

**PLANNING RATIONALE REPORT: SITE PLAN CONTROL AND ZONING
BY-LAW AMENDMENT APPLICATIONS**

**1592 10th LINE
BRIDOR DEVELOPMENTS
CITY OF OTTAWA**

**PREPARED BY: P H ROBINSON CONSULTING
MAY 2021**



1 VIEW FROM THE EAST (CHEMIN TENTH LINE ROAD)

ARCH

SCALE • N/A

P. H. Robinson Consulting
Urban Planning, Consulting and Project Management

This report has been prepared on behalf of Bridor Developments in support of Site Plan Control and Zoning By-law Amendment Applications for their lands at 1592 10th Line in Orleans. The legal description of the property is Part of Lot B, Concession 11, former Geographic Township of Gloucester, now in the City of Ottawa.

The property is located on the west side of 10th Line across from the City's Ray Friel Complex and it also has frontage on Phoenix Crescent to the west as it is a through lot (see area location plan below with the property outlined in red).



Area location plan

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
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Lands to the north contain an open space block connecting Phoenix Crescent to the west with 10th Line. Further to the north of the open space block is a residential property which is in an R3 zone. To the east is 10th Line Road which has 2 lanes plus a left turn lane in its southbound direction in front of the subject property and 2 lanes plus a merging lane in its northbound direction. On the east side of 10th Line opposite from the property is the Ray Friel Centre which contains a recreational complex and a library and further to the north of that is a preschool centre and a high school. On the east side of 10th Line, south of the subject property is a shopping plaza containing a number of shops including a large supermarket and pharmacy.

To the west the area is predominantly residential in nature and there is also a network of pedestrian/cycling paths that connect some of the streets in the area and there is also a large area with two schools and a large park.

The property contains a residential property that contains 5 rental apartments within it at the present time.



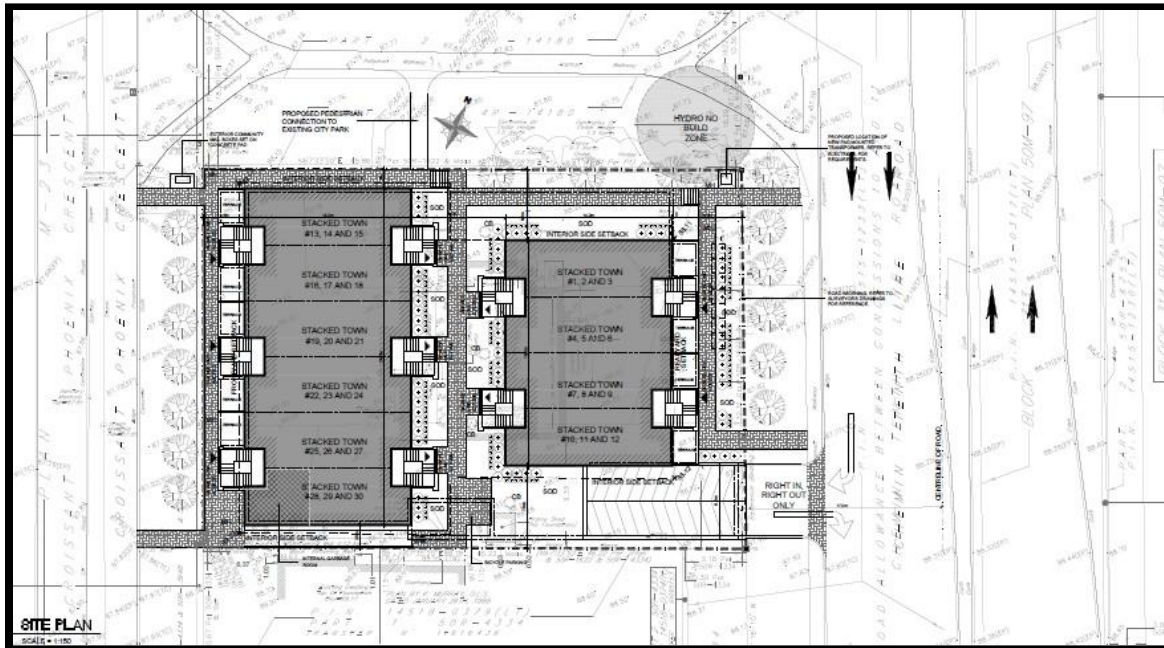
View of subject property from 10th Line



View of subject property from Phoenix Crescent

The lands at 1592 10th Line have approximately 32 m of frontage (106') on both 10th Line on the east side of the property and also similar frontage on Phoenix Crescent on the west side. Due to the fact that the narrower frontage is along Phoenix Crescent, for zoning purposes, it is considered the front lot line and 10th Line would be considered as the rear lot line. The depth of the property is approximately 46 m (151") and the lot area is approximately 1486 m² (15995 ft²). See the attached survey plan (in the Appendix section) for further details.

The intent of the development application is to build two 3 storey rental stacked unit buildings with underground parking . (see Site Plan and Underground Parking Plan in the Appendix Section). The proposal calls for 30 rental units in total (all 1 bedroom units) with 18 units in the building facing Phoenix Crescent and 12 units in the building facing 10th Line.



Site Plan

An area for bicycle storage containing 18 spaces will be provided in the underground parking level and there will also be 6 surface bicycle parking at the ground level .

The proposal calls for 31 parking spaces and they are all fully underground parking spaces.

The proposed 30 unit stacked unit development seeks to achieve a residential aesthetic which builds upon the existing low-rise context while augmenting the level of materiality and finish quality. This is manifested through the use of large, punched windows, vernacular cladding choices including masonry, siding and cement panel.

High quality landscape integration exhibited in the use of concrete entrance steps, walkways and masonry building base contributes to the desired character, the porticos also offer a human-scale and greater privacy for each dwelling and pull from neighbourhood examples.

Despite the necessity of a relatively compact floor plate, interest is developed in the massing via the stepping in and out of entrances and unit glazing fronting both streets, but also in the playful integration of materials and layering across

the faces. See images on this page and the following page showing views of the building from 10th Line and Phoenix Crescent. Full size versions are being submitted with the application.



View of the property from 10th Line Road (looking to the west)

The massing maintains a low profile articulated to integrate within the adjacent neighbourhood.

The access to the underground parking area will be through a ramp adjacent to the south east corner of the lot along 10th Line. Staircases connect the underground parking level with the residential levels of the buildings. The staircases have louvres that provide privacy and screen the doors to the units from the outside.

The designs call for balconies/terraces for all units facing the two frontage streets. There will be landscaped areas along both frontages of the property, between the two buildings and new landscaping/planting will be located between the two property lines along the frontages and the edge of the frontage roads.

The new buildings will have a building footprint of approximately 627 m² (6750 ft²) and a total building area of approximately 1881 m² (20247 ft²). The overall height of the building is 10.8 m.



View of the property from Phoenix Crescent (looking to the east)

Below the footprint of the proposed buildings will be 1 level of underground parking with 31 parking spaces

In addition to the underground parking spaces, this level will contain the garbage room, some tenant locker areas and area for the majority of the bicycle parking being provided. The plans call for 24 bicycle parking spaces for the development which is in excess of the zoning requirement of 15 spaces. The entrance to the underground parking along the south side of the 10th Line frontage serves both buildings.

Background studies addressing soils, environmental issues and civil engineering design are being filed as part of this Site Plan application. A full set of engineering, architectural, surveying and landscaping plans are also being filed with this site plan submission. No major issues or concerns were identified in these studies.

Consultation

We had a formal pre consultation meeting on July 16 2020 with City Staff and on April 19 2021 we had a video conference meeting with Councillor Luloff to introduce the project to him and to discuss the details of the project.

A meeting with community representatives/neighbours will be held in the near future and this was discussed at our video meeting with the City Councillor.

Zoning

Under Zoning By-law 2008-250 the subject lands are zoned R3Z [1186] (Residential Third Density Zone) . This is a zone which permits units up to a triplex on the property. In order to permit stacked units, it is necessary to request a rezoning to an R4 zone. It should be noted that these units are similar to size and appearance to triplex units which are permitted in the current zoning. However, when units which are separated horizontally are adjacent to other units that are also horizontally separated they are considered to be stacked dwellings which is not permitted in the R3 zone. Triplex units and townhouse units are permitted in the R3 zone but the R4 zoning category is the zone that is required in order to permit 'stacked' units.

The [1186] exception allows for uses permitted in the R1U, R2A and R3Z subzones.

It should also be noted that there is a similar sized lot on the north side of the open space block (immediately north of the subject property) that is also in an R3Z subzone and it has frontage on both 10th Line and Phoenix Crescent.

The intent is to rezone the lands to an R4Z subzone with an exception zoning. The exception zoning would allow for a reduced parking count for the property. With 30 units being proposed and all parking spaces being located underground the parking requirements for the site are 38 parking spaces and 31 parking spaces are being proposed. It should be noted that all of the units for this project are 1 bedroom units which would be targeted at single people or young couples without children and as a result not all units will require a dedicated parking space.

There are public transit options along 10th Line and nearby streets such as Charlemagne and Prestwick that provide a good level of service to the property. Many of these bus routes connect to the transitway options at Place D'Orleans

and in the near future the LRT extension into Orleans will provide faster public transit connectivity to Orleans and will make the subject property closer to improved transit connections.

The proposed uses of the site require a zoning change from an R3Z zone to an R4 exception zone that will recognize the parking that is being proposed for the building. The setbacks, building height and landscaped areas of the proposed development meet the applicable comparable performance standards in the R4Z zone (setbacks, building height, landscaped areas) .

The following are the R4Z zone provisions and how the proposed development meets these requirements.

	REQUIREMENT	PROPOSED/PROVIDED
Minimum frontage	18 m	32.3 m
Minimum Lot Area	450 m ²	1186 m ²
Minimum front yard	3 m	3.5 m(to Phoenix)
Minimum interior side yard	1.5 m/6m	1.5/6 m
Minimum Rear yard	6 m	6 m
Maximum Building Height	11 m	10.8 m
Parking	38 spaces	31 spaces
Landscaped Area	30%	42%
Amenity Area	120 m ²	603 m ²

Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect in 2020 and it outlines the key matters of Provincial planning interest with respect to land use planning decisions made by municipal approval authorities. Any decisions that are made by municipal approval authorities must be consistent with the policies of the PPS.

The following are sections of the PPS that are applicable to the proposed development at 1592 10th Line:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; *The proposed development on the site represents an efficient*

intensification of the site and will not create inefficient land use patterns in the area.

- e) promoting cost-effective development standards to minimize land consumption and servicing costs. *The intensification of the site will be achieved through two new 3 storey new buildings on the site and all of the provided parking for the development will be through underground parking. We have ensured that efficient building designs have been proposed based on the fact that the property is a through lot with frontage on 10th Line and Phoenix Crescent. The existing infrastructure within the City Right of Way will be connected to the new buildings.*
- 1.1.3.1 *Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted. The property is within a settlement area of the City of Ottawa.*
- 1.1.3.2 *Land Use Patterns within settlement areas shall be based on:*
- a) *densities and a mix of land uses which: 1) efficiently use land and resources. This redevelopment of the property is an efficient use of the land and will allow for a sensitive infill development within City height limits for this use and with underground parking to ensure that there is a maximum of greenspace maintained on the site. 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; The proposed new development on the property will efficiently utilize the existing infrastructure available within the City Right of Way.*
- 1.4.3 *Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. The proposed stacked units buildings are within an established neighbourhood with nearby infrastructure, public transit on a number of routes within a short walking distance and nearby parks, community facilities, retail space and schools for residents' needs.*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation nodes and public transit in areas where it exists or is to be developed; This development proposal represents an efficient use of land on the property, allows for passive and active open space areas within the site, utilizes existing infrastructure and is located close to OC Transpo bus routes and other public facilities including recreational facilities and parkland.*

Official Plan Designation – City of Ottawa Official Plan

The site is designated General Urban Area in the Urban Policy Plan of the City of Ottawa Official Plan.

This designation permits the ‘development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses’.

Key policies within the General Urban Area designation that are applicable to this infill development are:

- 3.6.1.3 When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form; *The proposed development will result in a continuation of the residential nature of the west side of 10th Line and Phoenix Crescent and will allow for new development to address both streets that will not create undue negative impact on surrounding properties. The overall setbacks and maximum building height are within the allowable zoning requirements for the R4 zone and due to the proximity of this site to nearby transit that will connect to the future extension of the LRT, parks and institutional facilities (community centre and library across the road) and significant retail also across the road, it represents a sensitive new development to the surrounding neighbourhood. All of the provided parking for the development will be in an underground parking level. Landscaping along the side, rear and front lot lines will minimize the impact of the new building on adjacent properties and provide some of the total amenity areas for residents of this new development. The proposed development will complement and enhance the street frontage.*
- Apply the policies of Sections 2.5.1 and 4.11 of the Official Plan. Note that these sections are related to Urban Design and Compatibility. The proposed infill development meets the compatibility criteria in Section 4.11.2 of the Official Plan:
- 4.11.2.a) Traffic. Road should adequately serve the development with sufficient capacity to accommodate the anticipated traffic generated. *The*

- number of units proposed for this development does not trigger any of the TIA Guidelines and the main vehicular entrance/exit will be via the underground parking access point and will lead directly to 10th Line Road, a road with sufficient vehicular capacity for this development. With the only vehicular access via 10th Line there will not be vehicular spillover on to Phoenix Crescent for cars accessing the underground parking level.*
- 4.11.2.b) Vehicular access. The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. *The main vehicular access to the site will be via the underground parking ramp. This will eliminate noise and headlight glare to any adjacent residential properties. For exiting cars from the underground parking ramp, there are no impacts on the eastside of 10th Line as it is opposite to a large surface parking lot that is for the Ray Friel Community Centre and library and the entrance for the visitor parking/surface parking spaces will not create lighting impacts on nearby residential properties.*
 - 4.11.2.c) Parking requirements. The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. *All parking for the proposed building will be provided in one large underground parking area with one means of access directly from 10th Line. The parking being provided (31 spaces) is a reduced amount versus the City parking requirements (38 spaces) under the zoning by-law. However, all units are 1 bedroom units which it is expected that the amount of parking being provided will match the demand for parking. The provided bicycle parking count for the development is 24 spaces (0.8 spaces/unit) which is in excess of the by-law requirements of 15 spaces (0.5 spaces/unit). All residents will be aware of the on site parking being provided when they formalize their rental agreements for a unit. With nearby recreational and retail facilities located immediately across the road, and OC Transpo routes on 10th Line and some other routes within walking distance, the amount of parking being provided is felt to be appropriate based on the size and bedroom count for the units in the development..*
 - 4.11.2.d) Outdoor amenity areas. The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures. *The outdoor amenity areas are to be located primarily adjacent to both frontage roads and between the two residential buildings. There is an open space block to the north that is owned by the City of Ottawa and there will be landscaping and a walkway connection*

- adjacent to this open space block. All site lighting is to be designed to avoid spillover onto adjacent properties.*
- 4.11.2.e) Loading Areas, Service Areas and Outdoor Storage. The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods. These uses should be located away from residences where possible. *All garbage areas will be within the building and there will be no outdoor storage. There are no loading areas proposed.*
 - 4.11.2.f) Lighting. The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated. *All external site lighting will have sharp cut off lighting to ensure that there will not be spill over or glare onto adjacent properties.*
 - 4.11.2.g) Noise and Air Quality. The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses. *The mechanical and electrical rooms are to be internal and part of the underground parking area .*

Conclusions

The proposed development of a new 3 storey stacked unit rental building on the property is consistent with many planning policies for these lands.

The site represents a sensitive infill development that will allow for:

- a well designed contemporary building to be located within an established neighbourhood that will add to the character of the street and the neighbourhood
- a centralized underground parking facility which results in all of the provided parking on the site being underground and also will serve as the location for the majority of the bicycle parking for the development. This allows for additional areas to be for landscaped areas rather than being occupied by surface parking.
- a new development that meets current zoning regulations in terms of setbacks, building height, landscaping and amenity areas being provided
- buffering through vegetation and setbacks to adjacent properties .
- through the rezoning application being filed it will allow for 'stacked' units which is a housing type that is permitted in the R4 zone but not the R3 zone that the lands are currently zoned for.
- a parking count that reflects its proposed use for relatively small residential units that are all 1 bedroom units in an area with public transit routes immediately adjacent to the property and significant

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recreational/institutional and retail uses immediately across the road from the property.

Through the site plan process there are a number of key engineering studies and drawings required in support of the development. These studies show that the site can be serviced through existing service connections along Phoenix Crescent. The overall site drainage and grading has been designed based on current City guidelines and will utilize roof top storage in order to control the peak post development flows to the allowable release rate.

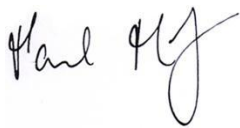
Landscaping will be provided along the side, front and rear yards and between the two buildings to provide screening and buffering to adjacent properties and to also enhance the amenity areas for residents of this development. The proposed building height of this development is less than the permitted maximum building height as outlined in the zoning by-law and privacy and noise issues will be mitigated through building design.

It is our opinion that the proposed development is consistent with the Provincial Policy Statement and the City of Ottawa Official Plan and relevant performance standards in the Zoning By-law and site design standards. It is being proposed at an appropriate scale of development and will be compatible with surrounding land uses and will contribute to the overall housing supply in the community surrounding the property.

The proposed development represents good land use planning that is in the public interest and it is recommended for approval.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned.

P H Robinson Consulting



Paul Robinson RPP

APPENDIX

LOCATION PLAN

SURVEY PLAN

SITE PLAN

UNDERGROUND PARKING PLAN

**ARCHITECTURAL PLANS AND RENDERING OF THE PROPERTY FROM 10th LINE
AND PHOENIX CRESCENT**

LANDSCAPE PLAN

SITE PHOTOS

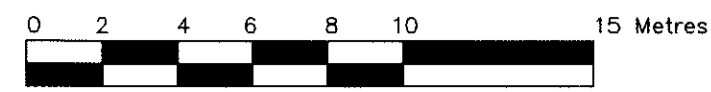


Site location. 10th Line to the east with Ray Friel Community Centre/Library on the east side of 10th Line. Open space connection between Phoenix Crescent (to the west of the subject property) and 10th Line to the immediate north of the subject property.

LOCATION PLAN

TOPOGRAPHIC PLAN OF
PART OF LOT B
CONCESSION 11
GEOGRAPHIC TOWNSHIP OF CUMBERLAND
NOW IN THE
CITY OF OTTAWA
2014

SURVEYED BY: ARPENTAGE DUTRISAC SURVEYING INC.
SCALE 1 : 200



METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE
IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING
BY 0.3048.

NOTES

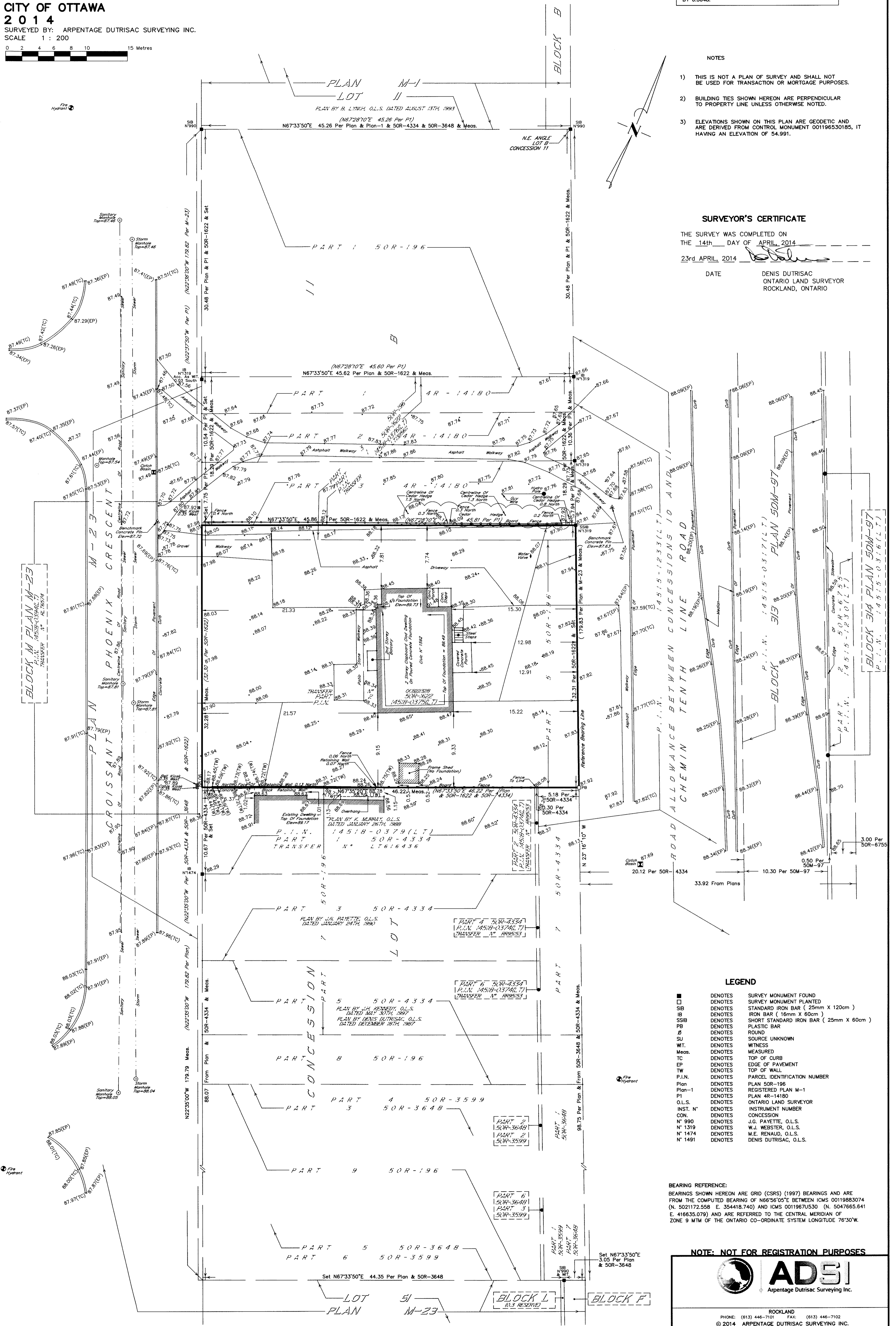
- 1) THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED FOR TRANSACTION OR MORTGAGE PURPOSES.
- 2) BUILDING TIES SHOWN HEREON ARE PERPENDICULAR TO PROPERTY LINE UNLESS OTHERWISE NOTED.
- 3) ELEVATIONS SHOWN ON THIS PLAN ARE GEODETIC AND ARE DERIVED FROM CONTROL MONUMENT 001196530185, IT HAVING AN ELEVATION OF 54.991.

SURVEYOR'S CERTIFICATE

THE SURVEY WAS COMPLETED ON
THE 14th DAY OF APRIL 2014

23rd APRIL, 2014

DATE DENIS DUTRISAC
ONTARIO LAND SURVEYOR
ROCKLAND, ONTARIO



LEGEND

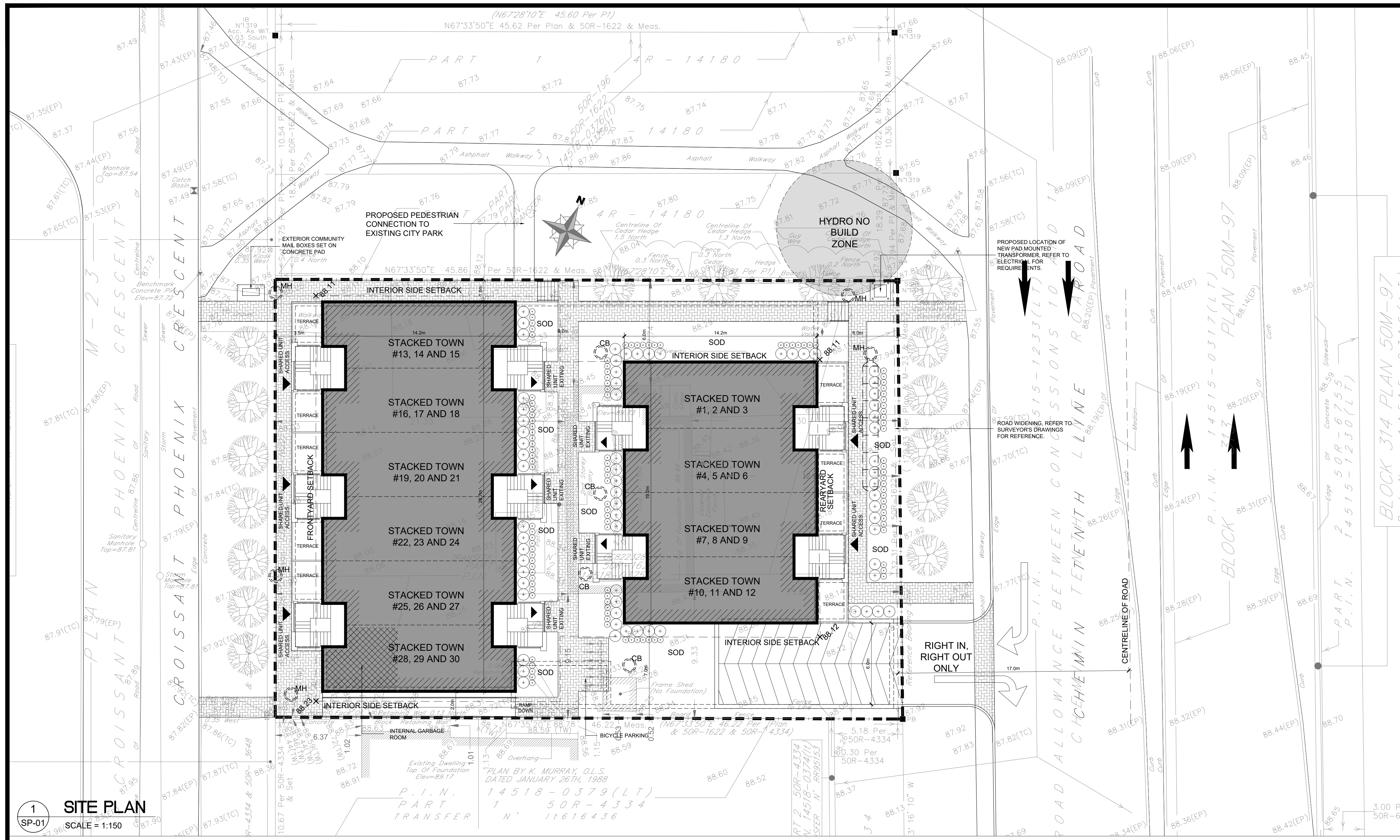
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|----------|---------|---|
| ■ | DENOTES | SURVEY MONUMENT FOUND |
| □ | DENOTES | SURVEY MONUMENT PLANTED |
| SB | DENOTES | STANDARD IRON BAR (25mm X 120cm) |
| IB | DENOTES | IRON BAR (16mm X 60cm) |
| SSIB | DENOTES | SHORT STANDARD IRON BAR (25mm X 60cm) |
| PB | DENOTES | PLASTIC BAR |
| RD | DENOTES | ROUND |
| SU | DENOTES | SOURCE UNKNOWN |
| WT | DENOTES | WITNESS |
| Meas. | DENOTES | MEASURED |
| TC | DENOTES | TOP OF CURB |
| EP | DENOTES | EDGE OF PAVEMENT |
| TW | DENOTES | TOP OF WALL |
| P.I.N. | DENOTES | PARCEL IDENTIFICATION NUMBER |
| Plan | DENOTES | PLAN 50R-196 |
| Plan-1 | DENOTES | REGISTERED PLAN M-1 |
| P1 | DENOTES | PLAN 4R-14180 |
| O.L.S. | DENOTES | ONTARIO LAND SURVEYOR |
| INST. N° | DENOTES | INSTRUMENT NUMBER |
| CON. | DENOTES | CONCESSION |
| N° 990 | DENOTES | J.G. PAYETTE, O.L.S. |
| N° 1319 | DENOTES | W.J. WEBSTER, O.L.S. |
| N° 1474 | DENOTES | M.E. RENAUD, O.L.S. |
| N° 1491 | DENOTES | DENIS DUTRISAC, O.L.S. |

BEARING REFERENCE:
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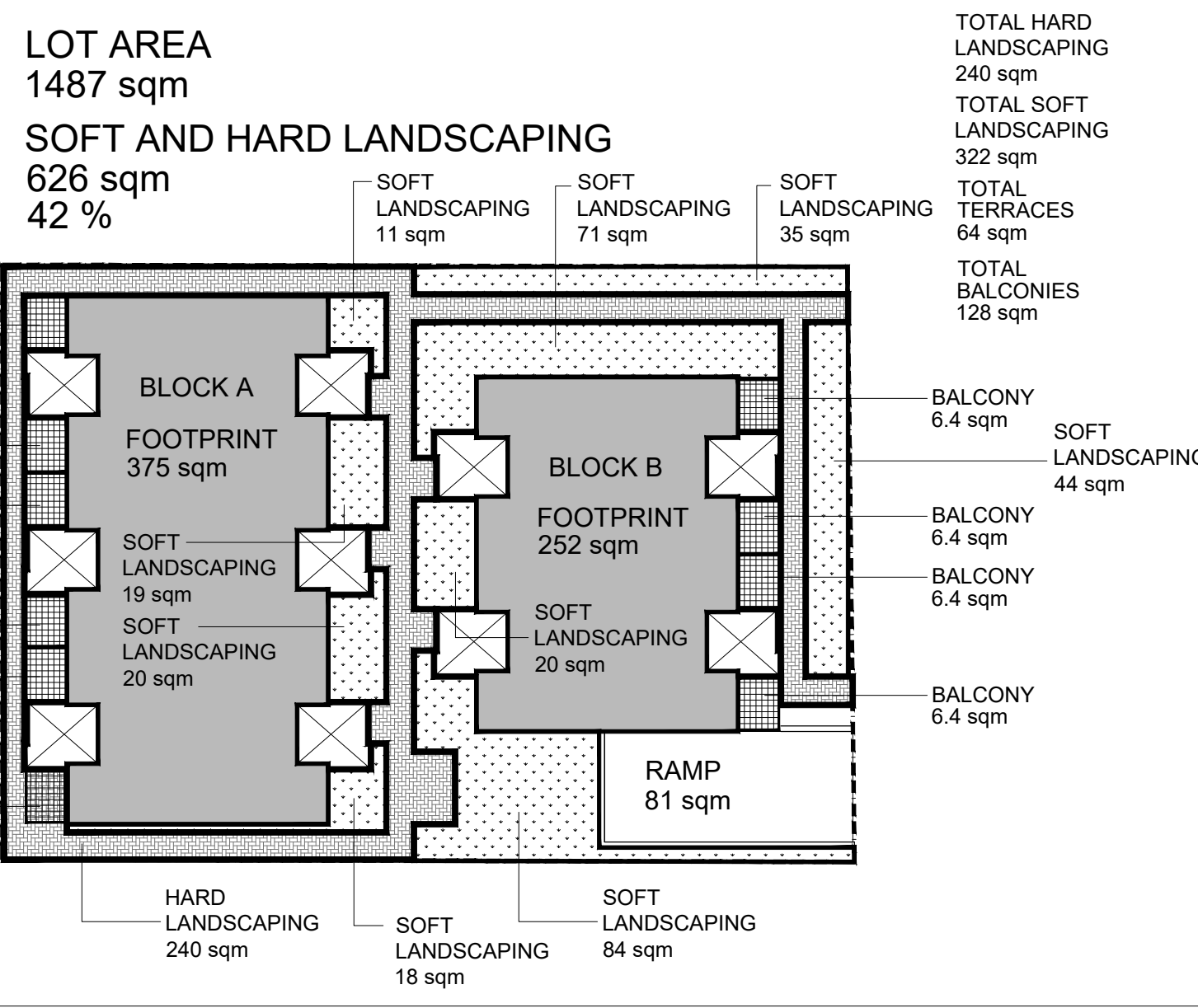
NOTE: NOT FOR REGISTRATION PURPOSES



ROCKLAND
PHONE: (613) 446-7101 FAX: (613) 446-7102
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1 SITE PLAN
SP-01 SCALE = 1:150



SITE STATISTICS		1592 TENTH LINE ROAD		REQUIRED	PROVIDED
Zone	Current R32(1186) Proposed R4Z				
Lot Area		Proposed R4Z	450 sqm		1487 sqm
Lot Width		Proposed R4Z	18.0m 11.0m		32.3m
Maximum Building Height		Proposed R4Z	15.0m		10.8m
Front Yard (Phoenix Crescent)		Proposed R4Z	3.0m min. 3.0m min.		3.5m
Side Yard		Proposed R4Z	1.5 for the 1st 21 m back from the front lot line if the height is 11 m or less. If in excess of 11 m in building wall height the interior side yard setback is 3 m. Beyond 21 m interior side yard is 6 m		1.6m for the 1st 21 m back from the front lot line Beyond 21 m interior side yard is 6.0 m
Rear Yard (Tenth Line Road)		Proposed R4Z	6.0m min.		6.0m
Building Footprint		Block A Block B	n/a n/a		375 sqm 252 sqm
Lot Coverage		Block A Block B	n/a n/a		18 units 12 units
Number of Dwelling units		Block A Block B	n/a n/a		18 units 12 units
PARKING SPACES		Block A Block B	1.08 PER UNIT + 0.2 VISITOR PER UNIT (18 x 1.28=23.04) 1.08 PER UNIT + 0.2 VISITOR PER UNIT (12 x 1.28=15.36)		31 Spaces
10% reduction as per Section 101 (6) (c) (All parking located underground)			Total Required 38 spaces		31 Spaces
Required Bike Racks		Block A Block B	0.5 PER UNIT (18 x 0.5=9) 0.5 PER UNIT (12 x 0.5=6)		18 Spaces below 6 Spaces at grade/podium 24 Spaces Total
Amenity			6.0 sq m per units 6.0 sq m x 30 units = 120sq m		(754 sq m -151 sq m within front yard) 603 sq m
Landscaping			Hard and Soft	30%	626 sq m (42%)

CLIENT: **BRIDOR** Developments

LEGEND:

- PROPOSED NEW BUILDING
- NEW UNIT PAVERS
- PROPERTY LINE
- ADJACENT LOT PROPERTY LINES
- EXISTING OVERHEAD HYDRO LINE
- NEW WOOD FENCE
- EXISTING HYDRO POLE TO REMAIN
- ENTRANCE ARROWS
- NEW BIKE RACKS
- NEW PARKING
- EXISTING CONCRETE CURB
- LIGHT STANDARD
- WALL MOUNTED LIGHTING FIXTURE
- EXTERIOR SOFFIT LIGHTING FIXTURE
- EXTERIOR WALL MOUNTED LIGHT FIXTURE

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04	FOR REVIEW	PE APR. 13 2021
03	FOR REVIEW	PE JAN. 13 2021
02	FOR REVIEW	PE NOV. 26 2020
01	FOR REVIEW	PE NOV. 20 2020
No.	REVISIONS	BY DATE

STAMP NORTH ARROW

P2 concepts
PROFESSIONAL ARCHITECTS AND ENGINEERS
OTTAWA, ONTARIO, K1V 6H6

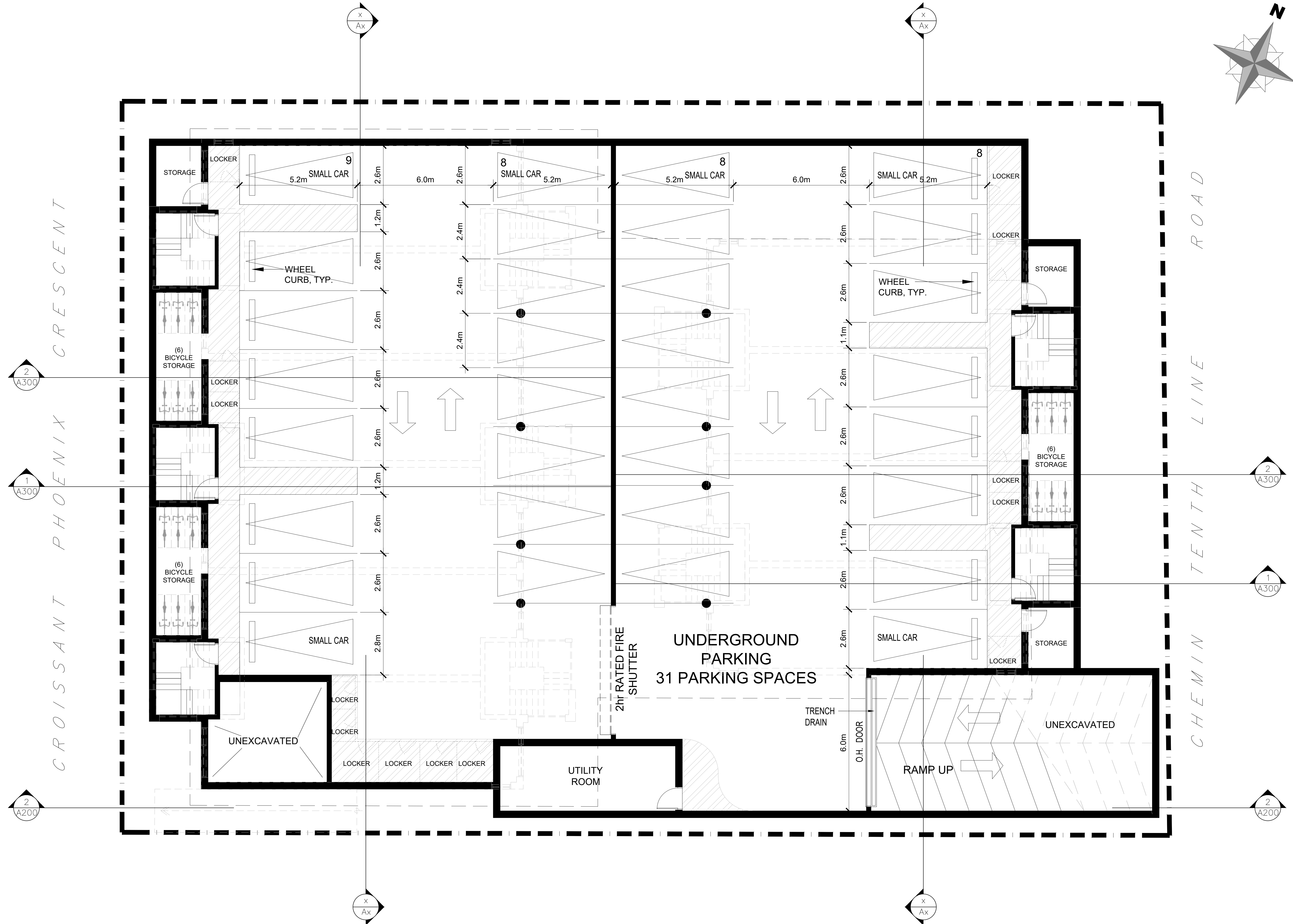
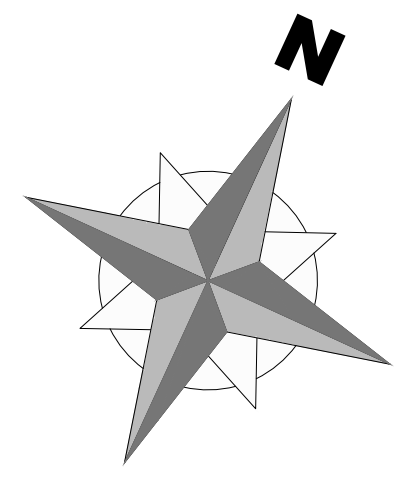
DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: B.K.

PROJECT: **1592 TENTH LINE ROAD OTTAWA**

DRAWING TITLE: **SITE PLAN**

PROJECT NO. 0359 DATE JAN. 13, 2021

SP-01



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03	FOR REVIEW	PE	JAN. 13 2021
02	FOR REVIEW	PE	NOV. 26 2020
01	FOR REVIEW	PE	NOV. 20 2020
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW

P2 concepts
 PROFESSIONAL ARCHITECTS AND ENGINEERS
 1000 UNIVERSITY AVENUE, SUITE 200
 OTTAWA, ONTARIO K1V 6W6

DESIGNED BY: P.E.
 DRAWN BY: P.E.
 APPROVED BY: B.K.

PROJECT
**1592 TENTH LINE ROAD
 OTTAWA**

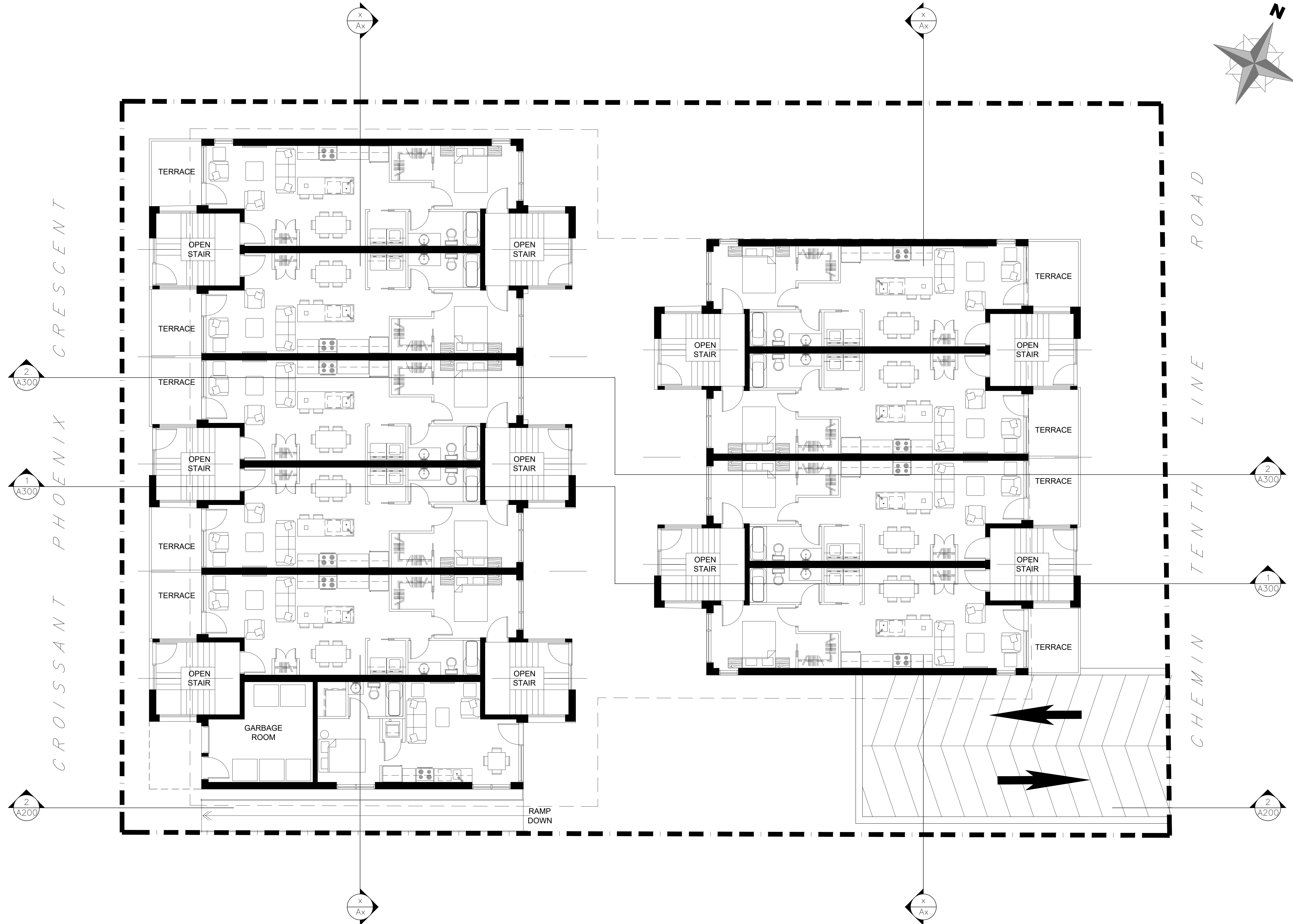
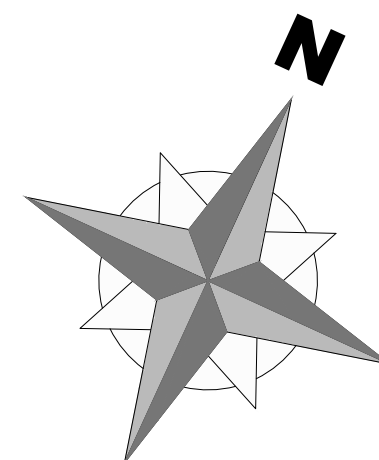
DRAWING TITLE
LOWER LEVEL PLAN

PROJECT NO.
0359

DATE
JAN. 13, 2021

A100

1 LOWER LEVEL FLOOR PLAN
 A-100 SCALE = 1:75



11			
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03	FOR REVIEW	PE	JAN. 13 2021
02	FOR REVIEW	PE	NOV. 26 2020
01	FOR REVIEW	PE	NOV. 20 2020
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW
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P2 concepts
 PROFESSIONAL ARCHITECTS AND ENGINEERS
 1000 UNIVERSITY AVENUE, SUITE 200
 OTTAWA, ONTARIO K1V 6W6

DESIGNED BY: P.E.
 DRAWN BY: P.E.
 APPROVED BY: B.K.

PROJECT
 1592 TENTH LINE ROAD
 OTTAWA

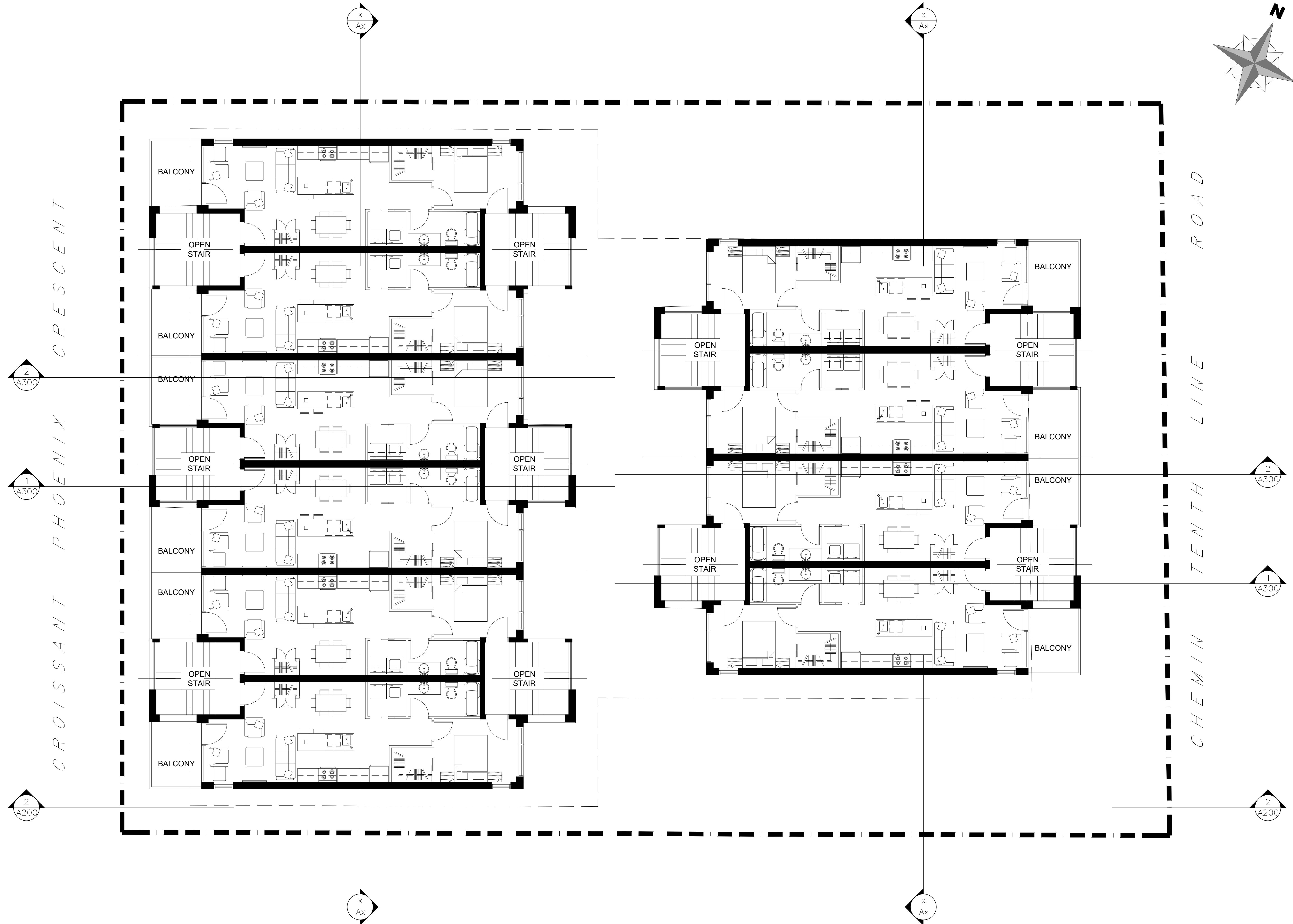
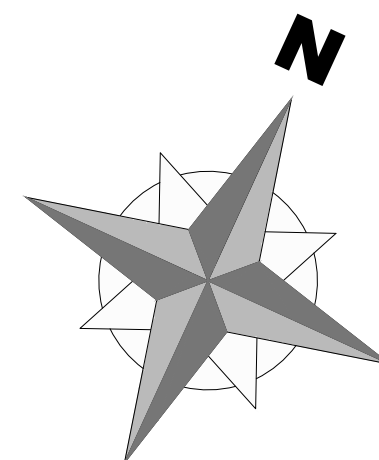
DRAWING TITLE
 MAIN LEVEL PLAN

PROJECT NO.
 0359

DATE
 JAN. 13, 2021

A100

1 MAIN LEVEL FLOOR PLAN
 SCALE = 1:75



11			
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04	FOR REVIEW	PE	APR. 16 2021
03	FOR REVIEW	PE	JAN. 13 2021
02	FOR REVIEW	PE	NOV. 26 2020
01	FOR REVIEW	PE	NOV. 20 2020
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW
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P2
concepts
PROFESSIONAL ARCHITECTS
COTTAWAN, ONTARIO & ILLINOIS

DESIGNED BY: P.E.
DRAWN BY: P.E.
APPROVED BY: B.K.

PROJECT
**1592 TENTH LINE ROAD
OTTAWA**

DRAWING TITLE
TYPICAL LEVEL PLAN

PROJECT NO.
0359

DATE
JAN. 13, 2021

A100

15.0 m maximum permitted height

11.0 m height

CHEMIN TENTH LINE ROAD

T/O ROOF LEVEL SUBFLOOR

T/O 3RD LEVEL SUBFLOOR

T/O 2ND LEVEL SUBFLOOR

CROISSANT PHOENIX CRESCENT

T/O MAIN LEVEL SUBFLOOR

T/O UNDERGROUND PARKING

1 NORTH SIDE ELEVATION
A-200 SCALE = 1:100

15.0 m maximum permitted height

11.0 m height
T/O ROOF LEVEL SUBFLOOR

T/O 3RD LEVEL SUBFLOOR

T/O 2ND LEVEL SUBFLOOR

PHOENIX CRESCENT

T/O MAIN LEVEL SUBFLOOR

T/O UNDERGROUND PARKING

88.11
88.11
88.12
88.23
352.57 / 4 = 88.14
AVERAGE GRADE

AVERAGE GRADE 88.14

UTILITY ROOM

HALF IN GROUND PARKING

CHEMIN TENTH LINE ROAD

2 SOUTH SIDE ELEVATION
A-200 SCALE = 1:100

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04	FOR REVIEW	PE	APR. 16 2021
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P2
concepts
PROFESSIONAL ARCHITECTS
OTTAWA, ONTARIO, K1V 6W6

DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: B.K.

PROJECT
1592 TENTH LINE ROAD
OTTAWA

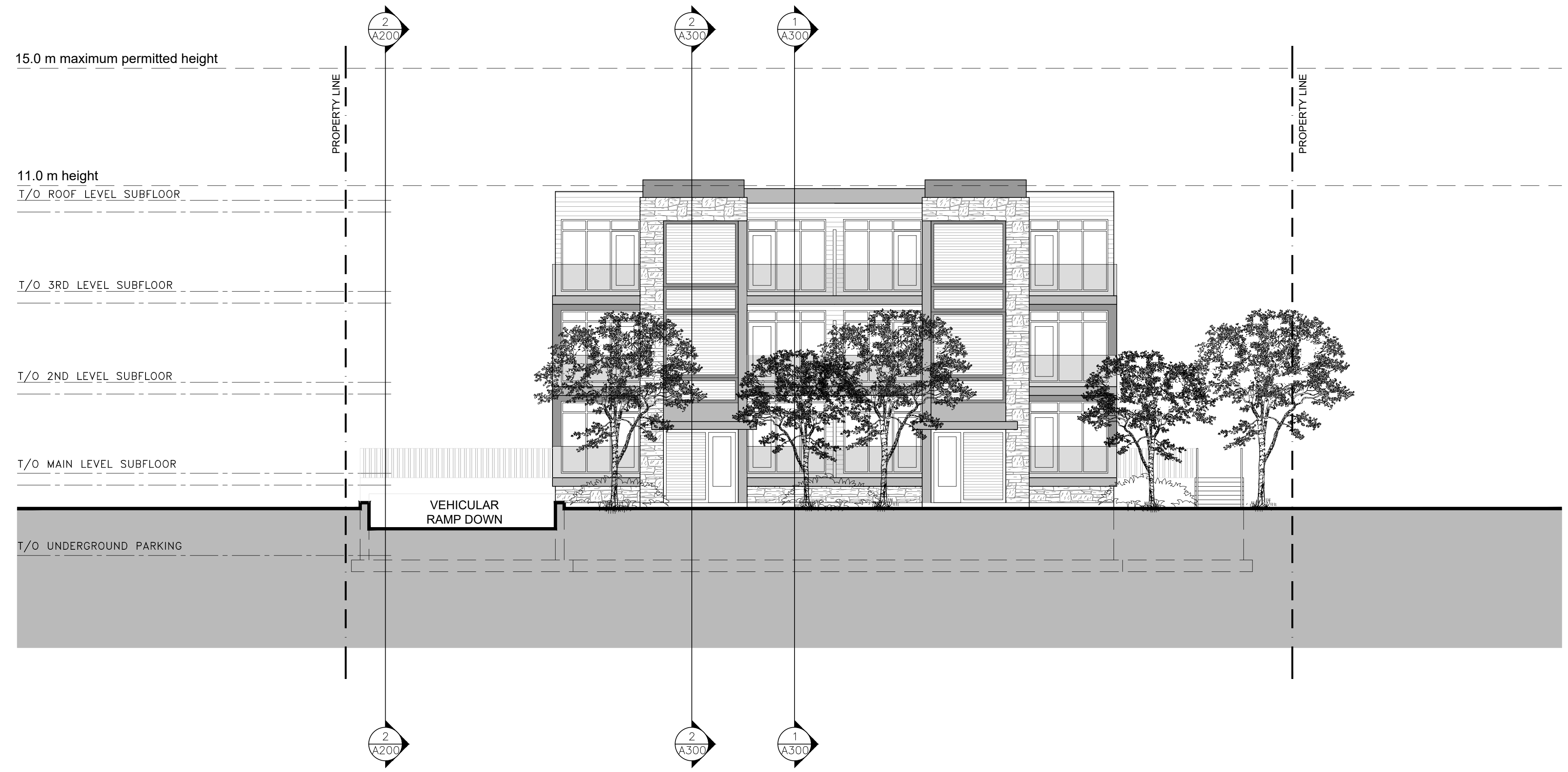
DRAWING TITLE
NORTH AND SOUTH
ELEVATIONS

PROJECT NO.
0359
DATE
JAN. 13, 2021

A200



1 WEST ELEVATION ELEVATION (ALONG PHOENIX)
A-201 SCALE = 1:100



1 EAST ELEVATION ELEVATION (ALONG TENTH LINE)
A-201 SCALE = 1:100

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04	FOR REVIEW	PE	APR. 16 2021
03	FOR REVIEW	PE	JAN. 13 2021
02	FOR REVIEW	PE	NOV. 26 2020
01	FOR REVIEW	PE	NOV. 20 2020
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STAMP	NORTH ARROW
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P2
Concepts
PROFESSIONAL ARCHITECTS
1000 BAYVIEW AVE. SUITE 202
OTTAWA, ONTARIO K1V 6W6

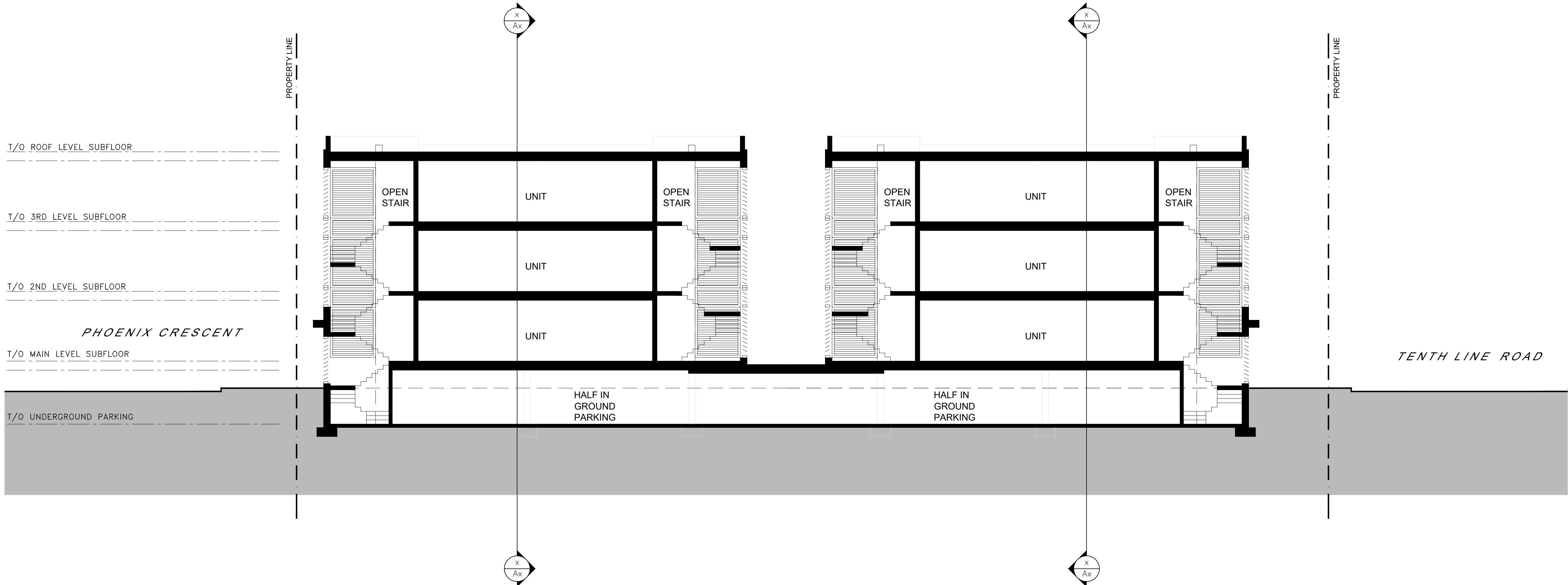
DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: B.K.

PROJECT
1592 TENTH LINE ROAD
OTTAWA

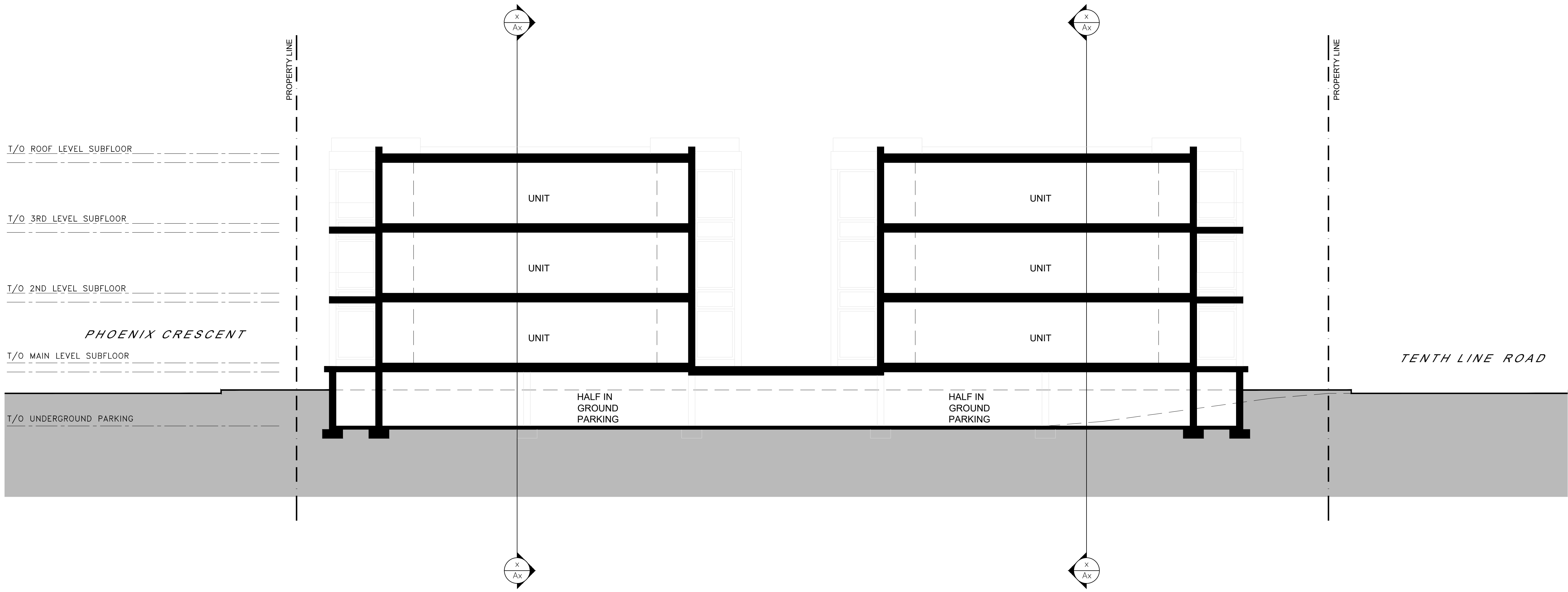
DRAWING TITLE
EAST AND WEST
ELEVATIONS

PROJECT NO.
0359
DATE
JAN. 13, 2021

A201



1 BUILDING SECTION (THROUGH OPEN STAIRS)
SCALE = 1:100



2 BUILDING SECTION
SCALE = 1:100

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04	FOR REVIEW	PE	APR. 16 2021
03	FOR REVIEW	PE	JAN. 13 2021
02	FOR REVIEW	PE	NOV. 26 2020
01	FOR REVIEW	PE	NOV. 20 2020
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW
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P2
concepts
PROFESSIONAL ARCHITECTS
1000 SHEPPARD AVENUE EAST, SUITE 200
OTTAWA, ONTARIO K1V 6W6

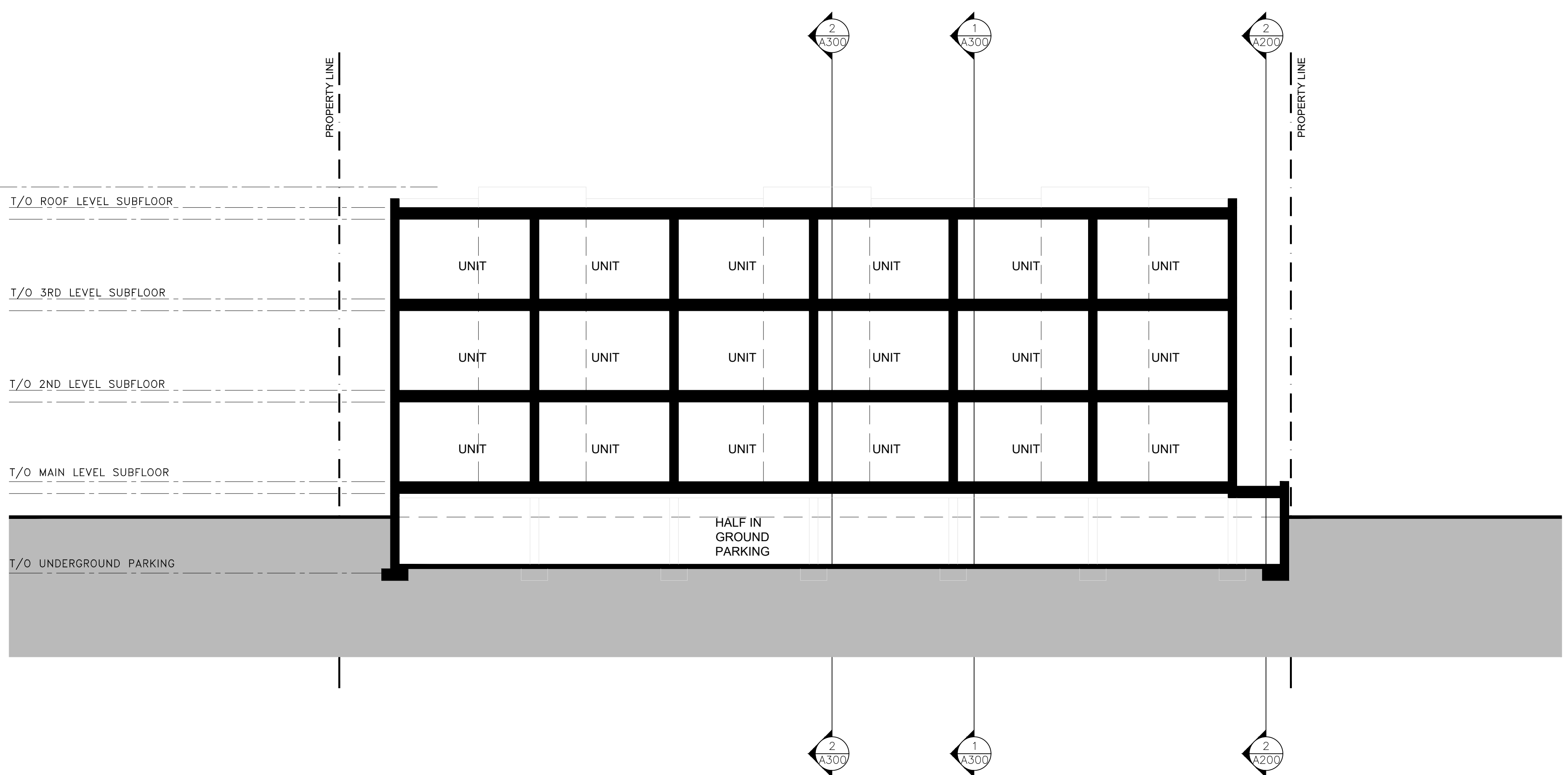
DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: B.K.

PROJECT
1592 TENTH LINE ROAD
OTTAWA

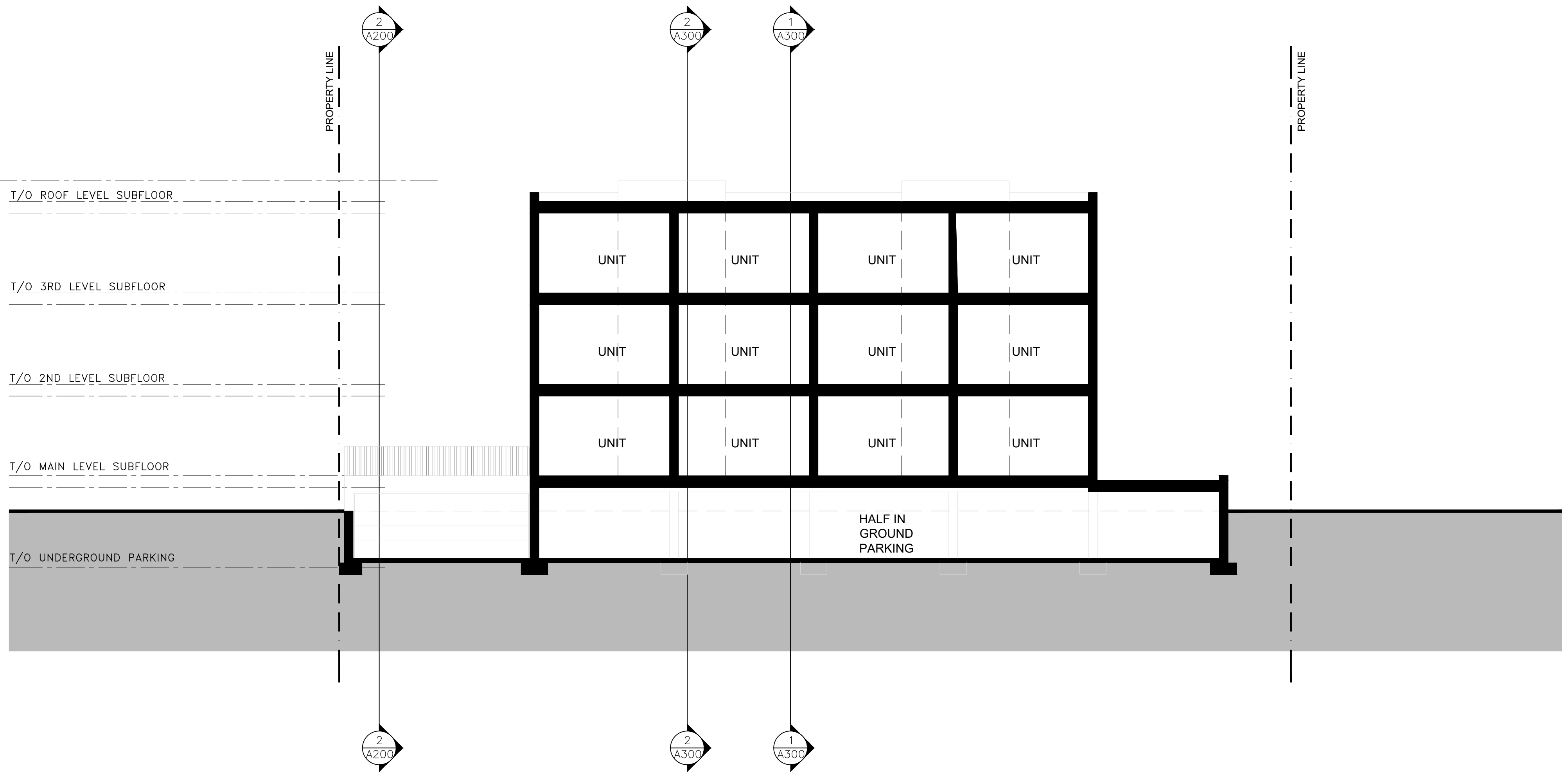
DRAWING TITLE
BUILDING SECTIONS

PROJECT NO.
0359
DATE
JAN. 13, 2021

A300



1 WEST ELEVATION ELEVATION (ALONG PHOENIX)
A-201 SCALE = 1:100



1 EAST ELEVATION ELEVATION (ALONG TENTH LINE)
A-201 SCALE = 1:100

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04	FOR REVIEW	PE	APR. 16 2021
03	FOR REVIEW	PE	JAN. 13 2021
02	FOR REVIEW	PE	NOV. 26 2020
01	FOR REVIEW	PE	NOV. 20 2020
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW
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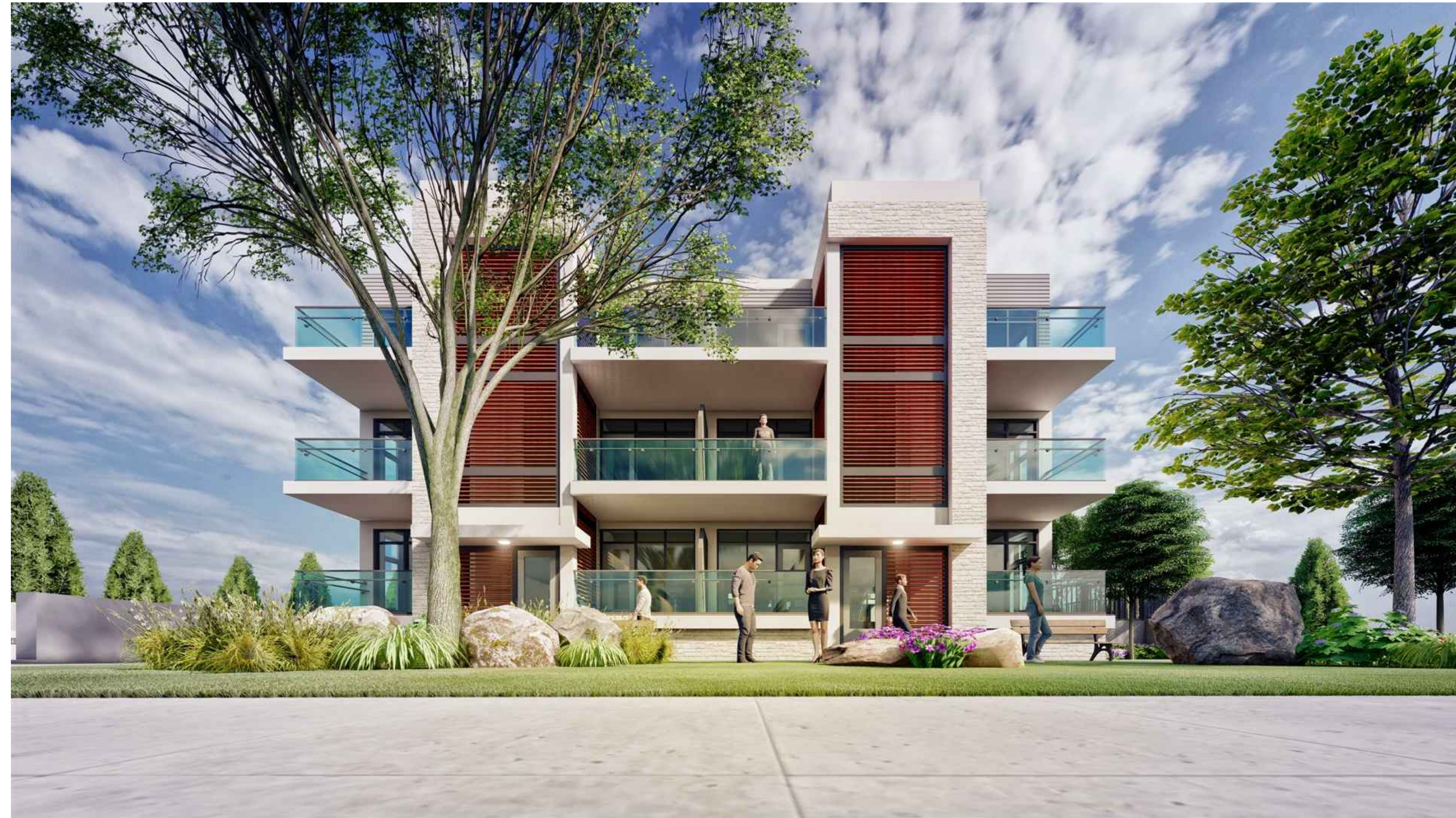
DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: B.K.

PROJECT
1592 TENTH LINE ROAD
OTTAWA

DRAWING TITLE
BUILDING SECTIONS

PROJECT NO.
0359
DATE
JAN. 13, 2021

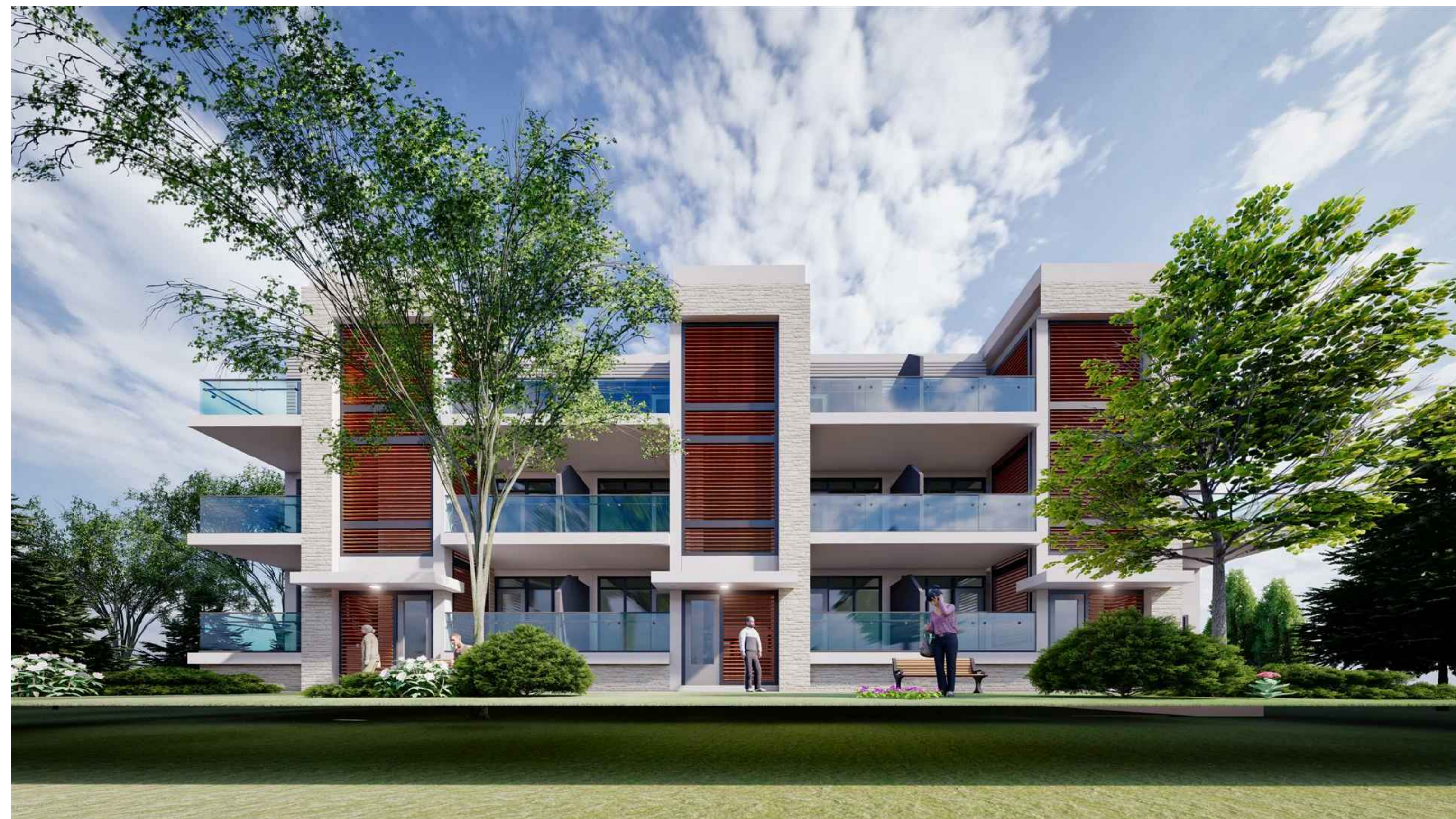
A301



1 VIEW FROM THE EAST (CHEMIN TENTH LINE ROAD)
A401 SCALE = N/A



3 VIEW FROM THE SOUTH- EAST (CHEMIN TENTH LINE ROAD)
A401 SCALE = N/A



2 VIEW FROM THE WEST (CROISSANT PHOENIX CRESCENT)
A401 SCALE = N/A



4 VIEW FROM SOUTH-WEST (CROISSANT PHOENIX CRESCENT)
A401 SCALE = N/A

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02	FOR REVIEW	PE	APR. 16 2021
01	FOR REVIEW	PE	JAN. 13 2021
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW
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P2
Concepts
PROFESSIONAL ARCHITECTS
OTTAWA, ONTARIO, K1V 6W8

DESIGNED BY: P.E.
DRAWN BY: P.E.
APPROVED BY: B.K.

PROJECT
1592 TENTH LINE ROAD
OTTAWA

DRAWING TITLE
PERSPECTIVE VIEWS

PROJECT NO.
0359
DATE
JAN. 13, 2021

A401



1 VIEW FROM THE EXISTING CITY PARK
 SCALE = N/A



2 VIEW FROM THE NORTH- EAST (CHEMIN TENTH LINE ROAD)
 SCALE = N/A



3 VIEW FROM NORTH-WEST (CROISSANT PHOENIX CRESCENT)
 SCALE = N/A

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02	FOR REVIEW	PE	APR. 16 2021
01	FOR REVIEW	PE	JAN. 13 2021
No.	REVISIONS	BY	DATE

STAMP	NORTH ARROW
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P²
Concepts
PROFESSIONAL ARCHITECTS & CIVIL ENGINEERS
 1000 BROADVIEW AVENUE, SUITE 200
 OTTAWA, ONTARIO K1V 6W6

DESIGNED BY: P.E.
 DRAWN BY: P.E.
 APPROVED BY: B.K.

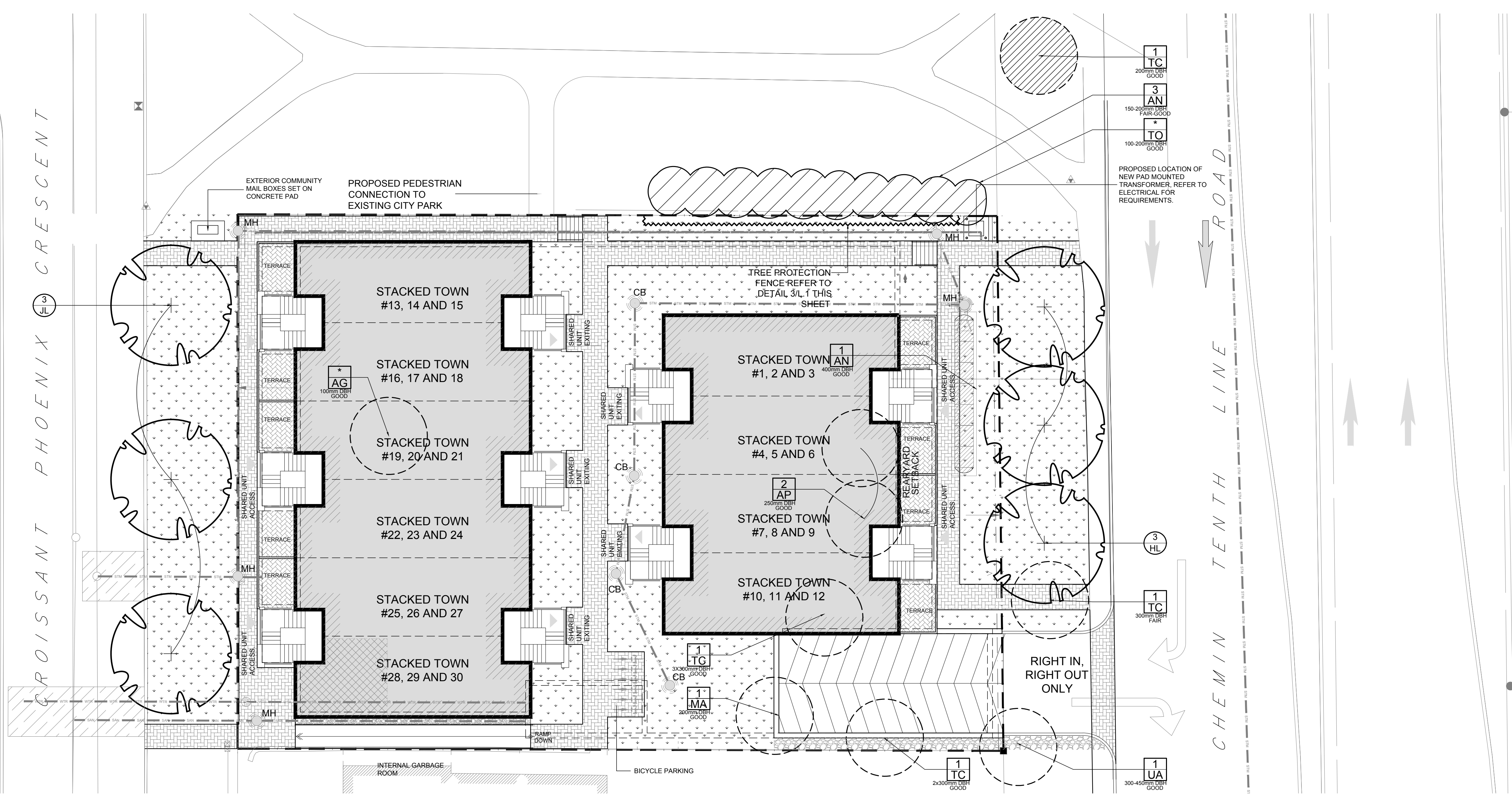
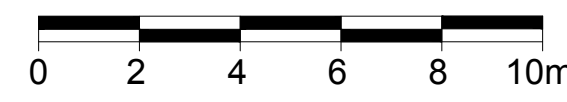
PROJECT
 1592 TENTH LINE ROAD
 OTTAWA

DRAWING TITLE
 PERSPECTIVE VIEWS CONT.

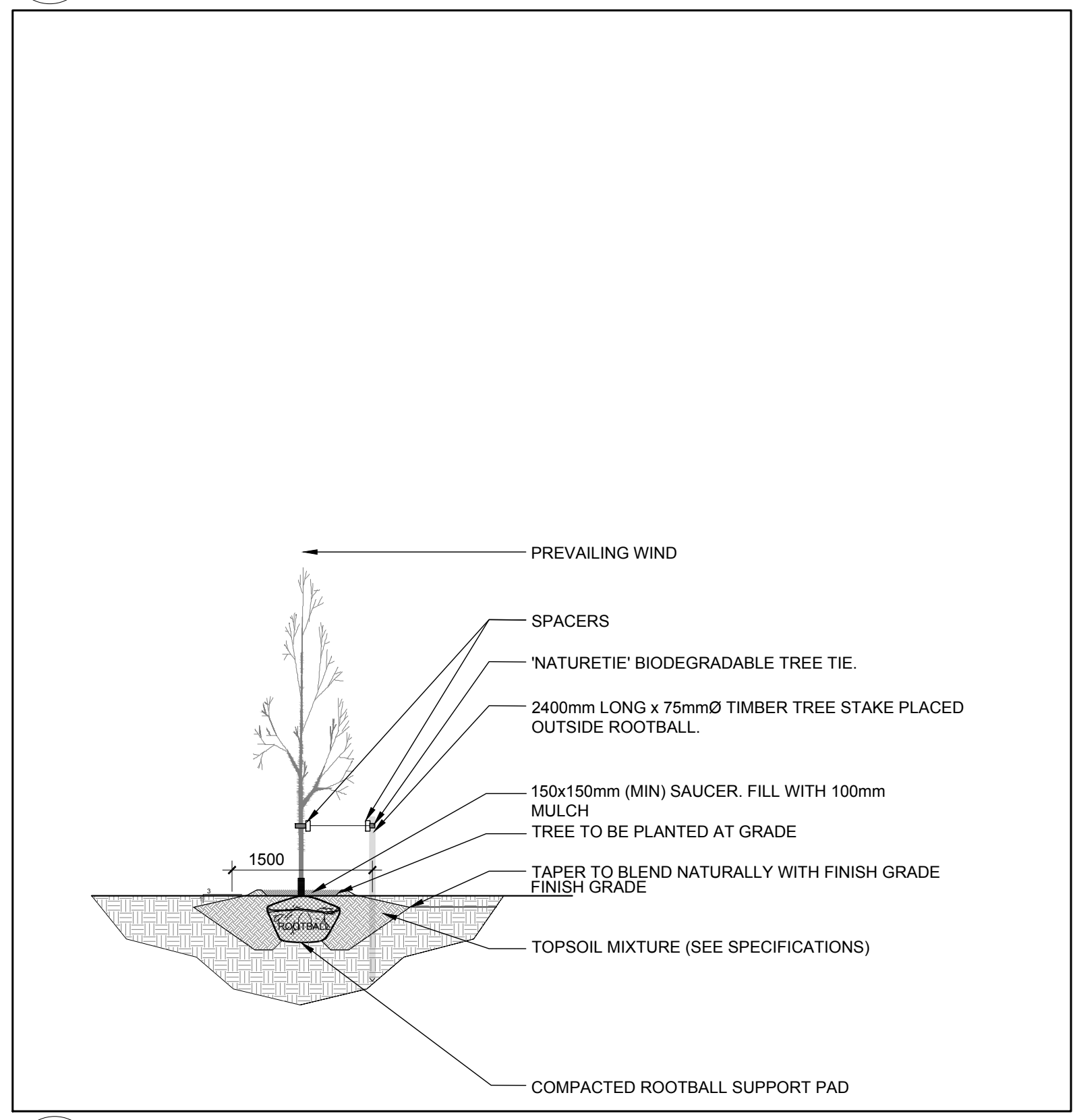
PROJECT NO.
 0359
 DATE
 JAN. 13, 2021

A402

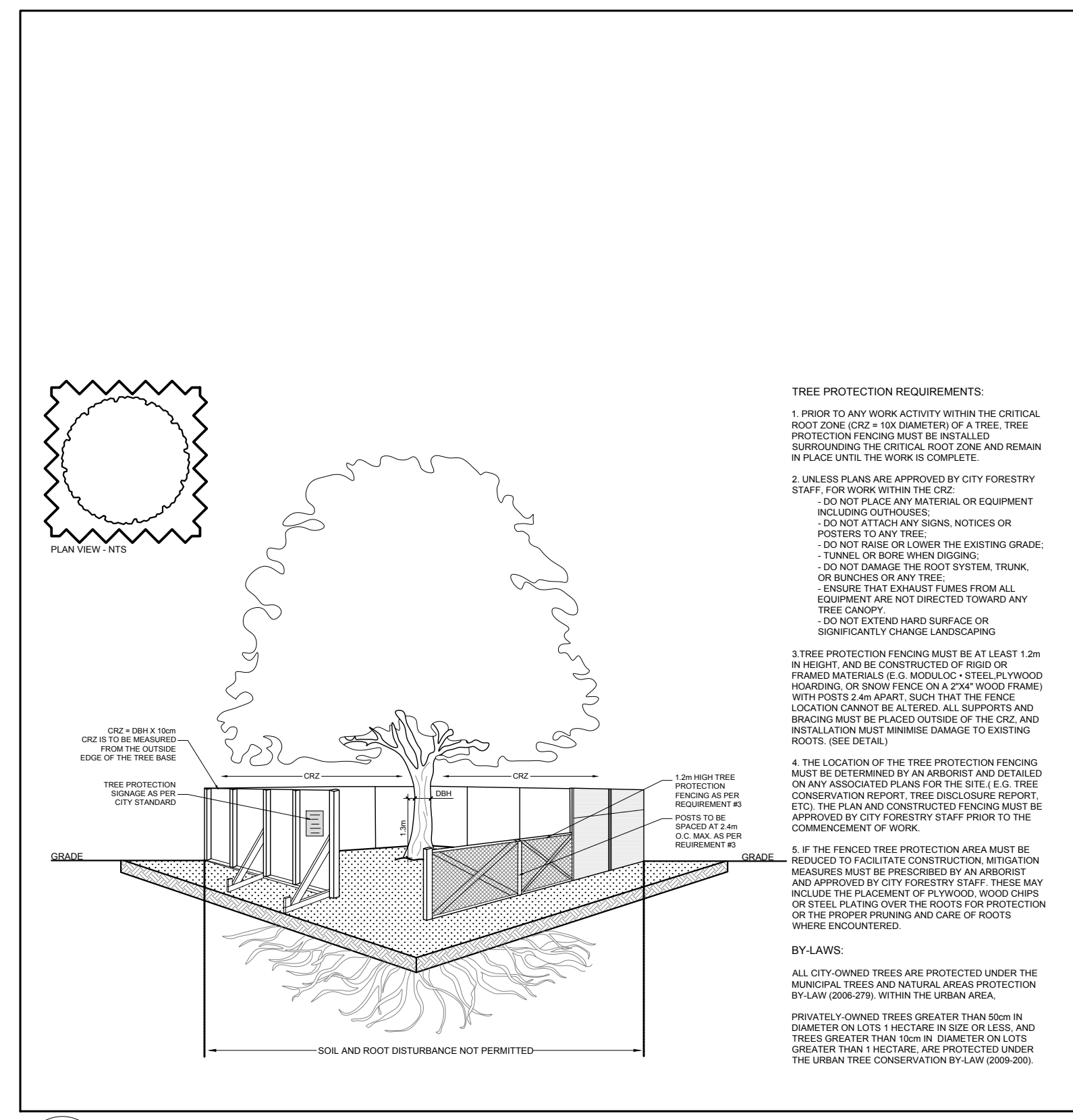
- GENERAL NOTES:**
- It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.
 - The contractor is to notify all utility companies and authorities prior to any excavation and ascertain locations of underground services.
 - The contractor is to reinstate all areas and items damaged as a result of construction activity.
 - The contractor is to comply with all pertinent codes and by-laws.
 - The contractor is to maintain a positive surface run-off throughout the entire construction period.
 - The Landscape Architect is not responsible for subsurface conditions.
 - The contractor is to identify all existing trees to remain on site with the Landscape Architect prior to construction.
 - The contractor is to stake the proposed location of all plant material in conjunction with the Landscape Architect prior to excavation.
 - Minimum distances for selected deciduous trees are as follows:
 - Building Foundations 7.5m
 - Sidewalks 1.5m
 - Public Streets 2.5m
 - Underground Infrastructure 2.0m
 - All trees within 1m of underground utility trenches are to be excavated by hand.
 - Remove all protective wrapping from tree trunks after installation.
 - Staking of trees shall only be performed if necessary.
 - Ensure that mulch is pulled back a min. distance of 75mm from base of tree trunk.



1
L.1 TREE CONSERVATION REPORT & LANDSCAPE PLAN
SCALE 1:150



2
L.1 DECIDUOUS TREE PLANTING
SCALE: NTS



3
L.1 TREE PROTECTION FENCE
SCALE: NTS

PROPOSED PLANT LIST						
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
HL	3	Gleditsia triacanthos 'Draves'	Street Keeper Honey Locust	60mm cal.	B&B	Single leader
JL	3	Syringa reticulata	Japanese Tree Lilac	60mm cal.	B&B	

EXISTING TREE LIST						
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
AG	-	Acer ginnala	Amur Maple	100mm dbh	Good	To be removed
AN	4	Acer negundo	Manitoba Maple	150-400mm dbh	Fair-Good	See plan
AP	2	Acer platanoides	Freeman's Maple	250mm dbh	Good	To be removed
MA	1	Mallus sp.	Crabapple	200mm dbh	Good	To be removed
TC	4	Tilia cordata	Littleleaf Linden	200-300mm dbh	Fair-Good	See plan
TO	-	Thuja occidentalis	White Cedar	100-200mm dbh	Good	To remain
UA	1	Ulmus americana	American Elm	2x400-450mm dbh	Good	To remain

*DENOTES NUMEROUS

CLIENT: **BRIDOR** Developments

994-B St. Augustin Rd
Emmetsburg, ON N0A 1Y0
Tel: (813) 443-3371

CONSULTANTS

ARCHITECTS: **P2** concepts
739 RIDGEWOOD AVE., UNIT 201
OTTAWA, ONTARIO, K1V 6A8

CIVIL ENGINEERS: **BLANCHARD LETENDRE** ENGINEERING
787 Notre-Dame St. Studio 42
Emmetsburg, ON N0A 1Y1
Tel: (813) 693-2201

LEGEND

- PROPOSED PRECAST CONCRETE PAVERS TYPE I
- PROPOSED PRECAST CONCRETE PAVERS TYPE II
- PROPOSED DECIDUOUS TREE
- PROPOSED SOD
- PROPOSED RIVERSTONE MULCH
- PROPOSED TREE PROTECTION FENCE

2	RE-ISSUED FOR SITE PLAN CONTROL	04/19/2021	ML	JL
1	ISSUED FOR SITE PLAN CONTROL	03/09/2021	ML	JL
No.	Issue	Date	DR	CK

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
3332 CARLING AVE. OTTAWA, ONTARIO K2H 5A8
Tel: (613) 722-5168 Fax: (866) 343-3942

PROJECT

STACKED TOWNHOUSES
1592 TENTH LINE ROAD, OTTAWA ON

DRAWING

TREE CONSERVATION REPORT & LANDSCAPE PLAN

STAMP

SCALE AS SHOWN

START DATE FEBRUARY 2021

PROJECT NO.

PROJECT NORTH

DRAWING NO. **L.1**

PLOT SIZE ARCH-D



View of the subject property from 10th Line (top photo) and from Phoenix Crescent (bottom photo)