Urban Design Brief

1546 Scott Street

Applications for Zoning By-law Amendment and Site Plan

Prepared for Reid's Heritage Properties
by IBI Group and *Tregebov Cogan* Architects
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1 Application Submission

This Design Brief has been prepared by IBI Group and *Tregebov Cogan* Architecture, on behalf of Reid's Heritage Properties, for the proposed redevelopment of lands at 1546 Scott Street ("subject lands"). The subject lands are legally described as Part of Lot 3 & 4 (North of Bullman Street) and Part of Lots 3 & 4 (south of Scott Street), Registered Plan 58, and Part Lots 1290, 1292 & 1303, Registered Plan 157, City of Ottawa (PIN #040340023).

The proposed development includes the construction of a 25-storey mixed-use, high-rise apartment building, with a tower floor plate area of less than 750 square metres. The purpose of this Design Brief is to provide a description of how the proposed development meets applicable urban design objectives in relation to Zoning By-law Amendment and Site Plan Applications. The Application process will review the proposed mixed-use development in the context of Scott Street and applicable planning policy and design framework, to ensure that a high level of urban design is achieved.

2 Location and Site Context

The subject lands are located on the south side of Scott Street, mid-block between Holland Avenue and Parkdale Avenue. The lands have an area of approximately 0.25 hectares and approximately 31 metres of frontage on Scott Street. The property is currently developed with a one-storey commercial building operating as The Beer Store, and associated surface parking and loading facilities.

The property benefits from an easement over the adjacent parcel of land at 1560 Scott Street for access to Bullman Street to the south, where it turns 90 degrees and becomes Hamilton Avenue North. The property is also subject to an easement in favour of 1560 Scott Street over the drive aisle for vehicular and pedestrian traffic, as well as a stormwater pipe below grade.

The lands are immediately south of Tunney's Pasture, a large campus operated by the Government of Canada that houses many federal services. The lands are also 200 metres from the Tunney's Pasture light-rail transit stop that provides direct access to downtown Ottawa, approximately 3 kilometres away. Additionally, there are many frequent-service bus routes (service every 15 minutes or less on weekdays) and a rapid station-to-station express bus route also within 500 metres of the subject site. Scott Street also features designated bus-priority lanes and a separated eastbound bike lane. The remainder of the road is dedicated to three lanes of 2-way automotive traffic.



Figure 1: Location of 1546 Scott Street, shown in red (Source: Google Earth, 2018).



Figure 2: Site context, 1546 Scott Street shown in red (Source: Google Earth, 2018).



Figure 3: Subject site, facing SW from Scott St. (Source: Google Earth, 2018).

The subject lands are located in the Kitchissippi Ward, within the Tunney's Pasture Mixed-Use Centre, bounded by the federal campus and Mechanicsville to the north, Hintonburg to the east, and Wellington Village to the south and Champlain Park to the west. The Sir John A. Macdonald Parkway and Highway 417 also lay farther north and south, respectively, and serve as hard infrastructure boundaries.

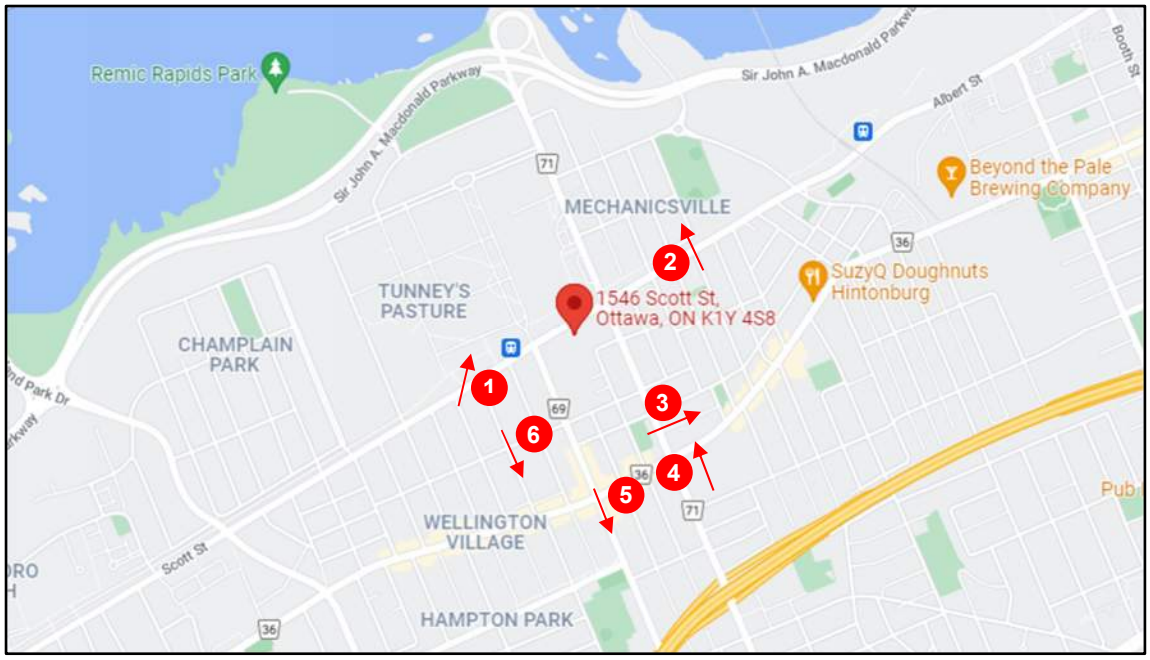


Figure 4: Map pinpointing the context photos featured below. Arrows indicate the direction the photo is taken in.

3.2.1 North

The site is bounded to the north by Tunney's Pasture, a 49-hectare federal employment campus with a total of 17 buildings on-site. The Tunney's Pasture LRT station is directly to the south of the campus, serving as a direct rapid transit option to the centre of Ottawa's downtown. Additional BRT connections are facilitated through the Tunney's Pasture station. The City has recently completed a new Master Plan for Tunney's Pasture that seeks to enhance it as a growing employment community with a unique opportunity to champion transit-oriented development and high standards in urban design, planning, and sustainable development.

Mechanicsville abuts the eastern side of Tunney's Pasture. Mechanicsville is primarily residential, with a variety of housing typologies ranging from single detached, to row houses, duplexes, and apartments. Development on these properties is considerably varied in terms of setbacks, orientations, and lot coverage. The Ottawa River and Sir John A. Macdonald Parkway and the Ottawa River are the limit of development further northward.



Figure 5: Pinpoint #1, Scott St. facing NE towards Tunney's Pasture; Pinpoint #2, XX facing N through Mechanicsville.

3.2.2 East

The site is bounded to the east by the Hintonburg neighbourhood. This neighbourhood is characterized by low density, predominantly single-detached dwellings, with 2-3-storey commercial and newer midrise apartments along Wellington Street West. There is a mixture of high-rise residential, commercial, and institutional uses along Scott Street as it spans Hintonburg.



Figure 6: Pinpoint #3, at the intersection of Parkdale Ave. and Oxford St. facing E through Hintonburg.

3.2.3 South

The site is bounded to the south by Wellington Village. Like Hintonburg, this neighbourhood is also characterized by low density, predominantly single-detached dwellings, with 2-3-storey commercial and newer midrise apartments along Wellington Street West. Directly to the south of the subject property, there are two blocks comprised of mid-rise apartments, townhouses, and commercial spaces clustered closely together, focusing their frontages primarily on both Holland Avenue and Spencer Street. Highway 417 is located approximately an additional 400 metres south, spanning east to west and effectively constraining Wellington Village from expanding further southwards.



Figure 7: Pinpoint #4, at the intersection of Parkdale Ave. and Wellington St. W. facing N; Pinpoint #5, Hinton Ave. N. facing S. through Wellington Village.

3.2.4 West

The site is bounded immediately to the west and south by Holland Cross, which includes two 7-storey buildings with various commercial and retail tenants, and underground parking. An east-west mid-block connection separates Holland Cross from the 9-storey apartment buildings and townhouses to south. The site is also bounded to the west by Wellington Village. This tract of Wellington Village has a more homogenous typology of low density, single-detached dwellings. These residential uses carry on along Scott Street.



Figure 8: Pinpoint #6, at the intersection of Huron Ave. N. and Spencer St. facing W.

3 Development Proposal

The development proposal includes the construction of a 25-storey mixed-use, high-rise apartment building, with a total of 230 dwelling units and a 222 square metre commercial unit on the ground floor. The building design includes a covered parking area, with 13 spaces and a drive aisle which provides access from Scott Street to the rear of the building and adjacent loading facilities on the abutting property, as well as access to the underground parking ramp. The covered parking area is buffered to the east by a 1.3-metre-wide landscape strip. Four levels of underground parking are provided, with an additional 163 parking spaces. A total of 176 parking spaces are proposed, of which 154 are allocated for residential parking and 22 spaces are provided to meet the minimum visitor parking requirement.

The commercial space is located at the front of the building adjacent to Scott Street and the residential entrance is adjacent to the commercial unit but is set back farther from the street. A residential lobby, and elevator lobby are provided on the ground floor, together with a garbage room. An exterior staging and loading area are provided adjacent to the garbage room and auto-turn has confirmed a waste management truck can manoeuvre the drive aisle and loading area.

Interior bicycle parking is provided on the ground floor (54 spaces) and an additional storage room is provided on Parking Level 1, with parking for 61 bicycles. Additional bicycle parking spaces are provided at grade adjacent to the commercial and residential entrances for a total of 129 spaces.

Communal amenity area is provided on the second floor both indoors and outdoors. An area of 566 square metres indoors provides programming opportunities for kitchen and lounge areas, workspaces, screening room, games area and children's play area. An additional 308 square metre outdoor terrace is proposed with lounge areas and children's play area.

Floors 3 to 25 include 10 units per floor, within a commination of six 1-bedroom units and four 2-bedroom units per floor. Each unit includes a private balcony. Vistas from the site looking north offer a virtually uninterrupted view of the Ottawa River and Gatineau Hills beyond for residents on upper floors.

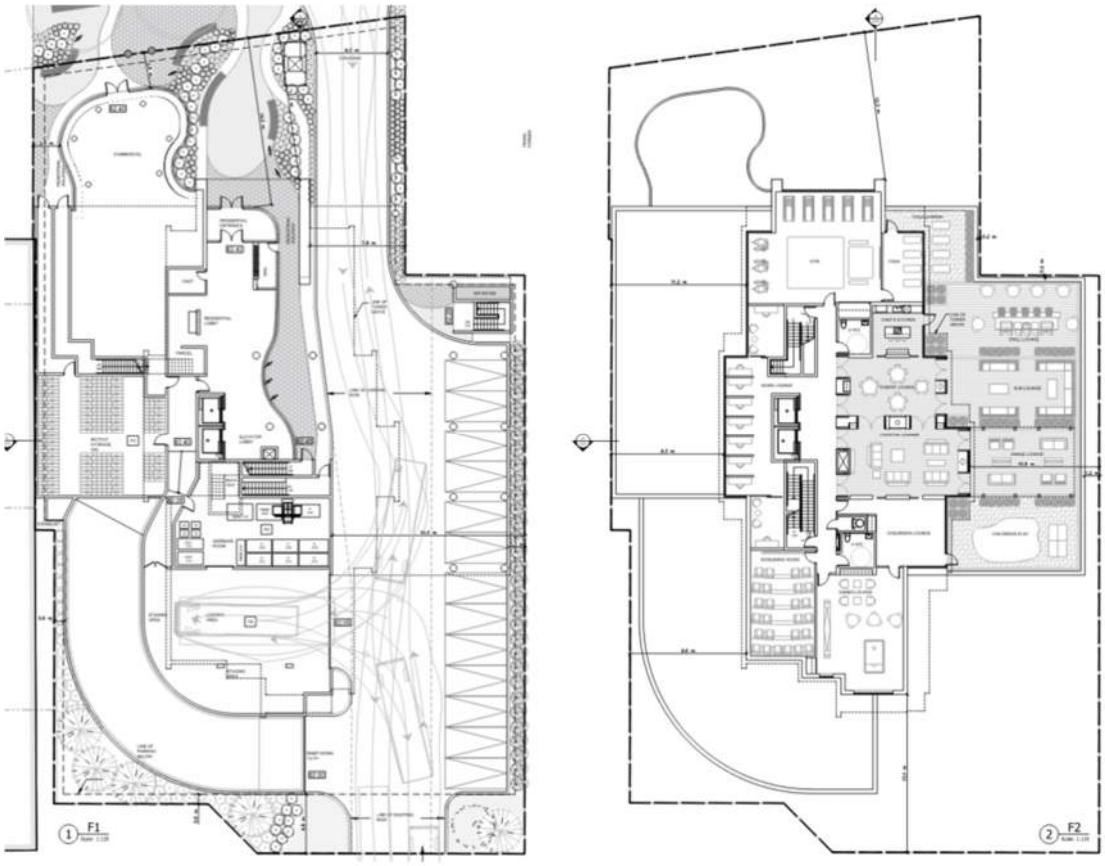


Figure 9: Proposed Site Plan and Second Floor Plan (Tregebov Cogan Architects)

The design and layout of the proposed development was informed by the constraints of the site: an irregular narrow lot with a vehicular/pedestrian easement running from the northern to southern boundary. Given the fixed location of the easement, a full street wall frontage would include a vast expanse of garage door. A more delicate approach was pursued, where the building is supported on columns above a small surface parking and driveway area, which preserves the existing easement. The commercial component was pushed forward of the building and the residential entry was slightly recessed below the tower to create a landscape court with some delineation between the public and private realm.



Figure 10: Renderings of Proposed Streetscape and Public Realm (Tregebov Cogan Architects)

This proposed development aims to introduce residential intensification on an underutilized property, adjacent to a major transit corridor, with a high level of architectural and landscape design. The goal is to revitalize the existing streetscape by creating an urban space that can be shared by the public, residents, and patrons. The second-floor outdoor terrace also offers street animation but maintains both horizontal and vertical separation between the public and private realm.

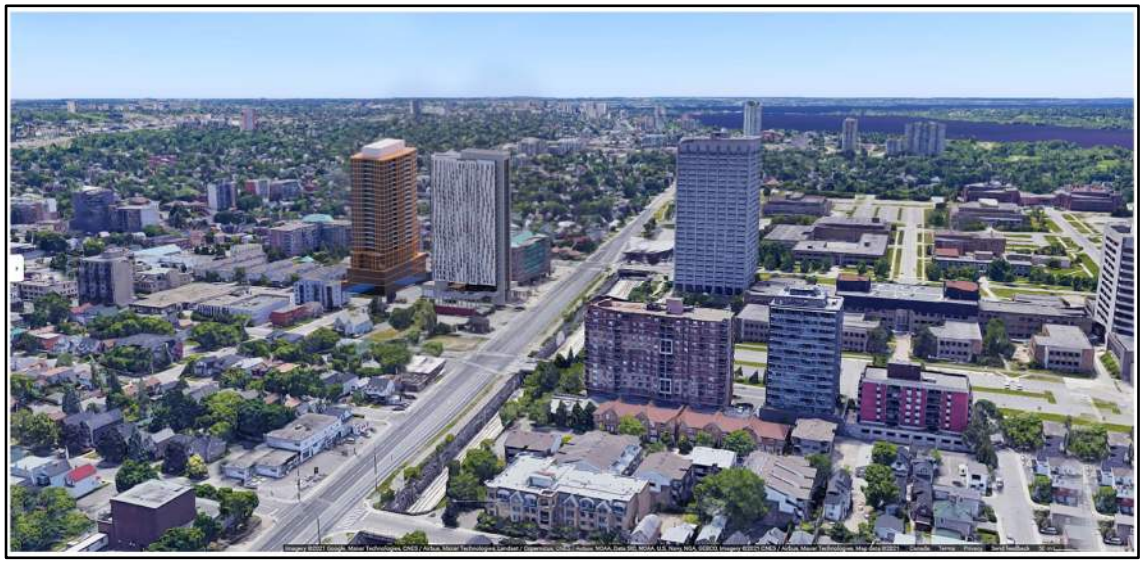


Figure 11: Rendering of Proposed Development and Context at 1546 Scott Street (Tregebov Cogan Architects)

4 Response to City Documents

4.1 City of Ottawa Official Plan

Section 3.6.2 – Mixed Use Centres

The subject lands are designated "Mixed Use Centre" in the City of Ottawa Official Plan and the applicable policies are provided in Section 3.6.2 of the Plan. The Mixed-Use Centre designation applies to lands in strategic locations in proximity to the rapid-transit network and are central hubs of activity within the surrounding community and Ottawa overall. Mixed Use Centres have the potential to achieve higher densities of compact and mixed-use development which is oriented to transit. The development of vacant land or redevelopment of underutilized parcels provides an opportunity to become more transit-supportive destinations. In addition to achieving higher densities and transit-oriented development, mixed use centres should encourage a design environment that fosters walking and cycling as attractive options, and where transit can be accessed easily.

Within the Mixed Use Centre designation, a broad range of land uses at transit-supportive densities are permitted, such as offices, schools, hotels, hospitals, large institutional buildings, community facilities, retail, entertainment uses, services, high and medium density residential use and mixed-use development containing a combination of uses.

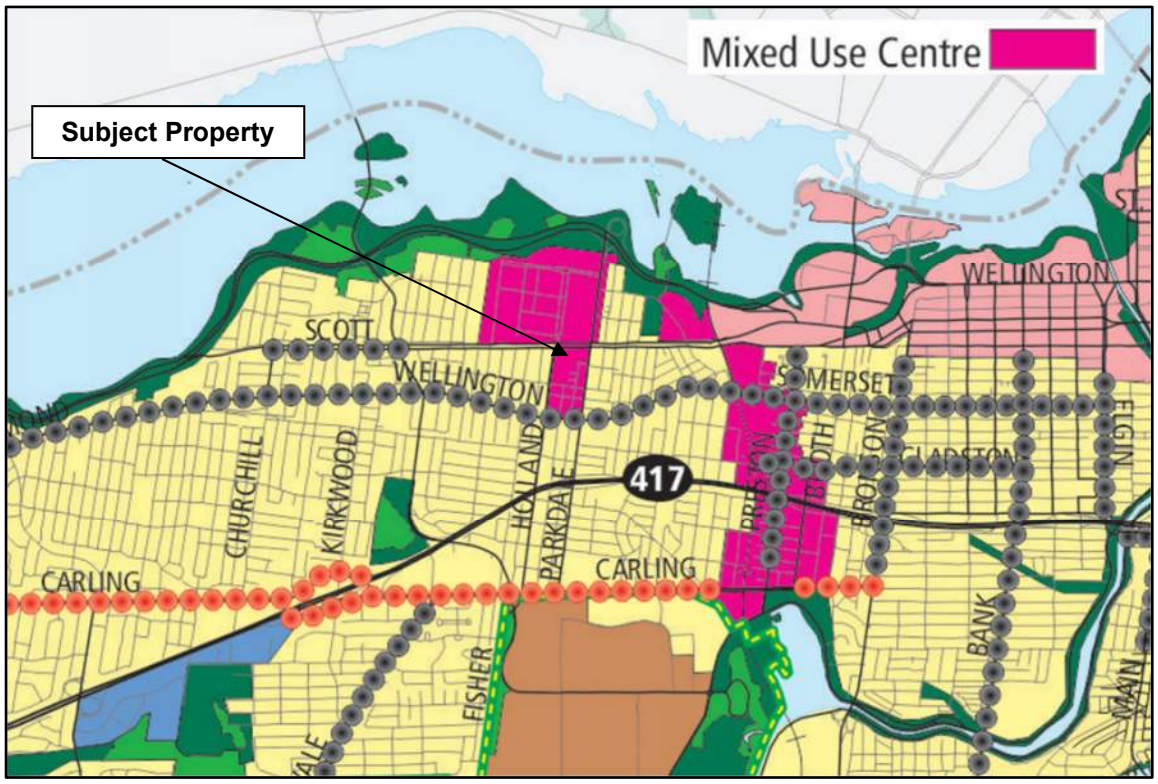


Figure 12: Excerpt of Official Plan Schedule B – Subject Property is in Mixed-use Centre Designation

The proposed development addresses the applicable policies in Section 3.6.2 Mixed Use Centres of the Official Plan, as it includes a high density residential use in proximity to existing commercial and retail uses, with excellent pedestrian connections to the Tunney's Pasture LRT station and Scott Street, and a high standard of amenity areas on site. The proposed 25-storey building is appropriate given the subject property context on Scott Street, which is a mixed-use node providing connectivity between Mechanicsville, Hintonburg, Wellington Village, and Champlain Park.

The proximity to Tunney's Pasture LRT Station provides strong support for the proposed height and density increase on the subject property, which is supported by City of Ottawa Official Plan policy.

A high-rise is defined in the City of Ottawa Official Plan as "any building that is ten storeys or more". A range of tall buildings are anticipated, provided that appropriate transitions to any abutting established low- and mid-rise neighbourhoods can be achieved. The subject property is located mid-block and does not directly abut established residential neighbourhoods and therefore does not need to provide a transition, such as an angular plane.

- The proposed development is consistent with policies for Mixed-Use Centres:
    - Located within 200 metres of Tunney's LRT station.
    - Situated near intersections of arterials roads.
    - Represents a unique opportunity for intensification given that it does not abut stable low-density residential neighbourhoods of surrounding area.
    - Is an underutilized property with a single-storey, commercial building.

- Proposed residential apartment building is a permitted use, and meets requirement that housing be provided in a range of built forms, at high density, which is transit supportive; and
- Proposed commercial on the ground floor is transit-supportive and will increase pedestrian activity around the site.

Policy 9 of Section 3.6.2 states that development applications within Mixed-use Centres will have their design reviewed through the development applications process, and specifically, the Urban Design Review Panel and evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest.

Section 2.2.2: Managing Intensification within the Urban Area

This section states that the OP supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. The following Section 2.2.2 policies relate to intensification targets for Mixed-Use Centres and opportunities for achieving intensification through greater building heights. The relevant policies are as follows:

3. Target areas for intensification are the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres.
5. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3.
    - Tunney's-Quad Minimum Density Target is 250 jobs and people per gross hectare.
6. All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets. Higher or lower densities may be permitted in a secondary plan for a target area where that Plan that re-allocates density among sites to achieve the overall objective of people and jobs. Where phased development is proposed the proponent must demonstrate how the density target will be achieved at build out. Where implemented through secondary plans and zoning, the targets in Figure 2.3 will be converted from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area equivalents.
    - The Scott Street Secondary Plan requires a minimum density of two times the lot are for the subject property, which is to be measured as an FSI calculation of existing and proposed development.
10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.
11. The distribution of appropriate building heights will be determined by:
    a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
    b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

12. Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law, and other policy plans, in land use designations in Section, and when considering amendments to this Plan.
    - The High-Rise classification permits a maximum building height of 10 to 30 residential storeys.

The proposal conforms to the applicable growth management policies of Section 2.2.2. The proposed development is situated on an underutilized lot within a target area intended to accommodate high-rise building heights to achieve greater density for the Mixed-Use Centre designation surrounding the Tunney's Pasture Rapid Transit Station.

Policies 3, 5, and 6 of this section speak to density targets for areas designated for intensification. The minimum density target for the site is established in the Scott Street Secondary Plan (Sec. 4.1.1) and requires a minimum FSI of 2. The proposed development achieves this density target and enhances it by introducing complementary commercial uses at-grade.

Policy 10 states that denser development, which often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. The proposed high-rise mixed-use development conforms to this policy by supporting the adjacent rapid transit infrastructure that includes the Tunney's Pasture Rapid Transit Station located across Scott Street.

Section 2.5.6: Collaborative Community Building and Secondary Planning Processes

Section 2.5.6 contains policies on the matter of secondary planning processes that are intended to guide the development of large redevelopment sites or whole communities in a manner that implements the policies of the Official Plan. Within this Section, Policies 13 and 15 are of particular significance:

Provisions for High-Rise and High-Rise 31+ Buildings

13. The City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transition, such as those identified in section 4.11, should be provided to reduce impacts on existing developed areas.
15. Consider the following:
    a) A prominent location or locations fronting on streets, lanes, public open space, and other public land preferably and good transportation access.
    b) Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces.
    c) The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community.
    d) Conservation, retention and renovation of designated heritage buildings and significant heritage resources.
    e) Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.
    f) The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.

g) Mechanisms to encourage architectural excellence and sustainable design; and
h) Any specific requirements identified during the secondary planning process.

The proposal confirms to the applicable policies of Section 2.5.6. The subject lands consist of an underutilized existing built form with substantial opportunity for additional building height, and their redevelopment would also provide the addition of high-density residential.

Section 2.5.1 – Designing Ottawa

As per Section 2.5.1 – Designing Ottawa, of the Official Plan, Mixed Use Centres are designated as Design Priority Areas. In Design Priority Areas, all private developments adjacent to the public realm are reviewed for their contribution to an enhanced pedestrian environment and their response to the community character and opportunities of the area. Section 2.5.1 of the Official Plan also encourages good urban design and innovative architecture to stimulate the development of community places with unique character, that are attractive for people to live, work and socialize.

This section establishes a vision and guidelines for how the City wants to influence the built environment as the city matures and evolves. These design objectives apply to all development across all land use designations, from a city-wide to a site-specific basis; they are also highlighted as a tool to stimulate the creation of lively community places with distinctive character. It should also be noted that Mixed-Use Centres are broadly identified as design priority areas, where both the public and private sectors are required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.

The policy direction stresses that design compatibility must be considered when introducing new development and higher densities into existing areas that have developed over a long period of time and have established characteristics. Compatible development is defined as development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

Official Plan Design Objectives

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development.
3. To create places that are safe, accessible and are easy to get to, and move through.
4. To ensure that new development respects the character of existing areas.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

As demonstrated by the architectural submissions and the contents of this Urban Design Brief, the proposed development conforms with these design objectives through:

- Providing a high-density, mixed-use development that complements and enhances surrounding land uses and transportation infrastructure.
- Providing increased and diversified housing stock, including rental opportunities, to address the demand for housing availability.
- Providing flexible ground-floor commercial space for a variety of potential tenants to strengthen the fabric of the Mixed-Use Centre zone and to help animate the streetscape.
- Providing desirable intensification on an underutilized lot in a form that is sensitive to surrounding land uses and built form.
- The proposed built form and mix of uses are characteristic of Mixed-Use Centres.
- Entrances to the proposed development provide direct access to the street and are designed to be safe, accessible, and inviting.
- Well-lit covered parking and residential entrance provides protection from inclement weather, entrance to underground parking garage is at the rear, removed from areas of high pedestrian activity to reduce conflicts and improve safety.
- Responds to the Mixed-Use Centre land use designation policies, which encourage high-density, pedestrian-friendly development in and around Tunney's Pasture. It respects the existing mixed-use, high-density building forms to the north and west, while incorporating design elements such as low-rise podium and tower setbacks to ensure compatibility with adjacent properties.
- Low-rise podium at the base of the building maintain low-profile building height along street, while the tower is stepped back to reduce visual and showing impacts.
- The architecture of the proposed buildings includes fenestration, detailing and coloured highlights to add visual interest. Pedestrian activity at grade will be generated by the entrance to both commercial and residential units.
- The proposed development will include landscaping at the front, as well as on the second-floor terrace for residents.

Section 4.11 – Urban Design and Compatibility

Section 4.11 of the Official Plan contains policies on Urban Design and Compatibility. The purpose of the policies is to lay the groundwork for requiring high quality urban design. The design and compatibility of a development application is evaluated at the time of application in the context of these policies, as well as the design objectives in Section 2.5.1.

Section 4.11 lists the following over-arching design themes to be addressed, where applicable, through proposed development: Section 4.11 lists the following over-arching design themes to be addressed, where applicable, through proposed development:

Views	The proposed building is 25 storeys and does not obstruct any protected views.
Building design	The proposed building will successfully integrate into the existing neighbourhood through a number of design elements: Podium and tower design; Front façade interacts and provides animation on Scott Street through the use of commercial at grade and outdoor terrace on second level; high architectural design elements; landscaping is used to accentuate main entrances.

Massing and scale	The proposed height is contemplated by the Secondary Plan. A Shadow Study has been completed (included in Appendices), as well as a Wind Analysis demonstrating that the proposed development will not result in undue adverse impacts on the adjacent lots with respect to shadowing or wind.
High-rise buildings	The proposed design is generally consistent with the Secondary Plan in terms of building tower and podium design with a base that respects the scale and proportion of the overall building, as well as floor plate size and separation from other high-rise buildings.
Outdoor amenity areas	An outdoor terrace is provided on the second floor for the use of residents and includes several amenities and programmed spaces. Undesirable overlook is not anticipated, as there are no existing private outdoor amenity spaces immediately abutting the property. A combination of communal and private amenity space is provided, including the terrace and indoor shared spaces, as well as private balconies for each apartment unit.
Public Art	No public art is proposed; however, high-level landscaping is proposed. The flowing paving patterns, curving seating and complementary materials link the built form of the development to the public realm. The public realm has been created to reflect the flowing form of the building. The landscape is an extension of the built form that extends the from the interior to exterior spaces. The flowing design of the within the public space has been designed to draw pedestrians into the commercial and residential spaces through curvilinear form.
Design Priority Area	The proposed development is subject to review by the Urban Design Review Panel.
First Nations People Design Interests	It is noted that the proposed development is on privately owned land and the City's right-of-way.

4.2 Scott Street Secondary Plan

The site is subject to the Scott Street Secondary Plan. The objective of the Scott Street Secondary Plan is to guide development along Scott Street, implement intensification in strategic locations that are transit supportive, and ensure that development supports the sustainability of the LRT station. The purpose of the Plan is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. The Plan identifies areas that are appropriate for greater intensification with increased density and taller buildings.

The subject property is designated Mixed Use Centre (Schedule A) with a maximum permitted building height of 25 storeys (Schedule B). Policy in Section 2.2 identifies Tunney's Pasture as an emerging community, currently undergoing a master planning process that will incorporate many changes including the introduction of residential uses, mixed-use developments, and public realm enhancements. These changes will result in Tunney's Pasture becoming more integrated with the

surrounding neighbourhoods and allow for greater porosity through Tunney's Pasture by residents and employees alike.

Section 3.3 of the Plan provides the following goals and principles relating to the strategic and sensitive integration of higher density development:

a) Focus new higher density development in Tunney's Pasture and on large sites in the Mixed-Use Centre between Holland and Parkdale Avenues.
b) Design high-rise development to provide a meaningful transition to surrounding neighbourhoods and mitigate shadow and wind impacts; and
c) Ensure the ground floors of mid- and high-rise buildings enhance adjacent streets and open spaces, and locate service, garbage, and storage areas at the rear of the building or in other areas that minimize the impact of the street edge. Parking should be located underground.

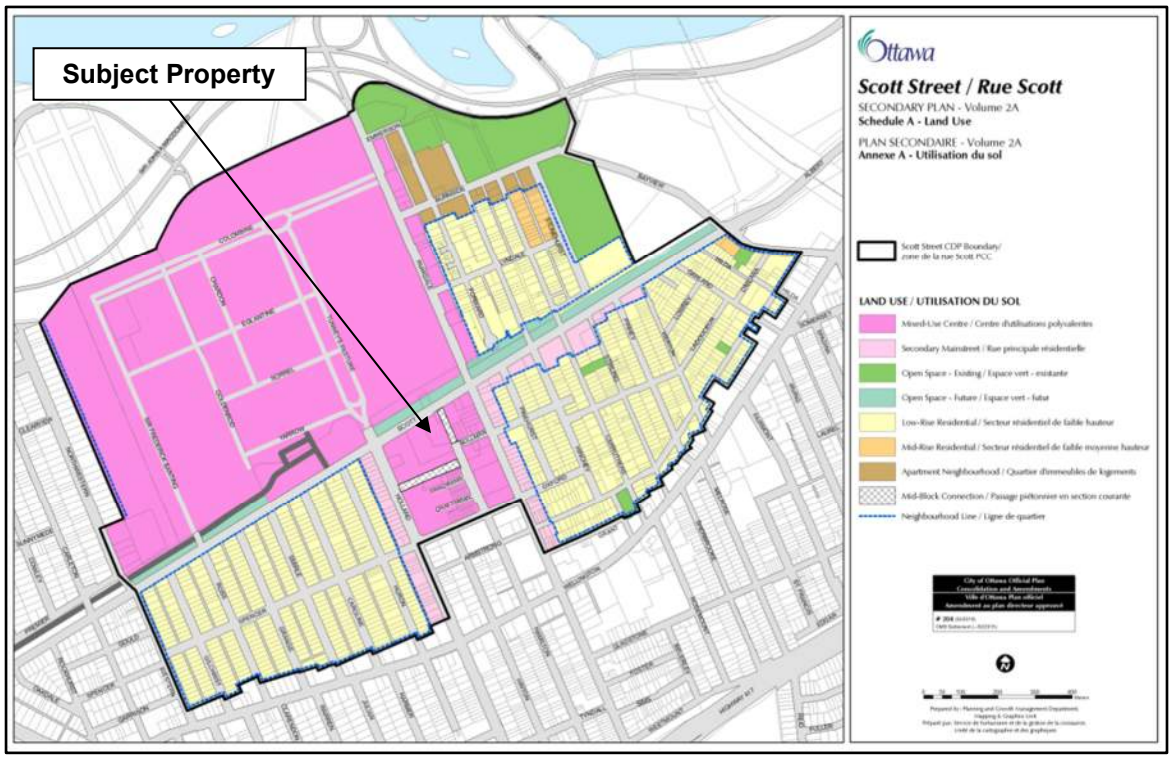


Figure 13: Scott Street Secondary Plan Schedule A – Land Use

Section 4.1 of the Plan contains policies for the Mixed-Use Centre designation, with the following being relevant to the subject site and proposed development:

1. Development will have a minimum density of two times the lot area. The highest development in density and height will be located closest to Tunney's Pasture Transit Station.
2. Development on lots with frontage on Scott Street will provide minimum building setbacks of generally 3.0 metres from the protected right-of-way as illustrated in the Scott Street CDP. Through the development application process, the applicant shall demonstrate that the proposed building setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street. For areas such as sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of any sidewalk or other infrastructure on private property will adhere to current City standards.

5. The existing mid-block connection shown on Schedule A - Land Use Schedule between Holland Avenue to Hamilton Avenue North is an important pedestrian connection and will be maintained and enhanced through future development of the site.

Section 4.1.2 of the Plan contains policies relating to location and height for high-rise buildings, with the following being relevant to the subject site and proposed development:

1. High-rise buildings will take a podium and tower form, as generally described in the Scott Street CDP. A high-rise building that deviates from a podium and tower form with support from a specialized design review with members of the City's Urban Design Review Panel will be permitted subject to the design of the building and the site meeting the applicable policies below.
3. Tower portions of high-rise buildings will have minimum setbacks from rear and interior lot lines of 11.5 metres except where the high-rise building abuts a mid-block connection, the setback may be reduced to 3.5 metres. Reductions in these setbacks may be permitted provided that policy 4 below can be met.
4. Tower portions of high-rise buildings will be staggered from each other. Non-residential towers facing one another will have minimum separation distances of 12.0 metres. Residential towers will have minimum separation distances of 23.0 metres. A reduced separation distance of no less than 18.0 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces a non-residential tower.
5. A maximum floor plate of the tower portion of a high-rise building is:
    a) 750 m² for a residential building.
    b) 2000 m² for a non-residential building.

    Proposals for high-rise buildings with tower floor plates greater than indicated above may be considered provided that the following criteria are met:
        a) Micro-climate impacts and shadowing are not increased significantly.
        b) The separation distance requirements between high-rise buildings in the policy above is met; and
        c) The proposed high-rise building reflects the planned context of the area contained in the CDP.
6. The design of the podiums of high-rise buildings will meet the building guidelines contained in the CDP. Generally, the podiums of high-rise buildings will have a minimum height of three storeys and a maximum height of six storeys. For those high-rise buildings on lots fronting onto Parkdale Avenue, the tower portion of the high-rise building will be set back a minimum of 3.5 metres from the face of the podium along Parkdale Avenue
8. The tower portions of high-rise buildings will not have blank facades. The podium portions of high-rise buildings facing the street will have window and door entrances that will occupy at least 50% of the building façade.

The proposed mixed-use development conforms to the Scott Street Secondary Plan. The Architectural Site Plan package submitted for the Zoning By-law Amendment and Site Plan applications demonstrates the following:

- 25-storey, mixed-use building with high-density residential and commercial at grade with a proposed FSI of 5.5.

- Podium and tower form, with a one-storey podium of 6.9 metres in height (reads visually as two storeys and is proportionate to the shape and orientation of the tower).

- Enhanced pedestrian environment at the public realm, commercial use is closer to the street to animate the streetscape with a setback of 2.8m and the proposed landscape design demonstrates that the setbacks can accommodate adequate sidewalks and streetscaping along the frontage of the street; and

- Floor plate does not exceed 750 square metres and tower meets 23 m minimum separation distance from anticipated residential high-rise to the south.

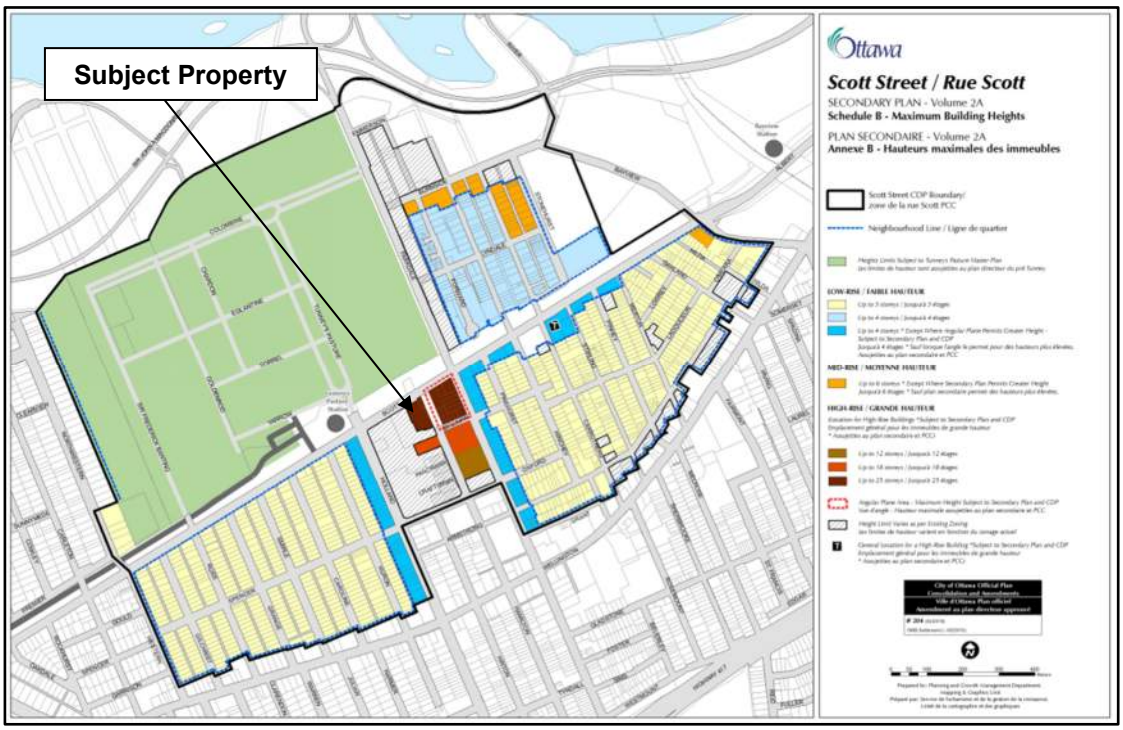


Figure 14: Scott Street Secondary Plan – Schedule B Maximum Building Heights

4.3 Scott Street Community Design Plan

The Scott Street Community Design Plan (2014) provides direction on private and public development and aims to connect Mechanicsville, Hintonburg, Wellington Village and Champlain Park. The CDP identifies the subject property within the Mixed-Centre Area, and within the Holland-Parkdale Node. The Scott Street CDP contains the same directives for the subject site as those identified in the Scott Street Secondary Plan. As such, the rationale provided in the previous sections of this Brief in relation to the Scott Street Secondary Plan, Sections 2.5.1 and 4.11 of the Official Plan, and the Applicable Design Guidelines also apply to the Scott Street CDP in support of the applications.

The CDP identifies the subject property as being within the Mixed-Centre Area, as being within the Holland-Parkdale Node.

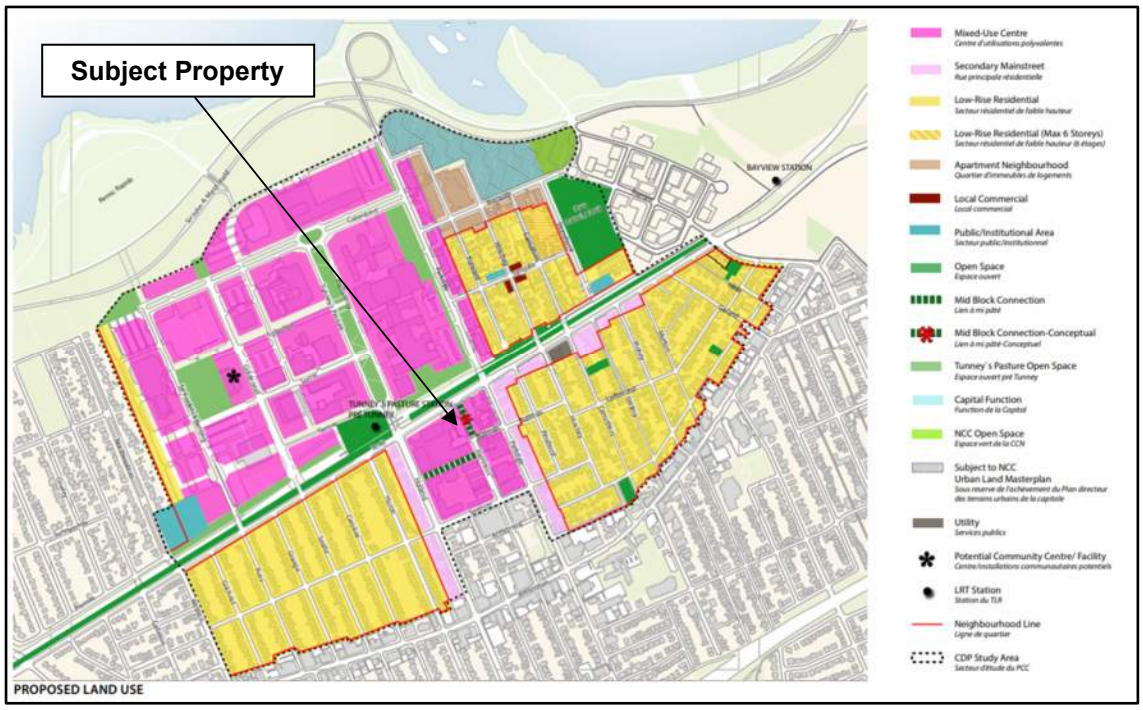


Figure 15: Scott Street Community Design Plan – Proposed Land Use

4.4 City of Ottawa Transit-Oriented Design Guidelines

The Transit-Oriented Design Guidelines were approved by Council in 2007 and apply to development in Mixed Use Centres to achieve well-designed, context-sensitive development applications. The Transit-Oriented Development Guidelines were created to help 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, which includes the subject site, as it is located an approximately 200-metre walking distance from the Tunney's Pasture Rapid Transit Station.

The Transit-Oriented Development Guidelines are organized into six general sections, as summarized below:

1. Land Use: the kinds of land use and the intensities needed to support transit efficiency.
2. Layout: land use patterns and the layout of site developments to reduce distance travelled and reliance on circuitous routes to support transit use.
3. Built Form: establishing attractive public realms around transit infrastructure.
4. Pedestrians & Cyclists: making the pedestrian experience, both walking and cycling, more convenient and positive.
5. Vehicles & Parking: minimizing conflict between pedestrians and cars on streets and in parking environments, and incentivizing parking reductions.
6. Streetscape & Environment: designing attractive and quality pedestrian infrastructure to enhance the overall transit experience.

The proposed development satisfies the general intent and purpose of these goals through:

- Establishing a highly desirable, intensified mixed-use redevelopment in immediate proximity to the Tunney's Pasture Rapid Transit Station (Guidelines 1-6).
- Siting the building in a way that creates an improved streetwall, orients the uses on-site towards adjacent rapid transit, maintains appropriate setbacks as defined in design

guidelines, and uses streetscape infrastructure and transparency to contribute to active street uses (Guidelines 7-15).
- Ensuring pedestrian connections are maintained with ample signage and lighting, and to AODA standards. Also incorporates on-site bicycle parking to help increase access to transit for cyclists (Guidelines 16-31).
- Locating residential parking below-grade and loading areas at the rear of the property and incorporating safe pedestrian linkages throughout (Guidelines 32-47).
- Providing quality streetscape infrastructure and amenities to create a more pleasant experience for street users (Guidelines 48-56).

4.5 City of Ottawa Urban Design Guidelines for High-rise Buildings

The Urban Design Guidelines for High-rise Housing (2009) apply to all proposed high-rise development in the City of Ottawa, in order to promote and achieve appropriate high-rise development. The Guidelines address components such as Context, Built Form, Pedestrian and Public Realm, Open Space and Amenities, Environmental Considerations, Site Servicing and Parking, and Services and Utilities.

- The property is adjacent to two major intersections (Holland and Parkdale Avenues with Scott Street) and is across the street from the Tunney's Pasture LRT station.
- The proposed building integrates into the surrounding context through proper massing, setbacks and through appropriate design qualities and architectural merit.
- Will contribute to active frontage on Scott Street, lower podium provides for human-scaled streetscape experience.
- Transition techniques (setbacks, podium-tower, scale and massing, and architectural design) are appropriate for the site context.
- Orientation, size, and location of the tower was designed to minimize impact on adjacent properties.
- Active ground floor uses, including commercial and residential lobby, enhance relationship to public realm.
- Provisions of outdoor and indoor amenity areas for both communal and private have been integrated into the building's design.
- Entrances to the parking garage are located so as not to interfere with pedestrian flow, proposed drive aisle is minimum and curved to slow traffic, and ample ROW and clear sight lines.

4.6 Bird-Safe Design Guidelines

The purpose of the City's Bird-safe Design Guidelines (2020) is to inform building, landscape, and lighting design at the planning stage of private developments to minimize the threat of bird collisions. It is noted that despite common public perception that high-rise buildings are responsible for more bird-strikes, most collisions occur close to the ground where birds are most active. Targeted mitigation can substantially reduce bird deaths and can be readily achieved for new buildings through the site plan control process. The result of much study on the causes and prevention of collisions has resulted in the identification of several design principles that can significantly reduce the risk of bird collisions.

- Treating glass to make it more visible as a barrier to birds.
- Eliminating design traps such as glass passageways or comers that are invisible to birds.
- Designing landscaping to reduce the risk of collisions.

- Designing and managing exterior lighting to minimize impacts on night migrating or nocturnal birds.
- Turning off or minimized exterior lighting, especially during spring and fall migration periods.

It is noted that the subject property is not located adjacent to forests, parks, waterfront areas and wetlands and is therefore less likely to have an increased probability of increased numbers and diversity of birds in this context. Similarly, the subject property is not located along known or suspected migration corridors (typically rivers, escarpments, or other linear landscape features).

In consideration of the transparency and reflectivity of glass, bird-friendly design guidelines recommend avoiding monolithic, undistinguished expanses of glazing; incorporating visual interest or differentiation of material, texture, colour, opacity or other features to fragment reflections; and using bird-safe glass or glass with integrated protections measures with treatment applied to 90% of the glass within the first 16 metres of height.

On the east and west elevations, bird-friendly glazing is proposed to a height of 12.5 m above grade. Above this, there are no vast expanses of glass, rather punched windows of the planes.

On the north and south elevations, we have proposed bird-friendly glazing to a height of 16.0 m to mitigate any undue bird strikes.

5 Design Proposal

5.1 Massing and Scale

The project presents a 25-storey, mixed-use building with a strong podium and commercial presence on Scott Street. The commercial interface with the public realm and right-of-way is pedestrian scale and welcoming, in combination with high-order landscaping treatment. The subject property does not abut any low-density residential areas, as it is located in the centre of the Holland-Parkdale-Scott Street block and abuts commercial and office uses to the west. The CDP and Secondary Plan envision a 25-storey building for this property, as it is located within an identified mixed-use node with virtually no impact on adjacent low-rise residential neighbourhoods.







Figure 16: Coloured Elevations of the Proposed Development (Tregebov Cogan Architecture)

5.2 Public Realm

This project aims to create an urban space that can be shared by the public, residents, and patrons. The flowing paving patterns, curving seating and complementary materials link the built form of the development to the public realm.



Figure 17: Excerpt of Proposed Landscape Plan Illustrating Public Realm Design (IBI Group)

The public realm has been created to reflect the flowing form of the building. The landscape is an extension of the built form that extends from the interior to exterior spaces. The flowing design within the public space has been designed to draw pedestrians into the commercial and residential spaces through curvilinear form. This form is reinforced through the paving patterns, surface treatment and strong concrete boarders. Site furnishings will draw on the curvilinear forms custom wood benches create inviting spaces that are unique to this plaza area and define the space.

Custom rectilinear seating that wraps around the proposed trees has been introduced to form a physical barrier along the street edge and help to define the courtyard spaces between the building and sidewalk. This seating creates flexible seating options that allows for seating facing into the space or outward facing the street. To help soften the predominant hardscape plaza, materials like wooden seating and open bases on the benches allow light and air movement to create a sense of openness. Indirect lighting mounted down from the underside of the seat decking helps to create an illusion of these bench floating at night.



Figure 18: Rendering of Proposed Development (Tregebov Cogan Architecture)

Planting will predominantly be ornamental grasses that have been selected to create a varied height planting and create a sense of flow within the public realm. This sense of flow and movement is further enhanced when there is wind. The plantings will move and bend with the breeze and create a changing space based on the weather. Grasses also allow for 4 season interest through the form, colour, and seed heads. The planting was designed to be simple but still promote a highly designed space.

The private amenity space on the second floor is an extension of the indoor amenity room where the spaces have been projected from inside to outside. These create a series of rooms that integrated into the form the building and create diverse opportunities to utilize this space for activities such as social gatherings, BBQ, yoga, children's play area or even just eating outdoors. This space will include overhead elements as well as site furnishings create the space.

The second-floor amenity space gently flows from indoor and outdoor spaces. The outdoor terrace offers street animation but maintains both horizontal and vertical separation between the public and private realm.

5.3 Building Design

The proposed development was informed by the constraints of the site: an irregular narrow lot with a vehicular easement running from the northern to southern boundary. Vistas from the site looking North, offer a virtually uninterrupted view of the Ottawa River and Gatineau Hills beyond. The site constraints were less of a limitation and more of an opportunity.

It was decided that because of the fixed location of the easement, a full street wall frontage would include a vast expanse of garage door, and a more delicate approach was pursued.

The at grade commercial component was pushed forward of the building and the residential entry was slightly recessed below the tower to create a landscape court with some delineation between the public and private realm.

The proposed building establishes a strong presence on the site and is in a prominent location on Scott Street adjacent to Tunney's Pasture and the LRT station. The tower orientation and form respond to the site constraints and its greater context with suites radiating around the central masonry core. A series of vertical planes are separated from the core by balcony reveals and darker glazing to provide half of the suites with clear views of the Gatineau Hills.

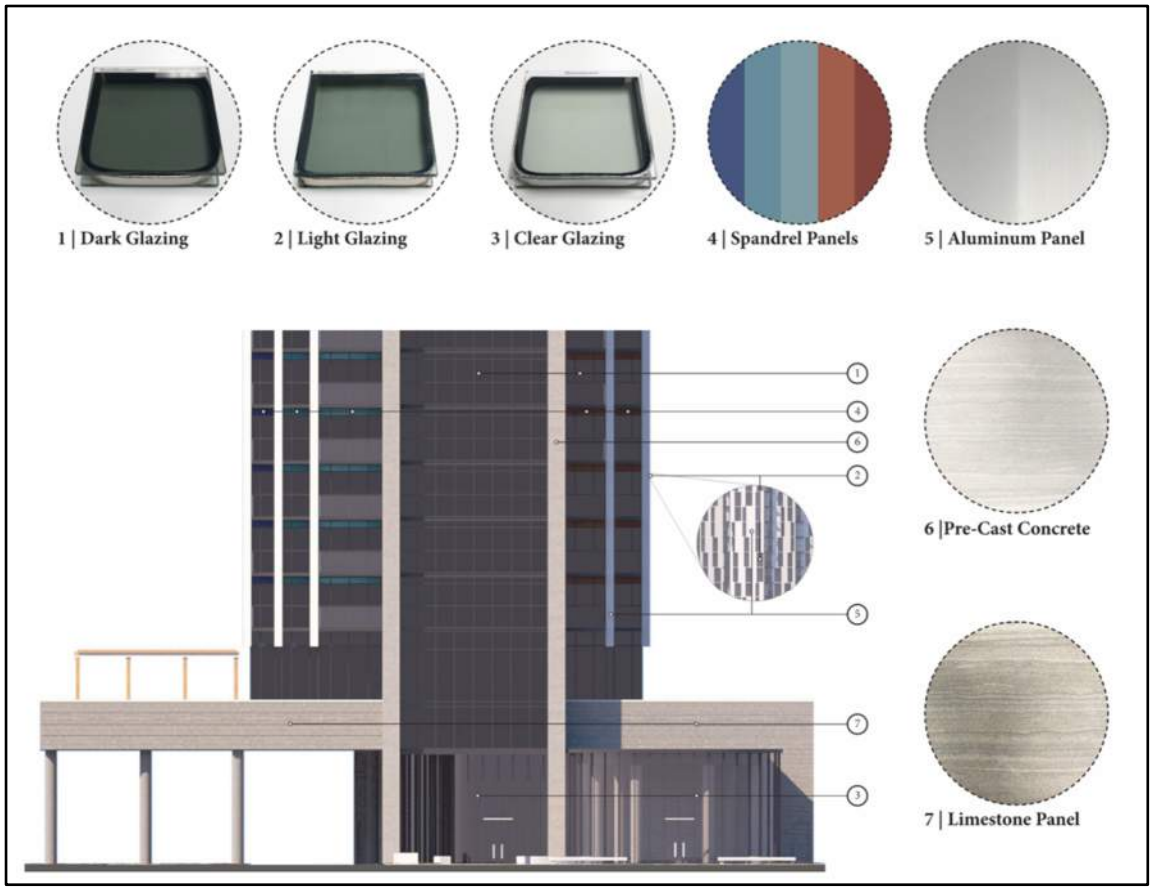


Figure 19: Material Description of Proposed Development (Tregebov Cogan Architecture)

The planes are composed of slightly reflective metal to reflect atmospheric light conditions. Punch windows in the planes are arranged to offer a fluid quality. The overall approach is to create a series of dynamic planes as opposed to a large static monolithic wall.

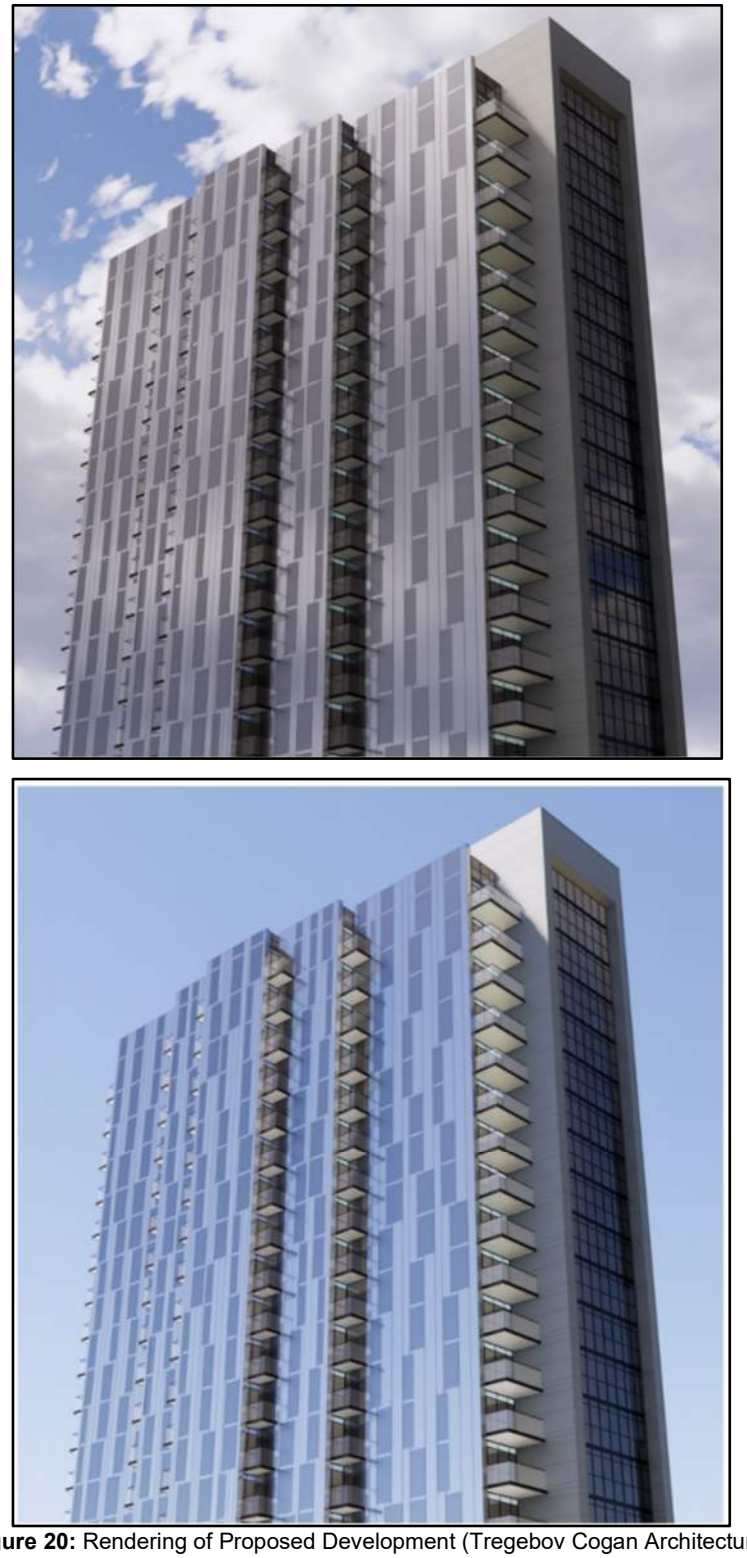


Figure 20: Rendering of Proposed Development (Tregebov Cogan Architecture)

At grade, the curvilinear glazing of the commercial pavilion, residential entry and pedestrian walkway juxtapose the linear elements of the building while complementing the landscape design and fluidity of the vertical planes



Figure 21: Renderings of Proposed Development (Tregebov Cogan Architecture)

6 Appendices

Architectural Site Plan Package

Landscape Plan

Shadow Study



1546 SCOTT STREET, OTTAWA, ON

SITE PLAN AGREEMENT / ZBA

PRINT DATE :NOVEMBER 24, 2021

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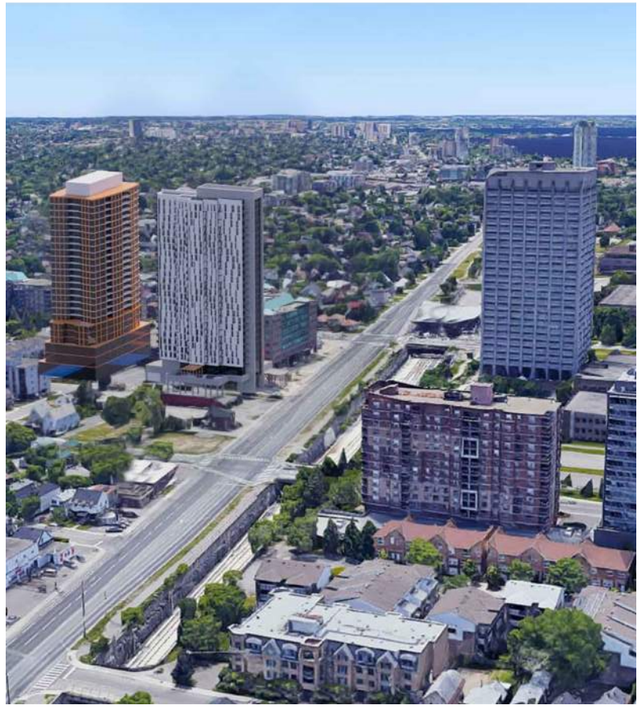
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4 OVERVIEW

Scale: N.T.S



3 CONTEXT PLAN

Scale: N.T.S

1546 SCOTT STREET
OTTAWA, ON

LEGAL DESCRIPTION
PLAN OF SURVEY PART OF LOTS 38&4 (NORTH OF BULLMAN STREET) AND PART OF LOTS 38&4 (SOUTH OF SCOTT STREET) REGISTFR PLAN 59 AND PART OF LOTS 1290, 1292 &1303 REGISTFR PLAN 157 CITY OF OTTAWA

SITE DATA	
EXISTING LOT AREA	**2,524.5 m²**
RFSIDENTIAL GFA	**13,685 m²**
COMMFRCIAL GFA	**222 m²**
TOTAL GFA	**13,907 m²**
FSI(GFA/LOT AREA)	**5.5**
LOT COVERAGF	**1,544 m²**
LOT COVERAGE %	**61.2%**

SETBACKS	GROUND FL	TOWER
FRONT YAD & CORNER SIDE YARD	2.8 m	12.3 m
INTFRIOR SIDE YARD	7.8 m EAST 0.0 m WEST	4.1 m EAST 8.9 m WEST
REAR	0.6 m	11.6 m

BUILDING HEIGHT		REQUIRED (EASL)	PROVIDED (EASL)
MINIMUM	FOR ALL USES WITHIN 800 M OF A RAPID TRANSIT STATION, OTHER THAT A GAS BAR, IT IS PERMITTED BY AN AMENDMENT	6.7m	145.8m
MAXIMUM		98.35m	145.8m

LANDSCAPE	REQUIRED	PROVIDED
AREA	N/A	189 m²

LANDSCAPE PROVISION FOR PARKING LOT	REQUIRED	PROVIDED
MINIMUM 15% AS PERIMETER OR INTERIOR LANDS AREA	min 15%	8%
LOCATION OF A BUFFER NOT ABUTTING A STREET FOR A PARKING LOT CONTAINING MORE THAN 10 BUT FEWER THAN 100 SPACES	1.5m	1.3m

FLOOR AREA DETAILS

FLOOR LEVEL	FLOOR AREA	COMMERCIAL	GFA	AMENITY INDOOR	AMENITY OUTDOOR	SUITE COUNT 1 BR	2 BR	TOTAL
F1		222 m²						0
F2	631 m²	0		566 m²	308 m²	0	0	0
F3	690 m²	0	595 m²			6	4	10
F4	690 m²	0	595 m²			6	4	10
F5	690 m²	0	595 m²			6	4	10
F6	690 m²	0	595 m²			6	4	10
F7	690 m²	0	595 m²			6	4	10
F8	690 m²	0	595 m²			6	4	10
F9	690 m²	0	595 m²			6	4	10
F10	690 m²	0	595 m²			6	4	10
F11	690 m²	0	595 m²			6	4	10
F12	690 m²	0	595 m²			6	4	10
F13	690 m²	0	595 m²			6	4	10
F14	690 m²	0	595 m²			6	4	10
F15	690 m²	0	595 m²			6	4	10
F16	690 m²	0	595 m²			6	4	10
F17	690 m²	0	595 m²			6	4	10
F18	690 m²	0	595 m²			6	4	10
F19	690 m²	0	595 m²			6	4	10
F20	690 m²	0	595 m²			6	4	10
F21	690 m²	0	595 m²			6	4	10
F22	690 m²	0	595 m²			6	4	10
F23	690 m²	0	595 m²			6	4	10
F24	690 m²	0	595 m²			6	4	10
F25	690 m²	0	595 m²			6	4	10
TOTALS	16,503 m²	222 m²	13,685 m²	566 m²	308 m²	138	92	230

AMENITY SPACE	REQUIRED			PROVIDED			
	RATE/UNIT	# OF UNITS	AREA REQUIRED	INDOOR	OUTDOOR	PRIVATE	TOTAL AREA
	6.0 m²	230	1,380 m²	566 m²	308 m²	690 m²	1,564 m²
AMENITY SPACE REQUIRED			1,380 m²	TOTAL			1,564 m²

LOADING DOCK	
REQUIRED	PROVIDED
LOADING DOCK REQUIRFD FOR RFSIDFNTIAL AND COMMFRCIAL	1 LOADING DOCK SHARED BY RESIDENTIAL AND COMMFRCIAL

CAR PARKING

RESIDENTIAL PARKING	REQUIRED			PROVIDED	
UNIT TYPES	RATE	# OF UNITS	PARKING REQUIRED	PARKING LEVEL	RESIDENTIAL PARKING SPACES
				SURFACE	0
1 BFDROOM	0.0	138	0	P1 LFVFL	10
2 BEDROOM	0.0	92	0	P2 LFVFL	55
SUB-TOTAL		230	0	P3 LFVFL	55
				P4 LFVFL	34
TOTAL RESIDENTIAL PARKING REQUIRED			0	TOTAL	154

VISITOR PARKING	REQUIRED			PROVIDED	
	RATE	# OF UNITS MINUS 12	TOTAL SPACES	PARKING LEVEL	PARKING SPACES
VISITOR PARKING 0.1 x NUMBER OF UNITS MINUS THE FIRST 12 UNITS	0.1 PER UNIT	218	22	SURFACE	13
				P1	9
TOTAL VISITOR PARKING REQUIRED			22	TOTAL	22

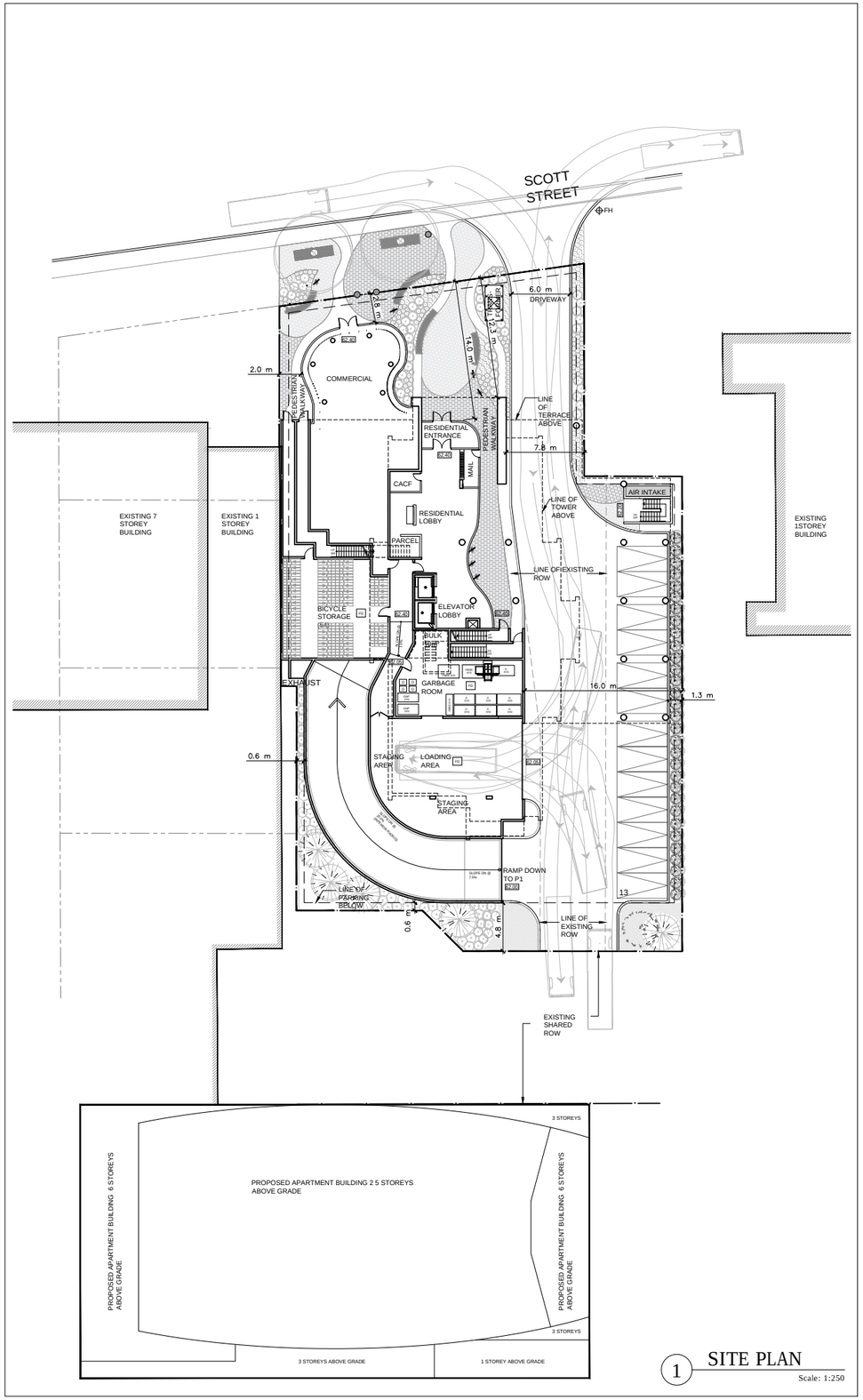
TOTAL PARKING PROVIDED SUMMARY	RESIDENTIAL	VISITOR	TOTAL NUMBER OF PARKING ON SITE
TOTAL	154	22	176

BICYCLE PARKING

RESIDENTIAL	REQUIRED			PROVIDED	
	RATE	# OF UNITS	PARKING REQUIRED	PARKING LOCATION	NO. OF PARKING SPOTS
	0.5 PER UNIT	230	115.00	OUTDOOR	5
				P1-INDOOR	54
				P1-INDOOR	61
TOTAL RESIDENTIAL BICYCLE PARKING REQUIRED			115	TOTAL	120

COMMERCIAL PARKING	REQUIRED			PROVIDED	
	RATE	AREA	PARKING REQUIRED	PARKING LOCATION	NO. OF PARKING SPOTS
COMMFRCIAL 1 PFR 250 m2	1 PER 250 m2	222 m²	1	OUTDOOR	2
TOTAL COMMERCIAL BICYCLE PARKING REQUIRED			1	BIKE PARKING PROVIDED	2

2 SITE STATISTICS



1 SITE PLAN

Scale: 1:250

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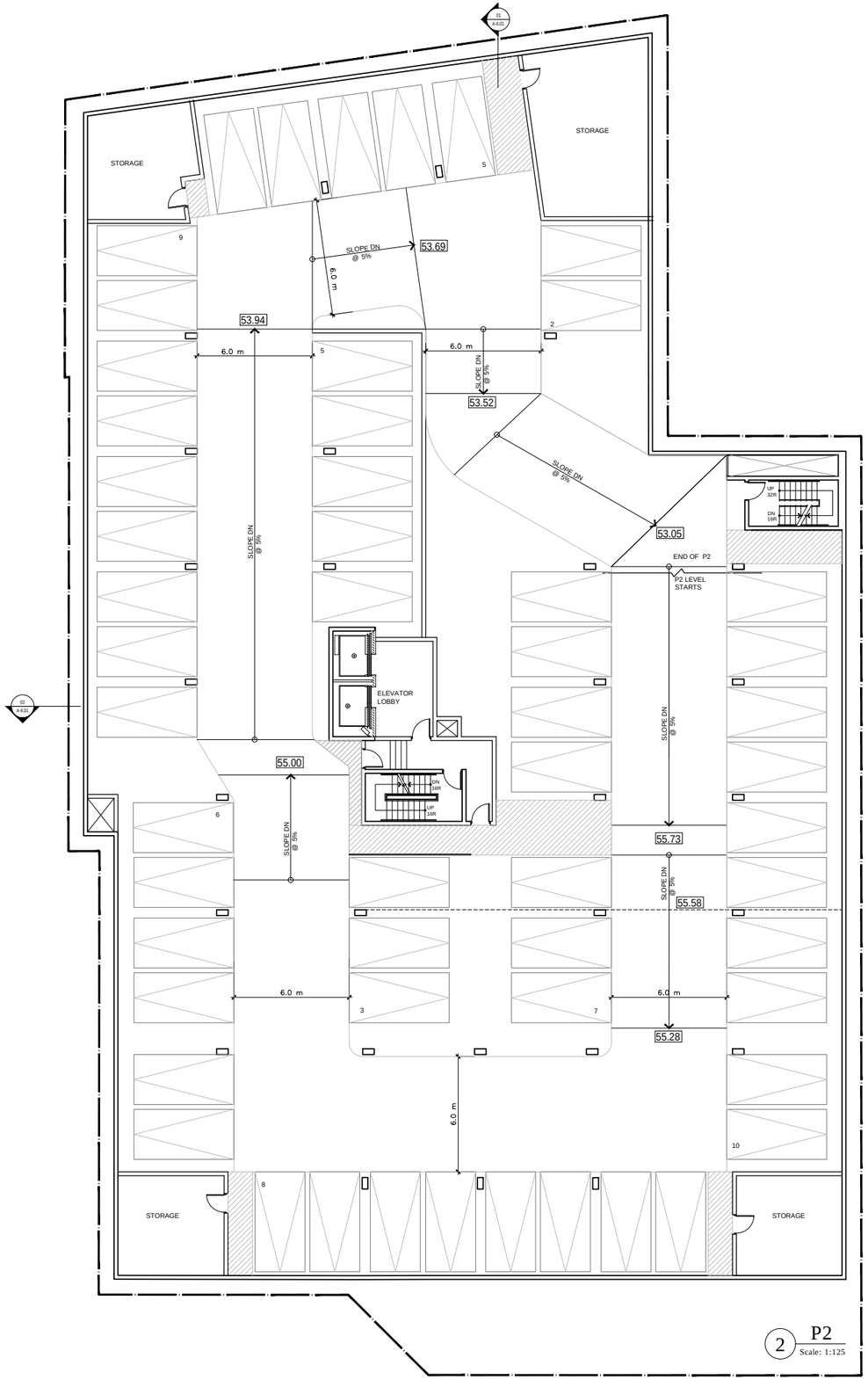
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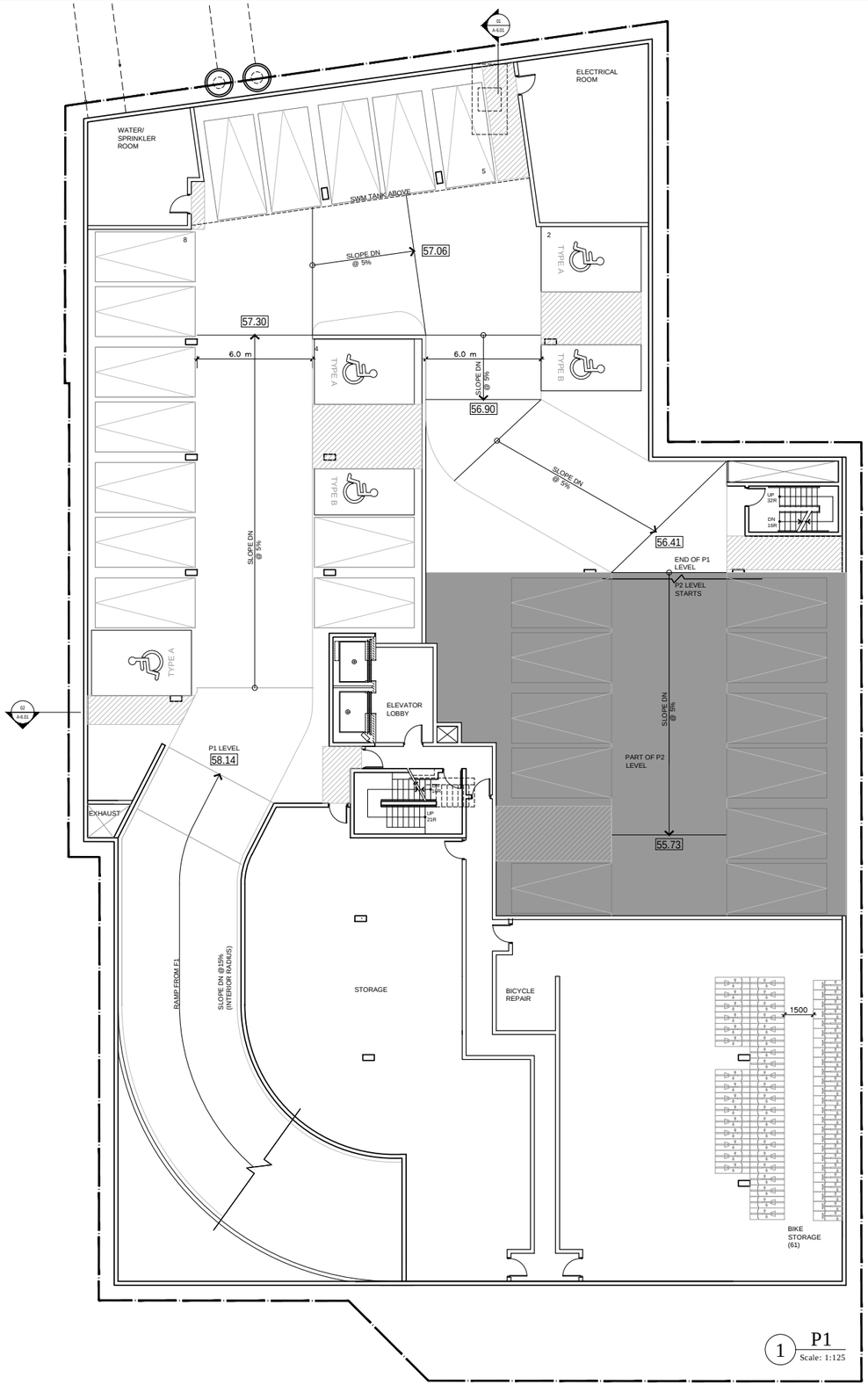
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DEV APPLICATION NO:
SCALE: 1:250, AS NOTED
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2 P2
Scale: 1:125



1 P1
Scale: 1:125

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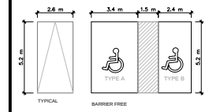
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BICYCLE PARKING DIMENSIONS



PARKING SPACES DIMENSIONS



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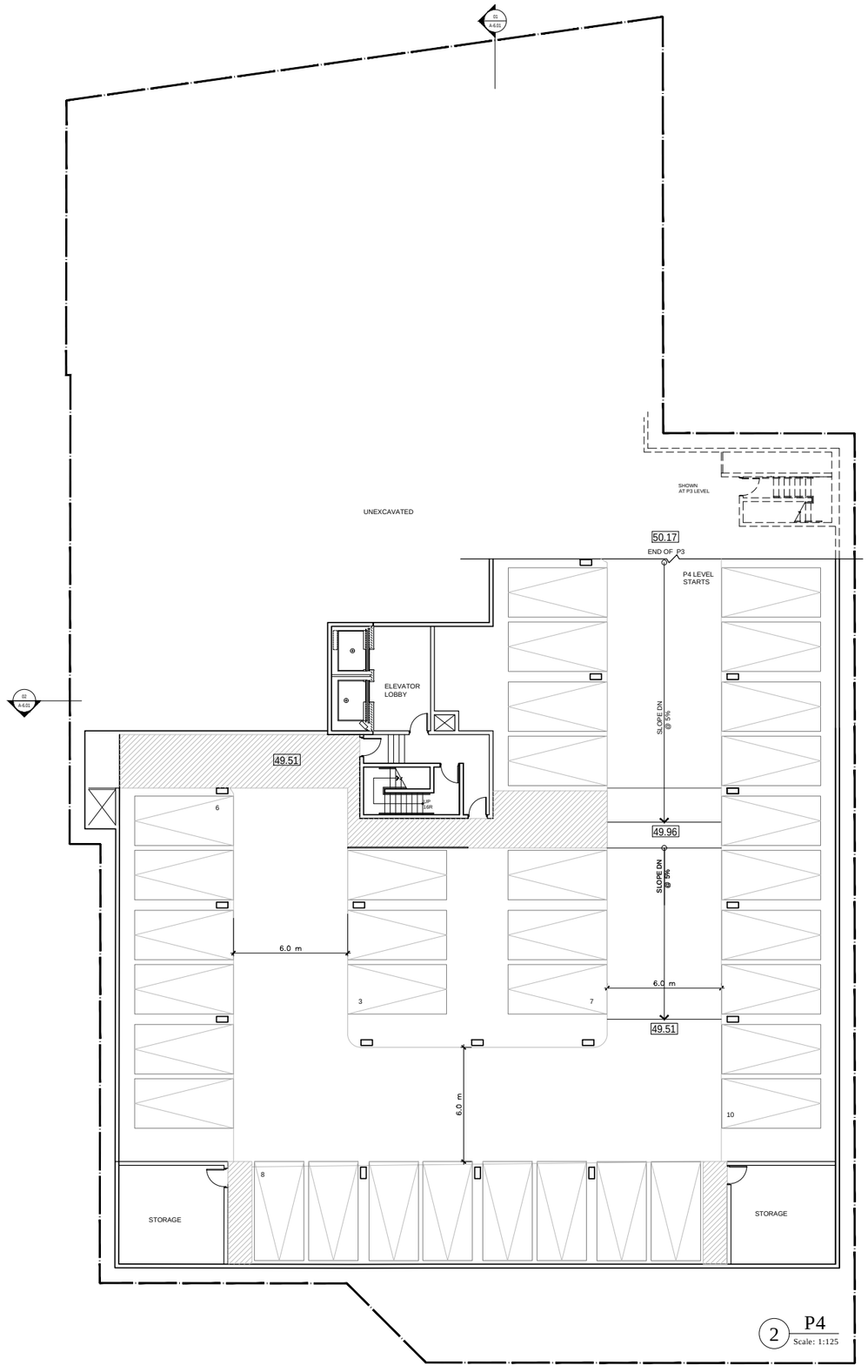
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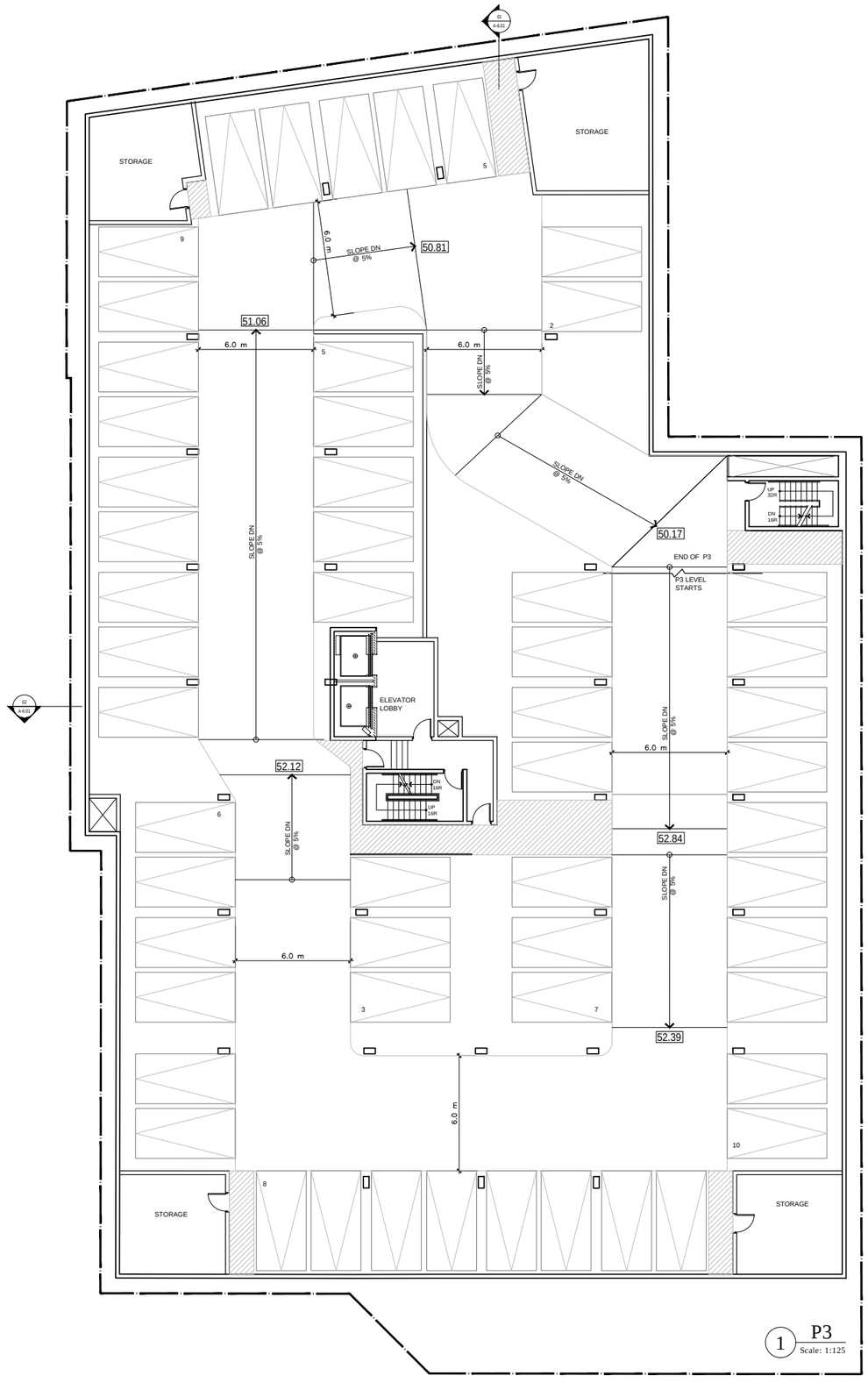
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SCALE: 1:125	DWG NO. **A2.01**
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2 P4
Scale: 1:125



1 P3
Scale: 1:125

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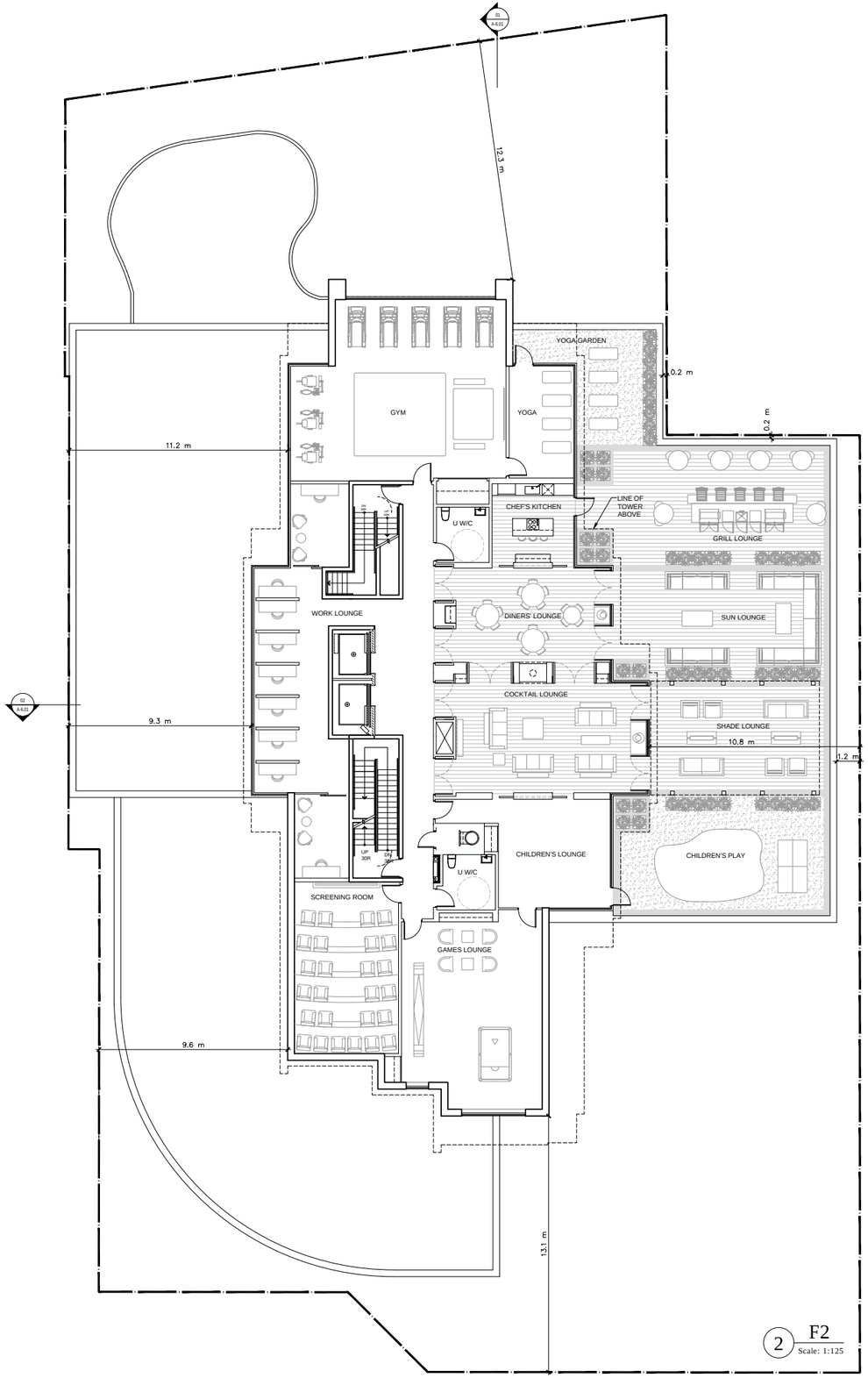
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P3 & P4 LEVEL PLAN

PRINT DATE: 2021-11-24

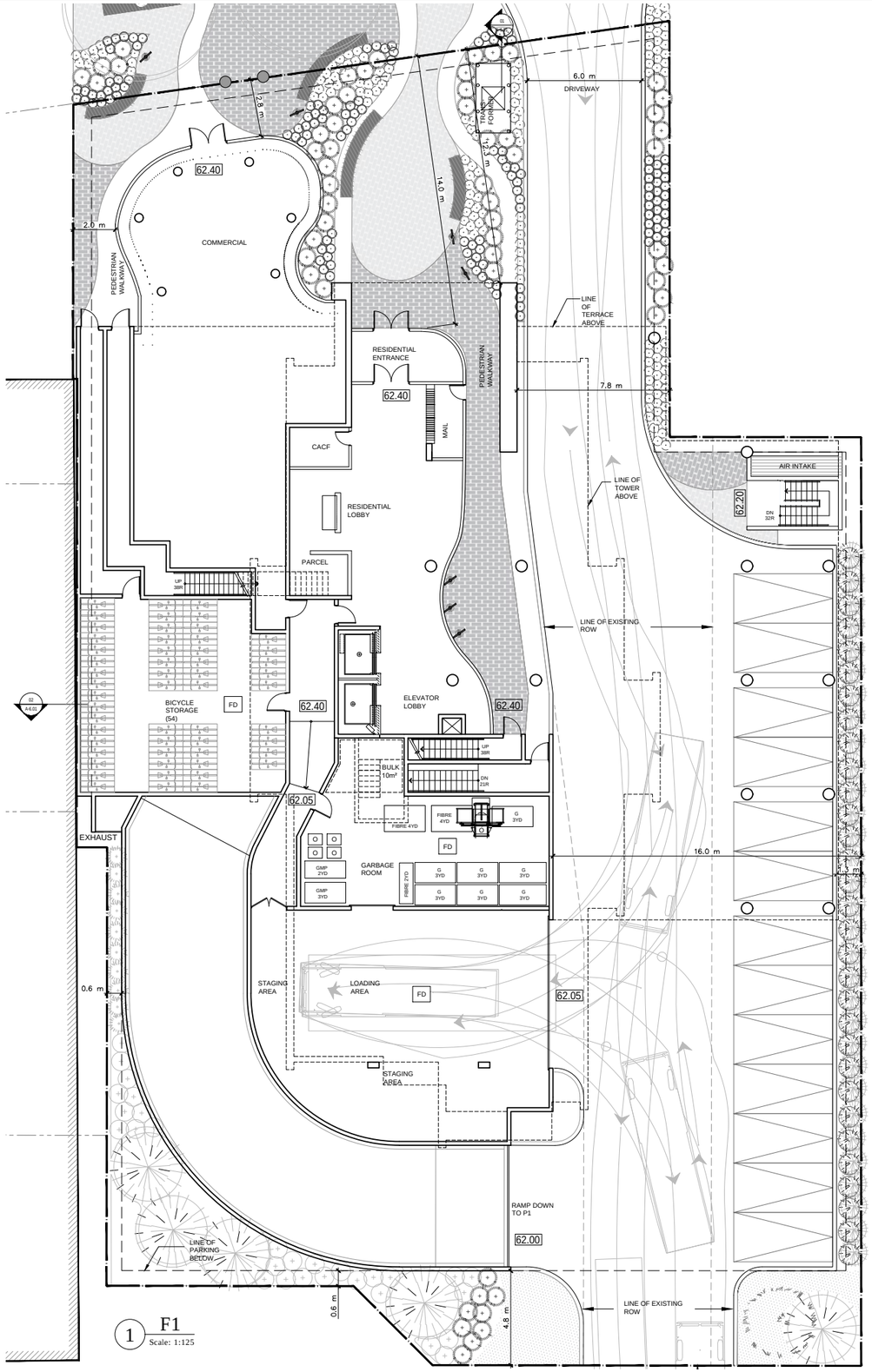
NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL COGAN
LICENCE
7264

PROJ. No.: 1085
DEV APPLICATION NO:
SCALE: 1:125
DRAWN BY: MC
DWG NO. **A2.02**
SPA AND ZBA



2 F2
Scale: 1:125



1 F1
Scale: 1:125

CONSULTANTS:

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DATE	No.	ISSUE
2021-11-24	01	SPA/ZBA

ARCHITECT:
TREGEBOV COGAN *ARCHITECT*
40 St. Clair Avenue East, Suite 303
Toronto, ON M4T 1M9
PHONE: 647.352.3350

OWNER:
REID'S Heritage Properties

PROJECT NAME:
EVOKE
1546 SCOTT STREET
OTTAWA, ON

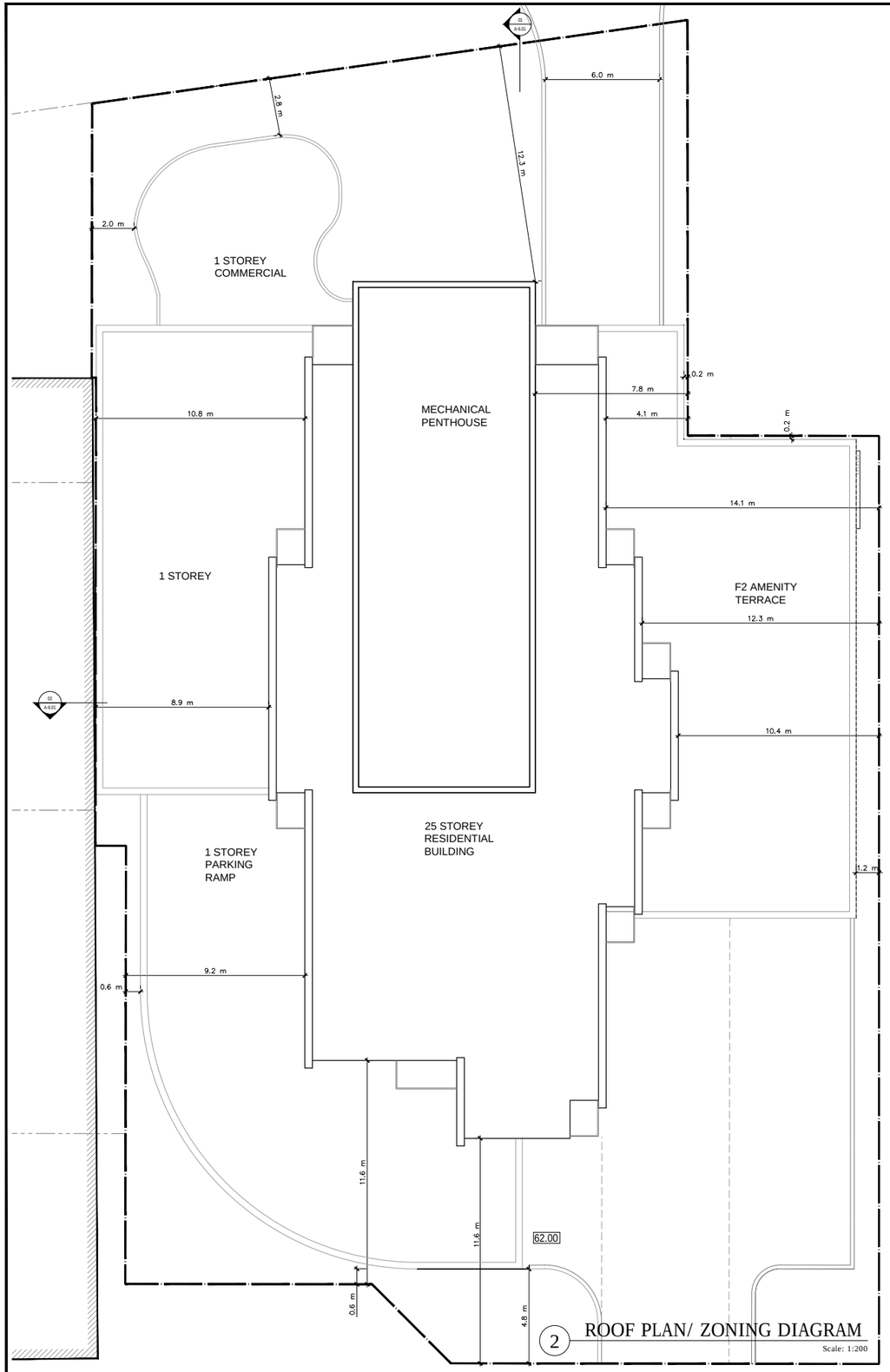
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F1 & F2 LEVEL PLAN

PRINT DATE: 2021-11-24

NORTH

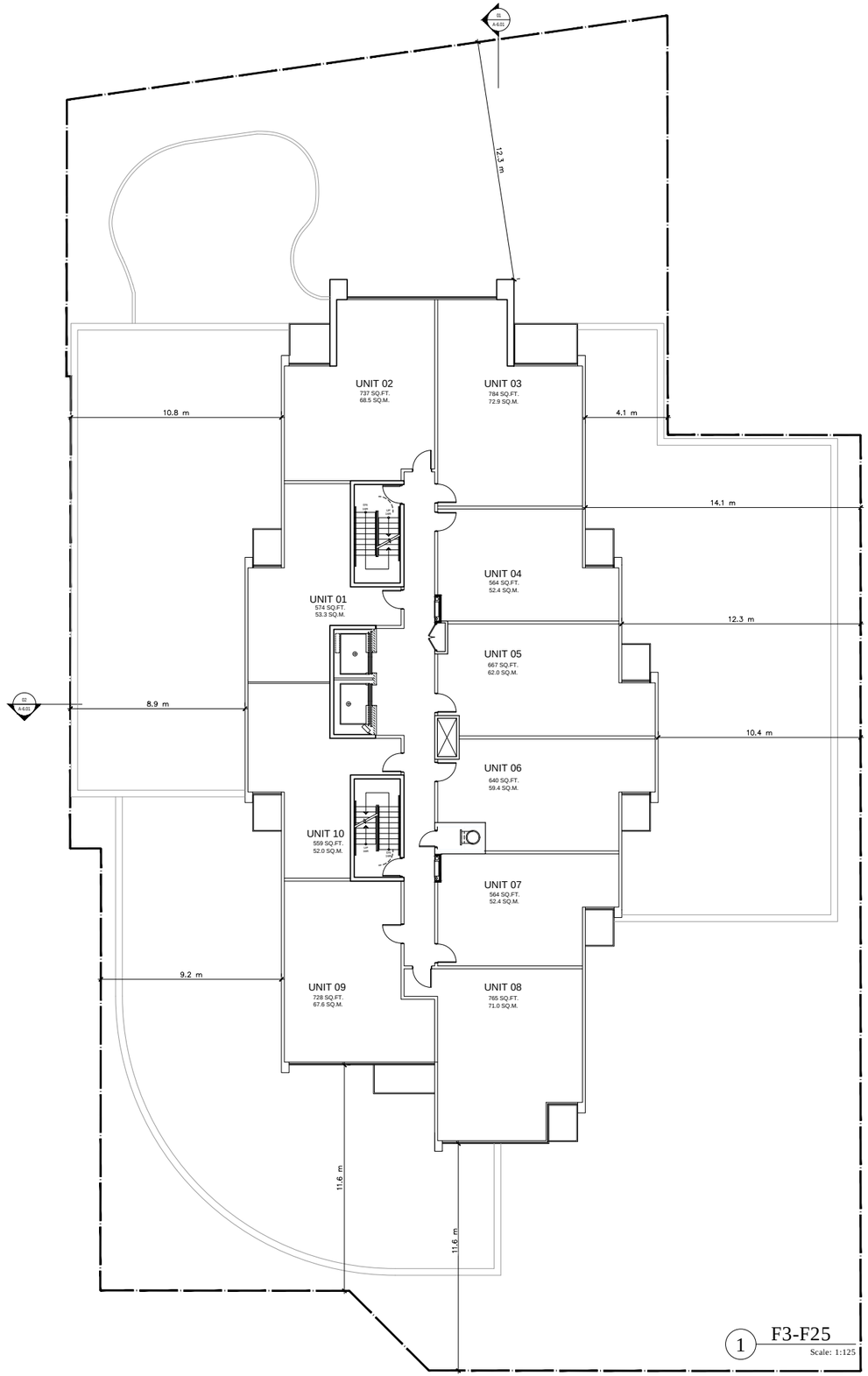
ONTARIO ASSOCIATION OF ARCHITECTS MICHAEL COGAN LICENCE 7284

PROJ. No.: 1085
DEV APPLICATION NO:
SCALE: 1:125
DRAWN BY: MC
DWG NO. **A2.03**
SPA AND ZBA



2 ROOF PLAN/ ZONING DIAGRAM

Scale: 1:200



1 F3-F25

Scale: 1:125

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2021-11-24	01	SPA/ZBA
DATE	No.	ISSUE

ARCHITECT:
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PHONE: 647.352.3350

OWNER:
REID'S Heritage Properties

PROJECT NAME:
EVOKE
1546 SCOTT STREET
OTTAWA, ON

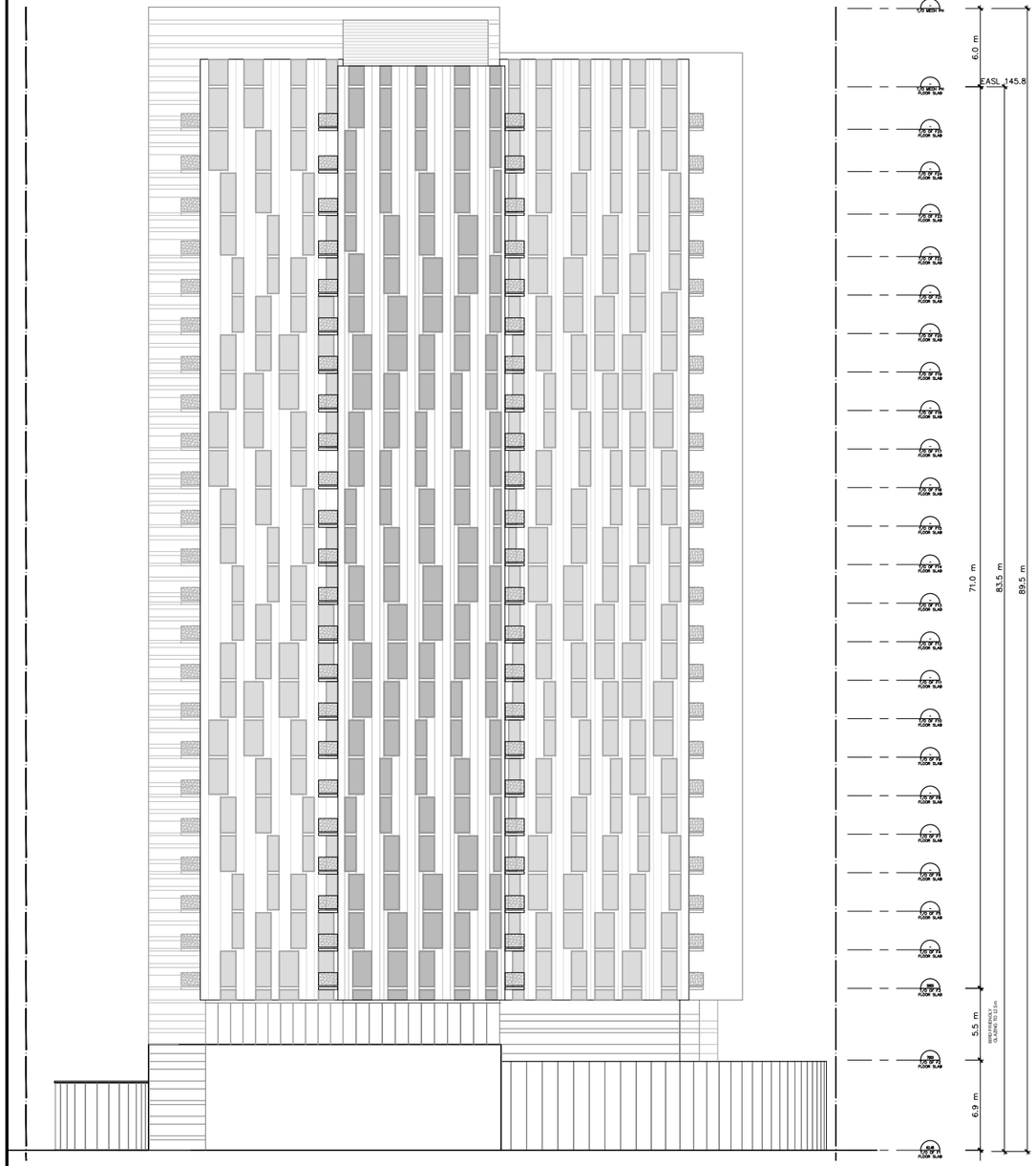
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F3-F25 LEVEL PLAN AND ROOF PLAN/ ZONING SETBACK DIAGRAM

PRINT DATE: 2021-11-24

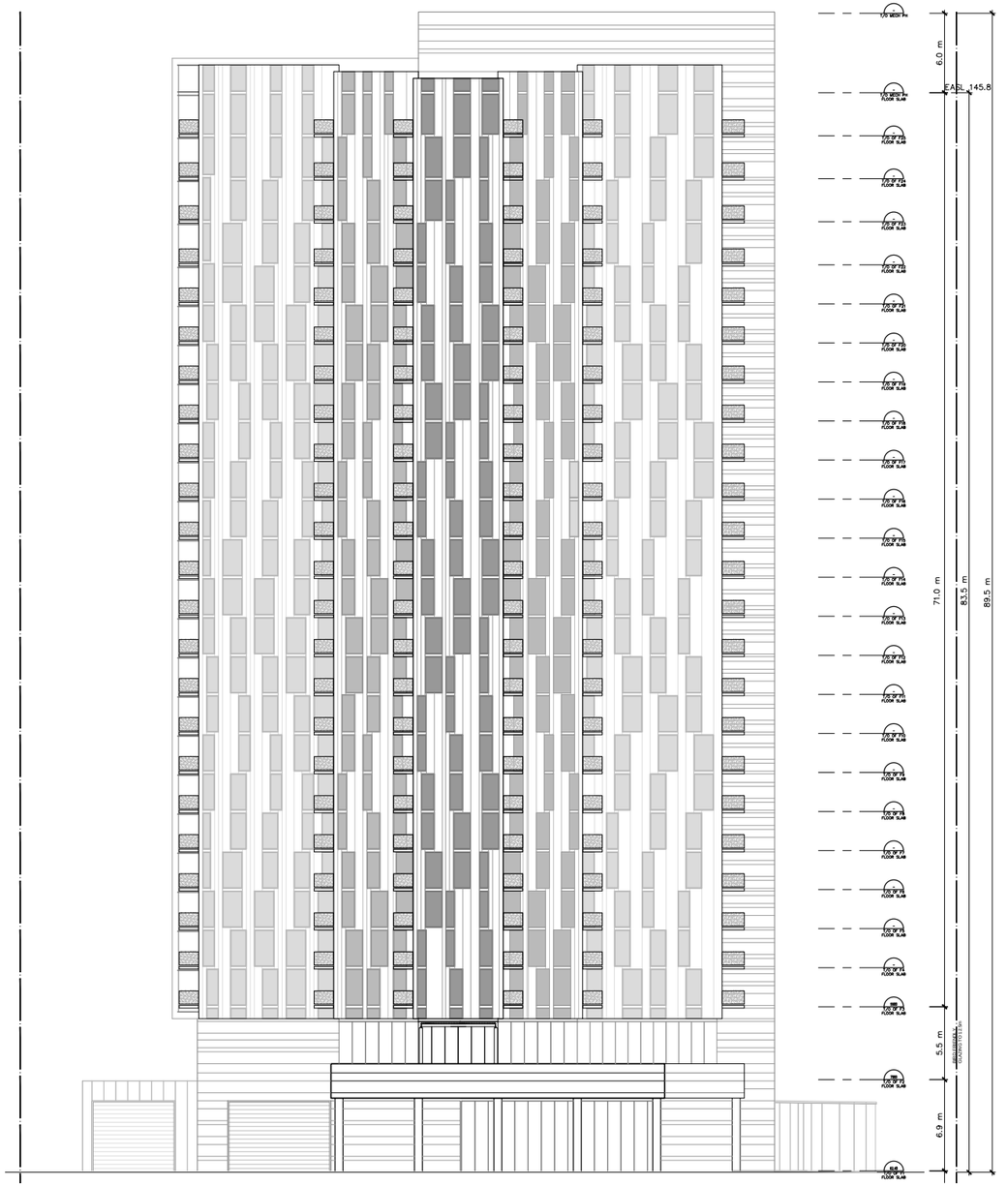
NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL COGAN
LICENCE
7264

PROJ. No.: 1085
DEV APPLICATION NO:
SCALE: 1:125
DRAWN BY: MC
DWG NO. **A2.04**
SPA AND ZBA



2 WEST



1 EAST

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LEGEND

BIRD FRIENDLY GLAZING VISUAL MARKERS 5mm Ø, 5cm APART.

DATE	No.	ISSUE
2021-11-24	01	SPA/ZBA

ARCHITECT:
TREGEBOV COGAN *ARCHITECT*
40 St. Clair Avenue East, Suite 303
Toronto, ON M4T 1M9
PHONE: 647.352.3350

OWNER:
REID'S Heritage Properties

PROJECT NAME:
EVOKE

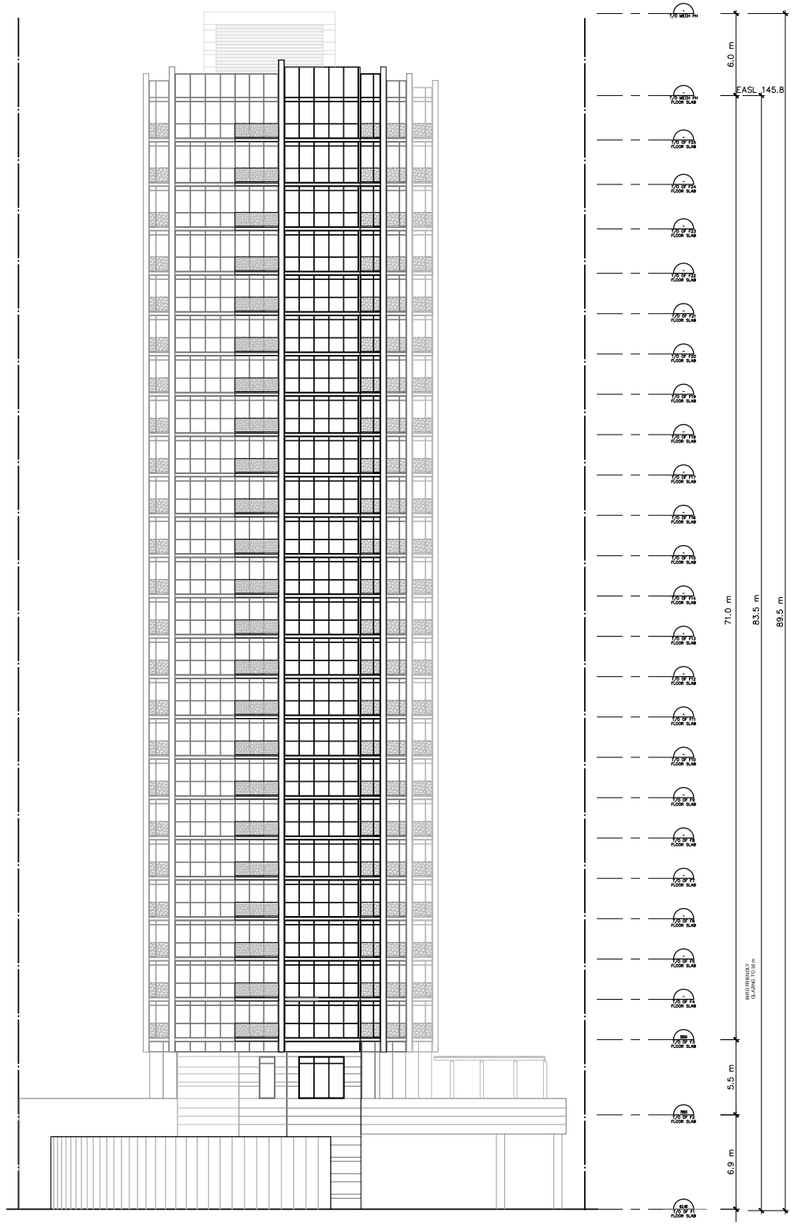
1546 SCOTT STREET
OTTAWA, ON

DRAWING TITLE:
EAST AND WEST ELEVATIONS

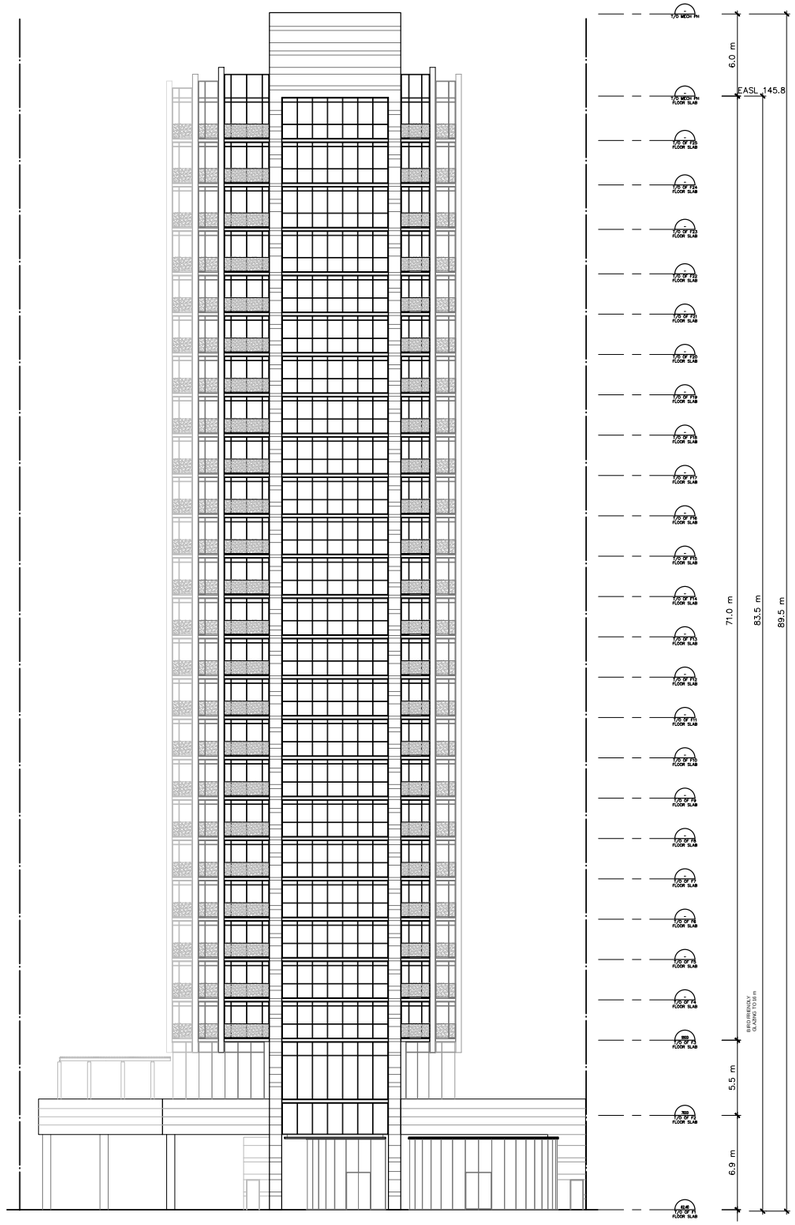
PRINT DATE: 2021-11-24

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL COGAN
LICENCE
7264

PROJ. No.: 1085
DEV APPLICATION NO:
SCALE: 1:200
DRAWN BY: MC
DWG NO. **A5.01**
SPA AND ZBA



2 SOUTH



1 NORTH

CONSULTANTS:

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SURVEYOR
FAIRHALL, MOFFATT & WOODLAND LTD.
600 Terry Fox Dr #100
Kanata, ON K2L 4B6
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LEGEND

BIRD FRIENDLY GLAZING
VISUAL MARKERS
5mm Ø, 5cm APART.

DATE	No.	ISSUE
2021-11-24	01	SPA/ZBA

ARCHITECT:
TREGEBOV COGAN *ARCHITECT*
40 St. Clair Avenue East, Suite 303
Toronto, ON M4T 1M9
PHONE: 647.352.3350

OWNER:
REID'S Heritage Properties

PROJECT NAME:
EVOKE

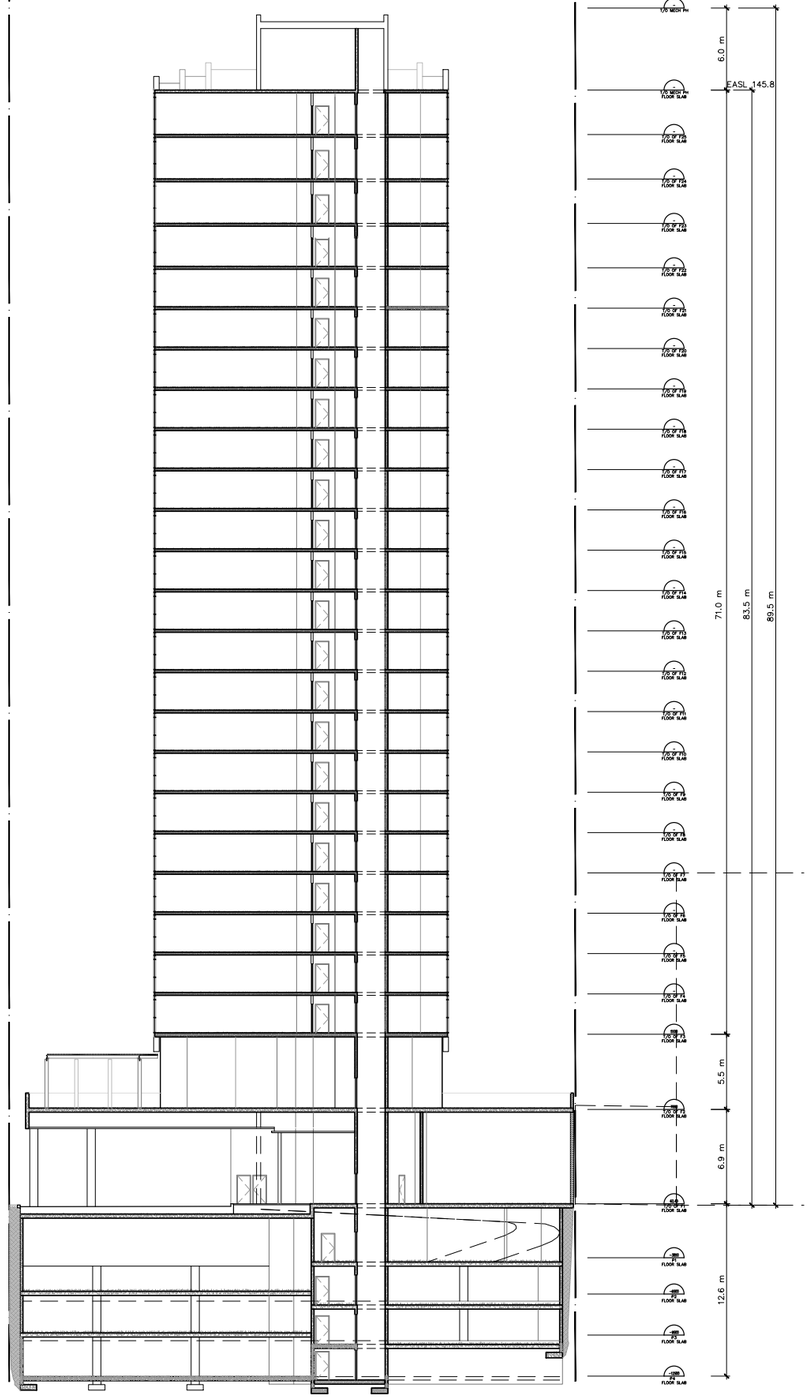
1546 SCOTT STREET
OTTAWA, ON

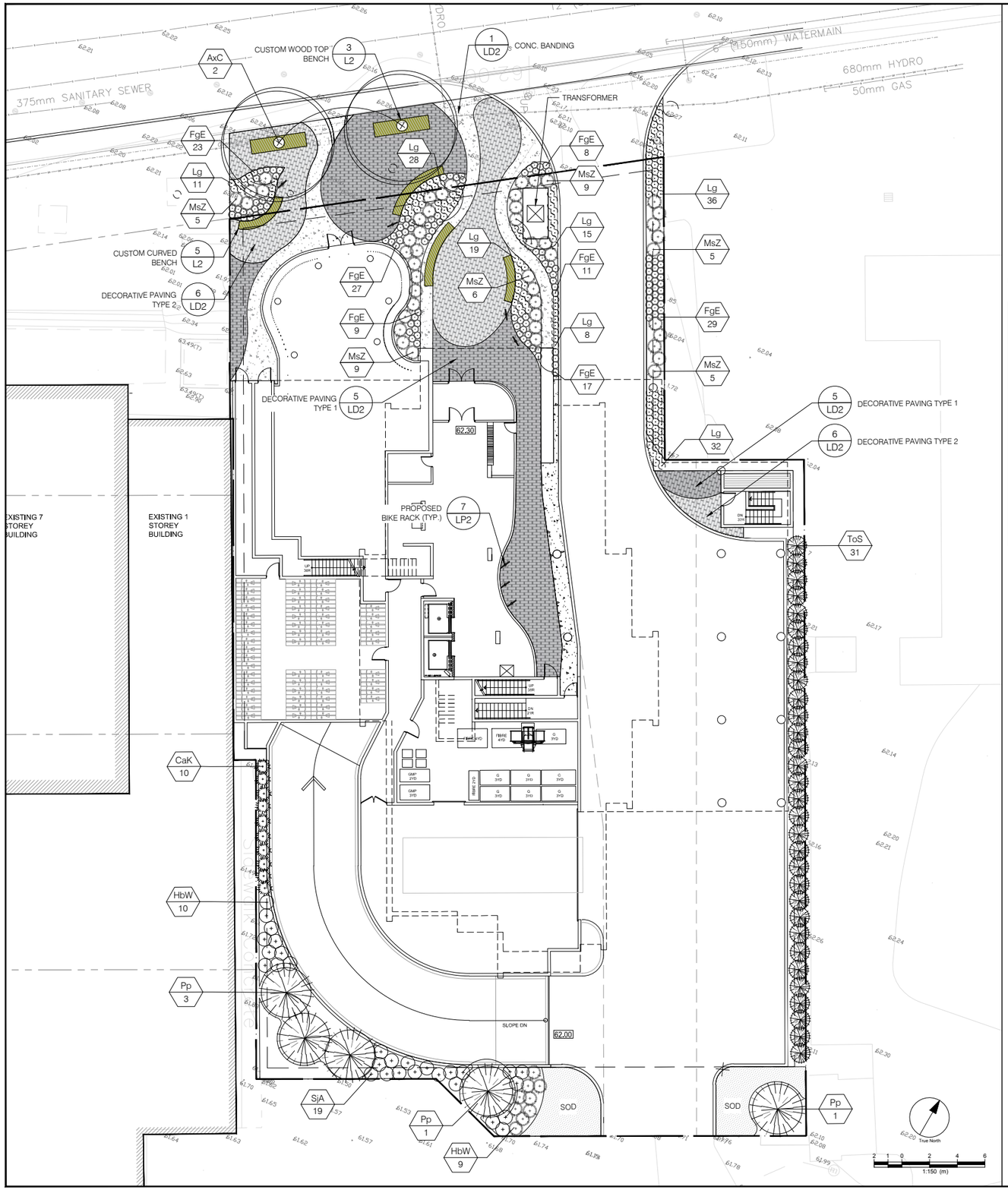
DRAWING TITLE:
NORTH AND SOUTH ELEVATIONS

PRINT DATE: 2021-11-24

ONTARIO ASSOCIATION OF ARCHITECTS
MICHAEL COGAN
LICENCE
7264

PROJ. No.: 1085
DEV APPLICATION NO:
SCALE: 1:200
DRAWN BY: MC
DWG NO. **A5.02**
SPA AND ZBA


LVL MECH PH
LVL MECH PH
FLOOR SLAB
FLOOR SLAB
FLOOR SLAB



LANDSCAPE NOTES:

1. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH BY-LAWS AND CODES HAVING JURISDICTION OVER SITE LOCATION.
2. COMPLETE ALL WORK TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT.
3. REPORT ANY CHANGES, DISCREPANCIES OR SUBSTITUTIONS TO THE LANDSCAPE ARCHITECT FOR REVIEW. OBTAIN APPROVAL FROM THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
4. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE EXISTING SERVICE LOCATIONS.
5. EXACT LOCATIONS OF PLANT MATERIAL WILL BE DETERMINED BY PLACEMENT OF SITE SERVICES SUCH AS HYDRO VAULTS, METERS, UTILITIES ROOF RAIN WATER LEADERS, DRIVEWAYS, LIGHT STANDARDS, ETC.
6. ALL PLANT MATERIAL LOCATIONS TO BE STAKED OR MARKED OUT AND APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
7. SUPPLY ALL PLANT MATERIAL IN ACCORDANCE WITH THE CANADIAN STANDARDS FOR NURSERY STOCK (8th Ed.).
8. INSTALL PLANT MATERIAL ACCORDING TO DETAILS SHOWN.
9. DISTURBED SOIL AREAS AROUND TREES AND SHRUBS ARE TO BE COVERED WITH SHREDDED CONIFER BARK MULCH SUCH AS 'CANADA RED' OR 'GRO-BARK' SPM MULCH, OR APPROVED EQUIVALENT. ALTERNATIVE MULCHES MUST BE APPROVED BY THE LANDSCAPE ARCHITECT.
10. CONTRACTOR TO UTILIZE LAYOUT DIMENSIONS WHERE PROVIDED.
11. PROVIDE PLANTING BED AREA AS NOTED ON THE DRAWING OR TO ACCOMMODATE MATURE SIZE OF PLANT MATERIAL.
12. ALL SUPPORT SYSTEMS MUST BE REMOVED BY THE CONTRACTOR AT TIME OF FINAL ACCEPTANCE. NO EXTRAS WILL BE PAID TO COMPLETE THIS WORK.
13. SUPPLY AND PLACE TOPSOIL IN ACCORDANCE WITH OPSS 570 TO A MINIMUM DEPTH OF 150mm UNLESS OTHERWISE SPECIFIED.
14. SUPPLY AND PLACE SOD IN ACCORDANCE WITH OPSS 571 UNLESS OTHERWISE SPECIFIED.
15. SUPPLY AND PLACE SEED IN ACCORDANCE WITH OPSS 572 UNLESS OTHERWISE SPECIFIED. ALL 5:1 OR GREATER SLOPES TO BE SEEDED WITH TACIFIER. CONTRACTOR TO PROVIDE NECESSARY EROSION CONTROL PROTECTION AS REQUIRED TO ENSURE SOIL STABILIZATION AND PROPER SEED GERMINATION.
16. ALL DIMENSIONS IN METRES UNLESS OTHERWISE NOTED.
17. IF DISCREPANCIES ARISE BETWEEN PLANT MATERIAL COUNT SHOWN ON DRAWING AND PLANT LIST, THE DRAWING SHALL BE CONSIDERED CORRECT.
18. CONTRACTOR TO PROVIDE MINIMUM TWO (2) YEAR WARRANTY FROM DATE ACCEPTED ON ALL WORK UNLESS OTHERWISE SPECIFIED.
19. ANY SITE PLAN OR GRADING AND SERVICING SHOWN IS FOR INFORMATION ONLY. REFER TO APPROVED DRAWINGS.
20. NOT FOR CONSTRUCTION UNLESS STAMPED, SIGNED AND DATED BY LANDSCAPE ARCHITECT.
21. DRAWINGS NOT TO BE REPRODUCED WITHOUT WRITTEN CONSENT FROM LANDSCAPE ARCHITECT.
22. APPROVAL OF LANDSCAPE PLAN TO BE OBTAINED FROM MUNICIPALITY.
23. FOR GRADING AND SERVICING INFORMATION REFER TO THE CONSULTING ENGINEER'S DRAWINGS.
24. FOR LIGHTING INFORMATION AND POWER DISTRIBUTION REFER TO THE ELECTRICAL CONSULTANT'S DRAWINGS.

PLANT SCHEDULE:

KEY	QTY.	BOTANICAL NAME	COMMON NAME	CALIPER (mm)	SIZE (cm)	CONDITION/ FORM	MIN. O.C. SPACING (m)
TREES							
AxC	2	*Acer saccharum subsp. Nigrum*	Black Maple	50		W.B.	10
TOTAL:	2						
CONIFEROUS TREES							
Pp	5	*Picea pungens*	*Colorado Blue Spruce*		200	W.B.	5
ToS	31	*Thuja occidentalis 'Sunkist'*	Sunkist Cedar		175	W.B.	1
TOTAL:	36						
SHRUBS							
HBW	19	*Hosta 'Blue Wedgewood'*	Blue Wedgewood Hosta		60	1 Gal.	0.5
SjA	19	*Spiraea japonica 'Anthony Waterer'*	Anthony Waterer Spiraea		60	3 Gal.	1
TOTAL:	38						
PERENNIALS & GRASSES							
CaK	10	*Calamagrostis acutiflora 'Karl Foerster'*	Karl Foerster Feather Reed Grass		60	1 Gal.	0.5
FgE	124	*Festuca glauca 'Elijah Blue'*	Elijah Blue Fescue		60	1 Gal.	0.3
Lg	149	*Liriope gigantea*	Giant Lily Turf		60	3 Gal.	0.6
MsZ	39	*Miscanthus sinensis 'Zebrinus'*	Zebra Grass		60	3 Gal.	0.5
TOTAL:	322						

CLIENT

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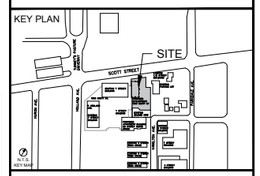
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ISSUES

No.	DESCRIPTION	DATE
1	ISSUED FOR SITE PLAN APPROVAL	2021-11-17

KEY PLAN



LEGEND

- TOPSOIL AND SOD AS SPECIFIED MINIMUM 150mm TOPSOIL DEPTH
- SEED DISTURBED AREAS WITH OSC SEED MIX # 8125
- CONCRETE PAVING (DRIVEWAY)
- CONCRETE PAVING
- DECIDUOUS TREE
- CONIFEROUS TREE
- DECIDUOUS SHRUBS
- CONIFEROUS SHRUBS
- ORNAMENTAL GRASSES
- MULCHED PLANTING BED
- Xx / 0 — PLANT SPECIES / QUANTITY
- XX / L-600 — DETAIL NUMBER / SHEET NUMBER
- LIMIT OF DEVELOPMENT APPLICATION

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tel 519 585 2255
ibigroup.com

PROJECT

1546 SCOTT ST

CITY OF OTTAWA

PROJECT NO: 132902	SCALE: **1:150**
DRAWN BY: **E.L.**	CHECKED BY: **M.P.**
PROJECT MGR: **T.M.**	APPROVED BY: **T.M.**

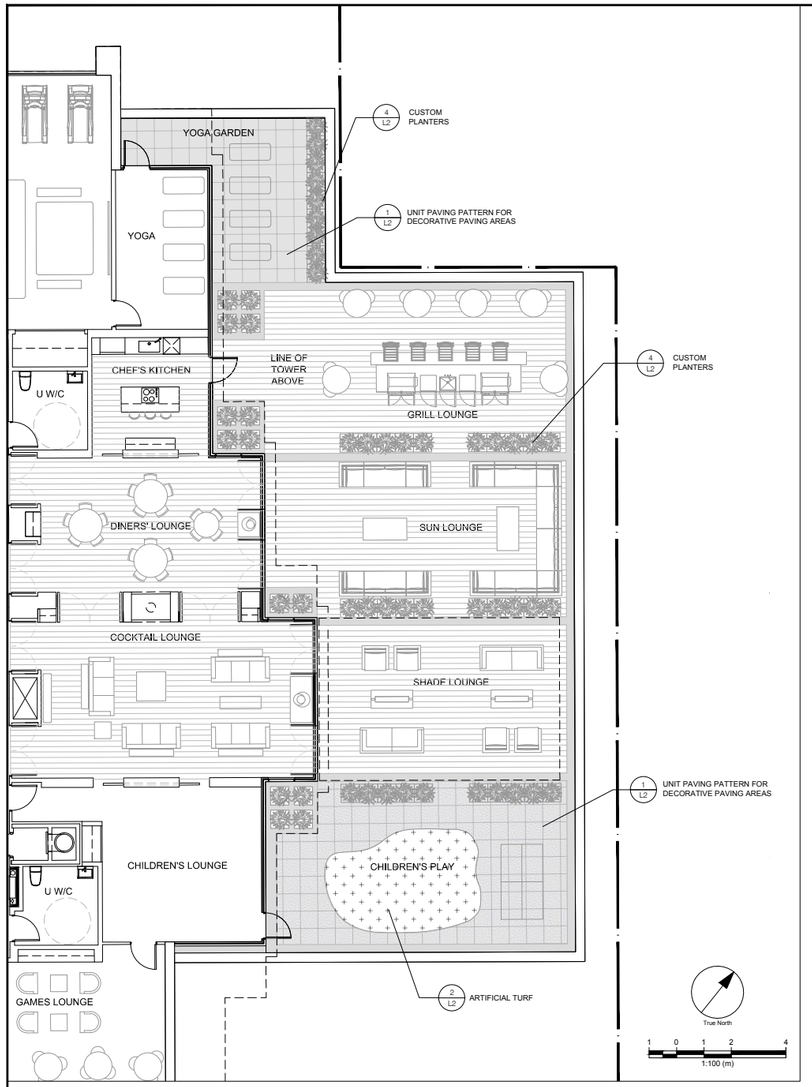
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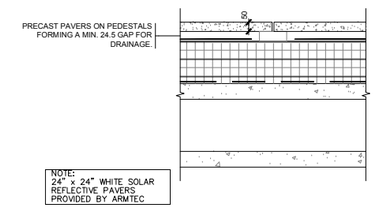
LANDSCAPE PLAN

SHEET NUMBER	ISSUE
L-1	1

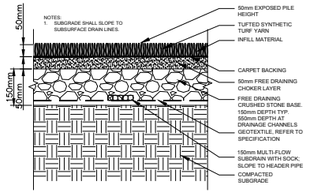
SCALE CHECK: 10mm, 1 in

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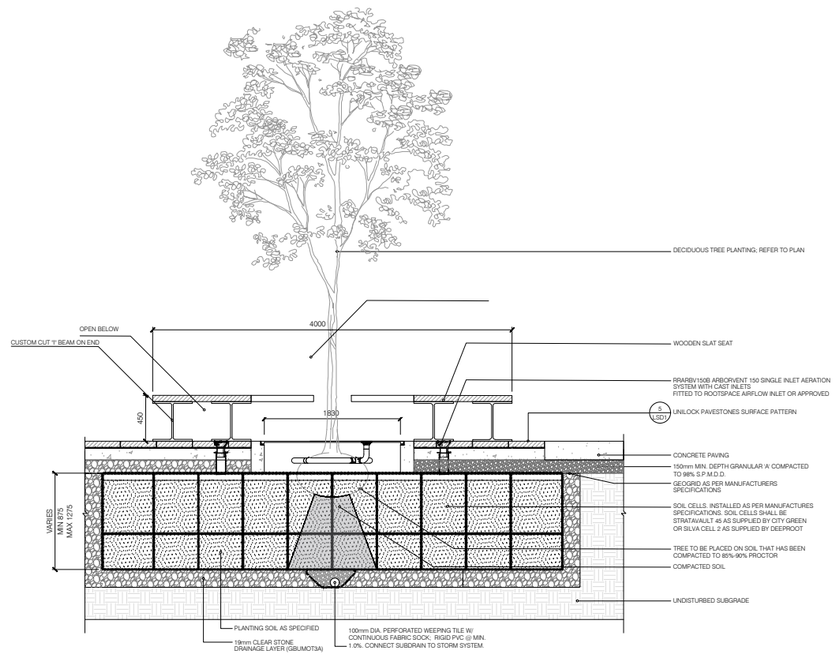




1 L2 TERRACE SURFACING DETAIL (PRECAST PAVERS)
N.T.S.



2 L2 ARTIFICIAL TURF
N.T.S.



3 L2 DECIDUOUS STREET TREE PLANTING WITH SILVA CELL SOIL CELLS AND WOODEN BENCH
N.T.S.

NOTE:

1. CONTRACTOR TO PROVIDE DETAILED SHOP DRAWINGS FOR ALL SOIL CELL PLANTING AREAS. THESE PLANS MUST INCLUDE DETAILS FOR PLACEMENT OF THE SOIL CELLS, INTEGRATION OF THE PAVING MATERIALS, WITH THE SOIL CELLS, ALL VENTS, WATERING PORTS, GEOGRID, STRUCTURAL SUPPORT AND PLANTING MEDIUM PLACEMENT.
2. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS - GREENBLUE URBAN -https://greenblue.com/gb/ OR DEEPROOT https://www.deeproot.com/ OR APPROVED EQUIVALENT.

Hudson

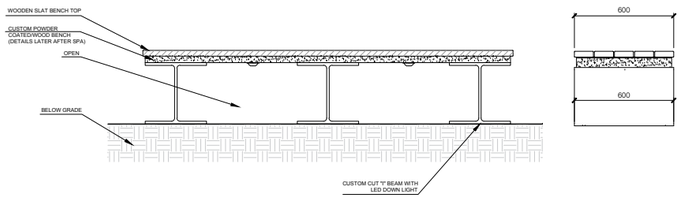
69381100
L 100" | W 18" | H 28"
L 2540mm | W 457mm | H 711mm



Available in:

Artificial Black Bamboo (*Phyllostachys Nigra*)

4 L2 CUSTOM PLANTER BY GREENVILLE (HUDSON)
N.T.S.



5 L2 CUSTOM CURVED BENCH
N.T.S.

CLIENT

Ottawa

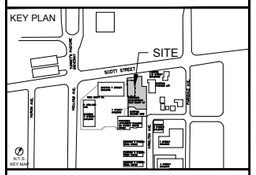
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ISSUES

No.	DESCRIPTION	DATE
1	ISSUED FOR SITE PLAN APPROVAL	2021-08-24

KEY PLAN



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PROJECT

1546 SCOTT ST

CITY OF OTTAWA

PROJECT NO:	SCALE:
132902	**1:150**
DRAWN BY: **E.L.**	CHECKED BY: **T.M.**
PROJECT MGR: **T.M.**	APPROVED BY: **T.M.**

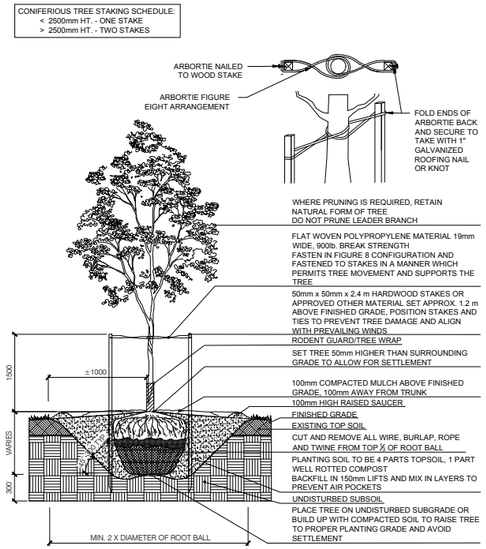
SHEET TITLE

ROOFTOP PLAN

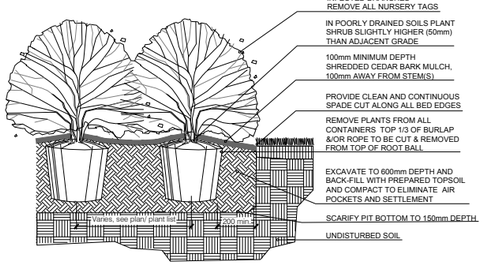
SHEET NUMBER	ISSUE
L-2	1

SCALE CHECK 10mm 1 in

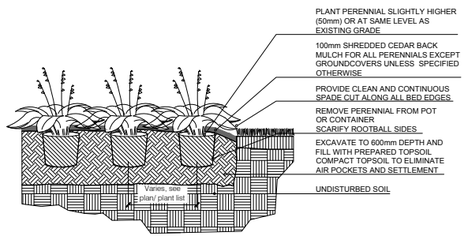
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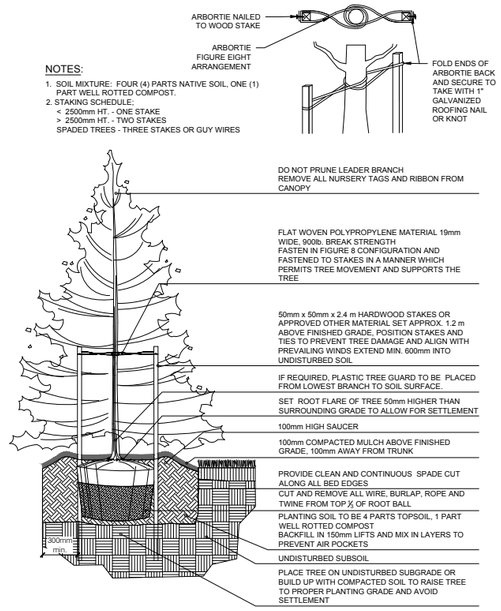
1 LD1 BALLED & BURLAPPED/WIRE BASKET DECIDUOUS/CONIFEROUSTREE
N.T.S.



2 LD1 BALLED AND BURLAPPED/POTTED SHRUB
N.T.S.



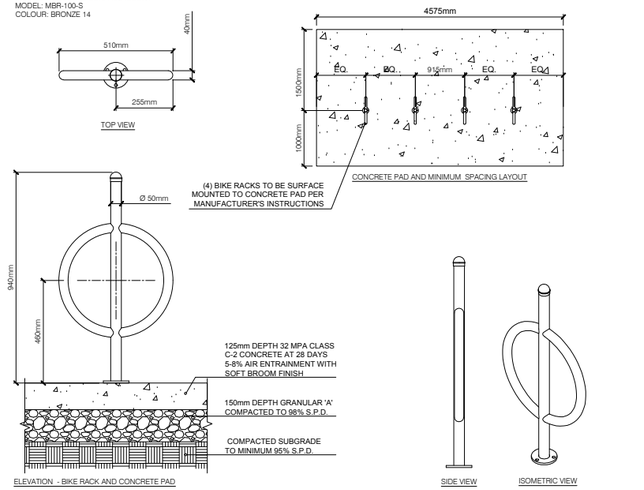
3 LD1 CONTAINER GROWN PERENNIAL/GRASS
N.T.S.



4 LD1 BALLED & BURLAPPED/WIRE BASKET CONIFEROUS TREE
N.T.S.

BIKE RACK SPECIFICATIONS:

SUPPLIER: MAGLIN
TELEPHONE: 800-716-5506
WEBSITE: www.maglin.com
EMAIL: sales@maglin.com
MATERIALS: H.S. STEEL WITH CAST ALUMINUM TOP CASTING
FINISH: POWDERCOAT
INSTALLATION TYPE: SURFACE MOUNT
MODEL: MBR-100-S
COLOUR: BRONZE 14



5 LD1 BIKE RACK (MAGLIN MBR100-S)
N.T.S.

GENERAL NOTES

1. Any ambiguity in the drawings, specifications or details are to be reported to the Landscape Architect for direction. These drawings shall not be used for construction unless stamped and signed by the Landscape Architect. The Contractor is not to proceed in uncertainty. The limits of work are to be clearly understood by the Contractor prior to any work taking place on the site.
2. All dimensions are in meters unless otherwise noted. The drawings may be scaled for approximate layout. The Contractor is to verify all dimensions on the drawing(s) and report any discrepancies to the Landscape Architect.
3. The Contractor is to locate and mark all infrastructure and utilities prior to any excavation work or planting on the site. Do not plant directly above underground utilities or infrastructure unless approved by the Landscape Architect. Dig all holes by hand when closer than 1.0m to any underground power, telephone or gas utility. The Contractor is responsible for the coordination and maintenance of all utility/infrastructure locates for the duration of the Contract.
4. The Contractor shall supply all materials in quantities sufficient to complete work shown on these drawings. The Contractor is not to substitute materials, products or quantities without prior written consent of the Landscape Architect.
5. The Contractor is to take all necessary precautions to protect all existing site features unless specified for removal/demolition. This includes all survey bars, stakes, monuments and sediment barriers. The Contractor is responsible for any damages incurred during construction and must make all necessary restorations and repairs to original or better condition.
6. All existing trees, shrubs, and herbaceous plants beyond the limit of work are to be protected from construction damage. This includes but is not limited to: not storing construction materials or fuel within the dripline of an existing tree, not altering existing grades or compacting soil around protected vegetation and taking care not to disturb or expose the roots of any existing trees. The Contractor is responsible for all protection or hoarding measures of all existing trees and vegetation to be preserved within or adjacent to construction work limits.
7. Contractor is responsible for the removal of all debris, garbage and surplus materials on site related to their contract or work and must keep the site in a clean, safe, useable condition at all times or as directed by the Contract Administrator.

PLANTING NOTES

1. The Contractor must notify the Landscape Architect prior to the commencement of any planting. The Contractor shall supply all plants and materials in quantities sufficient to complete the work shown on this drawing. Any discrepancies between quantities shall be reported to the Landscape Architect.
2. All landscape works will be warrantied for a period of two years following inspection and written notice of start of warranty period as determined and provided by the Landscape Architect. Plant material, which is not in a healthy, vigorous growing condition at the end of the warranty period, shall be replaced to the satisfaction of the Landscape Architect / Owner.
3. The Landscape Architect reserves the right to extend Contractor's warranty responsibilities for an additional year if, at the end of initial warranty period, leaf development and growth is not sufficient to ensure future survival as determined by the Landscape Architect.
4. The Contractor is to identify with Landscape Architect/Owner any maintenance requirements necessary for warranty purposes.
5. Plant materials specified for this project will conform to the Canadian Nursery Landscape Association (C.N.L.A.) for size, variety and condition as indicated on the plant schedule shown on these drawings. Any plant materials which do not conform will be promptly removed from the site and replaced by the Contractor at no additional cost to the project.
6. The Landscape Architect is to be contacted for inspection and written approval prior to plant material arriving on site. The Landscape Architect reserved the right to reject any plant materials that have not been inspected and approved.
7. The Landscape Architect reserves the right to refuse acceptance of any plant displaying poor growth habits, injury or disease. Any plant material that is rejected by the Landscape Architect will be promptly removed from the site and replaced with material of acceptable quality at no additional charge to the project.
8. Plant materials collected from wild sources will not be accepted without written approval of the Landscape Architect. The Landscape Architect reserves the right to require that supplier invoices be submitted for inspection and approval prior to acceptance.
9. On-site layout of the plant materials to be approved by the Landscape Architect prior to installation. Minor field adjustments to plant material locations may be necessary to respond to the locations of existing plants and site conditions. The Contractor to review with Landscape Architect where relocations are necessary. The Contractor must receive approval from Landscape Architect prior to installation.
10. Plants are not to be installed during extreme heat, drought, or other undesirable conditions. Thoroughly water all plants immediately after installation. The Contractor shall regularly monitor site conditions and water as required to ensure healthy growth conditions throughout the duration of the warranty period.
11. Do not plant directly in centerline of drainage swales or depression areas. Where proposed planting locations conflict with constructed swales or low-lying wet areas, contact Landscape Architect for direction.
12. All plants are to be planted in accordance with the planting details shown on this drawing. All plants are to be installed vertical and plumb, regardless of ground slope.
13. Supply and place topsoil in accordance with OPSS 802 to a minimum depth of 150mm in seed/sod areas and 600mm in planting beds unless otherwise specified. Each source of topsoil, imported or native to be approved by Landscape Architect prior to use. Submit topsoil analysis/test results to Landscape Architect prior to order or delivery to site. Testing to be in accordance with Contract specifications. Prepared topsoil shall be 4 parts topsoil to one part well-rotted compost.
14. Mulch: to be spread uniformly around the base of trees and shrubs to a minimum depth of 100 mm. Do not place mulch in direct contact with trunk or stem(s). Allow a 100 mm mulch free zone at trunk/stems. Shrubs to be in continuously mulched planting beds unless otherwise specified.
15. Supply and place seed in accordance with OPSS 804 unless otherwise specified. All 5:1 or greater slopes to be seeded with tackifier. All slopes greater than 3:1 shall be matted with an erosion control blanket. Supply and place sod in accordance with OPSS 803 unless otherwise specified.
16. The Contractor is to remove dead or damaged branches on trees or shrubs. All pruning shall be performed in accordance with standard horticultural practices and appropriate timing for each species.
17. All stakes and associated ties are to be removed after the first full growing season. Rodent guards are to be removed at the conclusion of the warranty period. If utilized, Gatorbags are to be removed for winter months.

SOD NOTES

1. Any lawn areas disturbed by construction shall be re-sodded and repaired to original condition or better.
2. Sod and sodding operations to be in accordance with OPSS 803, except as noted below.
3. Sod to be delivered to project within 24 hours of being harvested and laid within 36 hours thereafter.
4. Rough graded and compacted soil shall be scarified to a minimum depth of 100 mm free of all stones, roots, branches, larger than 25 mm diameter. Topsoil to be spread at a minimum depth of 150 mm compacted to 85% S.P.D.
5. Place sod on prepared topsoil with staggered joints and butt tightly. Irrigate immediately to ensure moisture penetration into the upper 100 mm (4") of soil. Machine roll to ensure contact with topsoil. Repair minor grade deficiencies and irregularities.
6. Water sod immediately after laying to obtain moisture penetration to a minimum of 100 mm depth within topsoil. Maintain sod per OPSS 803. Sod must be cut a minimum of two times for Final Acceptance at the discretion of the Landscape Architect.

SEEDING NOTES

1. Seed areas per OPSS 804 unless otherwise specified in Contract or on Contract Drawings.
2. Single directional spreading of seed mix is not acceptable.
3. All seeding of disturbed areas must occur immediately upon completion of the grading work, weather permitting. seeding operations must be completed between spring thaw and June 15th or between August 15th and October 15th unless otherwise approved by Landscape Architect.
4. All topsoil compacted during construction activities is to be scarified or tilled to a minimum depth of 100mm to the satisfaction of the Landscape Architect prior to seed application. All other surfaces to be uniformly cultivated to a minimum depth of 50mm.
5. Prepared areas shall not have surface stones greater than 25mm diameter.
7. Contractor shall be responsible for any damage to site during seed application or warranty works and shall restore damaged areas to original condition.
8. Contractor shall ensure adequate soil moisture levels to ensure proper germination and will provide watering as required per weather and seasonal conditions. Throughout the warranty period, seeding shall be watered as required to establish weed-free, healthy establishment of groundcover.
9. All seeding works will be warrantied for a period of two years following inspection and written notice of start of warranty period as determined and provided by the Landscape Architect. Seeded areas to have a minimum of 90% permanent seed catch at the end of the warranty period.
10. Control invasive or noxious weeds throughout the warranty period. Do not apply herbicides or other chemical controls without the approval of the Contract Administrator. All chemical treatment to be completed by a Licenced Applicator in accordance with the Ontario Pesticide Act.

CLIENT

Ottawa

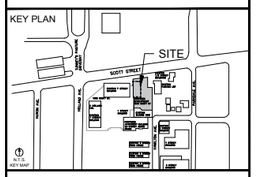
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ISSUES

No.	DESCRIPTION	DATE
1	ISSUED FOR DESIGN REVIEW	2021-11-17

KEY PLAN



IBI GROUP
Suite 101 - 410 Albert Street
Waterloo ON N2L 3V3 Canada
tel 519 585 2255
ibigroup.com

PROJECT

1546 SCOTT ST

CITY OF OTTAWA

PROJECT NO:	SCALE:
132902	**NTS**
DRAWN BY: **E.L.**	CHECKED BY: **M.P.**
PROJECT MGR: **T.M.**	APPROVED BY: **T.M.**

SHEET TITLE

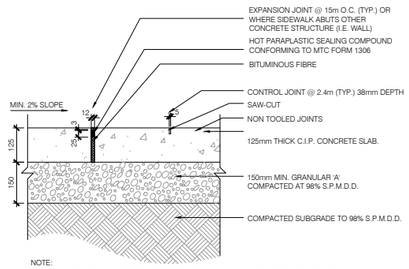
LANDSCAPE DETAILS

SHEET NUMBER **LD1**

ISSUE **1**

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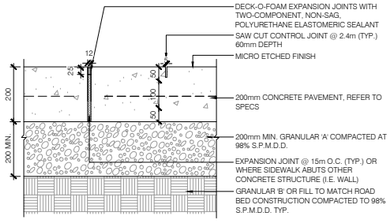


NOTE:
1. ALL EXPOSED CONCRETE TO BE BROOM FINISH O/C (UNLESS NOTED OTHERWISE)
2. FINISH EDGES NOT TO EXCEED 5mm RADIUS.

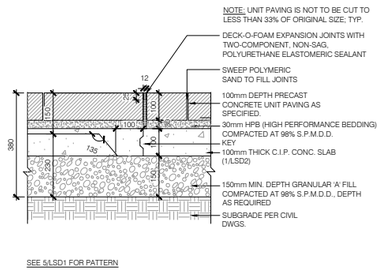
1 / LD2 C.I.P. CONC. SIDEWALK
N.T.S

NOTE:

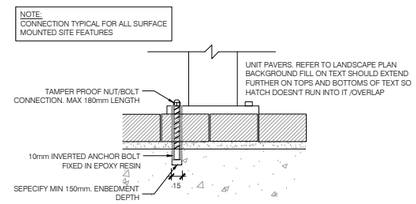
Parking layby areas to be micro-etched concrete with stenciled lines and markings. Refer to detail 4/LP14



2 / LD2 C.I.P. CONC. (VEHICULAR LOAD)
N.T.S



3 / LD2 UNILOCK PAVESTONES ON CONCRETE BASE
N.T.S



4 / LD2 FURNITURE SURFACE MOUNT (TYP.)
N.T.S

MELVILLE® PLANK LARGE PAVER

	DIMENSIONS (MM)	DIMENSIONS (IN)
A	80 x 190 x 300	3 1/8 x 7 1/2 x 11 13/16
B	80 x 190 x 400	3 1/8 x 7 1/2 x 15 3/4
C	80 x 190 x 500	3 1/8 x 7 1/2 x 19 11/16
Weight/unit (avg.)	15 kg	33 lb
Units/area (avg.)	13.16 units/m²	1.22 units/ft²
Area/layer	0.91 m²	9.82 ft²
Area/cube	**7.28 m²** **8 Rows**	**78.56 ft²**
Qty/cube	A = 32 B = 32	C = 32
Length/layer	4.80 lin. m	15.75 lin. ft
Length/cube	34.40 lin. m	126.00 lin. ft
Weight/cube	1399 kg	3078 lb

Dimensions (mm).



LAYING PATTERN

COLOUR- ROCKLAND BLACK

NOTES:
1. CONCRETE TO BE 32MPa, CLASS C-2 AT 28 DAYS WITH 5-8% AIR ENTRAINED.
2. CONCRETE TO HAVE BROOM FINISH.
3. EXPANSION JOINTS TO BE LOCATED AT EVERY 6.0m AND WHERE CONCRETE PAVING ABUTS OTHER STRUCTURES OR BUILDINGS.
4. CONTOL JOINTS TO BE LOCATED AT MINIMUM INTERVALS OF 3.0m.
5. CONCRETE TO BE SPRAYED WITH WHITE PIGMENT CURING COMPOUND.
6. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

5 / LD2 UNIT PAVING PATTERN FOR DECORATIVE PAVING AREAS (TYPE 1)
N.T.S

MELVILLE® PLANK LARGE PAVER

	DIMENSIONS (MM)	DIMENSIONS (IN)
A	80 x 190 x 300	3 1/8 x 7 1/2 x 11 13/16
B	80 x 190 x 400	3 1/8 x 7 1/2 x 15 3/4
C	80 x 190 x 500	3 1/8 x 7 1/2 x 19 11/16
Weight/unit (avg.)	15 kg	33 lb
Units/area (avg.)	13.16 units/m²	1.22 units/ft²
Area/layer	0.91 m²	9.82 ft²
Area/cube	**7.28 m²** **8 Rows**	**78.56 ft²**
Qty/cube	A = 32 B = 32	C = 32
Length/layer	4.80 lin. m	15.75 lin. ft
Length/cube	34.40 lin. m	126.00 lin. ft
Weight/cube	1399 kg	3078 lb

Dimensions (mm).



LAYING PATTERN

COLOUR- RANGE SCANDINA GREY

NOTES:
1. CONCRETE TO BE 32MPa, CLASS C-2 AT 28 DAYS WITH 5-8% AIR ENTRAINED.
2. CONCRETE TO HAVE BROOM FINISH.
3. EXPANSION JOINTS TO BE LOCATED AT EVERY 6.0m AND WHERE CONCRETE PAVING ABUTS OTHER STRUCTURES OR BUILDINGS.
4. CONTOL JOINTS TO BE LOCATED AT MINIMUM INTERVALS OF 3.0m.
5. CONCRETE TO BE SPRAYED WITH WHITE PIGMENT CURING COMPOUND.
6. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE SHOWN.

6 / LD2 UNIT PAVING PATTERN FOR DECORATIVE PAVING AREAS (TYPE 2)
N.T.S

CLIENT

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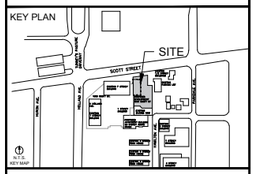
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ISSUES

No.	DESCRIPTION	DATE
1	ISSUED FOR DESIGN REVIEW	2021-11-17

KEY PLAN



IBI GROUP
Suite 101 - 410 Albert Street
Waterloo ON N2L 3V3 Canada
tel 519 585 2255
ibigroup.com

PROJECT

1546 SCOTT ST

CITY OF OTTAWA

PROJECT NO: 132902	SCALE: **NTS**
DRAWN BY: **E.L.**	CHECKED BY: **M.P.**
PROJECT MGR: **T.M.**	APPROVED BY: **T.M.**

SHEET TITLE

LANDSCAPE DETAILS

SHEET NUMBER LD2

ISSUE 1

SCALE CHECK 10mm 1m

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SUN/SHADOW STUDY

1546 Scott Street

Ottawa, ON

14-SEPT-2021

***TREGEBOV COGAN* ARCHITECTURE**
40 ST CLAIR AVENUE EAST
SUITE 303, TORONTO, ON M4T1M9
TEL: 647-352-3350

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5.2 Roof Heights of As-of-Right Building

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6.6 – 6.9 June Shadow Overlays

1) INTRODUCTION

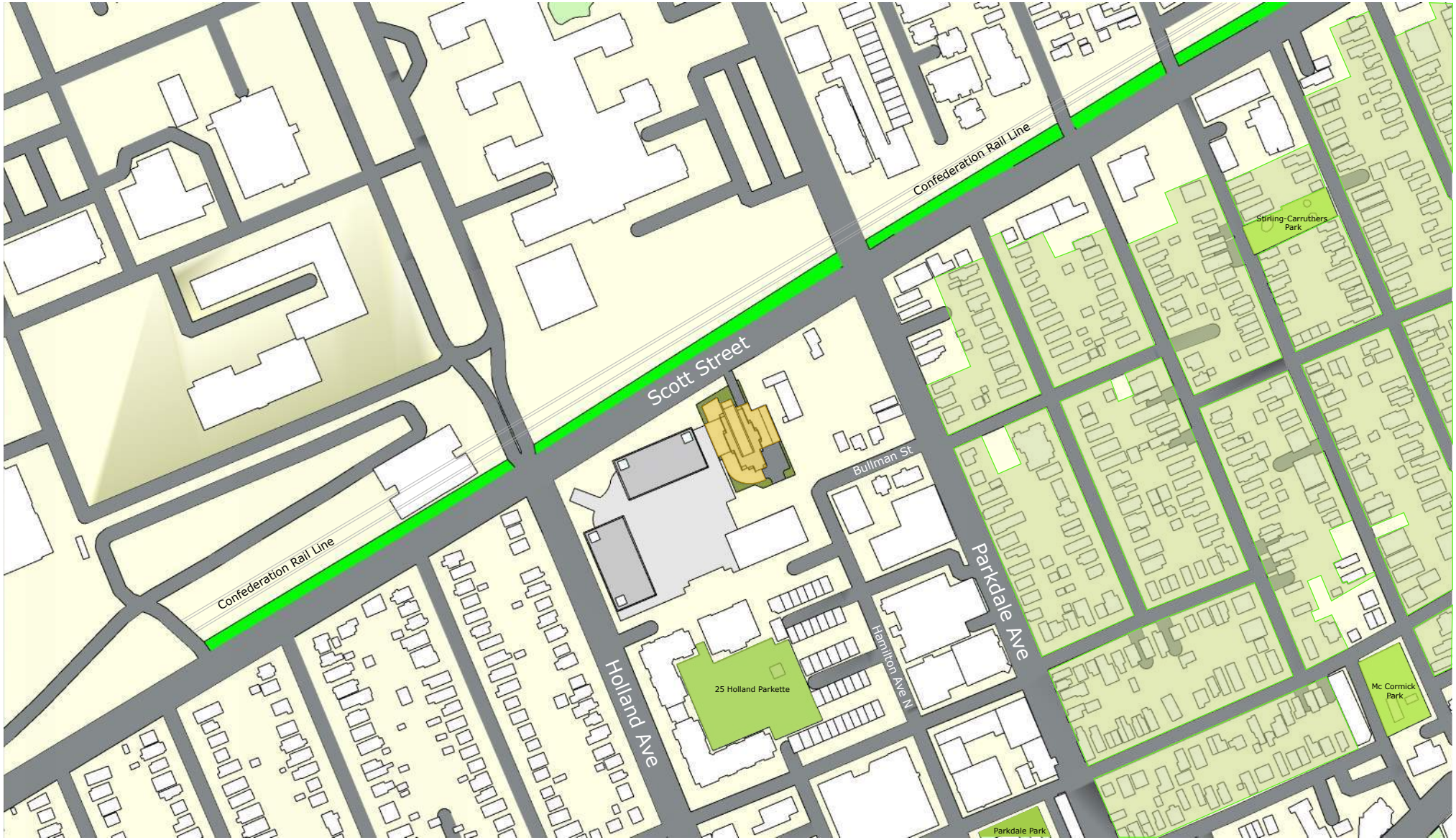
The proposed development is a 25 storey, 13,948 m² GFA mixed-use commercial and residential building located at 1546 Scott Street, Ottawa, ON. PT LT 3 and 4 (N of Bullman St), PT LT 3 and 4 (S of Scott St) RP 58 and PT LT 1290, 1292 and 1303 RP 157 City of Ottawa.

The shadow study was completed by staff at Tregebov Cogan Architecture and was supervised by practice principal Michael Cogan.

The reference bearing used for this development at 1546 Scott Street, Ottawa, was N58°27’00”E (survey from Fairhall Moffatt & Woodland Ltd. Jan 2020). The latitude used was 45°24’15”N and longitude used was 75°43’58”W.

The base plans for the studies were obtained using CADMapper and Google Earth.

Surrounding building heights were confirmed by using a 3m floor to floor height as a conservative value where CADmappers information was not available so as not to skew any of the shadow impact data.



Scale: 1:3500	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 1.1: Key Plan**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas Residential Private Outdoor Amenity Zone

TREGEBOV COGAN *ARCHITECTURE*
40 St. Clair Avenue East, Suite 303
Toronto, ON M4T 1M9
office@tcarchitecture.ca
647-352-3350

3) ANALYSIS

3.1 Public Space

3.1. A Site 'A' – Confederation Rail Line (Open Space)

September 21

As shown in figures 2.1 to 2.11, the designated open space along the Confederation Rail Line and Scott Street is partially cast in shadow by the proposed development between the hours of 8am EDST to 3pm EDST. Less than 50% of the space is in cast shadow at any given time and does not cover a given area during the 5 hourly interval times during the September 21 test dates. Thus, the proposed development meets the criteria and recommendations outlined by the City of Ottawa.

3.2 Communal Amenity Areas

3.2. A Park 'A' – 25 Holland Ave. Park (Commercial Outdoor)

September 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of September 21. See figures 2.1 through 2.11.

December 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of December 21. See figures 3.1 through 3.7.

June 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of June 21. See figures 4.1 through 4.13.

3.2. B Park 'B' – 366 Parkdale Ave. (Parkdale Park and Playground)

September 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of September 21. See figures 2.1 through 2.11.

December 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of December 21. See figures 3.1 through 3.7.

June 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of June 21. See figures 4.1 through 4.13.

3.2.C Park 'C' – 294 Carruthers Ave. (McCormick Park and Playground)

September 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of September 21. See figures 2.1 through 2.11.

December 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of December 21. See figures 3.1 through 3.7.

June 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of June 21. See figures 4.4 through 4.8. A portion of the park is partially cast in shadow during the June 21 test date at 8pm EDST however this occurs outside of recommended hourly intervals. See figure 4.13. This criterion is being met.

3.2.D Park 'D' – 195 Carruthers Ave. (Stirling-Carruthers Park and Playground)

September 21

Within this shadow sensitive area no cast shadow from the proposed development has any impact on the given space for the test times of September 21. During this period the new net shadow does appear to be in close proximity of the park but does not cast shadow while transitioning between the 5pm EDST and 6pm EDST time intervals. See figures 2.10 and 2.11. See also appendix figure 6.5 .

December 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of December 21. See figures 3.1 through 3.7.

June 21

Within this shadow sensitive area, there is no cast shadow from the proposed development for the test times of June 21. See figures 4.1 through 4.13.

3.3 Traditional and Arterial Mainstreets

The sidewalks on Scott Street, Holland Avenue and Parkdale Avenue were analyzed on September 21. No other sidewalks with a traditional or arterial mainstreet designation within the captured study area were impacted by casted shadows from the proposed development during the required September 21 test dates.

3.3.1 Scott Street Sidewalks

September 21

North Sidewalk:
As shown on drawings 2.1 to 2.11, the proposed development casts a shadow onto Scott Street and the accompanied sidewalks between the hours of 8am EDST and 3pm EDST. During this period of study, the new net shadow does not cover any one spot of the opposite side (north) of Scott Streets sidewalks for any more than 3 consecutive hourly test times. This criterion is being met. Beyond the 3pm EDST test time the proposed development does not impact Scott Street and its sidewalks during the September 21 test times. This analysis is supported by appendix diagrams 6.1 to 6.4, illustrating 3 hour interval shadow overlays of the September 21 test dates.

3.3.2 Holland Avenue Sidewalks

September 21

West Sidewalk:
As shown in drawings 2.1 to 2.11, the proposed development has no cast shadow on Holland Avenue and its sidewalks.

3.3.3 Parkdale Avenue Sidewalks

September 21

East Sidewalk:
As shown on drawings 2.1 to 2.11, the proposed development casts shadow onto Parkdale Avenue and the accompanied sidewalks between the hours of 3pm EDST and 6pm EDST. During this period of study, the new net shadow does not cover any one spot of the opposite side (east) of Parkdale Avenues sidewalks for any more than 3 consecutive hourly test times. This criterion is being met. Prior to the 3pm

EDST test time the proposed development does not impact Parkdale Avenue and its sidewalks during the September 21 test times. This analysis is supported by appendix diagrams 6.5, illustrating 3 hour interval shadow overlays of the September 21 test dates.

3.4 Ground Level Residential Private Outdoor Amenity Space

The ground level residential private outdoor amenity spaces have been analyzed for the September 21 and June 21 test dates. This shadow sensitive area of study examines the neighboring areas to the east of the proposed development that will be impacted between Parkdale Avenue, eastward to Carruthers Avenue. These zones are identified in the key plan (figure 1.1), refer to legend.

3.4.1 Parkdale Ave, Pinehurst Ave, Hinchey Ave and Carruthers Ave

September 21

As shown in drawings 2.9 to 2.11, the new net shadow of the proposed development cast a shadow on the neighboring ground level residential private outdoor amenity spaces between the hours of 4pm EDST and 6pm EDST. While this casted shadow does fall within the no impact zone of some of these spaces, the shadow does not persist in any one spot for more than 2 consecutive hourly test times during the September 21 test dates. This can be confirmed by referencing the appendix figure 6.5 that illustrates that this criterion is being met.

June 21

As shown in drawings 4.10 to 4.13, the new net shadow of the proposed development casts a shadow on the neighboring ground level residential private outdoor amenity spaces between the hours of 6pm EDST and 8pm EDST. While this casted shadow does fall within the no impact zone of these spaces, the shadow does not persist in any one spot for more than 2 consecutive hourly test times during the June 21 test dates. This can be confirmed by referencing appendix figures 6.6 to 6.9 that illustrates that this criterion is being met.

4) CONCLUSION

As demonstrated in the drawings ranging from 2.1 to 4.13, 6.1 to 6.9, and the supporting analysis of studies 3.1 Public Space, 3.2 Communal Amenity Areas, 3.3 Traditional and Arterial Mainstreets and 3.4 Ground Level Residential Private Outdoor Amenity Space – it is evident that the proposed development has a minimal shadow impact upon adjacent lands. Moreover, these impacts meet the City of Ottawa's shadow study criteria.

The public realm of open space along Scott Street and the Confederation Rail Line is not significantly impacted by the new net shadow of the proposed development. The cast shadow does not result in an average of 50% of any of this public space being cast in shadow for 5 or more hourly intervals during the September 21 test dates.

In analyzing the Communal Amenity area of study, it was determined that the new net shadow of the proposed development does not have any impact on these shadow sensitive areas. The proposed development does not affect the criteria of allowing for an average of 50% of any communal amenity being exposed to sun light during two consecutive hourly interval times between 11am and 3pm within the September 21 and June 21 test dates.

The analysis of the Traditional and Arterial Mainstreets indicated that the most significant shadow impacts occur along the Scott Street and Parkdale Avenue, while Holland Avenue receives no shadow impact. Additionally, the shadows casted on the impacted streets and the sidewalks meets the required criteria, in not casting a shadow in one given spot for more 3 consecutive hourly test time during the September 21 test dates.

Lastly, the Ground Level Residential Private Outdoor Amenity Space analysis illustrates the impact of the proposed developments shadow on the neighboring residential private outdoor amenity space during the September 21 and June 21 test dates. While the shadows do cover some of the no impact zones, no one zone is cast in shadow for more than 2 consecutive hourly test times during the specified test dates.



Scale: 1:3500	
Test Date: Sept 21	

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Top View Shadow Study

Figure 2.1: Test Time 8AM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.2: Test Time 9AM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Top View Shadow Study

Figure 2.3: Test Time 10AM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500	
Test Date: Sept 21	

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Top View Shadow Study

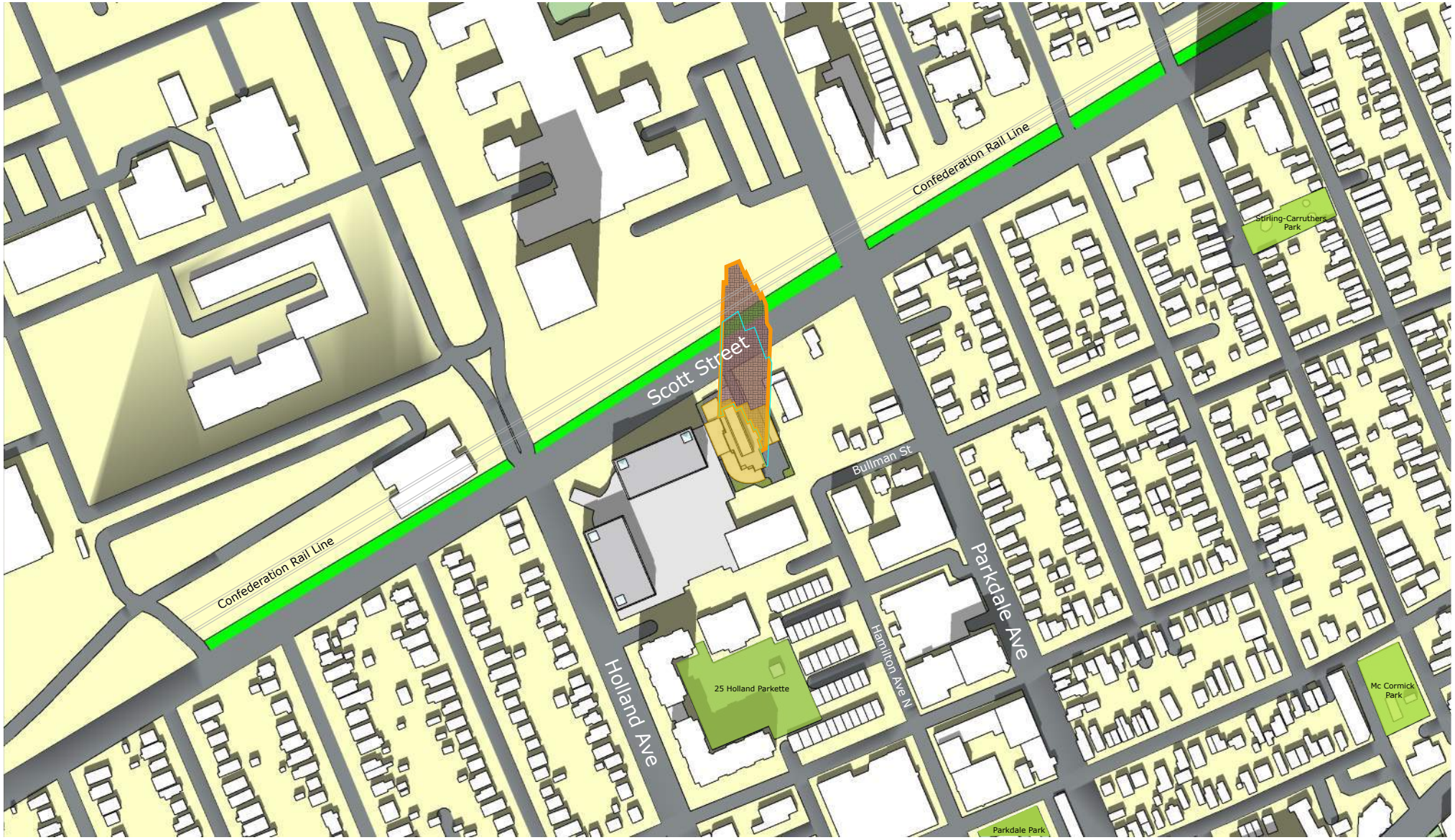
Figure 2.4: Test Time 11AM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.5: Test Time 12PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.6: Test Time 1PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.7: Test Time 2PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow

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Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.8: Test Time 3PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.9: Test Time 4PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow

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Scale: 1:3500	
Test Date: Sept 21	

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Top View Shadow Study

Figure 2.10: Test Time 5PM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500 Test Date: Sept 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 2.11: Test Time 6PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500	
Test Date: Dec 21	

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Top View Shadow Study

Figure 3.1: Test Time 9AM EST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500	
Test Date: Dec 21	

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Top View Shadow Study

Figure 3.2: Test Time 10AM EST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500 Test Date: Dec 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 3.3: Test Time 11AM EST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow

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Scale: 1:3500	
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Top View Shadow Study

Figure 3.4: Test Time 12PM EST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500	
Test Date: Dec 21	

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Top View Shadow Study

Figure 3.5: Test Time 1PM EST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500	
Test Date: Dec 21	

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Top View Shadow Study

Figure 3.6: Test Time 2PM EST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500	
Test Date: Dec 21	

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Top View Shadow Study

Figure 3.7: Test Time 3PM EST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500 Test Date: June 21 **TREGEBOV COGAN** *ARCHITECTURE* 40 St. Clair Avenue East, Suite 303 Toronto, ON M4T 1M9 office@tcarchitecture.ca 647-352-3350	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.1: Test Time 8AM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	



Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.2: Test Time 9AM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.3: Test Time 10AM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.4: Test Time 11AM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow

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Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.5: Test Time 12PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow

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Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.6: Test Time 1PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.8: Test Time 3PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Top View Shadow Study

Figure 4.9: Test Time 4PM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.10: Test Time 5PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500 Test Date: June 21	1546 Scott St Ottawa, ON K1Y 4S8 Top View Shadow Study **Figure 4.11: Test Time 6PM EDST**	ProposedShadow Outline As of Right Shadow Outline Traditional Main Street Proposed Development Public Spaces Communal Amenity Areas New Net Shadow	

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Scale: 1:3500	
Test Date: June 21	

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Top View Shadow Study

Figure 4.12: Test Time 7PM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Scale: 1:3500	
Test Date: June 21	

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Top View Shadow Study

Figure 4.13: Test Time 8PM EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow

3) APPENDIX



Figure 5.1: Roof Heights of Proposed Building

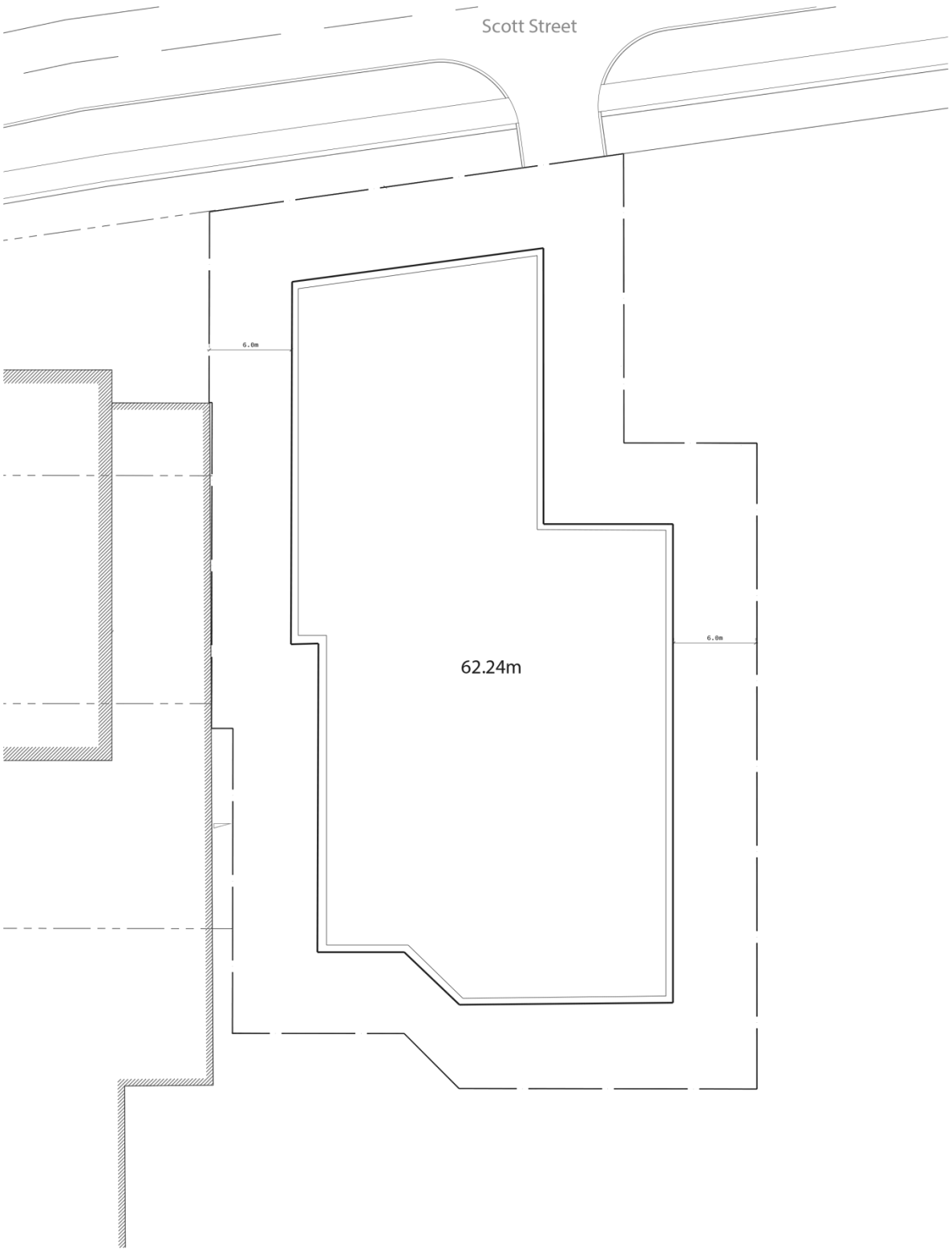
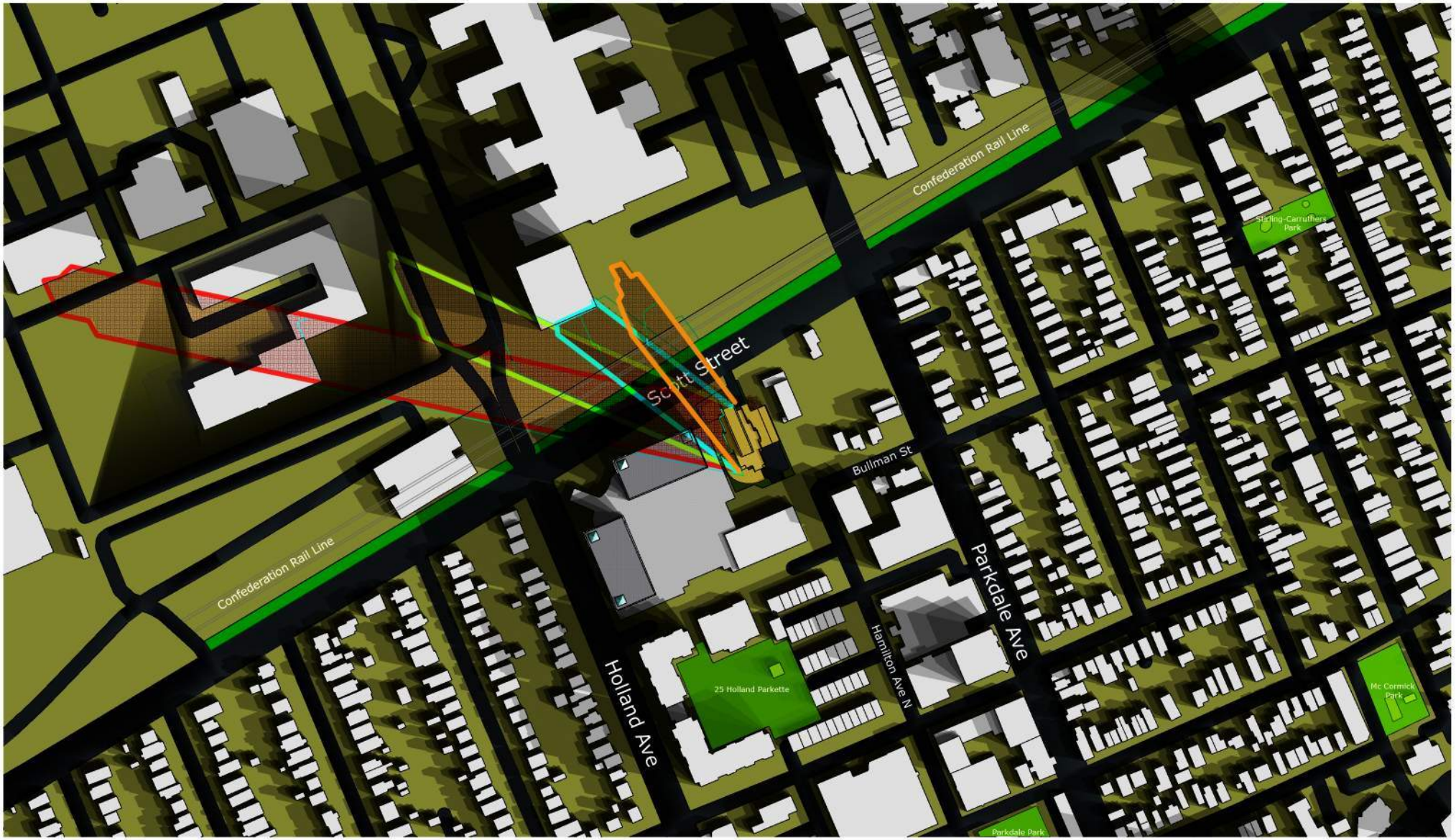


Figure 5.2: Roof Heights of As-of-Right Building



Test Date: Sept 21

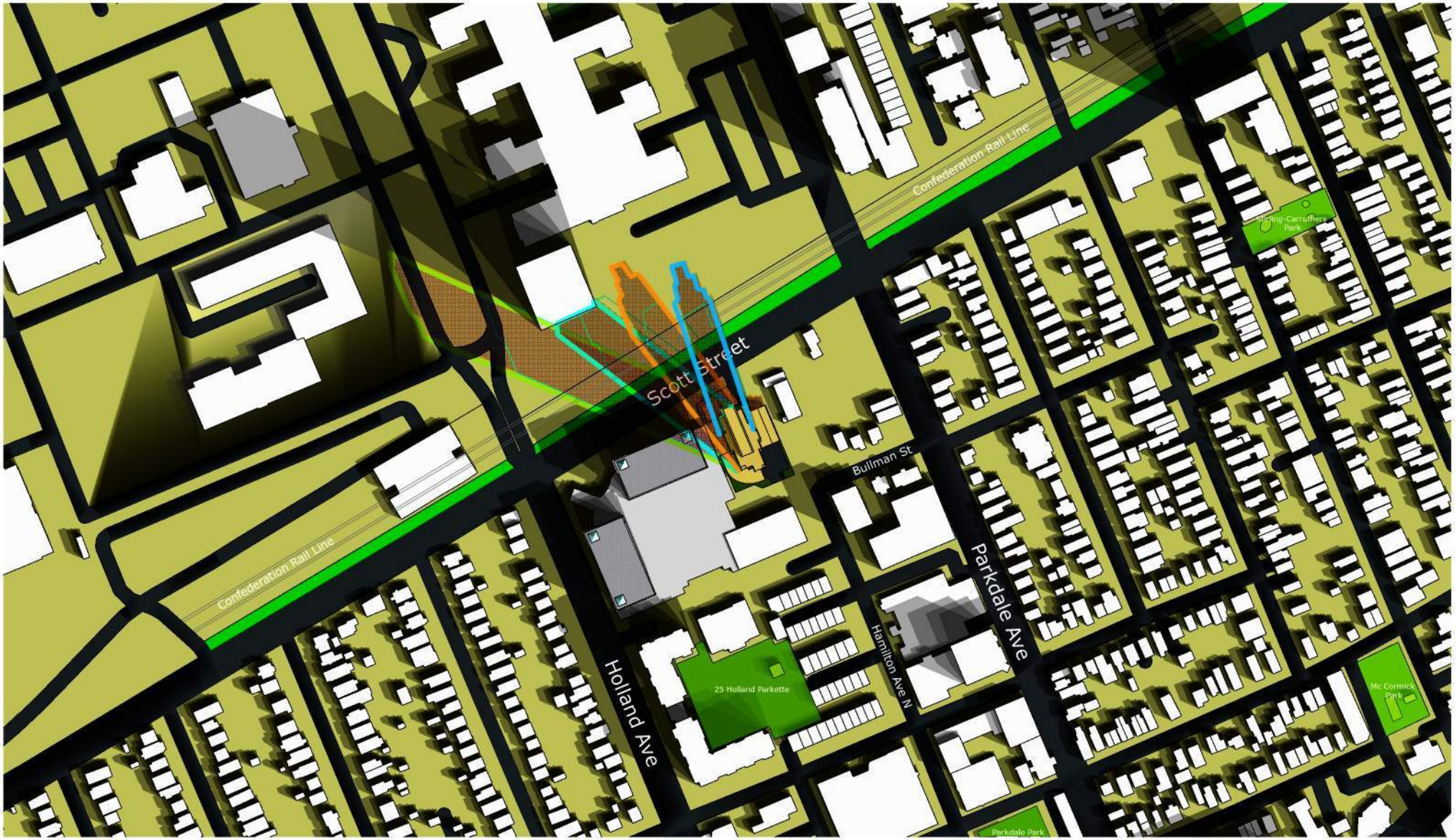
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Top View Shadow Study

Figure 6.1: Scott Street Sidewalk Ovelay 8am EDST to 11am EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



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Top View Shadow Study

Figure 6.2: Scott Street Sidewalk Ovelay 9am EDST to 12pm EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Test Date: Sept 21

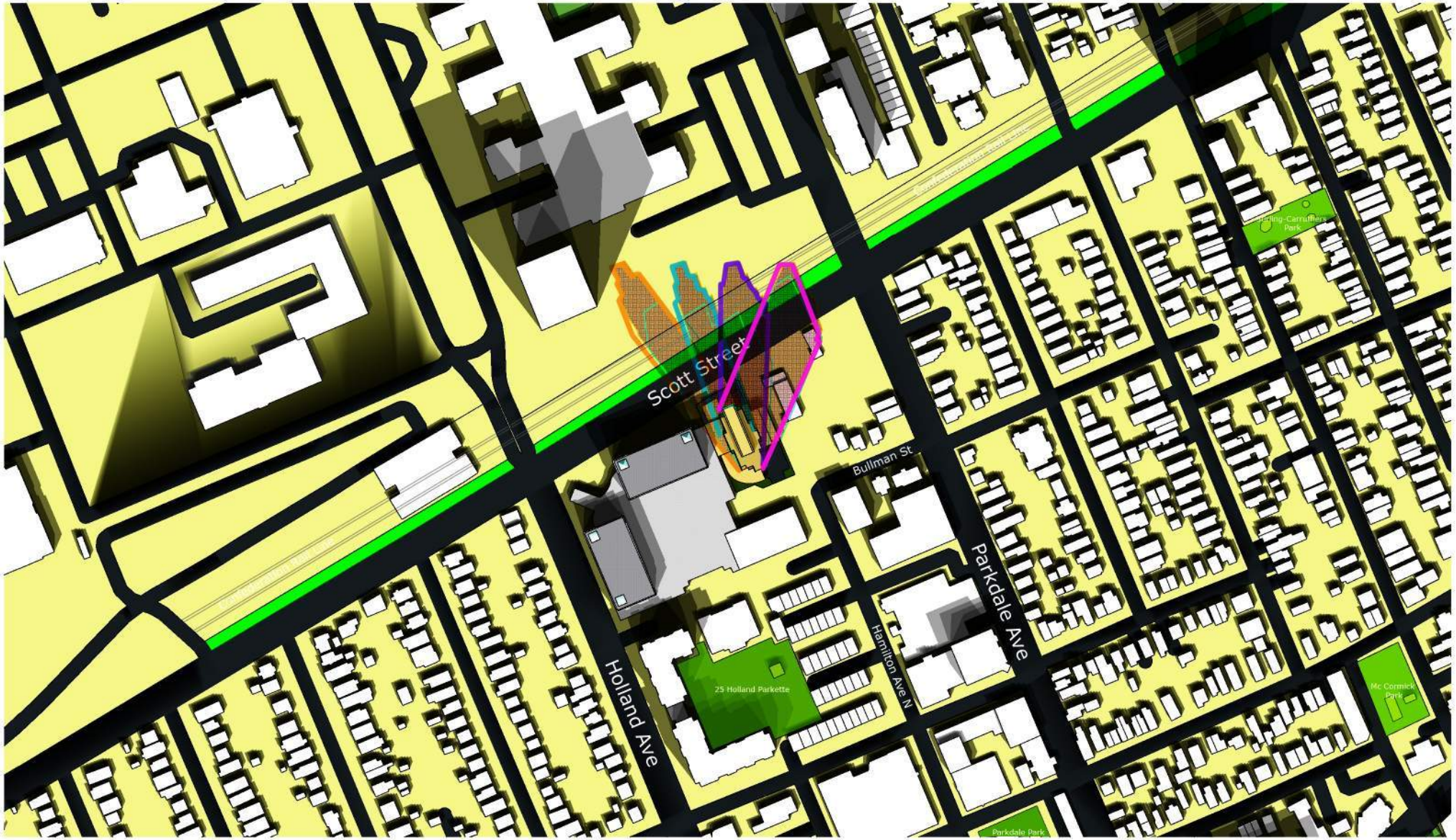
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Top View Shadow Study

Figure 6.3: Scott Street Sidewalk Ovelay 10am EDST to 1pm EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Test Date: Sept 21

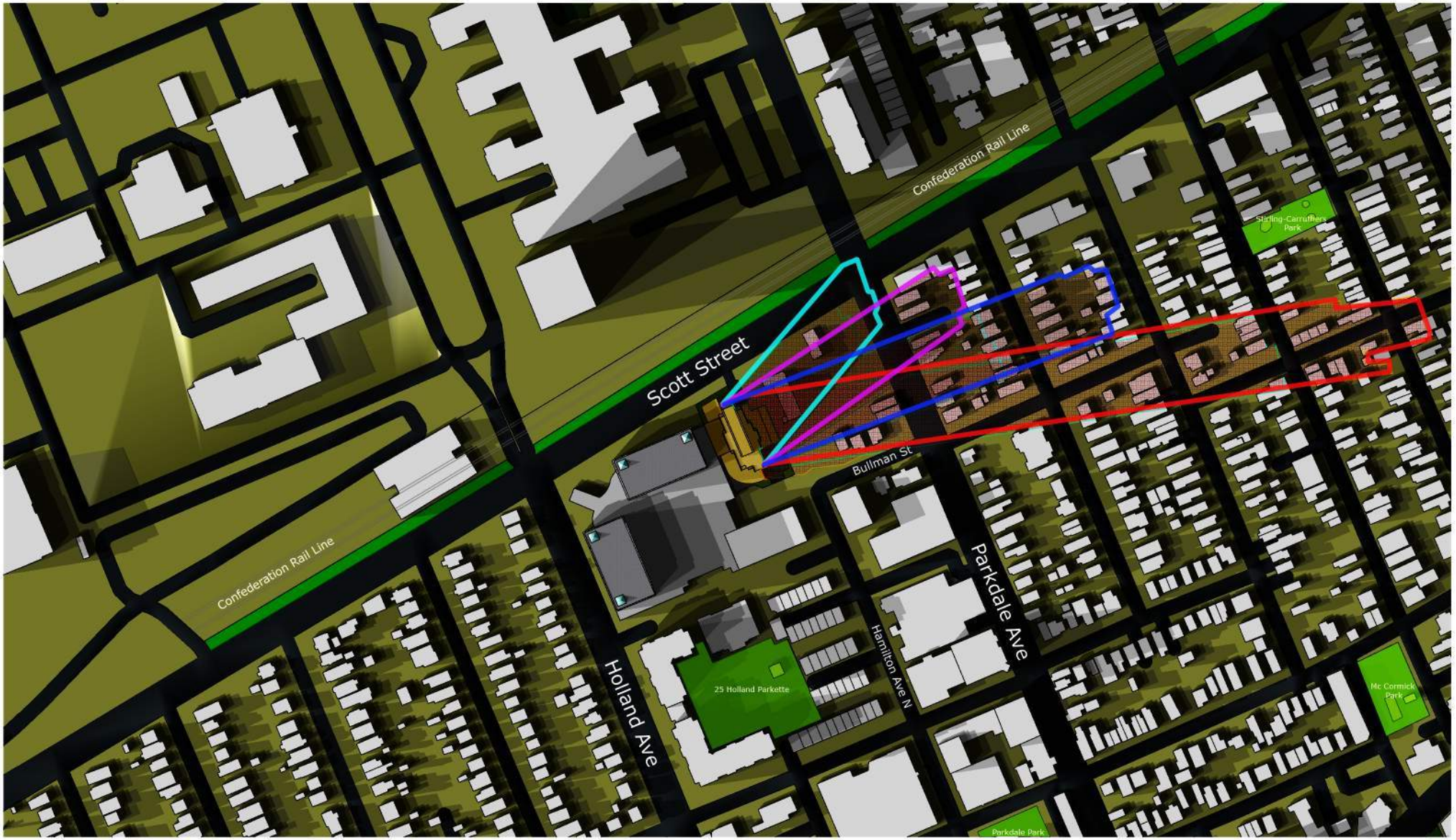
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Top View Shadow Study

Figure 6.4: Scott Street Sidewalk Ovelay 11am EDST to 2pm EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



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Top View Shadow Study

Figure 6.5: Parkdale Ave Sidewalk Ovelay 3pm EDST to 6pm EDST

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Test Date: June 21

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Top View Shadow Study

Figure 6.6: Private Outdoor Amenity Ovelay 2pm EDST to 5pm

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Test Date: June 21

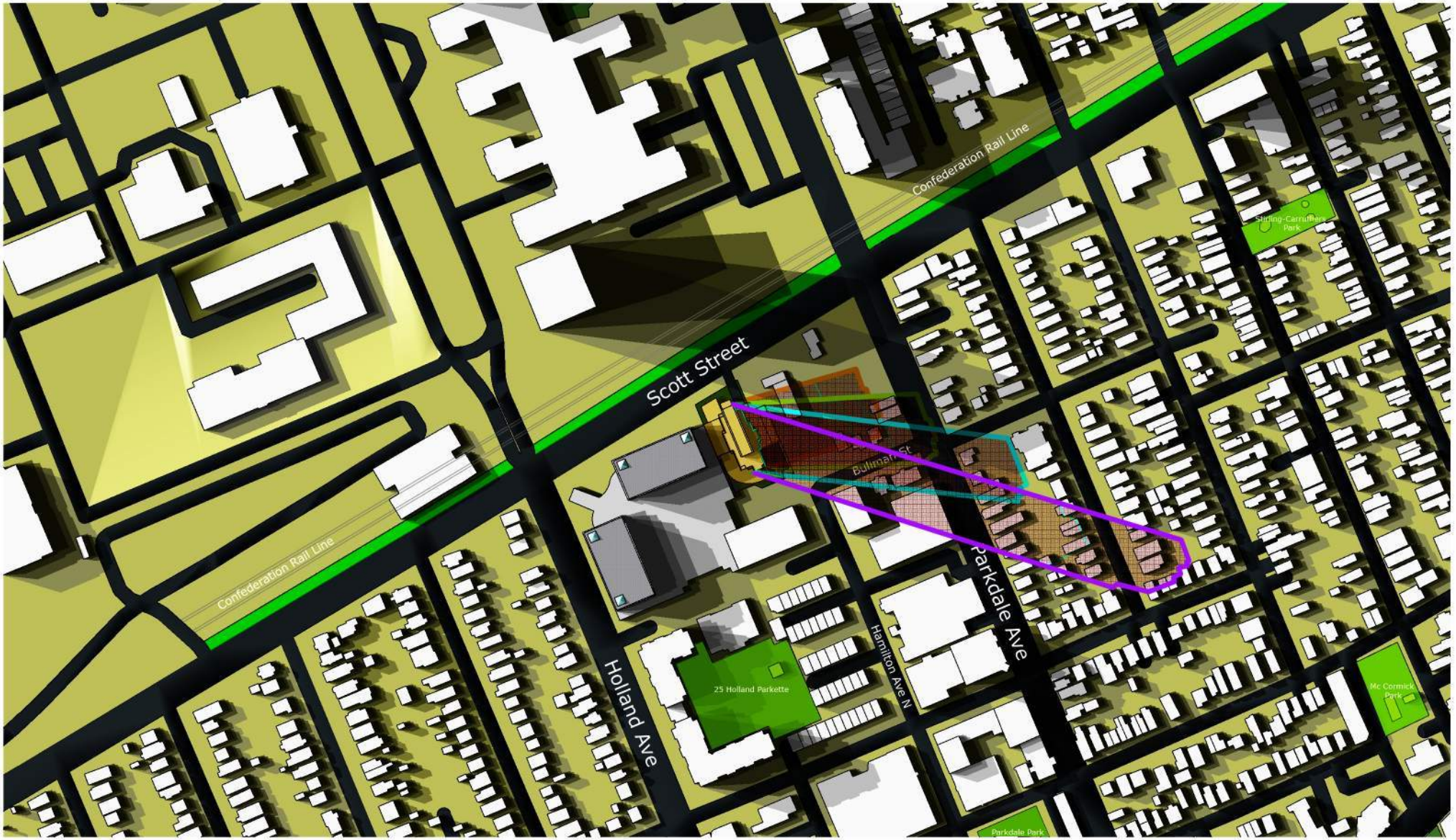
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Top View Shadow Study

Figure 6.7: Private Outdoor Amenity Ovelay 3pm EDST to 6pm

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Test Date: June 21

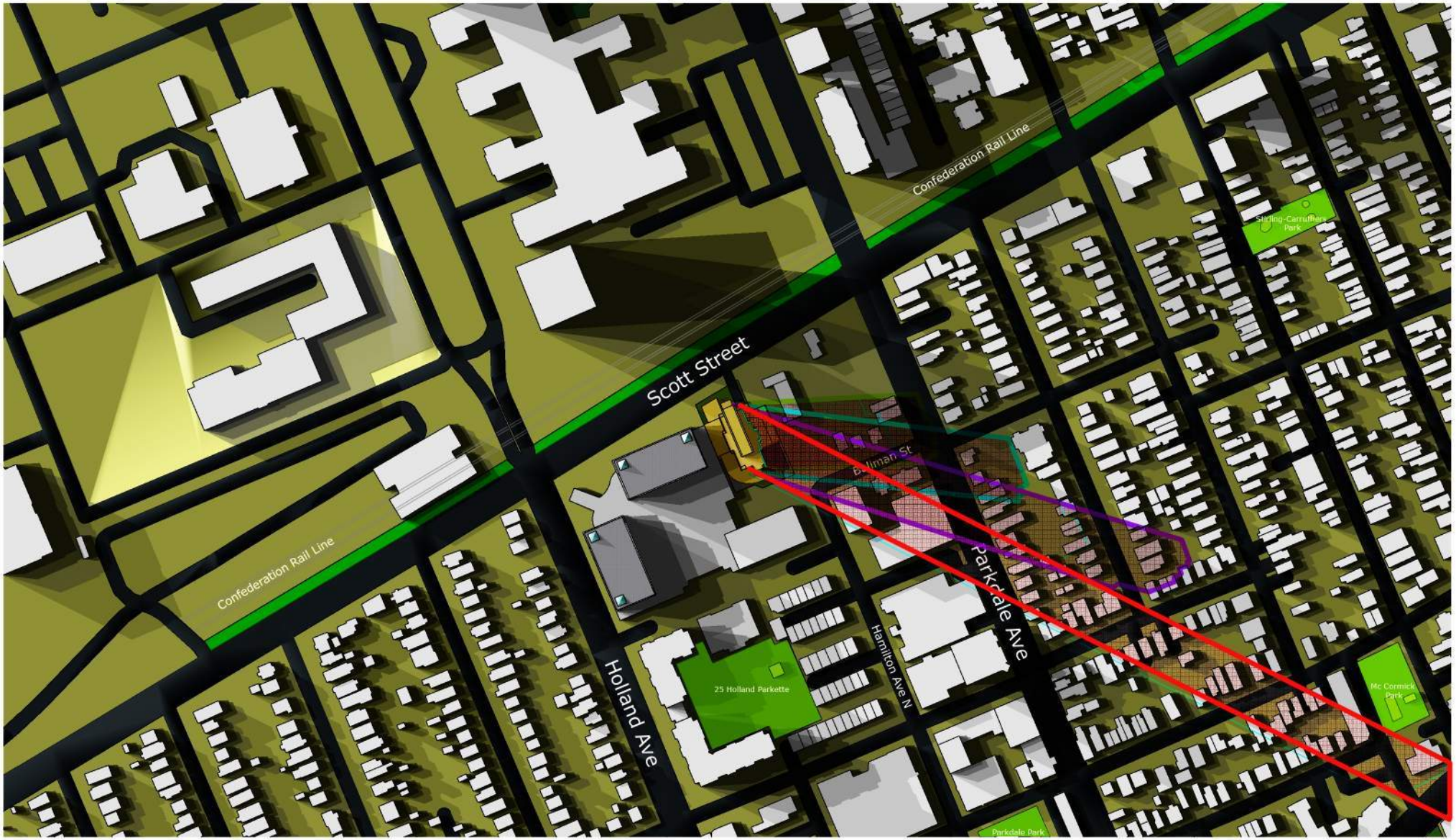
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Top View Shadow Study

Figure 6.8: Private Outdoor Amenity Ovelay 4pm EDST to 7pm

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow



Test Date: June 21

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Top View Shadow Study

Figure 6.9: Private Outdoor Amenity Ovelay 5pm EDST to 9pm

- ProposedShadow Outline
- As of Right Shadow Outline
- Traditional Main Street
- Proposed Development
- Public Spaces
- Communal Amenity Areas
- New Net Shadow