DCA
A GROUP OF ARCHITECTS

February 24, 2025 *via email*

Konson Homes.
Attention Jimmy Wang

Re: **627 Kirkwood Ave.**
New Development
Design Brief

SECTION 1

1.0 Application Submission

Legal description:
Part 1 – Plan of Survey; Lot 10, Registered Plan 152, City of Ottawa

Municipal Address:
627 Kirkwood Avenue

Purpose of the Application:
This proposal seeks to approve a proposed redevelopment of the subject site to permit the construction of a six-storey, mixed-use residential building in place of an existing unused, former community centre, zoned as "Minor Institutional" (I1A), on the premises.

Overall Vision Statement:
The proposed development will bring new homes to this street facing property, creating moderate intensification of the existing site in compliance with City of Ottawa objectives under the Official Plan. The property, as redeveloped, will provide 76 apartment dwelling units, and 2 commercial/retail units. 58 underground parking spaces are provided in addition to 74 spots of interior bicycle storage space for residents at ground level.

The overall development complies with City of Ottawa objectives in providing a creative and dynamic architectural intervention in the existing built fabric of the community, creatively using contemporary and contextual materials, forms and masses to achieve the desired density goals. The goal of this development is to provide urban living options that improve the built landscape of the neighbourhood in a sustainable, intentional densification.

The proposed development provides appropriate interior, rear and front yard setbacks. Site specific front & side setback are proposed. Refer to the Planning Rationale prepared by Novatech in support of the Zoning application with respect to building height.

Parking is kept to a minimum in accordance with City of Ottawa guidelines and climate change objectives to provide sufficient parking while supporting active transportation and transit use. To this regard, ample bicycle storage has been provided to further this objective. Plentiful bike parking at grade is provided with a dedicated exterior door/access from the building lobby, with clear wayfinding and graphics to make the

bicycle parking a focus of the lobby, encouraging bike use. A bike maintenance station is provided in this room to encourage regular use and is highly visible to encourage regular use and safety. Space in the bike room is dedicated to allow for a map of local shops, bike routes and other information for active transportation, in accordance with Transportation Demand Management objectives. An additional bike room in the basement is provided for overflow bikes as well as for residents who may be more "occasional" cyclists rather than those who use their bike daily.

2.0 Response to City Documents

The proposed site is designated under the City of Ottawa Official Plan, Schedule A, as being an Inner Urban Transect. Schedule B2 of the City of Ottawa Official Plan indicates that it is on a Minor Corridor. This neighbourhood is identified as being an Evolving Neighbourhood Overlay in the City of Ottawa's new Official Plan, and the site is currently zoned as Institutional (INZ – Section 1101). A change to GM (General Mixed Use Section 187 – 188), is sought for the provision of multi-family unit residential homes and apartments & mixed use commercial.

Comprised of 76 residential units and 2 street level commercial units, the proposed development would be a new building on the site where the former buildings have been demolished, providing modifications to site grading to improve site drainage and landscaping across the property. Pedestrian access is proposed off Kirkwood Avenue for residential access with 28 underground parking for residents and secure bicycle parking on site.

This Urban Design Brief examines the location and context of the Subject Site, the applicable planning policy and regulatory framework, and provides justification in support of the proposed building design. The Urban Design Brief concludes with recommendations for the site-specific Major Zoning By-law Amendment required to facilitate the proposed development on the subject site.

Below are notes in response to the City of Ottawa Guidelines. Of note, the Low Rise Infill Guidelines may not always apply as that guideline is for buildings up to 4 stories. Some reference is made to Urban Design Guidelines for Development along Traditional Mainstreets, dated May 24, 2006. Not all guidelines have been addressed, with focus placed on the particular elements of relevance to this project. As a general note, the Guidelines are 12 and 18 years old respectively and may not fully reflect changes in architectural design nor fully respond to more recent socio-cultural developments such as the climate crisis and housing emergency, both having more recent actions by Ottawa City Council, and may not fully align with more broadly applicable aspirational goals of the City of Ottawa through the new Official Plan.

2.1 The Official Plan

Comments below reflect response to the current Plan as stated in the guidelines and a broad understanding of the aspirational intent of the OP.

Stated design objectives include reference to creating quality public and private spaces through development. This project aims to achieve those outcomes, providing a quality, durable, finished project that achieves high quality results by select materials and systems. The design provides a safe environment with accessible grade level entrance points that are visible to the street and that are well lit, creating a positive response to environmental design safety.

The proposed built form is compatible with the community as it complies with zoning requirements, including use and setbacks, with site-specific provisions sought regarding building height requirements. It provides sufficient parking to meet City of Ottawa objectives to support active transportation while providing moderate intensification along a development corridor. For a complete breakdown of the City of Ottawa

Zoning By-law 2008-250 as related to GM (General Mixed use) and the proposed development, please refer to the Planning Rationale.

2.2 Applicable Low-Rise Infill Guidelines

This project is an infill project to develop an unused lot on an urban road near ample transit and commercial districts. This neighbourhood in Westboro has been developing and intensifying since Kirkwood Ave. was first laid out, and currently exists as a mature neighbourhood. Kirkwood Avenue is an arterial street connecting grocery stores, Wellington St, Byron Ave., and the Queensway. This area backs onto a residential zone that has remained relatively unchanged for decades. As such, the context of integration is challenging as would any development be regardless of scale or size: intensification in older neighbourhoods must find a balance between a neighbourhood's character or past, and the needs of a growing city; it is imperative to find a balance where use of materials carries forward a design language while reflecting contemporary building techniques and styles.

The proposed design maintains front yard setbacks established by zoning; integrating a positive streetscape with active frontage use and new landscaping. The existing frontage along Kirkwood Avenue provides some opportunity for permeable groundcover, greenery, street animation; the proposed design is intended to work as part of this prevailing context at ground level with variation in frontage depths to provide opportunity for activity adjacent to sidewalks and locations for public engagement.

Each floor of this design offers housing options in a quality build, offering a variety of unit sizes and number of bedrooms, ranging from 550 sqft to 920 sqft to accommodate a larger array of lifestyles and needs.

Urban Design Guidelines for Low-Rise Infill Housing	
Guideline	Response
1.1	The streetscape is inviting, safe and accessible with a ground floor orientation: the lobby entrance and commercial entrances are at grade with plentiful glazing. Some residential units facing the street have generous balconies and private stairs to access the street and provide connectivity to porches at an elevation consistent with existing built character.
1.2	The nearest recent building of a similar type is some distance away (Byron and Kirkwood) but provides a similar character of street engagement albeit in a different context. The objective is to connect to the street in a positive way, enhancing pedestrian experiences and setting a standard for future positive engagement as other sites are redeveloped.
1.4	Pedestrian scale lighting is provided (will be developed in future Site Plan Application submissions (SPA).
1.6	Accessible pathways are provided from the public ROW to entrances.
2.1	The front yard is landscaped. Note that due to the (overly generous) road widening, there is a significant potential for landscaping the expanded municipal ROW as this widening forces the front façade of the building significantly back from the perceived street line.
2.4/2.5	Soft landscaping is provided in a continuous band along the public sidewalk. Size, location, and feasibility of street trees to be confirmed by Landscape
3.1	The building is sited to be oriented towards the street, with clear, generous glazing to permit interaction and visibility. Due to the road widening, the façade of the building nearly aligns with the façade of existing detached homes north and south of the development, maintaining a reasonable uniformity of built form. Rear yard amenity space is maintained, along with existing rear yard trees (where practical) and is enhanced with additional rear yard landscaping in the amenity space. The ground floor of the residential units is reflective of the ground floor datum of nearby adjacent

	detached/low rise development.
3.2	The proposed building mass is significantly different from the massing of nearby detached/low rise development, as one expects with a new building of this scale. That said, some visual cues in massing and materiality help create some harmony with adjacent development including: • Three residential units at the ground floor with porch and stair access to the street similar to existing homes. • A datum line with a projecting "cornice" at the third floor level that creates a datum with nearby existing development height, and serves as a transition line in materials from brick to panel/contemporary siding. • The building steps back slightly at the rear above the fourth floor. A modest setback as well as fourth floor datum line and material change give the suggestion of a materiality change that is behind the intent of a fixed dimensional setback. • Further setbacks at the penthouse level are provided, including setting the façade of common amenity rooms and roof terraces back from the front façade, as well as locating any outdoor amenity space at the front of the building to preserve visual and auditory privacy to residential homes at the rear.
3.3	All sides of the building are designed for quality with similar levels of detail and attention. Large blank walls are avoided with plentiful glazing on all sides. Materials are rich in detail with use of brick, stone and different siding/paneling to provide interest and quality. Use of datum lines (cornices) create visual cues to scale and massing.
4.1	Driveway access is limited to the minimum bylaw required driveway width providing access to below grade parking. The driveway is at the far northern end of the site, creating an opportunity for future City improvements to the nearby pedestrian crossing through a future improvement.
4.3	Only one paved access to the underground parking is provided; resident and visitor parking will have shared use of the below grade space.
4.7	Only one access to the parking garage is provided with the balance of the streetscape being pedestrian access points and soft landscaping. This maintains as much on street parking as possible (currently municipal signage prohibits parking only in the area where the new driveway is proposed). Separated bicycle infrastructure is proposed as part of a desired future city project which may affect street parking in this area, though this is outside the scope of the current project.
6.1	Garbage rooms are in the basement of the building, as are the majority of utilities with limited meters/services on side walls where they do not impact the streetscape. Space will be provided for Hydro Transformer if required. Other services are located at the penthouse level with setbacks from the façade to screening to reduce noise and visual impact.

Urban Design Guidelines for Development along Arterial Mainstreets	
1	Building is located along the public street edge.
2	The widened ROW allows for a full 2m wide sidewalk and generous planted boulevard.
3	Landscaping will be completed in the ROW and boulevard to enhance the public realm with a focus to incorporate trees where feasible across site.
4	A continuous streetscape is provided, encouraging redevelopment of other lands with contemporary infill.
5	Size, location, and feasibility of street trees to be confirmed by Landscape
7	New development is compatible with progressive change in the general physical character of the neighbourhood, recognizing that much of the immediate surroundings

	on Kirkwood are older development or of a different scale (single detached, duplex/semi-detached); the proposal reinforces a contemporary scale of work in keeping with other infill development such as that to the north at Kirkwood and Byron
9	The widened ROW corridor is 26m wide and the proposed building height is approximately 25m, providing a 1:1 ratio of building height to road corridor width. While the guideline suggests that a 1:2 ratio might be acceptable, that would result in a 12 storey building which would be incompatible with general intensification priorities.
11	The intensification provides new homes where vehicle access is located near an existing traffic light and is located walking distance to shopping and services (Hampton Plaza), as well as (future) Carling Ave rapid transit.
12	The built form is designed to reflect existing built form with a datum line of ground floor residential similar to existing, as well as datum lines for material changes that reflect existing character.
13	The building occupies the majority of the frontage
14	The building makes a visual transition to lower density existing development to the rear.
15	The area in front of the development is landscaped.
16	The building is designed with rich detail, in a contemporary design language, creating a sense of identity and human scale.
17	The front façade is oriented to the public street with front doors that are visible and directly accessible.
18	Clear windows and doors are used to make a highly transparent façade with active uses at grade. Retail/commercial spaces have allocations for patios and seating areas.
20	Direct safe and continuous pedestrian spaces are clearly defined from public sidewalks to building entrances.
21	Primary pedestrian walkways across site are at least 2m wide.
22	The main entrance to the residential portion of the building is sheltered with a generous overhang; the main entrances to commercial spaces are similarly sheltered.
23	The public sidewalk is 2m wide with little to no change in elevation.
29	Only one vehicle access point is provided, reducing the number of traffic aisles that pedestrians must cross.
30	A consistent width of landscape and pedestrian areas is provided across the front of the site.
31	Continuous landscaping is provided to reinforce pedestrian walkways.
32-42	Refer to landscape drawings.
43	Space is allocated for commercial signage at the two ground floor commercial units.
44	There is no visual clutter
45 & 51-52	Sign and general illumination is task oriented and designed to not spill over onto adjacent land uses (to be fully developed at SPA)
50	All utilities are screened if outside and are otherwise located inside the building (to be more fully developed at SPA)
53	Utility doors are designed to blend into the façade.

2.3 Infill and Intensification

The project is an infill development, making use of an underused lot; the existing former buildings have been demolished and are to be replaced with a new, contemporary, infill project with two ground floor retail units and 76 residential units. By developing this site, the net result is an increase of 76 additional rental homes in the community and an additional two office or retail spaces to support new businesses in the area. This meets the “benefits of intensification” identified (CMHC 2005 Healthy Housing) including more efficient use of infrastructure; reduced expenses of infrastructure and transit; lower energy requirements; reduced

commuting times; more compact development; reduced rate of encroachment on undeveloped areas; reduce water collection and water treatment; a mixture of dwelling types to encourage families with a range of housing options.

Context Plan

The proposed development is located in Westboro, situated near Hampton Park & Hampton Park Plaza. This property is within walking distance of a number of amenities, shopping centre, public transit lines, pedestrian paths, and biking infrastructure. The neighbourhood of Westboro is well established; and an increasing number of infill and midrise developments have been filling in the missing middle to bridge the gap between single family homes and high-rise units. The proposed development has potential to increase density along this arterial street corridor.

In the immediate vicinity, a multi-story residential building is located west of the property. While the development is setback from the street and been in the area for decades, there are examples of multistory buildings within the area.

The following images illustrate the contextual setting of the proposed new development within the existing neighbourhood and streetscape.

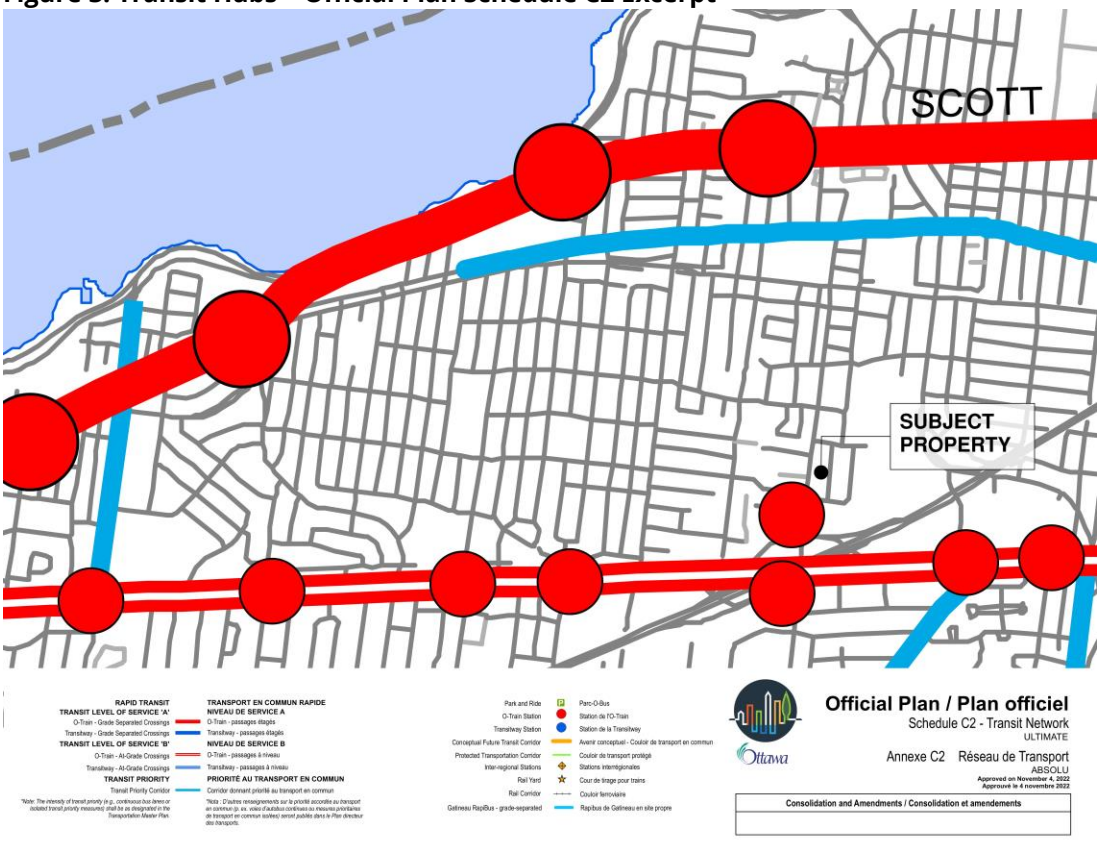
Figure 1: Street Designations – Official Plan Schedule C4 Excerpt

The subject property is located with frontage on Kirkwood Ave, a designated arterial road, with close proximity to the Queensway, to the south, and Byron Avenue to the north, a designated collector road as indicated on Schedule C4 of Ottawa's Official Plan (Figure 1). Some of these routes are part of well maintained year-round bike networks as illustrated in the following diagram taken from Schedule C3 of the Official Plan (Figure 2).

Figure 2: Pathways – Official Plan Schedule C3 Excerpt

In addition to pedestrian and cycling routes, the subject property is not located along a transit priority corridor, with the Carling Rapid Transit corridor to the south and proximity to the Westboro O-Train station to the north (Figure 3). This provides ample access to modes of transportation that allow a reduced dependence on vehicular traffic while still allowing practical densification opportunities.

Figure 3: Transit Hubs – Official Plan Schedule C2 Excerpt



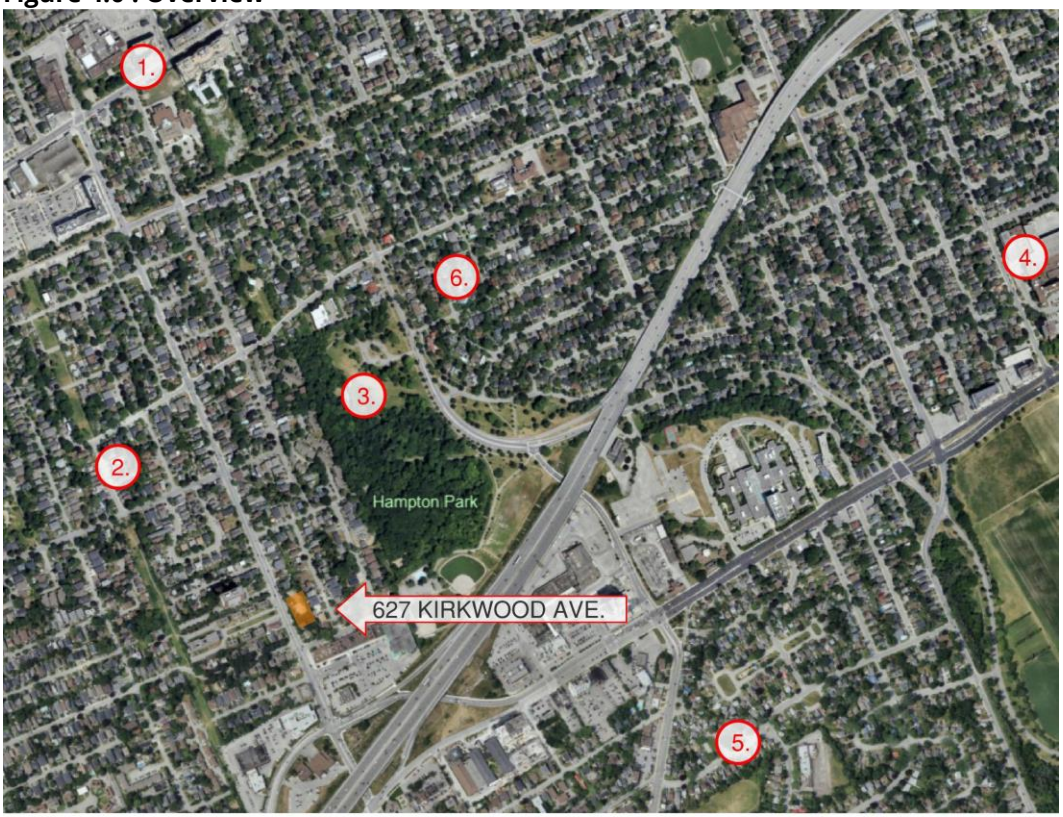
With the subject property's location close to grocery stores; Hampton Park and transport networks that access the downtown core, the neighbourhood is perfectly located to benefit from increased housing opportunities, density, and growth. The construction of mid-rise, mixed-use properties in this area will add vibrancy and encourage new economic growth in the area which aligns with Section 5.2.1, Policy 4 of the Official Plan to create, develop and support the growth of walkable, "15-minute neighbourhoods".

A similar building on the Byron and Kirkwood corner, north of the subject property has already been built in recent years. This proposed development will reinforce good planning policy with a similar trending residential community in proximity to nearby shops and services.

The following images provide context for the region and neighbourhood in which the project site is located, including landmarks, transit stops, and surrounding streetscapes.

NEIGHBOURHOOD
EXISTING CONTEXT

Figure 4.0 : Overview

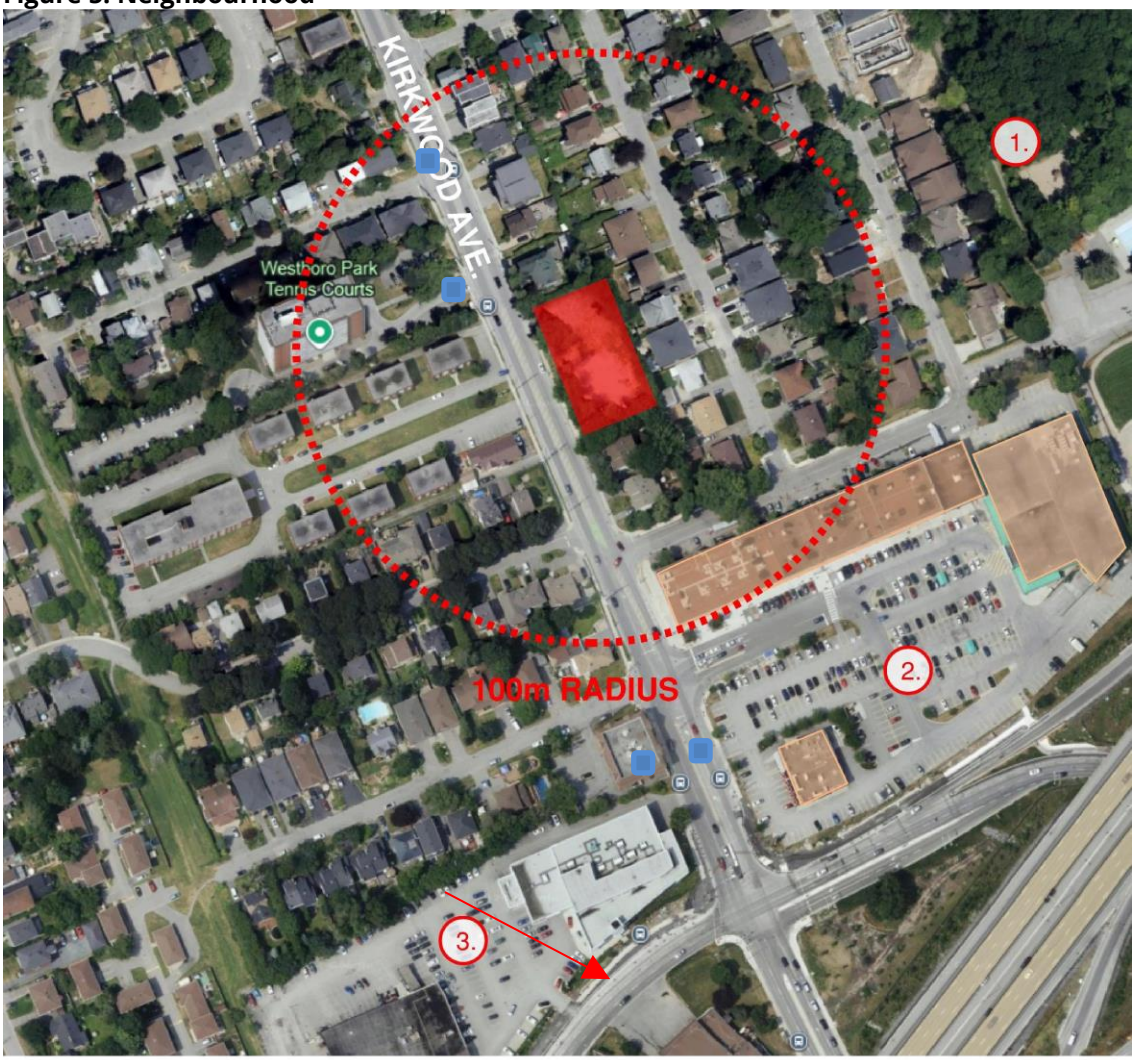


1. WESTBORO VILLAGE
2. WESTBORO
3. HAMPTON PARK
4. CIVIC HOSPITAL
5. CARLINGTON
6. ISLAND PARK

Figure 4.1 : Overview

NEIGHBOURHOOD
EXISTING CONTEXT

Figure 5: Neighbourhood



1. HAMPTON PARK

2. HAMPTON PARK / PLAZA SHOPPING CENTRE

3. FIRE STATION

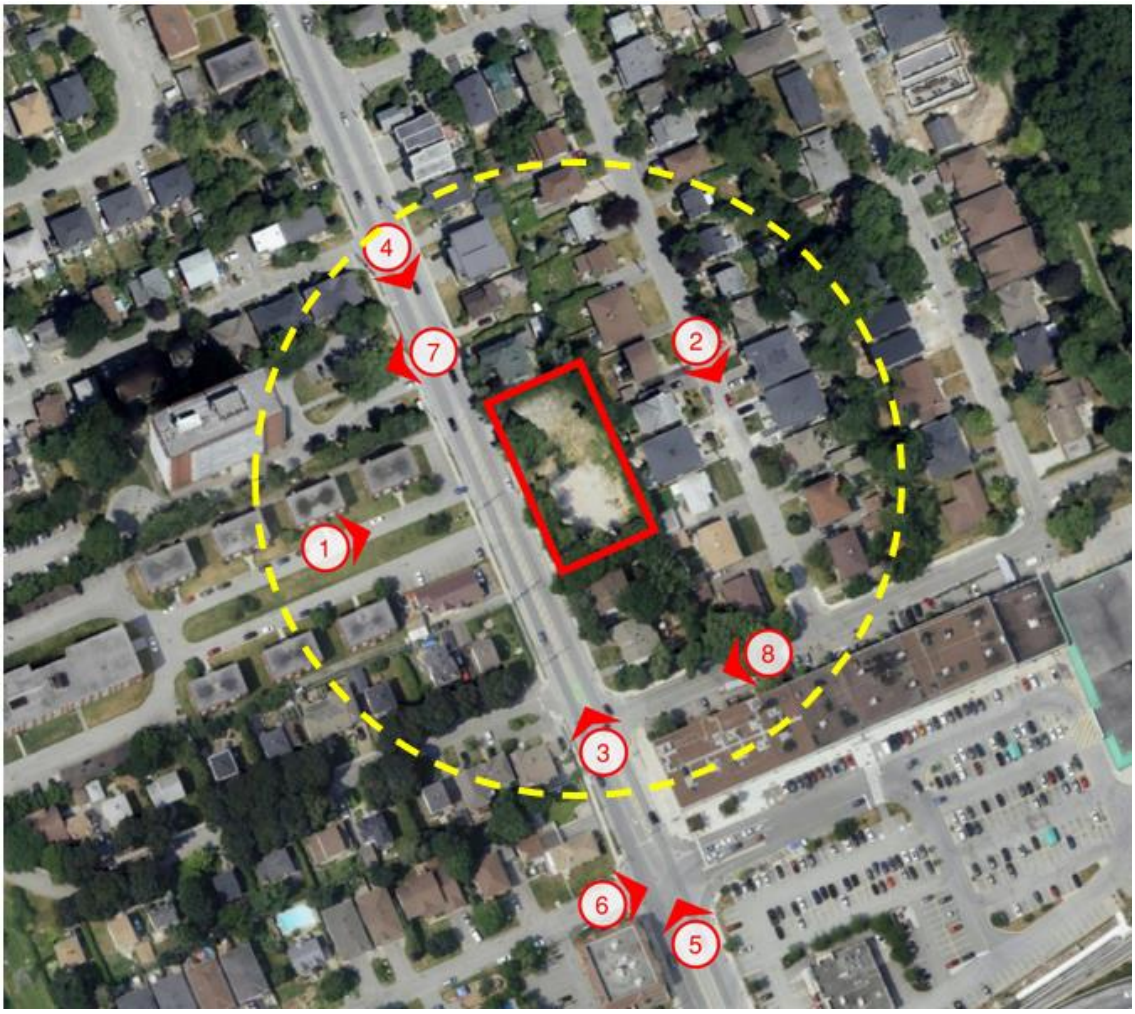
627 KIRKWOOD AVE.

COMMERCIAL / RETAIL

PUBLIC TRANSIT

NEIGHBOURHOOD
EXISTING CONTEXT

Figure 6: 100m Radius



NEIGHBOURHOOD
EXISTING CONTEXT

1 MACY BOULEVARD, APARTMENTS
VIEW TOWARDS PROPERTY – EAST

2 WESTVIEW AVENUE, RESIDENTIAL
REAR OF PROPERTY– SOUTH

NEIGHBOURHOOD
EXISTING CONTEXT

3 KIRKWOOD AVENUE
VIEW TOWARDS PROPERTY – NORTH

4 KIRKWOOD AVENUE
VIEW TOWARDS PROPERTY – SOUTH

NEIGHBOURHOOD
EXISTING CONTEXT

5 KIRKWOOD & SWITZER AVENUE INTERSECTION, SCOTIABANK
VIEW TOWARDS PROPERTY – NORTH

6 KIRKWOOD AVENUE, HAMPTON PARK PLAZA
VIEW OF STRIP MALL SOUTH OF PROPERTY – EAST

NEIGHBOURHOOD
EXISTING CONTEXT

7 616 KIRKWOOD AVENUE, HIGHRISE RESIDENTIAL
ACROSS FROM PROPERTY – WEST

8 SEBRING AVENUE, RESIDENTIAL & COMMERCIAL ACCESS
SOUTH OF PROPERTY - WEST

SECTION 2

DESIGN PROPOSAL

4.0 OVERVIEW

The proposed development is the construction of a six-storey, mixed-use building on the existing property. Of the 76 proposed residential units, there will a focus to include a range of unit sizes from 1-bedroom to two bedroom + den apartments to provide a variety of lifestyle choices. The principal access to residential common areas, bicycle storage and units is proposed off Kirkwood Avenue. Commercial access will be located adjacent to the Residential entrance lobby, on Kirkwood Avenue. Below ground parking is proposed with access off Kirkwood Avenue, providing 58 parking spaces for residents and visitors, with further bicycle storage within this space.

A Major Zoning By-law Amendment application is required to permit the proposed mixed-use building. Site specific zoning provisions will establish the minimum required front yard setback, minimum required interior side yard setback, maximum permitted building height, maximum permitted floor space index, minimum width of landscaped area butting a street, minimum required number of resident parking spaces, and to permit a rooftop amenity area as permitted projection above the height limit for the proposed development. Please refer to the full details of the zoning by-law application.

To facilitate the development on the property, a detailed Site Plan Control application will be submitted at a later time.

MASSING AND SCALE

5.0 Building Massing and Views

The building design articulates the front and rear facades to create a reduction in the visual mass of the built form; this is aided by the use of different materials and orientations depending on the plane of the building wall. A mixture of stone and brick masonry combined with the different textures of metal cladding, helps to create a unique finished appearance that animates the façade. This accent of coloured panels also helps to create a visual focus for the façade without dominating the overall appearance. Finishes have been selected to complement the existing mature neighbourhood.

The main residential lobby and commercial unit entrances are located facing Kirkwood, as well as three residential units which have direct access to Kirkwood via steps to a raised front porch. The transition of public to private use within the property is further identified with visual clues through the use of full height curtainwall at commercial units, and raised garden beds along the residential portion. Where public facing, the exterior design includes a combination of varied setback depths, overhangs and forms to encourage engagement and interest in the built environment.

PROJECT DEVELOPMENT
PROPOSED IN SITU

An articulated parapet line is employed to assist in reducing the feeling of a monolithic mass for the proposed development. The flat roof helps to mitigate the impacts of storm water challenges by allowing a modest amount of storm water storage on the roof with flow-control roof drains; this can positively impact overall municipal infrastructure and help offset environmental impacts of redevelopment.

PROJECT DEVELOPMENT
PROPOSED IN SITU

The pedestrian engagement with the at-grade elevation is considered with clearly identifiable entrances and overhangs. Entrances to both retail units and residential space are provided with dedicated pathways which create a sense of identity, and with soft landscaped beds to further enhance the relationship with the public pedestrian realm.

6.0 Building Transition

The proposed site is located at the south end of Kirkwood Avenue before it crosses the 417 (Queensway). The proposed design is in proximity to the commercial shopping centre at the corner, Hampton Plaza. The frontage is set out to respect the frontage of adjacent neighbouring properties and the required right of ways for the City. A visual transition between the development and the neighbouring buildings is achieved by setting back the fifth and sixth floors in addition to a visual transition and providing a transition of building materials above the fourth floor; further refinements to this will be developed at the site plan application (SPA) stage in a future iteration of the project. A similar transition is applied at the rear of the property where the building is set back from the rear lot line, above the fourth floor to reduce impact on the residential neighbourhood beyond.

Landscaping treatments that follow the Kirkwood Avenue frontage is being reviewed to provide opportunities for trees and planting beds to help soften the transition between the commercial sector and residential zone. Inclusion of these landscaped elements helps to provide a human-scaled environment, a welcoming pedestrian condition at the building base along the Street as well as positively contributing to the commercial streetscape. Planters are provided in front of the residential units on the ground floor to provide a privacy barrier for these units.

Visually, the design proposes the use of materials that are inspired from the surrounding context. The brick elements create a dialogue with residential dwellings and Hampton Plaza shopping centre, and speaks to the larger heritage of Ottawa's architectural past. The darker brick, at the commercial units is to provide a contrasting material, for variety and to define it a separate function. Contemporary ceramic panels provide cladding in other areas with a variety of textures, colours and sizes that will be developed further at SPA.

7.0 Grading

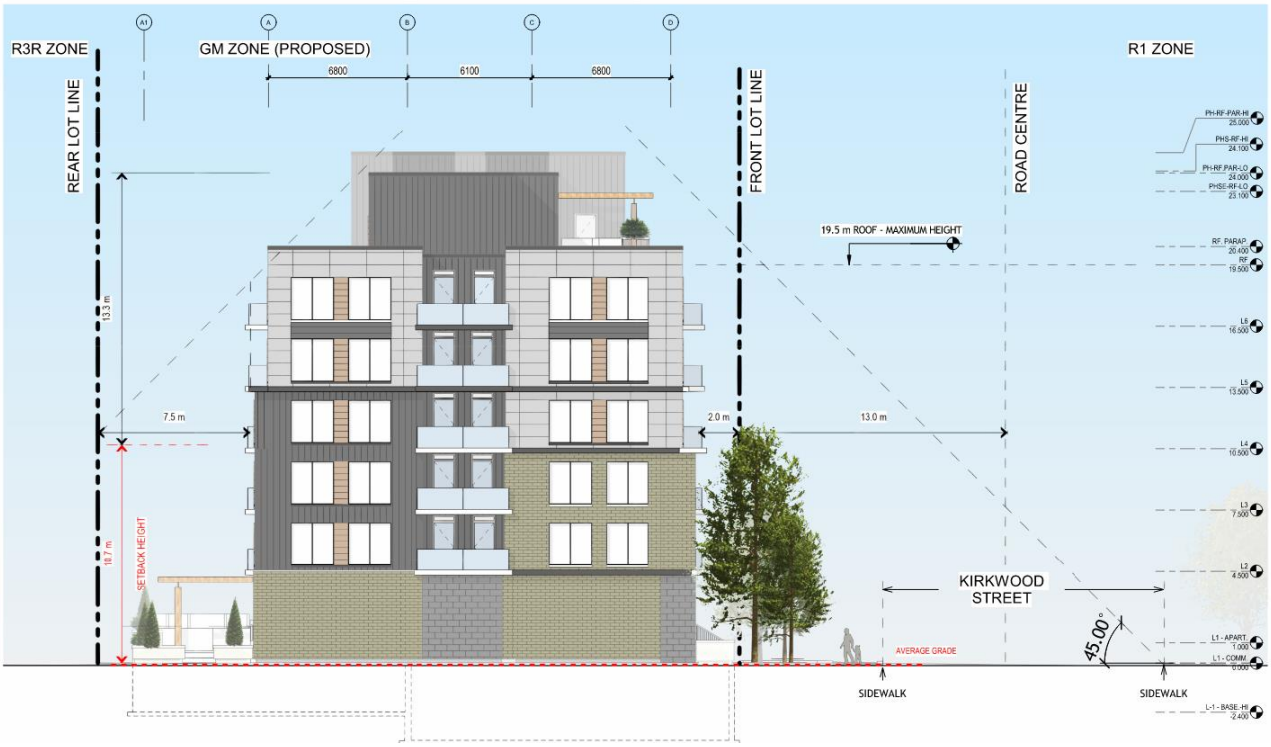
The site has a minor slope on the property, sloping from north to south, as well as from east to west. Grading on site will be done with an aim to provide accessible paths of travel from the public sidewalk while maintaining appropriate stormwater management across site. Permeable surfaces will be employed to absorb and direct water across the site to reduce and mitigate risks associated with inclement weather such as pooling water or ice buildup during colder months. No grading plan is required for a complete application for rezoning; additional details will be provided with a complete Site Plan application.

PUBLIC REALM

8.0 Streetscape

The following streetscape diagrams show the relationship between the proposed building height and the surrounding properties. A setback of 7.5 metres from the proposed building to the abutting residential lot line to the east is provided at the rear allowing for amenity space. This lot line is vegetated with trees and shrubs which provides an additional visual separation from the adjacent property. This existing vegetation will be retained where possible when located on the subject property and, where retention is not feasible, new soft landscaping will be provided across the property. The establishment of large permanent planters in the design will increase vegetation and water management across the site.

Figure 7: Relation to Street and 45° Plane

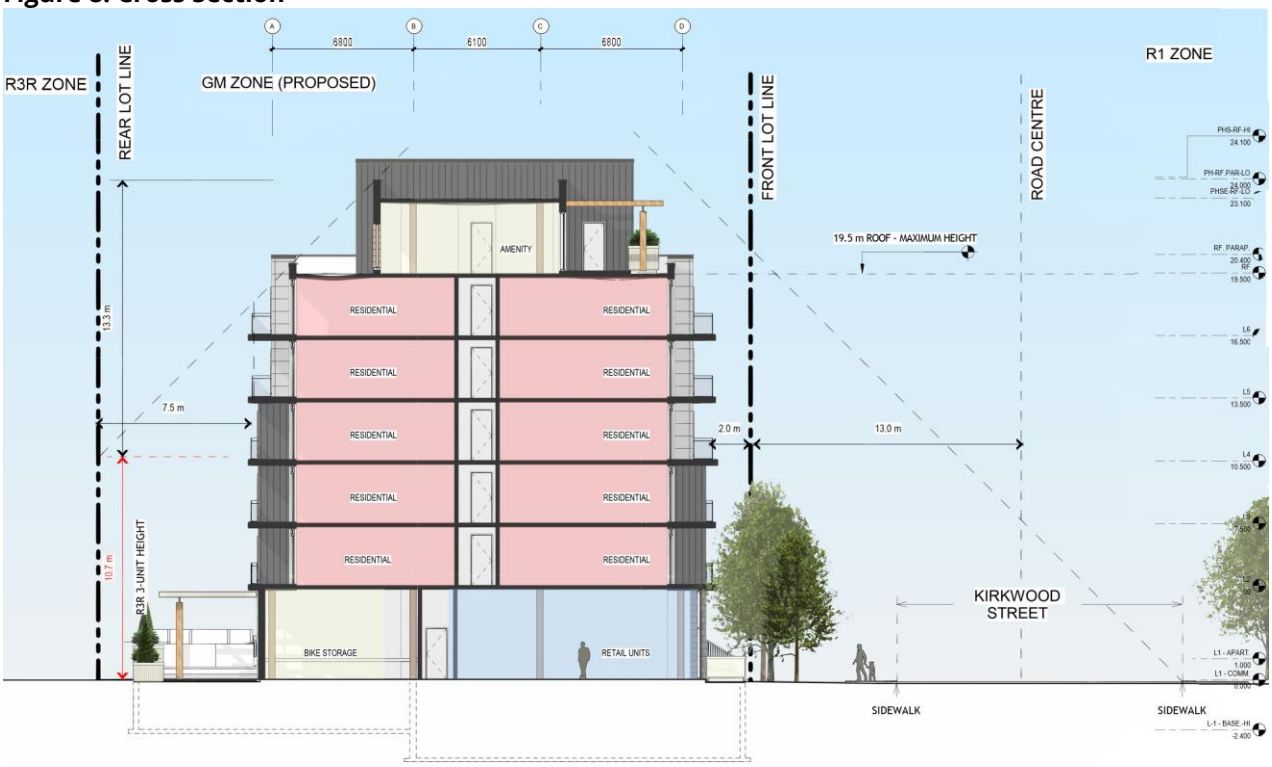


Illustrated in Figure 8 below, an angular plane has been considered from the maximum permitted building height in the R3R zone located at the shared rear lot line. Within this zone, a three-dwelling unit has a permitted building height of 10.7m, while other less density permitted buildings have a maximum permitted building height of 8m.

With this design, a modest physical setback is provided at the rear to incorporate landscaped private amenity space for ground floor units, and a transition in materials above the fourth floor. This provides an important visual transition that helps create a balance between physical and perceived setbacks.

Amenity space for the building is designed to face west, towards the front of the building, helping to provide privacy to residents at the rear of the building.

Figure 8: Cross Section



PROJECT DEVELOPMENT
STREETSCAPE

Figures 9 and 10 illustrate the context of the proposed building in reference to permitted and existing building heights. It is acknowledged that the proposed building is taller than adjacent homes but it is important to recognize that these existing homes date back to the 1930s or 1940s (Hampton Plaza included a large shopping store (now demolished) in 1928, with the bulk of the current mall constructed by 1958. Many of the low-rise apartment buildings on Macy Blvd date from the mid 1960's and surround detached homes date from a similar post war era. While these established detached homes are likely to be moderately replaced or renewed over time and their density remain similar to existing conditions, redevelopment on Kirkwood is not only inevitable, it is highly desired due to the proximity of transit, shopping and access to established road networks.

As such, while the proposed development is larger than existing context in the immediate surroundings, it is important to see this development through the eyes of more recent developments (Byron and Kirkwood) as well as precedent setting for future redevelopments along Kirkwood.

Figure 9: Adjacent Property Permitted Heights

Figure 10: Streetscape Permitted Heights

9.0 Relationship to Public Realm

As discussed above, the ground floor of the proposed development is animated through design to interact with the streetscape and public. The proposed site plan provides pedestrian level greenspace and varied setbacks to create a positive relationship with the public realm, rather than presenting a flat, uninviting front as one might typically find in street level commercial developments.

Soft landscape surfaces between each entry provides not only rainwater management and the reduction of ice formation across sloped surfaces during inclement months, but also promotes a more welcoming frontage to the public that sets this proposed development apart as a quality infill development.

10.0 Building Design

The ground floor plan provided on the following page showcases the relationship between the proposed construction and site. Inherent in the design is the desire to create a clear separation between public and private space. To this end, the residential side at Ground Level is raised to align approximately with the ground level of existing residential homes (approx. 1.2 to 1.5m above grade). This allows for a transition between the busy, potentially chaotic, vehicular and pedestrian traffic along the arterial Kirkwood Avenue to be separated. This arrangement creates an air of a more private, intimate space set aside from the commercial businesses and traffic noise, passing pedestrians and cyclists.

The floor plans indicate the intended floor plates for the residential levels 2-6, colour coded based on unit designation. Each residential unit will provide contemporary living space on each level with thoughtful arrangement of spaces to suit family-oriented living, while retail units provide ground level street access and functional interior spaces. A focus was placed on providing a range of living options from 1 bedroom to 2 bedroom + den across all residential levels. Each residence is provided with a balcony to enhance quality of life. Amenity space is proposed on the Penthouse Level, providing all residents with interior amenity space as well as shared roof terrace space. The roof terrace faces west, capturing warm sunshine and providing privacy to the residential community to the east.

Exterior elevations of the proposed development have been provided to illustrate the form and composition of the design. It is important to note that the front elevations varied projections and are best viewed/understood in conjunction with the 3D model renderings. Materials indicated on the exterior elevations include a mixture of stone and brick masonry, metal cladding and ceramic panelized materials; windows are set in pre-finished frames and accented with contemporary scale and trim. A more detailed breakdown of the proposed materials is available below.

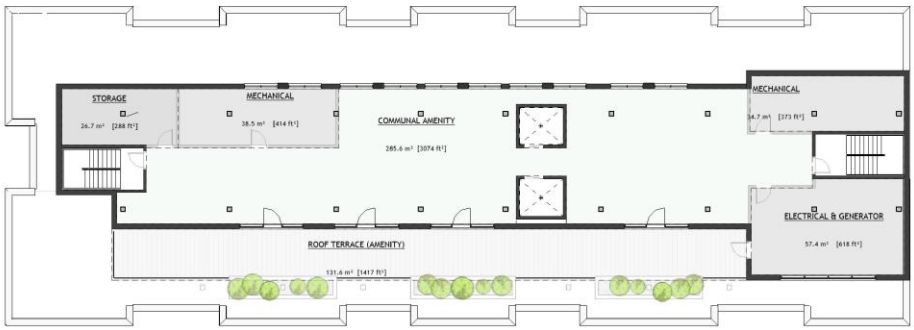
Both floor plans and exterior elevations will be further developed for the Site Plan Application which will follow under separate submission.

PROJECT DEVELOPMENT
GROUND FLOOR RETAIL & APARTMENT PLAN

PROJECT DEVELOPMENT
SECOND-FOURTH FLOOR RESIDENTIAL

PROJECT DEVELOPMENT
FOURTH-SIXTH FLOOR RESIDENTIAL

PROJECT DEVELOPMENT
ROOF PENTHOUSE AMENITY



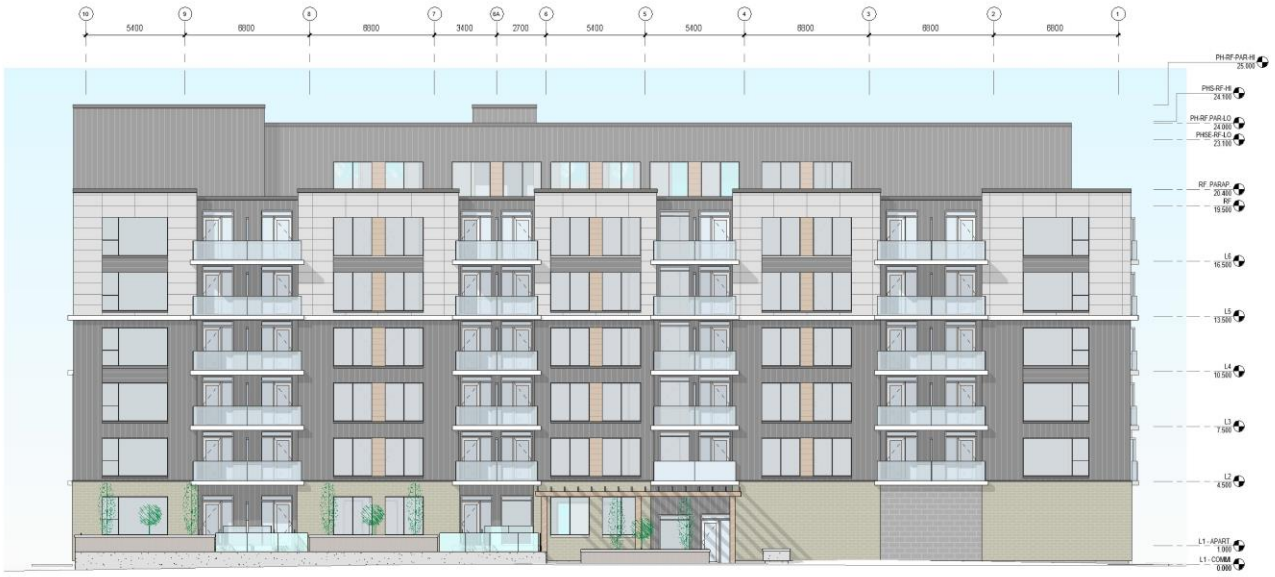
COMMUNAL AMENITY
ELECTRICAL & GENERATOR
MECHANICAL
ROOF TERRACE (AMENITY)
STORAGE

PROJECT DEVELOPMENT
ELEVATIONS

WEST ELEVATION – KIRKWOOD AVENUE

SOUTH ELEVATION

PROJECT DEVELOPMENT
ELEVATIONS



EAST REAR ELEVATION

NORTH ELEVATION

PROJECT DEVELOPMENT
CONTEXTUAL MATERIALS

CERA GRES
IMOLA TECNICA
PANEL,
AZUMA UP

URBAN ACCENT
METAL SIDING
(WOOD EFFECT),
DARK WALNUT

URBAN ACCENT
METAL SIDING
DEEP GREY

YELLOW BRICK
BRAMPTON BRICK,
NORDIC MATT

LIMESTONE
BRAMPTON BRICK,
BONNEVILLE
TWILIGHT

ALUMINUM
STOREFRONT C/W
CLEAR GLASS

11.0 Sustainability

A durable and sustainable building envelope is a primary focus. This development is following the precepts of CAN/CSA S478:19 and Part 5 of the Ontario Building Code, considering materials, lifecycle value, and the season in which the construction will take place. A well designed and implemented envelope will improve the longevity of the structure and reduce energy loss, lowering heating and cooling needs as well as reducing the development's potential carbon footprint.

Detailed structural design has not been considered yet, and will be developed during both permit/tender documents as well as for a formal Site Plan Control Application to follow. It is likely that the building will be poured in place concrete with concrete columns, shear walls and related structure. Alternatives may including Cross Laminated Timber slabs (CLT), though this may depend on timing, season of construction and Building Code changes.

Additionally, a flat roof is used to conserve stormwater with a high albedo surface to reduce heat-island effects. This flat roof approach also allows the site to control storm water runoff, including some storage of rainwater on the roof to permit controlled in-flow to municipal storm sewers.

The building does not intend to rely on gas for primary heating/cooling and uses air source heat pumps with electric supplemental heating as required. By reusing an infill site, the project reduces the impact of new services and provides housing close to transit options to achieve better environmental outcomes. Options for energy efficiency will also be sourced through CMHC funding for reduced carbon impact.

Glazing and large windows include, where appropriate, bird-friendly glazing options to minimize impact on local wildlife. Exterior lighting complies with the overall intent of City of Ottawa standards including sharp cut-off fixtures, no or minimal up-lighting and sufficient lighting on pedestrian and public realm spaces so as to provide a safe environment and reduce light pollution.

The front yard is landscaped to enhance the quality of the public right of way with the street. Permeable ground is provided where possible to provide stormwater management and reduce any overburdening of the municipal systems during heavy precipitation. These areas also allow for variable planting arrangements for native plant species, hardy groundcover or curated gardens, thus breaking up the prevalence of concrete typically expected in an urban landscape. Refer to the landscape plan (by others)

Further to the design goals of the city of Ottawa, the proposed development provides ample bicycle storage at ground level and sufficient below grade parking for tenants. As this property is located on an arterial road, the municipal transportation infrastructure should reduce the dependence of residents on personal vehicle travel, as well as allowing access to existing walking/bicycle routes across the city. A total of 74 interior spaces are provided for bicycle storage, including a ground floor bike room with 40 spaces, and the remaining 34

located within the underground garage. The at-grade bicycle storage is provided with a glazed wall and door to increase visibility and provide frequent users with direct access to the exterior (and lobby) with a built-in bike maintenance space for all residents. This enhances not only the safety and security of stored bicycles but creates visible reminders for residents to improve facility and ease of access.

The building lobby also provides space for a mail room, reception space for deliveries and encourages community by creating a space for interaction. One of the commercial units could be opened to the lobby, allowing for (for example) a small food retailer or café to serve building residents directly and increase connectivity; this will be developed further with the Site Plan Application and pending tenants/leaseholders.

Hampton Park