

200-201 Friel Street

Ottawa, ON K1N 1H1

Urban Design Brief

Issued March 22nd, 2023

# Table of Contents

<b>1. Introduction</b>	<b>3-4</b>
1.1 Project Overview	4
<b>2. Site Design</b>	<b>5-11</b>
2.1 Site, Zoning & Context	6-7
2.2 Site Design	8-9
2.3 Vehicular Access, Parking + Bicycle Infrastructure	10-13
<b>3. Building Design</b>	<b>15-27</b>
3.1 Building Massing & Setbacks	16-19
3.2 Shadowing Impacts	20-21
3.3 Compliance with Urban High-Rise Design Guidelines	22-25
3.4 Central and East Downtown Core Secondary Plan	26-31
3.5 Unit Mix + Unit Count	32-33
3.6 Program	34-35
3.7 Facade + Cladding Design	36-41



# 1. Introduction

# 1.1 Project Overview

## Project Overview

This design brief aims to detail the design considerations for a new development proposal on the site that comprises 200-201 Friel Street in Ottawa, which includes two existing high-rise buildings owned and operated by Ottawa Community Housing. This new development proposes to add a 20-storey high-rise residential building along the eastern portion of the site, at the corner of Beausoleil Drive and Chapel Street.

The project is being designed in keeping with the provisions of the new City of Ottawa Official Plan (OP), as well as more local Secondary Plan provisions and zoning bylaws, and in consideration of City of Ottawa Urban Design Guidelines for High-Rise Buildings.

The project is located in a transit-oriented neighbourhood that is serviced by several bus lines along Rideau Street, as well as being in close proximity to the OC Transpo LRT system. In addition, the development will provide limited on-site parking as well as provisions for bicycle infrastructure.

This development is categorized as a High Social Impact Project per the City of Ottawa's Planning Committee Report 37, dated February 24th, 2021.

The development is to supply below-market rate rental units for a broad demographic, and will follow best practices for aging-in-place and accessible design to allow for long-term tenancies. It will include 159 residential units, with 20% meeting Ontario Building Code and CMHC Accessible compliance, with the remainder of the units qualifying as CMHC Visitable units. In addition to the housing component, the development will also look to provide a mix of amenity space types at the ground floor, that may overlap with community usage during certain periods of time.

These spaces will be designed to address the needs of the building population, focusing on seniors-appropriate programming. Amenity spaces will be designed to provide various opportunities for social interaction and enhance the overall well-being of the residents. Some of these spaces include laundry facilities, bicycle and scooter dedicated storage, flexible lounge spaces and exterior amenities.

The following design brief provides details as to how the proposed development will meet the requirements set out by the City of Ottawa.

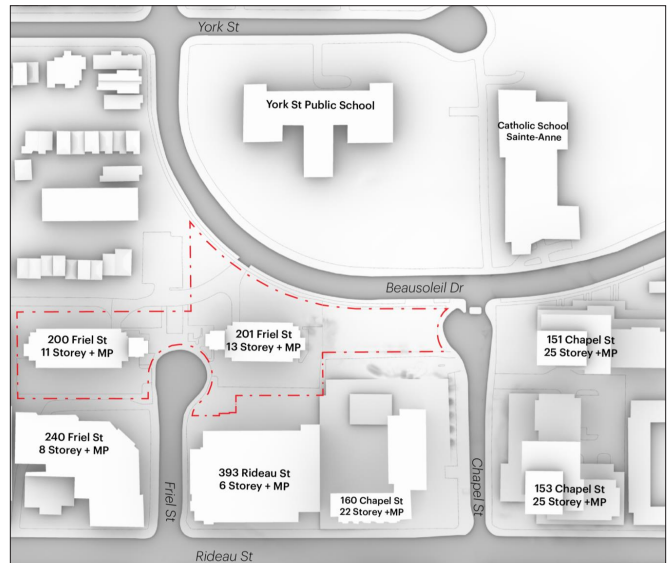
# Site & Building Design

# 1.2 Site, Zoning & Context

## Context

The proposed development site is shared with two existing, occupied high-rise buildings owned by Ottawa Community Housing, at 200 and 201 Friel Street, directly to the west of the proposed development. Understanding of the permitted development size is described below using existing information of the two existing buildings, in order to ascertain the appropriate and allowable proposal for the development site. The current site contains an abandoned surface parking lot with one level of below grade parking. Images on page 7 illustrate current conditions at the site.

Directly adjacent to the site to the south is a 25-storey residential high-rise building at 160 Chapel Street. To the east, across Chapel Street, is a phased residential high-rise development currently under construction, at 20-storeys and 22-storeys. To the north, across Beausoleil Drive, are two elementary schools, York Street Public School and École élémentaire catholique Sainte-Anne.



Adjacent Properties

## Lot Coverage

Based on the most recent property survey, Registered Plan 43586, prepared by Farley, Smith & Denis Surveying Ltd. and dated December 21st, 2022, the total site area is 7,235.9 m<sup>2</sup>.

The total building area of the existing 200 Friel Street building (876.1 m<sup>2</sup>), 201 Friel Street building (689.3 m<sup>2</sup>) and the proposed development (737.3 m<sup>2</sup>) is 2,302.8 m<sup>2</sup>.

**Therefore, the proposed total lot coverage is 31.8%.**

## Landscape + Vegetation Coverage

As noted, the total site area is 7,235.9 m<sup>2</sup>. The proposed landscaping and vegetation area for the development is 2,901.3 m<sup>2</sup>.

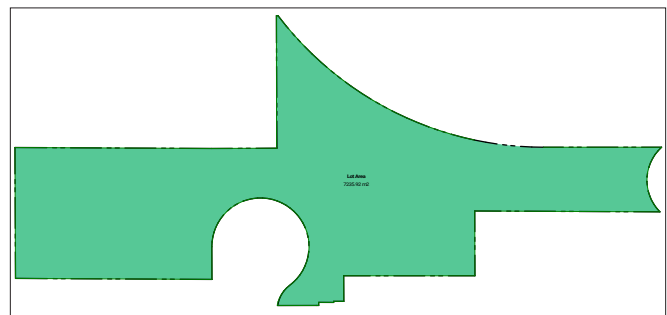
**Therefore the total Landscape + Vegetation Coverage is 40.1%.**

## Floor Space Index

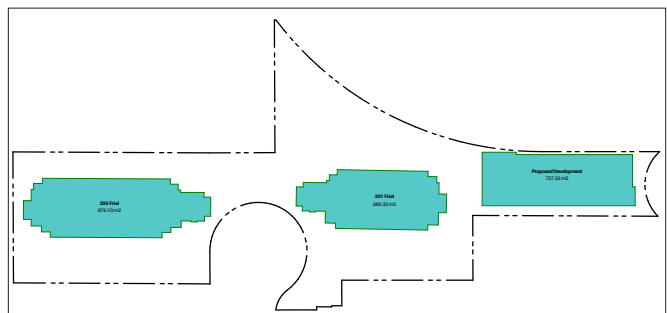
The total site area is 7,235.9 m<sup>2</sup>.

The total Gross Floor Area of the existing 200 Friel Street building (7308.9 m<sup>2</sup>), 201 Friel Street building (8,412.6 m<sup>2</sup>) and the proposed development (10,127.8 m<sup>2</sup>) is 25,892.0 m<sup>2</sup>.

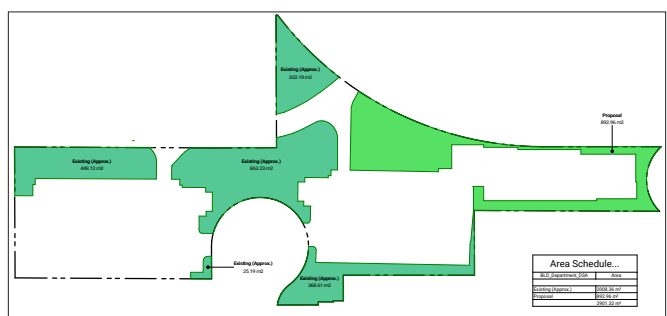
**Therefore, the proposed Floor Space Index is 3.58.**



Lot Area



Building Area Calculation for Lot Coverage

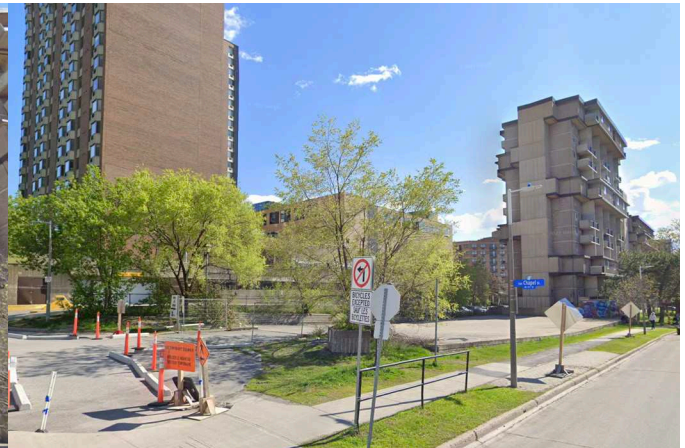


Landscape + Vegetation Coverage

## Existing Context



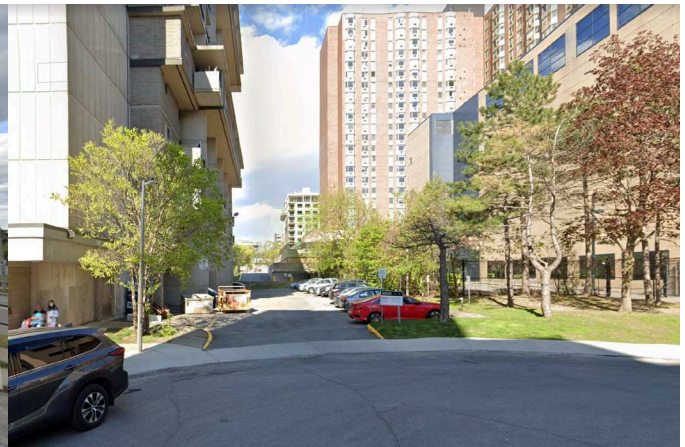
Site from Beausoleil Street, with 150 Chapel Street behind.



North-west corner of site.



Chapel Street Frontage showing existing parkade.



Vehicular access from Friel Street south of existing 201 Friel Street.



Retaining wall and grade change at south site boundary.



Landscaped area where proposed POPS to be located.



# 1.3 Site Design

## Overview

The proposed landscape at 201 Friel acknowledges the urban nature of the site and provides a series of spatial experience for both transient and long term user groups.

## Surfaces

Site hardscapes consist of linear heavy duty unit paving that accents the modern architecture of the building. This surface will be both durable and accessible for residents, staff and the public. Pavers will feature generally high albedo colour palettes, which help to lessen the urban heat island effect.

## Plantings

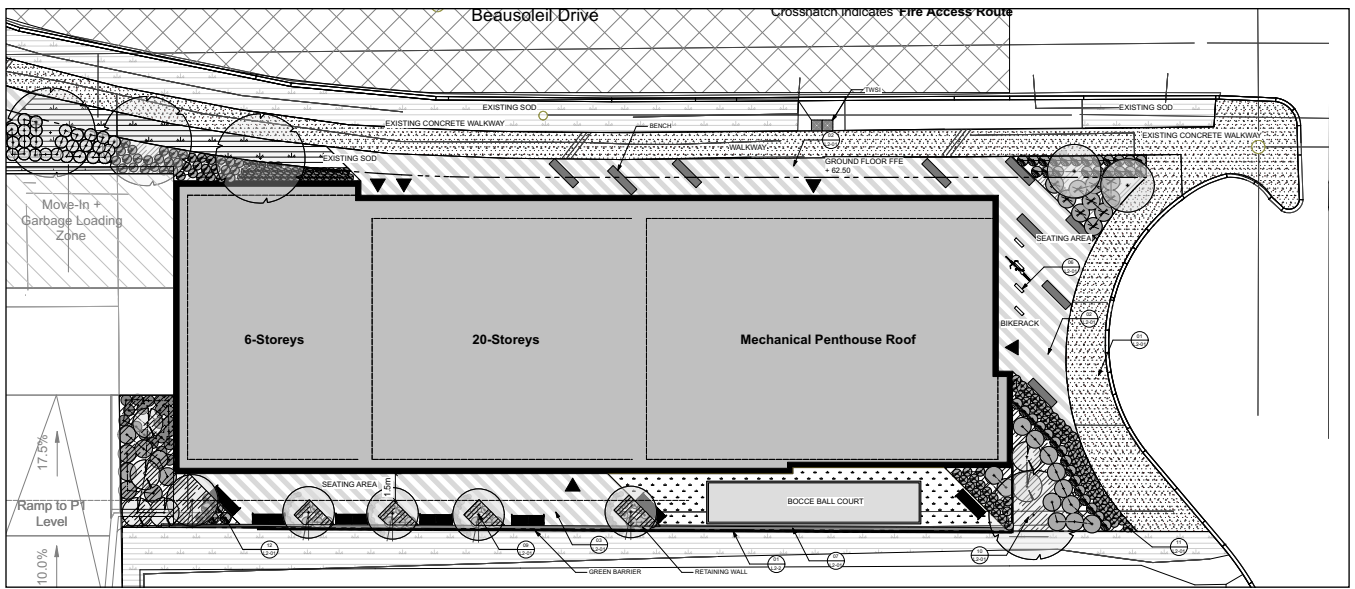
Plantings consist of drought and salt tolerant native species to accent space and buffer the site. Generally, plantings are low perennials respecting CPTED principles in public spaces. Groupings of grasses help to delimit and frame space, while providing four season interest. Small to medium deciduous shade trees further define space and provide microclimatic comfort in private spaces for passive recreation. Purple and white flowers largely define blossom periods in the spring and summer, with green foliage throughout the growing season.

## Amenities

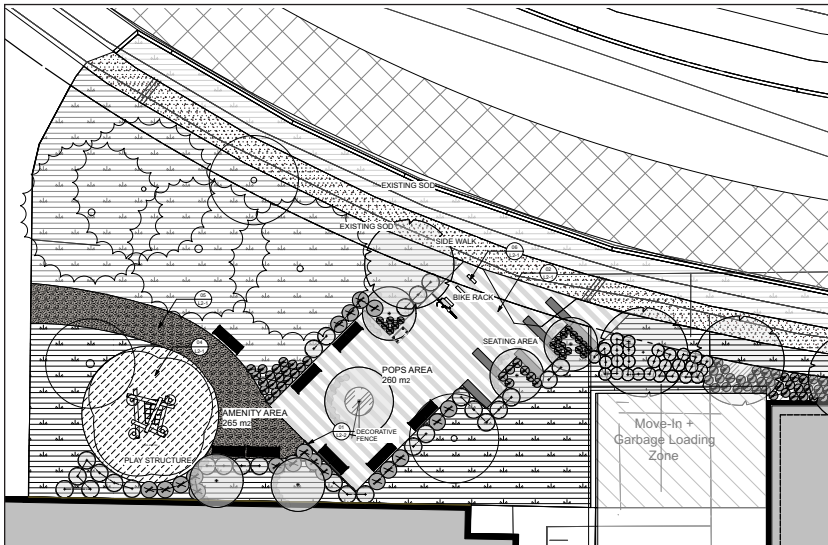
Site Amenities in public spaces include durable precast concrete seating benches that reflect the language of the linear unit paving. These benches also regulate pedestrian traffic patterns between Chapel and Beausoleil. Internal space, though limited, will provide opportunity for both active and passive recreation. A Bocce ball court set into artificial turf allows active recreation for a wide variety of users. Various seating areas provide space for passive recreation as individuals or small groups.

## POPS Space

The POPS space provides an area for a variety of activities including a diverse demographic of users. Concrete and traditional benches provide space for rest, and will include a bench fit circuit for more active use. A central area provides a focus for specimen planting or public art if desired. The POPS space is paired with the site amenity area, which proposes a natural log jam play structure for toddlers and younger children. Plantings frame the space and direct pedestrian traffic throughout.



Landscape Site Plan, indicating site design, including at main entry zone along Beausoleil, seating conditions along corner, and private exterior amenity space along south property line.



POPS Space and Exterior Amenity along Beausoleil Drive, north of existing 201 Friel Street and west of proposed development.

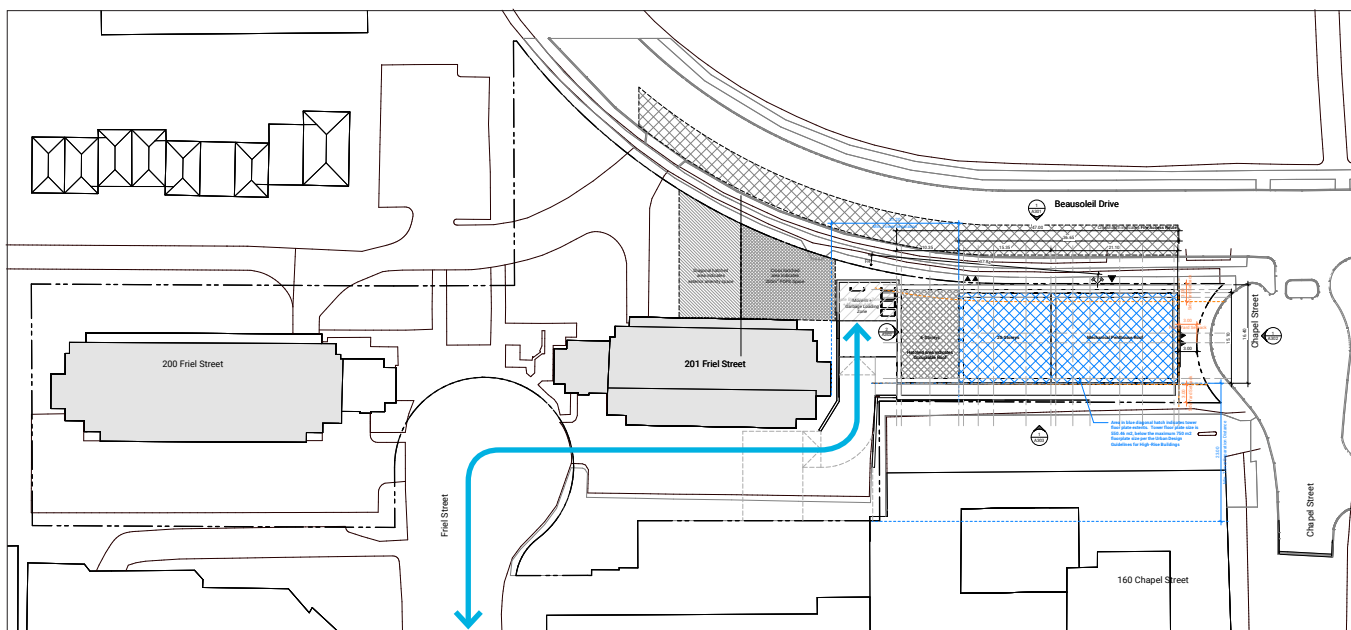
# 1.4 Vehicular Access, Parking + Bicycle Infrastructure

## Vehicular Parking Supply

Vehicle and bicycle parking counts were established based on the City of Ottawa Parking, Queuing and Loading Provision document and site-specific Draft Zoning By-Law Amendment. The vehicular parking requirements were lowered, however, due to the limited ownership of vehicles by residents, as well as the existing underused parking supply at the existing 200 & 201 Friel Street buildings.

The below chart indicates existing and newly proposed parking supply, and the resulting totals.

<b>Vehicular Parking Supply</b>			
	<b>Residential Units</b>	<b>Parking Count</b>	<b>Per Unit</b>
<b>200 Friel Street - Existing</b>	80	53	0.34
<b>201 Friel Street - Existing</b>	75	12	0.07
<b>New Development</b>	160	8	0.05
<b>Totals</b>	<b>315</b>	<b>73</b>	<b>0.25</b>



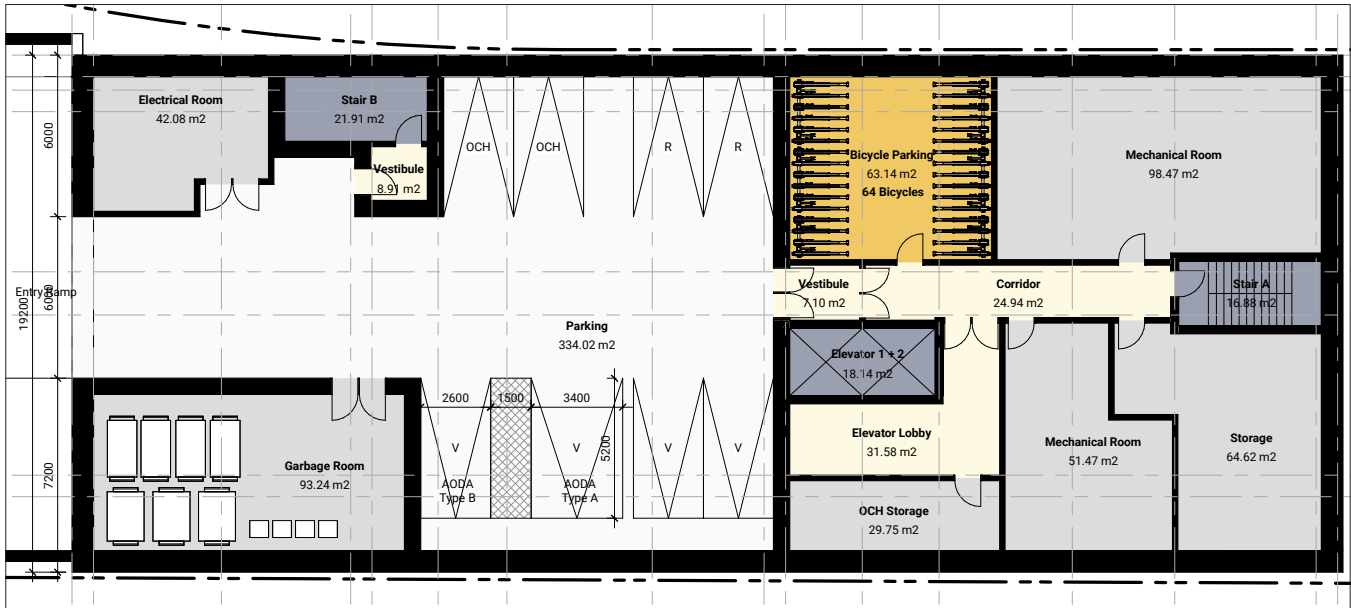
Vehicular Access to below-grade parking

## Bicycle Parking Supply

Bicycle parking counts have been established based on the City of Ottawa Parking, Queuing and Loading Provisions.

In order to meet the spirit and intent of this document, a mix of bicycle parking space types are provided on the project, with 16 exterior bicycle parking spaces located in proximity of building entries at grade, which can be used by both visitors and residents. Bicycle parking infrastructure at grade will be provided via bicycle rings as shown on landscape drawings.

A further 64 resident bicycle parking spaces are located on the basement level, where they will be accessed via the ramp at the west side of the development. This provides weather-protected bicycle parking close to a



Vehicular Parking Spaces at Basement Level

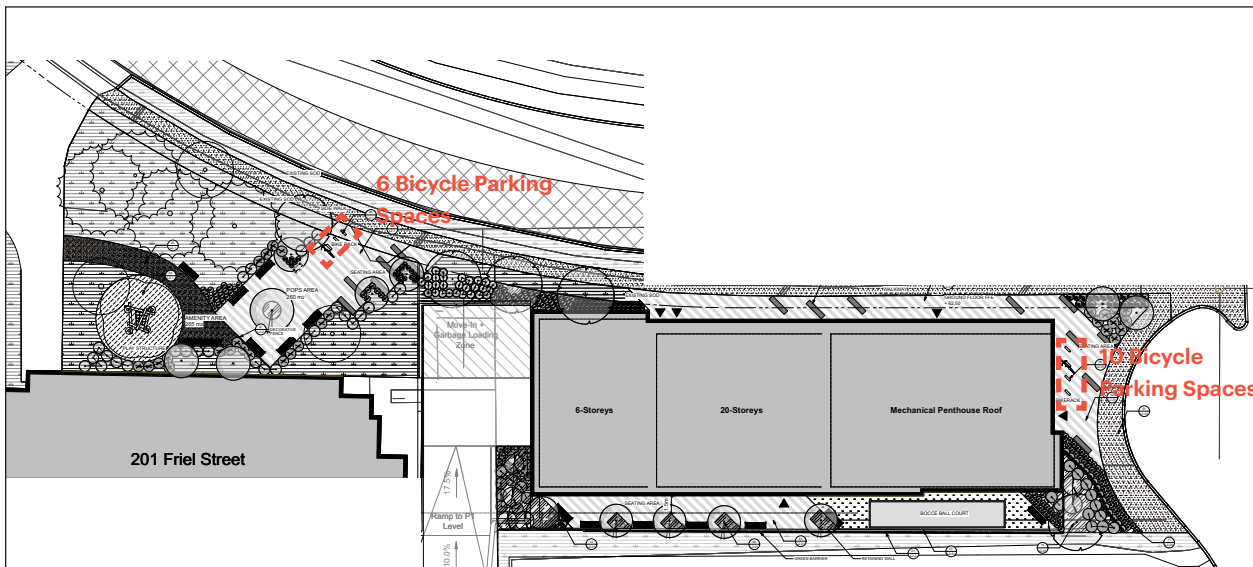
main building entry, directly across the main corridor from the basement elevator lobby, while meeting Ottawa Community Housing guidelines to not have bicycles being moved through the at-grade building entry. Bicycle parking infrastructure at the basement level will be provided via a pneumatically-assisted double-stacked parking system.

### Bicycle Parking Supply Requirements

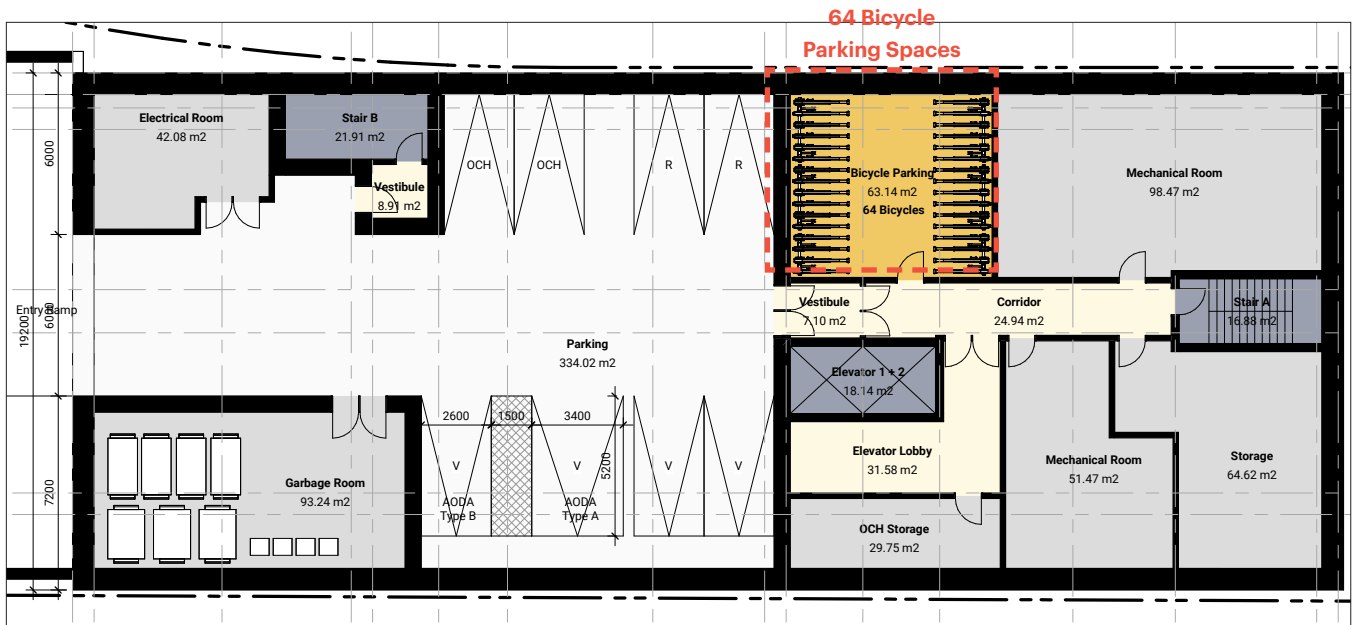
Parking Type	Unit Count	Amount per unit	Bicycle Supply Required
Resident Bicycle	160	0.5	79.5

### Bicycle Parking Supply

Parking Type	Interior	Exterior
Level P1	64	0
Ground Level	0	16
<b>Total</b>	<b>80</b>	



Exterior Bicycle Parking Spaces



Interior Bicycle Parking Spaces at Basement Level

## Waste Management

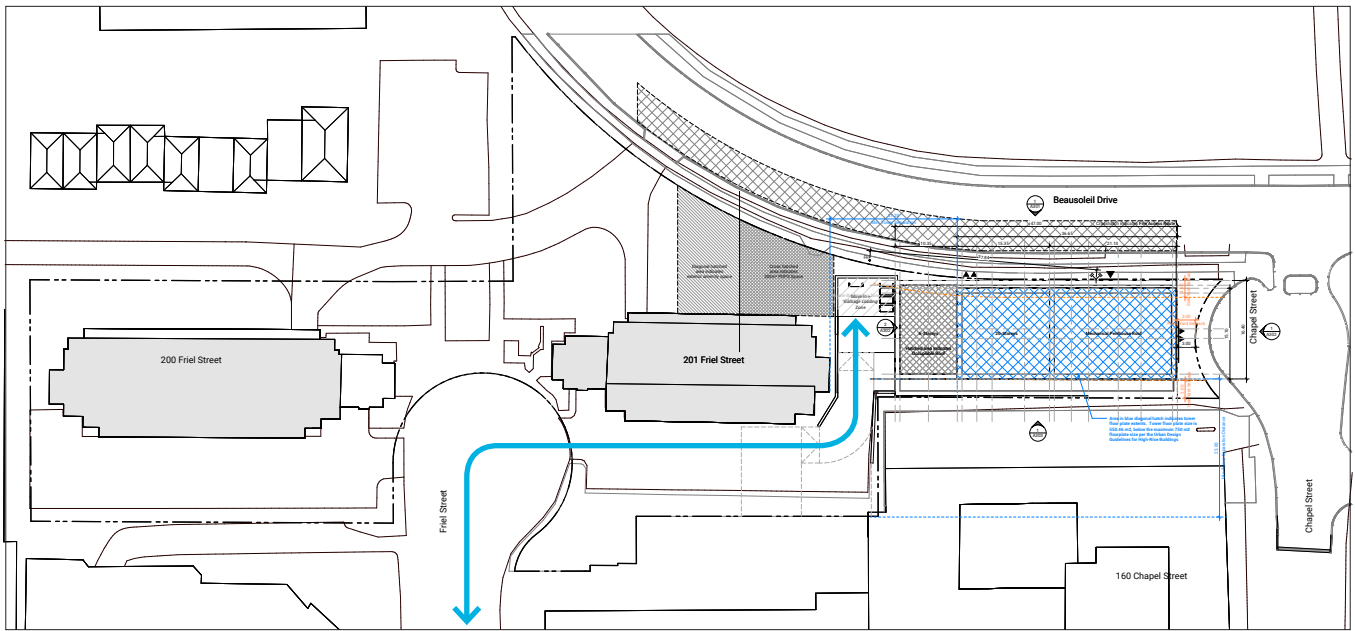
The waste collection vehicle will access the site via Friel Street, to the west of the building, entering into the parking area to the south of the existing 201 Friel Street building, and proceeding down a ramp to a flat staging area.

Waste collection will be done in a designated zone at the bottom of the vehicular access ramp along the east of the basement level. On collection day, waste bins will be moved from the basement garbage room, into the bin staging area, where an overhead waste collection vehicle will have full overhead clearance for lifting and emptying of bins, and Waste management vehicles will then back up the ramp, and turn around to leave. This configuration is illustrated in the diagram titled 'Waste Management Configuration' on the following page.

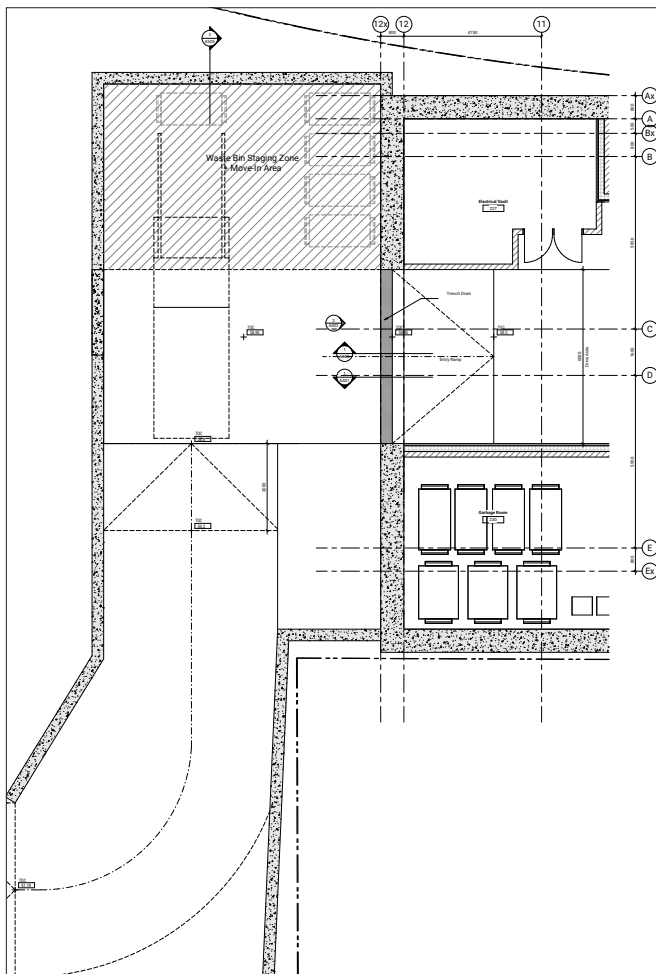
Waste Management in the building will be handled through a ground-level garbage chute room, which will allow residents to deposit 4-streams of waste directly into bins at the basement level via a garbage chute system. This will include solid waste/garbage, blue bin (glass + plastics), black bin (paper/fibre) and organics streams.

## Move-In and Loading Activities

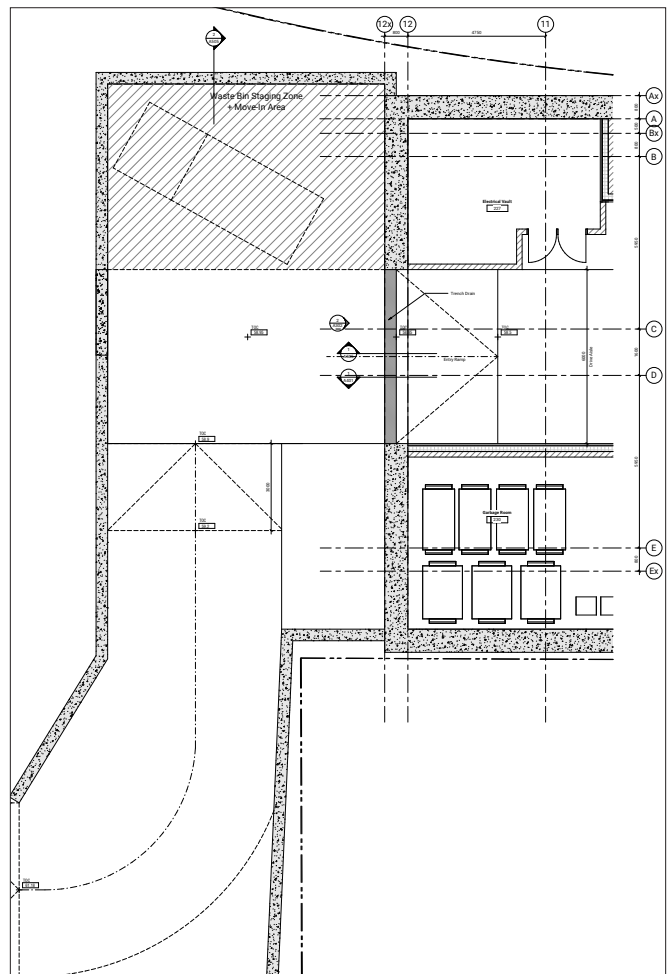
For tenant move-in and unloading, vehicles will use the same access route and staging area as the waste management vehicles. This area is large enough to allow for typical moving trucks to be able to park within the loading zone. The diagram on the following page illustrates the configuration for a 15' moving truck.



Waste Vehicle and Moving Truck Site Access



Waste Management Configuration with 32 yard vehicle illustrated



Move-In Configuration with 15' moving truck illustrated



# 3. Building Design



# 3.1 Building Massing + Setbacks

## Overview

The preliminary massing study was based on the initial scheme prepared for Ottawa Community Housing by Colizza Bruni Architecture in 2017. The massing and preliminary programming layouts had been reviewed by the City of Ottawa during a preconsultation meeting at the time. Following a reinvestigation of these initial studies, and updated zoning and density provisions for the site, it was determined that an increased tower height was appropriate on the site. This is in light of both 160 Chapel Street directly to the south of the development site, and the currently under construction phased development at 151 Chapel Street. Both of these developments are both taller and more dense than the proposed development on the 200 / 201 Friel Street property.

The final massing is a traditional podium-and-tower design, totalling 20-storeys in height (plus mechanical penthouse). The podium is held to 6-storeys in height, in order to preserve the street line with adjacent properties and to meet the zoning provisions.

## Setbacks

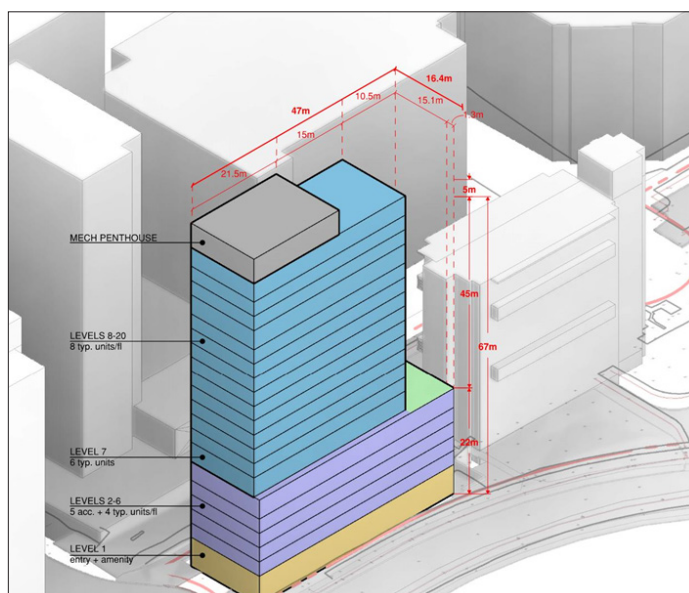
Along the north side of the site, the podium projects 2.8m beyond the permitted 3m setback along Beausoleil Street. The reason for this encroachment is to be able to provide both an adequate amount of amenity space within the proposed development, as well as an adequate number of CMHC-compliant Accessible units, while maintaining an efficient tower design, and cost effective, repetitive layouts for an affordable housing development.

Along the east side of the site, the podium is set back a minimum 3m from the property line. The tower is setback a further 200mm, for a total of 3.2m, in order to provide a physical break between podium and tower components.

Along the south side of the site, both the podium and the tower comply with a minimum 3m setback. Along the west side of the site, not setback requirements are applicable within proximity of the proposed development.

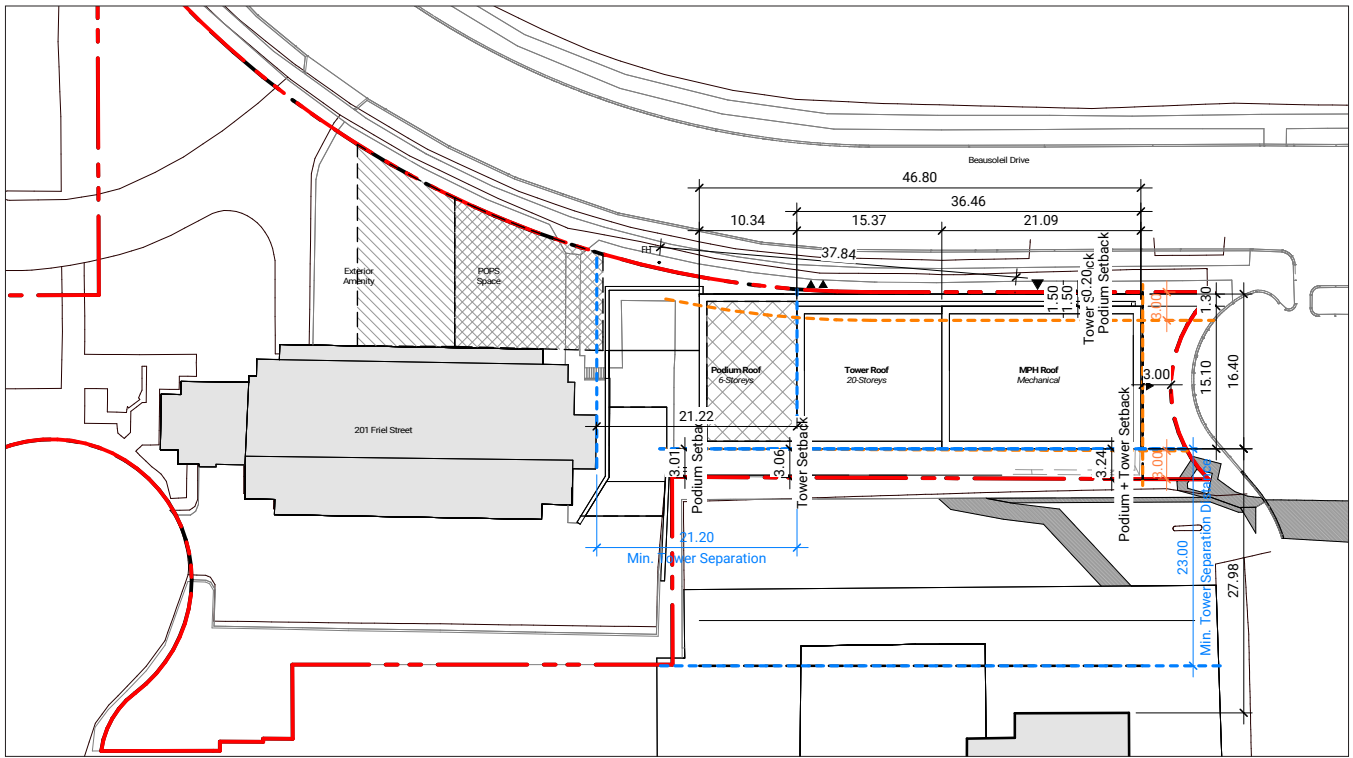
## Massing

Preliminary annual solar radiation analysis was completed to understand the impacts of the new development on the immediate surroundings. It was determined that the new development would have only an incremental impact on properties to the north, on an annualized basis, due to the present of 150 Chapel Street directly south of the project site. Hourly studies will be completed to further analyze these impacts, as part of the Site Plan Control application.

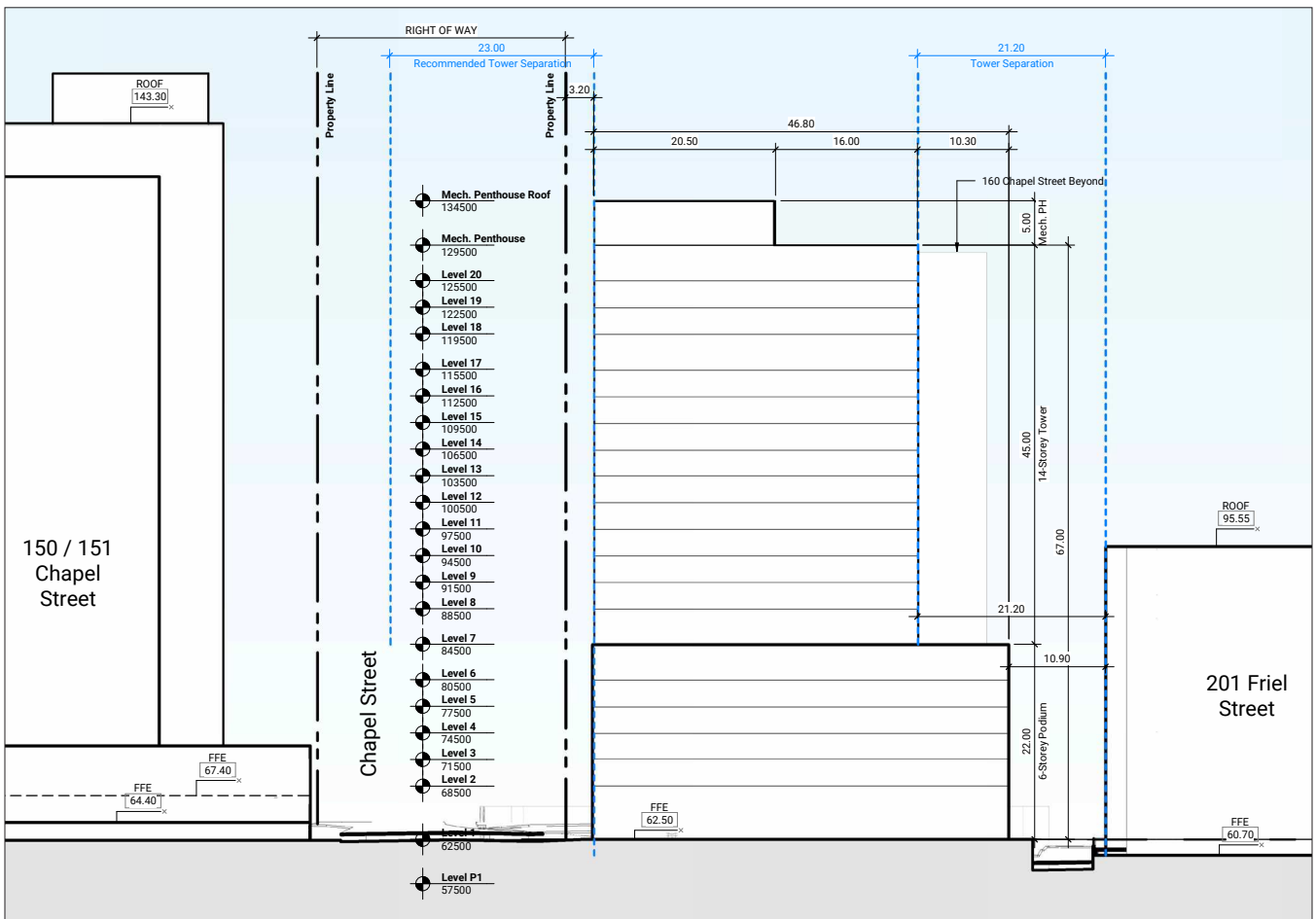


Proposed Massing

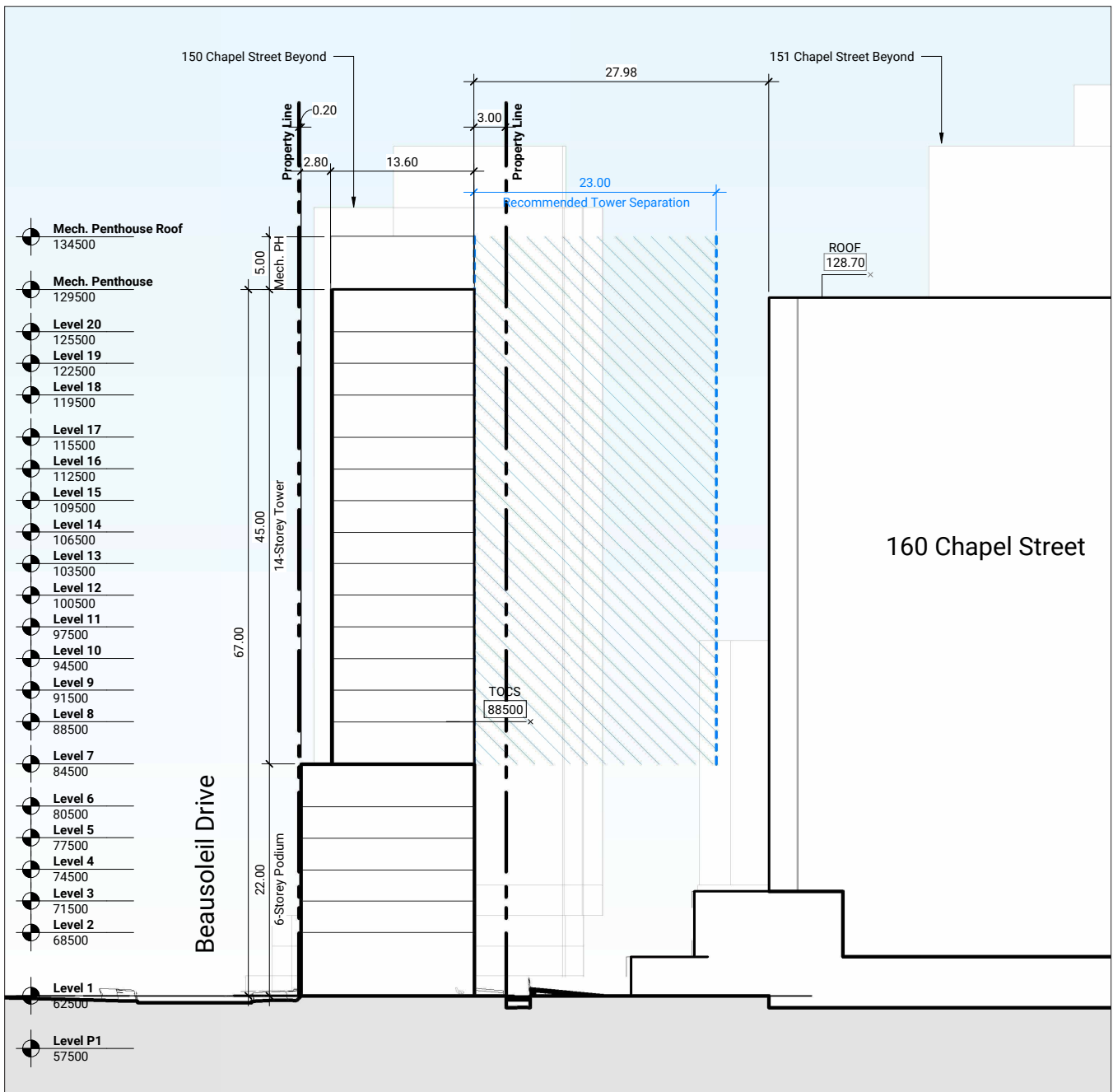
<b>Massing Analysis</b>	
<b>FSI</b>	3.58
<b>Storeys Above Grade</b>	20 (6 Podium + 14 Tower)
<b>Storeys Below Grade</b>	1
<b>Height</b>	67m + 5m
<b>Below Grade Floorplate</b>	906.2m <sup>2</sup>
<b>Podium Floorplate</b>	770.8m <sup>2</sup>
<b>Tower Floorplate</b>	553.6m <sup>2</sup>



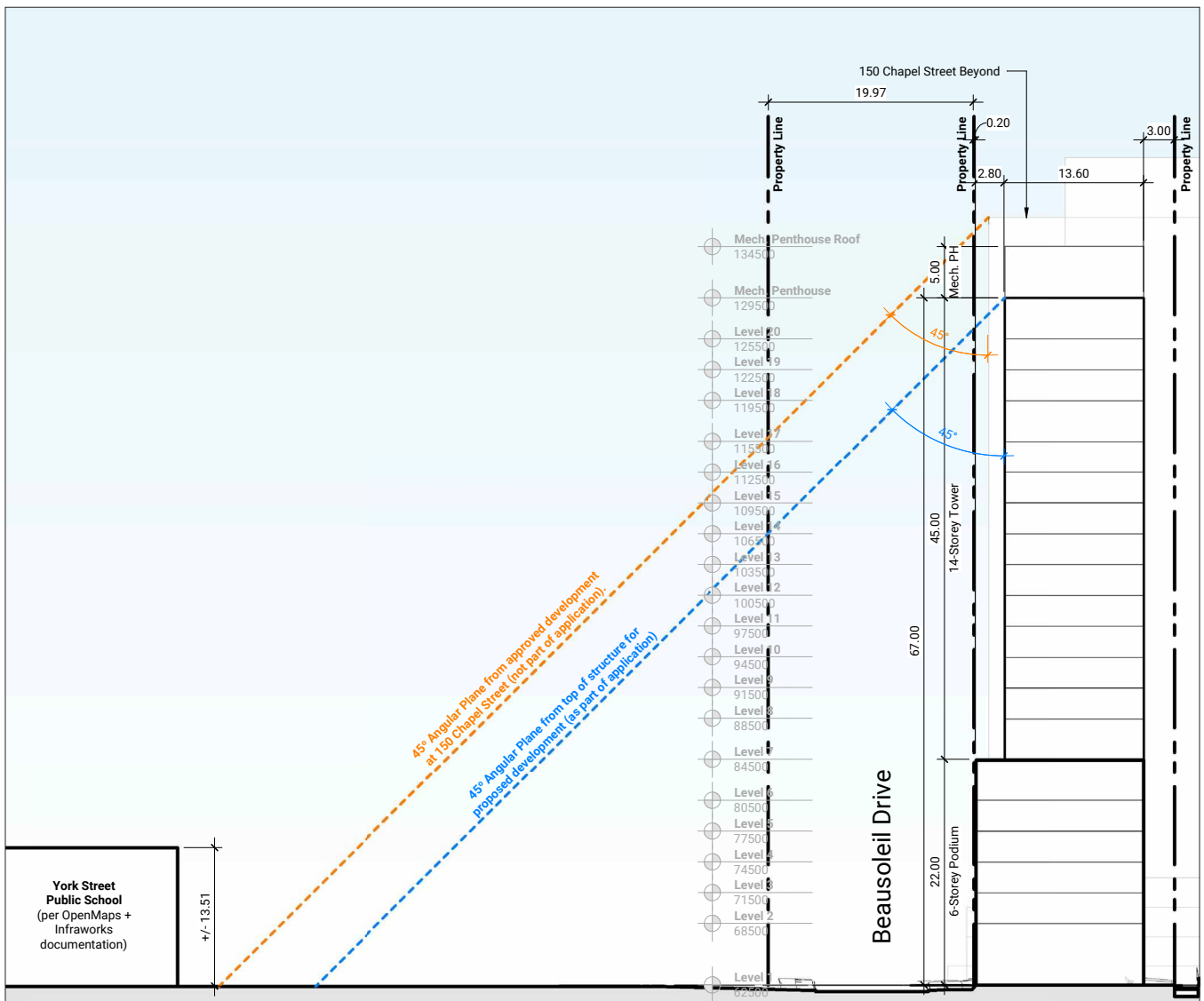
Setback Diagram



East-West Site Section



North-South Site Section



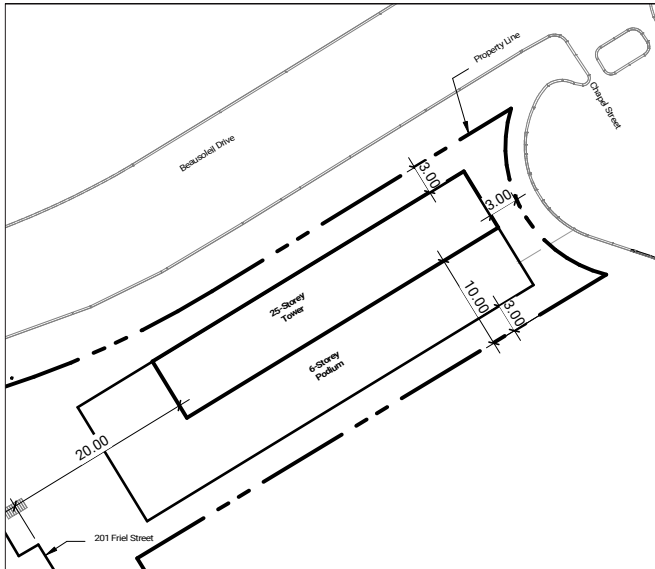
North-South Site Section illustrating 45 degree angular plane for proposed development in blue.

# 3.2 Shadow Studies

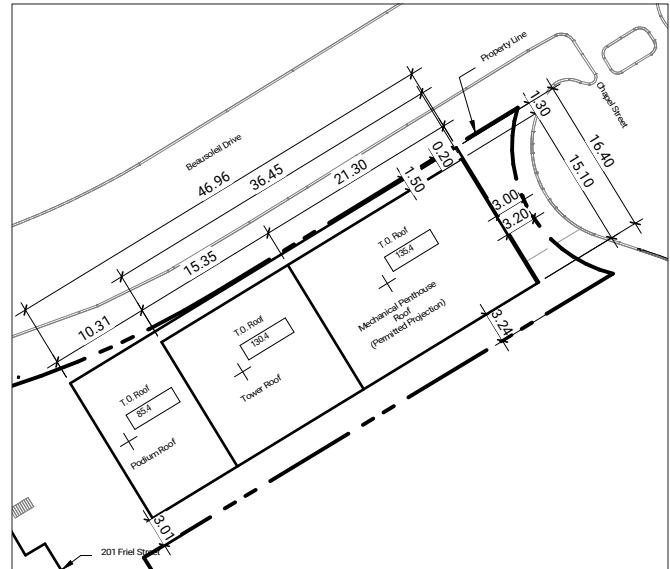
## Overview

As part of the application submission, a package of drawings illustrating the shadow impact of the proposed development, per City of Ottawa Terms of Reference for Shadow Analysis, versus the As-of-Right massing shadow outline are included.

The below two diagrams illustrate the As-of-Right height limit definition, per the current Zoning By-Law, and the proposed development massing, with setbacks from property lines and top of roof elevations shown.



As of Right Zoning Height Limit

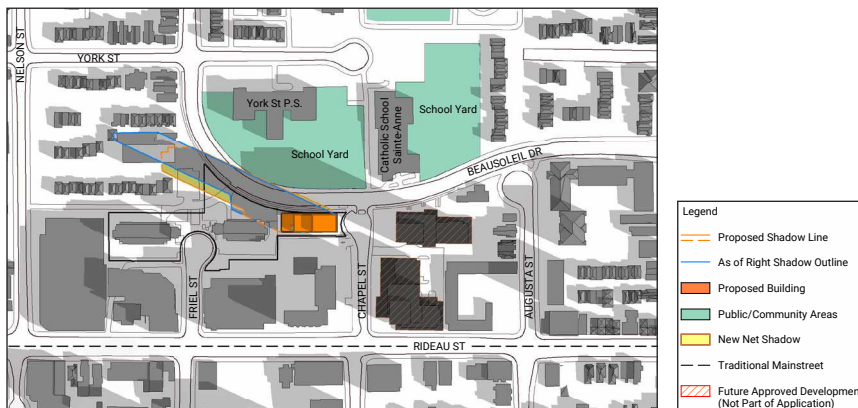


Proposed Roof Heights

## Shadow Impact

The shadow impact studies completed for this application illustrate the proposed development generally in compliance with the definitions of the as-of-right massing. The proposed development is both lower in height, and narrower in the east-west direction versus the as-of-right zoning massing, while being wider in the north-south direction.

The resulting impact from the shadows to the north side of Beausoleil Drive, specifically onto the school yards for both the York Street Public School and the Catholic School Sainte-Anne, are not increased when compared against the as-of-right massing definition.



Selected Shadow Impact Illustration

To compare, the shadow impact from the approved future development (which is not part of this application) directly to the east of the proposed development, has a larger shadowing impact within the same area. This is illustrated in the package of shadow study drawings included within the submission document, an extract which is included on the preceding page.

As noted, the proposed development is wider in the north-south direction than the as-of-right definition, this results in an incrementally wider shadow impacting small portions the 190 Beausoleil Drive property and the 200/201 Friel Street property during the morning hours of the June 21st study date. These impacts are negligible during the September 21st study date, and have no impact during the December 21st study date.

The proposed development also has an incremental increase to the shadow as compared to the as-of-right massing during the June 21st, September 21st and December 21st study dates.

Therefore, we find that the shadow impact studies completed illustrate that the aggregate shadow impact of the proposed development has a negligible difference from the proposed as-of-right zoning definition, and in some areas has a lesser impact on more sensitive areas than that already permitted. In addition, we find that the shadow impact of the proposed development is lesser than that of the approved future development currently under construction directly to the east of the property at 150/151 Chapel Street.

# 3.3 Compliance with Urban Design Guidelines for High-Rise Buildings

## Overview

The proposed development meets the objectives of the Urban Design Guidelines for High-Rise Buildings (noted simply as Guideline or Guidelines in this section) to contributing to views and vistas of the city, and by enhancing the character and image of the city. It also addresses the need for the design to be compatible with its existing and planned context, creating human-scaled and pedestrian-friendly streets, public realm integration and to promote healthy and sustainable community living. It also seeks to integrate parking, public transit, services and utilities in a seamless fashion, and promoting a development that responds to the physical environment and microclimate.

Further to this, requirements of area-specific policies under Section 3.4 Central and East Downtown Core Secondary Plan are defined further in this document.

## Sustainable Design

The proposed development will meet the objectives of the Urban Design Guidelines for High-Rise Buildings and its objectives for sustainable design through a number of strategies:

- An efficient form factor, to maximize floor area in comparison to building envelope area.
- A restrained window-to-wall ratio, balancing daylighting with energy efficiency, to prioritize glazing and views in residential units, amenity spaces and spaces for the enjoyment of tenants, while minimizing glazing in back-of-house areas and those where daylighting is not required
- A high-performance Passive-House equivalent building envelope, which will maximize thermal performance, while minimizing thermal bridging, and maximize air-tightness to minimize energy losses.
- Energy efficient building systems design for Mechanical & Electrical systems, including provisions for energy recovery and energy efficiency. The integration of renewable energy systems will be used, where possible.

## Background Building

The proposed development is not considered a landmark building per the definition provided within the Guidelines, and would therefore fall under the parameters of a background building. To this end, it meets the noted requirements for this building type in the following ways:

1. The proposed development will frame and enhance the streetscape along the south side of Beausoleil Drive, as well as the west side of Chapel Street through a well integrated massing that aligns with the current neighbouring buildings those under-construction within its direct proximity. The design of this building will also provide a background from the playgrounds of both the York Street Public School and the Catholic School Sainte-Anne, and therefore needs to be engaging, with notes of colour and fenestration patterning that will add visual interest to the neighbourhood.
2. The scale of the building will be in line with existing, approved and under construction developments in the neighbourhood. The overall massing of the building consists of a 6-storey podium, with an additional 14 storey tower on top, for a total of 20-storeys, with a mechanical penthouse. This massing is in keeping with the Secondary Plan objectives for the neighbourhood.
3. The proposed building will both respect and enhance its surrounding context by maintaining a similar height and massing proportion as its surrounding buildings, while providing a light-weight appearance through its colour and materiality, and providing highlights of colour to make for an identifiable, yet complimentary building within the block.

## Transition in Scale

The proposed development meets the intent of the Guidelines for transition in scale in the following ways:

1. The podium level of the proposed development is 6-storey's in height, meeting the requirements of Section 4.5.5.4 for building form principles of the New Secondary Plan. In addition, this height is directly related to the podium height, in storeys, to the approved and under construction two-tower development to the east side of at 150/151 Chapel Street.
2. The building also meets the requirements for angular plane transition to lower developments in proximity of the proposed development. The only lower-scale areas within direct proximity of the site is the two elementary schools on the north side of Beausoleil Drive, York Street Public School and Catholic School Sainte-Anne. Please see the angular plane diagram in Section 3.1 Building Massing + Setbacks, illustrating the 45 degree angular plane from the top of the proposed development to York Street Public School in blue. In addition, this diagram illustrates the 45 degree angular plane from the approved 150 Chapel Street development, as a comparison. It is to be noted that the proposed development has a lesser impact on the properties to the south than the approved development. Therefore, the proposed development is in keeping with the already established standards for transition of scale from the south of Beausoleil Drive to the north.

## Lot Conditions for In-fill Development

The lot for the proposed development meets all conditions noted in the Guidelines for an infill development, including:

1. Lot Area  
The area of the lot where the proposal is being located is generally rectilinear in nature, allowing for a podium and tower to be placed, in consideration of setback lines.
2. Lot Configuration  
The lot abuts the public realm on two sides, and will include both exterior amenities at grade, as well as a 200 m<sup>2</sup> POPS space.
3. Minimum Lot Area  
The lot area of the property exceeds the minimum 1,350 m<sup>2</sup> for a corner lot, totalling 7000 m<sup>2</sup>.
4. Tower Separation  
Due to the narrowness of the lot where the proposed development is being located, it is not possible to meet all requirements of this policy, however, considerations of the existing location of adjacent towers have been taken into consideration, and it is the intent that the tower design still meets the intent of the tower separations of the Guidelines.

## Built Form

The proposed development meets the objectives and intent of the Urban Design Guidelines for High-Rise Buildings when it comes to built form, via its shape, articulation, material selection and approach to addressing its adjacencies. Further details on how the intent of the Guidelines are met, are described in this section, and refer to other documentation provided as part of this application.

1. Experience  
The proposed development enhances the ground-level pedestrian experience by fitting into the existing urban fabric, while creating a linkage from east to west along Beausoleil Drive, and providing transparency to active amenity and community spaces, to create a flattering and interesting frontage for passers-by.
2. Expression  
The building expression seeks to enhance the image of community by introducing a light material palette, in comparison with the existing context, and to be underscored by a punch of colour at window surrounds and major reveal joints, in order to become a beacon within the neighbourhood.



3. Base-Middle-Top

The proposed development follows the approach of base-middle-top, by providing a distinct podium massing, that follows the street line, and gives the building a street-level identity, it then steps back from the podium in the middle, for the tower component, and finally tapers back from the west, to read as a point tower, at the top of the building.

4. Appropriateness of a bar building

While the proposed development is not oriented in the north-south direction, due to the shape and size of the property, it does still meet the intent of the remaining guidelines for a bar building, by maximizing views for both residents of the building, as well as not impacting views from existing buildings by maintaining separation distances in excess of 20m from any adjacent towers.

In addition, as the building is placed in the east-west location, it continues the streetwall condition along both Chapel Street as well as Beausoleil Drive, for a consistent scale and street condition.

Finally, the building facade design as proposed, allows the bar building to give the appearance of a balanced grouping of different high-rise types, while maintaining a cohesive, consistent design.

5. Massing

The building massing and setback considerations are detailed under Section 3.1 Building Massing & Setbacks.

6. Height and Transition

The building massing and setback considerations are detailed under Section 3.1 Building Massing & Setbacks.

7. Articulation and materials

The articulation and materiality of the proposed development are detailed in Section 3.7 Façade + Cladding Design.

8. Tower floor plate

The floorplate size of the tower portion of the building does not exceed 750m<sup>2</sup>, and is 553.5m<sup>2</sup> in size.

9. Tower Separations

The proposed development is located within a Central Area and emerging downtown district, and therefore, slightly reduced tower separations can be employed within the design. To this end, the separation of the proposed tower from 201 Friel Street, on the same site, is provided with an approximately 21.2 metre separation distance. On 201 Friel Street, the eastern façade facing the proposed development, is a blank wall condition, therefore not impacting views from any units within that development (please see photo titled North-west corner of site in the Existing Context section of this report). Within the proposed development, only bedroom windows, and secondary living space windows face 201 Friel Street, therefore, primary views from living spaces are not impacted by this slight reduction in tower separation.

The tower separation on the south façade of the building is non-compliant with an 11.5 metre setback from the property line. This is due to the nature of the lot on which the proposed development will be constructed, which is only 19.8 metres in width. However, the proposed tower is still separated from the existing tower to the south on the 160 Chapel Street property in excess of the 23 metre setback distance required by this policy as well as the Urban Design Guidelines for High-Rise Buildings, and is approximately 27.9 metres from its northernmost façade. This existing façade is a blank wall condition/ Therefore, it is the intent that the design is compliant with the intent of the Urban Design Guidelines for High-Rise Buildings.

10. Exterior Illumination

The proposed development will have lighting provided at the grade level, in order to meet best practices for site illumination for wayfinding, identification as well as safety – including by employing the best practices of CPTED (Crime Prevention through Environmental Design). In addition, there will be low level lighting provided on the 7th floor amenity level for when the space is occupied in the evening or night time.

It is the intention to avoid uplighting or providing lighting beyond that necessary to make for a safe and pleasing building, in order to not contribute to light pollution in the area.

## Pedestrian Realm

1. **Space between curb and building face**

The proposed development, due to the limitations of the site, does not allow for a full 6m separation from the street curb to the building face, however, even with these limitations, the proposed development achieves a 5.4m distance from the east facade to the closest curb location to Chapel Street at the terminating cul-de-sac condition. Along Beausoleil, the ground level entry is pushed back from the face of the podium above, in order to also provide a 5.4m distance from the street curb to the facade of the ground floor level. This maintains egress door swings to not overswing the property line, and also provides weather protection for those entering the building along that frontage.
2. **Public spaces**

Please refer to Section 2.2 Site Design, as well as the enclosed Landscape design drawings provided with the application package for details on public space design for the proposed development.
3. **Mid-block connections**

Due to the size and location of the proposed development, no mid-block connections are being proposed as part of the design.
4. **Building access**

The main entry to the building will be placed along Beausoleil Drive, in close proximity to the sidewalk, with well integrated signage and overhead weather protection to ensure that pedestrians approaching the building have a seamless entry into the building. This will include considerations for accessible and barrier-free design, including all required clearances, as well as automated systems, as required for ease of access.
5. **Animation**

Please refer to Section 2.2 Site Design, as well as the enclosed Landscape design drawings provided with the application package for details on public space design, including the POPS space, for the proposed development. In addition, please refer to Section 3.4 Central and East Downtown Core Secondary Plan for details on the ground level amenity space and animation provided, to allow for an active and animated frontage along both Chapel Street and Beausoleil Drive, in keeping with the intent of this Guideline.
6. **Parking, Loading and Servicing**

Please refer to Section 2.3 Vehicular Access, Parking + Bicycle Infrastructure.
7. **Streetscape standards**

Streetscape standards are designed with the intention to meet all City of Ottawa guidelines and standards. Please refer to Landscape drawings provided as part of this application package.
8. **Wind and shadow**

Considerations for wind protection for pedestrians are to be employed in the design of the building, as per the recommendations noted within the Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated March 22nd, 2023.

For shadowing impacts and considerations, please refer to Section 3.2 Shadowing Impacts in this report.
9. **Pedestrian weather protection**

Considerations for weather and wind protection for pedestrians are to be employed in the design of the building, as per the recommendations noted within the Pedestrian Level Wind Study, prepared by Gradient Wind Engineers & Scientists, dated March 22nd, 2023. In addition, weather protection will be provided for pedestrians at all building entries, as illustrated in the A300-series architectural building elevations drawings provided as part of the application package.

# 3.4 Central and East Downtown Core Secondary Plan

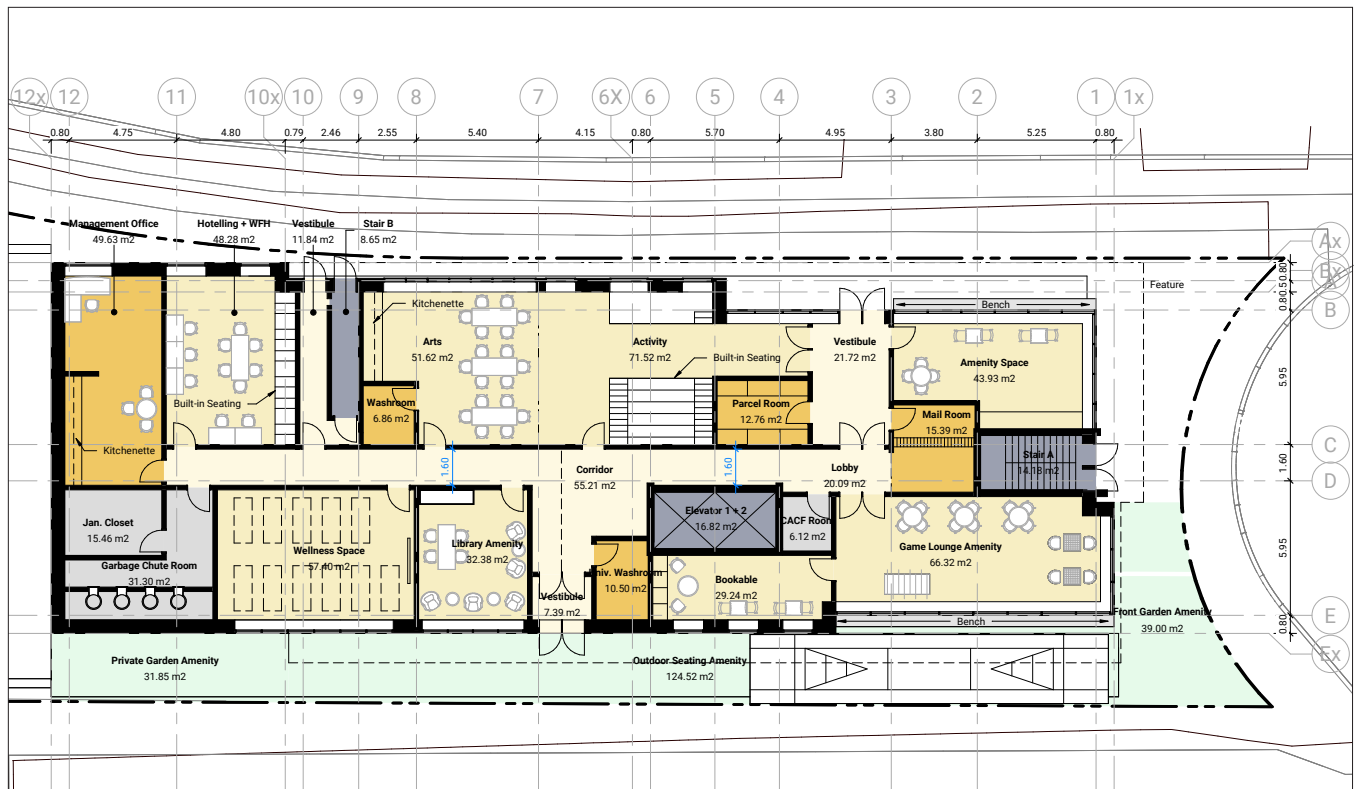
## Overview

The proposed development meets all parameters noted in **Section 3.1 - Built Form** of the Central and East Downtown Core Secondary Plan, dated November 24, 2021, and these strategies are detailed below.

### 1. Development will Contribute to the entire adjacent public realm. It should maximize the activity visible from the public realm and activity easily accessible to it.

This development will contribute to the entire adjacent public realm in a number of ways, including:

- a. Providing a functional main entrance for the proposed development directly from Beausoleil Drive. This access will act as the main point of access for residents, visitors and any community activities within the building. The intent of the entry location is to be clearly visible, and to be incorporated into the architecture to provide a waypoint for arrival.
- b. Numerous indoor and outdoor amenity areas are proposed for the site. These include two at-grade exterior amenity spaces, one of which is directly to the north-west of the development, and connected to a POPS space. The other ground level amenity space is more private, designed as a garden, seating and lawn game zone, which is located along the south facade of the building. A third, smaller, at-grade garden amenity is located directly at the south-east corner of the site.



Ground Floor Plan

- c. The articulation of the podium level of the building will allow for a breaking up of the massing and introduction of transparency to the interior via curtainwall glazing, to allow for connection between interior and exterior and provide at-grade animation. Further to this, the podium massing will be further broken up by subdividing the horizontal massing of the levels between the ground and sixth floor via

vertical reveals in the proposed brick cladding. Further detail on how this is achieved visually are illustrated in the rendering and drawing package submitted as part of this application.

d. No residential units are proposed for the ground floor of the development. In order to separate residential units on the second floor level from active amenity spaces and active street frontages, the second floor is located 6 metres above grade. Further to this, exterior walls and fenestration will be designed based on the report findings by Gradient Wind for noise and vibration at the development site. Internally, acoustic separation will be incorporated to provide appropriate acoustic separation between the ground level and residential floors.

Outdoor amenity spaces will be separated from the public via plantings and architectural fencing, to provide delineation between areas, while providing a flattering transition zone that is tied together as one development. Please refer to Landscape design drawings included in the drawing submission.

e. The walls directly adjacent to zones of the public realm will be predominantly glazed, in order to provide an active frontage zone along both Beausoleil Drive and Chapel Street. Please refer to renderings provided as part of this report, as well as elevation drawings submitted as part of the drawing package.

f. In order to create visual and functional variety from the sidewalk, the brick facade will step downwards along the northern facade, with colour highlights and transparency created for an interesting and engaging frontage at street level for pedestrians, as illustrated in the rendering below.



Rendering illustration at-grade articulation of podium along north public realm / Beausoleil Drive.

g. Placement and location of art within the public realm is to be reviewed in future for viability.

h. The proposed development has active frontages along both Chapel Street and Beausoleil Drive on the exterior, with permanently installed seating areas and hardscaping for pedestrian connectivity. In addition, ample provision of clear glazing into active amenity zones is provided, to active and animate the public realm perimeter year round.

i. Vehicular facilities for the proposed development are limited to a drop-off area along Beausoleil Drive. The remaining vehicular facilities, including parking, waste management and loading, are all contained within the south-west zone of the development area, and located at the basement

level. This minimize the disturbance from any vehicular activities on the site. Please refer to the section on Vehicular Access within this report and submitted drawings for further details.

j. No new surface parking is being proposed as part of this development.

k. While increased setbacks are not possible on this portion of the parcel, the proposed development is being constructed in mind of best practices when considering for direct adjacency to the public realm.

**2. Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor.**

The development will provide active frontages along both Beausoleil Drive as well as Chapel Street, by introducing amenity spaces flanking the entirety of ground floor perimeter along the north and east facades with amenity and office programming. This includes

The programming is illustrated in the ground floor plan on the preceding pages of this section.

**4. Much of the Central and East Downtown Core is located within the Design Priority Area identified in the Official Plan. All new development within this area shall be subject to Design Review by the City's Urban Design Review Panel, including the process and exemptions identified for the panel.**

While this development is not within a Design Priority Area, Ottawa Community Housing will make a Formal submission to the Urban Design Review Panel in spring of 2023.

**Section 4.5.5.4 – Built Form Principles of the Central and East Downtown Core Secondary Plan**

The proposed development also meets.

The proposed development meets the specific policy definitions contained under both 4.5.5.4 Creating a positive ground floor experience, as well as 4.5.5.4.3 for High-Rise Development (10-40 storeys) in the following ways:

**Policy 69**

The ground floor is activated throughout via a multifold types of full-time amenity spaces for resident usage. Some of these spaces will also periodically be used for community events. The interior amenity space types include an arts + activity zone with a kitchenette and permanent seating, a games lounge for congregation of residents for recreational activities, a wellness space for yoga and other light-fitness activities and a library. Exterior amenity spaces will also be provided in the form of mixed seating, planted and greened areas, as well as a zone for recreation activities in the form of a small bocce ball court.

**Policy 70**

All parking spaces are located below-grade on the development, with garbage and move-in activities to be located at the base of the ramp accessing below grade parking. The intent to have no loading or parking visible at grade to tenants or the public.

**Policy 71**

The ground floor of the proposed development aims to provide transparency, active frontage animation, and visual interest towards the public realm. This is achieved through a generous use of glazing at the ground floor level, with amenity and other active space usage in these areas, as described under Policy 69 above. The frontage design is illustrated both in the renderings provided later in this report, as well as on the elevation drawings provided as part of this application package.

**Policy 72**

While the proposed development is not set back from Beausoleil Drive by 3 metres, this is due to a narrow lot width in this area of the site, with the need to allow for accessible units meeting the most stringent requirements under CAN/CSA being provided within the building to meet Ottawa Community Housing funding requirements. Due to the clearance requirements within these units, it is only possible

to locate them within the podium, if it is allowed to encroach into the 3 metre setback along Beausoleil Drive. Efforts have been made to under-cut the podium at the ground floor to provide a relative separation from the sidewalk, and to provide glazing and transparency along this frontage to allow the building to not be overbearing as pedestrians walk along the site.

#### **Section 4.5.5.4.3 – High-Rise Development (10-40 storeys) of the Central and East Downtown Core Secondary Plan**

The proposed development also meets Section 4.5.5.4.3 for High-Rise development between 10 and 40 storeys, by addressing the following policies in the noted ways:

##### **Policy 78**

The design of the proposed development is in keeping with the proportions of the surrounding context, and seeks to blend into the neighbourhood, while maintaining an identity and landmark presence due to its corner site, and prominent status within the neighbourhood. The proposed development also follows a standard podium and tower massing, with setbacks for the tower from the podium level on the north (1.5m) east (0.2m) and west (10.3m) sides. There is no setback along the south transition, due to the limitations of the site, and the intention to maintain stringent energy efficiency goals through a low form factor of building envelope to floor area for the development. That said, there is a change in materiality between the podium and the tower from a brick clad base, to a light-weight metal or sintered stone cladding for the tower.

##### **Policy 80**

The podium of the proposed development provides a continuous street wall both along Chapel Street as well as along Beausoleil Drive, with only minor articulation above grade. At-grade, articulation is provided to allow for transparency, a defined entry point, and pleasing appearance from street level, as illustrated in the rendering and drawing package that is part of this application.

##### **Policy 81**

The maximum podium height of the proposed development is 6-storeys in height, and is being designed in keeping with the built form principles for Mid-Rise Development.

##### **Policy 82**

The floorplate size of the tower portion of the building does not exceed 750m<sup>2</sup>, and is 553.5m<sup>2</sup> in size.

##### **Policy 84**

As the proposed floorplate is below the maximum size, this policy requirement does not apply.

##### **Policy 85**

Due to the narrowness of the lot where the proposed development is being located, it is not possible to meet all requirements of this policy, however, considerations of the existing location of adjacent towers have been taken into consideration, and it is the intent that the tower design still meets the intent of the tower separation requirements of this policy and the City of Ottawa Urban Design Guidelines for High-Rise Buildings. The proposed development is located within a Central Area and emerging downtown district, and therefore, slightly reduced tower separations can be employed within the design. To this end, the separation of the proposed tower from 201 Friel Street, on the same site, is provided with an approximately 21.2 metre separation distance. On 201 Friel Street, the eastern façade facing the proposed development, is a blank wall condition, therefore not impacting views from any units within that development (please see photo titled North-west corner of site in the Existing Context section of this report). Within the proposed development, only bedroom windows, and secondary living space windows face 201 Friel Street, therefore, primary views from living spaces are not impacted by this slight reduction in tower separation.

The tower separation on the south façade of the building is non-compliant with an 11.5 metre setback from the property line. This is due to the nature of the lot on which the proposed development will be constructed, which is only 19.8 metres in width. However, the proposed tower is still separated from the existing tower to the south on the 160 Chapel Street property in excess of the 23 metre setback distance required by this policy as well as the Urban Design Guidelines for High-Rise Buildings, and is approximately 27.9 metres from its northernmost façade. This existing façade is a blank wall condition.

Therefore, while not all setbacks or separations are compliant with the exact definitions of this policy, it is the intent that the design is compliant with the intent of this policy, as well as the City of Ottawa Urban Design Guidelines for High-Rise Buildings.

#### Policy 86

The top portion of the proposed development is designed in a way to provide continuity of materials from below, to underline the verticality of the tower portion of the building. Further to this, the tower tapers back from the east above the top residential floor, this is tied directly to the colouration of the cladding, to further articulate this portion of the tower. The intended design is to make the tallest portion of the slab building read as a point tower, reinforcing the corner at Chapel Street and Beausoleil Drive as a landmark, and to make for a visually interesting composition.

#### Policy 87

The mechanical penthouse on the proposed development is fully integrated into the architecture of the remainder of the tower by maintaining the same footprint along the north, west and south faces as the remaining tower, with consistent cladding design and patterning. The intent is to make the mechanical penthouse undifferentiated from the tower, and to help in reinforcing the verticality of the western portion of the tower. This design intent is illustrated in the rendering package provided in the latter portions of this report, as well as in the elevation drawings within the submission drawing package.

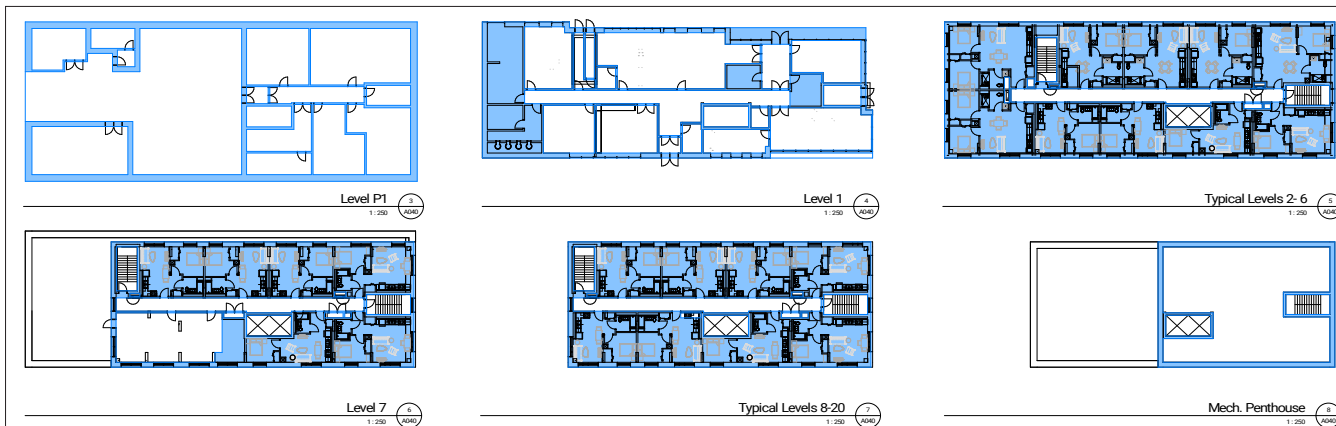




# Building Statistics, Unit Count & Mix

## Gross Floor Area

The drawings and charts below denote the Gross Floor Area of the proposed development at 200/201 Friel Street as defined by the City of Ottawa Zoning By-Law, Section 54. Exemptions to the Gross Floor Area calculation are provided in further detail below.



Typical Floor Level Gross Floor Areas

## Gross Floor Area Schedule

Name	Area (m <sup>2</sup> )	No. of Levels	GFA (m <sup>2</sup> )	GFA (ft <sup>2</sup> )
Basement Level	151.77	1	151.8	1625.8
Ground Floor	231.63	1	231.6	2,492.0
Typical Podium - Levels 2-6	672.21	5	3,361.1	36,165.4
Level 7	382.93	1	382.9	4120.0
Typical Tower - Levels 8-20	457.84	13	5,951.9	64,042.4
Mech. Penthouse	48.50	1	48.5	521.9
<b>Total</b>			<b>10,127.8 m<sup>2</sup></b>	<b>108,975.1 ft<sup>2</sup></b>

Exemption A - Mech. Service + Electrical			
Level	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	
Level P1	109.74 m <sup>2</sup>	1181.23 ft <sup>2</sup>	
Level 1	5.16 m <sup>2</sup>	55.54 ft <sup>2</sup>	
Level 2	5.56 m <sup>2</sup>	59.81 ft <sup>2</sup>	
Level 7	4.38 m <sup>2</sup>	47.16 ft <sup>2</sup>	
Level 8	4.38 m <sup>2</sup>	47.16 ft <sup>2</sup>	
Level 9	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 10	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 11	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 12	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 13	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 14	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 15	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 16	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 17	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 18	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 19	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Level 20	3.96 m <sup>2</sup>	42.63 ft <sup>2</sup>	
Mech. Penthouse	243.71 m <sup>2</sup>	2623.28 ft <sup>2</sup>	
	420.45 m <sup>2</sup>	4525.72 ft <sup>2</sup>	

Exemption B - Common Circulation			
Level	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	
Level P1	97.83 m <sup>2</sup>	1053.06 ft <sup>2</sup>	
Level 1	131.47 m <sup>2</sup>	1415.15 ft <sup>2</sup>	
Level 2	93.03 m <sup>2</sup>	1001.40 ft <sup>2</sup>	
Level 3	93.03 m <sup>2</sup>	1001.40 ft <sup>2</sup>	
Level 4	93.03 m <sup>2</sup>	1001.40 ft <sup>2</sup>	
Level 5	93.03 m <sup>2</sup>	1001.40 ft <sup>2</sup>	
Level 6	93.03 m <sup>2</sup>	1001.40 ft <sup>2</sup>	
Level 7	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 8	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 9	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 10	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 11	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 12	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 13	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 14	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 15	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 16	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 17	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 18	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 19	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Level 20	88.33 m <sup>2</sup>	950.73 ft <sup>2</sup>	
Mech. Penthouse	26.22 m <sup>2</sup>	282.23 ft <sup>2</sup>	
	1957.25 m <sup>2</sup>	21067.70 ft <sup>2</sup>	

Exemption D - Common Laundry, Storage, WCs			
Level	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	
Level P1	50.87 m <sup>2</sup>	547.61 ft <sup>2</sup>	
Level 1	13.90 m <sup>2</sup>	149.62 ft <sup>2</sup>	
	64.77 m <sup>2</sup>	697.23 ft <sup>2</sup>	

Exemption E - Common Building Storage			
Level	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	
Level P1	131.28 m <sup>2</sup>	1413.08 ft <sup>2</sup>	
	131.28 m <sup>2</sup>	1413.08 ft <sup>2</sup>	

Exemption F - Amenity			
Level	Area (m <sup>2</sup> )	Area (ft <sup>2</sup> )	
Level 1	347.79 m <sup>2</sup>	3743.60 ft <sup>2</sup>	
Level 7	74.91 m <sup>2</sup>	806.34 ft <sup>2</sup>	
	422.70 m <sup>2</sup>	4549.94 ft <sup>2</sup>	

GFA Exempt Areas per CoO Zoning By-Law

## Unit Mix and Accessible Unit Count

The unit mix was developed in mind of Ottawa Community Housing understanding of the Ottawa affordable housing market, as well as for the potential of maximizing potential funding opportunities available to Ottawa Community Housing through the National Co-Investment Fund and the Canada Mortgage and Housing Corporation. This requires the design of units, common and amenity spaces in mind of CAN/CSA-B651 standards. In addition, considerations from previous OCH developments, as well as the OCH Design Standards document were used. Where noted below, Accessible units meet both CAN/CSA-B651 and OBC Barrier-Free compliance.

<b>Unit Count and Mix</b>				
	<b>1-Bedroom Visitable (CMHC)</b>	<b>1-Bedroom Accessible (CMHC + OBC)</b>	<b>2-Bedroom Accessible (CMHC + OBC)</b>	<b>Total</b>
<b>Level 1</b>	0	0	0	<b>0</b>
<b>Level 2</b>	4	4	2	<b>10</b>
<b>Level 3</b>	4	4	2	<b>10</b>
<b>Level 4</b>	4	4	2	<b>10</b>
<b>Level 5</b>	4	4	2	<b>10</b>
<b>Level 6</b>	4	4	2	<b>10</b>
<b>Level 7</b>	6	0	0	<b>6</b>
<b>Level 8</b>	8	0	0	<b>8</b>
<b>Level 9</b>	8	0	0	<b>8</b>
<b>Level 10</b>	8	0	0	<b>8</b>
<b>Level 11</b>	8	0	0	<b>8</b>
<b>Level 12</b>	8	0	0	<b>8</b>
<b>Level 13</b>	8	0	0	<b>8</b>
<b>Level 14</b>	8	0	0	<b>8</b>
<b>Level 15</b>	8	0	0	<b>8</b>
<b>Level 16</b>	8	0	0	<b>8</b>
<b>Level 17</b>	8	0	0	<b>8</b>
<b>Level 18</b>	8	0	0	<b>8</b>
<b>Level 19</b>	7	1	0	<b>8</b>
<b>Level 20</b>	7	1	0	<b>8</b>
<b>Total</b>	<b>128</b>	<b>22</b>	<b>10</b>	<b>160</b>

<b>Accessible Unit Mix</b>		
<b>Unit Type</b>	<b>Accessible Percentage (CMHC + OBC)</b>	<b>Unit Count</b>
<b>1-Bedroom (Visitable)</b>	0%	128
<b>1-Bedroom (Accessible)</b>	13.75%	22
<b>2-Bedroom (Accessible)</b>	6.25%	10
<b>Total</b>	<b>20%</b>	<b>160</b>

# Program

## Overview

The program was developed hand-in-hand with Ottawa Community Housing to ensure that the programming aligned with the intended demographics of the tenants who will occupy the completed building. This includes the ability to provide flexibility in amenity spaces, as well as a high percentage of accessible and barrier-free units, to allow for an inclusive building that supports aging-in-place, while also meeting the needs of the community, and funding opportunities to realize the proposed development.

The residential component of the building includes a mix of both accessible and typical one-bedroom units, as well as a smaller mix of accessible two-bedroom units.

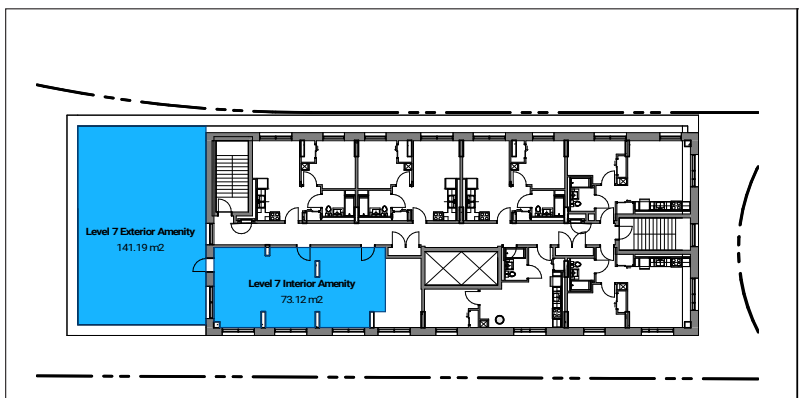
For the common area and amenity programming, a range of program types are provided, including both spaces for congregation, as well as quiet spaces, zones for working from home and homework, and spaces that assist with daily living, such as laundry facilities and bicycle parking. A mix of interior and exterior amenity is also provided for the enjoyment of tenants.

## Amenity Spaces

The tables describe the required supply and proposed supply of amenity space for the proposed development. Amenity areas are exempted under Exemption F - Amenity from Gross Floor Area calculation on the project, as indicated in the table on page 20.



Amenity and POPS spaces at grade.



Amenity space at Level 7.

<b>Amenity Space Requirements</b>		
<b>Unit Count</b>	<b>Amount per unit (m<sup>2</sup>)</b>	<b>Total Amenity Space required (m<sup>2</sup>)</b>
160	6	<b>960.0 m<sup>2</sup></b>

<b>Amenity Spaces</b>			
<b>Location</b>	<b>Type</b>	<b>Name</b>	<b>Area (m<sup>2</sup>)</b>
<b>Exterior Ground Level</b>	Amenity	East Garden	37.50
<b>Exterior Ground Level</b>	Amenity	Outdoor Seating Area	113.46
<b>Exterior Ground Level</b>	Amenity	Private Garden	30.87
<b>Exterior Ground Level</b>	Amenity	Children's Play	189.74
<b>Ground Level</b>	Amenity	Flexible Seating	51.92
<b>Ground Level</b>	Amenity	Arts + Activities	115.89
<b>Ground Level</b>	Amenity	WFH	41.58
<b>Ground Level</b>	Amenity	Games Lounge	65.28
<b>Ground Level</b>	Amenity	Bookable	22.79
<b>Ground Level</b>	Amenity	Library	27.72
<b>Ground Level</b>	Amenity	Wellness	50.02
<b>Exterior Level 7</b>	Amenity	Resident Terrace	141.19
<b>Level 7</b>	Amenity	Quiet Seating	73.12
<b>Total</b>			<b>961.09 m<sup>2</sup></b>

### Common Areas

The table below details Common Areas provided within the proposed development. Some Common Areas are exempt from Gross Floor Area calculations, as denoted on sheet A040 - Building Statistics, and within the tables on page 20.

<b>Common Areas</b>			
<b>Location</b>	<b>Type</b>	<b>Name</b>	<b>Area (m<sup>2</sup>)</b>
<b>Basement Level</b>	Common	Bicycle Parking	63.14
<b>Basement Level</b>	Common	Storage	64.62
<b>Basement Level</b>	Common	OCH Storage	29.75
<b>Ground Level</b>	Common	Management Office	49.63
<b>Ground Level</b>	Common	Universal Washroom	10.50
<b>Ground Level</b>	Common	Washroom	6.86
<b>Ground Level</b>	Common	Parcel Room	12.76
<b>Ground Level</b>	Common	Mail Room	15.39
<b>Level 7</b>	Common	Laundry Lounge	22.20
<b>Total</b>			<b>274.85 m<sup>2</sup></b>

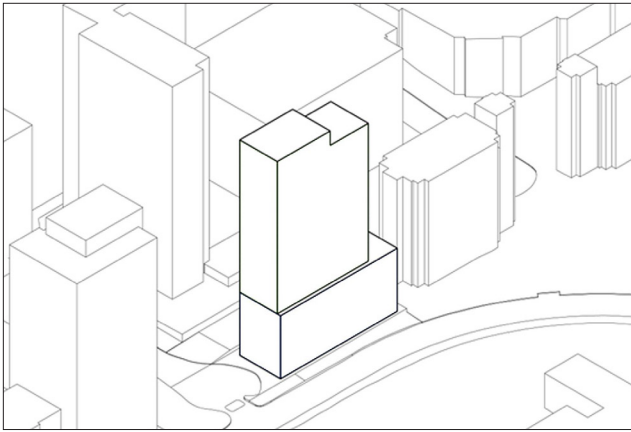
# Facade + Cladding Design

## Overview

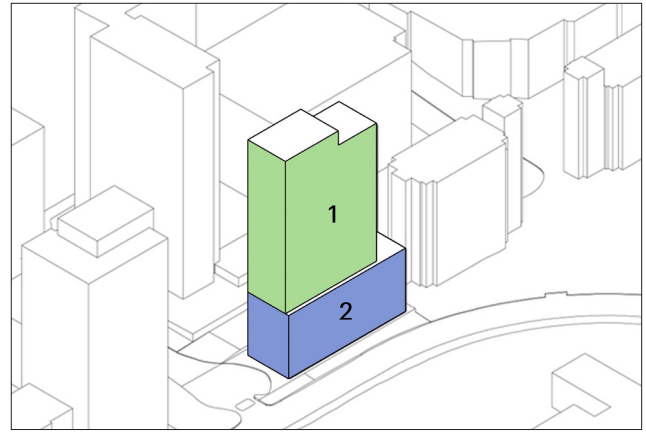
This section outlines the general design concept behind the proposed development. The design was also developed in keeping with the guidelines of the Urban Design Guidelines for High-Rise Buildings, as well as more local Secondary Plans, as well as best-practices for high-rise design based on past experience, in order to create a flattering design that fits into its context well, creates a sense of identity, while not overwhelming, and most importantly underlines its residential nature and a place that people will call home.

The diagrams below outline the concept in more detail, providing an idea around delineation between podium and tower, to underline the horizontal and vertical nature of each of those elements, and to further break down those masses in a more delicate way, while creating visual interest and the introduction of colour into the design.

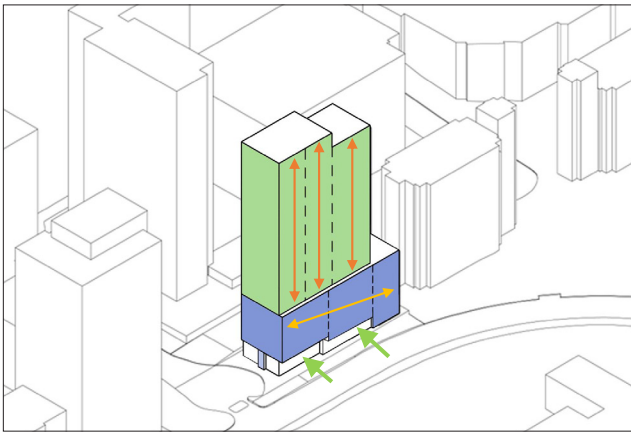
On the following pages the podium and tower design are described in further detail, with materiality and expression illustrated.



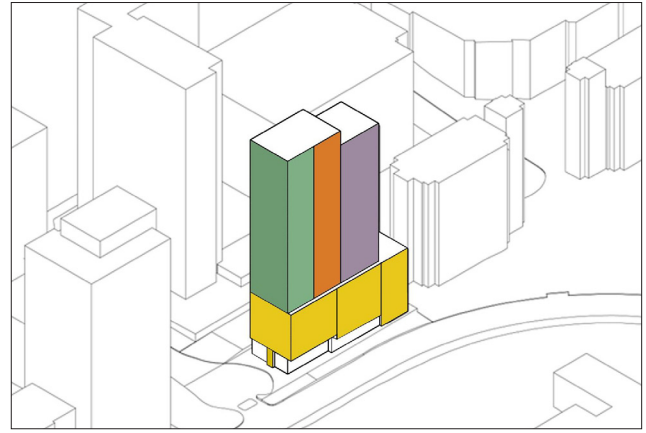
**Diagram 1**  
Basic massing.



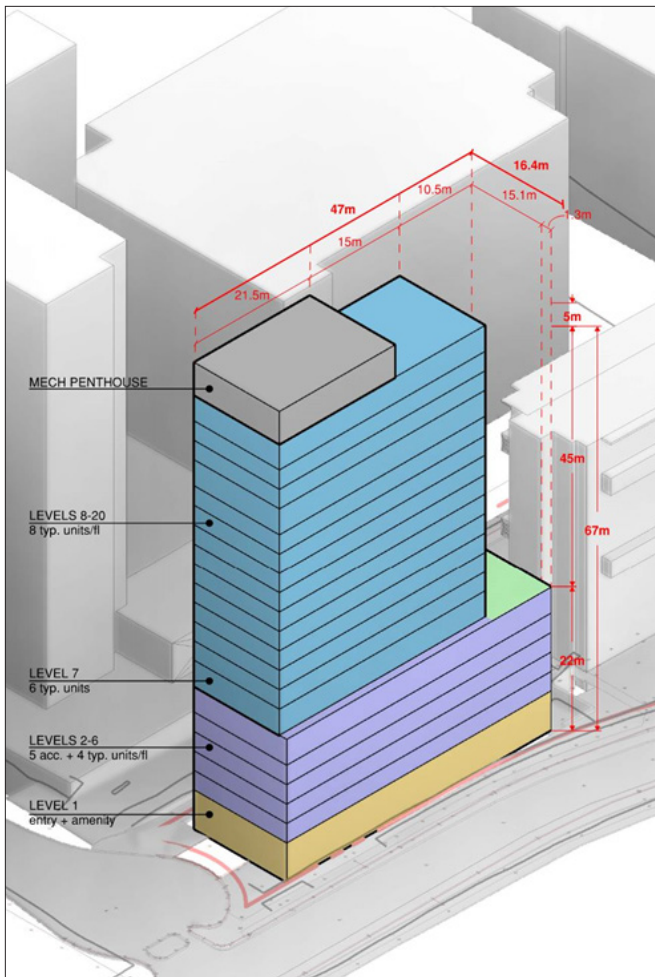
**Diagram 2**  
Basic massing division between 6-storey podium, and tower component. A division between the two masses will be articulated via two separate material and patterning treatments.



**Diagram 3**  
The podium will be articulated in the horizontal direction, with areas lifted from the ground plane at the southeast corner, to allow for transparency at the main building entry. The tower will be articulated in the vertical direction, in order to reduce the sense of width of the tower.



**Diagram 4**  
The podium will generally be treated consistently, in order to provide a cohesiveness to the ground plane. The tower portion will have accent coloring in three tones, in order to provide visual interest, and to break up the massing of the tower in an elegant and simple manner.



Building massing, indicating height and program distribution.



Perspective looking south-west providing overall development view.

## Podium Design

The design of the building podium intends to tie together the building, and provide a cohesive presence at the street level. The podium will be articulated through two subdivisions of the massing via two vertical slits, which will provide a highlight colour, in order to add visual interest and reduce the continuity of the base plane. The materiality for the podium is intended to be a white / buff brick, in order to maintain a light palette of materials. Window surrounds within the podium mass will have a highlight colour at the window surrounds. The intended colour for all highlights within the areas of white brick are to be metallic yellow.

At the ground plane, the stepped lifting of the white brick mass is intended to bring transparency to the building entrance and amenity spaces along Beausoleil Drive and Chapel Street. Further detailed investigations will be completed whether to introduce additional panels of yellow brick at the ground level to highlight the more public zones of the building, and for wayfinding and building identity purposes for community events.

While not illustrated below, building signage and an entry canopy will be provided for addressing and weather protection.



Overall view of building podium.



Further investigations into a yellow high-lightcolour at the ground level are being considered to highlight entry zones.



Alternative approach to building entry, with additional color integrated.

**Podium Cladding**

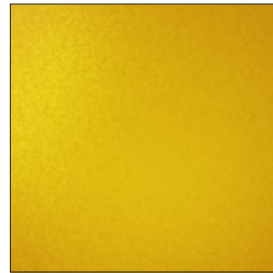
White Brick



View of ground level and building entry looking west.

**Window Surrounds**

Metallic Yellow Paint Finish



**At-Grade Highlight**

Yellow brick - Highlight material.



**Materiality**

The materiality of the podium will seek to evoke a solid, yet light coloured feeling, in order to anchor the building and provide prominence along the streetscape. White brick will be used to clad the podium in order to provide a robust cladding at touch-zones, while still retaining a light appearance. Window surrounds, and vertical breaks will be clad in aluminum plate, with a metallic yellow coating. Finally, highlights at grade level will be provided via yellow brick.



## Tower Design

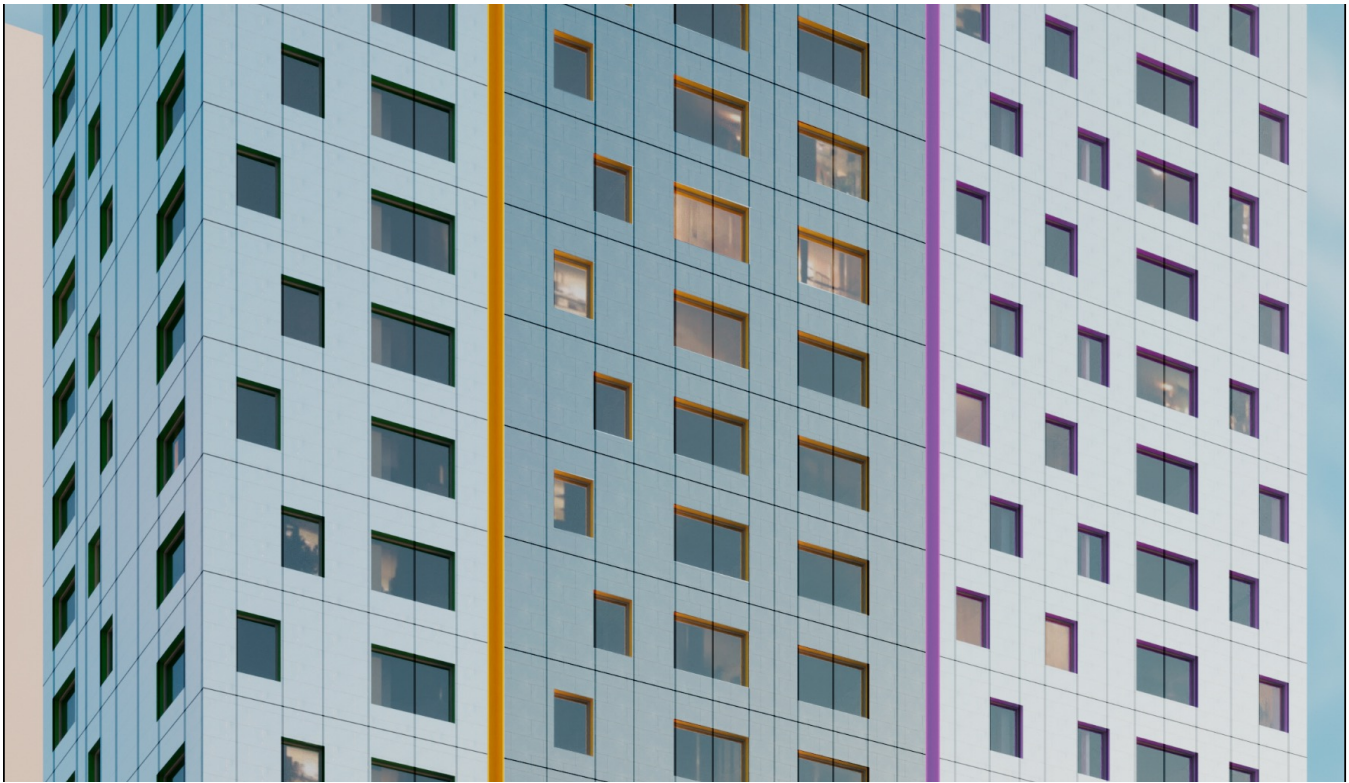
The tower component of the proposed tower is wide in the east-west direction, and therefore an approach had to be found to introduce verticality to break down the proportions of the tower both at the macro scale, and in the detail scale.

At the macro scale, this was done by subdividing the tower into three distinct vertical 'towers' by varying panel finish and tonality, and using a highlight colour at the window surrounds and reveal lines between each 'tower'.

At the detailed scale, the use of a vertically oriented aluminum plate panelized system, will further reinforce the idea of verticality to the three blocks, giving the building a sense of height and slim down the overall massing above the podium.



Perspective from York Street Public School



Detailed view of tower facade.

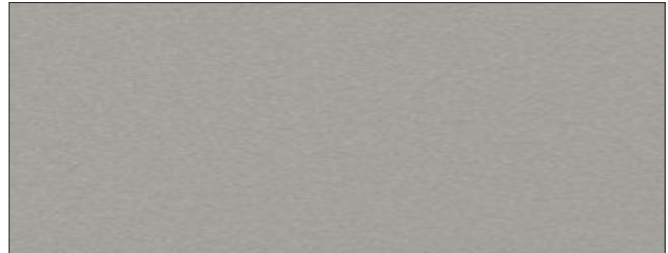
**Tower Cladding - Aluminum Plate - Finish 1**

Light Metallic Paint Finish



**Tower Cladding - Aluminum Plate - Finish 2**

Mid-Grey Metallic Paint Finish

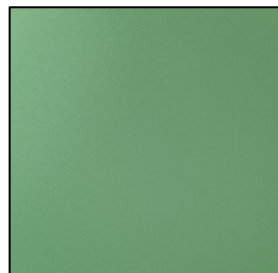
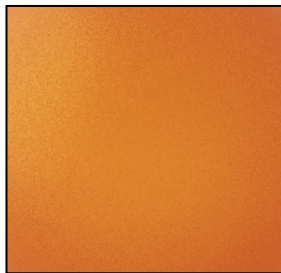
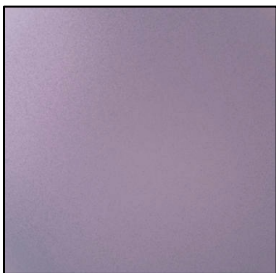


**Aluminum Plate Window Surrounds + Vertical Detailing**

Light-Purple Metallic Paint Finish

Orange Metallic Paint Finish

Light-Green Metallic Paint Finish



**Materiality**

The materiality of the tower will seek to evoke a lighter sense of materiality, in order to minimize the presence of the towers from the street level. To this end, two tones of metallic paint finish will be used on the aluminum plate cladding on the tower, in order to highlight the break up of the massing further. The reflectivity of the metallic coating will also capture the colour of the sky, allowing the towers presence to be lessened along the street frontage. Window surrounds, and vertical breaks will be clad in aluminum plate, with a variety of metallic highlight colours, divided by zone.

**diamond  
schmitt**

384 Adelaide Street West, Suite 100  
Toronto, ON M5V 1R7

t: 416 862 8800

1050 West Pender Street, Suite 2010  
Vancouver, BC V6E 3S7

t: 604 674 0866

1776 Broadway, Suite 2200  
New York, NY 10019

t: 212 710 4329

[dsai.ca](http://dsai.ca)  
[info@dsai.ca](mailto:info@dsai.ca)

**KWC  
KWC  
KWC**

201-383 Parkdale Avenue  
Ottawa, ON K1Y 4R4

t: 613 238 2117

[kwc-arch.com](http://kwc-arch.com)  
[kwc@kwc-arch.com](mailto:kwc@kwc-arch.com)