

110 O'CONNOR

REDEVELOPMENT PROJECT MIXED-USE BUILDING

SITE PLAN APPLICATION

OCTOBER 2025

PROJECT: 23032



FOTENN
Planning + Design

MACH

GeigerHuot
architects

TABLE OF CONTENTS

0.0 PREAMBLE	2	5.0 APPENDICES	56
1.0 PROJECT DESCRIPTION	3	<ul style="list-style-type: none">• SUN STUDY• STATISTICS• LANDSCAPE• DETAILED RESPONSES TO APPLICABLE POLICIES AND GUIDELINES	
2.0 DESIGN DIRECTIVES	7		
		<ul style="list-style-type: none">• OFFICIAL PLAN• URBAN DESIGN GUIDELINES• TRANSIT ORIENTED DEVELOPMENT GUIDELINES• CITY STAFF URBAN DESIGN DIRECTIVES	
3.0 SITE, CONTEXT, AND ANALYSIS	15		
		<ul style="list-style-type: none">• SITE OVERVIEW• MOBILITY• CONTEXT OF SURROUNDING AREA• PROTECTED VIEW CORRIDORS• MICROCLIMATE CONDITIONS• CERTIFICATE OF LOCATION• HERITAGE ASSETS AND RE-USE POTENTIAL	
4.0 DESIGN RESEARCH	27		
		<ul style="list-style-type: none">• DESIGN EVOLUTION• CONCEPT DIAGRAMS• PRECEDENTS• RENDERINGS• PLANS• ELEVATIONS• SECTIONS• SETBACKS• ENVIRONMENTAL QUALITY AND BIRD SAFETY	

PREAMBLE :

DOCUMENT OBJECTIVES

The purpose of this document is to present a mixed-use redevelopment project on O'Connor Street as part of an application for approval of a site planning and architectural integration program. The building has a footprint of 1494 m² and is 25 storeys in height including 391 residential units, commercial premises on the ground floor and 102 underground parking spaces. The project is located on lot 43 and a part of lot 42.

PROMOTER-DEVELOPER

GROUPE MACH

Founded in 2000, Groupe Mach is now considered one of the leading private real estate owners and developers in Canada. Having assembled a large team of professionals in the field, Groupe Mach shares its passion and commitment to building a better world through all its achievements.

Motivated by this constant desire, the company seeks to design, develop and manage projects designed to improve the quality of life of its residents and visitors. The team manages over 250 properties across Canada. Groupe Mach's real estate portfolio comprises 42 million square feet of residential, commercial and business properties. In addition, the company's construction expertise enables them to partner with experienced professionals to build projects that meet the highest standards in terms of quality, performance and sustainable development.



URBAN PLANNER

FOTENN

Fotenn is an award-winning planning, urban design and landscape architecture firm with offices in Ottawa, Kingston, and Toronto. Established in 1992, the firm is committed to a responsive and personal approach and to the honest and fair treatment of our clients and the communities in which we work.

With over sixty staff, each with unique specializations, Fotenn consistently provides successful planning and design services for a range of long-time clients. We maintain a balance of public and private work ranging from individuals and large private sector firms to all three levels of government. While our projects are all diverse in nature, they share one thing in common: a need for practical, high-quality and attractive results. With our wealth of experience in the field, knowledge of current trends and innovative vision, we have added and continue to add immense value to all the spaces we have created across Canada.

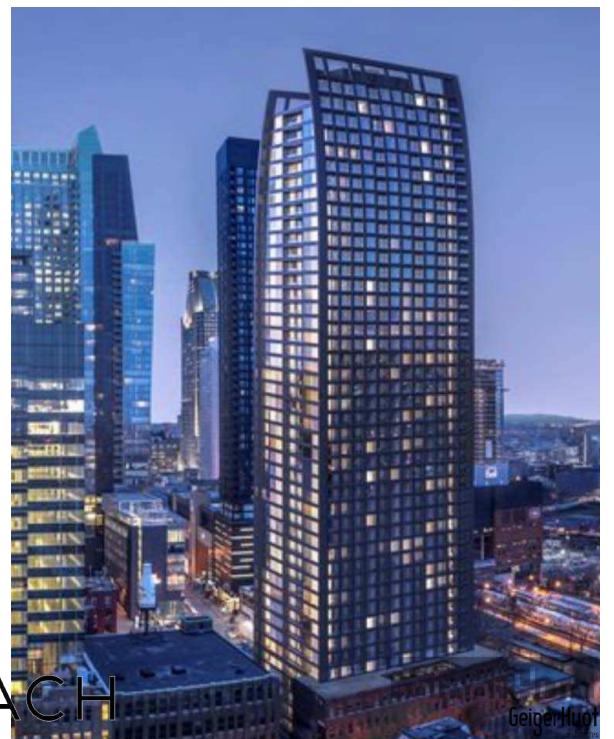


THE PROFESSIONALS

GEIGER AND HUOT ARCHITECTS

For over 30 years, Geiger and Huot architects has evolved and distinguished itself through the realization of large-scale architectural projects in Montreal, Quebec city, Ottawa and Toronto.

Partners Gilla Geiger and Eric Huot, both architects with degrees from McGill University, founded the firm in 1991. Having acquired extensive experience in many areas of architectural practice and planning, it was in the residential field that the firm made its name. Their aim is simple: to be attentive to the needs and demands of the environment, the users and the client - and this is what has earned them longevity in the consulting field. By building a solid team of design and construction professionals, the firm has earned a reputation for the quality of its designs and the excellence of its project execution.



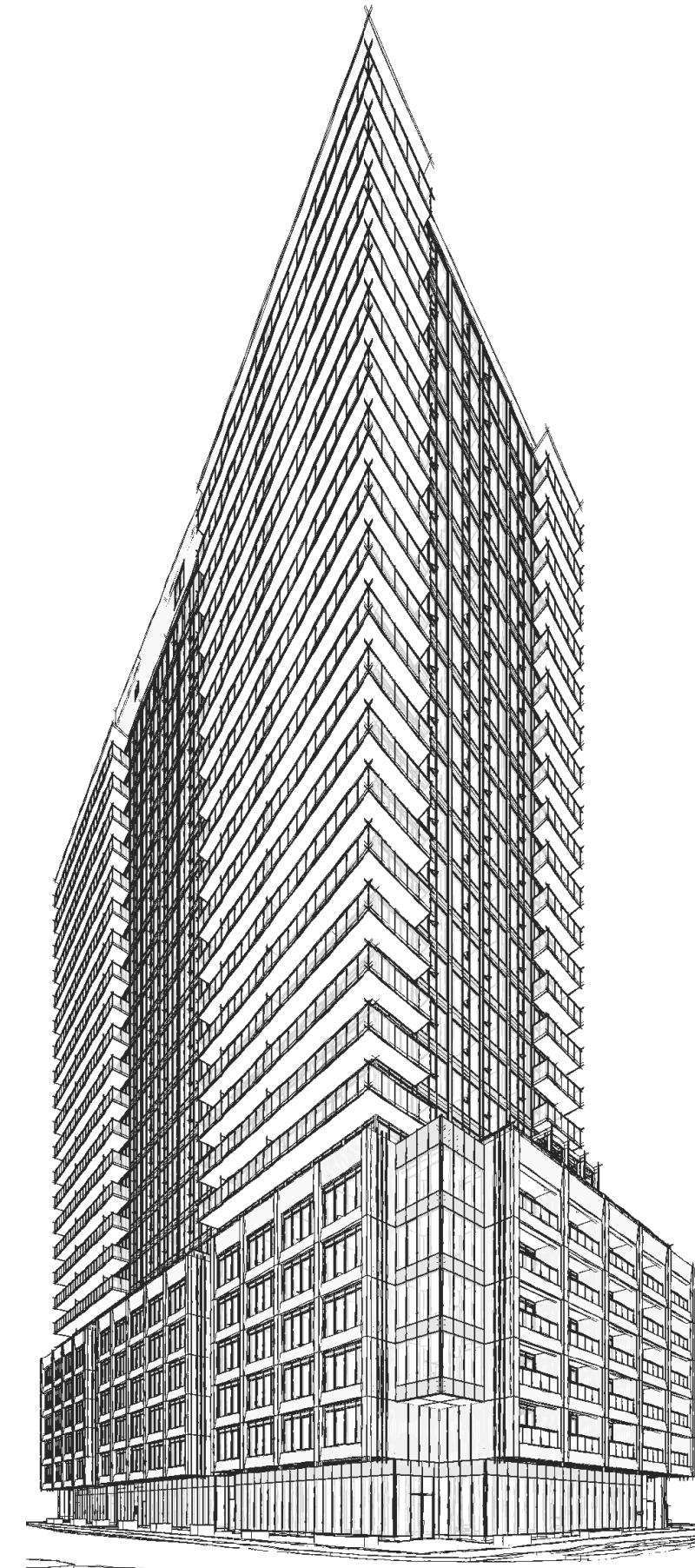
1.0 PROJECT DESCRIPTION

PROJECT DESCRIPTION

THE PROPOSAL

Among the largest and most dominant towers in the city, is nestled 110 O Connor with its 25 floors on one of the busiest arteries in the city. The concept is articulated in three floating masses and retains the precious brutalist language of the sector with a reinterpretation of historic styles present on its neighbouring buildings. The contemporary design of the tower on top preserves the integrity of the architecture without dominating the 6-storey podium. The transparent tower rises above and is made out of curtain wall so as to be read in second plane.

The concept is driven by a desire to harmonize with the brutalist facades in the immediate context. The podium is distinguish by its size and by its grid like facade with a tectonic play in fiber cement.



PROJECT DESCRIPTION

SITE PLAN

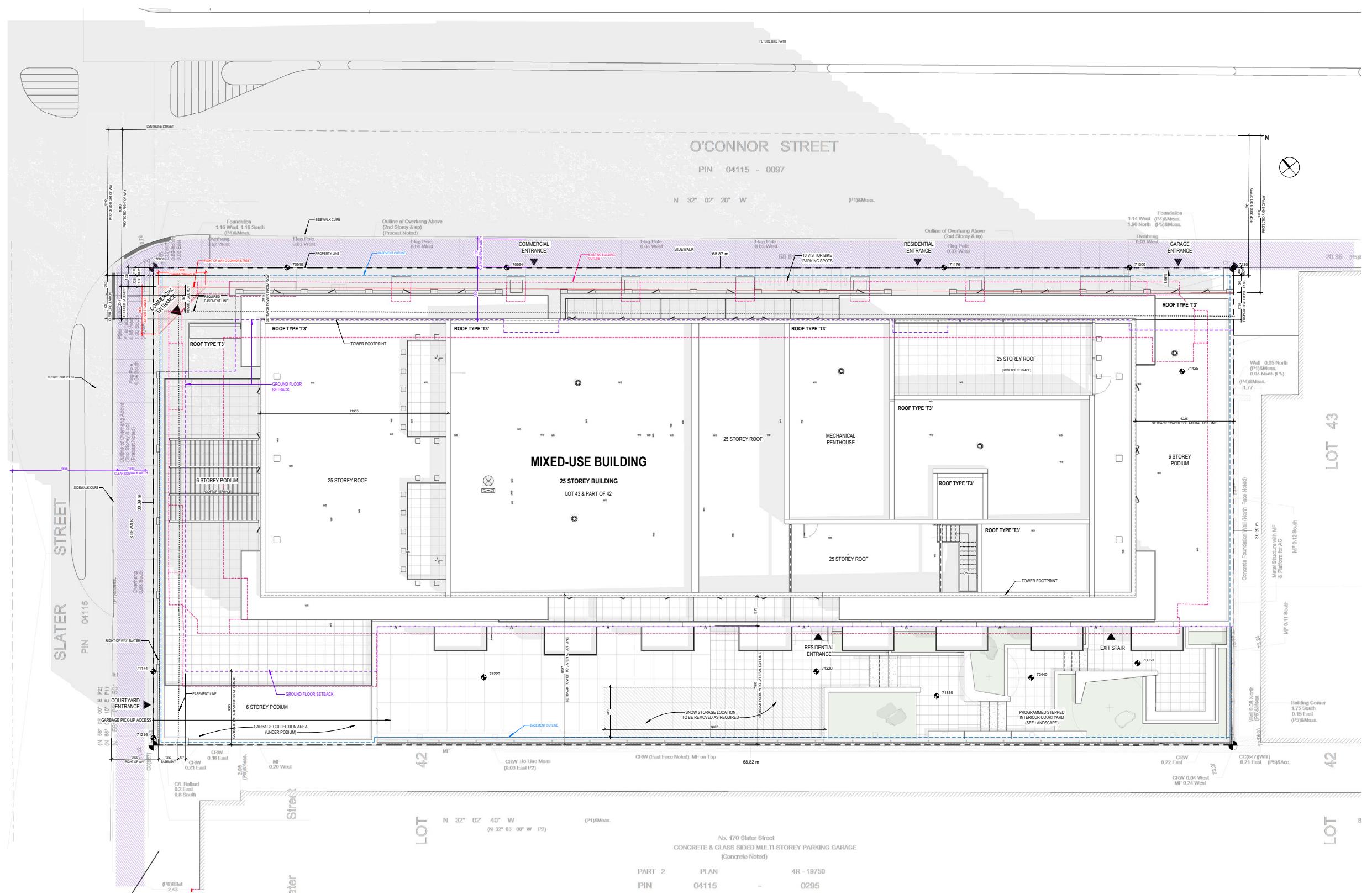
110 O'Connor is a mixed-use development of 413 residential units over 25 storeys, with 663 m² of commercial space on the ground floor. The site is bounded by O'Connor and Slater streets, as well as lots 124 O'Connor and 170 Slater. It is close to Parliament Hill.

The project's podium features a continuous streetwall with 0m setbacks from the interior side and rear lot lines, with the tower portion being stepped back and incorporating 6.14 m and 9.45 m separation distances from these lot lines. On Slater and O'Connor Streets, the project borders the lot line, leaving a 2-to-3 metre setback at the ground floor to provide a semi-public, shaded space in front of the double height commercial base of the building. This commercial base is highly articulated and transparent to encourage permeability with the public realm.

The podium volume of the tower is 6 storeys high (including the commercial storey) to harmonize with the lower density adjacent buildings. A 19 storey tower sits above, set back by 1.84m and 6.50m from the podium, to accomodate the high-density template sought in the neighbourhood.

The project comprises a single phase. The residential entrance is located on O'Connor Street while the commercial entrance gives onto the corner of O'Connor and Slater streets to activate the public realm and encourage pedestrian interaction. Note that the indoor parking lot is accessible from a minimally (6m) wide ramp from O'Connor Street, which is not a Corridor, and is located at the lateral edge of the site to minimize the impact on the public realm.

Finally, as a large building that will further enliven the landscape, the project offers inclusions such as a protected roof terrace, a communal interior courtyard at grade, and other convivial and multi-functional ammenity spaces throughout the building.



PROJECT DESCRIPTION

REGULATIONS

SITE STATISTICS	SPECIFIED	PROPOSED
USE	D, E	C, D, E
HEIGHT	149.4 m to 155 m max.	25 storeys*, 149.4 m to 155 m
PODIUM HEIGHT	max. height = width of row = 20 m	20 m
SITE COVERAGE	70% min. = 1464.7 m ² min.	1494 m ² = 71.4%
TOWER FLOORPLATE	750 m ² max. encouraged	966.3 m ² **
UNIT DENSITY	350 units / hectare min. = 350 x 0.21 = 74 units min.	413 units
AMENITIES	6 m ² / unit = 6 x 413 = 2478 m ² (including 1239 m ² communal min.)	2880 m ² balconies, 1311 m ² communal ammenities
SETBACKS	11.5 m from tower to property line encouraged	front: 2 m, 3m (commerce), lateral: 0 m (podium), 6.14 m, 9.45 m (tower)***
PARKING	0.1 spaces / unit after the first 12 units (for visitors) up to 30 spaces = (413-12) x 0.1 = 40 spaces	60 interior spaces (including 1 accessible parking space)
LOADING DOCK	none required for non-residential use under 1000 m ²	none
VEHICULAR ACCESS	not permitted from a Corridor (Slater street)	located on O'Connor street
BICYCLE PARKING	0.5 spaces / unit min. + 1/250 m ² of commercial = 0.5 x 413 + 2 = 208 spaces	307 interior spaces + 10 exterior visitor spaces = 317 spaces total
GREENING	-	25.8 % at grade

*We chosen to have a 25-storey building to better tie in with the high-density buildings throughout the neighbourhood.

**We chose to exceed a 750 m² tower floorplate to allow us to frame the corner streetscape on both O'Connor and Slater, two major streets in the downtown core.

***We chose to setback the front facades at ground level by 2-3 m to provide a semi-public plaza in front of the commercial space bounded by the sidewalk and the front of the building.

The tower is set back 6.5 m from its neighbouring lot on O'Connor because of the current lower density on this lot.

2.0 DESIGN DIRECTIVES

DESIGN DIRECTIVES

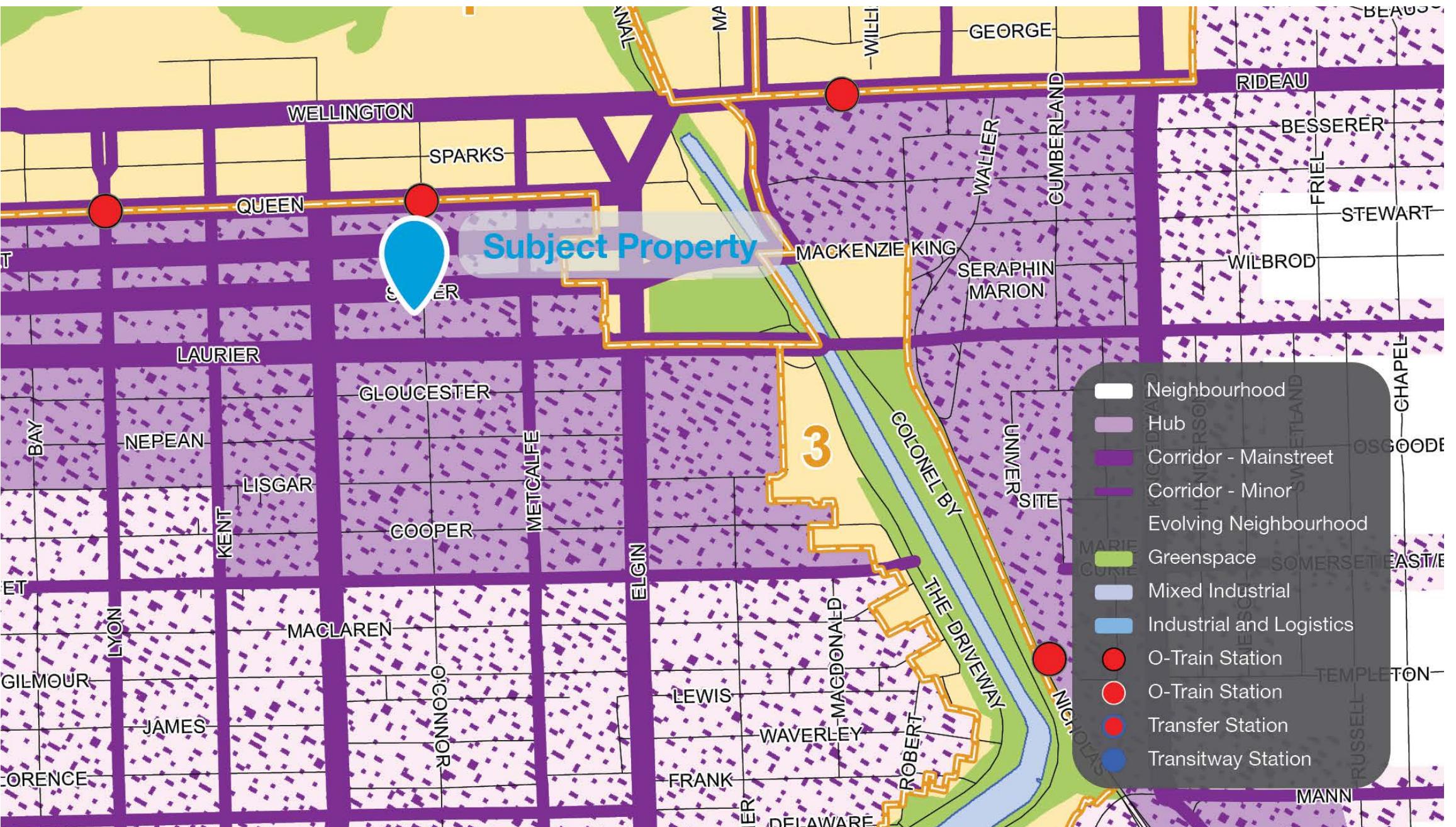
RESPONSE TO DESIGN POLICIES AND GUIDELINES

OFFICIAL PLAN

The subject property is located in the Downtown Core and is designated Mainstreet Corridor within a Hub. The proposed development meets the applicable designation and Transect policies by proposing a high-rise, mixed-use design that defines the street edge with minimal setbacks, activates the at-grade experience with ground floor commercial uses with significant glazing, and locating parking underground.

The proposed development meets several of the applicable urban design policies in Section 4.6 of the Official Plan. In particular, the proposed development pays homage to the character and scale of the existing building and surrounding area; respects applicable view planes and height restrictions, improves the at-grade experience, incorporates sustainable design practices, and provides a variety of indoor and outdoor amenity spaces.

The proposed building, which incorporates a well-defined base, middle and top, has a tower floorplate of approximately 966 square metres. This larger floorplate responds positively to the surrounding context, which consists typically of high-rise buildings with large floorplates and imposed height restrictions.



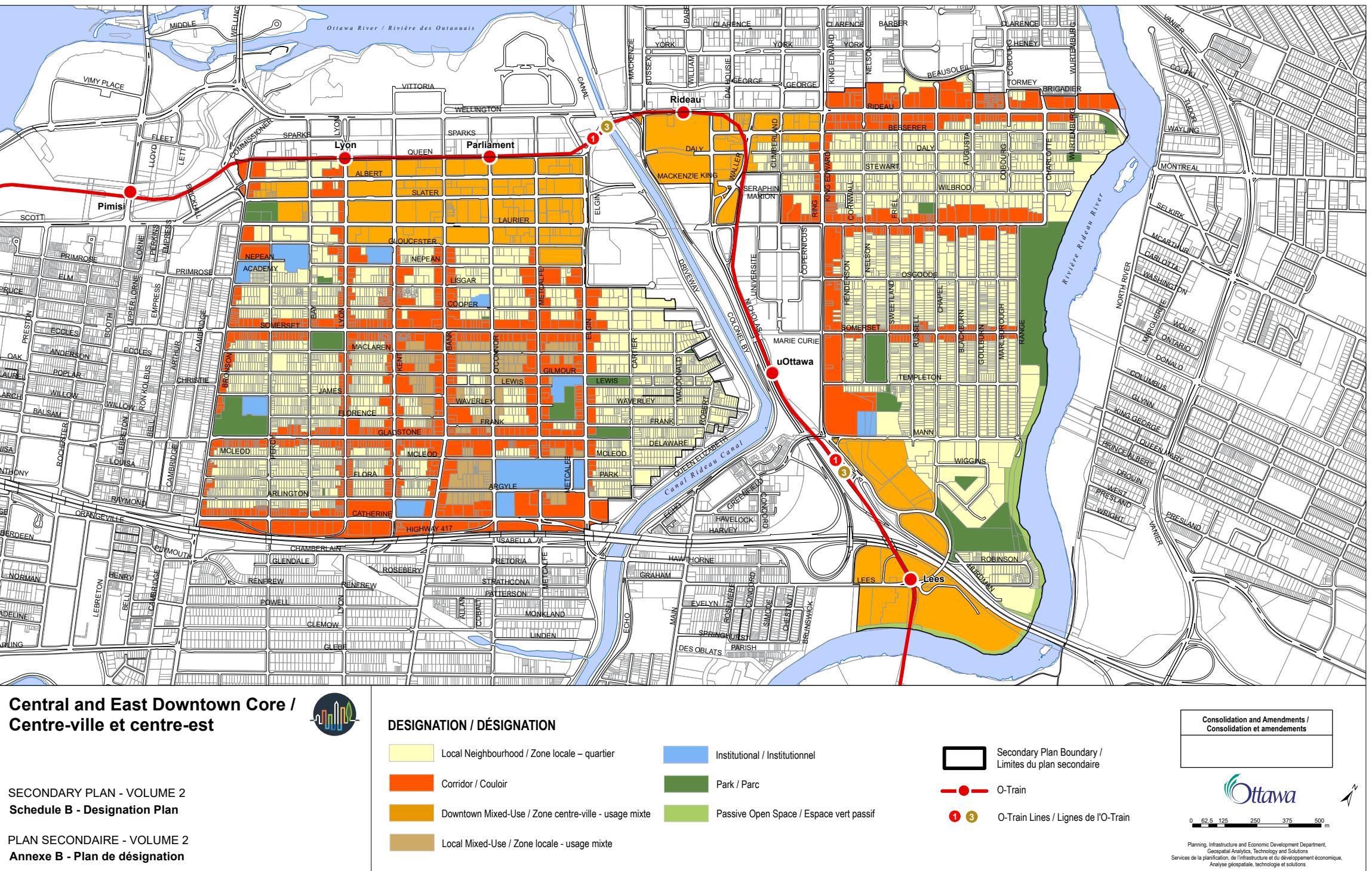
DESIGN DIRECTIVES

RESPONSE TO DESIGN POLICIES AND GUIDELINES

CENTRAL AND EAST DOWNTOWN CORE SECONDARY PLAN

The subject property is located within the Core character area and is designated as Downtown Mixed-Use within the Central and East Downtown Core Secondary Plan.

The proposed development largely meets the applicable general, designation, and built form policies by activating the public realm with ground floor active uses and functional main entrances, providing enhanced, weather-protected pedestrian facilities, locating parking underground, and presenting a context-sensitive design approach. The parking garage entrance is located along the main building facade due to restrictions on new driveways along Slater Street, but is located at the building's edge to minimize its prominence. Parking is proposed to be located underground.



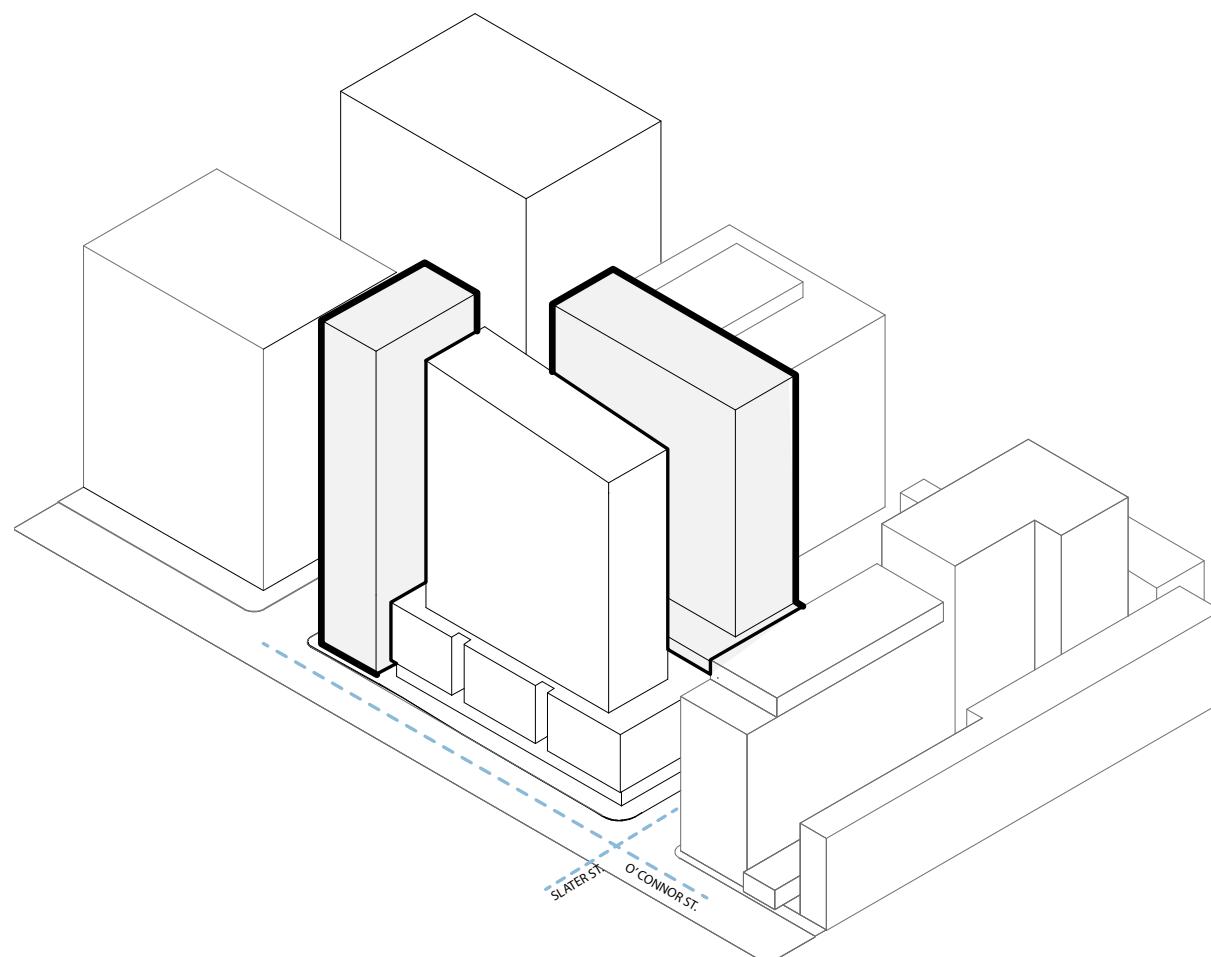
DESIGN DIRECTIVES

URBAN DESIGN GUIDELINES FOR HIGH-RISES

The Urban Design Guidelines for High-Rise Buildings address issues of building and site design as it relates to developments capable of supporting high-rise developments.

The proposed building largely meets the applicable guidelines. In particular: the proposed background building respects the existing character of the downtown core; incorporates a base, middle, and top; enhances the public realm experience; integrates parking and utilities; and is located on a sufficiently sized parcel.

The proposed design incorporates a larger floorplate and smaller separation distances to abutting properties than outlined in the guidelines. These characteristics represent the existing development fabric found in the downtown core. The proposed design is thus appropriate in its context.

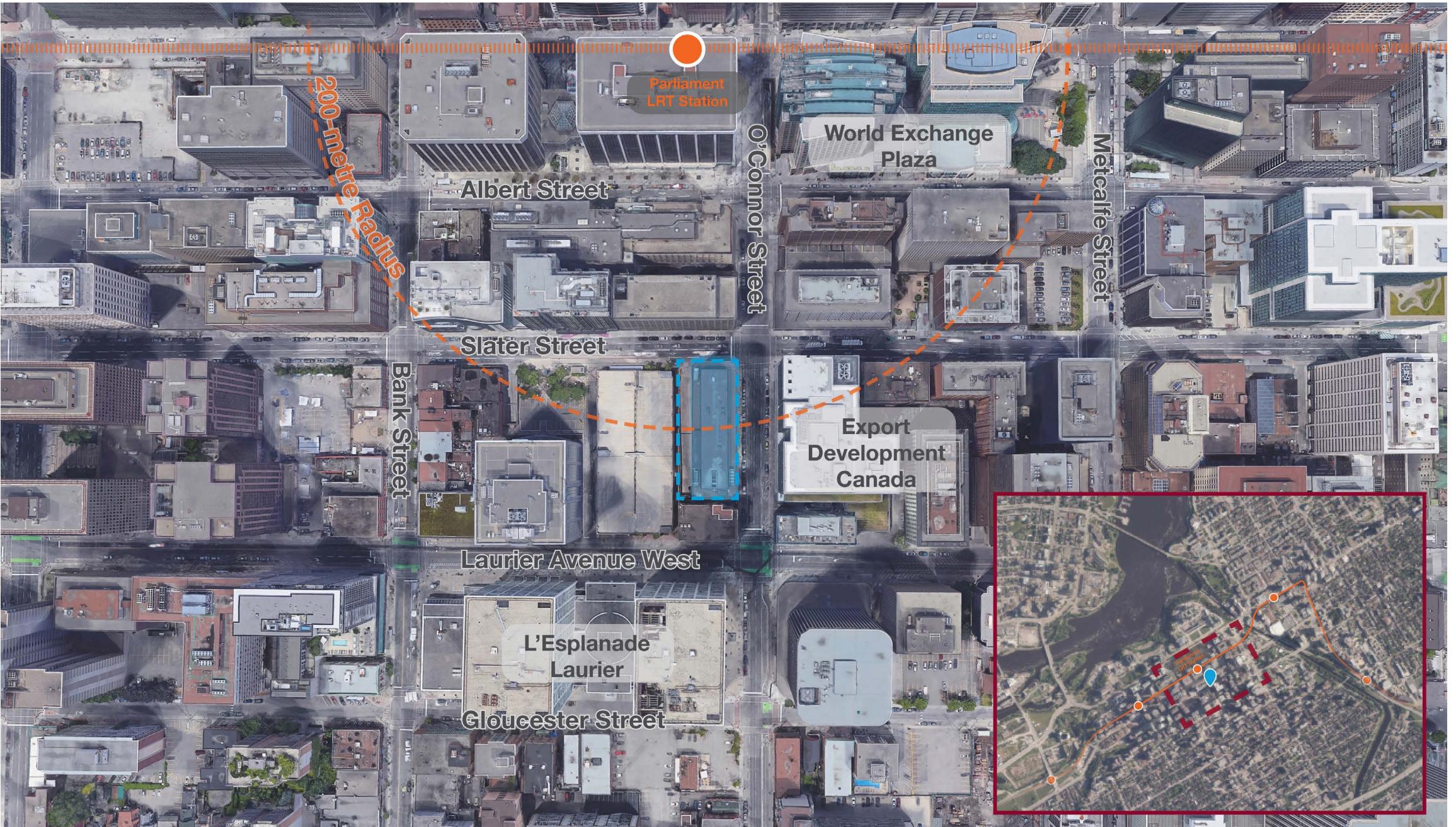


Possible future tower projections
on south and west lots

DESIGN DIRECTIVES

TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

The proposed development generally meets the applicable Transit-Oriented Development guidelines. In particular: the proposed design increases residential density in proximity to rapid transit; provides minimal parking located underground; and enhances the public realm experience.



DESIGN DIRECTIVES

ZONING BY-LAW

The subject property is zoned Mixed Use Downtown, Schedule 32 (MD S32) in the City of Ottawa Comprehensive Zoning By-law (2008-250).

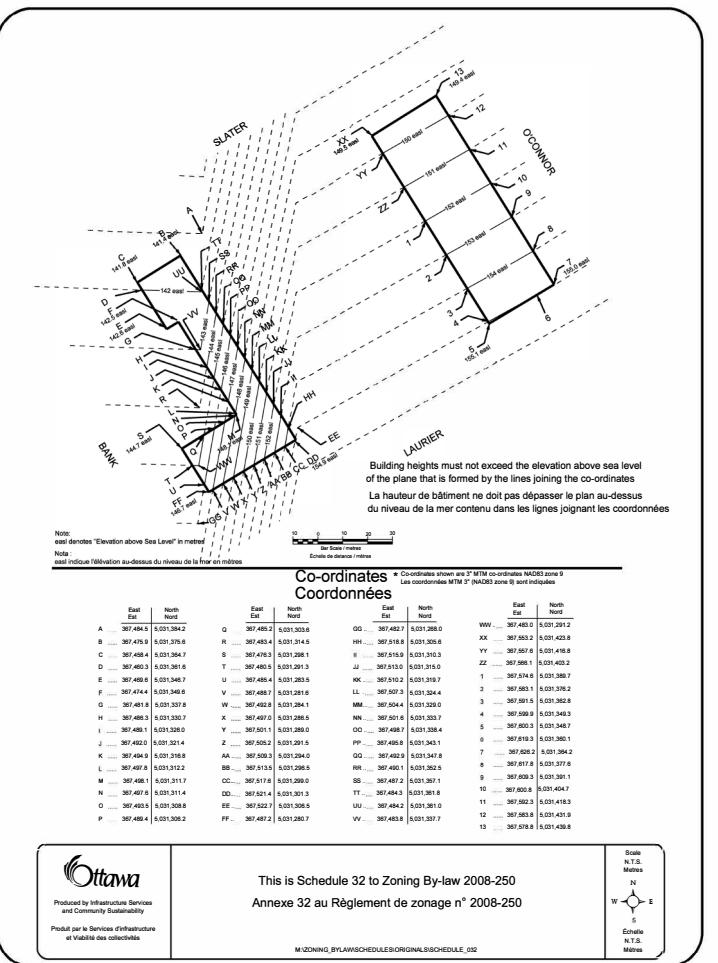
The purpose of the MD zone is to:

- Support the Central Area, as designated in the Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses;
- Facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level, particularly along Bank Street, Sparks Street and Rideau Street is sustained; and
- Impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the various Character Areas and Business Improvement Areas in the Central Area while having regard to the heritage structures of the Central Area.

The proposed uses are permitted in the MD zone. The proposed building height meets the requirements outlined in Schedule 32. All other applicable zoning provisions will be met.



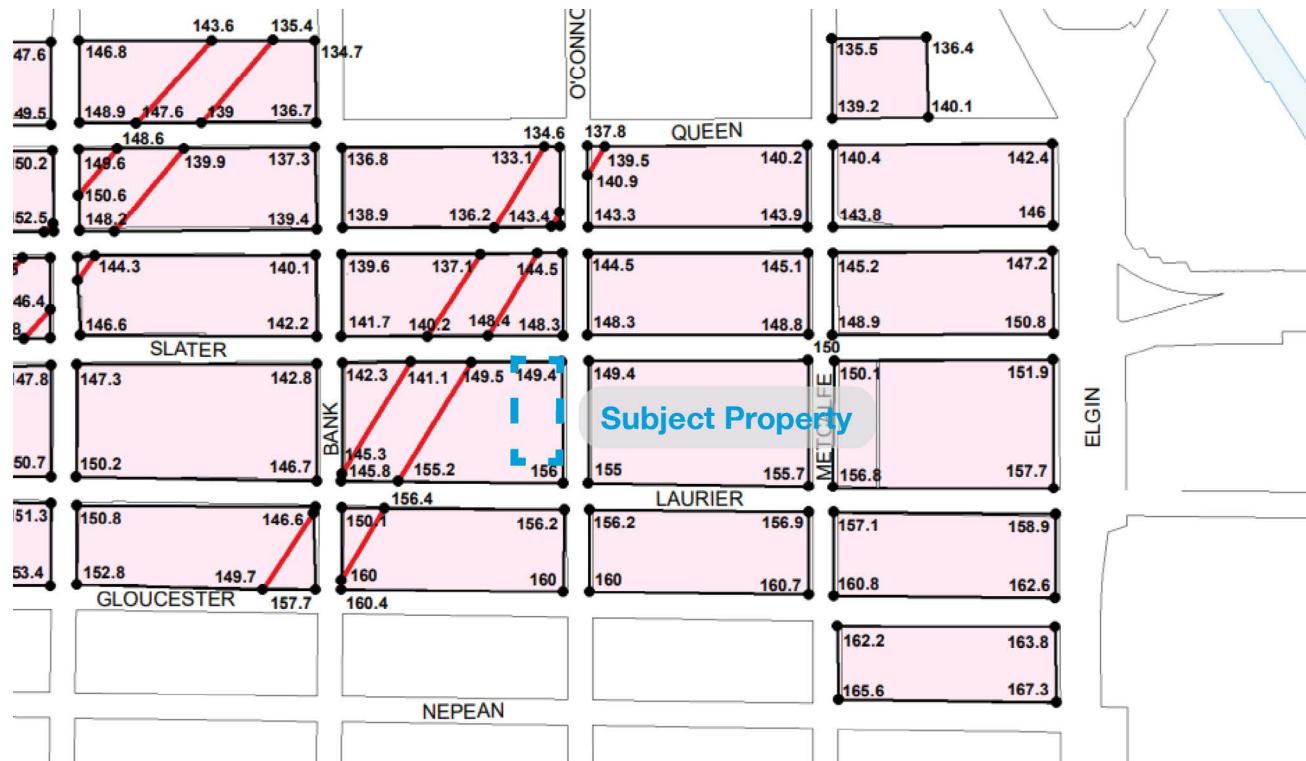
Zoning Graphic



Schedule 32

DESIGN DIRECTIVES

MAXIMUM BUILDING HEIGHT (SCHEDULE 32)



DESIGN DIRECTIVES

RESPONSE TO CITY STAFF URBAN DESIGN DIRECTIONS AFTER PHASE 1 PRE-CONSULTATION

The following elements of the preliminary design are appreciated:

- a. **Respect of the view planes that protect the Parliament Buildings.**
- b. **Commercial uses at grade.**
- c. **Building setbacks at grade.**
- d. **Creation of street wall conditions on both streets through the podium.**
- e. **The provision of tower setbacks.**

Noted; the project continues to provide these elements.

The following element of the preliminary design are of concern:

- a. **Pinched pedestrian realm relative to the very high-density development proposed on this site and in the immediate vicinities of the site.**
- b. **Narrow ramp leading to the under-ground parking.**
- c. **The overwhelming scale of the 9-storey podium in relationship to the narrow streets and the heritage building at 124 O'Connor.**
- d. **The design of the podium appears to be generic. The pattern of the facades does not seem to take into consideration the context of the site.**
- e. **The overwhelming scale of the tower resulting from a very large floor plate size.**

- a. The project incorporates right-of-way widenings and a recessed podium at the ground floor to provide more pedestrian space at-grade.
- b. A 6.1-metre-wide ramp provides access to the parking garage.
- c. A 6-storey podium is now proposed, which is more consistent with the adjacent ROW width and the building height at 124 O'Connor.
- d. The podium reimagines the brutalist context with the expression of structure, strict grid like facades, rough concrete cladding, and the absence of ornamentation.

e. The tower floorplate size has been reduced from 1,024 square metres to approximately 966 square metres. The tower floorplate size is appropriate for the surrounding context, which features large floorplates and minimal tower setbacks.

Create an adequate pedestrian realm that is of sufficient width to support the density and the commercial uses.

The recessed ground floor provides a wider pedestrian realm with weather protection. Further, the building's at-grade frontage will be animated with commercial units.

Incorporate the parking ramp into the building envelope instead of being a standalone structure outside of the building.

The parking ramp is proposed to be incorporated into the building.

Manage loading and garbage pick-up on site instead of on streets.

A 4-meter-wide entryway has been added on Slater for garbage pick-up on site.

Consider a contiguous commercial space at grade instead of two spaces separated by the residential lobby to provide greatest flexibility.

Two (2) contiguous adjacent commercial spaces are proposed.

Reduce the height of the podium. The height and the articulation of the podium should take into consideration the width of the public streets, which are approximately 20m, and the heritage building at 124 O'Connor. A 6-storey podium would be more appropriate with respect to street proportion and relationship with the heritage building next door.

The podium height has been reduced to six (6) storeys.

The façade of the podium should be responsive to the context, particularly to the heritage building at 124 O'Connor.

Homage is paid to 124 O'Connor with the re-interpretation of the three recessed linear elements on its façade.

Reduce the floor plate of the tower. The Official Plan and the Urban Design Guidelines for High-Rise Buildings have established maximum floor plate size for a residential tower, which is 750m². Slightly greater tower floor plate may be acceptable when greater tower setbacks are contemplated.

The floor plate of the tower has been reduced to approximately 966 square metres. Although greater than the 750 square metres recommended in the Guidelines, the floor plate is appropriate in light of its surrounding context within the downtown core, which typically features large tower floorplates and short separation distances between towers.

3.0 SITE, CONTEXT AND ANALYSIS

SITE, CONTEXT AND ANALYSIS :

SITE OVERVIEW

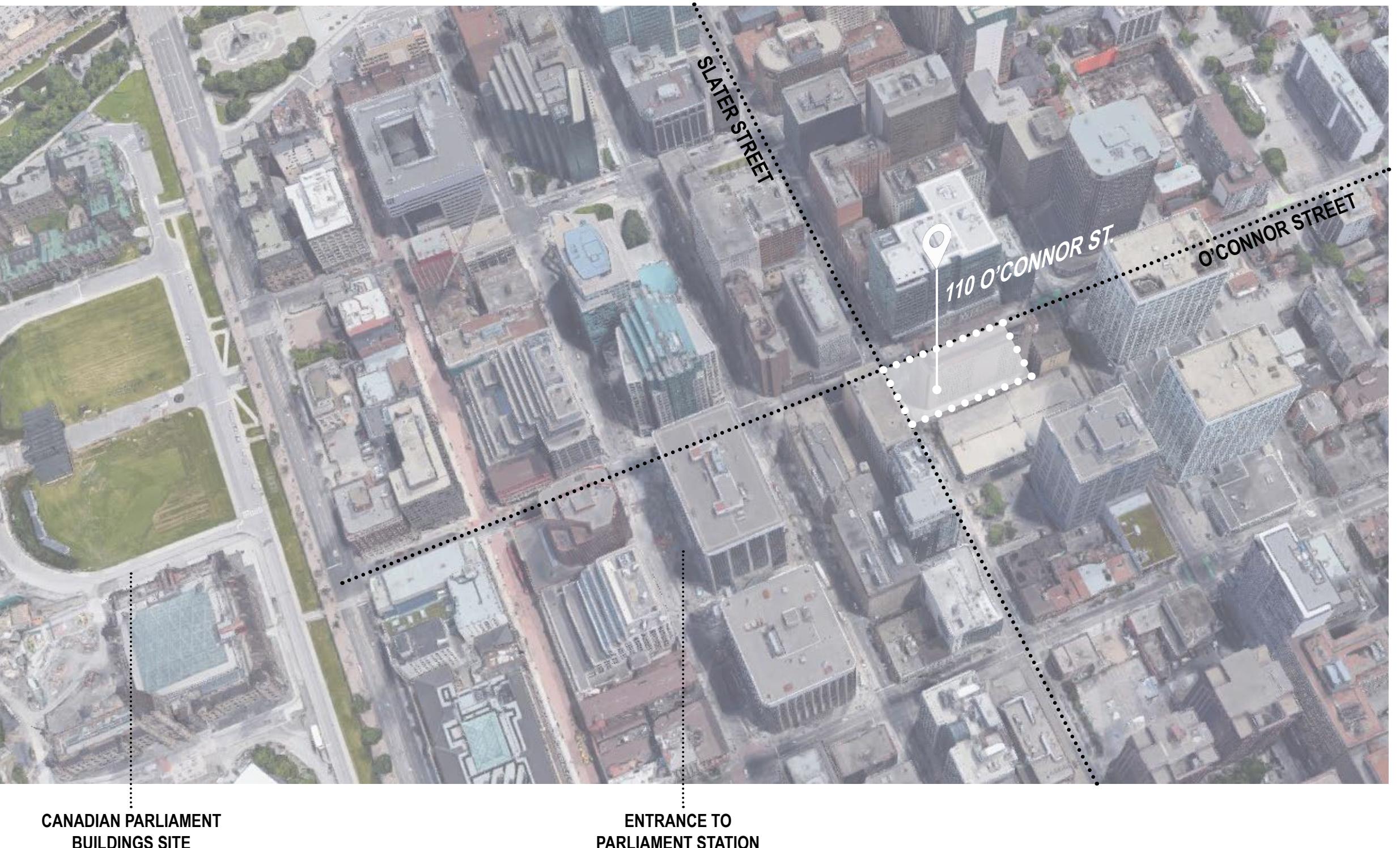
Located in the «Downtown Core Transect», the future project is part of a plan to upgrade the site and integrate it into the high-density intensification and development program planned for the sector. The site is close to Parliament Hill, Parliament railway station major bus routes, and is bounded by a multi-use sector.

Currently, the lot is occupied by a 14-storey commercial building along a Mainstreet Corridor and in a designated «Hub» area of the City of Ottawa at the heart of the district's activity. The building's exterior mainly consists of prefabricated concrete.

The site has a rectangular morphology. Approximately 69 m long, it is accessible from two streets, O'Connor and Slater streets. The building currently erected on the site has a surface area suitable for the development of a high-density mixed-use project.

THE CONVERSION OF THIS LAND WILL:

- Develop a strong contemporary concept that will help liven up the neighborhood.
- Reaffirm the built environment at the streetfront
- Encourage high-density use
- Promote commercial continuity along O'Connor and Slater streets



SITE, CONTEXT AND ANALYSIS :

MOBILITY

Active transportation:

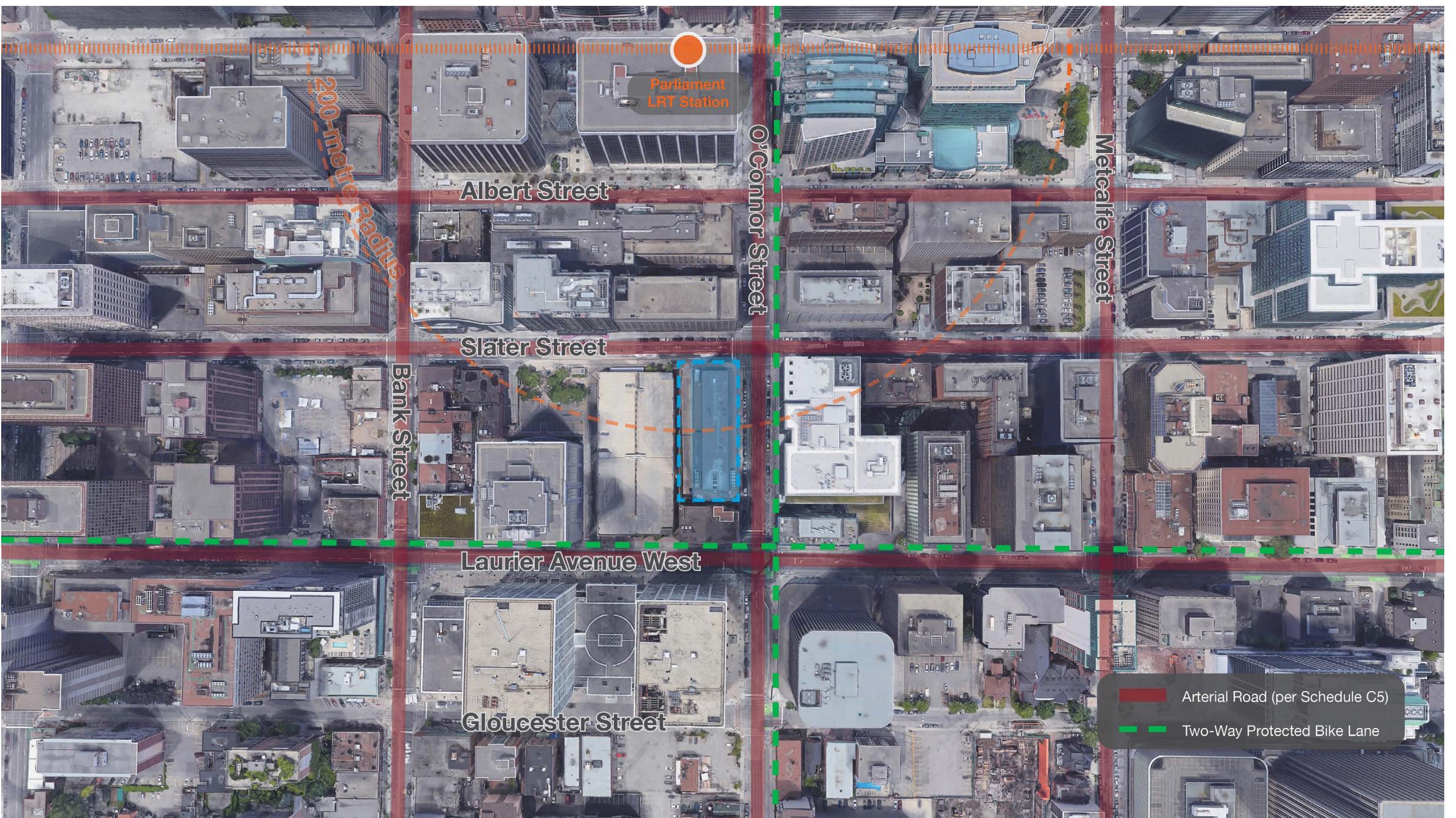
- Bicycle parking spaces offered to encourage daily use.

Individual transport:

- Multi-storey parking lot nearby with electric car charging stations.

Public transit:

- Access to O-Train via Parliament station, 3-minute walk away
- Direct access to the bus system (lines 23, 24, 32, 34, 36, 37, 38, 55, 59, 67, 85, 87, 371, 400)

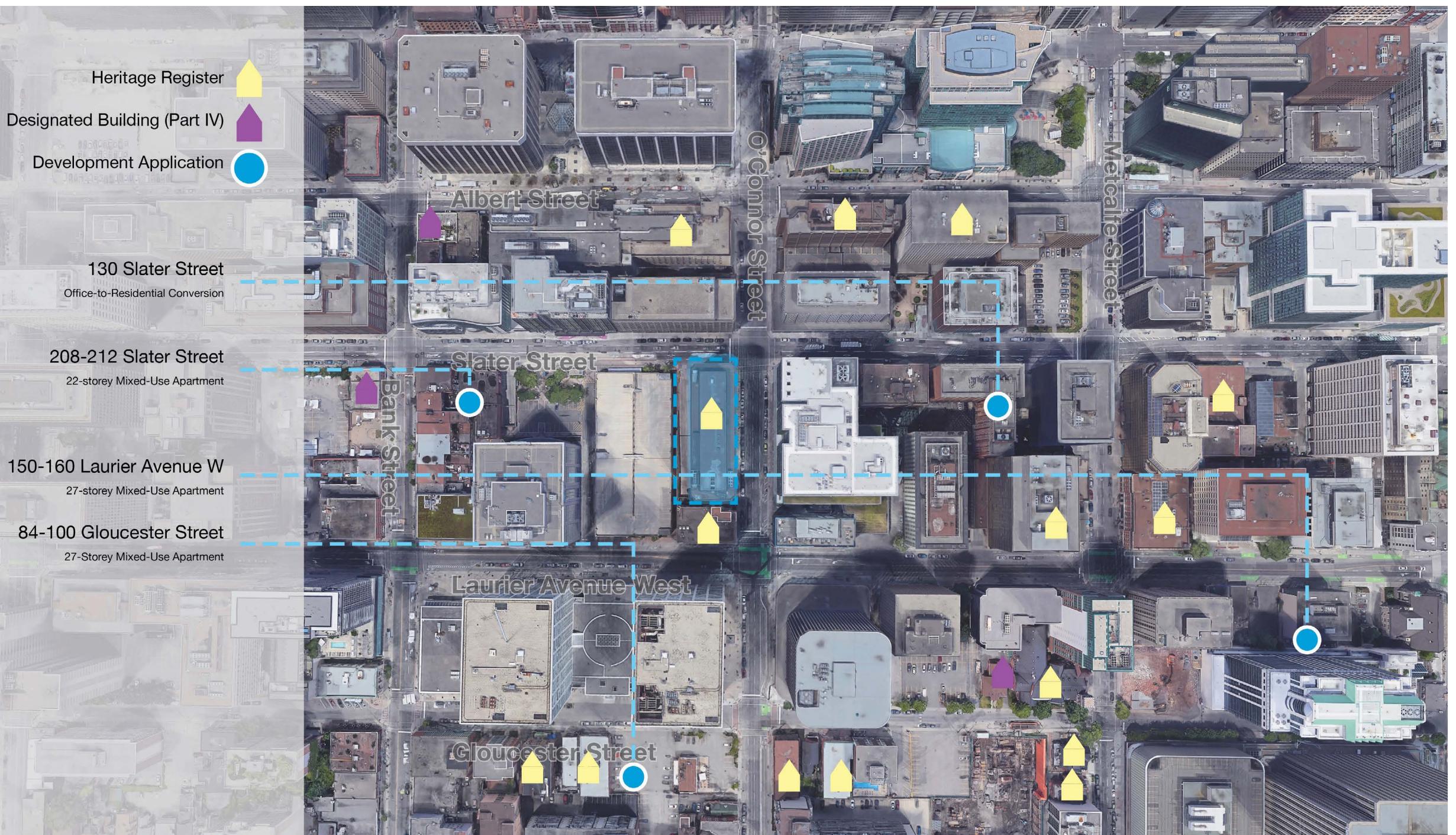


SITE, CONTEXT AND ANALYSIS :

PROTECTED VIEWS AND CORRIDORS OF INTEREST

The subject property is located in proximity to several ongoing, recently approved or recently constructed development applications. Typically, these consist of high-rise residential mixed-use projects.

Given that the downtown core is typically home to older built forms, the subject property is in proximity to several buildings located on the Heritage Register or designated under Part IV of the Heritage Act.



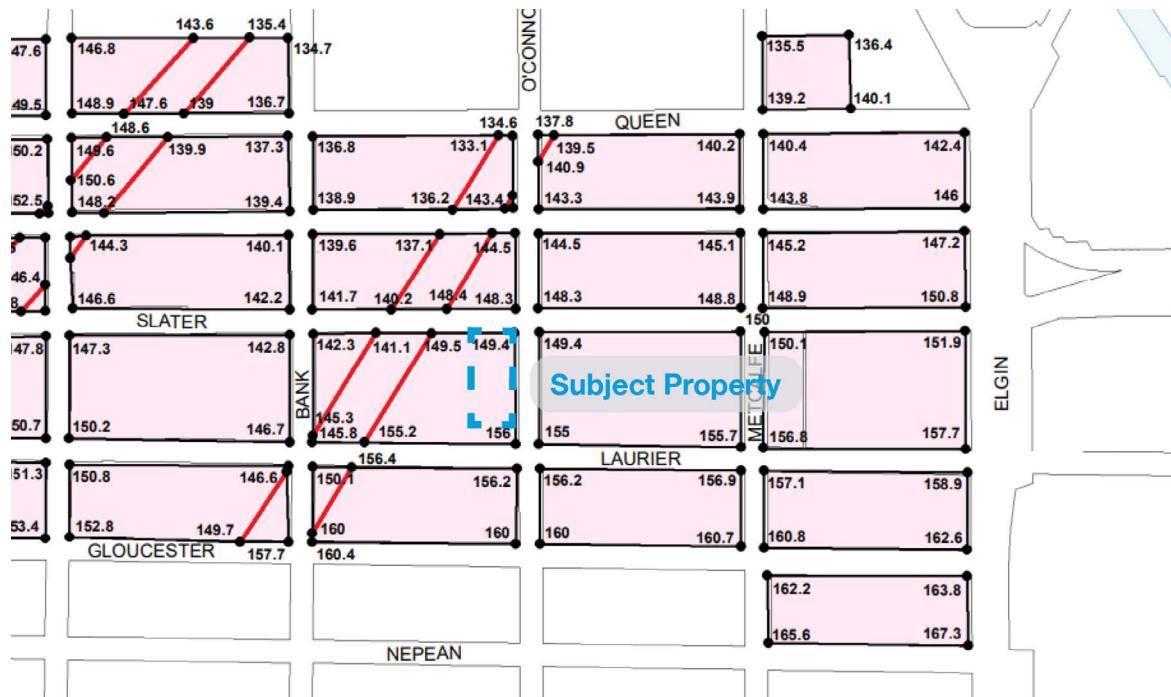
SITE, CONTEXT AND ANALYSIS :

PROTECTED VIEWS AND CORRIDORS OF INTEREST

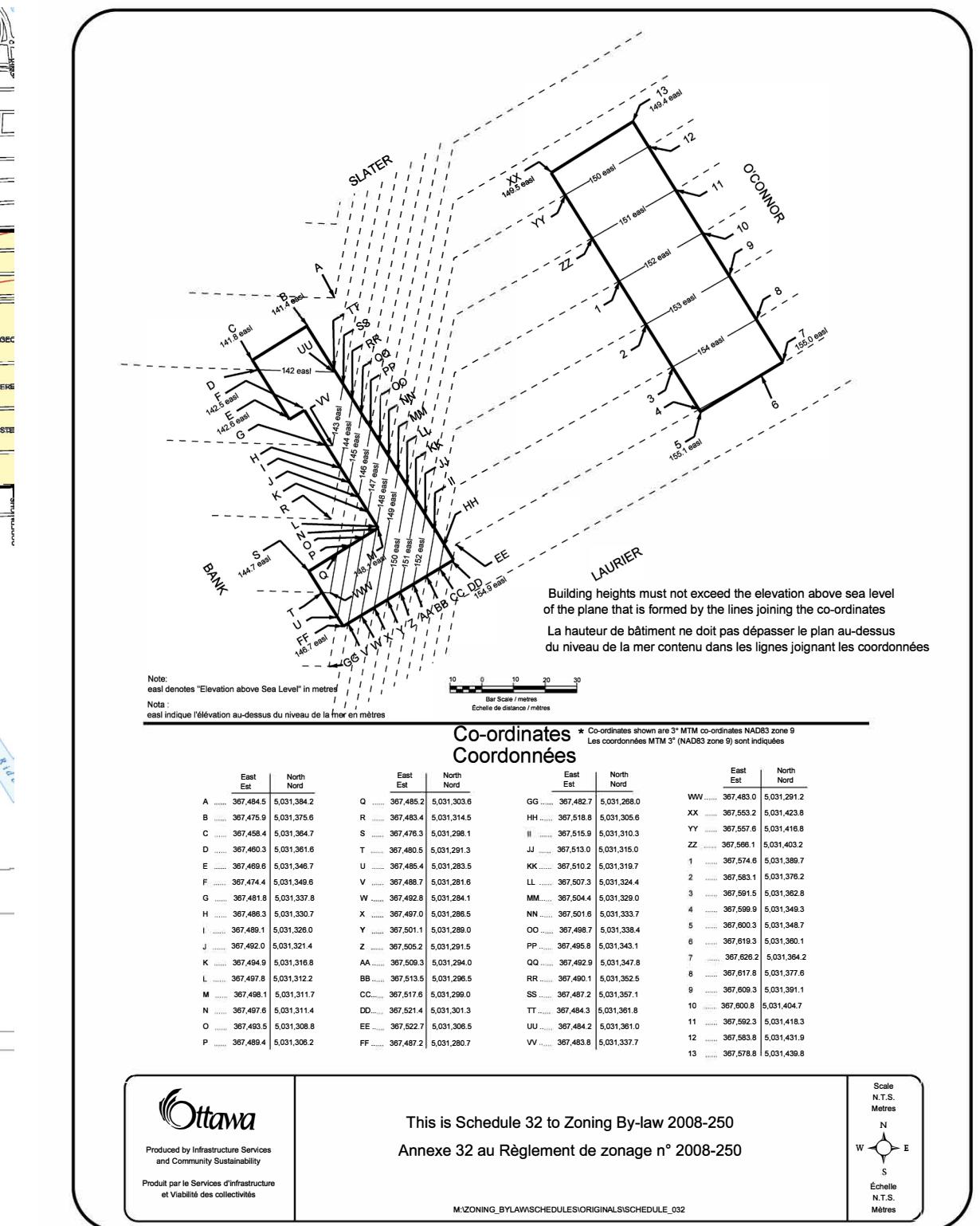
Per Schedule C6-A – Views, Viewsheds and View Sequences of the Parliament Buildings and other National Symbols, the subject property is located in an Area of Background Height Control. Per Schedule C6-B – Central Area Maximum Building Heights, the subject property is located within a block where buildings heights are limited to angular planes defined by perimeter A.S.L. heights. The maximum building heights are also reflected in Schedule 32 of the Zoning By-law, which applies to the subject property.



Schedule C6-A



Schedule C6-B



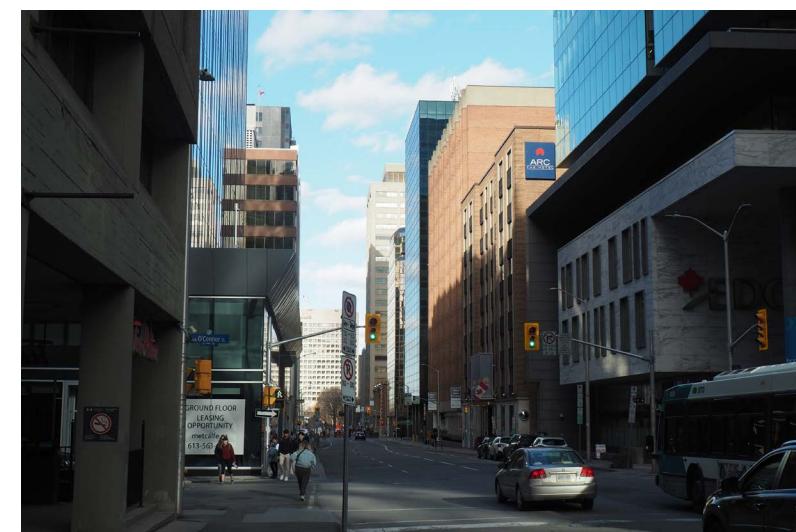
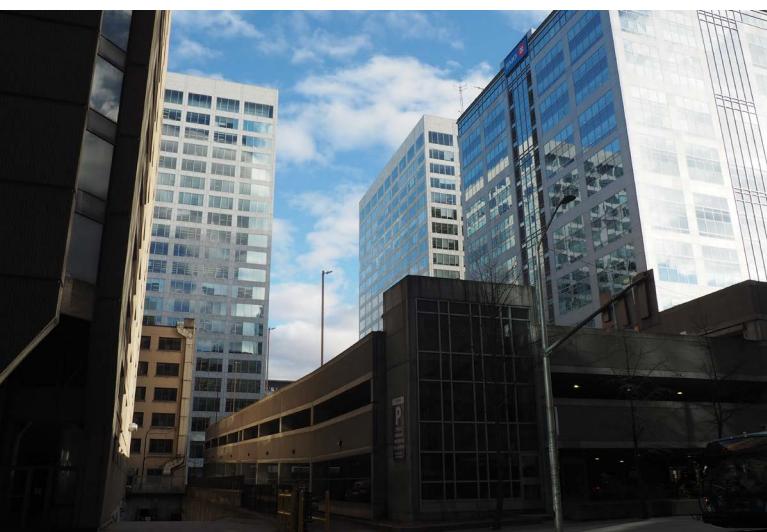
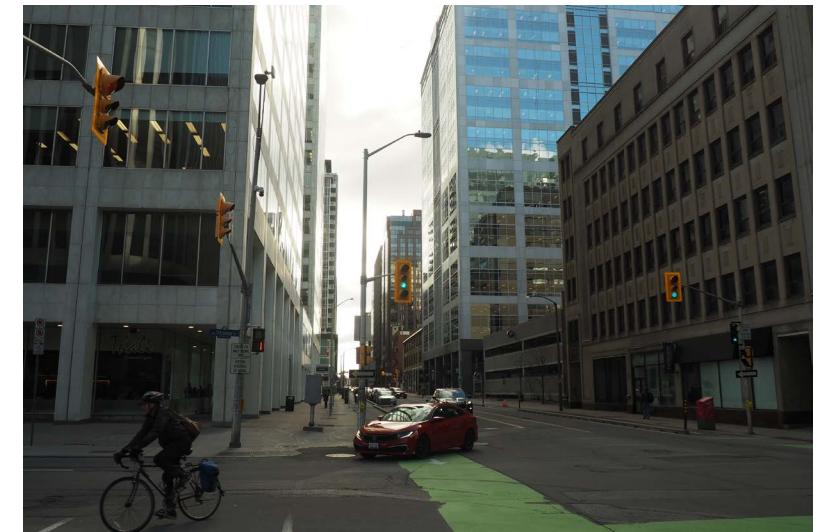
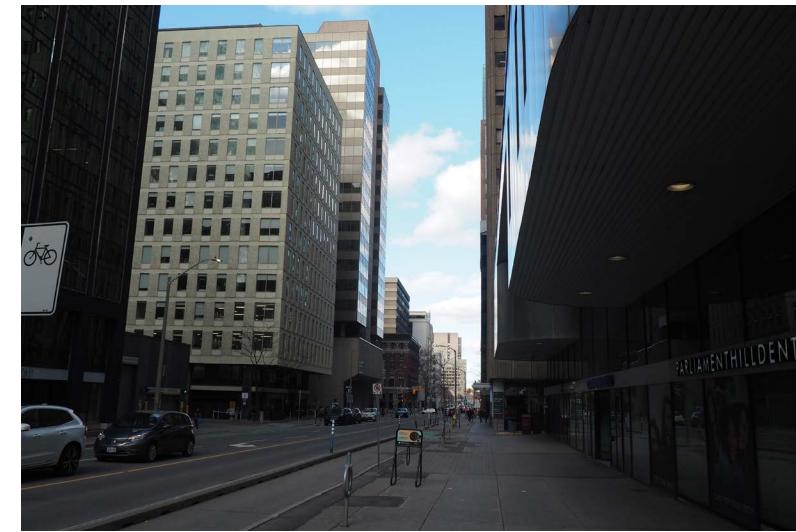
Schedule 32

SITE, CONTEXT AND ANALYSIS :

MICROCLIMATE CONDITIONS

The area surrounding the subject property is generally characterized by taller buildings and high density. The surrounding built form results in greater shadowing on the subject property and surrounding public realm. Per a Pedestrian Level Wind Study prepared by Gradient Wind, the dense urban surroundings provide shielding for the proposed development to prominent winds from multiple directions, including those from the southwest clockwise to the northwest and those from the east.

The Wind Study ultimately concludes that prior to and following the introduction of the proposed development, conditions within and surrounding the subject site are predicted to be calm and suitable for sitting throughout the year, inclusive of the surrounding public sidewalks along Slater Street, Laurier Avenue West, and O'Connor Street, nearby public walkways and the proposed walkways within the subject site, the proposed outdoor amenity at grade, and in the vicinity of the building access points serving the proposed development. The Wind Study also predicts suitable year-round sitting conditions for common amenity terraces at Level 7 and at the rooftop level.



SITE, CONTEXT AND ANALYSIS :

O'CONNOR STREET

CLADDING :

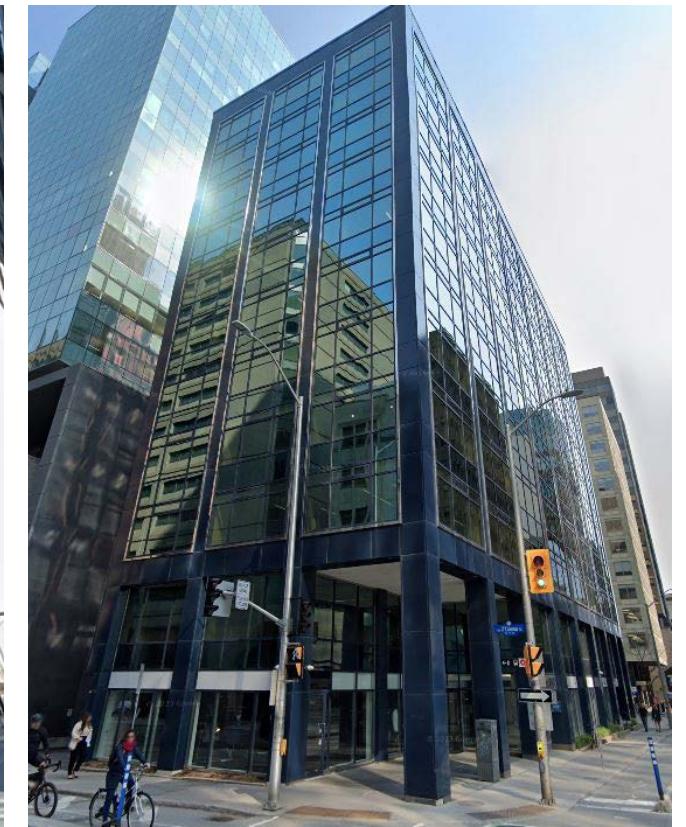
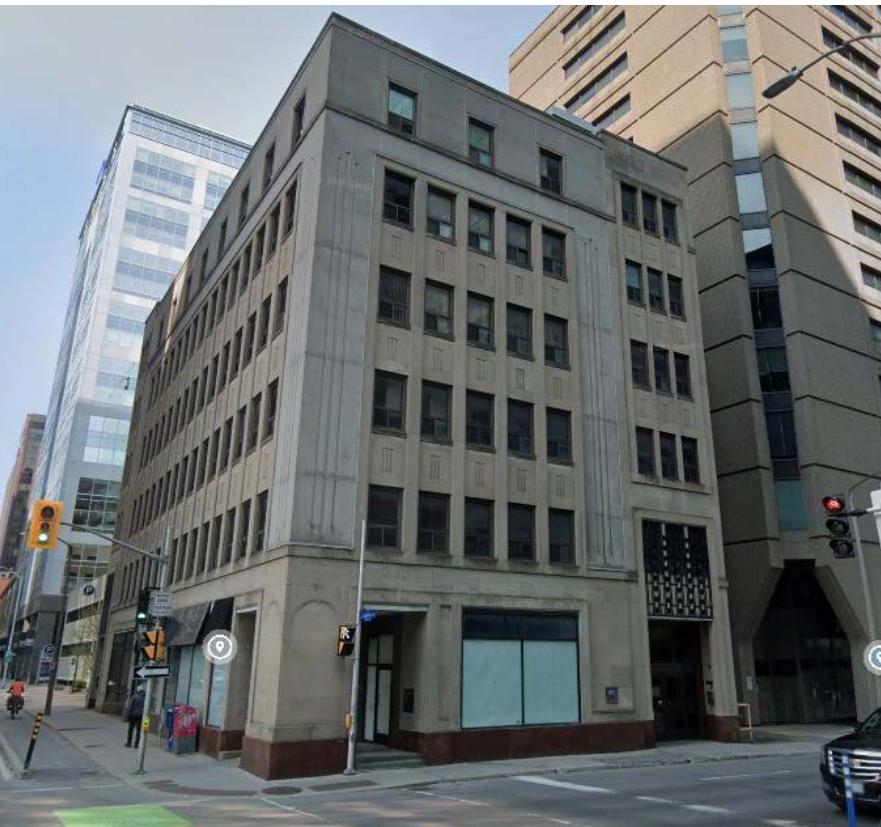
- Beige and white masonry tones
- Metallic black
- Glass curtain wall

SCALE :

- Variable heights from 6 storeys to more than 25 storeys

TYPOLOGY :

- Commercial
- Institutional
- Office
- Residential
- Mixed-Use



SITE, CONTEXT AND ANALYSIS :

SLATER STREET

CLADDING :

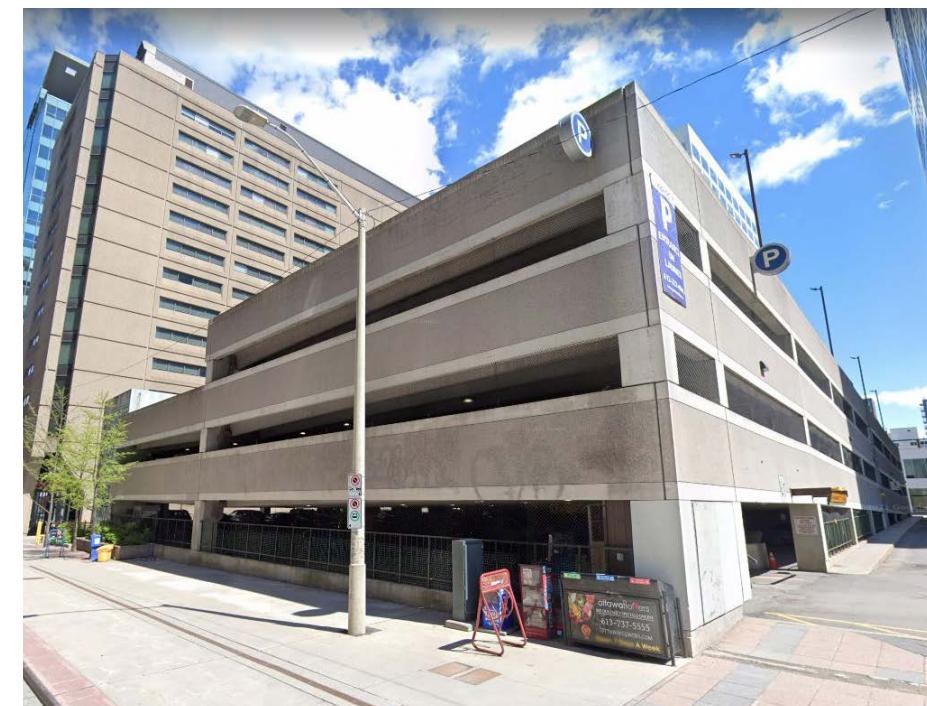
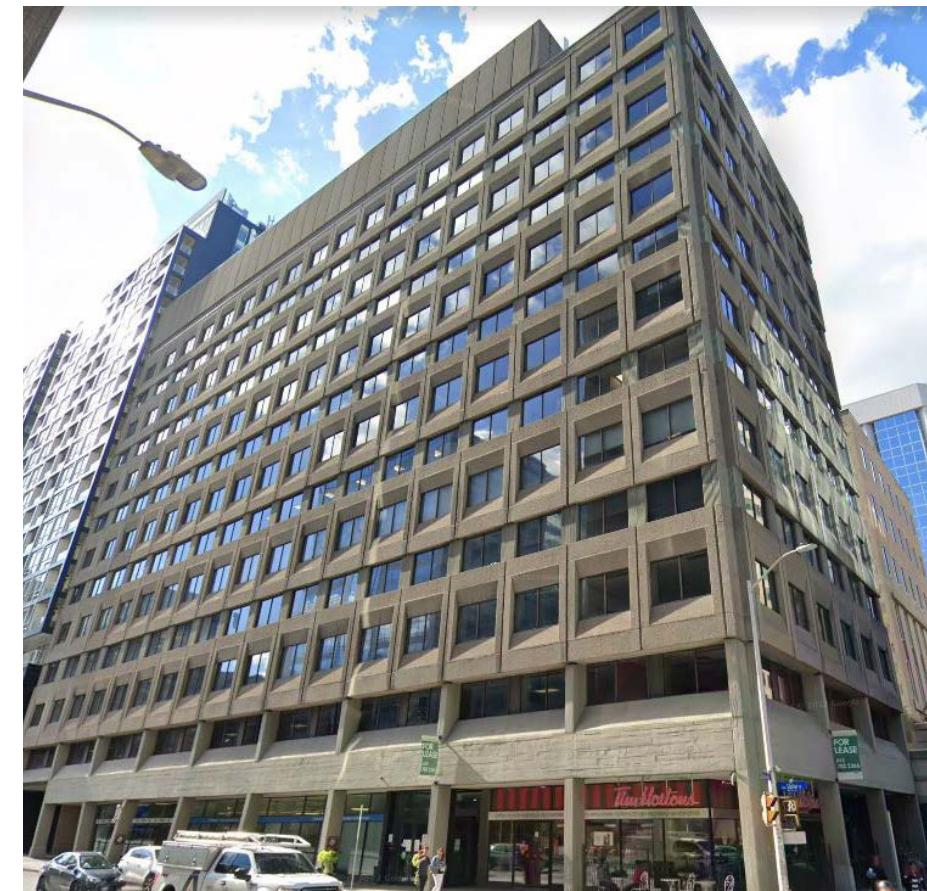
- Beige, and grey masonry tones
- Metallic black and white
- Glass curtain wall

SCALE :

- Variable heights from 3 storeys to 20 storeys

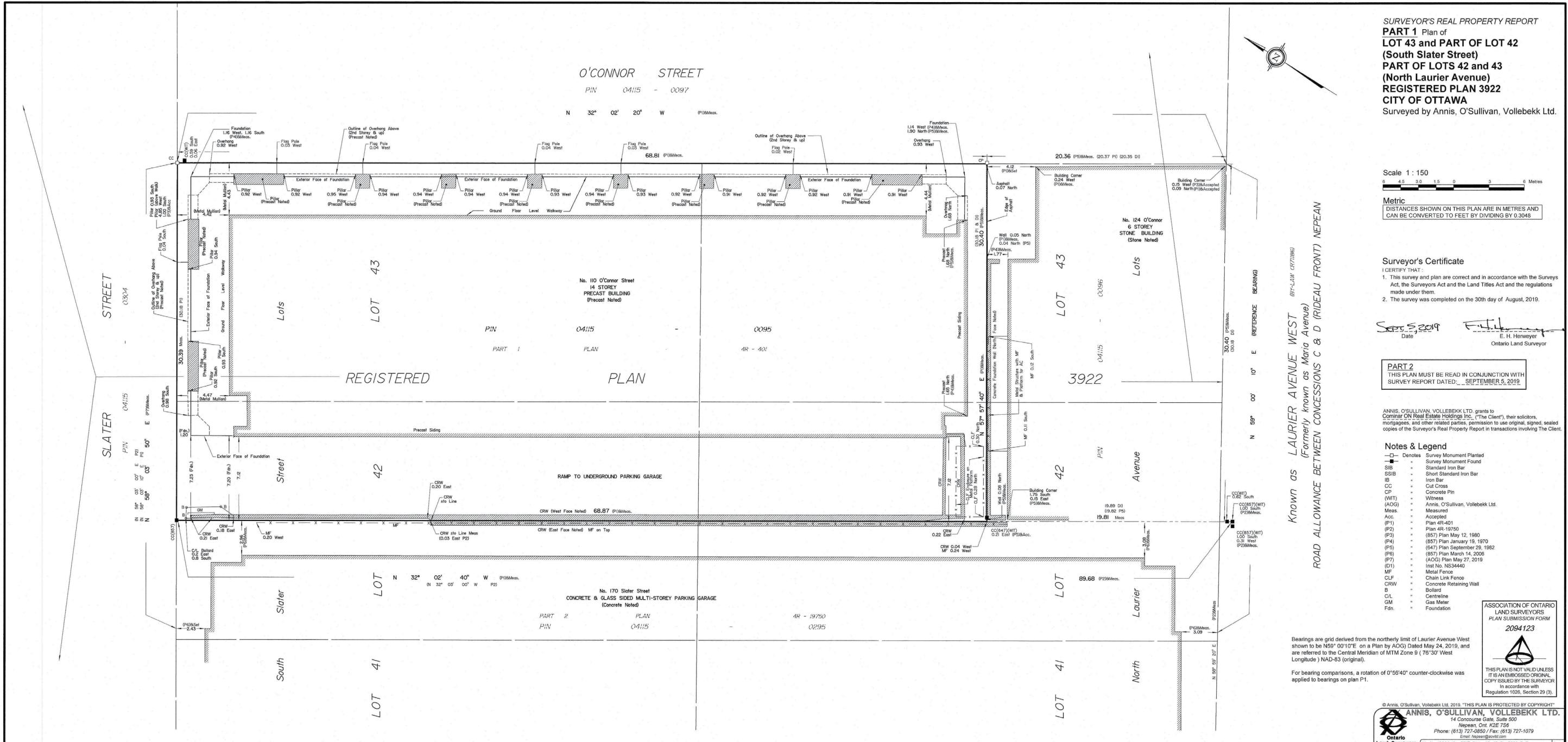
TYPOLOGY :

- Commercial
- Institutional
- Office
- Residential
- Mixed-Use



SITE, CONTEXT AND ANALYSIS :

CERTIFICATE OF LOCATION



SITE, CONTEXT AND ANALYSIS :

HERITAGE ASSETS AND RE-USE POTENTIAL

The 14-storey existing office building at 110 O'Connor Street was constructed in 1969 to the design of George Bemi, architect, and Adjelian & Associates, engineer. The building is a reinforced concrete structure clad in architectural pre-cast concrete panels. The envelope is a representative example of the Brutalist Style in Ottawa. The floorplate is much larger and is less flexible for adaptive reuse, which is characteristic for modernist buildings. Indeed, 110 O'Connor presents several challenges from an Architectural standpoint relative to its transformation and re-use as a residential building.

According to the best practices for building reuse and recycling, the designer should look at several factors to help in guide them as to the best solution when choosing to demolish versus adaptive reuse.

These criteria can be summarized by the following items:

1. Smart Land Use Planning
2. Memory, Urban Fabric Continuity
3. Floor Plate Adaptability
4. Structural Viability
5. Building Envelope, Energy Efficiency.

1 Smart Land Use Planning:

Reusing buildings eases demand on new land development. By virtue of its central location, the building offers all of the benefits in terms of connectivity, access to urban amenities, access to public transportation and other community services.

Current zoning allows for a greater density to be planned on this site compared to what the existing building can offer. In the current context of housing shortages, conversion of underused commercial buildings has become the focus of many redevelopment projects.

As the existing building site coverage is extensive, increasing the density requires vertical expansion, namely adding floors to the existing structure. A structural assessment conducted by L2C Experts of the existing structural capacity has limited the additional load to 2 extra floors, requiring a partial demolition of the 2 mechanical penthouses that currently exist. It is important to note that this structural assessment is based on zero interventions to the existing shear walls or changes to the façades. A redevelopment project would require considerable modifications to the shear walls and façades to create livable residential units.

2 Memory, Urban Fabric:

The building undoubtedly plays a vital role in the history of the downtown core. When we think of preservation we often think of "old buildings"

but some buildings convey a sense of history by their massing and distinctive character without necessarily offering unique ornamentation or traditional masonry veneer.

If a building is demolished, the presence of the former building can be re-created by simply recalling the original's sense of place, through similar treatment of the rhythms and compositions that were associated with the original structure.

By recreating the feeling of the original building, the link to the collective memory of the community can be maintained.

3 Floor Plate Adaptability:

One of the most important aspects of deciding on the adaptive reuse of a building is whether the buildings floor plate can be efficiently adapted to the new use intended or not. When planning a high rise multi- residential building, we generally try to achieve an efficiency of 90% on the typical floor plate, meaning the loss to common area to the proportion of rentable area should remain above 10%. This allows for the introduction amenity and other spaces a very little cost to the overall feasibility of the project.

In this case, the transformation from office to residential would seem to be quite efficient. There are however several drawbacks with the existing floor plate that are problematic (see attached plan):

• The floor plate itself is almost 23m wide, in a market where we try not to exceed 19m. The extra 4 meters when distributed to the units, renders them uncompetitively deep with extra square footage that doesn't necessarily translate to more efficient or livable dwellings. The deep window to corridor ratio is problematic, leading to:

-Darker units with limited access to daylight.

-Extra square footage translates to higher rental price, reducing desirability. Given that the units width determines the number of livable rooms, extra depth usually translates into redundancies in service spaces rather than livable spaces.

• The presence of 4 elevators makes the floor over serviced. The office occupancy required a higher ratio of elevators to rentable area in order to shuttle workers efficiently at critical hours. Given the much lower population loads in a residential use, and technological improvements in elevator systems, the number of elevators can be reduced. This has a spatial implication giving over more rentable square footage to the standard floor plate. It also has an impact on the operations of the building leading to lower maintenance requirements for example. In a retrofit, because the elevator core is surrounded by concrete shear walls, the elimination of one, or even two elevators make the reclaimed

space difficult to integrate into a typical unit. As explained by L2C experts in their analysis, any alterations to the basic structural systems requires a complete review of code compliance to meet current standards.

• The presence of shear walls at the four corners of the building, and the lack of window creates large bays with little fenestration. The low window to floor area ratio of these corner bays leads to poor quality units in the corners of the building where normally the most desirable dwelling units would be located. These bays become virtually unusable in a residential capacity as the widow to floor area is below the requirements by OBC for glass area serving a livable space.

• The eccentric placement of the elevator core creates extra circulation space on the floor that exacerbates the net to gross balance that we hope to achieve. Ideally in a new build, the elevator core and the main corridor run along a central axis in the floor plate. Because of the existing elevators are located nearer to the back wall of the floor plate, any central corridor linked to the elevator core creates an unduly large elevator lobby, generally not required in a low occupancy usage such as residential.

• Existing mechanical spaces such as large shaft openings, fan rooms, electrical closets etc. that were essential for the previous use, are not required for the repurposed residential use. However new plumbing requirements require core drilling through the existing structural slab, each requiring particular reinforcement and careful planning. Likewise, ventilation of the residential suites is often handled with conduits leading to the exterior walls within each suite, which in this case could not be provided through the existing concrete panels, thereby further reducing the window area by introducing louvers where there would have been glass, not to mention the esthetic impact of such a solution.

4 Structural Viability:

A comprehensive assessment has been completed on the requirements and necessity for structural interventions on the existing building structure.

5 Building Envelope and Energy Efficiency:

An extreme retrofit as we are planning is equivalent to a new construction as it concerns the application of the OBC and energy efficiency of buildings.

As such the building envelope would require a considerable overhaul to render it compliant to todays standards. The entire building envelope must be stripped down and reconstructed, new insulation, membranes

and vapor barriers added, as well as new window systems.

Because the building was originally designed as an office building, the windows are generally smaller than we would propose for a residential building. Presently the windows are arranged in strips, that do not lend themselves intuitively to the separation of rooms and demising walls. Fire ratings between units and sound control are of practical importance that cannot be accomplished with the current rhythm of the fenestration. For these reasons all the windows would have to be replaced.

Another factor to consider is the absence of balconies. A residential building requires, for the most part, that dwelling units be enhanced with a proper exterior extension in the form of a balcony. In a retrofit, the only way this could be achieved is by moving the exterior wall back from the edge and carving out a balcony / loggia at the buildings edge.

In theory this is feasible, if not a very costly component as it requires each balcony to be drained and insulated independently. Creating these loggias on the exterior of the building would also contribute to additional darkness in the unit as the window is moved further back from the buildings edge. Such an intervention to the building envelope is of critical importance as it generates complications to the fire rating required of the building envelope as well as the thermal bridges that could inhibit compliance to new energy objectives.

Because the cladding is of precast concrete panels, any alteration to the panels, to introduce larger widow openings or adding balconies for instance, is a challenge in itself risking the integrity of the said panels. The curing of the panels over the past 50 years has made them very brittle and almost impossible to modify without compromising their structure. If lager windows are desired, they cannot be inserted in the façade by simply cutting the concrete panels but instead the existing panels would have to be replaced.

In summary, we have evaluated the benefits of adaptive reuse versus demolition and reconstruction and have concluded that in this case, a new construction is warranted.

SITE, CONTEXT AND ANALYSIS :

URBAN DESIGN

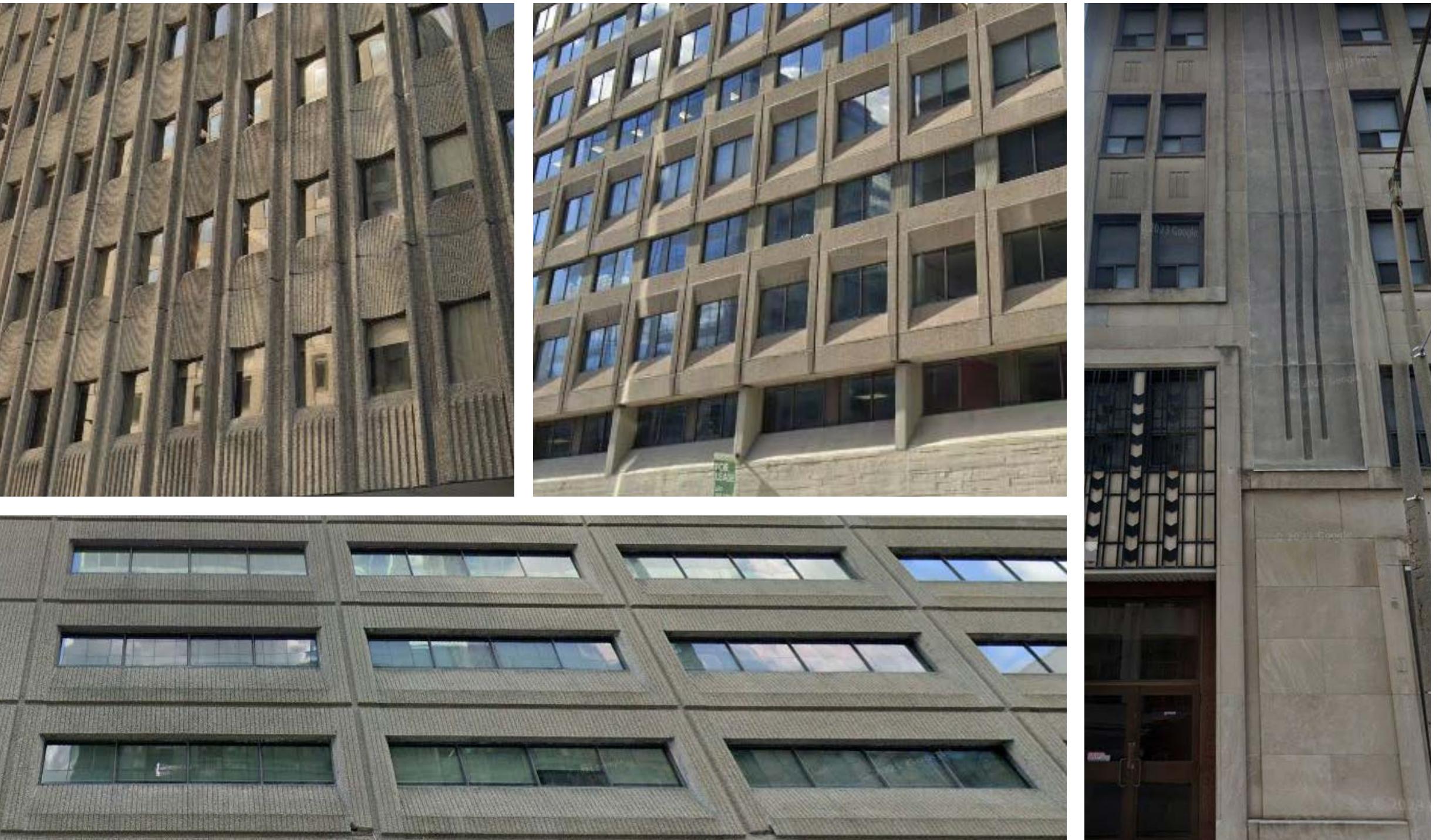
Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 –Design Priority Areas of the Official Plan as it is located in a Hub within the Downtown Core. Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

The applicable urban design policies relating to the redevelopment of the subject property are as follows:

4.6.1(4) Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

The proposed development recognizes the heritage character existing on the site through specific design elements and details, paying homage to the existing building on the property. The main characteristics of Brutalism are reflected in the neighborhood's surrounding buildings. The massive forms, expression of structure, strict grid like façades, rough concrete cladding, and the absence of ornamentation define this style of architecture.

Inspired by this rich built environment the project aims to pay tribute to the contextual surroundings by designing a building that reimagines some brutalist features in a contemporary, more engaging fashion with precast concrete.



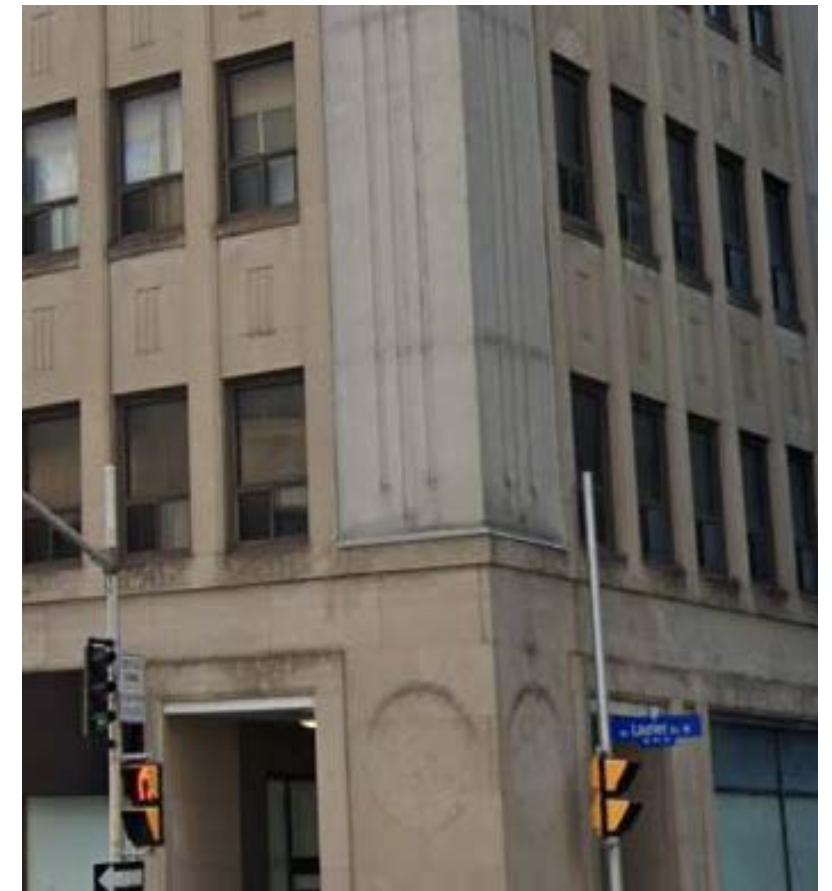
SITE, CONTEXT AND ANALYSIS :

URBAN DESIGN

The neighboring building, 124 O'Connor, is a heritage building and has significant details on its envelope that the project aims to reinterpret with a contemporary approach. 124 O'Connor has a sleek linear appearance with stylized geometric ornamentation. The vertical colonnades delineate the principal facades and are ornamented with three distinct recessed lines. The theme of these three lines is repeated in various façade elements, including the vertical spaces between the windows.

Our proposal aims to pay homage to this significant neighboring building by introducing a contemporary interpretation of its grid like, colonnaded façade and geometric ornamentation.

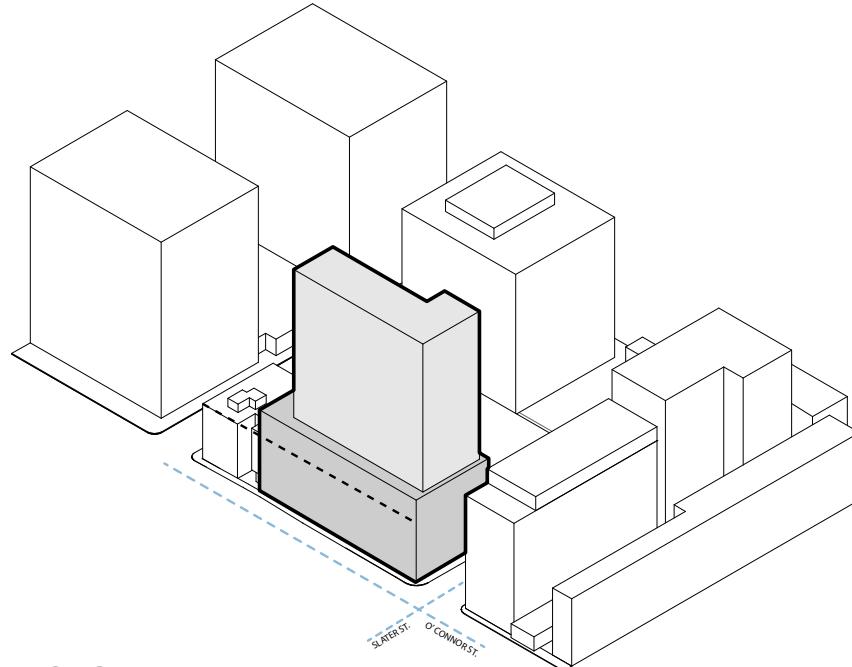
Our podium is divided by three floating masses intersected by curtain wall and treated in a brutalist style by the choice of texture and sculpture of its structural elements. Homage is paid to 124 O'Connor with the re-interpretation of the three recessed linear elements on the sides of these masses. While the massing and details are reinterpretations of historic styles, the floating elements are distinctly contemporary. The corner, marked by these same lines, opens up to the street, re-interpreting the language of the existing building.



4.0 DESIGN RESEARCH

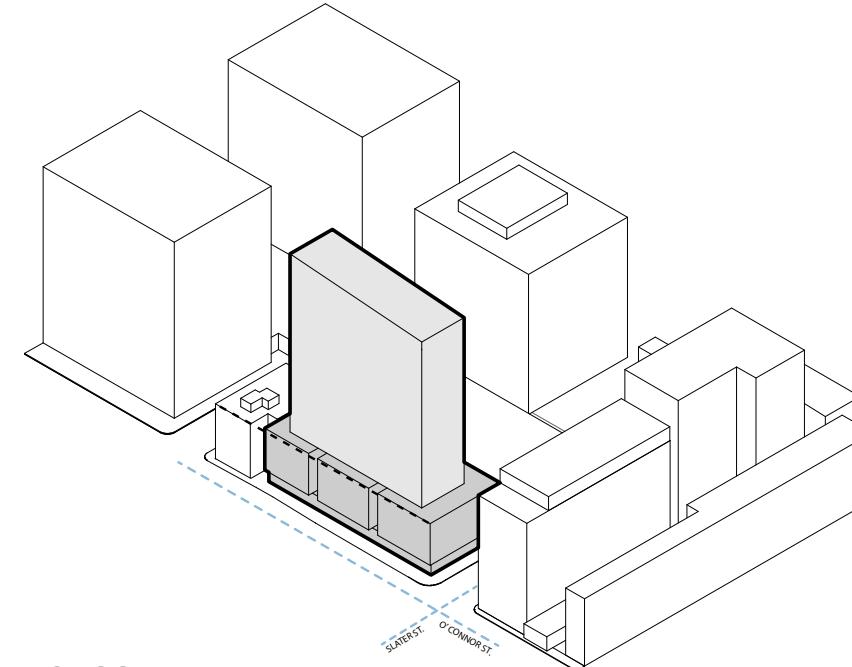
DESIGN RESEARCH :

DESIGN EVOLUTION



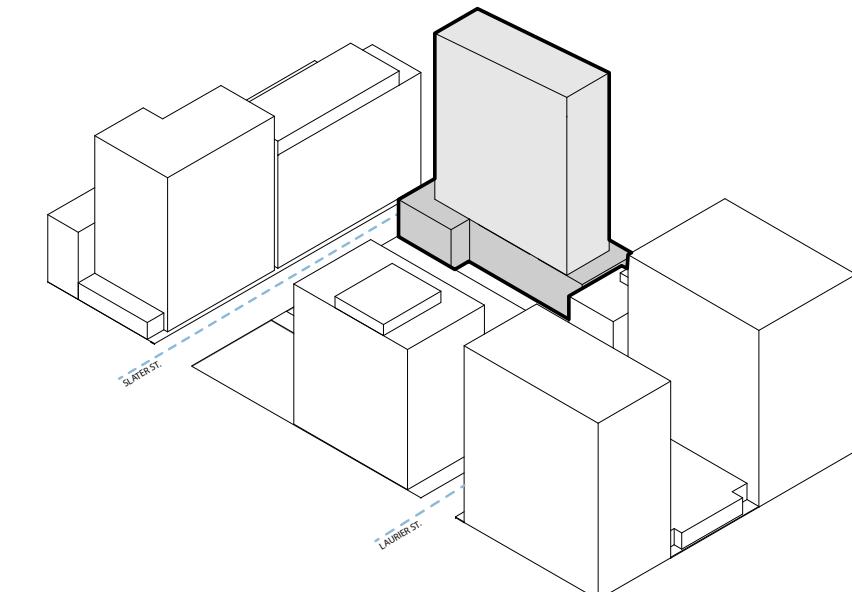
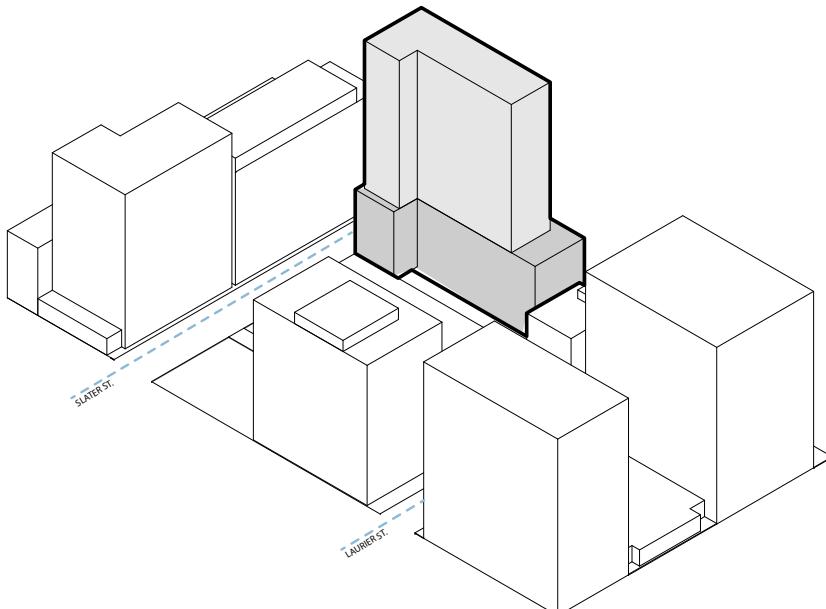
1. PREVIOUS

- 8 storey podium
- L shaped tower
- 2m setback on ground floor



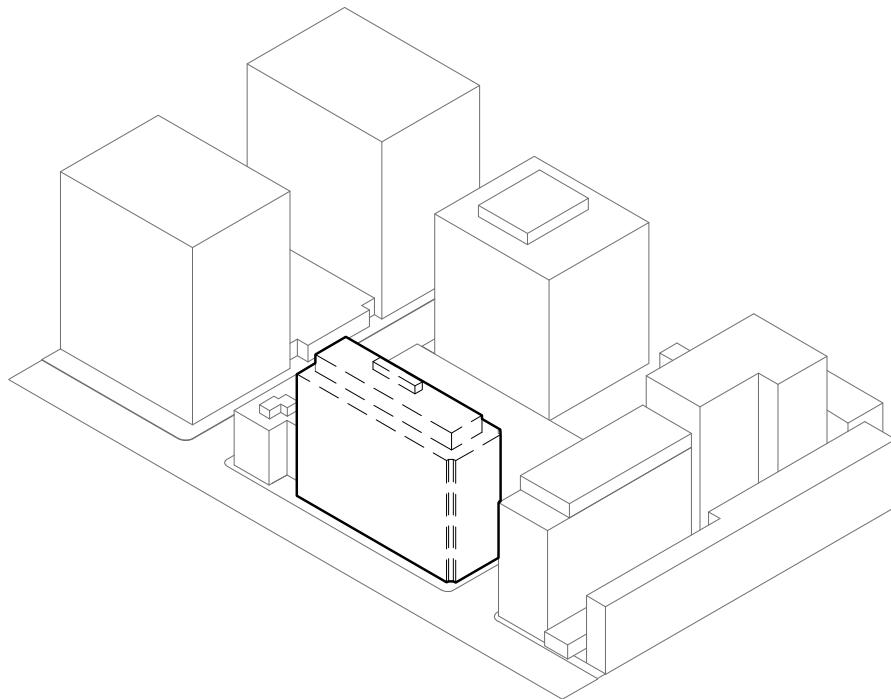
2. PROPOSED

- 6 storey podium
- bar shaped tower
- 3m setback on ground floor



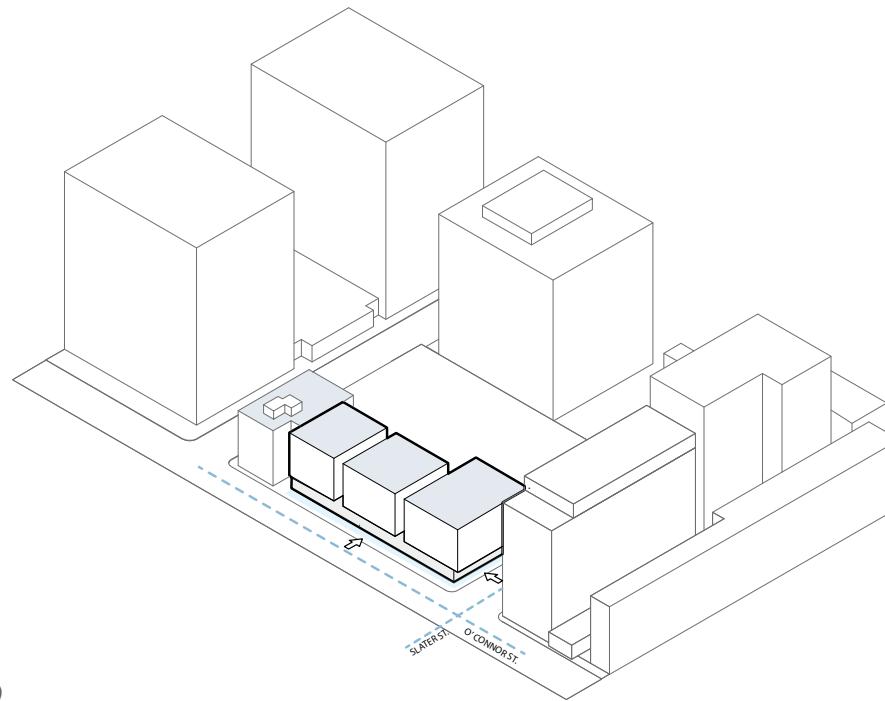
DESIGN RESEARCH :

CONCEPTUAL DIAGRAMS



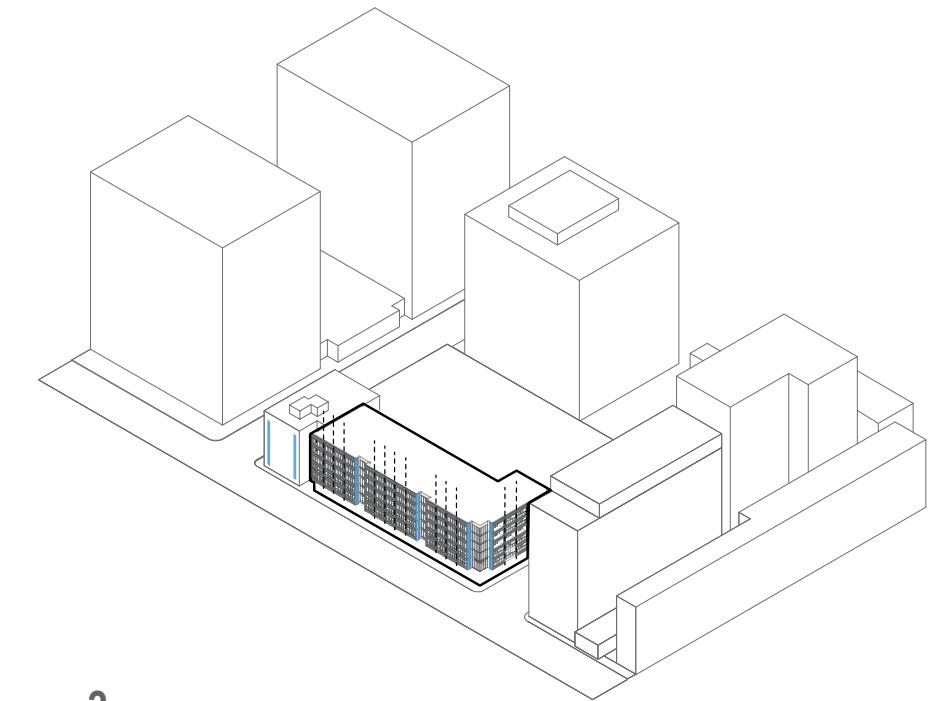
1.

- The existing building presents several architectural challenges relative to its transformation into a residential use including: smart land use, urban fabric continuity, floor plate adaptability, structural viability and building envelope efficiency.
- Thus we propose the demolition of the existing building to make way for a residential tower.



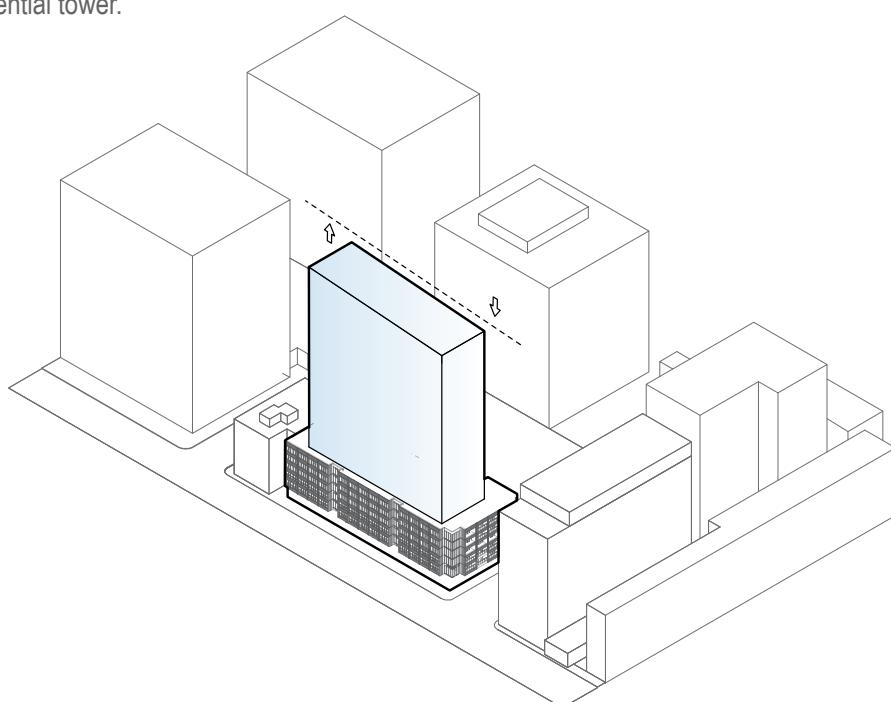
2.

- Creation of a double height commercial base and 5 storey middle podium to reaffirm the building presence at street level and frame the streetscape.
- Align the height of the podium with the neighbour on O'Connor.
- 3m setback at the ground floor for easement.



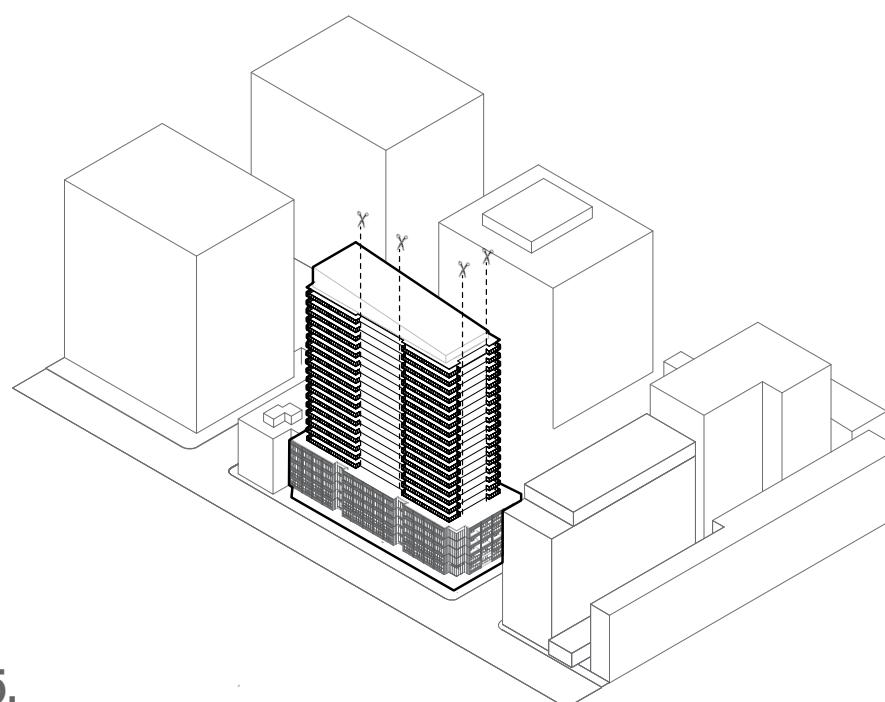
3.

- Separation of the base into a grid reflecting the surrounding brutalism style but with a contemporary break of the strict rectilinear volumes using the addition of curtain wall and subtraction of volumes.
- Reinterpretation of the three vertical lines of 124 O'Connor.



4.

- Addition of a transparent tower set back from the podium and reaching maximum height on the site.



5.

- Segmentation of the tower volume with balconies to respond to the scale of the surrounding buildings

DESIGN RESEARCH :

PRECEDENTS



Masonry volume bisected by curtain wall



Gridlike facade



Loggia rhythm and masonry detailing



Wrapping corner balconies

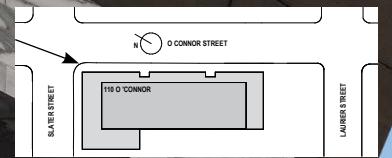


Light tower placed atop podium

As the building sits in the heart of the city center, the envelope is inspired by the various architectural qualities of the contextual built environment. The gridlike facades give a nod to the surrounding context while adding to the eclectic mix of contemporary architecture of the area. The building's volumes are predominantly clad in precast concrete panels and curtain wall.

DESIGN RESEARCH :

VIEW FROM O'CONNOR AND SLATER INTERSECTION



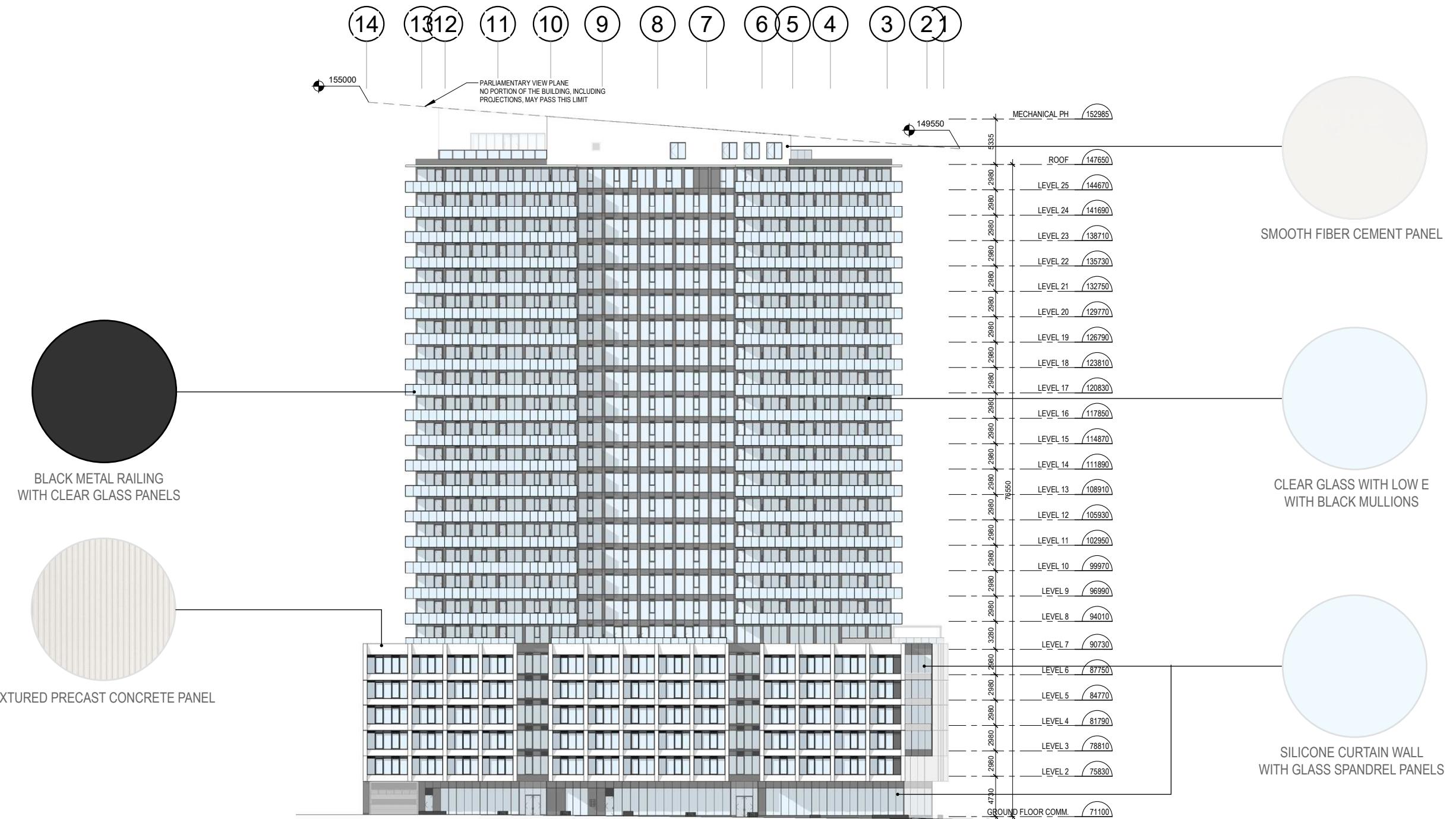
DESIGN RESEARCH :

MATERIALITY



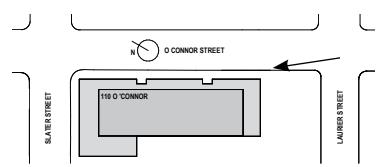
DESIGN RESEARCH :

EAST ELEVATION (O CONNOR ST.)



DESIGN RESEARCH :

VIEW FROM O'CONNOR SOUTH



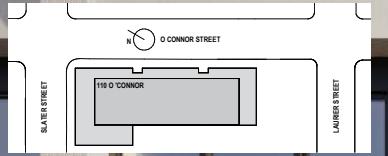
DESIGN RESEARCH :

SLATER AND WEST ELEVATION



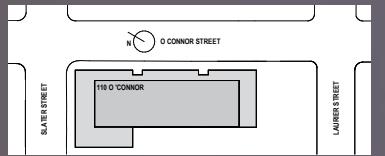
DESIGN RESEARCH :

VIEW FROM O'CONNOR NORTH



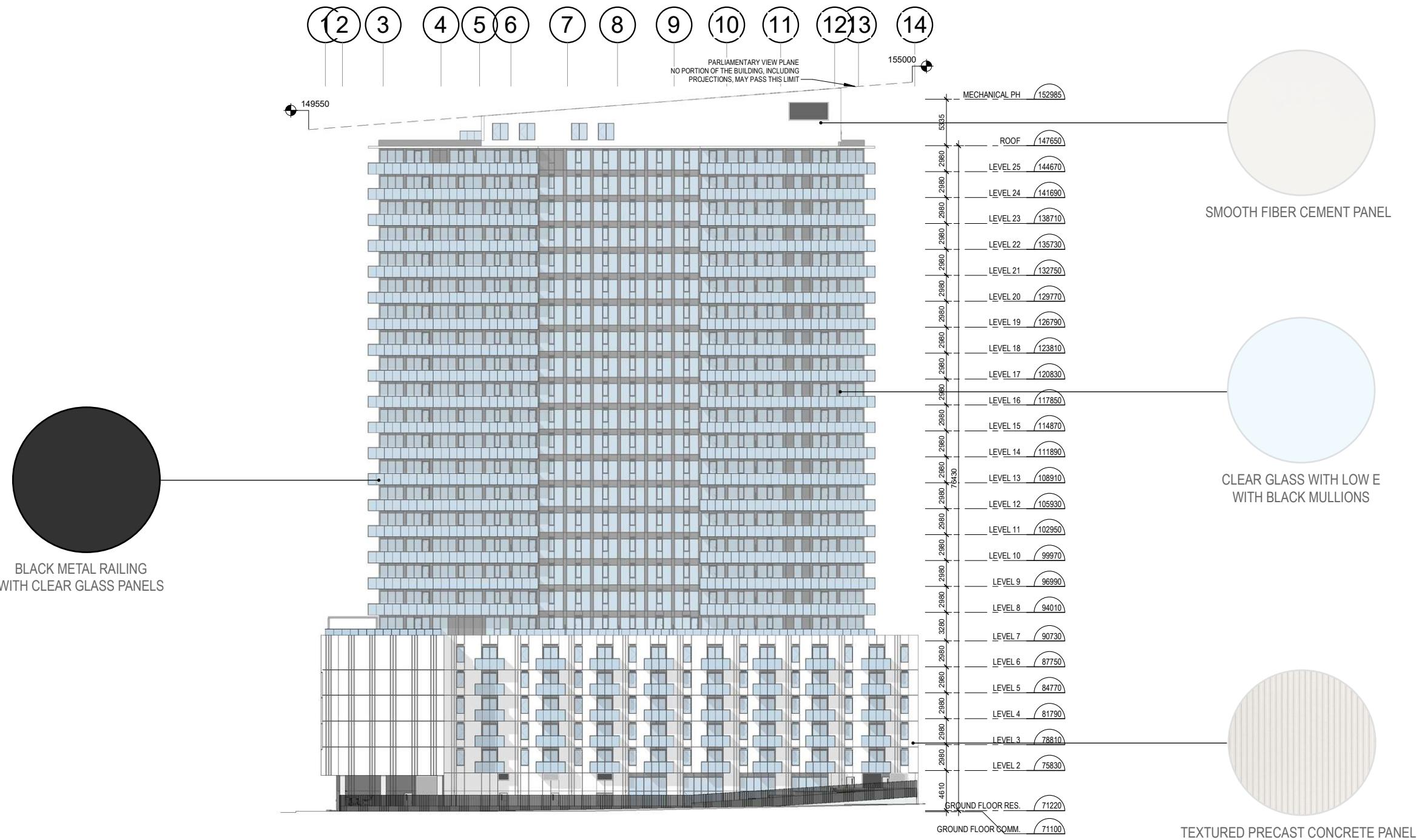
DESIGN RESEARCH :

VIEW FROM SLATER



DESIGN RESEARCH :

WEST ELEVATION (REAR)

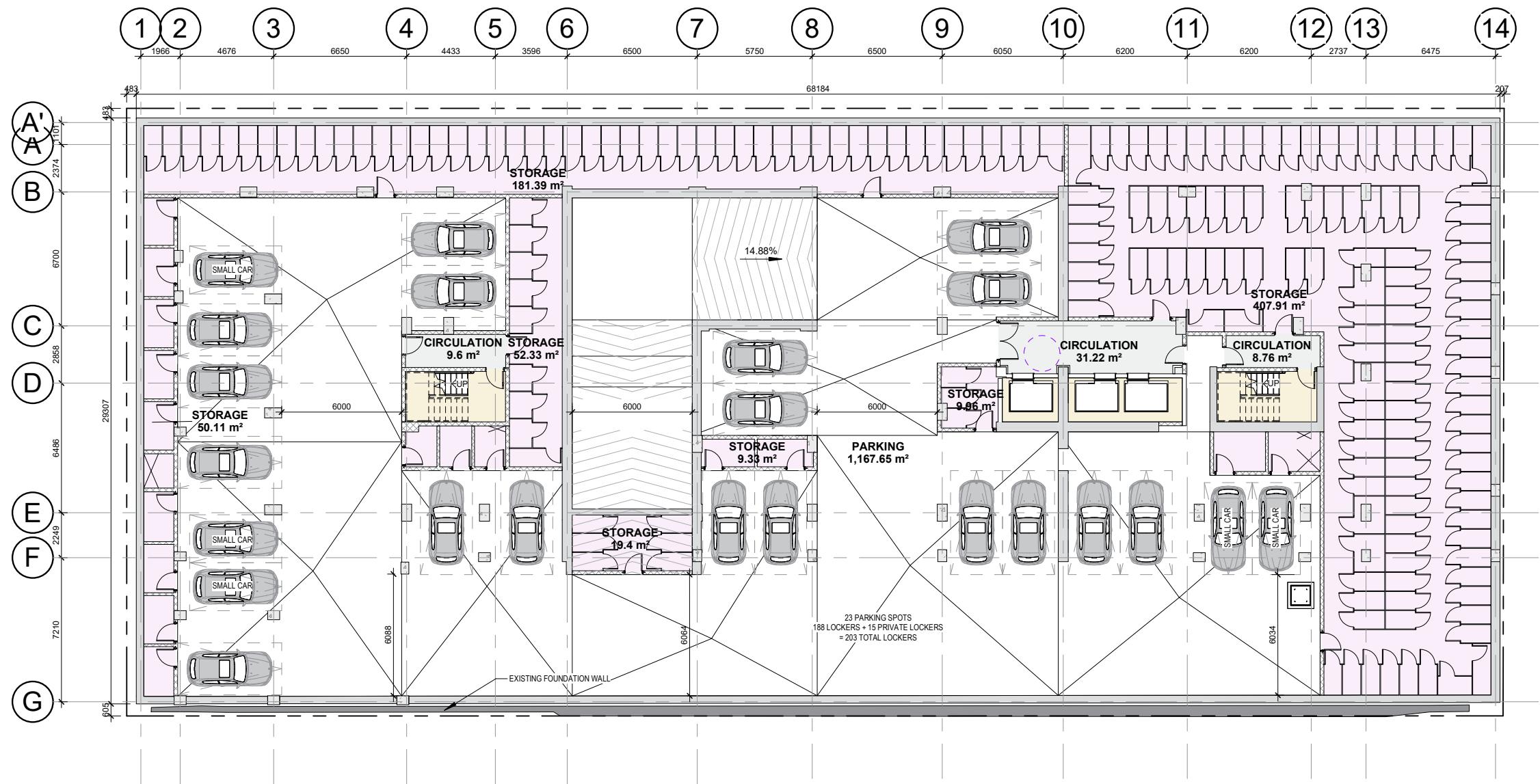


DESIGN RESEARCH :

3RD BASEMENT PLAN

USE LEGEND

- MECHANICAL
- BICYCLE
- CIRCULATION

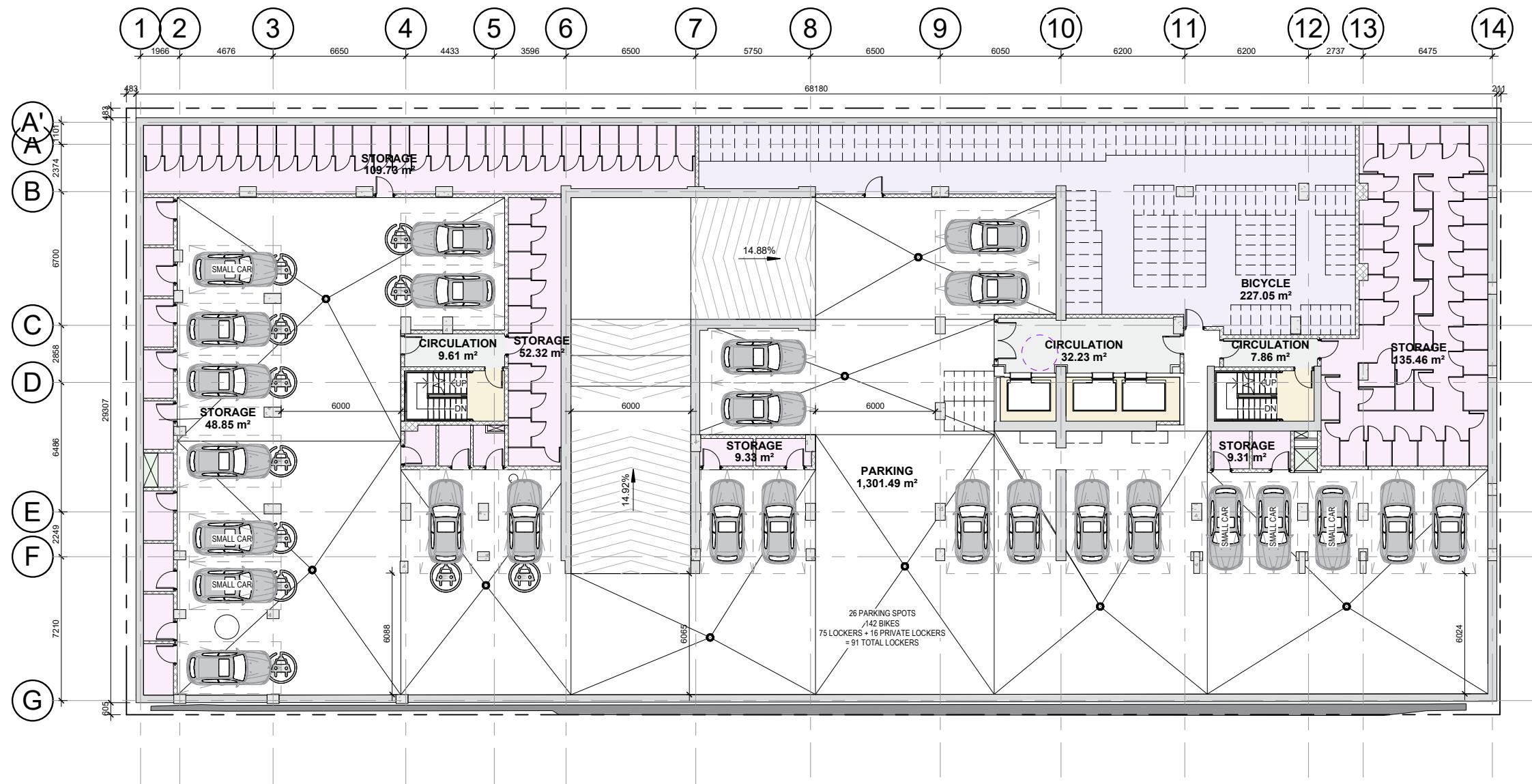


DESIGN RESEARCH :

2ND BASEMENT PLAN

USE LEGEND

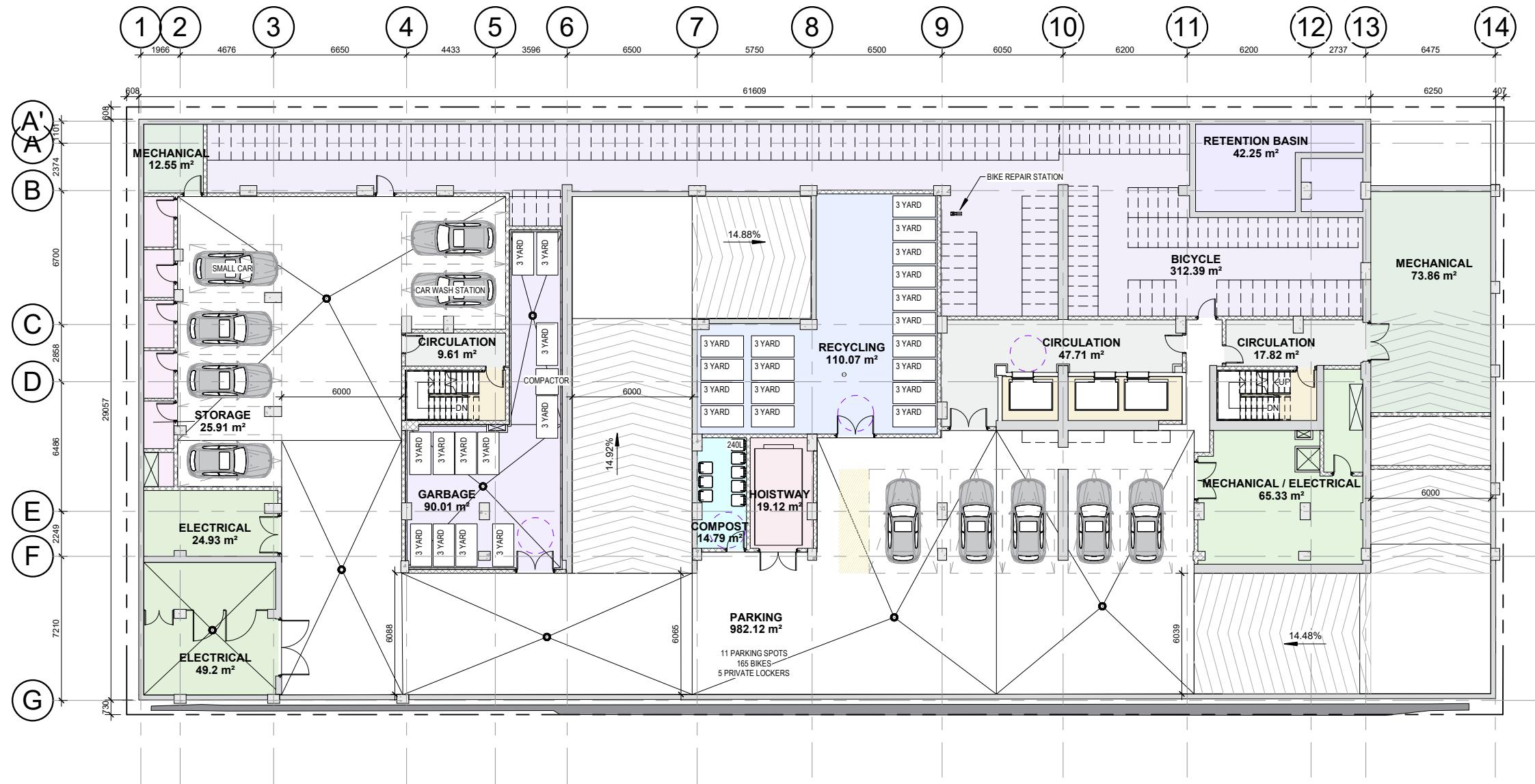
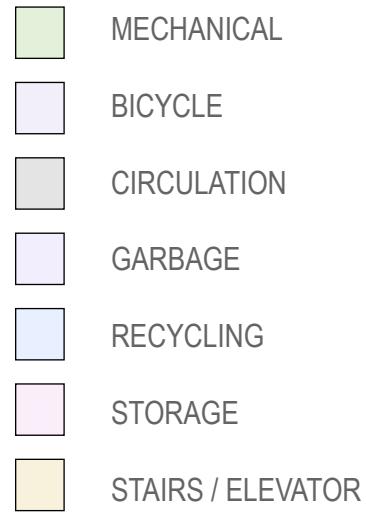
- MECHANICAL
- BICYCLE
- CIRCULATION
- STORAGE
- STAIRS / ELEVATOR



DESIGN RESEARCH :

1ST BASEMENT PLAN

USE LEGEND

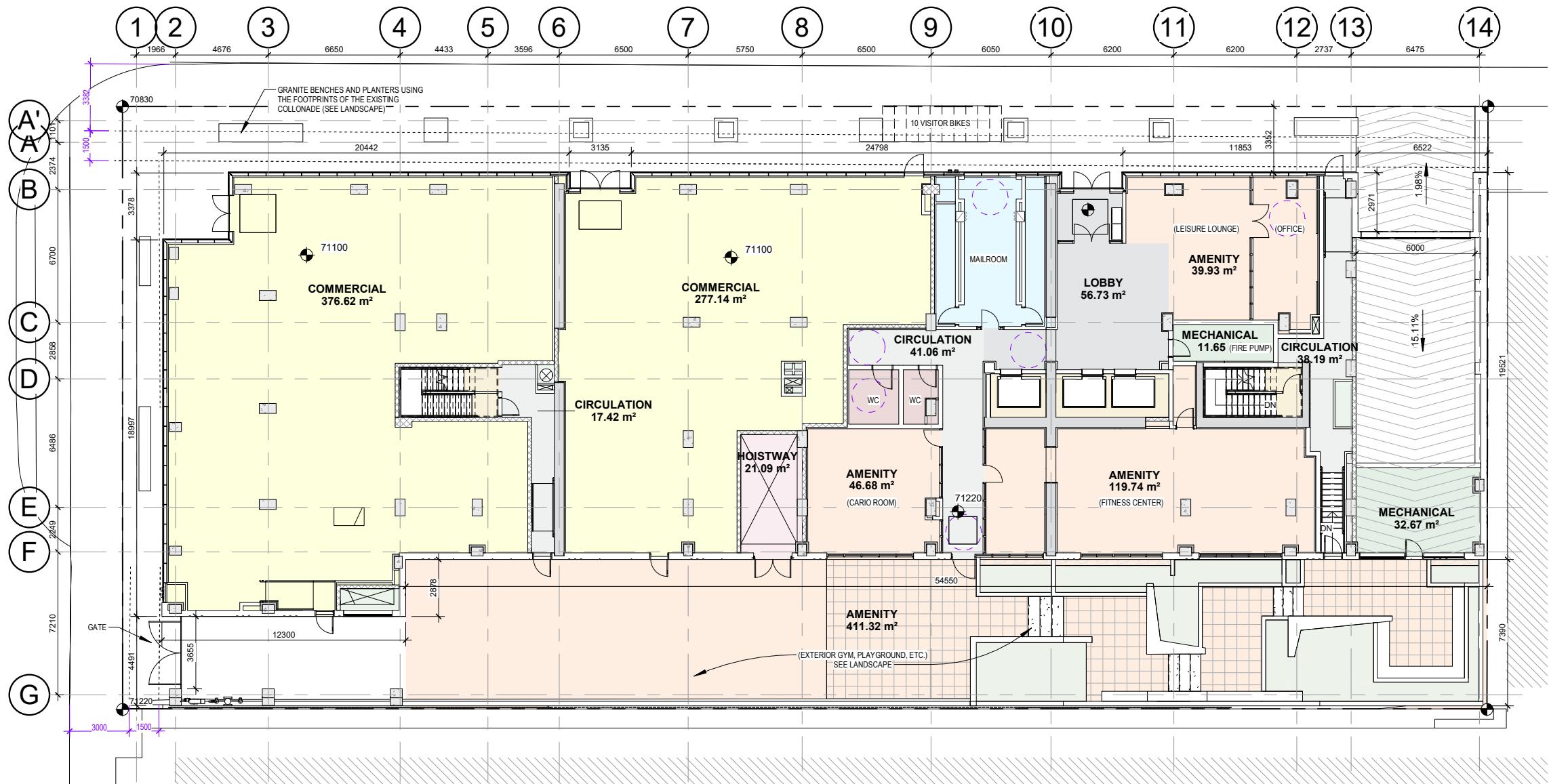


DESIGN RESEARCH :

GROUND FLOOR PLAN

USE LEGEND

-  COMMERCIAL
-  MAIL
-  LOBBY
-  CIRCULATION
-  AMMENITY
-  STAIRS / ELEVATOR
-  MECHANICAL

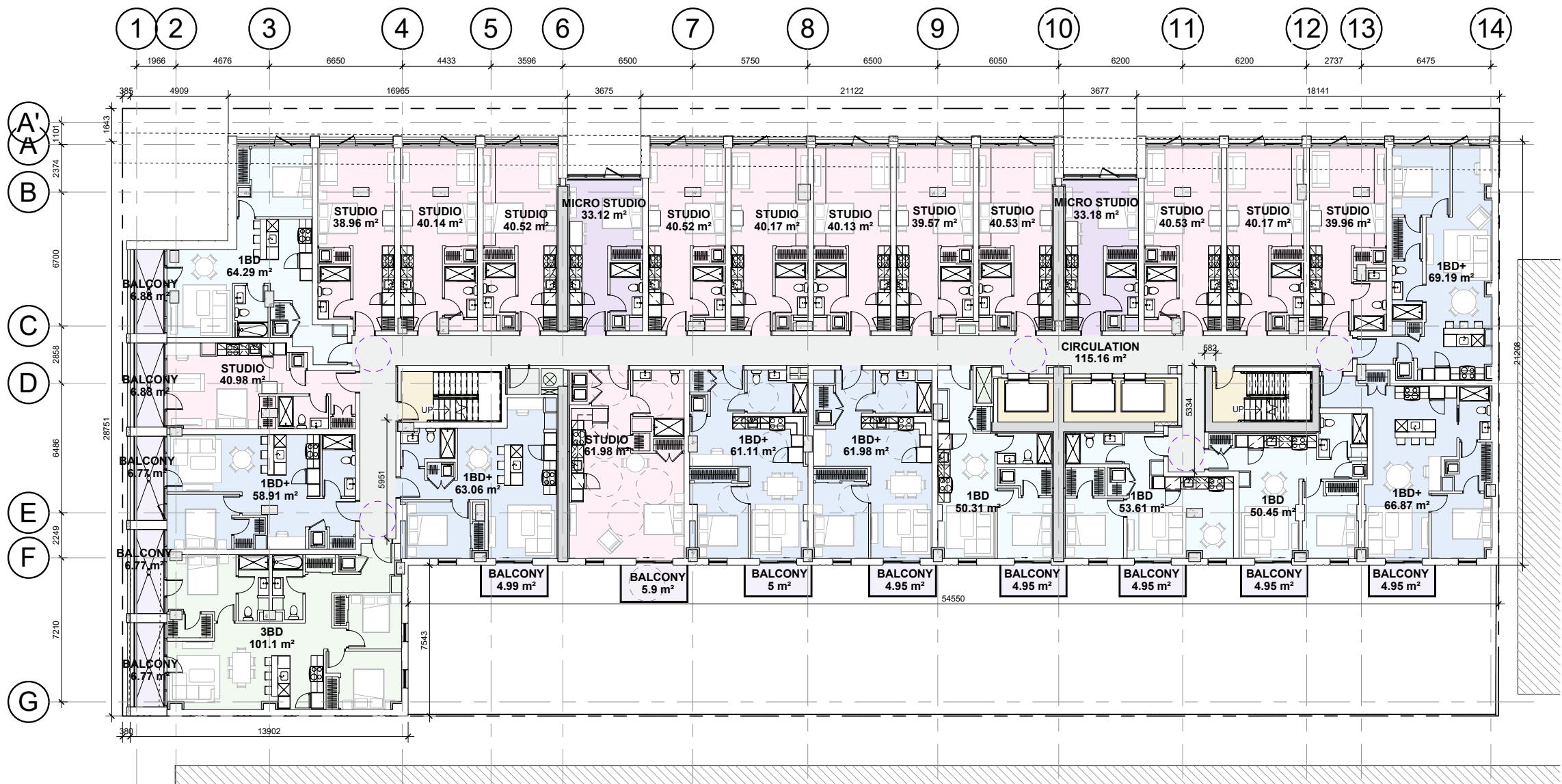


DESIGN RESEARCH :

2nd FLOOR PLAN

USE LEGEND

	STUDIO
	1 BD
	2 BD
	3 BD
	CIRCULATION
	BALCONY
	STAIRS / ELEVATOR
	MECHANICAL

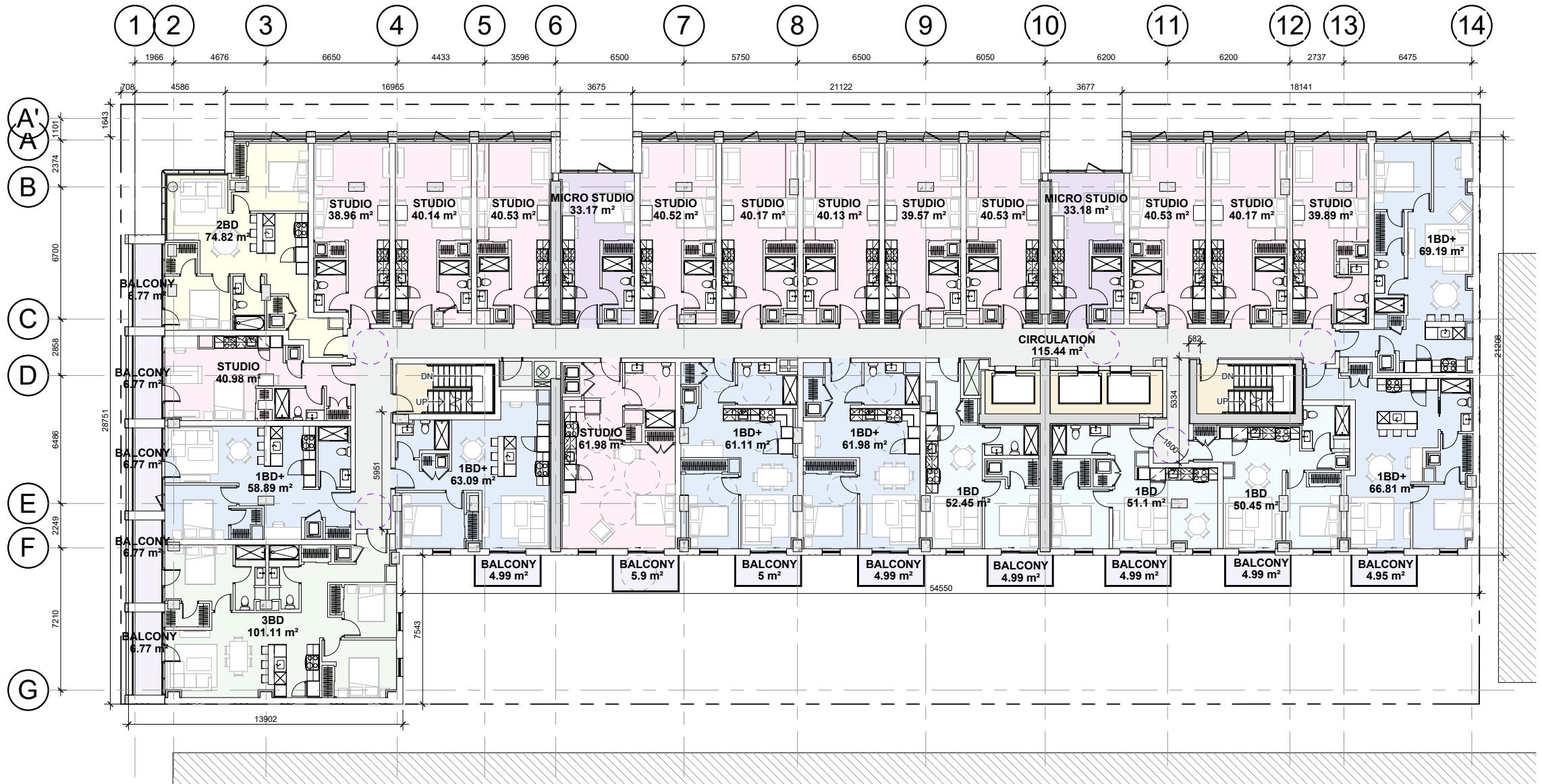


DESIGN RESEARCH :

3rd TO 6th FLOOR PLAN

USE LEGEND

	STUDIO
	1 BD
	2 BD
	3 BD
	CIRCULATION
	BALCONY
	STAIRS / ELEVATOR
	MECHANICAL

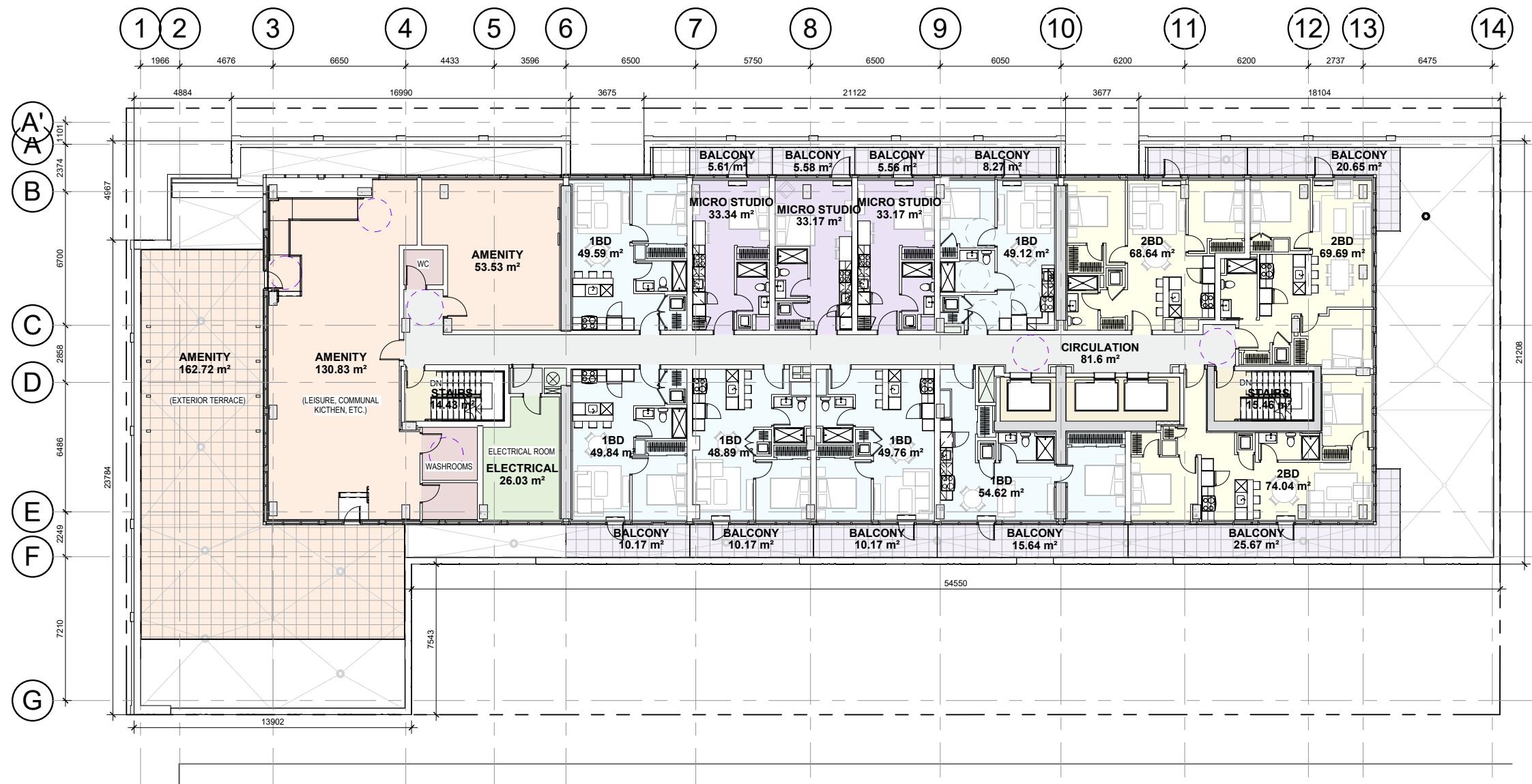


DESIGN RESEARCH :

7th FLOOR PLAN

USE LEGEND

- MICRO STUDIO
- 1 BD
- 2 BD
- CIRCULATION
- AMMENITY
- BALCONY
- STAIRS / ELEVATOR
- MECHANICAL

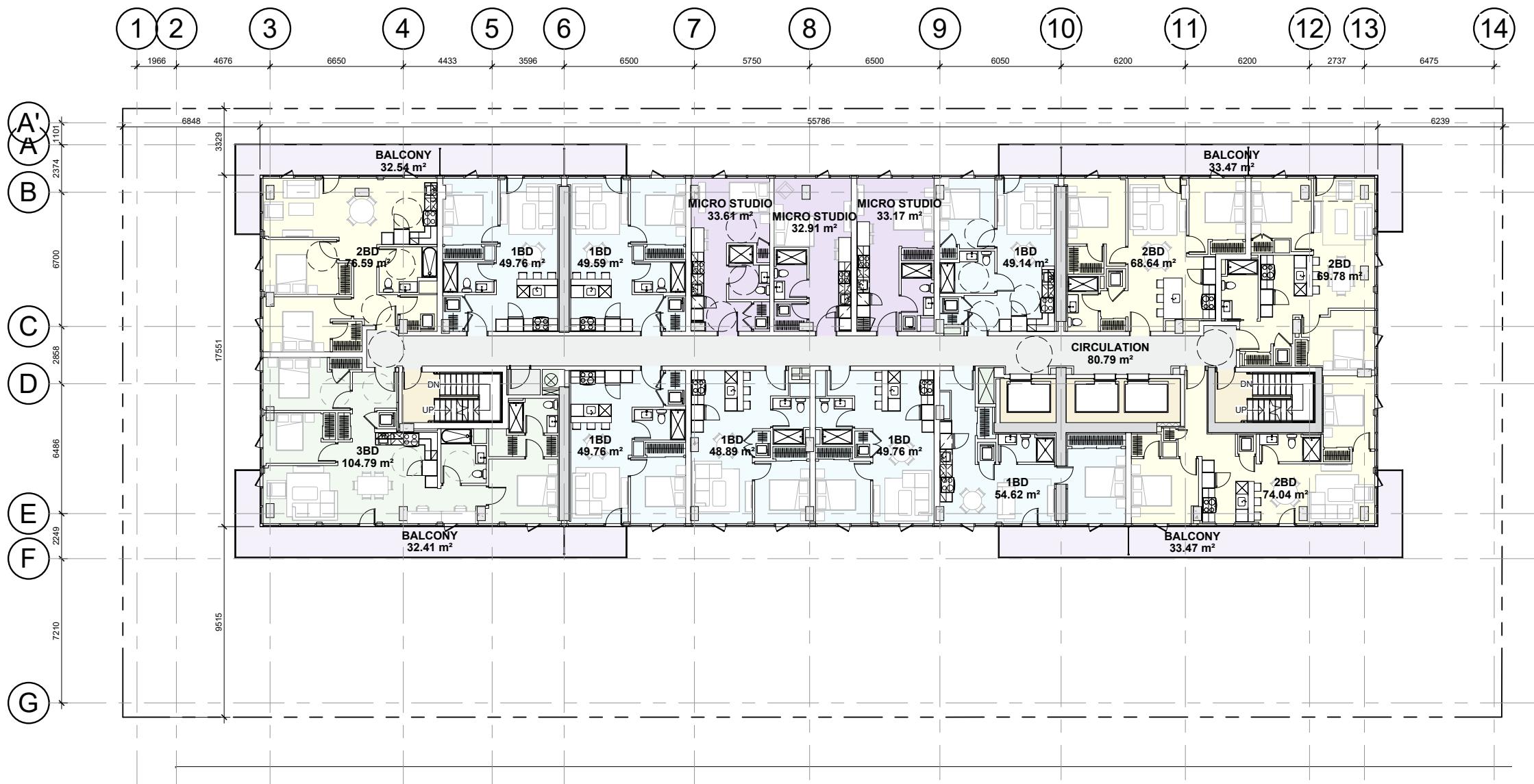


DESIGN RESEARCH :

8th TO 10th FLOOR PLAN

USE LEGEND

- MICRO STUDIO
- 1 BD
- 2 BD
- 3 BD
- CIRCULATION
- BALCONY
- STAIRS / ELEVATOR
- MECHANICAL

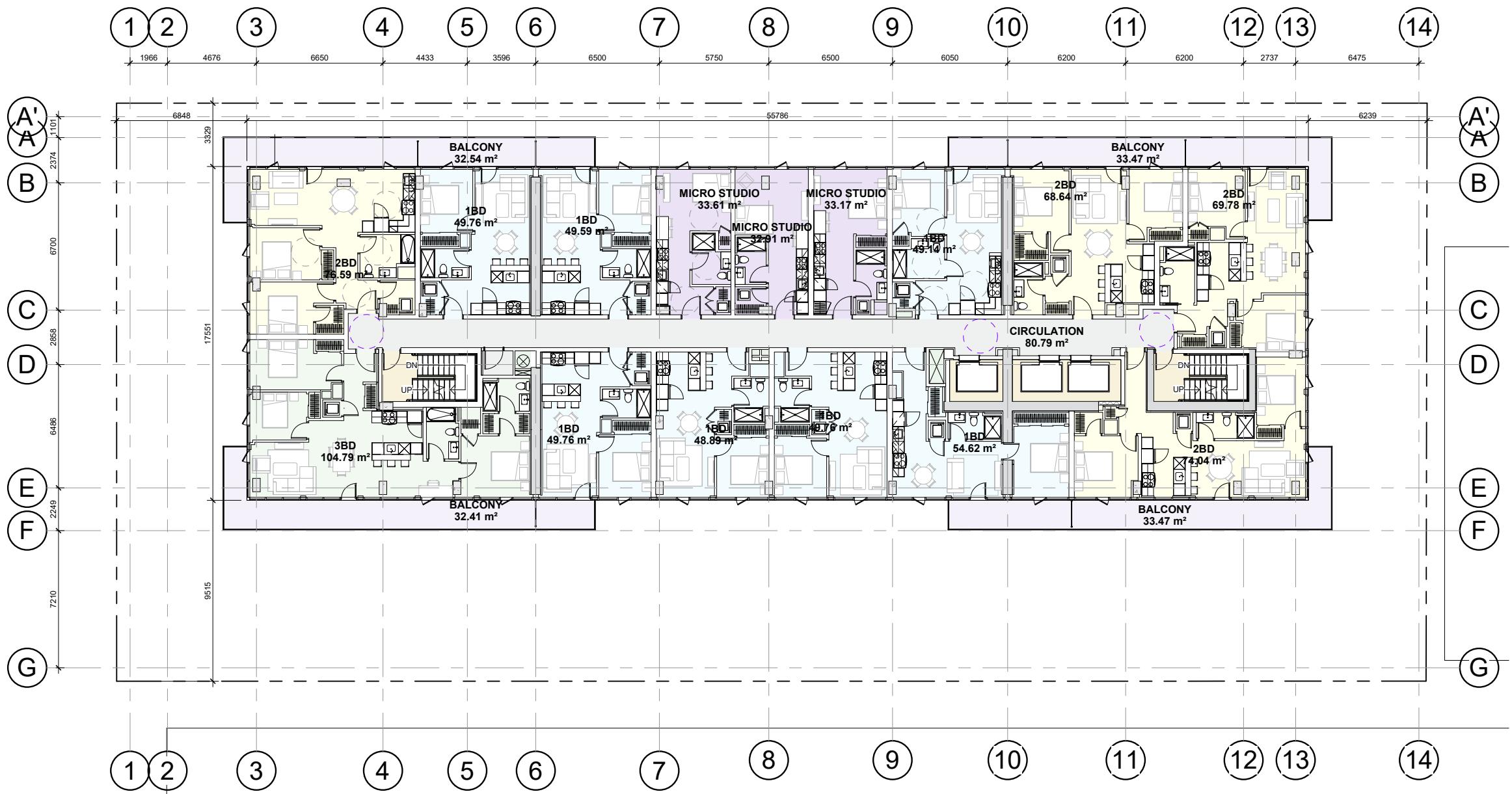


DESIGN RESEARCH :

11th TO 19th FLOOR PLAN

USE LEGEND

- MICRO STUDIO
- 1 BD
- 2 BD
- 3 BD
- CIRCULATION
- BALCONY
- STAIRS / ELEVATOR
- MECHANICAL

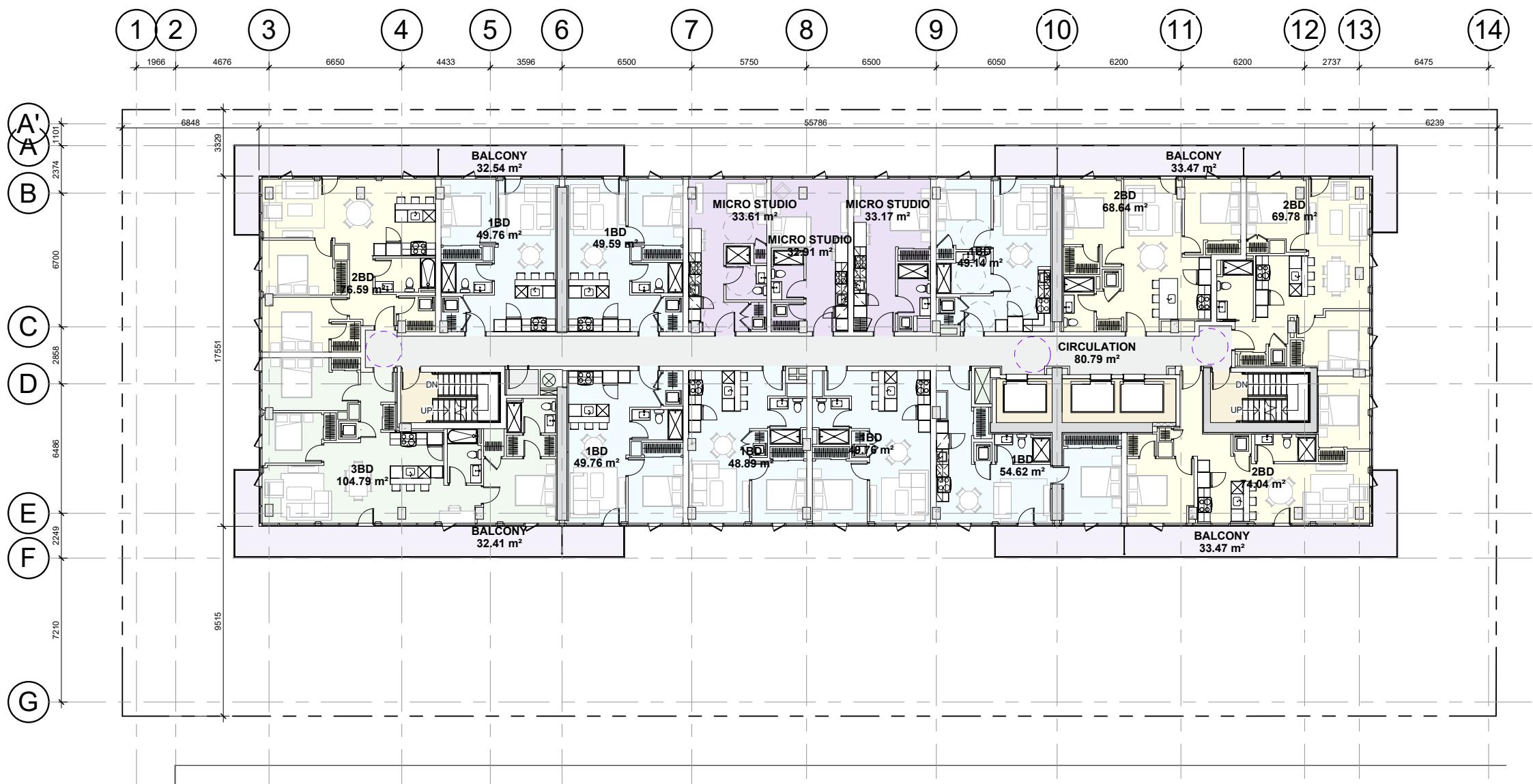


DESIGN RESEARCH :

20th TO 24th FLOOR PLAN

USE LEGEND

- MICRO STUDIO
- 1 BD
- 2 BD
- 3 BD
- CIRCULATION
- BALCONY
- STAIRS / ELEVATOR
- MECHANICAL

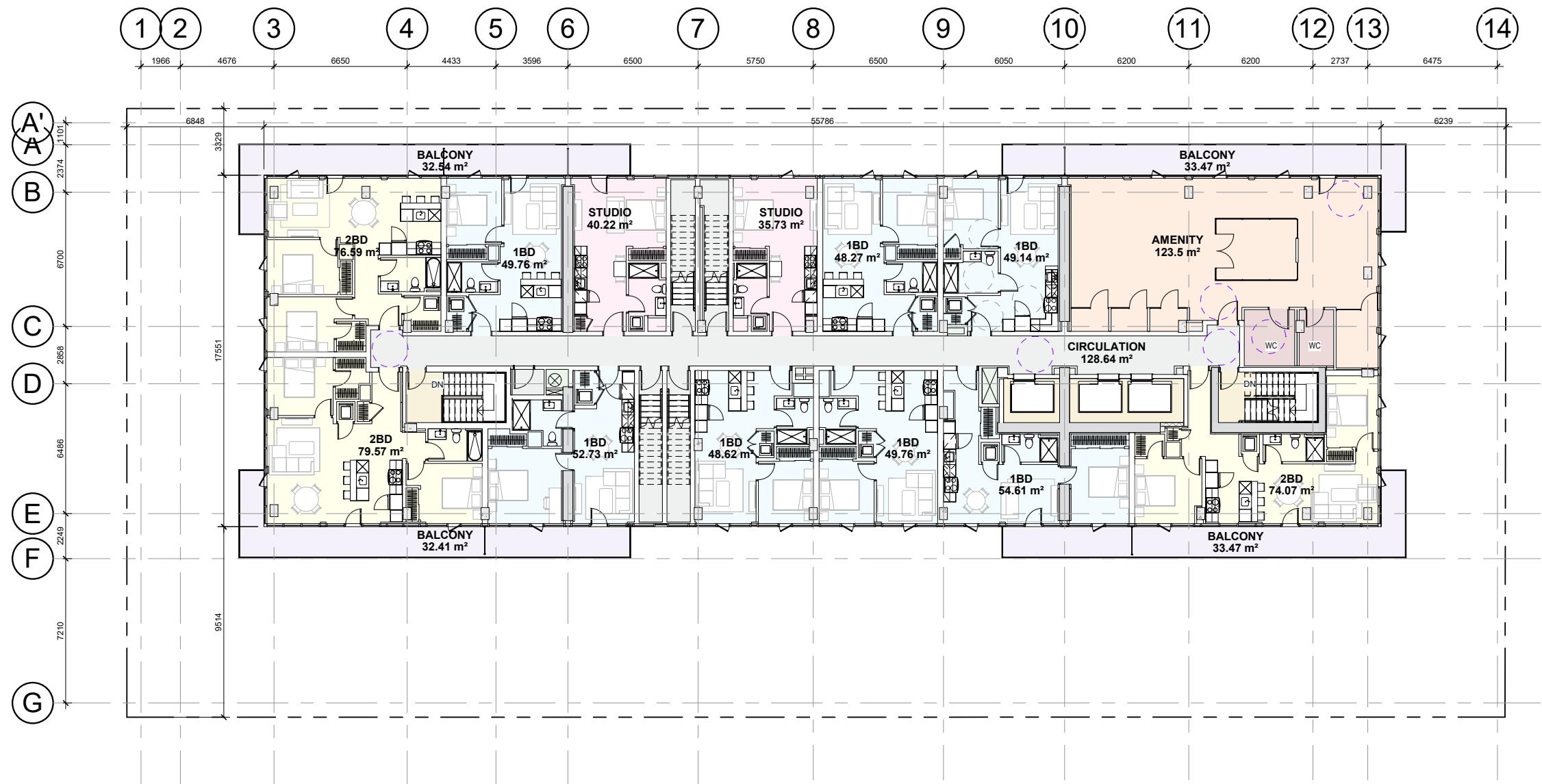


DESIGN RESEARCH :

25th FLOOR PLAN

USE LEGEND

- MICRO STUDIO
- 1 BD
- 2 BD
- 3 BD
- CIRCULATION
- AMENITY
- BALCONY
- STAIRS / ELEVATOR
- MECHANICAL

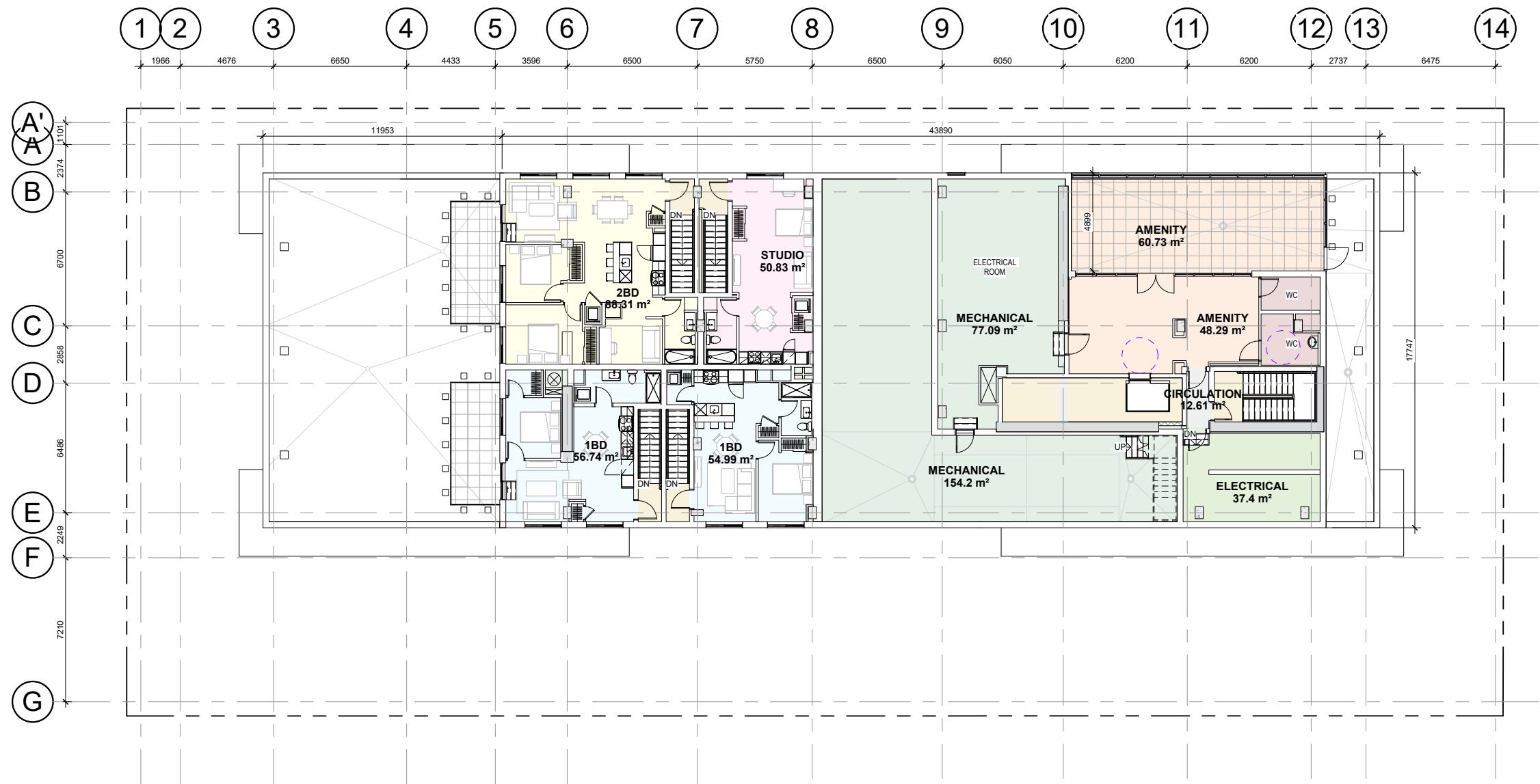


DESIGN RESEARCH :

ROOF PLAN

USE LEGEND

	1 BD
	2 BD
	CIRCULATION
	AMENITY
	STAIRS / ELEVATOR
	MECHANICAL



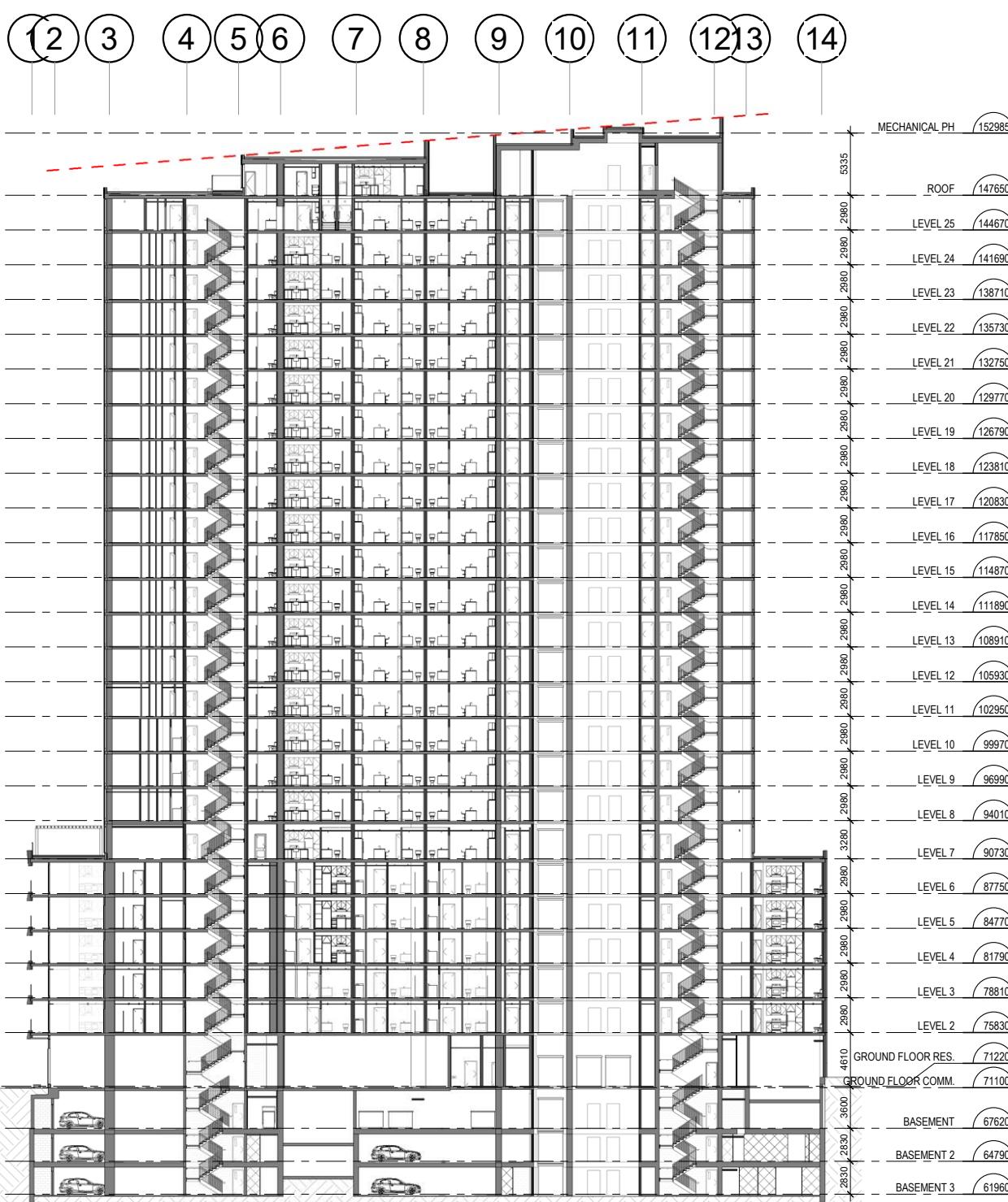
DESIGN RESEARCH :

VIEW OF THE PROGRAMMED COURTYARD

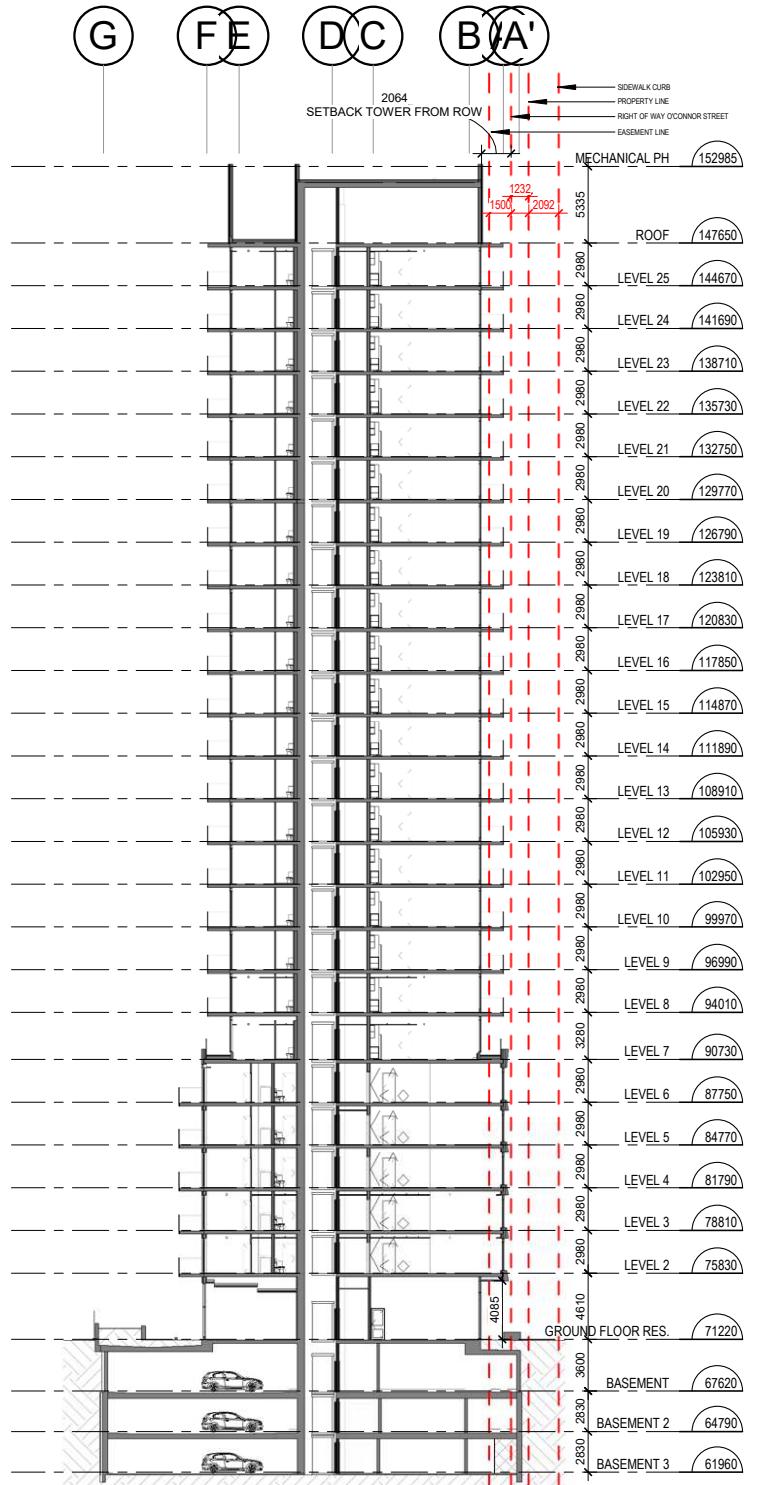


DESIGN RESEARCH :

SECTIONS



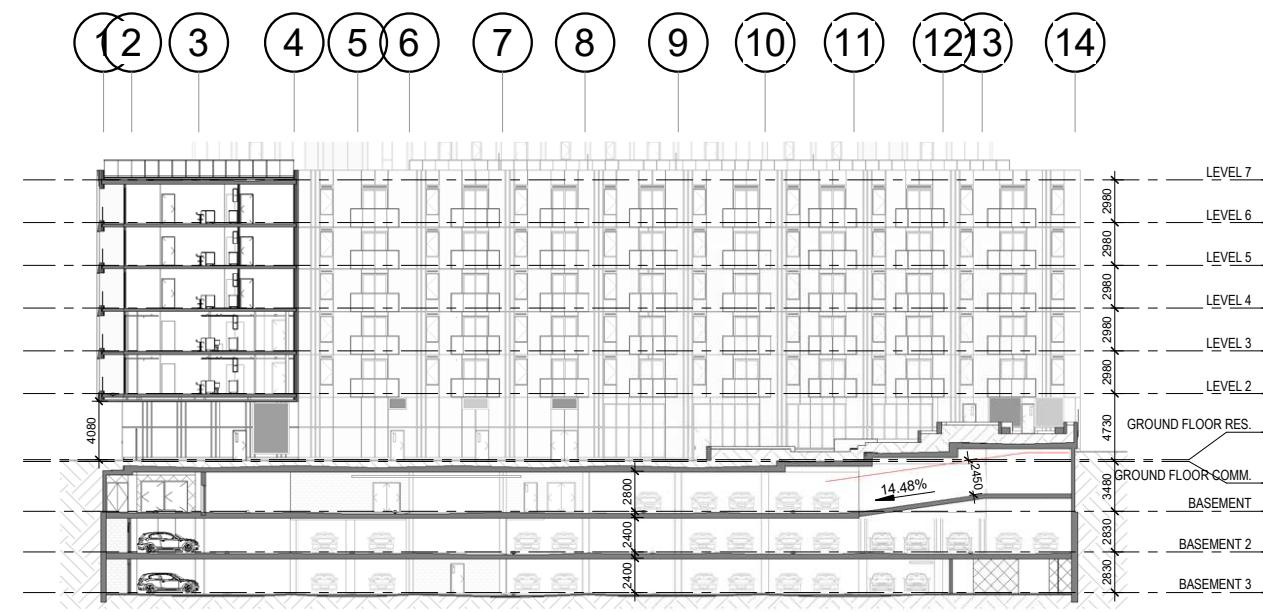
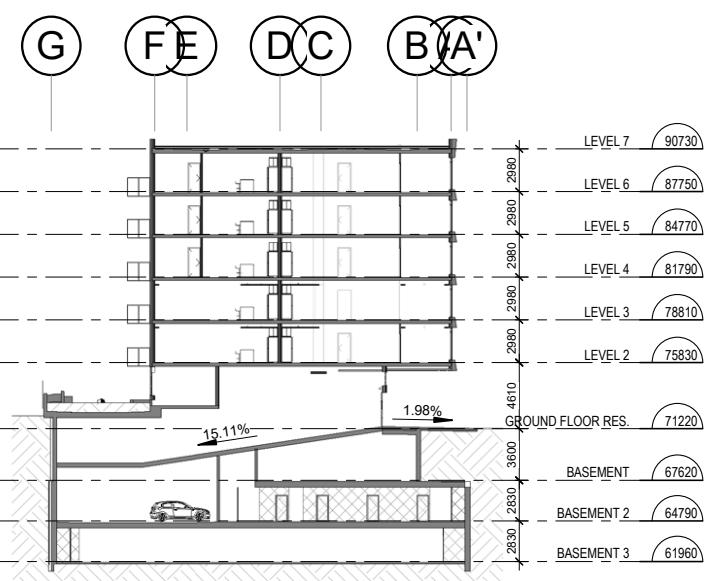
Longitudinal section



Transversal section

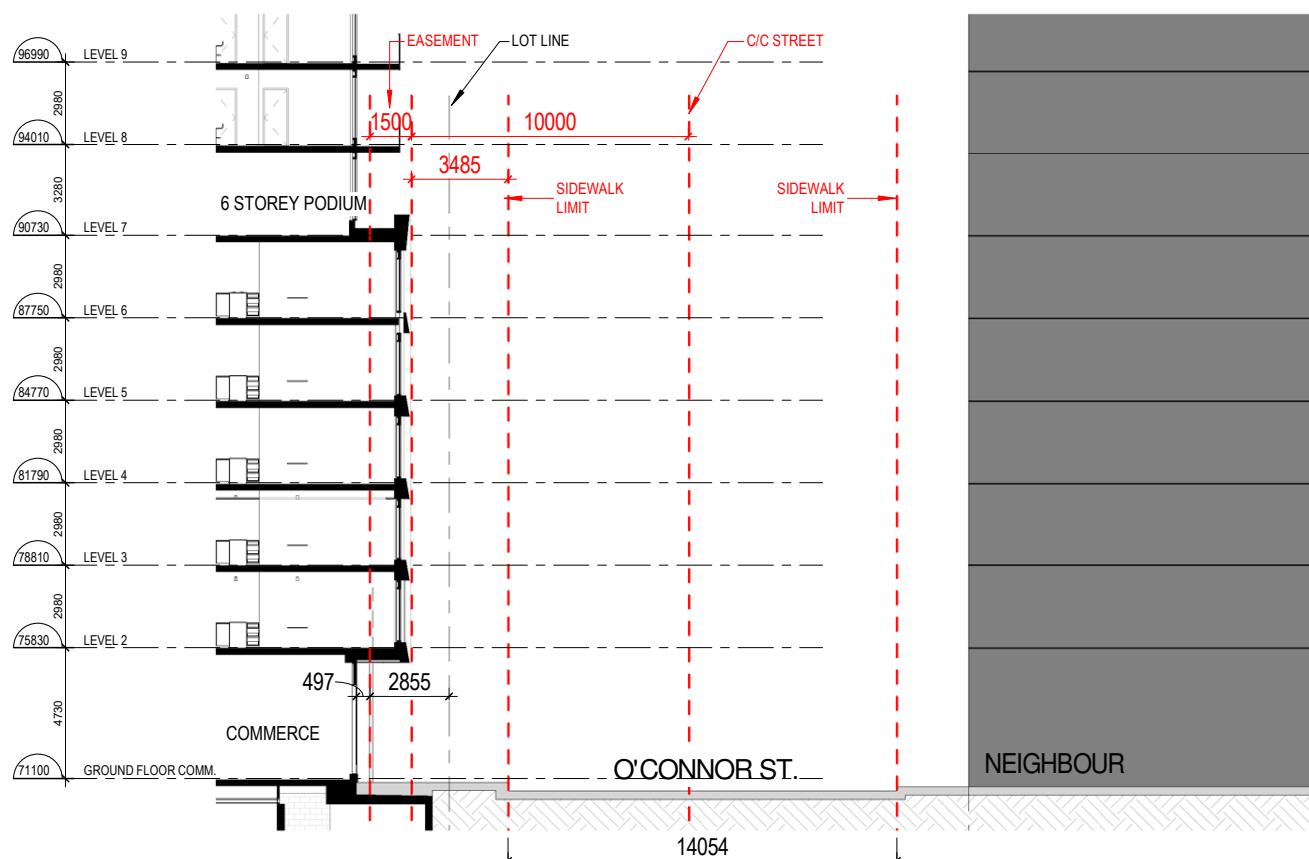
DESIGN RESEARCH :

SECTIONS

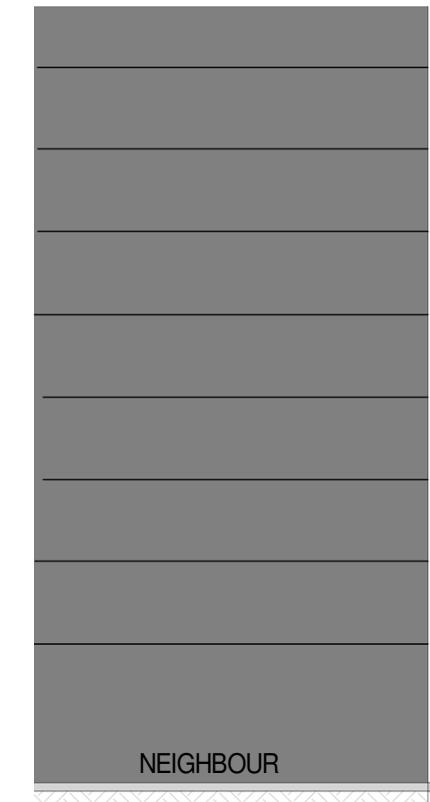


DESIGN RESEARCH :

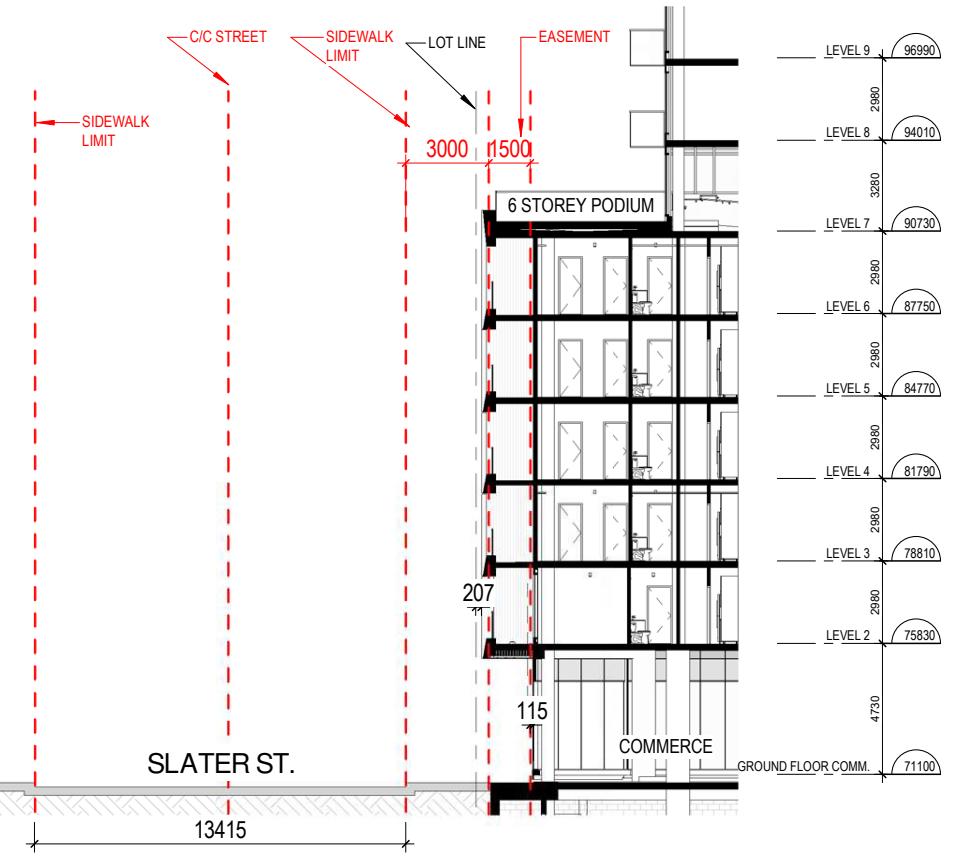
SETBACKS



Setback on O Connor



Setback on Slater



DESIGN RESEARCH :

ENVIRONMENTAL QUALITY AND BIRD SAFETY

The project at 110 O'Connor Street has been designed and planned by incorporating a series of elements that will promote environmental protection and align with the principles of sustainable development. This approach fosters innovation and integration with the surrounding environment to ensure the realization of a building that will offer a unique quality of life for its future occupants

To maintain environmental quality, the project includes:

- Redevelopment of a parking lot and former industrial building for residential purposes;
- Underground parking and loading areas to limit paving and heat islands on the property;
- Parking spaces equipped with charging stations for electric vehicles;
- Indoor, enclosed bicycle parking to promote sustainable mobility;
- Outdoor bicycle racks for visitors;
- A waste and energy management approach in construction and site management;
- Layout of spaces to encourage proper waste management, in accordance with Gatineau city standards;
- Outdoor temporary storage area near the underground access ramp to facilitate waste collection;
- Use of mostly indigenous species in landscaping.

To contribute to community and social life, the project includes:

- A wide variety of units types (studios, 1, 2 or 3 bedrooms) to meet the needs of a diverse clientele;
- Universal accessibility to the residential lobby as well as indoor and outdoor common spaces;
- Development of indoor recreational spaces and outdoor gathering areas (inner courtyard and rooftop common terrace).

To ensure energy efficiency and sustainability of the building, the project includes:

- Selection of durable, robust, and high-quality materials including a low carbon footprint cladding;
- High-quality soundproofing;
- Preference for materials with low levels of volatile organic compounds;
- Preference for the use of local materials;
- Installation of high-performance glazing to minimize unwanted solar heat gain and heat loss;
- Central water heating, which is more durable than individual water heaters;
- Air exchangers in the housing units;
- Central air conditioning system for common areas;
- High-quality insulation meeting standards;
- Installation of programmable thermostats to reduce energy consumption when occupants are absent;
- Energy-efficient indoor and outdoor lighting system.

To optimize the proper management of potable water, the project includes:

- Selection of plants that require minimal water consumption;
- Installation of water-saving sanitary and plumbing fixtures in the units;
- Retention of a portion of rainwater on site.

To reduce the amount of heat islands the project includes:

- Reduction of paved surfaces on the ground and the arrangement of 100% of indoors parking;
- Use of white-colored roofing material. This type of roof reflects light and contributes to the reduction of heat islands;
- Planting of two trees on the inner courtyard.

The project is also currently exploring options for bird-safe design elements to decrease the potential risk to bird species. We have focused on the podium as this is the portion most at risk based on the City's guidelines by having a mixture of glazing and textured cladding. This mixture aims to differentiate the materials, the texture and colour to increase the visibility of the podium.

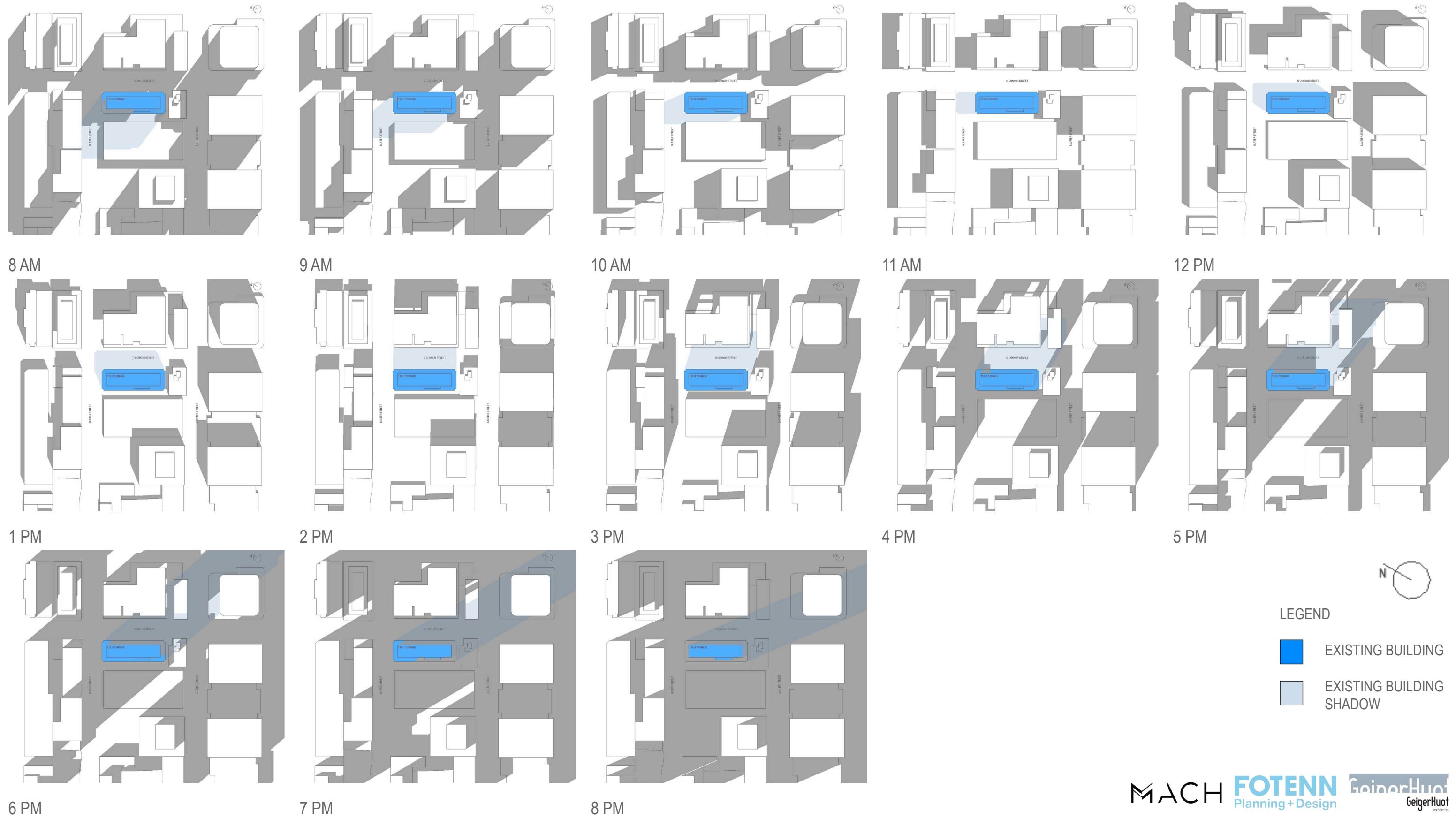
The lighting component of the building will aim to remain mainly decorative and of low impact to ensure that sustainable and bird-friendly goals are achieved as mentioned above.

Finally, we have deployed a substantial effort to plant two trees on the inner courtyard with native species to create a bird-friendly landscaping.

5.0 APPENDICES

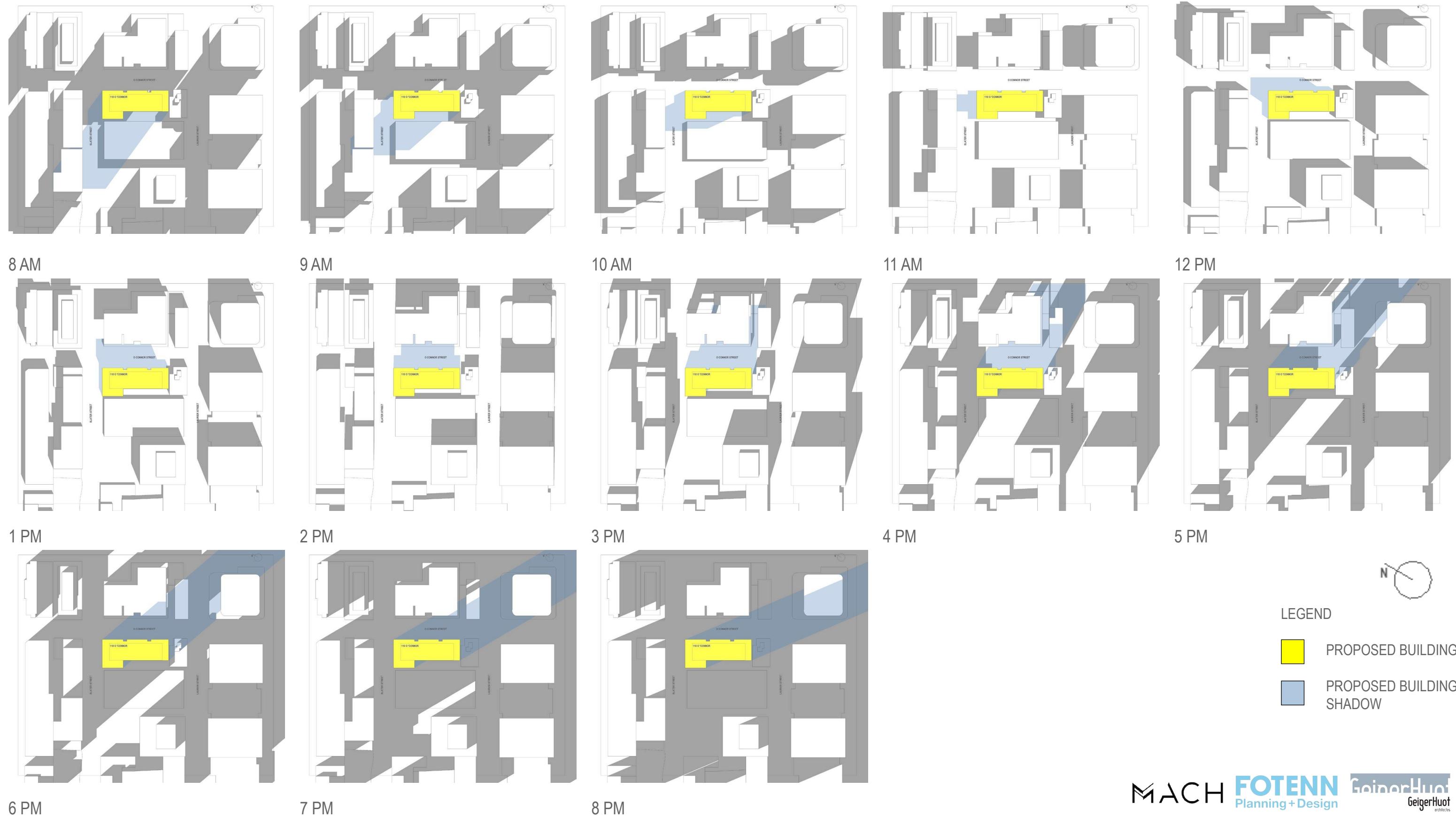
APPENDICES :

SUMMER SOLSTICE SUN STUDY // EXISTING 110 O'CONNOR STREET



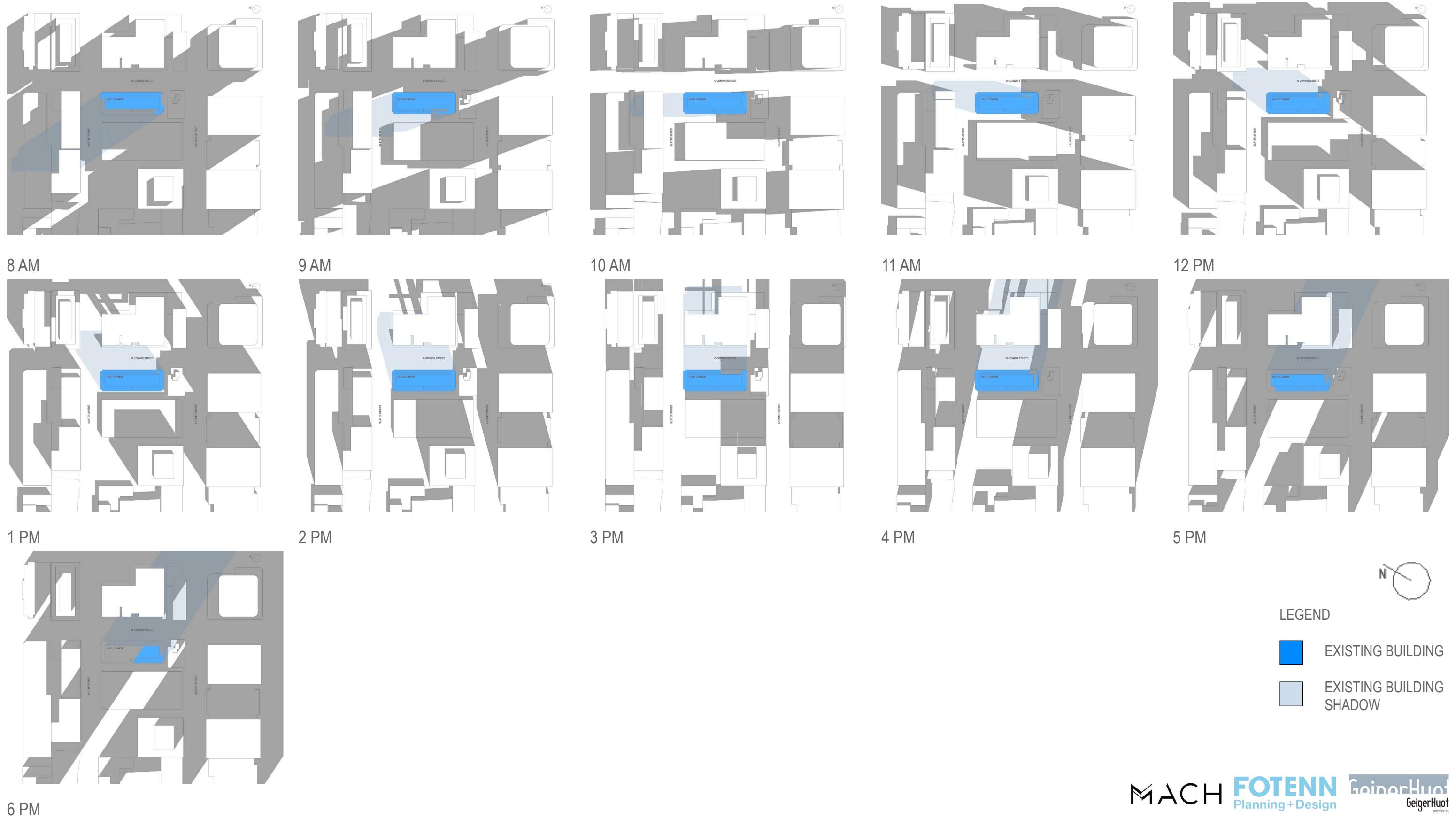
APPENDICES :

SUMMER SOLSTICE SUN STUDY // PROPOSED 110 O'CONNOR STREET



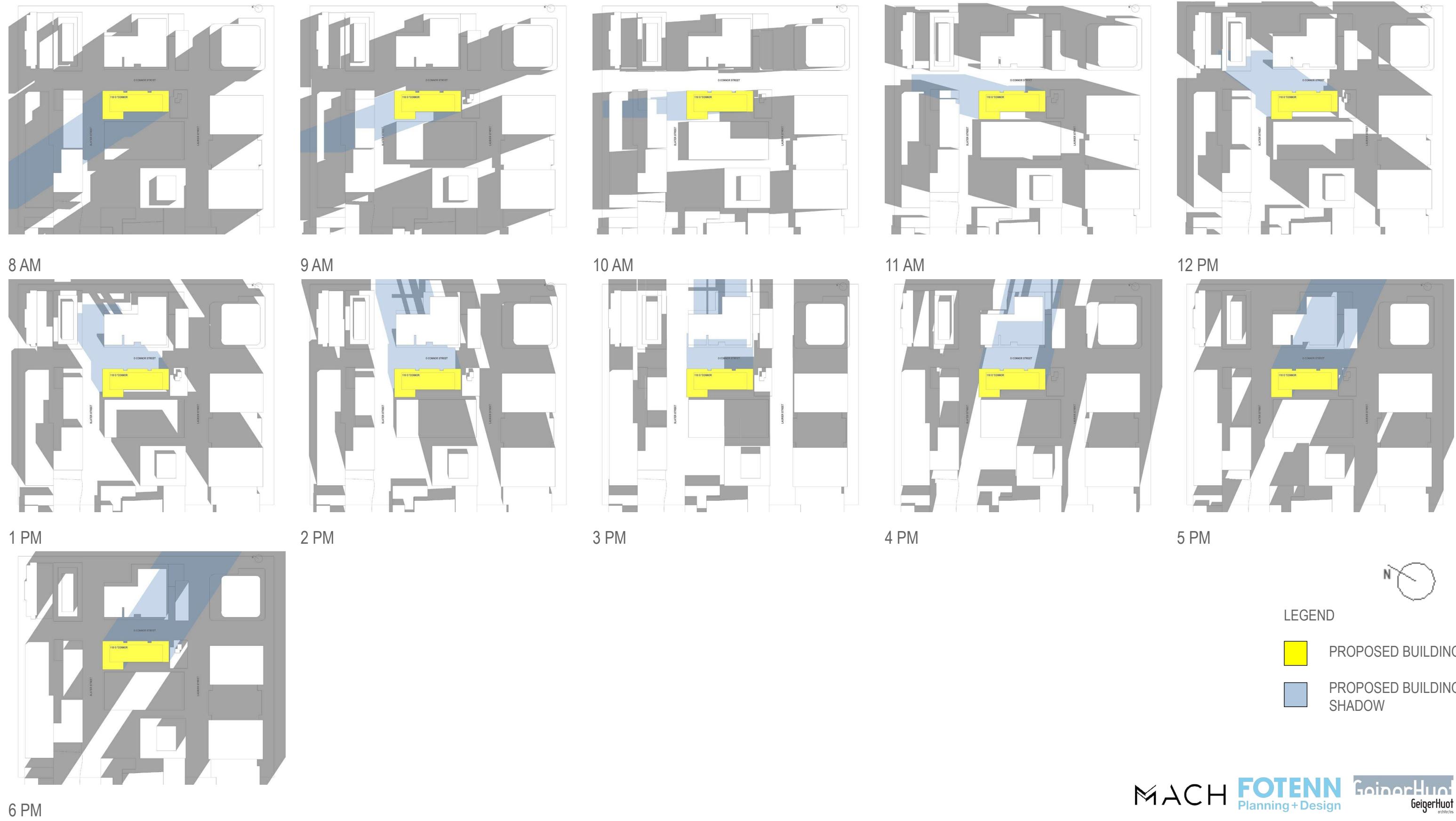
APPENDICES :

EQUINOX SUN STUDY // EXISTING 110 O'CONNOR STREET



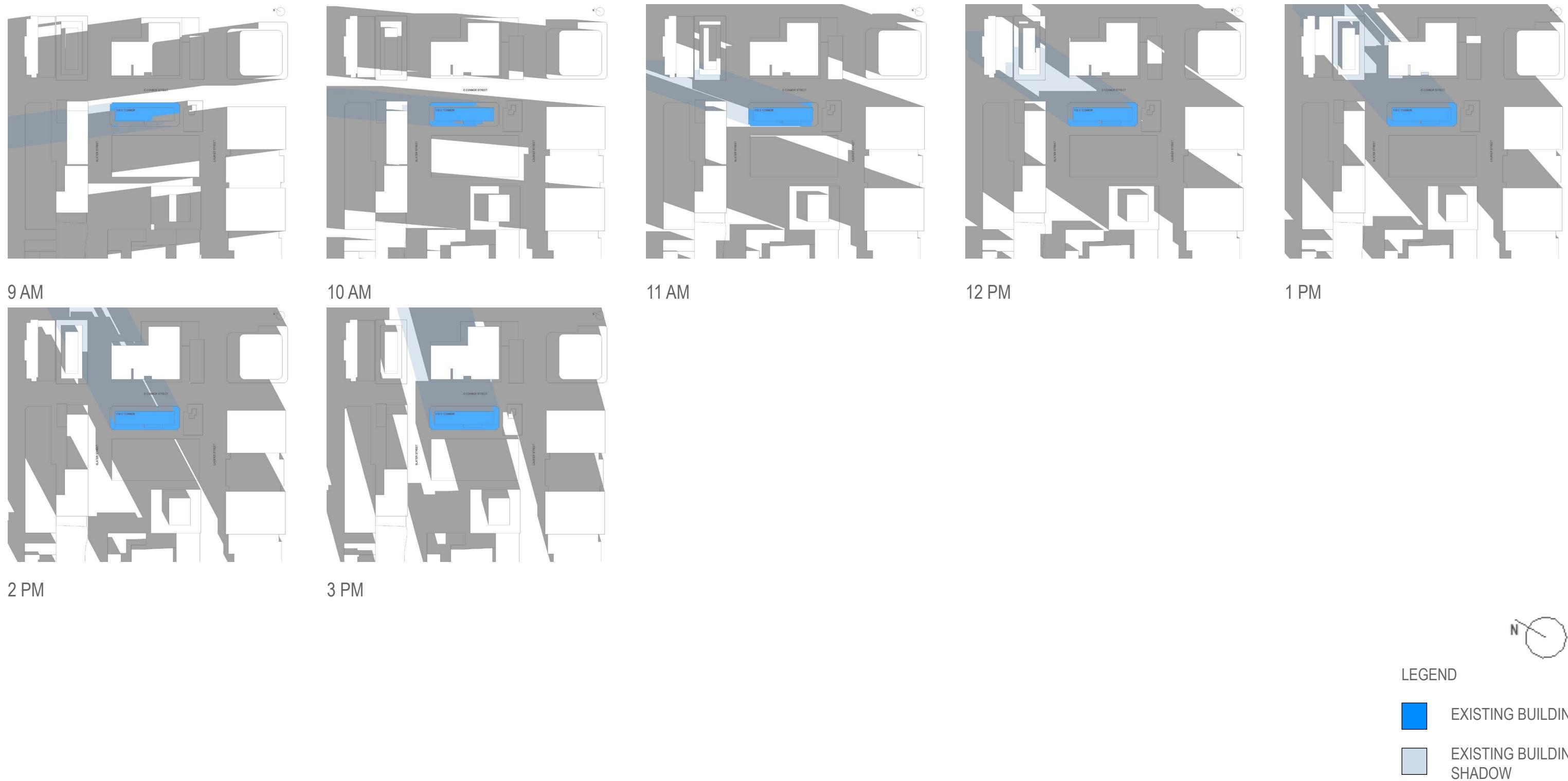
APPENDICES :

EQUINOX SUN STUDY // PROPOSED 110 O'CONNOR STREET



APPENDICES :

WINTER SOLSTICE SUN STUDY // EXISTING 110 O'CONNOR STREET



APPENDICES :

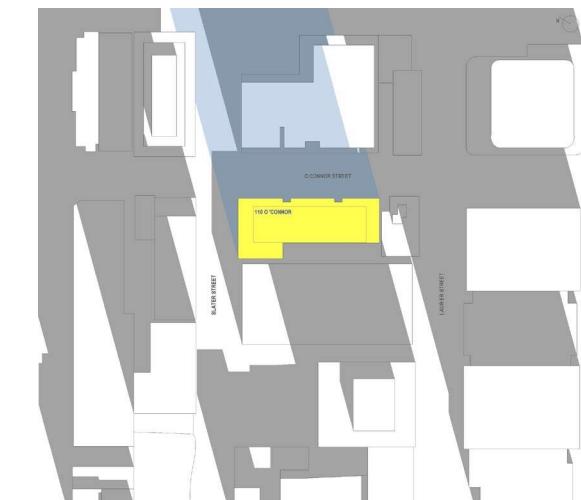
WINTER SOLSTICE SUN STUDY // PROPOSED 110 O'CONNOR STREET



9 AM



10 AM



11 AM



12 PM



1 PM

2 PM

3 PM



LEGEND

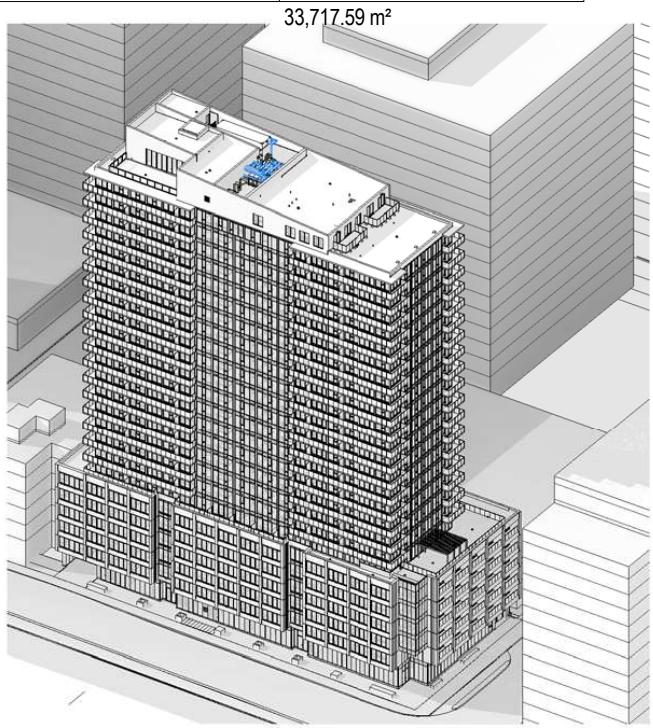
- PROPOSED BUILDING
- PROPOSED BUILDING SHADOW

APPENDICES :

PROJECT STATISTICS

GROSS AREAS	
TYPE	AREA

CIRCULATION	2,316.71 m ²
COMMERCIAL	653.76 m ²
COMMON SPACES	710.79 m ²
ELEVATOR	542.3 m ²
PARKING	5,788.55 m ²
RENTAL	22,486.63 m ²
SHAFT	131.94 m ²
STAIRS	880.99 m ²
UTILITIES	205.93 m ²



LOT AREA: 2 092,4 m²
SITE COVERAGE %: 71.4 %

GROSS BUILDING AREA: 33 043.35 m²
SITE COVERAGE: 1 493.97 m²
EFFICIENCY: -

NUMBER OF STOREYS : 26
NUMBER OF UNITS : 413

INTERIOR PARKING 0.1/UNIT: 60
BICYCLE PARKING 0.5/UNIT: 10 (EXTERIOR)
307 (INTERIOR)

AMENITY 6 m²/UNIT: 1239 m² required
COMMUNAL AREA 3 m²/UNIT: 1311 m² provided

GROSS AREAS ABOVE GROUND - EFFICIENCY	
TYPE	AREA

CIRCULATION	2,316.71 m ²
COMMON SPACES	710.79 m ²
RENTAL	22,486.63 m ²
UTILITIES	205.93 m ²

25,720.06 m²

TOTAL LEASABLE AREAS		
TYPE	NUMBER	AREA

1BD	150	7,576.93 m ²
1BD+	33	2,091.46 m ²
2BD	79	5,743.88 m ²
3BD	22	2,286.94 m ²
COMPOST	1	14.79 m ²
MICRO STUDIO	64	2,125.92 m ²
STUDIO	65	2,661.48 m ²
414		22,501.42 m ²

AMENITY AREA		
LEVEL	TYPE	AREA

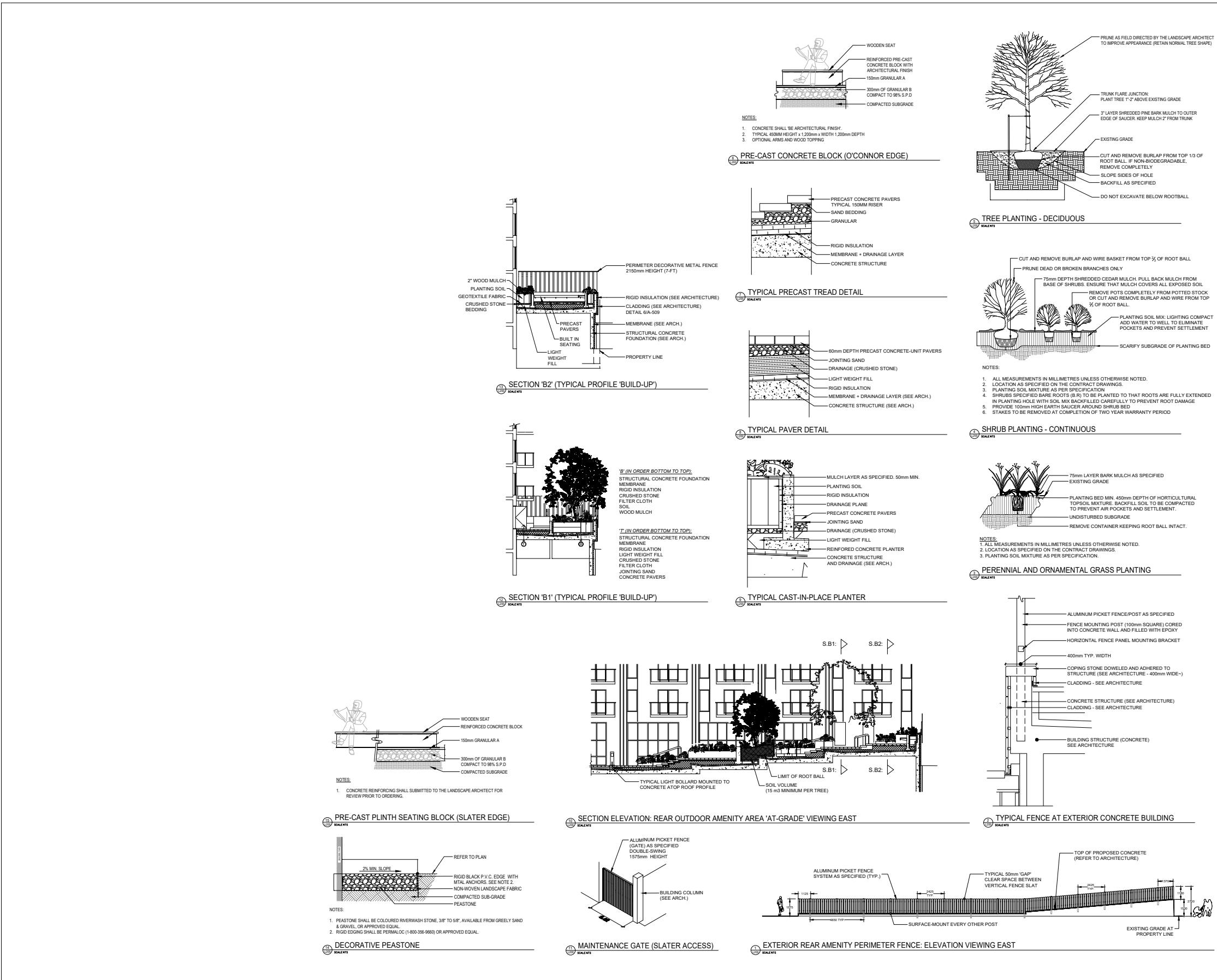
GROUND FLOOR	FITNESS CENTER	119.74 m ²
GROUND FLOOR	LOUNGE	39.93 m ²
GROUND FLOOR	CARDIO ROOM	46.68 m ²
GROUND FLOOR	OFFICE	27.95 m ²
GROUND FLOOR	LOBBY	56.73 m ²
GROUND FLOOR	BATHROOM	13.99 m ²
LEVEL 7	LOUNGE	130.83 m ²
LEVEL 7	LOUNGE	53.53 m ²
LEVEL 7	BATHROOM	4.38 m ²
LEVEL 7	BATHROOM	15.04 m ²
LEVEL 25	CO-WORKING	123.5 m ²
LEVEL 25	BATHROOM	14.61 m ²
ROOF	URBAN CHALET	48.29 m ²
ROOF	BATHROOM	15.59 m ²
COMMON SPACES: 14		710.79 m ²
GROUND FLOOR	COURTYARD	411.32 m ²
LEVEL 7	TERRACE	162.72 m ²
ROOF	TERRACE	60.73 m ²
COMMON SPACES EXTERIOR: 3		634.77 m ²
		1,345.56 m ²

BALCONY AREA	
LEVEL	AREA

LEVEL 2	74.72 m ²
LEVEL 3	74.65 m ²
LEVEL 4	74.93 m ²
LEVEL 5	74.49 m ²
LEVEL 6	74.49 m ²
LEVEL 7	117.5 m ²
LEVEL 8	131.89 m ²
LEVEL 9	131.89 m ²
LEVEL 10	131.89 m ²
LEVEL 11	131.89 m ²
LEVEL 12	131.89 m ²
LEVEL 13	131.89 m ²
LEVEL 14	131.89 m ²
LEVEL 15	131.89 m ²
LEVEL 16	131.89 m ²
LEVEL 17	131.89 m ²
LEVEL 18	146.76 m ²
LEVEL 19	131.89 m ²
LEVEL 20	131.89 m ²
LEVEL 21	131.89 m ²
LEVEL 22	131.89 m ²
LEVEL 23	131.89 m ²
LEVEL 24	131.89 m ²
LEVEL 25	131.89 m ²
149	2,879.66 m ²

APPENDICES :

LANDSCAPE PLAN



APPENDICES :

DETAILED RESPONSES TO APPLICABLE POLICIES & GUIDELINES

110 O'Connor – Responses to Applicable Policies & Guidelines¹

1.0 City of Ottawa Official Plan (2022)

1.1 Transect and Designation

The subject property is located in the Downtown Core Transect and is designated Mainstreet Corridor within a Hub. Per the applicable policies of Sections 5.1, 6.1 and, 6.2, high-rise, mixed-use development is encouraged and anticipated within the Downtown Core within Hubs due to their proximity to transit and existing services. The policies of the Official Plan permit a wide range of urban-oriented uses in the Downtown Core, including high-density housing and at-grade retail.

The following design-related Transect and designation policies apply to the subject site:

- / 5.1.1(4) The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

The proposed development enhances the public realm by activating its ground floor frontages with at-grade commercial uses and providing a wider pedestrian sidewalk with partial weather protection (through a recessed ground floor).

- / 5.1.1(5) To offset its inherently dense built environment and the high proportion of built-up and hardscaped land, particular measures to ensure climate resilience in the Downtown Core Transect should consider the following attributes in the review of a development application:

- o a) The urban heat island effect through cool or green roofs, light coloured reflective materials, retention of mature trees, tree planting and other urban greening;
 - o b) Shaded sidewalks, streets, transit stops, bike lanes and paths to support active mobility and transit during extreme heat through using trees or structures for transit stops;
 - o c) High-quality and intensive urban greenspace, such as parks, shaded public realm and access to cooling amenities to provide relief from the heat, especially for those without air conditioning;
 - o d) On-site stormwater management to mitigate increased imperviousness; and,
 - o e) Alignment with other climate adaptation policies and procedures identified in this Plan.

The proposed development's recessed ground floor and overhanging podium will provide shaded pedestrian space. Further, the proposed development will ensure high levels of energy efficiency above and beyond the applicable Code requirements

- / 6.2.1(4) Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
 - o a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
 - o Vehicular access shall generally be provided from the parallel street or side street.

The proposed development, being located in the Downtown Core, addressed both streets on which it fronts, with minimal setbacks, an enhanced at-grade experience, and commercial space along Slater and O'Connor Streets. With Slater Street being considered the Mainstreet Corridor, the vehicular access is provided from O'Connor Street, considered by the City's policy framework to be the side street.

1.2 Section 4.6 – Urban Design

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 –Design Priority Areas of the Official Plan as it is located in a Hub within the Downtown Core. Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

The applicable urban design policies relating to the redevelopment of the subject property are as follows:

- / 4.6.1(4) Design excellence shall be achieved in part through recognition and conservation of cultural heritage resources located throughout the City, including buildings, streetscapes and landscapes.

The proposed development recognizes the heritage character existing on the site through specific design elements and details, paying homage to the existing building on the property. The main characteristics of Brutalism are reflected in the neighborhood's surrounding buildings. The massive forms, expression of structure, strict grid like façades, rough concrete cladding, and the absence of ornamentation define this style of architecture.



(immediate context)

Inspired by this rich built environment the project aims to pay tribute to the contextual surroundings by designing a building that reimagines some brutalist features in a contemporary, more engaging fashion.

The neighboring building, 124 O'Connor, is a heritage building and has significant details on its envelope that the project aims to reinterpret with a contemporary approach. 124 O'Connor has a sleek linear appearance with stylized geometric ornamentation. The vertical colonnades delineate

APPENDICES :

DETAILED RESPONSES TO APPLICABLE POLICIES & GUIDELINES

the principal facades and are ornamented with three distinct recessed lines. The theme of these three lines is repeated in various façade elements, including the vertical spaces between the windows.

Our proposal aims to pay homage to this significant neighboring building by introducing a contemporary interpretation of its grid like, colonnaded façade and geometric ornamentation.

Our podium is divided by three floating masses intersected by curtain wall and treated in a brutalist style by the choice of texture and sculpture of its structural elements. Homage is paid to 124 O'Connor with the re-interpretation of the three recessed linear elements on the sides of these masses. While the massing and details are reinterpretations of historic styles, the floating elements are distinctly contemporary. The corner, marked by these same lines, opens up to the street, re-interpreting the language of the existing building.



/ 4.6.1(5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- o a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- o b) Lighting that is context appropriate and in accordance with applicable standards and guidelines;
- o c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The ground floor condition is conducive to four-season comfort as a result of the cantilevered upper podium over the sidewalk and ground floor retail entrances. This feature re-establishes an existing condition on the site, as the current building at 110 O'Connor features a pedestrian arcade. The proposed cantilever represents an improved condition with regards to four-season comfort and public realm interface as the existing columns have been removed, creating a seamless connection between the sidewalk and the covered walkway. This pedestrian walkway will also be well lit at night with integrated LED lighting in the soffit. We propose to conserve and reuse the granite column bases of the original building to repurpose and provide public seating and planters on Slater and O'Connor streets.

The project also offers an accessible green courtyard that is programmed for various activities and will feature much planting and trees. The blank wall facing the interior courtyard will feature a mural commissioned by local artists.

/ 4.6.2(1) The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences is protected. The area to which view protection applies can be extended through development or supplementary planning processes, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Schedule C6A, Schedule C6B, Schedule C6C and the National Capital Commission's Canada's Capital Views Protection, or its successor document. The following applies within areas designated on Schedule C6A:

- o a) Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A;
- o b) No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.

The proposed development respects the applicable view planes and height restrictions enforced in the downtown core through the relevant zoning provisions and schedules.

/ 4.6.2(3) Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- o a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions.

The proposed development's design has regard to its surrounding context and the commercial office character of the Central Business District. The building's silhouette presents vertical as well as horizontal visual interest through setbacks, articulation, and massing. Per the City's Urban Design Guidelines for High-Rise Buildings, the proposed building represents the three-tiered vertical distribution of massing desired by the city – presenting a base, middle, and top of the building, each with their own distinctive character and relationship to the surrounding context.

/ 4.6.3(1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

/ 4.6.3(8) Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.

The existing building features a pedestrian arcade which extends along both street frontages. In keeping with this existing public realm element, the proposed development seeks to re-establish a similar pedestrian-oriented element through an overhang of the building's podium above a recessed ground floor. The second through sixth floor protrude out from the rest of the building's

APPENDICES :

DETAILED RESPONSES TO APPLICABLE POLICIES & GUIDELINES

massing, providing an overhead cover over the sidewalk and entrances to the building. This space creates a well-defined interface between the uses and entrances along the ground floor of the building and the public realm extending along the two street frontages.

/ 4.6.4(1) Innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3). The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

The proposed development seeks to establish sustainable design and development practices through the demolition, construction, design, and operation of the building. The proposed exterior cladding on the podium are fibre cement panels that offer design flexibility, durability and are 100% recyclable. The material also has a low carbon footprint.

/ 4.6.4(3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.

A small portion of the rooftop has been dedicated to a green roof so as to reduce the amount of dark-coloured surfaces contributing to the urban heat island effect, as well as providing a minor stormwater catch basin.

/ 4.6.5(2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

The Downtown Core transect is representative of a high-density, mature built form, generally defined by zero-lot line conditions and a continuous building wall framing the street. Given the commercial office character of the downtown, stepbacks from upper floors are less common and sheer building faces extending from the street to the tops of buildings are the characteristic built form seen in the surrounding blocks.

Given the existing context, the proposed building is a characteristic element of the Downtown Core through the implementation of the anticipated heights, parking allotments, and ground-floor activation. The building includes entrances along each of the street frontages and incorporates a podium design, creating a continuous interface with the public realm and helping to create a feeling of separation between the pedestrian-level experience and the upper high-rise building massing. This approach, as found across the Downtown Core, seeks to ensure that the overall massing does not overwhelm and encroach onto the enjoyment of street-level activities.

/ 4.6.5(3) 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 will provide underground parking. The entrance to the parking garage is proposed to be located at the edge of the building so as to minimize impacts to the public realm.

The maximum building heights established in relation to the Parliament Buildings are inclusive of mechanical penthouses. The mechanical penthouse has been integrated into the top storey of the building. Additional mechanical space will be located underground or elsewhere within the building.

/ 4.6.5(4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

All common areas of the building are designed to be universally accessible, as well as 15% of all units distributed by unit type and vertically throughout the building.

/ 4.6.6(4) 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:

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) 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 amenity spaces across the proposed building vary in purpose, size, and outdoor exposure – ranging from an indoor space on the ground floor, to a fully-exposed rooftop terrace. The amenity spaces are also distributed vertically throughout the building, with spaces available at the ground level, 7th floor, 25th floor, and rooftop. As mentioned, there are varying levels of outdoor exposure across the amenity spaces, providing residents with ample opportunities to appreciate and utilize these spaces regardless of weather conditions. Two of the spaces (7th and 25th floor) include both indoor spaces as well as accessible outdoor terrace or balcony features, creating a hybrid environment, available regardless of the weather conditions outside.

/ 4.6.6(8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed tower features a relatively large floorplate of approximately 950 square metres, which is characteristic within the Downtown Core, but larger than the above-noted 750 square metres. Due to the existing lot fabric, and constraints placed on the site by maximum building height restrictions, the proposed building presents itself as a bar building, similar in envelope to the existing building on the site. The existing urban fabric within the downtown core is characteristic of large high-rise floorplates. The lot size and shape are not conducive to a slimmer tower and design. Additionally, the existing foundation on the site, which is proposed to be partially reused, is not oriented in a way which would be conducive to the tower core being located in an appropriate location. The existing site constraints and context of the downtown core lend itself to a building with greater bulking as opposed to a slim tower design.

/ 4.6.6(3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The proposed development relates to the surrounding buildings by providing a built form, setbacks and floorplates that are typical within the downtown core. The proposed development will ensure compliance with existing building height restrictions in proximity to Parliament Buildings, which make variations in height with nearby buildings more difficult to achieve.

/ 4.6.6(9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre

APPENDICES :

DETAILED RESPONSES TO APPLICABLE POLICIES & GUIDELINES

separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

/ 4.6.6(10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposed development incorporates shorter separation distances than envisioned by the City's Official Plan. However, this is representative of the tighter urban fabric found throughout the downtown core, which is characterized by shorter setbacks and large floorplates. It should be noted that the proposed development also incorporates stepbacks after the 6th storey to provide a more slender tower than the base of the building and greater separation distances from abutting properties (the tower provides separation distances of approximately 6.5 metres from the abutting property to the south and approximately 7.4 metres from the abutting property to the west).

2.0

Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan applies to the subject property. Per Schedules A and B of the Secondary Plan, the subject property is located in the "Core" character area (Schedule A) and is designated "Downtown Mixed-Use" (Schedule B) with a maximum building height specified through the applicable Angular Height Plane established through the Official Plan and Zoning.

2.1 Downtown Mixed-Use Designation Policies

The Downtown Mixed-Use Designation provide for a character of uses and infrastructure that is supportive of the Downtown Core Transect's role as a hub of commercial and social activity. The following policies apply to development on the subject property:

/ 2.3(4) Development will provide active uses along the entire ground floor frontage.

- o a) Uses which do not contribute activity and animation to the public realm should be located away from the building's frontage. Examples include offices; and
- o b) Parking garage entrances and loading facilities will, wherever possible, be located on a different wall than that of the main building frontage and accessed from a side street. Residential parking, office parking and loading facilities will share the same curb cut and access point unless it is demonstrated that such arrangement is impossible to design. The width of garage and loading dock doors, and associated curb cut, shall be kept to the strict minimum. Curb returns leading to garage and loading doors are not permitted; any vehicular access crossing a public sidewalk shall be designed to maintain a level sidewalk and give absolute priority to pedestrian safety. Signage will require vehicles to yield to pedestrians on the sidewalk.

The proposed development incorporates active uses (commercial uses and building entrance lobby) along the ground floor frontages along Slater and O'Connor Streets. The parking garage entrance is located on O'Connor Street, along the longest building wall facing the public frontage. The parking garage entrance is located as close to the building edge as possible so as to minimize impacts to the public realm. Further, the location of the entrance is in line with Official Plan directions indicating Slater Street as a Mainstreet Corridor (with O'Connor Street therefore being a side street).

2.2 General Policies

Per the Secondary Plan, development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity. The following general policies apply to the proposed development:

2.2.1 Built Form

/ 3.1(1) Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

- o a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.
- o b) Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.
- o c) Lower floor articulation with a high degree of transparency and functional permeability.
- o d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.
- o e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.
- o f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.
- o g) The inclusion of art in the public realm where possible.
- o h) Buildings must front onto all their adjacent streets.
- o i) Vehicular facilities must minimize all visual and functional impacts on the public realm.
- o j) Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.
- o k) Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities.

The proposed development contributes positively to the adjacent public realm. In particular, the proposed development incorporates:

- o **functional main entrances that are visible from the public street;**
- o **amenity spaces in proximity to the public realm including balconies, a large lobby, and at-grade indoor and outdoor amenity space in the southwest corner of the subject property;**
- o **activation of the ground floor with significant glazing and articulation of the podium levels;**
- o **commercial units fronting the public street;**
- o **frontage on both adjacent streets;**
- o **a vehicular entrance at the edge of the building, allowing for minimal impacts to the public realm;**
- o **underground parking; and,**
- o **wide pedestrian and public realm facilities, which are partially covered by a cantilevered podium over a recessed ground floor.**

/ 3.1(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. For further specification, this includes residential, retail and commercial units.

The proposed development will provide a continuity of active frontages along the ground floor fronting Slater and O'Connor Streets through the incorporation of commercial units and a lobby for the residential component.

/ 3.1(4) Where development has little or no setback from the public realm, it should generally provide continuous and substantial weather protection for pedestrians along its frontage. These setbacks will constitute a seamless extension of the street's pedestrian realm. If provided in the form of colonnades or cantilevers, the minimum height of such spaces is two storeys. Weather protection features will ensure a maximum visibility for storefronts and a minimal footprint on the ground. Such features should not be

APPENDICES :

DETAILED RESPONSES TO APPLICABLE POLICIES & GUIDELINES

required above residential units or where it conflicts with heritage considerations. Refer to the Downtown Moves: Transforming Ottawa's Streets, study Section 3.2.12.

The proposed development provides weather protection in the form of a cantilevered podium and recessed ground floor providing shelter for pedestrians along its frontage.

2.2.2 Mobility

/ 3.3.1(14) Right of way widening consistent with right of way protections will be used for the purposes of improving the streetscape and addressing the needs of pedestrians and/or cyclists. Examples include widened sidewalks, bicycle parking, street trees and parkettes. This space will not be used to expand motor vehicle infrastructure. Corner sight triangles will no longer be required, unless it is demonstrated that it is impossible to achieve the satisfactory placement of signal or other infrastructure in a way that maintains pedestrian flow on the sidewalk. Wall-mounted infrastructure placement based on agreements with abutting landowners should be considered as preferable to the taking of land.

The proposed development will incorporate wide pedestrian spaces through its recessed ground floor.

/ 3.3.2(17) Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.

- o a) Vehicular access, parking and loading infrastructure shall not be permitted from Corridors. Existing accesses will be removed at time of development. Exceptions may be made if a lot both fronts no other streets and has no alternative vehicular access. In that case, the dimensions of the access shall be kept to an absolute minimum and shall minimize their visibility from the public realm.

The proposed vehicle parking entrance is accessed off O'Connor Street, away from the frontage along Slater Street (a designated Mainstreet Corridor).

/ 3.3.2(19) The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they currently exist, the City will require their removal at the time of redevelopment or change of use.

No parking facilities are provided in front of the proposed building.

2.2.3 Heritage

/ 3.4(21) The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the Ontario Heritage Act, the Federal Heritage Buildings Review Office, or listed on the City's Heritage Register. Development will respect the area's heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan.

The proposed development is located adjacent to a property on the Heritage Register (124 O'Connor Street, to the south). The proposed development relates to the abutting building to the south by providing a podium height with the same number of storeys (six) as the abutting building.

2.2.4 Character Area Policies – Core

/ 4.3.2(6) The Core area is intended to be the principal focal point of activity in the city and within the metropolitan downtown core. Development will: a) Be designed to maximize the activity on, accessible to and visible from the public realm; and b) Provide continuous active frontages and active uses along all streets.

The proposed development enhances the at-grade experience through the incorporation of commercial uses facing the public realm.

/ 4.3.4(8) The City will require a minimum sidewalk width of 3 metres along all streets, as per the Downtown Moves: Transforming Ottawa's Streets study. This may be increased without amendment.

The proposed development will provide sidewalks along Slater and O'Connor Streets which are significantly wider than three (3) metres.

3.0

Design Guidelines

3.1 Urban Design Guidelines for High-Rise Buildings

The proposed building respects the existing character of the downtown core through re-establishing the bar building which currently exists on the site. The nature of the site has guided the overall massing and building envelope pursued through this design. Due to its location within the Downtown Core, the proposed building is subject to the height restrictions established in relation to the Parliament building to the north. The proposed building height is respectful of these limitations and has integrated features such as the mechanical penthouse and rooftop terrace into this constrained envelope.

The proposed building is representative of a background building within the downtown area, yet, due to the general office-building character found in the surrounding blocks, the proposed design represents a shift away from the general character found in the area. Increased articulation and the addition of balconies creates a distinct character from the buildings surrounding the property while also respecting its role as a fabric element in the high-rise downtown core.

Through the establishment of a base, middle, tower design, the proposed development presents a high-rise building which respects the ground-floor experience through the attention paid by the overhanging podium. Stepbacks at the 7th floor helps to separate the tower portion of the building from the experience at grade. The outset podium creates a distinguished building face from the ground floor, helping to maintain a human scale along O'Connor and Slater Street.

Overall, the proposed development generally aligns with the direction provided by the Urban Design Guidelines for High-Rise Buildings as the design respects the existing character of the downtown, presenting a high-quality and well-articulated bar building, while enhancing the overall experience through a well-differentiated base, middle, and tower configuration.

3.2 Transit-Oriented Development Guidelines;

The proximity to the Parliament LRT Station as well as several other bus stops emphasizes the importance of meeting and exceeding the guidelines associated with Transit-Oriented Development. The proposed development has taken guidance and direction from the general principals and guidelines established by the Transit Oriented Development Guidelines. The development of high-density, mixed-use destinations within close proximity to existing transit stations exercises the opportunity to provide housing options and associated services in a way which promotes sustainable modes of transportation.

The building's design seeks to highlight the residential character of the building through the use of articulation within the podium as well as through the podium's orientation and relationship to the rest of the building. The inset balconies create a texture, unique to the general commercial office context found in the surrounding blocks. Seeing as many of the prominent office buildings in the surrounding area are unlikely to be redeveloped, the differentiation achieved by such design features creates a distinct built form and silhouette within a high-traffic and important area of the city.

APPENDICES :

DETAILED RESPONSES TO APPLICABLE POLICIES & GUIDELINES

The proposed development, while establishing greater densities on the site, contributes to the public realm experience through a podium design which frames the right-of-way and a cantilever which provides for a more enjoyable pedestrian experience along the ground floor. The podium, as a distinct feature of the building's design, creates a stark separation between the pedestrian realm and the high-rise tower character, helping to establish and maintain a human-scale along the street. The re-establishment of retail uses at-grade, existing on the site currently, seeks to propagate service offerings within the downtown core, primarily accessible to those walking, cycling, and travelling by transit.

The proposed design aligns with many of the applicable guidelines established through this document, representing a highly-accessible, pedestrian-oriented, and transit-supportive development.