

WATERIDGE VILLAGE BLOCK 19 - OTTAWA

DESIGN BRIEF

The master plan for this project sits on former Canadian Forces Base (CFB) Rockcliffe. It is the largest undeveloped piece of land within the Ottawa Greenbelt and its exceptional location is within a heritage site and on high ground, overlooking the Ottawa River (Figure 1).

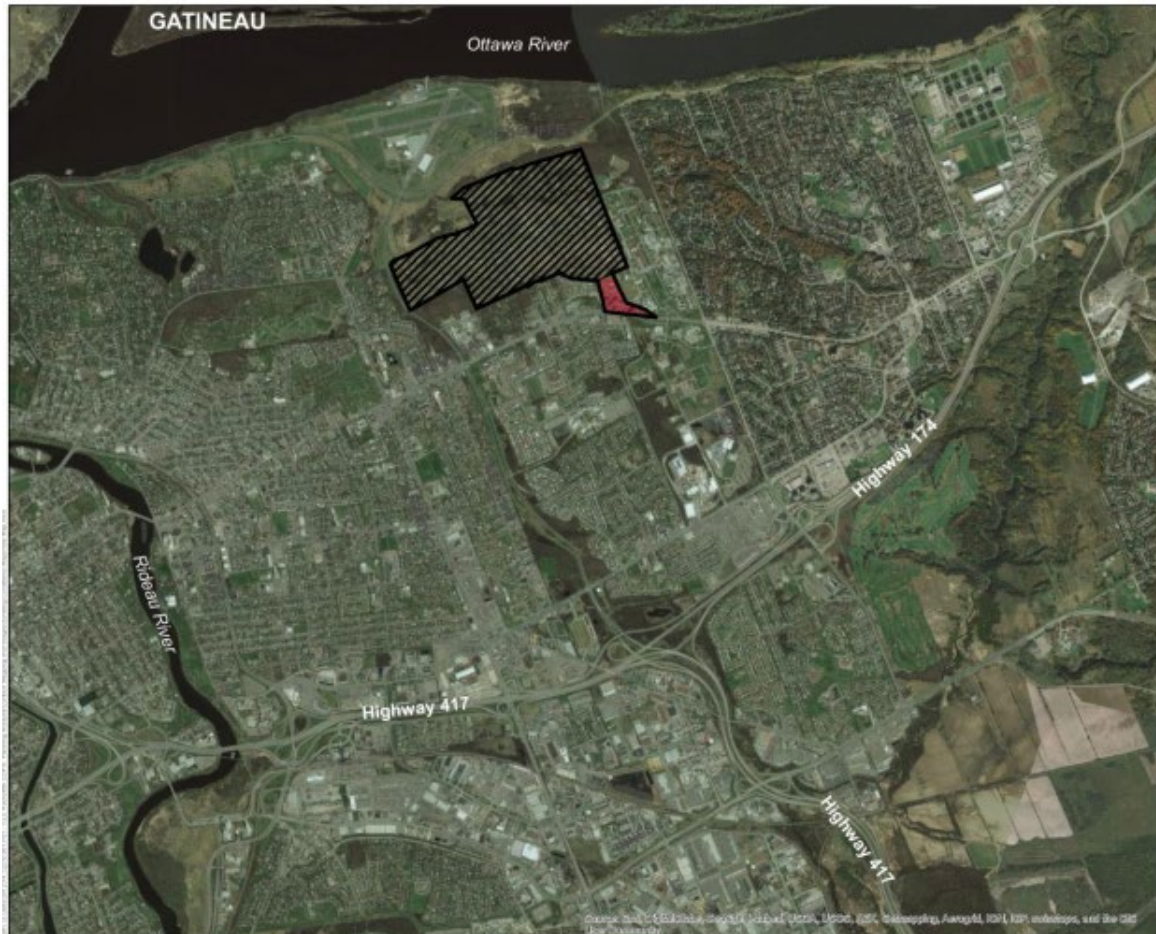


Figure 1: The extent of the development on former Canadian Forces Base (CFB) is shown hatched. The Ottawa River is shown to the North.

The design addresses a bold response to implementing the goals of former CFB Rockcliffe Secondary Plan. It attempts to promote an inherent sense of identity and promotes healthy connectivity with the surrounding context (Figure 2).

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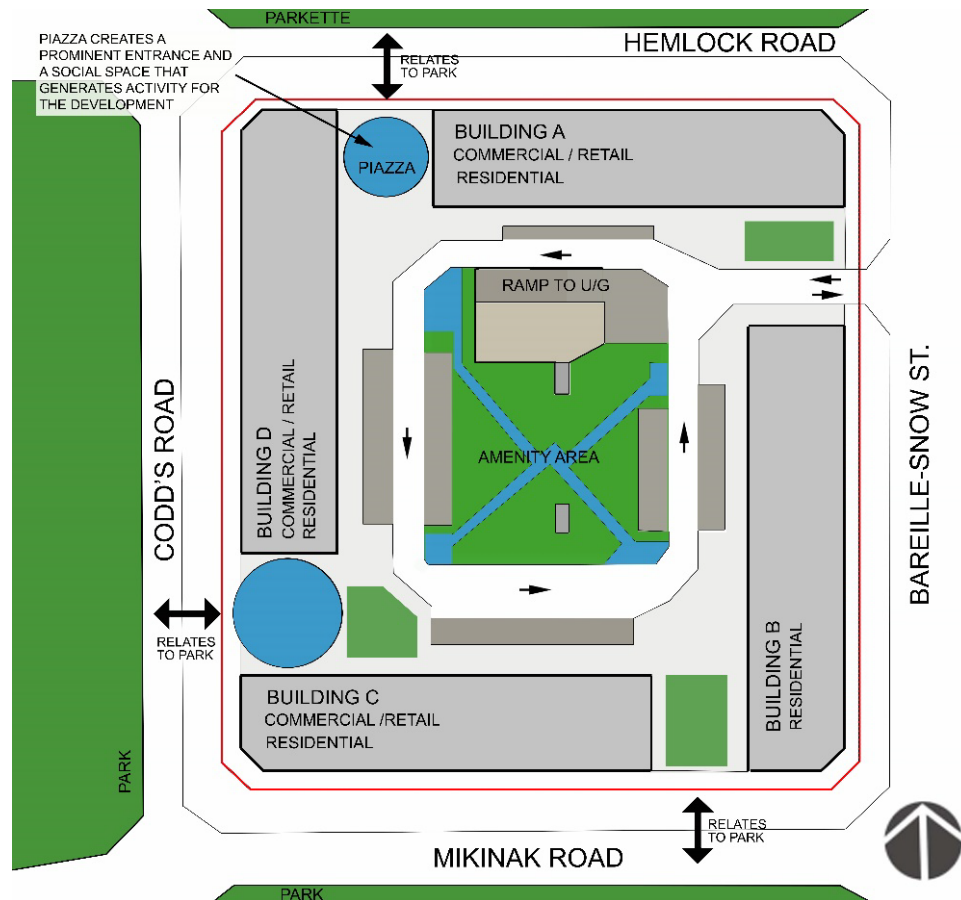


Figure 2: Preliminary site plan showing connectivity with surrounding parks and adjacent thoroughfares.

This sense of identity is achieved through diverse means: it does so mainly through its approach to the design of built form, the implementation of a strong street front presence, the introduction of appealing open space and also by recognizing the intrinsic characteristics of the existing community and reciprocal connections to it.

LOCATION AND COMMUNITY CONTEXT

Located in the City of Ottawa, just east of Downtown and adjacent to the Ottawa River, this will be a redevelopment of the Canadian Forces Base Rockcliffe. Due to its proximity to downtown, this community will accept more intensive development than other suburbs. It comprises a total of 131 hectares.

This project is designated as Block 19. It is located in the northeast corner of the site and generally bounded by Codd's Road on the west, Hemlock Road to the North, Bareille-Snow Street to the east, and Mikinak Road on the south (Figure 3).



Figure 3: Block 19, the site, shown located within the CFB development context. Landmarks on the site are also shown, as well as a 1KM radius circle to give distance context.

The stated intent for this enclave is to be a “contemporary mixed-use community, walkable and cycling-supportive, transit-oriented and built with human scale”.

Block 19 is slated for the highest density in Wateridge Village. This project as a mix of extremely efficient planning to achieve the densities required, while establishing urban design strategies that contribute to pedestrian connectivity, the reinforcement of street edges, emphasis on city corners as markers of urbanity by founding a sense of “place” and a sense of human scale that imbues the whole of Wateridge Village. The project affords pedestrian connections through voids that physically connect existing and proposed public parks, north, west and south of Block 19.

The buildings form a defensible perimeter, which define a street side and a courtyard side, with pedestrian connections penetrating the site ensuring a secondary path system, and ample opportunities for sustainable landscaping.

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The conceptual approach is based on a pinwheel site plan concept, providing public entry to residential lobbies, with strategically placed open spaces between buildings to give place for connectivity, transparency and separation. The buildings along Hemlock Road and Codd's Road, are a main point and place of interaction, with significant ground floor commercial uses. There's more commercial space along Mikinak Road as well. The interior of the courtyard provides not only service spaces for loading, ramp to underground parking and waste management (accessible from Bareille-Snow) but also provides extensive landscaping and several at grade parking spaces serving retail areas in the ground floor of Buildings A, C and D, while providing pedestrian passive and active areas. Common resident amenities such as lobbies and functions ancillary to the condominium residents are located in the ground floor of each building as well as lockers and bicycle parking.

Active frontages: Street frontages in three of the four midrise buildings will have non-residential uses at grade, facing Hemlock, Codd's and Mikinak Roads. The remaining, Building B will consist of street facing condo apartments along the public edge of Bareille-Snow Street.



BLOCK 19 SITE STATISTICS

- SITE AREA: 16,250 M²
- U/G GARAGE AREA: 14,906 M²
- APPROXIMATE U/G PARKING PROVIDED: ±410 Spaces
 - 358 Standard Size
 - 52 Reduced size
- APPROXIMATE AT GRADE PARKING PROVIDED: ±61 SPACES
 - 40 Surface Visitor Vehicle Stalls
 - 21 Surface Commercial Vehicle Stalls
- RETAIL AREA: 2103.5 M²
- PARKING PROVIDED @ 3 SP/300 M² = 21 Spaces

RESIDENTIAL ANALYSIS

- **6 STOREY BUILDINGS AREA**
 - BUILDING A: 8,020 M² - 101 UNITS
 - BUILDING D: 8,894.5 M² - 92 UNITS
- **7 STOREY BUILDINGS AREA**
 - BUILDING B: 9,608 M² - 114 UNITS
 - BUILDING C: 8,878.5 M² - 92 UNITS
- TOTAL NUMBER OF UNITS: 399 UNITS
- TOTAL PARKING PROVIDED: ±471 Spaces
- TOTAL GFA RESIDENTIAL **35,305 M²**

ADDITIONAL PROVISIONS:

- TOTAL BICYCLE STALLS: 409
 - 49 Surface Bicycle Stalls
 - 360 Underground Bicycle Stalls
- TOTAL LOCKER PROVIDED: 407

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BUILDING DESIGN IN DETAIL

Continuing with themes already developed in Blocks 15, 22 and 24, the aim is to create a community that has seemingly developed over time and seamlessly blends into urban experiences in all directions but especially towards downtown Ottawa and the Ottawa River valley to the west and north of the site.

The buildings vary in height from six to seven stories, where the taller volumes step back and shrink to smaller floor plates, to follow zoning requirements and to provide better massing, while diminishing shadows and enhancing visual connections. A special corner marker is planned for the corner of Mikinak Road and Codd's Road to articulate the entrance to the district and provide emphasis to connectivity to the park to the south.

(Figure 4)

The buildings make use of noble materials, within a contemporary aesthetics, ones that are present in the city, such as glass, brick and stone, and lighter cladding at higher levels, such as cementitious panels that introduce patterns and colour to each building distinctly.



Figure 4: Preliminary 3D elevation showing proposed materials such as glass, brick, stone, and cementitious panels.

Similar to the adjacent townhouse blocks to the east of the site, references to First Nations heritage are used as a nod to the past traditions imbuing the character of locale. We have introduced the colours of the Medicine Wheel to code each respective building in relation to their location in the site: White for Building A on the

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North, meaning Body; Yellow for Building B meaning Awareness on the East, Red for Building C meaning Heart, on the South, and Black meaning Mind (or sometimes dark blue) for Building D on the West (Figure 5). This gesture is line with Canada Lands Corporation's Urban Design Guidelines.

The project, in relating to urban design requirements and the immediate context, attempts to create a "downtown core" character, promoting lively streets and active frontages which enrich the public realm, engage pedestrians and provide human scale. As is the case in adjacent blocks, the project will insert itself in a continuum expressing the dynamics of growth and city-building, where new nods to the old as a graft of nature, by adding and integrating, as opposed to starting anew.



Figure 5: Aboriginal Medicine Wheel