

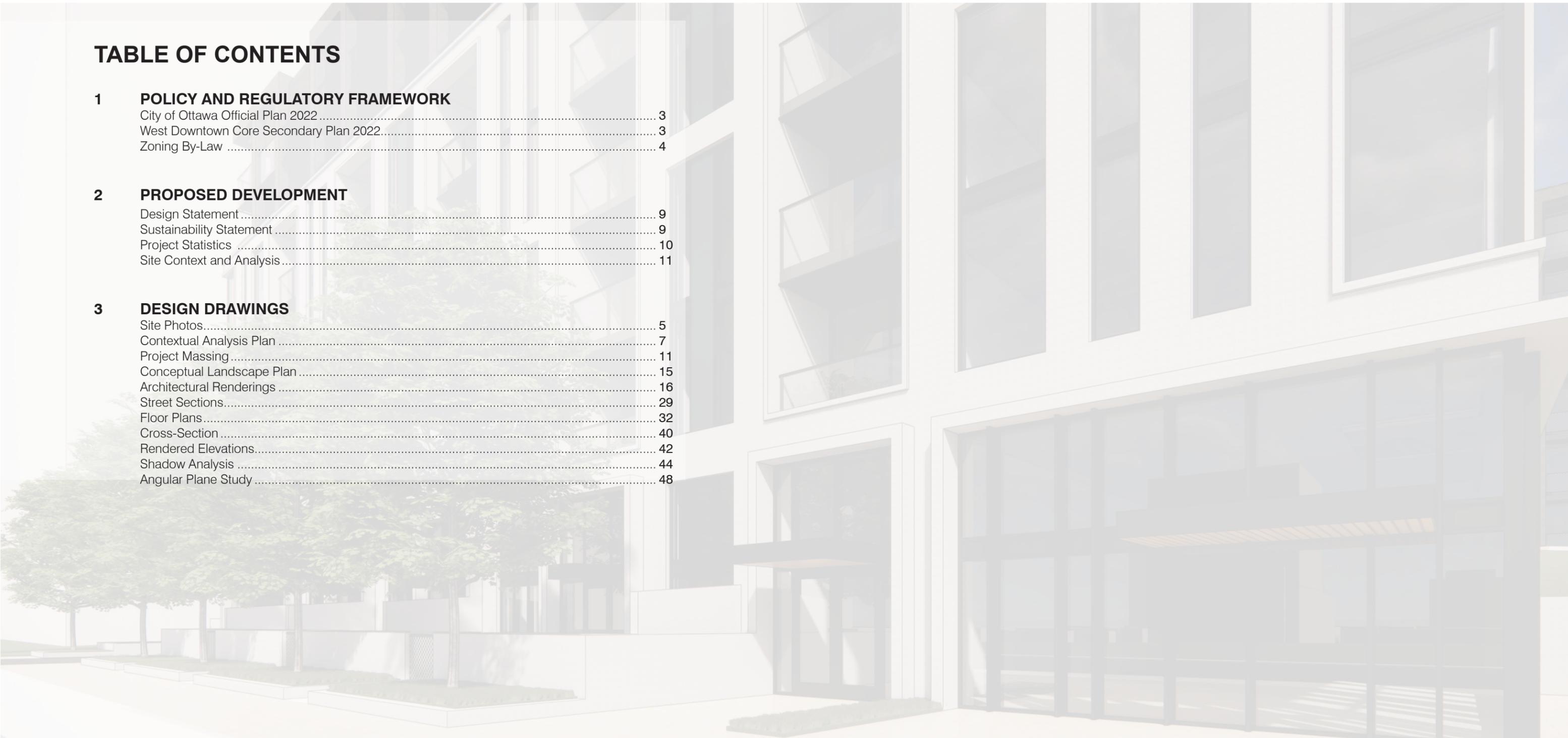
DESIGN BRIEF
ISSUED FOR ZBLA / OPA

116 BEECH STREET
19 DECEMBER 2025

project1
studio

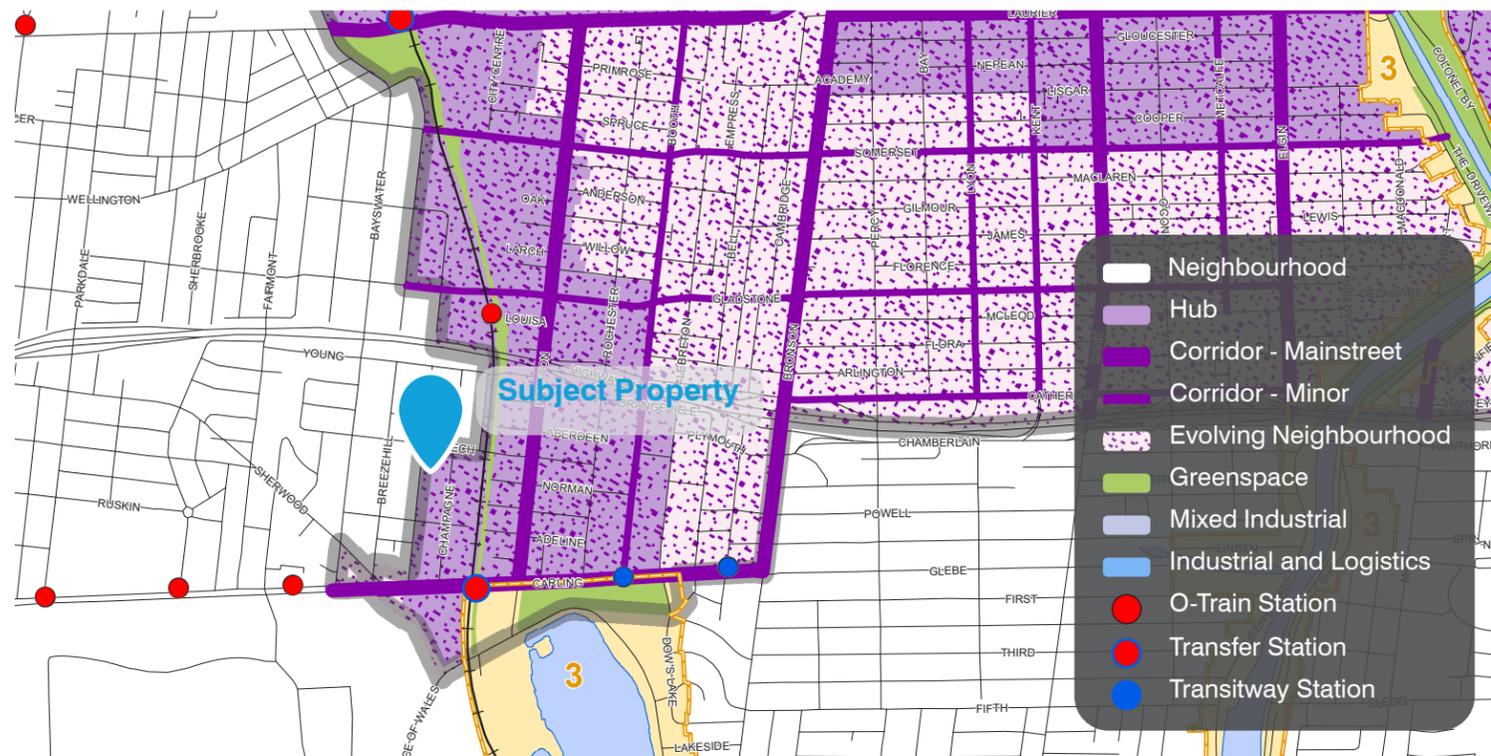
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POLICY AND REGULATORY FRAMEWORK

City of Ottawa Official Plan (2022)



West Downtown Core Secondary Plan (2022)

- The subject property is located in the West Downtown Core Secondary Plan Area and is identified as part of the Dow's Lake Station District.
- The property is found in the Hub Character Area and is restricted to a maximum height of six storeys. The Hub Character Area is intended to incorporate a wide range of transit-supportive uses and see the tallest buildings and the highest densities in the entire Dow's Lake Station District. A gradual reduction in height and density from the rapid transit stations to the surrounding neighbourhoods will be necessary to provide the desirable transition. Lands designated Hub will be the priority area for public realm improvement.
- The following criteria will apply to developments that incorporate a high-rise buildings as it pertains to the subject property:
 - A development site that will accommodate a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of street and/or parks;
 - The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and greenspaces;
 - Point tower design shall be provided for high-rise buildings;
 - Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters; and
 - Tower portions of high-rise buildings, as defined as between 10 and 40-storeys in height, will have a minimum separation distance of 20 metres.

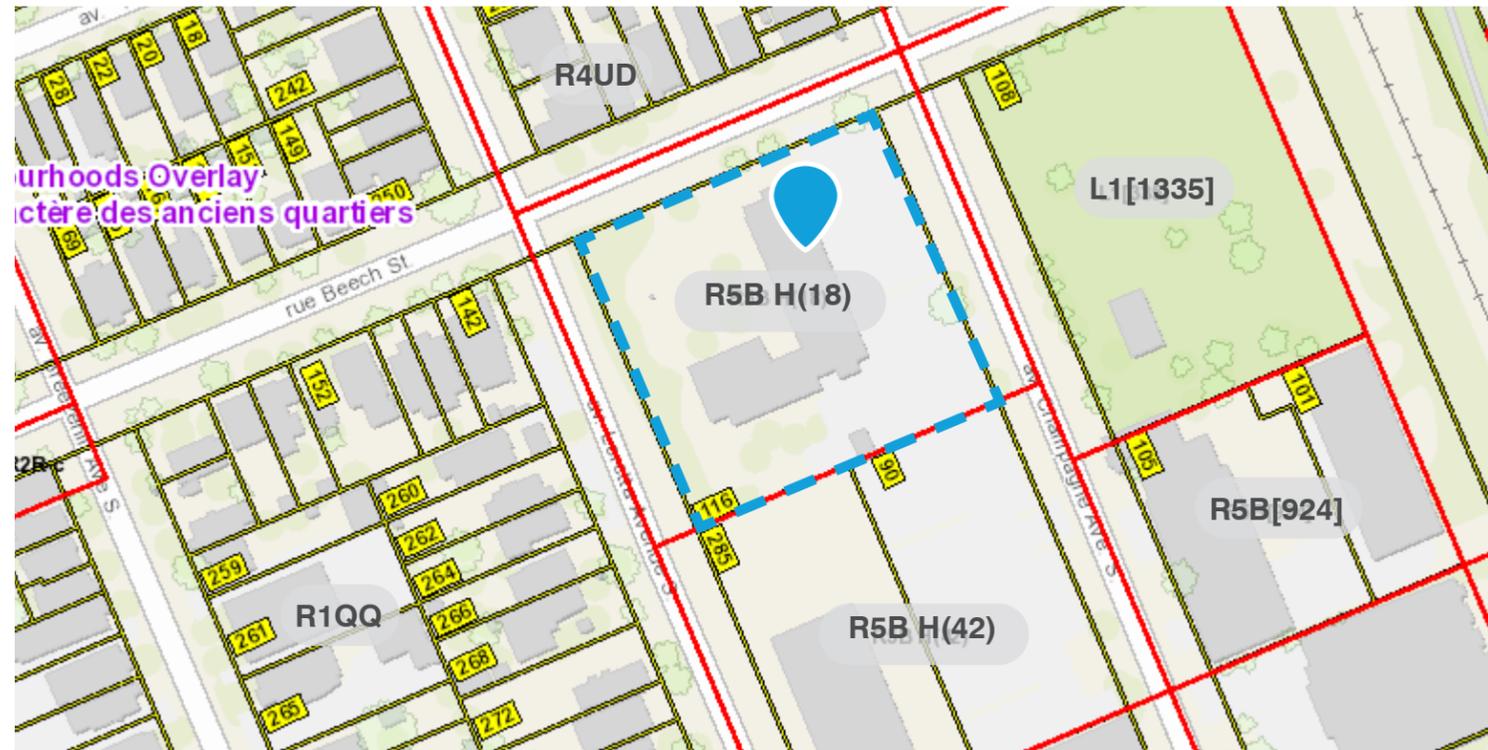
Urban Design Guidelines for High Rise Buildings (2018)

- The subject property is designated Hub and found in the Downtown Core Transect in the Official Plan. The Hub designation refers to areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.
- Maximum building heights of up to 40-storeys are generally permitted within Hubs found in the Downtown Core, where properties are within a 300 metre radius of rapid transit and where a compatible transition can be facilitated to adjacent lands. The policies for Hubs in the Downtown Core Transect note that Secondary Plan policy direction takes precedence over Official Plan policy.
- Development in Hubs shall respond to context, Transect area and overlay policies and 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.
- Transition between mid and high-rise buildings and adjacent properties designated as Neighbourhood (low-rise) will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.
- High-rise buildings should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings with larger floorplates permitted with increased separation distances.
- High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers.

- Context guidelines encompass views, vistas and landmarks, transition in scale, infill, and heritage:
 - Views and angular planes are to be respected in the development process, and view analysis are required to evaluate the potential impact of proposed development on views.
 - Height transitions are to be progressive, with buildings nearer the edge of high-rise areas to be progressively lower in height than those in the centre. The base of a building should relate to the height and type of the existing or planned streetwall context.
- Built Form guidelines concern the morphology and how it impacts the experience of tall buildings, distinguishing point towers and bar buildings:
 - Point towers (narrow, with small floor plates) are the preferred built form.
- Pedestrian Realm guidelines concern the unique opportunities and challenges in the design of public and private open spaces in concert with high-rise development:
 - The maximum recommended floorplate for a high-rise residential tower is 750 square metres with larger towers where design features have been incorporated to mitigate wind and shadow impacts, maintain sky views, and allow for access to natural light;
 - The minimum separation between towers should generally be 23 metres. This includes separation from towers on adjacent properties (11.5 metres on each side of the shared property line);
 - The middle of the tower should step back from the base;
 - Parking should be located underground or at the interior of the site; and,
 - A minimum of 6 metres of space should be provided between the curb and the building face along the primary frontages.

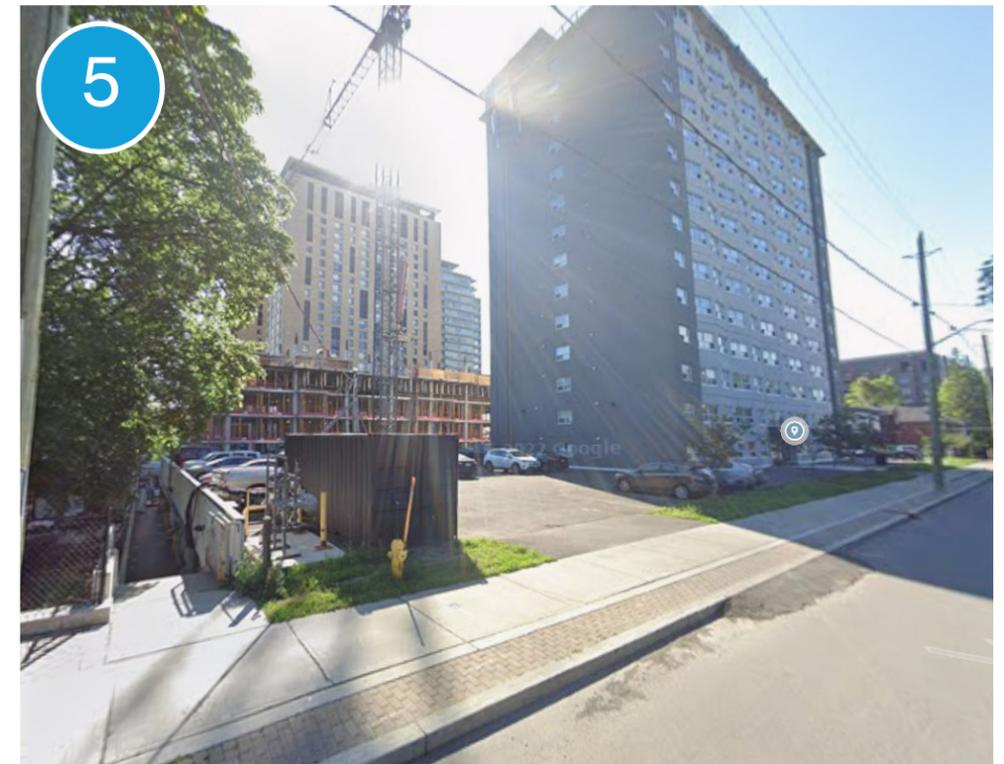
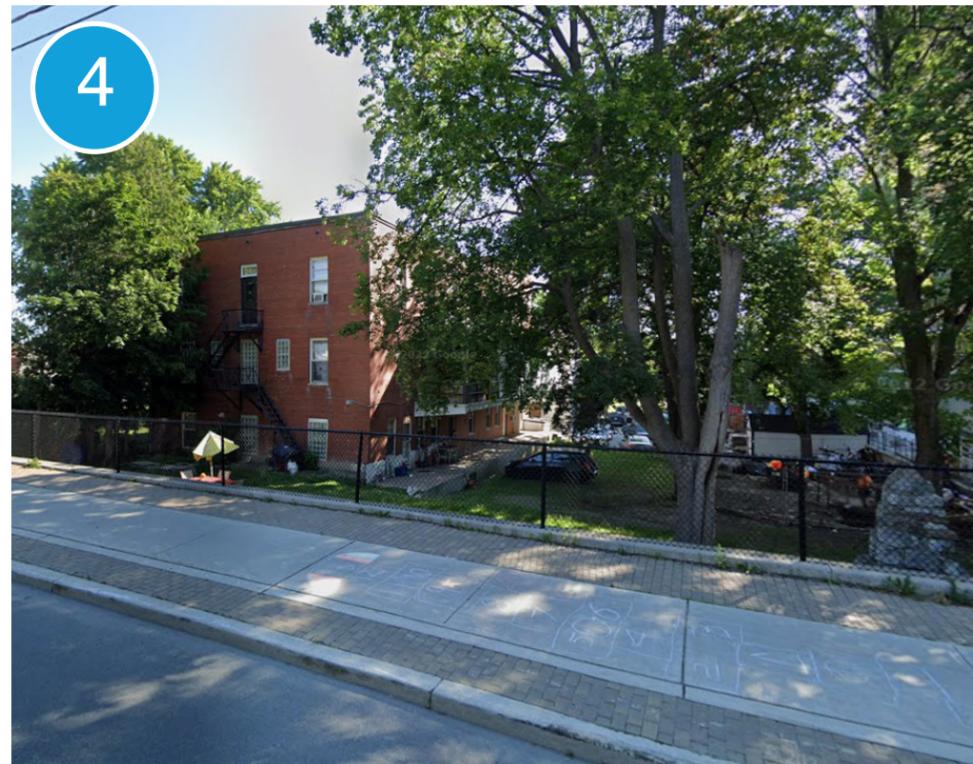
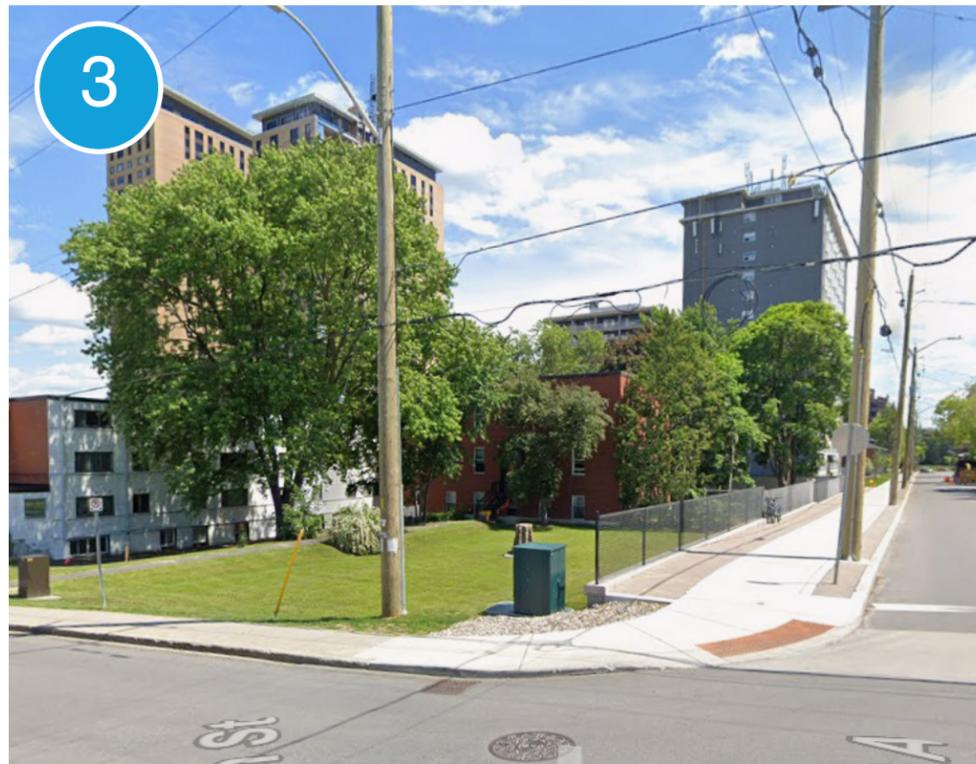
POLICY AND REGULATORY FRAMEWORK

City of Ottawa Zoning By-law (2008-250)

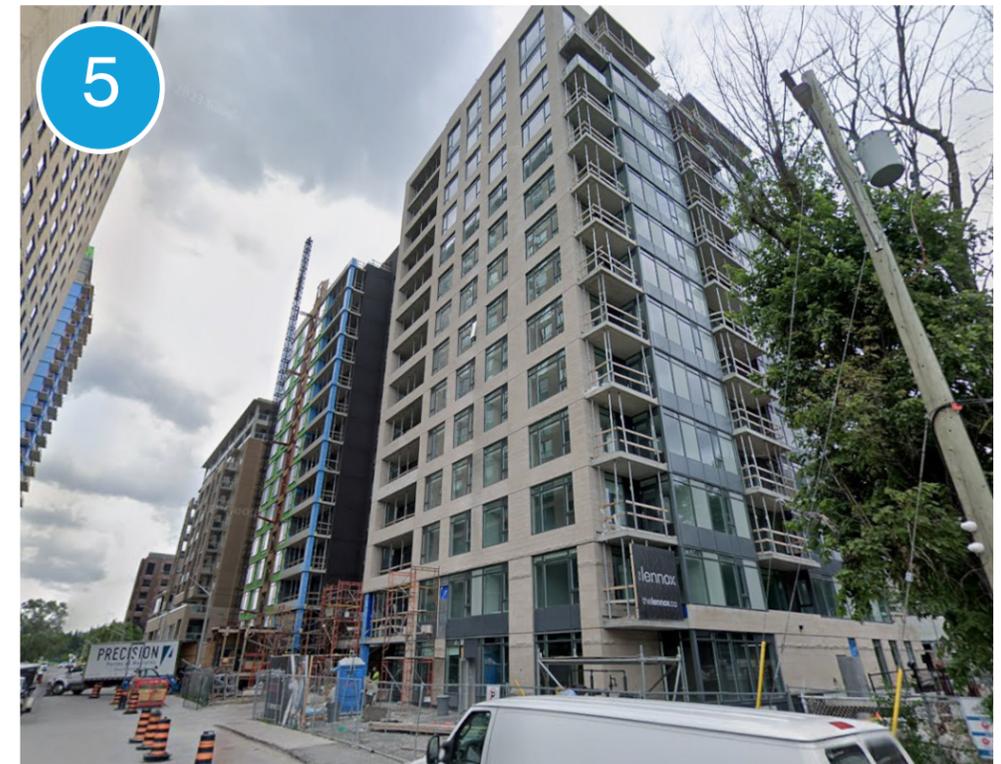
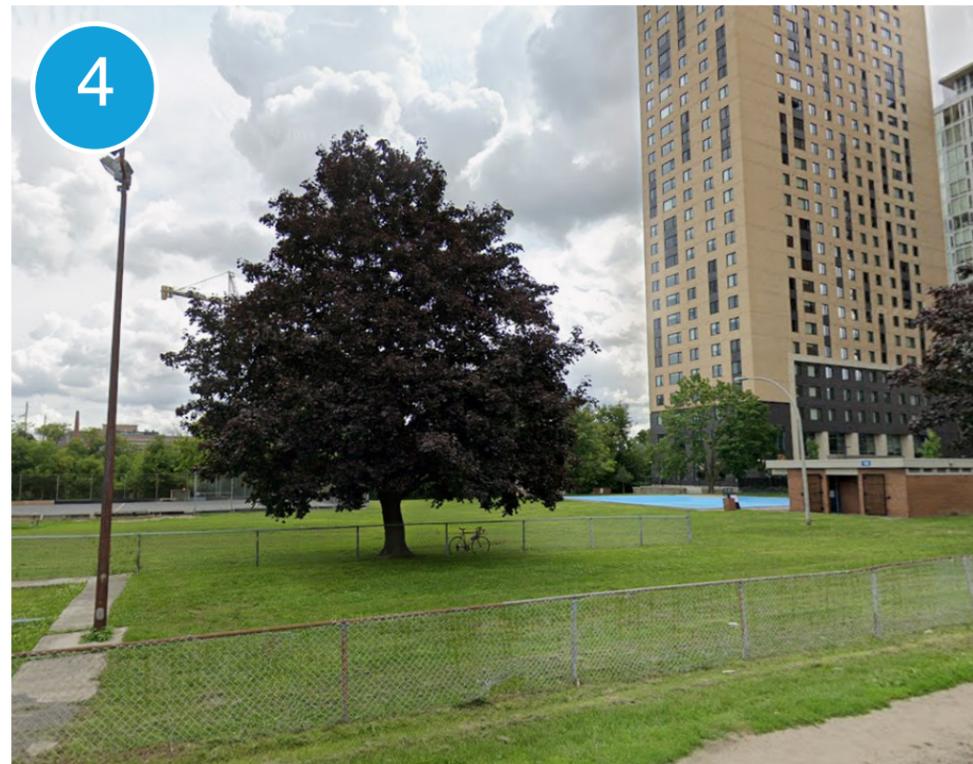
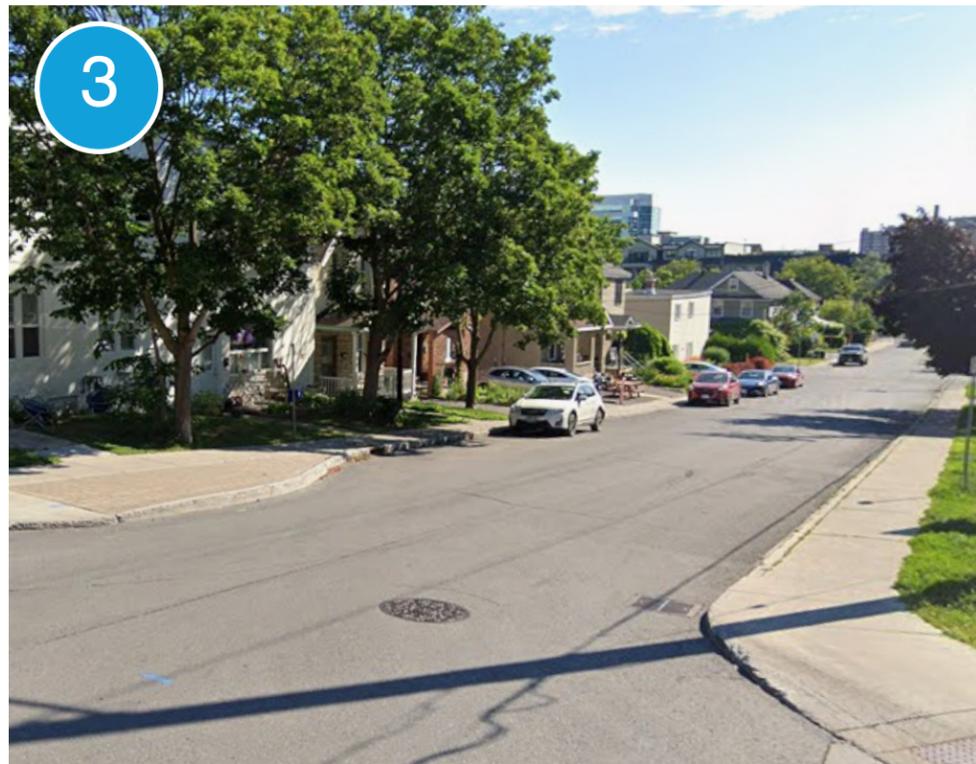
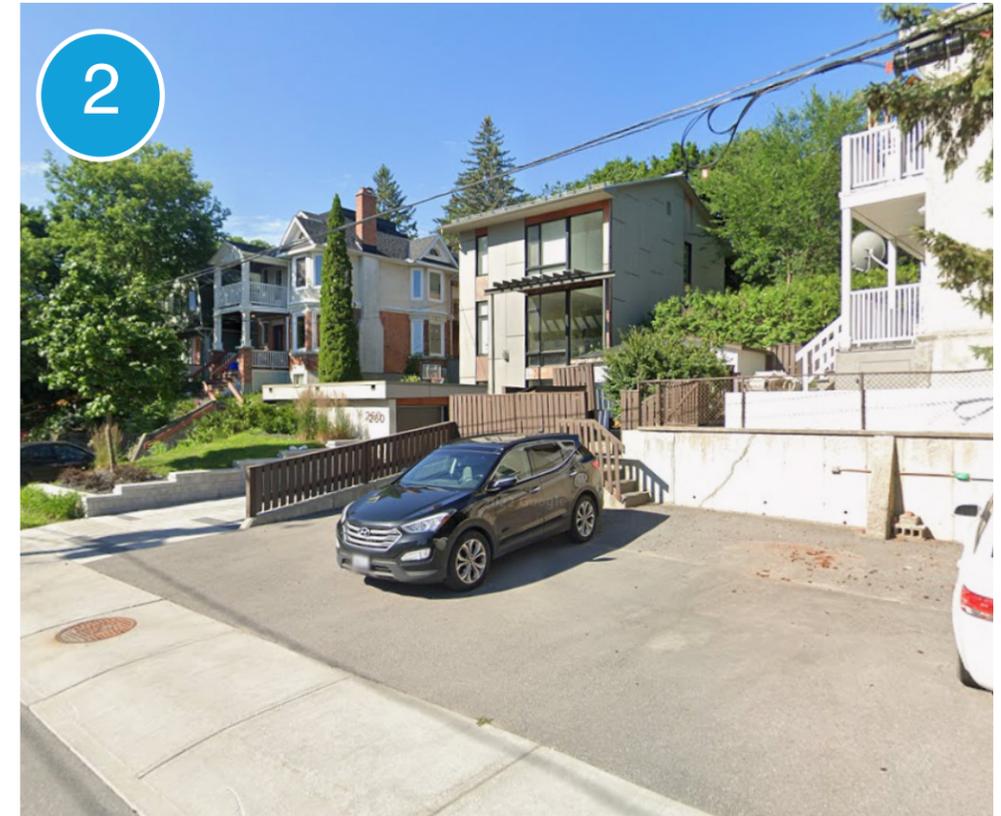
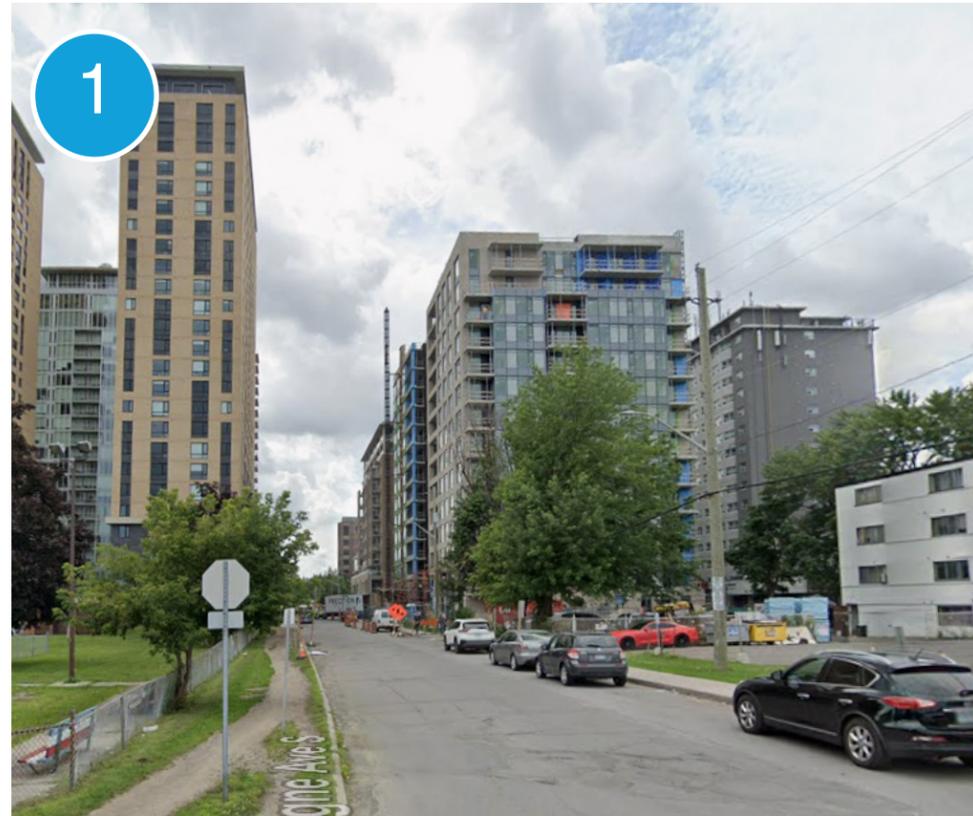


- The site is zoned “Residential Fifth Density, Subzone B, Maximum Height of 18m (R5B H(18))” in the City of Ottawa’s Comprehensive Zoning By-law. The intent of the R5 zone is to allow a wide mix of residential building forms ranging from detached dwellings to mid-/high-rise apartment dwellings.
- The current zoning limits all buildings to a maximum height of 18 metres, or approximately six (6) storeys.
- Thirty percent of the lot area must be provided as landscaped area for a lot containing an apartment dwelling.
- There is no requirement for off-street motor vehicle parking for any uses; and
- Visitor parking is required for residential uses at a rate of 0.1 spaces per unit after the first 12 units, to a maximum of 30 spaces.

SITE PHOTOS



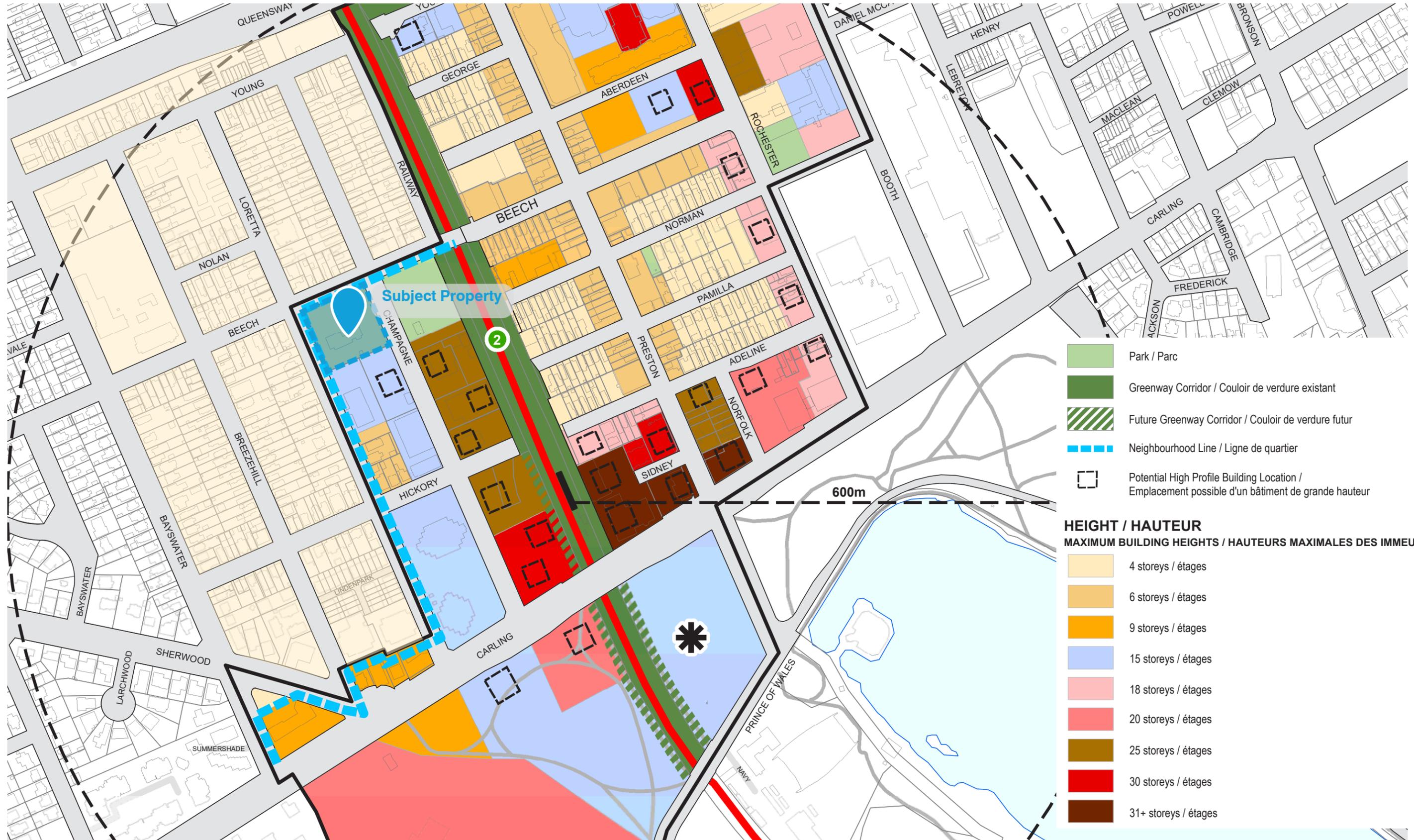
SITE PHOTOS



CONTEXT MAP



PLANNED FUNCTION



- Park / Parc
- Greenway Corridor / Couloir de verdure existant
- Future Greenway Corridor / Couloir de verdure futur
- Neighbourhood Line / Ligne de quartier
- Potential High Profile Building Location / Emplacement possible d'un bâtiment de grande hauteur

HEIGHT / HAUTEUR
MAXIMUM BUILDING HEIGHTS / HAUTEURS MAXIMALES DES IMMEUBLES

- 4 storeys / étages
- 6 storeys / étages
- 9 storeys / étages
- 15 storeys / étages
- 18 storeys / étages
- 20 storeys / étages
- 25 storeys / étages
- 30 storeys / étages
- 31+ storeys / étages



View from Loretta Avenue looking North-East



View from Champagne Avenue looking North-West

DESIGN STATEMENT

The design of this project was focused primarily on context and responding to the building's immediate surroundings. This is a complex site, with street frontage on three sides and an elevation change from the east to west side of approximately 5 meters. There is a significant portion of the north-east corner of the site that is being taken by the city as a parkland dedication, which also had a substantial impact on the design and massing of the project. The project being a high-rise building led to the typical investigations about tower form, articulation and the impact on the neighboring built environment. Finally, a great deal of attention was paid to the vastly different character of each of the abutting streets, with on having a much more ground oriented residential and low-rise feel. Our approach was to craft a building that could respond to these street level conditions while still rising to create an expressive tower form that was able to unify a number of different architectural languages.

The topography of the site dictated our approach to vehicular circulation. Champagne Avenue, on the east side of the site, is significantly lower than Loretta Avenue to the west. Champagne is also home to a number of other large multi-unit residential projects, so this combined with the change in elevation made it the obvious choice for vehicular access to the site. On the Loretta side to the east, we were able to use this change in grade to allow an 'at grade' experience above for an inner courtyard, which would feature short term parking for deliveries which would be shielded from the street. This courtyard is actually on top of the parking level coming in from the east side, but this gesture helps to establish Loretta Avenue as the plane for the ground floor of the building.

Loretta Avenue has a low-rise walkable character that is comprised primarily of detached dwellings. Our challenge was to design a podium that would respond to this context while allowing a transition up to a high-rise building. While there is currently a high-rise building immediately to the south of our project, we wanted a solution that was responsive and enhanced the connection to the street. The result was a podium design that features units with doors to the street, front porches and podium mass that steps back as it climbs. A horizontal band creates a 2 storey datum line, and then the building steps back at the 4th floor allowing this 6 storey volume to feel in keeping with a low-rise built form.

For the tower, we were well aware of the potential sight lines and visibility of this project, with it occupying the northern-most site in the neighborhood that could be considered for high-rise development. This tower in some ways could be seen to create a book-end or gateway into some of the taller buildings in the city. We felt that the tower should be expressive with a unique presence. Because the tower is running across the site, the long axis of the tower form is what would be most visible, and we wanted to create something sculptural that would reduce the feeling of this mass. So we turned the tower into two forms, an angular portion and a rectilinear portion. The angular portion is articulated with a series of vertical ribbons that ripple down the face of the tower. The cladding pulls away from the face of the building before returning back with an angular geometry, catching light differently depending on the time of day, creating relief accentuated by discreet shadow lines and making abstract references to the flow of water. In contrast, the other half of the tower is robust, cladding in dark paneling with a staggered glazing expression that reflects the changing proportion of its mass.

This project is about juxtaposition. It is about respecting the low-rise war-time inner suburb condition on one side, while also responding to a modern high-rise condition on the other. It is about offering breathing room for a park at a location that would typically be reserved for the highest density and mass on the site. It is about creating an expressive tower form that stands in contrast to the unarticulated high-rises that surround it. It is a completely site specific project and is a true effort to resolve difficult architectural questions with the goal of improving the existing urban fabric.

SUSTAINABILITY STATEMENT

This project is targeting a 40% energy use reduction for the baseline National Energy Code benchmark. This target will be achieved through a broad range of approaches which includes increased thermal barriers, more energy efficient glazing systems and mechanical systems that are not reliant on the burning of fossil fuels.

The project will develop extensive energy modelling as the design is developed, and will make use of a Variable Refrigerant Flow system for heating and cooling suites which offers substantial energy reductions. Building envelope design will exceed code requirements for insulation values and the glazing system will also exceed code requirements. The roofing membrane will have a light colour, increasing reflectivity and reducing heat island effects. Projecting balconies along the south elevation will help to reduce indoor thermal heat gain during the summer months, while allowing daylight in the winter.

All resident parking is underground. By reducing surface parking, we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by this development. In addition, a cistern will be included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure. The proposed development includes extensive planting, with enough soil volume to ensure healthy tree growth.

Electric vehicle charging will be offered to a number of parking spaces in the project. The bike storage room is accessible for the Champagne Avenue street level, promoting the use of active methods of transportation. The bike storage room will also include a repair station where residents will have access to tools and a work space to care for and maintain their bicycles. Finally, the site is located less than 250m to the Carling O-Train station, which promotes the use of public transit.

Floors	AREA BY FLOOR						UNIT MATRIX					ZONING MECHANISM				
	Gross Building Area		Retail Area	Leasable Area		Amenity Area		Studio	1 Bed	1 Bed + Den	2 Bed	Total	Required	Provided		
	m2	sq ft	sq ft	m2	sq ft	Private	Communal									
Level 00	3,408	36,683	963	217	2,336	9%	51				2		1	3		
Level 01	2,359	25,392		1,626	17,498	69%	154	404			14		8	22		
Level 02	2,359	25,392		1,834	19,737	78%	122	146			21		7	28		
Level 03	2,502	26,931		2,124	22,867	85%	149			1	23		9	33		
Level 04	2,502	26,931		2,124	22,867	85%	149			1	23		9	33		
Level 05	2,165	23,304		1,841	19,818	85%	259			1	19		10	30		
Level 06	2,165	23,304		1,841	19,818	85%	500	993		1	19		10	30		
Level 07	776	8,353		526	5,658	68%	49				7		3	10		
Level 08	834	8,977		740	7,966	89%	49				7		5	12		
Level 09	834	8,977		740	7,966	89%	49				7		5	12		
Level 10	834	8,977		740	7,966	89%	49				7		5	12		
Level 11	834	8,977		740	7,966	89%	49				7		5	12		
Level 12	834	8,977		740	7,966	89%	49				7		5	12		
Level 13	747	8,041		656	7,064	88%	118				7		4	11		
Level 14	747	8,041		656	7,064	88%	47				7		4	11		
Level 15	747	8,041		656	7,064	88%	47				7		4	11		
Level 16	747	8,041		656	7,064	88%	47				7		4	11		
Level 17	747	8,041		656	7,064	88%	47				7		4	11		
Level 18	747	8,041		656	7,064	88%	47				7		4	11		
Level 19	747	8,041		656	7,064	88%	47				7		4	11		
Level 20	747	8,041		656	7,064	88%	47				7		4	11		
Level 21	747	8,041		656	7,064	88%	47				7		4	11		
Level 22	747	8,041		656	7,064	88%	47				7		4	11		
Level 23	747	8,041		656	7,064	88%	47				7		4	11		
Level 24	747	8,041		656	7,064	88%	47				7		4	11		
Level 25	747	8,041		656	7,064	88%	47				7		4	11		
TOTAL ABOVE GRADE	32,117	345,704	963	24,366	262,269	76%	2,355	1,543			4	254	0	134	392	
											1%	65%	0%	34%		
Level P1	3,408	36,683														
TOTAL BELOW GRADE	3,408	36,683														
OVERALL TOTAL	35,525	382,388														

Avg Unit Size (sqft) 669



View from Tremblay Park

BUILT AND NATURAL HERITAGE ASSETS

There are no heritage assets on the site or in the adjacent area.

MICROCLIMATE CONDITIONS OF THE SITE

Amenity areas will be spread around the site, both indoors and out. The primary outdoor amenity area will be on the 7th floor above the podium and will have ample exposure to natural light, can be observed in the shadow studies at the end of this document. The flared portion of the western end of the tower will help to mitigate the down draft coming from the upper levels of the tower and we will be working with our consultant to ensure proper and livable wind conditions for this amenity space.

The parkland dedication to the north of the building along Beech Street will be in shadow for a portion of the day, but late afternoon sun will reach this area.

CHARACTERISTICS OF THE ADJACENT STREETS AND PUBLIC REALM

Beech Street to the east of Loretta Avenue effectively acts as a boundary. To the north of Beech is primarily low-rise residential buildings that are a mix of converted houses and low-rise apartment buildings with a few commercial spaces. Front yards for these lots are either ½ hard landscaped or completely hardscaped. On the south side of Beech is the subject site, and to the east of the site is Ev Tremblay park. This park has a basketball court, but is fenced from the street and appears not to have been updated in some time.

Champagne Avenue borders Ev Tremblay Park and the east side of the subject site. Further south on Champagne are a number of high-rise projects that are either complete or under construction. The pedestrian conditions abutting these buildings are mainly hardscape with some street trees and limited street furniture. Setbacks along Champagne are consistent with what has been provided for this project.

Loretta Avenue borders the west side of the site. The west side of Loretta is comprised mainly of low-density residential buildings in the form of detached dwellings and duplexes. There is a significant grade change on the west side, so the character at street level is primarily driveways, parking areas, stairs and retaining walls. Houses are set a considerable distance from the street. On the east side of Loretta, to the south of the subject site is an existing high-rise apartment building, followed by a series of low-rise apartments, duplexes and converted houses.

BIRD-SAFE DESIGN

We would prefer that the discussion about bird-safe design not be focused only on bird-safe glass. That said, for the ground floor amenity areas and the main entrances for the building, where there are larger areas of glass, we will assume the use of bird safe glass. The rest of the building has been designed in consideration of the many bird-safe design guidelines and as such we would not consider bird-safe glass for any locations other than those at grade mentioned above.

We do understand the concern and are meeting the following bird safe design guidelines:

Guideline 2:

- a) We comply with this guideline since the building uses only 'punched glazing' and only limited areas of monolithic glass at the main entrance.
- b) We comply with this guideline as the building is comprised of a mix of different cladding materials and colours which will assist in fragmenting reflections.

Guideline 3:

- a) We comply with this guideline since the building has no 'fly-through' or 'mirror maze' areas
- b) We comply with this guideline since there is no corner glazing anywhere in the project

Guideline 4:

- a) There is no provision or expectation for exterior antennas or towers on this project.
- b) There will be no guy-wires on the project
- c) There will be no up-lighting on the project
- d) Grates on the project, when they are positioned, will meet the opening requirements of these guidelines
- e) All vertical pipes and flues will be capped

Guideline 5:

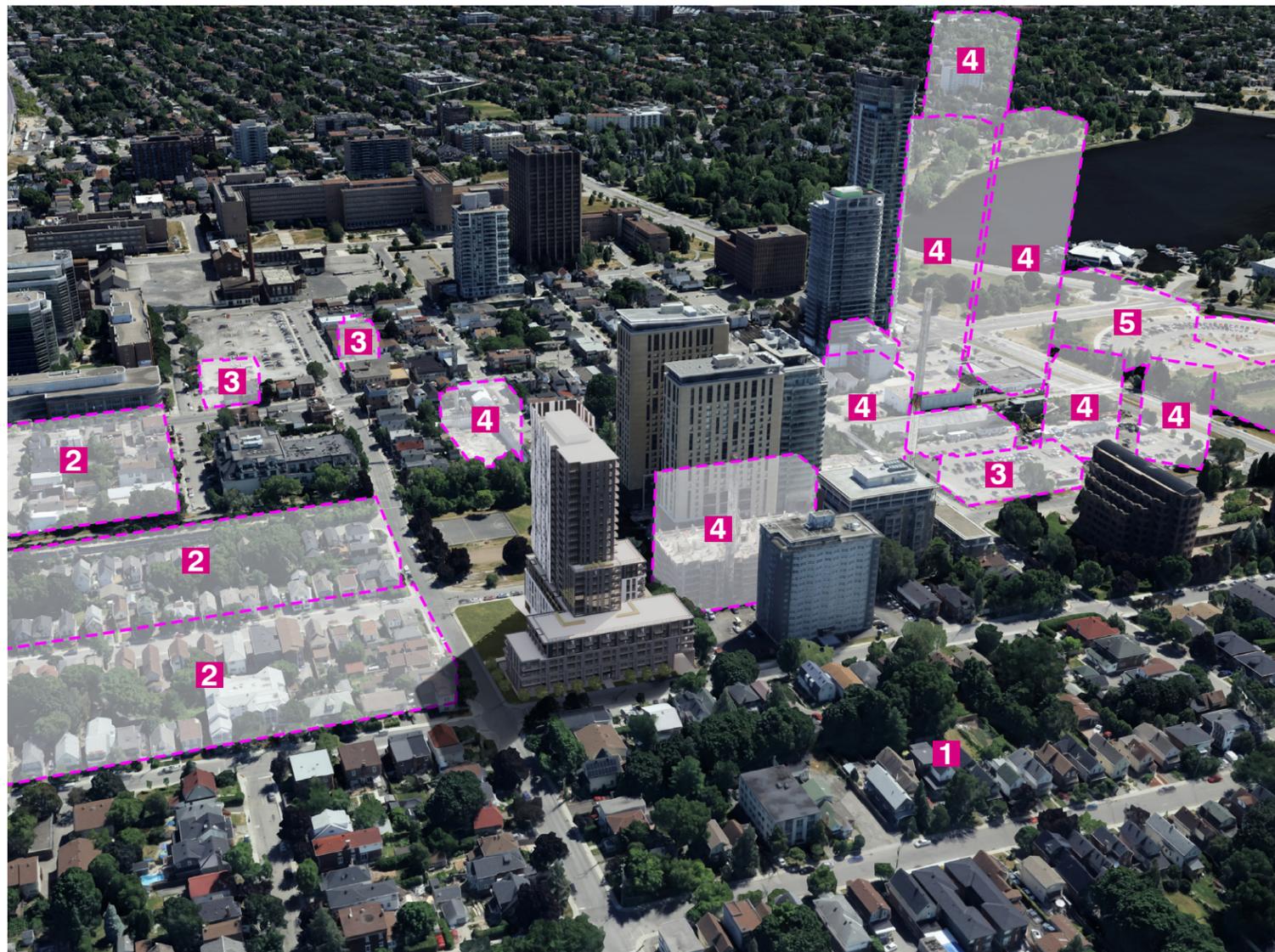
- a) The plantings around the building are mainly shrubs and should not result in significant reflections on the building.
- b) There are no linear landscape elements leading to glass facades or doors
- c) There are no plants with significant fruit or seed crops specified on the project
- d) There are no adjacent buildings of a scale where the rooftop of this building would have any impact
- e) There is no indoor vegetation planned for the project
- f) There are no ornamental or other water features designed on this project.

Guideline 6:

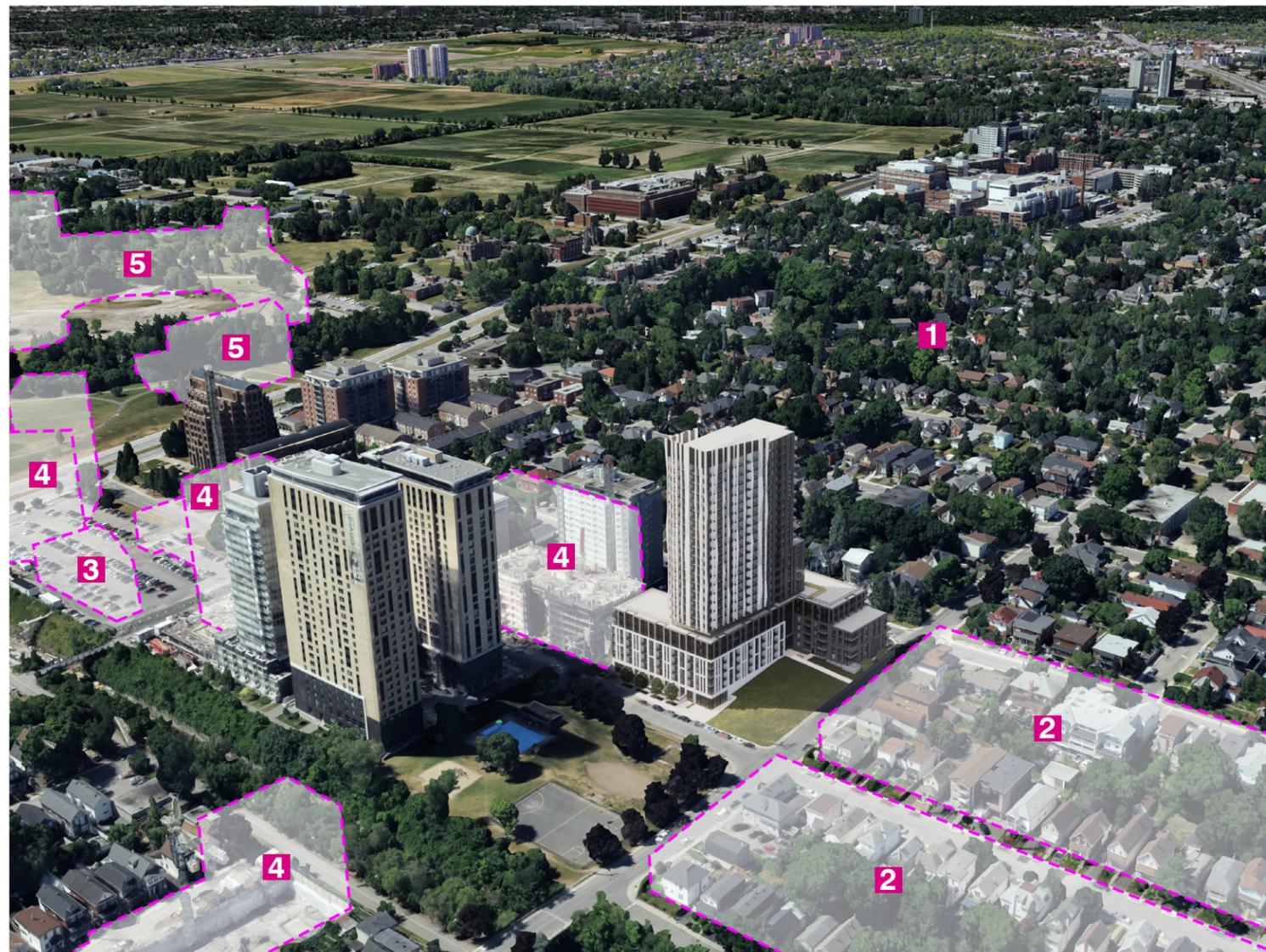
- a) There is no up lighting on the project.
- b) All light fixtures will be full cut-off
- c) Non-Essential exterior lighting will be on motion sensors
- d) We will target only enough light intensity to meet OBC requirements
- e) Perimeter lighting will be discrete
- f) There will be no flood lights.

Guideline 7:

- a) Windows will be equipped with roller blinds
- b) With the exception of the lobby, the amenity rooms and the public corridor there will be no public spaces in the building that will be visible from the exterior.
- c) Each unit in the building will have independent light control and has less than 15' of frontage along the exterior of the building. This will have the effect of creating small zones of lighting.



View Looking East



View Looking West

AERIAL VIEWS

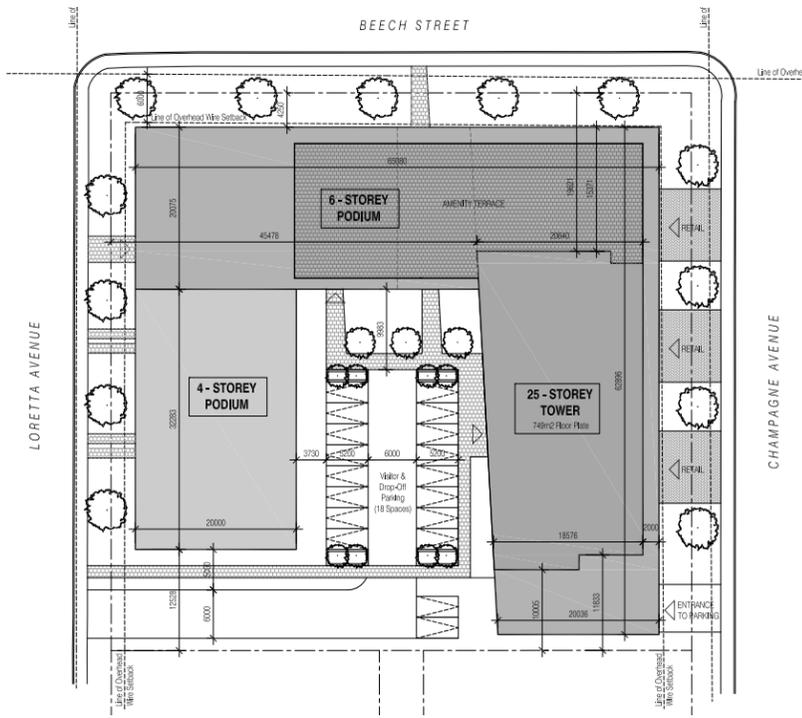
The project is located on the south side of Beech Street, which serves as a boundary condition where development to the north is typically low-rise and development to the south is much higher density. Beech Street offers an important connection over the rail corridor and into the Preston Street area. The side is bordered on the west by Loretta Avenue, which again creates a boundary where development to the west is low-rise residential whereas to the east you find higher density.

Champagne Avenue is on the east side of the site, and separates the site from Ev Tremblay Park. Champagne is a much more urban feeling street than Loretta and offers frontage to a number of high-rise buildings.

The true boundary conditions for this neighborhood are Loretta to the west, Beech to the north, Carling to the south and the rail corridor to the east. Within this boundary are a number of large-scale high-rise development sites.

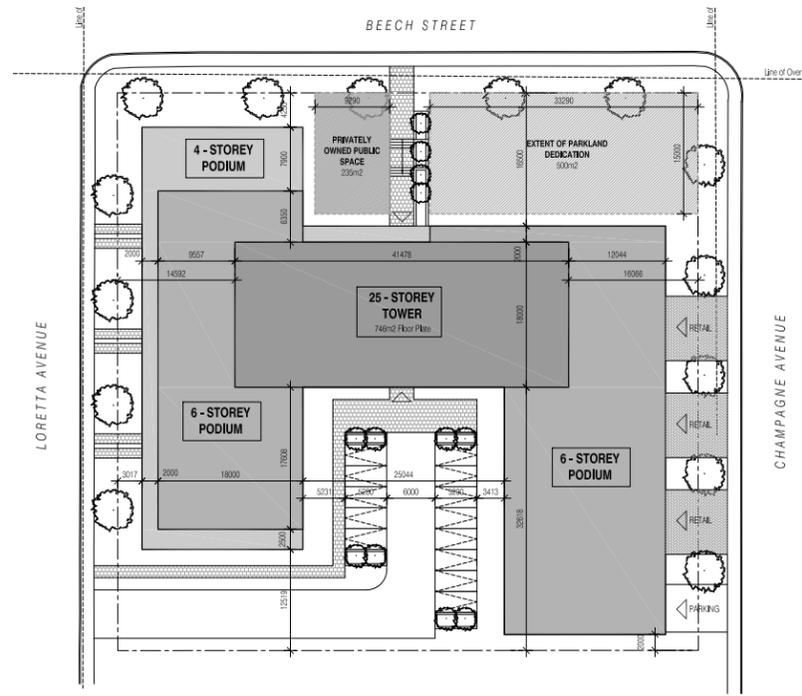
LEGEND

- 1 Existing Low-density Residential
- 2 Zoned for low-Rise Multi-unit Residential
- 3 Future/Under Construction Mid-Rise
- 4 Future/Under Construction High-Rise
- 5 Future/Under Construction Hospital Campus



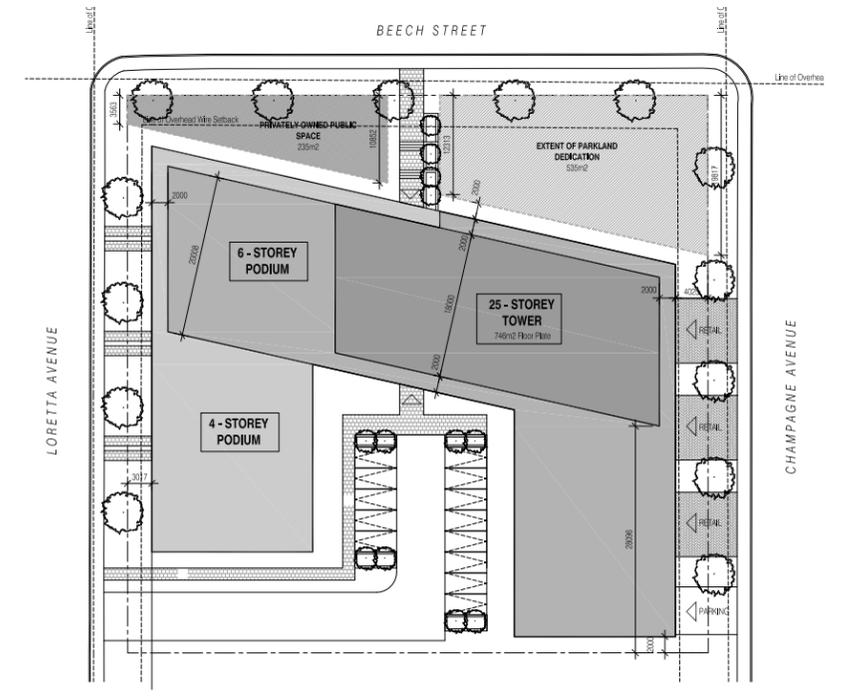
INITIAL MASSING

- Tower positioned on Champagne frontage, in line with tower to the south
- Tower positioned as far from low-rise context as possible to assist with transition.



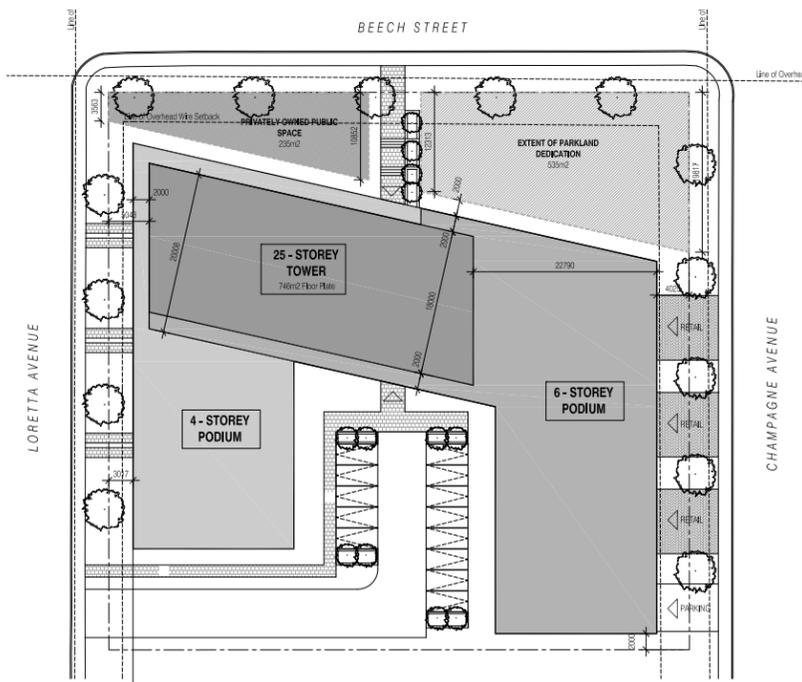
REVISED MASSING

- Massing revised to accommodate parkland dedication at north-east corner of the site
- Tower relocated to improve resident views and building efficiency



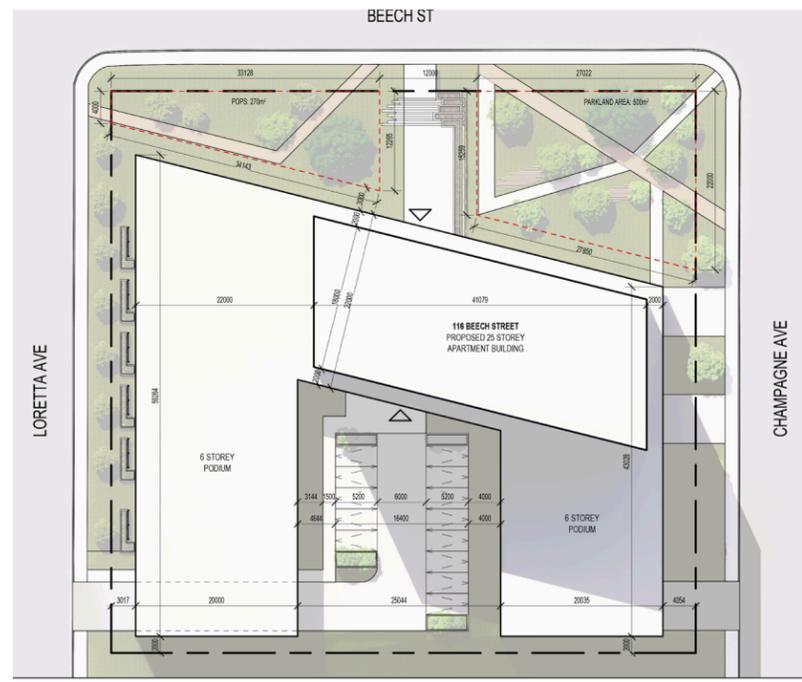
REVISED MASSING - ALTERNATE

- Parkland revised to non-orthogonal geometry to improve sight lines into Tremblay Park and enhance connectivity
- Tower positioned in north-west corner to aid in transition to park space



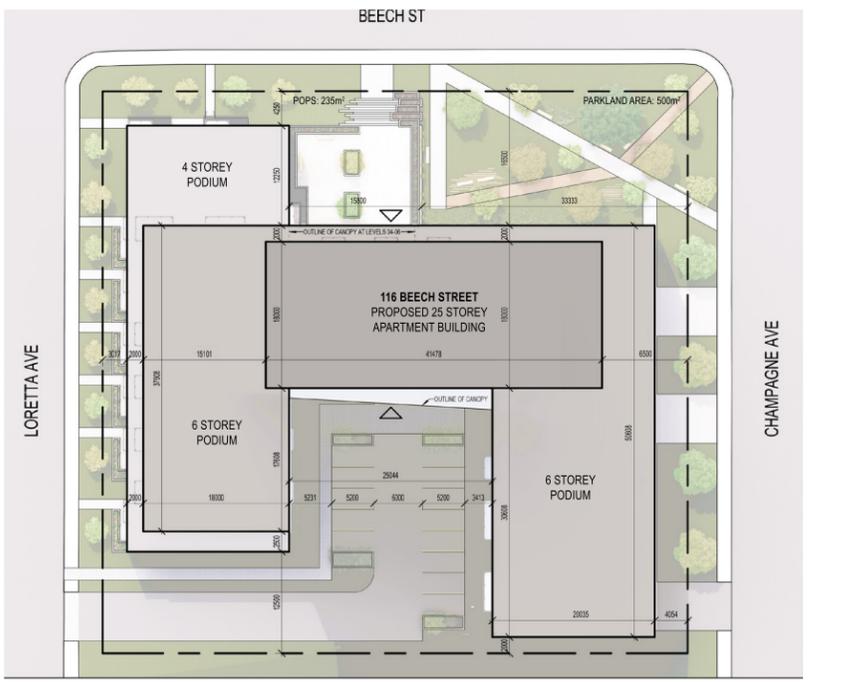
REVISED MASSING - ALTERNATE

- Tower positioned in north-east corner to aid in transition with neighborhood to the north and west
- Tower position also enhances the corner and new park space



REVISED MASSING

- Stepping of podium adjusted to improve efficiency of the building
- West leg of podium extended over drive aisle to recover lost area from increased parkland area



REVISED MASSING

- Parkland dedication reverted back to orthogonal geometry at the request of city staff



DESIGN EVOLUTION

The original design of this project saw the tower near the north-east corner of the site, which we felt to be the most prominent location. We imagined the tower to be experienced at an angle or from the short end with mainly quartering views from either the north or the south. Because the tower was pushed back from the corner, we developed an angled expression for the corner of the tower, where it pulls away as it climbs revealing a glazed corner.

We also envisioned a pedestrian connection from the building to Beech Street, with a double height open air connection from the street to the inner courtyard of the project.

With the parkland dedication along Beech Street, this design intent was no longer possible, and the tower was rotated to make better use of the revised boundary of the site. Instead of quartering views, the main views would now be of the long side of the tower, and the angled expression didn't have a purpose. The pedestrian connection was also forced to be re-imagined. All of these factors led to broad revisions of the massing, the design of the base and tower and the architectural language being employed.



LEGEND

- 1 SOFT LANDSCAPING
- 2 RAISED PLANTER
- 3 SIDEWALK
- 4 RETAINING WALL
- 5 TERRACE
- 6 EXISTING BUILDING
- 7 DRIVE AISLE
- 8 ENTRY TO INDOOR PARKING
- 9 RESIDENTIAL SUITE
- 10 MAIN LOBBY
- 11 ENTRY TO RETAIL AT GRADE
- 12 DI RIENZO'S GROCERY
- 13 PARKLAND DEDICATION
- 14 EV TREMBLAY PARK

116 BEECH STREET FLOOR PLAN - GROUND FLOOR / CONCEPTUAL LANDSCAPE PLAN

| 2307 | SCALE 1:350





116 BEECH STREET
| 2307 | SCALE N.T.S.

CONTEXT VIEW LOOKING EAST



116 BEECH STREET
| 2307 | SCALE N.T.S.

CONTEXT VIEW LOOKING WEST



116 BEECH STREET
| 2307 | SCALE N.T.S.

CONTEXT VIEW LOOKING NORTH



116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM BEECH STREET LOOKING SOUTH



116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM LORETTA AVENUE LOOKING SOUTH-EAST



116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM LORETTA AVENUE LOOKING EAST





116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM LORETTA AVENUE LOOKING NROTH-EAST





116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM CHAMPAGNE AVENUE & EAST ELEVATION



116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM CHAMPAGNE AVENUE LOOKING SOUTH WEST



116 BEECH STREET
| 2307 | SCALE N.T.S.

VIEW FROM CHAMPAGNE AVENUE LOOKING UP



LORETTA AVENUE - STREET SECTION

This section illustrates the ground-oriented design of the podium in the portion of the project. All units on the ground floor facing Loretta have doors to the street, and have street facing porches as well. The building is setback from the property line and allows for generous planting and landscaping.

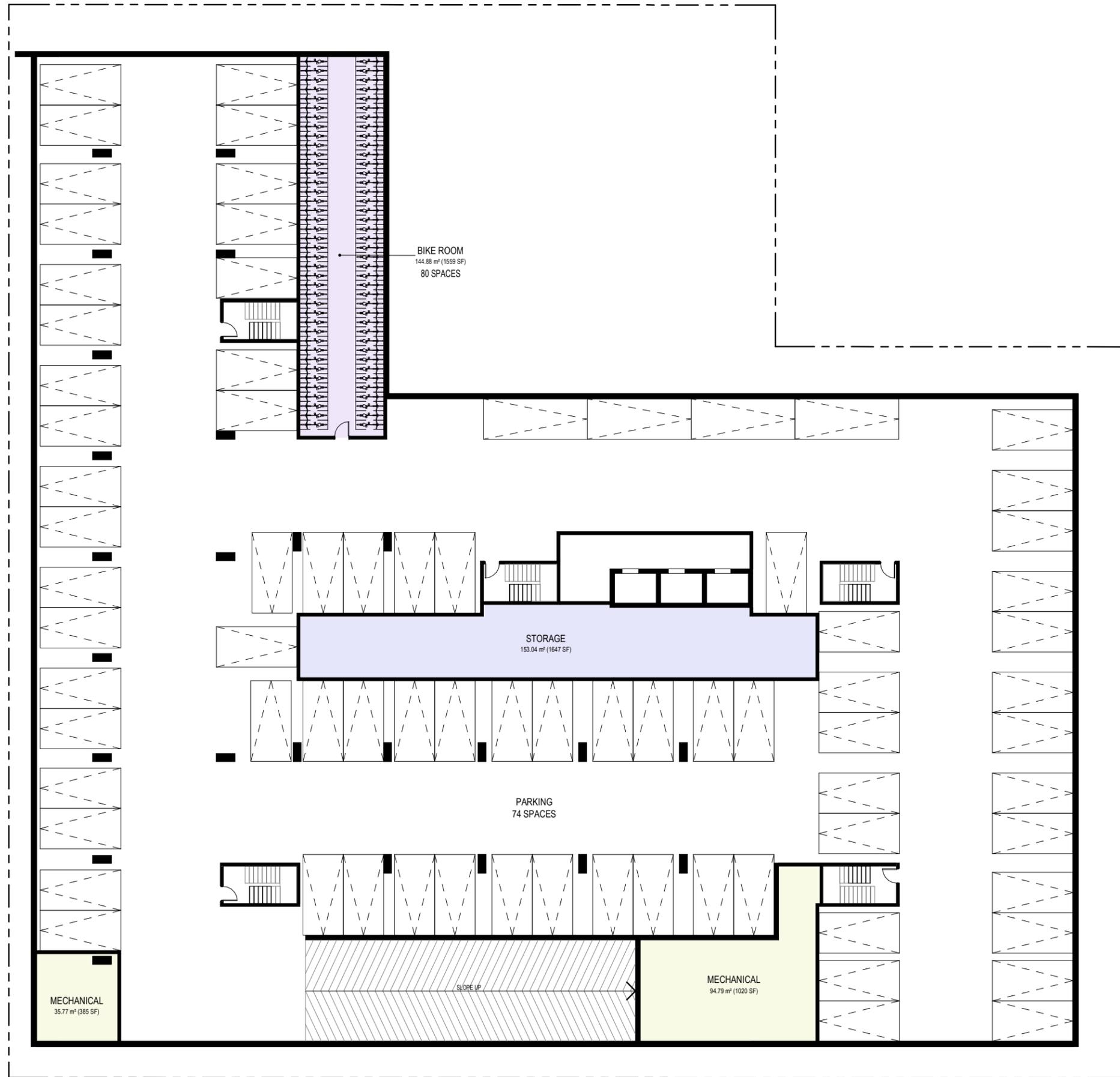
The podium features brick articulation at the 2nd floor which to subdivides the perceived height of the podium and enhances the pedestrian scale at the street edge. Balconies are generous and are recessed, offering more breathing room for the street and more space for potential street trees. The upper levels of the podium step back reducing the visual impact of the building at street level.

CHAMPAGNE AVENUE - STREET SECTION

The approach to the podium design on Champagne Avenue is much taller and feels much larger than on the west side, and this is in response to a much denser urban environment. Most of the existing buildings on Champagne climb to mid or high-rise building heights with minimal articulation or step backs. In response, the podium design for this elevation climbs 4 stories before stepping back, but because the ground floor is set relative to the higher street, this feels more like 5 stories.

This podium treatment was designed to offer a sense of height, to feel tall and of larger scale. Even when the building does step back at the 5th floor, a series of brick frames extends up enhancing the sense of verticality.





116 BEECH STREET FLOOR PLAN - TYPICAL PARKING LEVEL



116 BEECH STREET FLOOR PLAN - LEVEL 00

| 2307 | SCALE N.T.S.

Project1 Studio Incorporated | mail@project1studio.ca | project1studio.ca

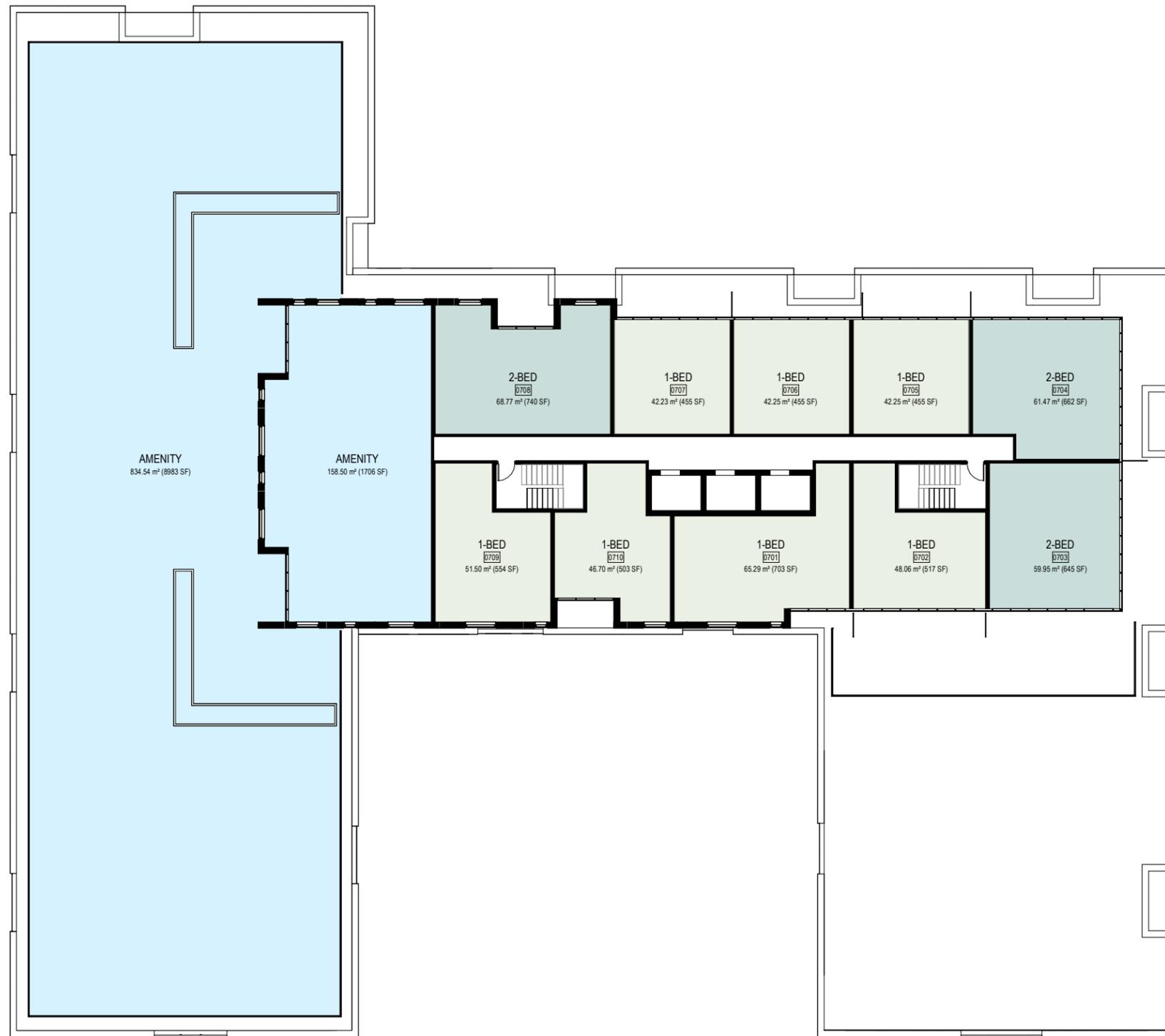


116 BEECH STREET FLOOR PLAN - LEVEL 01
 | 2307 | SCALE N.T.S.









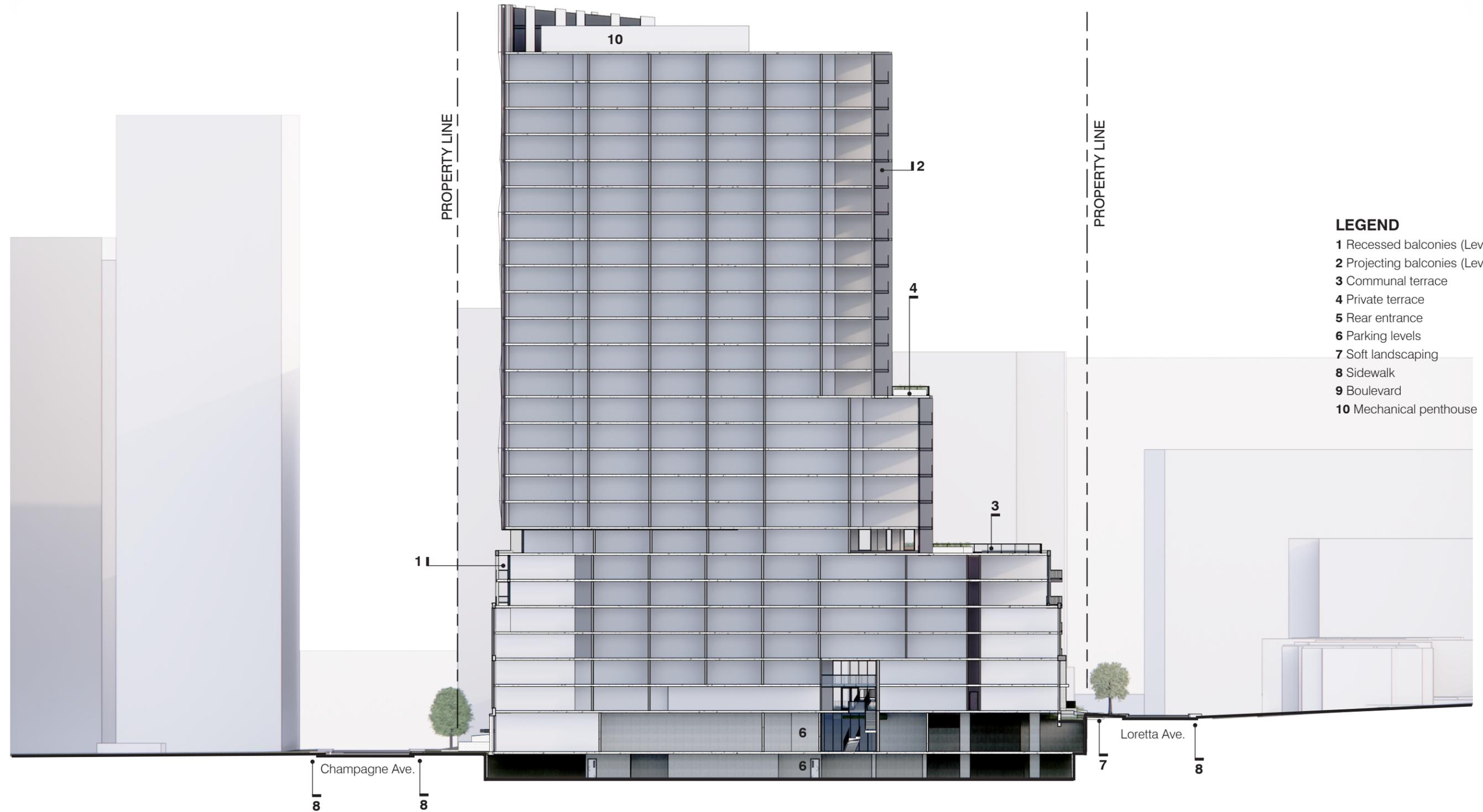


LEVELS 08-12



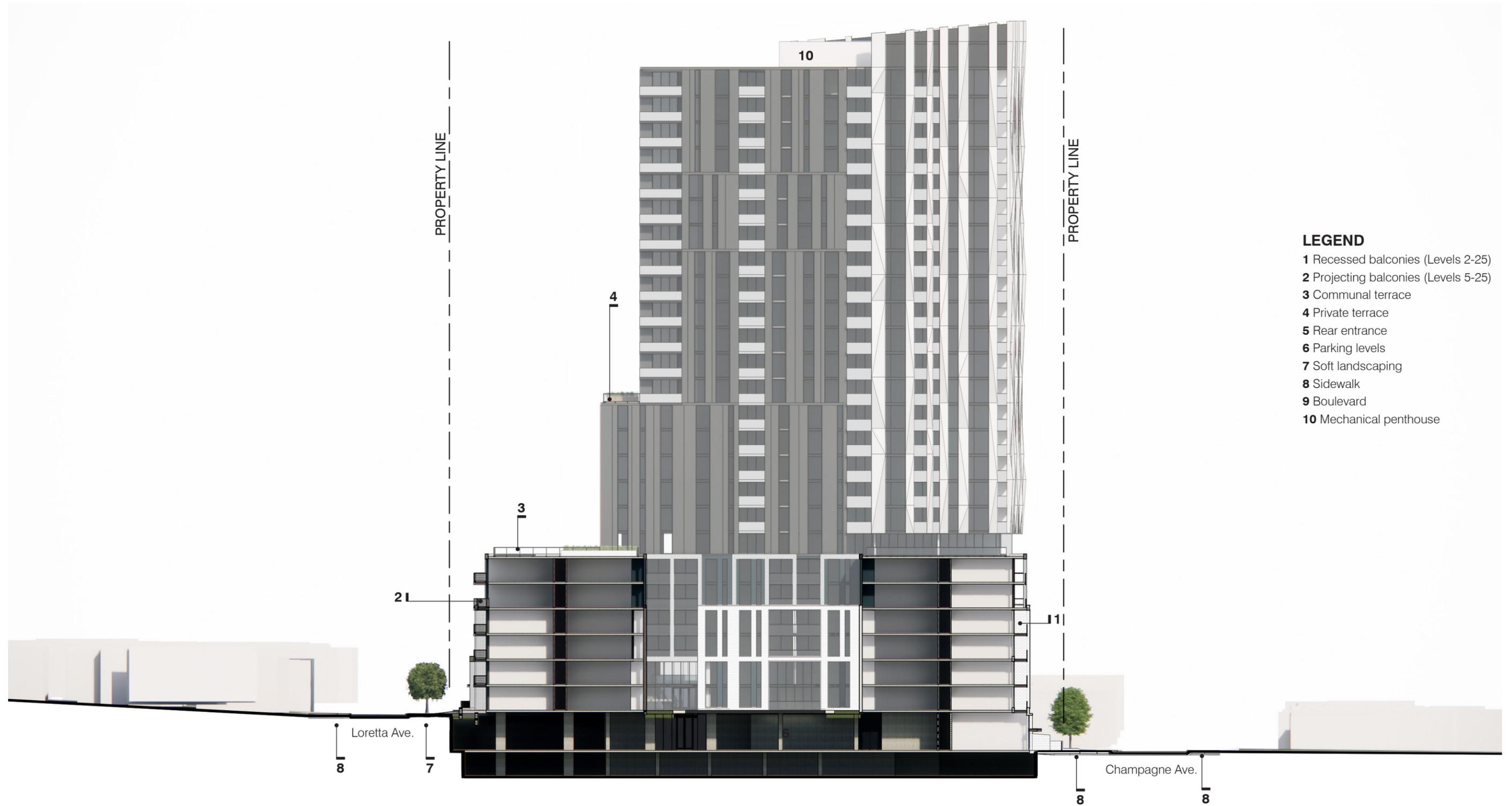
LEVELS 13-25

747.41 m² (8045 SF)



- LEGEND**
- 1 Recessed balconies (Levels 2-25)
 - 2 Projecting balconies (Levels 5-25)
 - 3 Communal terrace
 - 4 Private terrace
 - 5 Rear entrance
 - 6 Parking levels
 - 7 Soft landscaping
 - 8 Sidewalk
 - 9 Boulevard
 - 10 Mechanical penthouse

116 BEECH STREET CROSS SECTION FACING SOUTH
 | 2307 | SCALE N.T.S.



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116 BEECH STREET CROSS SECTION FACING SOUTH

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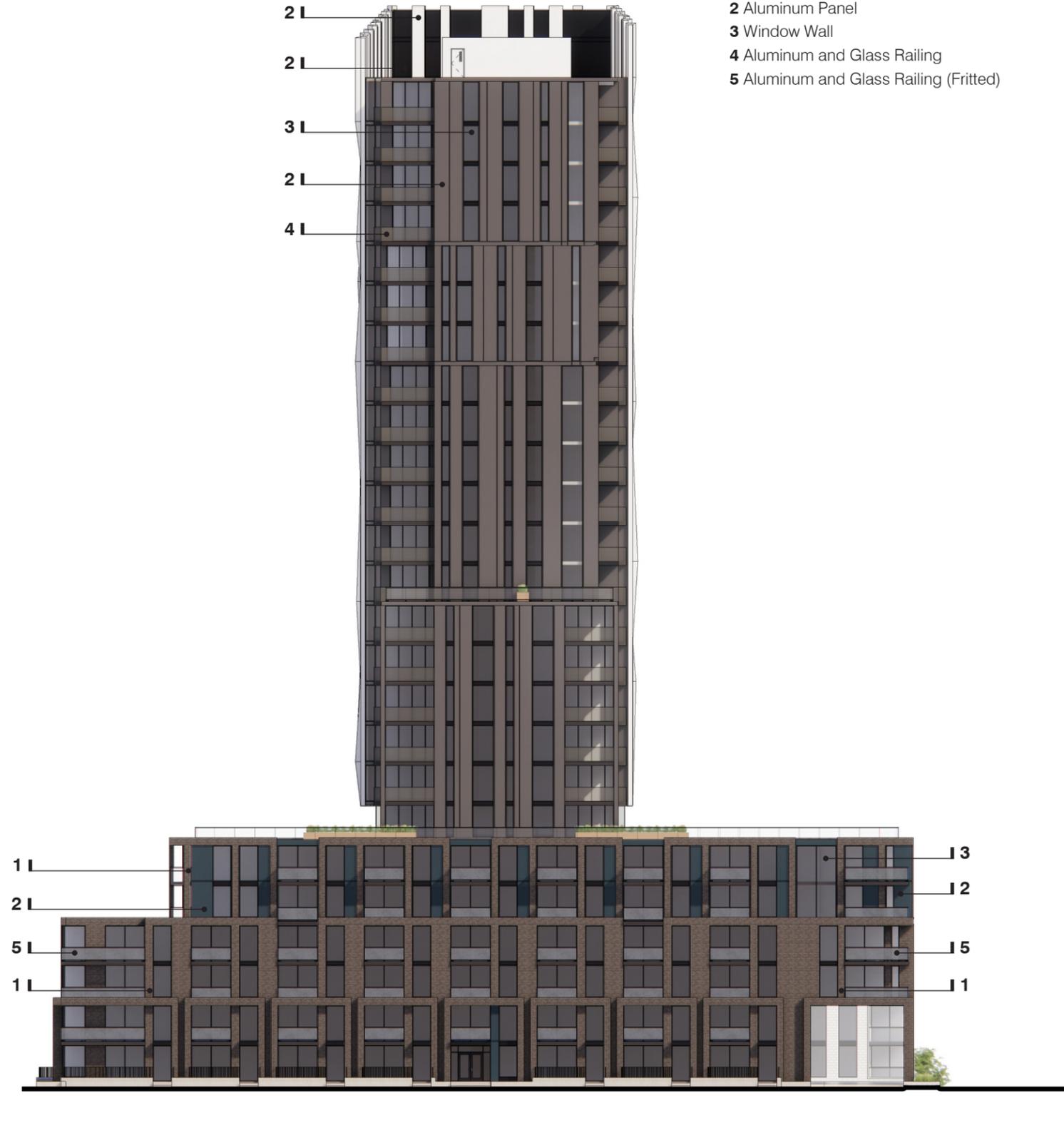
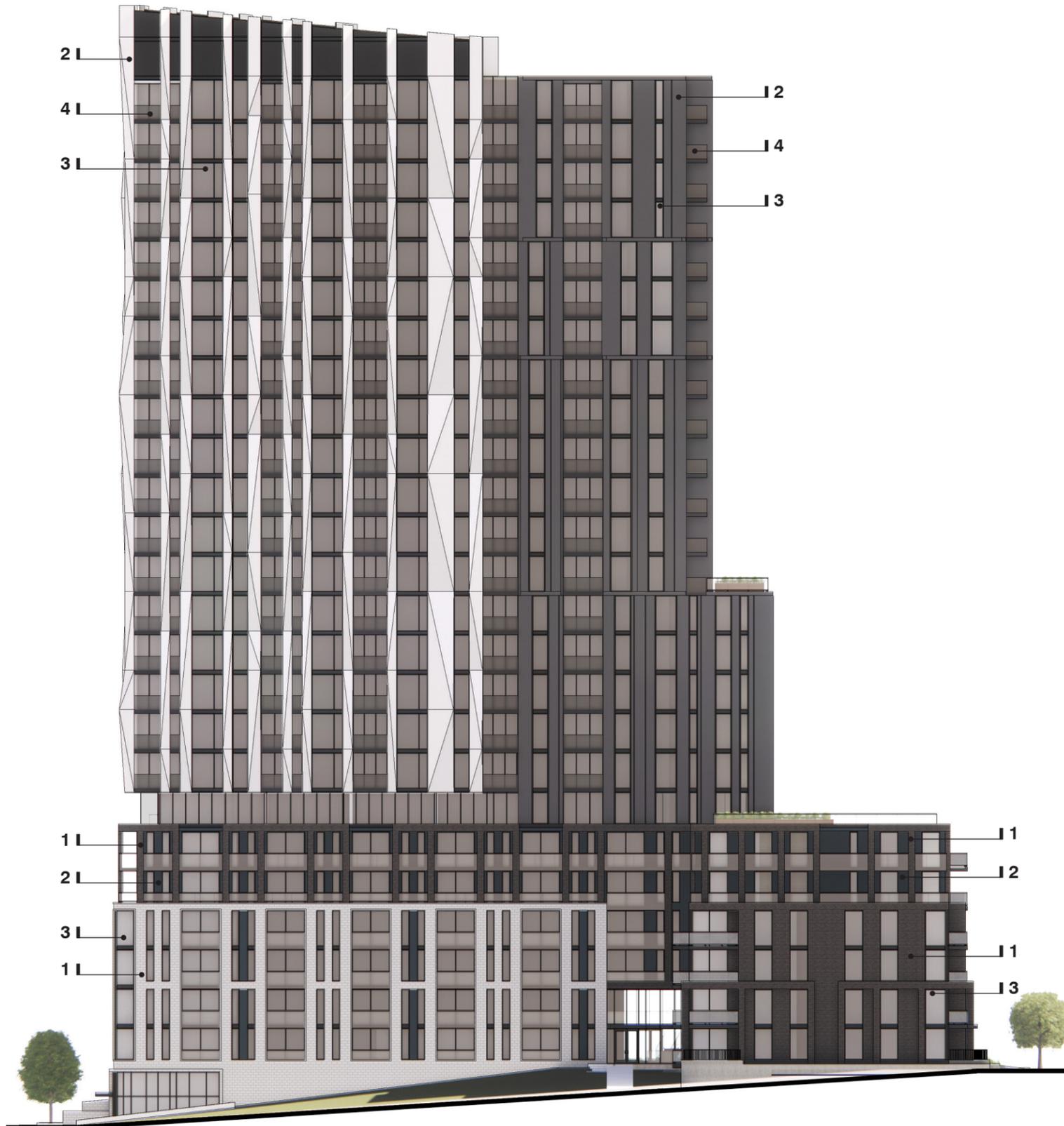
LEGEND

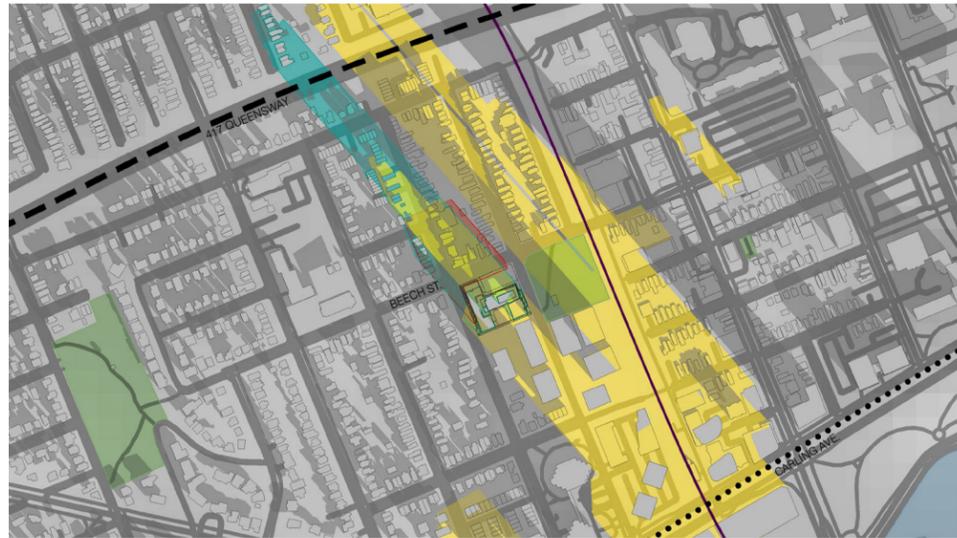
- 1 Masonry
- 2 Aluminum Panel
- 3 Window Wall
- 4 Aluminum and Glass Railing
- 5 Aluminum and Glass Railing (Fritted)



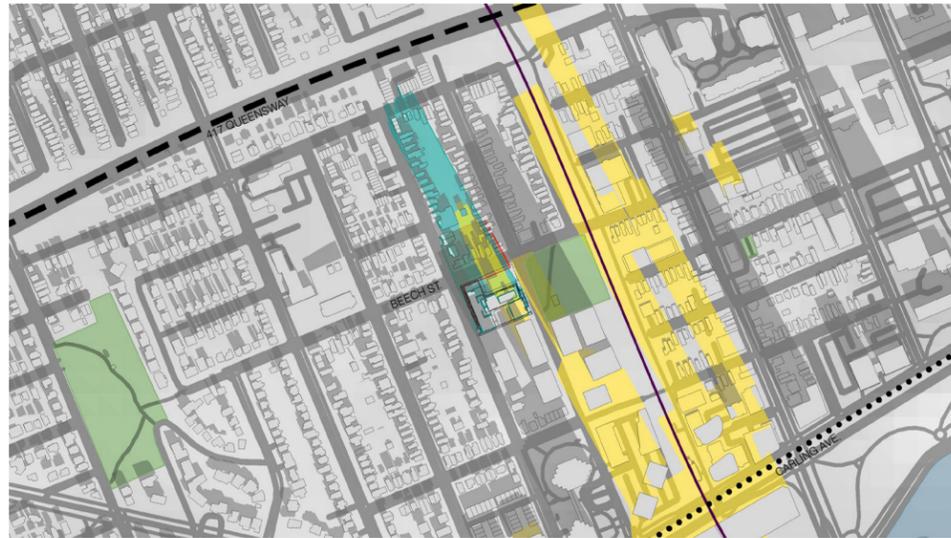
LEGEND

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DEC 21 - 9:00 AM



DEC 21 - 10:00 AM



DEC 21 - 11:00 AM



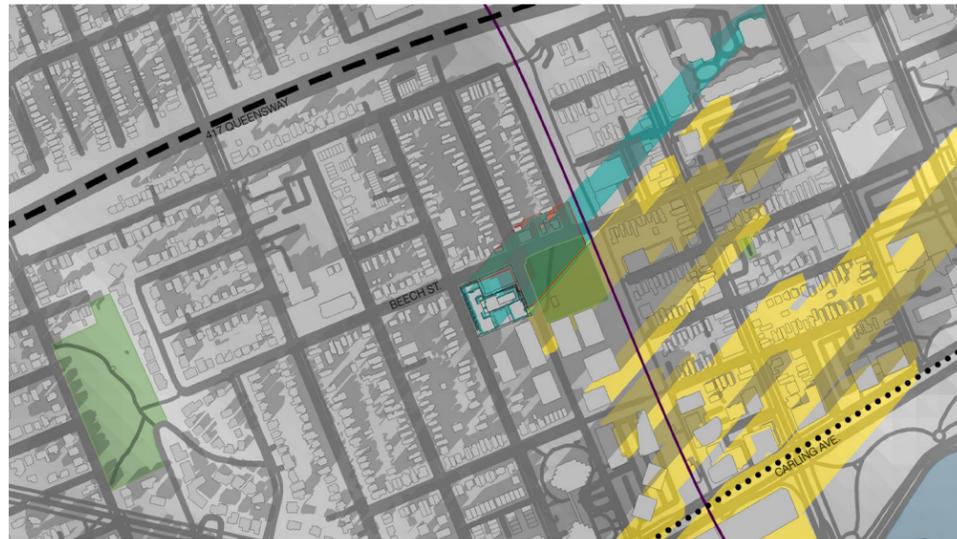
DEC 21 - 12:00 PM



DEC 21 - 1:00 PM



DEC 21 - 2:00 PM

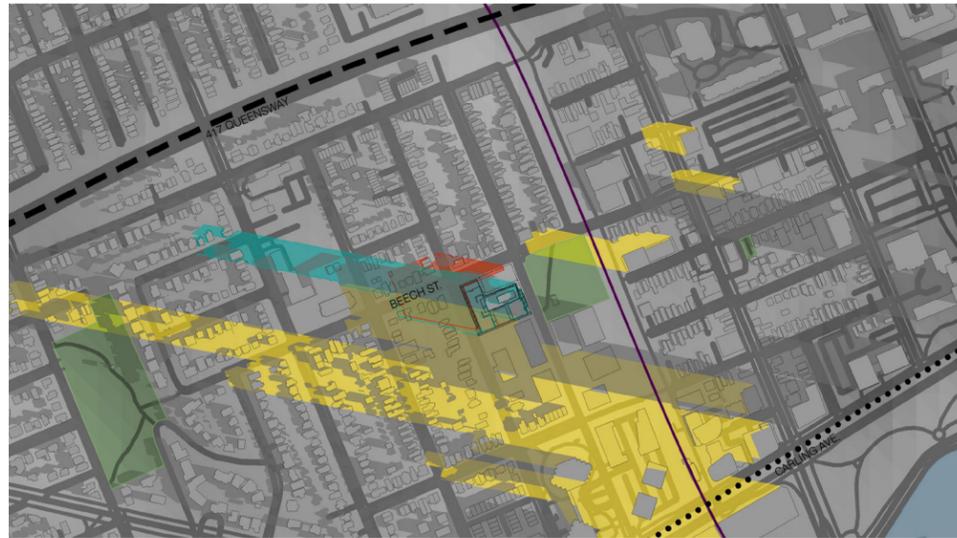


DEC 21 - 3:00 PM

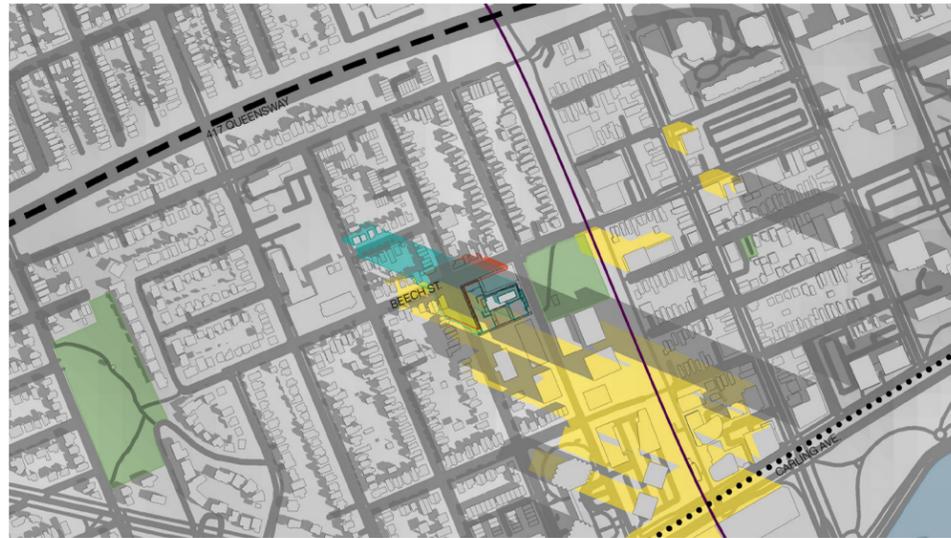
LEGEND

- As-of-Right Shadow/Outline
- Proposed Project Shadow/Outline
- Future/Under Construction Development Shadows
- Public Park
- Arterial Mainstreet
- Provincial Highway
- O-Train





SEP 21 - 8:00 AM



SEP 21 - 9:00 AM



SEP 21 - 10:00 AM



SEP 21 - 11:00 AM



SEP 21 - 12:00 PM



SEP 21 - 1:00 PM



SEP 21 - 2:00 PM



SEP 21 - 3:00 PM

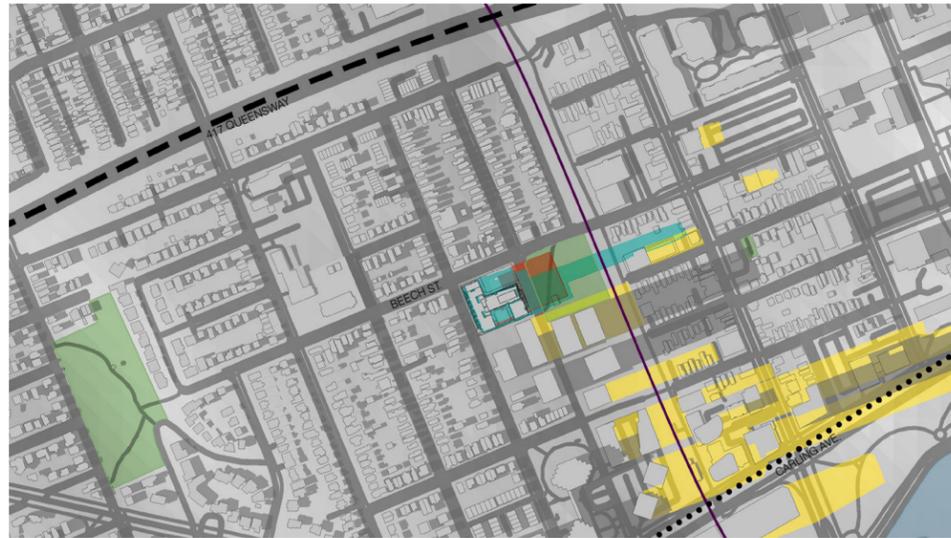
LEGEND

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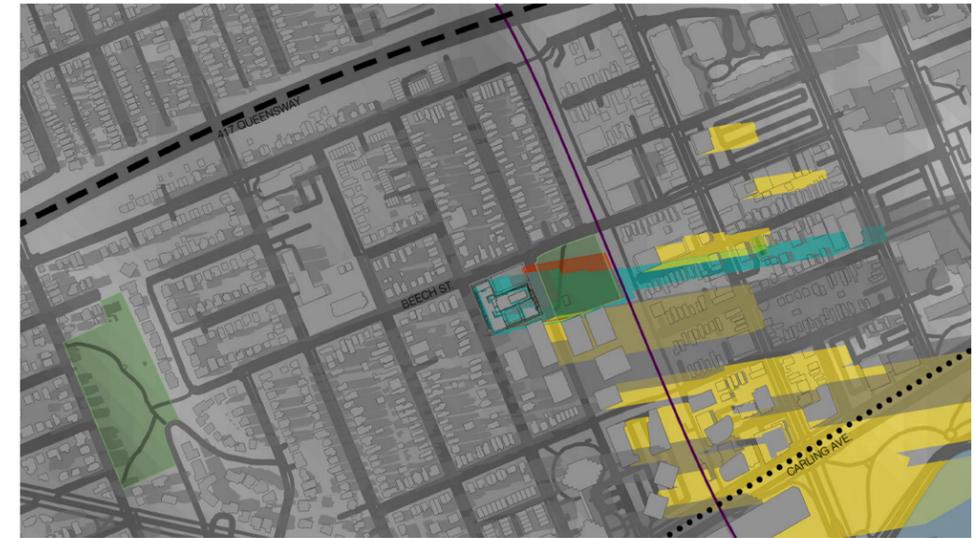




SEP 21 - 4:00 PM



SEP 21 - 5:00 PM



SEP 21 - 6:00 PM



JUN 21 - 8:00 AM



JUN 21 - 9:00 AM



JUN 21 - 10:00 AM



JUN 21 - 11:00 AM



JUN 21 - 12:00 PM

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JUN 21 - 1:00 PM



JUN 21 - 2:00 PM



JUN 21 - 3:00 PM



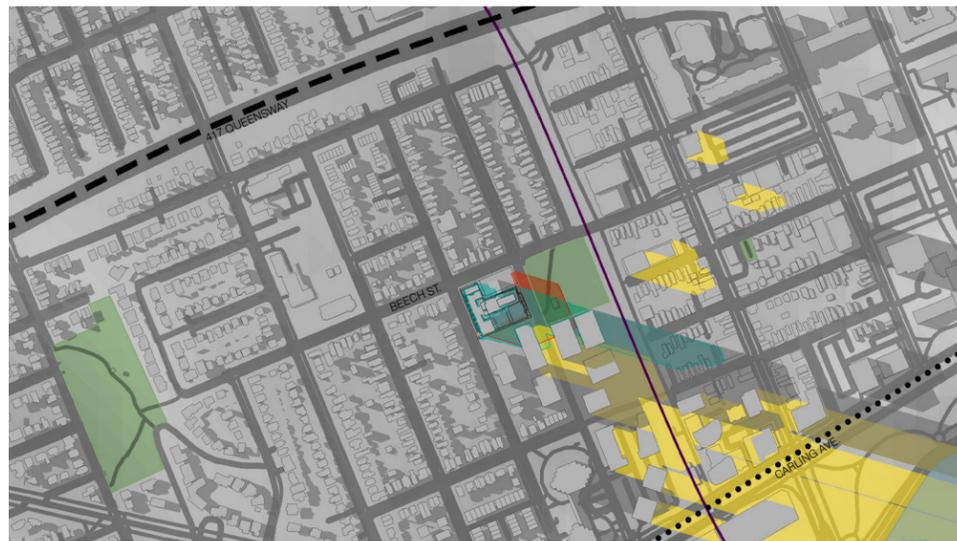
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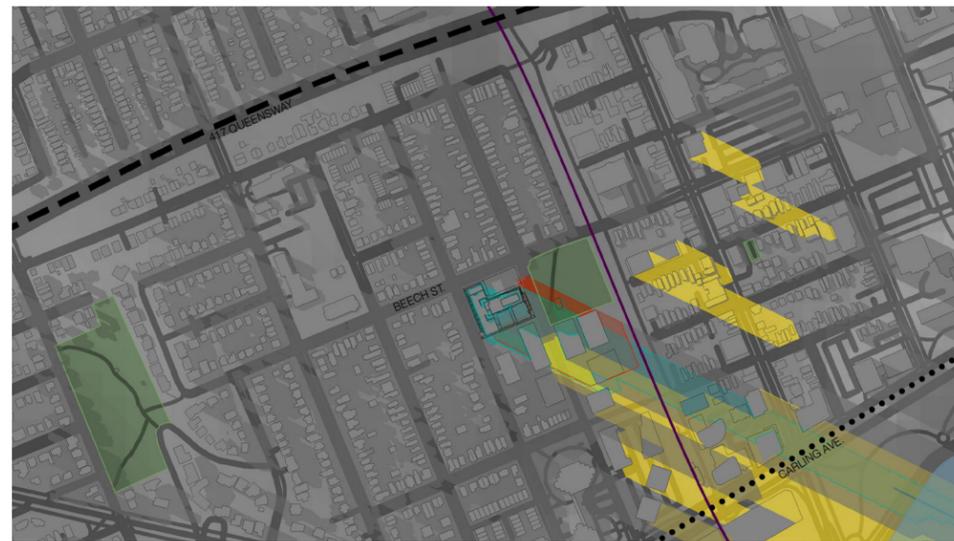
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JUN 21 - 6:00 PM



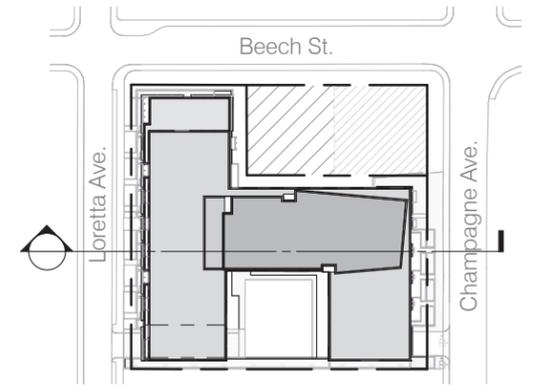
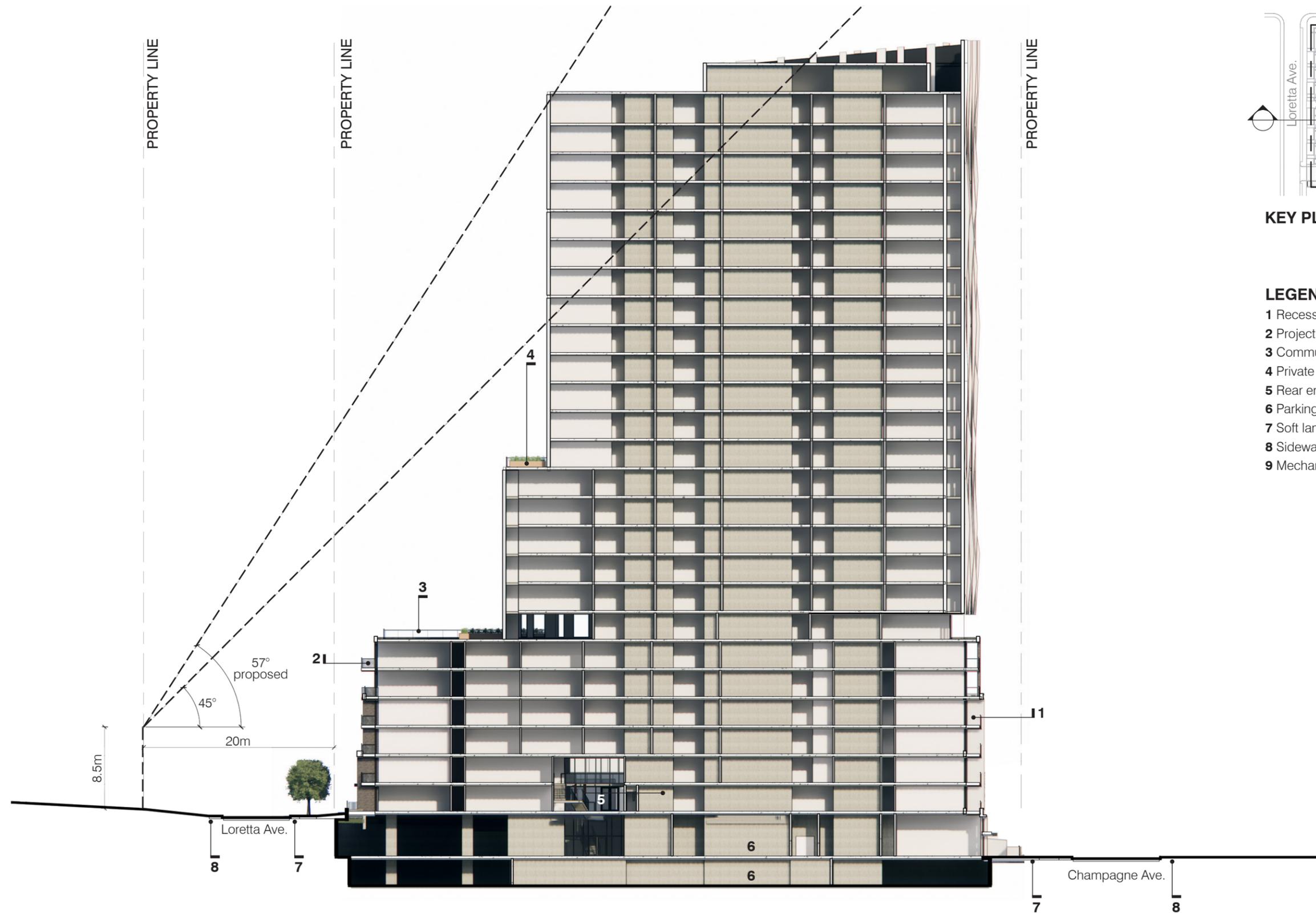
JUN 21 - 7:00 PM



JUN 21 - 8:00 PM

- LEGEND**
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 - Proposed Project Shadow/Outline
 - Future/Under Construction Development Shadows
 - Public Park
 - Arterial Mainstreet
 - Provincial Highway
 - O-Train

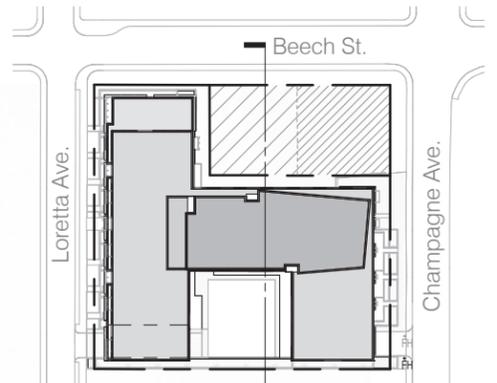
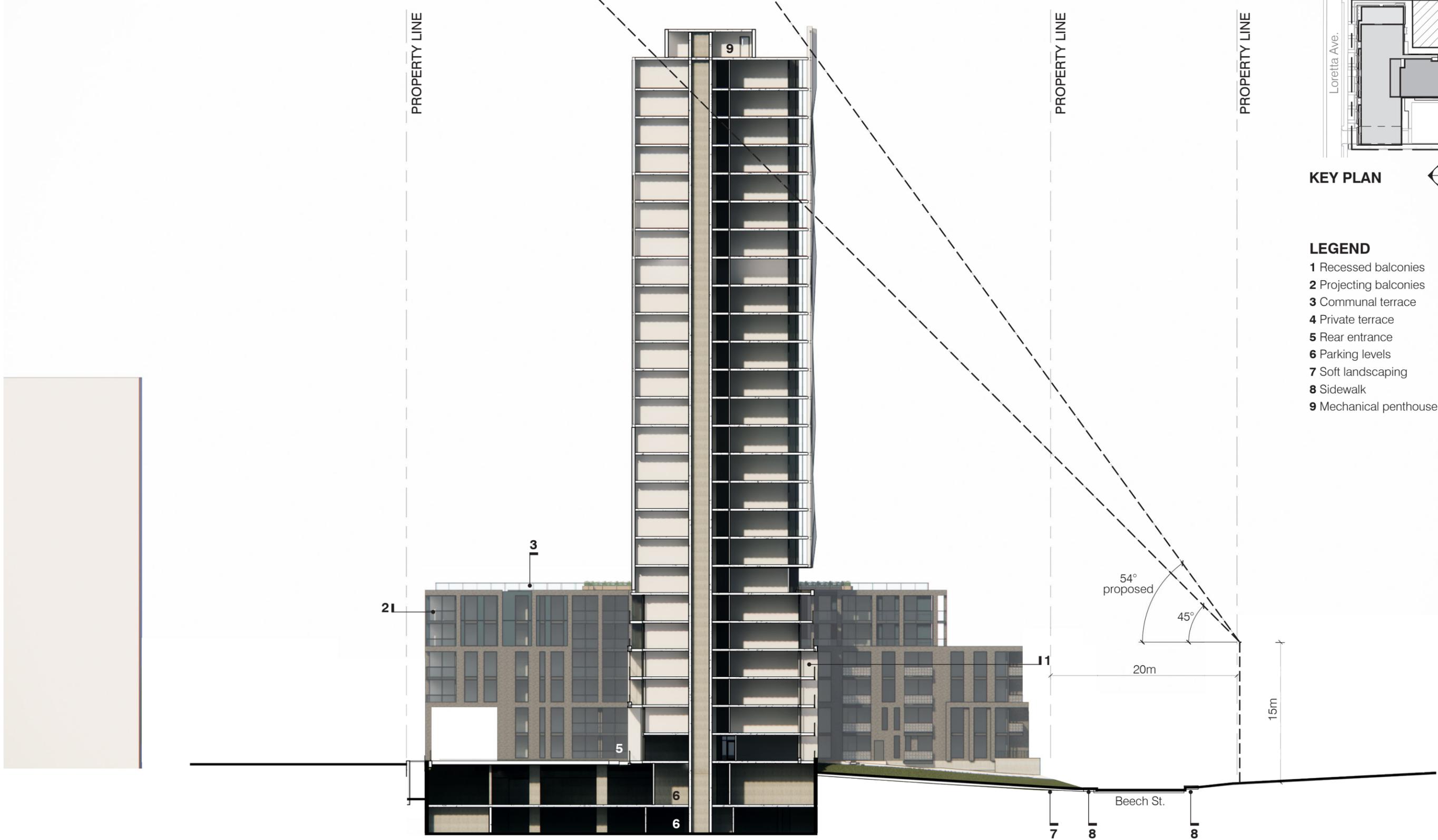




KEY PLAN

LEGEND

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