

# Design Brief

## Curling Club - 2740 Queensview Drive

July 29, 2021



**Granite Curling Club**  
of West Ottawa



Engineers, Planners & Landscape Architects



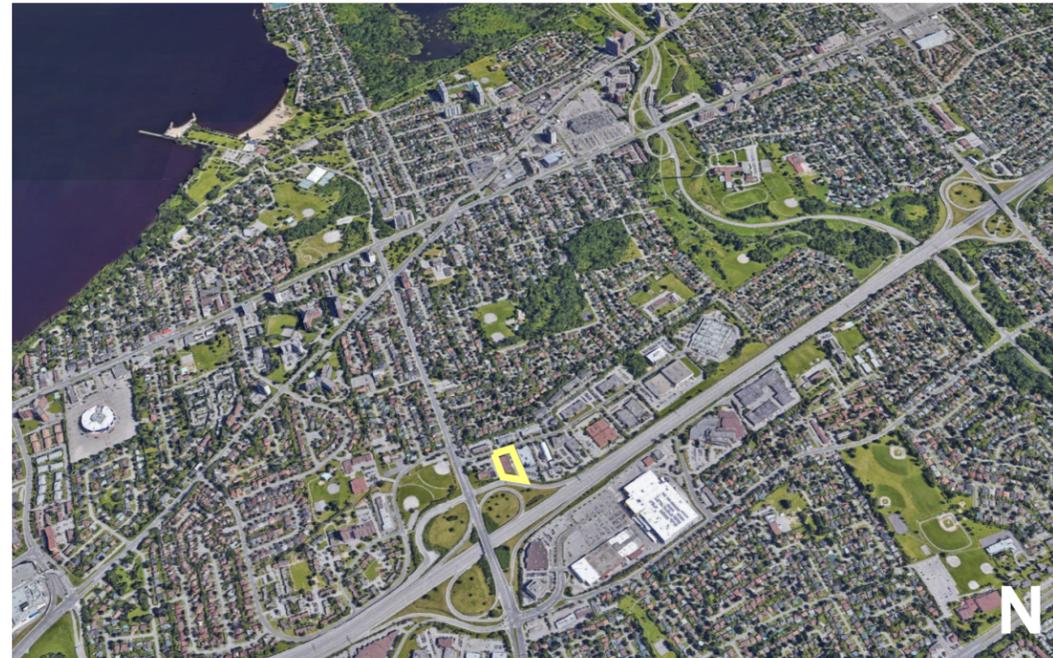
N45 ARCHITECTURE INC.



# SITE CONTEXT

## North

North of the property, across Queensview Drive is the Canadian Research Consortium, and other office buildings along Queensview Drive. Further north, the Queensway Terrace North neighbourhood abuts the intersection of Richmond Road and Carling Avenue and connects to the Britannia and Lincoln Heights neighbourhoods.



## East

Immediately east of the site is the U-Haul Moving & Storage Facility. The OC Transpo Pinecrest Garage is located at the east end of Queensview Drive, and further east the Transitway intersects Highway 417.



## West

To the west is the All Saints Lutheran Church, which also fronts Pinecrest Road. The pedestrian crosswalk at Pinecrest and Queensview connects the site to parks, schools and the surrounding Foster Farm neighbourhood.



## South

To the south is provincial highway 417. Across the highway is the Pinecrest Shopping Centre, including Ikea and other commercial uses.





- 1 Abraar Secondary School
- 2 Dumaurier Park
- 3 All Saints Luthern Church
- 4 U Haul Moving & Storage Britannia
- 5 Ruth Wildgen Park

- 6 IKEA
- 7 Pinecrest Shopping Centre
- 8 Canadian Consortium of Research
- Existing OC Transpo Stops (Within 400m)

- Future Light Rail Transit Station
- Bicycle Spine Route
- Cross-Town Bikeway



# EXISTING CONDITIONS - SITE AND SURROUNDING CONTEXT



1. Existing conditions on the Subject Site

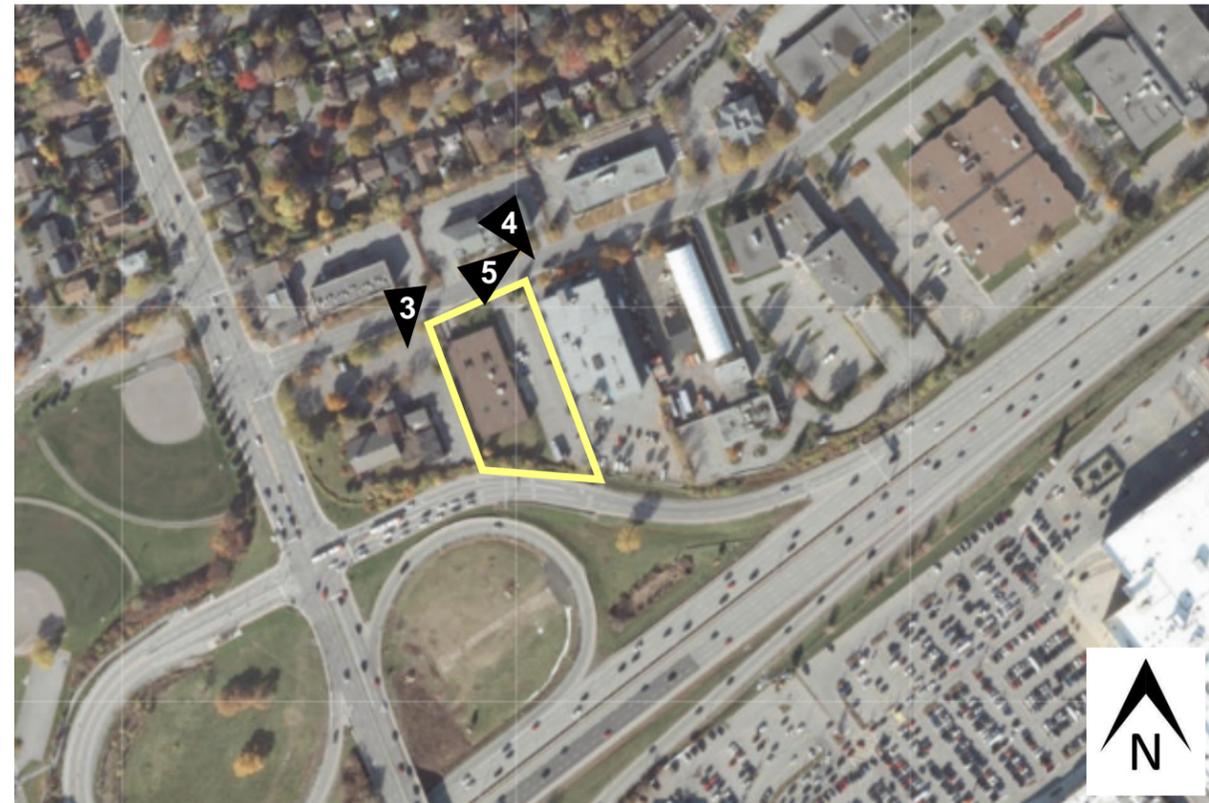


2. View of the Subject Site looking south-west

# EXISTING CONDITIONS - SITE AND SURROUNDING CONTEXT



3. Surrounding Context along Queensview Drive



4. Surrounding Context along Queensview Drive



5. View Looking North-East along Queensview Drive

# EXISTING CONDITIONS - SITE AND SURROUNDING CONTEXT



6. Surrounding Context along Queensview Drive



7. Surrounding Context along Queensview Drive



8. View Looking West along Queensview Drive

# POLICY CONTEXT - OFFICIAL PLAN

## Section 3.6 Urban Designations

The subject site is designated Urban Employment Area per Schedule B of the *Official Plan*. Section 3.6.5 of the *Official Plan* contains policies for this land use designation:

**Policy 2** of Section 3.6.5 states:

*In Urban Employment Areas, the Zoning By-law will:*

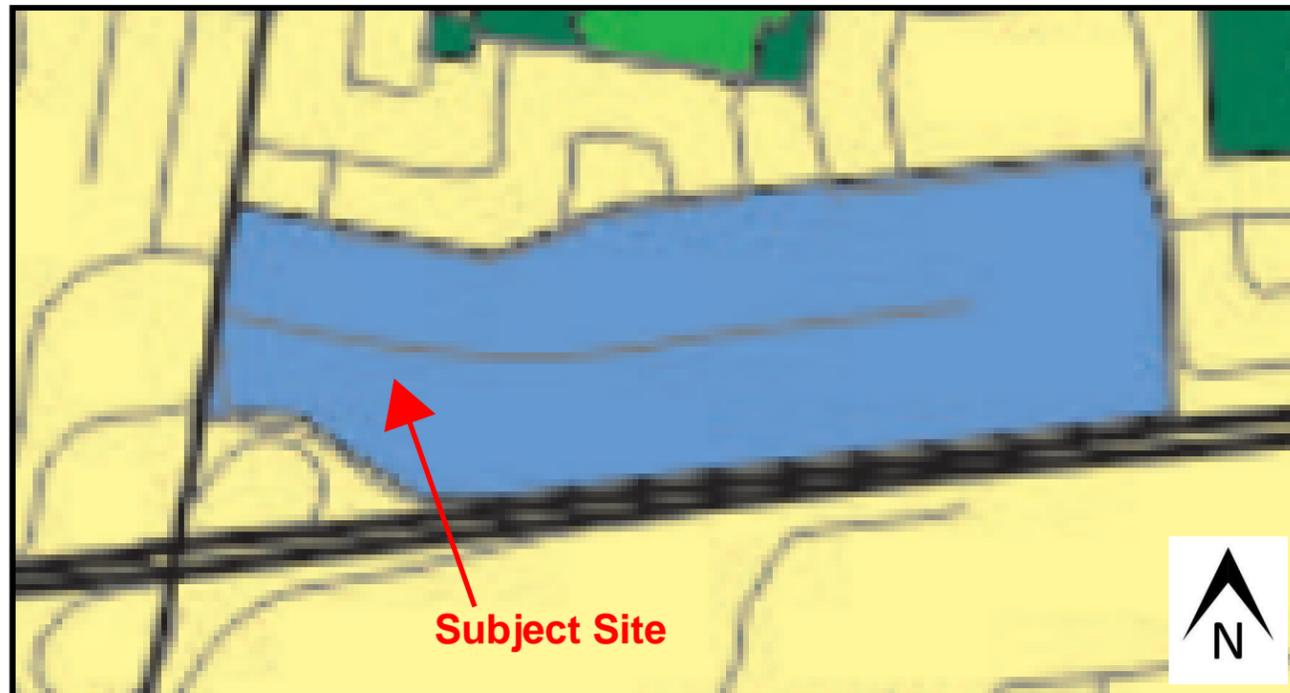
*Permit a variety of ancillary uses, such as recreational, health and fitness uses, child care, and service commercial uses (e.g. convenience store, doctor and dentist office, shoe repair shop, coffee shop, restaurant, bank, dry-cleaning outlet, service station or gas bar) consisting of small occupancies on individual pads, within a building containing a permitted use, in groups as part of a small plaza, or on small lots.~*

**Recreational and athletic facility is a permitted use in the Light Industrial Zone. The proposal is an example of a single occupancy, which is addressed by the following two clauses:**

*Ancillary uses consisting of a single occupancy on an individual pad shall be limited to 750 m<sup>2</sup> of gross floor area.~~*

*Alternative and area specific limitations may be determined through a municipally-initiated Zoning By-law Amendment that analyses the appropriate size and application of ancillary uses relative to the circumstances and attributes of the different Urban Employment Areas to their surrounding community.~~*

**The second clause is most relevant. The zoning of the site has a specific limitation that a permitted use (such as a recreational and athletic facility) has a gross floor area of 2999m<sup>2</sup> of less. The proposal has a floor area of 1687m<sup>2</sup>, consistent with the requirement.**



## Section 2.5 Building Liveable Communities

### 2.5.1 Designing Ottawa

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of seven statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

**To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The Queensview Drive employment area is a low rise mixed use area between Highway 417 and the low rise residential area to the north developed in the 1960s and 70s and is now completely built out. Queensview Drive is a cul de sac. To the west of the subject site is a church, to its east is a U-Haul and to the north are 2-3 storey office buildings. Other uses in the area are a construction company, various offices buildings. Leon's Furniture Warehouse and the OC Transpo Pinecrest Garage are located at the end of the street. The proposed built form is consistent with the area and the use fits with and contributes to the mix of uses in the area, whilst introducing some out of hours activation.

**To define quality public and private spaces through development.**

The proposed development is an example of high-quality design that will be visible from public spaces adding to the experience of the public. As a private space, it is a contemporary, purpose built building for the curling club.

**To create places that are safe, accessible and are easy to get to, and move through.**

The proposed development improves passive surveillance on Queensview Drive because it has a glazed façade and introduces a use that extends beyond office hours. The site is located close to Pinecrest Road, an arterial road, and Highway 417 for vehicular access and convenient to the existing Pinecrest BRT and future LRT (under construction). Pinecrest Road is a bicycle Spine Route and has sidewalks on both sides. There is a sidewalk on the south side of Queensview Drive, past the frontage of the subject site.

**To ensure that new development respects the character of existing areas.**

The proposed built form is consistent with the heights, massing, setbacks and modern architectural style of the area and the use fits with the mix of uses in the area

**To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]**

The proposal is purpose built building for the curling club. The use is unlikely to change in the near future.

**To understand and respect natural processes and features in development design.**

The subject site not affected by Natural Heritage Overlay System Overlay or the features identified. The developments greatest environmental feature is its proximity to transit.

**To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**

The buildings location encourages the use of transit. The building will meet applicable energy efficiency requirements.

# POLICY CONTEXT - OFFICIAL PLAN

## Section 4.11 Urban Design and Compatibility

In accordance with Section 4.11 of the *Official Plan*, development applications are evaluated against compatibility criteria to measure their appropriateness within the surrounding local context. Below is a compatibility analysis of the proposed development based on the relevant criteria:

### Building Design

5. *Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*

- a. *Setbacks, heights and transition;*
- b. *Façade and roofline articulation;*
- c. *Colours and materials;*
- d. *Architectural elements, including windows, doors and projections;*
- e. *Pre- and post-construction grades on site; and*
- f. *Incorporating elements and details of common characteristics of the area.*

The proposal is a modern two storey building specifically designed for a curling club. The ice is located towards the rear of the building, with the common areas and associated facilities grouped behind the front façade which is partially glazed. The building is designed in modern style, with a flat roof. The purpose-built nature of the design sits well with other purpose-built commercial and office buildings in Queensview Drive. The building is well setback from lot lines, generally consistent with other buildings in the surrounding area - 7.5m from Queensview Drive, 7.5m from the east side boundary, 14.9m from the rear boundary and 20m from the west side boundary. The height is slightly lower than the U-Haul building to the east which is 3.5 storeys high. The building is well separated from the church buildings to the west. The front façade is articulated with glazing, architectural detailing, and varied finishes. The site is generally flat and no significant changes to the grading are required.

6. *The City will require that all applications for new development:*

- a. *Orient the principal façade and entrance(s) of main building(s) to the street.*
- b. *Include windows on the building elevations that are adjacent to public spaces;*
- c. *Use architectural elements, massing, and landscaping to accentuate main building entrances.*

The proposal meets these requirements except that the main entrance is to the side of the building. It is close to the front façade and will be visible from the street. Architectural detailing indicates the entry.

8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible.~ The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*

9. *Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment #150, LPAT July 19, 2019]*

Servicing and loading areas, utilities and other required mechanical equipment are integrated into the design of the building, being located either on the side of the building where they are less visible or on the rooftop behind a screening enclosure .

### Massing and Scale

In relation to Policy 10, there is no Secondary Plan so the proposal will be assessed against the following criteria:

1. *Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;~*
2. *Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
3. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section*

The building height is slightly lower than the U-Haul building to the east. It is well separated from the one and two storey church buildings to the west.. The modern, low-rise design sits well with other purpose-built commercial and office buildings in the area. The building has side and rear yard setbacks consistent with other buildings in Queensview Drive - 7.5m from the east side boundary, 14.9m from the rear boundary and 20m from the west side boundary. The front façade is articulated with glazing, architectural detailing, and varied colours and finishes. There is a consistent development intensity in Queensview Drive and the wide Highway 417 separates it from areas to the south. It is submitted that a transition is not necessary.



# REGULATORY CONTEXT - ZONING BY-LAW

The site is zoned Light Industrial with a 14m height limit – IL H (14).

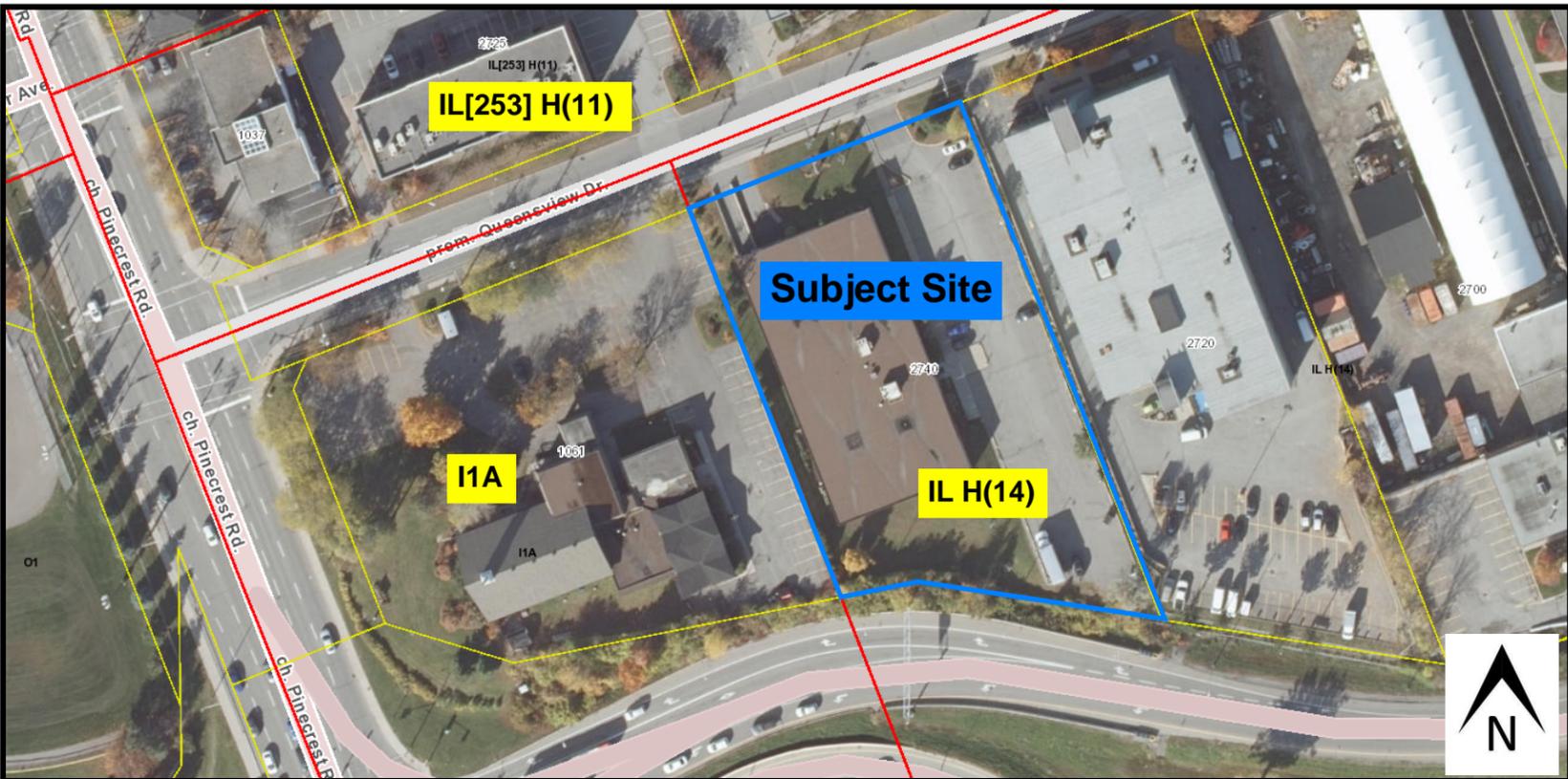
The purpose of the zone is to:

- 1. permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;
- 2. allow in certain Employment Areas or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;
- 3. prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
- 4. prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and
- 5. provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

**Recreational and athletic facility is a permitted use in the zone provided the gross floor area does not exceed 2,999m<sup>2</sup>. The proposal complies with all the applicable zoning provisions.**

## PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the site, the posting of the application on the City of Ottawa DevApps website and notification of and possible liaison with the local Councillor. Full details are available under Community and Neighbourhood Notification on the City of Ottawa website. This is considered sufficient on the basis that the use is permitted and the proposal meets all the zoning provisions.



# **PLANS OF PROPOSED DEVELOPMENT**

**SITE PLAN**

**ELEVATIONS**

**3D RENDERINGS**

**ZONING INFORMATION**

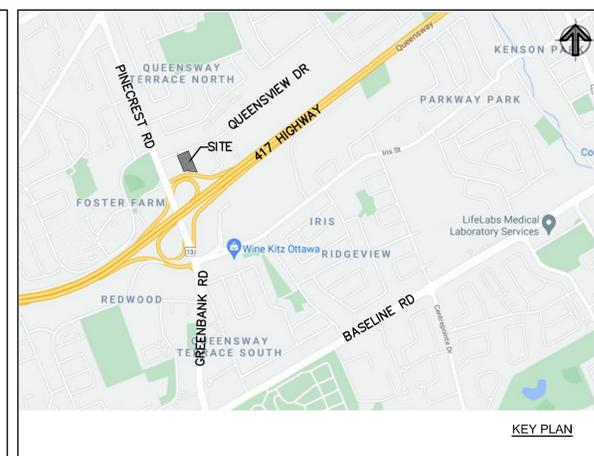
NOTE: ALL ZONING DEFINITIONS AND REQUIREMENTS AS PER CITY OF OTTAWA ZONING BY-LAW 2008-250

ZONING MECHANISM	REQUIRED	PROVIDED
DEFINITION	IL H(14) Light Industrial Zone	RECREATIONAL & ATHLETIC FACILITY
MIN. LOT WIDTH	NO MINIMUM	56.39 m
MIN. LOT AREA	2000 m <sup>2</sup>	5198 m <sup>2</sup>
MIN. FRONT YARD SETBACK	7.5 m	7.5 m
MIN. REAR YARD SETBACK	14 m HIGHWAY SETBACK	14.9 m
MIN. INTERIOR SIDE YARD SETBACK	7.5 m	7.5 m
MIN. CORNER SIDE YARD SETBACK	7.5 m	N/A
MAX. BUILDING HEIGHT	14.0 m	±8 m, 2 storey
MAX. LOT COVERAGE (%)	65 %	32 %
MIN. WIDTH OF LANDSCAPED AREA	ABUTTING A STREET = 3m ABUTTING HIGHWAY = 3m	3 m 3 m
PARKING LANDSCAPE BUFFER	FOR A PARKING LOT CONTAINING 11-99 SPACES: ABUTTING A STREET = 3 m NOT ABUTTING A STREET = 0 m	ABUTTING A STREET 3 m
PRIVATE APPROACH PROVISIONS: DISTANCE BETWEEN A TWO WAY PRIVATE APPROACH AND ANY OTHER PRIVATE APPROACH	15.0 m, AS PER OTTAWA BY-LAW 2003-447, SECTION 25, ITEM (m)(ii), FOR A PARKING LOT CONTAINING 20-99 SPACES	± 36 m

PARKING SPACE	STANDARD	2.6m WIDTH x 5.2m LENGTH	2.6m WIDTH x 5.2m LENGTH
	REDUCED	2.4m WIDTH x 5.2m LENGTH	2.4m WIDTH x 5.2m LENGTH
ACCESSIBLE PARKING SPACE	TYPE 'A'	3.4m WIDTH x 5.2m LENGTH	3.4m WIDTH x 5.2m LENGTH
	TYPE 'B'	2.4m WIDTH x 5.2m LENGTH	2.4m WIDTH x 5.2m LENGTH
MIN. PARKING REQUIREMENTS AREA X: WITHIN 300 m OF A RAPID-TRANSIT STATION	REC & ATHLETIC TRAINING: - ICE SHEET: 2 spots per ice sheet = 8 spots - ASSEMBLY / COMMON AREA: DINING / VIEWING ROOM / GAME ROOM / BOARDROOM: 530 m <sup>2</sup> / 100 x 5 = 27 spots TOTAL REQ.D = 35 spots	74 PARKING SPACES	
HANDICAP ACCESSIBLE	AS PER OTTAWA ACCESSIBILITY DESIGN STANDARDS, 3.1.2 PROVISION TABLE 3, FOR A PARKING AREA WITH A CAPACITY OF 26-50 SPACES, 2 HANDICAP ACCESSIBLE SPACES ARE REQ'D, 1 TYPE 'A', 1 TYPE 'B'	2 ACCESSIBLE PARKING SPACES 1 TYPE 'A', 1 TYPE 'B'	
LOADING SPACES	1 per 1,000 m <sup>2</sup> - 1,999 m <sup>2</sup> of G.F.A.	1806 m <sup>2</sup> G.F.A. = 1 SPACE	
BICYCLE PARKING RATE	1 per 1500 m <sup>2</sup> of G.F.A. 1806 m <sup>2</sup> / 1500 m <sup>2</sup> = 1.2 SPACES	2 BICYCLE SPACES	
GROSS FLOOR AREA City of Ottawa Definition	MAX. GROSS FLOOR AREA: 2999 (32,270 s.f.)	1806 m <sup>2</sup>	

**SURVEY INFORMATION TAKEN FROM:**

**SURVEYOR'S CERTIFICATE**  
**TOPOGRAPHIC SURVEY OF**  
**PART OF LOT 360**  
**REGISTERED PLAN 372212**  
**PART OF LOT 21**  
**CONCESSION 2 (OTTAWA FRONT)**  
 DATE: \_\_\_\_\_ JOHN H. GUTRI  
 CITY OF OTTAWA ONTARIO LAND SURVEYOR  
**Fairhall**  
**Moffatt & Woodland**  
**FAIRHALL MOFFATT & WOODLAND LIMITED**  
 100-600 TERRY FOX DRIVE, KANATA, ONTARIO K2L 4B6  
 TEL: (613) 591-3500 FAX: (613) 591-1490  
 JOHN H. GUTRI O.L.S.  
 Field Work Completed: April 30, 2021



**PROJECT INFORMATION: ONTARIO BUILDING CODE**

**BUILDING CLASSIFICATION:**  
 THE BUILDING IS CLASSIFIED AND DESIGN TO CONFORM TO THE ONTARIO BUILDING CODE 2012 (CURRENT EDITION) PART 3

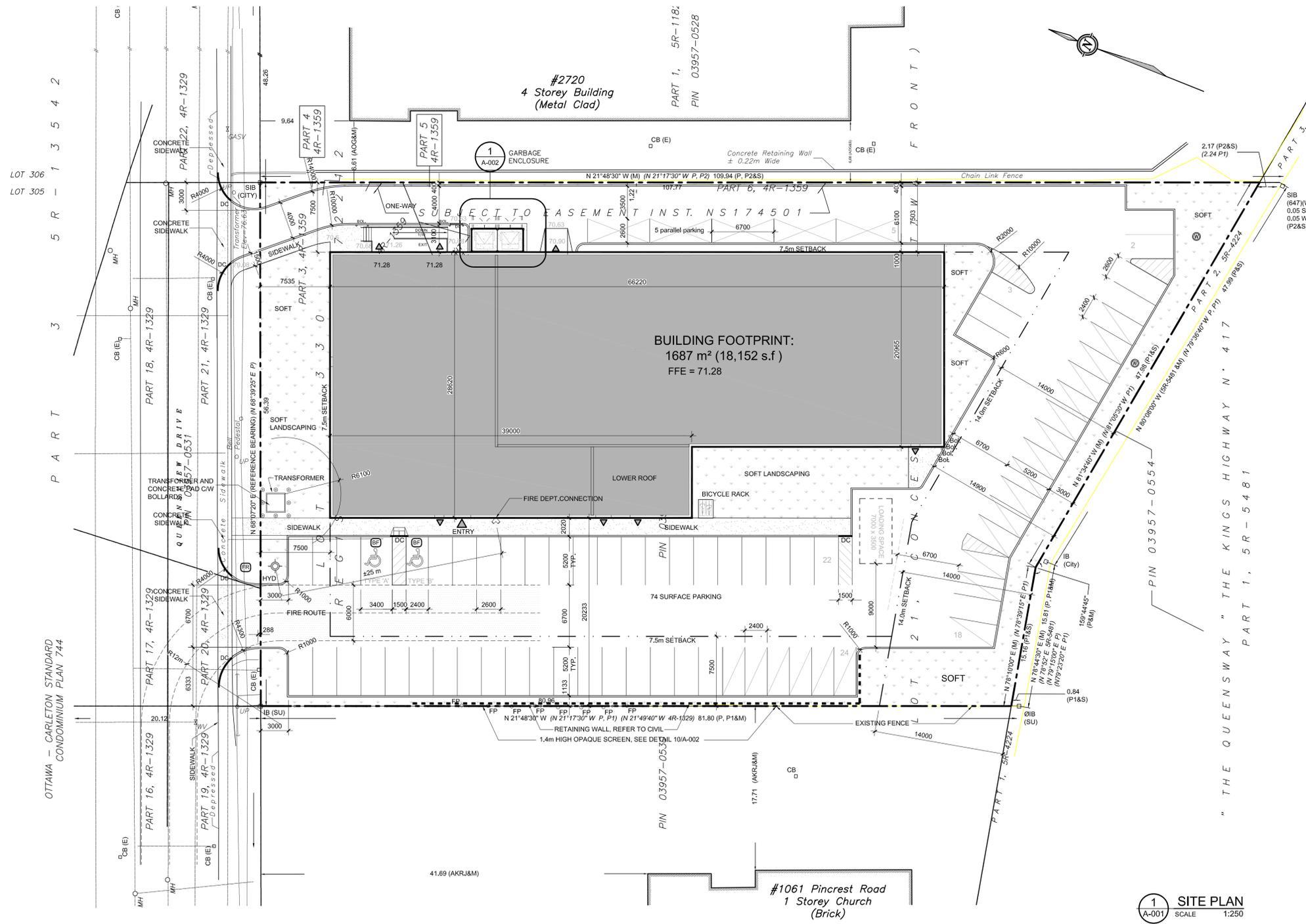
**OCCUPANCY:**  
 GROUP A, DIVISION 3 MAJOR OCCUPANCY, 3.2.2.31

**PROJECT DESCRIPTION:**  
 RECREATIONAL & ATHLETIC FACILITY - NEW CONSTRUCTION

**BUILDING AREA** re OBC definition: 1687 m<sup>2</sup>  
**GROSS AREA** re OBC definition: 1806 m<sup>2</sup>  
**NUMBER OF STOREYS:** 2  
**BUILDING SPRINKLERED:** YES  
**# OF STREET ACCESS ROUTES:** 1  
**CONSTRUCTION TYPE:** NON-COMBUSTIBLE  
**FLOOR ASSEMBLIES F.R.R.:** 1 HOUR  
**LOADBEARING STRUCT. F.R.R.:** 1 HOUR  
**ROOF F.R.R.:** N/A  
**LIMITING DISTANCE:** 7.5 m

**LEGEND**

- PROPERTY LINE
  - YARD SETBACK
  - 1.4 m HIGH OPAQUE FENCE
  - NEW DEPRESSED CURB
  - NEW CURB
  - PROPOSED RETAINING WALL REFER TO CIVIL
  - PROPOSED BUILDING
  - CONCRETE PAD AND SIDEWALK REFER TO CIVIL
  - 6m WIDE FIRE ROUTE, REFER TO CIVIL
  - LANDSCAPED AREA REFER TO LANDSCAPE PLAN
  - PAINT LINE
  - GARBAGE ENCLOSURE
  - BUILDING ENTRANCE
  - 2.6x5.2 m STANDARD PARKING SPACE BY ZONING REQUIREMENT
  - 2.6x6.7 m PARALLEL PARKING SPACE
  - 2.4x5.2 m REDUCED PARKING SPACE (MAX. 40 %)
  - EXTERIOR LIGHT POLE - SEE ELEC
  - FIRE HYDRANT
  - FIRE DEPT. CONNECTION
  - T.W.S.I.
- SIGNAGE LEGEND:**
- FR FIRE ROUTE
  - BP HANDICAP PARKING



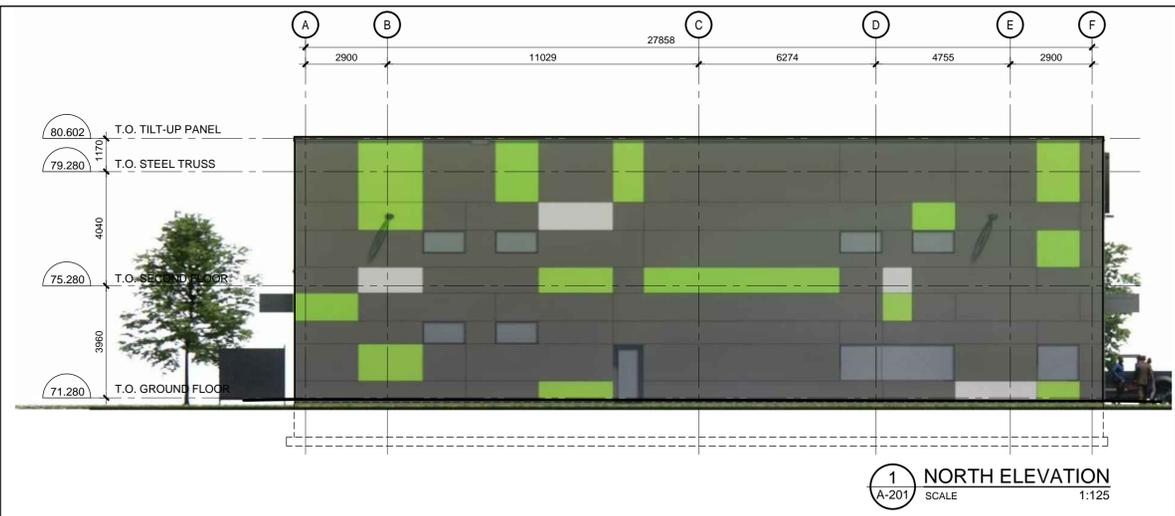
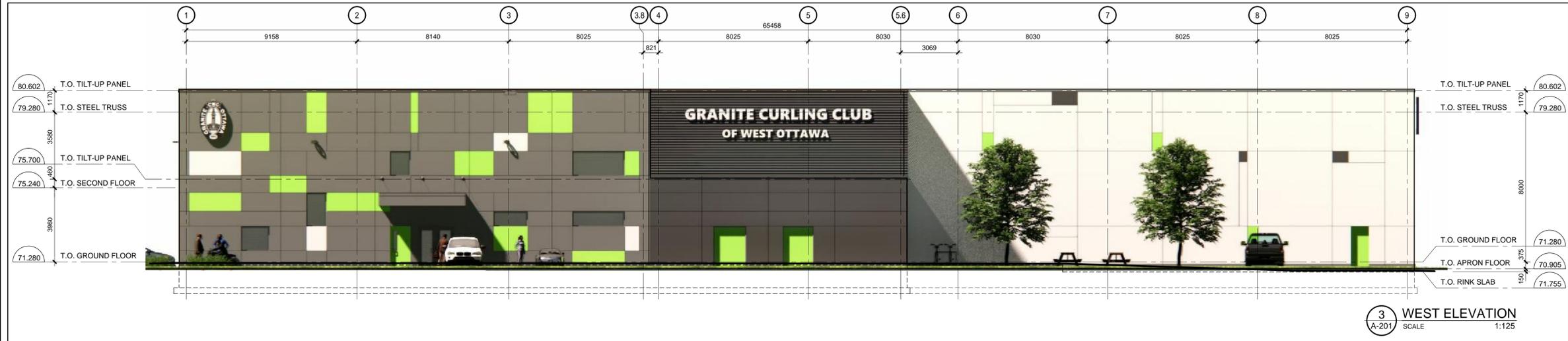
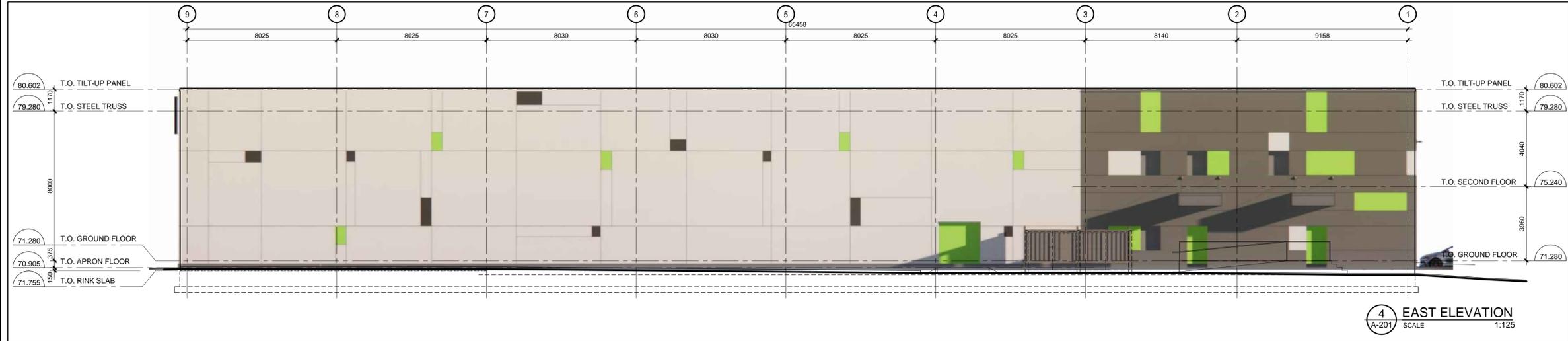
no.	revision	date
4	ISSUED FOR COORDINATION	23 JULY 2021
3	ISSUED FOR REVIEW	12 JULY 2021
2	ISSUED FOR REVIEW	29 JUNE 2021
1		

**N45 ARCHITECTURE INC.**  
 71 Bank Street, 7th Floor - Ottawa, Ontario, K1P 5N2  
 tel. 613.224.0095 fax 613.224.9811

project  
**GRANITE CURLING CLUB**  
 2740 Queensview Drive, Ottawa, ON.

construction north seal

drawing title	
SITE PLAN	
scale AS INDICATED	drawn by J.J.
date May 2021	checked by K.D.
project number 19-411	drawing number A-001
CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE WORK COMMENCES. DO NOT SCALE DRAWINGS.	
	revision



4		
3		
2		
1	ISSUED FOR SITE PLAN APPROVAL	2021-07-28
no.	revision	date

**N45 ARCHITECTURE INC.**  
71 Bank Street, 7th Floor - Ottawa, Ontario, K1P 5N2  
tel. 613.224.0095 fax 613.224.9811

project  
**GRANITE CURLING CLUB**  
2740 Queensview Drive, Ottawa, ON.

construction north      seal

drawing title <b>ELEVATIONS</b>	
scale AS INDICATED	drawn by
date JULY 2021	checked by R.M.
project number <b>19-411</b>	drawing number <b>A-201</b>
CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE WORK COMMENCES. DO NOT SCALE DRAWINGS.	
	revision



View of the building entry looking north east



View of the west facade of the building looking east



View of the west and south facades of the building looking north east



View of the north and west facades of the building looking south east