

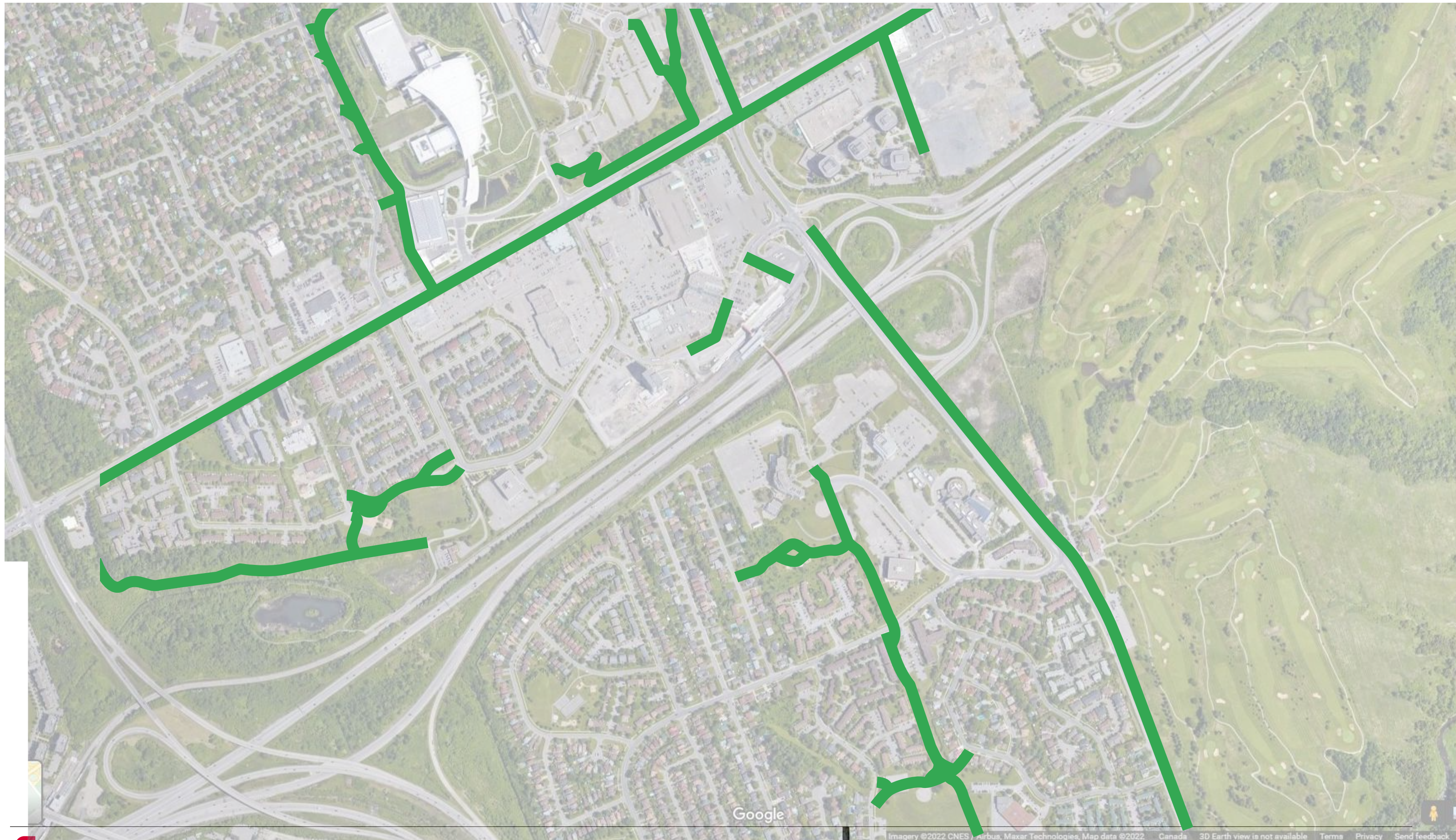
figur architects
collective

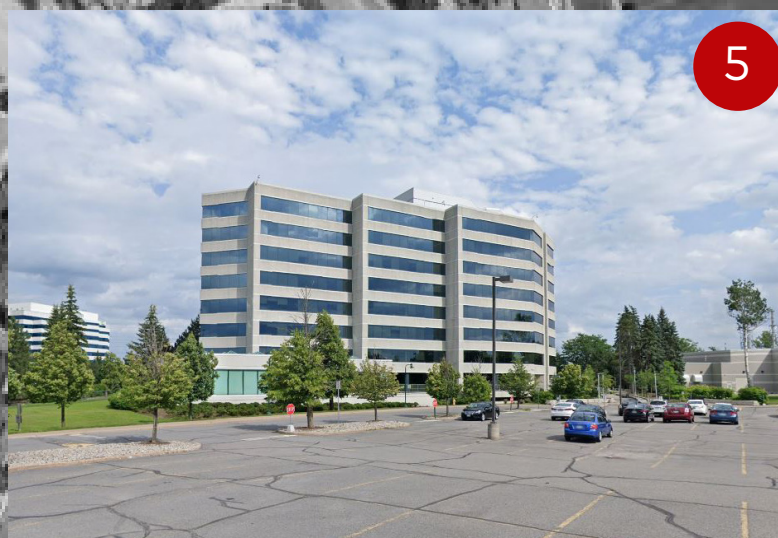


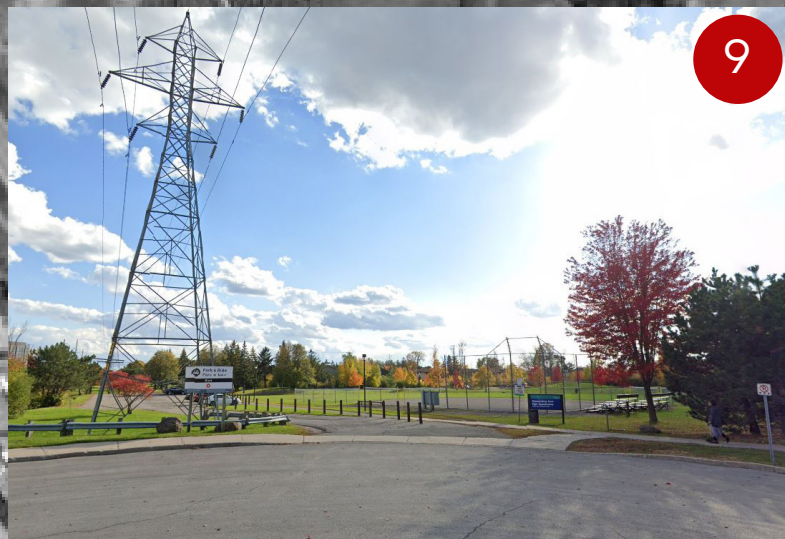
FORMAL CONSULTATION

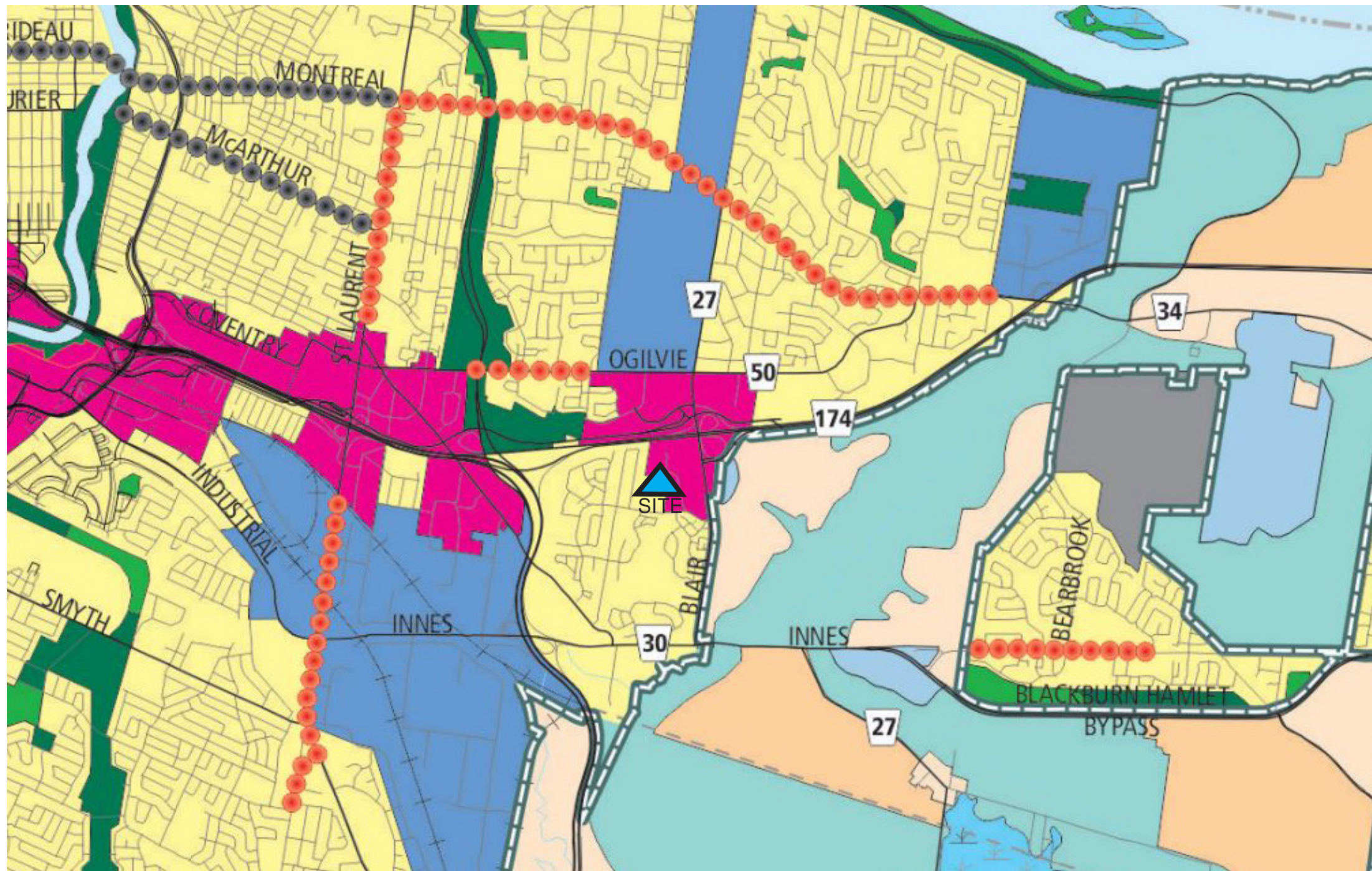
1600 JAMES NAISMITH DRIVE

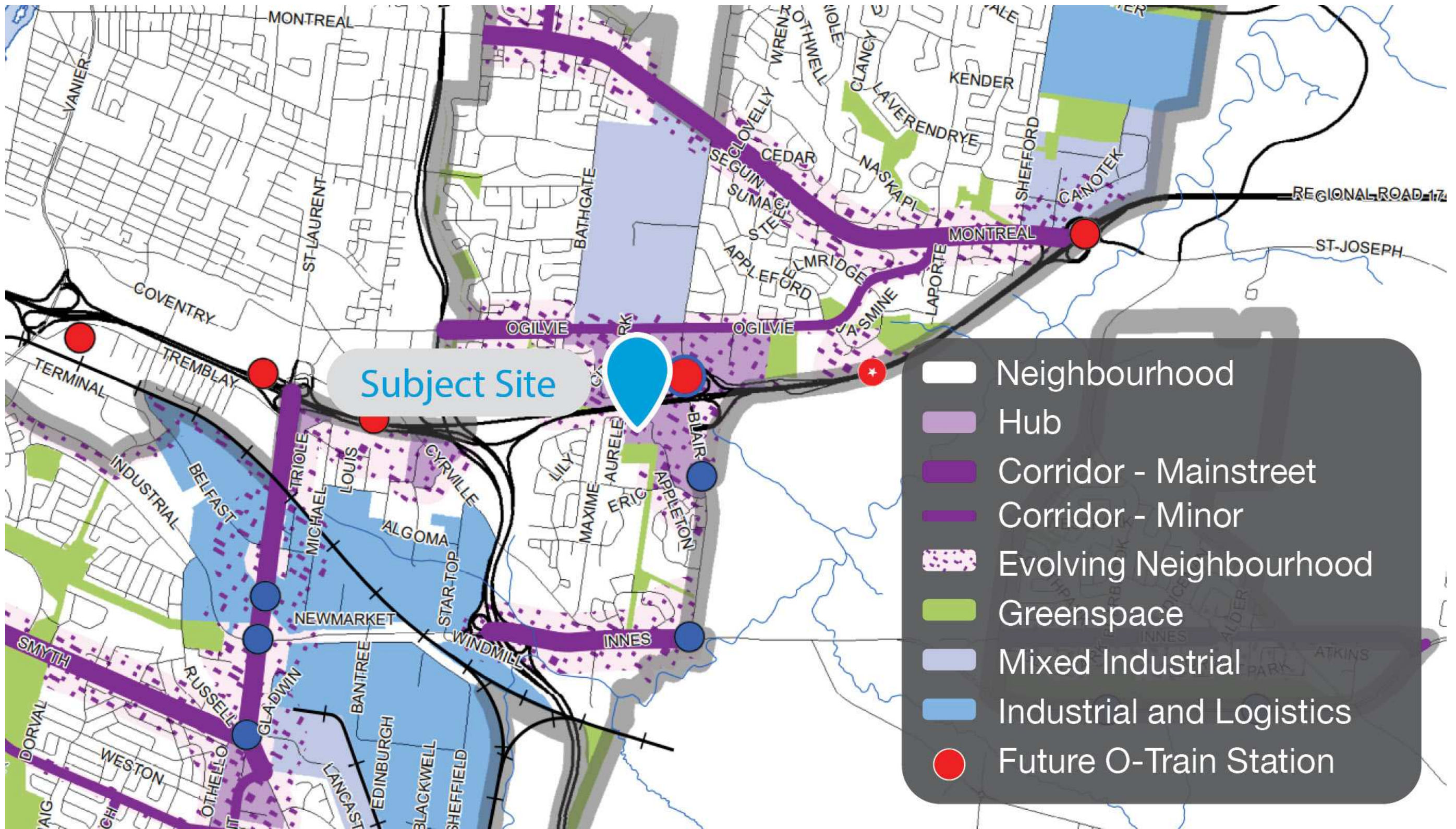


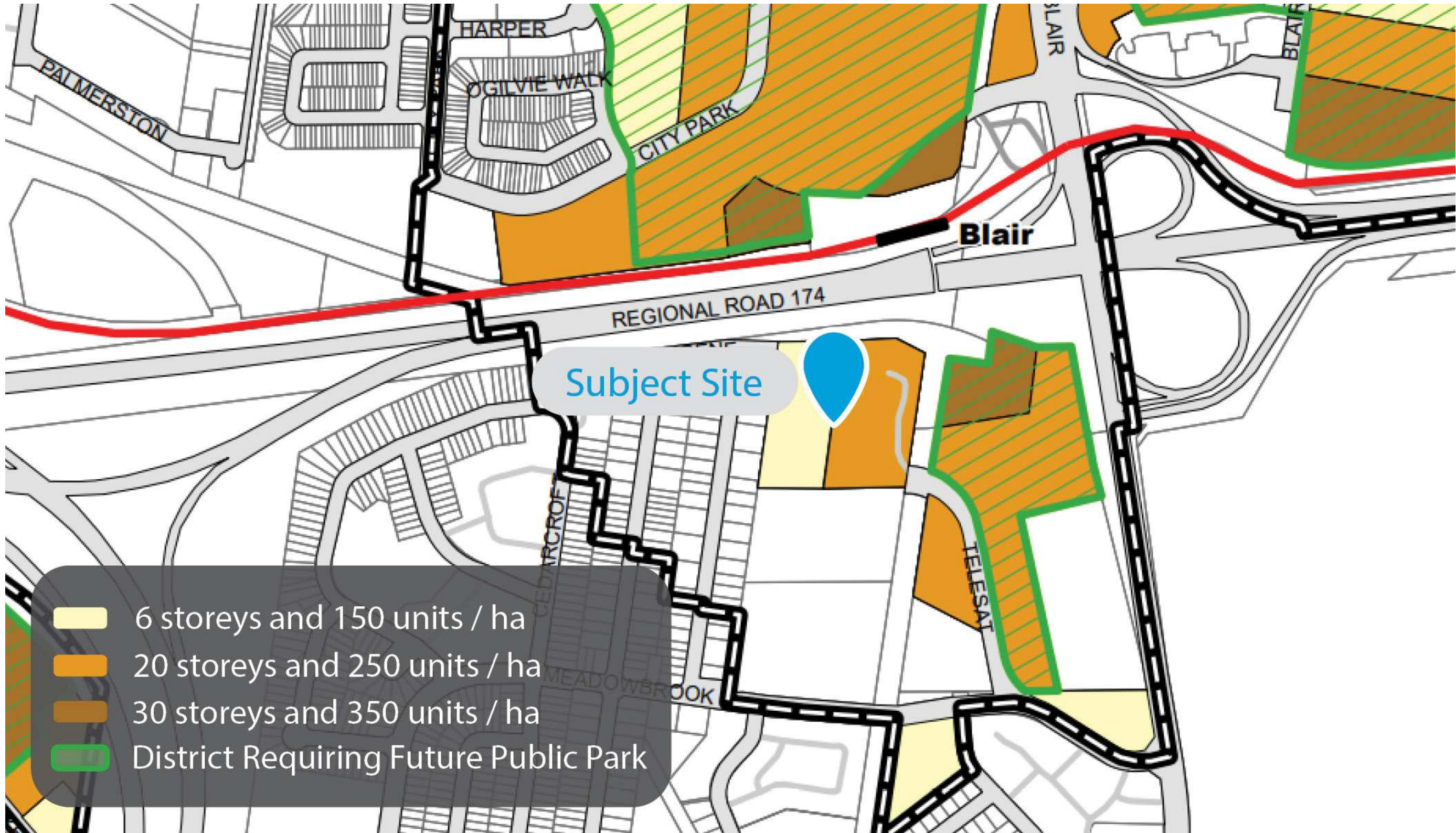


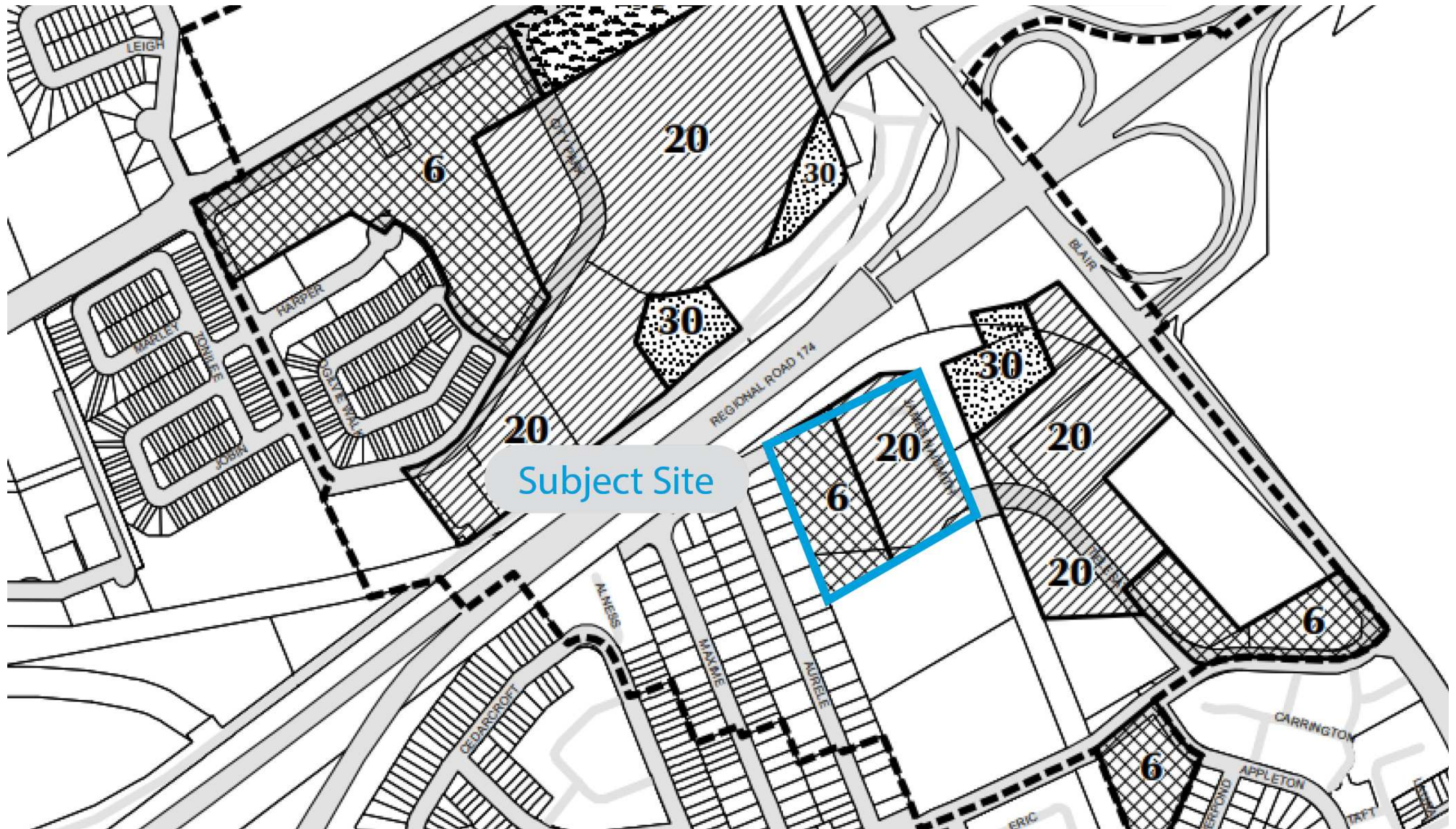


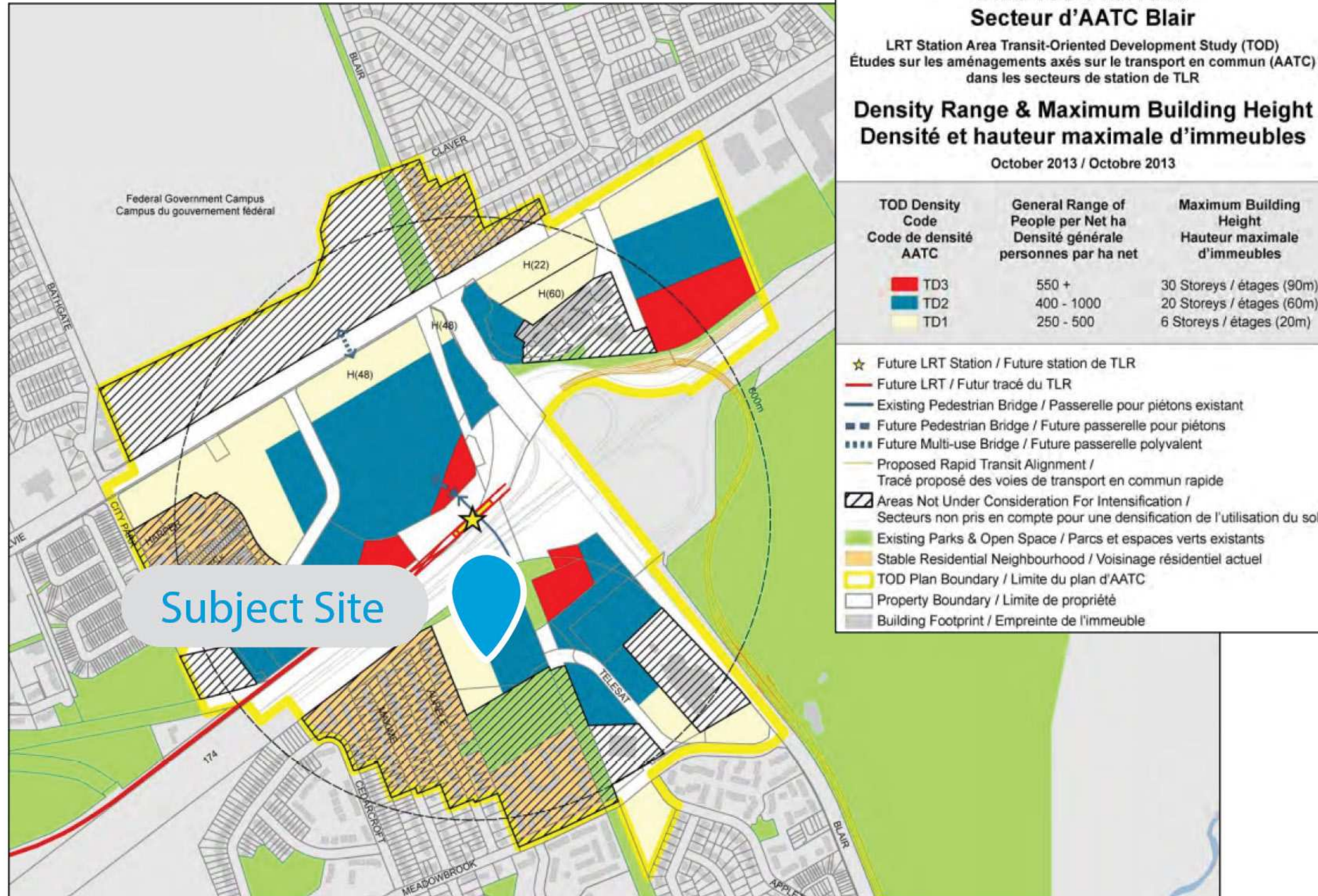


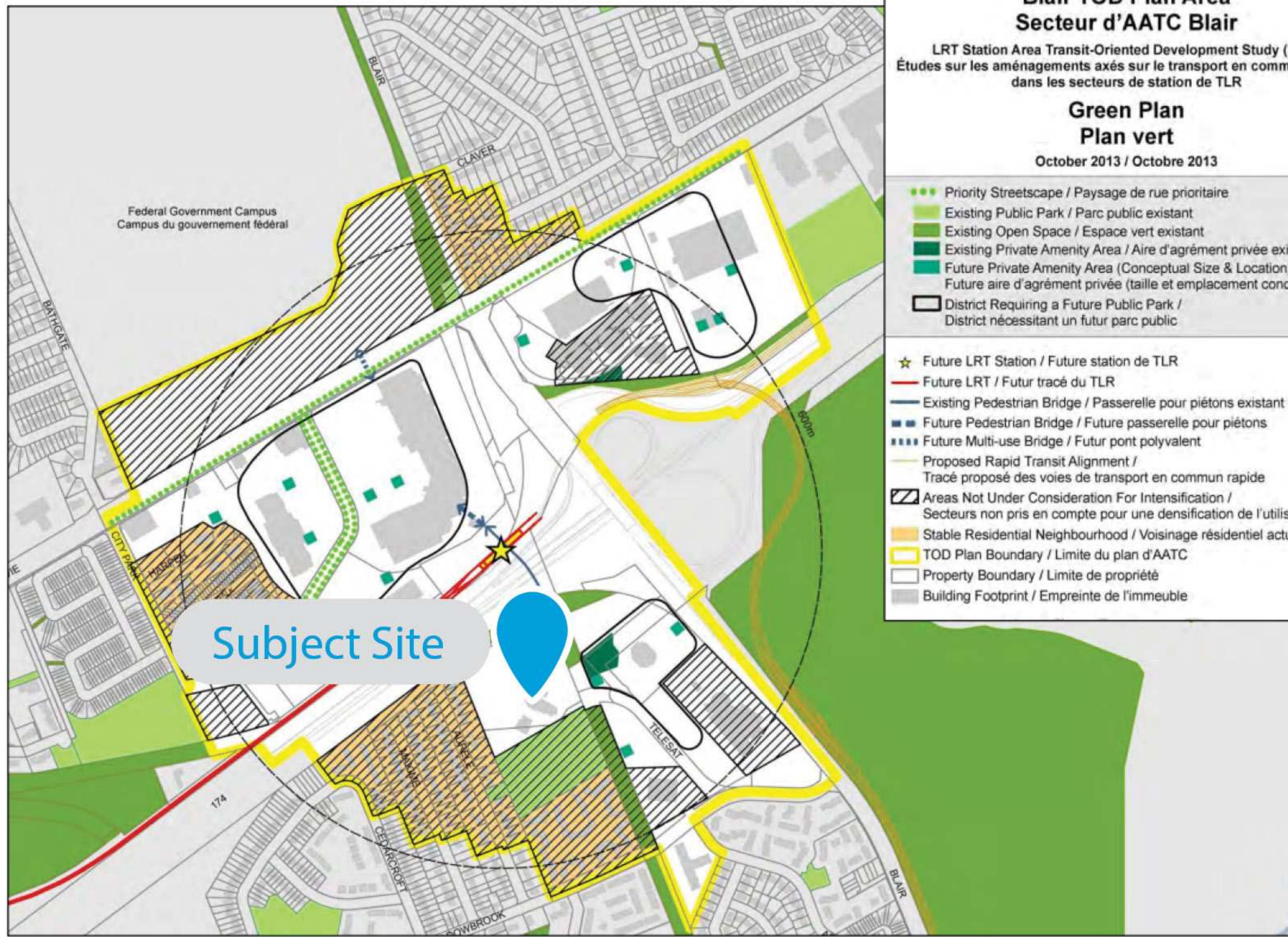












Blair TOD Plan Area
Secteur d'AATC Blair

LRT Station Area Transit-Oriented Development Study (TOD)
 Études sur les aménagements axés sur le transport en commun (AATC)
 dans les secteurs de station de TLR

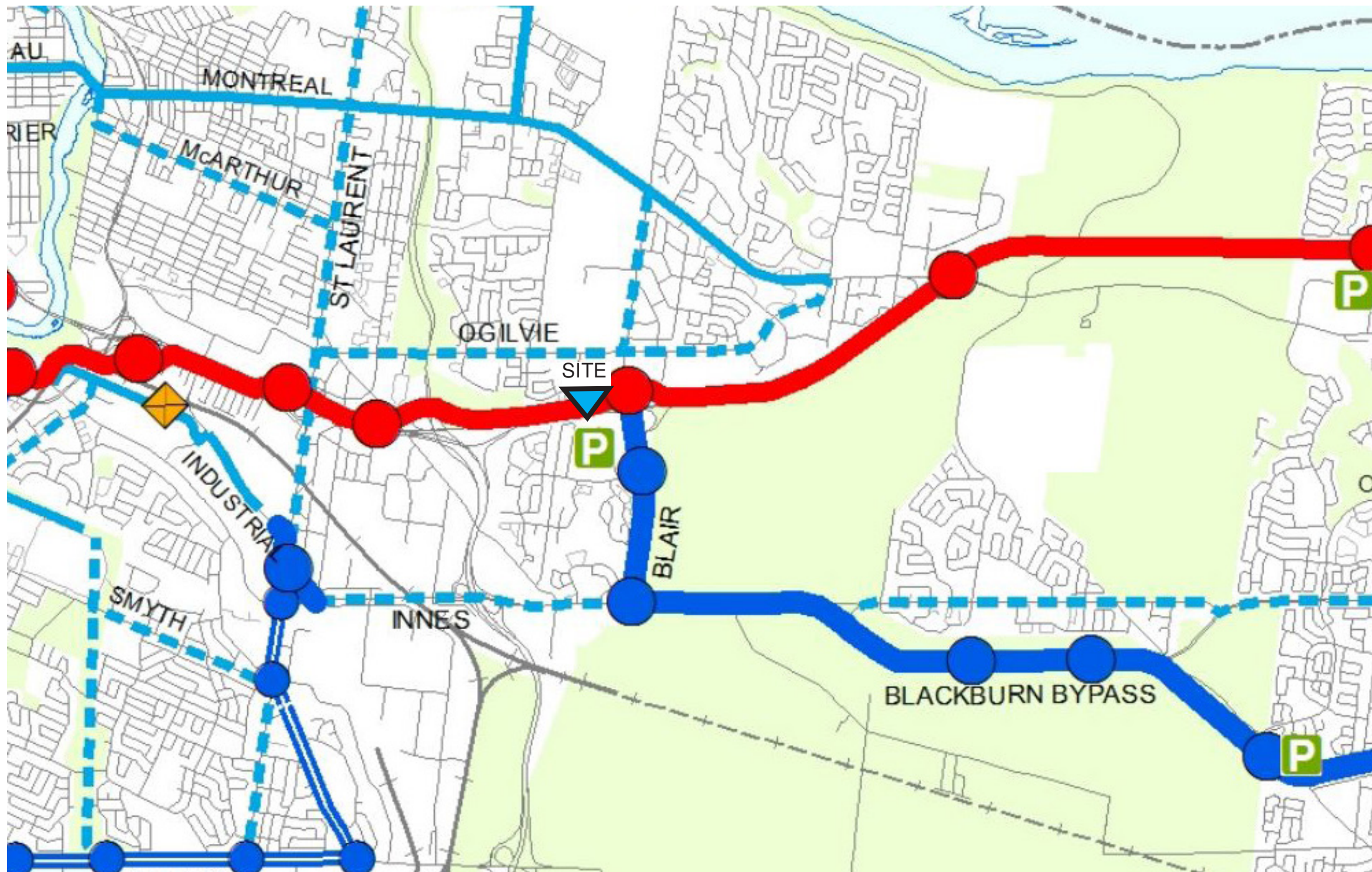
Green Plan
Plan vert

October 2013 / Octobre 2013

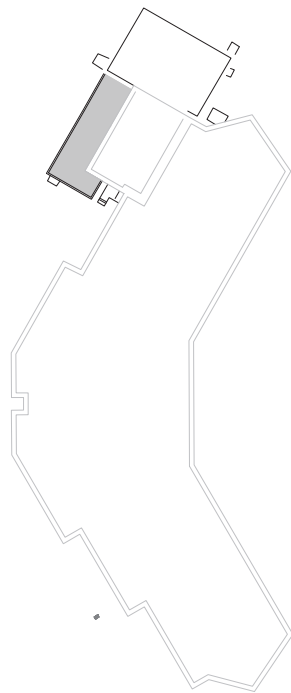
- Priority Streetscape / Paysage de rue prioritaire
- Existing Public Park / Parc public existant
- Existing Open Space / Espace vert existant
- Existing Private Amenity Area / Aire d'agrément privée existante
- Future Private Amenity Area (Conceptual Size & Location) / Future aire d'agrément privée (taille et emplacement conceptuels)
- District Requiring a Future Public Park / District nécessitant un futur parc public

- ★ Future LRT Station / Future station de TLR
- Future LRT / Futur tracé du TLR
- Existing Pedestrian Bridge / Passerelle pour piétons existant
- Future Pedestrian Bridge / Future passerelle pour piétons
- Future Multi-use Bridge / Futur pont polyvalent
- Proposed Rapid Transit Alignment / Tracé proposé des voies de transport en commun rapide
- ▨ Areas Not Under Consideration For Intensification / Secteurs non pris en compte pour une densification de l'utilisation du sol
- Stable Residential Neighbourhood / Voisinage résidentiel actuel
- TOD Plan Boundary / Limite du plan d'AATC
- Property Boundary / Limite de propriété
- Building Footprint / Empreinte de l'immeuble

Subject Site



- | | | |
|--|--|------------------------------------|
| RAPID TRANSIT | | |
| Light Rail Transit (LRT) - Grade Separated Crossings | | |
| Light Rail Transit (LRT) - At-Grade Crossings | | |
| Bus Rapid Transit (BRT) - Grade Separated Crossings | | |
| Bus Rapid Transit (BRT) - At-Grade Crossings | | |
| TRANSIT PRIORITY | | |
| Transit Priority Corridor (Continuous Lanes) | | |
| Transit Priority Corridor (Isolated Measures) | | |
| | | Park and Ride |
| | | Transit Station - rail |
| | | Transit Station - bus |
| | | Conceptual Future Transit Corridor |
| | | Inter-regional Stations |
| | | Potential Rail Yard |
| | | Gatineau Rapibus |

















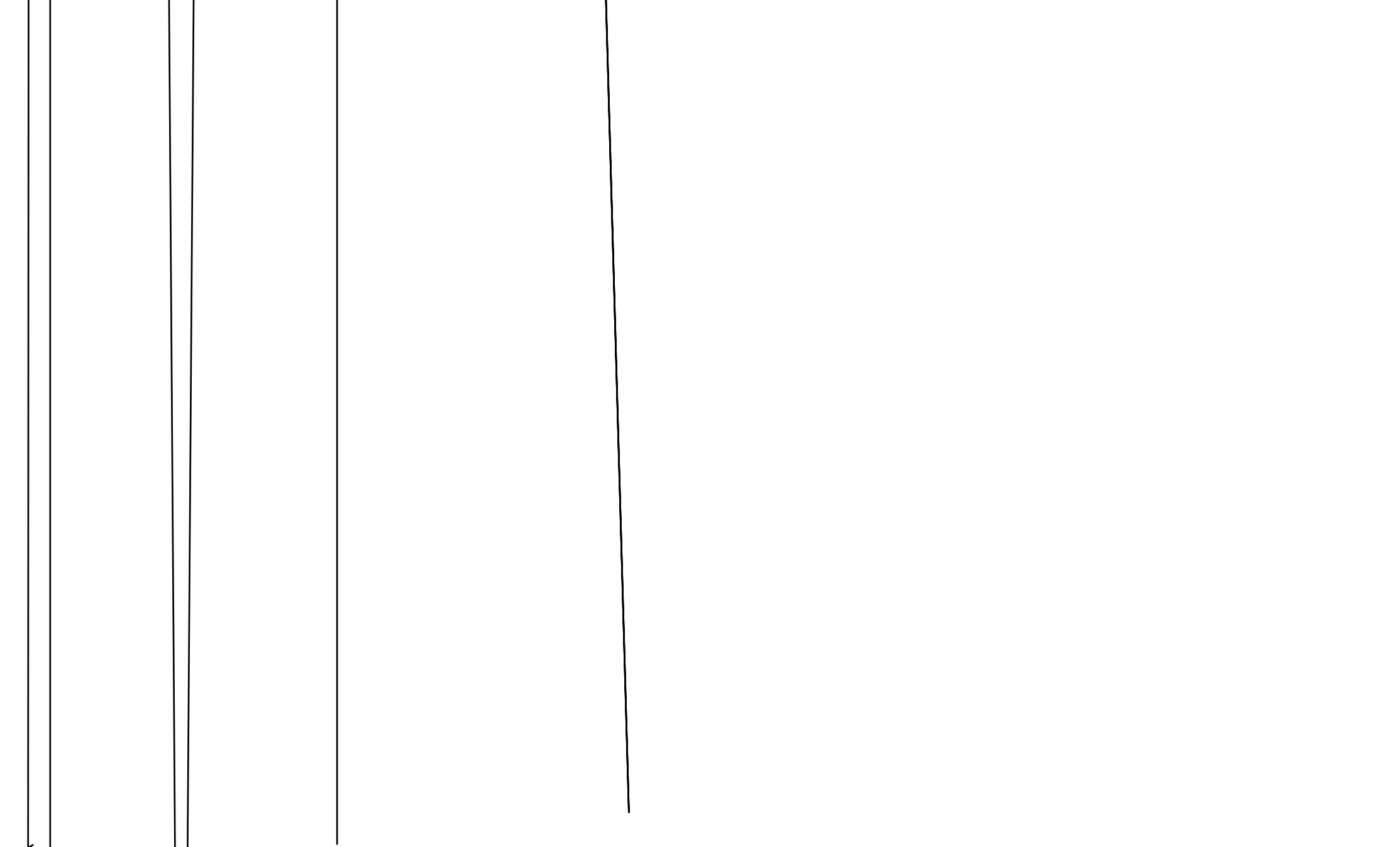






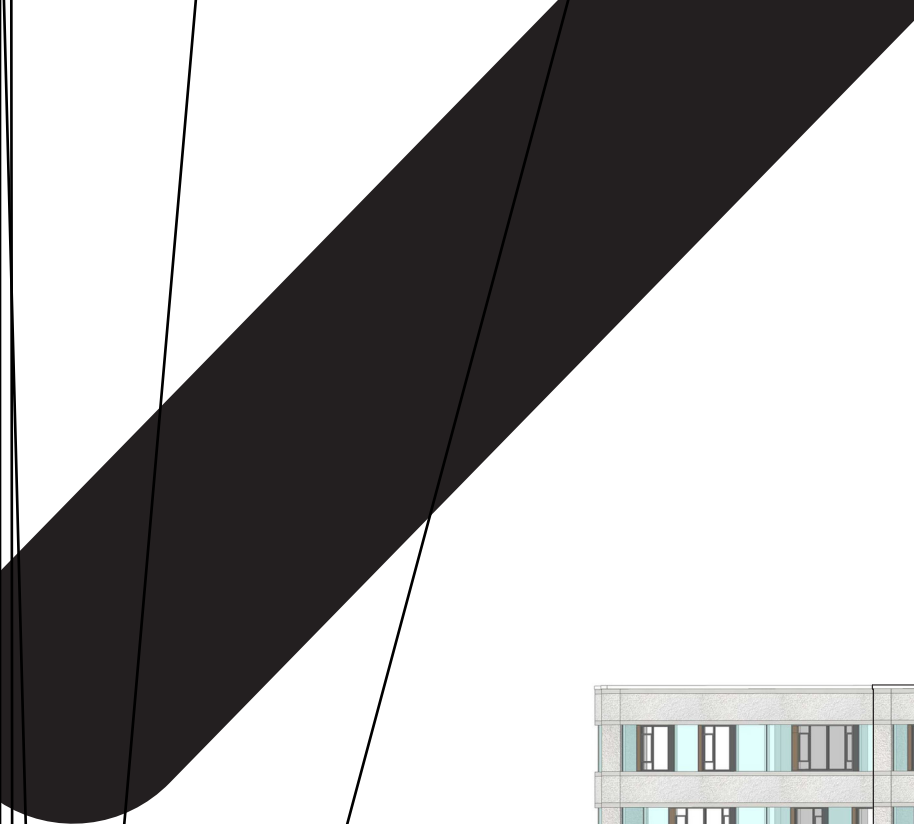
Basement Floor Plan





Level 2-6 Floor Plan







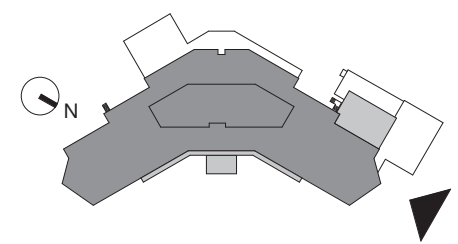
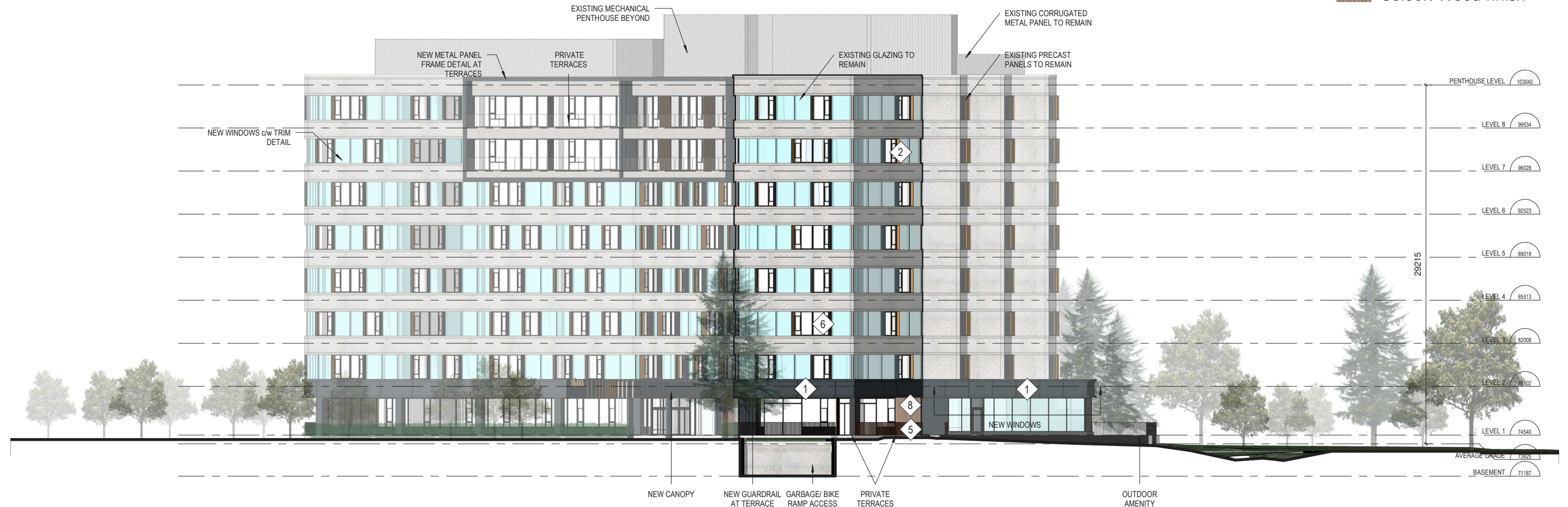


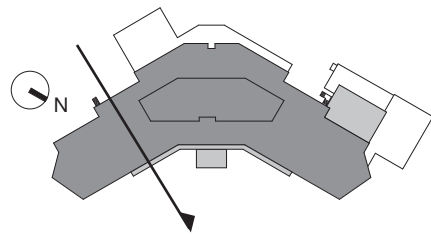
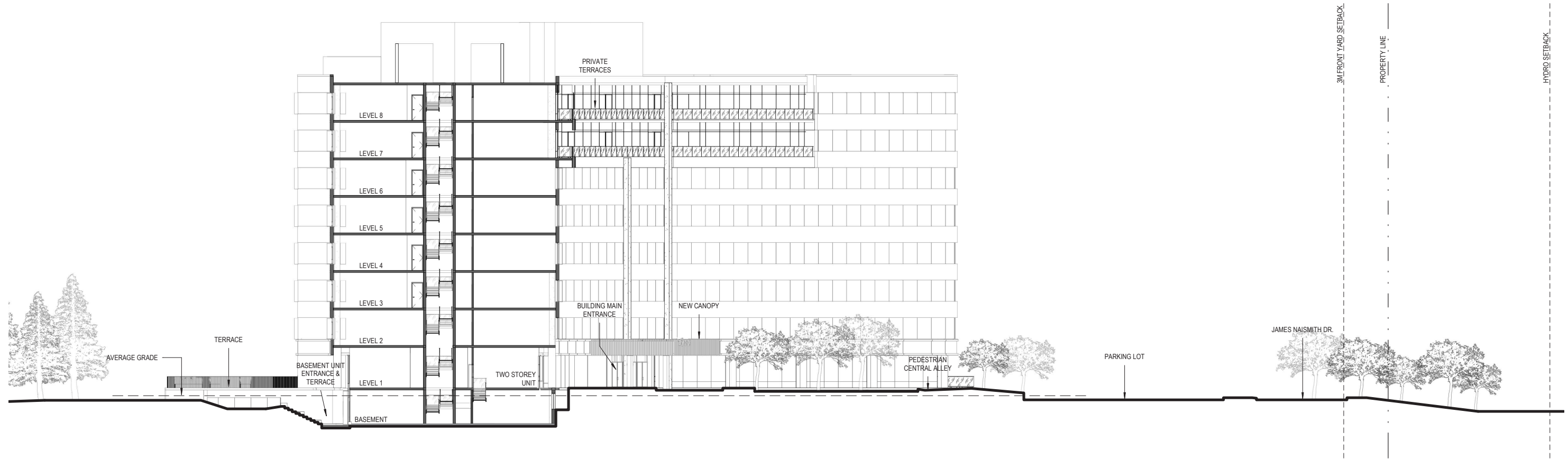






- Panel
Colour: Charcoal
- Panel
Colour: Light Grey
- Panel
Colour: Copper
- Panel and slats
Colour: Black and copper
- Panel and Slats
Colour: Wood finish





Sustainability Statement

Sustainability is a priority for this project. The adaptive re-use through a building's conversion has the possibility to produce less greenhouse gasses, and the diversion of waste due to the amount of new materials and products will be significantly lower than what is required for new construction. One of the goals for this project is to keep, reuse and enhance as much as possible the elements that are already offered by the existing building and site. Other aspects that will be considered will be bird safe glazing when the existing glass is to be replaced.

Design Brief:

The property located at 1600 James Naismith Drive is situated at the southwest corner of the Blair Road and the Queensway offramp. The site includes an 8-storey suburban office building, a generator support building, and a small security guard house. The full development of this site will take place over 3 phases. Phase 1 of this redevelopment includes the conversion of the existing office building (circa 1988) into a multi-residential rental apartment building. The generator building and the guard house are planned to be demolished within the present phase. The office building is eight stories in height with a single basement level and supporting mechanical penthouse. The building is "v-shape" with two wings that intersect a central core. Once renovated, the converted residential building will include 218 apartment units distributed from the basement level to the 8th floor. Units range from 389 sq.ft. to 1407 sq.ft with unit types varying from studio to 3-bedrooms.

Another main aspect of this project was to transform the existing suburban office building aesthetic - that includes suspended precast concrete panels and highly mirrored horizontal strip curtainwall - into a new visual residential expression. Another strategy included in the proposal is the inclusion of 8 basement units with direct access to the exterior grounds. Some excavation will be required to provide additional entry and terrace space for these units (See Landscape and Civil Plans). Individual entrances will be made of a solid-colored box frames to put the emphasize on this new residential typology and the direct connection with the exterior. These volumes will be completed by large window glazing to allow as much light as possible to enter the living spaces. Private exterior terraces at grade will also be provided to basement tenants. As per the plans, new landscaping that includes sloped armoured stone retaining walls and steps have been designed to help create these private unit spaces. Amenity spaces, such as a fitness center, cinema, golf simulator, kids' playground and dog area will be provided for tenants to enjoy and are located in the basement. Some of these spaces will have access to ample sunlight due to the existing large basement glazing part of the original building design. Two interior bike rooms, accessible by a new bike ramp, will also be available for a total of 108 spaces at this level.

The existing front surface parking lot area will be reshaped and enlarged to provide a total of 128 parking spaces. This area will be fully dedicated to Phase 1 of the over all development. An additional 108 parking spaces, including 16 for visitors, are also provided to the north and west side of the building. As future phases come into development, those spaces will be, relocated to accommodate future phase site designs.

A new large pedestrian walkway (2.4m wide) is proposed to cross the front parking area starting from the main entrance building to access the eastern parts of the site. This walkway will connect a re-aligned James Naismith roadway and sidewalk which will provide direct access to future phases and to the LRT path and pedestrian bridge. Exterior bike parking spaces, mostly for visitors, will also be provided along this new landscaped path.

This conversion project will also replace the suburban office building entrance canopy for a simpler modern residential entry overhang. This new key element will include a charcoal metal reclad gesture planned for the lower floor facades of the building. The adding of this new ground floor design aesthetic creates a more human scale to the exterior design. The canopy soffit will be clad in a warm "oak wood look" siding; again, to humanize the entrance experience.

Along this main entrance building facade, bi-level units are proposed to occupy the south wing and one-storey units to the north. Private terraces will be provided at both wing ends, and a new pedestrian connection will be added to reach the north parking area. At the north-west building corner, the larger portion of the existing solarium extension (dated 2005) will be maintained and renovated to create a multi-purpose amenity room; complemented with an outdoor terrace and BBQ space. On the same facade, some generous private terraces will be provided on the existing building ground floor extensions. All the building exterior spaces, public or private, will have access to the significant existing vegetation already part of the existing landscape design. Some areas will be enhanced with new greenery and privacy screens for units. The entire site's walkways will to be optimized and will include additional lighting to allow the tenants to enjoy the site at all periods of the day.

The design new design strategy is to keep almost all the existing precast concrete panels. In some areas of the 2 lower floors the existing "mirrored" curtainwall is to be replaced by new clear glass to create a better connection with the site's surrounding landscape and entrances. Operable windows will be integrated for additional occupant's comfort. On the building upper floors (2 to 8) the project will preserve most of the existing reflective glass curtain wall with some panels being removed to allow the inclusion of new operable window interventions. These new windows will be framed with a black exterior shadow box. The inside of the shadow box will be clad in an orange copper colour and creating a visual interest to the highly reflective existing facade. This intervention on the facades is a key element to the new residential building identity. It adds a touch of warmth, human scale, and a contemporary aesthetic to the existing suburban office building style. On the east side of the building, the 7th and 8th have an existing cantilevered glazed section that will be replaced with new exterior balconies for those specific apartment units. This building extension will be enhanced by the addition of a black metal frame to support the residential look of the building's new aesthetic.