90 CHAMPAGNE AVENUE Design Brief

MARCH 2019





90 CHAMPAGNE AVENUE OTTAWA ON DESIGN BRIEF

March 2019

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Quality Information

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Application Submission and Details

1.0 Application Submission and Details

1.1 Application Details

Type Of Application	Site Plan Application
Date of Pre-Consultation	
Legal Description	 PLAN 131037 LOTS 53 TO 59;AND 38 TO 43 PT LANE
Municipal Address	90 Champagne Avenue

This report has been prepared in support of a site plan application by District Realty, to permit the development of a 14 storey building with 2 basement levels for parking.

The residences will occupy all floors consisting of an estimated 238 units. Of these, there will be 22 studio units, 146 one-bed units, 63 two-bed units and 5 three-bed units.

The ground floor will primarily consist of a mix of residential units along with amenities for residents of the building. 91 car parking spaces are provided, which are located in two(2) basement levels provided. Bicycle parking is also catered for with 132 spaces provided in both basement levels and on the 6 on the exterior of the building.

Indoor amenity areas are provided on the ground floor of the proposed building. For more details, refer to Section 3.2 Building Floor Plans. Vehicle access to the basement occurs from Champagne Avenue on the northern part of the plot. A similar accessway is provided on the southern part to connect to the existing (open) parking podium to the west of the proposed building.

1.2 Project Vision

90 Champagne Avenue will be a high quality, mid-rise, transit-oriented development that will bring housing to a gentrifying and culturally important part of the city. The project will contribute to the trend of city intensification and activation of the area making the most optimal use of the site it sits on.

1.3 Subject Property

The subject property is located in the West Centretown neighbourhood in the eastern half of a severed lot between facing Champagne Avenue. The site is located mid block between Beech and Hickory Streets.

The total area of the subject property is 2,619.15 $m^2\,$ (28,192 sq. ft.).

The subject lot used to be part of a larger lot that has an existing apartment building facing Loretta Avenue. As shown in Figure 1.1, this building sits atop a parking podium that is open to and accessed from Champagne avenue, through the subject lot. An easement has been established over the southern entrance driveway.

The lot's dimensions are:

- 73.2m wide on Champagne Avenue
- 35.8m wide

The subject lot is currently used as a surface car park servicing the existing building.



Figure 1.1 Existing Site Plan

1.4 Surrounding Area

Figure 1.2 shows the site location in its broader context. The site is located in the Preston-Carling District, part of the West Centretown neighbourhood. The adjacent land uses can be described as a mix of residential, commercial and institutional uses.

An existing apartment building and low density residences lie to the immediate west and south of the property. To the north of the site lies a multi-unit residential building and a local park. Directly on its east, opposite Champagne Avenue, is an ongoing construction of a condominium building (SoHo Champagne).

Further east of the site lies the rail corridor, Trillium Pathway and Preston street. Mixed-use buildings can be found along Preston Street and beyond. A complex of federal government buildings lie along Rochester, Booth and Lebreton Streets. This is ~500m away. South and south-east of the site, institutional and commercial buildings line Carling Avenue leading further towards Dows Lake and the Experimental Farmlands. The site is also 250m away from Carling Station (south east of the site).

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 R5B H(42) Zone (Residential Fifth Density Zone). The purpose of the R5B Zone is to:

- allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses;
- regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392)
- permit different development standards identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land



Figure 1.2 Site Context



use and compact form while showcasing newer design approaches.

The proposed development is a high-rise residential building that provides additional housing choice in a fifth density residential area.

The proposed land uses in the development (residences) are allowed within the prescribed zone.

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.

Table 1.1 lists the performance standard attributed to the R5B H(42) zone.

BY-LAW COMPLIANCE			
PERFORMANCE STANDARD	R5B H(42)	PROVIDED	COMPLIANCE
Min. Lot area	1,000 m2	2,619 m2	YES
Min. Lot width	25m	72.1m	YES
Min. Front yard setback	3m	3.62m	YES
Min. Interior side yard setback	1.5m if located 21m of front lot line6m further than 21m from front lot line	1.5m, 6m (provided as per requirements)	YES
Min. Rear yard setback	25% of lot depth; need not exceed 7.5m	7.5m	YES
Max. Building height	42m	42m	YES
Min. Amenity space	30% of lot area for landscaped area: 786 m2 6 m2/unit: 236 units x 6m2 = 1,416 m2 Communal Area 50%: 708 m2	Private balconies: 951 m2 At-Grade Communal Exterior: 500 m2 At-Grade Communal Interior: 317 m2 Grand Total: 1,768 m2 Total Communal Area: 817 m2 Landscape Area: 853 m2	YES
Min. Parking spaces	Residential: 0 spaces Visitor: 22 spaces (0.1 Per dwelling unit, after the first 12 units) = 22 (for 236 units)	Total spaces provided: 91 Residential: 69 Visitor: 22	YES
Min. Bicycle parking	Residential: 0.5 Spaces/ residential unit = 118 spaces (for 236 units)	Total: 138 spaces 132 Interior + 6 exterior	YES
Min. Drive Aisle Width	6M		YES
Min. Parking space dimensions	Width: 2.6M Length: 5.2 m		YES

Table 1.1 R5B H(42) By Law Compliance

Road Network

The subject property lies on Champagne Avenue. It is well connected to arterial roads such as Preston Street and Carling Avenue, both within less 350m of the subject property.



Figure 1.3 Official Plan Schedule F - Central Area Inner City Road Network

KEY

	Provincial Highway
—	Federally Owned Road
	Arterial - Existing
	Arterial - Proposed (alignment defined)
-	Major Collector - Existing
_	Collector - Existing

Official Plan - Cycling Routes and Multi-use Pathways

The site is located within a well connected area with on-road and off-road cycling paths. The on-road paths are on Preston Street and Carling Avenue. The off-road path is on the vehicle free Trillium pathway that runs alongside the existing rail line.



Figure 1.4 Official Plan Schedule C - Primary Urban Cycling Network

KEY

CITY-WIDE NETWORK

On-road Cycling Routes .

Off-road Cycling Routes (multi-use pathways) ----

Official Plan - Transit Network

The subject property has excellent proximity to the existing O-Train line through Carling Station (and future LRT line), which is located within 250m of the site near Carling Avenue. The site is also well covered by the city's bus network with bus stops located on Preston Street and Carling Avenue.



Figure 1.5 Official Plan Schedule D - Rapid Transit and Transit Priority Network

RAPID TRANSIT



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 1.6 Official Plan - Schedule B Urban Policy Plan



General Urban Area Urban Expansion Study Area Central Area Traditional Mainstreet Arterial Mainstreet Mixed Use Centre Carp River Restoration Policy Area Overlay Developing Community (Expansion Area) 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 area.
- 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.
- 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 contribute towards a 'transit oriented development' by providing new housing on an underutilised site.



Figure 1.7 View looking north-west, along Champagne Avenue

Urban Designations - Section 3.6.2 Mixed-Use Centres

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

As Figure 1.6 shows, the project site lies within an area identified as a 'Mixed-Use Centre'. Section 3.6.2 -Mixed-Use Centres of the Official Plan lays out policies to shape and guide a development in this zone.

Mixed-Use centres are intended to act as focal points of activity, both within their respective communities and within the larger municipal structure. They constitute a critical element in the City's growth management strategy, being areas with high potential to achieve compact and mixeduse development. They are limited in number and represent opportunities for substantial growth and intensification.

Mixed-Use Centres will ultimately develop as "good places" in their own right as components of complete neighbourhoods. Development at Mixed-Use Centres should take advantage of the opportunities offered by transit for both internal and external commuting and ease of access on foot and by bicycle.

Policies that are applicable to the proposed development are:

- The area should provide for the highest density development such as offices to occur within 400 metres of the rapid-transit station
- should require all development to meet the minimum target density 200 persons per gross hectare
- should require residential uses in the form of apartments and other multiples at a medium and/or high density
- Will contribute to the creation of a street network that provides a convenient and pleasant walking and cycling environment which links housing, employment and the rapid transit station.
- Where parking lots exist, it is encouraged that the land use(s) they serve be intensified.
- Existing developments in Mixed-Use Centres that do not exhibit the characteristics planned for such areas shall be encouraged to redevelop over time in a manner that is more compact, dense, and transit-oriented. For such developments, the use of flexible zoning controls, reduced parking requirements, and other incentives may be considered on a case-by-case basis to assist in facilitating redevelopment that better meets the objectives for Mixed-Use Centres.

The proposed development responds positively to the above stated policies in the OP.

Section 4.3 - Walking, Cycling, Transit, Roads and Parking Lots

Section 3.6.2 policies also makes references to policies in Section 4.3-Walking, Cycling, Transit, Roads and Parking Lots.

Section 4 outlines the policies the City uses to review development applications in order to meet the objectives contained in the OP. The extent to which these requirements apply varies depending on the location, land-use designation and nature of the application. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process. Specifically, Section 4.3 makes policies that influence the proposed development with surrounding roads, parking lots, walking, cycling and transit infrastructure.

Policies that are applicable to the proposed development are:

#	Policy	Response	
1	The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed.	This report addresses the design's positive responses and alignment to the Transit Oriented Development Guidelines	
2	 To promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will: Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided; Locate any proposed high-density employment and residential development close to transit stations; Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings; Minimize walking distances from buildings to stations/major transit stops; Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops. 	The subject property is less than 250m away from the existing Carling O-Train Station. The property has easy vehicular and pedestrian/cycle connectivity to the station. It is a 4 minute (estimated) walk using existing sidewalks on Champagne Avenue till the station entrance on Carling Avenue with no barriers en-route.	
3	The City may reduce parking requirements for uses located within 600 metres of a rapid-transit station and for uses where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile The City will require that parking for bicycles be provided in highly visible and	Zoning regulations for the site do not require any parking for residents. Parking has to be provided for visitors though. There will be ample protected bicycle parking spaces provided in the building.	
5	The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences.	The parking in the building is proposed to be located in two levels of the	
6	 Where parking structures are proposed as a means of accommodating onsite parking, these structures and the entrances thereto, will be designed to maintain continuity of the street edge and the pedestrian environment, as well as the function of the street. This may be achieved by one or a combination of the following: a. Locating parking structures away from the street; b. Including other uses along the street, at grade, to support pedestrian movement; c. Providing landscaping, art, murals, or decorative street treatments; or d. Reducing the number, and width, of vehicle entrances that interrupt pedestrian movement. 	A 6m driveway is located on the northern part of the lot to provide ingress/ egress to the parking garage in the basement. Another 6m driveway is located on the southern part of the lot to provide access to the existing parking podium behind the new building. The driveways will be treated with the same materiality as the existing pedestrian pavement with subtle demarcations to highlight its purpose. Pedestrian entrance to the building will be highlighted by using architectural and landscape elements.	
7	At main entrances to buildings the City will require safe, direct and attractive pedestrian access from public sidewalks through such measures as: a. Reduction of distances between public sidewalks and major building entrances; b. Provision of pedestrian walkways from public streets to major building entrances;	The proposed entrance is <7m from the sidewalk fronting the building.	

Section 4.11 - 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 Champagne Avenue to the access ramp (to the basement) located on the north of the site. On the southern portion of the site, there is an accessway to the existing parking podium located behind the new proposed building.
Parking Requirements	 Car Parking: 22 visitor parking spaces are required. The development has two levels of basement parking with provision for 91 spaces, 69 for residents and 22 for visitors. Bicycle Parking: 118 spaces are required, 136 spaces are provided with 132 in both basement levels and 6 on the exterior.
Outdoor Amenity Areas	 Existing residential developments in the area consist largely of high rise buildings. The proposed building is set back 20m from the existing building on the same lot. It is setback ~10m from the building on its southern edge. The site is currently zoned for high-rise buildings with 15 storeys permitted. Given this context and the setbacks provided, any
	 overlook considerations should likely be reasonable and acceptable. While the orientation of the tower create some opportunity for overlook into adjacent private amenity areas of adjacent buildings, such are realities of most development applications within the area.
Loading Areas, Service Areas, and Outdoor Storage	Servicing and loading services will occur via a new accessway south of the proposed building. The accessway will connect to the existing podium on the lot and service the needs of the proposed building.
Lighting	The outdoor lighting of this site will meet the City's standards, with no anticipated impacts on adjacent development.
Noise and Air Quality	A noise study has been prepared for the development which makes recommendations for building construction (windows, HVAC, etc.) to mitigate any noise impacts from Champagne Avenue. No impacts from the proposed development are anticipated.
Sunlight	A sun shadow study has been prepared for the proposed development (included in this report) which demonstrates the minor impact of the proposed building. Shadow impacts on adjacent properties are minimal, in particular because of the existing building on the subject plot that is taller which limits the shadow fall of the proposed building.
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. No undue adverse microclimate impacts are anticipated as a result of this proposal.
Supporting Neighbourhood Services	A host of amenities within the building are proposed including a party room, gym, theatre, etc. Storage facilities are also provided in the basement for building residents. Ev Tremblay Park lies on Champagne Avenue, diagonally opposite the proposed building which provides sports courts, children play areas and a splash pad among other facilities.

Overall, the proposed development conforms to the OP and the policies therein. It meets the policy objectives of the Mixed-Use Centres land use designation, intensifies an existing underused and underdeveloped lot that is less than 250m away from existing transit, contributes to a liveable community, and is designed to be compatible with its surroundings.

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 O-Train Station (Carling Station).

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;
- The proposed tower is sufficiently setback from the street and existing building to minimise it's impact;

Deploys fenestration, massing and material/colour variation to provide an interesting, elegant and contemporary design character.



Figure 1.8 Carling-Preston District - Schedule A Land Use (Character Areas) Plan

Preston-Carling District Secondary Plan

The purpose of the Secondary Plan is to provide more detailed area - based policy direction to guide both public and the private development, including public realm investment, within the Preston-Carling District over the next 20 years. This Secondary Plan is intended to guide an orderly transformation of the Preston-Carling area into a future downtown District.

The Secondary Plan sets out the exact area to which the policies apply. It also outlines the vision for the district.

The Plan anticipates some of the city's tallest and finest mixed-use buildings to cluster around the Carling Avenue O-Train/future light rail transit (LRT) station, which is in close proximity to the site. Along with the proposed building, these will form a new, exciting, and distinctive downtown skyline with transition towards the adjacent stable low-rise residential neighbourhoods.

The development of a new hospital south of Carling Avenue will make the District an important employment magnet and a centre for community care, research and housing.



Figure 1.9 Carling-Preston District - Schedule B Heights Plan

The Plan specifies direction that pertain to the following policy aspects:

- Land Use (Character Areas) and Built Form
- Public realm
- Servicing
- Housing

Land Use Character Areas

The subject property lies in the 'Station Area' (as shown in Schedule A, Figure 1.8) which is described as follows: Centred around the Carling Avenue O-Train/future LRT station along Carling and Champagne Avenues, the Station Area will incorporate a wide range of transit supportive uses and see the tallest buildings and the highest densities in the entire District. A gradual reduction in height and density from the centre towards the surrounding neighbourhoods as well as Dows Lake and the Central Experiment Farm will be necessary to provide the desirable transition.

Exceptional architectural design will be required for all buildings to ensure the highest streetscape quality and to

create a unique skyline that symbolizes the south western gateway of the future expanded downtown. Integration with the O-Train/future LRT station will be required for buildings immediately adjacent to the station.

Areas west of the O-Train/future LRT

The Plan states that any high-rise predominantly residential development up to a height as detailed in Schedule B of this Plan may be permitted along Champagne Avenue up to Ev Tremblay Park.

The proposed building is 14 storeys high and is in compliance with maximum building heights prescribed in Schedule B-Height and Tower Location in Figure 1.9.

Public Realm and Open Space

The City envisages an increased demand for open spaces, including parks and urban squares as the District intensifies. The project site is well located to benefit and respond to the



Figure 1.10 Carling-Preston District - Schedule C Public Realm Improvements

proposed and anticipated improvements in the immediate and broader area.

Specifically, the City looks to revitalise, improve and expand Ev Tremblay Park for locally-oriented recreational facilities, extensive programming and a centre for activities such as markets, or planned community events.

The proposed building respects and enhances the function and character of the proposed open space(s) and streetscape improvements. It does not produce adverse micro climate impacts (such as shadows) on the adjacent park. Relevant Design Guidelines

High-rise Buildings (10-30 storeys)

In addition to (and in support) of the City's Urban Design Guidelines for High-rise Buildings, the Plan also lists specific policies to which the proposed development responds to as follows:

- The podium and/or base of the development will be transparent and inviting where the building entrance is. The ground floor of the building will also house residential units.
- The proposed building is 20m from the existing tower adjacent to it (to its west).
- Shadow and wind studies have been carried out in accordance with the City's Terms of References.

The proposed building largely meets the City's guidelines stated above. However, given the nature of the site the proposed building is a 'bar building' with a floorplate of 1,162.5 sqm. This variance is as a result of the proposed building making optimum use of the lot. The bar building is also 2 storeys higher than the recommended height of 12 storeys (as per Urban Design Guidelines for High-rise Buildings). This has been proposed to ensure the building fits in context of the taller buildings that it surrounds.

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 1.2 shows the proposed subject property in proximity to the existing O-Train Carling Station (and proposed 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 building is located immediately adjacent and as close as possible to the transit station. (8)
- 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)
- 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)

 Proposed to have underground parking lot for visitors.
 Parking structure is designed to not impede pedestrian flows and active street-level façades. (39)

The proposed development demonstrates the ability 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 highrise 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.
- The lot abuts an existing street on Champagne Avenue.
- 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.
- Creates a comfortable pedestrian scale by providing multiple entrances, breaking up the facade with architectural articulation, materials and colours, etc.
- The building proposes a highly transparent ground level that engages with the pedestrian.
- The proposed development does not have blank façades where there is a street interface.
- 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.
- Provides car parking that is located underground.



Figure 1.11 View - Looking South (at the western facade)

- 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 building is a bar building that is 14 storeys in height. This type of building is suitable on the subject property because of its north-south orientation that provides greater opportunities to minimise shadow impacts and allows for better access to natural light. It makes optimal use of the site in an area adjacent to transit.

It does not comply with the recommended height (of 12 storeys) that is recommended by the High-rise Design Guidelines. However, given that the surrounding buildings (both existing and proposed/under construction) are much taller (including the one immediately west and adjacent to the proposed building), and given that the proposed building stays within the maximum allowable height for the area (as per the Secondary Plan), it would be reasonable to accept a 14 storey bar building in this context. On the whole, the proposed building demonstrates the ability to meet the design direction provided in the Urban Design Guidelines for High-Rise Buildings.



Figure 1.12 Elevation - North

Figure 1.13 Elevation - East



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 Shadow Analysis _

2.1 Site Plan

Figure 1.14 shows the proposed site plan.

The ground floor building coverage is ~1,160 m² and is occupied by the following uses:

- Residential units _
- Building amenities, such as a gym, theatre and a party room
- Entrance to building lobby
- Administration office, and
- a garbage room. _

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	R5B H(42)
SITE AREA	2,619.15 sq. m. (28,192) sq. ft.
FRONT YARD SETBACK	3.0 M
INTERIOR SIDE YARD SETBACK	1.5 & 6.0 M
READ YARD SETBACK	7.5 M
LANDSCAPE AREA 30% MINIMUM	1.5 & 6.0
AMENITY SPACE - PER UNIT	6.0 sq. m.

PROJECT STATISTICS

BUILDING HEIGHT	4	2.0 M
AVERAGE MEAN GRADE	(GEO. ELEV.)	64.90
GROSS BUILDING - AREAS		

TOTAL AREA ABOVE GRADE		14,558.5 sq. m. 156,706 sq. ft.
MECHANICAL LEVEL		0.0 sq. m. 0.0 sq. ft.
13th & 14th FLOOR	2 x 1,015.1 sq. m. 2 x 10,926 sq. ft.	2,030.1 sq. m. 21,852 sq. ft.
2nd TO 12th FLOOR	11 x 1,108.5 sq. m. 11 x 11,932 sq. ft.	12,193.7 sq. m. 131,252 sq. ft.
GROUND FLOOR		334.6 sq. m. 3,602 sq. ft.
PARKING LEVELS (2)		0.0 sq. m. 0.0 sq. ft.
(CITY OF OTTAWA'S DEFINITI	ON)	

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UNIT STATISTICS

STUDIO UNIT	22
1 BEDROOM UNIT	146
2 BEDROOM UNIT	63
3 BEDROOM UNIT	5
TOTAL	236

CAR PARKING

REQUIRED by ZONING BY-LAW		
RESIDENCE	- NOT REQUIRED	0
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	22
TOTAL		22
PROVIDED		
RESIDENCE		69
VISITOR		22
TOTAL		91
BICYCLE PAR	KING	

REQUIRED RESIDENCE - 0.5 PER UNIT (236 UNITS) 118 PROVIDED BASEMENTIEVEL 132 EXTERIOR 6 TOTAL 138

LOT COVERAGE

PAVED SURFACE =	482.6 sq. m.	19.3%
BUILDING FOOTPRINT =	1,160.9 sq. m.	46.5%
LANDSCAPE OPEN SPACE =	853.5 sq. m.	34.2%
TOTAL =	2,497 sq. m.	100.0%

AMENITY SPACE

42.0 M

156,706 sq. ft.

PRIVATE BALCONIES =	951.0 sq. m.
1st FLOOR COMMUNAL INTERIOR =	317.0 sq. m.
AT GRADE COMMUNAL EXTERIOR =	500.0 sq. m.
TOTAL =	1 768 0 sq. m
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TOTAL COMMUNAL =	817.0 sq. m.

REQUIRED COMMUNAL @ 50% = 708.0 sq. m.

BUILDING FOOTPRINT AREAS			
P2 PARKING LEVEL		2,095.2 sq. m. 0.0 sq. ft.	
P1 PARKING LEVEL		2,095.2 sq. m. 0.0 sq. ft.	
GROUND FLOOR		1,162.4 sq. m. 0.0 sq. ft.	
2nd TO 12th FLOOR	11 x 1,301.1 sq. m. 11 x 7,083 sq. ft.	8,554.4 sq. m. 92,079 sq. ft.	
13th & 14th FLOOR	2 x 1,197.8 sq. m. 2 x 6,664 sq. ft.	3,095.5 sq. m. 31,775 sq. ft.	
MECHANICAL LEVEL		370.7 sq. m. 0.0 sq. ft.	
TOTAL AREA ABOVE GRADE		17,373.4 sq. m. 187,006 sq. ft.	

LEGAL DESCRIPTION

PLAN OF SURVEY OF	

LOTS 38 to 43 (Inclusive),

LOTS 53 to 59 (Inclusive) And

PART OF THE ADJACENT LANE

(As Closed by Judge's Order, Inst. CR227792) **REGISTERED PLAN 131037**

CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

SITE PLAN SYMBOLS

	•••••
	CITY SIDEWALK
	CONCRETE SURFACE
	ASPHALT WALK / DRIVEWAY
8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	SOFT LANDSCAPING
	RIVER STONE
E]	BIKE RACK
ৢ৾৵	TWO WAY VEHICLE CIRCULATION
\Rightarrow	MAIN ENTRANCE
₽	COMMERCIAL DOOR / FIRE EXIT
	PROPERTY LINE
	CITY STREET LIGHTING



2.2 Building Floor Plans

Figure 1.15 to Figure 1.20 show the building floor plans.

Basement Floor P2

Provides storage cells, vehicle (49) and bicycle parking (51) spaces for building tenants and visitors.



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Basement Floor P1



Figure 1.16 Basement Floor P1

Ground Floor

This level has a mix of studio, one bed, two bed and three bed residential units and the main building entrance facing Champagne Avenue. The rear portion of the floor mostly hosts amenities and a garbage room.





Floor 2 to 12 (Typical)

These typical levels house a mix of studio, one bed and two bed residential units.



Floors 13 and 14

These typical levels house a mix of studio, one bed, two bed and 1 three bed residential units.





Roof

This level houses the mechanical room.



Figure 1.20 Roof Plan

2.3 Building Elevations

East Elevation



West Elevation



North Elevation



South Elevation



2.4 Building Massing

The proposed 'bar building' is ~60m long and 14 storeys high. The massing that has been proposed carefully breaks down the building's horizontal mass by articulation of volumes, building projection, material and colour contrasting.

The eastern and western façades feature a central 'spine' flanked by two 'wings'. The spine is highlighted through the use of a different colour and breaks the horizontal mass of the building at large. It also ends up defining the 'roof' rising to the highest point of the building.

The 'wings' stand out by projecting out from the spine, further accented with a slanting roof feature. On the shorter façades (north and south), the building face consist of projected volumes consisting of glazed window walls. These window walls are also varied with balconies breaking the projection.

The massing largely reflects the internal functions of the building. The 'spine' consists of vertical services such as the elevator core whereas the 'wings' house the residential units.

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 light and dark grey or black, covered by punched windows along the building's front (easn) façade. The end portion of the façade are terminated with balconies that afford views around the site.

The rear (west) façade of the building is largely similar in material and colour application to the front. The only major difference is that the central 'spine' features in its entire width with window wall glazing flanking its sides. Balconies book end the façades as with the front. The 'wing' effect is not as strong on this side given its lack of street front exposure.

The north and south façades of the building are largely identical in treatment, consisting predominantly of glazed window walls punctuated by balconies with glass railings. The 'roof' of the building (along these façades) step back and become balconies with punched windows (providing amenity space).



Figure 1.21 Eye-level Views of the building from Champagne Avenue



Figure 1.22 Distinctive Central Core with the 'wings'

The base of the building facing the avenue is a continuous curtain wall glazing that allows for a select level of transparency given the residential uses on the ground floor.

The overall effect achieved through the above design details and materiality is to create a structure that highlights the building's form while reflecting its function.



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.

The proposed building has minimal shadow impacts on its surroundings as the images show. Shadows to its west are largely shielded by the existing building's shadows (to its west). On the east, shadow impacts are minimal given the development and construction of taller bulidings underway.















December 21 8am (EST)























September 21 12pm (DST)



September 21 2pm (DST)



December 21 2pm (EST)



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