



# JARDINS FRANÇOISE

\*\*\*  
LÉPINE

NEUF  
ARCHITECTES

12647  
October 2021

# TABLE OF CONTENTS

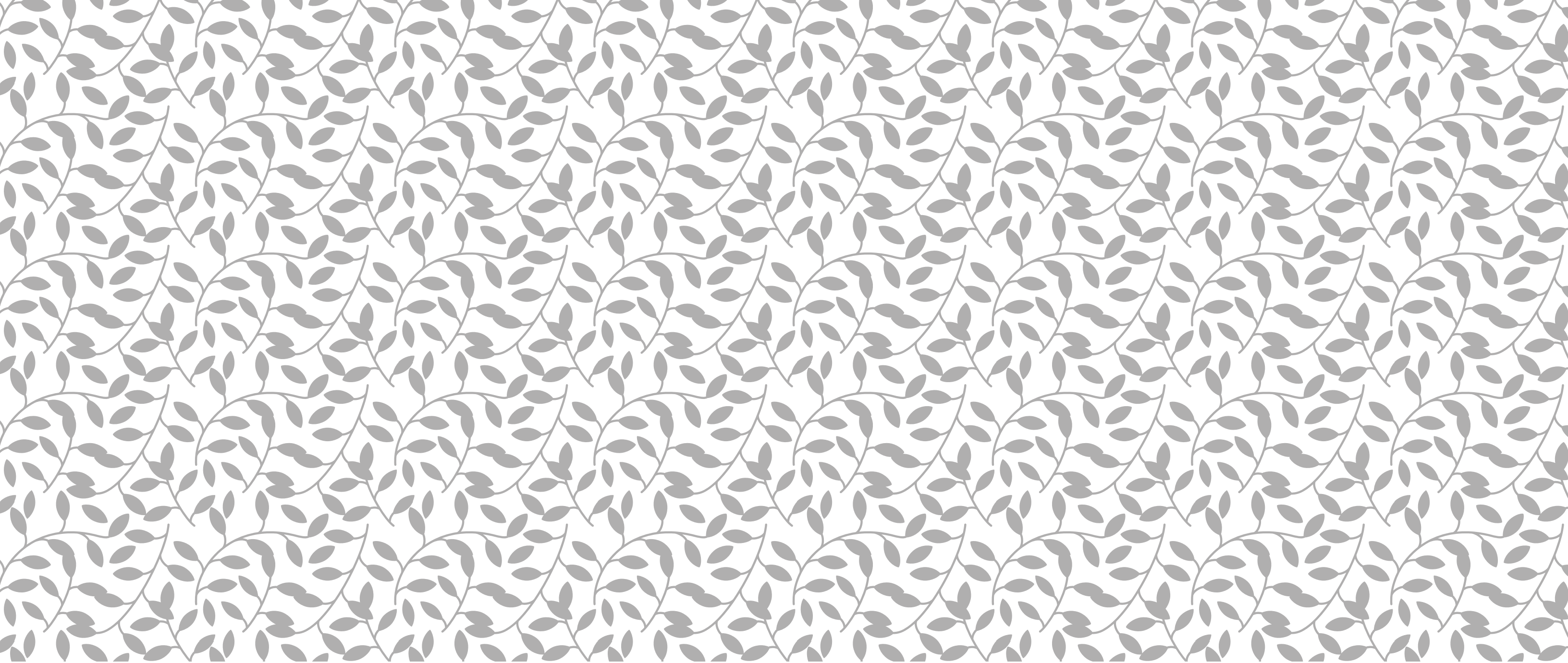
## Context

LOCATION MAP	4
EXISTING STREETScape	5
EXISTING STREETScape	6
CONTEXT PHOTOGRAPHY	7
MASTER PLAN	8
TOPOGRAPHY SURVEY	9
BUILDING INSPIRATION	10
LÉPINE PROJECTS	11
NEIGHBOURHOOD PARK & LANDSCAPING INSPIRATION	12
INTERIOR INSPIRATION	13
LIFESTYLE	14
DESIGN BRIEF	15
DESIGN BRIEF	16
SUSTAINABILITY	17
GENERAL MASTER PLAN	18
MASTER PLAN BUBBLE DIAGRAM	19
PUBLIC REALM & TRANSPORTATION (1:2000)	20
LAMARCHE STREET SECTION PROPOSAL	21
STREET SECTION CROISSANT FRANÇOISE	22

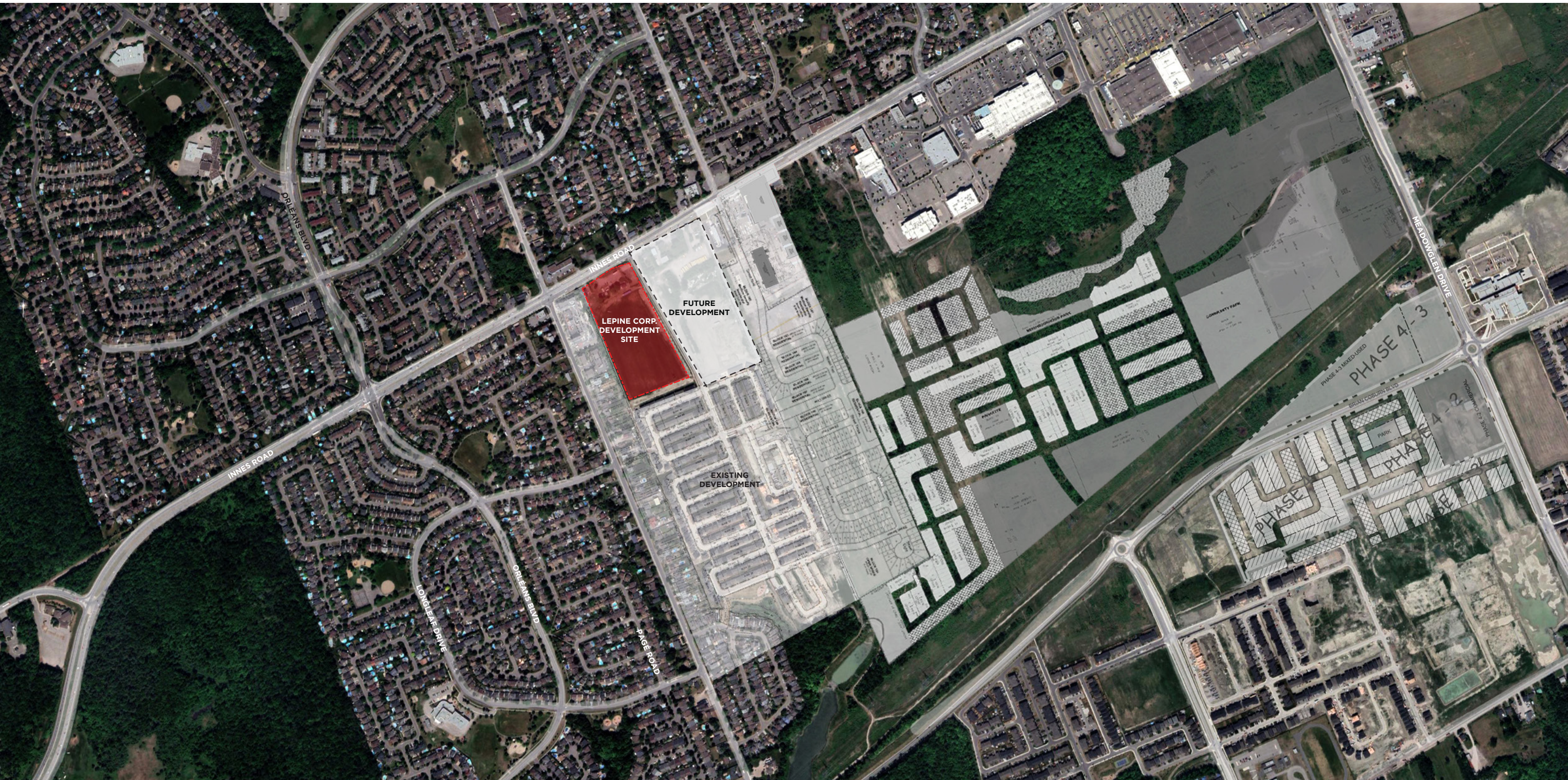
## Design Proposal

GENERAL SITE PLAN PHASING	24
P2 LEVEL PARKING	25
P1 LEVEL PARKING	26
GENERAL SITE PLAN - OPTION 1	27
GENERAL SITE PLAN - OPTION 2	28
GENERAL SITE PLAN - OPTION 3	29
GENERAL SITE PLAN - OPTION 4	30
SITE PLAN - OPTION 1	31
SITE PLAN - OPTION 2	32
SITE PLAN - OPTION 3	33
SITE PLAN - OPTION 4	34
TYPICAL 2ND - 4TH FLOOR ZONE 1	35
FLOOR PLAN - 5TH, 6TH & 7TH FLOORS ZONE 1	36
SECTION 1 - ZONE 1	37
SECTION 2 - OPTION 1	38
SECTION 2 - OPTION 2	39
SECTION 2 - OPTION 3	40
SECTION 2 - OPTION 4	41
SECTIONS DEVELOPMENT SCALE STUDIES	42

SOUTH ELEVATION	43
NORTH ELEVATION	44
WEST ELEVATION	45
EAST ELEVATION	46
SCENE 1	47
SCENE 2	48
SCENE 3	49
SUN STUDY - SEPTEMBER / MARCH	50
SUN STUDY - SEPTEMBER / MARCH	51
SUN STUDY - SEPTEMBER / MARCH	52
SUN STUDY - DECEMBER	53
SUN STUDY - DECEMBER	54
SUN STUDY - JUNE	55
SUN STUDY - JUNE	56
SUN STUDY - JUNE	57
GENERAL STATISTICS	58
UNIT COUNT	59



## **CONTEXT**



PAGÉ ROAD

LAMARCHE AVENUE

INNES ROAD



VIEW TOWARDS INNES ROAD

PAGÉ ROAD

LAMARCHE AVENUE

INNES ROAD



VIEW TOWARDS PAGÉ ROAD



VIEW TOWARDS TRANSIT ROUTE



VIEW TOWARDS LAMARCHE AVENUE

CORNER OF INNES ROAD AND LAMARCHE AVENUE



INNES ROAD LOOKING WEST

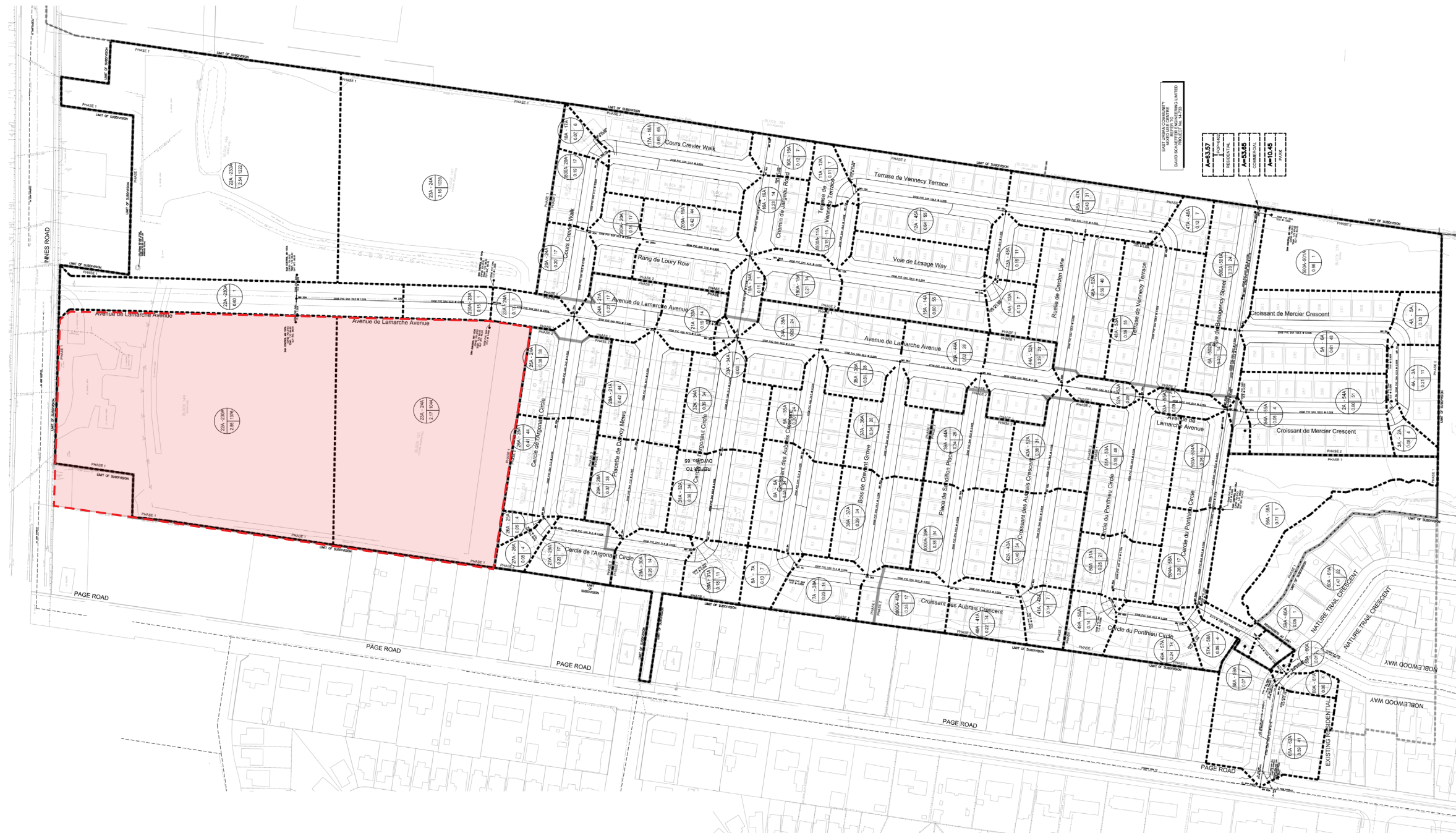


LOOKING SOUTH FROM LAMARCHE AVENUE



INNES ROAD LOOKING EAST





CAIVAN (ORLEANS VILLAGE) LIMITED  
DAVID SCHAFFNER ENGINEERING LTD.

A-43.57	1000
A-43.58	1000
A-43.59	1000
A-43.60	1000
A-43.61	1000
A-43.62	1000
A-43.63	1000
A-43.64	1000
A-43.65	1000
A-43.66	1000
A-43.67	1000
A-43.68	1000
A-43.69	1000
A-43.70	1000
A-43.71	1000
A-43.72	1000
A-43.73	1000
A-43.74	1000
A-43.75	1000
A-43.76	1000
A-43.77	1000
A-43.78	1000
A-43.79	1000
A-43.80	1000
A-43.81	1000
A-43.82	1000
A-43.83	1000
A-43.84	1000
A-43.85	1000
A-43.86	1000
A-43.87	1000
A-43.88	1000
A-43.89	1000
A-43.90	1000
A-43.91	1000
A-43.92	1000
A-43.93	1000
A-43.94	1000
A-43.95	1000
A-43.96	1000
A-43.97	1000
A-43.98	1000
A-43.99	1000
A-44.00	1000

**LEGEND**

- SANITARY DRAINAGE BOUNDARY
- SANITARY SUB-DRAINAGE BOUNDARY
- SANITARY DRAINAGE BOUNDARY (OTHER PHASES)
- UPSTREAM MH TO DOWNSTREAM MH
- AREA IN HECTARES
- POPULATION
- UPSTREAM MH TO DOWNSTREAM MH
- AREA IN OTHER PHASES IN HECTARES
- POPULATION
- EXTERNAL AREA IN HECTARES
- EXTERNAL POPULATION
- DENSITY (PERSONS/HECTARE)
- EXTERNAL LAND USE
- MAINTENANCE HOLE
- CAP

**TOPOGRAPHIC INFORMATION**  
TOPOGRAPHIC INFORMATION PROVIDED BY J.D. BARNES LIMITED, PROJECT No. 16-10-116-00.  
SURVEY DATED NOVEMBER 30, 2011.

**LEGAL INFORMATION**  
CALCULATED MASTER PLAN PROVIDED BY J.D. BARNES LIMITED, PROJECT No. 16-10-116-00  
(PHASE 1 & 2) DATED MARCH 08, 2016.

ISSUED FOR MOE APPROVAL 16-05-09

**NOT FOR CONSTRUCTION**

**ELEVATION NOTE** ELEVATION = 88.12 m

ELEVATIONS ARE GEODETIC AND ARE DERIVED FROM SITE BENCHMARK NO. CONTROL POINT C01855329 HAVING A PUBLISHED ELEVATION OF 88.0m

No.	DATE	BY	DESCRIPTION
2	18-05-09	M.Z.	ISSUED FOR MOE APPROVAL
1	16-07-24	M.Z.	T41 SUBMISSION

**Ottawa CITY OF OTTAWA**

PROJECT No. 16-881

**SANITARY DRAINAGE PLAN** © DSEL

CAIVAN (ORLEANS VILLAGE) LIMITED      ORLEANS VILLAGE

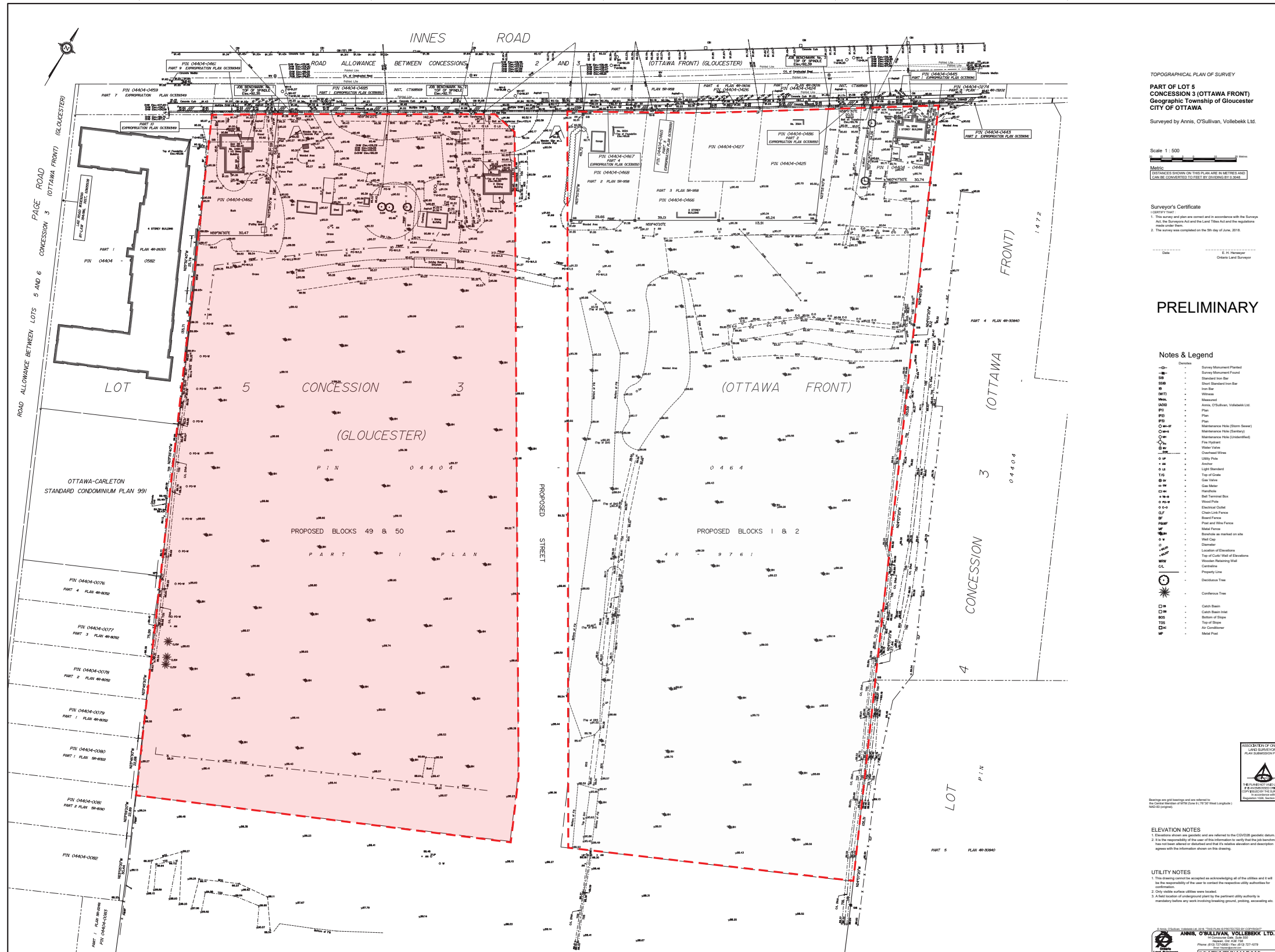
**DSEL** david schaffner engineering ltd.

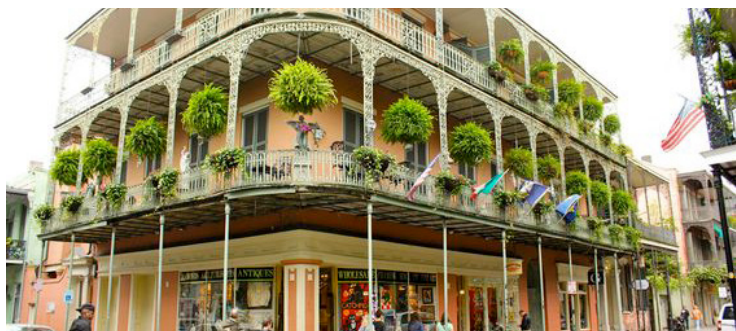
122 Bell Road, Unit 103  
Stittville, ON K2E 1E9  
Tel: 905-338-2888  
Fax: 905-338-2885  
www.dsel.ca

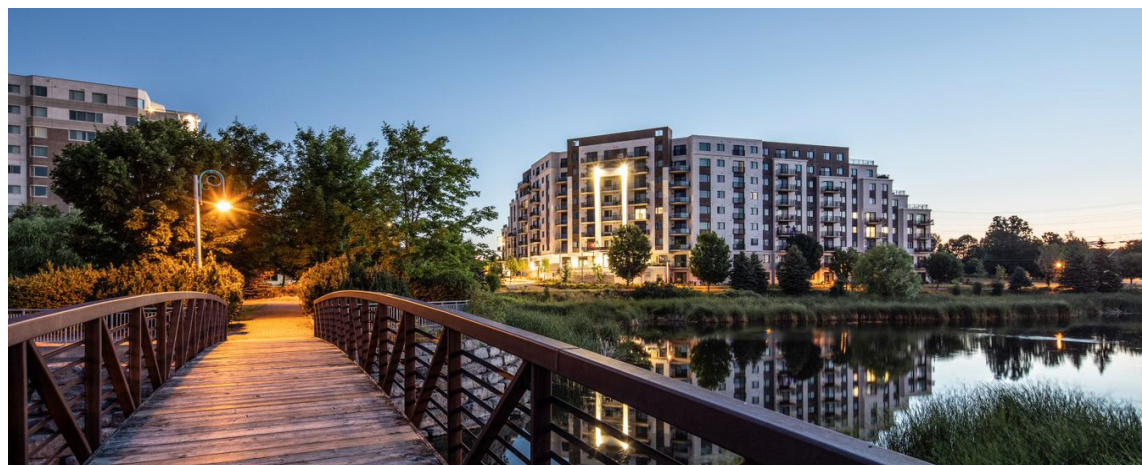
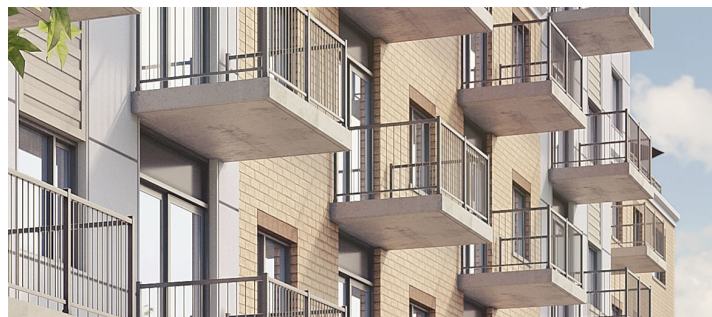
DRAWN BY: M.Z./J.Y.	CHECKED BY: P.P.	DRAWING NO.	SHEET NO.
DESIGNED BY: P.P.	CHECKED BY: M.Z.		66
SCALE: 1:1000	DATE: JANUARY 2016		

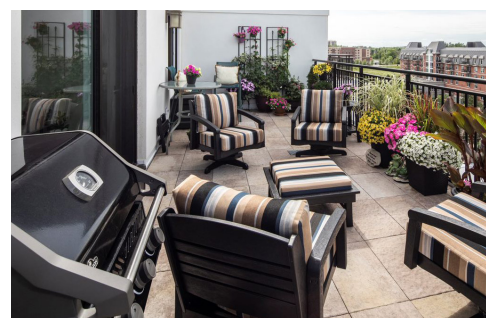
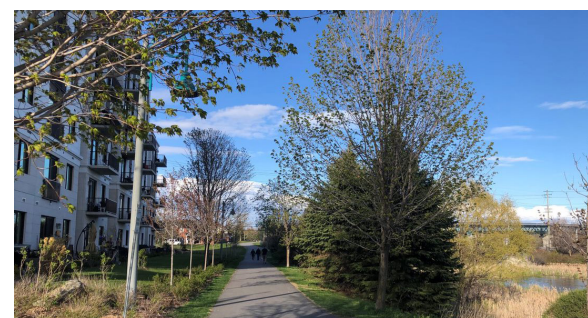




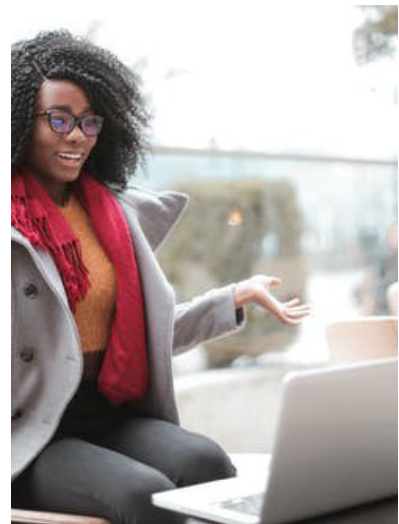
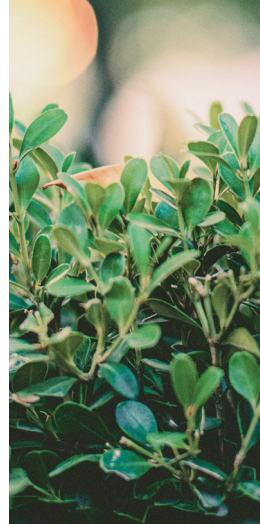
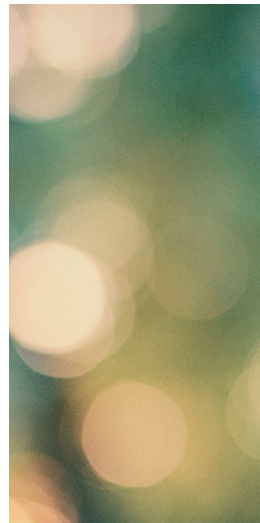












## DESIGN BRIEF

### 3490 INNES ROAD, ORLÉANS

This proposed Lépine apartment development is located in the community of Chapel Hill South, along the south side of Innes Road, one of the most important transportation routes on the east side of Ottawa. As a critical east-west arterial on the uplands of Orléans, Innes Road was recently widened from 2 to 4 lanes in order to accommodate traffic generated by the continuing suburban expansion of south Orléans.

The proposed development includes two properties, a commercial conversion of a 0.17-hectare (0.42-acre) single-detached residential lot at 3484 Innes Road and the larger property at 3490 Innes Road. The large undeveloped parcels were subdivided into the 2.17-hectare (5.36-acre) Block 49 and the 2.86-hectare (7.07-acre) Block 50, as part of the comprehensive Plan of Subdivision approved for the single-detached, townhouse, and stacked townhouse development immediately to the south of the subject site. They are presently under construction. The total area of 3484 Innes Road and Blocks 49 and 50 at 3490 Innes Road is 5.2 hectares (12.85 acres).

Most of the adjacent lands immediately to the west of the project site are developed as the four-storey Chapel Hill Retirement Residence, at 2305 Pagé Road, and a three-storey stacked townhouse development at 2345 to 2353 Pagé Road. South of the stacked townhouses, the rear yards of five single-detached dwellings are adjacent to the project site. The total linear interface along the western property line, adjacent to the Chapel Hill Retirement Residence and stacked townhouses, is approximately 213 metres, while the interface adjacent to the five single-detached rear yards is approximately 105 metres. The project site is bounded on the east side by the recently developed Lamarche Avenue, which is dedicated as a City road to serve the new subdivision to the south.

In general, the site measures approximately 320 metres (more or less) from north to south and, on average, approximately 163 metres from east to west. A municipal road will provide public access to the interior of the site. The U-shaped crescent road will have its two access points on Lamarche Avenue. A municipal park will be located at approximately the center of the western edge of the site and be fully accessible by the public as its eastern boundary will be the right of way of the planned crescent road.

As a result of the road and park configuration the site will be divided into three zones for development. Zone 1, the southernmost area abutting the adjacent townhouse development will be the first to be built. It is presently the only zone for which a development proposal is planned at this time.

In Zone 1 three residential rental buildings are positioned at right angles to one another to optimize views and light, and to minimize impact on the neighboring residential rear yards to the south and the west. The multi-building apartment development will have direct pedestrian access from both Lamarche Avenue and Croissant Françoise. Vehicular access to the underground parking garage will be provided from one driveway facing Croissant Françoise. Visitor parking will be provided in the landscaped forecourt facing the crescent. Servicing for the buildings (waste management, moving, deliveries) will be located to facilitate operations and minimize impact on the residents and the public domain.

Taking into account the scale of the site, the residents and visitors will enjoy relatively free access in and around the apartment community. The overall accessibility for pedestrians and cyclists via the central crescent into the heart of the development and the access points for vehicles ensures site permeability.

For Zone 1 the green space and pathways on the site cover approximately 8,000 square meters or 52% of

the site area. The public road and the park will allow for walking, jogging, cycling, dog walking, and other active and passive recreational uses. Landscaping and occasional outdoor furniture will also provide quiet rest areas around the site.

Subject to further detailed design and programming at subsequent approval and design stages, the landscaped areas around the buildings will provide for a variety of outdoor activities that will be compatible with the surrounding apartment buildings. The landscaping of these communal areas will exceed current standards, with superior plant specimens, to be selected mostly from native species and will encourage biodiversity. The comprehensive and coherent landscape architecture will include planting and flower beds, shade trees, and shrubbery. The developer has a strong commitment to pathway connectivity on and around the site, which will link the buildings, perimeter green spaces and public sidewalks adjacent to the development. Future programming and design studies will consider features such as a community garden, playground equipment, and gathering spaces such as gazebos and picnic areas. Key to the urban vitality of the apartment community and the local neighbourhood will be small-scale retail commercial businesses at grade in the apartment building located at the corner of Lamarche Avenue and Croissant Françoise. These businesses will face directly onto the street with adjacent short term commercial parking provided. Façade, entrance, and storefront design will provide for an appropriate balance of urban design coherence and individualism for each business. These businesses will not serve a regional catchment area because there is ample regional commercial office and retail development to the east along Innes Road. Rather, the businesses in this location will cater to the local apartment community and nearby neighbourhoods.

Given that Lépine intends to own, lease, operate, and maintain this apartment community over the long term, the landscaped areas will be operated and maintained to the highest standards. Lépine apartment buildings

provide highly accessible entryways, lobbies, hallways, elevators, and amenity areas, as well as an appropriate number of apartments designed for universal accessibility.

All resident parking will be provided in two levels of underground parking, which will have access via a driveway fronting onto Croissant Francoise . The underground parking will be constructed beneath the building, with secure pedestrian access to each apartment building. The site will be fully landscaped over the portions of the garage that exceed the building footprint.

There will be a total of 285 apartments distributed in the three buildings of Zone 1. According to parking ratios that have been specifically formulated to meet the needs of Lépine apartment buildings, a total of 354 vehicle parking stalls will be provided underground for residents and at grade there will be 41 stalls for visitors and retail patrons. In addition to 285 private lockers for the residents, 143 bicycle spaces will be provided on the first level of underground parking for the residents and 1 bicycle space will be provided for the commercial at grade. Lépine underground garages significantly exceed present standards for lighting, bright finishes, air quality monitoring, and fresh air exchange.

The building façades along Lamarche Avenue, and the Croissant Francoise road will serve to animate those vehicular, cycling and pedestrian routes. The façades at grade along Croissant Francoise and Lamarche Avenue will include principal entrances to lobbies, private access to individual apartments, and private patios. At-grade façades surrounding the landscaped areas will also include private access to individual apartments and private patios.

The general height of the apartment buildings will be 7 storeys for two of the buildings and 6 storeys for the building located on the south west portion of the site. In order to provide variety in built form and visibility the building ends will step down to form rooftop terraces.

The height strategy is based on mid-rise design concepts. The analytical scale studies in the presentation and documentation confirm that the stepping back of the buildings will respect the City of Ottawa height restrictions indicated for the south and west perimeters of the site. The upper storeys of the buildings incorporate terraces that appear to be cut out from their silhouettes, which represents an additional design response to the need for sensitive height and architectural transitions between the proposed apartment buildings and the neighbouring residential development. As shown on the pages illustrating building inspiration the architecture will be a contemporary interpretation of the stately old buildings of New Orleans. There will be continuous balconies on the first two floors of the facades facing Croissant Francoise and the municipal park. These balconies will have ornamental iron posts and railings as will the balconies of the upper floors and rooftop terraces.

In summary, the design of this project makes a statement about how rental apartment buildings can be well integrated within a suburban context in Ottawa. The aim of this design, however, goes beyond meeting the need for intensification and demand for rental housing. This design creates homes, amenities, and green spaces of the highest quality, at rents the majority of the community can afford. Development of this apartment community will create the conditions for comfortable, convenient, and healthy resident, visitor, and local retail experiences. The sustainability measures that Lépine incorporates into new apartment communities confirm that these buildings will maintain their architectural, environmental, economic, and community value for generations to come.

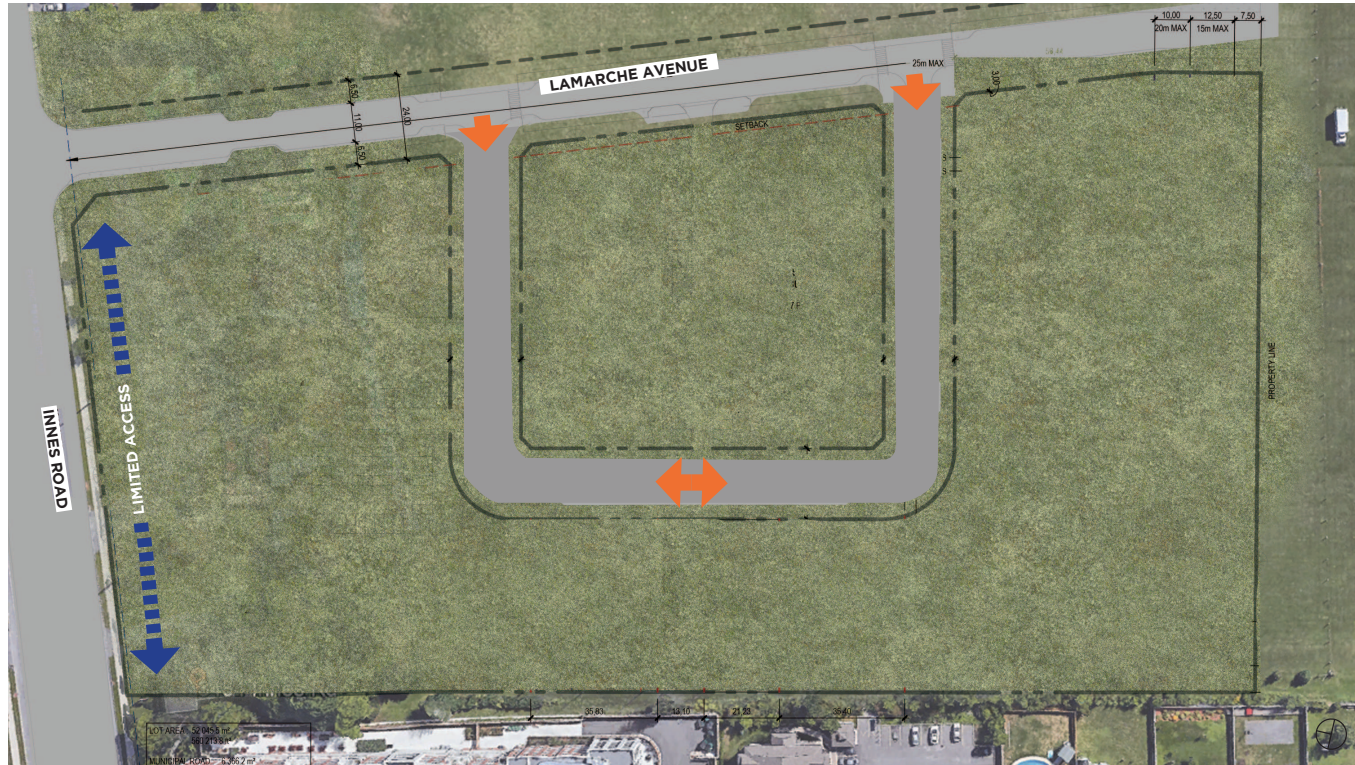




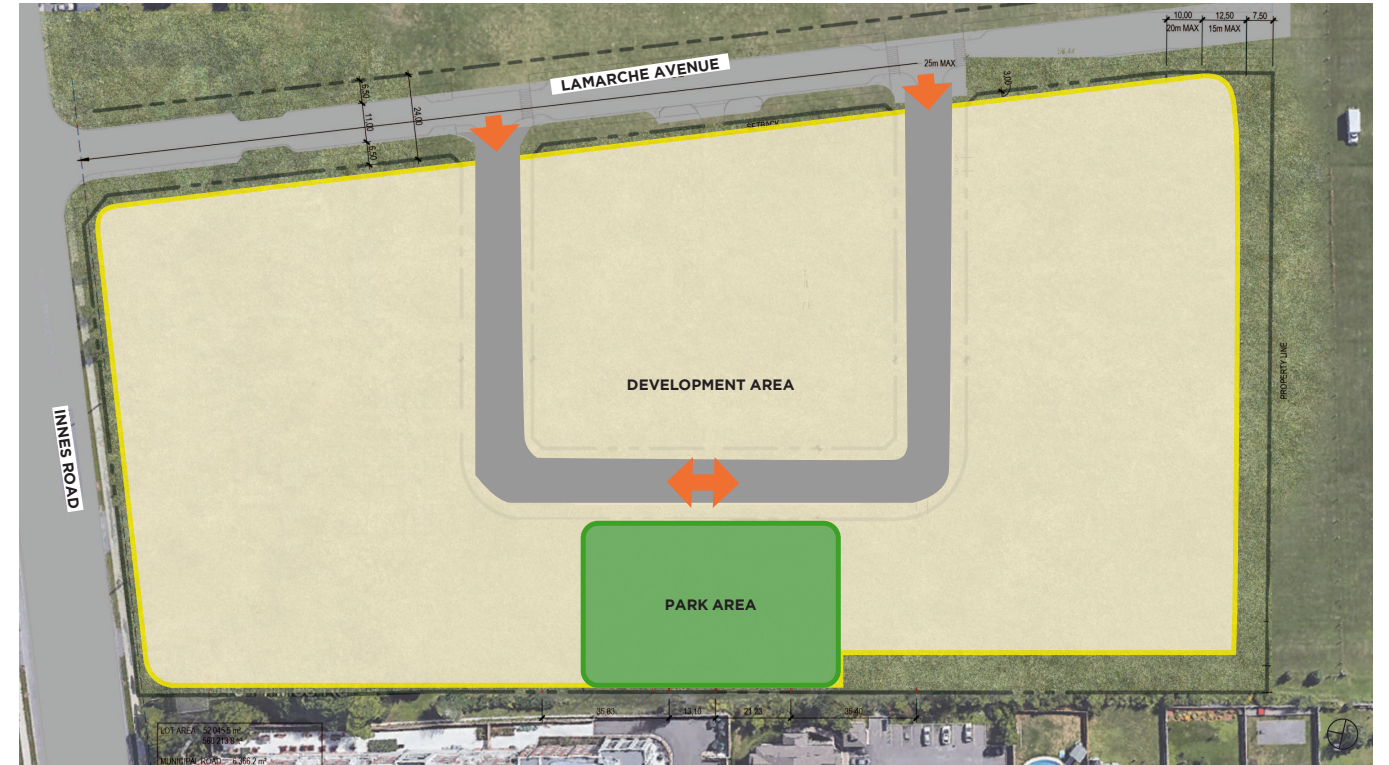
- We strive for sustainability and durability of our buildings, to achieve the standards published in the report “A Plan for Sustainability & Resiliency in Canada’s Capital Region” by the City of Ottawa, but also principally to minimize the long-term operational costs, which results in more modest rent increases for our clients in the long-term.
- When designing, Lépine always looks for ways to provide pragmatic, trouble free & convenient sustainability.
- Design according to a cycle of continuous improvement to refine and fine-tune our buildings from one project to the next.
- Conducted air tightness testing and the results came back being approximately half of the maximum air leakage of 0.23 cfm/sf @ 50 Pa stated in the Energy Star Multifamily High-Rise Pilot program.
- Pursued the Green Globes certification of the Green Building Initiative Canada for our project at 1425 Vanier Parkway. The project obtained 3 Green Globes. This is a certification we are hoping to pursue on most of our future projects
- Entered the Savings by Design program developed by Enbridge and hosted by Sustainable Buildings Canada. The final report stated that our project surpassed the Savings by Design program requirement of the projected annual energy performance of the building being at least 15% better than Ontario Building Code to over 30%.
- Maximize potential of our urban lots and density to mitigate urban sprawl while reintegrating a vast amount of soft landscaping to reintroduce nature back into the urban landscape. Approximately 60% of our sites are covered with soft landscaping. We integrate an extensive amount of native plants that are drought and shade tolerant in our planting mix while integrating native grasses and porous materials to allow for low-impact landscaping.
- A total of 10% of parking stalls can have electrical vehicle charging connections installed on demand in all our underground parking garages since 2010.
- Currently engaged in the certification process under the Federation of Rental Housing Providers of Ontario’s (FRPO) Certified Rental Building program for our portfolio of properties.
- We monitor our building’s environmental performance in its electricity, natural gas and water use. We also puts emphasis on waste management and recycling.
- On Innes Road we plan to push innovation even further.



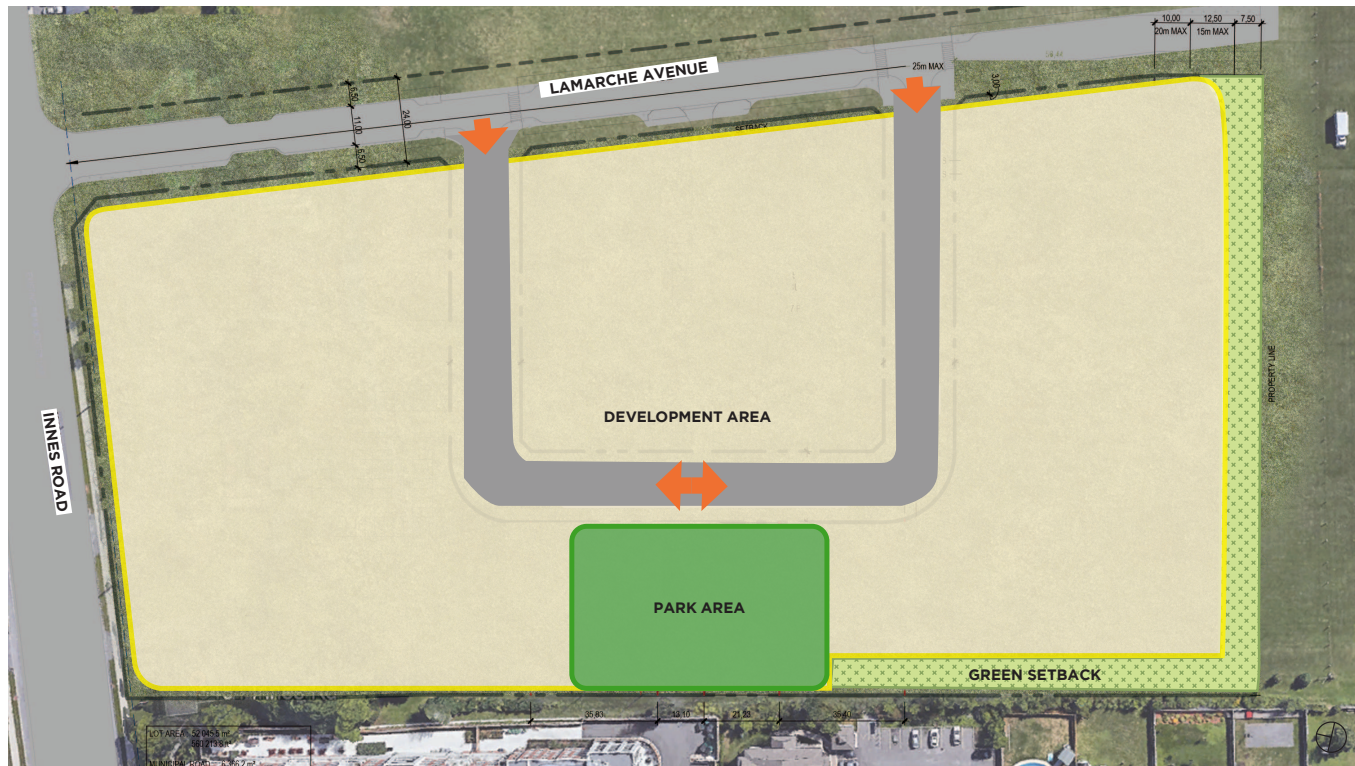
MASTER PLAN  
PUBLIC ACCESS MUNICIPAL ROAD



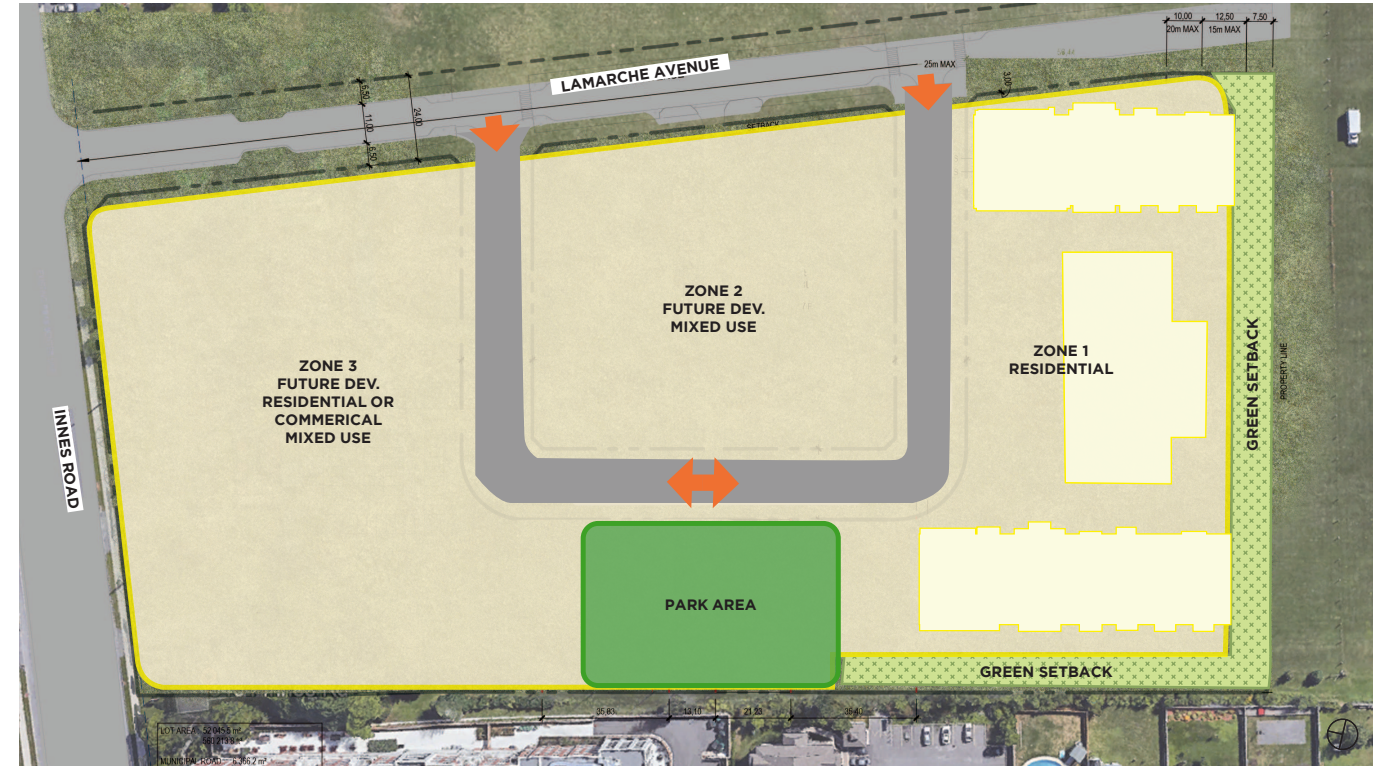
MASTER PLAN  
PARK AREA

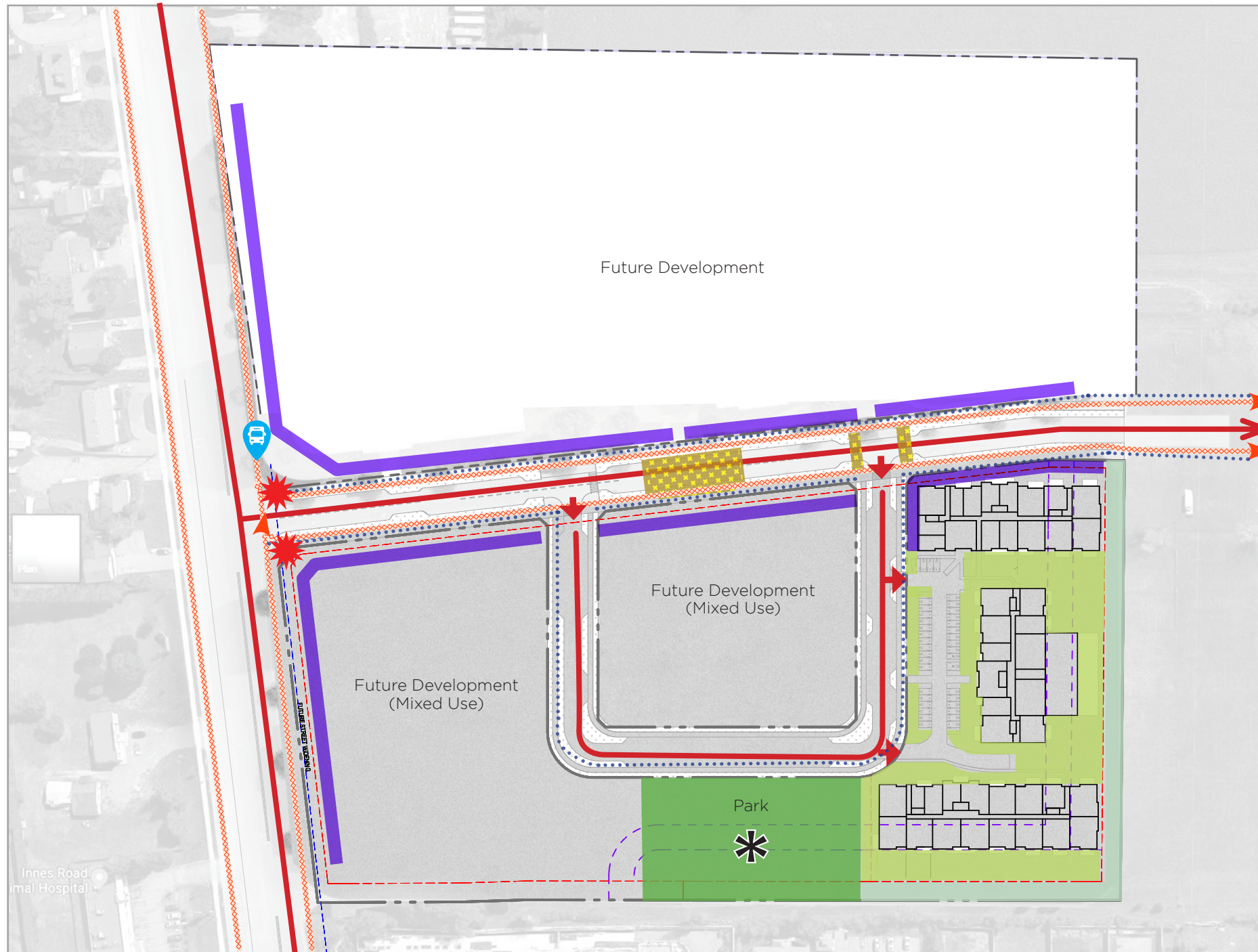


MASTER PLAN  
DEVELOPMENT AREA



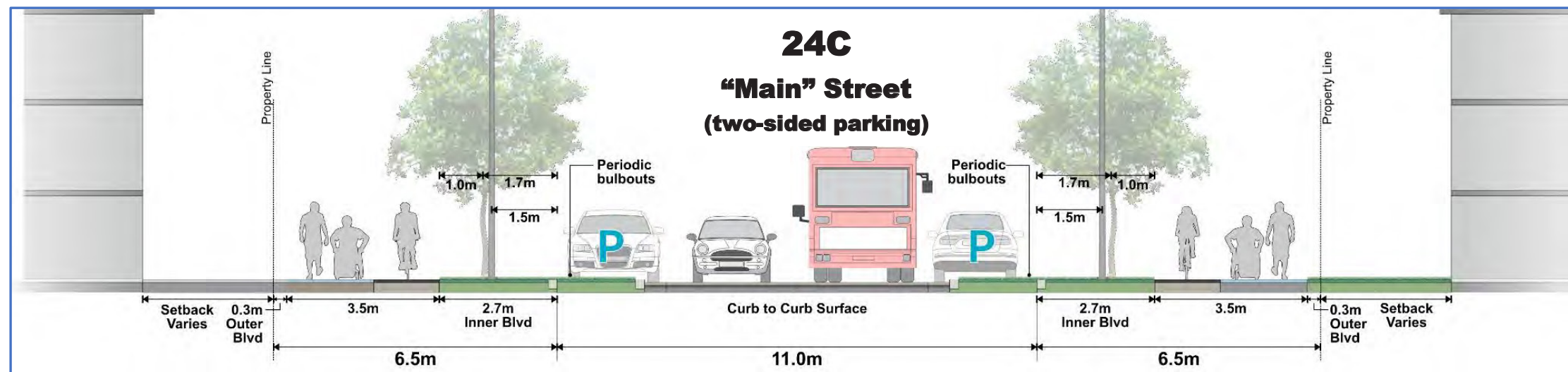
MASTER PLAN  
COMMUNITY

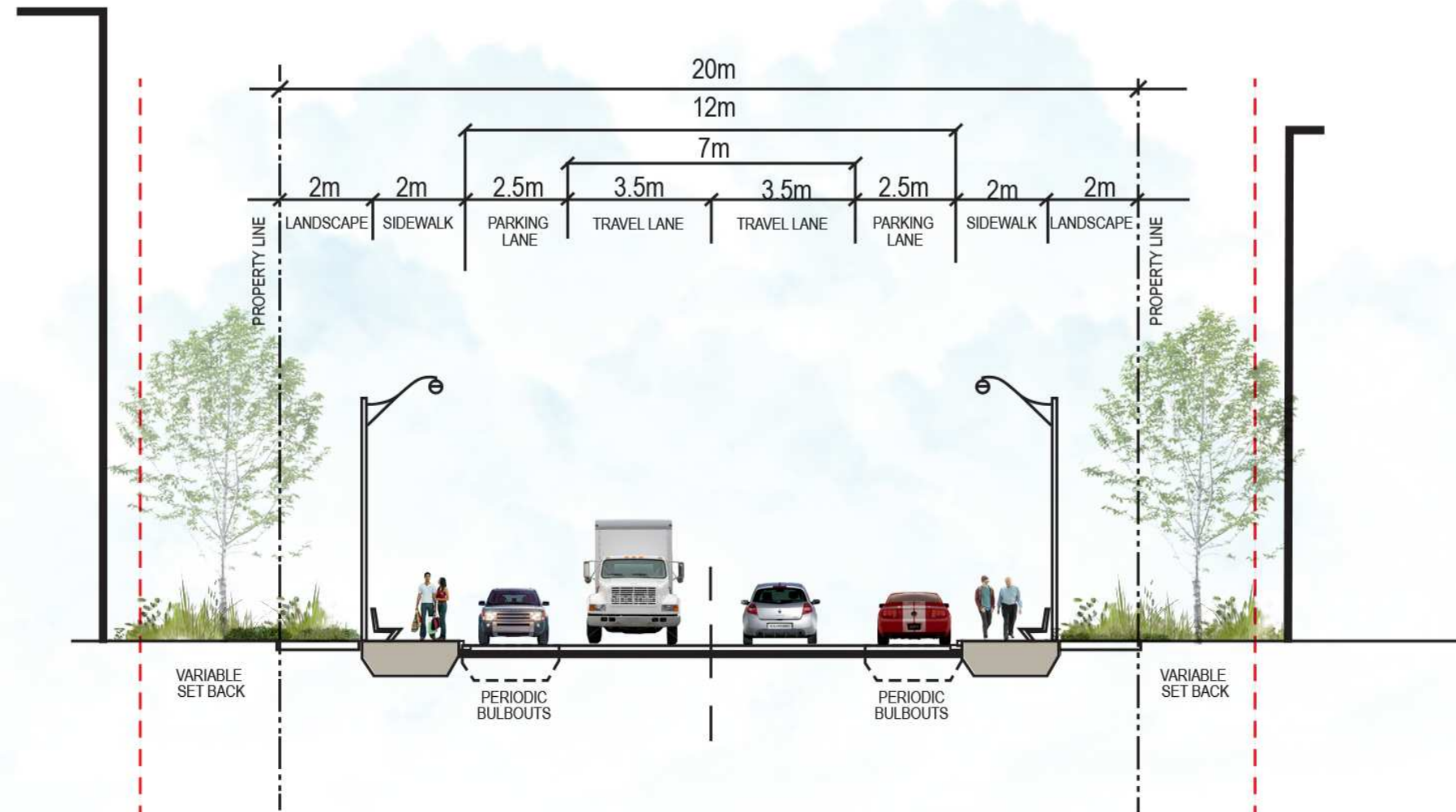


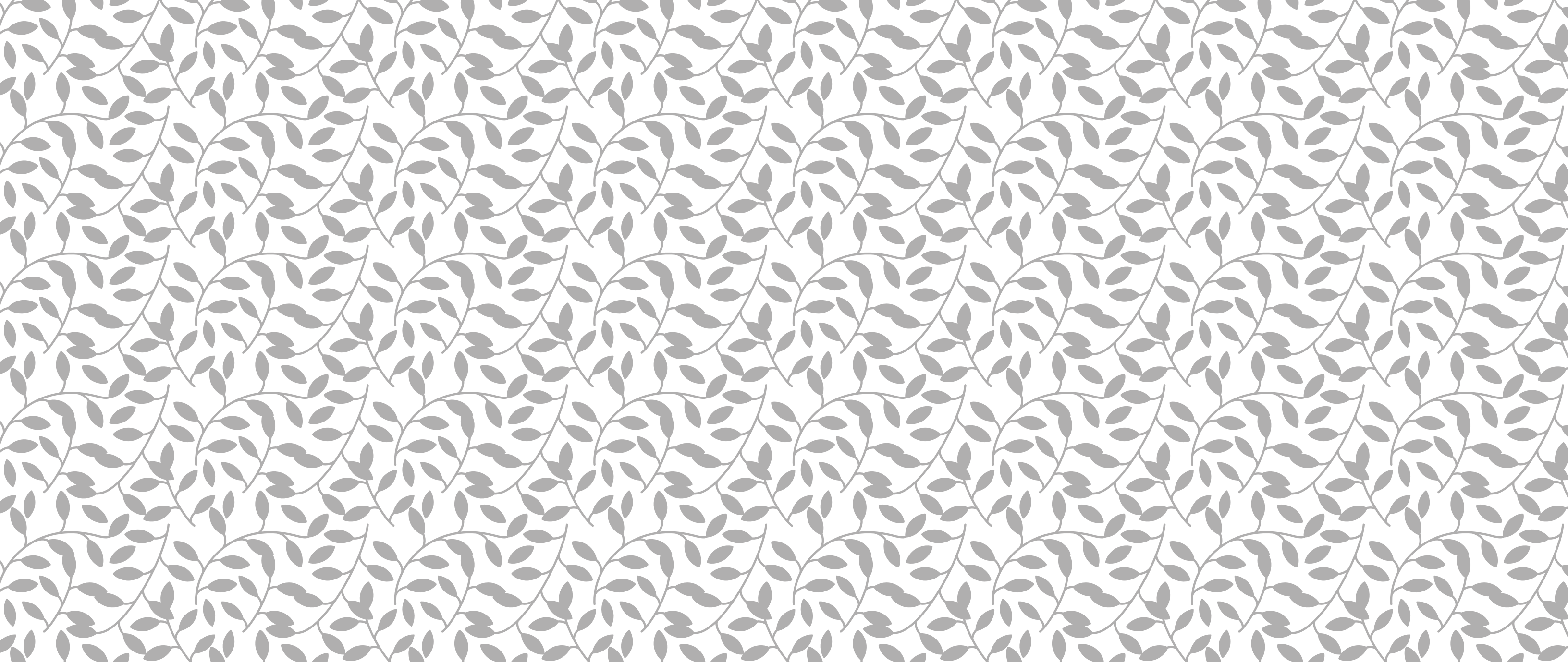


**LEGEND**

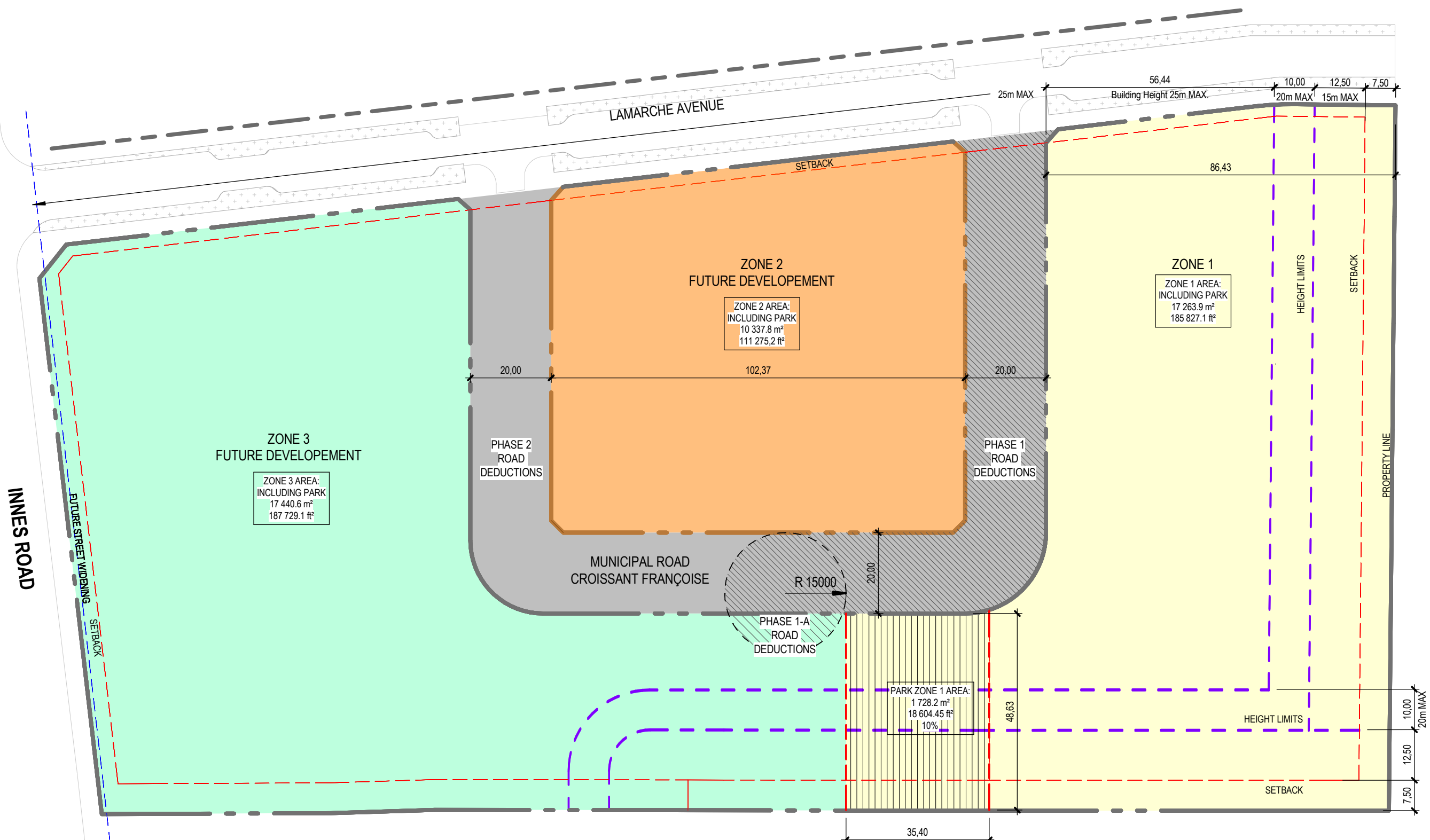
- Park
- Landscaped Courtyard
- Green Setback (No Build)
- Pedestrian Connection
- Pedestrian Walkways
- Cycling Connection
- Transit
- Active Animated Frontage
- Entrance Feature
- Crossing
- Mixed Use Development
- Public Roads
- Future Streets
- Vehicular Access







# **DESIGN PROPOSAL**



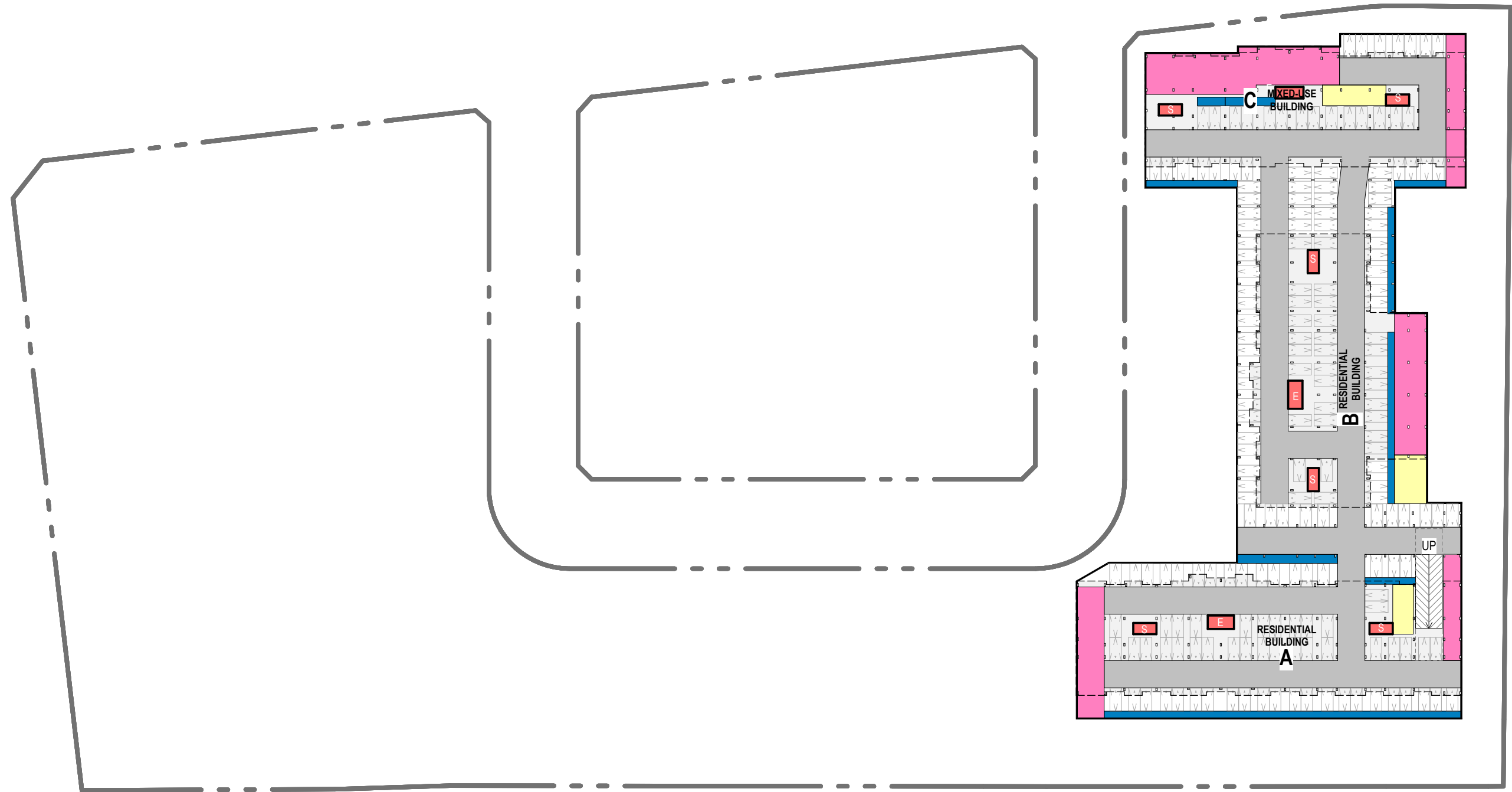
LOT AREA : 52 045.5 m <sup>2</sup> 560 213.8 ft <sup>2</sup>
MUNICIPAL ROAD : 6 366.2 m <sup>2</sup> 68 523.1 ft <sup>2</sup>
DEVELOPMENT AREA : 45 679.3 m <sup>2</sup> 491 687.9 ft <sup>2</sup>
NET DEVELOPMENT AREA (EXCLUDING PARK) : 40 536.2 m <sup>2</sup> 436 325.9 ft <sup>2</sup>

ZONE 1 (INCLUDING PARK) : 17 263.9 m <sup>2</sup>	
ZONE 2 (INCLUDING PARK) : 10 337.8 m <sup>2</sup>	
ZONE 3 (INCLUDING PARK) : 17 440.6 m <sup>2</sup>	
MUNICIPAL ROAD : 6 366.2 m <sup>2</sup>	
PHASE 1 : 3 430.7 m <sup>2</sup>	
PHASE 1-A : 206.2 m <sup>2</sup>	
PHASE 2 : 2 935.5 m <sup>2</sup>	
PARK FOR ROAD AREA : 637.0 m <sup>2</sup>	

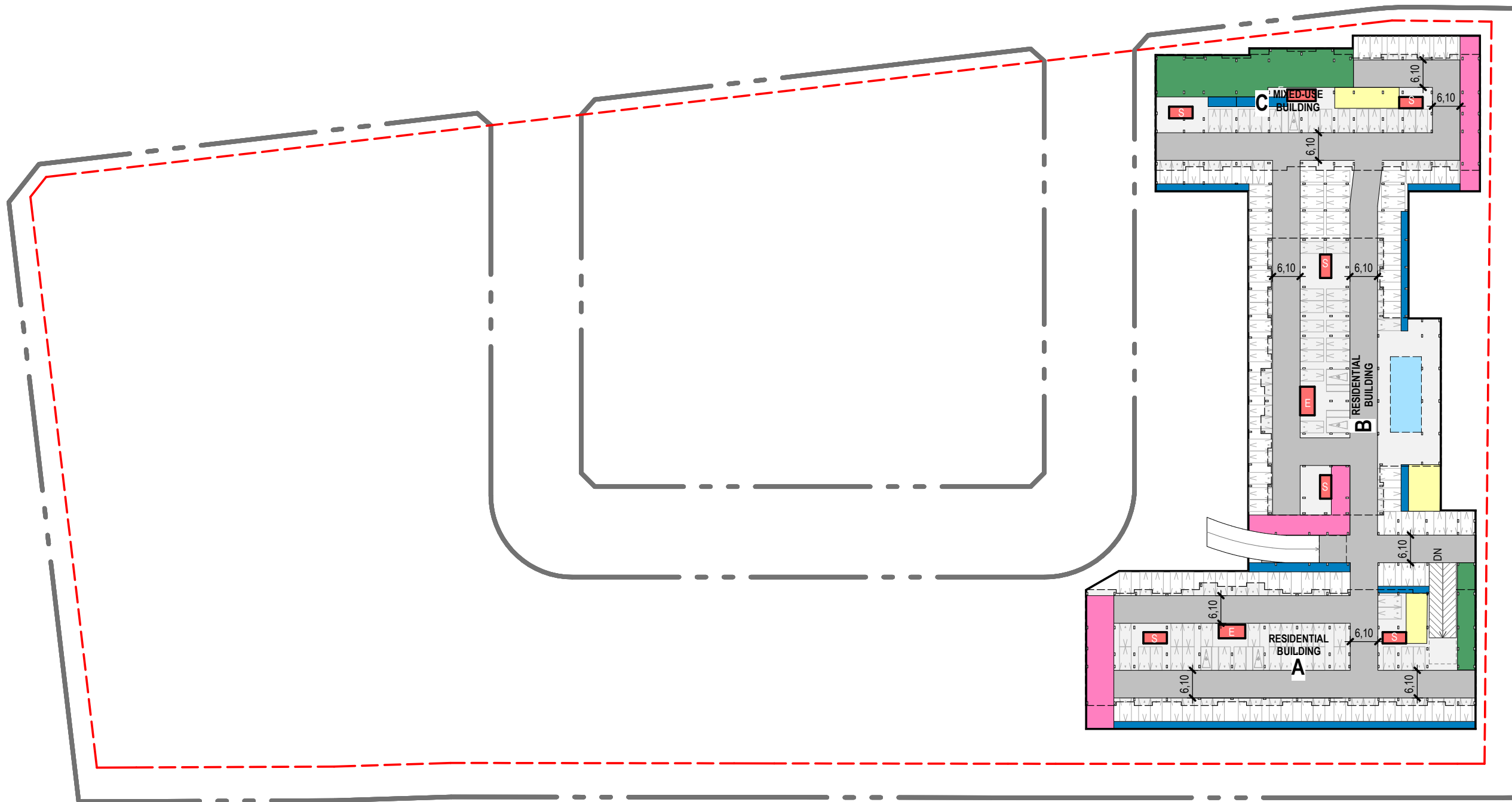
PARK ZONE 1 AREA:
1 728.2 m <sup>2</sup>
18 604.45 ft <sup>2</sup>
10%

GENERAL SITE PLAN PHASING

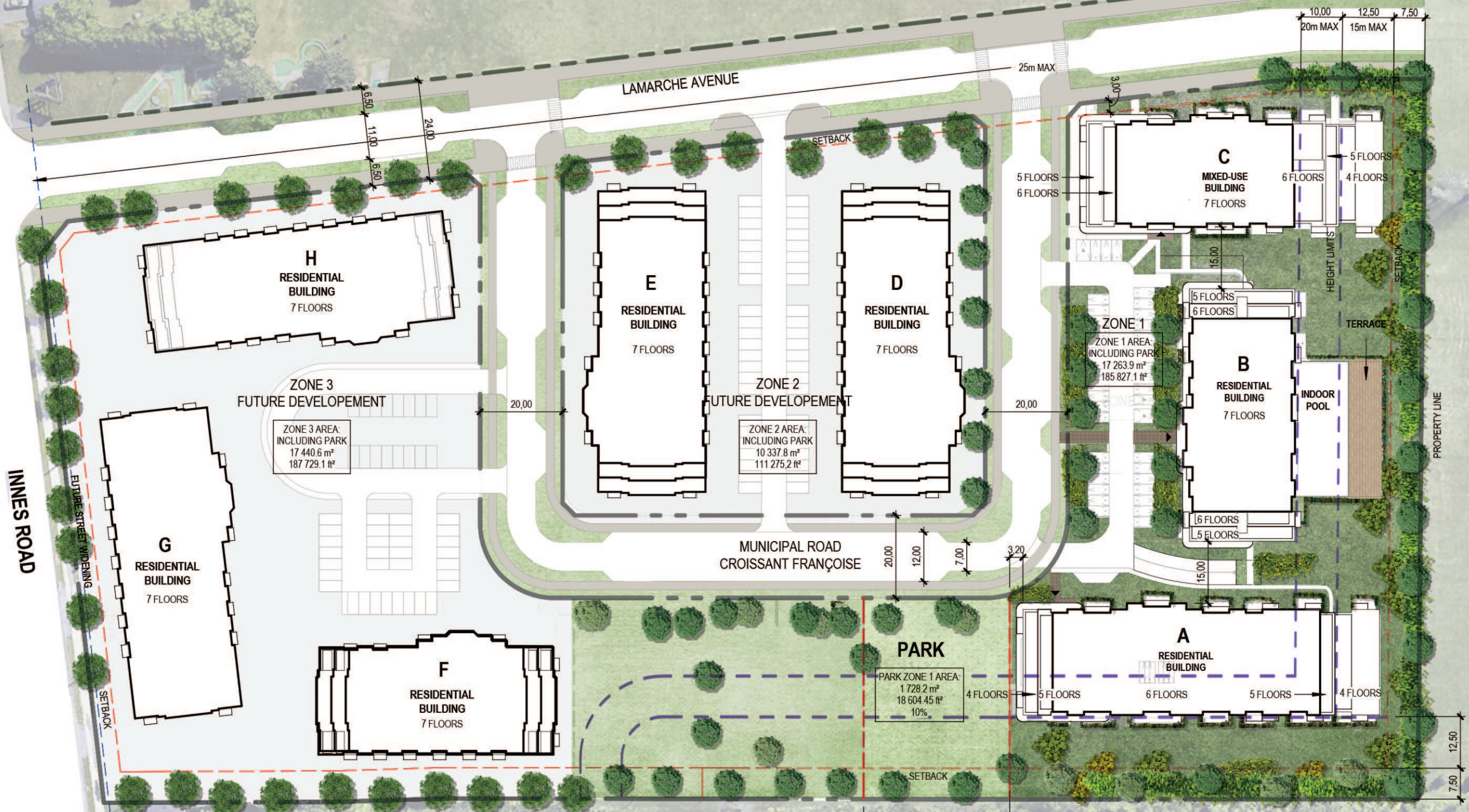




<p><b>PARKING REQUIRED :</b> <b>ZONE 1</b></p> <ul style="list-style-type: none"> <li>• Residential: 1,2 parking space / dwelling unit (285) → <b>342</b></li> <li>• Visitor (Residential): 0,2 parking space / dwelling unit → <b>57</b></li> <li>• Visitor (Retail): 3 parking space / 1000sq ft retail (2378) → <b>8</b></li> <li>Accessible parking: 2% parking spaces → <b>8</b></li> </ul> <p><b>TOTAL : 415 parking spaces required (Accessible parking included)</b></p>	<p><b>PARKING REQUIRED BY CLIENT:</b> <b>ZONE 1</b></p> <ul style="list-style-type: none"> <li>• Residential: 1,1 parking space / dwelling unit (285) → <b>314</b></li> <li>• Visitor (Residential): 0,1 parking space / dwelling unit → <b>29</b></li> <li>• Visitor (Retail): 3 parking space / 1000sq ft retail (2378) → <b>8</b></li> <li>Accessible parking: 2% parking spaces → <b>7</b></li> </ul> <p><b>TOTAL : 359 parking spaces required by client (Accessible parking included)</b></p>	<p><b>PARKING SPACES @ PARKING P1</b> Residential: 167 parking spaces + 5 accessible TOTAL @ PARKING P1 → 167 Parking spaces</p> <hr/> <p><b>PARKING SPACES @ GROUND FLOOR :</b> Residential: 0 parking spaces Visitor: 41 parking spaces TOTAL @ GROUND FLOOR → 41 Parking spaces</p>	<p><b>PARKING SPACES @ PARKING P2</b> Residential: 187 parking spaces TOTAL @ PARKING P2 → 187 Parking spaces</p> <hr/> <p><b>TOTAL PARKING SPACES</b> PARKING P2: 187 Parking spaces PARKING P1: 167 Parking spaces GROUND FLOOR: 41 Parking spaces <b>TOTAL:</b> 395 Parking spaces</p>	<p><b>REQUIRED BICYCLE PARKING SPACES :</b> 0.5 bicycle space / dwelling unit (285) → <b>143</b> 1 bicycle space / 250 sq.m store area (221 sq.m) → <b>1</b></p>	<p><b>PHASE 1:</b> P1 → 68 &amp; P2 → 69 = 137 PARKING SPACES <b>PHASE 2:</b> P1 → 60 &amp; P2 → 78 = 138 PARKING SPACES <b>PHASE 3:</b> P1 → 39 &amp; P2 → 39 = 78 PARKING SPACES</p> <table border="0"> <tr> <td><b>E</b> Elevator</td> <td><b>Private Lockers</b></td> <td><b>Common Lockers</b></td> </tr> <tr> <td><b>S</b> Stairs</td> <td><b>TBD</b></td> <td><b>Bikes</b></td> </tr> </table>	<b>E</b> Elevator	<b>Private Lockers</b>	<b>Common Lockers</b>	<b>S</b> Stairs	<b>TBD</b>	<b>Bikes</b>
<b>E</b> Elevator	<b>Private Lockers</b>	<b>Common Lockers</b>									
<b>S</b> Stairs	<b>TBD</b>	<b>Bikes</b>									



<p><b>PARKING REQUIRED :</b></p> <p><b>ZONE 1</b></p> <ul style="list-style-type: none"> <li>• Residential: 1,2 parking space / dwelling unit (285) → <b>342</b></li> <li>• Visitor (Residential): 0,2 parking space / dwelling unit → <b>57</b></li> <li>• Visitor (Retail): 3 parking space / 1000sq ft retail (2378) → <b>8</b></li> <li>Accessible parking: 2% parking spaces → <b>8</b></li> </ul> <p><b>TOTAL : 415 parking spaces required (Accessible parking included)</b></p>	<p><b>PARKING REQUIRED BY CLIENT:</b></p> <p><b>ZONE 1</b></p> <ul style="list-style-type: none"> <li>• Residential: 1,1 parking space / dwelling unit (285) → <b>314</b></li> <li>• Visitor (Residential): 0,1 parking space / dwelling unit → <b>29</b></li> <li>• Visitor (Retail): 3 parking space / 1000sq ft retail (2378) → <b>8</b></li> <li>Accessible parking: 2% parking spaces → <b>7</b></li> </ul> <p><b>TOTAL : 359 parking spaces required by client (Accessible parking included)</b></p>	<p><b>PARKING SPACES @ PARKING P1</b></p> <p>Residential: 167 parking spaces + 5 accessible</p> <p><b>TOTAL @ PARKING P1 → 167 Parking spaces</b></p> <hr/> <p><b>PARKING SPACES @ GROUND FLOOR :</b></p> <p>Residential: 0 parking spaces</p> <p>Visitor: 41 parking spaces</p> <p><b>TOTAL @ GROUND FLOOR → 41 Parking spaces</b></p>	<p><b>PARKING SPACES @ PARKING P2</b></p> <p>Residential: 187 parking spaces</p> <p><b>TOTAL @ PARKING P2 → 187 Parking spaces</b></p> <hr/> <p><b>TOTAL PARKING SPACES</b></p> <p>PARKING P2: 187 Parking spaces</p> <p>PARKING P1: 167 Parking spaces</p> <p>GROUND FLOOR: 41 Parking spaces</p> <p><b>TOTAL: 395 Parking spaces</b></p>	<p><b>REQUIRED BICYCLE PARKING SPACES :</b></p> <p>0.5 bicycle space / dwelling unit (285) → <b>143</b></p> <p>1 bicycle space / 250 sq.m store area (221 sq.m) → <b>1</b></p>	<p><b>PHASE 1:</b></p> <p>P1 → 68 &amp; P2 → 69 = 137 PARKING SPACES</p> <p><b>PHASE 2:</b></p> <p>P1 → 60 &amp; P2 → 78 = 138 PARKING SPACES</p> <p><b>PHASE 3:</b></p> <p>P1 → 39 &amp; P2 → 39 = 78 PARKING SPACES</p> <table border="0"> <tr> <td><span style="background-color: red; color: white; padding: 2px;">E</span> Elevator</td> <td><span style="background-color: blue; color: white; padding: 2px;">TL</span> Private Lockers</td> <td><span style="background-color: green; color: white; padding: 2px;">C</span> Common Lockers</td> </tr> <tr> <td><span style="background-color: red; color: white; padding: 2px;">S</span> Stairs</td> <td><span style="background-color: pink; color: white; padding: 2px;">TBD</span> TBD</td> <td><span style="background-color: yellow; color: black; padding: 2px;">B</span> Bikes</td> </tr> </table>	<span style="background-color: red; color: white; padding: 2px;">E</span> Elevator	<span style="background-color: blue; color: white; padding: 2px;">TL</span> Private Lockers	<span style="background-color: green; color: white; padding: 2px;">C</span> Common Lockers	<span style="background-color: red; color: white; padding: 2px;">S</span> Stairs	<span style="background-color: pink; color: white; padding: 2px;">TBD</span> TBD	<span style="background-color: yellow; color: black; padding: 2px;">B</span> Bikes
<span style="background-color: red; color: white; padding: 2px;">E</span> Elevator	<span style="background-color: blue; color: white; padding: 2px;">TL</span> Private Lockers	<span style="background-color: green; color: white; padding: 2px;">C</span> Common Lockers									
<span style="background-color: red; color: white; padding: 2px;">S</span> Stairs	<span style="background-color: pink; color: white; padding: 2px;">TBD</span> TBD	<span style="background-color: yellow; color: black; padding: 2px;">B</span> Bikes									



ZONE 3 AREA:  
INCLUDING PARK  
17 440.6 m<sup>2</sup>  
187 729.1 ft<sup>2</sup>

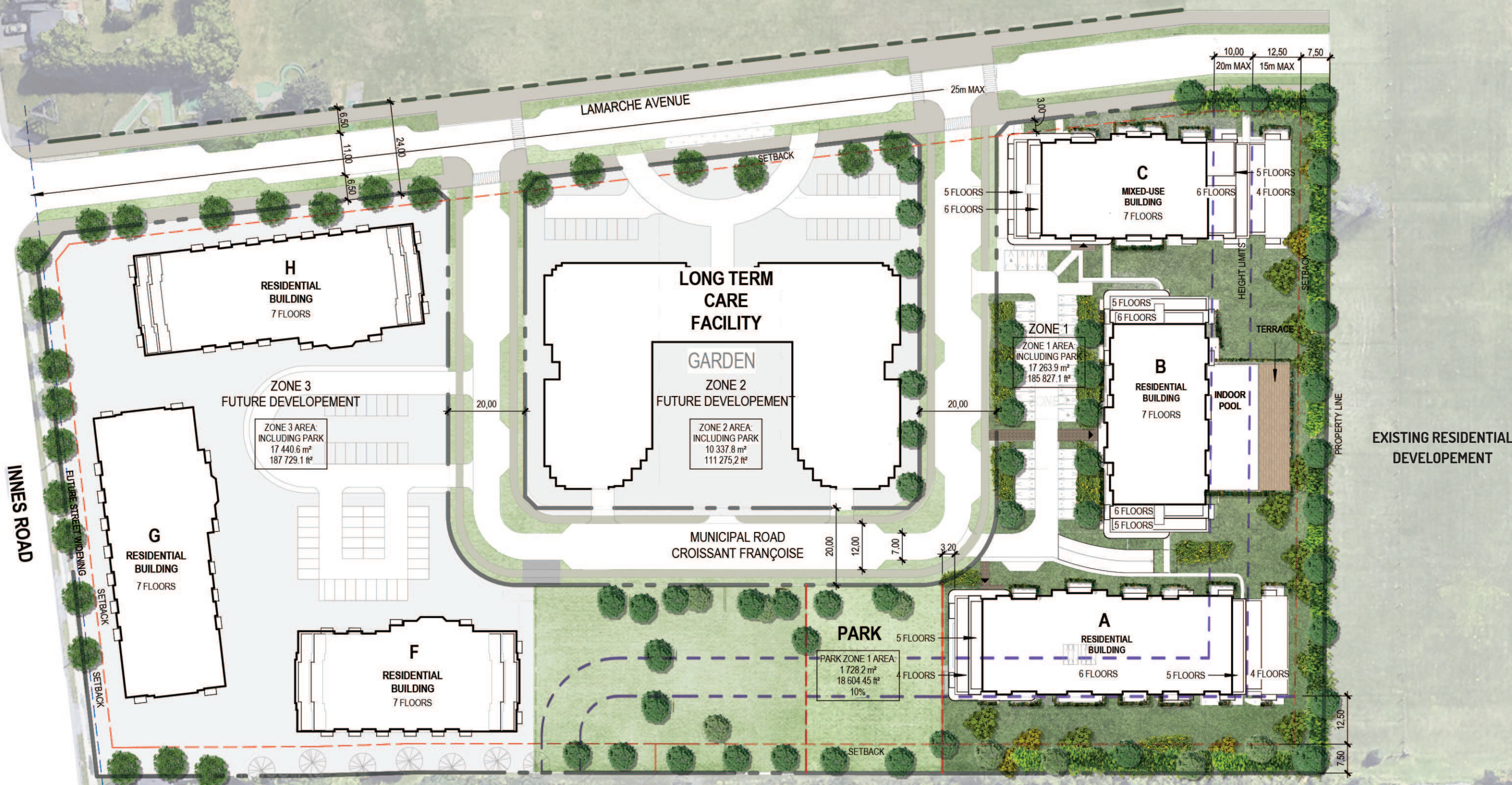
ZONE 2 AREA:  
INCLUDING PARK  
10 337.8 m<sup>2</sup>  
111 275.2 ft<sup>2</sup>

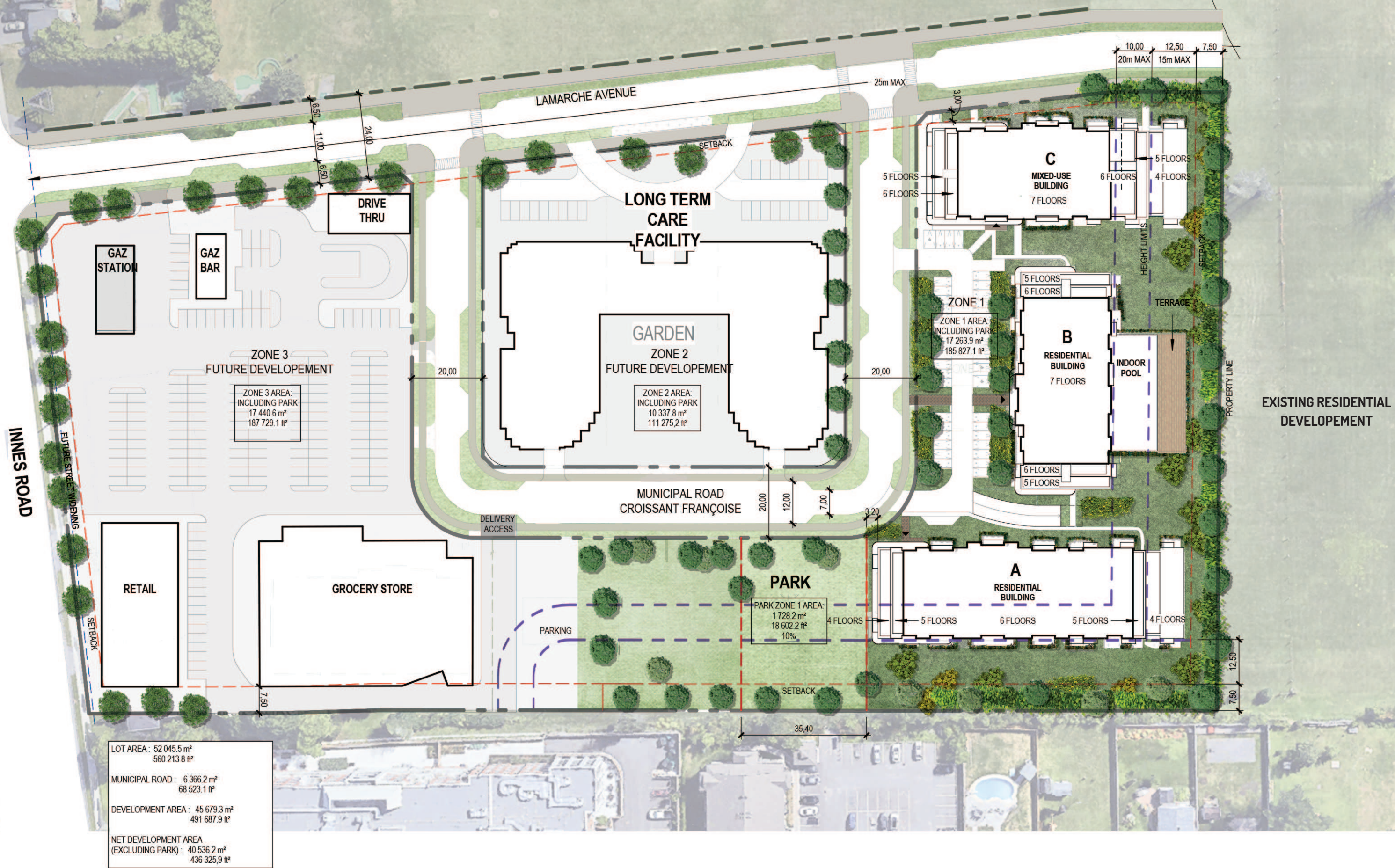
ZONE 1 AREA:  
INCLUDING PARK  
17 263.9 m<sup>2</sup>  
185 827.1 ft<sup>2</sup>

PARK ZONE 1 AREA:  
1 728.2 m<sup>2</sup>  
18 604.45 ft<sup>2</sup>  
10%

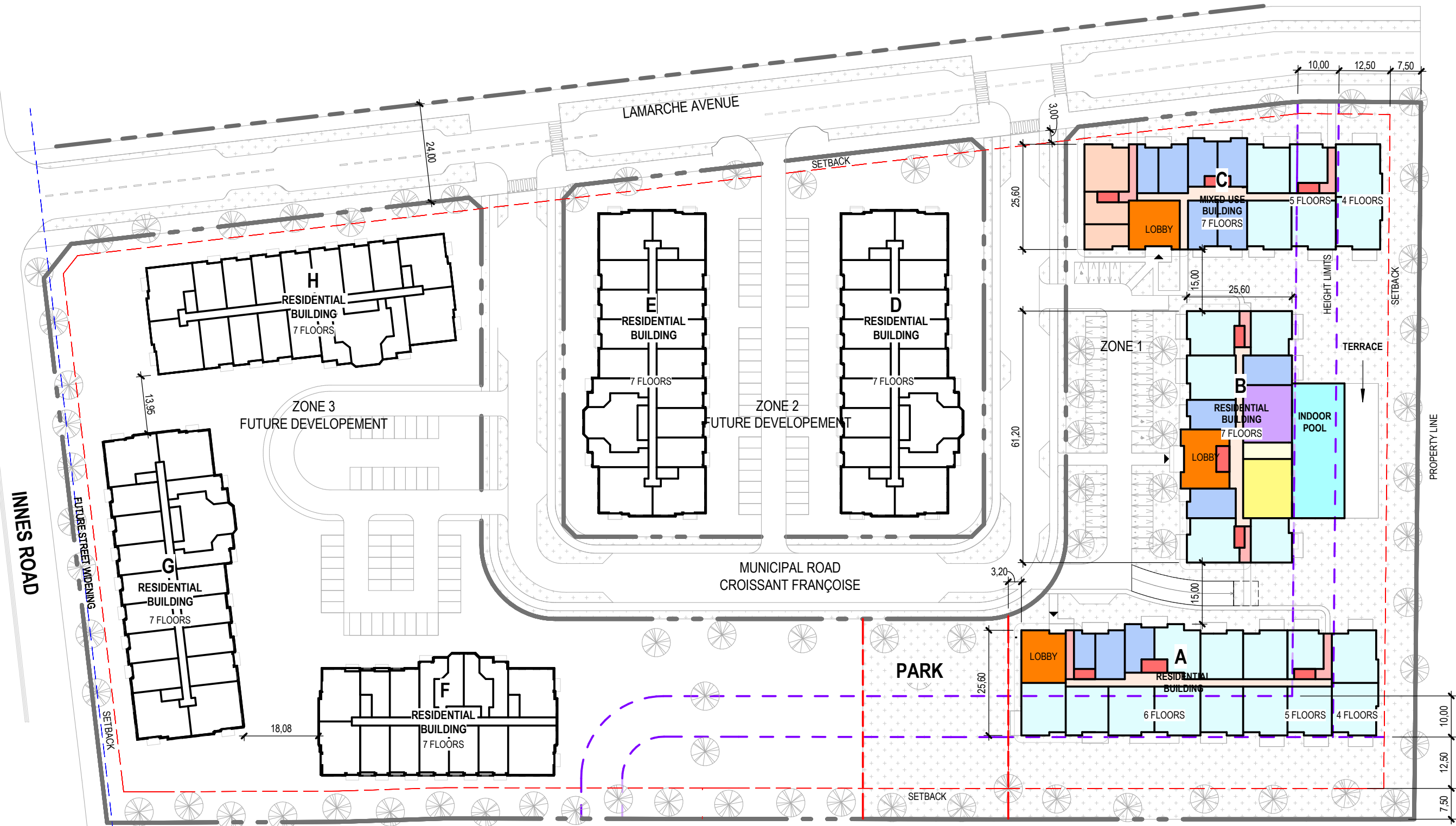
LOT AREA :	52 045.5 m <sup>2</sup> 560 213.8 ft <sup>2</sup>
MUNICIPAL ROAD :	6 366.2 m <sup>2</sup> 68 523.1 ft <sup>2</sup>
DEVELOPMENT AREA :	45 679.3 m <sup>2</sup> 491 687.9 ft <sup>2</sup>
NET DEVELOPMENT AREA (EXCLUDING PARK) :	40 536.2 m <sup>2</sup> 436 325.9 ft <sup>2</sup>







LOT AREA :	52 045.5 m <sup>2</sup>
	560 213.8 ft <sup>2</sup>
MUNICIPAL ROAD :	6 366.2 m <sup>2</sup>
	68 523.1 ft <sup>2</sup>
DEVELOPMENT AREA :	45 679.3 m <sup>2</sup>
	491 687.9 ft <sup>2</sup>
NET DEVELOPMENT AREA (EXCLUDING PARK) :	40 536.2 m <sup>2</sup>
	436 325.9 ft <sup>2</sup>

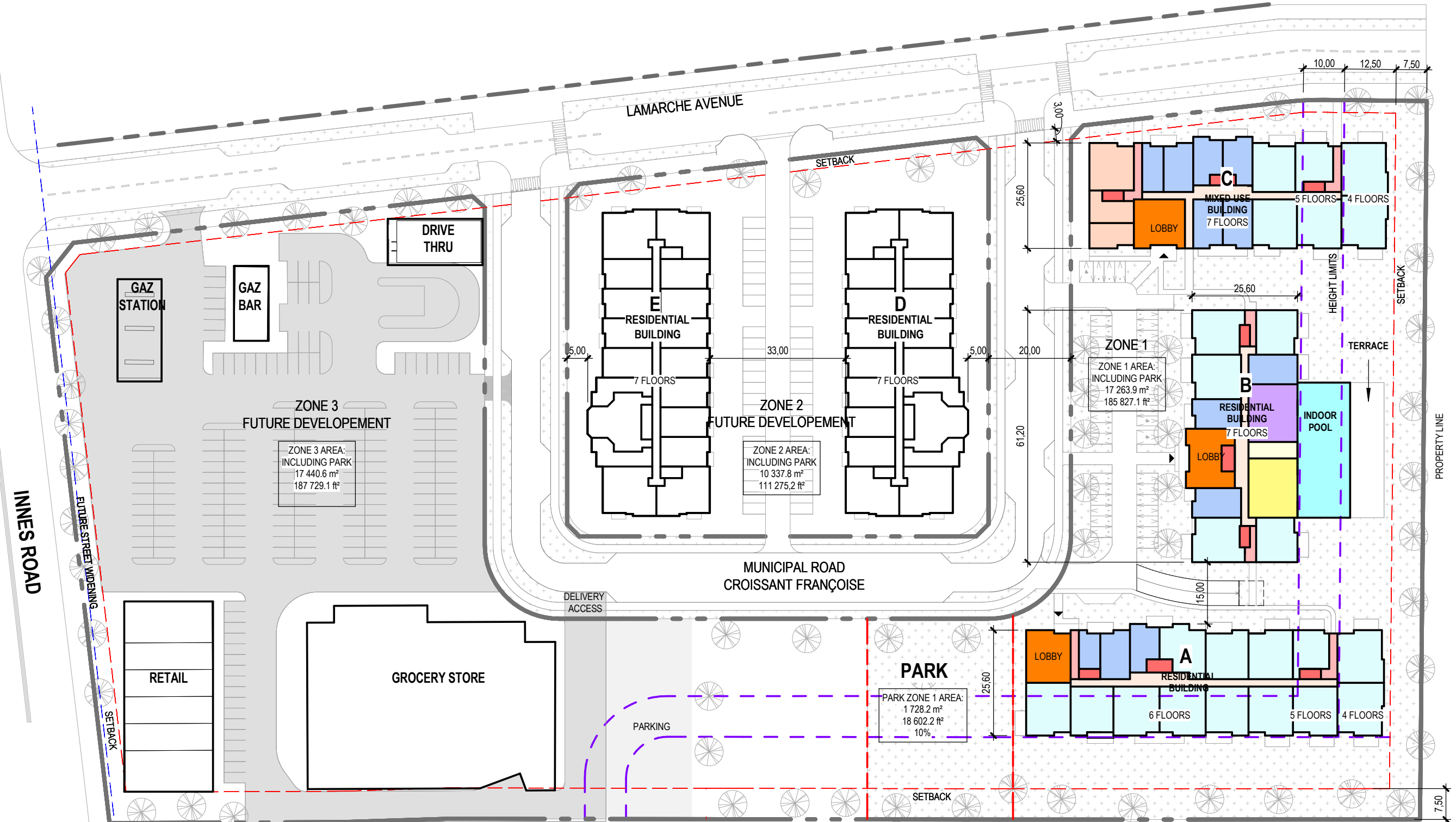


**LEGEND**

- LOBBY
- EXIT
- ELEVATOR
- STAIRS
- CORRIDOR
- CHANGE ROOMS
- COMMERCIAL
- 1 BD + D
- 2 BD + D
- GYM
- POOL
- YOGA

LOT AREA : 52 045.5 m <sup>2</sup> 560 213.8 ft <sup>2</sup>
MUNICIPAL ROAD : 6 366.2 m <sup>2</sup> 68 523.1 ft <sup>2</sup>
DEVELOPMENT AREA : 45 679.3 m <sup>2</sup> 491 687.9 ft <sup>2</sup>
NET DEVELOPMENT AREA (EXCLUDING PARK) : 40 536.2 m <sup>2</sup> 436 325.9 ft <sup>2</sup>

BUILDING	UNITS
BLDG A	108 UNITS
BLDG B	84 UNITS
BLDG C	93 UNITS
BLDG D	125 UNITS
BLDG E	125 UNITS
BLDG F	98 UNITS
BLDG G	125 UNITS
BLDG H	125 UNITS
<b>TOTAL</b>	<b>883 UNITS</b>



- LEGEND**
- LOBBY
  - EXIT
  - ELEVATOR
  - STAIRS
  - CORRIDOR
  - CHANGE ROOMS
  - COMMERCIAL
  - 1 BD + D
  - 2 BD + D
  - GYM
  - POOL
  - YOGA

LOT AREA : 52 045.5 m<sup>2</sup>  
560 213.8 ft<sup>2</sup>

MUNICIPAL ROAD : 6 366.2 m<sup>2</sup>  
68 523.1 ft<sup>2</sup>

DEVELOPMENT AREA : 45 679.3 m<sup>2</sup>  
491 687.9 ft<sup>2</sup>

NET DEVELOPMENT AREA  
(EXCLUDING PARK) : 40 536.2 m<sup>2</sup>  
436 325.9 ft<sup>2</sup>

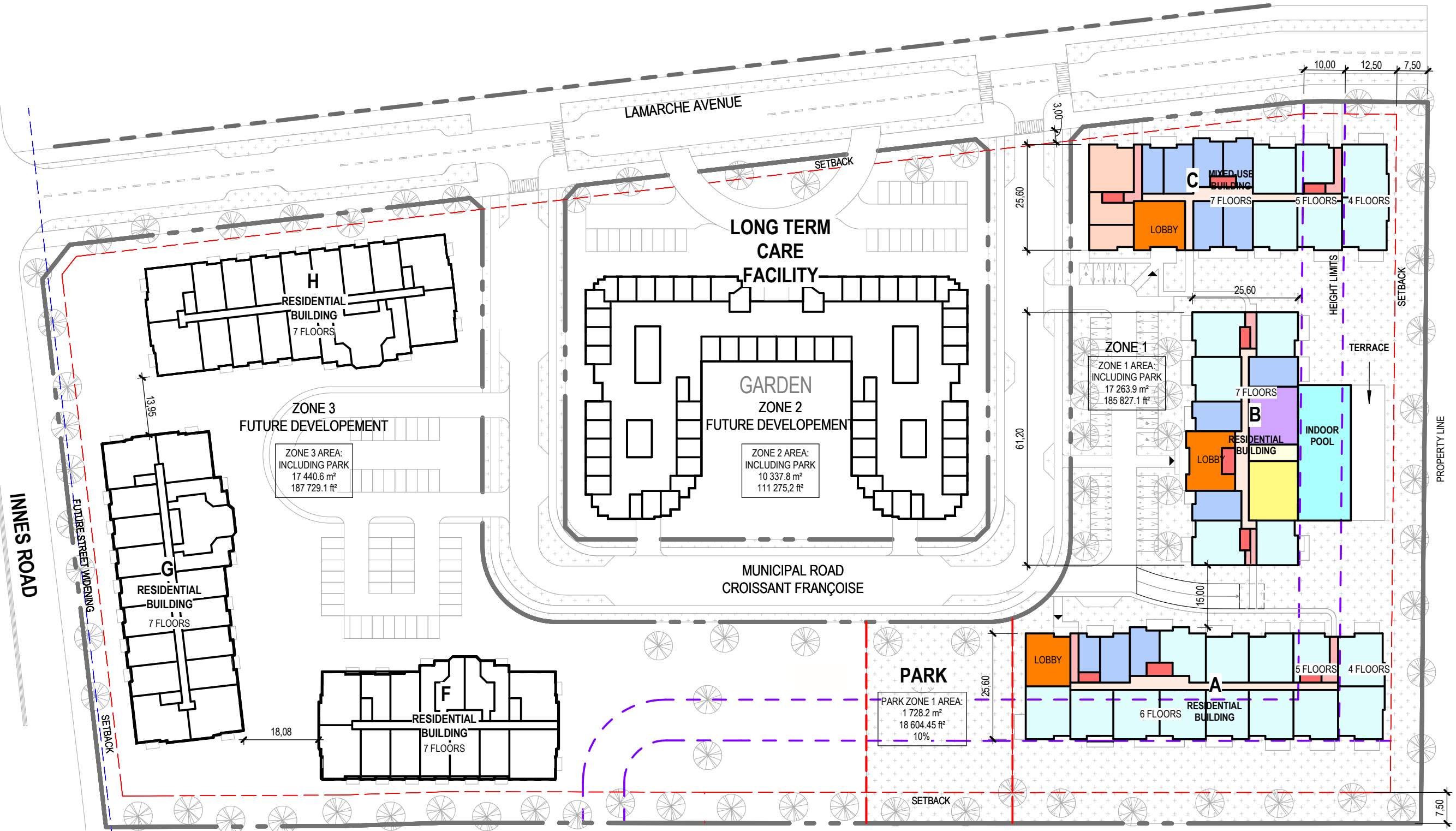
BUILDING	UNITS
BLDG A	108 UNITS
BLDG B	84 UNITS
BLDG C	93 UNITS
BLDG D	125 UNITS
BLDG E	125 UNITS
<b>TOTAL</b>	<b>535 UNITS</b>

ZONE 2 AREA:  
INCLUDING PARK  
10 337.8 m<sup>2</sup>  
111 275.2 ft<sup>2</sup>

ZONE 1 AREA:  
INCLUDING PARK  
17 263.9 m<sup>2</sup>  
185 827.1 ft<sup>2</sup>

PARK ZONE 1 AREA:  
1 728.2 m<sup>2</sup>  
18 602.2 ft<sup>2</sup>  
10%





**LEGEND**

- LOBBY
- EXIT
- ELEVATOR
- STAIRS
- CORRIDOR
- CHANGE ROOMS
- COMMERCIAL
- 1 BD + D
- 2 BD + D
- GYM
- POOL
- YOGA

LOT AREA :	52 045.5 m <sup>2</sup> 560 213.8 ft <sup>2</sup>
MUNICIPAL ROAD :	6 366.2 m <sup>2</sup> 68 523.1 ft <sup>2</sup>
DEVELOPMENT AREA :	45 679.3 m <sup>2</sup> 491 687.9 ft <sup>2</sup>
NET DEVELOPMENT AREA (EXCLUDING PARK) :	40 536.2 m <sup>2</sup> 436 325.9 ft <sup>2</sup>

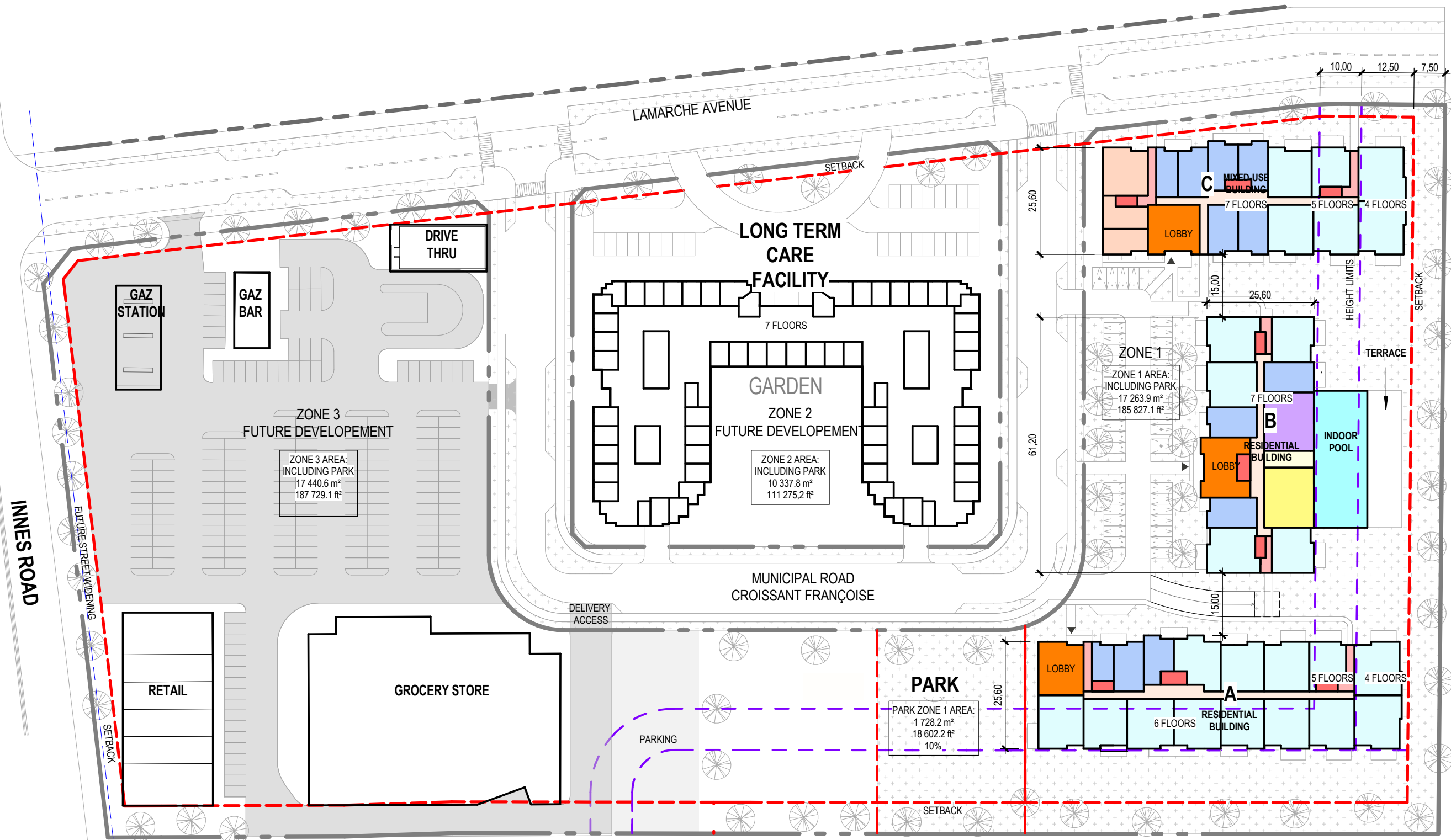
BUILDING	UNITS
BLDG A	108 UNITS
BLDG B	84 UNITS
BLDG C	93 UNITS
BLDG F	98 UNITS
BLDG G	125 UNITS
BLDG H	125 UNITS
<b>TOTAL</b>	<b>633 UNITS</b>
LTCF	325 CHAMBRES

ZONE 3 AREA:  
INCLUDING PARK  
17 440.6 m<sup>2</sup>  
187 729.1 ft<sup>2</sup>

ZONE 2 AREA:  
INCLUDING PARK  
10 337.8 m<sup>2</sup>  
111 275.2 ft<sup>2</sup>

ZONE 1 AREA:  
INCLUDING PARK  
17 263.9 m<sup>2</sup>  
185 827.1 ft<sup>2</sup>

PARK ZONE 1 AREA:  
1 728.2 m<sup>2</sup>  
18 604.45 ft<sup>2</sup>  
10%



- LEGEND**
- LOBBY
  - EXIT
  - ELEVATOR
  - STAIRS
  - CORRIDOR
  - CHANGE ROOMS
  - COMMERCIAL
  - 1 BD + D
  - 2 BD + D
  - GYM
  - POOL
  - YOGA

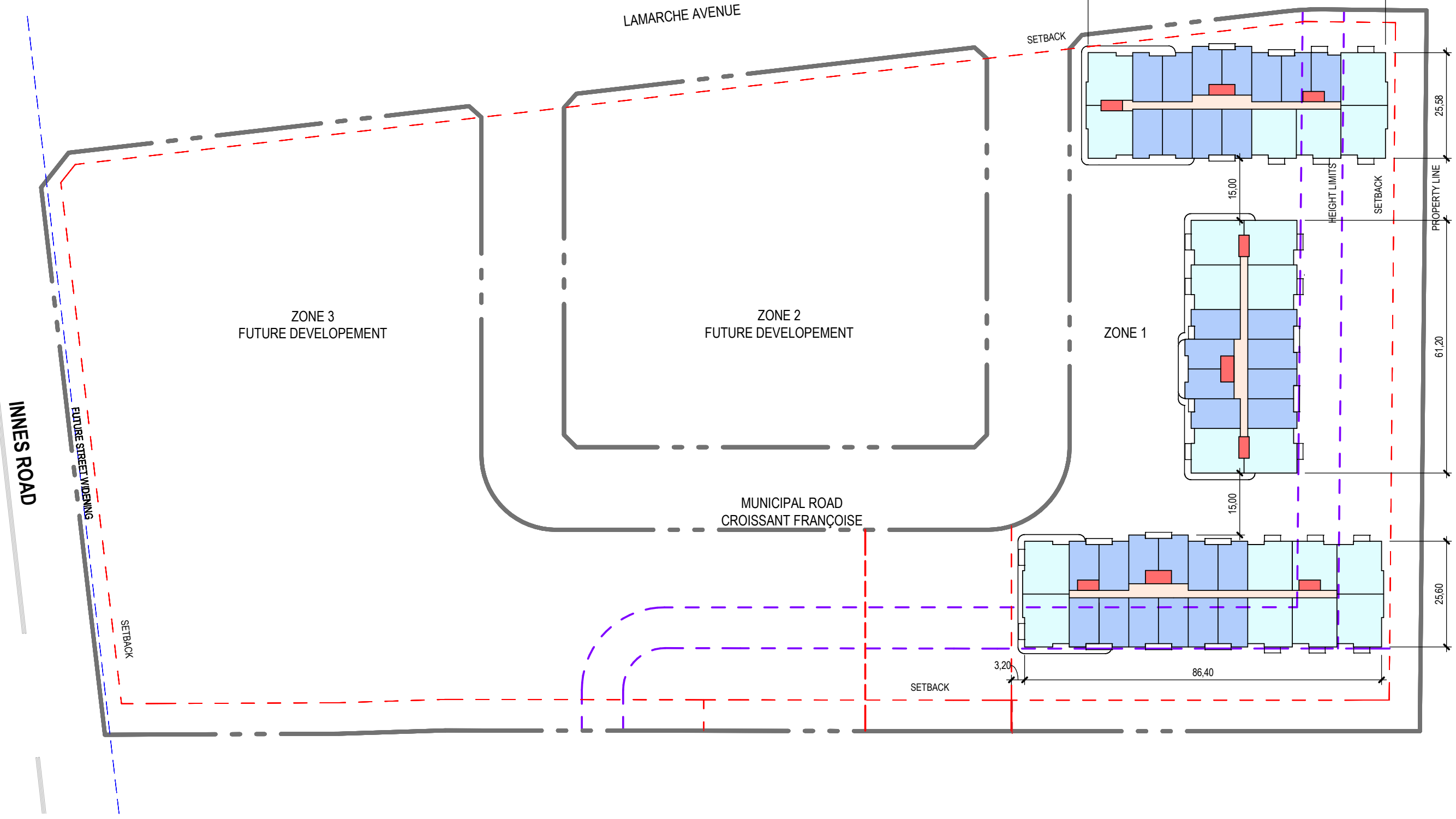
LOT AREA : 52 045.5 m <sup>2</sup> 560 213.8 ft <sup>2</sup>	BLDG A 108 UNITS
MUNICIPAL ROAD : 6 366.2 m <sup>2</sup> 68 523.1 ft <sup>2</sup>	BLDG B 84 UNITS
DEVELOPMENT AREA : 45 679.3 m <sup>2</sup> 491 687.9 ft <sup>2</sup>	BLDG C 93 UNITS
NET DEVELOPMENT AREA (EXCLUDING PARK) : 40 536.2 m <sup>2</sup> 436 325.9 ft <sup>2</sup>	TOTAL 285 UNITS
	LTCF 325 CHAMBRES

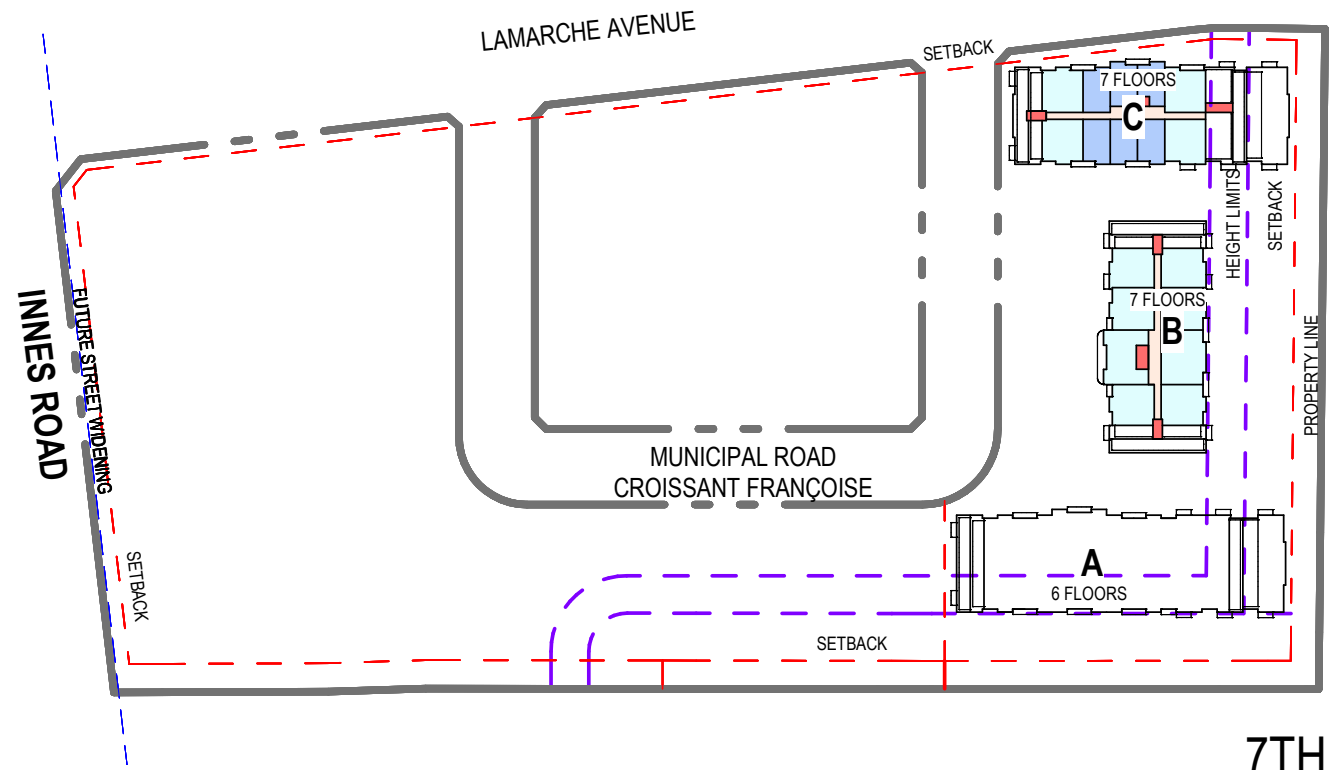
**PARK**  
PARK ZONE 1 AREA:  
1 728.2 m<sup>2</sup>  
18 602.2 ft<sup>2</sup>  
10%

**ZONE 1**  
ZONE 1 AREA:  
INCLUDING PARK  
17 263.9 m<sup>2</sup>  
185 827.1 ft<sup>2</sup>

**ZONE 2**  
ZONE 2 AREA:  
INCLUDING PARK  
10 337.8 m<sup>2</sup>  
111 275.2 ft<sup>2</sup>

**ZONE 3**  
ZONE 3 AREA:  
INCLUDING PARK  
17 440.6 m<sup>2</sup>  
187 729.1 ft<sup>2</sup>



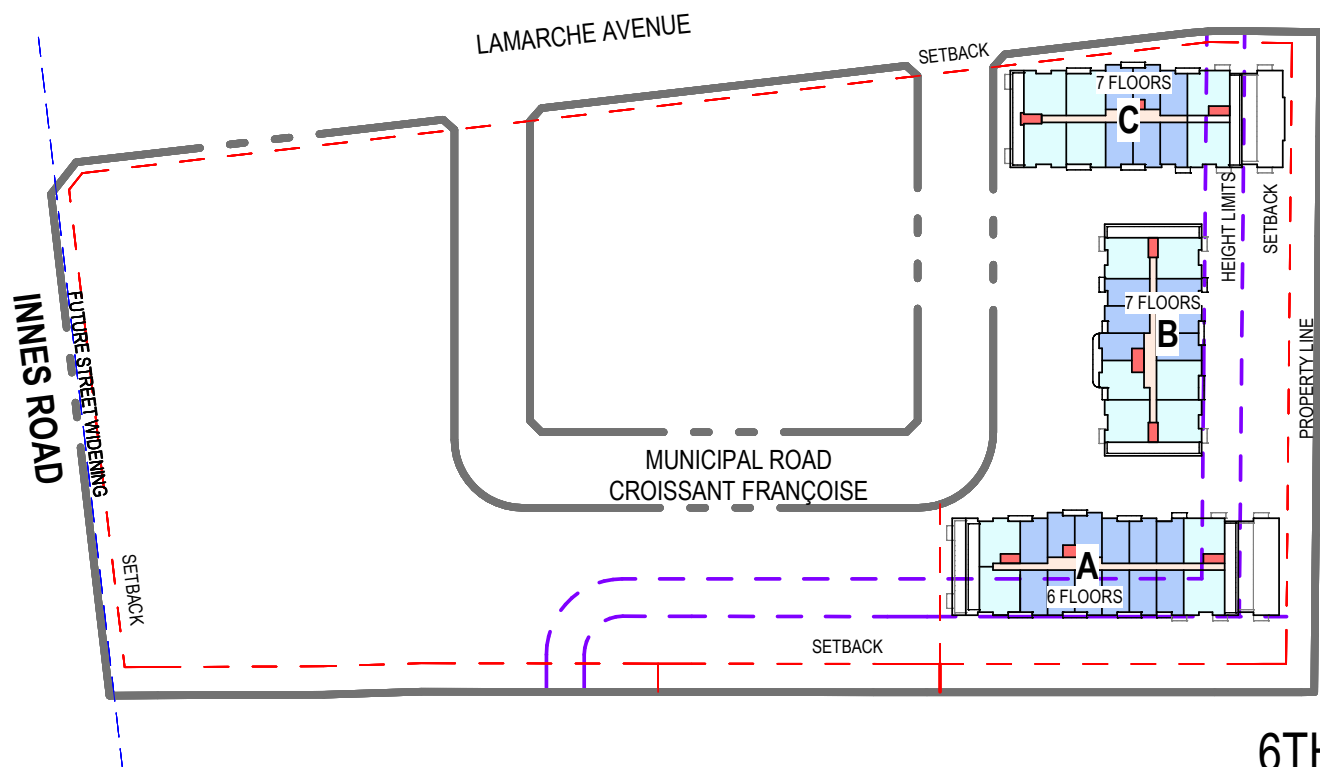


**7TH FLOOR**

1 : 2000

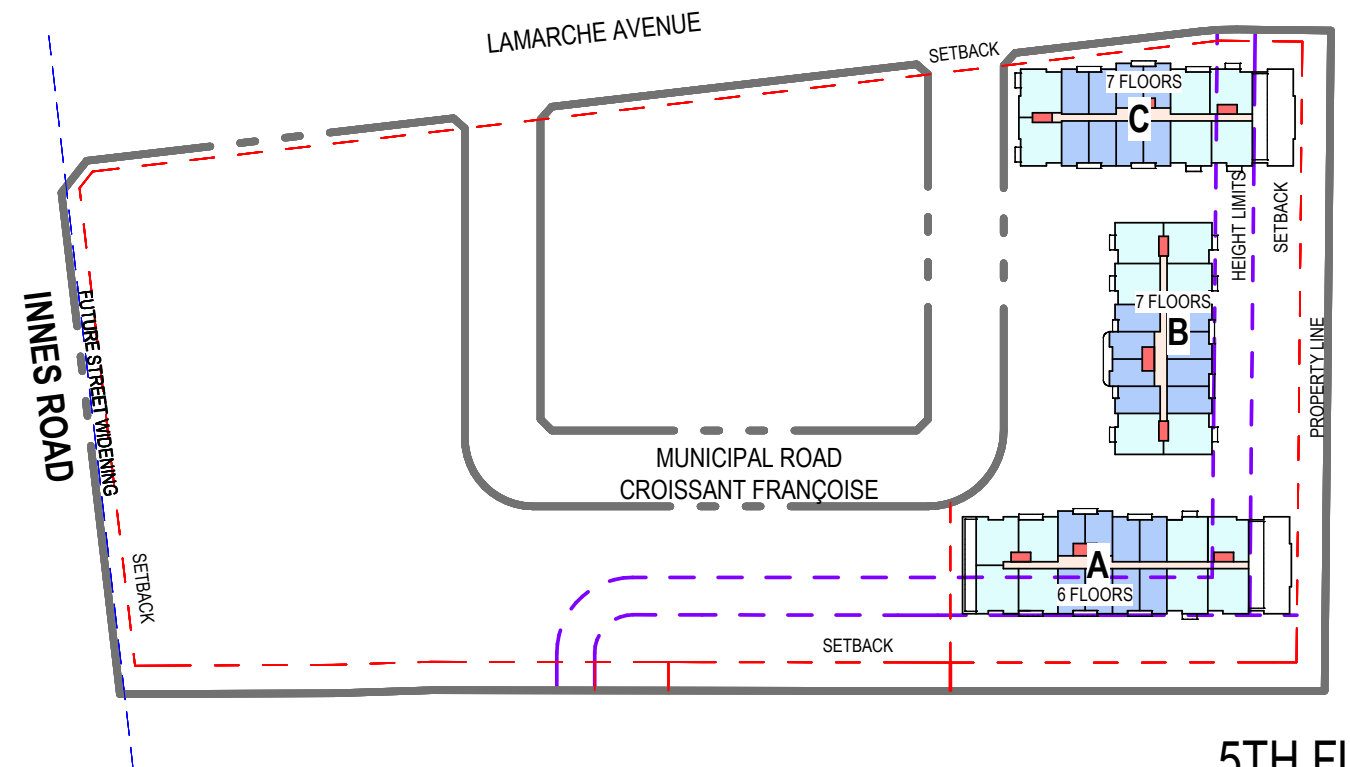
**LEGEND**

- ELEVATOR
- STAIRS
- CORRIDOR
- 1 BD + D
- 2 BD + D



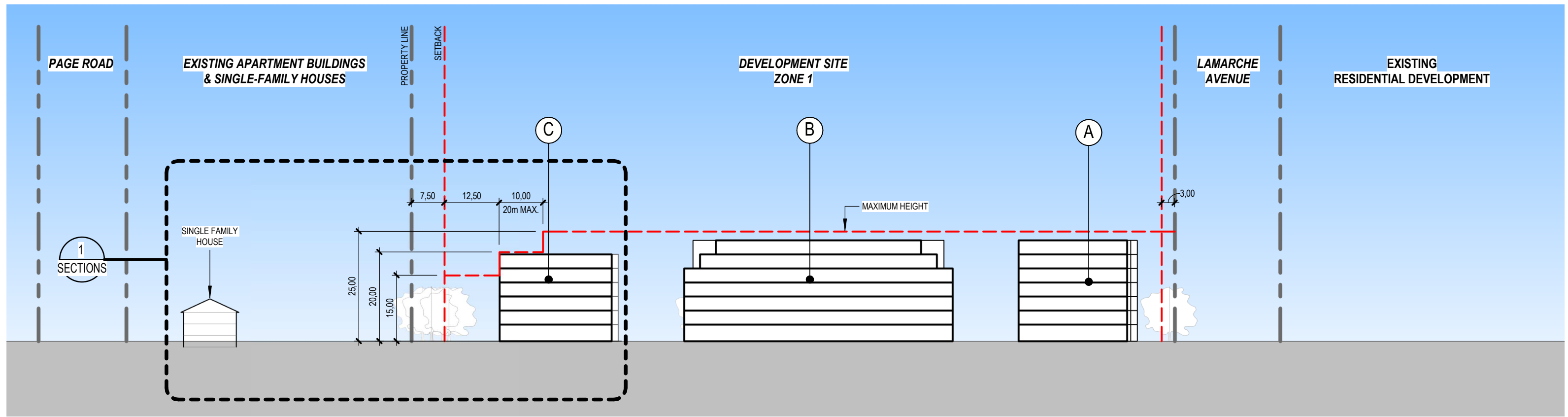
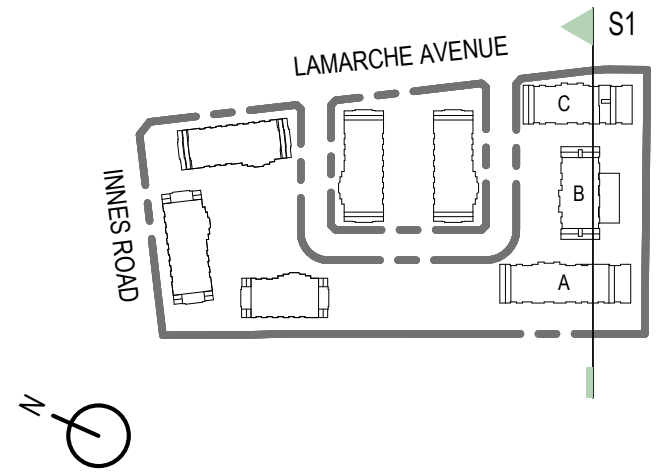
**6TH FLOOR**

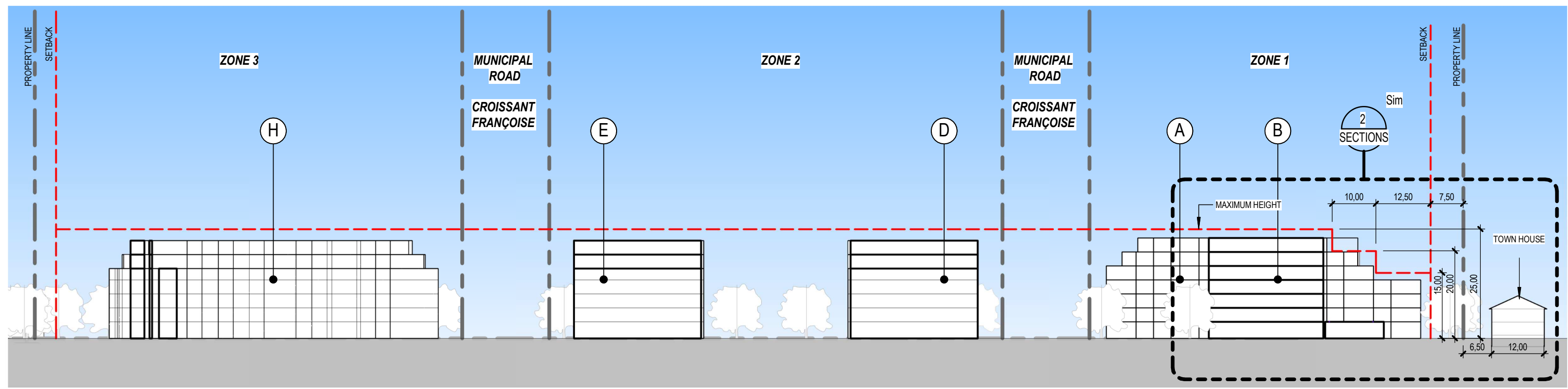
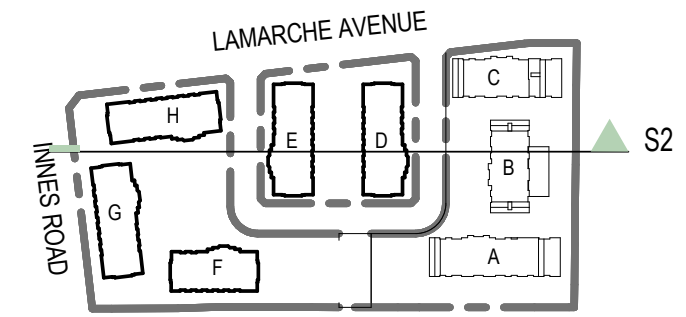
1 : 2000

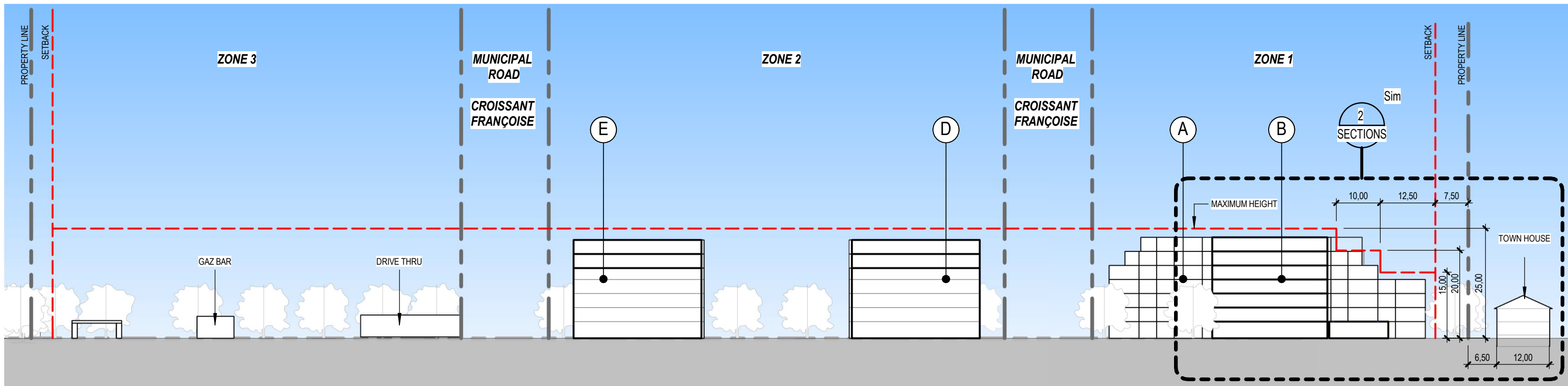
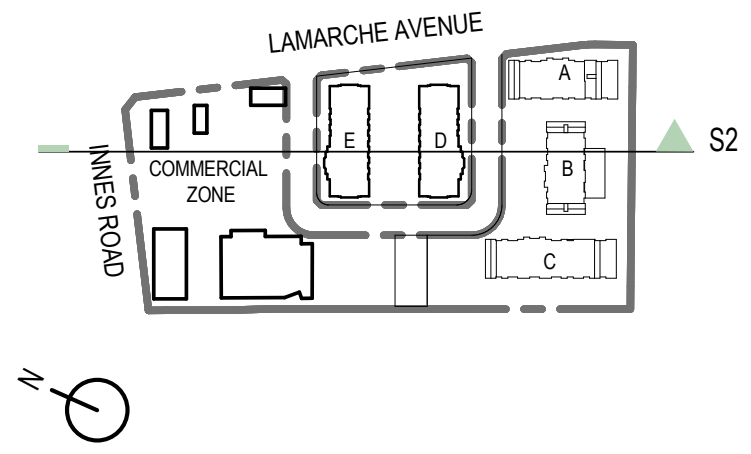


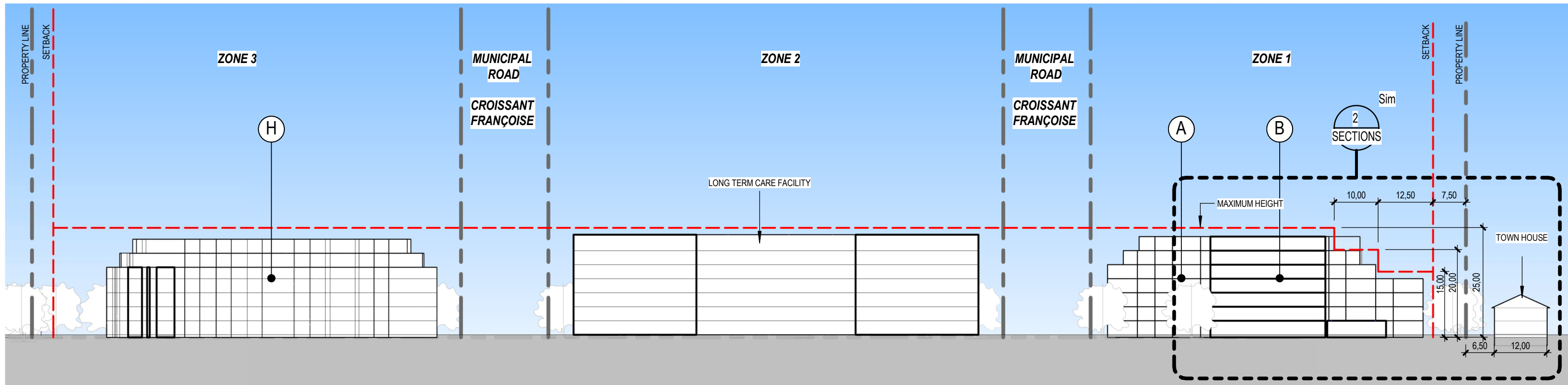
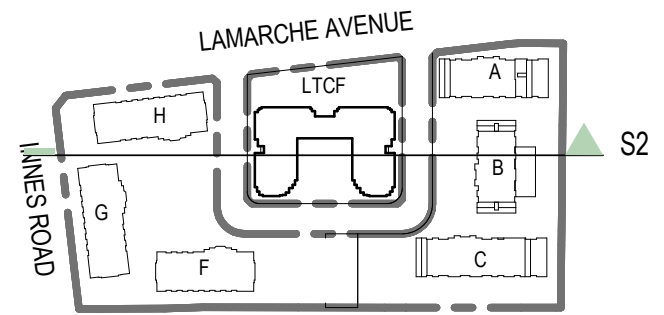
**5TH FLOOR**

1 : 2000

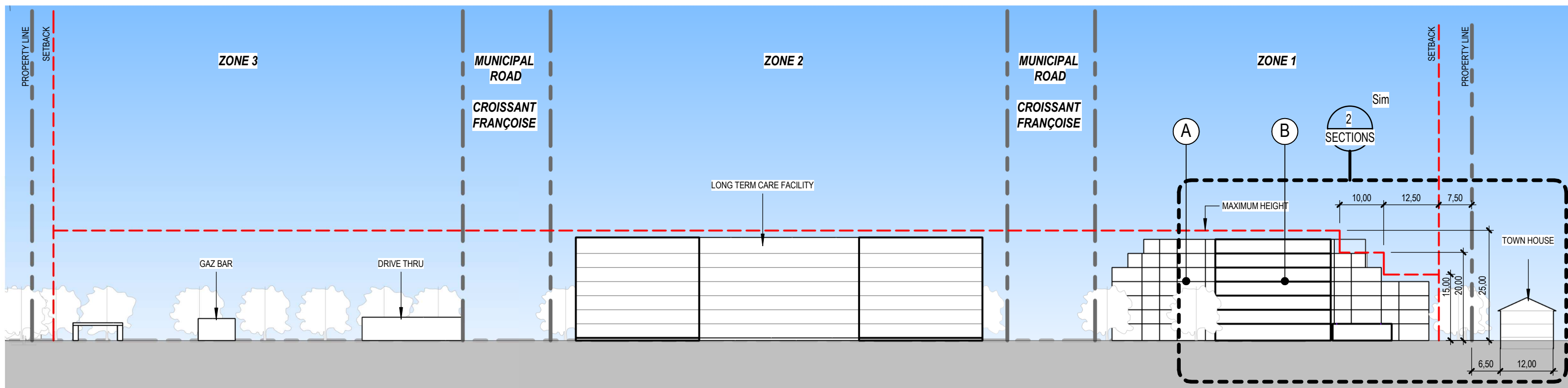
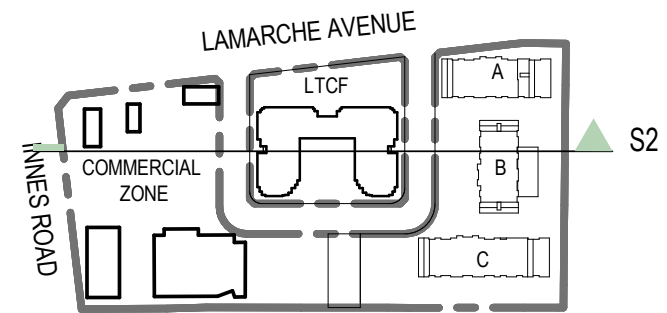


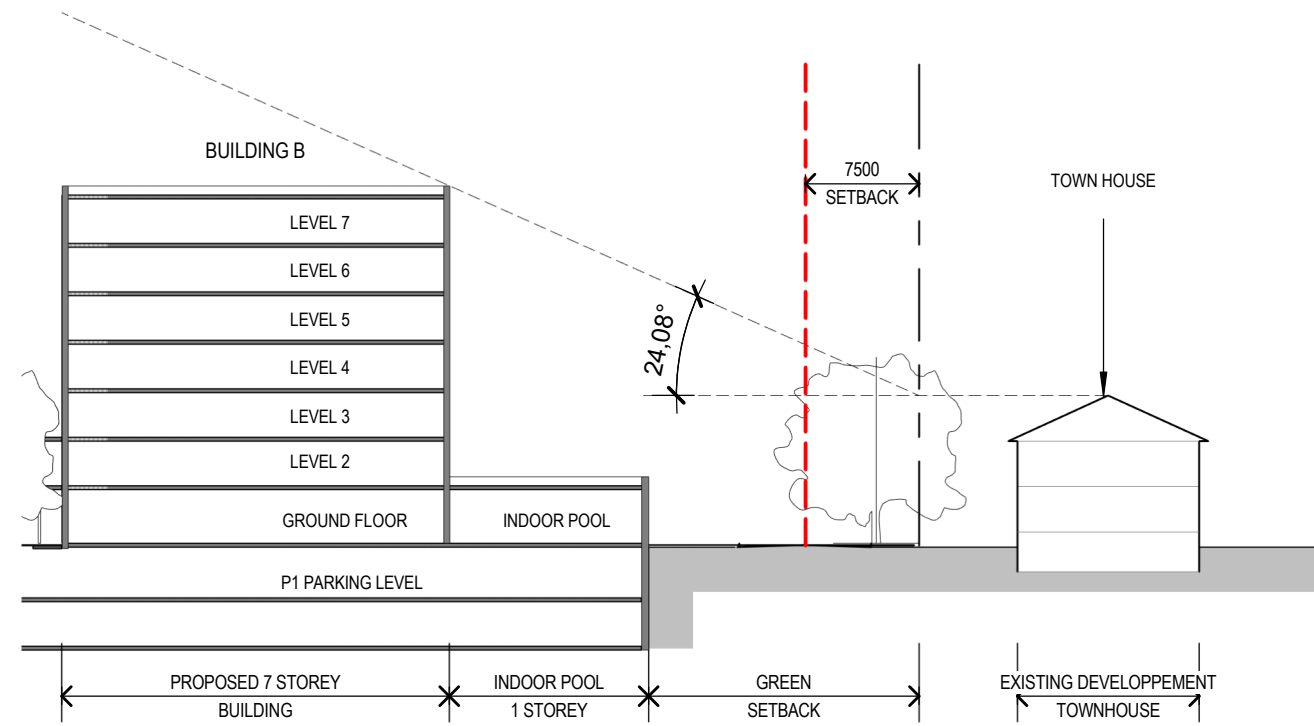






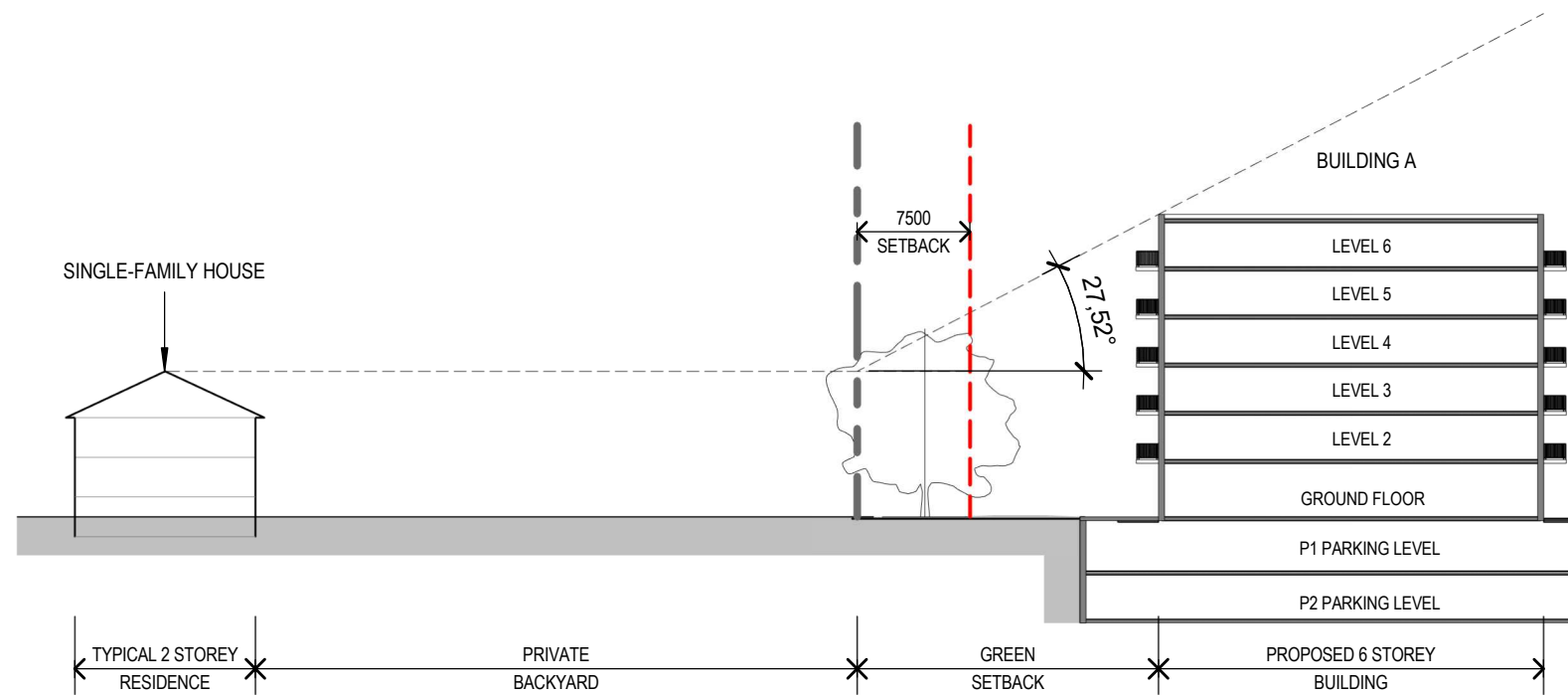






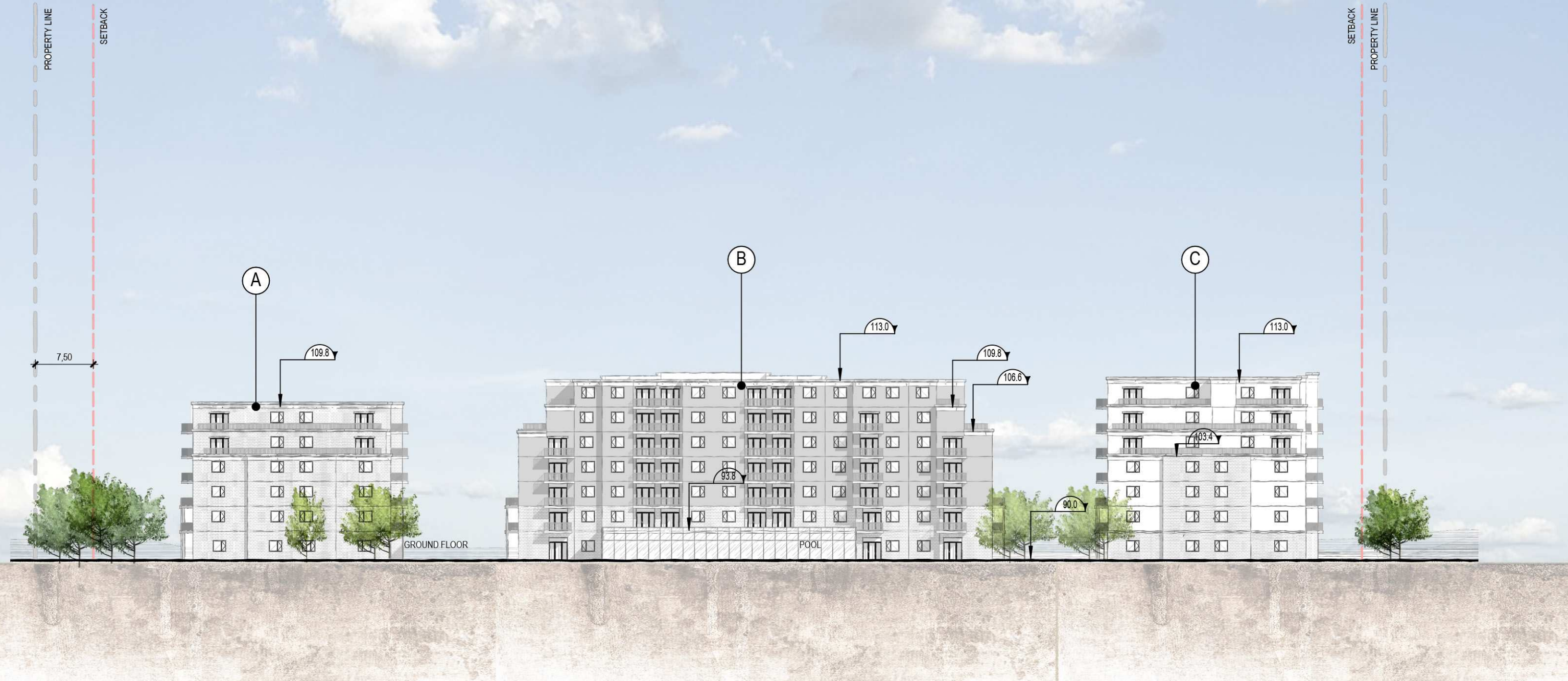
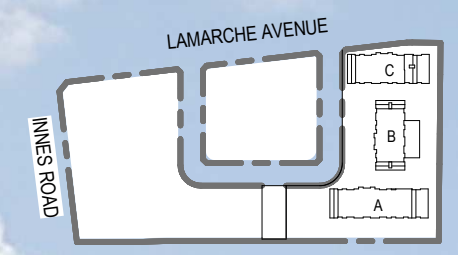
**SECTION 02 - BUILDING B**

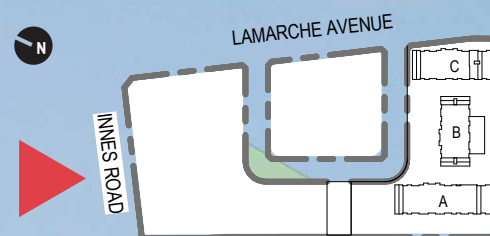
1 : 500

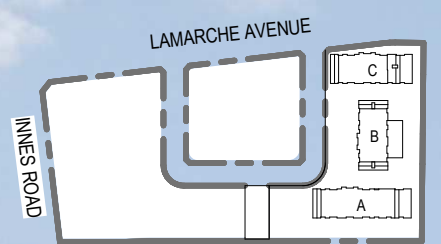


**SECTION 01 - BUILDING A**

1 : 500







PARK ZONE 2

PARK ZONE 1

SETBACK

PROPERTY LINE

35,40

7,50

C

B

A

109.8

106.6

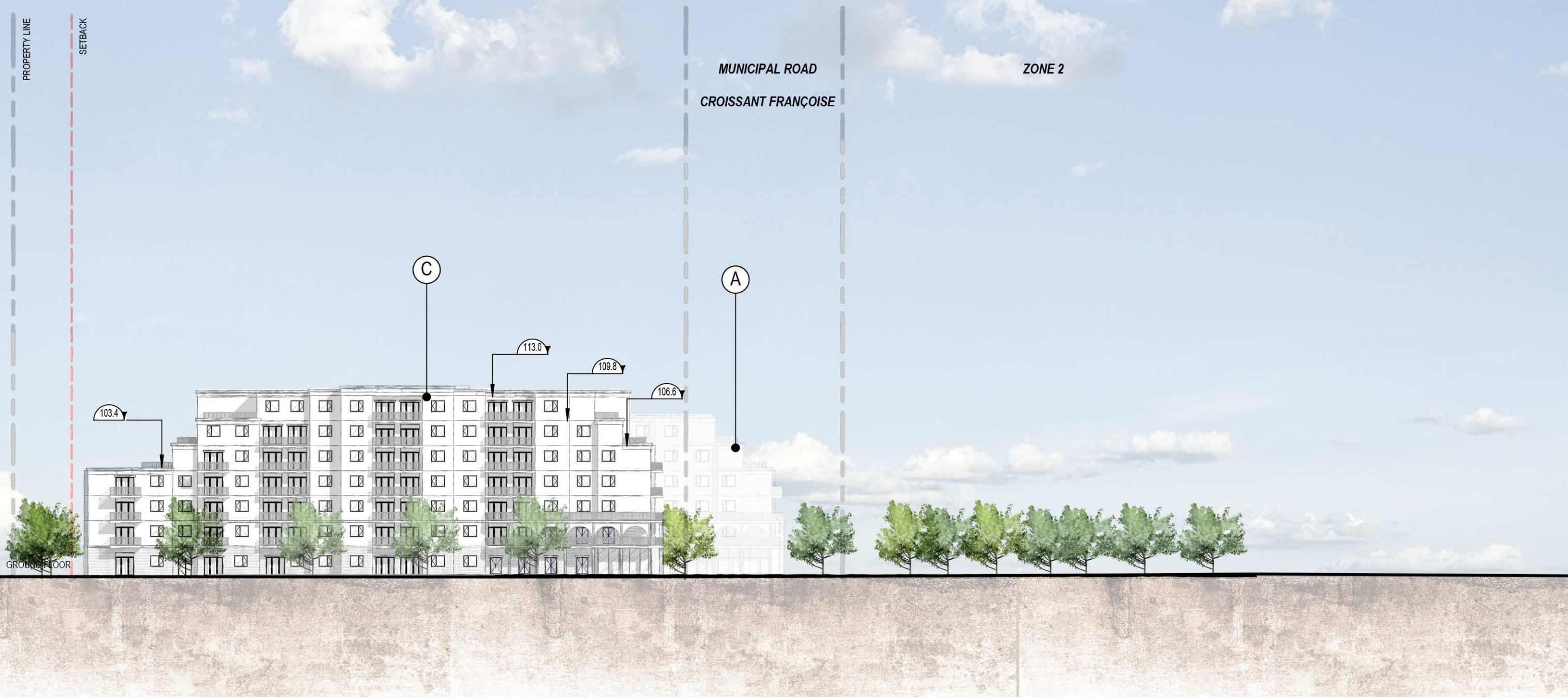
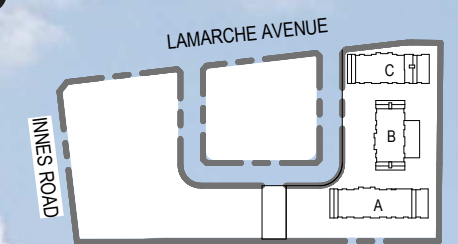
103.4

103.4

90.0

G/FLOOR

TOWN HOUSE

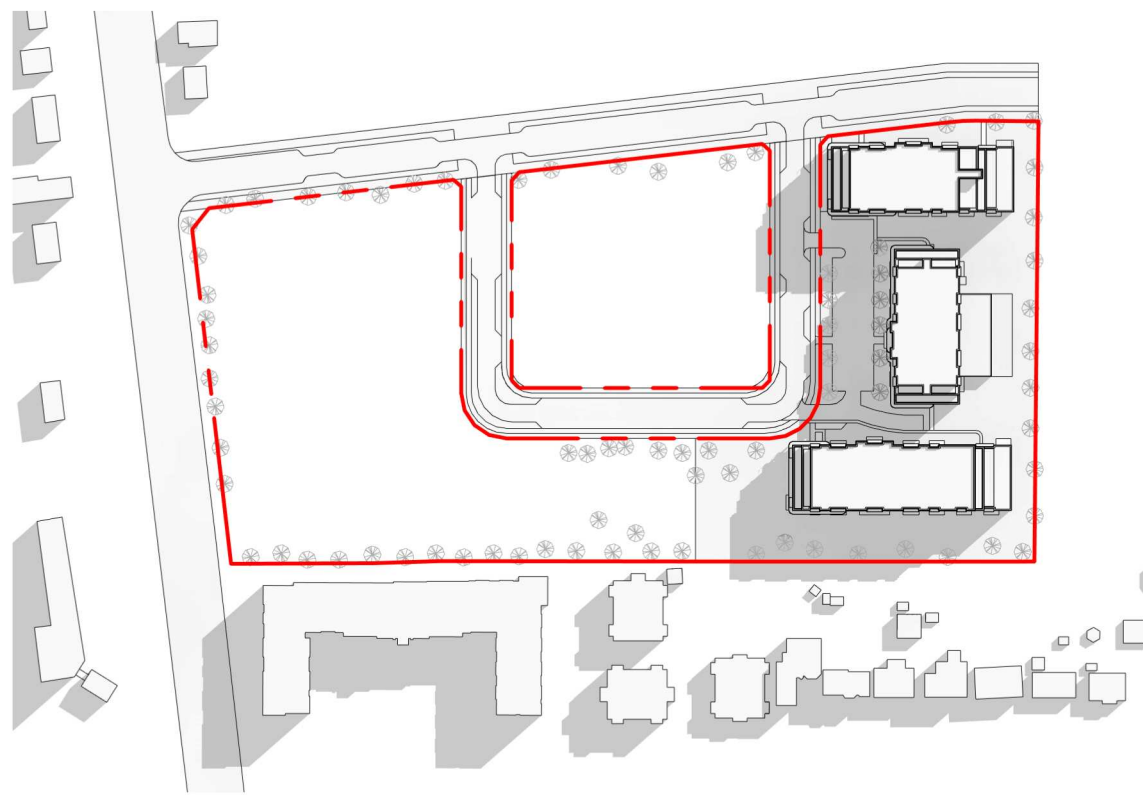






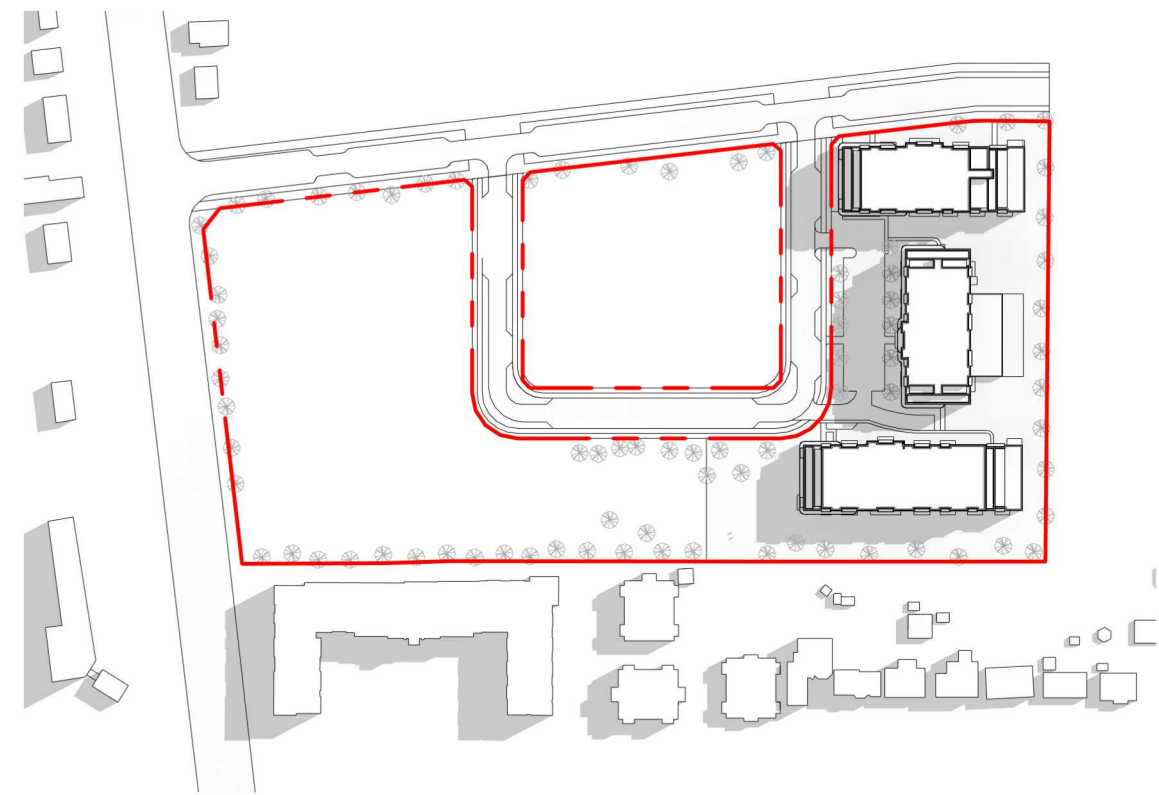






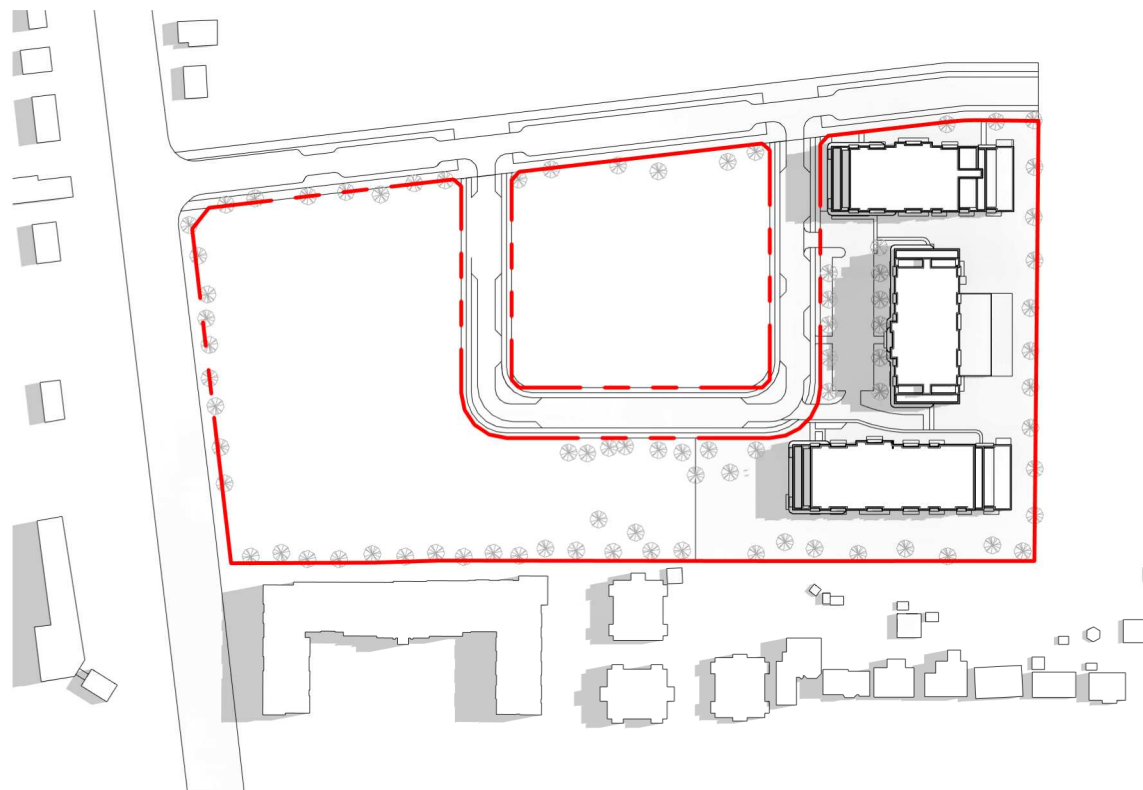
September 21st - 8:00

1 : 3000



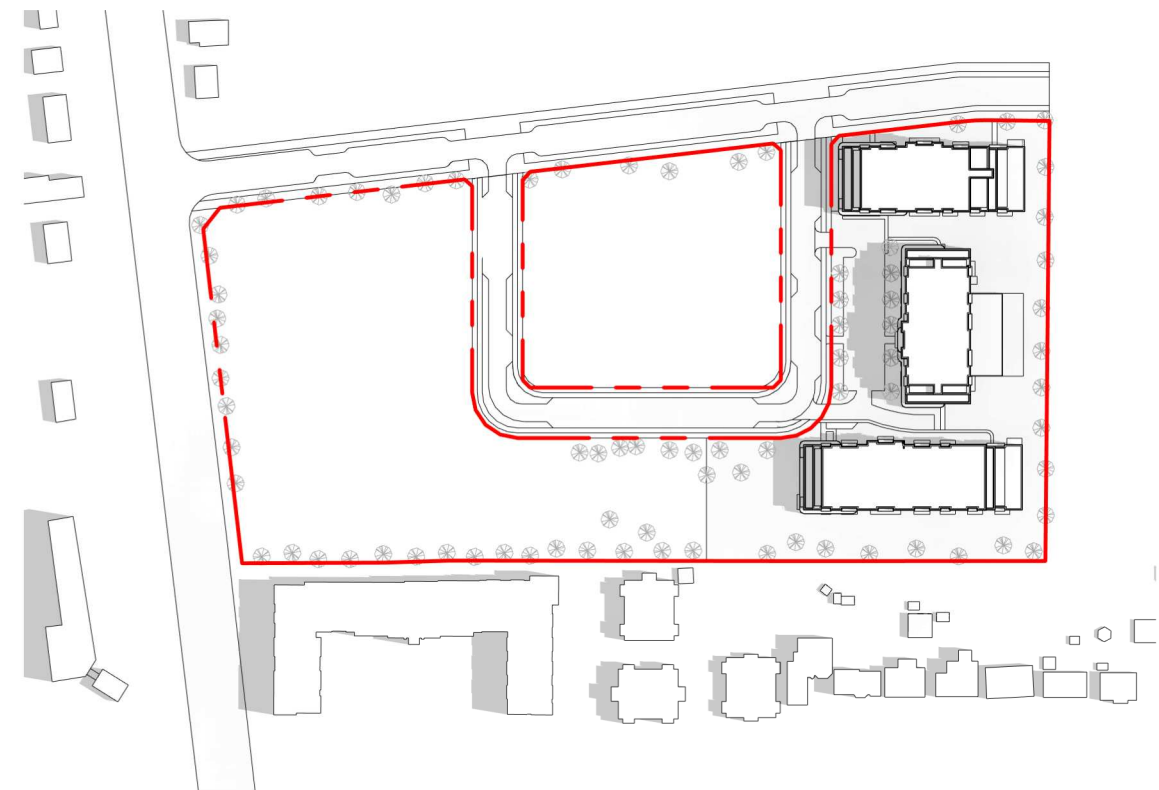
September 21st - 9:00

1 : 3000



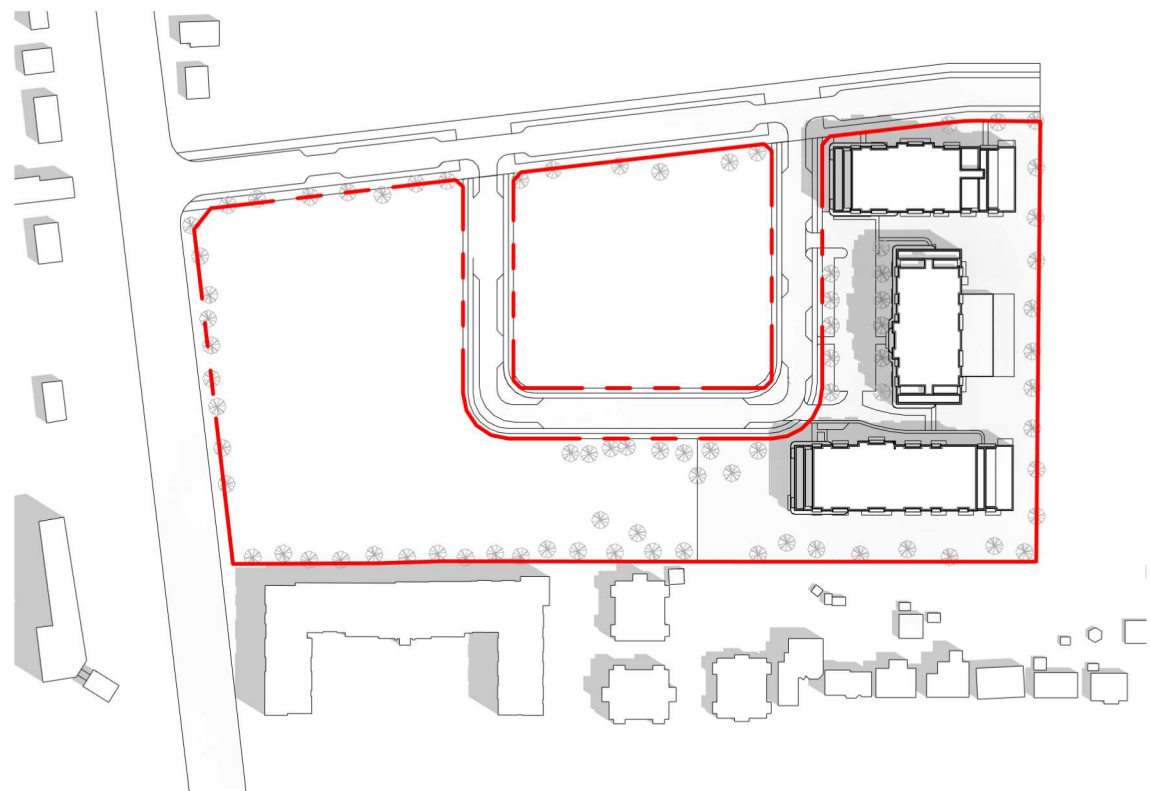
September 21st - 10:00

1 : 3000



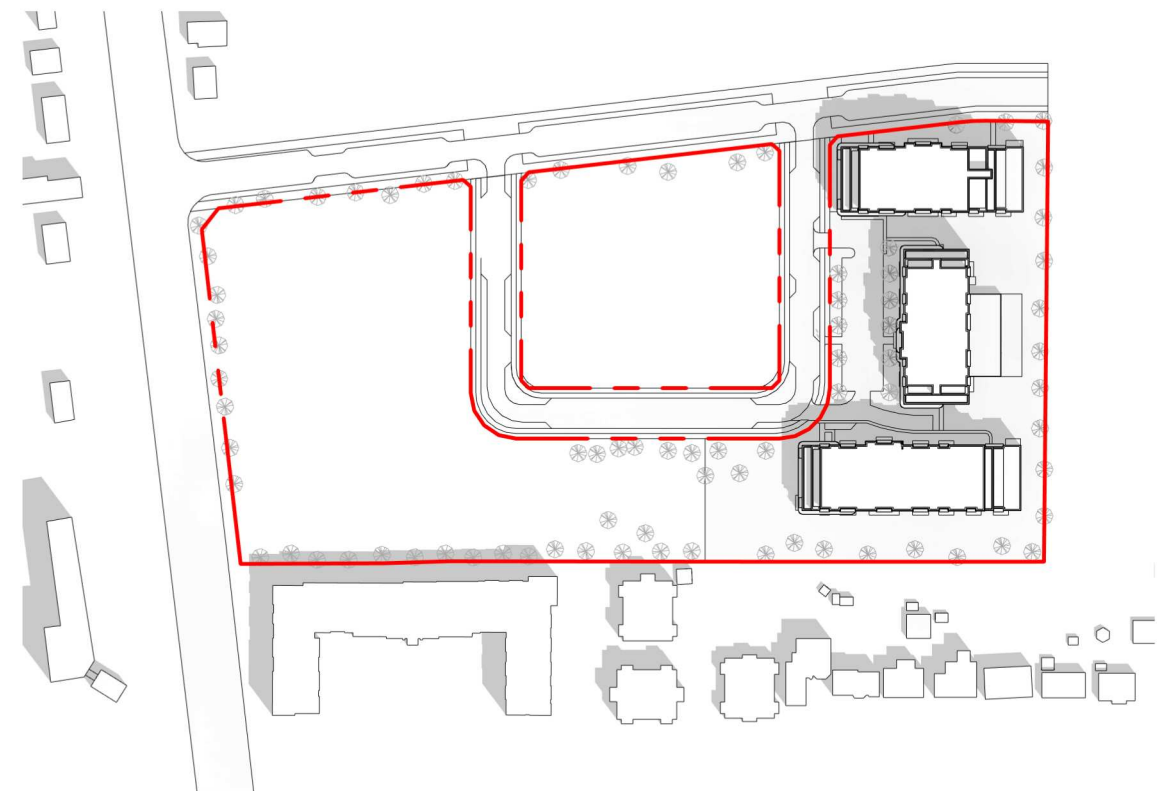
September 21st - 11:00

1 : 3000



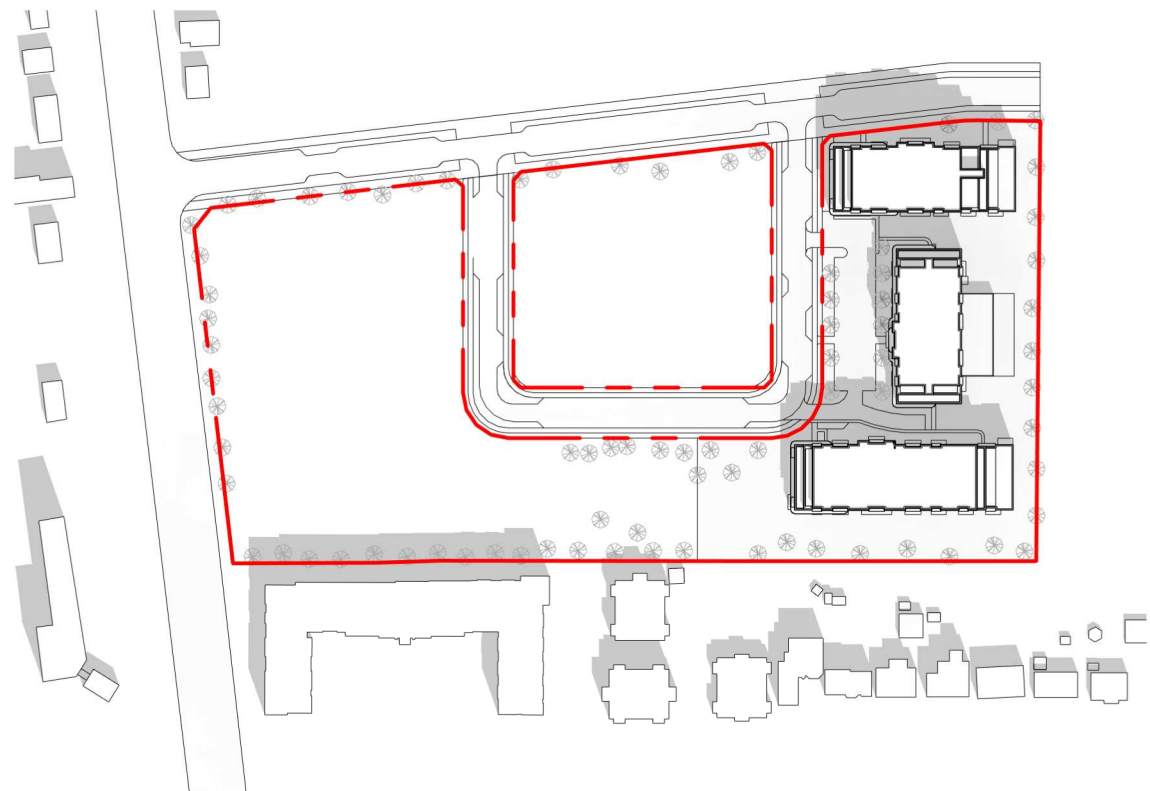
September 21st - 12:00

1 : 3000



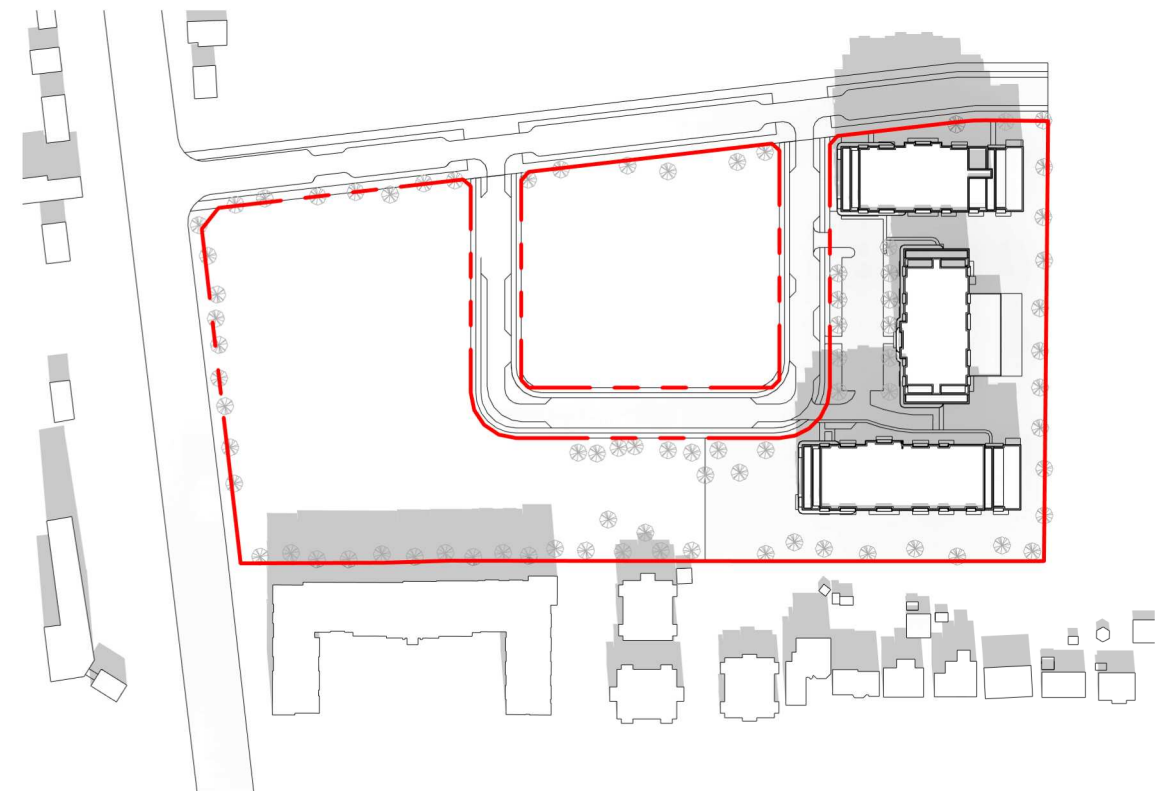
September 21st - 13:00

1 : 3000



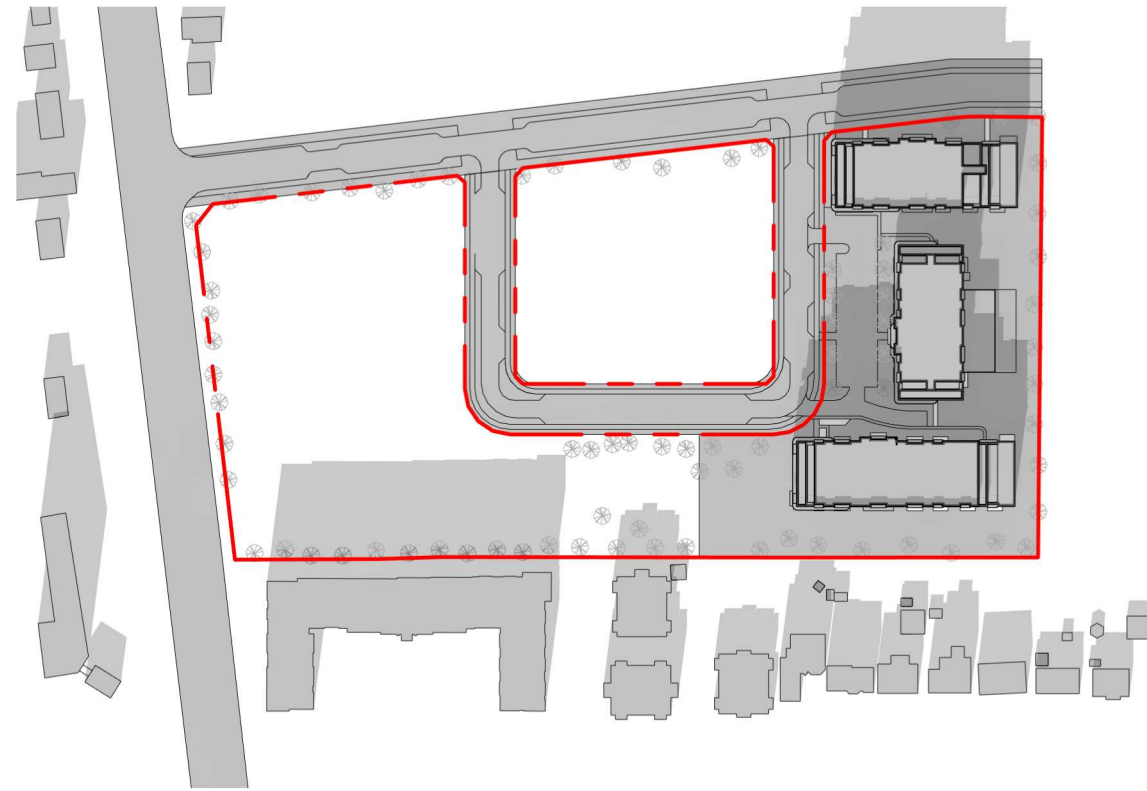
September 21st - 14:00

1 : 3000

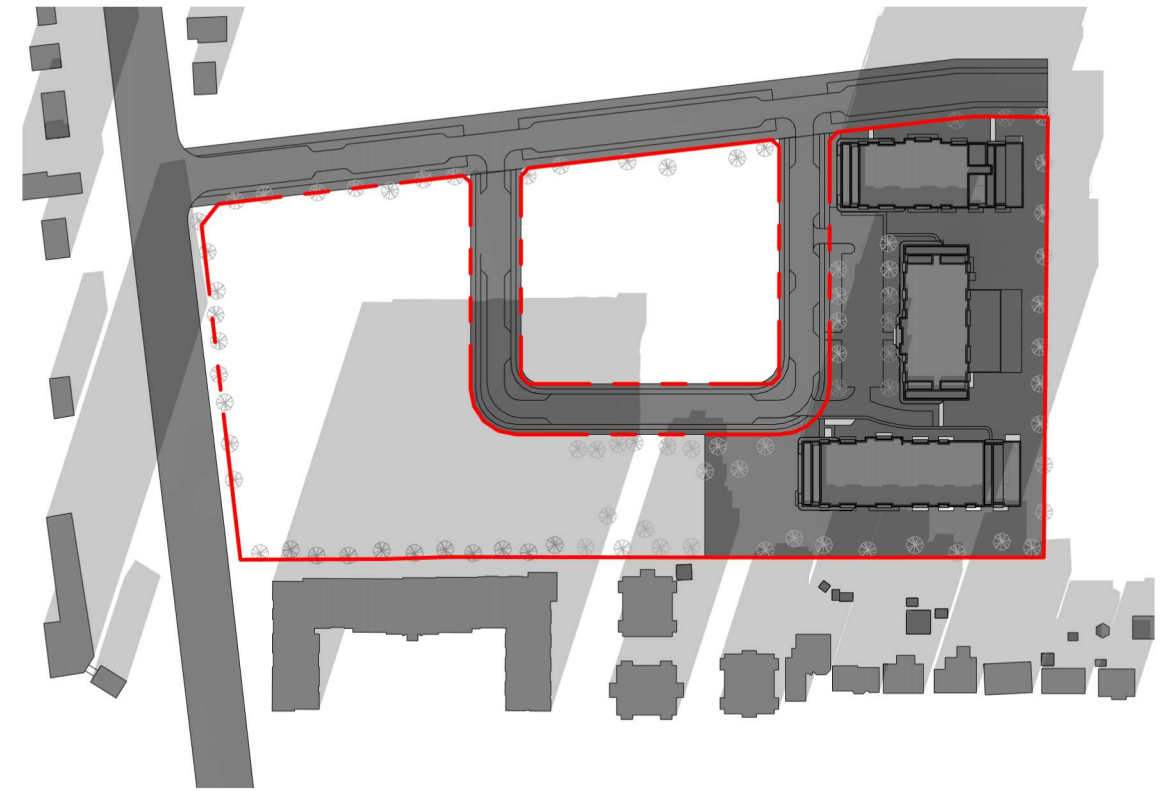


September 21st - 15:00

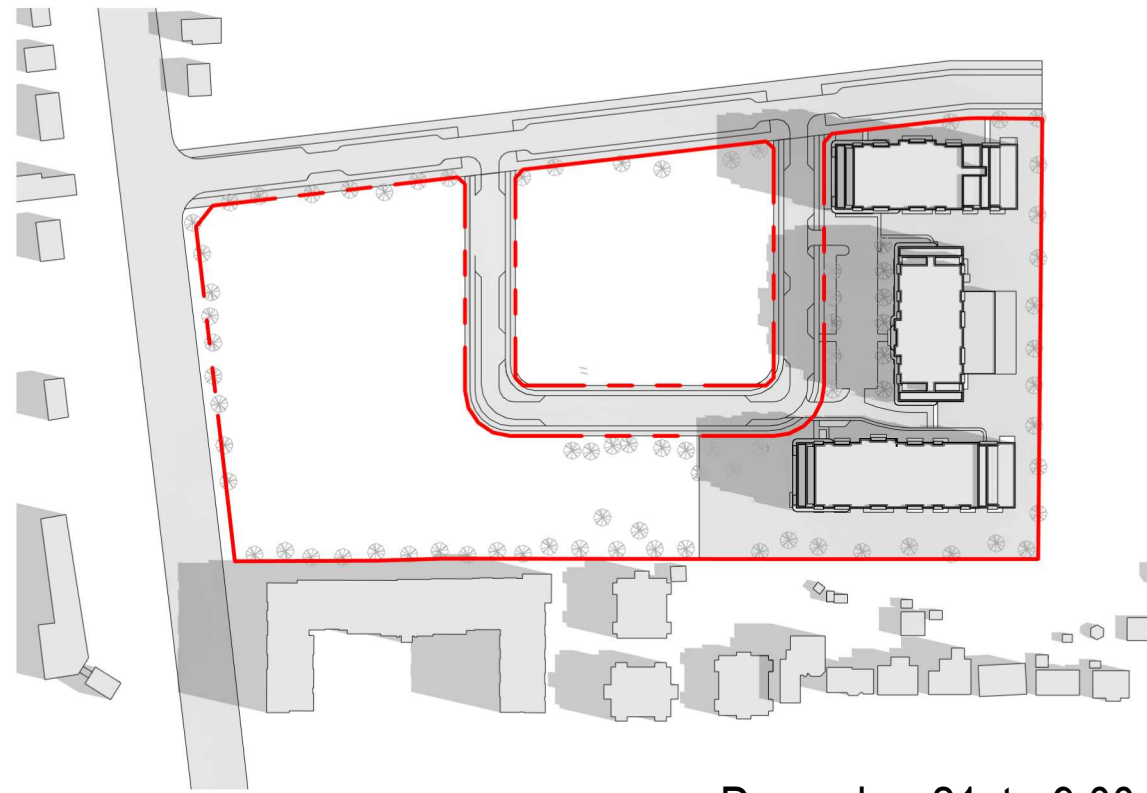
1 : 3000



September 21st - 16:00  
1 : 3000

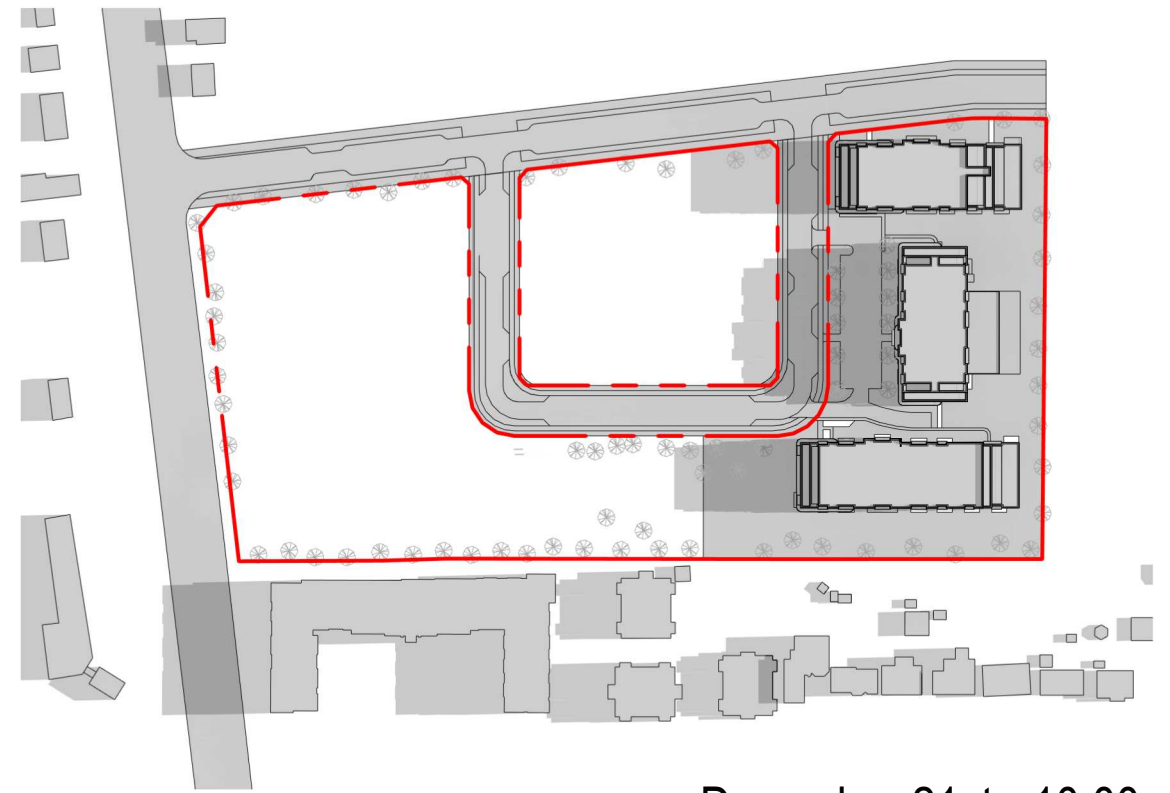


September 21st - 17:00  
1 : 3000



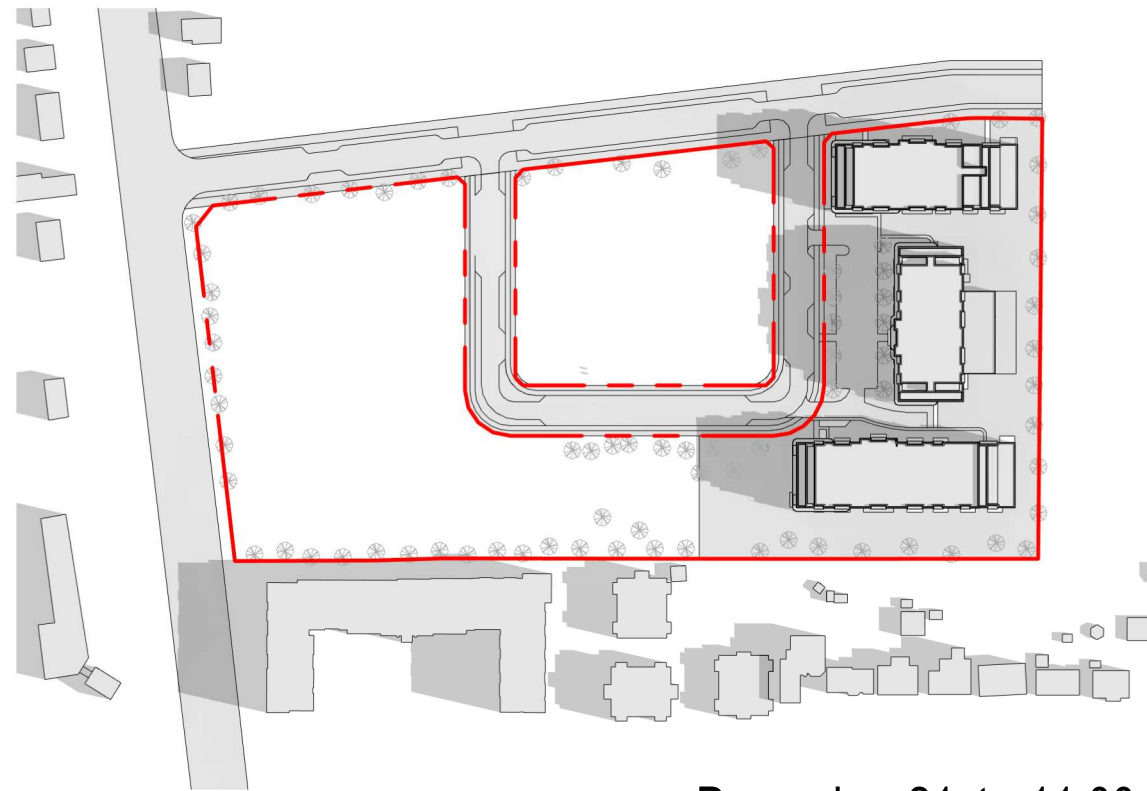
December 21st - 9:00

1 : 3000



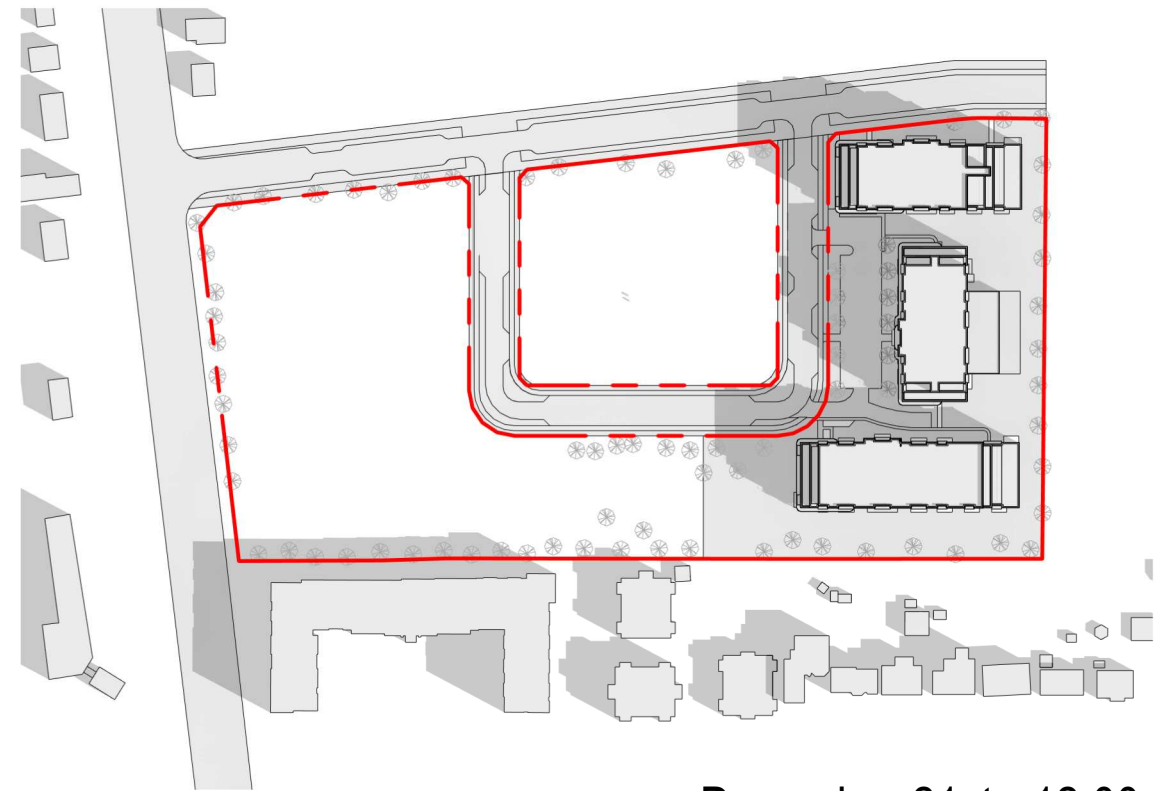
December 21st - 10:00

1 : 3000



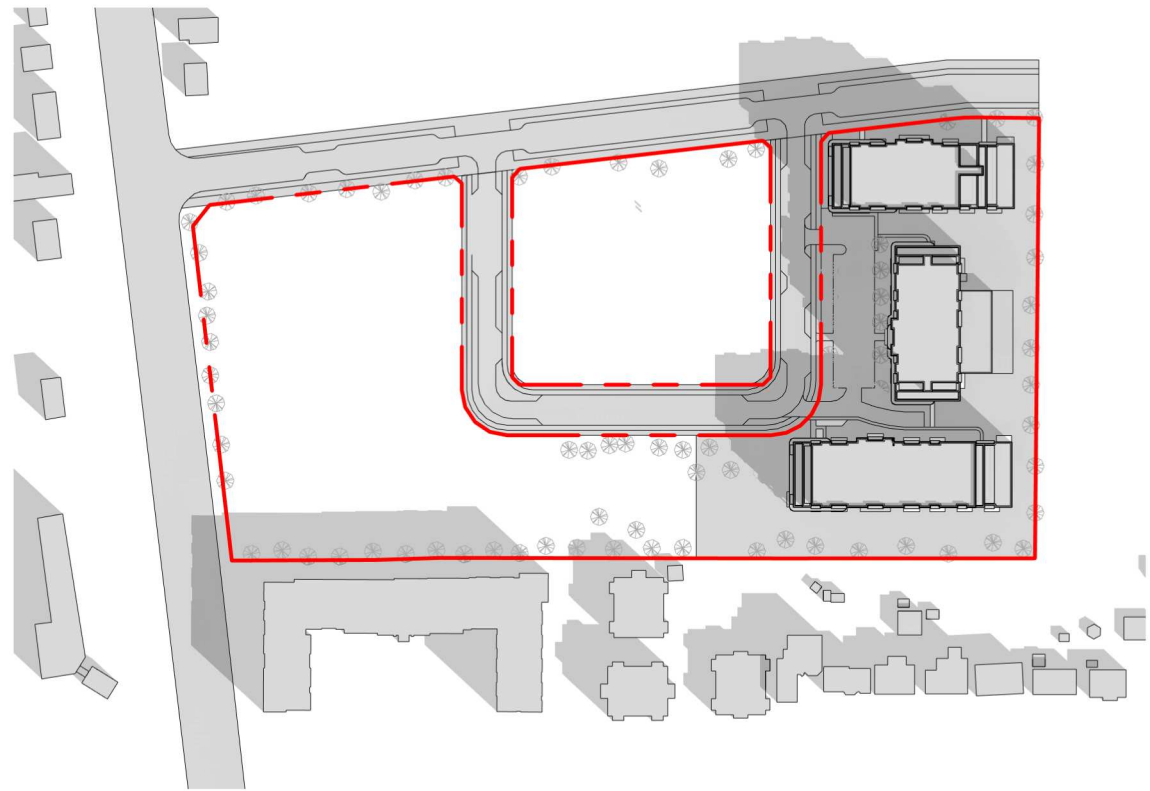
December 21st - 11:00

1 : 3000



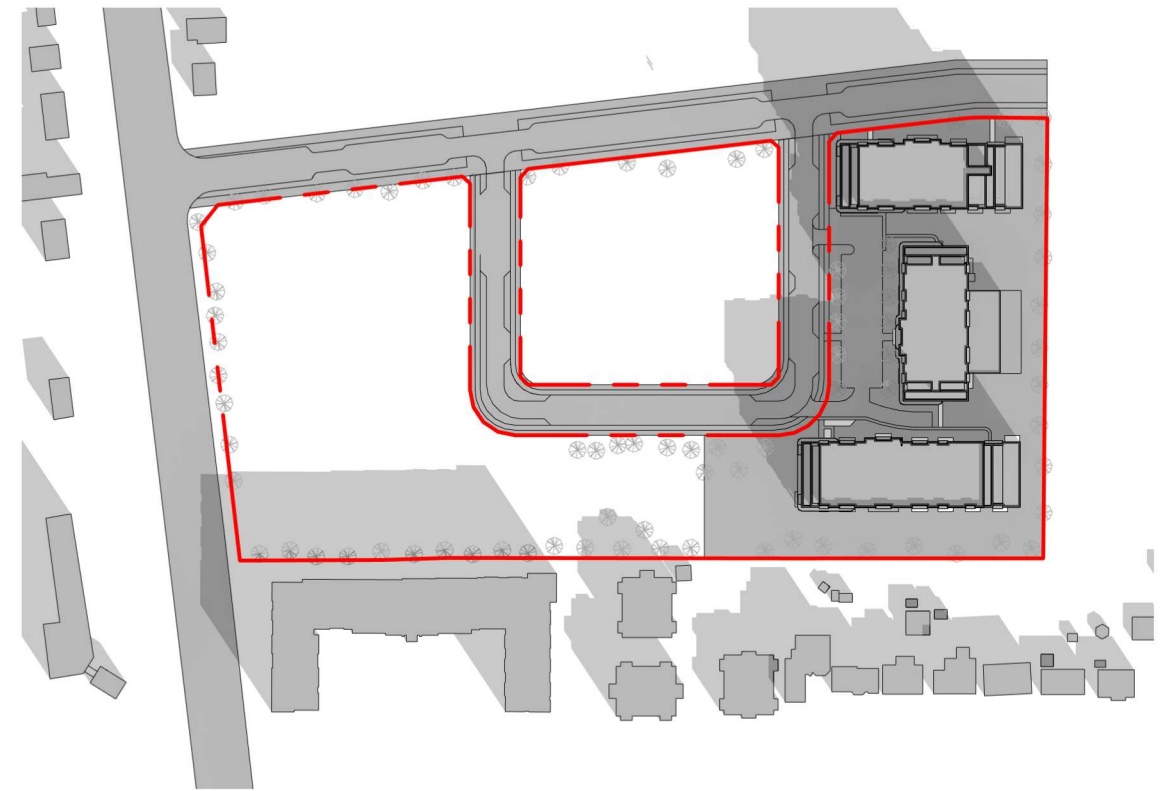
December 21st - 12:00

1 : 3000



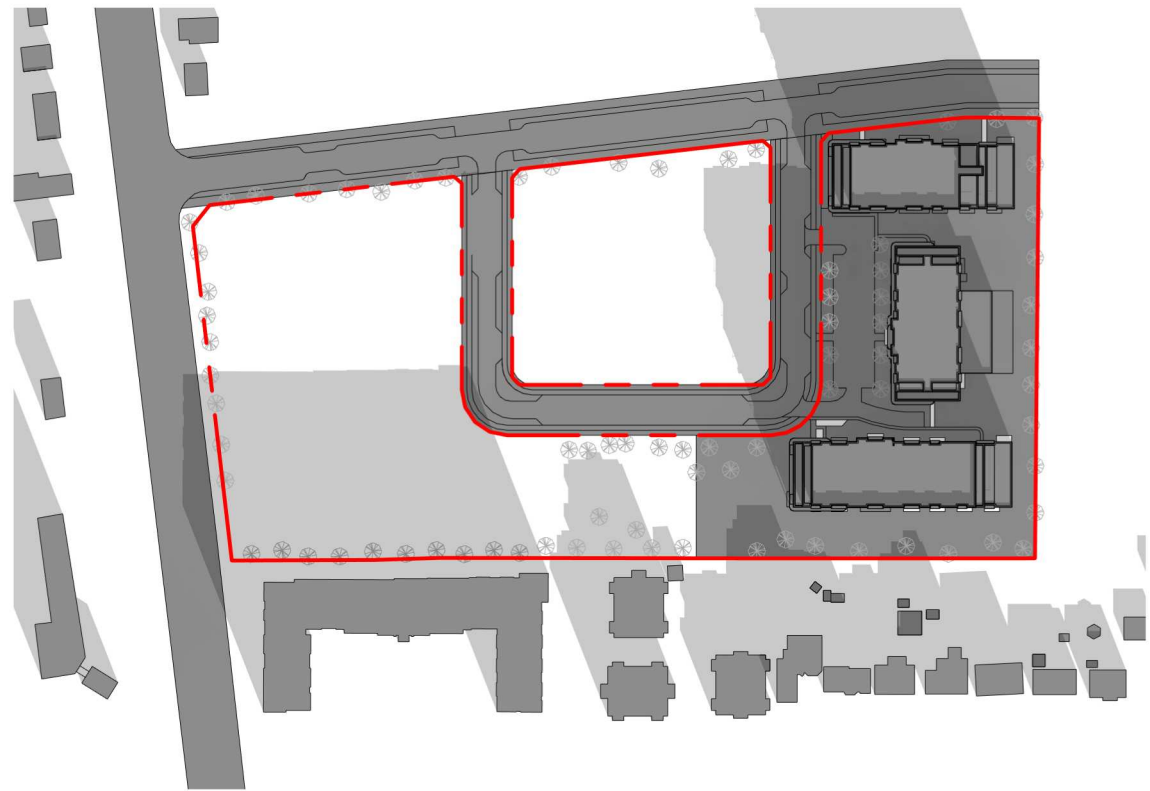
December 21st - 13:00

1 : 3000



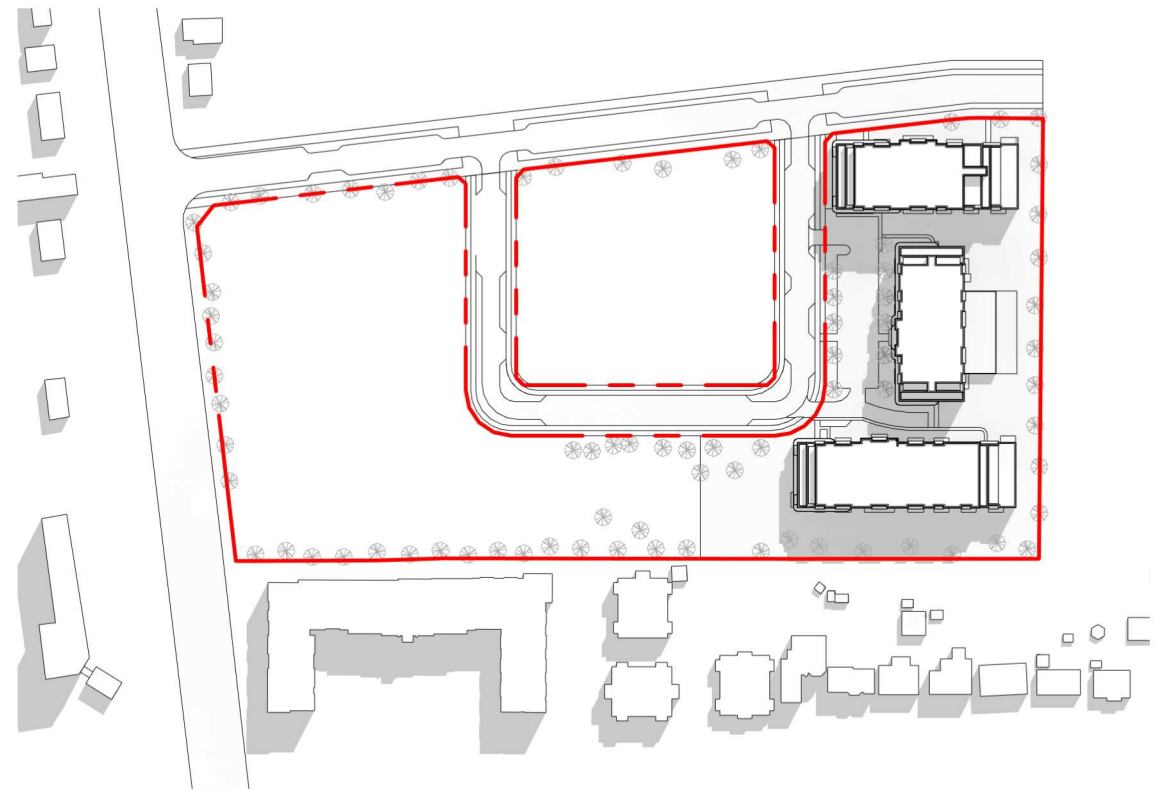
December 21st - 14:00

1 : 3000



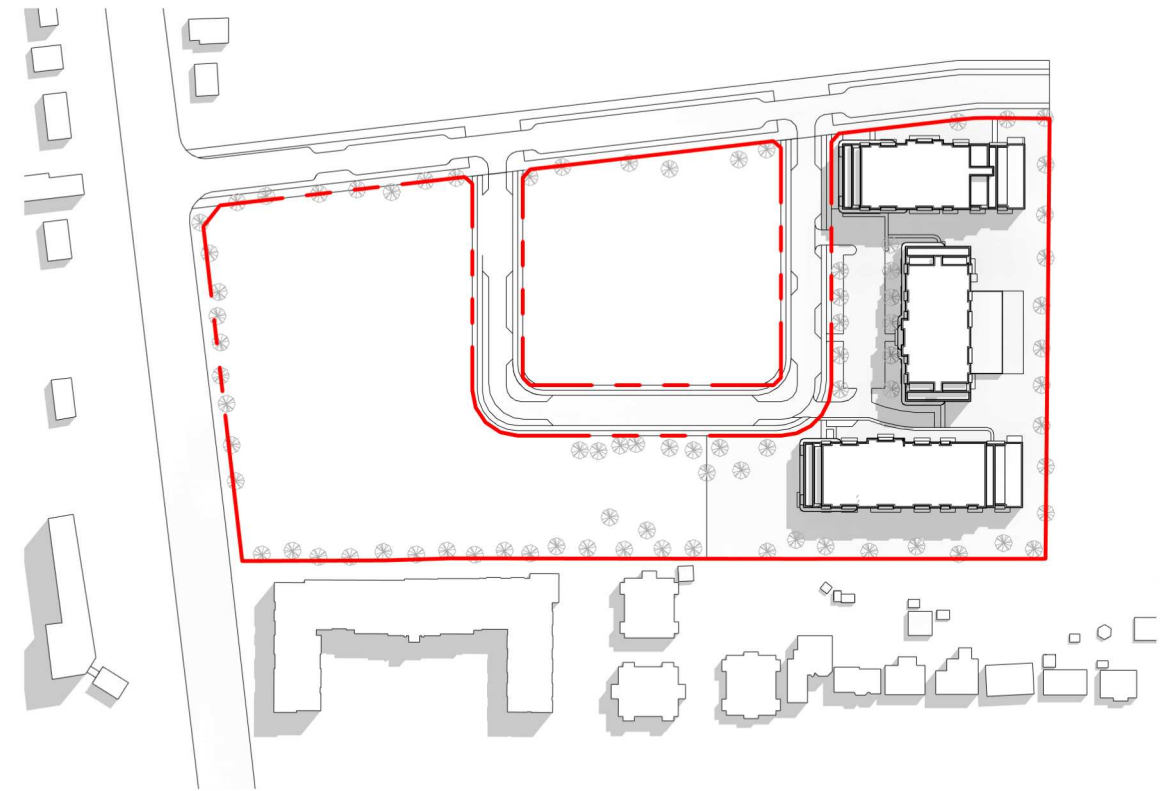
December 21st - 15:00

1 : 3000



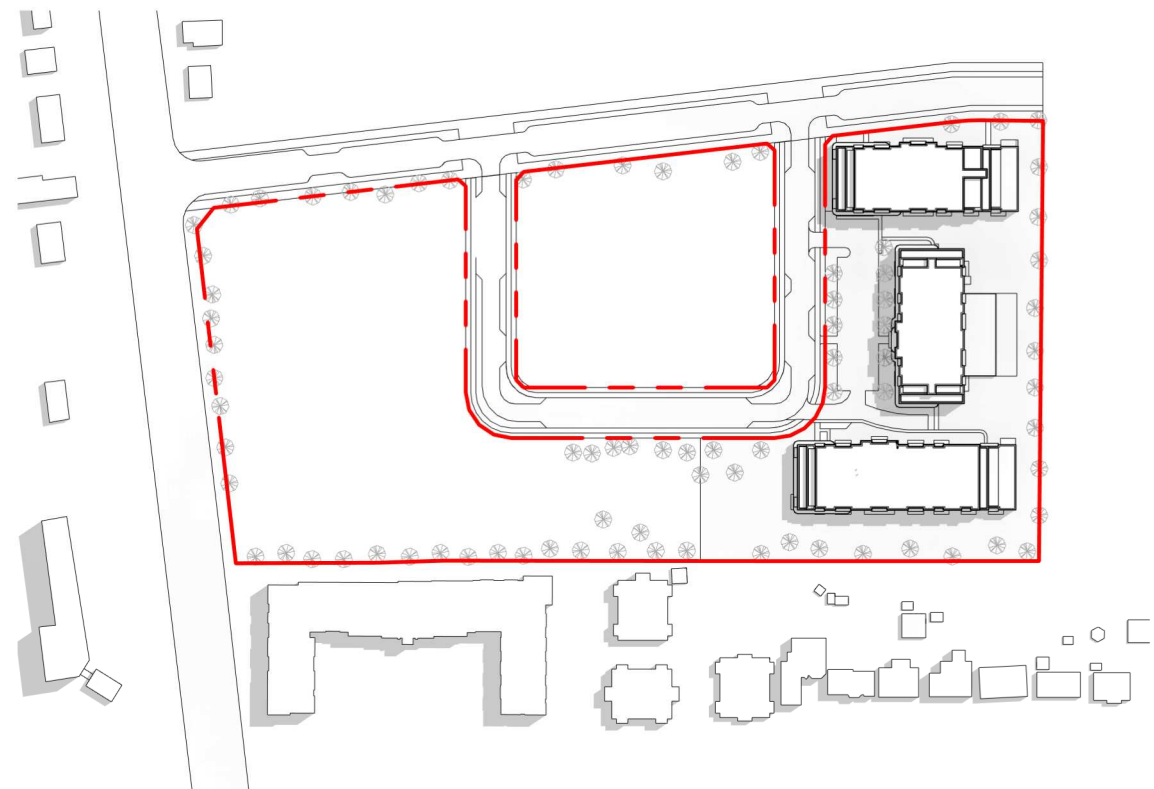
June 21st - 8:00

1 : 3000



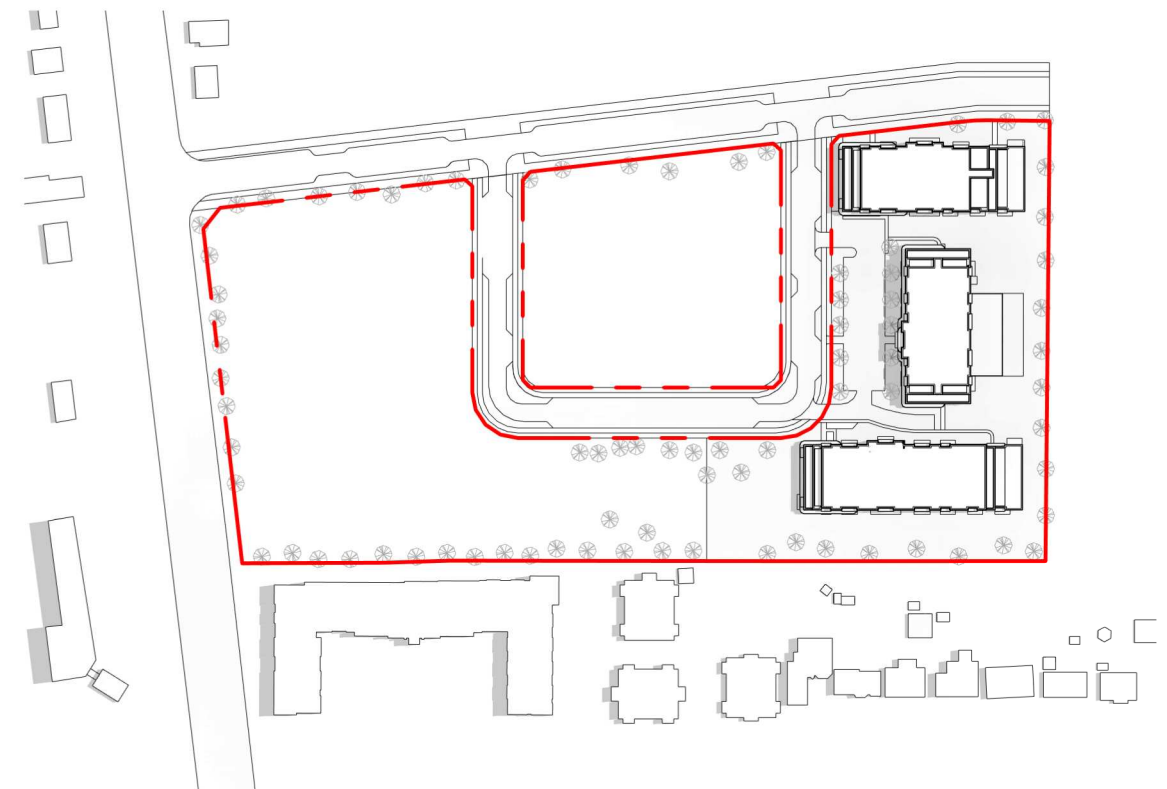
June 21st - 9:00

1 : 3000



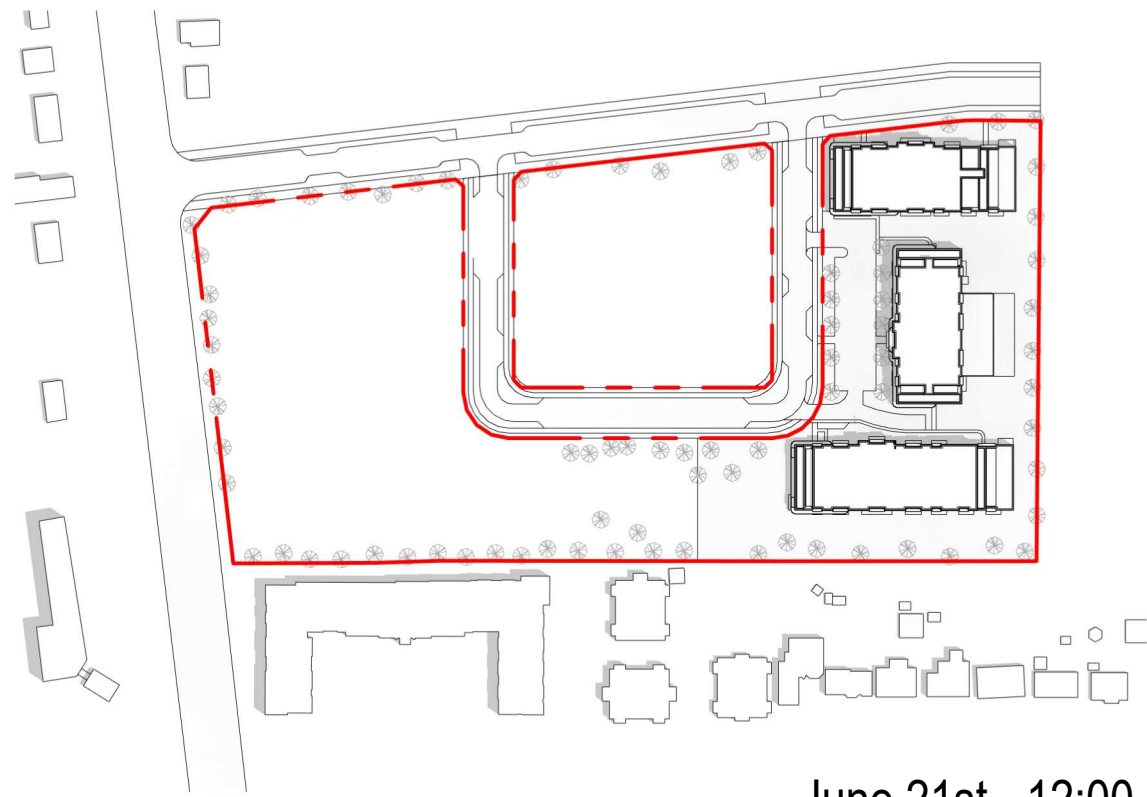
June 21st - 10:00

1 : 3000



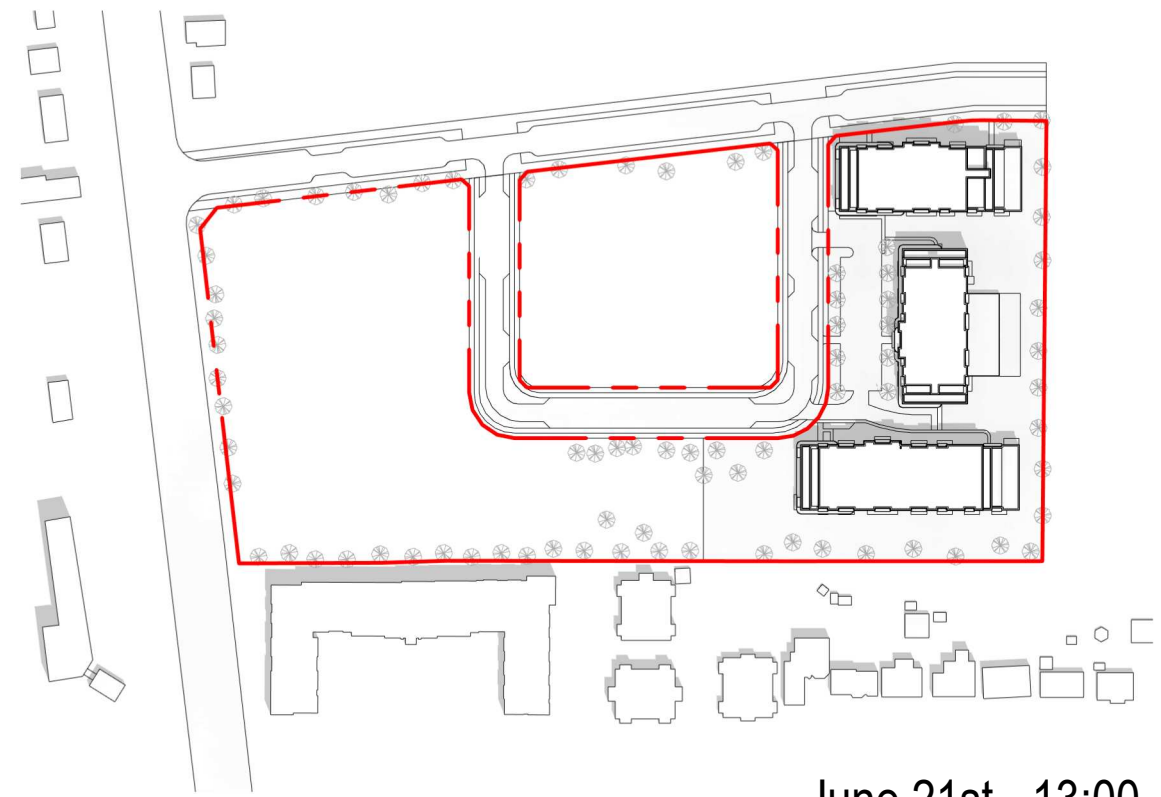
June 21st - 11:00

1 : 3000



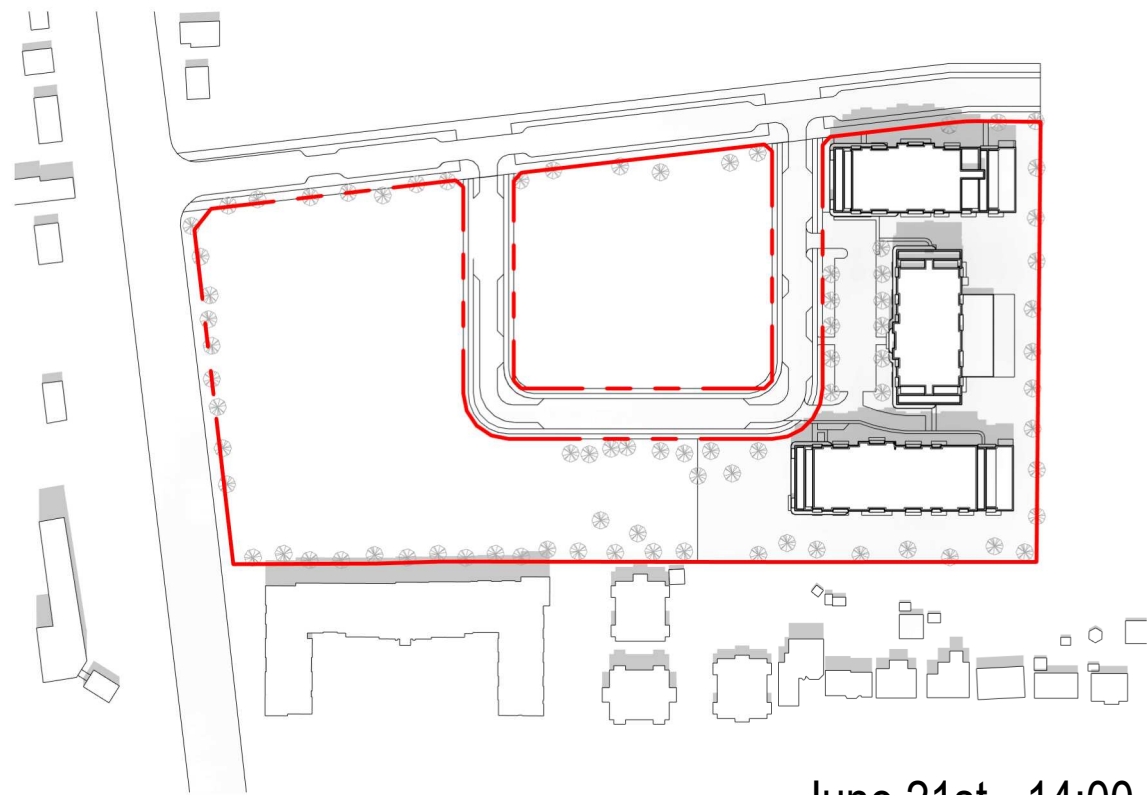
June 21st - 12:00

1 : 3000



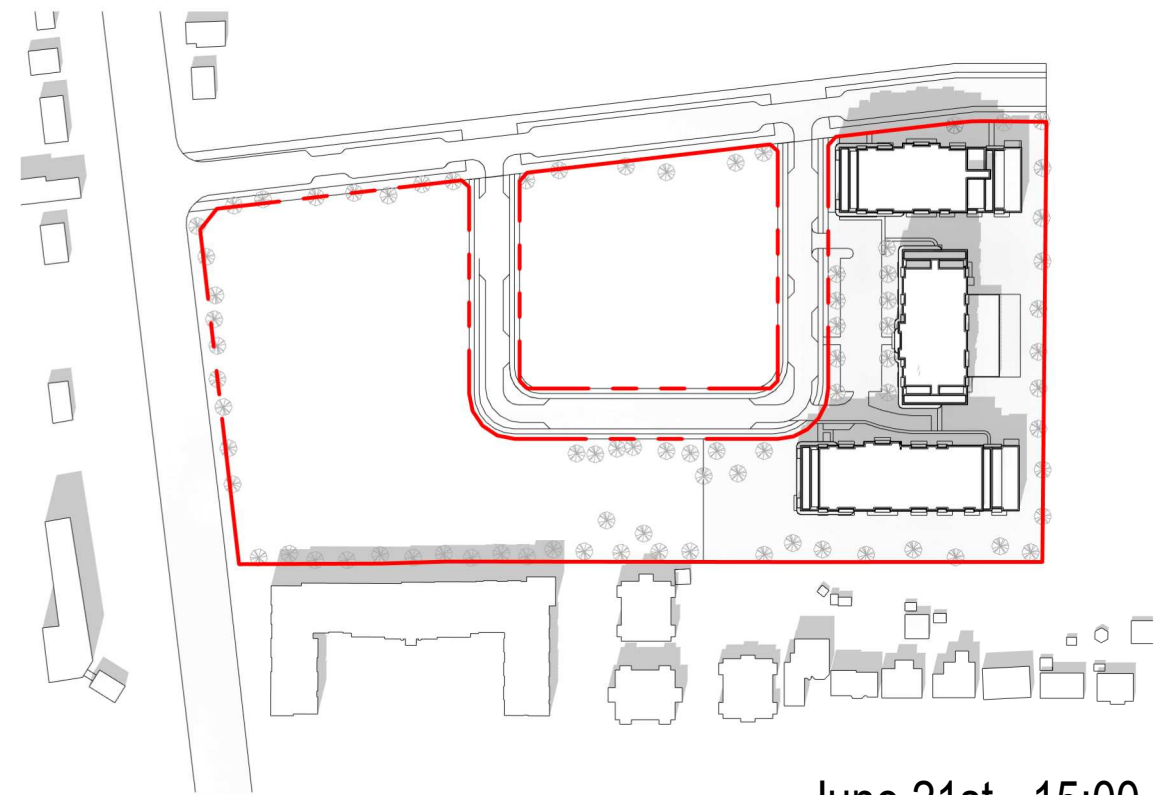
June 21st - 13:00

1 : 3000



June 21st - 14:00

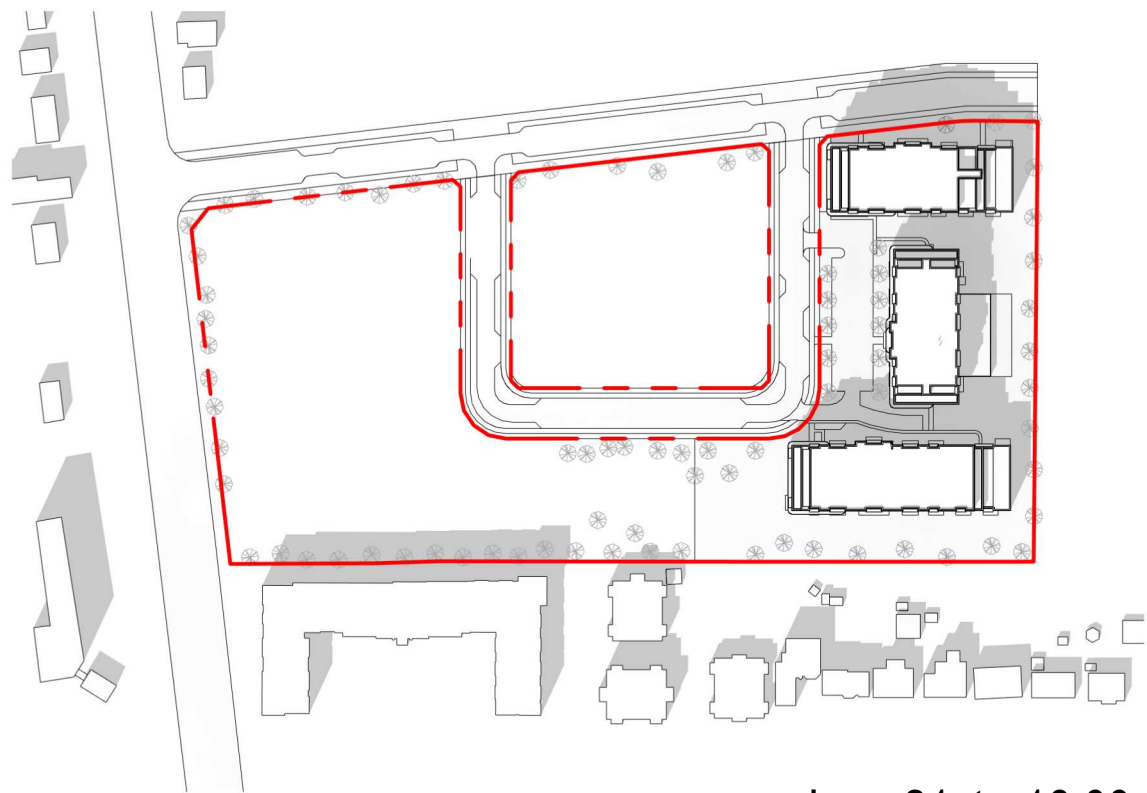
1 : 3000



June 21st - 15:00

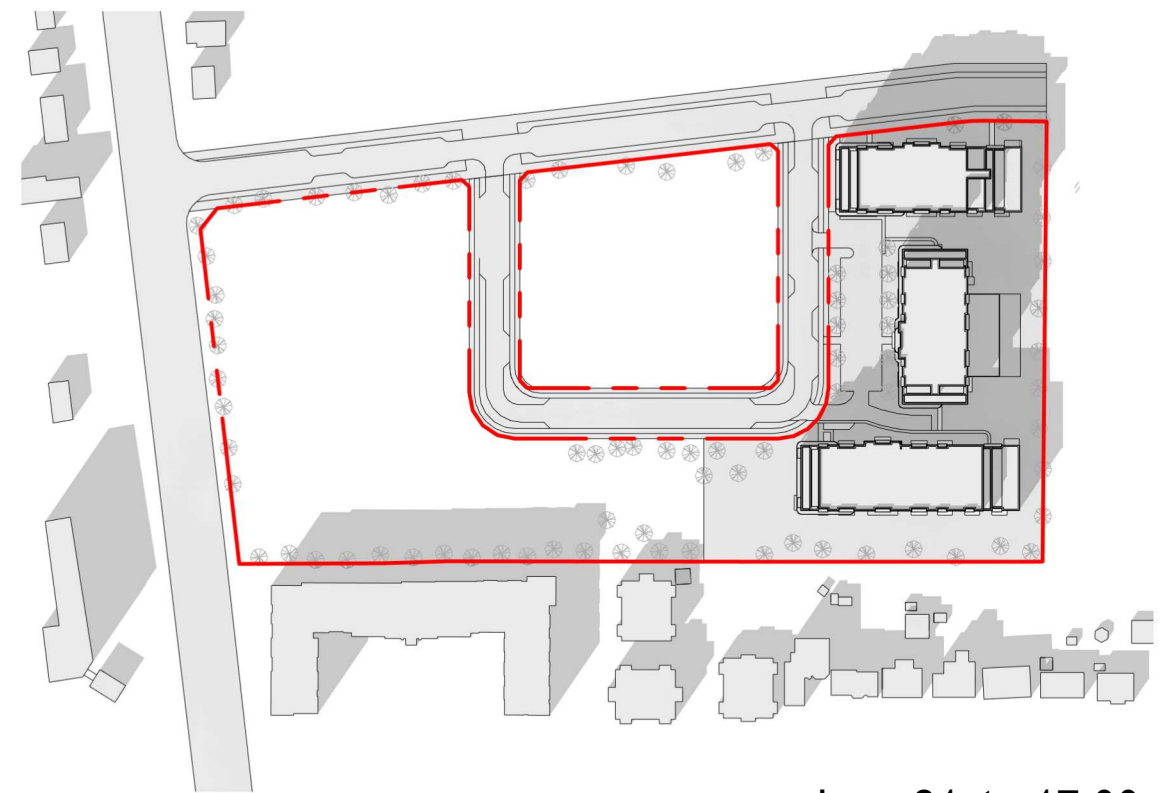
1 : 3000





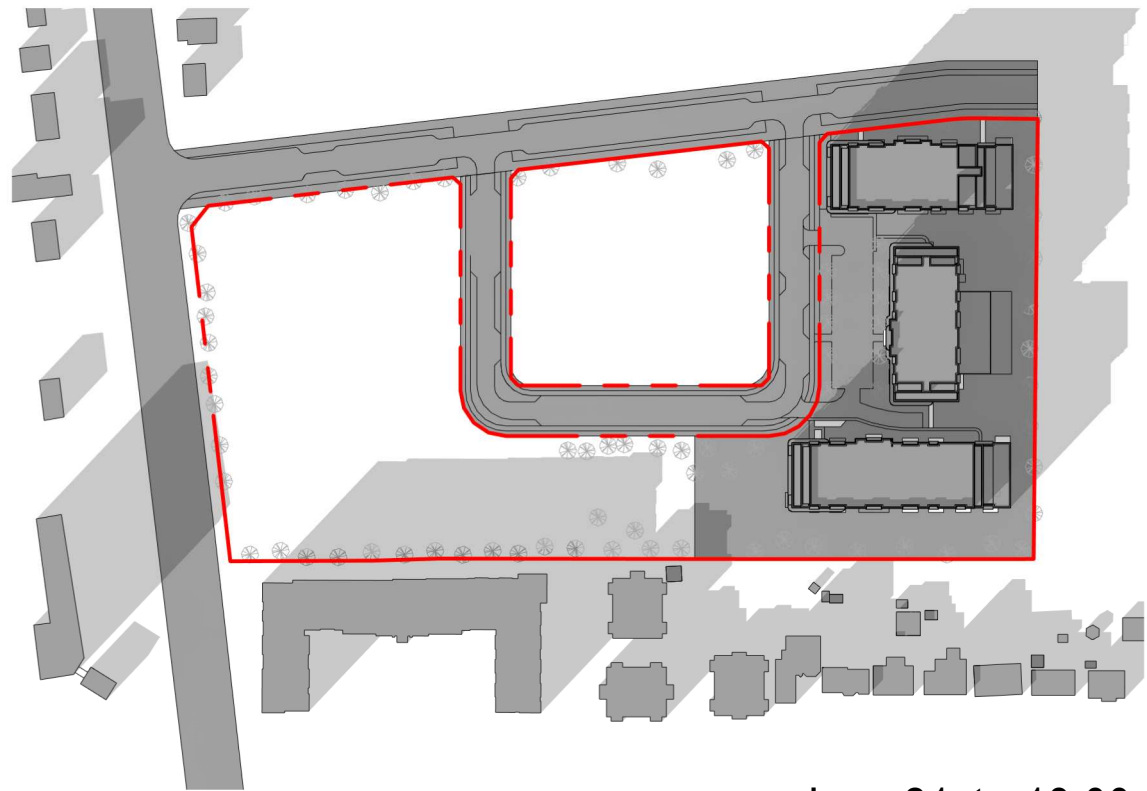
June 21st - 16:00

1 : 3000



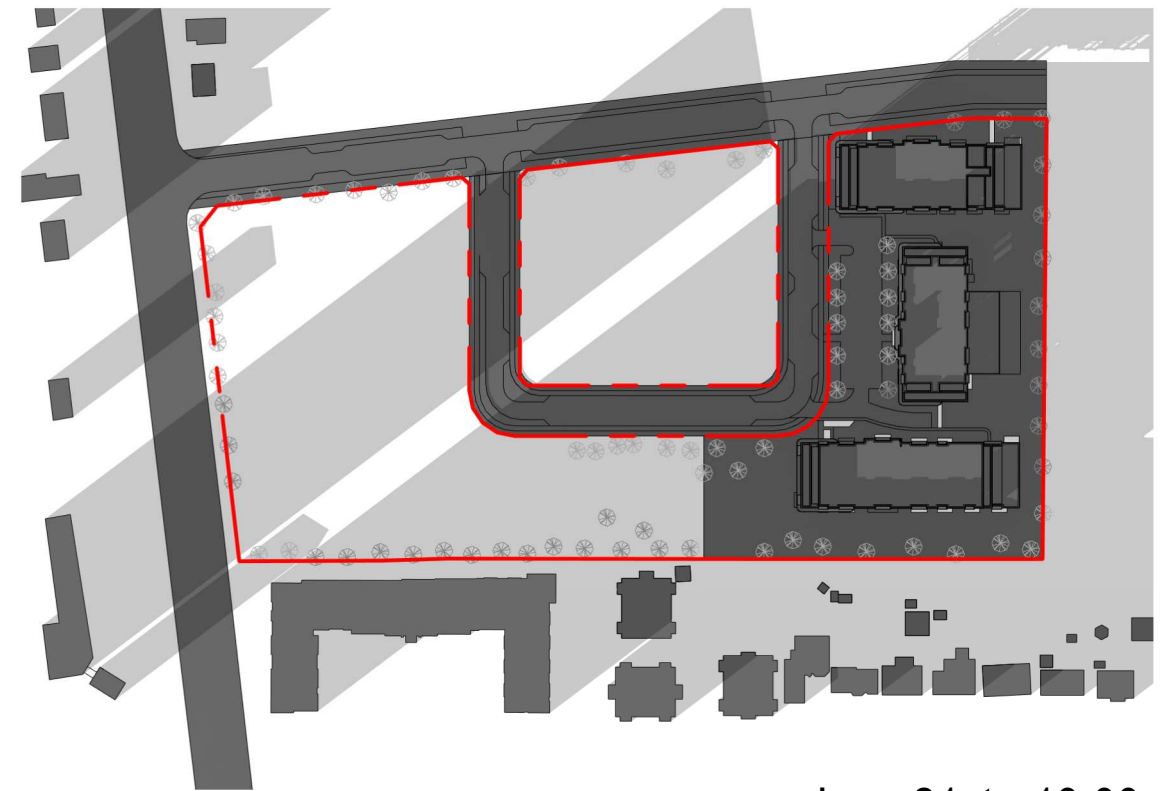
June 21st - 17:00

1 : 3000



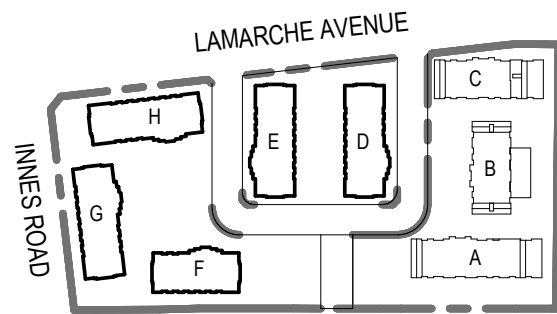
June 21st - 18:00

1 : 3000



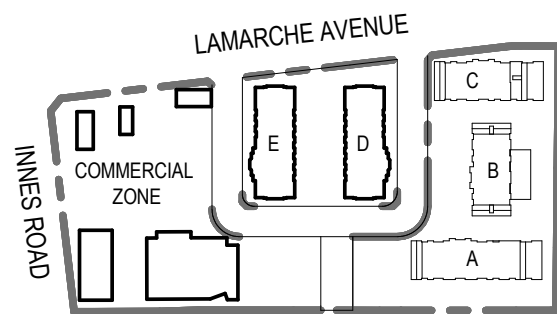
June 21st - 19:00

1 : 3000



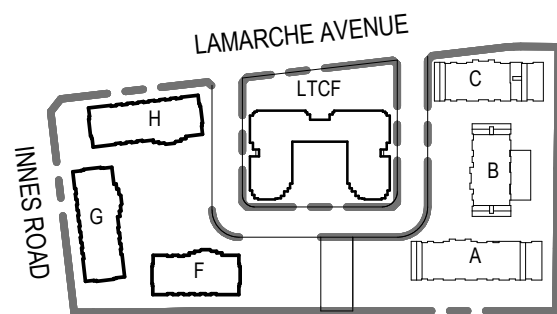
**KEY PLAN OPTION 1**

1 : 5000



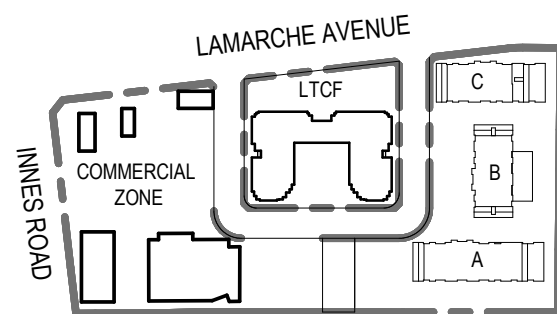
**KEY PLAN OPTION 2**

1 : 5000



**KEY PLAN OPTION 3**

1 : 5000



**KEY PLAN OPTION 4**

1 : 5000

**GROSS AREA ZONE 1**

*Gross Area per Zone*

ZONE	BUILDING	GROSS AREA		FOOTPRINT	FOOTPRINT PER ZONE
		m <sup>2</sup>	sq.ft	m <sup>2</sup>	m <sup>2</sup>
ZONE 1	Building A Building B Building C	12 161 m <sup>2</sup>	130 899 ft <sup>2</sup>	2 178 m <sup>2</sup>	5 977 m <sup>2</sup>
		10 741 m <sup>2</sup>	115 619 ft <sup>2</sup>	1 982 m <sup>2</sup>	
		11 275 m <sup>2</sup>	121 358 ft <sup>2</sup>	1 817 m <sup>2</sup>	
<b>TOTAL</b>		<b>34 177 m<sup>2</sup></b>	<b>367 876 ft<sup>2</sup></b>	<b>5 977 m<sup>2</sup></b>	<b>5 977 m<sup>2</sup></b>

**GROSS AREA ZONE 2**

*Gross Area per Zone*

ZONE	OPTIONS	BUILDING	GROSS AREA		FOOTPRINT	FOOTPRINT PER ZONE
			m <sup>2</sup>	sq.ft	m <sup>2</sup>	m <sup>2</sup>
ZONE 2	1, 2	Building D Building E	13 097 m <sup>2</sup>	140 974 ft <sup>2</sup>	1 949 m <sup>2</sup>	3 898 m <sup>2</sup>
			13 097 m <sup>2</sup>	140 974 ft <sup>2</sup>	1 949 m <sup>2</sup>	
			<b>TOTAL</b>	<b>26 194 m<sup>2</sup></b>	<b>281 948 ft<sup>2</sup></b>	
	3, 4	LTCF	26 075 m <sup>2</sup>	280 668 ft <sup>2</sup>	3 725 m <sup>2</sup>	3 725 m <sup>2</sup>

**GROSS AREA ZONE 3**

*Gross Area per Zone*

ZONE	OPTIONS	BUILDING	GROSS AREA		FOOTPRINT	FOOTPRINT PER ZONE
			m <sup>2</sup>	sq.ft	m <sup>2</sup>	m <sup>2</sup>
ZONE 3	1, 3	Building F Building G Building H	10 074 m <sup>2</sup>	108 435 ft <sup>2</sup>	1 515 m <sup>2</sup>	5 413 m <sup>2</sup>
			13 097 m <sup>2</sup>	140 974 ft <sup>2</sup>	1 949 m <sup>2</sup>	
			13 097 m <sup>2</sup>	140 974 ft <sup>2</sup>	1 949 m <sup>2</sup>	
			<b>TOTAL</b>	<b>36 268 m<sup>2</sup></b>	<b>390 383 ft<sup>2</sup></b>	
ZONE 3	2, 4	RETAIL GROCERY STORE DRIVE THRU GAZ BAR	988 m <sup>2</sup>	10 631 ft <sup>2</sup>	988 m <sup>2</sup>	3 838 m <sup>2</sup>
			2 500 m <sup>2</sup>	26 905 ft <sup>2</sup>	2 500 m <sup>2</sup>	
			206 m <sup>2</sup>	2 217 ft <sup>2</sup>	206 m <sup>2</sup>	
			144 m <sup>2</sup>	1 550 ft <sup>2</sup>	144 m <sup>2</sup>	
			<b>TOTAL</b>	<b>3 838 m<sup>2</sup></b>	<b>41 303 ft<sup>2</sup></b>	

**GENERAL STATISTICS**

<b>LOT AREA</b>	<b>52 045 m<sup>2</sup></b>
	<b>560 213 sq.ft</b>
<b>MUNICIPAL ROAD</b>	<b>6 366 m<sup>2</sup></b>
	<b>68 523 sq.ft</b>
<b>NET DEVELOPABLE AREA (EXCLUDING PARK)</b>	<b>40 536 m<sup>2</sup></b>
	<b>436 326 sq.ft</b>
<b>PARK AREA</b>	<b>5 143 m<sup>2</sup></b>
	<b>55 360 sq.ft</b>

TOTAL AREA PER ZONE	
<b>ZONE 1 (EXCLUDING PARK)</b>	<b>15 536 m<sup>2</sup></b>
	<b>167 225 sq.ft</b>
<b>ZONE 2 (EXCLUDING PARK)</b>	<b>9 304 m<sup>2</sup></b>
	<b>100 147 sq.ft</b>
<b>ZONE 3 (EXCLUDING PARK)</b>	<b>15 696 m<sup>2</sup></b>
<b>RESIDENTIAL DEVELOPMENT AREA</b>	<b>168 956 sq.ft</b>
<b>COMMERCIAL DEVELOPMENT AREA</b>	<b>17 092 m<sup>2</sup></b>
	<b>183 976 sq.ft</b>
<b>PARK FOR MUNICIPAL ROAD</b>	<b>637 m<sup>2</sup></b>
	<b>6 856 sq.ft</b>

DENSITY PER ZONE	FOOTPRINT / ZONE AREA			
	OPTION 1	OPTION 2	OPTION 3	OPTION 4
<b>ZONE 1</b>	38.5%	38.5%	38.5%	38.5%
<b>ZONE 2</b>	41.9 %	41.9 %	40.0 %	40.0 %
<b>ZONE 3</b>	34.5 %	22.5 %	34.5 %	22.5 %
<b>BUILDING FOOTPRINT PER DEVELOPABLE AREA</b>	37.6 %	33.7 %	37.2 %	33.3 %

DENSITY PER ZONE	GROSS CONSTRUCTED AREA / DEVELOPABLE ZONE AREA			
	OPTION 1	OPTION 2	OPTION 3	OPTION 4
<b>ZONE 1</b>	2.20	2.20	2.20	2.20
<b>ZONE 2</b>	2.81	2.81	2.80	2.80
<b>ZONE 3</b>	2.31	0.24	2.31	0.24
<b>DENSITY GROSS CONSTRUCTED AREA PER DEVELOPABLE AREA</b>	2.38	1.58	2.38	1.58

LANDSCAPED AREA	
<b>ZONE 1</b>	<b>8 000 m<sup>2</sup></b>
	<b>86 111 sq.ft</b>

UNIT COUNT ZONE 1										
LEVEL	NUMBER OF UNITS									
	BLDG A			BLDG B			BLDG C			ALL BUILDINGS
	1BD	2BD	TOTAL	1BD	2BD	TOTAL	1BD	2BD	TOTAL	TOTAL
FIRST FLOOR UNITS AT STREET LEVEL	3	13	16 UNITS	3	5	8 UNITS	6	6	12 UNITS	
2nd FLOOR UNITS ON A TYPICAL LEVEL	12	8	20 UNITS	8	6	14 UNITS	11	6	17 UNITS	
3rd FLOOR UNITS ON A TYPICAL LEVEL	12	8	20 UNITS	8	6	14 UNITS	11	6	17 UNITS	
4th FLOOR UNITS ON A TYPICAL LEVEL	12	8	20 UNITS	8	6	14 UNITS	11	6	17 UNITS	
5th FLOOR UNITS ON A TYPICAL LEVEL	8	8	16 UNITS	8	6	14 UNITS	8	6	14 UNITS	
6th FLOOR UNITS ON A TYPICAL LEVEL	12	4	16 UNITS	6	6	12 UNITS	6	6	12 UNITS	
7th FLOOR UNITS ON A TYPICAL LEVEL	0	0	0	0	8	8 UNITS	0	4	4 UNITS	
<b>TOTAL</b>	<b>59</b>	<b>49</b>	<b>108 UNITS</b>	<b>41</b>	<b>43</b>	<b>84 UNITS</b>	<b>53</b>	<b>40</b>	<b>93 UNITS</b>	<b>285 UNITS</b>

ZONE 1			
	1 BD	2 BD	TOTAL
BLDG A	59	49	108
BLDG B	41	43	84
BLDG C	53	40	93
<b>TOTAL</b>	<b>153</b>	<b>132</b>	<b>285</b>
	54%	46%	