NEUF

ARCHITECT(E)S

800 Montreal Road
SITE PLAN APPLICATION

120 Den Haag Drive.

Ottawa, Ontario, December 11th. 2020

PROJET 12263 / SOVIMA

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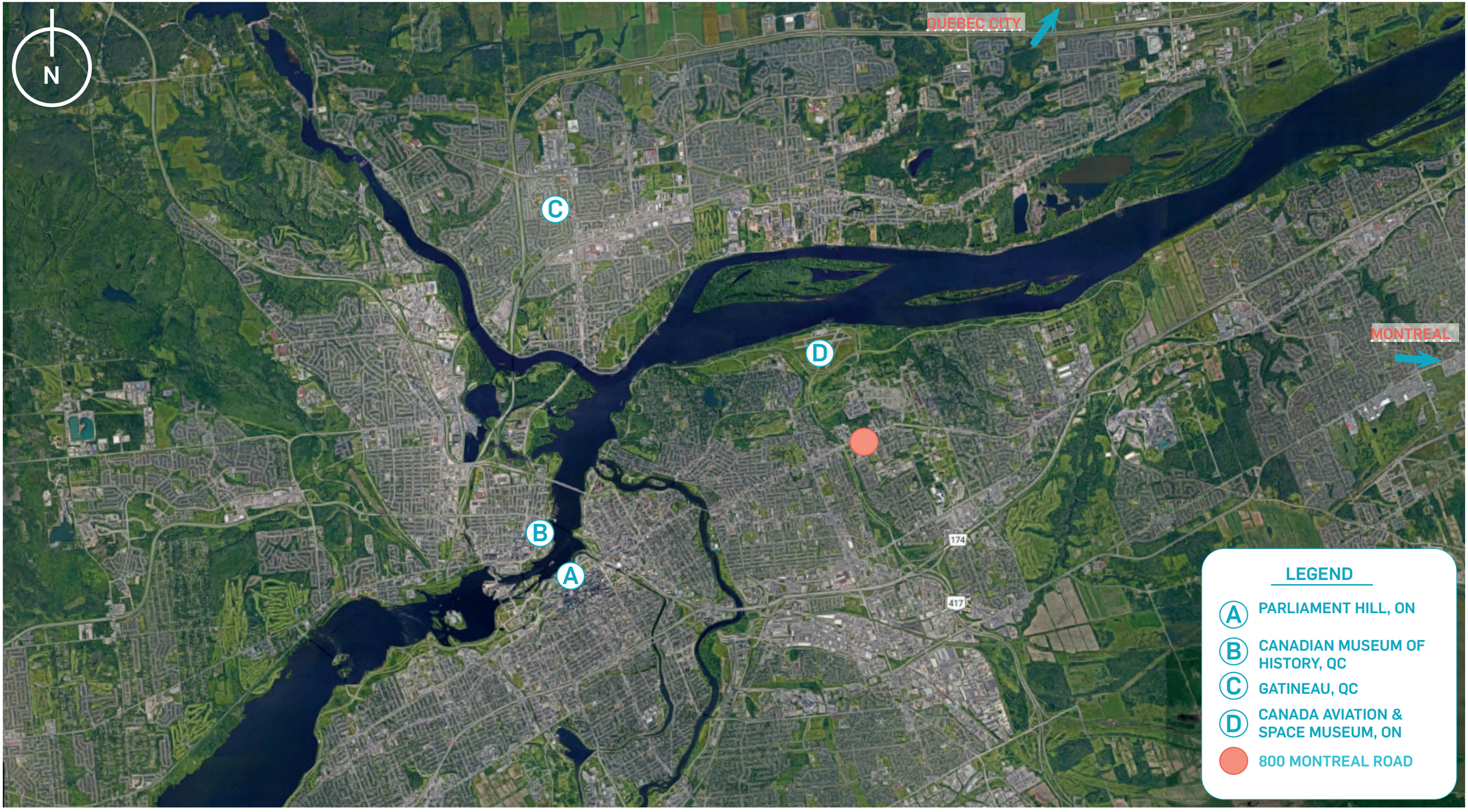
SITE



SITE LOCATION

SITE LOCATION

SITE LOCATION

PROJECT SITE

CITÉ PARKWAY RETIREMENT RESIDENCE

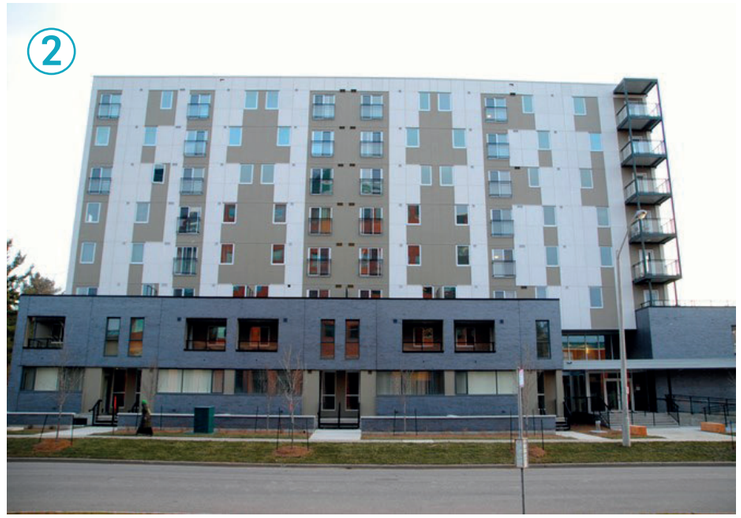
EXISTING TOWNHOUSES

CANADA MORTGAGE AND HOUSING

SITE PICTURES

140 DEN HAAG DRIVE

140 DEN HAAG DRIVE



140 DEN HAAG DRIVE

355 LEBOUTILLIER AVENUE

CITÉ PARKWAY RETIREMENT RESIDENCE

NEIGHBOUR PICTURES

Midcentury Modernist architecture / neo-Georgian architecture:
- The begining of the use of curtain walls
- Two ranks of multi-paned between thin stone belt courses of stone, are placed large over small.
- The bricks in the intervening bays are rusticated, to simulate masonry joints between blocks of stone.
- Asymmetrically placed entrance is the facade's only focal point.
- The oak doors with a transom light with dentil molding.

source: http://urbsite.blogspot.com/2009/08/pre-modernism-on-montreal-road.html

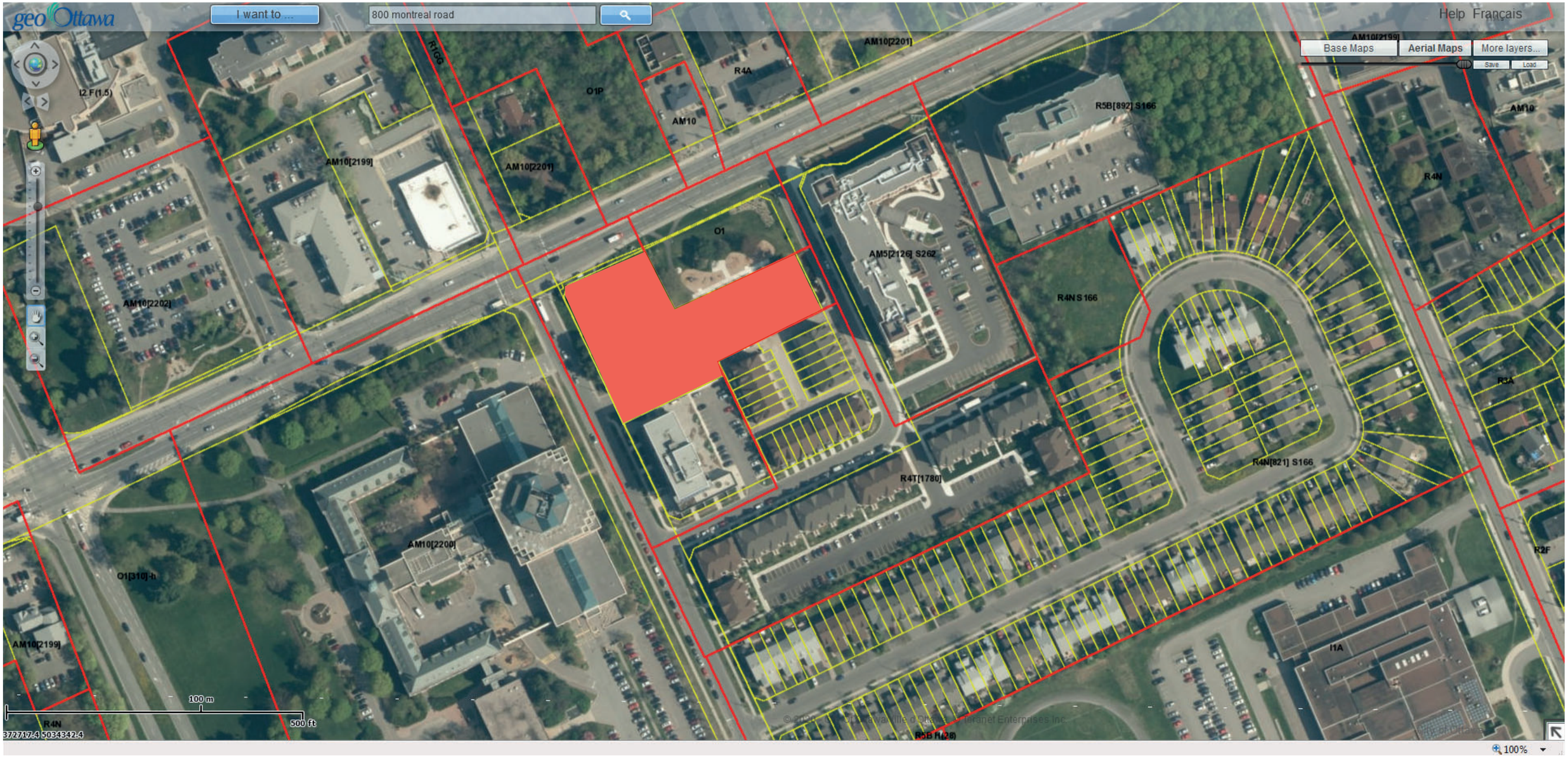
FORINTEK BUILDING - INSPIRATION (HISTORIC BUILDING)

02

ZONING FEASIBILITY STUDY AND PLANNING

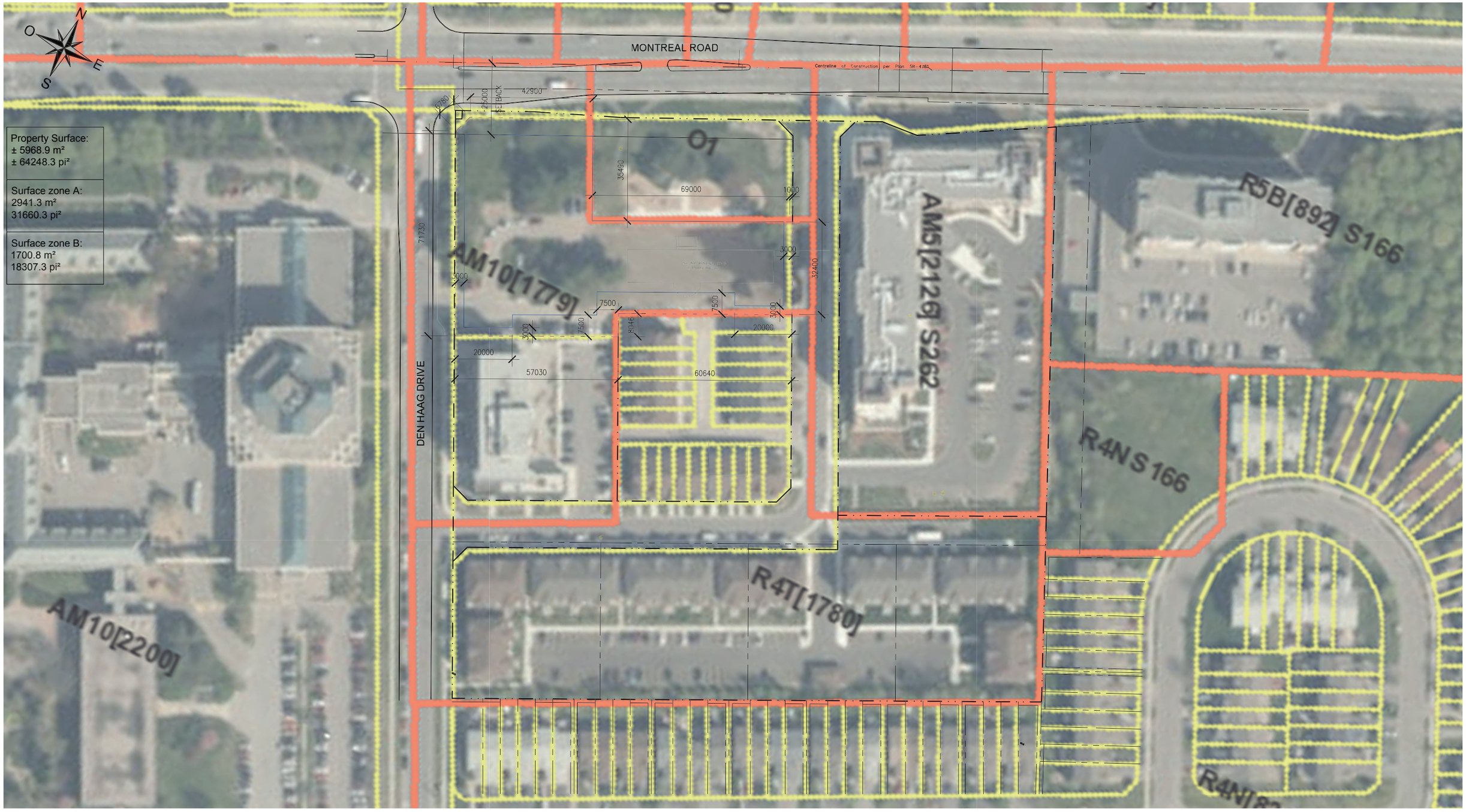
source: GEO OTTAWA

ZONING INFORMATION



source: GEO OTTAWA

ZONING INFORMATION



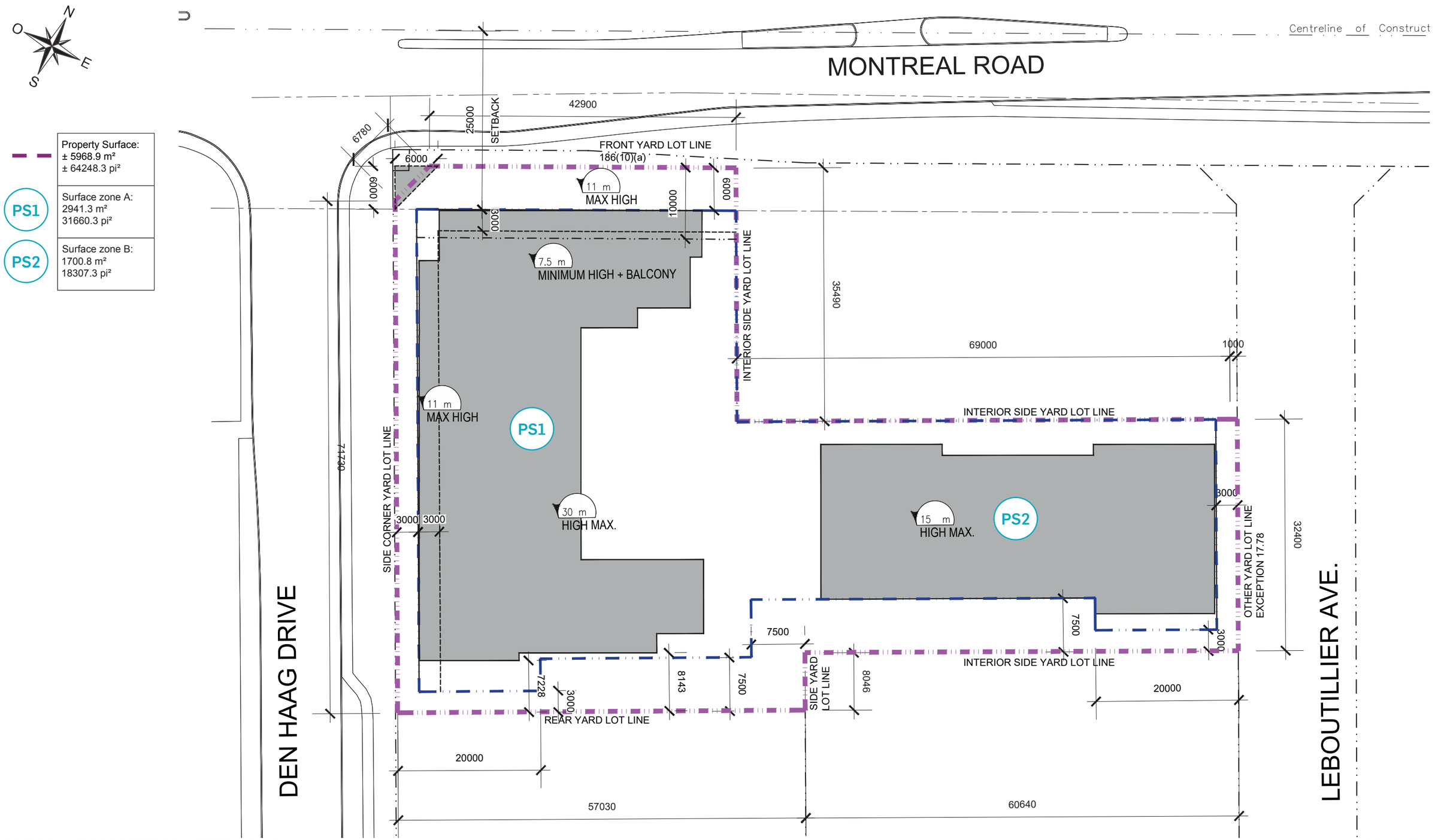
ZONING INFORMATION

SCALE 1:1250

GROUPE SOVIMA

NEUF ARCHITECT(E)S

SITE PLAN APPLICATION
12263 - 800 MONTREAL ROAD, Ottawa, Ontario 2020.12.11 13



ZONING INFORMATION - SETBACKS

SCALE 1:500

800 MONTREAL ROAD PHASE I				
120 DEN HAAG DRIVE				
Part 2 - PIN 04269-0137				
Bylaw 2008-250				
Zonning – AM10 (1779) - Area 'Y'				
	Required (By-law)			**Proposed**
Lot area (sq.m)	5966.43 sq.m (0.60 ha)			N/A
Phase 1 Lot area (sq.m)	N/A			3,933.21 sq.m
Gross floor area of the building (sq.m)	N/A			13300.47 sq.m
Ratio Max. (F.S.I.)	None (By-Law 2015-45)			4.07
Building Footprint. (sq.m)	N/A			1844.74 sq.m (46.9%)
Landscape Area Min. (sq.m)	15%			1522.32 sq.m (38.7%)
Asphalt/Concrete Area (sq.m)	566.15			566.15 sq.m (14.4%)
SETBACK (m)				
Minimum Front Yard Setback (m)	The minimum front yard setback for all buildings is 6 m At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4,5 metres of the frontage for a Residential use building			6 m Refer to Site Plan
Corner yard Setback (m)	Corner side yard setback for all buildings is 3 metres			3 m
Other yard Lot Line (m)	Other yard lot line, Exception '17.78' setback for all buildings is 3 metres			3 m
Minimum Interior Side yard Setback (m) when abutting Residential zoning	3 m to the first 20 m 7,5 m past the first 20 m			3 m to the first 20 m 7,5 m past the first 20 m
Minimum Interior Side yard Setback (m)	0 m			0 m
Minimum Rear Yard Setback (m)	3 m to the first 20 m 7,5 m past the first 20 m			3 m to the first 20 m 7,5 m past the first 20 m
Centerline Montreal Road	25 m			25 m
BUILDING				
High (m)	Zone A: 30 m			28.52 m
Others	The minimum building height required is 7,5 m, and must contain at least two storeys,			Refer to Design Drawings
Stories	No Limit			8
Ground Floor	50% glazing minimum If is a non-residential or mixed-use building, the ground floor minimum height of 4,5 m			<50% glazing 3,66 m proposed. Podium base provided at 6,86 m. Main entrance contains double height space.
Units	N/A			126
PARKING		Units or sq.m	Parking spaces	
Residential Dwelling, mid-high-rise Apartment	0,5 per dwelling unit*	114	57	63
Visitors	0 for the first 12 units	0	0	0
	max 30 visitor parking spaces	0	0	0
	Dwelling units in mixed use: 0,1 per dwelling unit	114	11.4	12
Barrier Free Parking Spaces Required	3 per 100	N/A	3	3
Office Space	1 per 100 m^2 of g.f. area***	274.06	3	0
TOTAL REQUIRED **			**71.40**	**78**
*(4)(b)where a residential use is located within a building of five or more storeys, no off-street motor vehicle parking is required to be provided under this section for the first twelve residential units;				
** (6)(c) Where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by Table 101 for that land use may be reduced by the **lesser** of: (i) 10 per cent of the requite, or 20 parking spaces				
*** Area Y: (4)(d)(iii) in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided. (By-law 2016-249)				
10 per cent of the required parking spaces; or				7.14
TOTAL PARKING REQUIRED				**64**
BIKES		Units or m^2	Parking spaces	
Residential Dwelling, mid-high-rise Apartment	0,5 per dwelling unit	126	63.00	**64**
Office Space	1 per 1,500 sq.m	274.06	1	**1**
TOTAL BICYCLE PARKING REQUIRED				**65.00**
WASTE/RECYCLING	Cubic Yard Per Unit	Total Cubic Yard Amount		Bin Supplied
Compacted Waste	0.053	**6.68**		3x 2 Yard Bins
Glass, Metal, Plastic	0.018	**2.27**		1x 3 EFL Yard Bins

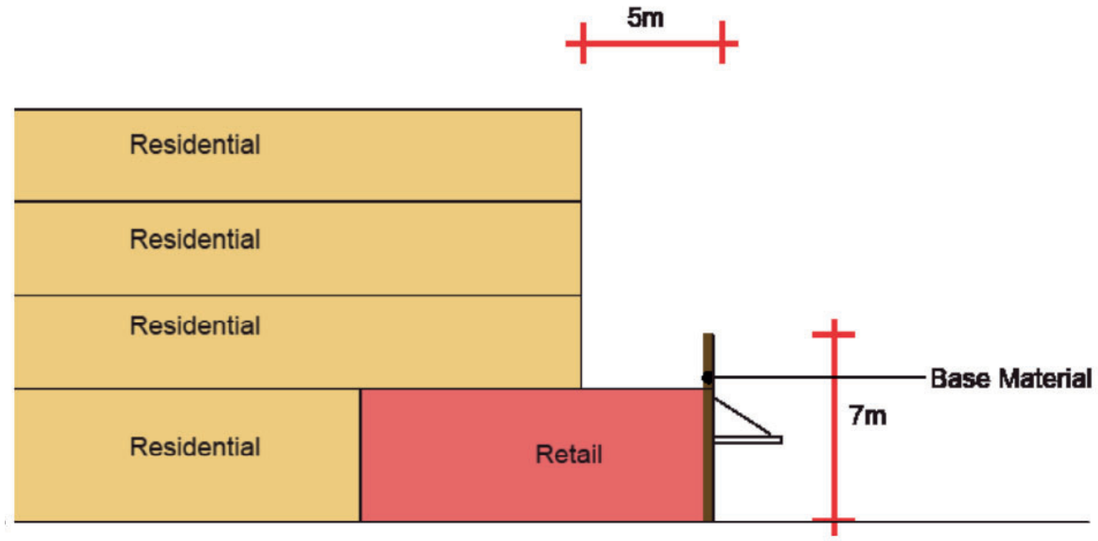
ZONING INFORMATION

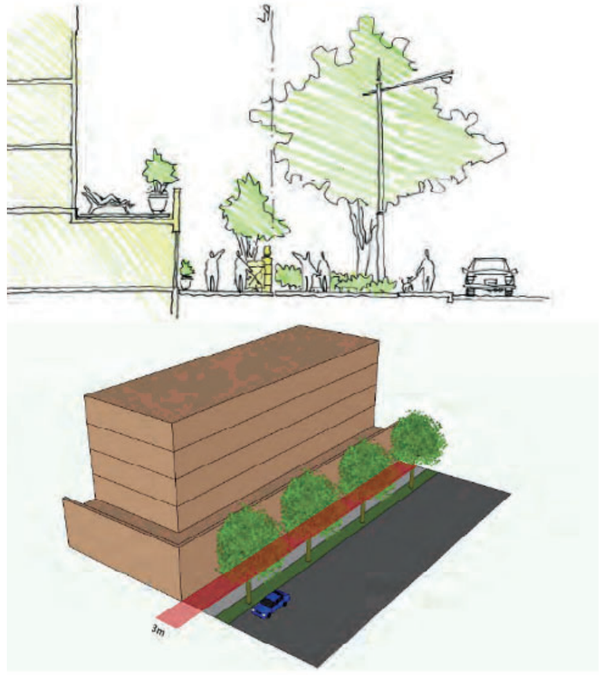
12263	800 MONTREAL ROAD	Projet Global / Overall Project	11/30/2020

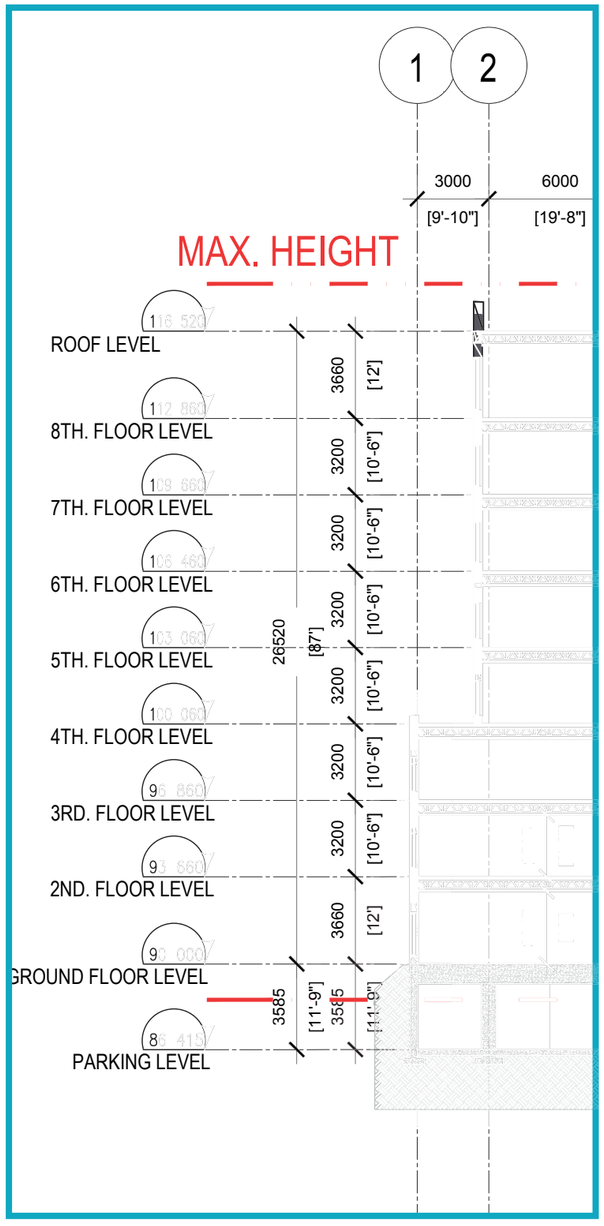
STATISTIQUES / *STATISTICS*	Aire brute par plancher (construction) / *Gross area per floor (construction)* m² / *m²*	Aire brute par plancher (construction) / *Gross area per floor (construction)* pi² / *ft²*	Espaces de stationnement / *Parking spaces*	Espaces d'entreposage de vélos / *Bicycle storage spaces*	Espaces de casier d'entreposage / Storage locker spaces	Aire Commercial / *Commercial Area* m² / *m²*	Aire Commercial / *Commercial Area* pi² / *ft²*	Aire Amenity / *Amenity Area* m² / *m²*	Aire Amenity / *Amenity Area* pi² / *ft²*	Aire non-vendable / *Non sellable area* m² / *m²*	Aire non-vendable / *Non sellable area* pi² / *ft²*	Aire résidentiel brute / *Gross residential area* m² / *m²*	Aire résidentiel brute / *Gross residential area* pi² / *ft²*
Mecanique / Mechanical	251.77	2,710	0.00	0.00	0.00	0.00	0	0.00	0	251.77	2,710	0.00	0
8e Étage / 8th Floor	1541.46	16,592	0.00	0.00	0.00	0.00	0	0.00	0	150.87	1,624	1390.59	14,968
7e Étage / 7th Floor	1550.75	16,692	0.00	0.00	0.00	0.00	0	0.00	0	150.87	1,624	1399.88	15,068
6e Étage / 6th Floor	1550.75	16,692	0.00	0.00	0.00	0.00	0	0.00	0	150.87	1,624	1399.88	15,068
5e Étage / 5th Floor	1550.75	16,692	0.00	0.00	0.00	0.00	0	0.00	0	150.87	1,624	1399.88	15,068
4e Étage / 4th Floor	1550.75	16,692	0.00	0.00	0.00	0.00	0	0.00	0	150.87	1,624	1399.88	15,068
3e Étage / 3rd Floor	1668.81	17,963	0.00	0.00	0.00	0.00	0	0.00	0	150.87	1,624	1517.94	16,339
2e Étage / 2nd Floor	1673.57	18,014	0.00	0.00	0.00	130.62	1406	28.05	302	186.19	2,004	1328.71	14,302
RDC / Ground Floor	1807.80	19,459	0.00	0.00	0.00	143.44	1544	178.65	1923	335.65	3,613	1150.06	12,379
Sous-Sol 1 / Basement 1	2850.45	30,682	78.00	65.00	7.00	0.00	0	0.00	0	0.00	0	2850.45	30,682
TOTAL D'ESPACES / TOTAL SPACES			78.00	65.00	7.00								
AIRE TOTAL D'ÉDIFICE (m²) / *TOTAL BUILDING AREA (m²)*	15,996.86	169,479				274.06	2,950	206.70	2225	1,427.06	15,361	13,837.27	148,943
AIRE TOTAL AU-DESSUS DU SOL (m²)/ *TOTAL AREA ABOVE GRADE (m²)*	13,146.41	138,797											
AIRE TOTAL SOUS LE SOL (m²) / *TOTAL AREA BELOW GRADE (m²)*	2,850.45	30,682											

TYPES D'UNITÉS / *UNIT TYPES*		Studio / *Bach.*	1 Chambre / *1 Bedroom*							1C + D/ *1B + D*				2 Chambres / *2 Bedrooms*										2C + D / *2 B + D*	3 C / *3 B*	PH / PH	UNITÉS TOTALES / *TOTAL UNITS*
Types / *Types*		B-1	1-1	1-2	1-3	1-4	1-5	1-6	1-7	1D-1	1D-2	1D-3	1D-4	2-1	2-2	2-3	2-4	2-5	2-6	2-7	2-8	2-9	2-10	2D-1	3-1	3D-2	
Aire Résidentielle Boma / Boma Residential Area	m² / m²	57.78	78.50	69.40	63.70	69.40	61.31	61.31	80.45	79.89	79.80	79.80	77.20	87.23	109.90	90.00	101.45	99.77	103.12	97.64	96.15	87.60	88.35	115.94	129.32	122.62	
	pi² / ft²	622	845	747	686	747	660	660	866	860	859	859	831	939	1183	969	1092	1074	1110	1051	1035	943	951	1248	1392	1320	
Aire Moyenne / Average Area	m² / m²	57.8	69.1							79.7				84.7										115.9	129.3	122.6	
	pi² / ft²	621.9	743.5							857.8				912.2										1248.0	1392.0	1319.9	
Aire de balcon/terrace / Balcony/ terrace area	m² / m²	5.57	0.00	0.00	0.00	0.00	9.31	9.31	6.95	8.27	8.27	8.27	0.00	9.47	7.80	10.68	0.00	0.00	10.50	11.45	14.28	5.01	7.89	27.59	8.98	15.98	
	pi² / ft²	60	0	0	0	0	100	100	75	89	89	89	0	102	84	115	0	0	113	123	154	54	85	297	97	172	
Mecanique / Mechanical		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8e Étage / 8th Floor		1	0	1	0	1	0	0	1	0	0	0	0	1	1	1	0	0	2	0	2	1	1	0	1	1	15
7e Étage / 7th Floor		1	0	1	0	1	0	0	1	0	0	0	0	1	1	1	0	0	2	1	2	1	0	0	1	1	15
6e Étage / 6th Floor		1	0	1	0	1	1	1	1	0	0	0	0	1	1	1	0	0	2	1	2	1	0	0	1	0	16
5e Étage / 5th Floor		1	0	1	0	1	1	1	1	0	0	0	0	1	1	1	0	0	2	1	2	1	0	0	1	0	16
4e Étage / 4th Floor		1	0	1	0	1	1	1	1	0	0	0	0	1	1	1	0	0	2	1	2	1	0	0	1	0	16
3e Étage / 3rd Floor		1	0	1	0	1	1	1	0	2	2	2	0	1	1	1	0	1	0	0	0	1	0	1	1	0	18
2e Étage / 2nd Floor		1	0	1	0	1	0	0	0	2	2	2	1	1	1	1	1	1	0	0	0	1	0	0	0	0	16
RDC / Ground Floor		1	0	1	0	1	0	0	0	2	2	2	0	1	1	1	0	1	0	0	0	1	0	0	0	0	14
Sous-Sol 1 / Basement 1		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL D'UNITÉS / *TOTAL UNITS*		8	0	8	0	8	4	4	5	6	6	6	1	8	8	8	1	3	10	4	10	8	1	1	6	2	
AIRE TOTAL D'UNITÉ PAR TYPE (m²) / *TOTAL UNIT AREA PER TYPE (m²)*	m² / m²	63.4	78.5	69.4	63.7	69.4	70.6	70.6	87.4	88.2	88.1	88.1	77.2	96.7	117.7	100.7	101.5	99.8	113.6	109.1	110.4	92.6	96.2	143.5	138.3	138.6	
	pi² / ft²	681.9	845.0	747.0	685.7	747.0	760.2	760.2	940.8	948.9	948.0	948.0	831.0	1040.9	1266.9	1083.7	1092.0	1073.9	1223.0	1174.2	1188.7	996.8	1035.9	1544.9	1488.6	1491.9	
TYPES D'UNITÉ TOTAL / *TOTAL UNIT TYPES*		8	29							19				61										1	6	2	126
TOTAL PAR TYPE / *TOTAL PER TYPE*		8	48							62															6	2	
% MIXTE DE TYPE D'UNITÉ / *UNIT TYPE MIX %*		6%	38%							49%															5%	2%	100%
AIRE D'AGEMENT REQUISE / *REQUIRED AMENITY AREA*		6m² / DWELLING UNIT.	756			Total Residential Balconey Amenity				936.67				Amenity Space Provided				206.70						TOTAL AMENITY AREA PROVIDED			1,143.37

BUILDING STATISTICS


5m
Residential
Residential
Residential
Retail
Base Material
7m


3m


1
2
3000
[9'-10"]
6000
[19'-8"]
MAX. HEIGHT
ROOF LEVEL
8TH. FLOOR LEVEL
7TH. FLOOR LEVEL
6TH. FLOOR LEVEL
5TH. FLOOR LEVEL
4TH. FLOOR LEVEL
3RD. FLOOR LEVEL
2ND. FLOOR LEVEL
GROUND FLOOR LEVEL
PARKING LEVEL
26520
[87']
3660
[12']
3200
[10'-6"]
3585
[11'-9"]

LIGHTSTEEL

03

URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS

Inspired from City's document approved by City Council May 24-2006

URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS

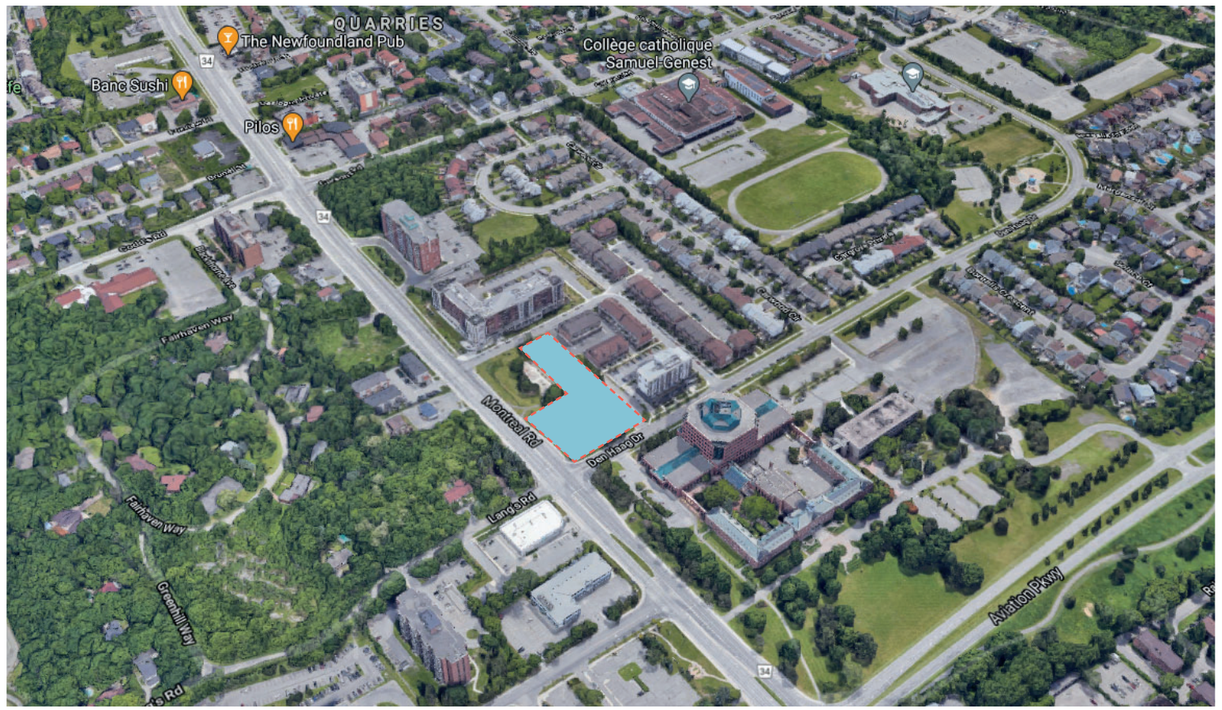
INSPIRED FROM CITY'S DOCUMENT APPROVED BY CITY COUNCIL MAY 24-2006

OBJECTIVES

- Foster compatible development – to contribute to – planned character of the streets
- Promote a comfortable pedestrian environment and – attractive streetscapes
- High-quality built form – establish a strong street edge
- Facilitate a gradual transition to more intensive forms of development on AM
- Accommodate – retail, services, commercial, office, institutional, and higher density res.
- Enhance connections that link development sites to public transit, roads and pedestrian walkways.

PROPOSAL FOR SITE PLAN APPROVAL

This application is to help facilitate a 2 phase development of an eight and four storey buildings with an interconnected underground parking. The first phase of development and the subject of the site plan approval is an eight storey mixed-use rental building with it's primary façade and building access directed towards Montreal Road. The proposed office-commercial space will be occupying the corner of the building at Montreal Road and Den Haag with the entrance located off Montreal Road. A single level of underground parking is proposed and the main entrance (located at the rear of the building) will provide parking access for both phases of the development. The entrance provided serves the underground parking level but also allows for garbage and goods delivery and pickup.

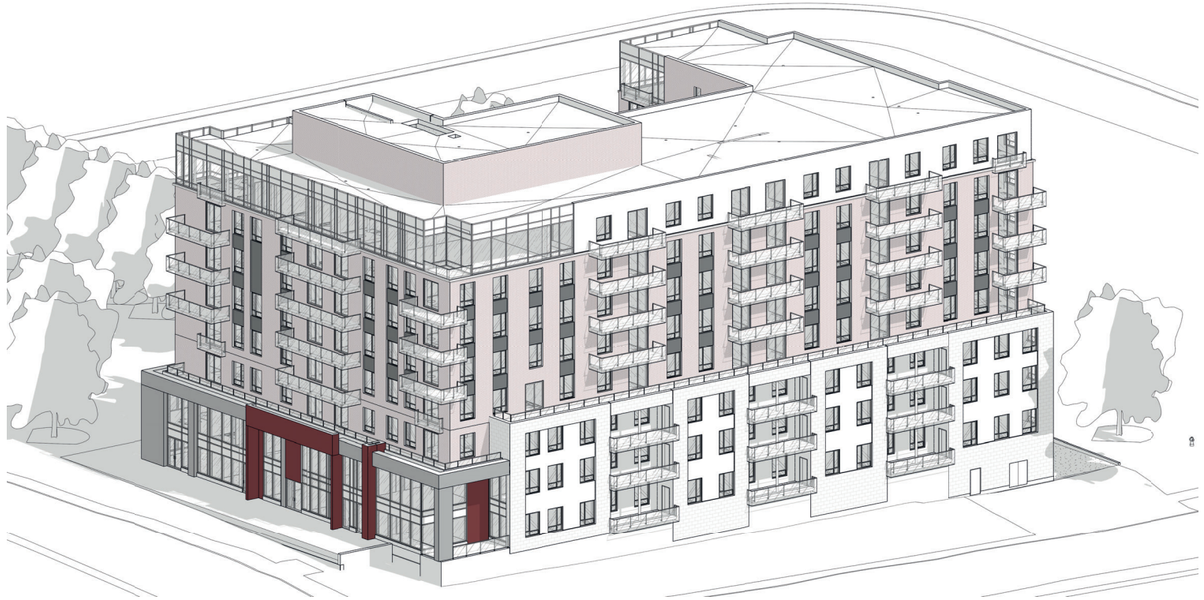


FIRE TRUCK ACCES

The building is located at a corner, allowing for fire trucks to park directly in front of the building at Montreal Road and Den Haag. The project will contemplate the installation of fire fighter connections (siamese) along Montreal Road and Den Haag in consequence.
At the same time, the Fire trucks will be able to enter the parking alley located at the back of the building, allowing combating the fire if located at the central portion of the development.
The annunciator panel will be located at the main vestibule of the building as common practices.

SURROUNDING CONTEXT

There are residential properties to the north, east, and south, with an office complex to the west of the subject site. Directly located east of the site is a public park.



DESIGN BRIEF

The proposed mixed-use building will include an office-commercial use and other common areas on the ground floor, plus, residential units throughout the remainder of the building. The building exterior will be composed of brick masonry, clear glass curtain walls and windows, metal paneling as accents and planters allowing vegetation to be part of the general perception of the building. The building footprint incorporates a central courtyard that integrates the development to the adjacent park and allows for an interesting dynamic building.

The façade along Montreal road is to be treated as the front of the building and will utilize glazing along its length as a way to provide transparency and connectivity to the street. As per the zoning bylaw the façade along the ground floor will be comprised of at least 50% glazing.

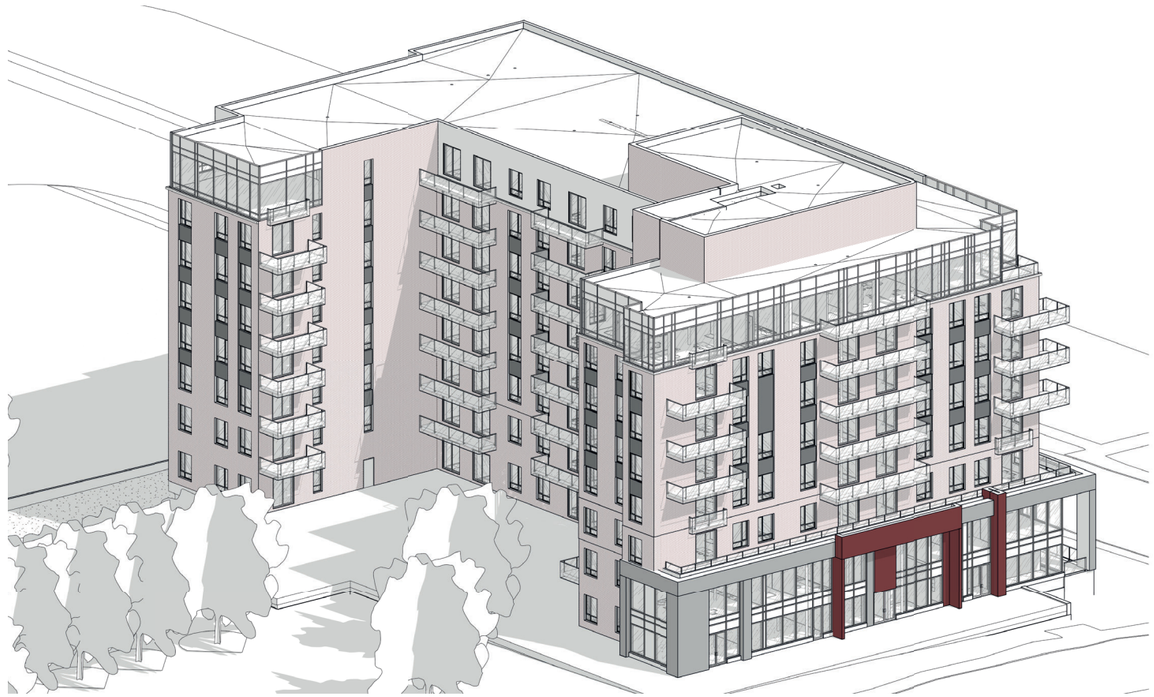
The building is situated on the site to maximize the potential of the grading changes across the site. We took into consideration the existing topography of the site and grading being the highest along Montreal road (to the North East corner) and the lowest at the adjacent to Den Haag Ave (South West corner) in a way to stablish the building focal points and work the architectural landscape of the site in consequence. The primary building entrance will be at grade with Montreal road, while the interior courtyard will be at grade with the existing public park.

As the grading lowers along Den Haag Ave. this allows for the development to provide at grade underground access at the south of the site (therefore minimizing the amount excavation required across the site and also responding to the geotechnical conditions of the area).

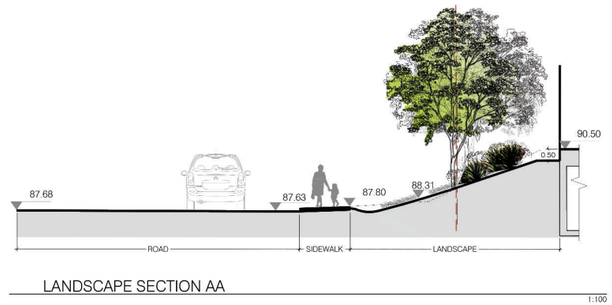
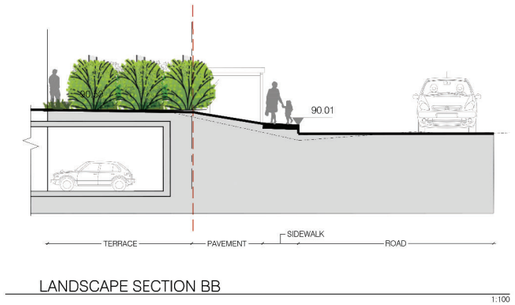
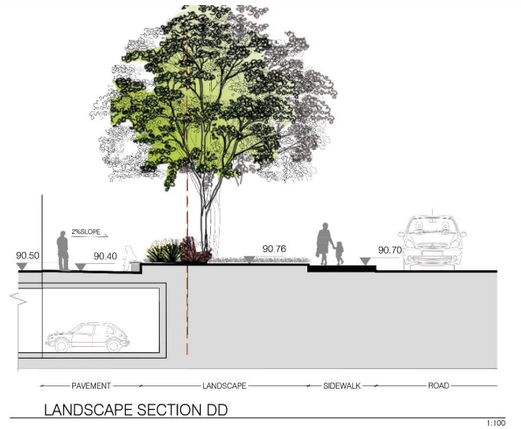
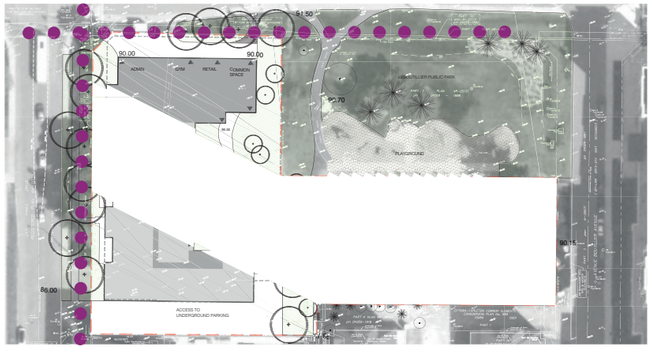
The proposed development have the buildings' mass towards the adjacent roadways allowing the interior of the site to be open adjacent to the existing municipal park. Opening the building in this way also allow for greater lighting and exterior space access for the residential units.

Residential unit types vary from studies to 2 bedrooms and are spread evenly across all floors of the building. The buildings amenity space will be located adjacent to the principal entrance along Montreal and consist of a gym and communal multi-purpose space having a dedicated amenity space outside (part of the building courtyard).

Bicycle parking will be provide within the underground parking which will be accessible at grade along Den Haag due to the grading level changes. Some Bicycle parking will be also accommodated in front of the main entrance of the building and adjacent to the park.



1 STREETSCAPE

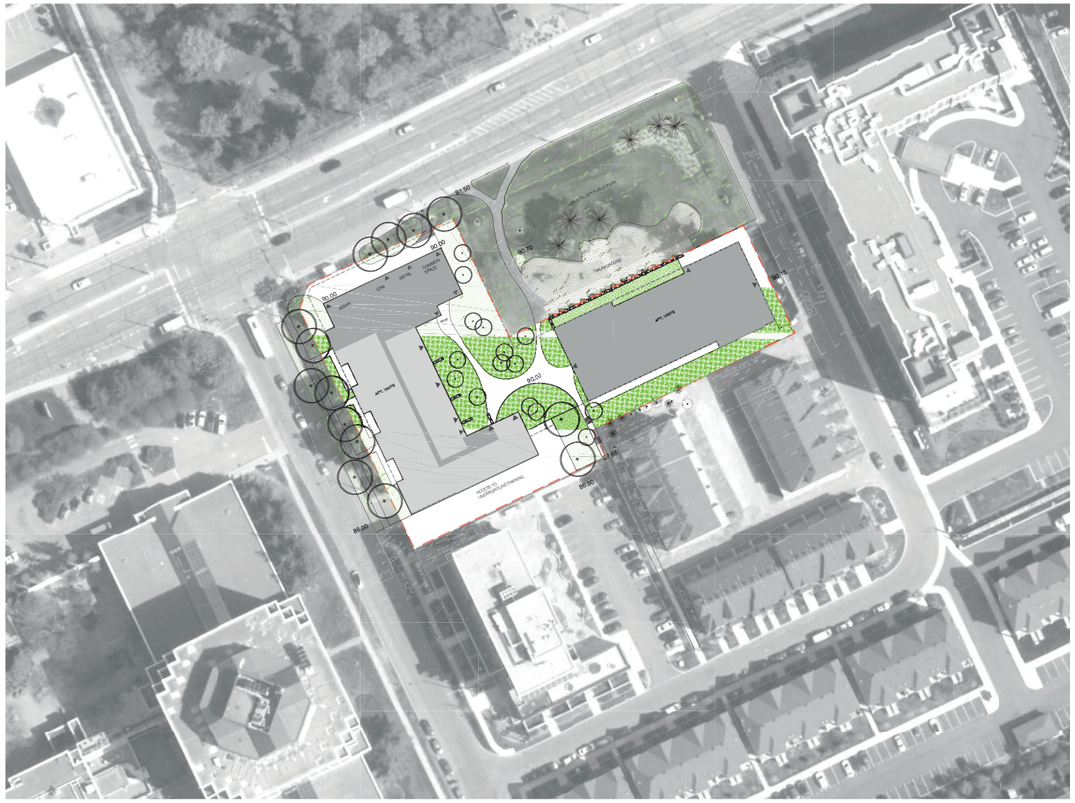
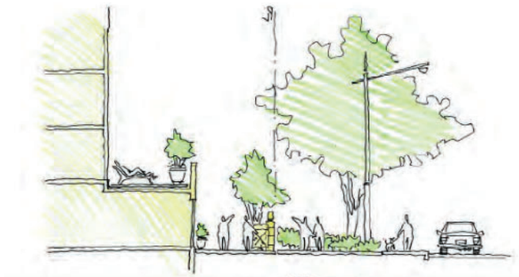
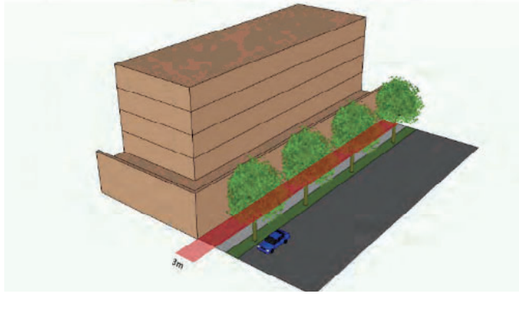
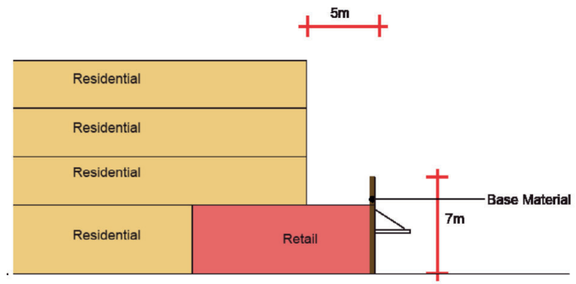
Comment	800 Montreal Road
Guideline 1	
1. Locate New Building along the public street edge.	The proximity of this development is defined by the minimum setback requires from the center of Montreal road along with the maximum property line setback requirements along Montreal and Den Haag.
	 LANDSCAPE SECTION AA 1:100  LANDSCAPE SECTION BB 1:100  LANDSCAPE SECTION DD 1:100
Guideline 2	
2. Provide or restore a 2.0 meter wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 meter wide planted boulevard and a 1.0 to 3.0 meter landscape area in the right-of-way.	Existing city concrete sidewalks will remain as part of the development. We are also proposing new sidewalks extending the urban fabrics and to tie into the existing park. We also included an open public plaza space in front of the building, while providing planting along the property edge.
Guideline 3	
3. Plant trees in the boulevard when it is 4.0 meters wide. If the boulevard is less than 4.0 meters wide, plant the trees in the landscape area to ensure healthy tree growth.	The proposed design contemplates an intermittent boulevard design with soft landscaping along Montreal Road and Den Haag drive. Trees will be located within planting beds parallel to the street. . 

1 STREETSCAPE

Comment	800 Montreal Road
Guideline 4	
4. Use buildings, landscaping and other streetscape elements to create continuous streetscapes.	The proposed building defines the street edge and maintains continuity of the existing pedestrian sidewalk along Montreal Road with direct accessible access leading to the public plaza adjacent to the ground floor primary and commercial entrances. Ramps and sloped walkways are limited. Proposed soft landscaping is to make up the difference with change of grade elevation allowing for a smooth transition back to the proposed development.

Guideline 5	
5. Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.	The proposed development will provide a street front, trees, benches, bicycle parking and public space between the existing sidewalk and building facade
Guideline 6	
6. Set new buildings 0 to 3.0 meters back from the front property line, and 0 to 3.0 meters back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.	This development is required to be 25m from centerline of Montreal as a Right-or way and 6m front-yard setback along Montreal Rd and a 3m side-yard setback along Den Haag. These setbacks allow for the a street edge to be maintained and enhanced with public hard-landscaping and soft-landscaping including trees to clearly define the street edge.

Comment	800 Montreal Road
Guideline 7	
7. Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities.	The Building development contemplated a continuity from existing neighbors and the existing play park. Building part of Phase 1 has 8 storeys and its adjacent building along Den Haag and Montreal Road, while phase 2 is a 4 storeys building responding the lower developments next to the property. Existing pedestrian pathways are taken into consideration. We are connecting to them and allowing the development to be part of the existing fabrics of the entire neighborhood. At the same time, the shape of the building has been carefully studied. A building base is proposed (first 2 and 3 floors) in order to respect the pedestrian scale. We also included as part of the design an upper set back providing for light and an interesting urban landscape. As a final point, our development generated “U” allows the interior courtyard to have a spatial and visual link to the existing park. This promotes the perception or a larger green area and connectivity to the nature part of this green block.
Guideline 8	
8. Provide Significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the streetscape	The development proposes an architectural feature at the corner of Montreal and Den Haag. We are carefully adjusting the façade to denote the corner element. At the same time, the landscape architecture allowed the corner to incorporate trees and other species as part of the corner treatment. Also, The development’s ‘U’ shape provides supplementary facades facing the adjacent park without overshadowing.

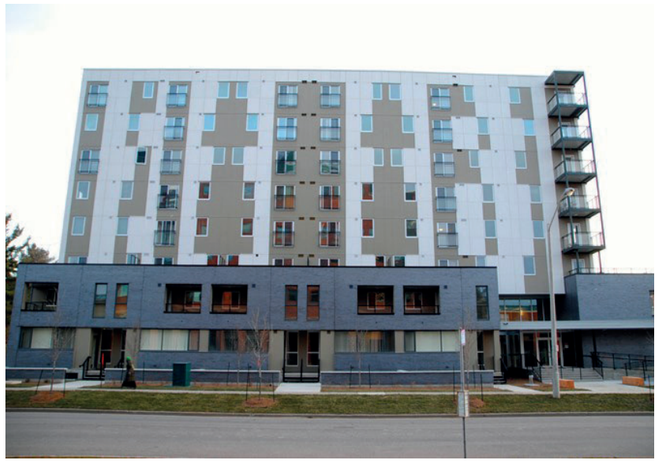
Comment	800 Montreal Road
	  
Guideline 9	
9. Design street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high).	Evolution of the design has Keep human scale into account along the existing and proposed pedestrian sidewalks while still providing a better street design.
Guideline 10	
10. Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets.	This 2 phase development was planned with the proposed buildings being treated separately but sharing a common u/g parking. By splitting the development the existing pathway, connecting the neighborhood to the park is maintained and celebrated promoting connectivity.

Comment	800 Montreal Road
Guideline 11	
11. Create intensified, mixed-use development; incorporate public amenities such as bus stops and transit shelters, at notes and gateways by concentrating height and mass at these locations.	There are public amenities surrounding this site. They were taken into account when generating the public areas within the property. Our development was designed in a way to incorporate them into the project as an extension of the public fabric.
Guideline 12	
12. Design the built form in relation to the adjacent properties to create coherent streetscapes.	The built form respects and reflect the adjacent properties, which vary between 7 and 10 stories. Phase 1 of the development being 8 stories and phase 2 to match the adjacent properties. Our design allows for the urban streetscape to be completed and coherent.

MONTREAL ROAD & DEN HAAG

Comment	800 Montreal Road
Guideline 13	
13. Ensure the buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.	The proposed building occupies the majority of the front lot while setting back from and respecting the existing park.
Guideline 14	
14. Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.	The proposed built form respects and reflect the adjacent properties. Phase 1 of the development, being 8 stories and responding to the adjacent properties (which vary from 7 to 10 floors) and, Phase 2, being 4 stories and responding to the adjacent properties (which vary from 3 to 4 floors). Our design allows for the urban streetscape to be completed and coherent.

Guideline 15	
15. Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.	The development proposed landscaping along the development's perimeter to prevent any blank walls faces. The proposed façades use a variety of materials to animate the elevations with the front façade along Montreal being mixtures of glazed and textured elements.
Guideline 16	
16. Design richly detailed building that creates visual interest, a sense of identity and a human scale along the public street.	Montreal road façade has material and volume articulations in order to reduce the impact of building mass. We are envisioning a 2 and 3-storey façade promoting and respecting the human scale. At the same time, The development carefully uses different material to articulate the volumes of the architecture

Comment	800 Montreal Road
	 
Guideline 17	
17. Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.	The proposed building contains an office-commercial space with direct access from the street. At the same time, the main entrance of the building was treated in a way to be apparent and clearly identifiable by the pedestrians (architectural treatment). In addition, we want to confirm that principal building access (with accessible access) directly off Montreal road and the public sidewalk is contemplated.
Guideline 18	
18. Use clear windows and doors to make pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies	Office-Commercial space, main entrance and other residential amenities are located along the public arterial main-street. Façades are designed using curtain wall clear glass systems from the ground floor up to the top of the 2nd floor and allowing for a clear visual and active elevation. At the same time, this generates interconnectivity to Montreal Road with a minimum of 60% glazing.

Comment	800 Montreal Road
Guideline 19	
19. Connect pedestrian walkway between adjacent properties in order to facilitate circulation between sites.	Our landscape proposal concept was based on the extension of the existing urban fabric. This development proposes in particular a North/South pedestrian access between Phase 1 and Phase 2 proposals. The pedestrian pathway will be completed during the 1st phase of development in order to allow for increased circulation though the site (in particular allows the community to have access to the park crossing the site).
Guideline 20	
20. Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.	The proposed principal residential, office-commercial entrance, along with the amenity exterior access are located along Montreal road with clear pedestrian accessibility from the existing city sidewalk. These entrances and site connection pathways are slopped to limit water and ice build-up while are also illuminated for pedestrian safety.
Guideline 21	
21. Provide unobstructed pedestrian walkway that are a minimum of 2m metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.	We implemented all the principles as part of our Architectural landscape proposal.
Guideline 22	
22. Provide weather protection at building entrances, close to transit stops and in place with pedestrian amenities.	This development will integrate water protection at main building entrance as well as canopies are going to be provided at the primary residential and commercial entrances.
Guideline 23	
23. Provide an unobstructed 2m wide sidewalk in public right-of-way, across private access driveways. Ensure little or no change in elevation.	Sidewalk crossing at the private access driveway will have depressed curbs to allow and smooth transition. Existing sidewalk is to follow existing grade of roadway and existing topography. During the construction, we will incorporate modifications to maintain or ameliorate the performance of the existing installations.
Guideline 24	
24. Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation	Site furnishing will be provided for the comfort of the building residences while providing clear paths of travel

4 VEHICLES & PARKING

Comment	800 Montreal Road
Guideline 25	
25. Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.	Phase 1 of this development is proposed to provide access to the underground parking for Phase 1 and Phase 2 buildings to limit the disruption and number of street accesses required and reducing the circulation on site.
Guideline 26	
26. Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.	Phase 1 of this development is proposed to provide access to the underground parking for Phase 1 and Phase 2 buildings at the same time and in order to limit the disruption and number of street accesses required and reducing the circulation on site.
Guideline 27	
27. Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the zoning by-law.	Limited surface parking is located at south of Phase 1 of the development (at the rear of phase 1 building and to be used for building office-commercial while residential and visitor parking space are to be located inside below grade).
Guideline 28	
28. Locate parking structures that serve multiple properties in the interior of the block as intensification occurs. Do not front the parking structure onto the mainstreet unless commercial facilities line the edges of the building and face the street. .	This development proposed using singular clear and simple parking access driveway located away from the arterial main-street to allow for clear identification and maximum separation from the controlled intersection.
Guideline 29	
29. Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross.	Our proposal avoids on surface parking areas. The interior parking level will include clear signalization and will provide clear pedestrian circulations.
Guideline 30	
30. Provide a consistent width of landscaping and pedestrian areas across the front of the site.	Existing pedestrian sidewalk is to remain while soft landscaping will be provided between the building and street. All sidewalk and pathways will reflect existing site conditions. As a second point, we are proposing an additional public area that is planned as an extension of the existing fabric.

Comment	800 Montreal Road
Guideline 31	
31. Use continuous landscaping to reinforce pedestrian walkways within parking areas.	Our parking level is interior. This strategy is not applicable in consequence.
Guideline 32	
32. Select trees, shrubs and other vegetation considering their tolerance to urban conditions. Give preference to native species of the region of equal suitability.	Trees, shrubs and vegetation will be selected from local species.
Guideline 33	
33. Plant trees away from the curb next to private property when the boulevard is narrower that 4m.	Our landscape concept includes this strategy as part of the proposed development.
Guideline 34	
34. Coordinate tree and street-light locations with above and below-grade utilities	Our landscape concept includes this strategy as part of the proposed development. We will coordinate with our Civil engineers and landscape architects during the specific design process.
Guideline 35	
35. Provide minimum 3m wide landscape area, which may include a solid wall or fence in addition to planting, at edges of sites adjacent to residential or institutional properties.	Our landscape concept includes this strategy as part of the proposed development. We will coordinate with our Civil engineers and landscape architects during the specific design proces
Guideline 36	
36. Provide a min. 3m wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.	Our landscape concept includes this strategy as part of the proposed development. We will coordinate with our Civil engineers and landscape architects during the specific design process.
Guideline 37	
37. Plant trees, shrubs and ground cover on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development.	Our landscape concept includes this strategy as part of the proposed development. We will coordinate with our Civil engineers and landscape architects during the specific design process.

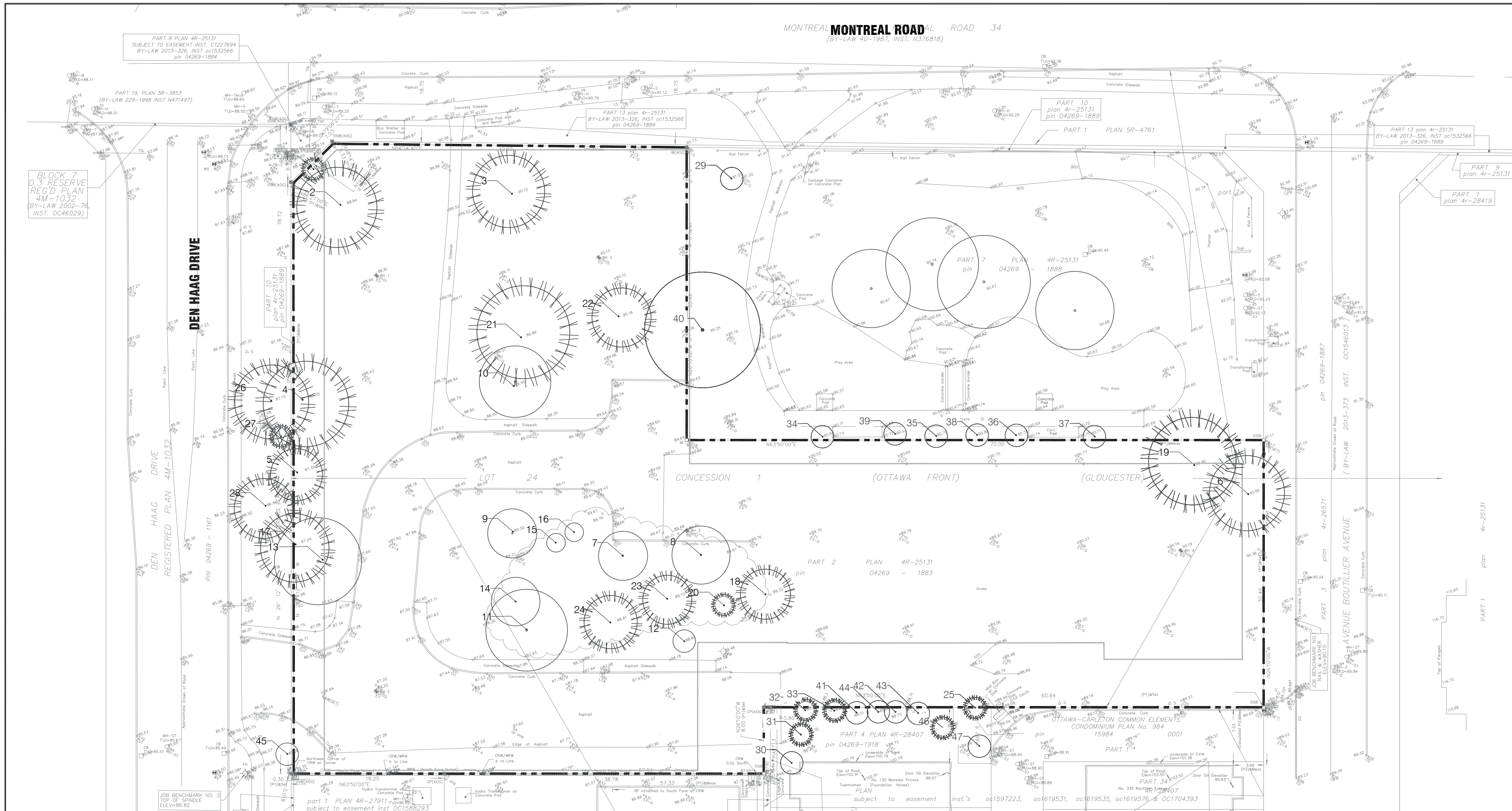
Comment	800 Montreal Road
Guideline 38	
38. Use green building technologies such as green roofs, drip irrigation, and other leadership in Energy and Environmental Design approaches.	The development proposes that the interior courtyard as a green roof with integrated watering to provide connecting to the existing public park.
Guideline 39	
39. Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces.	Our landscape concept includes this strategy as part of the proposed development. We will coordinate with our landscape architects during the specific design process.
Guideline 40	
40. Landscape area between the building and sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.	The open area between Den Haag Ave. and the proposed building will be used for planting, trees and a walkway. The proposal is to relocated the pedestrian walkway away from the street edge to present boulevard conditions in-line with the existing adjacent development on Den Haag Ave.
Guideline 41	
41. Provide a minimum 2.5m wide landscape area along the site's side and rear yards in order to provide screening and enhance environmental benefits.	3m to 7.5m setback is proposed along the length of phase 2. The proposed site design is to provide trees and low shrubs to provide screening from the adjacent residential development and the proposed development.
Guideline 42	
42. Plant street trees 7 to 10m apart along public streets and internal pedestrian walkways. Plant trees in a 4m boulevard, a minimum 2.5m away from the curb of the public street and 1.5m from the public sidewalk. Plant in permeable surfaces with a minimum of 10 square metres of soil area per tree.	Our landscape concept includes this strategy as part of the proposed development. We will coordinate with our landscape architects during the specific design process.

Comment	800 Montreal Road
Guideline 43	
43. Design buildings to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscapes design objectives.	This development proposes the storefront including architectural features to be used to provide planned signage.
Guideline 44	
44. Eliminate visual clutter.	
Guideline 45	
45. Design sign illumination to be task oriented and avoid glare/light spillover towards adjacent land uses.	Signage in the proposal will be carefully located and integrated into the architecture. The signage is proposed to be backlit to eliminate lighting spill over.
Guideline 46	
46. Locate and design ground-mounted and wall-mounted signs to complement the character and scale of the area and promote an active, pedestrian-friendly environment.	The proposed building signage location and size to coincide with the development proposed façade, coordinated with the architecture.
Guideline 47	
47. Allow for retailer identification where there are multiple buildings and uses on a site but avoid allowing individual corporate image, colour and signs to dominate wall space.	Signage in the proposal will be carefully located and integrated into the architecture.
Guideline 48	
48. Restrict temporary and portable signs. Prohibit billboards, revolving signs and roof signs on private property.	This development's building address and signage will be integrated into the architecture with no additional signage required.

Comment	800 Montreal Road
Guideline 49	
49. Share service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies.	All civil services for this development will be installed for during phase 1 of the development allowing to limit the required space and servicing required for the development.
Guideline 50	
50. Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.	Proposed building will contain a mechanical penthouse for building utilities machinery and requirements. Underground parking will provide storage and staging for building waste pickup. No exterior garbage bin enclosure will be required.
Guideline 51	
51. Design Lighting so that there is no glare or light spilling onto surrounding uses.	Lighting will be carefully design and ‘Dark Sky’ guidelines will be applied
Guideline 52	
52. Provide Lighting that is appropriate to the street character and main street ground floor use with focus on pedestrian areas.	Along the development’s façades, courtyards and pathways, the hard landscape surfaces will be illuminated to provide the safety of the residence and visitors.
Guideline 53	
53. Design Secondary doors to blend in with building façade.	Exit doors will follow the language and design of the building allowing the opening to be part of the building façade.

04

LANDSCAPE



LEGEND

PROPERTY LINE

EXISTING CONIFEROUS TREE

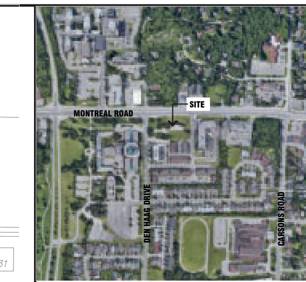
EXISTING DECIDUOUS TREE

GRAPHIC SCALE 1:250

0 1 2 3 4 5 10 m

TREES WITHIN PROPERTY LINE			
NO.	TREE SPECIES	DBH (cm)	CONDITION
1	Austrian Pine	36	Fair
2	Austrian Pine	44	Fair
3	Austrian Pine	53	Fair
4	Austrian Pine	33	Fair
5	Austrian Pine	42	Good
6	Austrian Pine	55	Good
7	Crab Apple	20/20/15/11	Fair
8	Crab Apple	27/ 22	Fair
9	Crab Apple	25	Poor
10	Crab Apple	24/17/16/13	Poor
11	Manitoba Maple	23/ 27	Poor
12	Red Maple	57	Good
13	Sugar Maple	63	Good
14	Sugar Maple	10	Good
15	Sugar Maple	8	Fair
16	Sugar Maple	8	Good
17	Scots Pine	40	Good
18	White Pine	34	Fair
19	White Pine	60	Good
20	White Pine	33	Good
21	White Pine	61	Good
22	White Pine	55	Good
23	White Pine	35	Good
24	White Pine	40	Good
25	White spruce	5	Fair

TREES ON ADJACENT PROPERTY			
NO.	TREE SPECIES	DBH (cm)	CONDITION
26	Austrian Pine	36	Good
27	Austrian Pine	42	Fair
28	Austrian Pine	40	Fair
29	Basswood	9	Good
30	Callery Pear	4	Fair
31	Colorado Blue Spruce	5	Fair
32	Colorado Blue Spruce	5	Fair
33	Colorado Blue Spruce	5	Fair
34	Hackberry	5	Good
35	Hackberry	5	Fair
36	Hackberry	5	Good
37	Hackberry	5	Good
38	Hackberry	5	Good
39	Hackberry	5	Good
40	Red Oak	94	Good
41	Tree Lilac	5	Fair
42	Tree Lilac	5	Fair
43	Tree Lilac	5	Fair
44	Tree Lilac	5	Fair
45	Tree Lilac	8	Good
46	White spruce	5	Fair
47	White spruce	5	Fair



KEY MAP, NTS

TREE PRESERVATION, PROTECTION & REMOVAL NOTES

1. All existing trees to remain shall be protected from damage during construction by maintaining a protection fence at the critical root zone of the tree or group of trees .-CRZ: diameter of trunk in cm multiplied by 10cm.
2. Storage of materials and/or equipment is prohibited within the drip line of all existing trees to remain.
3. Contractor must comply with the Migratory Birds Convention Act (MBCA), 1994 and Regulations
4. Trees noted for removal must be cut outside of birdnesting season.
5. Bird nesting season: April 1st until August 31st

TREE TABLE SUMMARY

1.1 Total Number of Trees: 47
1.2 # of Trees to Remain: 19
1.3 # of Trees to be Removed: 28

NO.	DATE	DESCRIPTION
1	2020/07/13	ISSUED FOR REVIEW

SEAL:

NORTH:

CONSULTANT:

LASHLEY +ASSOCIÉS

606-5445 AVENUE DE GASPÉ
MONTRÉAL, QC H2T 3B2
T (514) 274 2555
F (613) 233 4051

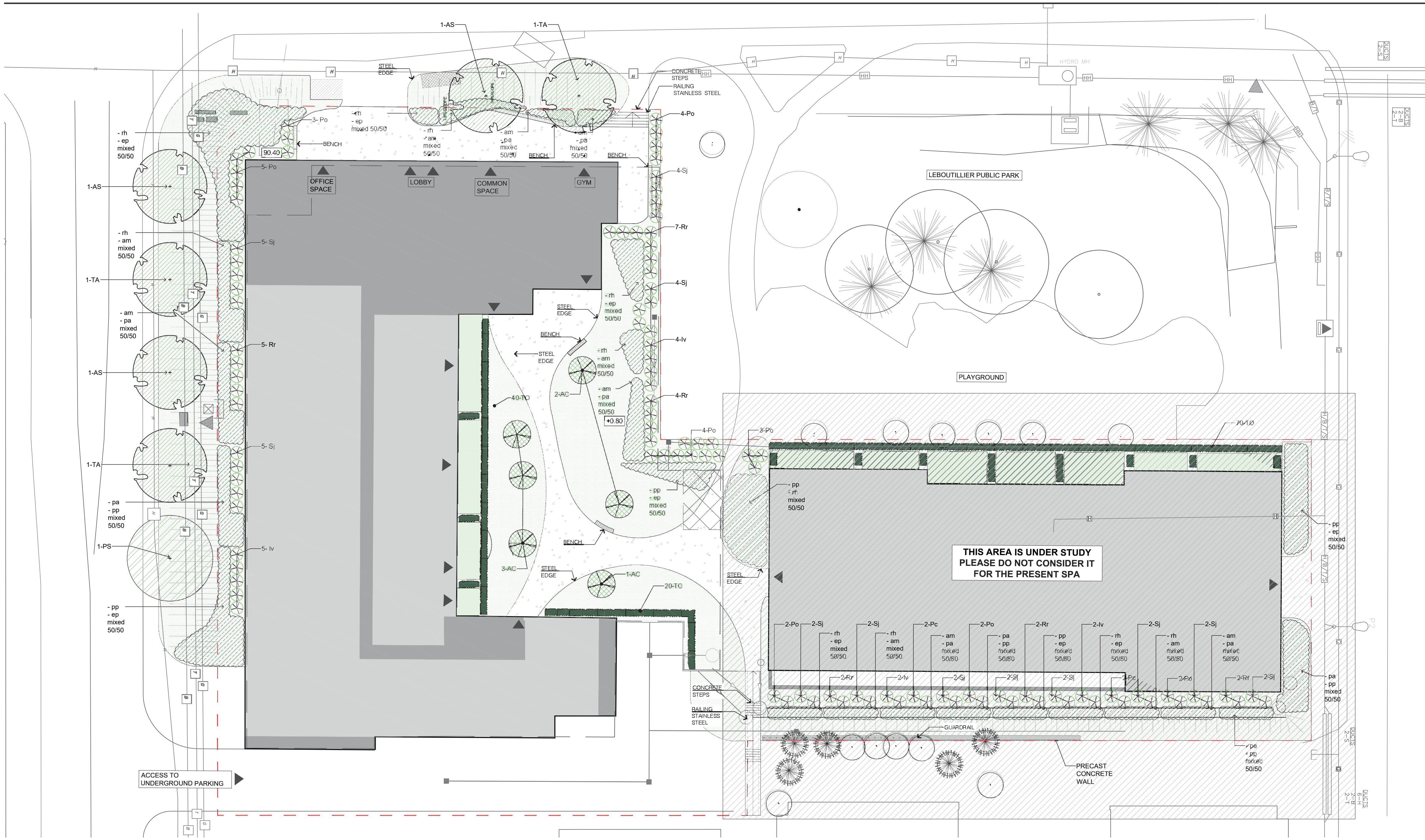
PROJECT:

800 MONTREAL ROAD
OTTAWA, ONTARIO

DRAWING TITLE:

PRE-DEVELOPMENT
EXISTING VEGETATION MAP

DATE: 2020/07/13
SCALE: 1:250
DRAWN BY: EB
LA PROJECT NO. M20015-1
DRAWING NO.: **LO-TP1**



1 L1 LANDSCAPE PLAN

1:200

LEGEND

EXISTING

	EXISTING ELECTRIC UTILITY		PROPERTY LINE	🟩	SOD		HANDRAIL
	POST AND CABLE UTILITY		PARKING STRUCTURE	🟩	GREEN SPACE (PRIVATE YARD)		GUARDRAIL
▨	EXISTING BUS STOP		WOOD PRIVACY FENCE		CONCRETE		SLOPE
▼	BUILDINGS ENTRANCE		EXISTING DECIDUOUS TREE		BENCH WIDTH 400MM HEIGHT 500MM		UTILITIES BY OTHERS
▨	EXISTING BENCH		EXISTING CONIFEROUS TREE		PRECAST CONCRETE WALL WIDTH 500MM HEIGHT 50-1500MM		WATER METER AREA BY OTHERS

TREES

- PROPOSED DECIDUOUS TREE
- PROPOSED EVERGREEN TREE
- PROPOSED MULTISTEAM TREE

SHRUBS/ PERENNIALS

- PROPOSED SHRUBS
- EVERGREEN HEDGE

PLANT LIST (SPA)

DECIDUOUS TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
AS	3	*Acer saccharium*	Silver Maple	60mm	WB
AC	6	Amelanchier canadensis	Serviceberry	50mm	WB, multisteam
TA	3	*Tilia americana*	American basswood	60mm	WB

EVERGREEN TREES

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
PS	1	*Pinus strobus*	Eastern white pine	2mt HT	WB
TO	130	*Thuja occidentalis*	American arborvitae	1.5mt HT	-

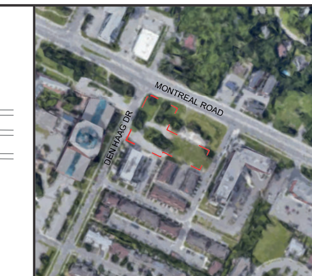
SHRUBS

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
Iv	13	*Ilex verticillata*	Winterberry	1gal	-
Pc	4	*Phyladelphus coronarius*	Mock Orange	2gal	-
Po	30	*Physocarpus opulifolius*	Common Ninebark	1gal	-
Rr	22	*Rosa rugosa 'Alba'*	Rugosa rose	2gal	-
Sj	34	*Spirea japonica 'Albiflora'*	Bridal Wreath	1gal	-

PERENNIALS

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COMMENTS
am	156	*Achillea millefolium*	Common Yarrow	1gal	-
ep	302	*Echinacea purpurea*	Purple Coneflower	1gal	-
pa	185	*Perovskia atriplicifolia*	Russian Sage	1gal	-
pp	290	*Phlox paniculata*	Garden Phlox	1gal	-
rh	300	*Rudbeckia hirta*	Black-eyed Susan	1gal	-

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



KEY MAP - NTS

GENERAL NOTES

1. ALL GENERAL SITE INFORMATION AND CONDITIONS COMPILED FROM EXISTING PLANS, SURVEYS, AERIAL PHOTOS, AND CONSULTANT'S FIELD NOTES.
2. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERING AND RELATED DRAWINGS AND DOCUMENTS.
3. REFER TO ENGINEERING DRAWINGS FOR GRADING AND SERVICING LAYOUTS.
4. THE LOCATION OF THE TREES SHOWN ON THIS PLAN IS APPROXIMATE AND SHALL NOT BE SCALED FROM THIS DRAWING. THIS PLAN MUST BE READ IN CONJUNCTION WITH THE APPROVED COMPOSITE UTILITY PLAN AND THE RESTRICTIONS LISTED BELOW IN ORDER TO SITE EACH INDIVIDUAL TREE.
5. DO NOT SCALE THIS DRAWING.
6. REPORT ANY DISCREPANCIES PRIOR TO COMMENCING WORK. NO RESPONSIBILITY IS BORNE BY THE CONSULTANT FOR UNKNOWN SUBSURFACE CONDITIONS.
13. THE INSTALLER SHALL ENSURE THAT ALL UTILITY LOCATES ARE OBTAINED PRIOR TO ANY EXCAVATION FOR LANDSCAPING.
18. INDIVIDUAL UTILITY CO. MUST BE CONTACTED FOR CONFIRMATION OF UTILITY EXISTENCE AND LOCATION PRIOR TO DIGGING.
19. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY ERRORS AND/OR OMISSIONS TO THE CONSULTANT.
20. REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE CONSULTANT, INCLUDING AREAS BEYOND THE PROPERTY LINE.
21. DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY LANDSCAPE ARCHITECT AS ISSUED FOR CONSTRUCTION.
22. THE ACCURACY OF THE POSITION OF UTILITIES IS NOT GUARANTEED.
23. THIS DRAWING IS AN INSTRUMENT OF SERVICE AND REQUIRES THE PERMISSION OF THE LANDSCAPE ARCHITECT FOR USE. COPYRIGHT IS RESERVED BY LASHLEY + ASSOCIATES CORPORATION.

NO.	DATE	DESCRIPTION
01	2020/12/02	SITE PLAN SUBMISSION

SEAL:

NORTH:

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ST-BRUNO DE MONTARVILLE (QUEBEC) J3V 0B3
T 450.676.4476 SOVIMAHABITATIONS.COM

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LANDSCAPE ARCHITECTURE AND SITE ENGINEERING
202-950 GLADSTONE AVENUE OTTAWA, ON K1Y 3E6
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W LashleyLA.com
E Mail@LashleyLA.com

PROJECT:
800 MONTREAL ROAD RESIDENCE
MONTREAL ROAD
OTTAWA, ONTARIO

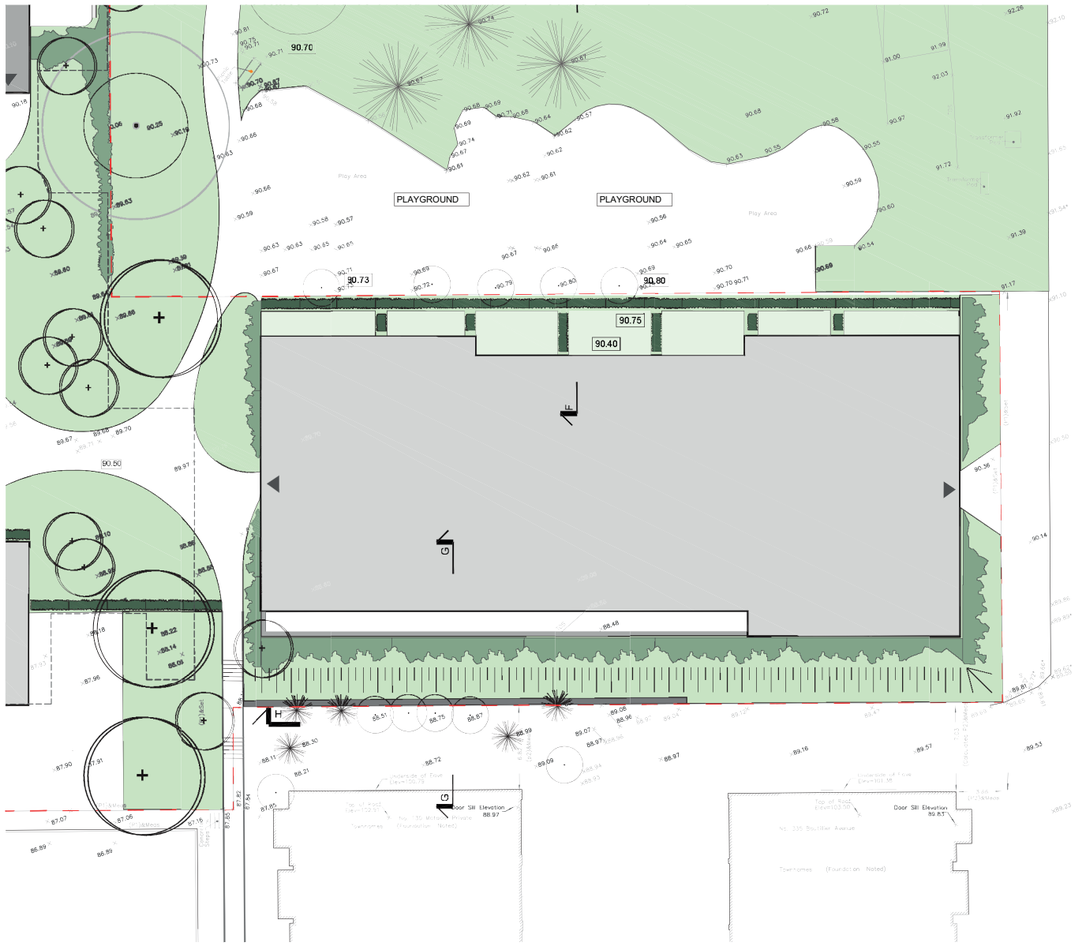
DRAWING TITLE:
LANDSCAPE PLAN

DATE: 2020/12/02
SCALE: As Shown
DRAWN BY: AM
LA PROJECT NO. M20015-1
DRAWING NO.: **L1-SPA**

GROUPE SOVIMA

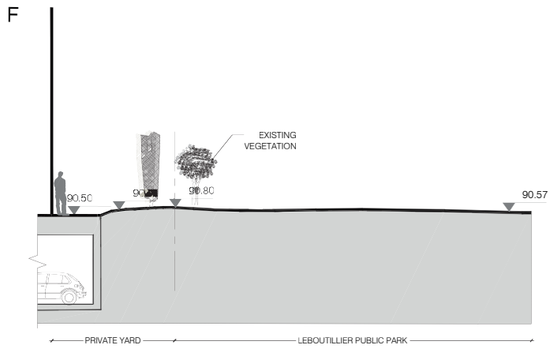
NEUF ARCHITECT(E)S

LASHLEY+ASSOCIATES
LANDSCAPE ARCHITECTURE AND SITE ENGINEERING



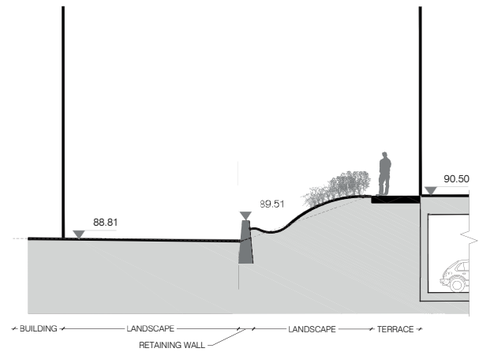
DETAIL AREA B PLAN VIEW

1:200



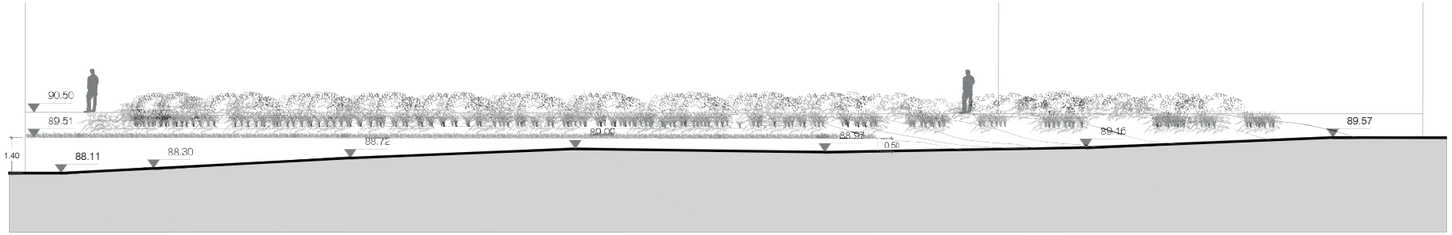
LANDSCAPE SECTION FF

1:100



LANDSCAPE SECTION GG

1:100



LANDSCAPE SECTION

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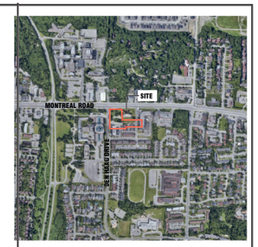


NO.	DATE	DESCRIPTION
1	2020/11/13	SPA DRAFT SUBMISSION

SEAL:

NORTH:

CLIENT:

GROUPE SOVIMA

CONSULTANT:

LASHLEY+ASSOCIATES

606-5445 AVENUE DE GASPÉ
MONTREAL, QC H2T 3B2
T (514) 274 2555
F (613) 233 4051

PROJECT:

800 MONTREAL ROAD
OTTAWA, ONTARIO

DRAWING TITLE:

DETAIL AREA B

DATE: 2020/11/13

DRAWING NO.: 3

SCALE:

05

RENDERINGS

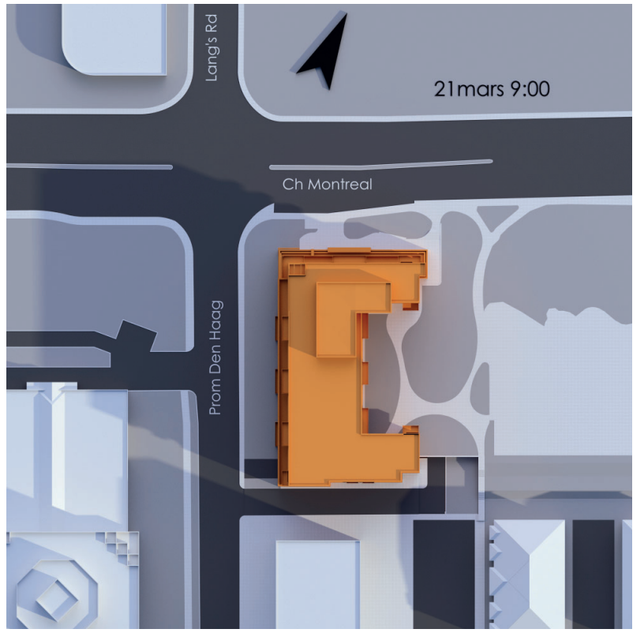
RENDERING (CORNER MONTREAL ROAD AND DEN HAAG)

RENDERING (FROM LEBOUTILLIER PARK)

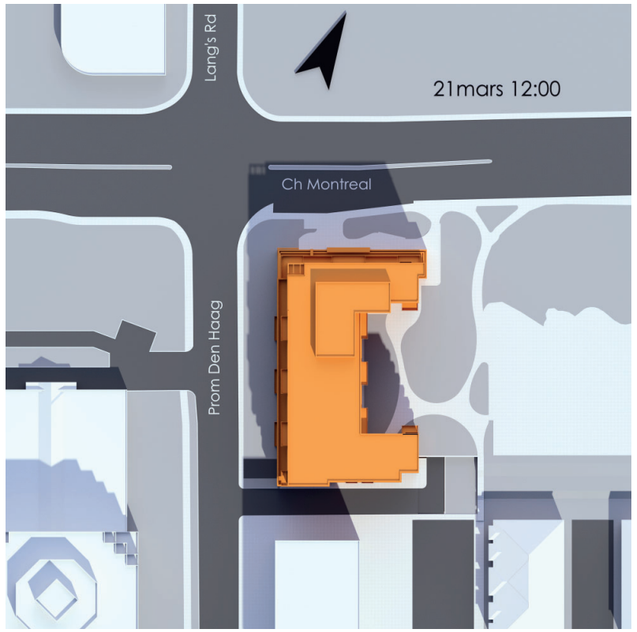
AERIAL VIEW

06

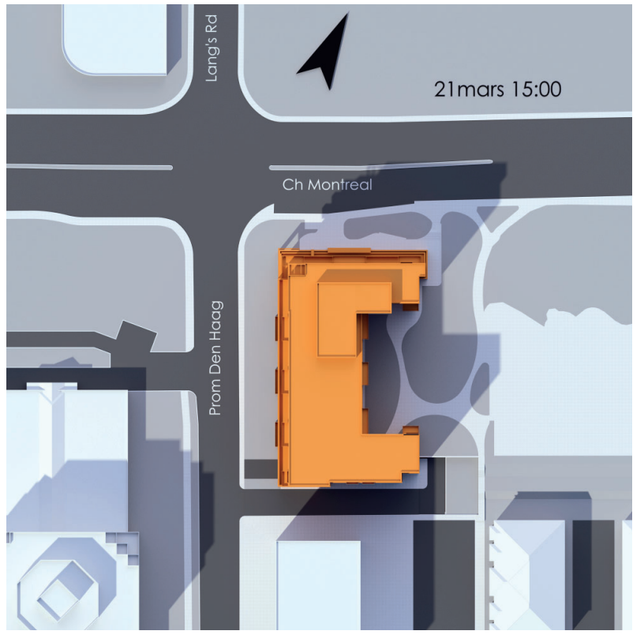
SHADOW STUDY



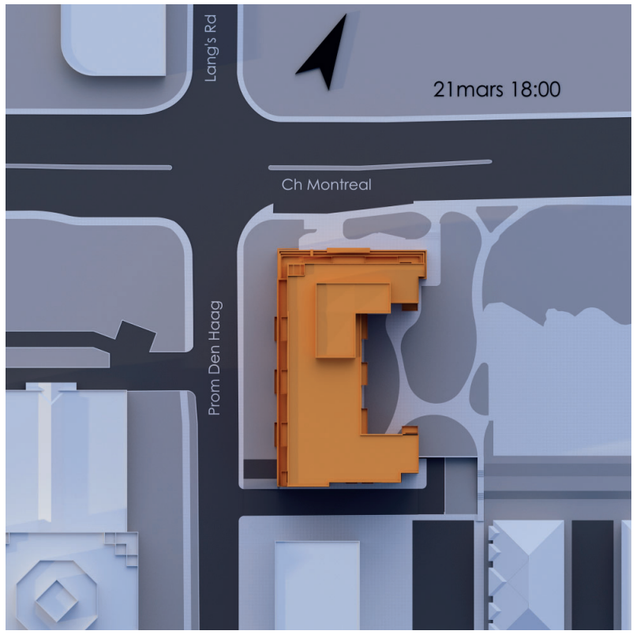
MARCH 21 9:00



MARCH 21 12:00

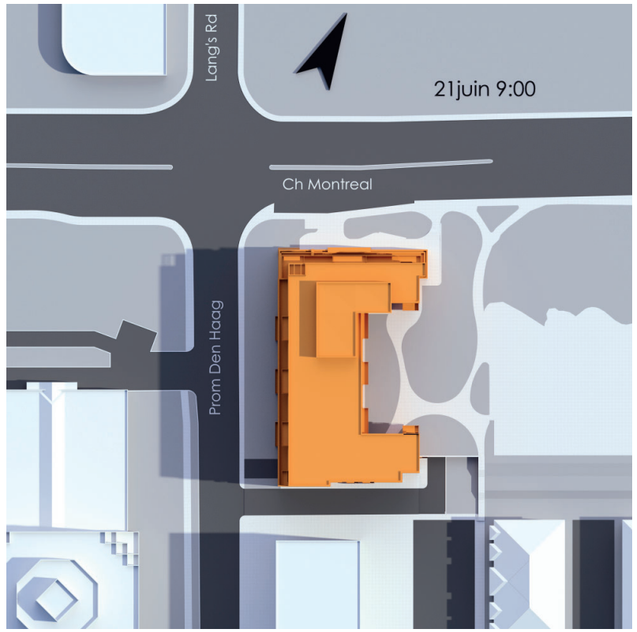


MARCH 21 15:00

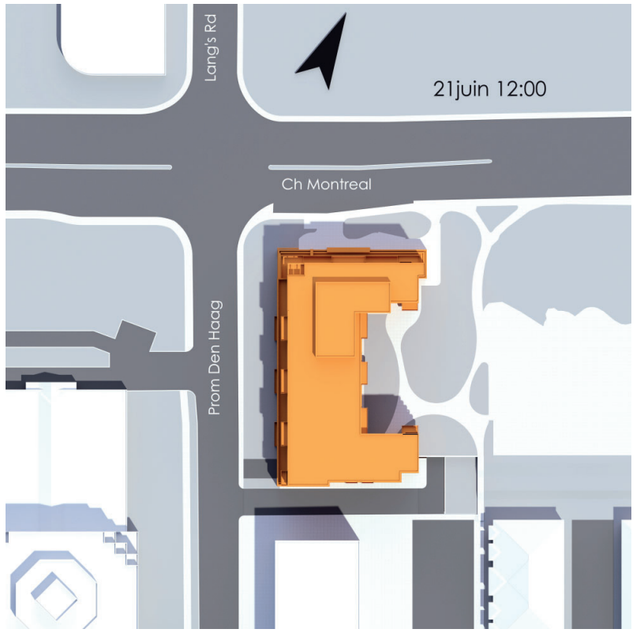


MARCH 21 18:00

SHADOW STUDY



JUNE 21 9:00



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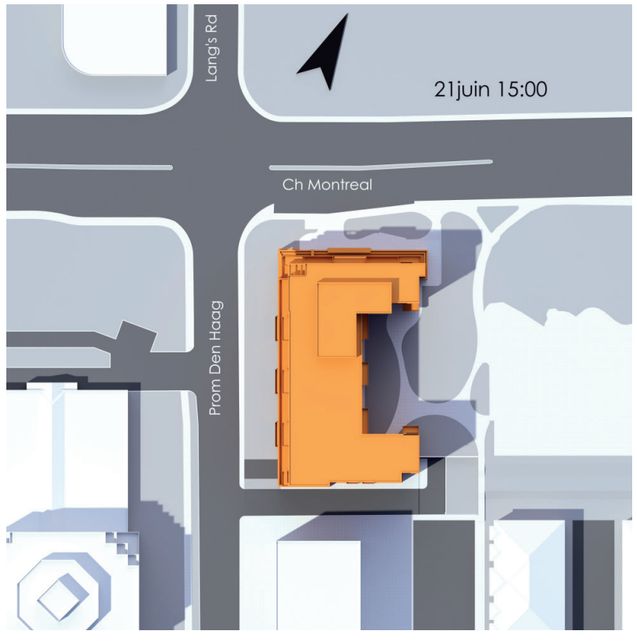

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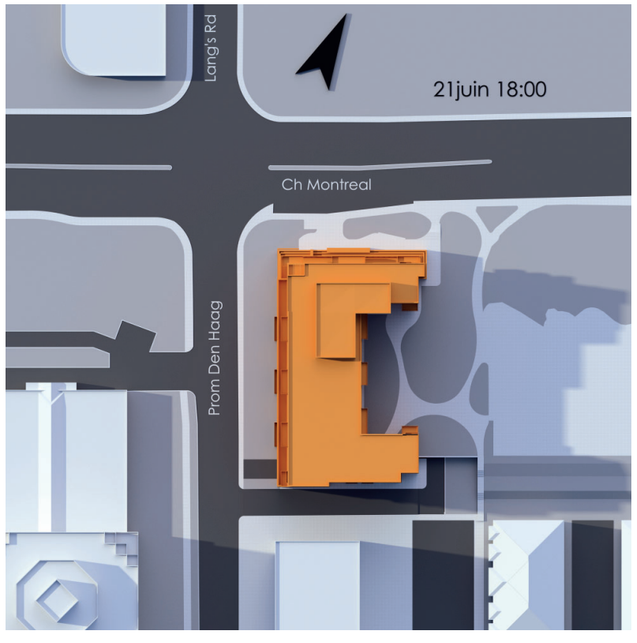
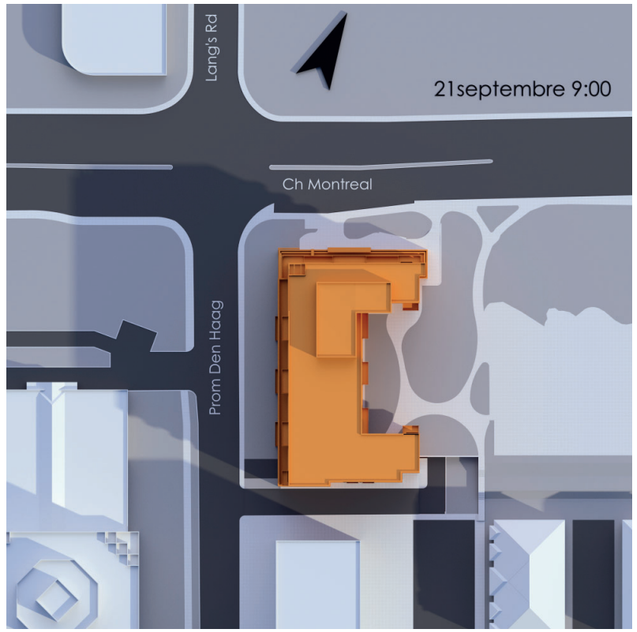
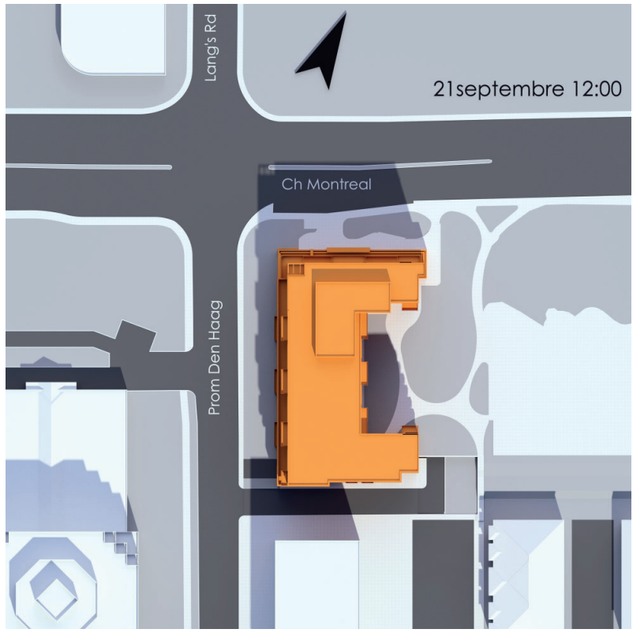


JUNE 21 18:00

SHADOW STUDY



SEPTEMBER 21 9:00



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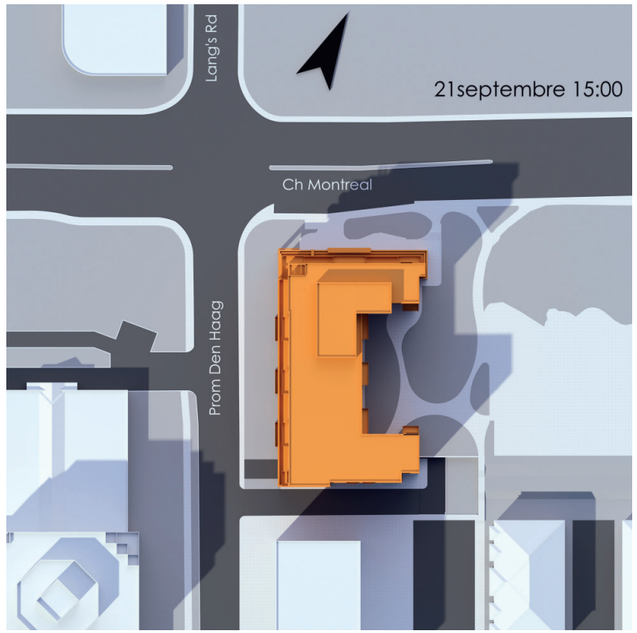
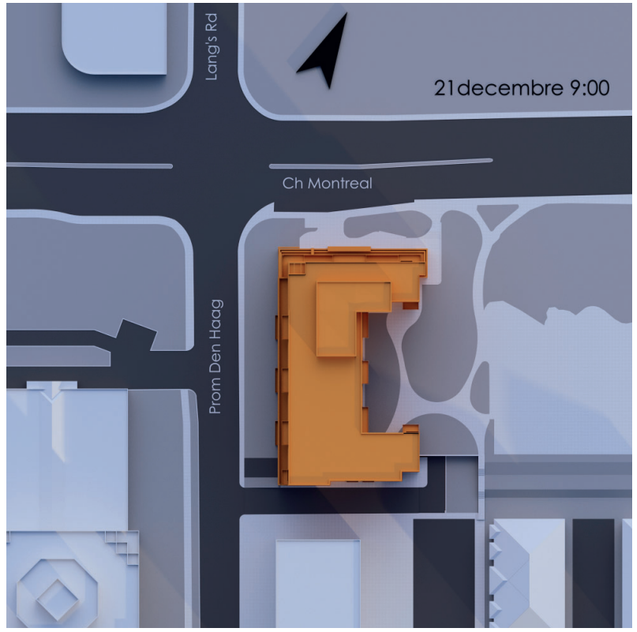


SEPTEMBER 21 15:00

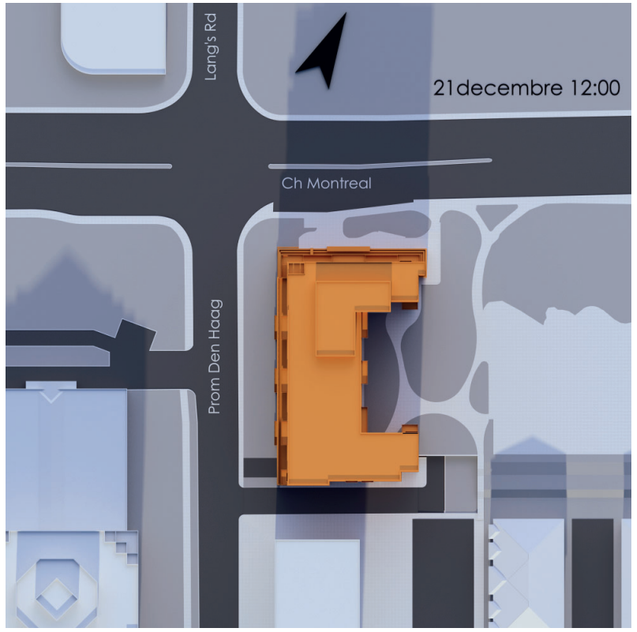
SEPTEMBER 21 18:00

SHADOW STUDY

ÉCHELLE 0:000



DECEMBER 21 9:00



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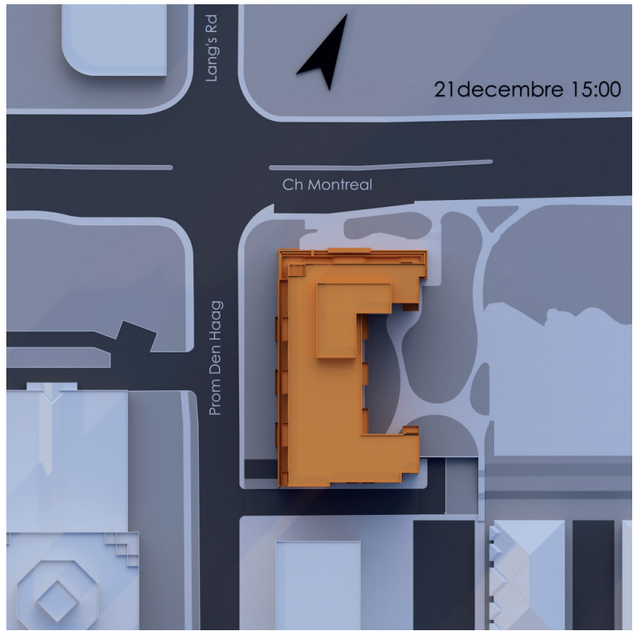

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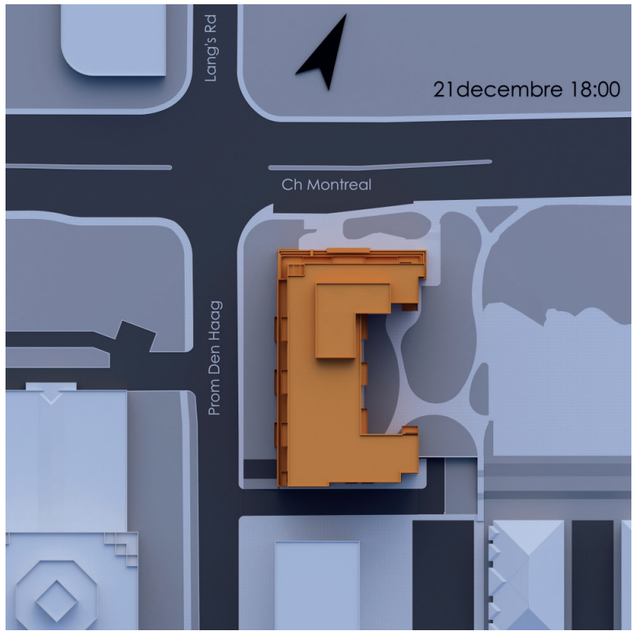

DECEMBER 21 18:00

SHADOW STUDY