ROSSMANN
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Design Brief

RE: 42 Northside Road

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 has undergone a preliminary community consultation meeting through the Councillor to obtain the communities' feedback on design and building integration.

2. Site Layout

   The proposed development is a 5-storey residential use building providing 51 units ranging from 1 to 2 bedrooms. Amenity areas are located at-grade along Northside Road which will work to provide street animation and enhance the pedestrian experience.

   Vehicular access to the site is proposed from Northside Road for safety and functionality reasons as the objective is to limit the amount of traffic on smaller residential side streets and given that Thorncliff Place can only exit onto Northside Road further to the east (see traffic study). A 6m laneway leading to the underground garage entrance is proposed on the Northside Rd corner of the lot. Additionally, three (3) exterior parking spaces are proposed along Thorncliff Place which will be dedicated to visitors.

   Additionally, to the three (3) above ground parking spaces which are dedicated to visitors the project is also proposing a 2-level underground parking garage totaling 56 parking spaces as well as 32 bicycle parking on the first underground level as well as outdoor areas near both entrances. Parking for visitors and non-residential uses are provided at the minimal rate required by zoning. Parking for residents is proposed at a 0.96 space per unit rate which is slightly lower than the required minimum. A Minor Variance application will be filed to request this lower parking requirement.

   The main building entrance is located on Northside Road to provide easy access to the pedestrian network, public transit stops as well as retail located along Robertson Road. A secondary entrance is also located along Thorncliff Place to provide access from the exterior parking spaces.

   The building is positioned 2m from the corner side yard property line along Northside Road which is 1m closer than the required zoning setback. This proposed setback was received favorably during the

pre-consult meeting as it allows to frame the street further and provide greater street animation while providing enough space for a future road enlargement. A zoning amendment on minimum setbacks will also be requested along the East rear yard. The project is proposing a 1.5m setback for the first 2 storeys and a 5m setback for the top 3 storeys. Given the nature and location of the adjacent building, we believe that the reduced setback will not have any impacts on that property.

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 space with the roadway to provide generous landscaping and a well-designed public realm (see section below).

The exterior design consists of a base varying in height from one to two storeys depending on the façade and a two-level middle section topped with a one level top section. All three sections are primarily distinguished using different cladding materials. The North-East facing elevation is setback 3.5m at the 3rd level to offer greater separation with the adjacent building which at the top of it's pitch roof equals to about a 4-storey building. The base of the building is designed to animate the street with a more generous glazing throughout the amenity space as well as generous landscaping between the sidewalks and building wall.

Various architectural elements such as overhang canopies and fake walls used to frame groups of balconies at building corners also contribute to break up the building, differentiate the various sections and provide interest in key locations. Cut-outs and setbacks along all sides are also introduced to break-up the mass on all faces of the building.

4. Materiality

The design is inspired by the base, middle and top approach to its materiality 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 varies between one and two level and is designed to have a more urban and modern interface with the public realm. To animate and enhance the experience at street level, a red-brown brick is proposed which is a token of the various earth tones found in the area.

The middle section consists of a dark grey fibre cement panel system which provides a more modern and urban esthetic. The top section of the building representing the fifth floors consist of white fibre

cement panel system which also drops down to lower floors on some elevations to create a vertical separation. The colour of the materials selected is lighter from base to top to help reduce the massing effects.

A fibre cement cladding imitating wood is also proposed at the balcony setback 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 of the proposed project has with the public realm.

1. Street animation is achieved through:
    a. Positioning private amenity spaces towards the street at grade along Northside Road
    b. 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 Northside Road and building entrances which helps to relate to the human scale as well as provide shelter from the elements.
3. Wood features which are more residential in nature are introduced in specific areas of the building.
4. Materials on the lower floors are almost entirely masonry of higher quality which contributes to the durability and overall quality of the public experience.
5. 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 increased glazing and transparency of the ground floor along Northside Road allows the amenity areas 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. Amenity Areas

The amenity space for the project is a combination of private outdoor balconies and terraces totaling 200 sq.m. and a 226 sq.m. interior communal lounge equipped with kitchen area at the ground floor facing Northside Road. An outdoor terrace is also proposed next to the interior amenity space along Northside Avenue for increased street animation.

7. Landscaping

Ground level landscaping is designed to enhance the pedestrian experience along Northside Road and help softening the building mass at the lower floors. Along Northside Road, tree beds, shrubs and soft landscaping help shade the interior spaces of the units which from a sustainability perspective helps lighten the load on the mechanical system during warmer months.

Along Thorncliff Place 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. Concrete paving is proposed on both sides of the parking area to link the various spaces such as the waste room, hydro room and secondary building entrance to the public sidewalk.

The rear yard will be completely sod and shrubs and plants will be provided along the building to help soften the brick cladding. Along the interior side yard facing the South, the ground will be sod except for the unit terraces. A 1.8m privacy fence is also proposed along the South end of the property to help create a visual separation with the existing commercial building.

8. Sustainability

The proposed development contributes to the achievement of City of Ottawa sustainability objectives through site and building design. With a total of 51 residential units on a relatively small lot, the proposed density of the development aids in the creation or a more compact urban form which follows the area's intensification orientation. Through various types of units ranging from small 1 bedroom to 2 bedrooms, the project can respond to a greater variety of residents and help increase housing accessibility.

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, 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.

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.
- Resident parking is provided via a 2-floor underground parking garage which provides a 0.96 space per unit ratio.
- bicycle parking spaces exceed the zoning minimum which helps to promote active transportation and less dependance 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:
- Energy efficient fixtures.
- Exterior lighting which will be designed to reduce light pollution to a minimum.

Materials and Resources
- The building envelope will consist of rain-screen masonry, and fiber cement panels that require little to no maintenance as well as punched windows allowing for higher overall energy efficiency which will ensure comfort and overall energy model performance.
- Construction will favor locally sourced, durable, sustainable, and recycled materials.
- Construction and demolition waste will be reduced and recycled during design, construction, operation, and end of life.
- 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.