



HOBIN
ARCHITECTURE

TREMBLAY STATION

DESIGN BRIEF



JULY 2020

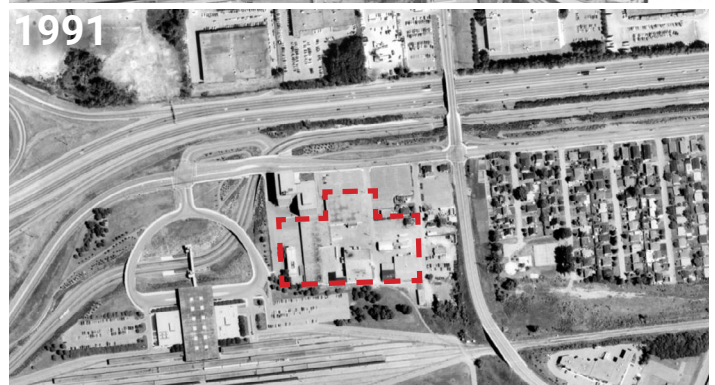
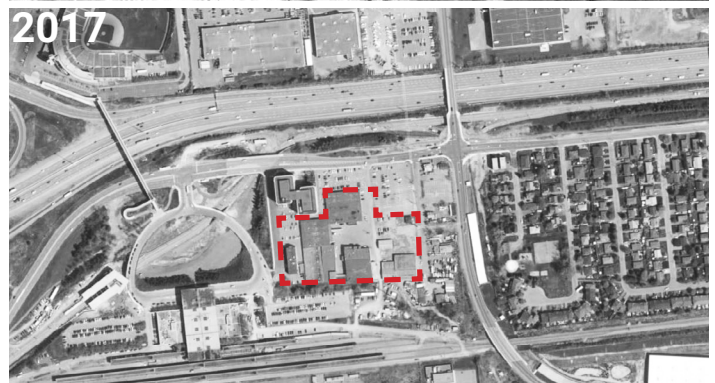
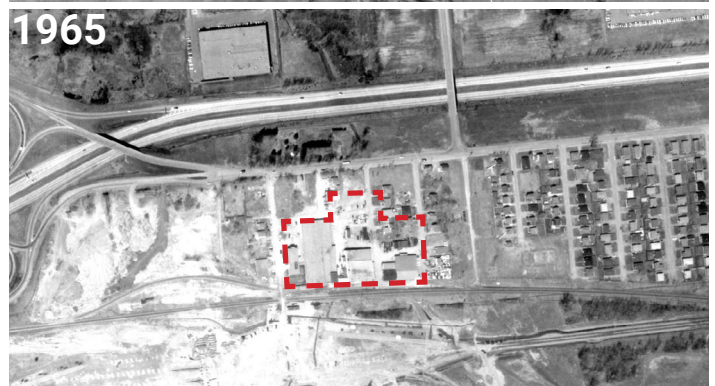
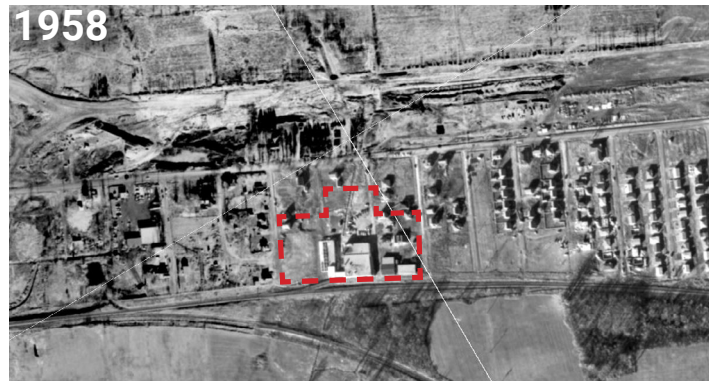
TREMBLAY STATION

DESIGN BRIEF

HISTORICAL CONTEXT

Located on the east edge of the downtown core, the site, known as Dustbane, was first developed in 1908 by Chester Everett Pickering, who established the cleaning material manufacturing firm famous for a floor sweeping compound called Dustbane. The company established itself in the heart of a residential neighborhood dubbed “Alphabet city” due to the street names of the neighbourhood. Over the years, the site has evolved and adapted to the ever-changing city around it. Whether by design or not, the site was always well situated to benefit from its proximity to major transportation infrastructure, notably The Queensway and the Ottawa Train Station. After 112 years of prosperous growth in the area, Dustbane has sold its land and is looking to modernize its operations in a new facility designed to suit their needs.

As Dustbane closes a chapter on this property’s long industrial history, this centrally located site offers an exceptional opportunity for redevelopment that would see itself transformed into a true transit-oriented mixed-use development. We envision the Tremblay site becoming a vibrant “micro urban core” that thrives from its access to a growing multi-modal transit network. This site benefits greatly from its close proximity to the Ottawa Train Station, Ottawa’s new Light Rail Transit network, The Queensway and multi-use pathway network. Residents of the new community would be within minutes of our two major Universities, the Ottawa Hospital Campus, and Ottawa’s downtown core. This new urban community would feature a proportionate mix of residential, commercial and retail uses centered around the large public open space. Designed with versatility in mind, this central oasis could host various cultural events, while providing daily enjoyment for its live/work residents. This unique urban village would offer a truly unique living experience while becoming a vibrant and exciting addition to Ottawa’s urban fabric.



CURRENT SITE CONTEXT

WESTWARD – The Ottawa Train Station, situated to the west of the Dustbane site, continues to see consistent ridership for out-of-town commuting. Toronto and Montreal are the main destination for business commuting. In addition to the train station contributing to the site's draw, the new light rail transit network is operational, with the Tremblay station just 350 meters away from the centre of the site.

EASTWARD – The eastern edge of the site is bordered by Belfast Road, with a low-rise residential neighbourhood spanning eastwards.

NORTHWARD – The northern edge of the site is bound by Tremblay Road and The Queensway running east & west. Beyond that is a commercial shopping district with predominantly big-box stores.

SOUTHWARD – The southern edge of the site is bound by Via Rail lands and the intercity rail corridor.

MASTER PLAN CONCEPT

The fundamental principle shaping the master plan is developing a mixed-use transit-oriented community centered around a focal public green space. This focal green space is intended to be the “living room” for the community and provide a source of vibrancy and animation at the heart of this new micro urban core.

The envisioned built environment will be reflective of the existing TD3 and TD2 zoning which permits 20 to 30 storey built forms. This substantial increase in mixed-use density will help ensure the viability of the project. Specific uses for the parcels are not yet established, but ground level uses fronting onto the public space will need to be conducive to the public realm and its pedestrian experience. Although the Dustbane property does not include the parcel of land that fronts directly onto Tremblay and Belfast, the development is planned around two potential options involving full or partial acquisition of this land. New and existing road infrastructure can accommodate both scenarios.



The repurposing of the site will see both Avenue L and Avenue K reactivated into proper streets that meet current city design guidelines. The creation of Station Road, running East to West, will establish clear connectivity across the site while ensuring proper animation towards the central park. A woonerf is also proposed around the north and west edges of the central public space to encourage a pedestrian-friendly environment while reducing vehicular traffic speed.

To help support the master plan concept, we have established key design narratives that will help reshape this once-ignored industrial site into a successful, vibrant community.

KEY DESIGN NARRATIVES

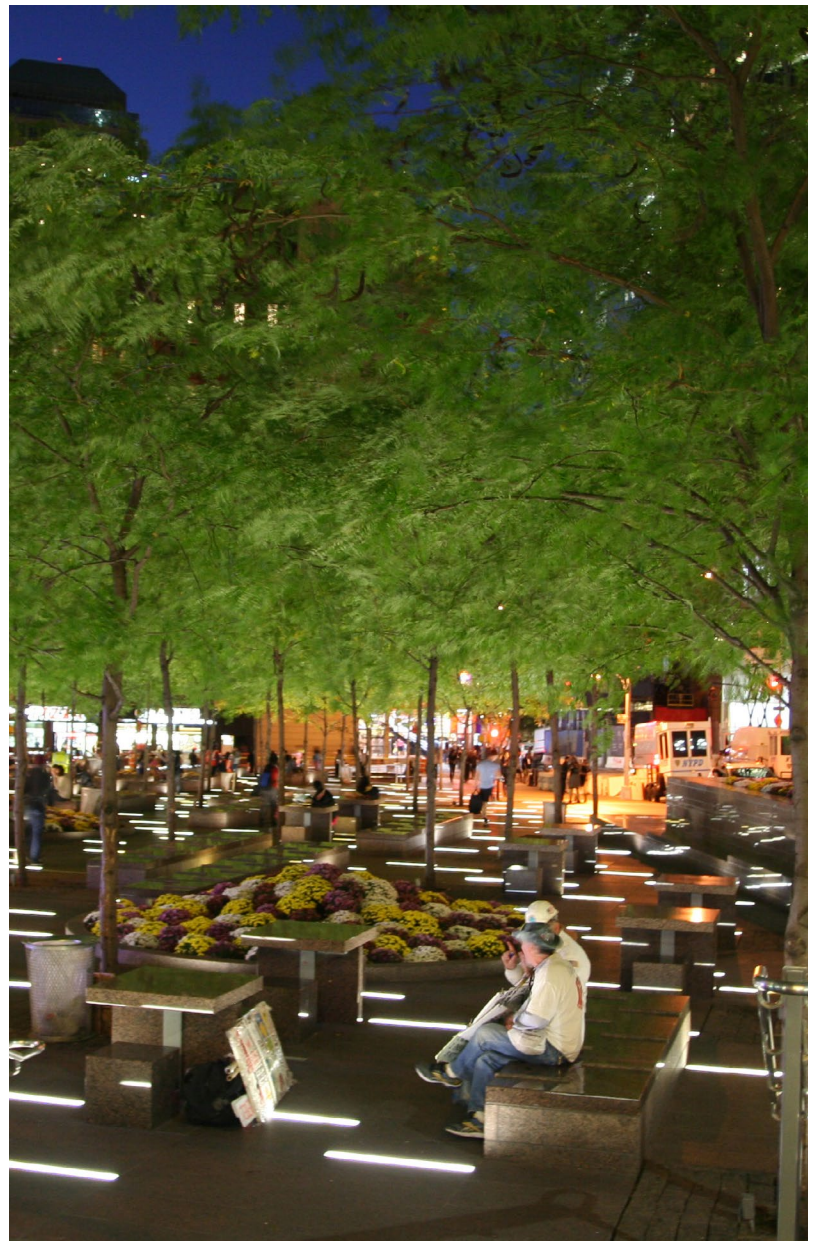
The following design narratives should serve as guidelines to help shape both the public realm and the built environment in order to achieve the desired mixed-use environment.

GREEN SPACE & CONNECTIONS

In the context of a large development such as this one, it is critical to consider the hierarchy of streets, public spaces and linkages between these spaces to ensure that the development is not designed in isolation, but rather in a manner that relates to its current and future context.

The central landscaped area of the development will be the anchor to the green space infrastructure. This large space is intended to be the “living room” for the community. Adjacent buildings should anticipate ground level uses that will support the animation of the open public space. The intent of this focal green space is to provide a level of flexibility while providing some programmed spaces via hard and soft landscaping. We envision this public space to host a variety of events and provide daily enjoyment for the community.

Surrounding streets will offer landscape buffers on both sides ensuring an enjoyable pedestrian experience while contributing to street animation. These connections will allow clear and simple ways through the site linking key destinations.



PUBLIC REALM

Creating a strong public realm will be critical to the success of this development. Establishing a framework to achieve a quality public realm is foundational to the development of each future phase of development on this site. The following themes are inherent to proper functioning of the public realm and should be carefully considered in order to successfully establish a quality urban fabric where people will want to live, work and play.



PEDESTRIAN EXPERIENCE

Creating and maintaining a strong pedestrian experience is a critical aspect for the vision of this site. Weekend or weekday, we should anticipate that all the streets will be regularly used by pedestrians and should be designed as such. Understanding the hierarchy of the street is important in prioritizing the various pedestrian experiences by designing appropriately scaled edge conditions supported by complementary programming along those streets. Station Road and Avenue K will be the main axes through the site and great care should be given to their ground level relationship. Promoting various uses along these primary streets will contribute to improving the pedestrian experience and overall street animation.

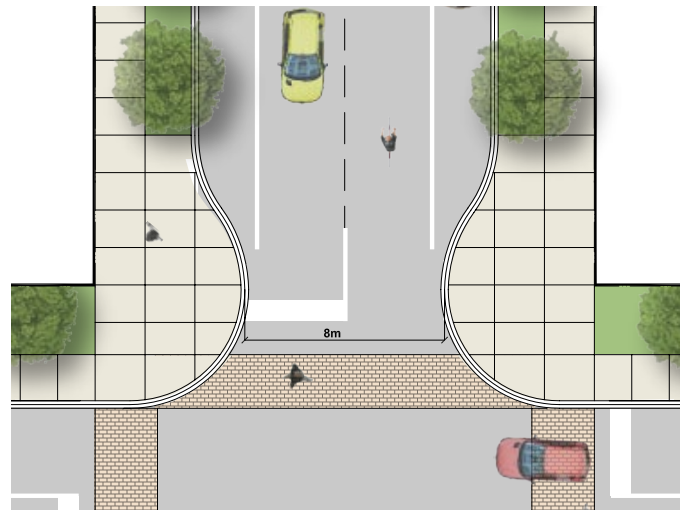
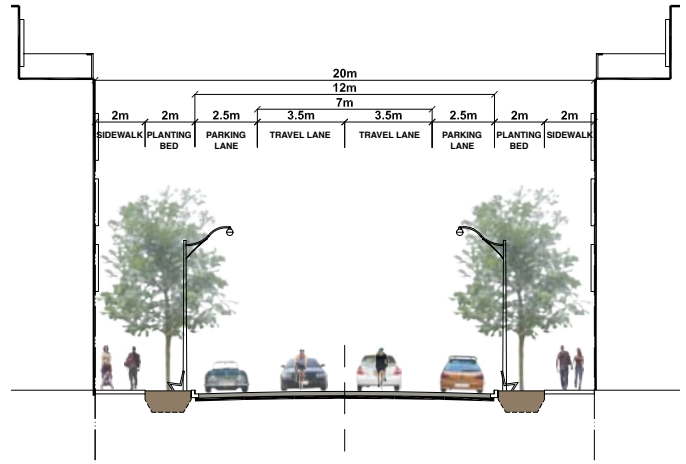


STREET ANIMATION

Carefully curating the mixed-uses on this site will be critical to this project. Seeking synergy between various uses is imperative in creating and maintaining a vibrant urban experience for both the existing community and our proposed development. We anticipate that some of the retail tenants will animate the sidewalk spaces with their own programs. We envision a landscape treatment along these streets that provides spaces where people can rest and interact, further contributing to the liveliness of the streets. Additional efforts should be made to ensure that any non-animated uses facing streets are properly addressed to avoid adversely impacting the pedestrian experience.

To further support the notion of street animation, proper road right-of-way's are important components for the circulation infrastructure of the site. The primary streets are proposed to be 20m R.O.W. These will provide sufficient space for both pedestrians and vehicular traffic to circulate while maintaining a green landscape buffer along the street edges.

Secondary roads will be treated as Woonerfs. Although intended for vehicles, they are designed for lower traffic speeds and are typically more pedestrian friendly than the typical street. This is typically achieved by using alternate textures and unified surface for ease of circulation.



RETAIL VISIBILITY

Visibility is fundamental for any commercial or retail viability. Ensuring that retailers are highly visible and are functionally supported by their logistical requirements is critical in attracting key tenants. Creating a balance of residential, office, commercial and retail uses is also important when considering the synergy of the development with the existing context.

BUILT FORM

The envisioned built environment will be reflective of the existing TD3 and TD2 zoning which permits 20 to 30 story built forms. The built environment should follow the city's high-rise design guidelines. The high-rise built form should address the three distinct building elements listed in the guidelines; the ground level edge condition and podium, the main body of the tower and the articulation of the top. As the project evolves, each building should invoke its own identity while adhering to these underlying foundational principles.



URBAN FABRIC

The urban fabric considers the relationships between form, building elements, materials and scale, which allows us to establish our own relationship in the built environment. Creating a strong and rich urban fabric will be important given the lack of built context around the site. As previously mentioned, careful consideration needs to be given to the pedestrian experience and the relationship of streetscapes to buildings. The various ground level uses fronting onto streets must contribute positively to the ground level edge conditions and be appropriately scaled to complement the pedestrian experience. Additionally, using durable materials such as masonry, stone, and wood will provide a sense of familiarity to the users. Each of these elements will work together to bring a renewed vitality to this area.



TRAFFIC, PARKING & SERVICING

We anticipate various underground parking structures to fulfill the needs of the proposed and future uses on the site. Given the proximity to the LRT, parking rates may be lower than anticipated. Consideration will need to be given for servicing, shipping and receiving for small to large commercial tenants and residential move-ins.

Through thoughtful design and planning, we believe that our vision will bring renewed vitality to the area while taking advantage of the unique proximity to the various types of public transit available to the community. This unique urban village will offer a truly unique Live Work Play lifestyle while becoming a vibrant and exciting addition to Ottawa's urban fabric.