

# 609 Longfields Drive

Urban Design Brief  
July 17, 2024

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Prepared for the Campanale Homes

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# PROJECT DESCRIPTION

# 01

## Project Description

The proponent seeks to develop the subject site with a 9-storey mixed use, mid-rise building. The proposed development will be predominantly residential in nature with commercial retail uses at grade fronting onto the public realm. The development proposal envisions a vibrant mixed-use environment animating Longfields Station. The proposed development integrates an urban design into a predominantly suburban context by providing higher residential densities, neighbourhood commercial amenities and a built form massing that frames the street and adjacent transit plaza. The proposed development also emphasizes pedestrian access to the site and draws on the strengths of an urban pattern of development.

The proposed development will contain 90 dwelling units, 62 of which will be one (1) bedroom units, 27 of which will be two (2) bedroom units, and 1 will be a three (3) bedroom unit. The proposed development will also feature 466 square metres of ground floor commercial space which will contribute to a mix of uses at the subject property and enhance the surrounding streetscape.

### Massing and Scale

The proposed building has been designed with a base-middle-top approach. The design incorporates a two (2) storey podium which serves as the primary interface at the street level. The podium's materiality consists of a mix of red brick, textured stone, metal flashing, and glazing. The podium's materiality helps to establish a strong visual base and distinguishes it from the upper portion of the building.

The middle portion of the building, which extends from the third storey to the ninth story, includes a façade of white and black flashing. The top portion of the building is then stepped back further, which includes an indoor and outdoor communal amenity areas as well as mechanical penthouse.

### Public Realm

The proposed development's ground floor will serve several purposes, with space allocated for a lobby, mail room, residential and commercial garbage rooms, gym, and commercial space fronting onto Campanale Avenue. The proposed development's ground floor will feature significant glazing and will be taller in height in order to enhance the at-grade experience along the subject property's Campanale Avenue frontage to the south.



# Project Statistics

Zoning Provision	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Principal Land Use(s)	Dwelling units, retail store	Dwelling units, retail store	Yes
Lot Width (exception 1642)	30 m	54.34 m	Yes
Lot Area (exception 1642)	2,000 m <sup>2</sup>	2270.10 m <sup>2</sup>	Yes
Minimum Front Yard Set Back (exception 1642)	3.0 m	3 m	Yes
Minimum Corner Side Yard Setback (exception 1642)	N/A		Yes
Minimum Interior Side Yard Setback (exception 1642)	3.0 metres	3.0 m	Yes
Minimum Rear Yard Setback (exception 1642)	6.0 m	9.1 metres	Yes
Lot Coverage	Not identified	2.78	Yes
Floor Space Index (F.S.I.)			
Density (exception 1642)	Minimum: 300 units / ha Maximum: 400 units / ha	396 units/ha	Yes
Building Height (exception 1642)	Maximum: 24 m or 8 storeys	27 metres and 9 storeys	No
	Minimum: 6 Storeys		Yes
Accessory Buildings (Section 55)	N/A	N/A	Yes
Projections into Height Limit (Section 64)	Permitted projections include landscaped areas, roof-top gardens and terraces and associated safety guards and access structures	Indoor rooftop amenity space with height of 3 m and area of 102 m <sup>2</sup> projects above the height limit	No
Projections into Required Yards (Section 65)	N/A	N/A	Yes
Aisle Width (Section 107)	6.0 m	6.0 m	Yes
Location of Parking (Section 109)	no person may park a motor vehicle, in a required and provided front yard.	Parking is entirely located in interior and rear yards and below-grade	Yes
Refuse Collection (Section 110)	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be located at least 9.0 metres from a lot line abutting a public street	Located internal to the building	Yes
Bicycle Parking Rates (Section 111)	0.5 spaces / unit 45 spaces	112 spaces	Yes
Amenity Space (Section 137)	6.0 m <sup>2</sup> per dwelling unit Total: 540 m <sup>2</sup> Communal: 270 m <sup>2</sup>	Total: 942 m <sup>2</sup> Communal: 404 m <sup>2</sup>	Yes

Zoning Provision	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Required Parking Spaces (Section 101 and 103, Exception 1642)	Residential: 0.5 spaces / unit – first twelve units 78 units*0.5 = 39 spaces	90 spaces	Yes
	Instructional Facility: 1.7 parking spaces per 100 square metres of gross floor area.	Maximum required assuming retail occupying entire commercial GFA of 466 m <sup>2</sup> : 8 spaces	Yes
	Office: 1.2 parking spaces per 100 square metres of gross floor area.	Provided: 11 spaces	
	Medical Facility: 2.6 parking spaces per 100 square metres of gross floor area.	Residential visitor parking spaces may be used as provided and required parking for retail store, restaurant and personal service business uses located on the same lot.	
	Personal Service Business: 1.7 parking spaces per 100 square metres of gross floor area.		
	Restaurant: 2.1 parking spaces for the first 50 square metres of gross floor area plus 5 parking spaces per 100 square metres of gross floor area over 50 square metres of gross floor area.		
	Retail Store: 1.7 spaces per 100 square metres of gross floor area.		
Visitor Parking spaces (Section 102)	0.1 spaces / unit = 16 spaces	16 spaces	Yes
Size of Space (Section 105 and 106)	2.6m x 5.2	2.6m x 5.2m	Yes

## Proposed Minor Variances

**Increased maximum building height from 24 m or 8 storeys to 27 metres and 9 storeys.**

The increased building height represents a minor deviation from the Zoning requirement as the ground floor heights are taller to accommodate a more active commercial public realm at grade. The building functions like an 8 storey building within the Mid-rise built form category with a mezzanine between the first and second floors to accommodate storage lockers (one for each unit).

**Indoor rooftop amenity space with height of 3 m and area of 102 m<sup>2</sup> projects above the height limit.**

Section 65 of the Zoning By-law provides direction for permitted projections above the height limit. Permitted projections include elements such as chimneys and clock towers, mechanical and service equipment penthouses, stairway penthouses, and rooftop patios, gardens and terraces. Enclosed interior amenity areas are not considered a projection above the height limit as per Section 65.

The provisions of the Zoning By-law with respect to height and the permitted projections above the height limit are intended to accommodate a limited number of uses on the rooftops of new buildings, while also mitigating for their visual impact.

The enclosed rooftop amenity space will provide additional amenity space for residents that complements existing outdoor amenity spaces on the property. The enclosed space provides year-round use for residents and is less visually and acoustically intrusive to abutting properties.

# DESIGN DIRECTION

# 02

# City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

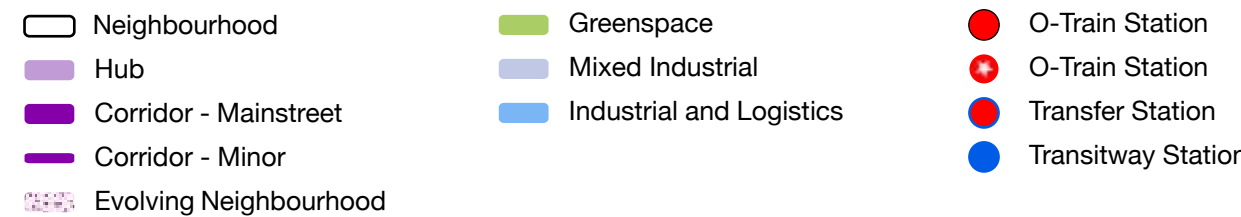
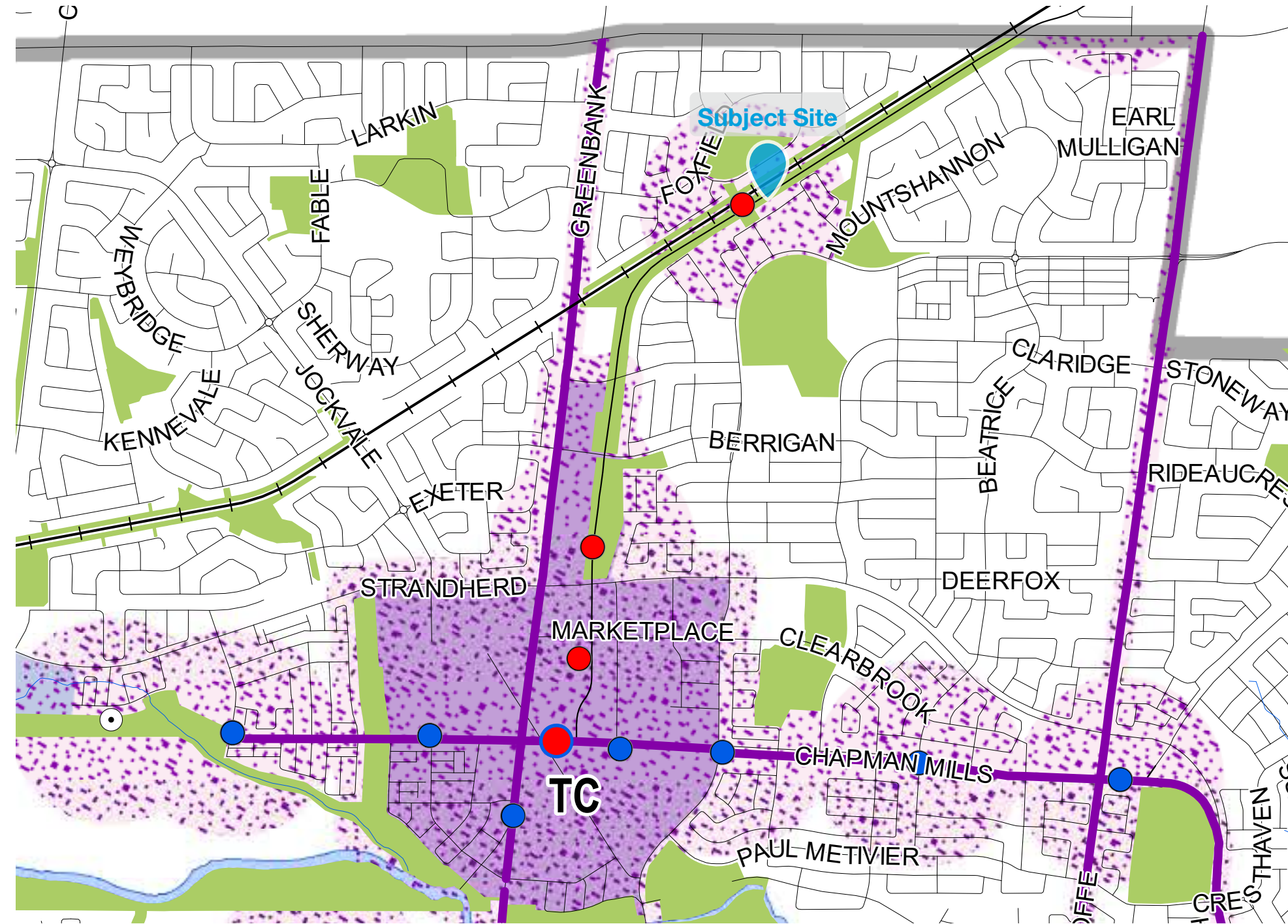
## Transect and Designation

The subject site is located within the Suburban Transect and is designated Neighbourhood with an Evolving Neighbourhood Overlay.

Neighbourhoods within the Suburban Transect generally reflect a conventional suburban model of built form and site design and are typically categorized by the separation of land uses, stand-alone buildings, generous building setbacks and low-rise buildings.

The Official Plan aims to recognize the suburban pattern of built form within these neighbourhoods while supporting an evolution towards 15-minute neighbourhoods. Areas identified by the Evolving Neighbourhood overlay are closer to public transit and are areas intended for intensification towards a more urban built form that supports the shift towards 15-minute neighbourhoods.

Policy 2 of Section 6.3.1 states that permitted building heights in the Neighbourhoods shall be Low-rise, except: a) where existing zoning or secondary plans allow for greater building heights.



# City of Ottawa Official Plan (2022)

## Urban Design

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. Urban design plays an important role in supporting the City's objectives including building 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New developments should be designed to make healthier and more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The proposed development meets the following Urban Design policies, among others:

Policy 3 of Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The proposed development internalizes, where possible, all servicing areas and has located parking below-grade, accessible via a ramp at the rear of the building.**

Policy 2 of Section 4.6.6 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

**The proposed development provides an appropriate transition across the site to the adjacent neighbourhood area through the use of setbacks and stepbacks, guided by the implementation of an angular plane.**

Policy 4 of Section 4.6.6 states that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development includes a variety of amenity spaces for residents include both indoor and outdoor communal areas as well as private balconies. An outdoor rooftop amenity area is provided as a space for all residents to relax outdoors in a communal environment.**

Policy 7 of Section 4.6.6 states that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- / Frame the street block and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- / Be generally proportionate in height to the width of the right of way, with additional height permitted in the Downtown Core Transect; and
- / Provide sufficient setbacks and step backs to:
  - i) Provide landscaping and adequate space for tree planting;
  - ii) Avoid a street canyon effect; and

iii) Minimize microclimate impacts on the public realm and private amenity areas.

**The proposed mid-rise development is consistent with the built form character of the surrounding context and provides for an enhanced public realm along Campanale Avenue. The proposed development frames the street and adjacent transit plaza with a two (2) storey podium that responds to the existing suburban context.**

**The overall design conforms to the Urban Design policies outlined in section 4.6 of the Official Plan.**

# Transit Oriented Development Guidelines

The Transit Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. These guidelines are to be applied to all development throughout the City within a 600-metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties.

The proposed development has regard for the following design guidelines:

## Land Use

- / Provides transit supportive land uses and mixed use development including high-density residential uses, within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- / Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2);
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community, including a publicly-accessible amenity space at the ground floor of the west tower (Guideline 3);

## Layout

- / Lays out new pedestrian connections, permitting pedestrian movement throughout the site (Guideline 4);
- / Locates the building along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Locates the highest density and mixed uses immediately adjacent and as close as possible to the proposed transit stop (Guideline 8).

- / Creates transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station (Guideline 9);

- / Orients buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles, with buildings oriented toward and pedestrian connections to the pathway system that will provide access to the future transit system (Guideline 10);

## Built Form

- / The proposed building steps back above the 2 storey in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11);

## Pedestrians & Cyclists

- / The ground floors facing Campanale Avenue have been designed to be appealing to pedestrians, with large windows associated with the retail use at grade (Guideline 28);

## Streetscape & Environment

- / Locates garbage and recycling containers in the interior of the site screened from view (Guideline 54).

# 8

# Bird-Safe Design Guidelines

# 9

In November 2020, the City of Ottawa approved design guidelines to ensure bird health is considered in building design. Ottawa's Bird-Safe Design Guidelines are intended to be used during the planning stage of private or public development projects to minimize the potential risks to birds.

The guidelines address the design of buildings, lighting and landscaping. During planning and design, applicants need to:

- / Consider the environmental context and surroundings.
- / Minimize the transparency and reflectivity of glass.
- / Avoid or mitigate design traps, such as glass passageways or corners that are invisible to birds.
- / Consider non-glass structural features that might pose a hazard.
- / Create bird-friendly landscaping.
- / Design exterior lighting to minimize light spill at night.
- / Minimize nighttime light spill from inside the building.

In order to minimize the threat of bird collisions, the proposed development is proposing the following design measures:

- / The use of different materials (brick and metal paneling of differing colours) to fragment reflections.
- / Glass with integrated protection measures will be defined within the first 16 metres of height.
- / The commercial floors will feature bird-safe elements through the use of commercial films.
- / In coordination with the landscape architect, plantings will be located to minimize their reflection in windows.

## Response to Pre-Consultation Comments

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This section provides a response to comments received from Urban Design staff on December 5, 2023, following the pre-consultation meeting held on November 20, 2023. Responses to the remainder of pre-consultation comments can be found enclosed with the other application materials.

City Comment: This proposal for Block 10 does not run along or does not meet the threshold in one of the City's Design Priority Areas and need not attend the City's UDRP. Staff will be responsible for evaluating the Urban Design Brief and providing design direction.

**Response: Acknowledged.**

City Comment: Recommend reviewing each site separately.

**Response: Noted. A separate pre-consultation meeting was held on March 7, 2024 to discuss the proposal for Blocks 5 & 8. This Urban design brief speaks directly to 609 Longfields Avenue (block 10).**

City Comment: Policy discussion about density and height on other blocks should follow.

**Response: Noted.**

City Comment: Will there be a change to requirements for commercial, parks, schools, etc. available for the increase in density?

**Response: The subject site is located within an area that includes small-scale retail as well as many local parks and public schools that all work to support the proposed development's goal of providing for a 15-minute community.**

City Comment: We recommend a parking reduction for any increase in density above the zoning allotment.

**Response: Noted. A parking ratio of 1:1 is proposed for this development, which meets the minimum and maximum requirement under the Zoning By-law for this site, and is lower than the typical suburban minimum rate of 1.2 motor vehicle parking spaces/unit.**

City Comment: Transition should be analyzed on all sites.

**Response: The proposal responds to this policy in applying the general guidance of the angular plane in the consideration of building height and transition. The site represents a unique context within proximity to the Longfields Transitway Station. The only immediately adjacent low-rise neighbourhood is northeast of the subject site along Campanale Drive. Along this side of the building a setback of 3 metres is provided along with a stepback above the second floor. The two storey base provides for an effective transition in height and mass to the adjacent low-rise residential context.**

City Comment: Two storey all around the building to support pedestrian scale and neighbourhood character.

**Response: The stepback above the second floor wraps around the building on all sides.**

City Comment: Recommend looking for opportunities to reduce parking requirements.

**Response: Noted. Please see response above.**

# SITE CONTEXT AND ANALYSIS

# 03

# Site Context

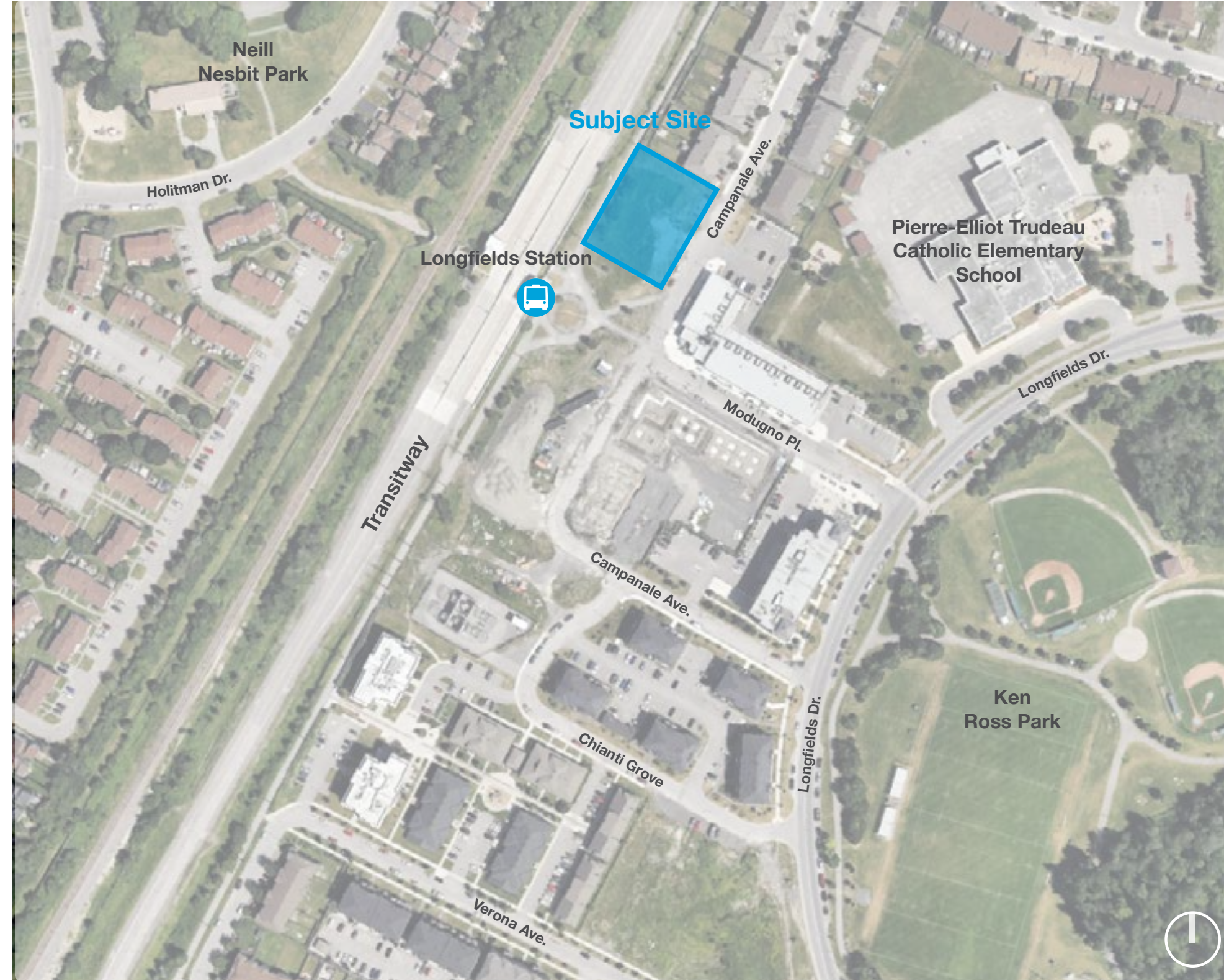
The subject site is rectangular in shape and has a total area of approximately 2,270 square metres. The subject site fronts onto Campanale Drive, with a lot frontage/width of approximately 54 metres and a lot depth of approximately 42 metres. The site is currently undeveloped.

The entirety of the subject site is within 100 metres of the existing Longfields Transitway Station, which is planned for future conversion into a Light Rail Station (LRT). A Multi-Use Pathway (MUP) runs between the subject site and the transitway that connects to the City's active transportation network and provides for cycling, walking and other forms of active transportation throughout the immediate neighbourhood and Barrhaven. Immediately north of the transitway runs an active rail line operated by Via Rail.

**North:** Approximately 200 metres north of the subject site at Holitman Drive is Neil Nesbit Park, an approximately 3.6-hectare park, which features a playground, basketball court, baseball diamond, and soccer field. Surrounding Neil Nesbit Park is a low-rise residential neighbourhood which includes detached, semi-detached, as well as townhouse dwellings. North of Fallowfield are agricultural lands part of the Greenbelt.

**East:** East of the subject site along Campanale Avenue are rows of townhouse dwellings. East of the subject site, fronting onto Longfields Drive is the Pierre-Elliott Trudeau Catholic Elementary School. Further east, approximately 350 metres from the subject site is Utman Park, an approximately 2.7-hectare park, which features a playground, baseball diamond, and soccer field. South of Utman Park is St. Mother Teresa High School.

**South:** Immediately south of the subject site is a commercial building at 605 Longfields Drive, which features a variety of small business that front onto the public realm. Businesses include a convenience store, medical clinics, coffee shop and several restaurants. Further south along Longfields drive is a four (4) storey mixed use building, also developed by Campanale Homes. On the ground floor abutting Longfields Drive there are a variety of small businesses including a pharmacy, medical clinic, toy store, and restaurant.



# Site Context

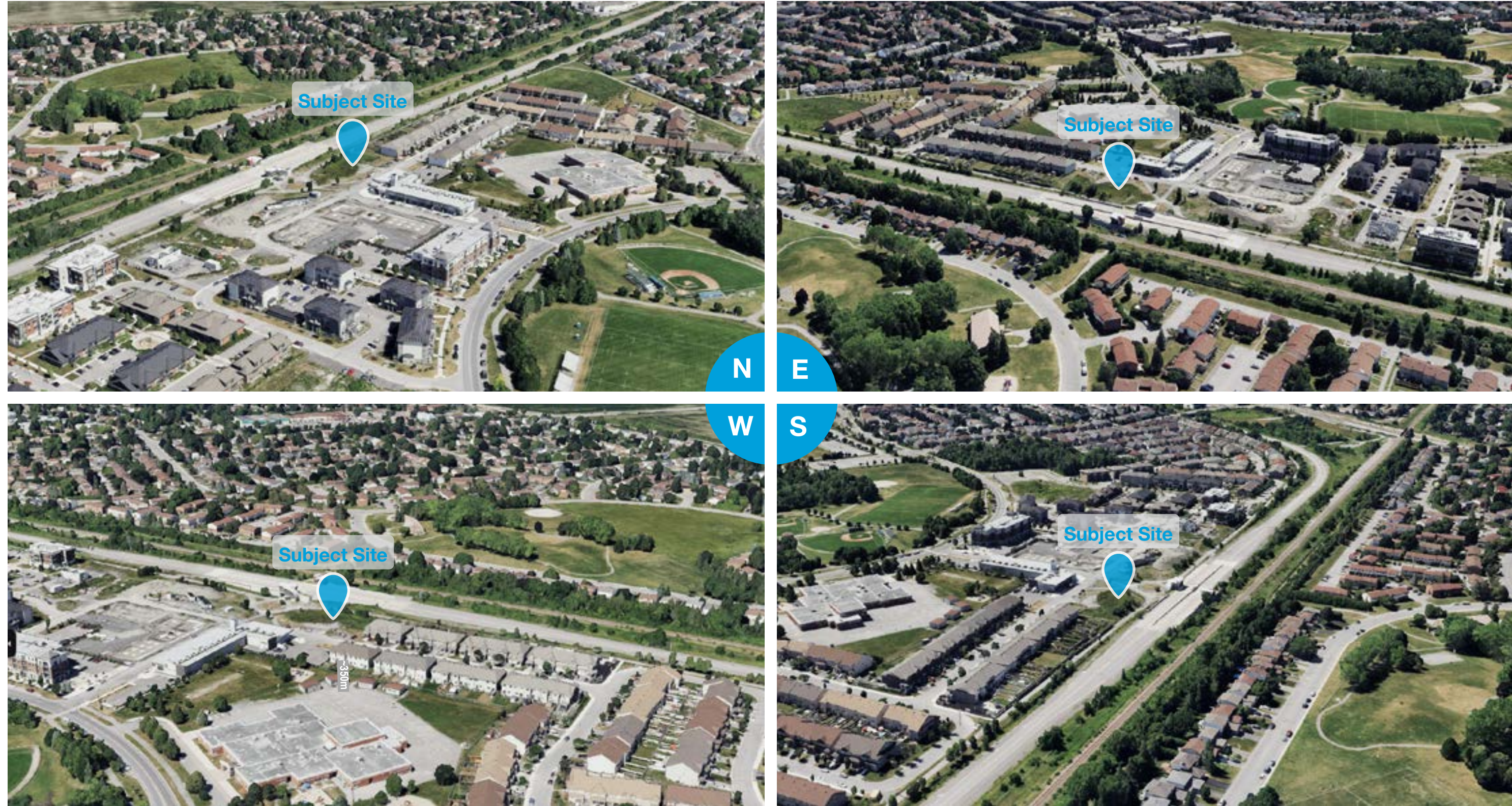
**South Continued:** South of Longfields Drive is Ken Ross Park, an approximately 15-hectare park which features three (3) baseball diamonds, a Soccer field, football field, woodlot and playground. South of Ken Ross Park is Longfields-Davidson Heights Secondary School and Berrigan Elementary School. Approximately 350 metres south of the subject site is the Highbury woodlot, an approximately 2.3 hectare woodlot owned by the City of Ottawa.

**West:** Immediately west of the subject site is the future Longfields Station Plaza that will be developed by Campanale Homes as part of the development of the subject site. The Plaza is proposed to include public bicycle parking, seating areas, public art, all connected by walkways and stairs that lead to the entrance to Longfields Station. West of the future transit plaza is 617 Longfields drive, a vacant site that is proposed to be developed by Campanale Homes. Further west is a Hydro transformer station operated by Hydro Ottawa. The area west of subject site includes a mix of low-rise apartment buildings and back-to-back townhouse blocks.

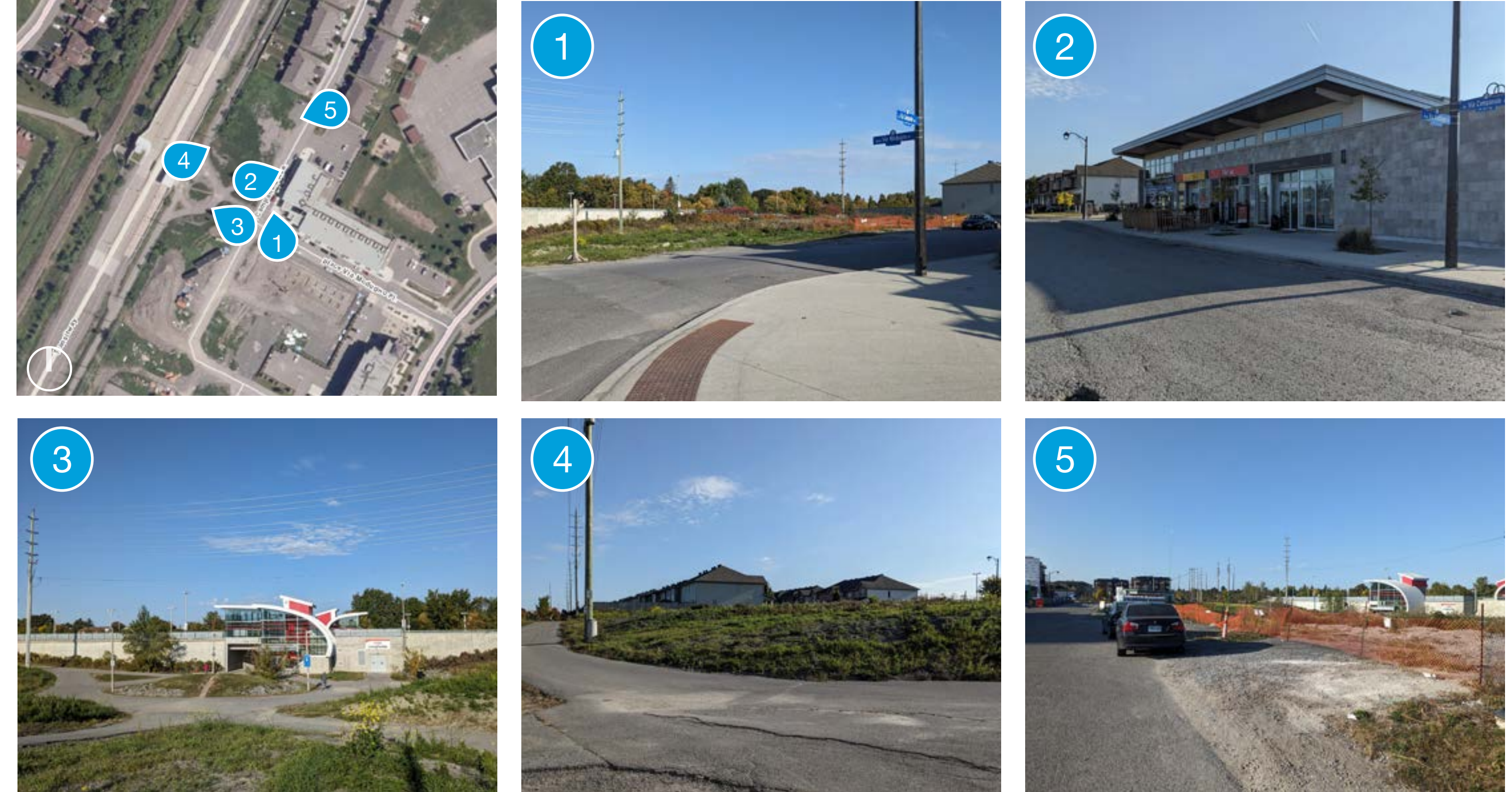




# Site Context



# Site Photos

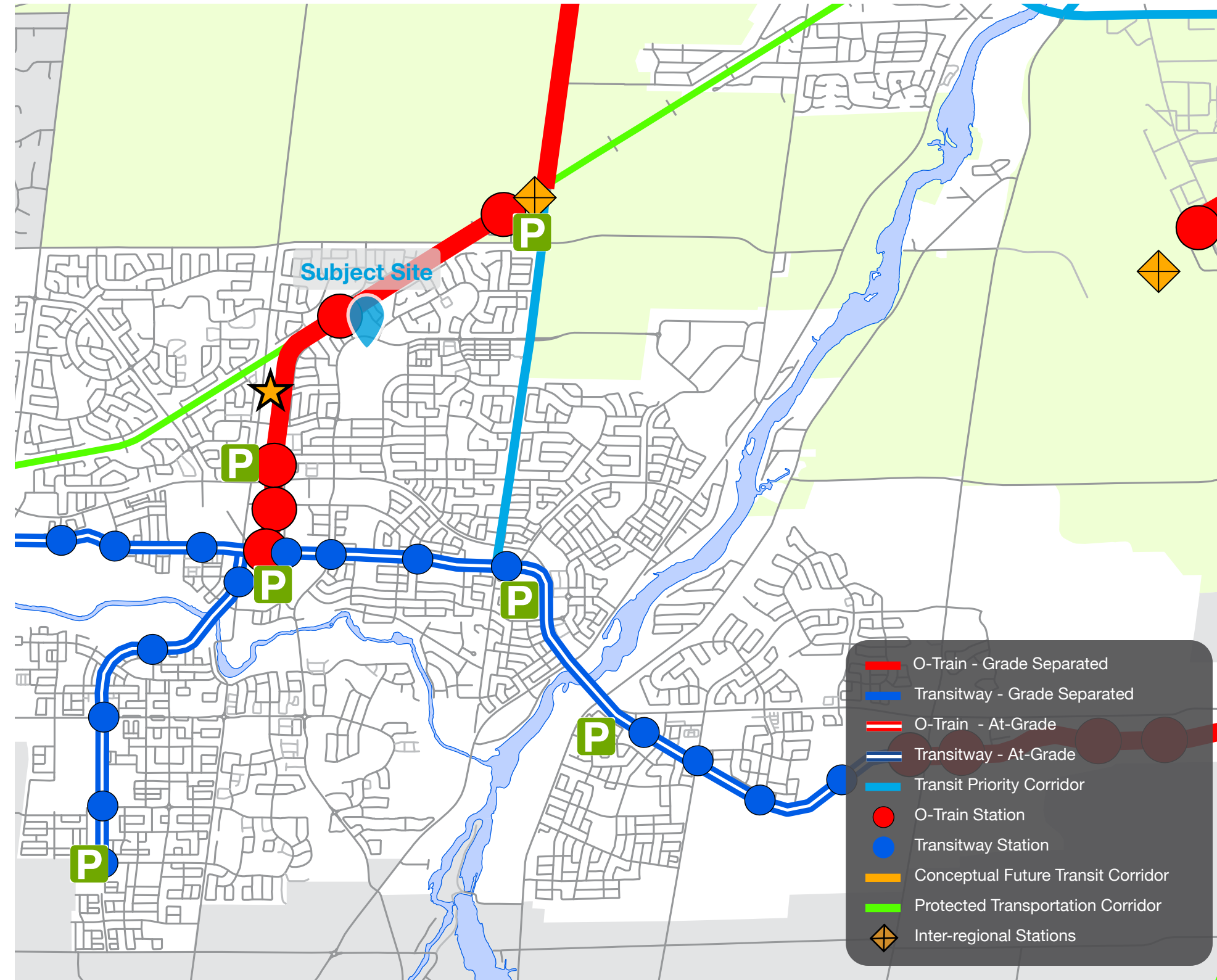


# Site Analysis

## Transit Network

The subject site is located within 100 metres of Longfields Station. Rapid route #75 runs along the transitway from Barrhaven Centre to Tunneys Pasture stopping at Baseline, Iris, the Queensway, Lincoln Fields, and Westboro stations. The route then continues from Tunneys Pasture to Gatineau.

Longfields Station is identified as a future LRT grade separated O-Train Station on Schedule C2 (Transit Network - Ultimate) of the Official Plan.

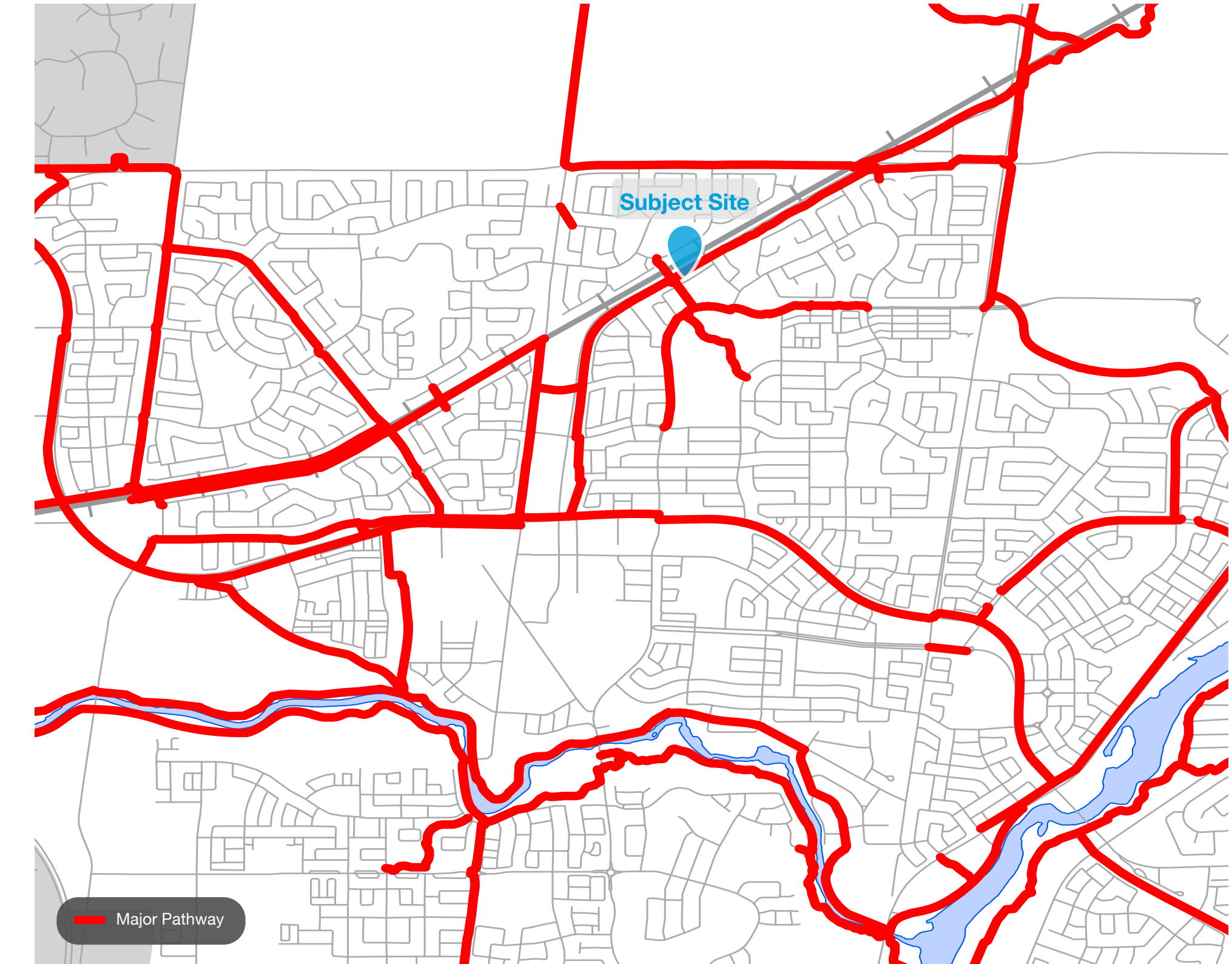


# Site Analysis

## Active Transportation

The subject site is well served by the greater cycling network, as shown in the image on the right. A MUP runs along the transitway from Strandherd to Fallowfield Station where it continues through the Greenbelt to Prince of Wales Drive. This MUP provides direct access to a larger commercial node at Strandherd and Greenbank within an approximate 15-20 minute walk/5-minute bicycle trip.

Longfields Drive features painted bicycle lanes from Berrigan Drive to Woodruff Avenue.

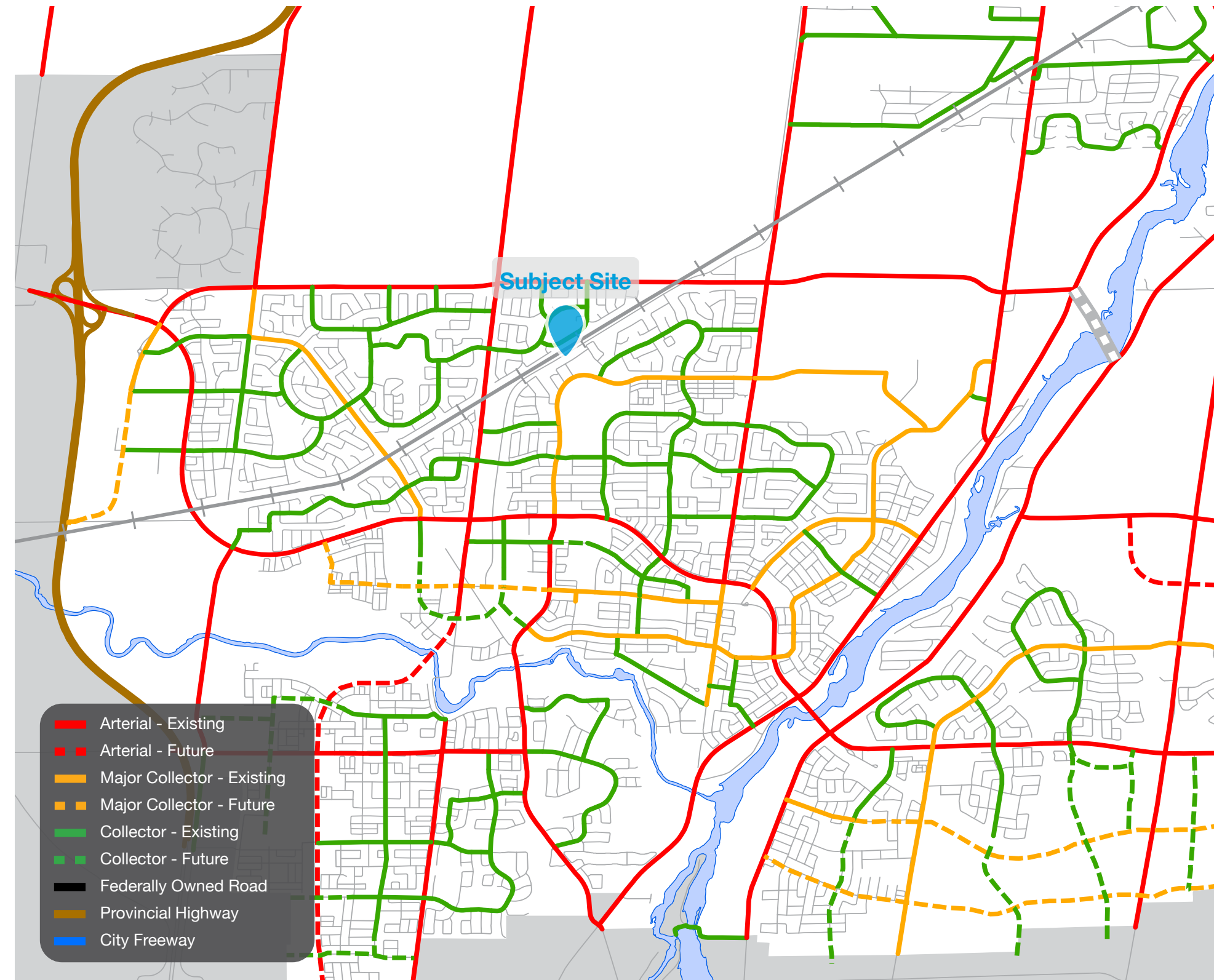


# Site Analysis

## Urban Road Network

The subject property is well integrated with the existing and planned road network of the city and provides easy vehicular access to important circulation roadways.

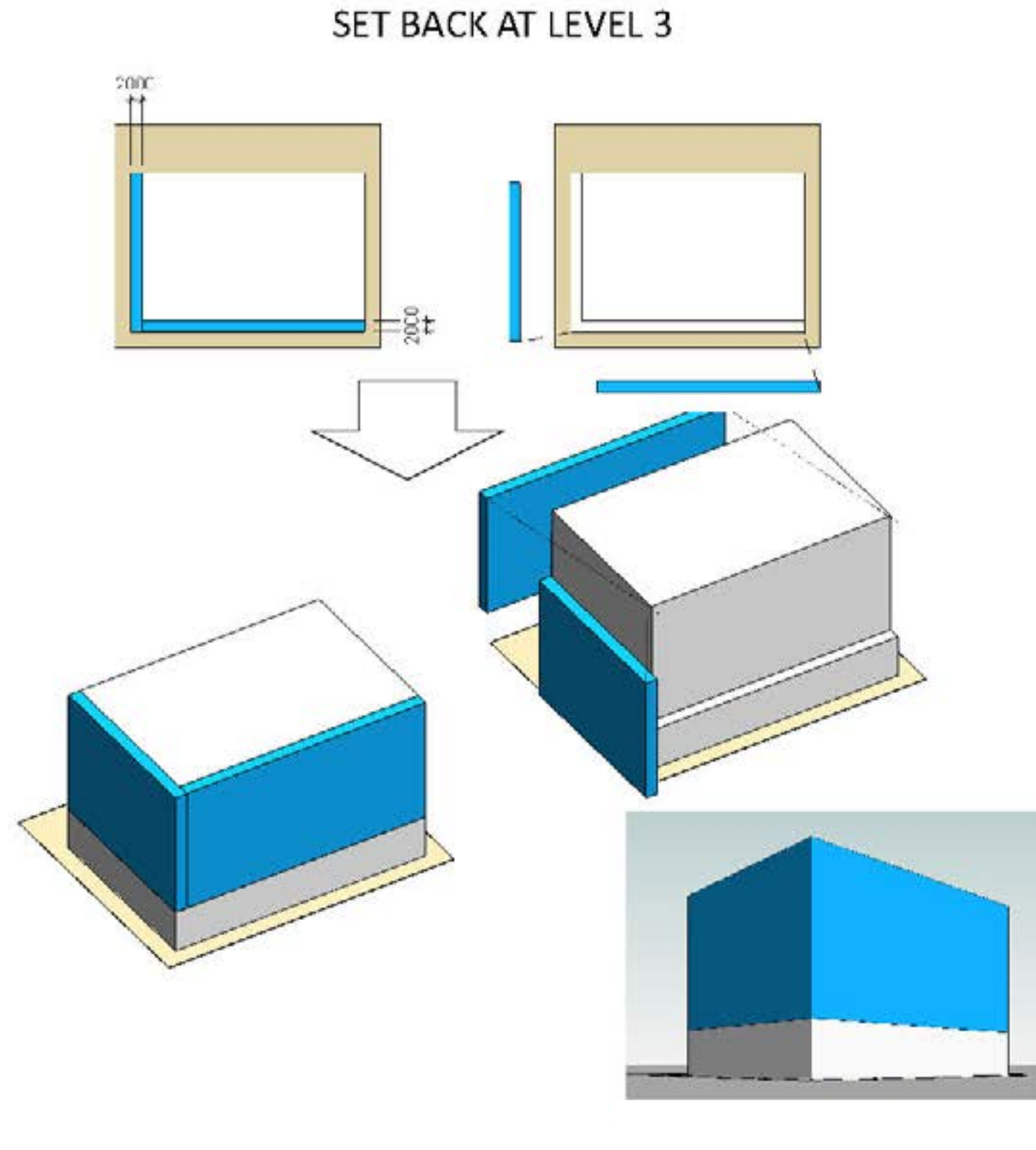
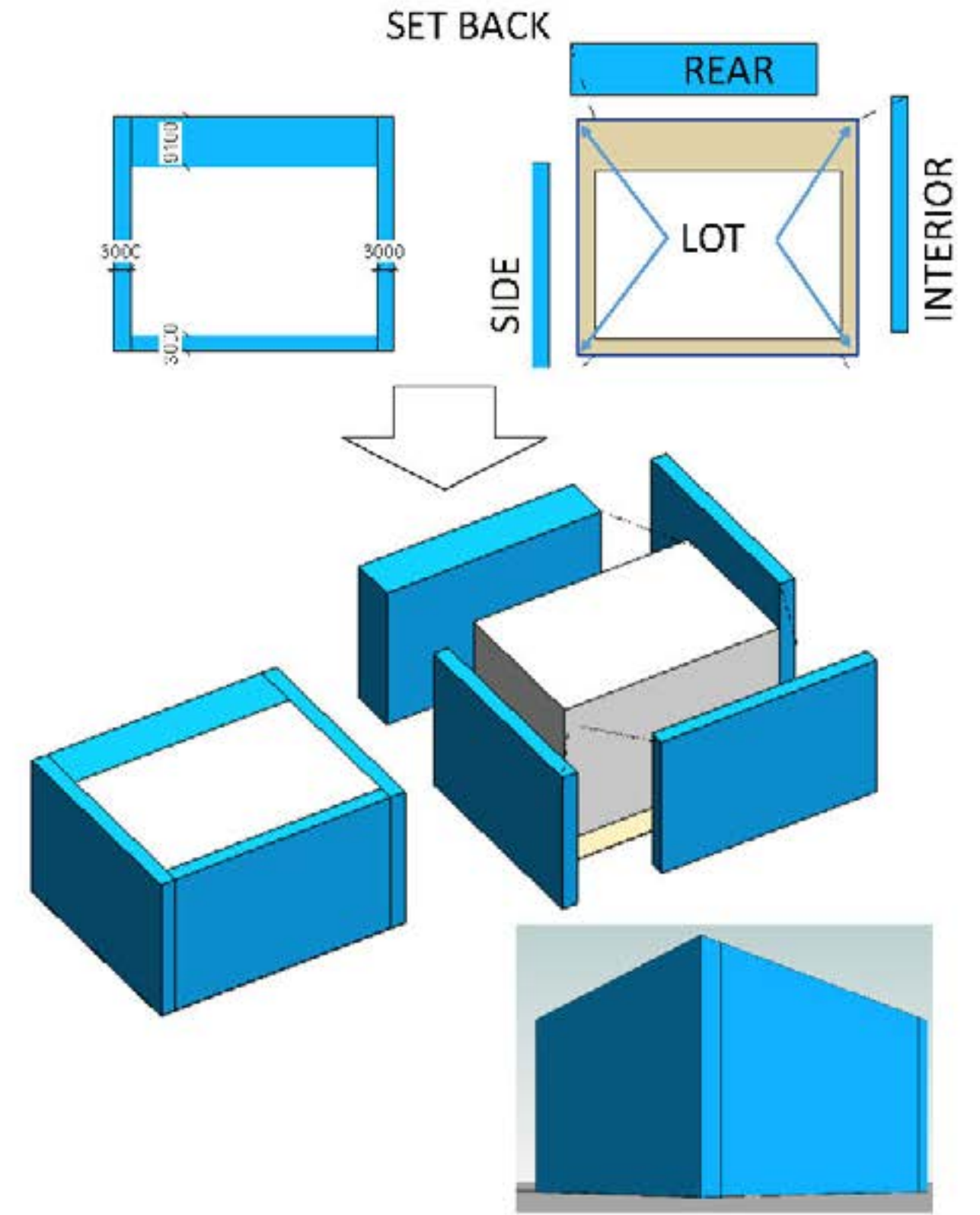
- / Campanale Avenue is designated as a Local road on Schedule C4 (Urban Road Network) of the City of Ottawa Official Plan and connects to Longfields Drive.
- / Longfields Drive is designated as a Major Collector Major collector roads connect communities and distribute traffic between the arterial and local road system. Longfields Drive runs south where it turns into an Arterial Road at Strandherd Drive (an east-west Arterial Road).
- / Greenbank Road, a north-south Arterial Road is located west of the subject site. This north-south road runs north through the greenbelt to Nepean and south to downtown Barrhaven. Highway (HWY 417) through on and off ramps.
- / Highway HWY 416) runs north-south, west of Barrhaven. It is the main north-south vehicular circulation corridor and serves not only the City of Ottawa, but the broader region. It can be accessed from Strandherd Drive (approximately 4 kilometres west of the subject site).



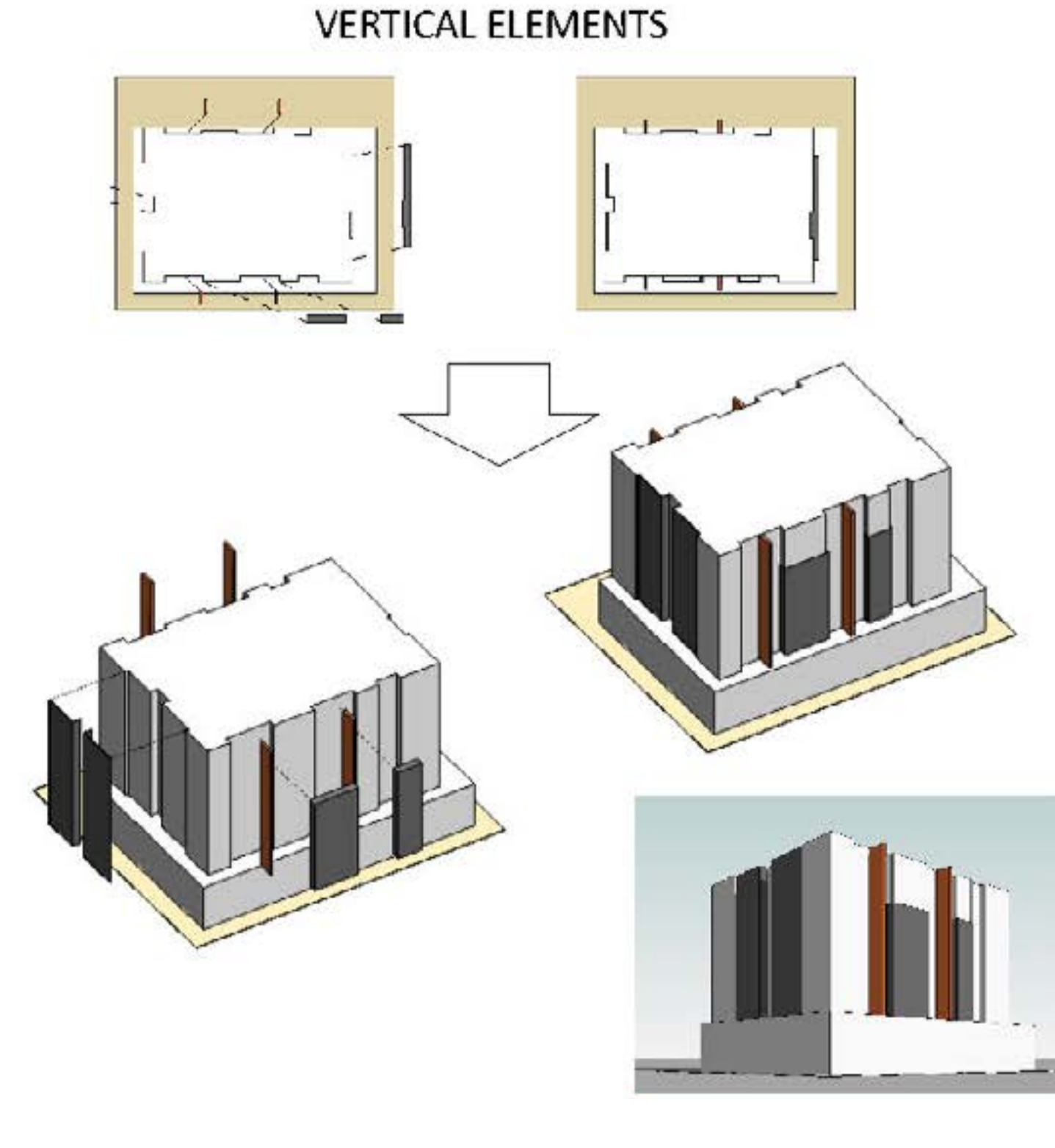
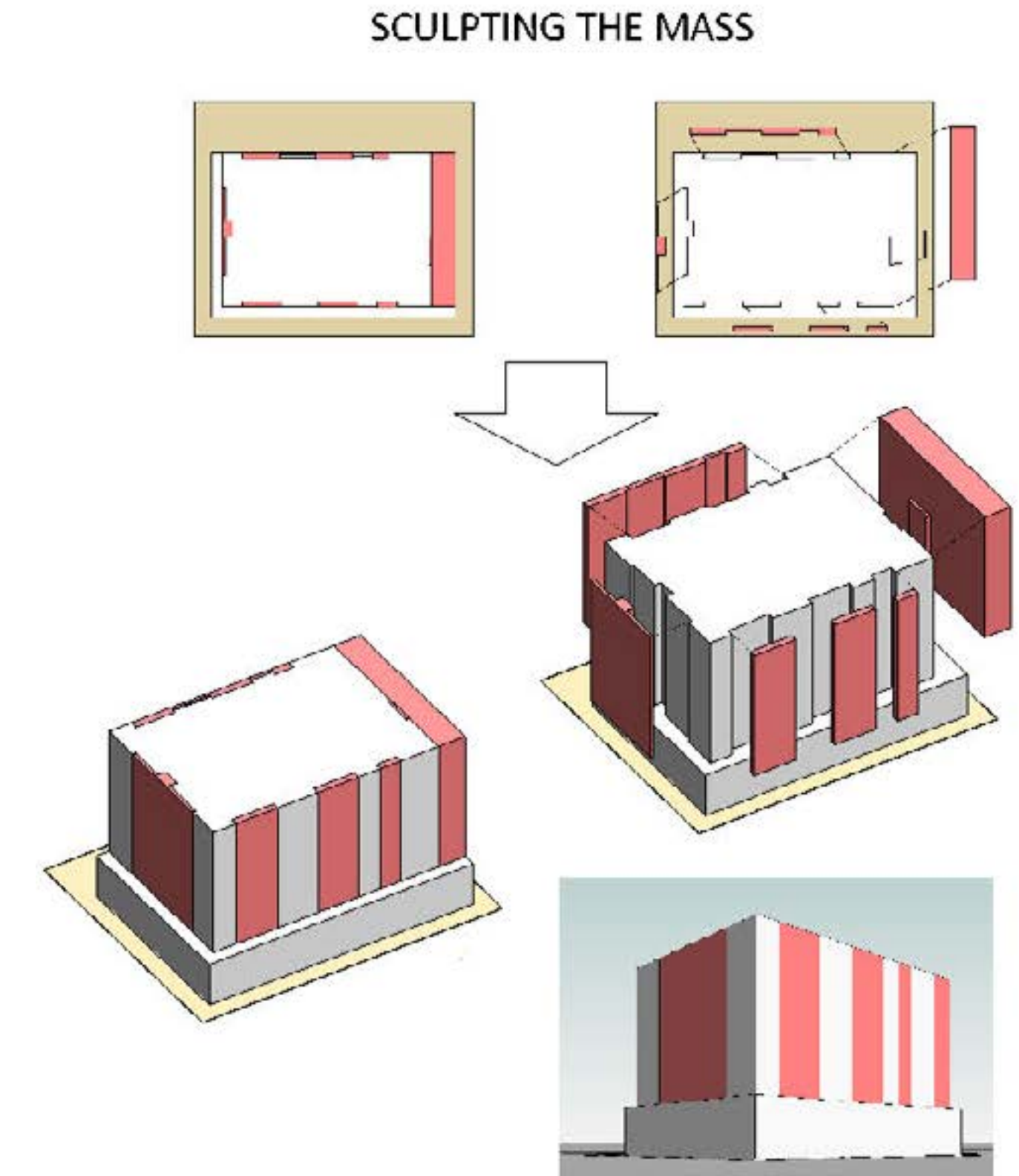
# DESIGN RESEARCH

04

# Design Evolution - Massing



# Design Evolution - Massing



# Design Evolution

22



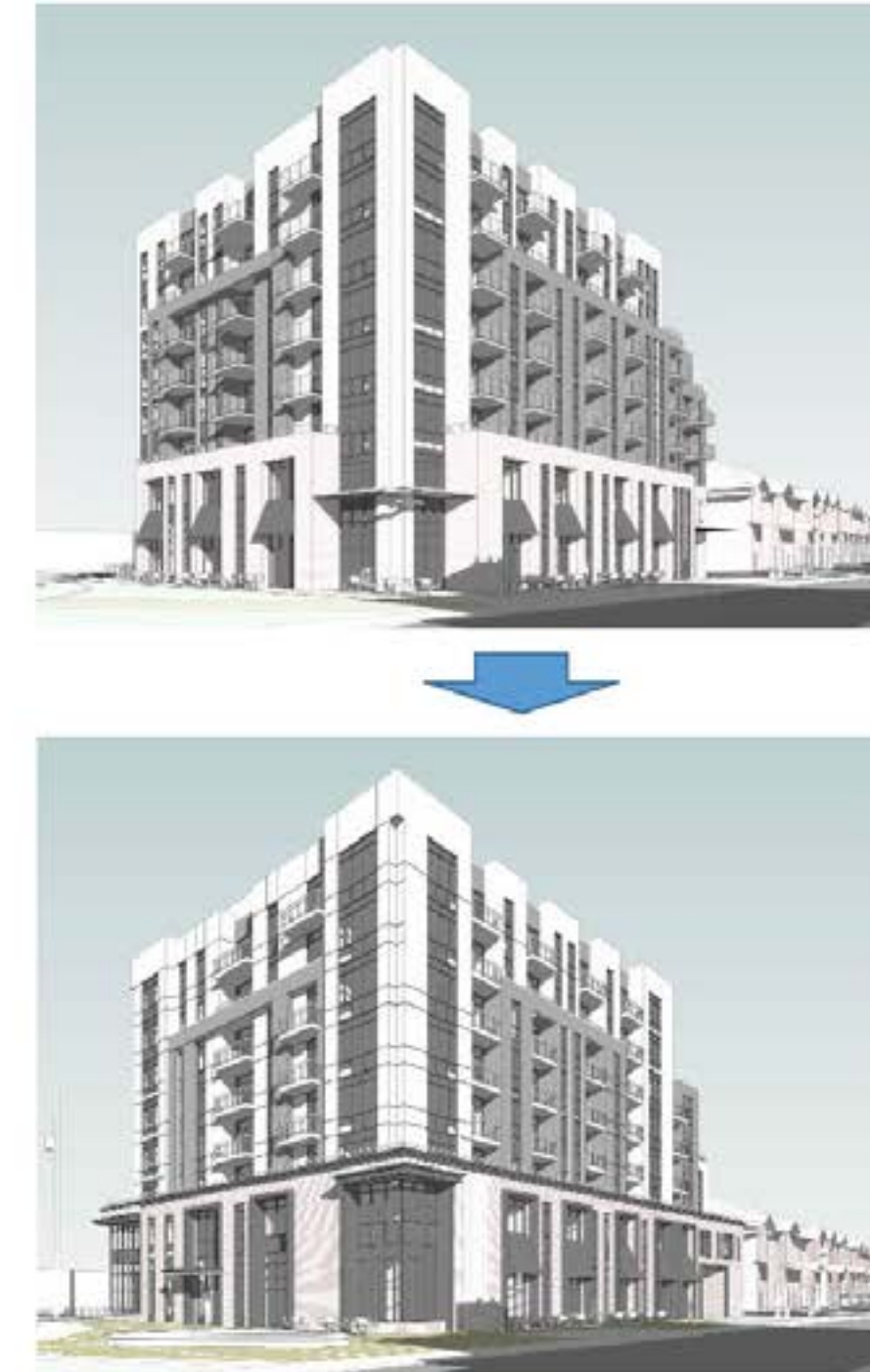
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WOODMAN ARCHITECT  
ASSOCIATES LTD.

# Design Evolution

23



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WOODMAN ARCHITECT  
ASSOCIATES LTD.

# Design Evolution

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# Design Evolution

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WOODMAN ARCHITECT  
ASSOCIATES LTD.

# Design Evolution



# Response to The Abutting Public Realm Conditions



Block 9 has been designed as a public plaza in the form of a amphitheater which will provide a meeting place and entrance to Longfields Station. The proposed development at 609 Longfields will front onto the new public plaza with a commercial patio proposed immediately adjacent the plaza.

# Response to Abutting Public Realm Conditions



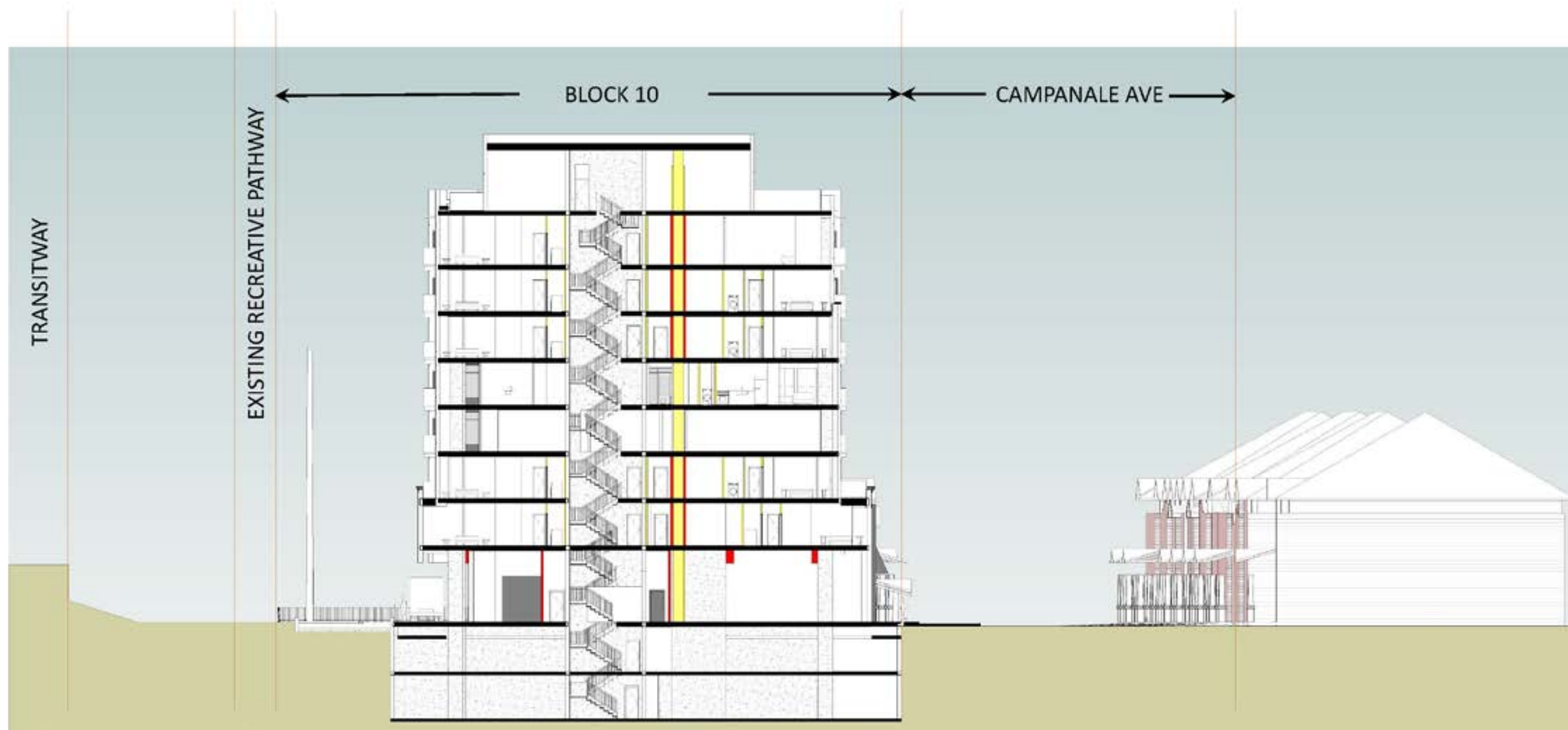
The ground floor of the proposed development will feature commercial space that will front onto the adjacent public plaza and Campanale Drive. Large windows will create a strong visual connection between the public realm and the interior commercial space, providing a sense of place and sense of security at night with “eyes on the street.”

# Built Form Transition





# Street Cross Section



# Sustainability Statement

## Campanale's Commitment to Sustainable Development - Pioneering Green Solutions for a Sustainable Future

Campanale's commitment to sustainable building practices ensures that you can enjoy a home that not only saves you money, but also contributes to a greener future.

Campanale has partnered with Better Than Code to guarantee the sustainability and energy efficiency of our homes beyond the Ontario Building Code. This organization rigorously verifies the energy rating of our builds, providing an extra layer of assurance and ensuring we meet a minimum of 15% Better Than Code energy rating.

Campanale is proud to be a leader in sustainable home building and contribute to a greener future for generations to come.

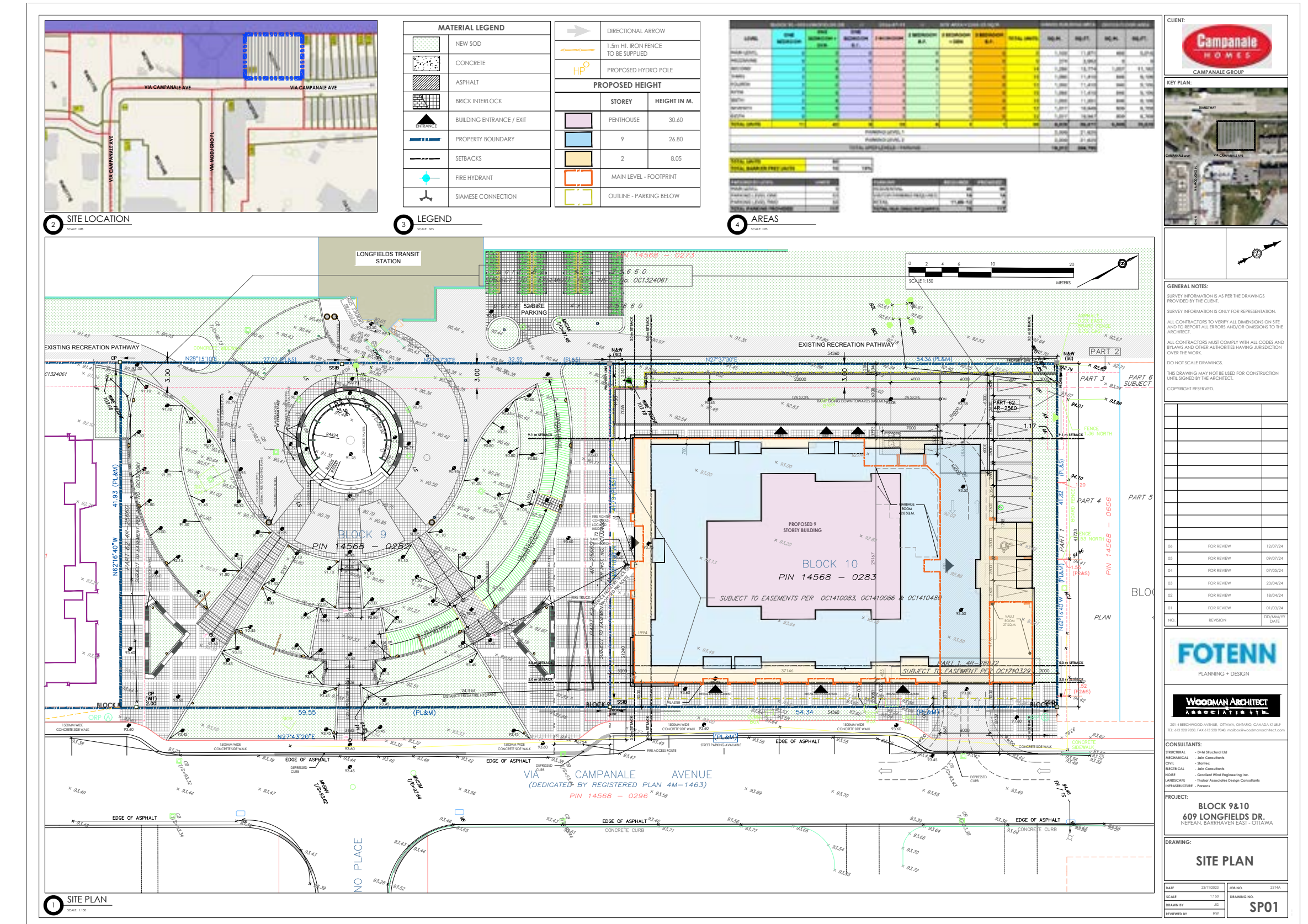
Sustainable Design Features in this project include:

- / Optimized window-to-wall ratios;
- / Improved glazing system performance;
- / Optimized air tightness;
- / High performance wall assemblies with minimized thermal bridging;
- / Low-flow water fixtures;
- / Low-carbon thermal energy heating and cooling;
- / Water metering; and
- / Low-carbon emitting materials used on all exterior and interior surface finishes.

# ADDITIONAL MATERIALS

# 05

## Site Plan

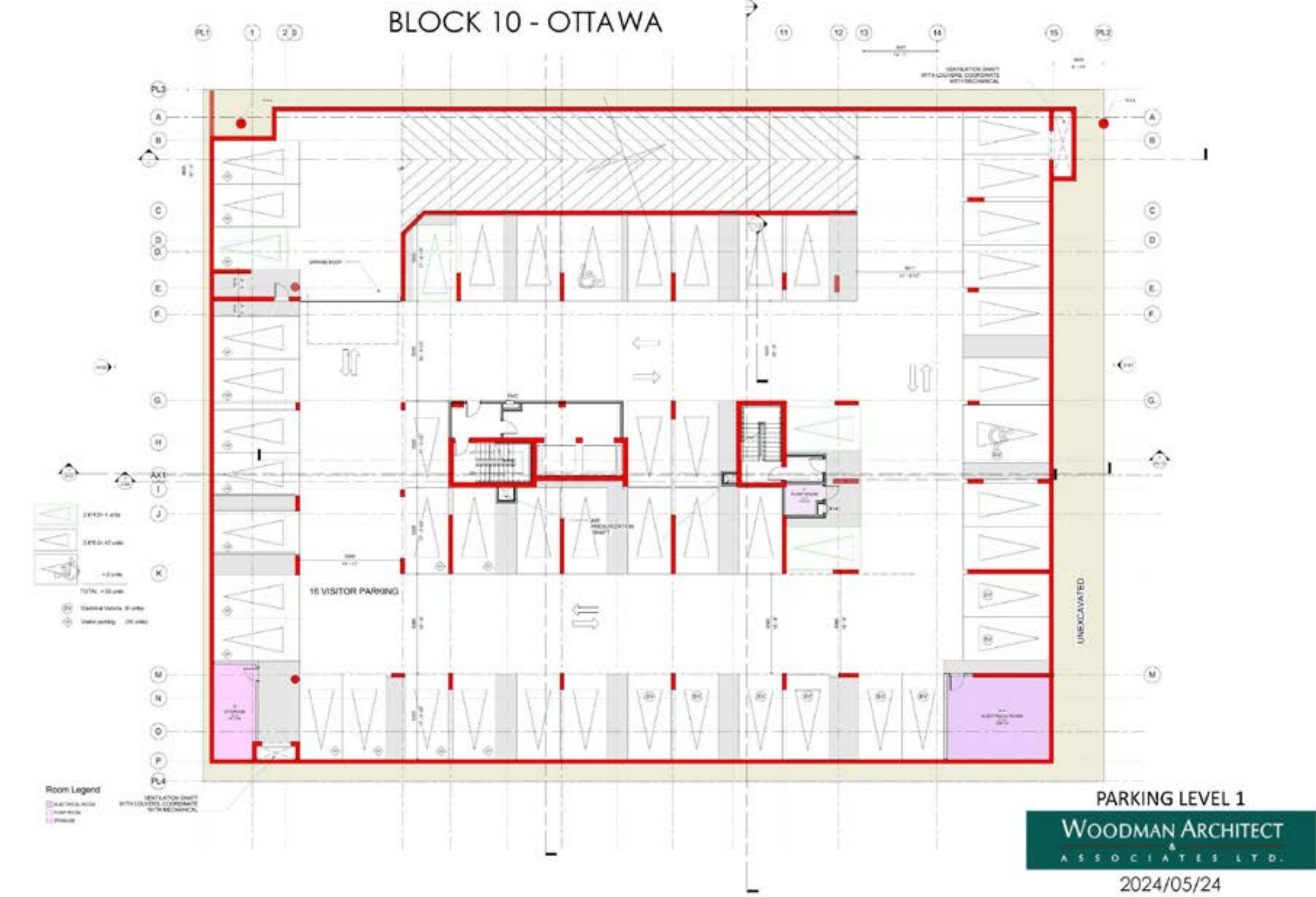
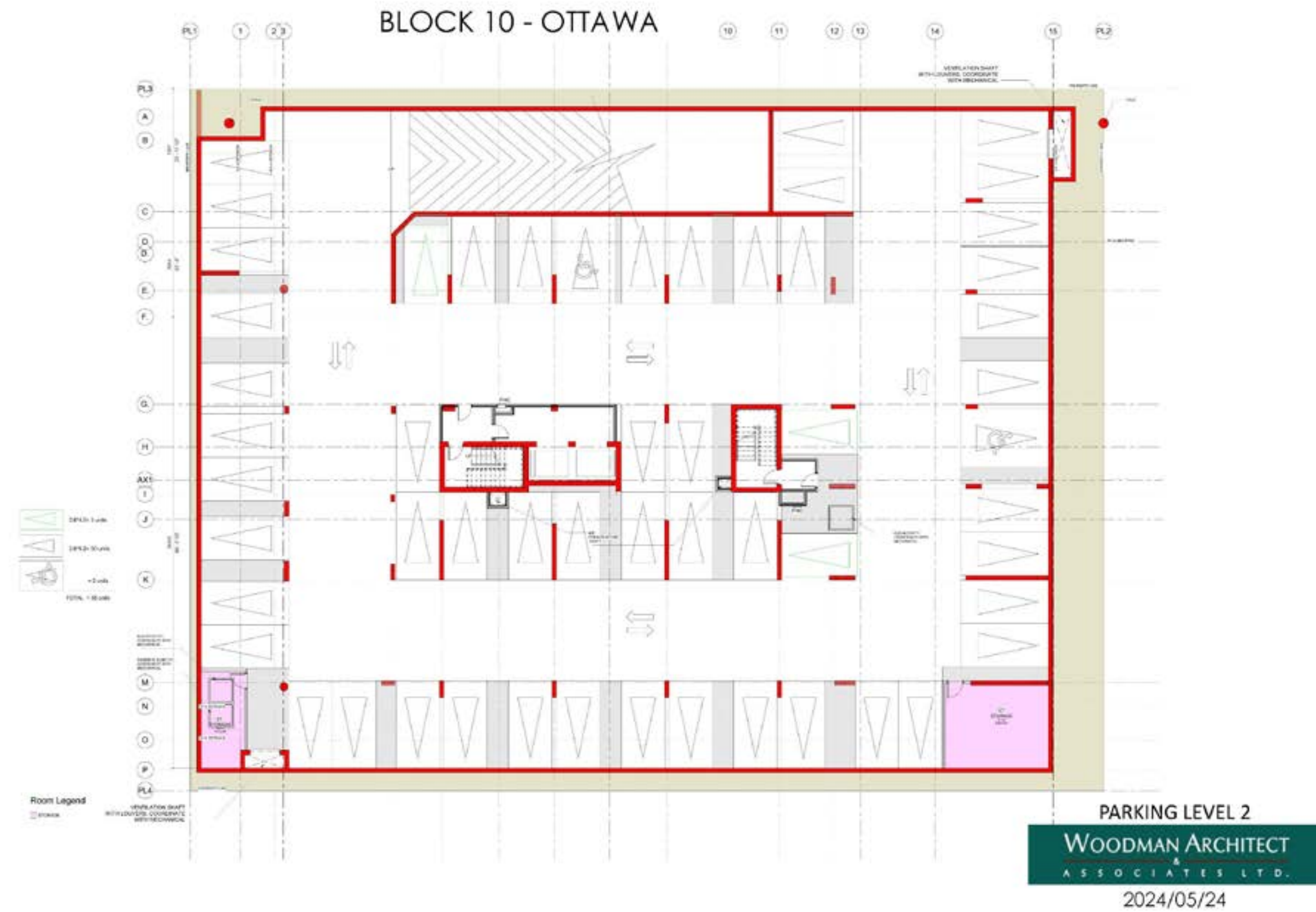


# Parking Level 2

34

# Parking Level 1

35

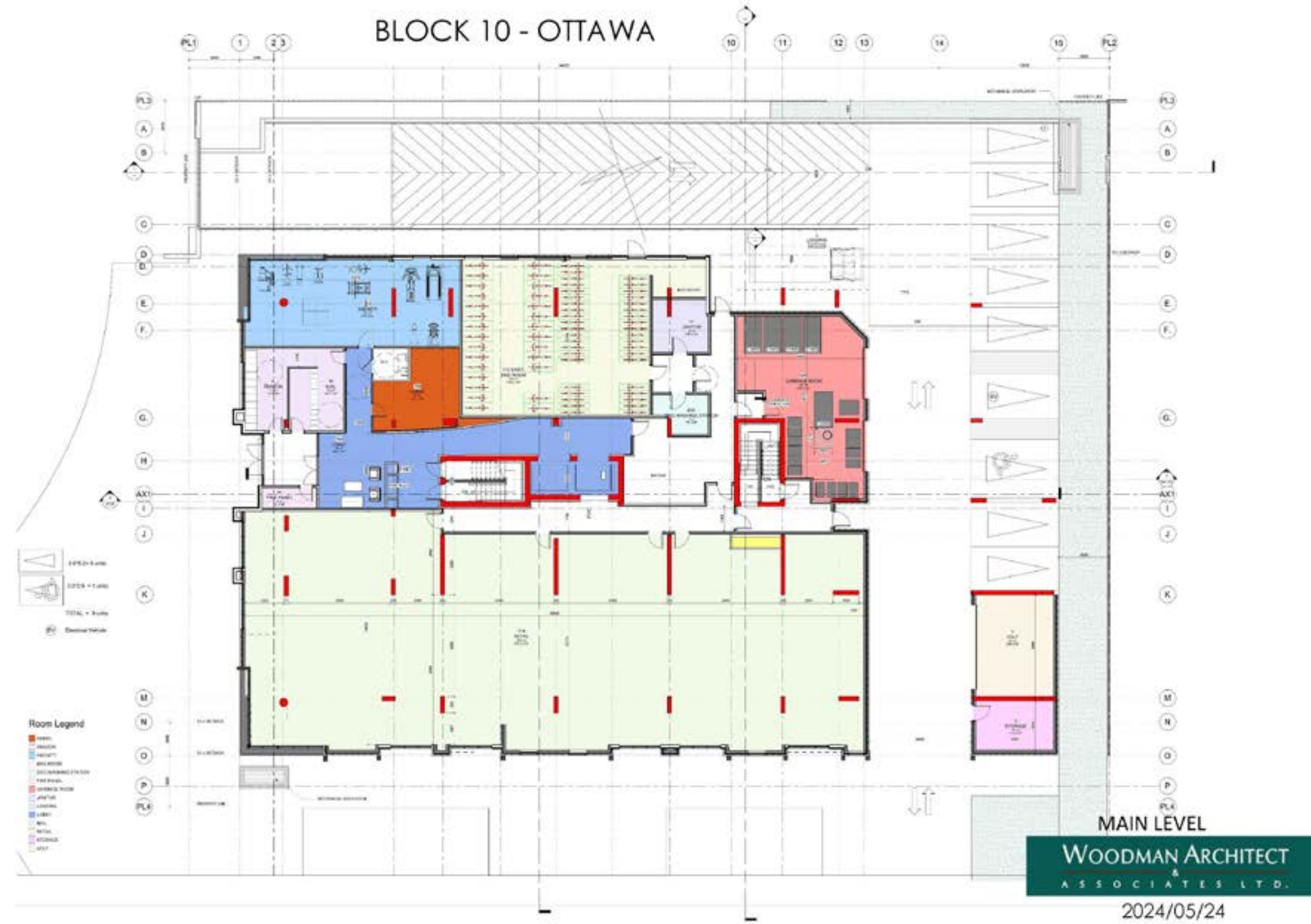


# Ground Level

36

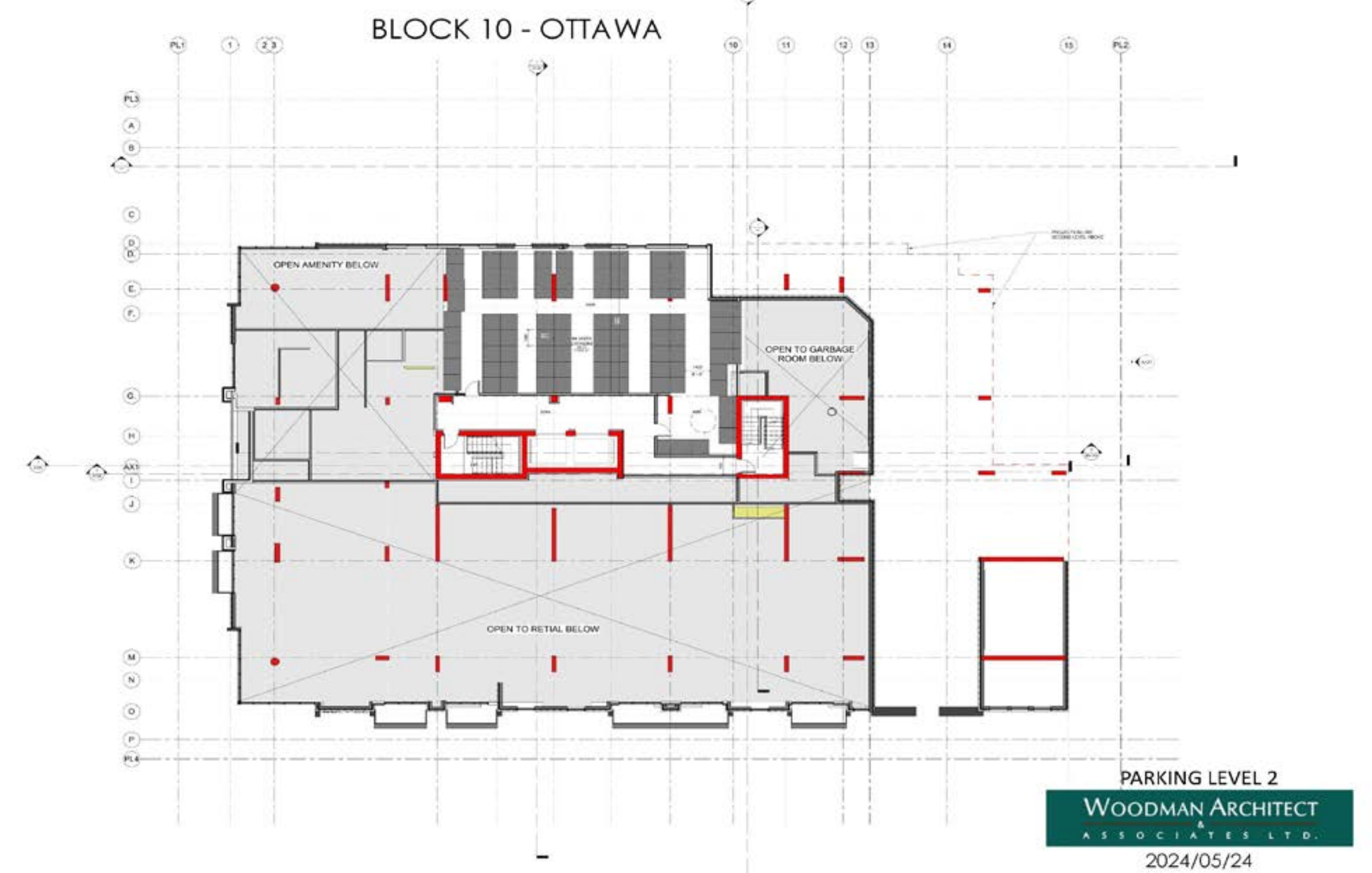
# Mezzanine

37



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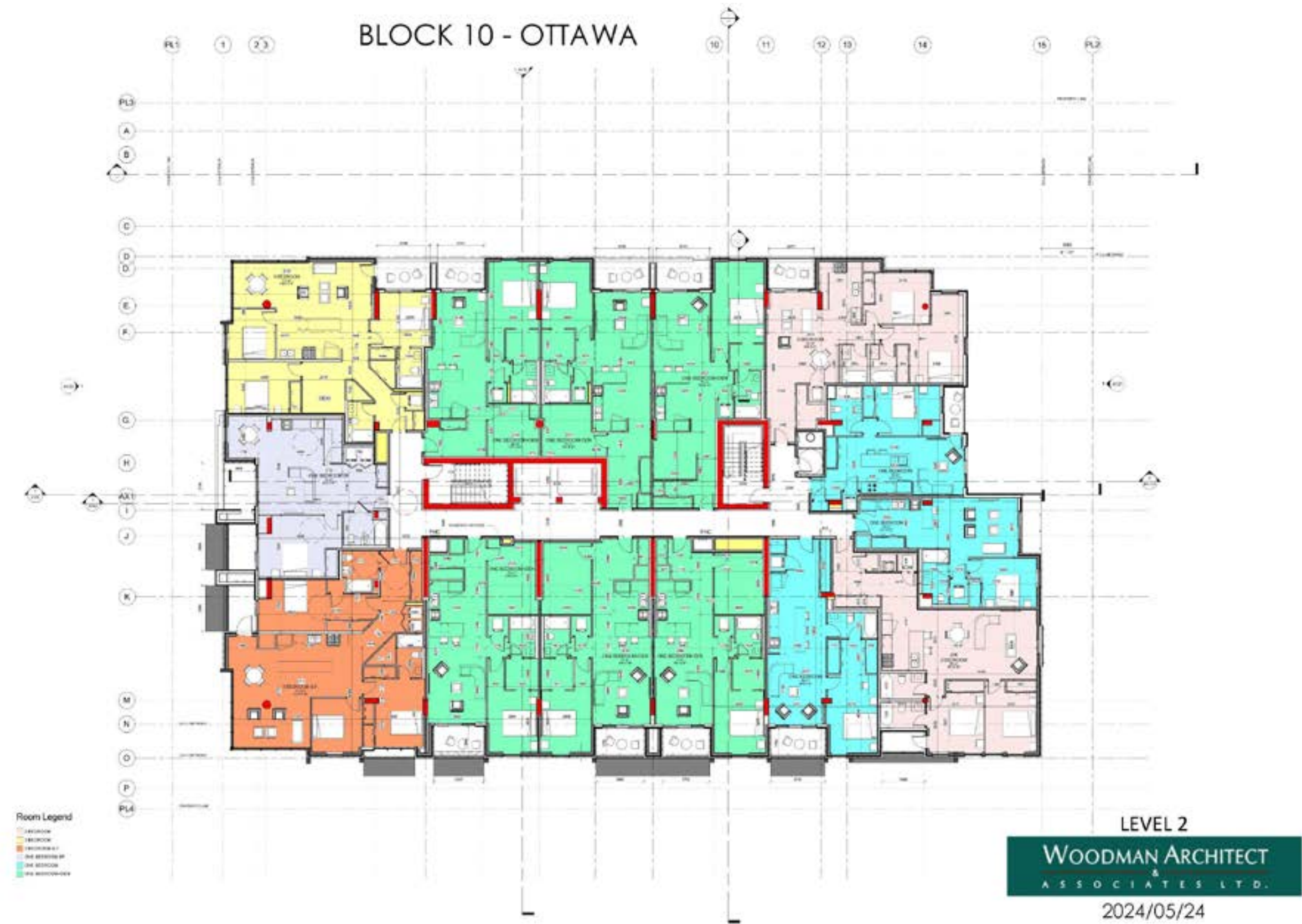
609 Longfields Drive  
Urban Design Review Panel

# Level 2

38

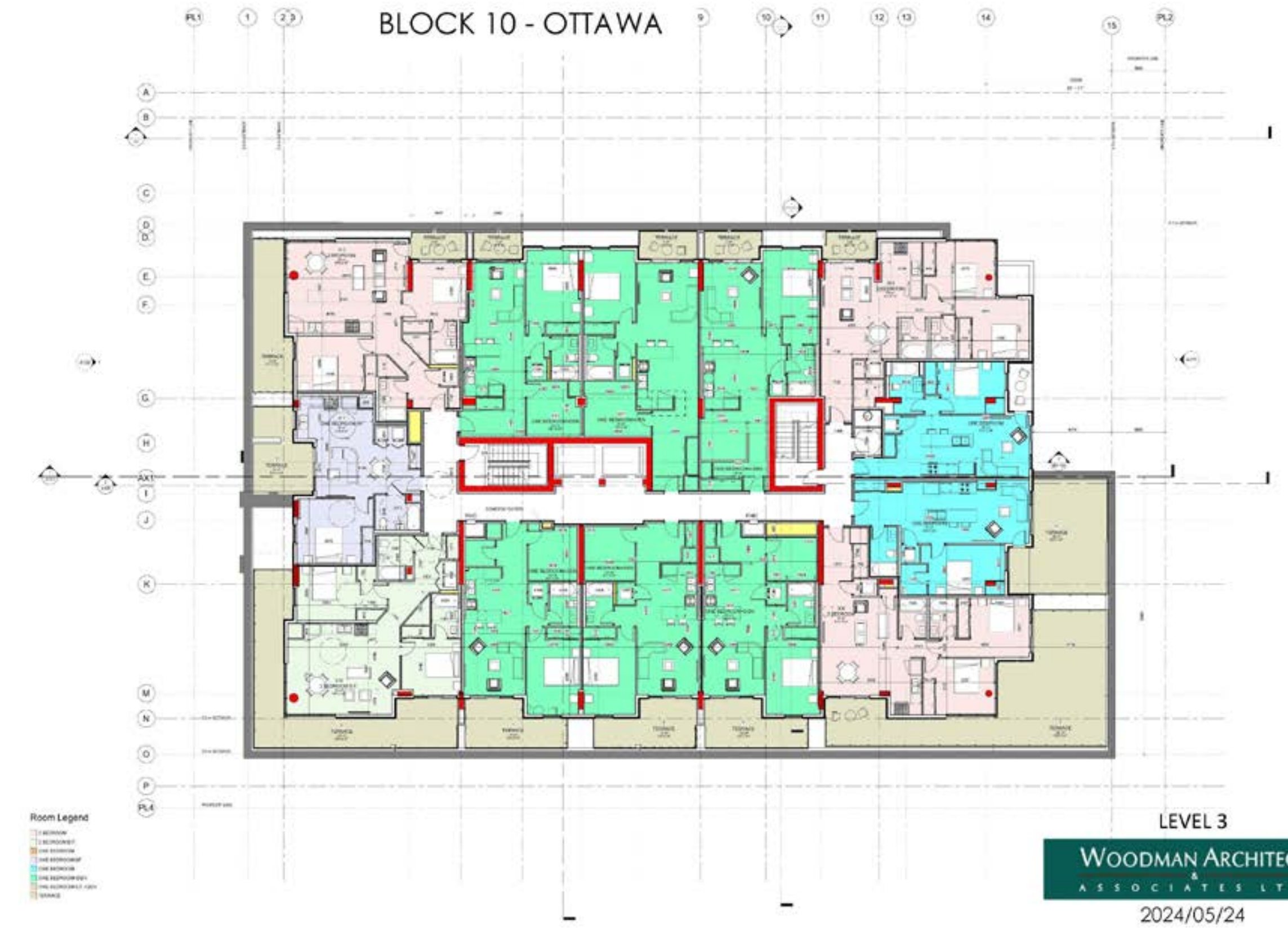
# Level 3

39



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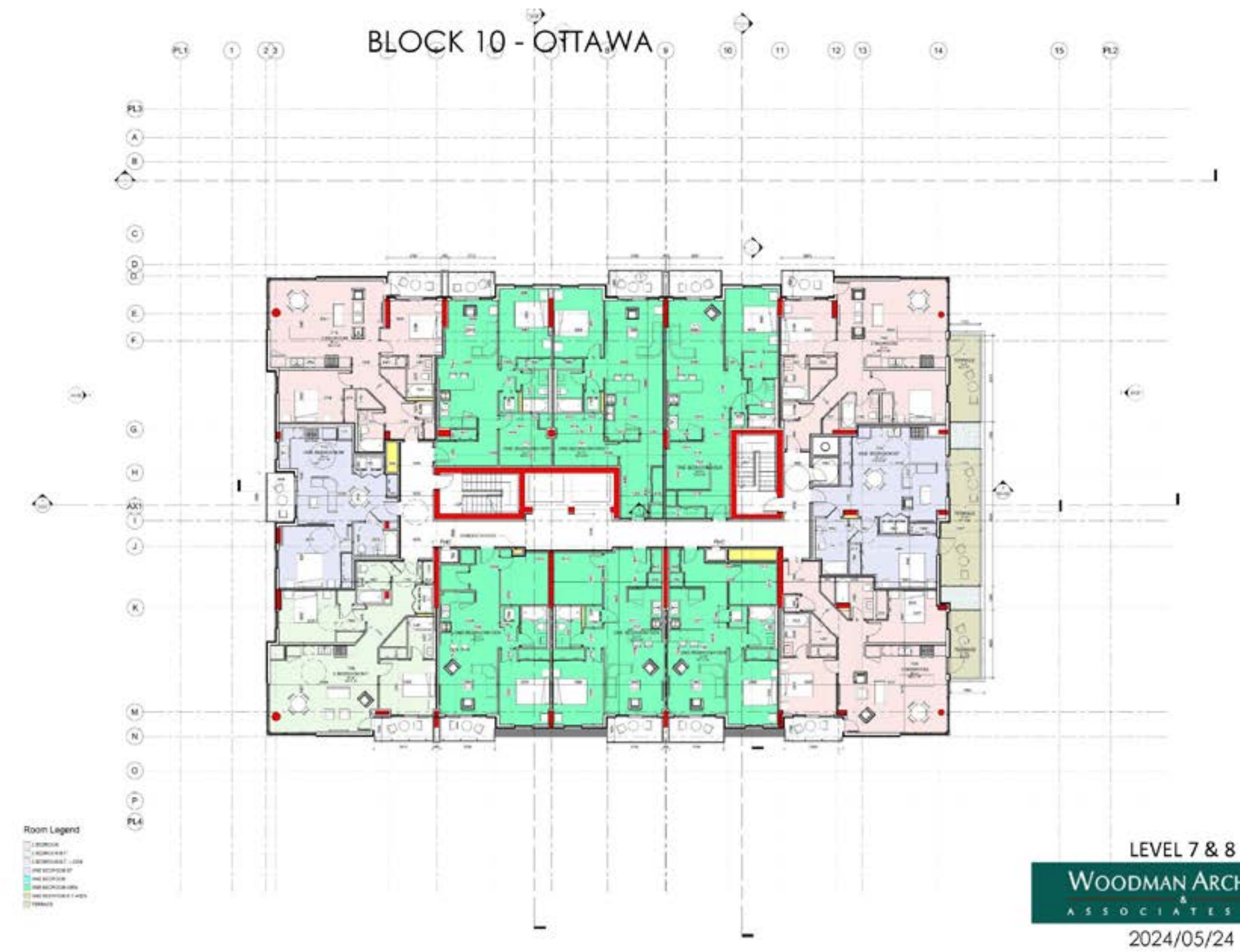
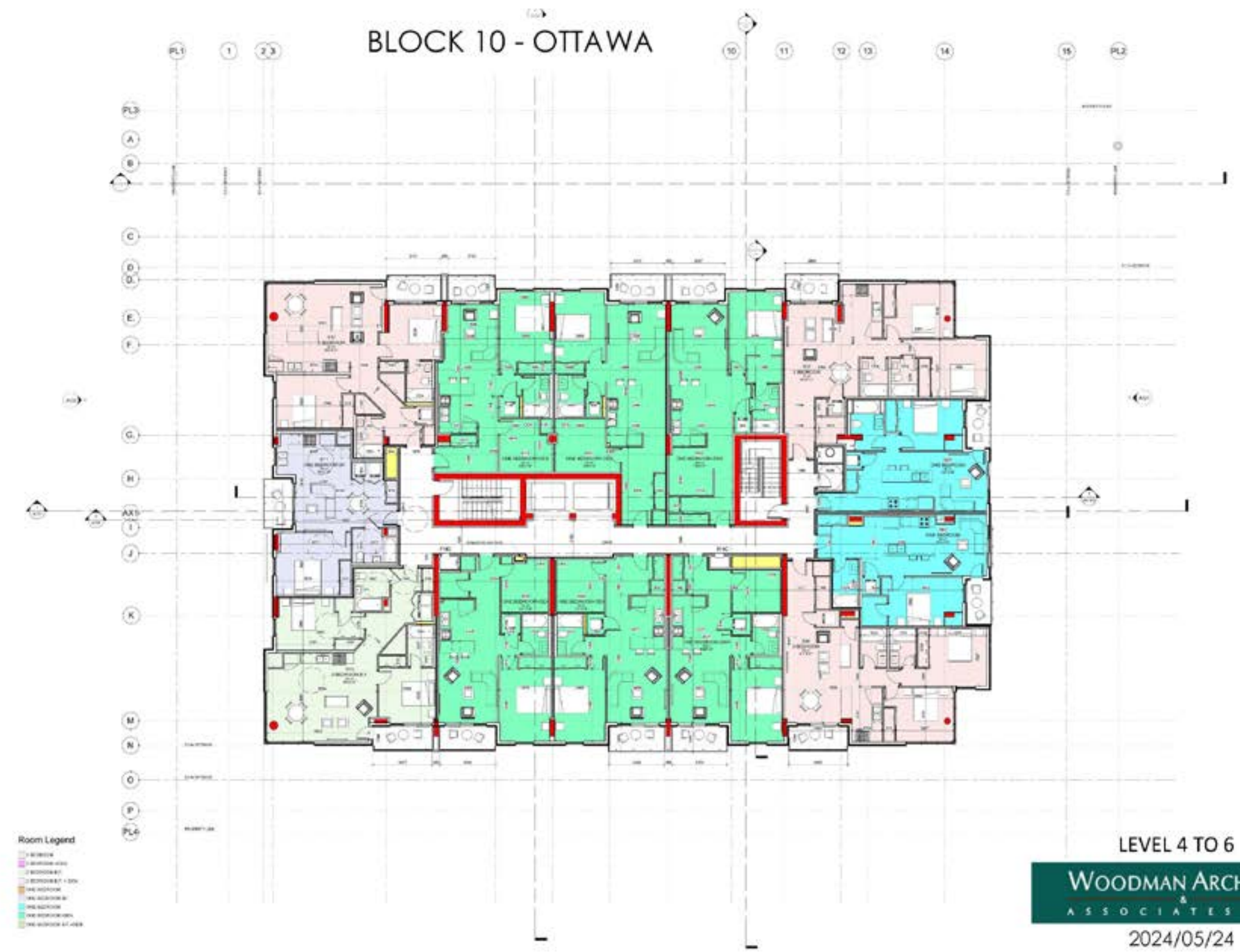
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# Levels 4-6

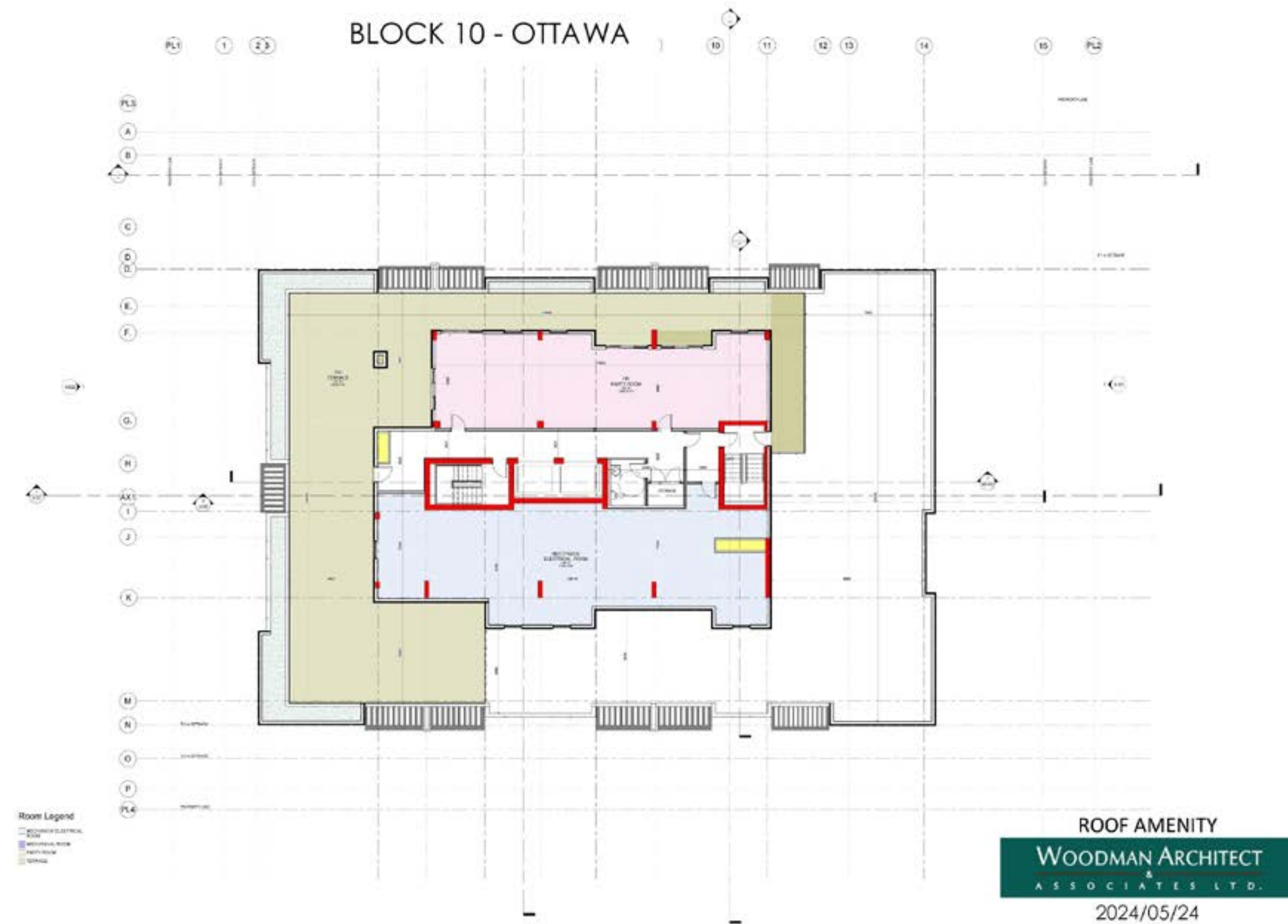
40

# Levels 7-8

41



# Rooftop Amenity



# East Elevation



# West Elevation

44

# South Elevation

45

BLOCK 10 - OTTAWA

BLOCK 10 - OTTAWA



- GREY METAL PANEL
- WHITE METAL PANEL
- BRICK
- ALUMINUM WINDOW
- WOOD TEXTURE METAL PANEL
- METAL FLASHING
- GLASS RAILING

- GREY METAL PANEL
- WHITE METAL PANEL
- BRICK
- ALUMINUM WINDOW
- WOOD TEXTURE METAL PANEL
- METAL FLASHING
- GLASS RAILING

WEST ELEVATION  
**WOODMAN ARCHITECT**  
 ASSOCIATES LTD.  
 2024/05/24

SOUTH ELEVATION  
**WOODMAN ARCHITECT**  
 ASSOCIATES LTD.  
 2024/05/24



# North Elevation

46

BLOCK 10 - OTTAWA



- GREY METAL PANEL
- WOOD TEXTURE METAL PANEL
- BRICK
- METAL FLASHING
- WHITE METAL PANEL
- ALUMINUM WINDOW
- GLASS RAILING

NORTH ELEVATION  
**WOODMAN ARCHITECT**  
ASSOCIATES LTD.  
2024/05/24

# Rooftop Amenity

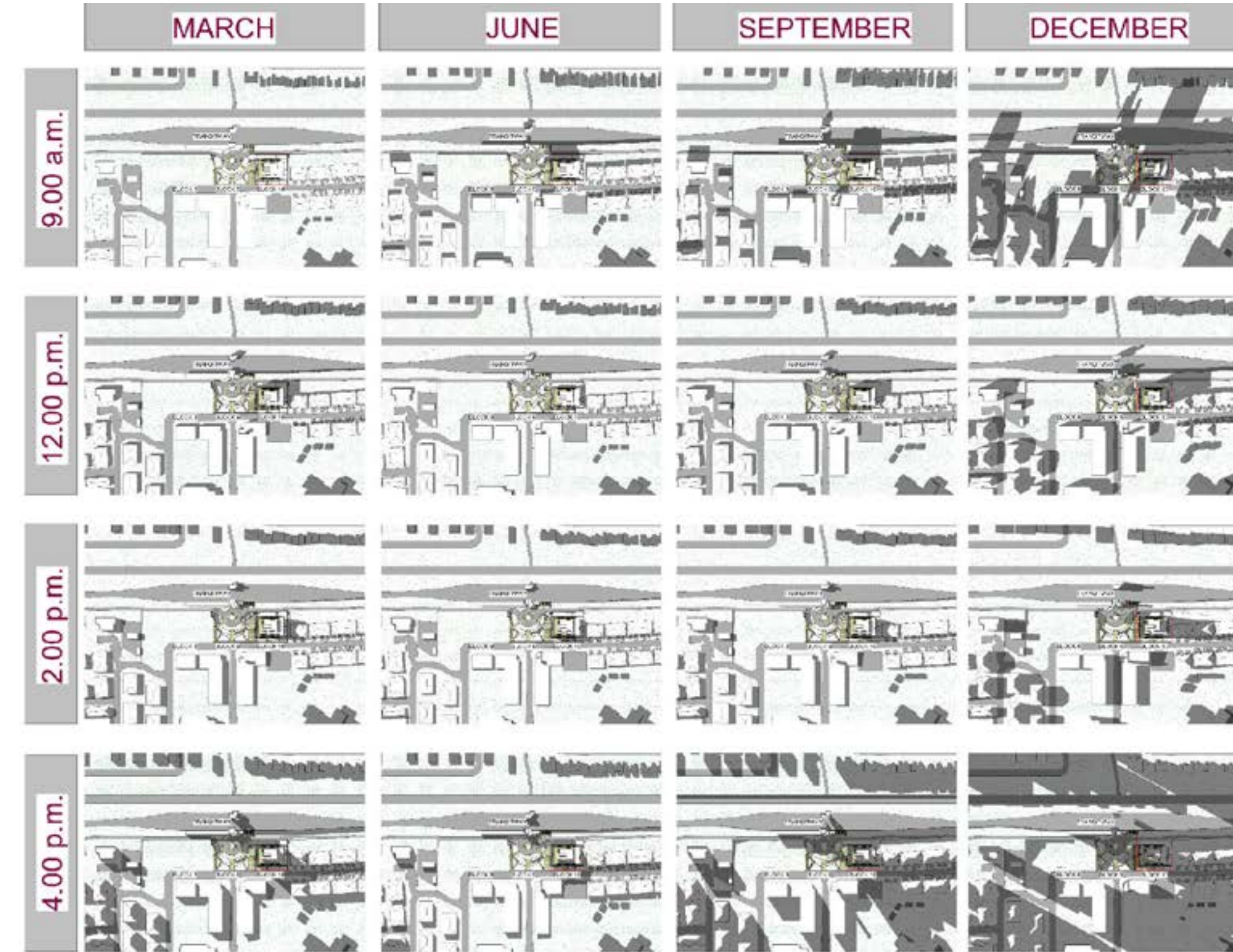
47



# Rooftop Amenity



# Shadow Analysis



SHADOW STUDY  
WOODMAN ARCHITECT  
ASSOCIATES LTD.  
2024/05/24

