



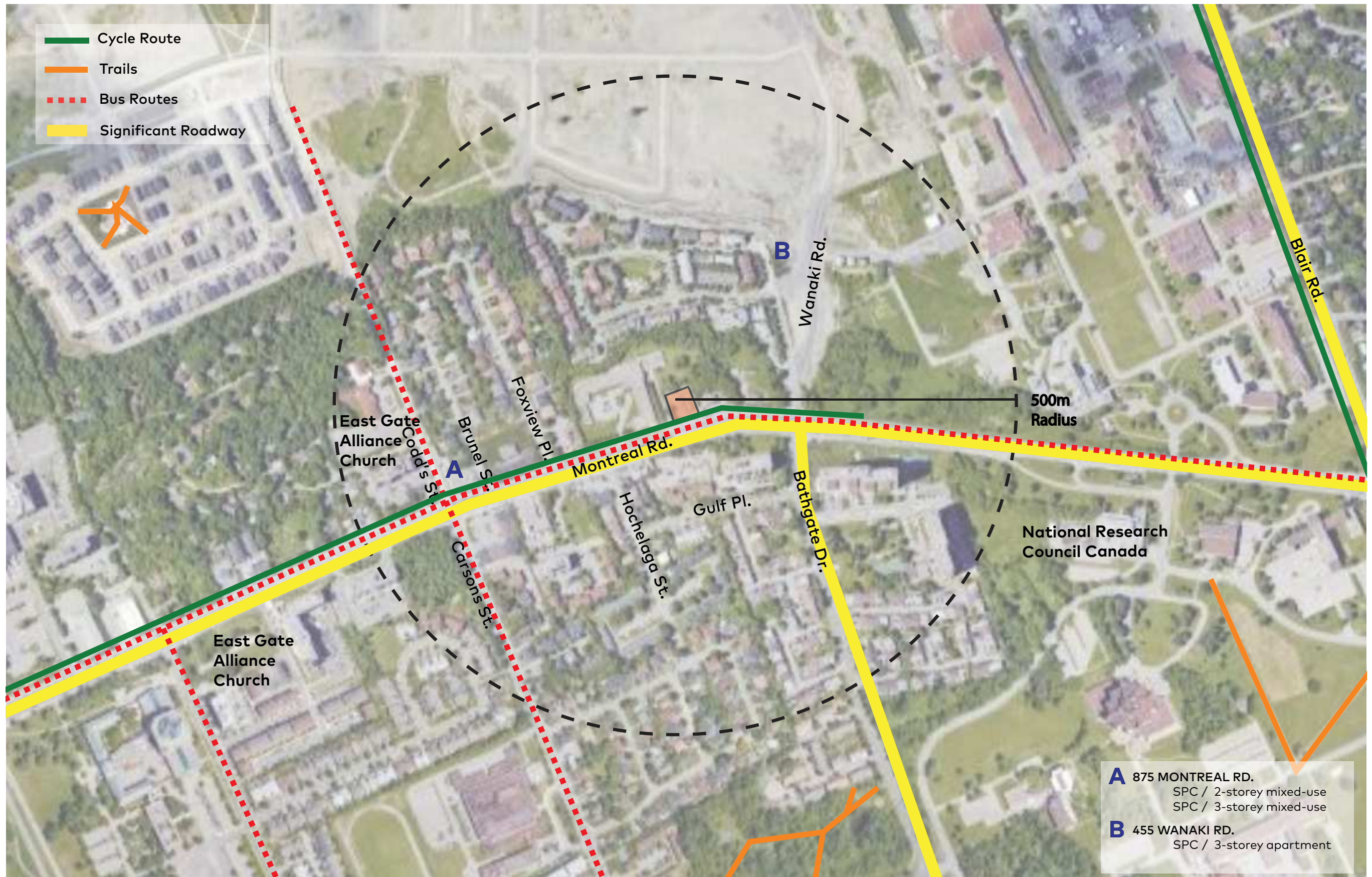
FORMAL CONSULATION

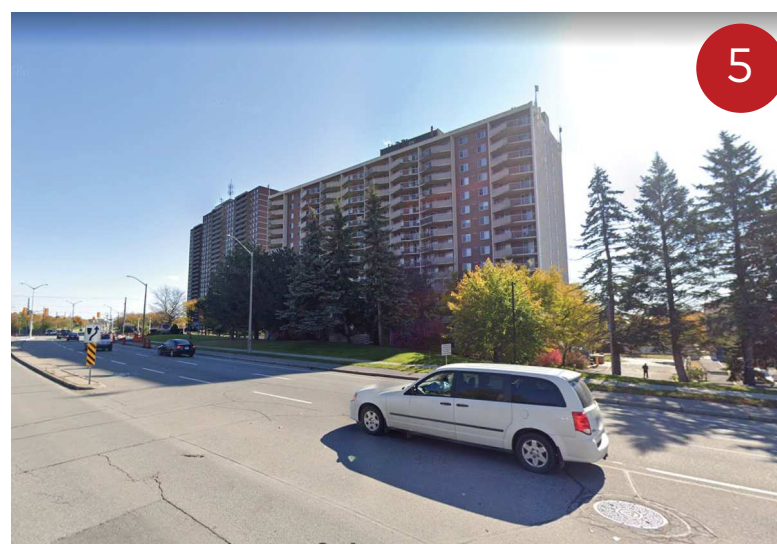
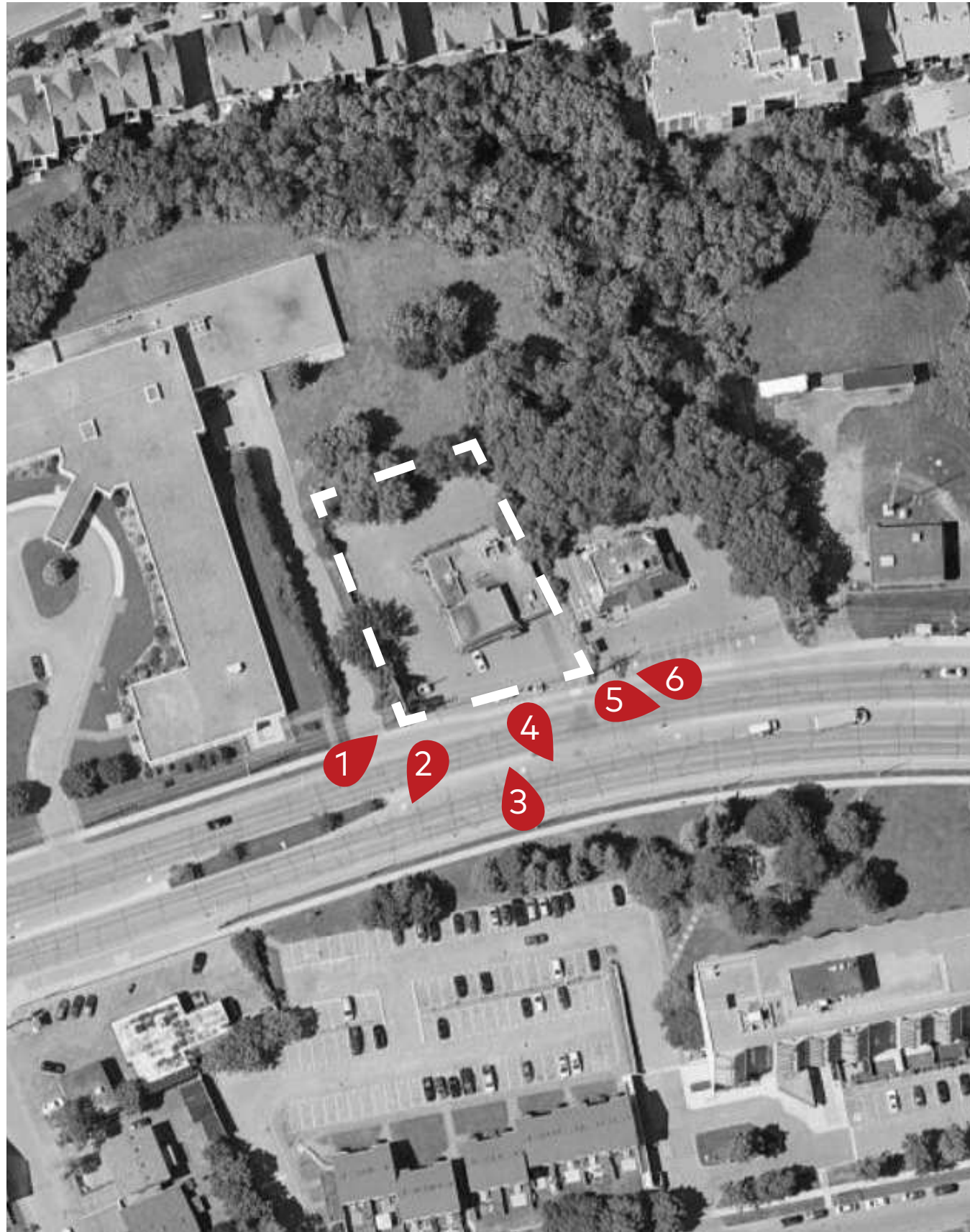
971 Montreal Road

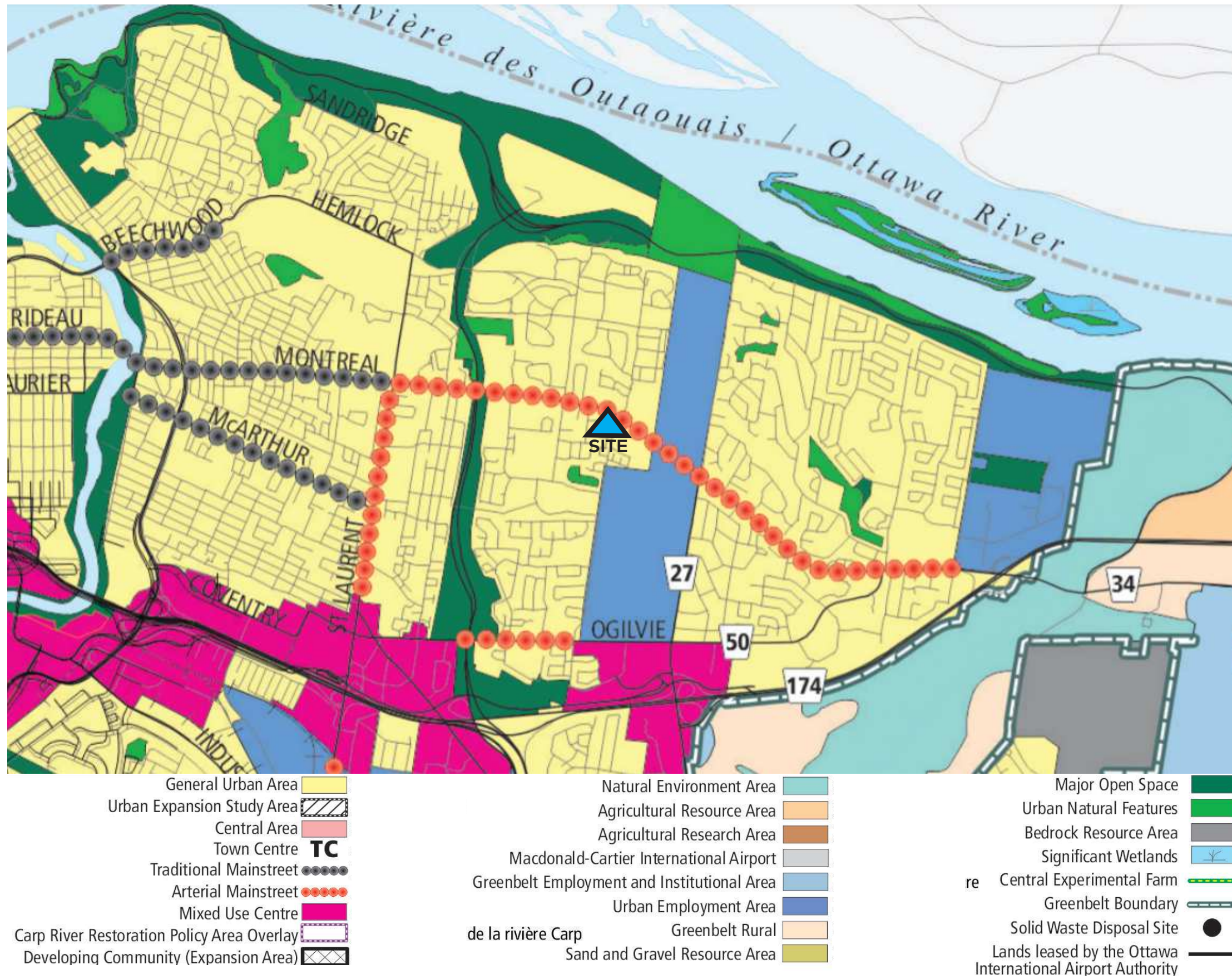
Project # : 2052
July 2021

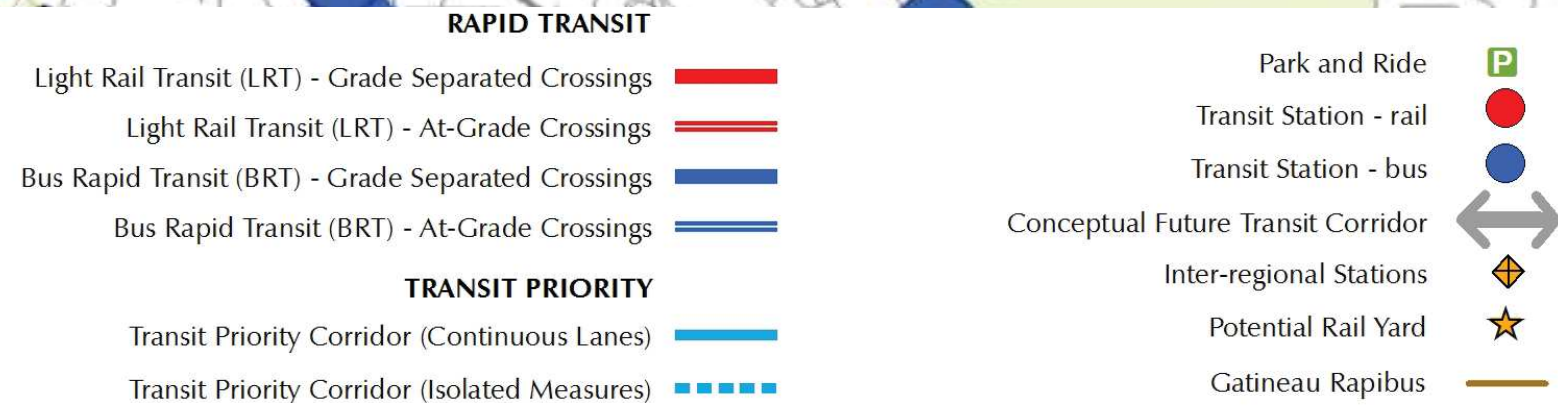
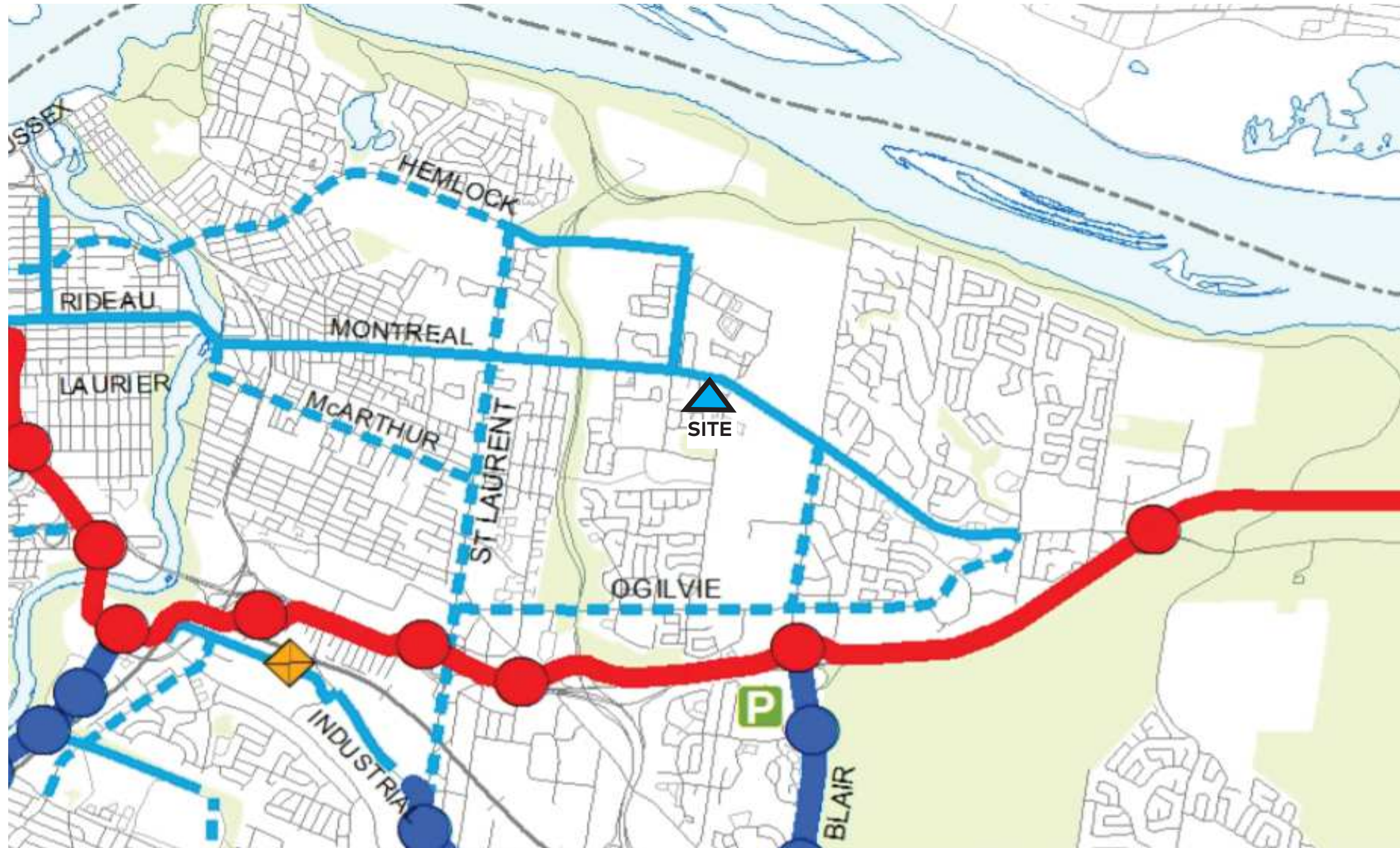


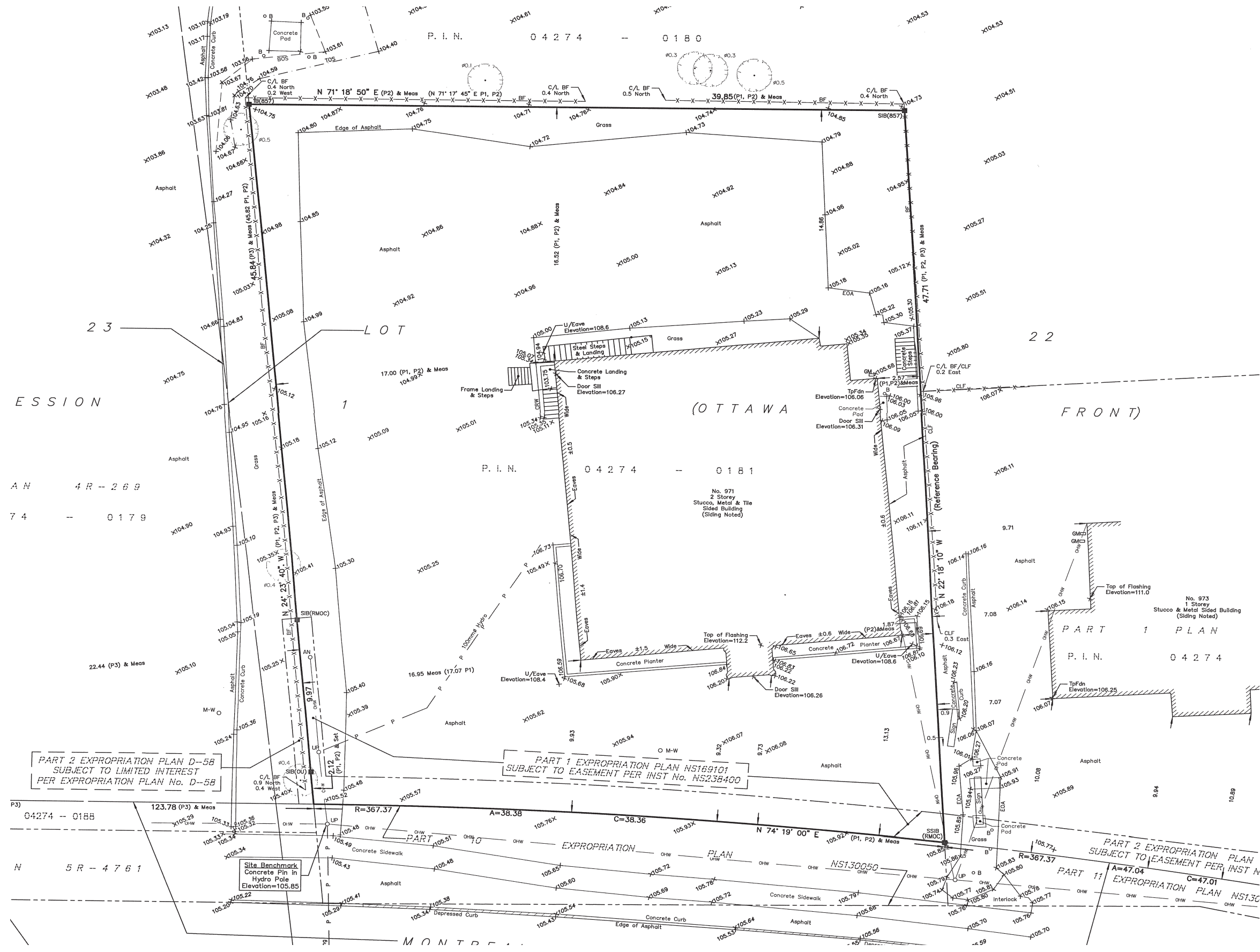
ZONING TABLE	I1A	
CITY OF OTTAWA ZONING BY-LAW No. 2008-250	EXISTING	PROPOSED
MINIMUM LOT AREA	NO MINIMUM	N/A
MINIMUM LOT WIDTH	NO MINIMUM	N/A
MAX. FRONT YARD SETBACK	4.5m	4.5m
ROAD WIDENING SETBACK	37.5m (18.75 FROM CENTER LINE OF ROAD)	18.75m
MINIMUM INTERIOR SIDE YARD SETBACK	0m	east side: 2m west side: 3.5m
MINIMUM REAR YARD SETBACK	Abutting an R3 Zone=7.5m - N/A	7.5m
HYDRO SETBACK	6m	6m
MAXIMUM BUILDING HEIGHT	30m	29.98m
MAXIMUM FLOOR SPACE INDEX	N/A	N/A
LANDSCAPED AREA	N/A	31.8% = 418sq.m
VEHICLE PARKING REQUIREMENTS (AREA Z, SCHEDULE 1A)	33 parking spaces required	33 SPACES
VISITOR PARKING REQUIREMENTS (AREA Z, SCHEDULE 1A)	0.1 / DWELLING UNIT 7 SPACES REQUIRED	7 SPACES
AMENITY AREA REQUIREMENTS	6m ² per dwelling unit = 468sq.m.	-50sq.m PRIVATE TERRACE -205sq.m ROOFTOP -179sq.m REAR COMMON AREA -65sq.m GROUND FL. AMENITY ROOM TOTAL: 499sq.m
BICYCLE PARKING SPACES	0.5 per dwelling unit = 39	40 SPACES - CITY'S DIMENSIONS 38 STACKED SPACES TOTAL = 78 SPACES









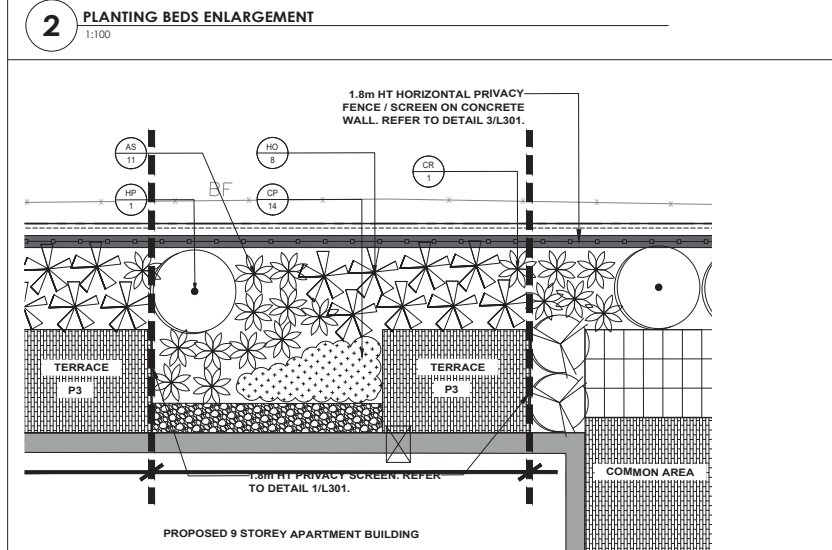
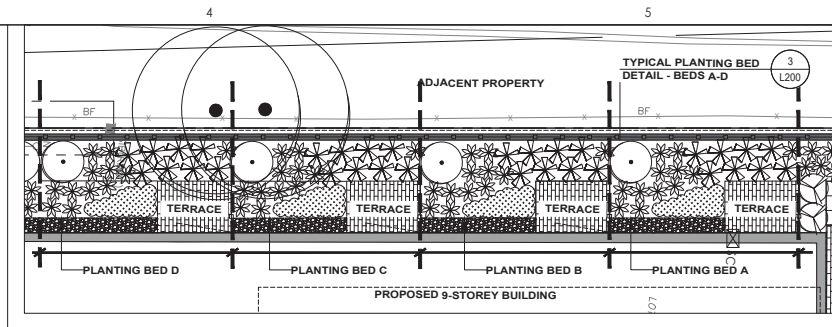
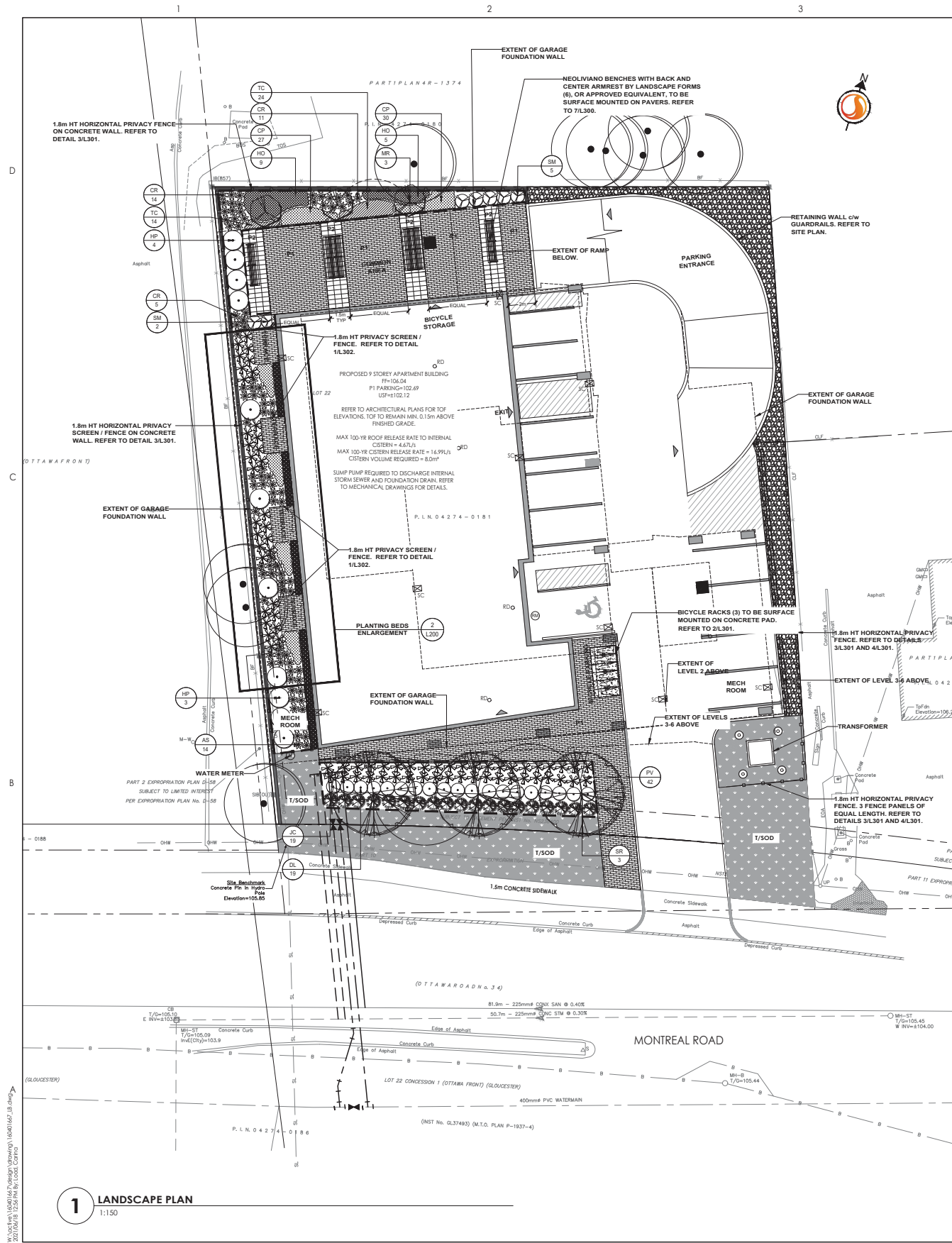


PART 2 EXPROPRIATION PLAN D-58
SUBJECT TO LIMITED INTEREST
PER EXPROPRIATION PLAN No. D-58

PART 1 EXPROPRIATION PLAN NS169101
SUBJECT TO EASEMENT PER INST No. NS238400

PART 2 EXPROPRIATION PLAN
SUBJECT TO EASEMENT PER INST No. NS130
PART 11 EXPROPRIATION PLAN NS130

Site Benchmark
Concrete Pin in
Hydro Pole
Elevation=105.85



PLANT LIST

QTY	KEY BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
DECIDUOUS TREES - REFER TO DETAIL 1/L300				
3	MR Malus 'Rink'	Rink Crabapple	50 mm (cml.)	W.B. Plant at 5 m o/c
3	SE Syringa reticulata 'Ivey Silk'	Ivey Silk Japanese Lilac	60 mm (cml.)	W.B. Plant at 7.5 m o/c
DECIDUOUS SHRUBS - REFER TO DETAIL 2/L300				
19	DL Dianella tonasea	Bush Monarda	500 mm (PL)	C.G. Plant at 1000 mm o/c
11	HP Hydrangea paniculata 'Little Lime'	Little Lime Hydrangea	800 mm (PL)	C.G. Plant at 1500 mm o/c
7	SM Syringa meyeri 'Pulbar'	Korean Lilac	500 mm (PL)	C.G. Plant at 1200 mm o/c
CONIFEROUS SHRUBS - REFER TO DETAIL 2/L300				
19	JC Juniperus communis 'Depressa Aurea'	Canadian Golden Juniper	500 mm (sp.)	Potted; Plant at 1000 mm o/c
PERENNIALS / ORNAMENTAL GRASSES - REFER TO DETAIL 3/L300				
58	AS Asilbe x 'Delft Lace'	Delft Lace Falae Spirea	1 Gallon	Potted; Plant at 700 mm o/c
113	CP Carex plantaginea	Plantain-leaved Sedge	1 Gallon	Potted; Plant at 400 mm o/c
34	CR Cimicifuga racemosa 'Chocoholic'	Chocoholic Purple-leaf Bugbane	1 Gallon	Potted; Plant at 700 mm o/c
46	HO Hosta Frances Williams'	Frances Williams Hosta	1 Gallon	Potted; Plant at 900 mm o/c
42	PV Panicum virgatum 'Heavy Metal'	Heavy Metal Switch Grass	1 Gallon	Potted; Plant at 750 mm o/c
38	TC Tiarola cordifolia 'Sugar and Spice'	Sugar and Spice Foam Flower	1 Gallon	Potted; Plant at 400 mm o/c

- LANDSCAPE PLAN NOTES**
- REFER TO ENGINEERING DRAWINGS FOR PROPOSED GRADING.
 - REFER TO ENGINEERING DRAWINGS FOR PROPOSED SITE SERVICING.
 - EXISTING VEGETATED AREAS ON ADJACENT PROPERTIES SHALL REMAIN AND BE PROTECTED BEFORE, DURING, AND AFTER CONSTRUCTION.
 - SOD SHALL BE KENTUCKY BLUEGRASS SOD INSTALLED OVER 135mm OF TOPSOIL. SOD SHALL BE INSTALLED THROUGHOUT WITHIN LIMIT OF WORK AND IN ALL DISTURBED AREAS OUTSIDE THE LIMIT OF WORK EXCEPT WHERE INDICATED. SOD SHALL BE INSTALLED AS PER OPSS 803.
 - CONTRACTOR TO LOCATE AND STAKE ALL UTILITIES PRIOR TO ANY WORK ON THE SITE. DO NOT PLANT TREES DIRECTLY ABOVE UNDERGROUND UTILITIES. REPORT ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT FOR DIRECTION.
 - NO TREES SHALL BE PLANTED UNDER OVERHEAD WIRES.
 - THE LANDSCAPE ARCHITECT MAY ADJUST THE LOCATION OF PLANTING PRIOR TO PLANTING TO MINIMIZE CONFLICTS WITH UTILITIES, DRIVEWAYS AND INTERSECTION VISIBILITY.
 - CONTRACTOR SHALL SUPPLY ALL MATERIALS IN QUANTITIES SUFFICIENT TO COMPLETE WORK SHOWN ON THESE DRAWINGS. ANY DISCREPANCIES SHALL BE REPORTED TO THE LANDSCAPE ARCHITECT FOR DIRECTION.
 - DO NOT MAKE SUBSTITUTIONS OF MATERIALS, PRODUCTS OR QUANTITIES WITHOUT PRIOR WRITTEN PERMISSION OF THE LANDSCAPE ARCHITECT.
 - THE CONTRACTOR TO MAKE GOOD TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT ANY AREAS DAMAGED BY THE WORK.
 - UPON THE COMPLETION OF WORK EACH DAY, REMOVE ALL DEBRIS, GARBAGE AND SURPLUS MATERIALS FROM THE SITE. KEEP THE SITE CLEAN AND USEABLE AT ALL TIMES.
 - ALL WORKMANSHIP AND MATERIALS (INCLUDING PLANTS) TO BE GUARANTEED FOR ONE FULL YEAR FOLLOWING FINAL ACCEPTANCE OF THE PROJECT BY THE LANDSCAPE ARCHITECT.
 - THE CONTRACTOR SHALL REMOVE ALL T-BAR AND WOODEN TREE STAKES PRIOR TO ASSUMPTION BY THE OWNER.
 - AT THE TIME OF INSPECTION FOR ACCEPTANCE ALL TREE PITS SHALL BE CULTIVATED, FREE OR WEEDS, LEAVES, BROKEN BRANCHES AND DEBRIS.



Stantec Consulting Ltd.
400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

Copyright Reserved
The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.
The Copyrights to all designs and drawings are the property of Stantec. Reproduction or use for any purpose other than that authorized by Stantec is forbidden.

- Legend**
- EXISTING DECIDUOUS TREE
 - PROPOSED DECIDUOUS TREE
 - PROPOSED DECIDUOUS SHRUBS
 - PROPOSED CONIFEROUS SHRUBS
 - PROPOSED PERENNIALS AND GRASSES
 - PROPOSED PLANTING BED EDGE
 - PROPOSED RIVER WASHED STONE. REFER TO DETAIL 5/L300.
 - PROPOSED UNIT PAVERS. REFER TO DETAIL 6/L300.
 - PROPOSED UNIT PAVERS. REFER TO DETAIL 6/L300.
 - SOD WITH 150mm TOPSOIL
 - PROPERTY LINE

- Notes**
- SITE PLAN PREPARED BY FIGURR, DATED JUNE 17, 2021.
 - TOPOGRAPHIC SURVEY PREPARED BY FARLEY, SMITH AND DENIS SURVEYING LTD, DATED JANUARY 12, 2021.

NO.	ISSUED FOR REVIEW	CTL	BL	DATE
1	ISSUED FOR REVIEW	CTL	BL	2021-06-18

Revision

NO.	BY	APPROV.	DATE
1	BY	APPROV.	21 JUN 2021

File Name: 140401647-13

CTL	BL	DATE
CTL	BL	2021-05-13

Permit/Scale



Client/Project
1238407 CANADA INC.

971 MONTREAL ROAD
OTTAWA, ON

Title
LANDSCAPE PLAN

Project No.
160401667

Drawing No.
L200

Scale
1:150

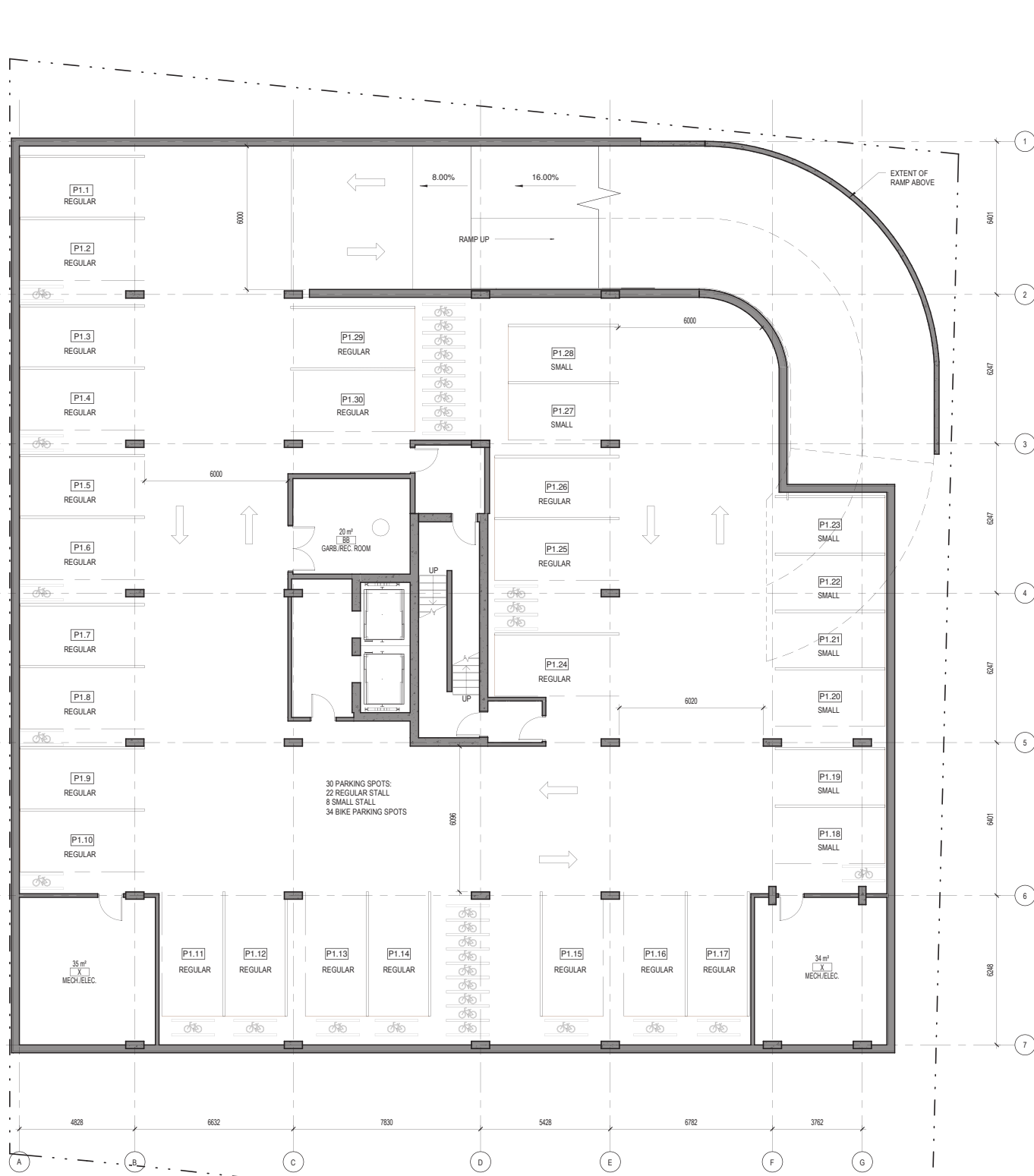
Sheet
2 of 4

Revision
1







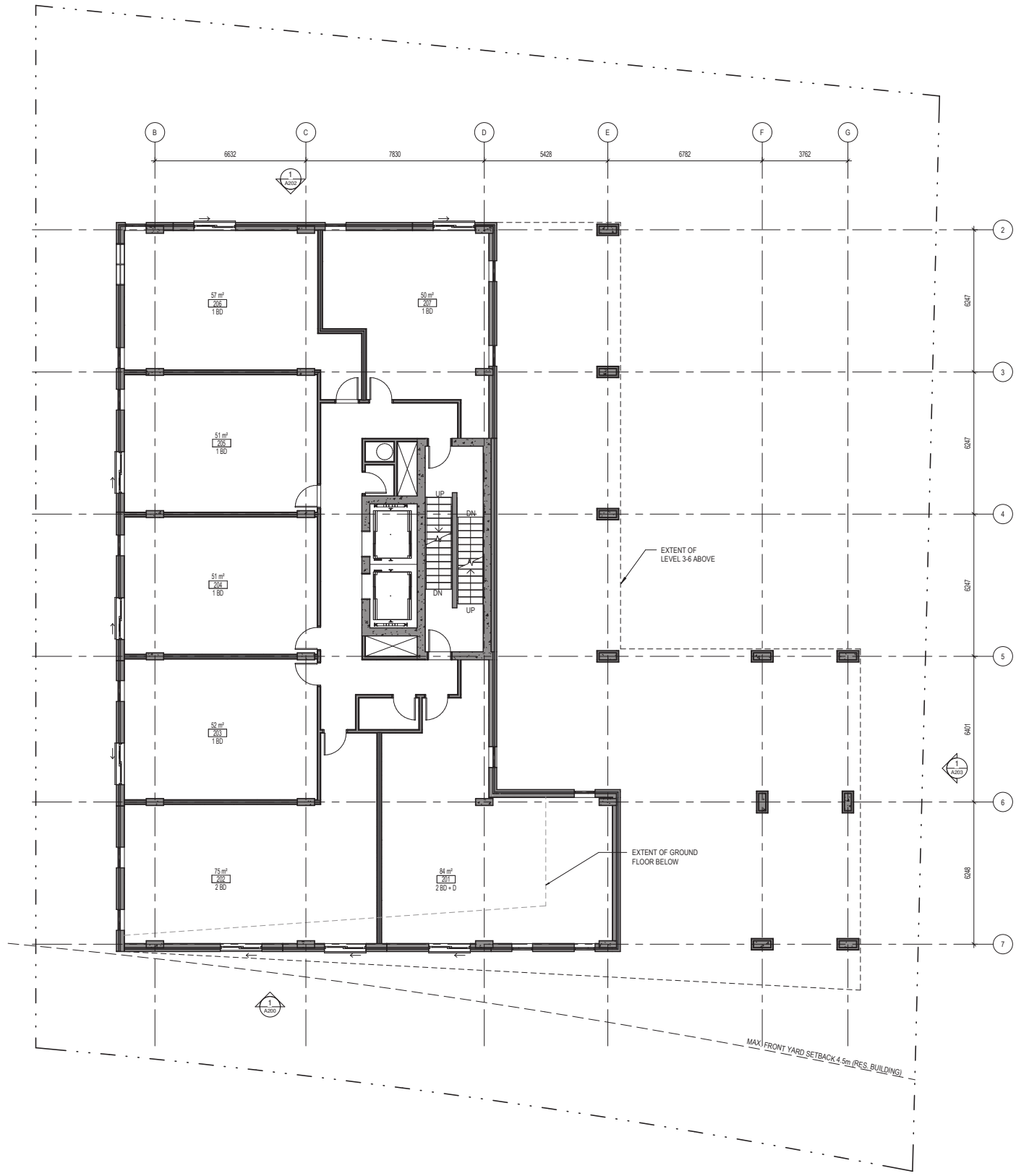


TOTAL Parking
 Bicycle Storage = 78
 Parking Spaces = 40 total
 Residential = 33
 Visitor = 7

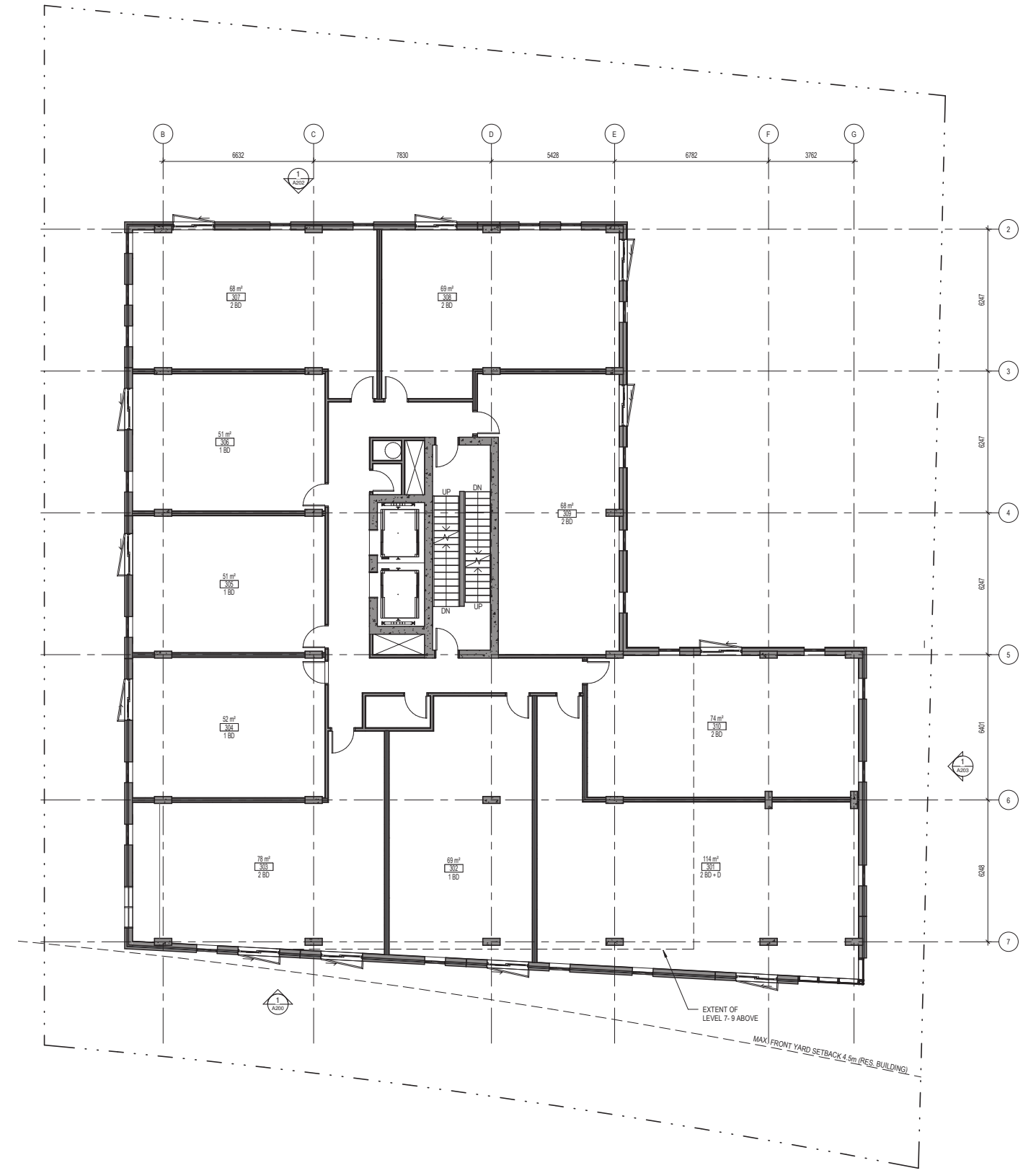
P1 Parking Plan



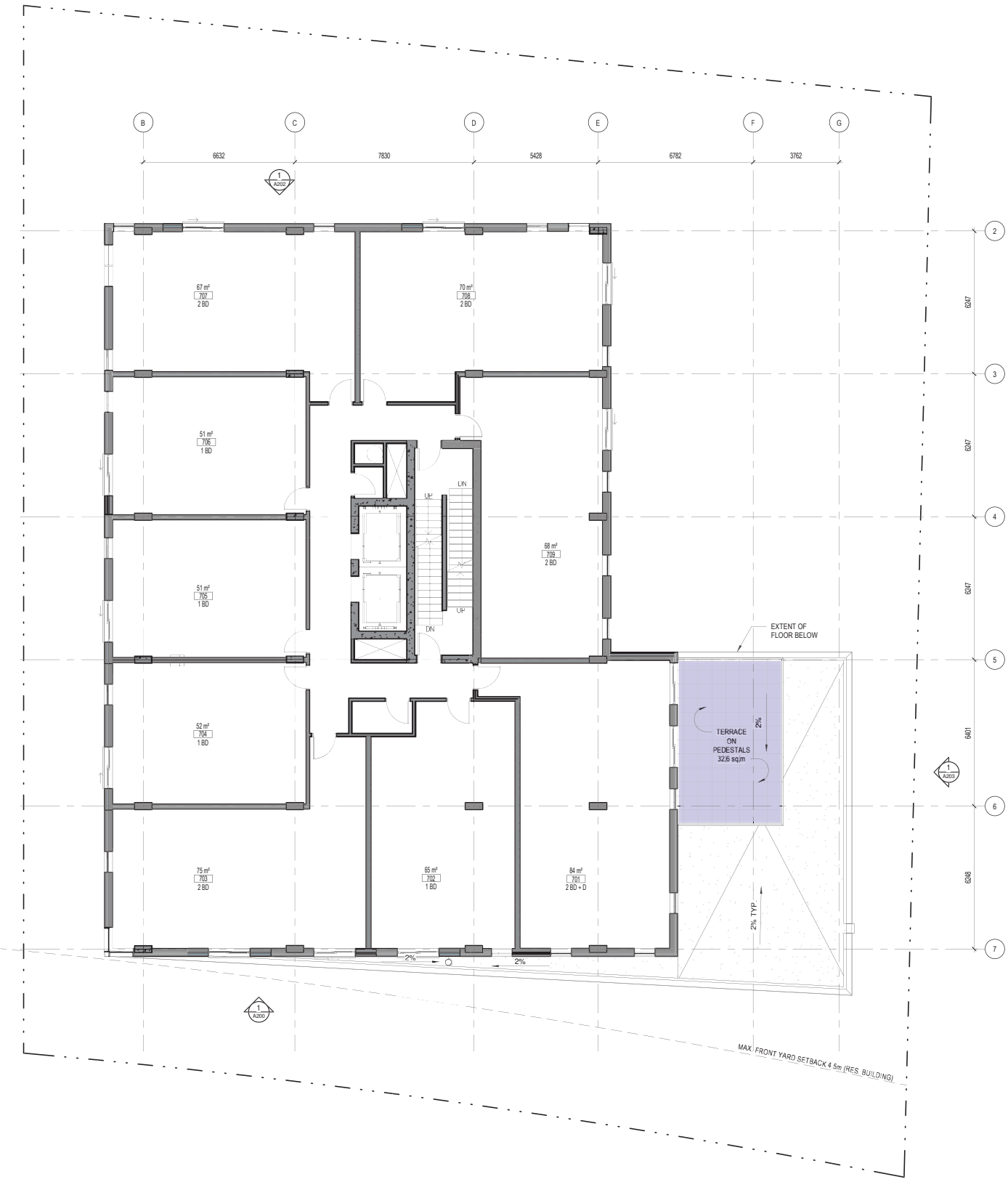
Ground Floor Plan



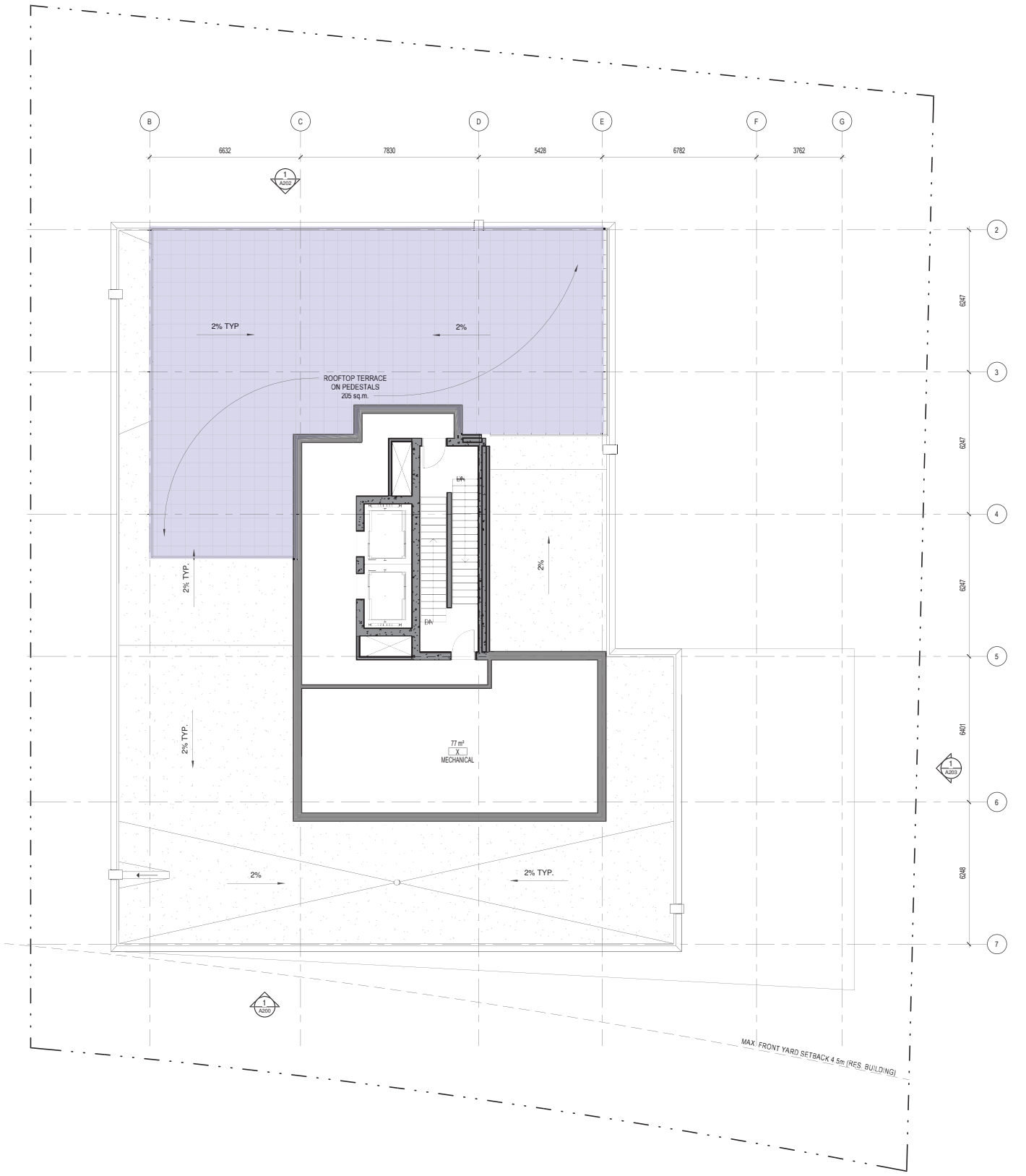
Level 2 Floor Plan



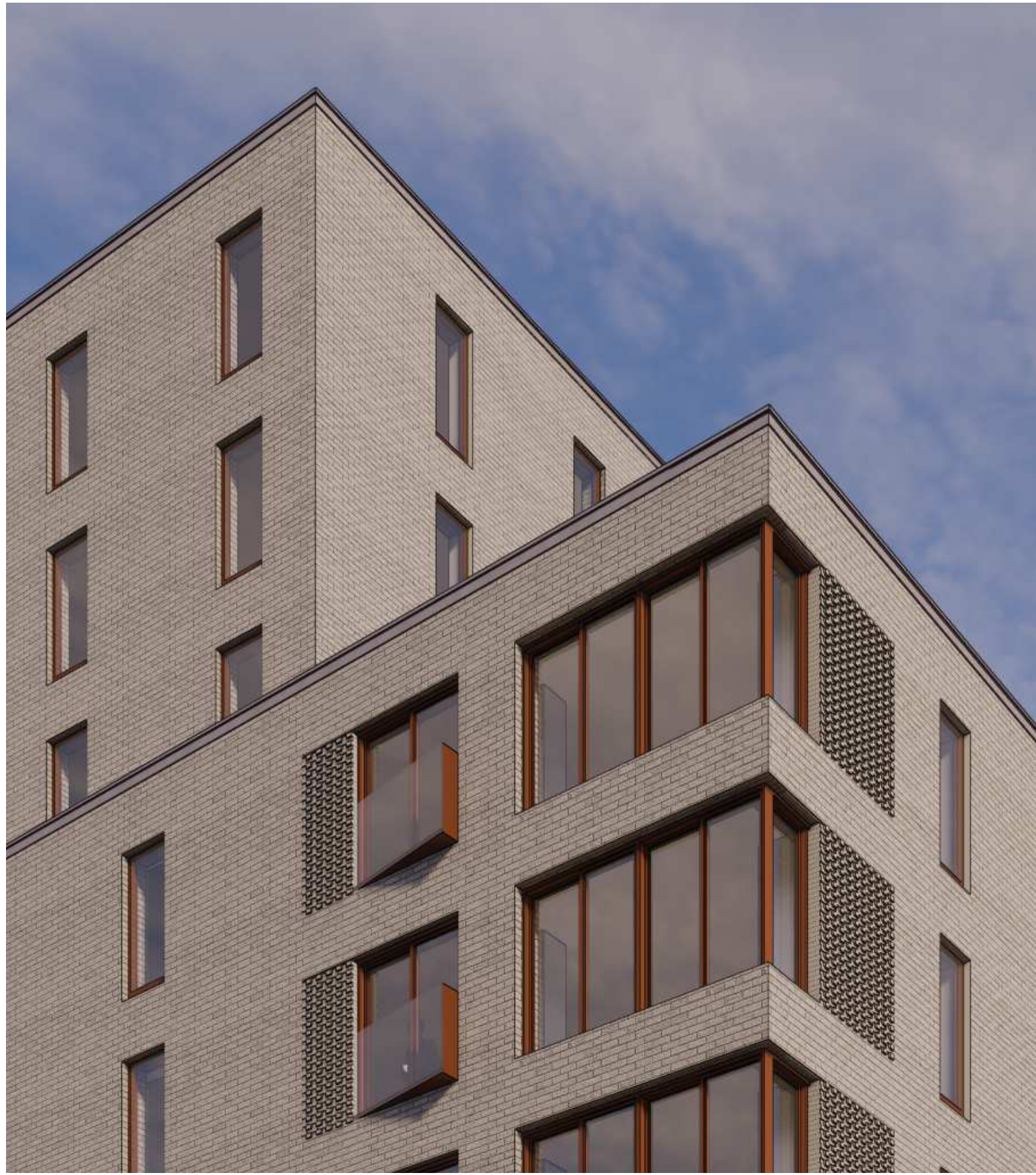
Level 3-6 Floor Plan



Level 7-9 Floor Plan



Penthouse/Mechanical Plan



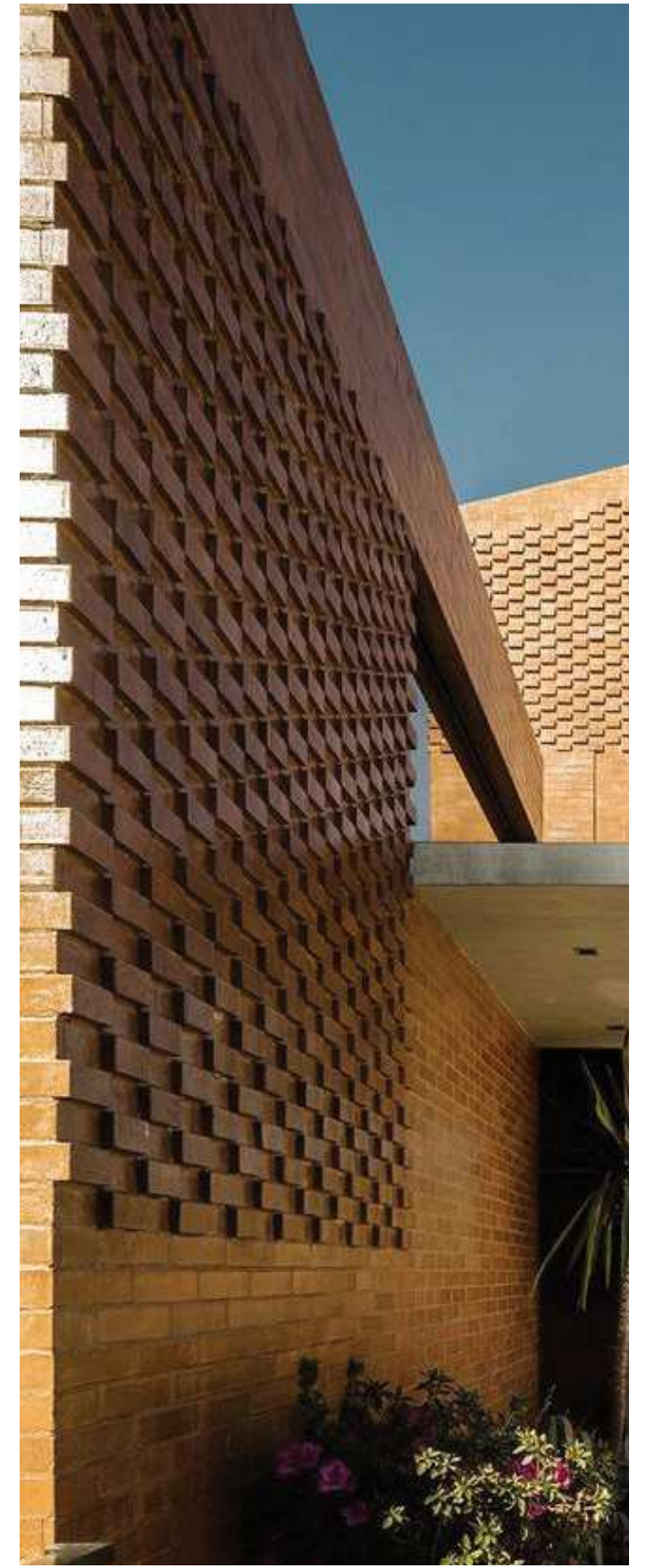
PROPOSED MASSING



BALCONIES



WINDOW CUT OUTS









BRICK TEXTURE

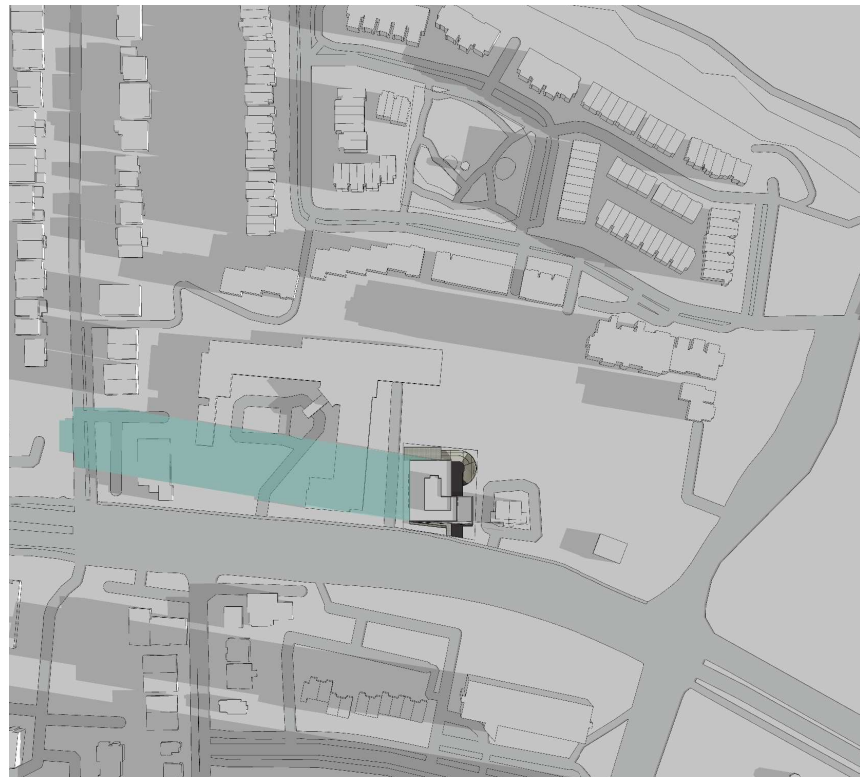








-  Unit Masonry
Colour: Grey
-  Unit Masonry
Colour: Dark Grey
-  Unit Masonry
Headers Pattern
Colour: Light Grey
-  Unit Masonry
Headers Pattern
Colour: Dark Grey
-  Panels
Colour: Dark Grey
-  Panels
Colour: Copper



8:00am



12:00pm



4:00pm



8:00am



12:00pm



4:00pm



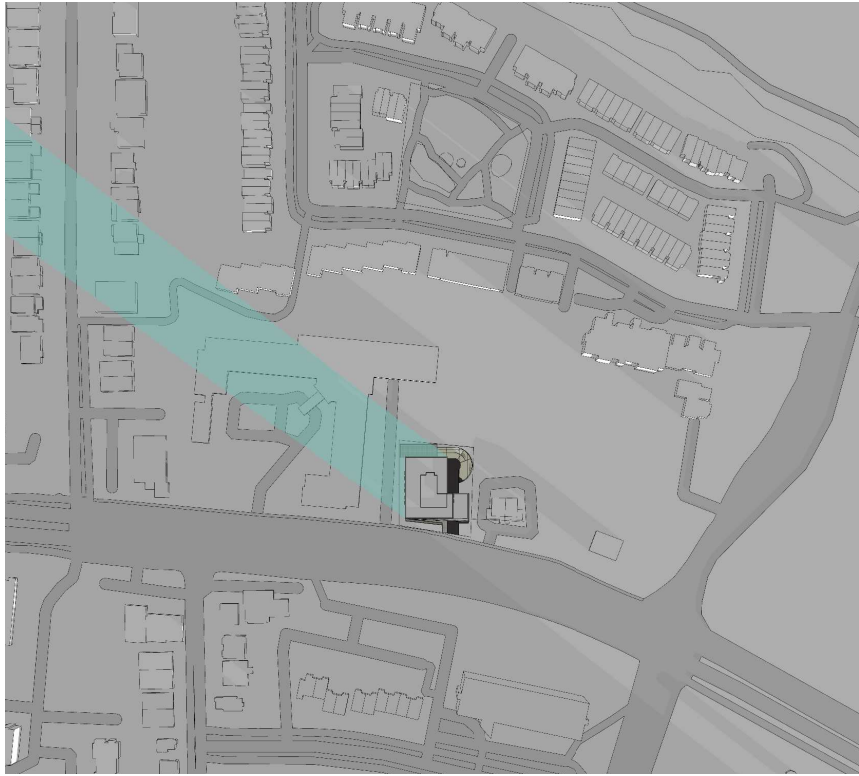
8:00am



12:00pm



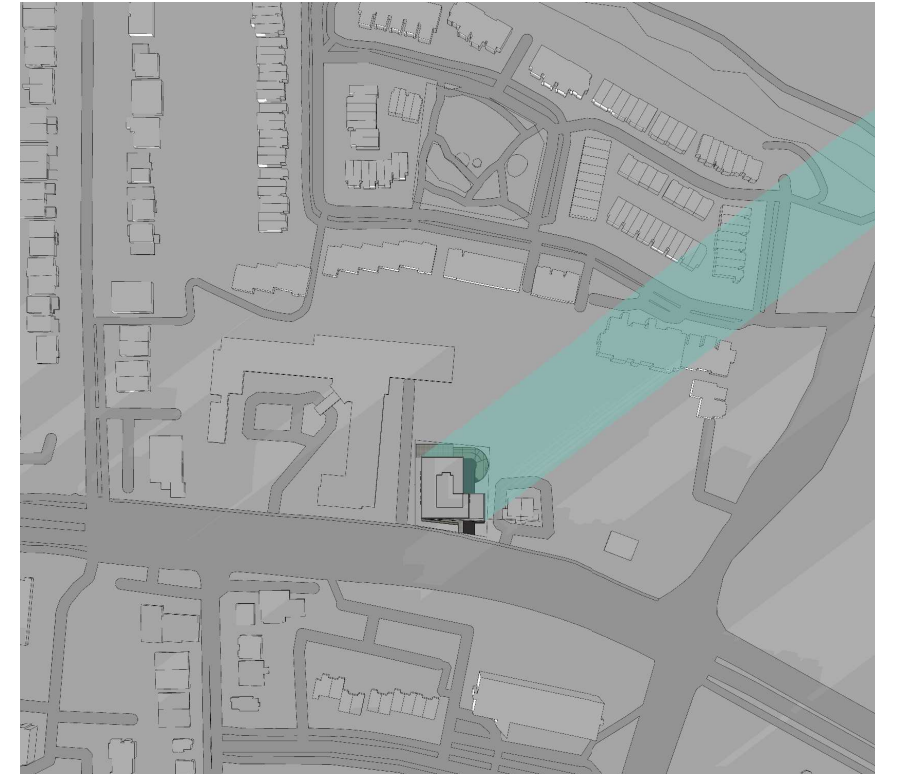
4:00pm



8:00am



12:00pm



4:00pm

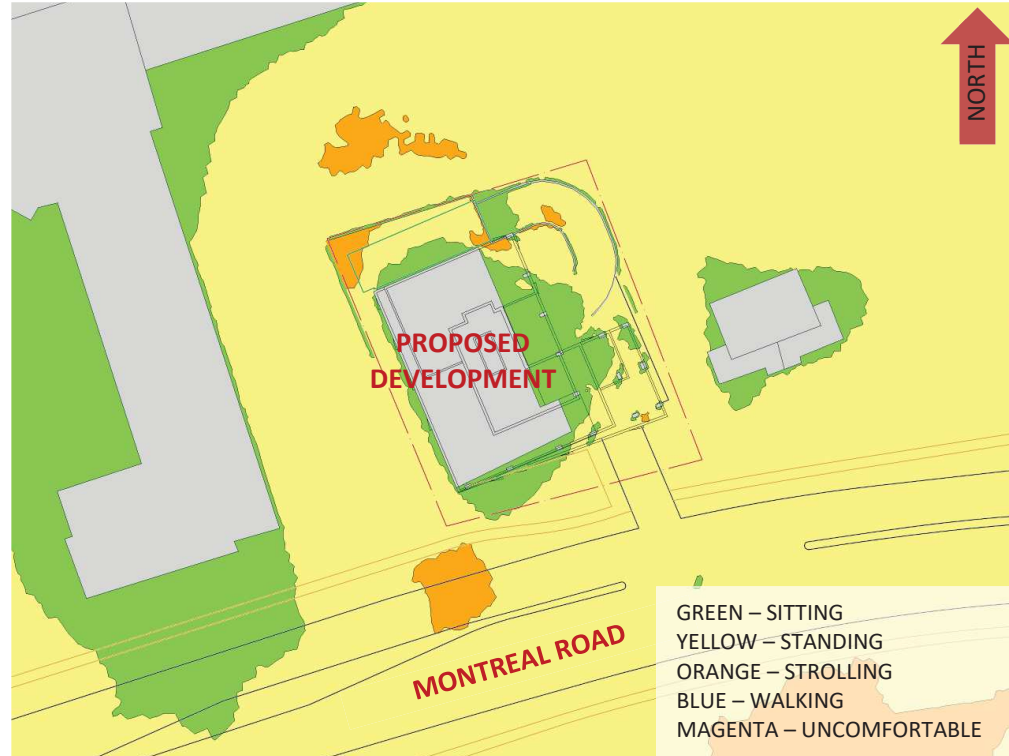


FIGURE 3A: SPRING – PROPOSED MASSING – WIND COMFORT CONDITIONS, GRADE LEVEL

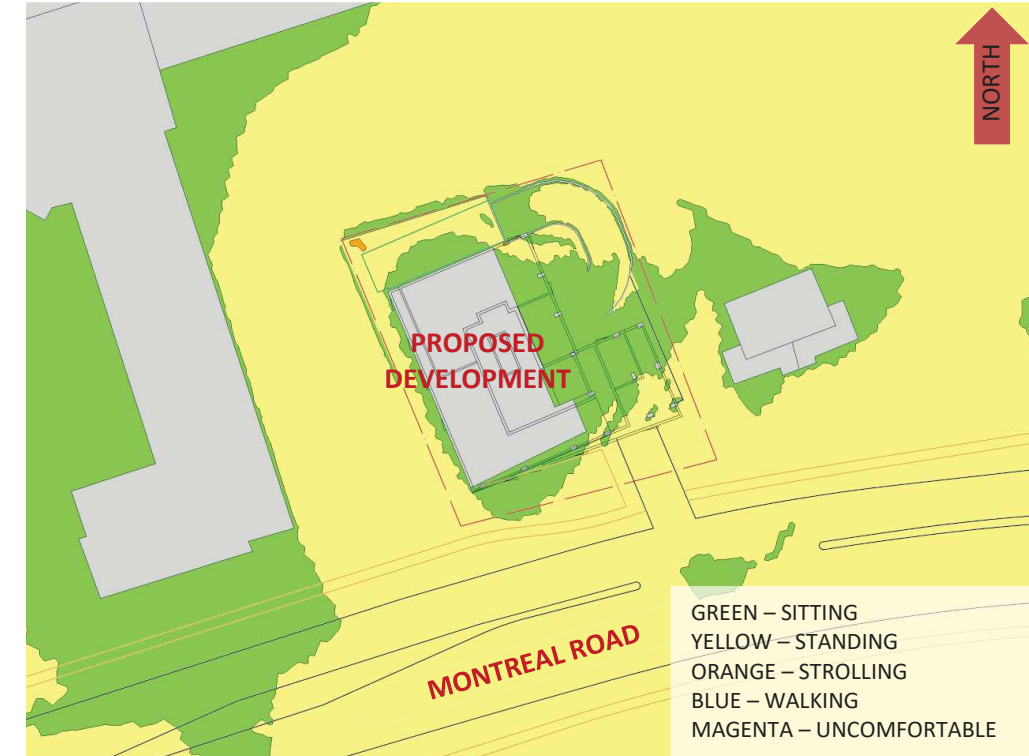


FIGURE 3C: AUTUMN – PROPOSED MASSING – WIND COMFORT CONDITIONS, GRADE LEVEL

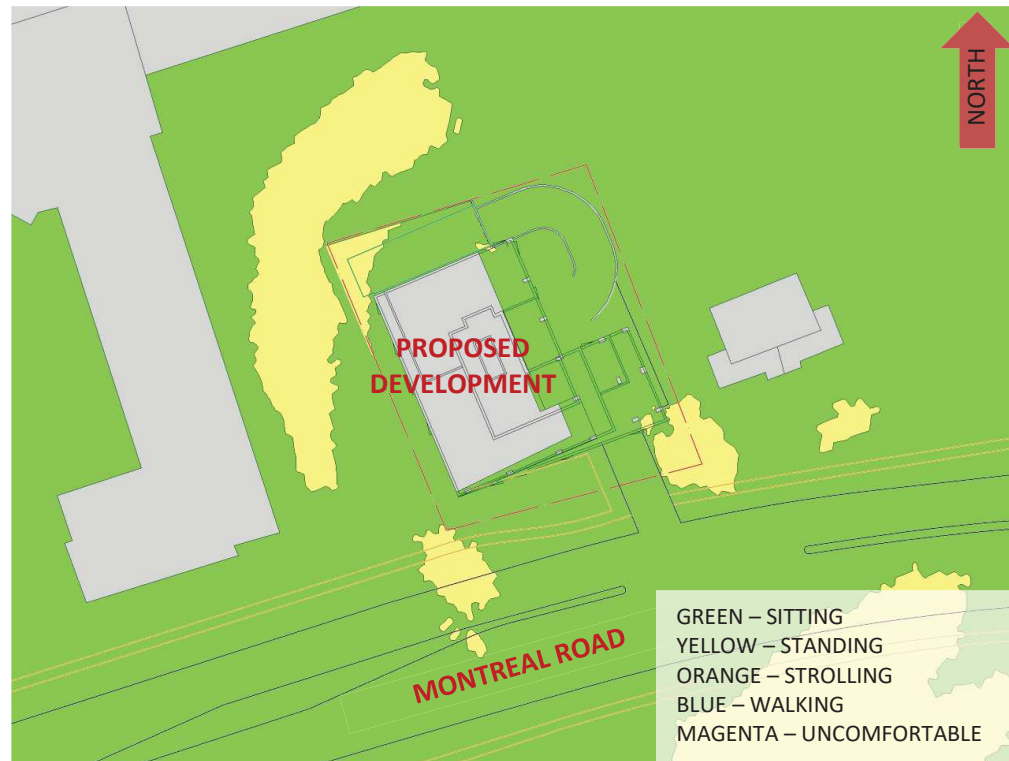


FIGURE 3B: SUMMER – PROPOSED MASSING – WIND COMFORT CONDITIONS, GRADE LEVEL

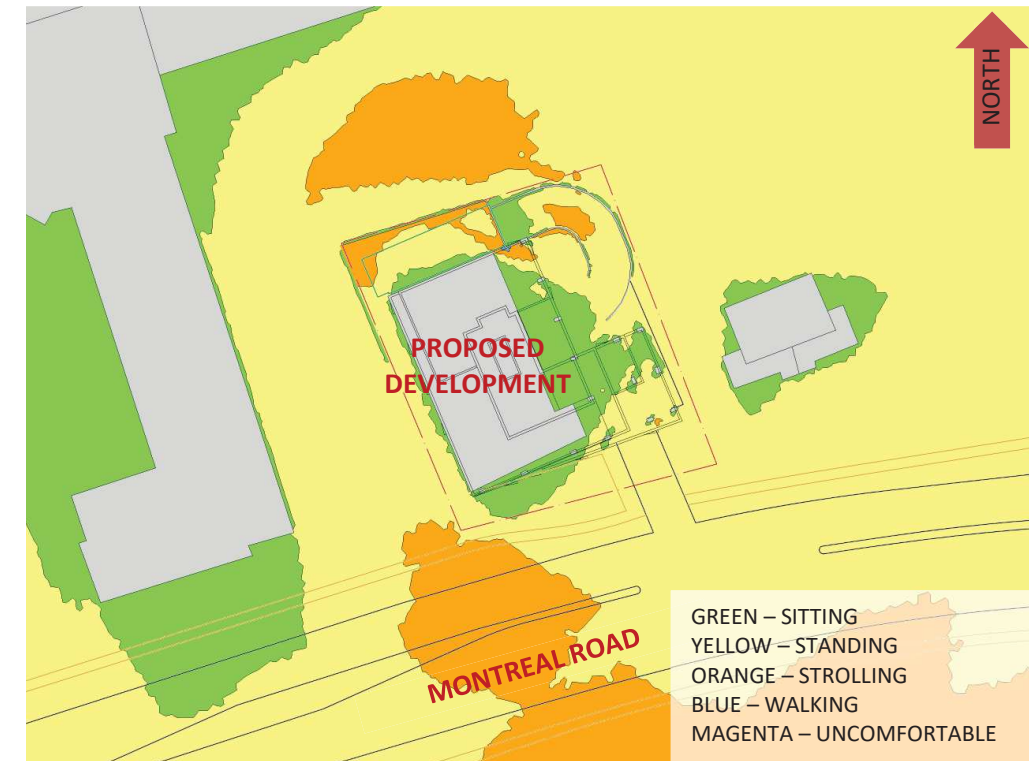
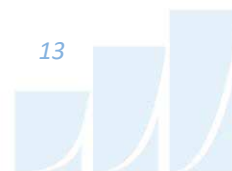


FIGURE 3D: WINTER – PROPOSED MASSING – WIND COMFORT CONDITIONS, GRADE LEVEL



Design Brief:

The proposed residential building will include 78 apartment units distributed from the ground floor to the ninth floor. Units range from 539 sq.ft. to 1224 sq.ft. with unit types varying from 1 bedroom to 2 bedrooms + den.

The ground floor main facade, located along Montreal Road, proposes a lobby on the south-east corner and a multi-purpose amenity room on the south-west corner of the building. The main entrance is visible and accessible directly off Montreal Road. The remainder of the ground floor will consist of 4 residential units offering a private on-grade terrace area for each. These exterior spaces will be enhanced by significant vegetation and privacy screens. The ground floor also proposes an interior bike storage room at the north-east corner.

In addition to the ground floor interior amenity room, a quiet rear yard outdoor terrace, surrounded by landscaping, is provided for residents to enjoy. A roof top terrace is also planned, offering nice views to the city center (west side), the mountains and the river (north side). The largest unit of the 7th floor is also provided with a private roof terrace.

Surface parking is located on the east side of the property with access off Montreal Road. A total of 10 parking spots including 7 spaces for visitors are available at this level. The underground parking garage provides 30 parking spaces for residents. The City requirements are met with a total of 40 parking spaces.

The project proposes 40 bike parking spaces in compliance with City's required dimensions (0.5 spaces per dwelling unit) and 38 additional stacked spaces, for a total of 78 (ratio 1 per unit).

The building maintains a connection to Montreal Road at the street level with transparent glazing and a direct access walkway from the sidewalk to building entrance. The ground floor will incorporate a glazed wall for at least 50% of the facade facing Montreal Road as required by the Zoning Bylaw. The ground floor height also meets the City requirements.

A landscape buffer is provided along the north property line, as required by the Zoning Bylaw. There are no significant existing trees inside the property lines. However, existing trees located along the lot line perimeter are part of our tree preservation plan. Existing grading will be maintained along Montreal Road and, where possible, at the south-east and south-west corners of the site. A retaining wall was added to the north and west property lines to make up the significant grade change while ensuring the proposed site does not discharge flows to adjacent properties. A wood fence will be provided for the full length of the property line at the sides and rear of the site.

The building has been designed as a contemporary aesthetic, that integrates well with the surrounding context. Building cladding will mainly consist of masonry, complete with a panelized cladding system. In keeping with the modern aesthetic, a neutral colour palette is proposed for the vegetation, based on natural colours with mostly black and white foliage / flowers as the basis of design.

Urban Design Guideline

1: Locate new buildings along the public street edge.

3: Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth.

4: Use buildings, landscaping and other streetscape elements to create continuous streetscapes.

6: Set new buildings 0 to 3.0 metres back from the front property line and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.

Response

This development locates the building along the public street edge with a pedestrian sidewalk running the full length of the building. The proposed building front setback is defined by a road widening setback of 37.5m, 18.75m from center line of road. The building implementation also considers a maximum front yard setback of 4.5m for residential function.

The development proposes to provide soft landscaping directly adjacent to the sidewalk at Montreal Road with trees planted directly in the soil, parallel to the street, along the building facade.

The proposed building defines the street edge and maintains continuity of the existing pedestrian sidewalk along Montreal Road with direct access leading to the walkway adjacent to the ground floor residential spaces. Barrier-free access is provided to the main entrance with a sloped walkway. The slope of the site along the street, corresponding to the natural topography and slope of Montreal Road, is respected and maintained. The intention is to keep an uninterrupted streetscape with soft landscaping and continuous vegetation for the full length of the site, in front of the building.

The proposed building has been designed with a distinctive shape which maintains a continuous streetscape with building frontage along Montreal Road at levels 3 to 6. While still providing access to the surface and underground parking, the frontage along the street is maintained up to level 6. The volume created by level 3 to 6 tries to line up with Montreal Road to increase the presence of built elements on this artery. This alignment is reinforced by the Juliet balcony's angled orientation.

The proposed building front setback (+/- 4.5m) is dictated by the road widening setback. With this setback, the street edge is maintained and enhanced with soft-landscaping including small planting and trees defining the street edge. The proposed west side setback is 3.5m. This setback allows our building for a reasonable percentage area of unprotected openings (as per building Code) for this facade and a comfortable distance for the future tenants living spaces.

13: Ensure that 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 will occupy the majority of the lot frontage. The middle volume, including level 3 to 6 is playing an important role for this guideline, as mentioned in response to Item 4.

Urban Design Guideline

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.

16. Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.

17: Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.

18: Use clear windows and doors to make the pedestrian level facade of walls, facing the street, highly transparent. Locate active uses along the street at grade.

20: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.

Response

The proposed building has been designed with a distinctive shape for the ground floor, with the massing of the building changing from levels 3 to 6 and then at levels 7 to 9. The street facade of level 2 and ground floor have been designed to become gradually more open for pedestrian and vehicular access to the site to the east. This proposed "fan shape" plan naturally creates a canopy over the building main entrance and contributes to enhance the human scale of the project. The ground floor street facade proposes a significant amount of transparency.

To optimize the capacity of the site, the front portion of proposed level 3 to 6 are extending above the parking access driveway on the east side. The proposed minimum east side setback for this middle volume is 2m. In height, level 7 to 9 are providing an increased setback of 8.75m on this side.

Despite an allowance for a 0m setback along west side lot line, our proposed setback is 3.5m. This setback allows to minimize the impact of the building on actual lower neighbours or any future project. The setback also allows for the current development to provide sufficient glazing along this façade as per limiting distance Code requirements.

The rear lot line is facing another AM10 zone. Although a 7.5m setback is not applicable, it has been decided to not locate the building inside this distance to the rear lot line to offer a rear yard outdoor terrace space. This also allows for the development to provide sufficient landscape area.

The building has been designed as a contemporary construction but also with a modern touch to facilitate the integration to the surrounding context. The design of the masonry facades includes a proposition for a unique brick pattern that will create a visual interest along the public street.

The proposed building is oriented toward Montreal Road with doors visible and directly accessible from the public street.

The proposed ground floor along Montreal Road incorporates an active residential entrance along the street at grade. The ground floor is designed to be animated and highly transparent providing a direct visual connection with the street. The ground floor will feature greater floor-to-ceiling heights with a minimum of 50% glazing.

Principal pedestrian access is located away from the street with a seamless connection to the sidewalk. Pedestrian main access is clearly defined with a sloped walkway leading from the sidewalk at Montreal Road to the entrance. An important protected paved area is designed for the front and east side of ground floor main entrance and lobby to allow safe circulation of pedestrians. This area provides distinct connections to the building while facilitating a public/semi-private transition.

Urban Design Guideline

24: Provide site furnishing such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.

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

39: Protect and feature heritage, specimen and mature trees on site by minimizing grade changes and preserving permeable surfaces.

40: Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture and walkways to the public sidewalk.

Response

Exterior bike racks are provided under the canopy on the east side of the main entrance. Some benches to be installed for the common area in the rear for tenants to enjoy the outdoor space.

Surface parking is provided at the east side of the site mostly for visitor's requirements. An underground parking garage is also provided for tenants. The project provides the minimum number of parking spaces as required by the Zoning By-law.

There are no significant existing trees inside the property lines. However, existing trees do exist along the perimeter of the lot line, most of them at the rear line and a few at the west line, are part of our tree preservation plan. Existing grading will be maintained along Montreal Road and, where possible, at the south-east and south-west corners of the site. Minimal grading will be required to promote positive drainage.

The area between the existing sidewalk at Montreal Road and the proposed building entrance will be landscaped with soil planting, including trees, and a walkway connecting the sidewalk and main entrance.