PLANNING RATIONALE REPORT FOR SITE PLAN APPLICATION

3817 3843 INNES
CITY OF OTTAWA

PREPARED BY P H ROBINSON CONSULTING
NOVEMBER 2020

This report has been prepared on behalf of Bridor Development in support of a Site Plan Control Application for their lands at 3817 3843 Innes in Orleans.

The legal description of the property is Lot 27 and parts of Lots 28,29,30 Registrar's Compiled Plan 905, City of Ottawa (P.I.N 04413-0387,0389,0399).

The property is located on the north side of Innes Road , west of Frank Bender Street (**see Figure 1 Location plan**). The rear yards of homes fronting on Dumas Street abut the rear of the subject property on the north side and the rear yards of homes fronting on Markwell Crescent abut the westerly side lot of the subject property.

Adjacent lands and context

Lands to the south consist of commercial land uses, primarily in the form of large format retail buildings (south side of Innes Road) and to the east is an Esso station.

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Lands on the south side of Innes Road

East side of subject property and Esso station at 3869 Innes

Existing property

The lands at 3817 3843 Innes have approximately 122 metres of frontage (400') on the north side of Innes and a depth of approximately 60 metres (200'). The total lot area is approximately 7,300 m2 (78545 ft2). See the attached survey plan (**Figure 2 in Appendix Section**) for further details.

The property consists of four one and two storey small apartment buildings and some related out buildings. (see aerial view on next page) Large grassed areas with some trees exist on the property and there are four existing gravel driveways with curb cuts accessing the site based on the existing buildings on the property.

Proposed development

The intent of the development application is to build 3 rental apartment buildings with surface and underground parking on the property . (**see Figure 3 Site Plan in the Appendix Section**). The proposal calls for 97 units and 121 parking

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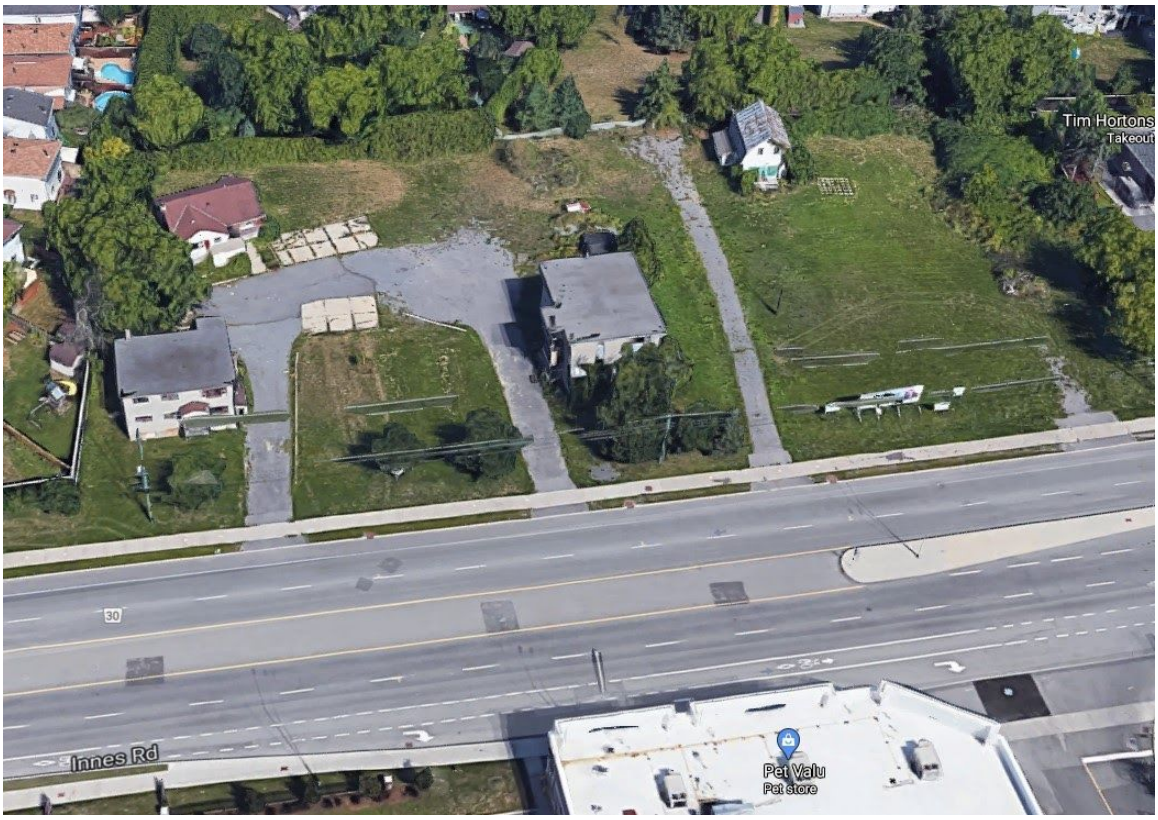
spaces. **(see Figures 4 and 5 in the Appendix Section. Floor Plans and Architectural Elevation Drawings)** The current parking requirements for the unit count would result in 136 parking spaces and this will be the subject of a Minor Variance application that will be filed near the conclusion of the Site Plan approval process..



Aerial view of the subject property. There are 4 residential buildings on the property and 4 access points.

The unit count will be allocated between the buildings so that the 3 storey buildings on the exterior will each have 33 units and the 5 storey building which has a smaller footprint will have 31 units. There will be seventy nine (79) 1 bedroom units and there will be ninety seven (97) 2 bedroom units in the overall development.

A total area for bicycle storage (56 spaces) will be provided in a number of locations in the underground parking levels of the building and a small outside area near the buildings . There will be 47 underground bicycle parking spaces

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and 9 surface bicycle parking spaces (in 3 groups of 3 spaces with one being in front of each of the buildings)

The vehicular site access to the property is through two right in/right out driveway locations located on the east side of the property and the middle of the property. The existing median between eastbound and westbound Innes Road will be extended across some portions of Innes to restrict the turning movements to right in/right only.

The access to the underground parking levels are located in three locations along the rear lot line with each ramp for the underground parking only leading to the underground parking for each building. As a result, the underground parking footprint matches the footprint of the individual buildings. This then results in three separate buildings being constructed on the site with their foundation/basement levels matching the area for the underground parking.

In addition to the underground vehicular parking and the bicycle parking, the basement level will also contain the garbage rooms and some areas for residents storage lockers.

The designs call for balconies facing the east, west and south sides of the property.

There will be landscaped areas along the frontage of the property, along the west side of the property, the east side of the property ,the rear of the property and also some landscaped areas in proximity to the surface parking areas to the rear of the three buildings (**see Figure 6 Landscape Plan**). The landscaped areas on the west and north sides of the buildings will allow for a buffer between the new buildings and the adjacent single family homes whose rear yards abut the subject property.

The new buildings will have a total building footprint of approximately 2340 m2 (25 190 ft2). The maximum building height is 16 m for the central building and the buildings on the east and west sides of the lot will be 10.7 m in height. The height limit under the current zoning for this property is 15 m. A minor variance will be required to allow for this slight height increase. The original design for this project had 3 buildings that were each 3 storeys in height. However, upon discussions with City staff, the local Councillor and the Community Association, we have made modifications to the plans. These modifications will have the same number of units but with a smaller footprint but greater building height for the middle building will also allow for a greater landscaped area in the middle of the lot and a greater separation between the middle building and the existing residential properties to the north.

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Parking

The development proposal calls for 97 residential units and 121 parking spaces.

The City of Ottawa parking requirements for this type of development would be:

- Total required parking = 97 units @ 1.2 spaces/unit for residents parking and 0.2 spaces/unit for visitor parking = 136 spaces. The total provided parking for the building is 121 spaces which equals 1.25 spaces/unit. This will be the subject of a Minor Variance application. It is intended to provide 1.05 spaces/unit for residents and 0.2 spaces/unit for visitor parking requirements and as a result the Minor Variance will be for a variance on the amount of parking being provided for residents .

Background studies

Background studies and plans addressing soils, environmental issues, landscaping, lighting, traffic and civil engineering design are being filed as part of this Site Plan application.

In addition a Design Brief is being submitted as part of this Site Plan Control application. It indicates that the introduction of porte cochere porticos, balconies for many units, both flat and peaked roofs, punched windows and a variety of exterior building materials including stucco, masonry and siding give a residential feel to the building and a humanscale to the streetscape. **(see Figure 7 an Architectural rendering plan showing the Innes Road frontage looking from the south west)** The massing of the buildings maintains a low profile adjacent to the neighbours to the west and north and the highest building (middle building) is set the furthest away from the adjacent residential properties.

The proposed porte cocheres link the three buildings together and also allow for a separate identity to each building.

High quality landscape integration along Innes Road and the perimeter of the site including some amenity areas at the north west and north east corners of the site contribute to the overall desired character of the development.

The proposal has a compact building footprint with a high density of units on a road with good public transit options with commercial facilities within walking distance which will reduce the reliance on the private automobile. The size and

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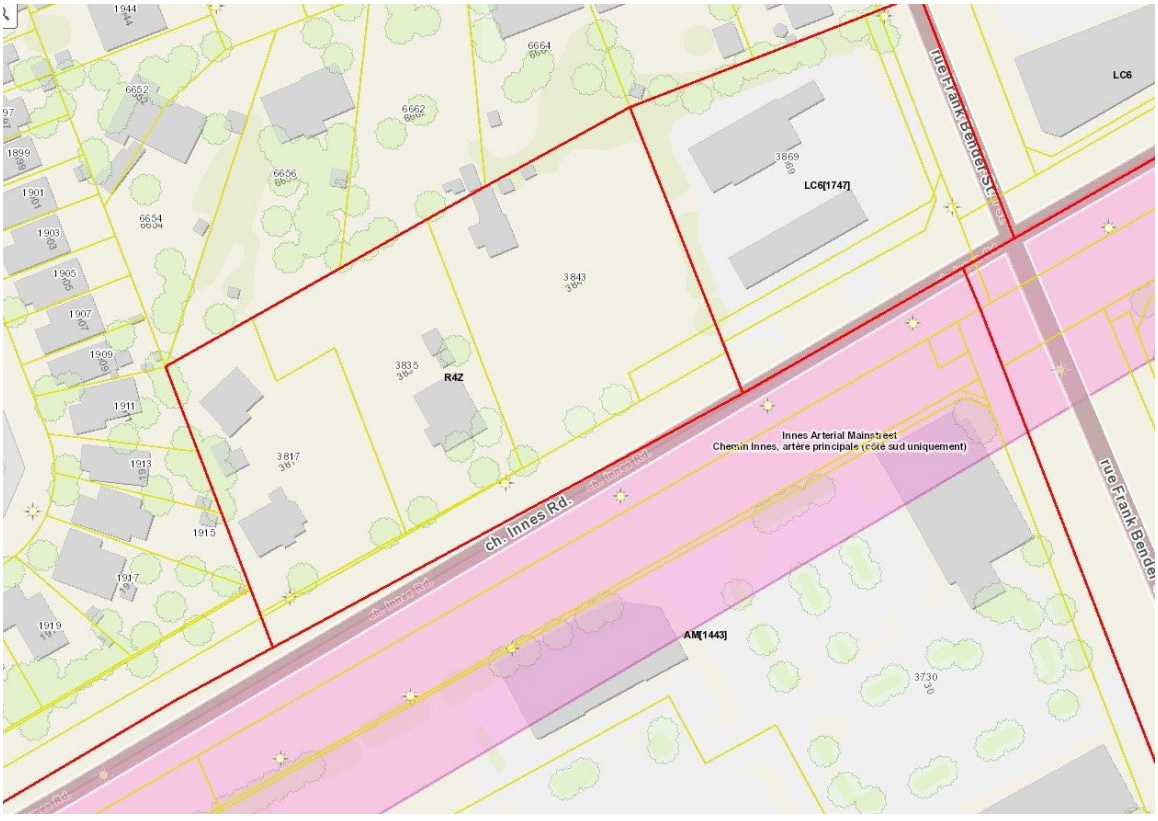
type of unit options (a mix of one and two bedroom units) supports social sustainability by offering good quality small unit rental options to the public. There is also the flexibility for larger units by merging together individual units to form a larger unit.

No major issues or concerns were identified in these studies. The civil engineering design for the project has been undertaken to allow the buildings to be serviced and drained/graded as individual properties and the onsite lighting will not spill on to adjacent properties.

Zoning

Under Zoning By-law 2008-250 the subject lands are zoned **R4Z** (Residential Fourth Density Zone) . (Shown in the centre of the image below). Esso station to the right and single family residential areas to the north (top of image) and west (left side of the image)



This is a zone which permits low rise apartment dwellings. The proposed uses of the site are in conformity with the existing zoning and all of setback requirements

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that apply to this site. It is our understanding that the only variances required will be for resident parking being provided as indicated previously in this report and a small variance for building height for the central building on the property. Due to the distance that this building is located from the rear lot line and nearby homes the impact of this slight height variance (15 m to 16 m) will be very minimal.

It is important to note that the design of the building and its setbacks recognizes the specific interior side yard setbacks that are in place for the R4Z zone.

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

	REQUIREMENT	**PROPOSED/PROVIDED**
Minimum frontage	15 m	122 m
Minimum Lot Area	450 m2	7300 m2
Minimum front yard	3 m	6.1 m
Minimum interior side yard	3 m/6m	4.1 m/6 m
Minimum Rear yard	6 m	8 m
Maximum Building Height	15 m	16 m (Building B)./10.7 m
Parking	136 spaces	121 spaces

Buildings A and C are 10.7 m high. The slight increase in the building height for Building B will be the subject of a Minor Variance application

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 subject property :

- 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 additional development on the site represents an efficient*

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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 3 and 5 storey buildings on the site and a significant proportion of the sites parking requirements will be through underground parking. The existing infrastructure within the City Right of Way will be connected to the new building.*
- 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 appropriate height limits for this use and with significant 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 on Innes Road.*
- 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 infill development is within an established neighbourhood with nearby infrastructure, public transit on a number of routes within a short walking distance and nearby parks 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; *The infill development represents an efficient use of land on the property, allows for some passive and active open space areas within the site, utilizes existing infrastructure and is located close to OC Transpo bus routes.*

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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 generally residential nature of properties that face or abut the north side of Innes Road, particularly to the west of this property. It will allow for new development facing the street that will not create undue negative impact on surrounding properties. It is important to note that the proposed buildings are flat roofed buildings and the highest building is set the furthest back from the adjacent residential streets to the north and west. The setbacks and majority of other performance standards are within the allowable zoning requirements and due to the location of this site along an Arterial Road (Innes Road) it represents a sensitive development to the surrounding neighbourhood. The parking requirements will be a combination of surface parking and underground parking. Landscaping and fencing along the side, rear and front lot lines will minimize the impact of the new building on adjacent properties and provide amenity areas for residents of this new development. The proposed setbacks for the interior side yards, the rear yard and the front yard setback are greater than the zoning requirements and will allow for significant landscaped areas in those yards. The proposed infill 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:

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- 4.11.2.a) Traffic. Roads should adequately serve the development with sufficient capacity to accommodate the anticipated traffic generated. *As per the traffic analysis that has been done to date and reviewed by City Transportation Staff, the existing road network can accommodate the expected increased traffic. With the only vehicular access via Innes Road there is no traffic spillover into surrounding low density residential neighbourhoods.*
- 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 vehicular access to the site will be via two access points on Innes Road and due to the distance to the rear lot line and fencing along the rear lot line it will minimize noise and headlight glare to any adjacent 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 buildings will be provided in surface and underground parking areas with access in and out of the site via 2 access points along Innes Road. The parking being provided (121 spaces) is less than the City parking requirements under the zoning by-law (136 spaces required). This will be the subject of a Minor Variance and we believe that sufficient parking is being provided in light of public transit opportunities along Innes at the present and in the future. Due to the location of the property in relation to nearby low rise residential neighbourhoods we don't believe that there is the potential for spillover parking on adjacent areas.*
- 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 in the rear yard and side yards of the property and there will be landscaping and fencing along the property lines that abut adjacent residential areas that will provide screening for neighbouring properties. 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.*

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- 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 equipment is to be internal and the main outdoor amenity areas are in the rear and side yards and there will be landscaped areas and fencing along the property lines. This amenity area and fencing along the property lines will minimize any noise issues from the new buildings and their locations.*

Consultation Details

A pre consultation meeting was held with City Staff in the Planning, Infrastructure, Transportation and Urban Design Departments on May 7 and then further discussions on May 22 with City Planning Department staff.

We have had a Video meeting on June 17 with Councillor Dudas to discuss the project.

We have also reached out to the Chateau Neuf Community Association and provided them with plans prior to a phone call discussion on August 10.

As well, one of the property owners along the west wall met with one of the owners on site in late August to discuss fencing and the proximity of new buildings to that homeowners property.

Conclusions

The proposed development of new 3 and 5 storey rental apartment buildings on the property is consistent with the majority of the current zoning and Official Plan and policies for these lands.

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

- a well designed contemporary rental building to be located on the periphery of an established neighbourhood that will add to the character of the street and the neighbourhood
- a centralized underground parking facility which results in a reduced amount of surface parking on the site and also will serve as the location for bicycle parking for the development.

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- a new development that meets the majority of the current zoning regulations
- buffering through vegetation and setbacks to adjacent properties .

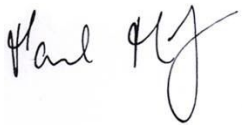
Through the site plan process there are a number of key engineering studies and drawings required in support of the development. These studies show that the site can be serviced through existing service connections along Innes Road. The overall site drainage and grading has been designed based on current City guidelines and will utilize roof top storage in order to control the 100 year peak post development flows to that of the 5 year pre development flows.

Landscaping will be provided along the side, front and rear yards to provide screening and buffering to adjacent properties. The proposed building height of two of the buildings in this development is significantly less than the permitted maximum building height as outlined in the zoning by-law (one building, the central building located the furthest away from nearby homes is slightly in excess of the height limit) and privacy and noise issues will be mitigated as the plans do not call for a rooftop garden.

It is our opinion that the proposed development is consistent with the Provincial Policy Statement and the City of Ottawa Official Plan and the majority of relevant zoning regulations. 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.

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

P H Robinson Consulting



Paul Robinson RPP

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APPENDIX

Figure 1	**Location Plan**
Figure 2	**Survey Plan**
Figure 3	**Site Plan**
Figure 4	**Architectural Floor Plans**
Figure 5	**Architectural Elevation/Building Section Plans**
Figure 6	**Landscape Plans**
Figure 7	**Architectural rendering of Innes Road view**

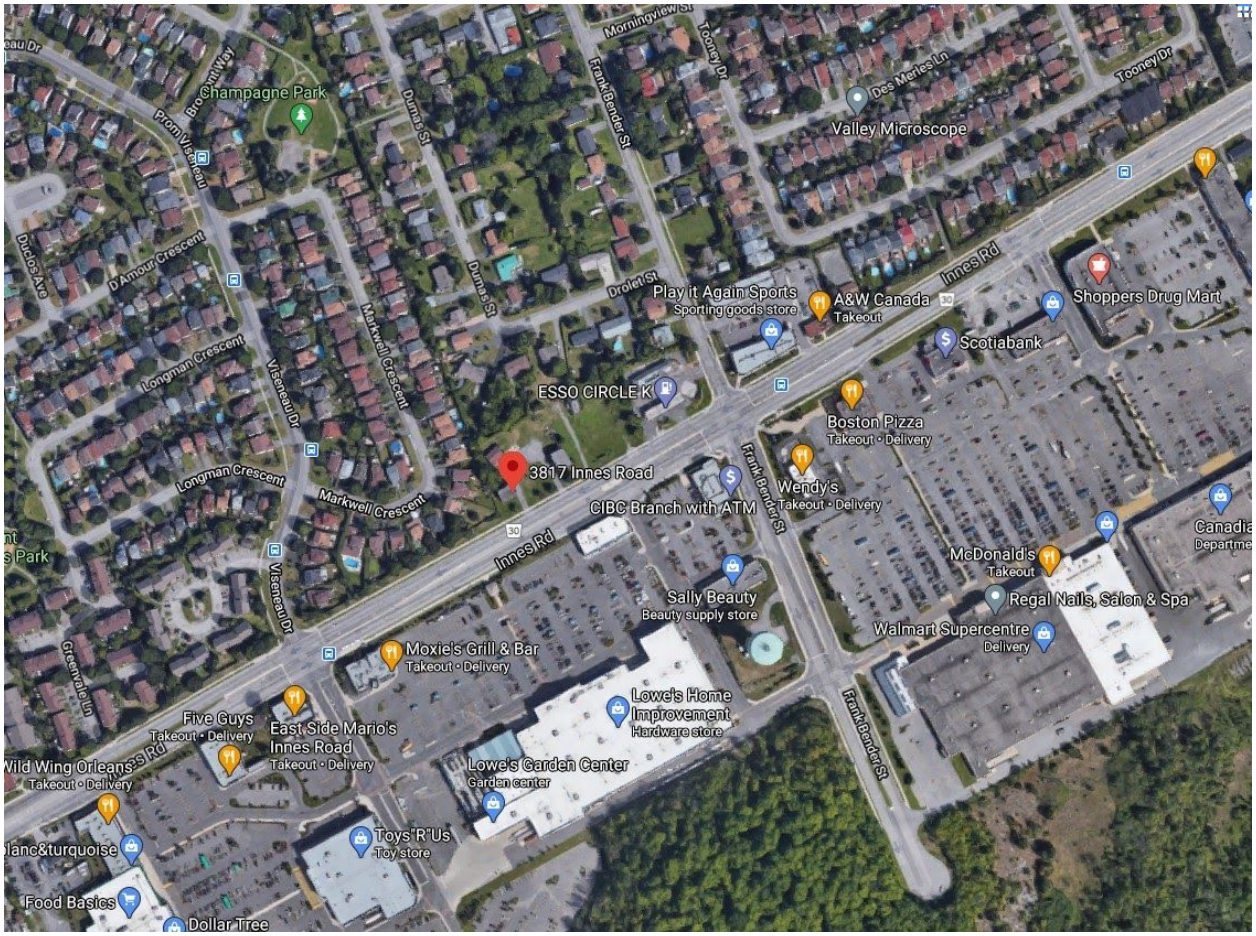

FIGURE 1 LOCATION PLAN

TOPOGRAPHICAL PLAN OF

LOT 27 AND PART OF LOTS 28, 29 AND 30 REGISTRAR'S COMPILED PLAN 905 CITY OF OTTAWA

Prepared by
ANNIS, O'SULLIVAN, VOLLEBEKK LTD.

April 15, 2009 — Date

E.H. Herweyer O.L.S.

Scale 1 : 250

Metric

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

Notes & Legend

Symbol	Denotes		Symbol	Denotes		Symbol	Denotes	
(tree symbol)	"	Deciduous Tree (0.1Ø to 0.2Ø unless otherwise noted.)	VC	"	Valve Chamber (Watermain)	LS	"	Light Standard
(tree symbol)	"	Coniferous Tree	CB	"	Catch Basin	Ø	"	Diameter
FH	"	Fire Hydrant	DI	"	Ditch Inlet	+ 65.00	"	Location of Elevations
WV	"	Water Valve	TSP	"	Traffic Signal Post	T/G	"	Top of Grate
MH-ST	"	Maintenance Hole (Storm Sewer)	S	"	Sign	C/L	"	Centreline
MH-S	"	Maintenance Hole (Sanitary)	CLF	"	Chain Link Fence	(line)	"	Property Line
MH-B	"	Maintenance Hole (Bell Telephone)	BF	"	Board Fence	— OHW —	"	Overhead Wires
MH-T	"	Maintenance Hole (Traffic)	SB	"	Sound Barrier (Wooden Panel & Metal Post)	— ST —	"	Underground Storm Sewer
MH-H	"	Maintenance Hole (Hydro)	PO-M	"	Metal Pole	— S —	"	Underground Sanitary Sewer
			UP	"	Utility Pole	— W —	"	Underground Water
			AN	"	Anchor			

ELEVATION NOTES

1. Elevations shown are referred to geodetic datum.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

UTILITY NOTES

1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
2. Only visible surface utilities were located.
3. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.

SITE AREA = 7267 m²

BOUNDARY INFORMATION COMPILED FROM SURVEY RECORDS.

Ontario Land Surveyors
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Email: Nepean@aovltd.com

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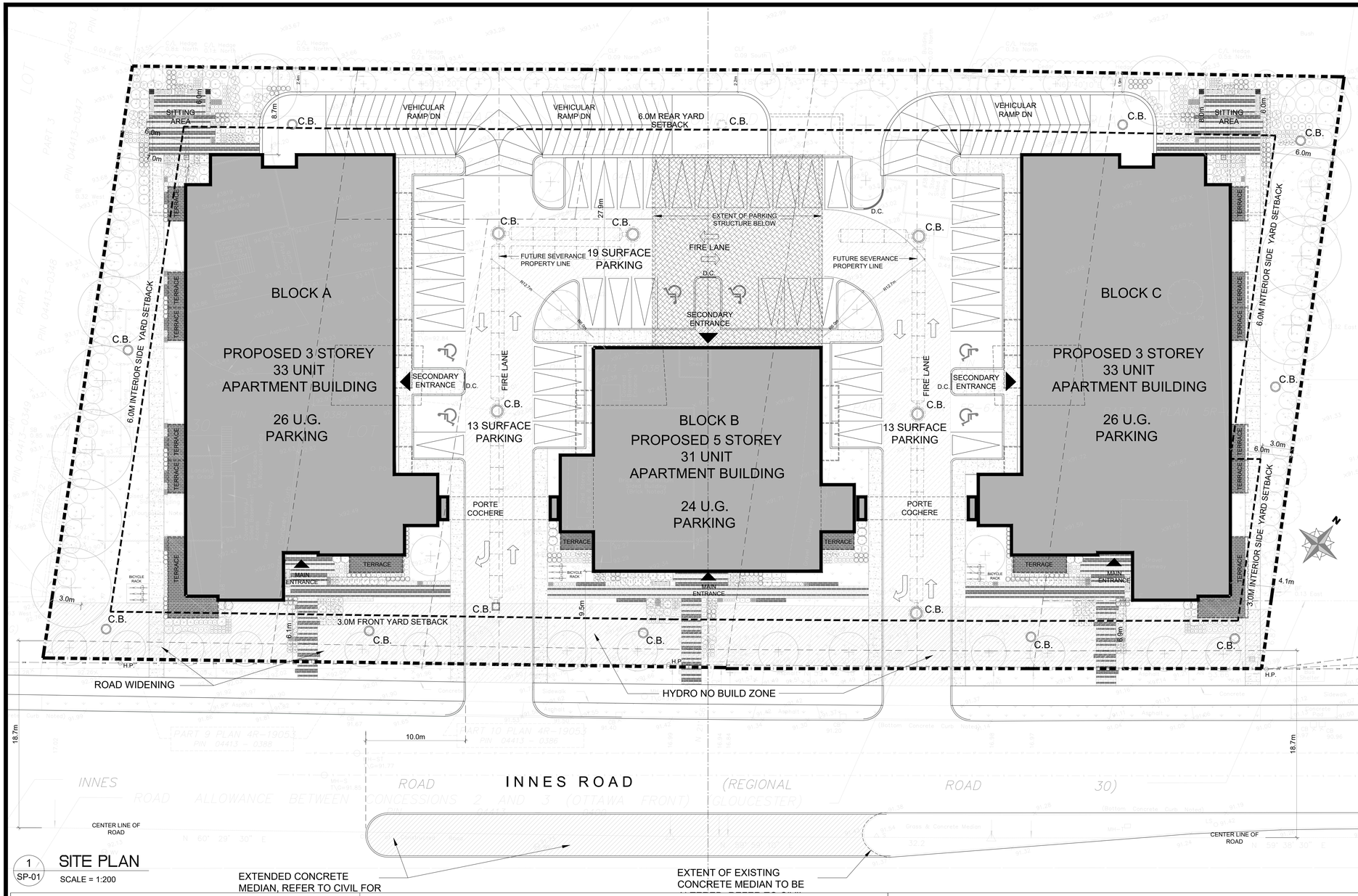

1 SITE PLAN
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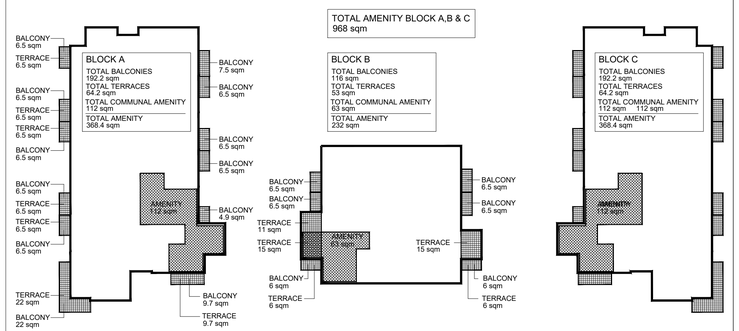

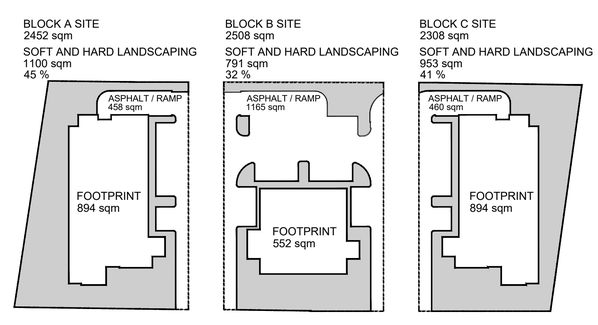

SITE STATISTICS

ZONING R4Z

SITE AREA:

BLOCK A	2452 M²
BLOCK B	2508 M²
BLOCK C	2308 M²
TOTAL	7268 M²

SETBACK REQUIREMENTS

FRONT YARD SETBACK

REQUIRED	3.00 M
PROVIDED:	
BLOCK A	6.10 M
BLOCK B	9.50 M
BLOCK C	6.90 M

INTERIOR SIDE SETBACK (ABUTTING R2N ZONE)

REQUIRED	6.00 M
PROVIDED:	
BLOCK A	7.00 M

INTERIOR SIDE SETBACK (ABUTTING LC6 ZONE)

REQUIRED	
FIRST 21.0M	3.00 M
PROVIDED:	4.10 M
REQUIRED	
BEYOND 21.0M	6.00 M
PROVIDED:	6.00 M

REAR YARD SETBACK

REQUIRED	6.00 M
PROVIDED:	
BLOCK A	8.70 M
BLOCK B	27.90 M
BLOCK C	8.00 M

HEIGHT LIMITATIONS

REQUIRED:	15.0 M
PROVIDED:	
BLOCK A	10.7 M
BLOCK B	16.0 M
BLOCK C	10.7 M

BUILDING FOOTPRINT

BLOCK A	894 M²
BLOCK B	552 M²
BLOCK C	894 M²
TOTAL	2340 M²

BUILDING GFA

BLOCK A	2682 M²
BLOCK B	2760 M²
BLOCK C	2682 M²
TOTAL	8124 M²

LANDSCAPE

BLOCK A	1100 M²	(45 %)
BLOCK B	791 M²	(32 %)
BLOCK C	953 M²	(41 %)
TOTAL	2844 M²	(39 %)

RESIDENTIAL UNIT COUNT

BLOCK A	33
BLOCK B	31
BLOCK C	33
TOTAL	97

ASPHALT AREA AND RAMPS

BLOCK A	458 M²
BLOCK B	1165 M²
BLOCK C	460 M²
TOTAL	2083 M²

AMENITY AREA

REQUIRED: 6.0sqm per unit
97 units x 6.0 = 582 sqm

BLOCK A
TOTAL BALCONIES 192.2 sqm
TOTAL TERRACES 64.2 sqm
TOTAL COMMUNAL AMENITY 112 sqm
TOTAL AMENITY 368.4 sqm

BLOCK B
TOTAL BALCONIES 116 sqm
TOTAL TERRACES 53 sqm
TOTAL COMMUNAL AMENITY 63 sqm
TOTAL AMENITY 232 sqm

BLOCK C
TOTAL BALCONIES 192.2 sqm
TOTAL TERRACES 64.2 sqm
TOTAL COMMUNAL AMENITY 112 sqm
TOTAL AMENITY 368.4 sqm

TOTAL AMENITY BLOCK A,B & C 968 sqm

PARKING STATISTICS

BLOCK A
REQUIRED: 1.2 PER UNIT + 0.2 VISITOR PER UNIT
33 UNITS X 1.4 = 46 PARKING SPACES
PROVIDED:

SURFACE	9 SPACES
UNDERGROUND	26 SPACES
TOTAL	35 SPACES

BLOCK B
REQUIRED: 1.2 PER UNIT + 0.2 VISITOR PER UNIT
31 UNITS X 1.4 = 43 PARKING SPACES
PROVIDED:

SURFACE	27 SPACES
UNDERGROUND	24 SPACES
TOTAL	51 SPACES

BLOCK C
REQUIRED: 1.2 PER UNIT + 0.2 VISITOR PER UNIT
33 UNITS X 1.4 = 46 PARKING SPACES
PROVIDED:

SURFACE	9 SPACES
UNDERGROUND	26 SPACES
TOTAL	35 SPACES

TOTAL REQUIRED:
REQUIRED:
97 UNITS X 1.4 = 136 PARKING SPACES
PROVIDED:

SURFACE	45 SPACES
UNDERGROUND	76 SPACES
TOTAL	121 SPACES (1.25 PER UNIT)

(6 HANDICAP PARKING SPACES INCLUDED)

CLIENT:

INFORMATION SHOWN ON THIS DRAWING HAS BEEN TAKEN FROM A SURVEY PREPARED BY:
xxx
xxx

LEGEND:

- PROPERTY LINE
- PROPERTY SETBACK
- OHW — OVERHEAD WIRES
- EXISTING BUILDING
- BUILDING ENTRANCE
- W.P. WALL MOUNTED LIGHT
- H.P. HYDRO POLE
- F.H. FIRE HYDRANT
- M.H. MANHOLE
- C.B. CATCH BASIN
- RETAINING WALL
- D.C. DEPRESSED CURB
- X 100.00 EXISTING GRADE
- 100.00 PROPOSED GRADE
- INTERLOCK PAVERS
- DESIGNATED FIRE ROUTE
- TERRACE

No.	REVISIONS	BY	DATE
13	FOR REVIEW	PE	NOV. 10 2020
12	FOR REVIEW	PE	NOV. 02 2020
11	FOR REVIEW	PE	OCT. 27 2020
10	FOR REVIEW	PE	SEPT 29 2020
09	FOR REVIEW	PE	AUG 05 2020
08	FOR REVIEW	PE	JUNE 22 2020
07	FOR REVIEW	PE	JUNE 09 2020
06	FOR REVIEW	PE	JUNE 03 2020
05	FOR REVIEW	PE	JUNE 02 2020
04	FOR REVIEW	PE	MAY 28 2020
03	FOR REVIEW	PE	MAY 12 2020
02	FOR REVIEW	PE	APR. 24 2020
01	FOR REVIEW	PE	APR. 14 2020

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P2 concepts
310 RICHMOND AVE., UNIT 201
OTTAWA, ONTARIO, K1Y 4M8

CONSULTING ENGINEERS

STRUCTURAL

MECHANICAL

ELECTRICAL

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

PROJECT

3817-3843 INNES ROAD
ORLEANS

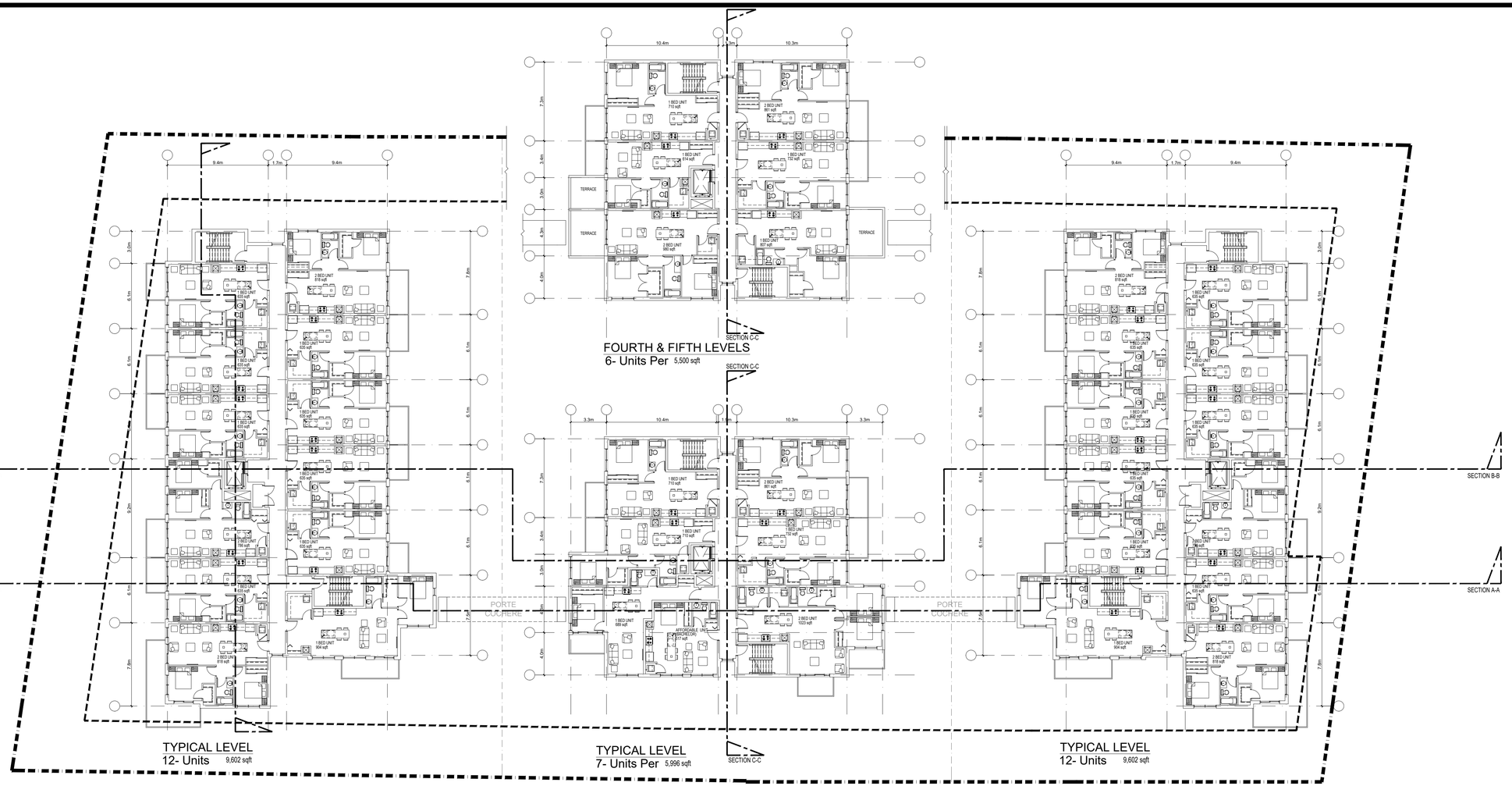
DRAWING TITLE

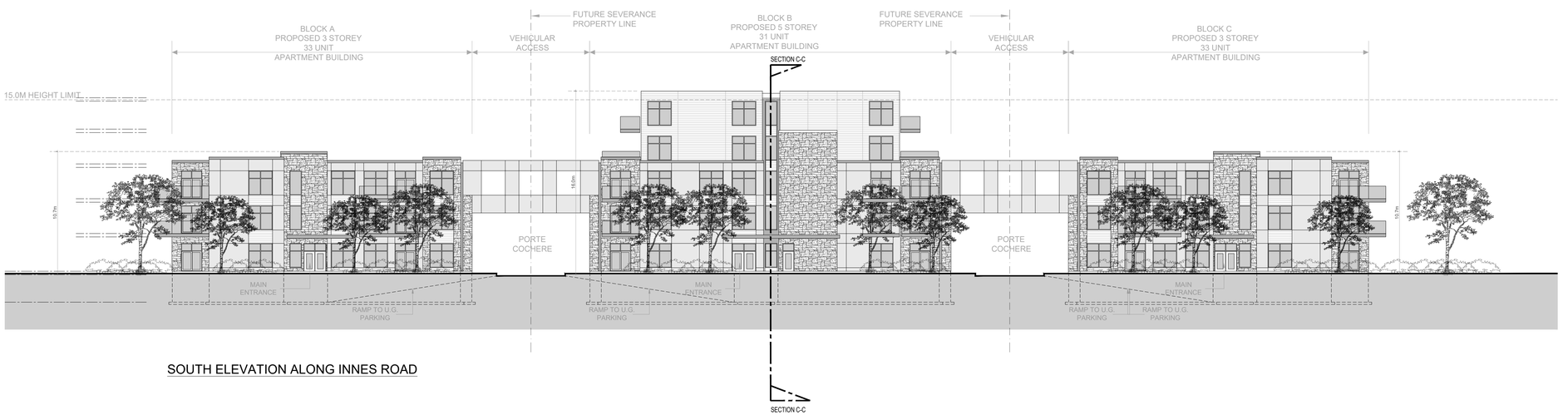
SITE PLAN

PROJECT NO.
0378

DATE
APRIL, 09, 2020

SP-01





SOUTH ELEVATION ALONG INNES ROAD

CLIENT:

No.	REVISIONS	BY	DATE
11			
10			
09	FOR REVIEW	PE	NOV. 10 2020
08	FOR REVIEW	PE	NOV. 02 2020
07	FOR REVIEW	PE	OCT. 27 2020
06	FOR REVIEW	PE	AUG 05 2020
05	FOR REVIEW	PE	JUNE 22 2020
04	FOR REVIEW	PE	JUNE 09 2020
03	FOR REVIEW	PE	JUNE 03 2020
02	FOR REVIEW	PE	MAY 28 2020
01	FOR REVIEW	PE	MAY 11 2020

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P2 concepts
CONSULTING ENGINEERS
STRUCTURAL
MECHANICAL
ELECTRICAL

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

PROJECT

3817-3843 INNES ROAD
ORLEANS

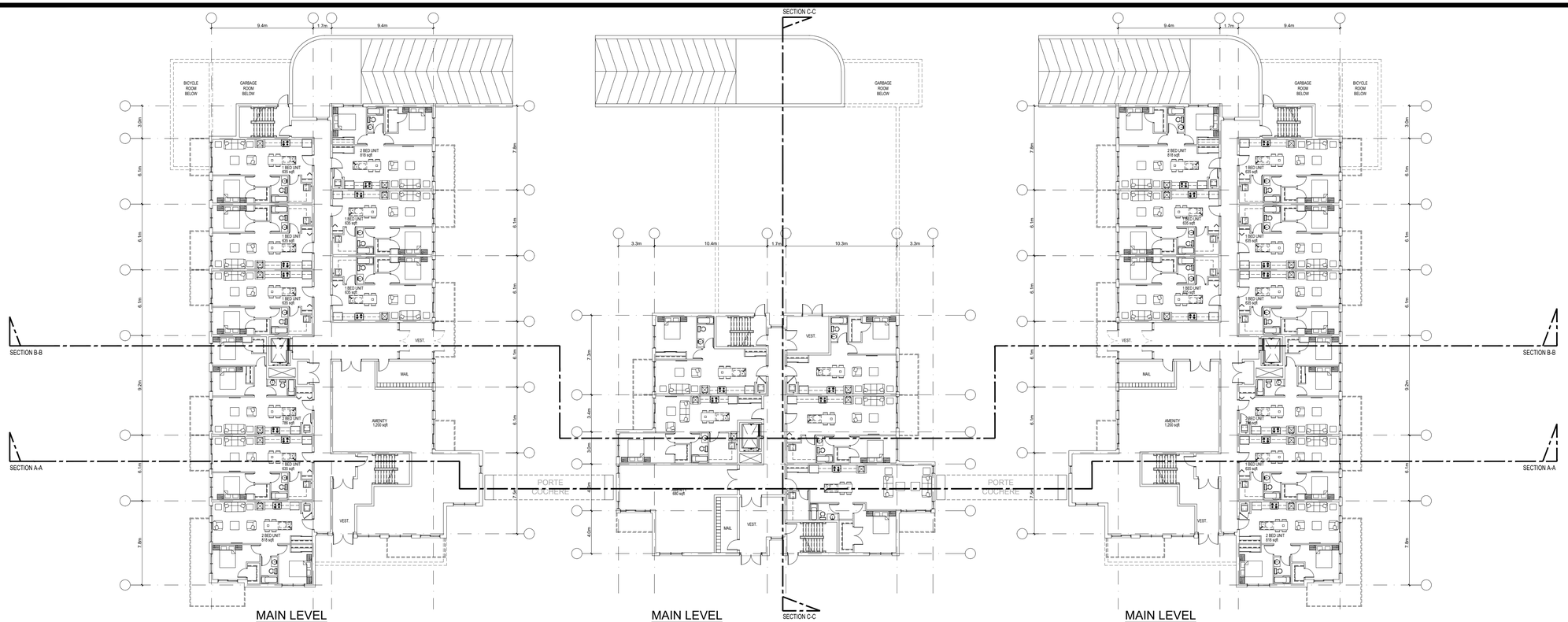
DRAWING TITLE

MAIN LEVEL PLANS
AND ELEVATION ALONG
INNES ROAD

PROJECT NO.
0378

DATE
MAY, 11, 2020

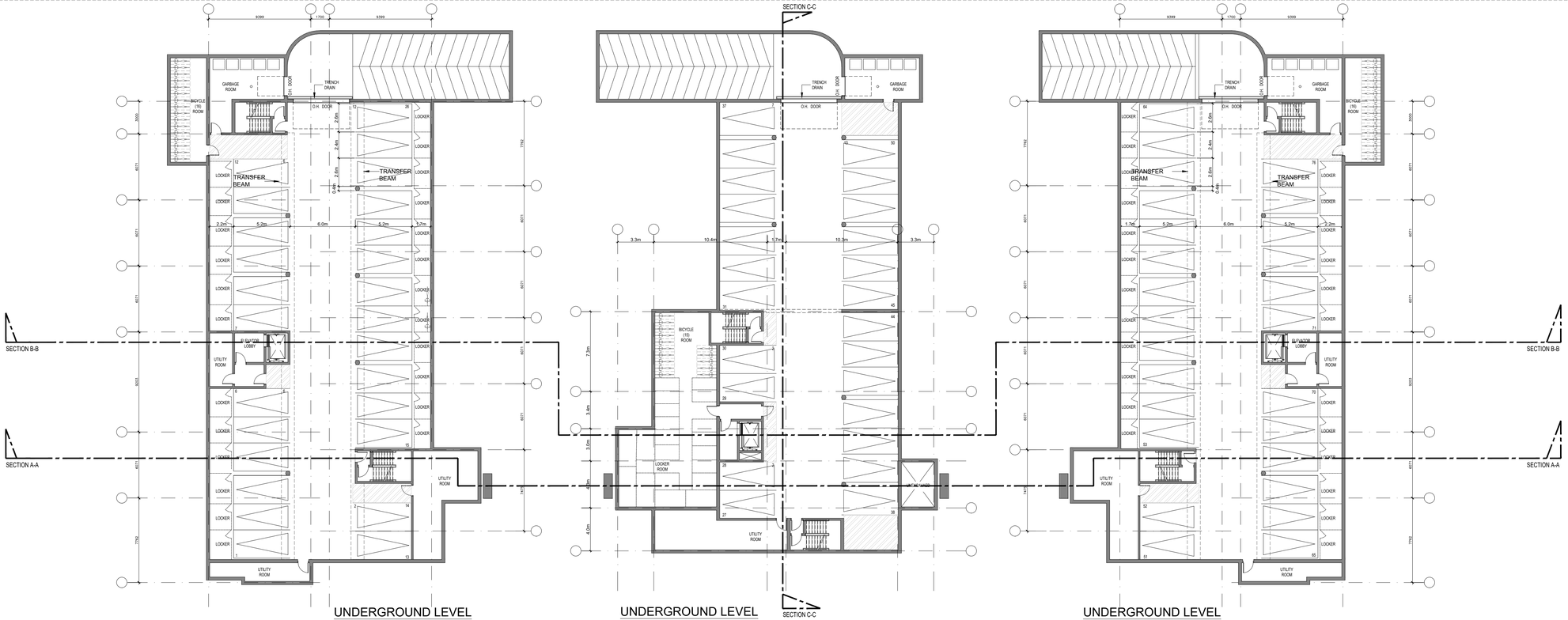
A101



MAIN LEVEL
9- Units

MAIN LEVEL
5- Units

MAIN LEVEL
9- Units



UNDERGROUND LEVEL
26 Parking Spaces

UNDERGROUND LEVEL
24 Parking Spaces

UNDERGROUND LEVEL
26 Parking Spaces

CLIENT:

No.	REVISIONS	BY	DATE
11			
10			
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08	FOR REVIEW	PE	NOV. 02 2020
07	FOR REVIEW	PE	OCT. 27 2020
06	FOR REVIEW	PE	AUG 05 2020
05	FOR REVIEW	PE	JUNE 22 2020
04	FOR REVIEW	PE	JUNE 09 2020
03	FOR REVIEW	PE	JUNE 03 2020
02	FOR REVIEW	PE	MAY 28 2020
01	FOR REVIEW	PE	MAY 11 2020

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P2 concepts
FIRM ADDRESS
OTTAWA, ONTARIO, K1Y 4W6

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STRUCTURAL

MECHANICAL

ELECTRICAL

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P.E.	P.E.	P.E.

PROJECT

3817-3843 INNES ROAD
ORLEANS

DRAWING TITLE

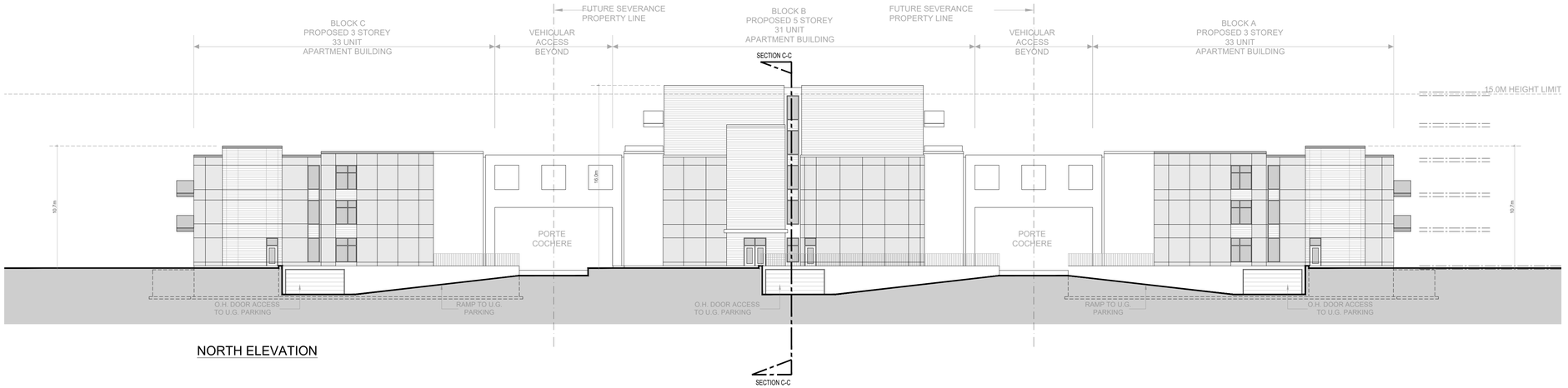
LOWER AND MAIN
LEVEL PLANS

PROJECT NO.
0378

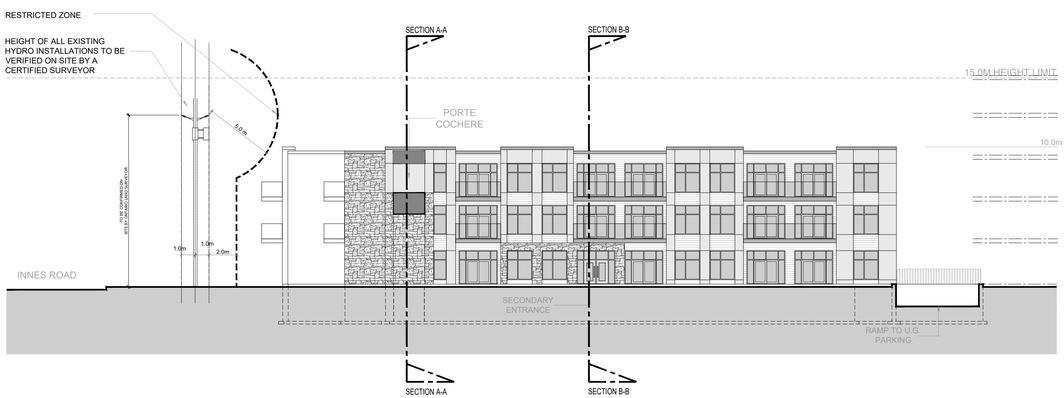
DATE
MAY, 11, 2020

A100

BLOCK B EAST ELEVATION



NORTH ELEVATION



BLOCK A EAST ELEVATION (BLOCK C MIRRORED)

BLOCK A WEST ELEVATION (BLOCK C MIRRORED)

CLIENT:

No.	REVISIONS	BY	DATE
11			
10			
09			
08			
07			
06	FOR REVIEW	PE	NOV. 10 2020
05	FOR REVIEW	PE	NOV. 02 2020
04	FOR REVIEW	PE	OCT. 27 2020
03	FOR REVIEW	PE	AUG 05 2020
02	FOR REVIEW	PE	JUNE 22 2020
01	FOR REVIEW	PE	JUNE 09 2020

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P2 concepts
280 ROCHESLEA AVE., UNIT 201
OTTAWA, ONTARIO, K1Y 4M8

CONSULTING ENGINEERS

STRUCTURAL

MECHANICAL

ELECTRICAL

DESIGNED BY: P.E. | DRAWN BY: P.E. | APPROVED BY: P.E.

PROJECT

3817-3843 INNES ROAD
ORLEANS

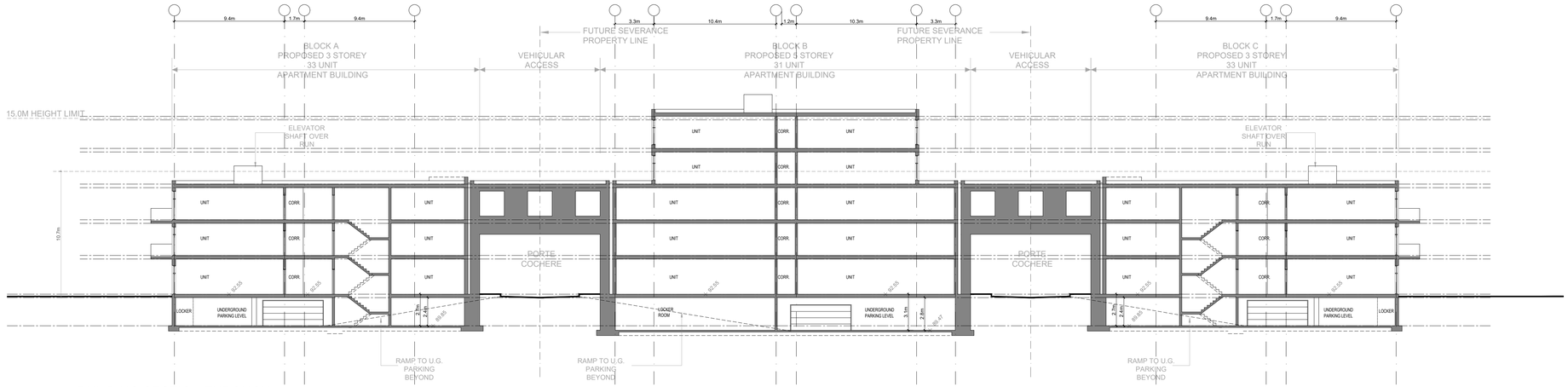
DRAWING TITLE

ELEVATIONS

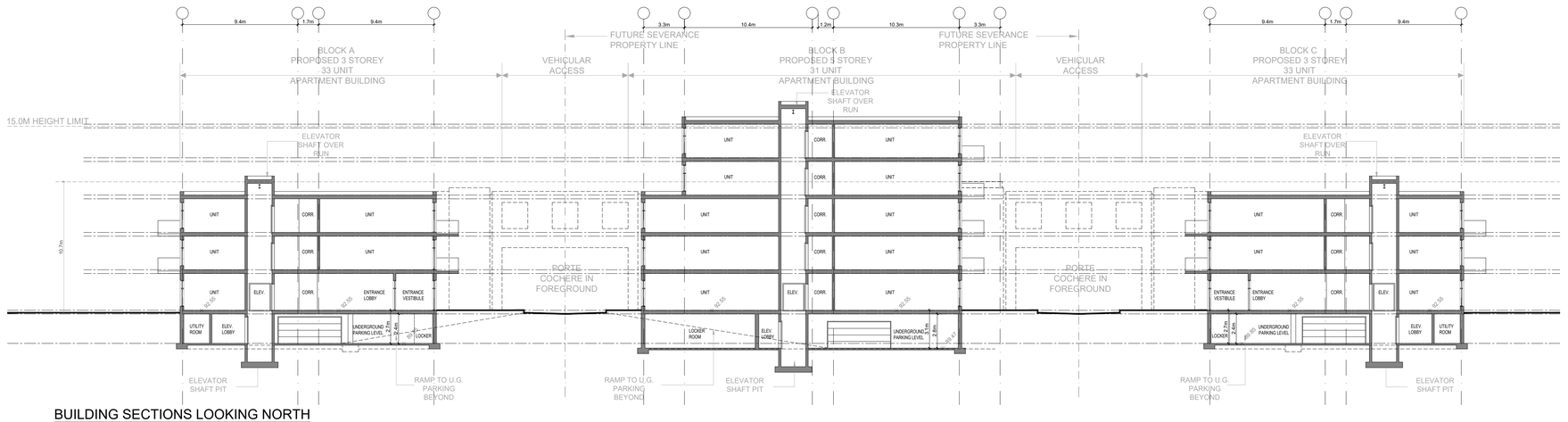
PROJECT NO. 0378

DATE JUNE, 09, 2020

A102



BUILDING SECTION THROUGH
PORTECOCHERES LOOKING NORTH



BUILDING SECTIONS LOOKING NORTH

BUILDING SECTIONS LOOKING WEST

CLIENT:

No.	REVISIONS	BY	DATE
11			
10			
09			
08			
07			
06			
05			
04			
03	FOR REVIEW	PE	NOV. 10 2020
02	FOR REVIEW	PE	NOV. 02 2020
01	FOR REVIEW	PE	OCT. 29 2020

NOT AUTHENTIC UNLESS SIGNED AND DATED

P2 concepts
1301 RICHMOND AVE., SUITE 203
OTTAWA, ONTARIO, K1Y 4N8

CONSULTING ENGINEERS

STRUCTURAL

MECHANICAL

ELECTRICAL

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

PROJECT

3817-3843 INNES ROAD
ORLEANS

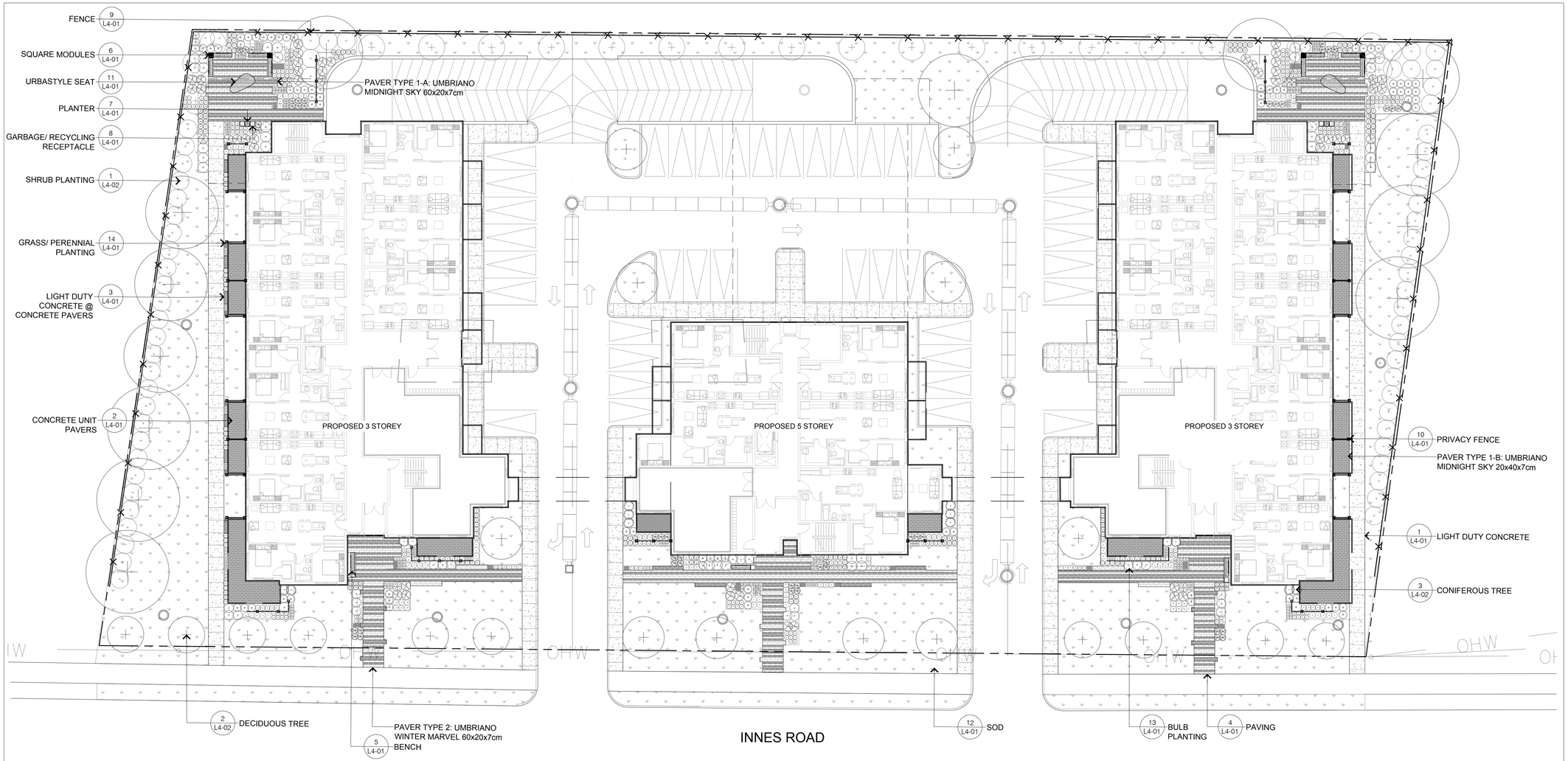
DRAWING TITLE

BUILDING SECTIONS

PROJECT NO.
0378

DATE
OCT, 29, 2020

A103



1 L1-01 LAYOUT PLAN

GRAPHIC SCALE 1:200
0 1 2 3 4 5 10 m

GENERAL NOTES

CONTRACTOR MUST CHECK & VERIFY ALL DIMENSIONS ON THE JOB.
DO NOT SCALE DRAWINGS.

THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

LEGEND:

- PROPERTY LINE
- FENCE
- PRIVACY FENCE
- CONCRETE
- PAVER TYPE 1-A
- PAVER TYPE 1-B
- PAVER TYPE 2
- BULBS
- SOD
- DECIDUOUS TREE
- CONIFEROUS TREE
- SHRUBS
- GRASSES/ PERENNIALS
- BENCH
- CENTER SEATING STONE
- GARBAGE/ RECYCLING
- PLANTER

ISSUED

No.	Date	Description
1	2020-10-23	ISSUED FOR COORDINATION

P2 concepts
739b RIDGEWOOD AVE., SUITE 201
OTTAWA, ONTARIO, K1V 6A8

LASHLEY +ASSOCIATES
LANDSCAPE ARCHITECTURE AND SITE ENGINEERING
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W LashleyLA.com
E Mail@LashleyLA.com

BRIDOR DEVELOPMENT NEW APARTMENTS

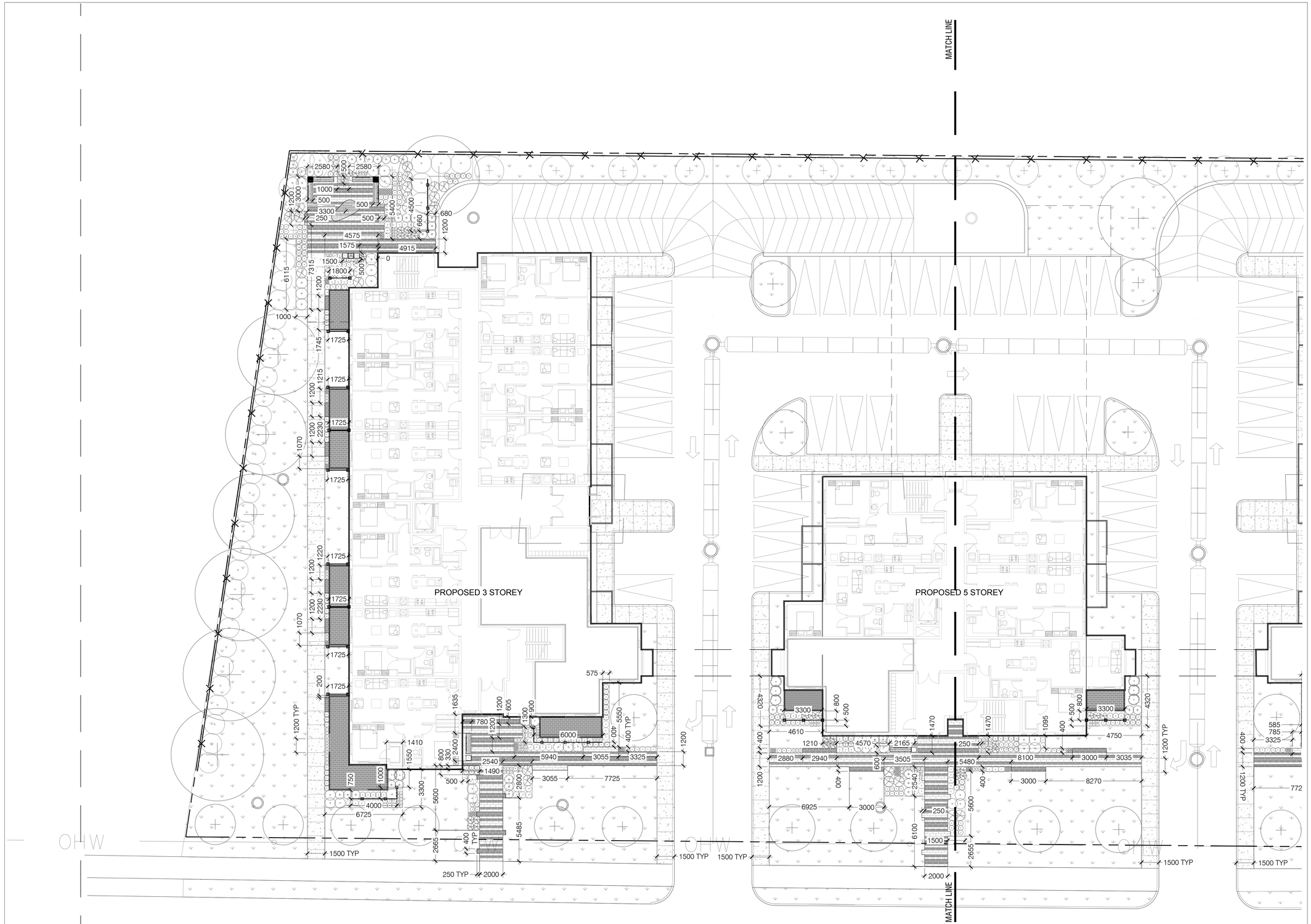
3817-3843 INNES RD
ORLEANS, OTTAWA

LAYOUT PLAN

Scale: 1 :200
Project No: 20778-1
Date: 2020-10-23

N

L1-01



1 L2-01 DIMENSION PLAN

GRAPHIC SCALE 1:150
0 1 2 3 4 5 6 7m

KEY MAP

GENERAL NOTES

CONTRACTOR MUST CHECK & VERIFY ALL DIMENSIONS ON THE JOB.

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ISSUED

No.	Date	Description
1	2020-10-23	ISSUED FOR COORDINATION

P2 concepts
739b RIDGEWOOD AVE., SUITE 201
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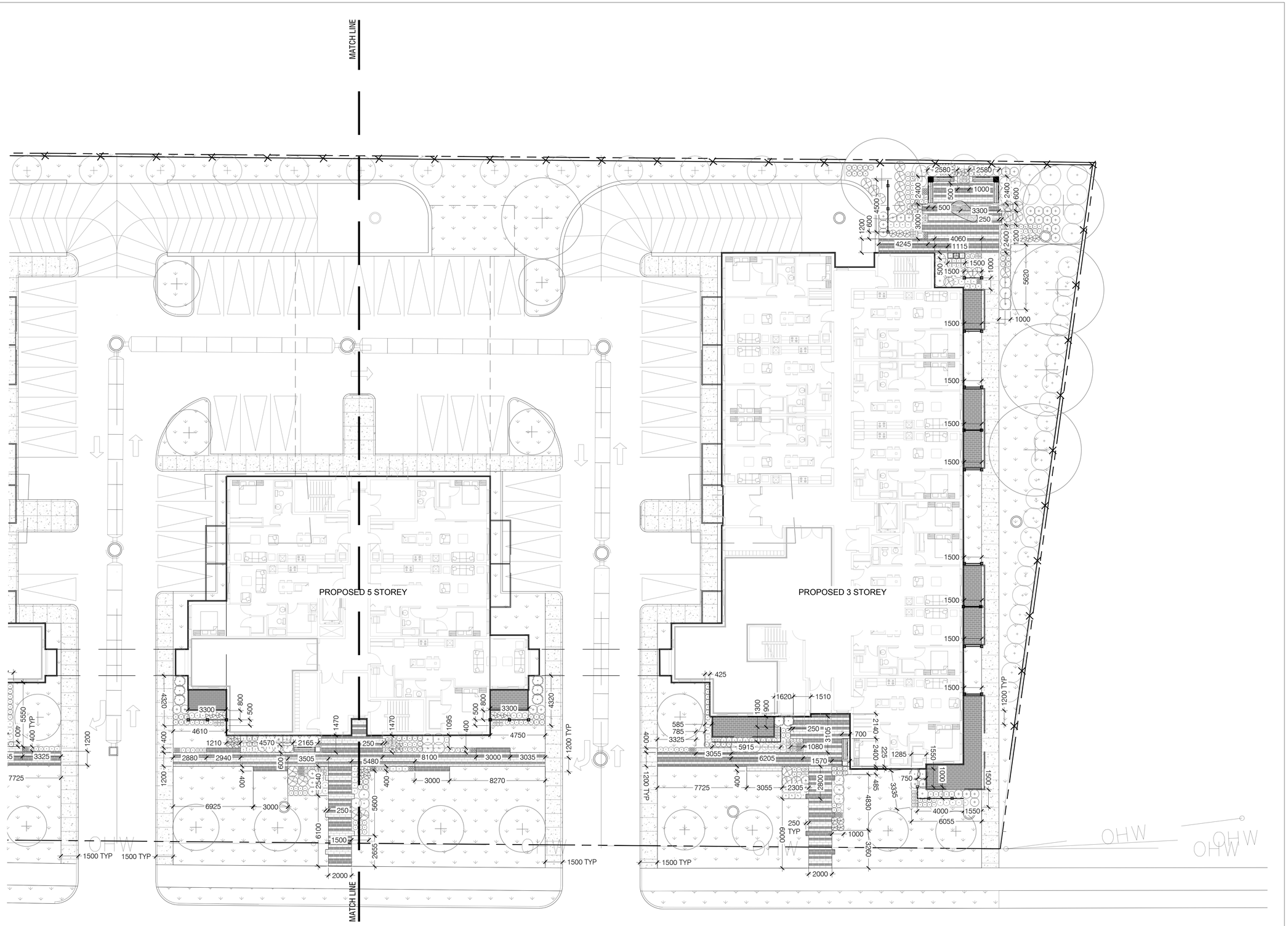
DIMENSION PLAN

N

Scale: 1 :150
Project No: 20778-1
Date: 2020-10-23

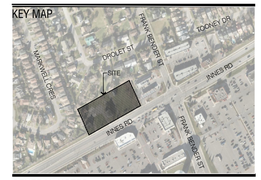
L2-01



1 L2-02 DIMENSION PLAN

GRAPHIC SCALE 1:150
0 1 2 3 4 5 6 7m

KEY MAP



GENERAL NOTES

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DO NOT SCALE DRAWINGS.

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LEGEND:

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- PLANTER

ISSUED

No.	Date	Description
1	2020-10-23	ISSUED FOR COORDINATION

P2 concepts
739b RIDGEWOOD AVE., SUITE 201
OTTAWA, ONTARIO, K1V 6A8

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BRIDOR DEVELOPMENT NEW APARTMENTS

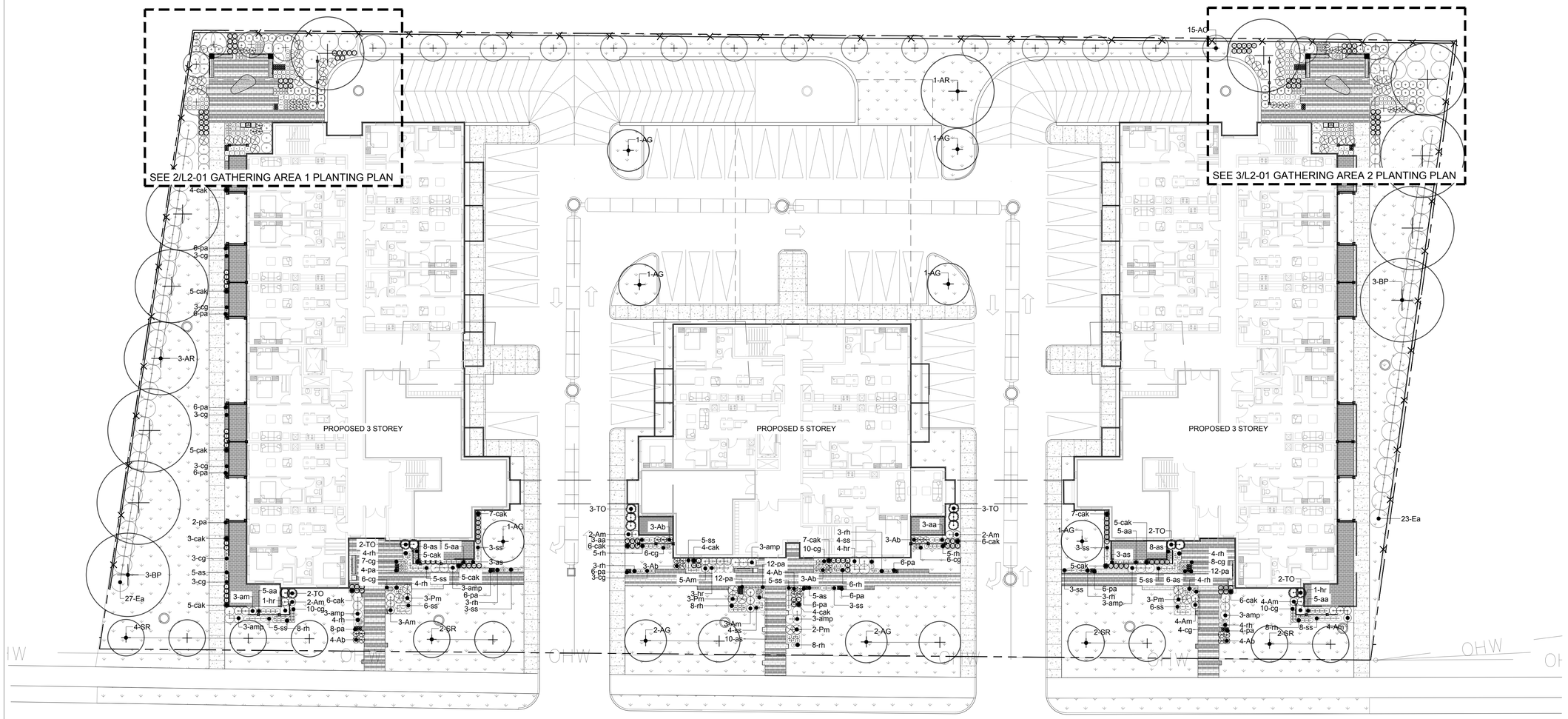
3817-3843 INNES RD
ORLEANS, OTTAWA

DIMENSION PLAN

N

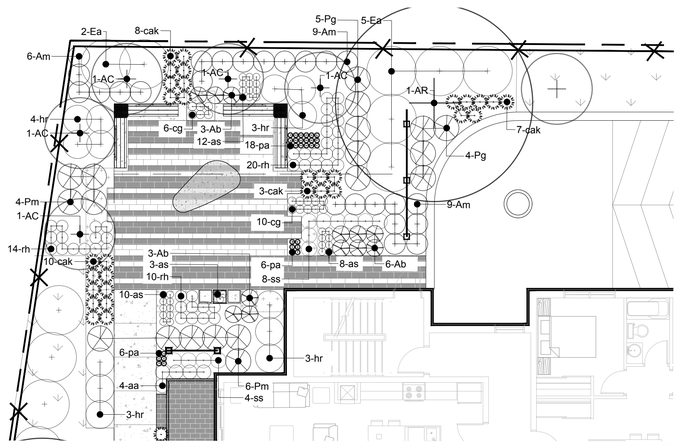
Scale: 1 :150
Project No: 20778-1
Date: 2020-10-23

L2-02



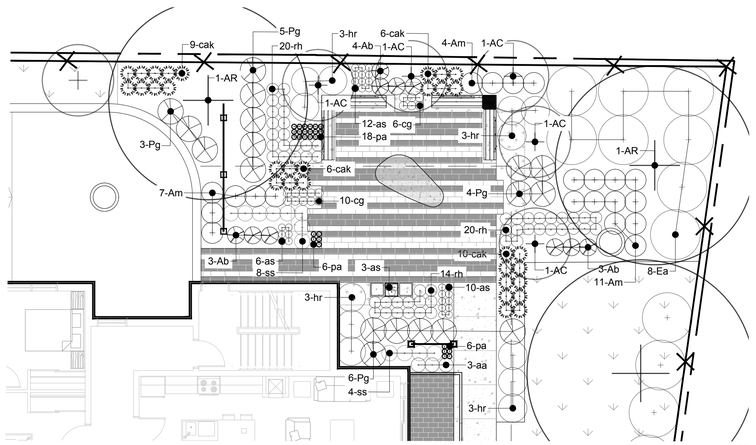
1 L3-01 PLANTING PLAN

GRAPHIC SCALE 1:200
0 1 2 3 4 5 10 m



2 L3-01 GATHERING AREA 1 PLANTING PLAN

GRAPHIC SCALE 1:100
0 1 2 3 4 5 m



3 L3-01 GATHERING AREA 2 PLANTING PLAN

GRAPHIC SCALE 1:100
0 1 2 3 4 5 m

GENERAL PLANT LIST

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
CONIFEROUS TREES					
TO	14	*Thuja occidentalis 'Emerald'*	Emerald Cedar	150 cm	BBC
DECIDUOUS TREES					
AC	25	*Amelanchier canadensis*	Serviceberry	50mm CAL	W.B.
AG	10	*Acer ginnala 'Ruby Slippers'*	Ruby Slippers Amur Maple	50mm CAL	W.B.
AR	7	*Acer Rubrum*	Red Maple	50mm CAL	W.B.
BP	6	*Betula papyrifera*	Paper Birch	50mm CAL	W.B.
SR	10	*Syringa reticulata*	Japanese Tree Lilac	50mm CAL	W.B.
CONIFEROUS SHRUBS					
Ab	47	*Abies balsamea 'Nana'*	Dwarf Balsam Fir	2 GAL	POTTED
Pm	49	*Pinus mugo 'Slowmound'*	Slowmound Mugo Pine	1 GAL	POTTED
DECIDUOUS SHRUBS					
Am	73	*Aronia melanocarpa*	Black Chokeberry	2 GAL	POTTED
Ea	65	*Euonymus alatus 'Compactus'*	Dwarf Burning Bush	3 GAL	POTTED
GRASSES					
cak	157	*Calamagrostis acutiflora 'Karl Foerster'*	Feather Reed Grass	1GAL	POTTED
pa	170	*Pennisetum alopecuroides 'Burgundy Bunny'*	Burgundy Bunny Fountain Grass	1GAL	POTTED
PERENNIALS					
aa	34	*Astilbe arendsii 'Fanal'*	False Spirea	1GAL	POTTED
amp	21	*Achillea millefolium 'Paprika'*	Yarrow	1GAL	POTTED
as	130	*Allium schoenoprasum 'Rising Star'*	Chives	1GAL	POTTED
cg	117	*Coreposis grandiflora 'Early Sunrise'*	Tickseed	1GAL	POTTED
hr	34	*Hosta 'Royal Standard'*	Plantain Lily	1GAL	POTTED
rh	182	*rudbeckia hirta*	Gloriosa Daisy	1GAL	POTTED
ss	89	*Sedum spectabile 'Autumn Fire'*	Showy Stonecrop	1GAL	POTTED
BULBS					

KEY	%	QTY	BOTANICAL NAME	COMMON NAME
	25%	180	*Narcissus 'Carlton'*	Carlton Daffodil
	25%	180	*Tulipa 'Red Dynasty'*	Red Dynasty Tulip
	25%	180	*Crocus x luteus 'Orange Monarch'*	Orange Monarch Snow Crocus
	25%	180	*Hyacinthus orientalis 'Carnegie Fragrant Giant'*	Carnegie Fragrant Giant Hyacinth

KEY MAP

GENERAL NOTES

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- BENCH
- CENTER SEATING STONE
- GARBAGE/ RECYCLING
- PLANTER
- 3-Ab PLANT KEY

ISSUED

No.	Date	Description
1	2020-10-23	ISSUED FOR COORDINATION

P2 concepts
739b RIDGEWOOD AVE., SUITE 201
OTTAWA, ONTARIO, K1V 6M8

LASHLEY +ASSOCIATES
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BRIDOR DEVELOPMENT NEW APARTMENTS

3817-3843 INNES RD
ORLEANS, OTTAWA

PLANTING PLAN

Scale: AS NOTED
Project No: 20778-1
Date: 2020-10-23

N

L3-01


P2concepts