



98-100 BEARBROOK - 21046

ARCHITECTURAL DESIGN BRIEF IN SUPPORT OF  
SITE PLAN APPLICATION

APRIL 5th, 2022

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## PROJECT INFORMATION

### Application Submission

This Design Brief has been prepared by Rossmann Architecture Inc. for LANDRIC BEARBROOK PROPERTY LTD (the owner) in support of the application for Site Plan Control for the development of the property located at 98 - 100 Bearbrook Road in Blackburn Hamlet, Ottawa (K1B 3B9), near the intersection of Bearbrook Road and Innes Road East of the City. This property will be referred herein as the 'Subject Site'.

The Subject Site is within the AM11 zone, allowing a building height of up to 30m with a maximum permissible of 9 storeys.

The proposed development (Figure 1.) consists of one (1) mid-rise apartment building of nine (9) storeys which incorporates a series of 'Townhouse Units' along the street edge for the first two levels. The building totals one hundred and sixty eight (168) rental dwellings ranging from studio to four (4) bedroom townhouse units. Additionally, one hundred and eighty four (184) vehicle parking spaces have been provided over 2 levels of garage and servicing below grade, as well as twenty five (25) vehicle spaces on grade, totalling two hundred and nine (209) spaces in total. Bicycle storage has also been provided, at grade near the rear entrance of the building as well as on the first parking level, directly accessible from the access ramp, totalling eighty four (84) bays.

The project intends to maximise the potential of the subject site, while developing the Urban fabric of the area and overcoming any challenges that the design may present.

This location, encouraged by the zoning, provides a valuable opportunity to improve the urban landscape of Blackburn Hamlet through a landmark project, positively contributing to the architectural world.

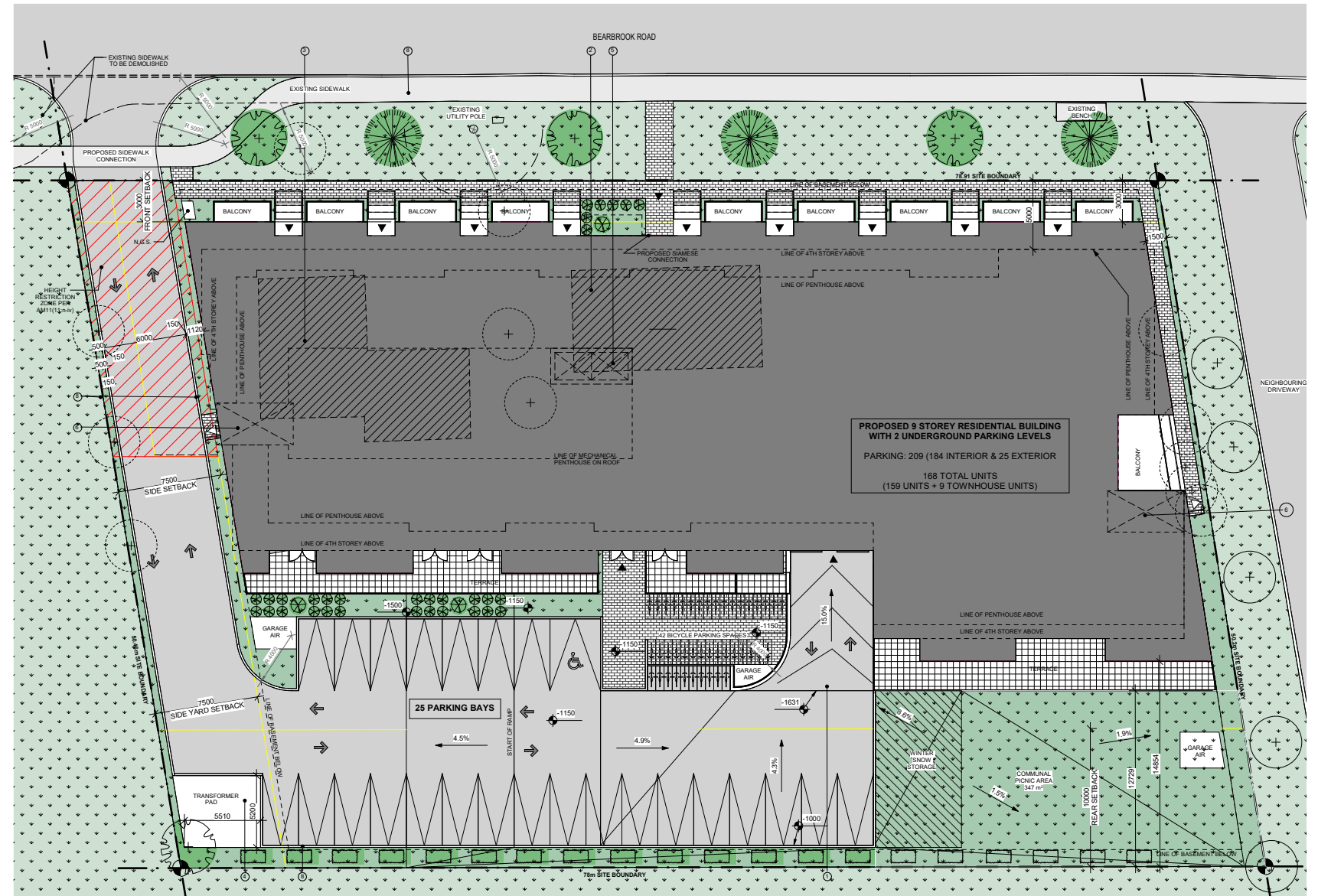









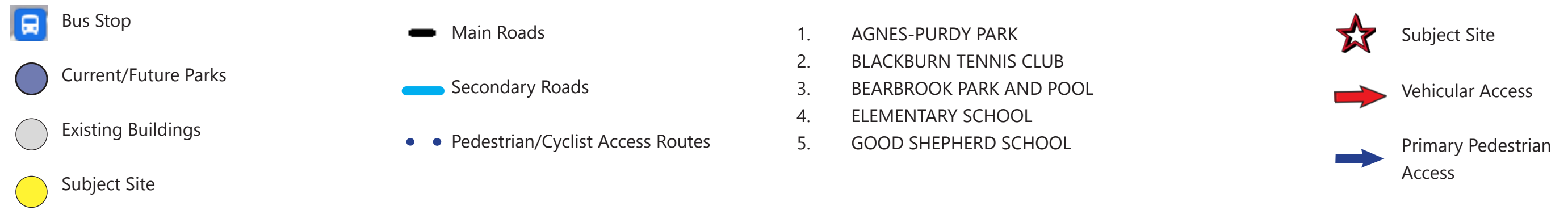
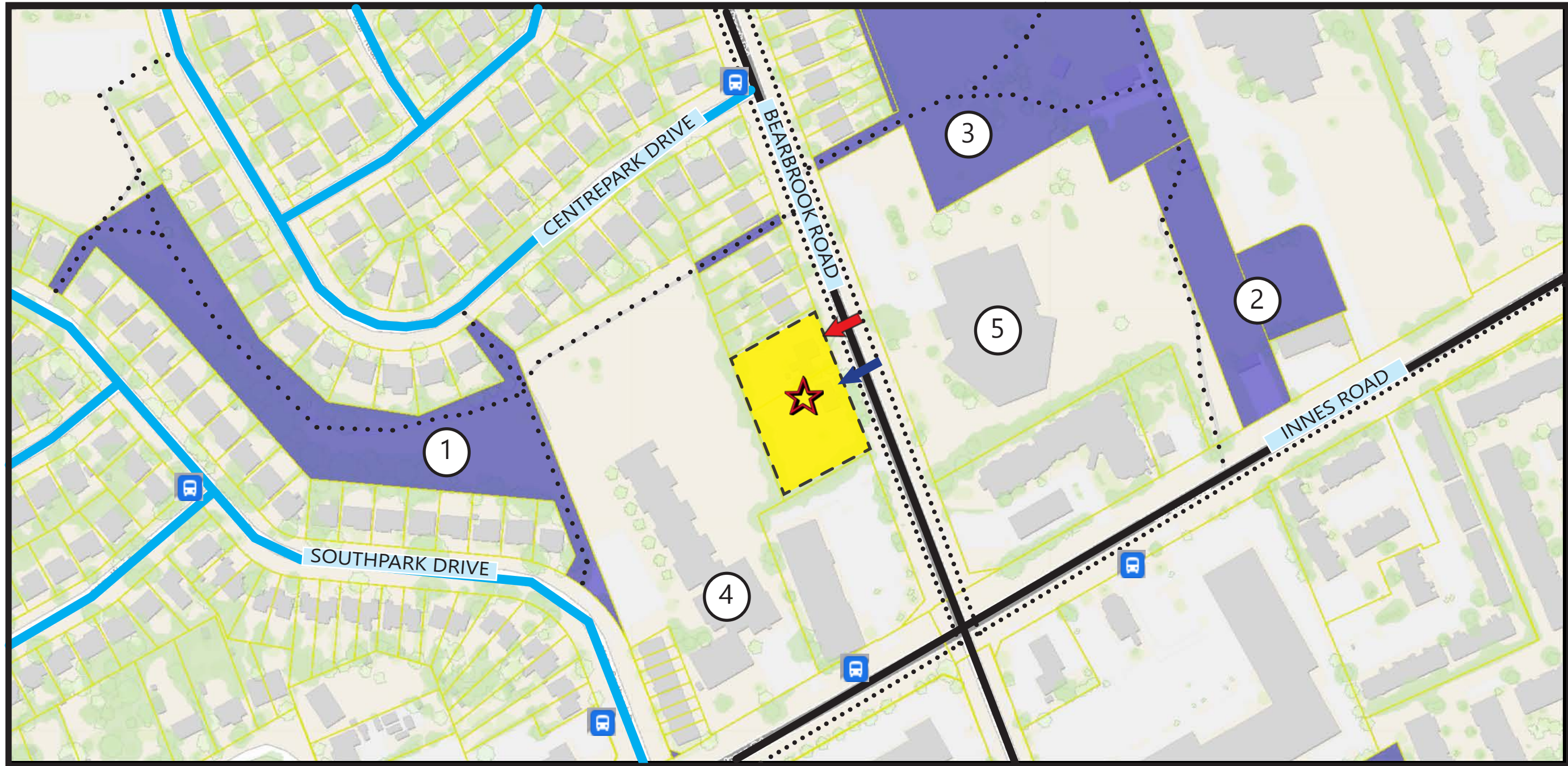
Figure 1. 98-100 Bearbrook Road - Proposed Site Layout



-  CECCE School board
-  OCDSB School Board
-  OCBS School Board
-  Licensed Child Care Centre

-  Main Road
-  Site
-  Current/Future Parks

 Subject Site





C - VIEW OF EXISTING RESIDENCE



D - VIEW FROM NORTH OF BEARBROOK

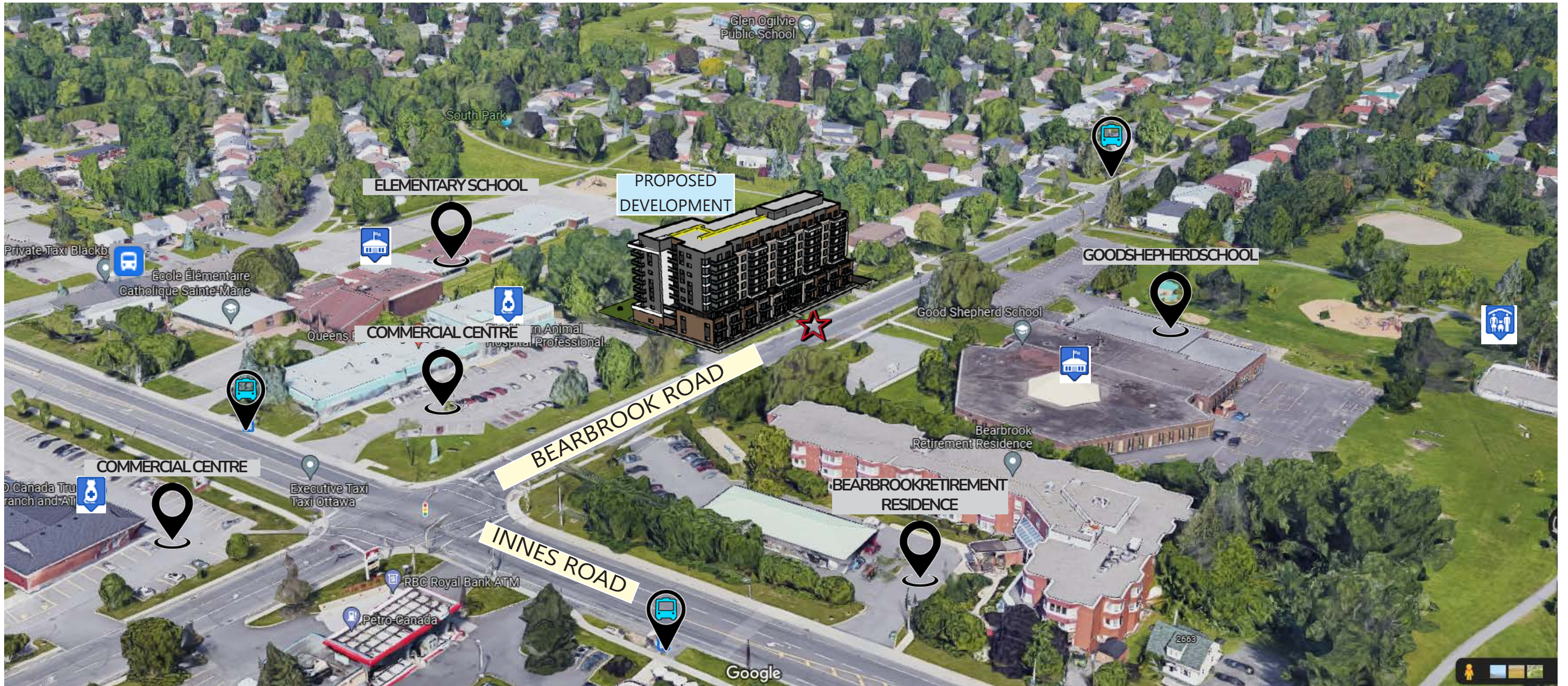







B - VIEW OF EXISTING RESIDENCE



A - VIEW FROM SOUTH OF BEARBROOK





-  Veterinary Hospital
-  Bus Nodes
-  Good Shepherd School
-  Elementary School
-  Bearbrook Park & Outdoor Pool

 Subject Site



Figure 2. Initial Massing Exploration



Figure 3. Massing Development



Figure 4. Massing Evolution

## MASSING

The proposed development builds up, as seen on page 9, to the height of nine (9) storeys through a trinity of building mass, along with a recessed penthouse level, aimed at complementing the context in which it is planned as set out in Section 4.11 of the Official Plan. These portions were initially explored through conceptual massing and gradually evolved through city interaction and design progression (*Figures 2 through 4*) which led to the current proposal, expressing form and massing through architectural articulation as seen on page 10. Namely:

**Base:** The base or podium is positioned parallel to the street as well as the lot lines (*Figure 5*.) and expressed through a combination of a heavier masonry material and a series of ‘townhouse’ balconies which are projected from the building footprint. Given that the building is nine storeys in height, this two-storey base with projected patios brings the footprint closer to the street allowing for a more relatable human scale transition and relationship between the pedestrian realm of *Bearbrook Road* and the built form of the proposed development. Similarly, the material and colours help define the heavier base with its own distinct, masonry cladding, anchoring the building to the site and enriching the quality of the street realm while accentuating the corridors of *Bearbrook Road* leading to *Innes Road*. This masonry cladding is also present in select sections up to the full height of the building in order to vertically articulate the higher portions of the building while breaking the cladding in recessed areas to reduce the overwhelming sense of its horizontal dominance and overall weight along *Bearbrook Road*. (*Figure 6*.)

**Middle:** The middle section is setback from the building footprint along all facades, including *Bearbrook Road*, and is used to horizontally break the base from the top, while being utilised to highlight the primary pedestrian entrance as well as the individual ‘Townhouse’ entries along *Bearbrook Road*. This middle ‘band’ additionally facilitates the transition of the building from a parallelogram to a more traditional rectangular building form. This section is highlighted using a dark aluminum panel cladding system which increases its distinction from the base and top as seen on page 10.

**Top:** The top portion of the project, while large in size, is broken up vertically and horizontally through the use of various, much lighter, cladding materials in order to soften the sense of weight created. This element also descends to the first storey in some areas along the side and rear, tying the building together vertically as well as horizontally. (*Figures 7-10*.)

Notably, the project embraces the street along *Bearbrook Road* through a series of private entrances to Townhouse Type Units. This helps in creating intimate, private units for the residents while encouraging pedestrian connectivity. The proposed development has been analysed in its context through various transitional studies and contextual placement of the form as seen on pages 11 and 12.



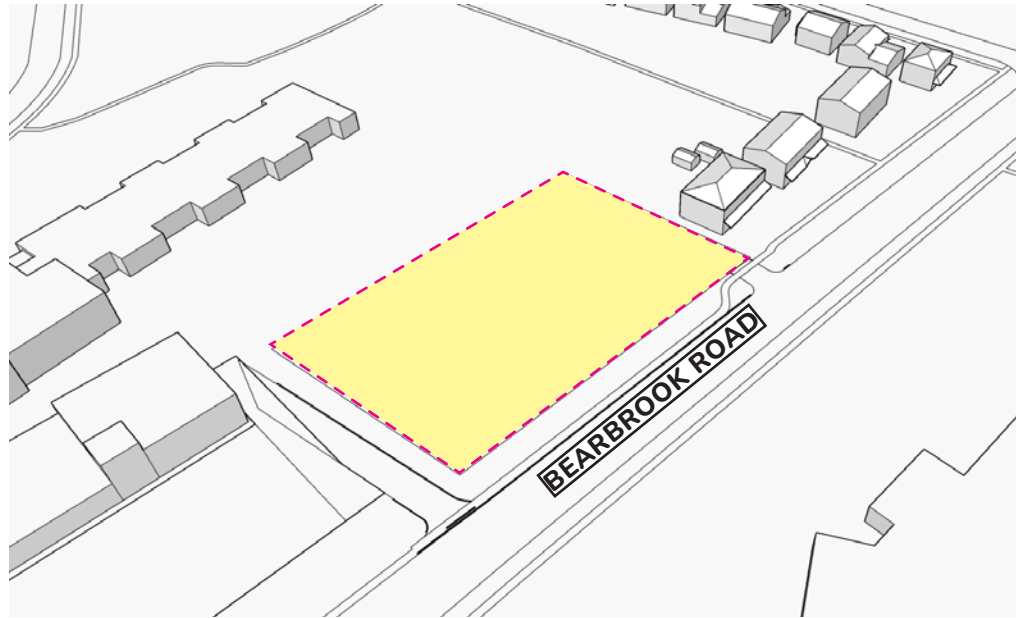


Figure 5.

EXISTING SITE  
Property line

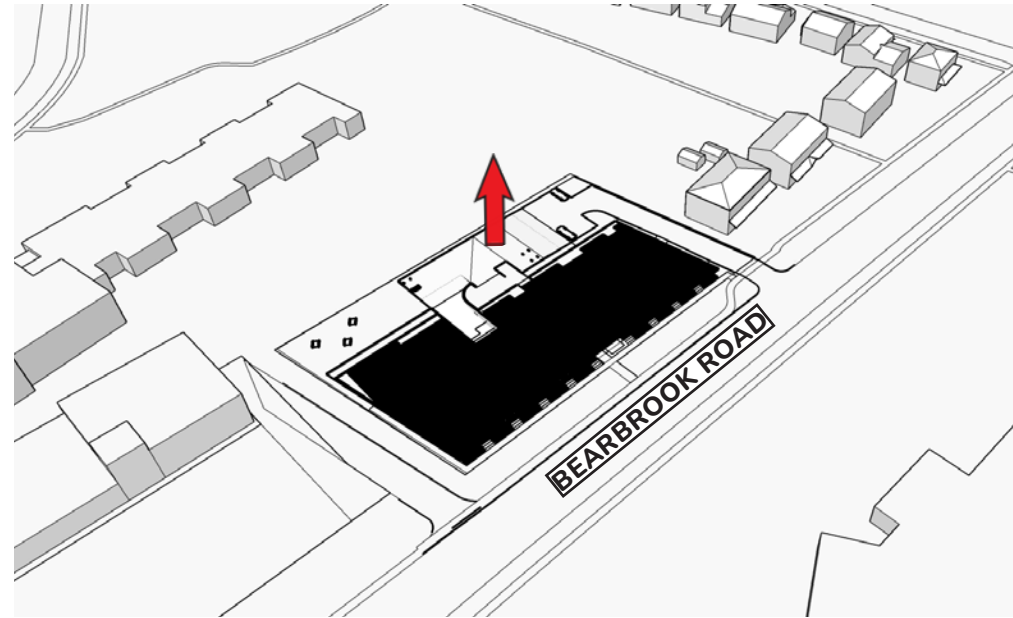


Figure 6.

BASE BUILDING  
Base form of the building.



Figure 7.

UPPER VOLUME  
Recessed upper 'mid-rise' component of the proposed building.



Figure 8.

VOLUMETRIC ARTICULATION  
Schematic volume of the proposed building on the site.



Figure 9.

CIRCULATION DIAGRAM  
Lift cores, staircases & corridors.

- Circulation
- Lifts and stairs

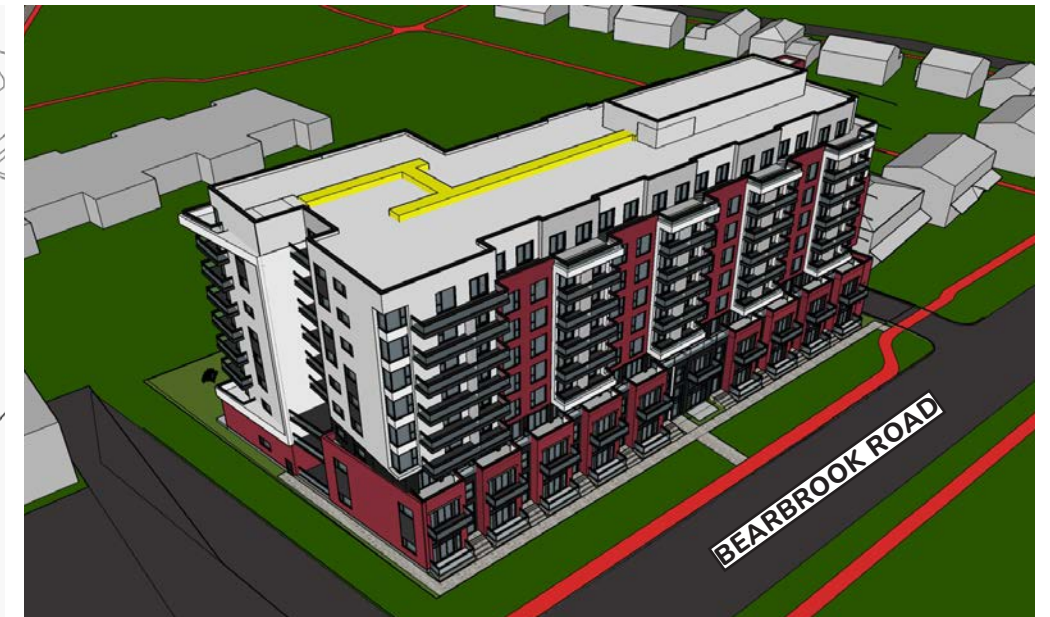


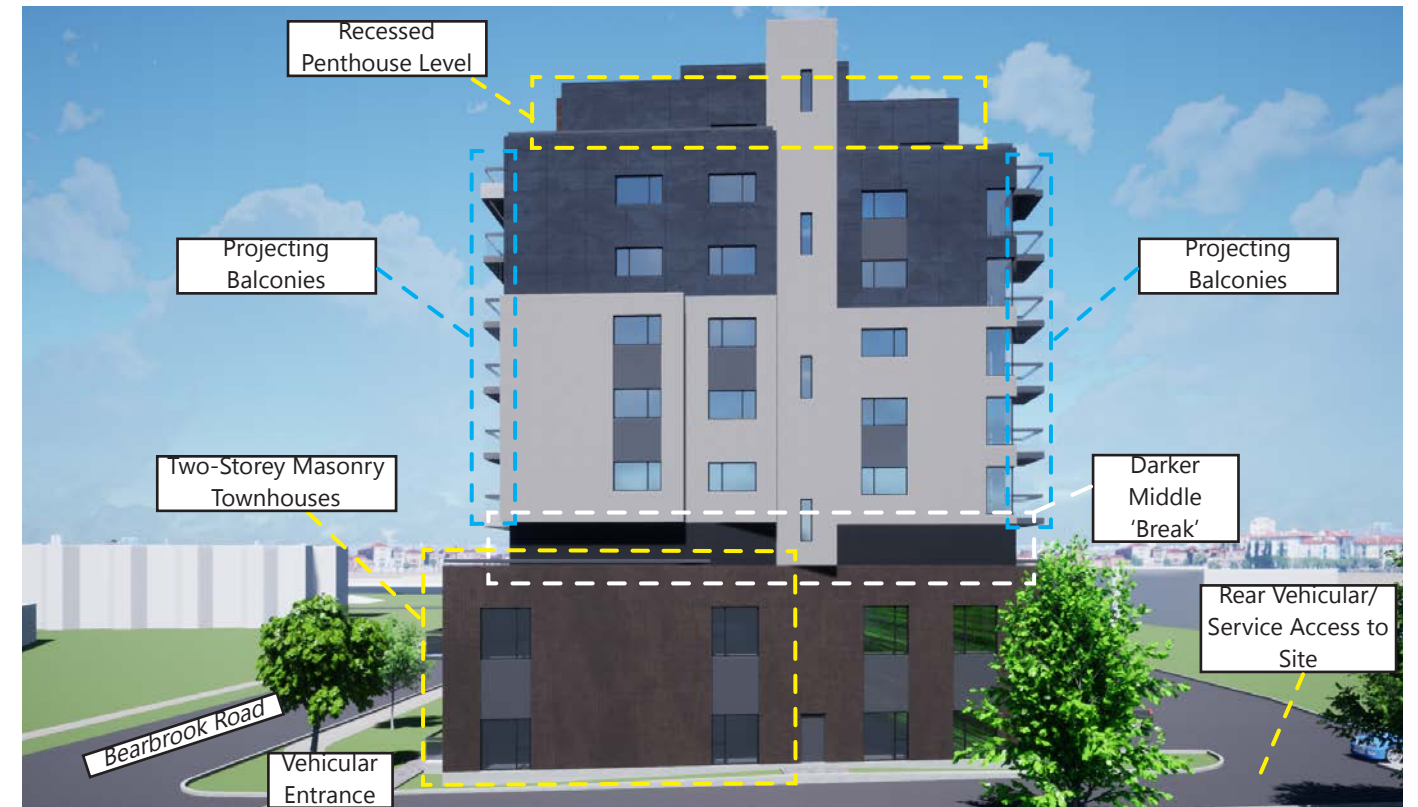
Figure 10.

SURFACE COATING DIAGRAM  
Heavy and light surface materials.

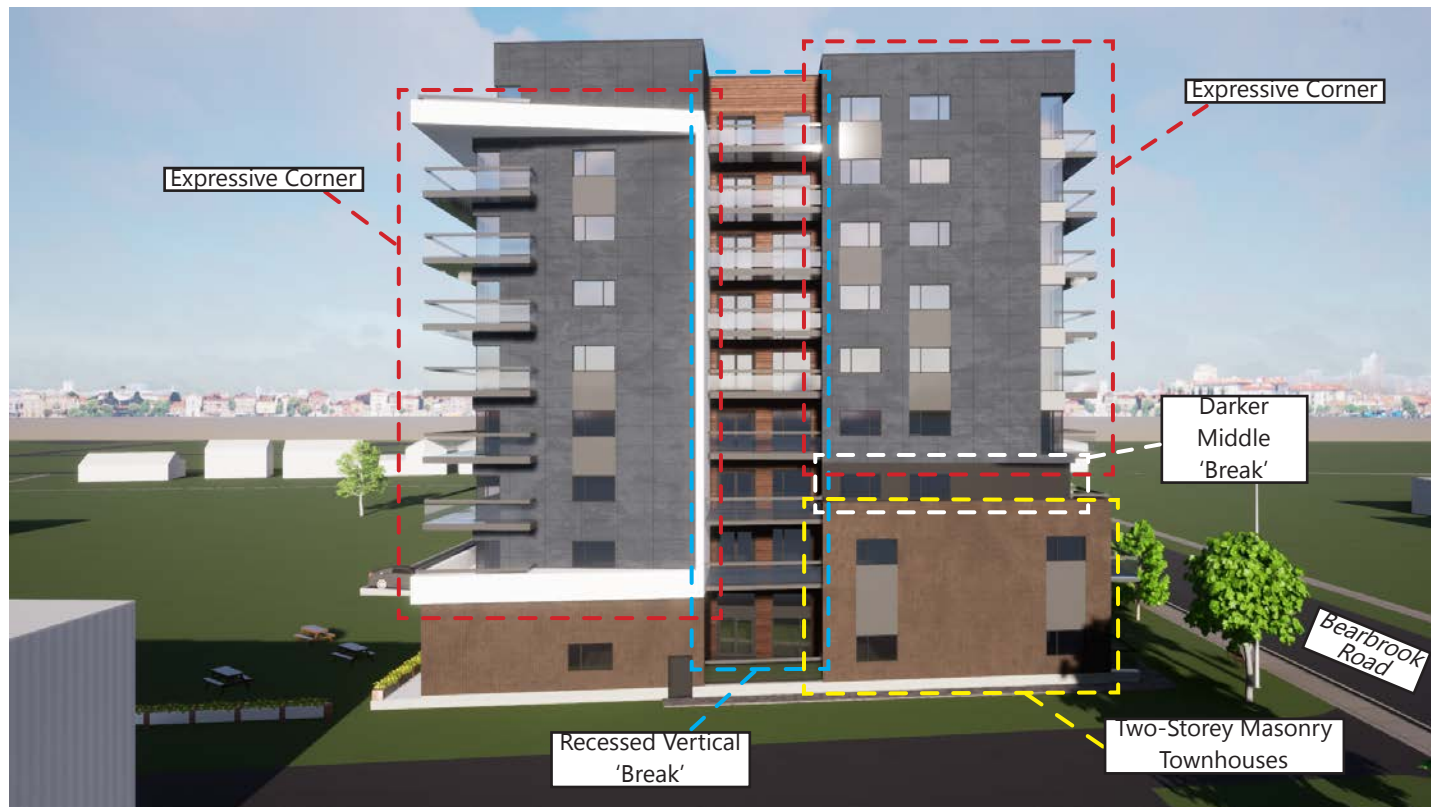
- Lighter material
- Heavier material



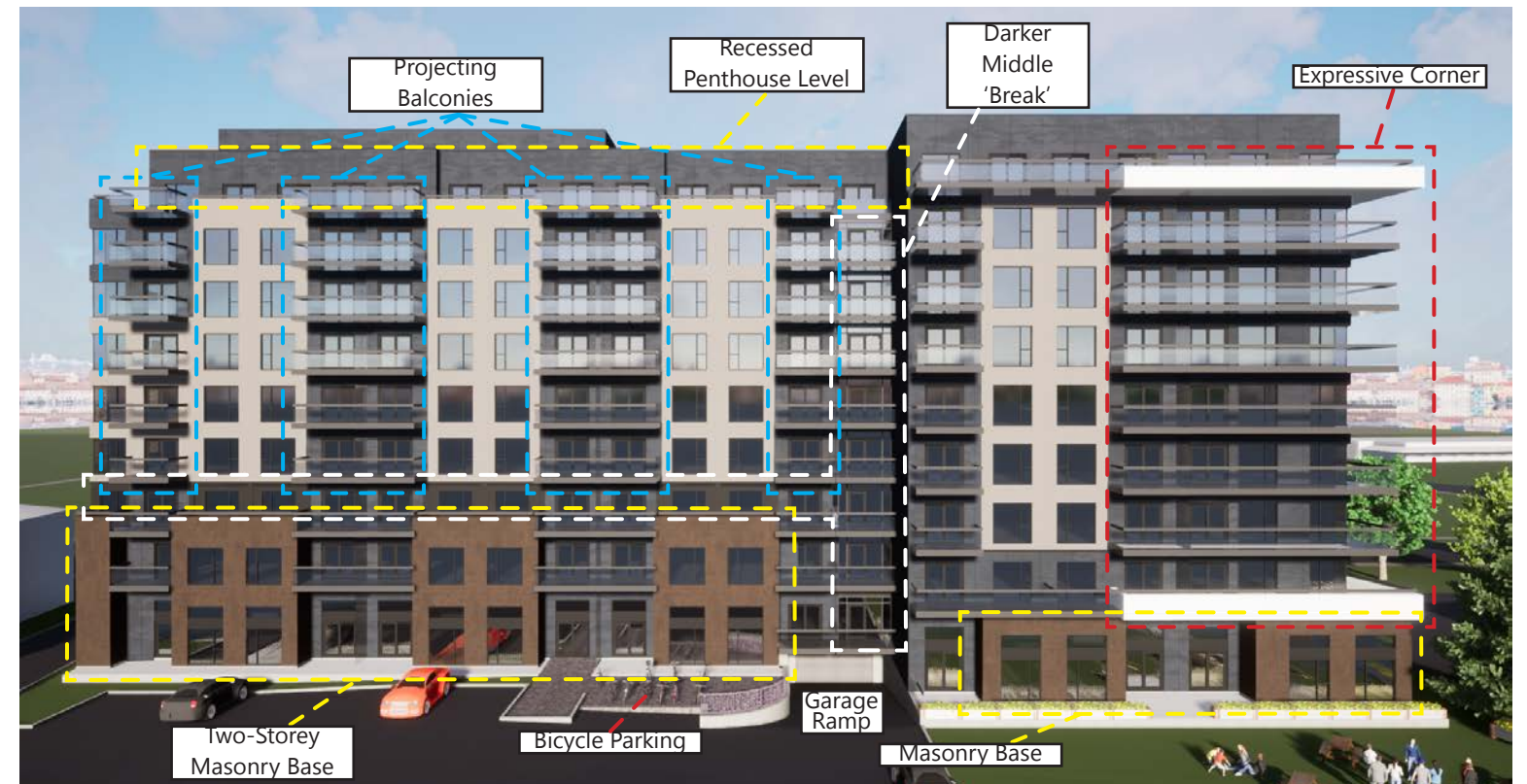
**1 - EAST ELEVATION - BEARBROOK ROAD**



**2 - NORTH ELEVATION - NEIGHBOURING RESIDENTIAL R2N ZONE**



**3 - SOUTH ELEVATION - NEIGHBOURING MIXED-USE AM11 COMMERCIAL CENTRE**



**4 - WEST ELEVATION - REAR**



1 - AERIAL VIEW FROM SOUTH EAST



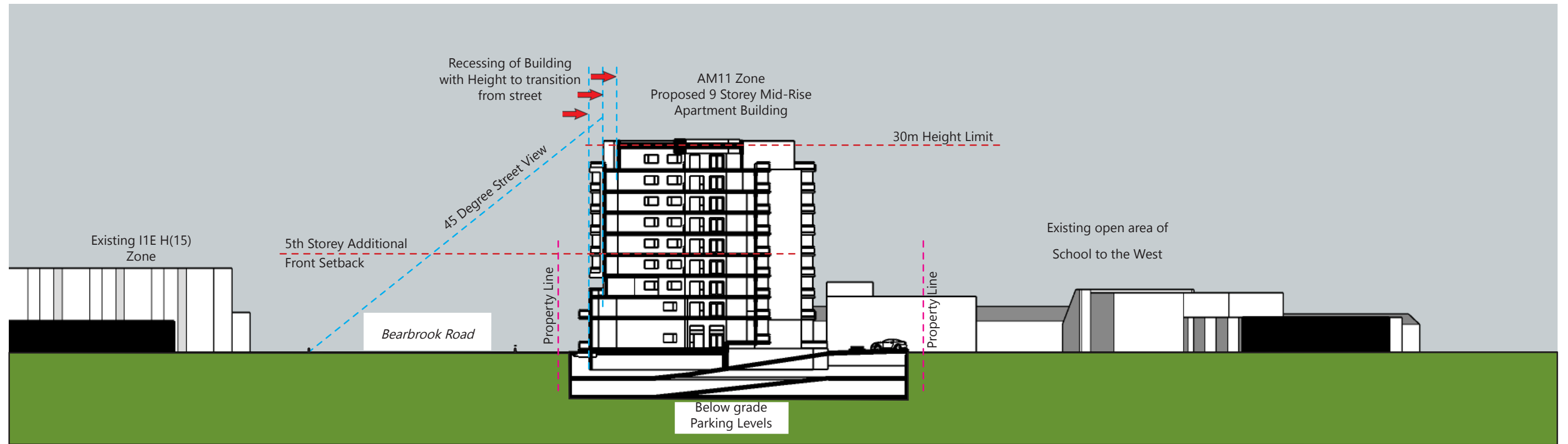
2 - AERIAL VIEW FROM NORTH EAST



3 - AERIAL VIEW FROM NORTH WEST



4 - AERIAL VIEW FROM SOUTH WEST



**1 - PROPOSED LATITUDINAL SECTION THROUGH BEARBROOK STREET & PROPERTY**



**3 - PROPOSED TRANSITIONAL SECTION THROUGH PROPERTY**

## PUBLIC REALM

### Architectural Responses

The proposed development achieves compatibility with the surrounding context through strategic site layout, good building design, appropriate massing and materiality in accordance with 4.11 of the Official Plan. In this proposal, multiple architectural design elements were included to contribute to the overall quality of the relationship that the proposed project has with the public realm (*Figure 11.*):

1. Street animation is achieved through:
  - a. Providing various pedestrian links from the building to the street, connecting the project to the existing pedestrian and cycling networks through landscaped buffers for the users and the public to utilize while transitioning from the public to the private;
  - b. Private walk-out patios provided on grade for the 'Townhouse' units along Bearbrook Road;
  - c. The creation of an intimate, communal landscaped amenity zone at the rear of the site;
  - d. Limiting building services and vehicle access to the northern part of the site, furthest from the arterial main streets;
2. Two storey 'Townhouse' Units with patio and balcony projections are proposed along Bearbrook Road which help to transition the mid-rise nine storey building through to a more relatable human scale.
3. Materials are almost entirely masonry or aluminium panels of higher quality which contributes to the durability and overall quality of the public experience.
4. Maximum feasible space has been proposed between and around buildings to maximize the potential space available for soft landscaping features. Lush trees and shrubs will also assist in providing shade to pedestrians and a more sustainable temperature management for the ground floor areas given the generous glazing throughout.

### Landscaping Details

Ground level landscaping along Bearbrook Road and, as much as possible, at the rear of the site, is designed to enhance the pedestrian experience by helping to soften the mass of the building. Along Bearbrook Road, shrubs and soft landscaping contribute to the pedestrian experience. Landscaped areas have been proposed along the sidewalks and pathways to enhance the transition from the public to the private realm.

Soft landscaping and deciduous trees have also been proposed in the generous R.O.W. helping to provide shade to pedestrians and residents while acting as a buffer between the public road and private residential units.

At the north end of the site, hard landscaping surfaces have been provided in order to cater for vehicular access and service access while maintaining minimal permanent features. Due to the extensive nature of the works, while all efforts will be made, it is unlikely that all existing trees will be able to be conserved.

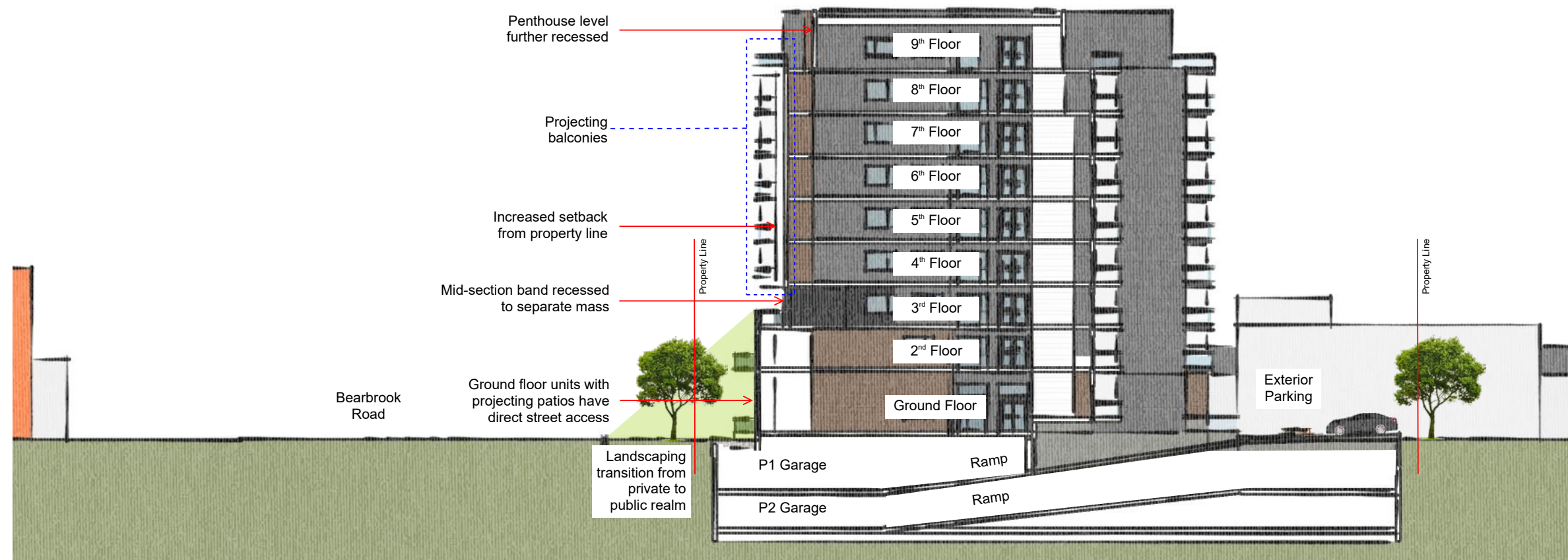


Figure 11.

## BUILDING DESIGN (in accordance with Official Plan Sections 4.11 and 5.2.1)

### Site Layout

The proposed development is a residential-use building providing One hundred and sixty eight (168) rental units ranging from studios to four (4) bedroom townhouses. The development is composed of one (1) residential building with three (3) distinctive volumes of various heights. Amenity spaces totalling over two thousand square meters (2244.2m<sup>2</sup>) are provided split between private balconies, exterior areas at grade, as well as an interior gym and common rooms.

In order to alleviate any potential congestion from the busier Innes Road, vehicular access to the site is proposed from the furthest point north. Access is made up of a six meter laneway leading to the rear of the property which houses twenty five (25) vehicular parking spaces at grade with an additional one hundred and eighty four (184) over two levels of underground garage for a total of two hundred and nine (209) vehicular spaces, included bays reserved for EV charging and car-sharing services. Additionally, eighty four (84) bicycle bays are provided across both ground level at the rear as well as conveniently through the garage level of the building.

Being in a General Urban Area near an Arterial Mainstreet (per Schedule B of the OP), the development is within walking distance of the Bus Rapid Transit (BRT) network (per Schedule D of the OP), while also being near a 'Multi-Use Pathway' (Schedule C of OP). This promotes the reduction of private vehicle use and encourages alternative, more sustainable, modes of transport for the user.

Building entrances are located both directly off of Bearbrook Road and at the rear of the building from the on grade parking area. This was done to promote animation and easy access to the nearby pedestrian and cycling networks. In addition to the two primary entrances, there is also access to the lift core and both stairwells directly from both underground garage levels.

The building has been positioned to be as far from the R2 Residential zone to the North in order to increase the buffer between zones while also maximising the potential of the site.

### Materiality

The design takes on the base, middle and top approach to its massing along all elevations to enhance both the pedestrian experience at street level and the building's expression and image in the urban fabric. The materiality also contributes in reinforcing the horizontal and vertical separation of each component.

The 'Townhouse' Units of heavier masonry (*Figures 12. through 14.*), representing the first two levels, are designed to have a more urban and modern interface with the public realm while adopting a more relatable two storey scale to animate and enhance the experience at street level. Dark metallic elements are also proposed to vertically articulate and tie together the three distinct portions.

The middle section consists of dark metallic panels (*Figure 15.*) which creates a distinct horizontal, and in some places vertical, separation between the base and the top section of the building.

The top portion consists of lighter metallic panels (*Figure 16.*) with light accents (*Figure 17.*) which also tie down vertically to the ground level in parts. The selected colours of the materials runs lighter from base to top to help reduce the massing effects.

A woodgrain element (*Figure 18.*) has also been introduced in the recessed portions of the projecting balconies along Bearbrook Road, extending up to the penthouse level, to help soften the overall impact of the building form and incorporate a warmer element to reflect the residential nature of the project.

Moreover, the design incorporates a more contemporary window pattern and dimensioning which gives the building a more current look while being sympathetic to the character of the area.

### Amenity Areas

A proposed mix of indoor and outdoor amenity space, both private and communal, has been provided throughout the development. Communal areas, including exterior picnic area, as well as an interior gym & dogwash area, total roughly 577 m<sup>2</sup>, while private spaces boast a combined area of 1527 m<sup>2</sup>.



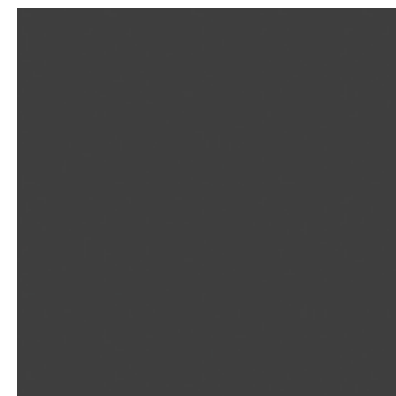
*Figure 12.*  
Architectural Brick:  
Legacy Series - "Madison County" by  
Ottawa Brick & Stone (Brampton Brick)



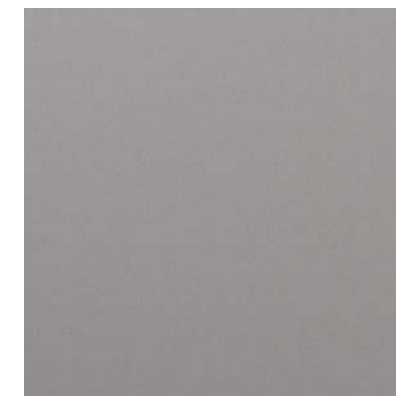
*Figure 13.*  
Architectural Brick:  
Legacy Series - "Crystal Gray" by  
Ottawa Brick & Stone (Brampton Brick)



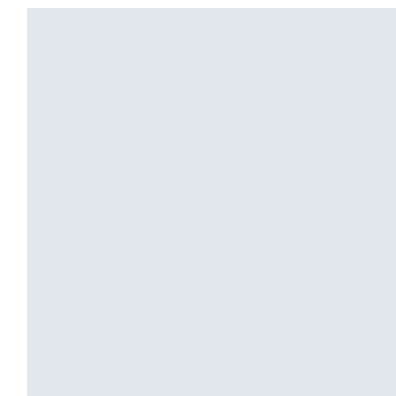
*Figure 14.*  
Architectural Brick:  
Legacy Series - "Sterling Gray" by  
Ottawa Brick & Stone (Brampton Brick)



*Figure 15.*  
Aluminium Panels - "Buick"  
by Alucobond



*Figure 16.*  
Aluminium Panels - "Platinum  
Mica" by Alucobond



*Figure 17.*  
Aluminium Panels - "Magnolia"  
by Alucobond



*Figure 18.*  
Aluminium Panels -  
"Chestnut", Natural  
Collection  
by Alucobond





1 - STREET VIEW FROM *BEARBROOK ROAD*



2 - STREET VIEW FROM *BEARBROOK ROAD*



3 - AERIAL VIEW FROM REAR OF SITE



4 - BIRDS EYE VIEW OF SITE OVERLOOKING REAR OF SITE



## SUSTAINABILITY

The proposed development contributes to the achievement of City of Ottawa sustainability objectives through site and building design. With a total of one hundred and sixty eight (168) residential rental units, the proposed density of the development aids in the creation of a more compact urban form which follows the Mixed Town Centre's intensification orientation. Through various types of units ranging from studio to four bedrooms, the project can respond to a greater variety of residents and help increase accessibility to housing for seniors.

### Building Design

- The building design including envelope as well as heating and cooling systems will optimize energy consumption through modelling to meet and potentially exceed all provincial and federal model requirements;
- The percentage of glass has been minimized by applying punched windows to obtain more energy efficiency;
- The installation of high quality windows that utilize low-e coatings and gas filling, while choosing the glazing and window frame material that will be most sustainable;
- Air-tight building envelope using increased insulation;
- The project extends along the northeast-southwest axis which allows the units to take advantage of the south light which creates opportunity for energy efficient design;
- The proposal has paid attention to the implementation of bird friendly design by incorporating darker materials on the bottom three floors to create higher contrast and by using punch windows which not only allows for less transparent surfaces but also creates interruptions between them. (Figure 19.)

### Sustainable Site

- The Subject property is located within walking and cycling distance to a variety of local services and amenities to meet daily needs, reducing the reliance on private motor vehicles;
- The Subject property is located within 200m of a commercial centre and public library, favouring less private vehicles and promoting the use of public transport;
- The majority of the on-site parking is provided below grade via a two-level parking garage, with the incorporation of EV charging stations and carshare facilities, encouraging the use of emission free vehicles and carshare facilities, while providing more than a 1 to 1 ratio of parking spaces to dwelling units;
- Eighty four (84) bicycle parking spaces will be provided to promote active transportation and less dependence on motor vehicles, with nearby access to a multi-use pathways.

### Water Efficiency

- Stormwater will be controlled on site including rooftop flow attenuation and surface and sub-surface storage;
- Landscape design will incorporate indigenous vegetation requiring as little irrigation as possible.

### Energy and Atmosphere

The proposed development also reduces energy consumption through:

- The use of more permeable materials to reduce heat loss;
- Low-flow hot water fixtures;
- Exterior lighting which will be designed to reduce light pollution to a minimum.

### Indoor Environmental Quality

- Operable windows will increase natural ventilation;
- Interior materials and finishes will be selected to ensure durability and low emissivity;
- Units are designed to maximize natural light which will reduce reliance on electrical and mechanical systems.

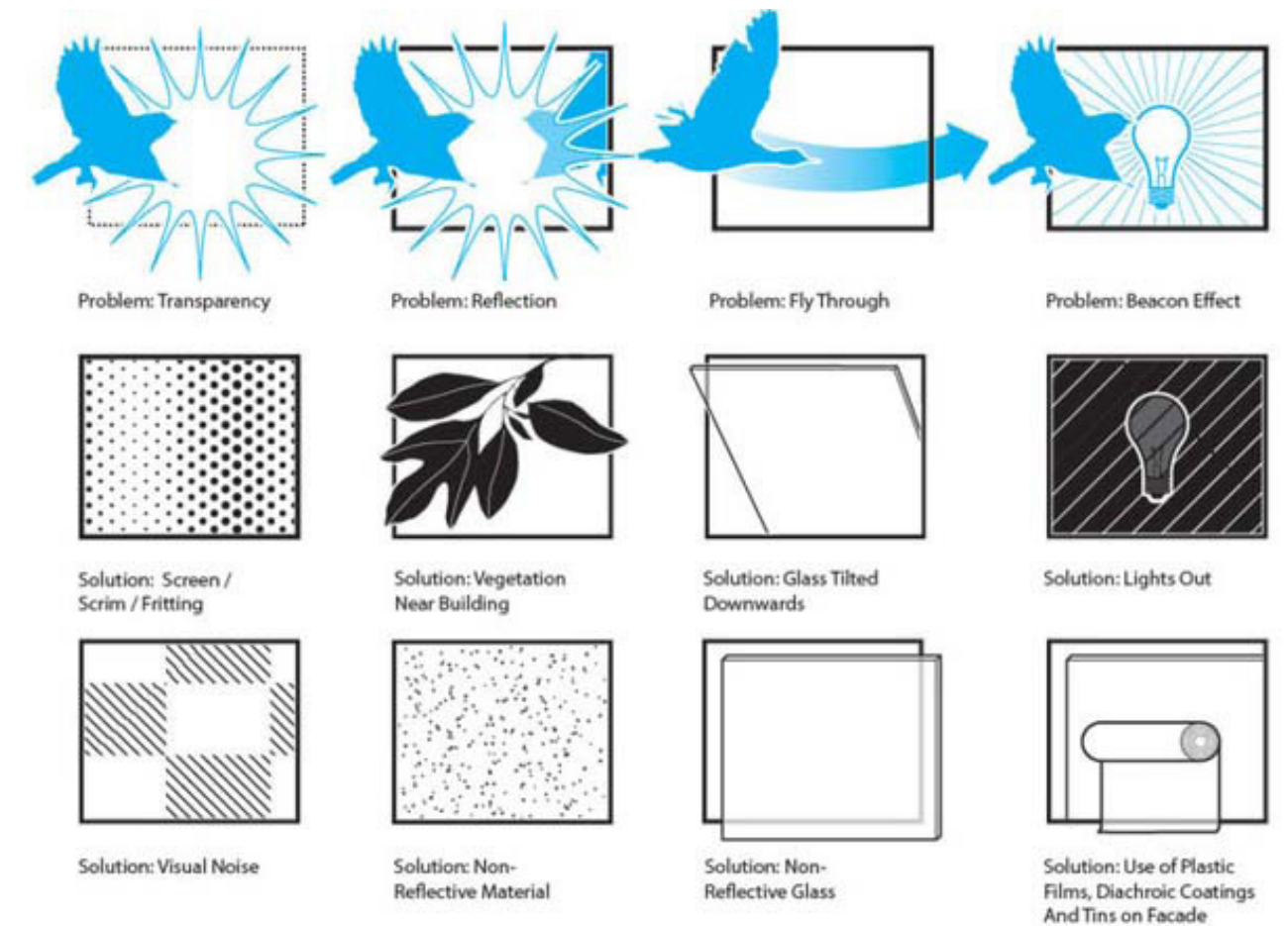
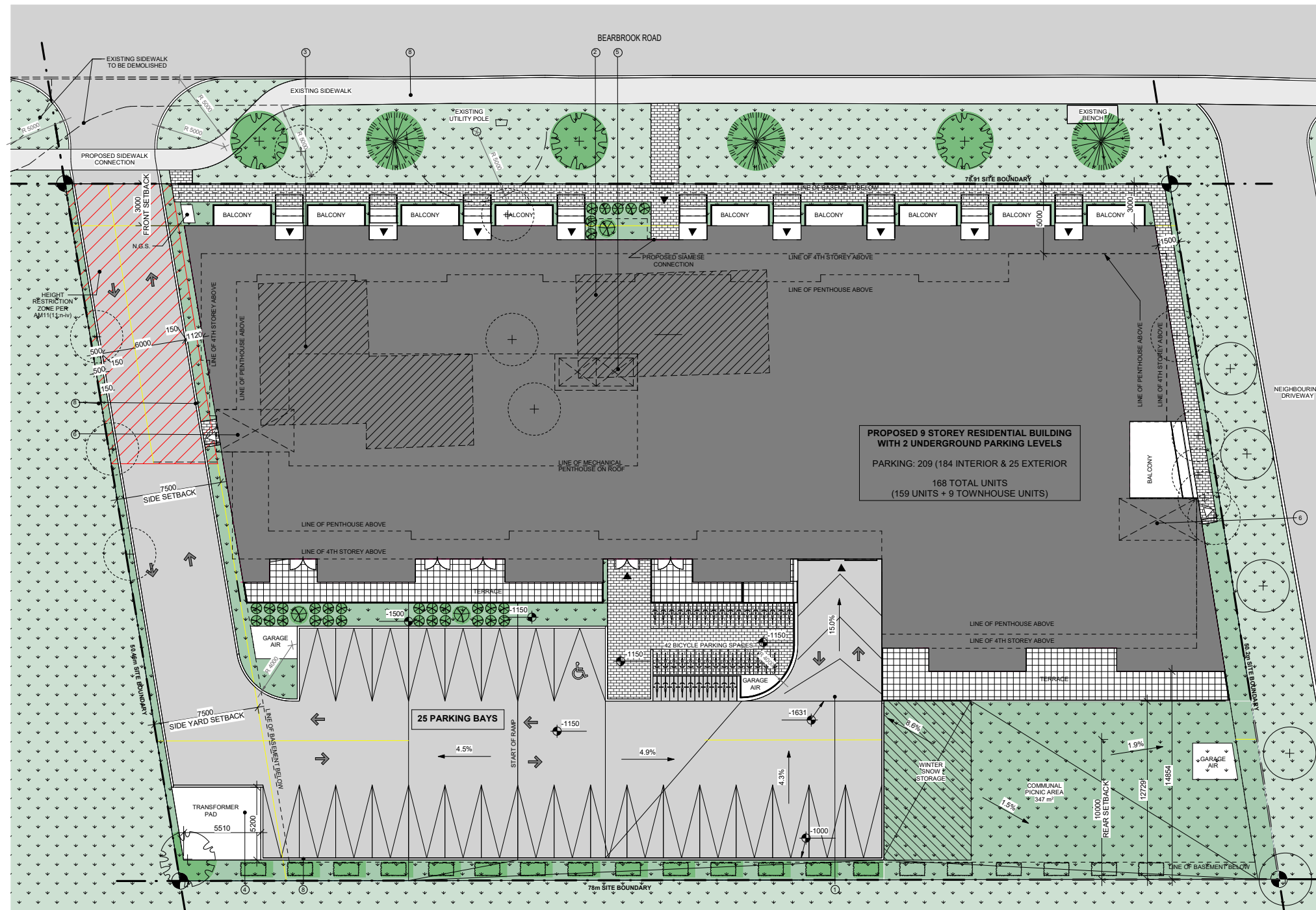


Figure 19. - Bird Safety: Glass problems and Solutions

Image Credit: scapestudio.com

### Materials and Resources

- The building envelope will consist of mostly rain-screen aluminium, architectural masonry cladding and punched windows allowing for higher overall energy efficiency which will ensure comfort and a superior energy model performance;
- Construction will favour locally sourced, durable, sustainable, and recycled materials;
- Construction and demolition waste will be reduced and recycled during design, construction, operation, and end of life;
- Roof membranes will have a high solar reflectance index;
- Storage and collection of recyclables has been incorporated in the project.



- LEGEND**
- SURFACES**
- GRASS
  - POURED CONCRETE
  - CONCRETE PAVERS
  - POURED CONCRETE
  - ASPHALT PAVING
  - PROPOSED NEW BUILDING
  - EXISTING BUILDING TO DEMOLISH
- LINES**
- PROPERTY LINE
  - SETBACK LINE
  - EXISTING FENCE
  - NEW FENCE
  - OVERHEAD WIRES
- VEGETATION**
- TREE: EXISTING TO REMAIN
  - TREE: EXISTING TO BE REMOVED
  - TREE: NEW PROPOSED
  - SHRUB: NEW PROPOSED
- SYMBOLS**
- DIRECTIONAL ARROWS
  - BUILDING ACCESS
  - BUILDING EGRESS
  - SIAMESE CONNECTION
  - UTILITY POLE
  - FIRE HYDRANT
  - CATCH BASIN / MANHOLE
  - DEPRESSED CURB
  - LANDSCAPE LIGHT
  - LIGHT POLE
  - WALL MOUNTED LIGHT
  - EXISTING GRADE ELEVATION
  - PROPOSED GRADE ELEVATION
  - LOT CORNERS
- PARKING**
- BIKE PARKING: H: HORIZONTAL 0.6M x 1.8M, V: VERTICAL 0.3M x 1.5M, S: STACKED 0.37M x 1.8M
  - CAR PARKING: R: RESIDENTIAL, V: VISITOR
  - BF PARKING: R: RESIDENTIAL, V: VISITOR
  - BF PARKING (TYPE A): R: RESIDENTIAL, V: VISITOR
  - BF PARKING (TYPE B): R: RESIDENTIAL, V: VISITOR

**GENERAL NOTES**

**NOTE-A:** ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS, INCLUDING OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN DRAWINGS WILL BE REPORTED TO THE PROJECT LEAD IMMEDIATELY FOR CLARIFICATION PRIOR TO COMMENCING ANY CONSTRUCTION.

**NOTE-B:** ALL GENERAL SITE INFORMATION AND CONDITIONS HAVE BEEN COMPILED FROM EXISTING PLANS AND SURVEYS.

**NOTE-C:** CONTRACTOR IS RESPONSIBLE TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL ERRORS AND / OR OMISSIONS TO THE ARCHITECT.

**NOTE-D:** REFER TO LANDSCAPE PLAN FOR ALL EXTERIOR LANDSCAPING.

**NOTE-E:** DO NOT SCALE DRAWINGS.

**NOTE-F:** ALL CONTRACTORS MUST COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS.

**SURVEY INFO**

TOPOGRAPHIC SURVEY OF:  
Stantec Geomatics Ltd.

**PROJECT INFORMATION**

**SITE SUMMARY**

ADDRESS	98-100 BEARBROOK RD, GLOUCESTER, OTTAWA
CURRENT ZONING	AM11
SITE AREA	3553.55 m <sup>2</sup>
PROPOSED USE	RESIDENTIAL
BUILDING AREA	1812.30 m <sup>2</sup>

**ZONING SUMMARY**

LOT AREA	REQUIRED	PROPOSED
3553.55 m <sup>2</sup>	3553.55 m <sup>2</sup>	3553.55 m <sup>2</sup>
LOT WIDTH	0.00 m	78.91 m
MIN. LOT WIDTH	0.00 m	0.00 m
MAX. BUILDING HEIGHT	30.00 m	28.00 m
MAX. PARAPET HEIGHT	0.00 m	0.00 m

**SET BACKS:**

SETBACK	REQUIRED	PROPOSED
- FRONT YARD	3.00 m (min.)	3.00 m
- CORNER SIDE YARD	0.00 m (min.)	0.00 m
- INTERIOR SIDE YARD	7.50 m (min.)	7.50 m
- REAR YARD	10.00 m (min.)	12.73 m
MIN LANDSCAPED AREA	0.00 m <sup>2</sup>	813.90 m <sup>2</sup>

**VEHICULAR PARKING**

TOWNHOUSE	REQUIRED	PROPOSED
1 / UNIT	9	9
MID-RISE	1.2 / UNIT	191
VISITORS	0.2 / UNIT	34
Resident Parking Requirement Attainment	89.3%	84
BIKES	80	84

**AMENITY AREA**

PRIVATE	REQUIRED	PROPOSED
477.0 m <sup>2</sup>	477.0 m <sup>2</sup>	1527.5 m <sup>2</sup>
COMMUNAL	477.0 m <sup>2</sup>	577.4 m <sup>2</sup>

(CALC: 6 m<sup>2</sup> / UNIT - MIN 50% MUST BE COMMUNAL)

**SUMMARY OF PROPOSED:**

9 x 3 / 4 Bedrm Townhouse: Each ±80 m<sup>2</sup> over 2 floors

159 APARTMENTS:

- Studio x 7;
- 1 Bed x 37;
- 1 Bed + Den x 75;
- 2 Bed x 39;
- 3 Bed x 1;

PARKING BAYS: 25 Exterior + 184 Interior = 209 Total

PARKING GARAGE: 3305.77m<sup>2</sup> x 2 = 6611.54 m<sup>2</sup>

TOTAL BUILDING AREA: 14674.0 m<sup>2</sup> (excl. garage)

PROPOSED COVERAGE: 51.00% (1812.3 m<sup>2</sup>)

1 SITE PLAN  
A003 1:150

UNIT COUNT	TOWNHOUSE	STUDIO	1 BEDROOM	1 BED + DEN	2 BEDROOM	3 BEDROOM	TOTAL
GROUND FLOOR	9		3	4	2		18
2ND FLOOR	(9)	1	4	5	2		12
3RD FLOOR		1	5	11	4		21
4TH FLOOR		1	5	11	4		21
5TH FLOOR		1	5	11	4		21
6TH FLOOR		1	5	11	4		21
7TH FLOOR		1	5	11	4		21
8TH FLOOR		1	5	11	4		21
9TH FLOOR					11	1	12
<b>TOTAL</b>	<b>9</b>	<b>7</b>	<b>37</b>	<b>75</b>	<b>39</b>	<b>1</b>	<b>168</b>

