

July 14, 2025

**Ms. Ann O'Connor**

Planner III

Development Review Central

Planning, Development and Building Services Department (PDBS)

City of Ottawa

110 Laurier Avenue West

Ottawa, ON K1P 1J1

Via Email: [ann.oconnor@ottawa.ca](mailto:ann.oconnor@ottawa.ca)

**RE: Urban Design Review Panel Report – 77 Metcalfe Street**

Dear Ms. O'Connor,

Please find attached the following materials, together forming the "UDRP Report", in support of the formal Site Plan Control application submission:

1. Comprehensive response to the UDRP Recommendations, dated July 14th, 2025.
2. Original UDRP Design Brief prepared by Neuf Architectes, as presented to the UDRP on January 10th, 2025; and,
3. UDRP Recommendations, as provided to Fotenn on January 27th, 2025.

Sincerely,



Nico Church, MCIP RPP  
Senior Planner



Evan Saunders, MCIP RPP  
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**FOTENN**

77 Metcalfe Street  
Response to UDRP Recommendations  
Site Plan Control Application

No.	Recommendations	Response
	Key Recommendations	
1	The Panel appreciates the comprehensive nature of the proposal, especially in addressing residential development in the central business district. The proposal’s civic importance is also noted, given the high visibility and its Metcalf address with proximity to key landmarks like the Museum of Natural Heritage and Parliament Hill	Noted.
2	The Panel recommends continuing to explore the environmental impact of the building, particularly regarding the conversion of office space to residential use, and further examining the carbon implications of the existing structure’s demolition. A more thorough analysis could help in making an informed decision to reduce environmental impact.	Groupe MACH considered the option but the existing structural limitation combined with the conversion costs mostly related to structural compliance with updated regulation are too high to make the project financially viable
3	The Panel recommends further consideration be given to the pedestrian realm, particularly along the street level. The goal is to improve the pedestrian experience with a focus on enhancing the ground floor elevation.	The new building enhances the pedestrian realm by providing a widened sidewalk, as the ground floor is set back compared to the previous structure. High-quality materials will be used at street level, including a curtain wall and granite cladding on the columns, ensuring a refined and visually appealing experience for pedestrians. Further, the design includes at-grade public realm space at the street corner and now incorporates a two-storey cantilever clearance along Metcalfe
3.1	Suggests the quality and color of materials at the street level should be carefully selected to ensure a welcoming and visually appealing sidewalk experience.	Light-colored finishes will create a bright and inviting public realm, while expansive glazing at the ground level will foster a strong visual and spatial connection between interior commercial spaces and the street. The granite cladding on the columns will serve as a prominent architectural element, providing a refined and tactile interface at street level, directly engaging with users and enriching the urban fabric
3.2	The cantilever design of the building at street level is a key feature, and the Panel suggests elevating it to enhance the pedestrian experience. A one-floor increase in height would allow for better clearance and a more luxurious feeling of space.	The soffit along the main frontage on Metcalfe has been elevated to reinforce a sense of openness and scale, enhancing the pedestrian passage. The granite cladding on the columns will serve as a prominent architectural element, providing a refined and tactile interface at street level, directly engaging with users and enriching the urban fabric.
4	The Panel recommends using noble materials for the podium base and encourages simplifying the volume expression.	The expression of the podium base has been refined by removing the black portion at its base, resulting in a more cohesive and streamlined design. Similarly, the tower’s expression has been simplified, adopting the light-colored finish of the podium to ensure a harmonious integration within a soft, cohesive palette. In response to the Panel’s recommendation regarding noble materials, light-colored granite will be incorporated at the ground level.



No.	Recommendations	Response
5	The Panel suggests exploring refinements to the glazing and the incorporation of other design elements like inset balconies. It is also suggested that the top of the tower should be a strong focal point, contributing to the building’s dynamism and sense of prominence.	Balconies are a key element of the residential experience, providing valuable private outdoor space for residents; therefore, they will be maintained in the design. To emphasize the focal point of the central volume, the central parapet will be raised, reinforcing the hierarchy of the tower’s crown and enhancing its prominence within the skyline. These refinements ensure a balanced composition while maintaining the functionality and quality of the living spaces.
Site Design & Public Realm		
6	The Panel encourages refining the public realm along the streets, particularly along Albert and Metcalfe streets. Given the constrained conditions of these streets, there is an opportunity to improve public realm.	The public realm along Albert and Metcalfe streets has been enhanced by widening the sidewalk through a recessed ground floor, improving pedestrian circulation. Light-colored materials and high-quality finishes, including granite cladding at the base, contribute to a refined and inviting streetscape. Large glazed openings strengthen the connection between interior commercial spaces and the public realm, while the elevated soffit along the main frontage enhances the sense of openness and scale.
7	The Panel recommends exploring ways to ensure the streetscape is more pedestrian-friendly by increasing the width of the sidewalk and providing additional space for trees and urban furniture, while minimizing interactions between these elements and the clearway.	The pedestrian experience has been significantly improved compared to the existing condition through sidewalk widening and the integration of a more generous public realm. The proposed setbacks align with the City's requirements, as confirmed following a meeting on October 17 with City staff. Additionally, a covered portion enhances comfort for pedestrians, with a two-story-high soffit along Metcalfe, extending over the plaza at the intersection and key entrances, and a one-story-high soffit along Albert. These adjustments provide clear and unobstructed pedestrian pathway. Through discussions with City staff, it was determined that the space available along the subject property's frontages is not suitable for such improvements.
7.1	The Panel recommends raising the soffit height by one floor to improve the sidewalk experience and create a more comfortable pedestrian environment.	Indeed, the soffit has been raised to a height of two stories along the entire length of Metcalfe and above the main entrance, reinforcing the hierarchy of the streets and enhancing the pedestrian experience.
7.2	The use of the ground-level darker materials should be reconsidered, as it may not enhance the pedestrian realm experience. Lighter, warmer tones, possibly using more durable materials, will provide a more welcoming atmosphere.	The darker portion at the podium, on the second level, has been removed as per the recommendation and light-colored granite will be installed at the ground level.
Sustainability		
8	The Panel supports the idea of reducing the environmental impact of the project, particularly regarding the retention of the existing building. While it may not be feasible to keep the entire structure, the Panel recommends further exploring ways to reduce the carbon footprint of the project, including keeping portions of the building where possible.	Project aims to obtain LEED certification. Group MACH considered retaining the existing building but found the conversion costs were prohibitive in making the project financially viable.
9	The Panel recommends enhancing the buildings long term sustainability by using durable materials, which can withstand the harsh climate and reduce long-term maintenance.	This project aims for LEED certification, prioritizing long-term sustainability. We aim to focus on repurposing demolition materials, reducing construction impacts, and implementing energy-efficient designs. In operation, we will optimize energy use with smart technologies, promote water conservation, and support waste reduction and green transportation. These measures ensure a sustainable, low-maintenance building that supports environmental responsibility and community well-being.

No.	Recommendations	Response
10	The Panel suggests exploring the opportunity to add a roof top amenity terrace as a means of improving sustainability and providing residents with access to green spaces, which would be particularly valuable in a dense urban environment.	Due to height restrictions, it is not feasible to incorporate a rooftop amenity terrace with an access structure. Common outdoor terraces have been incorporated at the 2nd and 11th storeys.
Built Form & Architecture		
11	The Panel recommends simplifying the architectural expression of the building by reducing the complexity of the podium.	The podium now features a uniform color palette, including the ground level, and the dark band previously present has been removed. This refinement streamlines the façade and creates a more cohesive, simplified appearance.
11.1	The base should focus on holding the edge of the street in a simple, solid and elegant manner, without unnecessary geometries that deviate from the surrounding context.	Noted. As previously noted, the revised design incorporates a simplified building expression, including at grade.
11.2	The use of brick in the podium is viewed positively, with a refined approach to its detailing. This would add complexity and beauty to the building while maintaining a sense of craftsmanship.	Noted.
11.3	The metal panel finishes at the ground floor level should be replaced with masonry to improve durability and to enhance the pedestrian realm experience.	The metal panel finishes at the ground floor level will be replaced with light-colored granite.
12	The Panel supports the idea of a more unified simplified architectural expression, above the base, particularly in the tower's massing. Simplifying the three-element materials tower design to two components would create a more cohesive look.	The podium has been simplified with a lighter color palette, aligning with the tower's design. The tower itself has been simplified by harmonizing the upper portion with a soft cream color, drawing inspiration from the podium's tones. Additionally, the central tower volume has been refined by emphasizing the vertical separation between the base and the top, with the lower portion raised to enhance the overall cohesiveness of the massing.
13	The Panel appreciates the integration of architectural elements but encourages more consistent detailing, particularly in the interface between the building and the public realm.	Noted. As previously noted, the revised design incorporates a simplified building expression, including at grade.
14	The Panel suggests improving the ground floor layout by reconfiguring the entry and lounge areas. Reversing these spaces would allow the entry area to better support movement and circulation.	Noted.
14.1	The Panel notes that the placement of the exit stair currently divides the lobby into two separate zones, disrupting the flow of the space.	Noted.
15	The Panel suggests reconsidering the programming of the corner space to bring activity to the area throughout the day and night, potentially incorporating an amenity space that contributes to the building's liveliness and integration into the neighborhood.	Noted.

Clarifications required - UDRP response discussion February 20th 2025		
	City requirement for adding street trees is under review.	Initial discussions with Forestry staff (Mark R.), identified that this location poses significant constraints to tree planting, and while they will always be requested as part of preliminary discussions, if it can be shown that their survivability is low or that the room below or above the tree is not conducive to them surviving, then this request may be withdrawn. The City will conduct an internal review to clarify the feasibility of adding street trees while maintaining the unobstructed sidewalk. This evaluation will also take into consideration the underground structure extending to the property line. We expect the City's response on this matter by March 7.

No.	Recommendations	Response
	The City is questioning the choice of the tower's color	The design team maintains that the contrast between the lighter portion and the darker volume at the corner emphasizes the building's verticality and helps refine the upper mass. Additionally, the light color harmonizes with the base of the project and contributes to simplifying the architectural expression, as previously noted in the UDRP comments.
	The City is questioning the cantilever height on Albert Street and requires further explanation to justify the decision to raise the soffit only on Metcalfe Street	The soffit height on Albert Street complies with regulatory requirements by providing a minimum clearance of 4.5 meters. Differentiating the soffit heights in this area enhances the sense of grandeur at the main entrance and emphasizes the building’s orientation toward the Parliament. Additionally, this height transition helps create a smooth integration between the neighboring building and the maximum height on Metcalfe Street. Please refer to the newly produced view (attached) to observe how this design contributes to a well-integrated architectural solution.

UDRP Presentation  
77 Metcalfe

**2025-01-10**

MACH

NEUF   
ARCHITECT(E)S

# Table of contents

- 3.** Groupe MACH
- 5.** Analysis of urban context
- 21.** Architectural proposition
- 66.** Conceptual landscape plan
- 68.** Pre-consultation meeting feedback answers
- 77.** SCHEDULE I - Slater servitude
- 105.** SCHEDULE II - Underground existing parking plan
- 108.** SCHEDULE III - Policy responses for UDRP
- 121.** SCHEDULE IV - Microclimate conditions - Wind study



## **THE EXPERIENCE OF A LEADER, THE RELIABLE VALUE IN REAL ESTATE**

Founded in 2000, Groupe MACH has never stopped surpassing itself. Its real estate complexes are perfectly adapted to the challenges of our time: inclusive, sustainable, and in harmony with their communities. MACH imposes the highest standards and adheres to best practices in governance and sustainable development. Today, it is one of the leading private real estate owners and developers in Canada.

Representing over 44 million square feet, its real estate portfolio includes more than 250 properties, including some landmark buildings in Montreal, such as the Sun Life Building, 1000 De La Gauchetière, the CIBC Tower, Place Victoria, and the KPMG Tower. The Jules-Dallaire Complex and Place de la Cité, in Quebec City, are also part of the portfolio. In recent months, MACH has made a remarkable entry into the Ontario market and has expanded into the Maritimes.

**44M**

SQUATE FOOT

**250**

PROPERTIES

**400**

PROFESSIONNALS



## 77 Metcalfe

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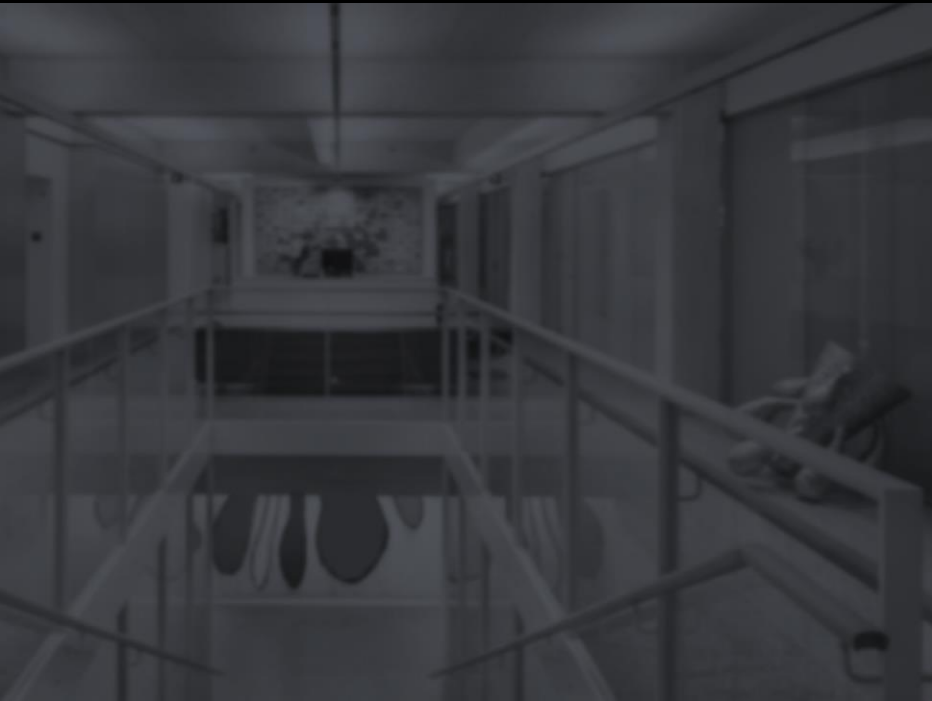
Located at 77 Metcalfe, Mach recently acquired a 140,000 sq. ft. 12-storey office building, situated in the heart of Ottawa's business district. A few steps from Parliament Hill, major hotels, Confederation Park, and the main attractions of the capital, it enjoys an ideal location with immediate access to public transport.

Group Mach plans to replace the current vacant office building with a 26-storey residential tower, a project that will revitalize downtown Ottawa.

**This transformation aligns with the evolving needs of the post-pandemic urban landscape, where increased residential spaces are essential to creating vibrant, animated city centers. The project will bring much-needed housing, energize the area, and support the economic and social fabric of downtown Ottawa.**

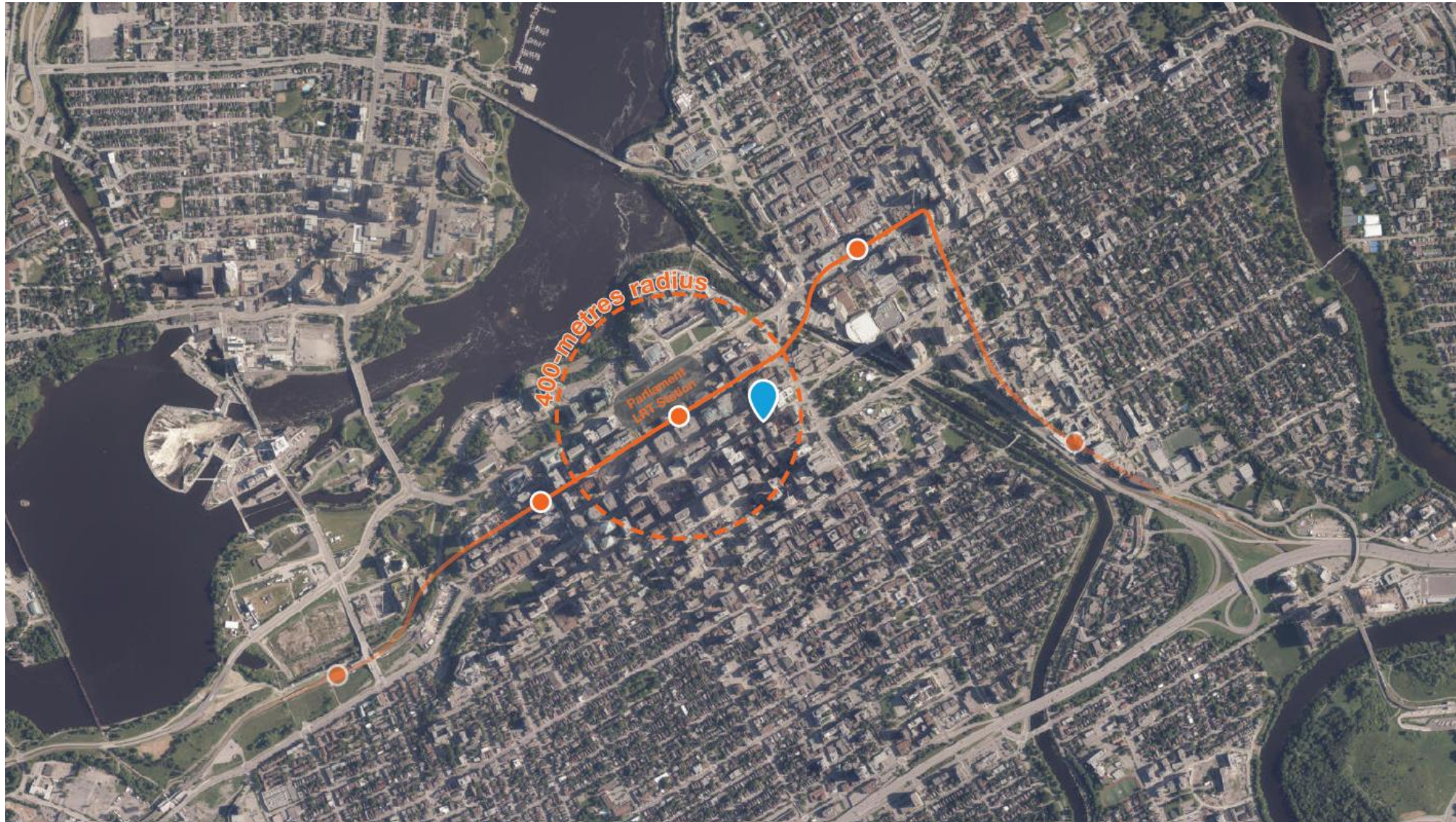


# Analysis of the urban context





## 77 Metcalfe – Site location



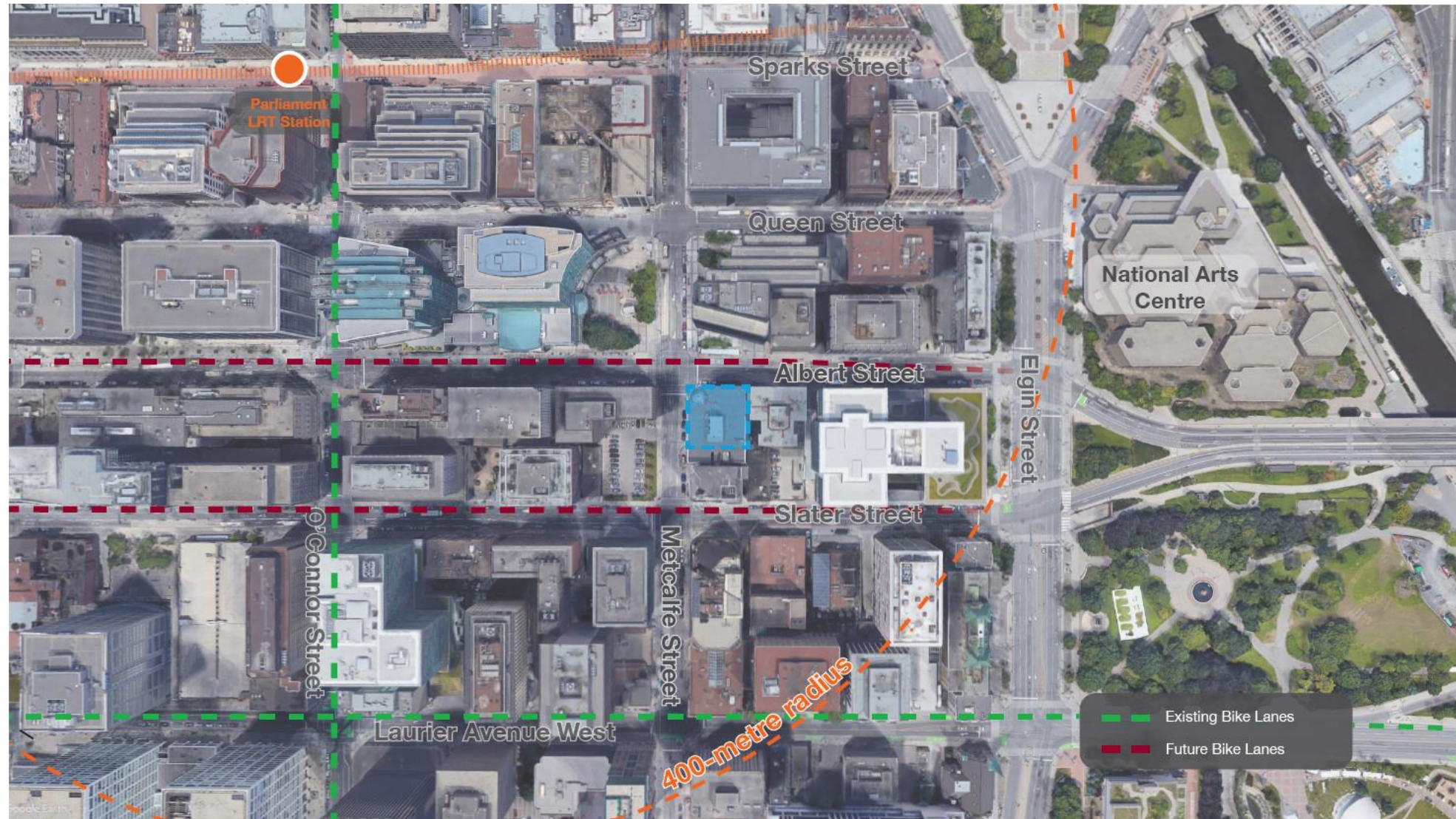


77 Metcalfe – Planned context



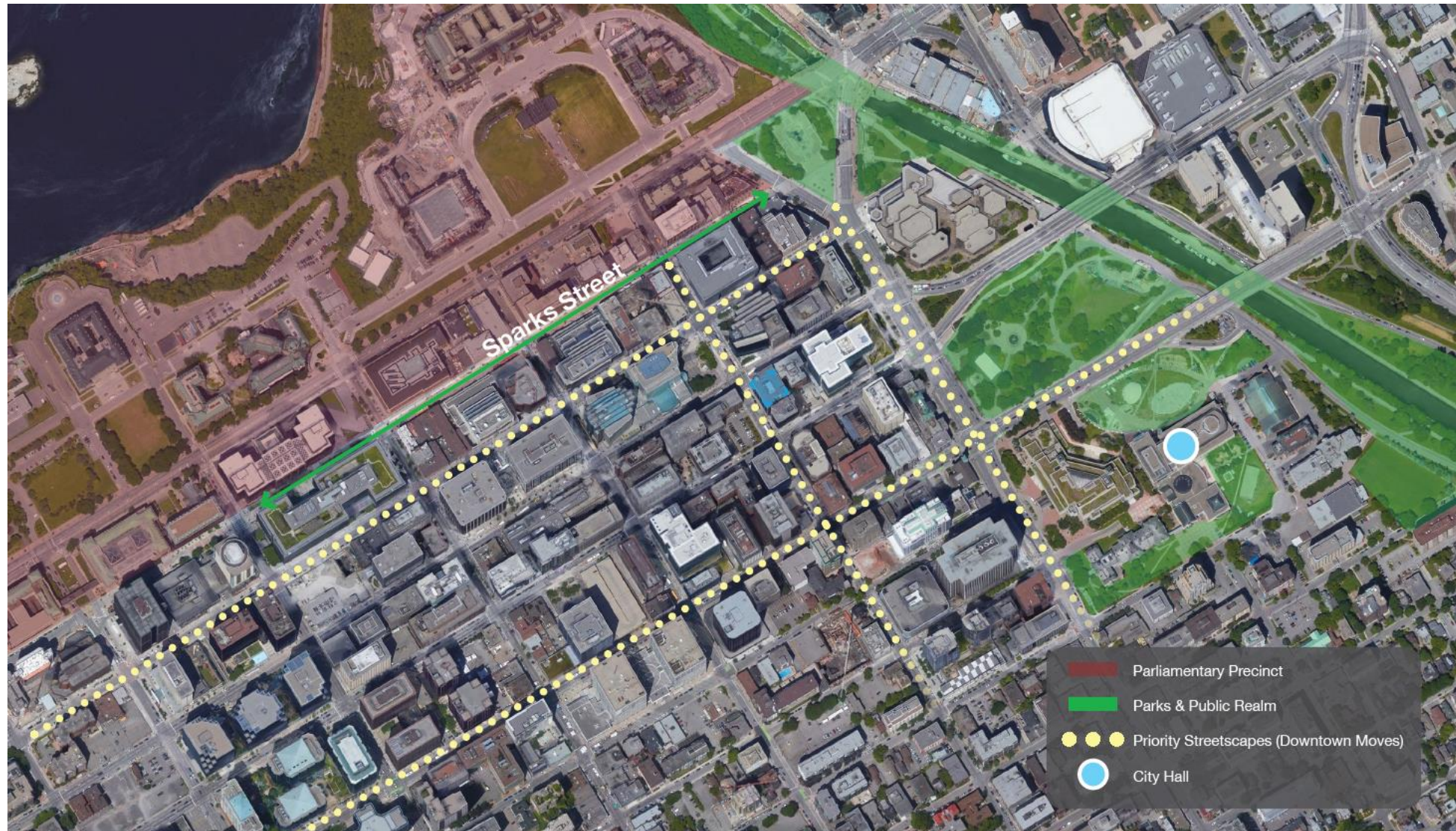


## 77 Metcalfe – Active transportation and sustainable mobility

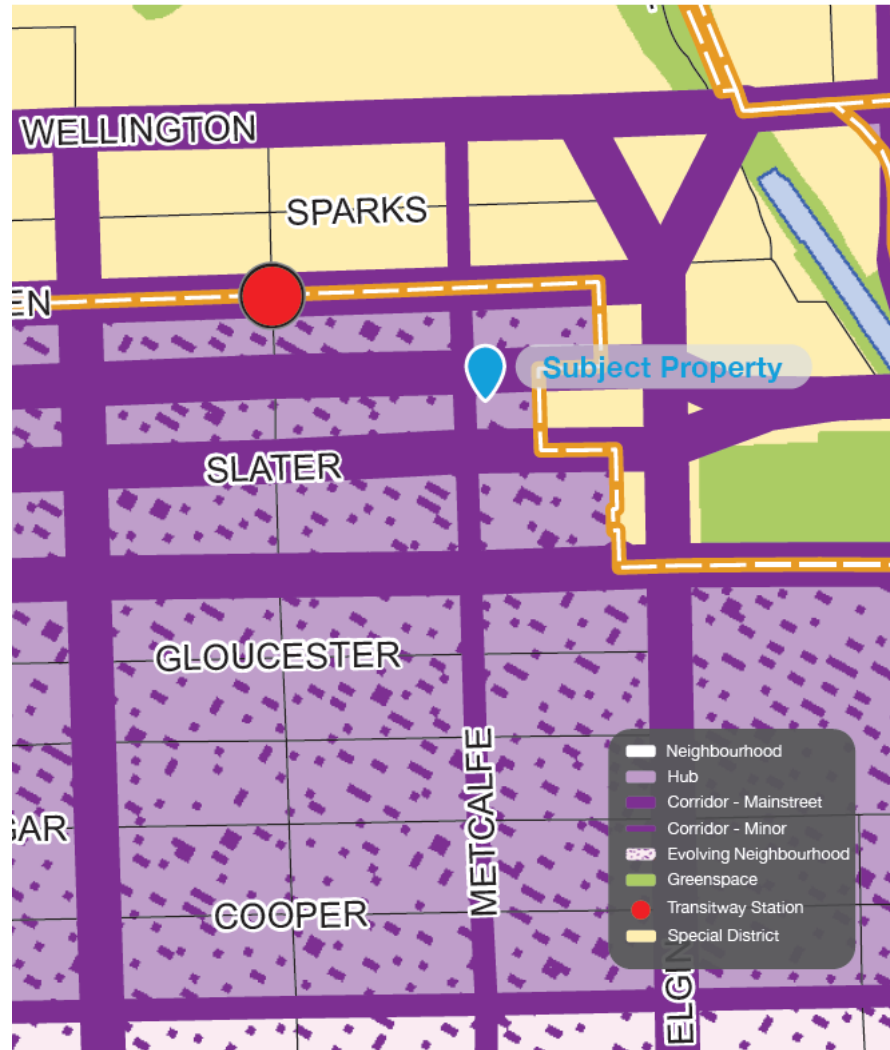




## 77 Metcalfe – Identification of public realm





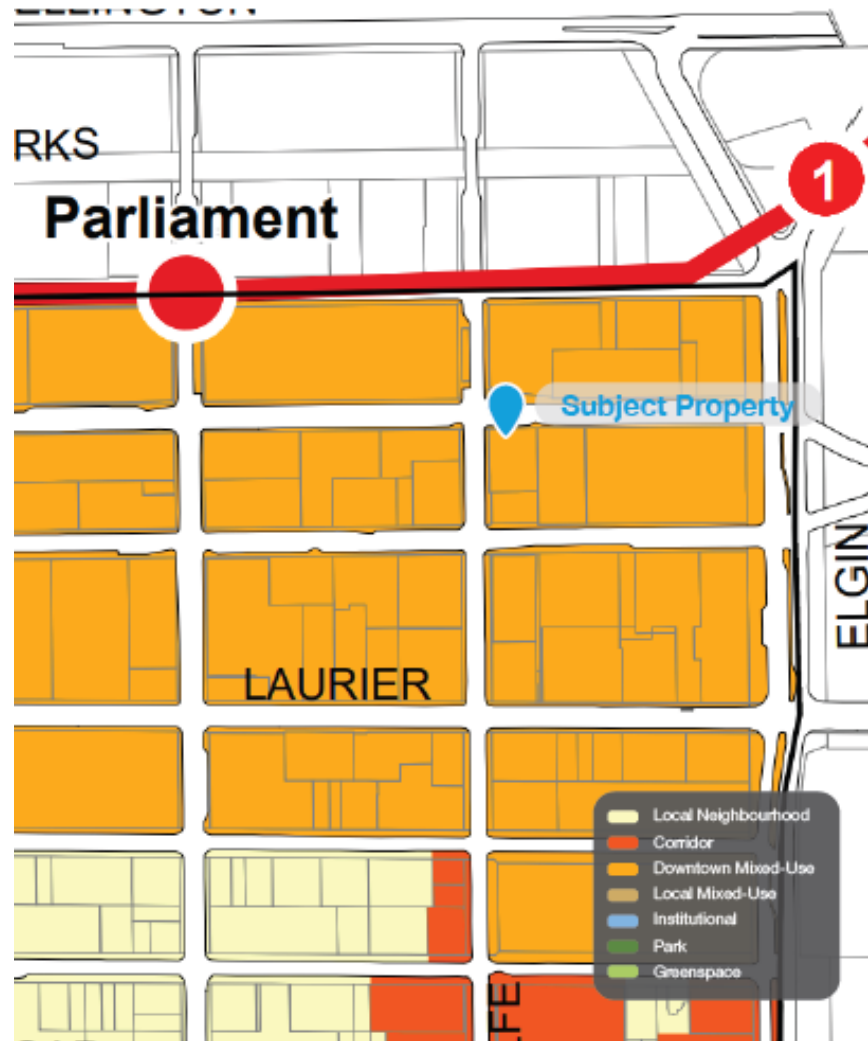


## Downtown Core Transect

### Mainstreet Corridor - Hub Designation

- Mature, high-density built environment in close proximity to several LRT stations and transit corridors
- Encourages street-oriented ground floor uses, contributing to the available services in the Downtown Core area in proximity to transit
- Subject to Schedule C6-B - Central Area Building Heights / Angular Planes

**The proposed development conforms to the policies of the Official Plan, including the Downtown Core Transect, Mainstreet Corridor, Hub designation, and PMTSA policies.**

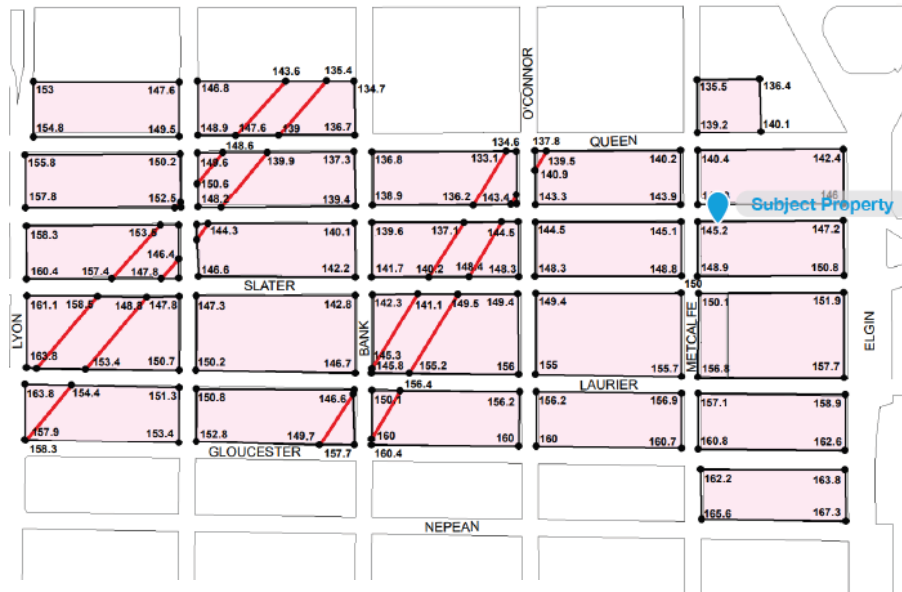


### Central & East Downtown Core Secondary Plan

- Supportive of a mixed-use character, and infrastructure to promote the area's role as a hub for commercial and social activity
- Promotes continuity of active frontages at grade (including residential, retail, and commercial)

**The proposed development conforms to the policies of the Central and East Downtown Core Secondary Plan, presenting a street-oriented, high-rise building, contributing to the evolution of Ottawa's downtown.**

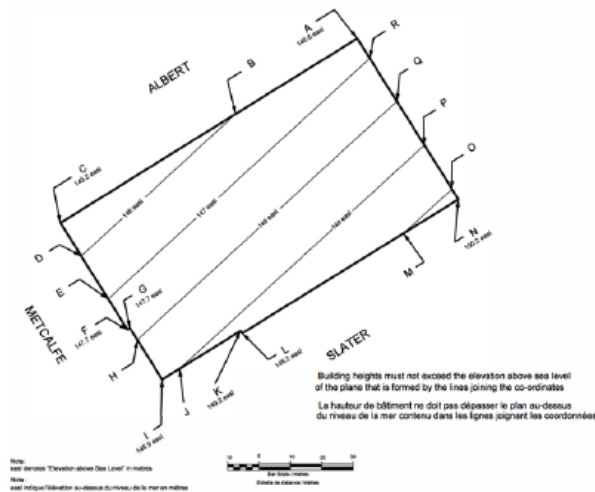
## 77 Metcalfe – Central Area Maximum Building Heights / Angular Planes



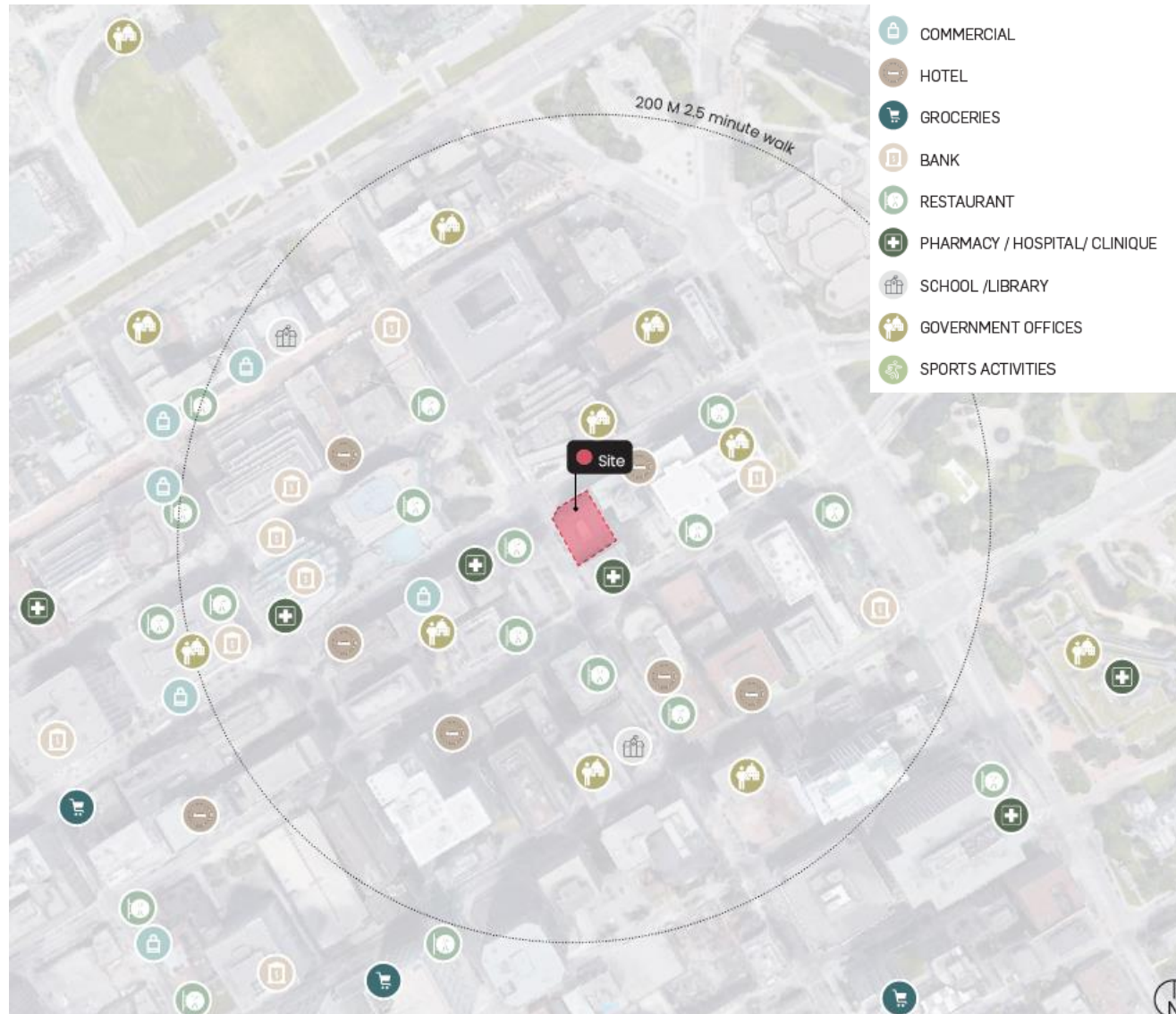
### Mixed-Use Downtown [Schedule 46] (MD S46)

- Represents a central employment, commercial, residential, and social hub.
- Seeks to ensure the compatibility of new development and the existing active transportation infrastructure, including sidewalks and dedicated bike lanes.
- Accommodating of a wide variety of land uses including high-rise apartment and retail.
- Schedule 32 details the maximum permitted heights, per the Parliamentary view planes.

**The proposed development is compliant with all applicable provisions of the Zoning By-law, including the maximum height provisions established through Schedule 32.**



## 77 Metcalfe – Local services



Metcalfe Street in downtown Ottawa is an exceptional location for a new high-rise residential and mixed-use building due to its vibrant urban setting and strategic proximity to key amenities. Nestled in the heart of the city's business district, it offers residents unparalleled access to a variety of workplaces, dining establishments, retail shops, and cultural institutions, all within walking distance.

Additionally, its close proximity to green spaces such as Confederation Park provides a balanced urban lifestyle, blending convenience with leisure. This dynamic environment makes 77 Metcalfe Street a prime spot for contemporary urban living and commercial activities, promising high demand and long-term value.



## 77 Metcalfe – Building heights in surrounding context



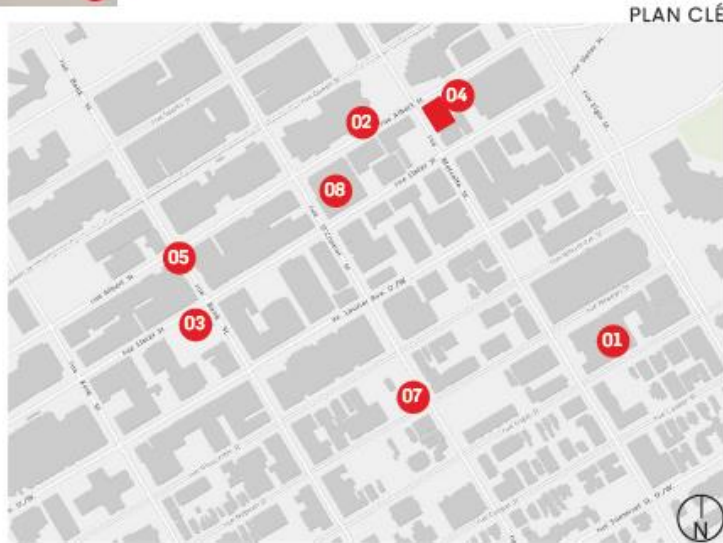
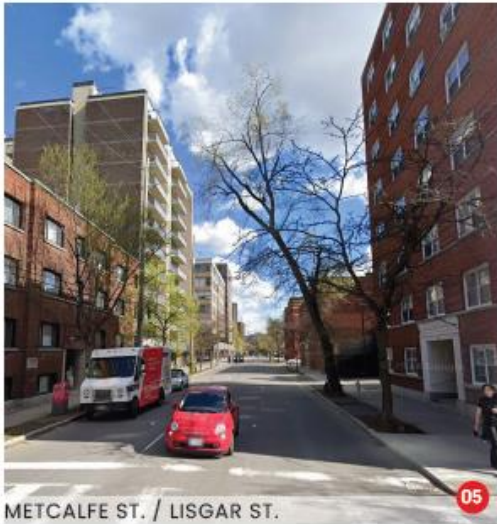


## 77 Metcalfe – Surrounding buildings





77 Metcalfe – Residential projects nearby



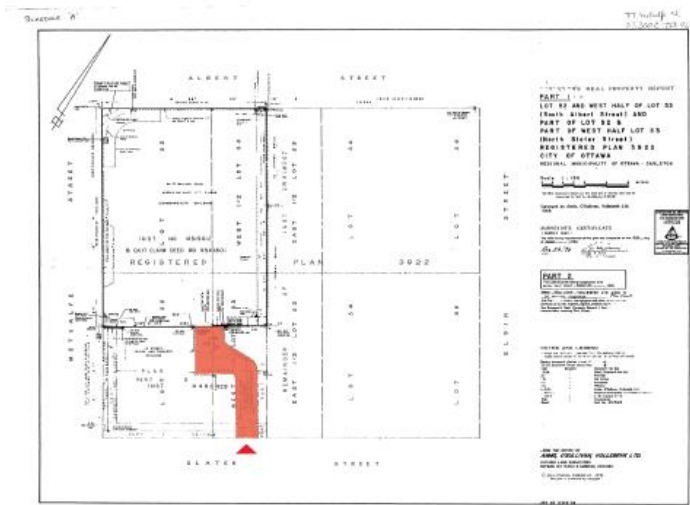


## 77 Metcalfe – Surrounding area from pedestrian perspective



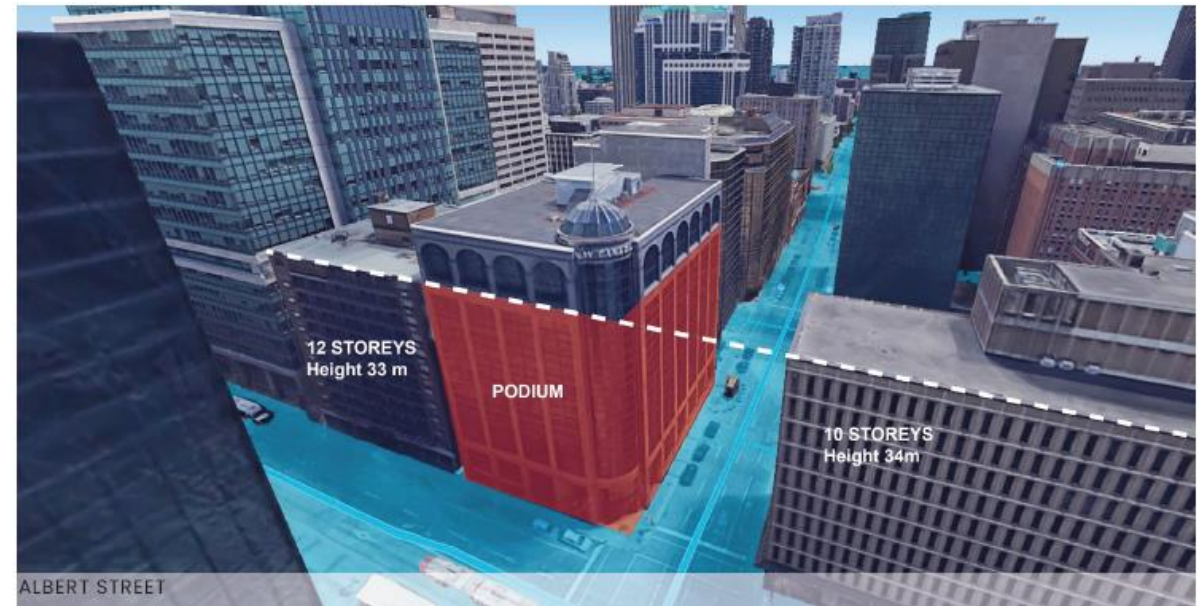
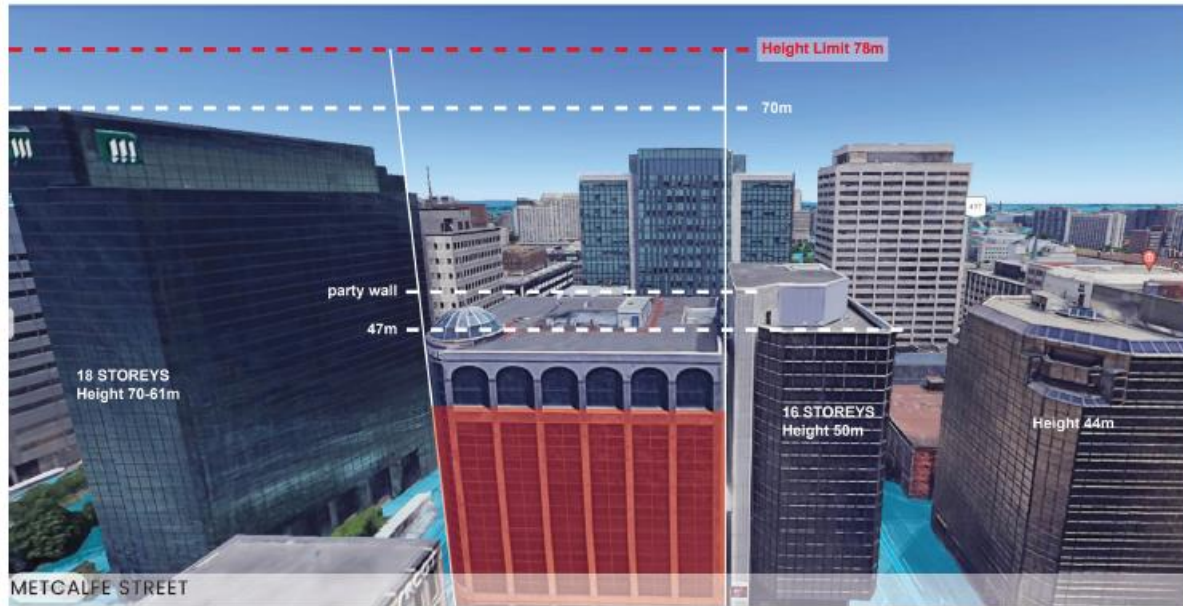


# 77 Metcalfe – Servitudes and relation to existing neighbouring buildings



**Note:**  
See schedule I for detailed description of Slater street servitude.

## 77 Metcalfe – Built form transitions to the surrounding area and buildings



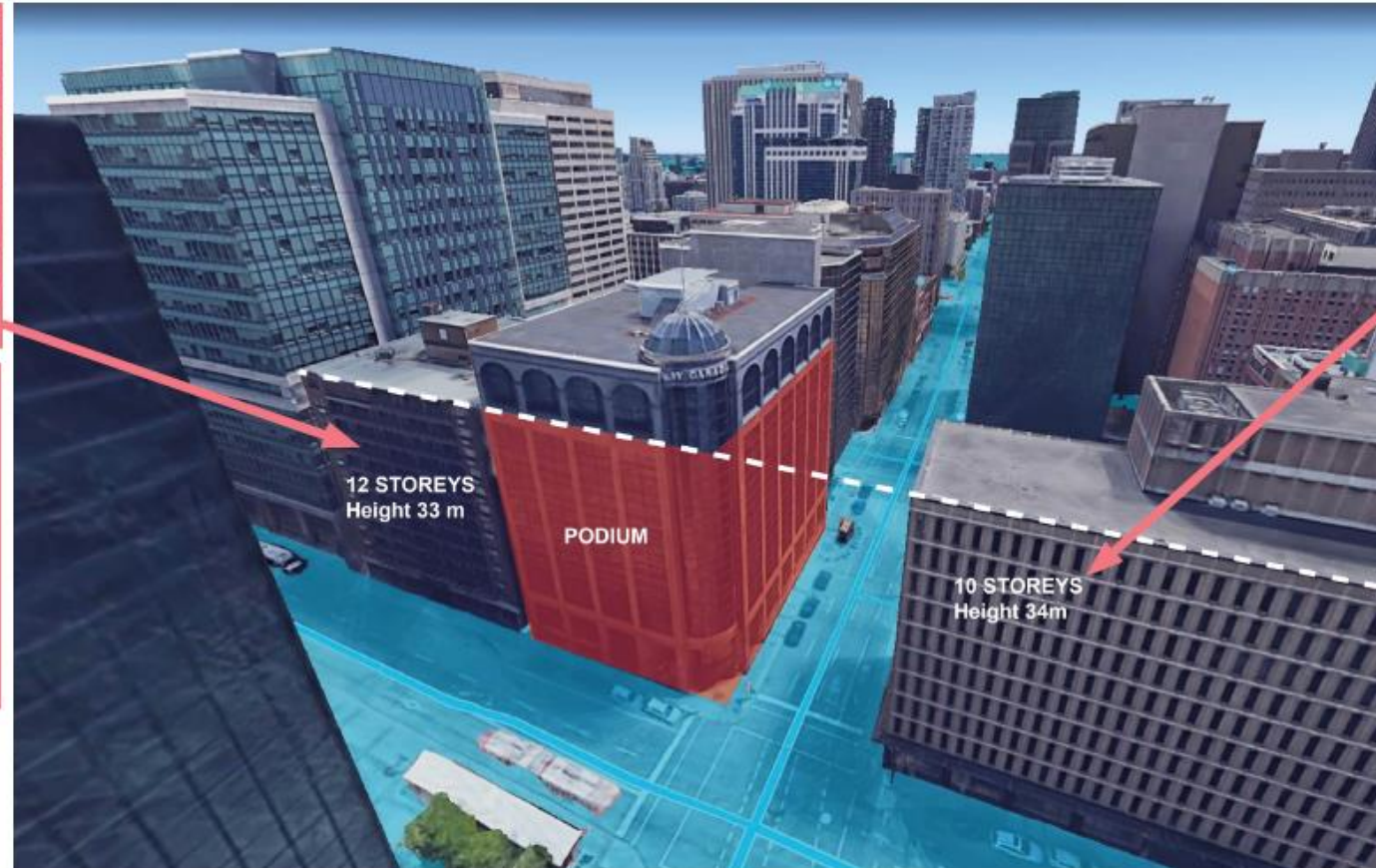


## 77 Metcalfe – Material observation

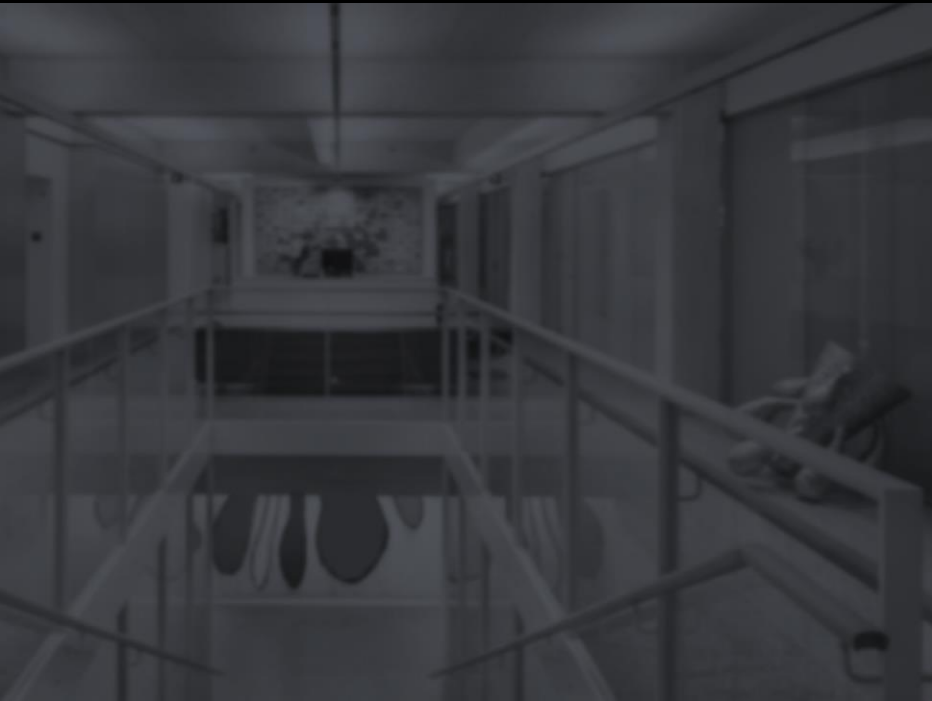
### BRICKS



### STONE PANELS/CONCRETE PANELS



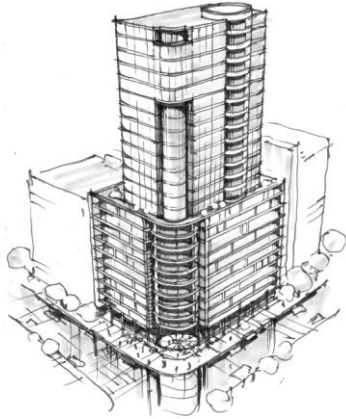
# Architectural proposition



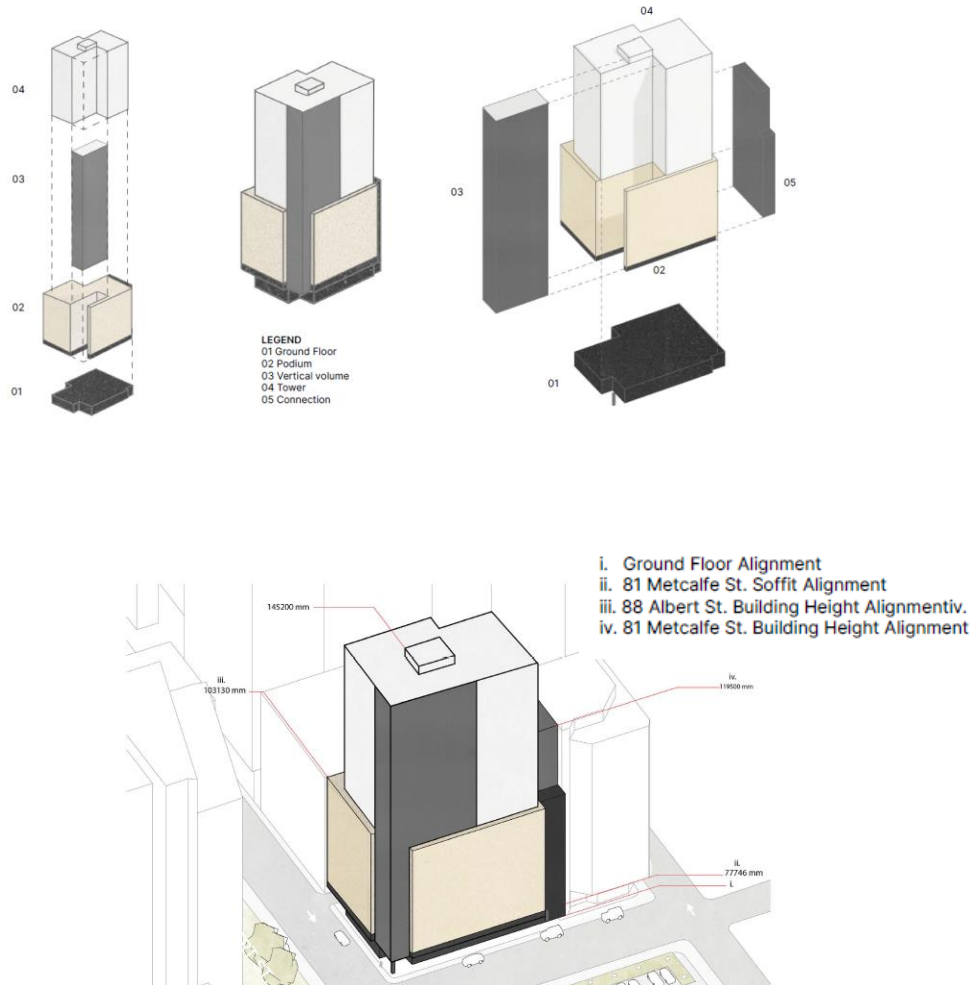


## 77 Metcalfe – Design evolution and sketches

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## 77 Metcalfe – Design statement



The design for this residential building seamlessly integrates into downtown Ottawa's urban fabric while making a bold architectural statement. It respects the existing built environment, prioritizes pedestrian safety, and celebrates Ottawa's cultural and architectural heritage.

The building complements the neighborhood's character by incorporating residential units on upper floors and commercial spaces on the ground floor, enhancing livability and functionality.

### Key design elements include

- A ground floor aligned with the existing streetscape, ensuring harmony with the neighborhood.
- A 4.5-meter human-scale cantilever, providing a safe and inviting pedestrian walkway.
- A distinctive podium, using alignments and materiality to reflect both context and modernity.
- The design pays homage to Ottawa's iconic landmarks, particularly Parliament Hill, by using the dark gray portion of the tower to establish a deliberate architectural orientation. This thoughtful element creates a visual dialogue between the contemporary structure of 77 Metcalfe and the historic significance of the Parliament Buildings.

## 77 Metcalfe – Perspective view – *From the World Exchange Plaza*

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## 77 Metcalfe – Perspective view – Slater street





## 77 Metcalfe – Perspective view – *Albert Street*





## 77 Metcalfe – Perspective view – Metcalfe street





## 77 Metcalfe – Perspective view – *Metcalfe street*



Architectural alignment with 81 Metcalfe has been thoughtfully designed to harmonize with proposed building's materiality.

This approach not only enhances the integration of the new structure within the surrounding context but also provides superior pedestrian protection with a 4.5-meter clearance.



## 77 Metcalfe – Metcalfe and Albert corner dynamics

The intersection at Metcalfe Street will soon undergo a significant revitalization, with the upcoming development at 77 Metcalfe poised to play a key role. This new residential tower will provide a much-needed architectural refresh for downtown Ottawa, with thoughtful design elements like quality architecture, generous setbacks under with the cantilever, and ground easements that enhance pedestrian and cyclist safety across both public and private spaces.

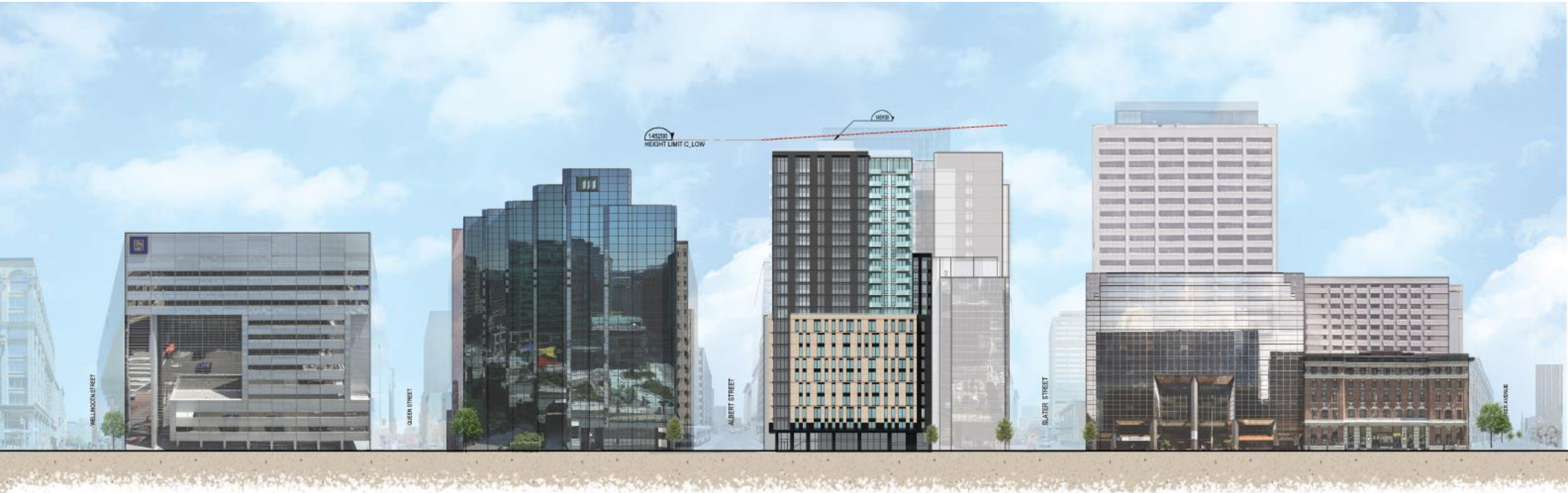
77 Metcalfe will serve as a cornerstone in reimagining the urban landscape, promoting a more pedestrian- and cyclist-friendly public realm. In preparation for this, Mach submitted pre-development documentation to the City of Ottawa, receiving valuable feedback. Among the recommendations was to animate the corner with street art, greenery, or other features to create a more inviting public space.

Mach is mindful, however, that such additions must not compromise walkability or obstruct safe bike passage and vehicle visibility. Mach believes that prioritizing ample, unobstructed space on the corner will ultimately contribute to a safer, more welcoming experience for pedestrians and cyclists, aligning with the city's vision for a vibrant and accessible downtown.

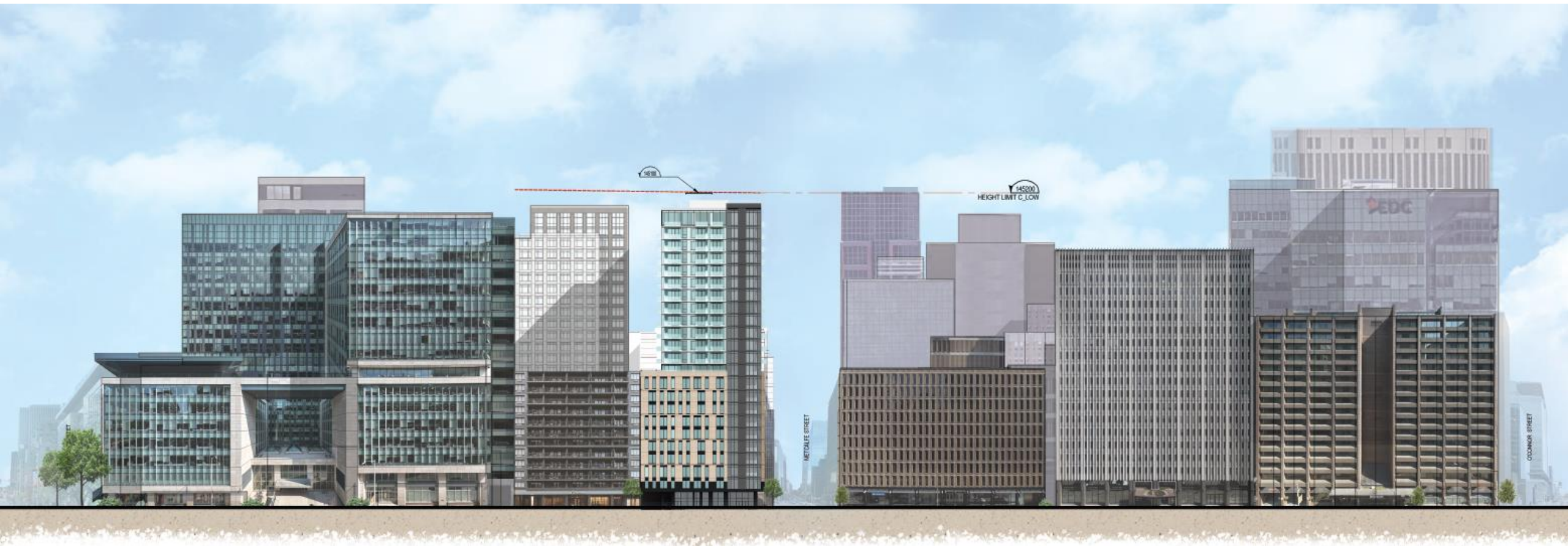


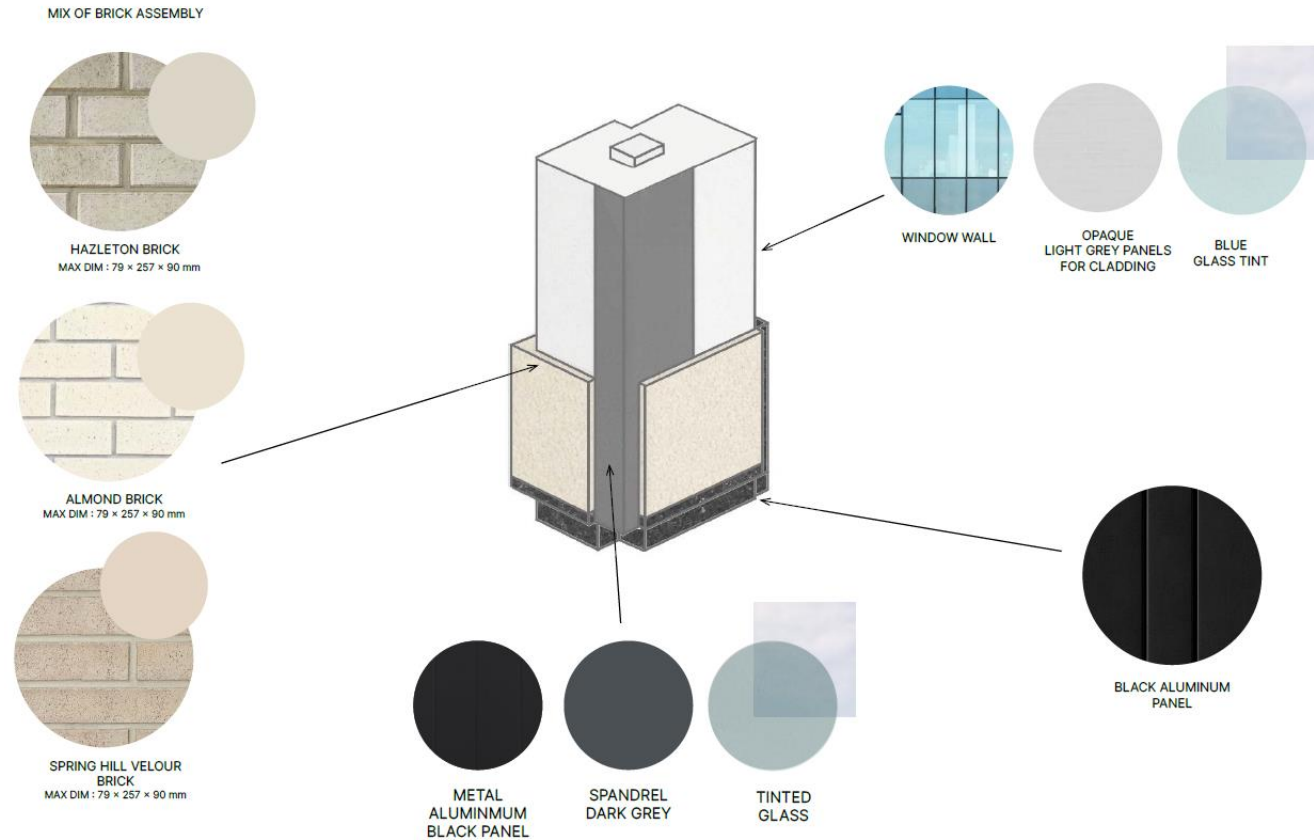


## 77 Metcalfe – Section drawing showing Parliament height limits - *Mefcalfe*



## 77 Metcalfe – Section drawing showing Parliament height limits - *Albert*



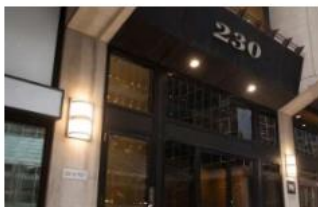


The design uses materials that complement the architectural language of surrounding buildings. This maintains a cohesive urban fabric in the center of Ottawa.





81 METCALFE



230 QUEEN ST



116 METCALFE ST



99 OTTAWA ST



VERTICAL METAL CLADDING



1 WESTMOUNT SQ, QC



DARK BASE - CONTRAST



JUXTAPOSITION OF MATERIALS



CHOSEN MATERIALS



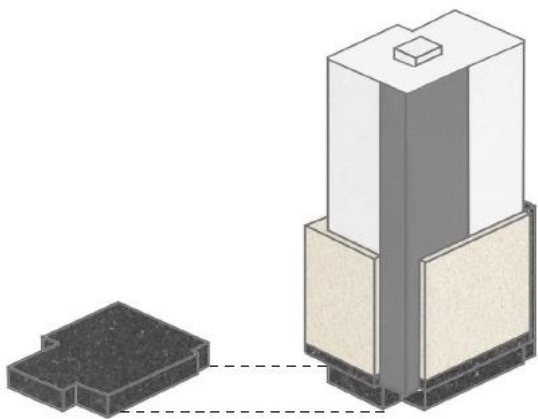
CONCRETE BASE



BLACK ALUMINUM  
PANEL

The use of dark metal panels create a distinct base that contrasts with Metcalfe Street's historical architecture, defined by classical elements and light-colored stone facades.

The bold and modern aesthetic introduces contemporary sophistication, while the concrete base grounds the design and bridges traditional and modern architectural languages, reflecting Ottawa's evolving identity.



GROUND FLOOR



30 METCALFE  
SURROUNDING BUILDING



JAMES MICHAEL FLAHERTY  
SURROUNDING BUILDING



85 ALBERT ST. | SURROUNDING BUILDING



SPRING HILL VELOUR BRICK

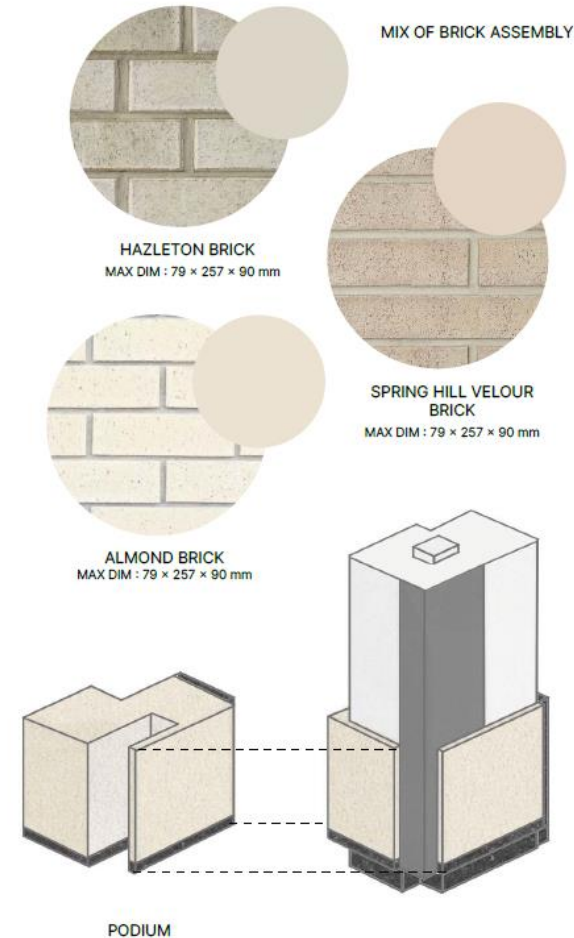


NORDSTROM, BC - TONES

REPRODUCE COLOR PALETTE



JUXTAPOSITION OF MATERIALS AND COLOR TONES



In contrast with the ground floor, the podium uses a mix of neutral and warmer tone bricks in its materiality.

This color palette respects the existing pale stone facades found in the surrounding area. A dark horizontal metallic band at the base of the podium respects the existing urban fabric and building height.



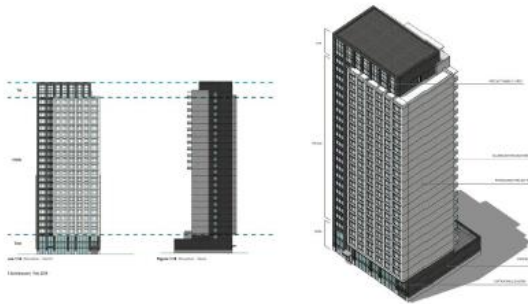
## Metcalfe – Architectural concept – form and materiality – *Vertical volume*



VERTICALITY



METAL PANELS + SPANDREL



81 SLATER (APPROVED BY CITY) | SURROUNDING BUILDING



BLACK PANELLING - METALIC NO CONCRETE



75 ALBERT ST. | SURROUNDING BUILDING



METAL  
ALUMINUM  
BLACK PANEL



SPANDREL  
DARK GREY

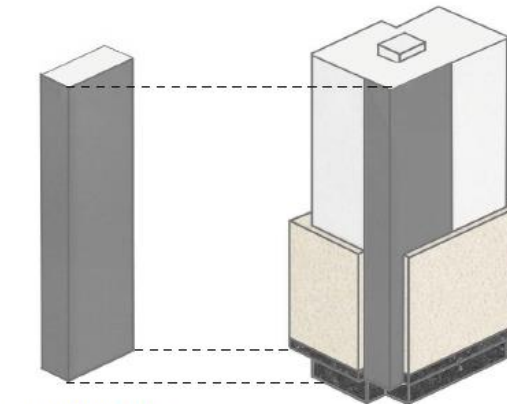


TINTED  
GLASS

The dark vertical volume connects the podium and tower at the corner of Metcalfe and Albert Street.

The vertical aluminum panels paired with a dark spandrel grey and tinted glass create a seamless architectural gesture that is bold, emphasizing its verticality.

To add, its orientation fosters architectural movement towards the Parliament.



VERTICAL VOLUME

## Metcalfe – Architectural concept – form and materiality – *Tower window wall*



100 QUEEN STREET  
SURROUNDING BUILDING



55 METCALFE  
SURROUNDING BUILDING



HORIZONTAL METAL BAND



PARK ASSOCIATI PHARO



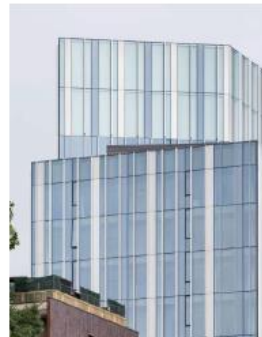
400 ALBERT ST.  
SURROUNDING BUILDING



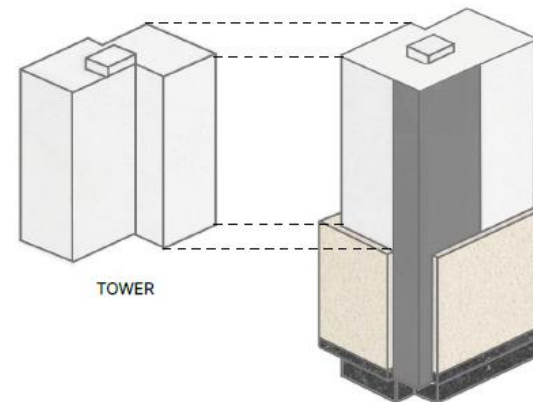
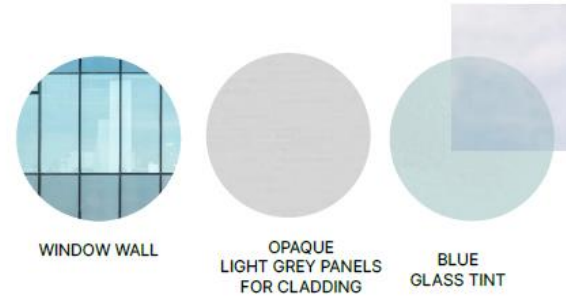
JAMES MICHAEL FLAHERTY  
SURROUNDING BUILDING



YUL CENTRE-VILLE



PARK ASSOCIATI PHARO



The tower features a window wall system that seamlessly integrates into the project while complementing the existing buildings.

Horizontal metal bands are incorporated to emphasize a sense of horizontality and visual cohesion.



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NEUF ARCHITECTES SENCRI

**GROUPE MACH**

OTTAWA, ONTARIO

13466

---

Préliminaire

AS OSTR

---

MM KP

As indicator

**STREET ELEVATION -**

**WEST (METCALFE)**

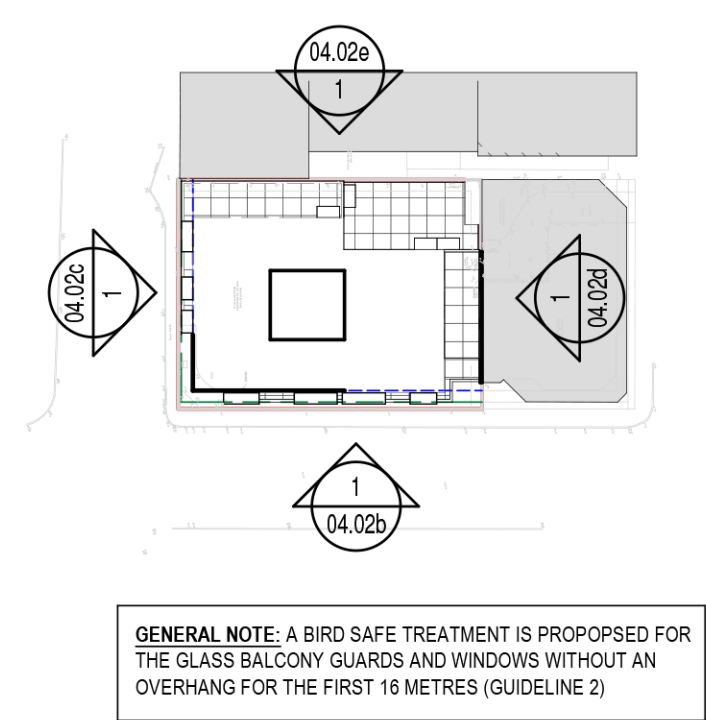
RÉVISION Revision NO. DESSIN Dwg Number

04 001

04.02b







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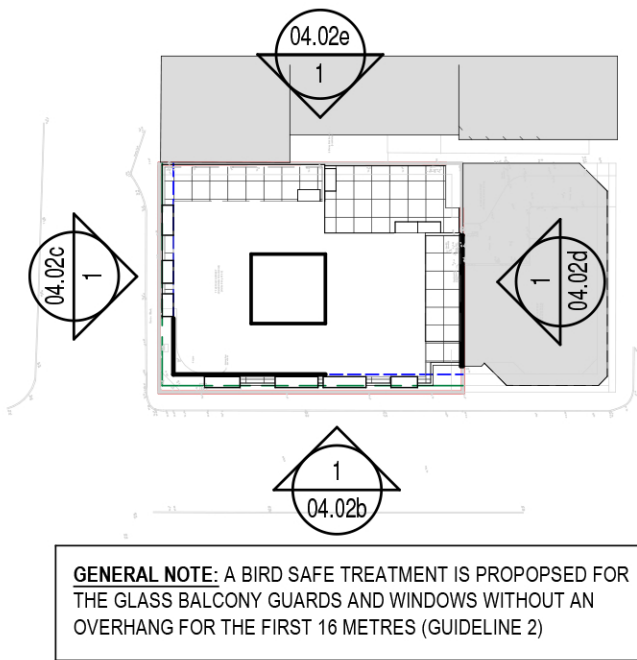


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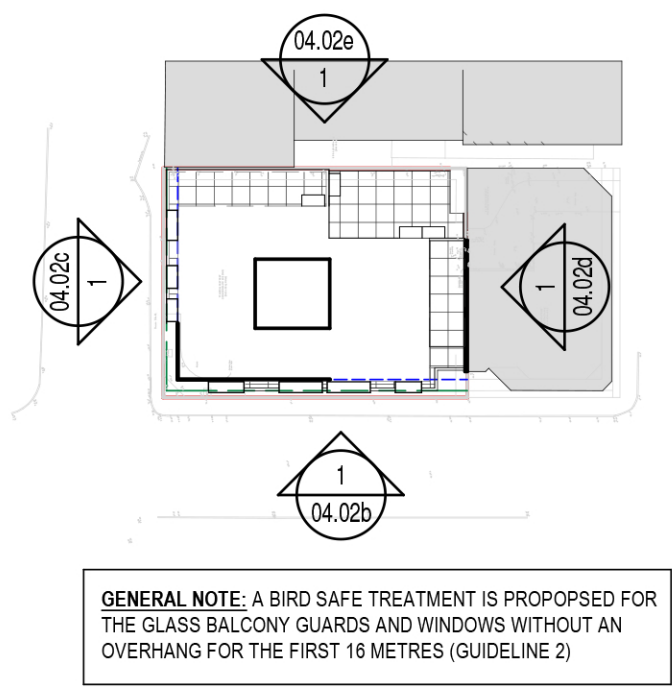
630, boul. René-Lévesque O. 32e étages, Montréal QC H3B 1S6  
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04 00-1

## 04.02d





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OTTAWA, ONTARIO 13466

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DESSINÉ PAR Drawn by  
AP CI  
DATE (aa.mm.jj)  
2024 10 29

VÉRIFIÉ PAR Checked by  
MM KP  
ÉCHELLE Scale  
As indicated

## STREET ELEVATION - EAST

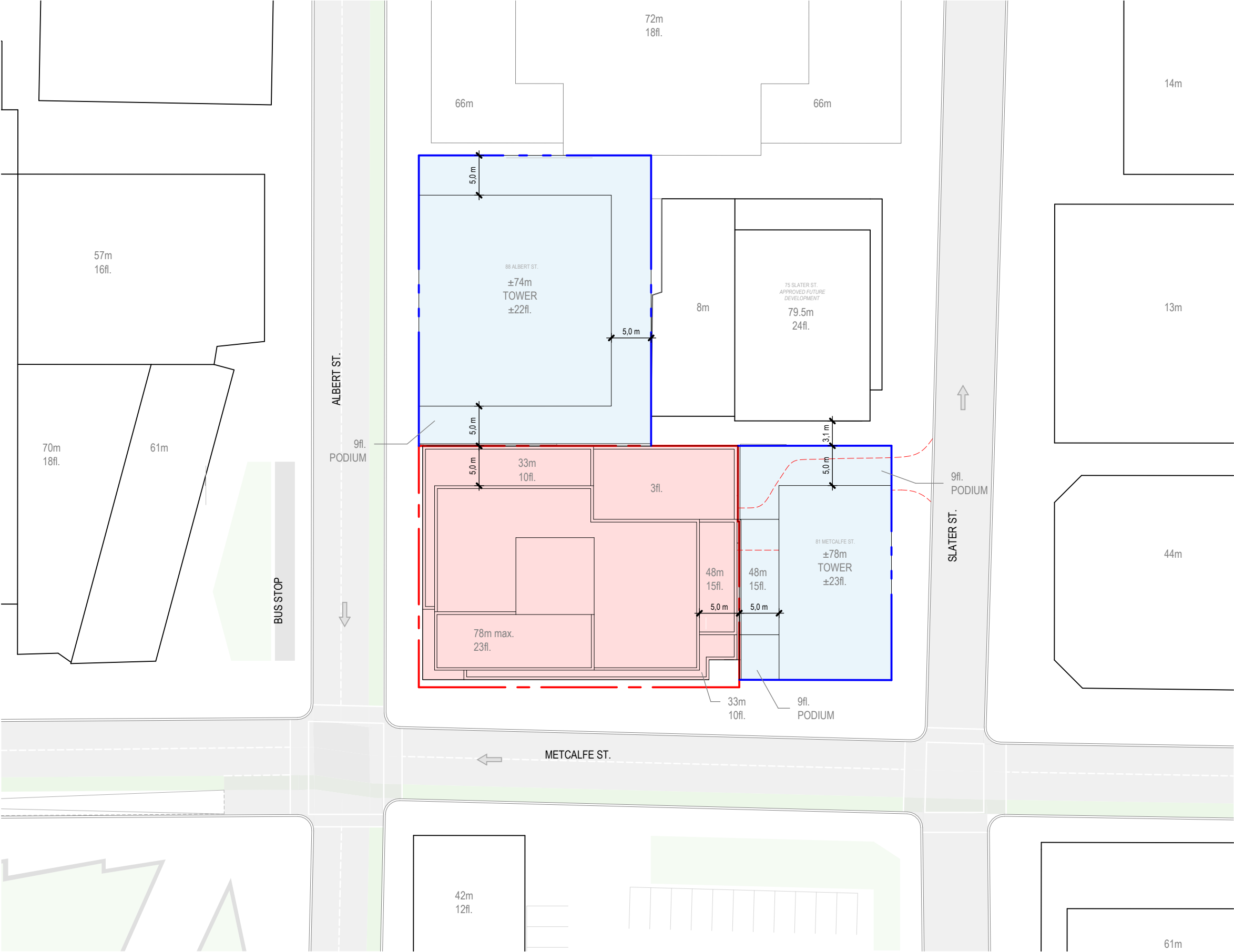
RÉVISION Revision NO. DESSIN Dwg Number

## 04.02e

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1  
04.02e



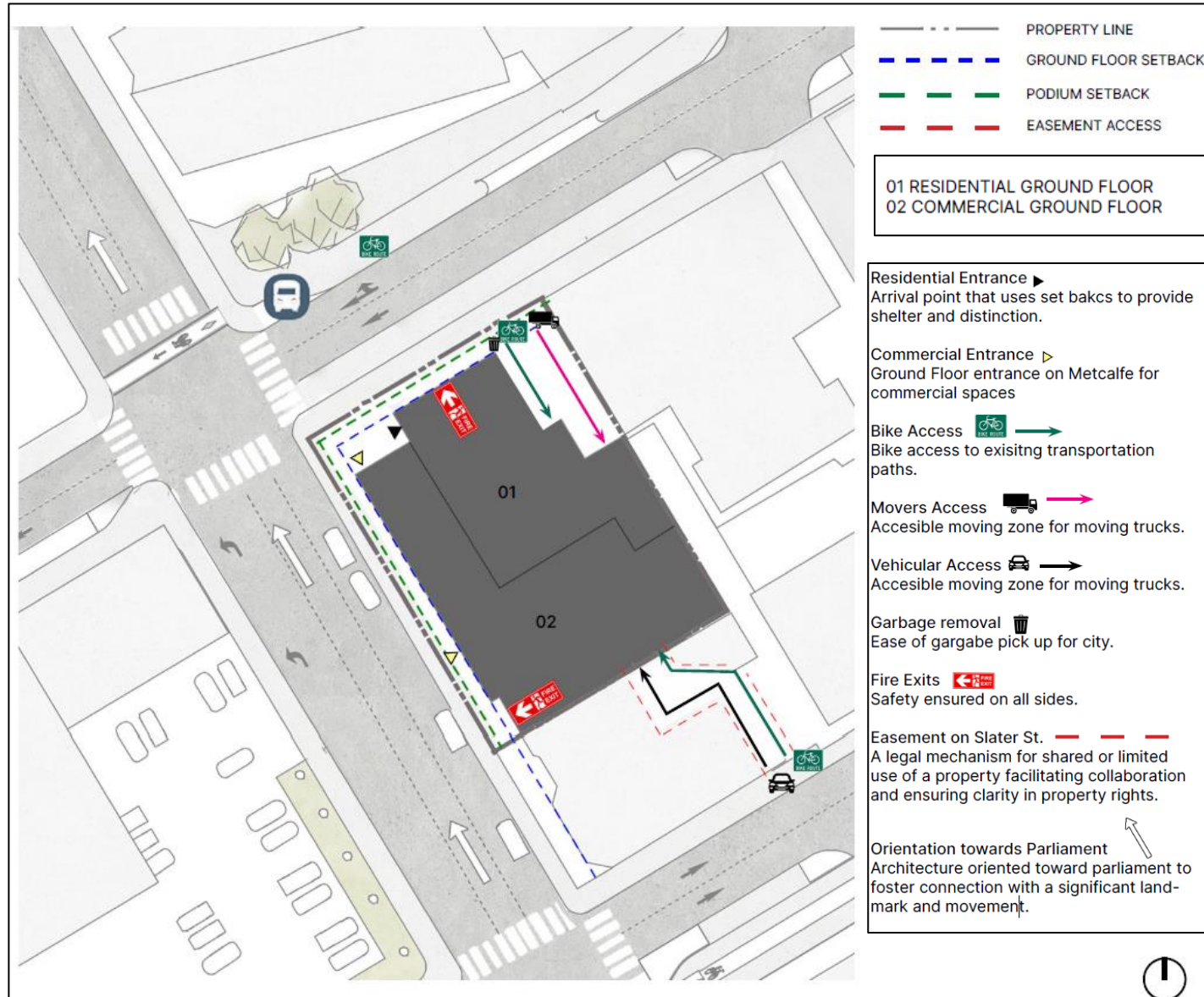


**LEGEND**

- PROPERTY LINE  
77 METCALFE
- PROPERTY LINE  
ADJACENT
- PROPOSED DEVELOPMENT  
77 METCALFE
- POTENTIAL RE-DEVELOPMENT  
ADJACENT



## 77 Metcalfe – Ground floor interactivity and animation



The ground level hosts 50% commercial spaces that are surrounded by community-oriented public spaces.

The building's podium aligns with existing pedestrian and vehicular pathways, ensuring seamless connectivity and accessibility on the east side, while the west edge entrance features architectural setbacks that create a distinct and welcoming arrival point with added shelter.















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GENERAL NOTES	
NOTE	DESCRIPTION

BICYCLES	
P2 EXISTING (SURVEYOR PLAN 24.08.03)	
HORIZONTAL	2
HORIZONTAL STACKED	88
VERTICAL	14
P1 EXISTING (SURVEYOR PLAN 24.08.03)	
HORIZONTAL STACKED	116
VERTICAL	5
GF - LOBBY	
HORIZONTAL	3
HORIZONTAL STACKED	6
	234

**LEGEND**

	EXITS		LOADING ZONE		PROPERTY LINE
	ACCESS TO BUILDING		PEDESTRIAN TRAFFIC		GROUND FLOOR LIMIT
	VEHICLE ENTRY		SURFACE EASEMENT		PODIUM LIMIT
	BARRIER/FREE		EXISTING EASEMENT <small>FROM LOT 1 TO THE FORMER BELLARY DRIVE</small>		TOWER LIMIT

	PROPOSED STREET		STRUCTURE		VENTILATION		ELECTRICITY		PLUMBING		FIRE PROTECTION		INTERIOR DESIGN
---	-----------------	---	-----------	---	-------------	---	-------------	---	----------	---	-----------------	---	-----------------

PROPOSED STREET DRAWING RECEIVED FROM GROUPE MACH: 24.11.20 CP00073 (closed.doc)

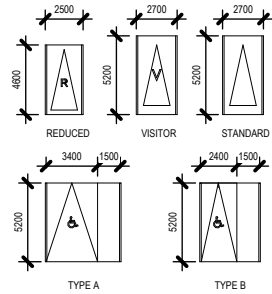
0    1    2    3    4    5







### PARKING LEGEND



### BICYCLE RACK LEGEND

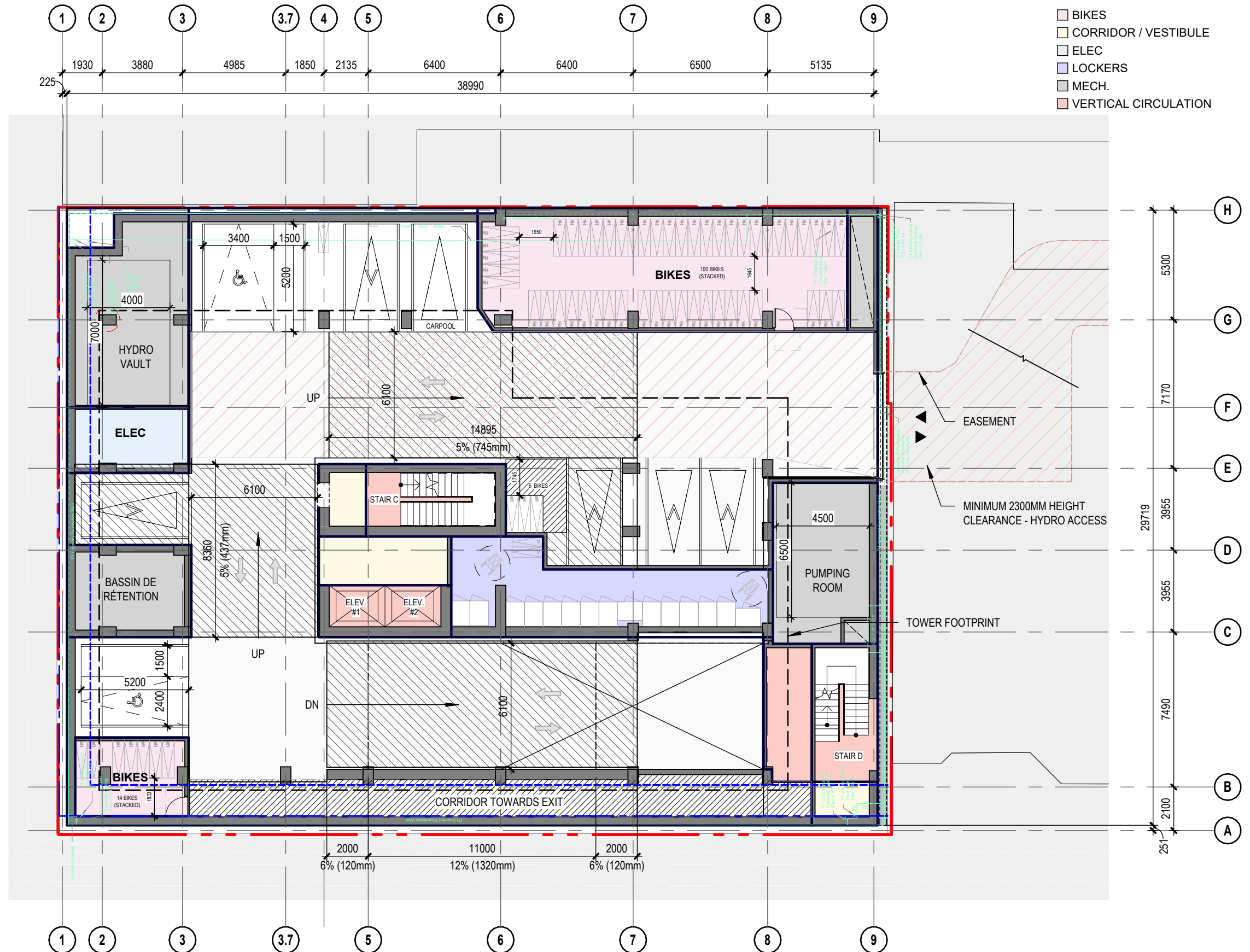


### BICYCLES

P2 EXISTING (SURVEYOR PLAN 24.08.08)	
HORIZONTAL	2
HORIZONTAL STACKED	88
VERTICAL	14
P1 EXISTING (SURVEYOR PLAN 24.08.08)	
HORIZONTAL STACKED	116
VERTICAL	5
GF - LOBBY	
HORIZONTAL	3
HORIZONTAL STACKED	6
	234

### PARKING

P2 EXISTING (SURVEYOR PLAN 24.08.08)	
REDUCED - 2400mmx4600mm	1
STANDARD - 2600mmx5200mm	1
VISITOR - 2600mmx5200m	17
	19
P1 EXISTING (SURVEYOR PLAN 24.08.08)	
BARRIER FREE - TYPE A 3400mmx5200mm	1
BARRIER FREE - TYPE B 2400mmx5200mm	1
CARPOOL - 2600mmx5200m	1
VISITOR - 2600mmx5200m	5
	8
TOTAL: 27	

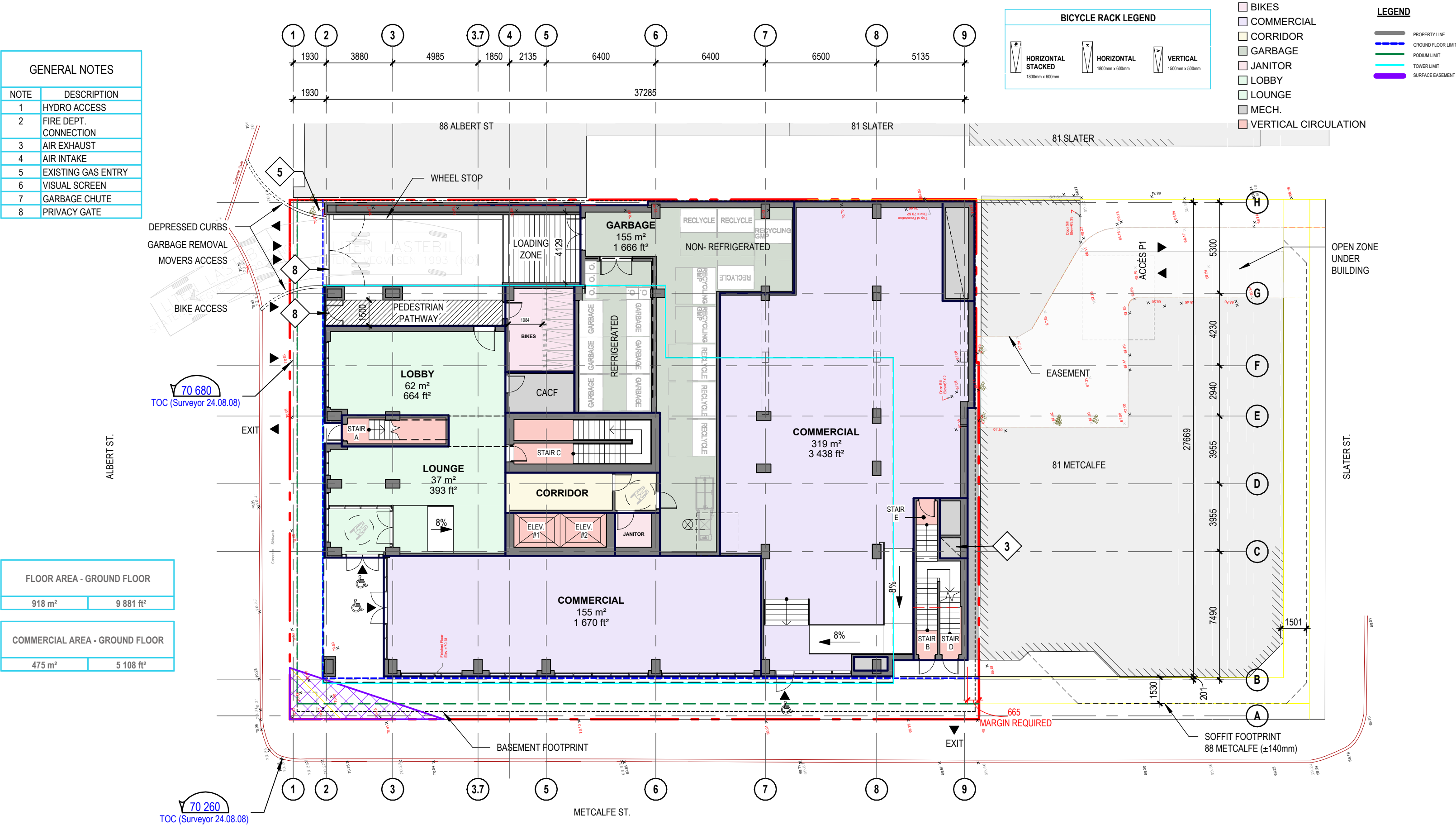




GENERAL NOTES	
NOTE	DESCRIPTION
1	HYDRO ACCESS
2	FIRE DEPT. CONNECTION
3	AIR EXHAUST
4	AIR INTAKE
5	EXISTING GAS ENTRY
6	VISUAL SCREEN
7	GARBAGE CHUTE
8	PRIVACY GATE

FLOOR AREA - GROUND FLOOR	
918 m²	9 881 ft²

COMMERCIAL AREA - GROUND FLOOR	
475 m²	5 108 ft²



GROUND FLOOR

ÉCHELLE = As indicated



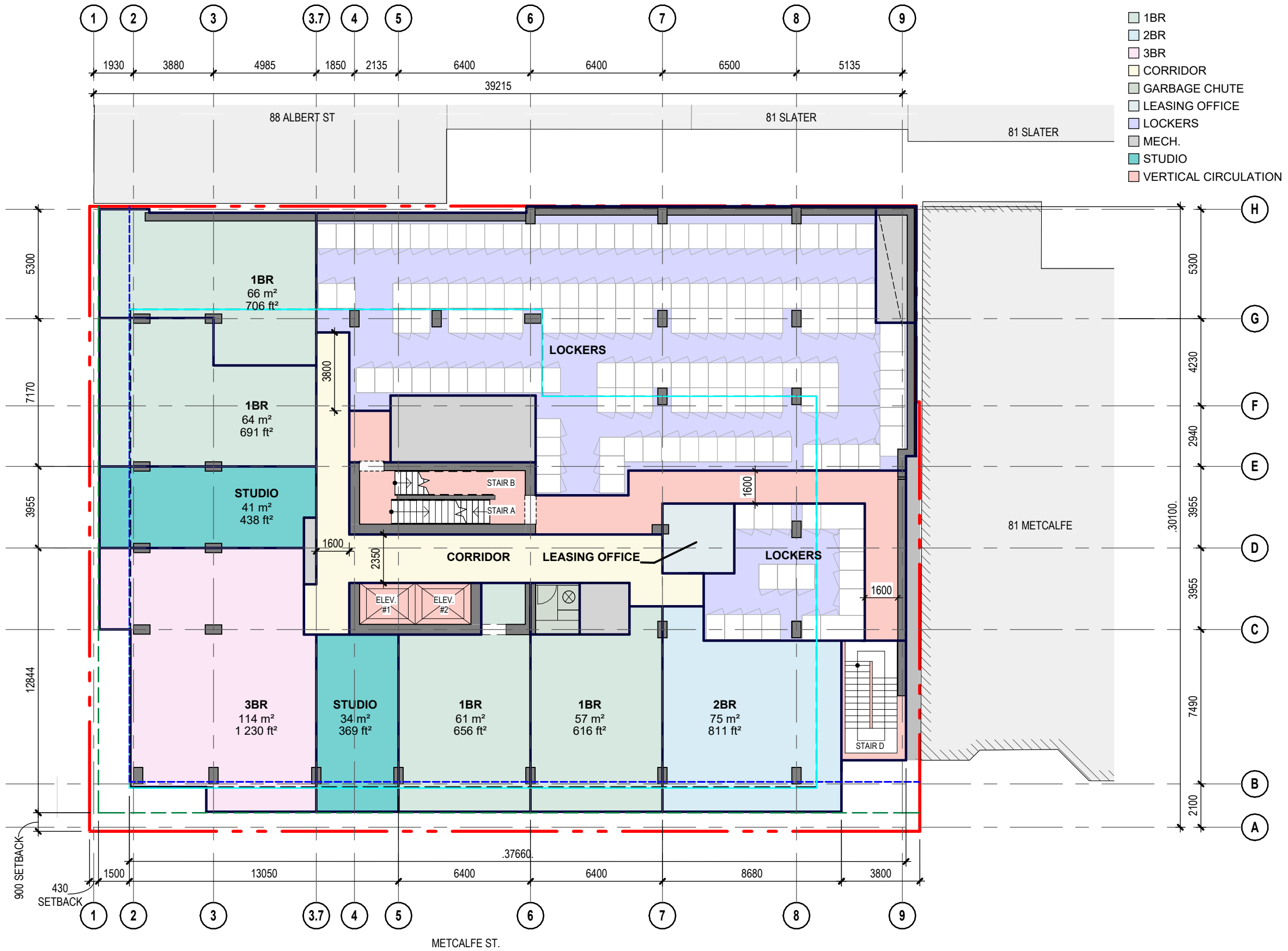


2ND FLOOR - PODIUM FLOOR

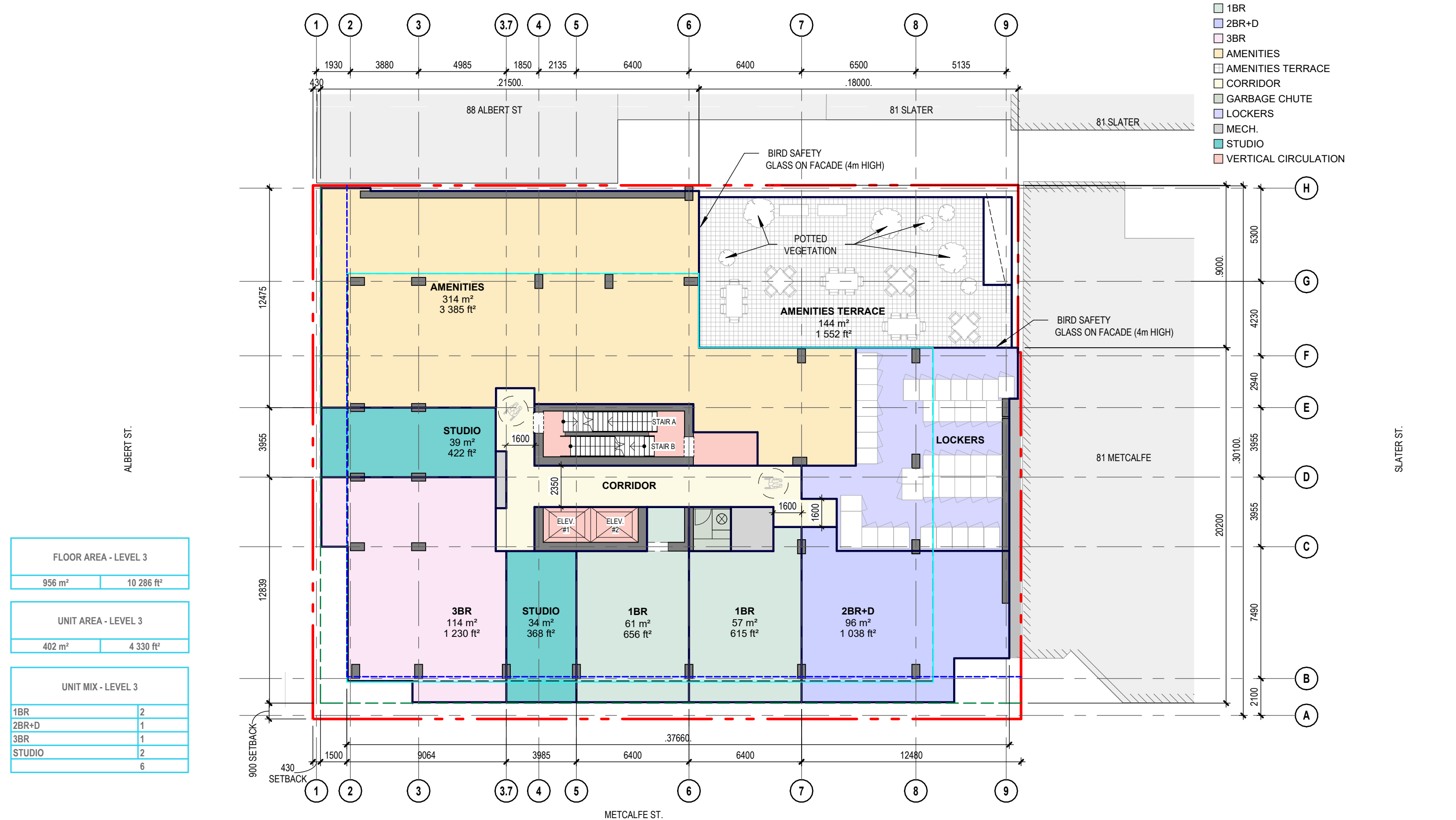
ÉCHELLE = 1 : 200



FLOOR AREA - LEVEL 2	
1 123 m <sup>2</sup>	12 088 ft <sup>2</sup>
UNIT AREA - LEVEL 2	
513 m <sup>2</sup>	5 518 ft <sup>2</sup>
UNIT MIX - LEVEL 2	
1BR	4
2BR	1
3BR	1
STUDIO	2
	8







3RD FLOOR - PODIUM FLOOR

ÉCHELLE = 1 : 200

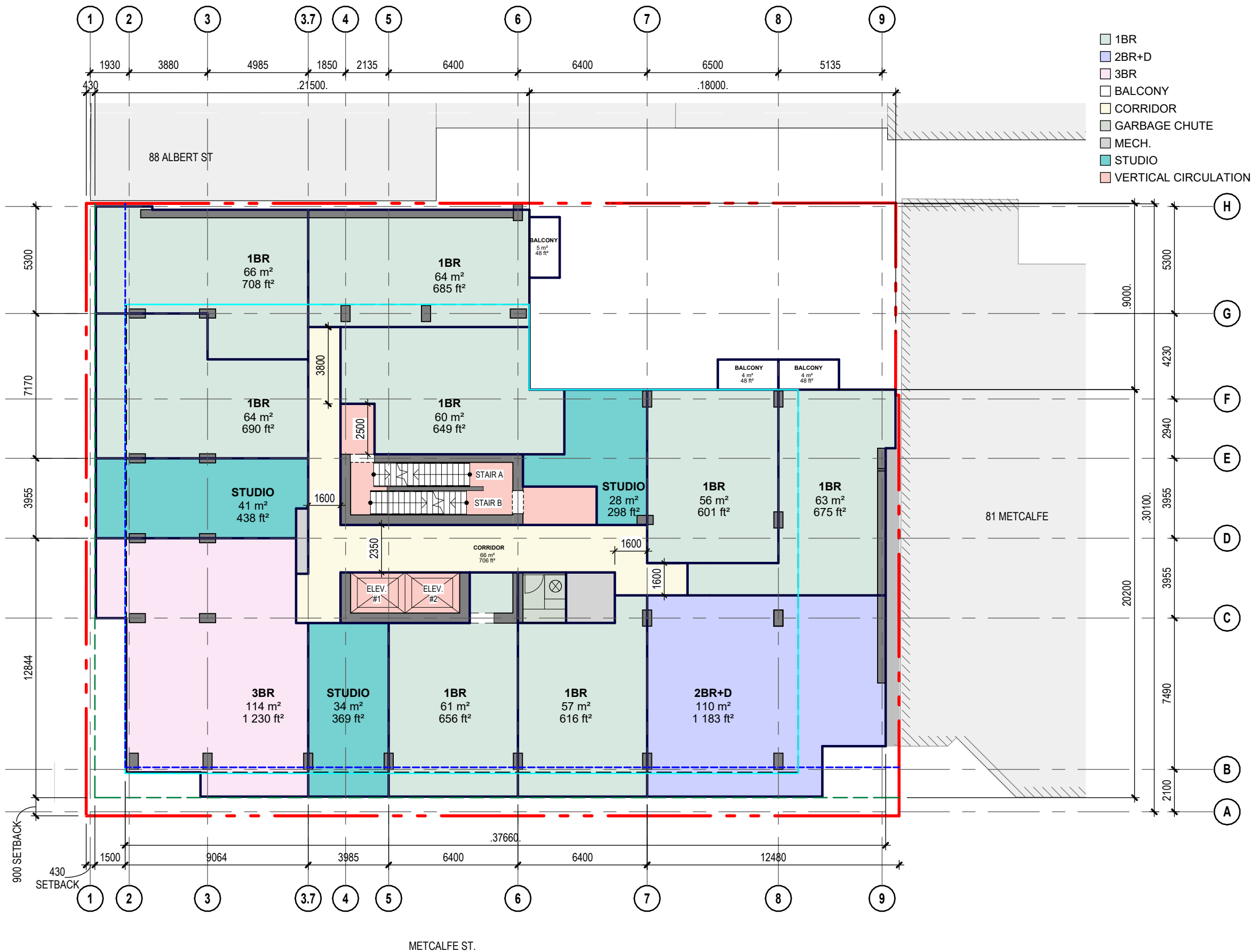




4TH FLOOR - PODIUM TYPICAL FLOOR (4TH TO 10TH)

ÉCHELLE = 1 : 200

FLOOR AREA - LEVEL 4 - 10	
956 m <sup>2</sup>	10 286 ft <sup>2</sup>
UNIT AREA - LEVEL 4 - 10	
817 m <sup>2</sup>	8 797 ft <sup>2</sup>
UNIT MIX - LEVEL 4 - 10	
1BR	8
2BR+D	1
3BR	1
STUDIO	3
	13



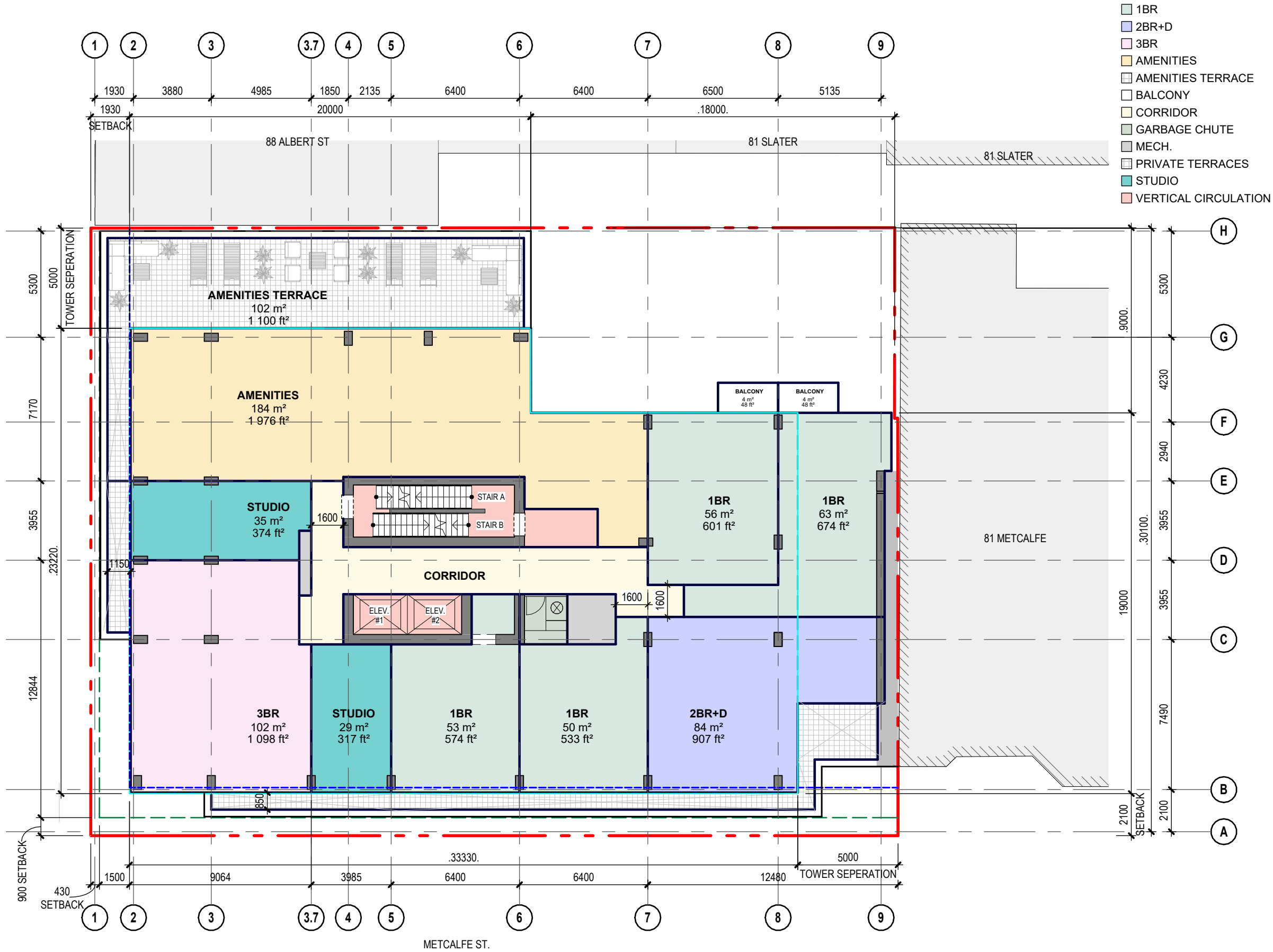


11TH FLOOR - TOWER FLOOR

ÉCHELLE = 1 : 200



FLOOR AREA - LEVEL 11	
779 m <sup>2</sup>	8 381 ft <sup>2</sup>
UNIT AREA - LEVEL 11	
472 m <sup>2</sup>	5 077 ft <sup>2</sup>
UNIT MIX - LEVEL 11	
1BR	4
2BR+D	1
3BR	1
STUDIO	2
	8







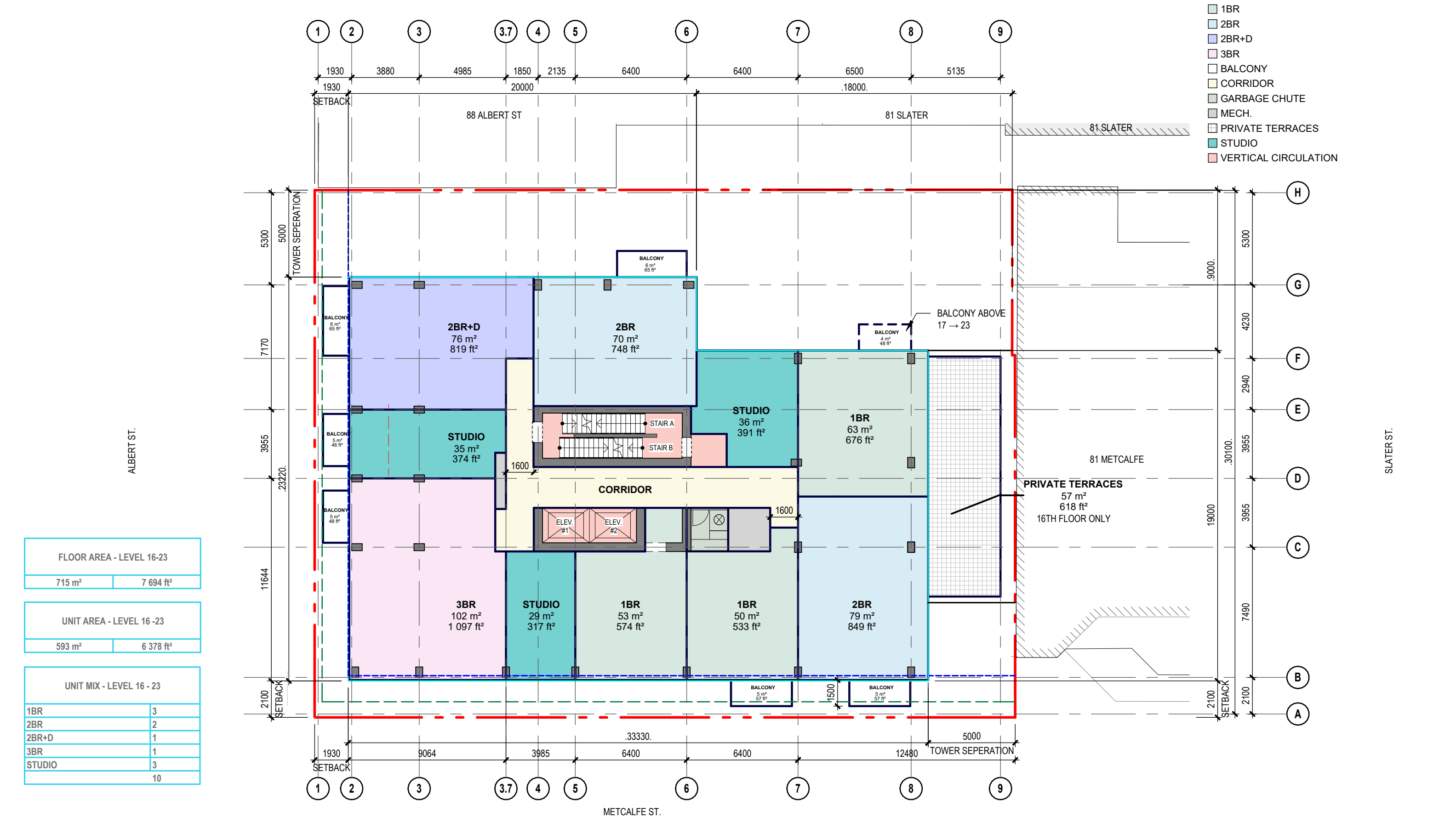
FLOOR AREA - LEVEL 12-15	
779 m²	8 381 ft²
UNIT AREA - LEVEL 12-15	
650 m²	7 002 ft²
UNIT MIX - LEVEL 12-15	
1BR	4
2BR	1
2BR+D	2
3BR	1
STUDIO	3
	11

12TH FLOOR - TOWER TYPICAL FLOOR (12TH TO 15TH)

ÉCHELLE = 1 : 200











FLOOR AREA - LEVEL 24	
715 m²	7 694 ft²

UNIT AREA - LEVEL 24	
429 m²	4 613 ft²

UNIT MIX - LEVEL 24	
1BR	2
2BR	1
2BR+D	1
3BR	1
STUDIO	2
	7

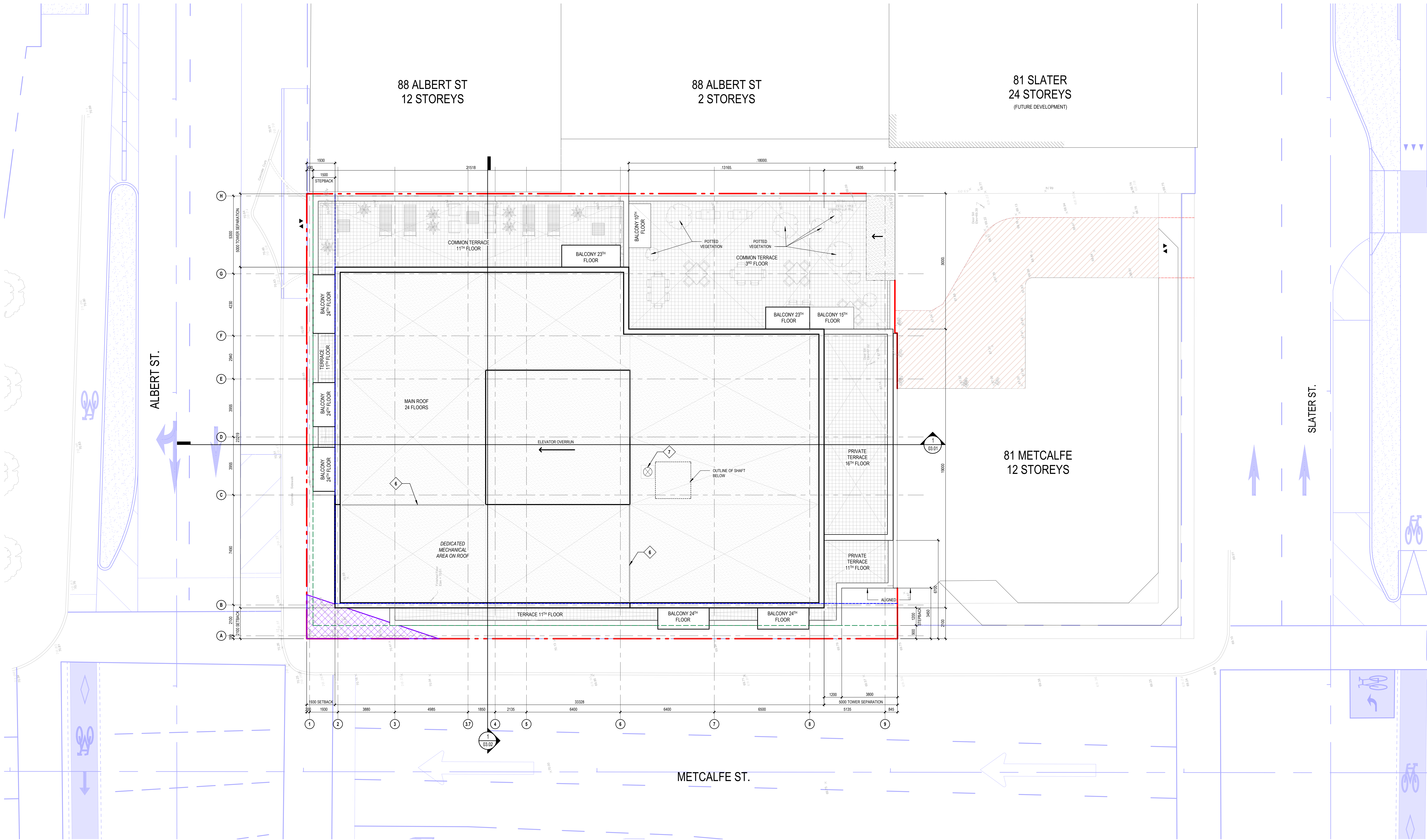
23RD FLOOR - TOWER UPPER FLOOR

ÉCHELLE = 1 : 200





C:\Fichiers Revit\Local\77 METCALFE\_13465\_ARC\_r23\_cimbeau\1V25AL.rvt



GENERAL NOTES	
NOTE	DESCRIPTION
1	HYDRO ACCESS
2	FIRE DEPT.
3	CONNECTION
4	AIR EXHAUST
5	AIR INTAKE
6	EXISTING GAS ENTRY
7	VISUAL SCREEN
8	GARBAGE CHUTE
9	PRIVACY GATE

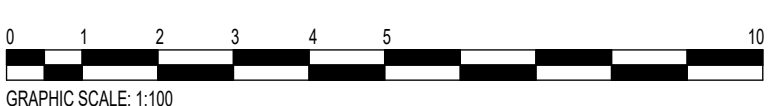
GENERAL NOTES	
NOTE	DESCRIPTION

GENERAL NOTES	
NOTE	DESCRIPTION

SITE PLAN  
1:100

LEGEND			
△	EXITS	▨	LOADING ZONE
▲	ACCESS TO BUILDING	▨	PEDESTRIAN TRAFFIC
▶	VEHICULAR ENTRY	▨	SURFACE EASEMENT
♿	BARRIER-FREE	▨	EXISTING EASEMENT PROPOSED TO BE REMOVED BELOW GRADE
▬	PROPOSED STREET	▬	ELECTRICITY
▬	STRUCTURE	▬	PLUMBING
▬	VENTILATION	▬	FIRE PROTECTION
▬		▬	INTERIOR DESIGN
▬		▬	PROPERTY LINE
▬		▬	GROUND FLOOR LIMIT
▬		▬	PODIUM LIMIT
▬		▬	TOWER LIMIT

PROPOSED STREET DRAWING RECEIVED FROM GROUPE MACH : 24-11-20\_CPR000177\_proposed.dwg



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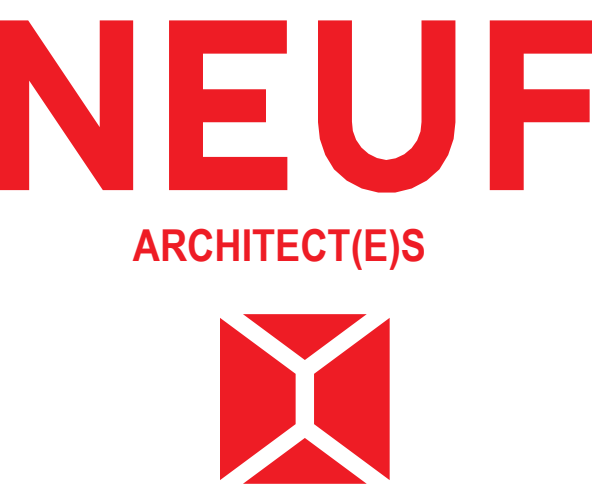
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OURAGE Project

77 METCALFE

EMPLACEMENT Location  
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NO PROJET No.  
13466

NO REVISION DATE (mm-yy-jj)

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DESIGNE PAR Drawn by

AP CI

DATE (mm-yy-jj)

24/12/11

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SITE PLAN

VERIFIE PAR Checked by

KP

ÉCHELLE Scale

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REVISION Revision

NO DESSIN Desi Number

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**GROUPE MACH**

## GROUPE MACH

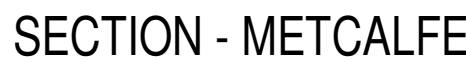
A diagram of a circle with a radius line drawn from the center to the circumference. The radius line is labeled with the letter 'N' at its outer end.

13466

DATE (aa-mm-j)

**SECTION - METCALFE (24X36)**

## 03.01



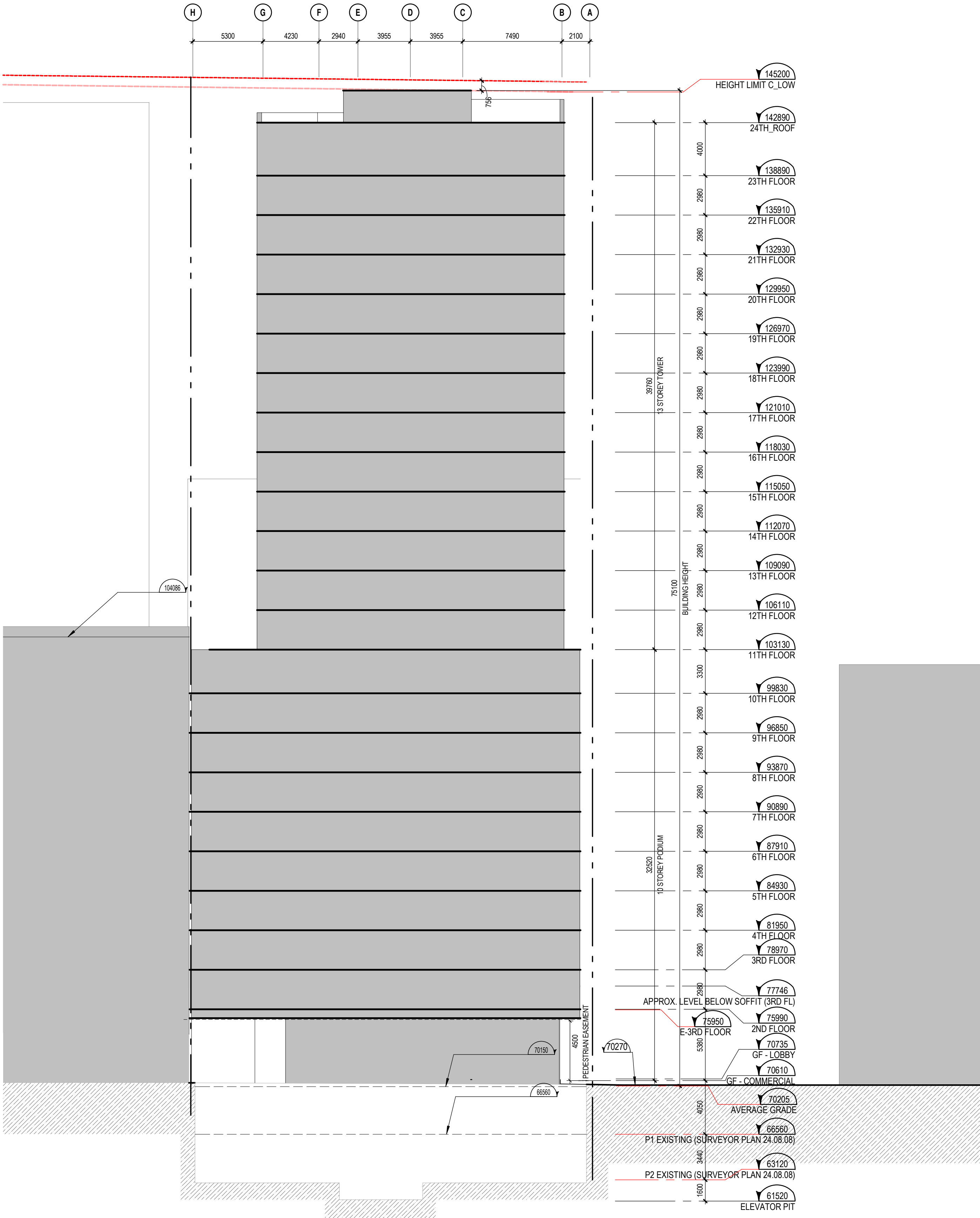
1 : 200

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03.0

IN PROGRESS





SECTION - ALBERT ST  
1 : 200

IN PROGRESS

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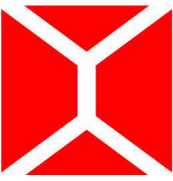
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PROMOTEUR Developper



**GROUPE MACH**

PROJET Project

**77 METCALFE**



EMPLACEMENT Location  
**OTTAWA, ONTARIO**

NO PROJET No.  
**13466**

NO RÉVISION  
DATE (aa-mm-jj)

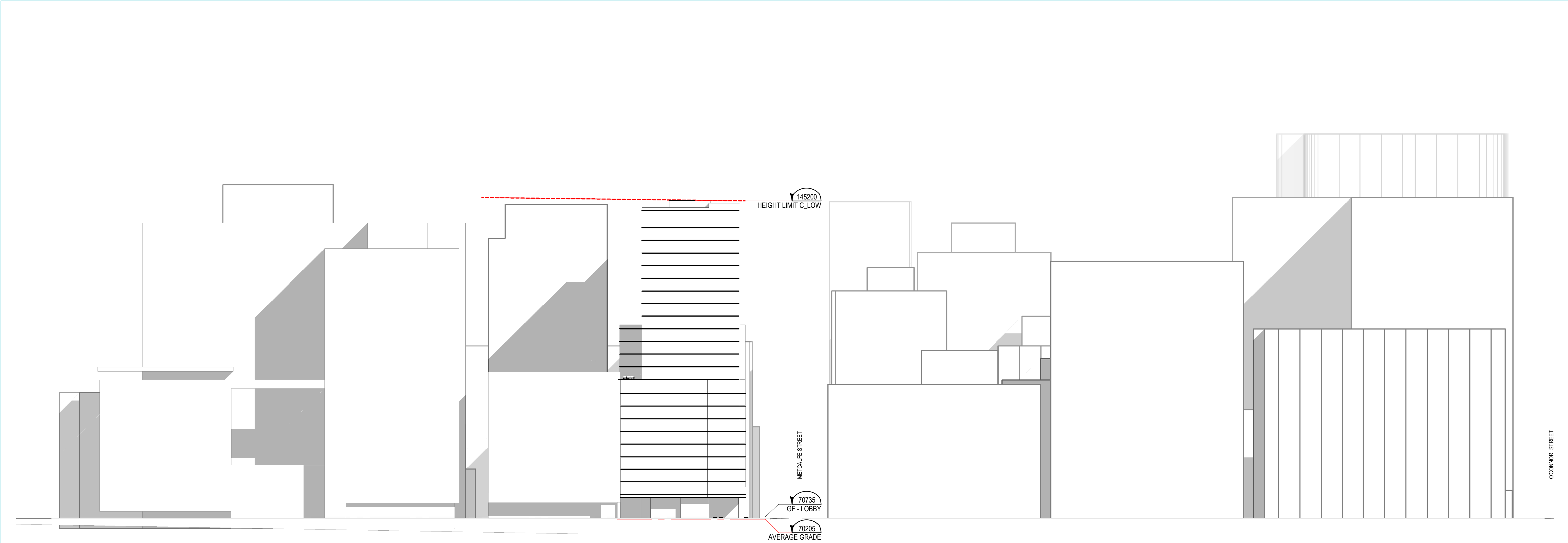
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**MM**  
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TITRE DU DESSIN Drawing Title  
**SECTION - ALBERT (24X36)**

VERIFIÉ PAR Checked by  
**KP**  
ÉCHELLE Scale  
COMME INDIQUÉ

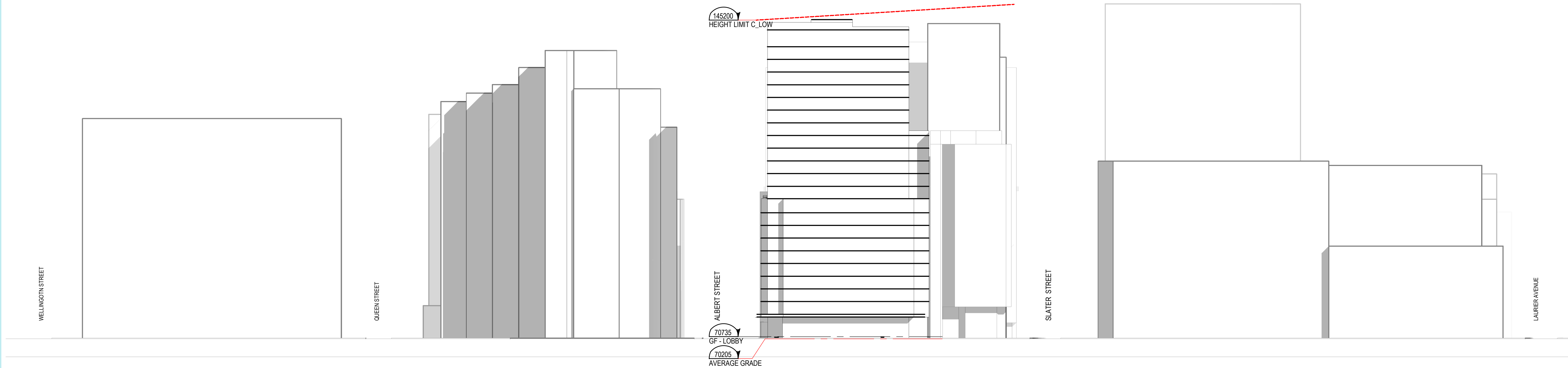
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NO. DESSIN Dwg Number  
**03.02**





ALBERT STREET ELEVATION  
1: 500

1  
04.01



METCALFE STREET ELEVATION  
1: 500

2  
04.01

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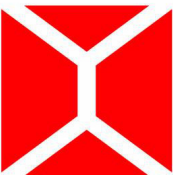
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**GROUPE MACH**

PROJET Project

**77 METCALFE**

EMPLACEMENT Location  
**OTTAWA, ONTARIO**

NO PROJET No.  
**13466**

NO RÉVISION  
DATE (aa-mm-jj)

Préliminaire  
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CONSTRUCTION

DESSINÉ PAR Drawn by  
**MM**

DATE (aa.mm.jj)  
**2024 05 22**

TITRE DU DESSIN Drawing Title  
**STREET ELEVATIONS (24X36)**

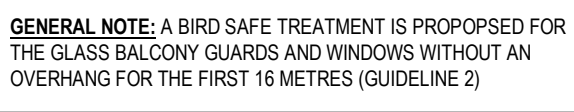
VERIFIÉ PAR Checked by  
**KP**

ÉCHELLE Scale  
**COMME INDiqué**

RÉVISION Revision  
NO. DESSIN Dwg Number

**04.01**





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**NEUF architect(e)s inc.**  
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T 514 847 1117 NEUFarchitectes.com

CLIENT Client



OUVRAGE Project

EMPLACEMENT Location  
OTTAWA, ONT

NO PROJET No.  
13466

NO RÉVISION

DATE (aa-mm-j)

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24/12/09

VÉRIFIÉ PAR Checked  
MM KP  
ÉCHELLE Scale  
As indicated

### STREET ELEVATION - WEST (METCALFE)

RÉVISION Revision

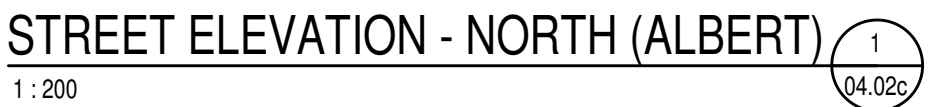
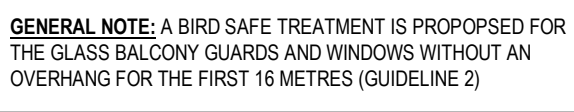
NO. DESSIN Dwg Number

## 04.02b



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T 514 847 1117 NEUFarchitectes.com



ROUPE MAC

NO	RÉVISION	DATE (aa-mm-)
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## STREET ELEVATION - NORTH (ALBERT)

RÉVISION	Revision	NO. DESSIN	Dwg Number
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## 04.02c



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**NEUF**  
ARCHITECT(E)S

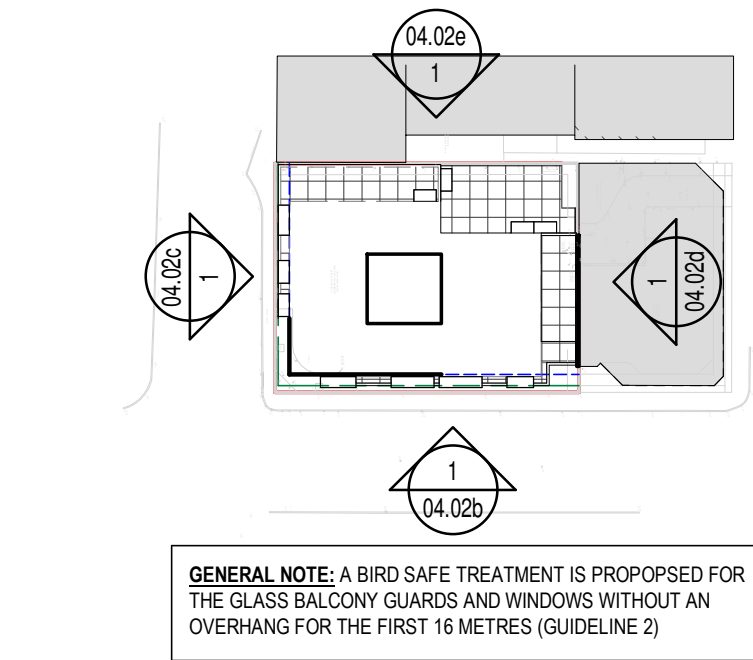


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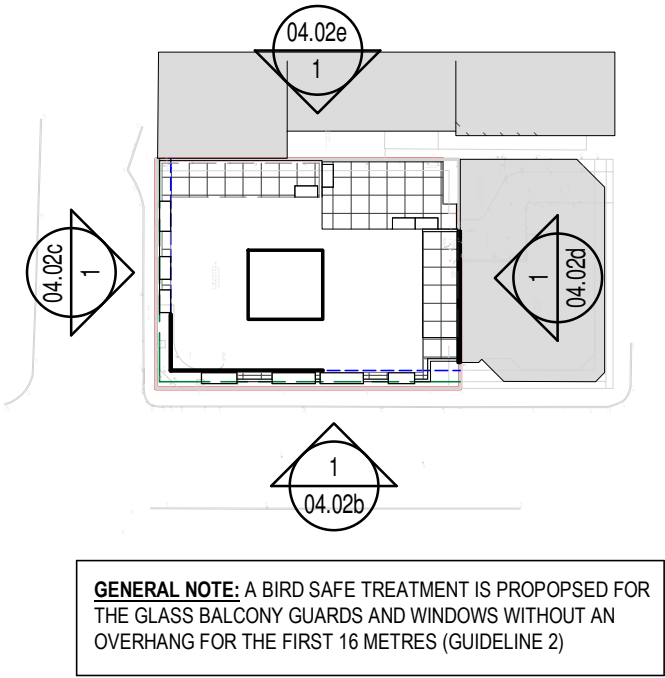
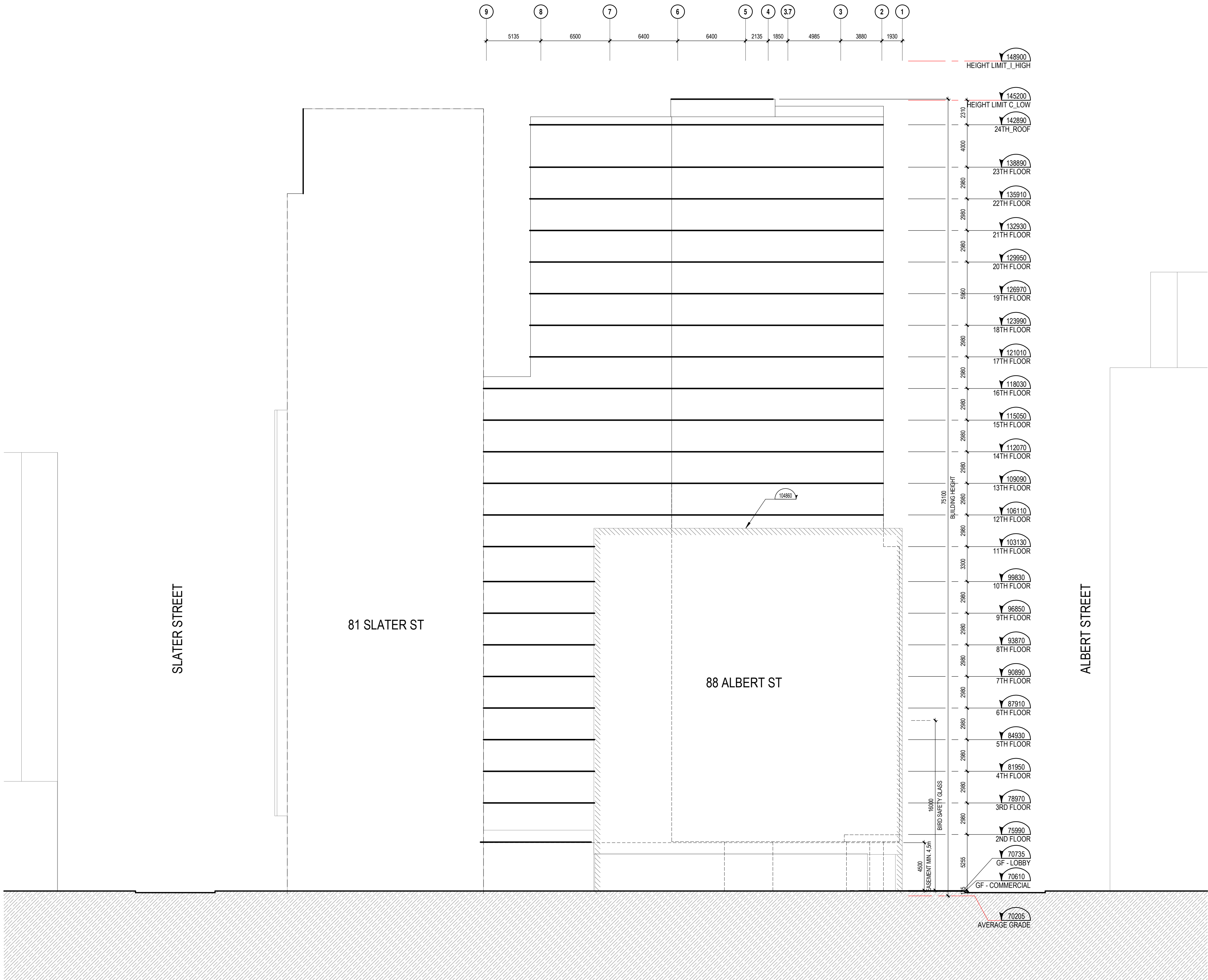


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## 04.02d



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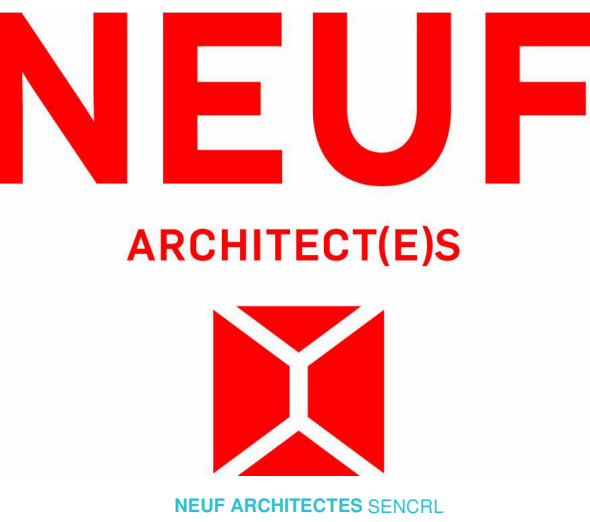
STRUCTURE Structure  
**L2C Experts**  
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T 514 379-4899 L2CExperts.com

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SCEAU / Seal



OUVRAGE Project  
**77 METCALFE**

EMPLACEMENT Location NO PROJET No.  
OTTAWA, ONTARIO 13466

NO RÉVISION DATE (aa-mm-jj)

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DESSINÉ PAR Drawn by  
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2024 10 29  
TITRE DU DESSIN Drawing Title

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**STREET ELEVATION - EAST**

RÉVISION Revision NO. DESSIN Dwg Number

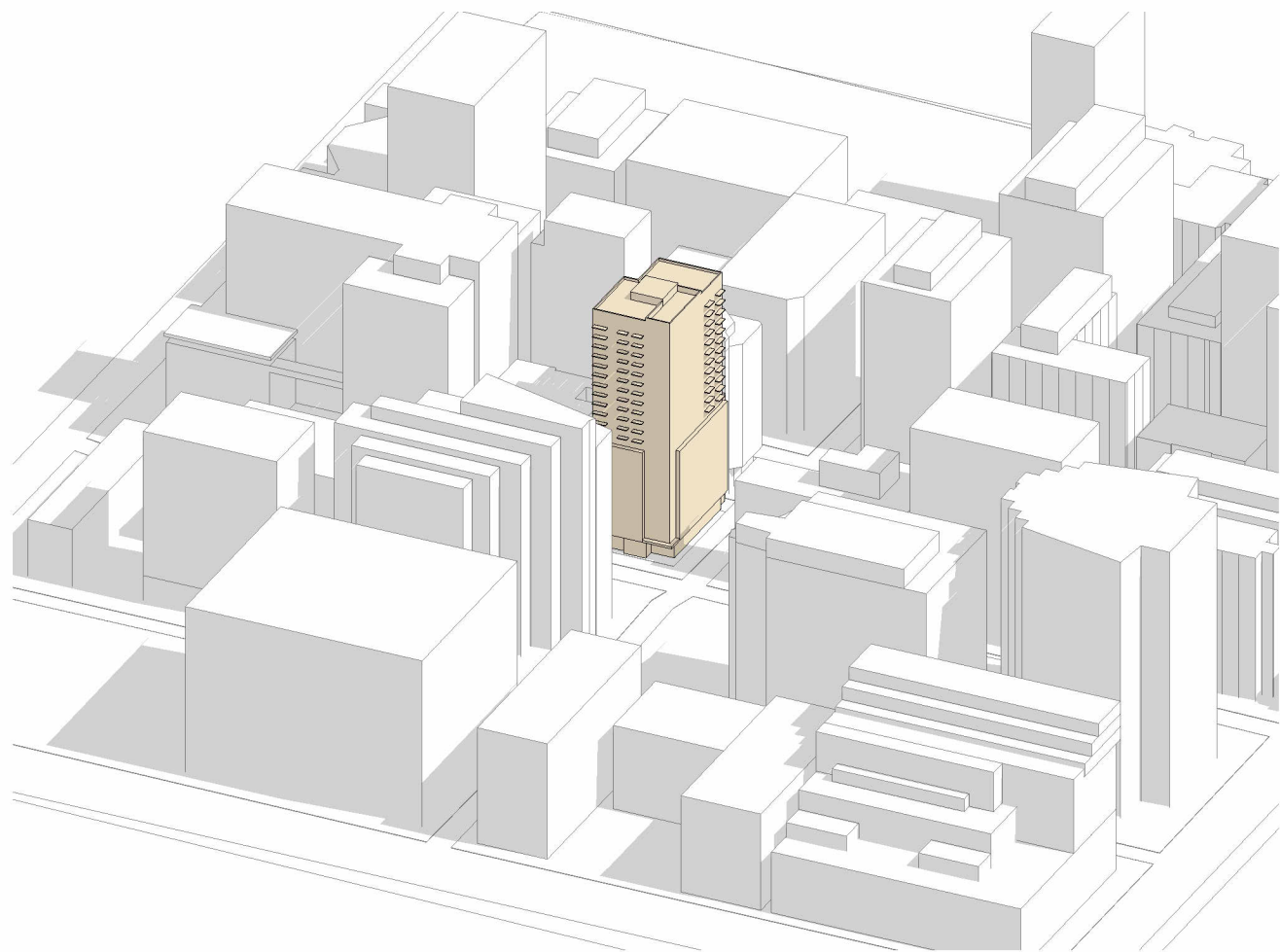
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STREET ELEVATION - EAST

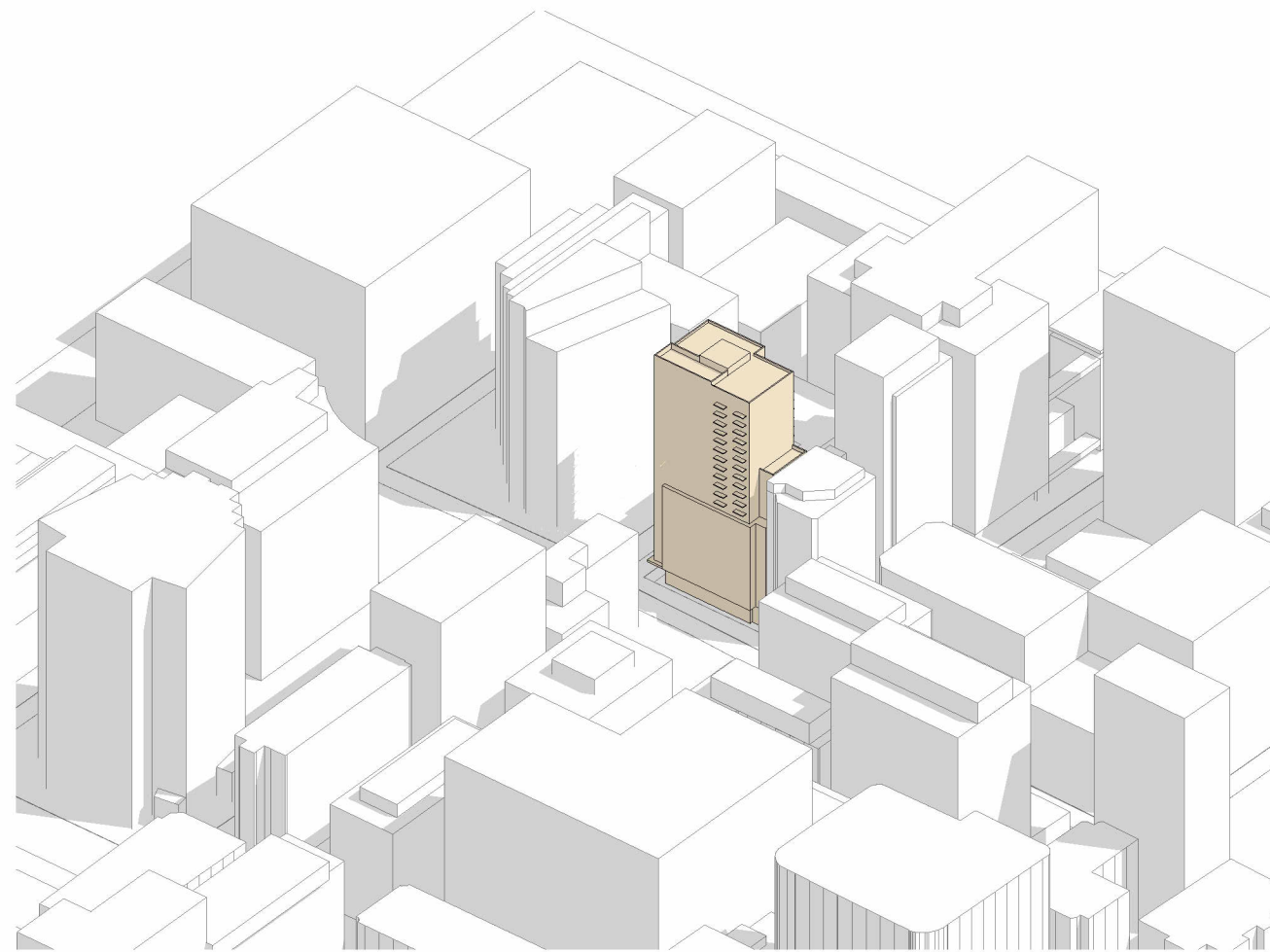
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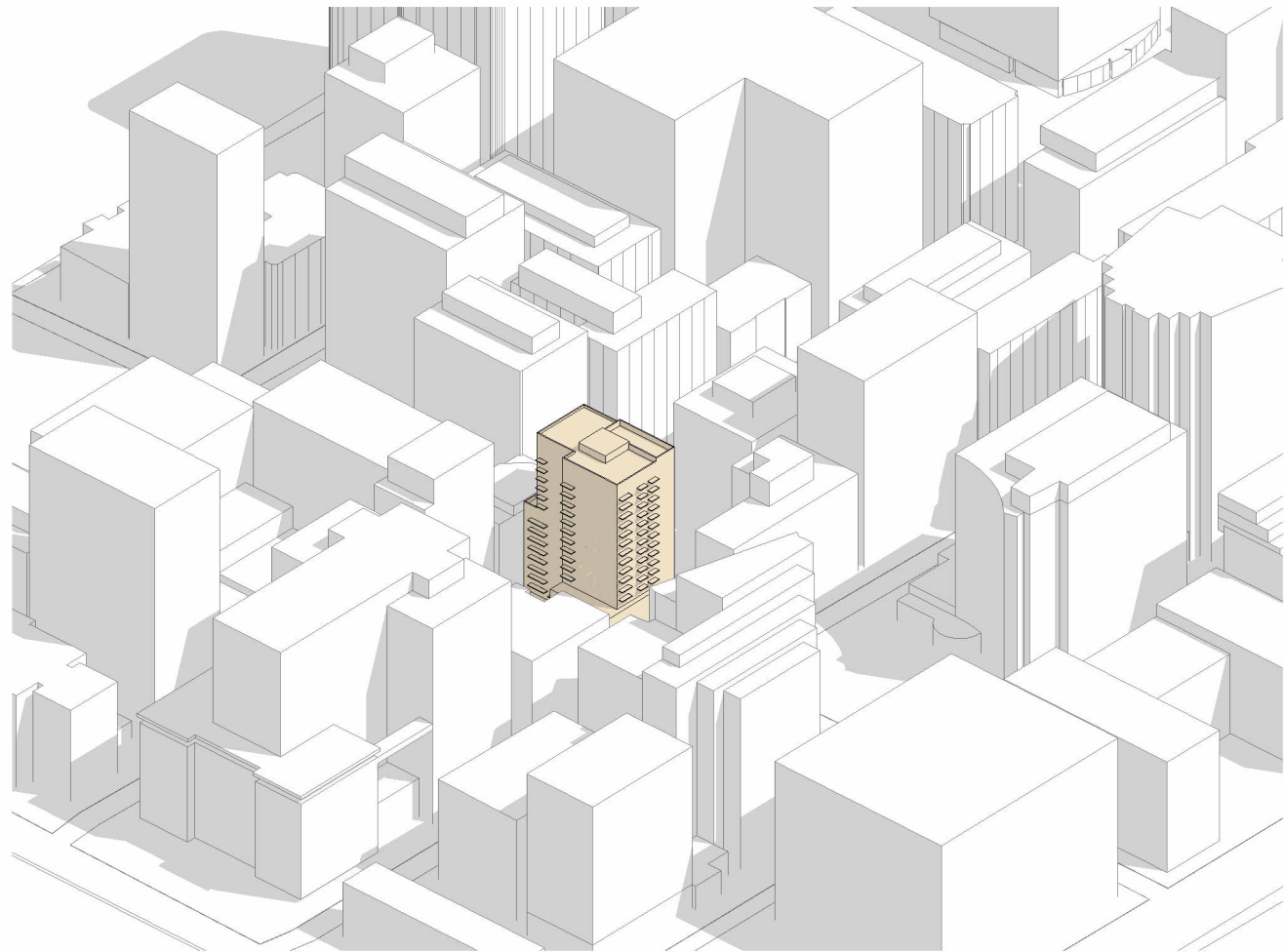




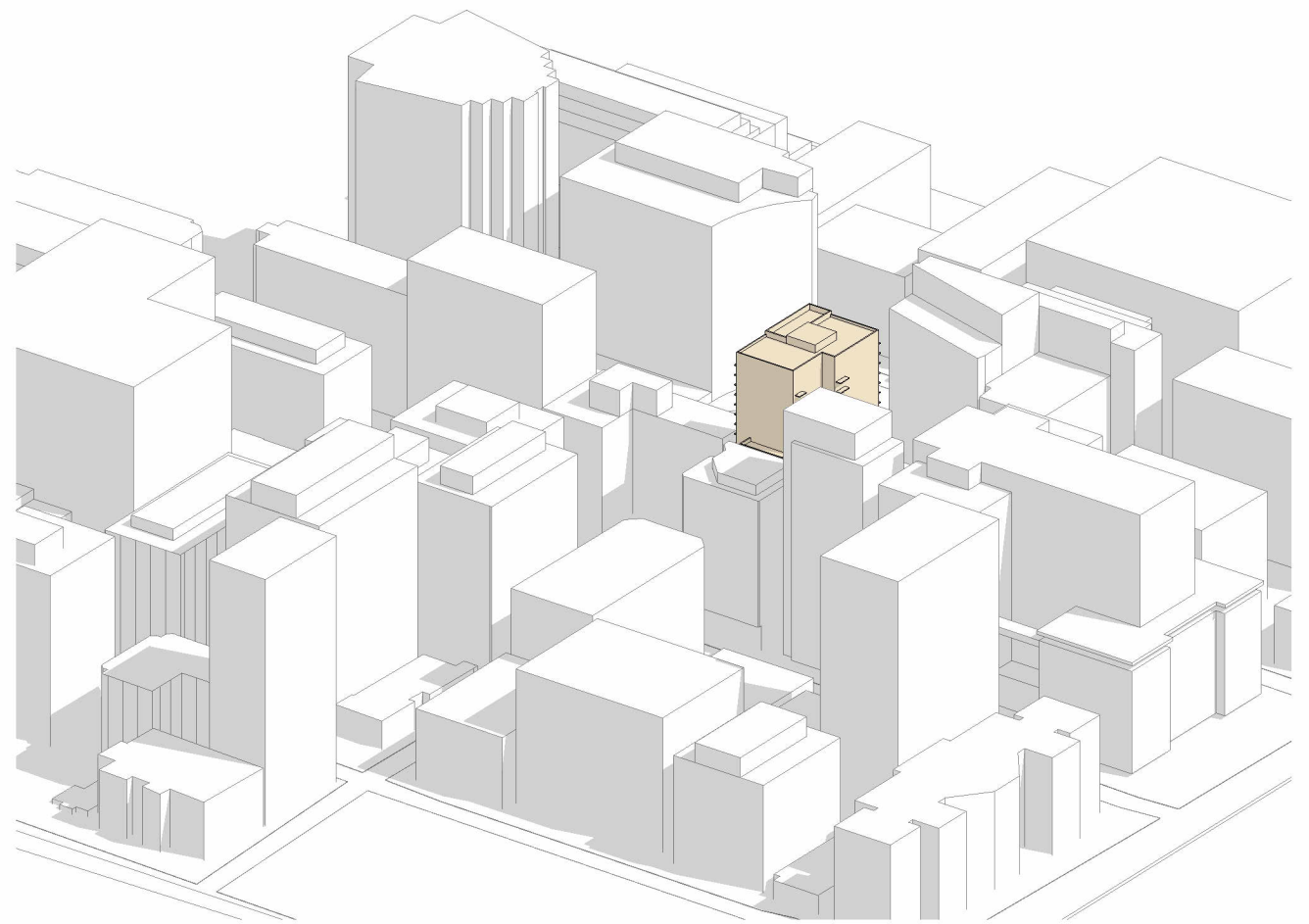
AXONO WEST



AXONO SOUTH



AXONO NORTH



AXONO EAST



GENERAL STATISTICS

	LEVEL	GROSS FLOOR AREA (WITHOUT BALCONIES)		GROSS FLOOR AREA (INCLUDING BALCONIES)		COMMERCIAL AREA	
		m2	sq.ft	m2	sq.ft	m2	sq.ft
TOWER	23RD MEC.	715	7 694	740	7 968		
	22ND	715	7 694	751	8 082		
	21ST	715	7 694	751	8 082		
	20TH	715	7 694	751	8 082		
	19TH	715	7 694	751	8 082		
	18TH	715	7 694	751	8 082		
	17TH	715	7 694	751	8 082		
	16TH	715	7 694	804	8 652		
	15TH	779	8 381	819	8 817		
	14TH	779	8 381	819	8 817		
	13TH	779	8 381	819	8 817		
PODIUM	12TH	779	8 381	819	8 817		
	11TH	779	8 381	937	10 082		
	10TH	956	10 286	969	10 431		
	9TH	956	10 286	969	10 431		
	8TH	956	10 286	969	10 431		
	7TH	956	10 286	969	10 431		
	6TH	956	10 286	969	10 431		
	5TH	956	10 286	969	10 431		
	4TH	956	10 286	969	10 431		
	3RD	956	10 286	1 100	11 838		
	2ND	1 123	12 088	1 123	12 088		
	GF	918	9 881	918	9 881	475	5 108
TOTAL		19 297	207 714	20 186	217 286	475	5 108

	PARKING STALLS COUNT	BICYCLES	GF COMMERCIAL AREA (50%)
REQUIRED	25	135	459
TOTAL	27	234	475

AMENITY AREA

LEVEL	PRIVATE AREA		COMMUNAL AREA		TOTAL	
	m2	sq.ft	m2	sq.ft	m2	sq.ft
MIN. REQUIRED			702	7 557	1 404	15 113
PROVIDED	643	6 920	781	8 406	1 424	15 326

AMENITY AREA REPARTITION

PRIVATE AREA		
	m2	sq.ft
PRIVATE BALCONIES AREA (3RD TO 24TH FLOOR)	539	5 798
PRIVATE TERRACES AREA (11TH & 6TH FLOOR)	104	1 122
TOTAL	643	6 920

COMMUNAL AREA		
	m2	sq.ft
COMMUNAL TERRACE 11TH FLOOR	102	1 100
INTERIOR AMENITY AREA 11TH FLOOR	184	1 976
COMMUNAL TERRACE 3RD	144	1 552
INTERIOR AMENITY AREA 3RD FLOOR	314	3 385
INTERIOR AMENITY LOBBY LOUNGE	37	393
TOTAL	781	8 406

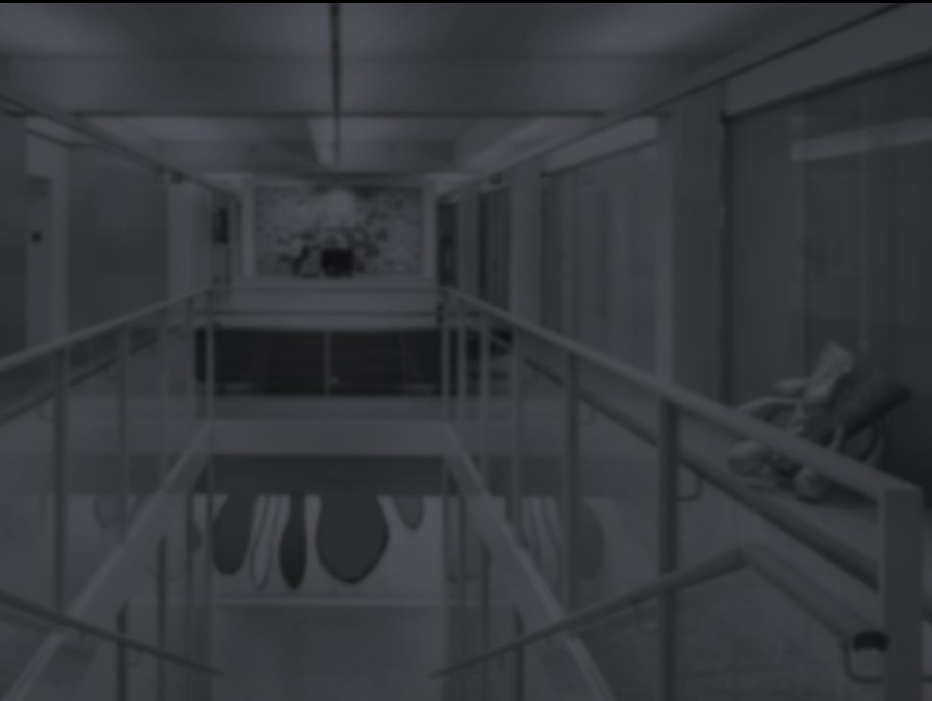
<b>Building metrics</b>		
Building tower separation	5 m	
Building height	24 storeys	(75,1 m)
Podium height	10 storeys	(32,52 m)
<b>Unit count by size (bedrooms)</b>	234	
Studio	62	
1 BR	98	
1 BR+	14	
2 BR	13	
2 BR +	33	
3 BR	14	
<b>Amenity space</b>	1 424 m2	
Private (terrasses and balconies)	643 m2	
Common / Shared	781 m2	
<b>Breakdown of floor area of ground floor by use</b>	918 m2	
Commercial	475 m2	
Residential (Lobby and services)	443 m2	
<b>Number of parking spaces</b>	27	
ADA A (3400mm + 1500mm x 5200mm)	1	
ADA B (2400mm + 1500mm x 5200mm)	1	
Standard (2700mm x 5200mm)	2	
Visitor (2700mm x 5200mm)	22	
Reduced (2500mm x 4600mm)	1	
<b>Bicycle parking spaces</b>	234	
Horizontal (1800mm x 600mm)	5	
Horizontal Stacked (1800mm x 600mm)	210	
Vertical (1500mm x 500mm)	19	

Building setbacks from each lot line	RDC	PODIUM	TOWER	STEPBACK
Metcalfe	2,4m	0,9m	2,1m	1,2m
Albert	1,93m	0,43m	1,93m	1,5m

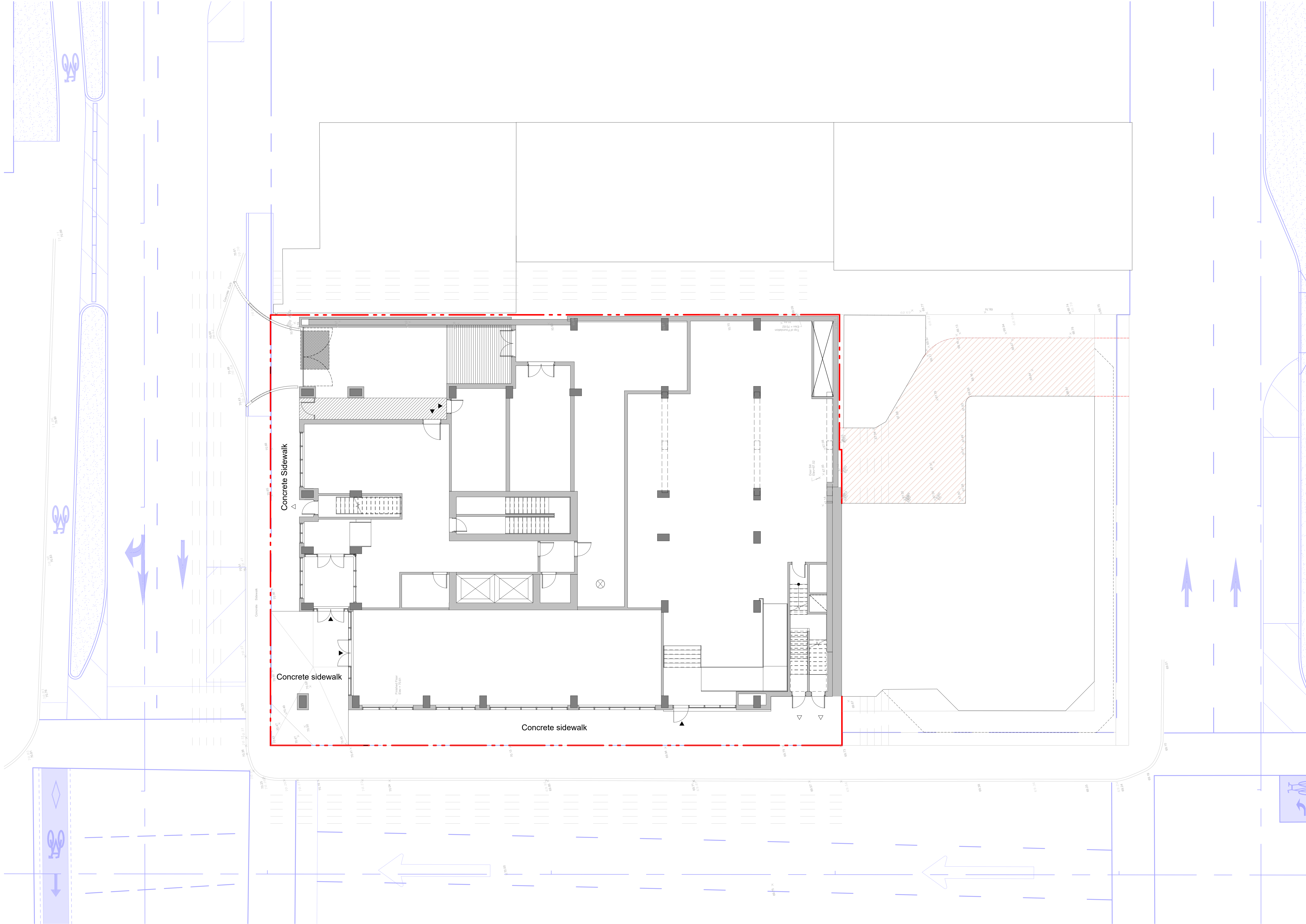
Average grade	70205
Highest Point	70680
Lowest Point	69730



# Conceptual landscape plan



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GROUND FLOOR PLAN Copy 1  
1:100

GENERAL NOTES	
NOTE	DESCRIPTION
1	HYDRO ACCESS
2	FIRE DEPT.
3	CONNECTION
4	AIR INTAKE
5	EXISTING GAS ENTRY
6	VISUAL SCREEN
7	GARBAGE CHUTE
8	PRIVACY GATE

GENERAL NOTES	
NOTE	DESCRIPTION

GENERAL NOTES	
NOTE	DESCRIPTION

BARRIER-FREE DESIGN	
REFER TO CANADIAN ACT OF ACCESSIBILITY REQUIREMENTS	
REFER TO AIAA 4000 FOR BARRIER-FREE DESIGN REQUIREMENTS	
BICYCLE RACK LEGEND	
	HORIZONTAL STACKED
	VERTICAL

BICYCLES	
P2 EXISTING (SURVEYOR PLAN 24.08.00)	
HORIZONTAL	2
HORIZONTAL STACKED	80
VERTICAL	15
P1 EXISTING (SURVEYOR PLAN 24.08.00)	
HORIZONTAL	110
VERTICAL	8
SP. LOBBY	4
HORIZONTAL	8
HORIZONTAL STACKED	227

LEGEND	
	EXITS
	ACCESS TO BUILDING
	VEHICULAR ENTRY
	BARRIER-FREE
	LOADING ZONE
	PEDESTRIAN TRAFFIC
	SURFACE EASEMENT
	EXISTING EASEMENT
	PROPERTY LINE
	GROUND FLOOR LIMIT
	PODIUM LIMIT
	TOWER LIMIT
	PROPOSED STREET
	STRUCTURE
	VENTILATION
	ELECTRICITY
	PLUMBING
	FIRE PROTECTION
	INTERIOR DESIGN

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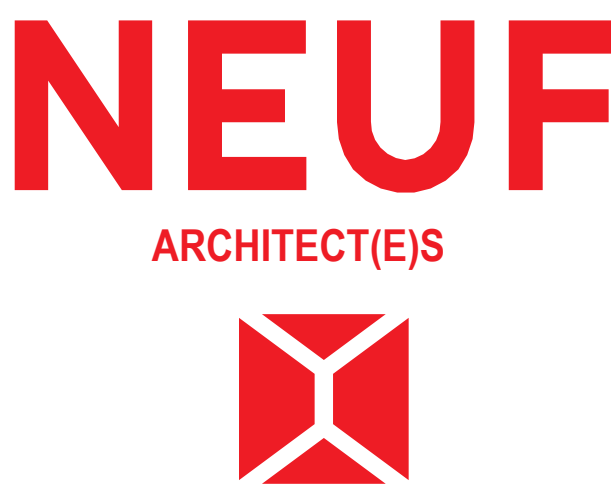
STRUCTURE: Structure  
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SCEAU / Seal



CLIENT: Client

PROMOTEUR: Developer



OUVRAGE: Project

77 METCALFE

EMPLACEMENT: Location  
OTTAWA, ONTARIO

NO PROJET: No.  
13466

NO	REVISION	DATE (aa-mm-jj)
6	PERMIS DE TRANSFORMATION 30%	2023 10 16
1.0	DEMS POUR PERMIS DE TRANSFORMATION	2023 12 16
1.1	DEMS POUR COORDINATION	2024 01 24
2.0	DEMS POUR NOUVEAU INTERNE - ARCHITECTE	2024 08 08
1.2	DEMS POUR COORDINATION	2024 08 20
1.3	DEMS POUR COORDINATION	2024 08 17

Preliminaire  
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CONSTRUCTION

DESIGNÉ PAR: Drawn by  
AP CI

DATE (aa-mm-jj)  
24/12/09

TITRE DU DESSIN: Drawing Title

CONCEPTUAL  
LANDSCAPE PLAN

VÉRIFIÉ PAR: Checked by  
MM KP

ÉCHELLE: Scale  
As indicated

REVISION: Revision

1.3

NO. DESSIN: Des. Number

A107



# Pre-Consultation: Meeting Feedback answers



The following pages provide responses to the feedback from the August 27th pre-consultation meeting.

Most details are outlined in the accompanying plans, with references to relevant sections in the preceding pages.

Additional responses will come at later stages of authorization process.

## 77 Metcalfe – Sustainability statement

At Group Mach, we view every development project as more than just constructing a building—it's an opportunity to create meaningful and lasting positive impacts. By embracing sustainability and innovative practices, we aim at minimizing our environmental footprint across demolition, construction, and operations.

Below, we present our vision for each phase, reflecting our targets to responsible development and environmental stewardship.

### Demolition

Our vision is to redefine demolition as a cornerstone of sustainability, transforming the end of a building's life into the beginning of new possibilities. Through rigorous sorting of demolition debris, we create opportunities to repurpose waste.

Committed to protecting the environment and surrounding communities, we prioritize advanced dust suppression, noise control, and the mitigation of chemical releases, ensuring that every project upholds the highest standards of environmental responsibility and respect for those nearby.



### Construction

At Group Mach, we create buildings that serve their purpose while supporting sustainability and community well-being. We reduce construction's environmental impact and improve indoor air quality. Our energy-efficient designs cut energy use for heating, cooling, and lighting.

By aiming for certifications like LEED, we ensure our projects meet high standards for sustainability, efficiency, and occupant health, reflecting our commitment to responsible development.



### Operation

At Group Mach, we ensure our buildings run efficiently and sustainably while encouraging residents to adopt eco-friendly habits. We reduce energy use with smart thermostats, LED lighting, efficient HVAC systems, and energy monitoring, while educating residents on saving energy. To manage waste, we provide labeled bins for recycling, composting, and general waste to cut landfill contributions.

Water conservation is key, we will encourage water-saving fixtures and efficient irrigation. We also promote sustainable living by encouraging energy-saving actions, reducing waste, and supporting green transportation with bike storage, and shared EV charging stations.



## 77 Metcalfe – Family housing strategy

Mach is committed to designing projects to align with the realities of urban living in downtown Ottawa. In this environment, there are critical factors that impact the provision of large, family-sized apartments:

### Parking limitations

With a limited number of parking spaces planned for the project, we have taken a realistic approach to unit sizes. Large family units often require additional parking due to higher household vehicle ownership. In a downtown context with restricted parking availability, the feasibility of offering a high volume of family-sized units is considerably constrained. This strategy supports our goal to encourage sustainable urban mobility while recognizing the limited parking resources.

### High Costs in downtown Ottawa

The cost of developing large, three-bedroom units in downtown Ottawa is substantial, particularly in prime, central locations like at 77 Metcalfe. Given the high cost per square foot, providing a high proportion of large units would significantly impact affordability, making the project less accessible to a diverse demographic.

### Alternative family Options

Although only 5% of the project is allocated to large, three-bedroom apartments, we have ensured that over 20% of the project consists of two-bedroom units. These two-bedroom apartments are well-suited for smaller families who may seek a central location with access to urban amenities. This approach allows us to accommodate families while maintaining a balance between unit sizes that fit the needs of various household types.



## 77 Metcalfe – Summary of responses, Feedback form

---

### Answers provided in blue

Planning (Ann O'Connor / Adrian van Wyk)

1. Massing:

- a. We encourage a greater separation distance for the residential tower component from the east and south lot lines. This would increase livability of the residential component. See Urban Design Comments and Section 4.6.6(9) of the Official Plan. **A separation distance of 5 meters has been respected on both Albert and Metcalfe streets.**
- b. Consider revisiting the storey at which the stepbacks occur from east and south. Specifically, consider lowering the 16th level stepback and having the stepbacks on the east and south be at the same level to allow for a greater distinction between the base and the tower. **The level setbacks are equal on both Albert and Metcalfe and found at the 12th level.**
- c. Consider matching (aligning) the height of the cantilever on this development with what is provided at 81 Metcalfe Street. **Architectural alignment provided with materiality. This will ensure optimal pedestrian protection and architectural integration within context.**
- d. Staff support the location of the 8mx18m cut-out in massing in the south-east corner of the tower, as this is the area in closest proximity to the highest existing tower (25-storeys at 75 Slater Street). **Duly noted**
- e. As the design progresses, please provide a Building Information Modelling (BIM) to staff for review. Staff will use this file to analysis the proposed massing and height of the building in the City's Digital Twin program. **Duly noted attached in the submittal.**



## 77 Metcalfe – Summary of responses, Feedback form

---

### Answers provided in blue

2. Road widenings, corner triangles, surface easements: a. As per the permissions granted to the City within Schedule C16 of the OP, the City is permitted to take:
- d. Should the existing underground parking garage be retained, then despite Schedule C16, the City will not accept encumbered lands and only seek the following surface easements: **Option D was applied on plans and precisions were made by city staff in the coordination meeting of October 17th.**
3. Please note that despite the minimum 4.5m height for the surface level easements outlined in Schedule C16 and described above, where a cantilever is provided it will be a minimum of two storeys per 3.1(4) of the Central and East Downtown Core Secondary Plan. **Two stories under cantilever not feasible, residential use under cantilever not encouraged by Mach. Two stories of commercial not desirable.**
5. At-grade animation of public realm:
- a. A minimum 3m-wide public sidewalk will be required along Albert and Metcalfe Streets in accordance with Section 4.3.4(8) of the Central and East Downtown Core Secondary Plan. This space must be unobstructed and constructed to City standards. **Duly noted and applied on plans.**
- b. An active entrance must face Albert Street (a Mainstreet corridor) as per Section 5.1.4(3)(a) and another active entrance must face Metcalfe Street (a Minor corridor) as per 5.1.4(4) of the Official Plan and as per 3.1(2) and 4.3.2(6) of the Central and East Downtown Core Secondary Plan. **Duly noted and applied on plans.**
- c. Active uses must also be provided along the entire ground floor frontage as per 2.3(4) of the Central and East Downtown Core Secondary Plan. **Duly noted and applied on plans.**
- d. An animated corner treatment will be important in this location, where several public spaces and plazas meet. Staff are hoping for an architecturally strong corner treatment that adds to the “outdoor living room” at the intersection of Albert and Metcalfe Streets. **Architecturally strong response was made to mark the corner, see detailed scenes. Two entrances are proposed at the corner of the projected building, one for residential and the other for commercial.**

## 77 Metcalfe – Summary of responses, Feedback form

---

Answers provided in blue

- e. Consider introducing street trees. The street trees may not be located within the 3m unobstructed pedestrian pathway. [Will be coordinated with city staff.](#)
6. Please ensure that the visual impacts of above grade utilities are mitigated (as per 4.6.5(2), OP). All servicing, loading areas, mechanical equipment and utilities should be internalized into the design of the building. [Applied on plans.](#)
7. Please provide details on unit mix. Per Section 3.2(10) of the Official Plan, a target of 10% large sized dwelling units should be provided, with a minimum of 5% provided. [5% provided for largesized dwelling. 20% for two bedroomsd wellings.](#)
8. Separate garbage rooms should be provided for the commercial units. If the residential and commercial are combined, then private collection will be required for all uses. [Applied on plans.](#)
9. Please demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards (as per 4.6.5(4), OP). [Applied on plans.](#)
10. Despite what is outlined in the City of Ottawa's Zoning By-law, no vehicular parking is required as the site is located within within a Protected Major Transit Station Area, as per Schedule C1 in the Official Plan and as per Bill 185 Section 34(a). [Duly noted 27 parking spaces provided,](#)
11. In the Downtown Core, active transportation should be prioritized. Consider providing bicycle parking at a ratio of at least one space per unit. Please also demonstrate ease of access to bicycle facilities. [Duly noted 234 bicycle parkingspaces provided.](#)



## 77 Metcalfe – Summary of responses, Feedback form

---

Answers provided in blue

12. In order to receive Site Plan approval without the need for relief from the Zoning By-law, all zoning compliance must be confirmed and a Zoning Compliance Report submitted. Alongside the Zoning Compliance Report, please include a plan with the height schedule overlaid to confirm compliance with Official Plan Schedule C6-A – Views, Viewsheds, and View Sequences of Parliament Buildings and other Nationale Symbols and C6-B – Central Area Maximum Building Heights. [Fotenn conformity analysis provided in this submittal.](#)

13. Please consider, model and respond to the future development potential of adjacent properties, including 88 Albert Street and 81 Metcalfe Street. [Available information gathered and considered for the proposal including Albert and Slater upcoming street layouts.](#)

14. Please provide additional information about the vehicular parking proposed:

- a. Provide survey of the existing underground parking garage levels; [see schedule II](#)
- b. Provide documentation regarding the easement from Slater that provides access to the existing underground parking garage; [See schedule I](#)
- c. Clarify (when it is determined) the proposed vehicular parking numbers and potential extension of the second level of parking. [See architectural plans for basement 2](#)

15. In order to ensure a high-quality design and development at this location, please carefully consider and respond to:

- a. Section 4.6.1(5), 4.6.2(3), 4.6.4(3), 4.6.6(4), (8) and (9), 5.1.1(5), 6.1.1(3), of the Official Plan [Duly noted.](#)
- b. Section 2.3(4), 3.1(1), (2), and (4), and 4.3.2(6) of the Central and East Downtown Core Secondary Plan, and [Duly noted.](#)
- c. The Urban Design Guidelines for High-Rise Buildings, the Transit-Oriented Development Guidelines, and Bird-Safe Design Guidelines. [Duly noted.](#)

16. The former Section 37 regime has been replaced with a “Community Benefits Charge”, By-law No. 2022-307, of 4% of the land value. This charge will be required for ALL buildings that are 5 or more storeys and 10 or more units and will be required at the time of building permit unless the development is subject to an existing registered Section 37 agreement. Questions regarding this change can be directed to [Ranbir.Singh@ottawa.ca](mailto:Ranbir.Singh@ottawa.ca). [Duly noted.](#)

## 77 Metcalfe – Summary of responses, Feedback form

---

### Answers provided in blue

#### Urban Design (Nader Kadri)

17. Staff require an Urban Design Brief, architectural plans (Site Plan, Building Elevations, etc.), and a Landscape Plan. Please refer to the attached Urban Design Brief Terms of Reference. [See plans provided.](#)
18. The site is within a Design Priority Area, a visit to the UDRP is required in advance of the Applicant's formal submission to the City. An Urban Design Review Panel Report is also required as part of a complete submission. [Duly noted.](#)
19. Public realm a priority at this site. Please ensure that the revised ground floor condition engages with the street: [Commercial space and abundant opening in facades are provided at the ground level.](#)
20. Ground floor uses: consider reorienting the proposed commercial to the corner. Limit lobby frontage. [Duly noted. Commercial uses as much street frontage as possible.](#)
21. There may be an opportunity a patio, public seating, or public art at the corner (examples below). [Land needs to be unobstructed as per agreement with city staff. Animation of corner will be present with main entrance.](#)
22. Please ensure that the setbacks proposed, as well as the limits of the below-grade parking garage support the addition of medium street trees within the public realm. [Duly noted.](#)
23. The cantilever/arcade treatment will need to be two storeys. Consider introducing non-res uses (office, amenity) on the second level to further engage with the street. [Two stories under cantilever not feasible, residential use under cantilever not encouraged by Mach. Two stories of commercial not desirable.](#)
24. Underside of cantilever will need to have a strong architectural treatment (examples below). [Duly noted.](#)



## 77 Metcalfe – Summary of responses, Feedback form

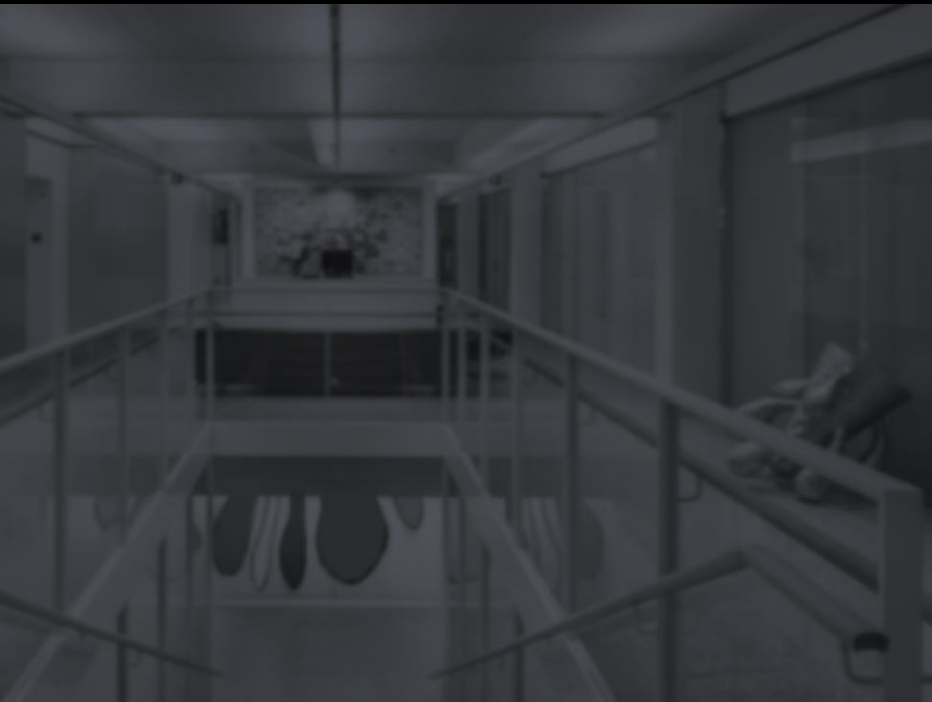
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Answers provided in blue

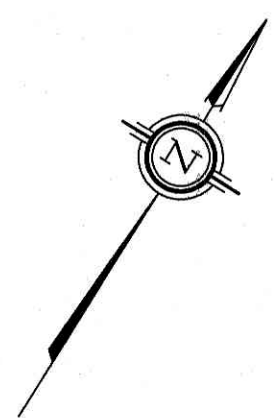
25. For the tower – can the separation distances be improved to 5-5.5 metres to enhance light access to units? **They have been revised to 5 meters.**
26. There should be a clear distinction between the tower and the base building. Please explore the potential to reduce the floor plate on levels 11 to 16 unless there is a strong architectural response that integrates that component into the design of the building: **An architectural response has been integrated from levels 11 to 16 in order to give a clear distinction between our future development and the existing building located at 81 Metcalfe.**
27. Elevator overrun needs to be in height plane. Please provide mechanical details as part of your formal submission. **Duly noted.**
28. Please explore the potential for no balconies or inset balconies. Outdoor amenity may be provided through outdoor terraces at the podium or roof level. **No balconies provided on the basilar portion and on the strong corner oriented towards the parliament. Balconies provided in window-wall portion of the building to ensure that tenants and more specifically families have access to private outdoor space.**
29. Architecture important – building will be viewed from various vantage points. Please use high-quality materials and ensure that the base building relates back to the established context: **Duly noted see details provided for materials.**
30. No concerns with limited vehicular parking – please increase the number of bike parking spaces. **Duly noted there are 234 planned bicycle parking spaces.**
31. Please provide sustainability details as part of your formal submission. **Duly noted see page 68 for more details.**
32. Consider providing a shadow study. **Duly noted will be provided as part of the SPA submittal.**

# Schedule I

Slater servitude







### ELEVATION NOTES

1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum, derived from HCM No. 2011-0073 having an elevation of 71.653 metres.
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 its relative elevation and description agrees with the information shown on this drawing.

Bearings are grid, derived from Southerly limit of Albert Street having a bearing of N58°01'25"E as shown on Plan 4R-34312 and are referred to the Central Meridian of MTM Zone 9 (78°30' West Longitude) NAD-83 (original). For bearing comparisons, a rotation of 0°33'45" counter-clockwise was applied to bearings on P2.

ANNIS, O'SULLIVAN, VOLLEBEKK LTD. grants to GROUPE MACHIN (The Client), their solicitors, mortgagees, and other related parties, permission to use original, signed, sealed copies of the Surveyor's Real Property Report in transactions involving The Client.

PART 2  
THIS PLAN MUST BE READ IN CONJUNCTION WITH  
SURVEY REPORT DATED August 6, 2024

### Notes & Legend

Denotes	
—○—	Survey Monument Planted
—■—	Survey Monument Found
SIB	Standard Iron Bar
SSIB	Short Standard Iron Bar
IB	Iron Bar
CC	Cut Cross
CP	Concrete Pin
(WIT)	Witness
Meas.	Measured
(AOG)	Annis, O'Sullivan, Vollebakk Ltd.
(PI)	(AOG) Plan Dated April 25, 2024
(P2)	(AOG) Plan Dated August 26, 1996
Deed	Inst. N515612
○ MH-ST	Maintenance Hole (Storm Sewer)
○ MH-S	Maintenance Hole (Sanitary)
○ MH-2	Maintenance Hole (Bell)
○ MH-T	Maintenance Hole (Traffic)
○ MH-H	Maintenance Hole (Hydro)
○ MH	Maintenance Hole (Unidentified)
○ VC	Valve Chamber (Watermain)
○ FH	Fire Hydrant
○ WV	Water Valve
□ HH	Handhole
○ LS	Light Standard
□ CB	Catch Basin
△ S	Sign
MF	Metal Fence
+ 65.50	Location of Elevations
+ 65.60	Top of Concrete Curb / Wall Elevation
Fdn.	Foundation
AC	Air Conditioner
CRW	Concrete Retaining Wall
RW	Retaining Wall

### SURVEYOR'S REAL PROPERTY REPORT

**PART 1** Plan of  
**LOT 52 AND PART OF LOT 53**  
**(SOUTH ALBERT STREET) AND**  
**PART OF LOTS 52 AND 53**  
**(NORTH SLATER STREET)**  
**REGISTERED PLAN 3922**  
**CITY OF OTTAWA**  
Surveyed by Annis, O'Sullivan, Vollebakk Ltd.

Sheet 1 of 3

Scale 1 : 100

4 3 2 1 0 1 2 3 4 Metres

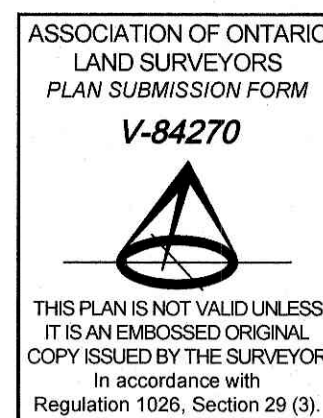
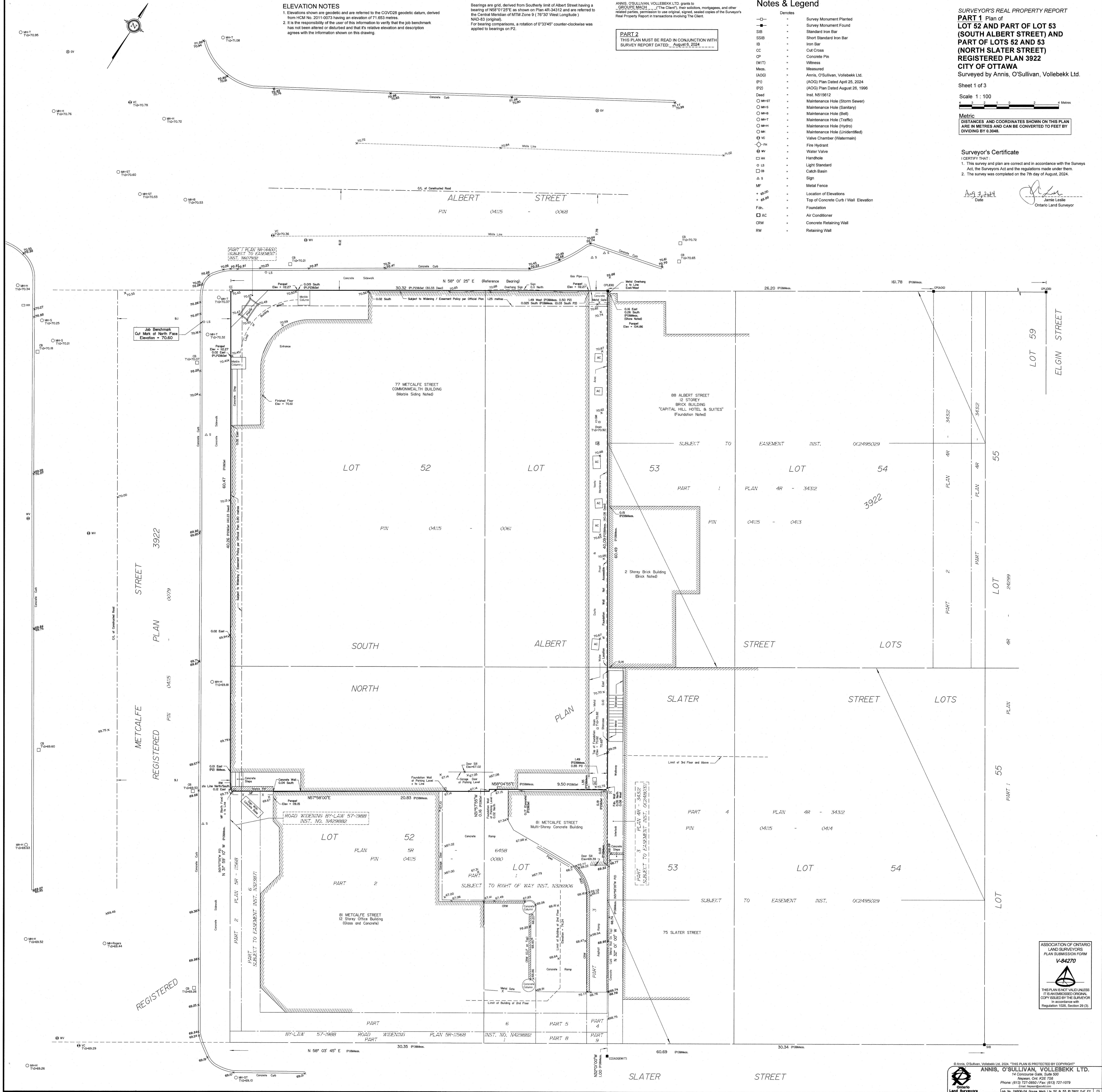
Metric  
DISTANCES AND COORDINATES SHOWN ON THIS PLAN  
ARE IN METRES AND CAN BE CONVERTED TO FEET BY  
DIVIDING BY 0.3048.

### Surveyor's Certificate

- I CERTIFY THAT:
1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the regulations made under them.
  2. The survey was completed on the 7th day of August, 2024.

Aug 7, 2024  
Date

James Leslie  
Ontario Land Surveyor





THIS INDENTURE made (in duplicate) the 15th day of March,  
one thousand nine hundred and eighty-four.

**BETWEEN:**

THE AEVO COMPANY LIMITED, a company incorporated under the laws of the Province of Ontario, and having its Head Office at the City of Ottawa, in the Regional Municipality of Ottawa-Carleton,

Hereinafter called the GRANTOR of the FIRST PART

**AND:**

DAVID ZELIKOVITZ, MAX ZELIKOVITZ, Executives, both of the City of Ottawa, and SARA ZELIKOVITZ (also known as SARA RUTH ZELIKOVITZ), Widow, MARLENE BURACK, Secretary, both of the City of Ottawa, JUDITH SCHNEIDERMAN, Married Woman, of the City of Sidney, in the Province of Nova Scotia, and the said DAVID ZELIKOVITZ, as Executors and Trustees under the Last Will and Testament of NATHAN ZELIKOVITZ, late, of the said City of Ottawa, Deceased, all carrying on business in partnership under the firm name and style of N.D.M. LEASEHOLDS,

Hereinafter called the GRANTEES of the SECOND PART

**AND:**

CANADIAN COMMERCIAL BANK,

Hereinafter called the PARTY of the THIRD PART

**AND:**

CANADA PERMANENT TRUST COMPANY,

Hereinafter called the PARTY of the FOURTH PART

**WHEREAS:**

a) The Grantor is the registered owner of the lands referred to in Schedule "A" hereto.

b) The Party of the Third Part is the holder of a mortgage over the lands described in Schedule "A" hereto, which mortgage is registered as number NS 149896.

c) The Grantees are the registered owners of the lands described in Schedule "B" hereto.



d) The Party of the Fourth Part is the holder of a mortgage over the lands described in Schedule "B" hereto, which mortgage is registered as number NS 193485.

e) By virtue of Grants of Right-of-Way made by predecessors in title of the Grantor to predecessors in title of the Grantees, the Grantees have the benefit of a right-of-way over certain lands owned by the Grantor as set out in the said Agreements, which Agreements are registered at the Land Registry Office (No. 5) for the City of Ottawa as 274188 and 433849.

f) The parties have agreed, for valuable consideration passing from the Grantor to the Grantees, to the relocation of the said right-of-way as hereinafter set out.

g) By Instrument dated the 6th day of July, 1982, <sup>Registered as N.</sup> the Grantees have released their interest in the right-of-way referred to in paragraph (e) hereof.

NOW THEREFORE THIS INDENTURE WITNESSETH that the Grantor, in consideration of the premises and the sum of ONE (\$1.00) DOLLAR, grants to the Grantees, and the Party of the Fourth Part as mortgagee, their heirs, successors, administrators and assigns, and the owners from time to time of the lands described in Schedule "B" hereto, a free and uninterrupted right-of-way in common with the Grantor, its successors and assigns, for persons, animals and vehicles through, along and over that certain parcel of land described in Schedule "A" hereto, such right-of-way to be for the purpose of access to and from the underground garage presently located within the building located on the lands described in Schedule "B" hereto or for the purpose of access to and from any other underground or below ground structure or excavation as may exist from time to time on the lands described in Schedule "B" hereto, provided that such other underground or below ground structure or excavation does not increase the burden on the servient tenement of the right-of-way hereby granted.

The Grantor reserves to itself, its successors and assigns the right to grant any further or other right-of-way over, along and upon the said lands described in Schedule "A" hereto to any person whatsoever and in whatsoever manner the said Grantor, its successors and assigns may think fit.

It is agreed and understood that the said right-of-way shall not be used by either of the parties hereto so as to block, obstruct or impede free passage by persons, animals and vehicles over any part of the said right-of-way.

The Grantor covenants with the Grantee to repair and maintain the right-of-way hereby created in perpetuity and, in addition, to illuminate the right-of-way, supply it with ~~mirrors~~, stop and go lights, and the appropriate key post installations to operate the garage door of the garage on the building at 77 Metcalfe Street, in the City of Ottawa.

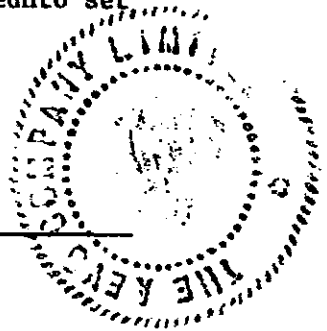
AND THE Party of the Third Part joins herein to postpone its interest as mortgagee to the right-of-way hereby created and granted.

IN WITNESS WHEREOF the said parties hereto have hereunto set their hands and seals.

THE AEVO COMPANY LIMITED

Per: \_\_\_\_\_

Per: \_\_\_\_\_



SIGNED, SEALED and DELIVERED  
in the presence of

*David Zelikovitz*  
as to David Zelikovitz

*Max Zelikovitz*  
as to Max Zelikovitz

*Sara Zelikovitz*  
as to Sara Zelikovitz

*Marlene Burack*  
as to Marlene Burack  
personally

*Judith Schneiderman*  
as to Marlene Burack for  
Judith Schneiderman

*David Zelikovitz*  
as to David Zelikovitz

*David Zelikovitz*

*David Zelikovitz*  
DAVID ZELIKOVITZ

*Max Zelikovitz*  
MAX ZELIKOVITZ

THE ESTATE OF NATHAN ZELIKOVITZ

Per: *Sara Zelikovitz*  
Sara Zelikovitz

Per: *Marlene Burack*  
Marlene Burack

Per: *Marlene Burack*  
Judith Schneiderman, by her attorney  
Marlene Burack  
(pursuant to Power of Attorney  
registered as No. NS195543)

Per: *David Zelikovitz*  
David Zelikovitz

All carrying on business under the firm  
name and style of N.D.M. LEASEHOLDS.

CANADIAN COMMERCIAL BANK

Per: *[Signature]*  
ASSISTANT VICE PRESIDENT, CREDIT

Per: *[Signature]*  
ASSISTANT VICE PRESIDENT, TORONTO

CANADA PERMANENT TRUST COMPANY

Per: *[Signature]*

Per: *[Signature]*



SCHEDULE "A"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Ottawa, in the Regional Municipality of Ottawa-Carleton, and being more particularly described as parts of Lots 52 and 53 on the north side of Slater Street, as shown on registered plan number 3922 of the City of Ottawa, designated as Parts 1 and 5 on deposited reference plan 5R-6458 deposited on the 25th day of May, 1982, at the Registry Office for the Land Registry Division of Ottawa-Carleton (No. 5).

**CONSENT**

Pursuant to subsection 21 of section 49 of The Planning Act, I certify that the consent of the Committee of Adjustment for the City of Ottawa was given on the 18th day of March 1982 to the transaction to which the within instrument relates.

DATED the 5th  
day of April  
19 82

R. J. Wolynka  
Secretary-Treasurer

SCHEDULE "B"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Ottawa, in the Regional Municipality of Ottawa-Carleton (formerly the County of Carleton) and Province of Ontario.

BEING COMPOSED of all of Lot 52 and the west half of Lot 53 on the south side of Albert Street, and part of Lots 52 and 53 on the north side of Slater Street, as shown on Registered Plan 3922, of the City of Ottawa, which parcel of land may be described as follows:

COMMENCING at the north-west angle of the said Lot 52, south Albert Street;

THENCE southerly along the westerly boundary of the said Lot 52, south Albert Street, and the said Lot 52, north Slater Street, a distance of one hundred and thirty-two feet (132');

THENCE easterly parallel with the northerly boundary of the said Lots 52 and 53, south Albert Street, a distance of sixty-eight and thirty-three one-hundredths feet (68.33');

THENCE northerly parallel with the westerly boundary of the said Lot 53, north Slater Street, a distance of fifty-four one-hundredths feet (0.54');

THENCE easterly parallel with the southerly boundary of the said Lot 53, north Slater Street, a distance of thirty-one and seventeen one-hundredths feet (31.17') to the centre line of the said Lot 53, north Slater Street.

THENCE northerly along the centre line of the said Lot 53, north Slater Street and south Albert Street, a distance of one hundred and thirty-one and forty-nine one-hundredths feet (131.49') to the northerly boundary of the said Lot 53, south Albert Street;

THENCE westerly along the northerly boundary of the said Lots 53 and 52, south Albert Street, a distance of ninety-nine and fifty one-hundredths feet (99.50') to the point of commencement.



<sup>44</sup> Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, (or complete separate affidavit).

AFFIDAVIT OF SUBSCRIBING WITNESS

I. DAVID H. CHICK, Solicitor  
of the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

326906

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed  
at the City of Ottawa by Sara Zelikovitz and Marlene Burack

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

this 27th day of March 1984

Judy L. Wilson  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

David Chick

\* Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "I name of attorney, as attorney for (name of party)", and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

MAY, 1982

AFFIDAVIT AS TO AGE AND SPOUSAL STATUS

WE SARA ZELIKOVITZ and MARLENE BURACK  
of the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

(severally) make oath and say: When I ~~JOSE~~ executed the attached instrument,

\*If attorney  
see footnote

~~WE~~ WE WERE EACH at least eighteen years old;  
and within the meaning of clause 1 (f) of the Family Law Reform Act,

Strike out  
inapplicable  
clauses.

(a) ~~None of us was a spouse.~~ Neither of us was a spouse.

~~(b)~~

~~(c)~~

~~(d) None of us was a spouse.~~

\*\*Not a  
Matrimonial  
Home, etc.  
see footnote.

Resident of  
Canada, etc.

(SEVERALLY) SWORN before me at the City of  
Ottawa, in the Regional Municipality of  
Ottawa-Carleton

this 27th day of March 1984

David Chick  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

Sara Zelikovitz  
Sara Zelikovitz  
Marlene Burack  
Marlene Burack

\* Where affidavit is made by an attorney substitute: "When I executed the attached instrument as attorney for (name of principal) he was/was not a spouse within the meaning of Clause 1 (f) of the Family Law Reform Act (and if applicable, insert name of spouse). At the time of execution of the Power of Attorney (name of principal) was at least eighteen years of age. The Power of Attorney is in full force and effect and has not been revoked".

\*\* Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, (or complete separate affidavit).



<sup>22</sup> Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, (to complete separate affidavit).

AFFIDAVIT OF SUBSCRIBING WITNESS

I, **DAVID H. CHICK, Solicitor.**  
of the City of Ottawa,  
in the Regional Municipality of Ottawa-Carleton,

326906

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed  
at **Ottawa** by **MAX ZELIKOVITZ.**

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the City of Ottawa,  
in the Regional Municipality of  
Ottawa-Carleton,

this **26th** day of **March** 1984.

**Judy L. Wilson**  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

**JUDY LYNN WILSON, Student-at-Law  
a Commissioner etc. in and for the  
Province of Ontario for Nelligan/Power  
Barristers & Solicitors. Expires Sept  
23, 1988.**

*[Signature]*

\* Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

MAY, 1982

AFFIDAVIT AS TO AGE AND SPOUSAL STATUS

I ~~XXXXXX~~, **MAX ZELIKOVITZ,**  
of the City of Ottawa,  
in the Regional Municipality of Ottawa-Carleton,

~~(severally)~~ make oath and say: When I / ~~XXX~~ executed the attached instrument,

\*If attorney  
see footnote

I WAS ~~XXXXXX~~ at least eighteen years old;

~~XX~~

Strike out  
inapplicable  
clauses.

~~XX~~

~~HH~~

~~XXXXXXXXXXXXXX~~

~~XX~~

\*\*Not a  
Matrimonial  
Home, etc.  
see footnote.

No part of the within described property has been occupied by me and  
a person who would be my spouse within the meaning of the Family  
Law Reform Act as our matrimonial home.

Resident of  
Canada, etc.

~~(SEVERALLY)~~ SWORN before me at the City  
of Ottawa, in the Regional  
Municipality of Ottawa-Carleton,

this **26th** day of **March** 1984.

*[Signature]*  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

*[Signature]*  
**MAX ZELIKOVITZ**

\* Where affidavit is made by an attorney substitute: "When I executed the attached instrument as attorney for (name of principal) he was/ was not a spouse within the meaning of Clause 1 (f) of the Family Law Reform Act (and if applicable, insert name of spouse). At the time of execution of the Power of Attorney (name of principal) was at least eighteen years of age. The Power of Attorney is in full force and effect and has not been revoked".  
\*\* Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act. (or complete separate affidavit).



## AFFIDAVIT OF SUBSCRIBING WITNESS

I, DAVID H. CHICK, Solicitor  
of the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed  
at Ottawa by MARLENE BURACK, Executor of  
the estate of NATHAN ZELIKOVITZ.

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the City of Ottawa

in the Regional  
Municipality of Ottawa-Carleton,  
this 27th day of March 19 84.

*Judy L. Wilson*  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

JUDY LYNN WILSON, Student-at-Law  
& Commissioner etc. in and for the  
Province of Ontario for Neilligan/Powis  
Barristers & Solicitors. Expires Sept.  
23, 1988.

*David H. Chick*

\*Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

For place of  
residence insert  
appropriate County,  
District, Regional  
Municipality, etc.

## AFFIDAVIT OF SUBSCRIBING WITNESS

I,  
of the  
in the  
make oath and say:  
I am a subscribing witness to the attached instrument and I was present and saw it executed

at by

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the

in the

this day of 19

A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

\*Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

MAY, 1982

AFFIDAVIT AS TO AGE AND SPOUSAL STATUS

I ~~XXXX~~, DAVID ZELIKOVITZ,  
of the City of Ottawa,  
in the Regional Municipality of Ottawa-Carleton,

~~XXXXXX~~ make oath and say: When I / ~~XXXX~~ executed the attached instrument,

I WAS / ~~XXXXXXXXXXXX~~ at least eighteen years old;

~~XX~~

~~XX~~

~~XXX~~

~~XXXXXXXXXXXX~~

~~XX~~

No part of the within described property has been occupied by me and a person who would be my spouse within the meaning of the Family Law Reform Act as our matrimonial home.

~~XXXXXXXXXX~~ SWORN before me at the City of Ottawa, in the Regional Municipality of Ottawa-Carleton,

this 30<sup>th</sup> day of March 1984.

DAVID ZELIKOVITZ

A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

~~XX~~  
SIGNED AND FOLLOWING Shown  
at Ottawa, etc., on 30<sup>th</sup>  
Notary of Ottawa for Notary  
Notary and Solicitors Expires September

\* Where affidavit is made by an attorney substitute: "When I executed the attached instrument as attorney for (name of principal) he was / was not a spouse within the meaning of Clause 1 (1) of the Family Law Reform Act (and of applicable, insert name of spouse). At the time of execution of the Power of Attorney (name of principal) was at least eighteen years of age. The Power of Attorney is in full force and effect and has not been revoked."

\*\* Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, for complete separate affidavit



**AFFIDAVIT OF RESIDENCE AND OF VALUE OF THE CONSIDERATION**

IN THE MATTER OF THE CONVEYANCE OF (insert brief description of land) Part of Lots 52 and 53, North side of Slater Street, Plan No. 3922, designated as Parts 1 and 5 on Plan 5R-6458, City of Ottawa, Regional Municipality of Ottawa-Carleton  
BY (print names of all transferors in full) The Aevo Company Limited

TO (see instruction 1 and print names of all transferees in full) N.D.M. Leaseholds

I, (see instruction 2 and print name(s) in full) David Chick

**MAKE OATH AND SAY THAT:**

1. I am (place a clear mark within the square opposite that one of the following paragraphs that describes the capacity of the deponent(s)): (see instruction 2)

- ☐ (a) A person in trust for whom the land conveyed in the above-described conveyance is being conveyed;  
☐ (b) A trustee named in the above-described conveyance to whom the land is being conveyed;  
☐ (c) A transferee named in the above-described conveyance;  
☒ (d) The authorized agent or solicitor acting in this transaction for (insert name(s) of principal(s)) N.D.M. Leaseholds

described in paragraph(s) (a), (b), (c) above; (strike out references to inapplicable paragraphs)

☐ (e) The President, Vice-President, Manager, Secretary, Director, or Treasurer authorized to act for (insert name(s) of corporation(s))

described in paragraph(s) (a), (b), (c) above; (strike out references to inapplicable paragraphs)

☐ (f) A transferee described in paragraph ( ) (insert only one of paragraph (a), (b) or (c) above, as applicable) and am making this affidavit on my own behalf and on behalf of (insert name of spouse) who is my spouse described in paragraph ( ) (insert only one of paragraph (a), (b) or (c) above, as applicable)

and as such, I have personal knowledge of the facts herein deposed to.

2. I have read and considered the definitions of "non-resident corporation" and "non-resident person" set out respectively in clauses 1 (1)(f) and (g) of the Act. (see instruction 3).

3. The following persons to whom or in trust for whom the land conveyed in the above-described conveyance is being conveyed are non-resident persons within the meaning of the Act. (see instruction 4) none

**4. THE TOTAL CONSIDERATION FOR THIS TRANSACTION IS ALLOCATED AS FOLLOWS:**

(a) Monies paid or to be paid in cash	\$ 1.00	
(b) Mortgages (i) Assumed (show principal and interest to be credited against purchase price)	\$ nil	
(ii) Given back to vendor	\$ nil	
(c) Property transferred in exchange (detail below)	\$ nil	
(d) Securities transferred to the value of (detail below)	\$ nil	
(e) Liens, legacies, annuities and maintenance charges to which transfer is subject	\$ nil	
(f) Other valuable consideration subject to land transfer tax (detail below)	\$ nil	
(g) VALUE OF LAND, BUILDING, FIXTURES AND GOODWILL SUBJECT TO LAND TRANSFER TAX (TOTAL OF (a) to (f))	\$ 1.00	\$ 1.00
(h) VALUE OF ALL CHATTELS - items of tangible personal property (Retail Sales Tax is payable on the value of all chattels unless exempt under the provisions of the "Retail Sales Tax Act", R.S.O. 1980, c. 454, as amended)	\$ nil	
(i) Other consideration for transaction not included in (g) or (h) above	\$ nil	
(j) TOTAL CONSIDERATION	\$ 1.00	\$ 1.00

ALL BLANKS  
MUST BE  
FILLED IN.  
INSERT "NIL"  
WHERE  
APPLICABLE.

5. If consideration is nominal, describe relationship between transferor and transferee and state purpose of conveyance. (see instruction 5) arm's length transfer to relocate right-of-way
6. If the consideration is nominal, is the land subject to any encumbrance? yes, but encumbrance has not been assumed
7. Other remarks and explanations, if necessary Grant of a Right-of-Way to realign and relocate existing right-of-way. The right-of-way is for use only, and does not constitute a conveyance of the land.

SWORN before me at the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton  
this 26th day of February 19 86  
Suzanne Viau  
A Commissioner for taking Affidavits, etc.

DAVID CHICK signature(s)

SUZANNE THERESE VIAU, a Commissioner  
etc., Judicial District of Ottawa-Carleton, for  
Hall and Associates Inc. and Solicitors  
Expires October 9, 1987

**PROPERTY INFORMATION RECORD**

(i) Address of property being conveyed (if available) 81 Metcalfe Street, Ottawa, Ontario K1P 6K7

(ii) Assessment Roll No. (if available) not available

C. Mailing address(es) for future Notices of Assessment under the Assessment Act for property being conveyed (see instruction 6) N.D.M. Leaseholds Ltd., 363 Besserer Street, Ottawa K1N 6B7

D. (i) Registration number for last conveyance of property being conveyed (if available) not available

(ii) Legal description of property conveyed: Same as in D.(i) above. Yes ☐ No ☒ Not Known ☐

E. Name(s) and address(es) of each transferee's solicitor  
David H. Chick  
Messrs. Nelligan/Power  
1000-77 Metcalfe Street  
Ottawa, Ontario K1P 5L6  
(DHC:pe 10112)

For Land Registry Office use only

REGISTRATION NO.

Land Registry Office No.

Registration Date

N326906

NUMBER N326906  
CERTIFICATE OF REGISTRATION

DATED: March 15th, 1984

BETWEEN:

THE AEVO COMPANY LIMITED

AND:

DAVID ZELIKOVITZ, MAX ZELIKOVITZ,  
and SARA ZELIKOVITZ and DAVID  
ZELIKOVITZ as Executors of the  
Estate of NATHAN ZELIKOVITZ,  
carrying on business as N.D.M.  
LEASEHOLDS

STAKA CURELION  
JAN 22 1984  
LAND REGISTRY

'86 FEB 26 PM 2:22

LAND REGISTRY # 5

2	NS 149895
1m	BK 510

GRANT OF RIGHT-OF-WAY

#5415 RFEE

16.00

MESSRS. NELLIGAN/POWER  
Barristers and Solicitors  
1000 - 77 Metcalfe Street  
Ottawa, Ontario  
K1P 5L6  
(DHC:kg)



THIS INDENTURE made (in duplicate) the 15th day of March,  
one thousand nine hundred and eighty-four.

**BETWEEN:**

THE AEVO COMPANY LIMITED, a company incorporated under the laws of the Province of Ontario, and having its Head Office at the City of Ottawa, in the Regional Municipality of Ottawa-Carleton,

Hereinafter called the GRANTOR of the FIRST PART

**AND:**

DAVID ZELIKOVITZ, MAX ZELIKOVITZ, Executives, both of the City of Ottawa, and SARA ZELIKOVITZ (also known as SARA RUTH ZELIKOVITZ), Widow, MARLENE BURACK, Secretary, both of the City of Ottawa, JUDITH SCHNEIDERMAN, Married Woman, of the City of Sidney, in the Province of Nova Scotia, and the said DAVID ZELIKOVITZ, as Executors and Trustees under the Last Will and Testament of NATHAN ZELIKOVITZ, late, of the said City of Ottawa, Deceased, all carrying on business in partnership under the firm name and style of N.D.M. LEASEHOLDS,

Hereinafter called the GRANTEES of the SECOND PART

**AND:**

CANADIAN COMMERCIAL BANK,

Hereinafter called the PARTY of the THIRD PART

**AND:**

CANADA PERMANENT TRUST COMPANY,

Hereinafter called the PARTY of the FOURTH PART

**WHEREAS:**

a) The Grantor is the registered owner of the lands referred to in Schedule "A" hereto.

b) The Party of the Third Part is the holder of a mortgage over the lands described in Schedule "A" hereto, which mortgage is registered as number NS 149896.

c) The Grantees are the registered owners of the lands described in Schedule "B" hereto.

d) The Party of the Fourth Part is the holder of a mortgage over the lands described in Schedule "B" hereto, which mortgage is registered as number NS 193485.

e) By virtue of Grants of Right-of-Way made by predecessors in title of the Grantor to predecessors in title of the Grantees, the Grantees have the benefit of a right-of-way over certain lands owned by the Grantor as set out in the said Agreements, which Agreements are registered at the Land Registry Office (No. 5) for the City of Ottawa as 274188 and 433849.

f) The parties have agreed, for valuable consideration passing from the Grantor to the Grantees, to the relocation of the said right-of-way as hereinafter set out.

g) By Instrument dated the 6th day of July, 1982, <sup>Registered as N.</sup> the Grantees have released their interest in the right-of-way referred to in paragraph (e) hereof.

NOW THEREFORE THIS INDENTURE WITNESSETH that the Grantor, in consideration of the premises and the sum of ONE (\$1.00) DOLLAR, grants to the Grantees, and the Party of the Fourth Part as mortgagee, their heirs, successors, administrators and assigns, and the owners from time to time of the lands described in Schedule "B" hereto, a free and uninterrupted right-of-way in common with the Grantor, its successors and assigns, for persons, animals and vehicles through, along and over that certain parcel of land described in Schedule "A" hereto, such right-of-way to be for the purpose of access to and from the underground garage presently located within the building located on the lands described in Schedule "B" hereto or for the purpose of access to and from any other underground or below ground structure or excavation as may exist from time to time on the lands described in Schedule "B" hereto, provided that such other underground or below ground structure or excavation does not increase the burden on the servient tenement of the right-of-way hereby granted.

The Grantor reserves to itself, its successors and assigns the right to grant any further or other right-of-way over, along and upon the said lands described in Schedule "A" hereto to any person whatsoever and in whatsoever manner the said Grantor, its successors and assigns may think fit.

It is agreed and understood that the said right-of-way shall not be used by either of the parties hereto so as to block, obstruct or impede free passage by persons, animals and vehicles over any part of the said right-of-way.

The Grantor covenants with the Grantee to repair and maintain the right-of-way hereby created in perpetuity and, in addition, to illuminate the right-of-way, supply it with ~~mirrors~~, stop and go lights, and the appropriate key post installations to operate the garage door of the garage on the building at 77 Metcalfe Street, in the City of Ottawa.

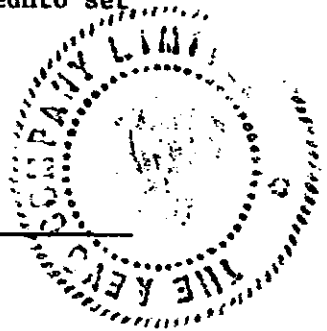
AND THE Party of the Third Part joins herein to postpone its interest as mortgagee to the right-of-way hereby created and granted.

IN WITNESS WHEREOF the said parties hereto have hereunto set their hands and seals.

THE AEVO COMPANY LIMITED

Per: \_\_\_\_\_

Per: \_\_\_\_\_





SIGNED, SEALED and DELIVERED  
in the presence of

*David Zelikovitz*  
as to David Zelikovitz

*Max Zelikovitz*  
as to Max Zelikovitz

*Sara Zelikovitz*  
as to Sara Zelikovitz

*Marlene Burack*  
as to Marlene Burack  
personally

*Judith Schneiderman*  
as to Marlene Burack for  
Judith Schneiderman

*David Zelikovitz*  
as to David Zelikovitz

*David Zelikovitz*

*David Zelikovitz*  
DAVID ZELIKOVITZ

*Max Zelikovitz*  
MAX ZELIKOVITZ

THE ESTATE OF NATHAN ZELIKOVITZ

Per: *Sara Zelikovitz*  
Sara Zelikovitz

Per: *Marlene Burack*  
Marlene Burack

Per: *Marlene Burack*  
Judith Schneiderman, by her attorney  
Marlene Burack  
(pursuant to Power of Attorney  
registered as No. NS195543)

Per: *David Zelikovitz*  
David Zelikovitz

All carrying on business under the firm  
name and style of N.D.M. LEASEHOLDS.

CANADIAN COMMERCIAL BANK  
Per: *[Signature]*  
ASSISTANT VICE PRESIDENT, CREDIT

Per: *[Signature]*  
ASSISTANT VICE PRESIDENT, TORONTO

CANADA PERMANENT TRUST COMPANY

Per: *[Signature]*  
Per: *[Signature]*

SCHEDULE "A"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Ottawa, in the Regional Municipality of Ottawa-Carleton, and being more particularly described as parts of Lots 52 and 53 on the north side of Slater Street, as shown on registered plan number 3922 of the City of Ottawa, designated as Parts 1 and 5 on deposited reference plan 5R-6458 deposited on the 25th day of May, 1982, at the Registry Office for the Land Registry Division of Ottawa-Carleton (No. 5).

**CONSENT**

Pursuant to subsection 21 of section 49 of The Planning Act, I certify that the consent of the Committee of Adjustment for the City of Ottawa was given on the 18th day of March 1982 to the transaction to which the within instrument relates.

DATED the 5th  
day of April  
19 82

R. J. Wolynka  
Secretary-Treasurer



SCHEDULE "B"

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the City of Ottawa, in the Regional Municipality of Ottawa-Carleton (formerly the County of Carleton) and Province of Ontario.

BEING COMPOSED of all of Lot 52 and the west half of Lot 53 on the south side of Albert Street, and part of Lots 52 and 53 on the north side of Slater Street, as shown on Registered Plan 3922, of the City of Ottawa, which parcel of land may be described as follows:

COMMENCING at the north-west angle of the said Lot 52, south Albert Street;

THENCE southerly along the westerly boundary of the said Lot 52, south Albert Street, and the said Lot 52, north Slater Street, a distance of one hundred and thirty-two feet (132');

THENCE easterly parallel with the northerly boundary of the said Lots 52 and 53, south Albert Street, a distance of sixty-eight and thirty-three one-hundredths feet (68.33');

THENCE northerly parallel with the westerly boundary of the said Lot 53, north Slater Street, a distance of fifty-four one-hundredths feet (0.54');

THENCE easterly parallel with the southerly boundary of the said Lot 53, north Slater Street, a distance of thirty-one and seventeen one-hundredths feet (31.17') to the centre line of the said Lot 53, north Slater Street.

THENCE northerly along the centre line of the said Lot 53, north Slater Street and south Albert Street, a distance of one hundred and thirty-one and forty-nine one-hundredths feet (131.49') to the northerly boundary of the said Lot 53, south Albert Street;

THENCE westerly along the northerly boundary of the said Lots 53 and 52, south Albert Street, a distance of ninety-nine and fifty one-hundredths feet (99.50') to the point of commencement.

<sup>44</sup> Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, (or complete separate affidavit).



AFFIDAVIT OF SUBSCRIBING WITNESS

I. DAVID H. CHICK, Solicitor  
of the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

326906

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed  
at the City of Ottawa by Sara Zelikovitz and Marlene Burack

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

this 27th day of March 1984

Judy L. Wilson  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

David Chick

\* Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "I name of attorney, as attorney for (name of party)", and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

MAY, 1982

AFFIDAVIT AS TO AGE AND SPOUSAL STATUS

WE SARA ZELIKOVITZ and MARLENE BURACK  
of the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

(severally) make oath and say: When I ~~JOSE~~ executed the attached instrument,

\*If attorney  
see footnote

~~WE~~ WE WERE EACH at least eighteen years old;

and within the meaning of clause 1 (f) of the Family Law Reform Act,

(a) ~~NEITHER OF US WAS A SPOUSE.~~ Neither of us was a spouse.

Strike out  
inapplicable  
clauses.

~~NEITHER OF US WAS A SPOUSE.~~

~~NEITHER OF US WAS A SPOUSE.~~

~~NEITHER OF US WAS A SPOUSE.~~

\*\*Not a  
Matrimonial  
Home, etc.  
see footnote.

Resident of  
Canada, etc.

(SEVERALLY) SWORN before me at the City of  
Ottawa, in the Regional Municipality of  
Ottawa-Carleton

this 27th day of March 1984

David Chick  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

Sara Zelikovitz  
Sara Zelikovitz  
Marlene Burack  
Marlene Burack

\* Where affidavit is made by an attorney substitute: "When I executed the attached instrument as attorney for (name of principal) he was/was not a spouse within the meaning of Clause 1 (f) of the Family Law Reform Act (and if applicable, insert name of spouse). At the time of execution of the Power of Attorney (name of principal) was at least eighteen years of age. The Power of Attorney is in full force and effect and has not been revoked".

\*\* Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, (or complete separate affidavit).

<sup>22</sup> Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, (or complete separate affidavits).



AFFIDAVIT OF SUBSCRIBING WITNESS

I, **DAVID H. CHICK, Solicitor.**  
of the City of Ottawa,  
in the Regional Municipality of Ottawa-Carleton,

326906

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed  
at **Ottawa** by **MAX ZELIKOVITZ.**

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the City of Ottawa,  
in the Regional Municipality of  
Ottawa-Carleton,

this **26th** day of **March** 1984.

**Judy L. Wilson**  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

**JUDY LYNN WILSON, Student-at-Law  
a Commissioner etc. in and for the  
Province of Ontario for Nelligan/Power  
Barristers & Solicitors. Expires Sept  
23, 1988.**

*[Signature]*

\* Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

MAY, 1982

AFFIDAVIT AS TO AGE AND SPOUSAL STATUS

I ~~XXXXXX~~, **MAX ZELIKOVITZ,**  
of the City of Ottawa,  
in the Regional Municipality of Ottawa-Carleton,

(~~severally~~) make oath and say: When I / ~~XXX~~ executed the attached instrument,

\*If attorney  
see footnote

I WAS ~~XXXXXX~~ at least eighteen years old;

~~XX~~

Strike out  
inapplicable  
clauses.

~~XX~~

~~HH~~

~~XXXXXXXXXXXXXX~~

~~XX~~

\*\*Not a  
Matrimonial  
Home, etc.  
see footnote.

No part of the within described property has been occupied by me and  
a person who would be my spouse within the meaning of the Family  
Law Reform Act as our matrimonial home.

Resident of  
Canada, etc.

(~~SEVERALLY~~) SWORN before me at the City  
of Ottawa, in the Regional  
Municipality of Ottawa-Carleton,

this **26th** day of **March** 1984.

*[Signature]*  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

*[Signature]*  
**MAX ZELIKOVITZ**

\* Where affidavit is made by an attorney substitute: "When I executed the attached instrument as attorney for (name of principal) he was/ was not a spouse within the meaning of Clause 1 (f) of the Family Law Reform Act (and if applicable, insert name of spouse). At the time of execution of the Power of Attorney (name of principal) was at least eighteen years of age. The Power of Attorney is in full force and effect and has not been revoked".  
\*\* Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act. (or complete separate affidavit).

## AFFIDAVIT OF SUBSCRIBING WITNESS

I, DAVID H. CHICK, Solicitor  
of the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton

make oath and say:

I am a subscribing witness to the attached instrument and I was present and saw it executed  
at Ottawa by MARLENE BURACK, Executor of  
the estate of NATHAN ZELIKOVITZ.

\*See footnote

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the City of Ottawa

in the Regional  
Municipality of Ottawa-Carleton,  
this 27th day of March 19 84.

Judy L. Wilson  
A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

JUDY LYNN WILSON, Student-at-Law  
& Commissioner etc. in and for the  
Province of Ontario for Neilligan/Powis  
Barristers & Solicitors. Expires Sept.  
23, 1988.

David H. Chick

\*Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".

For place of  
residence insert  
appropriate County,  
District, Regional  
Municipality, etc.

## AFFIDAVIT OF SUBSCRIBING WITNESS

I,  
of the  
in the  
make oath and say:  
I am a subscribing witness to the attached instrument and I was present and saw it executed

\*See footnote

by

\*See footnote

I verily believe that each person whose signature I witnessed is the party of the same name referred to in the instrument.

SWORN before me at the

in the

this day of 19

A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

\*Where a party is unable to read the instrument or where a party signs by making his mark or in foreign characters add "after the instrument had been read to him and he appeared fully to understand it". Where executed under a power of attorney insert "(name of attorney) as attorney for (name of party)"; and for next clause substitute "I verily believe that the person whose signature I witnessed was authorized to execute the instrument as attorney for (name)".



MAY, 1982

AFFIDAVIT AS TO AGE AND SPOUSAL STATUS

I ~~XXXX~~, DAVID ZELIKOVITZ,  
of the City of Ottawa,  
in the Regional Municipality of Ottawa-Carleton,

~~XXXXXX~~ make oath and say: When I / ~~XXXX~~ executed the attached instrument,

I WAS / ~~XXXXXXXXXXXX~~ at least eighteen years old;

~~XX~~

~~XX~~

~~XXX~~

~~XXXXXXXXXXXX~~

~~XX~~

No part of the within described property has been occupied by me and a person who would be my spouse within the meaning of the Family Law Reform Act as our matrimonial home.

~~XXXXXXXXXX~~ SWORN before me at the City of Ottawa, in the Regional Municipality of Ottawa-Carleton,

this 30<sup>th</sup> day of March 1984.

DAVID ZELIKOVITZ

A COMMISSIONER FOR TAKING AFFIDAVITS, ETC.

~~XX~~  
SIGNED AND FOLLOWING Shown  
at Ottawa, etc., on 30<sup>th</sup>  
Notary of Ottawa for Notary  
Notary and Solicitors Expires September

\* Where affidavit is made by an attorney substitute: "When I executed the attached instrument as attorney for (name of principal) he was / was not a spouse within the meaning of Clause 1 (1) of the Family Law Reform Act (and of applicable, insert name of spouse). At the time of execution of the Power of Attorney (name of principal) was at least eighteen years of age. The Power of Attorney is in full force and effect and has not been revoked."

\*\* Where spouse does not join in or consent, see Subsection 42(3) of the Family Law Reform Act, for complete separate affidavit

**AFFIDAVIT OF RESIDENCE AND OF VALUE OF THE CONSIDERATION**

IN THE MATTER OF THE CONVEYANCE OF (insert brief description of land) Part of Lots 52 and 53, North side of Slater Street, Plan No. 3922, designated as Parts 1 and 5 on Plan 5R-6458, City of Ottawa, Regional Municipality of Ottawa-Carleton  
BY (print names of all transferors in full) The Aevo Company Limited

TO (see instruction 1 and print names of all transferees in full) N.D.M. Leaseholds

I, (see instruction 2 and print name(s) in full) David Chick

**MAKE OATH AND SAY THAT:**

- I am (place a clear mark within the square opposite that one of the following paragraphs that describes the capacity of the deponent(s)): (see instruction 2)
  - ☐ (a) A person in trust for whom the land conveyed in the above-described conveyance is being conveyed;
  - ☐ (b) A trustee named in the above-described conveyance to whom the land is being conveyed;
  - ☐ (c) A transferee named in the above-described conveyance;
  - ☒ (d) The authorized agent or solicitor acting in this transaction for (insert name(s) of principal(s)) N.D.M. Leaseholds  
described in paragraph(s) (a), (b), (c) above; (strike out references to inapplicable paragraphs)
  - ☐ (e) The President, Vice-President, Manager, Secretary, Director, or Treasurer authorized to act for (insert name(s) of corporation(s))  
described in paragraph(s) (a), (b), (c) above; (strike out references to inapplicable paragraphs)
  - ☐ (f) A transferee described in paragraph ( ) (insert only one of paragraph (a), (b) or (c) above, as applicable) and am making this affidavit on my own behalf and on behalf of (insert name of spouse)  
who is my spouse described in paragraph ( ) (insert only one of paragraph (a), (b) or (c) above, as applicable)
- and as such, I have personal knowledge of the facts herein deposed to.
- I have read and considered the definitions of "non-resident corporation" and "non-resident person" set out respectively in clauses 1 (1)(f) and (g) of the Act. (see instruction 3).
- The following persons to whom or in trust for whom the land conveyed in the above-described conveyance is being conveyed are non-resident persons within the meaning of the Act. (see instruction 4) none

**4. THE TOTAL CONSIDERATION FOR THIS TRANSACTION IS ALLOCATED AS FOLLOWS:**

(a) Monies paid or to be paid in cash	\$ 1.00	
(b) Mortgages (i) Assumed (show principal and interest to be credited against purchase price)	\$ nil	
(ii) Given back to vendor	\$ nil	
(c) Property transferred in exchange (detail below)	\$ nil	
(d) Securities transferred to the value of (detail below)	\$ nil	
(e) Liens, legacies, annuities and maintenance charges to which transfer is subject	\$ nil	
(f) Other valuable consideration subject to land transfer tax (detail below)	\$ nil	
(g) VALUE OF LAND, BUILDING, FIXTURES AND GOODWILL SUBJECT TO LAND TRANSFER TAX (TOTAL OF (a) to (f))	\$ 1.00	\$ 1.00
(h) VALUE OF ALL CHATTELS - items of tangible personal property (Retail Sales Tax is payable on the value of all chattels unless exempt under the provisions of the "Retail Sales Tax Act", R.S.O. 1980, c. 454, as amended)	\$ nil	
(i) Other consideration for transaction not included in (g) or (h) above	\$ nil	
(j) TOTAL CONSIDERATION	\$ 1.00	\$ 1.00

ALL BLANKS  
MUST BE  
FILLED IN.  
INSERT "NIL"  
WHERE  
APPLICABLE.

- If consideration is nominal, describe relationship between transferor and transferee and state purpose of conveyance. (see instruction 5) arm's length transfer to relocate right-of-way
- If the consideration is nominal, is the land subject to any encumbrance? yes, but encumbrance has not been assumed
- Other remarks and explanations, if necessary Grant of a Right-of-Way to realign and relocate existing right-of-way. The right-of-way is for use only, and does not constitute a conveyance of the land.

SWORN before me at the City of Ottawa  
in the Regional Municipality of Ottawa-Carleton  
this 26th day of February 19 86  
Suzanne Viau  
A Commissioner for taking Affidavits, etc.

DAVID CHICK signature(s)

SUZANNE THERESE VIAU, a Commissioner  
etc., Judicial District of Ottawa-Carleton, for  
Hall and Boardman, Chartered Accountants and Solicitors  
Expires October 9, 1987

**PROPERTY INFORMATION RECORD**

- Address of property being conveyed (if available) 81 Metcalfe Street, Ottawa, Ontario K1P 6K7
- Assessment Roll No. (if available) not available
- Mailing address(es) for future Notices of Assessment under the Assessment Act for property being conveyed (see instruction 6) N.D.M. Leaseholds Ltd., 363 Besserer Street, Ottawa K1N 6B7
- Registration number for last conveyance of property being conveyed (if available) not available
- Legal description of property conveyed: Same as in D.(i) above. Yes ☐ No ☒ Not Known ☐
- Name(s) and address(es) of each transferee's solicitor  
David H. Chick  
Messrs. Nelligan/Power  
1000-77 Metcalfe Street  
Ottawa, Ontario K1P 5L6  
(DHC:pe 10112)

**For Land Registry Office use only**

REGISTRATION NO.  
Land Registry Office No.  
Registration Date



N326906

NUMBER N326906  
CERTIFICATE OF REGISTRATION

DATED: March 15th, 1984

BETWEEN:

THE AEVO COMPANY LIMITED

AND:

DAVID ZELIKOVITZ, MAX ZELIKOVITZ,  
and SARA ZELIKOVITZ and DAVID  
ZELIKOVITZ as Executors of the  
Estate of NATHAN ZELIKOVITZ,  
carrying on business as N.D.M.  
LEASEHOLDS

STAKA CURELION  
JAN 22 1984  
LAND REGISTRY

'86 FEB 26 PM 2:22

LAND REGISTRY # 5

2	NS 149895
1m	BK 510

GRANT OF RIGHT-OF-WAY

#5415 RFEE

16.00

MESSRS. NELLIGAN/POWER  
Barristers and Solicitors  
1000 - 77 Metcalfe Street  
Ottawa, Ontario  
K1P 5L6  
(DHC:kg)

# Schedule II

Underground existing parking plan





## ELEVATION NOTES

**ELEVATION NOTES**

1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum, derived from HCM No. 2011-0073 having an elevation of 71,653 metres.
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.

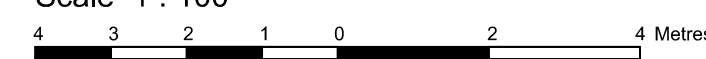
### Notes & Legend

Denotes

_____	"	Property Line
+ \$5.00	"	Location of Elevations
DW	"	Drowall

SKETCH SHOWING UNDERGROUND PARKING (P1)  
GARAGE WALLS  
" 77 METCALFE STREET "  
CITY OF OTTAWA  
Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1 : 100



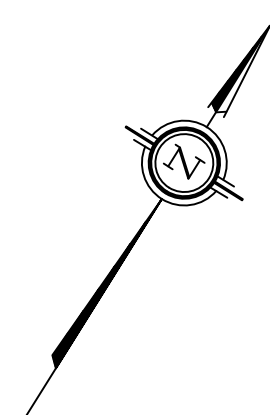
Metric

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

Sheet 2 of 3

### Caution

This is NOT a Plan of Survey and shall not be used except for the purpose indicated in the title block.



ALBERT STREET

STREET PLAN 3922

METCALFE  
REGISTERED

REGISTERED

The site plan illustrates a residential development layout. It features three main lots: LOT 52, LOT 53, and LOT 54. The plan is oriented with SOUTH, ALBERT, SLATER, and STREET. Key details include:

- Lot 52:** Located in the upper left, it shows an underground concrete floor at elevation 66.39 and an existing foundation at elevation 70.05. A concrete block is also indicated.
- Lot 53:** Located in the upper middle, it shows an underground concrete floor at elevation 66.39 and an existing foundation at elevation 70.05. A concrete block is also indicated.
- Lot 54:** Located in the upper right, it shows an underground concrete floor at elevation 66.41 and an existing foundation at elevation 70.46. A concrete block is also indicated.
- Streets:** SOUTH, ALBERT, SLATER, and STREET are shown as major thoroughfares.
- Foundations:** Various foundation walls and concrete blocks are shown, with elevations for both existing and proposed structures.
- Other Features:** A location for a foundation wall for a future addition is marked on the right side of the plan.

SLATER

STREET

ELEVATION NOTES

1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum, derived from HCM No. 2011-0073 having an elevation of 71.553 metres.  
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.

Notes & Legend

Denotes	
-	Property Line
-	Location of Elevations
DW	Drywall

SKETCH SHOWING UNDERGROUND PARKING (P2)  
GARAGE WALLS  
" 77 METCALFE STREET "  
CITY OF OTTAWA  
Prepared by Annis, O'Sullivan, Vollebekk Ltd.

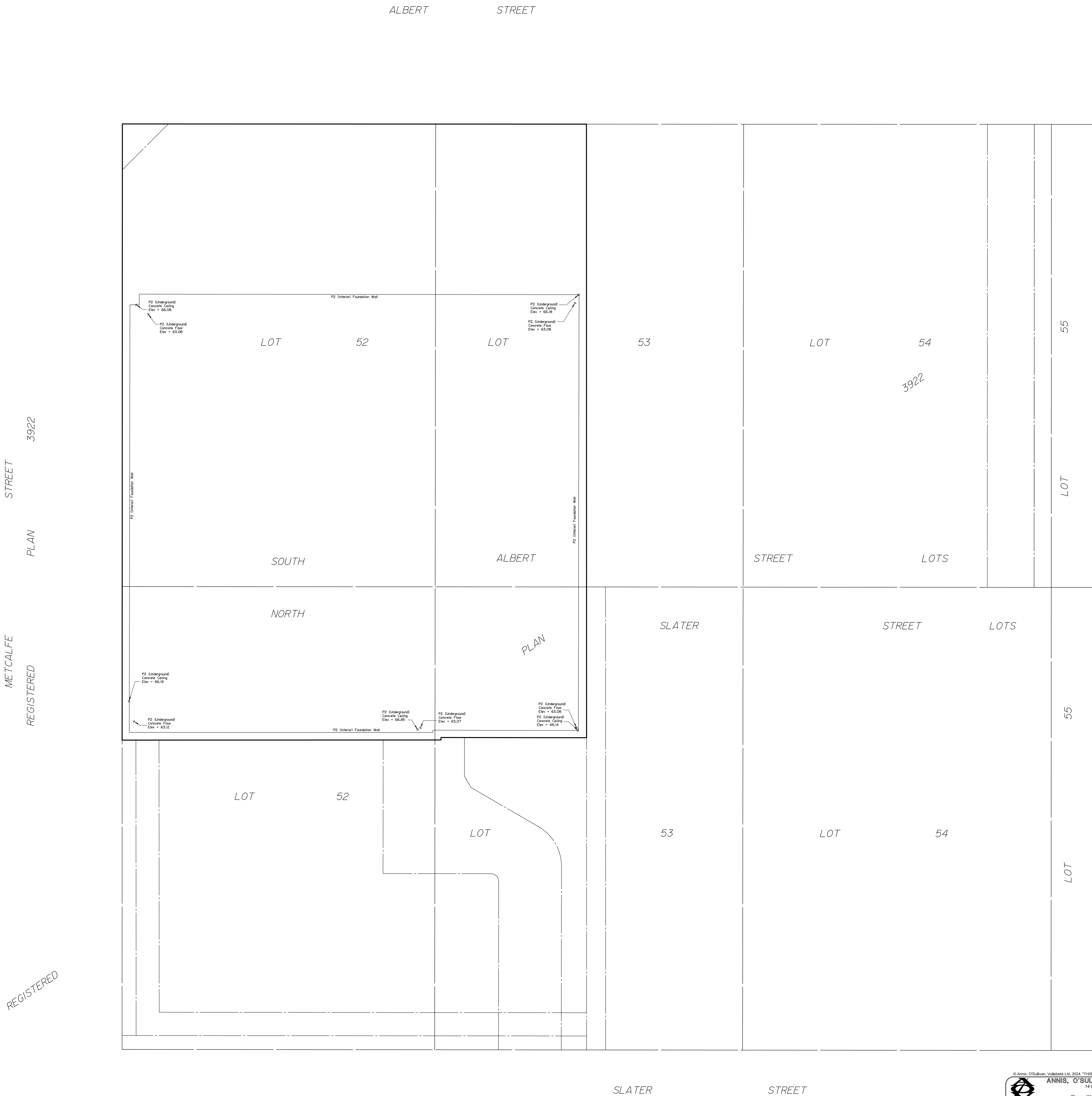
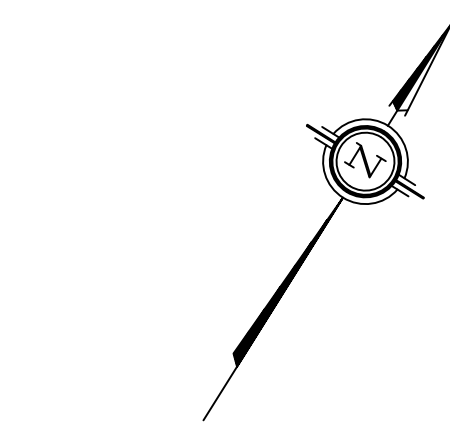
Scale 1 : 100  
4 3 2 1 0 2 4 Metres

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

Sheet 3 of 3

Caution

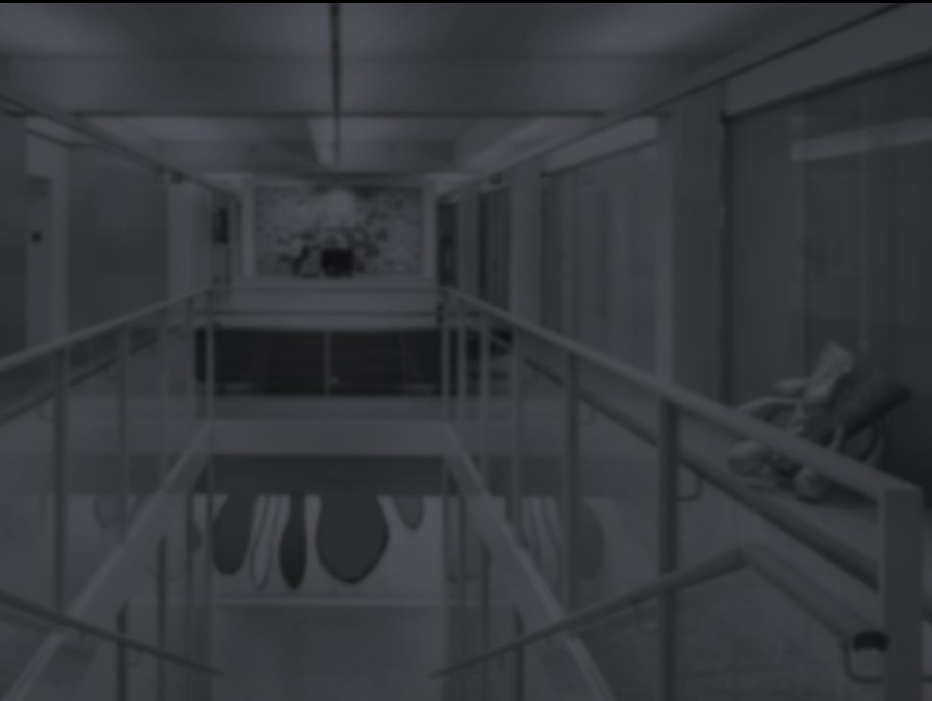
This is NOT a Plan of Survey and shall not be used  
except for the purpose indicated in the title block.





# Schedule III

Policy responses for UDRP



## City of Ottawa Official Plan – Section 4.6

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is located within a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 –Design Priority Areas of the Official Plan as it is located in a Hub within the Downtown Core. Tier 2 areas are of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

The applicable urban design policies relating to the redevelopment of the subject property are as follows:

4.6.1(3) Design excellence within the DPA's public realm shall be achieved in accordance with the Public Realm Master Plan, which will be guided by the framework provided in Table 5 and by the functionality of specific street segments within each tier. The Public Realm Master Plan may include a delivery framework for capital investment, including guidance with respect to material use, streetscape elements and the necessary resources to create and maintain specialty streets and spaces. In recognition of a shared interest in promoting design excellence, development or capital works within Tier 1 and Tier 2 Design Priority Areas shall consider the relevant policies of the National Capital Commission, where applicable.

**The ground floor expression of the proposed building seeks to create an enhanced public realm through the provision of active commercial uses at-grade and widened, partially sheltered pedestrian areas along the property's frontages.**

4.6.1(5) Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- / a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- / b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- / c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development considers four season comfort and pedestrian amenities through the provision of a cantilevered podium that partially shelters widened pedestrian areas along the**

**property's frontages. The proposed development considers beauty and interest through a design that incorporates a variety of colours and materials.**

4.6.2(1) The visual integrity and symbolic primacy of the Parliament Buildings and other national symbols, as seen from Confederation Boulevard, the main approach routes to the Parliamentary Precinct and from other key viewpoints and view sequences is protected. The area to which view protection applies can be extended through development or supplementary planning processes, to apply to lands where the City determines that height and foreground controls are necessary in accordance with the intent of Schedule C6A, Schedule C6B, Schedule C6C and the National Capital Commission's Canada's Capital Views Protection, or its successor document. The following applies within areas designated on Schedule C6A:

- / a) Development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols, as seen from the key viewpoints and view sequences indicated on Schedule C6A;
- / b) No building, part of a building or building roof structure will exceed the angular building height limits that are defined by the perimeter above sea-level heights for each block on Schedule C6B.

**The proposed development respects the parliamentary view plane within the downtown area.**

4.6.2(3) Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- / a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- / b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

**Given the surrounding context within the downtown, the proposed development represents a positive contribution to the skyline and design fabric of the area. While the area surrounding the subject property is characterized by high-rise office buildings, the proposed development presents an opportunity to establish a characteristic tower and podium design, creating stylistic differentiation, all while complementing nearby architectural expressions through its massing and materiality.**



4.6.3(1) Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

**The proposed development presents an unobstructed, widened pedestrian sidewalk at-grade, accessible via the at-grade retail uses, contributing to an activated public realm along both frontages.**

4.6.5(2) Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The proposed development meets the applicable transect area and overlay policies, including those of the Secondary Plan. The proposed development appropriately frames the street with active frontages and building walls along both frontages, and provides additional outdoor space at-grade at the corner of Albert and Metcalfe Streets. The dark vertical volume connects the podium and tower at the corner of Metcalfe and Albert Streets. The proposed development minimizes visual impacts associated with above grade utilities.**

4.6.5(3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**The existing access to the underground parking garage via the abutting property to the south is being retained to ensure that no additional curb cuts will be created through this proposal. Servicing, mechanical equipment and utilities are directed away from public view.**

4.6.5(4) Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

**The proposed development will incorporate wider pedestrian sidewalks, allowing for a more accessible public realm. The proposed development will follow Ontario Building Code requirements relating to accessibility.**

4.6.6(3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

**The proposed development relates to the materiality and massing of the surrounding buildings; for instance, the materiality along Metcalfe Street is designed to respond to the elevated cantilever of the abutting property to the south at 81 Metcalfe Street. The proposed development height will differ from those of abutting buildings while ensuring conformity with maximum height restrictions in proximity to Parliament Hill.**

4.6.6(4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:

- / a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development will provide a mix of private and communal amenity spaces, including balconies, terraces and indoor spaces.**

4.6.6(8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

**The proposed development incorporates base and middle portions that complement the massing of abutting buildings. Tower floor plates are generally limited, varying in area from 956 square metres (10<sup>th</sup> storey) to 779 square metres (11<sup>th</sup>-15<sup>th</sup> storeys) to 715 square metres (16<sup>th</sup> to 23<sup>rd</sup> storeys).**

4.6.6(9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

**The proposed development incorporates separation distances of 5 metres from the abutting property on Albert Street (starting at the 11<sup>th</sup> storey) and 5 metres along 81 Metcalfe Street. The reduced separations are appropriate for the downtown core area and represent a marked increase in building separation compared to the abutting buildings and the existing onsite condition. The proposed tower separations are appropriate for the downtown context, which is typically characterized by little to no separation between high-rise buildings.**

4.6.6(10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

**The lots abutting the subject property are currently already occupied by high-rise buildings. Given existing zoning regulations, the properties could be redeveloped with high-rise buildings.**



## Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan applies to the subject property. Per Schedules A and B of the Secondary Plan, the subject property is located in the “Core” character area (Schedule A) and is designated “Downtown Mixed-Use” (Schedule B) with a maximum building height specified through the applicable Angular Height Plane established through the Official Plan and Zoning By-law.

Additional policies of relevance to the subject property include the following:

### **Downtown Mixed-Use Designation Policies**

The Downtown Mixed-Use Designation provide for a character of uses and infrastructure that is supportive of the Downtown Core Transect’s role as a hub of commercial and social activity. The following policies apply to development on the subject property:

- 2.3(4) Development will provide active uses along the entire ground floor frontage.
- / a) Uses which do not contribute activity and animation to the public realm should be located away from the building’s frontage. Examples include offices; and
  - / b) Parking garage entrances and loading facilities will, wherever possible, be located on a different wall than that of the main building frontage and accessed from a side street. Residential parking, office parking and loading facilities will share the same curb cut and access point unless it is demonstrated that such arrangement is impossible to design. The width of garage and loading dock doors, and associated curb cut, shall be kept to the strict minimum. Curb returns leading to garage and loading doors are not permitted; any vehicular access crossing a public sidewalk shall be designed to maintain a level sidewalk and give absolute priority to pedestrian safety. Signage will require vehicles to yield to pedestrians on the sidewalk.

**The proposed development provides active commercial uses on both public street frontages, with a residential lobby and lounge with heavy fenestration providing additional visual interest at-grade. The proposed parking garage is accessed offsite via an existing easement, with a garbage loading area providing a minimal amount of obstruction along the public street frontage on Albert Street.**

### **General Policies**

Development in the Central and East Downtown Core will contribute to an active street life and pedestrian convenience through its design, function and activity.

### **Built Form**

3.1(1) Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it.

The proposed development meets the above policies as follows:

- / **Functional main entrances for both residential and commercial uses are accessible from the public realm.**
- / **The proposed development provides a mix of indoor and outdoor communal amenity spaces.**
- / **The proposed ground floor condition will be heavily fenestrated.**
- / **Ground floor commercial units on the proposed development’s ground floor will provide at-grade visual activity.**
- / **The building will front onto both public streets onto which the subject property fronts.**
- / **The underground vehicle parking garage is accessed off site and has no impact on the public realm along the subject property’s frontages. No surface parking is proposed.**
- / **The proposed development incorporates widened pedestrian facilities along Albert and Metcalfe Streets.**

3.1(2) Development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.

**The proposed development provides active ground floor frontages, including residential lobby and lounge areas and commercial units, along both Metcalfe and Albert Streets.**

3.1(4) Where development has little or no setback from the public realm, it should generally provide continuous and substantial weather protection for pedestrians along its frontage. These setbacks will constitute a seamless extension of the street’s pedestrian realm. If provided in the form of colonnades or cantilevers, the minimum height of such spaces is two storeys. Weather protection features will ensure a maximum visibility for storefronts and a minimal footprint on the ground. Such features should not be required above residential units or where it conflicts with heritage considerations. Refer to the Downtown Moves: Transforming Ottawa’s Streets, study Section 3.2.12.

**The proposed development provides weather protection for pedestrians along its frontage in the form of a cantilevered building design.**

## **Mobility**

3.3.1(14) Right of way widening consistent with right of way protections will be used for the purposes of improving the streetscape and addressing the needs of pedestrians and/or cyclists. Examples include widened sidewalks, bicycle parking, street trees and parkettes. This space will not be used to expand motor vehicle infrastructure. Corner sight triangles will no longer be required, unless it is demonstrated that it is impossible to achieve the satisfactory placement of signal or other infrastructure in a way that maintains pedestrian flow on the sidewalk. Wall-mounted infrastructure placement based on agreements with abutting landowners should be considered as preferable to the taking of land.

**The proposed development incorporates wider sidewalks for the enhancement of the pedestrian experience along Metcalfe and Albert Streets.**

3.3.2(15) The City will ensure the provision of ample protected bicycle parking for residents, visitors and commuters. For further clarification, protected facilities do not include outdoor spaces. Measures include but are not limited to the following:

- / b) Requiring publicly accessible protected facilities in new development and/or public facilities

**The proposed development incorporates indoor bicycle parking space storage as part of its design.**

3.3.2(17) Development will locate loading and other vehicular access infrastructure in a manner which does not compromise or otherwise negatively impact sustainable modes. Where possible, they should be accessed from within the building envelope and not the public right of way.

- / a) Vehicular access, parking and loading infrastructure shall not be permitted from Corridors. Existing accesses will be removed at time of development. Exceptions may be made if a lot both fronts no other streets and has no alternative vehicular access. In that case, the dimensions of the access shall be kept to an absolute minimum and shall minimize their visibility from the public realm.

3.3.2(19) The City will prohibit parking facilities in front of buildings, including front yard parking, or in any location which is highly visible from the public realm. Where they currently exist, the City will require their removal at the time of redevelopment or change of use.

**The proposed development incorporates limited vehicle parking in an underground garage accessible from an adjacent property via an existing access easement. The design also incorporates massing above a refuse loading space along the building's eastern edge.**

## **Core Character Area Policies**

- / 4.3.2(6) The Core area is intended to be the principal focal point of activity in the city and within the metropolitan downtown core. Development will:
  - a) Be designed to maximize the activity on, accessible to and visible from the public realm; and
  - b) Provide continuous active frontages and active uses along all streets.

**The proposed development will be designed to provide active uses fronting onto both streets.**

- / 4.3.4(8) The City will require a minimum sidewalk width of 3 metres along all streets, as per the Downtown Moves: Transforming Ottawa's Streets study. This may be increased without amendment.

**The proposed development will incorporate widened sidewalks along the Metcalfe and Albert Street frontage.**



## Urban Design Guidelines for High-Rise Buildings

### 1.0 Context

**Guideline 1.2:** The Official Plan has established a series of views and angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols. These views and angular planes must be respected in the development process. A comprehensive view analysis, including a three-dimensional computer model is required to evaluate the potential impact of the proposed development on these views and view planes.

**The proposed 23-storey high-rise development will respect the views and angular planes established by the Official Plan in the Central Area. A comprehensive view analysis, has been conducted to assess the potential impact on the visual integrity of the Parliament Buildings and other significant national symbols. This analysis confirms compliance with the protected views and angular planes.**

**Guideline 1.3:** A comprehensive view analysis will be required when a proposed high-rise building is located within an emerging downtown district, particularly in an area adjacent to the established views and view planes. Such an analysis should explore how the proposed development will be integrated into the background views of the Parliament Buildings and other national symbols or frame the foreground views of these elements by:

- / a. extending and extrapolating the existing views and views planes;
- / b. establishing new views and view planes; and
- / c. enhancing the characteristics of the skylines.

**Given the proximity of the site to established views and view planes, a view analysis and study was provided as part of this package. The study has placed the proposed development into the existing context, illustrating its integration into the background views of the Parliament Buildings and other national symbols.**

**Guideline 1.4:** In the absence of Council policies, the proposal for a high-rise development should clarify whether or not the proposed building will be a landmark building or a background building through a thorough context analysis, documented in the Design Brief or Scoped Design Brief.

**The proposed building represents a background building as it contributes to the evolving fabric of the downtown core, currently characterized by office towers as well as prominent heritage buildings associated with the Federal government.**

**Guideline 1.6:** If the proposed high-rise building is determined to be a background building that will frame important views and vistas, the context analysis should indicate:

- / a. the characteristics of the views and vistas;

- / b. the characteristics of the background that frames the views and vistas, such as the scale, skyline, fenestration patterns, texture, materials, and color; and
- / c. how the proposed high-rise building will respect and enhance the characteristics of the background.

**Guideline 1.9:** A background building should:

- / a. respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping; and
- / b. respect and enhance the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through means such as height transition, built form design, fenestration patterns, color, and materials without necessarily being the same.

**The proposed building has considered the prominent views and vistas surrounding the subject property and presents a form which does not detract, but rather contributes to the evolving fabric.**

**Guideline 1.11:** When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations.

**The height and scale of the proposed 23-storey building will be designed to relate to the existing high-rise buildings in the vicinity. Variations in form have been proposed, where appropriate, to maintain visual interest and harmony with the context.**

**Guidelines 1.12:** Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.

**The design includes a base that aligns with the existing or planned streetwall context, including an alignment of the cantilever and/or materiality with abutting cantilevers at 88 Albert Street and 81 Metcalfe Street. This ensures continuity with the surrounding urban fabric and contributes to a pedestrian-friendly streetscape.**

**Guideline 1.16:** When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back:

- / 1,350 m<sup>2</sup> for a corner lot;
- / In areas where land assembly is difficult, the minimum lot area may be reduced without compromising the setback, step back and separation requirements and proponents of a high-rise building may enter into a Limiting Distance Agreement with neighbouring property owners, registered on title.

**The subject property has a lot area of just over 1,200 square metres. Although smaller than the above-noted guideline, the lot area is appropriate given the subject property's presence in the**

**downtown core, which is typically characterized by tighter lot fabrics and smaller or non-existing separation distances between buildings.**

## **2.0 Built Form**

**Guideline 2.1:** Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:

- / a. fits into the existing urban fabric, animates existing public spaces, and frames existing views; and
- / b. creates a new urban fabric, defines and animates new public spaces, and establishes new views.

**The design of the building's base will enhance the pedestrian experience by integrating with the urban fabric through the use of continuous building walls and massing that relates to abutting buildings, animating surrounding public spaces through the implementation of wider pedestrian spaces and active ground floor uses, and framing existing views.**

**Guideline 2.2:** Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that:

- / a. protects and/or creates views and landmarks; and
- / b. respects and/or enriches urban fabric and skylines.

**The upper portions of the building, including the middle and top, will protect key views and landmarks while enriching the urban fabric and skyline through variations in materials, forms, and articulation. The design will reflect a balance between visual prominence and harmony with surrounding structures.**

**Guideline 2.3:** Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

- / a. a high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.
- / b. a high-rise building that has a tower (middle + top) with a small floor plate can effectively achieve many design objectives in the urban environment.

**The building will incorporate a base-middle-top design to achieve urban design objectives, with appropriately scaled floor plates that minimize environmental impacts and maintain an efficient form, while relating to abutting buildings.**

**Guideline 2.13:** Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):

- / a. where there is an existing context of street wall buildings, align the facades of the base with adjacent building facades.

**The proposed development places the building's base to form continuous edges along the abutting streets, and aligns its façades with abutting building façades through massing and materiality.**

**Guideline 2.14:** Additional setbacks beyond the zoning requirements and existing prevalent patterns may be necessary and appropriate at street corners, transit stops, building entrances, and other locations to accommodate heavy pedestrian traffic and public and private amenities.

**The proposed development incorporates wider pedestrian sidewalks, including additional outdoor space at the corner of Metcalfe and Albert Streets.**

**Guideline 2.15:** The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street.

**Guideline 2.16:** Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.

**The proposed base is wider than that of the width of the abutting ROWs, but it is appropriate in light of the surrounding urban context, which is typically characterized by tall buildings abutting relatively narrow streets.**

**Guidelines 2.17:** The minimum height of the base should be 2 storeys.

**The base meets the minimum height guideline.**

**Guideline 2.18:** Where there is an existing context of streetwall buildings with consistent height, the base of the proposed high-rise building should respect this condition through setbacks and architectural articulation.

**The proposed base relates to abutting streetwalls and cantilevers through massing and architectural articulation.**



**Guideline 2.20:** Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:

- / a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context;
- / b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and
- / c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

**The proposed development incorporates a variety of architectural materials.**

**Guideline 2.23:** The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages. (refer to guideline 3.12).

**The proposed development incorporates active uses at-grade and highly glazed walls.**

**Guideline 2.24:** Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces:

- / the maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup>.

**The proposed development features tower floor plates that vary in size but are generally limited and improve upon the existing condition.**

**Guideline 2.26:** In the Central Area and some areas within the Greenbelt where lot fabric is tight, a reduced separation to a minimum of 15 to 20m respectively may be considered provided the towers are staggered and do not overlap by more than 15 to 20% of the length of the facing facades.

**The tower portion of the development incorporates minimum 5-metre setbacks from abutting lot lines at the 11<sup>th</sup> storey to the east (along Albert) and 16<sup>th</sup> storey to the south (along Metcalfe), which represents an improvement over the existing condition and abutting buildings. The reduced separation distance is appropriate for the existing downtown core context.**

**Guideline 2.28:** A tower with a blank wall façade is not allowed other than when two towers are staggered and separation distances are reduced. In such cases a small portion of the façade could be blank where the overlap occurs. The blank portion of the façade should be integrated into the design of the façade in a manner that is consistent with the overall character of the tower.

**The proposed development does not incorporate blank wall façades except for where the building wall has no separation from an abutting building.**

**Guideline 2.29:** Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:

- / a. a step back of 3m or greater is encouraged.
- / b. the minimum step back, including the balconies, should be 1.5m; and
- / c. where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base. Use other measures to mitigate shadow and wind impacts.

**The proposed development incorporates tower step backs from the frontages along Albert and Metcalfe Streets starting on the 11<sup>th</sup> floor of the building.**

**Guideline 2.30:** Up to one third of a tower frontage along a street or a public space may extend straight down to the ground to address the street corner or create a forecourt for the entrance. At these locations, features such as canopies and overhangs are required to mitigate pedestrian level wind impacts.

**A portion of the tower extends straight down to the base of the building to increase architectural interest; however, a cantilever provides sheltered space for pedestrians.**

**Guideline 2.31:** Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.

**The proposed development will include sheltered pedestrian spaces at-grade. The tower is not expected to significantly worsen shading conditions in the downtown urban core.**

**Guideline 2.33:** For a background building, create a fenestration pattern, and apply colour and texture on the façades that are consistent with and complement the surrounding context.

**The proposed development aims to incorporate massing and materials that complement those of surrounding buildings.**

**Guideline 2.35:** The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.

**The top portion of the tower features slight changes in materiality and fenestration patterns, distinguishing it from the rest of the tower.**

**Guideline 2.36:** Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.

**Mechanical space is integrated into a rooftop penthouse that is integrated into the building's design.**

**Guideline 2.37:** The top should make an appropriate contribution to the character of the city skyline:

- / a. for a background building, the top should fit into the overall character and contribute to the harmony of the city skyline; and
- / b. for a landmark building, the top should enrich the city skyline by creating a new focal point.

**The top portion of the building is largely in keeping with the rest of the tower and thus contributes to harmonious City skyline.**

### **3.0 Pedestrian Realm**

**Guideline 3.2:** At locations with high foot traffic volumes, such as the Central Area and the emerging downtown districts, a wider curb to building face space may be desirable to accommodate pedestrians, street furniture, signs, displays, and vendor space:

- / a. provide increased building setbacks at the street corner, where appropriate; and
- / b. in areas where the streets are narrow and building setback is difficult to achieve, provide additional pedestrian spaces through pedestrian easements, and use arcaded, colonnaded and cantilevered building bases to augment the width of the pedestrian space at grade.
- / c. The pedestrian space within the arcade and colonnade, or under the cantilever should be a minimum 2.5m wide and 2 storeys high. Refer to guidelines in the Downtown Moves for detailed reference.

**Guideline 3.4:** Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.

**Guideline 3.5:** The public spaces should:

- / a. complement and be integrated into the existing network of public streets, pathways, parks, and open space;
- / b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;
- / c. support the proposed high-rise development particularly at grade functions;
- / d. allow for year-round public use and access; and
- / e. maximize safety, comfort and amenities for pedestrians.

**The proposed development responds to the above pedestrian realm guidelines by integrating wider, hard-surfaced sidewalks at-grade that are partially sheltered by a cantilevered podium. Additional space at-grade is proposed to be provided at the corner of Metcalfe and Albert Streets.**

**Guideline 3.10:** Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.

**Guideline 3.11:** Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.

**The proposed development incorporates building entrances adjacent to the public rights-of-way.**

**Guideline 3.12:** Animate the streets, pathways, parks, open spaces, and POPS by:

- / a. introducing commercial and retail uses at grade on streets with commercial character;
- / b. incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character;
- / c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;
- / d. providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;
- / e. providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and
- / f. providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.

**Commercial uses with significant glazing are proposed at-grade.**

**Guideline 3.13:** Apply Crime Prevention Through Environmental Design principles.

**The proposed development will incorporate significant at-grade glazing, allowing for high visibility along the property frontages.**

**Guideline 3.14:** Locate parking underground or at the rear of the building.

**Guideline 3.15:** Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.

**Guideline 3.16:** Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

**Guideline 3.17:** When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.

**Guideline 3.18:** Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.

**Guideline 3.19:** Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

**Guideline 3.20:** Design elements such as the screen, garage doors and serve openings as integral parts of the building and use high quality finishings.

**Guideline 3.21:** Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

**The proposed development internalizes parking and servicing.**

**Guideline 3.25:** Implement the City's Accessibility Design Standards.

**The proposed development will need to abide by mandated accessibility requirements.**

**Guideline 3.26:** Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference and indicate:

- / a. how the building is placed and built form is designed to minimize the potential impacts; and
- / b. how measures have been introduced to mitigate any potential wind impacts.

**A pedestrian-level wind study has been prepared as part of this UDRP submission.**

**Guideline 3.27:** Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

**Urban Design staff have indicated that a shadow study is not required due to the existing height restrictions and permissions on the site, restricting any significant increases in height or massing.**

**Guideline 3.28:** Protect pedestrians from wind, rain, snow and intense sun with features such as arcades, canopies, arbours or other elements to moderate the microclimate and facilitate year-round use.

**Guideline 3.29:** Provide permanent pedestrian weather protection, such as overhangings or canopies, at the building entrances and along commercial and mixed-use street frontage.

**Guideline 3.30:** Coordinate pedestrian weather protection with neighbouring building for continuous shelter and compatibility.

**The proposed development features a cantilevered podium at-grade, allowing for partial weather protection for pedestrians.**



## Transit-Oriented Development Guidelines

**Guideline 1:** Provide transit-supportive land uses within 600 metres walking distance of a rapid transit station;

**Guideline 2:** Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user;

**Guideline 3:** Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally;

**Guideline 7:** Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit;

**Guideline 8:** Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station;

**The proposed high-rise, mixed-use development represents a transit-supportive land use in close proximity to the Parliament LRT Station. The onsite mix of uses will contribute to the enhancement of the immediate and surrounding area as a multi-purpose destination. The proposed development locates a high density in close proximity to the LRT station.**

**Guideline 11:** Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;

**The proposed development incorporates setbacks, particularly after the tenth storey.**

**Guideline 13:** Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping;

**The proposed development incorporates limited setbacks in light of the existing lot fabric, but its cantilever design provides additional pedestrian space at-grade, particular at the corner of Metcalfe and Albert Streets.**

**Guideline 14:** Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;

**Guideline 15:** Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

**Guideline 28:** Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences;

**The proposed development provides at-grade commercial space and heavy fenestration at-grade to increase visual interest and activity. The building design includes a variety of colours and materials to increase visual interest.**

**Guideline 29:** Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.

**Guideline 32:** Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law;

**The proposed development provides only 27 vehicle parking spaces. 234 bicycle parking spaces are proposed to be provided, with secure, indoor spaces allocated for bicycle parking in the underground parking garage and on the ground floor.**

**Guideline 39:** Encourage underground parking or parking structures over surface parking lots.

**Guideline 43:** Locate loading areas off the street, behind or underneath buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

**Parking and garbage loading are proposed to be provided off the street, with parking being located underground.**

## Bird-Safe Design Guidelines

### **Guideline 2:** Minimize the transparency and reflectivity of glazing

- / Avoid monolithic, undistinguished expanses of glazing.
- / Incorporate visual interest or differentiation of material, texture, colour, opacity, or other features to fragment reflections.
- / Where glazing is used, bird-safe glass or glass with integrated protection measures is preferred (as per specifications below). Treatments should be applied to a minimum of 90% of the glass within the first 16 metres of height as measured from the finished grade, or to the height of the adjacent mature tree canopy, whichever is greater.
- / Where green roofs, rooftop gardens or terraces are included in a design, any adjacent glazing should also be treated to a height of 4 m from the surface of the roof or terrace or the height of the adjacent mature vegetation, whichever is greater.

**The ground floor and podium of the proposed building incorporate a variety of façade materials and patterns, helping to reduce the overall transparency and glazing apparent for the first 16 metres.**

### **Guideline 3:** Avoid or mitigate design traps

- / All glazing that could create a fly-through, mirror maze or black hole effect should be made bird-safe, using bird-safe glass or integrated protection measures as described in Guideline 2 above.
- / Glass corners should be treated to render them bird-safe for 5 metres in each direction.
- / Glass railings, parapets, and similar clear barriers should use bird-safe glass as specified in Guideline 2.

**The number and extent of balconies along each building face has been reduced as part of the project evolution, contributing to an overall reduction in design traps across the projects. Features such as the balcony materials are still under consideration at this stage in the project.**

### **Guideline 4:** Consider other structural features

- / Minimize the number of exterior antennas and other tall structures, including cell phone, television and other media equipment. Consolidate all necessary antennas and tall equipment into a single tower, where possible, and locate it to minimize conflicts with birds.
- / Utilize self-supporting lattice or monopole towers that do not require the use of guy wire supports.
- / Avoid up-lighting rooftop antennas and tall equipment, as well as decorative architectural spires (see also Guideline 6 below).
- / Grates should have a maximum porosity of 20 mm by 20 mm or 40 mm by 10 mm, or should be screened to prevent birds from falling through.

- / Ensure that vertical pipes, flues and vents are capped or screened to prevent wildlife entry.

**There are no antennas, proposed as part of this project. The other elements mentioned above are subject to change as part of the detailed design process and are therefore still under consideration at this stage in the project.**

### **1.1.1 Lighting Design Guidelines**

#### **Guideline 6:** Design exterior lighting to minimize light trespass at night

- / Avoid up-lighting.
- / Specify Dark Sky compliant, full-cutoff exterior fixtures to reduce light trespass.
- / Use motion detectors and other automatic lighting controls to reduce or extinguish non-essential lighting between 11 pm and 6 am.
- / Use minimum wattage fixtures to achieve appropriate lighting levels (note: minimum required lighting levels are established in the Ontario Building Code).
- / Minimize amount and visual impact of perimeter lighting.
- / Avoid use of floodlighting.

**The lighting on and around the site will be considered as part of the evolution of this project, approaching the detailed design stage. At this time, elements such as lighting have only been considered from a conceptual perspective.**

#### **Guideline 7:** Avoid nighttime light trespass from the building's interior

- / Use window shades or blinds to prevent light trespass from occupied spaces between sunset and sunrise.
- / Use motion detectors and/or other automatic lighting controls to extinguish lights from unoccupied spaces in non-residential buildings after business hours.
- / Create smaller zones in lighting layouts to discourage wholesale area illumination.
- / Incorporate and encourage the use of localized task lighting.
- / Install light dimmers in lobbies, atria and perimeter corridors for nighttime use.

**The interior lighting of the project is still under consideration at this time but will be duly noted and encouraged as the project progresses.**

# Schedule IV

Microclimate conditions *wind study*





# GRADIENTWIND

ENGINEERS & SCIENTISTS

## PEDESTRIAN LEVEL WIND STUDY

77 Metcalfe Street  
Ottawa, Ontario

Report: 24-254-PLW



December 13, 2024

### PREPARED FOR

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## EXECUTIVE SUMMARY

This report describes a pedestrian level wind (PLW) study undertaken to satisfy Zoning By-Law Amendment (ZBLA) application submission requirements for the proposed development located at 77 Metcalfe Street in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind 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 detailed in the main body of the report (Section 5), illustrated in Figures 3A-7D, and summarized as follows:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year, inclusive of the surrounding public sidewalks along Albert Street, Slater Street, and Metcalfe Street, nearby public walkways, transit stops, and surface parking, public areas at the World Exchange Plaza, loading areas, and in the vicinity of the building access points serving the proposed development.
- 2) Regarding the amenity terraces at Levels 3 and 11, wind comfort conditions are predicted to be suitable for sitting throughout the year, which is considered acceptable.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.



## TABLE OF CONTENTS

1.	INTRODUCTION .....	1
2.	TERMS OF REFERENCE .....	1
3.	OBJECTIVES .....	2
4.	METHODOLOGY .....	3
4.1	Computer-Based Context Modelling .....	3
4.2	Wind Speed Measurements.....	3
4.3	Historical Wind Speed and Direction Data .....	4
4.4	Pedestrian Wind Comfort and Safety Criteria – City of Ottawa.....	6
5.	RESULTS AND DISCUSSION .....	8
5.1	Wind Comfort Conditions – Grade Level.....	8
5.2	Wind Comfort Conditions – Common Amenity Terraces .....	9
5.3	Wind Safety .....	9
5.4	Applicability of Results .....	9
6.	CONCLUSIONS AND RECOMMENDATIONS .....	10

### FIGURES

### APPENDICES

#### Appendix A – Simulation of the Atmospheric Boundary Layer





## **1. INTRODUCTION**

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Édifice 77 Metcalfe Inc. to undertake a pedestrian level wind (PLW) study to satisfy Zoning By-Law Amendment (ZBLA) application submission requirements for the proposed development located at 77 Metcalfe Street in Ottawa, Ontario (hereinafter referred to as “subject site” or “proposed development”). Our mandate within the current study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

Our work is based on industry standard computer simulations using the computational fluid dynamics (CFD) technique and data analysis procedures, City of Ottawa wind comfort and safety criteria, architectural drawings prepared by NEUF architect(e)s in December 2024, surrounding street layouts and existing and approved future building massing information obtained from the City of Ottawa, as well as recent satellite imagery.

## **2. TERMS OF REFERENCE**

The subject site is located at 77 Metcalfe Street, situated at the northwest corner of a city block bounded by Metcalfe Street to the west, Albert Street to the north, Elgin Street to the east, and Slater Street to the south. The proposed development comprises a 23-storey mixed-use residential building topped with a mechanical penthouse (MPH).

Above below-grade parking, the ground floor of the proposed development includes a residential lobby to the north along Albert Street, a loading zone at the northeast corner, a garbage room to the east, and commercial space along the south and west. Access to the below-grade parking is provided by 81 Metcalfe Street situated to the immediate south of the proposed development. Level 2 includes lockers to the east and south, a central leasing office, and residential units throughout the remainder of the level. Level 3 includes indoor amenities to the east, lockers to the south, and residential units to the north and west. The building steps back from the southeast elevation at this level, accommodating a common amenity terrace at the southeast corner. Levels 4-10 are reserved for residential use, while Level 11 includes an indoor amenity to the east and residential units throughout the remainder of the level.



At Level 11, a common amenity terrace is provided within setbacks from the north and east elevations and private terraces are provided within a setback from the west elevation. Levels 12-23 are reserved for residential occupancy. The building steps back from the south elevation at Level 16, accommodating private terraces.

The near-field surroundings (defined as an area within 200 metres (m) of the subject site) are characterized by a mix of mid- and high-rise buildings in all directions. Notably, Confederation Park is located approximately 200 m to the east of the proposed development.

The far-field surroundings (defined as an area beyond the near-field but within a 2-kilometre (km) radius of the subject site) are characterized by urban exposures of downtown Ottawa from the southwest clockwise to the west and the ByWard Market to the northeast, followed by a mix of low- and mid-rise massing in these directions, the University of Ottawa and the low-, mid- and high-rise mix of Centretown Ottawa from the east clockwise to the south-southeast, a mix of mid- and high-rise massing to the south and southeast, and Parliament Hill and its environs followed by the Ottawa River and downtown Gatineau in the remaining directions. The Rideau Canal is located approximately 330 m to the northeast, the Rideau River is located approximately 1.7 km to the northeast, and the Ottawa River is located approximately 600 m to the northwest of the subject site.

Site plans for the proposed and existing massing scenarios are illustrated in Figures 1A and 1B, while Figures 2A-2H illustrate the computational models used to conduct the study. The existing massing scenario includes the existing massing and any developments which have been approved by the City of Ottawa.

### **3. OBJECTIVES**

The principal objectives of this study are to (i) determine pedestrian level wind conditions at key areas within and surrounding the development site; (ii) identify areas where wind conditions may interfere with the intended uses of outdoor spaces; and (iii) recommend suitable mitigation measures, where required.



## **4. METHODOLOGY**

The approach followed to quantify pedestrian wind conditions over the site is based on CFD simulations of wind speeds across the subject site within a virtual environment, meteorological analysis of the Ottawa area wind climate, and synthesis of computational data with City of Ottawa wind comfort and safety criteria<sup>1</sup>. The following sections describe the analysis procedures, including a discussion of the noted pedestrian wind criteria.

### **4.1 Computer-Based Context Modelling**

A computer based PLW study was performed to determine the influence of the wind environment on pedestrian comfort over the proposed development site. Pedestrian comfort predictions, based on the mechanical effects of wind, were determined by combining measured wind speed data from CFD simulations with statistical weather data obtained from Ottawa Macdonald-Cartier International Airport. The general concept and approach to CFD modelling is to represent building and topographic details in the immediate vicinity of the subject site on the surrounding model, and to create suitable atmospheric wind profiles at the model boundary. The wind profiles are designed to have similar mean and turbulent wind properties consistent with actual site exposures.

An industry standard practice is to omit trees, vegetation, and other existing and planned landscape elements from the model due to the difficulty of providing accurate seasonal representation of vegetation. The omission of trees and other landscaping elements produces slightly stronger wind speeds.

### **4.2 Wind Speed Measurements**

The PLW analysis was performed by simulating wind flows and gathering velocity data over a CFD model of the site for 16 wind directions. The CFD simulation model was centered on the proposed development, complete with surrounding massing within a radius of 480 m. The process was performed for two context massing scenarios, as noted in Section 2.

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<sup>1</sup> City of Ottawa Terms of References: Wind Analysis  
[https://documents.ottawa.ca/sites/documents/files/wind\\_analysis\\_tor\\_en.pdf](https://documents.ottawa.ca/sites/documents/files/wind_analysis_tor_en.pdf)





Mean and peak wind speed data obtained over the subject site for each wind direction were interpolated to 36 wind directions at 10° intervals, representing the full compass azimuth. Measured wind speeds approximately 1.5 m above local grade and the common amenity terraces serving the proposed development were referenced to the wind speed at gradient height to generate mean and peak velocity ratios, which were used to calculate full-scale values. Gradient height represents the theoretical depth of the boundary layer of the earth's atmosphere, above which the mean wind speed remains constant. Further details of the wind flow simulation technique are presented in Appendix A.

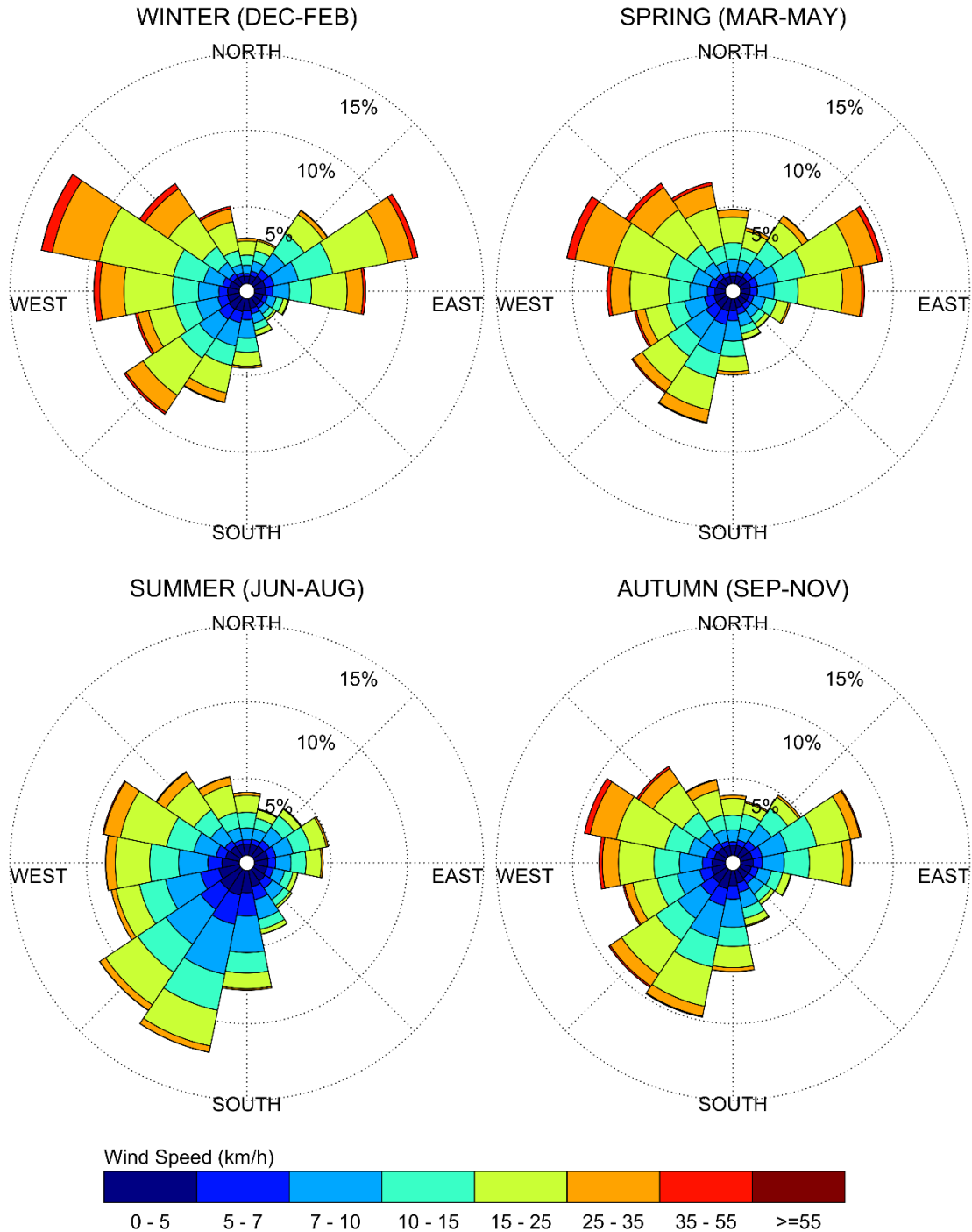
### 4.3 Historical Wind Speed and Direction Data

A statistical model for winds in Ottawa was developed from approximately 40 years of hourly meteorological wind data recorded at Ottawa Macdonald-Cartier International Airport and obtained from Environment and Climate Change Canada. Wind speed and direction data were analyzed during the appropriate hours of pedestrian usage (that is, between 06:00 and 23:00) and divided into four distinct seasons, as stipulated in the wind criteria. Specifically, the spring season is defined as March through May, the summer season is defined as June through August, the autumn season is defined as September through November, and the winter season is defined as December through February, inclusive.

The statistical model of the Ottawa area wind climate, which indicates the directional character of local winds on a seasonal basis, is illustrated on the following page. The plots illustrate seasonal distribution of measured wind speeds and directions in kilometers per hour (km/h). Probabilities of occurrence of different wind speeds are represented as stacked polar bars in sixteen azimuth divisions. The radial direction represents the percentage of time for various wind speed ranges per wind direction during the measurement period. The prominent wind speeds and directions can be identified by the longer length of the bars. For Ottawa, the most common winds occur for westerly wind directions, followed by those from the east, while the most common wind speeds are below 36 km/h. The directional prominence and relative magnitude of wind speed changes somewhat from season to season.



## SEASONAL DISTRIBUTION OF WIND OTTAWA MACDONALD-CARTIER INTERNATIONAL AIRPORT



### Notes:

1. Radial distances indicate percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.



#### 4.4 Pedestrian Wind Comfort and Safety Criteria – City of Ottawa

Pedestrian wind comfort and safety criteria are based on the mechanical effects of wind without consideration of other meteorological conditions (that is, temperature and relative humidity). The comfort criteria assume that pedestrians are appropriately dressed for a specified outdoor activity during any given season. Five pedestrian comfort classes based on 20% non-exceedance mean wind speed ranges are used to assess pedestrian comfort: (1) Sitting; (2) Standing; (3) Strolling; (4) Walking; and (5) Uncomfortable. The gust speeds, and equivalent mean speeds, are selected based on the Beaufort scale, which describes the effects of forces produced by varying wind speed levels on objects. Wind conditions suitable for sitting are represented by the colour blue, standing by green, strolling by yellow, and walking by orange; uncomfortable conditions are represented by the colour magenta. Specifically, the comfort classes, associated wind speed ranges, and limiting criteria are summarized as follows:

##### PEDESTRIAN WIND COMFORT CLASS DEFINITIONS

Wind Comfort Class	Mean Speed (km/h)	Description
SITTING	$\leq 10$	Mean wind speeds no greater than 10 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 16 km/h.
STANDING	$\leq 14$	Mean wind speeds no greater than 14 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 22 km/h.
STROLLING	$\leq 17$	Mean wind speeds no greater than 17 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 27 km/h.
WALKING	$\leq 20$	Mean wind speeds no greater than 20 km/h occurring at least 80% of the time. The equivalent gust wind speed is approximately 32 km/h.
UNCOMFORTABLE	$> 20$	Uncomfortable conditions are characterized by predicted values that fall below the 80% target for walking. Brisk walking and exercise, such as jogging, would be acceptable for moderate excesses of this criterion.





Regarding wind safety, the pedestrian safety wind speed criterion is based on the approximate threshold that would cause a vulnerable member of the population to fall. A 0.1% exceedance gust wind speed of 90 km/h is classified as dangerous. From calculations of stability, it can be shown that gust wind speeds of 90 km/h would be the approximate threshold wind speed that would cause an average elderly person in good health to fall. Notably, pedestrians tend to be more sensitive to wind gusts than to steady winds for lower wind speed ranges. For strong winds approaching dangerous levels, this effect is less important because the mean wind can also create problems for pedestrians.

Experience and research on people's perception of mechanical wind effects has shown that if the wind speed levels are exceeded for more than 20% of the time, the activity level would be judged to be uncomfortable by most people. For instance, if a mean wind speed of 10 km/h (equivalent gust wind speed of approximately 16 km/h) were exceeded for more than 20% of the time most pedestrians would judge that location to be too windy for sitting. Similarly, if mean wind speed of 20 km/h (equivalent gust wind speed of approximately 32 km/h) at a location were exceeded for more than 20% of the time, walking or less vigorous activities would be considered uncomfortable. As these criteria are based on subjective reactions of a population to wind forces, their application is partly based on experience and judgment.

Once the pedestrian wind speed predictions have been established throughout the subject site, the assessment of pedestrian comfort involves determining the suitability of the predicted wind conditions for discrete regions within and surrounding the subject site. This step involves comparing the predicted comfort classes to the target comfort classes, which are dictated by the location type for each region (that is, a sidewalk, building entrance, amenity space, or other). An overview of common pedestrian location types and their typical windiest target comfort classes are summarized on the following page. Depending on the programming of a space, the desired comfort class may differ from this table.

## TARGET PEDESTRIAN WIND COMFORT CLASSES FOR VARIOUS LOCATION TYPES

Location Types	Target Comfort Classes
Primary Building Entrance	Standing
Secondary Building Access Point	Walking
Public Sidewalk / Bicycle Path	Walking
Outdoor Amenity Space	Sitting / Standing
Café / Patio / Bench / Garden	Sitting / Standing
Transit Stop (Without Shelter)	Standing
Transit Stop (With Shelter)	Walking
Public Park / Plaza	Sitting / Standing
Garage / Service Entrance	Walking
Parking Lot	Walking
Vehicular Drop-Off Zone	Walking

## 5. RESULTS AND DISCUSSION

The following discussion of the predicted pedestrian wind conditions for the subject site is accompanied by Figures 3A-6B, which illustrate wind conditions at grade level for the proposed and existing massing scenarios, and by Figures 7A-7D, which illustrate conditions within the common amenity terraces serving the proposed development at Levels 3 and 11. Conditions are presented as continuous contours of wind comfort throughout the subject site and correspond to the comfort classes presented in Section 4.4.

The details of these conditions are summarized in the following page for the areas of interest.

### 5.1 Wind Comfort Conditions – Grade Level

Notably, the dense urban surroundings of the subject site provide shielding for the proposed development to prominent winds, including those from the southwest clockwise to the northwest and those from the east.



Prior to and following the introduction of the proposed development, conditions within and surrounding the subject site are predicted to be calm and suitable for sitting throughout the year, inclusive of the surrounding public sidewalks along Albert Street, Slater Street, and Metcalfe Street, nearby public walkways, transit stops, and surface parking, outdoor public areas at the World Exchange Plaza, loading areas, and in the vicinity of the building access points serving the proposed development.

## **5.2 Wind Comfort Conditions – Common Amenity Terraces**

The proposed development is served by common amenity terraces at Levels 3 and 11. The noted terraces are predicted to be suitable for sitting throughout the year.

## **5.3 Wind Safety**

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within or surrounding the subject site are expected to experience conditions that could be considered dangerous, as defined in Section 4.4.

## **5.4 Applicability of Results**

Pedestrian wind comfort and safety have been quantified for the specific configuration of existing and foreseeable construction around the subject site. Future changes (that is, construction or demolition) of these surroundings may cause changes to the wind effects in two ways, namely: (i) changes beyond the immediate vicinity of the subject site would alter the wind profile approaching the subject site; and (ii) development in proximity to the subject site would cause changes to local flow patterns.





## 6. CONCLUSIONS AND RECOMMENDATIONS

A complete summary of the predicted wind conditions is provided in Section 5 and illustrated in Figures 3A-7D. Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments, the study concludes the following:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year, inclusive of the surrounding public sidewalks along Albert Street, Slater Street, and Metcalfe Street, nearby public walkways, transit stops, and surface parking, public areas at the World Exchange Plaza, loading areas, and in the vicinity of the building access points serving the proposed development.
- 2) Regarding the amenity terraces at Levels 3 and 11, wind comfort conditions are predicted to be suitable for sitting throughout the year, which is considered acceptable.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

Sincerely,

**Gradient Wind Engineering Inc.**

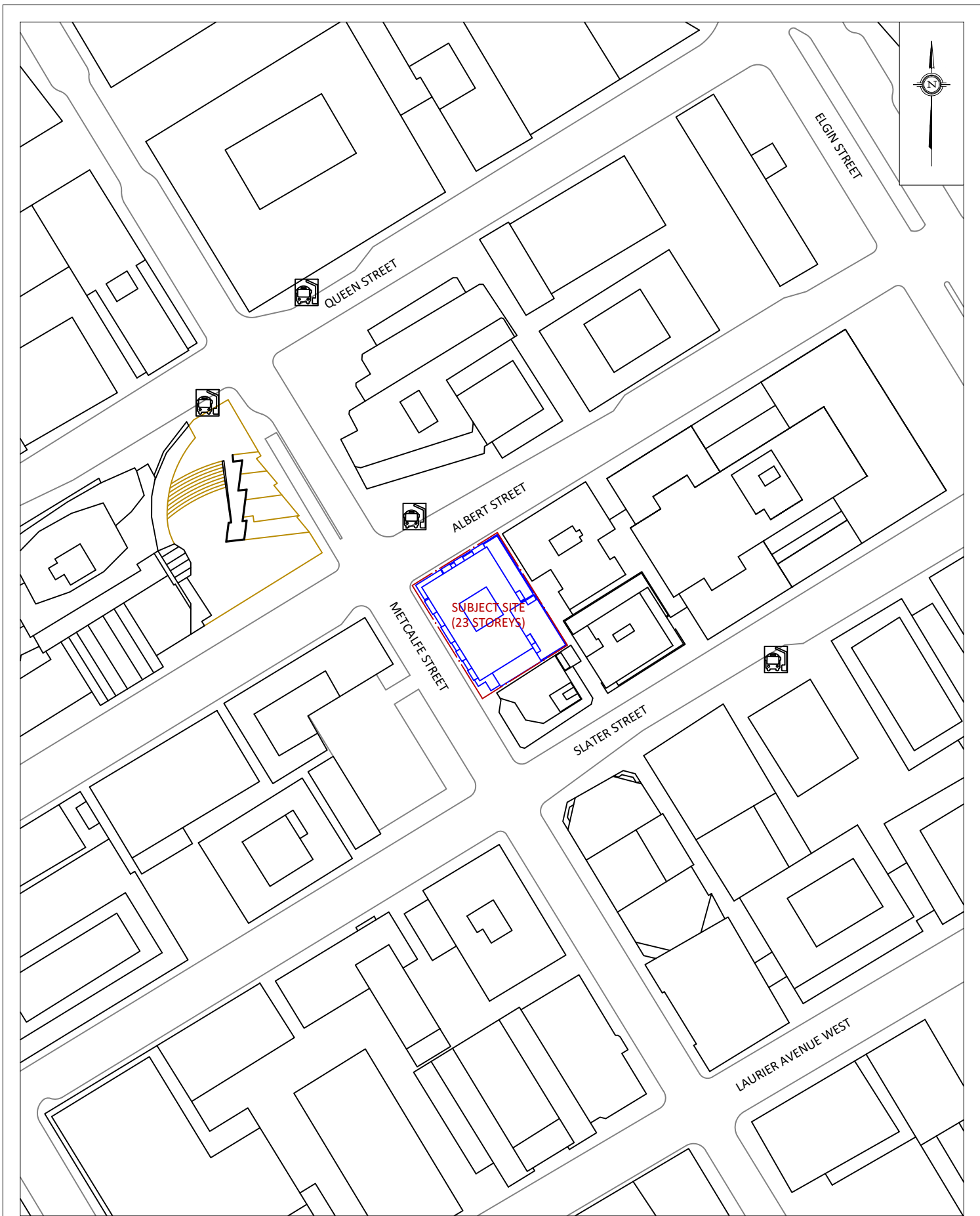


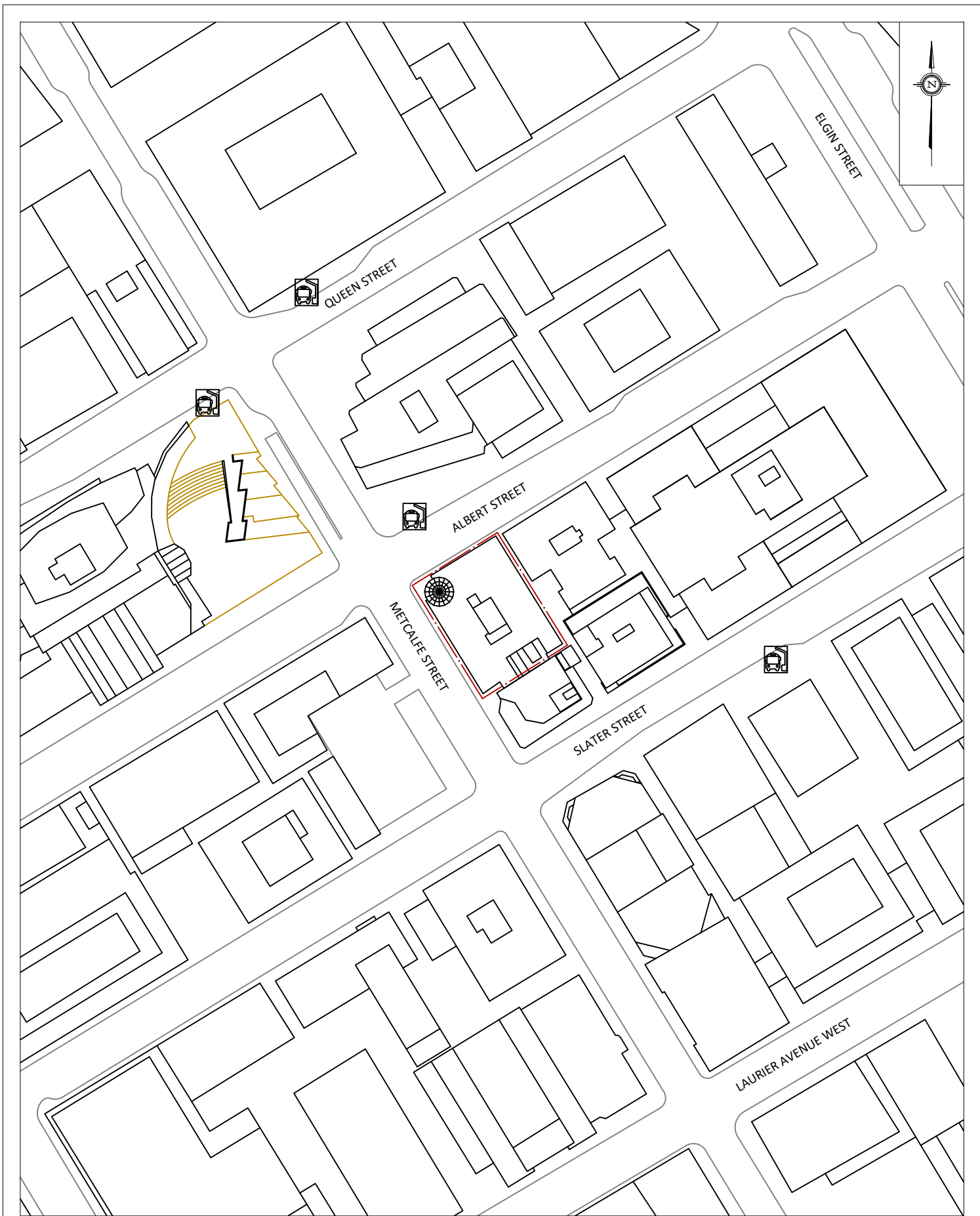
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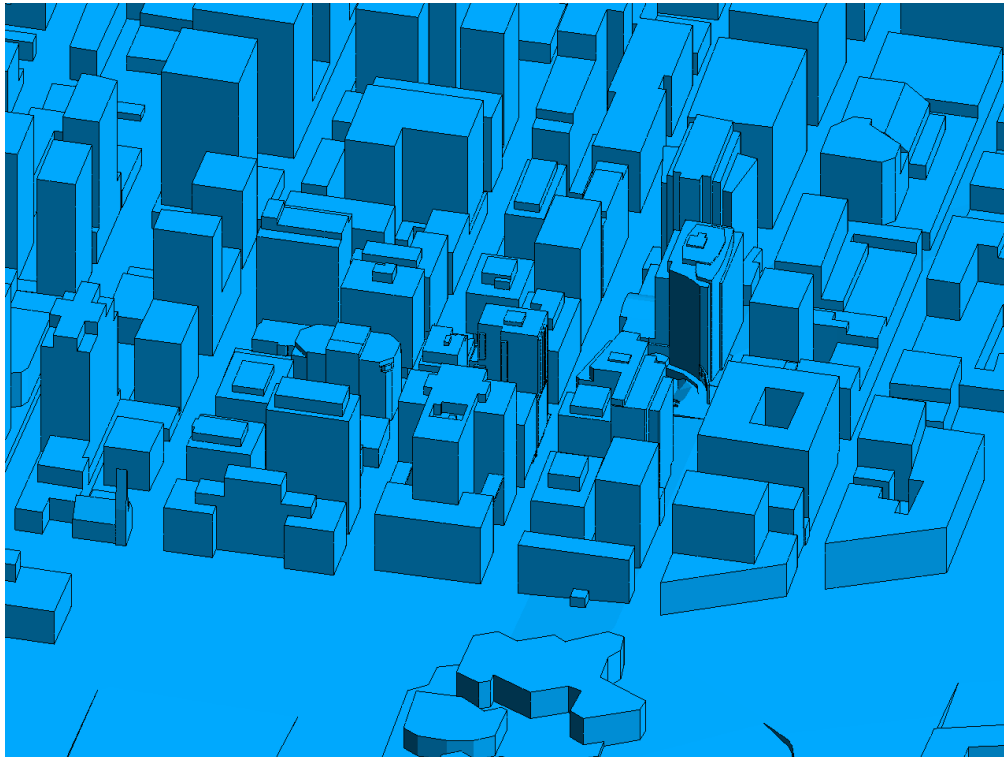




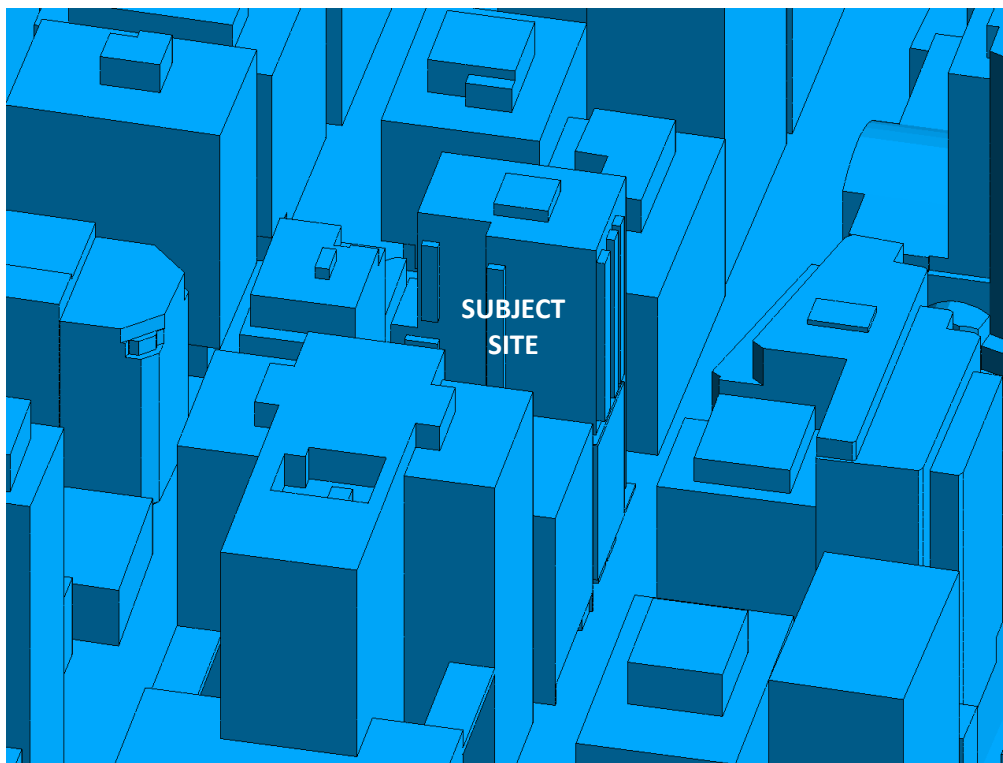


<b>GRADIENTWIND</b> ENGINEERS & SCIENTISTS 127 WALGREEN ROAD, OTTAWA, ON 613 836 0934 • GRADIENTWIND.COM	PROJECT 77 METCALFE STREET, OTTAWA PEDESTRIAN LEVEL WIND STUDY		DESCRIPTION  FIGURE 1B: EXISTING SITE PLAN AND SURROUNDING CONTEXT
	SCALE 1:1500	DRAWING NO. 24-254-PLW-1B	
	DATE DECEMBER 13, 2024	DRAWN BY S.K.	



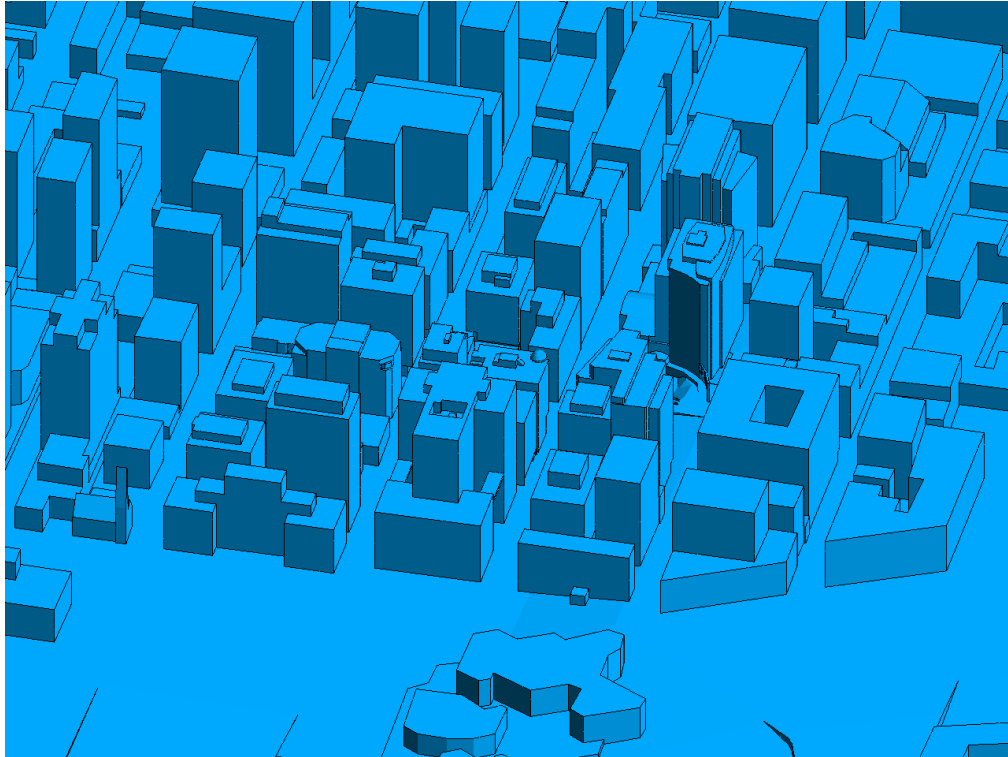


**FIGURE 2A: COMPUTATIONAL MODEL, PROPOSED MASSING, NORTHEAST PERSPECTIVE**

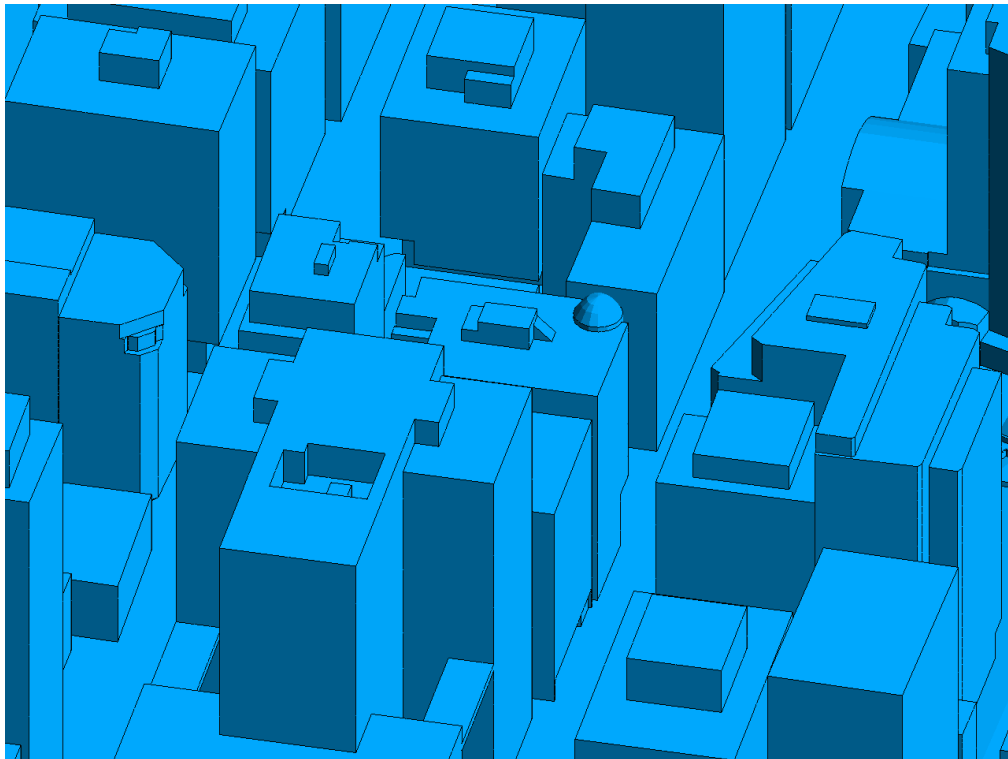


**FIGURE 2B: CLOSE UP OF FIGURE 2A**



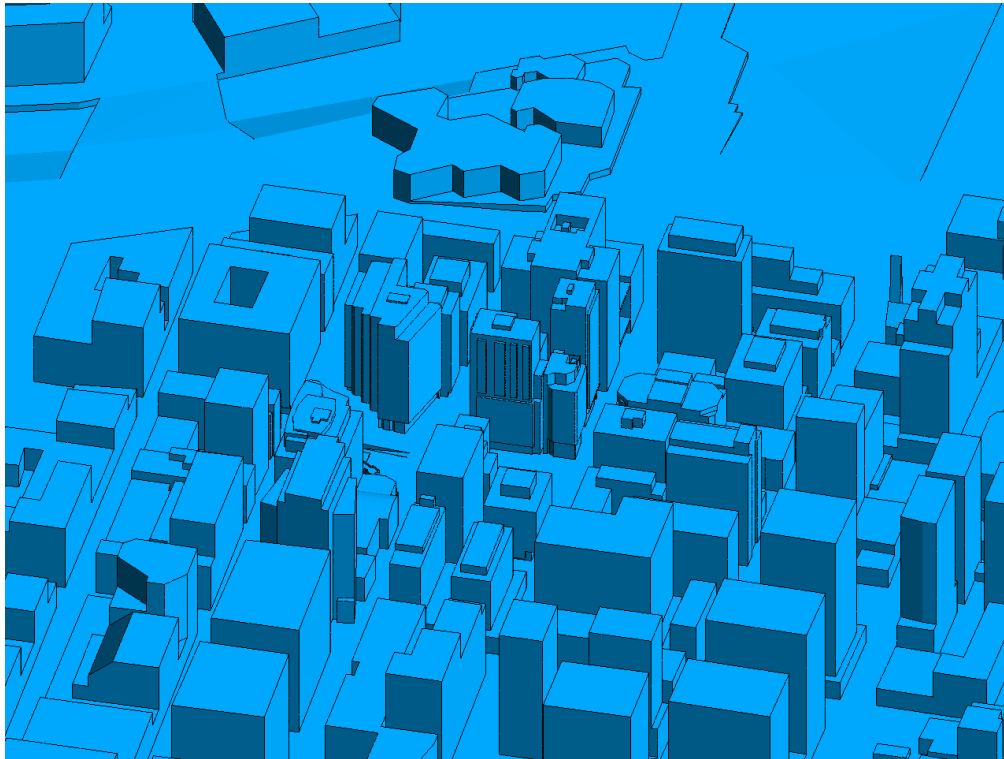


**FIGURE 2C: COMPUTATIONAL MODEL, EXISTING MASSING, NORTHEAST PERSPECTIVE**

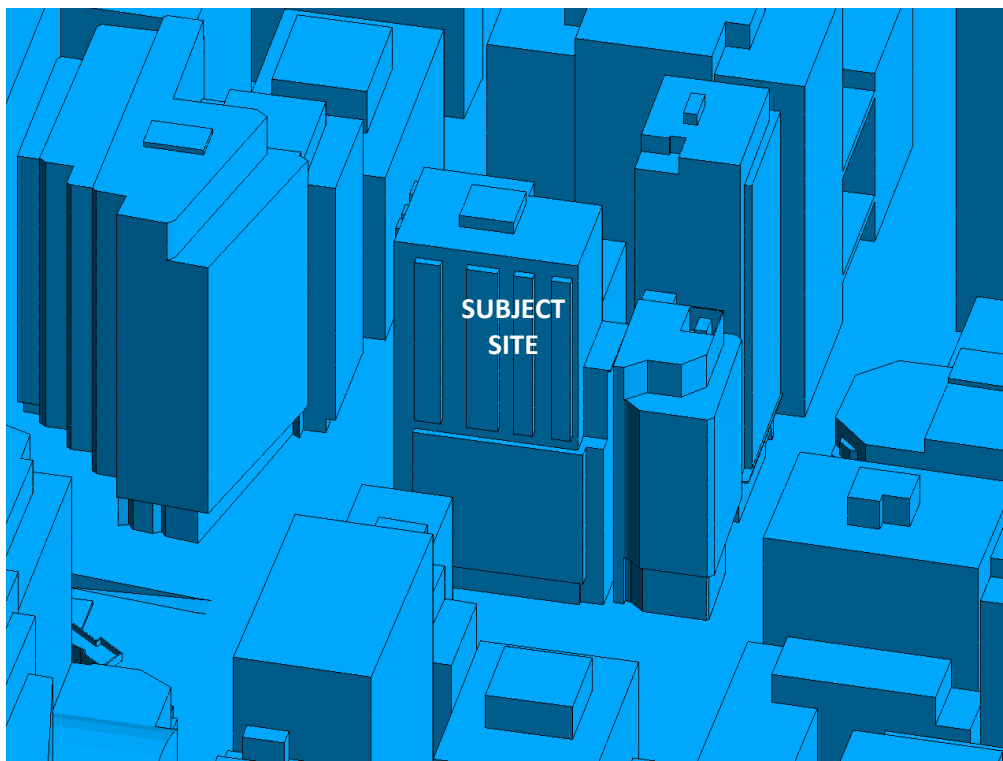


**FIGURE 2D: CLOSE UP OF FIGURE 2C**





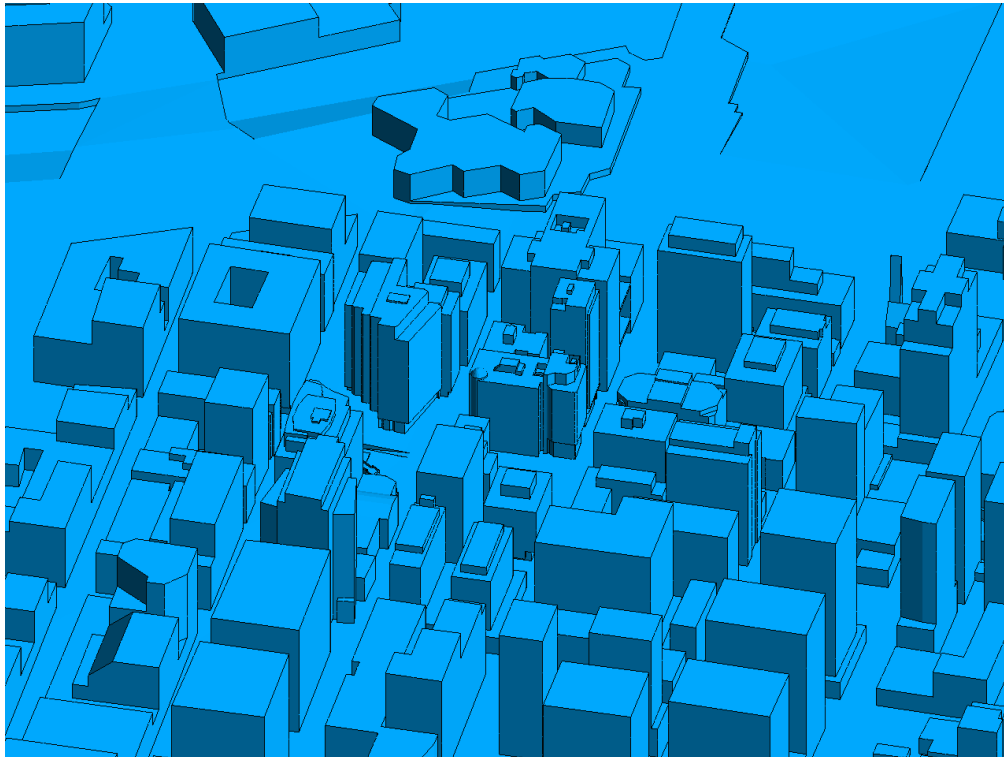
**FIGURE 2E: COMPUTATIONAL MODEL, PROPOSED MASSING, SOUTHWEST PERSPECTIVE**



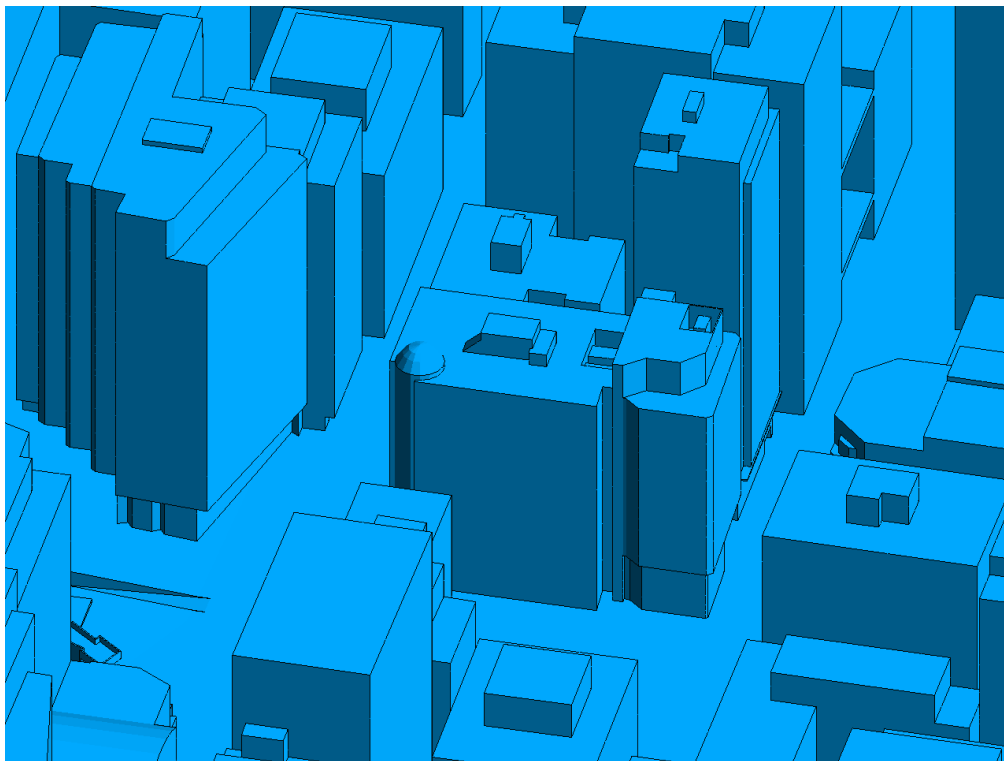
**FIGURE 2F: CLOSE UP OF FIGURE 2E**





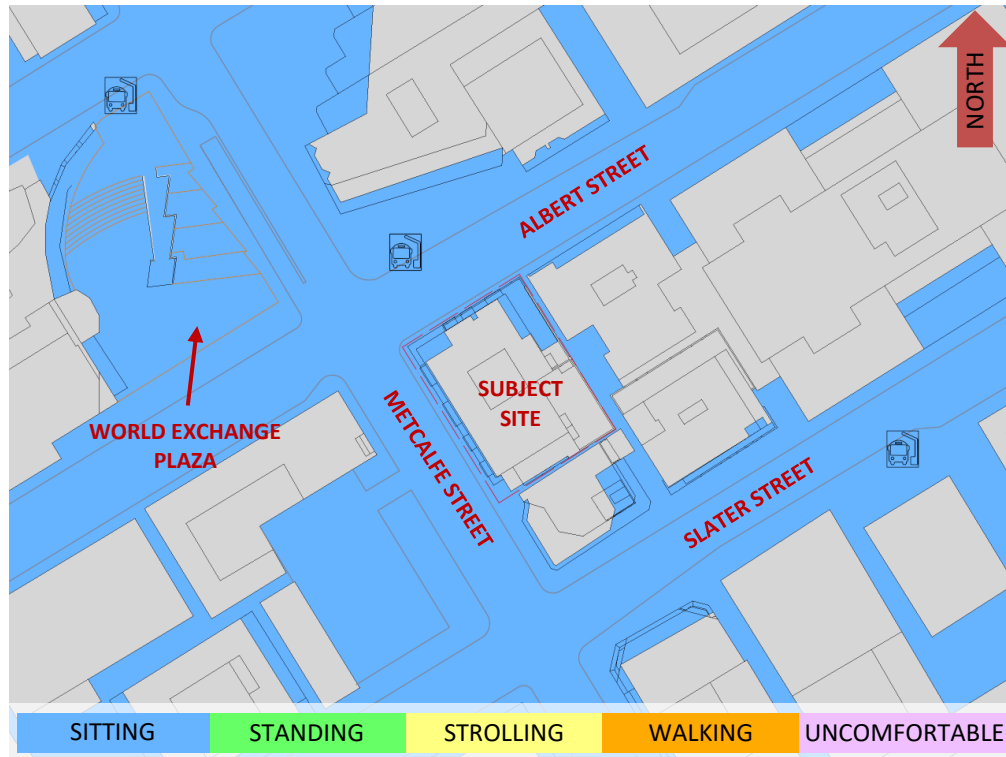


**FIGURE 2G: COMPUTATIONAL MODEL, EXISTING MASSING, SOUTHWEST PERSPECTIVE**

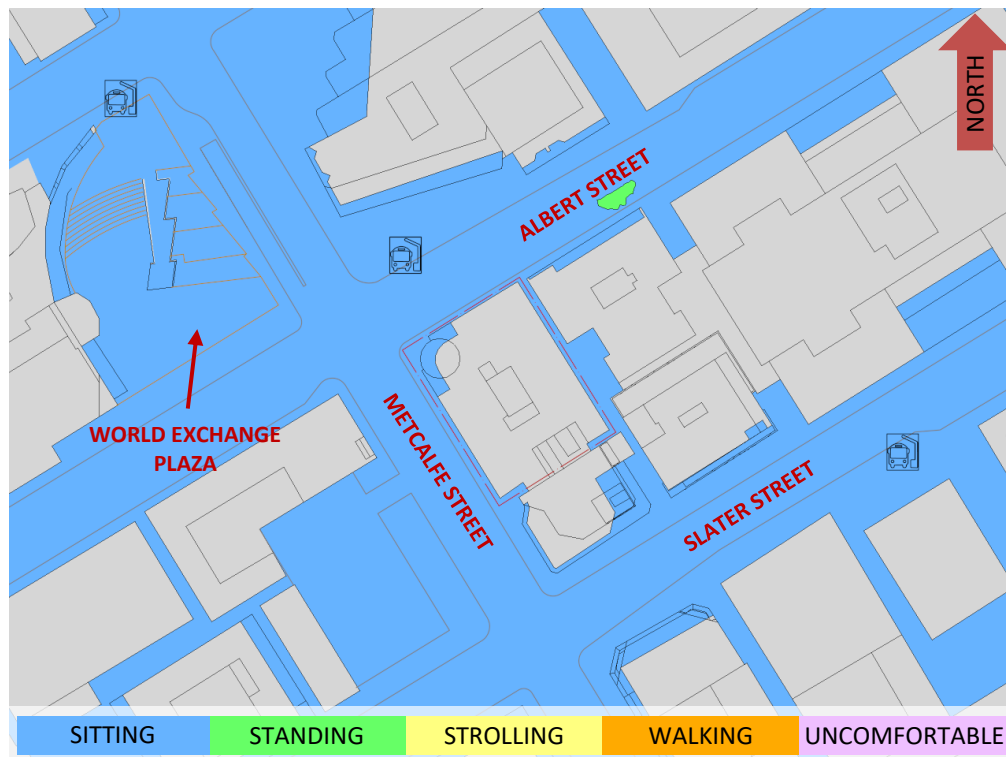


**FIGURE 2H: CLOSE UP OF FIGURE 2G**



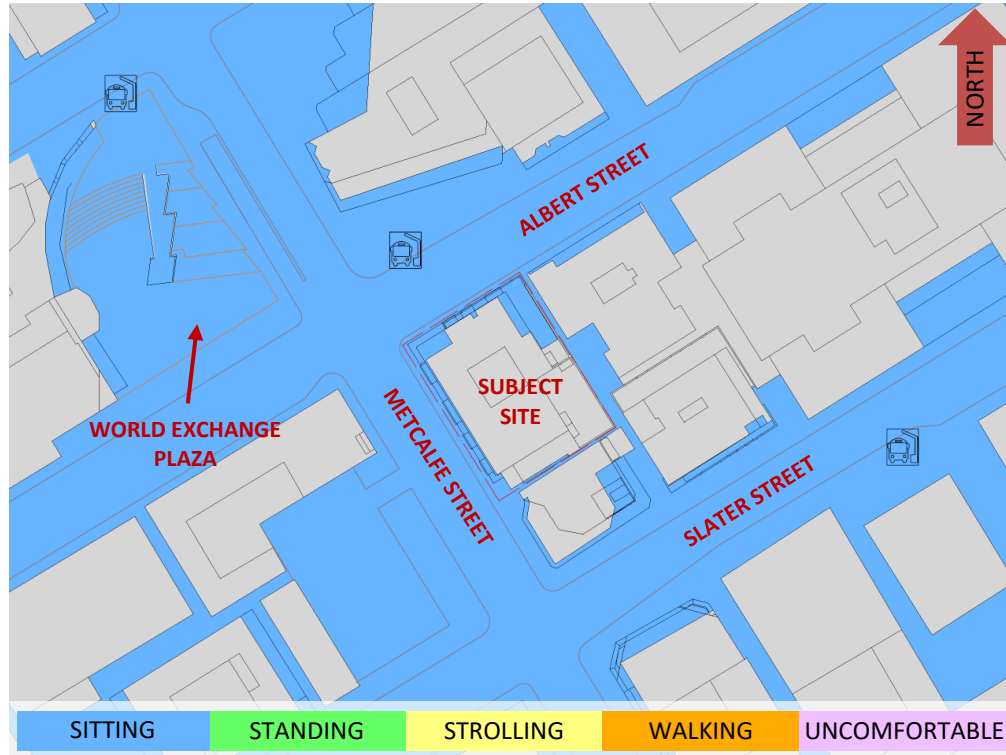


**FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**

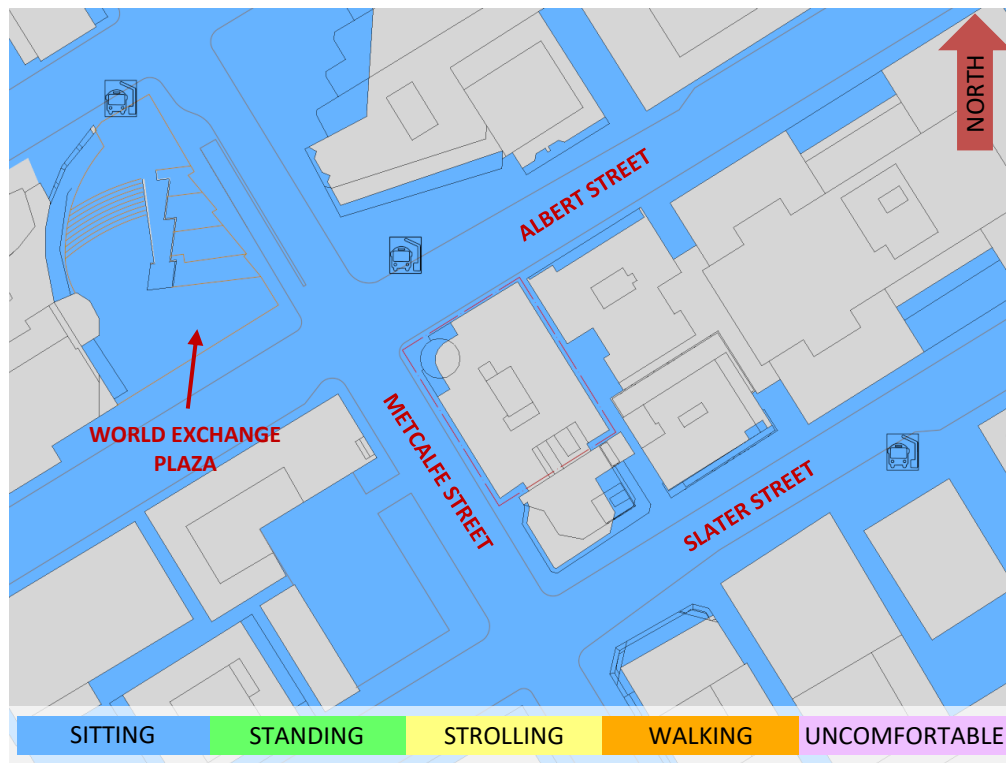


**FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING**





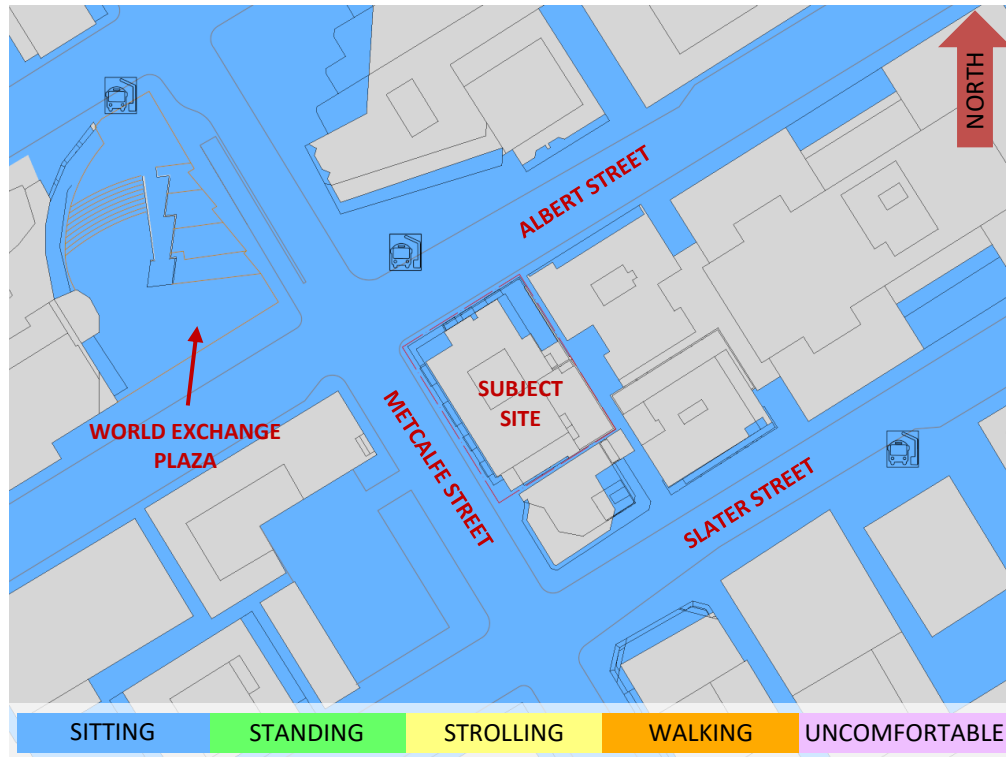
**FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**



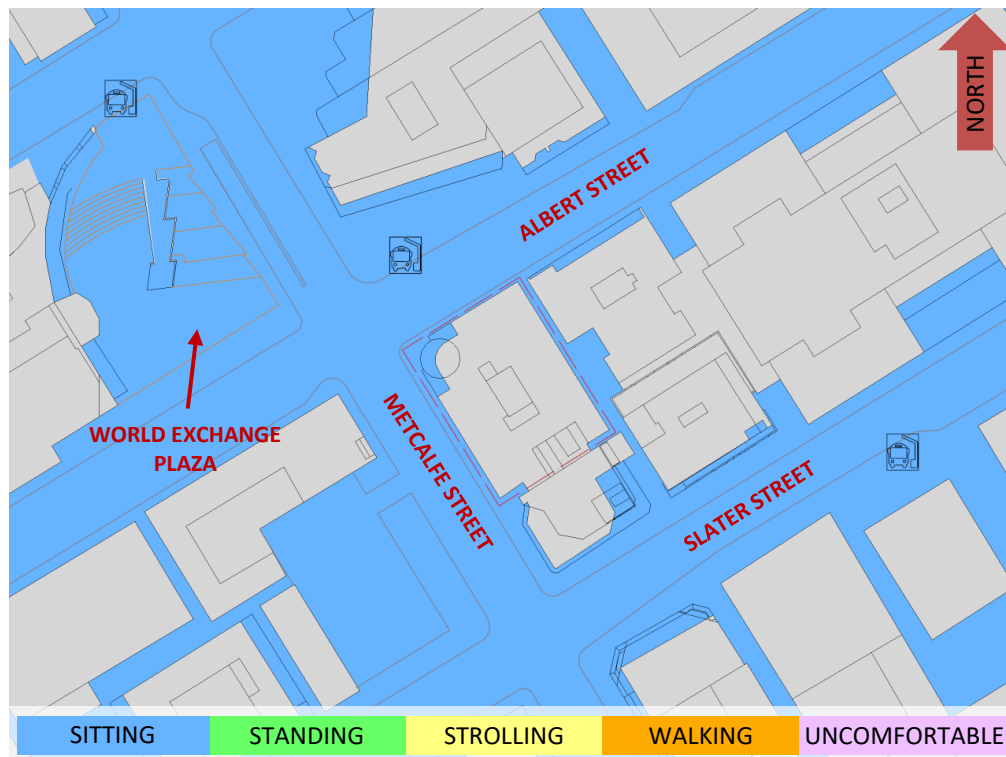
**FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING**





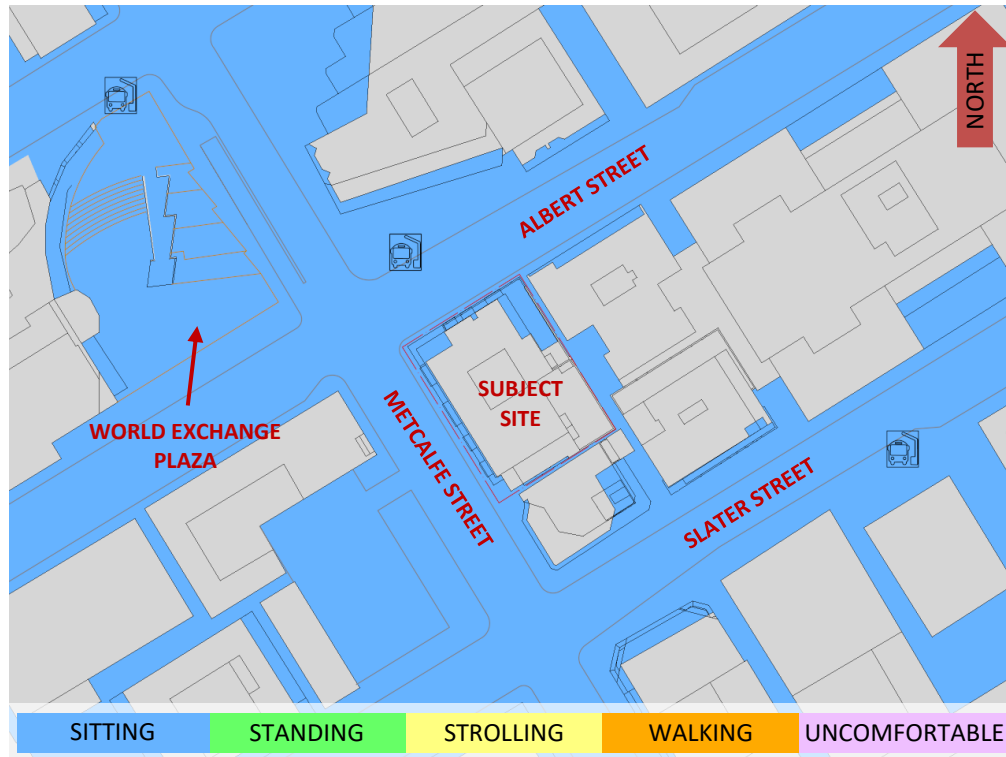


**FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**

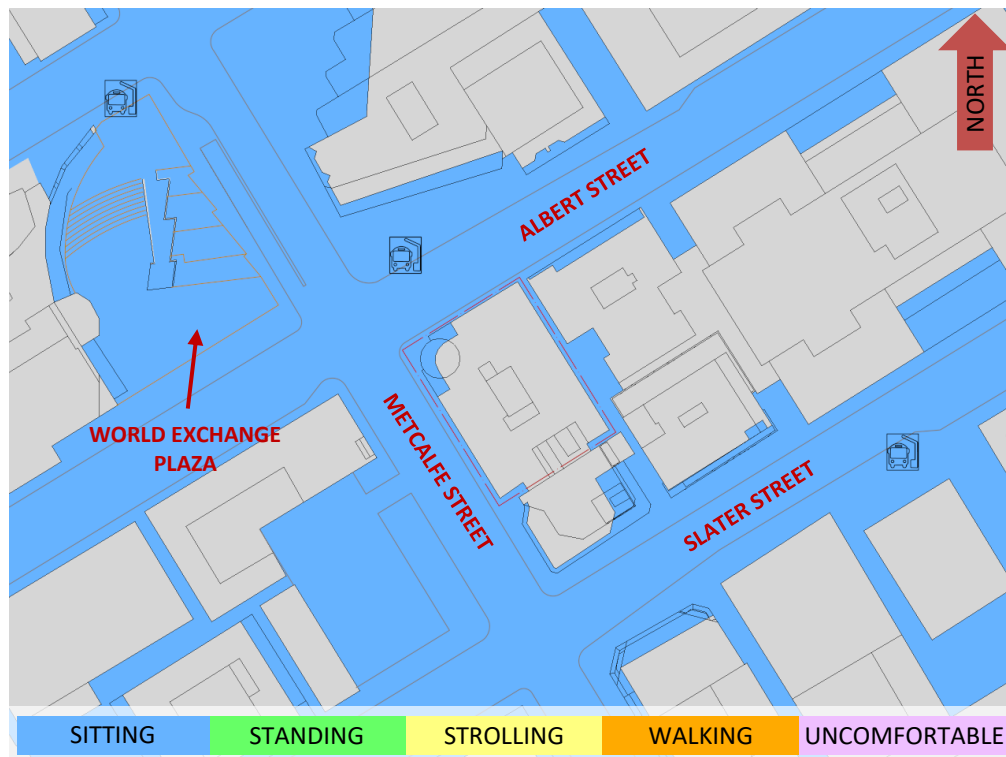


**FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING**



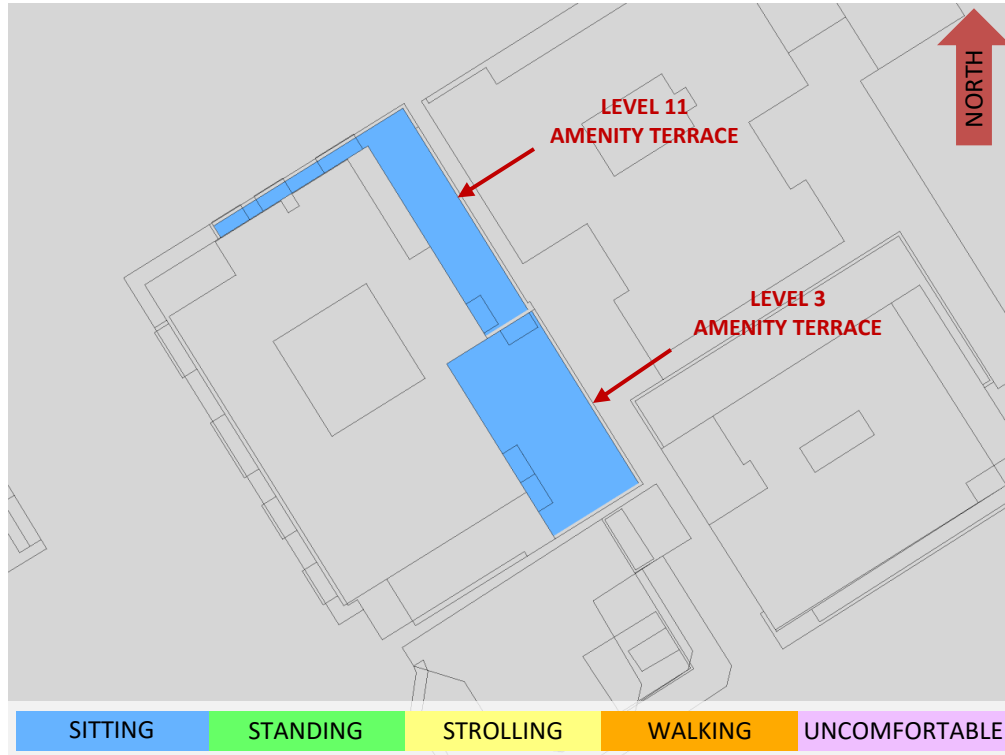


**FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING**

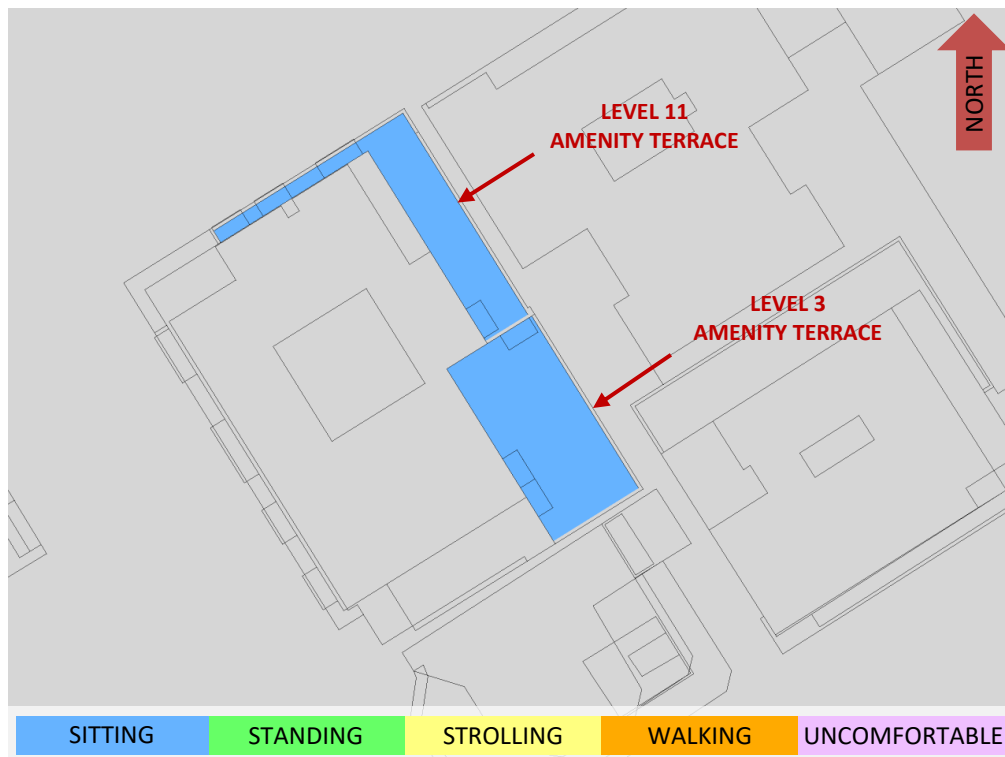


**FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL- EXISTING MASSING**





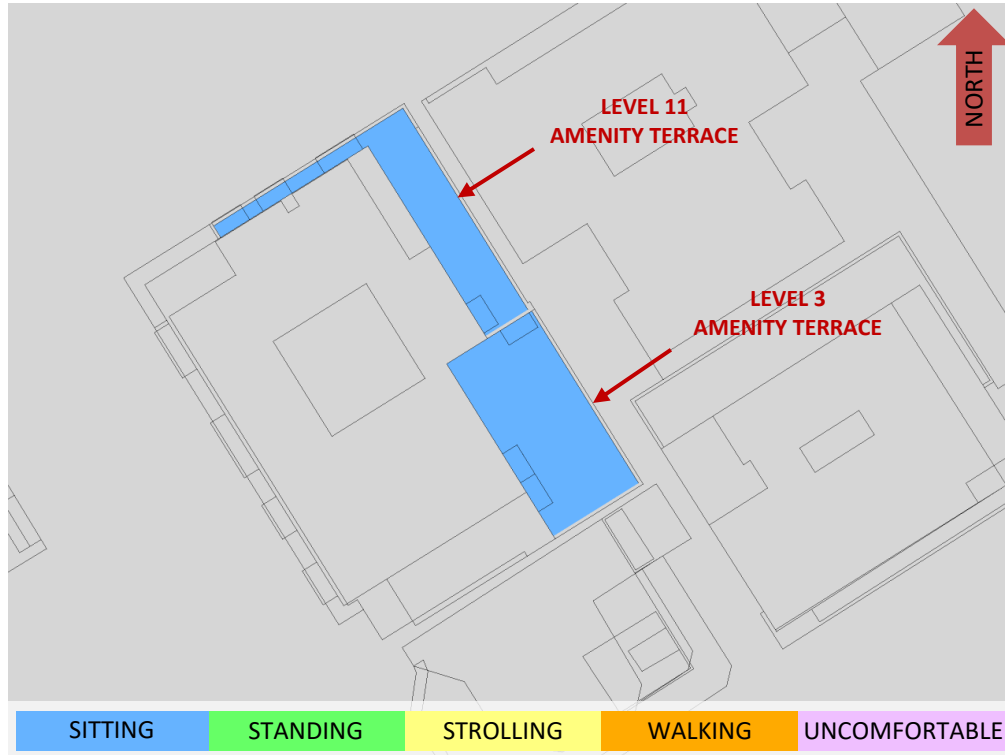
**FIGURE 7A: SPRING – WIND COMFORT, COMMON AMENITY TERRACES**



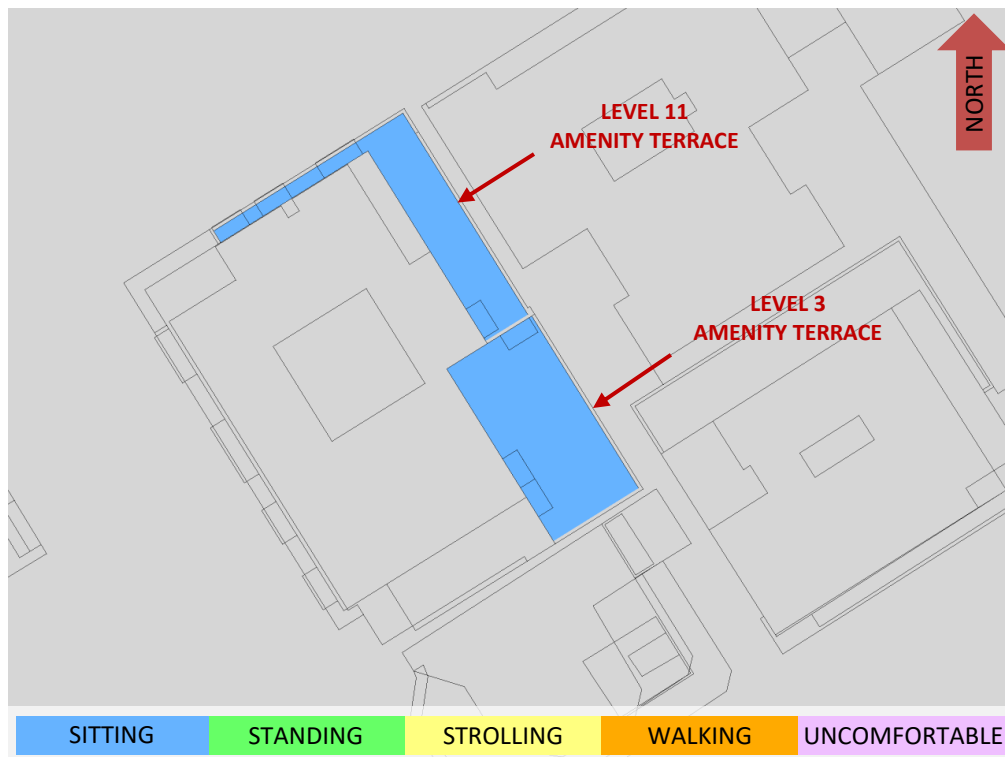
**FIGURE 7B: SUMMER – WIND COMFORT, COMMON AMENITY TERRACES**







**FIGURE 7C: AUTUMN – WIND COMFORT, COMMON AMENITY TERRACES**



**FIGURE 7D: WINTER – WIND COMFORT, COMMON AMENITY TERRACES**



# GRADIENTWIND

ENGINEERS & SCIENTISTS



## APPENDIX A

### SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER

## **SIMULATION OF THE ATMOSPHERIC BOUNDARY LAYER**

The atmospheric boundary layer (ABL) is defined by the velocity and turbulence profiles according to industry standard practices. The mean wind profile can be represented, to a good approximation, by a power law relation, Equation (1), giving height above ground versus wind speed (1), (2).

$$U = U_g \left( \frac{Z}{Z_g} \right)^\alpha \quad \text{Equation (1)}$$

where,  $U$  = mean wind speed,  $U_g$  = gradient wind speed,  $Z$  = height above ground,  $Z_g$  = depth of the boundary layer (gradient height), and  $\alpha$  is the power law exponent.

For the model,  $U_g$  is set to 6.5 metres per second (m/s), which approximately corresponds to the 60% mean wind speed for Ottawa based on historical climate data and statistical analyses. When the results are normalized by this velocity, they are relatively insensitive to the selection of gradient wind speed.

$Z_g$  is set to 540 m. The selection of gradient height is relatively unimportant, so long as it exceeds the building heights surrounding the subject site. The value has been selected to correspond to our physical wind tunnel reference value.

$\alpha$  is determined based on the upstream exposure of the far-field surroundings (that is, the area that it not captured within the simulation model).



Table 1 presents the values of  $\alpha$  used in this study, while Table 2 presents several reference values of  $\alpha$ . When the upstream exposure of the far-field surroundings is a mixture of multiple types of terrain, the  $\alpha$  values are a weighted average with terrain that is closer to the subject site given greater weight.

**TABLE 1: UPSTREAM EXPOSURE (ALPHA VALUE) VS TRUE WIND DIRECTION**

Wind Direction (Degrees True)	Alpha Value ( $\alpha$ )
0	0.24
22.5	0.25
45	0.28
67.5	0.27
90	0.26
112.5	0.27
135	0.26
157.5	0.27
180	0.27
202.5	0.26
225	0.29
247.5	0.26
270	0.24
292.5	0.25
315	0.23
337.5	0.22

**TABLE 2: DEFINITION OF UPSTREAM EXPOSURE (ALPHA VALUE)**

Upstream Exposure Type	Alpha Value ( $\alpha$ )
Open Water	0.14-0.15
Open Field	0.16-0.19
Light Suburban	0.21-0.24
Heavy Suburban	0.24-0.27
Light Urban	0.28-0.30
Heavy Urban	0.31-0.33

The turbulence model in the computational fluid dynamics (CFD) simulations is a two-equation shear-stress transport (SST) model, and thus the ABL turbulence profile requires that two parameters be defined at the inlet of the domain. The turbulence profile is defined following the recommendations of the Architectural Institute of Japan for flat terrain (3).

$$I(Z) = \begin{cases} 0.1 \left( \frac{Z}{Z_g} \right)^{-\alpha-0.05}, & Z > 10 \text{ m} \\ 0.1 \left( \frac{10}{Z_g} \right)^{-\alpha-0.05}, & Z \leq 10 \text{ m} \end{cases} \quad \text{Equation (2)}$$

$$L_t(Z) = \begin{cases} 100 \text{ m} \sqrt{\frac{Z}{30}}, & Z > 30 \text{ m} \\ 100 \text{ m}, & Z \leq 30 \text{ m} \end{cases} \quad \text{Equation (3)}$$

where,  $I$  = turbulence intensity,  $L_t$  = turbulence length scale,  $Z$  = height above ground, and  $\alpha$  is the power law exponent used for the velocity profile in Equation (1).

Boundary conditions on all other domain boundaries are defined as follows: the ground is a no-slip surface; the side walls of the domain have a symmetry boundary condition; the top of the domain has a specified shear, which maintains a constant wind speed at gradient height; and the outlet has a static pressure boundary condition.

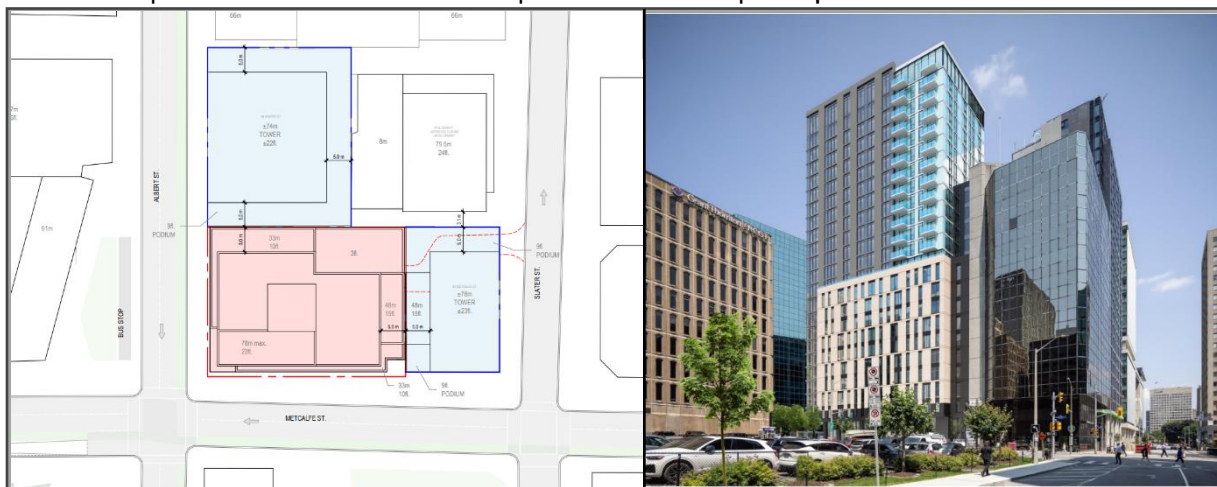
## REFERENCES

- [1] P. Arya, "Chapter 10: Near-neutral Boundary Layers," in *Introduction to Micrometeorology*, San Diego, California, Academic Press, 2001.
- [2] S. A. Hsu, E. A. Meindl and D. B. Gilhousen, "Determining the Power-Law Wind Profile Exponent under Near-neutral Stability Conditions at Sea," vol. 33, no. 6, 1994.
- [3] Y. Tamura, H. Kawai, Y. Uematsu, K. Kondo and T. Okhuma, "Revision of AIJ Recommendations for Wind Loads on Buildings," in *The International Wind Engineering Symposium, IWES 2003*, Taiwan, 2003.



**77 Metcalfe** | Informal Pre-Consultation Review | Site Plan Control | NEUF Architects, Groupe Mach and Fotenn Planning + Design |

**Panel Members in Attendance:** David Leinster | James Parakh | Nigel Tai | Heather Rolleston | Emmanuelle van Rutten | Colin Berman | Philip Evans



## Key Recommendations

- The Panel appreciates the comprehensive nature of the proposal, especially in addressing residential development in the central business district. The proposal's civic importance is also noted, given the high visibility and its Metcalf address with proximity to key landmarks like the Museum of Natural Heritage and Parliament Hill.
- The Panel recommends continuing to explore the environmental impact of the building, particularly regarding the conversion of office space to residential use, and further examining the carbon implications of the existing structure's demolition. A more thorough analysis could help in making an informed decision to reduce environmental impact.
- The Panel recommends further consideration be given to the pedestrian realm, particularly along the street level. The goal is to improve the pedestrian experience with a focus on enhancing the ground floor elevation.
  - Suggests the quality and color of materials at the street level should be carefully selected to ensure a welcoming and visually appealing sidewalk experience.
  - The cantilever design of the building at street level is a key feature, and the Panel suggests elevating it to enhance the pedestrian experience. A one-floor increase in height would allow for better clearance and a more luxurious feeling of space.

- The Panel recommends using noble materials for the podium base and encourages simplifying the volume expression.
- The Panel suggests exploring refinements to the glazing and the incorporation of other design elements like inset balconies. It is also suggested that the top of the tower should be a strong focal point, contributing to the building's dynamism and sense of prominence.

## **Site Design & Public Realm**

- The Panel encourages refining the public realm along the streets, particularly along Albert and Metcalfe streets. Given the constrained conditions of these streets, there is an opportunity to improve public realm.
- The Panel recommends exploring ways to ensure the streetscape is more pedestrian-friendly by increasing the width of the sidewalk and providing additional space for trees and urban furniture, while minimizing interactions between these elements and the clearway.
  - The Panel recommends raising the soffit height by one floor to improve the sidewalk experience and create a more comfortable pedestrian environment.
  - The use of the ground-level darker materials should be reconsidered, as it may not enhance the pedestrian realm experience. Lighter, warmer tones, possibly using more durable materials, will provide a more welcoming atmosphere.

## **Sustainability**

- The Panel supports the idea of reducing the environmental impact of the project, particularly regarding the retention of the existing building. While it may not be feasible to keep the entire structure, the Panel recommends further exploring ways to reduce the carbon footprint of the project, including keeping portions of the building where possible.
- The Panel recommends enhancing the buildings long term sustainability by using durable materials, which can withstand the harsh climate and reduce long-term maintenance.
- The Panel suggests exploring the opportunity to add a roof top amenity terrace as a means of improving sustainability and providing residents with access to green spaces, which would be particularly valuable in a dense urban environment.

## **Built Form & Architecture**

- The Panel recommends simplifying the architectural expression of the building by reducing the complexity of the podium.

- The base should focus on holding the edge of the street in a simple, solid and elegant manner, without unnecessary geometries that deviate from the surrounding context.
  - The use of brick in the podium is viewed positively, with a refined approach to its detailing. This would add complexity and beauty to the building while maintaining a sense of craftsmanship.
  - The metal panel finishes at the ground floor level should be replaced with masonry to improve durability and to enhance the pedestrian realm experience.
- The Panel supports the idea of a more unified simplified architectural expression, above the base, particularly in the tower's massing. Simplifying the three-element materials tower design to two components would create a more cohesive look.
- The Panel appreciates the integration of architectural elements but encourages more consistent detailing, particularly in the interface between the building and the public realm.
- The Panel suggests improving the ground floor layout by reconfiguring the entry and lounge areas. Reversing these spaces would allow the entry area to better support movement and circulation.
  - The Panel notes that the placement of the exit stair currently divides the lobby into two separate zones, disrupting the flow of the space.
- The Panel suggests reconsidering the programming of the corner space to bring activity to the area throughout the day and night, potentially incorporating an amenity space that contributes to the building's liveliness and integration into the neighborhood.