



CANADA LANDS COMPANY
SOCIÉTÉ IMMOBILIÈRE DU CANADA

BOOTH STREET DISTRICT DESIGN GUIDELINES AND ARCHITECTURAL CONTROLS

18.10.2018



Stantec

ACKNOWLEDGEMENTS

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INTRODUCTION

A.1

BOOTH DISTRICT

Bounded by Booth Street to the east, Norman Street to the south, Orangeville Street to the north and Rochester Street to the west – the Booth District is a large city block that has played an important role in the Federal Government and City of Ottawa’s history. The complex, which was constructed incrementally by the National Resources Canada, was used to carry out research and testing in a wide variety of areas related to mining and metallurgy, as well as the development of fuels, explosives, and economic minerals.

As modest as some of the structures are in appearance, many of the facilities within the subject site were state-of-the-art at the time of their construction, supporting critical research that private industry was not positioned to carry out itself. The facilities on site are no longer of sufficient use for these types of uses and therefore in 2015 the lands were transferred to the Canada Lands Company to begin the work of conceptualizing the site’s next life.



View of Booth District facing South East

A.2

PURPOSE

The Booth Street Urban Design Guidelines for the Booth District are a written and graphic manual providing direction regarding the desired outcome of the public realm and built form that will define the Booth Street site.

These guidelines and architectural controls focus on the qualities that define a unique identity and character that will establish the Booth District site as a destination in Ottawa. The defining agents that these guidelines and controls focus on are heritage preservation, public realm qualities, building design and resiliency.

These guidelines and architectural controls are to be applied throughout the Booth District site. Canada Lands Company must review the development concept(s) prior to Site Plan Control application submission and reserves the absolute right to exercise discretion and judgement in the interpretation, implementation, and enforcement of these guidelines.



View along Booth Street looking South East

A.3

INTENT

The intent of the guidelines is to:

- › Assist in implementing the goals of the Preston Carling Secondary Plan.
- › Protect and integrate heritage elements within the site.
- › Create a sense of identity and connectivity within the site and the surrounding neighbourhoods.
- › Create and maintain a high degree of design throughout the public realm emphasizing the pedestrian experience.
- › Monitor the design and construction of built form throughout the site as it respects the heritage built form.
- › Create an attractive, healthy, vibrant and safe hub within the community.
- › Ensure built form allows for flexible uses.



Booth District aims to provide a lively and active public realm

A.4

HERITAGE

The Booth Street Complex features seven buildings comprising of seventeen individual structures constructed between 1911 and 1952, and includes laboratory, research, and office spaces designed to serve the research program of the Mines (later Mines and Resources) Branch of Natural Resources Canada. Most of the structures within the Booth Street Complex were designed by Werner Ernst Noffke, one of the city's most influential and prolific architects of the early 20th century.

The Booth Street Complex clearly illustrates the changing and expanding areas of development within the Canadian energy, mining, and metallurgical industries, and the federal government's cooperative involvement with them over the course of the 20th century.

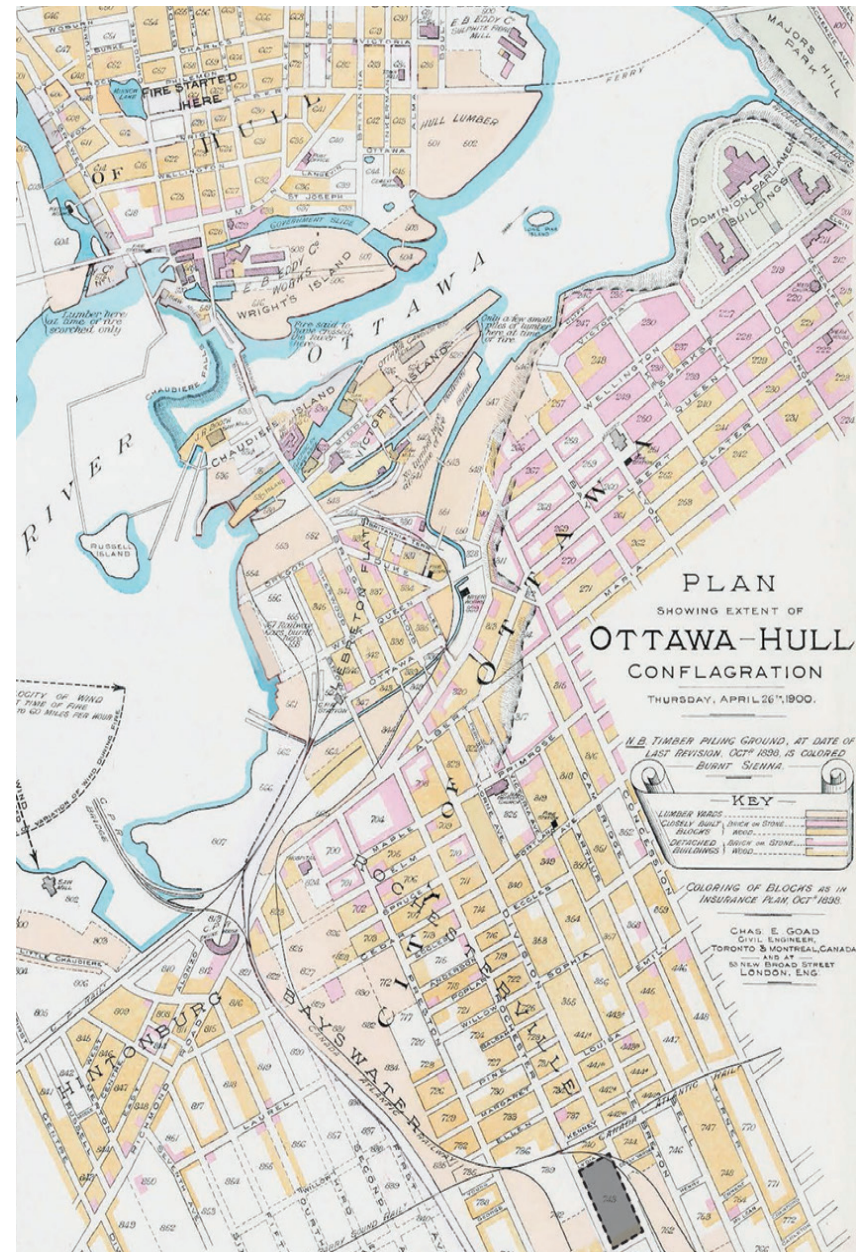
The Complex has changed very little since the 1950s, remaining in active use until the early 2000s. Overtime, the original Complex became part of the larger and increasingly significant Departmental presence in the area. The Complex is now bordered

by more recently constructed Departmental buildings to the south and east.

The site is defined by a sustained pattern of development resulting in a distinct landscape or built features, topography, and patterns of circulation and use.

The following attributes characterize the Booth Street Complex:

- › The mix of highly functional, industrial and more formal structures.
- › The topography, which rises steeply from the south and west edges of the site.
- › The overall coherence of the ensemble resulting from the use of simple classical features on the majority of structures, and red brick construction.
- › The combination of formal and informal arrangements of buildings across the site, with formal head houses along the street edges and functional laboratories on the interior.
- › The irregular and fluid open spaces between buildings, resulting from the organic development of the buildings and complexes across the site.



1900 Map showing relationship of current Booth Street Complex (grey) to Lebreton Flats, the rail lines, and the lumber yards in light yellow

A.5

LOCATION & COMMUNITY CONTEXT

The site is located south and adjacent to Highway 417 (the 'Queensway') and is bounded by Booth Street, Norman Street, Rochester Street and Orangeville Street.

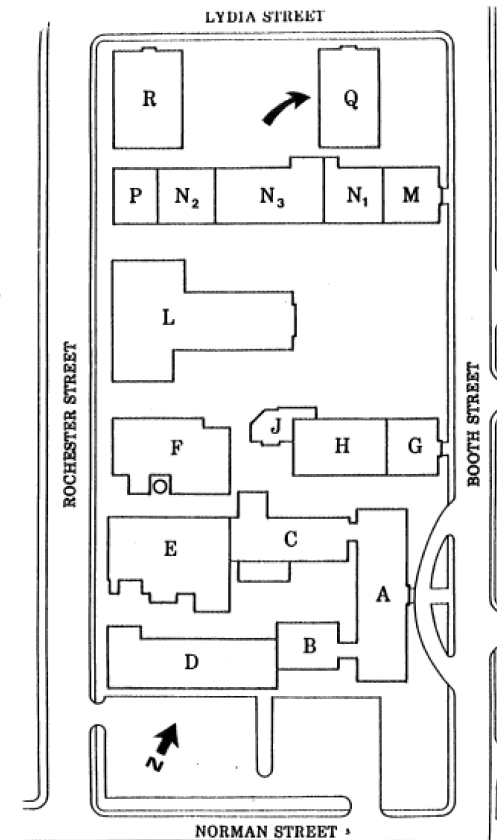
The topography is not uniform throughout the entire site and experiences significant topography changes along the north and, north-west side of the site. The site slopes south-west along Rochester Street, causing large retaining walls in-between the buildings. The retaining wall height is level with the existing parking and buildings on the east side of the site. The site remains level at the south end of the site at Norman and Rochester Street.

The site is located on a glacial deposit which composes of a mixture of materials ranging from clay to large boulders, generally sandy, grade downwards into modified till. Bedrock underneath the site is Paleozoic, a relatively flat laying bedrock comprising of limestone, dolomite, sandstone and local shale.

The character of the site is distinctively identifiable by the heritage buildings once used by the Federal Ministry of Natural Resources. The buildings on the site are in the two to four storey range, with an existing smoke stack on the west side of the site. The site can be easily identified for its heritage buildings, source parking lots and quiet atmosphere.

Index:

- A-E 568 Booth Street, Physical Metallurgy Research Laboratories: sections A-C, 1942, sections D-E, 1945-47.
- F 558 Booth Street, Central Heating Plant, 1943-45.
- G-J 562 Booth Street, Fuel Testing Laboratory, 1927-29 and 1937.
- L Mechanical Shops and Stores Building, 1950-52.
- M-P 552 Booth Street: M - Metallurgical Ore Dressing Laboratory, 1932; N₁ - Fuel Testing Building, 1911; N₃ - Pyro-metallurgical Laboratory, 1929; N₂ - Hydro-metallurgical Laboratory, 1929; P - Tailings Disposal Building, 1935.
- Q 550 Booth Street, Ore Dressing Laboratory, 1937-39.
- R 405 Rochester Street, Industrial Minerals and Ceramics Laboratory, 1937-39.



2 Site plan of the EMR Canmet Complex, Ottawa, Ontario. The Ore Dressing Laboratory (Building Q) is identified with the curved arrow. (Department of Public Works, n.d.)

Building locations as per the Federal Heritage Buildings Review Office in 1986

A.6

PUBLIC PARTICIPATION PROCESS

As part of the municipal approvals process, Canada Lands is committed to actively and transparently seeking public input during the early phases of project design.

Five public sessions were well attended. Below is a summary of the number of attendees and the objectives of each of the public events.

1. PUBLIC INFORMATION SESSION

Date - January 24, 2017

Objectives: To introduce Canada Lands Company and the Booth Street redevelopment project, and to seek feedback on proposed community engagement approach.

2. FIRST PAC MEETING

Date - April 26, 2017

Objective: To collect community input to guide the development of early design concepts.

Attendance - 37

3. PUBLIC OPEN HOUSE

Date - May 31, 2017

Objective: To present and seek feedback on three concepts to inform the next stage of design and vision for the site.

Attendance - 106

4. SECOND PAC MEETING

Date - November 2, 2017

Objective: To review preferred design concept and to seek guidance on possible enhancements.

Attendance - 24

5. PUBLIC OPEN HOUSE

Date - February 15, 2018

Objective: To present design concept to community for validation and refinement prior to submission to the City for review and approval.

Attendance - 75





Stantec, CLC and Hill + Knowlton staff conversing with the public during the Public Open House

A.7

OFFICIAL PLAN & ZONING BY-LAW DIRECTION

Within the Official Plan, the site is identified as a Mixed-Use Centre. A Mixed-Use Centre designation can be described as strategic locations on the rapid-transit network and are adjacent to major roads. They are to serve as focal points of activity within their community and the greater city. They have high potential for compact and mixed-use development, the district is a target area for intensification and a design priority area.

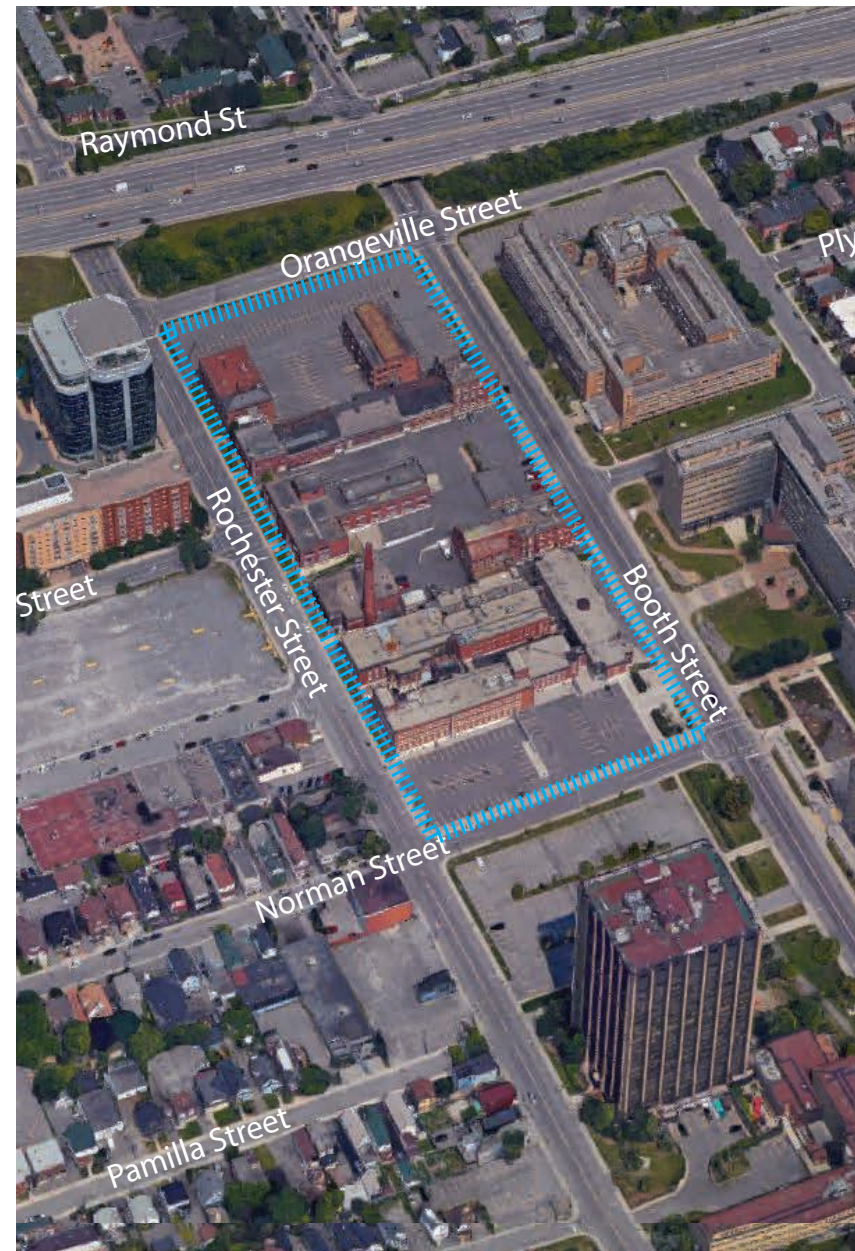
The Official Plan also sets out policies for the protection and preservation of cultural heritage resources including built heritage resources comprised of either an individual building or a group of buildings.

Secondary Plans were created specifically to guide future growth and development for a specific area. Before the 2016 adopted Preston Carling Secondary Plan, the Preston-Champagne Secondary Plan provided the guiding vision and policies for the area. The policies that existing in the 1996 plan are updated and reflected in the newly adopted 2016 Preston Carling Secondary Plan.

The Secondary Plan provides detailed policy guiding the private development, including public realm investment, in the district over the next 20 years. The plan identifies that the district will emerge as a south-western gateway into the city's larger future downtown and will create opportunities for business, tourism, employment, and desirable services.

All development projects will be required to animate public spaces by incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest, enriching the pedestrian experience.

Presently, the site is zoned Mixed-Use Centre Zone (MC). The purpose of this zone is to allow a combination of transit-supportive uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service use such as restaurants and personal service business, and high-density and medium-density residential uses.



Site location within neighbourhood

APPLICATION OF GUIDELINES

- › Urban Design Guidelines for High-Rise Buildings
- › Transit-Oriented Development Guidelines
- › City of Ottawa Accessibility Design Standards

APPLICATION OF THE GUIDELINES

Where unintended conflicts with the City of Ottawa policies, guidelines, regulations and standards might appear in these guidelines, the City directives shall prevail.

Before applying to the City of Ottawa for Building Permits, builders shall be required to submit, for the approval by Canada Lands Company, site plans, streetscape and architectural drawings for each parcel.







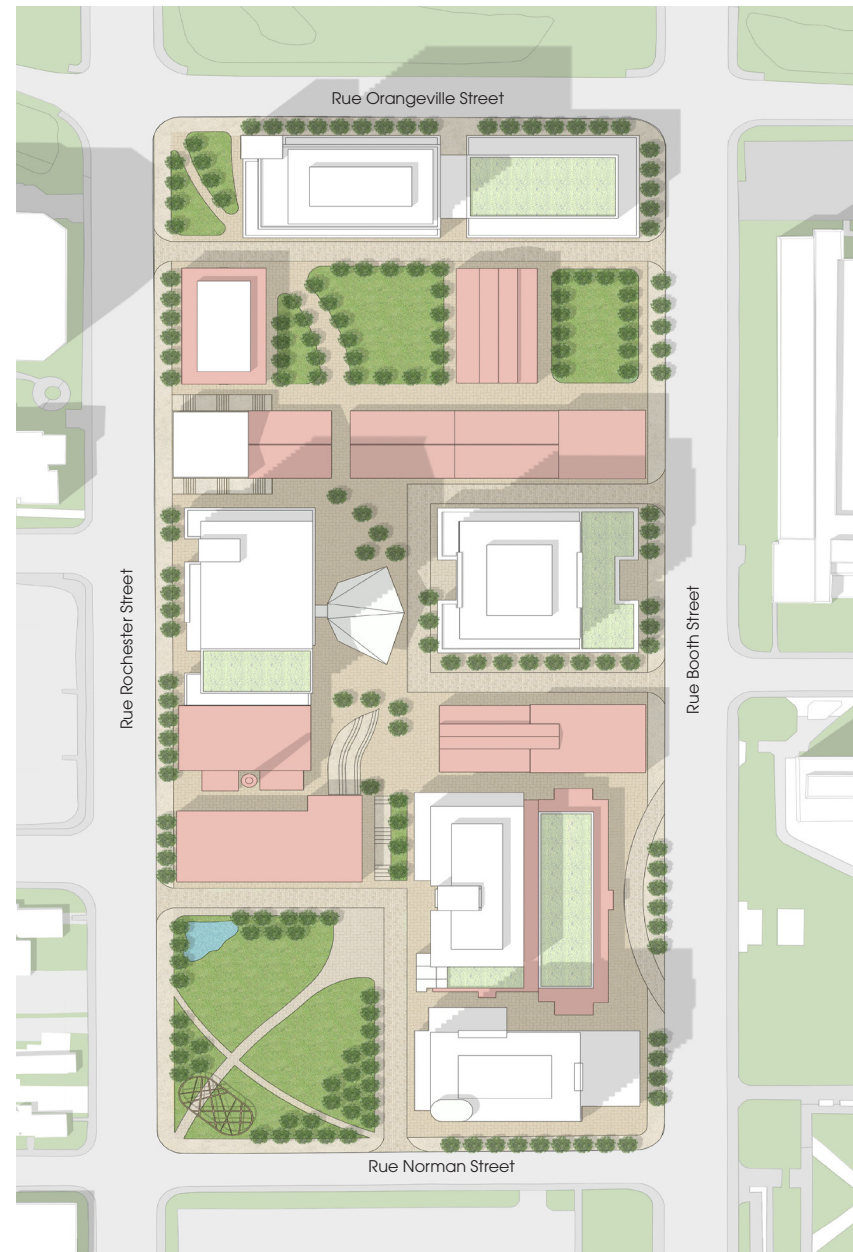
BOOTH STREET DISTRICT

B.1

DISTRICT VISION

The transformation of Booth District will result in a vibrant and engaging public realm with a distinct sense of place. Heritage buildings will be restored and integrated with new development connected by new public spaces. The site will be activated by a variety of uses from shops and restaurants to new office and residential. A fine-

grained network of mid-block connections, walkways and shared streets will connect buildings and open spaces on the site. Upon completion, the development of the Booth District will represent a best practice example of how to develop heritage sites to have a second life as a new place for people to live, work and recreate.



Site Plan for the Booth District

Character Images



Shared Street, East 4th Street, Cleveland



Active Community Space, Springer Market Square



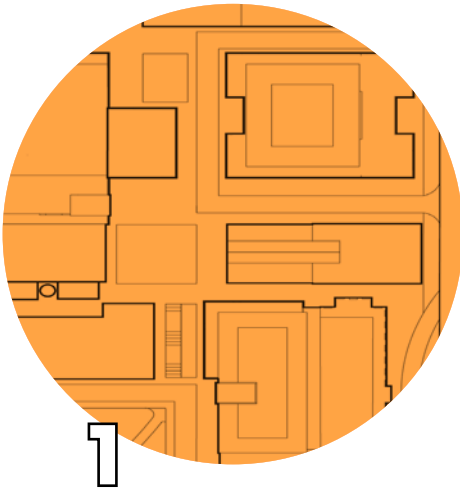
Active Plaza, Market Square, Pittsburgh



Preserving Heritage, Gastown, Vancouver

B.2

PLACEMAKING PRINCIPLES



1

The overall transformation of Booth District should result in a vibrant and appealing hub for the community with a distinct sense of place that is unique to the Ottawa region.



2

Retention of heritage buildings extends to include the campus-like setting and experience.



3

Heritage features should remain visually prominent and distinct in the experience of moving around and through Booth District.



4

Views to and through Booth District should be reinforced where possible.



5

New community-oriented park spaces should maximize their visibility and accessibility.



7

Minimize vehicular access, provide access only if necessary and align with midblock passages as 'shared spaces'.



9

Taller buildings should diminish their visual and physical impacts.



6

A fine-grained network of mid-block pedestrian and cycling connections through Booth District should be provided.



8

All public streets, open spaces and mid-block connections should be animated, vibrant and inviting places.



10

The pattern for new developments should be consistent with existing or planned heights in the community.

B.3

HERITAGE

The vision for Booth District is a vibrant mixed-use community hub that carries forward the historic significance of the site to define its future.

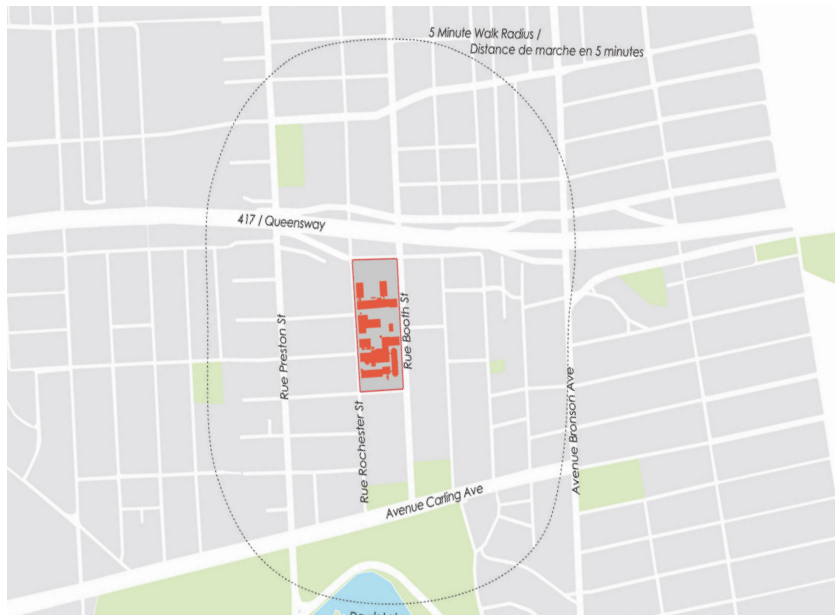
Heritage features will remain visually prominent and distinct in the experience of moving around and through Booth District.

The re-establishment of Lydia Road will reinforce the historic block pattern and restore the street address of the heritage buildings.

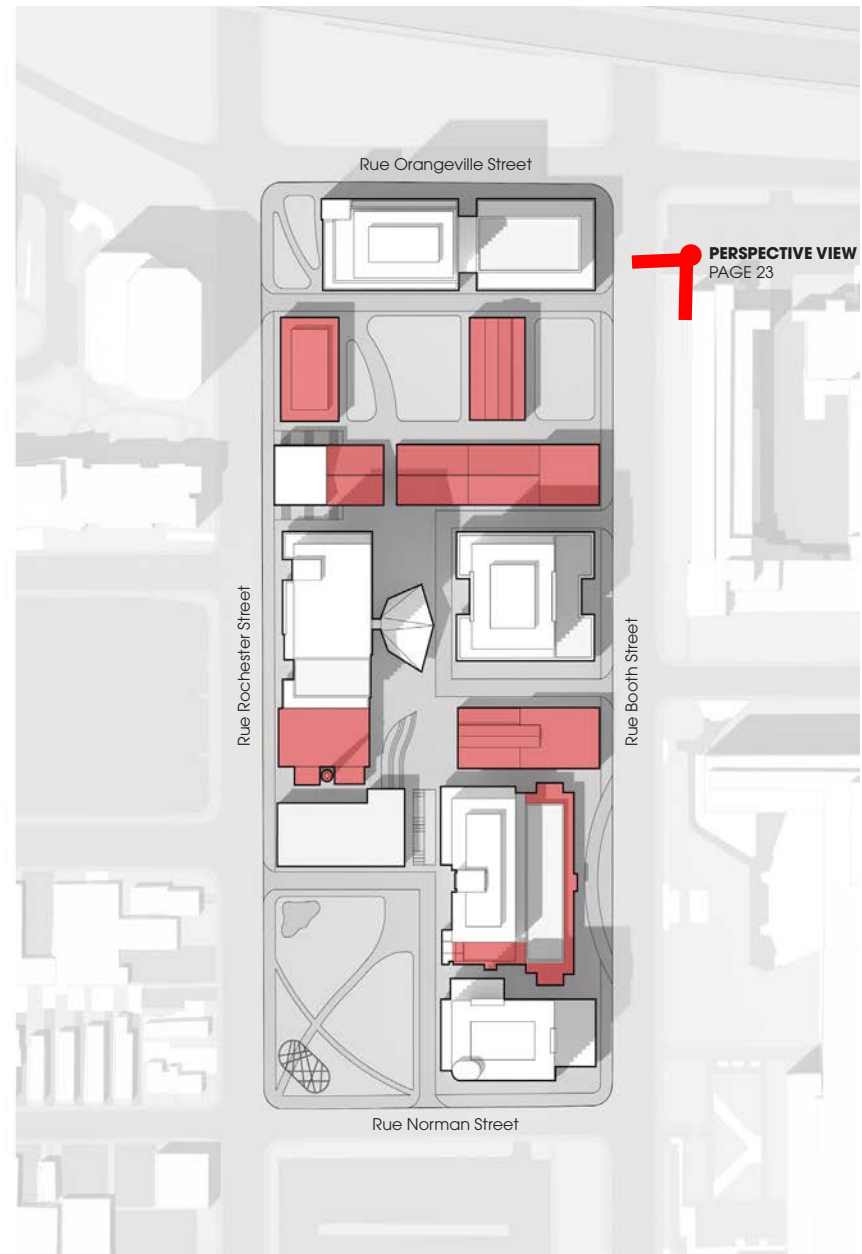
Individual heritage buildings and the sense of the ensemble will be retained.

Adaptive reuse of heritage buildings will be promoted as a conservation strategy.

The architectural vocabulary of new development should be distinct but complementary to the existing heritage buildings.



Neighbourhood Legacy Areas



Recommended buildings to be preserved on site

B. BOOTH STREET DISTRICT



Preserving Heritage
Views, Pancras
Square, London



Preserving Heritage
Destination,
Gastown,
Vancouver



New Development
Complements
Heritage Buildings,
Distillery District,
Toronto

PERSPECTIVE VIEW



View along Booth Street looking South East

B.4

CONNECTIVITY

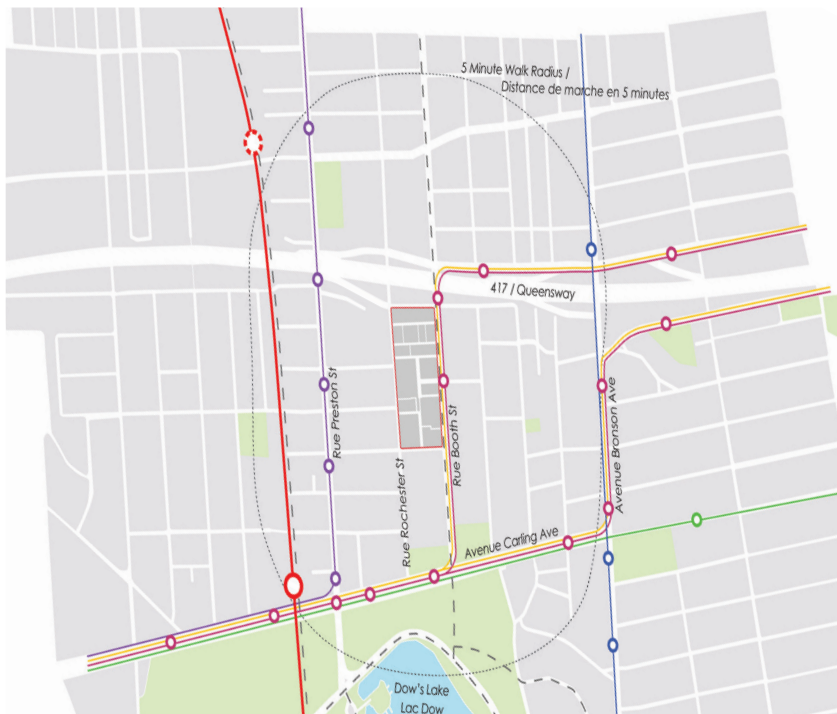
The vision for Booth District is a walkable community that is integrated with adjacent neighbourhoods through active transportation and transit, as well as a destination that is connected to the city and the region.

The site will be well connected to both the neighborhood and the Ottawa Region through multi-modal transportation.

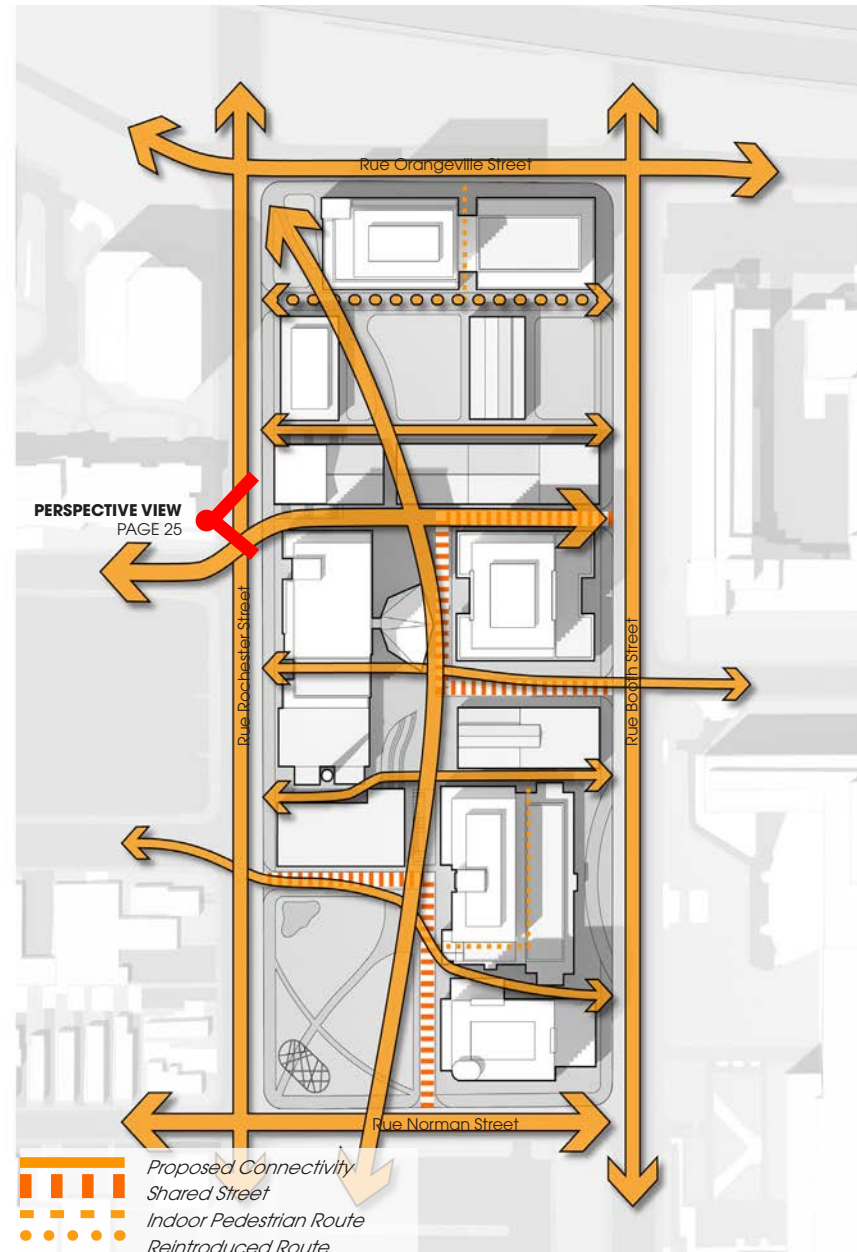
A fine-grained network of mid-block pedestrian and cycling connections will be provided through Booth District.

Vehicular access will be limited and designed as 'shared spaces'.

The site will be easily accessible and integrated with local neighbourhoods.



Booth District is well connected to the surrounding neighbourhood



Connectivity through the site

B. BOOTH STREET DISTRICT



Activated
Connection, Rue
Prince Arthur,
Montreal



Mid-block
Connection,
Trounce Alley,
Victoria



Shared Street,
East 4th Street,
Cleveland



Mid-block pedestrian connection, view from Rochester Street looking East

B.5

OPEN SPACE

The vision for the public realm at Booth District is an exciting urban place that provides a variety of spaces, offers activities for all ages, promotes social interaction and is active through all seasons.

Public streets, open spaces and mid-block connections will be provided that are animated, vibrant and inviting places.

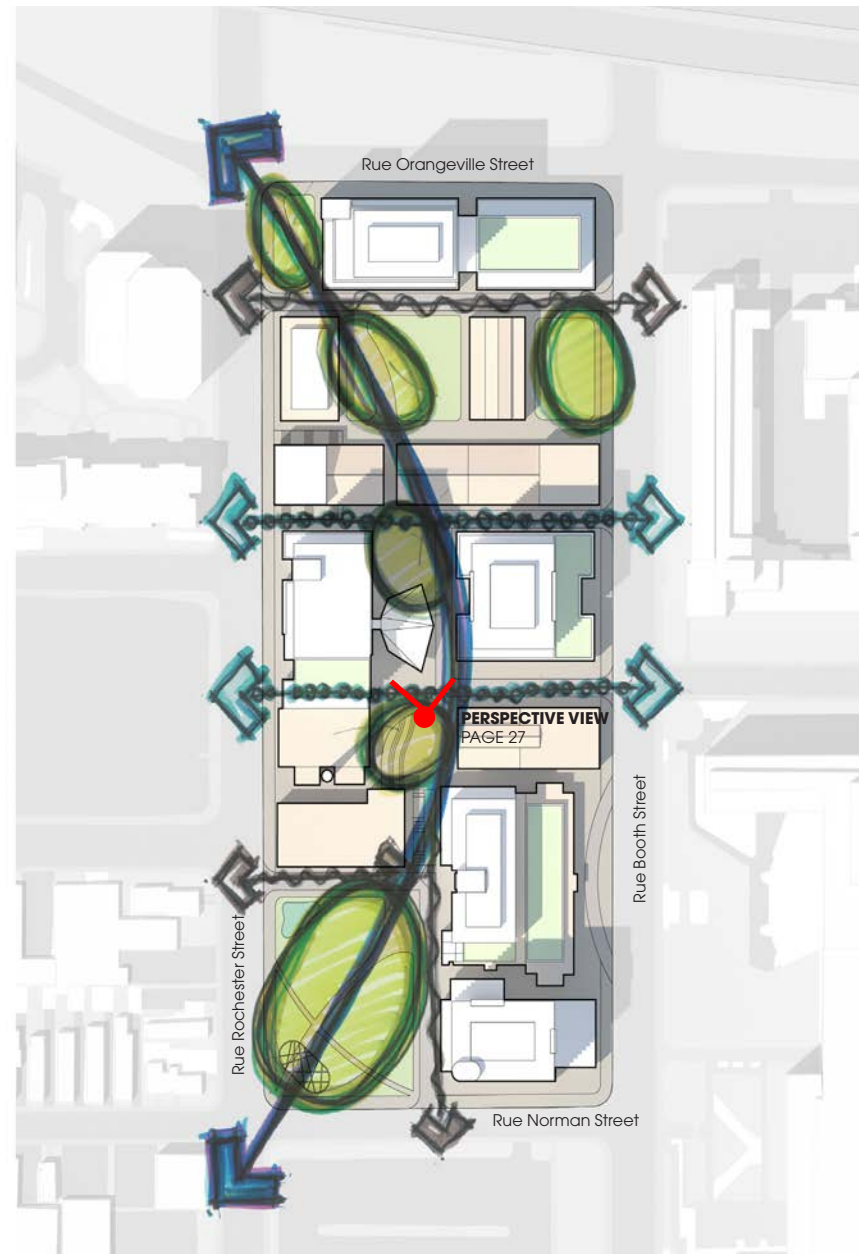
The variety of public spaces and amenities will complement and enhance features already provided in the neighbourhood.

Diverse and flexible spaces will accommodate a wide range of uses.

All public spaces and buildings will be connected through pedestrian walkways and shared streets.



The site will contribute to the provision of open space in the area



A series of diverse and connected open spaces form a 'spine' that traverses through Booth District

B. BOOTH STREET DISTRICT



Winter Use, Bryant
Park, New York
City



Pedestrian Spine,
Market Square,
Knoxville



Diverse Paved
Space, Market
Square, Pittsburgh



Animated and inviting plaza

B.6

ANIMATION

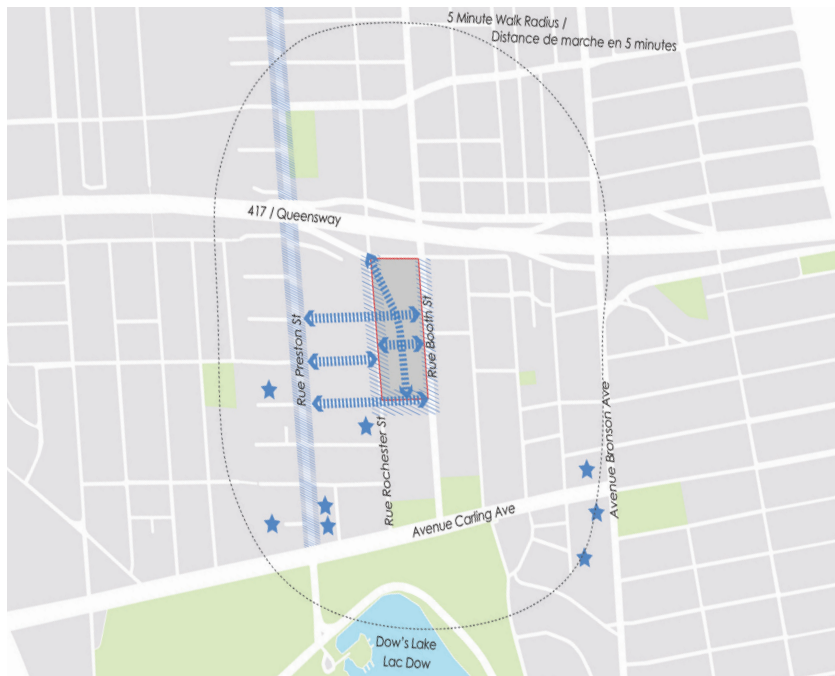
The vision for Booth District is an engaging place to live, work and play, that promotes an inclusive community and social interaction through activities for everyone, a variety of public spaces and ground floor animation.

Lively streets, public spaces and a mix of uses will contribute to an engaging and welcoming place that is active throughout the day and week.

Public spaces where people want to congregate will be key attributes of Booth District.

The site will celebrate Ottawa as a winter city and encourage use throughout all seasons.

New development will frame the streets with an animated ground level.



An active site and enhanced connections will contribute to a vibrant area



B. BOOTH STREET DISTRICT



Active Public Square, Faneuil Hall, Boston



Animated Store Fronts, Rue Saint Paul Est, Old Montreal



Refurbished Historic Buildings Creating Animated Space, Distillery District, Toronto



Lively and active public realm

B.7

GREEN INFRASTRUCTURE

The vision for Booth District is a sustainable and ecologically healthy place that minimizes its environmental impact through the use of innovative design and development strategies.

Parks and open spaces will be prominent features of the site.

Stormwater management will be incorporated in the form of permeable pavers, green roofs, a large tree canopy and other contemporary urban practices to manage stormwater on-site.

The site will provide environmentally sustainable development, including green building standards and renewable energy sources.



Green Infrastructure incorporated on the site



Provision of green infrastructure on site

B. BOOTH STREET DISTRICT



Eco-Campus,
Evergreen
Brickworks,
Toronto



Green Pavers,
Passeig De St
Joan Boulevard,
Barcelona



Green Roofs,
Olympic Village,
Vancouver



The southwest corner park will provide landscaping, greening and a variety of recreation opportunities

B.8

DISTRICT STRUCTURE

The final conceptual site plan is the result of significant public consultation, development of Placemaking Principles, retention of heritage and prioritization of open space systems.

The recommended heritage buildings are proposed to be retained, with demolition carefully considered to ensure their removal is beneficial to the retention of other heritage structures, which would reinforce the campus setting and/or public realm objectives. Prominent base buildings consistent in massing and height of adjacent heritage buildings will reinforce the fine-grained human-scale environment. All new buildings and additions must be contemporary while strategically subordinate to reinforce the visual prominence of heritage buildings, their ensemble, and campus setting. Further, sites proposed for new buildings are situated in a way to accommodate a variety of potential uses including street-oriented family housing, community uses, and small to medium-scaled retail formats such as a food store.

Open spaces are anchored by a large public park at the southwest corner of the subject site. This location is most favorable for micro-climate conditions as well as being central to the surrounding neighbourhood. This space begins the series of landscaped and paved spaces contemplated throughout the site that are linked together through a series of mid-block passages, creating intimate and sheltered outdoor spaces and further reinforcing the campus setting.

Combined, these design attributes set the stage for a series of new buildings that would enhance the skyline and views to the subject site but are meant to be no taller than planned or approved heights in the area.



Concept Plan illustrating proposed building heights



Little Italy





DESIGN GUIDELINES

C.1

HERITAGE PRESERVATION

The integration of the Booth District heritage buildings is a defining organizational element to all new buildings and public realm spaces within the development site. Restoration of remaining heritage buildings on site will require collaboration with Canada Lands Company and the City of Ottawa Heritage Services Unit to ensure the modernization efforts do not adversely impact the heritage qualities of the buildings.

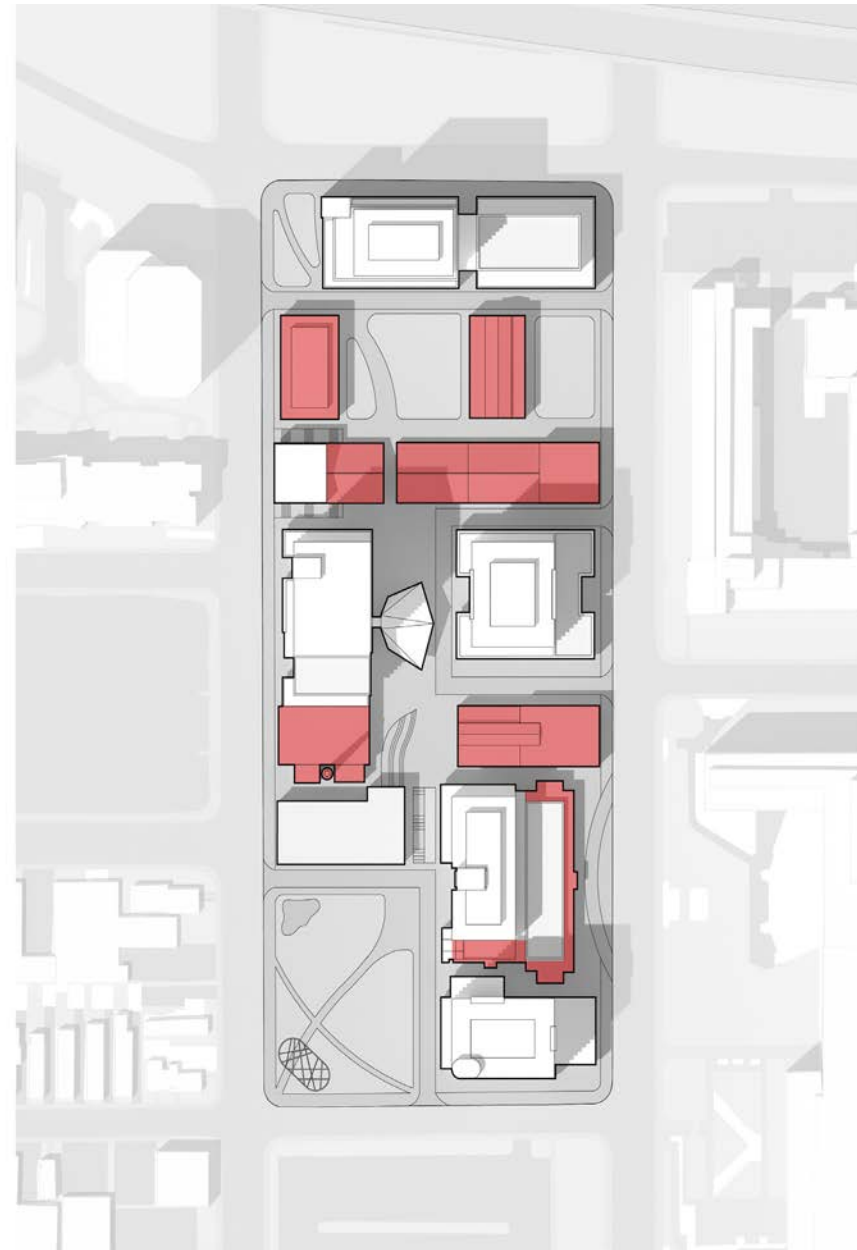
Should a heritage building be integrated into a new structure, care should be given to the existing built form and architectural features so that the façade remains as true to the original intent as possible. New buildings surrounding the heritage structure should utilize materials that do not distract from the heritage architecture.

The following attributes characterize Booth District:

- › The mix of highly functional, industrial and more formal structures.
- › The topography, which rises steeply from the south and west edges of the site.

- › The overall coherence of the ensemble resulting from the use of simple classical features on most of the structures and red brick construction.
- › The combination of formal and informal arrangements of buildings across the site, with formal head houses along the street edges and functional laboratories on the interior.
- › The irregular and fluid open spaces between buildings, resulting from the organic development of the buildings and complexes across the site.

These attributes should be considered when designing new buildings, restoring the heritage structures or integrating public realm elements around heritage structures.





View looking South West



View looking North East



View looking North West



View looking North West

C.2

PUBLIC REALM

I. PRIVATE STREETS

- › Vehicular shoulders, travel lanes, and on-street parking lanes shall be the minimum width required by relevant regulations.
- › Shared street elevation shall be at the height of the sidewalk. The transition from street level up to the shared street shall be a ramp with a slope of 8.33 percent (1:12) or less.

II. SIDEWALKS AND CROSSWALKS

- › To promote window shopping and easy access into shops and cafes, the unobstructed sidewalk area shall directly abut the building edge along retail and restaurant-oriented streets.
- › Crosswalks should support or reinforce crossing pathway alignments from Booth District to adjacent neighbourhoods.
- › Parking garage shall be as minimal as possible. Consolidation of cuts are encouraged.
- › Sidewalks crossing drives and curb cuts shall maintain a level grade, creating a vehicular speed table.

III. PUBLIC REALM FURNITURE

- › Benches shall be provided along retail frontages at a minimum of one per block face.
- › Benches should ideally be placed near the curb and face another bench, perpendicular to the street.
- › Benches built into building facades are encouraged and may encroach upon the sidewalk to a maximum depth of 60 centimeters (2 feet).

IV. TRANSIT FACILITIES

- › Transit stops shall provide adequate capacity for peak passenger boarding times without interrupting the flow of people walking on sidewalks.
- › Transit stops shall be appropriately lit with pedestrian-scale lighting.

V. STREET ACTIVATION AND PATIOS

- › Outdoor café seating areas may be located within a sidewalk or public space provided a 1.2 meter (4 feet) clear walkway is maintained. Outdoor café seating may only use movable furnishings and shall be made from durable materials, such as wood or metal.





VI. PUBLIC ART AND COMMEMORATIONS

Canada Lands Company will be engaging in a public art and commemoration program through special landscaping in the civic spaces, park designs, entryway features, public art, and naming of civic spaces. These guidelines do not specifically require that builders should adhere to any commemorative themes; however, buildings may incorporate references to the themes in their design. The Booth Street District design anticipates a high-standard of public realm design and public art should be considered as an integral part of the overall program.

- › Public art pieces should be durable and easily maintained.
- › Public Art should be place-specific and explore opportunities to celebrate historic and cultural events of local, national, and international significance.
- › Public art should be both physically and visually accessible and barrier free
- › Sites with public art pieces should include landscaping that complements and enhances the piece.

VII. UTILITY AND INFRASTRUCTURE ELEMENTS

- › Utilities must be located out of sight as best as possible from major civic spaces

- › Where possible all utility facilities should be placed inside building mechanical rooms, or underground
- › Electrical transformer boxes, telecommunication switching boxes or other infrastructure related facilities that require above ground accommodation should be screened where possible to minimize visual impact to the public realm.

VIII. LOADING AND SERVICING

- › Loading areas should be integrated into the overall building program and civic spaces on site.
- › Civic spaces that might be used for morning or late evening loading should ensure that the proper turning radii to accommodate delivery trucks.
- › Semi-trailer deliveries will be permitted if loading areas are strategically integrated into the development program.
- › Public street loading requires review by the City of Ottawa at time of site plan control application. Public street loading should only be an option if other options are not feasible or if the delivery strategy helps minimize impacts to the public realm strategy.
- › It is encouraged to combine delivery access areas to ensure delivery areas are as minimal as possible.

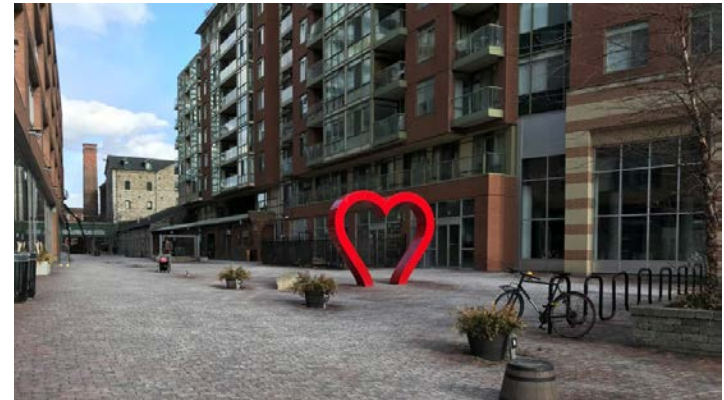


IX. PARKING

- › The length and width of on-street parking stalls shall be the minimum required by relevant regulations to avoid widening the roadway, inviting speeding, and reducing sidewalk width.
- › On-street parking shall commence 6 meters (20 feet) from the near edge of the travel lane of the intersecting street. On-street parking shall be clearly delineated by paint or with pavers by paver differentiation.

X. CIVIC SPACES

- › Civic spaces should be designed to enhance existing or planned open space networks, including pedestrian and bicycle connections.
- › The design of public setbacks, plazas and pedestrian connections should integrate with the adjacent streetscape by matching or exceeding the quality of paving materials and landscaping.
- › Site design should clearly delineate privacy zones between public and private, between semi-private and private, and between private and private.
- › The design of any fences should relate to the project's design intent by using similar materials, design expression, and range of color and style.







ARCHITECTURAL CONTROLS

D.1

BUILDING DESIGN

I. MASSING AND ORIENTATION

- › Buildings on corners of intersections between two streets and at the ends of significant view corridors should have accentuated design as visual landmarks.
- › Sites and buildings should be designed for safe and convenient access by pedestrians and bicyclists and to encourage movement within the site and between adjacent sites.
- › Building mass should generally parallel streets at the ground level.
- › Building massing should be arranged to minimize shadows on public civic spaces. Shadow impacts will be judged according to shading duration, seasonal reach, and uses impacted.
- › Projects with internal spaces framed by buildings should have courtyards to provide daylight on internal façades.
- › Larger buildings should avoid the appearance of a wall by adding variation to the height profile.
- › Larger buildings should articulate at least every 18 meters (60 feet) of facade length throughout the ground floor level by using

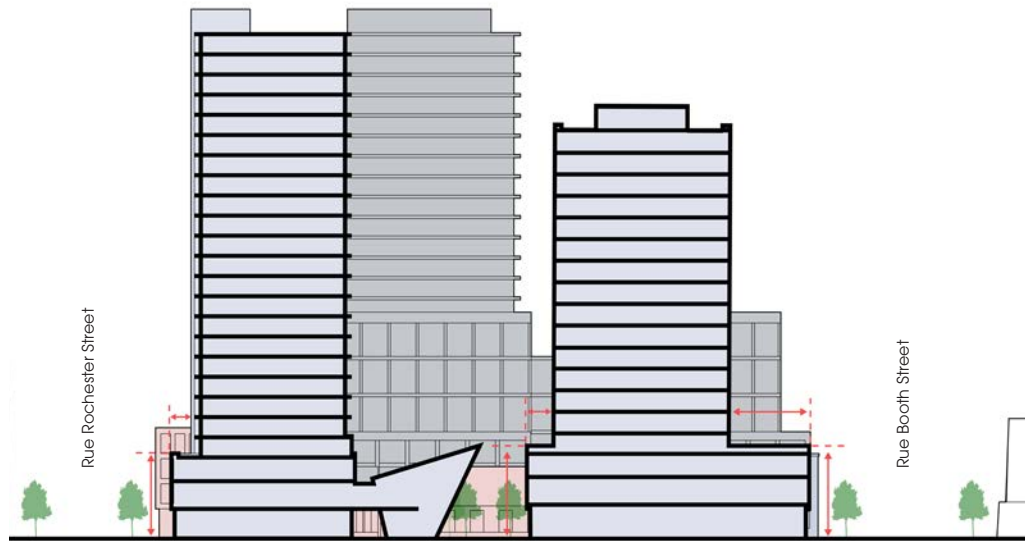
techniques such as offsets, projections, and recesses.

- › Building design should distinguish the podium from upper stories to create visual variety.
- › Building setbacks at three and six storeys on the podium should be in response to the remaining heritage buildings within Booth District. (See diagrams on page 45)

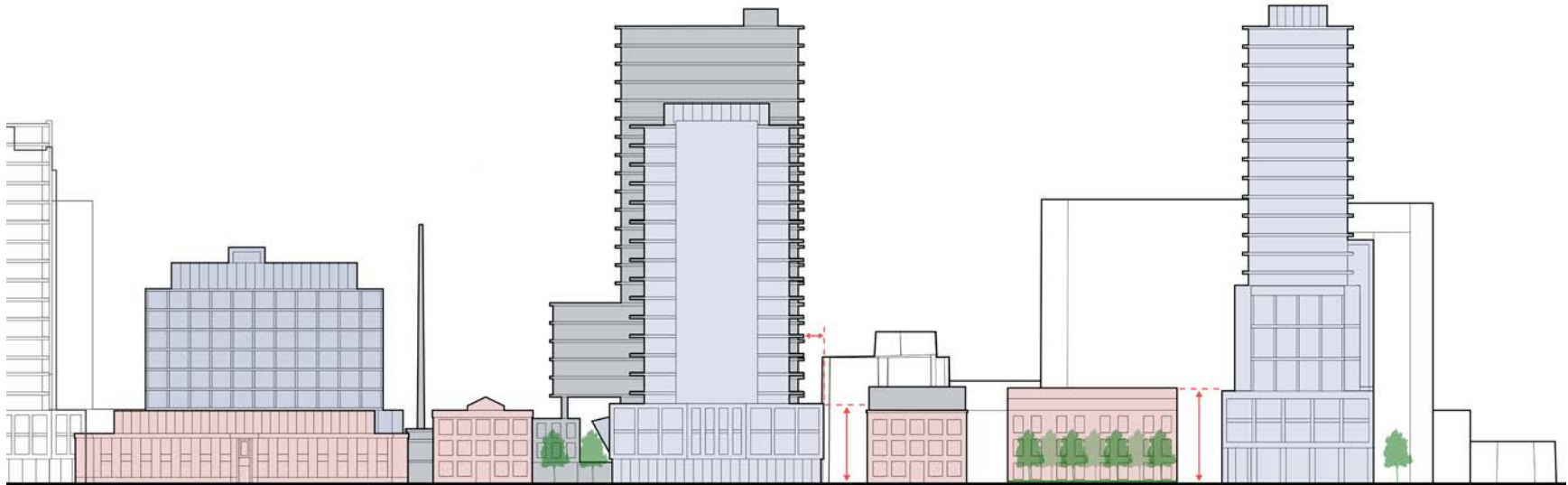
II. PEDESTRIAN CONNECTIONS

- › Buildings with a side longer than 120 meters (400 feet) should provide a direct, public or privately-maintained but publicly-accessible mid-block passage connecting from the sidewalk of one street to another on the opposite side of the block.
- › Mid-block passages may be open-air, covered atrium, or an up to two-story passage through a building.
- › Mid-block connections should promote convenience and connectivity to useful destinations and, where applicable, contribute to any existing open spaces in the surrounding area.





Stepbacks should reference adjacent heritage structures. Further stepbacks should occur at tower transition



Relation of Heritage and Podiums

III. PARKING

1. BICYCLE PARKING

- › Bicycle parking for visitors and residents should be safe and convenient and should take no longer and be no less convenient than parking a car.
- › Bicycle parking facilities in the civic spaces should be creative, convenient to use and placed in high visibility areas.
- › Project sites with non-residential uses should provide bicycle parking at a rate set by the City of Ottawa comparable to the intensity of use.
- › Projects with residential uses should provide long-term and visitor bicycle parking.

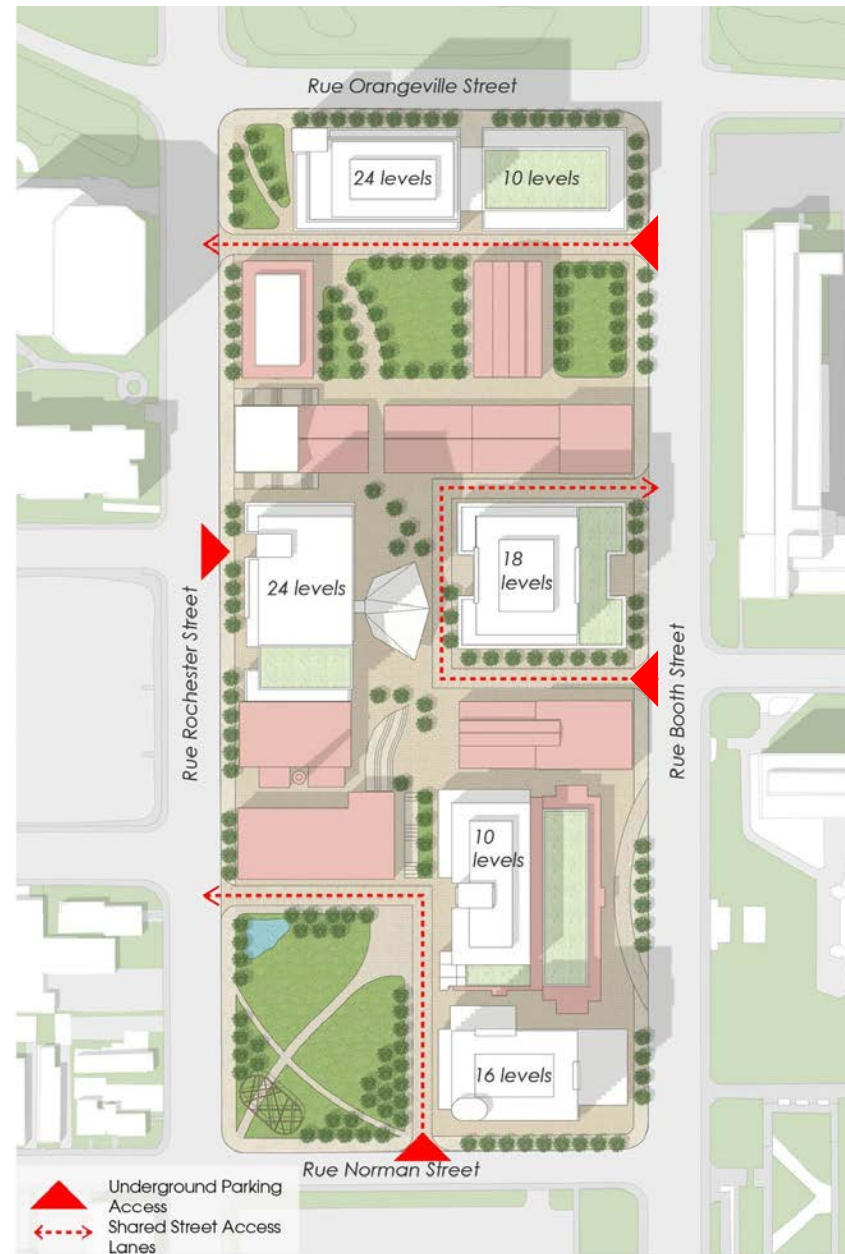
2. MOTOR VEHICLE PARKING

- › Parkades shall be located underground, where possible. Surface parking shall be limited to accessible or drop off parking only.
- › Access to parkades is to be restricted to public and private lanes. (As noted in the adjacent image) Ramps and entryways to underground parking are to be designed in the context of the lanes and pedestrian environment by minimizing lane widths, minimizing turning/curb radii and providing safe pedestrian routes.
- › All parkade entrances shall have garage doors. The garage doors should be in keeping with the building's architectural character.

- › Ramps should be completely contained in the building. Ramps should approach and intersect service lanes from a perpendicular direction rather than parallel. Underground parkade structures should not interfere with the viability of landscaping in any setback. Where such parkade roofs extend beyond the building footprint, they should be developed with appropriate systems and soil depths for the intended use and type of landscaping. Landscaped areas with trees and shrubs should have a minimum soil depth of 1.2 meters (4 feet) to support healthy root development.
- › Vehicle entry areas should be clearly marked with signage. Safety sight lines should be maintained.

IV. ACTIVE FRONTAGES

- › Within 30 meters (100 feet) of a public street or park, ground floor areas should be routinely occupiable by people engaged in activities related to the building's uses, such as retail, service businesses, classrooms, building lobbies, residential units, professional offices, and research.
- › More actively-occupied interior spaces should correspond to more actively-used civic spaces.
- › Where residential uses are present at the ground floors, each ground floor residential unit should be individually expressed through building articulation and the inclusion of entrance doors and windows addressing the street.



V. ARCHITECTURAL STYLE

- › Architectural character and expression should be consistent on all exterior portions of a structure visible from public streets and parks including colors and materials.
- › All building facades – including those facing alleys, and visible roofs—should be designed with consideration for the composition and architectural expression of the building. All facades should be well-proportioned through the placement and detailing of all elements, including bays, fenestration, and materials, and any patterns created by their arrangement.
- › Where present, the podium level should be distinguished from the rest of the building using a prominent horizontal feature such as a setback, cornice, string course, continuous awning, change of materials or other such embellishment.
- › Podiums should be more reflective of the heritage characters of the remaining heritage buildings on site. The style should be contemporary in design, but reflect the materiality, window spacing, cornice location, setbacks, etc.
- › Tower designs should transition to a more contemporary shape – distinct from the podium design.

- › Accessory components and building systems not limited to porches, canopies, railings, gates, fences, garden walls, lighting, mechanical penthouses, balconies, doors, lighting, weather protection, and gutters should reinforce the overall building style.

VI. EXTERIOR MATERIALS AND COLOURS

- › All colours of a development within Booth Street should be of one complementary palette. Colour placement should reinforce architectural elements, such as signature elements and punch outs. Contrasting or saturated colour palettes may be used judiciously to highlight pedestrian-scaled building massing and entrances, and to improve the visual interest of streets.
- › Materials should be a balance of the heritage of the site (brick, wood, stone) but also provide contemporary materials (steel, glass, wood) to differentiate from and highlight the heritage sites. Visually heavy materials should be used at the base of buildings. Building materials should be used in a manner appropriate to their intrinsic formal properties, including their structural capacities as demonstrated in openings and spans.



- › A limited palette of colours and materials should be used for any single building. For townhouses where the facade of each unit is individually expressed a greater number of colours may be used provided that selected colours are complementary to one another. The application of colour and materials should not result in a patchwork effect without an underlying rhythm or design scheme in keeping with the architectural style of the project.

VII. SERVICE AREAS

- › Mechanical equipment, refuse storage, service areas, and loading areas not entirely enclosed within buildings should:
 - › be located outside required setbacks and not within 3 meters (10 feet) to any property line;
 - › be permanently screened from view from adjacent civic spaces and from abutting property under separate ownership when on the ground; and
 - › meet all noise regulations.

VIII. GROUND FLOOR HEIGHT

- › Non-residential ground floors should have adequate height to create a street presence and avoid the creation of uninviting facades.
- › The design of non-residential ground floors should promote activation and transparency between the uses inside and those passing outside.

- › Residential ground floors should either provide a grade separation or buffered patio space to create separation from the public realm and establish privacy.

IX. TOWER LOCATIONS

- › Tower locations have been selected as part of the overall design strategy to minimize shadow impacts to existing neighbourhoods, maximize views for future tenants and residents. (Refer to adjacent image)
- › Tower locations may shift on their respective site areas when detailed design establishes any required changes that will help enhance the overall development (e.g. react to a heritage building design, ensure proper column spacing within the tower, accommodate tower use needs, etc.)
- › Tower locations must adhere to setback, land use zoning setbacks and tall building design guidelines where possible.

VIII. AMENITY SPACES

- › Projects containing 10 or more dwelling units shall provide a minimum of 2.3 square meters (25 square feet) per dwelling unit of public space, private outdoor amenity space or shared amenity space.
- › Shared amenity spaces shall not less than 45 square meters (500 square feet).
- › Amenity spaces shall be located on the site to bring streets to life and to add eyes on the street.



- › Courtyards, rear yards, terraces, and rooftops may be used for outdoor amenity spaces including patios, decks, children's play areas, and gardens.
- › Outdoor amenity areas shall be designed to be visible from dwelling units while minimizing potential conflicts between users of the space and nearby units, such as noise from outdoor pool or cooking areas.
- › Interior shared amenity spaces shall be located along common path of travel and with good access to natural light.

IX. ROOFS

- › Rooflines shall shape and define building entries and corners.
- › Solar panels shall follow rooflines and where possible be integrated with the roof design.
- › Roofs shall be designed to prevent falling ice and snow onto entrances and walkways.
- › Horizontal rooftop surface not otherwise occupied by mechanical penthouses, properly screened equipment, renewable energy infrastructure, or other ancillary structures shall be vegetated green. Amenity spaces on roofs shall have access to the building edge for views.
- › Vent stacks, roof vents, and other mechanical protrusions shall be painted the color of the roof or the adjacent façade.

- › Mechanical equipment shall be screened with parapets, cupolas or dormers to screen from the view of public spaces or rights-of-way.

X. ATTACHMENTS AND ENCROACHMENTS

- › Overhead weather protection should be provided at all common entrances to give visitors the feeling of already being inside.
- › The upper side of weather protection elements should be designed such that they do not create unsightly conditions or glare from sunlight for upper floors.
- › Weather protection should be the only first-floor attachments allowed to occupy the public right-of-way. On the second floor and above, balconies, bay windows, eaves, lights, unenclosed fire escapes, and signs may occupy the public right-of-way. Attachments above motorways should be at least 4.6 meters (15 feet) in height. Attachments above sidewalks should be at least 2.2 meters (7 feet) in height.
- › Balconies, porches, and galleries should not constitute more than 50% of any façade.
- › Antennas and satellite dishes should not be permitted where visible from public streets or civic spaces.



XI. LIGHTING

- › Pedestrian scale lighting should be used throughout pedestrian areas, with bollard or ground mounted lighting recommended. The maximum height of pedestrian lighting should be 4.9 meters (16 feet). Entrances, pedestrian paths or gathering places that may present security concerns (such as paths and parking) and grade level changes on walkways should be illuminated.
- › Fixtures should complement the building's design intent in style and materials. Electrical boxes and conduits should be concealed from general view. Architectural features of the building should be highlighted with special lighting.
- › Entryway and areas of high activity shall be appropriately illuminated while minimizing potential light glare, spill and light pollution.

XII. WINDOWS

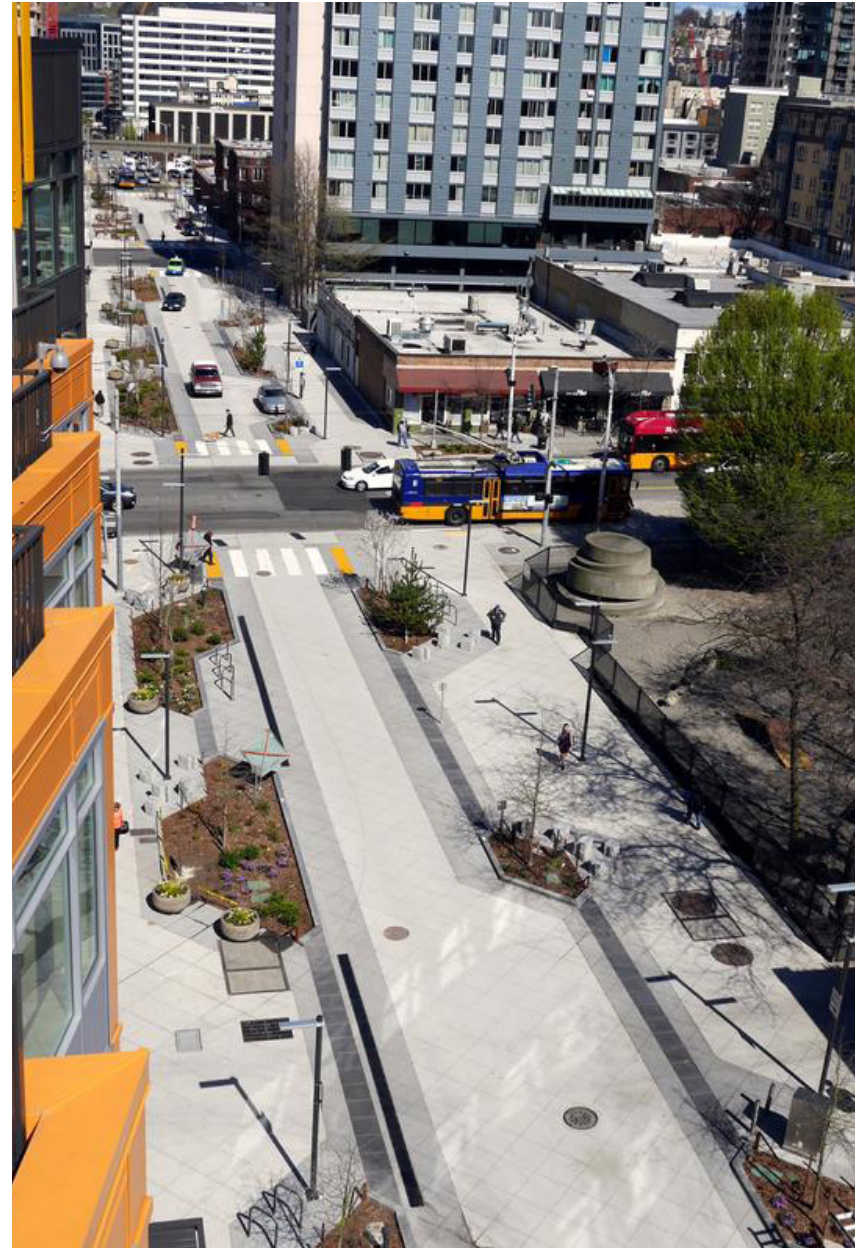
- › Buildings should provide openings and windows that overlook public streets and parks to establish a sense of human presence and oversight.
- › The minimum amount of clear glass for non-residential uses shall be 50% of the area of the façade at the ground floor and 25% of the entire façade of all new buildings.
- › The minimum amount of clear glass for residential uses shall be 20% of the entire façade.

XIII. ENTRY FEATURES

- › Primary entrances shall be located on public streets, and on corners wherever possible.
- › Entrances shall be located along safe walking routes, in relation to crosswalks, and for facilitation of public transit use.
- › At least one building entrance shall front on a street where the building abuts a street.

XIV. PRIVATE LANDSCAPING

- › Pavement Selection
 - › Natural stone, concrete pavers and patterned concrete should generally be used in hard surface areas. Paving materials should be durable enough to withstand the harsh impacts of winter snow management and the corrosive effects of salt, as well as freeze-thaw cycles, while still being safe, non-slip and easy to maintain.
- › Where appropriate, pervious pavers should be used that allow water to infiltrate through joints.
- › The character of publicly-oriented and commercial setbacks, plazas and pedestrian connections should integrate with the adjacent streetscape. The paving material should match or exceed the quality of the adjacent streetscape's material.



› Rooftop Amenities and Green Roofs

- › The portion of low or mid-rise building roofs that are not used for a mechanical penthouse should be occupied by green roofs and/or useable outdoor amenity spaces.

› Semi-Private Open Spaces

Where a public space is privately owned, it should be perceived as a public space not as a private space and, be appropriately signed to welcome the public where appropriate.

- › Semi-private open spaces should complement and be integrated into the existing network of pathways, laneways, and open space.
- › These spaces should maintain direct visual and physical connections to the surrounding pathways, open spaces, and public streets.
- › Semi-private open spaces should be fully accessible throughout and from public sidewalks.

- › Paving materials, seating, site furnishings, etc., should be constructed of high quality materials.
- › Semi-private amenity space is encouraged on appropriate rooftops.
- › Plant material for landscaping should be low maintenance, pest and disease resistant and planted in a manner to ensure clear views within and out of the space.

› Private Amenity Areas

- › Private open space and amenity areas may take the form of courtyards, plazas, forecourts, walkways, urban gardens, patios or enclaves.
- › Both residential and non-residential developments are encouraged to provide publicly accessible private open space.



D. ARCHITECTURAL CONTROLS









RESILIENCY

E.1

ENERGY EFFICIENCY

I. ENERGY EFFICIENCY

- › Building designs should consider their impact and contribution to reduce carbon emissions per the Paris Agreement and the national standards to reduce greenhouse gas emissions.
- › Building design principles like solar orientation, renewable energy, building envelope efficiencies, and landscapes that are natural in design which require minimal maintenance should be utilized to inspire the overall building design and civic space designs.
- › Electric charging stations should be included in all building designs. If not implemented, electric charging stations should be anticipated, and infrastructure supplied to minimize the installation costs at future dates.

II. WATER CONSERVATION

- › Booth Street civic space designs should integrate where possible Low Impact Development (LID) stormwater facilities to minimize the amount of stormwater storage underground.
- › Greywater systems for rooftop gardens, green roofs and planting areas within private sites should be explored with acceptance by the City of Ottawa to help promote the use of on site stormwater usage.

III. HUMAN HEALTH

- › Interior materials selected on their minimal impact to the overall air quality and livability for tenants (e.g. low VOC paints, non-formaldehyde wood products, etc.)
- › Consideration should be given to private amenity areas that promote human health and wellbeing (e.g. community garden facilities, fitness centres, retail program that promotes wellness)



IV. LIVABILITY

- › Building amenities should include items that promote better qualities of life (e.g. accommodation for family needs, shared composting facilities, community gardens, bike sharing, car sharing and programming that supports living in high-rise communities)
 - › Multiple new buildings are contemplated within Booth Street. A mix of targeted markets is encouraged to facilitate a diverse population on site.
 - › Developments are encouraged to reference the National Housing Strategy and City of Ottawa affordable housing programs, plans and opportunities on how each new building might contribute to providing affordable housing options.
- › Child friendly design in buildings that anticipate marketing to families should be considered in the overall design and programming
 - › Play areas on site should consider physical, quiet, and dramatic play activities both indoor and outdoor
 - › Areas should be designed for universal accessibility and child needs
 - › Common areas should contemplate areas where residents and children can interact informally
 - › Unit sizes that support family living are encouraged. These typically are 3-bedroom, 2 bathroom units and a private outdoor space.



GLOSSARY

F.1

GLOSSARY

Amenity Area - Passive or active recreational area for the personal, shared or communal use of the residents; including balconies, patios, rooftop gardens and other similar features.

Animation - Bring to life the public realm through allocation of appropriate uses at grade and the lower levels of a building and design.

Articulation - Refers to architectural articulation of layout or pattern of building elements, including walls, doors, roofs, windows and decorative elements, such as cornices.

Building Type - A typical building massing, organization and use that can be generally applied to a variety of contexts with similarities in their type and function or form.

Built Form - The shape of buildings and structures.

Character - The unique quality distinctive to a place, a street, or a building.

Elevation - A drawing of a site or building from the side, front, and/or rear.

Glazing - Clear or lightly tinted glass windows.

Green Roof - A roof that is covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane.

Facade - The exterior wall of a building.

Human-scale - The proportional relationship of the physical environment to human dimensions and abilities, acceptable to public perception and comprehension in terms of size, height, bulk, and massing of buildings or other features of the built environment.

High-rise Building - Refers to buildings that are higher than 10 storeys in height.

Intensification - The density of development, measured in households or employment per hectare, increases.

Lane - A narrow Right-of-Way at the back of buildings generally used for service and parking.

Massing - The overall shape or arrangement of the bulk or volume of a development.

Mid-block Connection - Also known as a mid-block walkway. A pedestrian route within a street block that provides a short cut between opposite streets.

Pedestrian Walkway - Paved area for pedestrian travel internal to the site.

Podium - A type of base of a high-rise building.

Projections - Refers to a component of external building design and articulation, where horizontal and/or vertical building elements extrude from the main structure of the building, creating an element of depth and visual interest. Examples of projections include roof overhangs, awnings, and balconies.

Public Realm - Streets, lanes, parks, public open spaces, the accessible part of buildings, and privately owned public spaces.

Right-of-Way - The public space between a property line on one side of the street to the property line on the other, a public area that allows for passage of people or goods, including, but not limited to, streets, bicycle paths, alleys, and walkways.

Scale - The size of a building or a building feature.

Setbacks - A horizontal distance measured at a right angle from any lot line to the nearest part of the main wall of a building or structure.

Stepbacks - The setting back of the upper floors of a building from the lower floors. In a high-rise building, the stepbacks usually occur between the base and the middle, and the middle and the top.

Storey - A level within a building, including mezzanines, excluding basements.

Streetscape - The overall character and appearance of a street formed by buildings and landscape features that frame the public street and includes facades of buildings, street trees and plants, lighting, street furniture and paving.

Street Frontage - The front of the property facing a street.

Tower Separation - The horizontal distance between towers, measured from the exterior wall of the tower or tower component, including balconies.

Transition - Gradual change in pattern from one to another.

Urban Design - The analysis and design of the city's physical form; the art of placemaking.

Urban Form - The pattern of development in an urban area.

Utilities - Services provided to the public, such as electric, natural gas, communication/telecommunications.

View - What can be seen from a particular location, such as a significant building, a group of significant buildings, and/or landscape features.

Walkway - An exterior pedestrian route at street level on private property.

Weather Protection - Canopies, overhangs, or colonnades along the base of buildings that shield pedestrians from the wind, sun, and rain.

Woonerf - A shared street intended to lower speed limits and provide traffic calming measures. Road surface is level with the pedestrian environment and presents no physical barriers.