



1299 Richmond Road, Ottawa

Design Brief

For Brigil

Issued for Site Plan Approval
1 June 2023

t 416 598 1240
www.bdpquadrangle.com

Quadrangle Architects Limited
The Well, 8 Spadina Avenue, Suite 2100
Toronto, ON M5V 0S8

Design Brief

1.0 Project Summary |

This submission for Site Plan Approval facilitates the redevelopment of an existing two-storey retail building and parking lot. The development proposal consists of two towers of 28 and 32-storeys on a 4-storey podium, with feature amenity on the 5th Floor between the towers. Commercial uses are located at grade and 10% of the site area is dedicated as parkland.

The proposed development will include, three levels of underground parking and retail at the ground floor along Richmond Road. Bicycle storage rooms for residents are located in the below grade parking garage. Visitor bicycle parking spaces will be provided on bicycle racks in the exterior open spaces at grade. The building is proposed to contain indoor and outdoor amenity spaces located on the Ground Floor, 5th Floor and the adjacent podium roof. In addition, a sky lounge is located at the upper rooftop of the western tower (Tower 1).

2.0 Subject Property |

The subject site is located at 1299 Richmond Road in Ottawa, Ontario, located within the Inner Urban Transect. The lot is approximately 4,142 square metres with a frontage of 96.5 m along Richmond Road and 36.8 m along Assaly Road. The site is bordered on three sides by two streets and a lane: Richmond Road to the south, Assaly Road to the west, and Starflower Lane to the north. The property is currently occupied by an existing two-storey retail building and parking lot.

3.0 Surrounding Area |

To the south and west of the site are residential and commercial land uses along Richmond Road including the Lincoln Heights Shopping mall. The Sir John A. Macdonald Parkway is located to the east, and low rise residential dwellings, including the Britannia Water Purification Plant and the Ottawa River are located to the north.

Key destinations around the site include the Lincoln Heights Shopping Mall to the southwest, Britannia Conservation Area including connections to the Ottawa River Pathway and Trans-Canada Trail to the north, Britannia Park and Beach, and Britannia Yacht Club to the northwest and Connaught Park to the south.

4.0 Development Proposal - Architecture |

4.1 Site Plan

The proposed site plan provides a four storey podium and two towers aligned to the south of the site fronting Richmond Road with dedicated parkland located to the west. The parking garage ramp is accessed from Starflower Lane at the north of the site with a vehicular layby space parallel to the lane to provide loading and garbage pick-up. Large vehicles will not need to reverse out of the site. The parking garage ramp is designed to provide visual clarity when entering and exiting the site.

Commercial uses face Richmond Road that include a unit at the southwest corner to ensure activation and complimentary shared space with the park. An interconnected amenity space for residents at the northwest corner next to the commercial unit also has direct access to the park. The main residential lobby is located immediately adjacent to the corner retail under Tower 1 along Richmond Road with a secondary convenience entrance under Tower 2. Pedestrian access occurs along the south of the site connecting to the park at the west on Assaly Road through to the eastern edge of the site along Starflower Lane.

As shown in the Site Plan drawing, the required setbacks along each street are compliant per the Zoning By-Law. As per the Ottawa Urban Design Guidelines for High-rise Buildings, the proposal complies with the maximum tower plate of 750 sm and tower separation distances.



View of the site looking north

4.2 Massing, Scale and Materials

The site is located adjacent to a 21-storey residential building to the east, low-rise residential to the north, low-rise commercial to the west and mid-rise residential to the south. It is located within 400 m of the Lincoln Fields rapid transit station to the south. The Official Plan permits high-rise development.

The proposed development includes two, high-rise towers (referred to as Towers 1 and 2), on top of a single 4-storey podium. An additional storey of amenity use, setback on the 5th Floor, is located between and connecting the two towers. Tower 1 is a 32-storey tower and Tower 2 is a 28-storey tower. The 5th Floor features a swimming pool and amenity space that are expressed as a simple and legible “glass box” that projects over the podium and setback line by approximately 1 m to visually engage with the public realm from the ground level.

The expression of the buildings is characterized by two towers of similar design - with one tower turned 90 degrees from the other to provide both visual interest and to mitigate and improve potential privacy and overlook issues to and from individual residential balconies. The tower balconies are defined by a grid of frames with the balconies on Tower 1 located on the north and south façades while the balconies on Tower 2 are rotated, facing east and west. Inset balconies are provided throughout the podium. The streetwall along Richmond Road will have variations in building material, colour and texture to create visual interest and distinction. Areas of interest will be highlighted by a colourful and similar cladding motif to tie the unique programming elements together. These features include: the retail space fronting the park and main entrance, the swimming pool amenity at the 5th Floor and the Skylounge at the top of Tower 1. The architectural expression at grade enhances the public realm by highlighting the special moments within the building. Materials planned include a variety of masonry textures and colours, along with a lattice-style tower balcony treatment.



View looking north at the 5th Floor amenity level

4.3 Streetscape and Public Realm

Public realm improvements include the addition of the dedicated parkland to the west - activating the public realm with vegetation, hard landscaping and seating to provide spill-out space for the adjacent retail and amenity space. Other improvements include new street trees along the boulevard to enhance the long and most public frontage of the site. The new park will anchor the site within the community. Pedestrian access across the south along Starflower Lane is encouraged. Ground floor suites are located at the northeast corner and include private patios. The site is designed with pedestrian accessibility and privacy for residents in mind. Contiguous interior and exterior amenity space is provided on the ground floor and at grade to the north. Views through the lobby from south to north blur the lines between inside and outside and will have the effect of inviting exterior vegetation “greenness” into the lobby and interior amenity areas. The project is shallow in its north-south dimension and the ground floor will therefore feel quite porous and open.

4.4 Shadow Impacts

The towers are positioned to be along the South of the site to minimize the shadow impact to the properties to the north and to allow for increased access to light. The proposed slender tower floor plate of 750 sm generates shadows that are fast-moving throughout the day. In June, the shadows no longer impact the subdivision to the north after 11:00 am, and by 1:00 pm the houses along Starflower Lane are also no longer impacted. In September the shadows no longer impact the subdivision to the north after 1:00 pm.



View looking west along Richmond Road

4.5 Architectural Design Overview

The mixed-use tower development introduces density and public realm improvements to reflect the vision of the area as outlined in the new Official Plan. The building layout uses its form and tower position to mitigate shadow impacts on the adjacent low-rise residential areas. The podium form helps to frame the public realm and park area with main entrances to the towers facing the main street sidewalk for visibility and ease of access.

In summary, the proposed development introduces rental residential units located within the buildings and landscape elements to enhance the public realm and improve the variety of services and amenity offerings in the neighbourhood.

4.6 Accessibility & Sustainability

The proposed development has incorporated sustainable measures such as barrier free accessibility, site connections, bicycle parking and bird friendly guidelines into the design.

The following features are to be considered for this project:

4.6.1 Accessibility

15% of the residential units will be provided as accessible, barrier free-style units. These units will be designed to include zero step entrances, larger washrooms and wider doorways with clear passages to washrooms and bedrooms.

4.6.2 Site Connections

Pedestrian pathways have been incorporated into the boulevard and park design. The sidewalks will be continuous, with access to barrier-free podium entrances around the site and will be in accordance with the Accessibility for Ontarians with Disabilities Act & City of Ottawa Standards.

4.6.3 Bicycle Storage

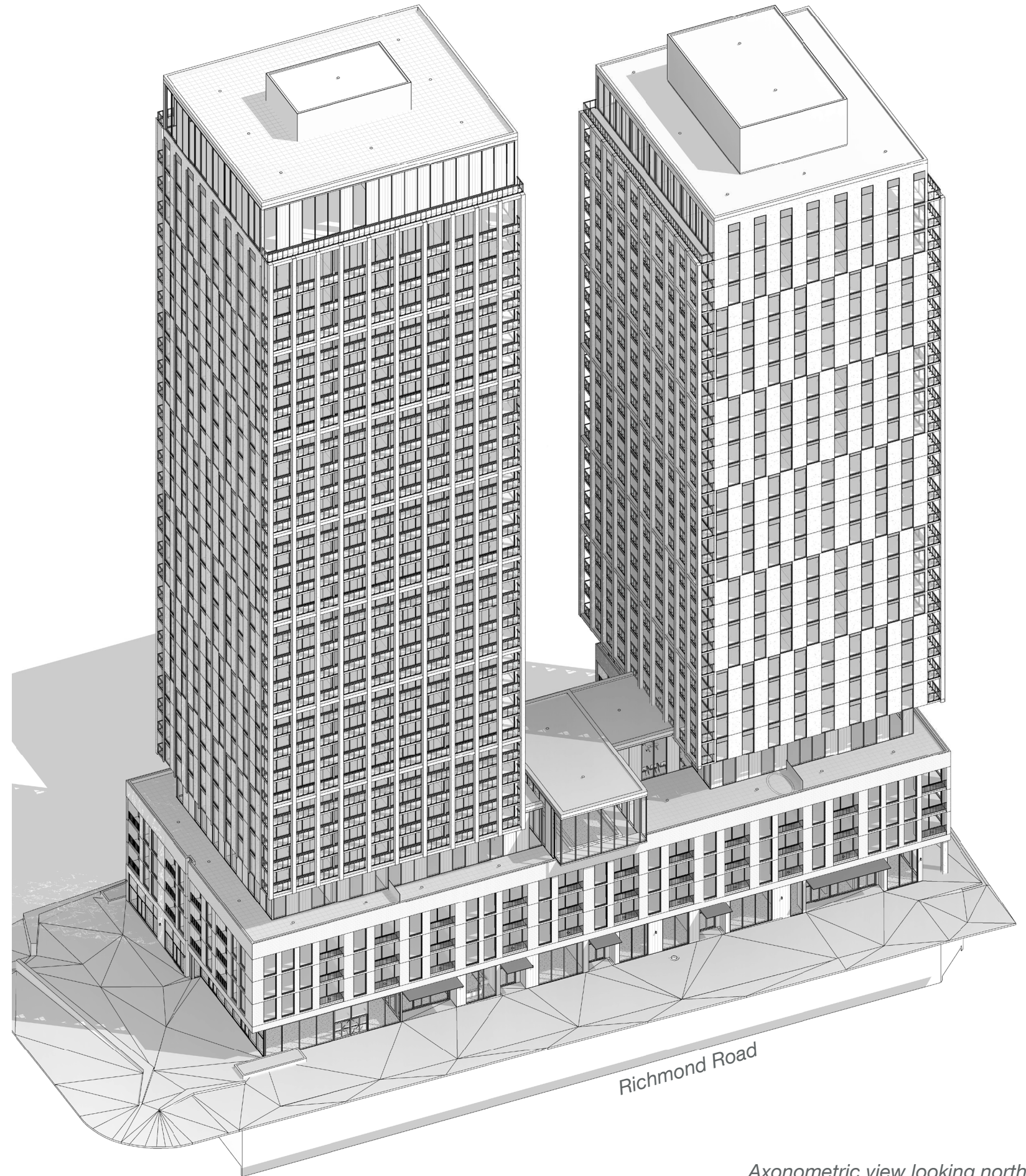
Bicycle parking for residents will be provided in weather-protected areas within the parking garage. The bicycle storage rooms will be accessed from the parking garage ramp off of Starflower Lane. A work bench will be provided in one of the bicycle storage rooms to provide space for bicycle tune-ups.

4.6.4 Bird-Safe Design Guidelines

Clear dotted glass panes will be used at a minimum of 90% for the first 16 m of glass located above grade in accordance with the Bird-Safe Guidelines for Ottawa. The glazing transparency and reflectivity will be minimized. Along rooftop terraces a 4 m glazing treatment will be included from the surface of the roof or the height of adjacent mature vegetation.

4.6.5 Additional Elements

The proposed towers will have reduced window-to-wall ratio to provide more fully insulated walls.



5.0 Development Proposal - Landscape |

5.1 Site-wide Approach to Landscape

The site-wide landscape is characterized by three (3) principal zones:

1. Urban Plaza (Dedicated Parkland)
2. Urban Retail Streetscape (frontage along Richmond Road)
3. Operational Streetscape (frontage along access drive at north and east property edge)

The landscape will create four-season interest and use with integrated architectural and landscape features. To create vital planting conditions curbed planting areas of shared soil volume are proposed - integrated with seating, slope retention, and pedestrian desire lines. Native plantings and biomorphic forms will direct universally accessible wayfinding, pavement selections, fencing, railings, public art opportunities, and site furniture. Plantings will be situated to create comfortable microclimates and to reduce the adverse effects of urban heat islands while considering winter-city design principles and areas for snow storage. The landscape will be a comfortable place to play and socialize. Digital technologies will enable outdoor working and assist in the monitoring of landscape performance and operations. Green roofs are proposed in select areas of the rooftop amenity as a compliment to the at-grade landscape.

5.2 Parkland Dedication

The proposed Parkland Dedication (roughly 414 square meters) is located at the north-east intersection of Richmond Road and Assaly Road. The existing trees (principally Linden/Basswood) are a notable landscape feature along Assaly and are proposed to remain. The trees will provide shade, microclimatic protection, and visual buffer for park users from adjacent commercial activity and vehicular traffic. The park has 75% (3 sided) frontage on abutting streets (Richmond, Assaly, and Access Drive).

At approximately 0.04 hectares (roughly 11m x 38m), the Parkland Dedication area is considered an 'Urban Plaza' as per Section 2.4.5 of the Park Development Manual. As a "small park associated with the urban fabric", the Urban Plaza will serve the existing and new demographic of the neighbourhood. Intuitive pedestrian links to, through, and around the plaza will promote community usage, safety, comfort, and enjoyment. Site lighting will be provided as appropriate and per principles of CPTED (Crime Prevention Through Environmental Design).

As per Park Design Criteria, features of the urban plaza may include but are not limited to: decorative paving; shade structure(s); water feature or water play; seating; games tables; play components; fitness structures; performance areas.



View looking northeast from the intersection of Richmond Road and Assaly Road

5.3 Landscape Design Principles

The following principles guide site design, construction, and operational considerations.

5.3.1. Water

The conservation of water will be considered across the site from on-site stormwater management to its potential use to enhance experience of place through sound, sight, and touch.

5.3.2. Soil and Vegetation – Contribution to the City’s Urban Forest Canopy

Section 4.8.2 of the new Official Plan promotes the urban forest and its ecosystem services. Tree plantings are proposed in all practical areas of the site. Trees along the west property edge at Assaly Road are proposed for retention. Overtime, it is envisioned that more than 40-percent (40%) of the at-grade site outside of the building footprint will be considered urban forest canopy.

5.3.2.1. Shared Soil Volumes

Shared soil volumes are proposed for new tree plantings in curb-style planters. A minimum of thirty (30) cubic metres (m³) is proposed for street trees.

5.3.2.2. Species Selection

More than 50% of proposed plantings (shrubs, grasses, and perennials) will be of native species with the aim of 100% native tree plantings. Plantings that attract butterflies and hummingbirds will be emphasized and grassland plantings that attract a multitude of bird species will be used including native deciduous and coniferous trees, shrubs, and perennials.

5.3.3. Tree Plantings

Minimum setback requirements from hard surfacing and service laterals will be adhered to including 2.5m offset from typical back-of-curb for deciduous trees and 4.5m for coniferous trees. A minimum distance of 7.5m between larger species trees is proposed. Tree grates are not proposed.

5.3.4. Materials Selection

The appropriate selection and procurement of materials will decrease material directed to landfill, preserve natural resources, and reduce greenhouse gas emissions. Sustainable building products will be prioritized. Permeable pavements will be used where appropriate to promote on-site and localized stormwater infiltration.

5.3.5. Human Health and Well-Being

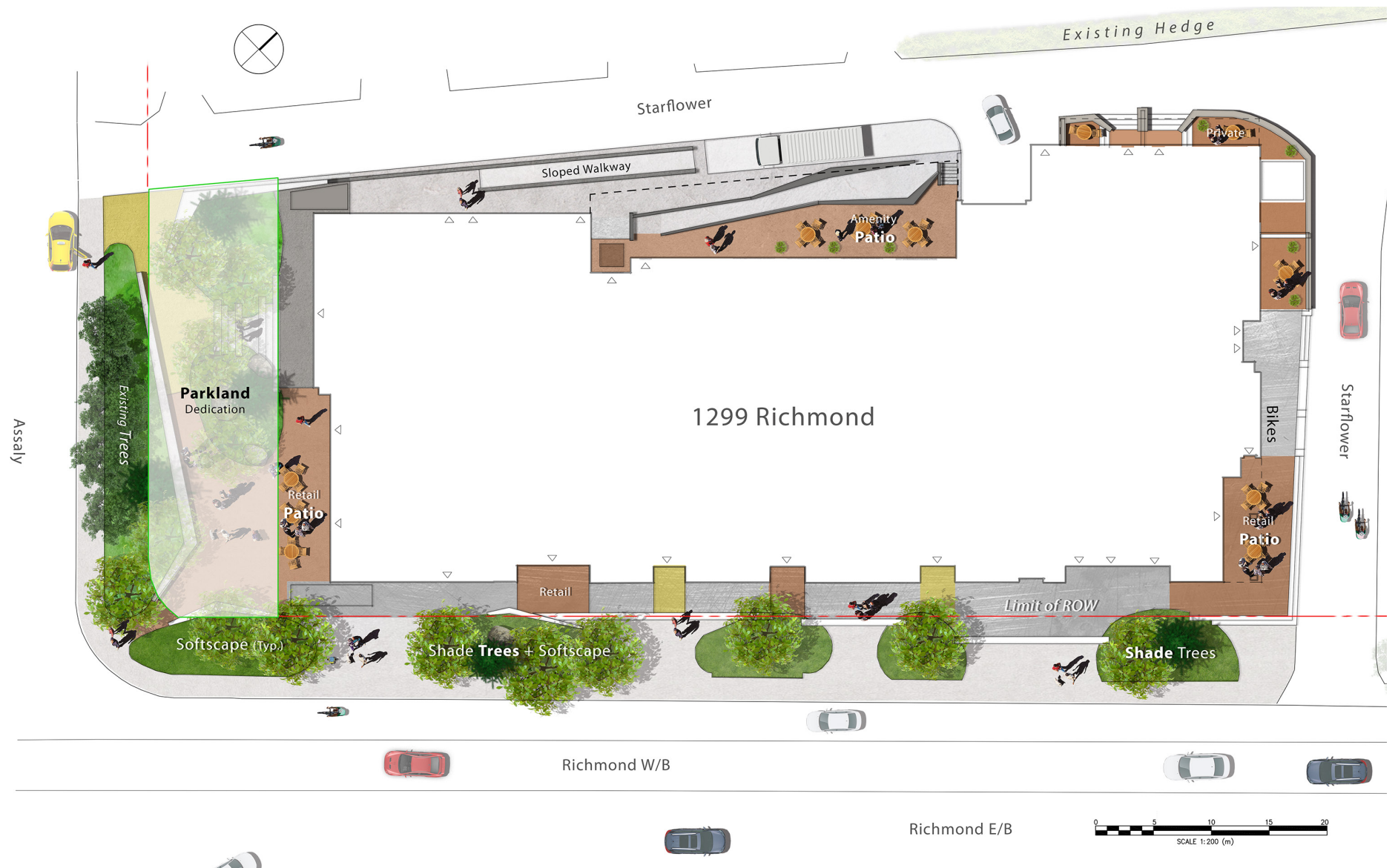
The project’s parkland dedication - urban plaza - is a central element to the proposed development. Outdoor nodes across the site will encourage physical activity, seating/rest areas, bike racks, respite with nature, social interaction, and opportunities for aesthetic experiences including with the use of public art and architectural features where/as feasible.

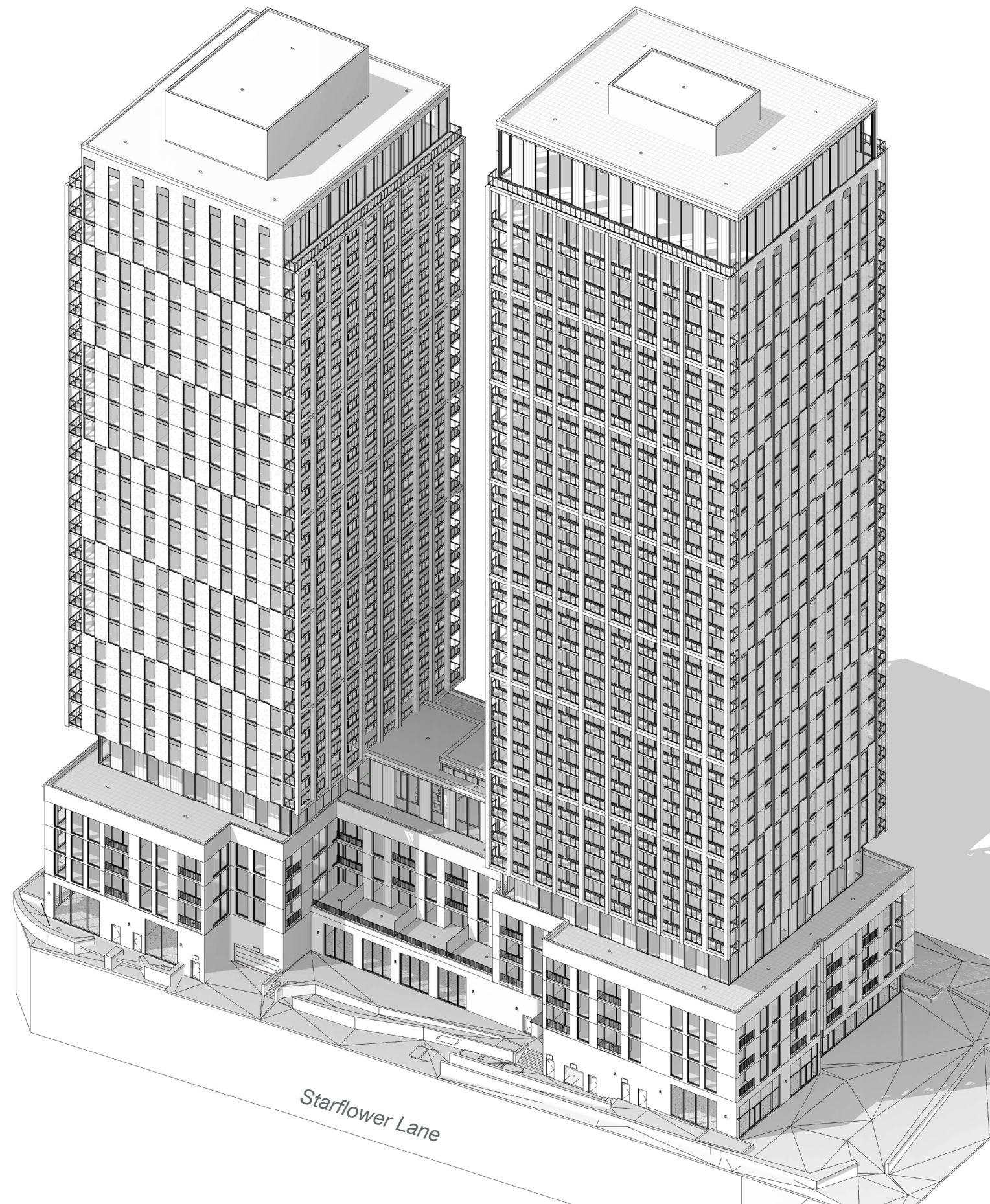
5.3.6. Landscape Construction

Sustainability goals will be embedded into the selection of all landscape materials and approaches with a focus on net-zero waste, use of locally sourced materials, and the protection of the existing mature trees at the west property edge at Assaly Road.

5.3.7. Operations and Maintenance

Strategies to reduce material disposal, reduce pollution, conserve energy, and encourage the use of renewable energy will be considered in the site/landscape design.





Starflower Lane

Axonometric view looking south