

50 THE DRIVEWAY

DESIGN PRESENTATION - REZONING APPLICATION RESUBMISSION

JANUARY 19TH 2021



HOBIN
ARCHITECTURE





LOCATION PLAN



CURRENT PROPERTY CONTEXT



SITE CONTEXT

MAIN CHANGES / RESPONSES TO FEEDBACK

A. PROGRAM CHANGES

-

B. LANDSCAPING/TREE CONSERVATION & PUBLIC REALM

-

C. MASSING ALTERATIONS

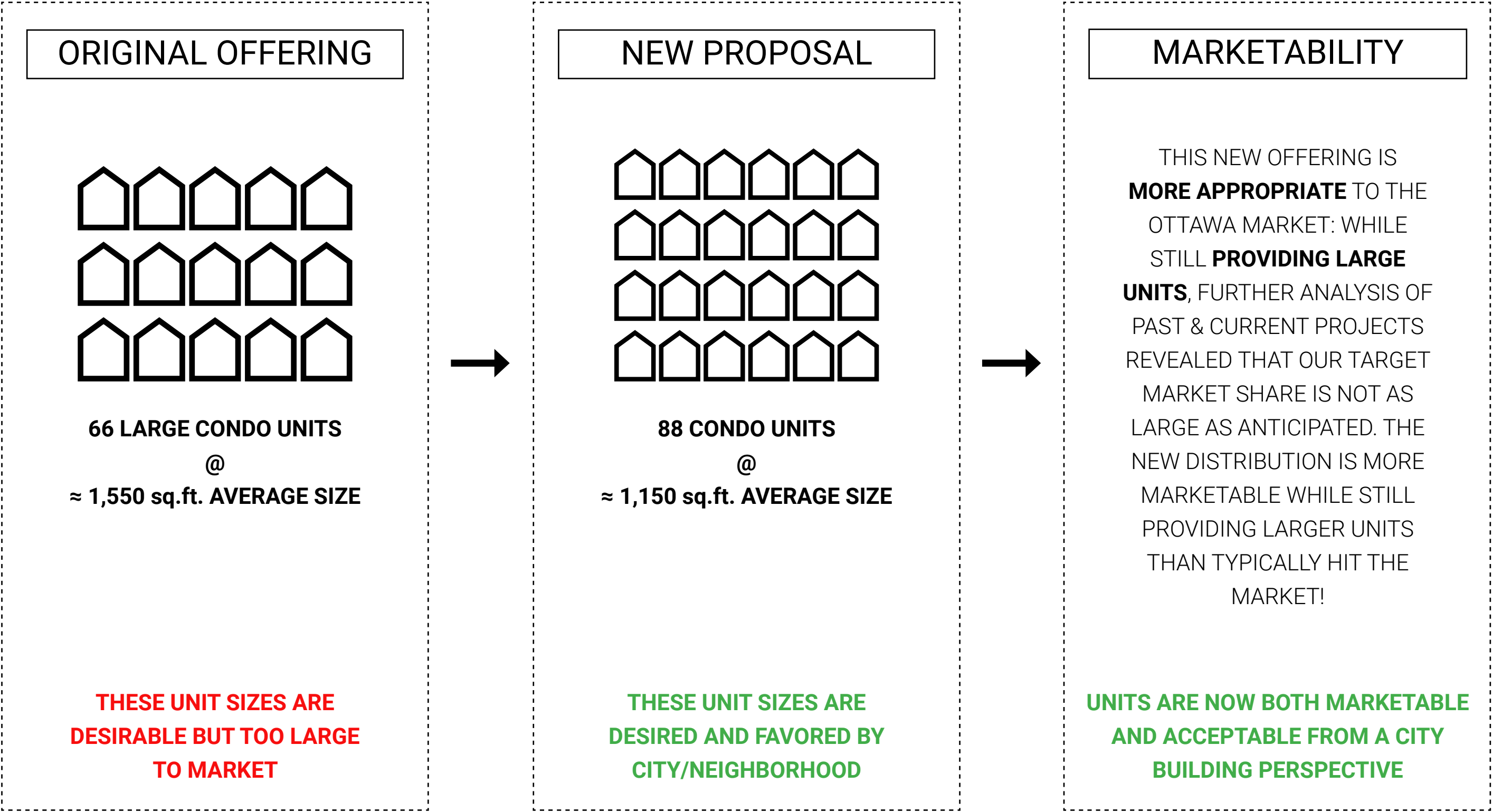
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D. DESIGN EXPRESSION

PROGRAM CHANGES:

- 1 - BUILDING PROGRAM HAS BEEN REVISED TO OFFER A BETTER SUITE DISTRIBUTION
TAILORED TO THE OTTAWA MARKET
 -
- 2 - PARKING TO UNIT RATIO HAS BEEN REDUCED FROM 1.4:1 TO 1:1
 -
- 3 - SMALLER UNDERGROUND PARKING GARAGE FOOTPRINT WITH ADDED DEDICATED
BIKE/STORAGE ROOMS TO FULLY ACCOMMODATE A 1:1 BIKE PARKING RATIO WITHIN
THE BUILDING

PROGRAM CHANGE TO REDUCE UNIT SIZES



*THIS NEW OFFERING IS BASE ON RECEIVED FEEDBACK AND FURTHER ANALYSIS OF RECENT PROJECTS IN OTTAWA; SEE FOLLOWING PAGE

MARKET ANALYSIS OF RECENT HOBIN PROJECTS

PROJECT	YEAR	UNIT MIX			AVERAGE UNIT SIZE
		BACH	1 BED / 1+DEN	2 BED / 2+DEN	
RIVER TERRACES I	2016	15%	23%	62%	949 sq.ft.
NUOVO	2018	0%	47%	53%	918 sq.ft.
1140 WELLINGTON	2018	0%	42%	58%	798 sq.ft.
RIOCAN PHASE 1	2019	0.5%	43.5%	56%	793 sq.ft.
HINTONBURG CONNECTION	2019	25%	42%	33%	728 sq.ft.
GREYSTONE 2A	2020	8%	64%	28%	698 sq.ft.
RIVER TERRACES II	2021	6%	17%	77%	1,010 sq.ft.
GREYSTONE 2B	2022	1%	56%	43%	923 sq.ft.
RIOCAN PHASE 2	2022	4%	56%	40%	869 sq.ft.
ELMVALE ACRES	2022	5%	67%	28%	748 sq.ft.
TOTAL	2016-2022	6.5%	45.7%	47.8%	843 sq.ft.
50 THE DRIVEWAY NEW PROPOSAL	TBD	3%	47%	50%	1,147 sq.ft.

REZONING APPLICATION PROJECT STATS

CURRENT PROJECT STATS



50 THE DRIVEWAY

BUILDING SUMMARY

JULY 16th, 2021

2051

1 BUILDING AREA SUMMARY

BUILDING AREA

17840 SQ.FT.

NUMBER OF STOREYS ABOVE GRADE

9 STOREYS

TOTAL GROSS AREA

123,944 SQ.FT.

(**EXCLUDES AREA BELOW GRADE)

TOTAL NET/LEASEABLE AREA

RESIDENTIAL

102,095 SQ.FT.

COM/RET

- SQ.FT.

TOTAL GFA (AS PER CITY DEF.)

- SQ.FT.

2 UNIT SUMMARY

TOTAL UNITS

66

QTY.

RATIO %

SMALL SUITES (1 BED+)

21

32%

SMALL SUITES (2 BED)

7

11%

LARGE SUITES (2 BED+)

17

26%

EXECUTIVE SUITES (LARGE 2 BED+)

18

27%

PENTHOUSE SUITES (3 BED+)

3

5%

AVERAGE UNIT SIZE

1,547 SQ.FT.

3 PARKING REQUIREMENTS (ZBL)

RES

TOTAL PARKING REQUIRED (ZBL)

33 SPACES

TOTAL PARKING PROVIDED

92 SPACES

PARKING RATE

1.39 /UNIT

VIS

TOTAL VISITOR PARKING REQUIRED

7 SPACES

TOTAL VISITOR PROVIDED

8 SPACES

PARKING RATE PROVIDED

0.12 /UNIT

4 TOTAL AMENITY SPACE REQUIRED (ZBL)

TOTAL AMENITY SPACE REQUIRED

4,261 SQ.FT.

TOTAL SHARED AMENITY SPACE REQUIRED

2,130 SQ.FT.

TOTAL SHARED AMENITY SPACE PROVIDED

3,290 SQ.FT.

5 BICYCLE PARKING REQUIREMENTS (ZBL)

TOTAL BIKE PARKING SPACES REQUIRED

33 SPACES

RATE/UNIT

0.5 /UNIT

TOTAL BIKE PARKING SPACES PROVIDED

70 SPACES

RATE/UNIT

1.06 /UNIT



50 THE DRIVEWAY

BUILDING SUMMARY

JANUARY 19TH, 2022

2051

1 BUILDING AREA SUMMARY

BUILDING AREA

18,012 SQ.FT.

NUMBER OF STOREYS ABOVE GRADE

9 STOREYS

TOTAL GROSS AREA

123,997 SQ.FT.

(**EXCLUDES AREA BELOW GRADE)

TOTAL NET/LEASEABLE AREA

RESIDENTIAL

100,965 SQ.FT.

COM/RET

- SQ.FT.

TOTAL GFA (AS PER CITY DEF.)

96,122 SQ.FT.

2 UNIT SUMMARY

TOTAL UNITS

88

QTY.

RATIO %

SMALL SUITES (BACH)

3

3%

SMALL SUITES (1 BED+)

41

47%

SMALL SUITES (2 BED)

15

17%

LARGE SUITES (2 BED+)

7

8%

EXECUTIVE SUITES (LARGE 2 BED+)

22

25%

AVERAGE UNIT SIZE

1,147 SQ.FT.

3 PARKING REQUIREMENTS (ZBL)

RES

TOTAL PARKING REQUIRED (ZBL)

44 SPACES

TOTAL PARKING PROVIDED

88 SPACES

PARKING RATE

1.00 /UNIT

VIS

TOTAL VISITOR PARKING REQUIRED

9 SPACES

TOTAL VISITOR PROVIDED

12 SPACES

PARKING RATE PROVIDED

0.14 /UNIT

4 TOTAL AMENITY SPACE REQUIRED (ZBL)

TOTAL AMENITY SPACE REQUIRED

5,681 SQ.FT.

TOTAL SHARED AMENITY SPACE REQUIRED

2,841 SQ.FT.

TOTAL SHARED AMENITY SPACE PROVIDED

3,190 SQ.FT.

5 BICYCLE PARKING REQUIREMENTS (ZBL)

TOTAL BIKE PARKING SPACES REQUIRED

44 SPACES

RATE/UNIT

0.5 /UNIT

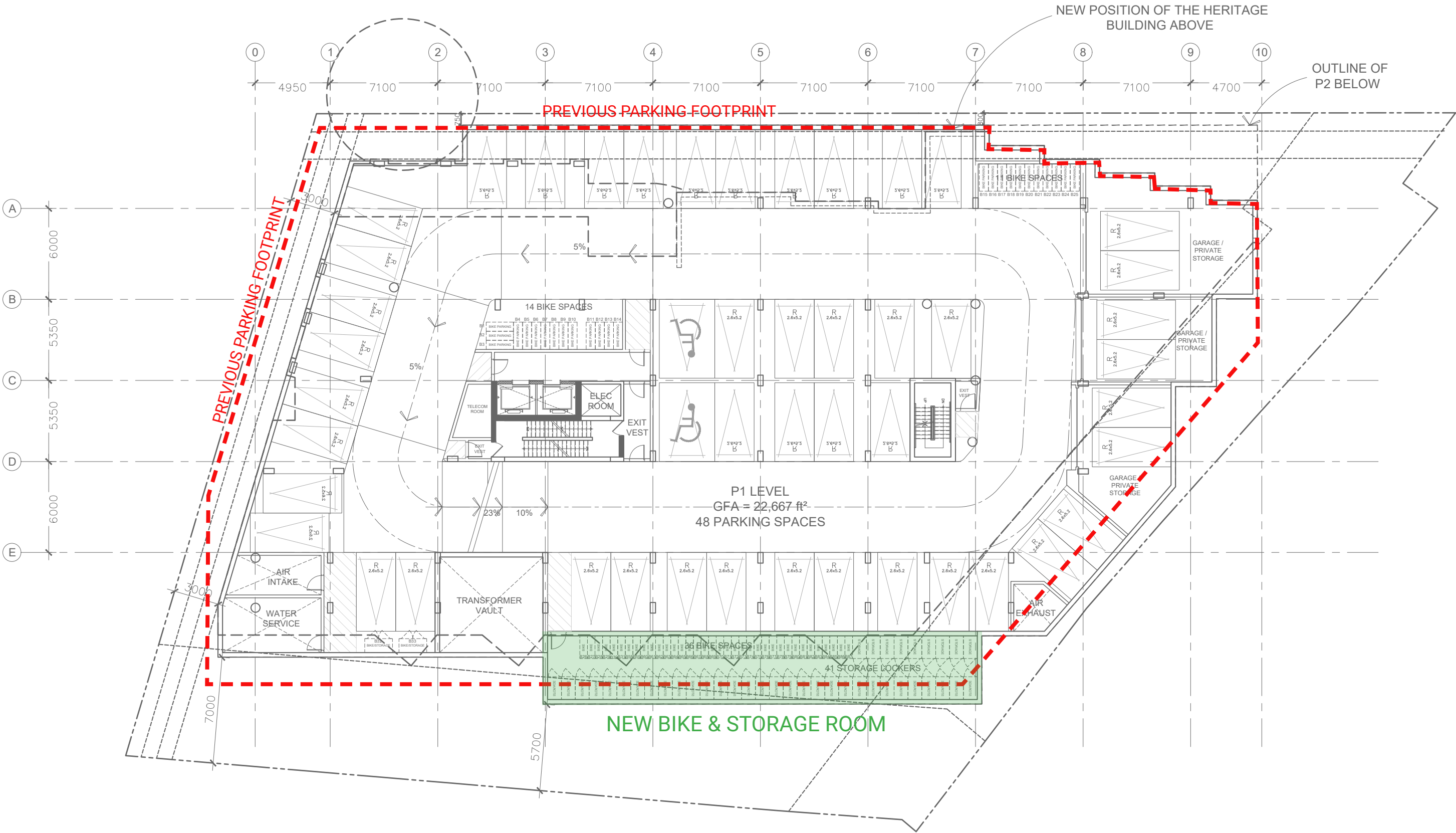
TOTAL BIKE PARKING SPACES PROVIDED

88 SPACES

RATE/UNIT

1.00 /UNIT

DEDICATED BIKE/STORAGE ROOMS



LANDSCAPING/TREE CONSERVATION & PUBLIC REALM:

- 1 - BUILDING FOOTPRINT IS PULLED BACK FROM LEWIS STREET TO RESPECT THE 3M SETBACK
 -
- 2 - PARKING GARAGE HAS BEEN PULLED BACK ALONG LEWIS TO ALLOW FOR PROPER TREE PLANTING WITH SIGNIFICANT SOIL VOLUME
 -
- 3 - PARKING STRUCTURE AT LEWIS & THE DRIVEWAY CARVED OUT TO RETAIN LINDEN ON NCC PROPERTY
 -
- 4 - LOADING BAY IS MOVED AWAY FROM ABUTTING TOWNHOMES TO ALLOW FOR A PROPER LANDSCAPE BUFFER

BUILDING SETBACK ALONG LEWIS TO RESPECT 3M

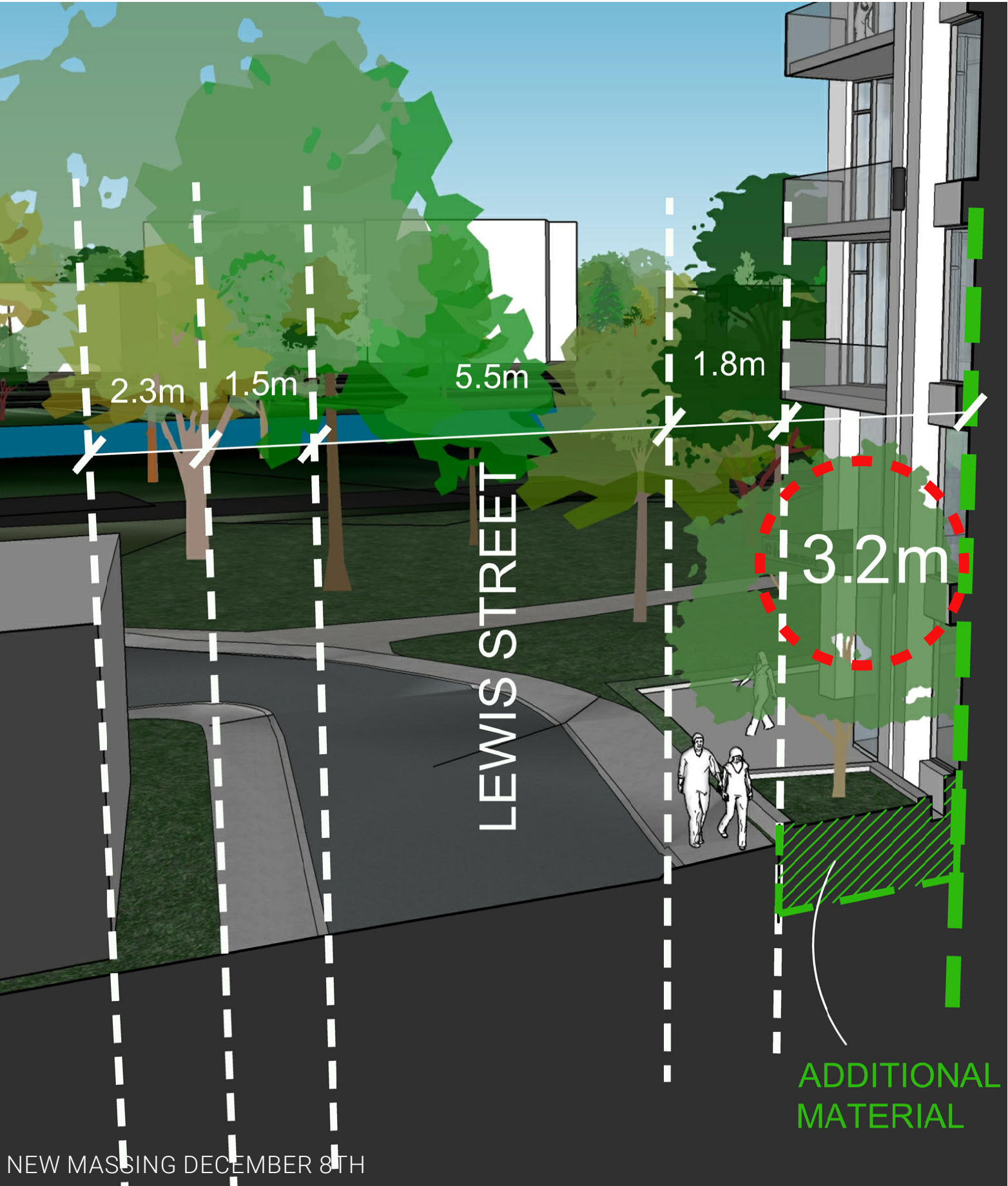
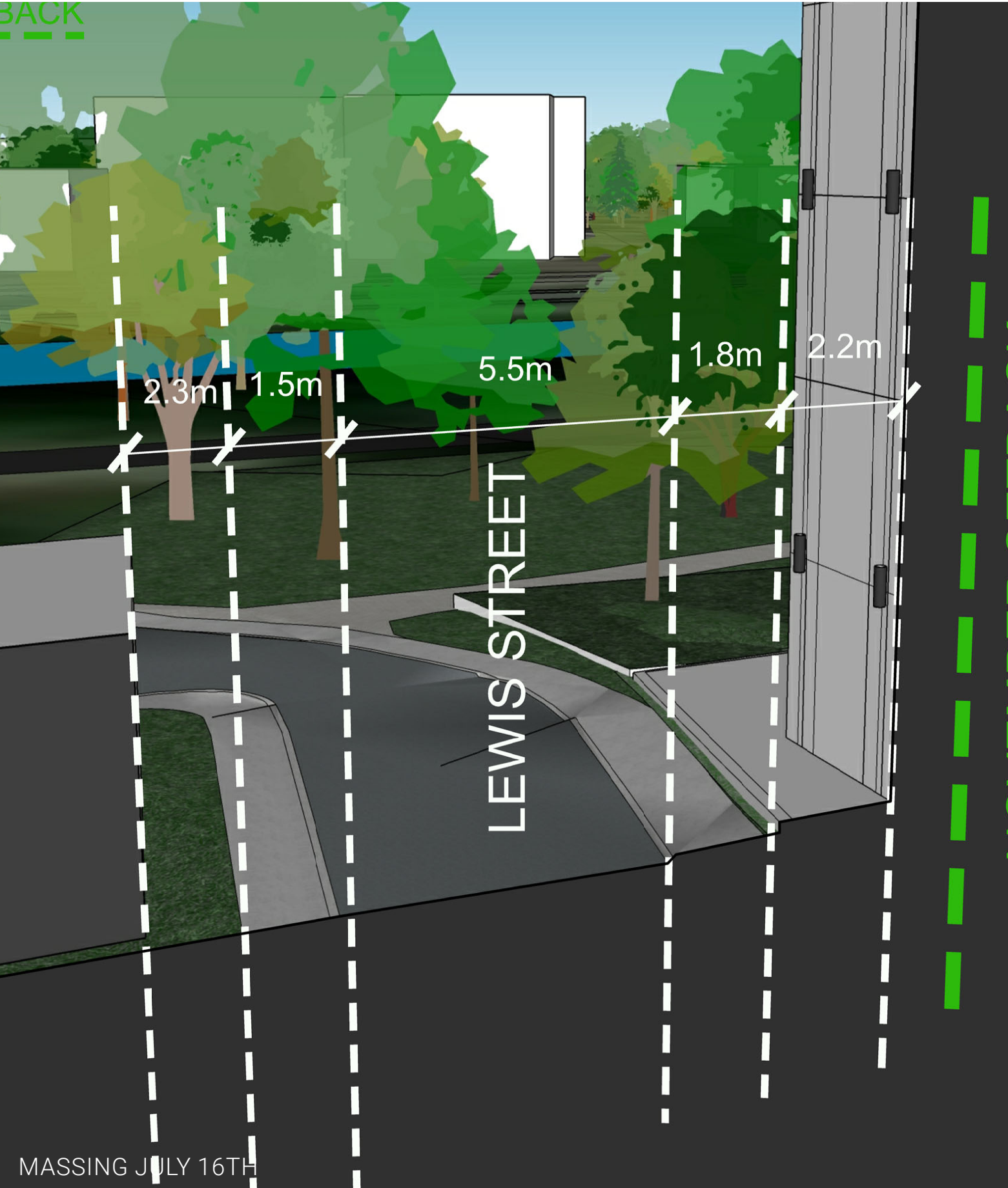
PEDESTRIAN EXPERIENCE COMPARISON

12

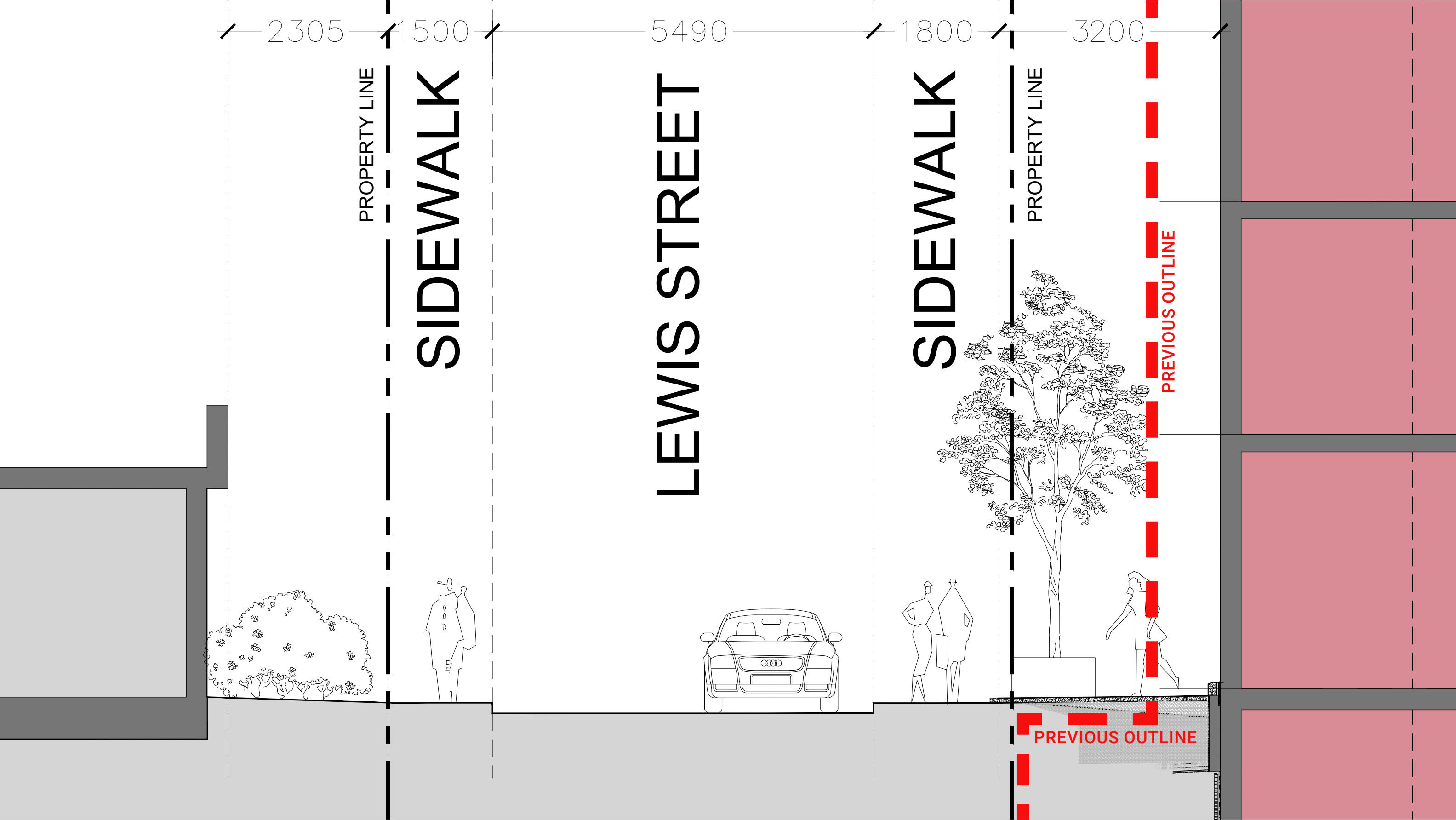


BUILDING SETBACK ALONG LEWIS TO RESPECT 3M

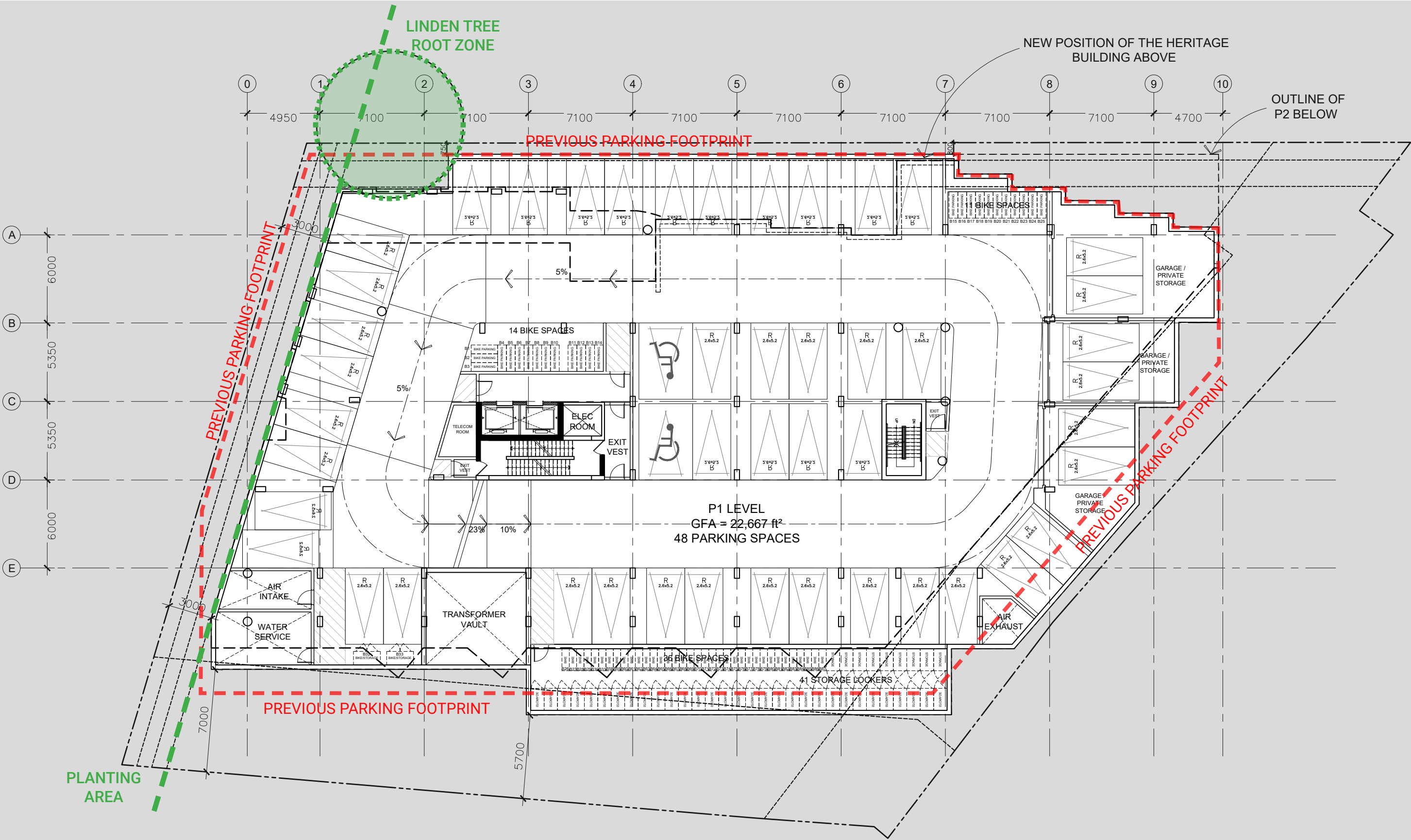
PEDESTRIAN EXPERIENCE COMPARISON



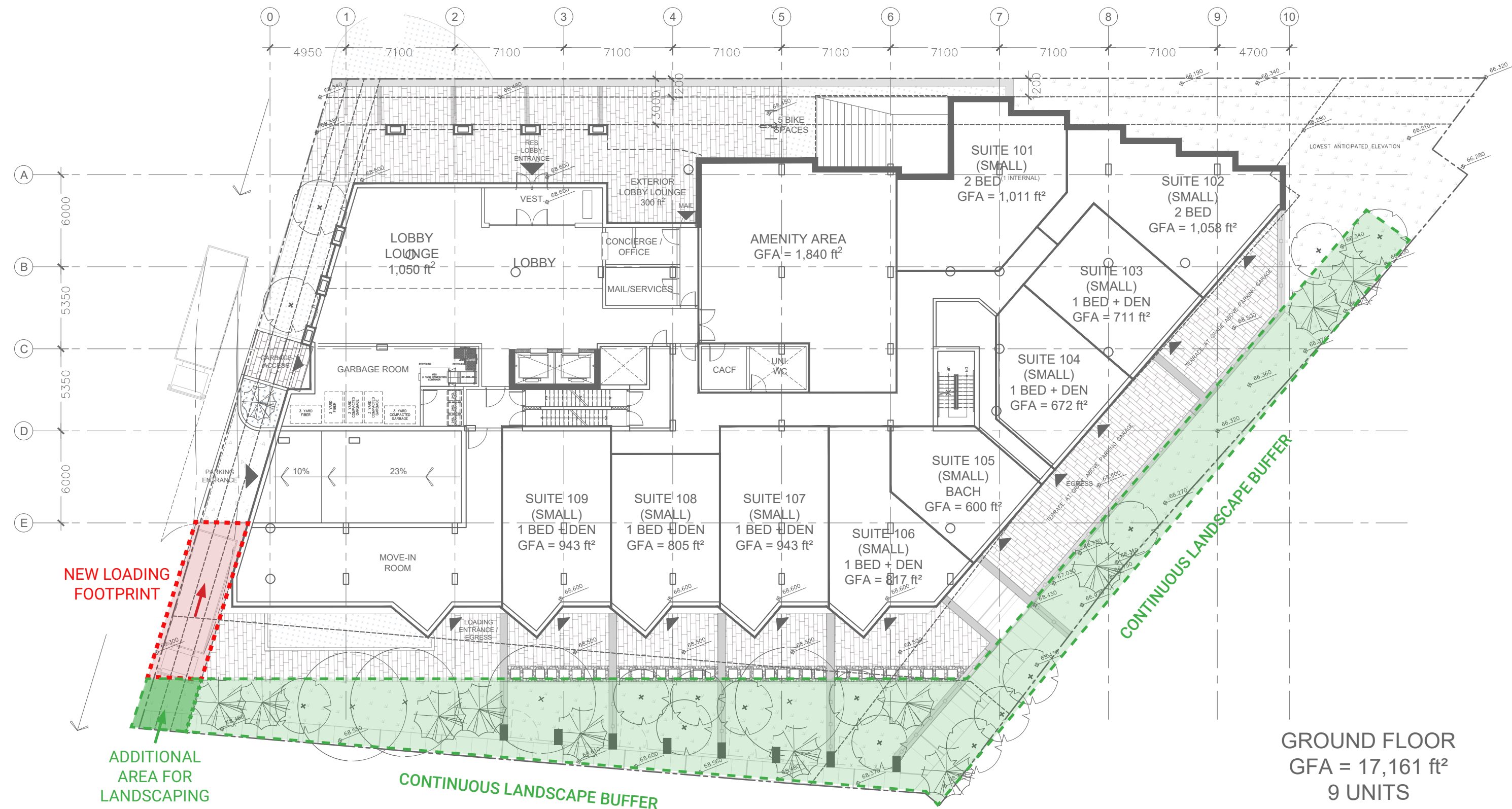
PARKING SET BACK TO ALLOW FOR PLANTING ALONG LEWIS



PARKING STRUCTURE CARVED-OUT



REPOSITIONED LOADING BAY



TOTAL PROJECT AREA
GFA = 123,997 ft²



PEDESTRIAN EXPERIENCE

VIEW DOWN LEWIS STREET





PEDESTRIAN EXPERIENCE
THE DRIVEWAY & LEWIS STREET CORNER



PEDESTRIAN EXPERIENCE
THE DRIVEWAY & LEWIS STREET CORNER

MASSING ALTERATIONS:

- 1- BUILDING FOOTPRINT IS PULLED BACK FROM LEWIS STREET TO RESPECT THE 3M SETBACK
 -
- 2 - ENTIRE WEST FACADE ABOVE THE PODIUM IS SHIFTED EAST BY AN ADDITIONAL 0.5M
 -
- 3 - STEP-BACKS OCCURRING 1 LEVEL EARLIER (AFTER 6TH RATHER THAN 7TH FLOOR) AND ARE PULLED FURTHER IN BY 1M TO BETTER RESPECT THE INTENT OF THE ANGULAR PLANE
 -
- 4 - EAST FACADE ABOVE HERITAGE BUILDING SHIFTED EAST BY 1M & HERITAGE PULLED CLOSER TO PROPERTY LINE BY 0.3M (RESPECTING THE 1.2M SIDE YARD SETBACK)

BUILDING SETBACK ALONG LEWIS TO RESPECT 3M

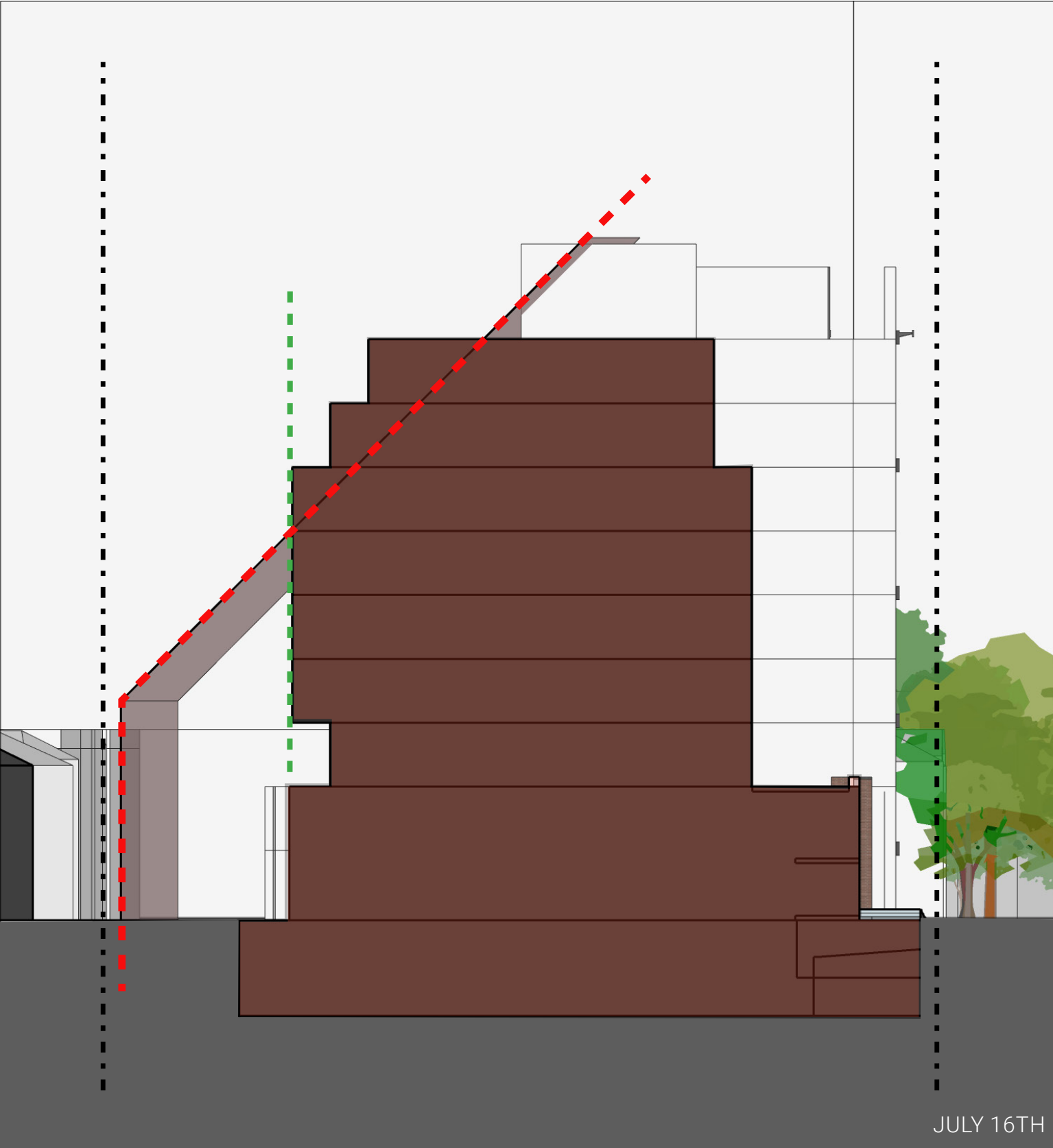
PEDESTRIAN EXPERIENCE COMPARISON

21

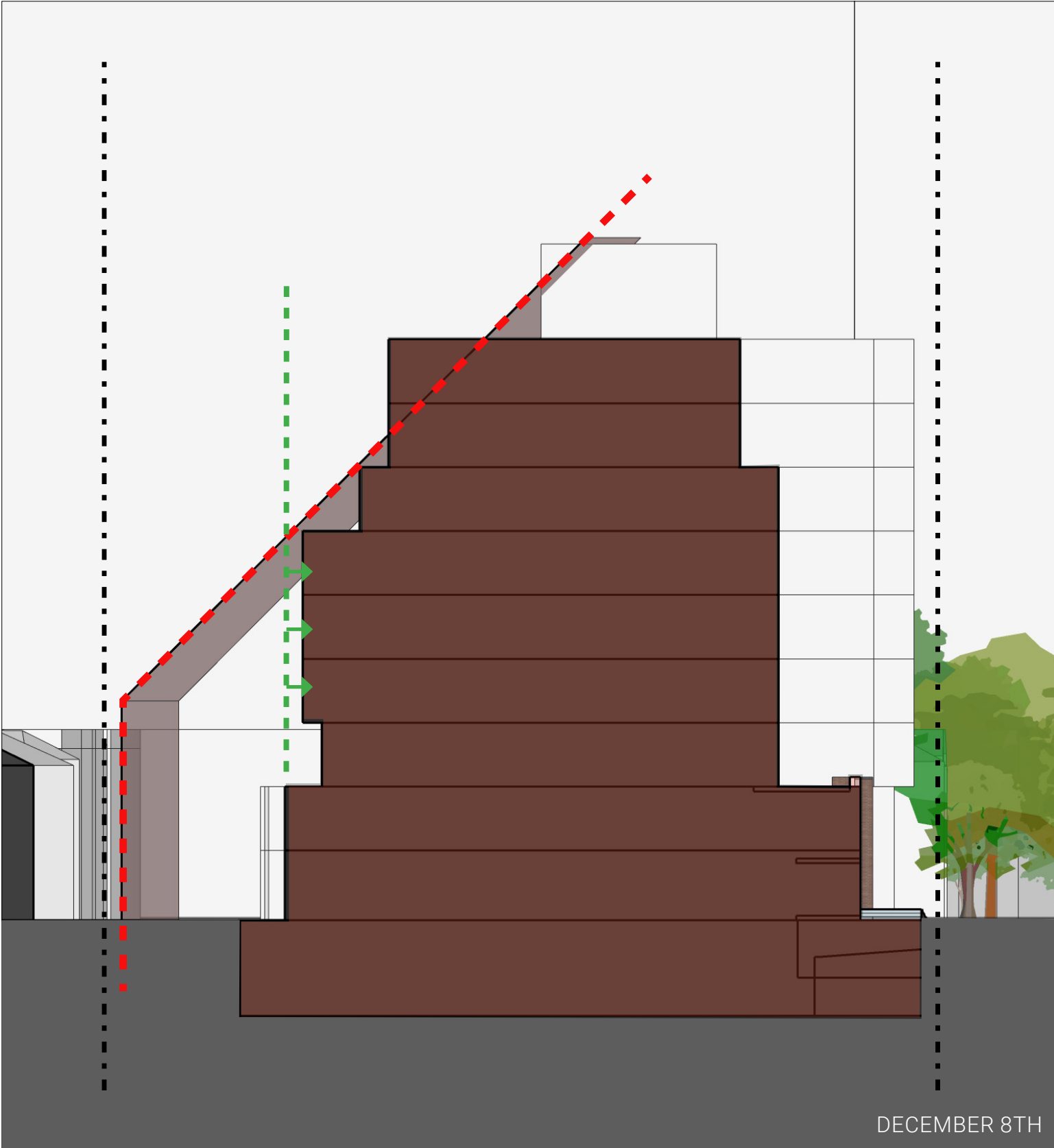


WEST FACADE PUSHED EAST BY 0.5M

REZONING APPLICATION WEST ALIGNMENT

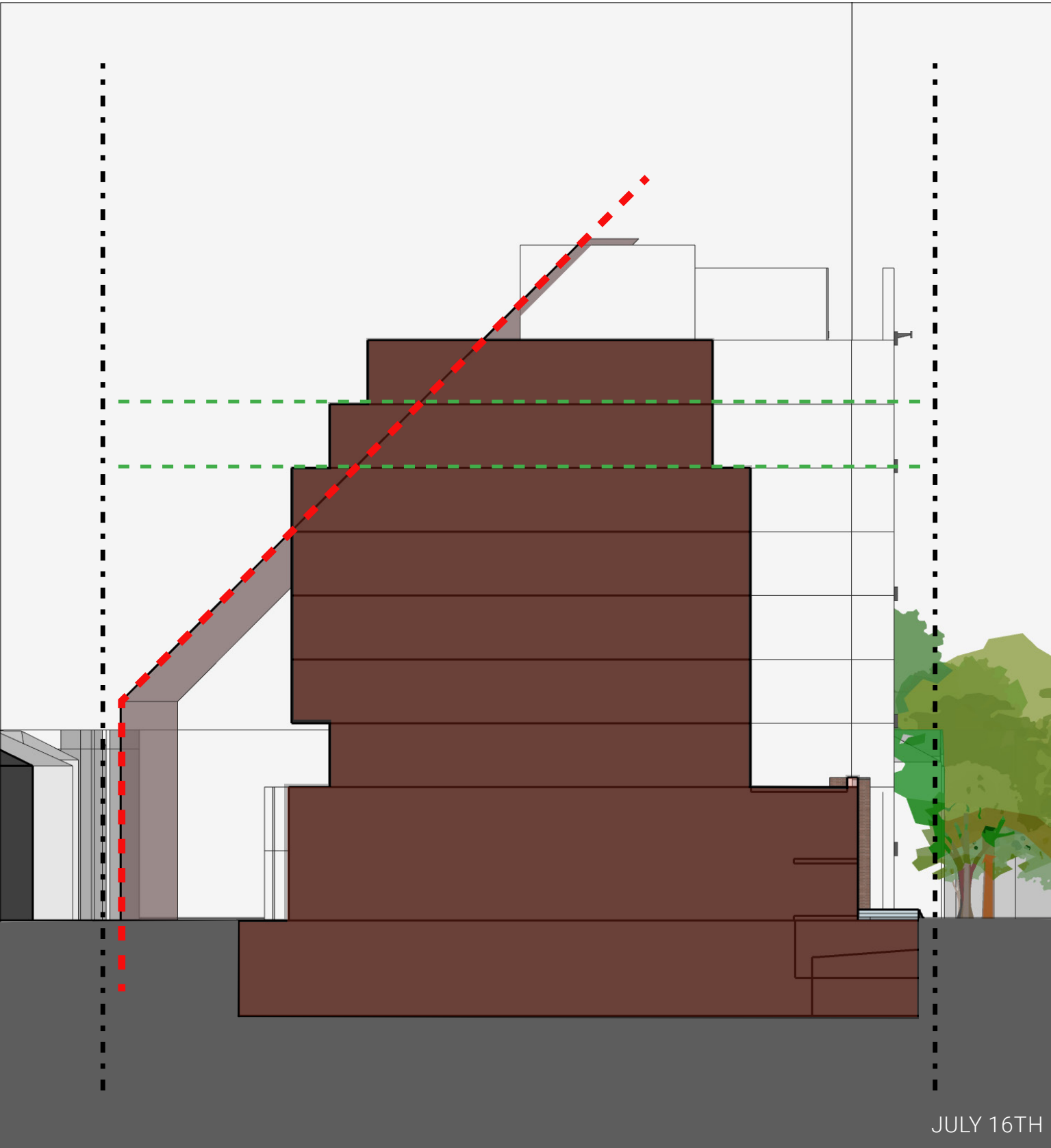


NEW PROPOSED WEST FACADE POSITION

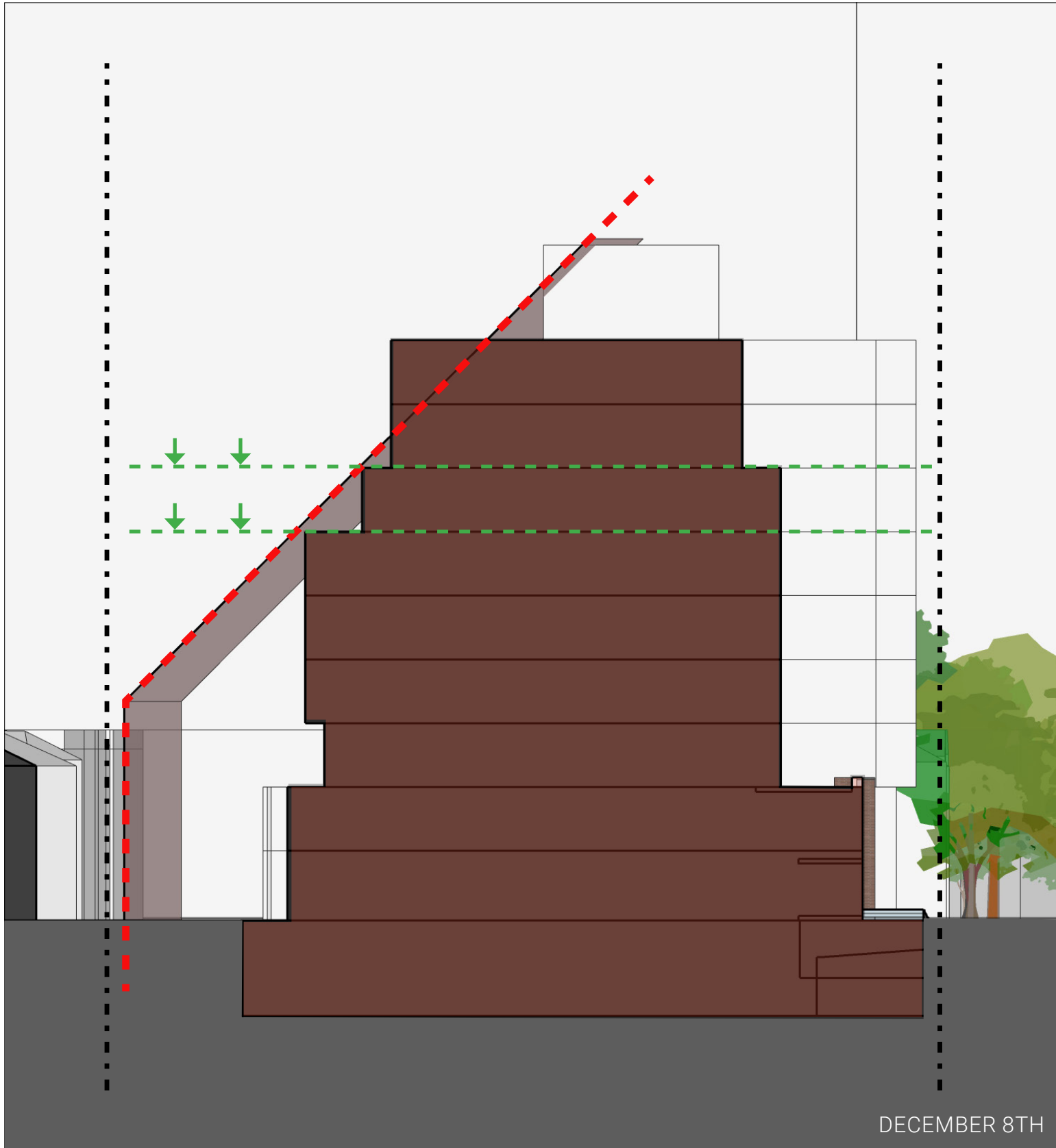


STEP-BACKS AFTER LEVELS 6 & 7

REZONING APPLICATION STEP-BACK PROFILE

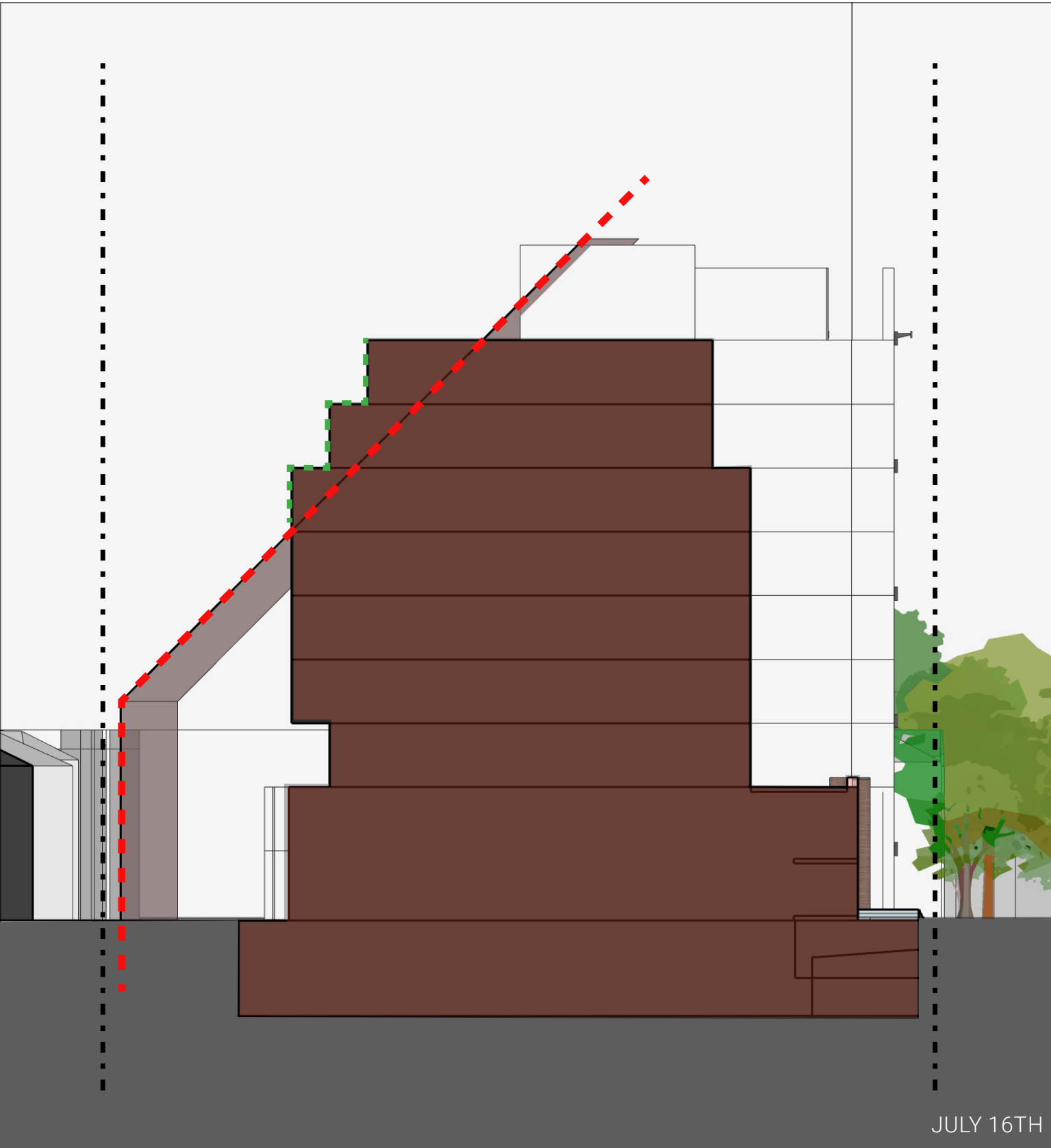


NEW PROPOSED STEP-BACK PROFILE

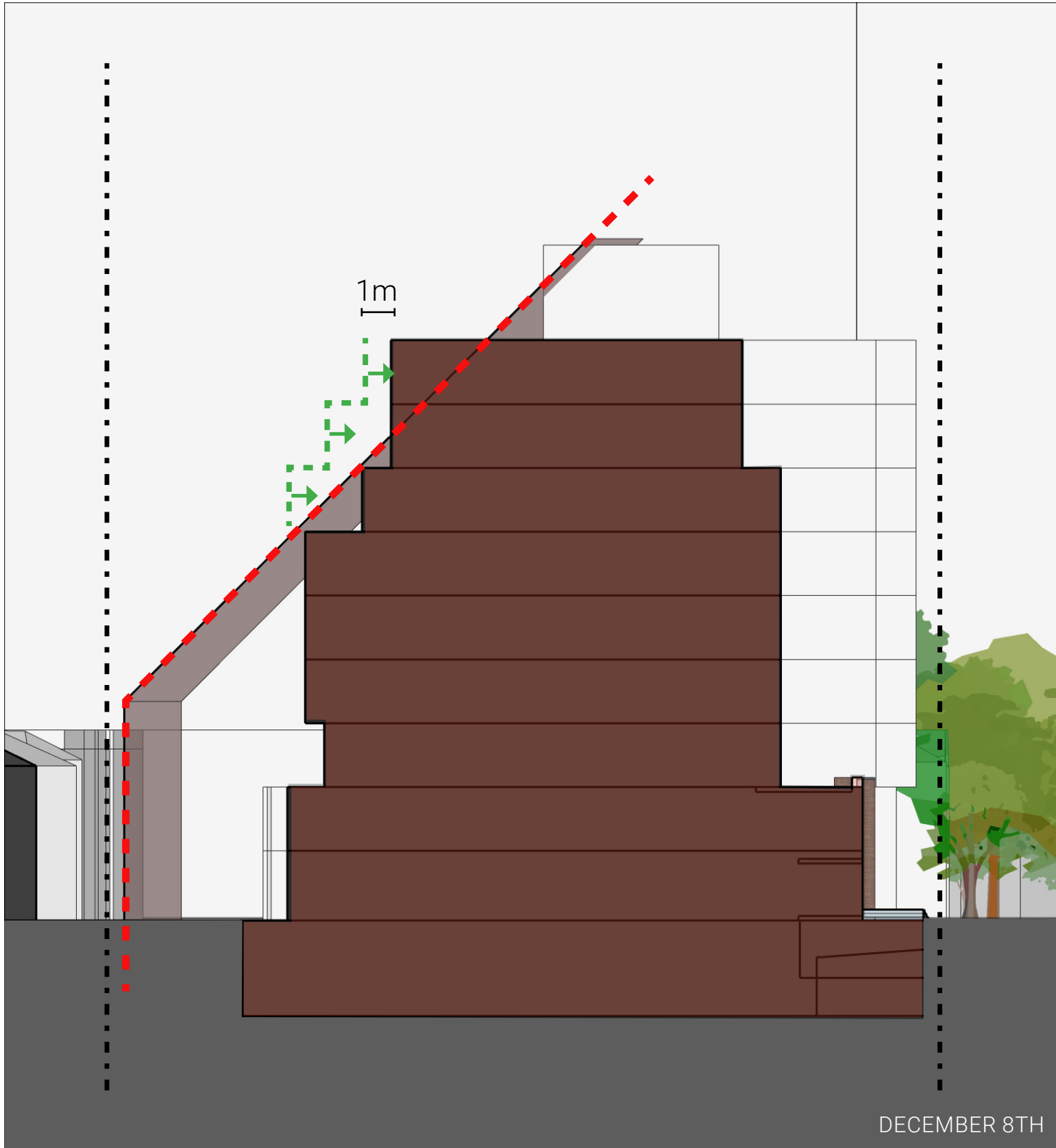


STEP-BACK PUSHED FURTHER BY AT LEAST 1M

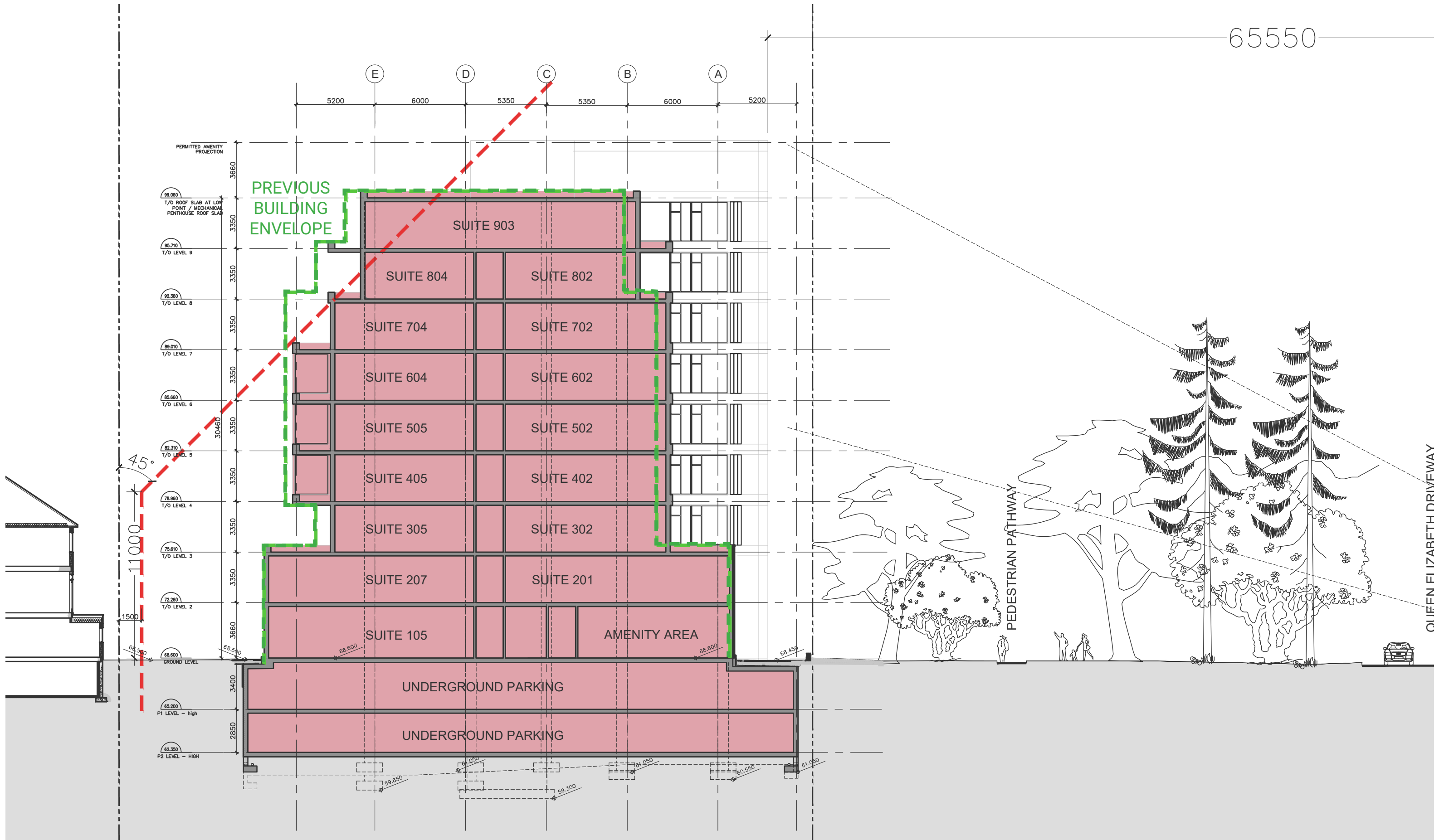
REZONING APPLICATION STEP-BACK PROFILE



NEW PROPOSED STEP-BACK PROFILE



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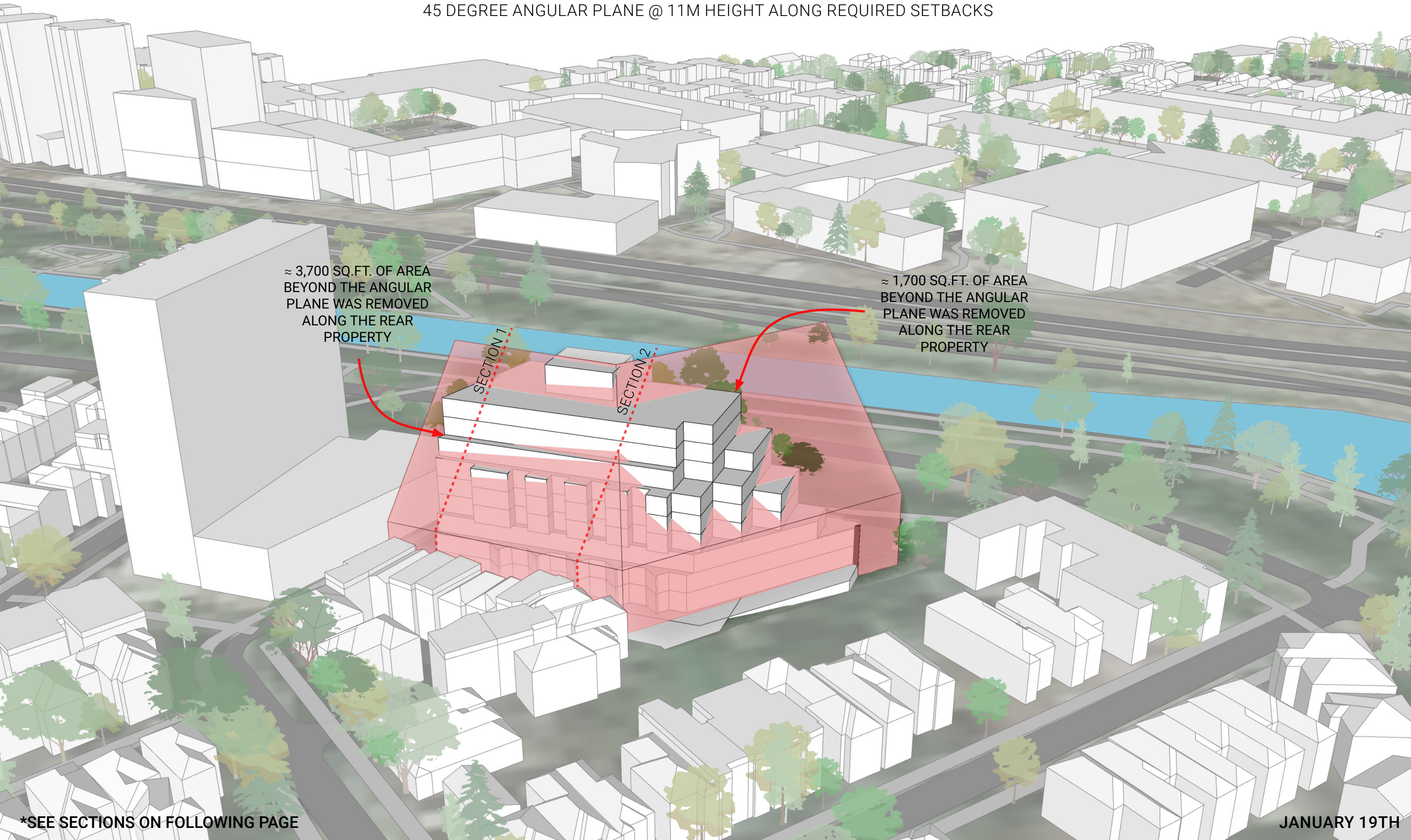
ANGULAR PLANE COMPARISON - REZONING JULY 16TH

45 DEGREE ANGULAR PLANE @ 11M HEIGHT ALONG REQUIRED SETBACKS



ANGULAR PLANE COMPARISON - **JANUARY 19TH**

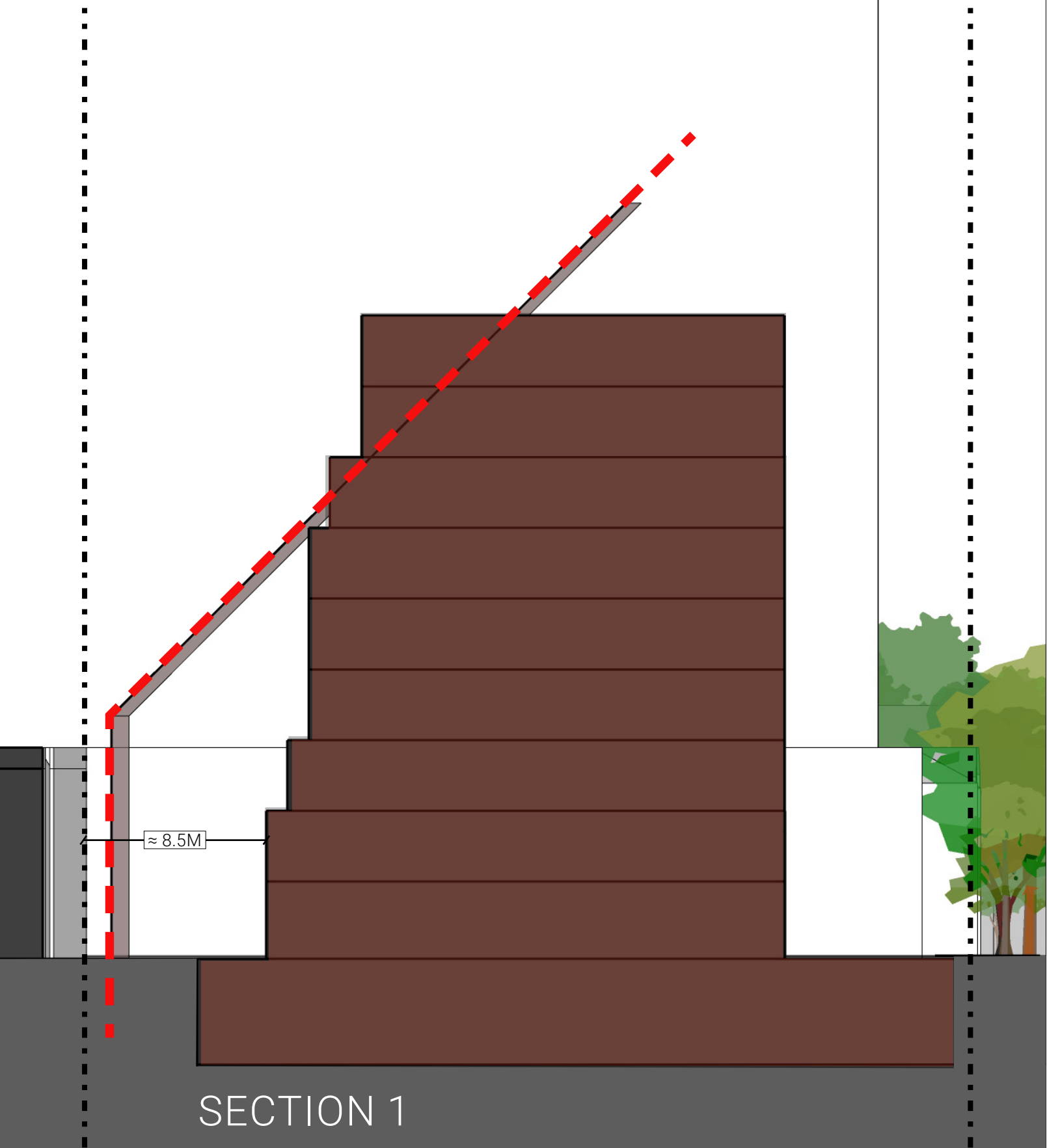
45 DEGREE ANGULAR PLANE @ 11M HEIGHT ALONG REQUIRED SETBACKS



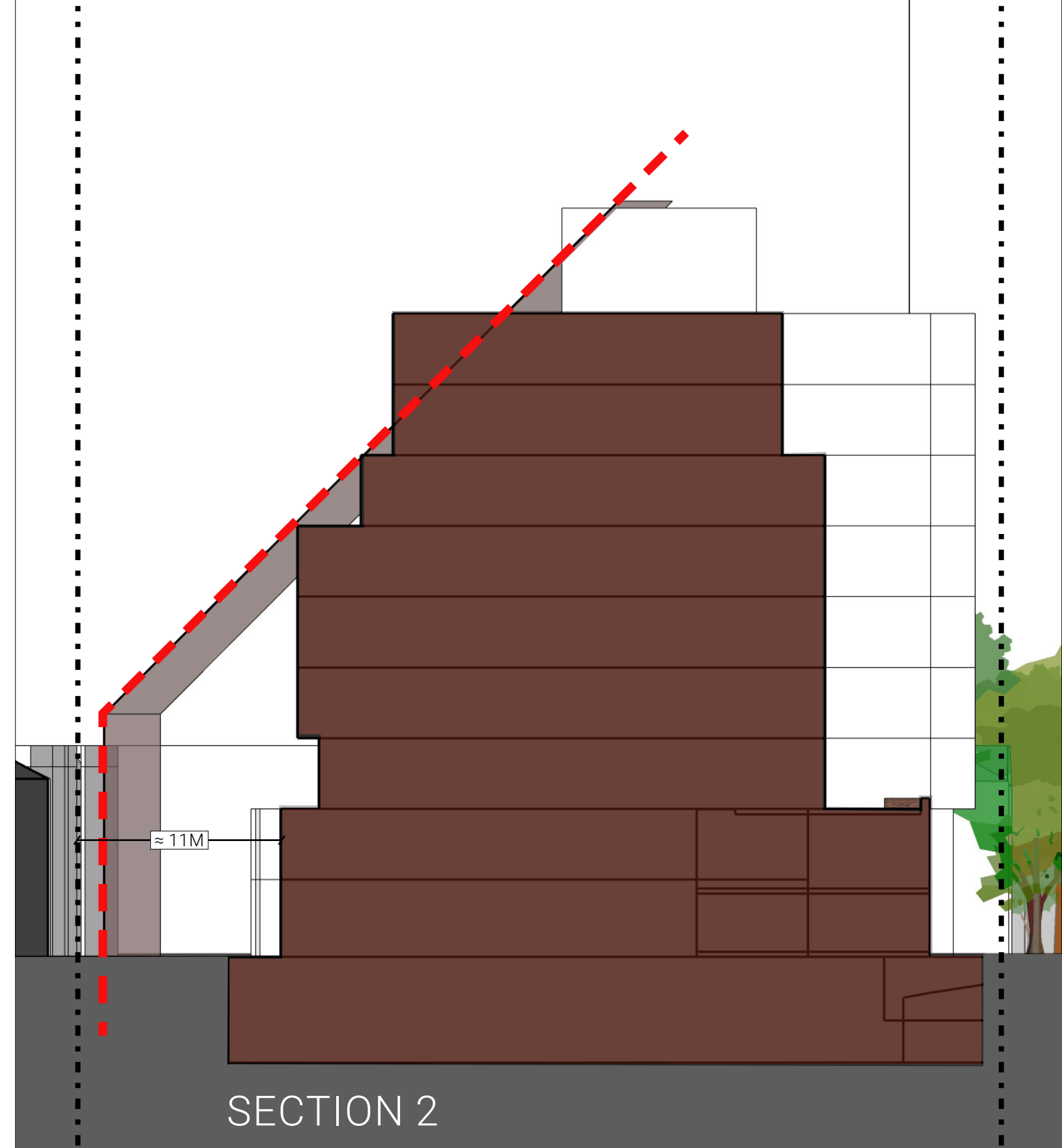
≈ 3,700 SQ.FT. OF AREA
BEYOND THE ANGULAR
PLANE WAS REMOVED
ALONG THE REAR
PROPERTY

≈ 1,700 SQ.FT. OF AREA
BEYOND THE ANGULAR
PLANE WAS REMOVED
ALONG THE REAR
PROPERTY

BUILDING SECTION AT NARROW
POINT FROM SIDE YARD LOT LINE



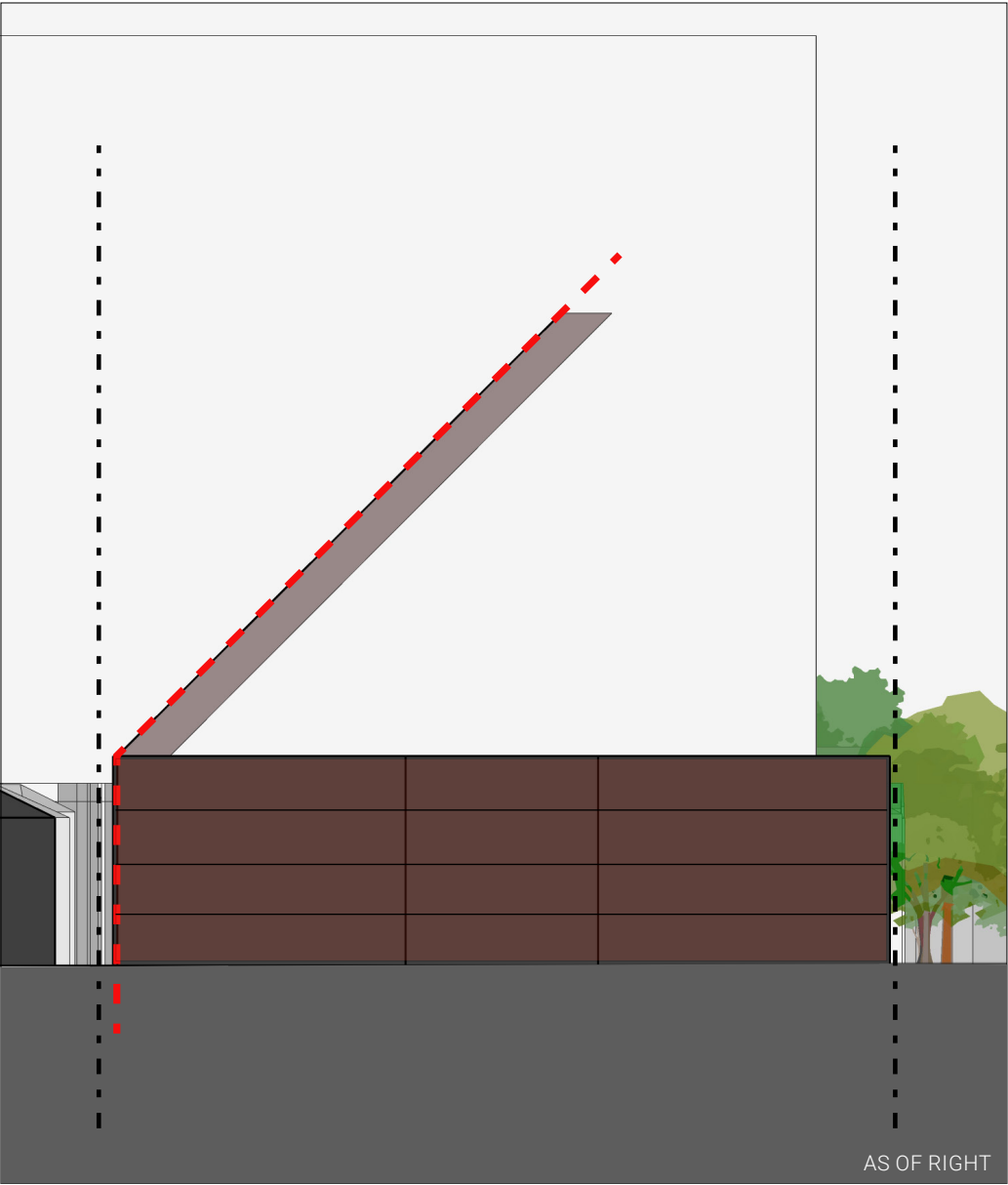
BUILDING SECTION AT WIDE
POINT FROM SIDE YARD LOT LINE



ADDITIONAL ANGULAR PLANE COMPARISON

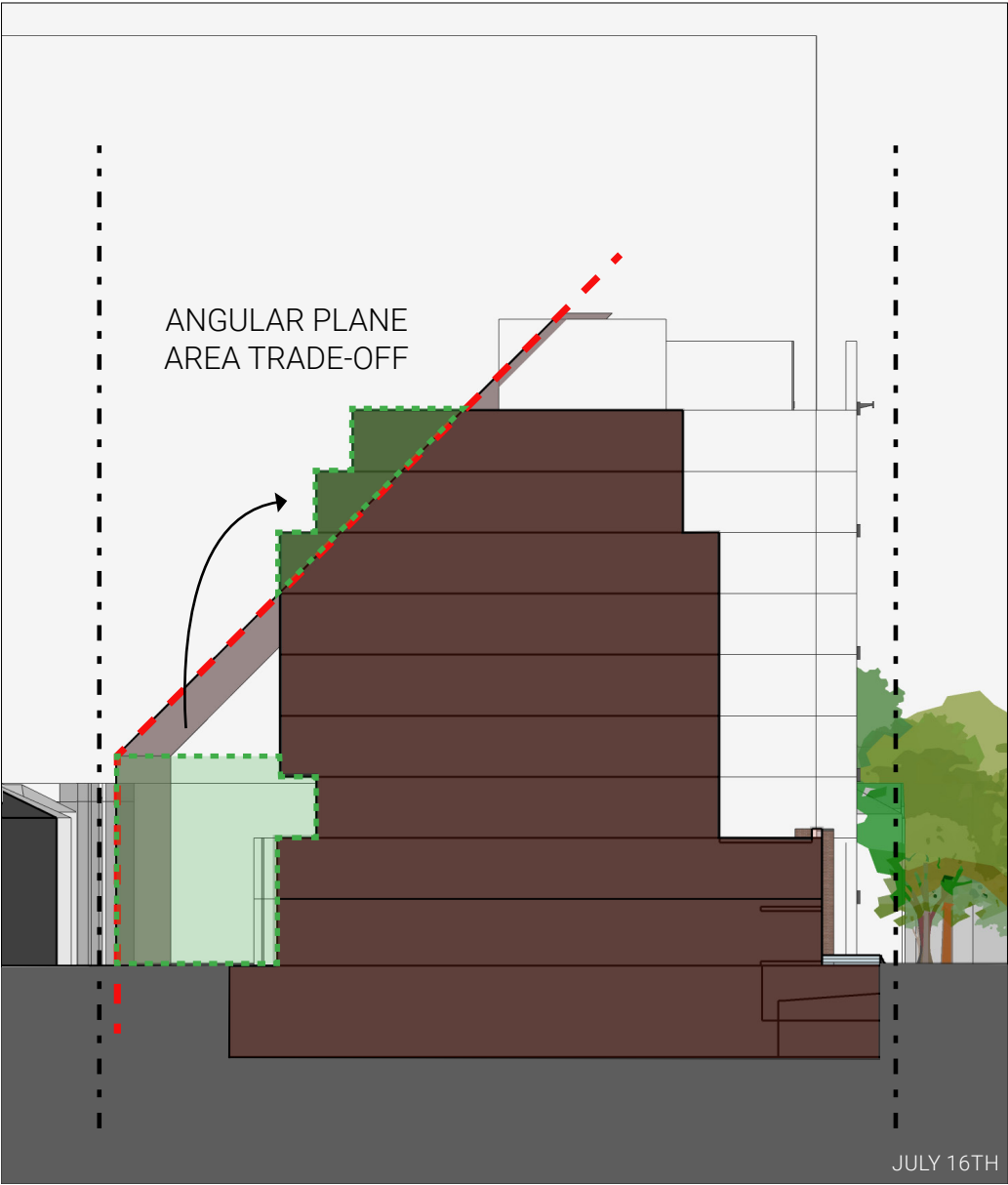
45 DEGREE ANGULAR PLANE @ 11M HEIGHT ALONG REQUIRED SETBACKS

ANGULAR PLANE MASSING



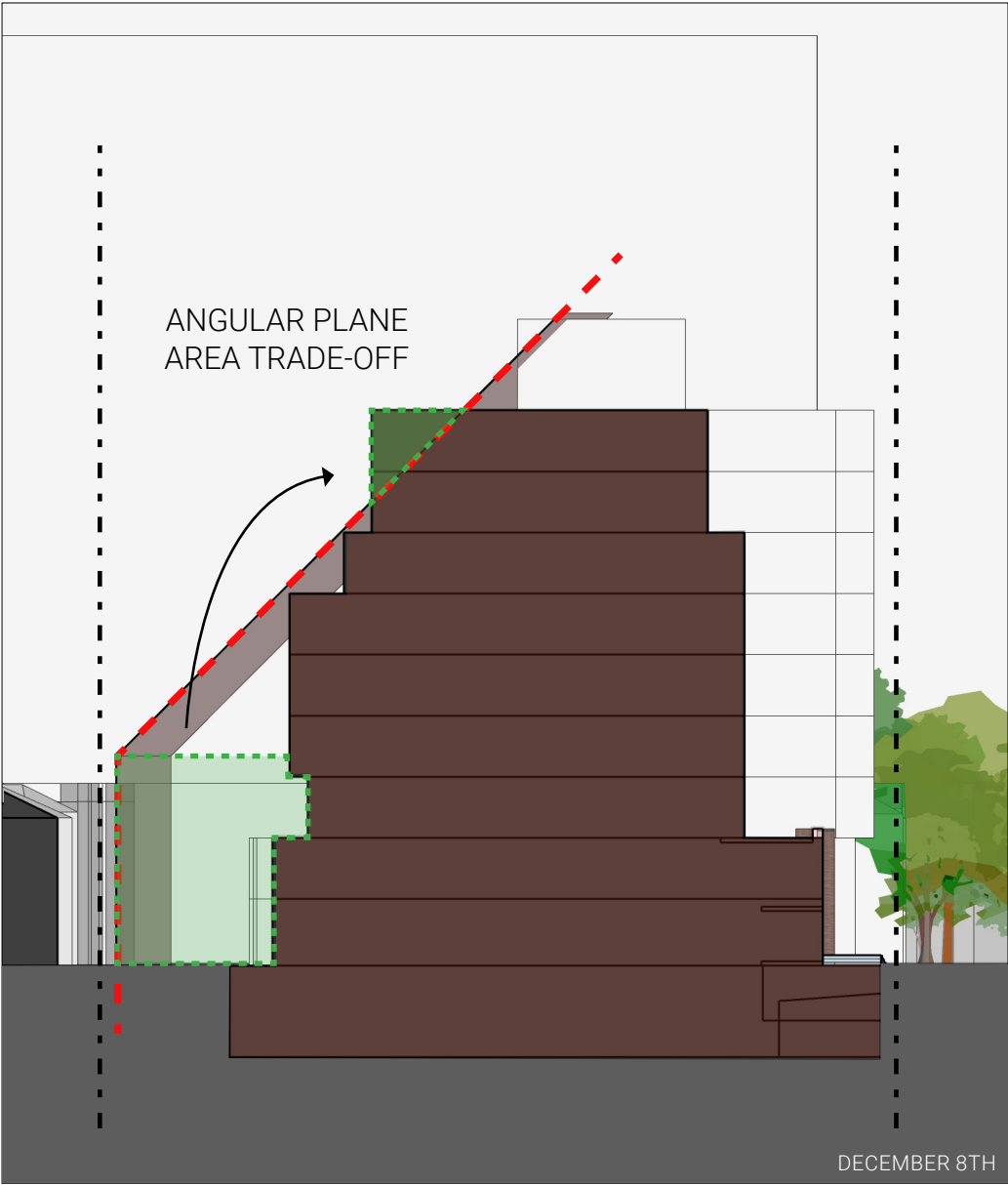
- POOR SETBACK TO EXISTING TOWNS
- PROXIMATE OVERLOOK ISSUES

REZONING APPLICATION STEP-BACKS



- LARGE SETBACK TO EXISTING TOWNS
- OVERLOOK ISSUES MITIGATED BUT STILL PRESENT FROM ABOVE

NEW PROPOSED STEP-BACKS



- LARGE SETBACK TO EXISTING TOWNS
- FURTHER MITIGATION OF OVERLOOK ISSUES WITH ADDITIONAL STEP-BACKS

DESIGN EXPRESSION:

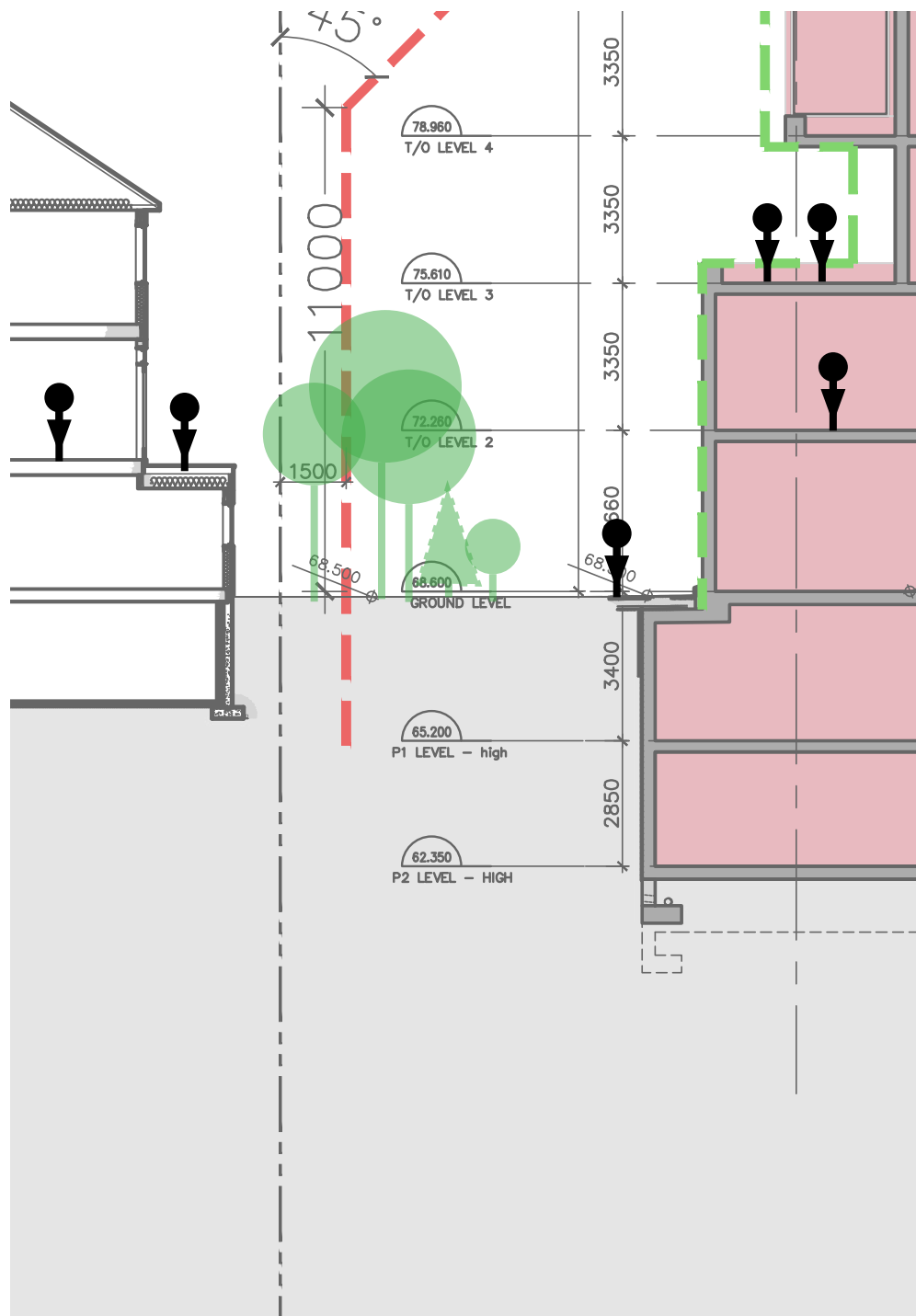
- 1 - MITIGATION OF OVERLOOK THROUGH DESIGN INTERVENTIONS ALONG WEST FACADE
 -
- 2 - NEW POSITIONING OF THE LANTERN; THIS FEATURE IS TO BE INTEGRATED WITH THE DESIGN AS A ROOF ELEMENT
 -
- 3 - VERTICAL CORNER EXPRESSION IS BEING REDUCED, DESIGN IN PROGRESS
 -
- 4 - DESIGN/MATERIALITY OF BASE WILL BE REVISITED; DESIGN IN PROGRESS

*ALL THE ABOVE DESIGN ELEMENTS WILL BE FURTHER RESOLVED DOWN THE ROAD AS THEY AREN'T CRUCIAL TO BE FOR REZONING PURPOSES

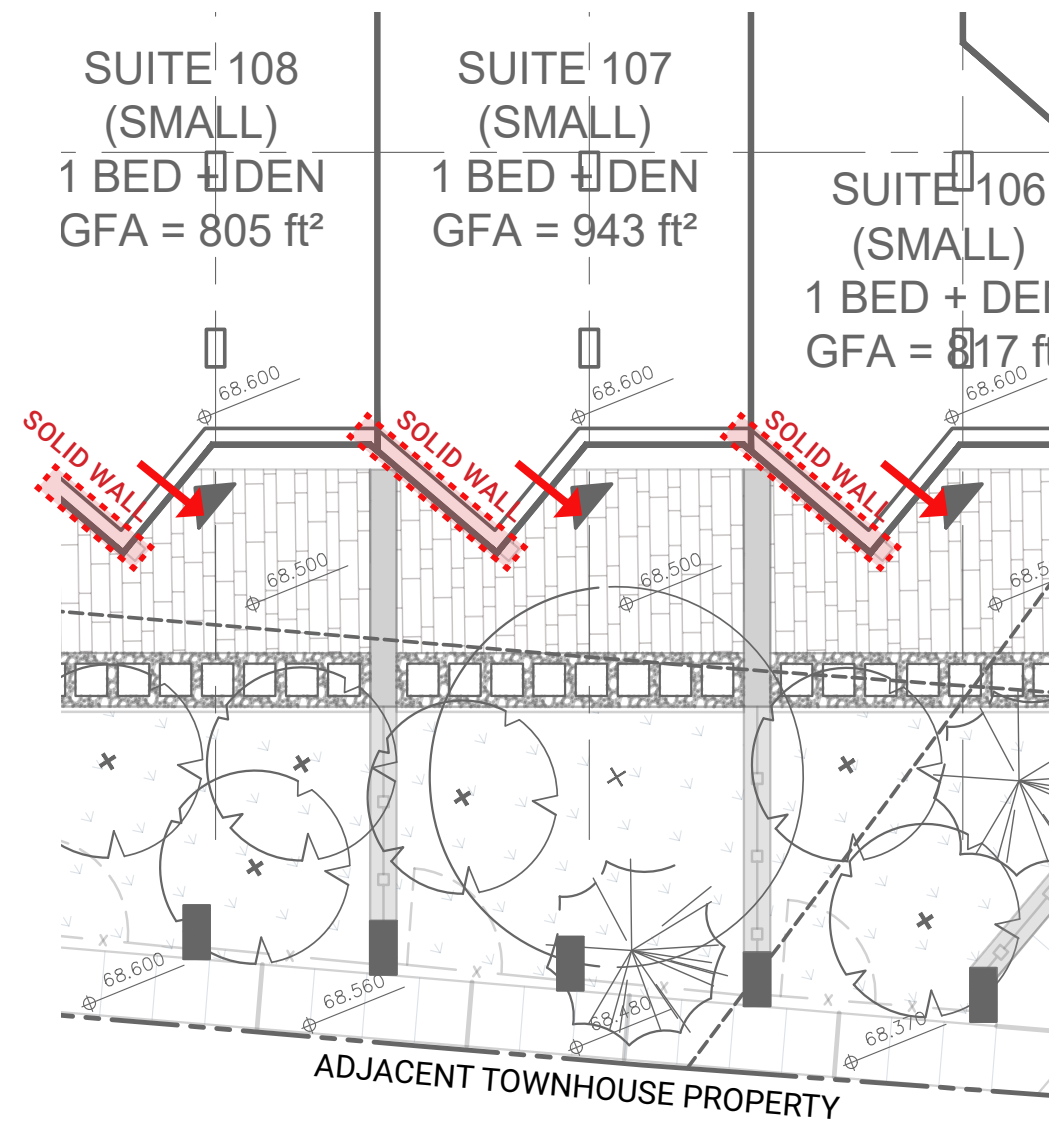
WEST FACADE DESIGN INTENT - PODIUM TREATMENT

LEVELS 1, 2 AND 3 ARE SCALED TO REFLECT THE LOW-RISE FABRIC OF ADJACENT PROPERTIES AND OVERLOOK ISSUES ARE MITIGATED THROUGH AMPLE VEGETATION AND BUILDING ARTICULATION

MASONRY PODIUM EXTENDS THROUGH
LEVELS 1 & 2 WHILE THE 3RD LEVEL IS
RECESSED BACK



PODIUM EDGE IS SERRATED TO DIRECT
VIEWS TOWARDS THE REAR

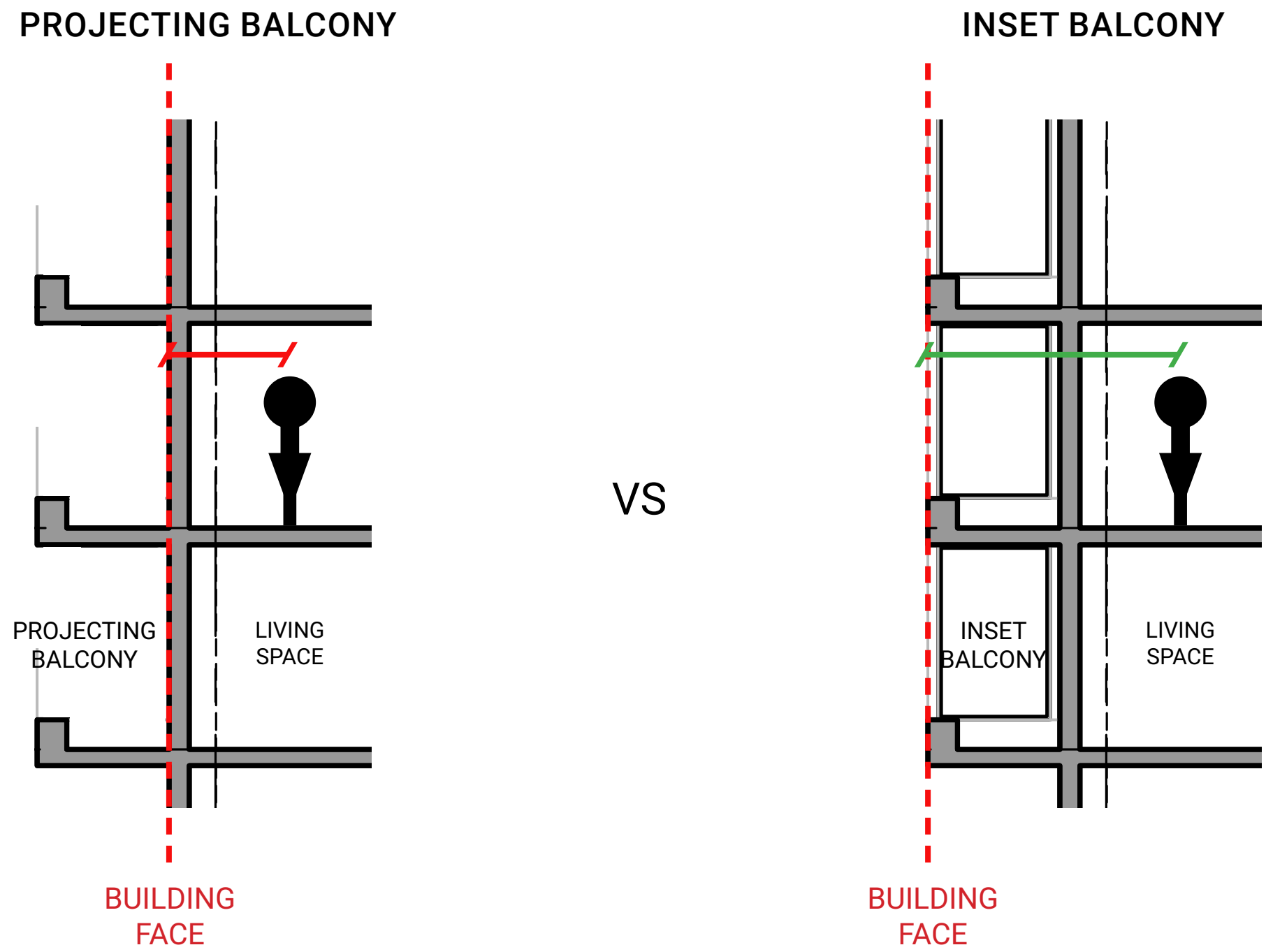


EXTENSIVE PLANTING WILL PROVIDE A
LUSH GREEN BUFFER BETWEEN THE TWO
PROPERTIES



WEST FACADE DESIGN INTENT - MIDDLE TREATMENT

LEVELS 4, 5 AND 6 CONTAIN NO PROJECTING BALCONIES OR TERRACES; INSET BALCONIES PROVIDE AN EXTRA LAYER OF SEPARATION AS THEY EFFECTIVELY PUSH BACK THE EXTERIOR ENVELOPE AND LIVING SPACES BECOME FURTHER REMOVED FROM THE BUILDING FACE



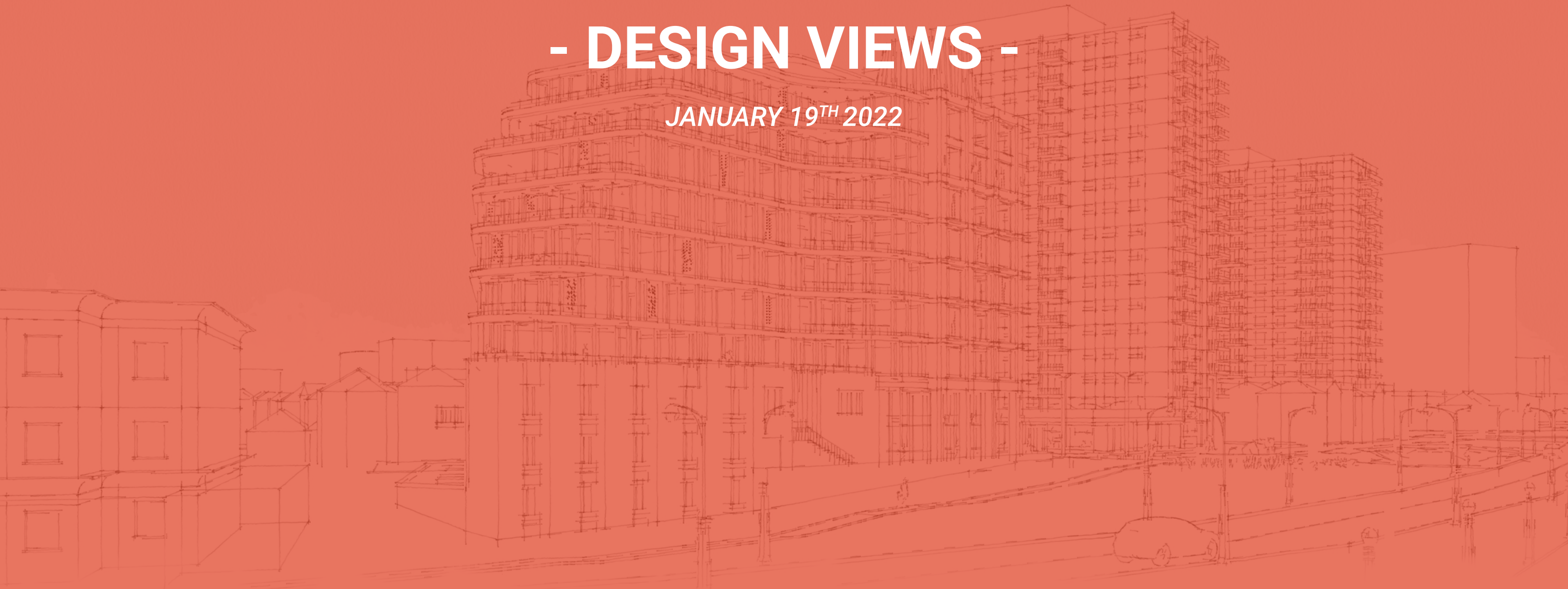
LANTERN DESIGN INTENT

POSITIONED ON ROOF & INTEGRATED WITH THE OVERALL DESIGN



- DESIGN VIEWS -

JANUARY 19TH 2022



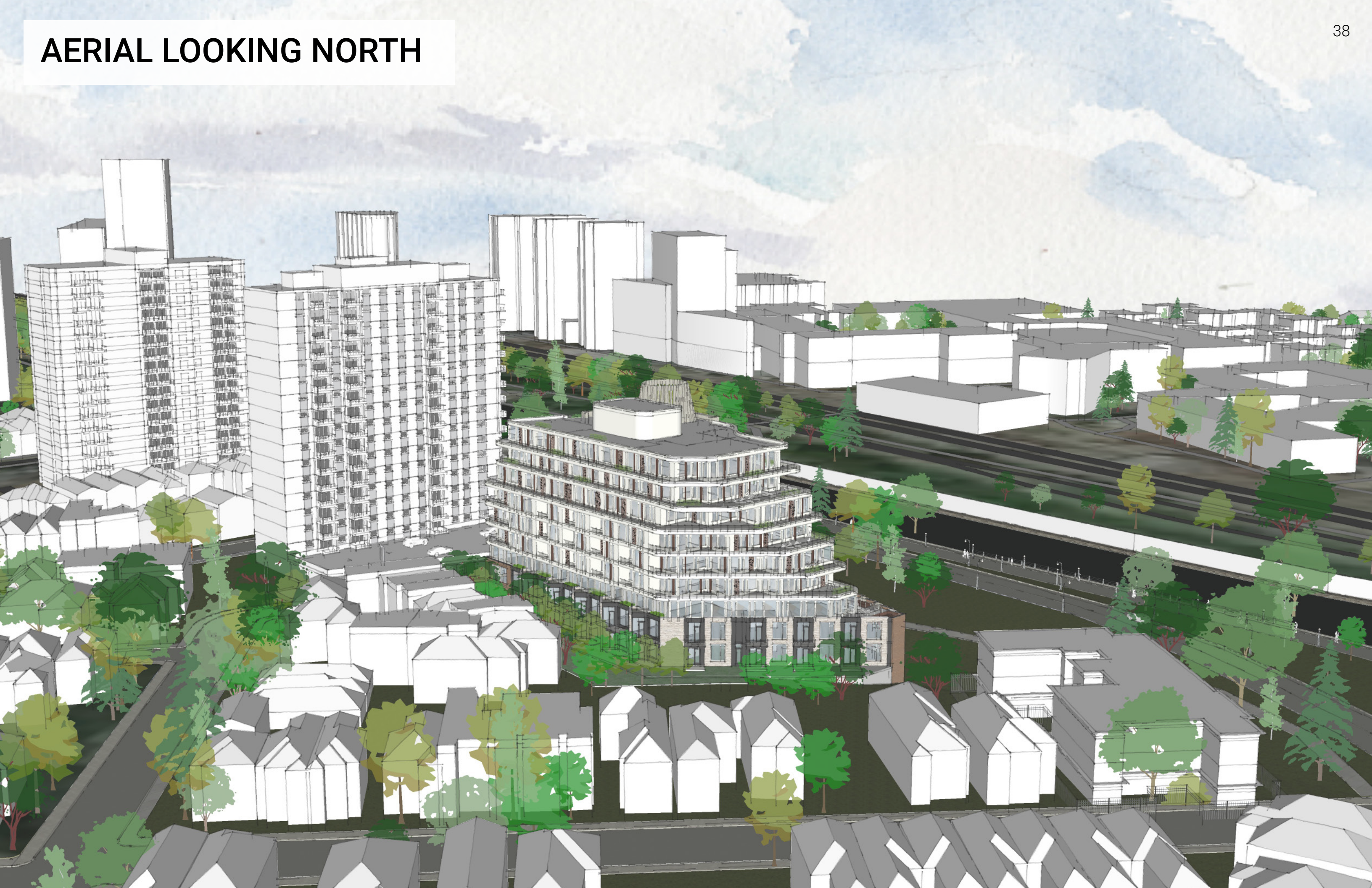
AERIAL LOOKING WEST



AERIAL LOOKING SOUTH



AERIAL LOOKING NORTH



AERIAL LOOKING NORTH-WEST



CANAL LOOKING NORTH-WEST



PEDESTRIAN EXPERIENCE



PEDESTRIAN EXPERIENCE



PEDESTRIAN EXPERIENCE





PEDESTRIAN EXPERIENCE



PEDESTRIAN EXPERIENCE



PEDESTRIAN EXPERIENCE



PEDESTRIAN EXPERIENCE

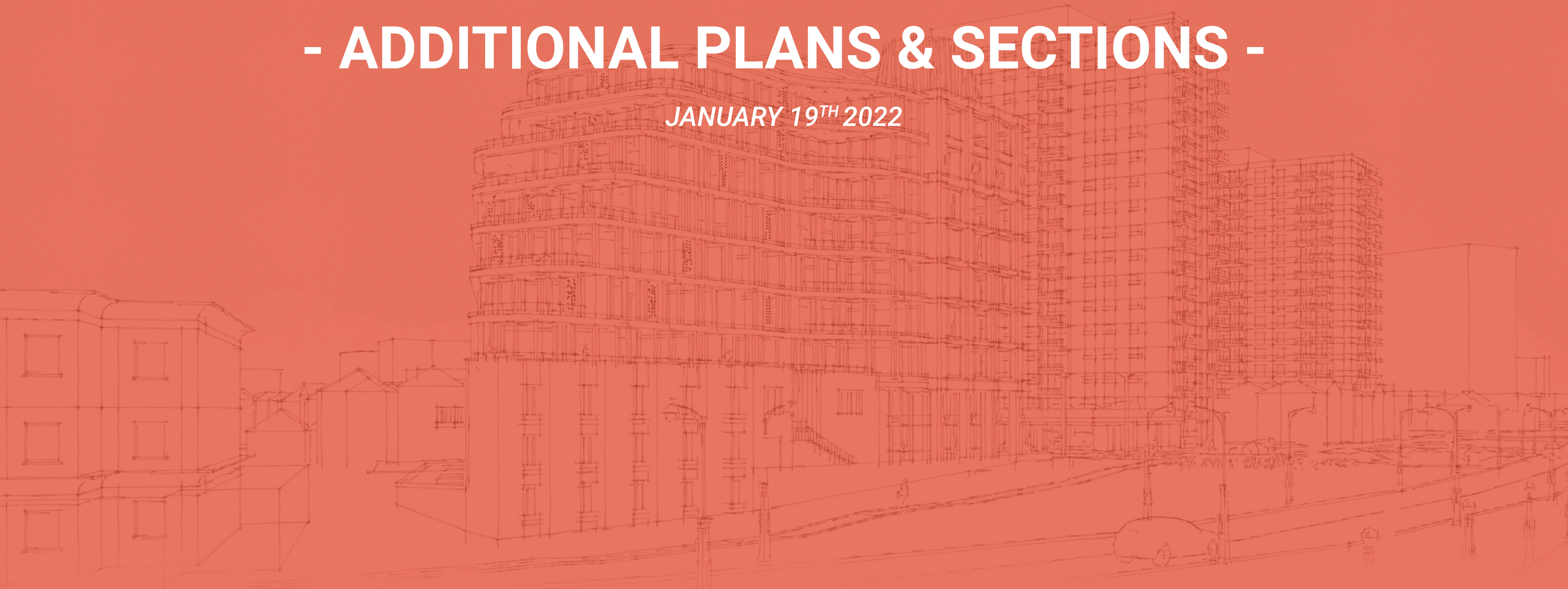


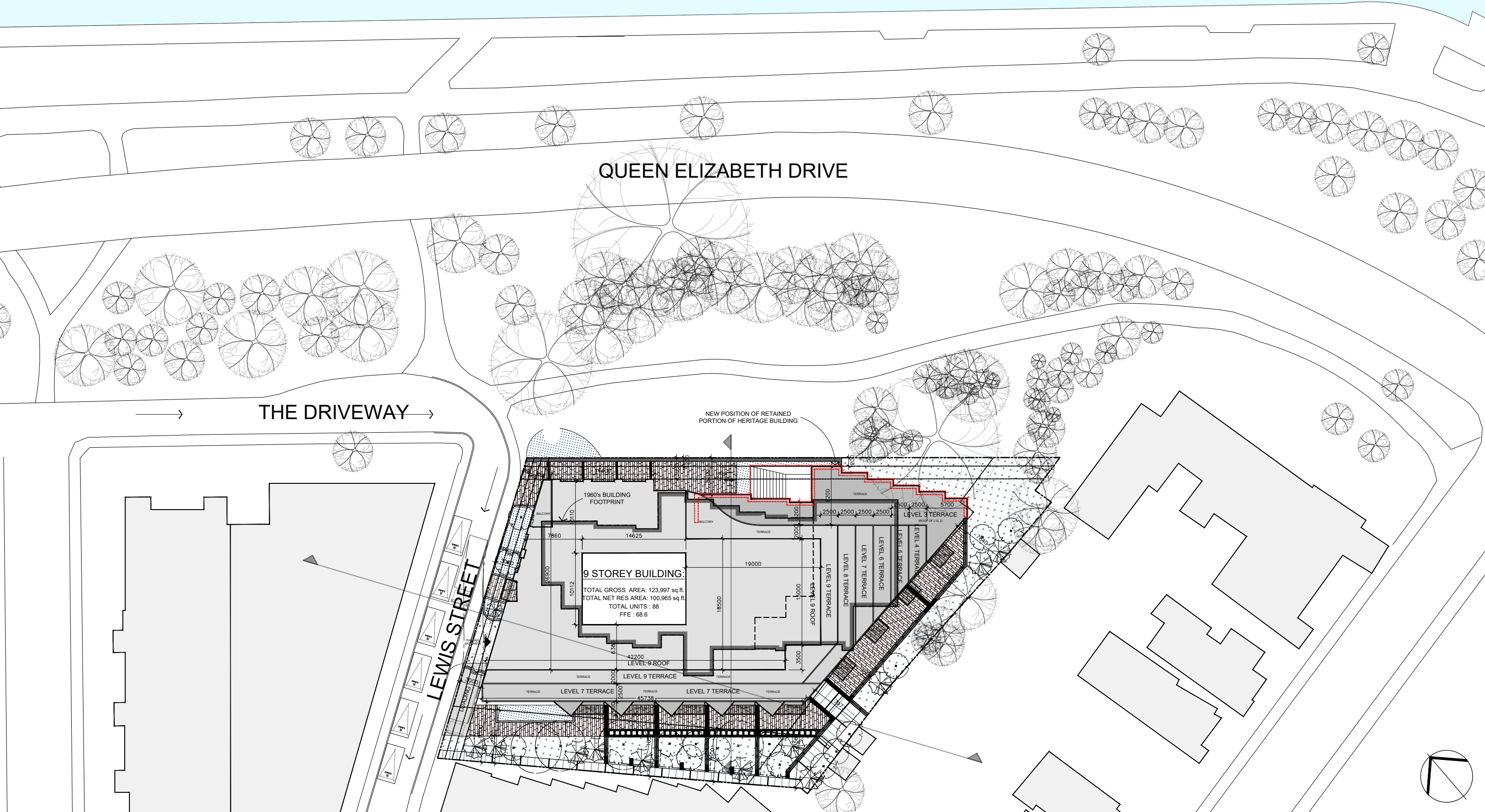


PEDESTRIAN EXPERIENCE

- ADDITIONAL PLANS & SECTIONS -

JANUARY 19TH 2022





50 THE DRIVEWAY

SITE PLAN

SCALE: 1:500

JANUARY 19TH 2022



50 THE DRIVEWAY

BUILDING SUMMARY

JANUARY 19TH, 2022

2051

1 BUILDING AREA SUMMARY				
BUILDING AREA		18,012	SQ.FT.	
NUMBER OF STOREYS ABOVE GRADE		9	STOREYS	
TOTAL GROSS AREA		123,997	SQ.FT.	(**EXCLUDES AREA BELOW GRADE)
TOTAL NET/LEASEABLE AREA				
RESIDENTIAL		100,965	SQ.FT.	
COM/RET		-	SQ.FT.	
TOTAL GFA (AS PER CITY DEF.)		96,122	SQ.FT.	
2 UNIT SUMMARY				
TOTAL UNITS		88	QTY.	RATIO %
SMALL SUITES (BACH)		3		3%
SMALL SUITES (1 BED+)		41		47%
SMALL SUITES (2 BED)		15		17%
LARGE SUITES (2 BED+)		7		8%
EXECUTIVE SUITES (LARGE 2 BED+)		22		25%
AVERAGE UNIT SIZE		1,147	SQ.FT.	
3 PARKING REQUIREMENTS (ZBL)				
RES	TOTAL PARKING REQUIRED (ZBL)	44	SPACES	
	TOTAL PARKING PROVIDED	88	SPACES	
	PARKING RATE	1.00	/UNIT	
VIS	TOTAL VISITOR PARKING REQUIRED	9	SPACES	
	TOTAL VISITOR PROVIDED	12	SPACES	
	PARKING RATE PROVIDED	0.14	/UNIT	
4 TOTAL AMENITY SPACE REQUIRED (ZBL)				
TOTAL AMENITY SPACE REQUIRED		5,681	SQ.FT.	
TOTAL SHARED AMENITY SPACE REQUIRED		2,841	SQ.FT.	
TOTAL SHARED AMENITY SPACE PROVIDED		3,190	SQ.FT.	
5 BICYCLE PARKING REQUIREMENTS (ZBL)				
TOTAL BIKE PARKING SPACES REQUIRED		44	SPACES	
RATE/UNIT		0.5	/UNIT	
TOTAL BIKE PARKING SPACES PROVIDED		88	SPACES	
RATE/UNIT		1.00	/UNIT	

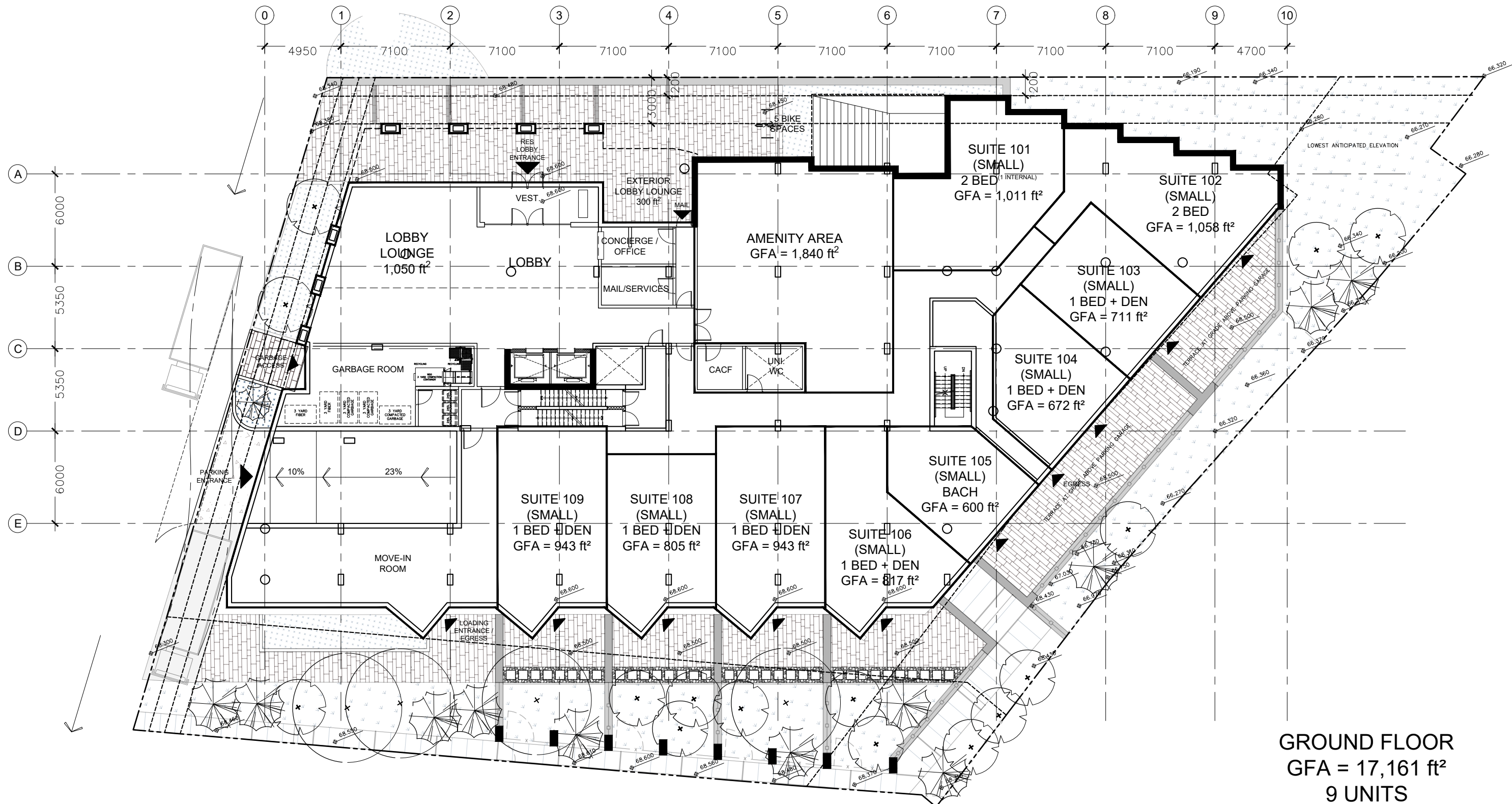


50 THE DRIVEWAY

PROJECT STATS

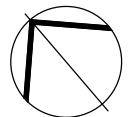
SCALE: N/A

JANUARY 19TH 2022



GROUND FLOOR
GFA = 17,161 ft²
9 UNITS

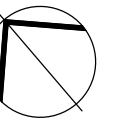
TOTAL PROJECT AREA
GFA = 123,997 ft²

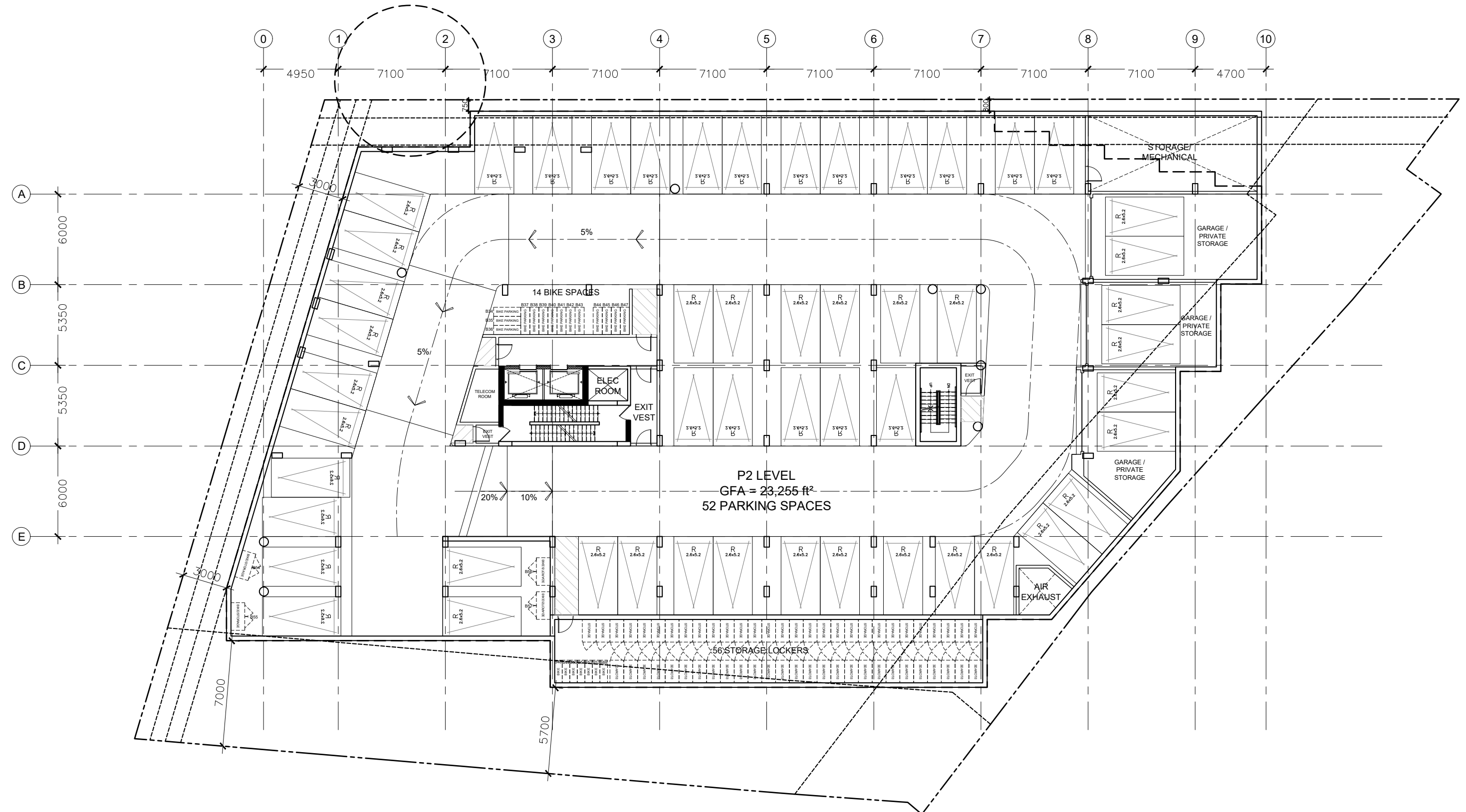


50 THE DRIVEWAY

GROUND LEVEL
SCALE: 1:250

JANUARY 19TH 2022

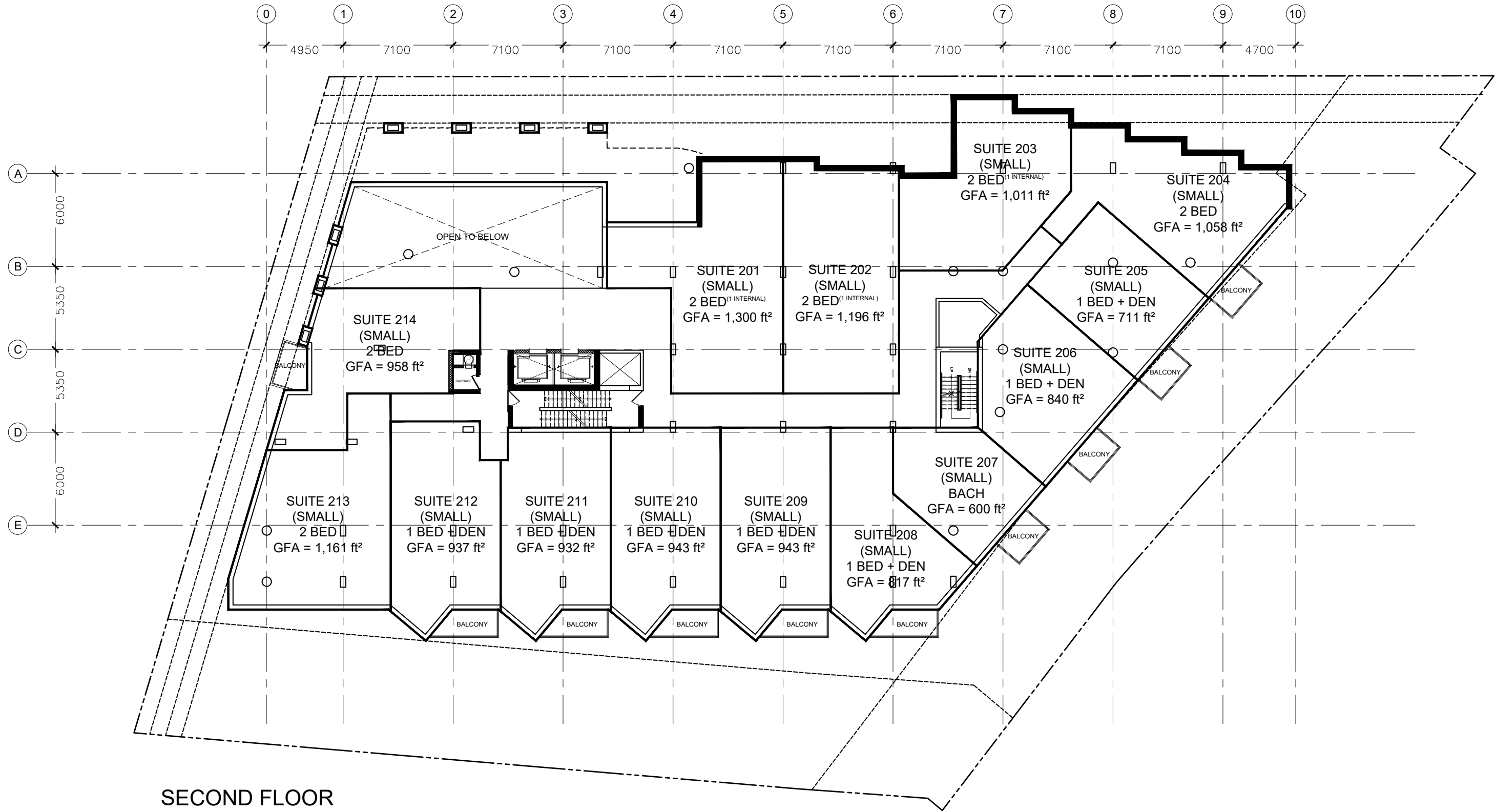




50 THE DRIVEWAY

PARKING LEVEL 2
SCALE: 1:250

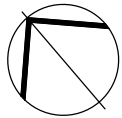
JANUARY 19TH 2022



SECOND FLOOR
GFA = 17,161 ft²
14 UNITS

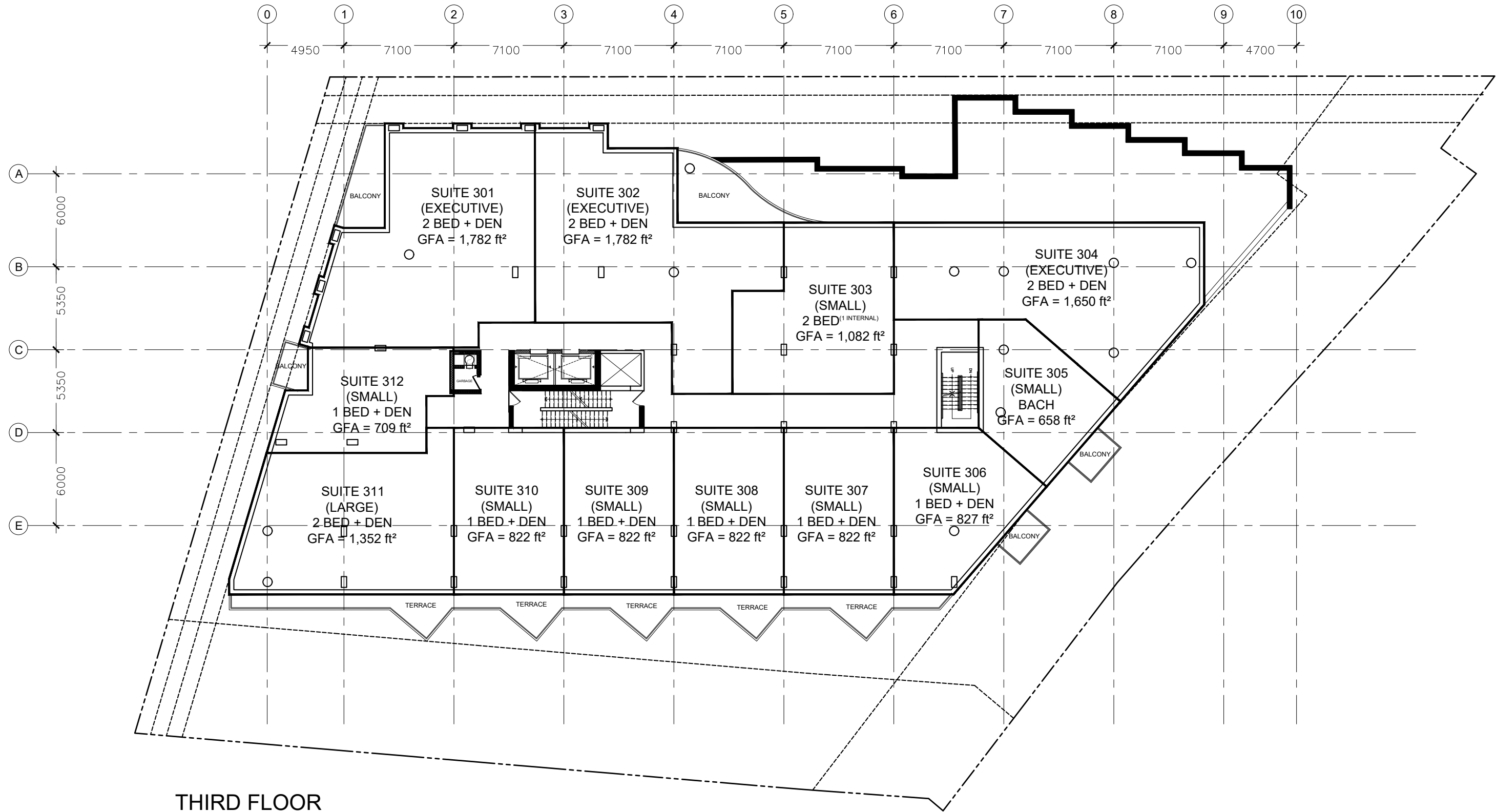


50 THE DRIVEWAY



LEVEL 2
SCALE: 1:250

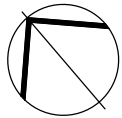
JANUARY 19TH 2022



THIRD FLOOR
GFA = 14,920 ft²
12 UNITS

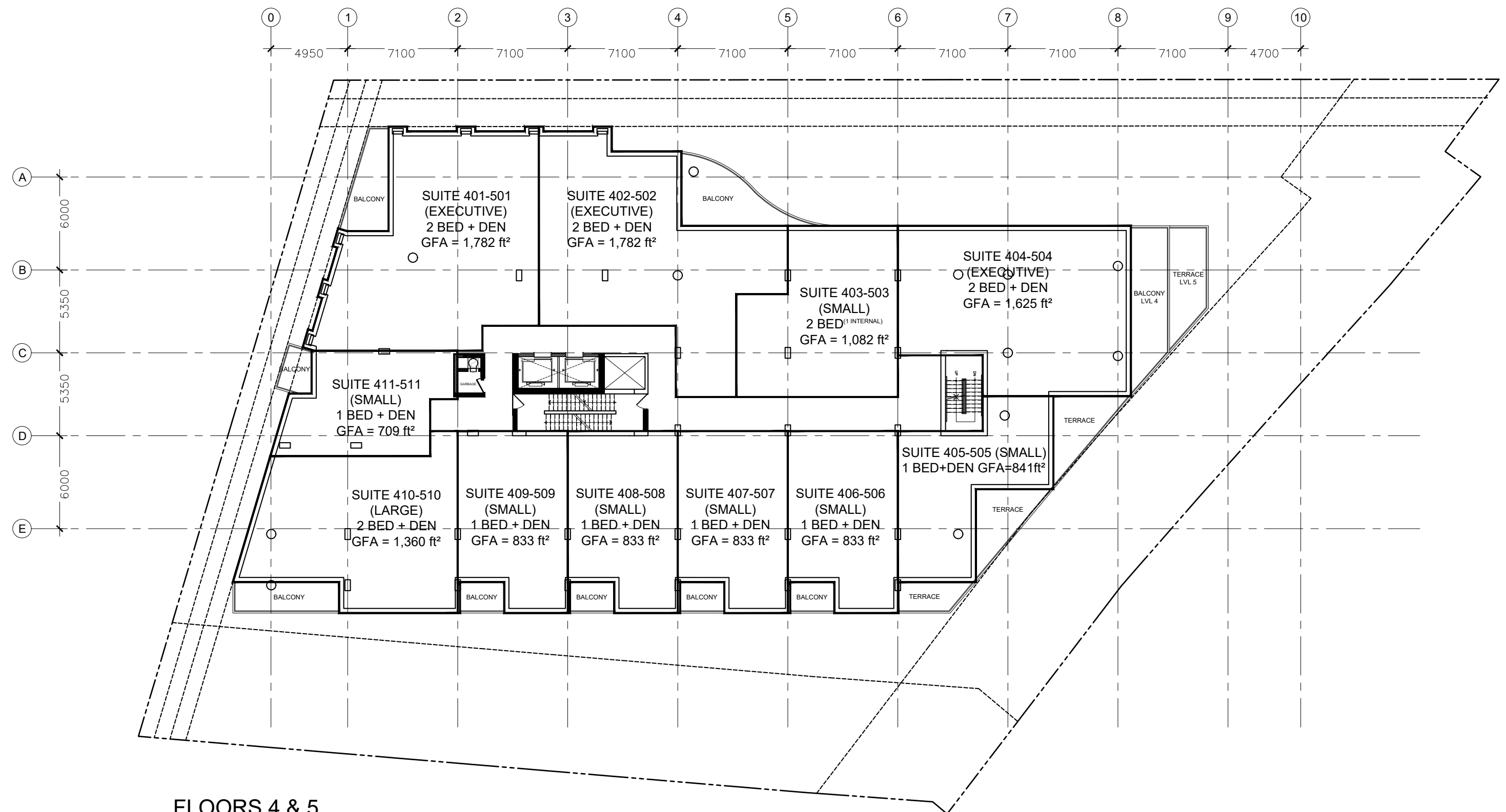


50 THE DRIVEWAY



LEVEL 3
SCALE: 1:250

JANUARY 19TH 2022



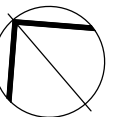
FLOORS 4 & 5
GFA = 14,196 ft²
11 UNITS

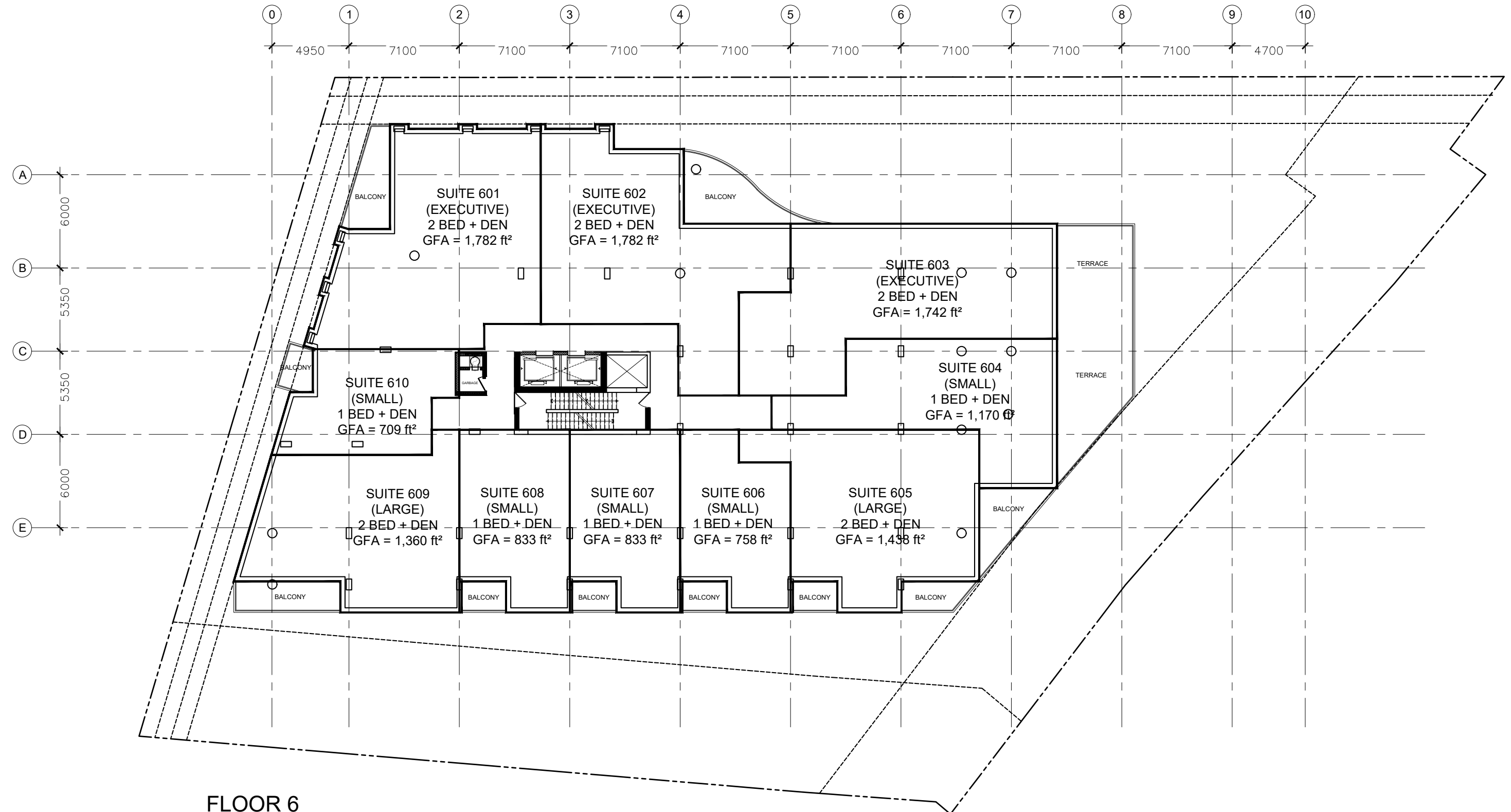


50 THE DRIVEWAY

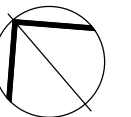
LEVELS 4 & 5
SCALE: 1:250

JANUARY 19TH 2022





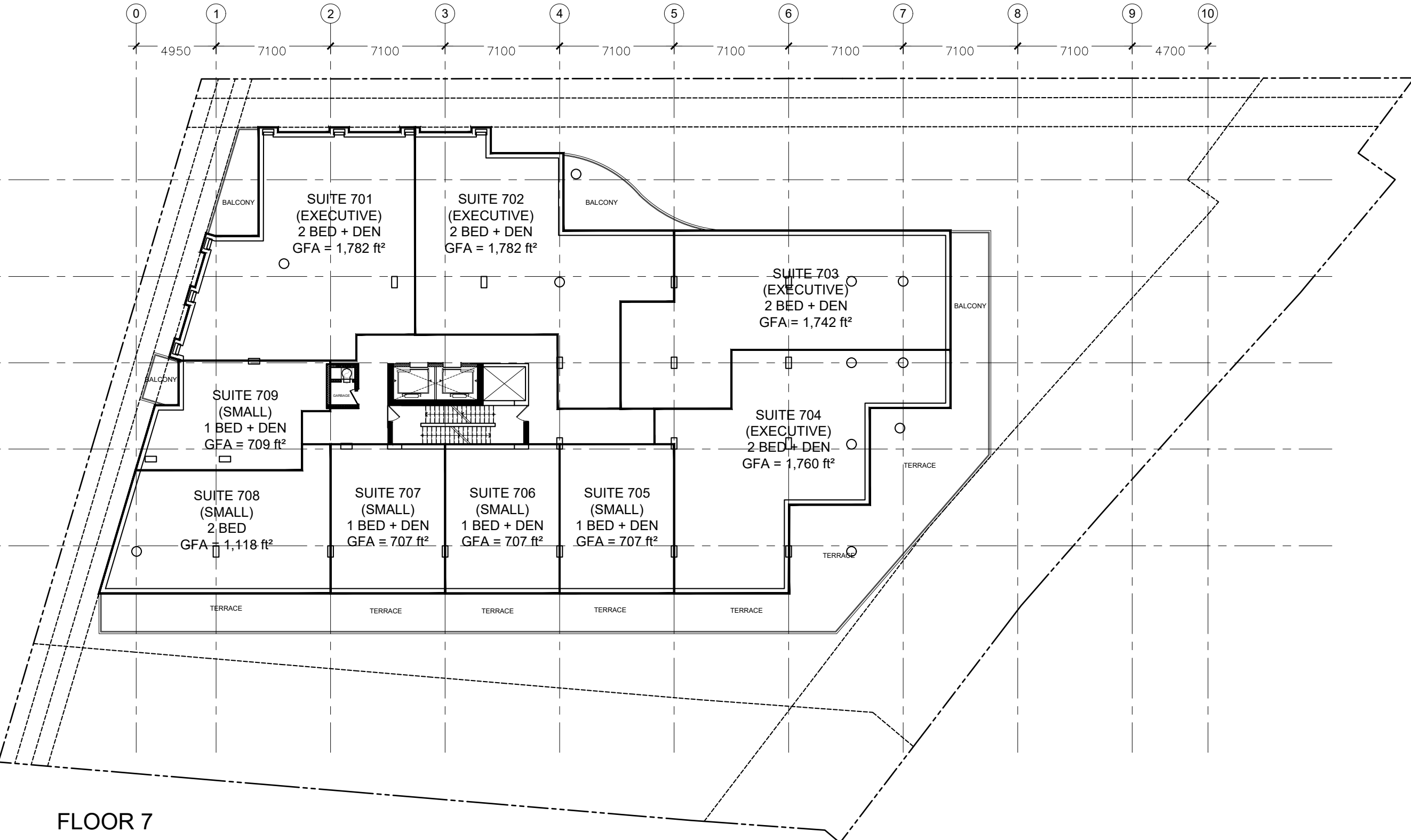
FLOOR 6
GFA = 13,605 ft²
10 UNITS



50 THE DRIVEWAY

LEVEL 6
SCALE: 1:250

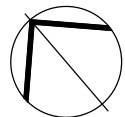
JANUARY 19TH 2022



FLOOR 7
GFA = 12,196 ft²
9 UNITS

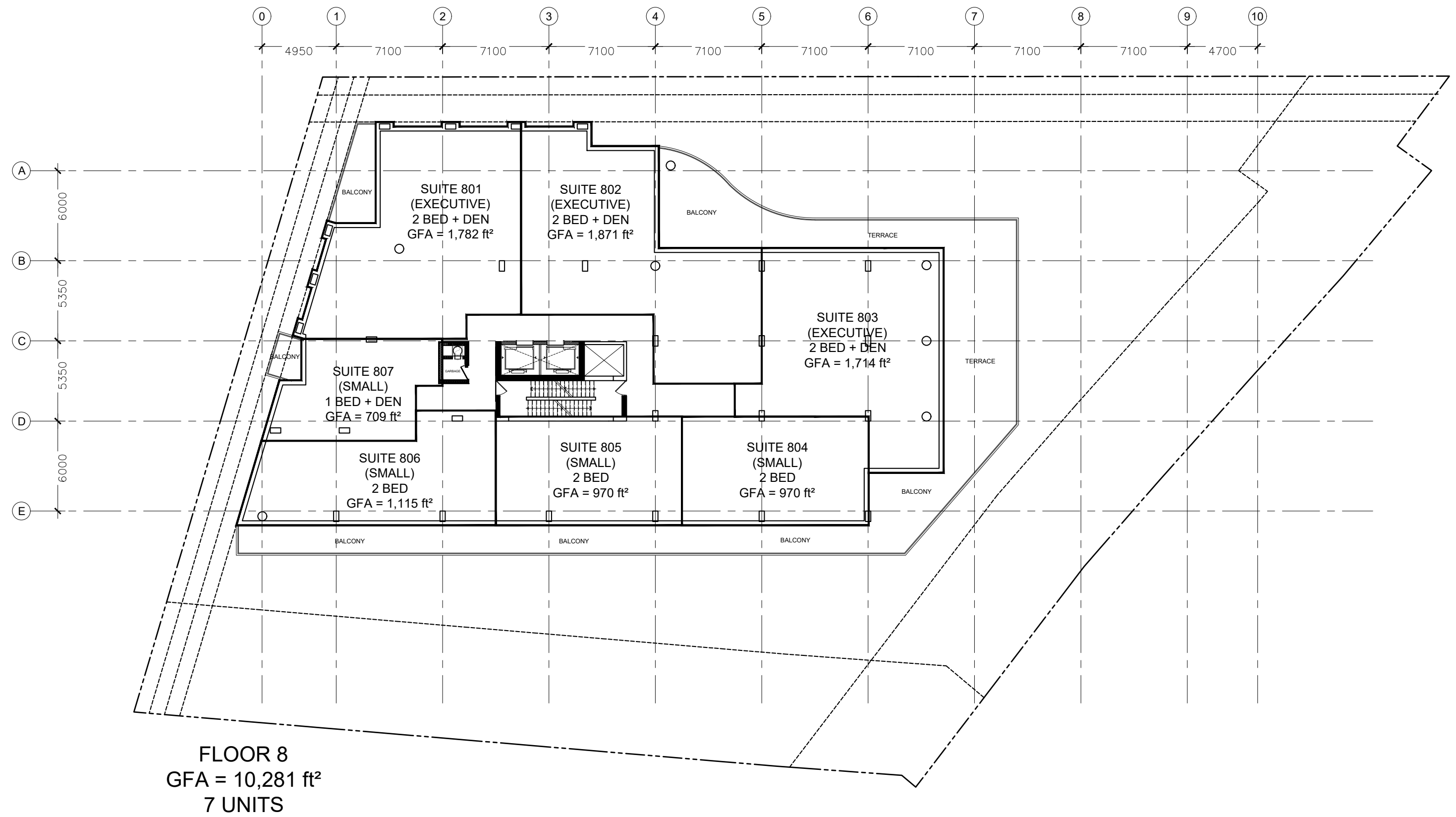


50 THE DRIVEWAY



LEVEL 7
SCALE: 1:250

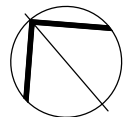
JANUARY 19TH 2022

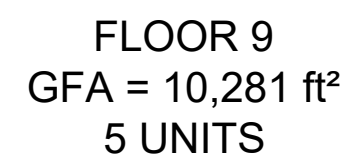


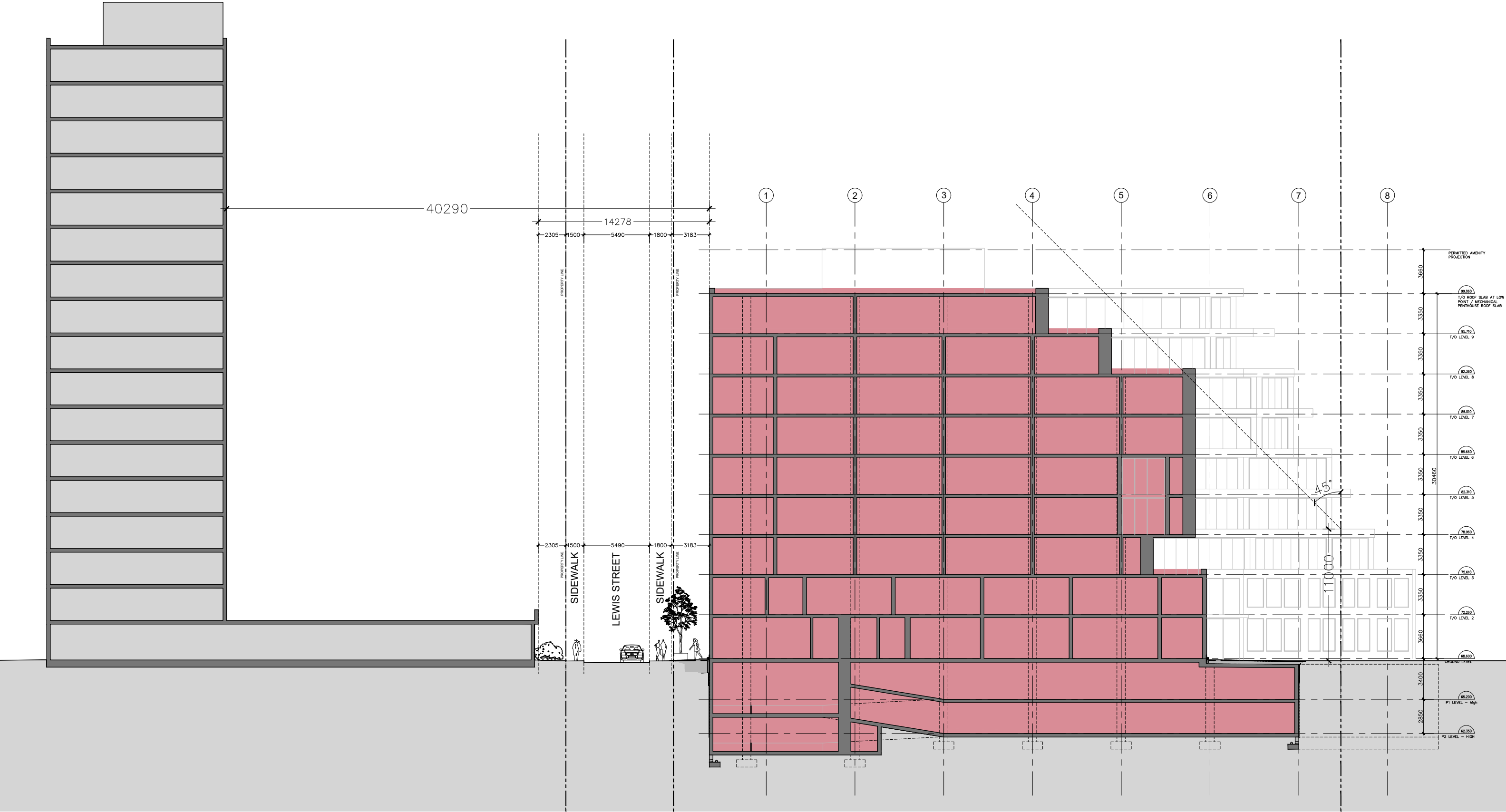
50 THE DRIVEWAY

LEVEL 8
SCALE: 1:250

JANUARY 19TH 2022



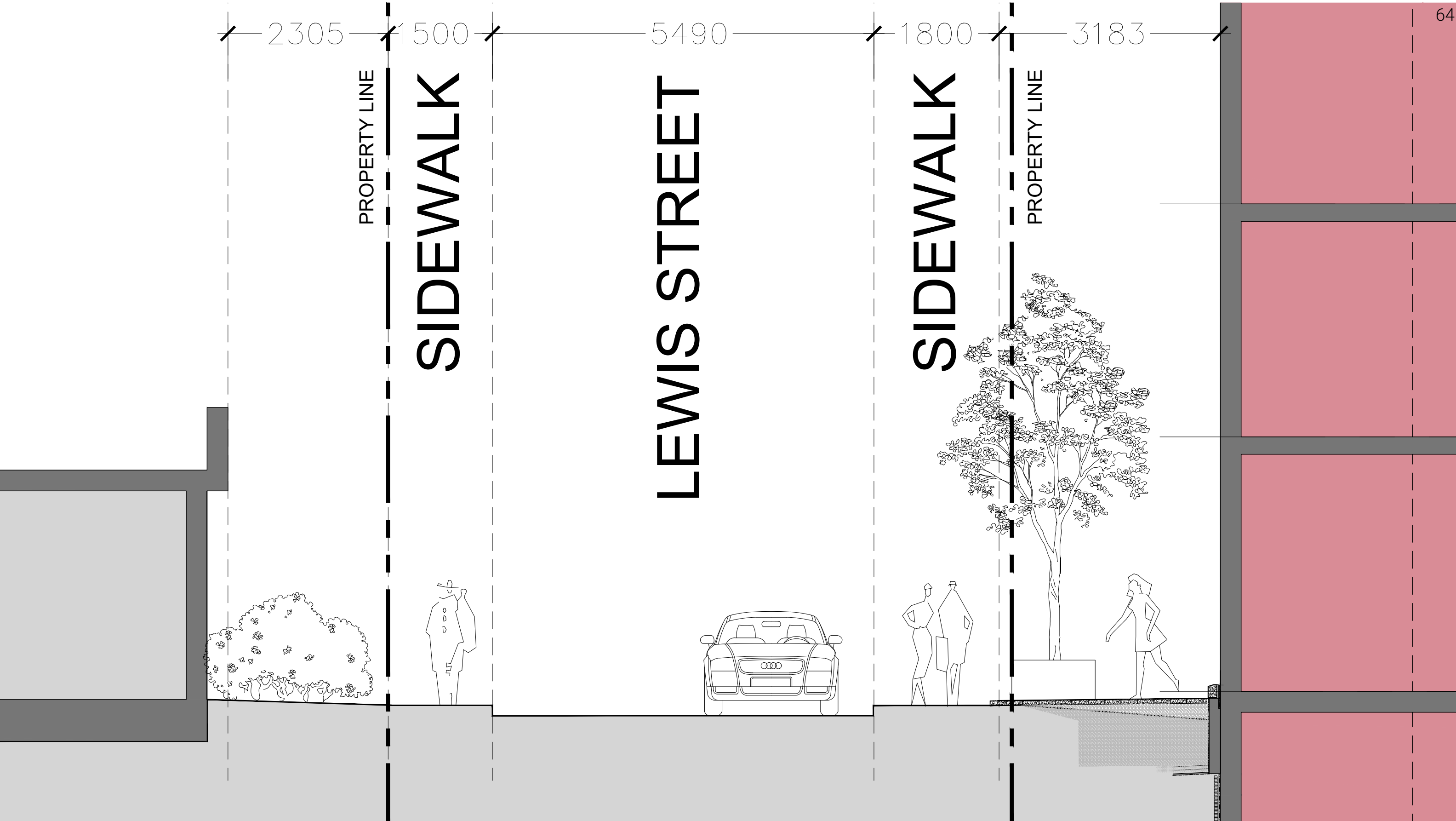




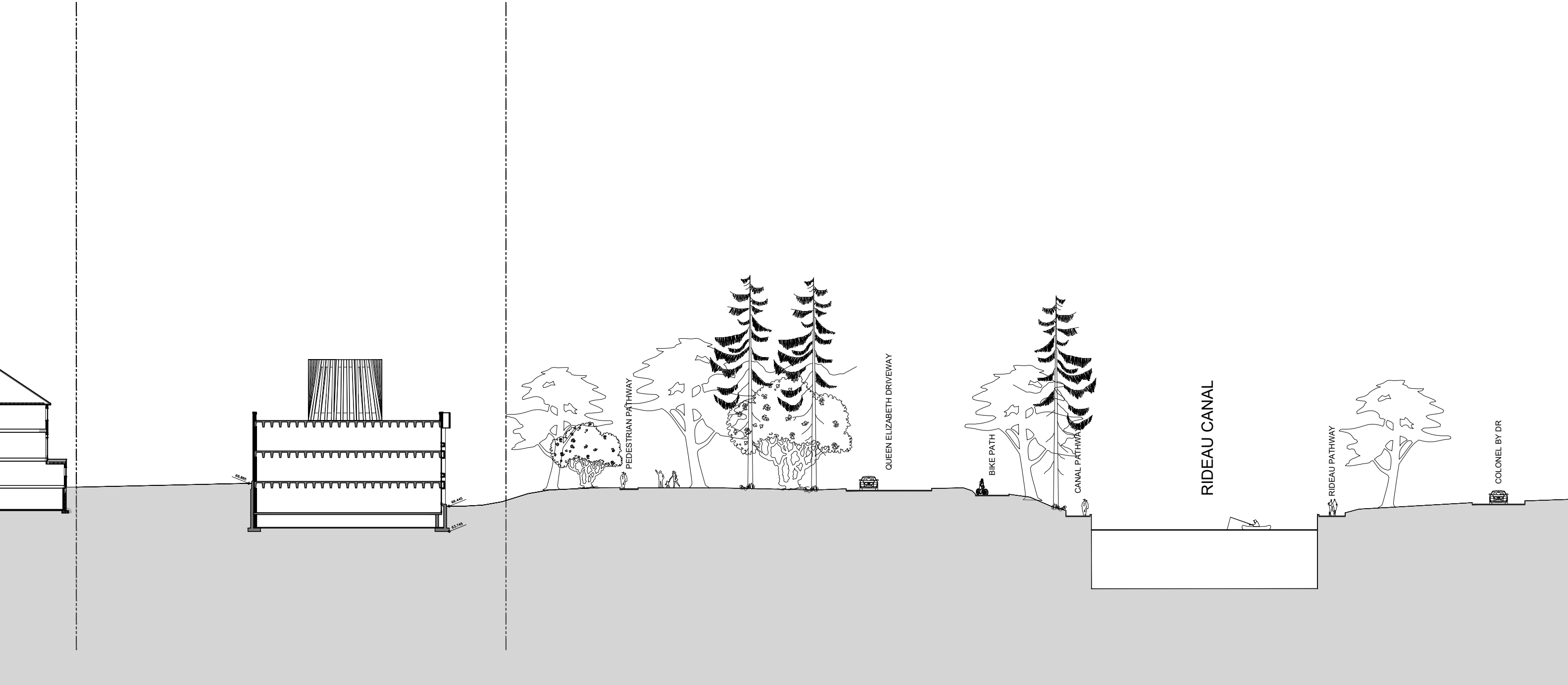
50 THE DRIVEWAY

LEWIS STREET SECTION
SCALE: 1:300

JANUARY 19TH 2022



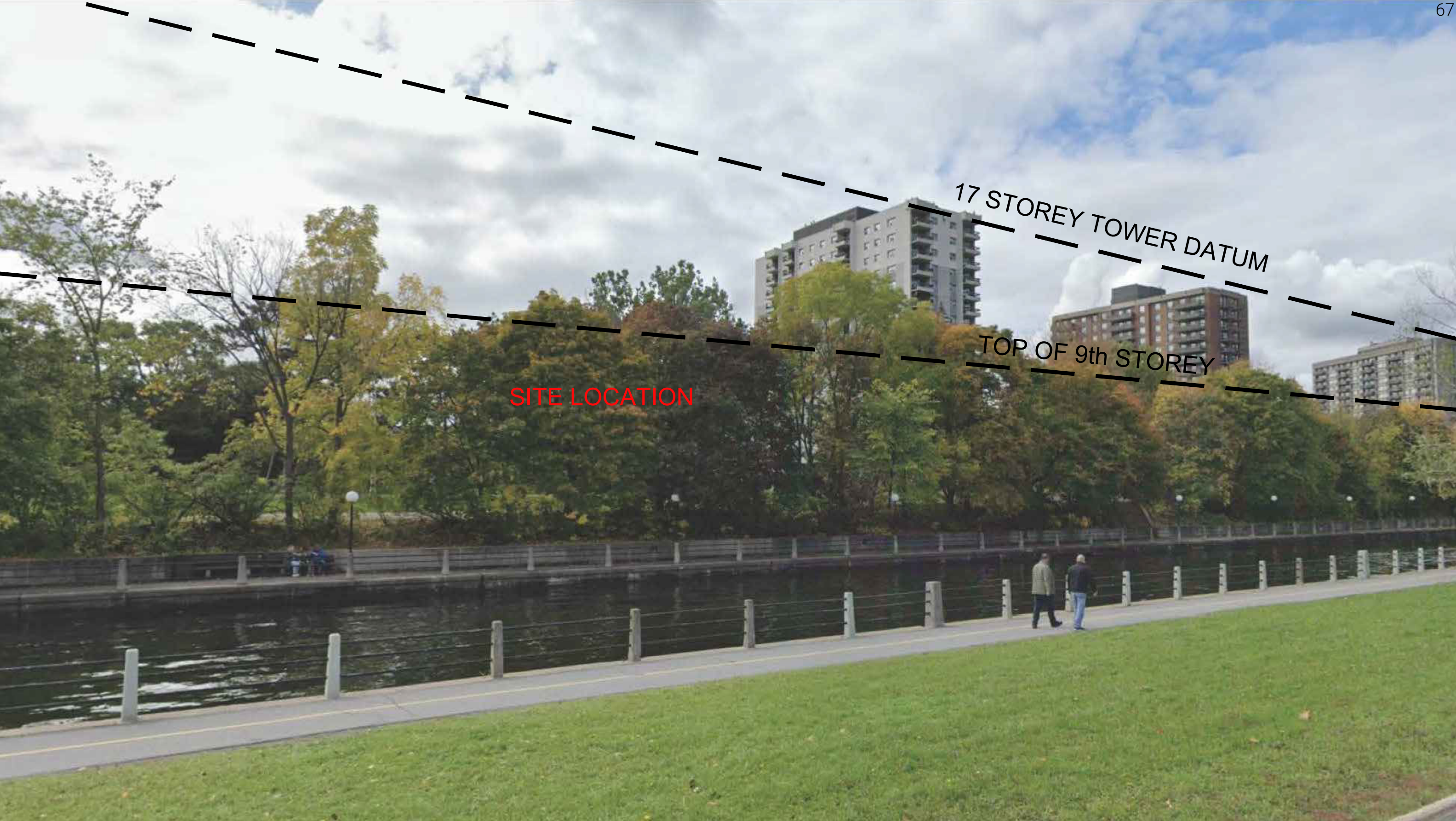
JANUARY 19TH 2022



50 THE DRIVEWAY

SITE SECTION - EXISTING CONDITION
SCALE: 1:400

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50 THE DRIVEWAY

CANAL VIEW
SCALE: N/A

JANUARY 19TH 2022

THANK YOU!



HOBIN
ARCHITECTURE

50 THE DRIVEWAY

JANUARY 2022

CSW



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Association