

# DESIGN BRIEF

## 357-361-363 PRESTON STREET, OTTAWA



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Prepared by:  
Woodman Architect & Associates Ltd.  
In collaboration with **Novatech Engineering Consultants**

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Woodman Architect & Associates Ltd.

Robert J. Woodman OAA OAAQ NSAA MRAIC

## 1.0 PROJECT DESCRIPTION

### Introduction and Background to the Project

The purpose of this design brief is to support the site plan control application being submitted for a proposed six-story mixed-use residential/commercial development to be constructed at 357-361-363 Preston Street, Ottawa, ON. The design brief illustrates and explains how the proposed development is designed to conform to its existing and planned context, improve its surroundings and supports the overall goals of the Official Plan and relevant secondary plans.

Located in Little Italy in Centertown West, the block is bounded by Preston Street, Beech Street and Aberdeen Street. The Site has a total land area of 841 square meters. The south side of the subject property is currently occupied by a one-story house and a two-story house that will both be demolished . The property is a corner lot with frontage on Preston St.

The neighborhood is a focal point for intensification within the Ottawa's Urban Area. The proposed development will provide increased density and a mix of uses that will better serve residents and support surrounding activities. The Property is located within 600 meters of the Queensway, Dow's Lake, The Dow's Lake LRT Station and the future Corsa Italia LRT Station.

Ottawa is one of the most educated City in the Country as over 50% of the population has graduated with a post-secondary education. Ottawa's economy is dominated by the Public Services as part of the Government of Canada. Also, Ottawa has developed as a major technology hub.

As the Capital of the Country, Ottawa has been the center for culture and tourism with independently run boutiques, shops and galleries complete with high-end restaurants, casual dining, pubs, bars, clubs and outside patios.

The O-Train Trillium Line is located within 600 meters.

## 1.0 Introduction & Background to the Project (Continued)

357-361-363 Preston Street is a property with an Approved Residential Development status adjacent to the Preston Square shopping center. The property is a rectangular lot. On the East side there is an approved residential project composed of 3 buildings that are proposed to be 9, 15 and 26 story.

The proposed development will consist of six-story mixed-use building with a gross floor area of 4190 square meters. The proposed building will consist of 45 residential units and 2 commercial units.

Section 4.6 of the 2021 Official Plan sets out direction for urban design throughout the City. This Design Brief draws from the policies of the relevant sections of the 2021 Official Plan as well as the Design Brief Terms of Reference.

The Subject Property is designated Hub within the Downtown Core Transect of the City of Ottawa Official Plan (2021). It is also subject to the Main Street Corridor designation within the 2021 Official Plan, as it abuts the Preston Main Street Corridor. The Evolving Neighborhoods Overlay also applies to the Subject Property. The Subject Property is designated Corridor – Mainstreet in the Dow's Lake Station District of the West Downtown Core Secondary Plan. The Subject Property is zoned Traditional Mainstreet, Exception 78 (TM[78]) within the City of Ottawa's Zoning By-law 2008-250.



## 1.1 Project Statistics

### 1.1.1 Zoning and Project Information

<b>ZONING INFORMATION:</b>		
TM (78) MATURE NEIGHBOURHOOD OVERLAY		
<b>45 UNIT MIXED USE BUILDING</b>		
LOT COVERAGE: $64 \text{ sq m} / 841 \text{ sqm} = 76.81\%$		
6		
<b>PROJECT INFORMATION</b>		
<b>MIN. ZONING STANDARD</b>	<b>REQUIRED</b>	<b>PROVIDED</b>
LOT AREA	N/A	841.00 Sq.m
LOT WIDTH	N/A	29.90 m
MAX BUILDING HEIGHT	20m not more than 6 storeys	19.60 m
FRONT YARD	Max. 2m	3.45m
INTERIOR SIDE YARD SETBACKS	Max. 3m between a nonresidential use building or a mixed-use building and another non-residential use building or mixed-use building	0.00 m
	Min. = No Minimum	
MINIMUM CORNER SIDE YARD SETBACK	3 m, except for any part of a building above 15 metres for which an additional 2 metre setback must be provided	3m below 15m 5m above 15m
MINIMUM REAR YARD	No Minimum	0.00m

### 1.1.2 Gross Building Area

LEVEL	AREA	
BASEMENT	744	sq.m.
1	610	sq.m.
2	605	sq.m.
3	605	sq.m.
4	568	sq.m.
5	529	sq.m.
6	529	sq.m.
<b>TOTAL BUILDING AREA</b>	<b>4,190</b>	sq.m.

### 1.1.3 Breakdown of Units

	STUDIO	1 BEDROOM	1 BEDROOM BARRIER FREE	2 BEDROOM BARRIER FREE	TOTAL
SECOND FLOOR	1	6	1	1	9
THIRD FLOOR	1	6	1	1	9
FOURTH FLOOR	3	4	1	1	9
FIFTH FLOOR	4	4	1		9
SIXTH FLOOR	4	4	1		9
<b>TOTAL</b>	<b>13</b>	<b>24</b>	<b>5</b>	<b>3</b>	<b>45</b>
<b>%</b>	<b>28.88%</b>	<b>53.33%</b>	<b>11.12%</b>	<b>6.67%</b>	

### 1.1.4 Parking

BICYCLE PARKING				
MIN. ZONING STANDARD	REQUIRED		PROVIDED	
.5/DWELLING	22.50	un	35.00	un
.5/250sqm for 355.88sqm RETAIL SPACE	2.00	un		

CAR PARKING SPACES (AREA "Z")				
MIN. ZONING STANDARD	REQUIRED		PROVIDED	
NO PARKING REQUIRED	0.00	un	9	un
VISITOR PARKING REQUIRED 0.1 /UNIT AFTER THE FIRST 12 UNITS	3.30	un		

### 1.1.5 Amenity Area

AMENITY AREA		
MIN. ZONING STANDARD	REQUIRED	PROVIDED
6 sq m PER UNIT	270sq.m	
ROOFTOP		135.50 sq.m
BALCONIES		137.15 sq.m
<b>TOTAL AMENITY PROVIDED</b>		<b>272.65 sq.m</b>

## 2.0 DESIGN OBJECTIVE

The proposed development is primarily targeted to attract young professionals seeking a more urban setting that is within walking distance to several amenities and is supported by transit infrastructure.

All the proposed development units are purpose-built rentals and will come fully furnished, complete with a fully equipped diverse amenity component created to encourage interactive uses and support active and healthy lifestyles.





## 3.0 DESCRIPTION OF THE DESIGN

### 3.1 Site Orientation, Landscaping, and Parking

The Site is slightly rectangular having frontage on Preston Street on its West boundary and Aberdeen Street on the North edge. The design proposal is a six-story mixed use building. The ground occupied by commercial uses that will be accessed from Preston Street. Although limited in area, landscaping will form an integral component of the design. It will include dense vegetation barriers around the perimeter of the building will have planters on level four and some dense vegetation on the penthouse level amenity area. The basement level has been laid out to have a parking area for 9 cars and 35 bikes.

The upper floor residential units and basement parking is accessed from Aberdeen Street, designed in response with the requirements of the traditional main street Urban Design Guidelines. The building will comprise of forty-five dwelling units with two retail establishments located on the ground floor.

### 3.2 Design Guidelines and Considerations

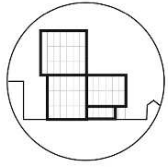
The building will be clad in high quality and durable materials. The idea is to align our proposal with the façade of the adjacent future development on Preston. The building edges interacting with Preston and Aberdeen are intended to provide an interesting animation along the wider sidewalks enhancing the overall experience of the pedestrians.

The approach of sculpting out rectangular chunks of void to make room for windows and balconies adds a sense of visual interest as the soft edges of planters and roof top vegetation make a dialogue with the hard edges of the built mass, creating an attractive public and semi-public environment. An extensive attention is given to the architectural details and rhythm of the same scale buildings along the street. Large windows at grade provide a view of an active pedestrianized sidewalk. This provides a sense of dynamics within the commercial spaces which helps them look livelier.

The step-back at the upper levels is done to provide a friendlier human scale. The residential entrance of the building is placed on the "Quieter Street" and the commercial one is provided off the busier street. This reduces any potential conflicts between the commercial and residential uses and make accessing the residential units easier and move comfortable for residents and visitors. The architectural detailing of the façade wraps around the building creating a sense of continuity and eye movement.

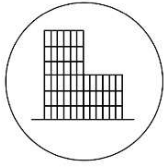
## 4.0 DESIGN CONCEPT

A Design Process That Is Based On Scale  
And Sensibility To Its Surroundings



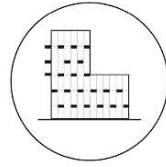
### Scale and context

Façade blockage,  
in harmony with  
contextual built  
proportions



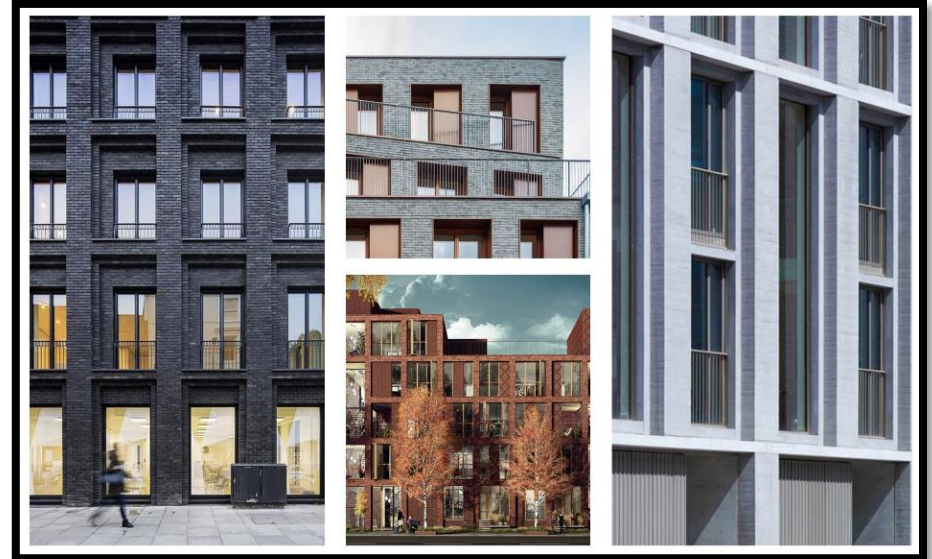
### Façade Grid

Uniform  
modularity  
enhancing the 2  
storey unit grid



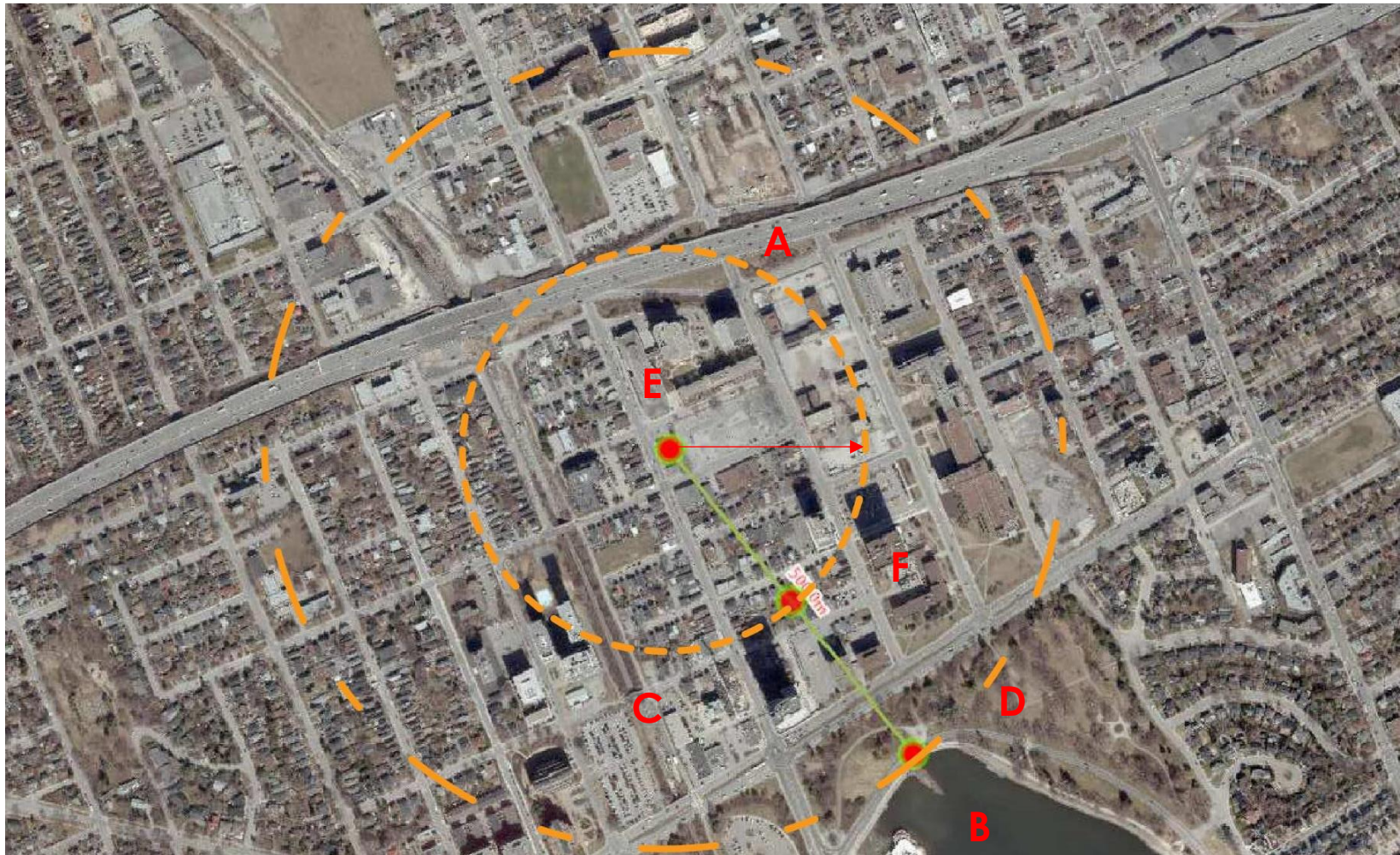
### Balcony Strategy

Balcony pattern –  
making. The  
Façade acting as a  
mural for the  
neighbourhood.





## 5.1 Project Location & Surroundings



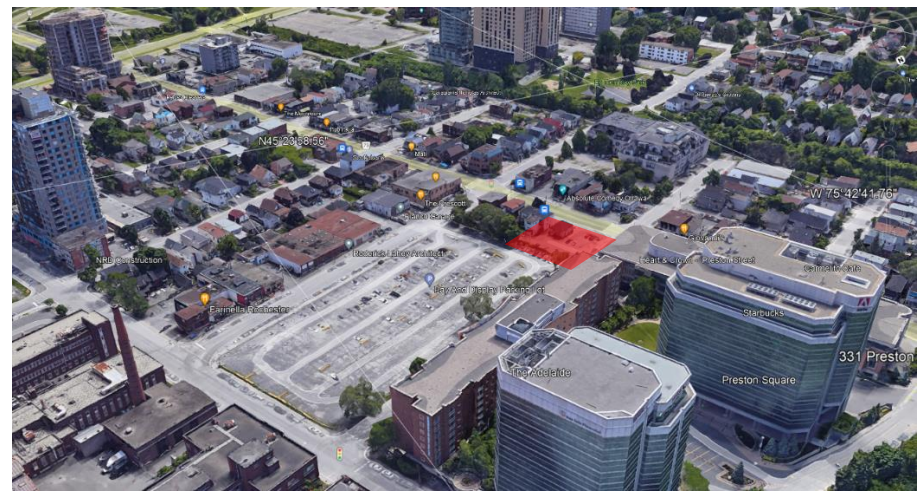
**Context Legend**

- |          |                         |          |                          |
|----------|-------------------------|----------|--------------------------|
| <b>A</b> | Queens Way              | <b>E</b> | Preston Square           |
| <b>B</b> | Dow's Lake              | <b>F</b> | Natural Resources Canada |
| <b>C</b> | Carling Train Station   |          |                          |
| <b>D</b> | Canadian Tulip Festival |          |                          |



## 5.2 VISUAL ANALYSIS OF THE SITE

Arial View Of The Site & Surrounding Area

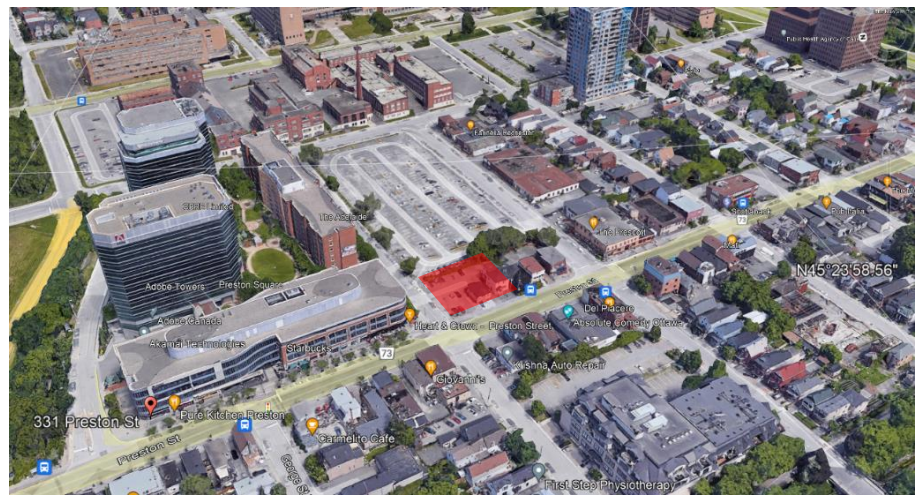


1 Viewpoint From Aberdeen Street





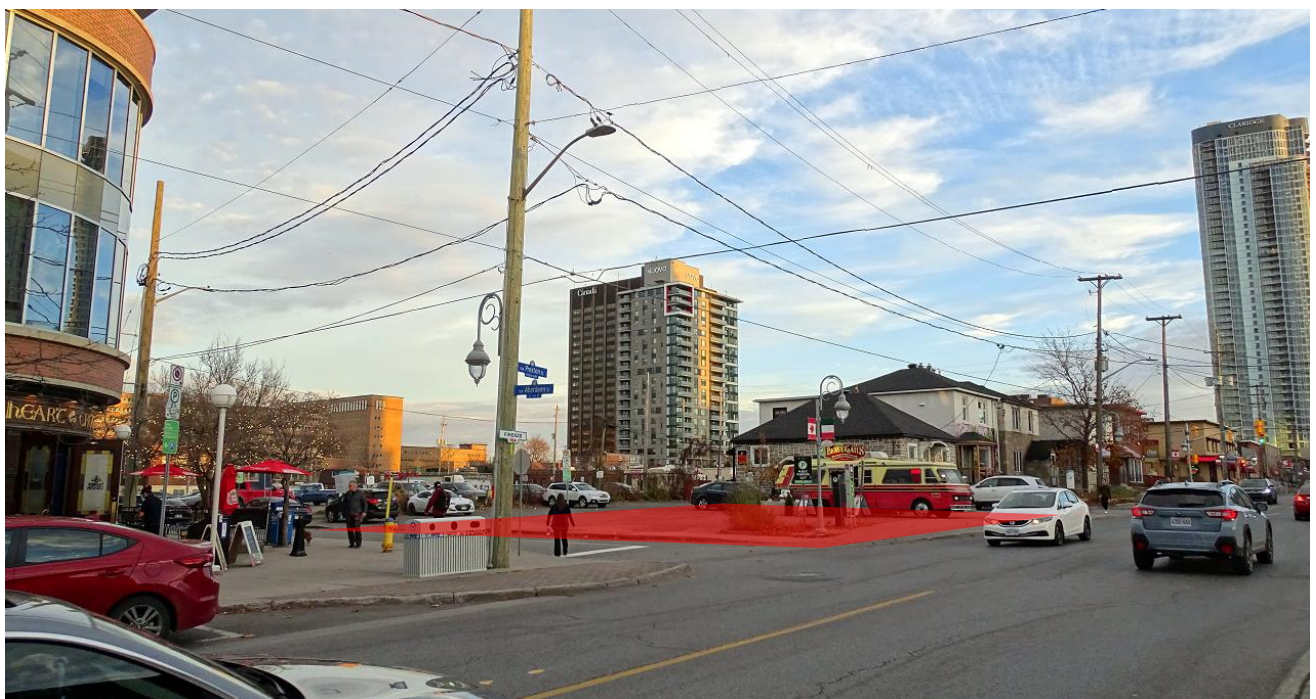
## 5.2 VISUAL ANALYSIS OF THE SITE



**Arial View Of The Site & Surrounding Area**



**2 Viewpoint From Preston & Aberdeen Street**





## 5.2 VISUAL ANALYSIS OF THE SITE



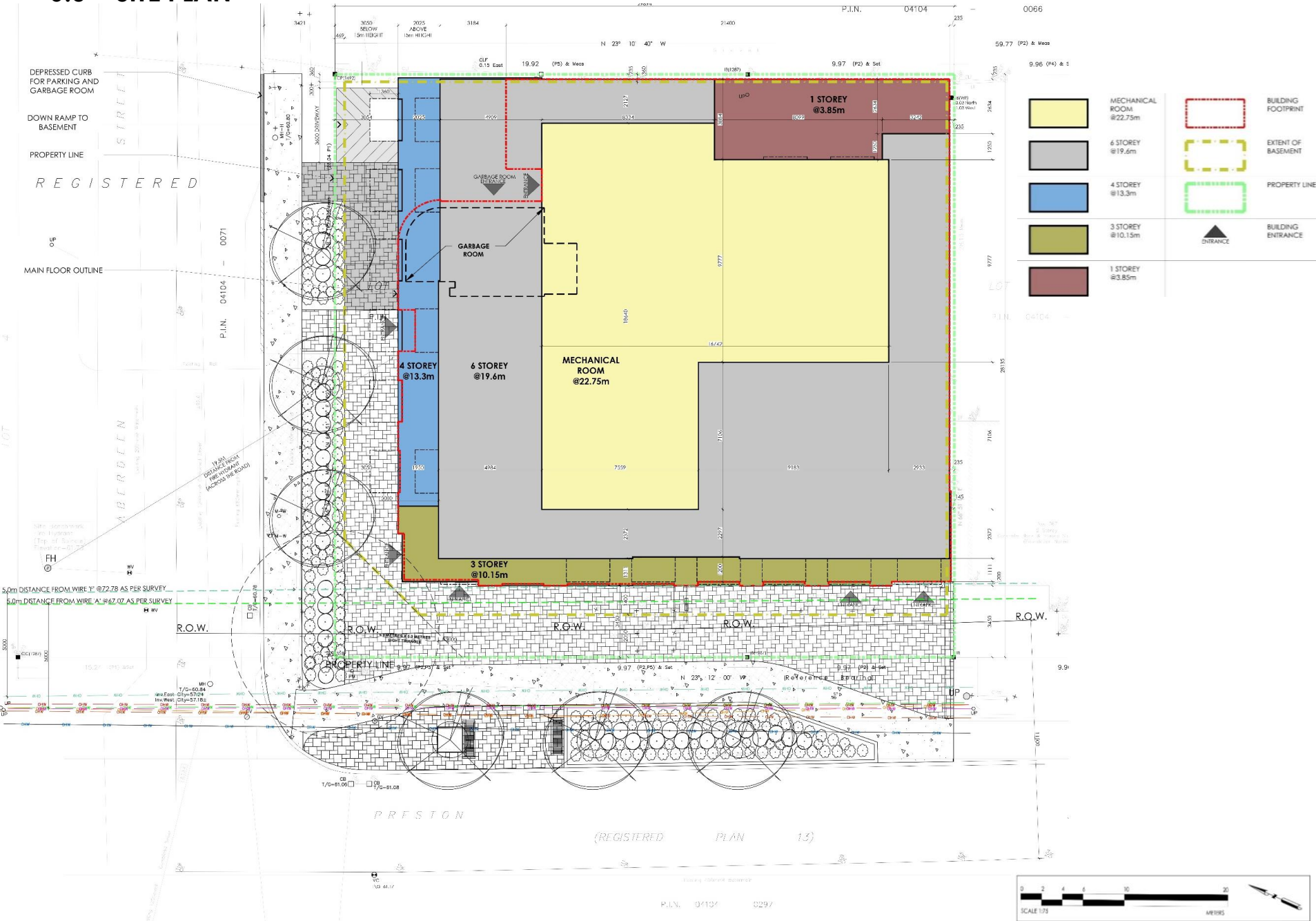
Arial View Of The Site & Surrounding Area



3 Viewpoint From Preston Street



# 6.0 SITE PLAN



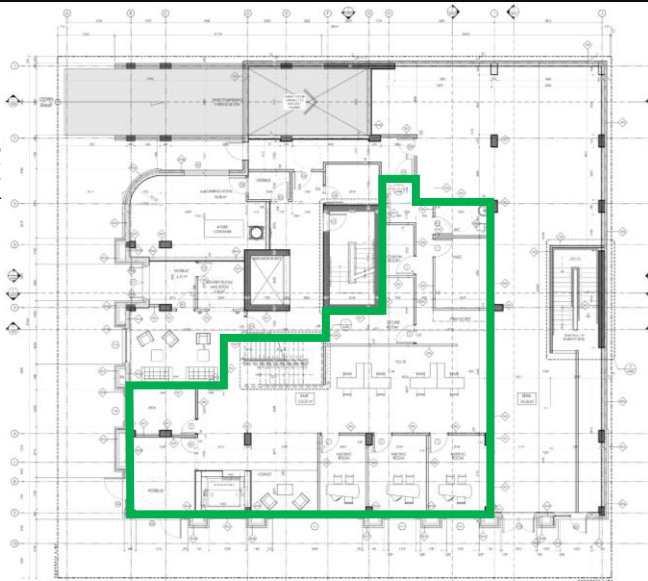


# 6.1 PROPOSED RETAIL

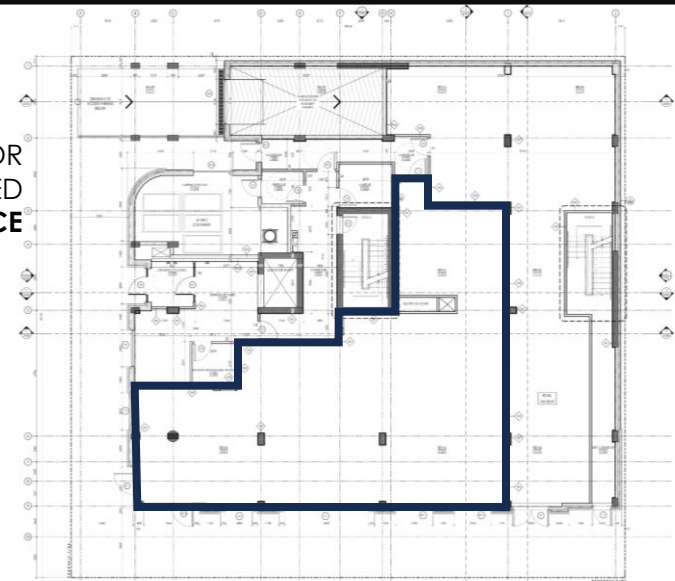
**EARLIER IDEA** – TD BANK ON GROUND FLOOR WITH INTERCONNECTED PORTION OF SECOND FLOOR – 42 units

**NOW** – GROUND FLOOR RETAIL SPACE & SECOND FLOOR RESIDENTIAL – 45 units

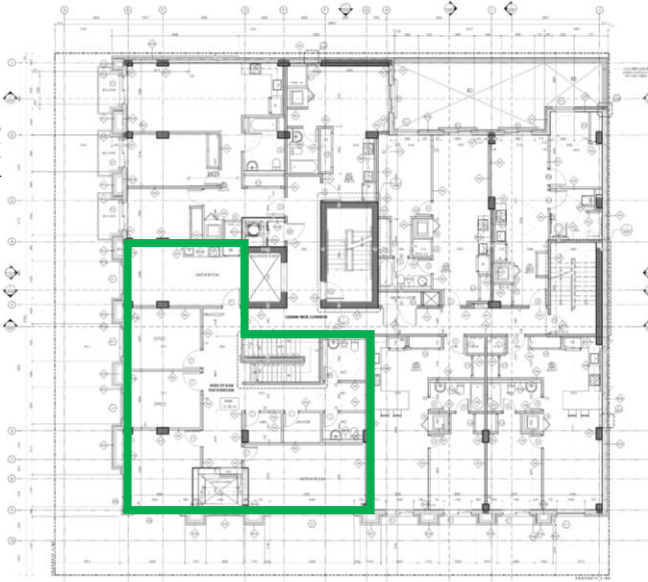
GROUND FLOOR PROPOSED TD BANK



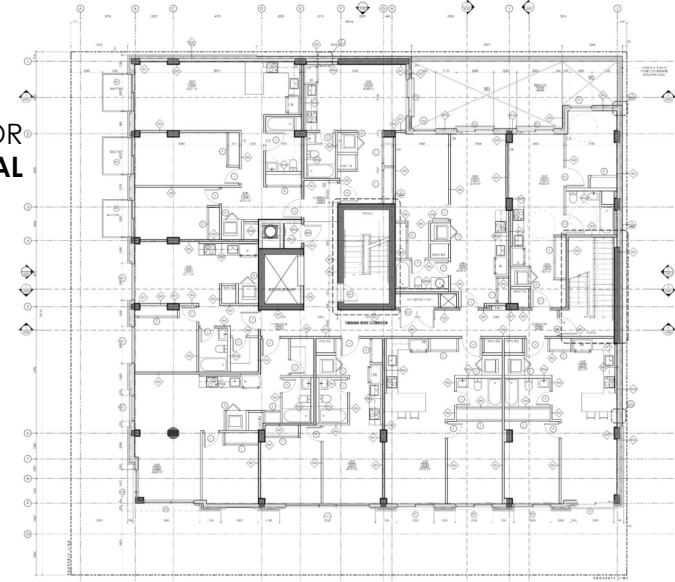
GROUND FLOOR PROPOSED RETAIL SPACE



SECOND FLOOR PROPOSED TD BANK

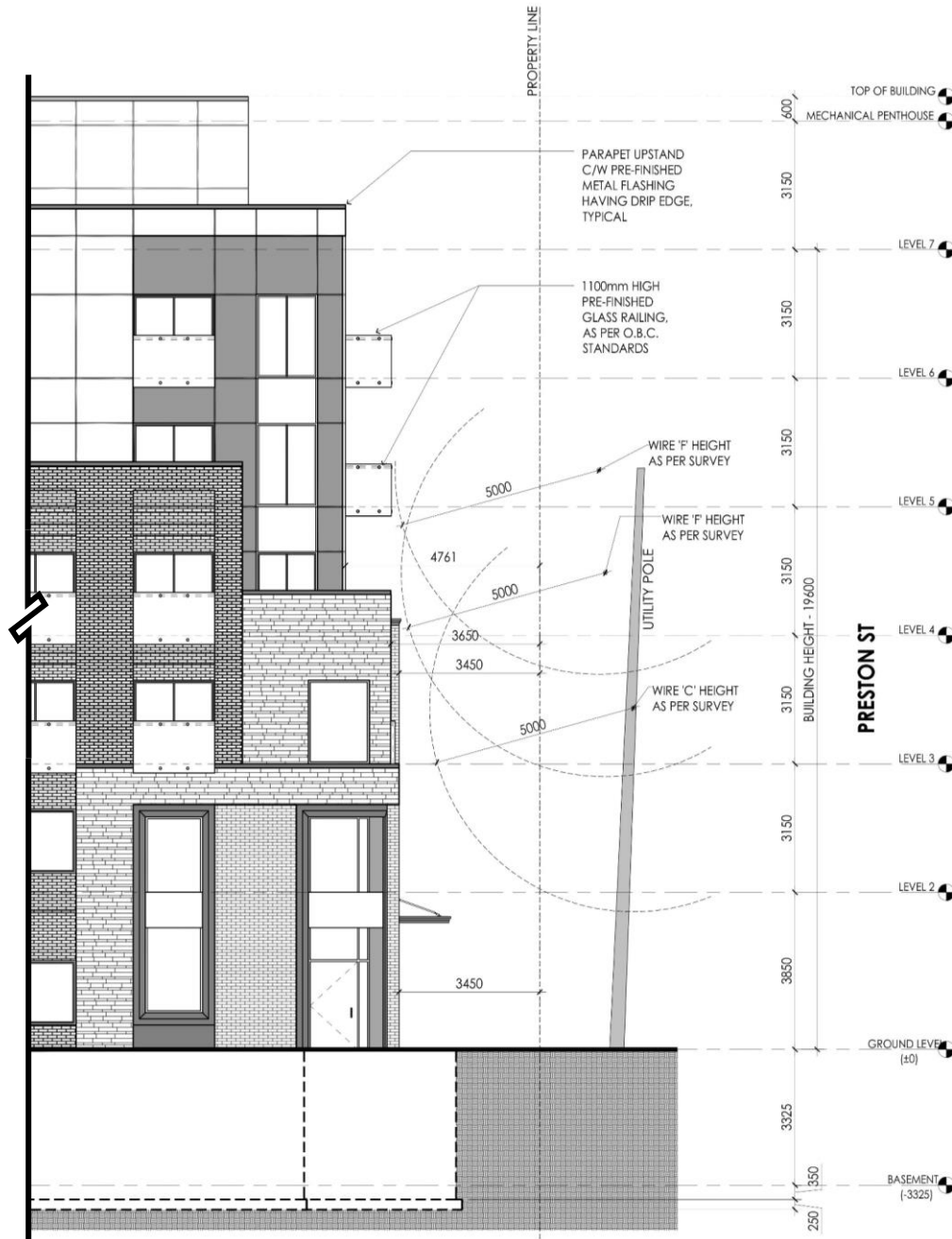


SECOND FLOOR RESIDENTIAL



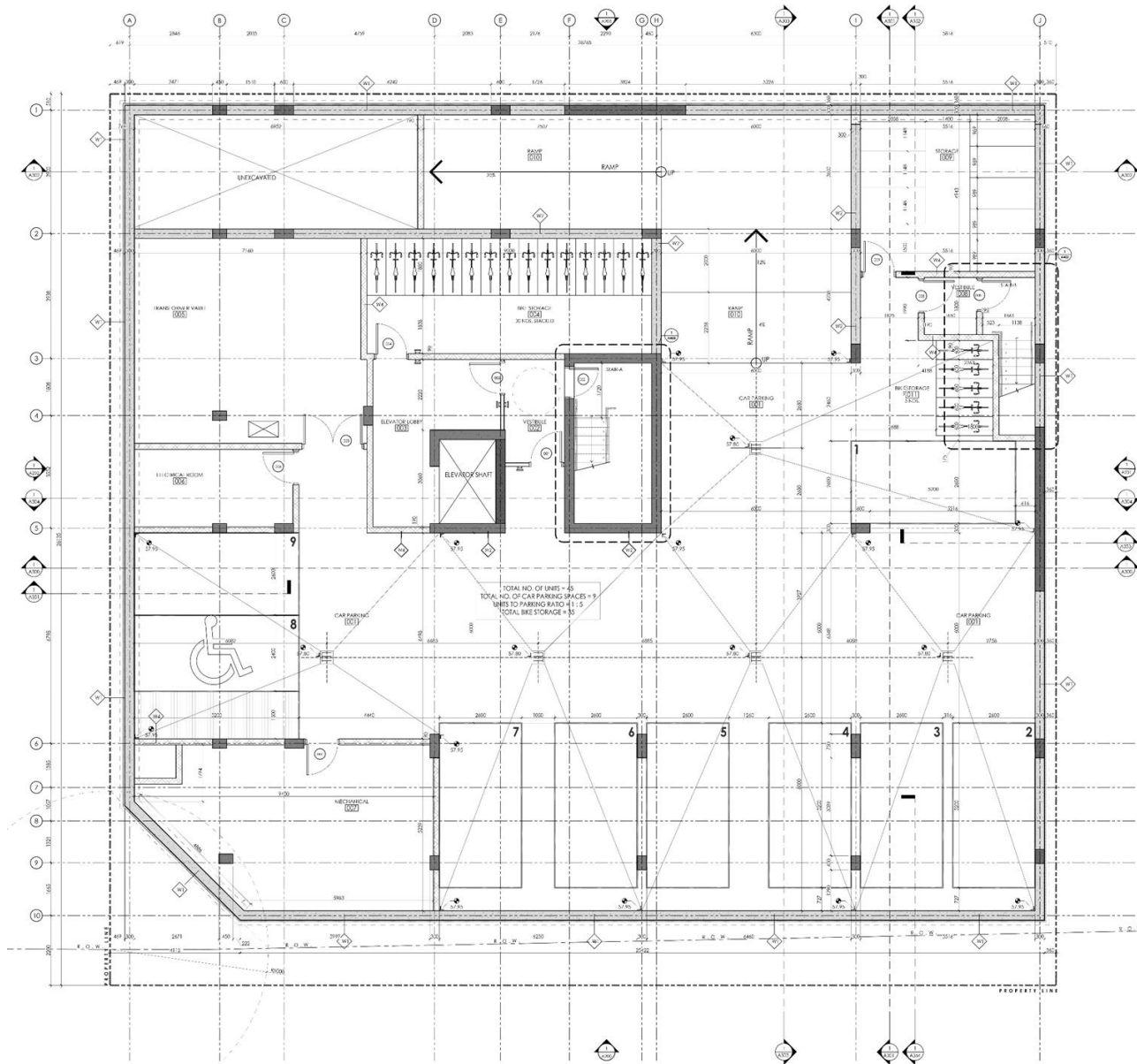


## 6.2 PROPOSED SETBACK ON PRESTON – NORTH ELEVATION – HYDRO POLE

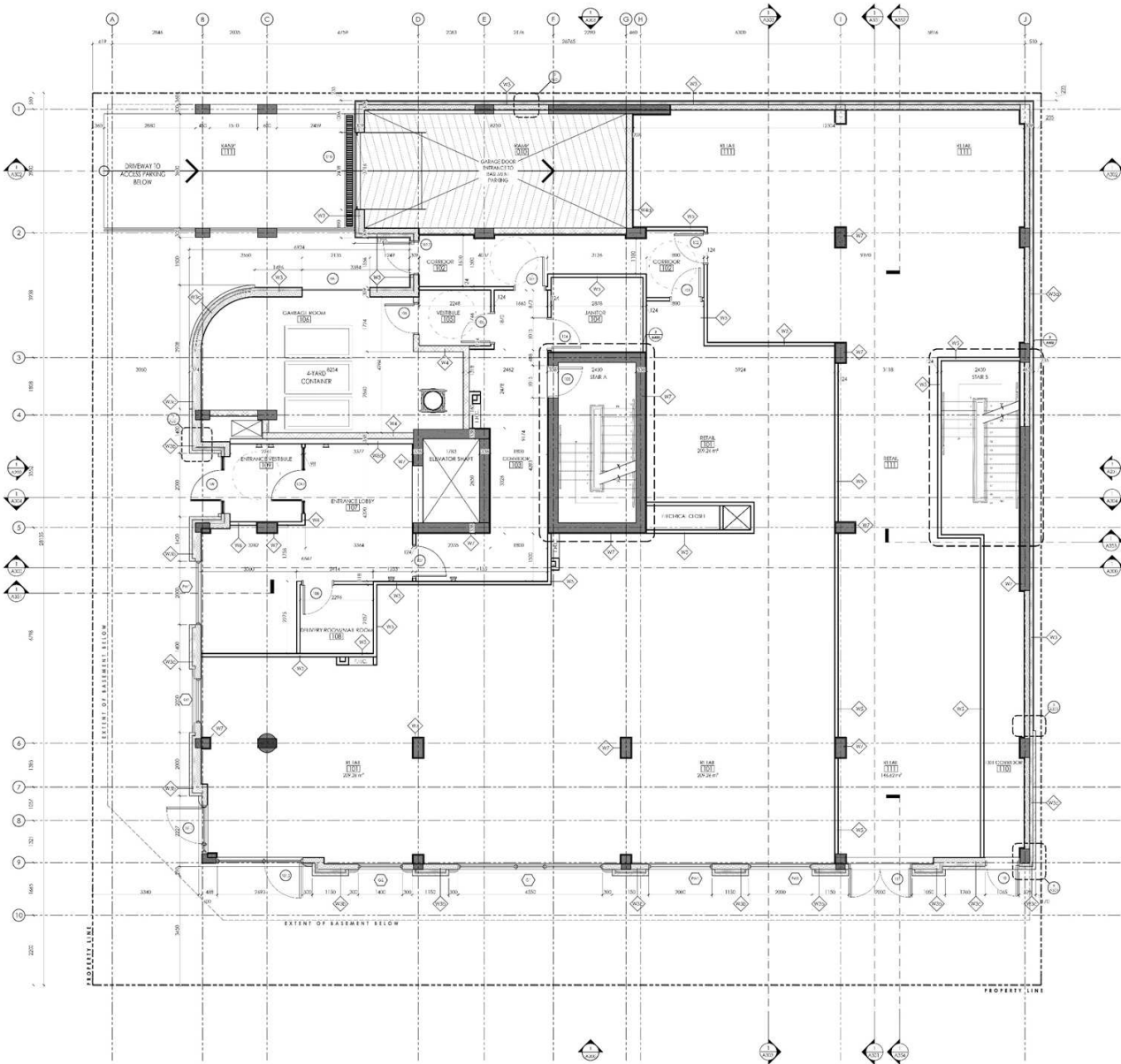


Due to the presence of wires and a utility pole on Preston Street, and in order to respect the required **5-meter** setback from the wires, the provided setback is **3.45 meters**.

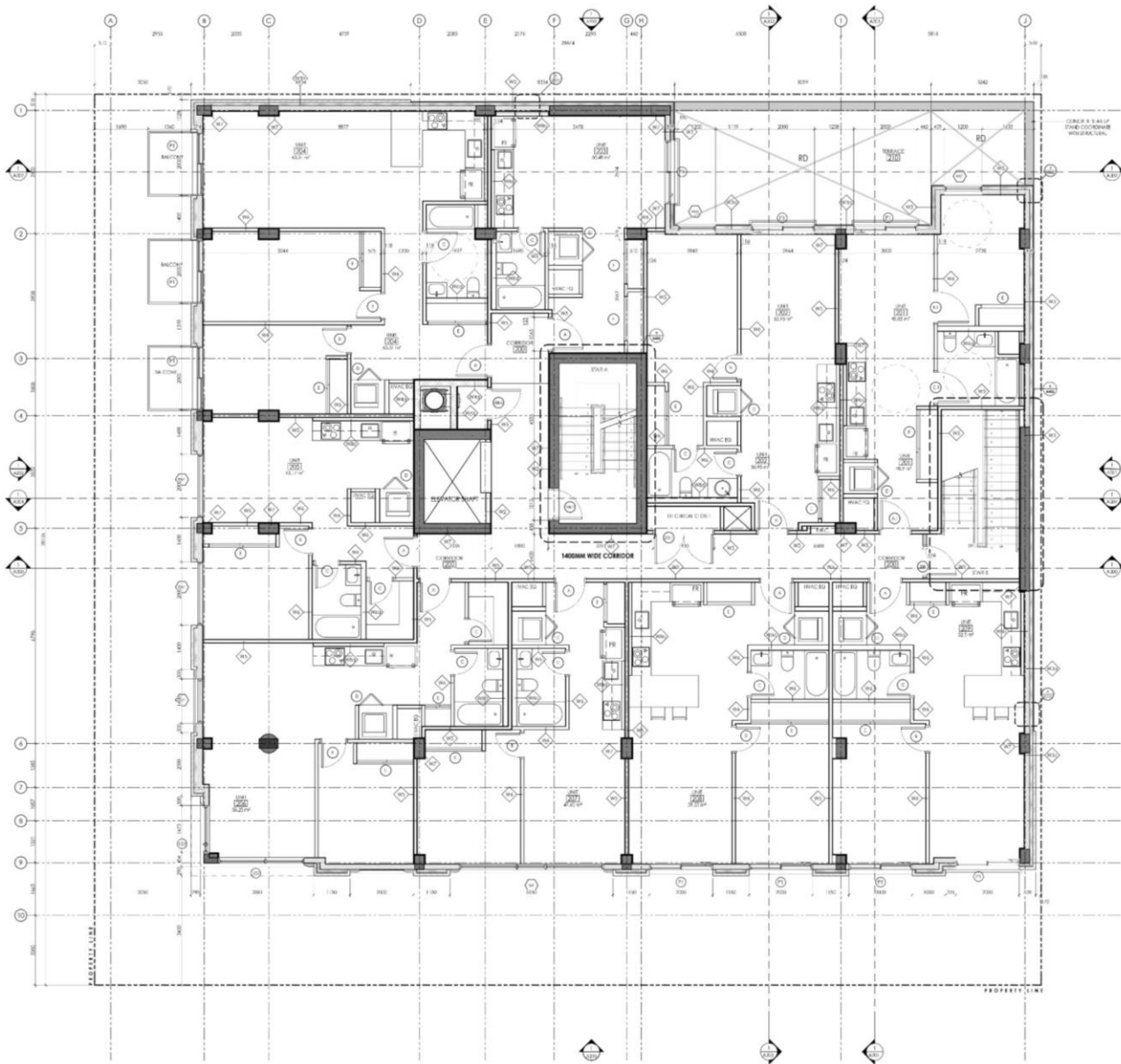
# 7.0 FLOOR PLANS – BASEMENT PLAN



# 7.1 FLOOR PLANS – GROUND FLOOR



# 7.2 FLOOR PLANS – SECOND FLOOR

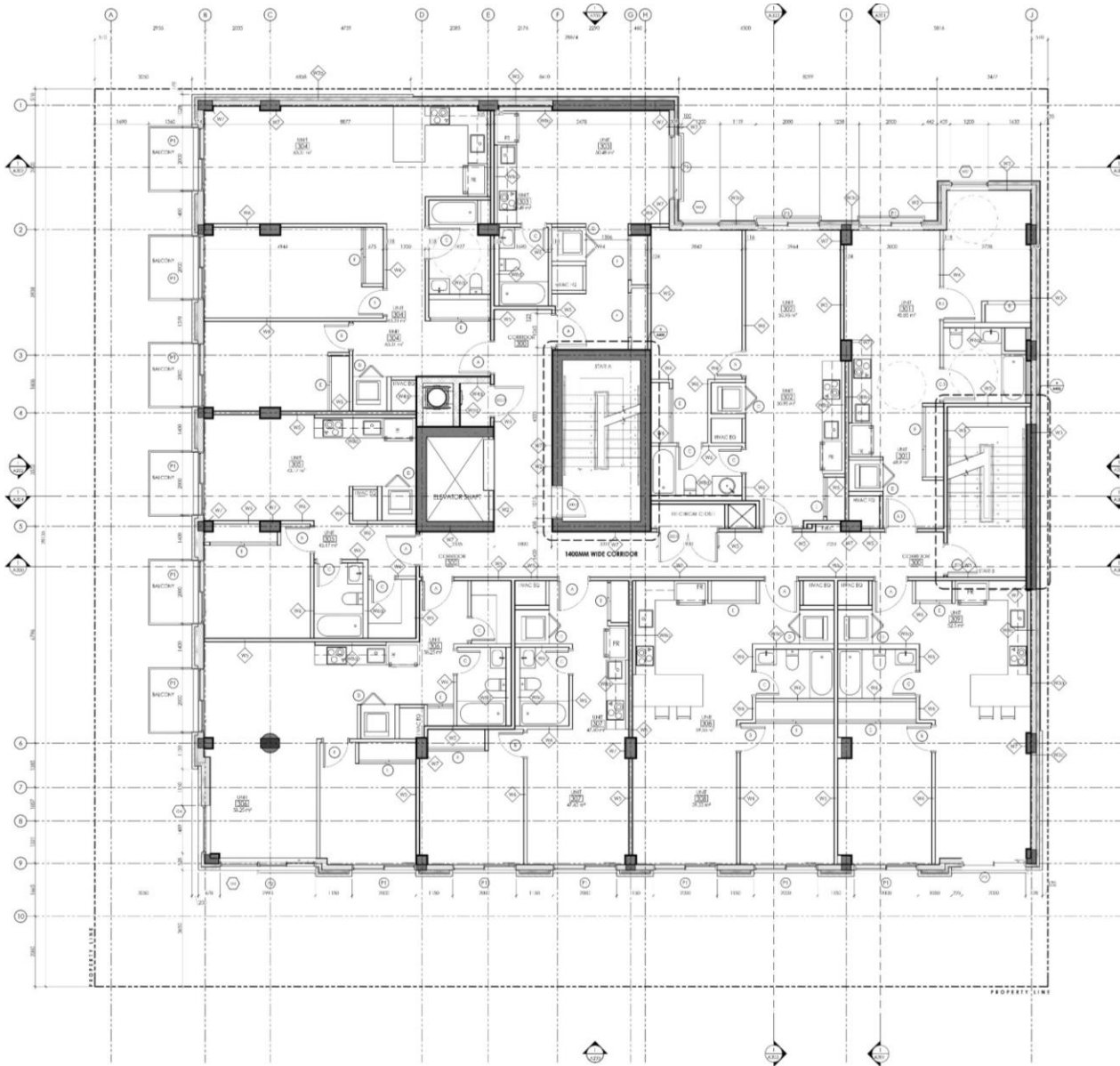


Studio	1BR	1BR BF	2BR BF	Total
1	6	1	1	9





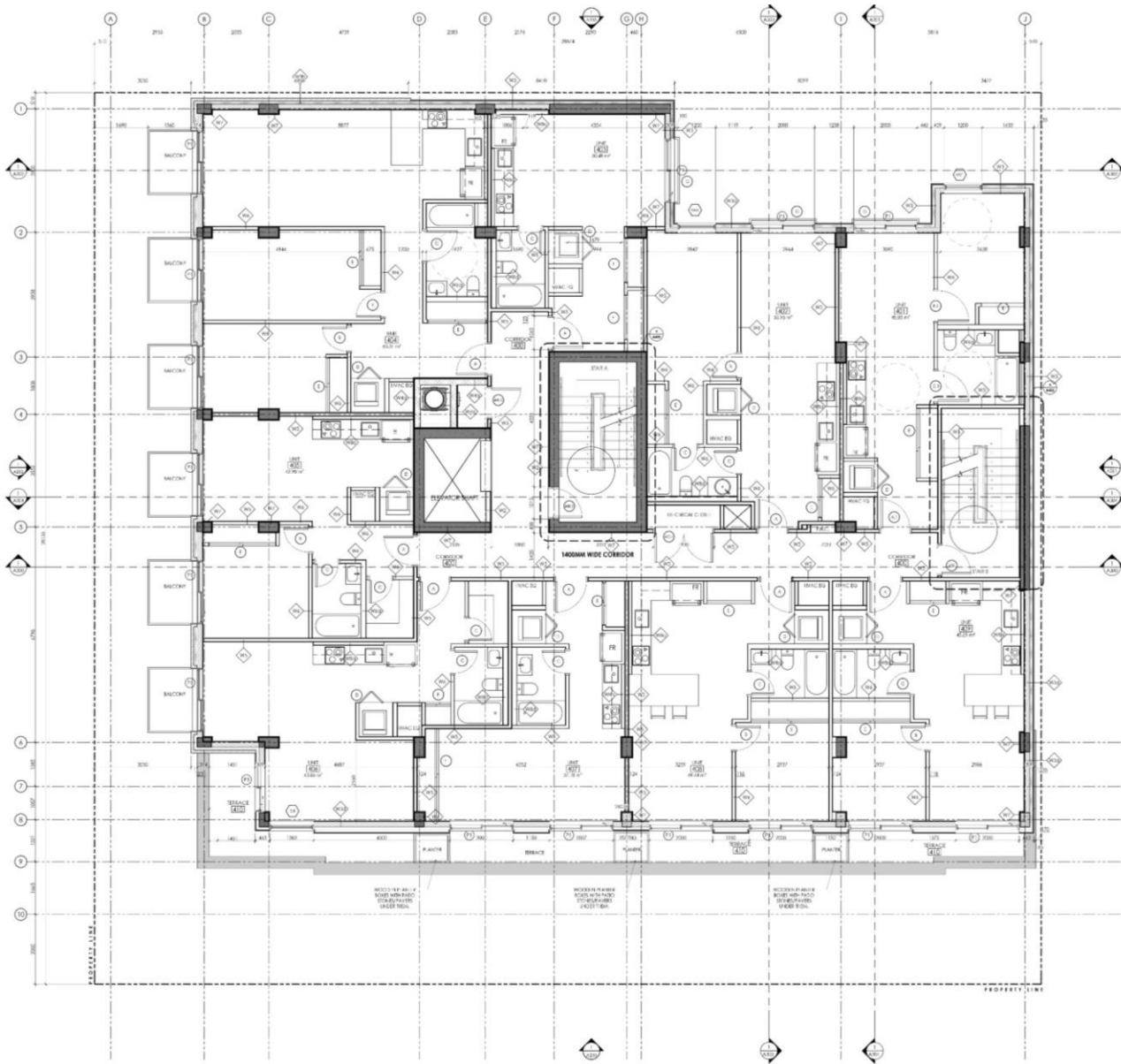
# 7.3 FLOOR PLANS – THIRD FLOOR



Studio	1BR	1BR BF	2BR BF	Total
1	6	1	1	9



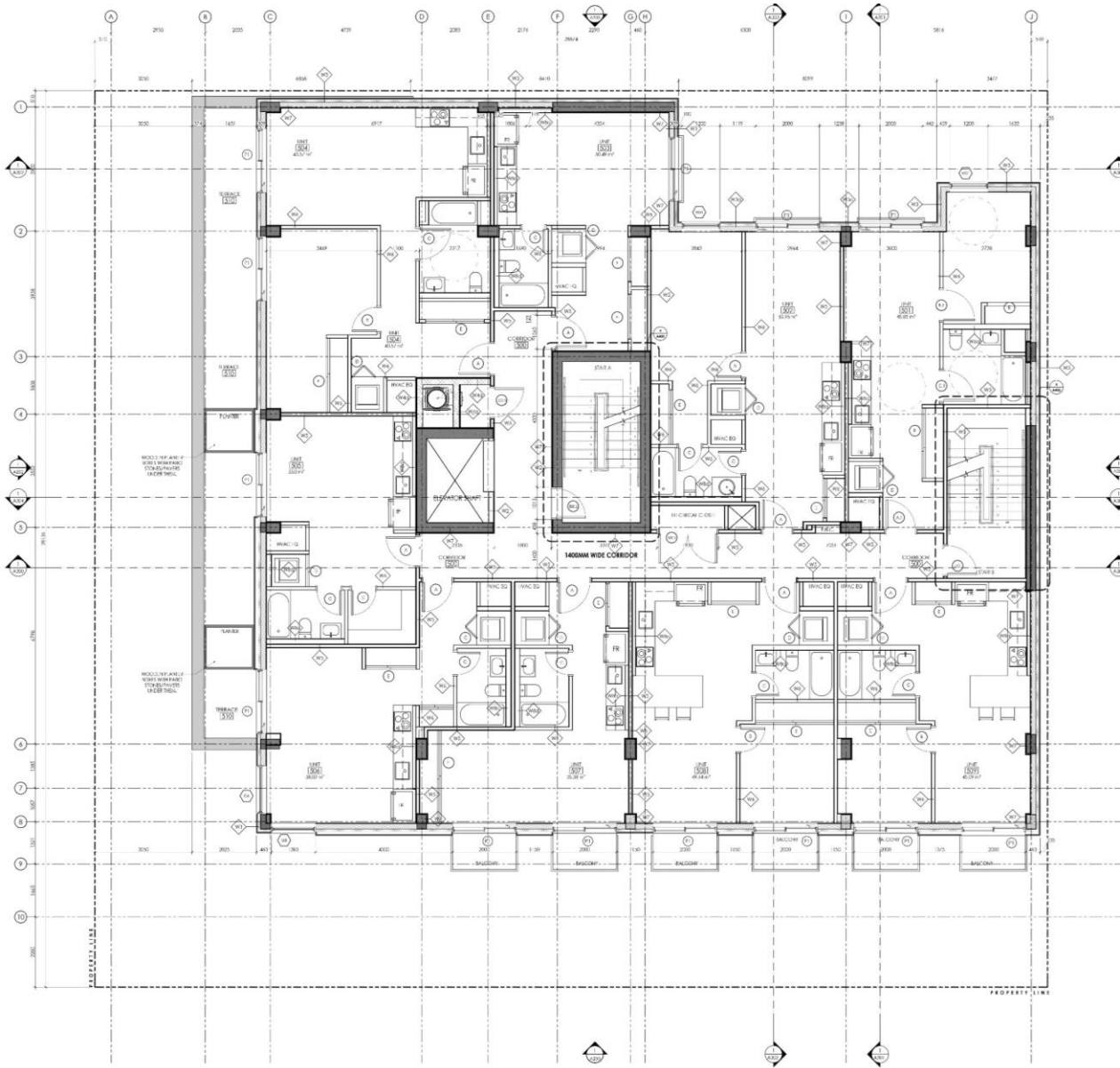
# 7.4 FLOOR PLANS – FOURTH FLOOR



Studio	1BR	1BR BF	2BR BF	Total
3	4	1	1	9



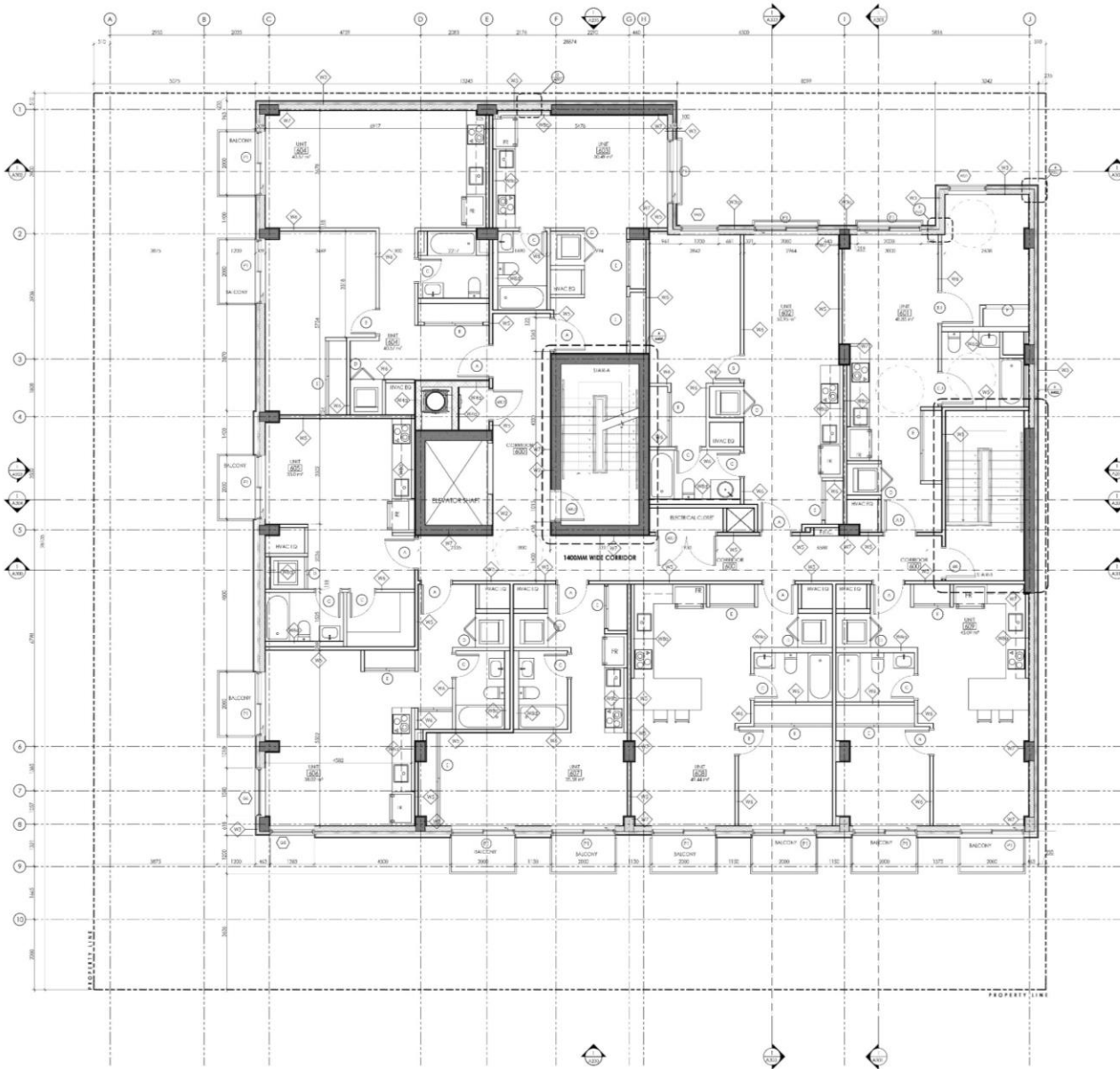
# 7.5 FLOOR PLANS – FIFTH FLOOR



Studio	1BR	1BR BF	2BR BF	Total
4	4	1	0	9



# 7.6 FLOOR PLANS – SIXTH FLOOR

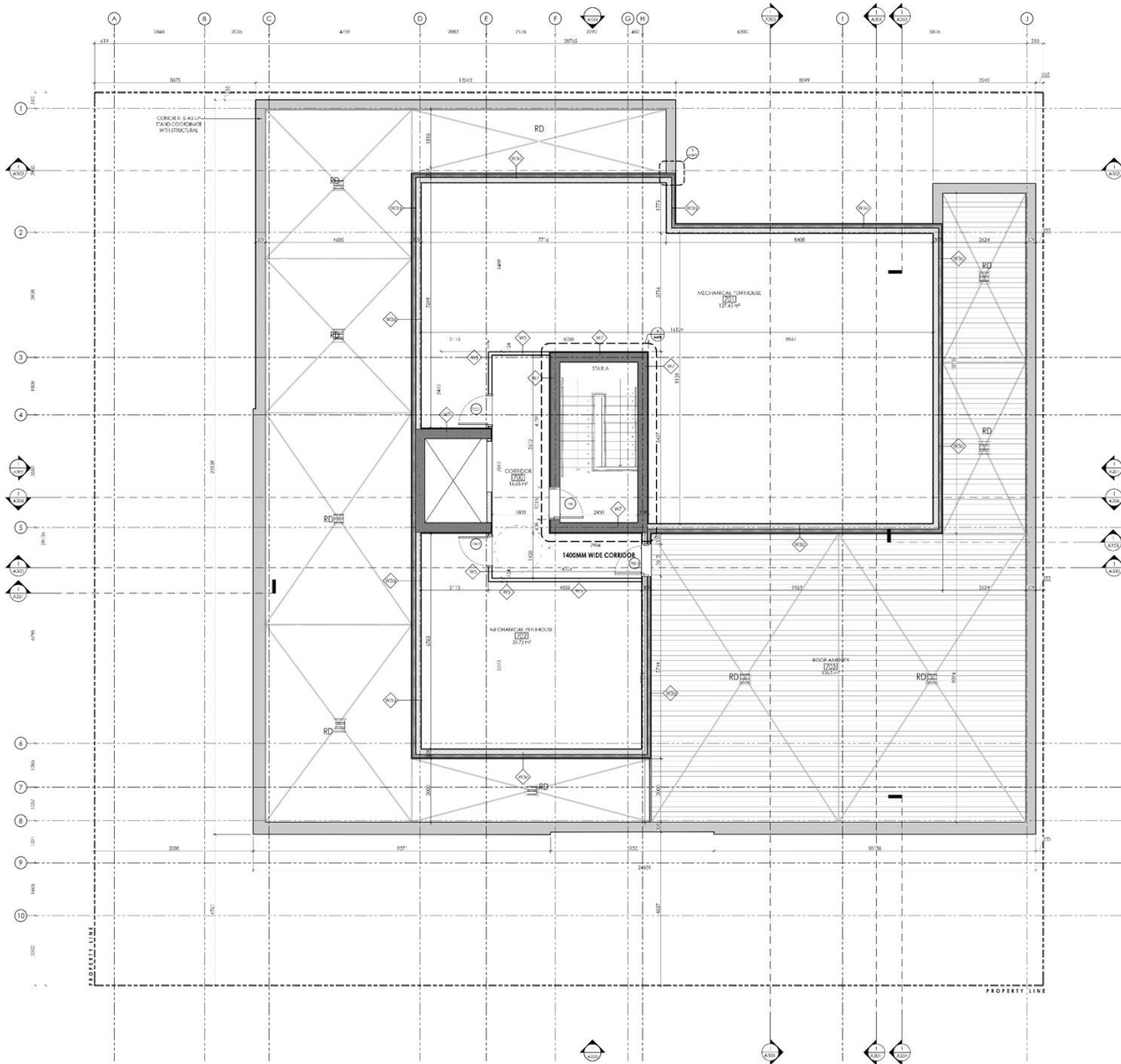


Studio	1BR	1BR BF	2BR BF	Total
4	4	1	0	9



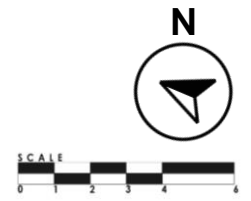
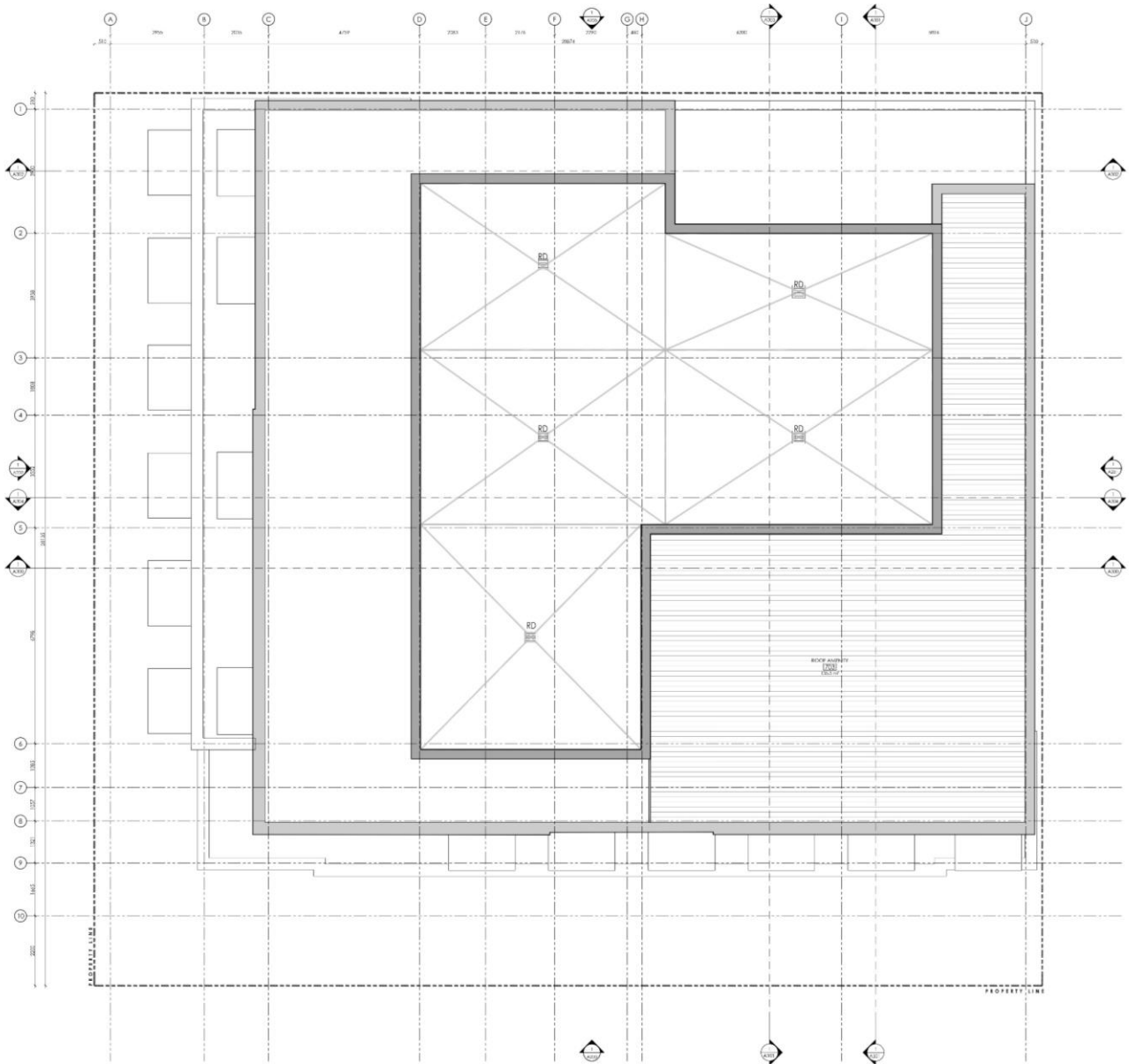


# 7.7 FLOOR PLANS – PENTHOUSE

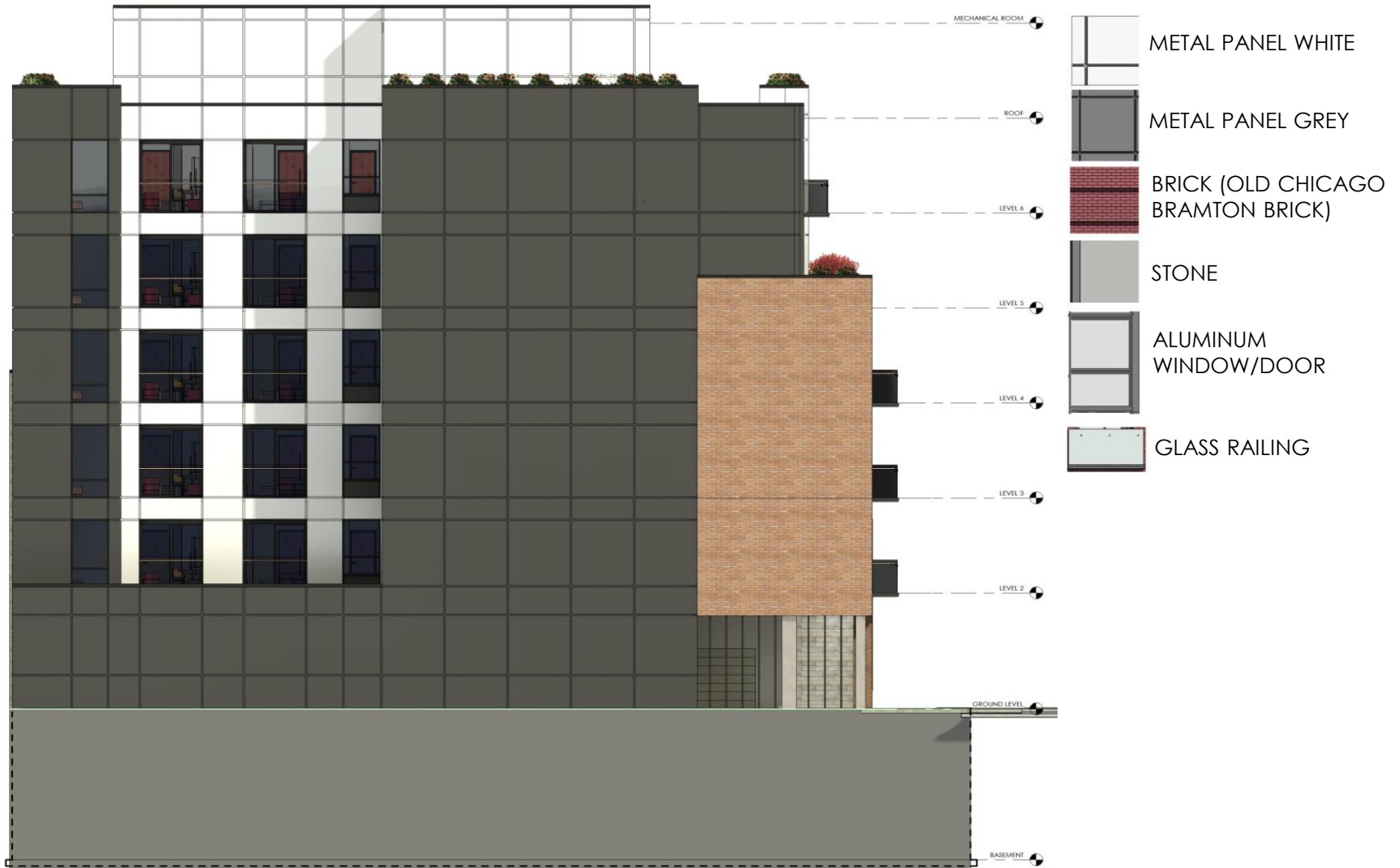




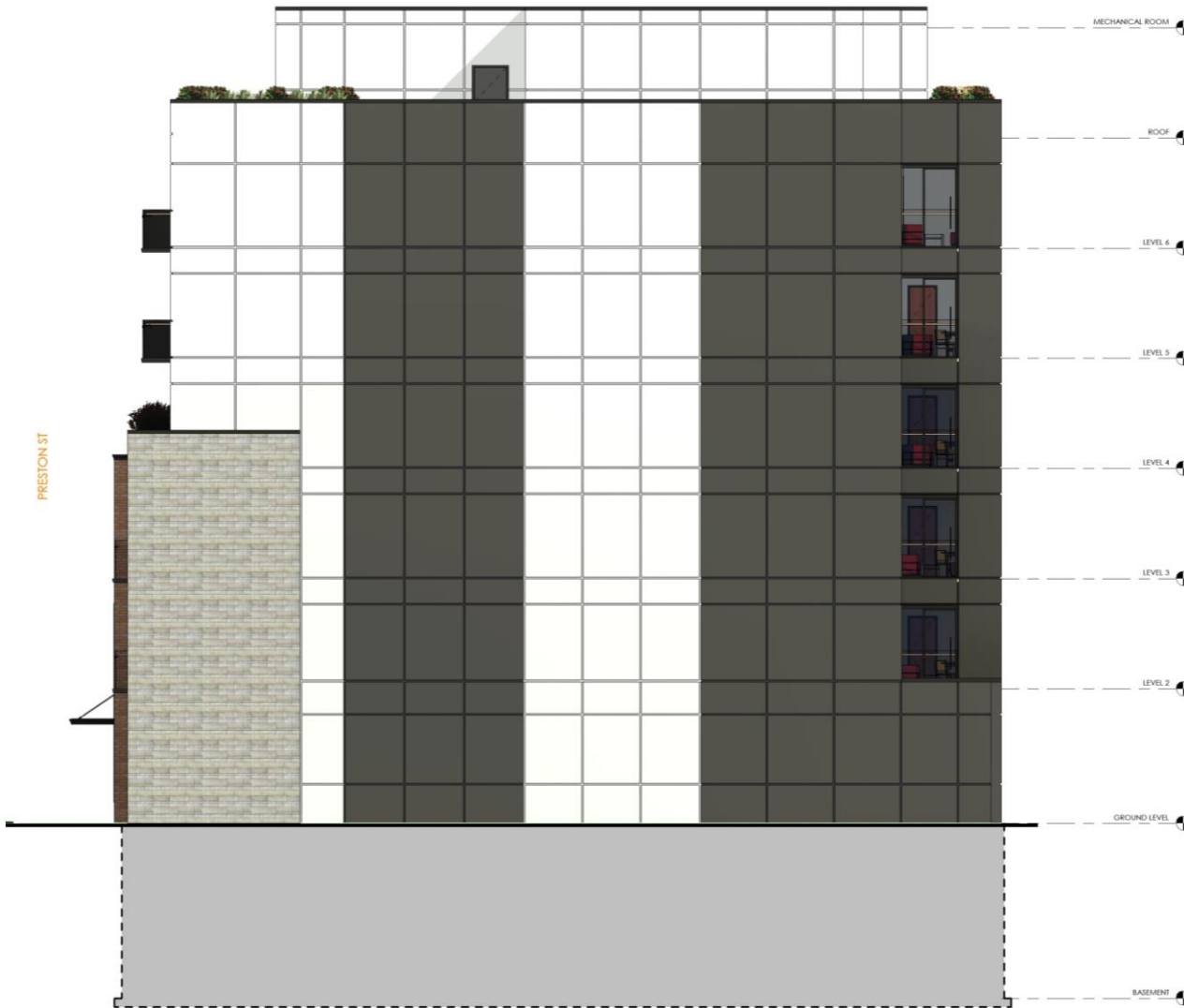
# 7.8 FLOOR PLANS – ROOF LEVEL

















-  METAL PANEL WHITE
-  METAL PANEL GREY
-  BRICK (OLD CHICAGO BRAMTON BRICK)
-  STONE
-  ALUMINUM WINDOW/DOOR
-  GLASS RAILING





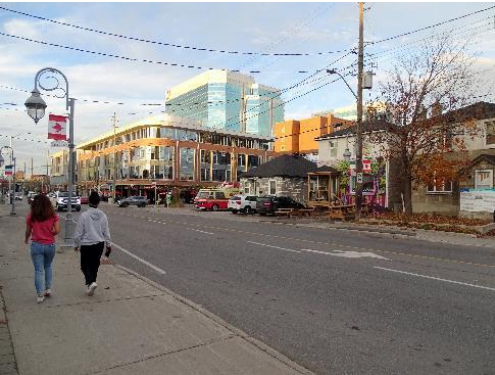
**1** Viewpoint From Aberdeen Street





**2** Viewpoint From Preston & Aberdeen Street





**3** Viewpoint From Preston Street





## 12.0 MASSING & SCALING ANALYSIS

The 2021 Official Plan emphasizes the role that appropriate massing and scale can have in reducing the impact of new development on neighboring properties. Policy 1 in Section 4.6.6 outlines this in further detail.

*"To minimize impacts on neighboring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*

- a) *Between existing buildings of different heights;*
- b) *Where the planned context anticipates the adjacency of buildings of different heights;*
- c) *Within a designation that is the target for intensification, specifically:*
  - i) *Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
  - ii) *Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor."*

Policy 2 in Section 4.6.6 states:

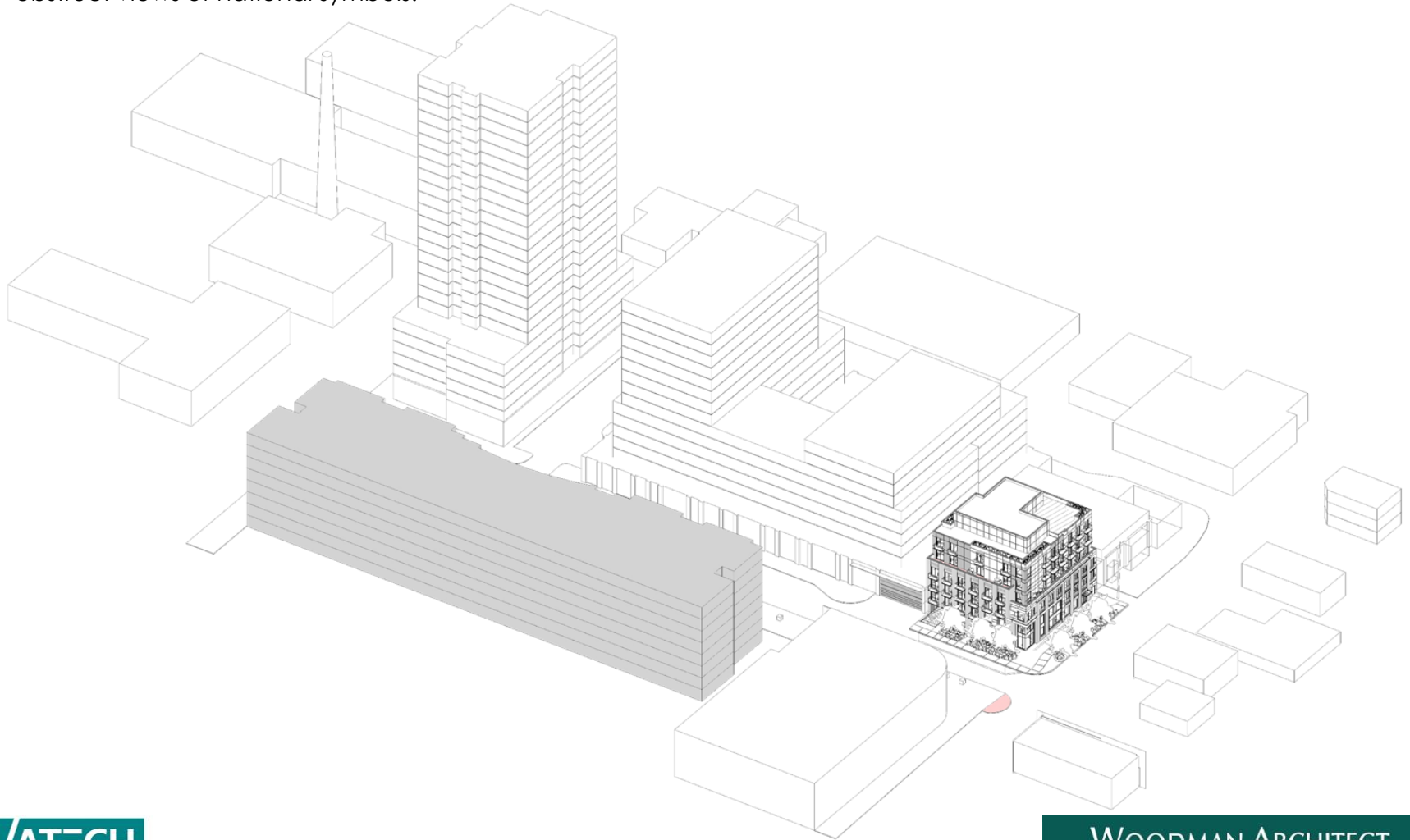
*"Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighborhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines."*

The proposed development provides a transition in height from the surrounding properties. The step-back on Preston Street provides a gradual transition from the two-story properties to the west and south to the proposed six-story building. The step-back on Aberdeen Street provides a similar transition in building height from the four-story building across the street to the proposed six story building. The proposed six-story building is appropriate for the Mainstreet designation. The mid-rise scale of the proposed development reduces potential impacts from the proposed high-rise to the rear of the building by gradually reducing building heights along Aberdeen Street.



## 12.0 MASSING & SCALING ANALYSIS (Continued)

Section 4.6.2 of the 2021 Official Plan outlines the urban design direction regarding views. The 2021 Official Plan aims to protect views of national significance, including views of the Parliament Buildings. Policy 1 of Section 4.6.2 requires development to not obstruct views of national symbols. The proposed development does not obstruct views of national symbols.





### 13.0. AXONOMETRIC VIEWS



**View From Preston & Aberdeen Street**



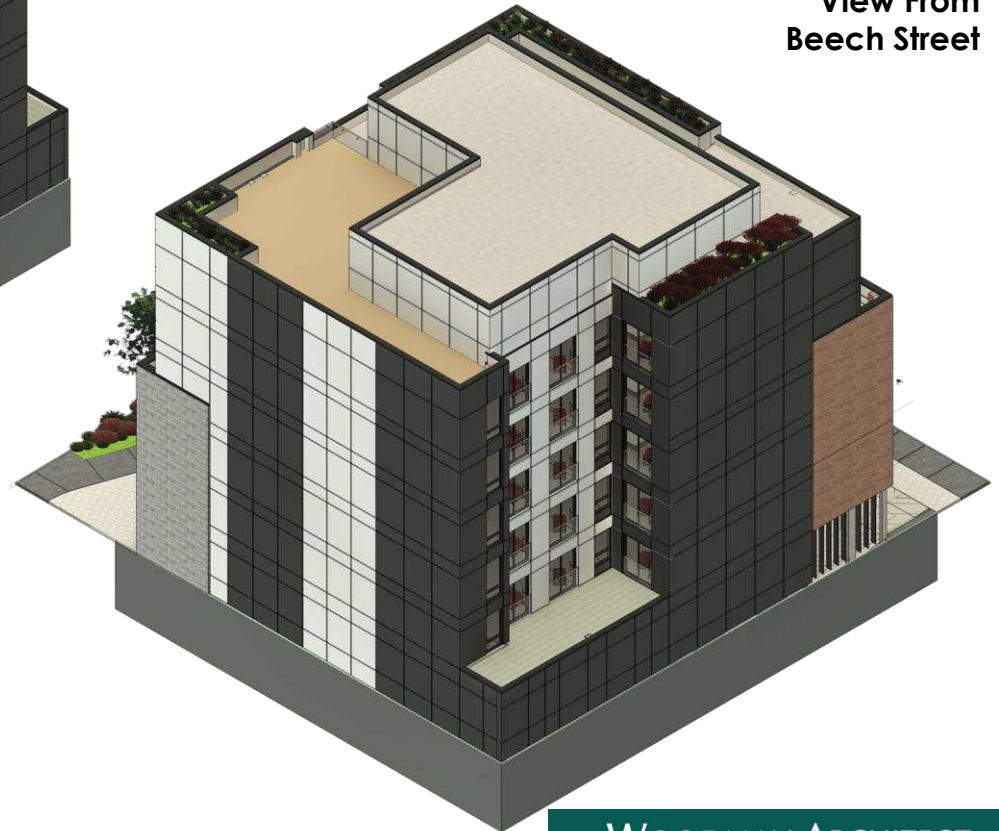
**View From Aberdeen Street**

### 13.0. AXONOMETRIC VIEWS (Continued)

View From  
Preston Street



View From  
Beech Street



## 14.0 PUBLIC REALM

Section 4.6 of the Official Plan emphasizes the importance of design excellence within the public realm, particularly in Design Priority Areas. Policy 3 in Section 4.6.1 states:

*“Design excellence within the DPA’s public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.”*

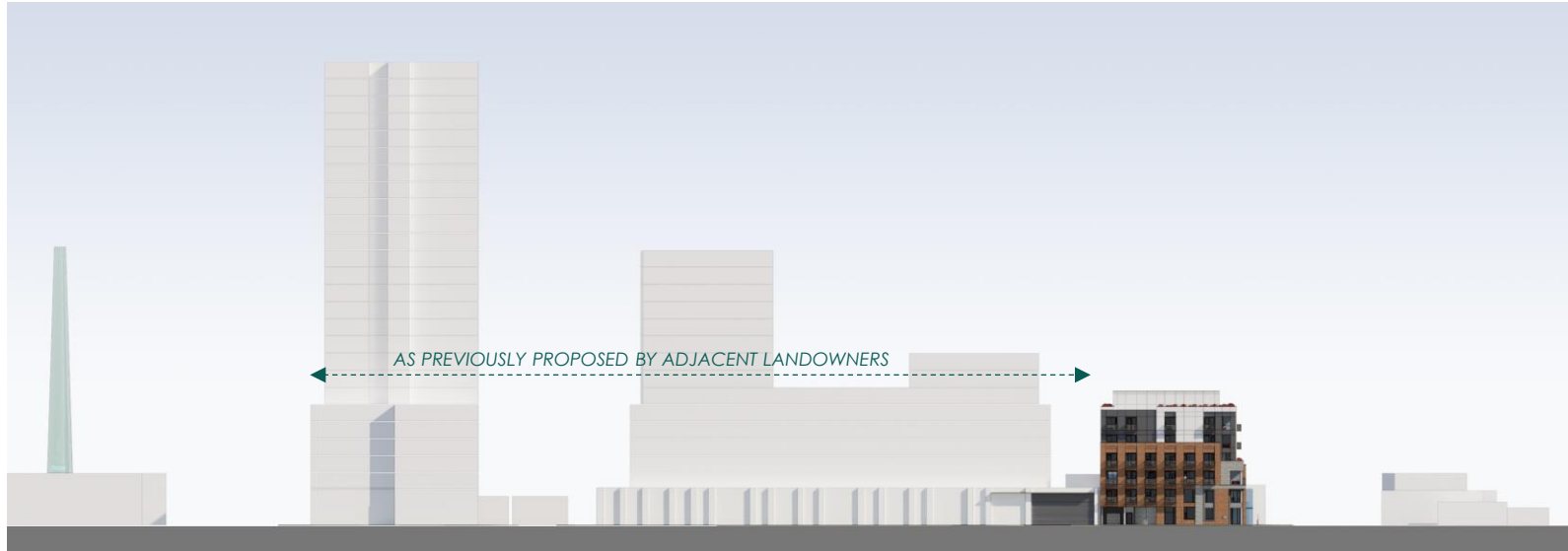
The Subject Property is located within Design Priority Area 2. Design Priority Area 2 recognizes areas of national and regional importance that contribute to Ottawa's identity. The proposed development improves the public realm and streetscape of the area by adding residential and commercial amenities to a formerly vacant corner of the street. The proposed development is also designated to support the public realm by providing human-scale intensity and ground-floor amenities that contribute to the Mainstreet characteristics of the Preston Street corridor. The ground-floor commercial uses fit into the surrounding retail streetscape, where there are a number of two- to three-story buildings with ground-level retail uses. The step-back above the third story and the plentiful glazing on the ground-floor provides a similar frontage to other buildings along Preston Street. The massing and building design of the proposed development draws design cues from the four-story building on the north side of Aberdeen Street, including the ground-floor amenities and the use of similar building materials. The step-back above the fifth story on the proposed development also fits with the massing and form of the neighboring four-story building and is minimally impactful.



Streetscape on  
Preston St



Streetscape on  
Aberdeen Street



## 15.0 BUILDING DESIGN & COMPATIBILITY

The 2021 Official Plan recognizes the importance that building design can have on ensuring intensification remains compatible. Policy 2 of Section 4.6.5 states:

*“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”*

The proposed development responds to the changing context of the area by providing a higher density form that is responsive to the human-scale streetscape. The step-back on the building help frame the street and the brick building materials draw from the surrounding buildings to help create a consistent and visually interesting streetscape. The required 2-meter step-back above 15 meters is met along Preston Street and allows the building to complement the low-rise residential buildings immediately to the south of the Subject Property. The active frontage on Preston Street with visible main entrances and windows adds to the retail streetscape and provides easy access to public sidewalks. The façade articulation breaks up the front of the building and reduces the impact of the building mass on the street.



**Rendering of The Project  
Showing Building Design**

## 15.0 BUILDING DESIGN & COMPATIBILITY (Continued)

Policy 7 of Section 4.6.6 states:

*“Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*

- a) *Frame the street block and provide mid-block connections to break up large blocks;*
- b) *Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) *Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and*
- d) *Provide sufficient setbacks and step backs to:*
  - i) *Provide landscaping and adequate space for tree planting;*
  - ii) *Avoid a street canyon effect; and*
  - iii) *Minimize microclimate impacts on the public realm and private amenity areas.”*



**Rendering Of Proposed Development  
Showing The Interaction With The Street**

The proposed development includes design elements that complement the streetscapes of both Preston Street and Aberdeen Street. The step-back on both sides of the building and the use of red brick and grey paneling draws from neighboring properties and helps frame the street block by providing visual continuity.



## 16.0 SUSTAINABLE DESIGN

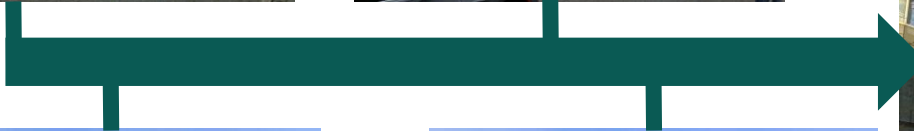
The 2021 Official Plan strives to include innovative and sustainable design practices in site and building design throughout the City. Policy 1 of Section 4.6.4 states:

*“Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.”*

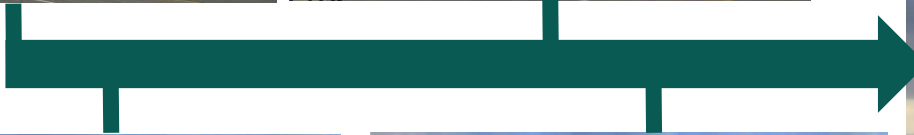
The proposed development promotes sustainability by encouraging more sustainable modes of transportation. Residents will be able to easily walk, cycle, or take transit to their daily destinations instead of driving. Additionally, there is limited vehicle parking on site and more bicycle parking is provided than vehicle parking. This incentivizes residents to use a bicycle to make their daily trips rather than a vehicle.

### 16.1 SUSTAINABLE MEASURES IN PROJECT

- Optimized Window-To-Wall Ratios
- Improved Glazing System Performance
- Increased Air Tightness
- High Performance Wall Assemblies With Minimized Thermal Bridging
- Low-flow Water Fixtures
- Low-carbon Thermal Energy For Heating And Cooling
- Water Metering
- Low Carbon Emitting Materials Used On The Exterior And Interior Surface Finishes



This visual showcases the design evolution of a proposed development along Preston Street. The series of images illustrates the progressive refinement of the building's facade, massing, and material palette, culminating in the final design on the right. Each iteration reflects a response to contextual elements, including the surrounding urban fabric and the street-level experience, contributing to a more cohesive integration with the existing streetscape. Key features include variations in cladding materials, improved articulation of volumes, and adjustments in fenestration to enhance the building's relationship with Preston Street.



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# 18.0 SHADOW ANALYSIS

