



November 17, 2020

Architectural Design Brief

Re: The Station 1518-1524 Stittsville Main Street, Ottawa, ON

As architect and designer of '*The Station*' and resident of Stittsville, (living just west of the site for more than 22 years), I'm acutely aware of the importance of this site in revitalizing the core of our town. While living directly across from the TransCanada Trail and enjoying it daily, I also marvel at how much the trail is appreciated and by so many, at all times of the year. Whether by walkers, joggers, cyclists or X-country skiers, the trail is a vibrant village asset and must be celebrated and leveraged in the on-going development of Stittsville.

Last year, the City invested in developing the trailhead at Main Street, between our site and the historic "Green's Hotel". The new trailhead incorporates rail-inspired benches and artifacts, as well as rail tracks embedded in the concrete of the outdoor public plaza space. The creation of this public space has figured prominently in our design considerations for the site.

Key to our design is a pedestrian friendly access from the trailhead to the restaurant, its patio and the apartments. We are confident this project will enhance a *sense of place* and a *sense of destination* to the village core.

We have been strategic in keeping all vehicular traffic entering the proposed development to the opposite (south side) of the property, thereby maximizing a safe and pedestrian friendly experience at the trailhead and in the core of Stittsville.

As Julie Harris imparts in her Cultural Heritage Impact Statement (CHIS), Stittsville's core grew out of and was spurred on by the railway that ran right through the heart of the village next to our site.

In designing '*The Station*' I felt the use of materials (primarily red clay brick) would lend a sense of memory and permanence to the revitalization of the village's central precinct. We are very aware that '*The Station*' is replacing the once, two storey, redbrick "Bradley Store" circa 1870, a heritage property that was lost to a fire in 2013. As a resident of Stittsville, I was hopeful there would have been a way to salvage this brick building and when that was not deemed possible, I was pleased to be engaged by Stittsville developer, Inverness Homes, to design '*The Station*'. I see this as a tremendous opportunity to work with a local developer with a shared vision to create a meaningful architectural development in place of what was lost.

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We understand and see that Stittsville is growing rapidly and Main Street is experiencing a significant transformation. Our vision has been to use the proposed '*Station*' development (through its massing, scale and use of materials) as a bridge between the historic built assets of the core and the more contemporary developments envisioned and occurring along Main Street.

The Station, does not try to replicate the historic wood frame train station of Stittsville's past, but rather, draws on a design language resonating with a railway vernacular; an ensemble of industrial structures, rail sheds, and now, "a platform" to the TransCanada Trail.

The Station, with its repetition of large brick arches and projecting steel awnings will house a restaurant. Along with the dominant use of brick, this 'great hall' of *the station* will see a combination of exposed, nail laminated timber (NLT) and steel structure with suspended lights to enhance a warm and inviting dining space. The black industrial glazing units/windows will open in warm weather to further animate the indoor-outdoor experience of the restaurant.

We are excited to include a 'clock tower' as an additional vertical element in the ensemble. This clock tower, marking the restaurant's entrance, was not an uncommon feature of train stations nor foreign to the historic core of a village.

To the left of the clock tower is a simple two storey façade with black hung windows (similar to those found on the original "Bradley Store") on the ground floor, behind the large storefront windows, is the kitchen. We believe that seeing activity, including year around food preparation, helps animate the street and enhance the pedestrian experience. The second floor above the kitchen and behind the tower offers commercial office space.

The drive aisle to the south of *The Station* leads to the 4-storey residential apartment component of this mixed-use development. Once again, redbrick is a key material with the 4th floor being differentiated by incorporating cedar shingles and large brackets beneath the sweeping eaves of its hipped roofs. The façade treatment of the upper floor and its roof visually lowers the overall massing of the building. These elements are also a nod to the roofs, finishes and brackets so prevalent in historic wood frame stations and rail sheds of rural Ontario villages. The brick façade has been further articulated and divided by large brick arches and two separate hipped roofs to reduce the overall massing of this longer building. One final unique feature is the two-storey pedestrian arch between the apartment block and *The Station*. This gesture enforces the sense that the development is pedestrian friendly and accessible to the trail.

Sincerely,

MALCOLM WILDEBOER,
Principal, B. ARCH., OAA, MRAIC.







