

January 6 and 9, 2023

1125 & 1149 Cyrville Road | Formal Review | Zoning By-law Amendment and Site Plan Control Application | WESTRICH PACIFIC CORP; HP Urban Inc.; J+S Architect; James B. Lennox & Associates Inc.

Summary

- The Panel thanks the proponent for the presentation. There is support for the development addressing the missing-middle and the use of wood-frame construction.
- There is a recommendation provide some density redistribution on site to address concerns regarding the proximity of the project's eastern wing of Building A to the eastern lot line.
- There is concern with the proximity of the fire route on the western side of the property to the residential units that abut it.
- The Panel provides recommendations to also increase connectivity from the site to its neighbouring context, aid in wayfinding on-site, and increase the size and amount of amenity area and landscaping onsite.
- While there is general support for the overall aesthetic, the Panel also recommends simplifying the façade and considering a base-middle-top model for the building facing Cyrville Road.

Site Layout / Site Plan

- The proximity of the eastern wing of Building A to the eastern lot line is a concern. A minimum 5.5 metre interior side yard setback from the eastern property line should be considered. The proposed 3 metre eastern interior side yard setback is too tight. Consider that the abutting property owner to the east could replicate this layout, resulting in only a 6-metre separation distance between adjacent buildings for potentially a considerable length. Consider also that the inside corner unit in this location is problematic in layout and will get very little natural light. To address this issue, the Panel recommends eliminating this eastern wing and re-distributing some density elsewhere within the development. Building A can then be an "L" shape (or "hockey-stick" shape). The density can be redistributed with the following options:
 - Go higher in the wood frame construction of Building A (above the 6-storeys currently proposed). Consider an 8-storey wood frame construction for Building A in the shape of a hockey-stick.
 - Increase the tower floor plate size of the Tower for Building B. This could allow for 10 or 11 suites per floor instead of 8. There is the option to also increase the number of storeys in Building B.
 - Option to do a mix of the above two options.
- The proximity of the fire route on the western edge of the site to the western arm of Building A is a concern. The lack of a buffer between the fire route and unit entrances is problematic and makes for undesirable living environment. People living in these units will open their door directly onto a fire route. There is concern this will also be a maintenance problem and raise accessibility and safety concerns for the entirety of the development. Landscape buffering is needed to separate the façade and the fire route.
- The central courtyard, and certain interior units, will see little sun. Revisions should be made to the Site Plan and building layout to increase the size of the interior courtyard and provide better access to light and soft landscaping to create a better living environment.
- There is concern that the important south-east corner of the site and building is dominated by a parking ramp and a transformer pad. This layout does not create a positive relationship between the building and the street. Consider the future context and what the project can give back to the neighbourhood at-grade. This is one of the most dynamic corners on site and it should alternatively animate the street and help establish the future streetscape of the area.

- Consider a different vehicular site access configuration to improve site layout. Having the only vehicular access via the fir route from Cyrville Road may not be conducive to a well functioning access or pick-up/drop-off area for the tower.
- Consider removing the surface parking that lines the eastern property line.

Connectivity

- Greater consideration and thought should be given to how this development connects to its surrounding context/neighbourhood. Consider how all of the people moving into this development will access transit and amenities that they require. Following this, provide these pedestrian and vehicular connections clearly on the plan.
- Multi-Use Pathway (MUP)
- Aim to perceive and use the MUP as an opportunity to enhance this project.
- Consider providing a pathway connection between the MUP on-site to the MUP east of the site.
- Consider expanding the MUP to intuitively lead people to a 'destination' area along this route.
- Consider where people using this MUP can access greenspace/nature.
- Consider how people outside of this site will use this MUP and how this property can contribute to the neighbourhood with this MUP amenity.
- Consider how the vehicular circulation onsite can be best arranged; reconsider the at-grade parking and drop-off area.
- The drop-off area should be designed and integrated into the site layout so that it feels as though it is a part of the landscape design.
- The drop-off should serve both buildings
- Consider the use of pavers to make the drop-off multi-functional.
- Consider incorporating retail along Cyrville Road. This commercial use can positively shape how this site and the community will develop and relate to each other.

Architectural Expression and Materiality

- Simplify the architectural expression on both buildings, particularly on the façade facing Cyrville Road.
- Aim higher than a hardy-board material for the project. A more durable material should be considered.
- Building A
- Simplify the façade by keeping the boxes and framing elements to just moments within the building façade that are associated with program changes or important views (rather than incorporated throughout the entire façade).
- Breaking up the façade along Cyrville is important to ensure adequate pacing and address the significant length of this façade.
- Use the formula of "base-middle-top" to help to guide the architecture of the façade facing Cyrville Road.
- Consider using the inside corner units in Building A for storage (such as stroller storage) as opposed to a residential unit because these units will get very little natural light.
- Raise the floor-to-floor height of the ground floor of Building A. Currently, it is the same height as other floors, and it currently appears compressed and less welcoming that it would be if it was taller. The taller floor-to-floor height at-grade benefits the architectural expression and also provides more flexibility in terms of uses, such as providing retail

opportunities.

- Re-consider the location of the lobby.
- Building B (tower)
- Provide clear definition of the main entrance for Building B.
- Building B appears to be floating in asphalt. Consider altering the landscaping and site layout to address this. More landscaping would also be more consistent with a “west-coast vibe” that this development currently exhibits.
- Two alternative massing proposals were suggested:
- A Panel Member suggested: Remove the east wing from the mid-rise building, move the tower to the south-west corner of the mid-rise building (stack Building B on top of Building A) and open up the remainder of the site as open space / landscaped area.
- A Panel Member suggested: Construct two towers with the remainder of the site given over to landscaping.

Landscaping, Amenity Area, and Sustainability

- Building multi-residential at this scale is inherently a sustainable way to build housing and the Panel thanks the applicant for considering this “missing middle” and rising to the challenge of building more density in this form at this location.
- The Panel recommends increasing the amount of open space, soft landscaping, landscape buffers, tree planting, and amenity area on-site. Landscape buffers are particularly needed to separate the building façade and fire lane, as well as between the building facades and the driving lanes/parking areas.
- The landscape plan is not consistent with the renderings provided. The renderings are not fully representative of the landscape design. Furthermore, consider how to successfully achieve the tree planting over the parking garage as shown on the plans (this may be difficult and unrealistic).
- A sustainability-oriented Landscape Architect is important to have on this project in order to ensure that the stated sustainability goals are actually achieved. Their focus can be on issues such as safety, CEPTED, lighting, streetscape, energy, and liveability. Having a sustainable development can benefit the operations of a long-term purpose-built rental building.
- Consider reducing the amount of parking. The proposed amount of parking to be provided does not reflect the site's proximity to the LRT.

2. The Ottawa Hospital Phases 3 & 4: Central Utility Plant and Main Hospital Building (930 Carling Avenue and 520 Preston Street) | Formal Review | Site Plan Control Application | The Ottawa Hospital; HDR; GBA Group; Parsons

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Summary

- The Panel appreciates the considerable amount of work done on this project to date. The renderings provided within the Experimental Farm context are helpful to relate the project to the broader landscape.
- There is broad support for the natural landscaping approach taken to mitigate the visual impact of the Central Utility Plant / Road E and parking lot.
- Recommendations related to improving the façade treatment include extending vertical architectural elements over the

mechanical floor level to minimize the horizontal band-effect as well as addressing the amount and use of aluminium materiality throughout.

- While there is support for the changes to the main entrance and arrival, there is also concern with the loss of pedestrian space and a sense that there should be more work done to establish a sense of 'arrival' in this area.

Architectural Expression and Materiality

- The overall façade is sophisticated in that folding of the aluminum panels within the aluminum façade appears to bring movement to the surface. However, there is concern with the predominance of aluminum, given the context and orientation of the building. There is also concern that the aluminum material will not weather as gracefully as other materials. To address this, explore:
 - More variation and texturing in materiality in the façade
 - Introducing a warmer, more organic, or noble material. A warmer material or aluminum colour could work better with the naturalistic landscape, rather than a cold metallic colour.
 - Consider ways to down-play the pronounced horizontal effect of the mechanical 'band layer' floor. To address this, explore:
 - Giving more attention to the architectural details throughout the façade.
 - Extending the vertical architectural elements over the mechanical floor level to mitigate its horizontal banding effect. It is currently a flat aluminum band; once this is re-evaluated, it may create a ripple effect in the architectural response on the rest of the building façade.
 - Consider recessing this band within the façade. The horizontal band currently appears to be flush with the rest of the façade, with an exaggerated sill above. The playful metal expression should be most prominent element of the façade.
 - Consider a continuous height. There appears to be varied height of this band depending on the elevation. The south elevation (p.47) illustrates the band as very prominent at the back of the building.
 - Explore how the base of the building is perceived and relates to the band. Consider how the band fits in the overall make up of the way the building presents as a base-middle-top structure.
 - Consider incorporating more architectural elements from the historic Sir John Carling Building, such as cornice details or something with rhythm to it
 - Provide the necessary detail in the colouration of vertical elements.
 - In summary, efforts should be made to tone down this band element by introducing vertical elements, maintaining a specific height, and setting it back from the façade.
- The Panel appreciates the applicant's consultation with the First Nations in establishing the Land and Sky concept in the architecture.
- Explore a stronger architectural treatment at the corners / wing endpoints of the building. Consider how the corners of the building provide breaks and intersect and how they align with both the podium level and intersect with the mechanical floor.
- Provide a quieter architectural expression at the top of the building. Currently, the architecture feels busier towards the top, according to some panel members, due to the single storey expression above the double storey expression. Consider a two-storey expression as the building throughout the facade. A strict datum does not need to be adhered to and the smaller bar can afford to be bracketed by the two-storey expression in the lower storey wing.
- Consider having the two long wings read as two connected buildings, rather than two long wings at the same height.

Arrival Area

- Explore providing a stronger, defined sense of arrival to the main entrance. Currently, the pastoral-feel/naturalized landscape approach is applied to the entire site. This is in keeping with the surrounding arboretum; however, this approach needs to shift and evolve at the point of entry into the building. To address this:
- Identify how best to reflect/address the enormous scale of the entire development in the scale of the entryway. Consider how the scale of the arrival area relates to the public realm and the public nature of this arrival space. Identify the pinch points in this arrival area, including the location of doors.
- Identify and address how people will arrive in the space differently (driving, transit, walking, cycling). Currently the cyclin infrastructure is not to scale with the scale of the building.
- Provide a balance of pedestrian and vehicular needs. While there is certainly a need for some surface parking and vehicular drop-off area, this should be balanced with a larger at-grade plaza/pedestrian space.
- Offer a level of formality brought to this front entrance. It should be distinct from the surrounding naturalistic landscaping approach to the surrounding context.
- Consider providing a grand allee with a more fully developed landscape design.
- Consider that the round-about should lead toward a destination, rather than feel like a continuous circular element.
- Consider the significance of how lighting may impact this arrival area.
- Consider incorporating the 'healing' aspect of the function of this building in how the building presents itself initially to people. This healing element could also be tied into the landscape design such that the arrival area presents itself as a healing place for nature as well as people.

Landscaping and Buffering

- The Panel supports the use of natural landscape features to mitigate views to the Central Utility Plant / Road E and parking lot and buffer the visual impact of this development on the surrounding experimental farm.
- The grading and scale of the visual buffering the landscape features provide is helpful in managing the visual and vehicular impacts of this development on the surrounding area.
- Explore acoustic buffering, particularly on the north side of the building and around the loading dock. This will help to further mitigate the sounds of the development on the surrounding area.
- Develop the landscape design in the main plaza further. The Panel is skeptical that there is enough soil depth in the main plaza to support the substantial amount of trees illustrated.
- Along with a planting plan, establish landscape principles that will aid in the development of landscape design narrative. A more rigorous analysis of the landscape is required to ensure that the landscape design captures what this property, within its broader context, represents. The principles should include both the composition as well as the species and relate to the surrounding context.
- For the arrival area, consider that when one arrives at the main entrance one should feel like the hospital is part of the experimental farm, rather than arriving at a generic hospital void of the arboretum context.
- Consider the long-term impact of incorporating sustainable design through landscape and architectural treatment. By integrating nature as much as possible in the design, through green roofs, bird-friendly design, use of pollinators, etc. the development could contribute positively to nature and people alike.