantings to knit it into the surrounding context.
2. The interface with the park would be improved by having a pedestrian connection on the park side of the property line.
3. The parkland is an asset to the site. Consider re-sculpting the 6th storey of the park facing buildings by increasing their height in some

areas and lowering it in others. This would add variation to the continuous wall along the park and better relate the development to its surrounding context,

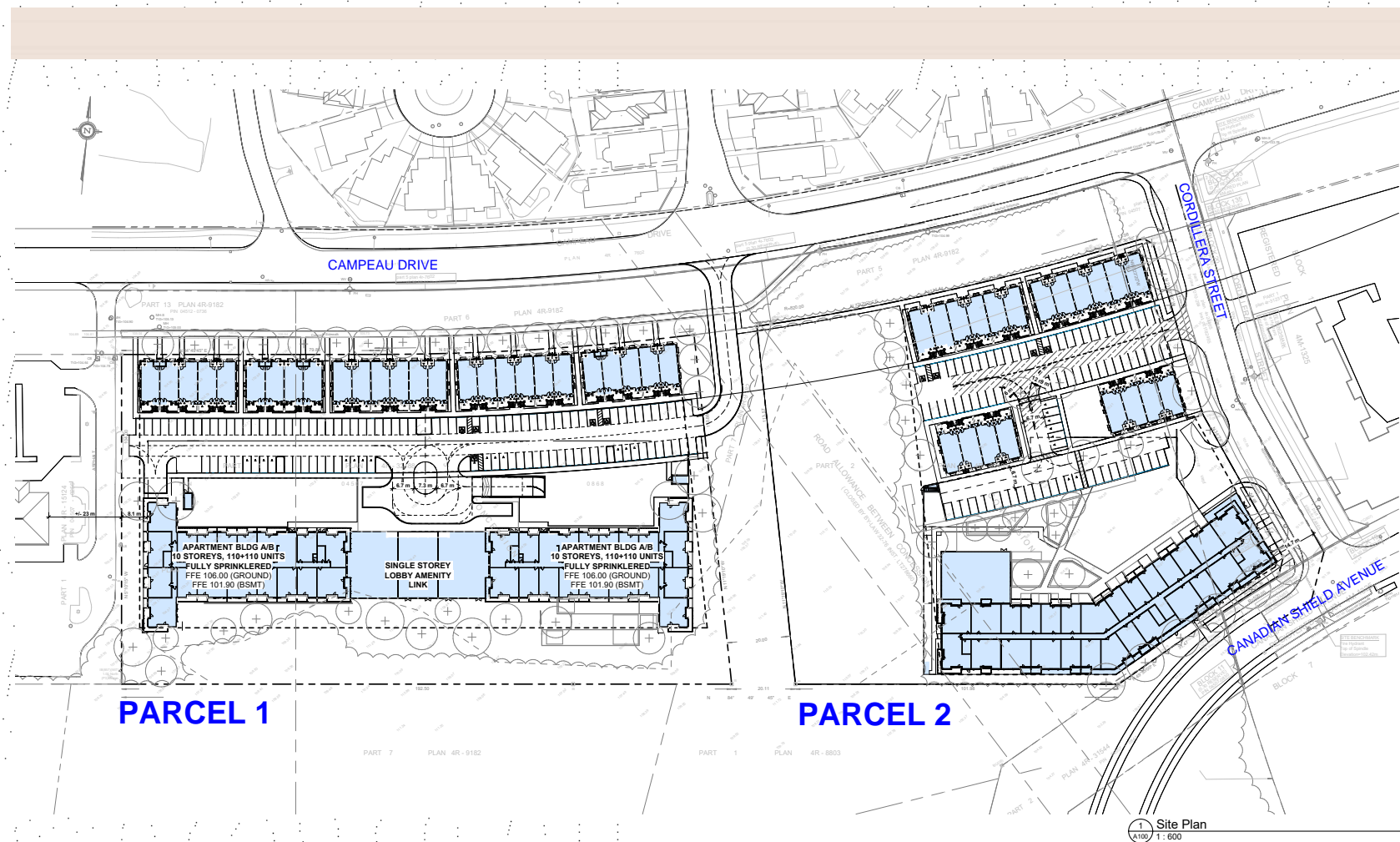
4. The Panel suggests studying some recent Scandinavian examples of courtyard design. Explore different built forms such as L-shaped buildings that provide courtyards, that would open out towards the park.
5. The Panel suggests reconsidering the access off Cordillera, to provide one entrance without exiting into the right of way. Rather than having 2 cross entrances, explore approaches to reduce some of the vehicular traffic.
6. At the corner of Campeau and Cordillera, the treatment of the units should not create an end wall condition on Cordillera, but perhaps a corner expression so that the building faces both Campeau and Cordillera.

Surface Parking

1. There is an extraordinary opportunity to weave the building, landscape and pedestrians use and circulation into the design of the site and to reduce the dominance of the car.
2. Studying the pedestrian experience of the site design will help to provide a community dimension to the development.
3. Parking should be reduced at the northwest corner to provide a small plaza space with greenery between the townhouse units facing Campeau and the driveway to the west.
4. The applicant is encouraged to further examine the grade relationships and vehicular circulation to improve the relationship of the townhouses with the adjacent open space, ideally avoiding having them back onto parking lots.

Central Street

The central street needs further study and refinement, as designed it will be a very busy vehicular route and the pedestrian experience will need to be enhanced. A raised landscape or amenity area parallel to the street may help to further define it.



CURRENT PROPOSED SITE PLAN

Design Response

General Comments

- The overall site layout has been revised to reduce the amount of surface parking and move it away from the park edge. As well, additional attention has been paid to integrating the apartment block designs to tie into and take advantage of the natural beauty of the park. Topographic challenges make it difficult to fully integrate the two parcels with formal pedestrian links however, leaving much of the site untouched will allow for informal access throughout the subject property.
- Additional meetings were held with Planning and Urban Design staff to refine the overall design prior to submission of the site plan control application.

Site Plan and Built Form

- The entire site layout has been revised with additional tree plantings. Special attention to Kanata's natural design ethic by retaining significant natural areas.
- To avoid significant rock removal and damage to natural state, design has opted for informal pedestrian access across the property line.
- All of the apartment blocks have been fully redesigned and with increased articulation at the ends. On Parcel 1 the building mass has been broken by a 1 storey lobby atrium. Additional height will provide for greater views into the park.
- The apartment blocks have been redesigned to create a true base-middle-top profile. The block on Parcel 2 has been articulated to follow the corner and animate the street level with commercial space.
- Parcel 2 has been redesigned to relocate all access to the Cordillera frontage. One access serves the townhouse surface parking and the 2nd provides access to the underground parking and a loading bay for mixed use apartment.
- Special attention has been given to the eastern facades of these townhouse blocks to limit the exposure of blank walls.

Surface Parking

- Surface parking has been generally reduced and reorganized to create more landscaped space and encourage pedestrian movement.
- Noted and addressed.
- The stacked dwelling blocks have been shifted eastward to create more than a 5 metre side yard for this purpose.
- The nature of back to back stacked dwelling design requires this proximity to the parking area. Technically, two sides of this housing form are 'front-facing' so there is no block that 'backs' onto the parking lot. However, to address panel concerns regarding the potential impacts of blank walls of a parking deck, the revised design has dropped the level of the parking for the apartments so it is fully underground allowing for seamless pedestrian movement.

Central Street

The revised site layout removed the focus on the use of the road allowance between the two parcels. This area now only provides access to Parcel 1. The potential for connecting the parcels with a pedestrian path inside the site is still being explored but is challenged by significant grades.

Section 4.11 Urban Design and Compatibility is part of **Section 4 – Review of Development Applications** and provides detailed direction on how to assess development applications in the overall context of the Plan.

“At the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop.”

The subject property is located in area designated as Town Centre/Mixed Use Centre which is targeted for intensive urban land uses and built form. Town Centres are the long-standing cores of the suburban areas outside the Greenbelt and are intended to become more transit-supportive destinations through intensification and development of vacant land.

At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.

The purpose of the policies that follow is to set the stage for requiring high quality urban design in all parts of the city and design excellence in design priority areas. The policies within this Section are the responsibility of the development proponent to implement in the design of their site. The design and compatibility of a development application therefore will be evaluated, at the time of application submission, in the context of this Section, as well as the design objectives in Section 2.5.1.”

The following is a brief overview of the policies that have influenced the design of this proposal. For additional detail and as required under **Policy 1**, a Design Brief has been submitted as part of the application.

The relevant policies under **Section 4.11** are divided into these groupings: **Building Design, Massing and Scale, High-Rise Buildings, Outdoor Amenity Areas, and Design Priority Areas**. These will be addressed individually in the following paragraphs.

Building Design

This section begins with the following preamble:

“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors.”

Massing and Scale

This section begins with following preamble:

“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”

The proposed development has been specifically designed to integrate with the adjacent community by placing low-rise housing forms along Campeau Drive to reflect the low-rise development across the street. The high-rise component has been situated away from Campeau Drive mitigating the height by taking advantage of the natural grade. As well, large natural areas have been left to allow for connections with Bill Teron Park to the south. The placement of at-grade commercial at the corner of Cordillera and Canadian Shield provides opportunities to animate the streetscape and pedestrian environment in support of a walkable and urban Town Centre.

High-Rise Buildings

This section begins with **Policy 4.11.14** which states:

“High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities.”

The use of high-rise buildings on this site was prompted by a desire to leave significant areas in their natural state to integrate the site with Bill Teron Park and the greater natural design ethic of Kanata. Their location at the south end of the site opens up new views into the Park and across the Town Centre which slopes downward towards Highway 416 from the subject property. **Policy 4.11.15** provides guidance to ensure new buildings have a tripartite design defining the base-middle-top elements. The high-rise buildings proposed address this through architectural and façade treatments to differentiate these features. Using a bar building form as the basic structure, step-backs and cutouts on the corners have been used to break up the mass. As well Buildings A and B on Parcel 1 are linked with a single storey lobby and have ‘T-shaped’ articulations on the eastern and western ends. Building C on Parcel 2 is ‘L-shaped’ to wrap around the intersection of Canadian Shield and Cordillera to provide a focus and viewpoint for the block.

Outdoor Amenity Areas

Policies 4.11.19 and 20 provide direction on the design and provision of outdoor amenity space. These policies are addressed through the provision of large, landscaped areas on both Parcels 1 and 2 in proximity to the apartment blocks. These at-grade publicly accessible, spaces are in addition to smaller private balcony and patio areas adjoining individual suites.

Design Priority Areas

This section begins with the following preamble:

“The City has identified target areas for intensification and other prominent areas which are significant destinations in the city and recognized them as design priority areas in Section 2.5.1 of this Plan. Proponents of development within design priority areas must demonstrate, through the design of their building and site, that the following policies have been met.”

As the subject property is within an area designated as Town Centre, it is an area targeted for intensification and is subject to formal design review. To satisfy these policies a submission will be made to the Urban Design Review Panel (UDRP) which demonstrates how the project addresses the design principles of the Official Plan and related design guidelines. A copy of this submission will be available as

part of the overall documents prepared to support the development applications for the subject property.

Town Centre Site Specific Policies – Volume 2B of the Official Plan

The subject property is also part of the area covered by the **Town Centre Plan** originally adopted by the former City of Kanata but made part of the City of Ottawa Official Plan in 2003 as more detailed site specific policies found in Volume 2B of the Plan. The long term goal of these policies is expressed in **Section 5.7.2 Vision Statement** which reads as follows:

“The Kanata Town Centre will be an active, vibrant core area containing a diverse mix of urban uses arranged in a form and a scale, which is both human and appropriate to its function. It will be a uniquely identifiable place that caters to residents and attracts visitors and will be a constant source of pride for future generations.”

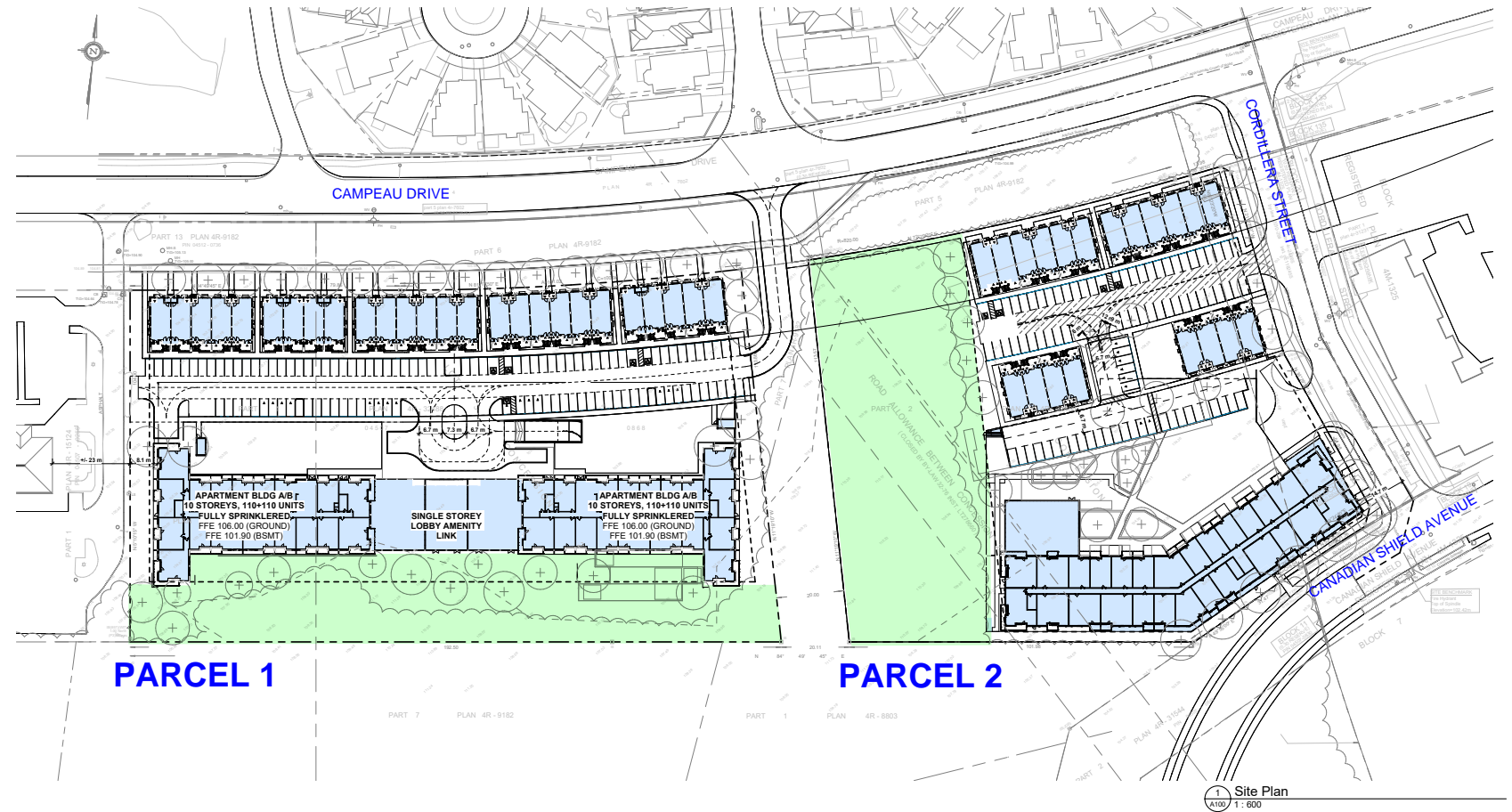
Section 5.7.3 Goals, Objectives and Design Principles provides overarching principles to guide development in the Town Centre. The following provides a brief overview of the relevant objectives and principles.

5.7.3.1 Goal states: *“Create a vibrant, attractive core that meets the needs of a maturing City.”*

The subject property includes a broad mix of housing attractive to a range of household types to encourage a diverse population within walking distance of the amenities of the town Centre. The portions of the site to be developed have been designed with an urban feel and higher density than would have been permitted under the existing zoning. The mixed use building at the corner of Cordillera and Canadian Shield has been built close to the street with at-grade commercial opportunities to animate the pedestrian realm.

5.7.3.4 Goal states: *“Integrate natural and built elements in a form that reflects Kanata, the City in the country.”*

This has been achieved by setting aside a significant portion of the two parcels in their natural state to integrate with Bill Teron Park and to provide a natural link from Campeau Drive to the Park as can be seen in the following plan showing the areas to be retained in green and the built-up areas in blue.



5.7.3.5 Goal states: "Develop the appropriate infrastructure to serve the Town Centre."

The site plan provides for the direct connections to the primary sidewalk network along the existing roads. As well, internal sidewalks connect the various building sites to encourage pedestrian movement into and through the site. Parcels 1 and 2 are separated by a municipal right-of-way intended to provide future pedestrian access to Bill Teron Park. As the plans for this right-of-way evolve greater opportunities to link the parcels can be explored.

The specific designation of the site is **Central Business District** which is guided by the policies of **Section 5.7.5.2**. The following excerpts from this section provide a general sense of its intent:

"Permitted Uses

Office uses, light manufacturing such as high tech businesses which operate in office type buildings, other employment uses typical of Central Business Districts, hotels and commercial uses which serve the business community will be located within the Central Business District lands. Higher density residential development (generally 65 - 100 units per net hectare and higher) or medium density (50-65 units per net hectare) if included in a mixed use development, will be required in order to enhance the vitality of this designation and the Main Street designation.

That portion of the CBD which abuts Campeau Drive will be predominantly residential and be developed in a form which does not overshadow residential development in the Kanata Lakes Community.

Phasing

It is expected that residential developments within the Central Business District may occur sooner than office and commercial developments and this is permitted provided the capacity to achieve the 10,000 job target is retained. This may result in much of this land remaining vacant for long periods of time, or in construction disruptions as intensification of development or redevelopment occurs.

The proposed mixed use development of Parcel 2 will provide new opportunities for commercial activity along the south-eastern edge of the site. Parcel 1 is separated from major commercial focus for the Town Centre so its design has focused on higher density housing.

Appropriate architectural and site design of the project will be used to meet the directions from the Urban Design Review Panel and from the policies of urban design found elsewhere in the Plan. The proximity to the Terry Fox Rapid Transit Station has influenced the location of the high-rise housing forms. As well, the use of a combination of underground and surface parking has been used to minimize the visual impact and to reflect the longer term urban nature of the area.

Section 5.7.5.8 Maximum Building Heights provides specific guidance on the maximum building heights for various sectors of the Town Centre. **Policy 1** states the following:

"Maximum building heights shall be in accordance with Schedule B-2. Where zoning that pre-dates the adoption of Schedule B-2 exceeds the building height permitted on Schedule B-2, the existing zoning shall apply."

On **Schedule B-2** (see Appendix D), the subject property is designated for a maximum of six storeys. However within the existing zoning that applies to the subject property, there is a portion of both Parcels 1 and 2 that are zoned **Mixed Use Centre Subzone 5** with a maximum building height of 35 metres which would permit a building in excess of 6 storeys.



The proposed location of the 10 storey, high-rise building on Parcel 2 is within the area currently zoned for a height of 35 metres and would therefore be permitted without amendment to the Town Centre Plan. However, on Parcel 1, only a portion of the proposed site of the high-rise buildings would be within the area zoned for a height of 35 metres which necessitates a minor amendment to the Plan. This amendment, in my opinion, is supported by the intent of Policy 1 relating to the use of existing zone provisions notwithstanding the designation on Schedule B-2.

Policy 2 of this Section provides site specific direction on maximum building heights based on street frontage. Given the subject property fronts onto Campeau Drive the following policies apply:

"Development facing Campeau Drive (between the City lands to the west and Gray Crescent) will be subject to the following provisions:

- i. A minimum of three storeys is required for residential and office development. [Amendment #136, LPAT # PL141243, September 18, 2020]
- ii. The maximum building height is three storeys for any development within 25 metres of the lot line abutting Campeau Drive
- iii. Mid-rise buildings up to a maximum of six storeys are permitted provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.11 of the Official Plan.

With respect to the maximum height of 3 storeys within 25 metres of Campeau Drive, the proposed development has located blocks of 3 storey townhouses along this frontage on both parcels in conformity with the policy. However, the proposed use of 10-storey buildings along the southern edge of the parcels necessitates an amendment to the Plan. In support of this amendment, it should be noted that due to grade changes on the site as you move away from Campeau, the visual impact of the taller buildings is mitigated particularly from the pedestrian experience along Campeau Drive. The following rendering demonstrates this mitigation by both the stacked townhouses in the foreground and the changes in grade.



4. Urban Design Guidelines

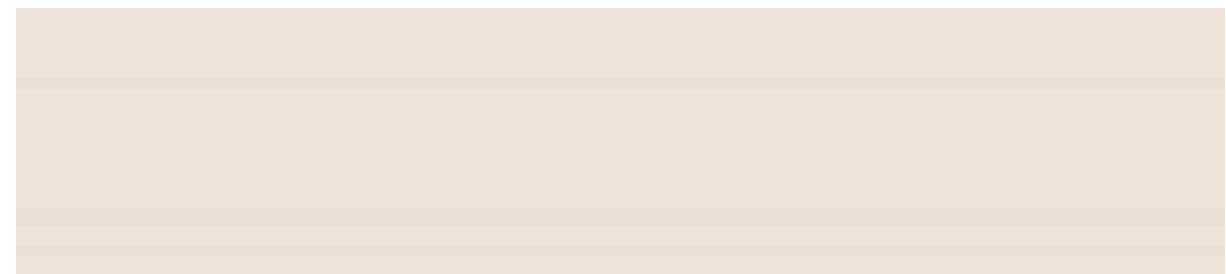
The proposed use of 10 storey buildings requires consideration of the Urban Design Guidelines for High-rise Buildings, approved in May 2018 which provide more detailed design direction for this form of construction. The following is a brief overview of the most relevant guidelines which influenced the design and placement of the proposed buildings. The responses to these guidelines can be more readily seen in the renderings found in Appendix E.

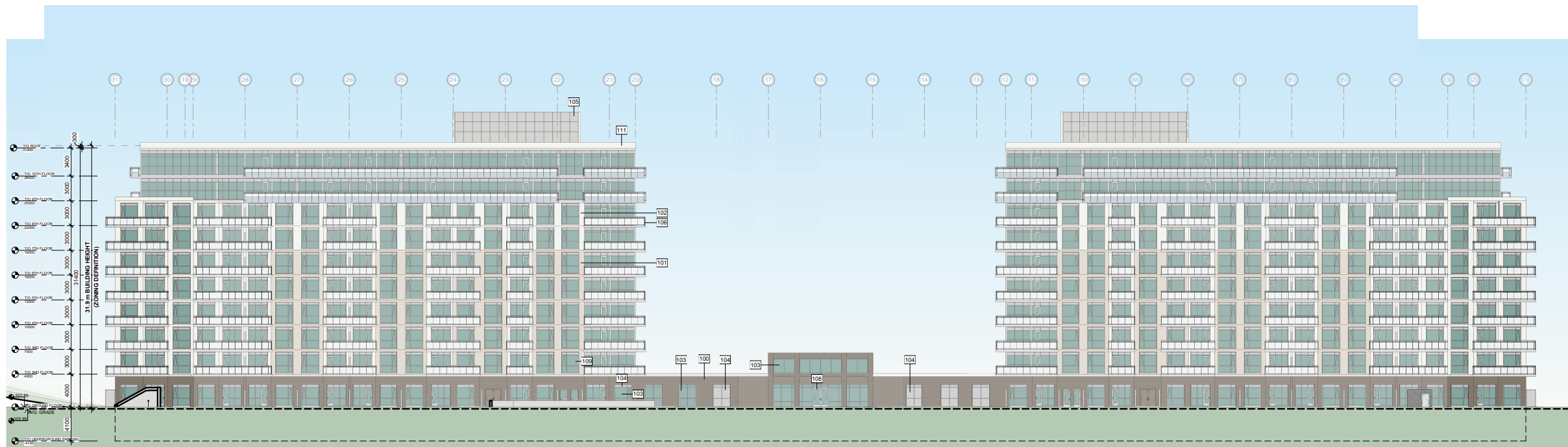
Section 1 – Context of the Guidelines notes the following:

- **Views and Vistas** – The proposed buildings are not located in any regulated view plane, but their location does make them background buildings to Bill Teron Park particularly when viewed from the Queensway. These buildings will define and create a new skyline behind the park and has been addressed in the Urban Design Brief. (Guidelines 1.4, 1.6 and 1.9).
- **Transition in Scale** - As previously noted, their location at the southern end of the subject property to provide a transition from low-rise to high-rise moving away from Campeau Drive towards the interior of the Town centre where mid- to high-rise buildings are the predominate forms. (Guidelines 1.10 & 1.12)

Section 2 – Built Form notes the following:

- **Base-Middle-Top** - To achieve the principles of base-middle-top. Buildings A and B on Parcel 1 have utilized both step-backs after the 8th floor and changes in materials and colour palette. Building C on Parcel 2 has focussed on the use of materials and colour palette to create this definition. (Guideline 2.3)
- **Appropriateness of Bar Building** - The proposed form is categorized as a ‘bar building’ as defined in the Guidelines. This was chosen as this form of building provides the best way to define the edge of the Park and create a background skyline. (Guideline 2.4 b)
- **Heights of a Bar Building** - The proposed height of the bar buildings is 10 storeys which less than 12-storey maximum noted in Guideline 2.6. The middle portion of Buildings A and B is 7 storeys and in Building C is 8 storeys which is in line with Guideline 2.7.
- **Massing of a Bar Building** - The base of Building C has been wrapped around the intersection to provide a strong pedestrian link for the proposed commercial space as well as a focus for views looking west along Canadian Shield Drive. As well, the residential portion of the building steps back after the first floor. (Guideline 2.10 and 2.11) Buildings A and B have been separated by a one storey lobby/atrium to break up the length of the building and create a skyline for the Park. As well, the top has been stepped back after 8 floors to highlight the top portion. (Guideline 2.11 and 2.12)
- **Placement** - Buildings A and B form an edge to the park and natural areas flowing from the park Building C provides a strong corner presence for the non-residential piece and this is accentuated by the step-back after the first 4 storey as it wraps around the corner. (Guideline 2.13 and 2.14)
- **Height & Transition** – The 2-storey base of Building C supported by the step-back after the first storey ensures it does not dominate the width of the adjacent local streets (Guideline 2.15 and 2.17). Along Cordillera, the transition from the 1 and 2 storey buildings on the north side of Campeau to the 3-storey townhouses on the subject property to the 10-storey high-rise works well with the drop in grade along the street level. (Guideline 2.19)
- **Articulation and Materials (Base)** – The ground floor of Building C will have large windows and multiple entrances to support the commercial opportunities and animate the street. (Guideline 2.23)
- **Separation between Towers** – Buildings A and B are separated by more than 44 metres which exceeds the suggested minimum distance of 23 metres found in Guideline 2.25.
- **Step backs from the Base** – Building C provides a step-back after the first floor in keeping with Guideline 2.29.





1 NORTH ELEVATION
A300A 1 : 250



2 EAST ELEVATION
A300A 1 : 250

EXTERIOR ELEVATION LEGEND

- 100 MANUFACTURED STONE MASONRY - COLOUR: BROWN (FAIRVIEW TAUPE HC-85 BY BENJAMIN MOORE)
- 101 PREFABRICATED PANELIZED & PREFINISHED STONE CLADDING SYSTEM-COLOUR:BEIGE (ELMIRA WHITE HC-84 BY BENJAMIN MOORE)
- 102 PREFABRICATED PANELIZED & PREFINISHED STONE CLADDING SYSTEM-COLOUR:LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)
- 103 VISION GLASS (COLOUR:CLEAR C/W LIGHT GREEN LOW E COATING)
- 104 BACK-PAINTED GLASS SPANDREL (COLOUR:LIGHT GREY TO MATCH MULLIONS)
- 105 NON-REFLECTIVE METAL SPANDREL PANELS - COLOUR:LIGHT GREY TO MATCH MULLIONS)
- 106 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH CLEAR GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY, CLEAR)
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- 111 PREFINISHED METAL CLADDING: LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)



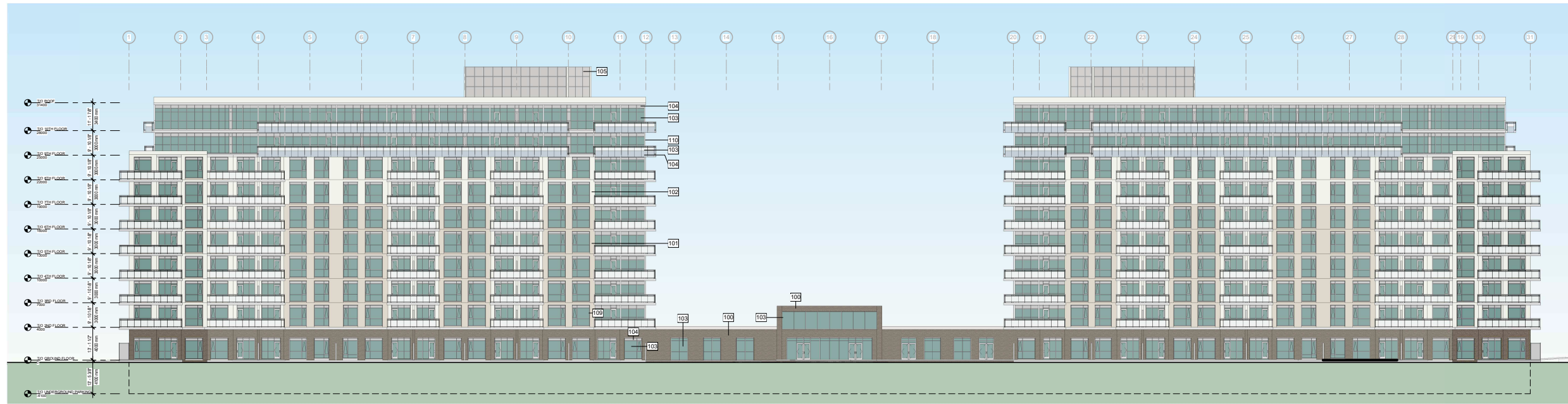
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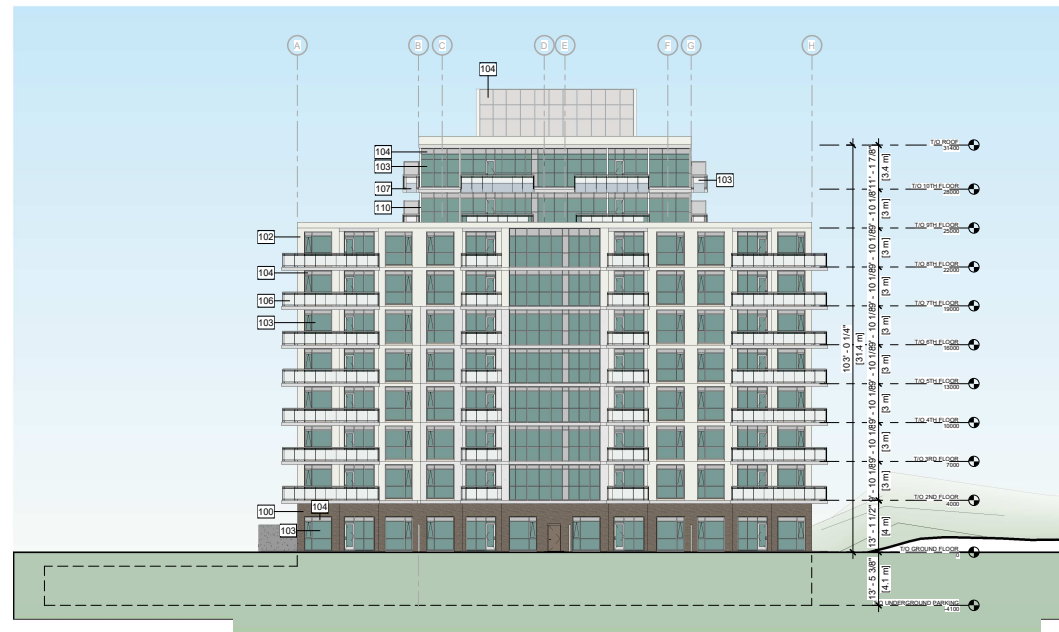
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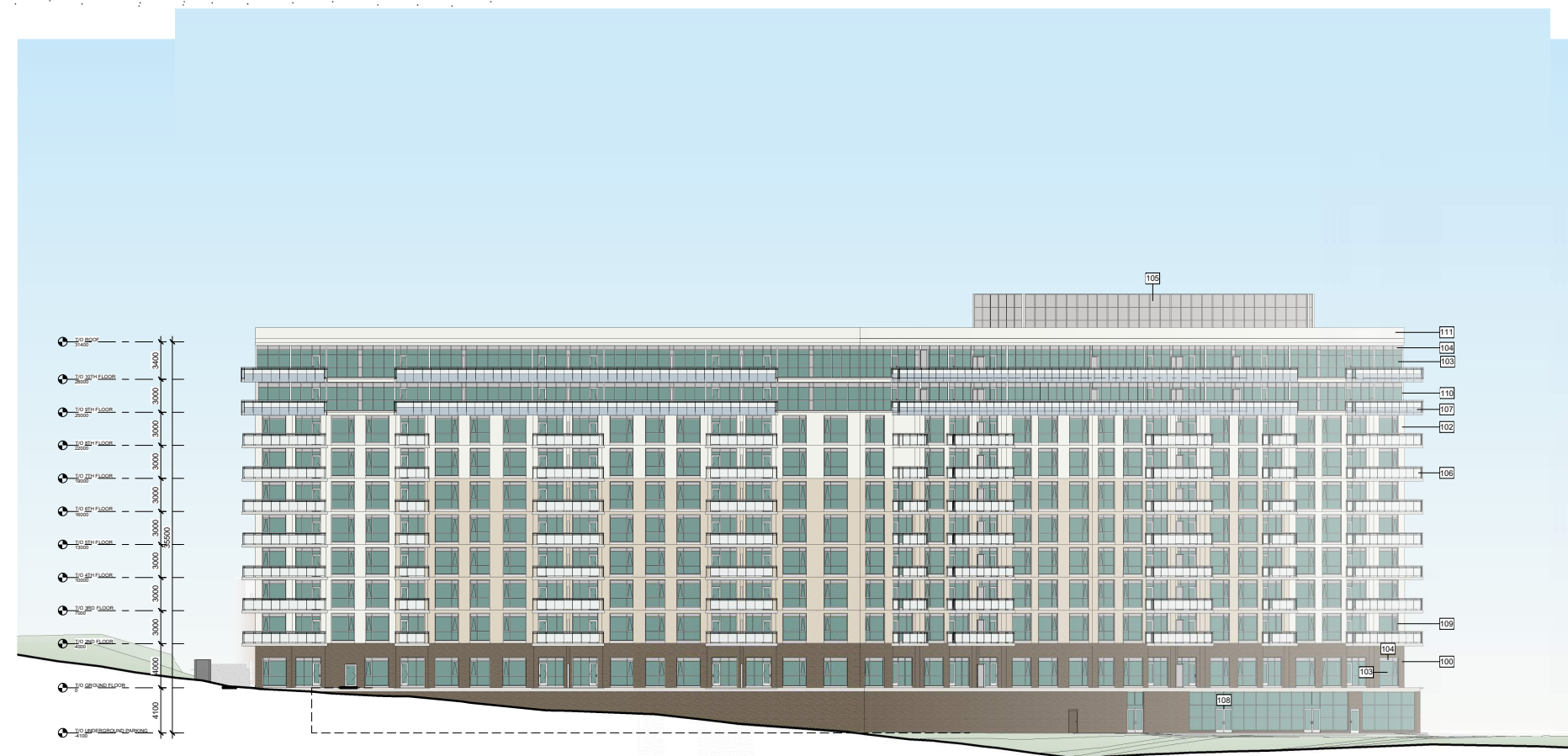
1 SOUTH ELEVATION
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2 WEST ELEVATION
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EXTERIOR ELEVATION LEGEND

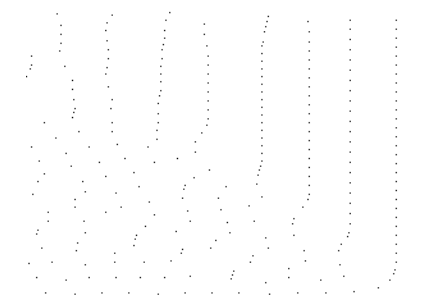
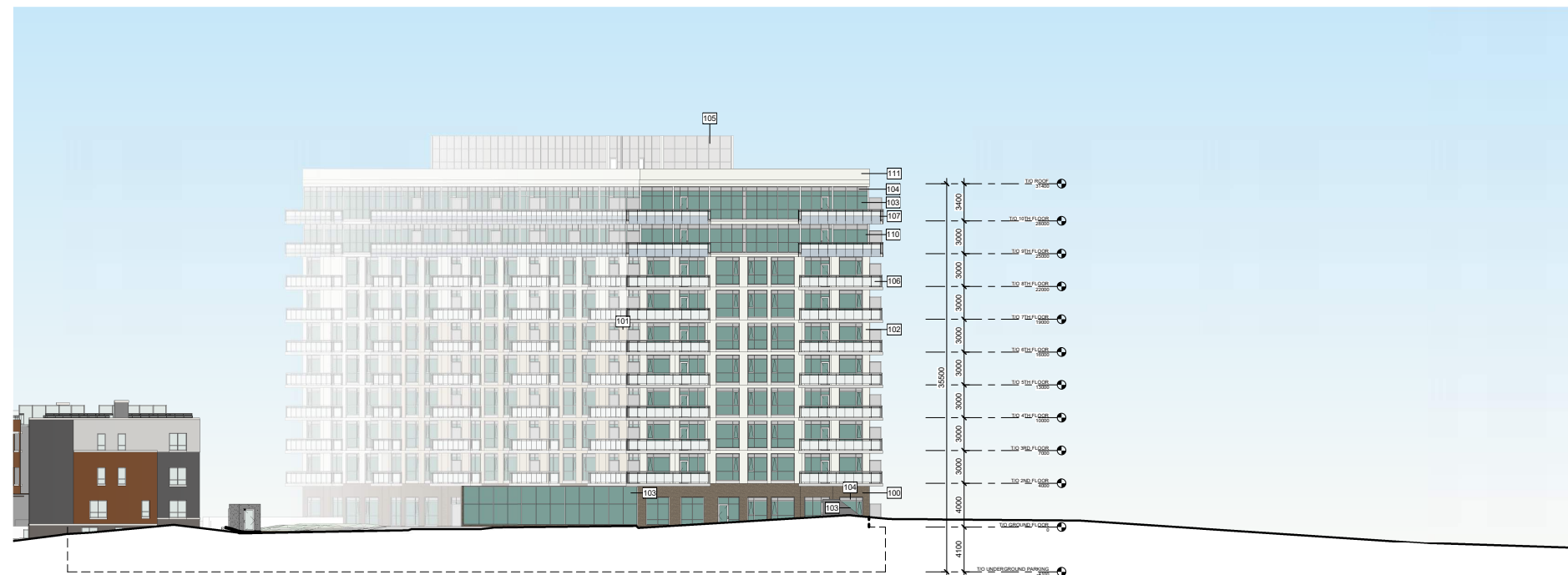
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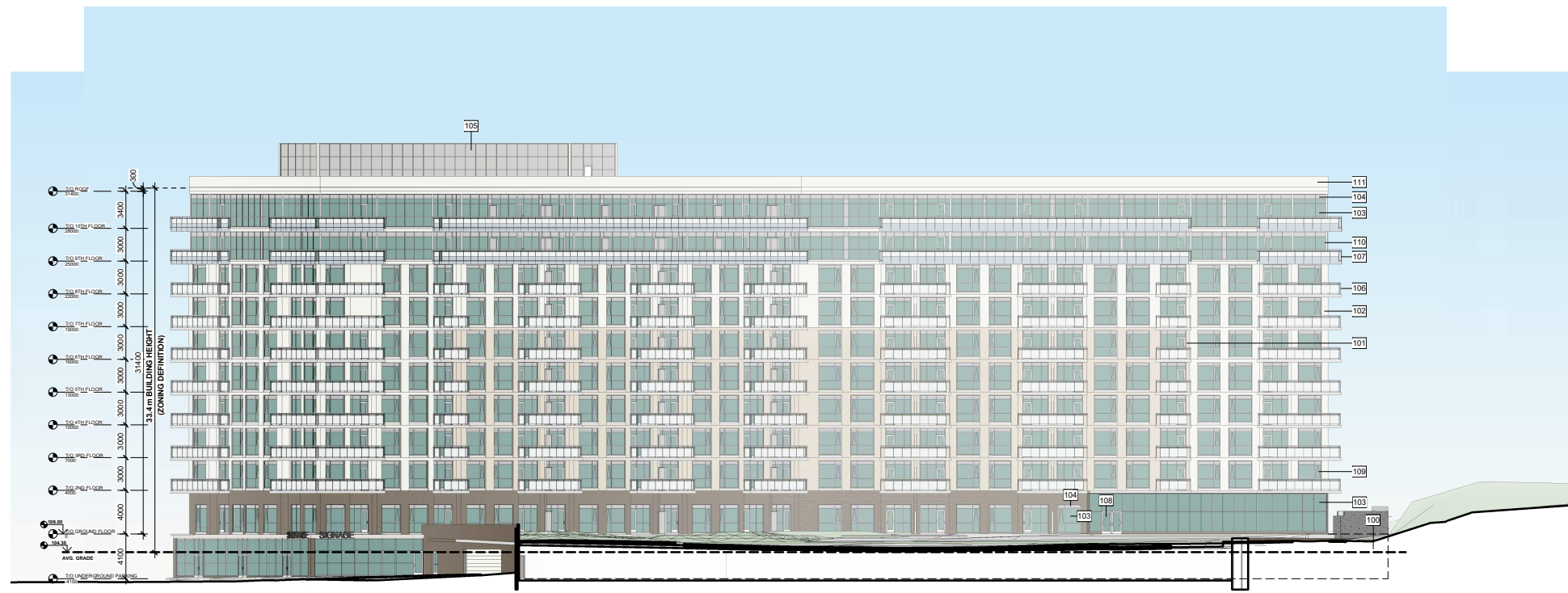


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1 South Elevation
A-301C
1 : 250





EXTERIOR ELEVATION LEGEND

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- 111 PREFINISHED METAL CLADDING: LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

1 North Elevation
A300C 1: 250



2 East Elevation
A300C 1: 250



3 TH ELEV @ CAMPEAU (TYP 5-BLOCK)
A321 1: 96



4 TH ELEV @ PARKING SIDE (TYP 5-BLOCK)
A321 1: 96

4 BLOCK AND 6 BLOCK SIMILAR



4 TH ELEV @ INNER END (TYP)
A330 1: 96



5 TH ELEV @ OUTER END (TYP)
A330 1: 96

