

P H Robinson Consulting
Urban Planning, Consulting and Project Management

**PLANNING RATIONALE REPORT
CASTLE HEIGHTS RESIDENCES
374 McARTHUR AVENUE OTTAWA
PREPARED BY P H ROBINSON CONSULTING
DECEMBER 2020**

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com

This report has been prepared on behalf of Castle Heights Residences. in support of a Site Plan Application for their lands at 374 McArthur Avenue in Ottawa. The legal description of the property is Part of Lots B, Registered Plan 131, City of Ottawa (P.I.N 04247-0087).

Site Context

The property is located on the south side of McArthur Avenue approximately 25 m west of Brant Street (see Figure 1 Location Plan and Figure 2 Surrounding Uses).

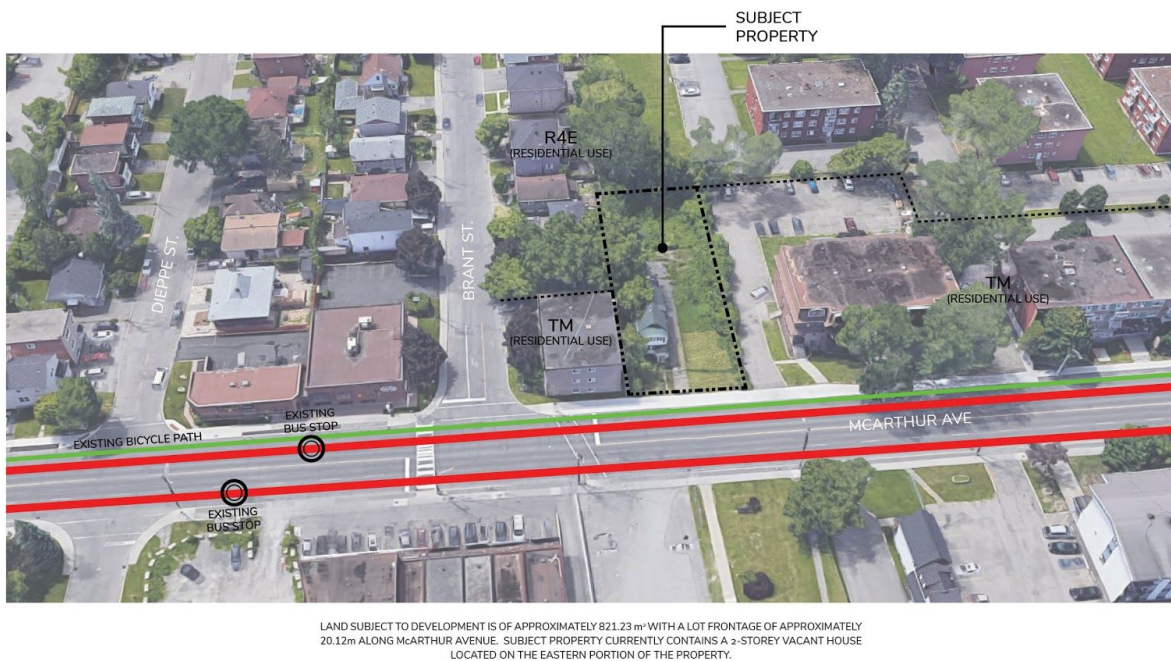


Figure 1 Location Plan

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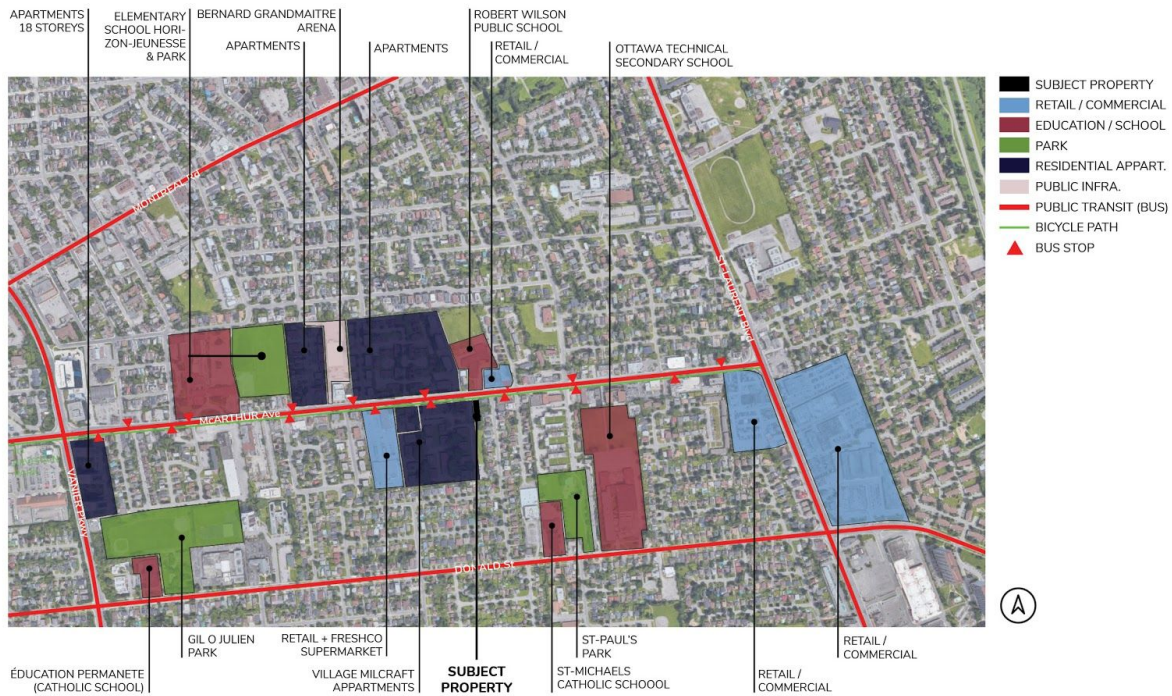


Figure 2 Surrounding Use

To the east of the subject property there is a 2 storey + basement low rise apartment building with surface parking lot which is also in the same TM (Traditional Mainstreet) zone as the subject property. Further to the south and abutting the property on the east line are two residential properties (372 and 374 Brant). The property at 372 McArthur appears to be operating as a spa facility.

Further to the east on the south side of McArthur Avenue there is a medical centre and a variety of residential and commercial uses.

Lands on the southside of McArthur immediately to the west of the subject property consist of a 3 storey plus basement residential apartment building and further to the west on the south side of McArthur there are two other similar in height apartment buildings. Further to the west of those buildings there is a retail plaza with a supermarket (Freshco).

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On the northside of McArthur opposite to the property there is a public school (Robert E Wilson Public School) and to the east of that there is a small retail plaza with some upper level retail uses.

To the west on the northside of McArthur is a construction company's offices and a number of 3 storey plus basement apartment buildings.

In addition, to the south west of the subject property there is a relatively large complex of 3 storey apartment buildings.

The lands at 374 McArthur Avenue have approximately 20 metres of frontage (66') on the southside of McArthur and a depth of approximately 58 metres (192'). The parcel of land is rectangular in shape and the total parcel size is 1171 m² (12608 ft²)

See the attached survey plan in the appendix section for further details.

The property contains an empty two storey residential building with a one storey addition at the rear. In the past, there were some accessory buildings along the rear lot line. The existing trees on the property primarily consist of Manitoba Maples and Silver Maples and due to construction activity they will not be able to be retained.

The intent of the site plan control application is to build a 6 storey rental apartment building which would have a ground floor gym and business centre and underground parking to serve the entire building. (see Site Plan on page 6 and in the Appendix section). The proposal calls for 67 apartment units, 44 m² (479 ft²) of gym (amenity) uses for tenants, a lounge of approximately 12 m² (127 ft²) and 1 level of underground parking.

The intent of the site plan control application is to build a 6 storey rental apartment building which would have a ground floor gym and lounge and underground parking to serve the entire building. (see Site Plan on page 7 and in the Appendix section). The proposal calls for 67 apartment units, 44 m² (479 ft²) of gym (amenity) uses for tenants, a lounge of approximately 12 m² (127 ft²) and 1 level of underground parking.



Subject property. Low rise apartment building to the east.

The new building has been designed to be zoning compliant in terms of setbacks, building heights, angular plane setbacks, vehicular parking and bicycle parking requirements for a property in the TM zone.

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CONTENT LIST

Architecture

SHEET #	TITLE	Revision	Updated
AB00	COVER SHEET	NA	NA
AB01	SITE PLAN	NA	NA
AB02	BASEMENT FLOOR PLAN	NA	NA
AB03	GROUND FLOOR PLAN	NA	NA
AB04	FIRST FLOOR PLAN LEVELS 1-4	NA	NA
AB05	FLOOR PLAN LEVELS 5	NA	NA
AB06	FLOOR PLAN LEVELS 6	NA	NA
AB07	FLOOR PLAN LEVELS 7	NA	NA
AB08	WEST ELEVATIONS	NA	NA
AB09	EAST ELEVATIONS	NA	NA
AB10	SECTION ELEVATIONS	NA	NA
AB11	BUILDING SECTION A	NA	NA
AB12	BUILDING SECTION B	NA	NA



374 McArthur - Castle Heights Residences
20002

RELEASE 3 - SITE PLAN APP. / UDRP REVIEW
2020-12-22
Version 3

CLIENT

374 McArthur - Castle Heights Residences

TEAM / ÉQUIPE

ARCHITECT	P H ROBINSON CONSULTING	MECHANICAL / ELECTRICIAN	ME	2020-12-22	UDRP
ENGINEER	001-969-8916	PLUMBING	PL	2020-12-22	UDRP
GENERAL CONTRACTOR	001-969-8916	PAVING	PA	2020-12-22	UDRP
LANDSCAPE ARCHITECT	001-969-8916	CONCRETE	CO	2020-12-22	UDRP
STRUCTURAL ENGINEER	001-969-8916	ROOFING	RO	2020-12-22	UDRP
MECHANICAL / ELECTRICIAN	001-969-8916	MECHANICAL / ELECTRICIAN	ME	2020-12-22	UDRP
PLUMBING	001-969-8916	PLUMBING	PL	2020-12-22	UDRP
PAVING	001-969-8916	PAVING	PA	2020-12-22	UDRP
CONCRETE	001-969-8916	CONCRETE	CO	2020-12-22	UDRP
ROOFING	001-969-8916	ROOFING	RO	2020-12-22	UDRP

RELEASE	DATE	DESCRIPTION
1	2020-12-22	UDRP
2	2020-12-22	UDRP
3	2020-12-22	UDRP
4	2020-12-22	UDRP
5	2020-12-22	UDRP

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NOT FOR PAPER CONSTRUCTION

Architects renderings of the front view of the building looking from the north west to the building and then the image on the right hand side is the image from the north east looking towards the proposed building

As shown in the site plan and architectural elevation plans being filed with this application, (on the following pages) the building is located close to the street (McArthur) and due to the relatively narrow width of the lot the building will be located close to the side lot lines. The architectural elevations along these side lot lines will minimize the impact of the adjacent properties which are also in a TM zone and are used as a spa facility and a residential property. To the rear we are providing a 7.5 m landscaped setback that is adjacent to a driveway aisle on the property to the west and an open space area for the apartment complex to the south west and this area also provides some setbacks from the proposed building to the existing properties to the south east. The following pages contain the site plan and architectural elevation plans of the four facades of the building.

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The underground parking level will contain the resident and visitor parking for the building. Due to the shape of the underground parking ramp there will be a traffic light at the top and bottom of the ramp to allow for maximum safety for vehicles at the top or bottom of the ramp or on the ramp itself. As well, there will be a parabolic mirror at the bottom of the ramp to increase visibility. There will be one access point to the underground parking along the west side of the property approximately 1.5 m from the west lot line. The 2nd to 6th floors of the building will be located above the access to the underground parking to minimize the appearance of the entrance to the underground parking from the street .

The design has a base, middle and top approach to its massing addressing the street that both enhances the pedestrian experience at the street level and also the building's expression and image in the urban environment. At the street front, there are three floors of red/brown brick and above there are two floors of light grey concrete panels which will soften the upper mass of the building.

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The ground floor amenity area and pedestrian access areas will have floor to ceiling glass and there are two different building wall setbacks along the front facade which define the public and private spaces and also define the buildings vehicular and pedestrian main accesses.

The upper floors of the building have stepped back setbacks at the front and rear of the site as per the zoning requirements for a building of this height in this zone.

Above the ground floor which will have 6 residential units, the upper floors will have between 12 and 13 residential units per floor with a mix of 1 bedroom, 2 bedroom and 3 bedroom units and the units facing the front and rear of the building will have balconies and terraces.

There will be a rooftop amenity/outdoor terrace area of approximately 1400 ft² (130 m²) with railings at its edges. In addition, on the roof level there will be the mechanical and electrical rooms and an area for rooftop storage

Zoning

The current zoning for the property is TM which is a Traditional Mainstreet Zone.

The purpose of the Traditional Mainstreet Zone is:

(1)	<i>accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;</i>
(2)	<i>foster and promote compact, mixed-use, pedestrian-oriented development that provide</i>

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	<i>for access by foot, cycle, transit and automobile;</i>
(3)	<i>recognize the function of Business Improvement Areas as primary business or shopping areas; and</i>
(4)	<i>impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.</i>

As indicated in the excerpt from the Zoning By-law listed above, residential uses are permitted on the property based on the current zoning. The intent is to promote and enhance a compact pedestrian-oriented development that allows for access by pedestrians, bicyclists, transit users and automobile owners.

The current zoning permits development with a maximum building height of 20 metres. The proposed redevelopment of the property will allow for a development with a proposed building height of **19 metres**.

The residential uses will be in the form of a rental apartment development which is a permitted use in the TM zone.

It is important to note that this segment of McArthur Road was rezoned from an R4 zone to a TM zone through a City initiated zoning change in late 2014. This City initiated zoning change was to bring the zoning on the subject properties along McArthur Avenue in line with their designations in the Official Plan as Traditional Mainstreet.

The subject property is in a TM designation in the Official Plan and this designation extends along both sides of McArthur from River Road to St Laurent Blvd.

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The purpose of the zoning changes was to 'provide as of right zoning permissions for a broad range of uses as contemplated by the Official Plan' 'provide as of right zone permissions for the building heights contemplated in the Official Plan', 'remove maximum Floor Space Index requirements in the applicable zones in order to provide the flexibility to achieve development potential envisioned for target areas for intensification' and to 'provide zoning standards for most Arterial Mainstreets that help to create 'active frontage' streets'.

The proposed development of these lands meets the zoning requirements that were a City initiated exercise and the lands were previously in an R4 zone. Lands on both sides of the property fronting on to McArthur Avenue have the same zoning as the subject property.

Proposed Development

The proposal calls for a 6 storey rental apartment building with all of the parking requirements for the building located within 1 level of underground parking.

The proposal calls for 67 rental apartment buildings (a mix of 22 one bedroom, 30 two bedroom and 15 three bedroom units - with a ground floor amenity area (a gym area and also a business centre) , a rooftop amenity area and rear yard amenity areas..

A total of 30 parking spaces are proposed for the development. With all of the required residents parking being proposed to be underground there is a 10% reduction in the total amount of residents parking required to be provided. The bicycle parking spaces will be on the ground level of the building for the residents and there are no stairs between the bicycle room and the exterior of the building.

The garbage room is also on the ground floor of the building and will have access to the street via the side yard on the east side of the building.

The building will have a front yard setback of 1.23 m from McArthur Avenue until the 5th floor where the setback increases to 3 m. These setbacks meet the zoning requirements for a building of this height. The rear yard setback will be 7.5 metres from

the ground level to the fourth floor and then 8.2 metres up to the top of the building to meet the angular plane calculations. The interior side yard setbacks will be 1.28 m on the west and east lot lines.

Planning Applications

In order to re-develop the property for a 6 storey building a Site Plan application is being filed with the City of Ottawa. The building has been designed in terms of its unit count, parking count, height, setbacks and landscaped areas to be zoning compliant for a building of this height on a property in a TM zone. This development proposal will also be subject to the Urban Design Review Panel where architectural designs and detailed drawings will be provided for review by the reviewers who provide feedback to the City Planning Department.

Public Consultation

As part of the initial preparatory work for this project, a pre consultation meeting was held with City staff, the Vanier Community Association on November 21 2019. A further meeting was held with City staff and representatives of the Vanier Community Association on May 7 2020. An informal presentation was made to the City's Urban Design Review Panel on August 7 2020.

Over the course of this period, modifications were made to bring the parking count in line with the zoning requirements, reduce the number of residential units, increase the number of 2 and 3 bedroom units and make modifications to the elevations of the drawings in response to comments provided by City staff and the Urban Design Review Panel members.

As well, the 2nd level of the building in an underground level has been removed and bicycle storage and garbage collection areas have been brought to the ground level.

We have also recently provided copies of the drawings with the City Councillor for an upcoming meeting to discuss the project, and we will undertake additional engagement with the local Community Association and immediate neighbours.

Community and Education Facilities and Transportation

The subject property is located in close proximity to a number of key community facilities as shown on Figure 2.

Within walking distance there are supermarkets (Freshco to the west) and also additional retail opportunities primarily near McArthur/St Laurent.

There are also parks and community facilities nearby (Gil O Julien Park, St. Paul's Park, and the Bernard Grandmaitre Arena. In addition, there is open space/parkland on lands adjacent to nearby schools (Robert Wilson school, Ottawa Technical Secondary School, St. Michaels school, Education Permanete and Horizon Jeunesse school)

A branch of the Ottawa Public Library on Cote Street is also within walking distance.

McArthur Avenue is served by public transport (OC Transpo Routes 7,12,14,16,18) on McArthur, Vanier Parkway, Donald and St Laurent . Most of these routes run on a rush hour frequency of 15 minutes with some routes running on a 20 to 30 minute frequency during the off peak daytime hours or weekend hours.

The Transportation Brief, prepared by David Halpenny and Associates, concludes that the proposed development of the property will not have an undue impact on local traffic levels on McArthur Avenue.

Planning Policy Documents

There are a number of key planning policy documents at the provincial and local level that are key when considering the redevelopment of the subject property

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.

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The following are sections of the PPS that are applicable to the redevelopment of 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 redevelopment 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 a high rise apartment building on the site and all of the site's parking requirements will be through underground parking. It has been determined that the existing infrastructure on McArthur Avenue will be connected to the new building which will minimize land consumption and be the most efficient option.*
- 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. *The redevelopment of the property is an efficient use of the land and will allow for a sensitive apartment style development for this use and with underground parking to ensure that there is a maximum land efficiency 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 on McArthur Avenue.*
- 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 in front of the property 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 redevelopment of the site represents an efficient mixed use of the property, utilizes existing infrastructure and is located on a number of OC Transpo bus routes with frequent service .*

City of Ottawa Official Plan

The subject property is designated **Traditional Mainstreet** in the City of Ottawa Official Plan that was approved by Council in 2003.

In the Traditional Mainstreet designation land uses are often mixed with commercial uses at street level and residential uses at upper levels in buildings. The proposal calls for the ground floor to have a gym for residents and the remainder of the building to be residential uses with a rooftop amenity area for residents.

The key planning policies related to the Traditional Mainstreet designation and this development proposal are:

- a broad range of uses are permitted on Traditional Main Streets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. *The proposal calls for a primarily residential building of 6 storeys and a gymnasium on the ground floor looking out to McArthur Avenue*
- on Traditional Main Streets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. *There will be no surface parking located between the building and the street . The access to the underground parking for the development will be via one access point located on the west side of the frontage along McArthur Avenue. There will be only a minimal impact on pedestrian movement along McArthur Avenue .*

- Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Any proposal for infill or redevelopment will be evaluated in light of the objectives of this Plan. This Plan supports building heights up to six storeys on Traditional Main Streets and up to nine stories on Arterial Main Streets. Greater building heights may be considered in accordance with policies 8 through 14 of s.4.11 of the Official Plan. *The proposed building defines the street edge by having minimal building setbacks along McArthur Avenue and allows direct pedestrian access from the building to the sidewalk.*

Building Liveable Communities - Urban Design and Compatibility

Section 2.5.1 of the Official Plan (Building Liveable Communities - Urban Design and Compatibility) provides urban design objectives for new developments. The proposed development meets key design objectives of this sections as follows:

- encourage a continuity of street frontages. Where continuous building facades are not a dominant feature of the streetscape, the gradual infilling of empty spaces between buildings and between the building and the street edge is promoted to occur over time. *Currently, the streetscape on the southside of McArthur is not a continuous building facade and the proposed development will encourage a continuity of street frontages through the gradual infilling of empty spaces between buildings (lands to the west contain a driveway close to the subject property leading to rear yard parking and also a relatively spacious front yard that is landscaped).*
- address the relationship between buildings and between buildings and the street. *The proposed buildings will create a strong relationship between the building and the street(s) and will create a strong presence at street level that will enhance this section of McArthur and its prominence in the community*
- meet the needs of pedestrians as a priority. *Pedestrian access will be available at ground level for access to the residential components of the development. Access to the underground parking will be via one access to the underground*

parking ramp on the west side of the frontage along McArthur Avenue for a safe pedestrian experience along McArthur Avenue.

- Minimize the exposure of inhabitants to noise levels that could adversely impact their health and well-being. All windows will be designed to reduce ambient noise levels to the required levels. The outdoor amenity areas will be located at the rear of the site and on the roof and the presence of the building facing McArthur Avenue will reduce outdoor ambient noise levels in this rear yard amenity area. All units will have central air-conditioning.
- Design should: a) achieve a more compact urban form over time. The proposed development will create a more compact and urban form than currently exists on the property. b) provide flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions. The proposal calls for a mixture of retail, restaurant, office and residential uses. If social and economic trends and conditions change over time, the two lower levels (proposed for retail, restaurant and office uses) could be retrofitted for other uses within the building.

City of Ottawa Urban Design Guidelines for Development along Traditional Main Streets

In May 2006, Ottawa City Council approved guidelines for development along Traditional Main Streets. Key guidelines that the proposed development meets are:

- provide or restore a minimum 2 metre wide concrete sidewalk along the streetscape
- design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned buildings on the street, through the alignment of elements such as windows, front doors, cornice lines and fascias
- use clear windows and doors, to make the pedestrian level facade of walls facing the street highly transparent and located active pedestrian-orientated uses at grade
- set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks
- enclose all utility equipment within buildings or screen them from both the traditional Mainstreet and private properties to the rear.

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Conclusion

The proposed re-development of the property represents good planning and is an infill development that meets many of the City's Urban Design and Official Plan Guidelines for Infill Development and is in conformity with the Provincial Policy Statement.

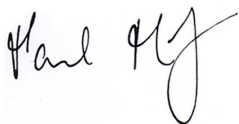
It provides an ideal opportunity for a high rise apartment building to be located along this section of McArthur Avenue in close proximity to existing infrastructure, recreational and retail opportunities with public transit available along McArthur and also in proximity to nearby schools.

The proposed development will allow for appropriate setbacks to accommodate privacy and sunlight concerns and will have a stepped back building design that will reduce the impact of the development at street level and at the rear of the property. Underground parking facilities have been designed to minimize conflicts with pedestrians on McArthur Avenue and will provide parking opportunities for both residents and visitors to the building.

Background studies being filed with this application indicate that on site engineering, soil conditions and traffic can be designed to meet City requirements.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 599 9216 or via email at probinson@probinsonconsulting.com

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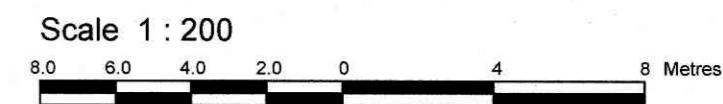
APPENDIX

- **Survey Plan**
- **Site Plan**
- **Underground Parking Plan**
- **Architectural Elevation Plans and Renderings**
- **Roof Plan**

TOPOGRAPHIC PLAN OF SURVEY OF

**PART OF LOT B
REGISTERED PLAN 131
CITY OF OTTAWA**

Prepared by Annis, O'Sullivan, Vollebek Ltd.



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

Surveyor's Certificate

I CERTIFY THAT:
1. This survey and plan are correct and in accordance with the Surveys Act and the Surveyors Act and the regulations made under them.
2. The survey was completed on the 10th day of March, 2020.

Date: March 31/20
Signature: Andrew Schelp
Ontario Land Surveyor

Notes & Legend

	Denotes	Survey Monument Planted
		Survey Monument Found
		Standard Iron Bar
		Short Standard Iron Bar
		Iron Bar
		Plan 4R-27630
		(AOG) Plan October 3, 1995
		(AOG) Plan January 24, 1996
		Annis, O'Sullivan, Vollebek Ltd.
		Witness
		Accepted
		Maintenance Hole (Storm Sewer)
		Maintenance Hole (Sanitary)
		Valve Chamber (Watermain)
		Utility Pole
		Anchor
		Overhead Wires
		Catch Basin
		Fire Hydrant
		Top of Grate
		Top of Spindle
		Gas Meter
		Deciduous Tree
		Coniferous Tree
		Bollard
		Sign
		Chain Link Fence
		Metal Fence
		Board Fence
		Air Conditioner
		Diameter
		Location of Elevations
		Top of Concrete Curb Elevation
		Centreline
		West face
		Property Line

ASSOCIATION OF ONTARIO
LAND SURVEYORS
PLAN SUBMISSION FORM
2121816

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR In accordance with Regulation 1026, Section 29 (3).

Bearings are grid bearings, derived from the southerly limit of McArthur Road shown to be N83°45'40"E and are referred to the Central Meridian of Zone 9 of the Ontario Coordinate System, Longitude 76°30' West (MTM NAD-83).

SITE AREA = 1171 m²

ELEVATION NOTES

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

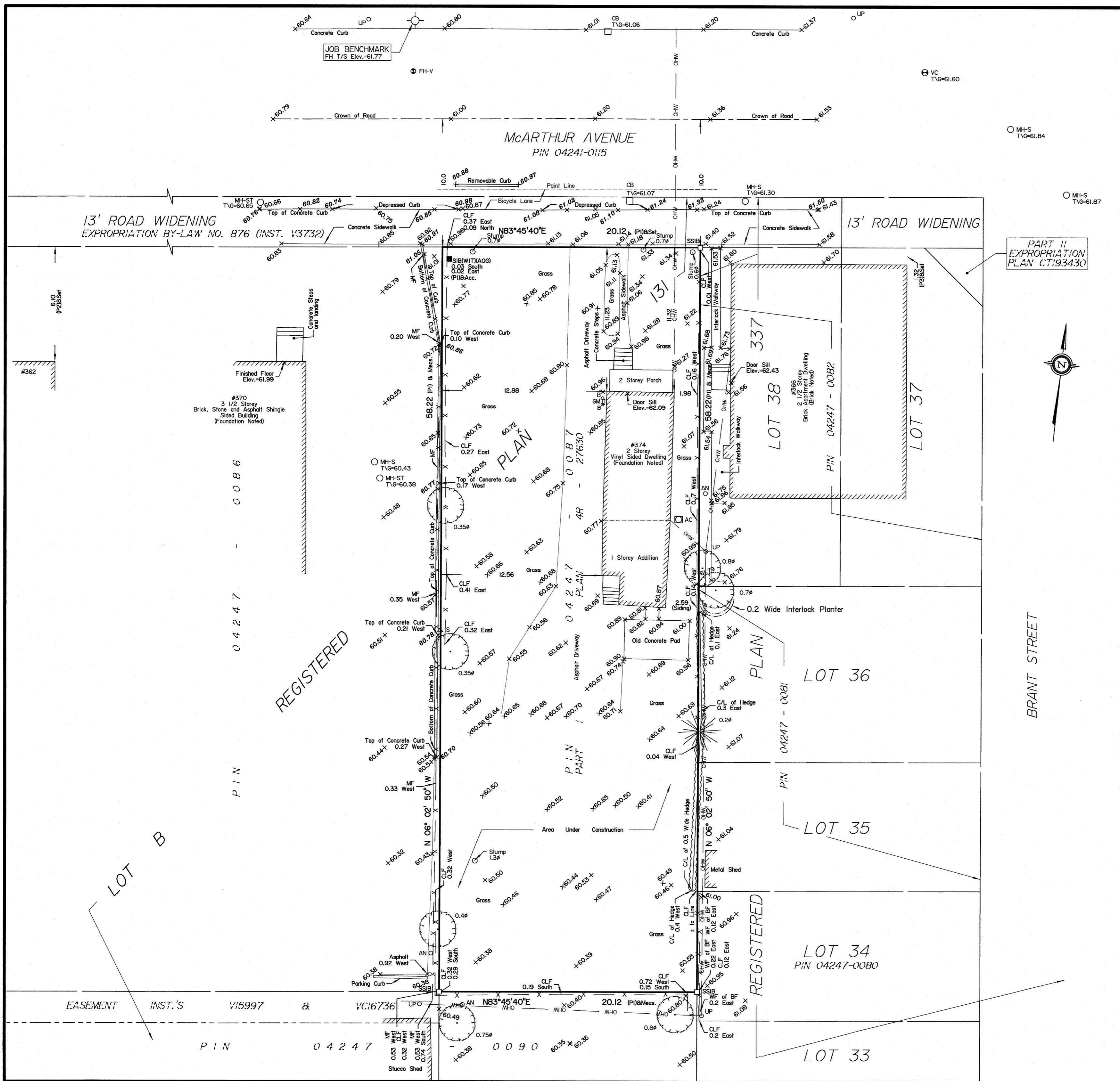
UTILITY NOTES

- 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.
- Only visible surface utilities were located.
- A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.

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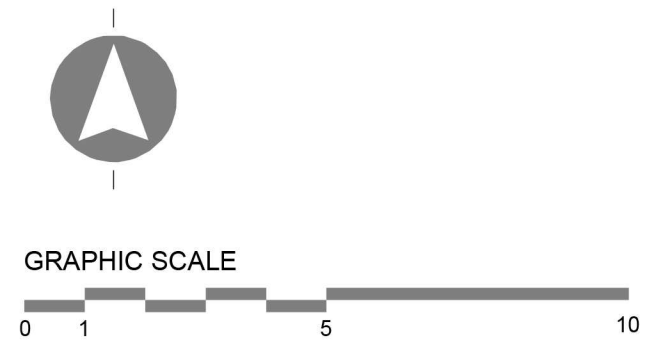
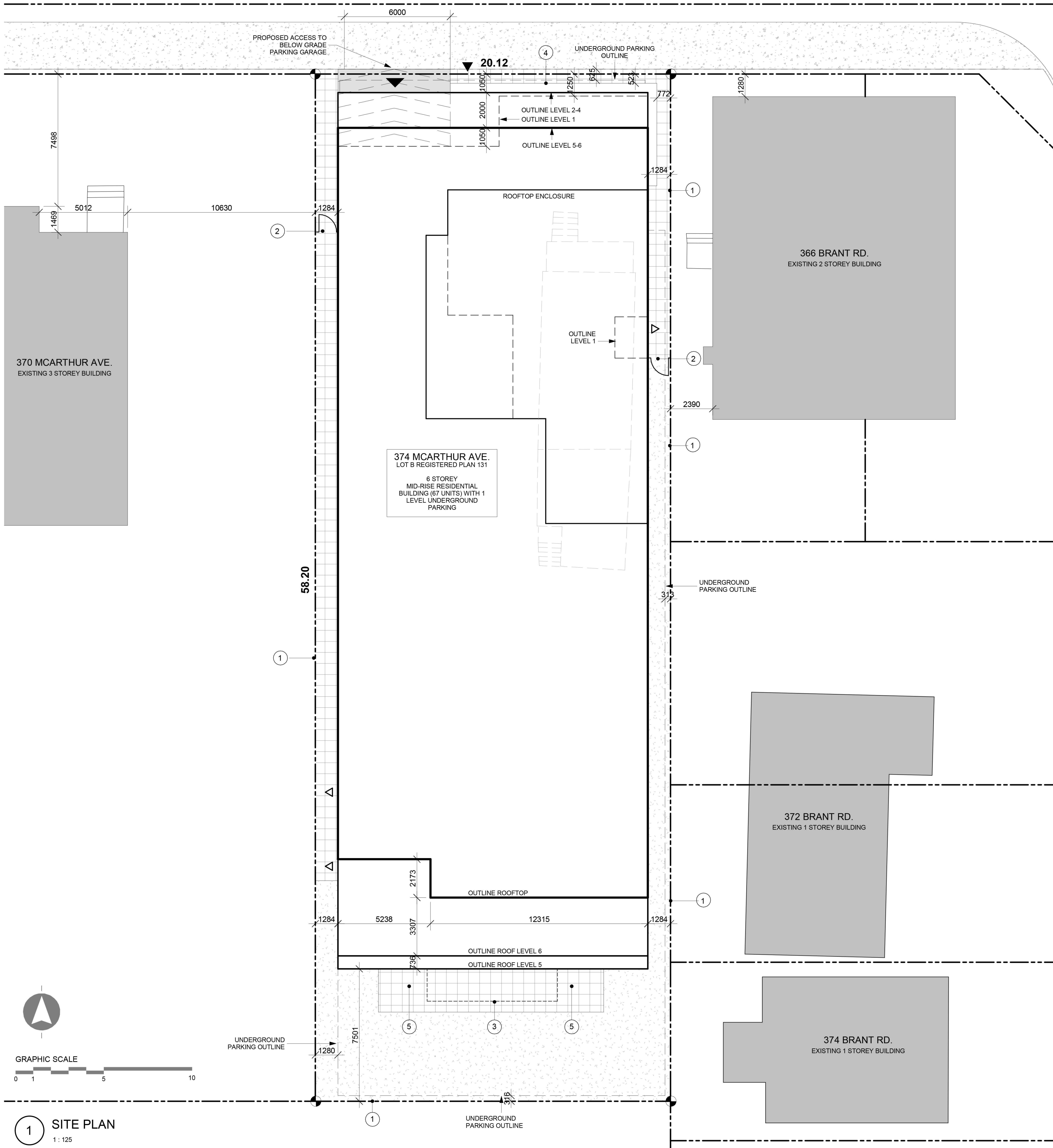
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Ontario Land Surveyors Job No. 20195-20 PLIB PL131T D F FS



Y:\2020\20195-20\FINAL\20195-20 PLIB PL131T D F.dwg

McARTHUR AVENUE



1 SITE PLAN
1:125

DRAWING LEGEND

	SOFT LANDSCAPING
	HARD LANDSCAPING
	ASPHALT
	CONCRETE
	BUILDING ACCESS
	BUILDING EGRESS
	PROPOSED PLANTATION (REFER TO LANDSCAPE)
	PROPERTY LINE
	PROPERTY REQUIRED SETBACKS
	UNDERGROUND PARKING OUTLINE
	EXISTING BUILDING TO BE DEMOLISHED

GENERAL NOTES

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SPECIFIC NOTES

01	1.8m PRIVACY FENCE ALONG FULL LENGTH OF PROPERTY LINE
02	SECURE ACCESS GATE
03	BALCONY PROJECTION
04	ENTRANCE CANOPY
05	PRIVATE TERRACE AT GROUND LEVEL

PROJECT INFORMATION

SITE SUMMARY

ADDRESS	374 McArthur Avenue
CURRENT ZONING	TM - Traditional Mainstreet
SITE AREA	1170.98 sq.m.
PROPOSED USE	Mid-rise residential building of 67 units with 1 level underground parking
BUILDING AREA	871.13 sq.m.

ZONING SUMMARY

	REQUIRED	PROPOSED
MINIMUM LOT AREA	-	1171.38 sq.m.
MINIMUM LOT WIDTH	-	21.12m
MAXIMUM BUILDING HEIGHT	20m but no more than 6 storeys	19.0m
MAXIMUM PARAPET HEIGHT (above max. building...)	-	0.6
MINIMUM FRONT YARD SETBACK	no minimum	1.05
MAXIMUM FRONT YARD SETBACK	2m	1.05
MINIMUM CORNER SIDE YARD YARD SETBACK	3m	-
MINIMUM INTERIOR SIDE YARD YARD SETBACK	1.2m	1.28
MINIMUM REAR YARD SETBACK	7.5	7.5

ADDITIONAL SETBACK REQUIREMENTS
Where the building height is greater than four storeys or 15 metres, and at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line.

No part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line

MINIMUM LANDSCAPED AREA

Area = no minimum	Area = soft landscaping (+170.5 sq.m.) + hard landscaping (+126.7 sq.m.)
Width = 3m; may be reduced to 1m if 1.4m high opaque fence is provided	Width = 1.2m with 1.5m high opaque fence

VEHICULAR PARKING

MINIMUM PARKING (As per table 101)	0 for the first 12 units & 0.5 /unit after 12 units & 10% reduction = 25	25
MINIMUM VISITOR PARKING (As per table 102)	0 for the first 12 units & 0.1 /unit after 12 units & 10% reduction = 5	5
MINIMUM ACCESSIBLE PARKING SPACES (incl. In total parking count) (As per Parking and traffic by-lay)	1	1

BICYCLE PARKING

MINIMUM PARKING SPACES (As per table 111A)	0.5 /unit = 34	34
--	----------------	----

WASTE MANAGEMENT CONTAINERS

GARBAGE (0.11 y3 / unit)	7.37 y3	2x 4y3 containers
RECYCLING (0.038 y3 / unit)	2.55 y3	1x 3y3 container
ORGANICS		2x 240L containers

AMENITY AREA

TOTAL	6 sq.m. per unit	400 sq.m.
COMMUNAL	50% of required amenity space	256 sq.m.

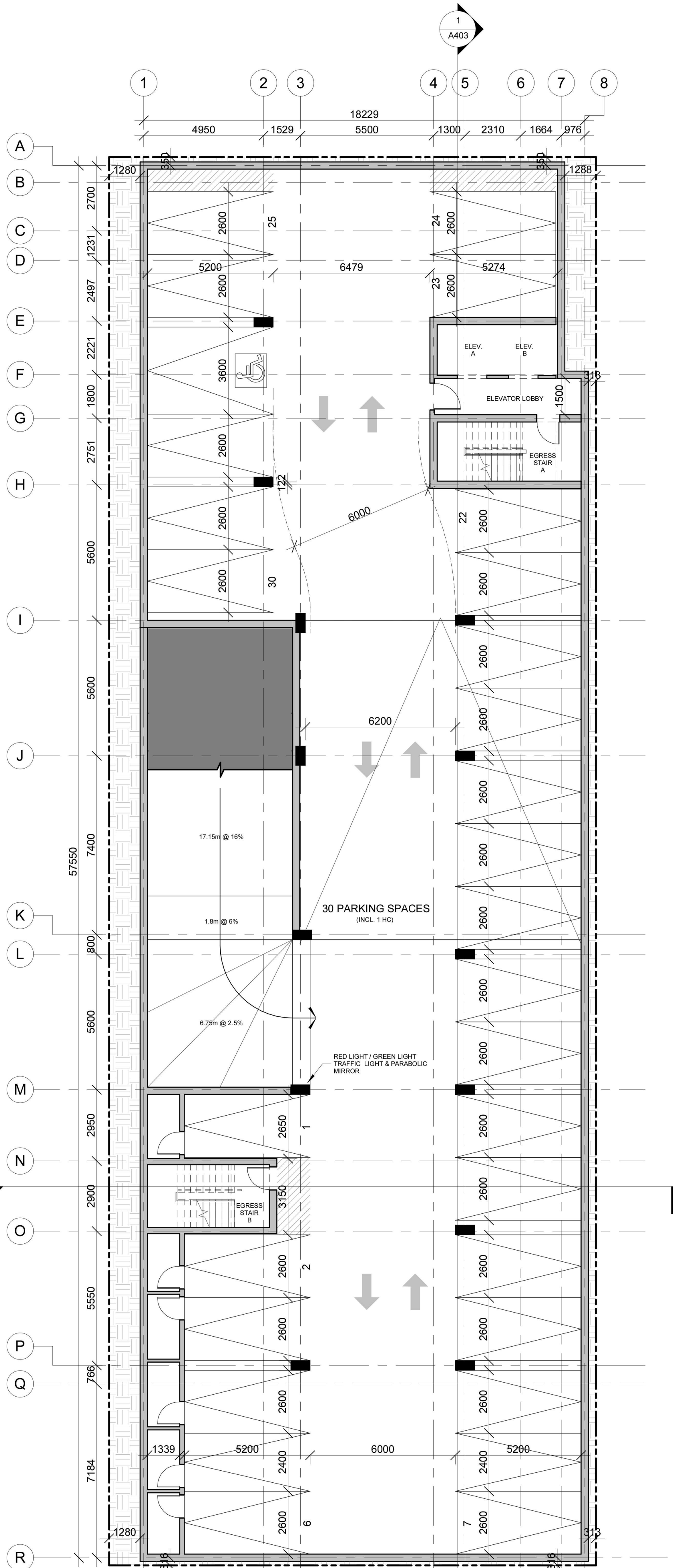
UNIT MIX DATA

	STUDIO	1BED	1+DEN	2BED	2+DEN	3BED	TOTAL
LEVEL 1		1		3		2	6
LEVEL 2-4		6		21		9	36
LEVEL 5		8		3		2	13
LEVEL 6		7		3		2	12
TOTAL		22		30		15	67

BUILDING SUMMARY

	sq.ft	sq.m.
GROSS FLOOR AREA - per City Definition		
LEVEL 1	3803	353
LEVEL 2-4	7458 / level	693 / level
LEVEL 5	6962	647
LEVEL 6	6288	584
ROOF TOP	0	0
TOTAL	39427	3663

Gross floor area means total of each floor, above and below grade measure to interior of exterior walls. Including floor area occupied by interior walls. Excluding mechanical, electrical, common hallways, corridors, stairwells, shafts, voids, bike parking, car parking, common laundry, storage, common washrooms, amenity or play areas and living quarters for a caretaker of the building.



LEVEL STATISTICS

	SQ.FT	SQ.M.
GROSS FLOOR AREA (GFA)	10,949	1,017.1
PARKING AREA	9,960	925.3
LEASABLE AREA	0	0
AMENITY AREA	0	0
SERVICE AREA	325.0	30.2
SHAFTS / VOIDS	0	0
RESIDENTIAL CIRCULATION	0	0
NON-RESIDENTIAL CIRCULATION	109.0	10.1
STAIRCASE	404.0	37.5
ELEVATOR	151.0	14.0

1 BASEMENT P1 FLOOR PLAN

1 : 125

GENERAL NOTES

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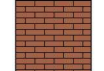






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MATERIAL LEGEND

	ST-1 STONE VENEER MANUFACTURER : COLOR : CHARCOAL SQ.FT. :
	BR-1 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : BROWN / RED SQ.FT. :
	MP-1 FIBER CEMENT PANELS TYPE 1 MANUFACTURER : JAMES HARDIE COLOR : CHARCOAL SQ.FT. :
	MP-2 FIBER CEMENT PANELS TYPE 2 MANUFACTURER : JAMES HARDIE COLOR : LIGHT GREY SQ.FT. :
	FC-1 HORIZONTAL FIBER-CIMENT CLADDING MANUFACTURER : JAMES HARDIE COLOR : CEDAR SQ.FT. :
	MF-1 METALIC FLASHING MANUFACTURER : COLOR : CHARCOAL SQ.FT. :
	CW-1 GLASS CURTAIN WALL COLOR : CLEAR SQ.FT. :
	GR-1 GLASS RAILING COLOR : CLEAR



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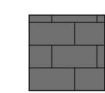
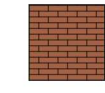
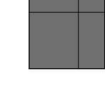





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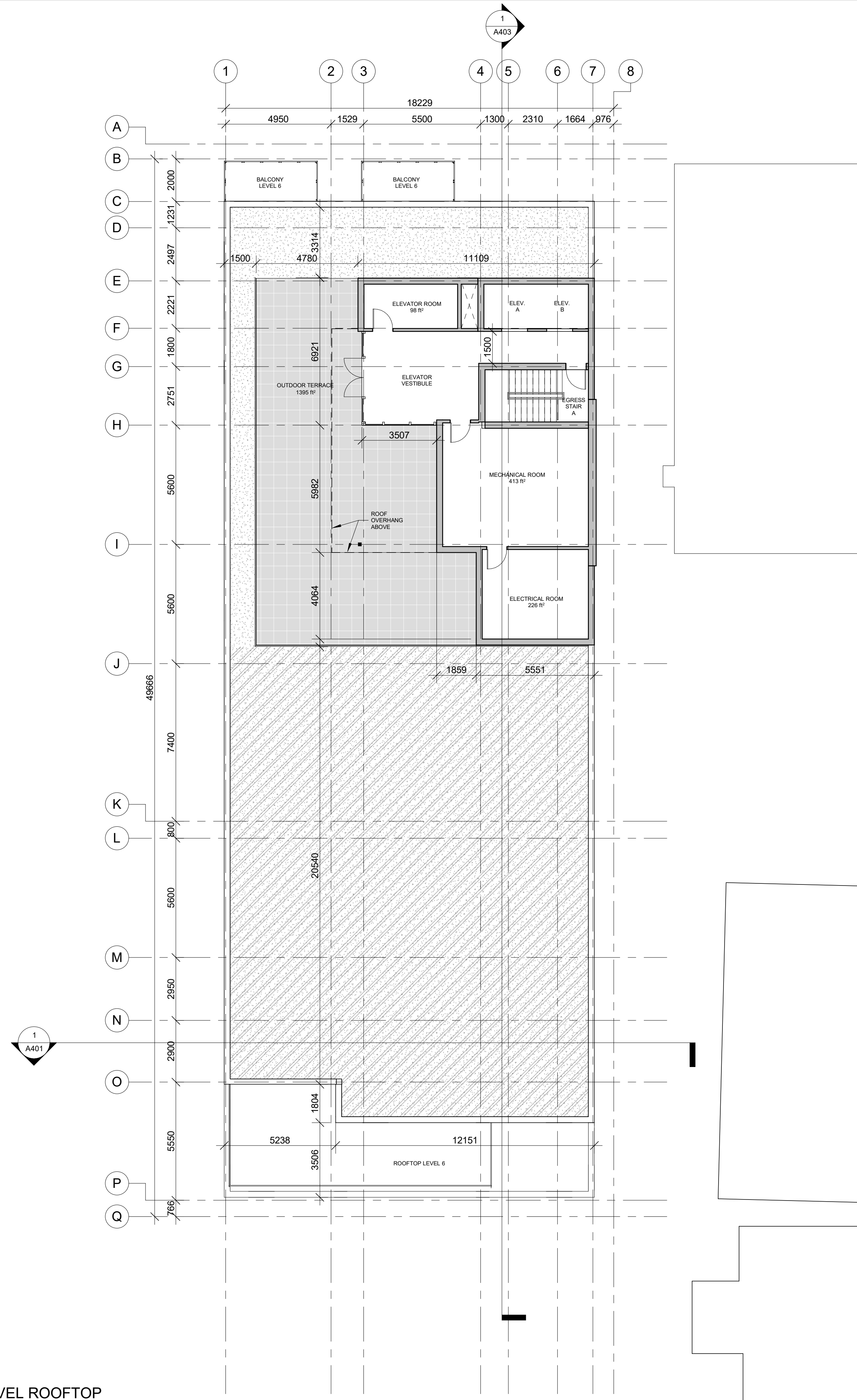
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11 x 17 SAFE ZONE



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ROOF COVERING LEGEND

	RF-1 2-PLY ROOF MEMBRANE SYSTEM WITH GRANULAR TOPPING MANUFACTURER : COLOR : SQ.FT. : 815 R²
	RF-2 CONCRETE PAVERS ON PEDESTAL SYSTEM MANUFACTURER : COLOR : SQ.FT. : 1393 R²
	WATER STORAGE AREA SQ.FT. : 3942 R²

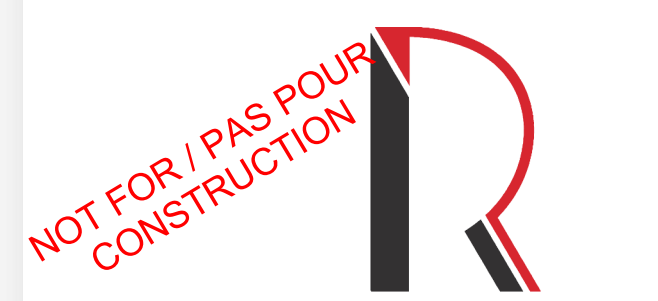
LEVEL STATISTICS

	SQ.FT	SQ.M.
GROSS FLOOR AREA (GFA)	1,558.0	144.7
PARKING AREA	0	0
LEASABLE AREA	0	0
AMENITY AREA	1,397 (ext)	129.8 (ext)
SERVICE AREA	866.0	80.5
SHAFTS / VOIDS		
RESIDENTIAL CIRCULATION	0	0
NON-RESIDENTIAL CIRCULATION	341.0	31.7
STAIRCASE	178.0	16.5
ELEVATOR	151.0	14.0

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03	2020-12-22	UDRP
02	2020-08-07	PRE-UDRP
01	2020-05-07	PRE-CONSULT
00	2020-04-03	FOR REVIEW

Revision	Date	Description
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CLIENT LOGO

20002
374 McArthur - Castle Heights
Residences

ROOF PLAN

1 FLOOR PLAN LEVEL ROOFTOP
1 : 125