



Kanata Ave / Maritime Way- Project # 21019
Design Brief for Site Plan Control
September 22nd 2021

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CONTEXT

Site and Neighborhood

This Urban Design Review Brief was prepared in support of an application for Site Plan Control for the lands known as parcels 2 and 3 As illustrated in Figure 1, the subject lands are located on the North-West corner of Kanata Avenue and Maritime Way.

1.0 The Site

The subject property, is a corner lot located on the North side of Kanata avenue, at the intersection with Maritime Way. The irregularly shaped lot has approximately 88 metres of frontage on Maritime Way and 130 meters of frontage on Kanata Avenue with its greatest lot depth of around 75.0 metres and is 14,881.50 6m² in area. Currently, the subject site is a densely wooded vacant lot.

2.0 Neighbouring Context

North and South

Bordering the site to the North is Bill Teron Park which creates a natural and physical barrier between future structures along Campeau Drive and the ones along Kanata Avenue and Maritime Way. The park is a popular amenity to local residents who enjoy walking the many wooded trails. Further North, is the Kanata Golf and Country Club surrounded primarily single family homes.

To the South is Centrum commercial complex where many services and amenities are provided within walking distance. In addition to the existing commercial buildings, It is planned to have more commercial development along the south side of Kanata Avenue.



East and West

To the East, across from Maritime Way is a newly constructed 7-storey senior's residence owned and operated by Claridge containing 151 units. Further East, is multiple existing and projected high density residential developments as high as 12-storeys in building height.

To the West is Parcel 1, which has recently been sold by the city of Ottawa and where a 6-storey mixed-use 304 unit development is projected. The application was submitted for Site Plan Control early in July 2021. Between the two properties is a publicly owned plot of land which is intended for redevelopment as a public space that will be providing the main access to the Bill Teron Park.

CONTEXT

Site and Neighborhood

Legend

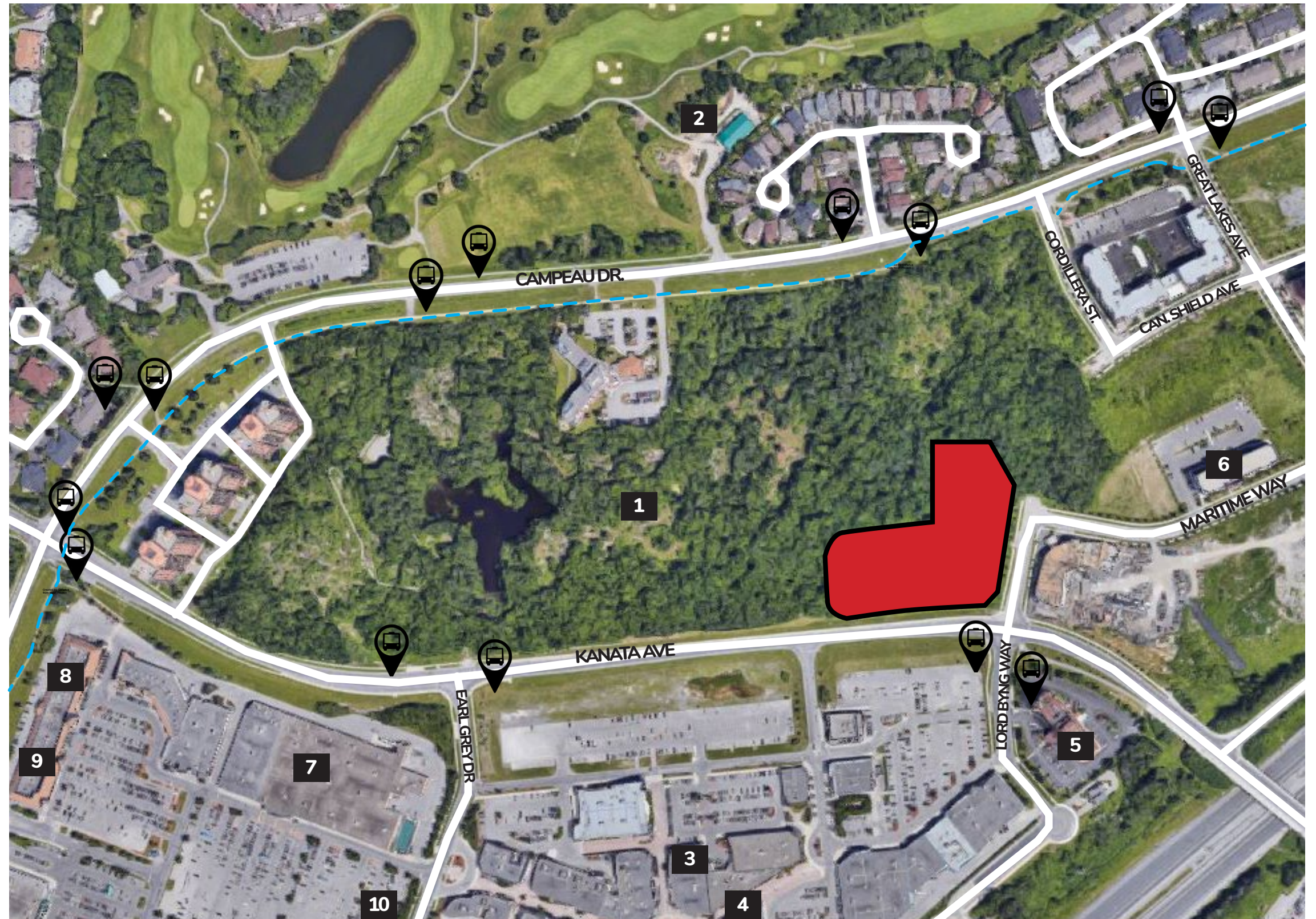
1. Bill Teron Park
2. Kanata Lakes Golf Club
3. Kanata Entertainment Centrum
 - Sport Check
 - 3 Brewers
 - Boston Pizza
 - Milestones
 - Golf Town
 - Best Buy
 - Telus
 - Pet Smart
 - Sleep Country
4. Landmark Cinemas
5. Holiday Inn & Suites
6. Towne Place Suites - Marriott
7. Walmart Supercentre
8. The UPS Store
9. Canada Computers & Electronics
10. Bell



Bus stop



Bike Paths



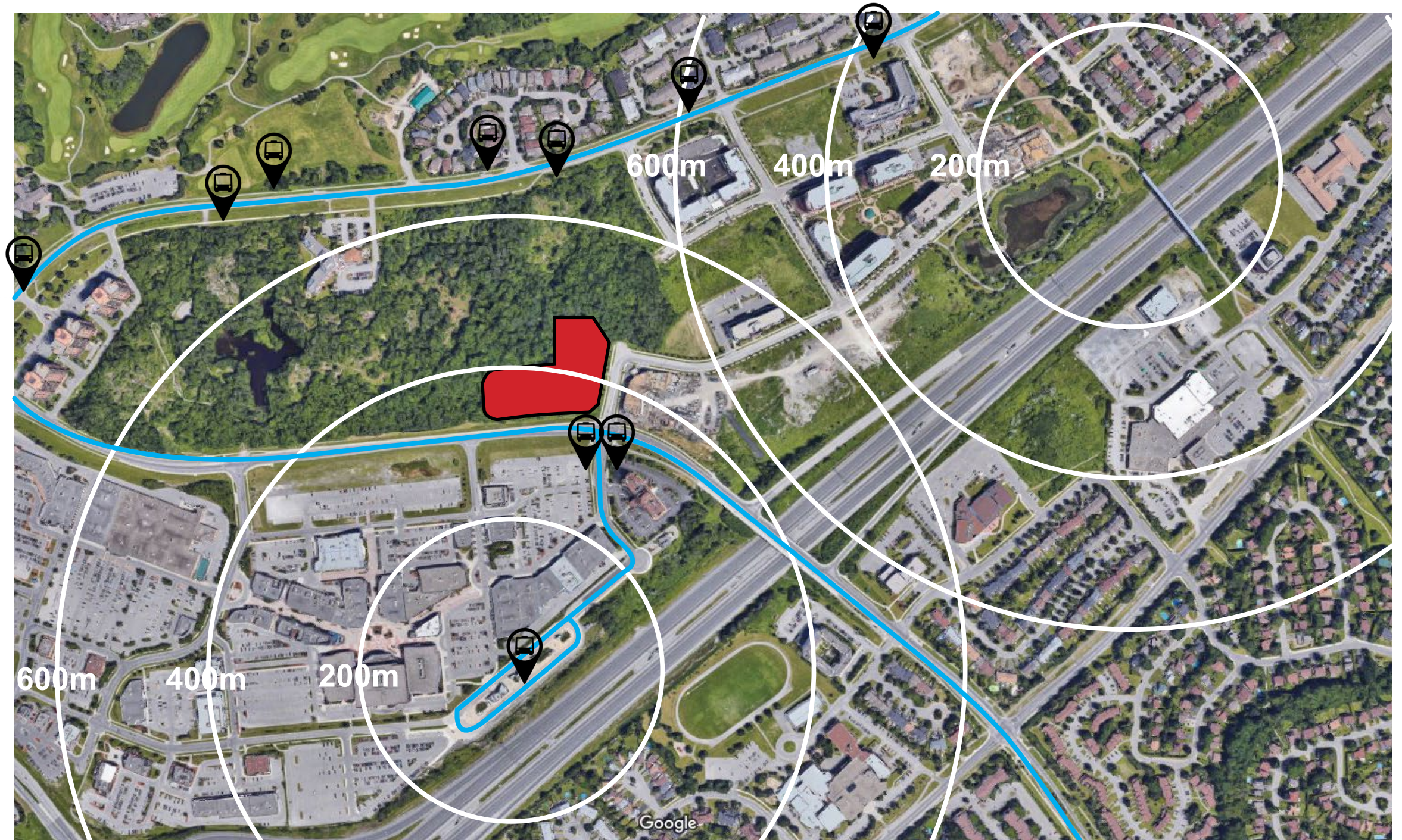
CONTEXT

Transportation

The site is well serviced by existing public transit, including the Terry Fox bus transit terminal located within a 400m radius of the parcel.

Public transit conditions will be further improved with the future implementation of the LRT rail station located within a 800m radius.

Six bus routes run along Kanata Avenue with the nearest stop being located at the intersection of Kanata Ave. and Lord Byng Way as well as Kanata Ave. and Earl Grey Drive.



Bus stop



Bus route

CONTEXT

Zoning

Subject property is located in Town Centre - Schedule B urban policy plan and divided by two zoning classifications :

MC-2 (H28)

- mixed use centre
- height limited at 28m

MC-5 (H35)

- mixed use centre
- height limited at 35m

The proposed project is requiring a zoning by-law amendment in regard to a reduction of the required non-residential area requirement currently part of the MC-5 zoning.



CONTEXT

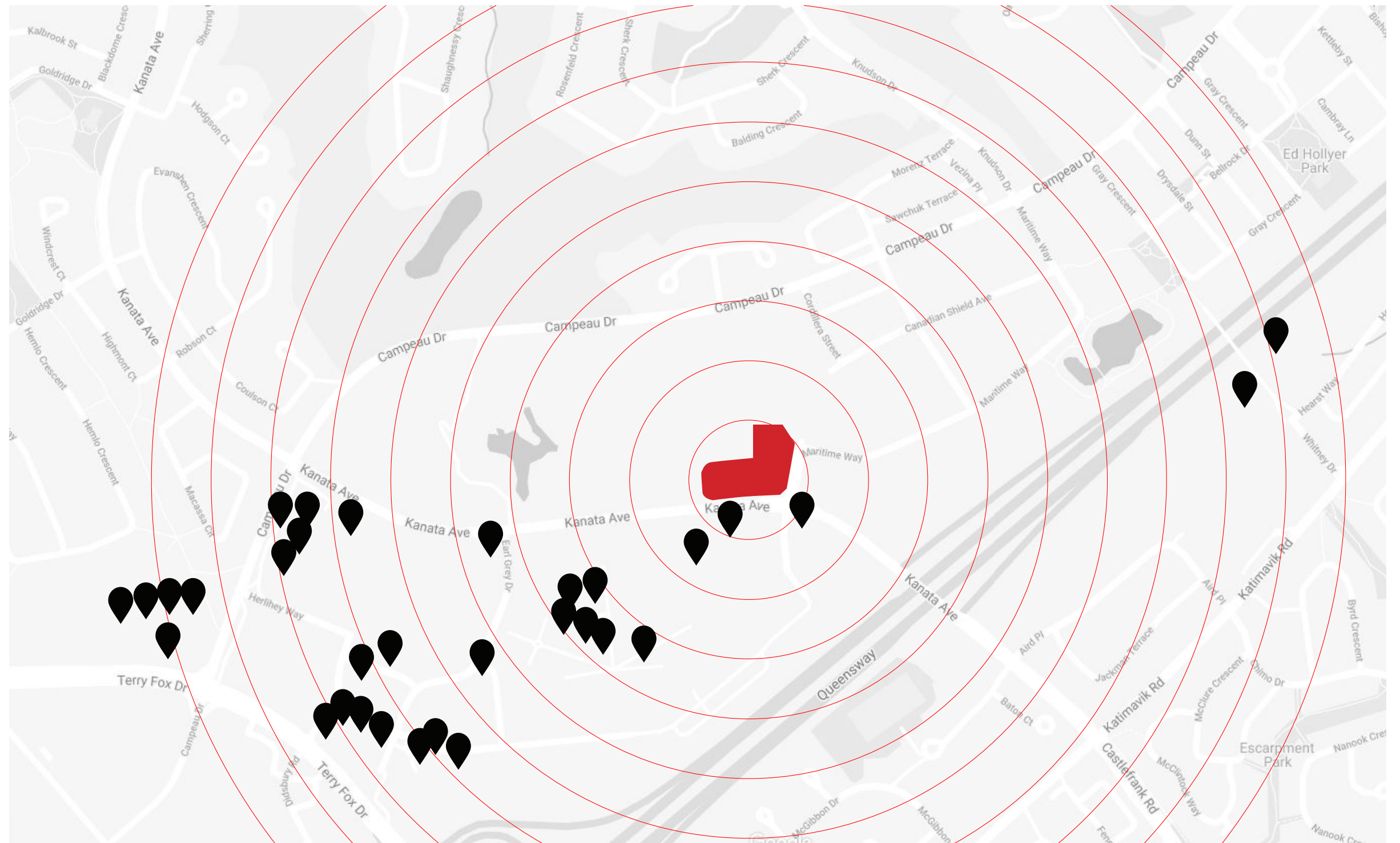
Built Environment (existing & future)



SURROUNDING AMENITIES

Restaurants incl. take-out (30+ within 1 km)

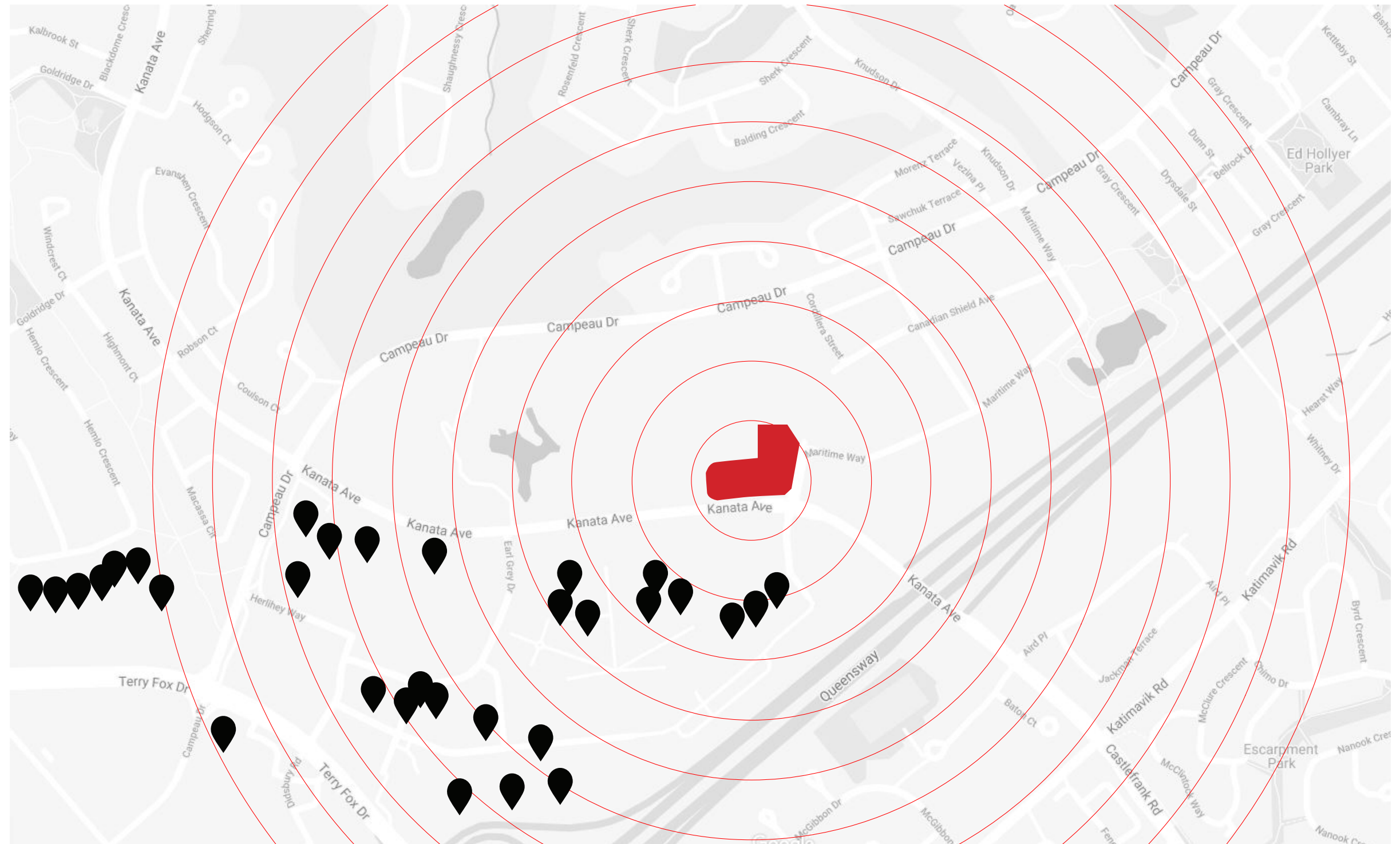
- GRAFFITI'S ITALIAN EATERY
- MILESTONE
- TOMASO
- 3 BREWERS
- APERITIVO
- CENTRAL BEIRHAUS
- BÂTON ROUGE
- EGG STYLE
- MOXIE'S
- KELSEYS ROADHOUSE
- VIA CIBO
- DIGBY'S RESTAURANT
- FAT TUESDAY
- JACK ASTOR'S BAR AND GRILL
- BOSTON PIZZA
- CRAZY HORSE STONEGRILL
- MONTANA'S
- HARVEY'S
- MUCHO BURRITO
- TOMMY'S DINING LOUNGE
- MANDARIN RESTAURANT
- PIZZA PIZZA
- SUBWAY
- BASKIN ROBBINS
- MARY BROWN'S
- TIM HORTON'S
- FRATELLI
- ZACK'S DINER
- PURE KITCHEN
- SUSHI KANATA
- DAIRY QUEEN
- BENTO SUSHI



SURROUNDING AMENITIES

Shopping (30+ within 1 km)

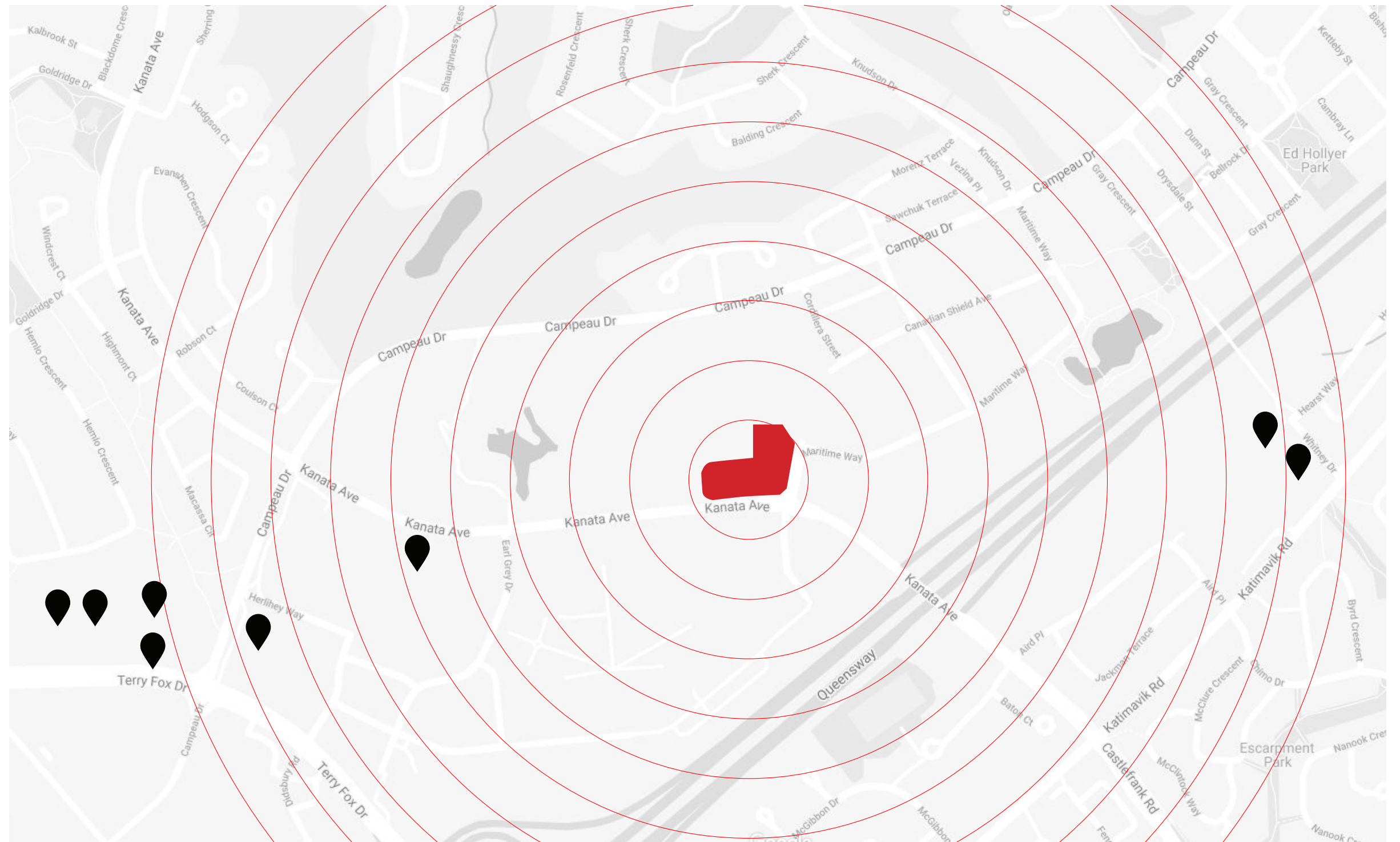
- MARK'S WAREHOUSE
- PETSMART
- UPPER ROOM FURNITURE
- GOLF TOWN
- SPORTCHECK
- LA MODE FINE JEWELLERS
- EB GAMES
- PRO HOCKEY LIFE
- BLINDS TO GO
- PIER 1 IMPORTS
- REN'S PET STORE
- MASTERMIND TOYS
- SLEEP COUNTRY
- WALMART
- CHAPTERS
- PARTY MART
- CANADA COMPUTERS
- PAYLESS SHOE STORE
- DOLLARAMA
- STAPLES
- TWEED AND HICKORY
- PANDA SHOES
- MY HOME FURNITURE
- BEST BUY
- BBQ WORLD
- TIP TOP TAILORS



SURROUNDING AMENITIES

Grocery Stores (9 within 1 km)

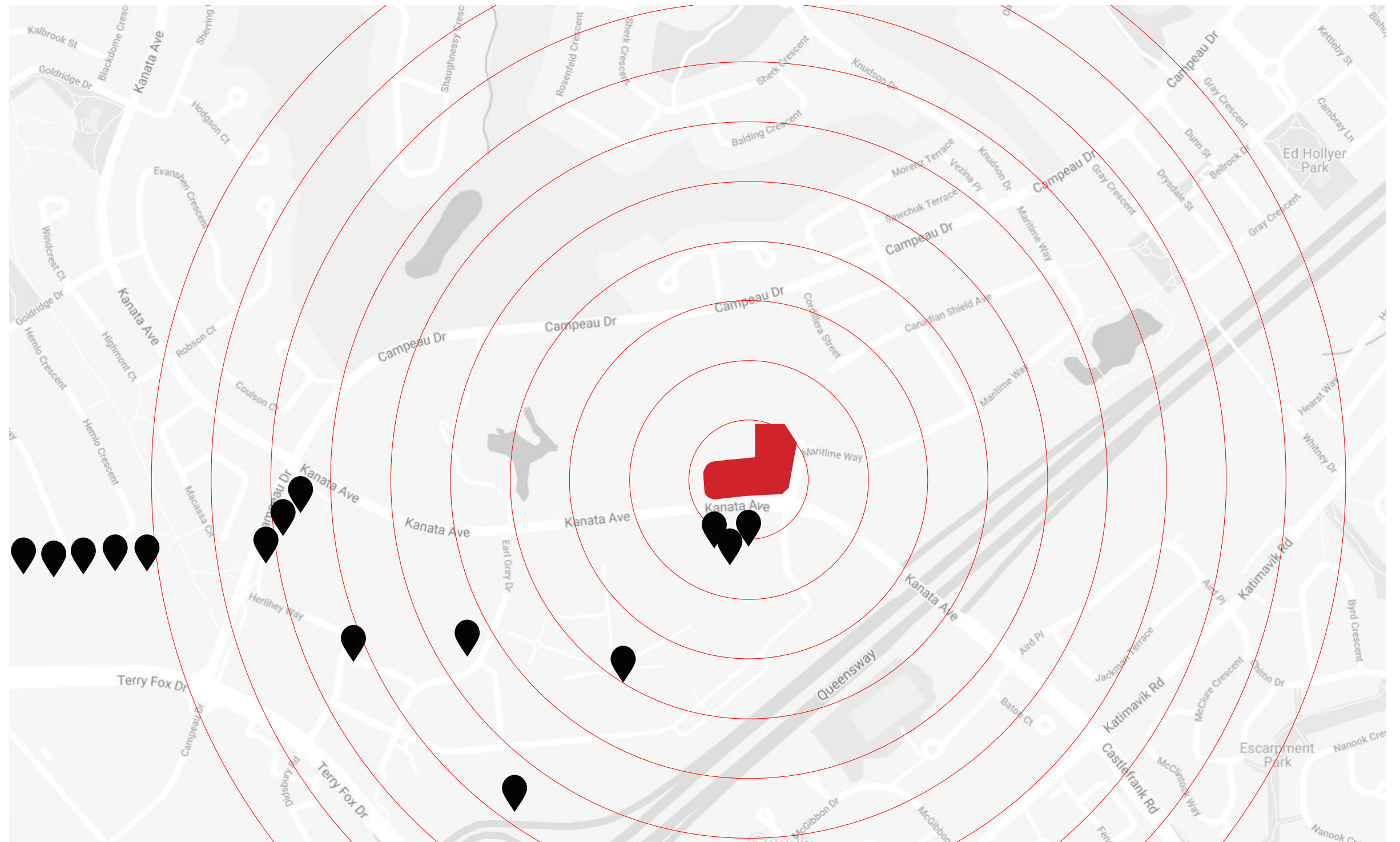
- WALMART SUPERCENTRE
- LOBLAWS
- BEEFRESH SUPERMARKET
- FOOD BASICS
- KARDISH HEALTH FOOD
- FARM BOY
- LCBO
- BEER STORE



SURROUNDING AMENITIES

Other Services (within 1km)

- CIBC
- H&R BLOCK
- TELUS
- BELL
- TD CANADA TRUST
- LANDMARK CINEMA
- HAKIM OPTICAL
- CENTRUM DENTAL CARE
- SALONS
- UPS STORE
- BMO
- CANADA POST
- KANATA LAKES DENTAL
- SCISSORS
- ROGERS
- ETC.



SURROUNDING AMENITIES

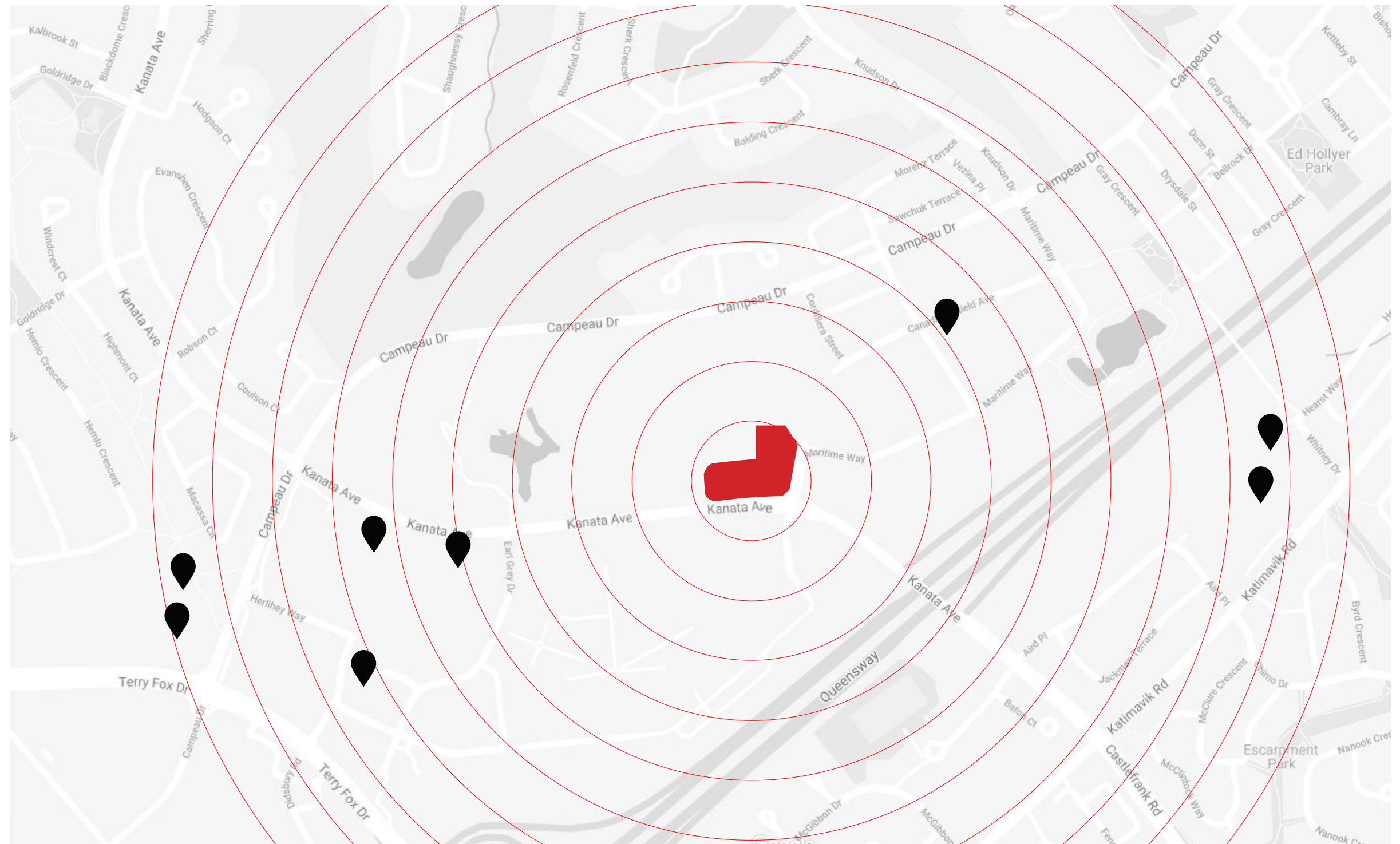
Pharmacy & Coffee Shop

PHARMACY

- WALMART PHARMACY
- LOBLAW'S PHARMACY
- SHOPPERS DRUG MART
- KANATA COMPOUNDING PHARMACY

COFFEE SHOP

- MORNING OWL
- TIM HORTONS
- STARBUCKS
- Z3 SPECIALTY COFFEE



SITE

Kanata Avenue



1- Kanata Ave. / Maritime Way looking West



2- Kanata Ave looking West



3- Kanata Ave looking East



4- Kanata Ave looking East

SITE

Maritime Way



1- Kanata Ave. / Maritime Way looking North



2- Maritime Way looking North



3- Maritime Way looking South



4- Maritime Way looking South

SITE

Centrum Complex



1- Centrum Entrance looking South



2- Centrum looking South



3- Centrum looking South



4- Centrum looking East

SITE

Subject Property



DESIGN BRIEF

Design Proposal

SECTION 2 – DESIGN PROPOSAL

The following is a review of the design objectives in place detailing how the proposed development is consistent with the intent of these objectives.

1. Section 4.11 - Urban Design and Compatibility

The proposed development achieves compatibility with the surrounding context through good building design, appropriate massing, and materiality as well as strategic site layout. The proposal will undergo additional review of all aspects related to urban design by the Urban Design Review Panel as part of the approval process.

2. Site Layout

The proposed development is a mixed-use building providing 351 units ranging from 1 to 3 bedrooms. The building is mainly composed of three (3) distinctive volumes of various heights (9 storeys along Kanata Avenue, 11 storeys along Maritime Way and a 7 storeys middle section linking the two). Non-residential spaces totalling 858 sm are proposed at-grade along Kanata Avenue following the intents of the Kanata Town Centre area to provide retail uses along Kanata Avenue which is set to be turned into a complete street. Non-residential uses combined with amenity areas located at-grade along Kanata Avenue will work together to provide street animation and enhance the pedestrian experience.

Vehicular access to the site is proposed from Maritime Way for safety reasons as traffic and driving speed along Kanata Avenue would make it problematic (see traffic study). A 6m laneway leading to two (2) above ground parking areas totaling 63 spaces also provides access to a covered rear drop-off area as well as the exterior parking ramp leading to the underground garage.

Additionally, to the 67 above ground parking spaces which are dedicated to visitors and for the non-residential uses, the project is also proposing a 2-level underground parking garage totaling 379 parking spaces (177 on P1 & 202 on P2) as well as 180 bicycle parking on the first level. Parking for visitors and non-residential uses are provided at the minimal rate required by zoning. Parking for residents is proposed at a 1 space per unit rate which is twice the minimum requirement of 0.5 spaces per unit due to proximity to the Terry Fox Rapid Transit Station.

Building entrances are located mainly on Kanata Avenue to provide easy access to the pedestrian network, public transit stops as well as retail located along Kanata Avenue. In addition to the two residential entrances on Kanata Avenue, there is also two (2) additional entrances for the non-residential spaces located in proximity to the future entrance to the Bill Teron Park and to the vehicular entrance to Centrum commercial complex from Kanata Avenue. A covered drop-off area is proposed at the rear which also consists of the main building entrance for residents being dropped off and visitors parking in the rear parking lots.

The building is positioned as close to the street as possible to comply with the 3.5m maximum front and exterior side yards and to allow for as much of the existing natural elements of the site to remain. The site's topography also influenced the positioning of the building as there is a significant change in grade from the street. Positioning the building closer to the road allows to minimize its height in relation to the road.

3. Massing and Scale

The proposed development has been carefully and thoughtfully designed to ensure an attractive built form while also allowing optimal integration with its adjacent context by positioning the building as close as possible to the street all while maintaining enough with the roadway providing generously landscaping and a well-designed public realm (see section below). By situating the building along the road, we were also able to take advantage of the grade which significantly increases from the road. As well, this approach enables maximum tree conservation on the site.

The proposed building consists of three (3) distinct sections of different heights. The West wing is aligned with Kanata Avenue and has a building height of 9 storeys. The ground floor facing the street is composed of non-residential spaces as well as communal amenity spaces which together provides opportunities to animate the streetscape and pedestrian environment contributing to the creation of a complete street concept. The East wing is positioned North to South facing Maritime Way proposing a building height of 11 storeys consisting only of residential units. This section of the building is located entirely in the MC-5 zoned which allows for a maximum building height of 35m unlike the rest of the building where the height is limited to 28m as per MC-2 regulations. Both the West and East wings are linked by a middle section which mirrors the orientation of the central section of the adjacent building at 1200 Maritime Way (Timber Walk retirement home) and proposes a building height of 7 storeys. The middle section is set further back from the street which allows for a more natural and organic landscaping approach which helps to soften and break the horizontality of the project.

The use of a high-rise building on this site is motivated by a desire to keep as much of the site in its natural state as possible and maximize tree conservation around the building which would help to integrate the site with the existing Bill Teron Park. The high-rise component of the project will prioritize pedestrian comfort, safety, and usability. The building's massing is composed of a tripartite design composition featuring a well-defined base, middle and top section as required by policy 4.11.15. The base-middle-top approach is achieved through massing, materials, and façade treatments. Cut-outs and setbacks along all sides are introduced to break-up the mass not only on the 11-storey section but on all other faces of the building.

1. Base : The base or podium is significantly present where the building is positioned closer to the street on Kanata Avenue and Maritime Way. Given that both the West and East wings are 9 and 11 storeys in building height, a 3-storey podium positioned 3m closer to the street than the middle and top sections of the building allow for a more human scale relationship between the built form and the street and pedestrian realm.

DESIGN BRIEF

Design Proposal

The base is also defined with its own distinct masonry cladding which enriches the quality of the street realm. Along the length of the building the podium is broken up vertically through a series of columns and setbacks to minimise its horizontality.

2. Middle : The middle section is setback 3m from the base and is broken up vertically through setbacks, balconies, window alignment and material change. Similar to the base, it also uses a distinct brick veneer which allows it to stand out even more.

3. Top : The top section is aligned with the middle and features all of the same characteristics. The cladding used is also unique to the base and lighter than the middle which lightens up the top of the building.

4. Materiality

The design takes on the base, middle and top approach to its massing along street facing elevations to enhance both the pedestrian experience at street level and the building's expression and image in the urban fabric. The materiality contributes also to reinforcing the horizontal separation of each component. The Podium representing the first 3 levels is designed to have a more urban and modern interface with the public realm. To animate and enhance the experience at street level, a light limestone cladding is proposed as well as a more generous amount of fenestration. Dark grey and light grey metallic panel inserts are also added to lighten up the facade.

The middle section consists of beige masonry with light grey metallic panel insertions which are both a token of the materials used on surrounding buildings. The top section of the building representing the top two (2) floors consist of light grey masonry with dark grey metallic panel insertions. The color of the materials selected is lighter from base to top to help reduce the massing effects.

A dark grey masonry is also proposed at balcony locations to further break up the building vertically and minimize the horizontal effect of the massing.

The design also incorporates a more contemporary window pattern and dimensioning which gives the building a more current look while being sympathetic to the character of the area.

5. Public Realm

Multiple architectural elements were included in the design to contribute to the quality of the relationship the proposed project has with the public realm.

1. Street animation is achieved through :

- Commercial and retail uses at grade providing a more commercial character to the building;
- Positioning private amenity spaces towards the street at grade on residential streets (Maritime Way) and on the 2nd and 3rd floor of the podium along more commercial streets (Kanata Avenue);

- Providing greater floor to ceiling height at the ground floor to reinforce the commercial character;
- Providing publicly accessible amenity spaces at grade connected with the existing pedestrian network;
- Providing a high amount of glazing on the ground floor to increase transparency and the visual relationship between the inside spaces of the building (communal interior amenity areas) and the public realm

2. Roof canopies are proposed along Kanata Avenue and building entrances which helps to relate to the human scale;

3. Wood features which relate to the forest and the Bill Teron Park are introduced in specific areas of the podium (levels 1-3);

4. Materials are almost entirely masonry of higher quality which contributes to the durability and overall quality of the public experience.

5. Maximum front and corner side-yard setbacks are proposed to maximize the space available for soft landscaping features and interlock pathways contributing to softening up the building façade. Lush trees will also contribute to providing shade to pedestrians and a more sustainable temperature management for the ground floor areas given the generous glazing throughout.

6. The ground floor features a ceiling height of 4.5m which is mostly composed of glazing along Kanata Avenue enriching the pedestrian experience and contributing to the street animation. The increased transparency of the ground floor along Kanata Avenue also allows the amenity areas that are only accessible to the residents to contribute to the overall street animation. This approach which is centered around the idea that these spaces although not accessible to the public do create the same results to animate the street as non-residential spaces and also allows the internal environment and community to be displayed towards the street.

6. Outdoor Amenity Areas

A proposed mix of outdoor private amenity space and retail amenity space is provided through the building at key corners and on the rooftop of the middle section accessible through the 8th level floor plate. The design provides a total of +- 495 sm of outdoor amenity space, +- 350 sm of which is located on the ground floor.

The open space on the ground floor at the west corner of the building and the future ROW laneway allows for a public gathering space which will include seating, outdoor terrace linked to the corner coffee shop as well as generous and well-designed landscaping to create a gradual transition towards the Bill Teron park. The open space on the ground floor at the corner of Maritime Way and Kanata Avenue allows for a communal outdoor amenity space located in the middle of a lush and natural landscaped area.

DESIGN BRIEF

Design Proposal

Outdoor communal amenity spaces that provide an exterior extension of the indoor communal amenity spaces are also provided along Kanata Avenue which helps contribute to the street animation. Additional interior amenity area including a gym, pool, lounge, golf simulator, billiards room, poker room, family room with kitchen and many more are proposed on the ground floor along Kanata Avenue again to increase street animation. In total, +- 627 sm of interior amenity area is provided. As mentioned, there is also a communal exterior “rooftop” amenity area (+- 150 sm) located on the 8th floor.

7. Landscaping

Ground level landscaping is designed to enhance the pedestrian experience along Kanata Avenue and help softening the building mass of the podium. Along Kanata Avenue, tree beds, shrubs and soft landscaping help provide shade to pedestrians and is a token to the forest and Bill Teron Park. Public seating is also proposed along the sidewalk to enhance the dynamic of the public realm. Given the more commercial nature of Kanata Avenue, increased hard landscaping is proposed between the curb and building face to maximize the walkable area and provide opportunities for seasonal public spaces.

Along Maritime Way where the street is more residential in nature, the proposed landscaping consists of mostly of soft surfaces to provide a better transition between the public and private space.

At the West end of the proposed building, a public place is proposed next to the future main entrance to Bill Teron Park which consists of an outdoor terrace also serving the non-residential areas. Tree beds and shrubs are also provided in that area to create a smooth transition towards the park.

Landscaping at the rear consists of pavers pathway along the building face and trees and shrubs around the above ground parking areas. Existing trees will be conserved as much as possible to maintain the natural esthetics of the site.

8. Design Priority Areas

The proposed development is located on a site within an area designated as Town Centre which is an area where intensification is currently being targeted. This also means that the proposed development will be subject to a formal design review before the Urban Design Review Panel to demonstrate how the proposed design satisfies the various Town Centre site specific policies.

In regard to sections 5.7.3, the proposed development includes a broad mix of unit types and unit sizes attractive to various types of tenants now and for years to come. The West and East wings along Kanata Avenue and Maritime Way will be positioned close to the street while maintaining enough space to provide landscaping opportunities to create appropriate transitions between the built form and the road as well as areas for the public to gather and create a dynamic environment that would be driven by street animation. At-grade commercial will contribute to creating opportunities to animate the pedestrian realm.

The project also seeks to integrate natural and built elements in a form that reflects Kanata by positioning the building along the street allowing to preserve as much of the natural state of the site as possible and extending Bill Teron Park outside of its defined borders.

The project also aims to develop appropriate infrastructure to serve the Town Centre by providing connections to the primary sidewalk network along both Kanata Avenue and Maritime Way to encourage pedestrian mobility into and through the site. Additionally, the project is separated from Parcel 1 by a municipal ROW which will provide not only a greater opportunity to link the parcels to the existing road network but also provide opportunity to create a dynamic public space leading into the Bill Teron Park. The project also proposes ten (10) parallel parking spaces along the road to better serve the commercial uses at-grade.

The proposed mixed-use development will provide opportunities for commercial activity along Kanata Avenue with a proposed +- 860 sm of non-residential space that will complement the existing commercial uses found in the Kanata Centrum commercial complex. The commercial uses are positioned in a way to maximize street animation and to create a continuity with the proposed ground floor commercial proposed of the parcel 1 development.

Although Schedule B-2 designates the maximum building height to mid-rise constructions, the existing zoning that applies to the subject property has a portion that is zoned Mixed Use Centre Subzone 5 with a maximum building height of 35 metres which would allow the 11-storey high-rise section to the East along Maritime Way without modifying the Town Centre Plan. Additionally, along Kanata Avenue, Policy 2 allows for a maximum building height of 9 storey which this proposal complies with.

9. Urban Design Guidelines for High-rise buildings

The proposed development features an eleven (11) storey section to the North-East of the site which must be designed following additional design guidelines for high-rise constructions. The following is a summary of design aspects of the project in response to the guidelines.

Section 1 – Context

- Views and Vistas – The proposed building is not located in any regular view plane but it’s location at the intersection of Kanata avenue and Maritime Way makes it a background building to Teron Park when viewed from the South side and a foreground building when viewed from the Queensway.
- Transition in Scale – The location of the building along the front edge of both Kanata Avenue and Maritime Way allows for a transition between existing and future construction to the East (Claridge existing retirement home and future high-rise proposed building) and to the West (Parcel 1 6 storey proposed development). As shown in schedule 2b of the Kanata Town Centre plan regulating building heights, the site is bordered to the East by an area that aims for high rise constructions.

Section 2 – Built Form

- Base-Middle-Top – Base middle top approach is achieved through massing with middle section stepping back 3m along street facing facades as well as with material change which gets lighter from bottom to top to lighten up the mass.
- Height - The proposed height of the building varies from 7 to 11 storeys which is less than the 12 storeys maximum recommended for bar buildings. The base of the building is 3 storeys for the two (2) sections that exceed 7 storeys, the middle section is 4 to 6 storeys which is in line with the high-rise requirements.

DESIGN BRIEF

Design Proposal

- Massing – The base of the building is positioned as close to the street as possible to maximize tree conservation as well as to take advantage of the site elevation which slopes up considerably towards the forest. The middle section steps back 3m along both streets to reduce the impacts of the mass as well as to emphasize the podium which in part to its more human scale.
- Placement – Building placement at the edge of both streets is to retain as much of the natural environment as possible as well as to take advantage of the lower terrain along the street which together helps to create a new presence and street wall condition.
- Height & Transition – The 3 storey base with the 3m step back of the middle and top sections helps to minimize the impacts of the building's mass on the public realm. The various heights of 9, 7 and 11 storeys help to visually break up the horizontality of the building as a whole into 3 well defined sections.
- Articulation and materials – The base of the building facing both streets (Kanata Avenue & Maritime Way) will have larger windows which combined with the glazed 4.5m ground floor will create opportunities to animate the streetscape as well as provide a more dynamic relationship with the public realm. Loggia type balconies on the first 3 floors allow for greater depth and perforation of the façade.
- Step backs from base – The middle and top section both step back 3m from the 3-storey base which allows for a 1.5m setback between the base and the edge of the balconies above which are setback an additional 2 feet in the middle and top which breaks even further the building vertically.
- Placement – The building forms the edge of the forest and Bill Teron park also acting as a new street wall condition along Kanata Avenue and Maritime Way. The orientation of the 11-storey section is North-South to minimize shadow impacts and provide greater opportunities to access natural daylight as well as to frame Maritime Way which is planned to be extended further North to connect with Campeau Dr. The project will therefore act as a new street wall for future development. Additionally, the floor plate of the 11-storey section is below 850 sm which although greater than the 750 sm recommended maximum floor plate is in our opinion appropriate for the Kanata area.

10. Sustainability

The proposed development contributes to the achievement of City of Ottawa sustainability objectives through site and building design. With a total of 351 residential units, the proposed density of the development aids in the creation of a more compact urban form which follows the Town Centre's intensification orientation. Through various types of units ranging from small 1 bedroom to 3 bedrooms, the project can respond to a greater variety of residents and help increase accessibility to housing for seniors.

Building Design

- The building design including envelope and heating and cooling systems will optimize energy consumption through modelling to meet and potentially exceed all provincial and federal model requirements.
- The percentage of glass has been minimized by applying smaller punched windows to obtain more energy efficiency;
- Installing high quality windows that utilize low-e coatings and gas filling, while choosing the glazing and window frame material that will be most sustainable;
- Air-tight building envelope using increased insulation to be validated using energy modeling software;

- Most of the building extends along the east-west axis which allows most of the units to take advantage of the South light which creates opportunity for energy efficient design;
- The proposal has paid attention to the implementation of bird friendly design by incorporating more dark materials on the bottom 3 floors to create higher contrast and by using punch windows which not only allows for less transparent surfaces but also creates interruptions between them.

Sustainable Site

- Subject property is located within walking distance to an abundance of local services and amenities to meet daily needs reducing reliance on private motor vehicles for daily needs.
- Subject property is located within 400m of a Rapid Transit Station and making it easy to access downtown areas therefore favoring the use of public transport.
- All on-site parking is provided above ground for visitors and non-residential areas. Resident parking is provided via a 2-floor underground parking garage which provides a 1 space per unit ratio.
- Over 175 bicycle parking spaces will be provided to promote active transportation and less dependence on motor vehicles.

Water Efficiency

- Stormwater will be controlled on site including rooftop flow attenuation and surface and sub-surface storage.
- Landscape design will incorporate indigenous vegetation requiring as little irrigation as possible.

Energy and Atmosphere

The proposed development also reduces energy consumption through :

- The use of more permeable materials to reduce heat loss.
- Low-flow hot water fixtures.
- Exterior lighting which will be designed to reduce light pollution to a minimum.

Materials and Resources

- The building envelope will consist of mostly rain-screen masonry and punched windows allowing for higher overall energy efficiency which will ensure comfort and overall energy model performance.
- Construction will favour locally sourced, durable, sustainable, and recycled materials.
- Construction and demolition waste will be reduced and recycled during design, construction, operation, and end of life.
- Roof membranes will have a high solar reflectance index.
- Greening of the roof with planters will reduce heat island effect.
- Storage and collection of recyclables will be incorporated in the project.

Indoor Environmental Quality

- Operable windows will increase natural ventilation.
- Interior materials and finishes will be selected to ensure durability and low emissivity.
- Units are designed to maximize natural light which will reduce reliance on electrical and mechanical systems.

RENDERING 1

View of the East Building from Maritime Way



RENDERING 2

View of Main Entrance



RENDERING 3

View of Main Entrance



RENDERING 4

View of the West Building from Kanata Ave



RENDERING 5

View of West Building and pedestrian area from Kanata Ave



RENDERING 6

View of West Building and pedestrian area from Kanata Ave



RENDERING 7

Access from Maritime Way to rear entry and parking



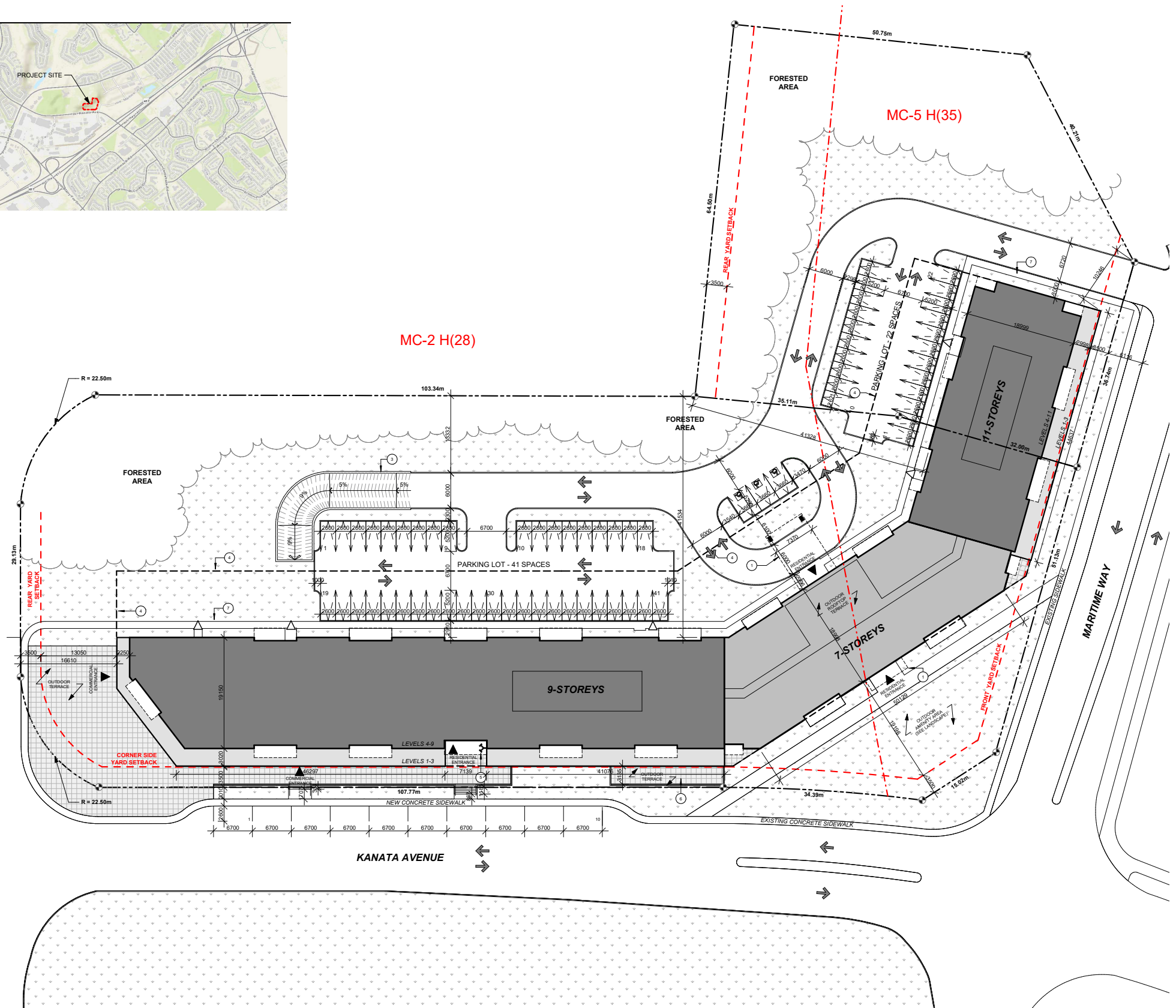
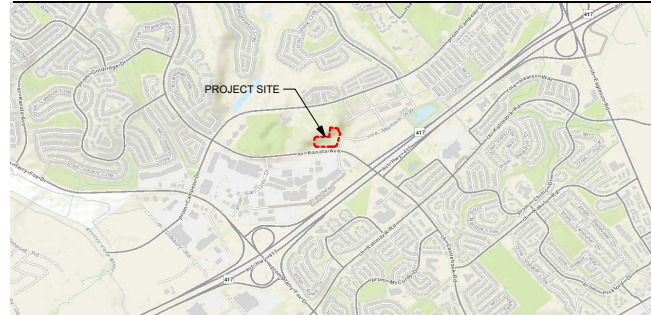
RENDERING 8

View of Drop-off area



PROPOSED SITE PLAN

SITE CONTEXT



LEGEND

- SURFACES**
- GRASS
 - RIVERSTONE
 - CONCRETE PAVERS
 - POURED CONCRETE
 - ASPHALT PAVING
 - PROPOSED NEW BUILDING
 - EXISTING BUILDING TO REMAIN
 - EXISTING BUILDING TO BE DEMOLISHED
- LINES**
- PROPERTY LINE
 - SETBACK LINE
 - EXISTING FENCE
 - NEW FENCE
 - OVERHEAD WIRES
- VEGETATION**
- TREE: EXISTING TO REMAIN
 - TREE: EXISTING TO BE REMOVED
 - TREE: NEW PROPOSED
 - SHRUB: NEW PROPOSED
- SYMBOLS**
- DIRECTIONAL ARROWS
 - BUILDING ACCESS
 - BUILDING EGRESS
 - SIAMENSE CONNECTION
 - UTILITY POLE
 - FIRE HYDRANT
 - CATCH BASIN / MANHOLE
 - DEPRESSED CURB
 - LANDSCAPE LIGHT
 - LIGHT POLE
 - WALL MOUNTED LIGHT
 - EXISTING GRADE ELEVATION
 - PROPOSED GRADE ELEVATION
 - LOT CORNERS
- PARKING**
- BIKE PARKING
 - CAR PARKING
 - BF PARKING
 - BF PARKING (TYPE A)
 - BF PARKING (TYPE B)

GENERAL NOTES

- NOTE-A:**
- ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS, INCLUDING OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN DRAWINGS WILL BE REPORTED TO THE PROJECT LEAD IMMEDIATELY FOR CLARIFICATION PRIOR TO COMMENCING ANY CONSTRUCTION.
- NOTE-B:**
- ALL GENERAL SITE INFORMATION AND CONDITIONS HAVE BEEN COMPILED FROM EXISTING PLANS AND SURVEYS.
- NOTE-C:**
- CONTRACTOR IS RESPONSIBLE TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL ERRORS AND / OR OMISSIONS TO THE ARCHITECT.
- NOTE-D:**
- REFER TO LANDSCAPE PLAN FOR ALL EXTERIOR LANDSCAPING.
- NOTE-E:**
- DO NOT SCALE DRAWINGS.
- NOTE-F:**
- ALL CONTRACTORS MUST COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS.

SURVEY INFO

TOPOGRAPHIC SURVEY OF:
PART OF LOTS 2 & 3 -
CONCESSION 2
GEOGRAPHIC TOWNSHIP OF
MARCH
CITY OF OTTAWA
REGISTERED PLAN V-13593

PREPARED BY ANNIS,
O'SULLIVAN VOLLEBECK LTD.
GRAPHIC SCALE

PROJECT INFORMATION

SITE SUMMARY		## STREET
ADDRESS	0.00 m ²	### ##
CURRENT ZONING	0.00 m ²	### ##
SITE AREA	0.00 m ²	#####
PROPOSED USE	0.00 m ²	#####
BUILDING AREA	0.00 m ²	#####

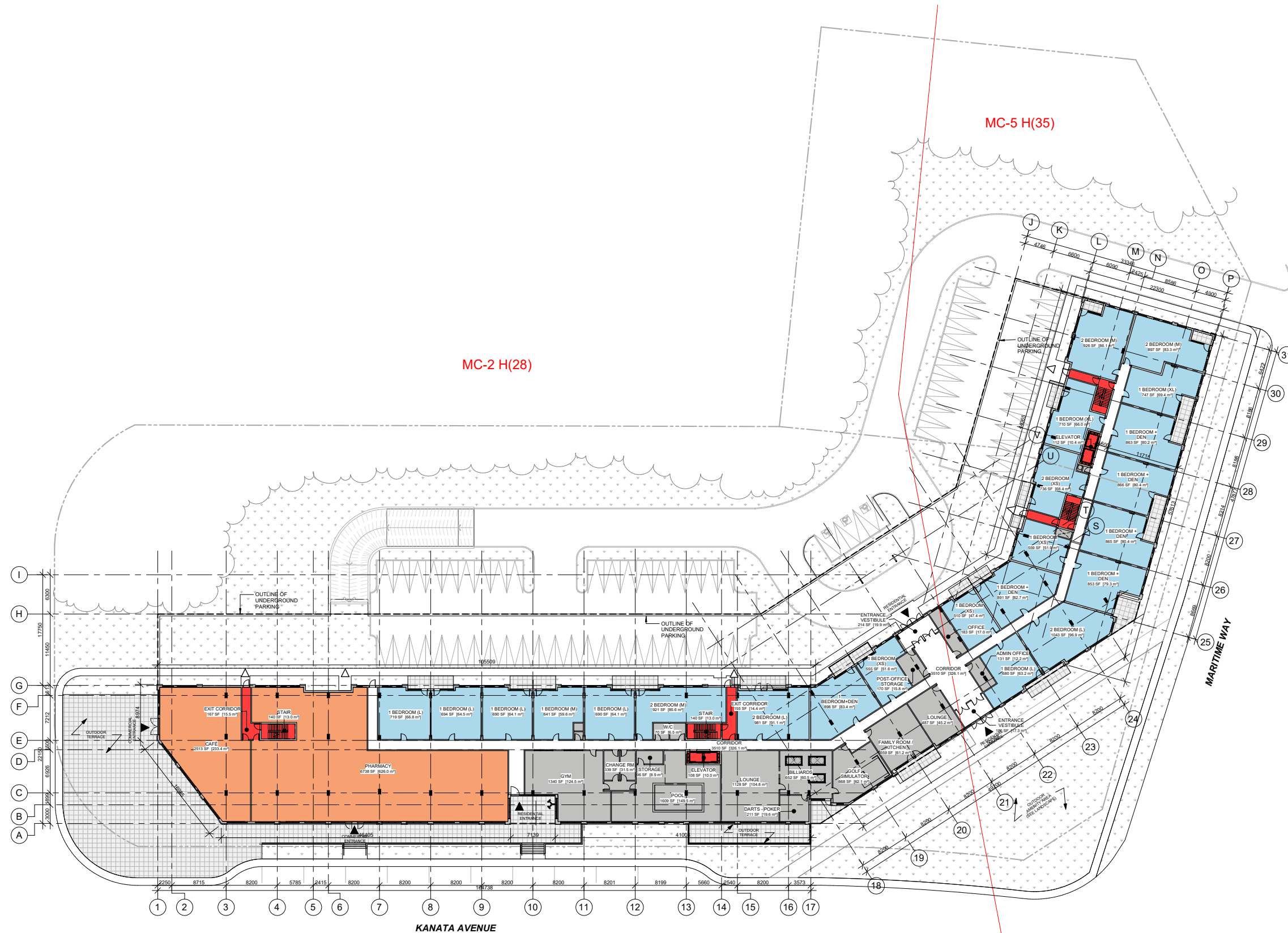
PROJECT INFORMATION			
ZONING STANDARD	REQUIRED	MC-2	MC-5
LOT AREA	-	-	± 15720 m ²
TOTAL ZONING GFA	-	-	26335.7 m ²
FSI (MAX)	2	2	1.675
BUILDING HEIGHT	28 m	35 m	27.9 m & 33.7 m
Front Yard Setback (MIN. / MAX.)	0 m / 3.5 m	0 m / 3.5 m	3.5 m
Corner Side Yard Setback (MIN. / MAX.)	0 m / 3.5 m	6 m	41.32m & 16.55m
Rear Yard Setback (MIN. / MAX.)	0 m / 3.5 m	6 m	50 m & ± 37 m
Surface Parking Front & Corner Yard Setback	10 m	10 m	50 m & ± 37 m
FSI Non-Residential (MIN. / MAX.)	-	-	0.75 (± 794 m ²)
GFA Non-Residential (MIN. / MAX.)	1341.47 m ²	-	858 m ²
Amenity Space (min 6m ² per unit)	2 106 m ²	-	3988.35 m ²
Communal amenity (min 50%)	1 053 m ²	-	1121.35 m ²
LOT COVERAGE (MAX)	-	-	4058 m ²
LANDSCAPED AREA	-	-	± 4831 m ²
Soft Landscaping	-	-	± 3665 m ²
Hard Landscaping	-	-	± 1166 m ²
ASPHALT AREA	-	-	2891 m ²

BUILDING STATISTICS		
	QTY.	SQ.M.
NON-RESIDENTIAL		819.8
Pharmacy	-	586.4
Cafe	-	233.4
RESIDENTIAL		
1 bedroom	187 (53%)	-
1 bedroom + den	58 (16.5%)	-
2 bedrooms	78 (22%)	-
2 bedrooms + den	20 (6%)	-
3 bedrooms	8 (2.5%)	-
TOTAL	351	
COMMUNAL AMENITY SPACE		1121.35
Outdoor amenity space at grade	-	347.55
Rooftop terrace (level 8)	-	146.4
Gym	-	124.5
Pool	-	130.2
Relaxation / Luminotherapy	-	19.3
Lounge & bar	-	104.8
Billiard Room	-	60.5
Golf Simulator	-	62.1
Darts / Polker Room	-	19.6
Family Room w/ Kitchen	-	61.2
Entry Lounge	-	45.2
PRIVATE AMENITY SPACE		2,267
Balconies / terraces	-	2,267

PARKING STATISTICS			
DEDICATION (LOCATION)	RATE	REQUIRED	PROVIDED
APARTMENTS - RESIDENTS (U/G & AT GRADE)	0.5	176	361
APARTMENTS - VISITORS (U/G & AT GRADE)	0.2	70	70
NON-RESIDENTIAL (AT GRADE)			
Cafe	2.5 / 100 m ²	6	6
Pharmacy	1.25 / 100 m ²	8	8
TOTAL	0.5 + 1 / 250 m²	260	445
BICYCLE SPACES		180	180

DRIVE AISLE & BICYCLE REQUIREMENTS		
TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at grade	6.7 m	YES
Drive Aisle - Two way at parking garage	6.0 m	YES
Bicycle Parking - Horizontal	0.6 x 1.8m & 1.5m aisle	YES
Bicycle Parking - Vertical	0.50 x 1.5m & 1.5m aisle	YES











PROPOSED GROUND FLOOR PLAN

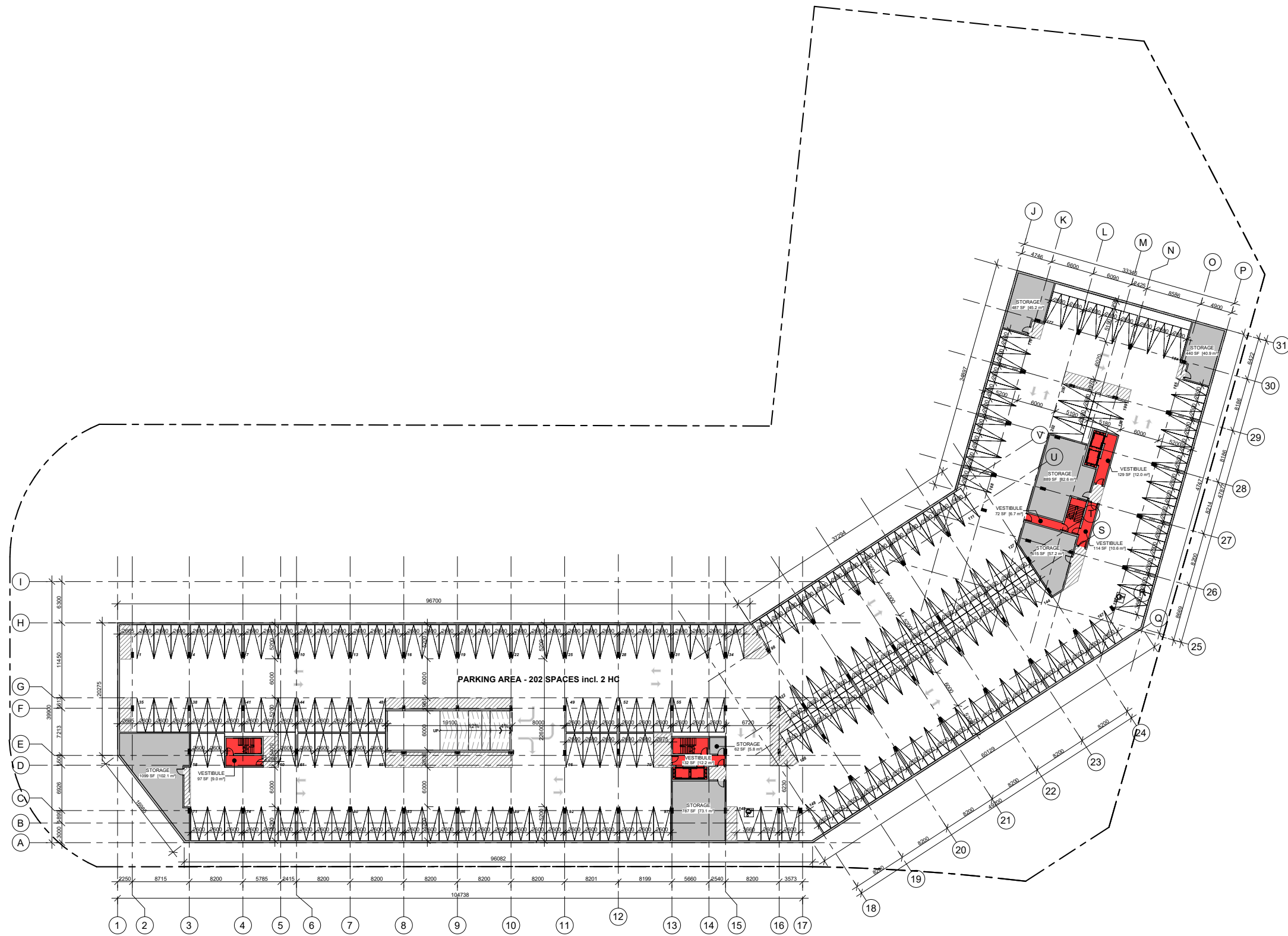


■ COMMERCIAL	■ STAIR
■ RESIDENTIAL	■ ELEVATOR
■ AMENITY	 PARKING
■ VESTIBULE	 BUILDING SERVICES
 CORRIDORS	 STORAGE

PROPOSED PARKING











Level P2

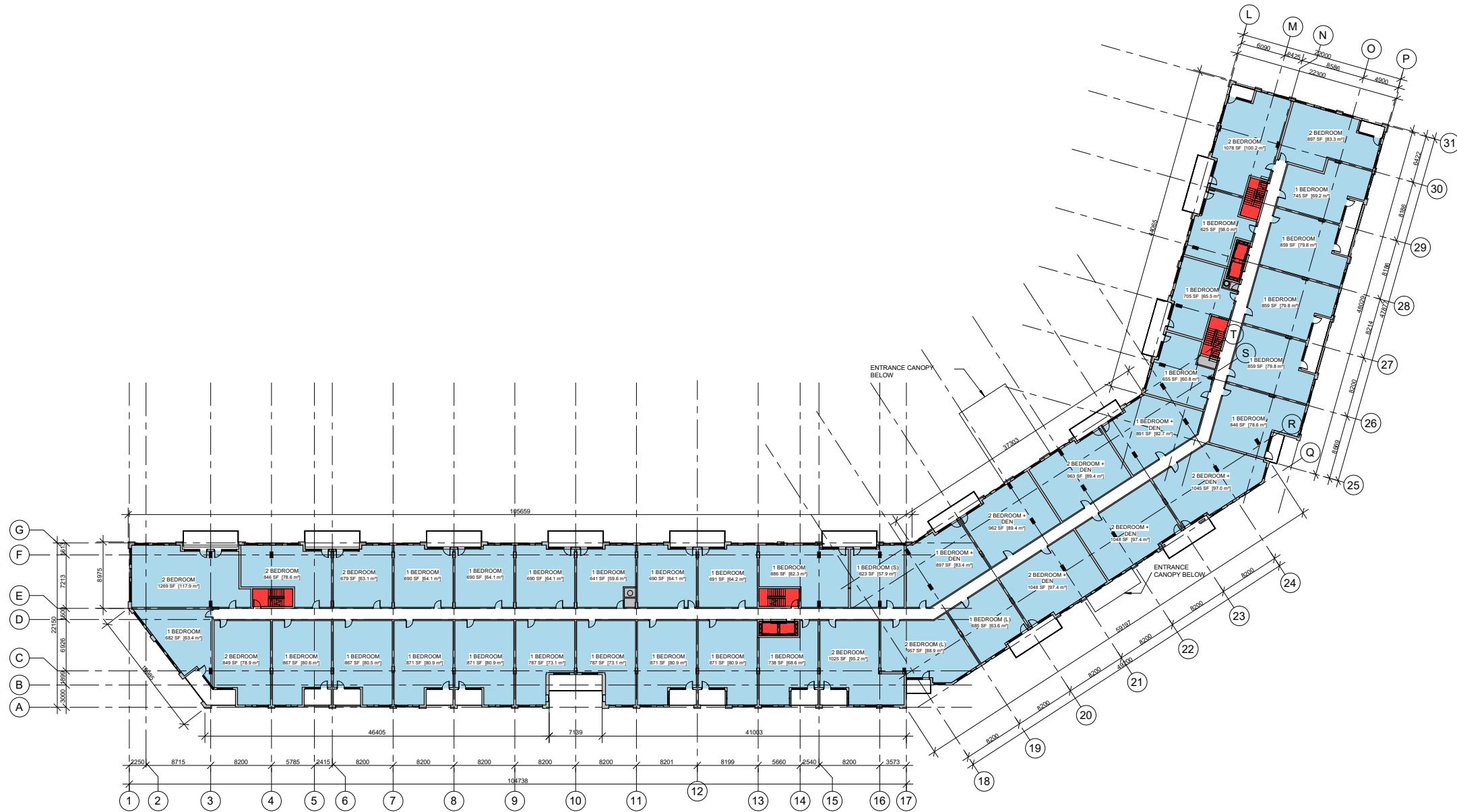
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	RESIDENTIAL		ELEVATOR
	AMENITY		PARKING
	VESTIBULE		BUILDING SERVICES
	CORRIDORS		STORAGE



PROPOSED TYPICAL FLOOR PLANS











Levels 2-3

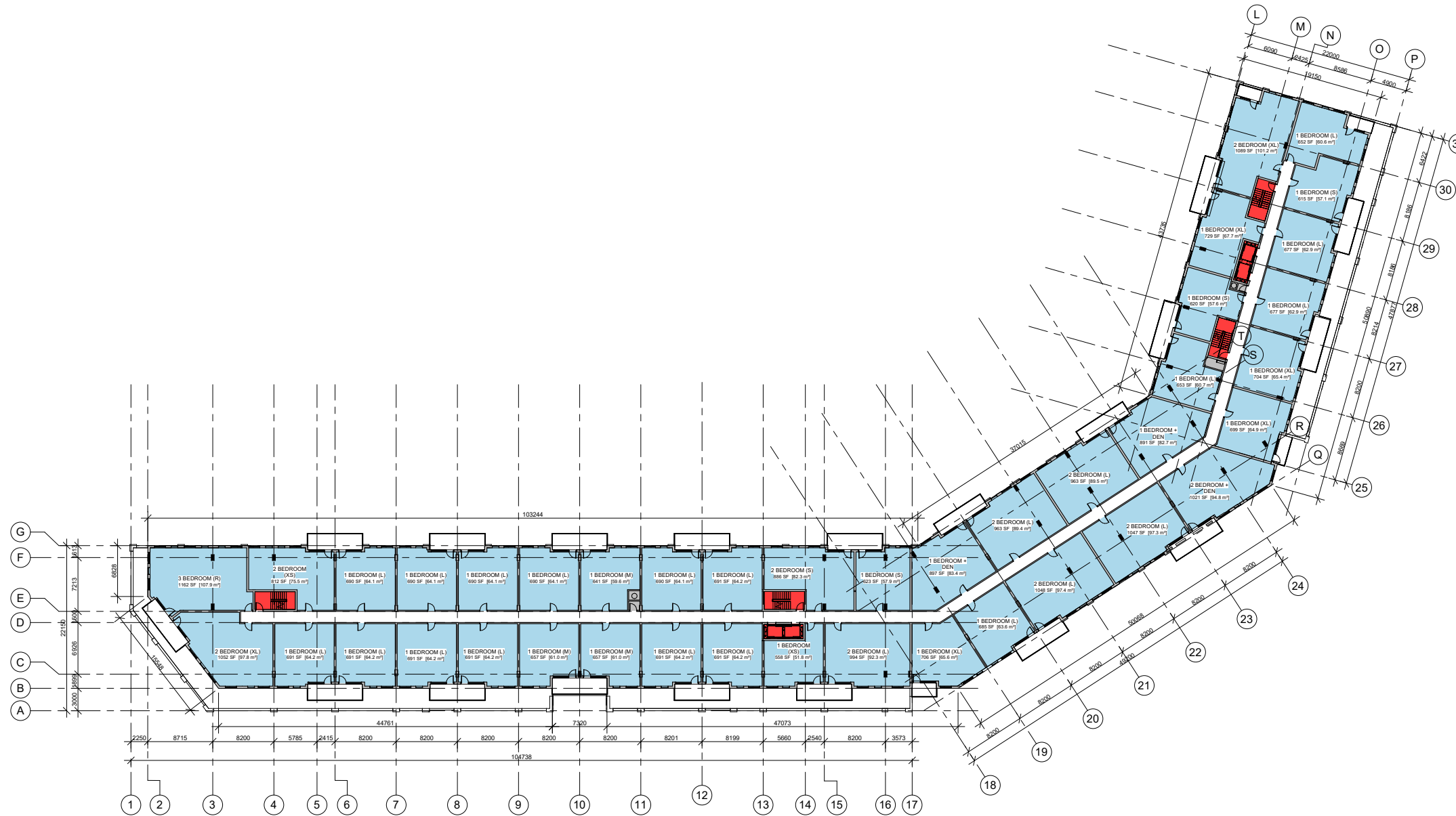
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	RESIDENTIAL		ELEVATOR
	AMENITY		PARKING
	VESTIBULE		BUILDING SERVICES
	CORRIDORS		STORAGE



PROPOSED TYPICAL FLOOR PLANS











Levels 4-7

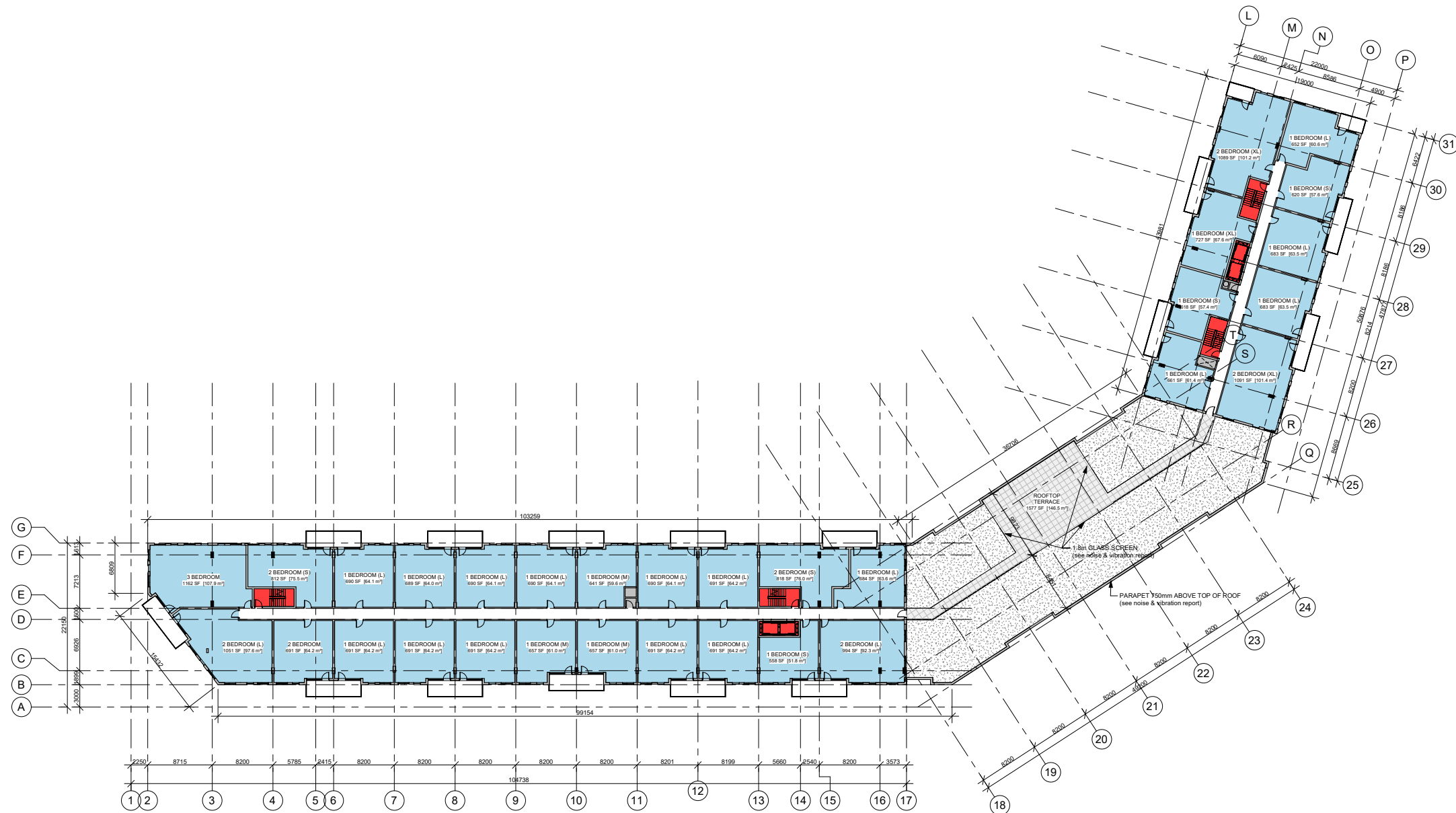
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	RESIDENTIAL		ELEVATOR
	AMENITY		PARKING
	VESTIBULE		BUILDING SERVICES
	CORRIDORS		STORAGE



PROPOSED TYPICAL FLOOR PLANS











Levels 8-9

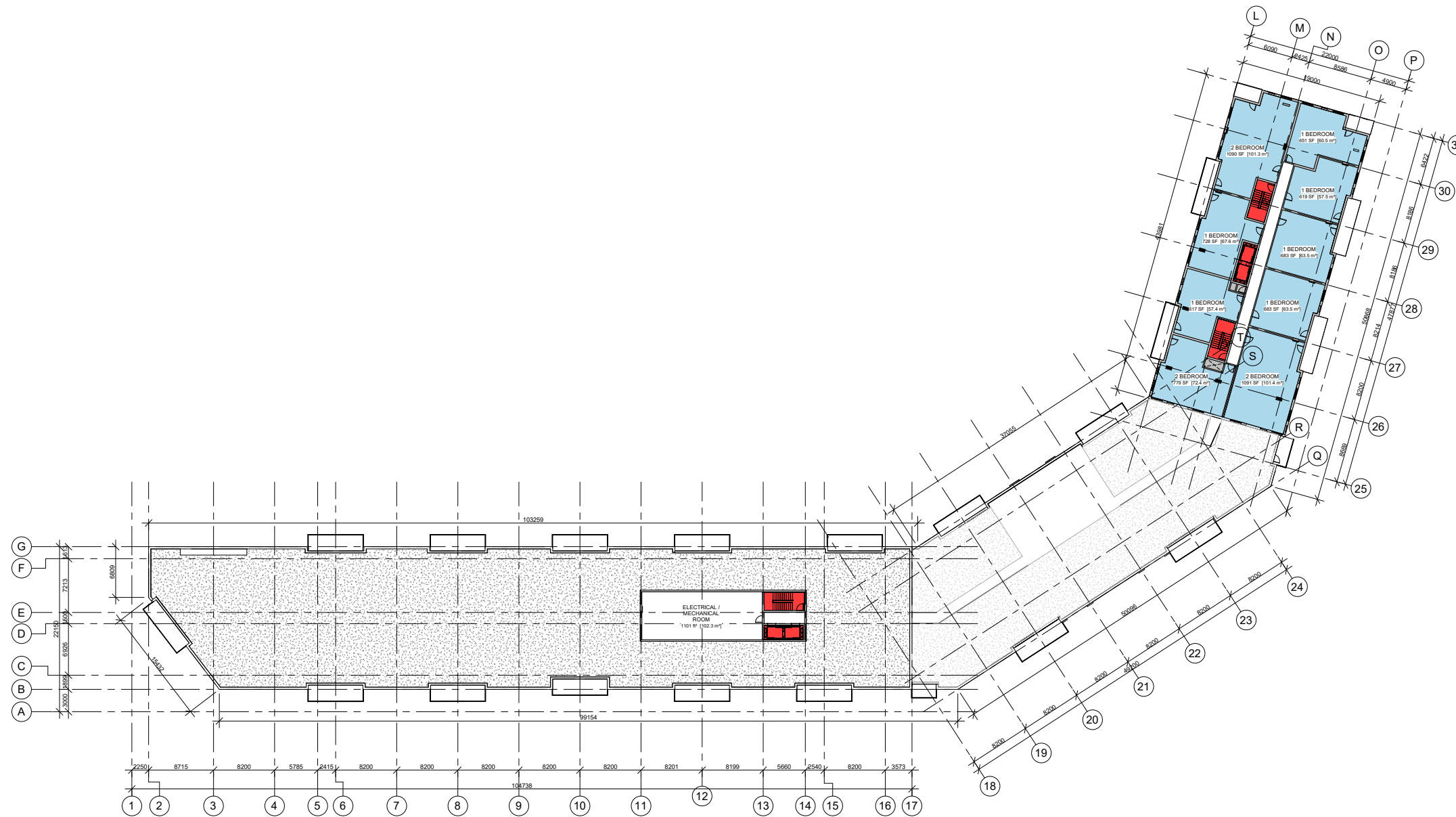
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	RESIDENTIAL		ELEVATOR
	AMENITY		PARKING
	VESTIBULE		BUILDING SERVICES
	CORRIDORS		STORAGE



PROPOSED TYPICAL FLOOR PLANS











Levels 10-11

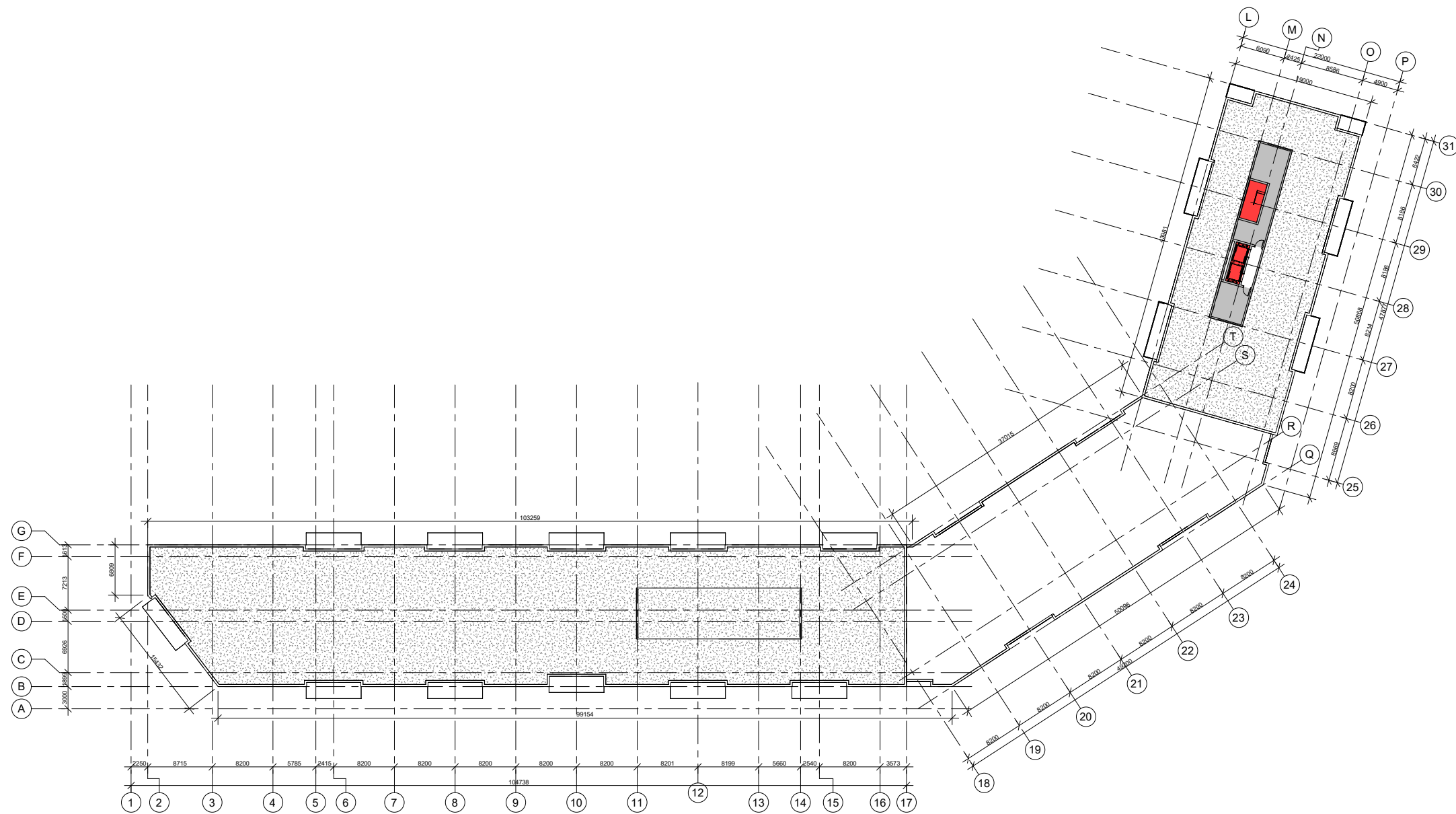
	COMMERCIAL		STAIR
	RESIDENTIAL		ELEVATOR
	AMENITY		PARKING
	VESTIBULE		BUILDING SERVICES
	CORRIDORS		STORAGE



PROPOSED TYPICAL FLOOR PLANS

Roof Plan

	COMMERCIAL		STAIR
	RESIDENTIAL		ELEVATOR
	AMENITY		PARKING
	VESTIBULE		BUILDING SERVICES
	CORRIDORS		STORAGE



BUILDING ELEVATIONS

Front and Rear Facades



Front Facade



Rear Facade

BUILDING ELEVATIONS

West Wing



MATERIAL LEGEND

	ST-1 STONE VENEER MANUFACTURER : ARRISCRAFT COLOR : LIGHT GREY SQ.FT. :
	BR-1 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : BROWN / BEIGE SQ.FT. :
	BR-2 BRICK VENEER MANUFACTURER : COLOR : LIGHT GREY SQ.FT. :
	BR-3 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : LIGHT GREY SQ.FT. :
	FC-1 FIBER-CEMENT CLADDING WOOD GRAIN MANUFACTURER : JAMES HARDIE COLOR : CEDAR SQ.FT. :
	MP-1 METAL PANEL TYPE 1 MANUFACTURER : VICWEST AD300 COLOR : CHARCOAL SQ.FT. :
	MP-2 METAL PANEL TYPE 2 MANUFACTURER : VICWEST AD300 COLOR : LIGHT GREY SQ.FT. :
	MP-3 METAL PANEL TYPE 3 MANUFACTURER : VICWEST AD300

Front Elevation



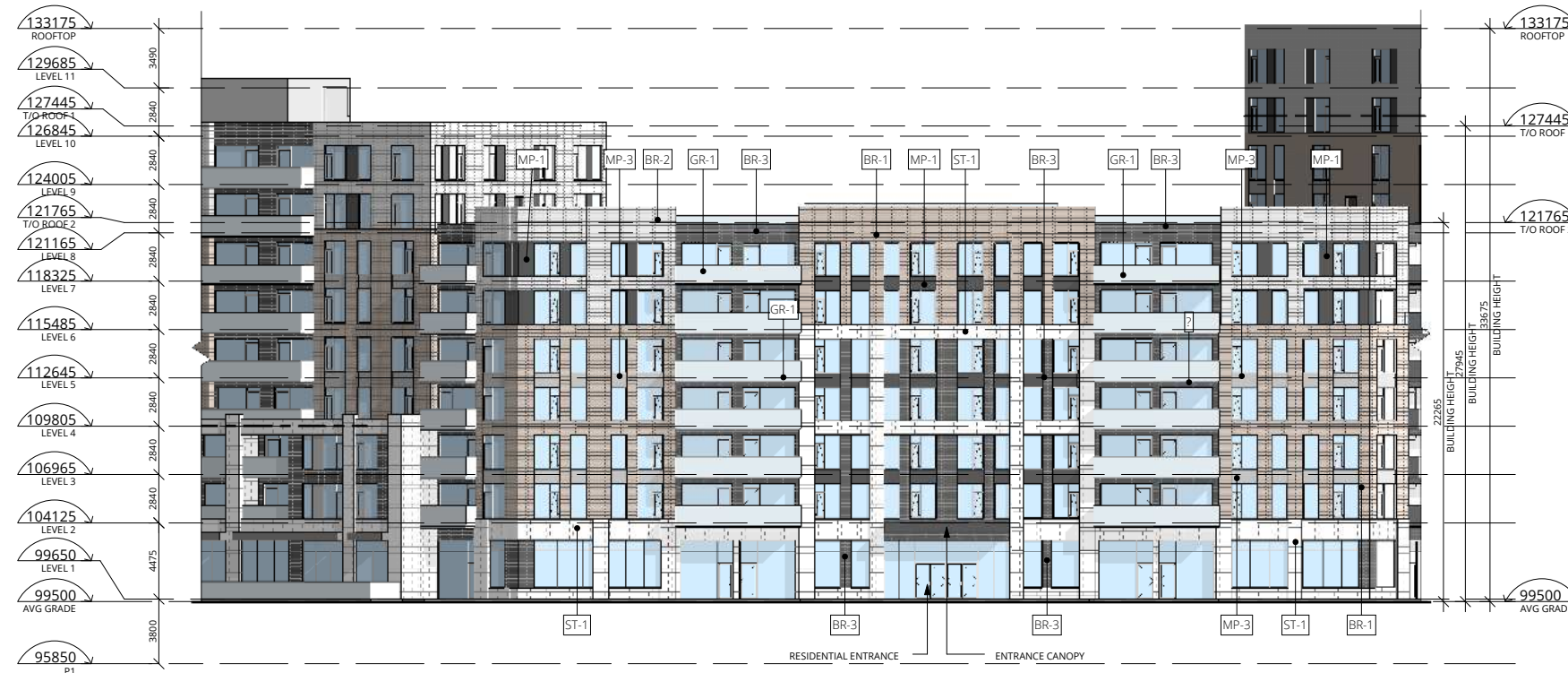
Rear Elevation



West Elevation

BUILDING ELEVATIONS

Middle Section



Front Elevation

MATERIAL LEGEND	
	ST-1 STONE VENEER MANUFACTURER : ARRISCRAFT COLOR : LIGHT GREY SQ.FT. :
	BR-1 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : BROWN / BEIGE SQ.FT. :
	BR-2 BRICK VENEER MANUFACTURER : COLOR : LIGHT GREY SQ.FT. :
	BR-3 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : LIGHT GREY SQ.FT. :
	FC-1 FIBER-CEMENT CLADDING WOOD GRAIN MANUFACTURER : JAMES HARDIE COLOR : CEDAR SQ.FT. :
	MP-1 METAL PANEL TYPE 1 MANUFACTURER : VICWEST AD300 COLOR : CHARCOAL SQ.FT. :
	MP-2 METAL PANEL TYPE 2 MANUFACTURER : VICWEST AD300 COLOR : LIGHT GREY SQ.FT. :
	MP-3 METAL PANEL TYPE 3 MANUFACTURER : VICWEST AD300



Rear Elevation

BUILDING ELEVATIONS

East Wing

Front Elevation



MATERIAL LEGEND

	ST-1 STONE VENEER MANUFACTURER : ARRISCRRAFT COLOR : LIGHT GREY SQ.FT. :
	BR-1 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : BROWN / BEIGE SQ.FT. :
	BR-2 BRICK VENEER MANUFACTURER : COLOR : LIGHT GREY SQ.FT. :
	BR-3 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : LIGHT GREY SQ.FT. :
	FC-1 FIBER-CEMENT CLADDING WOOD GRAIN MANUFACTURER : JAMES HARDIE COLOR : CEDAR SQ.FT. :
	MP-1 METAL PANEL TYPE 1 MANUFACTURER : VICWEST AD300 COLOR : CHARCOAL SQ.FT. :
	MP-2 METAL PANEL TYPE 2 MANUFACTURER : VICWEST AD300 COLOR : LIGHT GREY SQ.FT. :
	MP-3 METAL PANEL TYPE 3 MANUFACTURER : VICWEST AD300



Rear Elevation



East Elevation