

SITE PLAN CONTROL APPLICATION

DESIGN BRIEF

Submitted to:

Development Review, central
Planning, Infrastructure and Economic
Development Department
City of Ottawa

In Consideration for Project:

630 Montreal-Road, Ottawa
Residential mix used building.

Prepared by:

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(OAA 33130)



Developper:
MB Groupe Canada



November 17, 2022

SITE PLAN CONTROL APPLICATION – CITY OF OTTAWA
630 Montreal Road – New mix use residential and commercial building

DESIGN BRIEF

A 55 units 9 storey apartment building providing housing for single and small families with commercial spaces on the ground floor. Facing Montreal Road, the ground floor will be available for commercial tenants accessible to the public. The spaces will be handicap accessible and, will be largely glazed to provide visibility from the street.

It is to be noted that the project will allocate 20% of the units as affordable units, in partnership with the CMHC program. This initiative will help reduce the issue concerning the affordability and housing accessibility for lower income Ottawa residents.

A roof garden will be provided for the residents as a common space facility. Parking will be provided underground on 2 levels, there will be no parking on the exterior portion of the lot.



The building will incorporate a range of sustainable design features and energy efficient equipment to respect the code and possibly increase the energy performance of the building.



Building view at the corner of Montreal-Road and Borthwick

PROJECT LOCATION AND SITE CONTEXT

The building is located on Montreal Road at the corner of Borthwick Ave. it was conceived, with in mind, the commercial nature of Montreal Road and the residential nature of Borthwick Ave. The main entrance of the residential section of the building is located on Borthwick Ave Because of its residential nature. As well, the ramp access and the services entrances are located on South end of the lot to minimize the impact of the circulation on Montreal Road.



View looking west on Montreal Road



View looking down on Borthwick Ave

The site, in appearance flat from Montreal Road, has a slight incline up toward the West, and on Borthwick it is sloped from South to North with a grade change of about 2m. On Montreal Road, there is only one commercial floor level, we have adjusted the landscape to provide a handicap free access to all the commercial spaces. On Borthwick Ave, the differences in grade were considered in the design, by integrating different floor levels. These were adjusted to respect the adjacent street level, therefore facilitating the access to the main residential entrance, the emergency exits and other services.



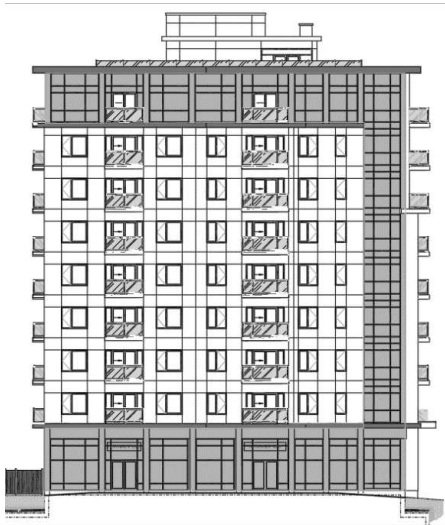
View of incline on Borthwick Ave looking toward Montreal Road

DETAILED SUMMARY OF BUILDING DESIGN.

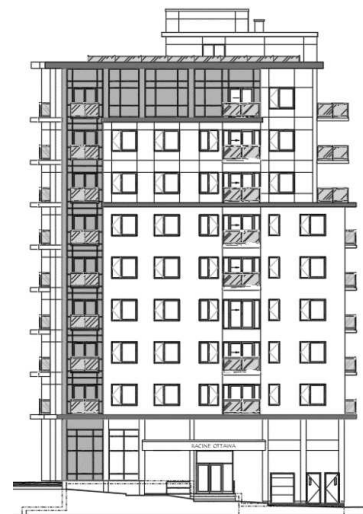
The exterior finishes were chosen to respect the character and nature of both streets. On the ground floor facing Montreal Road we used large glazing to emphasize the commercial aspect. Then on the upper section of the building we used a light precast panel to express the verticality relating to a higher density. The upper floor is crowning the building with a glass curtain wall and colonnade, reflecting the ground floor.



The infill of glass curtain wall on the corner, from the ground up to the roof, is meant to gently separate the commercial character of Montreal Road from Borthwick's residential character. It also provides the link from the ground floor to the upper floor.



Montreal Road elevation



Borthwick Ave elevation

The glazing and colonnade on the upper floor were not carried on the building's last portion on Borthwick and on the back to respect the residential nature of the area it was overlooking. On Borthwick Ave and on the back of the building we have broken up the building's height in two sections with some recesses from the street. On the ground floor up to the 6th floor we have used a brownish brick to bring warmth to the building and bring continuity to the street's uses of brick.

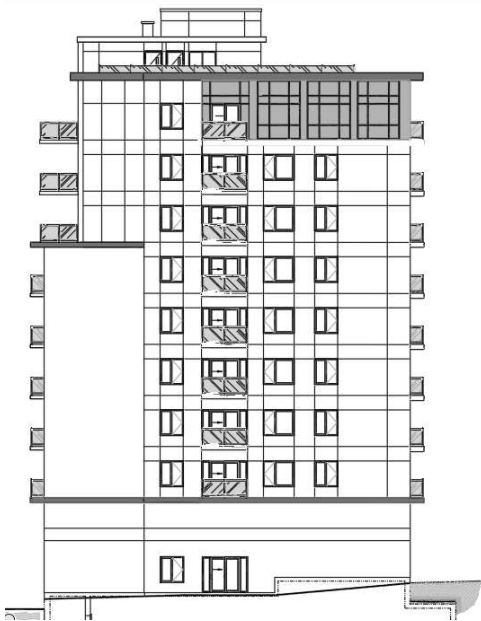


Main entrance to the residential

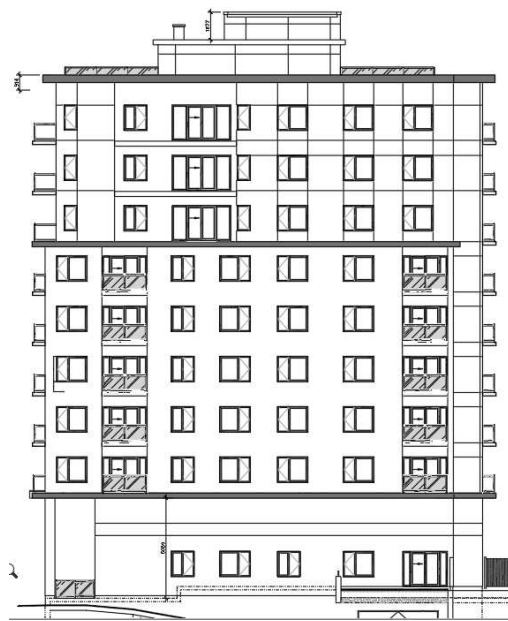
To reduce the height appearance, the 6th to the 9th floor, were recessed from the lower portion and the same light precast panel was used in contrast to the darker brick below.



The uses of cornices and overhang at different levels of the building we felt was important to break down the building's height in different distinctives sections such as; commercial, residential, penthouse and roof terrace. The overhangs also created some horizontal linearity to the building.



West elevation



Back elevation

The East elevation facing the East as a portion of wall sitting directly on the property would not permit any openings. On that section the same concept of two sections was used, brownish brick and light precast panel. The balance of the elevation, going toward Montreal Road was set back from the property line to allow windows and balconies. This façade we consider is part of the Montreal Road commercial sector as it overlooks a commercial property.

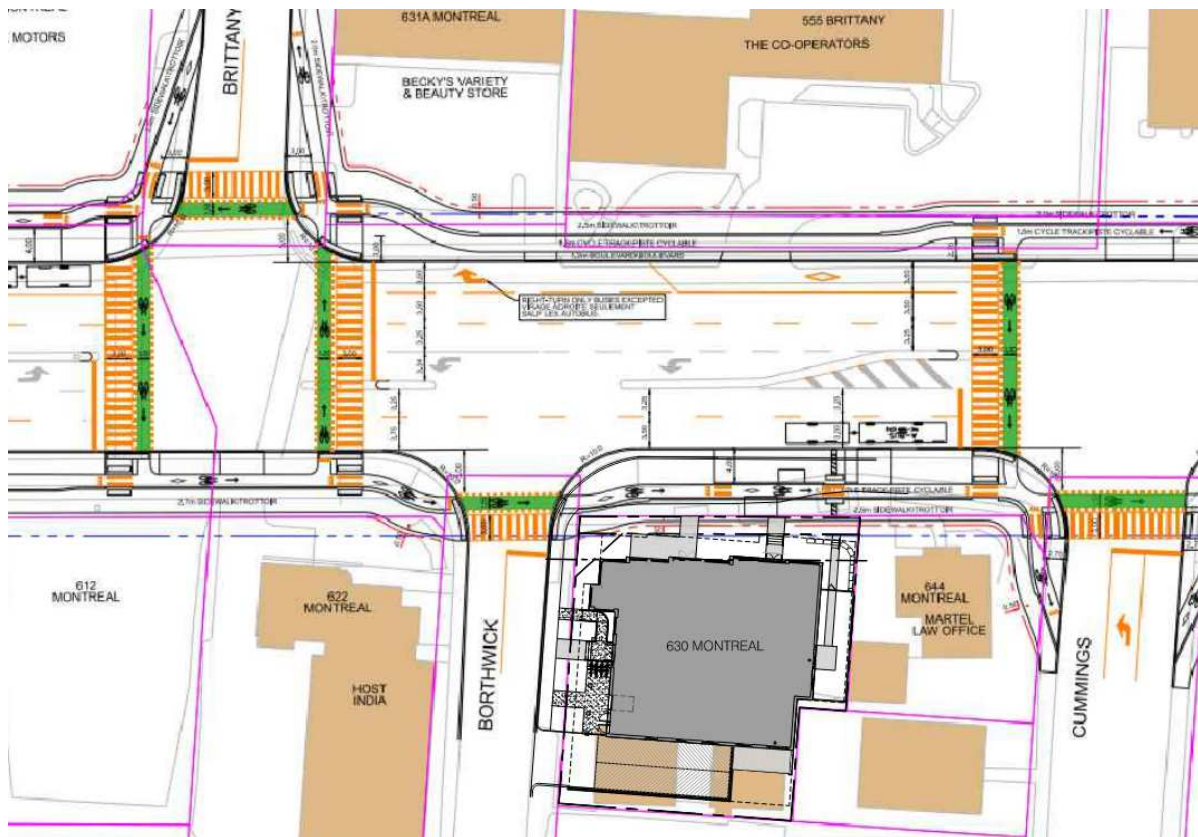


URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS

A detailed outline of how the proposed design responds to each of the specific criteria

1 *Locate new buildings along the public street.*

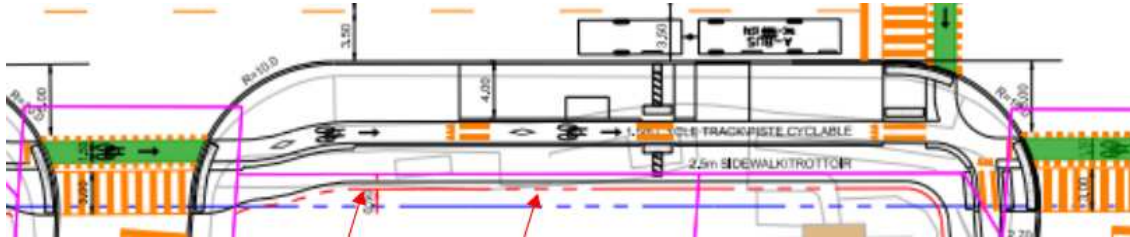
The proposed building is placed very close to the corner of the lot, along Montreal Road and Borthwick Avenue. The parking access is located on Borthwick at the back of the site to reduce the impact on circulation, at the intersection of the streets. Considering that Borthwick is a residential street we felt the entrance to the residential portion of the building should be located on that street and the commercial entrances relates more to the character of Montreal Road. The residential entrance was push backward from Borthwick to create a more interesting and secure space.



Proposed building inserted in the city's planned Montreal Road widening

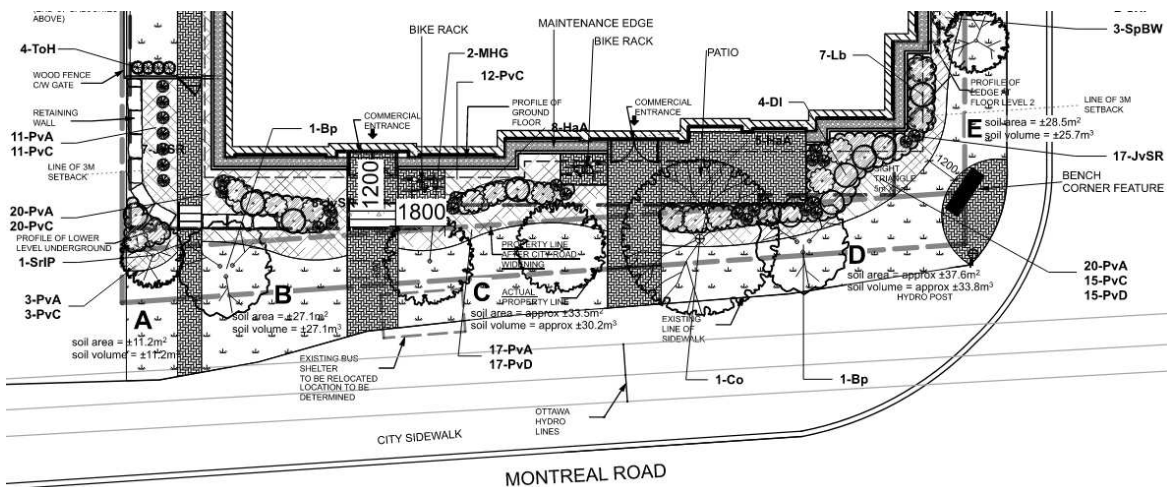
- 3 *Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth.*

The boulevard being more than 4.0 meters wide, some trees could be planted in the area belonging to the city, along the building's propriety line. The trees would eventually be lined up in coordination with the city's road widening plan.



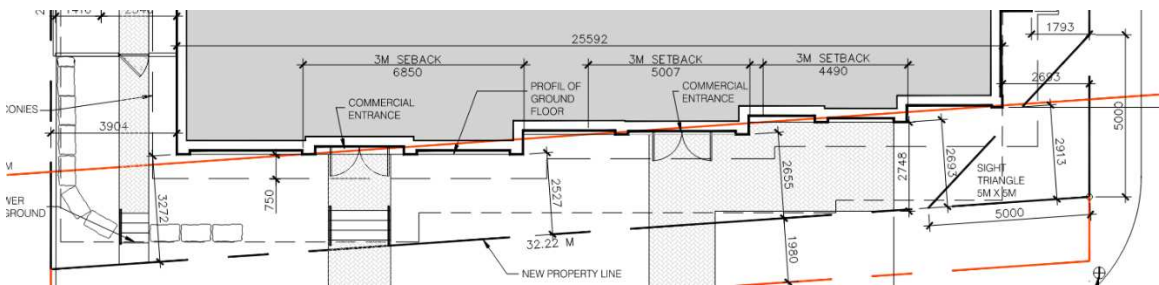
- 5 *Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.*

We have provided some streetscape elements that will add to the City's road widening plan that will include a bicycle path. We have provided bike rack at each commercial and residential entrances, a sitting area at the corner and a pad for seating for one of the commercial areas. Landscaping and decoration paving is also used to enhance the street experience.



- 6 *Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.*

We have provided a 0 to 3.0 meter set back for at least 50% of the front façade on Montreal Road. On Borthwick we have provided a portion of the façade starting at the corner corresponding to 29.3% of the façade. The balance of the façade is line up with a series of columns along with the floors above, within the 0 to 3 metres.



- 7 *Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.*

The neighbouring buildings along Montreal Road ranges in scale and height. On the opposite side of the road (North side) of our project, the buildings tend to be higher and of newer construction. Directly across the street, there is a 14-story high building. Generally, along the South side of the road, the street scape is composed of older buildings of 2 floors, with diverse shapes and positions. We feel that the future development is likely to favorize taller buildings in concordance with the city guidelines.



View of building directly across on Montreal Road



View of Montreal Road looking East



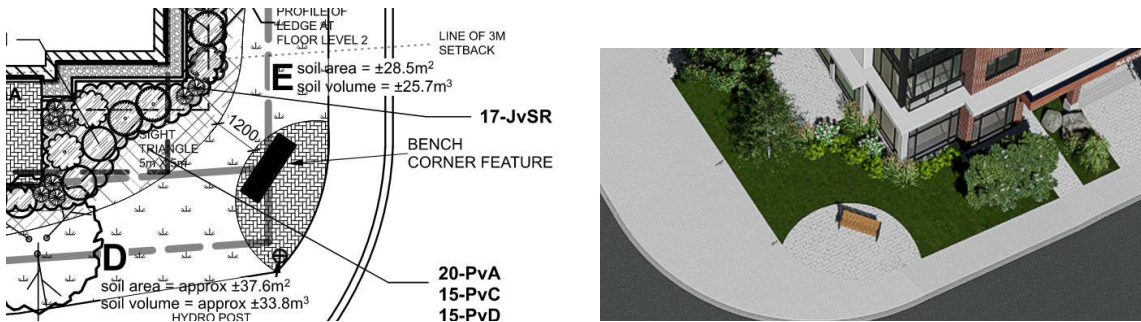
View of Montreal Road looking West

- 8 *Provide significant architectural or landscape features at the corner, on corner sites where there is no building, to emphasize the public streets and enhance the streetscape.*

The building's glass wall from the ground floor to the upper floor, provides a significant architectural element that emphasizes the corner and separates the commercial from the residential, by its materials and color. Its continuity ties in the ground floor and upper floor through the use of glass.



We also have at ground level, at the intersection of the streets, a sitting area that will provide a place for people to wait and observe.



10 Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets.

There is no direct circulation through the site, though we have located the residential entrance on Borthwick, the generous recess from the street, is there to provide a good movement of people and safe access to the public domain. The positioning of the garage entrance (Ramp) was also placed to provide a good view of the sidewalk and of the street when exiting.

11 Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.

Although the proposed building is mainly of a residential occupancy, we have provided a commercial space on the ground floor along Montreal Road. This allows us to have a more interaction with the commercial street with two terraces. The large amount of glazed windows contributes to the glazed character to the street.

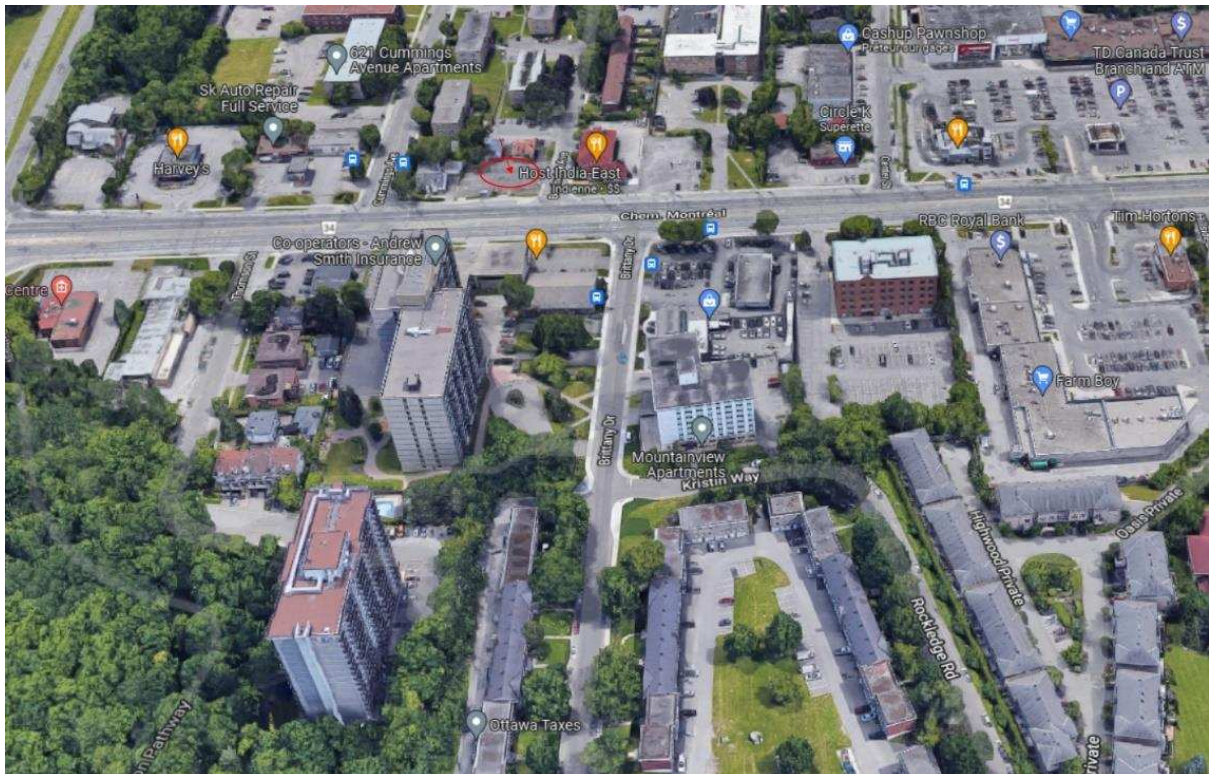


- 13 *Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.*

The building occupies most of the Montreal Road frontage with the commercial entrances in the front. The option of a corner entrance was not retained, we felt the corner entrance was not suitable for a residential occupancy on Montreal Road and it would have limited the commercial spaces.

- 14 *Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.*

Even though the building is taller than the adjacent development, it seems in accordance with the targeted future of the street as provided in the zoning and city policies and guidelines. In view of this and considering the future we have addressed the issue of height by breaking down the building in sections. These sections are created by the different materials and colors as well as, by the additions of cornices at different levels.



Aerial view of the site looking South

- 15 *Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.*

The building at the ground floor level has many recesses created by the brick columns and glass wall. The lower cornice also creates a more human scale, bringing shadows. The interruption of the cornice at the corner also created some articulation and movement. There is no unglazed wall as such in Montreal Road.



- 16 *Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street (Figure 13).*

The building is rich in details, in volumes and in colors. The use of brick at ground level and the lower cornice contribute to the human scale. As well the fact that the building is broken up in sections, that it has cornices at the 2nd floor to reduce its scale. The cornices on the 9th and top floors adds are to add to the visual appearance.



- 18** *Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies.*

The commercial spaces facing both streets are all glazed has shown in previous perspectives.

- 20** *Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks to building entrances.*

All accesses are clearly defined and are position in such a way that they will be secure. The parking garage access ramp was also given a particular attention, by recessing the building at the ground floor we have provided a clear view when exiting the ramp and accessing the street.

- 24** *Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.*

Furnishing such as bike racks, and seating was provided for the commercial and residential spaces. The residential entrance is protected by a canopy as well as by the second-floor projecting over. The commercial spaces also have a cornice that provides protections.



- 30** *Provide a consistent width of landscape and pedestrian areas across the front of the site.*

The landscape area in front of the building is of a constant width and will be well landscape.

- 32** *Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.*

The Landscape Architect has chosen a variety of plants to respond to the site conditions.

- 35** *Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.*

A 3.9 meters wide space separated by a fence, was provided between the adjacent lot on the East side (Law office) which is zoned mixed use commercial/residential. The space will be landscaped as it is part of the residential unit on the ground floor.



- 47 *Allow for retailer identification where there are multiple buildings and uses on a site but avoid allowing individual corporate image, colour, and signs to dominate both the site and public spaces.*

The signage will be consistent for commercial spaces located on the ground floor. No corporate image colour and signs will dominate the site. The residential identification will be limited to Borthwick, on the face of the canopy.

17-11-2022

A handwritten signature in black ink, appearing to read 'Yves Lussier', is written over a horizontal line.

Prepared by Yves Lussier, Architect

OAA 33130