



DESIGN BRIEF | **SUBMISSION**

HOLLAND STREET APARTMENTS

91-93 Holland Ave
Ottawa

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Table of Contents

SECTION 1.....2

1.1 Vision Statement and Policy Analysis.....3

.1 Vision Statement

.2 Design Statement

.3 Official Plan Policy

.4 Wellington Street West Secondary Plans and Guidelines

.5 Zoning Information

1.2 Site and Neighbourhood Context Analysis7

.1 The Site

.2 Community Context

.3 91-93 Holland Avenue

.4 Context Plan

.5 Street View Context Images

.6 Aerial View From South-West

.7 Aerial View From North West

.8 Aerial View From South-East

.9 Aerial View From North East

SECTION 2.....14

2.1 Massing and Scale15

.1 Building Massing - View From South-West

.2 Building Massing - view From North-West

.3 Building Massing - View From North-East

.4 Building Massing - View From South-East

.5 Building Perspective - Front View

.6 Building Perspective - Oblique View Facing South-East

.7 Building Perspective - Oblique View Facing North-East

.8 Building Transition

.9 Building Grading

.10 Alternative Imagery

2.2 Public Realm.....25

.1 Streetscape

.2 Relationship to Public Realm

.3 Relationship to Balconies at Neighbouring Property 99 Holland

2.3 Building Design 28

.1 Design Summary

.2 West + East Elevations

.3 North + South Elevations

.4 Level P1 Floor Plan

.5 Ground Level Floor Plan

.6 Level 2 Floor Plan

.7 Level 3 Floor Plan

.8 Level 4 Floor Plan

.9 Level 5 Floor Plan

.10 Level 6 Floor Plan

.11 Level 7 Floor Plan

.12 Level 8 Floor Plan

.13 Level 9 Floor Plan

.14 Terrace Level Floor Plan

.15 Roof Level Floor Plan

2.4 Sustainability.....43

.1 Sustainability Features

2.5 Additional Content44

.1 Site Plan

.2 Landscape Plan

.3 Servicing Plan

.4 Shadow Analysis

SECTION 1

This Design Brief has been prepared in support of a Site Plan Control Application for the lands known as 91-93 Holland Avenue. Its legal description is as follows:

Lot 1539 and Part of Lot 1537, Registered Plan 157, city of Ottawa.

As illustrated in Figure 1 on Page 4, the subject lands are located on the east side of Holland Avenue, north south of the intersection at Wellington Street. Holland Avenue is a designated a major collector road within the City's Official Plan.

.1 VISION STATEMENT

The purpose for this application is to permit the construction of a mixed use, 9 storey building with ground floor commercial space and residential uses, 8 storeys of apartment units on floors 2-9, and a rooftop amenity room and patio fronting onto Holland Avenue.

The project site is located at the municipal address 91-93 Holland Avenue and will include one floor of underground parking for visitors and for bicycle storage, a mixed-use ground floor composed of retail and residential units, and a combination of studio, 1 and 2 bedroom units from floors 2-9, and a green roof top patio.

The ground floor of the proposed building will have one principal entrance for the residential units fronting Holland accessing two ground floor residential units, as well as building amenities. One ground floor retail unit is located on the Holland frontage. The parking garage is accessed via Holland. There is a 2.0 metre at grade building setback (ground floor) from Holland, a 0.107 Meter above grade setback from the side yard of the house located at 89 Holland, and 1.22 M at grade, (immediately to the north), and a 0.198-0.225 M setback from the apartment building to the south on Holland. In the rear yard setback we have created a landscape buffer zone within the 5.15M setback for floors 1-3, with a 7.1M setback provided above the third floor. The garbage room is accessed from Holland Avenue via the parking ramp.

The second to third floors are typical residential floors setback less than 0.1 M from the ROW and 2.0M from the original property line with the 4th to 9th floors setback 2.0 M from the ROW and 3.0M from the original property line. These setbacks do not include balcony projections. The roof level fronting Holland is also set back 2.0 Meters from the property line ROW to provide visual relief and the projecting balconies give breathability to the building architecture.

For that portion of the building fronting onto Holland, we have continued with the contextual vocabulary to speak to its context of the community as a whole but have stepped the main façade back with the façade and massing design speaking to a site located on a major arterial. The varied building setbacks help define the typologies established along the very distinct street frontages.

In total the proposed development contains 50 residential apartment units in studio, one and two bedroom configurations; one ground floor retail unit; 4.0 vehicle parking stalls for visitors & 30 bicycle parking stalls. In terms of vertical circulation, the building is serviced by two stairwells and one elevator. Stairwells service all floors of the building including the green rooftop patio located at the roof level.

.2 DESIGN STATEMENT

The Westboro community is emerging as a significant re-urbanization area in Ottawa. It serves as the local shopping area and the central meeting place for the diverse group of surrounding neighbourhoods. The principles of the building design acknowledge and embrace the significance of the street as a focus and a place for further intensification. The site sits in close proximity to the heart of an urban village that draws people in by providing for their day-to-day as well as a specialized assortment of products and services in a traditional main street setting.

The site sits in a mixed use center zone and as such is to accommodate a combination of transit-supportive uses which include retail uses, service uses such as restaurants and personal service businesses, and high- and medium-density

residential uses; (By-law 2015-293). The request to achieve a zoning amendment to incorporate a 9-story building response to the transit oriented site and context.

Through the use of a bold, expressive architectural form, the proposed development seeks to become a recognized community building. Its unique architectural typology will assist in wayfinding and placemaking. The attractive design will encourage and welcome pedestrian interaction, promoting a vibrant streetscape. The proposed development also seeks to implement a number of sustainable initiatives, including a green roof.

In our design program we have addressed the public street with interesting facades and a distinctive architectural design and features that represent, enliven, or strengthen the character of the surrounding community. We will employ appropriate building heights to ensure the mixed use center zoning is respected.

We believe our proposed building will enhance Holland Avenue as a key route entering the Wellington / Richmond Road corridor and create a new neighbourhood focal point, through unique architecture. The proposed development engages an underutilized lot to its fullest potential. With our development we will increase pedestrian activity levels as the area redevelops and intensifies in the future and will reinforce the positive elements of its "main street character". Our infill development will be designed to refresh and renew the character of the community's physical form.

The building features a material palette of metal paneling, (a warm grey limestone) and stone masonry used on lower floors medium grey stone at grade, and warm toned horizontal metal panelling to add character to the main facades and translucent glazing. The juxtaposition of colours and materials delineate the major elements of the building and create an engaging façade composition.

The ground floor of the building is a combination of glazing and glazing used in combination with large format stone masonry and has been setback on the front yard to increase the pedestrian environment and create a sheltered environment for the retail use. The two-ground floor residential units have been located at the rear with recessed patio areas and raised planters to create a buffer between public and private areas. The retail unit at grade fronting Holland is an ideal location for a small café with an outdoor patio in the summer months. The podium floors cantilever over the ground floor and is predominately clad in metal panels with a mixture of glazing, balconies and "frame" like elements. Located above the ground floor are floors 2-6 which features floor to ceiling glazing. The three upper floors are set back from the main façade and are lighter in terms of material colour palette.

.3 OFFICIAL PLAN POLICY

The subject site is designated Mixed Use Centre on Schedule B of the Official Plan. Town Centres and Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve higher densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations.

The proposed mid-rise mixed use development conforms to the general intent and purpose of this land use designation, as it will provide a zoning compliant redevelopment of an underutilized site within proximity to rapid transit and employment lands. The site is located along a major collector road serviced by public transit and identified as a cycling spine route on Schedule C of the Official Plan. The site is also situated approximately 400 metres south of the Tunney's Pasture Transit Station and government employment campus, and approximately 75 metres north of the Wellington Street West mixed-use corridor.

Section 3.6.2 of the Official Plan provides policy direction for Mixed Use Centres, with the below policies being relevant to the proposal.

.3.1 Policies

1. Mixed Use Centres will permit a broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.

The proposed land uses, being mid-rise apartment dwelling and a ground-floor commercial tenancy (Le., restaurant), are permitted uses of the Mixed-Use Centre designation.

2. Plans, public works and development proposals for Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular will:

- a. Give priority to walking and cycling in public rights-of-way;
- b. Provide direct, barrier-free connections for pedestrians and cyclists linking transit and other developments in the Mixed Use Centre along public rights-of-way, off-road pathways and open space connections

The proposal provides close to one (1) bicycle parking space per unit and includes only four parking spaces, which will be located in the below-grade level of the development, and will ensure zoning compliance as two visitor stalls are required. The ground-level will consist, among other elements, of the primary building access and the vehicle ramp to the below grade level, which includes a room for bicycle parking. Together, these features provide a direct connection to the public realm and street.

The proposed redevelopment, which is in keeping with the direction and objectives for lands designated Mixed Use Centre, has been made possible through a land assembly of 91 and 93 Holland Avenue. The proposal conforms to the applicable policies of Section 3.6.2 of the Official Plan, and supports the City's objectives for appropriately scaled intensification in proximity to rapid transit.

The Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. Lands designated Mixed Use Centre are included under Policy 3 of Section 2.2.2 of the Official Plan as Target Areas for Intensification, especially when in proximity to the transit priority network, as is the case with the subject site.

The proposal is for a mixed-use mid-rise development consisting of 50 residential dwelling units on a site of approximately 0.072 hectares in size. With a mix of studios, (3), 1 bedroom (19), 1 bed plus den (6) and 2 bedroom (22) units capable of accommodating ±86 residents. The proposed development achieves the target density of 500 people per gross hectare.

4.2.3 Section 2.5.1: Designing Ottawa

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of these objectives and policies is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the established surrounding character. Specifically, this Section states the following with respect to growth and design:

As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.

The proposed building design consists of an architectural expression (i.e., segmented projections, mixed materiality, ample glazing) that will complement the existing mixed character along this stretch of Holland Avenue for an appropriate fit into the streetscape.

The front yard of the proposed development will have a seamless connection to the public realm, and will consist of a mix in hard landscaping elements and temporary plantings to animate the ground-floor commercial use (Le., restaurant with a seasonal outdoor patio) and to highlight the principal entrances to the residential and commercial uses of the building.

Between Wellington Street West and Scott Street, the west side of Holland Avenue consists primarily of low-rise residential building types, while the east" side has a consistent mix of restaurants, offices, and low to high-rise apartments. Mid-rise buildings abut the site to the east and south, and the proposed six storey building will provide an appropriate transition in scale from the corner at Wellington Street West (12 storeys) to the mid blocks towards Scott Street, which is where established and proposed building heights begin to rise again as a block bookend. The proposed uses and design respect and contribute to the character of the existing area.

The proposal will introduce a high-density mixed use development on an underutilized lot within an area that is designated to accommodate intensification. This will result in an energy efficient redevelopment as it utilizes existing municipal infrastructure and supporting transit services. Design elements of the proposal include a large rooftop amenity area and green roof space. Inaccessible and mechanical portions of the roof are intended to utilize white ballast / membranes to reflect the heat from the conditioned space, while roof paver colour will be selected to balance light reflectivity with occupant comfort. The above design elements will help to offset the urban heat island effect.

The owner intends to explore the feasibility of additional sustainability approaches (Le., grey water recycling and specialized glazing) as the proposal progresses through the required planning approval and permitting processes.

4.2.4 Section 4.11: Urban Design and Compatibility

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development. This relationship is primarily assessed by reviewing design elements relating to built form and functionality.

In the context of the proposal, the purpose of the policies of Section 4.11 are to set the stage for requiring design excellence, as the subject site is located within a Design Priority Area. Accordingly, the design and compatibility of the proposal will be evaluated in the context of the design objectives of Section 2.5.1.

Section 4.11 lists the following over-arching design themes to be addressed, where applicable, through proposed development:

- Views
- Building design
- Massing and scale
- High-rise buildings
- Outdoor amenity areas
- Public art
- Design priority areas
- First Nations Peoples design interests

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the policies of Section 4.11 by contributing to, providing, or maintaining the following:

- contributing a high-density mixed-use development to lands designated Mixed-Use Centre and intended for such forms of intensification
- supporting the City’s investment in rapid transit by locating housing, employment, and services in proximity to the Tunney’s Pasture transit Station.
- supporting the City’s investment in infrastructure such as piped services and the pedestrian network by diversifying and intensifying the use of an underutilized site.
- providing storage space, secure bicycle parking, and amenity space for tenants.
- incentivizing reduced automobile use by providing minimal vehicle parking (four visitor stalls) and close to one (1) bicycle parking stall per unit.
- providing a ground floor non-residential unit with of a size and layout that allows opportunity for tenants and their space to evolve over time to adjust to market changes.
- introducing a building height and massing that is aligned with the mid-rise vision of the Official Plan and Wellington Street West Secondary Plan for this area, and that is sensitive to the surrounding uses and built form.
- orienting and articulating the building facade to have the effect of reducing visual mass and cumulative sun shadowing, and reducing potential impacts relating to microclimates at the ground level and at amenity rooftop areas.
- introducing a building form and materiality that will enhance visual interest and positively contribute to the streetscape along Holland Avenue.

The proposed development conforms to Section 4.11 of the Official Plan, and will function as an example of a quality mixed-use development that contributes to the evolving character of this portion of Holland Avenue towards the Official Plan’s vision for lands designated Mixed Use Centre.

4.3 Draft New Official Plan

The Planning Rationale addresses how the proposal will conform to the general intent and purpose of the new Official Plan.

.4 WELLINGTON STREET WEST SECONDARY PLAN AND GUIDELINES

The site is subject to the Wellington Street West Secondary Plan (SP), which is a subsidiary plan that serves to provide strategic planning direction to guide future growth and redevelopment of lands that are along and in close proximity to Wellington Street West.

Schedule A - Land Use of the SP designates the site as Mixed-Use Centre, which reflects the site’s land use designation from Schedule B of the parent Official Plan. The below SP excerpts are relevant to the proposal and consist of general and area-specific policies.

Section 11.3.1 General Mainstreet Policies states the following:
General

3. New buildings over four (4) storeys within the Traditional Mainstreet and Mixed-Use Centre areas shall incorporate architectural articulation and details to form a two (2) to three (3) storey base to ensure compatibility with the existing low rise, human-scale buildings in order to be consistent with the built form vision for these areas.

The proposed design consists of segmented massing along the front facade which has the effect of achieving a visually appealing architecture while maintaining an appropriately human-scaled base from the street. This architectural approach provides a desirable contrast from traditional podium designs consisting of flush and mundane walls, and therefore provides a compatible fit into the evolving streetscape, which itself consists of a vibrant mix of architecture, especially along the west side of Holland Avenue.

Section 11.3.4 Parkdale Park Area Policies states the following:
Mixed Use Centre Area
Land Use

7. The ground floor area of commercial uses proposed by new infill development shall be comparable to nearby main street areas to support small-scale commercial operations and to discourage large format retail uses.

The proposed ground floor area of the single non-residential unit is appropriate for supporting small-scale commercial operations, and is intended to accommodate one of the site’s existing restaurant uses. The proposed mixed-use development conforms to the general intent and purpose of the Wellington Street West Secondary Plan.

Urban Design Guidelines

The purpose of the City’s Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the city. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to, promote quality design and consistency throughout the city.

The proposal is subject to the Transit-Oriented Development Guidelines, with a review of the relevant guidelines provided below.

5.1 TRANSIT-ORIENTED DEVELOPMENT GUIDELINES

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate Transit-oriented development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, which includes the subject site, as it is located an approximately 400 metre walking distance from Tunney’s Pasture Station.

The Transit-Oriented Development guidelines cater mostly to development within nodes surrounding transit stations, where the built environment and vision of redevelopment typically looks to achieve higher densities and more compact built form. Although the site is within a Mixed Use Centre and is in proximity to a rapid transit station, the level of intended intensification for the site, as directed by zoning and Official Plan policies, currently provides for mid-rise redevelopment up to 6 storeys.

.5 ZONING INFORMATION

Refer to chart below for a description of zoning information.

Zoning Information: MC16 H(20)			
City of Ottawa Consolidated Zoning By-law 2008-250			
Proposed 8 Storey Mixed-Use Building			
Zone Provisions	Required	Proposed	Variance Required
Mixed-Use Centre Zone, Subzone 16 (Sections 191-192)			
Minimum Lot Area (m ²)	No minimum	724.7	No
Minimum Lot Width (m)	No minimum	22.86	No
Minimum Front Yard (m)	No minimum Above 3th floor - 2m	GF - 5m 2th to 4th - 3m 5th to 9th - 5m	No
Minimum Interior Side Yard Setback (m)	No minimum	0.2m on South & 0.1m on North	No
Minimum Rear Yard Setback (m)	Floors 1-3 - 3m Floors 4-9 - 7.5m	Floors 1-4 - 5.1m Floors 5-9 - 7.1m	Yes
Maximum Building Height (m)	20m	27.2m	Yes
Maximum Floor Space Index	No maximum	N/A	No
Parking Requirements (Section 100-114)			
Minimum Parking Space Rates (Area Z)	0	0	No
Visitor Parking (Below Grade, 0.1 spaces per unit after the first twelve units)	2	4	No
Bicycle Parking (Below Grade, 0.5 spaces per unit)	25	28	No
Amenity Area (Section 137)			
Minimum Total Amenity Area (sq.m) (6 sq.m. per dwelling unit)	300m ²	442m ²	No
Minimum Communal Amenity Area (sq.m) (50% of total required amenity)	150m ²	Communal = 150m ² Private = 292m ²	No
General Information			
Unit Breakdown			
Number of Studio Suites	3		
Number of One Bedroom Suites	34		
Number of One Bedroom plus Suites	0		
Number of Two Bedroom Suites	13		
TOTAL	50		

.1 THE SITE

The subject property 91-93 Holland is an east west site located on the east side of Holland Ave between Armstrong Street and Wellington Street west. 93 Holland has approximately 15.2m frontage along Holland Ave and 91 Holland has approximately 7.6m of frontage cumulating to a total of 22.8m of frontage. Both properties have a depth of approximately 31.7m and the site is approximately 722.6 m² in area. The existing construction on the subject site are two 2-storey houses, presently occupied by restaurants. The site is current zoned as "MC16 H20" – Mixed Use Centre Zone, Subzone 16, Height Restriction of 20m

.2 COMMUNITY CONTEXT

The subject property and its immediate surrounding are designated as Mixed Use Centre Area in the Official Plan. Holland Ave, north of Wellington Street West, acts as a threshold, the west side designated General Urban Area, while the east side is designated Mixed Use Centre. This west side of Holland Ave is primarily small scale single family homes or renovated duplexes and triplexes. The east side is primarily former single family homes, redesigned as restaurants and offices, with apartment towers closer to Wellington Street (13 storey) and to Scott Street (9 storey).

Within the immediate context of the subject site there are a few mid and high rise development projects of 9-12 stories along Holland Ave to the south, and low rise residential areas predominately to the west, north and east. The broader area contains retail / commercial and residential type uses and buildings.

The surrounding residential neighbourhoods to the west and southwest are designated "General Urban Area", which permits a full range of housing types in combination with conveniently located local employment, service, cultural, leisure, entertainment and institutional uses. Because of the broad nature of this designation, the Zoning By-law details more specific lists of permitted uses and development regulations in order to achieve more appropriate land uses and built forms and overall compatibility. The surrounding neighbourhoods to the north and northeast are designated "Mixed Use Centre" which is intended as an area with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. Presently, the area designated mixed use is dominated by single family homes, renovated to multi-unit residential, retail and office functions.

New development must relate to existing community character, and build upon desirable, established patterns and built form. Residential intensification should help to achieve a balance of many types and tenures to provide a full range of housing and a variety of demographic profiles

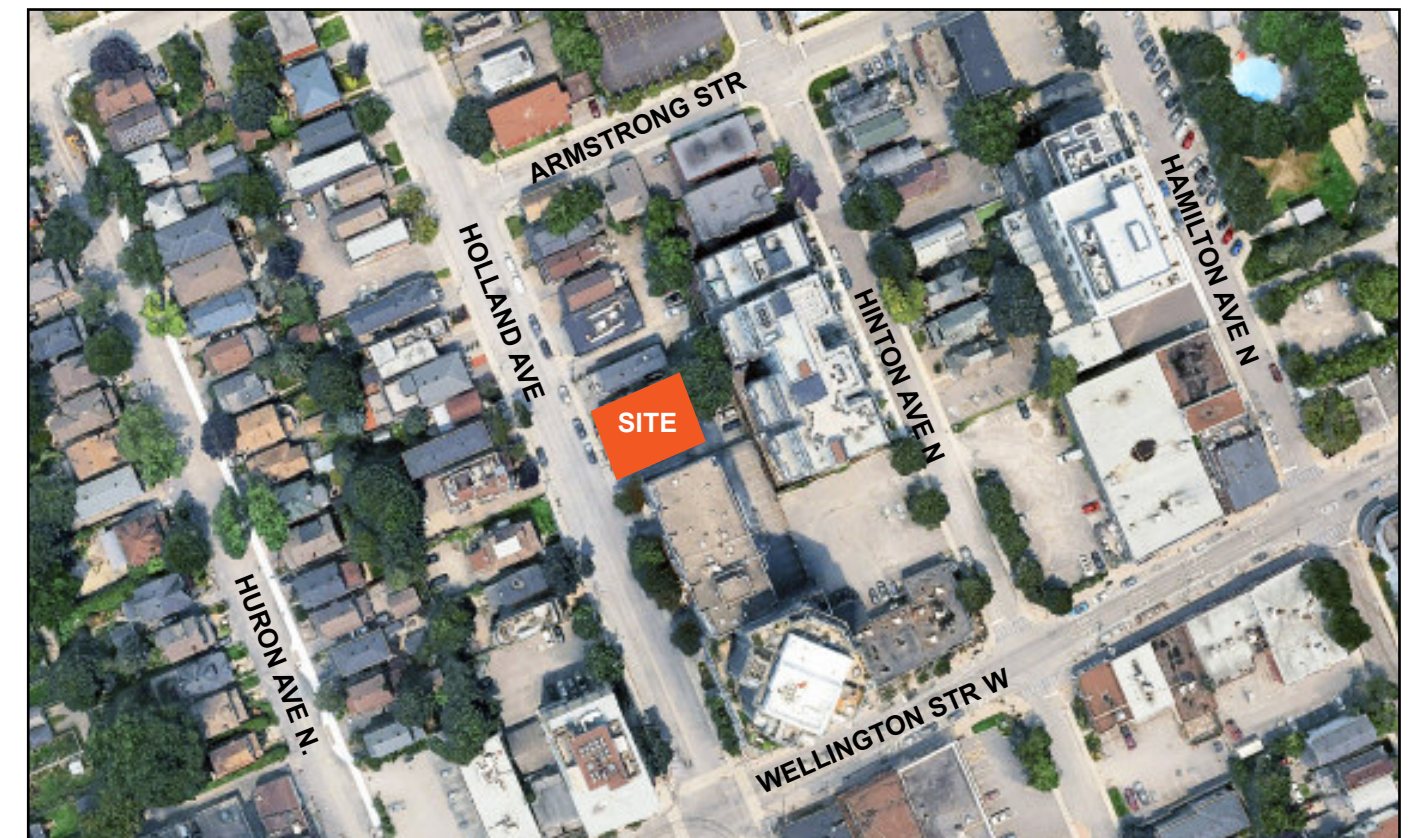
.3 91-93 HOLLAND AVENUE

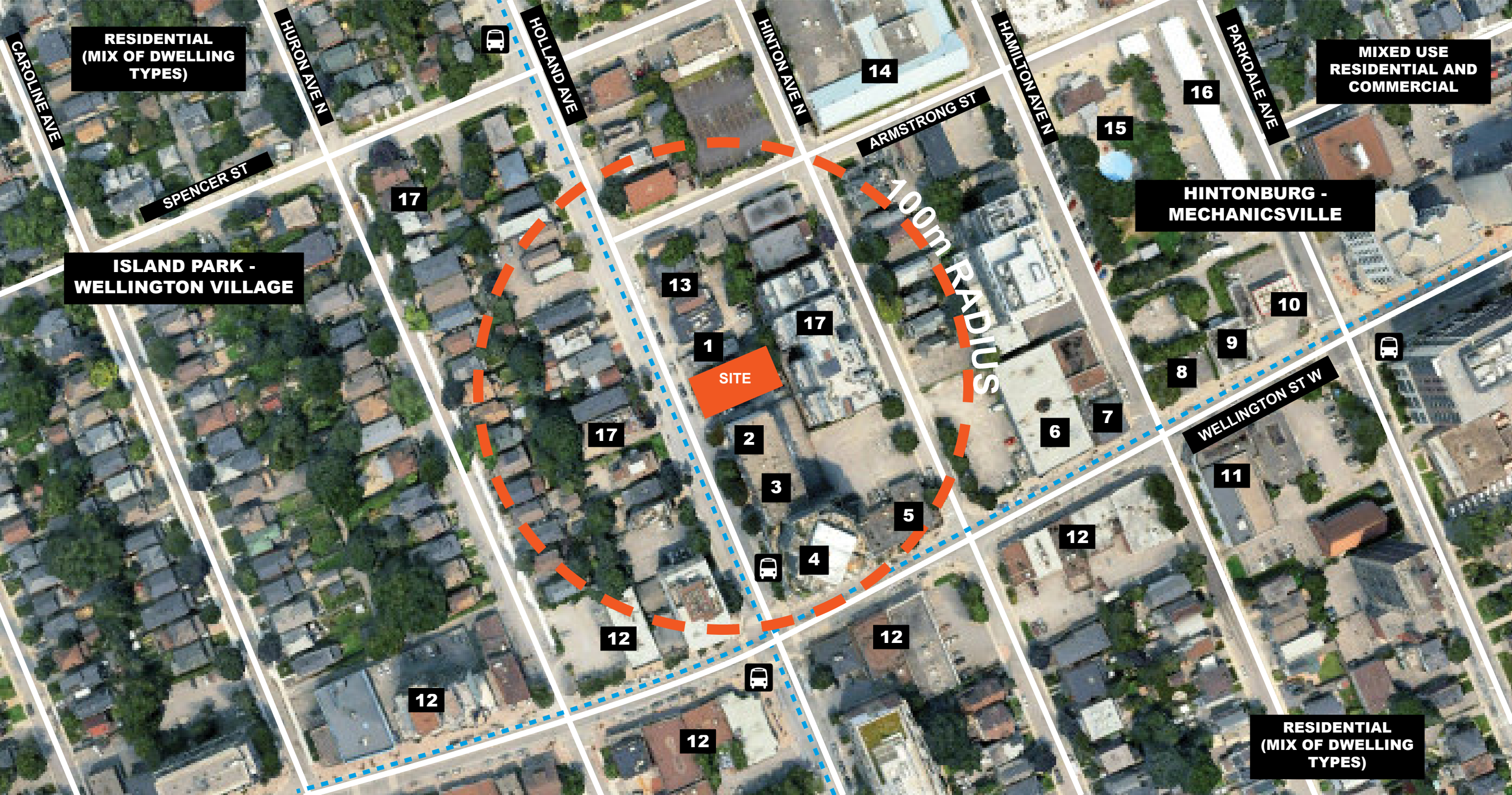
Bordering the site to the west is Holland Ave which has a north-south orientation and operates as a collector road and a spine route for cyclists. The site is located on a rectangular city block bounded by Armstrong Street to the north and Hinton Ave N to the east, and Wellington Street W to the south.

Holland Avenue is designated as a Collector road within the City's Official Plan. The site is within 600 meters of the Tunney's Pasture Transit Hub, which will continue to alter traffic patterns over time as the LRT is expanded,, and characterize the evolution of the long term uses of the immediate context of the area.

The site is also in close proximity to the Wellington Street West core commercial district - a node of community activity. This, coupled with the site's proximity to the Tunney's Pasture Transit Hub and Light Rail Station provides an opportunity for the redevelopment on several underutilized properties. New development should be encouraged to incorporate animated and activity-generating land uses, buildings and spaces that take advantage of its transit access.

Figure 1





LEGEND

- 1. PLASTIC SURGERY CLINIC
- 2. CHIROPRACTOR CLINIC
- 3. GREAT ESCAPE OUTFITTERS (9 STOREYS)
- 4. GREAT CANADIAN THEATRE COMPANY (12 STOREYS)
- 5. ROYAL OAK RESTAURANT AND BAR

- 6. OTTAWA PUBLIC LIBRARY - ROSEMOUNT LOCATION
- 7. WEST PARK BOWLING LANES
- 8. HAIR SALON
- 9. MAP STORE
- 10. PETROCAN STATION
- 11. CORNERSTONE HOUSE OF REFUGE APOSTOLIC CHURCH

- 12. RESTAURANTS AND RETAIL
- 13. RESTAURANTS
- 14. 6 HAMILTON STUDIOS AND SHOPS
- 15. PARKDALE PARK
- 16. PARKDALE MARKET
- 17. NEW 7 STOREY RESIDENTIAL

--- CYLCING SPINE ROUTE

 BUS STOP



KEY PLAN



1- VIEW FROM WELLINGTON ST W x HOLLAND AVE, LOOKING NORTH



2 - VIEW FROM HOLLAND LOOKING NORTH



3 - VIEW FROM HOLLAND LOOKING NORTH AT SITE



4 - VIEW FROM HOLLAND LOOKING SOUTH

.5 STREET VIEW CONTEXT IMAGES



.6 AERIAL VIEW FROM SOUTH-WEST



.7 AERIAL VIEW FROM NORTH WEST

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.8 AERIAL VIEW FROM SOUTH-EAST



.9 AERIAL VIEW FROM NORTH EAST

SECTION 2



.1 BUILDING MASSING - VIEW FROM SOUTH-WEST



.2 BUILDING MASSING - VIEW FROM NORTH-WEST

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.3 BUILDING MASSING - VIEW FROM NORTH-EAST

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.4 BUILDING MASSING - VIEW FROM SOUTH-EAST

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.5 BUILDING PERSPECTIVE - FRONT VIEW

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.6 BUILDING PERSPECTIVE - OBLIQUE VIEW FACING SOUTH-EAST

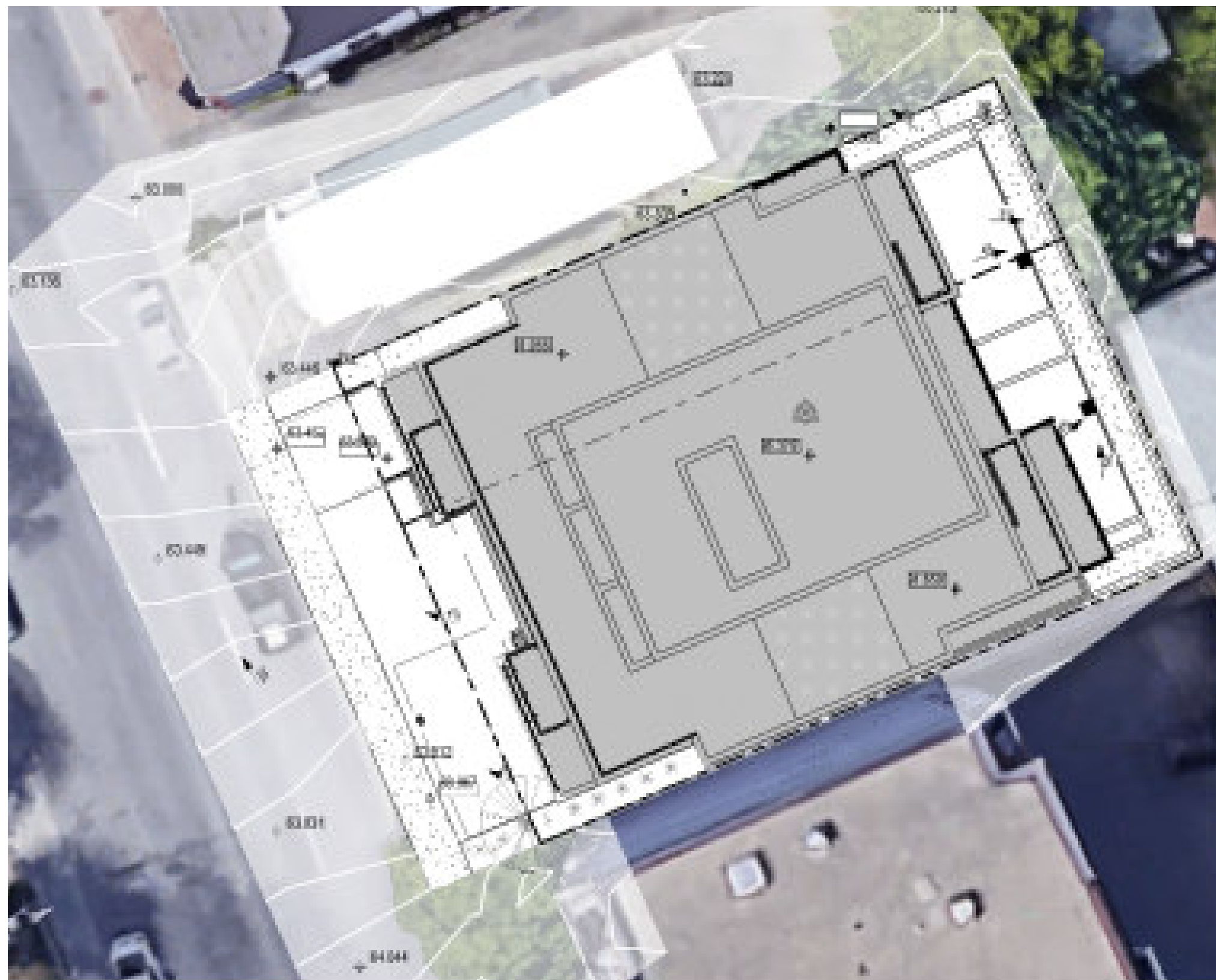
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.7 BUILDING PERSPECTIVE - OBLIQUE VIEW FACING NORTH -WEST

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- Grey area indicates extent of building including balconies, overhangs and permitted projections.
- Grades shown are approximate only for illustrative purposes. For precise proposed grades, refer to grading and drainage plan from Ainley.
- Primary grade-level drainage to be achieved through internal catch basins within the rear yard and drainage toward the street at the front yard. The building abuts its neighbour to the south directly and to the north, the drainage on the shared drive aisle/easement will be largely retained in its current configuration. For greater detail refer to the drainage plan from Ainley.

.9 BUILDING GRADING



OPTION 1



OPTION 2



OPTION 3



OPTION 4



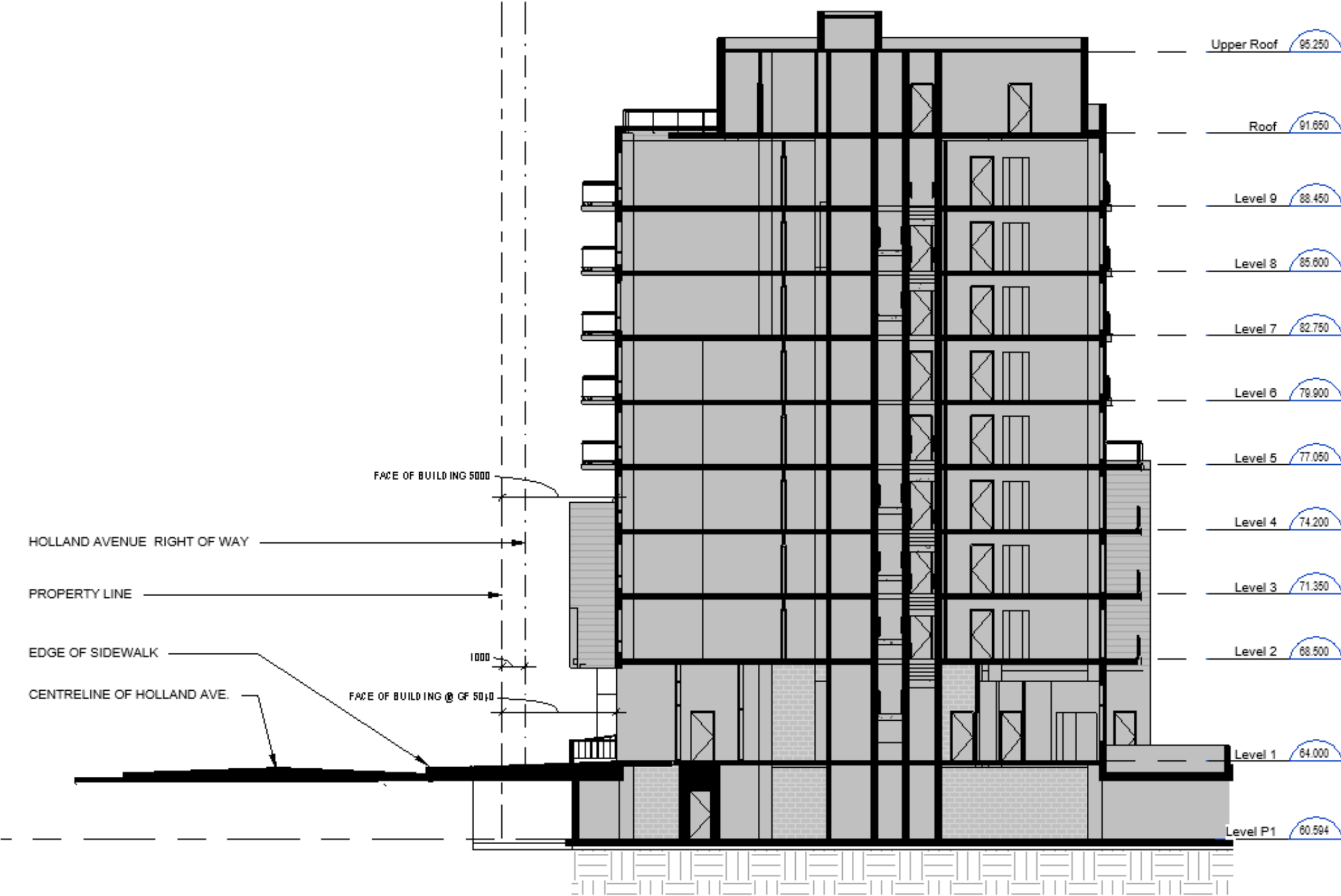
OPTION 5

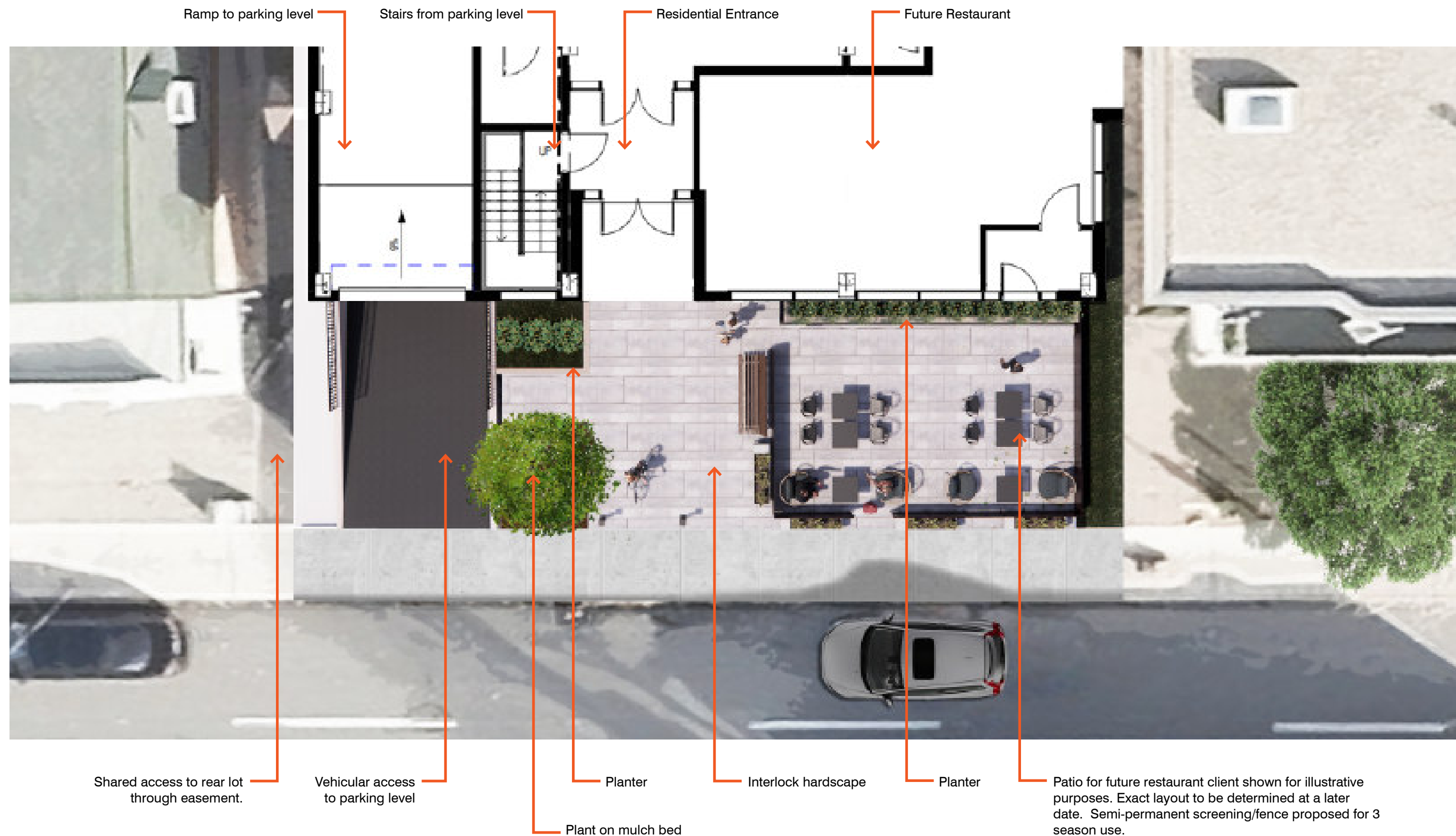


OPTION 6

These options are previous design ideas that were studied before arriving at the current design.

.10 PRELIMINARY DESIGN IDEAS





.2 RELATIONSHIP TO PUBLIC REALM

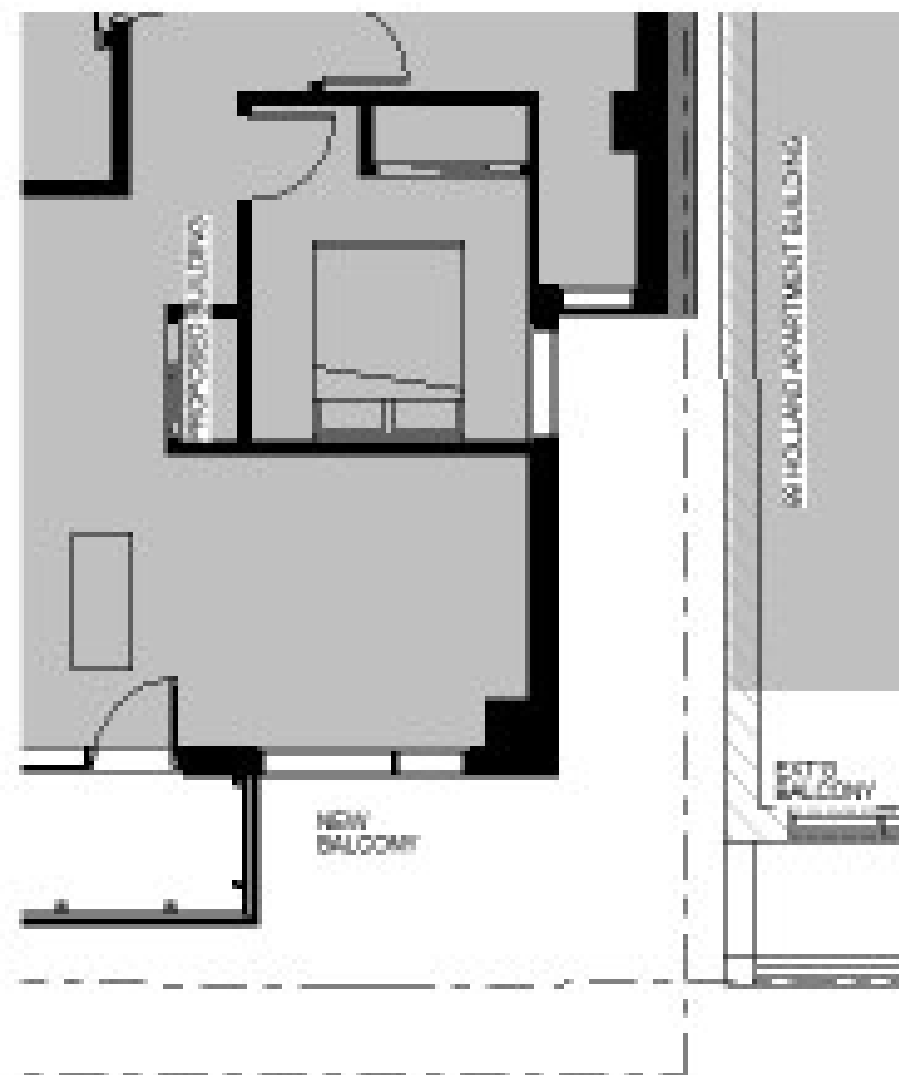
Elevations shown for 99
Holland are approximate



1

ELEVATION - BALCONY RELATIONSHIP WITH 99 HOLLAND

DSK-13



2

FLOOR PLAN - BALCONY RELATIONSHIP WITH 99 HOLLAND

DSK-13

.3 RELATIONSHIP TO BALCONIES AT NEIGHBOURING PROPERTY 99 HOLLAND

The proposed development was designed as mid-rise 9 storey building with rooftop amenity space. The segmented design breaks up the volume of the building into a language more in keeping with the scale of the surrounding community.

The articulated main facade facing Holland Ave interplays projecting volumes and materiality, with glazed expanses which seem to slide and shift along the face of the building. The palette of white metal panel and horizontal grey panel provide a clean, modern aesthetic complimentary to the new construction in the area, with an eye toward the further development and intensification of Holland Ave, as a major access route to the LRT station at Tunney’s Pasture.

At the street level, large glass windows for the future restaurant tenant will allow for a vibrant interaction between interior and exterior. A proposed 3-season patio with semi-permanent screening and planting would occupy much of the front yard. The restaurant would have its own entrance clearly visible from the street, while the apartment entrance will be recessed into the building, for added security and protection of occupants. Access to the parking level is provided, with fencing to protect pedestrians. The entire front yard will be landscaped with a combination of hardscape with interlock, and softscape, and planters. Refer to landscape plan on page 43.

The southern facade will abut the neighbouring building directly, with recessed balconies facing Holland Ave and the rear of the building. A full balcony study has been completed which demonstrates that the proposed balconies will not overlap the existing balconies at 99 Holland. Refer to elevation and plans on page 28 of this document. The proposed balconies, though limited in their sightlines, provide essential private outdoor space for the tenants of the proposed development.

The rear (west facing) facade borrows from the language of the street-facing facade, with modular projecting volumes and a similar interplay of shifting and sliding glazing across the recessed field of the facade.



The north facade faces projects over the shared easement, by agreement between the property owners. Balconies face the front and rear of the property, with a central vertical band with a shifting interplay of grey and white panels for visual interest.

The rear lot includes two small private outdoor areas for the rear ground floor residential tenants, with perimeter exiting for the parking levels, also provided. Rear grade level amenity was considered but ultimately not feasible given the privacy concerns for the ground floor tenants.

The material palette will be a combination of light grey linear panel for the projecting volumes at the east and west facades, with white metal panel for the remainder of the building. The ground floor will be white brick for added durability. Glazing and Spandrel panels in the multi-storey curtain wall configuration will be back-painted glass in a steel blue-grey, and the balcony railings will be fully transparent glass.

Exterior lighting will be accomplished through luminaires installed under the projecting soffits with lighting incorporated into the recessed soffit to highlight the main entrance. The restaurant will incorporate illuminated signage, and the outdoor patio will be lit with a combination of semi-permanent 3-season string lights, and lighted bollards. The rear exit path will also be lit with bollards to minimize the disturbance of the residential occupants of both the subject property and the neighbouring lots. The shared easement will be lit from the underside of the projecting soffit, with lights activated by motion sensor.

The rooftop level includes both a mechanical room, and elevator lobby with a full glass facade facing the favourable views toward Holland Ave. The outdoor rooftop amenity area will be on the west side of the building facing the street. Green roofs are proposed to the north and south of the rooftop, able to be appreciated by users of the amenity space. The mass of the rooftop enclosures will be a light grey metal finish so as to visually recede from view. The mechanical equipment will be largely located within the mechanical room on the rooftop level, and equipment not able to be located within the room will be screened from the view at the rear of the building with light grey metal louvers. The design of the building incorporates the rooftop parapets visually into the massing of the projecting volumes, which contribute visually to the overall design of the building.

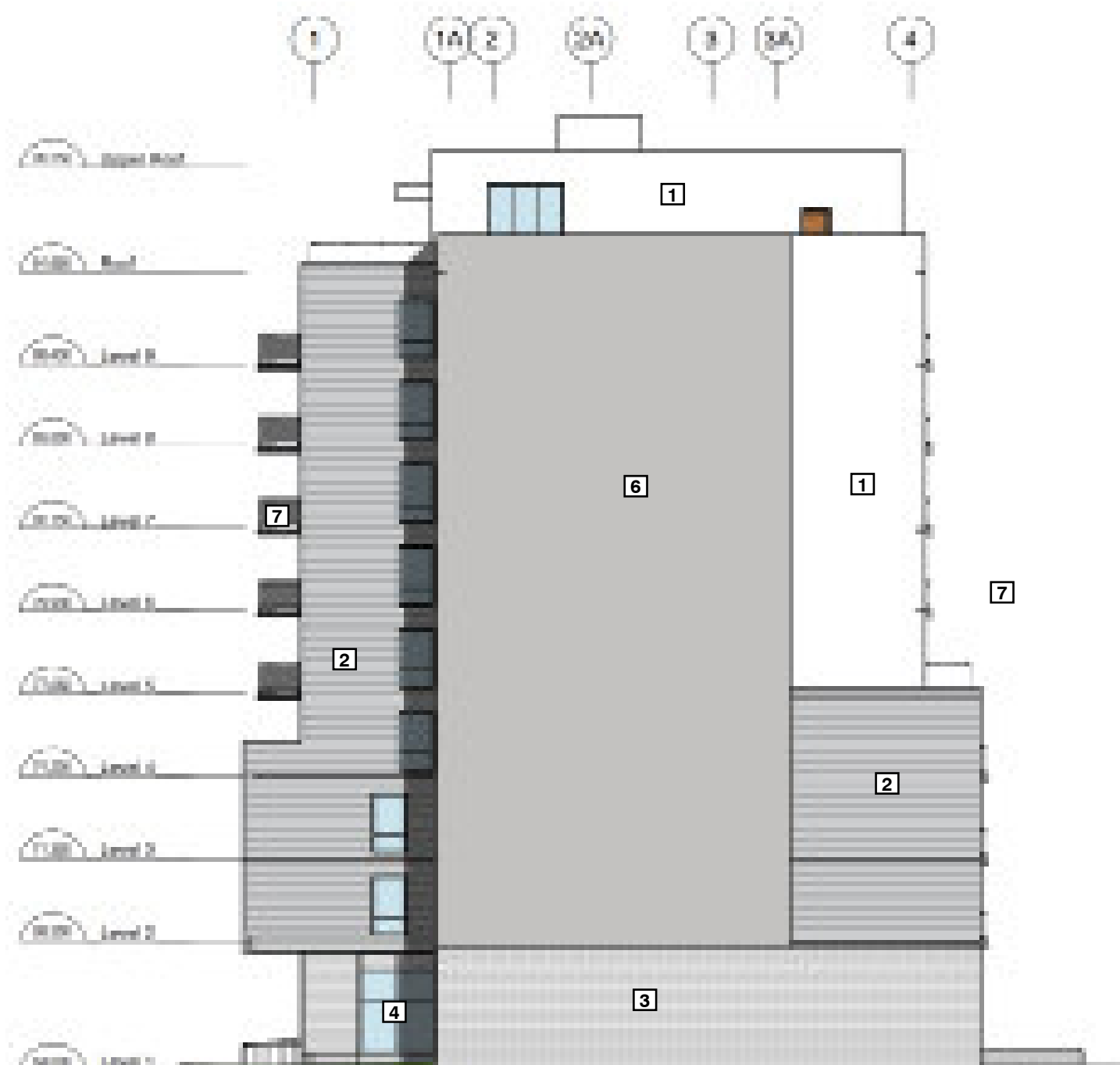
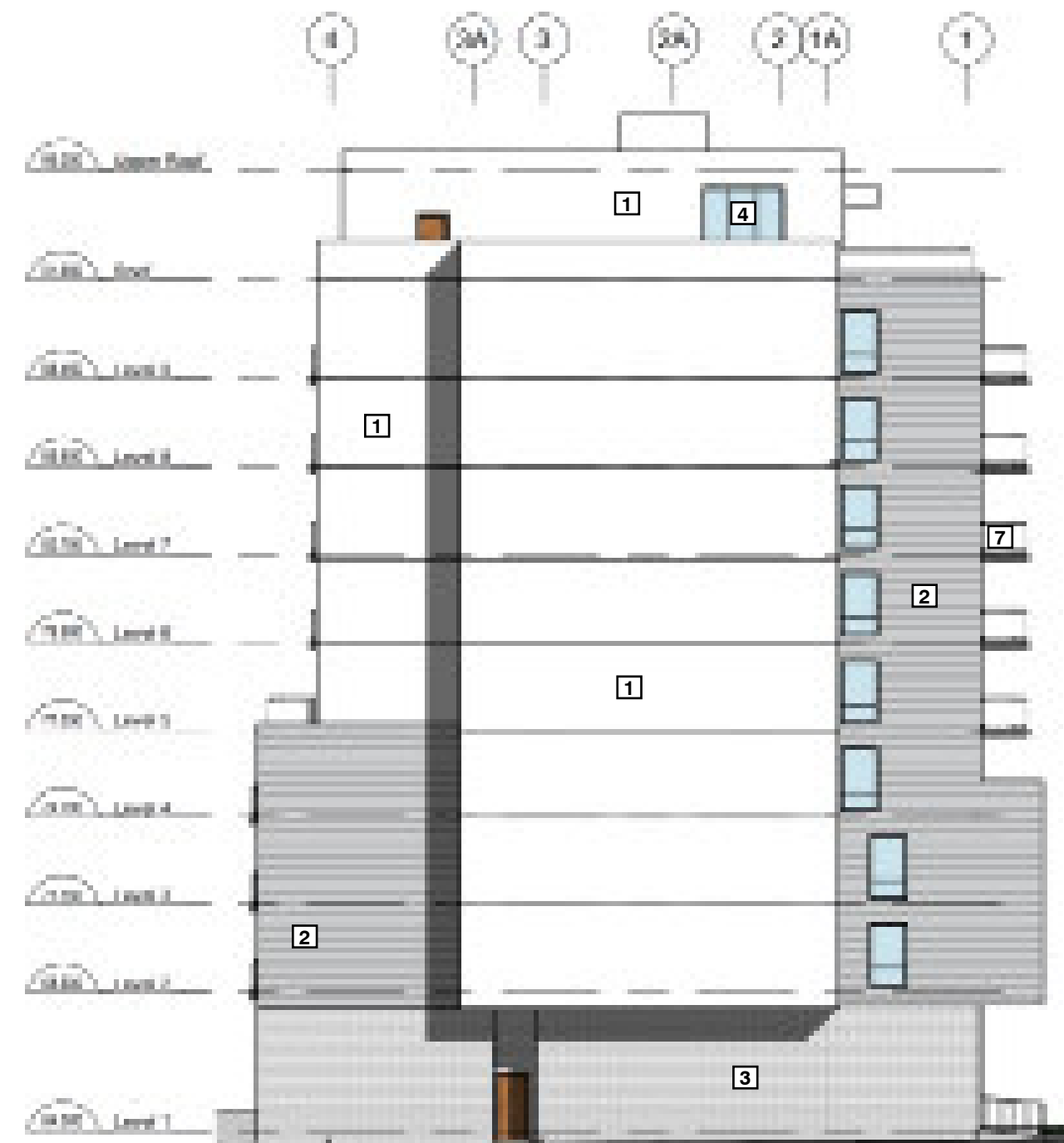
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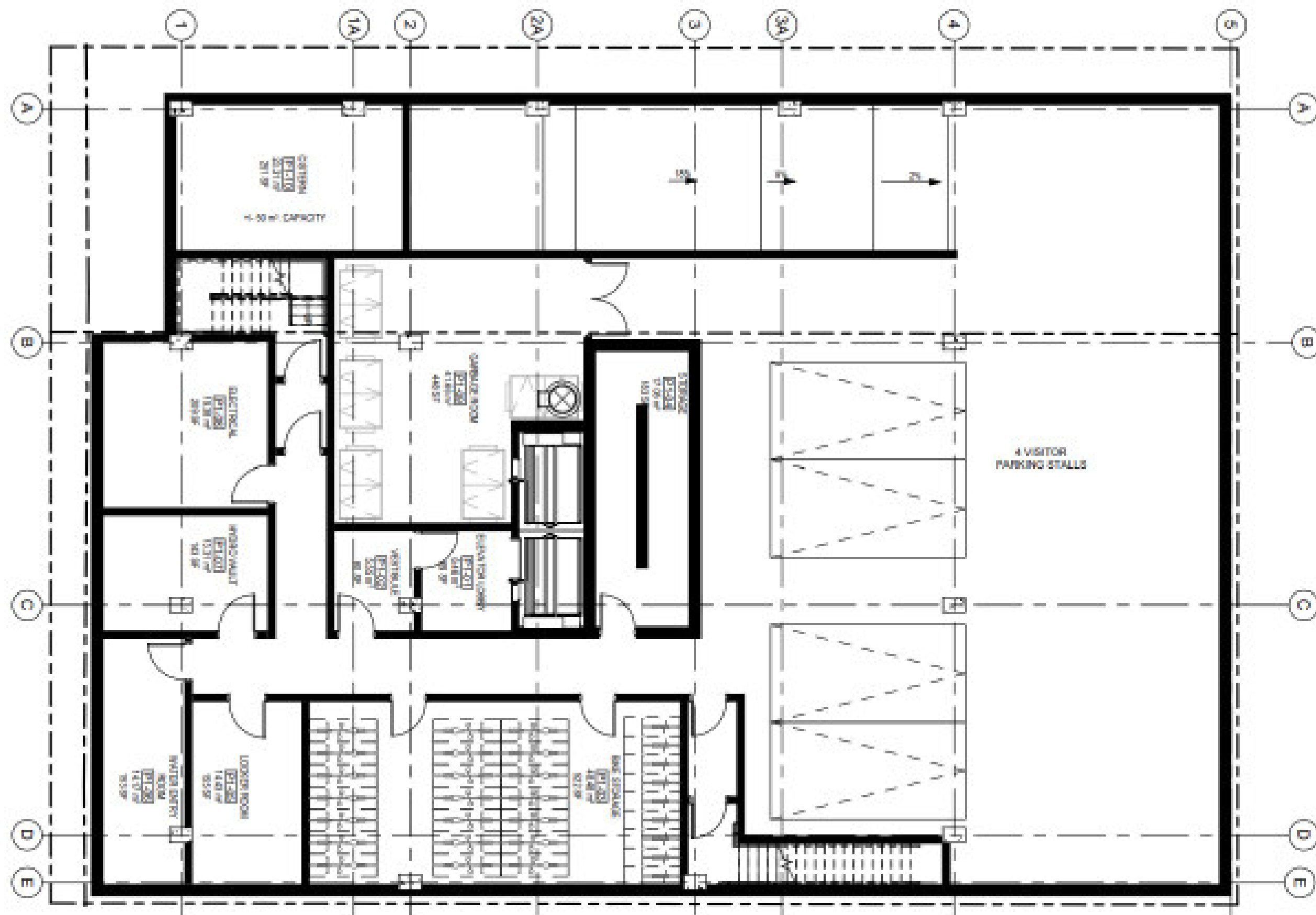
1. ALUMITEX WHITE METAL PANEL
2. HORIZONTAL GREY PANEL
3. WHITE BRICK
4. GLAZING
5. VERTICAL ALUMITEX GREY & WHITE PATTERNED METAL PANELING
6. GREY METAL PANELING
7. BALCONY GUARD (GLAZED)

**East Elevation****West Elevation (Front Facade)****.2 WEST + EAST ELEVATIONS**

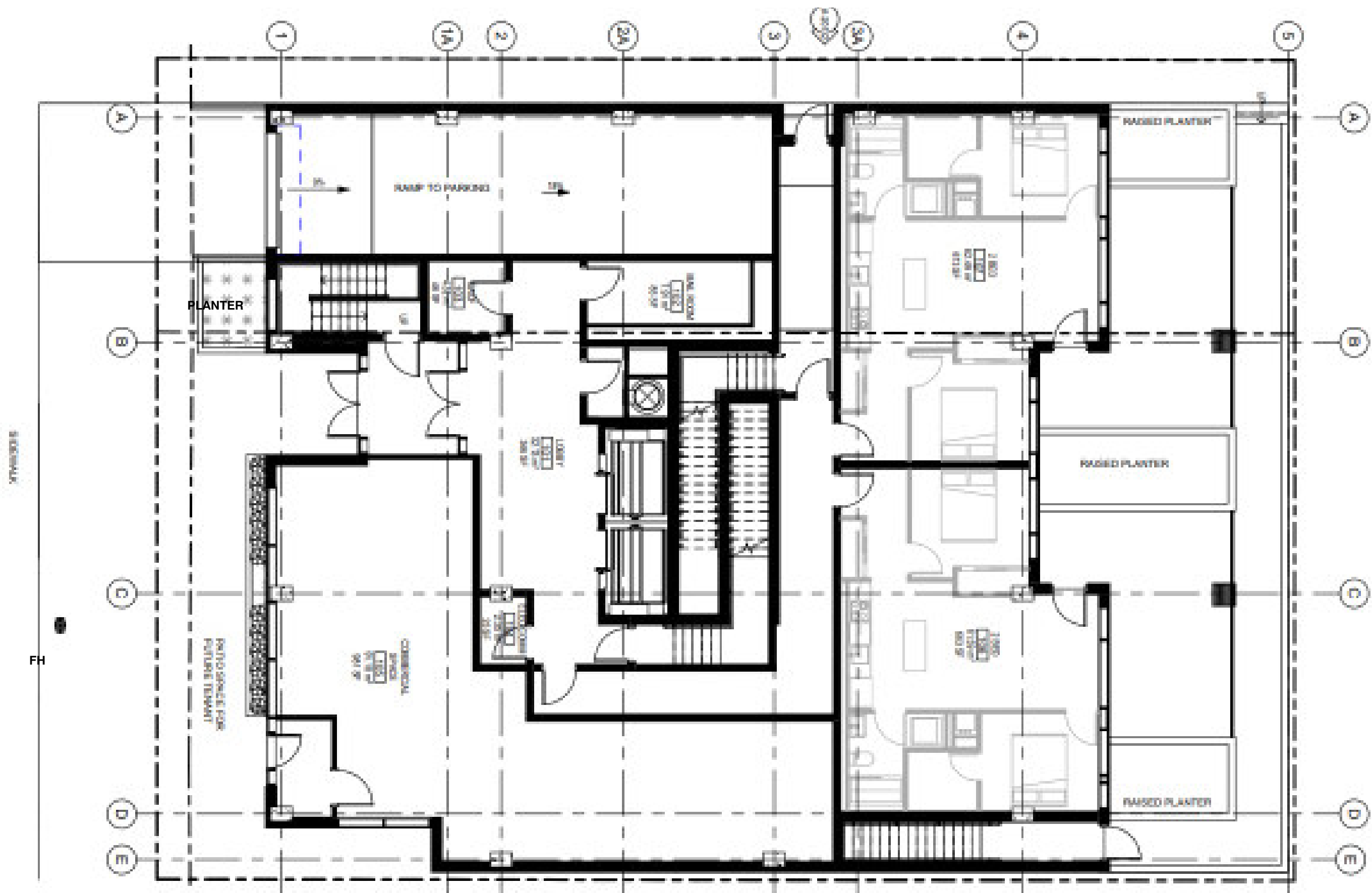
LEGEND

1. ALUMITEX WHITE METAL PANEL
2. HORIZONTAL GREY PANEL
3. WHITE BRICK
4. GLAZING
5. VERTICAL ALUMITEX GREY & WHITE PATTERNED METAL PANELING
6. GREY METAL PANELING
7. BALCONY GUARD (GLAZED)

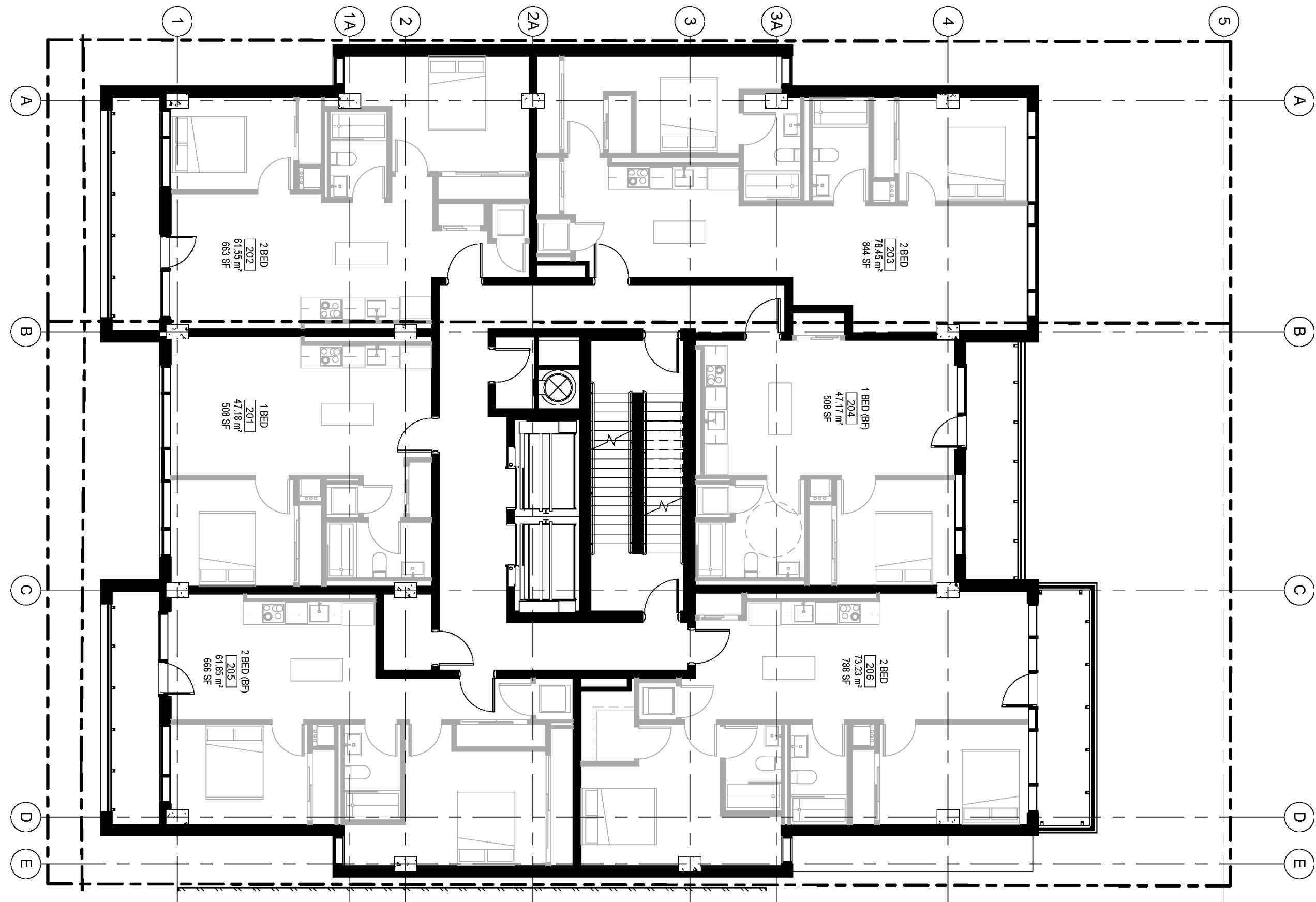
**South Elevation****North Elevation****.3 NORTH + SOUTH ELEVATIONS**



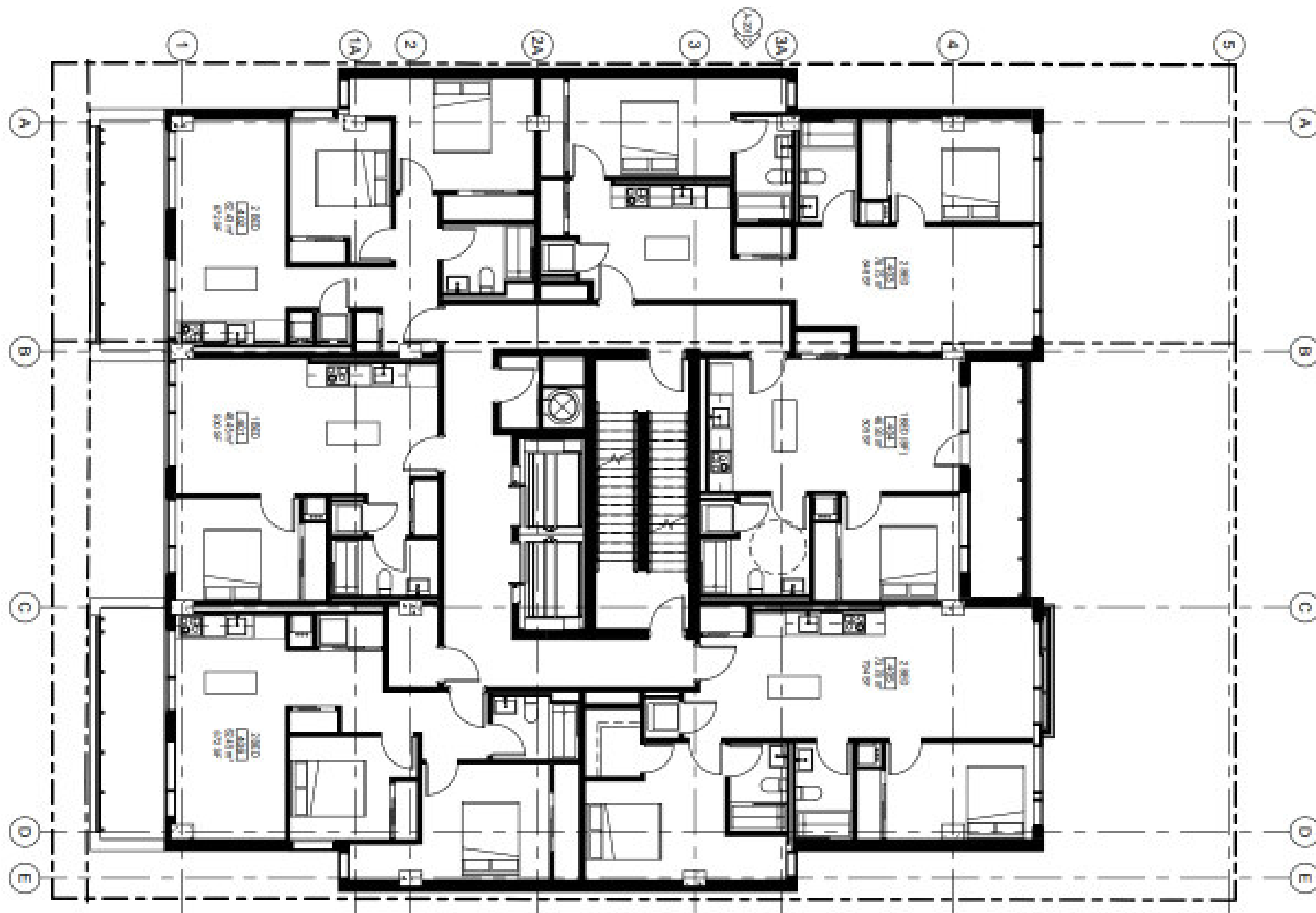
.4 LEVEL P1 FLOOR PLAN



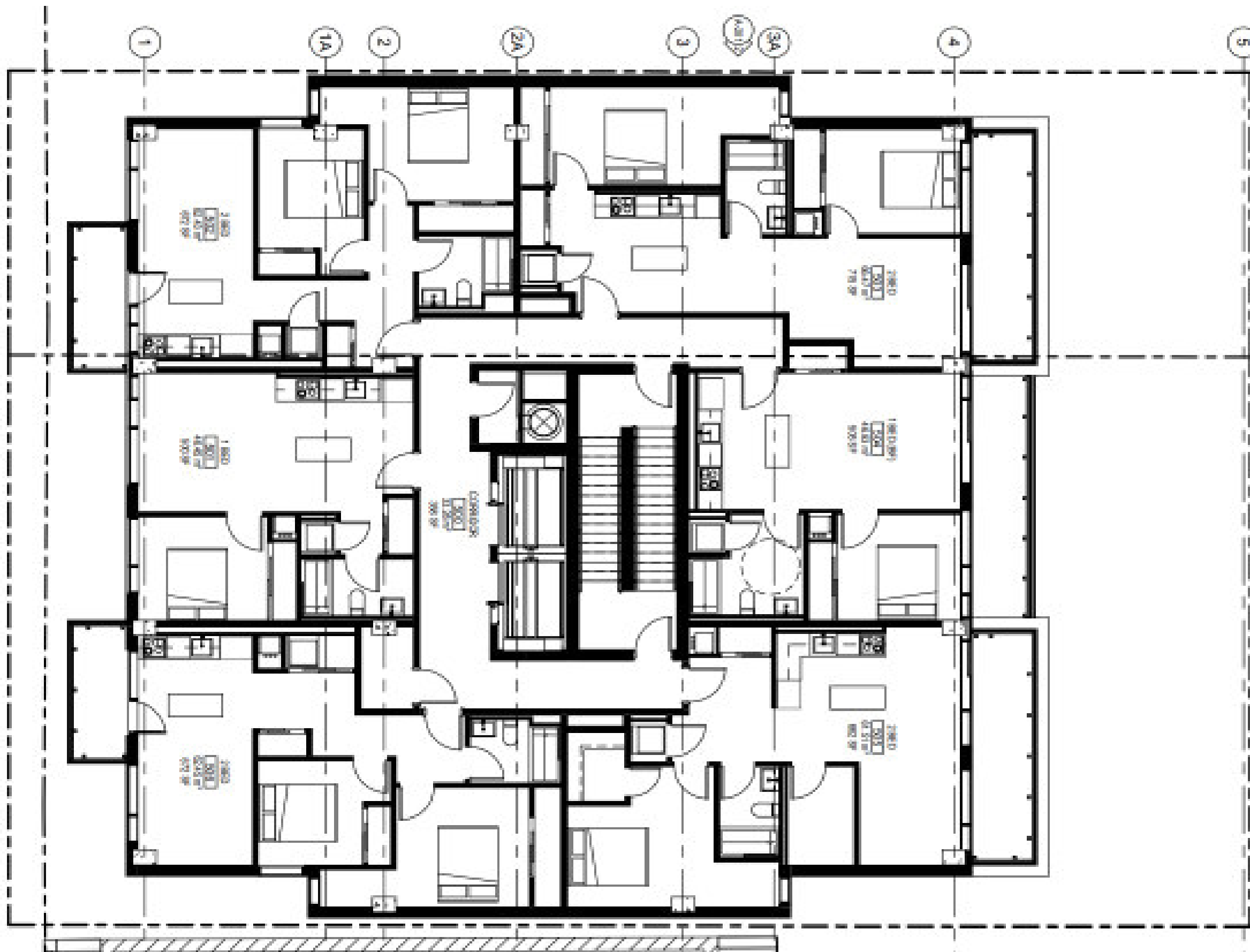
.5 GROUND LEVEL FLOOR PLAN



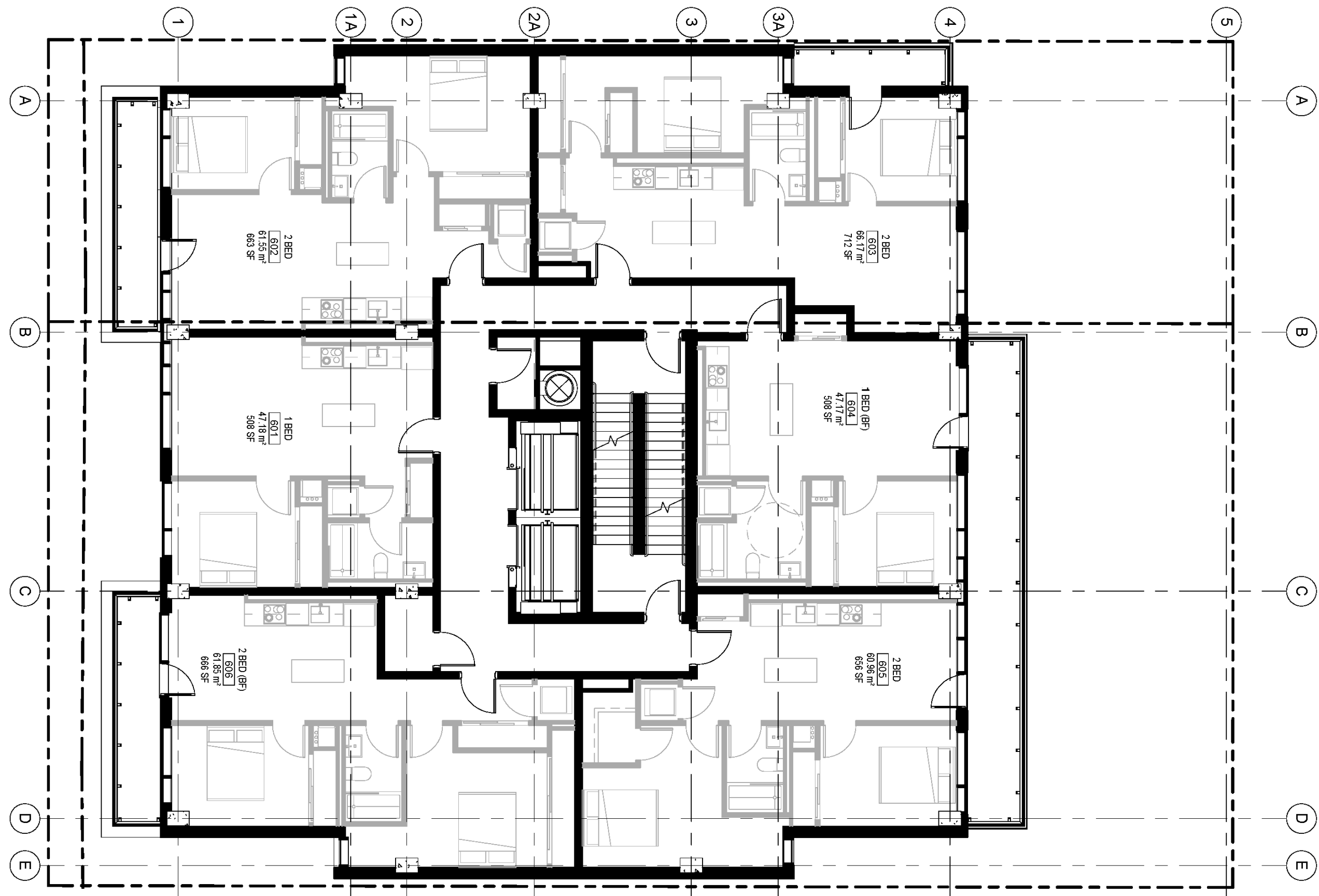
.6 LEVEL 2 FLOOR PLAN



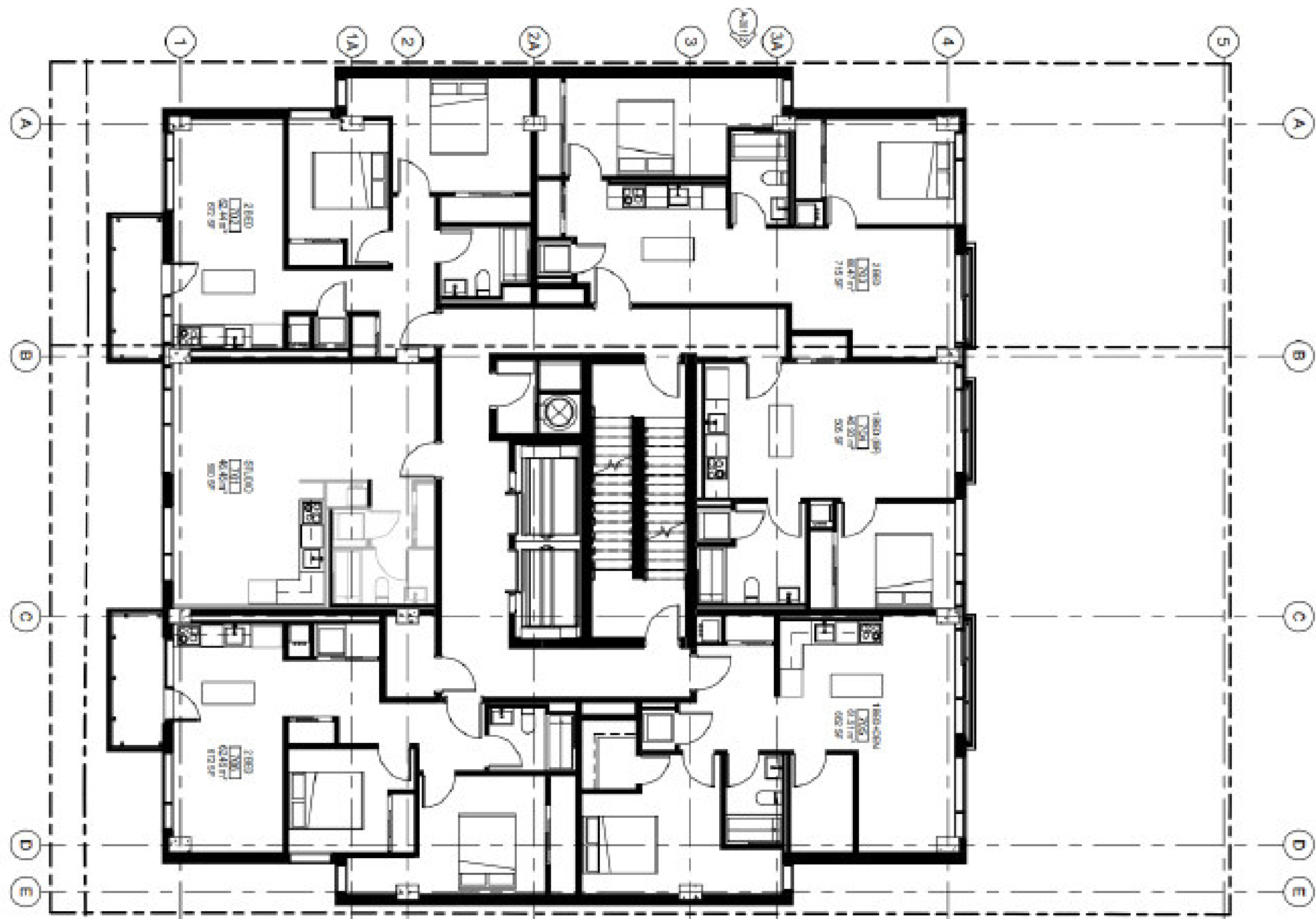
.8 LEVEL 4 FLOOR PLAN



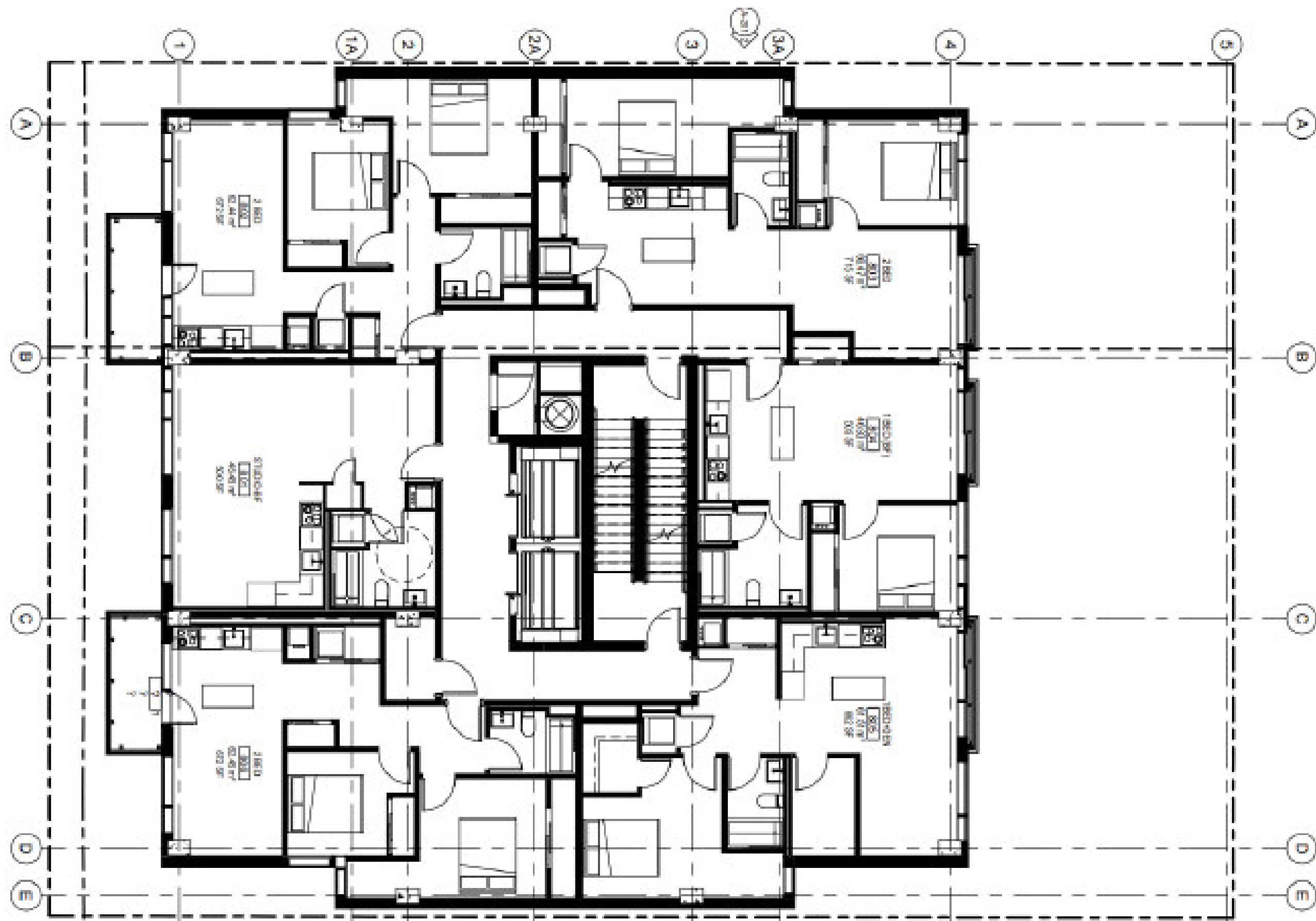
.9 LEVEL 5 FLOOR PLAN



.10 LEVEL 6 FLOOR PLAN



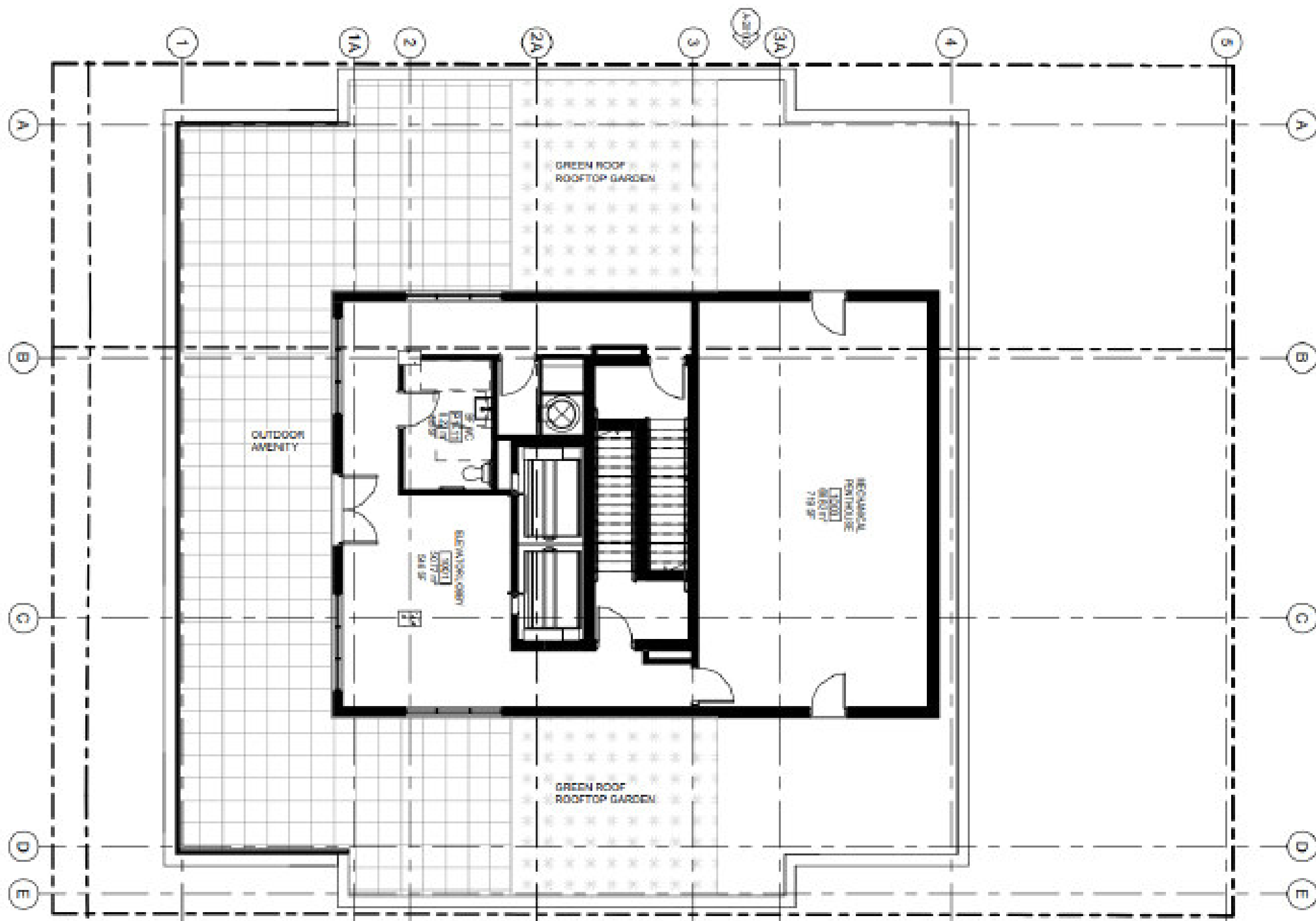
.11 LEVEL 7 FLOOR PLAN



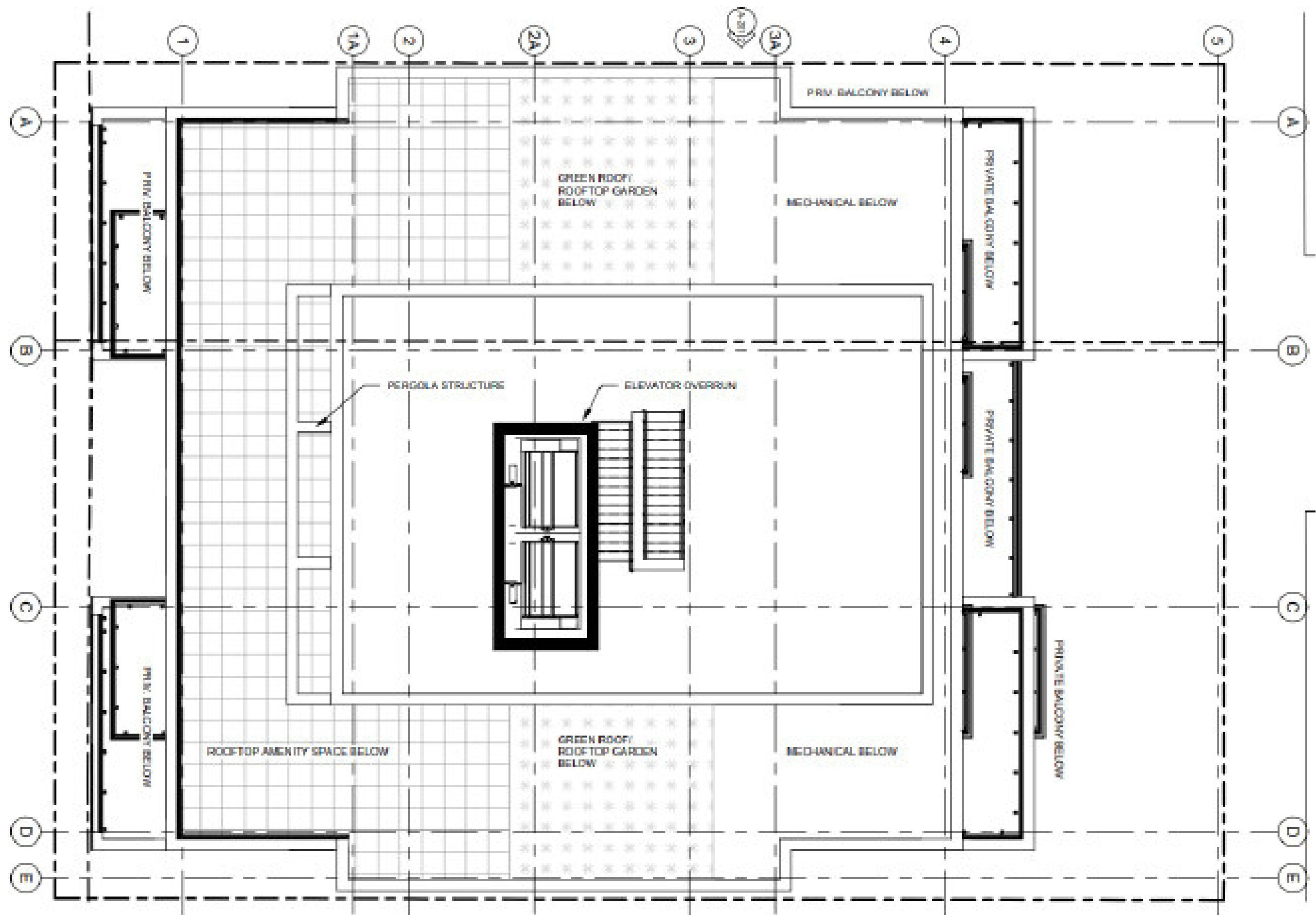
.12 LEVEL 8 FLOOR PLAN



.13 LEVEL 9 FLOOR PLAN



.14 TERRACE LEVEL FLOOR PLAN



.15 ROOF LEVEL FLOOR PLAN

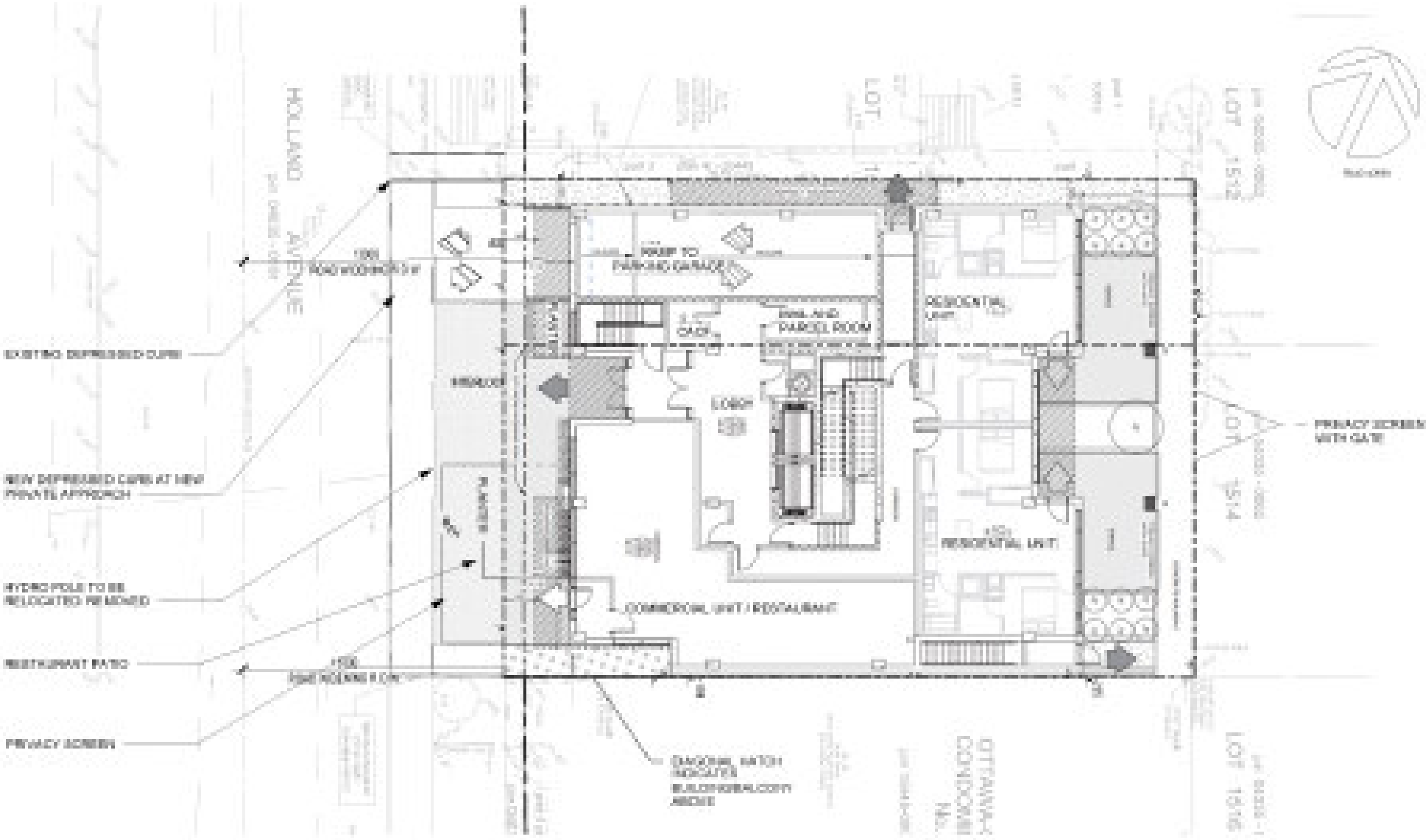
While not seeking LEED designation at this time, the proposed development plans to address several different avenues for sustainability. As a mixed use apartment building, the client intends to own the building as the future Landlord of the development. The client is therefore interested in durable, long lasting construction which naturally contributes to sustainable principles, as compared to the quick, cheap construction characterized by so many condominium developments.

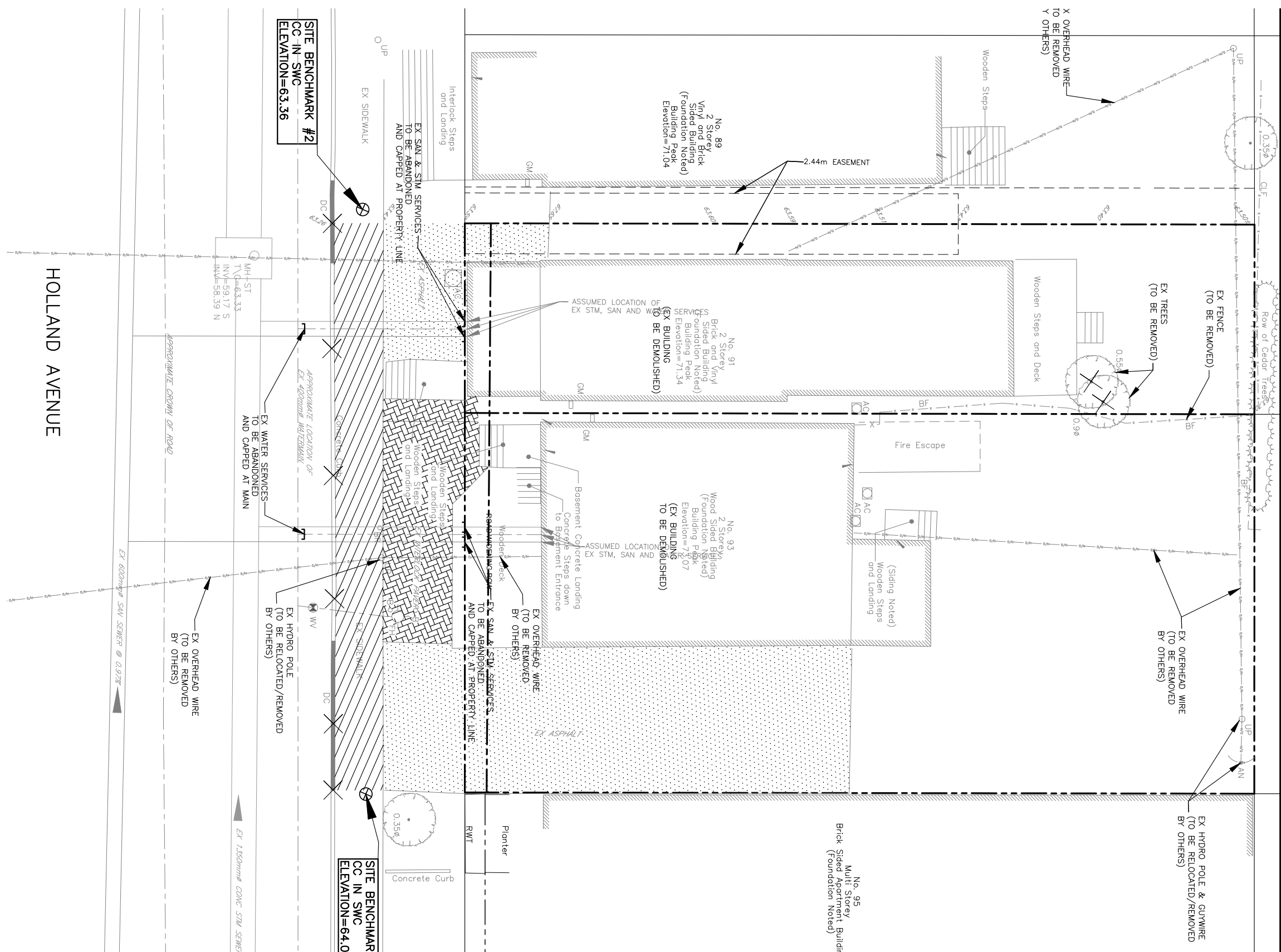
The development provides only the required visitor parking in the underground level and otherwise aligns with the city's efforts to encourage alternative means of transportation for residential tenants. 100% of bike storage is provided within a secure bike room in the basement, accessible from the exterior by the vehicular ramp.

A large rooftop amenity area will include a green roof space, which will offset urban heat sink. Unoccupied and Mechanical roofs will be specified with white ballast/membranes to reflect the heat from the conditioned space, and roof pavers will be selected to balance light reflectivity with occupant comfort.

The client plans to explore additional sustainability approaches including grey water recycling from the stormwater cistern, as well as photovoltaic enabled glass guardrails, windows and spandrel panels. At this time, the client is still reviewing the feasibility of these proposals and has not committed to implementation.



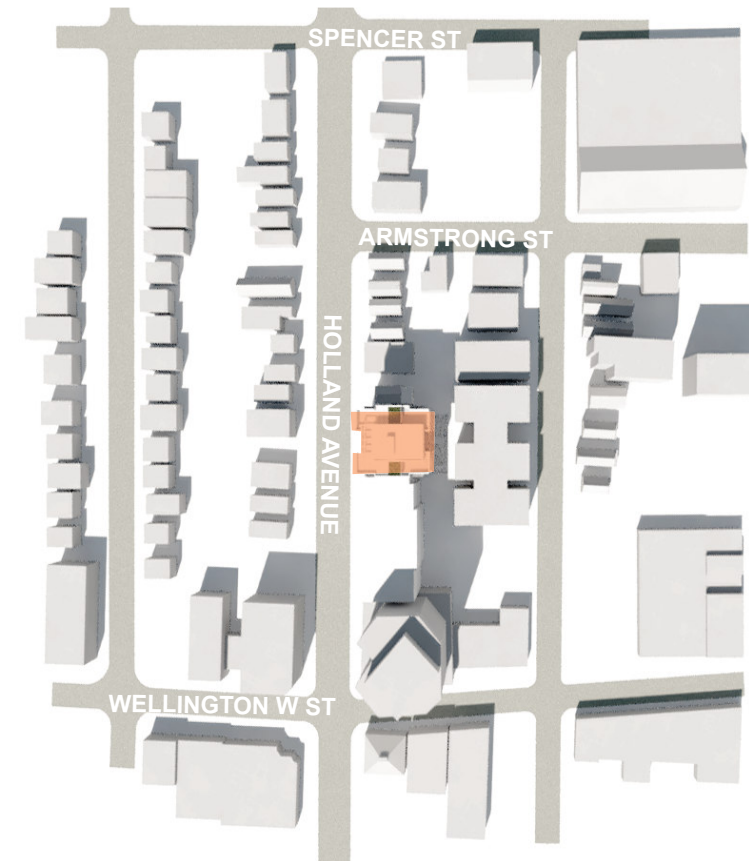




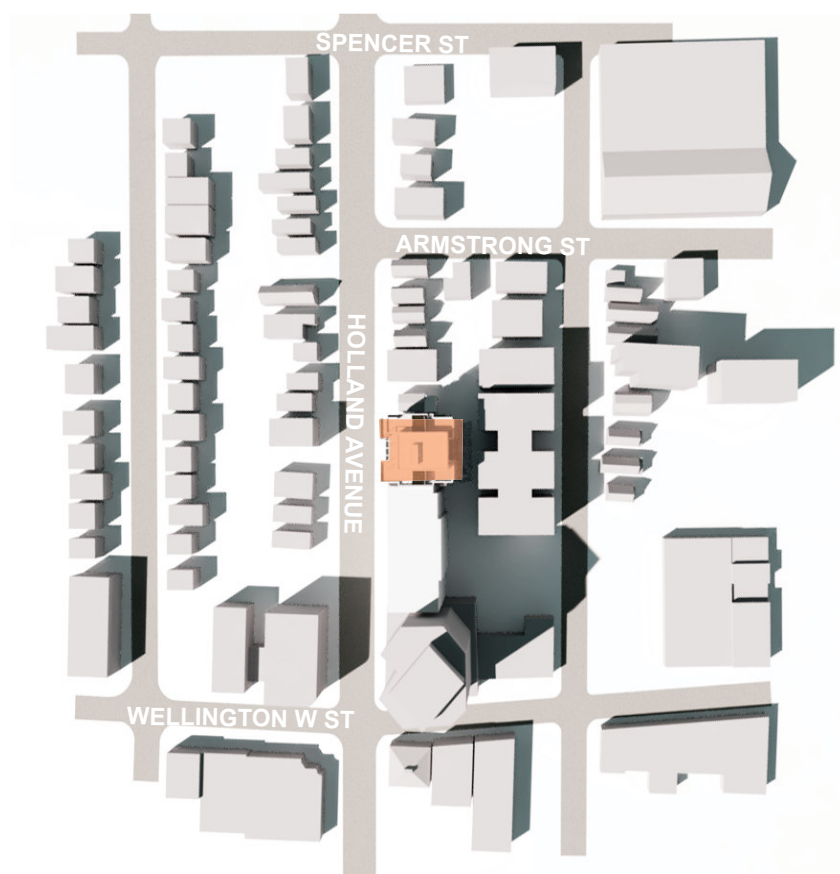
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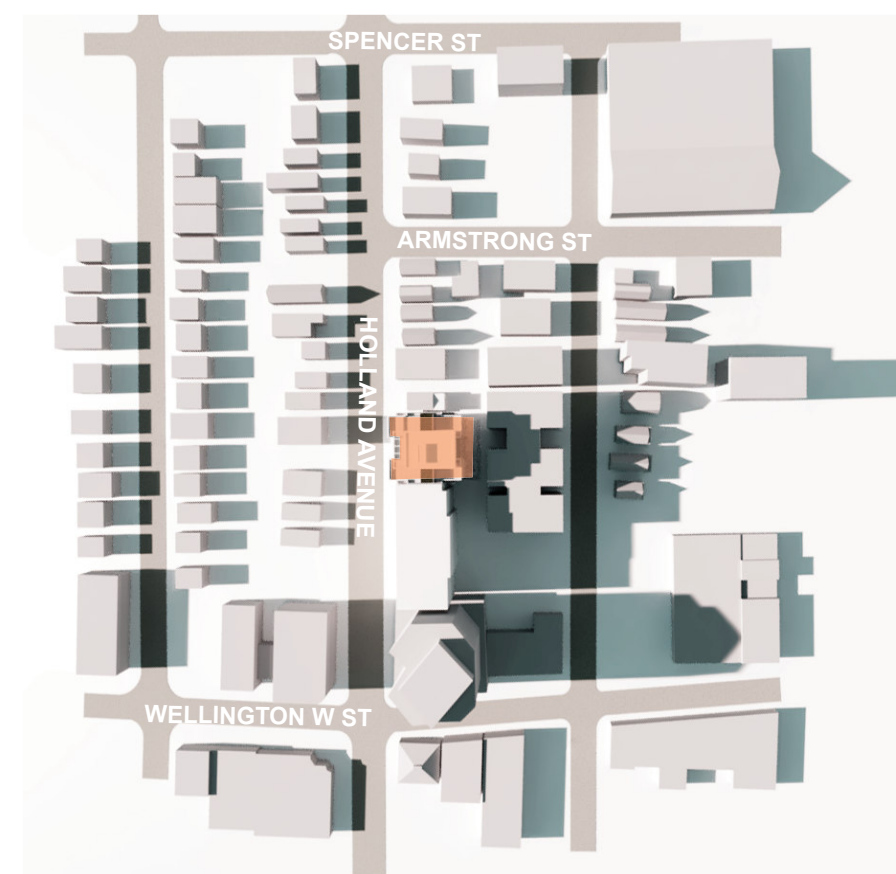
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MARCH 21ST 2:00PM



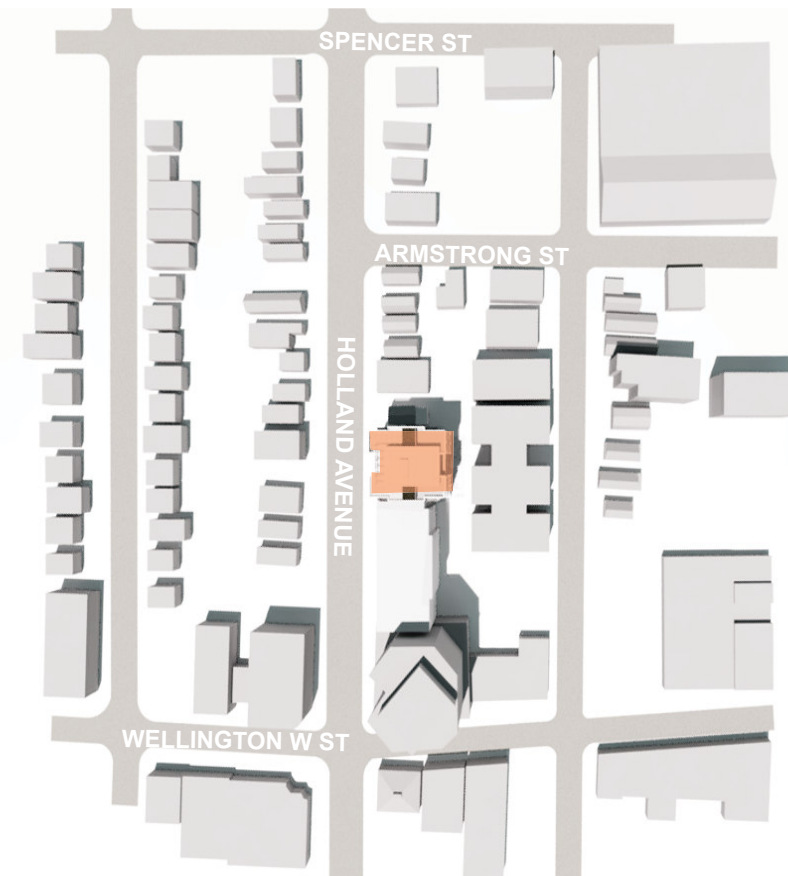
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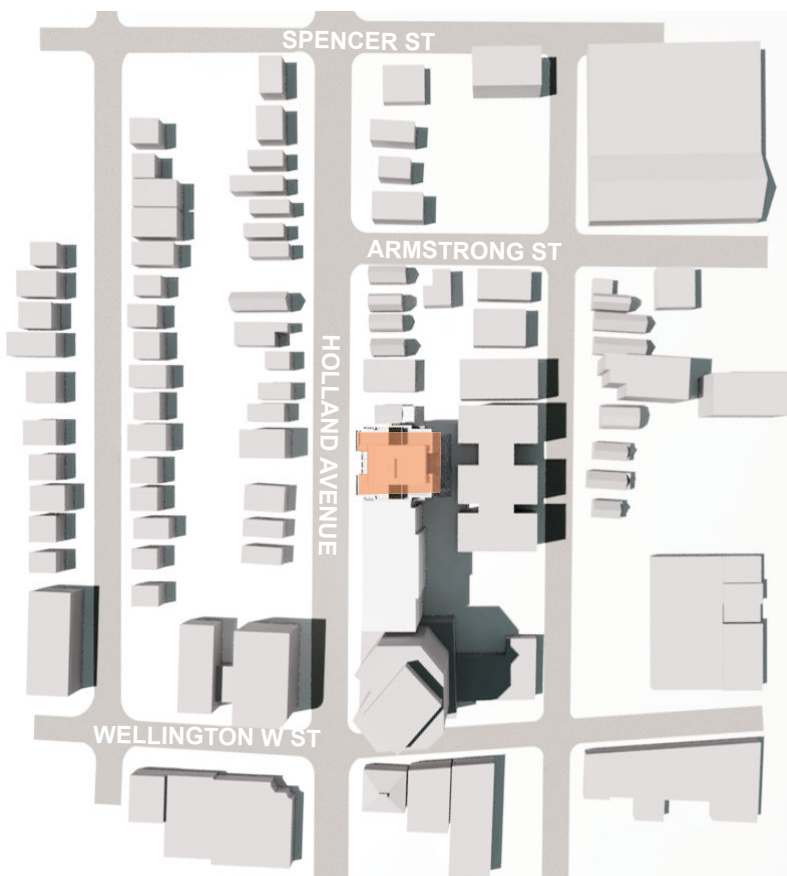
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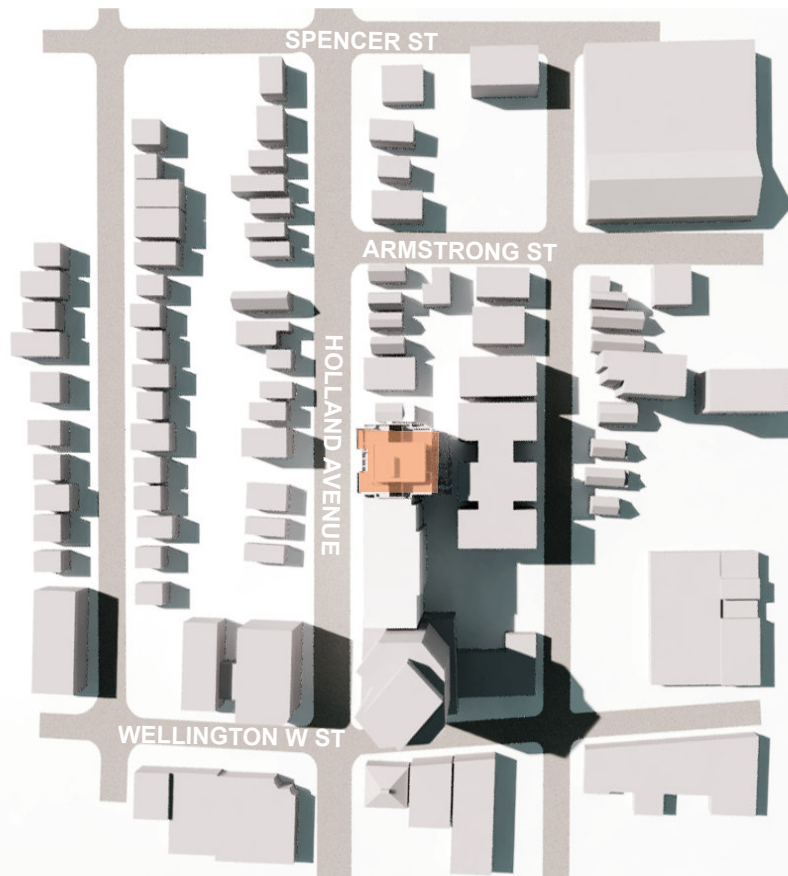
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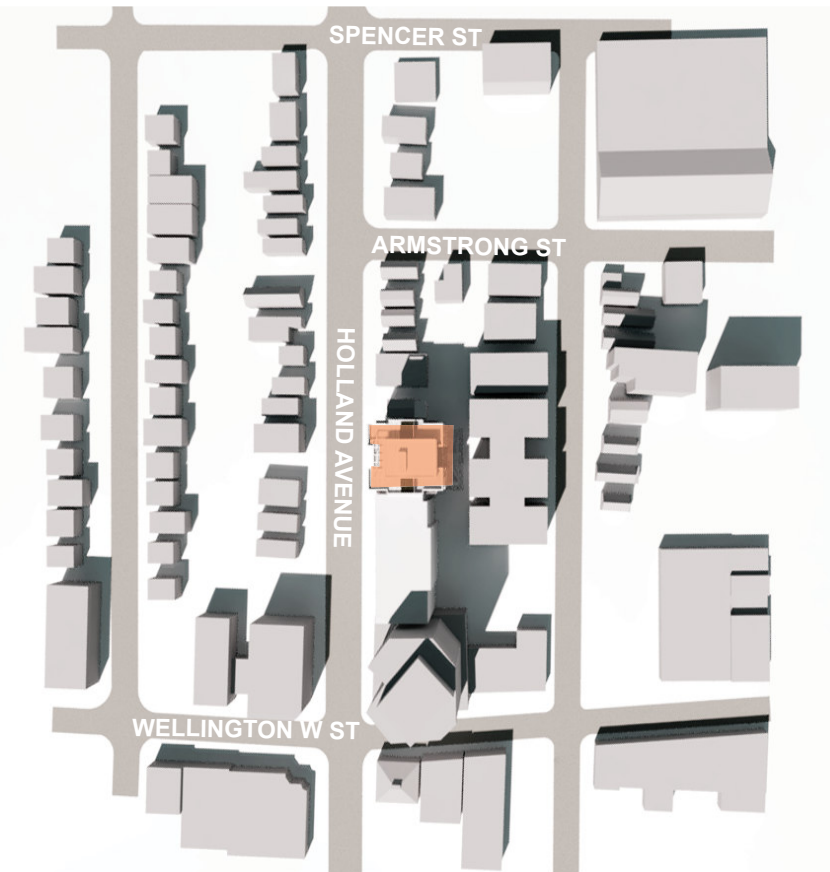


SHADOW ANALYSIS

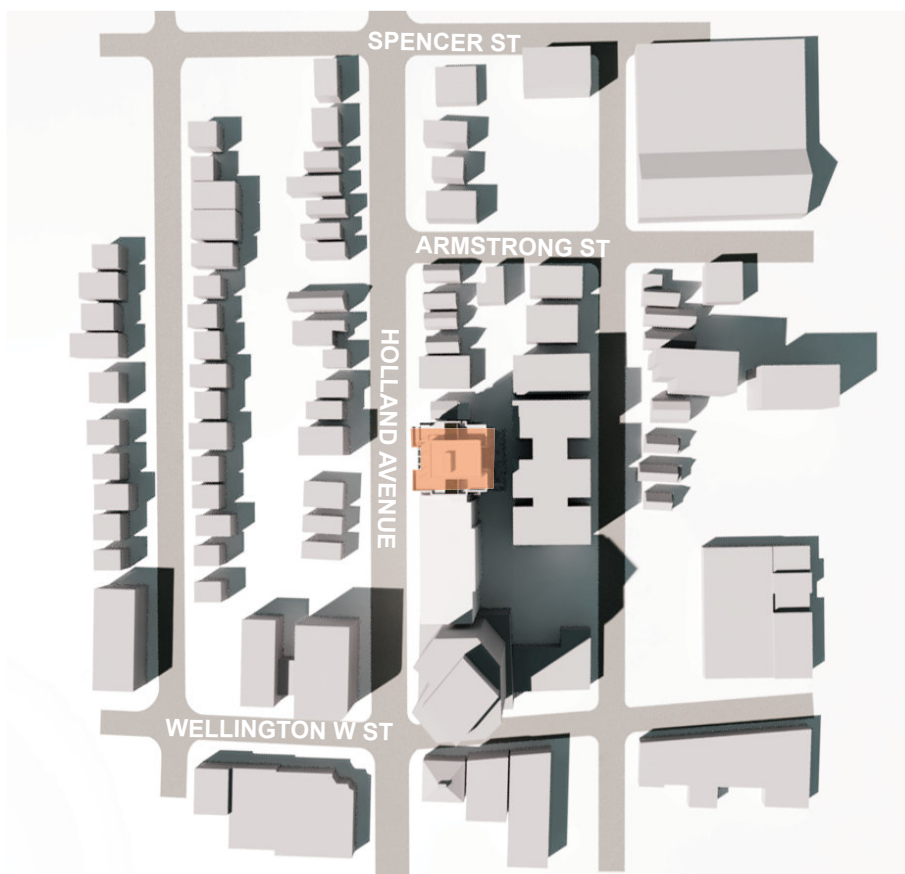
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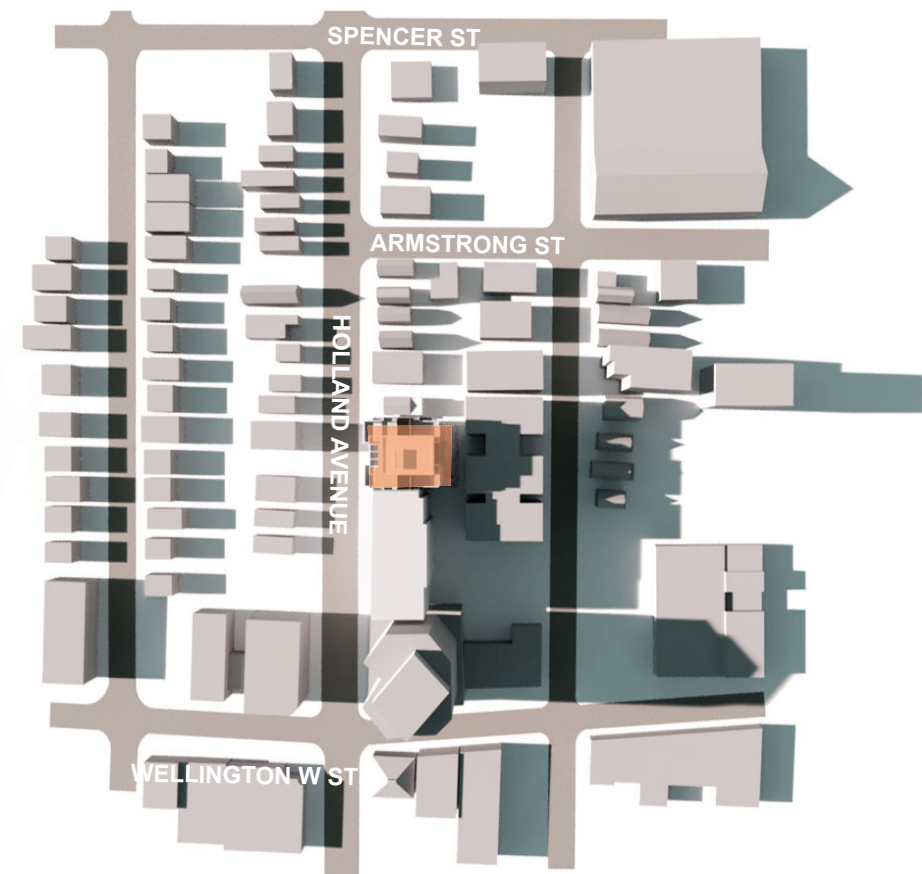
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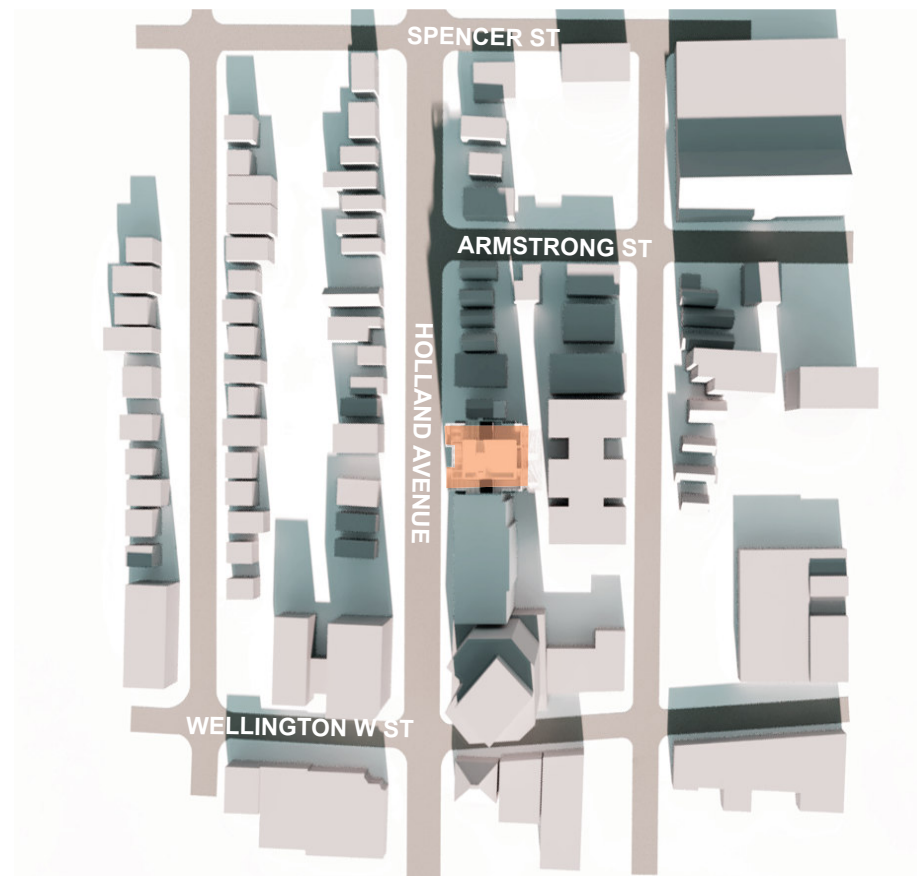


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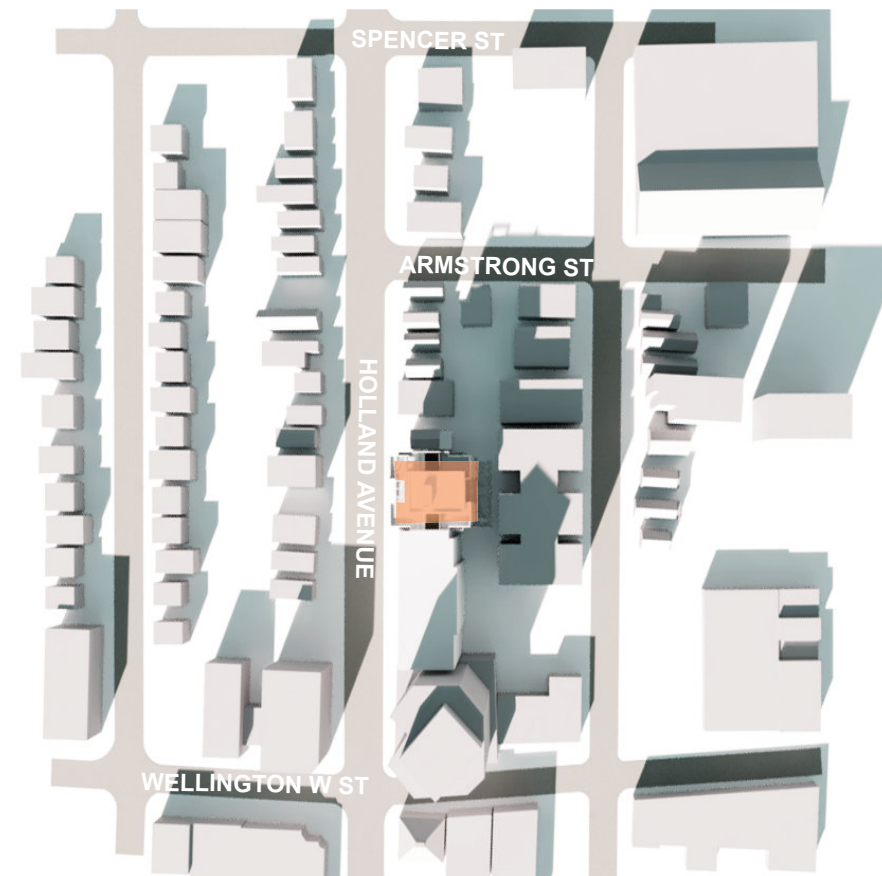


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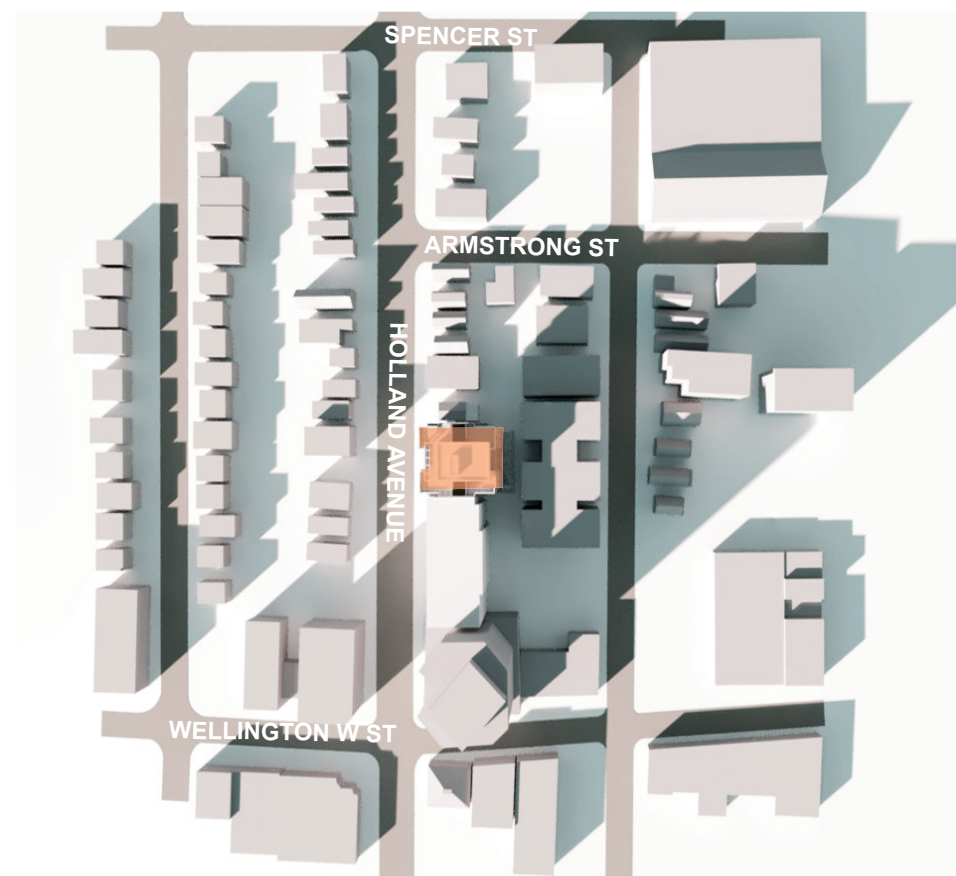
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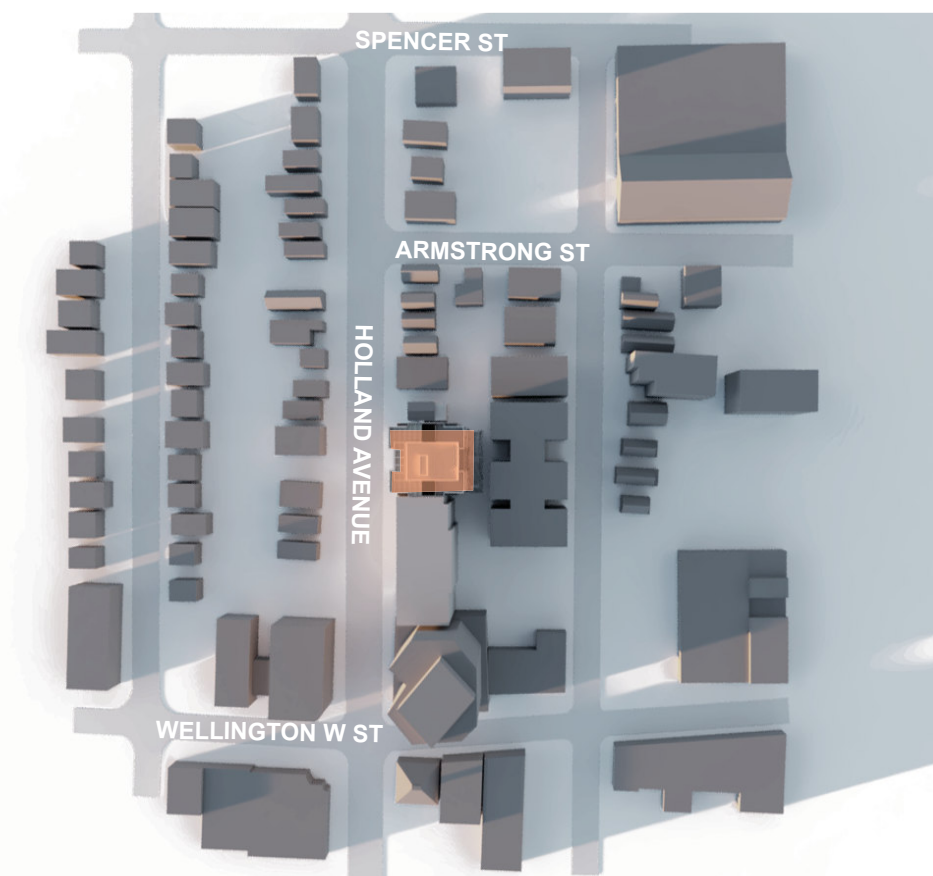
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DECEMBER 21ST 2:00PM



DECEMBER 21ST 4:00PM



SHADOW ANALISYS

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