500 Coventry Road

Urban Design Brief
November 18, 2024

TURNER FLEISCHER

Norguard

FOTENN Planning + Design

Table of Contents

CONTEXT

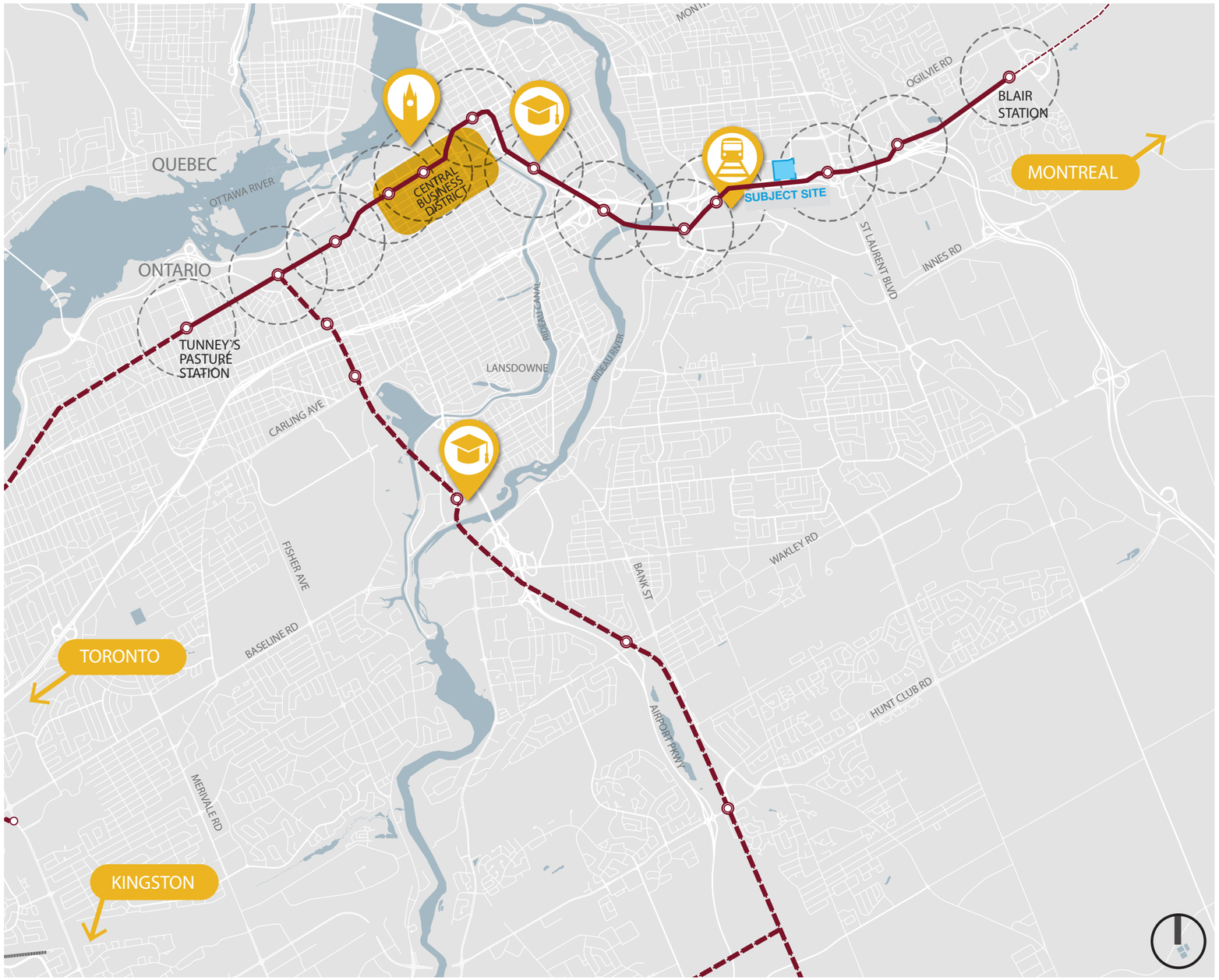
01

Regional Context

The site is located in the Inner Urban Area of the City of Ottawa, the Nation's Capital, just over 5km east of Parliament Hill. It is located in close proximity to St-Laurent Transit Station - a major station serving the Bus Rapid Transit (BRT) and local bus systems in addition to the Light Rail Transit (LRT) network. From St-Laurent Station, the LRT Confederation line provides a 13-minute direct ride to the downtown core.

The Subject Site

500 Coventry Road is also well connected to its surrounding vehicular transportation network. According to Schedule C4 (Urban Road Network) of the City's Official Plan, Coventry Road is an Arterial Road that connects to St-Laurent Boulevard, an important north-south Arterial Road that connects the site to the Trans-Canada Highway (Highway 417), the main east-west vehicular circulation within the Capital.



Subject Site
LRT Line (Phase 1)/ Stations
LRT Line (Phase 2)/ Stations
600m Radious Catchment from LRT Stations

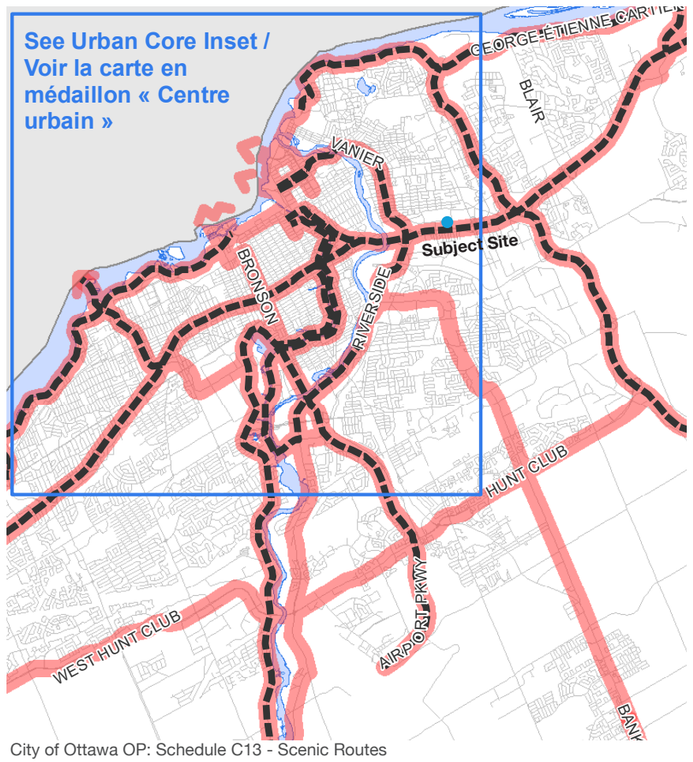
PARLIAMENT OF CANADA
AIRPORT
UNIVERSITY
VIA RAIL STATION

Capital Arrival Corridor - A Gateway

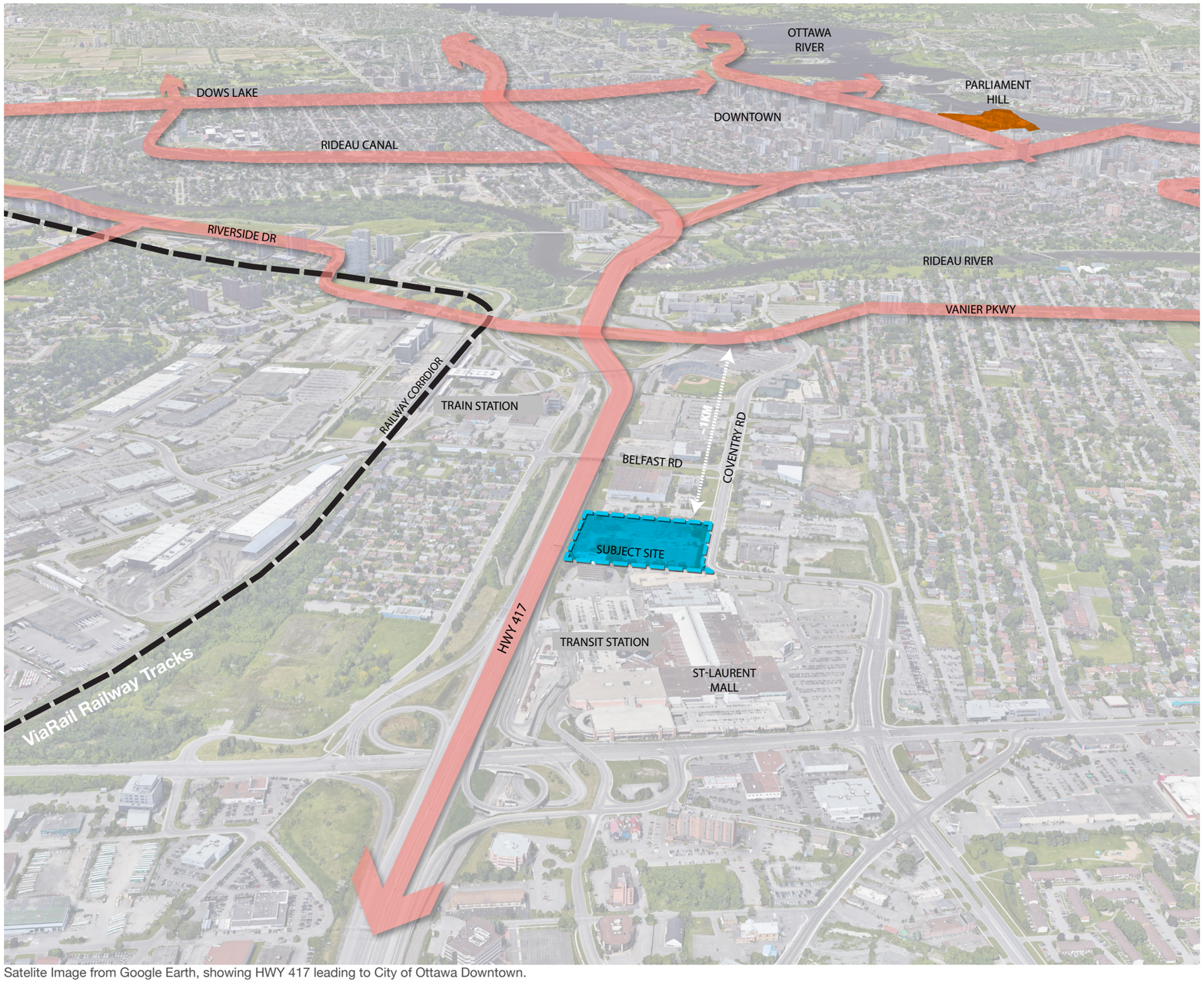
Scenic Entry Route

Highway 417 is one of the principal roadways used by visitors and business travelers arriving in the City of Ottawa and is identified as a Scenic Entry Route in the City of Ottawa's Official Plan.

By being in close proximity to Highway 417, this new residential development is designed to enhance the arrival experience into the city with potential to become a new gateway building in the city's skyline, contributing to a favorable first impression of the National Capital Region.



City of Ottawa OP: Schedule C13 - Scenic Routes



Satelite Image from Google Earth, showing HWY 417 leading to City of Ottawa Downtown.

Site Context

The subject site, municipally known as 500 Coventry Road in the City of Ottawa, is a square shaped lot with a total area of 34,640 square metres (3.46 hectares) with approximately 185 metres of frontage of Coventry Road. A surface level parking lot is located on the northern portion of the site, with the rest of the site being vacant.

The site is located immediately west of St-Laurent Shopping Centre, a 81,640 sq. metre office, service and retail regional shopping centre. It is located approximately 350 metres walking distance from the St-Laurent LRT station, and 700 metres from St-Laurent Boulevard, an Arterial Road and Transit Priority Corridor, providing access to other communities in the City of Ottawa.

Two vehicular access points on Coventry Road service the property from the north property line. A vehicular access on the east side of the site connects the existing at-grade surface parking with the structured parkade of St-Laurent Shopping Centre.

A public sidewalk runs along the northern property line, fronting on Coventry Road, which provides connection to Belfast Road (west) and to St-Laurent Boulevard (east). This sidewalk offers a direct pedestrian connection to the adjacent shopping centre from the west. An existing pedestrian connection through the southern portion of the property connects the site to the adjacent office building, St-Laurent Shopping Centre and LRT station to the east.

The majority of the site area is covered by asphalt with minimum landscaping at the edges of the property. Trees exist along the north, east and south property lines and act as a natural buffer to adjacent properties and the Trans-Canada Highway (HWY 417).

Site Context

The adjacent land uses can be described as follows:

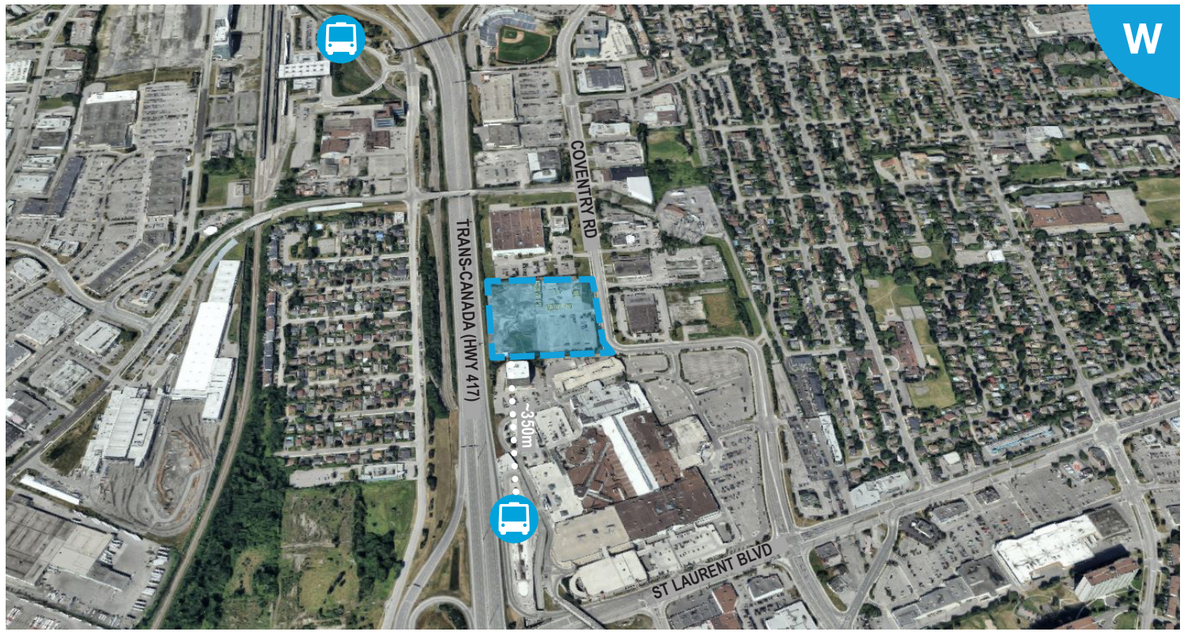
North: The subject site abuts Coventry Road to the north. Across Coventry Road are two single-storey office buildings with large surface parking to the rear of the site. Further north is a low-rise residential neighbourhood that forms part of the Overbrook community, consisting of low-density housing and characterized by a suburban grid pattern of streets lined with deep front and rear yards.

East: Immediately east of the subject site is 1400 St-Laurent Business Centre, a mid-rise (6-storey) office building which shares a parking lot with St-Laurent Shopping Centre, further east. St-Laurent Shopping Centre consists of the shopping centre complex with various major and independent retail operations, parking structures, surface parking, and the St-Laurent LRT Station. Further east of this is St-Laurent Boulevard, an Arterial road and Transit Priority Corridor.

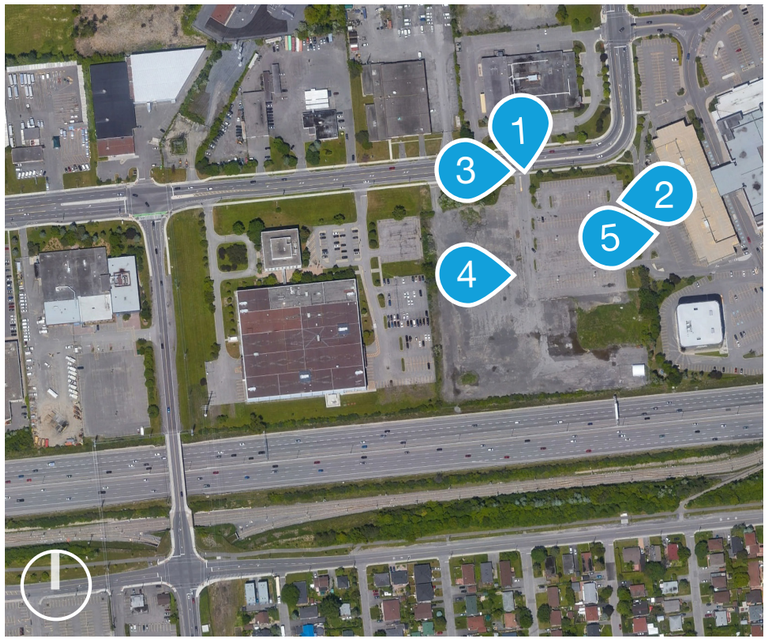
South: Immediately south of the subject site is Provincial Highway 417 (the Queensway). Highway 417 is an east-west regional throughfare designed to carry large volumes of traffic at high speeds across the city and region. Beyond this, abutting the Queensway is Ottawa's eastern LRT corridor and Tremblay Road, a Major Collector Road within the City of Ottawa. To the south of Tremblay Road is the residential community of Eastway Gardens, comprised of low-rise residential dwellings.

West: Directly west of the subject site is a single-storey industrial use building and an attached three-storey office building, with the remainder of the property consisting of surface parking and aggregate storage. Further west across Belfast Road are large commercial-retail stores, Best Buy and Canadian Tire, and a restaurant café, Starbucks Coffee. Even further west, 1.2km from the site, accessed via the Vanier Parkway is the Ottawa Stadium (RCGT Park), surface parking, hotels and conference centre.

Site Context



Site Photos



Site Photos

SITE ANALYSIS

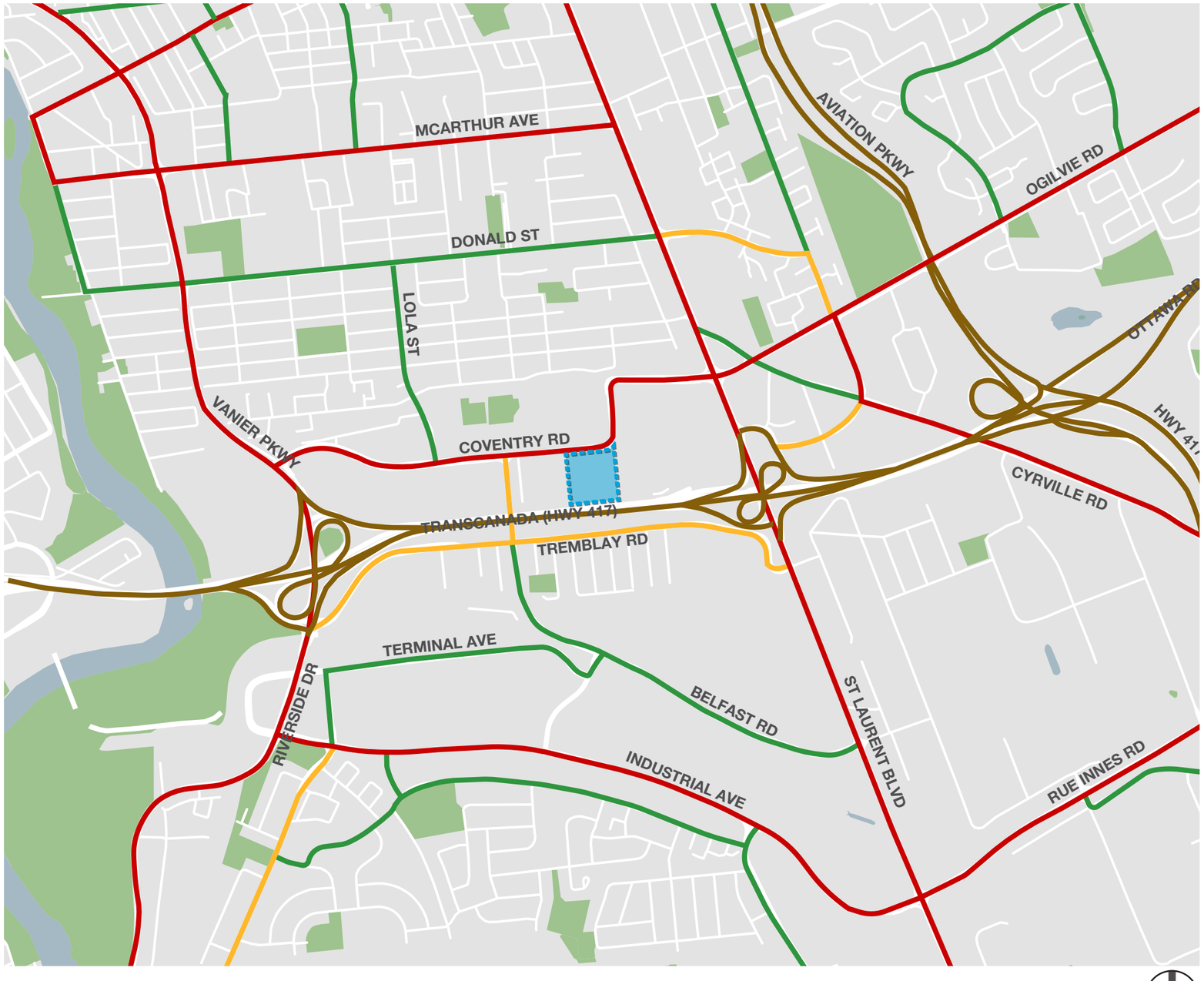
02

Site Analysis

Urban Road Network

500 Coventry Road is well integrated with the existing and planned road network of the city and provides easy vehicular access to important circulation roadways.

- Coventry Road is designated Arterial Road on Schedule C4 (Urban Road Network) of the City's Official Plan. Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities.
- St-Laurent Boulevard, a north-south Arterial Road is located east of the site. With a distinct commercial character, it connects various residential neighborhoods and provides access to Trans-Canada Highway (HWY 417) through on and off ramps.
- Belfast Road, located west of the subject site, is designated a Major Collector Road. Major collector roads connect communities and distribute traffic between the arterial and local road system.
- The Trans-Canada Highway (HWY 417) runs parallel to Coventry Road. It is the main east-west vehicular circulation corridor and serves not only the City of Ottawa, but at the regional scale. It can be accessed through a ramp located approximately 700 metres from the subject site, from St-Laurent Boulevard.



Subject Lands
Arterial Road
Collector Road
Major Collector Road
Provincial Highway

Site Analysis

Transit Network

The subject site is located within 400 metres walking distance from the St-Laurent LRT Station, located east of the site, and 800 metres from Tremblay LRT station, located south-west of the subject site and separated by Highway 417. Both St-Laurent and Tremblay stations are part of the Confederation Line of City of Ottawa's Light Rail Transit infrastructure, and provides connection to the Downtown Core, as well as the neighbouring Ottawa Train Station.

Local bus service is also available on the north and south side of Coventry Road, and on the east and west sides of Belfast Road. Local route #18 runs along Belfast and Coventry Roads, providing direct connection to the downtown core, and Tremblay Road. Other lines which operate in close proximity are:

- #7: Coming from further north on St-Laurent Blvd, route 7 goes through downtown, Bank St, all the way to Carleton University.
- #14: Starting from St-Laurent Stn, route 14 travels north, through Vanier neighborhood, to Beechwood Ave.
- #19: Starting from Hurdman Station, this line passes through St Laurent Station and through Vanier, Mackenzie King Station and ends at the Parliament Station.
- #20: Route 20 connects west-east, starting from Tunney's Pasture Stn, passing through the downtown core, and going south to St-Laurent Stn.
- #40: Starting from St-Laurent Station, route #40 travels down St-Laurent Blvd to Hunt Club Road ending at South Keys-Greenboro Station.

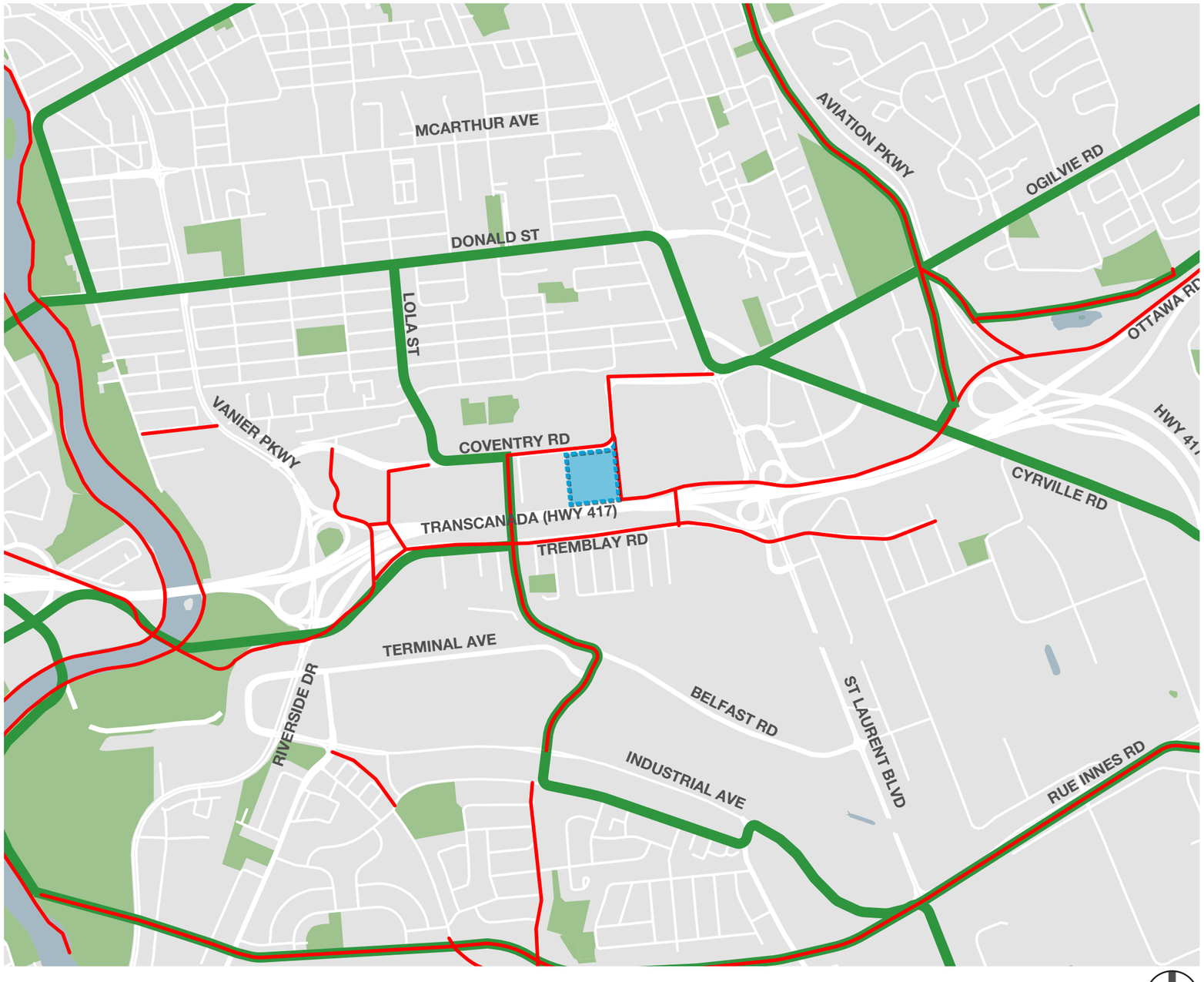
Subject Lands
Bus Lines
LRT Lines
600m Radious from LRT Station

Site Analysis

Active Transportation

The subject site is well served by the greater cycling network, as shown in the image on the right. Coventry Road and Belfast Road are serviced with dedicated bike-lanes on both sides of the road.

Major pathways are proposed along Coventry Road, extending to Belfast Road, per Schedule C5 (Active Transportation Network) of the City's Official Plan. These routes provide connection to the broader network including along St-Laurent Boulevard, Ogilvie Road and Cyrville Road to the east, and the Vanier Parkway to the west.

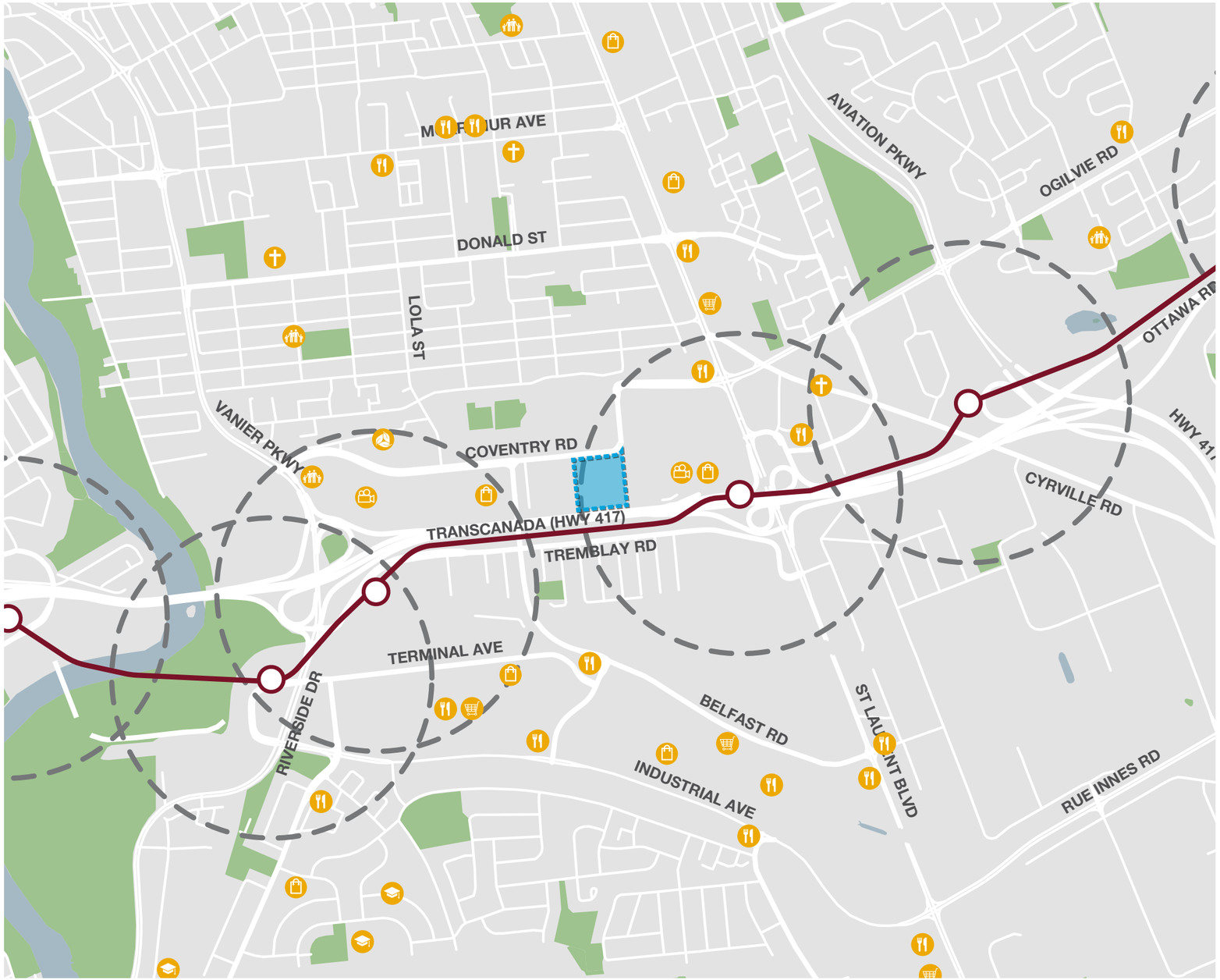


Subject Lands
Cross-town Bikeway
Major Pathways proposed

Site Analysis

Local Amenities

- The subject site is within walking distance to St-Laurent Shopping Centre, located imediately to the east.
- Large format retail stores are located along Coventry Road to the west.
- The majority of the lands to the south of Highway 417 are occupied with light industrial uses, with scarce commercial buildings and restaurants found further south on St-Laurent Blvd.
- The increase in residential density from the proposed development will provide greater support to exising local businesses and incentivize new commercial growth in this area, contributing to a vibrant, walkable, complete community with the inner core of the city in proximity to rapid transit.



- Subject Lands
- Restaurant
- Community Centre
- School
- Commercial
- Place of Worship
- Cinema
- Health Care
- Private Community Centre
- Retail Store
- Public Open Space/ Parks
- 600m Radius from LRT Stations
- LRT Lines/Stations

Site Analysis

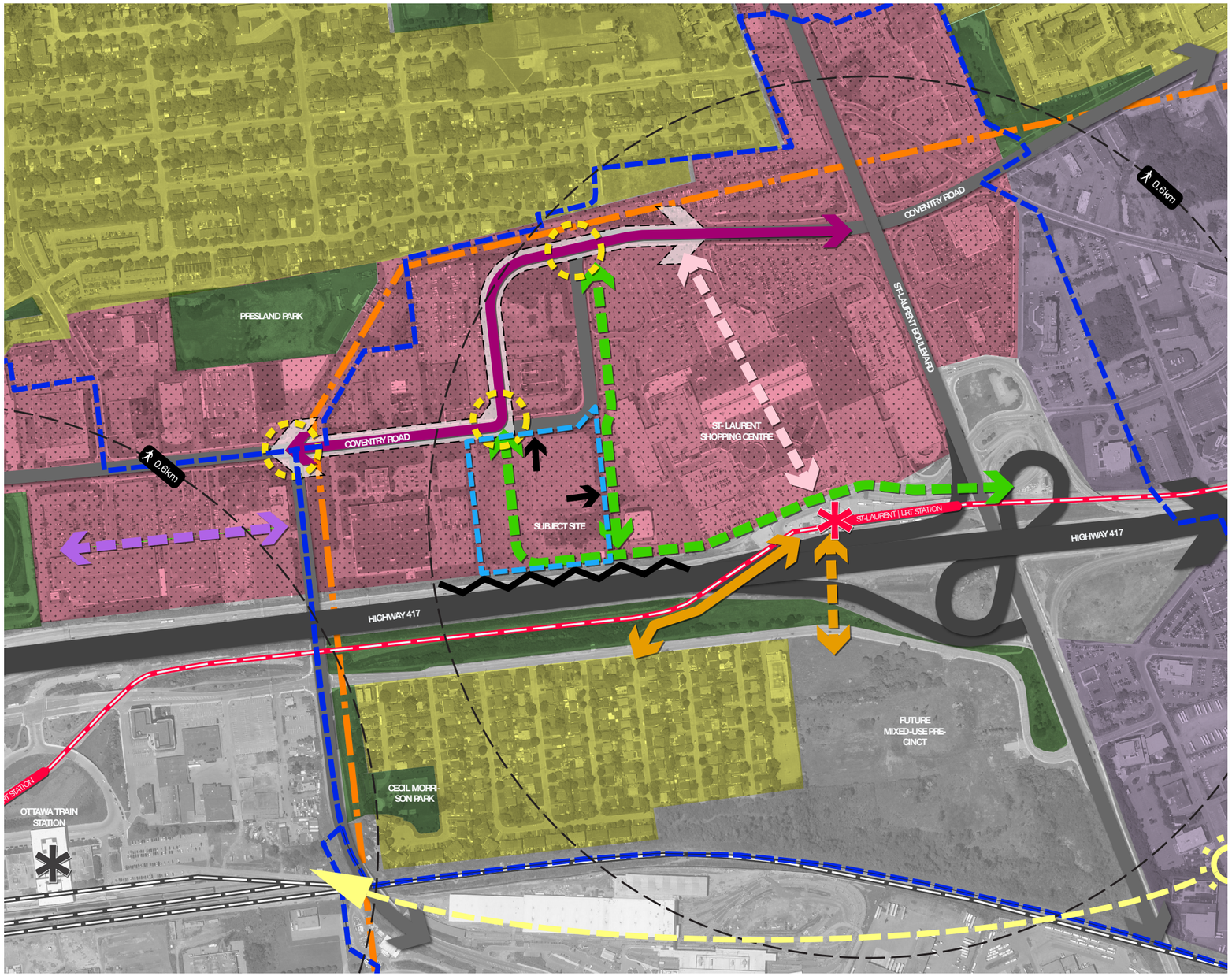
Opportunities and Constraints Map

Key opportunities
- / Increase pedestrian connectivity to neighborhoods to the north and south and enhance the access to the LRT station.
- / Create new accesses and additional permeability to the site.
- / Increase residential densities near rapit transit

Key constraints
- / Potential noise and wind considerations near HWY 417

LEGEND

- Subject Site
- Secondary Plan TOD Plan Boundary
- Existing Low-Rise Residential
- Commercial
- Open Space/ Park
- Light Industrial
- Vehicular Access
- Noise Barrier
- Via Rail Train Line
- Train Station
- LRT Line
- LRT Station
- High Voltage Hydro Line
- Highway 417
- Existing Arterial / Collector Road
- Realigned Coventry Road
- Future Dedicated Cycling Route as per Secondary Plan
- Existing Pedestrian Tunnel
- Potential Future Pedestrian Bridge as per St-Laurent TOD Plan
- Future Multi-use Path (MUP) as per Secondary Plan
- Potential Future Road Connection as per Tremblay TOD Plan
- Key Pedestrian Route
- Key Pedestrian Crossing

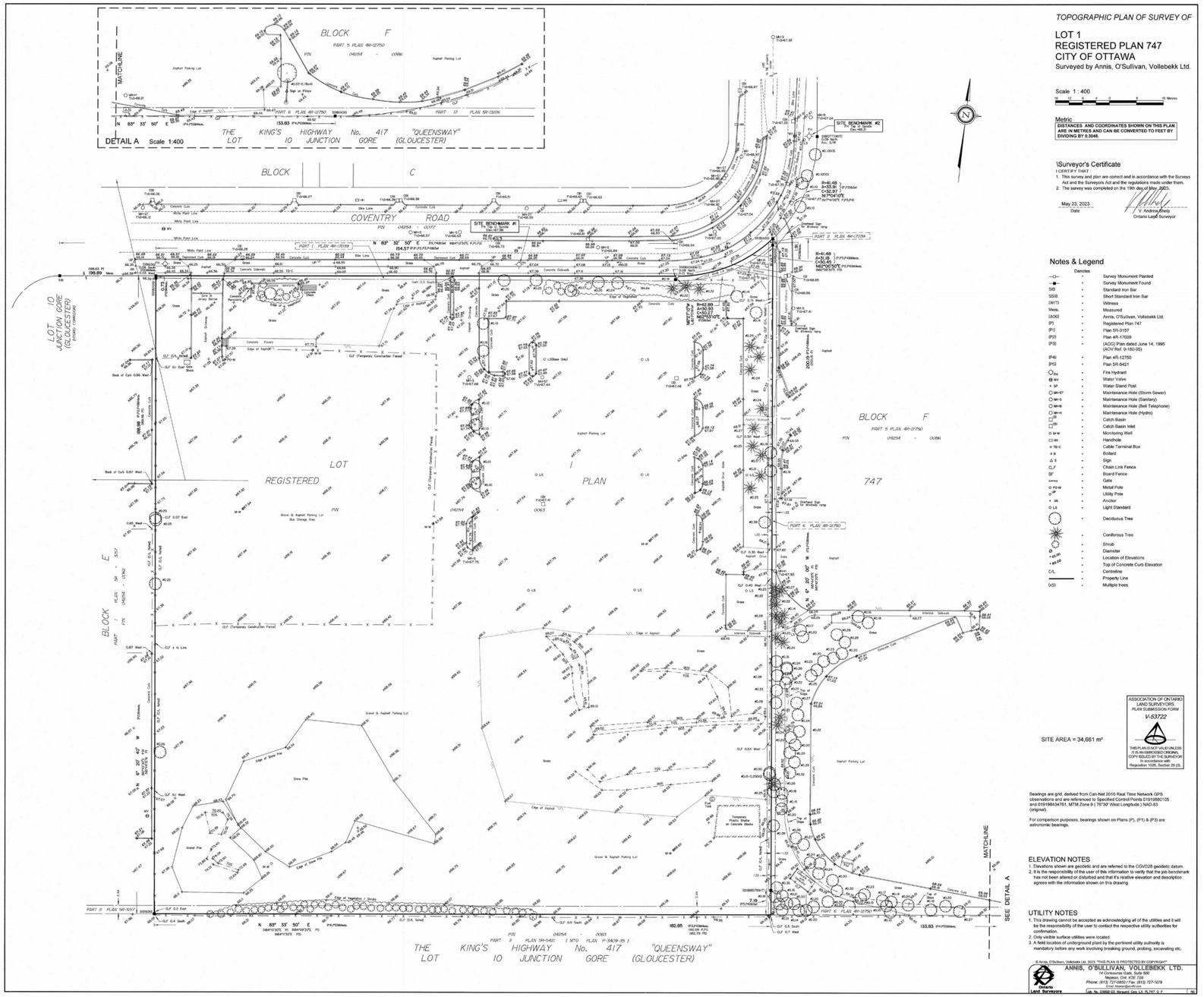


November 2024

TOPOGRAPHIC SURVEY

03

Topographic Survey



TOPOGRAPHIC PLAN OF SURVEY OF

LOT 1
REGISTERED PLAN 747
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

Scale 1 : 400
10 0 5 0 5 10 15 Metres

Metric
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

\Surveyor's Certificate
I CERTIFY THAT :
1. This survey and plan are correct and in accordance with the Surveys Act and the Surveyors Act and the regulations made under them.
2. The survey was completed on the 19th day of May, 2023.

May 23, 2023
Date
V. Andrew Sheip
Ontario Land Surveyor

Notes & Legend

Denotes		
—○—	-	Survey Monument Planted
—■—	-	Survey Monument Found
SIB	-	Standard Iron Bar
SSIB	-	Short Standard Iron Bar
(WIT)	-	Witness
Meas.	-	Measured
(AOG)	-	Annis, O'Sullivan, Vollebekk Ltd.
(P)	-	Registered Plan 747
(P1)	-	Plan 5R-3157
(P2)	-	Plan 4R-17039
(P3)	-	(AOG) Plan dated June 14, 1995 (AOV Ref. 0-180-95)
(P4)	-	Plan 4R-12750
(P5)	-	Plan 5R-5421
FH	-	Fire Hydrant
WV	-	Water Valve
WSP	-	Water Stand Post
MH-ST	-	Maintenance Hole (Storm Sewer)
MH-S	-	Maintenance Hole (Sanitary)
MH-B	-	Maintenance Hole (Bell Telephone)
MH-H	-	Maintenance Hole (Hydro)
CB	-	Catch Basin
CBI	-	Catch Basin Inlet
MW	-	Monitoring Well
HH	-	Handhole
TB-C	-	Cable Terminal Box
B	-	Bollard
S	-	Sign
CLF	-	Chain Link Fence
BF	-	Board Fence
	-	Gate
PO-M	-	Metal Pole
UP	-	Utility Pole
AN	-	Anchor
LS	-	Light Standard
	-	Deciduous Tree
	-	Coniferous Tree
	-	Shrub
Ø	-	Diameter
+99.00	-	Location of Elevations
+99.00	-	Top of Concrete Curb Elevation
C/L	-	Centreline
	-	Property Line
(x5)	-	Multiple trees

SITE AREA = 34,661 m²

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
V-53722
THIS PLAN IS A TRUE AND ACCURATE COPY EXCEPT THAT IT IS NOT EMBOSSED. ORIGINAL COPY ISSUED BY THE SURVEYOR In accordance with Regulation 1026, Section 29 (3).

Bearings are grid, derived from Can-Net 2016 Real Time Network GPS observations and are referenced to Specified Control Points 0191958C105 and 0191984347E1, MTM Zone 9 (75°30' West Longitude) NAD-83 (original).

For comparison purposes, bearings shown on Plans (P), (P1) & (P3) are astronomic bearings.

ELEVATION NOTES
1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

UTILITY NOTES
1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
2. Only visible surface utilities were located.
3. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500
Nepean, Ont. K2E 7S8
Phone: (613) 727-0850 / Fax: (613) 727-1079
Email: mail@annisott.com

Cal. No. 23092-03 Ground Geo Lot 1_747_0.1 | 1/2

CONCEPTUAL MASTER PLAN

04

Conceptual Master Plan

One of the Master Plan's key objectives was to capitalize and translate the site's opportunities and constraints into macro design strategies that will guide future developments along the realigned Coventry Road. For this high-level exercise, the project team defined the study area to consider all Morguard's lands, including connections to the St-Laurent Shopping Centre. The study area includes part of the existing St-Laurent Shopping Centre surface parking as well as the properties on 500, 525 and 535 Coventry Rd.

This exercise shows conceptual studies only, and is intended to illustrate how the lands could redevelop if and when they are identified for redevelopment in the future.

In general, greater heights and densities are proposed near the transit station, transitioning down to the residential neighbourhood to the north in line with the proposed TOD and Secondary Plans for the area.

The parkland distribution and dedication strategy envisions the creation of a central park in phase 1, that would be extended over time.

An enhanced pedestrian experience is proposed between block 6 and the deck parking that would provide independent (off hours), accessible and safe access both to the shopping centre's main access and the LRT station.

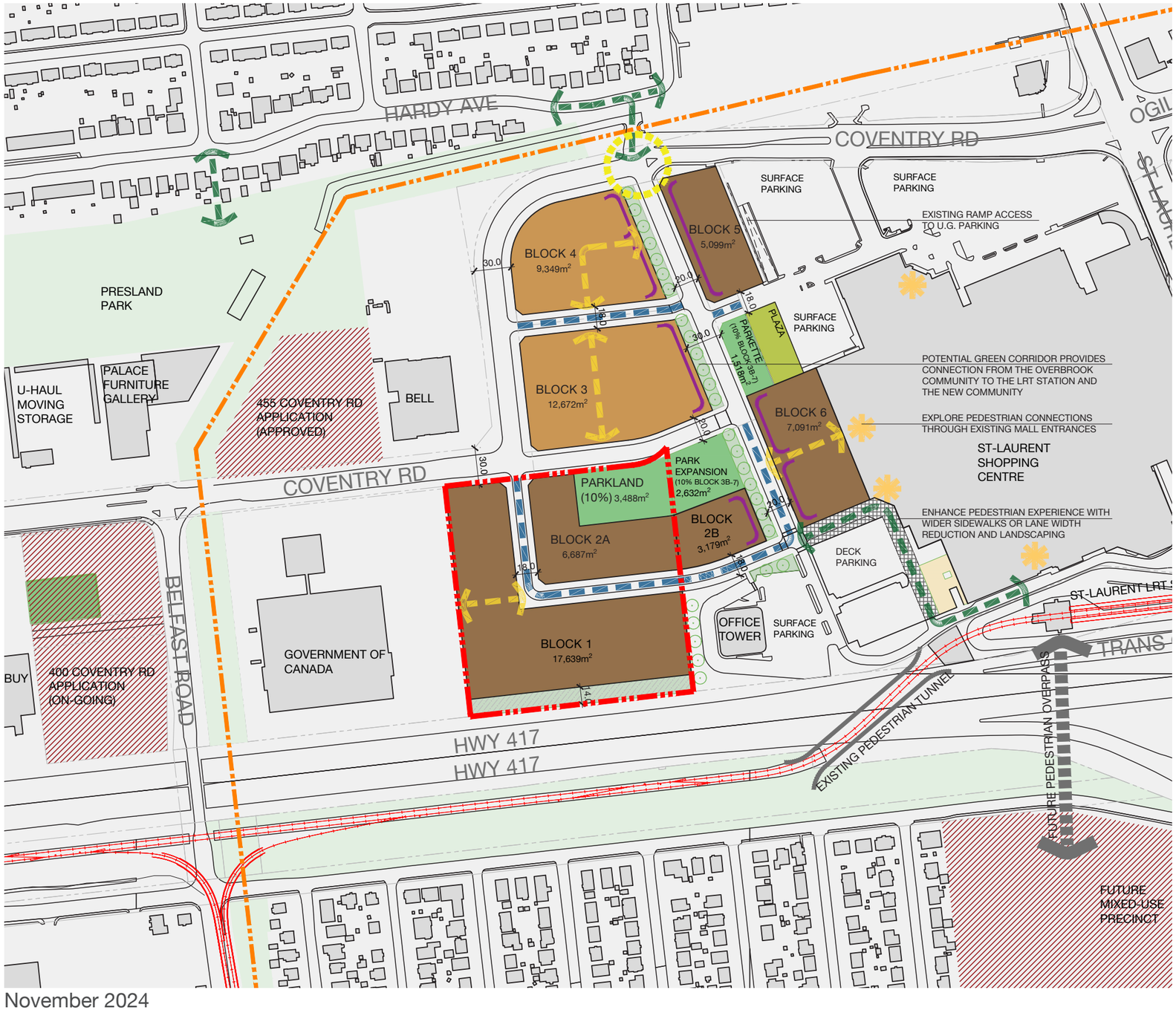
Key Masterplan Strategies:

- Enhance and promote safe active transportation connections to the St-Laurent LRT Station.
- Propose new active transportation connections to the neighbouring lands to the west and to the north (Overbrook) of the subject land.
- Promote active frontages along the major circulation axis.
- Establish a consolidated parkland dedication strategy serving all new future developments in the subject properties.
- Propose potential efficient circulation and street/block network to organize active and vehicular transportations.
- Set maximum building heights as per the TOD plan.

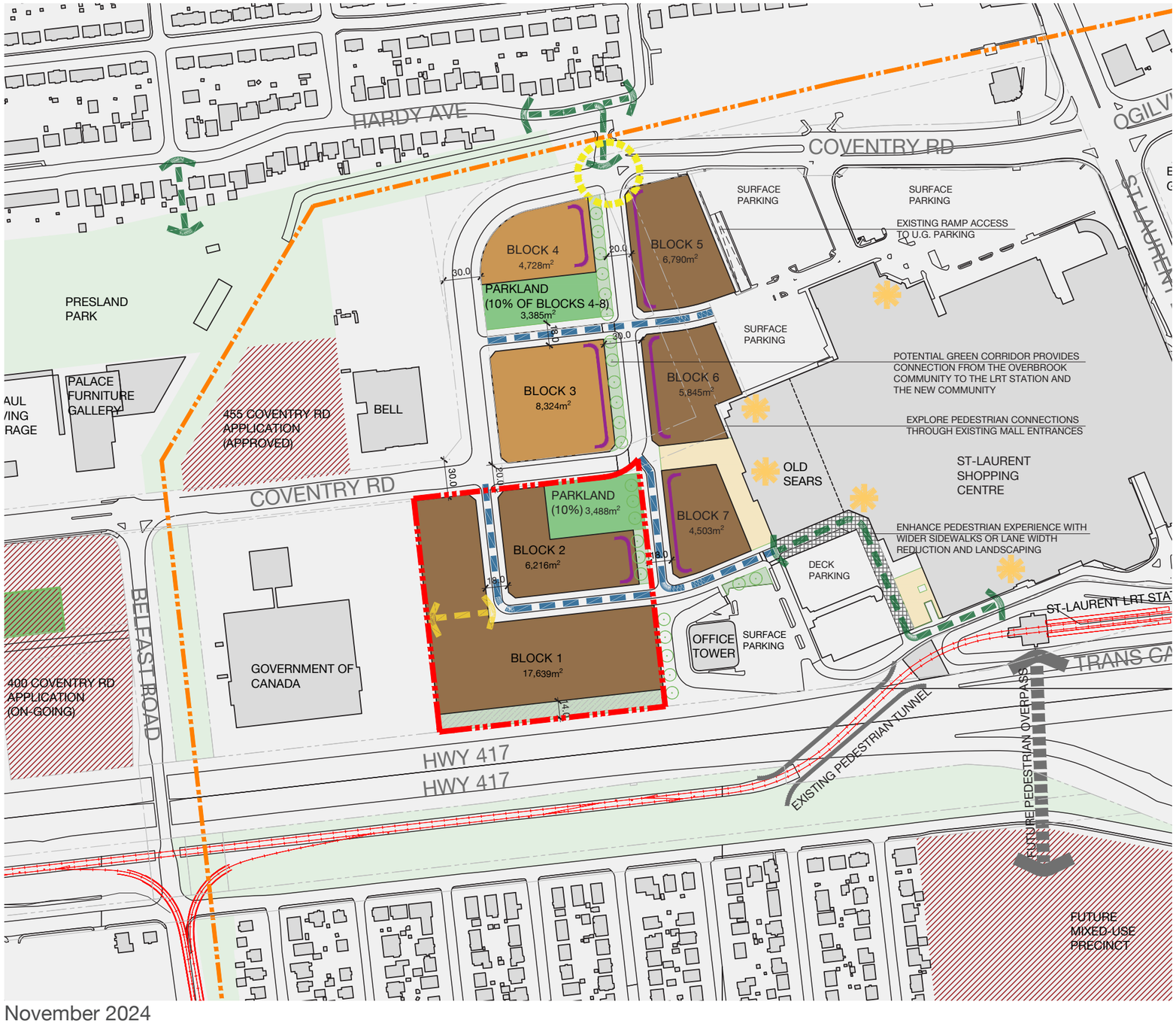
Concept Plan #1

As shown on the next page, Concept Plan #1 considers the realignment of Coventry Road and a partial demolition of Shopping Centre and parkade structure to understand the redevelopment potential of these areas. This concept uses the alignment created by the Shopping Centre to create a new green corridor and boulevard with active frontages that connects the pedestrian access from Overbrook (neighbourhood to the north), to the Shopping Centre and LRT station.

Master Plan - Conceptual Option 1



Master Plan - Conceptual Option 2 (Preferred)



Concept Plan #2

Concept # 2 provides an alternative layout, with an orthogonal street and block fabric. Similar to option 1, this concept creates an organizational hierarchy for vehicular and pedestrian circulation. The north-south green corridor proposed leads pedestrians from the surrounding community towards 2 new public parks well distributed and located in public fronting streets. This corridor would have active frontages to animate the space.

This option maintains the original Shopping Centre footprint, but considers the demolition of the parkade structure and reinstates its main west access. Privately-owned public spaces and plaza are proposed at this entrance that coincides with the alignment of the west-east Coventry Road view point.

Option 2 is considered the preferred option to move forward for the following reasons:

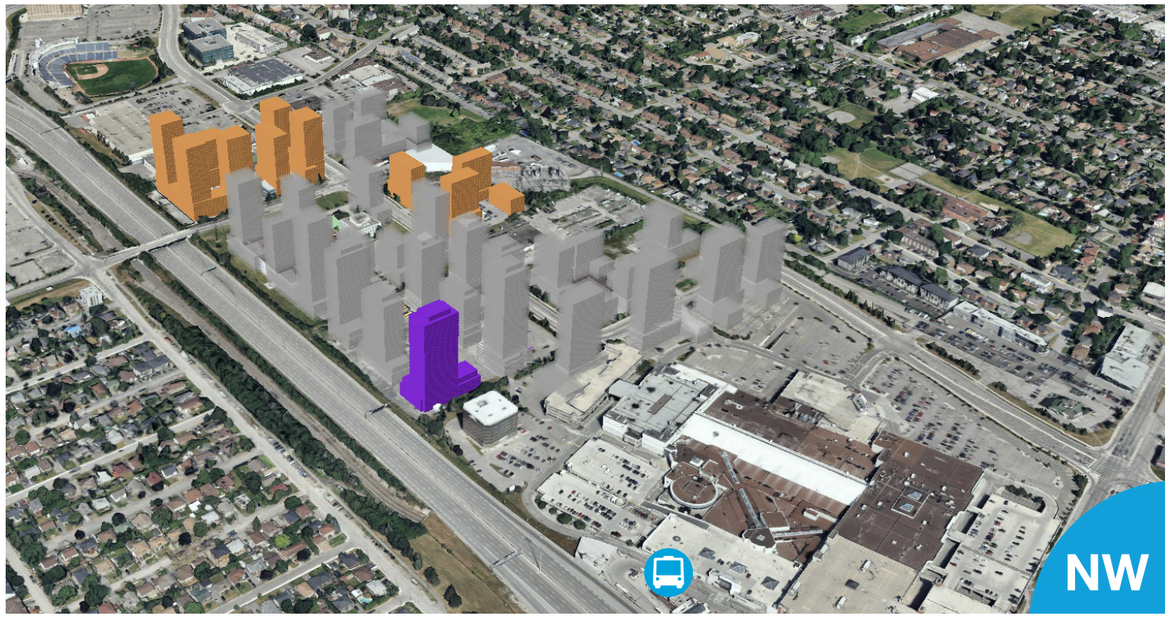
- Retains the existing Coventry Road sector right-of-way as a new street after the full realignment. This will permit the reutilization of the existing underground infrastructure in a more efficient manner.
- Proposes two equally sized and consolidated parks promoting better distribution and access to future residents.
- Doesn't depend on the partial demolition of the existing shopping centre structure required for option 1. Given long-term lease agreements and complicating internal building factors.

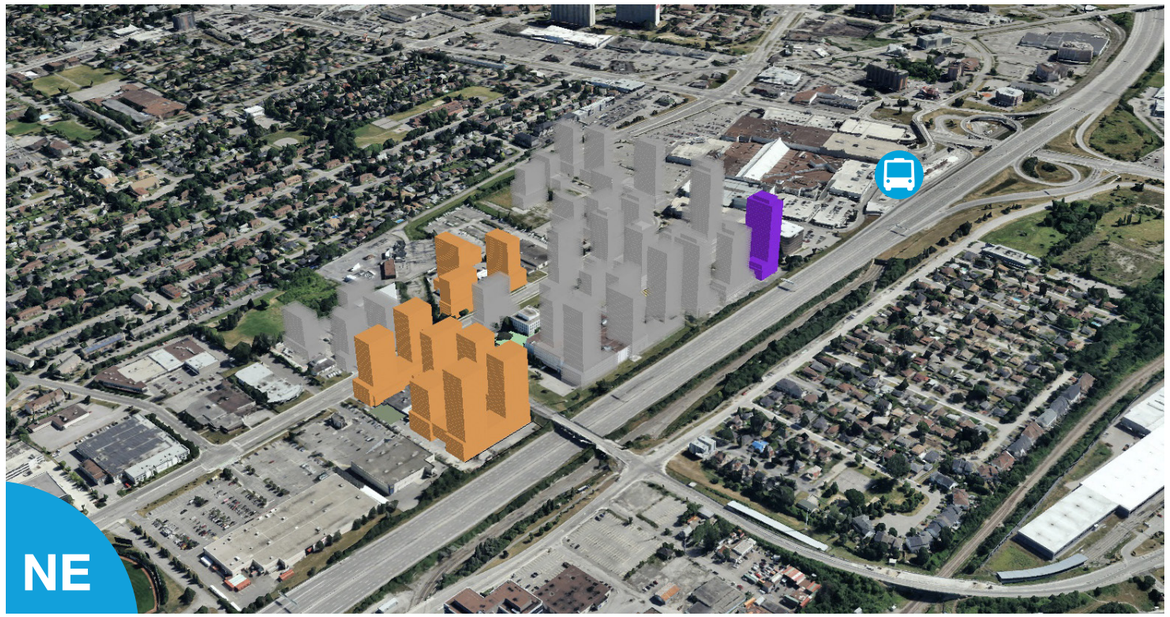
LEGEND

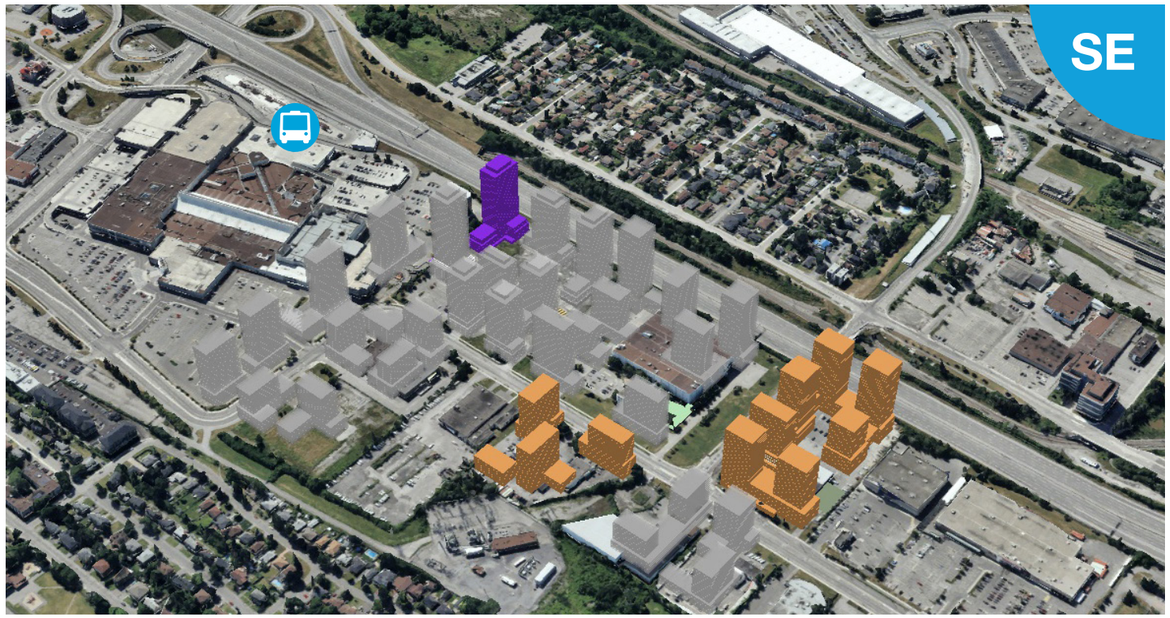
- EXISTING BUILDING
- PROPOSED PARKLAND DEDICATION
- PROPOSED GREEN CORRIDOR
- EXISTING OPEN SPACE / PARK
- PROPOSED POPS / PLAZA
- 14M BUFFER FROM MTO
- FUTURE DEVELOPMENT BY OTTHERS
- SUBJECT PROPERTY BOUNDARY
- PROPERTY BOUNDARIES
- HYDRO CORRIDOR
- DEVELOPMENT BLOCK - UP TO 20 STOREYS
- DEVELOPMENT BLOCK- UP TO 30 STOREYS
- PROPOSED ACTIVE FRONTAGES
- PROPOSED PEDESTRIAN CONNECTIONS
- POTENTIAL PRIVATE ROAD
- POTENTIAL MID-BLOCK CONNECTION
- SHOPPING CENTRE MAIN ACCESSES
- MAIN ACCESS TO OVERBROOK NEIGHBORHOOD (SIGNALIZED INTERSECTION)

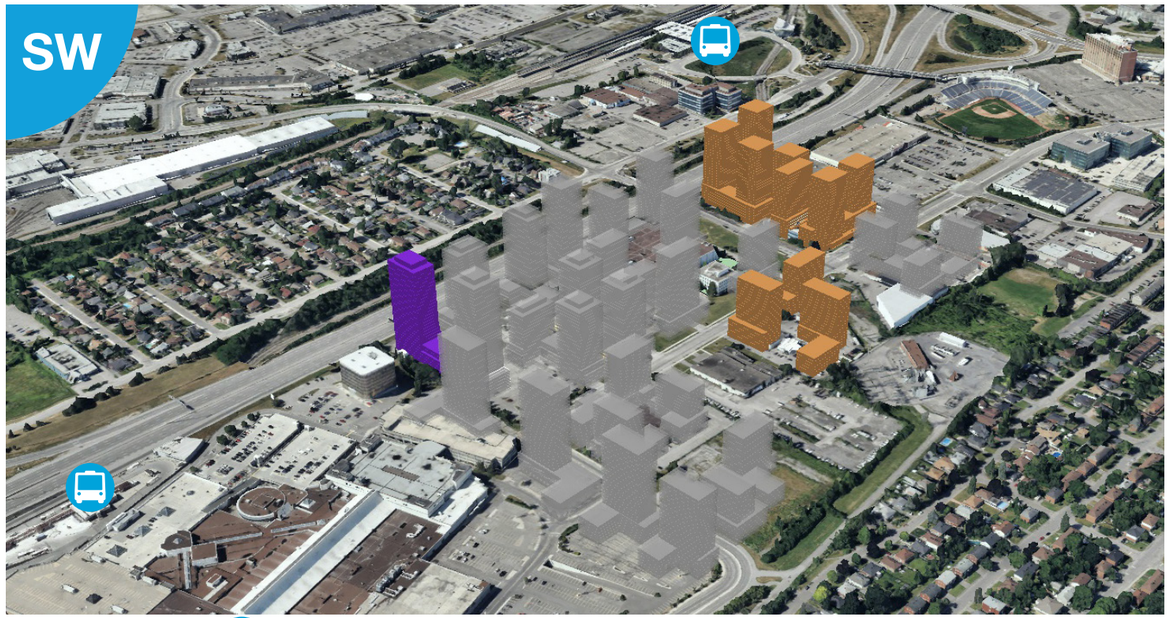
0 10m 25m 50m 100m 125m

Future Development Context



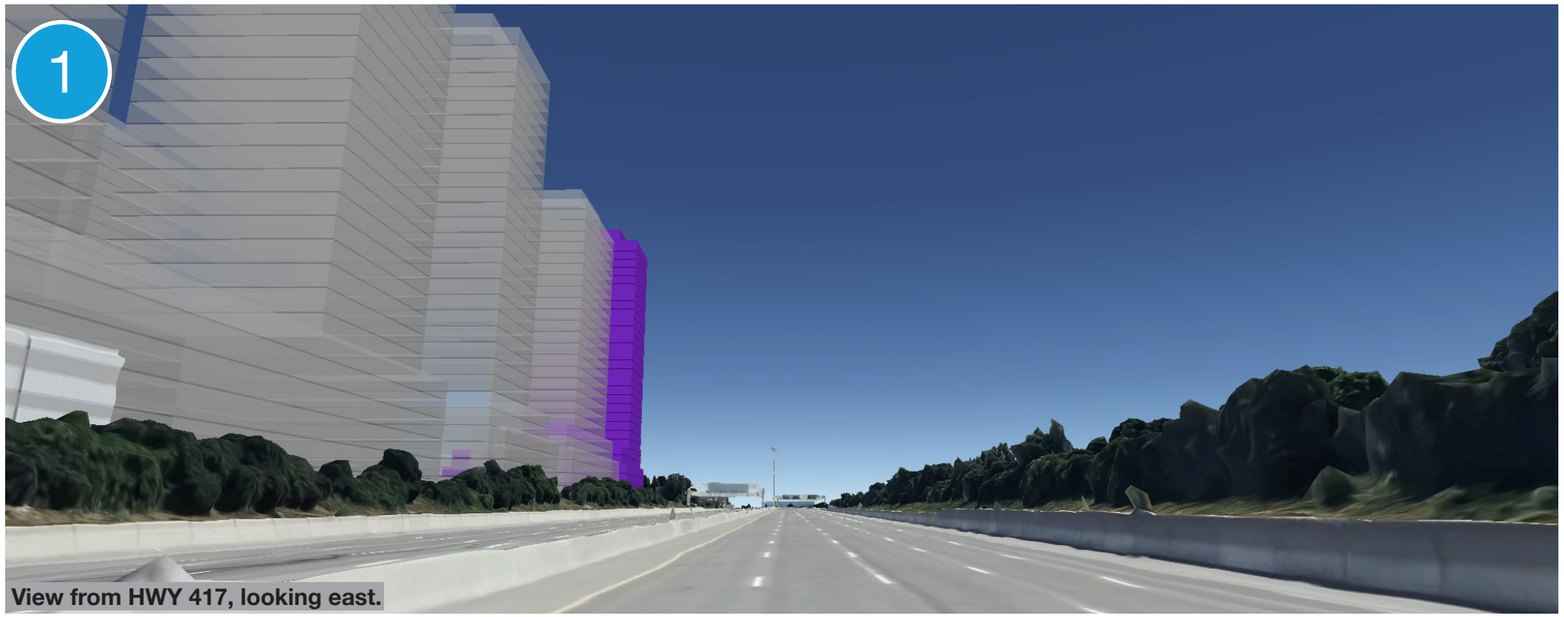






Proposed Development | Development Applications/ Under Construction | Development Potential Simulation | St-Laurent Transit Station (LRT/BRT)

Future Development Context



View from HWY 417, looking east.

This massing study simulates the potential future development of surrounding lands in the vicinity of the subject site. Existing and emerging City policies and regulatory framework provided direction and key principles that helped shape this conceptual massing of the future planned context for this part of the city.

In purple is highlighted the proposed development. In orange are the existing development applications identified and in light grey are future potential development. This model is conceptual only, and is subject to a number of factors including the economy and market demand.

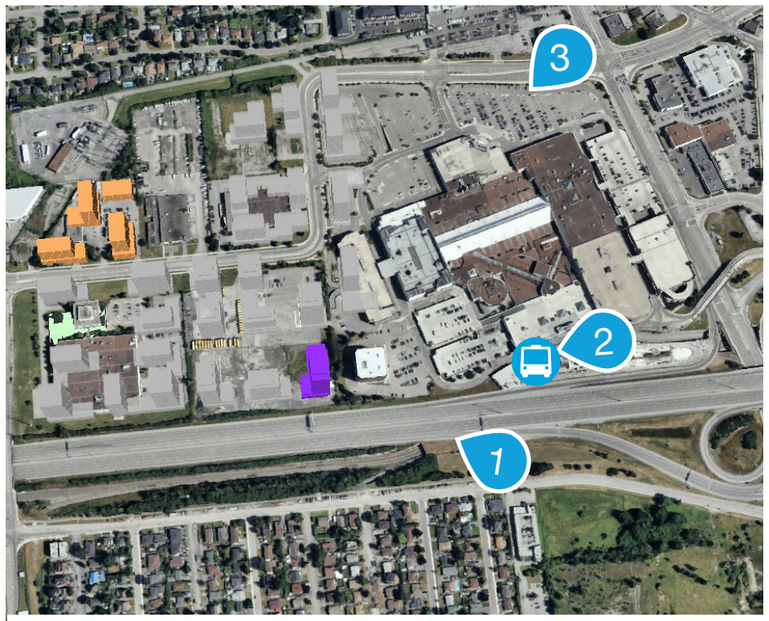
In order to generate this model, the following assumptions were also considered:

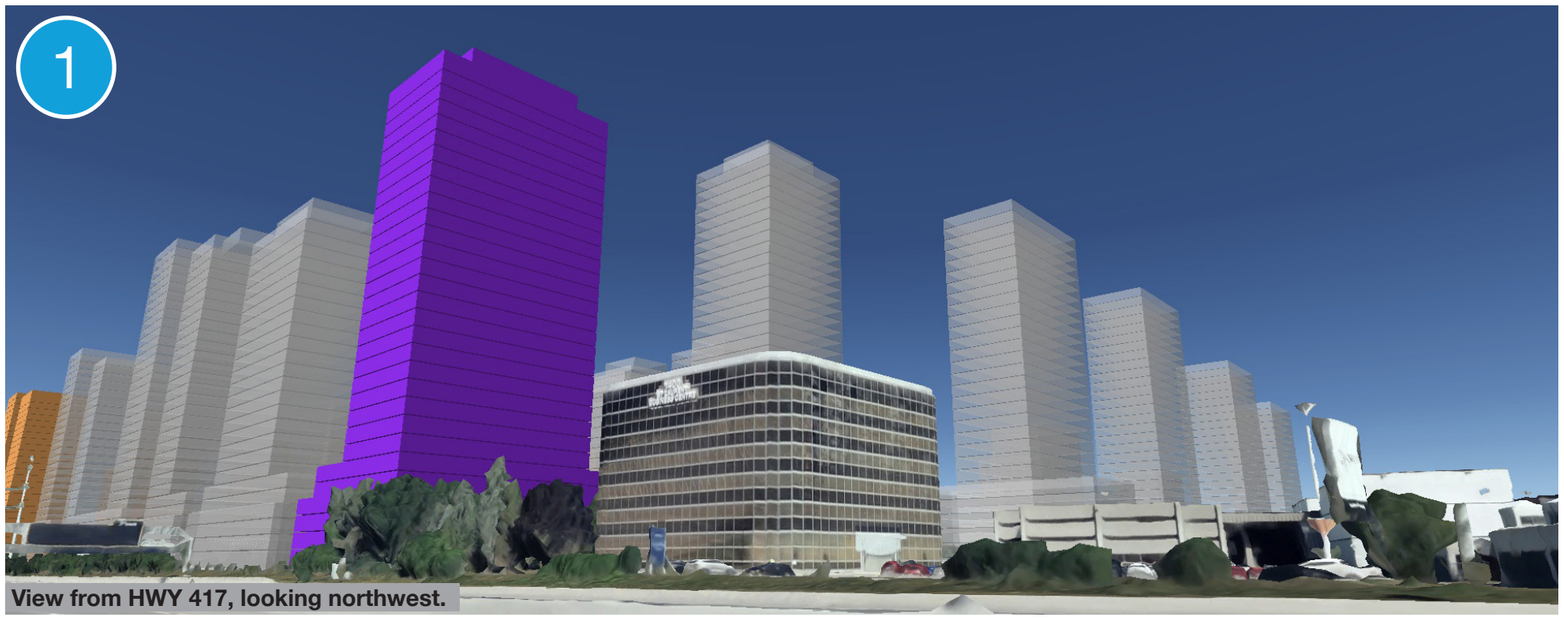
- Minimum 23m separation between high-rise towers;
- Minimum 11.5m setback between high-rise towers and abutting lands;
- Maximum 750m2 floor plates for high-rise towers
  (as recommended in the City of Ottawa Urban Design Guidelines for High Rise Buildings).

View from HWY 417, looking west.

Proposed Development **Development Applications/ Under Construction** **Development Potential Simulation**

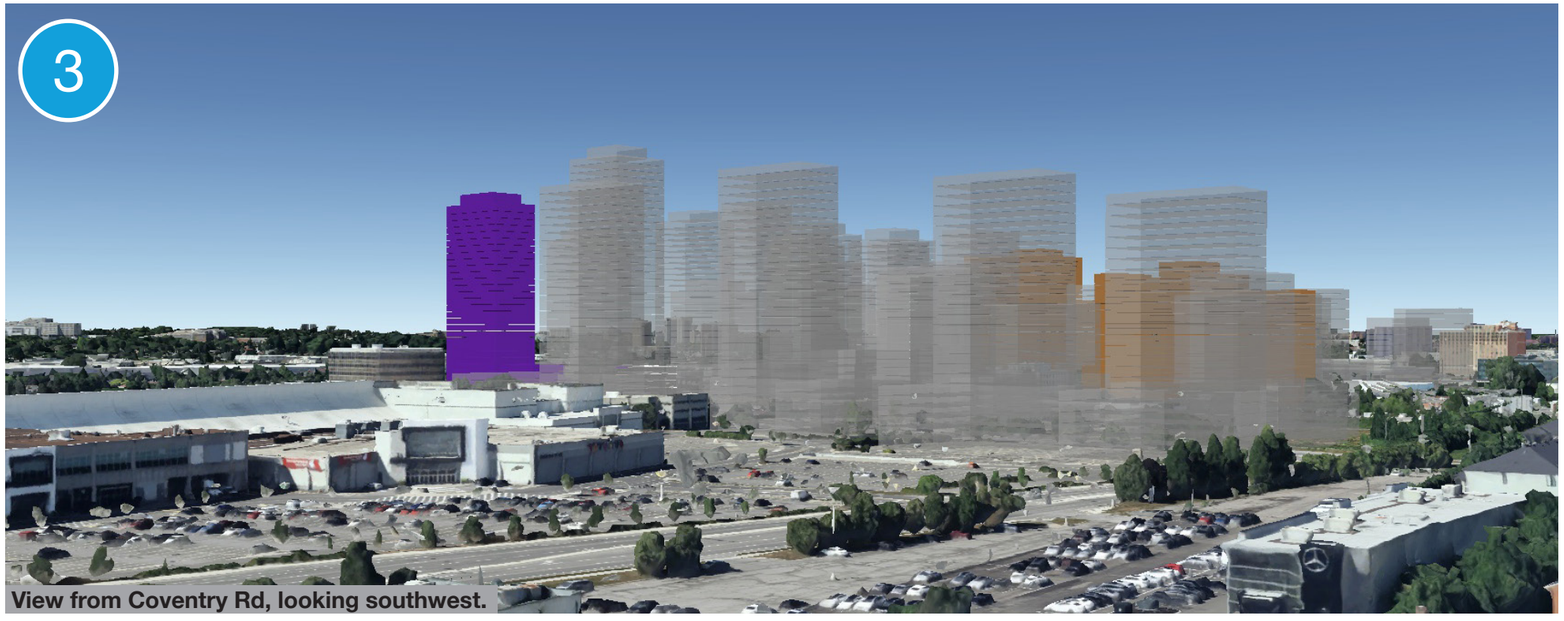
Future Development Context





View from HWY 417, looking northwest.

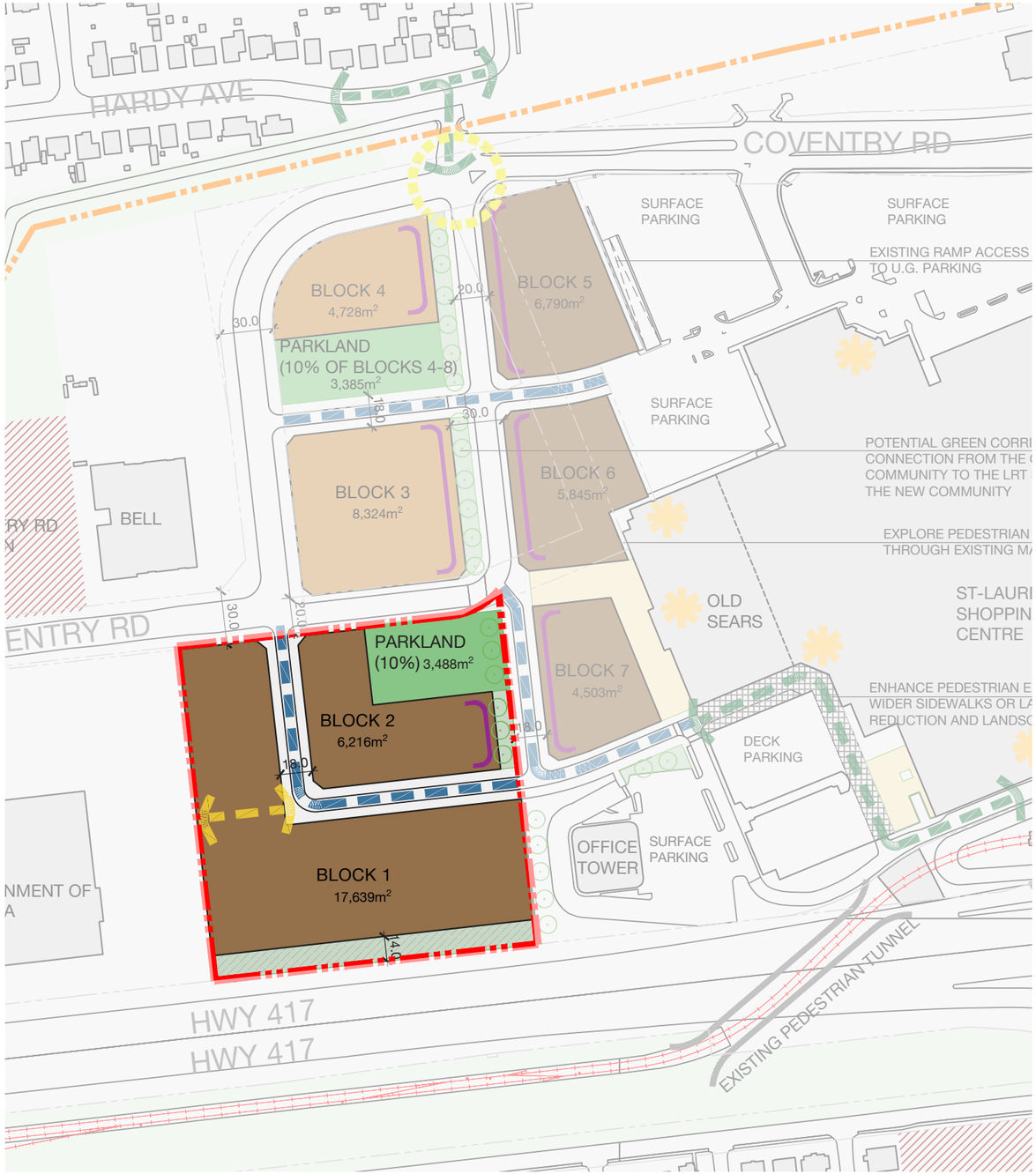
View from St-Laurent transit station, looking west.



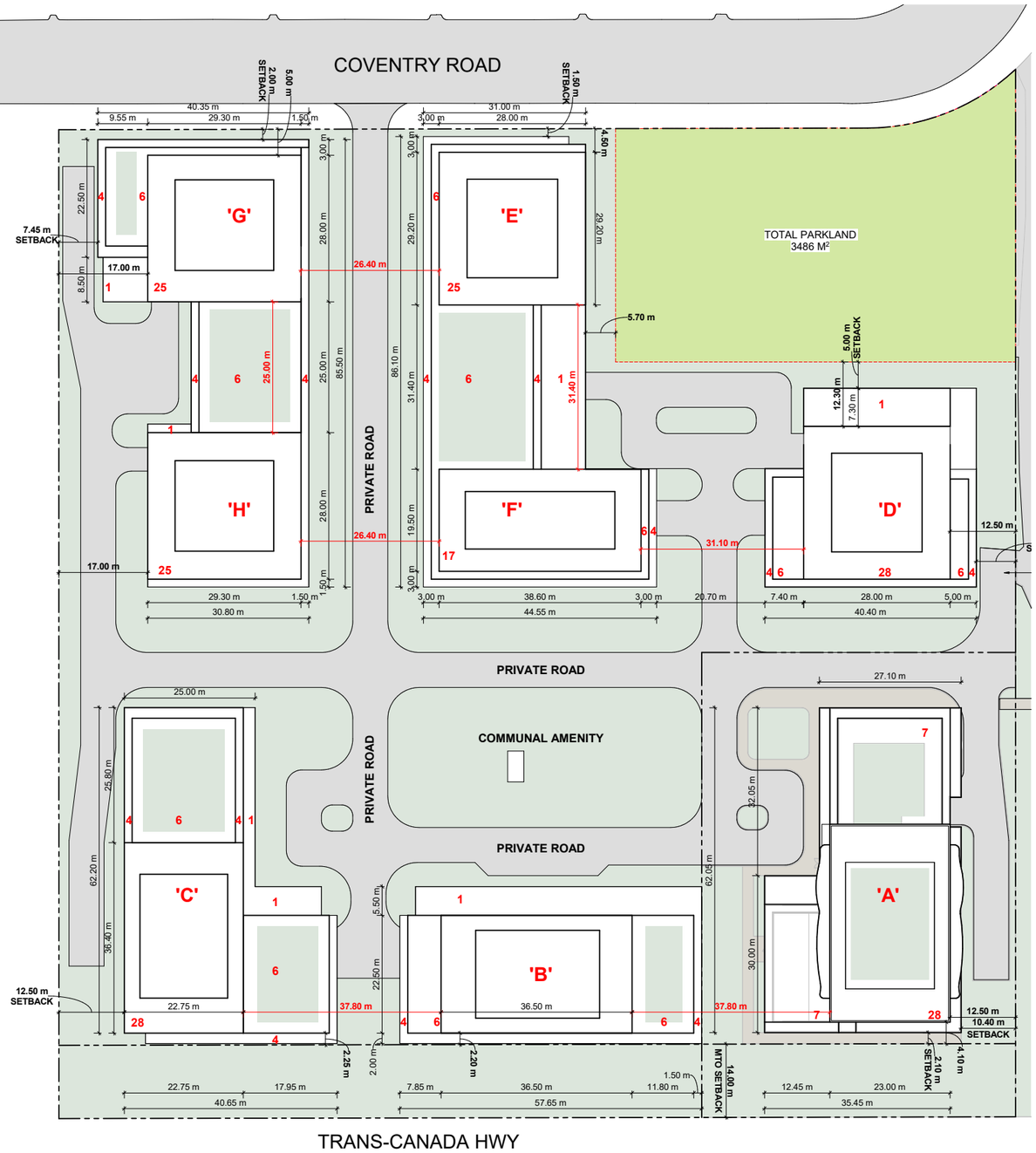
View from Coventry Rd, looking southwest.

Proposed Development | Development Applications/ Under Construction | Development Potential Simulation | St-Laurent Transit Station (LRT/BRT)

Master Plan - PHASE 1



Master Plan - PHASE 1



Given the scale of the study area, and implementation strategies the project team concentrated on further refining the master plan for what is considered Phase 1 of the Master Plan.
This concepts illustrates the location of the final parkland contribution after the full build out of the lands. An estimate of 8 high-rise buildings could be accommodated on the lands, with a central private road centered with the new Coventry Road alignment.

This application is in support of Building A of Phase 1, located at the southeast corner of the subject property.

PROJECT SUMMARY

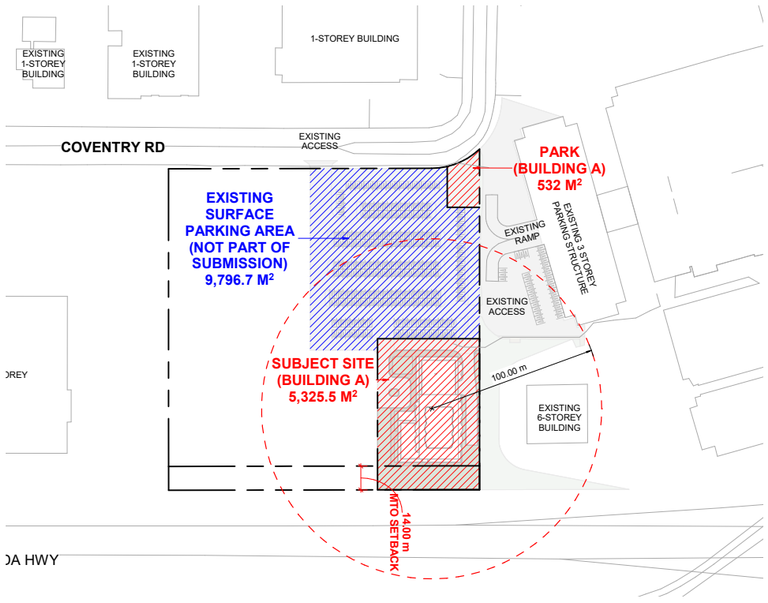
05

Project Summary

Phase 1: Building A

The proposed development is a 28-storey building with 309 residential units, offering a mix of 1 to 3-bedroom apartments. The main residential entrance will be located on the west portion of the building, with the ground floor also featuring amenity space, a mail room, a rental office, a loading station and bike storage. Ground floor will feature ample fenestration as well as landscaping to improve the at-grade experience. The building also provides communal amenities with a terrace space at the 7th level.

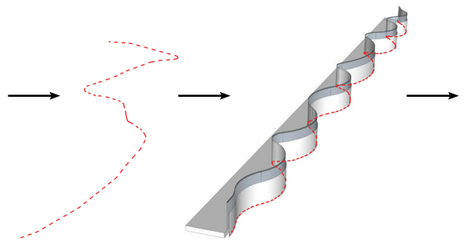
Vehicle parking will be provided within a two-level parking garage located below ground and complemented by an existing surface parking. The Underground parking garage will be accessed from the east side of the building. In total, there will be 319 vehicle parking spaces provided (207: Underground and 112: Existing Surface Parking). 309 bicycle parking spaces will also be provided and located between ground and underground floors.

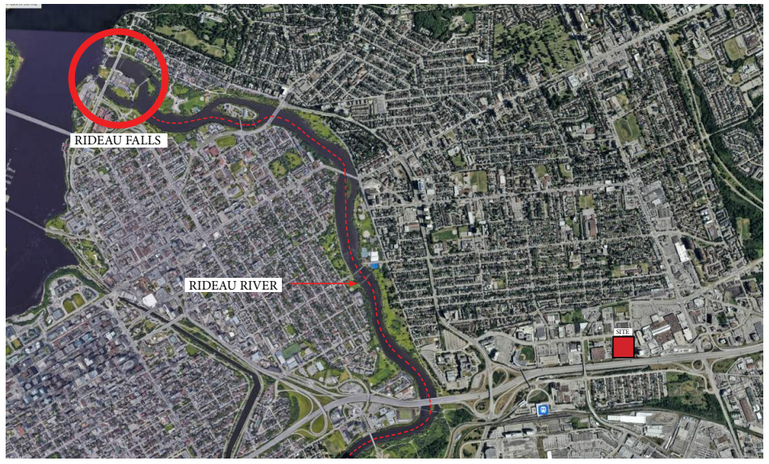


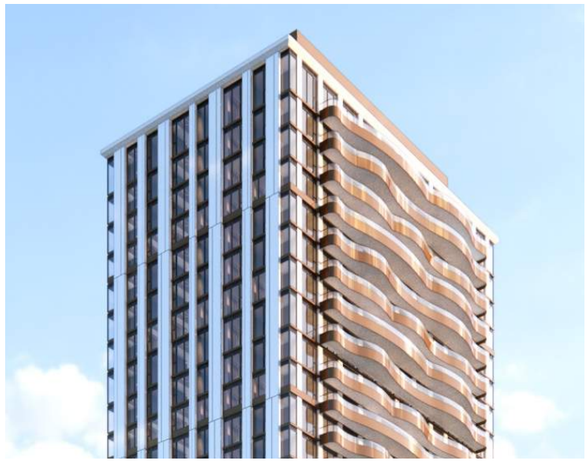
Project Summary

Design Inspiration

The Rideau River (French: Rivière Rideau) flows north from Upper Rideau Lake and empties into the Ottawa River at the Rideau Falls in Ottawa, Ontario. Its length is 146 kilometres (91 mi). As explained in a writing by Samuel de Champlain in 1613, the river was given the name “Rideau” (curtain) because of the appearance of the Rideau Falls. The Anishinàbemowin name for the river is “Pasapkedjinawong”, meaning “the river that passes between the rocks.” Samuel de Champlain, who was the first European to have seen the river, named it “rideau” (the French word for “curtain”) due to the resemblance between Rideau Falls and a curtain.





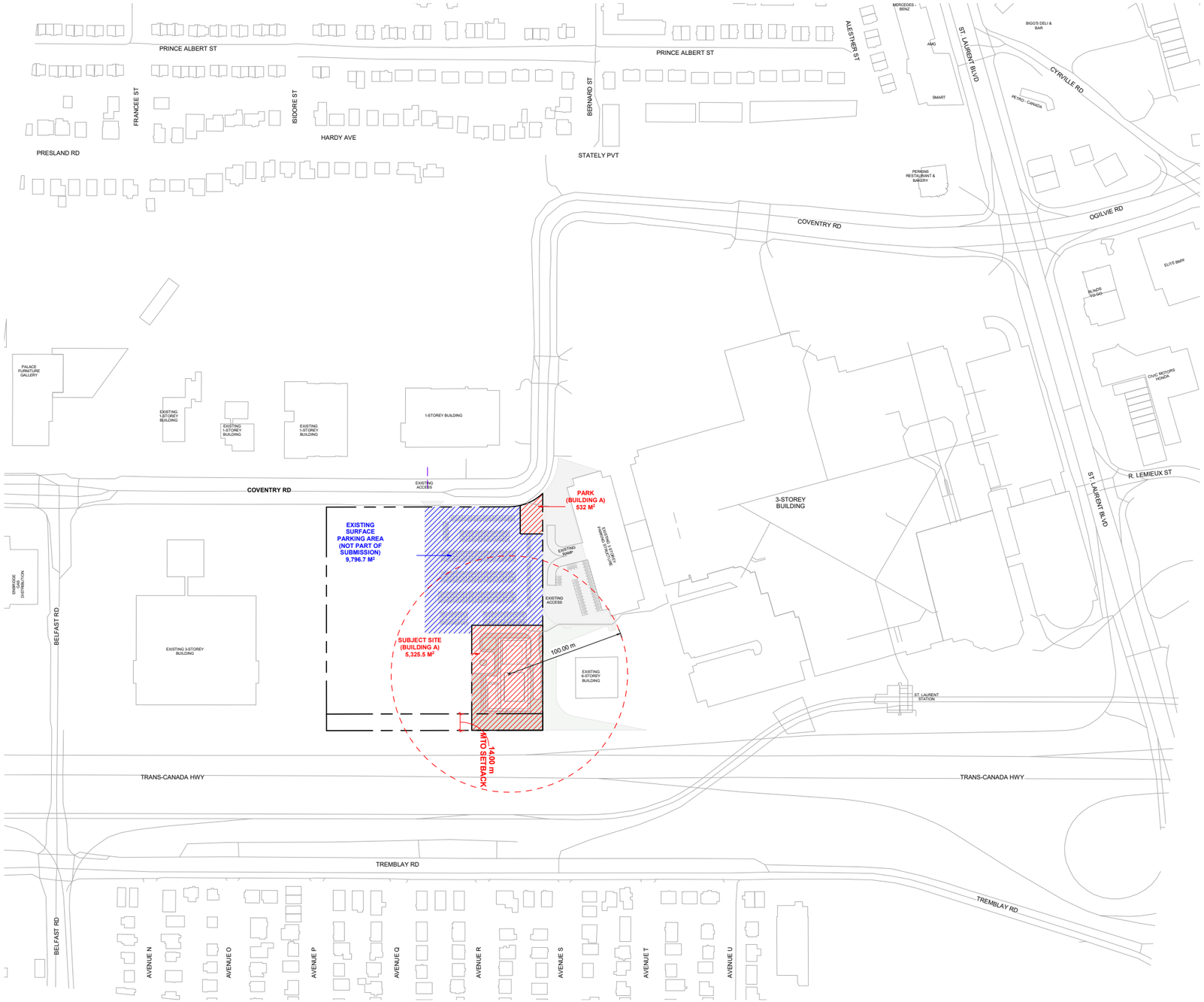


ARCHITECTURAL DRAWINGS

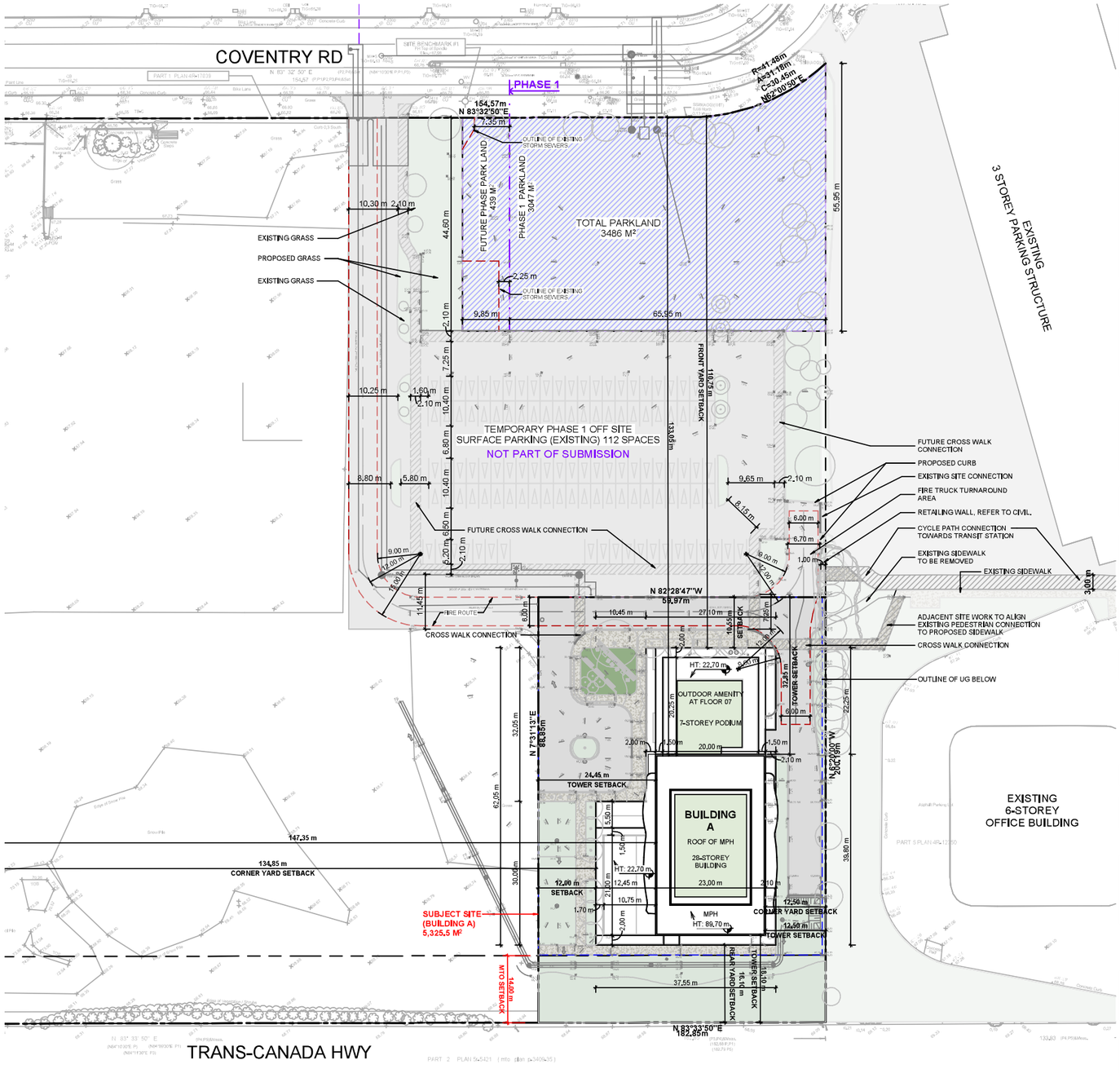
PHASE 1 - BUILDING A

06

Context Plan



Site Plan/ Roof Plan - Overall



Zoning By-law 2008-250 Consolidation — TD3

NET OVERALL SITE AREA BREAKDOWN

AREA TYPE	m²	ft²
SITE AREA - BLDG A	5,325,5	57,323,4
TOTAL PARKLAND AREA	3,486,0	37,523

TEMPORARY OFF SITE PARKING (PHASE 1)

PHASE 1 SURFACE PARKING	6,851,7	73,751,1

ZONING

	REQUIRED	PROVIDED
BUILDING HEIGHT	30 STOREYS / 90,0M	28 STOREYS / 89,7M
GRADE (GEODETIC ELEVATION - ASL)		68,80M
ALLOWABLE PROJECTION - AMENITY LEVEL	0,0M	22,7M
DENSITY - MINIMUM 350 units/hectare	206 UNITS	309 UNITS
FRONT YARD SETBACK	3,0M	110,75M
CORNER YARD SETBACK (East / West)	3,0M/3,0M	134,85M/12,5M
REAR YARD SETBACK (GROUND TO 6th FLOOR)	0,0M	16,10M
REAR YARD SETBACK (ABOVE 7th STOREY)	12,0M	18,10M
AMENITY AREA - TOTAL PER UNIT	6,0M²	17,4M²
AMENITY AREA - 50% COMMUNAL PER UNIT	3,0M²	4,55M²
AMENITY AREA - 2,0% OF LOT EXTERIOR AT GRADE COMMUNAL	117,15M²	172,6M²
VEHICLE PARKING - RESIDENTIAL (AREA 'Z' - MAX 1,5 PER UNIT)	NOT REQUIRED	289
VEHICLE PARKING - VISITOR ONLY (MAX, 30, AFTER 12 UNITS)	30	30
BICYCLE PARKING - RESIDENTIAL - 0,5 PER UNIT	165	309
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6,0M/6,7M	6,7M

GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)

		m²	ft²
UG1			
FLOOR 01			
FLOOR 02		1,339,6	14,419
FLOOR 03-05	1,339,6 m² x 3	4,018,8	43,257
FLOOR 06		1,224,1	13,176
FLOOR 07		631,4	6,796
FLOOR 08 - FLOOR 28	725,2 m² x 21	15,229,2	163,926
TOTAL		22,443,7	241,582
TYP. FLOOR PLATE		725,2	7,806

UNIT STATISTICS

	UNITS
1B	58
1B+D	82
2B	77
2B+D	61
3B	31
TOTAL	**309**

VEHICULAR PARKING SPACES REQUIRED- AREA 'Z' ON SCHEDULE 1A

VISITOR	0,1 SPACES PER UNIT AFTER 12 UNITS - MAX 30	30
RESIDENTIAL	N/A	0
TOTAL		**30**

VEHICULAR PARKING SPACES PROVIDED

VISITOR	0,1 SPACES PER UNIT (309 UNITS)	30
RESIDENTIAL	0,56 SPACES PER UNIT (309 UNITS)	177
TOTAL		**207**
EXISTING SURFACE PARKING LOT		112
TOTAL	1,03 PER UNIT (309 UNITS)	**319**

ACCESSIBLE PARKING SPACES REQUIRED - (NOT INCLUDING SURFACE PARKING)

TYPE 'A'		3
TYPE 'B'		4
TOTAL		**7**

ACCESSIBLE PARKING SPACES PROVIDED - (NOT INCLUDING SURFACE PARKING)

TYPE 'A'		3
TYPE 'B'		5
TOTAL		**8**

STANDARD PARKING SPACE	2,6m X 5,2m
PARALLEL PARKING SPACE	2,6m X 6,7m
SMALL PARKING SPACE	2,4m X 4,6m
ACCESSIBLE PARKING SPACE ' TYPE A '	3,4m X 5,2m
ACCESSIBLE PARKING SPACE ' TYPE B '	2,4m X 5,2m
LOADING SPACE	**3,5m X 7,0m**

BICYCLE PARKING SPACES REQUIRED

RESIDENTIAL	0,5 PER UNIT (309 UNITS)	155
TOTAL		**155**

BICYCLE PARKING SPACES PROVIDED

RESIDENTIAL	INTERIOR	309
	EXTERIOR	0
TOTAL	1,0 PER UNIT (309 UNITS)	**309**

AMENITY AREA

	m²	ft²
GRADE EXTERIOR - COMMUNAL	172,6	1,858
INTERIOR - COMMUNAL	1,095,4	11,791
07F EXTERIOR - COMMUNAL	202,1	2,175
TOTAL COMMUNAL	**1,470,1**	**15,824**
BALCONIES / TERRACE - PRIVATE	3,506,2	37,741
TOTAL	**4,976,3**	**53,565**

REQUIRED (309 UNITS X 6 m²) = 1,854 sq. m.
REQUIRED COMMUNAL @ 50% = 927 sq. m.

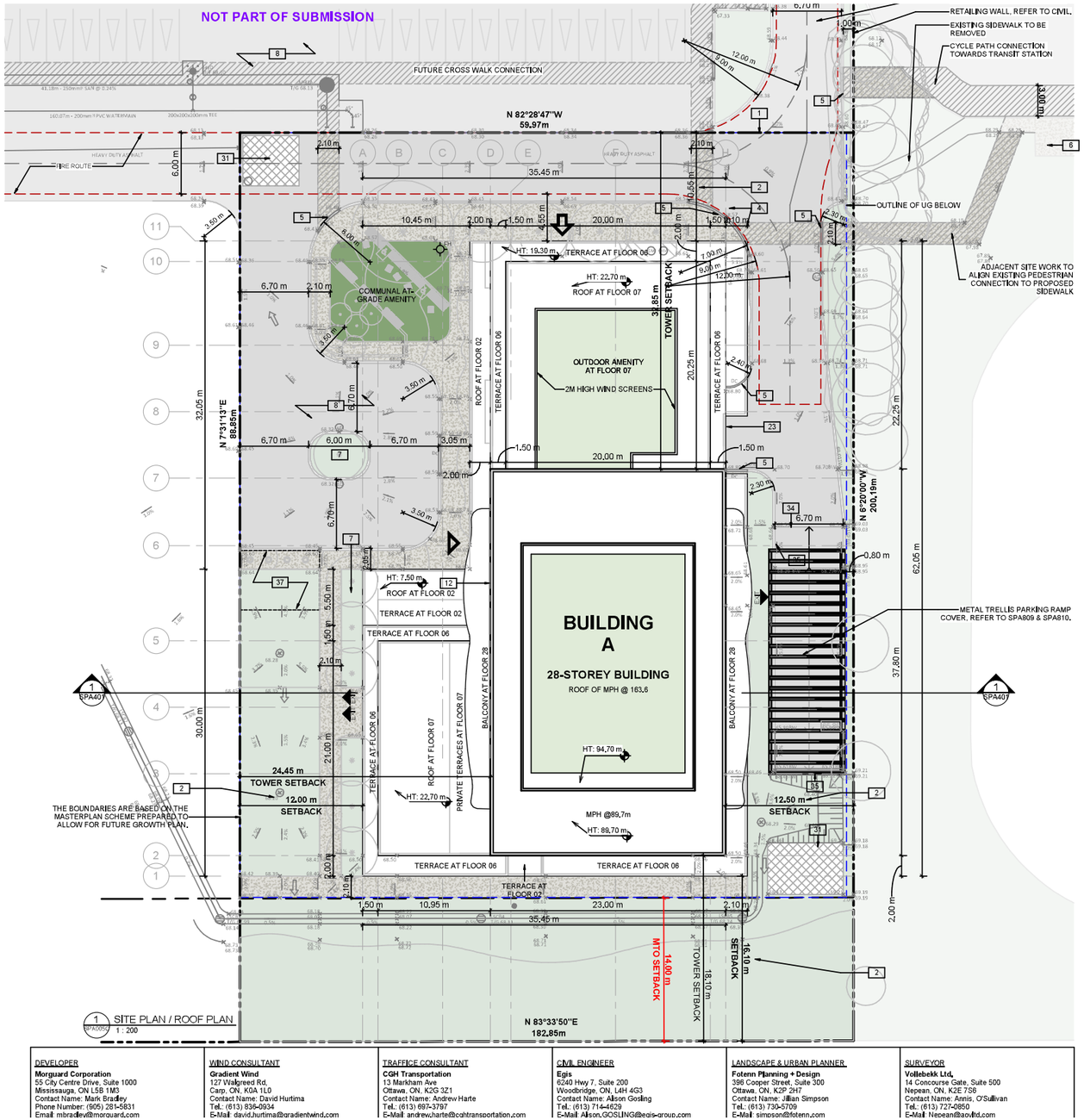
SITE COVERAGE

	m²	%
BUILDING FOOTPRINT	1,815,4	34,1%
DRIVING SURFACE	1,260,5	23,7%
LANDSCAPE AREA	2,249,6	42,2%
TOTAL BUILDING A	5,325,5	100%

REFUGE REQUIREMENT (**309 UNITS**)

	COMPACTED RATIO	CUBIC YARDS
GARBAGE	0,053 yd³/UNIT	17
RECYCLING GMP	0,018 yd³/UNIT	6
RECYCLING FIBER	0,038 yd³/UNIT	12

Site Plan/ Roof Plan



NET OVERALL SITE AREA BREAKDOWN

AREA TYPE	m²	ft²
SITE AREA BLDG A	5,325.5	57,323.4
BLDG A PARK AREA	532.0	5,726.3
TOTAL NET SITE AREA	5,857.5	63,049.6

TEMPORARY OFF SITE PARKING (PHASE 1)

PHASE 1 SURFACE PARKING	9,796.7	105,450.8

ZONING

	REQUIRED	PROVIDED
BUILDING HEIGHT	30 STOREYS / 90.0M	28 STOREYS / 89.7M
GRADE (GEODETIC ELEVATION - ASL)		
ALLOWABLE PROJECTION - AMENITY LEVEL	0.0M	22.7M
DENSITY - MINIMUM 350 units/hectare	206 UNITS	309 UNITS
FRONT YARD SETBACK	3.0M	10.55M
CORNER YARD SETBACK (East / West)	3.0M/3.0M	12.5M/12.0M
REAR YARD SETBACK (GROUND TO 6th FLOOR)	0.0M	2.15M
REAR YARD SETBACK (ABOVE 7th STOREY)	12.0M	4.15M
AMENITY AREA - TOTAL PER UNIT	6.0M²	17.4M²
AMENITY AREA - 50% COMMUNAL PER UNIT	3.0M²	4.55M²
AMENITY AREA - 2.0% OF LOT EXTERIOR AT GRADE COMMUNAL	117.15M²	107.6M²
VEHICLE PARKING - RESIDENTIAL (AREA 'X' - MIN. 0 / MAX. 1.75 PER UNIT)	NOT REQUIRED	75
VEHICLE PARKING - VISITOR ONLY (MAX. 30, AFTER 12 UNITS)	30	30
BICYCLE PARKING - RESIDENTIAL - 0.5 PER UNIT	165	310
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6.0M/6.7M	6.7M

GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)

		m²	ft²
UG1			
FLOOR 01			
FLOOR 02		1,339.6	14,419
FLOOR 03-05	1,339.6*3 m²	4,018.8	43,257
FLOOR 06		1,224.1	13,176
FLOOR 07		631.4	6,796
FLOOR 08 - FLOOR 28	725.2*21 m²	15,229.2	163,926
TOTAL AREA ABOVE GRADE		**22,443.7**	**241,582**
TYP. FLOOR PLATE		725.2	7,806

UNIT STATISTICS

	UNITS
1B	58
1B+D	82
2B	77
2B+D	61
3B	31
TOTAL	**309**

VEHICULAR PARKING SPACES PROVIDED

VISITOR	0.1 PER UNIT (309 UNITS)	30
RESIDENTIAL	0.24 PER UNIT (309 UNITS)	75
TOTAL		**105**
EXISTING SURFACE PARKING		260
TOTAL	1.18 PER UNIT (309 UNITS)	365

ACCESSIBLE PARKING SPACES REQUIRED

TYPE 'A'		2
TYPE 'B'		3
TOTAL		**5**

ACCESSIBLE PARKING SPACES PROVIDED

TYPE 'A'		2
TYPE 'B'		3
TOTAL		**5**

STANDARD PARKING SPACE	2.6m X 5.2m
PARALLEL PARKING SPACE	2.6m X 6.7m
SMALL PARKING SPACE	2.4m X 4.6m
ACCESSIBLE PARKING SPACE ' TYPE A '	3.4m X 5.2m
ACCESSIBLE PARKING SPACE ' TYPE B '	2.4m X 5.2m
LOADING SPACE	**3.5m X 7.0m**

BICYCLE PARKING SPACES REQUIRED

RESIDENTIAL	0.5 PER UNIT (309 UNITS)	155
TOTAL		**155**

BICYCLE PARKING SPACES PROVIDED

RESIDENTIAL	INTERIOR	310
	EXTERIOR	0
TOTAL	1.0 PER UNIT (309 UNITS)	**310**

AMENITY AREA

	m²	ft²
GRADE EXTERIOR - COMMUNAL	113.5	1,221
INTERIOR - COMMUNAL	1,095.4	11,791
07F EXTERIOR - COMMUNAL	202.1	2,175
TOTAL COMMUNAL	**1,411.0**	**15,187**
BALCONIES / TERRACE - PRIVATE	3,506.2	37,741
TOTAL	**4,917.2**	**52,928**

REQUIRED (309 UNITS X 6 m²) = 1,854 sq. m.
REQUIRED COMMUNAL @ 50% = 927 sq. m.

DEVELOPER
Morguard Corporation
55 City Centre Drive, Suite 1000
Mississauga, ON L5B 1M3
Contact Name: Mark Bradley
Phone Number: (905) 281-5831
Email: mbradley@morguard.com

WIND CONSULTANT
Gradient Wind
127 Walgreed Rd,
Carp, ON, K0A 1L0
Contact Name: David Hurtima
Tel.: (613) 836-0934
E-Mail: david.hurtima@gradientwind.com

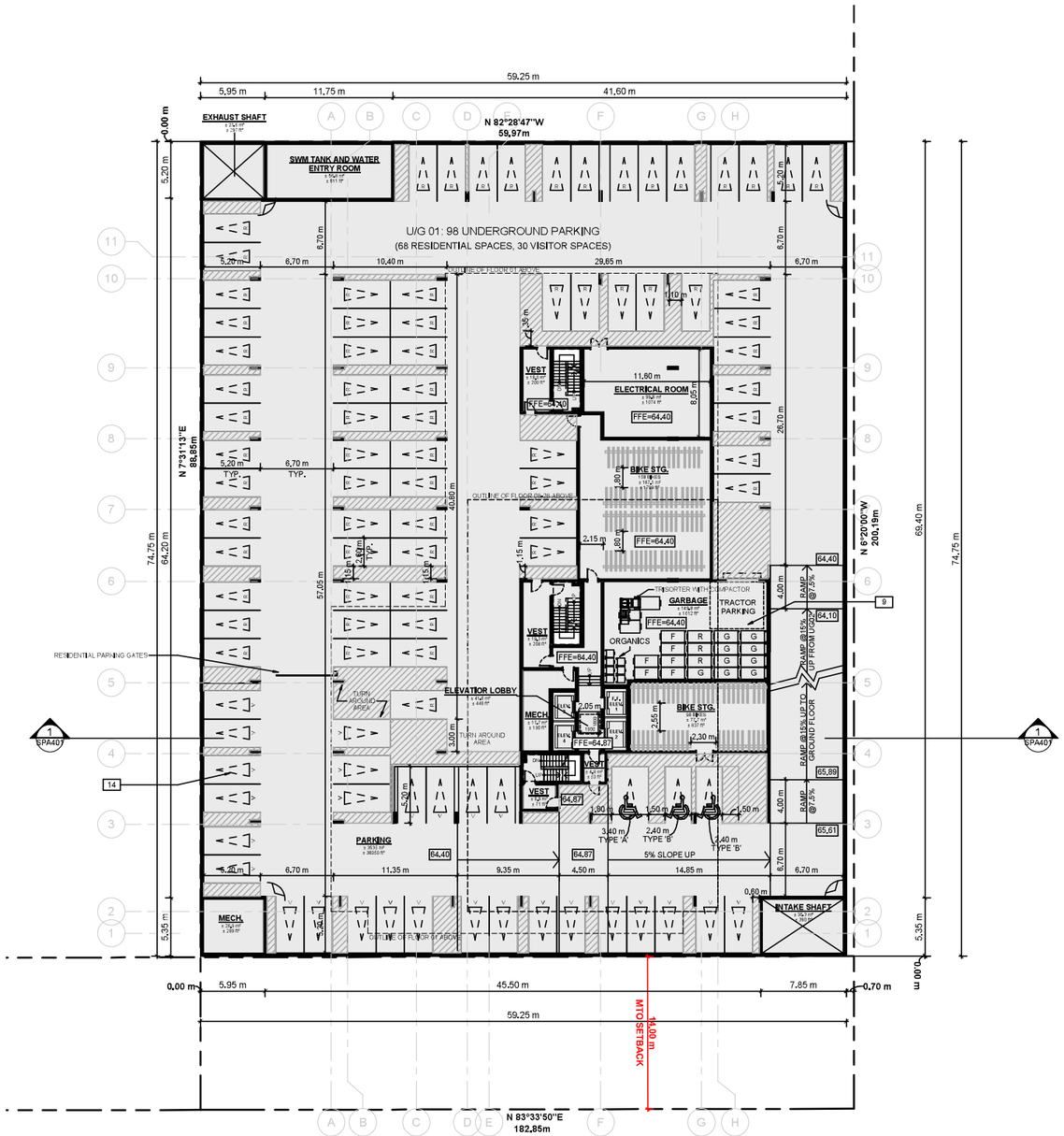
TRAFFICE CONSULTANT
CGH Transportation
13 Markham Ave
Ottawa, ON, K2G 3Z1
Contact Name: Andrew Harte
Tel.: (613) 697-3797
E-Mail: andrew.harte@cghtransportation.com

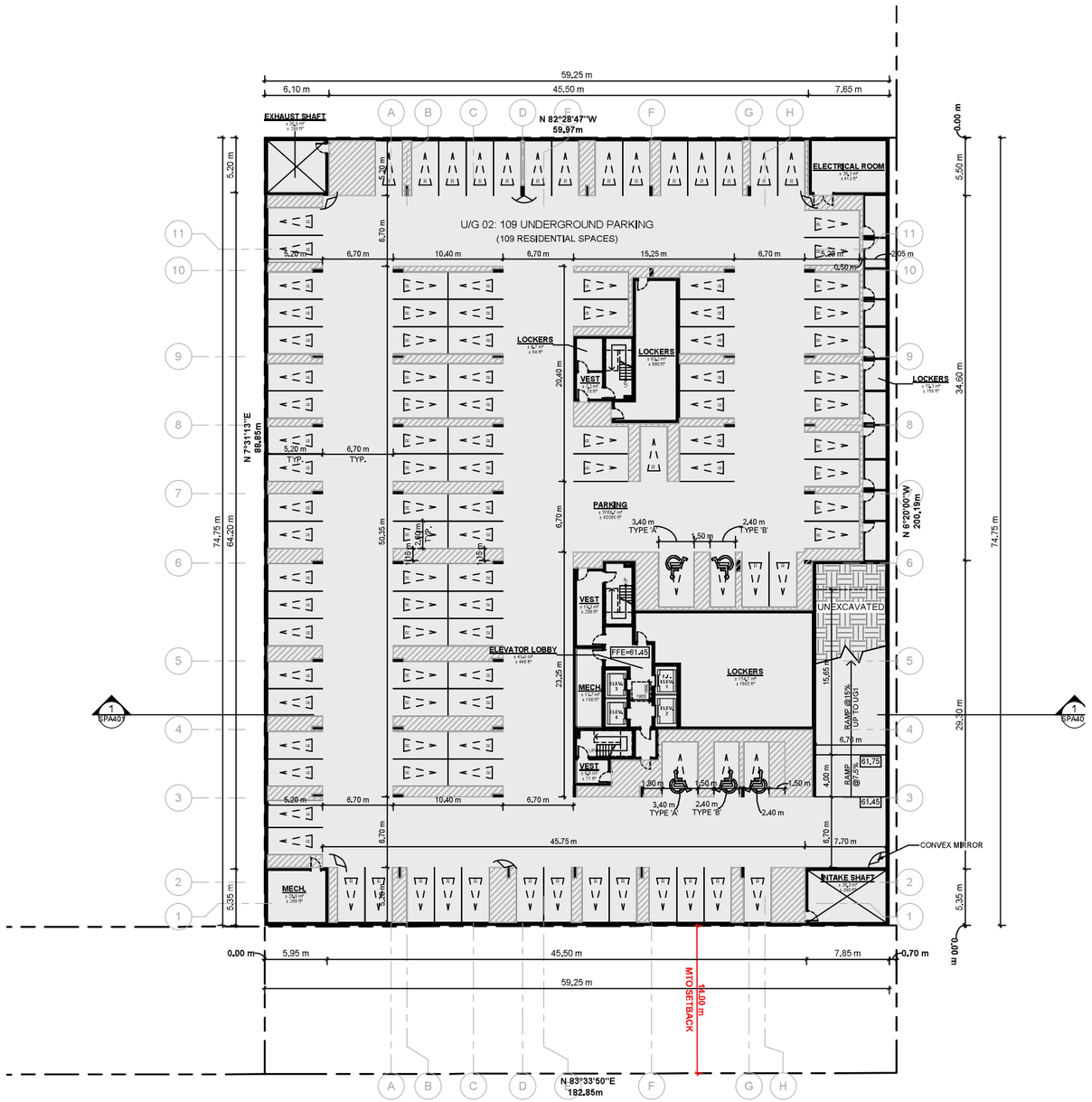
CIVIL ENGINEER
Egis
6240 Hwy 7, Suite 200
Woodbridge, ON, L4H 4G3
Contact Name: Alison Gosling
Tel.: (613) 714-4629
E-Mail: Alison.GOSLING@egis-group.com

LANDSCAPE & URBAN PLANNER
Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON, K2P 2H7
Contact Name: Jillian Simpson
Tel.: (613) 730-5709
E-Mail: simpson@fotenn.com

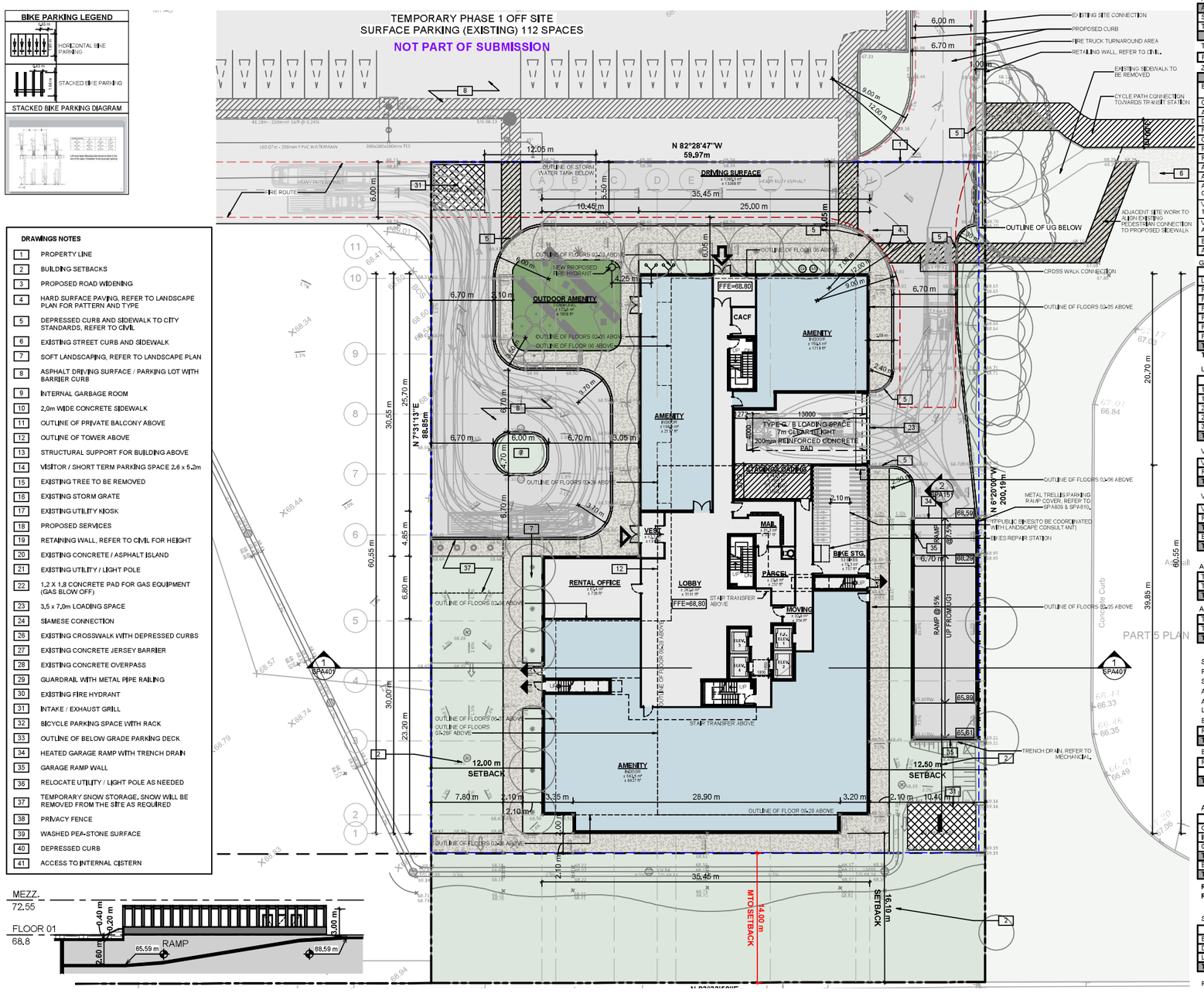
SURVEYOR
Vollebekk Ltd.
14 Concourse Gate, Suite 500
Nepean, ON, K2E 7S8
Contact Name: Annis, O'Sullivan
Tel.: (613) 727-0850
E-Mail: Nepean@laovltd.com

Underground - Levels 1 and 2





Floor 01



PROJECT INFORMATION
Zoning By-law 2008-250 Consolidation — TD3

NET OVERALL SITE AREA BREAKDOWN

AREA TYPE	m²	ft²
SITE AREA - BLDG A	5,325.5	57,323.4
TOTAL PARKLAND AREA	3,486.0	37,523

TEMPORARY OFF SITE PARKING (PHASE 1)

PHASE 1 SURFACE PARKING	6,851.7	73,751.1

ZONING

	REQUIRED	PROVIDED
BUILDING HEIGHT	30 STOREYS / 90,0M	28 STOREYS / 89,7M
GRADE (GEODETIC ELEVATION - ASL)		68,80M
ALLOWABLE PROJECTION - AMENITY LEVEL	0.0M	22,7M
DENSITY - MINIMUM 350 units/hectare	206 UNITS	309 UNITS
FRONT YARD SETBACK	3,0M	110,75M
CORNER YARD SETBACK (East / West)	3,0M/3,0M	134,85M/12,5M
REAR YARD SETBACK (GROUND TO 6th FLOOR)	0,0M	16,10M
REAR YARD SETBACK (ABOVE 7th STOREY)	12,0M	18,10M
AMENITY AREA - TOTAL PER UNIT	6,0M²	17,4M²
AMENITY AREA - 50% COMMUNAL PER UNIT	3,0M²	4,55M²
AMENITY AREA - 2,0% OF LOT EXTERIOR AT GRADE COMMUNAL	117,15M²	172,6M²
VEHICLE PARKING - RESIDENTIAL (AREA 'Z' - MAX 1,5/PER UNIT)	NOT REQUIRED	289
VEHICLE PARKING - VISITOR ONLY (MAX. 30, AFTER 12 UNITS)	30	30
BICYCLE PARKING - RESIDENTIAL - 0,5 PER UNIT	165	309
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	6,0M/6,7M	6,7M

GROSS BUILDING FLOOR AREA (OTTAWA ZONING DEFINITION)

		m²	ft²
UG1			
FLOOR 01			
FLOOR 02		1,339,6	14,419
FLOOR 03-05	1,339,6 m² x 3	4,018,8	43,257
FLOOR 06		1,224,1	13,176
FLOOR 07		631,4	6,796
FLOOR 08 - FLOOR 28	725,2 m² x 21	15,229,2	163,926
TOTAL		**22,443,7**	**241,582**
TYP. FLOOR PLATE		725,2	7,806

UNIT STATISTICS

	UNITS
1B	58
1B+D	82
2B	77
2B+D	61
3B	31
TOTAL	**309**

VEHICULAR PARKING SPACES REQUIRED- AREA 'Z' ON SCHEDULE 1A

VISITOR	0,1 SPACES PER UNIT AFTER 12 UNITS - MAX 30	30
RESIDENTIAL	N/A	0
TOTAL		**30**

VEHICULAR PARKING SPACES PROVIDED

VISITOR	0,1 SPACES PER UNIT (309 UNITS)	30
RESIDENTIAL	0,56 SPACES PER UNIT (309 UNITS)	177
TOTAL		**207**
EXISTING SURFACE PARKING LOT		112
TOTAL	1,03 PER UNIT (309 UNITS)	**319**

ACCESSIBLE PARKING SPACES REQUIRED - (NOT INCLUDING SURFACE PARKING)

TYPE 'A'	3
TYPE 'B'	4
TOTAL	**7**

ACCESSIBLE PARKING SPACES PROVIDED - (NOT INCLUDING SURFACE PARKING)

TYPE 'A'	3
TYPE 'B'	5
TOTAL	**8**

STANDARD PARKING SPACE	2,6m X 5,2m
PARALLEL PARKING SPACE	2,6m X 6,7m
SMALL PARKING SPACE	2,4m X 4,6m
ACCESSIBLE PARKING SPACE ' TYPE A '	3,4m X 5,2m
ACCESSIBLE PARKING SPACE ' TYPE B '	2,4m X 5,2m
LOADING SPACE	3,5m X 7,0m

BICYCLE PARKING SPACES REQUIRED

RESIDENTIAL	0,5 PER UNIT (309 UNITS)	155
TOTAL		**155**

BICYCLE PARKING SPACES PROVIDED

RESIDENTIAL	INTERIOR	309
	EXTERIOR	0
TOTAL	1,0 PER UNIT (309 UNITS)	**309**

AMENITY AREA

	m²	ft²
GRADE EXTERIOR - COMMUNAL	172,6	1,858
INTERIOR - COMMUNAL	1,095,4	11,791
07F EXTERIOR - COMMUNAL	202,1	2,175
TOTAL COMMUNAL	**1,470,1**	**15,824**
BALCONIES / TERRACE - PRIVATE	3,506,2	37,741
TOTAL	**4,976,3**	**53,565**

REQUIRED (309 UNITS X 6 m²) = 1,854 sq. m.
REQUIRED COMMUNAL @ 50% = 927 sq. m.

SITE COVERAGE

	m²	%
BUILDING FOOTPRINT	1,815.4	34.1%
DRIVING SURFACE	1,260.5	23.7%
LANDSCAPE AREA	2,249.6	42.2%
TOTAL BUILDING A	**5,325.5**	**100%**

REFUGE REQUIREMENT (309 UNITS)

TURNER FLEISCHER

Turner Fleischer Architects Inc.
67 Lesmill Road
Toronto, ON, M3B 2T8
T 416 425 2222
turner@turnerfleischer.com

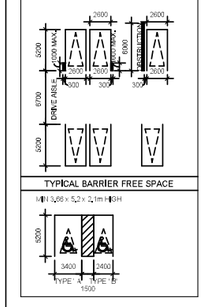
SITE PLAN SYMBOLS

	PRIMARY RESIDENTIAL ENTRANCE
	SECONDARY RESIDENTIAL ENTRANCE
	EXIT
	FIRE HYDRANT
	SIAMESE CONNECTION
	CONVEX MIRROR
000.00	SPOT ELEVATION
	GAS/HYDRO METER

REFER TO LANDSCAPE DRAWINGS FOR SURFACE TREATMENT

MINIMUM PERMITTED PARKING DIMENSIONS

TYPICAL PARKING DIMENSIONS



TYPICAL BARRIER FREE SPACE

#	DATE	DESCRIPTION	BY
1	2024-09-27	ISSUED FOR SITE PLAN APPROVAL	RYT
2	2024-10-31	ISSUED FOR PRE-CONSTRUCTION	RYT

Morguard

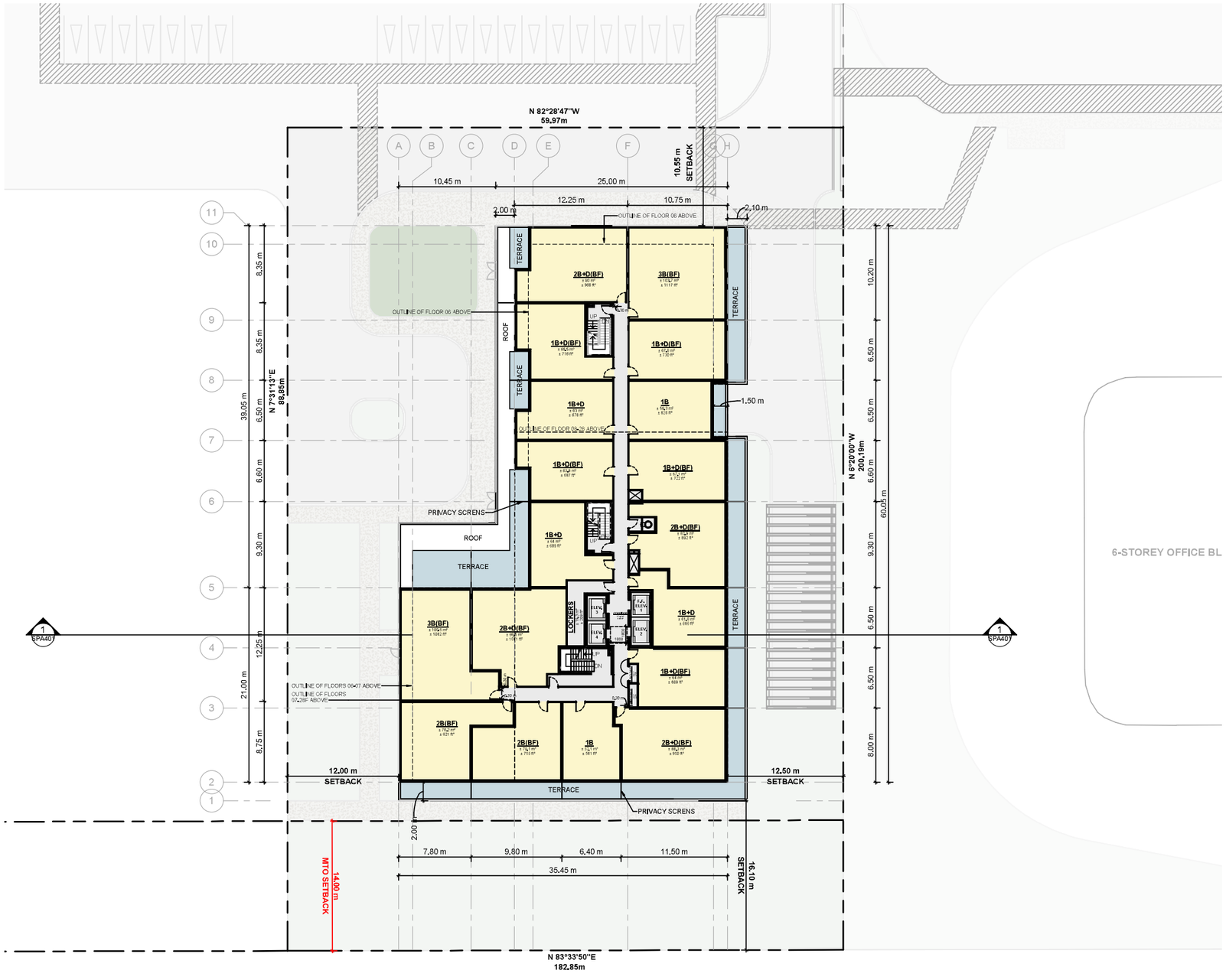
PROJECT
500 COVENTRY ROAD
500 COVENTRY ROAD, OTTAWA, ON.

DRAWING
FLOOR 01

PROJECT N°
18,050 P01
PROJECT DATE
2024-09-13
DRAWN BY
RYT / DRO
CHECKED BY

ONTARIO ASSOCIATION OF ARCHITECTS

Floor 02



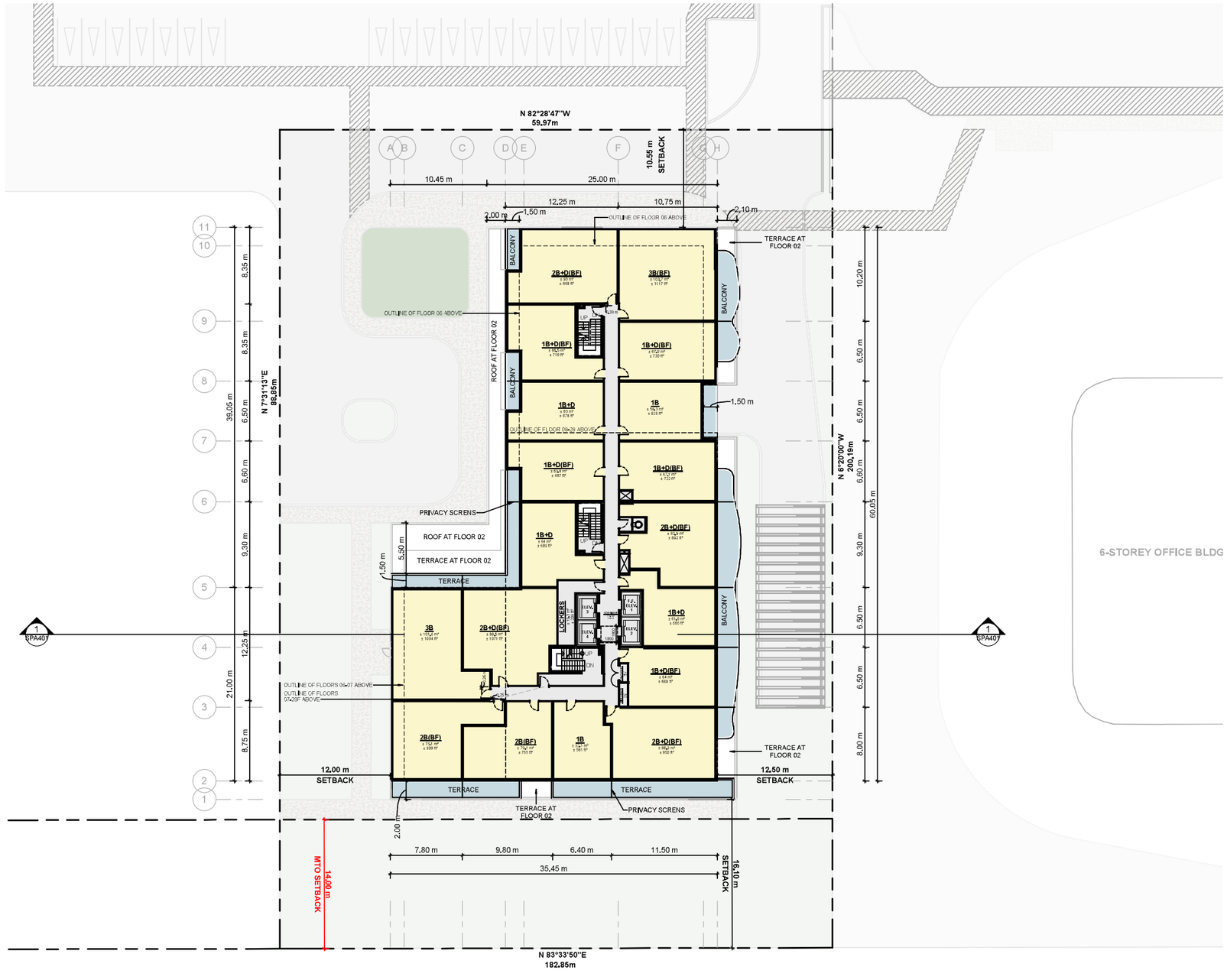
–

November 2024

500 Coventry Road
Urban Design Brief

TURNER FLEISCHER

Floor 03 - 05

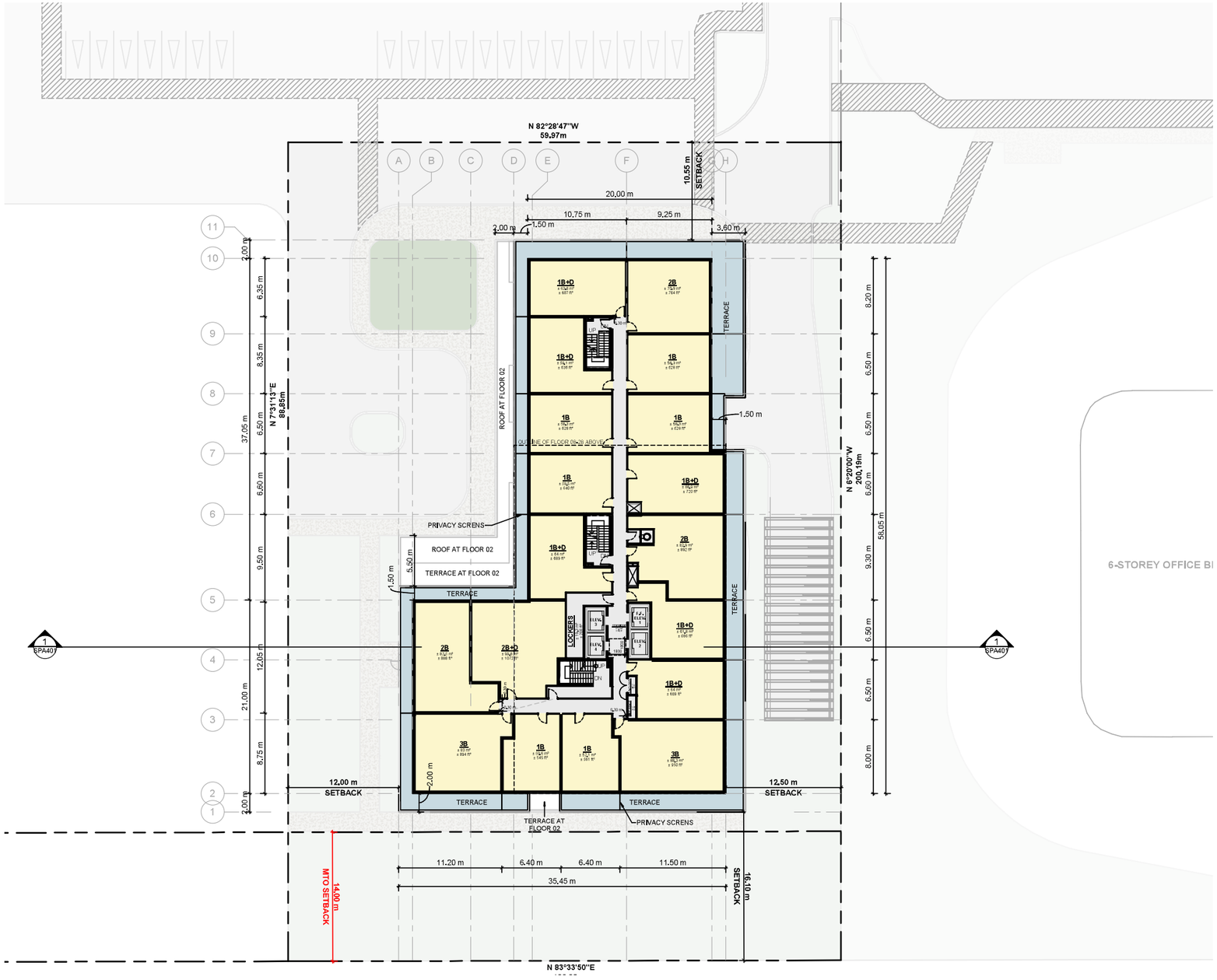


November 2024

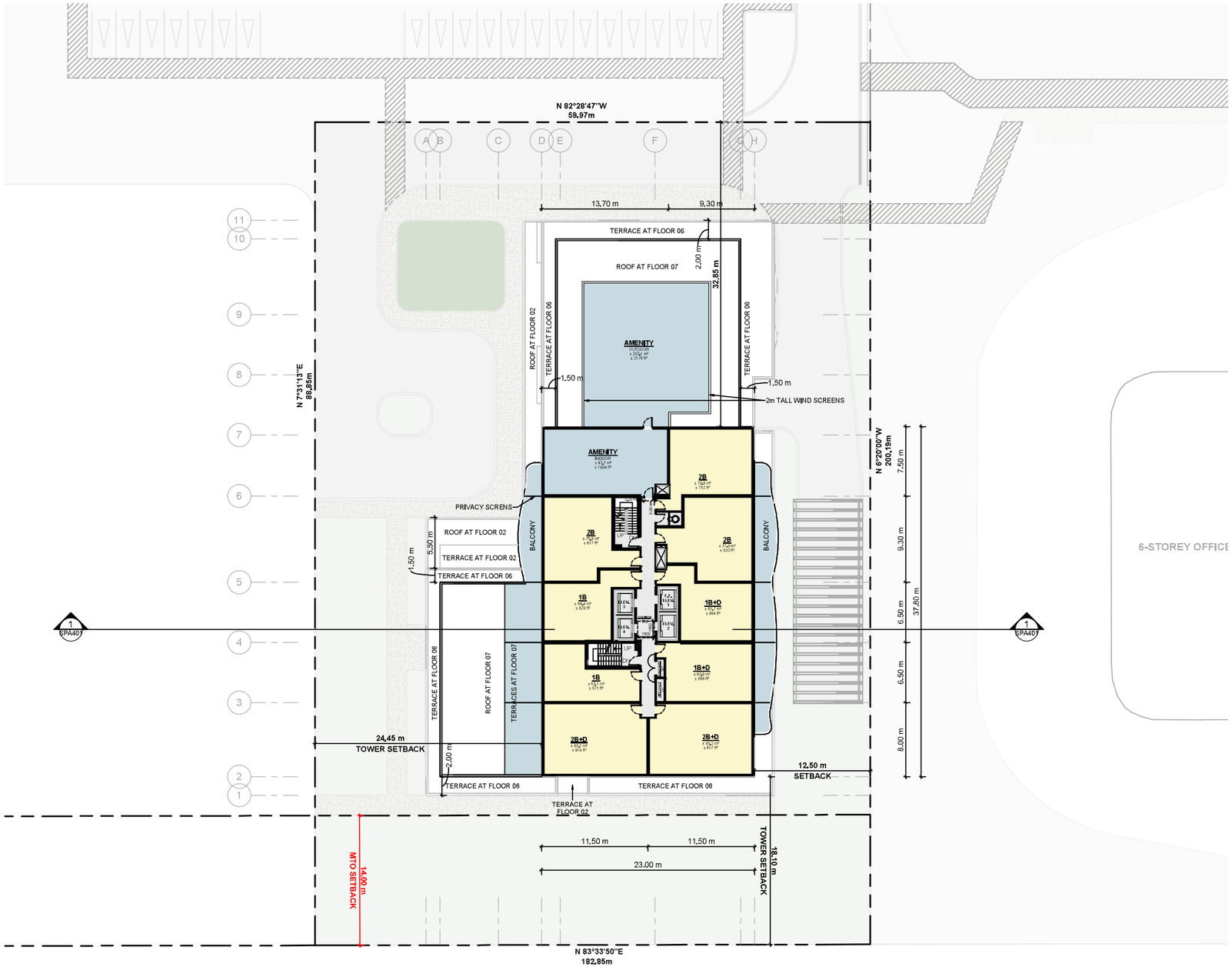
500 Coventry Road
Urban Design Brief

TURNER FLEISCHER

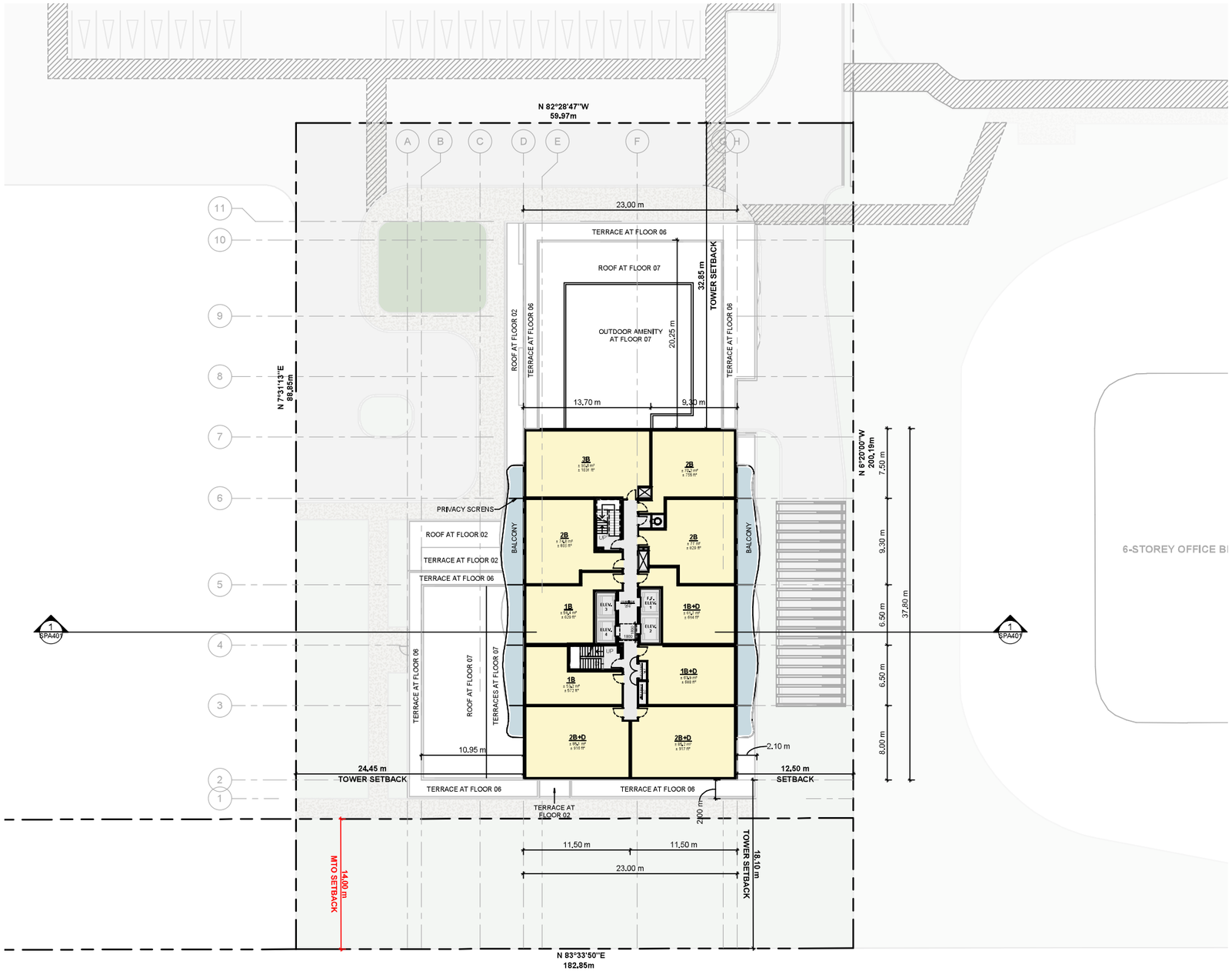
Floor 06

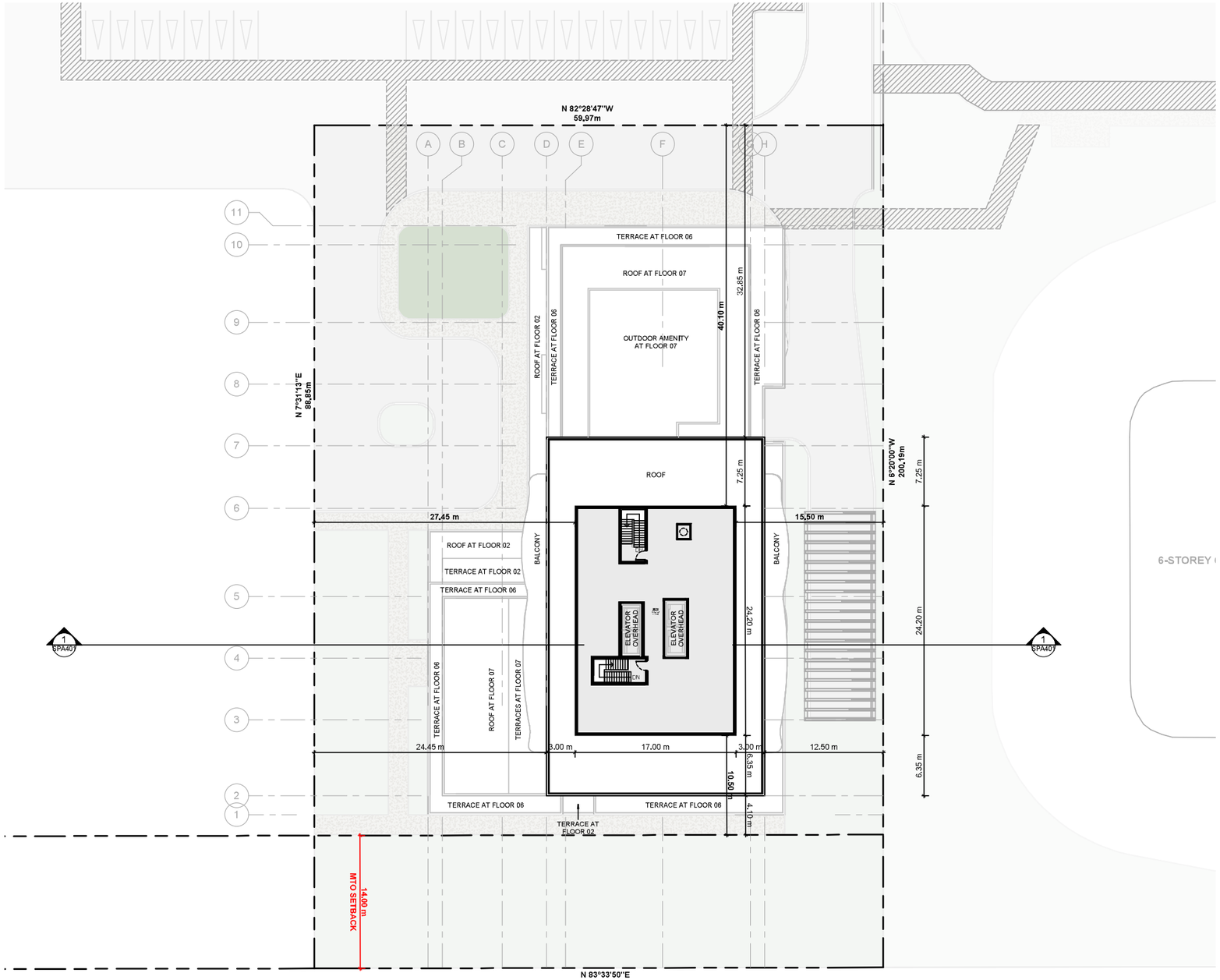

N 82°28'47"W
59,97m
A
B
C
D
E
F
G
H
10.55 m
SETBACK
20,00 m
10,75 m
9,25 m
2,00 m
1,50 m
3,60 m
11
10
9
8
7
6
5
4
3
2
1
2,00 m
6,35 m
8,35 m
N 7°31'13"E
88,85m
37,05 m
6,50 m
6,50 m
9,50 m
12,05 m
21,00 m
8,75 m
2,00 m
1B+D
2B
1B
TERRACE
ROOF AT FLOOR 02
1,50 m
OUTLINE OF FLOOR 06-39 ABOVE
PRIVACY SCRENS
ROOF AT FLOOR 02
TERRACE AT FLOOR 02
5,50 m
1,50 m
TERRACE
LOCKERS
2B+D
3B
12,00 m
SETBACK
2,00 m
TERRACE
TERRACE AT
FLOOR 02
PRIVACY SCRENS
12,50 m
SETBACK
TERRACE
11.20 m
6.40 m
6.40 m
11.50 m
35,45 m
MTO SETBACK
14,00 m
SETBACK
16,10 m
N 83°33'50"E
N 8°20'00"W
200,19m
8,20 m
6,50 m
6,50 m
6,50 m
9,30 m
58,05 m
6,50 m
6,50 m
8,00 m
6-STOREY OFFICE BI
1
EPA40
1
EPA40

Floor 07

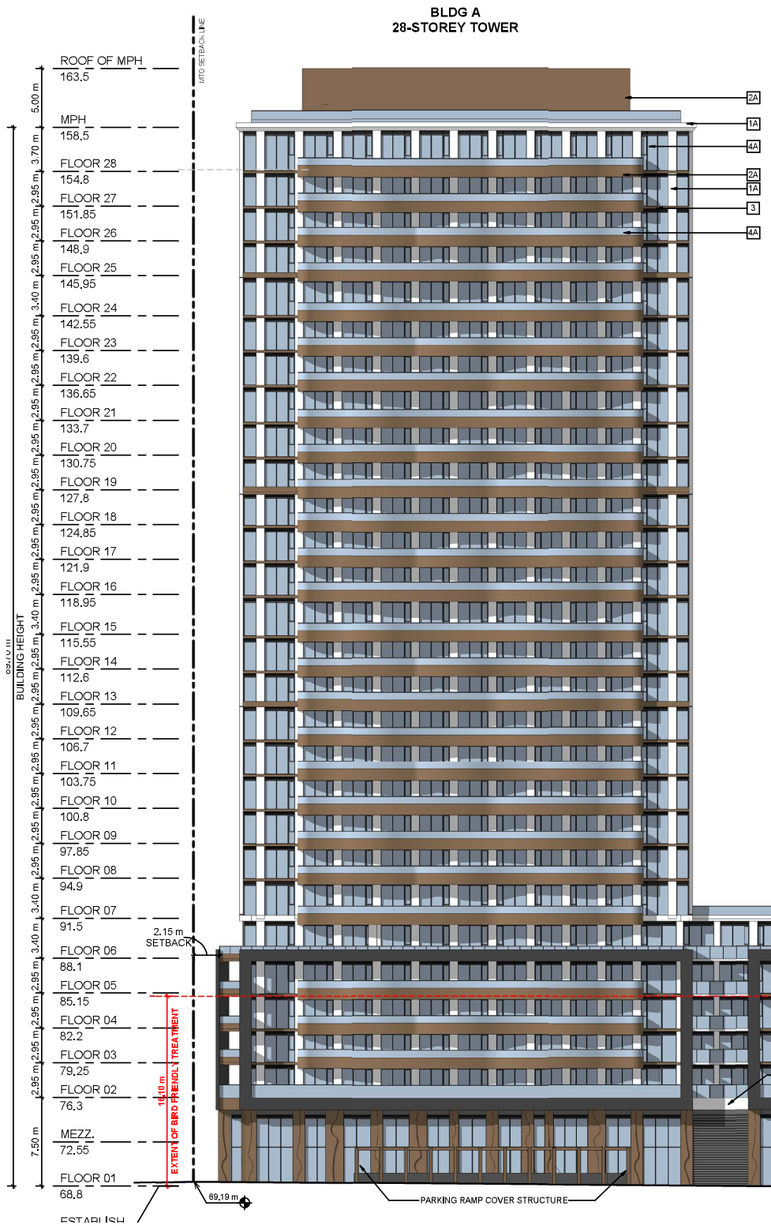

N 82°28'47"W
59,97m
A
B
C
D
E
F
G
H
11
10
9
8
7
6
5
4
3
2
1
13,70 m
9,30 m
TERRACE AT FLOOR 06
2,00 m
ROOF AT FLOOR 07
32,85 m
AMENITY
OUTDOOR
± 200 m²
± 2175 ft²
ROOF AT FLOOR 02
TERRACE AT FLOOR 06
1,50 m
TERRACE AT FLOOR 06
1,50 m
2m TALL WIND SCREENS
N 7°31'13"E
88,85m
AMENITY
INDOOR
± 93,7 m²
± 1009 ft²
2B
± 74,2 m²
± 799 ft²
2B
± 74,2 m²
± 799 ft²
PRIVACY SCRENS
ROOF AT FLOOR 02
TERRACE AT FLOOR 02
TERRACE AT FLOOR 06
5,50 m
1,50 m
BALCONY
2B
± 74,2 m²
± 811 ft²
2B
± 74,2 m²
± 820 ft²
BALCONY
1B
± 59,2 m²
± 629 ft²
MECH.
1B+D
± 81,7 m²
± 864 ft²
1B
± 53,1 m²
± 571 ft²
1B+D
± 81,7 m²
± 880 ft²
TERRACE AT FLOOR 06
ROOF AT FLOOR 07
TERRACES AT FLOOR 07
2B+D
± 82,2 m²
± 914 ft²
2B+D
± 74,7 m²
± 917 ft²
24,45 m
TOWER SETBACK
2,00 m
12,50 m
SETBACK
TERRACE AT FLOOR 06
TERRACE AT FLOOR 06
TERRACE AT
FLOOR 02
11,50 m
11,50 m
23,00 m
18,10 m
TOWER SETBACK
14,00 m
MTO SETBACK
N 83°33'50"E
182,85m
N 8°20'00"W
200,19m
7,50 m
9,30 m
6,50 m
37,80 m
6,50 m
8,00 m
1
EPA401
1
EPA401
6-STOREY OFFICE

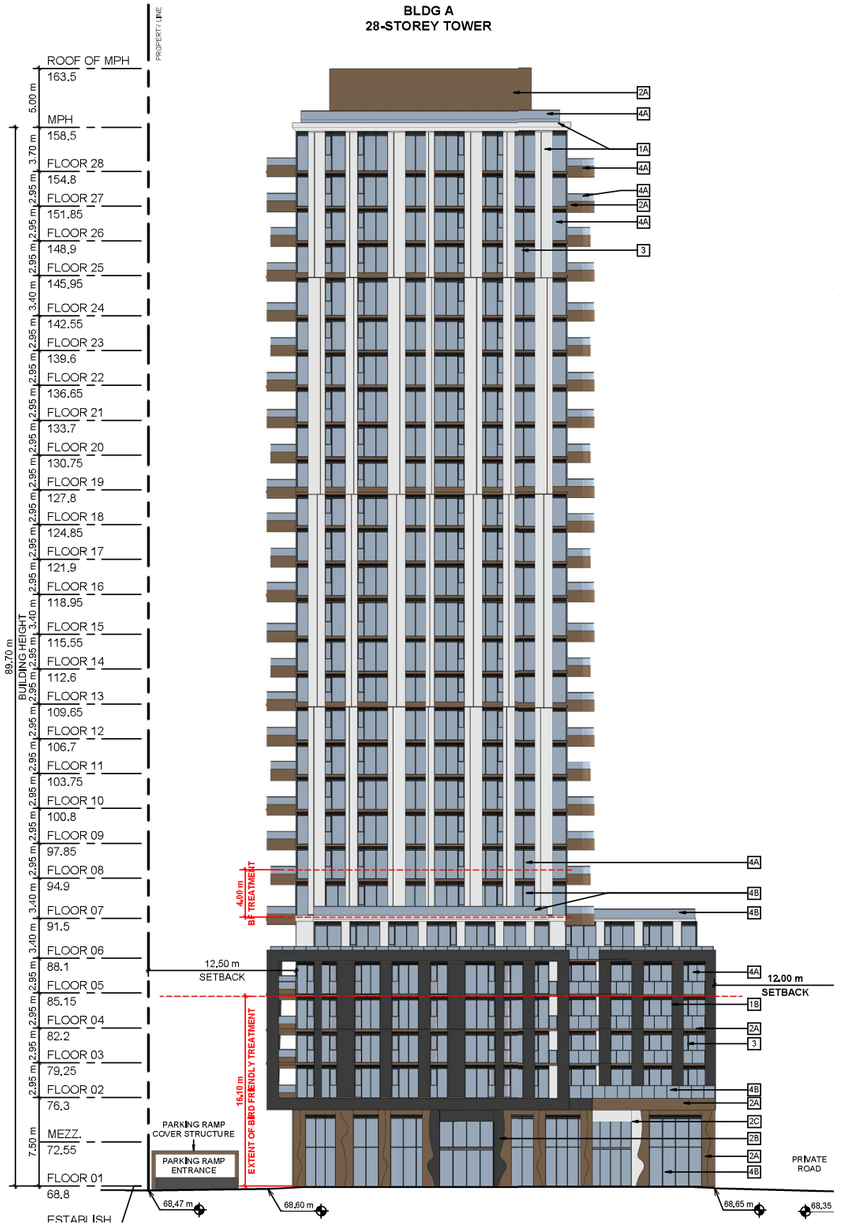
Floor 08 - 28


N 82°28'47"W
59.97m
A
B
C
D
E
F
G
H
11
10
9
8
7
6
5
4
3
2
1
23.00 m
TERRACE AT FLOOR 06
ROOF AT FLOOR 07
32.85 m
TOWER SETBACK
OUTDOOR AMENITY
AT FLOOR 07
20.25 m
ROOF AT FLOOR 02
TERRACE AT FLOOR 06
TERRACE AT FLOOR 06
N 7°31'13"E
88.85m
13.70 m
9.30 m
3B
2B
2B
2B
PRIVACY SCREEN
ROOF AT FLOOR 02
TERRACE AT FLOOR 02
TERRACE AT FLOOR 06
BALCONY
BALCONY
1B
1B+D
1B+D
1B
2B+D
2B+D
TERRACE AT FLOOR 06
ROOF AT FLOOR 07
TERRACES AT FLOOR 07
10.95 m
2.10 m
24.45 m
TOWER SETBACK
12.50 m
SETBACK
TERRACE AT FLOOR 06
TERRACE AT FLOOR 06
TERRACE AT
FLOOR 02
2.00 m
11.50 m
11.50 m
23.00 m
MTO SETBACK
14.00 m
TOWER SETBACK
18.10 m
N 83°33'50"E
182.85m
N 6°20'00"W
200.19m
7.50 m
9.30 m
6.50 m
6.50 m
8.00 m
37.80 m
1
SPA401
1
SPA401
6-STOREY OFFICE BI

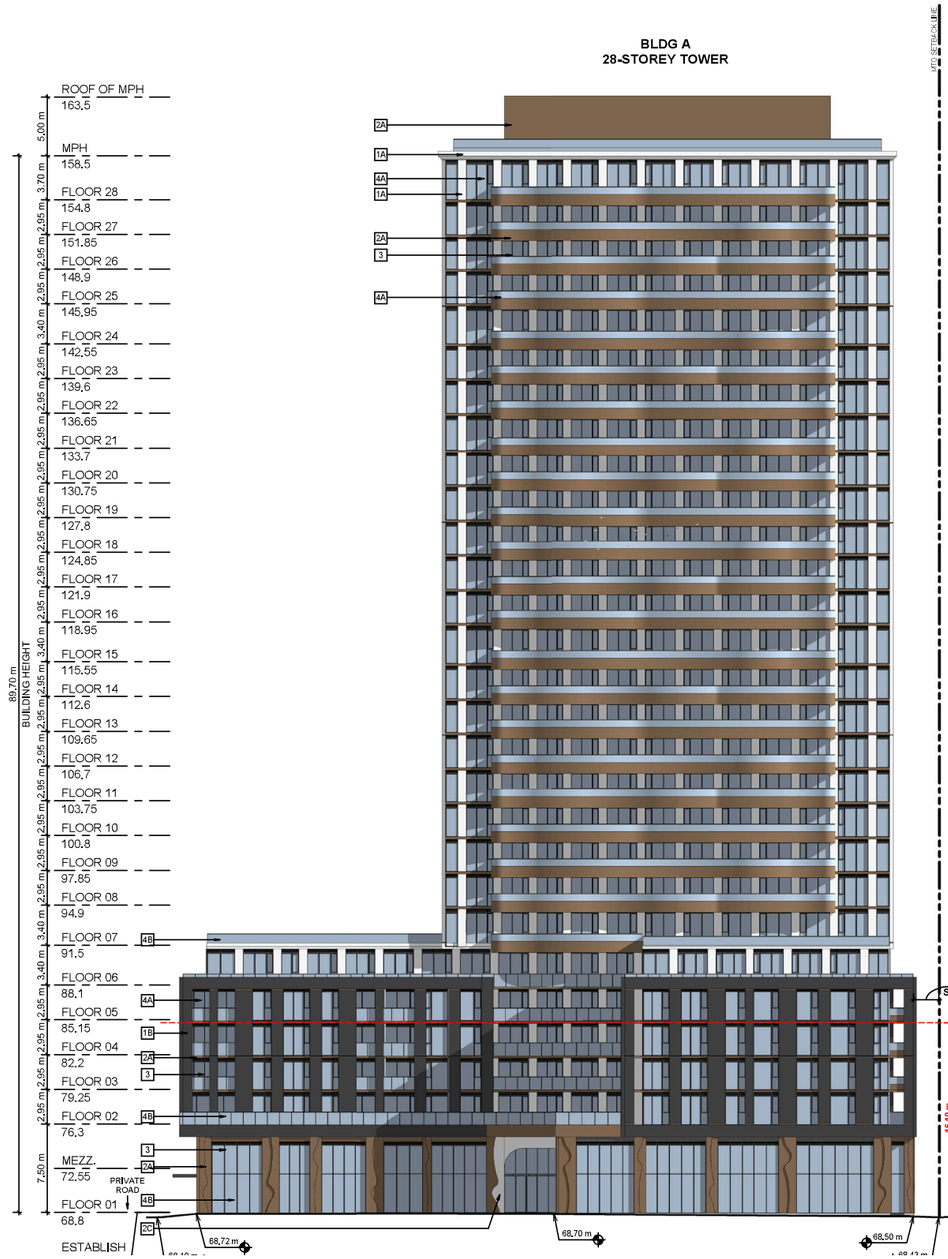

N 82°28'47"W
59,97m
A
B
C
D
E
F
H
11
10
9
8
7
6
5
4
3
2
1
N 7°31'13"E
86,85m
TERRACE AT FLOOR 06
ROOF AT FLOOR 07
OUTDOOR AMENITY
AT FLOOR 07
ROOF AT FLOOR 02
TERRACE AT FLOOR 06
32,85 m
40.10 m
TERRACE AT FLOOR 06
ROOF
7.25 m
N 6°20'00"W
200,19m
7.25 m
27,45 m
15,50 m
ROOF AT FLOOR 02
TERRACE AT FLOOR 02
TERRACE AT FLOOR 06
BALCONY
BALCONY
ELEVATOR
OVERHEAD
ELEVATOR
OVERHEAD
24.20 m
24,20 m
1
SPA401
1
SPA401
TERRACE AT FLOOR 06
ROOF AT FLOOR 07
TERRACES AT FLOOR 07
24.45 m
3.00 m
17.00 m
3.00 m
12.50 m
6.35 m
6,35 m
10.50 m
4.10 m
TERRACE AT FLOOR 06
TERRACE AT FLOOR 06
TERRACE AT
FLOOR 02
6-STOREY
MTO SETBACK
14.00 m
N 83°33'50"E
182.85m

Elevations

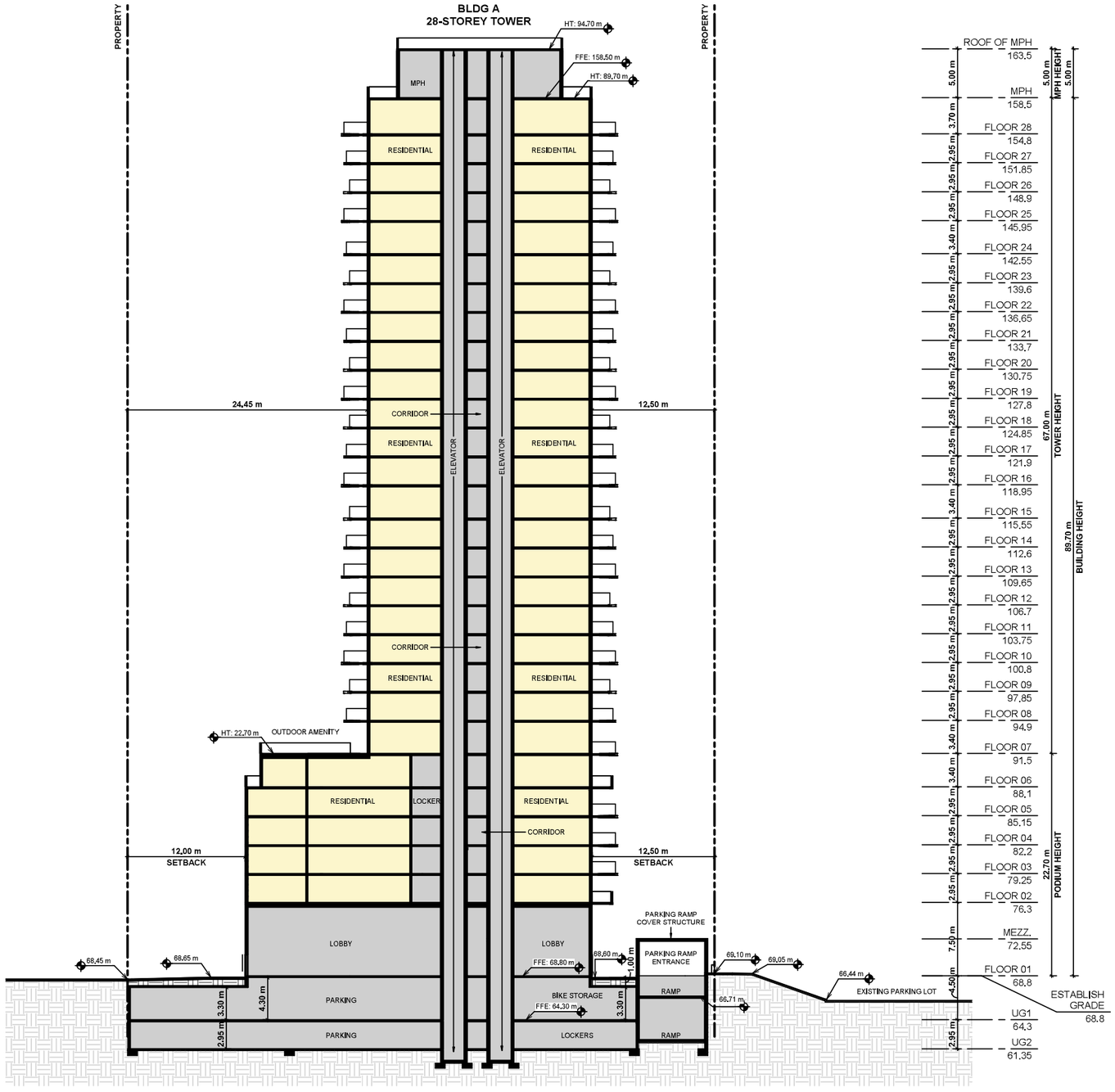

BLDG A
28-STOREY TOWER
ROOF OF MPH
163.5
MPH
158.5
FLOOR 28
154.8
FLOOR 27
151.85
FLOOR 26
148.9
FLOOR 25
145.95
FLOOR 24
142.55
FLOOR 23
139.6
FLOOR 22
136.65
FLOOR 21
133.7
FLOOR 20
130.75
FLOOR 19
127.8
FLOOR 18
124.85
FLOOR 17
121.9
FLOOR 16
118.95
FLOOR 15
115.55
FLOOR 14
112.6
FLOOR 13
109.65
FLOOR 12
106.7
FLOOR 11
103.75
FLOOR 10
100.8
FLOOR 09
97.85
FLOOR 08
94.9
FLOOR 07
91.5
FLOOR 06
88.1
FLOOR 05
85.15
FLOOR 04
82.2
FLOOR 03
79,25
FLOOR 02
76.3
MEZZ.
72,55
FLOOR 01
68.8
ESTABLISH
BUILDING HEIGHT
89.70 m
5.00 m
3.70 m
2.95 m
3.40 m
7.50 m
AUTO SETBACK LINE
2.15 m
SETBACK
15.10 m
EXTENT OF BIRD FRIENDLY TREATMENT
PARKING RAMP COVER STRUCTURE
PRIVATE
ROAD
69,19 m
68,70 m
2A
1A
4A
3
4B
1B


BLDG A
28-STOREY TOWER
ROOF OF MPH
163.5
MPH
158.5
FLOOR 28
154.8
FLOOR 27
151.85
FLOOR 26
148.9
FLOOR 25
145,95
FLOOR 24
142.55
FLOOR 23
139.6
FLOOR 22
136.65
FLOOR 21
133.7
FLOOR 20
130.75
FLOOR 19
127.8
FLOOR 18
124.85
FLOOR 17
121.9
FLOOR 16
118.95
FLOOR 15
115.55
FLOOR 14
112.6
FLOOR 13
109.65
FLOOR 12
106.7
FLOOR 11
103.75
FLOOR 10
100.8
FLOOR 09
97.85
FLOOR 08
94.9
FLOOR 07
91.5
FLOOR 06
88.1
FLOOR 05
85.15
FLOOR 04
82.2
FLOOR 03
79,25
FLOOR 02
76.3
MEZZ.
72,55
FLOOR 01
68.8
ESTABLISH
BUILDING HEIGHT
89.70 m
5.00 m
3.70 m
2.95 m
3.40 m
7.50 m
PROPERTY LINE
12.50 m
SETBACK
4.00 m
BFT TREATMENT
15.10 m
EXTENT OF BIRD FRIENDLY TREATMENT
PARKING RAMP
COVER STRUCTURE
PARKING RAMP
ENTRANCE
12.00 m
SETBACK
PRIVATE
ROAD
68,47 m
68,60 m
68,65 m
68,35
2A
4A
1A
4B
1B
2C
2B
3

Elevations


BLDG A
28-STOREY TOWER
MTO SETBACK LINE
PROPERTY LINE
ROOF OF MPH
163.5
MPH
158.5
FLOOR 28
154.8
FLOOR 27
151.85
FLOOR 26
148.9
FLOOR 25
145.95
FLOOR 24
142.55
FLOOR 23
139.6
FLOOR 22
136.65
FLOOR 21
133.7
FLOOR 20
130.75
FLOOR 19
127.8
FLOOR 18
124.85
FLOOR 17
121.9
FLOOR 16
118.95
FLOOR 15
115.55
FLOOR 14
112.6
FLOOR 13
109.65
FLOOR 12
106.7
FLOOR 11
103.75
FLOOR 10
100.8
FLOOR 09
97.85
FLOOR 08
94.9
FLOOR 07
91.5
FLOOR 06
88.1
FLOOR 05
85.15
FLOOR 04
82.2
FLOOR 03
79.25
FLOOR 02
76.3
MEZZ.
72.55
FLOOR 01
68.8
ESTABLISH
89.70 m BUILDING HEIGHT
5.00 m
3.70 m
2.95 m
3.40 m
7.50 m
2.15 m SETBACK
15.10 m EXTENT OF BIRD FRIENDLY TREATMENT
PRIVATE ROAD
68.72 m
68.70 m
68.50 m
2A
1A
4A
3
4B
4A
1B
2A
3
4B
3
2A
4B
2C
BLDG A
28-STOREY TOWER
PROPERTY LINE
2A
1A
4A
1A
2A
3
4A
4A
12.00 m SETBACK
12.50 m SETBACK
15.10 m EXTENT OF BIRD FRIENDLY TREATMENT
1B
2A
3
5
4B
1B
3
2A
4B
PARKING RAMP COVER STRUCTURE
PARKING RAMP ENTRANCE
68.38 m
69.20 m

Section A-A



1 Section A - A

November 2024

3D Perspectives

VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH WEST

3D Perspectives

VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH EAST

3D Perspectives

VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH

3D Perspectives

STREET VIEW LOOKING TOWARDS TOWARDS EAST

3D Perspectives

STREET VIEW LOOKING TOWARDS TOWARDS WEST

3D Perspectives

STREET VIEW LOOKING TOWARDS MAIN ENTRANCE AND DROP-OFF AREA

3D Perspectives

VIEW FROM TRANS-CANADA HWY LOOKING TOWARDS NORTH EAST

LANDSCAPE DRAWINGS

PHASE 1 - BUILDING A

07

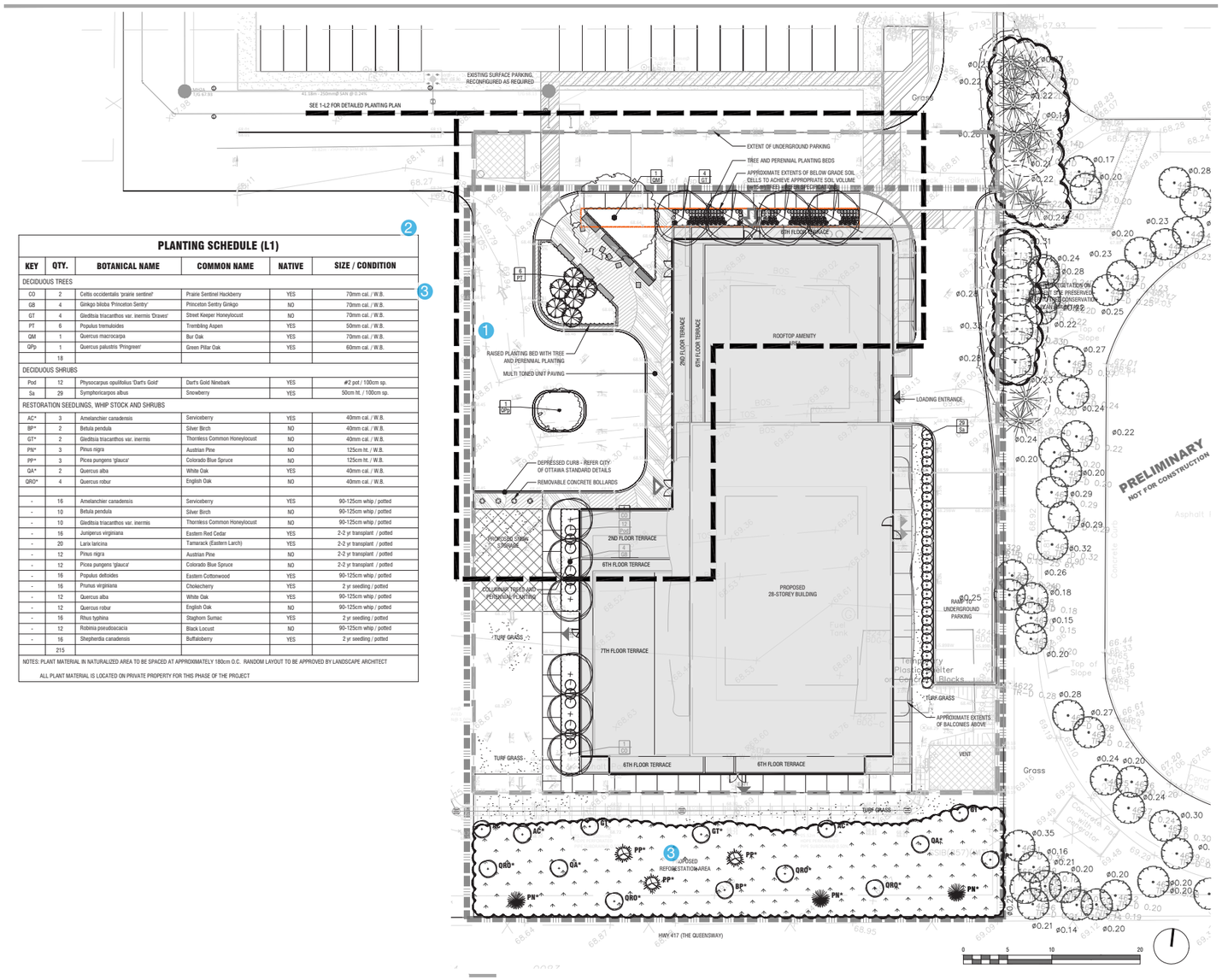
Landscape Plan

PLANTING SCHEDULE (L1)

KEY	QTY.	BOTANICAL NAME	COMMON NAME	NATIVE	SIZE / CONDITION
DECIDUOUS TREES					
CO	2	Celtis occidentalis 'prairie sentinel'	Prairie Sentinel Hackberry	YES	70mm cal. / W.B.
GB	4	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Ginkgo	NO	70mm cal. / W.B.
GT	4	Gleditsia triacanthos var. inermis 'Draves'	Street Keeper Honeylocust	NO	70mm cal. / W.B.
PT	6	Populus tremuloides	Trembling Aspen	YES	50mm cal. / W.B.
QM	1	Quercus macrocarpa	Bur Oak	YES	70mm cal. / W.B.
QPp	1	Quercus palustris 'Pringreen'	Green Pillar Oak	YES	60mm cal. / W.B.
	18				
DECIDUOUS SHRUBS					
Pod	12	Physocarpus opulifolius 'Dart's Gold'	Dart's Gold Ninebark	YES	#2 pot / 100cm sp.
Sa	29	Symphoricarpos albus	Snowberry	YES	50cm ht. / 100cm sp.
RESTORATION SEEDLINGS, WHIP STOCK AND SHRUBS					
AC*	3	Amelanchier canadensis	Serviceberry	YES	40mm cal. / W.B.
BP*	2	Betula pendula	Silver Birch	NO	40mm cal. / W.B.
GT*	2	Gleditsia triacanthos var. inermis	Thornless Common Honeylocust	NO	40mm cal. / W.B.
PN*	3	Pinus nigra	Austrian Pine	NO	125cm ht. / W.B.
PP*	3	Picea pungens 'glauca'	Colorado Blue Spruce	NO	125cm ht. / W.B.
QA*	2	Quercus alba	White Oak	YES	40mm cal. / W.B.
QRO*	4	Quercus robur	English Oak	NO	40mm cal. / W.B.
-	16	Amelanchier canadensis	Serviceberry	YES	90-125cm whip / potted
-	10	Betula pendula	Silver Birch	NO	90-125cm whip / potted
-	10	Gleditsia triacanthos var. inermis	Thornless Common Honeylocust	NO	90-125cm whip / potted
-	16	Juniperus virginiana	Eastern Red Cedar	YES	2-2 yr transplant / potted
-	20	Larix laricina	Tamarack (Eastern Larch)	YES	2-2 yr transplant / potted
-	12	Pinus nigra	Austrian Pine	NO	2-2 yr transplant / potted
-	12	Picea pungens 'glauca'	Colorado Blue Spruce	NO	2-2 yr transplant / potted
-	16	Populus deltoides	Eastern Cottonwood	YES	90-125cm whip / potted
-	16	Prunus virginiana	Chokecherry	YES	2 yr seedling / potted
-	12	Quercus alba	White Oak	YES	90-125cm whip / potted
-	12	Quercus robur	English Oak	NO	90-125cm whip / potted
-	16	Rhus typhina	Staghorn Sumac	YES	2 yr seedling / potted
-	12	Robinia pseudoacacia	Black Locust	NO	90-125cm whip / potted
-	16	Shepherdia canadensis	Buffaloberry	YES	2 yr seedling / potted
	215				

NOTES: PLANT MATERIAL IN NATURALIZED AREA TO BE SPACED AT APPROXIMATELY 180cm O.C. RANDOM LAYOUT TO BE APPROVED BY LANDSCAPE ARCHITECT

ALL PLANT MATERIAL IS LOCATED ON PRIVATE PROPERTY FOR THIS PHASE OF THE PROJECT



The paving pattern of the plaza and drop-off circle is inspired by the rock outcrop of the Rideau Falls and reflects the same, unique treatment of the tower balconies. A randomly weaved pattern, with subtle tonal variations, replicates the rippled waves of Ottawa's two major rivers.

Ample seating is provided for the convenience of residents awaiting pick up, but primarily to encourage longer stays in the plaza. Most of the seating is oriented towards the sun for comfort in the shoulder seasons and high-backed benches will help to mitigate winds. Stools are positioned opposite the benches to encourage interaction and conversation.

Sustainably harvested wood surfaces will offer additional comfort in the shoulder seasons.

The planting palette prioritizes the use of native (or non-invasive) species where appropriate. Year-round, seasonal interest and ease of maintenance are the guiding factors for species choices. The layout of grasses and shrubs will subtly re-enforce the rolling curves of the pavers and balconies.

As the entire plaza is atop the parking garage, mounded or raised planters are proposed to provide adequate and healthy soil composition. Where large shade trees are proposed to be planted at grade, uncompacted soil volumes will be achieved with soil cells.

A vegetated buffer will be established within the MTO setback zone. A densely planted reforested area will mature to provide visual screening and some sound reduction for units in the podium.

SHADOW STUDIES

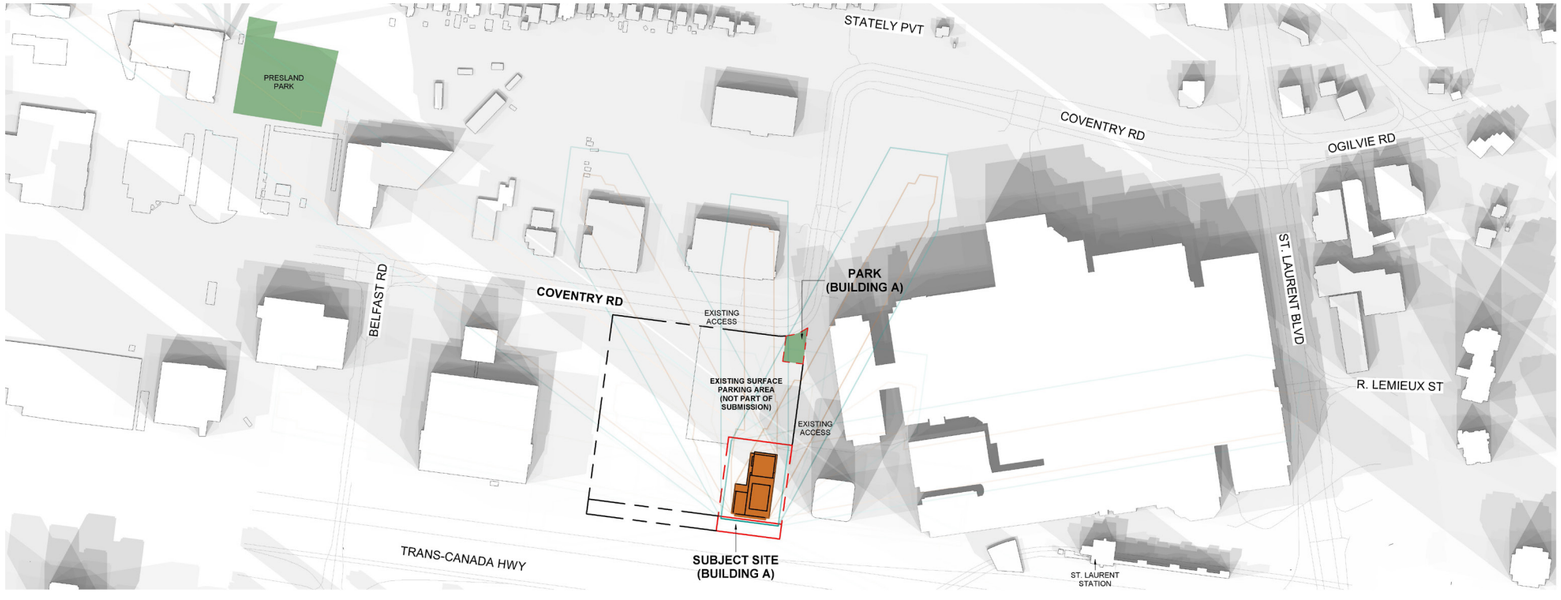
PHASE 1 - BUILDING A

08

Shadow Studies

In accordance with the City of Ottawa's Shadow Analysis Terms of Reference, the purpose of this document is to summarize the Sun and Shadow Study for 500 Coventry Road (the "Subject Site"), including impacts of the Proposed Development and urban design measures taken to minimize net new shadow impacts.

The Proposed Development introduces an intensification of residential use on an underutilized site with a 28-storey tower on a 7-storey base, in an area currently developed with low-rise commercial and industrial buildings. The Proposed Development includes appropriate height for its planned context, a tower floorplate of 723.4 square meters, and massing treatments including significant setbacks on the Trans-Canada Highway and the existing surface parking, in keeping with the City's desire for a public park at the intersection and a point tower massing to limit shadow impacts. An outdoor amenity area is planned in the Northwest corner of the Subject Site.



Street views from Google Maps

Shadow Analysis and Mitigation Measures

The Proposed Development provides sufficient setbacks, tower step backs and tower separation distances appropriate for the Subject Site's context. More specifically, the podium element will provide for a street-oriented 7-storey base that has been designed to limit shadow impacts on the sidewalks along proposed internal roads and adjacent buildings. The tower element will be separated from the north side lot line by 10.55 meters, from the east side lot line by 12.5 meters, from the west side lot line by 12 meters, and from the south side lot line by 2.1 meters, while also being separated by a minimum distance of 16.1 meters to the Trans-Canada Highway.

The Proposed Development appropriately limits impacts on lands designated Neighbourhood as shadows are intermittent and fast-moving during the warmer months. Net new shadows from the Proposed Development are present on the adjacent existing parking surface around 02:00 pm on June 21st from 9:00 am onwards on September 21st, and all day long on December 21st. Net new shadows from the proposed development are also present on the proposed park on December 21st around 02:00 pm but pass by quickly afterward. Net new shadows will be present on the adjacent low-rise commercial district to the West on September 21st from 08:00 am to 09:00 am, December 21st from 09:00 am to 12:00 pm and to the East on June 21st from 04:00 pm onwards, and September 21st from 03:00 pm onwards.

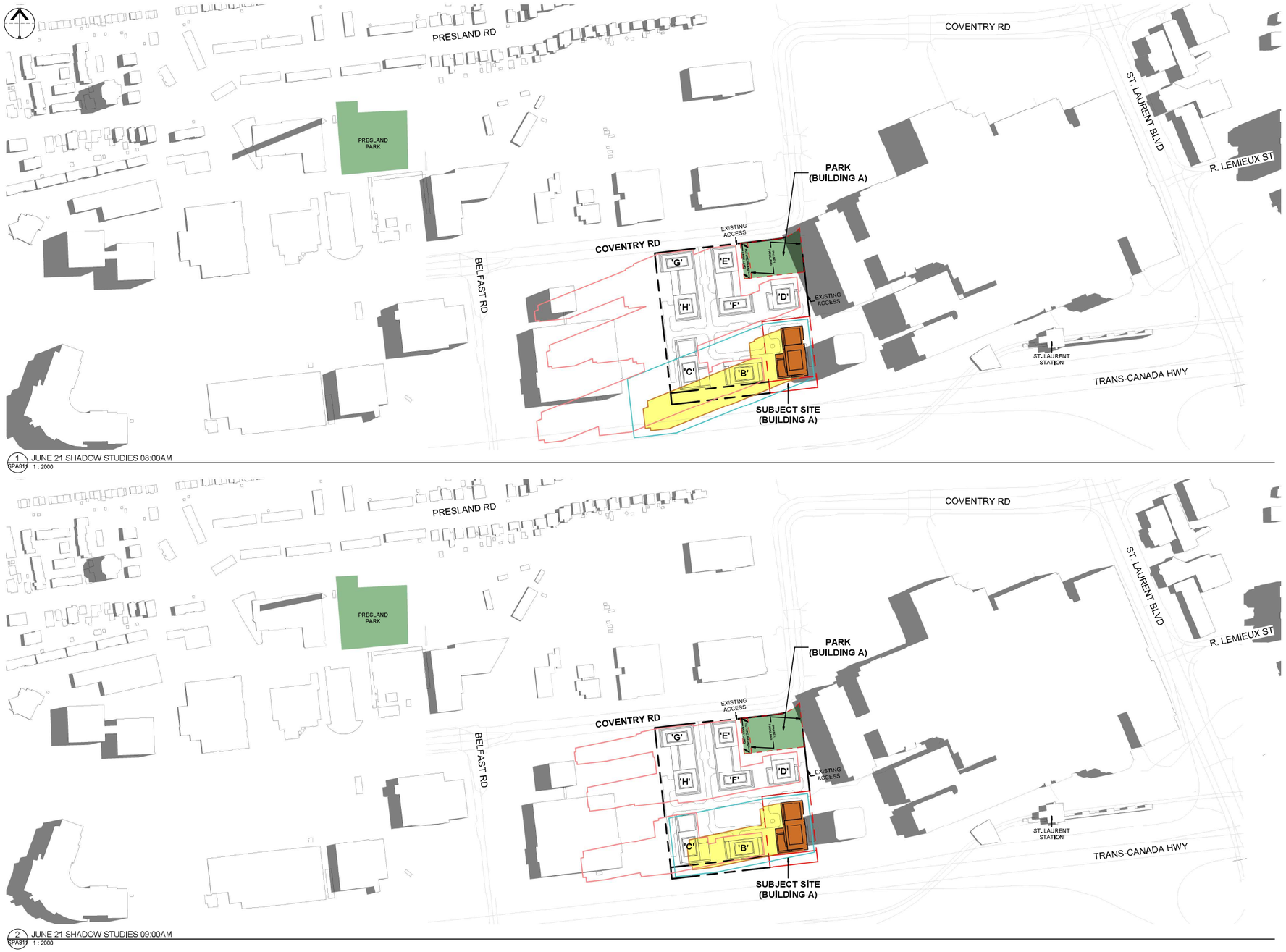
In conclusion, the Proposed Development implements a range of urban design measures, such as base-building setbacks, tower step-backs, tower separation distances, and point-tower floor plate which adequately limit net new shadows cast onto the public realm. The Proposed Development appropriately limits net new shadows onto the existing lands designated Neighbourhoods and animates the proposed park and public realm with outdoor amenity.

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 JUNE 21 SHADOW STUDIES 08:00AM
CPA811 1 : 2000

2 JUNE 21 SHADOW STUDIES 09:00AM
CPA811 1 : 2000

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 JUNE 21 SHADOW STUDIES 10:00AM
1 : 2000

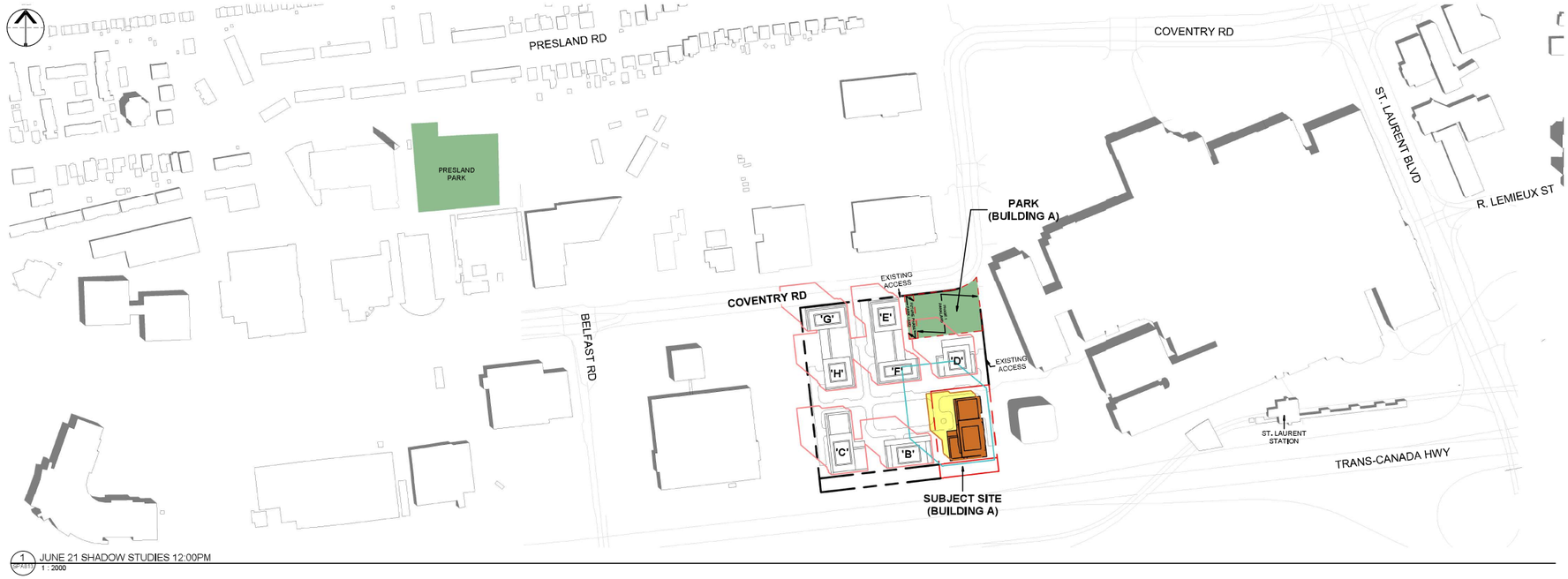
2 JUNE 21 SHADOW STUDIES 11:00AM
1 : 2000

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 JUNE 21 SHADOW STUDIES 12:00PM
1 : 2000

2 JUNE 21 SHADOW STUDIES 01:00PM
1 : 2000

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 JUNE 21 SHADOW STUDIES 02:00PM
1 : 2000

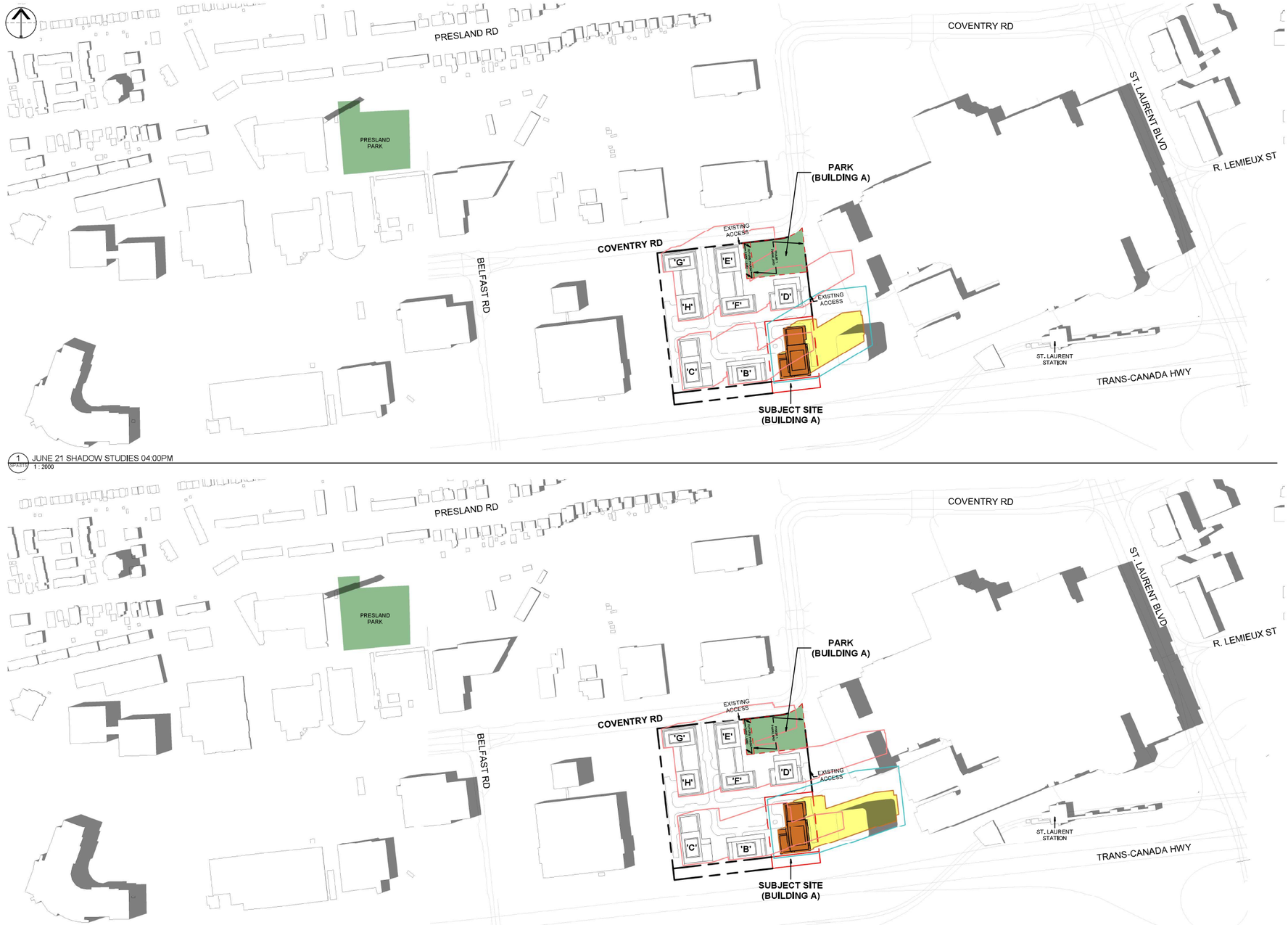
2 JUNE 21 SHADOW STUDIES 03:00PM
1 : 2000

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 UP FA310 JUNE 21 SHADOW STUDIES 04:00PM
1 : 2000

2 UP FA310 JUNE 21 SHADOW STUDIES 05:00PM
1 : 2000

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 JUNE 21 SHADOW STUDIES 06:00PM
SPA819 1 : 2000

2 JUNE 21 SHADOW STUDIES 07:00PM
SPA819 1 : 2000

Shadow Studies - JUNE

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

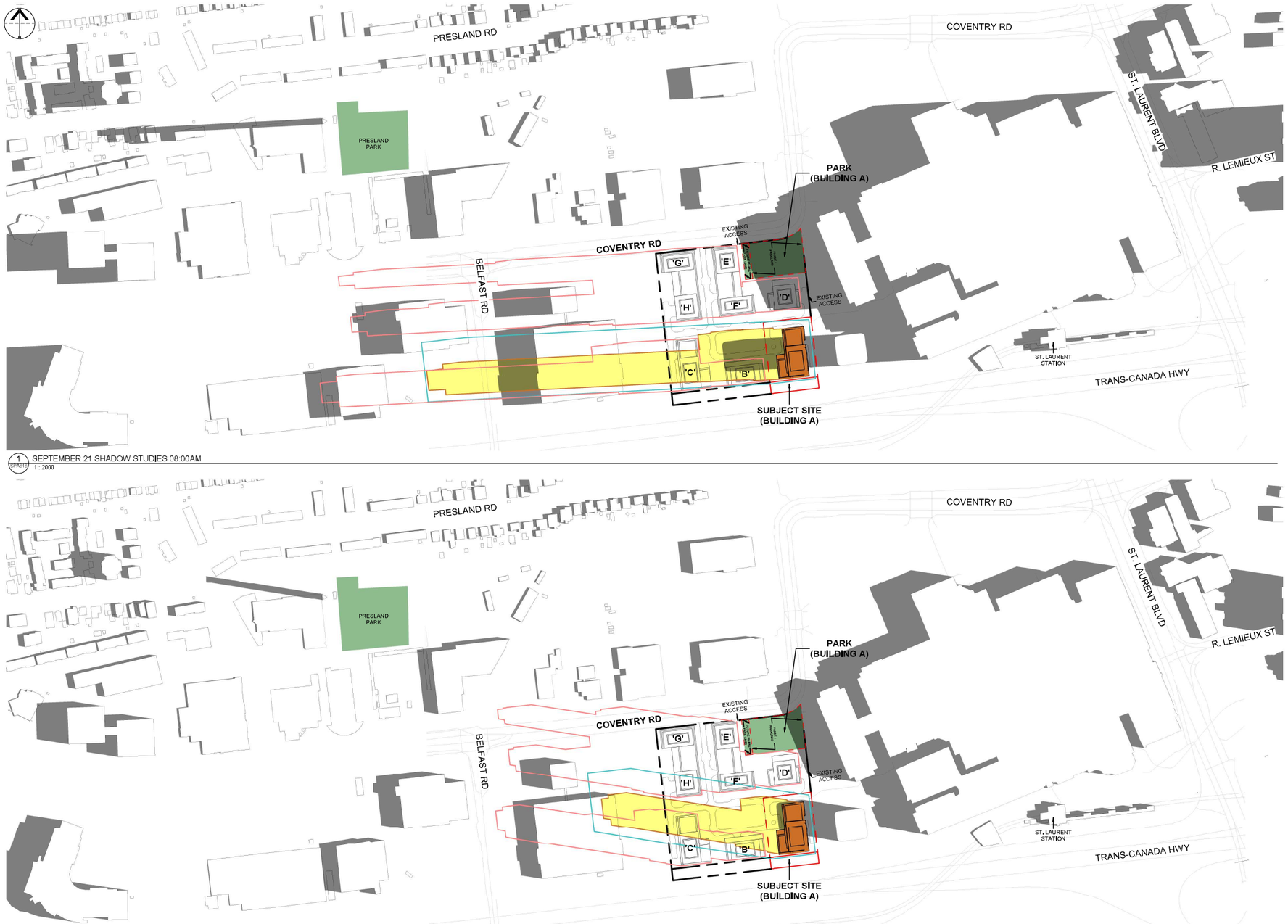
1 JUNE 21 SHADOW STUDIES 08:00PM
EPA81 1 : 2000

Shadow Studies - SEPTEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 SEPTEMBER 21 SHADOW STUDIES 08:00AM
SP-A310 1 : 2000

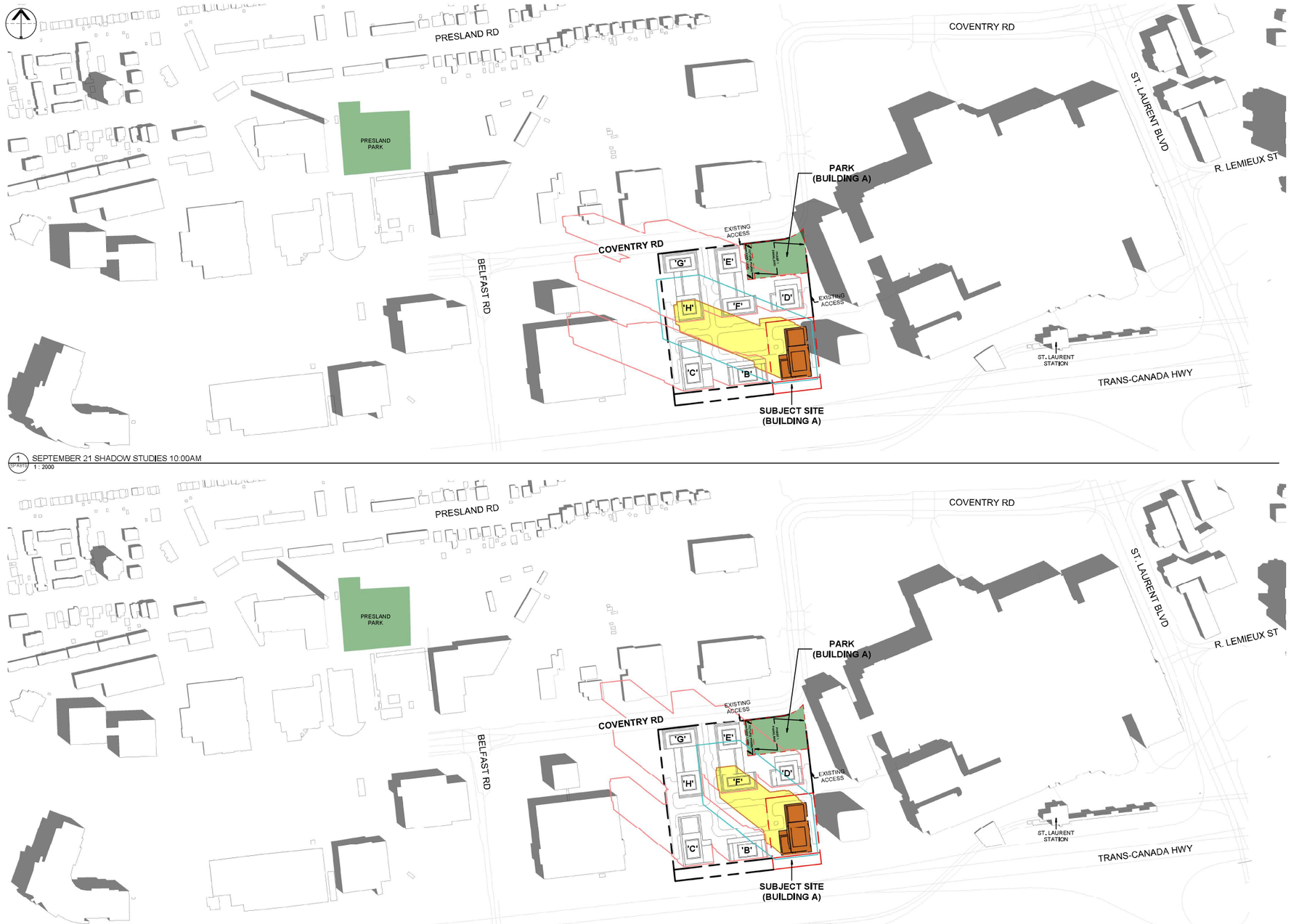
2 SEPTEMBER 21 SHADOW STUDIES 09:00AM
SP-A311 1 : 2000

Shadow Studies - SEPTEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 SEPTEMBER 21 SHADOW STUDIES 10:00AM
1 : 2000

2 SEPTEMBER 21 SHADOW STUDIES 11:00AM
1 : 2000

Shadow Studies - SEPTEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 SEPTEMBER 21 SHADOW STUDIES 12:00PM
SPACE 1 : 2000

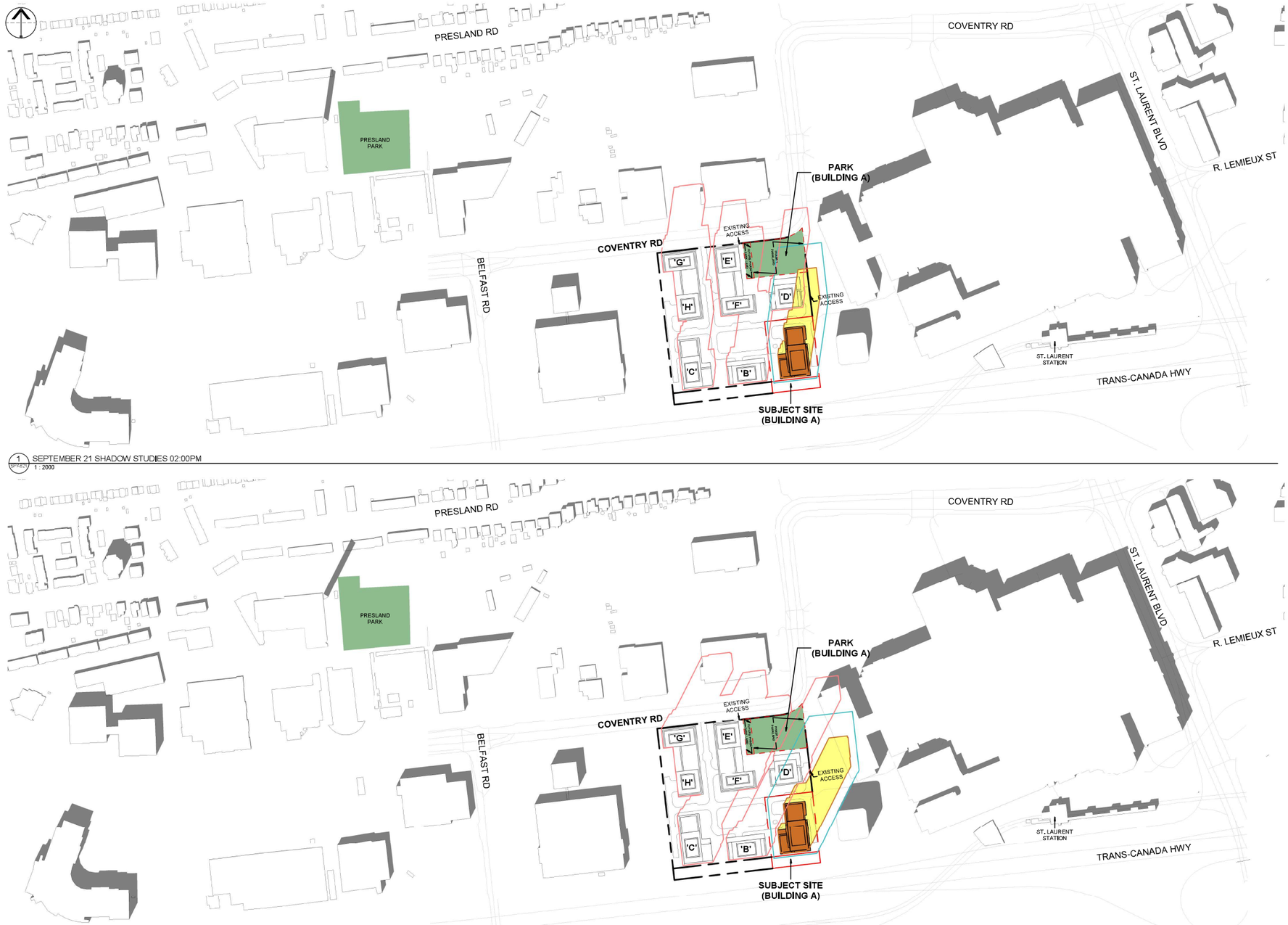
2 SEPTEMBER 21 SHADOW STUDIES 01:00PM
SPACE 1 : 2000

Shadow Studies - SEPTEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 SEPTEMBER 21 SHADOW STUDIES 02:00PM
1 : 2000

2 SEPTEMBER 21 SHADOW STUDIES 03:00PM
1 : 2000

Shadow Studies - SEPTEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 SEPTEMBER 21 SHADOW STUDIES 04:00PM
1 : 2000

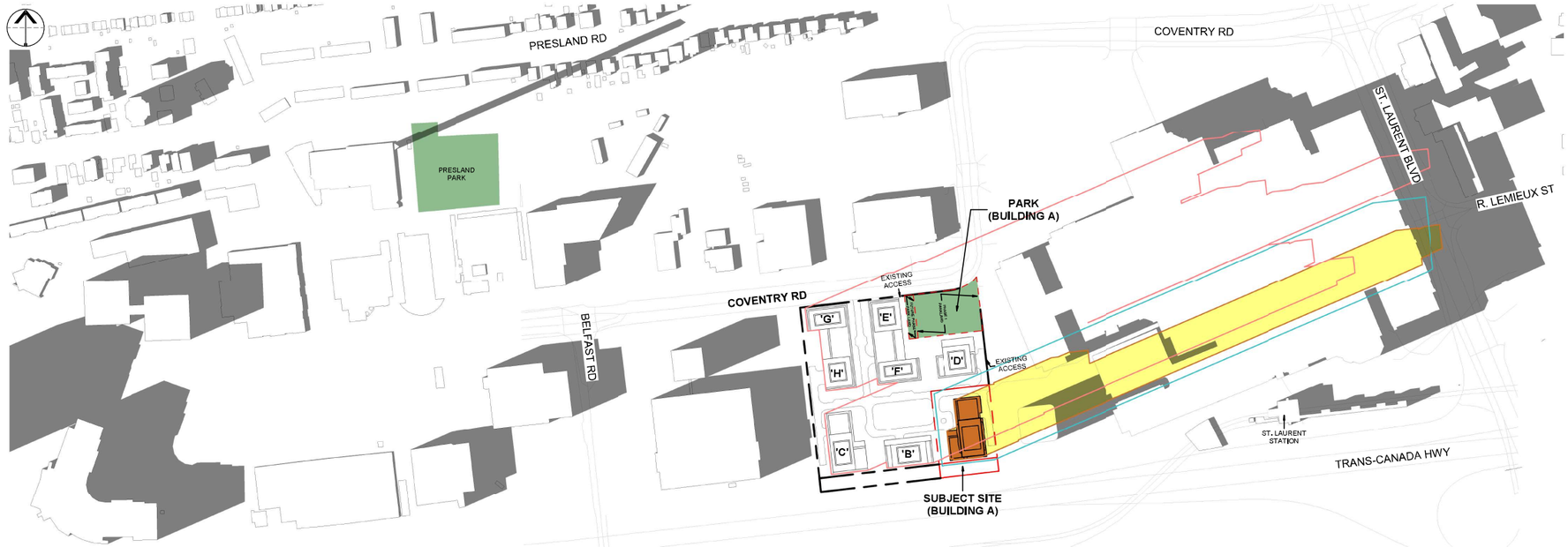
2 SEPTEMBER 21 SHADOW STUDIES 05:00PM
1 : 2000

Shadow Studies - SEPTEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



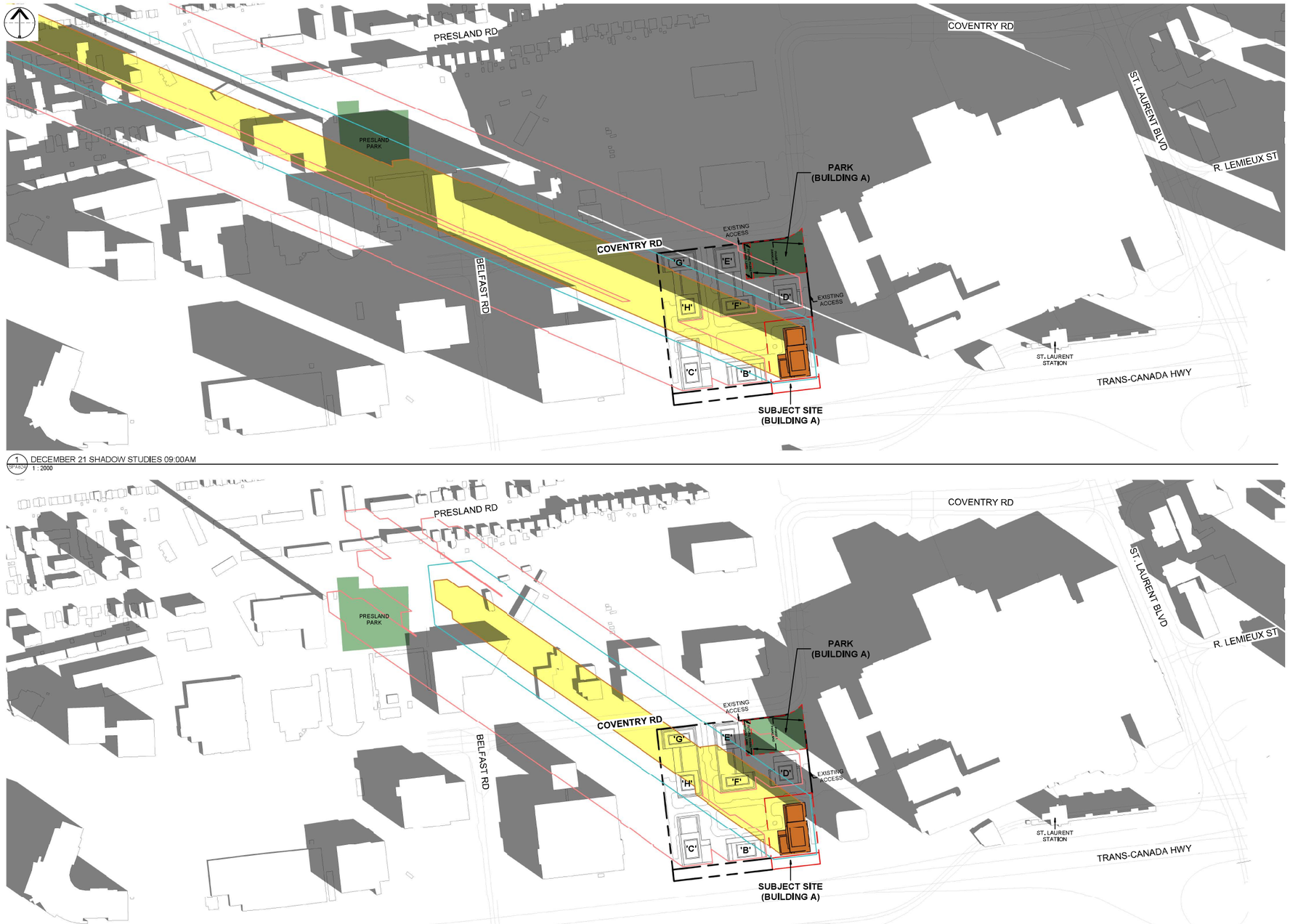
1 SEPTEMBER 21 SHADOW STUDIES 06:00PM
1 : 2000

Shadow Studies - DECEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 DECEMBER 21 SHADOW STUDIES 09:00AM
1 : 2000

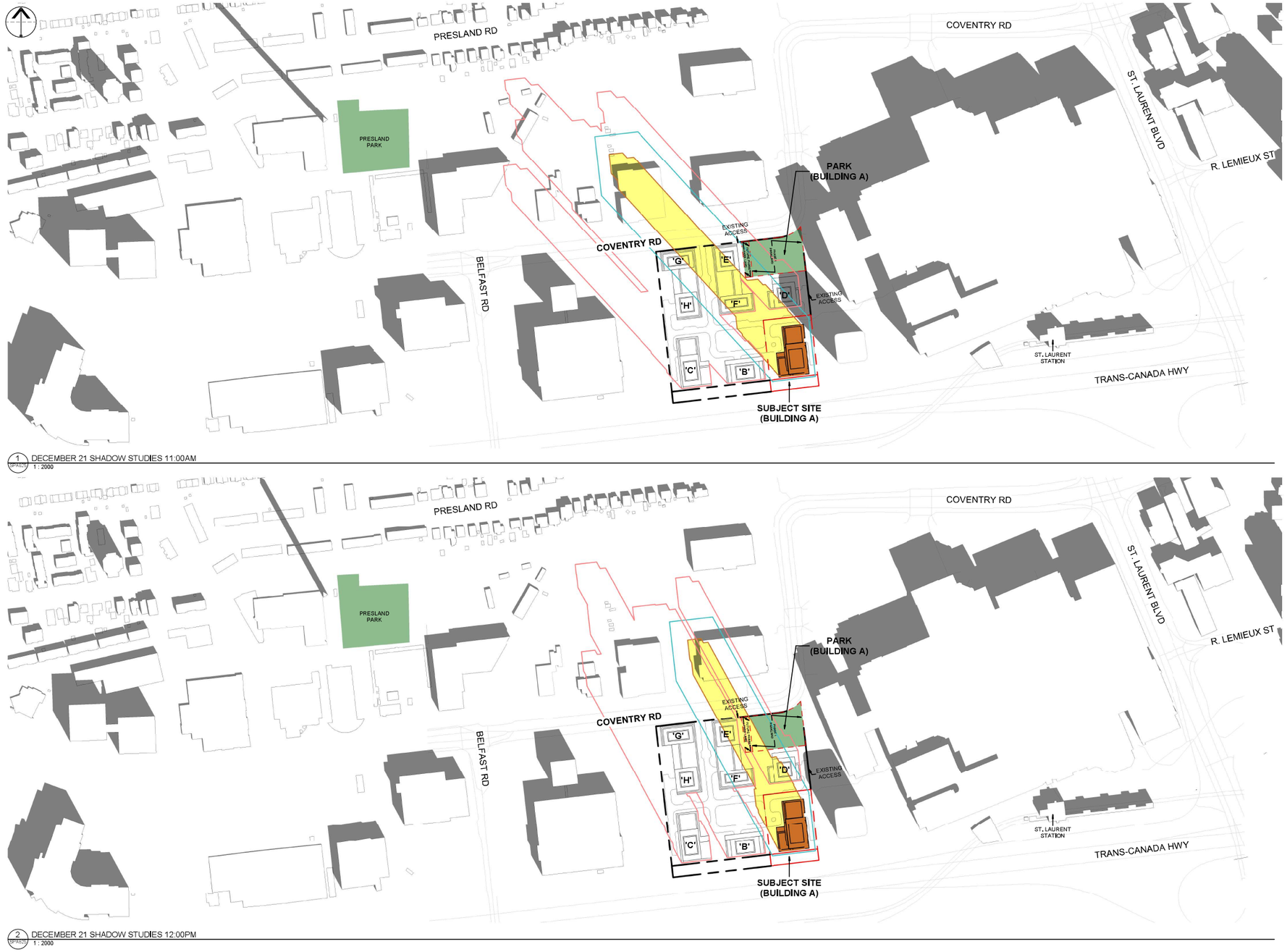
2 DECEMBER 21 SHADOW STUDIES 10:00AM
1 : 2000

Shadow Studies - DECEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat



1 DECEMBER 21 SHADOW STUDIES 11:00AM
1 : 2000

2 DECEMBER 21 SHADOW STUDIES 12:00PM
1 : 2000

Shadow Studies - DECEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 DECEMBER 21 SHADOW STUDIES 01:00PM
1 : 2000

2 DECEMBER 21 SHADOW STUDIES 02:00PM
1 : 2000

Shadow Studies - DECEMBER

SHADOW STUDY LEGEND

- EXISTING SHADOWS
- PROPOSED BUILDING 28 STOREYS
- PUBLIC SPACES
- NET NEW SHADOWS BY PROPOSED DEVELOPMENT
- PROPOSED SHADOW OUTLINE
- AS-OF-RIGHT SHADOW OUTLINE

Assuming Site is Flat

1 DECEMBER 21 SHADOW STUDIES 03:00PM
1 : 2000

WIND STUDY

PHASE 1 - BUILDING A

09

Wind Study

A pedestrian level wind (PLW) study was undertaken by GRADIENT WIND to satisfy Site Plan Control application requirements for the proposed residential development located at 500 Coventry Road in Ottawa, Ontario. The mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are summarized as follows:

1. Most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, existing surface parking lots and drive aisles, the proposed drive aisles, walkways, and park, and in the vicinity of building access points, are considered acceptable. An area of interest that is predicted to experience windier conditions is described as follows:

    a. Grade-Level Outdoor Amenity. During the typical use period, conditions within the outdoor amenity situated to the northwest of the proposed development are predicted to be suitable for mostly standing, with conditions suitable for sitting at the southeast corner.

    a. Landscaping elements, including high-back bench seating flanked by dense raised plantings, as detailed on the grade-level landscape plan, are expected to effective in improving wind comfort conditions at the programmed seating areas within the outdoor amenity.

2. Regarding the common amenity terrace serving the proposed development at Level 7, wind comfort conditions during the typical use period (that is, May to October, inclusive) are predicted to be suitable for mostly standing, with conditions suitable for sitting to the south.

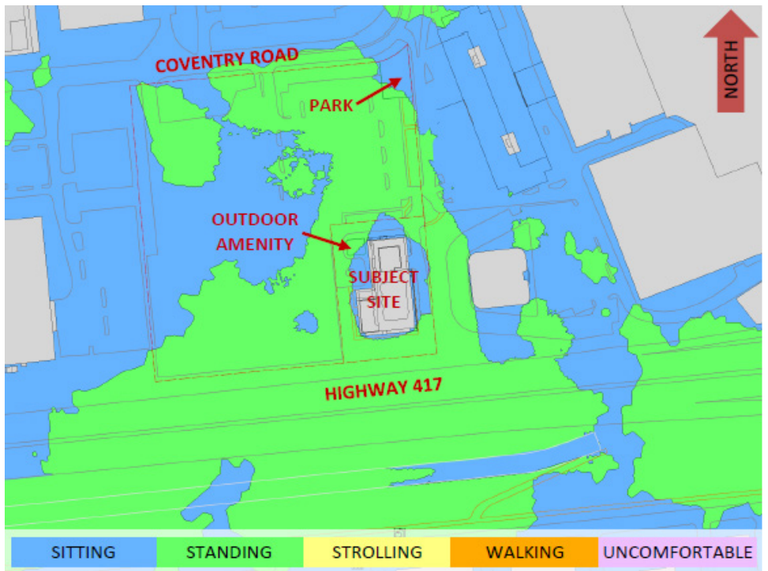
    a. The windy conditions within the amenity terrace are primarily attributable to the exposure of the terrace to prevailing winds from several directions, and the currently mostly low-rise suburban massing surrounding the development.

    b. Notably, the current proposed development comprises the first phase of a multi-block development. The future redevelopment of the area, including future development of the multi-block masterplan to the west, north, and northeast, and a future development site comprising seven high-rise buildings under review to the west at 400 Coventry Road are expected to provide modest shielding effects from prevailing winds, reducing the exposure of the terrace to prominent winds.

    c. Since a successful wind mitigation strategy responds to the programming of the terrace, to improve comfort levels within the Level 7 amenity terrace serving the proposed development, a coordinated wind mitigation strategy and terrace programming and landscaping design is required. Elements of the wind mitigation strategy may include 2-m-tall wind screens (as measured from the local walking surface), typically glazed, along select terrace perimeters, in combination with mitigation inboard of the terrace perimeters, which may take the form of wind screens or other common landscape elements.

    d. An appropriate mitigation strategy will be developed in collaboration with the design team, including the building and landscape architects, as the design of the proposed development and the programming of the terrace progresses.

3. The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, are expected anywhere over the subject site.



Source: Gradient's PLW Study Report. Figure showing typical use period – wind comfort at grade level.

NOTE: The results and recommendations derived from this study are further detailed in the 'Pedestrian Level Wind Study' Report, provided along with this submission.

SUSTAINABILITY

10

Sustainability Statement

Morguard's Commitment to Sustainable Development - Building and Supporting our Communities

A building is part of the fabric of a local community. It is a place where people live, work, shop, gather and grow. That is why it is so essential for community builders such as Morguard to work with their tenants and residents to ensure their buildings are sustainable and minimize impacts on the communities in which they operate by mitigating adverse outcomes.

As a socially minded, responsible, property owner and developer, we set sustainability priorities for new developments, existing properties and renovations. Every new project undertaken provides an opportunity to explore options for improved building system performance and construction techniques/materials that will contribute to building resilient communities.

Our Commitment

Morguard works with tenants, residents, and local community and public stakeholders – including municipal, regional, provincial authorities and industry organizations – throughout a property's life cycle. Morguard is committed to aligning new projects with leading sustainable development and construction standards and to keeping abreast of evolving sustainability standards for community and wellness. We seek out consultants and service providers who share this commitment to support our efforts.

All aspects of the projects we undertake, from upgrading existing infrastructure to enhancing the energy efficiency of a proposed building's systems, are approached with a sustainable investment perspective.

Morguard strives to achieve the LEED Gold standard for all new multi-residential buildings, which will be the target for the proposed building at 500 Coventry Road. LEED certified buildings are critical to addressing climate change and meeting ESG goals.

As such, the design and long-term operation of this building will consider not just overall energy performance, but specifically carbon reduction in the atmosphere through verification and commissioning of the building design and construction.

Additional design considerations more typically incorporated include EV charging infrastructure, resource management through measures such as indoor and outdoor water use reduction and re-use, construction and demolition waste management through diversion or minimizing waste generation, responsible sourcing of materials, indoor air quality, indoor environmental quality through measures such as maximizing occupant thermal comfort, and health and safety.

Connecting communities and environment

We understand that connecting communities – through less carbon-intensive construction, neighbourhood and transit-oriented development – is a key factor in our sustainable development strategy and the long-term success of our properties as we transition to a low-carbon economy.

Across Canada, Morguard is focusing development and redevelopment efforts in locations at, or near, transit stations. Access to transit is a key driver for new development. These locations are further supported by Morguard through the provision of non-vehicle modes of transportation, including pedestrian and cycling facilities that at least meet, or in this instance exceed, municipal requirements. At the same time, existing shopping centres and their surrounding land can be repurposed and revitalized with new development that supports the local economy by bringing more jobs to the area through low-carbon commuting. Although municipalities require that public space be part of the planning process, Morguard's approach is to go above and beyond, and provide more 'green' space (combination of public and private) than that required by the municipality.

Sustainability Statement

As part of our carefully considered development plans for 500 Coventry, Morguard intends to provide parks (combination of public and private), street lighting, sidewalks, and other forms of privately owned accessible land that are welcoming and inclusive and can be enjoyed by all residents, guests, visitors, and passersby.

These principles and measures are embodied in Morguard's principles of sustainability, which include:

Sustainable Buildings
Reducing Our Environmental Footprint
We will operate our buildings in alignment with our sustainability principles, and thus minimize our environmental impacts. We will achieve this by partnering with our tenants, residents, and partners and systematically applying innovative building solutions to reduce our combined environmental footprint.

Sustainable Development
Building and Supporting Our Communities
We will support the communities in which we operate by constructing sustainable real estate and developing localized philanthropy. As a real estate developer, we have a significant impact on communities and therefore have a unique responsibility to contribute to their sustainability.

Responsible Employer
Empowering Our People
We will create a culture of conservation, respect, inclusion, health, safety, and equal opportunity by removing the barriers that employees can encounter in meeting their individual needs. We will empower employees to ensure that Morguard retains, engages, and attracts innovative talent that will contribute to the success of our sustainability journey.

Our Voice
Advocating for Sustainable Real Estate
We will communicate our sustainability journey with passion, integrity, transparency, and pride. In doing so, we will not only inspire others to join us but ensure our stakeholders' support on our continued journey.

Our Sustainable House
Leading by Example
We will set an example through our business practices and inspire our stakeholders to follow our lead. As both a landlord and a tenant, we have the unique ability to demonstrate our commitment to sustainability in our properties. As a corporation, we will demonstrate best practices in responsible governance company wide.

For more information regarding Morguard's commitment to sustainability, please visit our website (morguard.com).

November 2024

Bird-Safe Design

In keeping with Ottawa's Bird-Safe Design Guidelines, 500 Coventry Road has been designed in a way to eliminate design traps such as glass passageways or corners that are invisible to birds. Through continued design of 500 Coventry road, we will adopt further measures to reduce the risk of bird collisions such as: treating glass to make it more visible as a barrier to birds; ensuring landscaping is designed to reduce the risk of collisions; designing exterior lighting to minimize impacts on night migrating or nocturnal birds; and ensuring that interior lighting will be minimized, especially during the spring and fall migration periods. Our considerations of each design guideline are listed below.

Guideline 1: Consider the environmental context

Based on the project's environmental context:

- An environmental impact study is not required,
- Our site does not fall adjacent to major waterways or migration corridors, reducing the risk of collision during spring and fall migration.

Guideline 2: Minimize the transparency and reflectivity of glazing

The building design has considered the reduction of transparent and reflective materials including:

- Avoiding monolithic, undistinguished expanses of glazing.
- Incorporating differentiation of material, texture, colour and opacity through precast and metal panels to fragment reflections.
- Incorporating bird-safe glass or glass with integrated protection measures to a minimum of 90% of glass within 16m from the greater of finished grade or the height of mature tree canopies.
- Incorporating bird-safe glass or glass with integrated protection measures at green roofs and rooftop terraces within 4m of the greater of the surface of the roof or terrace of the height of mature vegetation.

Bird-safe glass and glass with integrated protection measures shall follow the specifications laid out in the Ottawa Bird-Safe Design Guidelines.

Guideline 3: Avoid or mitigate design traps

The building has been designed in a way to minimize design traps as follows:

- The design does not include courtyards or glass in parallel settings and minimizes glass in perpendicular settings. In the later mentioned scenario, bird-safe glass or integrated protection measures would be used,
- Glass corners will be treated at least 5m in each direction,
- Glass railings or similar clear barriers will use bird-safe glass.

Guideline 4: Consider other structural features

To minimize the risks of birds colliding with other building features or getting trapped in features such as vents:

- Exterior antennas and tall structures will be minimized and grouped where possible,
- Self-supporting lattice or monopole towers will be used,
- Up-lighting rooftop equipment and features will be avoided,
- Grates will have a maximum porosity of 20x20mm or 40x10mm, or screened,
- Pipes, flues and vents will be capped.

In addition to the above-mentioned guidelines, Turner Fleischer Architects Inc. will work with landscape designers and lighting designers to ensure that we abide by the guidelines set out in Guideline 5, 6, and 7 to ensure overall bird-safe design by creating safe bird-friendly landscaping, designing exterior lighting to minimize light trespass at night, and avoiding nighttime light trespass from the building's interior.

TURNER FLEISCHER

Morguard

FOTENN
Planning + Design