



# 81 SLATER STREET

## Design Brief

FEBRUARY 2019

# 81 SLATER STREET OTTAWA ON

## DESIGN BRIEF

February 2019

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### Quality Information

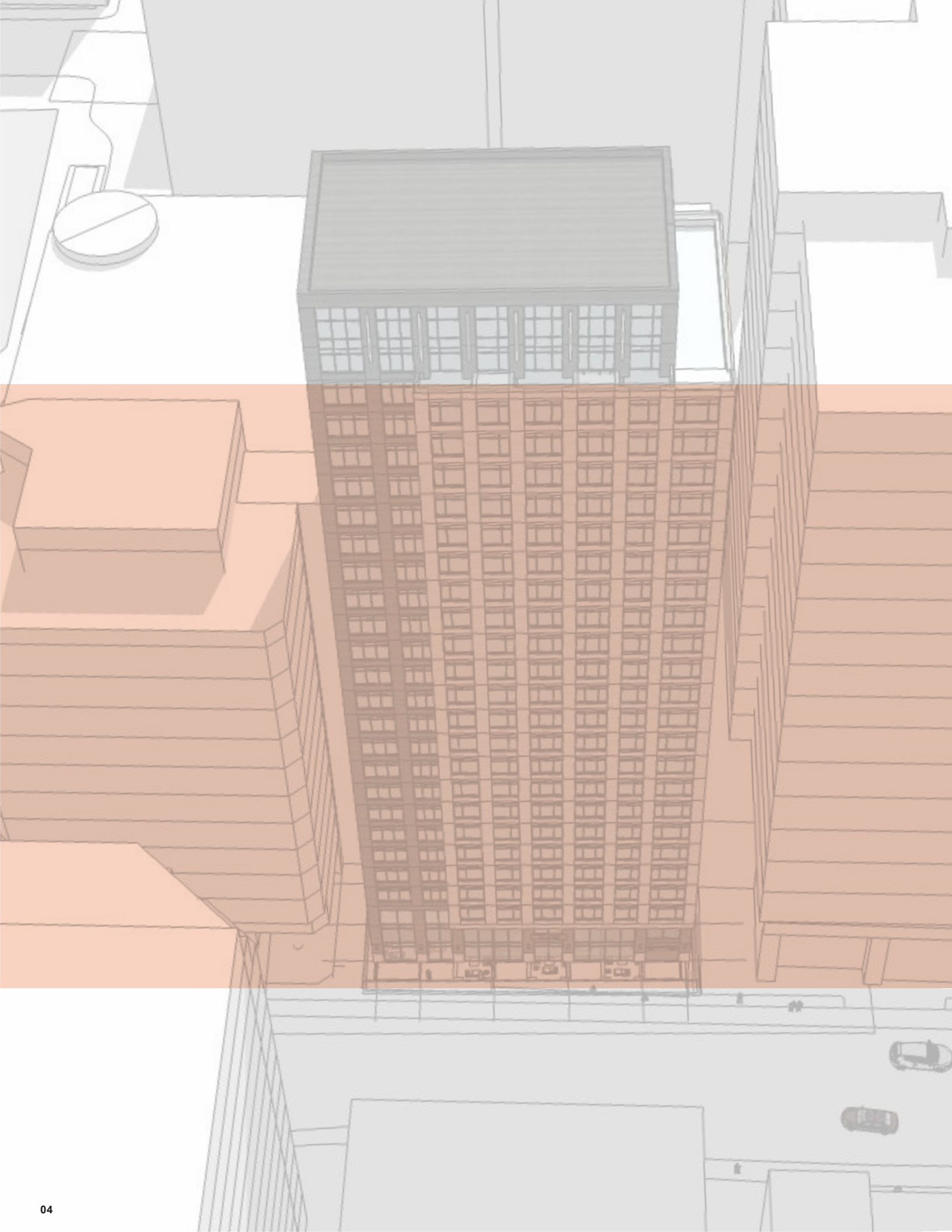
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### Revision History

Revision	Revision date	Details	Authorised	Name	Position
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# Contents

<b>1.0 Application Submission and Details</b>	<b>04</b>
1.1 Application Details	06
1.2 Project Vision	06
1.3 Subject Property	06
1.4 Surrounding Area	08
1.5 Response to City Policies	08
Zoning By-Law (2008-250)	08
City of Ottawa Official Plan (OP)	14
Relevant Design Guidelines	21
 <b>2.0 Design Proposal</b>	 <b>24</b>
2.1 Site Plan	26
2.2 Building Floor Plans	28
Basement Floor	28
Ground Floor	29
Mezzanine Floor	30
Second Floor	31
Floors 3 to 12	32
Floors 13 to 23	33
23rd Floor	34
24th Floor (Mechanical Room)	35
2.3 Building Elevations	36
2.4 Building Massing	38
2.5 Material and Colour	38
2.6 Shadow Analysis	40





# 1.0

## **Application Submission and Details**

# 1.0 Application Submission and Details

## 1.1 Application Details

Type Of Application	Site Plan Application
Date of Pre-Consultation	2018-12-19
Legal Description	<ul style="list-style-type: none"> <li>– Plan 3922 Pt Lot 53 Lot 54; Slater N E Pt Lot 53 Lot 54; Albert S</li> <li>– City of Ottawa</li> </ul>
Municipal Address	88 Albert Street

This report has been prepared in support of a site plan application by 88 Albert Street Holdings Inc., to permit the development of a 24 storey building with residential units, short term furnished suites and a basement (for utilities and amenities).

The residences will occupy floors 3 to 24, with the short term suites occupying floors 3 to 12. There will be 30 short term suites. The remaining 166 will be residential units. These will consist of 42 studio units, 99 one bed units, 21 two bed units and 4 two bed loft units.

The ground floor will have 9 car parking spaces with another 9 spaces located on the mezzanine floor (accessed from Albert Street). Bicycle parking is also catered for with 103 indoor spaces within the proposed building, with 53 located on the mezzanine floor and the remaining located on the ground floor at 88 Albert Street hotel. The hotel bicycle parking will be directly accessible from the ground floor of the proposed building.

Indoor amenity areas are provided in the basement and second floor. ~91 storage cells are provided in the basement.

For more details, refer to Section 3.2 Building Floor Plans.

## 1.2 Project Vision

*81 Slater Street will be an addition to an existing commercial development that will bring high quality housing and short term rental suites to the heart of the city thus continuing the trend of city intensification and activation.*

## 1.3 Subject Property

The subject property is the southern half of a through lot between Albert Street and Slater Street. The site is located mid block between Elgin and Metcalfe Street.

The total area of the subject property is 1,835.3 m<sup>2</sup> (19,755 sq. ft.).

As shown in Figure 1.1, the property has an existing building - a hotel facing Albert Street with a parking garage facing Slater Street. It's dimensions are:

- ~30.3m wide on Slater Street and Albert Street
- ~60m deep

The north half of the site is a 12 storey hotel. The subject portion of the site is a two level parking garage and a small single storey restaurant.

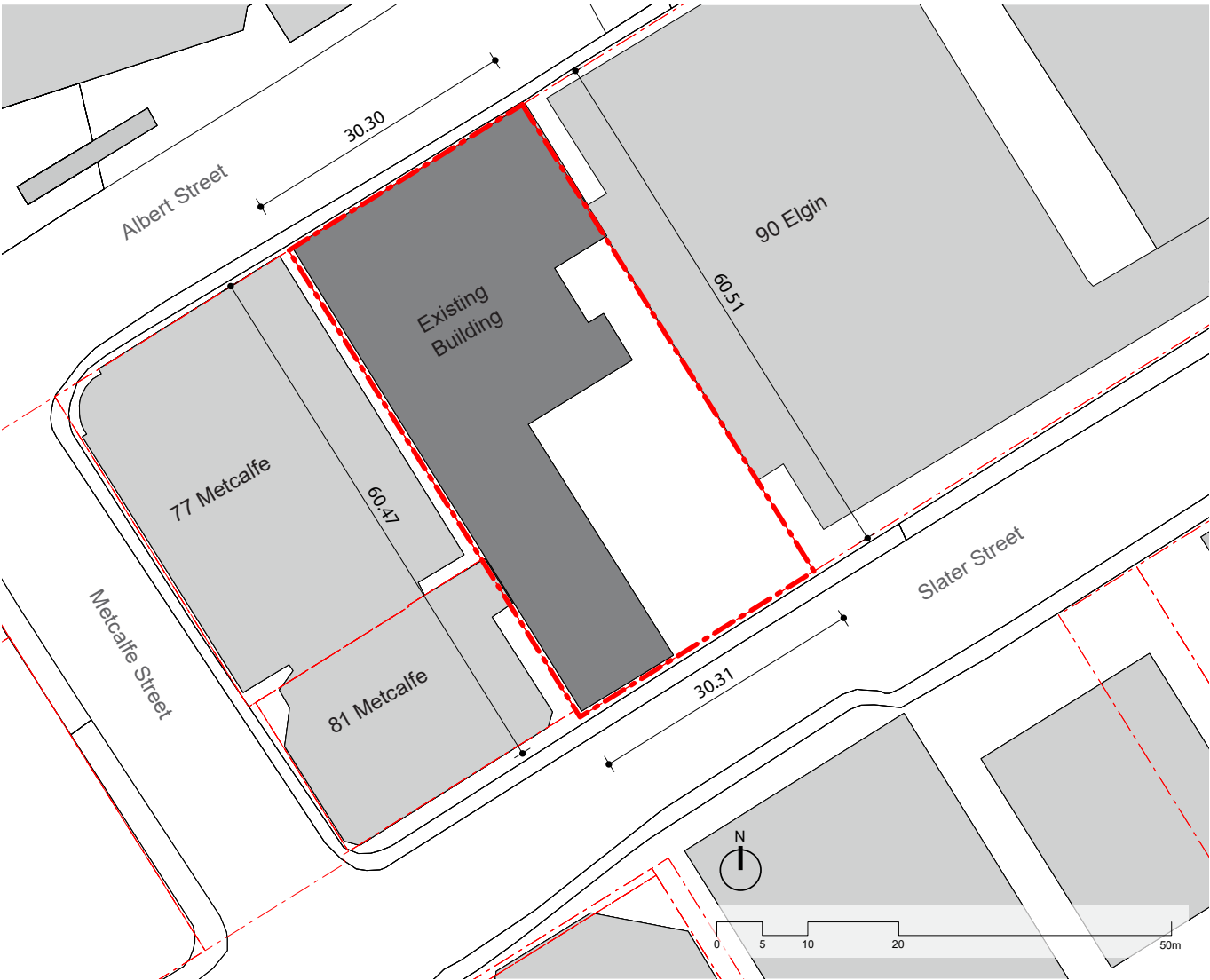


Figure 1.1 Existing Site Plan



## 1.4 Surrounding Area

Figure 1.2 shows the site location in context of the City. The site is located in the downtown core of the City. The adjacent land uses can be described as a mix of building types and uses. The stretch of Slater Street adjacent to the subject property is a commercial corridor made of mid to high-rise mixed use and commercial office buildings.

Immediately to the north, west and south of the subject property are high density blocks consisting mostly of mixed use/ office mid and high rise buildings. Further north along Wellington Street lie important government institutions such as the Parliament. Immediately to the east of the site, the scale drops towards institutional buildings and ceremonial open spaces such as The National Arts Gallery, City Hall and the Confederation Park. The proposed Parliament LRT station also lies ~200m north west of the site, along Queen Street.

## 1.5 Response to City Policies Zoning By-Law (2008-250)

Under the City of Ottawa Comprehensive Zoning By-Law (2008-250), the subject property falls in a MD S46 Zone (Mixed-Use Downtown Zone). The purpose of the MD – Mixed-Use Downtown 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;
- ensure that the Character Areas in the Central Area, namely the Core Area, the Parliamentary Precinct, the ByWard Market, the Rideau/Congress Centre, the Canal Area, Lowertown, Upper Town, Sandy Hill West, LeBreton Flats and the four Business Improvement Areas, Rideau, Sparks, ByWard Market and Bank Streets, continue to serve as primary business or shopping areas and maintain their distinct character;
- 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 development responds positively to all the above objectives.

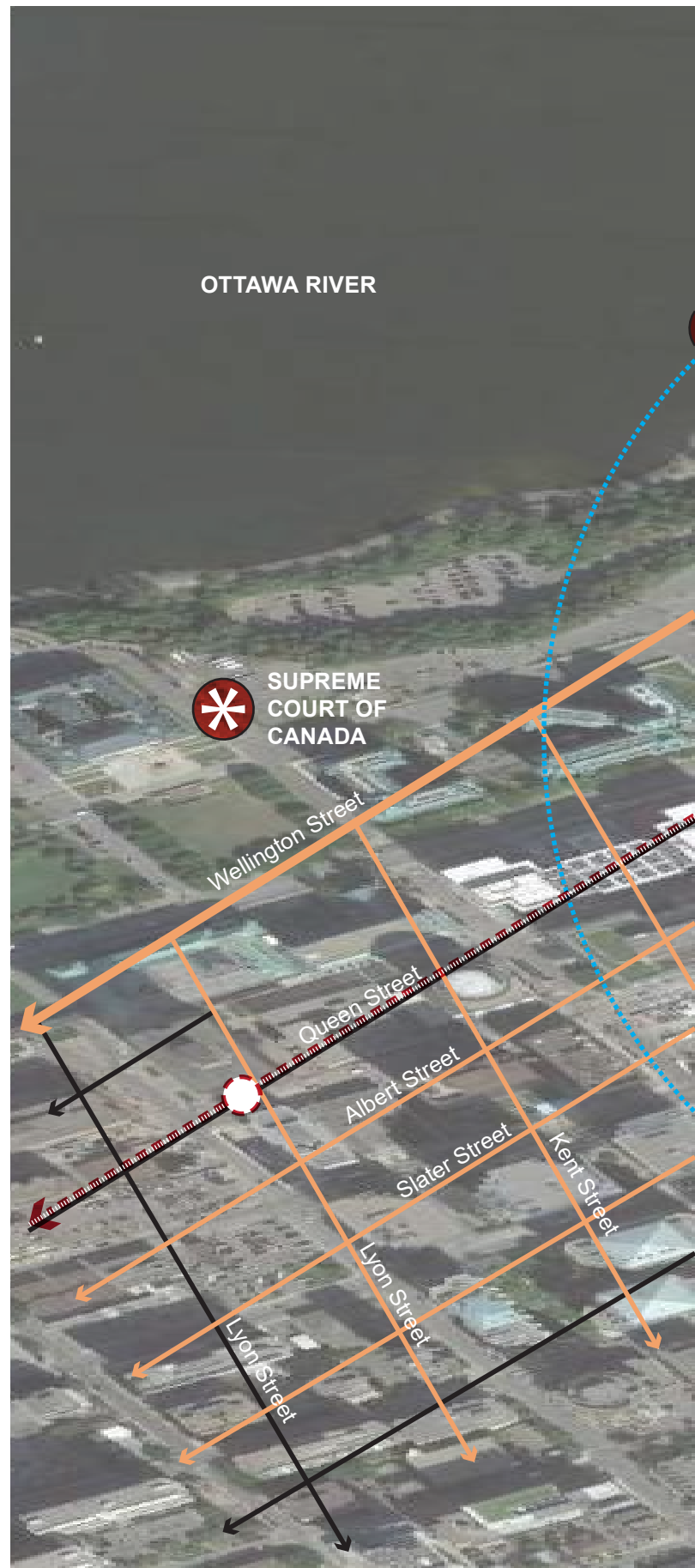


Figure 1.2 Site Context





The proposed land uses in the development (residences) are allowed within the prescribed zone. As per zone regulations, there are no minimum setbacks required.

The site is also located in a Mature Neighbourhood. The Mature Neighbourhood Overlay is used to regulate the character of low-rise residential development in order to recognize and reflect the established character of the streetscapes within the area of the Overlay. Given that the proposed development is a high-rise building, these regulations are not applicable to the development.

Figure 1.3 shows Schedule 46 that controls the maximum building height within the zone. Based on the current elevation (EASL) of the site, the total allowable height falls in the range of 79.5-81m (~24 storeys). **The proposed building height is 79.5m.**

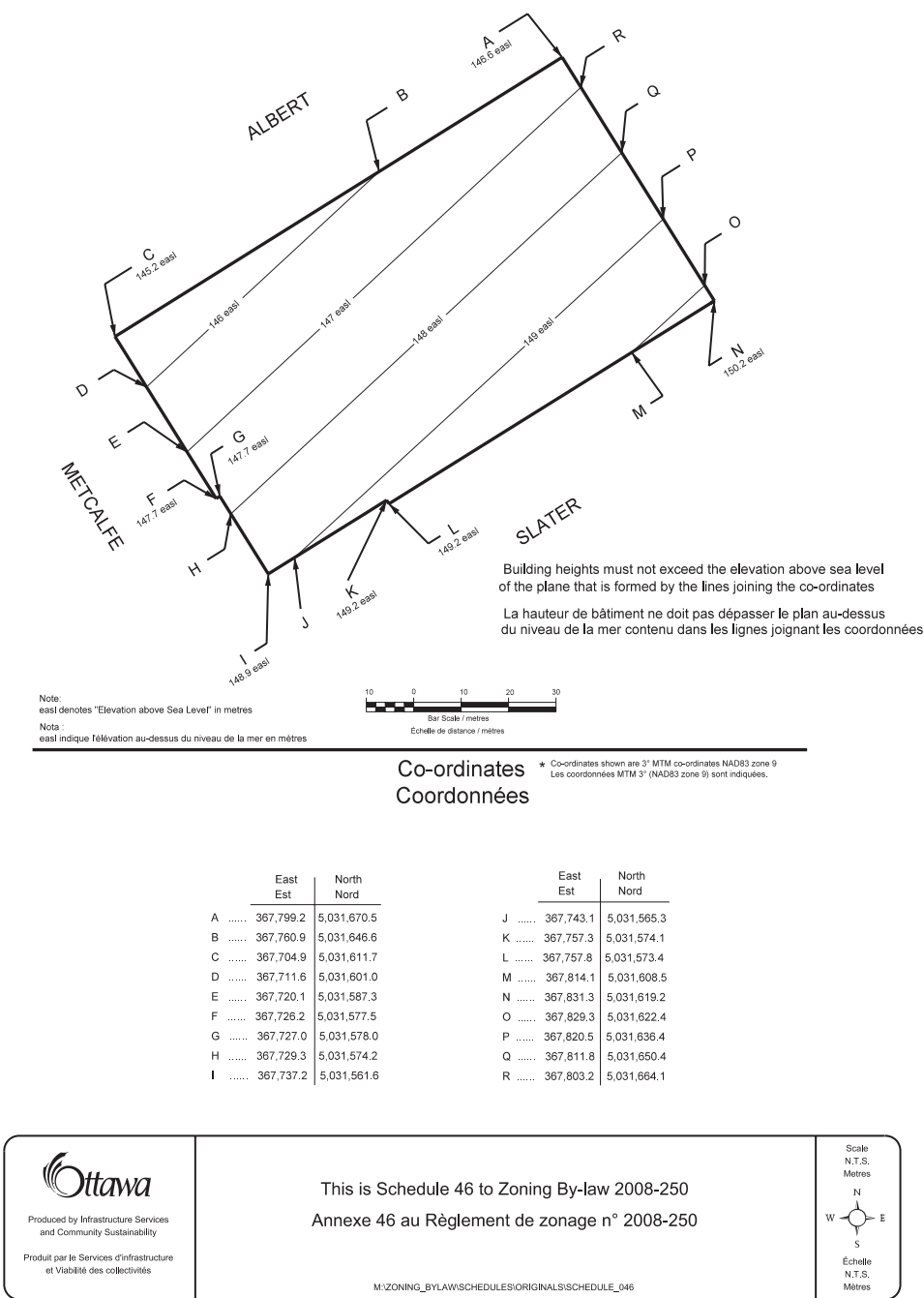


Figure 1.3 Schedule 46

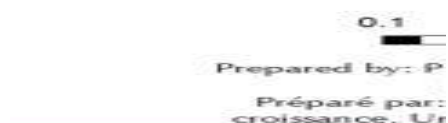
## Road Network

The subject property lies on Slater Street, which is designated an arterial street. It is a major transit corridor and well connected with other arterial and collector roads.



Figure 1.4 Official Plan Schedule F - Central Area Inner City Road Network

### KEY





Official Plan - Cycling Routes and Multi-use Pathways

The site is located within a well connected area with designated on-road cycling paths. These paths mainly connect across to Rideau River and further east. Waller Street South also serves as an on-road path connecting to Rideau Canal and downtown through Albert and Slater streets.

With the city’s LRT system nearing completion, the City is currently undergoing a street improvement process for Albert Street and Slater Street corridors. The current plan recommends a dedicated one-way cycle lane (1.8m wide on both streets).

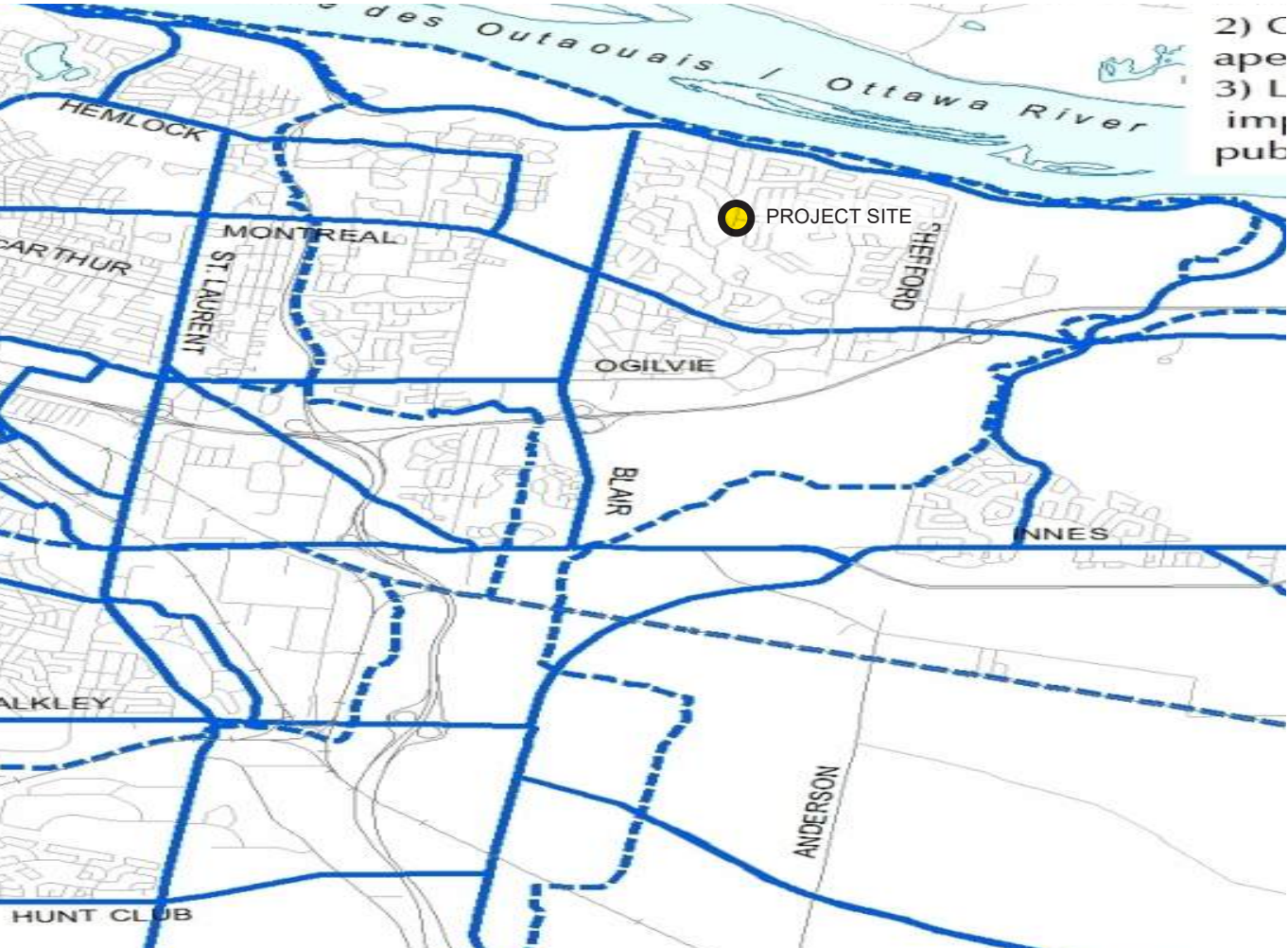
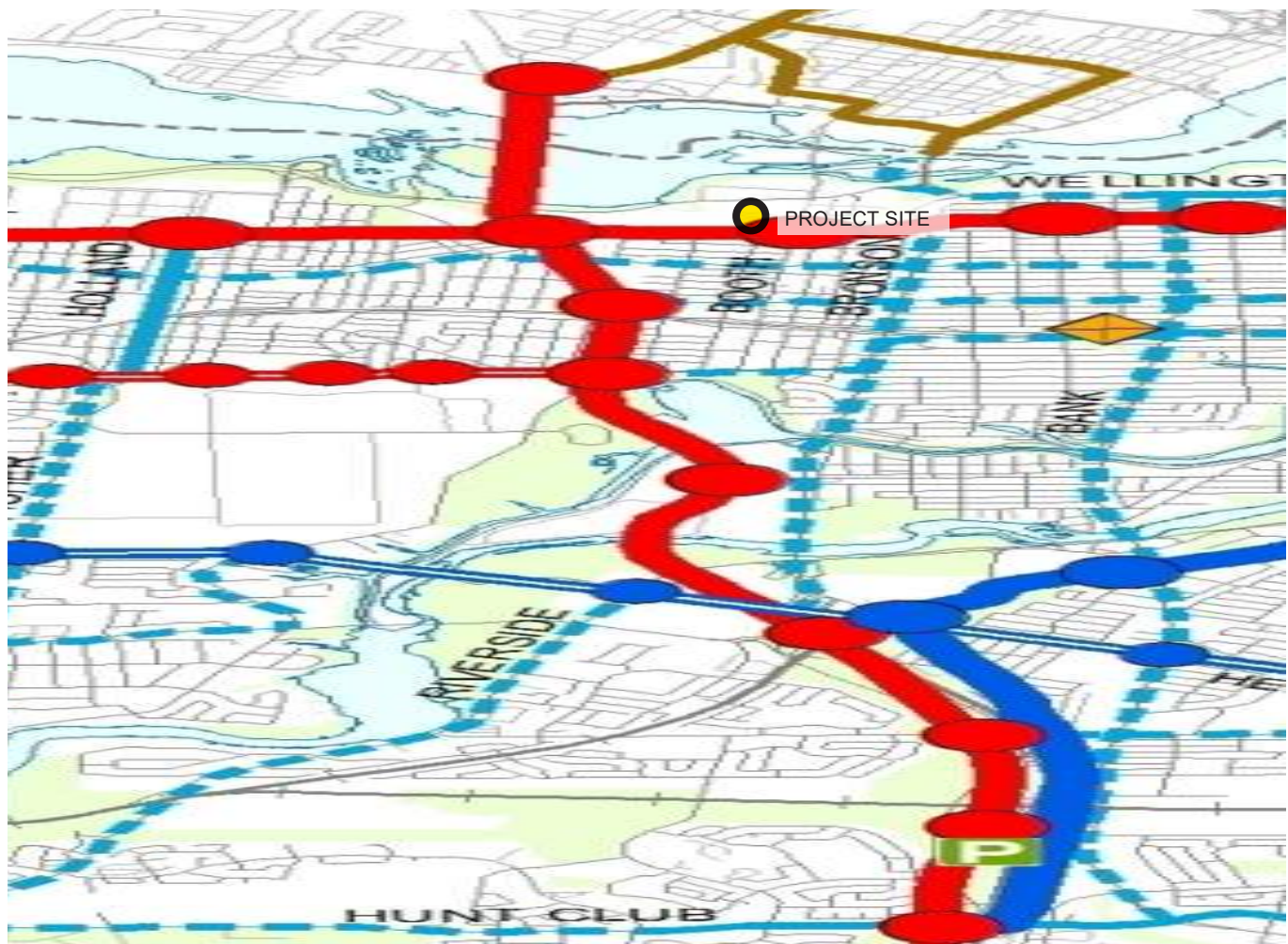


Figure 1.5 Official Plan Schedule C - Primary Urban Cycling Network



## Official Plan - Transit Network

The subject property has excellent proximity to Stage 1 LRT Parliament Station due to open in the near future. It is located within 250m of the site along Rideau Street. The site is also well covered by the city's bus network given the strategic importance of the street and its location.



**Figure 1.6** Official Plan Schedule D - Rapid Transit and Transit Priority Network

**KEY**





## City of Ottawa Official Plan (OP) Urban Design and Compatibility (Section 2.5.1)

It is the policy of the City of Ottawa Official Plan that the new development shall be in accordance with the design objects and principles set out in Section 2.5.1 - Urban Design and Compatibility in The Official Plan, and the development application be evaluated on the basis of these design objectives and principles. These design objectives include:

- Enhance the sense of community
- Define quality public and private space through development
- Create safe and easy accessible place,
- Respect the character of existing areas, and
- Promote sustainable design

Section 2.5.1 outlines objective criteria that can be used to evaluate both Urban Design and Compatibility. The following table demonstrates how the development contributes to the broad urban design objectives and principles listed by the City:

- Enhance the sense of community by creating and maintaining places with their own distinct identity
- Define quality public and private spaces through development
- Create places that are safe, accessible and are easy to get to, and move through
- Ensure that new development respects the character of existing areas
- Consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

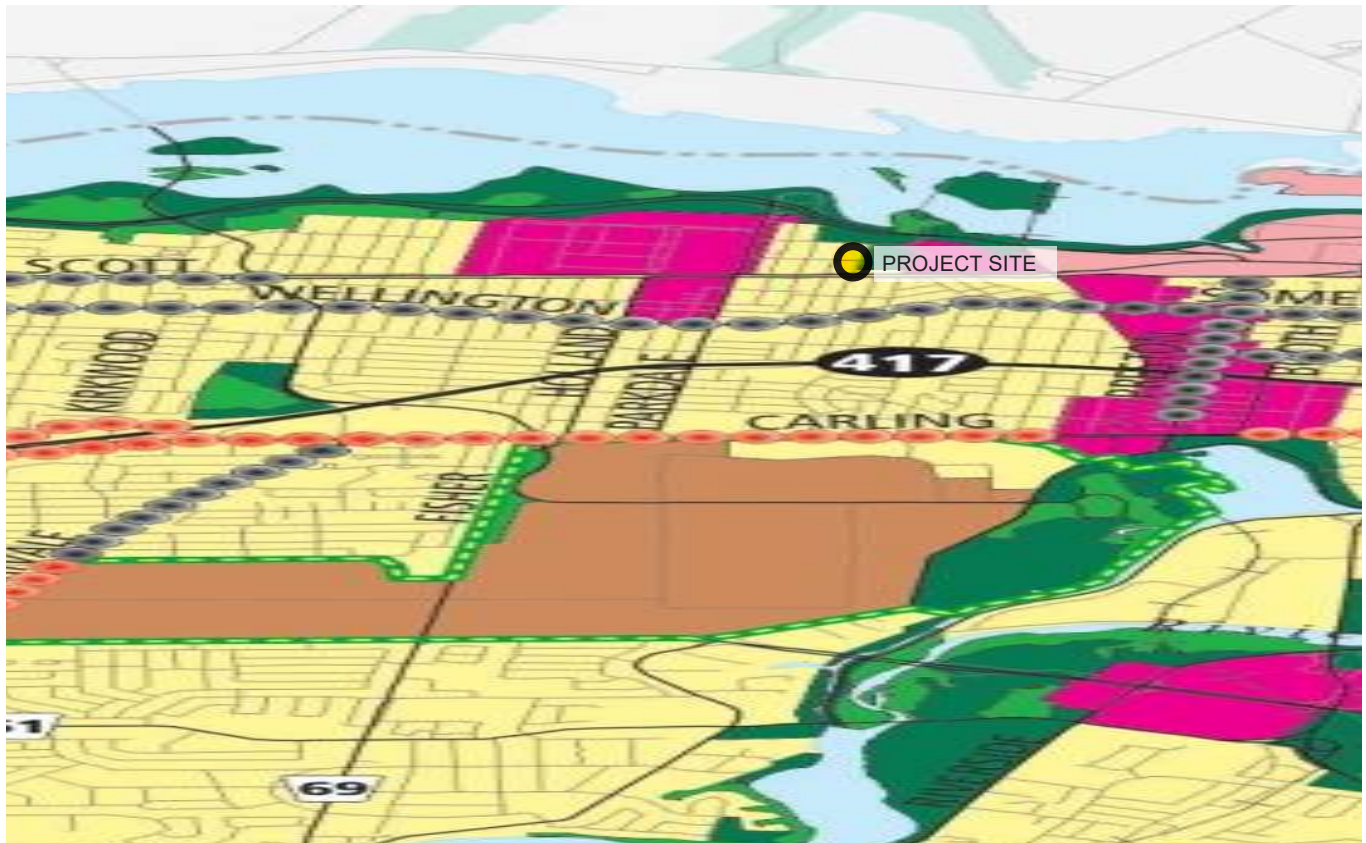


Figure 1.7 Official Plan - Schedule B Urban Policy Plan



The proposed development responds to the design objectives in the Official Plan through the design considerations below:

- Develop a higher density building in an underutilised lot given its close proximity to transit.
- Enhancing the area and subject property by adding new uses thus diversifying the development.
- Introducing a contemporary architecture design and updating the existing building fabric.
- Maintaining a strong street edge with improved streetscape and building frontage.
- Continuing an attractive and comfortable pedestrian environment along the development and reconnecting the existing pedestrian infrastructure.
- Maintaining a sense of scale that relates to the street and neighbouring buildings.

The proposed development is sensitively designed with respect to its context. It will strengthen the existing neighbourhood and positively support activating the downtown while providing new housing on an underutilised site.

## Urban Designations - Section 3.6.6 Central Area

The subject property is also located in a Design Priority Area (as identified in Section 2.5.1).

As Figure 1.7 shows, the project site lies within the Central Area. Section 3.6.6 -Central Area of the Official Plan lays out policies to shape and guide a development in this zone.

The Central Area is considered to be the economic and cultural heart of the city and the symbolic heart of the nation, based on its unique combination of employment, government, retail, housing, entertainment and cultural activities. It is also the main tourist destination in the National Capital Region, with 5.5 million visitors yearly.

In this area, new buildings will reflect a human scale of development, and will be guided by design criteria which will result in an enhanced pedestrian environment. Specifically, Rideau Street will flourish as a vibrant shopping street with an enhanced pedestrian environment and office, residential and other uses above the street, which serve as important components of the Central Business District.

The policy also lists two important documents that are applicable to the subject property. These are:

- Central Area Secondary Plan
- Downtown Ottawa Urban Design Strategy (DOUDS)

### Central Area Secondary Plan

The Central Area Secondary Policy Plan for the Central Area provides more detailed area-based policy direction for a number of geographical areas within the Central Area, referred to as Character Areas and Theme Streets. The policy lays out objectives, policies, vision and a conceptual image for each Character Area or Theme Street. These serve as a 'mental map' to assist in the understanding of the respective vision and is not to be interpreted as policy statements or land use schedules.

The subject property lies in 'The Core' Central Area as shown in Figure 1.8 and Figure 1.9. The vision for this area are:

- Create development that make it a focus of employment
- Promote mixed uses
- Use the development to promote an urban renaissance of the area, through various urban design means and



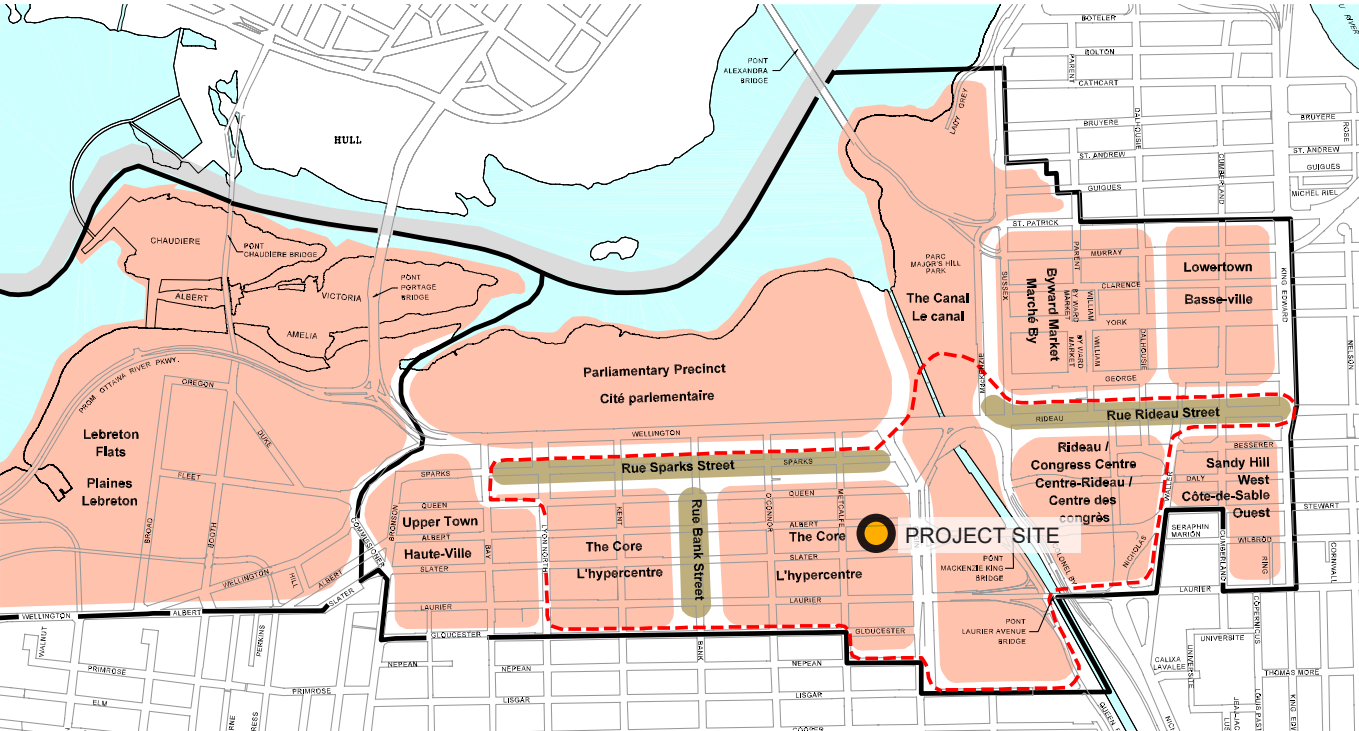


Figure 1.8 Secondary Plan Schedule B Plan B - Location of Central Area Character Areas

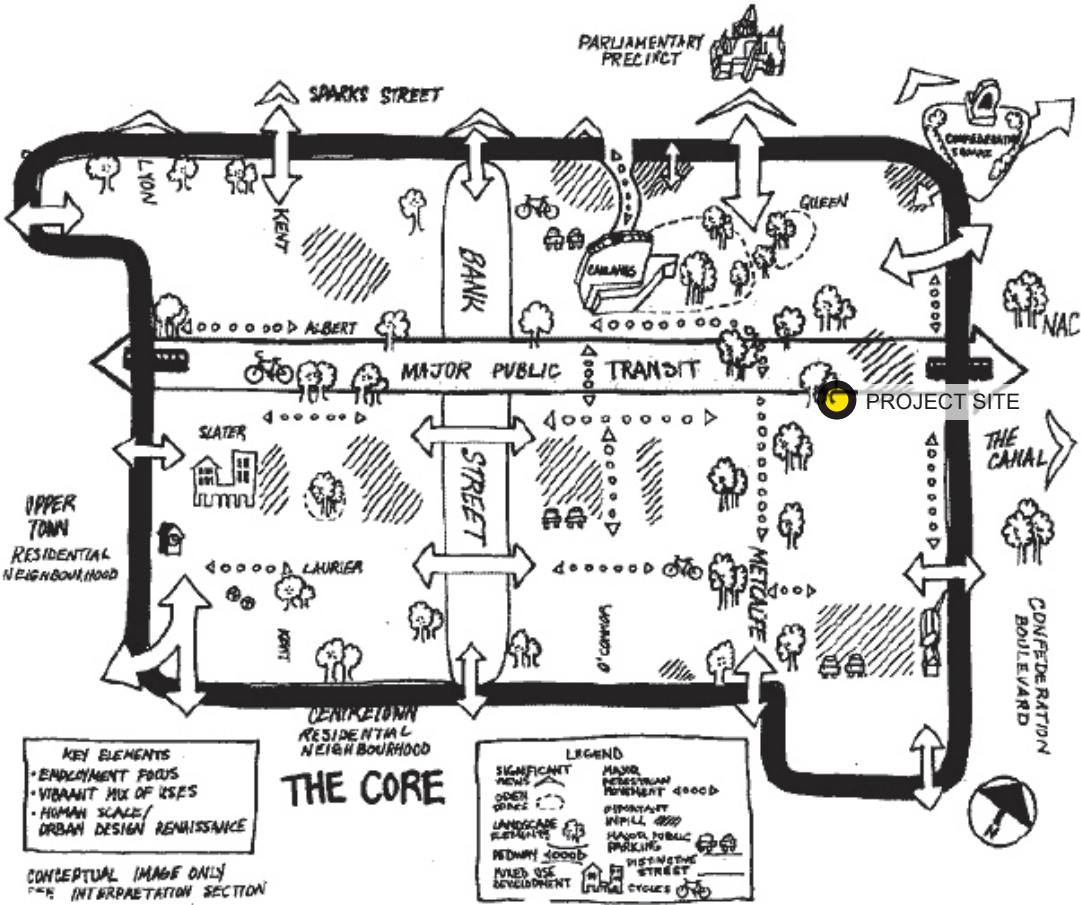


Figure 1.9 Official Plan - Central Area- The Core Secondary Plan Sketch

respecting existing heritage and national symbols in the area

- Promote an enhanced pedestrian environment
- Promote means to reduce carbon emissions
- Monitoring traffic and transportation characteristics in recognition of transportation capacity serving the area.
- Make the Core remain as the 'vibrant centre of economic activity' and important people-place destination which provides day/night, year-round activity.

Specific policies that the proposed development responds positively to are:

- Provides an interesting roof treatment in the building design.
- Contributes to a sense of human scale at ground level by articulating the podium of the building.
- Provides a continuing street frontage for pedestrians that provides weather protection.
- Promotes barrier-free design in the development.
- Provides appropriate parking for bicycles and cars with safe ingress and egress.
- Building entrances are clearly defined and delineated.
- Limits servicing and parking entrances fronting onto existing streets.
- Provides a bigger front setback to allow for a wider sidewalk.

The above stated policies closely align with the proposed development's design.

## The Downtown Ottawa Urban

### Design Strategy (DOUDS)

The DOUDS is a study undertaken by the City of Ottawa that establishes a broad urban design framework that will help create an attractive and lively downtown for residents and visitors alike. More specifically, this is a strategic document that can be used by the City of Ottawa, the National Capital Commission (NCC), the University of Ottawa, the Downtown BIA's and local business and residential communities as a tool to help develop, guide and implement future development projects and public realm improvements within Ottawa's Downtown area.

The overarching aim of the Downtown Ottawa Urban Design Strategy is to improve the urban experience of the downtown through a series of actions that enhance the quality of the public realm and urban environment. The design framework provides both area-wide strategies (e.g. streetscape

infrastructure, open space, public art) and more specific design guidance including built form guidelines by precinct area and 41 targeted projects. Figure 1.10 shows the 41 targeted strategies (areas) located in Downtown Ottawa.

The subject property is part of the Precinct Area Strategy called the 'Business Precinct'. The Precinct is bound by Lyon, Gloucester, Elgin and Wellington streets which is dominated by office functions. As Ottawa fulfils both a capital and a civic role, the majority of the office space in the Precinct is dedicated to meeting the needs of the Federal Government and associated NGO's covers Rideau Street and its surroundings.

Figure 1.11 shows the entire Precinct Area along with the site location.

### Key Strategic Directions

- Extend the quality of experience from Wellington Street and the Capital Realm southwards into the Business Precinct.
- Create a higher quality and more even transition between the Business Precinct and the Capital Realm.
- Protect key east-west streets, including Laurier, Gloucester and Queen from the negative impacts of traffic.
- Raise the quality of urban design and architecture for new office and residential developments across the precinct.
- Expand the provision of urban open spaces.
- Create more hospitable and pedestrian-friendly street level environments for residents, workers and visitors to the Business Precinct.

### General Precinct Strategies

- Streetscape Infrastructure Programme
  - Increase the provision of secure bicycle parking across the precinct
  - New buildings should be architecturally articulated at the lower levels, with a specific emphasis on the relationship of the building to the street at grade level
- Built Form Guidelines
  - accommodate active uses on the ground floor, including galleries and street-related office and service functions.
  - Promoting a more human scale of development at ground level.
  - To accommodate the provision of wider sidewalks, street furniture and landscaping, major new buildings occupying significant areas on a whole block require a deeper front setback.



- Buildings should be architecturally articulated on both their top and lower floors.
- Ground level of buildings should not be below street level.
- No new surface parking lots should be permitted.

#### Targeted Precinct Strategies (specific to the site)

- **Urban Open Space Programme**
  - Locate new open spaces on corners
  - Work with developers to provide accessible private open space.
- **Albert Street & Slater Street Beautification**
  - Address the environmental quality of both Albert and Slater streets by reducing or limiting increase in bus activity along the streets



Figure 1.10 The Downtown Ottawa Urban Design Strategy (DOUDS) Plan



Figure 1.11 Precinct Area Strategy - Business Precinct

The proposed development establishes a high rise residential development that addresses the listed strategies positively. It has a transparent building frontage at ground level that is attractive and improves upon the streetscape along the street. It replaces the existing underused parking lot with residential use thus providing opportunities for further downtown activation.

### Section 4.1.1 - Compatibility and Community Adaptability

Compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Section 4.11 provides criteria that can be used to objectively evaluate the compatibility of infill or intensification developments.

The proposed development meets the compatibility objectives set forth in Section 4.11 in the following ways:

Traffic	A Traffic Impact Assessment has been prepared for the project site. The assessment demonstrates that the development will have a negligible vehicular impact on the adjacent road network.
Vehicular Access	Vehicular access occurs from Slater Street to the parking lot at ground level, and from Albert Street to a parking lot at the mezzanine level. Surface treatment of the access pathway will closely match the footpath to prioritise pedestrian traffic along the proposed building frontage.
Parking Requirements	<ul style="list-style-type: none"> <li>Car Parking: 18 visitor parking spaces are required. The development has two levels of parking, (ground and mezzanine) with provision for 18 spaces.</li> <li>Bicycle Parking: The development exceeds the required number of spaces (98) by providing 103 spaces across the ground and mezzanine levels.</li> </ul>
Outdoor Amenity Areas	The proposed development provides 310 m <sup>2</sup> of private balcony area to all the residences in the tower. Additionally, there is 795 m <sup>2</sup> of internal communal amenity area provided within the building.
Loading Areas, Service Areas, and Outdoor Storage	Loading and garbage services will be relegated to an internal storage area located on the mezzanine floor accessible from Albert Street. Push carts will be used to move garbage from the building to the road.
Lighting	There is already ample lighting currently given the importance of Slater Street in context of the downtown. The proposed development will seek to ensure building accesses, are clearly lit and established at ground level. The ground level uses, such as the lobby will be appropriately lit and visually accessed from the street by pedestrians. The rest of the tower will feature lighting that will subtly highlight its design while ensuring undue adverse impacts on adjacent properties are avoided.
Noise and Air Quality	A noise study has been prepared for the development which makes recommendations for building construction (windows, HVAC, etc.) to mitigate noise impacts from Slater Street. No impacts from the proposed development are anticipated.
Sunlight	A sun shadow study has been prepared for the proposed development which demonstrates the minor impact of the increased building height. Step backs at the upper floors ensure sun infiltration into the public space on the site. Shadow impacts on adjacent properties are similar to those cast by an as-of-right building on the site.
Microclimate	The proposed development has been designed to be minimise adverse effects related to wind, snow drifting, and temperature on adjacent properties. This is supported by a Wind Analysis study (included as an attachment to this submission).
Supporting Neighbourhood Services	The central location of the development's in a commercial area compliments its proposed use. The building also offers amenities for its residents.

### Building Profile (Location of Tall Buildings)

Section 4.11 also addresses broader compatibility questions such as establishing the appropriate locations of tall buildings within the city. Policies 7 through 13 of Section 4.11 address those larger questions of the tall building location and general policies for integration of those buildings within the city.

Policy 7 defines high-rise development as a building of 10 storeys or more while Policies 8 and 9 direct high-rises to areas, among others, that are designated Central Area, within 600 metres of a rapid transit station or where a community design plan, secondary plan, or similar Council-approved planning document identifies locations suitable for the

creation of a community focus, or at a gateway location or at a location where there are significant opportunities to support transit.

The proposed concept and its site is located within the Central Area, within 250m of an important (and upcoming) LRT Transit Station (Parliament Station). The site is also surrounded by similar high rises along an identified Main Street.



Policy 12 discusses the integration of taller buildings within an area characterized by a lower built form. Issues of compatibility and integration with surrounding land uses can be addressed by ensuring an effective transition between varying built forms.

Transitions should be accomplished through a variety of means, including measures such as:

- Incremental changes in building height (e.g. angular planes or stepping building profiles up or down);
- Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- Character (e.g. scale and rhythm, exterior treatments, use of colour and complimentary building finishes);
- Architectural design (e.g. the use of angular planes, cornice lines); and,
- Building Setbacks.

The proposed development ensures that the

- Existing building massing is respected, thus maintaining a similar scale profile for the pedestrian;
- Proposed tower (atop the podium) is sufficiently setback to minimise it's impact;
- Proposed materials and colours for the building presents a well articulated, interesting and non-monotonous aesthetic.



## Relevant Design Guidelines

### Urban Design Guidelines for Transit Oriented Development

The Ottawa Transit-Oriented Development Guidelines was approved by City Council in September 2007 and seeks to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations.

Figure 1.12 shows the proposed subject property in proximity to the proposed Parliament LRT Station.

The Transit-Oriented Development Guidelines are organized into six general sections which are: Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking and Streetscape & Environment. The proposed development meets the following applicable design guidelines:

- Provides transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station. (1)
- Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user. (2)
- The proposed building is located to the front of the street to encourage ease of walking between buildings and to public transit. (7)
- Highest density and mixed uses are located immediately adjacent and as close as possible to the transit station. (8)
- The building steps back above ground level in order to maintain a human scale along the sidewalk (11)
- Creates a highly visible landmark through distinctive design features that can be easily identified and located. (12)
- The building is setback at least 3m from the property line in order to define the street edge and to provide space for pedestrian activities and landscaping. (13)
- Provides architectural variety (windows, variety of building materials, projections) on the lower storeys of proposed building to provide visual interest to pedestrians. (14)

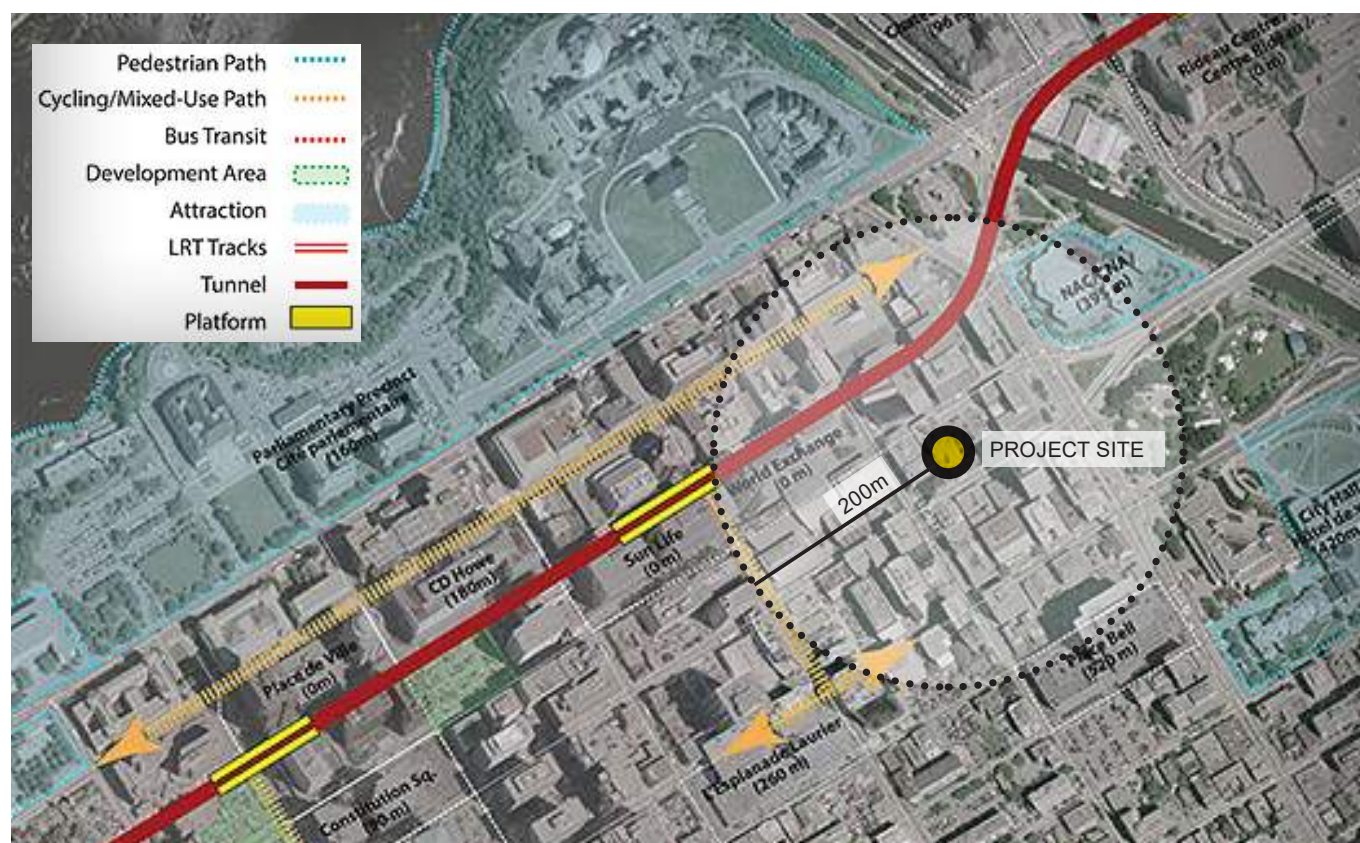


Figure 1.12 Project Site in context of proposed LRT Station at Rideau Centre (Confederation Line)



- Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing. (15)
- Use of different materials to provide visual identification of pedestrian routes for motorists. (17)
- Design of ground floors is appealing to pedestrians, with entrance to the residences and amenities within the building made prominent. (28)
- Provides convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians. (29)
- Provides no more than the required number of parking spaces, as per the Zoning By-law. (32)
- Proposed to have underground parking lot for visitors. Parking structure is designed to not impede pedestrian flows and active street-level façades. (39)
- Service areas for the building occur from the rear of the building, through Albert Street.(43)

The proposed development demonstrates the ability for future development to meet the design direction provided in the Urban Design Guidelines for Transit-Oriented Development.

## Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Buildings were approved by Ottawa City Council in May 2018. These guidelines seek to highlight ways to:

- promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- address compatibility and the relationship between high-rise buildings and their existing and planned context;
- create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- promote development that responds to the physical environment and microclimate through design.

The proposed development meets the following applicable design guidelines:

- As a background building, the proposed design respects and enhances the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings. This is achieved by using height transitions and variation in built form design, fenestration patterns, colour, and materials.
- Relates to the existing context by maintaining heights and scale.
- Includes a base that relates directly to the height and typology of the existing or planned streetwall context.
- Enhances and creates the overall pedestrian experience in the immediate surrounding public spaces.
- Enhances and creates the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that respects and/or enriches urban fabric and skylines.
- Expresses and articulates the design of the tower in three parts consisting of the base, middle and top.
- The proposed height of the base of the building is lesser than the width of the existing ROW.
- The height of the base also matches the adjacent buildings.



Figure 1.13 View - Looking South



- Creates a comfortable pedestrian scale by providing multiple entrances, breaking up the facade with architectural articulation, materials and colours, etc.
- Proposing a highly transparent ground level that engages with the pedestrian.
- The proposed development does not have blank façades where there is a street interface.
- The tower is setback from the podium along with building articulation to allow for open sky views and reduced visual impacts.
- Has interesting and contemporary fenestration patterns, texture and colour that complement the surrounding context.
- Has an integrated design that distinguishes between the top, middle and base portions of the tower with their prescribed uses.
- Integrates roof-top mechanical equipment into the massing of the building in its top portion.
- Provides an increased setback (<6m) between the building's base and the curb to accommodate pedestrian easement.
- Provides a seamless pedestrian connection to the different building uses, with pathways and building features clearly identifying entrances to the respective uses.
- Parking is located underground.
- Location of building utilities (such as service shafts, site servicing equipment, etc.) are kept away from the public sidewalk.
- Implements the City's Accessibility Design Standards.
- Conducted a wind and shadow analysis to show the building's impact is minimal on its surrounding context.
- Integrates pedestrian-scale lighting, signage, street numbering, and other features where appropriate.

The proposed development demonstrates the ability to meet the design direction provided in the Urban Design Guidelines for High-Rise Buildings.

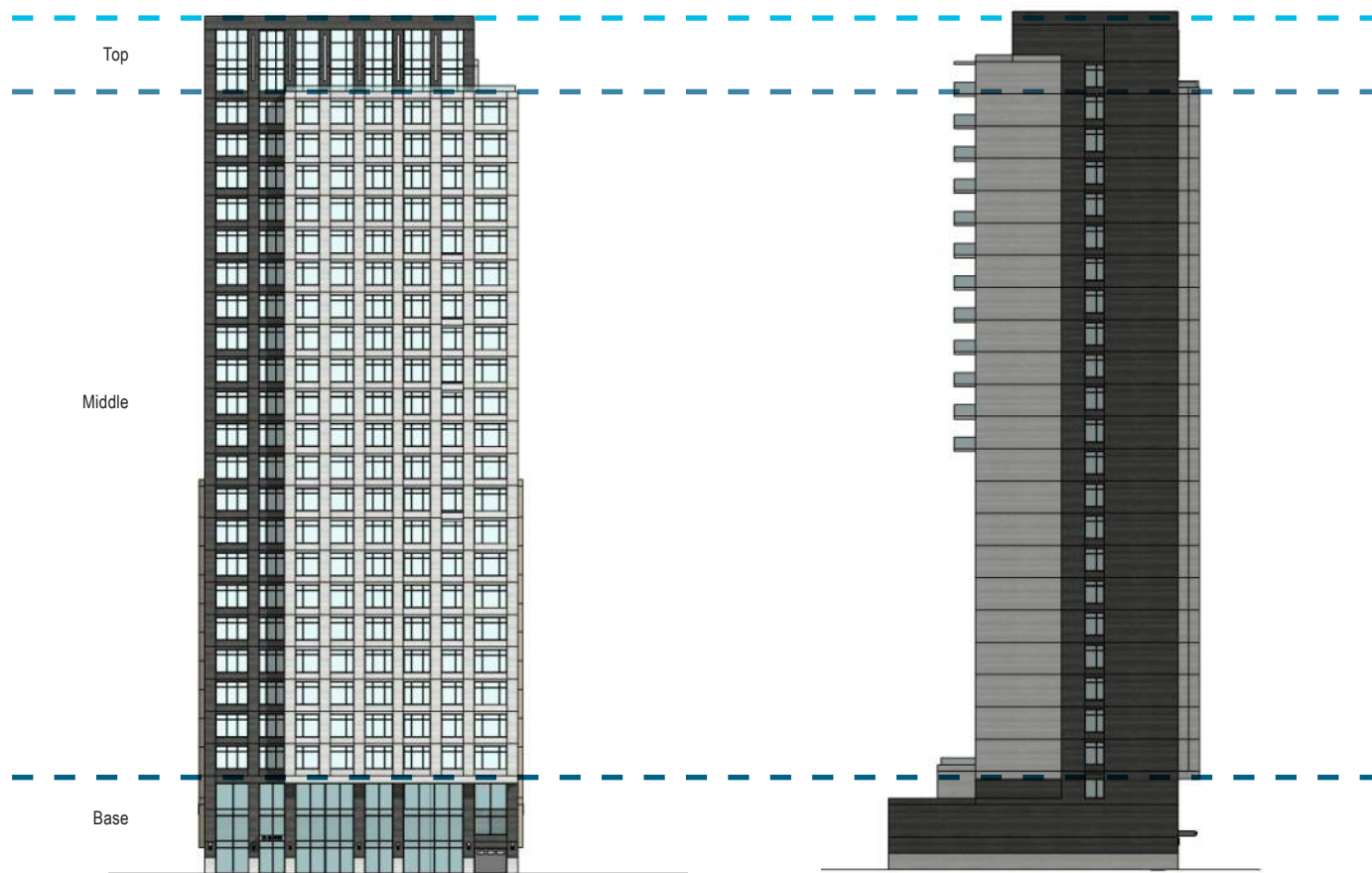
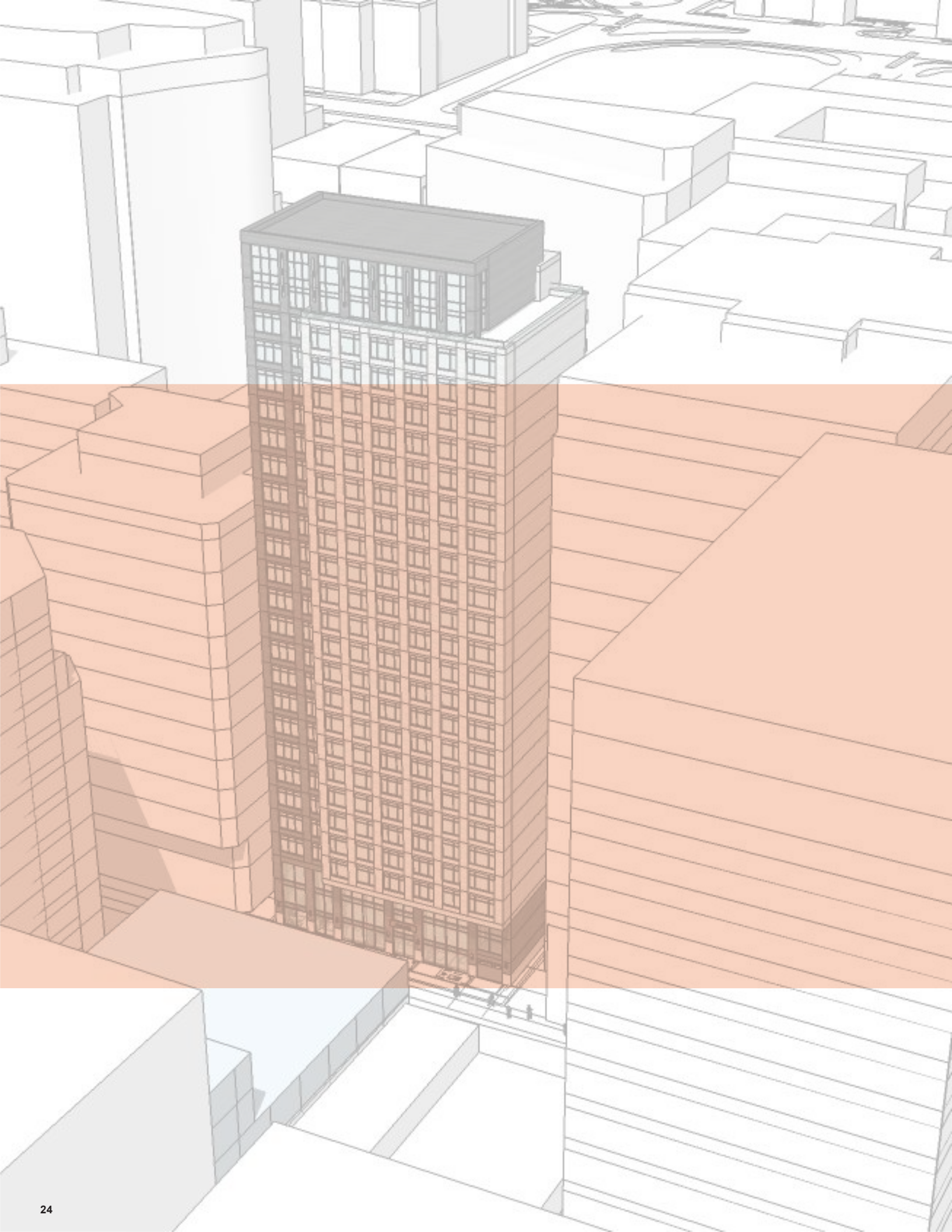
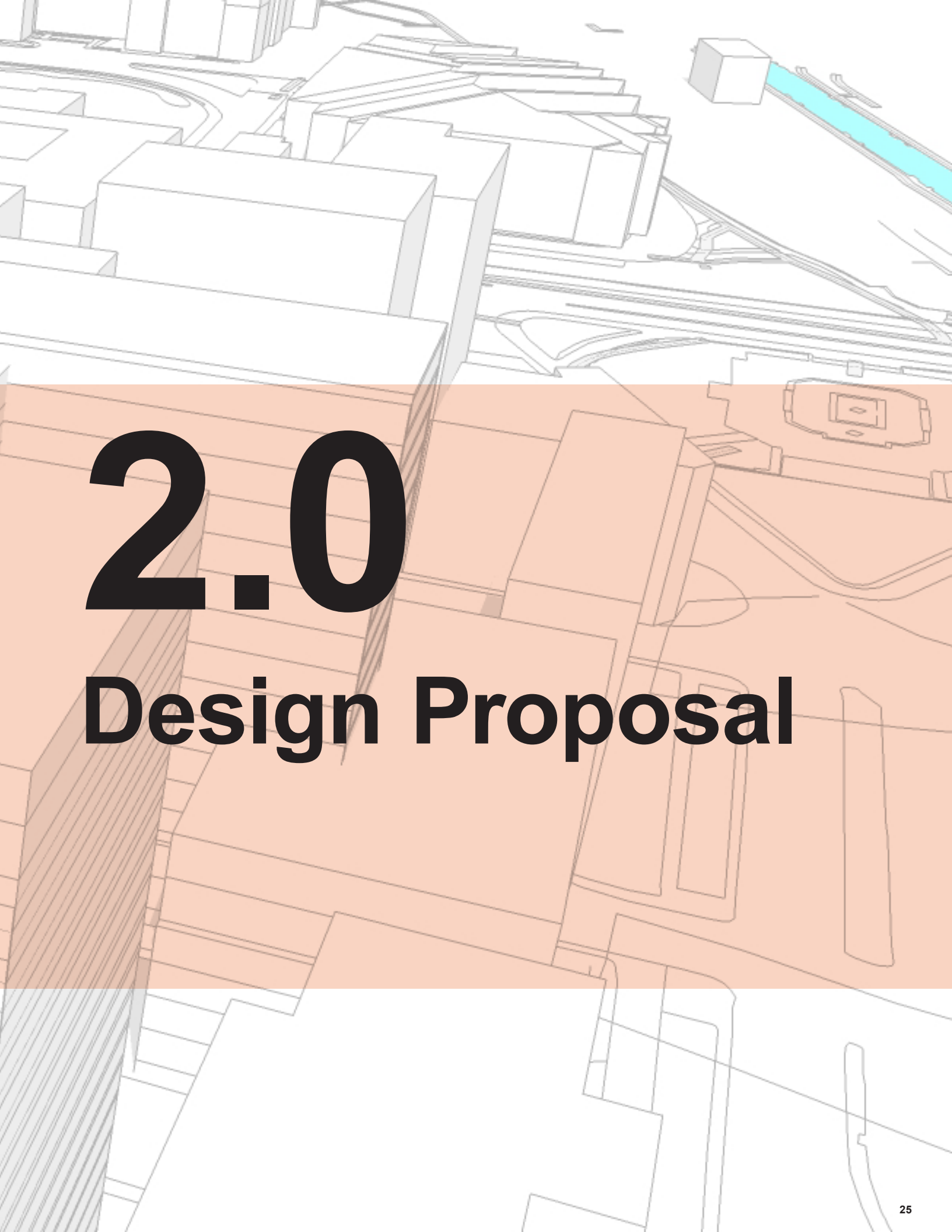


Figure 1.14 Elevation - North

Figure 1.15 Elevation - West





# 2.0

## Design Proposal

# 2.0 Design Proposal

This section describes the proposed building design and details as listed below:

- 2.1 Site Plan
- 2.2 Building Floor Plans
- 2.3 Building Elevations
- 2.4 Building Massing
- 2.5 Material and Colour
- 2.6 Public Realm
- 2.7 Shadow Analysis

## 2.1 Site Plan

Figure 1.16 shows the proposed site plan.

The ground floor building coverage is ~740 m<sup>2</sup> and is occupied by the following uses:

- Retail facilities
- Building rental office
- Entrance to residential building lobby

The eastern part of the building provides vehicular access to parking spaces on the ground floor (behind the building). The basement is composed of facilities for utilities, amenities and storage. A 3m setback from the property line to the building on ground level ensures a pedestrian prioritised public realm fronting the proposed building.

### PROJECT INFORMATION

ZONING	Zoning By-Law 2017-113	MD S46
SITE AREA	1,836.6 sq. m. (19,769) sq. ft.	
BUILDING HEIGHT - SCHD. S46	148.0 TO 149.5 GEO. ELEV.	

### PROJECT STATISTICS

BUILDING HEIGHT	79.5 M.
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#### GROSS BUILDING - AREAS (CITY OF OTTAWA'S DEFINITION)

BASEMENT LEVEL - STORAGE	0.0 sq. m. 0.0 sq. ft.
GROUND FLOOR	37.0 sq. m. 837 sq. ft.
MEZZANINE LEVEL - STORAGE	0.0 sq. m. 0.0 sq. ft.
2nd FLOOR - AMENITY ONLY	0.0 sq. m. 0.0 sq. ft.
3rd TO 24th FLOOR	11 x 4,950.0 sq. m. 11 x 53,284 sq. ft.
14th TO 23th FLOOR	10 x 4,500.0 sq. m. 10 x 48,440 sq. ft.
24th FLOOR	349.5 sq. m. 3,762 sq. ft.
25th FLOOR	218.5 sq. m. 2,352 sq. ft.
TOTAL AREA ABOVE GRADE	10,096.2 sq. m. 108,675 sq. ft.
EXISTING HOTEL	11 x 567.5 sq. m. 11 x 6,001 sq. ft.
	6,132.5 sq. m. 66,011 sq. ft.

#### UNIT STATISTICS

STUDIO UNIT	42
1 BEDROOM UNIT (1 BEDROOM SHORT TERM SUITES 30)	129
2 BEDROOM UNIT	21
2 BEDROOM LOFT UNIT (2 LEVEL)	4
TOTAL	196
EXISTING HOTEL	165

### CAR PARKING

#### REQUIRED by ZONING BY-LAW

RESIDENCE	- NOT REQUIRED	0
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	18
HOTEL UNIT	- NOT REQUIRED	0
TOTAL		18

#### PROVIDED

RESIDENCE	0
VISITOR	18
HOTEL UNIT	0
TOTAL	18

### BICYCLE PARKING

REQUIRED	- 0.5 PER UNIT (196 UNITS)	98
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#### PROVIDED

MEZZANINE LEVEL	53
GROUND LEVEL (88 ALBERT STREET)	50
TOTAL	103

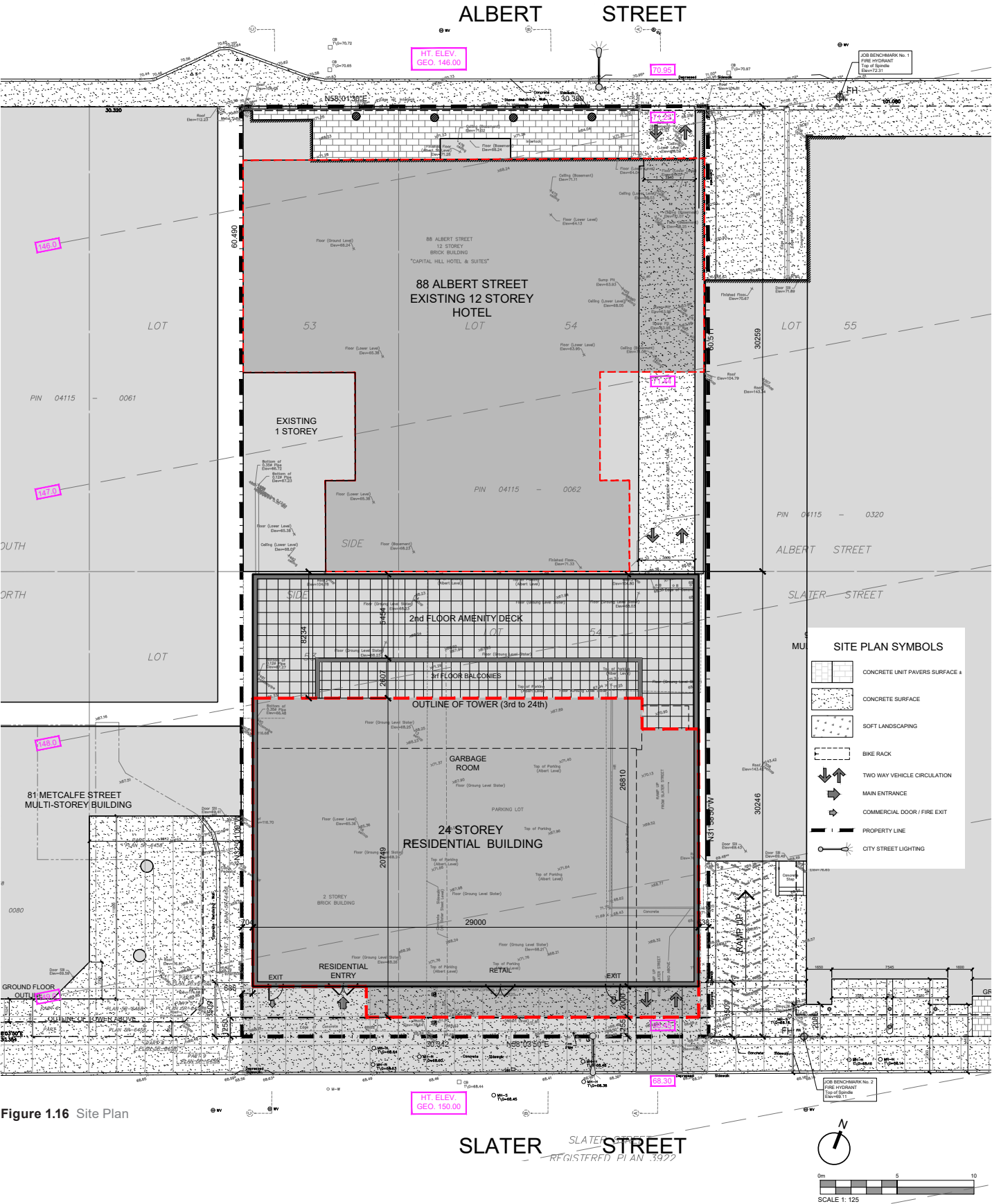
### AMENITY SPACE

BASEMENT COMMUNAL INTERIOR	=	180.0 sq. m.
2nd FLOOR COMMUNAL INTERIOR	=	465.0 sq. m.
2nd FLOOR COMMUNAL EXTERIOR	=	150.0 sq. m.
PRIVATE DECKS	=	161.4 sq. m.
PRIVATE BALCONIES	=	309.6 sq. m.
TOTAL	=	1,266.0 sq. m.
TOTAL COMMUNAL	=	795.0 sq. m.
REQUIRED - 6.0M <sup>2</sup> PER UNIT (196)	=	1,176.0 sq. m.
REQUIRED COMMUNAL @ 50%	=	588.0 sq. m.

### LEGAL DESCRIPTION

PART OF LOT 53 and ALL OF LOT 54  
(South Albert Street)  
PART OF LOT 53 and ALL OF LOT 54  
(North Slater Street)  
REGISTERED PLAN 3922  
CITY OF OTTAWA





## 2.2 Building Floor Plans

Figure 1.17 to Figure 1.24 showcase the building floor plans.

### Basement Floor

Provides amenities, storage cells for building tenants and utility rooms.



Figure 1.17 Basement Floor Plan

## Ground Floor

A retail facility, administration office, and residence lobby access are located on the ground floor. A garbage room, 9 car parking spaces (accessed from Slater Street) and 50 bicycle parking spaces (provided in the existing hotel building) are also provided.

BUILDING  
FOOTPRINT AREA  
8,369 sq. ft.  
Zoning GFA AREA  
837 sq. ft.

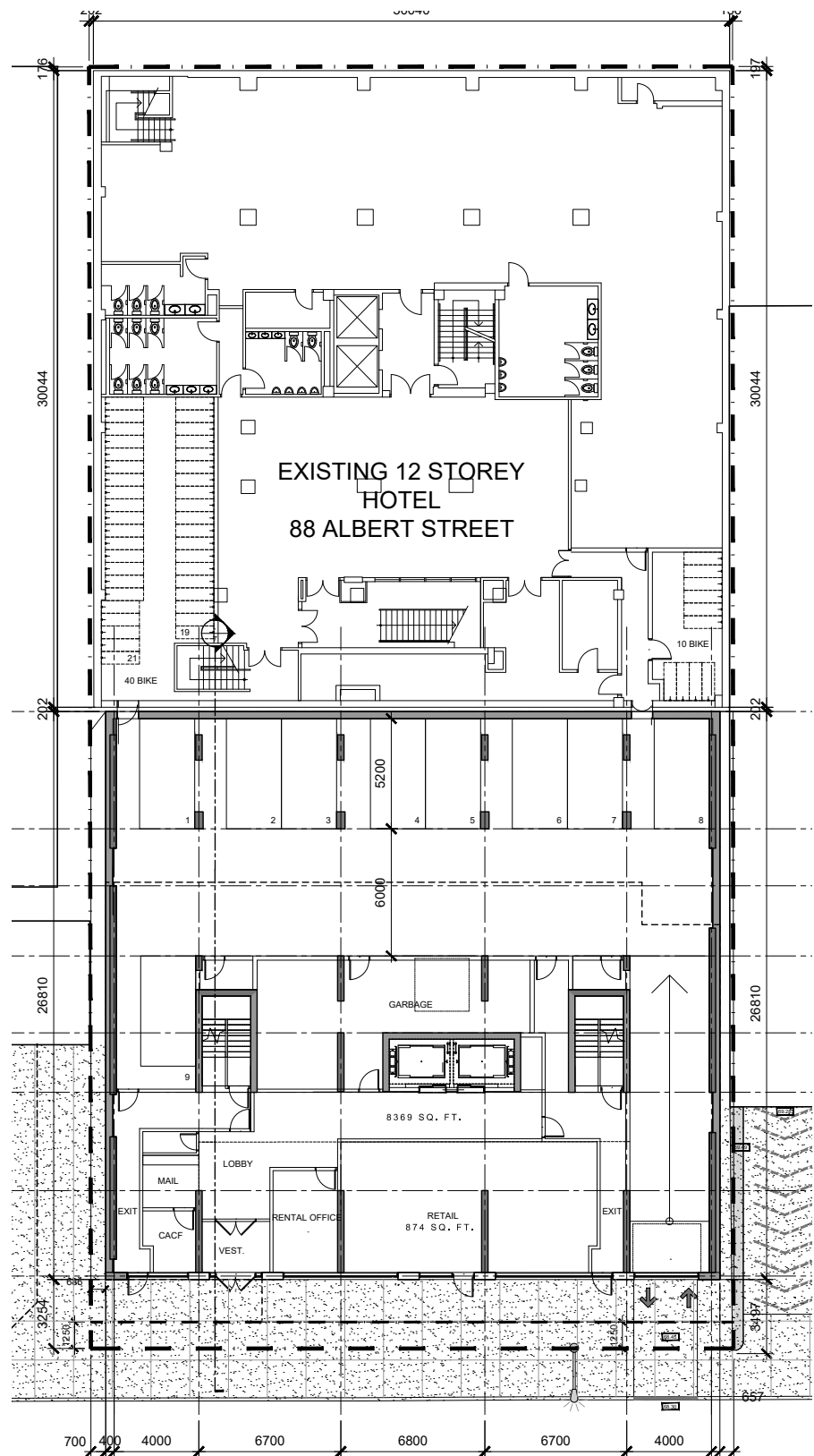


Figure 1.18 Ground Floor Plan



Mezzanine Floor

Provides 53 more bicycle parking spaces, and 9 car parking spaces, accessible from Albert Street (via the existing hotel).

BUILDING  
FOOTPRINT AREA  
8,369 sq. ft.

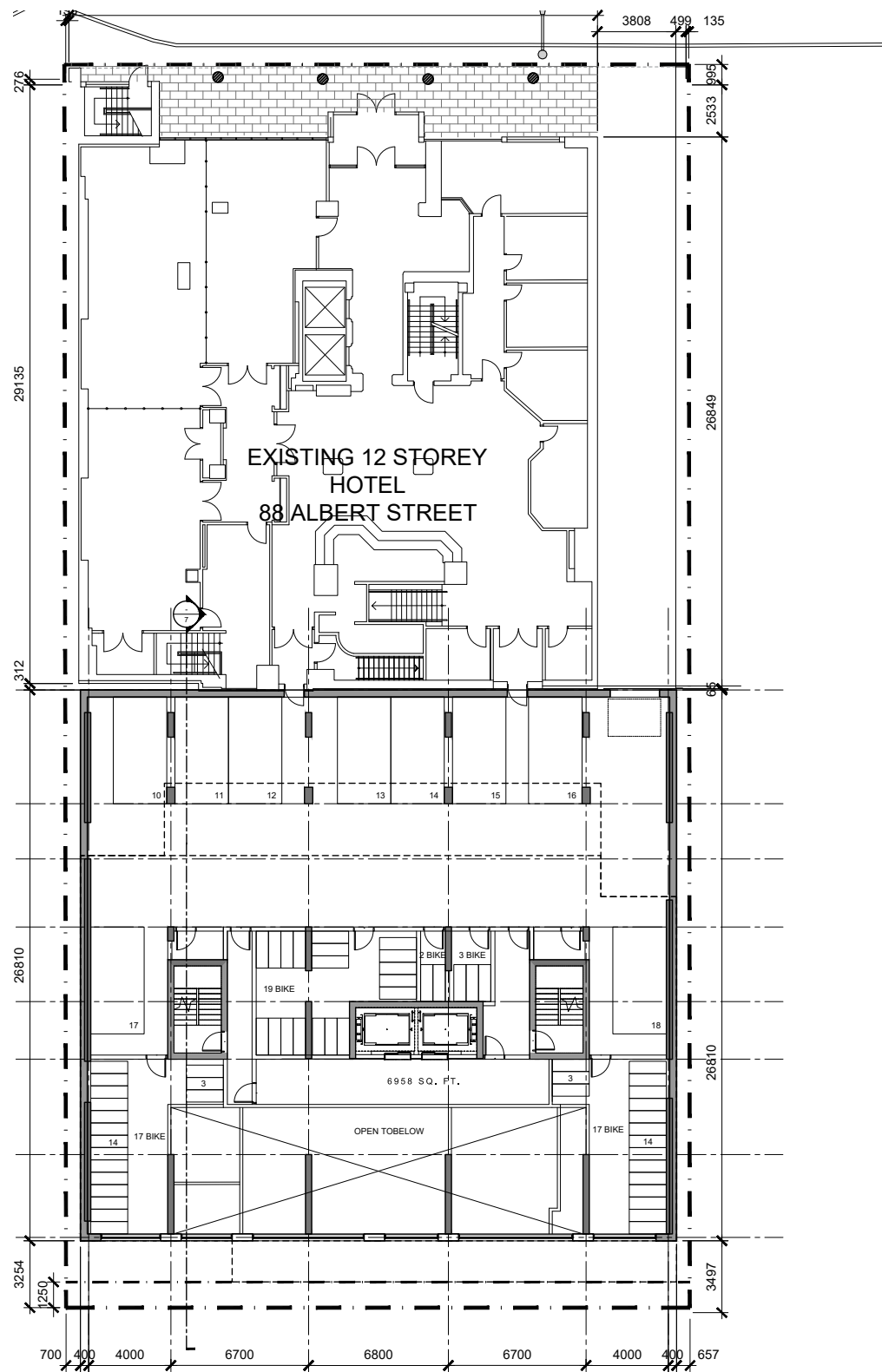


Figure 1.19 Mezzanine Level Floor Plan

Second Floor

Provides more internal amenity area along with an external roof deck that serves as an external amenity space.

BUILDING  
FOOTPRINT AREA  
6,369 sq. ft.

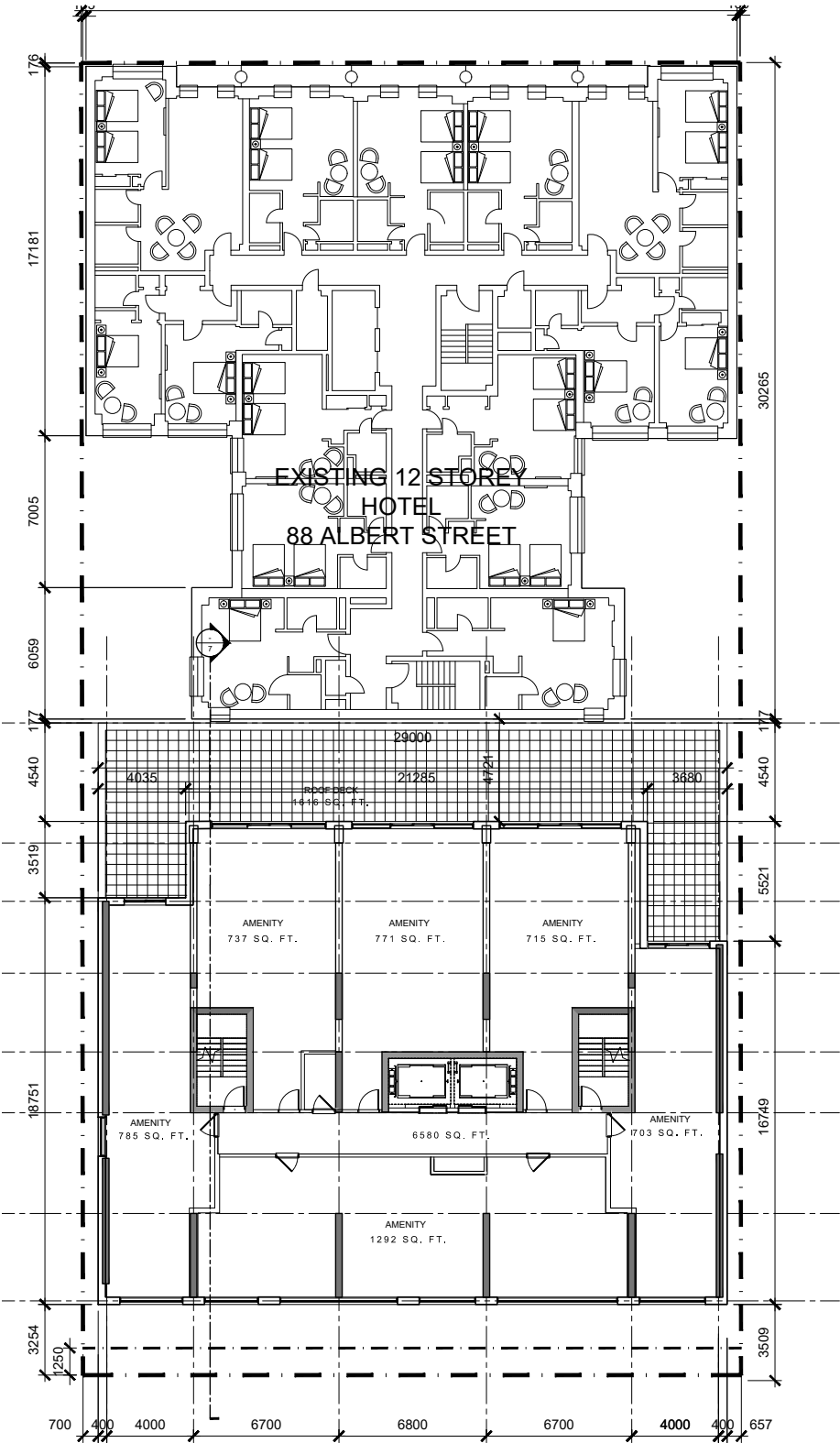


Figure 1.20 Second Floor Plan

Floors 3 to 12

These are typical floors with residential units, consisting of studio, one-bed and two bed units. There are also three (3) short term rental units per floor.

BUILDING  
FOOTPRINT AREA  
6,240 sq. ft.  
Zoning GFA AREA  
4,844 sq. ft.

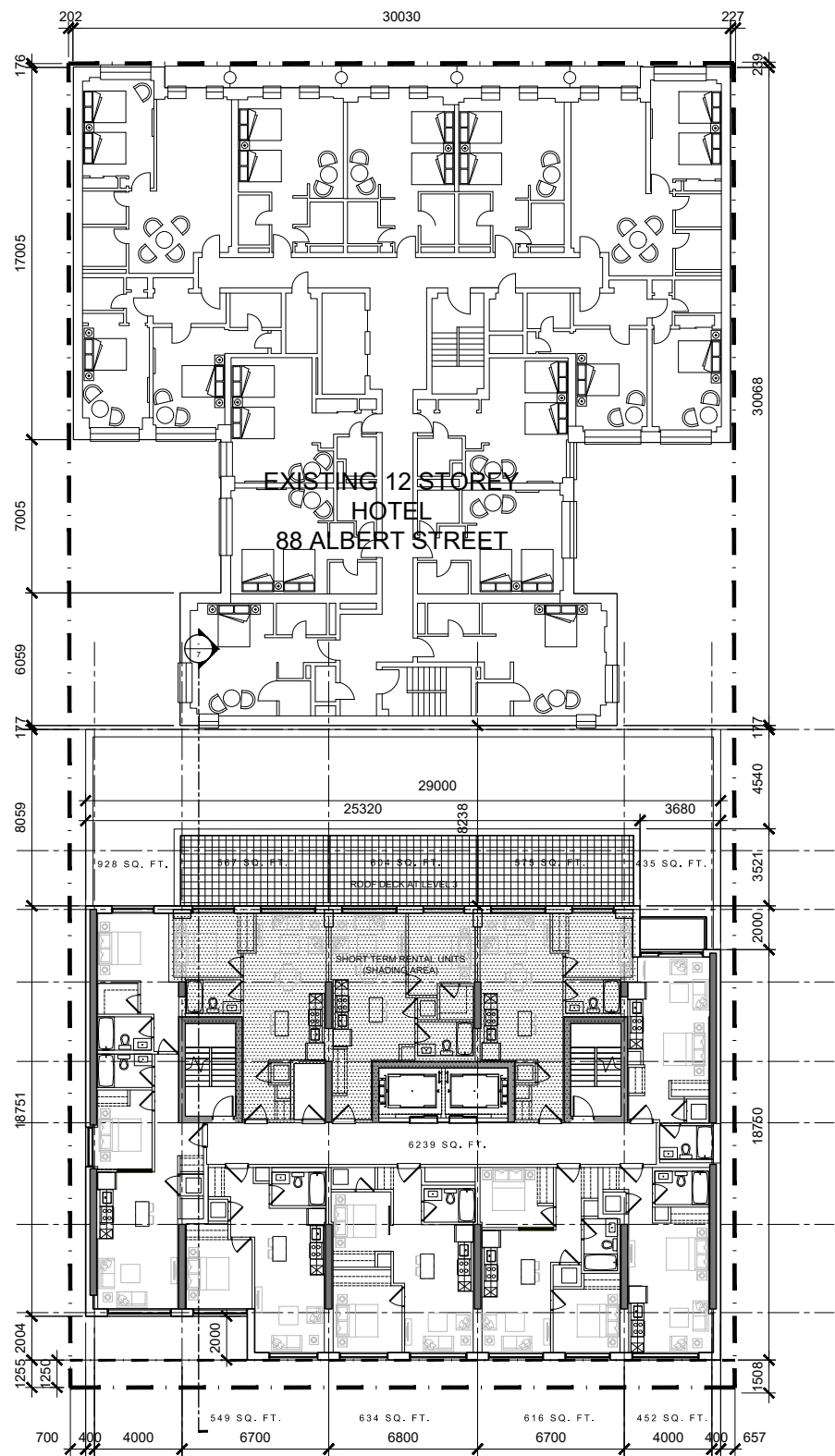


Figure 1.21 Typical Plans for Floors 3-12

## Floors 13 to 23

Residential units are continued on these typical floors, also consisting of studio, one-bed and two bed units. There are no short term rental units on these floors.

BUILDING  
FOOTPRINT AREA  
6,240 sq. ft.  
Zoning GFA AREA  
4,844 sq. ft.

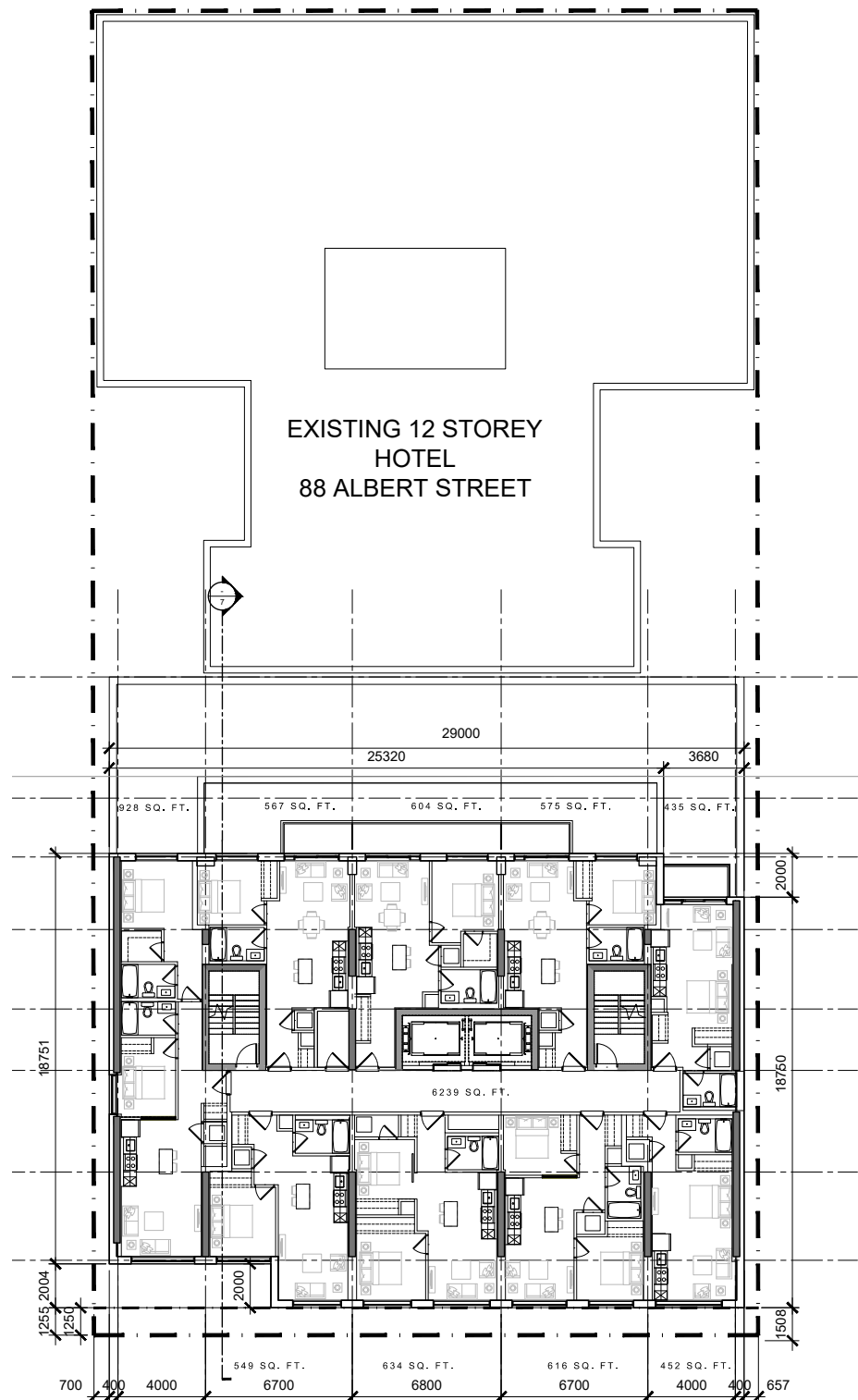


Figure 1.22 Typical Plans for Floors 13-23

23rd Floor

This floor consists of regular residential units and residential loft units.

BUILDING  
FOOTPRINT AREA  
5,050 sq. ft.  
Zoning GFA AREA  
3,762 sq. ft.

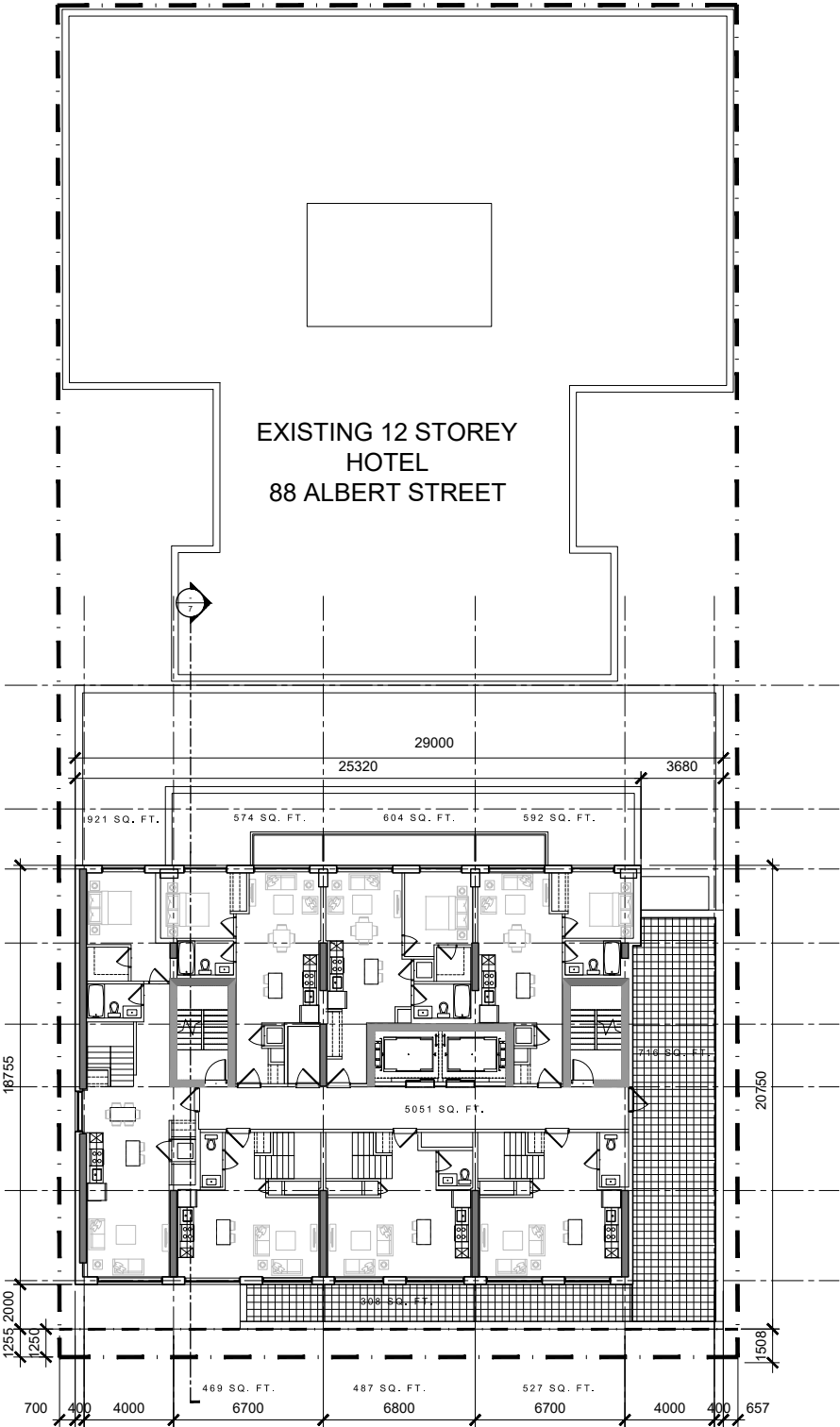


Figure 1.23 Floor Plan for 23rd Floor

**24th Floor (Mechanical Room)**

This floor is shared by a mechanical room and continuation of residential loft units (from 23rd floor).

BUILDING  
FOOTPRINT AREA  
4,159 sq. ft.  
Zoning GFA AREA  
2,352 sq. ft.

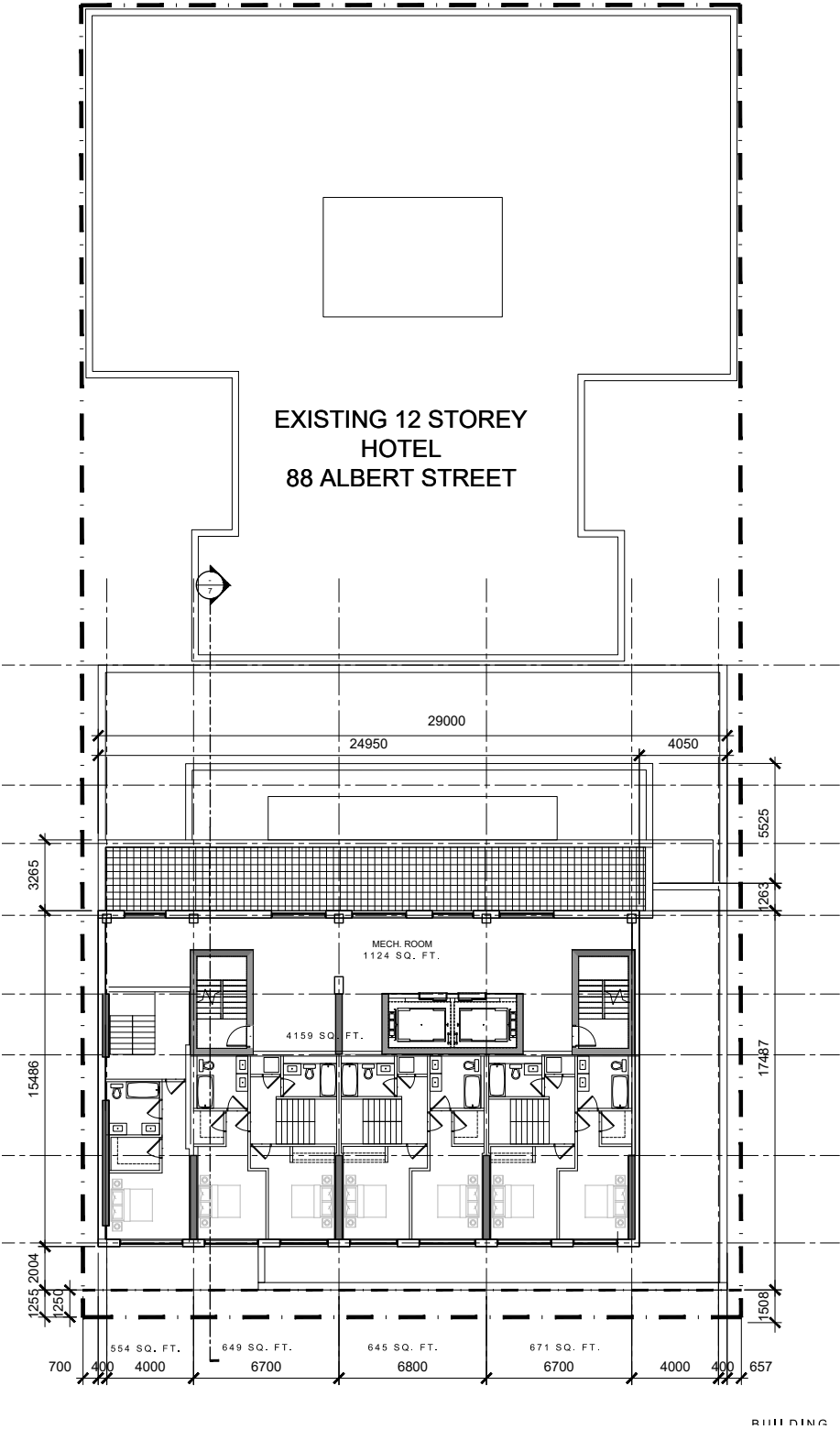
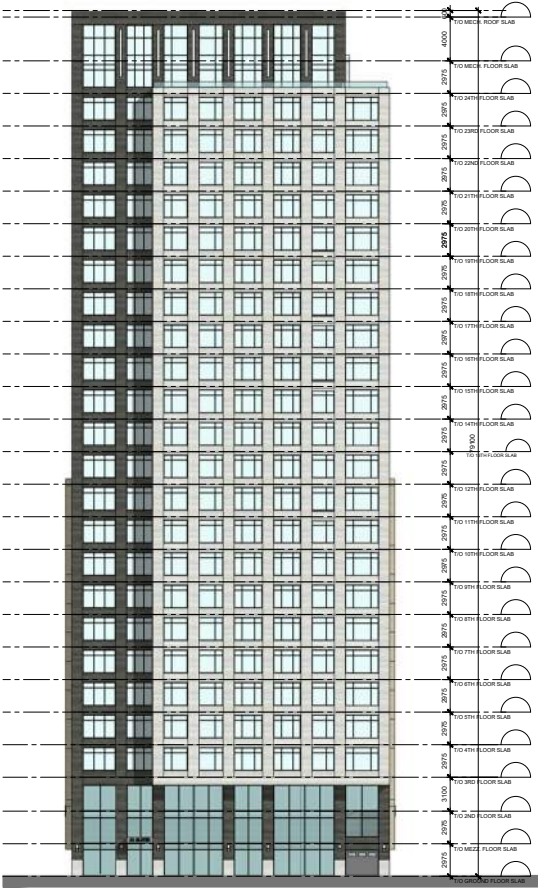


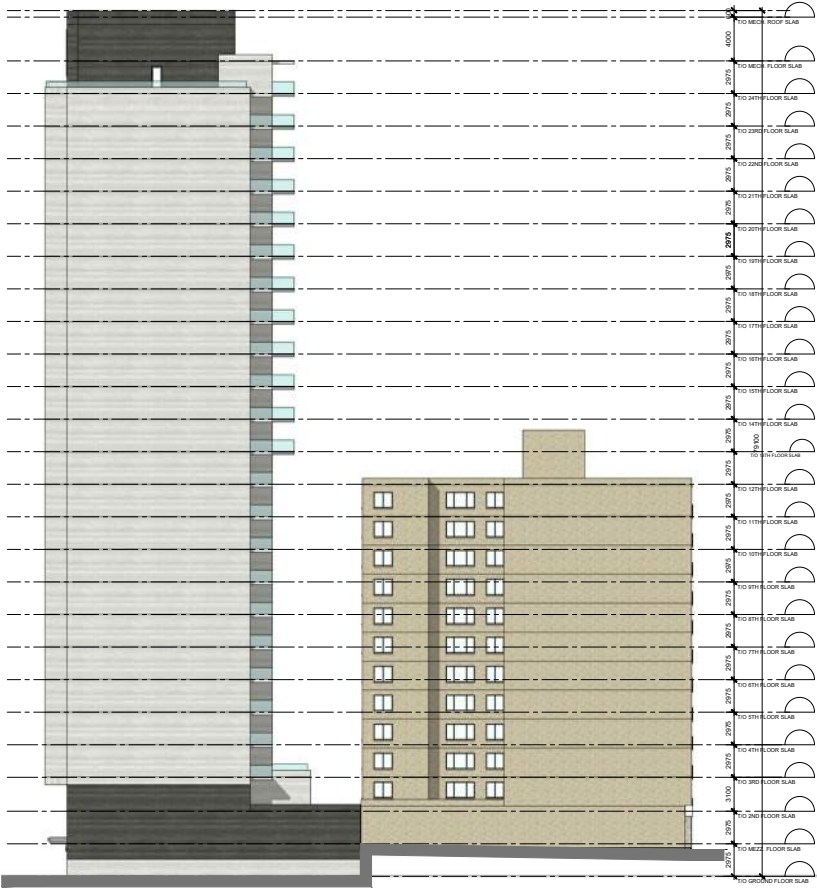
Figure 1.24 24th Floor (Mechanical Room) Plan

2.3 Building Elevations

South Elevation

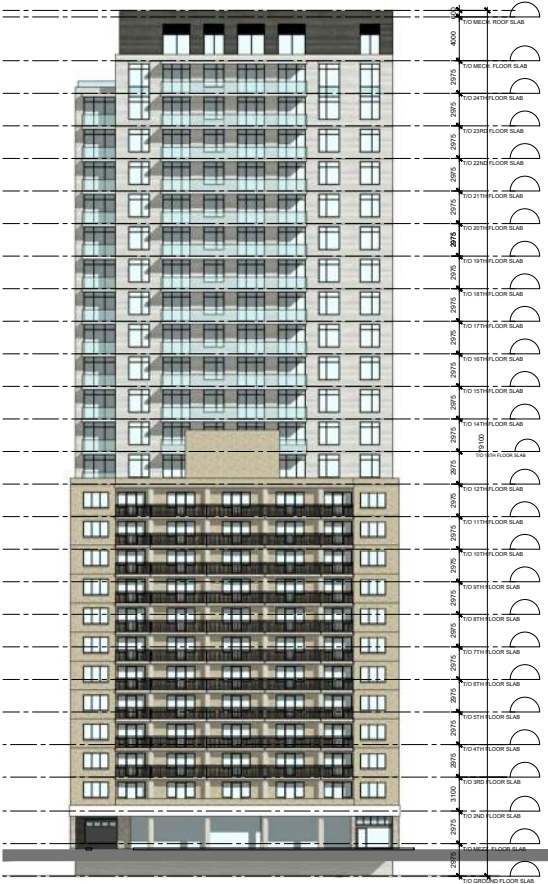


East Elevation

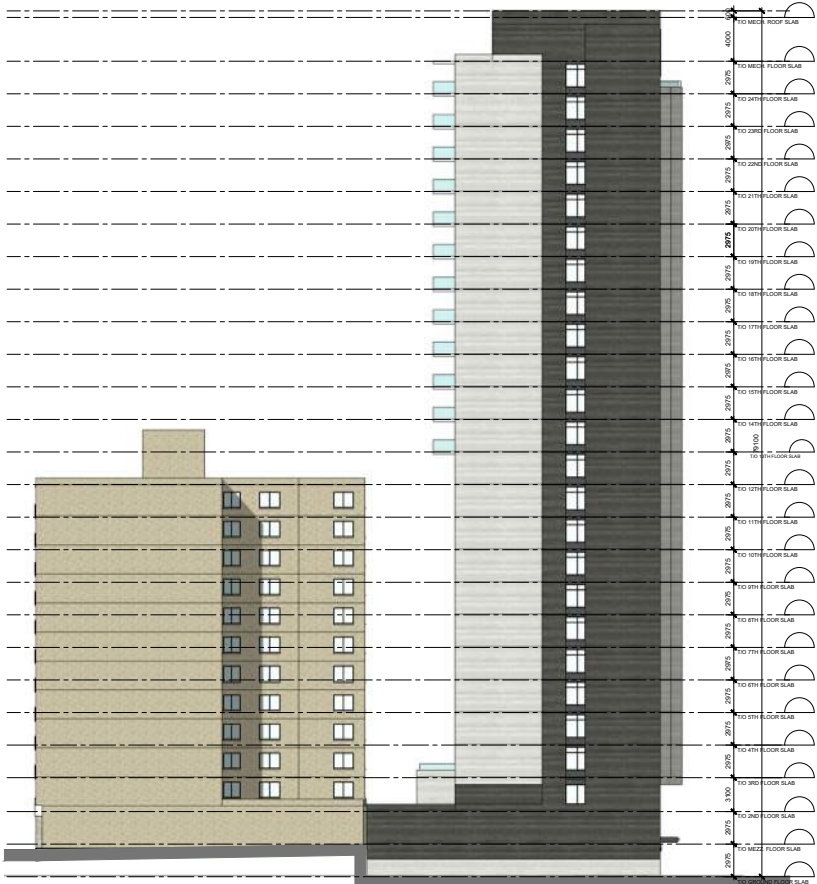




North Elevation



West Elevation



## 2.4 Building Massing

The building has been designed to break down its vertical elongated massing by articulating the facade with setback and volume; and by using material and colour to add visual interest and identity to the articulation.

The tower rises uniformly from ground floor till the 24 storey as a continuous form. This can be seen from the south and western façades. However, the continuity of this volume is broken by an elongated volume (of contrasting material and colour) that projects out and appears to wrap itself around the building from the front (of the building) to its eastern facade. This 'projected' volume defines both the 'base' of the tower (thus providing a human scale at pedestrian level) and the 'roof'.

## 2.5 Material and Colour

The design philosophy for the proposed building is to create a balance of contemporary aesthetics and functionality. To achieve this, the building is dual tone in colour and material treatment.

The facade is made up of pre-finished precast panels of grey or black, covered by punched windows along the building's front and rear façades. The east and western façades of the building are blank walls. The rear (northern) facade breaks the monotony with the introduction of balconies on the upper levels. The base of the building facing the pedestrian is a continuous curtain wall glazing that follows the building's columnar structure.

The 'roof' of the building facing Slater Street has silver finished metal strips that adds definition to the tower.

The overall effect achieved through the above design details and materiality is to create a structure that is contemporary and functional, subtle yet distinct.



**Figure 1.25** Volume projection at the base of the building - defines pedestrian realm



**Figure 1.26** Volume projection used to frame the base and roof of the building

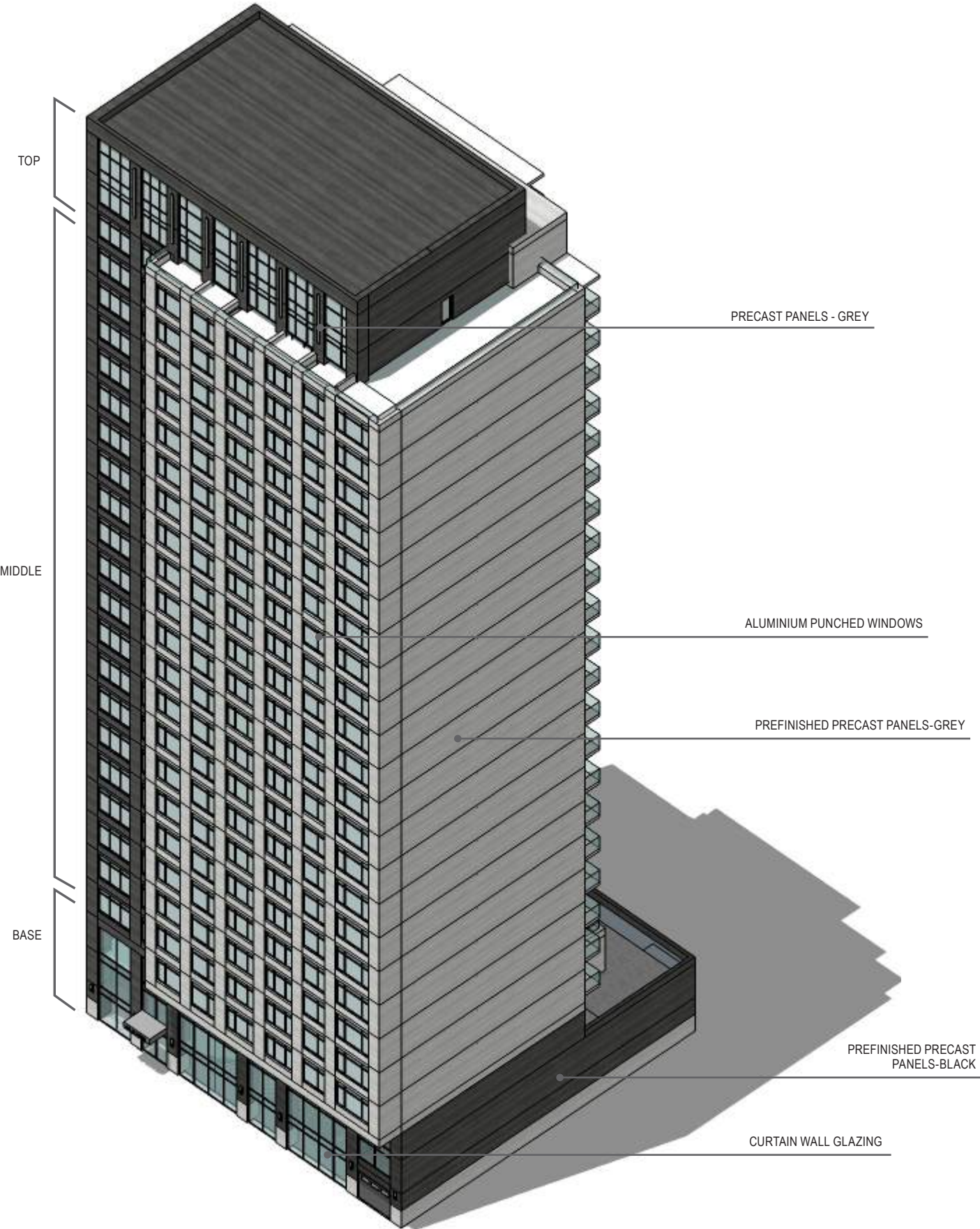


Figure 1.27 Building Materials



## 2.6 Shadow Analysis

The following image set shows the shadow study for the proposed building. The study does not distinguish between as-of-right and the proposed building shadows because the proposed building is within or equal to the as-of-right requirements.





