



170 Slater Street

UDRP Report and Response to UDRP Recommendations
April 10, 2024

Urban Design Review Panel Recommendation Responses 170 Slater Street

April 4, 2024

Adrian van Wyk

Planner II – Development Review, Central
City of Ottawa
110 Laurier Ave West
Perth, ON K7H 3C6

Via Email : adrian.vanwyk@ottawa.ca

**RE: Urban Design Review Panel Recommendation Responses
PC2023-0379
170 Slater Street – Site Plan Control**

Dear Adrian van Wyk,

Fotenn is pleased to provide you with this letter detailing the responses to the recommendations received from the Urban Design Review Panel following our presentation to the Panel on 7 September, 2023 regarding a forthcoming Site Plan Control application at 170 Slater Street. Accompanying the responses to recommendations are the following documents:

- / Site Plan, prepared by Neuf, dated March 11, 2024;
- / Landscape Plan, prepared by James B Lennox Landscape Architects, dated March 12, 2024; and
- / UDRP Report, prepared by Neuf, dated March 12, 2024.

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

Sincerely,



Tyler Yakichuk, MCIP RPP
Planner



Tim Beed, MCIP RPP
Senior Planner

Key Recommendations

- 1 The Panel supports integrating this development within the existing tower context.
Noted.
- 2 The Panel cautions against the dark-coloured approach to the facades.
The colour of the facade material has been updated to be of a lighter colour.
- 3 The Panel has concerns with the access to sunlight, especially on the lower levels, and the minimal amenity space being provided.
 - / Consider adding amenity on some of the upper levels to provide more variety and access to sunlight for residents.**Amenity space is provided on the second floor of the podium (south side) as well a dog run (north side).**
- 4 The Panel recommends further investigating how the existing parkette, future second phase, and the mid-block woonerf connect and how they holistically help to support the pedestrian uses on Slater Street. Perhaps a temporary POPS should be considered prior to Phase 2.
Please see the updated Site Plan for the intended condition of the Phase 2 building area prior to development.
- 5 The Panel is highly supportive of the woonerf approach in the mid-block laneway.
Noted.
- 6 The Panel highly recommends tying-in the datum lines and rhythm of the adjacent heritage facade on Laurier Avenue in a more deliberate manner to inform the design and architectural language of the podium.
It is debatable from a practical perspective as to whether datum lines found on adjacent buildings seven storeys above-grade can have a consequential effect on the experience of pedestrians at-grade.
- 7 The Panel has concerns with the access to the parking garage and the complexity of frequent vehicular crossings over the bike lanes.
 - / Consider consolidating the parking access with the existing parking access off Slater Street for more efficient use of space.**Locating parking for the proposed development with egress/ingress from the existing parking access area would create more vehicle-pedestrian interactions in the woonerf area, which we view as not preferable.**

Site Design & Public Realm

- 8 The Panel recommends carefully considering the interim period between the first and second phases of development in terms of how interim facade conditions and the at-grade areas are treated/animated.
 - / Consider a phasing strategy that enhances the spaces in the interim, such as having an art wall on the north side and a temporary POPS.
 - / Consider options other than surface parking for the interim landscaping phase.
 - / The Panel supports the idea of adding a large mural, that idea would mesh well with a public open space.

Please see the accompanying updated Site Plan, which identifies the proposed interim condition for the undeveloped area, prior to Phase 2.

- 9 The Panel strongly recommends the two sites (this eastern portion and the adjacent western portion) be taken through the approvals process together, not separately.
- / The Panel recommends the applicants include the parkette on the north-western portion of the site as a crucial component of this application, rather than a separate application. At the very least, the parkette needs to be incorporated in this approvals package in order for the site to suitably permit two towers. Without the parkette in this application, the Panel recommends this should be a single tower site rather than a two-tower site.

The established parkette is not contemplated for redevelopment, nor is it located on the subject property in question.

- 10 The Panel has concerns with the vehicular entrance from Laurier Avenue and its interaction with the existing westbound bike lane.
- / Consider sharing the existing parking ramp with the adjacent building and consolidating them as a single vehicular entrance to minimize curb-cuts and reduce intersections with the bike lane.

Noted.

- 11 The Panel recommends extending the woonerf treatment of the laneway all the way to the edges of the site, and temporarily extending the linear parkette at the north-west corner into the future Phase 2 location to provide an interim POPS.

The woonerf area will remain as conceived for the UDRP presentation.

- 12 The Panel suggests the site would be better suited as a single tower development, with the parkette along Slater Street continuing eastward past the mid-block connection to create a linear parkette that fills part, or all, of the location currently allocated to the north tower.

The proposed development complies with all existing zoning provisions that govern the site. Including tower separation, height, and GFA.

Sustainability

- 13 The Panel recommends further considering the future evolution of the site and adjacent sites in the design.

Noted.

- 14 The Panel recommends giving more thought to how this proposal could adhere to the City's sustainability standards, such as the upcoming High-Performance Development Standards, and add valuable environmental & social sustainability to the downtown community

This will be further contemplated at the Building Permit phase of development.

Built Form & Architecture

- 15 The Panel has concerns with the location and amount of amenity space. According to the shadow studies, the rooftop amenity spaces at 2nd level have very little sunlight, even in the mid-June period.

Noted.

- 16** The Panel highly recommends developing amenity spaces at the 6-storey podium rooftop between the two towers as well as at the upper most rooftops of the two towers. The current amount and quality of sunlight at the 2nd level amenity is insufficient as a standalone amenity space, and more options and variety of amenity spaces with greater access to sunlight should be investigated.

Sun-shadow studies indicate that the sixth storey podium area would provide less sunlight than the second storey amenity space.

- 17** The Panel recommends the datum lines of the adjacent heritage facade (to the east along Laurier Ave. W) should more closely match the datum lines in the proposed podium along Laurier Avenue.

It is not clear what benefit this provides pedestrians at-grade.

- 18** The Panel recommends further investigating whether the proposal would benefit from the link between the two towers being lower, in order to allow more sunlight to penetrate through that space. Coupled with the creation of a rooftop amenity on the (lowered) link, this would hopefully improve the quality of light in that space and thus the quality of the amenity.

A reduction in the podium would reduce the number of residential units, given that the GFA cannot be recaptured due to height constraints, as per the existing zoning schedule.

- 19** The Panel appreciates the inspirational images provided on page 8. The architecture of those buildings is strong and should more closely inform the architecture of the proposal.
/ Consider taking more cues from those inspirational buildings in refining the architecture of the proposal.

Noted.

- 20** The Panel recommends increasing the amount of solidity and simplifying the proposed architecture.

Noted.

- 21** The Panel recommends considering fins as a functional method of articulating the facades more.
/ Currently, the facades appear more like floating screens, and the precast portions do not appear grounded.

Noted.

- 22** The Panel supports the idea behind the articulation of the crowns at the top of the towers. Perhaps adding depth to the articulation with fins and tying the rhythm of the fins down into the building would help increase the overall “temperance” and handsomeness of the architecture.

Noted.

- 23** The Panel appreciates the overall architecture of the building and its inspirational images.
/ The Panel recommends the depth and articulation of the facades be refined.

Noted.

24 The Panel recommends increasing the amount of amenity space and providing different kinds of amenity spaces throughout the building.

The building provides a variety of amenity spaces, both interior and exterior, in addition to the private balcony amenity spaces. Additionally, the proposed development exceeds the required amenity space provision.

25 The Panel recommends aligning the podium height with the adjacent 6-storey heritage building on Laurier Avenue.

Noted.

26 The Panel has concerns with the 7-storey podium height of the tower link negatively impacting the amount daylight in units and on balconies.

The reduction of a storey would not provide an appreciable amount of more light to units and balconies in particular.

27 The Panel has concerns with the treatment of the commercial ground-level and its visual disconnection from the residential treatment above.

/ Consider treating the ground-level in a manner that links it to the rest of the building more cohesively, and equally grounding the building rather than having the residential portion appear as a floating facade.

/ Consider bringing some of the verticality from the pre-cast portions down to ground-level to create a connection between the architectural expression of the residential façades and the commercial at ground-level.

Noted.

28 The Panel recommends enhancing the lobby entrance element along Slater Street, suggesting the currently proposed entrance is a bit understated.

/ Consider developing and elevating the 'entrance moment' further. In particular, the entrance along Slater Street will always be highly visible given its adjacency to the urban plaza space.

Noted.

29 Consider ways to enhance the corner presence and entrance from Slater Street.

Noted.

30 The Panel has concerns with the dark colours of the materials as viewed in the renderings and perspectives.

/ Consider pursuing lighter coloured materials as shown in many of the inspirational images on page 8.

The material has been updated to a lighter colour.

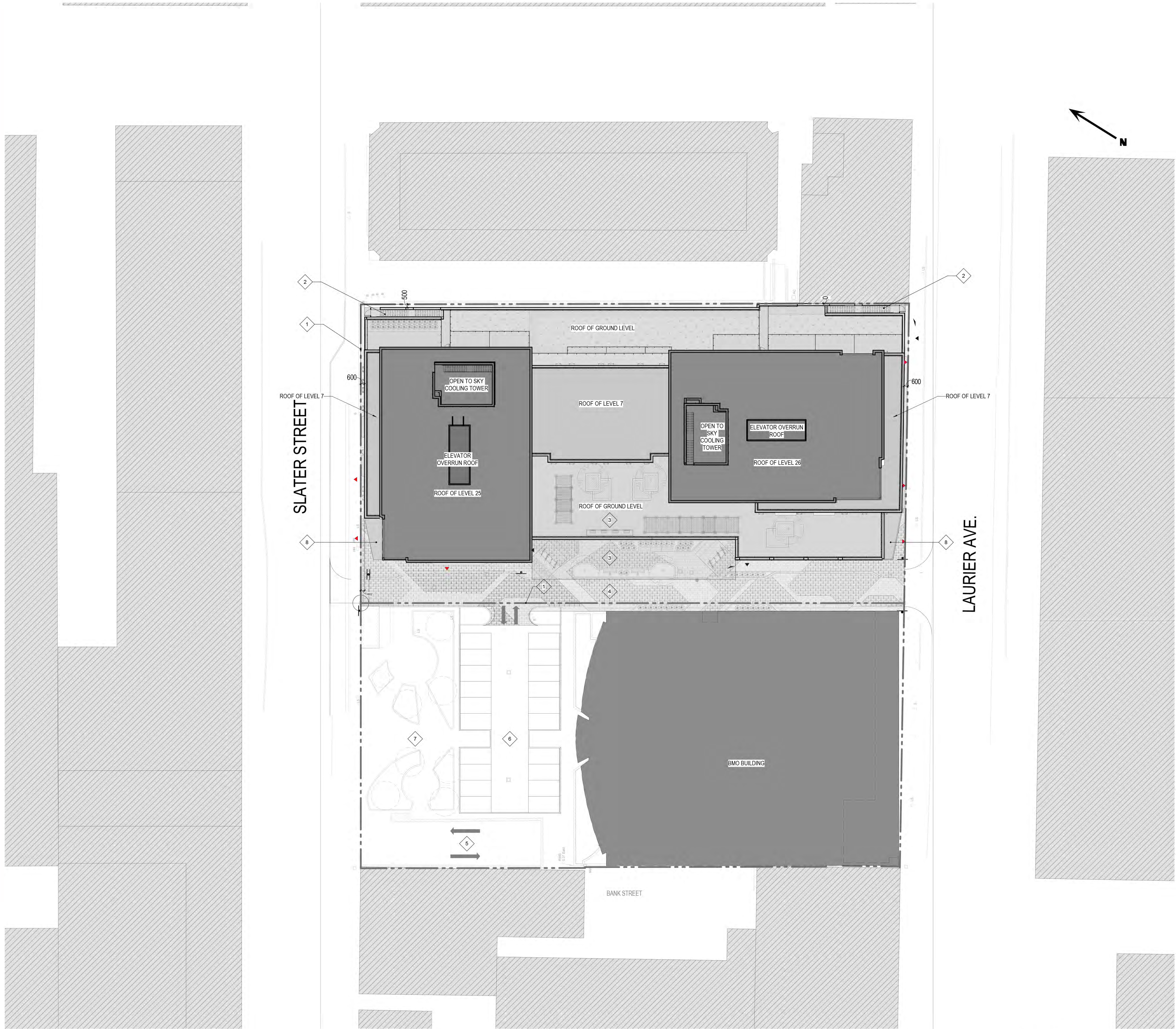
31 The Panel recommends taking cues from the 6-storey Art Deco building located directly to the east along Laurier Avenue.

- / Consider the datum lines of the base, middle, and top portions of the Art Deco building and try to reinforce the legibility of the podium to mimic its neighbouring heritage in a thoughtful way. That is not to say copy the design, but rather complement the neighbouring design in a more deliberate manner.

Matching the podium to the abutting six-storey building would reduce the height of the existing podium by a floor, and would result in the lost of residential dwellings.

Site Plan

Autodesk Docs | 12980_SLATER1705_1896C_AFC_022.rvt



NOTE LEGEND	
TYPE	DESCRIPTION
1	PROPERTY LINE
2	EXIT SIGN
3	ELECTRICAL RENEWAL SPACE (SEE LANDSCAPE)
4	IMPAVED PEDESTRIAN LNK. AND VEHICULAR ACCESS AND DROP OFF (SEE LANDSCAPE)
5	OFFICE PARKING ACCESS RAMP
6	IN-SPACE PARKING OFFICERS
7	PARK
8	CANOPY ABOVE GROUND LEVEL

GENERAL NOTES / NOTES GÉNÉRALES

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- All drawings must appear on the documents that are issued by the contractor before starting work. If any dimensions appear on any documents issued after the start of construction, they shall be subject to change.
- The architect must be notified of all errors, omissions and discrepancies between these documents and those of the other professionals. I hereby accept full responsibility for the construction of the project and the accuracy of the documents issued by the architect.
- The dimensions on these documents must be read and not measured. If any dimensions on these documents do not add up, the architect shall be responsible for the error.

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SEAL / SCÉAU



SHEET PRINT DATE: 2024-03-12 2:26:36 PM
 CLIENT / CLIENT:



PROJECT / OUVRAGE: 170 SLATER

LOCATION / EMPLACEMENT: OTTAWA PROJECT NO. / NO. PROJET: 12980.00

NO	REVISION / RÉVISION	DATE (yy-mm-dd / aa-mm-jj)
0	FOR COMMENTS	2023.06.27
1	SITE PLAN APPROVAL	2023.07.10
2	SITE PLAN APPROVAL - R1	2023.12.07
3	SITE PLAN APPROVAL - R2	2024.03.11

*Preliminary
NE PAS UTILISER POUR
CONSTRUCTION*

DRAWN BY / Dessiné par: AUBRY
 CHECKED BY / Vérifié par: BSJ
 DATE / Date: 06/06/23
 SCALE / Échelle: 1 : 200

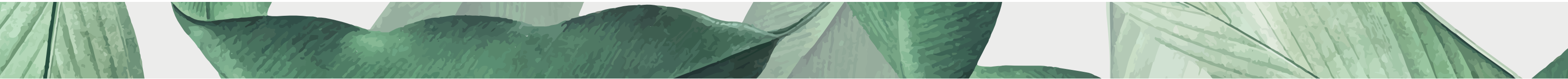
DRAWING TITLE / TITRE DU DESSIN: SITE PLAN - ROOF LEVEL

SITE PLAN - ROOF LEVEL
 1:200

REVISION / RÉVISION: 3
 DRAWING NO. / NO. DESSIN: SPA A101

Landscape Plan

UDRP Package



170 SLATER

CITY OF OTTAWA - CITY PRECONSULTATION

12980 | GWL REALTY ADVISORS | NEUF ARCHITECT(E)S | CLELAND JARDINE ENG. LTD. |
GOODKEY VEEDMARK & ASSO. LTD. | NOVATECH | JAMES B. LENNOX & ASSOCIATES INC. | FOTENN |
ANNIS O'SULLIVAN VOLLEBEKK | CGH TRANSPORTATION

MARCH 13 2024



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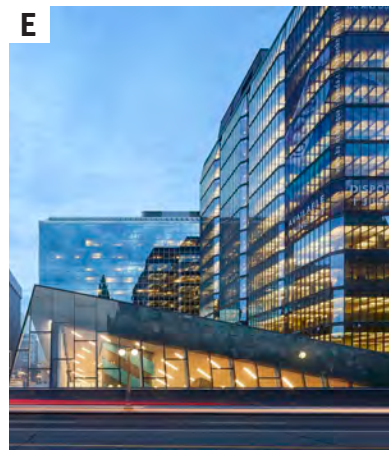
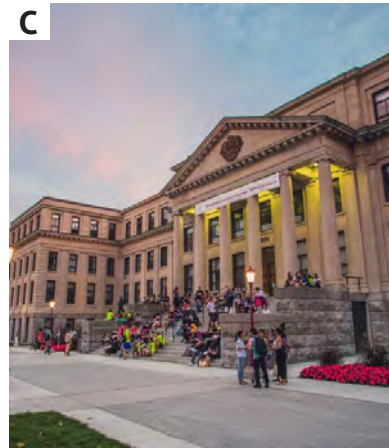
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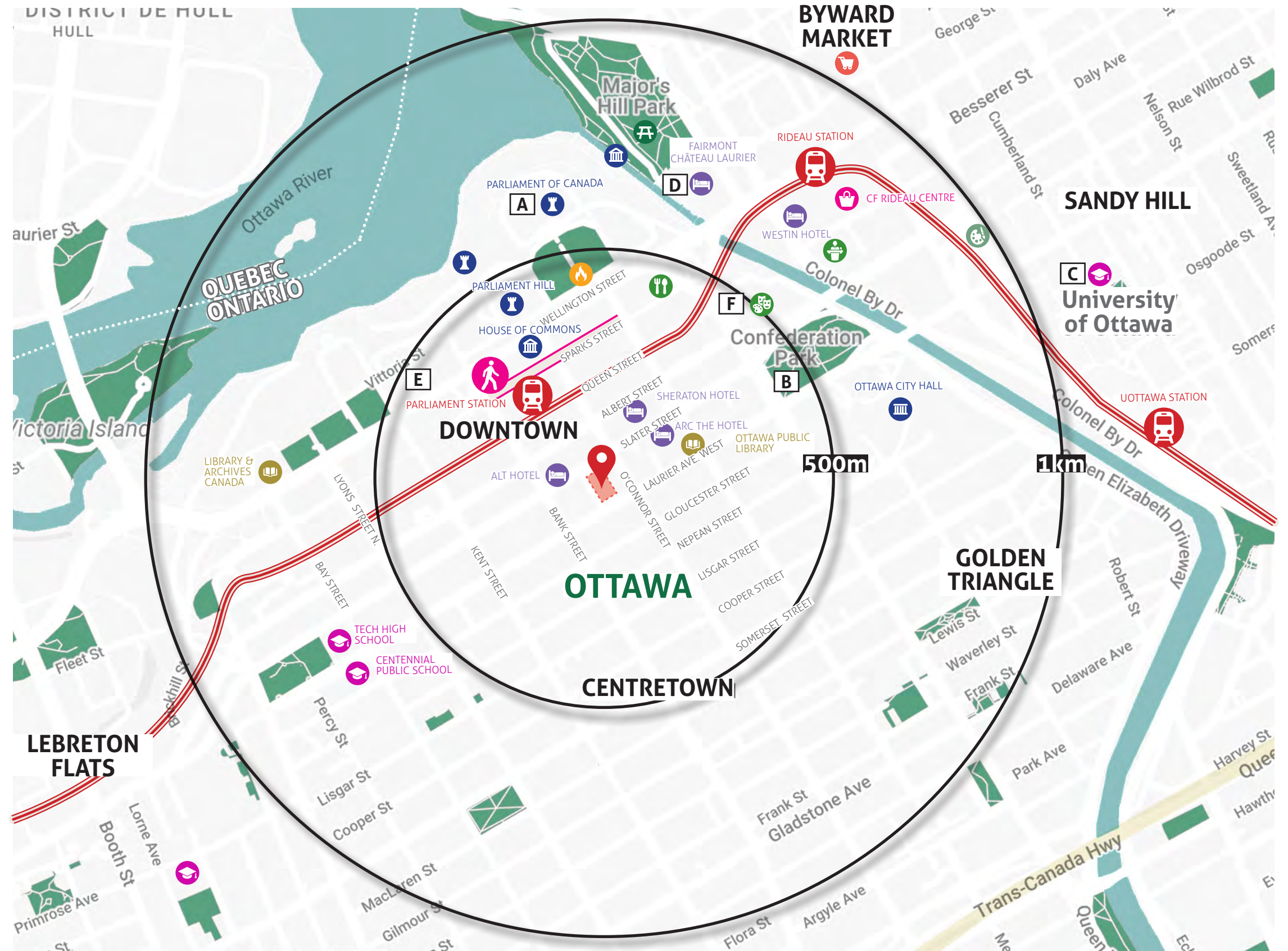


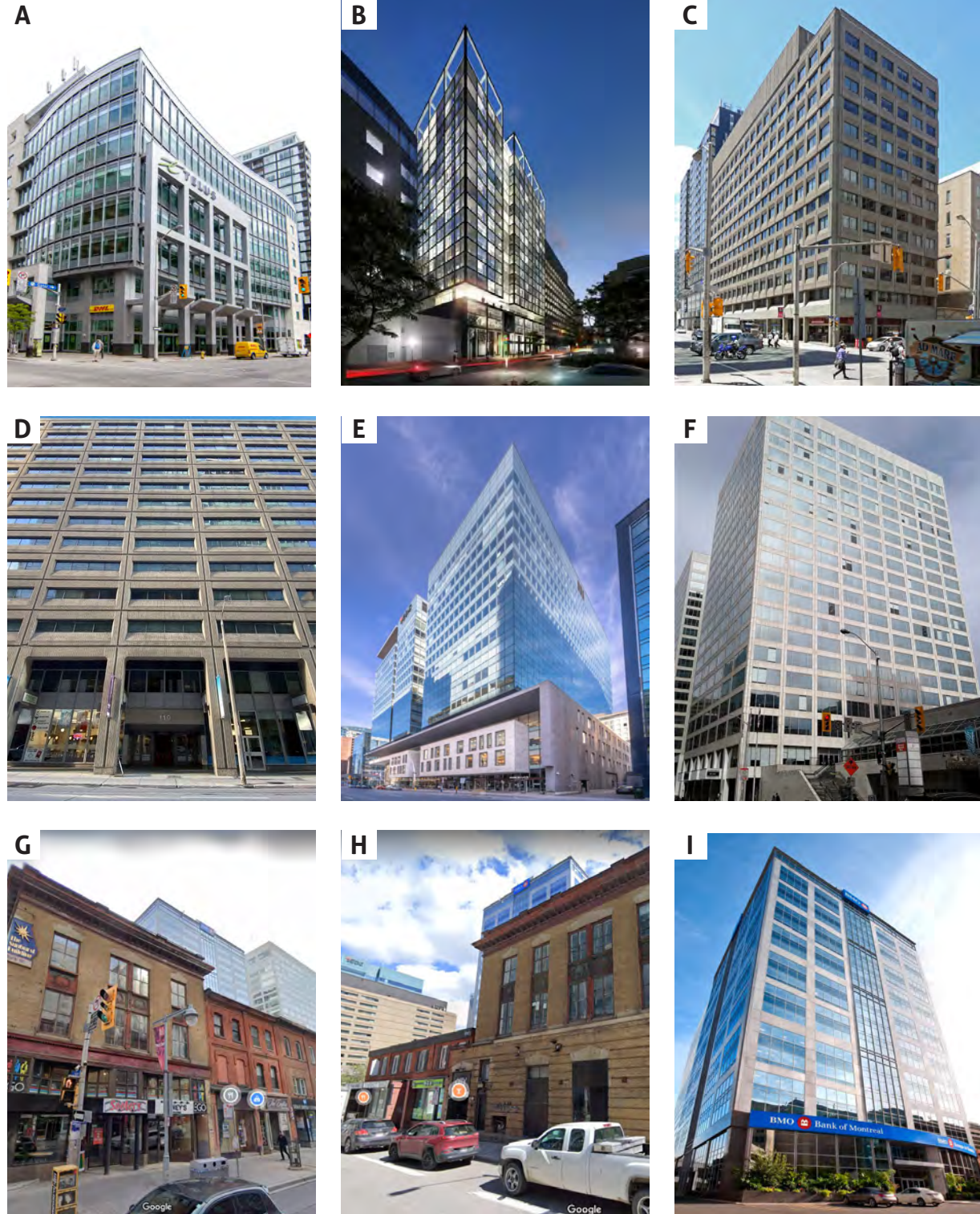
INTRODUCTION



- LEGEND**
- A. PARLIAMENT HILL
 - B. CONFEDERATION PARK
 - C. UNIVERSITY OF OTTAWA
 - D. FAIRMONT HOTEL
 - E. BANK OF CANADA
 - F. NATIONAL ARTS CENTRE

0 100 500m

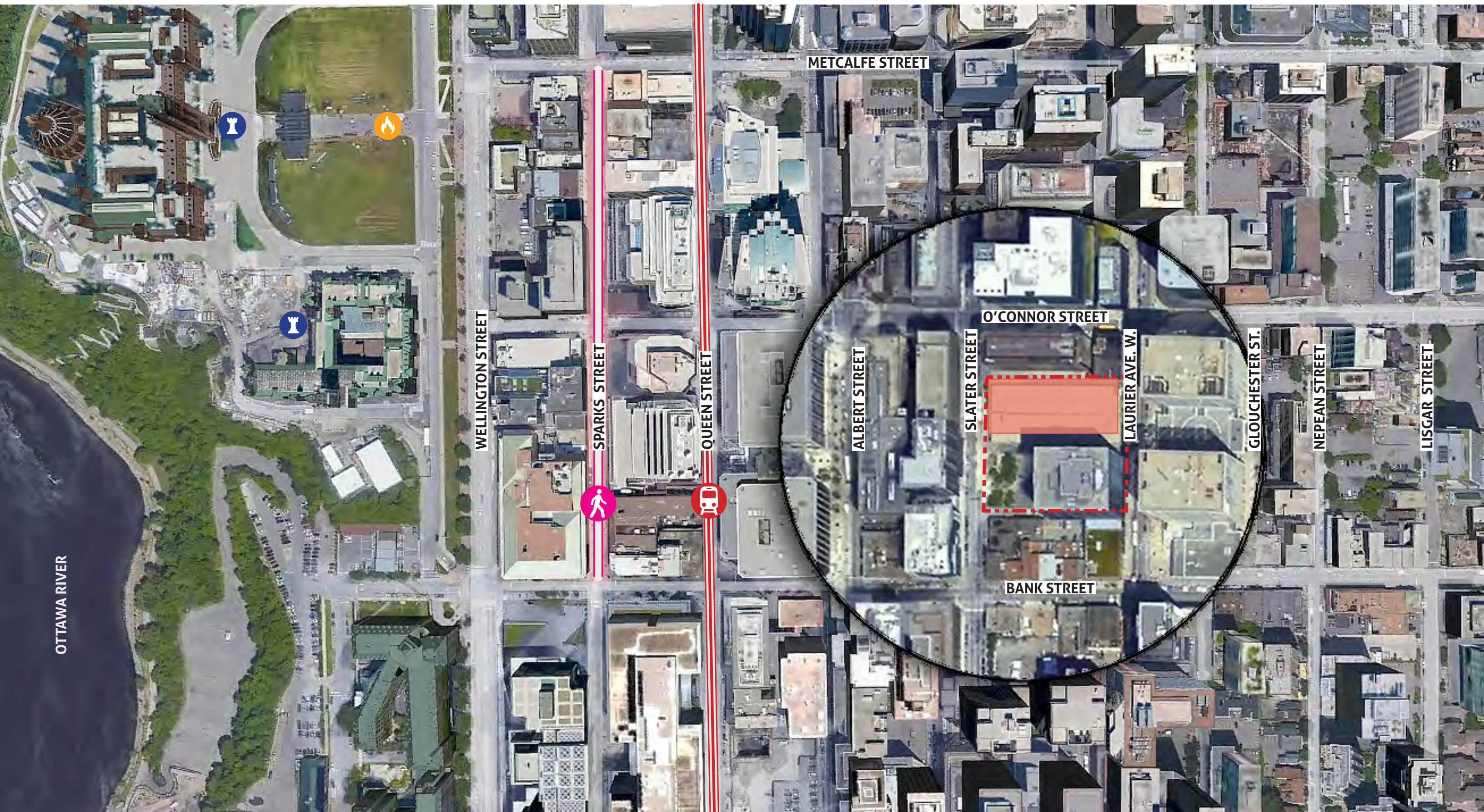




LEGEND

- A. 215 SLATER STREET (TELUS)
- B. 185 SLATER STREET (ALT HOTEL)
- C. 171 SLATER STREET
- D. 110 O'CONNOR STREET
- E. 120 O'CONNOR STREET
- F. 300 LAURIER AVE.
- G. BANK STREET STREETFRONTS
- H. STATER AVE. & BANK STREET
- I. 269 LAURIER AVE. (BMO)





OTTAWA RIVER

WELLINGTON STREET

SPARKS STREET

QUEEN STREET

METCALFE STREET

ALBERT STREET

SLATER STREET

O'CONNOR STREET

BANK STREET

LAURIER AVE. W.

GLOUCESTER ST.

NEPEAN STREET

LISGAR STREET

The background of the slide features a detailed illustration of various green leaves, including broad, pointed leaves and narrower, more textured ones, all rendered in different shades of green. A semi-transparent dark green rectangular box is centered over the middle of the image, containing the text.

170 SLATER DEVELOPMENT CONCEPT



Proposed Development for 170 Slater Street, Ottawa Ontario

The proposed GWLRA purpose built rental apartment development is located in the heart of downtown Ottawa on a midblock site located between Slater and Laurier Streets to the north and south and between Bank Street to the west and O'Connor Street to the east. Slater Street is planned to be reconfigured and will retain its dedicated bus lane.

The immediate context is fully built and includes among others the Telus office building and Alt hotel and apartments across the street on Slater, and an office complex with two 19 storey towers joined by a one storey podium along Laurier. To the west there are some older low rise buildings which could eventually be demolished for development. To the east there are two buildings, one of 14 floors and another of 7 floors.

The proposed development is on the eastern half of one large property of 8010,7 sm which presently contains a 19 storey office building (269 Laurier) on the western portion of the site with a small park facing Slater and a three level outdoor parking structure on the eastern portion. The parking structure will be demolished and replaced by the proposed project. The office building and park will remain and be part of the overall site plan. There is a 16 car surface parking area between the office building and the park which must continue to be accessible during and after construction of the proposed development.

The area of the portion of the site proposed for development is approximately 4271 sm and measures 50m in width and 85 m in length. A vehicular driveway provides access from Laurier Street to the existing surface parking in front of the office building.

Extensive studies were carried out to determine the massing for this building. The optimal design configuration proved to be a two tower composition connected by a podium. The area of each tower is in the 800 sm range, making them point towers as opposed to slab towers and reducing the impact of the shadows they project. The two tower approach also improves the quality of the suites keeping common areas to a minimum and offering more corner suites. Tall building Guidelines were followed to determine setbacks from adjacent buildings and tower separation between the two proposed buildings. In terms of transition to human scale and the street wall definition a 7 storey podium connects the two towers and aligns with surrounding buildings along Laurier and Slater Streets.

The height of the towers was determined by the angular plane protecting views to Parliament Hill and the Peace Tower. No part of the building exceeds the limits imposed for height. The tower on Slater will have 25 floors and the one on Laurier 22 floors.

The architectural treatment of the podium and towers is based upon the Tall Building Guidelines. The podium creates a strong street-related base. The playfully staggered modules of the fenestration and loggias in the body of the towers result in a sense of verticality and diversity. The upper floors will have a distinctive colonnade creating a recognizable crown identifying the building from a distance. All mechanical equipment will be screened from view from the street and from surrounding buildings. The ground floor will be five meters in height, appropriate for amenity areas and commercial space as well as for providing access to delivery and pick-up vehicles. The ground floor will be vast, open fully glazed and well lit creating a welcoming, safe and animated atmosphere.





In keeping with trends in sustainability the building envelope is designed to be airtight, highly insulated, and durable. Architectural precast concrete panels with windows installed in the factory will ensure high level of quality. This envelope system has proven itself over time to be most efficient in terms of energy costs, durability, and maintenance.

The ground floor covers most of the site offering retail space with access from Slater and Laurier as well as lobbies and amenities along the mid-block pedestrian link. All of the deliveries and waste collection will be indoors with access from Laurier Street. There will be two levels of underground parking for the residents with a total of 160 car parking stalls, 3 delivery bays, and 4 universal access stalls. There will be bike storage at the ground floor level for 50% of the suites.

The project will be built in two phases. The first will include the south tower, the podium between the towers and the parking levels below this area. The second will include the north tower and the parking levels below it. There will be 586 suites in total with 10% studio, 67% one bedroom, 18% two bedroom + den, and 5% three bedroom suites. Thus 50% of the suites will be able to accommodate larger households and families.

The landscaped areas around the buildings will provide for a variety of outdoor activities that will be compatible with the surrounding residential and office buildings. The landscaping of these areas will exceed current standards, with superior plant specimens, to be selected mostly from native species, and will encourage biodiversity. The comprehensive and coherent landscape architecture will include planting and flower beds, shade trees and shrubbery.

GWLRA has a strong commitment to permeability and connectivity through the site which will link Slater and Laurier streets in a pleasant and inviting manner. Future programming and design studies will consider urban furniture such as park benches, bollards, and light standards. Shade trees will line the mid block link and the west façade at grade will be fully glazed animating the lane with views into the lobbies and amenity area. Outdoor spaces on the second floor terraces will be available to all the residents of the buildings and will be accessible via indoor amenities located on that floor.

Key to the urban vitality of the neighborhood and the apartment community will be small scale retail commercial businesses at grade on Slater and Laurier. These businesses will face directly onto the street and be sidewalk accessible. Façade, entrance and storefront design will provide for an appropriate balance of urban design coherence and individualism of each business. These businesses will cater to the local apartment community and surrounding neighborhood.

Given that GWLRA intends to own, lease, operate and maintain this apartment community over the long term, the landscaped areas will be operated and maintained to the highest standards. GWLRA apartment buildings provide highly accessible entryways, lobbies, hallways, elevators and amenity areas as well as an appropriate number of apartments designed for universal accessibility.

The location of the site at midblock offers an opportunity to create a mid-block pedestrian link in the form of a woonerf, or shared street. Vehicular traffic will be limited to parking access and drop off to the proposed apartment building. This shared street will be surfaced with modular paving stones, will have

urban furniture, short term lay by parking as well as trees and planters. This welcoming public space will be accessible to the public and will help animate the downtown core.

In summary the design of this apartment complex makes a statement about how purpose-built rental buildings can be well integrated in a dense central business district environment, offering public space, commercial venues, and most importantly comfortable efficient homes, amenities and green space for residents in an urban context. This responds to Sustainable Design Initiatives of intensification, building near public transit, and encouraging the 15 minute city.

At GWLRA we strive for sustainability and durability in all our buildings to achieve the standards published in the report **"A Plan for Sustainability & Resiliency in Canada's Capital Region"** by the City of Ottawa. We are in the business of developing purpose-built rental buildings, therefore this also helps us to minimize the long-term operational costs, which results in more modest rent increases for our clients in the long-term. We always looks for ways to provide pragmatic, trouble free & convenient sustainability.

We maximize the potential of our urban lots as part of the effort to mitigate urban sprawl. 170 Slater is located in the heart of downtown Ottawa and is serviced by a transit line, bicycle lanes and generous sidewalks. New residents will benefit from the services and amenities of the neighborhood, be less reliant on the automobile and will employ active transportation and transit.

The ground plane and terraces will be treated with low-impact landscaping and vegetation to reintroduce nature back into the urban landscape. We will integrate an extensive amount of native plants that are drought and shade tolerant in our planting mix while integrating native grasses and porous materials to infiltrate rainwater.

170 Slater will be designed according to the **High Performance Development Standard (HPDS)** from city of Ottawa. The following practices will be employed:

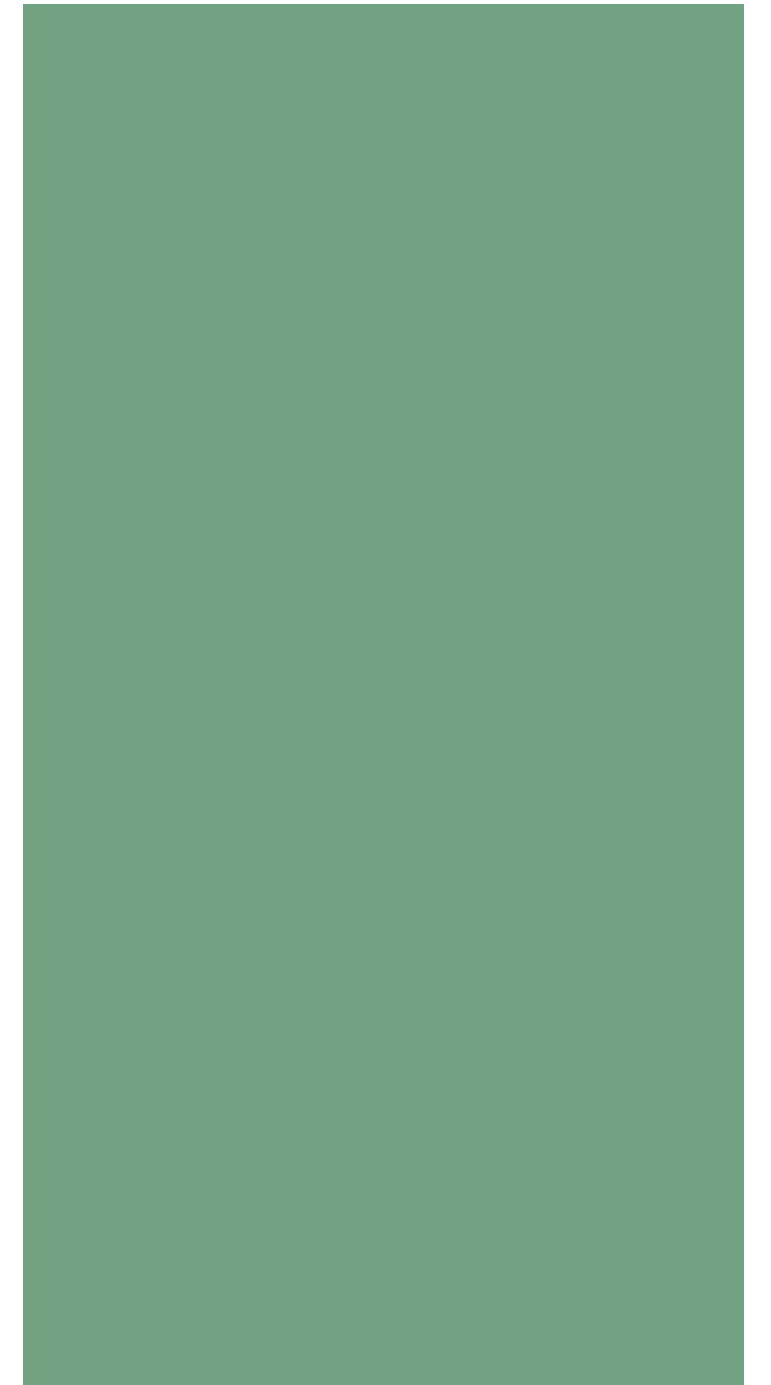
- ▶ **Building Energy Efficiency:**
An Energy Modelling Report will be produced
- ▶ **Universal Accessibility:**
All public entry points will be fully accessible
- ▶ **Fresh Air:**
Mechanical systems will ensure air quality and energy recuperation
- ▶ **Tree Planting :**
The mid-block pedestrian link and 2nd story roof terrace will have indigenous trees and vegetation
- ▶ Exterior Lighting will respect Dark Sky Standards
- ▶ Bird Safe design will be used for the lower floors and naturalized spaces
- ▶ **Sustainable Roofing:**
Accessible roofs will have planting and non-accessible roofs will be white.
- ▶ Common Area Waste will handle recycling, compost and trash inside the building.
- ▶ Bicycle Storage will be located at Ground level offering easy access.
- ▶ Electric Vehicle Charging Stations will be provided according to By-Law.

We will also pursue the LEED BD+C certification for new construction, Silver level.

GWLRA has a company-wide policy to reach Carbon Neutrality for all of their buildings by 2030. The Mechanical Systems will be designed to be readily convertible to achieve this goal in the near future. For 170 Slater we are also studying the integration of geothermal heating and cooling, as well as the use of EcoPact Concrete, low in carbon content.

We employ multiple strategies to reduce heat island effect with large deployment trees, paving, roof and façade cladding with high-performance solar reflectance.

We monitor our building's environmental performance in its electricity, natural gas and water use. We also puts emphasis on waste management and recycling.

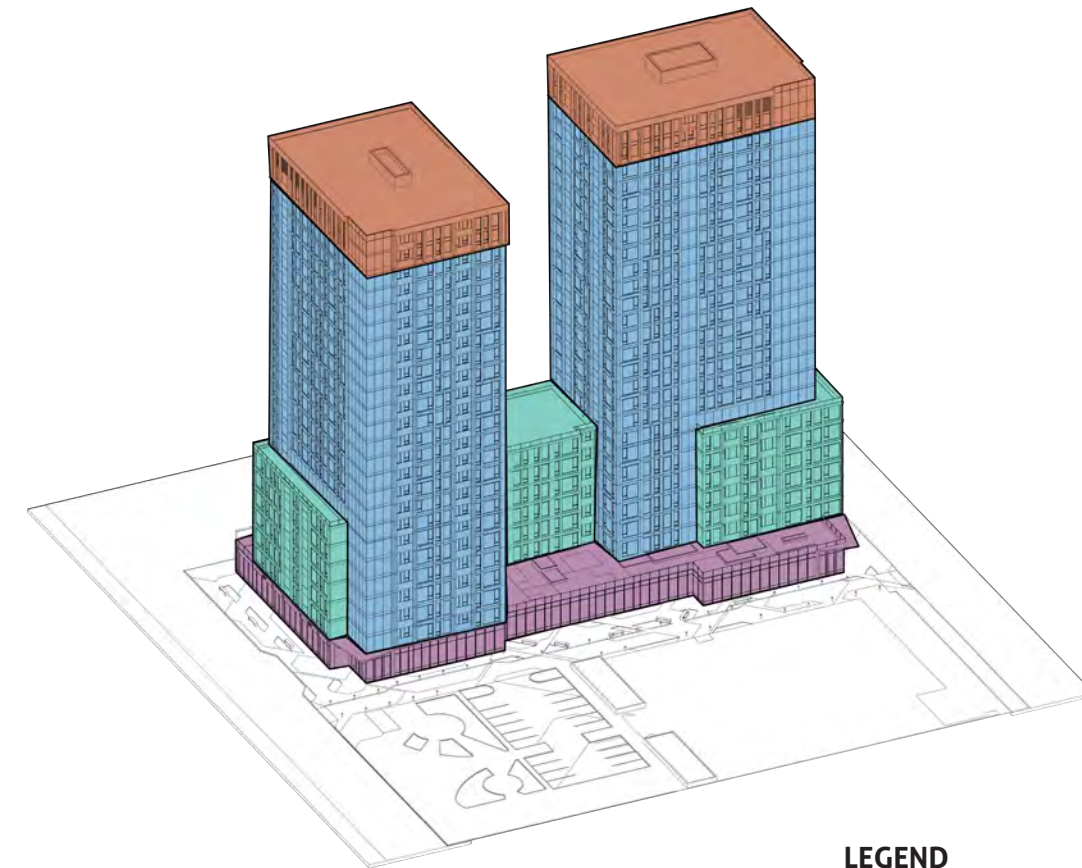


BUILT FORM

- ▶ The towers are represented by a base, middle and top.
- ▶ The commercial base at the ground floor relates directly to the pedestrian realm, while the podium, with its loggias, offers a more private street level interaction.
- ▶ The tower is an expression of unit orientation harnessing the views to the parkette to the West and solar orientation to the south.
- ▶ The top is expressed by a series of larger units and is made distinct by a change of architectural treatment.

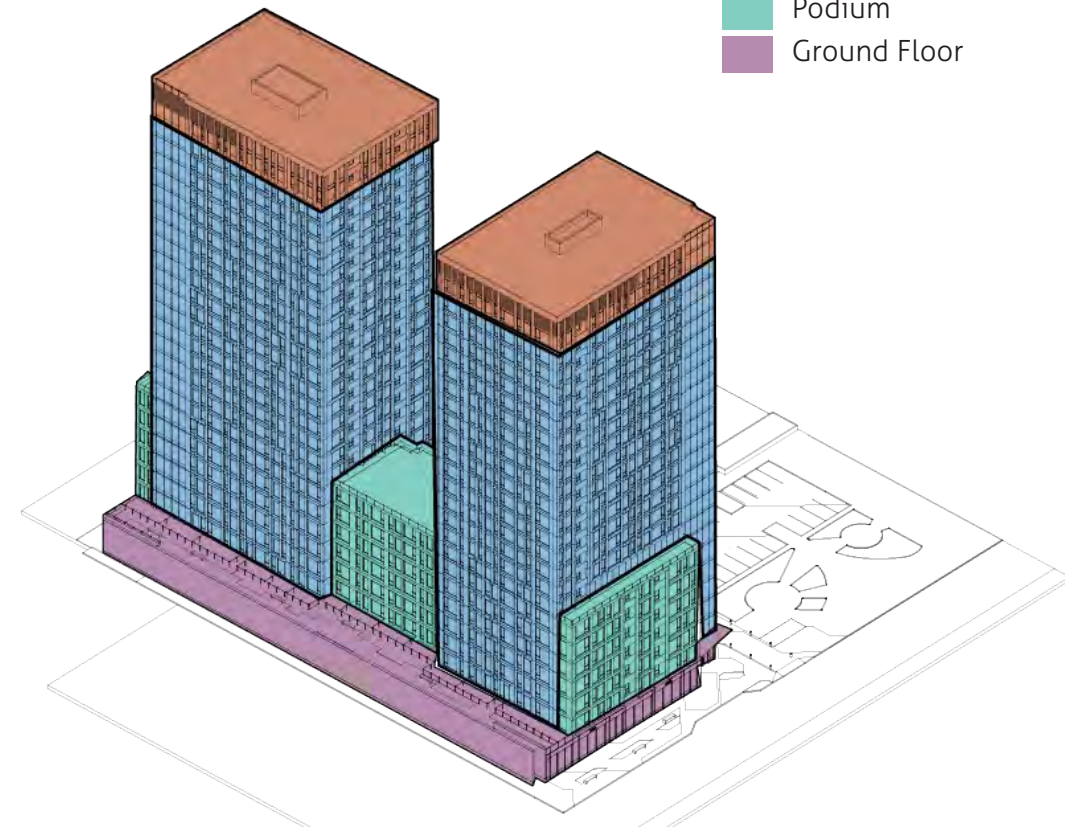
MASSING ARTICULATION

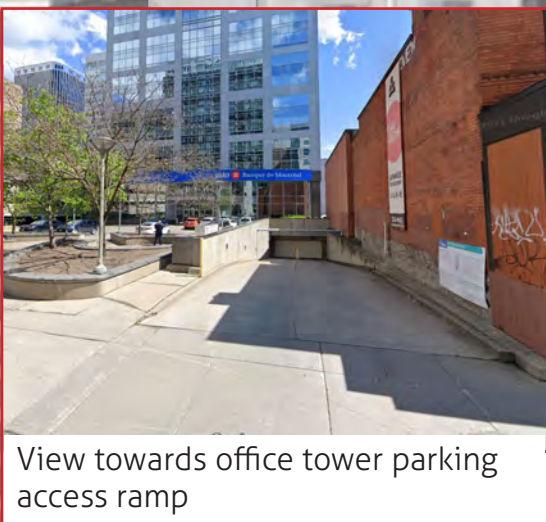
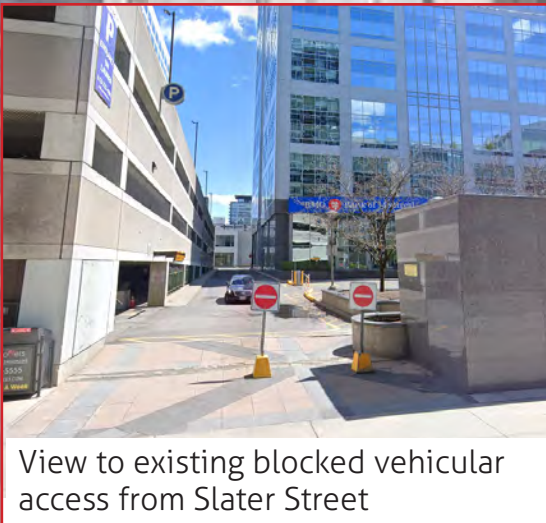
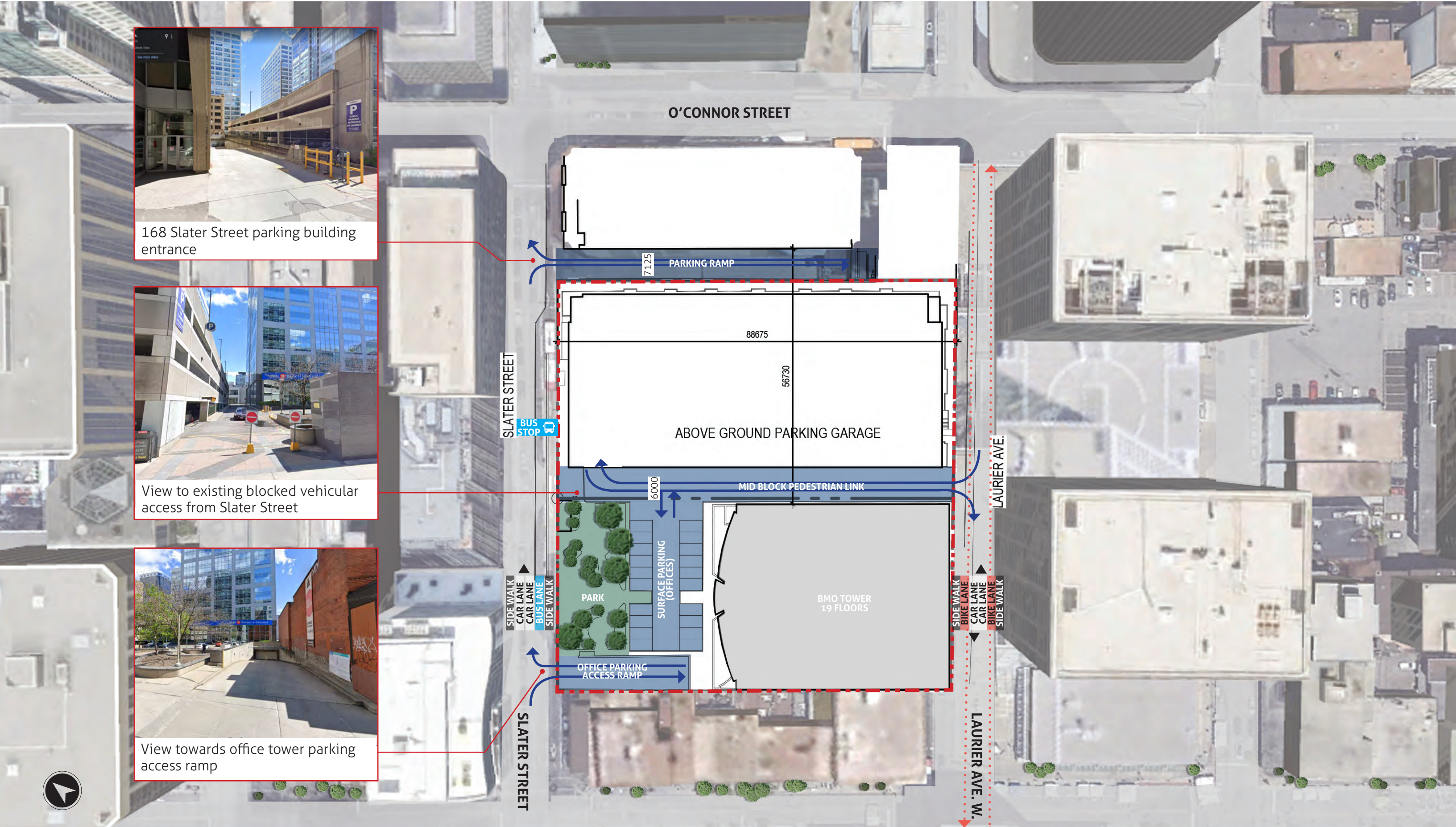
- ▶ The podium form is reinforced by setting back the towers above the 7th floor on Laurier and Slater.
- ▶ The podium relates to the mid-rise buildings in the immediate area, establish and reinforce the street wall and confer a human scale at street level.
- ▶ Articulation between the podium and the towers with an exterior amenity program at the roof of level 2 helps define the two building typologies.

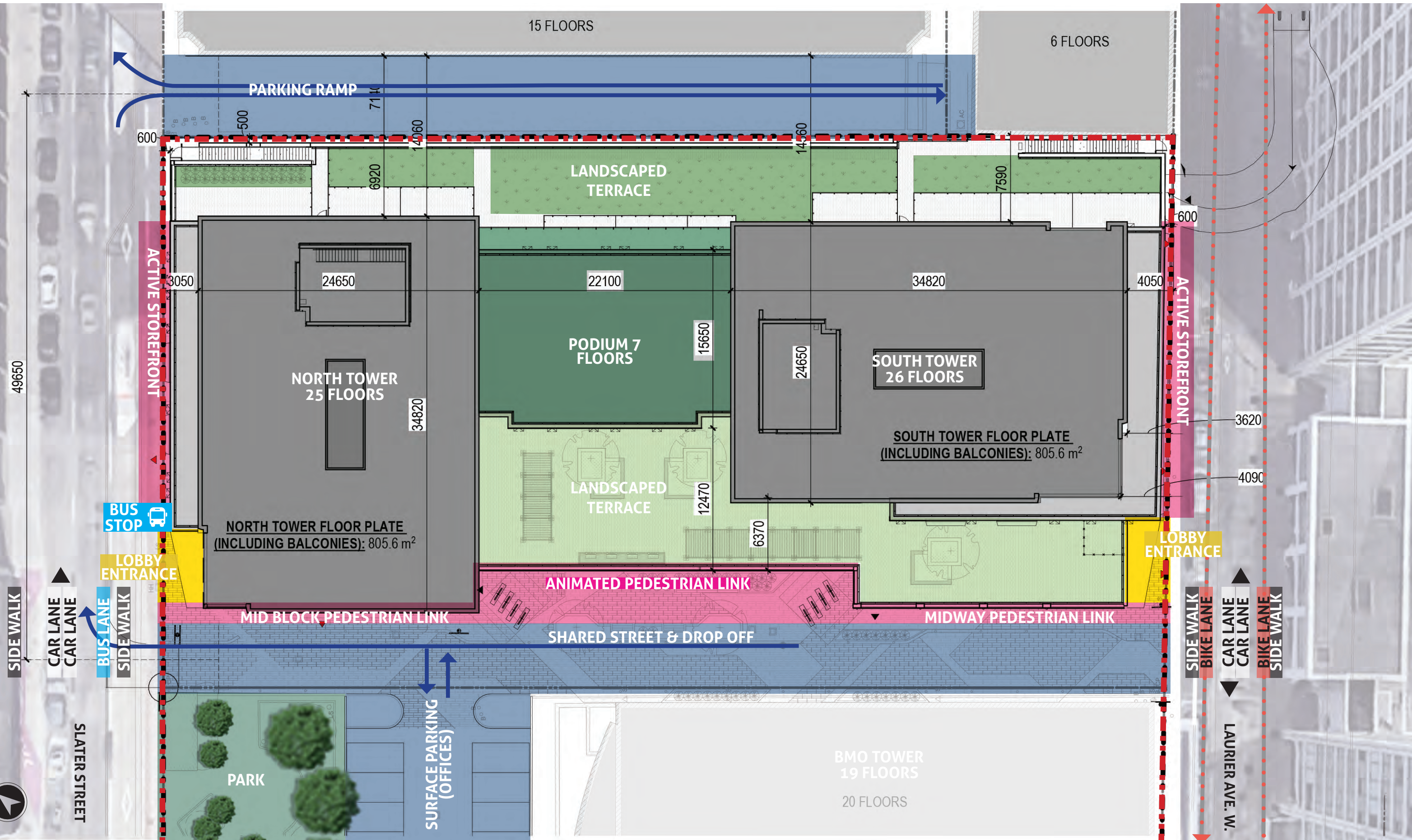


LEGEND

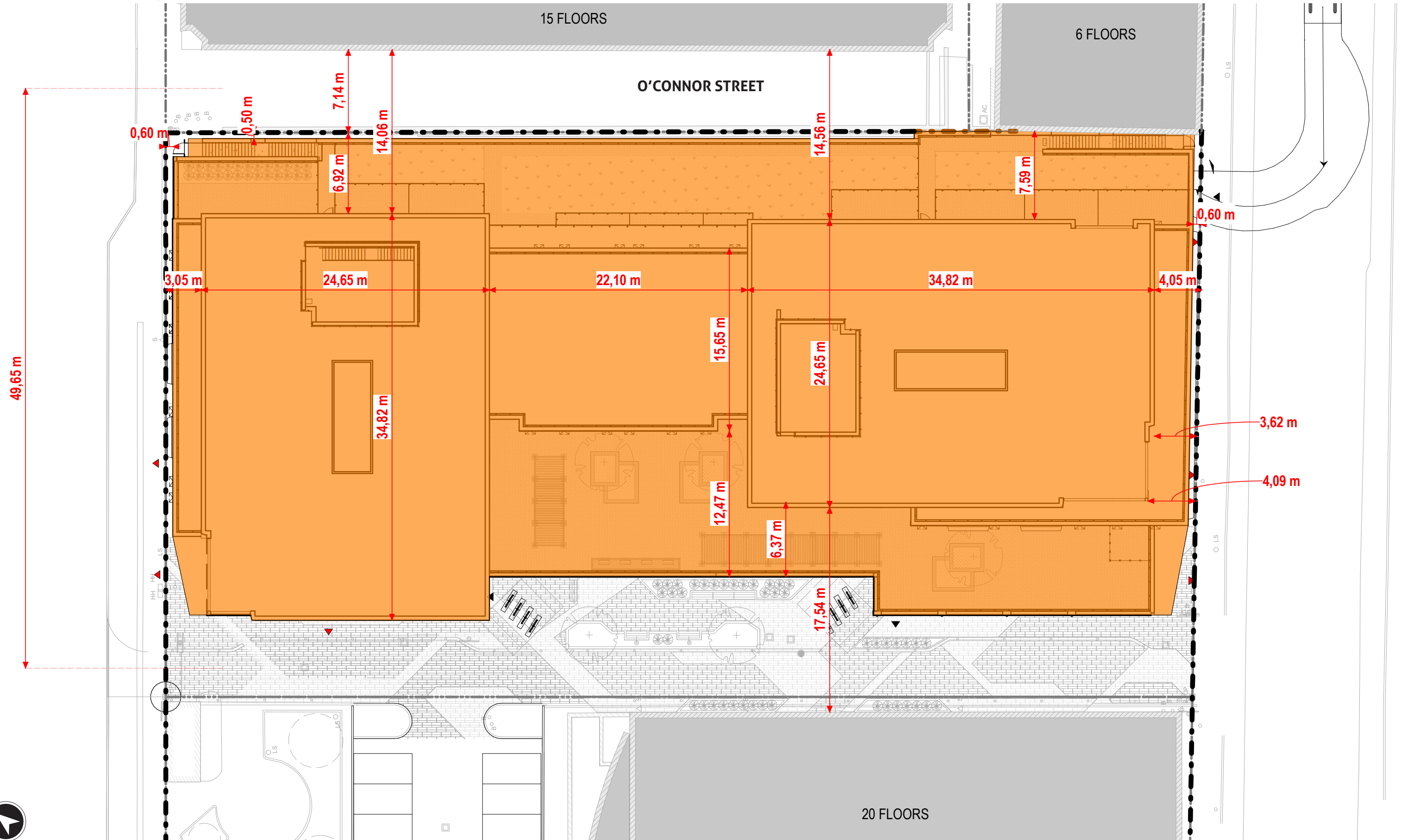
- Roof / Mech. / Building Crown
- Tower
- Podium
- Ground Floor

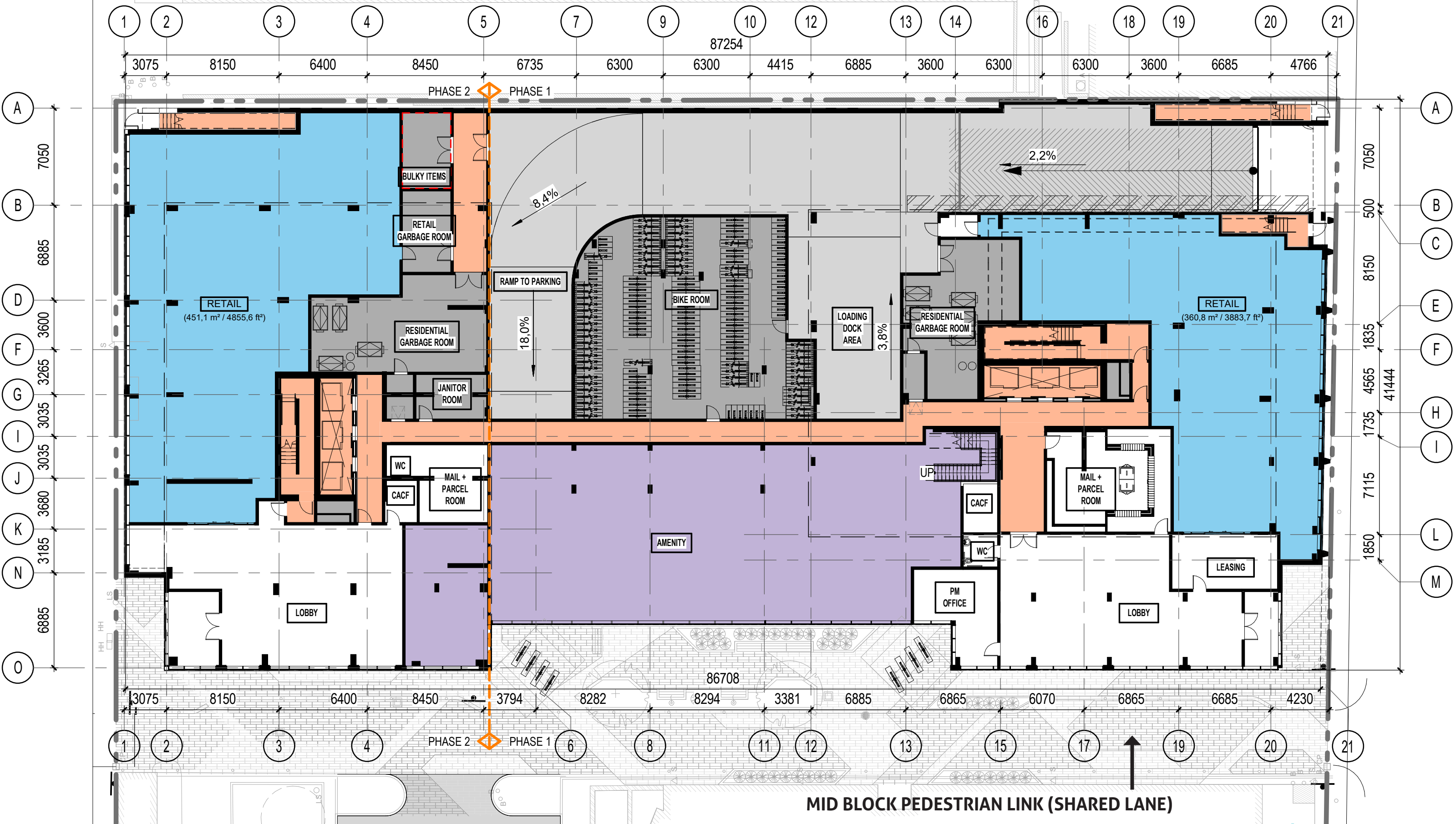






Set backs - Urban integration



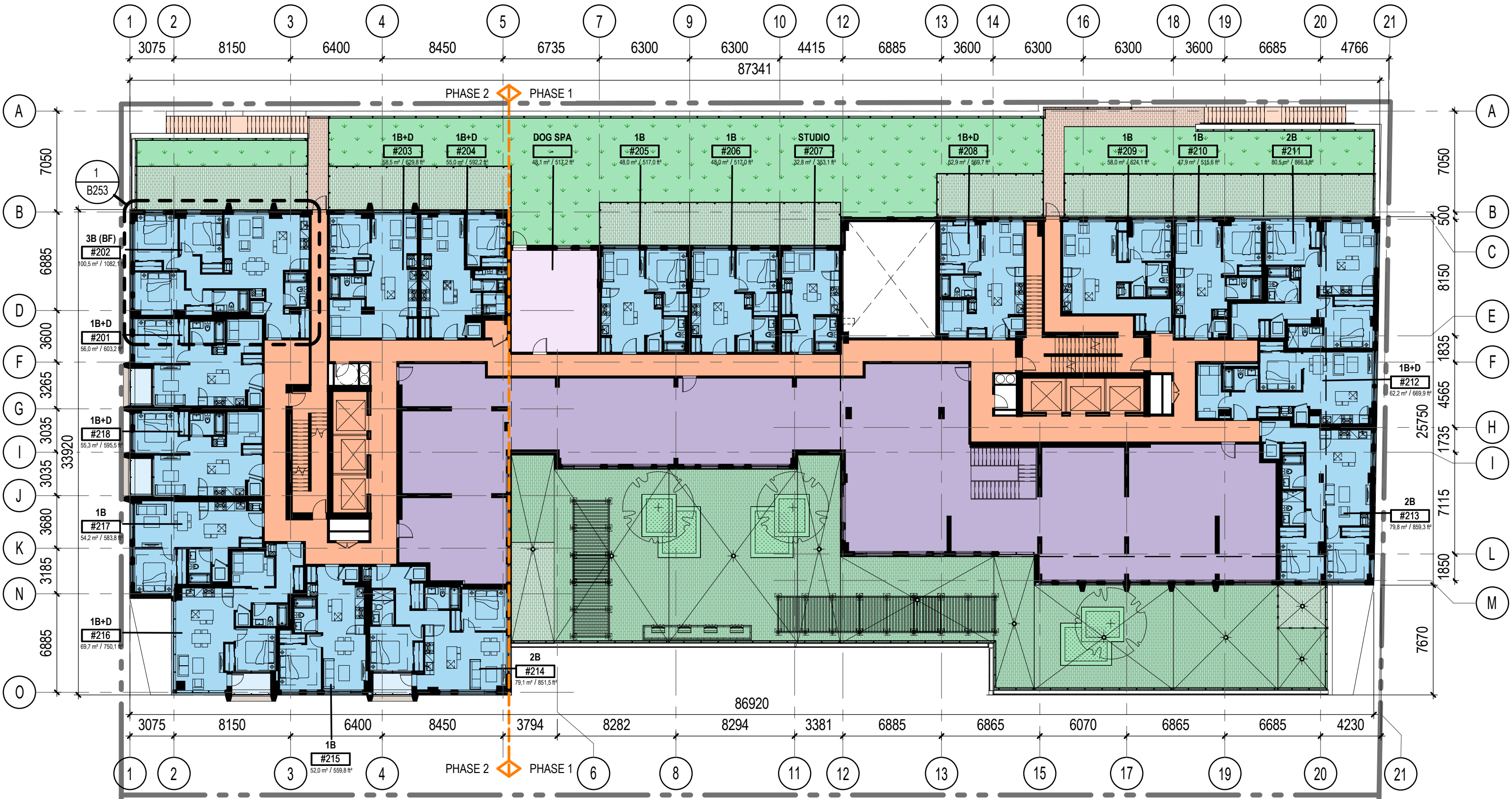


LEGEND

- Amenity
- Retail
- Circulation

MID BLOCK PEDESTRIAN LINK (SHARED LANE)

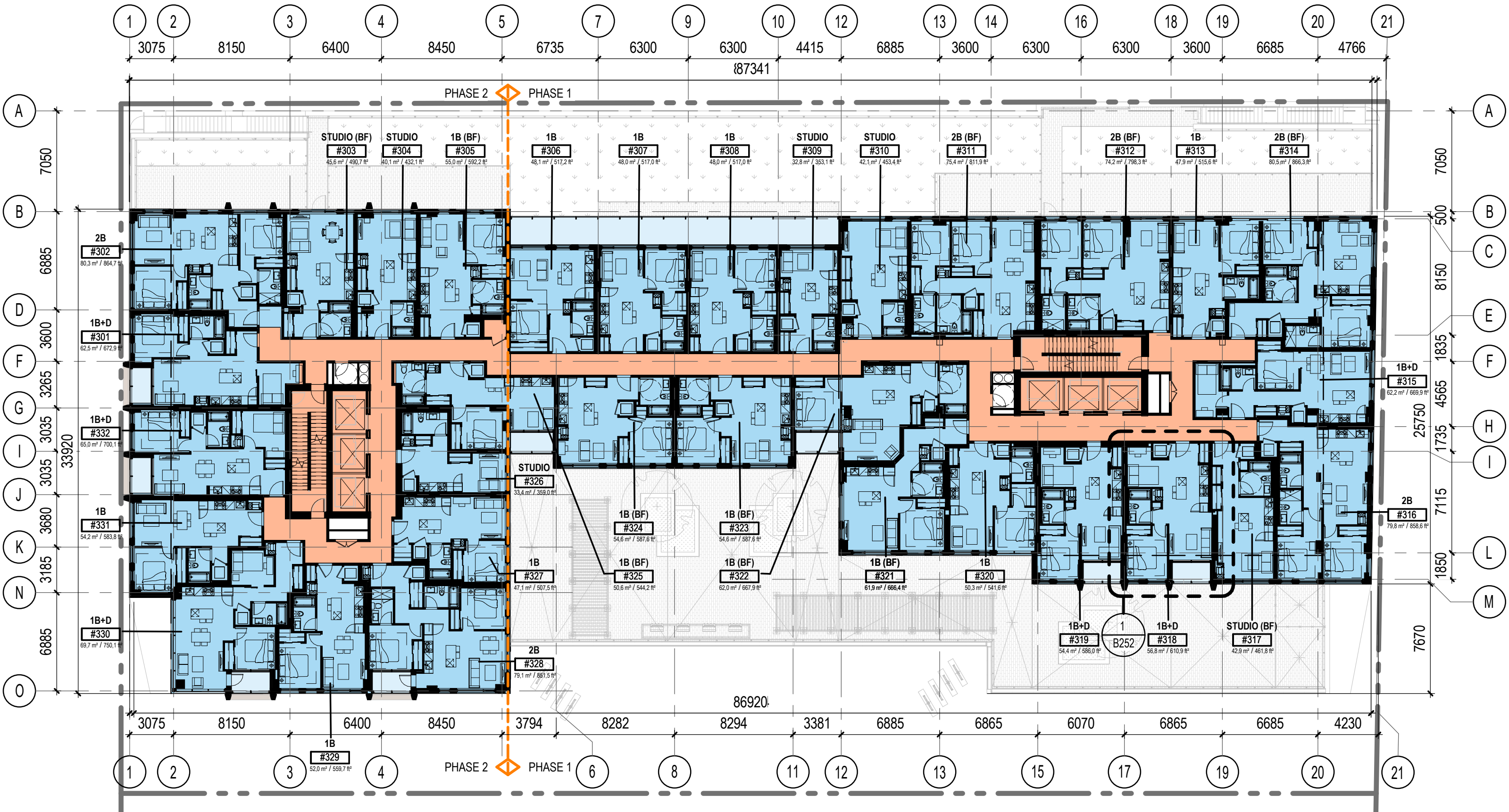
FLOOR PLAN LEVEL 2 (1:250)



LEGEND

- Amenity
- Suites
- Circulation
- Private Terrace
- Landscaped Terrace
- Dog Spa

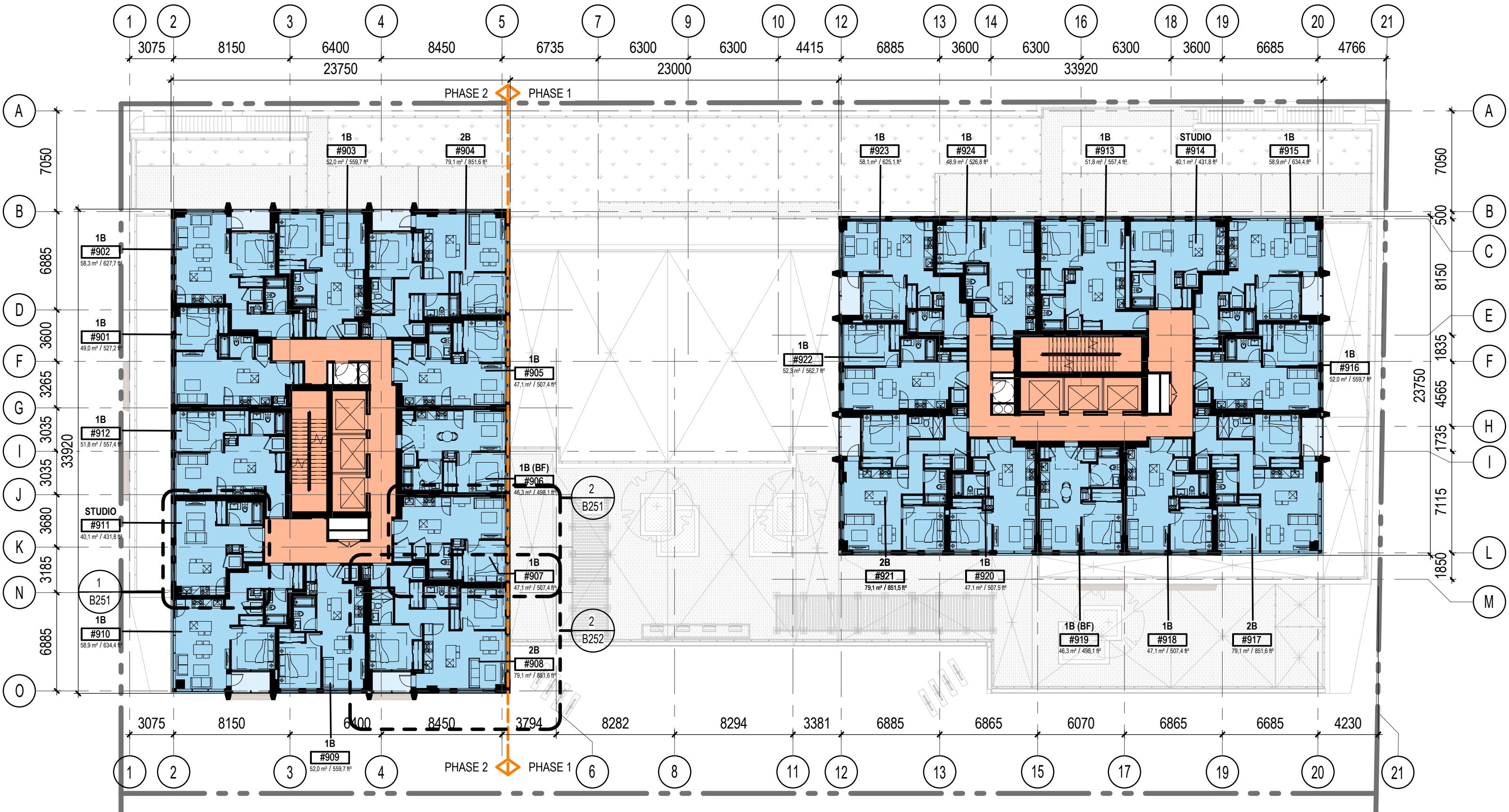
TYPICAL LEVEL - PODIUM (1:250)









LEGEND

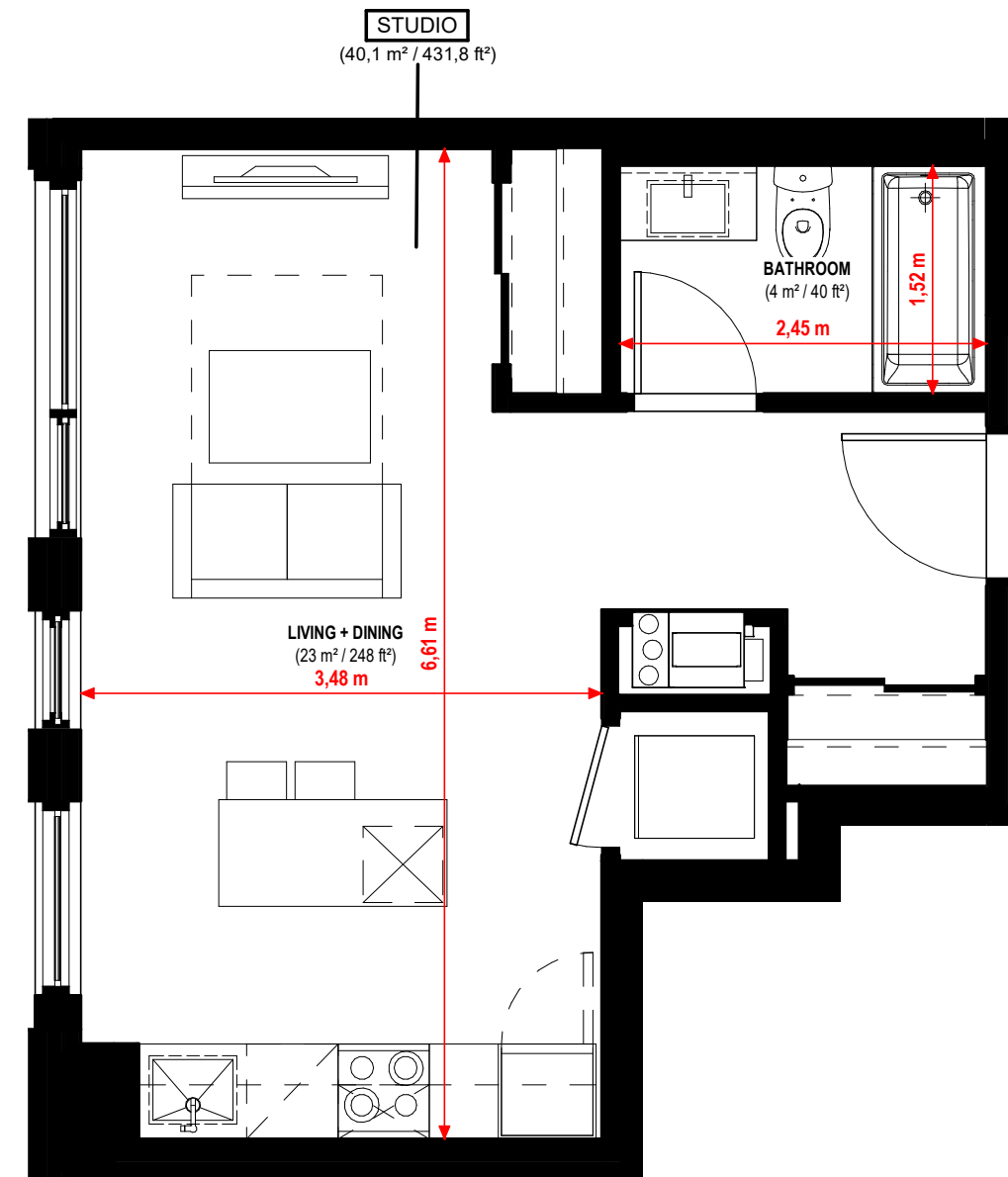
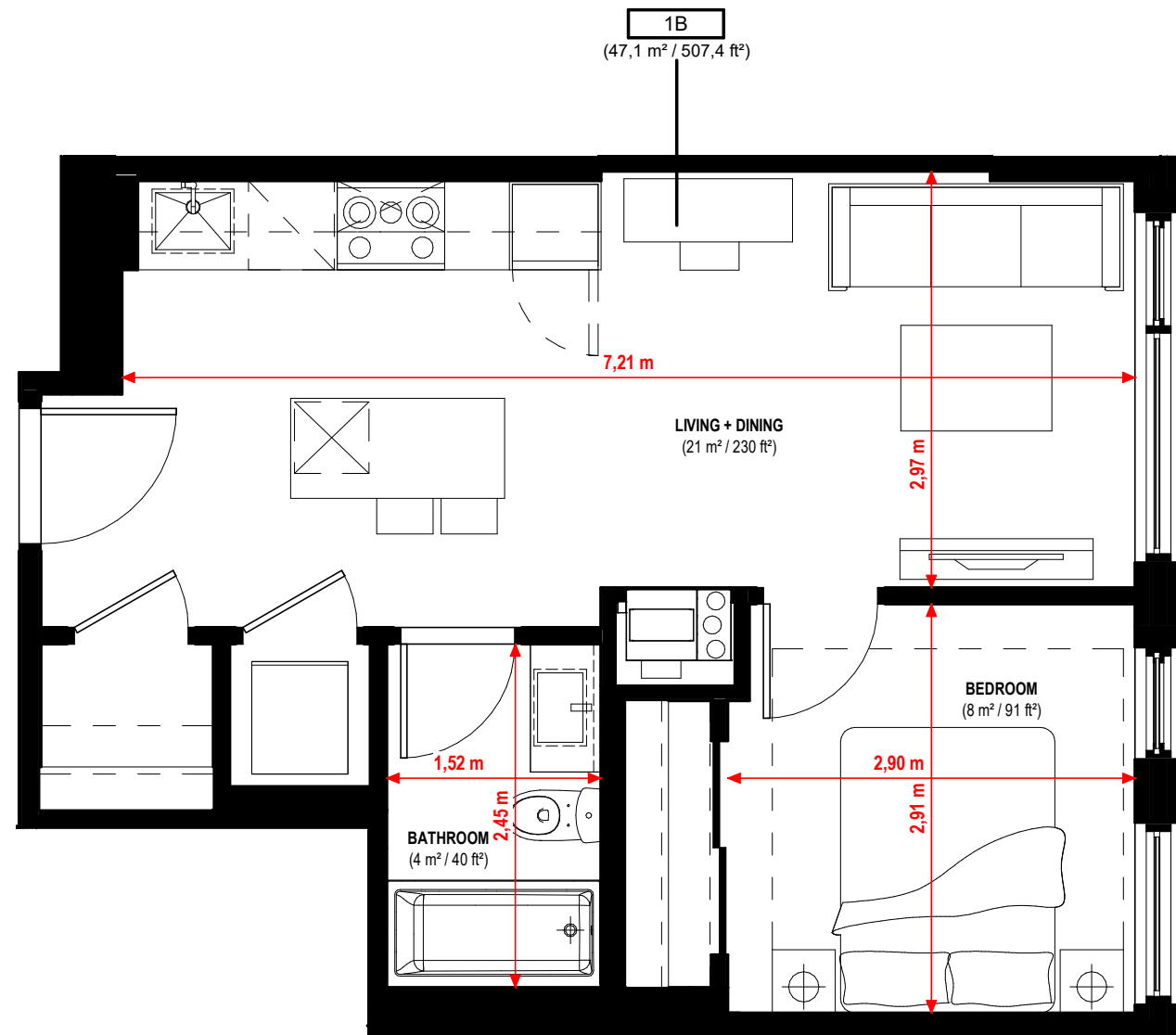
- Amenity
- Suites
- Circulation
- Private Terrace
- Landscaped Terrace
- Dog Spa

TYPICAL LEVEL - TOWER (1:250)



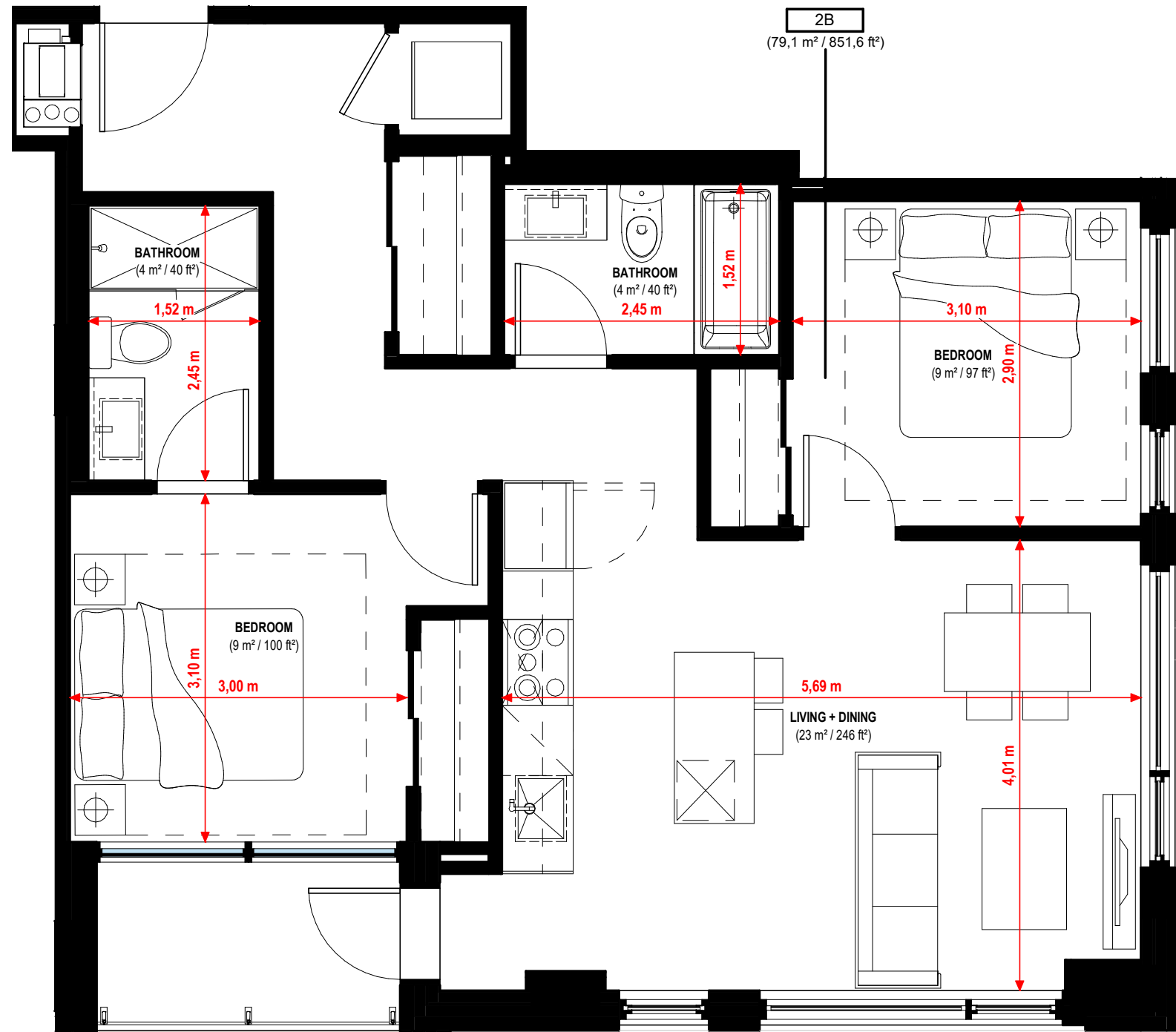
LEGEND

-  Amenity
-  Suites
-  Circulation
-  Private Terrace
-  Landscaped Terrace
-  Dog Spa

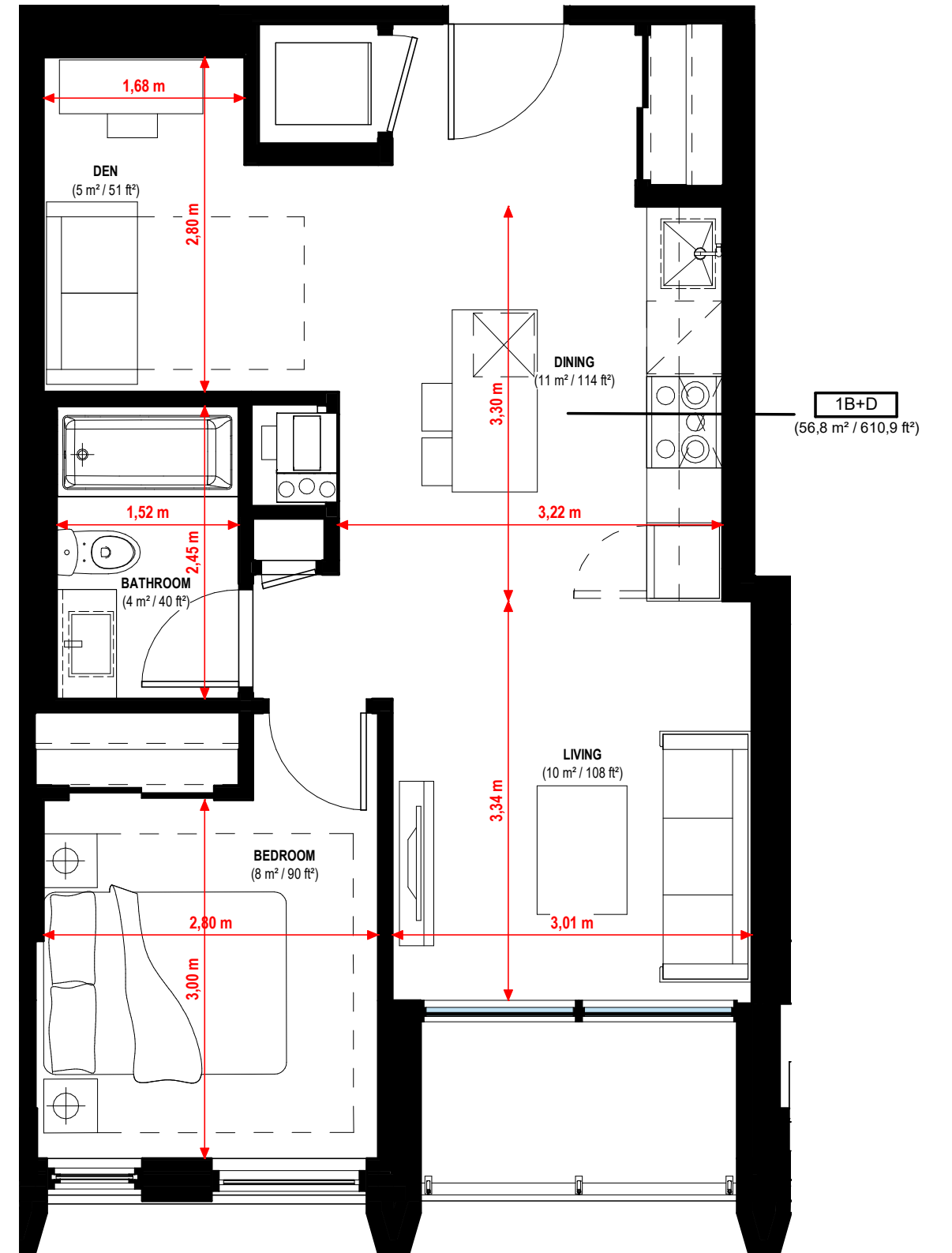


FLOOR PLAN - UNIT - 1B
1:50 (2)

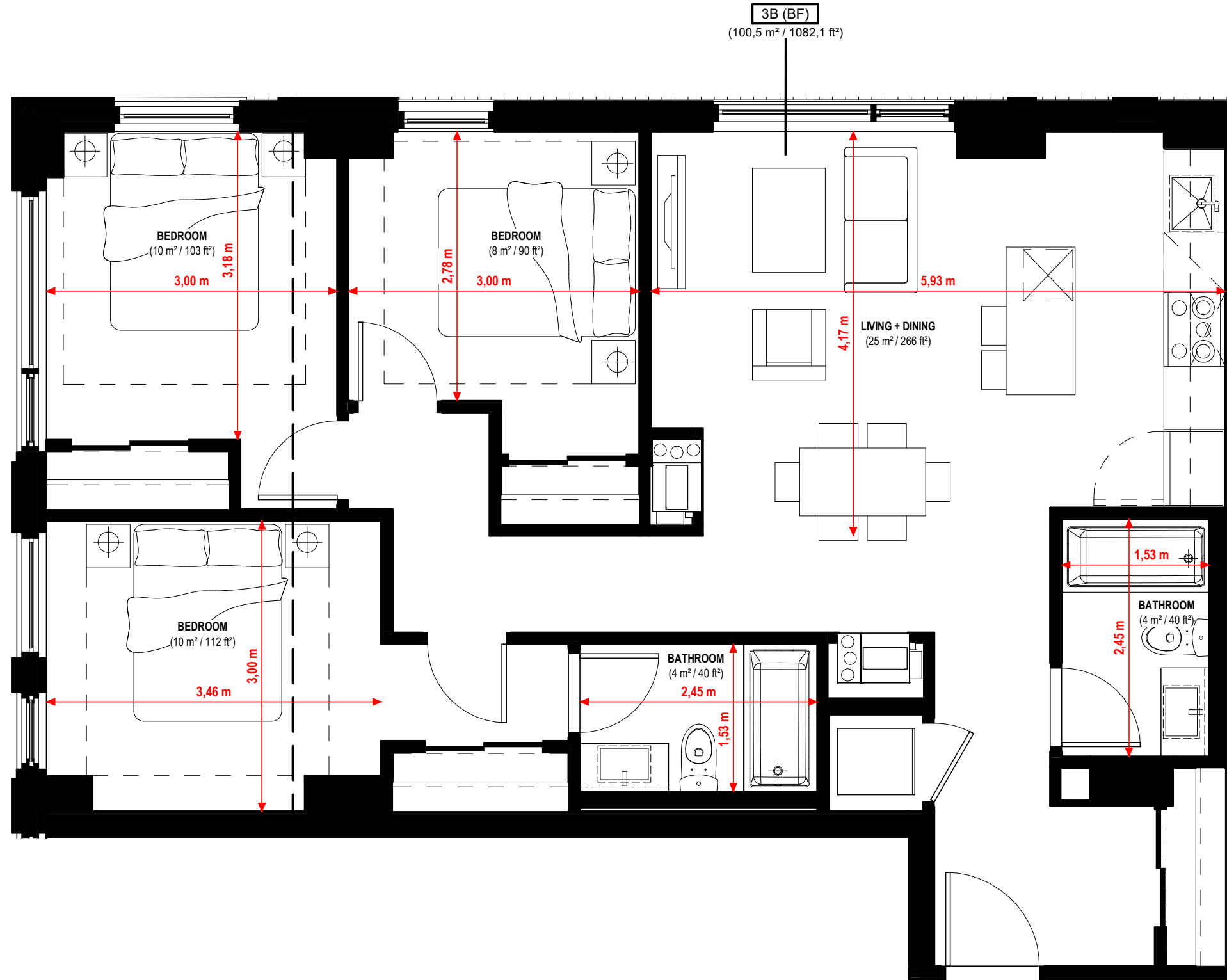
FLOOR PLAN - UNIT - STUDIO
1:50 (1)



FLOOR PLAN - UNIT - 2B
1:50



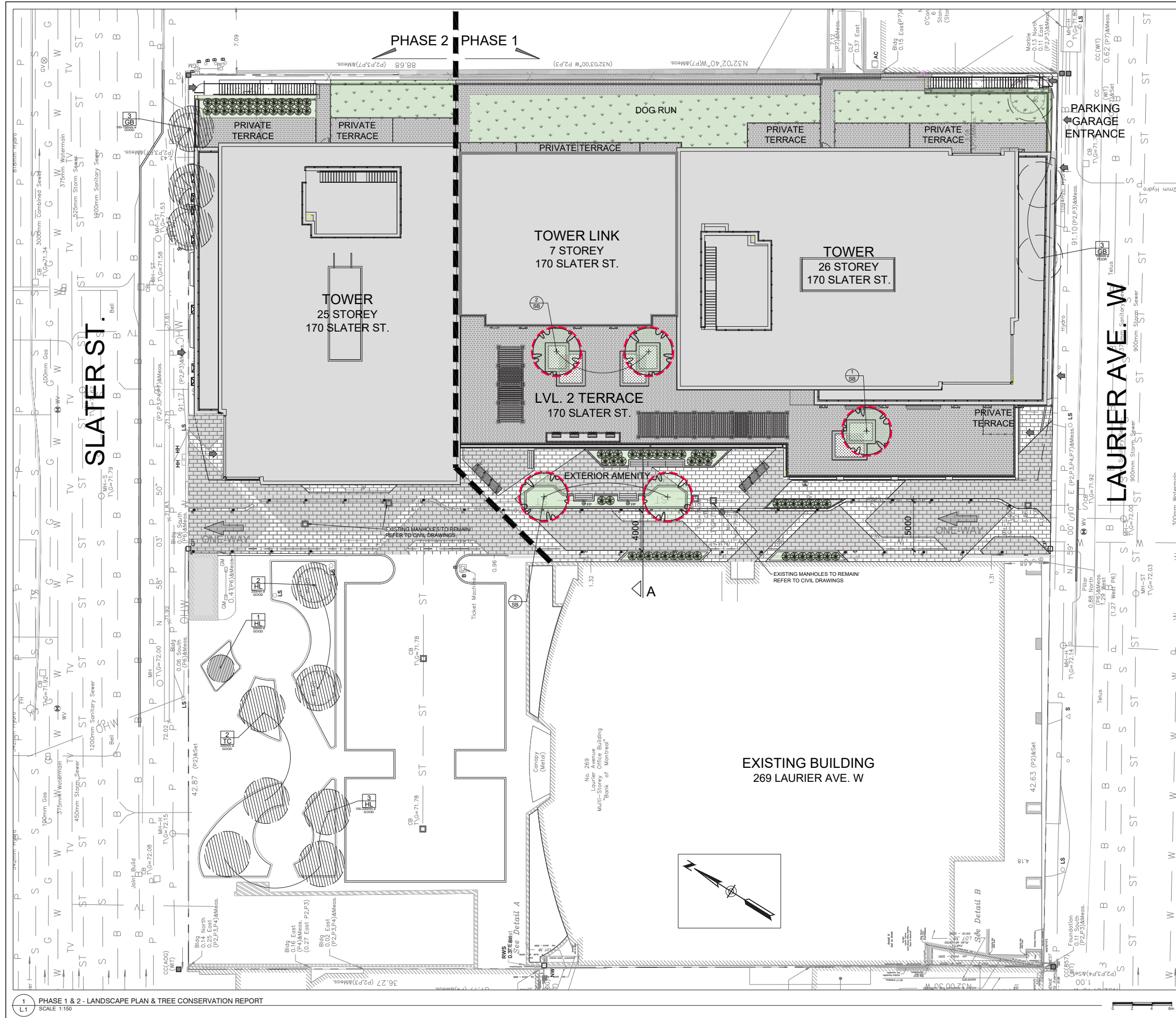
FLOOR PLAN - UNIT - 1B+D
1:50





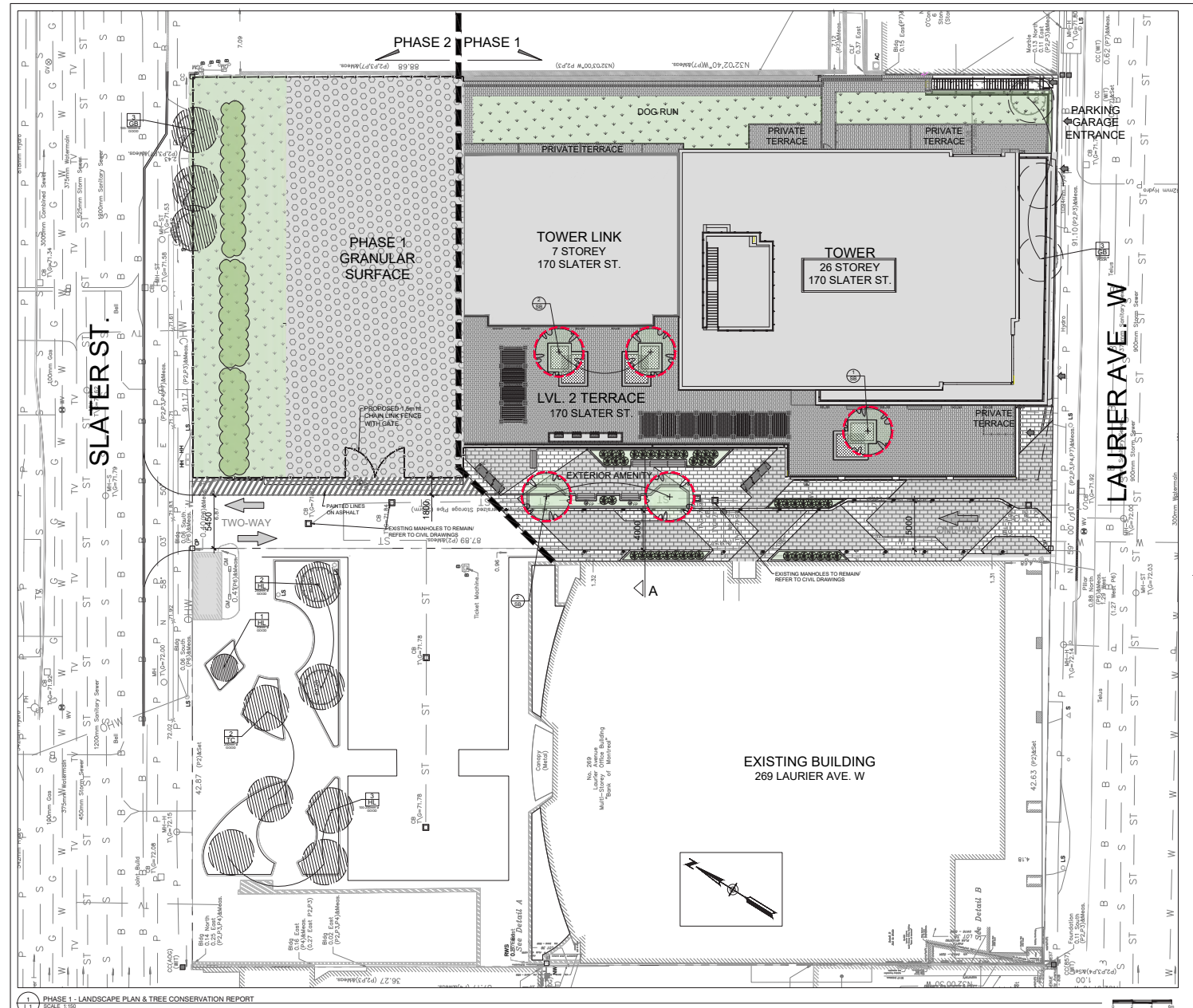
TREATMENT OF THE LANE

PHASE 1&2

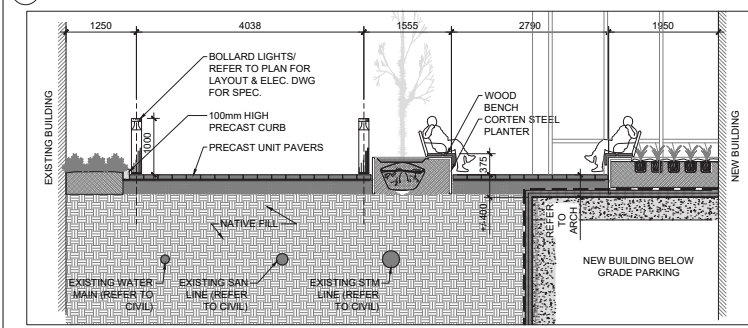


PHASE 1 & 2 - LANDSCAPE PLAN & TREE CONSERVATION REPORT
SCALE 1:150

PHASE 1

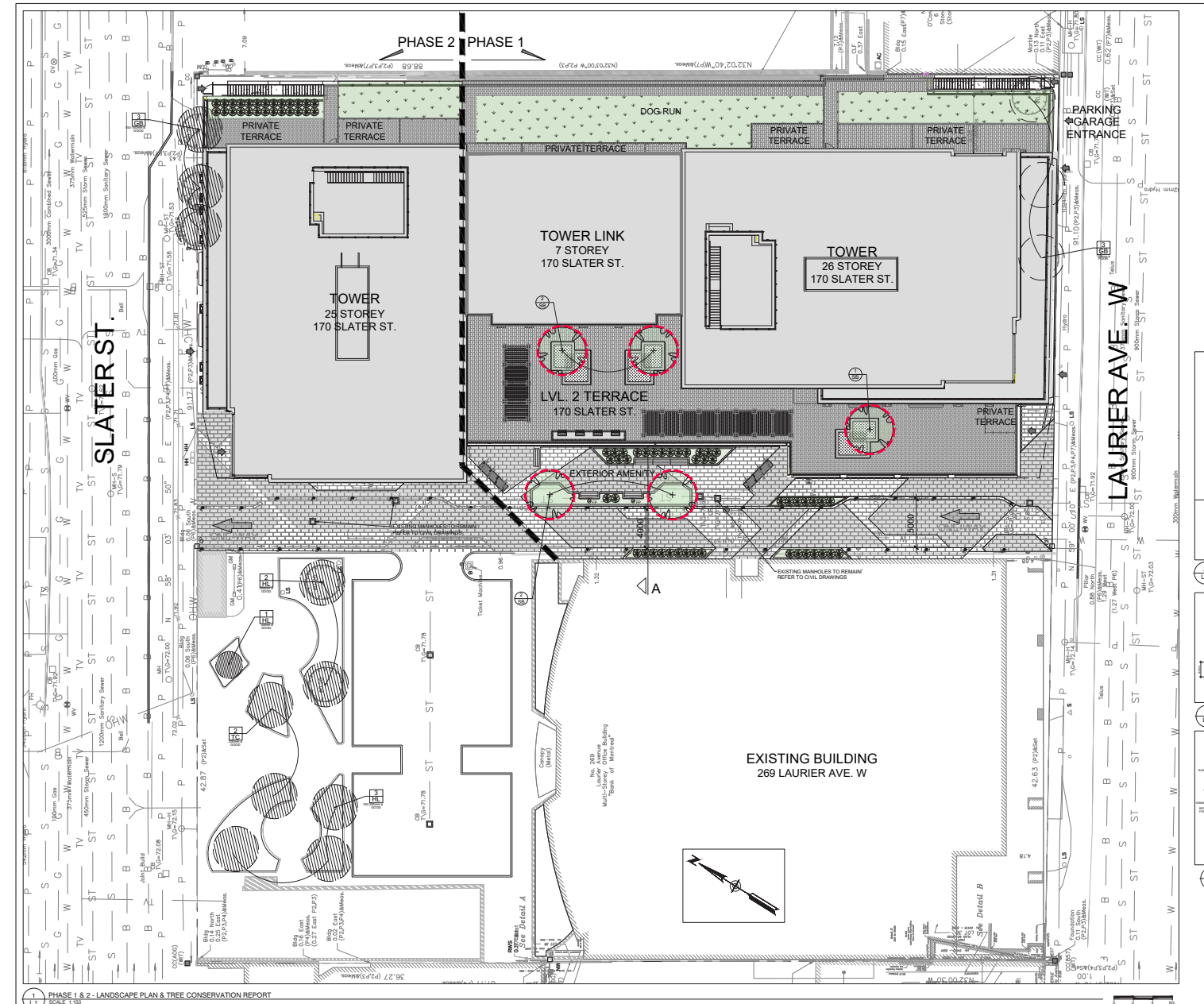


PHASE 1 - LANDSCAPE PLAN & TREE CONSERVATION REPORT
SCALE 1:50

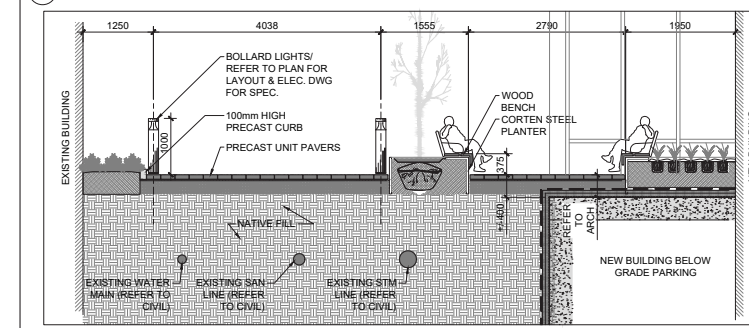


PLAZA CROSS SECTION
SCALE 1:50

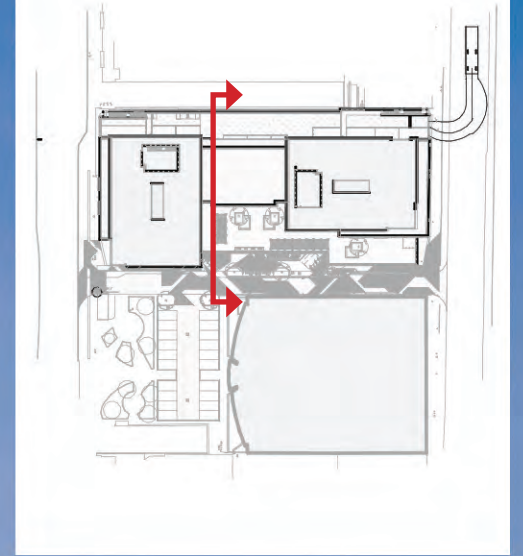
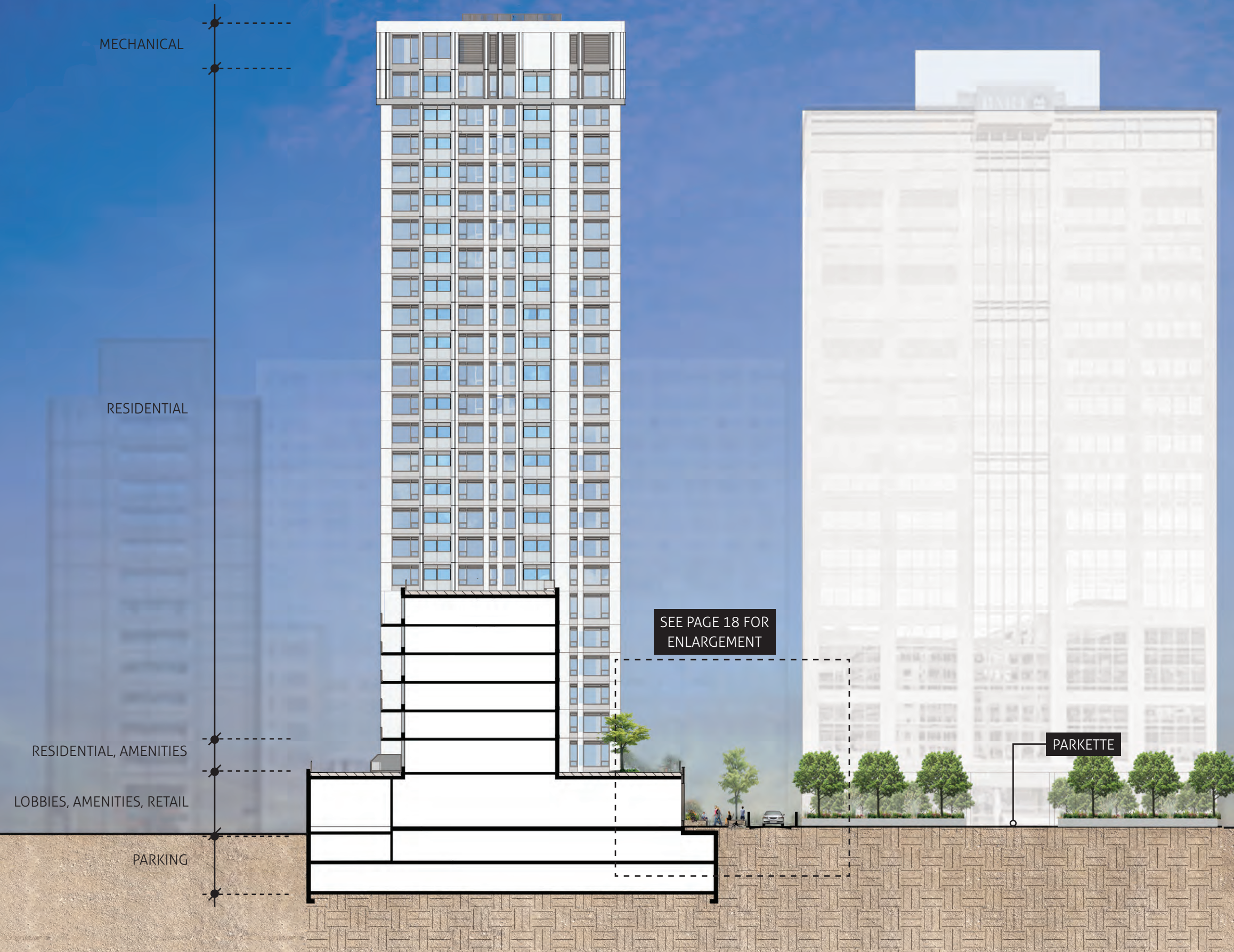
PHASE 1&2

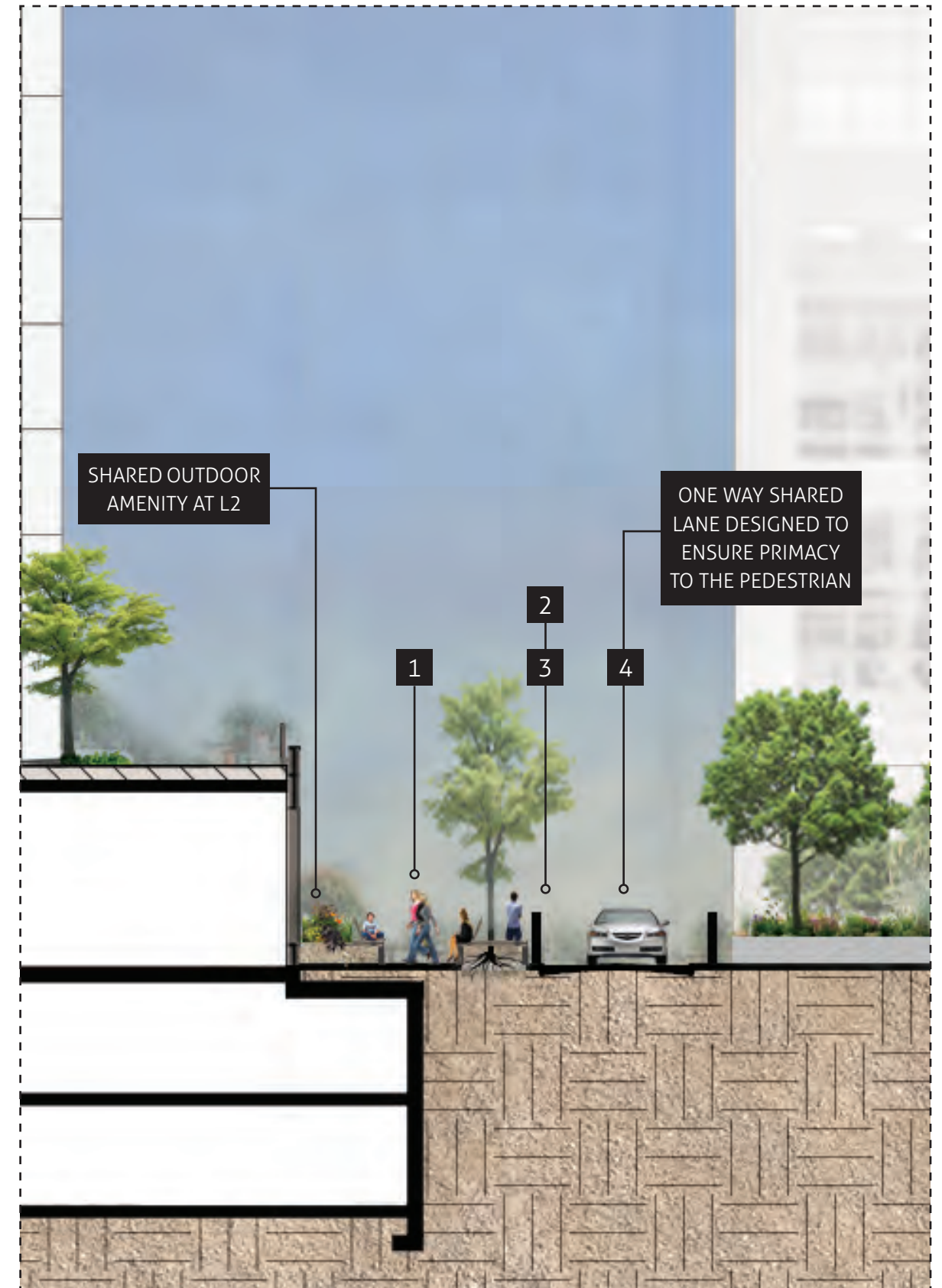


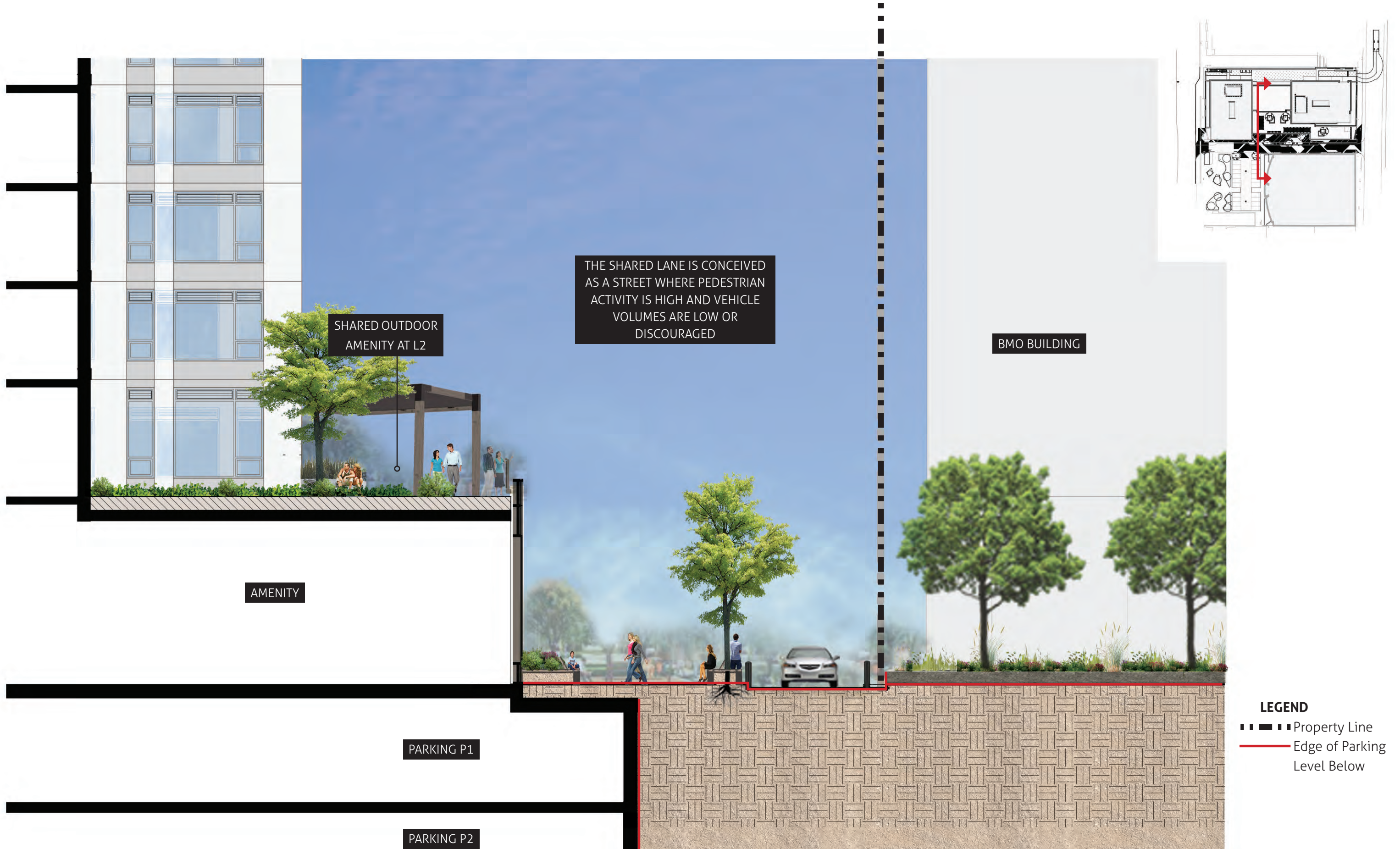
PHASE 1 & 2 - LANDSCAPE PLAN & TREE CONSERVATION REPORT
SCALE 1:50



PLAZA CROSS SECTION
SCALE 1:50









365 Laurier Ave.
(Jean Edmonds South
Tower)

333 Laurier Ave.
(Canada Customs &
Revenue Agency)

Bank street

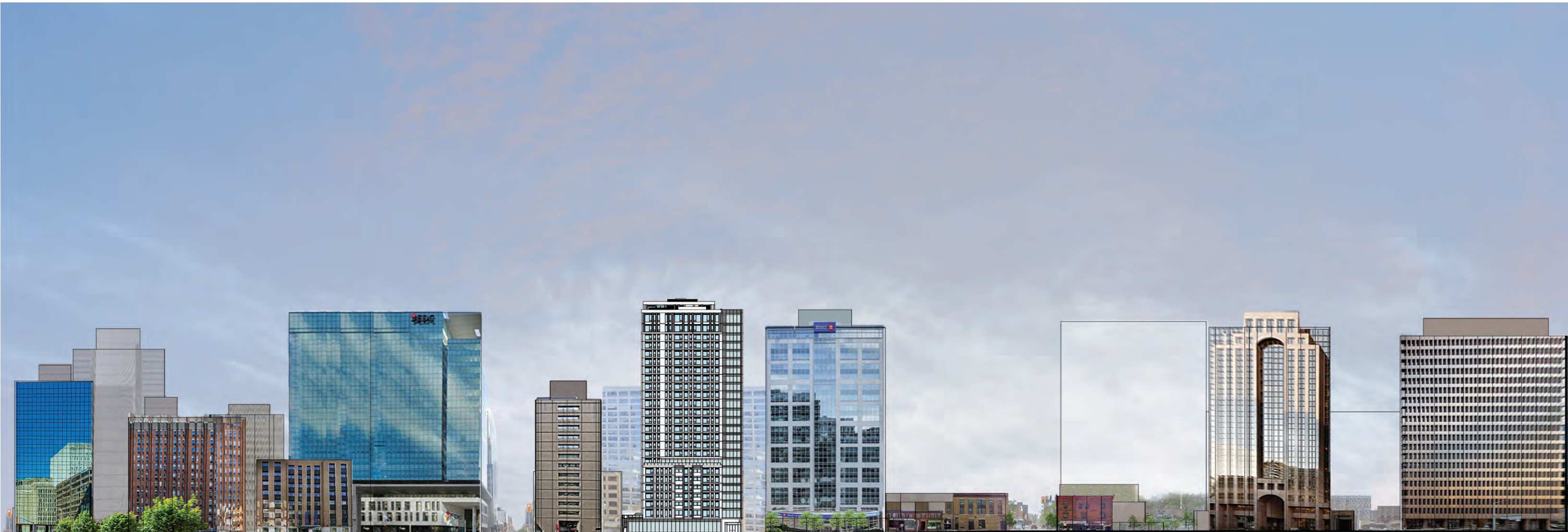
269 Laurier Ave. (BMO)

South Tower

O'Connor Street

251 Laurier Ave.

191 Laurier Ave.
Sir Richard Scott
Building



Metcalfe Street

The Urbandale Building
(100 Metcalfe Street)

130 Slater Street
(The National Building)

140 Slater Street
(Arc The Hotel)

300 Laurier Ave.
(EDC via Slater Street)

O'Connor Street

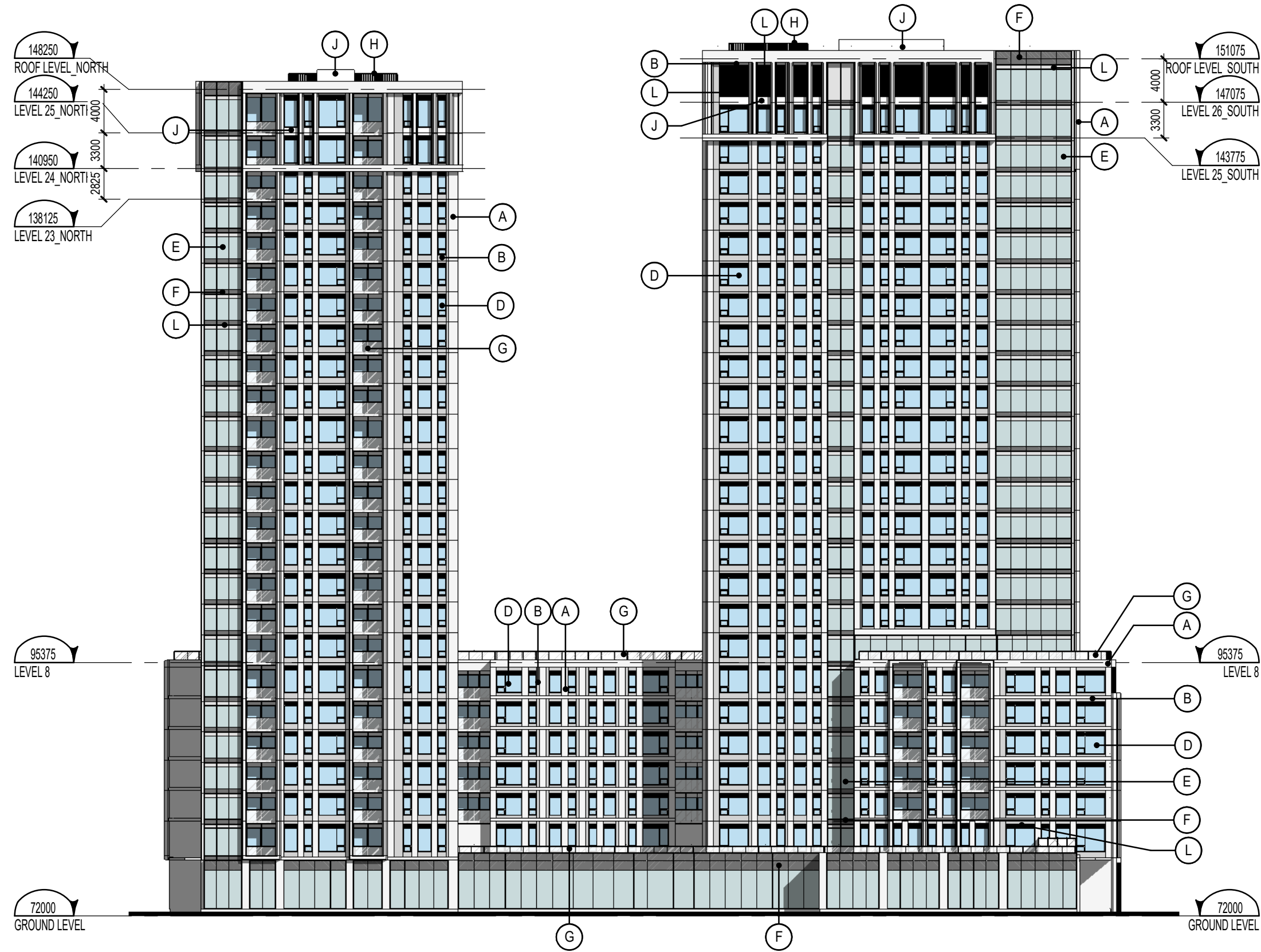
North Tower

269 Laurier Ave. (BMO
via Slater Street)

Bank street

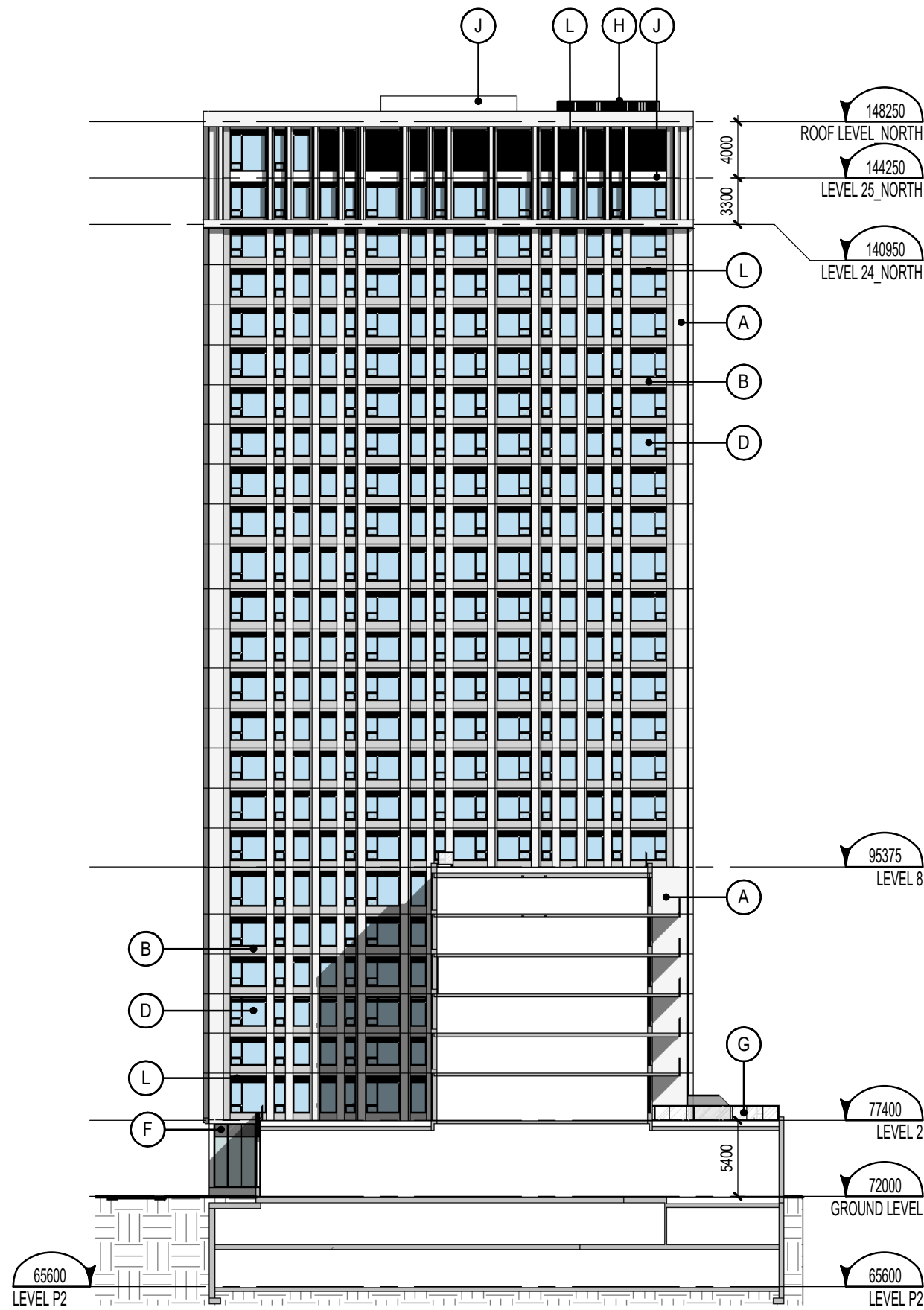
280 Slater Street

300 Slater Street
(John Edmonds North
Tower)



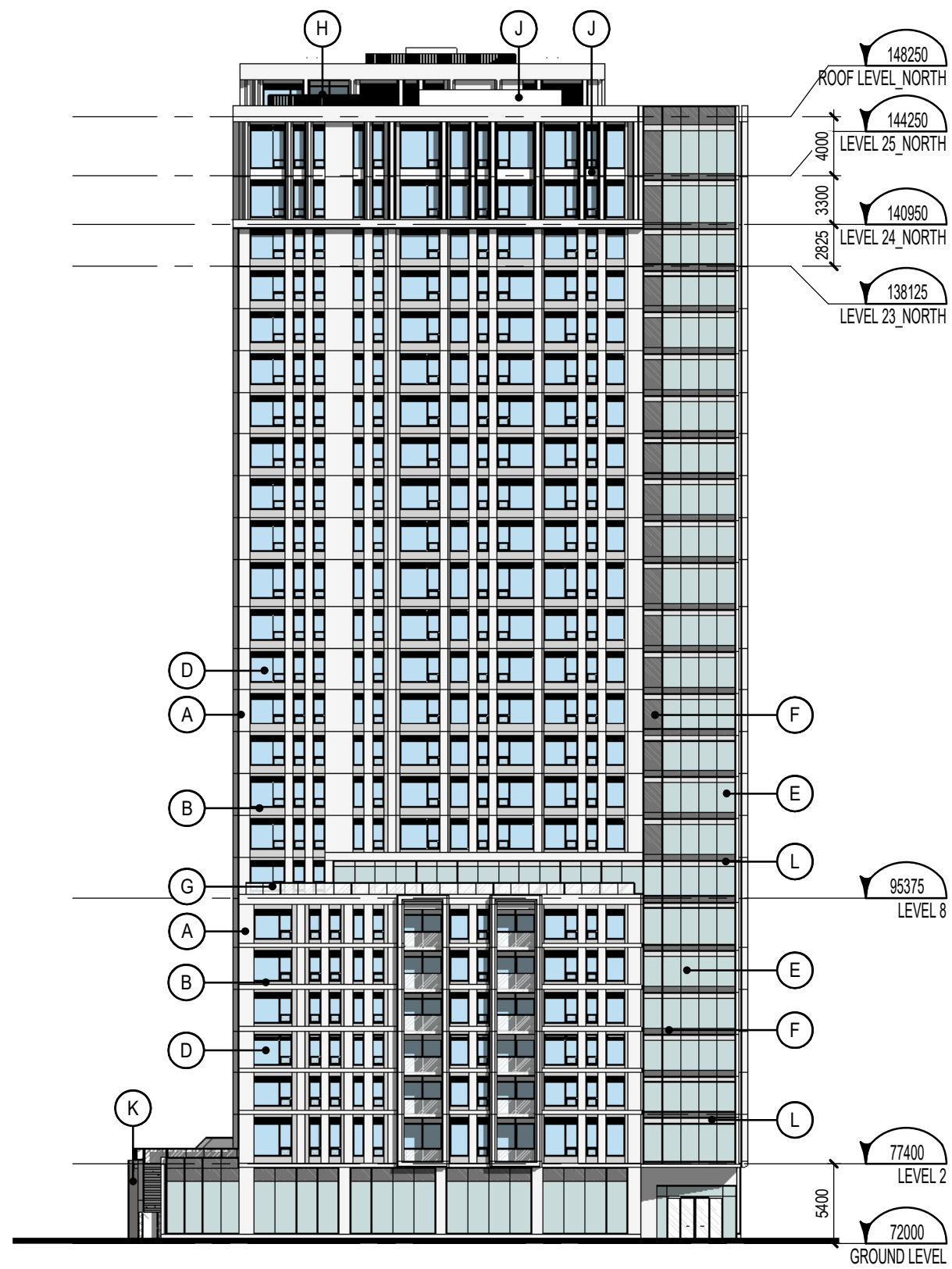
EXTERIOR FINISH LEGEND.	
NOTE	DESCRIPTION
A	PRECAST CONCRETE - WHITE
B	PRECAST CONCRETE - LIGHT GREY
C	PRECAST CONCRETE - DARK GREY
D	WINDOWS
E	SEALED THERMAL UNIT / ALUMINUM FRAME
F	GLASS SPANDREL PANEL
G	ALUMINUM GUARD RAIL WITH TEMPERED GLASS
H	METAL GUARD RAIL
J	METAL PANNEL CLADDING
K	ARCHITECTURAL BLOCK - GREY
L	LOUVERS

EXTERIOR FINISH LEGEND.	
NOTE	DESCRIPTION
A	PRECAST CONCRETE - WHITE
B	PRECAST CONCRETE - LIGHT GREY
C	PRECAST CONCRETE - DARK GREY
D	WINDOWS
E	SEALED THERMAL UNIT / ALUMINUM FRAME
F	GLASS SPANDREL PANEL
G	ALUMINUM GUARD RAIL WITH TEMPERED GLASS
H	METAL GUARD RAIL
J	METAL PANNEL CLADDING
K	ARCHITECTURAL BLOCK - GREY
L	LOUVERS



SOUTH ELEVATION - NORTH TOWER

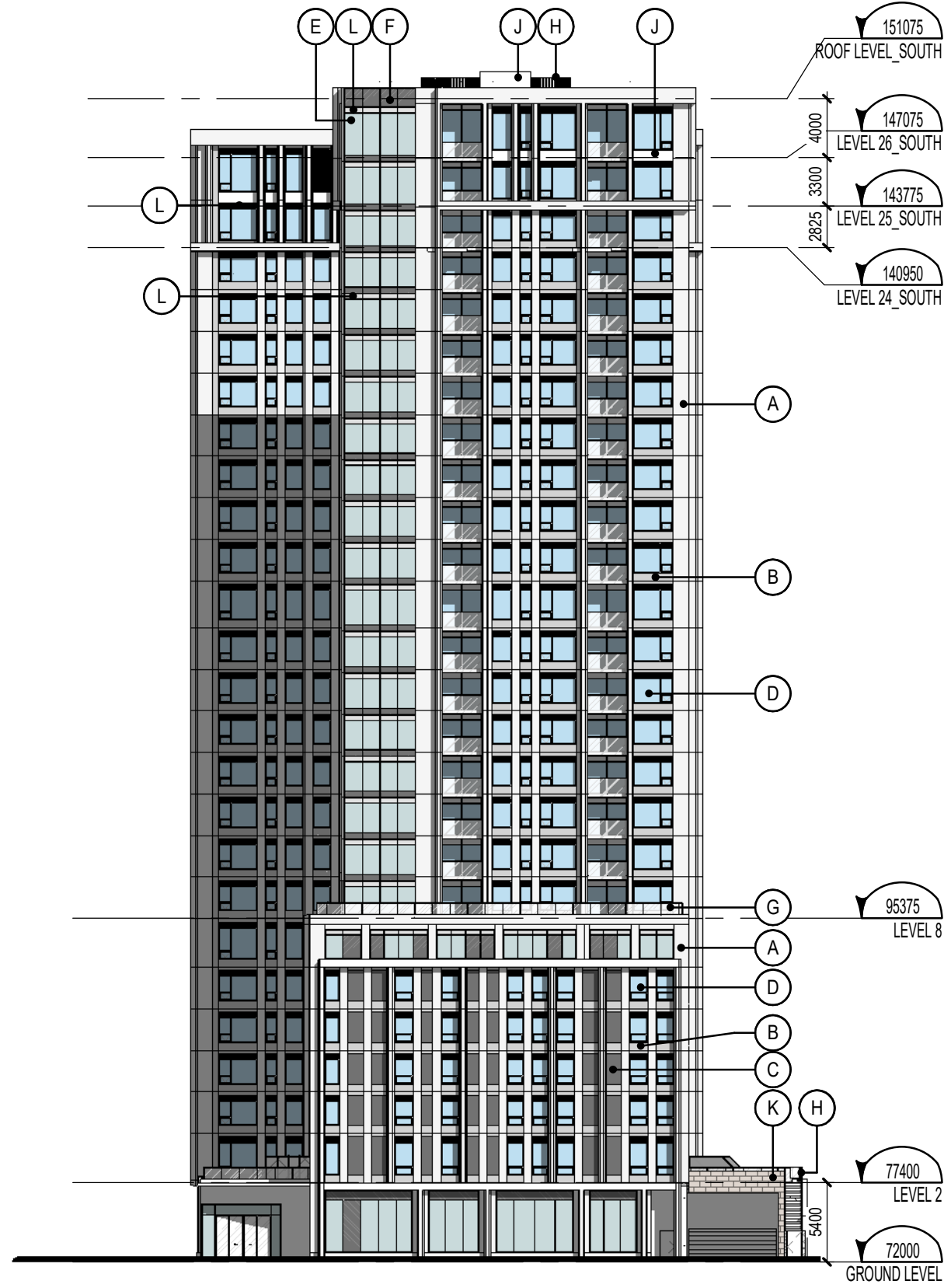
1 : 400



NORTH ELEVATION - NORTH TOWER

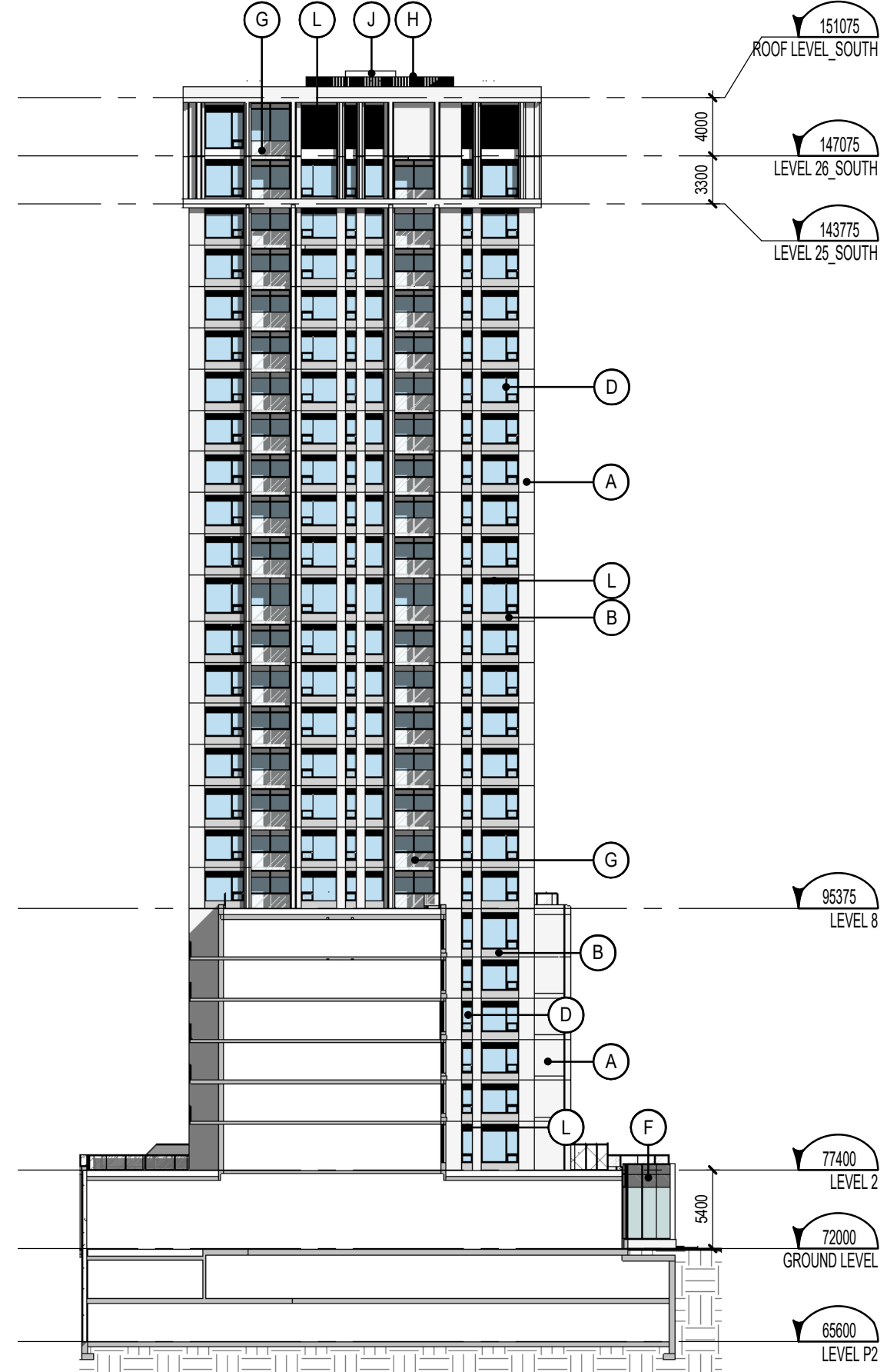
1 : 400

SOUTH ELEVATION (1:400)



SOUTH ELEVATION - SOUTH TOWER

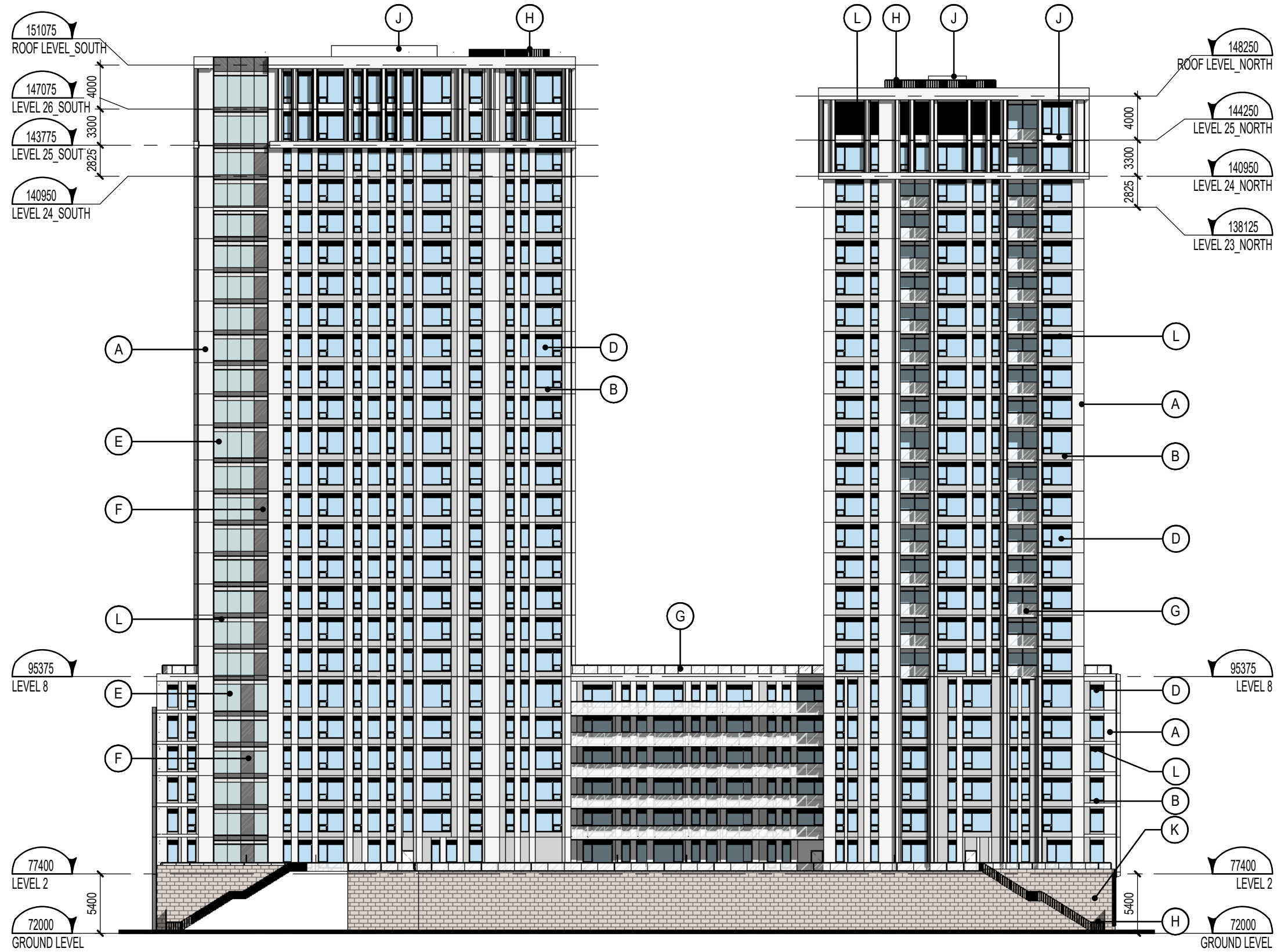
1 : 400



NORTH ELEVATION - SOUTH TOWER

1 : 400

EXTERIOR FINISH LEGEND.	
NOTE	DESCRIPTION
A	PRECAST CONCRETE - WHITE
B	PRECAST CONCRETE - LIGHT GREY
C	PRECAST CONCRETE - DARK GREY
D	WINDOWS
E	SEALED THERMAL UNIT / ALUMINUM FRAME
F	GLASS SPANDREL PANEL
G	ALUMINUM GUARD RAIL WITH TEMPERED GLASS
H	METAL GUARD RAIL
J	METAL PANNEL CLADDING
K	ARCHITECTURAL BLOCK - GREY
L	LOUVERS



EXTERIOR FINISH LEGEND.	
NOTE	DESCRIPTION
A	PRECAST CONCRETE - WHITE
B	PRECAST CONCRETE - LIGHT GREY
C	PRECAST CONCRETE - DARK GREY
D	WINDOWS
E	SEALED THERMAL UNIT / ALUMINUM FRAME
F	GLASS SPANDREL PANEL
G	ALUMINUM GUARD RAIL WITH TEMPERED GLASS
H	METAL GUARD RAIL
J	METAL PANNEL CLADDING
K	ARCHITECTURAL BLOCK - GREY
L	LOUVERS

EAST ELEVATION



View 1 - URDP 230831



View 1



View 2 - Laurier Entrance - URDP 230831



View 2 - Laurier Entrance



View 3 - 170 Slater entrance



View 3 - Existing condition and proposed development - URDP 230831



EXISTING CONDITION



PROPOSED DEVELOPMENT

View 4 - Existing condition and proposed development











NORTH SIDE FACADE
PROPOSAL IN THE
INTERIM PERIOD,
FINAL DESIGN TO BE
DETERMINED



ANNEX

Unit mix

FLOOR	NORTH TOWER									SOUTH TOWER									PODIUM							TOTAL		
	STUDIO	1B	1B (BF)	1B+D	2B	2B (BF)	2B+D	3B	3B (BF)	STUDIO	1B	1B (BF)	1B+D	2B	2B (BF)	2B+D	3B	3B (BF)	STUDIO	STUDIO (BF)	1B	1B (BF)	1B+D	2B	2B (BF)		3B	3B (BF)
26th Floor																1	3											4
25th Floor							1	3			1			3		1	3											12
24th Floor		1			2	1	1	2	1		1			3		1	3											16
23rd Floor		1			2	1	1	2	1		1			3		1	3											16
22nd Floor	1	8	1		2					1	8	1		2														24
21st Floor	1	8	1		2					1	8	1		2														24
20th Floor	1	8	1		2					1	8	1		2														24
19th Floor	1	8	1		2					1	8	1		2														24
18th Floor	1	8	1		2					1	8	1		2														24
17th Floor	1	8	1		2					1	8	1		2														24
16th Floor	1	8	1		2					1	8	1		2														24
15th Floor	1	8	1		2					1	8	1		2														24
14th Floor	1	8	1		2					1	8	1		2														24
13th Floor	1	8	1		2					1	8	1		2														24
12th Floor	1	8	1		2					1	8	1		2														24
11th Floor	1	8	1		2					1	8	1		2														24
10th Floor	1	8	1		2					1	8	1		2														24
9th Floor	1	8	1		2					1	8	1		2														24
8th Floor	1	9			2					1	9			2														24
7th Floor																			4	2	8	6	6	3	3			32
6th Floor																			4	2	8	6	6	3	3			32
5th Floor																			4	2	8	6	6	3	3			32
4th Floor																			4	2	8	6	6	3	3			32
3rd Floor																			4	2	8	6	6	3	3			32
2nd Floor																			1		6		7	3			1	18
TOTAL	15	123	14	0	34	2	3	7	2	15	124	14	0	39	0	4	12	0	21	10	46	30	37	18	15	0	1	586
	200									208									178									

MIX	NO.	%
STUDIO	61	10.4%
1B	351	59.9%
1B+D	37	6.3%
2B	108	18.4%
2B+D	7	1.2%
3B	22	3.8%

MIX	NO.	BF REQ.	BF PRJ.
STUDIO	61	10	10
1B	388	58	58
2B	115	17	17
3B	22	3	3

88

General

FLOOR	NORTH TOWER					SOUTH TOWER					PODIUM						
	GCA* (m ²)	GFA**(m ²)	NSA***(m ²)	EFFICIENCY	NO. OF UNITS	GCA* (m ²)	GFA**(m ²)	NSA***(m ²)	EFFICIENCY	NO. OF UNITS	GCA* (m ²)	GFA**(m ²)	NSA***(m ²)	EFFICIENCY	NO. OF UNITS	AMENITY(m ²)	RETAIL(m ²)
26th Floor						793.5	377.9	399.2	50.3%	4							
25th Floor	793.5	377.9	399.2	50.3%	4	789.4	633.0	673.0	85.3%	8							
24th Floor	789.4	633.0	673.0	85.3%	8	789.4	633.0	673.0	85.3%	8							
23rd Floor	789.4	633.0	673.0	85.3%	8	789.4	633.0	673.0	85.3%	8							
22nd Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
21st Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
20th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
19th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
18th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
17th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
16th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
15th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
14th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
13th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
12th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
11th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
10th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
9th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
8th Floor	789.4	621.8	661.7	83.8%	12	789.4	621.8	661.7	83.8%	12							
7th Floor											2143.6	1721.2	1810.5	84.5%	32		
6th Floor											2143.6	1727.5	1810.5	84.5%	32		
5th Floor											2143.6	1727.5	1810.5	84.5%	32		
4th Floor											2143.6	1727.5	1810.5	84.5%	32		
3rd Floor											2143.6	1727.5	1810.5	84.5%	32		
2nd Floor											2160.5	1033.9	1089.8	50.4%	18	627.9	
Ground Floor											3378.9	789.5	816.3	24.2%		516.5	816.3
SUB-TOTAL	14213.3	10970.9	11670.7		200	15002.7	11603.9	12343.7		208	16257.4	10454.6	10958.6		178	1144.4	816.3

GENERAL

SITE AREA	4,271.0	m ²
FSI	7.7	
TOTAL GCA	45,473.4	m ²
MAXIMUM GFA PERMITTED (including 269 Laurier)	71,301.0	m ²
269 Laurier GFA	28,874.0	m ²
TOTAL GFA PROVIDED	33,029.4	m ²
GFA LEFTOVER	9,397.6	m ²
TOTAL NO. OF UNITS	586	
TOTAL NSA	34,973.0	m ²
AMENITY AREA REQUIRED	3,516.0	m ²
AMENITY AREA PROVIDED	3,732.6	m ²
BIKE PARKING REQUIRED	293	
BIKE PARKING PROVIDED	293	
VISITOR PARKING REQUIRED	30	
TOTAL PARKING PROVIDED	160	

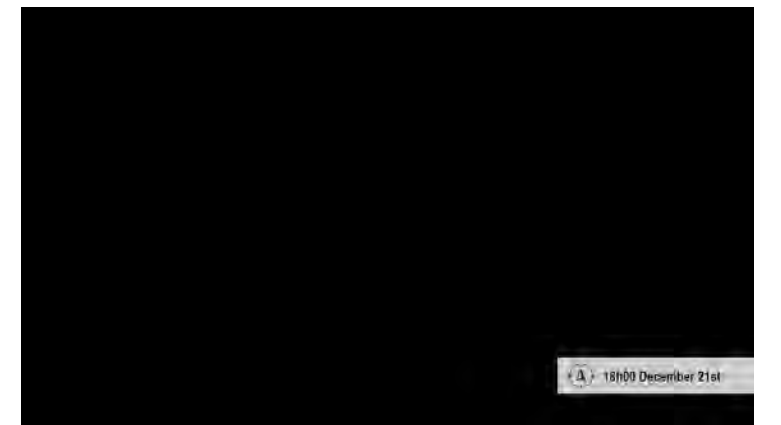
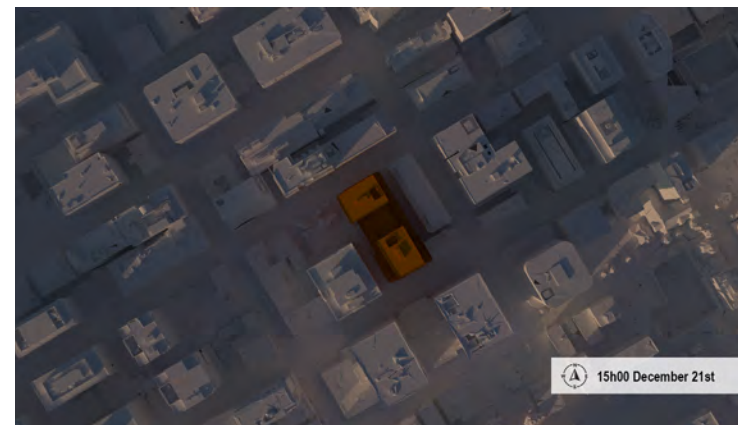
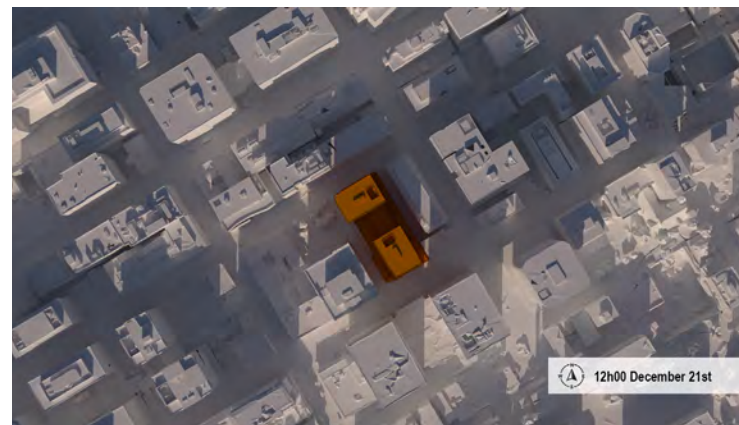
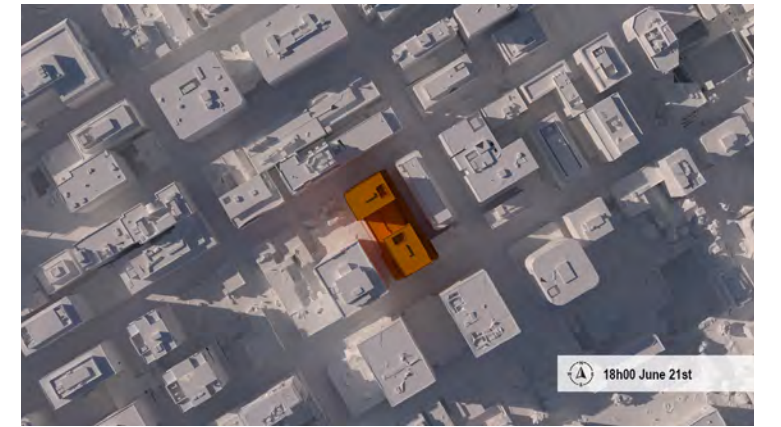
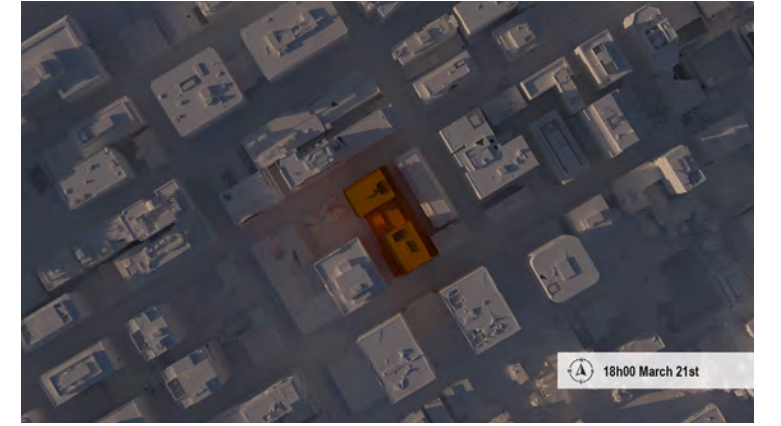
AMENITY

COMMUNAL INTERIOR	1,144.4	m ²
COMMUNAL EXTERIOR	1,042.5	m ²
TOTAL COMMUNAL	2,186.9	m ²
PRIVATE TERRACE/ BALCONY / LOGGIA	1,545.7	m ²
TOTAL	3,732.6	m ²

*GCA: Gross construction area

**GFA: Gross floor area

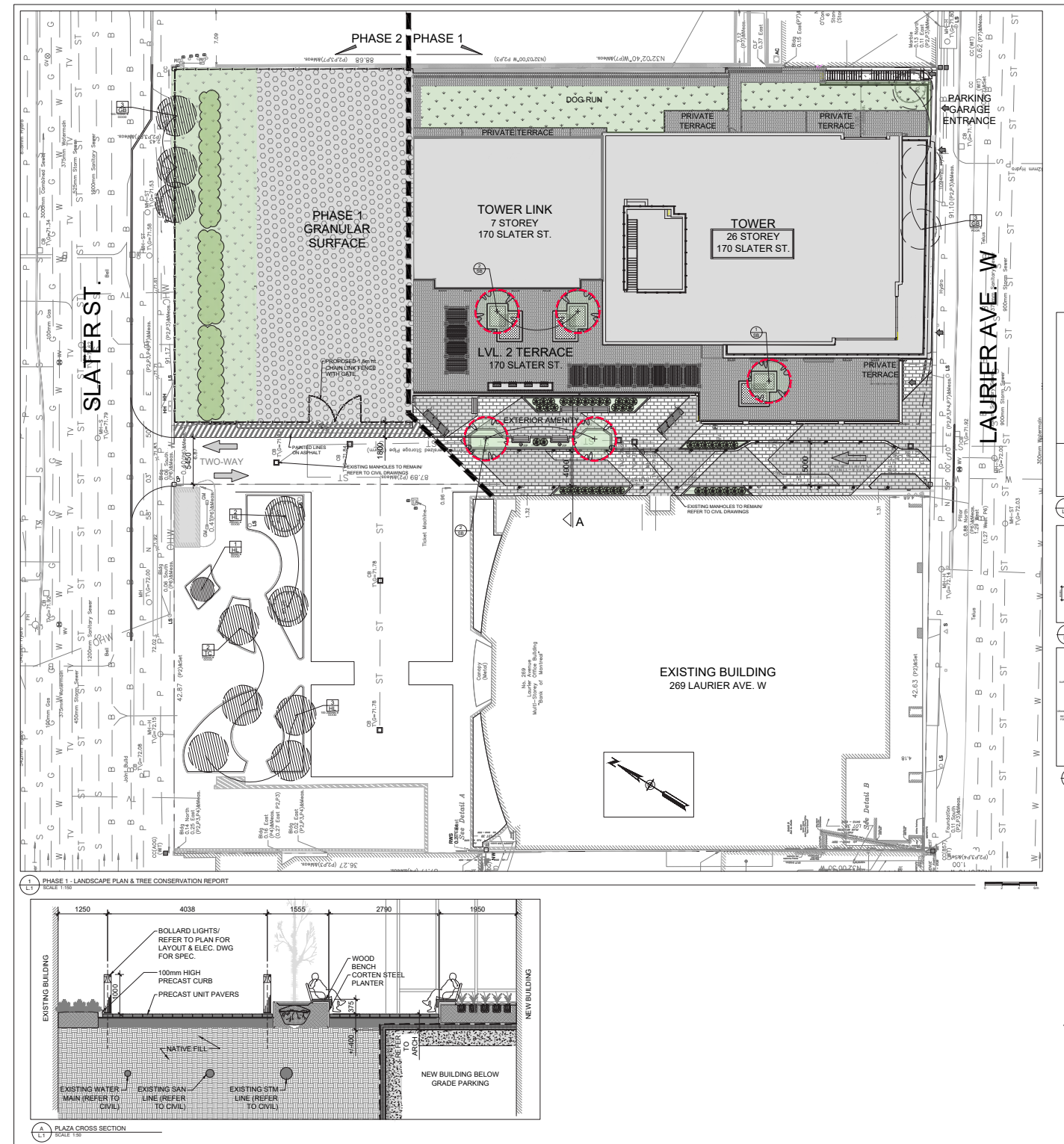
***NSA: Net sellable area



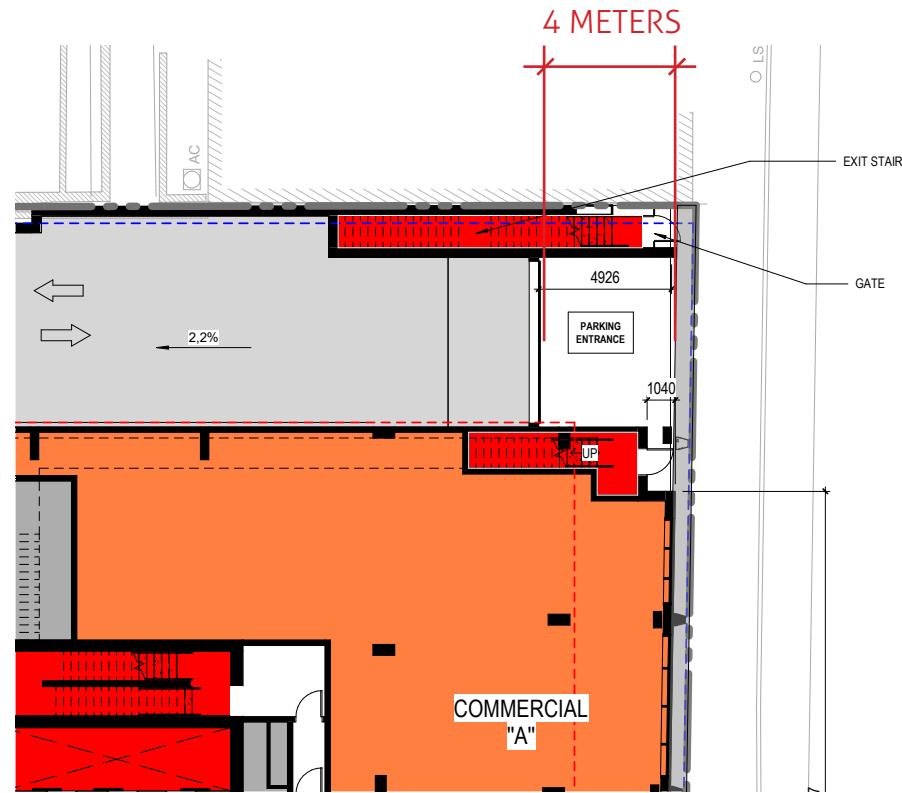


Proposal for the north side facade in the interim period between phase 1 and phase 2 - final design to be determined

The north side façade has been revised to incorporate a large art wall that enhances the public experience in the open space facing the parkette and creates an environment conducive to urban life. The surface parking planned during phase 1 has been revised to add a landscaped buffer on Slater Street and by maintaining the existing trees on the northeast corner of the site. Temporary urban furniture can be incorporated in conjunction with city objectives in this area.



Surface parking during phase 1



Zoom - Ground floor vehicular access from Laurier

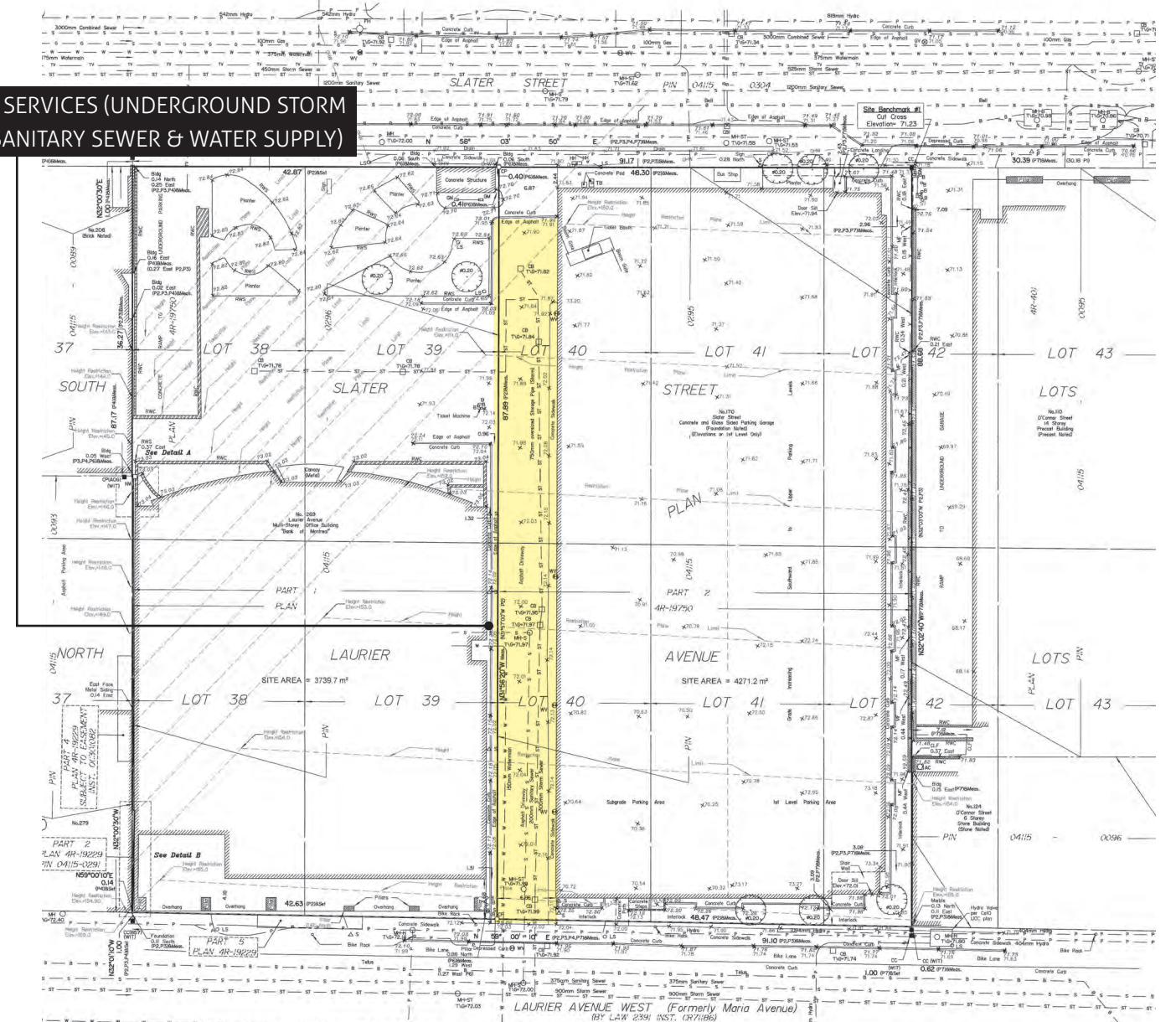


Neighbor's ramp to the east on Slater

The vehicular access from Laurier is set back from the bike lane. We are leaving a 4 meter buffer zone between the garage door and the bike lane to ensure sufficient time for cyclists and motorists to see one another as they approach. Using the BMO parking ramp to access the new residential project is not possible as there are many existing services (underground storm sewer, sanitary sewer and water supply) under

the shared lane and there is insufficient height within the parking garage to accommodate delivery vehicles. Placing the access ramp next to the neighbor's ramp to the east on Slater would result in an overly wide curb cut which is unsafe for pedestrians. The fact that there is a dedicated bus lane also precludes creating another curb cut.

EXISTING SERVICES (UNDERGROUND STORM SEWER, SANITARY SEWER & WATER SUPPLY)



Survey plan - By Annis, o'sullivan, Vollebakk LTD.



View 1 - Proposed development



South elevation

The podium façade on Laurier, adjacent to the heritage building has been revised. The rhythm of the heritage building façade was used to articulate that façade. Window proportions and sizes were carried over from the Heritage building. The façade also has a tripartite organization with a tall commercial base, a quiet central body and a distinctive top floor. The podium’s parapet is aligned with its neighbor. It is important to note that exact alignment is not necessary as it never occurs over time in urban development. Lowering the 6 storey link between the two towers would not increase the amount of sunlight in the amenity area as the sun’s path is such that most of the light would be blocked by the neighboring buildings to the east and south in the early morning. During the rest of the daylight hours the sun is on the southwest to northwest side and the height of the link has no impact on the amenity area. The elevations have been revised and simplified in order to enhance more clearly the verticality of the towers and align more with the inspirational images presented to the Panel. The solid portions of the facades have been increased in order to give a more substantive feel to the building. The major columnar elements of the facade have been brought down to the ground level in order to emphasize its rootedness to the site. The dark grey precast has been replaced with a lighter colour. The materials will now alternate chromatically between light white and light grey precast panels. The presence of the Slater street entrance will be a 5 meter high space, completely glazed with a strong accent of light and color in the lobby. It will be a strong and inviting presence at the corner of the woonerf.



View 2 - Laurier Entrance



View 3 - 170 Slater entrance

