



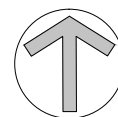
# 9 2 9 R I C H M O N D R O A D

FORMAL REVIEW

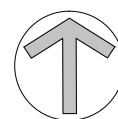
PREPARED FOR THE URBAN DESIGN REVIEW PANEL

April 5, 2018

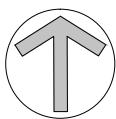




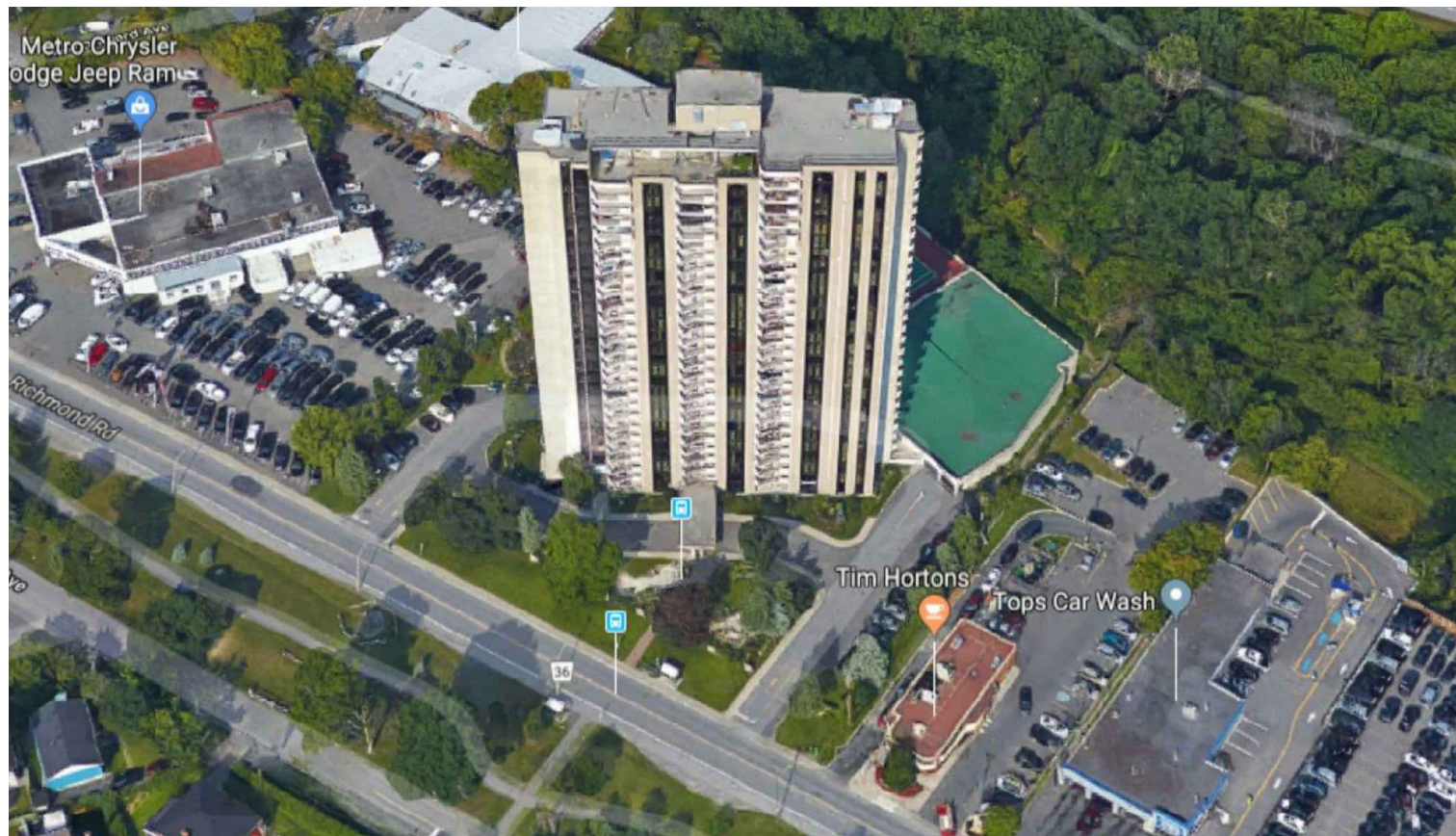








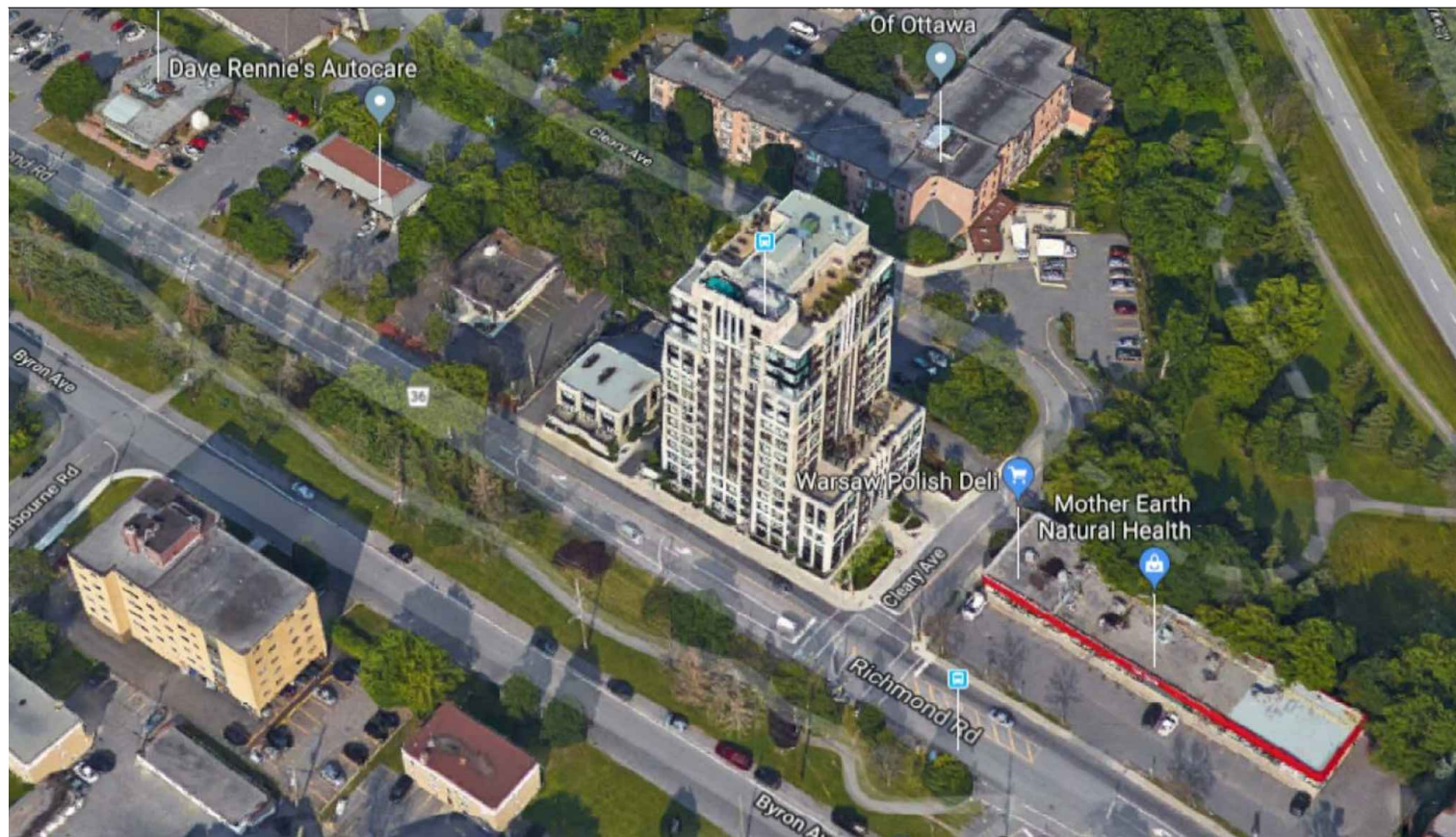




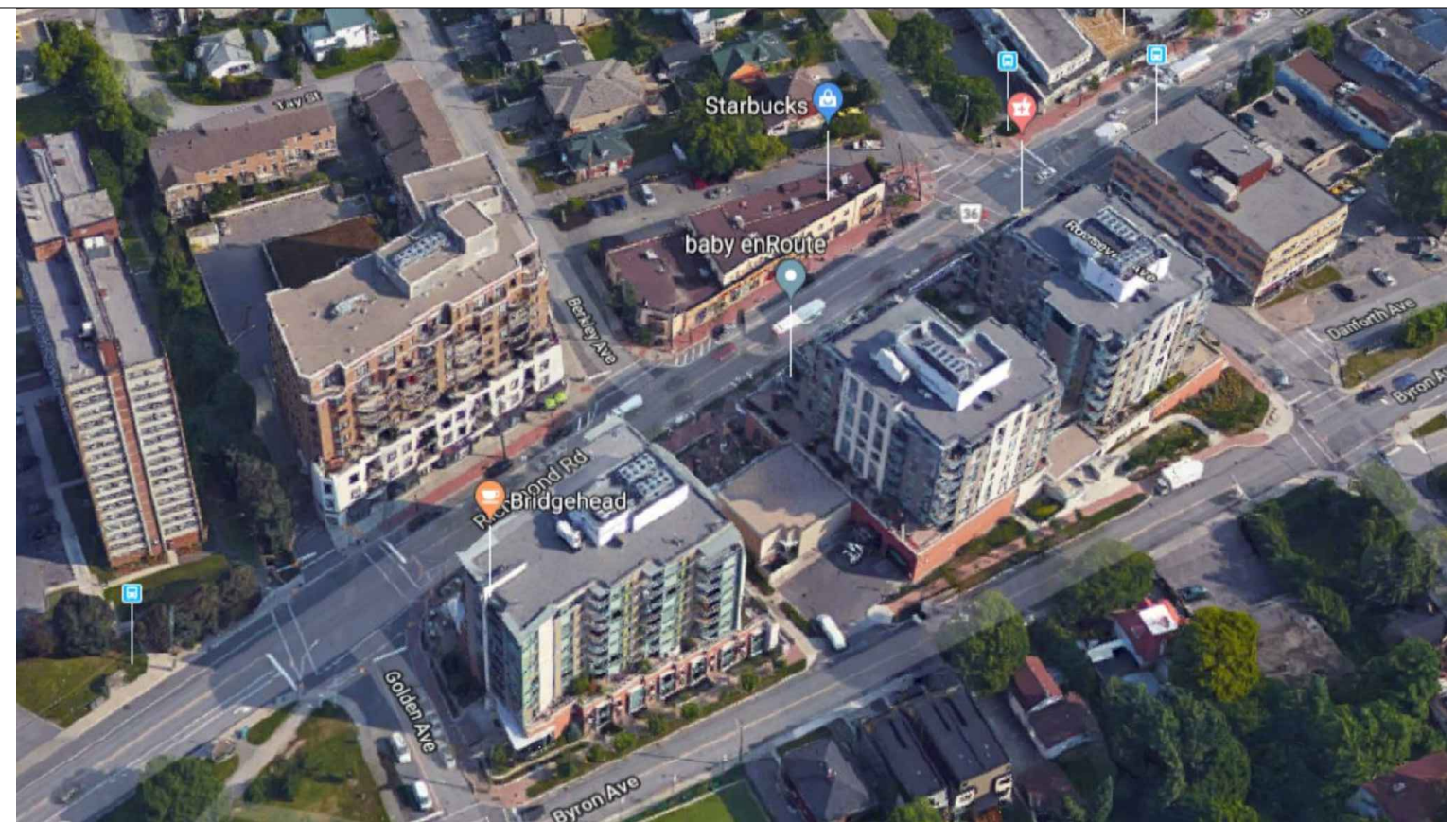
EXISTING 27 STOREY BUILDING 3 BLOCKS WEST OF SITE



PROPOSED PROJECT SITE



EXISTING 16 STOREY BUILDING SEVERAL BLOCKS EAST OF SITE



REDEVELOPED AREA EAST OF SITE



# 929 Richmond Road - Design Brief

The proposed applications for a Minor Zoning Bylaw Amendment and Site Plan Control approval are intended to permit the development of a mixed use building at the northwest corner of Richmond Road and Woodroffe Avenue. The proposed 19 storey building will comprise ground floor commercial/retail uses and 176 rental apartment units ranging from bachelor, one bedroom and two-bedroom units with associated amenity space. A combination of surface and underground parking are proposed. The proposed design of the building incorporates varying building heights ranging from a 2 storey podium up to 19 storeys.

Zoning relief is required to increase the permitted maximum building height from 47 metres to 61 metres, delete the 45 degree angular plane requirement and reduce the landscape open space requirement from 3.0 m to 0.3 m along the west edge and 0.15 m along the north edge of the property.

It is our opinion that through the implementation of good planning principles and site design elements the proposed development supports the City's vision for this site due to its close proximity to the City's future LRT system. The site forms part of the urban condition of Westboro and will be a very desirable location to live, work and play.

An appropriate transition to the neighbourhood to the north is created through the design of the building as well as the separation created by the existing 8.0 metre pedestrian pathway. The proposed development provides an opportunity to develop an under-utilized site by providing a mix of urban land uses and amenities for the area.

## Applicable urban Design Guidelines

### Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets was completed by the City of Ottawa in 2006. This document provides guidelines on urban design to asses, promote and achieve appropriate development along Traditional Mainstreets. The objective of the design guidelines are to:

- Promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- Promote development that is compatible with, and complements its surroundings;
- Achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- Foster compact, pedestrian-oriented development linked to the street level amenities;
- Accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

## Applicable Guidelines for Development Along Traditional Mainstreets

*Guideline 1: Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create visually continuous streetscape.* The proposed development re-introduces building form and frontage along Richmond Road and Woodroffe Avenue. There are many gaps in the building frontage along Richmond Road and the development will maximize the potential of a vacant site with an active, engaging development.

*Guideline 3: Provide a minimum 2 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area.* The development is proposing a minimum 2.0 metre wide sidewalk along Richmond Road and Woodroffe Avenue.

*Guideline 4: Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk.* Building breaks are integrated into the building design to provide interest to the street.

*Guideline 8: Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias.* The building design respects the existing character of the street and establishes an architectural standard along a disjointed stretch of Richmond Road.

*Guideline 11: Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.* Windows and doors are proposed throughout the ground floor to connect the pedestrian realm to the development.

*Guideline 13: Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street.* The residential units are located above the commercial units located on the ground floor.

*Guideline 14: Locate mixed-use development by concentrating height and mass at nodes and gateways.* The proposed development is located at a major intersection in the Woodroffe - North community and can serve as a destination.

*Guideline 16: Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance.* A corner entrance is proposed in the development with a high level of detail continued along the street frontages.

*Guideline 19: Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.* Front doors are located and accessible from the public street frontages.

*Guideline 20: Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.* The design of the pedestrian walkways will ensure maintenance and accessibility is maintained.

*Guideline 23: Locate surface parking in the rear yard with vehicular access of side streets and laneways.* 14 parking spaces are located on a surface lot at the rear of the building. Access to these spaces will be located from Richmond Road.

## Urban Design Guidelines for High-Rise Housing

The guidelines for High-Rise Housing were completed by the City of Ottawa in 2009, these guidelines are for any building that is ten storeys or greater. The purpose of these guidelines are to promote and achieve appropriate high-rise development. The guidelines examine context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, services, and utilities.

## Applicable Guidelines for High-Rise Housing

*Guideline 1b: In areas of new urban fabric or when renewing a disconnected or transitional fabric, orient a high-rise building to establish a pattern of development blocks, street edges, and open spaces and reflects or integrates the surrounding street pattern.* The proposed development will establish a building frontage and street façade along Richmond Road and Woodroffe Avenue in an area that does not have a continuous street edge. The building will make direct connections to the public realm for public transit, sidewalks and streets.

*Guideline 3: Use built form to define a human-scaled street scape.* The development will create and define a human-scaled streetscape by using architectural articulation of setbacks, windows and doors which will provide transparency and accessibility between the pedestrian realm and building.

*Guideline 4: Locate and orient other building components, such as the base and tower, and various site elements, to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas.*The building design proposes a large setback at the rear of the building adjacent to the existing low-rise residential community. The first and second floor of the building is designed to animate the public realm and maintain a human scale.

*Guideline 5: Create a sense of transition between high-rise buildings and existing adjacent lower-profile areas through the location and orientation of the building base or podium and the tower.* Transition into the adjacent residential area is provided through a 4.5 metre setback from the rear of the building, in addition to the 8 metre linear green space (Woodroffe Walk) that separates the proposed building from the existing residential. We are of the opinion that appropriate transition to the north will be created through these setback elements.

*Guideline 8: Design corner sites with inviting open spaces and pedestrian amenities, and buildings that wrap around the street corner.* The proposed building design wraps around the corner of Woodroffe Avenue and maintains the same level of detail on both Richmond Road and Woodroffe Avenue.

*Guideline 12: Establish the building form and massing that responds to function, site characteristics, the context, and the type and mix of uses, regardless of stylistic approaches.* The proposed building design features a podium, tower and top, typical features of a high-rise tower. The base of the tower features design elements that will serve as an interface with the city context, street, pedestrians and services.

*Guideline 13: Design the lower portion of the buildings to support human-scaled streetscapes, open spaces and quality pedestrian environments.* The lower portion of the proposed development is designed to support human-scaled streetscapes by providing detailed architectural design.

*Guideline 14: Use clear windows and doors to make the pedestrian level façade highly transparent and accessible.* Along the ground floor there is a nearly continuous band of windows with high contrast doorways to create transparency and engage the pedestrian realm.

*Guideline 15: Build higher floor-to-floor heights on the first few floors for flexibility to accommodate a range of uses such as retail, and office.* The ground and second floors of the podium are built with higher floor to ceiling heights and can accommodate a range of active uses.

*Guideline 17: Ensure that the pedestrian entrance is at-grade and directly accessible, clear, prominent, weather-protected with a canopy or recessed, and linked sidewalk.* The entrance to the residential units are located from Woodroffe Avenue with direct street and public transit access.

*Guideline 18: Ensure that buildings have architecturally detailed façades, where publicly visible, with no blank or featureless sides in anticipation of abutting to potential development in later phases or on adjacent land.*The proposed building has architectural articulation and features on all sides of the building. These features are different material uses, windows, building lines, balconies, and setbacks.

*Guideline 21: Design the high-rise towers with compact floor plates to maximize views, light and ventilation for the interior spaces, to facilitate breezes and light reaching outdoor spaces.* The building is designed with a compact floor plate to maximize views to the Ottawa River and adjacent park spaces.

*Guideline 25: Provide wide sidewalks for locations with high pedestrian volumes, and/or provide wider boulevards to accommodate street furniture, signs, displays, vendor space, such as along Mainstreets.* The development proposes wide sidewalks along Woodroffe Avenue to accommodate high pedestrian flows in addition to the public transit stop at the site.

*Guideline 27: Provide curb-side boulevard for street furniture, trees and utilities, and an area on-site, adjacent to the public right-of-way and sidewalk.* The development proposes a large paved walkway adjacent to the sidewalk to accommodate for potential spill out from commercial tenants and transit stops.

*Guideline 29: Create safe, accessible, barrier-free pedestrian links and outdoor spaces that connect destinations such as the public street, transit stops, parking lots, and other building complexes.* Pedestrian links are provided to the development using barrier-free design. The proposed pedestrian space allows access into proposed commercial entranceways.

*Guideline 31: Provide opportunities for views from apartments to the streets, open spaces, and parking areas below for visual surveillance and neighbourliness.* Opportunities for views from apartments units are provided along all street frontages to promote connections to the community.

*Guideline 41: Provide required outdoor amenity space for residents as both communal and private areas. Integrate useable private outdoor amenity space, such as balconies, into the architecture of the building, and ensure that the size and proportion of private amenity space creates a useable area.* Residents will have private outdoor balconies. As part of their amenity space.

*Guideline 52: Provide a direct, safe, continuous and clearly defined pedestrian walkway, a minimum of 2.0 metres wide, from the main doors to the public sidewalk, transit stop, drop-off and parking areas.* A direct and continuous defined pedestrian walkway at a minimum of 2 metres is provided along Woodroffe Avenue and Richmond Road.

*Guideline 58: Locate garage entry points internal to the block or at less prominent locations on the block and recess the doors.* The proposed underground parking entrance is located from Woodroffe Ave. This sweeping driveway will prevent wait times along Woodroffe and the garage doors will only be visible going south along Woodroffe Avenue.

*Guideline 61: Integrate within the design of the building enclosure, conceal from view and acoustically dampen mechanical and electrical equipment, elevator housing, and heat, ventilation and cooling (HVAC) systems, whether located on the rooftop or at the base of the building.* The mechanical systems and HVAC equipment are located at the top of the building and are enclosed. The building materials used to enclose these systems are complementary to the building design.







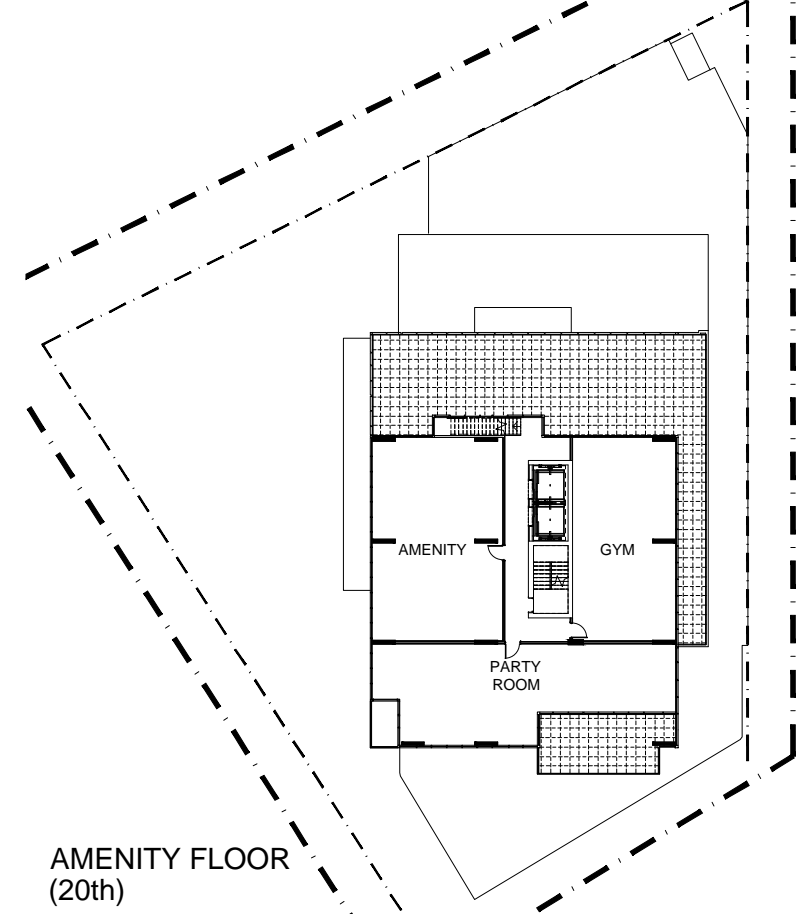
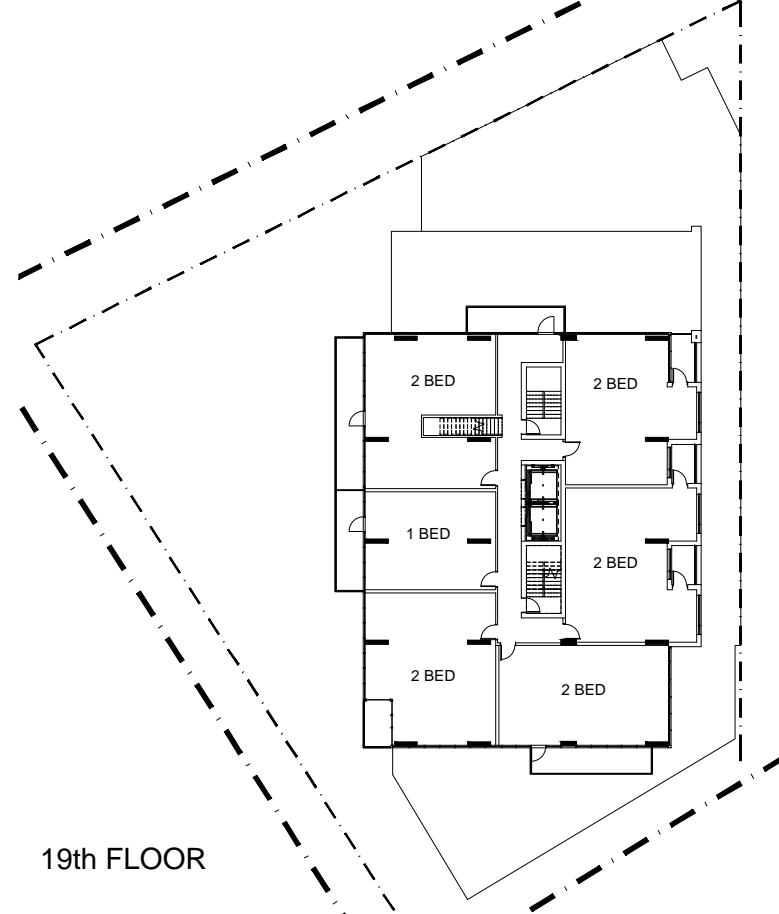
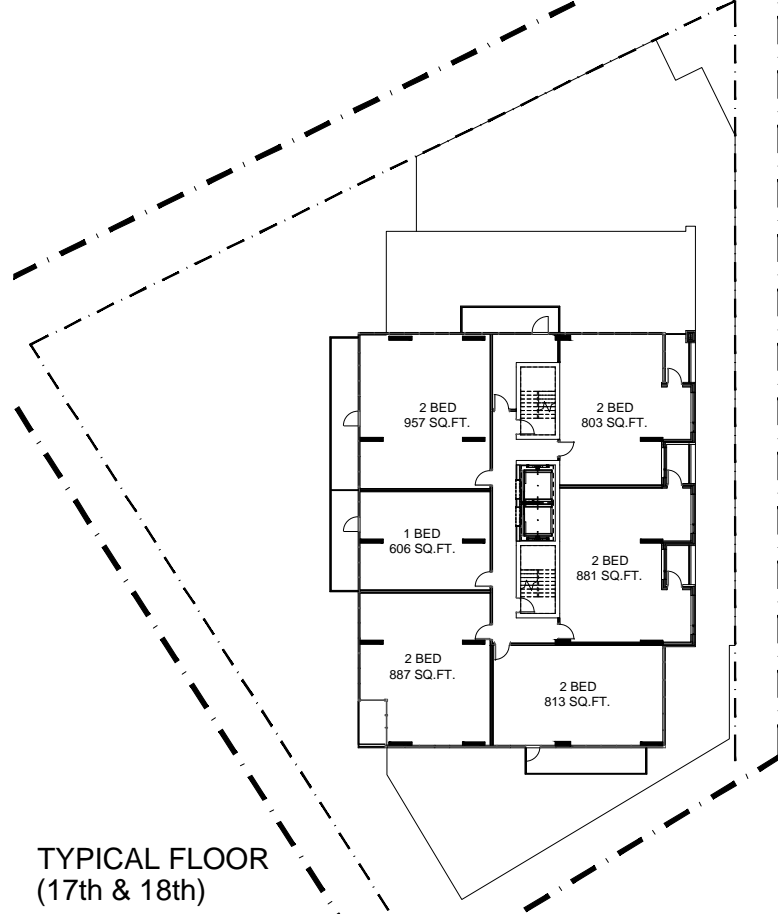
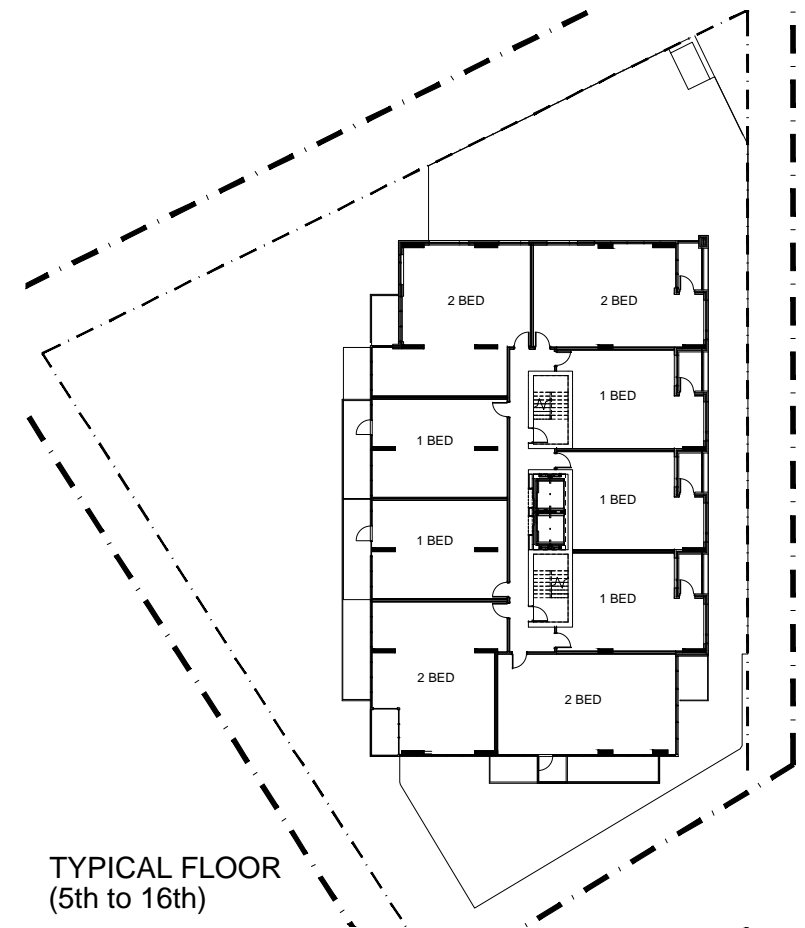
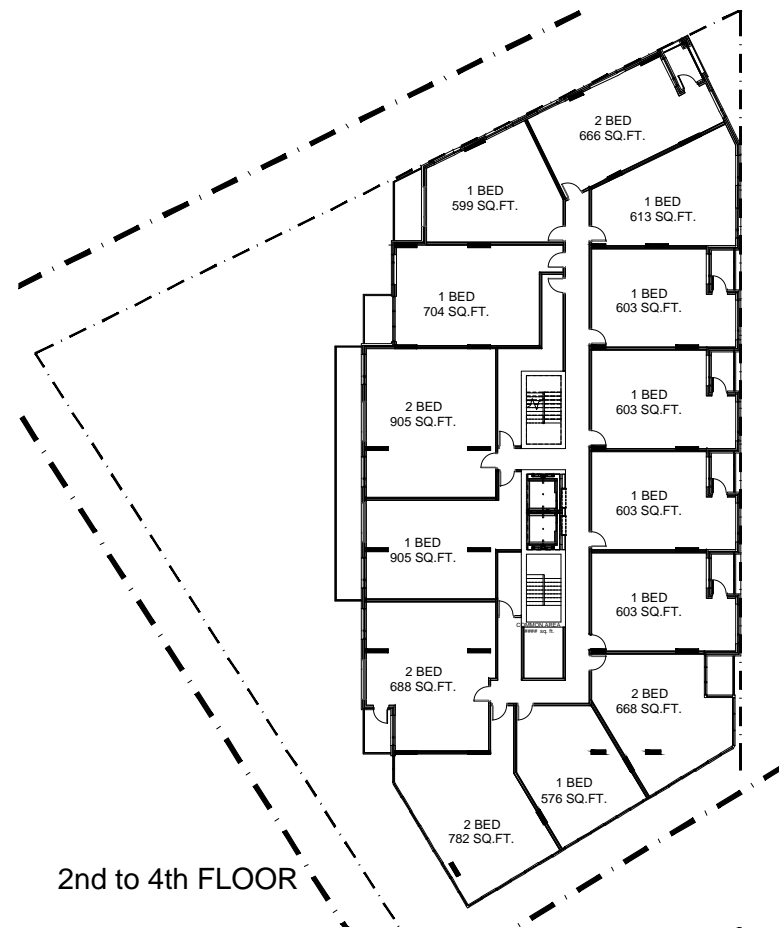
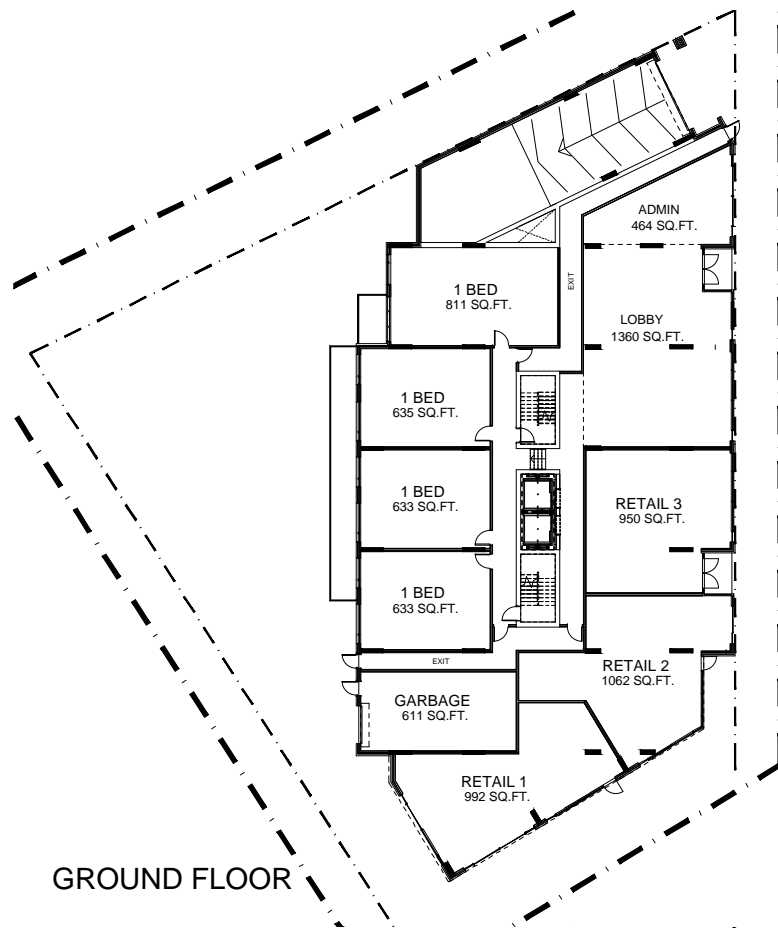


PROJECT INFORMATION		
ZONING	Zoning By-Law 2017-113	TM(1935) H(47)
SITE AREA	2,357.84 sq. m. (25,380) sq. ft.	
BUILDING HEIGHT	47.0 M	
PROJECT STATISTICS		
BUILDING HEIGHT	61.0 M	
AVERAGE MEAN GRADE	(GEO. ELEV.) 68.00	
GROSS BUILDING - AREAS (CITY OF OTTAWA'S DEFINITION)		
PARKING LEVELS (4 LEVELS U/G)	2,240 sq. m. (24,110) sq. ft.	N/A
GROUND FLOOR	531.4 sq. m. (5,720) sq. ft.	
2nd to 4th FLOOR	3 x 909.5 sq. m. 3 x (9,790) sq. ft.	2,729 sq. m. (29,370) sq. ft.
5th to 16th FLOOR	12 x 602.2 sq. m. 12 x (6,482) sq. ft.	7,226.4 sq. m. (77,784) sq. ft.
17th & 18th FLOOR	2 x 468.2 sq. m. 2 x (5,040) sq. ft.	936.5 sq. m. (10,080) sq. ft.
19th FLOOR		466.5 sq. m. (5,021) sq. ft.
20th FLOOR AMENITY		N/A
MECHANICAL FLOOR		N/A
TOTAL AREA	11,889.8 sq. m. (127,981) sq. ft.	
UNIT STATISTICS		
STUDIO UNIT		0
1 BEDROOM UNIT		94
2 BEDROOM UNIT		78
TOTAL		172
COMMERCIAL RETAIL	304.2 sq. m. (3,274) sq. ft.	
AMENITY AREA		
EXTERIOR COMMUNAL AT GRADE	190.0 sq. m. 2,045 sq. ft.	
EXTERIOR PRIVATE AT GRADE	51.3 sq. m. 552 sq. ft.	
1st FLOOR COMMUNAL AMENITY ROOM	74.3 sq. m. 800 sq. ft.	
19th FLOOR COMMUNAL AMENITY ROOM	296.4 sq. m. 3,190 sq. ft.	
19th FLOOR COMMUNAL ROOF TOP PATIO	160.0 sq. m. 1,722 sq. ft.	
PRIVATE BALCONIES	754.1 sq. m. 8,117 sq. ft.	
TOTAL =	1,520.1 sq. m. 16,427 sq. ft.	
REQUIRED (172 UNITS X 6 m²) = 1,032 m² / 11,108 ft²		

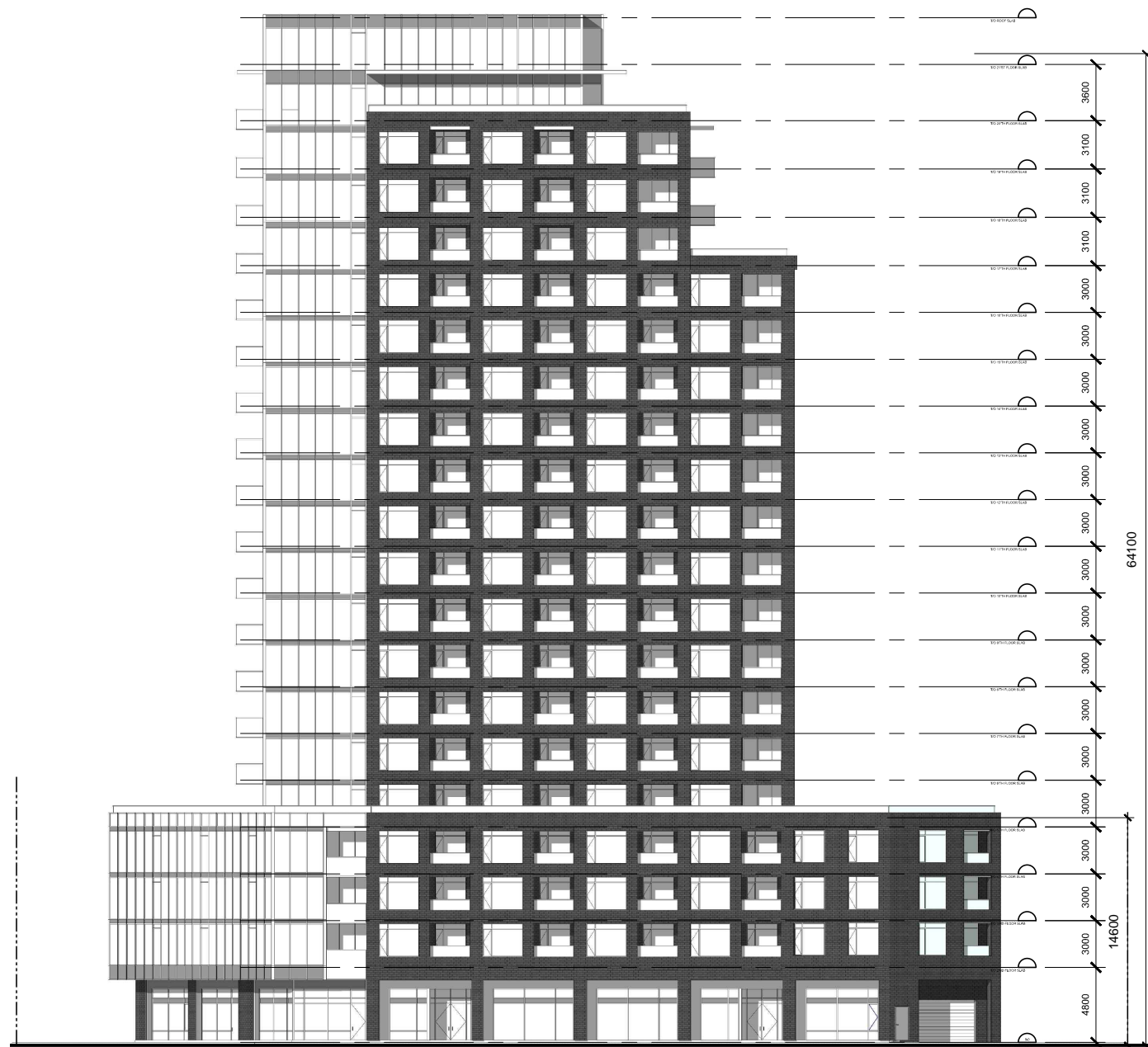
CAR PARKING		
REQUIRED by ZONING BY-LAW		
RESIDENCE	- 0.5 PER UNIT (172 UNITS)	86
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	16
COMMERCIAL RETAIL (RETAIL FOOD, BANK & CONVENIENCE STORE)	- 2.5 PER 100m² OF G.F.A. (AFTER 150m²)	4
TOTAL		106
PROVIDED 3 LEVELS		
RESIDENCE	- 0.7 PER UNIT (172 UNITS)	120
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	16
COMMERCIAL RETAIL (RETAIL FOOD, BANK & CONVENIENCE STORE)	- 2.5 PER 100m² OF G.F.A. AFTER 150m²	4
TOTAL		140
STANDARD PARKING SPACE (2.6 X 5.2)	92.5%	130
SMALL CAR PARKING SPACE (2.4 X 4.6)	7.5%	10
BICYCLE PARKING		
REQUIRED		
RESIDENCE	- 0.5 PER UNIT (172 UNITS)	86
COMMERCIAL RETAIL	- 1.0 PER 250m² OF G.F.A.	2
TOTAL		88
PROVIDED		
EXTERIOR		4
UNDERGROUND PARKING LEVEL		180
TOTAL		184
LOT COVERAGE		
PAVED SURFACE =	639.7 sq. m.	27.1%
BUILDING FOOTPRINT =	1,063.2 sq. m.	45.1%
LANDSCAPE OPEN SPACE =	654.9 sq. m.	27.8%
TOTAL =	2,357.8 sq. m.	100.0%



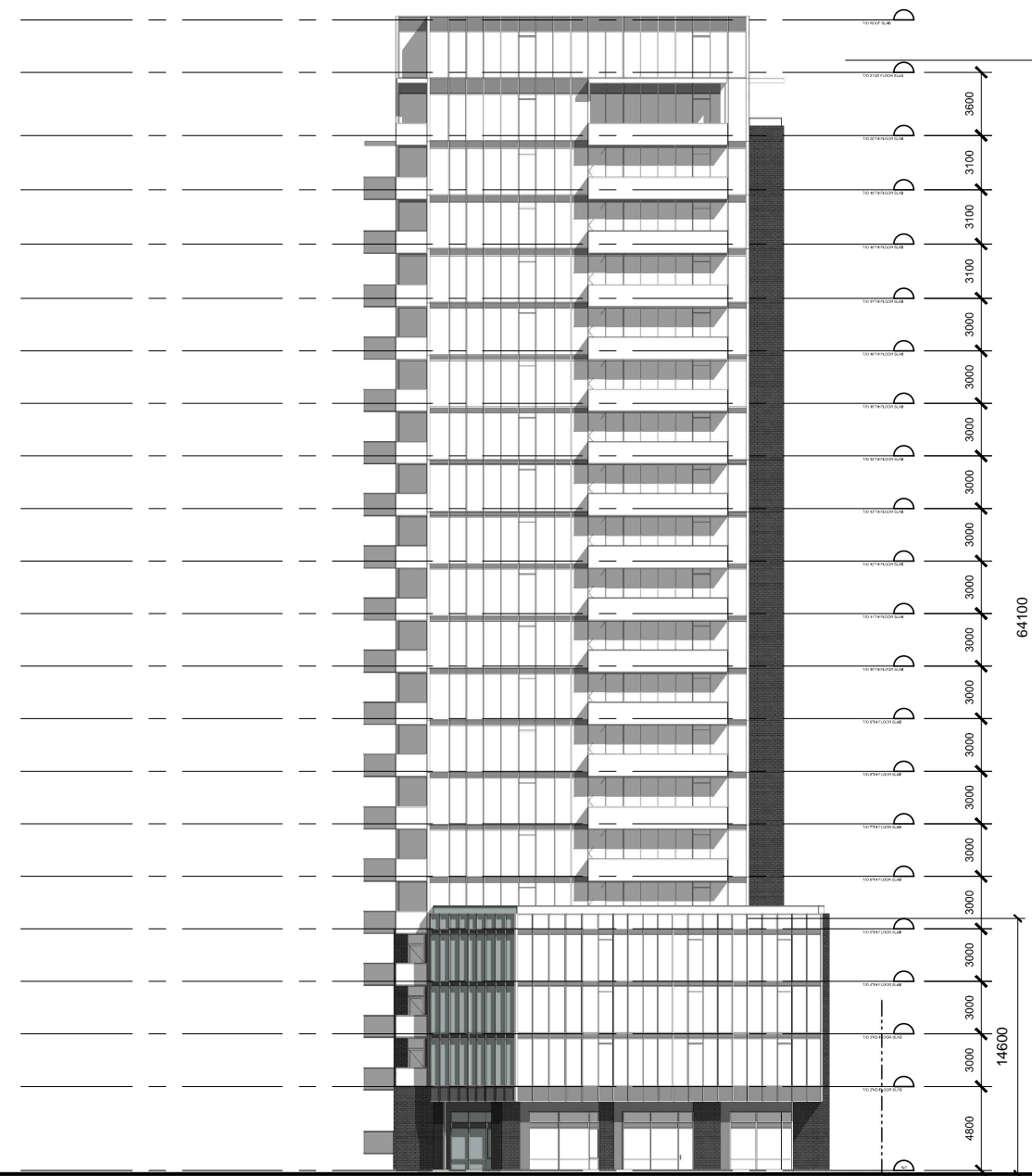






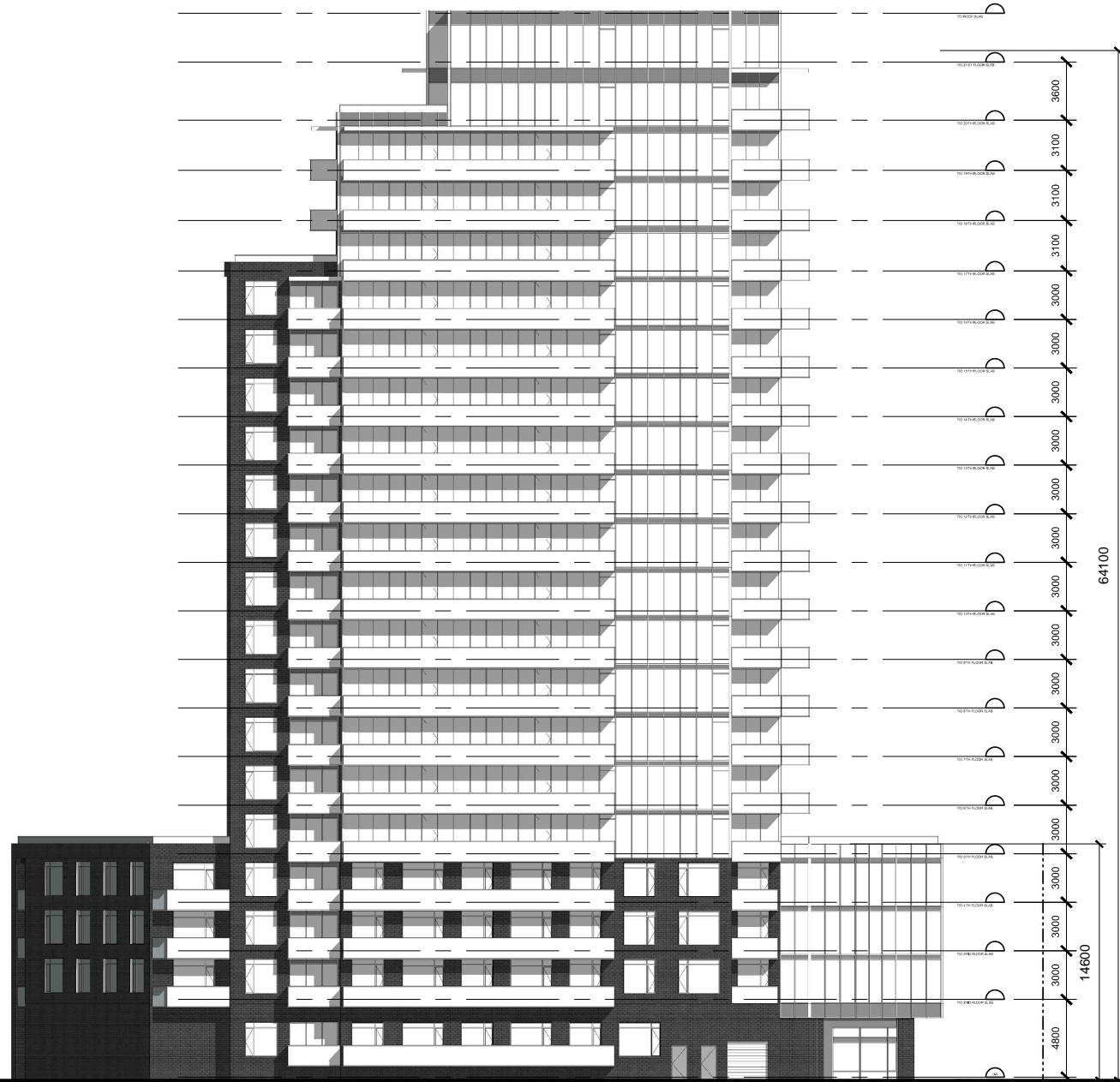


EAST ELEVATION

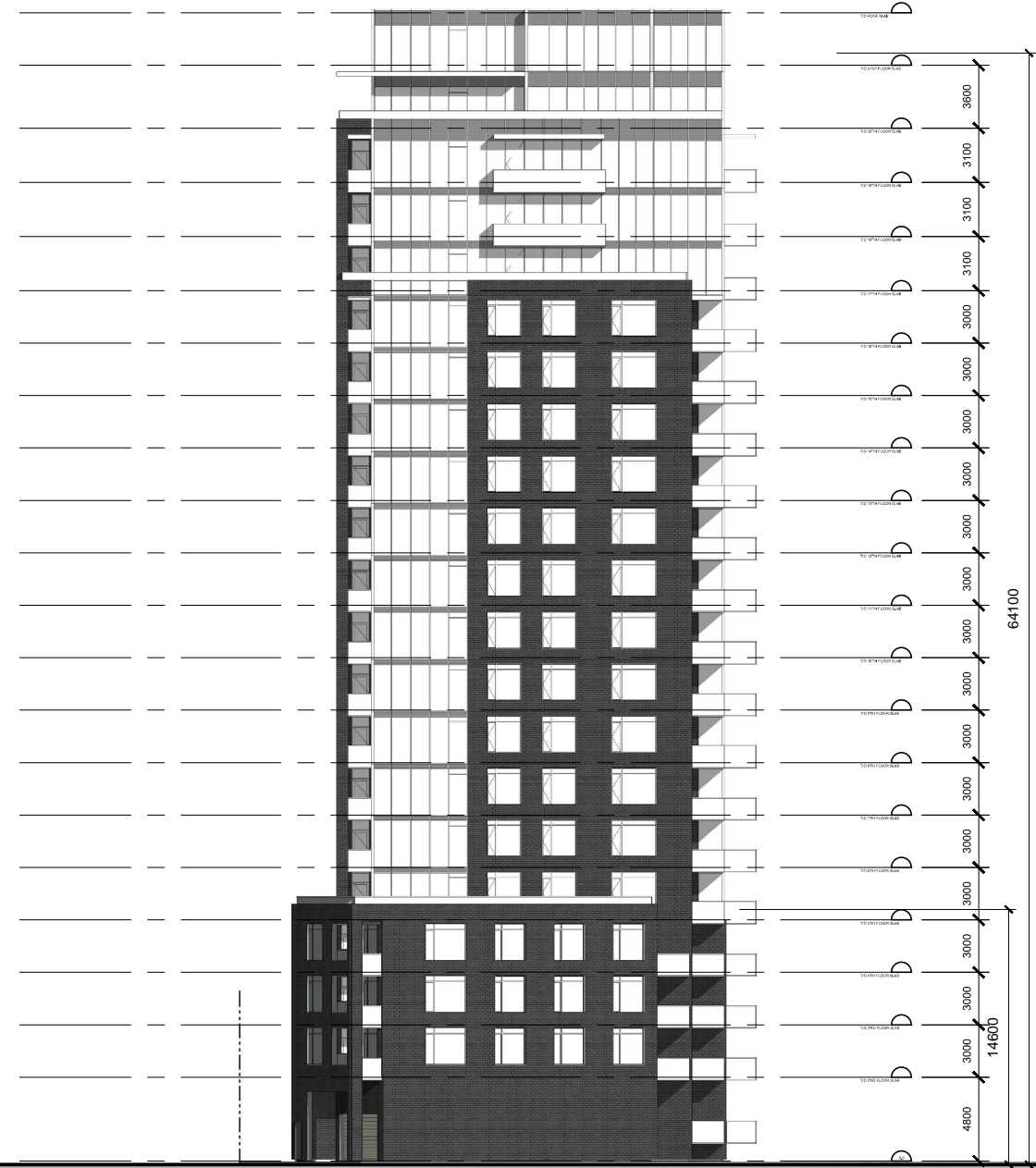


SOUTH ELEVATION





WEST ELEVATION



NORTH ELEVATION





VIEW LOOKING EAST DOWN RICHMOND ROAD





VIEW LOOKING SOUTH ON WOODROFFE AVENUE



VIEW LOOKING WEST ON BYRON AVENUE





VIEW LOOKING NORTH ON WOODROFFE AVE



VIEW LOOKING NORTH-WEST ACROSS INTERSECTION





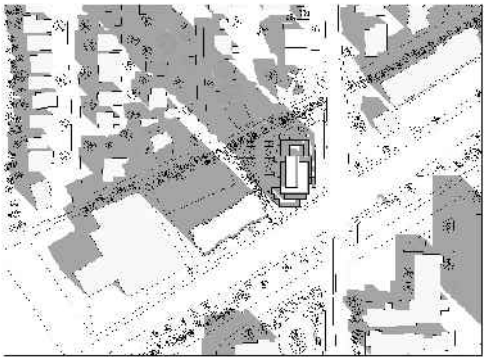
VIEW LOOKING NORTH-WEST ACROSS WOODROFFE & RICHMOND INTERSECTION



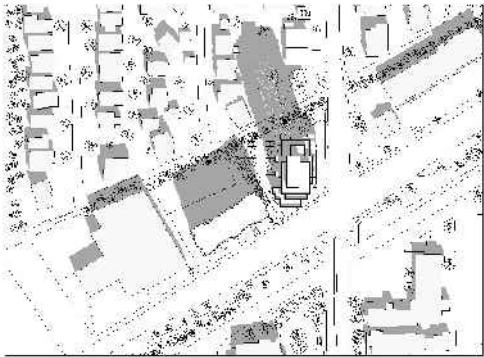




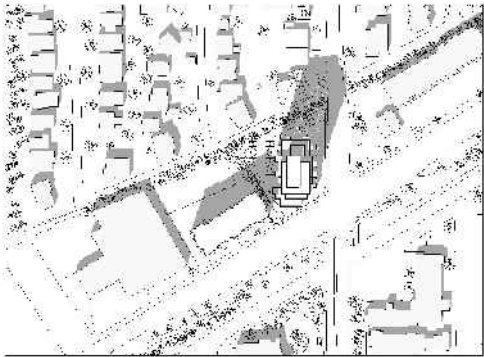
MARCH  
(DST)



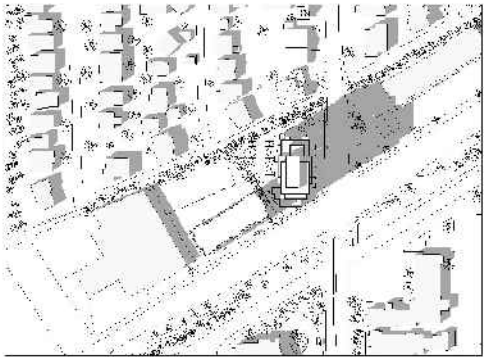
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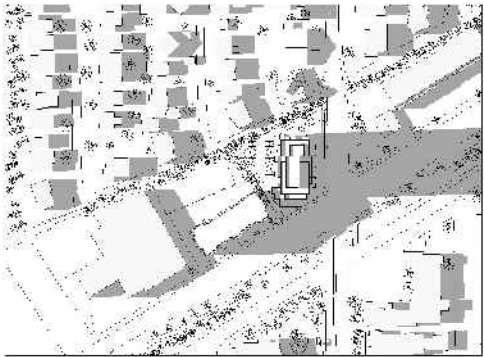
10am



12am

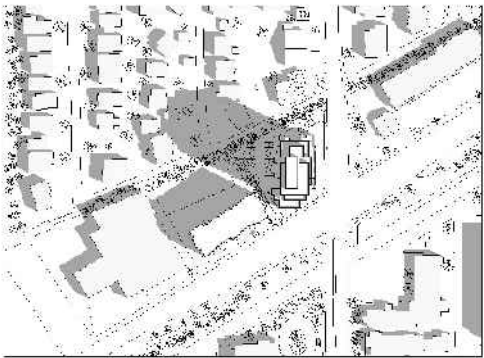


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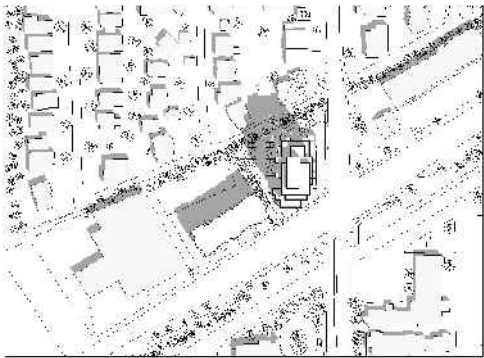


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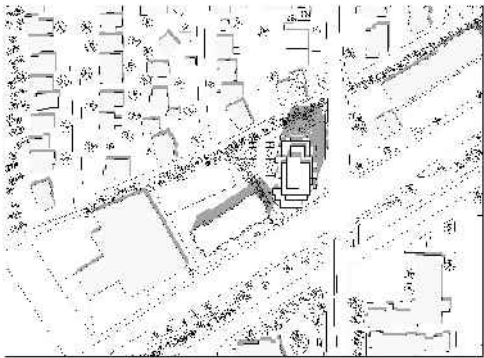
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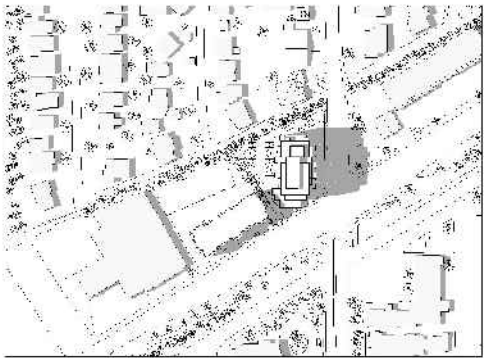
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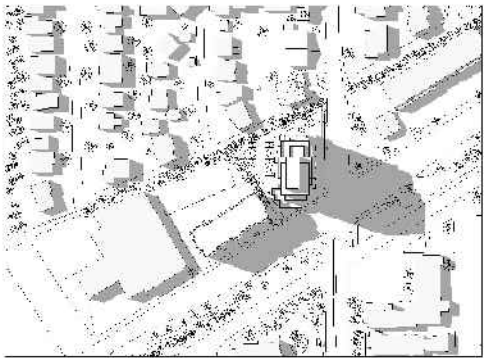
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12am

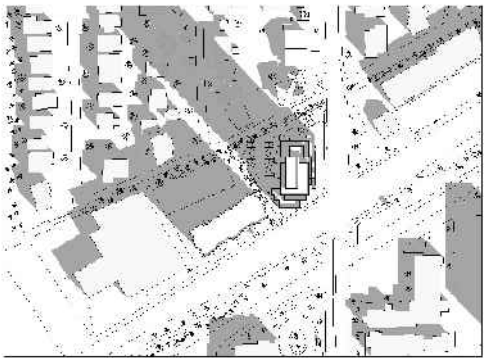


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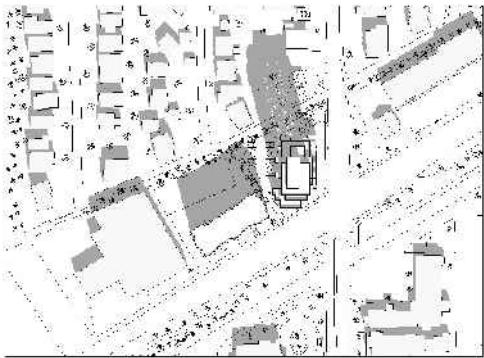


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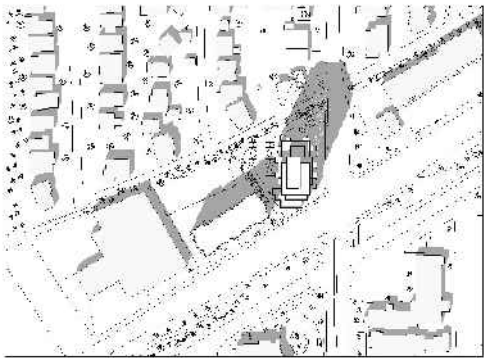
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(DST)



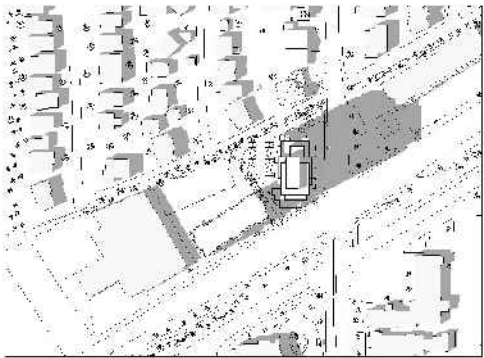
8am



10am



12am



2pm

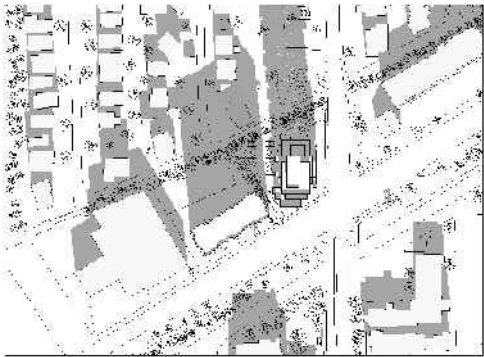


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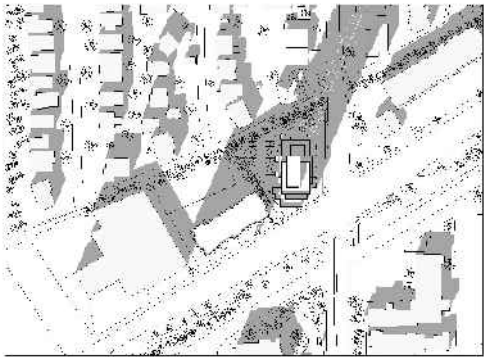
DECEMBER



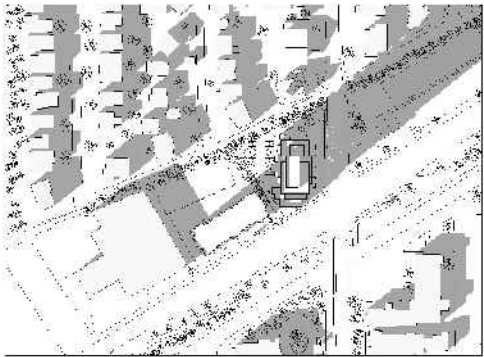
8am



10am



12am



2pm



4pm

SUN SHADE STUDY

PLOT DATE: Thursday, March 22, 2018

U.D.R.P. April 5, 2018



929  
OTTAWA

RICHMOND

ROAD  
ONTARIO



SHEET #

17

PROJ. # 1719