1765 MONTREAL ROAD

DESIGN BRIEF

20 December 2022

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BUILDING MASSING

The project is located on a lot currently housing 2 single family homes, and directly faces Montreal Road. The lot is bordered on the North and East by the Rothwell Heights and Rothwell Village neighbourhoods, primarily low density residential buildings comprised mainly of semi-detached houses.

To the south across from Montreal Road, we see the Beacon Hill South Neighbourhood, also comprised mainly of low and medium-density residential buildings such as semi-detached units and condominiums.

To the West are low and mid-rise residential buildings facing Montreal Road on the North side, as well as various commercial buildings with street facing parking lots on the South Side of Montreal Road.

The project is 500m from a proposed 26-storey high-rise residential building at the corner of Montreal Road and Blair Road, and the existing 14-storey high-rise building 'Hillsview Place' to the East.

LEGEND

1 Low-density Residential
2 Medium-density Residential
3 Commercial
4 Low-rise residential building
5 Mid-rise residential building

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View Looking North-East

View Looking North-West

1765 MONTREAL ROAD VIEW FROM CORNER OF MONTREAL AND BECKENHAM
| 2206 | SCALE NTS

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1765 MONTREAL ROAD VIEW FROM MONTREAL ROAD
| 2206 | SCALE NTS

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1765 MONTREAL ROAD VIEW FROM PARKING PODIUM
| 2206 | SCALE NTS

1765 MONTREAL ROAD VIEW OF TOWNHOUSES FROM BECKENHAM LANE
| 2206 | SCALE NTS

BUILDING TRANSITION

Since the proposed development is 9 storeys, we are mindful that it represents an increase in density in the area, and a number of measures have been used to assist with the transitioning of the building to the surrounding properties.

Measure 1 - Height of Building on Montreal Road

The proposed development has pushed the highest portion of the apartment building as close to Montreal Road, and the southern end of the lot as possible. This helps the building appropriately respond to the bigger and faster scale of Montreal Road, while helping reduce shadows cast by the building on neighbouring properties.

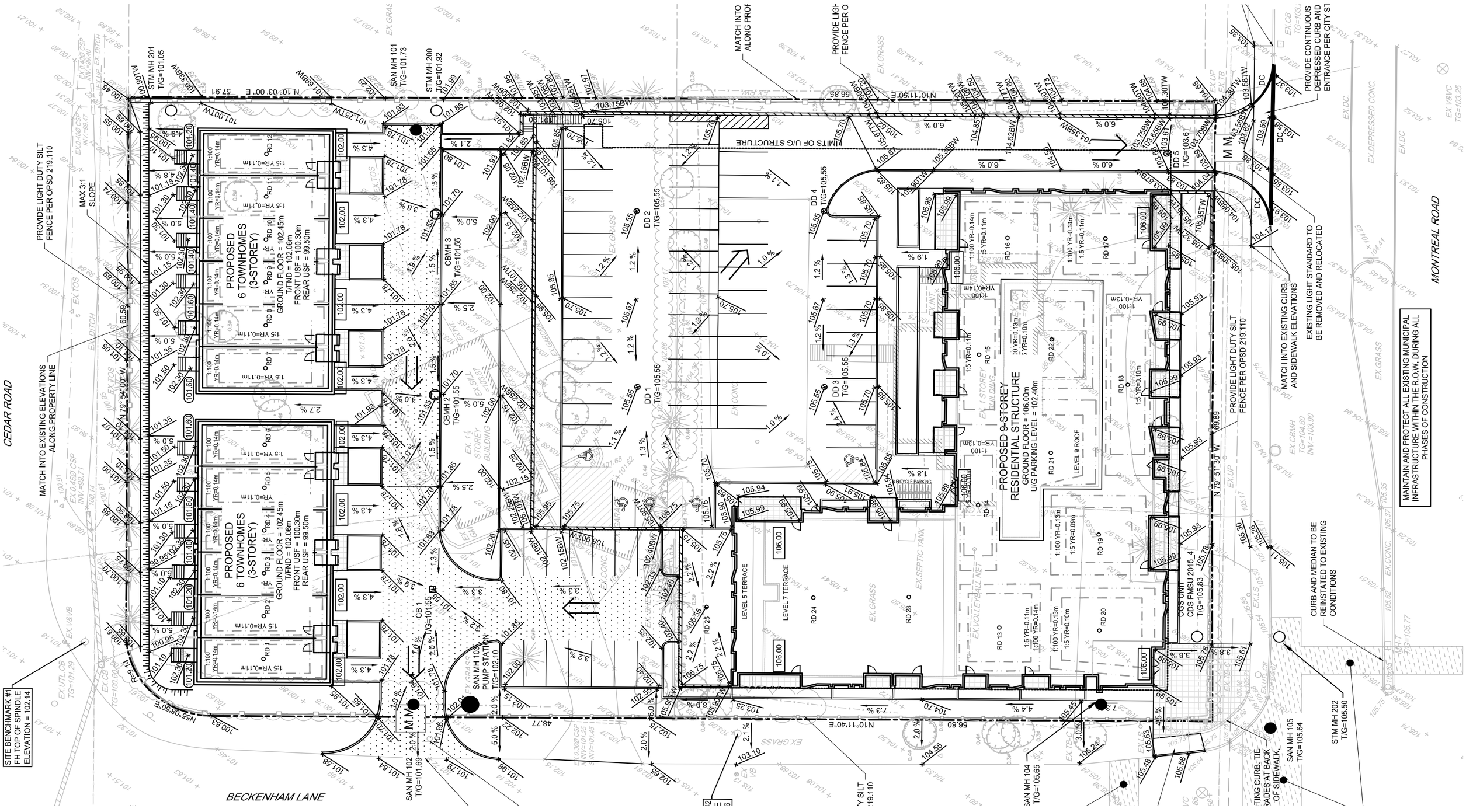
Measure 2 - Stepping Down of Apartment Building

The apartment building steps down towards Cedar Road at level 7, providing a communal terrace with views towards the Ottawa River, and again at level 5. This stepping down of the built form helps to transition the heavier mass towards the lower density residential buildings of the neighbourhood to the North. The project creates a clear gradation from high to low, ending in a series of townhouses on the Northern end of the lot, closely responding to the scale of the existing single family homes of the area.

Measure 3 - Tree Conservation

The existing tree cover along the property line on cedar road helps to buffer this transition in height. Care has been taken to preserve this tree line - from the deliberate treatment of grading on the site, to the setback of the townhouses from the rear lot line.

1765 MONTREAL ROAD BUILDING TRANSITION - ELEVATION VIEW OF BECKENHAM LANE
| 2206 | SCALE NTS



1765 MONTREAL ROAD GRADING PLAN AS PROVIDED BY NOVATECH (ISSUED 2022-12-20)
| 2206 | SCALE NTS

Original Proposed Stacked Townhouses

Current Proposed Townhouses

ALTERNATIVE BUILDING MASS

The proposed development was initially designed as stacked townhouses, but was reviewed as standard ‘freehold’ townhouses for a few key reasons.

Height and Density

There was some concern over the density and height of the stacked towns. Since the stacked towns need to be raised a half storey above grade to allow for daylight in the lower units, shifting to standard townhouses allows for less building height, and less of a visual impact to the neighbouring buildings. This built form leads to a better transition from the height of the 9-storey apartment building to the neighbouring single family homes.

Parking Area

Providing enough parking spaces for the stacked units was found to be a challenge. We determined that too much of the site was being given to parking spaces and there was difficulty attaining the required number of parking spaces for this many units. The change to standard towns allowed for the addition of parking garages and driveways for vehicle parking, freeing up much more area for landscaping and tree planting. This added landscape buffer between the townhouses and the apartment building helps to enhance the quality of these homes.

Owning vs. Renting

The development team felt that providing homes that will be owned, rather than rented would improve the relationship and transition of the development to the neighbouring residential properties. Having spaces and units that are owned enhances the connection to the public realm and the surrounding community.

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LEGEND

1 Recessed balconies with sun screens on levels 7 to 9
2 Recessed balconies on levels 2-6
3 Ground floor unit terrace
4 Parking level
5 Typical raised planter
6 Soft landscaping
7 Sidewalk
8 Montreal Road
9 Montreal Road median strip

1765 MONTREAL ROAD STREETSCAPE - CROSS SECTION AT MONTREAL ROAD
| 2206 | SCALE NTS

1765 MONTREAL ROAD PUBLIC REALM - RENDERED GROUND FLOOR PLAN / LANDSCAPE PLAN
| 2206 | SCALE 1:400

LEGEND

1 Stone Masonry
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)
7 Fiber Cement Panel (Dark Grey)

1765 MONTREAL ROAD BUILDING DESIGN - BUILDING 'A' SOUTH ELEVATION
| 2206 | SCALE 1:200

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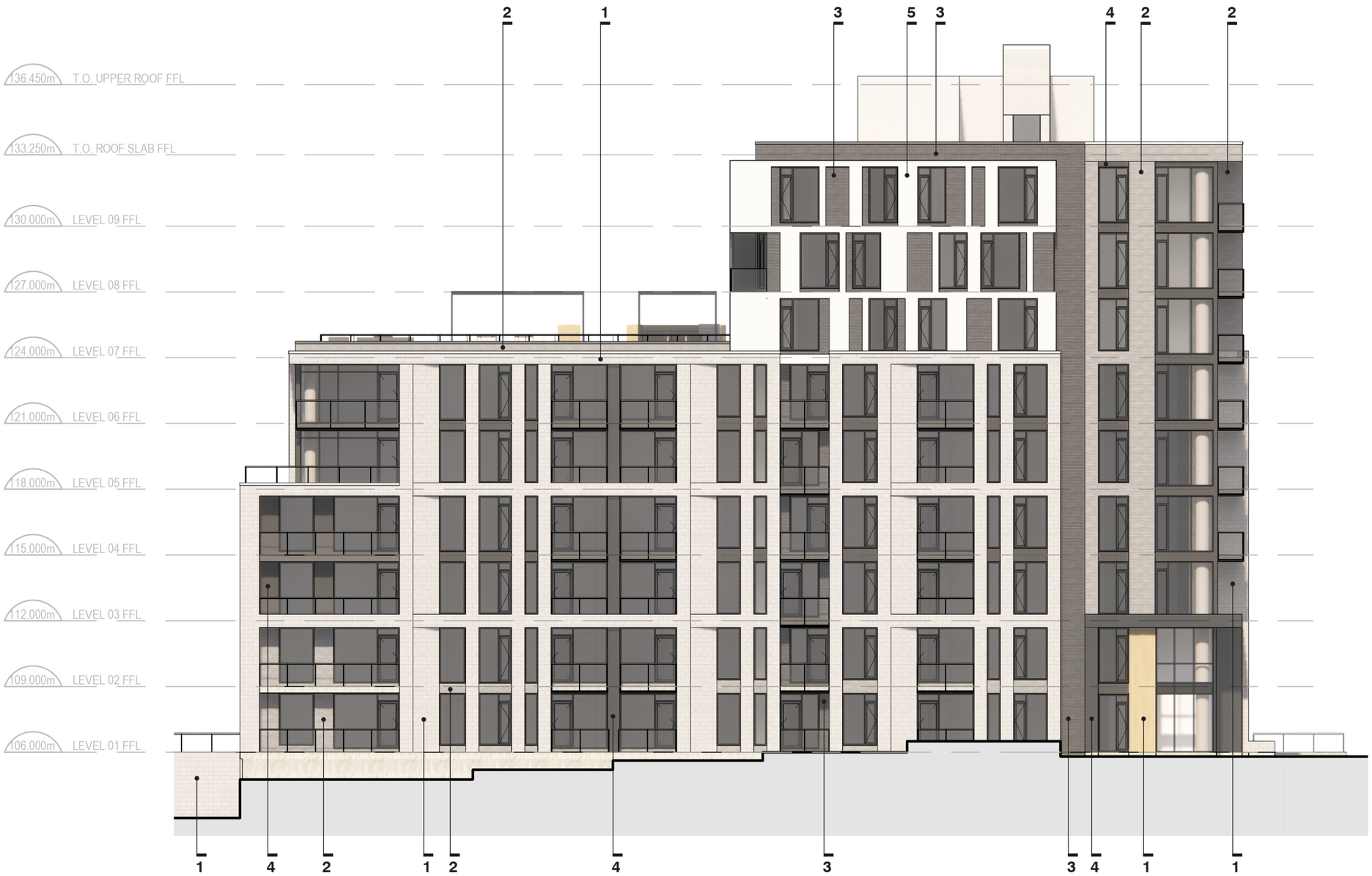

LEGEND

1 Stone Masonry
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)
7 Fiber Cement Panel (Dark Grey)

1765 MONTREAL ROAD BUILDING DESIGN - BUILDING 'A' WEST ELEVATION
| 2206 | SCALE 1:200

LEGEND

1 Stone Masonry
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)
7 Fiber Cement Panel (Dark Grey)

1765 MONTREAL ROAD BUILDING DESIGN - BUILDING 'A' NORTH ELEVATION
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LEGEND

1 Stone Masonry
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)
7 Fiber Cement Panel (Dark Grey)

1765 MONTREAL ROAD BUILDING DESIGN - BUILDING 'A' EAST ELEVATION
| 2206 | SCALE 1:200

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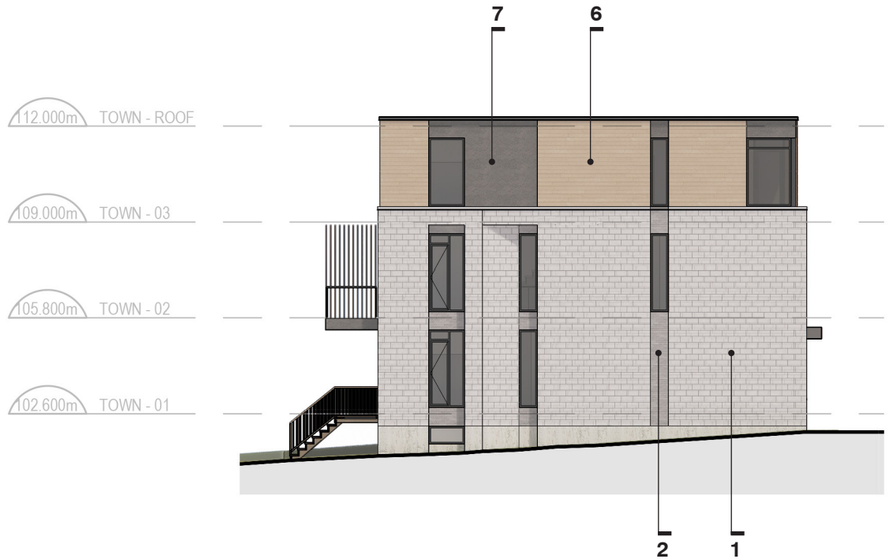
South Elevation

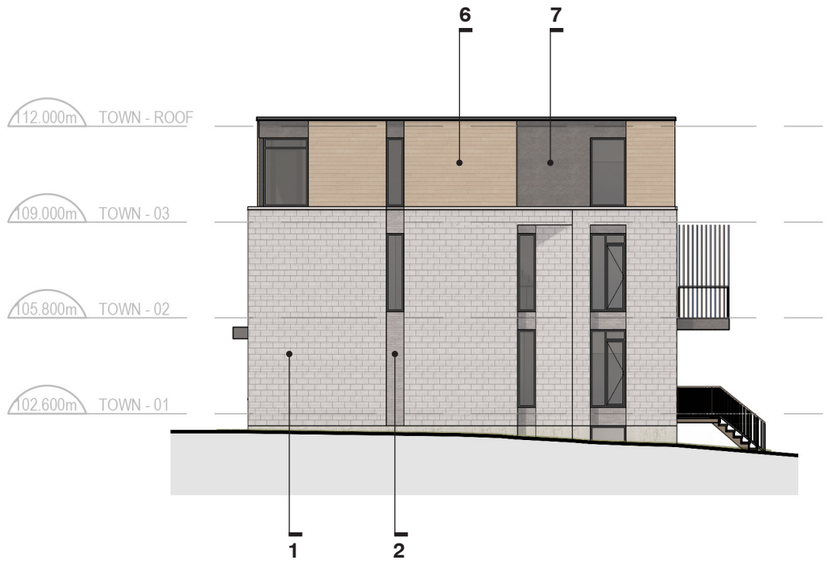


West Elevation

LEGEND

1 Stone Masonry
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)
7 Fiber Cement Panel (Dark Grey)

North Elevation



East Elevation

LEGEND

1 Stone Masonry
2 Brick Masonry (Light Grey)
3 Brick Masonry (Black)
4 Aluminum Composite Panel (Dark Grey)
5 Aluminum Composite Panel (White)
6 Aluminum Composite Panel (Cedar Plank Finish)
7 Fiber Cement Panel (Dark Grey)

View of Apartment Building and Podium Planters

View of Apartment Entry

View of Townhouse Rear Yards with Existing Trees

SUSTAINABILITY

The project is not targeting any specific goals with respect to sustainability. That said, the project will include of number of design features that will offer significant energy efficiency.

- The majority of parking is underground. By eliminating surface parking, we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by this development. In addition, the flat roof will provide an opportunity for storm water storage, and a cistern is included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure.

- The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls.

- The project will be using only durable cladding materials, all of which installed using a ‘rain screen’ design, ensuring that these cladding materials will perform well over the long term and will not require replacement.

- The project will be using high efficiency appliances. All lighting will use LED luminaires which, combined, will result in a significant reduction in the electrical demand for the building.

- The installation of electric car charging stations is being explored.

- The roofing membrane will have a light colour, increasing reflectivity and reducing heat island effects.

- The proposed development includes considerable tree planting with enough soil volume to ensure healthy tree growth. The project also makes efforts to conserve existing trees on the site, particularly the extensive growth along the northern property line.

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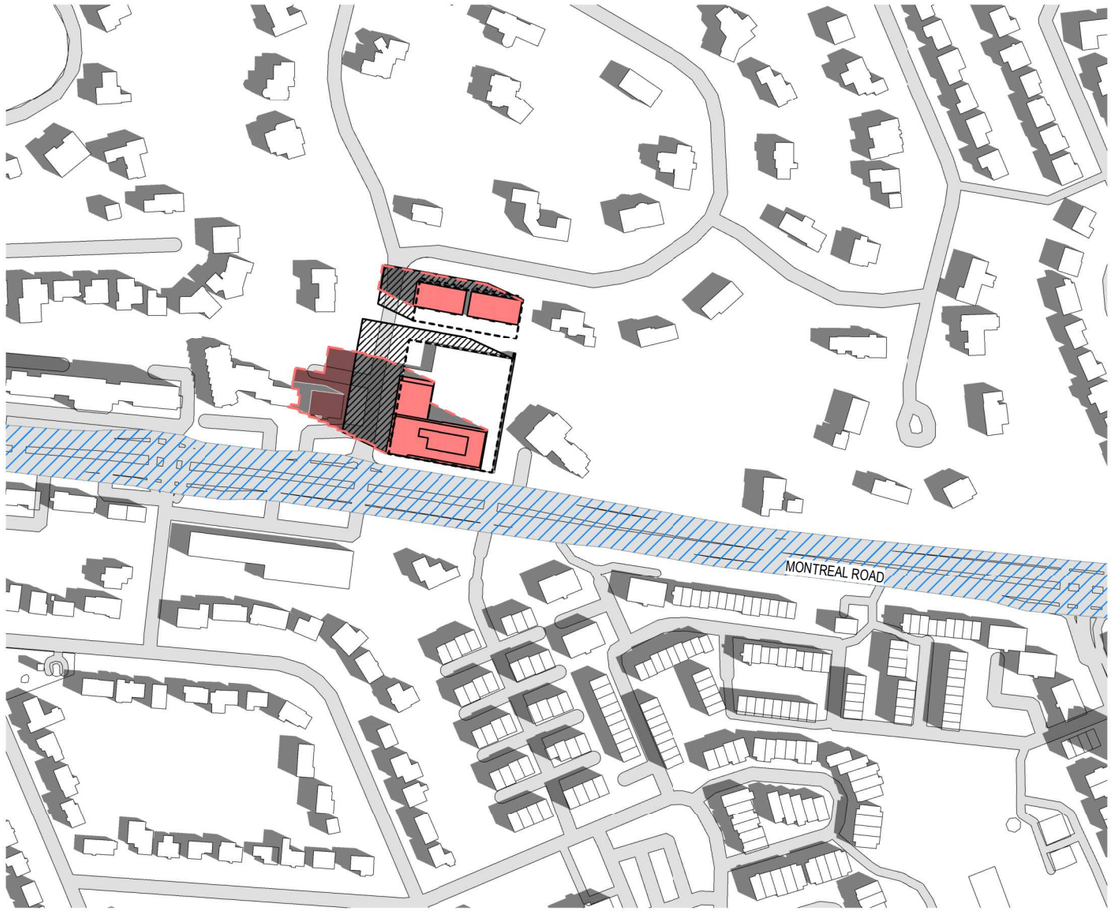

SEP 21 - 8:00 AM

SEP 21 - 10:00 AM

LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - SEP 21 - 8:00 AM / 10:00 AM

| 2206 | SCALE 1:2500

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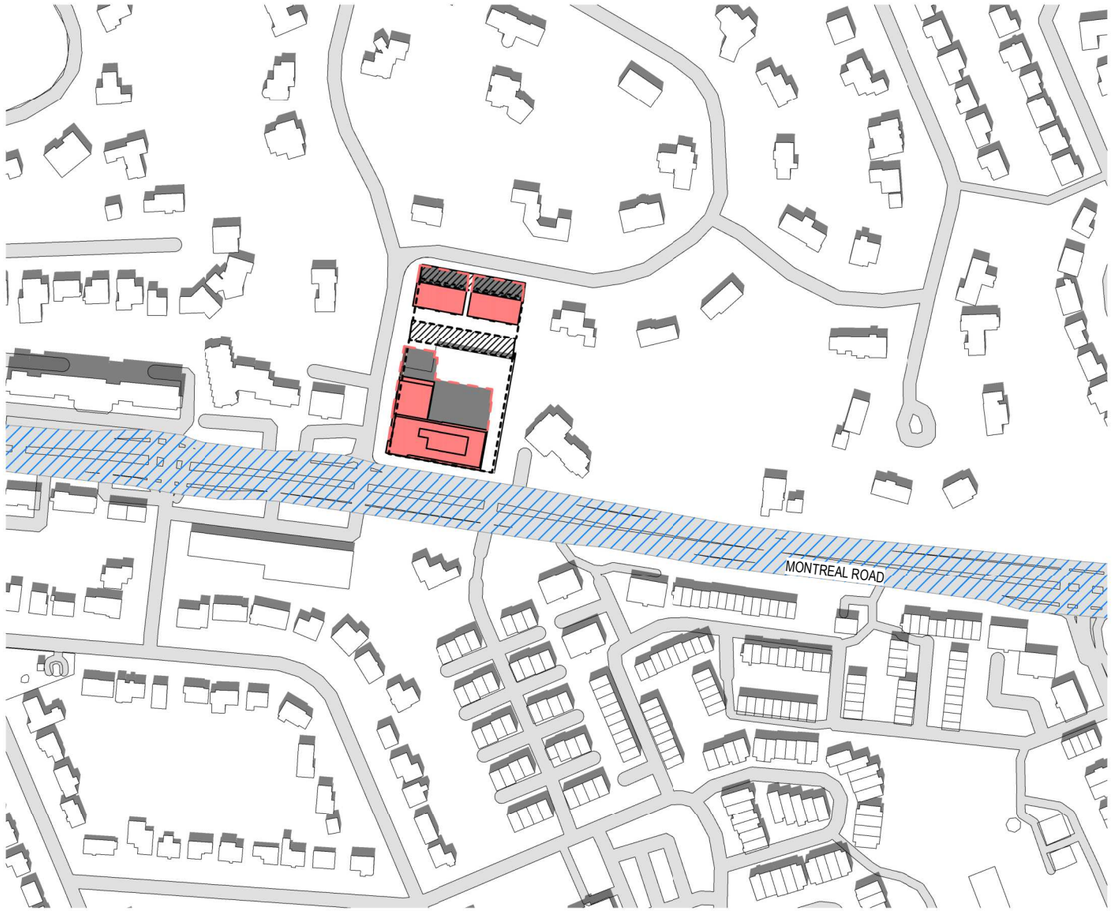
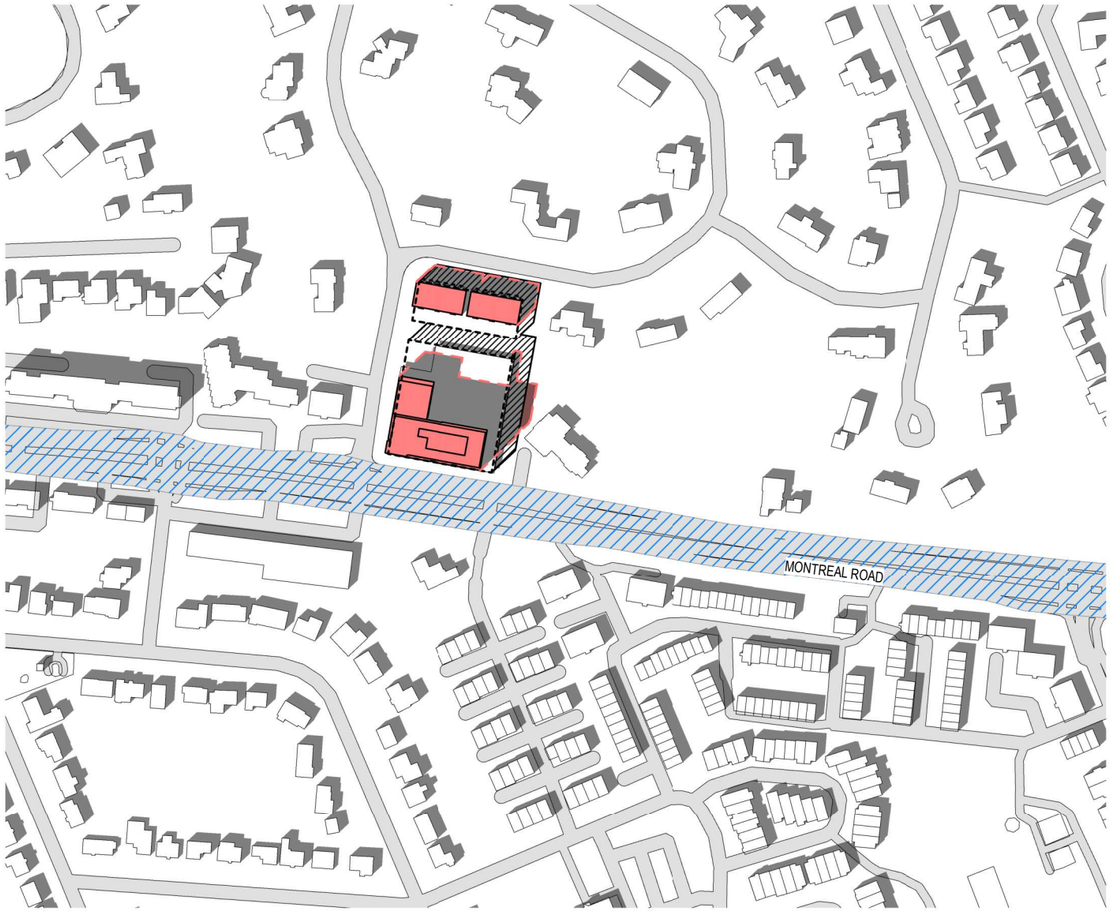


SEP 21 - 12:00 PM



SEP 21 - 2:00 PM

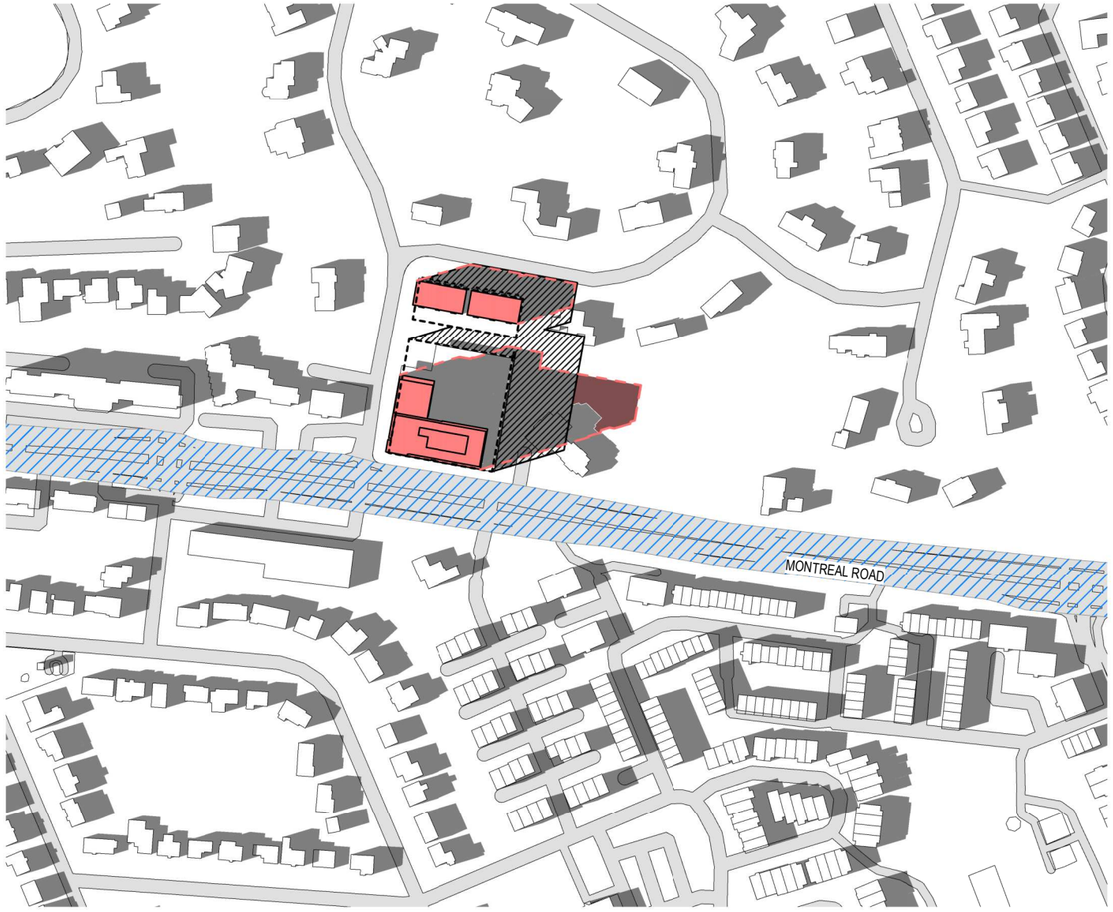
LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - SEP 21 - 12:00 PM / 2:00 PM

| 2206 | SCALE 1:2500



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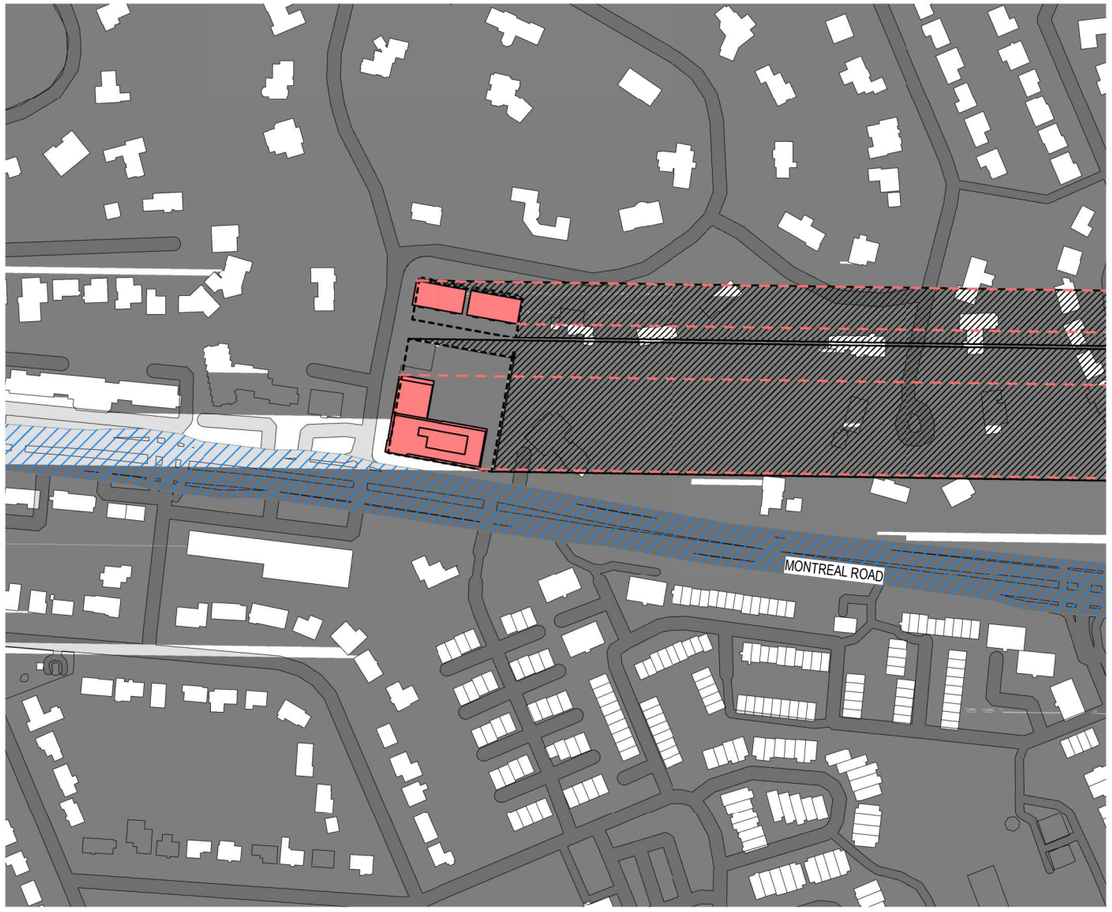


SEP 21 - 6:00 PM

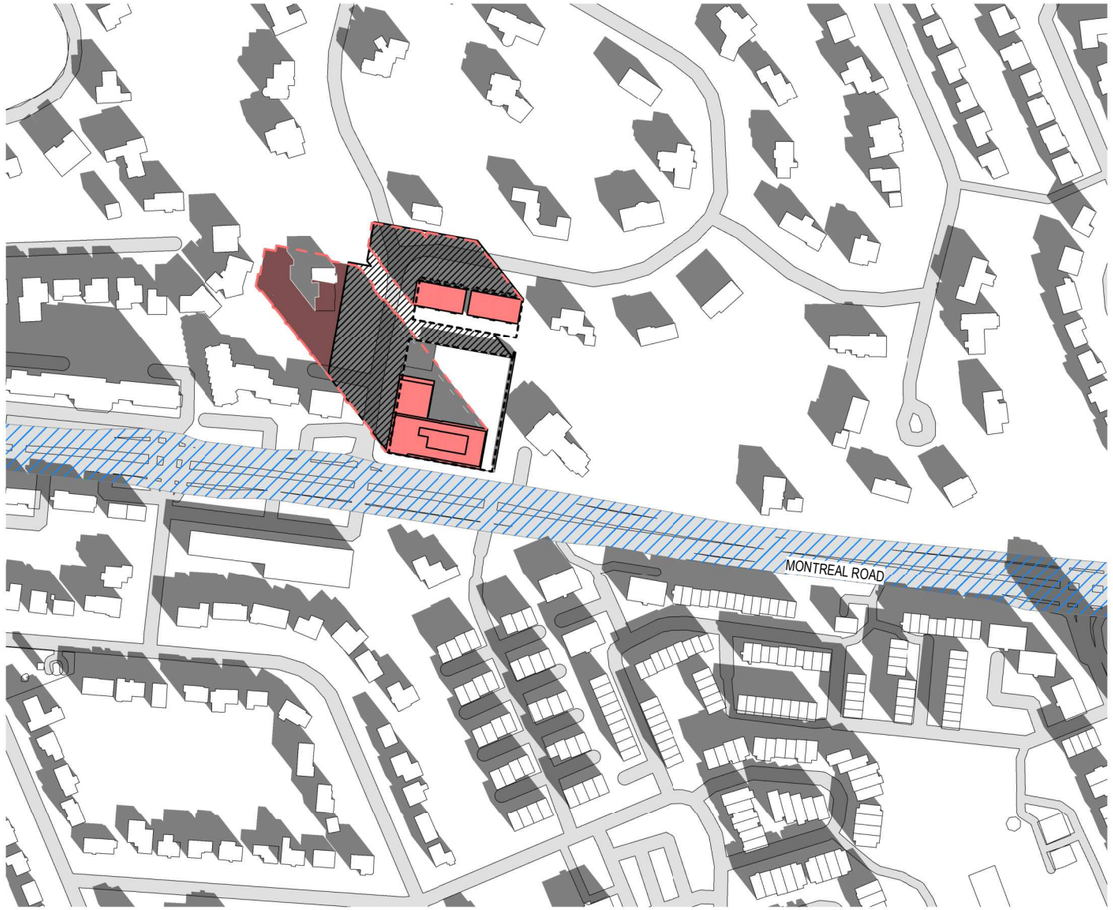
LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - SEP 21 - 4:00 PM / 6:00 PM

| 2206 | SCALE 1:2500



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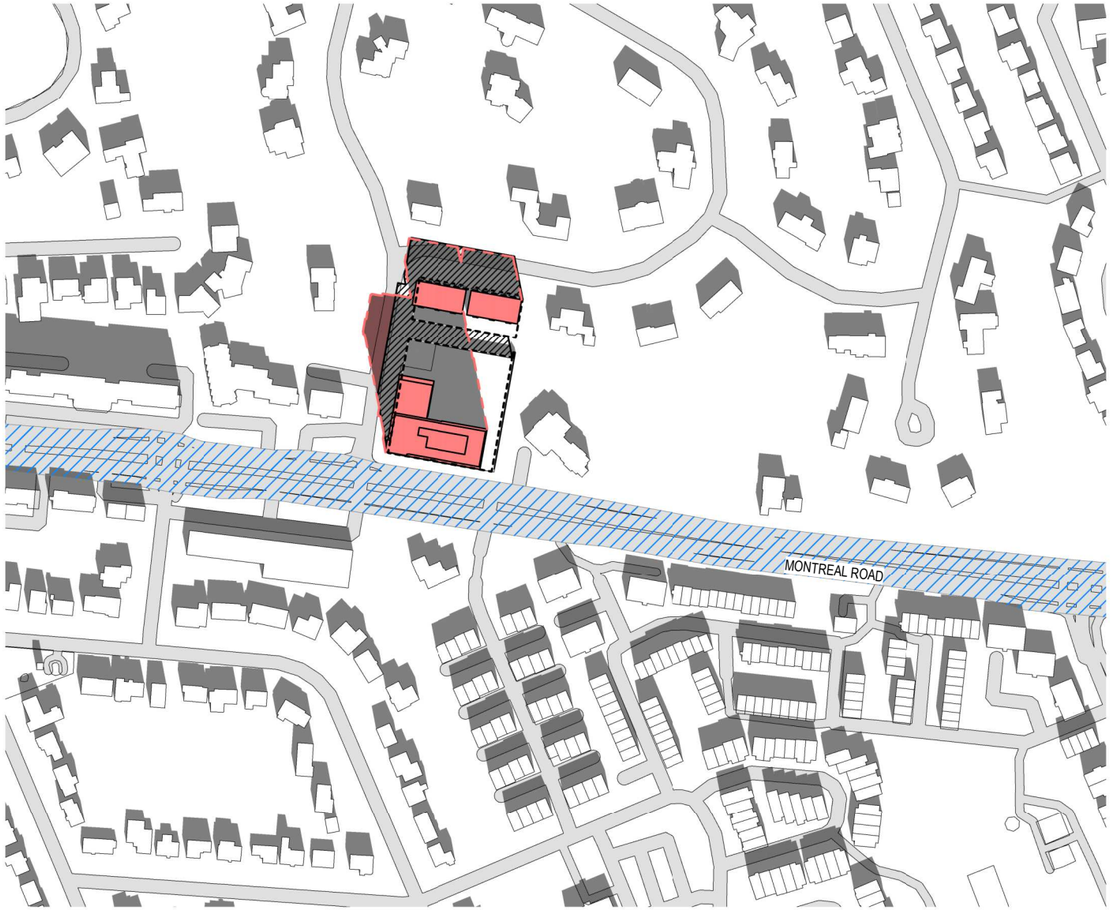

DEC 21 - 11:00 AM

LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - DEC 21 - 9:00 AM / 11:00 AM

| 2206 | SCALE 1:2500

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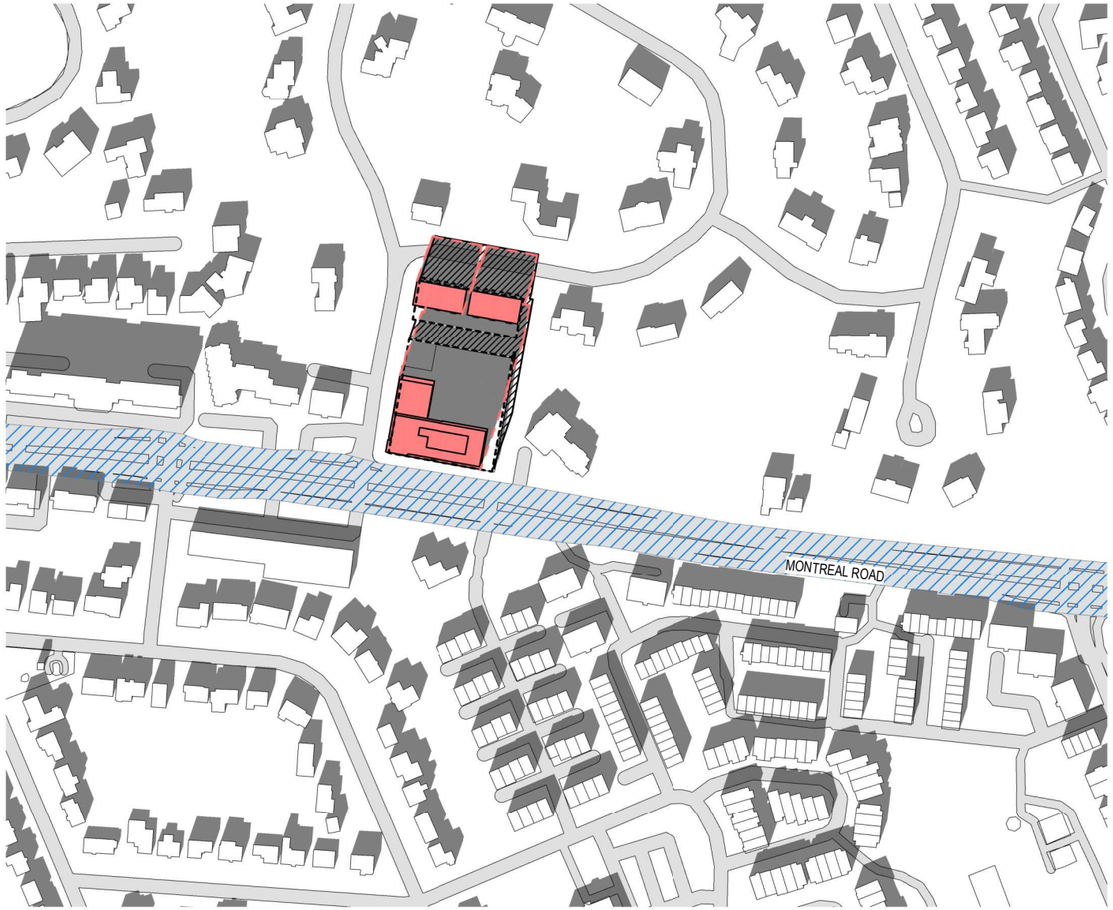

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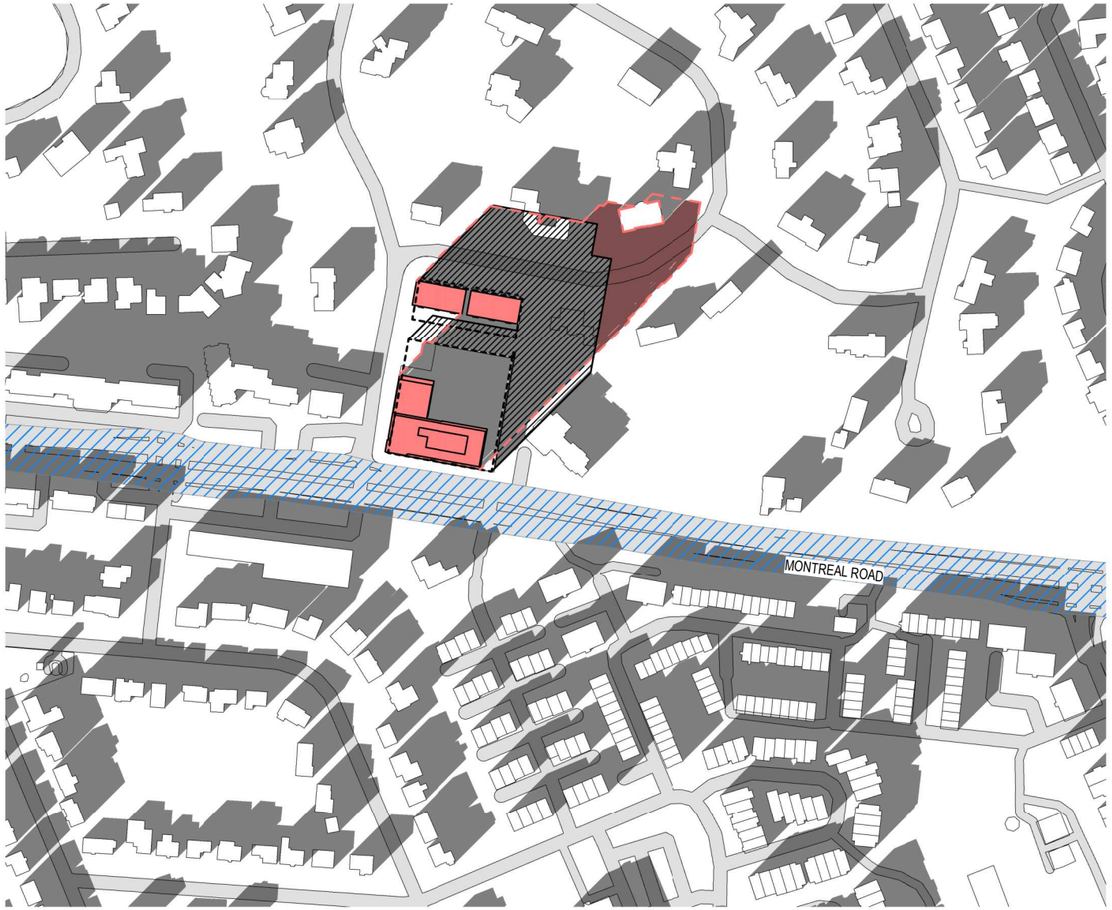

DEC 21 - 3:00 PM

LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - DEC 21 - 1:00 PM / 3:00 PM

| 2206 | SCALE 1:2500

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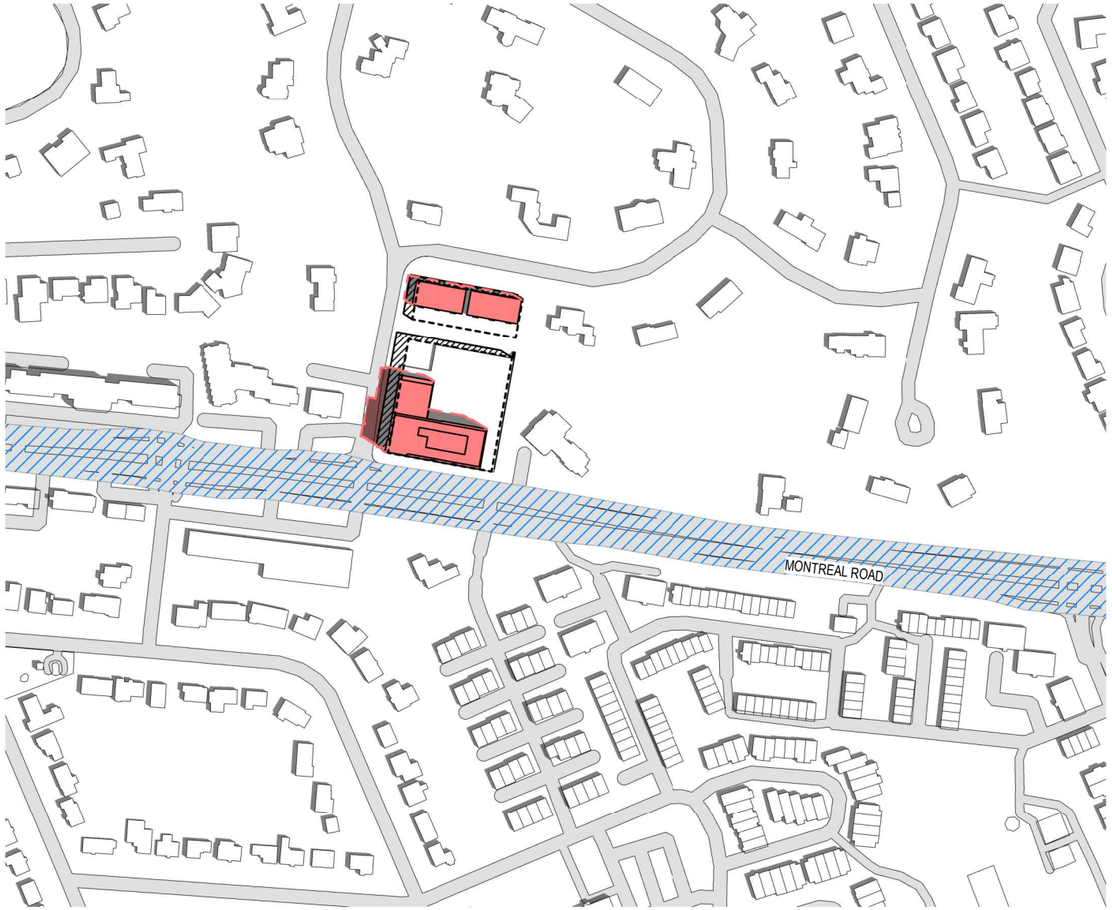
JUN 21 - 8:00 AM



JUN 21 - 10:00 AM

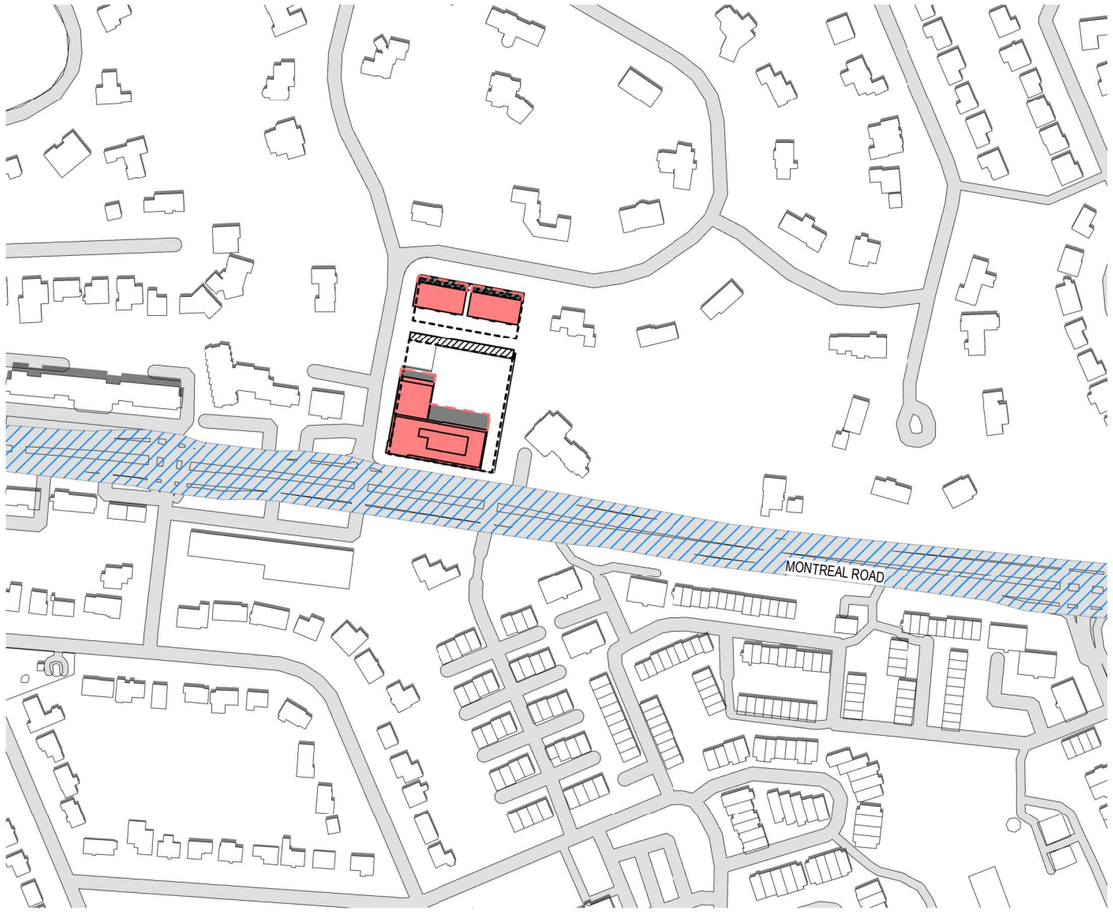
LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - JUN 21 - 8:00 AM / 10:00 AM

| 2206 | SCALE 1:2500



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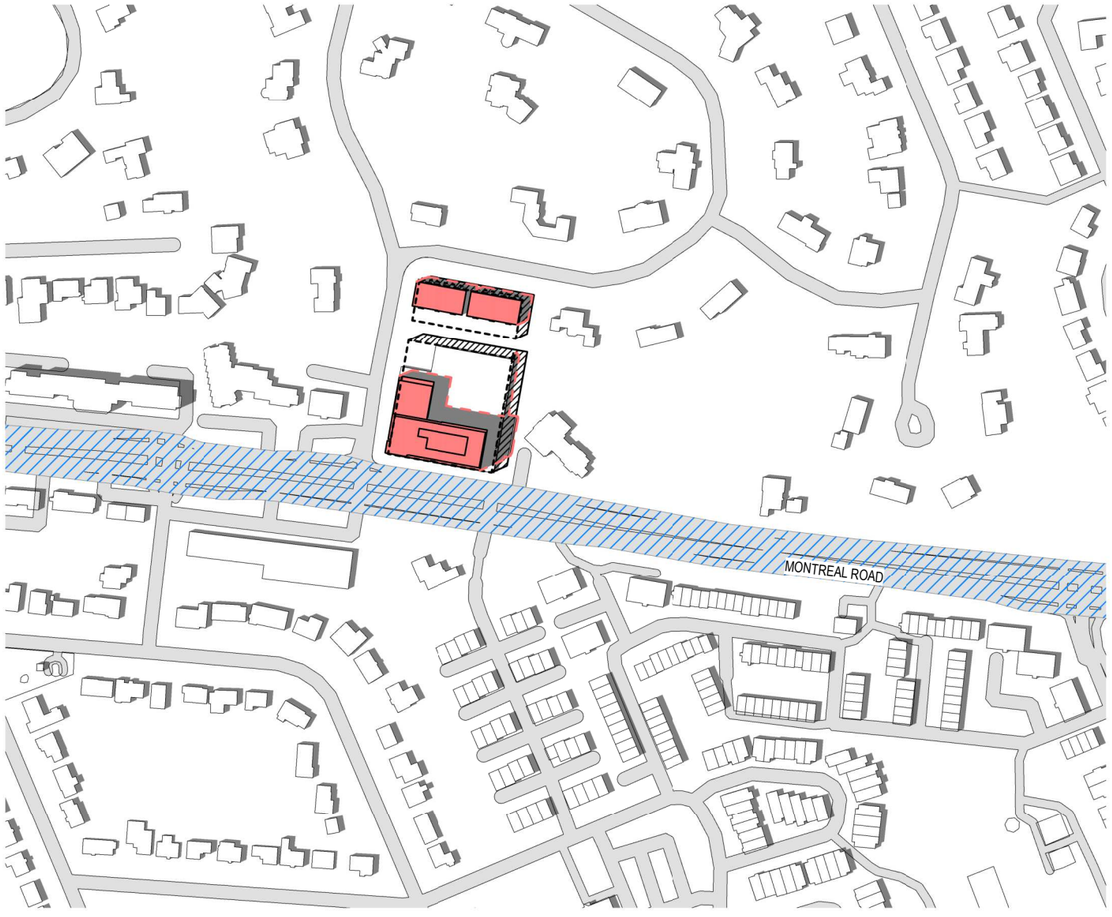


JUN 21 - 2:00 PM

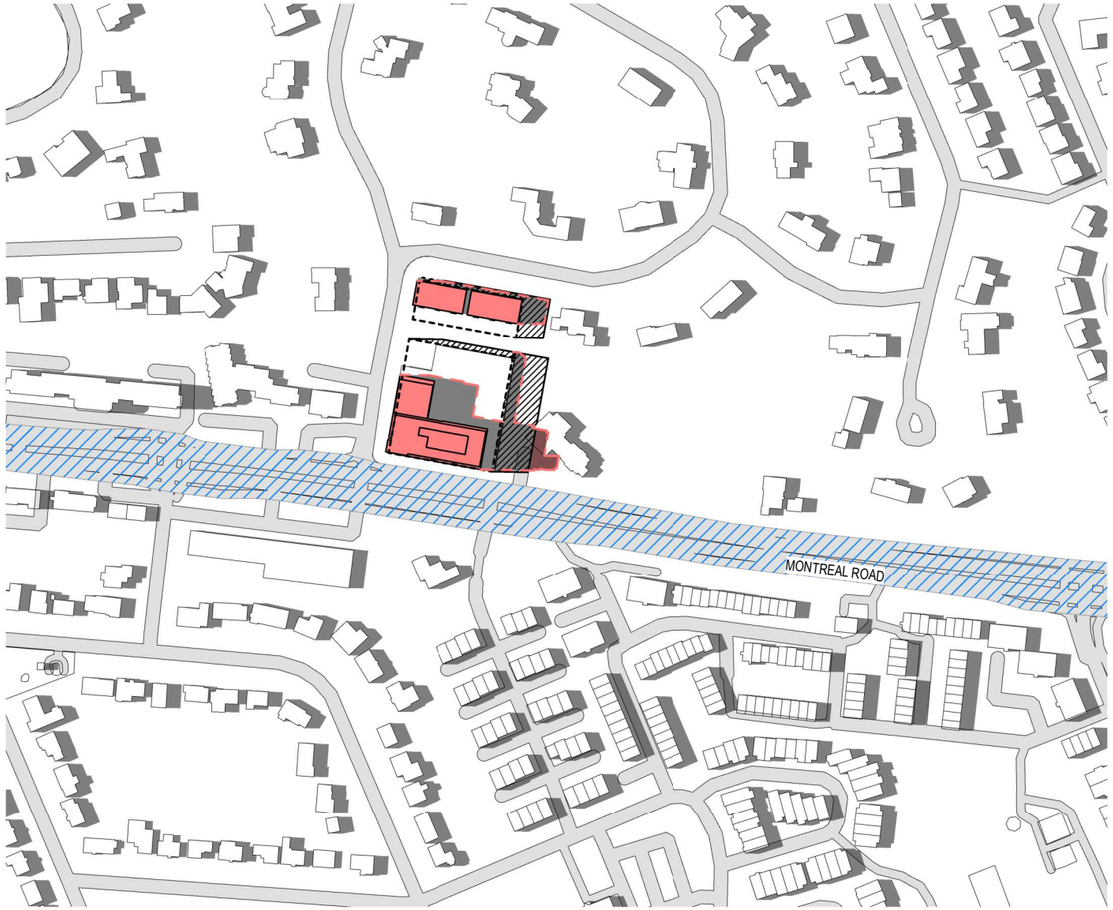
LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - JUN 21 - 12:00 PM / 2:00 PM

| 2206 | SCALE 1:2500



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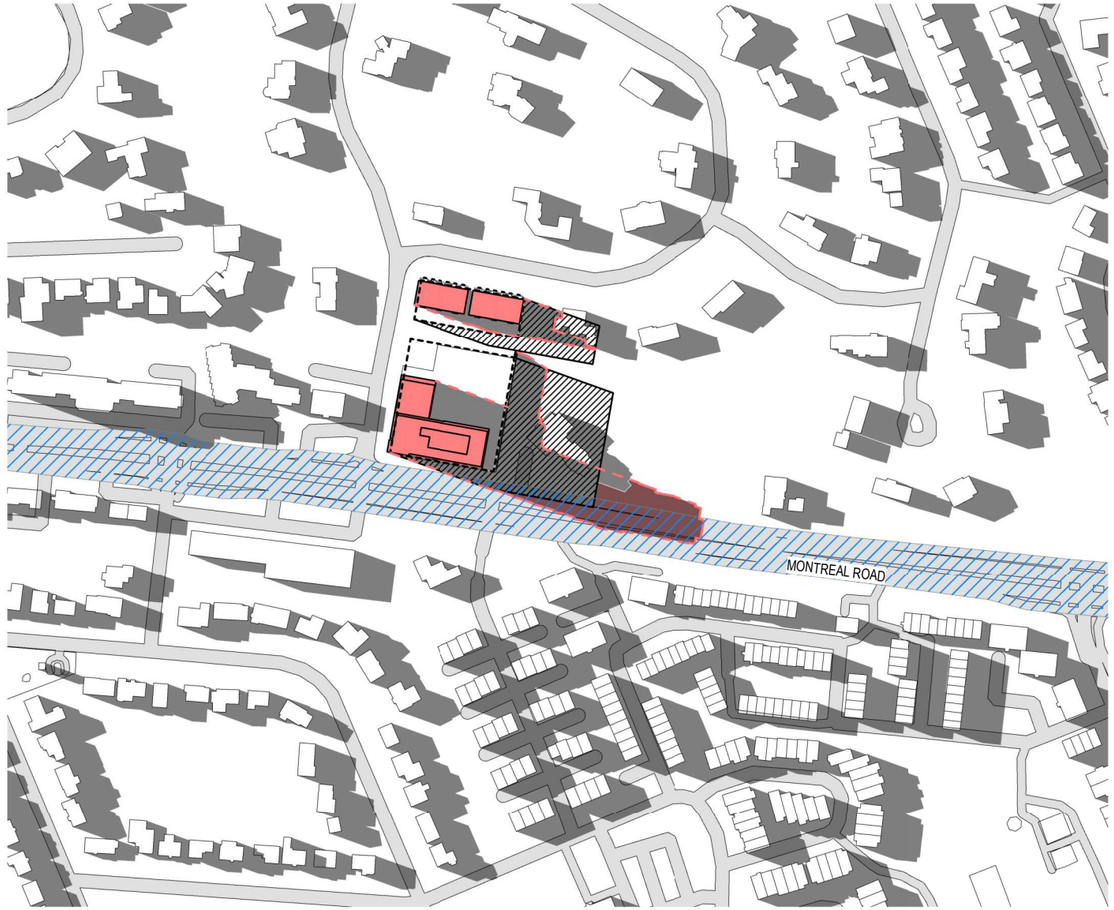

JUN 21 - 6:00 PM

LEGEND

- Proposed Massing
- Proposed Shadow
- As of Right Massing
- As of Right Shadow
- New Net Shadow
- Arterial Mainstreet

N

1765 MONTREAL ROAD SHADOW ANALYSIS - JUN 21 - 4:00 PM / 6:00 PM

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JUN 21 - 8:00 PM

LEGEND

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N

1765 MONTREAL ROAD SHADOW ANALYSIS - JUN 21 - 8:00 PM

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