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Residential
Commercial &
Institutional
Environmental
Restoration

Lilythorne Zens 2 4781 Bank Street (Block 240) Ottawa, Ontario Planning Rationale & Design Brief



Prepared for: Claridge Homes (Bank Street) LP

**LILYTHORNE ZENS 2
4781 BANK STREET (BLOCK 240)
OTTAWA, ONTARIO**

**PLANNING RATIOANLE AND DESIGN BRIEF
IN SUPPORT OF AN APPLICATION FOR
SITE PLAN CONTROL**

Prepared For:

Claridge Homes (Bank Street) LP



**CLARIDGE
HOMES**



Prepared By:



Engineers, Planners & Landscape Architects

Suite 200, 240 Michael Cowpland Drive
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January 25, 2022

Novatech File: 121237-06
Ref: R-2022-003

January 25, 2022

City of Ottawa
Planning, Infrastructure & Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Tracey Scaramozzino, MCIP, RPP – Planner III

**Reference: Lilythorne Zens 2
Planning Rationale and Design Brief in Support of An Application for Site
Plan Control
4781 Bank Street (Block 240)
Our File No.: 121327**

Novatech has been retained by Claridge Homes (Bank Street) LP ('Claridge Homes') to prepare this Planning Rationale and Design Brief in support of application for *Site Plan Control* for their property municipally known as 4781 Bank Street (Block 240) in Ward 20 – Osgoode, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Claridge Homes is proposing to develop a Planned Unit Development consisting of eight (8) three-storey buildings, each with twelve (12) dwelling units for a total of ninety-six (96) dwelling units. The proposed development will feature a communal green space, surface parking with associated pathways and drive aisles. A total of forty-eight (48) bicycle parking spaces will be provided for the proposed development through exterior bicycle parking racks. A total of one hundred sixteen (116) surface parking spaces will be provided for the proposed development. A separate *Minor Variance* application will be submitted to seek a reduction to the required parking rate from 1.2 spaces per dwelling unit to 1.0 space per dwelling unit for the proposed development. No variances will be sought for the visitor parking rate. The Subject Site is currently a vacant parcel of land identified as Block 240 on 4M-1659.

This proposed development ensues another application for *Site Plan Control* (*City File No.: D07-12-21-0038*) by Claridge Homes for a proposed development immediately south of the Subject Site at 4789 Bank Street (Block 257 on 4M-1659). The proposed development for the Subject Site will feature building typologies of identical architectural design, massing, and scale to ensure compatibility with surrounding residential development.

This Planning Rationale and Design Brief will demonstrate how the proposed development is consistent with the *Provincial Policy Statement (PPS)*, conforms to *City of Ottawa Official Plan*, generally complies with the provisions of *Zoning By-law 2008-250* as well as respects the applicable urban design guidelines found in the *Official Plan*.

Yours truly,

NOVATECH



Robert Tran, M.PL.
Planner, Planning & Development

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1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Claridge Homes (Bank Street) LP ('Claridge Homes') to prepare this Planning Rationale and Design Brief in support of application for *Site Plan Control* for their property municipally known as 4781 Bank Street (Block 240) in Ward 20 – Osgoode, Ottawa, Ontario. The herein will be referred to as the 'Subject Site'.

Claridge Homes is proposing to develop a Planned Unit Development consisting of eight (8) three-storey buildings, each with twelve (12) dwelling units for a total of ninety-six (96) dwelling units. The proposed development will feature a communal green space, surface parking with associated pathways and drive aisles. A total of forty-eight (48) bicycle parking spaces will be provided for the proposed development through exterior bicycle parking racks. A total of one hundred sixteen (116) surface parking spaces will be provided for the proposed development. A separate *Minor Variance* application will be submitted to seek a reduction to the required parking rate from 1.2 spaces per dwelling unit to 1.0 space per dwelling unit for the proposed development. No variances will be sought for the visitor parking rate. The Subject Site is currently a vacant parcel of land identified as Block 240 on 4M-1659.

This proposed development ensues another application for *Site Plan Control* (City File No.: D07-12-21-0038) by Claridge Homes for a proposed development immediately south of the Subject Site at 4789 Bank Street (Block 257 on 4M-1659). The proposed development for the Subject Site will feature building typologies of identical architectural design, massing, and scale to ensure compatibility with surrounding residential development.

This Planning Rationale and Design Brief will demonstrate how the proposed development is consistent with the *Provincial Policy Statement (PPS)*, conforms to *City of Ottawa Official Plan*, generally complies with the provisions of *Zoning By-law 2008-250* as well as respects the applicable urban design guidelines found in the *Official Plan*.

1.1 Site Description and Surrounding Uses

The Subject Site is a vacant block of land located within the registered residential subdivision, known as the Lilythorne Subdivision. The Subject Site was subject to an *Official Plan Amendment* (City File No.: D01-01-13-0025), *Zoning By-law Amendment* (City File No.: D02-02-13-0144) and *Plan of Subdivision* (City File No.: D07-16-17-0007) for the purpose of accommodating a residential subdivision along Bank Street.

The topography of the Subject Site and surrounding areas are generally flat, with Bank Street sloping slightly downwards as it travels south. The Subject Site is vacant but was used as a one storey sales centre and staging site for various construction related materials for the greater Lilythorne Subdivision as shown in **Figure 1**.

The Lilythorne Subdivision is situated 13 kilometres southeast of downtown Ottawa, outside the Greenbelt, in the community of Leitrim as shown on. The Subject Site has an area of 1.3 hectares and approximately 80 metres of frontage on Bank Street.



Figure 1: Google Street View of the Subject Site's existing conditions looking northeast from Bank Street.



Figure 2: Subject Site and surrounding land uses.

The following describes the adjacent land uses as illustrated in **Figures 2, 3, 4 and 5**.

North: A light industrial use (residential and commercial fencing business) abuts the Subject Site to the north. Situated further north at 4755 Bank Street (Block 256 on 4M-1659), Claridge Homes is proposing to develop a five-storey retirement residence building consisting of one hundred fifty-three (153) units with surface and underground parking (*City File No.: D07-12-21-0045*).

East: The lands immediately east of the Subject Site feature a variety of low-rise residential typologies that are already constructed or planned to be developed by Claridge Homes and Urbandale Corporation.

West: Bank Street immediately abuts the Subject Site to the west with an existing residential subdivision consisting of various housing typologies situated on the opposite side. Findley Creek Centre, a commercial and retail plaza consisting of a grocery store, pharmacy, bank, restaurants, and other uses which support a 15-minute neighbourhood is situated southwest of the Subject Site. This commercial and retail plaza is a key destination in the area surrounding the Subject Site and is served by public transit off Findlay Creek Drive.

South: Findley Creek Drive immediately abuts the Subject Site to the south. As previously discussed, Claridge Homes has filed a *Site Plan Control* (*City File No.: D07-12-21-0038*) application for a proposed development south at 4789 Bank Street (Block 257 on 4M-1659). The proposed development for the Subject Site will feature building typologies of identical architectural design, massing, and scale to ensure compatibility with surrounding residential development. Located further south are lands to be developed by Urbandale Corporation with future residential.

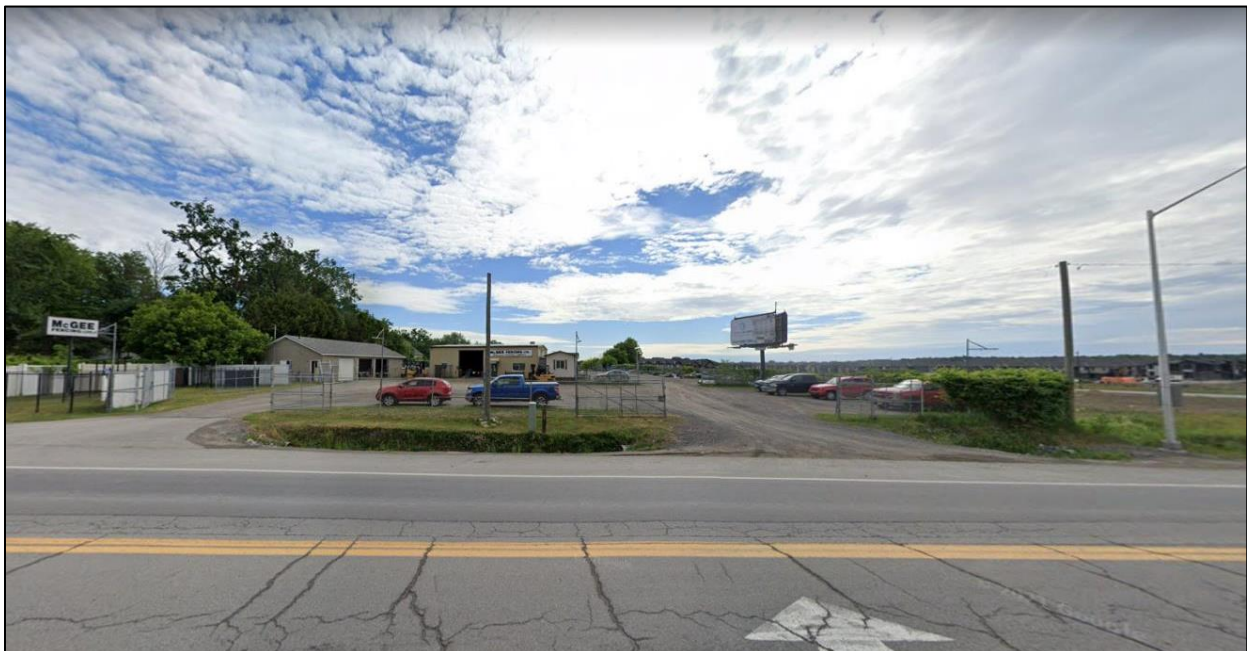


Figure 3: Google Street View of the light industrial use north of the Subject Site looking east from Bank Street.

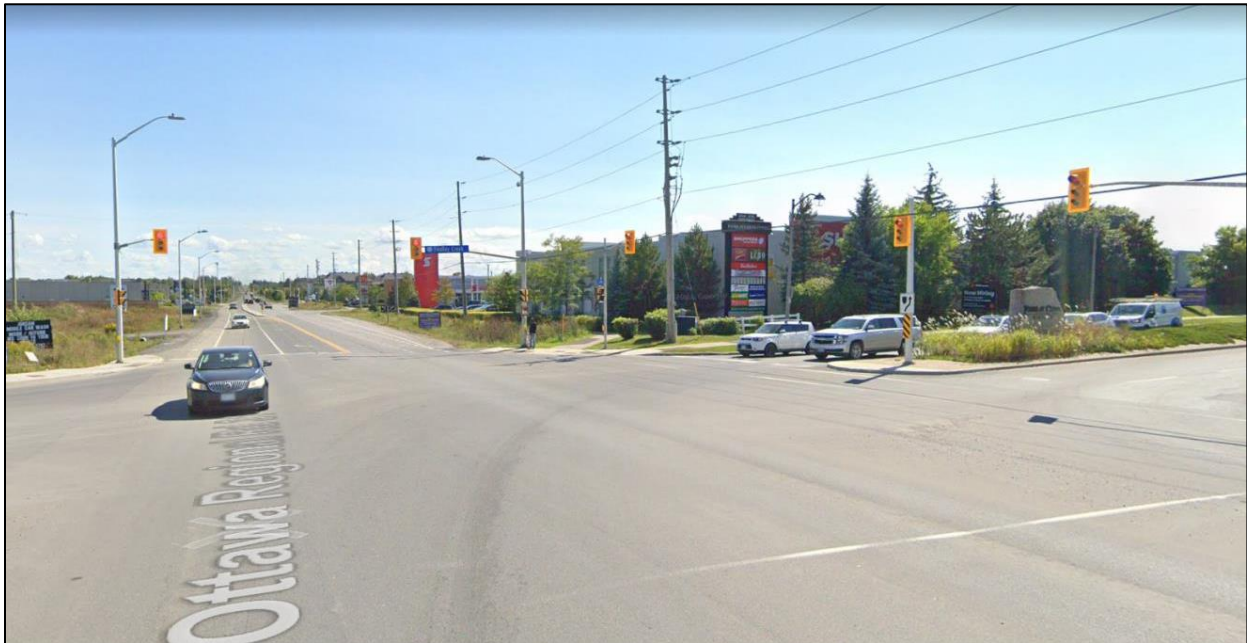


Figure 4: Google Street View of the Findley Creek Centre looking southwest from the Subject Site.



Figure 5: Google Street View of the lands to be developed by Claridge Homes (Bank Street) LP south of the Subject Site looking southeast from Bank Street.

The Context Plan prepared by Novatech as shown below in **Figure 6** illustrates the existing and planned uses for the lands surrounding the Subject Site. A mix of residential typologies are being developed in the area east of Bank Street along Findlay Creek Drive and have similar densities to what is being proposed on the Subject Site.

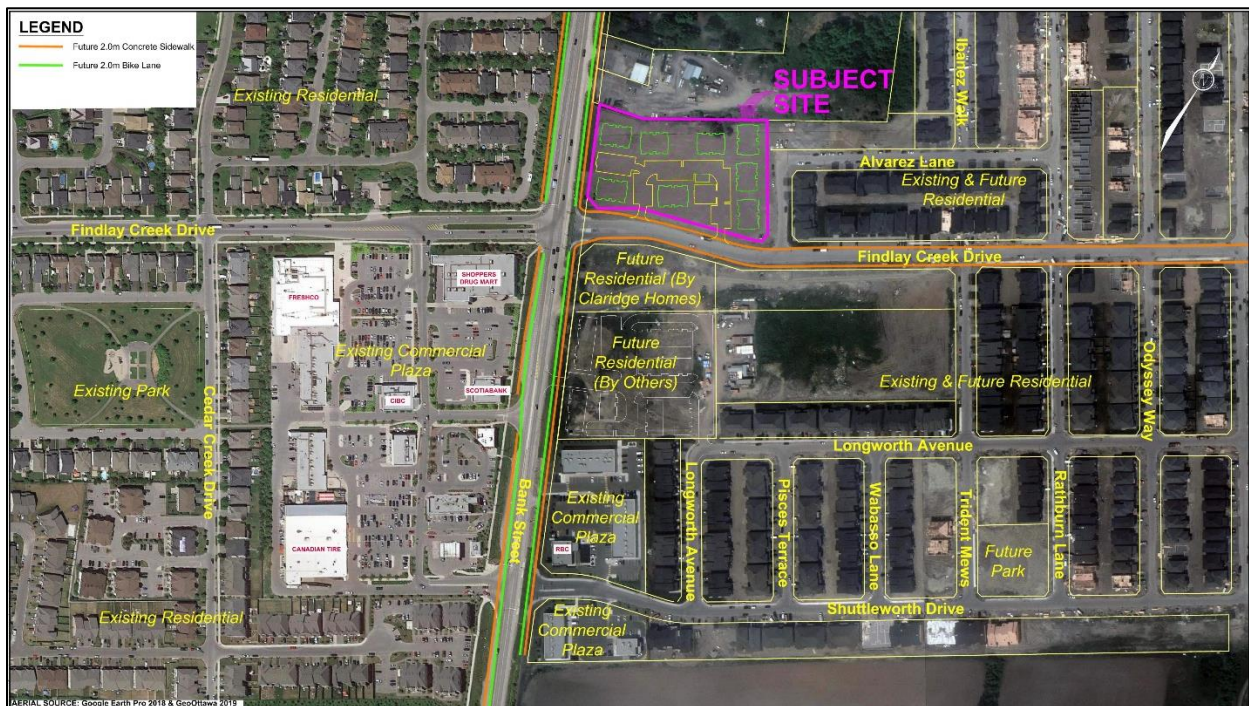


Figure 6: Excerpt of the Context Plan prepared by Novatech. A full size is provided in Appendix A.

The Subject Site is legally described as follows:

BLOCK 240, PLAN 4M1659 SUBJECT TO AN EASEMENT IN GROSS OVER PART 66, PLAN 4R-32996 AS IN OC2258193 SUBJECT TO AN EASEMENT AS IN OC2258195 SUBJECT TO AN EASEMENT OVER PART 67, PLAN 4R-32996 AS IN OC2258197 CITY OF OTTAWA

1.2 Proposed Development

Claridge Homes is proposing to develop a Planned Unit Development consisting of eight (8) three-storey buildings, each with twelve (12) dwelling units for a total of ninety-six (96) dwelling units as shown in **Figure 7**. The proposed development will feature a private communal green space, surface parking with associated pathways and drive aisles. A total of forty-eight (48) bicycle parking spaces will be provided for the proposed development through exterior bicycle parking racks. A total of one hundred sixteen (116) surface parking spaces will be provided for the development. As previously discussed, a separate *Minor Variance* application will be submitted to seek a reduction to the required parking rate from 1.2 spaces per dwelling unit to 1.0 space per dwelling unit for the proposed development. No variances will be sought for the visitor parking rate. The Subject Site is currently a vacant parcel of land identified as Block 240 on 4M-1659.

The proposed development features two vehicular accesses and egresses provided off Findlay Creek Drive. The buildings have been oriented to the street frontages of Bank Street and Findlay Creek Drive where possible while also ensuring compliance with zoning by-law provisions. The buildings are accessed by a series of internal walkways which will connect to future sidewalks on Bank Street, Findlay Creek Drive, Kugagami Road, the surface parking area, as well as the

buildings themselves. A centrally located waste and recycling enclosure will ensure that any views associated with waste collection are appropriately screened.

Building façades are symmetrical with balconies on all faces, and alternating planting beds and window wells at the ground level as shown on **Figures 8, 9, 10, and 11**. All doors are located in the centre of the buildings with some at grade, and some up a central set of stairs to provide access to the second floor. Guard rails have been provided around the lower-level balconies where required due to the Subject Site’s grading. The buildings have been designed with complimentary design elements and cladding which tie into the vision of the overall Lilythorne Subdivision. This linear cladding is oriented into three layers to give the elevations “a base, a middle, and a top” and to lower the apparent height. The top floor features a projected partial roof over the canopy to create another horizontal line to help visually lower the height of the building.

The vision for the Subject Site is to provide a low-maintenance structure with design elements to help visually lower the height of the building and fit into the developing neighbourhood context. The objectives for this proposal are to improve the existing Subject Site through intensification and to provide additional housing options to meet the needs of individuals and families in the Leitrim community.

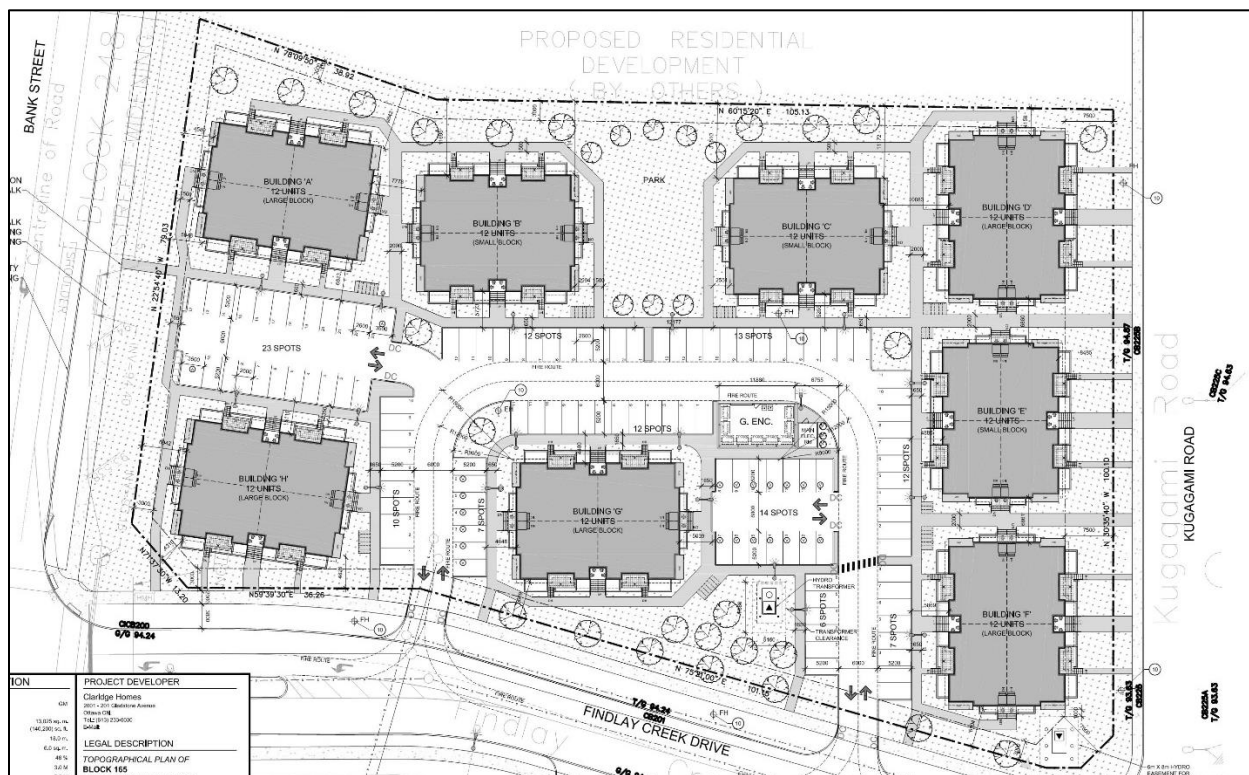


Figure 7: Excerpt from the proposed Site Plan REV 3, prepared by RLA Architecture dated May 25, 2021.

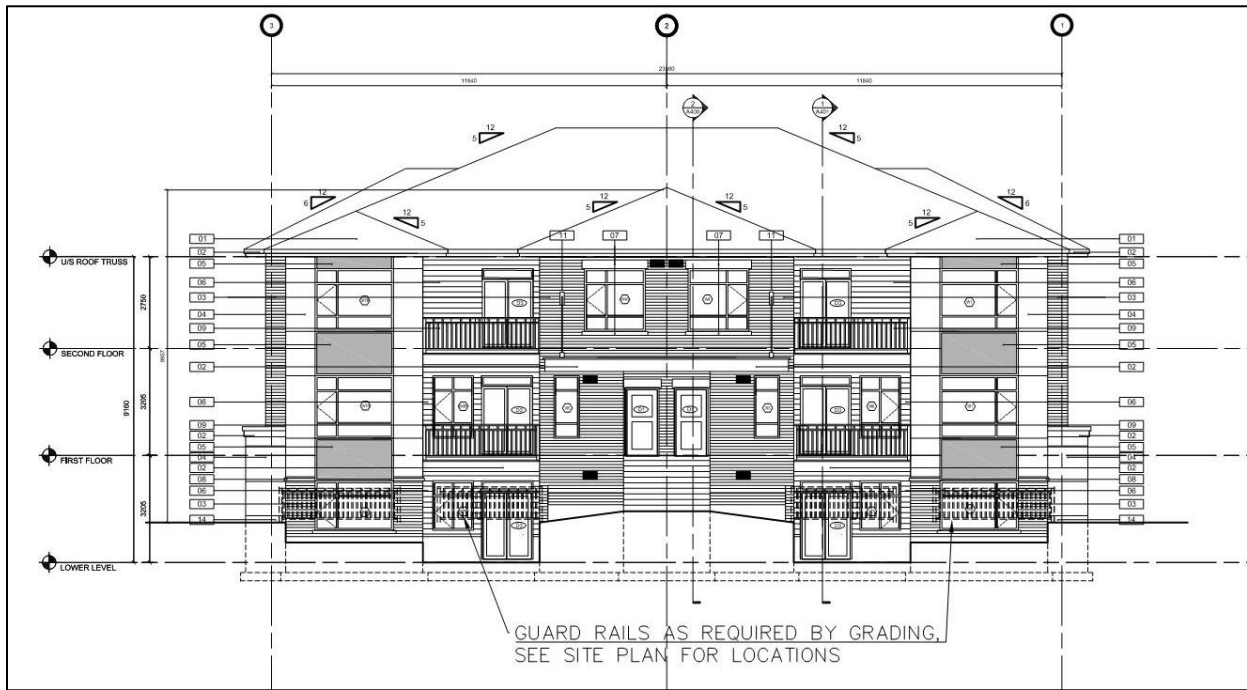


Figure 8: Proposed front elevation prepared by RLA Architecture, dated April 4, 2019.

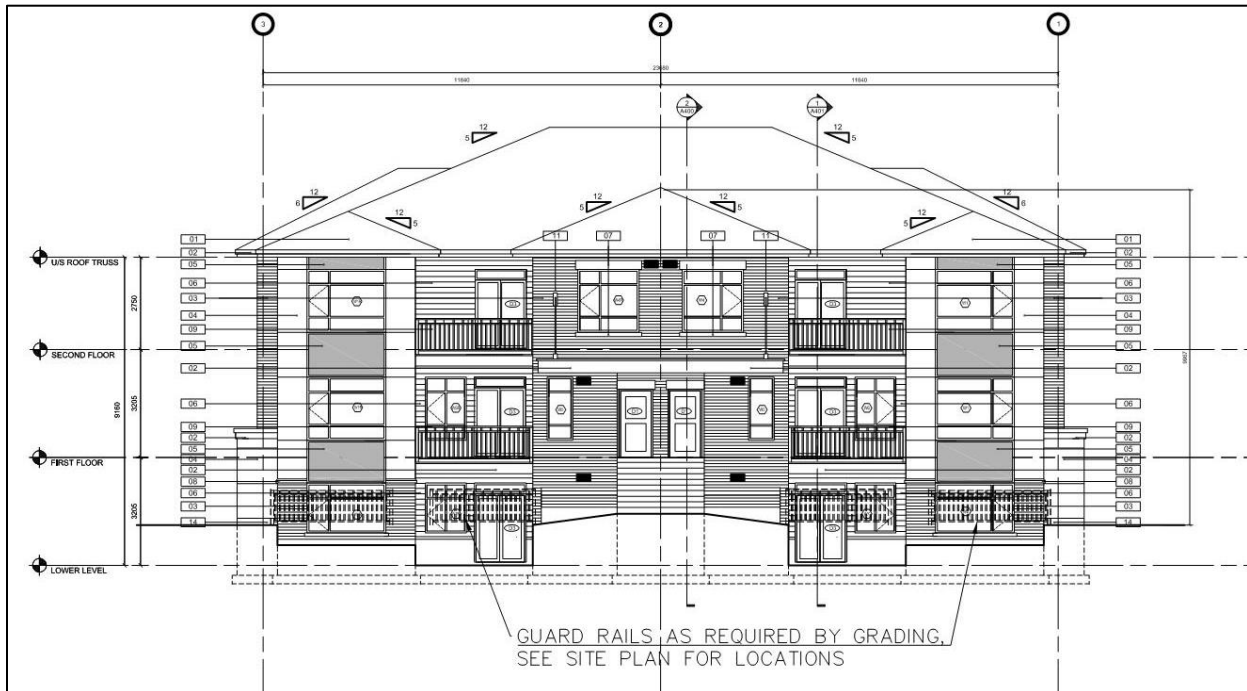


Figure 9: Proposed front elevation prepared by RLA Architecture, dated April 4, 2019.

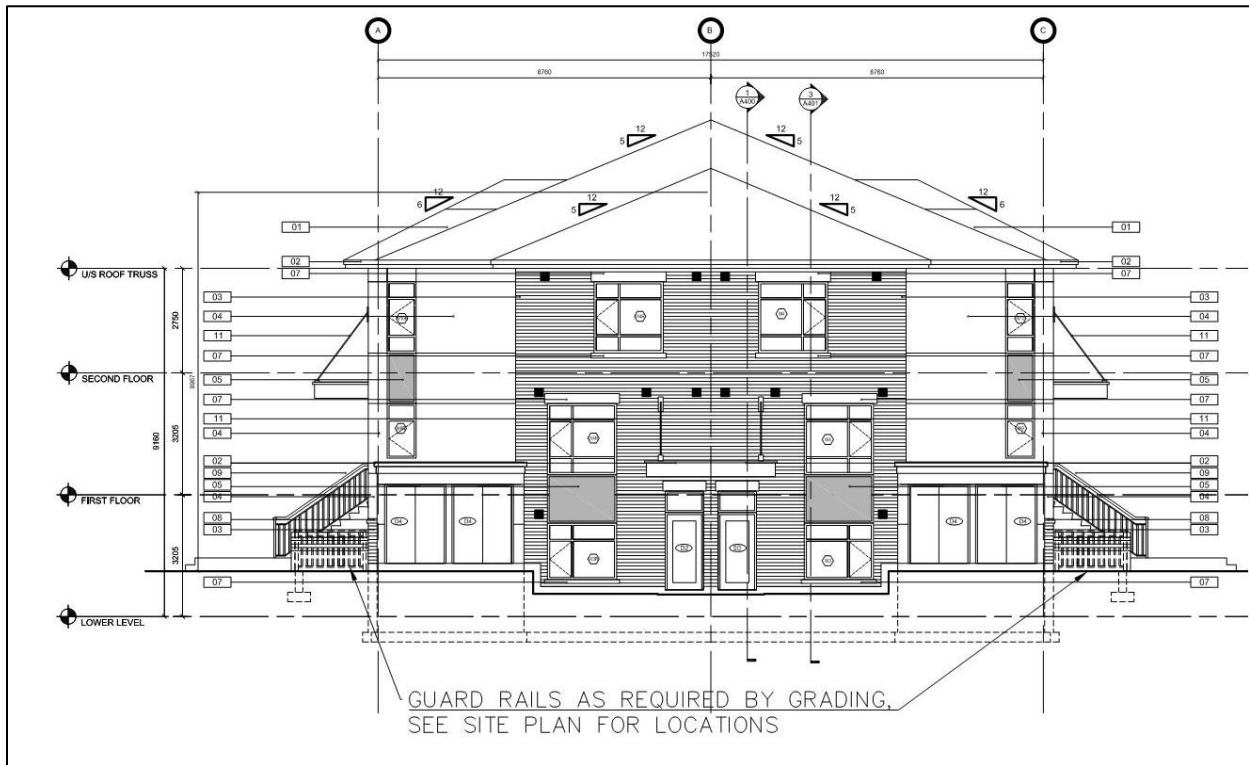


Figure 10: Proposed side elevation prepared by RLA Architecture, dated April 4, 2019.

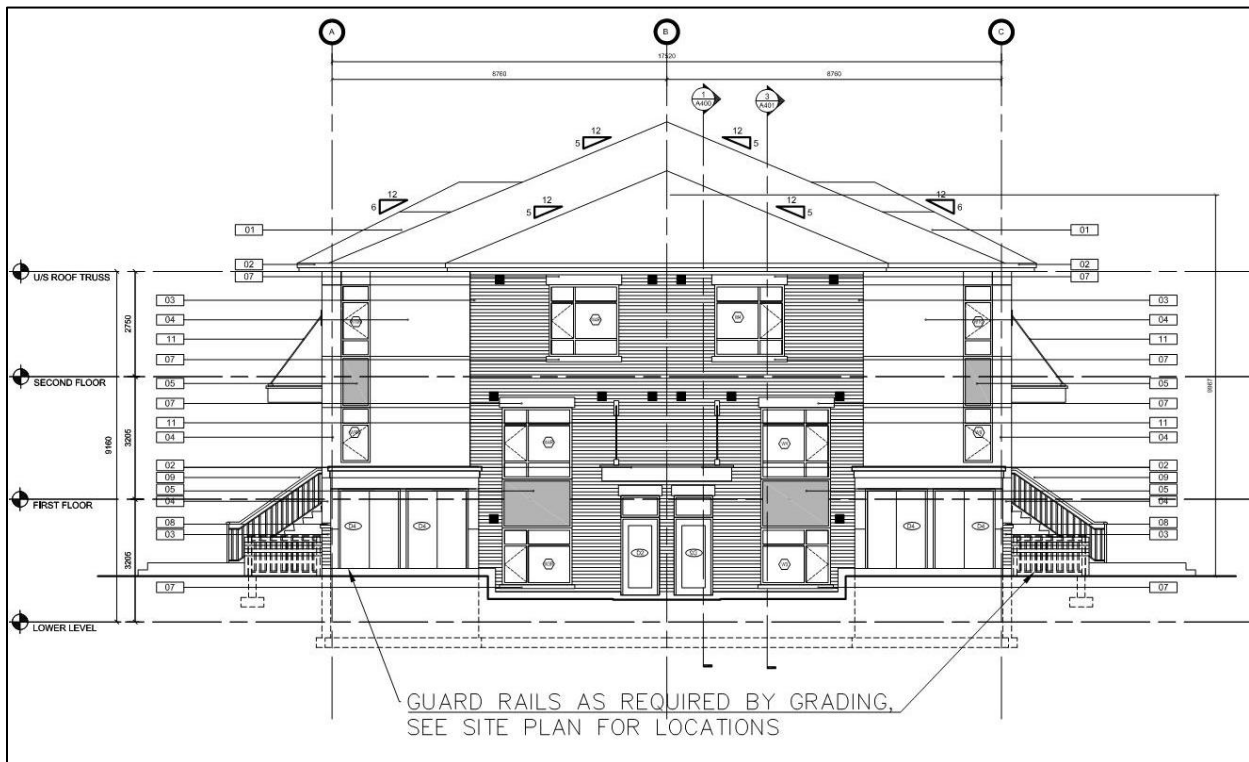


Figure 11: Proposed front elevation prepared by RLA Architecture, dated April 4, 2019.

2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by RLA Architecture, James B. Lennox & Associates Landscape Architects, IBI Group, Paterson Group, and Golder Associates.

- Site Plan REV 3, Drawing SP-1, prepared by RLA Architecture dated May 25, 2021.
- Architectural Building Elevations, REV 3, Drawing A-200, prepared by RLA Architecture dated April 4, 2019.
- Landscape Plan, REV 1, Drawing L.1, prepared by James B. Lennox & Associates Landscape Architects dated December 14, 2021.
- Design Brief: Lilythorne Zens 2 Leitrim Development Area, Project: 134437-6.0, prepared by IBI Group dated December 2021.
- Environmental Noise Impact Assessment: 4781 Bank Street Lilythorne Zens 2 Leitrim Community, Project: 134437-6.04-01, prepared by IBI Group dated December 2021.
- Phase I Environmental Site Assessment: 4781 Bank Street, Report: PE5534-1, prepared by Paterson Group dated December 7, 2021.
- Geotechnical Investigation: Proposed Residential Development East of Bank Street and South of Analdea Drive, Report Number: 13-1121-0186, prepared by Golder Associates dated November 2013.
- Environmental Impact Statement and Tree Conservation Report in Support of the Development of 4789 Bank Street, Report Number: 13-1121-0186/4000, prepared by Golder Associates dated April 2016.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (PPS)

The *2020 Provincial Policy Statement (PPS)* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in *Section 2* of the *Planning Act*. The decisions that affect all matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS* policies:

Building Strong Healthy Communities

Section 1.1 of the *PPS* speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that “*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;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
 - d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent to or close to settlement areas;*
 - e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
 - f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
 - g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*
 - h) *promoting development and land use patterns that conserve biodiversity; and*
 - i) *preparing for the regional and local impacts of a changing climate.*
- **The proposed development will achieve an efficient land use pattern by maximizing the Subject Site's existing land resources and amenities for development.**
 - **The proposed development will consist of residential dwelling units that will contribute to a greater range of housing typologies within the overall Leitrim community.**
 - **The proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing road network designed and constructed as part of the overall Lilythorne Subdivision. A Design Brief was prepared by IBI Group dated December 2021 for the proposed development.**

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages, and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that settlement shall be the focus of growth and development.

Policy 1.1.3.2 notes that land use patterns within *settlement areas* shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *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;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed.*

Policy 1.1.3.6 states that new development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

- **The proposed development will achieve a residential density which represents an efficient use of land and resources in a developing community. The development will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing road network designed and constructed as part of the overall Lilythorne Subdivision.**

- **The Subject Site is situated within close proximity to existing public transit services along Bank Street and Findlay Creek Drive.**

Section 1.6.6 addresses sewage, water, and stormwater services.

Policy 1.6.6.2 notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

- **The Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services.**

Wise Use and Management of Resources

Section 2.0 of the *PPS* speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes that the diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

Policy 2.1.7 states that site alteration shall not be permitted in the habitat of endangered and threatened species, except in accordance with provincial and federal requirements.

- **The proposed development has been designed to respect the Subject Site's surrounding natural and environmental features to ensure their long-term protection and prosperity.**
- **A combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by Golder Associates dated April 2016 for the overall Lilythorne Subdivision. Detailed information and findings can be found in that report which was previously submitted and approved by the City of Ottawa.**

Protecting Public Health and Safety

Section 3.0 considers the Province's long-term prosperity, environmental health and social wellbeing which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated December 7, 2021. Based on the results of the assessment, a Phase II Environmental Site Assessment (ESA) was not required for the Subject Site.
- Detailed information and findings can be found in the Phase I ESA report which will accompany this submission.

3.2 City of Ottawa Official Plan

The City of Ottawa’s new *Official Plan* was approved by Planning Committee and the Agricultural and Rural Affairs Committee on October 14, 2021, and subsequently adopted by Ottawa City Council on November 24, 2021. It is noted that at the time this report was prepared, the new *Official Plan* did not yet receive approval from the Province of Ontario’s Ministry of Municipal Affairs and Housing. This report will address the existing *Official Plan* and new *Official Plan* in regard to the proposed development per *Official Plan Document 6 – Transition of In-Stream Applications*.

3.2.1 Existing Official Plan

The Subject Site is designated under the existing *Official Plan* as *Developing Community (Expansion Area)* as per *Schedule B – Urban Policy Plan* as shown on **Figure 12**. As per *Section 3.12* of the *Official Plan*, lands designated *Developing Community (Expansion Area)* are intended to contribute to “the provision of sufficient urban land to support the residential demands of the projected population”. These areas are intended to develop primarily for residential purposes, although minor, non-residential uses to meet the needs of a neighbourhood may also be located here.

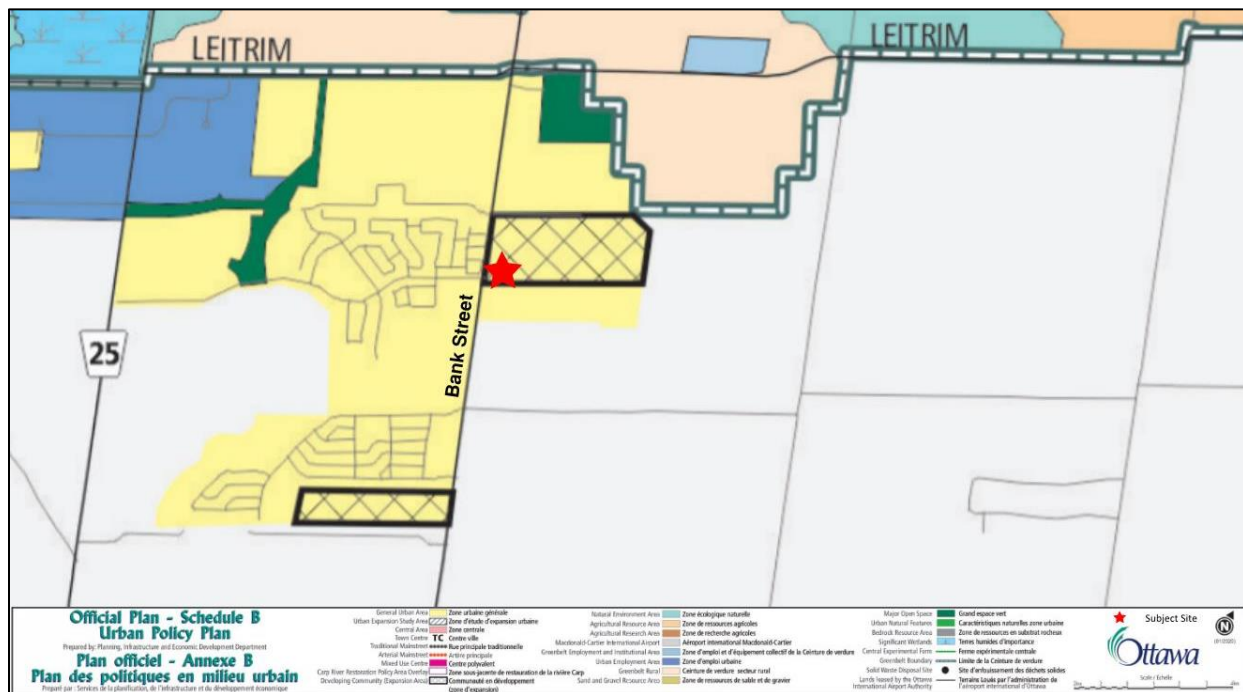


Figure 12: Excerpt from City of Ottawa Official Plan Schedule B – Urban Policy Plan.

The applicable policies under *Section 3.12* are listed below with the key sections highlighted. A description of how the proposal responds to the policies then follows:

- 1) *Lands designated on Schedule B as ‘Developing Community (Expansion Area)’ and ‘Urban Area’ on Schedule A contributes to the provision of sufficient urban land to support the residential demands of the projected population. The intent is that these lands will be developed primarily for urban residential uses once the policies of this section have been satisfied.*
 - 2) *The policies of this section will be achieved through the preparation of a plan of subdivision.*
- **The proposed development will consist of residential dwelling units that will contribute to a greater range of housing typologies within the overall Leitrim community.**
 - **The Subject Site is a vacant block of land within the registered Lilythorne Subdivision and was intended to be developed with future residential.**

Section 2.5.1 – Designing Ottawa of the *Official Plan* considers elements of urban design such as “*how buildings, landscapes and adjacent public spaces look and function together*”. The components of communities where urban design play a key role include built form, public spaces, and infrastructure.

The following is a review of the design objectives and summary of how the proposed development is consistent with the design objectives of *Section 2.5.1*:

- 1) *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
- **The design and massing of the buildings will compliment the existing and future planned development such as the proposed development by Claridge Homes south of the Subject Site. The proposed design represents a desirable streetscape character with the buildings oriented to Bank Street and Findlay Creek Drive. A soft landscaped buffer is provided for the Subject Site, which will compliment the landscaping for surrounding land uses as shown on the Landscape Plan prepared by James B. Lennox & Associates Landscape Architects dated December 14, 2021.**
- 2) *To define quality public and private spaces through development.*
- **Private communal amenity space is provided through a communal green space whereas private amenity space is provided in the form of individual unit balconies. The proposed development is consistent with setbacks of the neighbouring properties, reinforcing the boundary between the public realm, and private space.**
- 3) *To create places that are safe, accessible and are easy to get to, and move through.*
- **Internal walkways to the building entrances will connect the Subject Site to the future planned sidewalks along Bank Street, Findlay Creek Drive, and Kugagami Road.**
 - **The Subject Site has been designed with the buildings oriented to address Bank Street and Findlay Creek Drive. The Subject Site’s accesses and egresses are provided an appropriate distance away from the intersection of Bank Street and Findlay Creek Drive.**

- 4) *To ensure that new development respects the character of existing areas.*
- **The surrounding area includes an evolving mix of land uses and architectural styles. The proposed land use and built form are in keeping with the character of the evolving development in the surrounding area and has been designed to compliment the developing Lilythorne Subdivision.**
 - **As previously discussed, Claridge Homes is proposing a residential development immediately south of the Subject Site at 4789 Bank Street. The proposed development for the Subject Site will feature building typologies of identical architectural design, massing, and scale to ensure compatibility with surrounding residential development.**
- 5) *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
- **The Subject Site is located in a walkable 15-minute neighbourhood and offers future residents a convenient choice of transportation modes. This proposed development further contributes to a greater range of housing typologies to meet the needs of individuals and families in the Leitrim community.**
- 6) *To understand and respect natural processes and features in development design.*
- **An Environmental Impact Statement and Tree Conservation Report was prepared by Golder Associates dated April 2016 as part of the application for the overall Lilythorne Subdivision. No natural processes or significant natural features were identified on the Subject Site as part of the due diligence process leading to the design of the proposed development.**
- 7) *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*
- **The development of this vacant property and the creation of new dwelling units will efficiently use existing infrastructure and community amenities as well as provide opportunities to reduce automobile travel by encouraging public transit, walking, and cycling. As the Subject Site is located within a walkable 15-minute neighbourhood, development on this Subject Site will allow residents to access most of their day-to-day needs on foot and use established services in the Leitrim community.**

Section 4.11 – Urban Design and Compatibility discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to *Views, Building Design, Massing and Scale, Outdoor Amenity Areas* and *Design Priority Areas*. *Policy 1* of *Section 4.11* sets out the requirement for a Design Brief as part of a complete application, to demonstrate that the provisions of the *Official Plan*, design provisions of any relevant secondary plan or Community Design Plan (CDP), and any relevant Council approved Design Guidelines have been considered and incorporated in the development.

Views

“Depending on its location, the mass or height of new development may enhance or impact the views visible from public viewpoints, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view”.

- **The proposed residential development will not impact the views of any public monuments, bridges, civic spaces, landforms, and other valued spaces.**

Building Design

“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors”.

- **The building design and architectural elements were discussed in detail in the previous sections of this report. The proposed development is consistent and compatible with the existing uses along Bank Street including the proposed development by Claridge Homes south of the Subject Site. The low-rise profile of the proposed development is consistent with the existing built form in the direct vicinity of the Subject Site. A conceptual architectural rendering of the proposed building design is shown in Figure 13.**
- **The buildings have been oriented towards Bank Street and Findley Creek Drive and are designed with multiple entries, that are accessible from the walkways, as well as from the parking area behind the buildings. The windows and balconies on the façade of the building will contribute to having more eyes on the street. The entrances are clearly distinguishable under an external landing, visual interest is drawn from the top to the bottom of the building through a symmetrical design using different types of cladding and trim materials.**



Figure 13: Conceptual architectural rendering of the proposed building design.

Massing and Scale

“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings”.

- **The proposed design is for three-storey buildings which is compatible with the scale and massing of surrounding development including the proposed development by Claridge Homes south of the Subject Site.**
- **No buildings are proposed to be greater than four-storeys in height.**

Outdoor Amenity Areas

“Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities”.

- **As previously discussed, private amenity space is provided in the form of individual unit balconies and a communal green space.**
- **No undesirable impacts on existing private amenity spaces of adjacent residential development are anticipated given the Subject Site’s location with frontages onto three roadways and the overall developing nature of the community.**

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots speaks to evaluating “the adequacy of the transportation network to meet the needs of the proposed development”. The section outlines policies regarding proposed developments in relation to modes of transportation such as walking, cycling, transit, and automobile.

- The proposed development will ensure that convenient access is provided between the Subject Site and community amenities as well as access to public transit services through pedestrian pathways that will connect to existing and planned sidewalks.
- The Subject Site is situated at the northeast corner of Bank Street and Findlay Creek Drive. Bank Street is designated as an existing arterial roadway per *Official Plan Schedule E – Urban Road Network* as shown below in Figure 14. Findlay Creek Drive is identified as a collector roadway per the submitted Transportation Impact Assessment (TIA) – Screening Form. A TIA was not required per the pre-application consultation notes received from City of Ottawa staff dated April 22, 2021.
- The ultimate build out of Bank Street will include the widening of the roadway as well as concrete sidewalks and bike lanes as per the Bank Street EA Study Ultimate Plan prepared by Morrison Hershfield and AECOM dated March 17, 2014 as shown below in Figure 15.



Figure 14: Excerpt from the existing City of Ottawa Official Plan Schedule E – Urban Road Network.



Figure 15: Excerpt from Bank Street EA Study Ultimate Plan prepared by Morrison Hershfield and AECOM dated March 17, 2014.

Section 4.4 – *Water and Wastewater Servicing* states that development within Public Service Areas will be on the basis of public services and requires an assessment of the adequacy of public services to support the development.

- As previously discussed, proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services to optimize the use of the existing services.
- A Design Brief was prepared by IBI Group dated December 2021 and outlines the details of how the proposed development will be serviced.

Section 4.6.2 – *Archaeological Resources* outlines policies for where development is proposed on land where archeological potential exists as identified on the City of Ottawa map of *Areas of Archaeological Potential*.

- A portion of the Subject Site is identified as containing archaeological potential per the City of Ottawa’s GeoOttawa Archaeological Potential layer.
- A Stage 1 and 2 Archaeological Assessment was prepared by Golder Associates dated August 16, 2016 for the overall Lilythorne Subdivision.
- The above report was found to be “consistent with the Ministry’s 2011 Standards and Guidelines for Consultant Archaeologists” and was entered into the Ontario Public Register of Archaeological Reports as stated in a letter from the Ministry of Tourism, Culture, and Sport dated September 6, 2016.

3.2.2 New Official Plan

Under the new *Official Plan*, the Subject Site is now designated as a *Corridor – Mainstreet*. The Subject Site also has an *Evolving Neighbourhood Overlay* as shown on *Schedule B7 – Suburban (Southeast) Transect* of the new *Official Plan* as shown on **Figure 16**.



Figure 16: Excerpt from City of Ottawa Official Plan Schedule B7 – Suburban (Southeast) Transect.

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4* of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, provide direction for *Corridors*, and provide direction for new development.

Policy 5.4.1(2) states that “the *Suburban Transect* is generally characterized by Low- to Mid-density development. Development shall be”:

- b) *Mid-rise along Mainstreet Corridors, however the following policy direction applies;*
 - i. *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
 - ii. *The stepback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - iii. *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition;*

- **The proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height.**
- **Access to community amenities such as employment, retail, and green space within close proximity will contribute towards principles of 15-minute neighbourhoods.**

Policy 5.4.3(3) states “along *Mainstreet Corridors*, permitted building heights, except where a secondary plan or area specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows”

- a) *Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area specific policy specifies greater heights;*
- **As previously discussed, the proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height.**
- **The Subject Site is currently zoned as *General Mixed Use – GM* which permits building heights up to 18.0 metres as of right under the *City of Ottawa’s Zoning By-law 2008-250*.**

Section 5.6 – Overlays are intended to “provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of this Plan”.

Policy 5.6.1.1(1) states that the Evolving Overlay will “apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing”:

- a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
 - b) *Allowance for new building forms and typologies, such as missing middle housing;*
 - c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
 - d) *Direction to govern the evaluation of development.*
- **The proposed development consists of a medium residential density that is compatible with the existing and planned development for the Leitrim community.**
 - **The Subject Site is currently a vacant block of land within the Lilythorne Subdivision that will contribute to a greater range of housing typologies within the overall Leitrim community.**

Policy 5.6.1.1(2) notes that where an Evolving Overlay is applied:

- a) *The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
 - b) *The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.*
- **The proposed development will feature residential buildings that are considered low-rise and not greater than 4-storeys in height.**
 - **As previously discussed, the Subject Site is currently zoned as *General Mixed Use – GM* which permits building heights up to 18.0 metres as of right under the *City of Ottawa’s Zoning By-law 2008-250*.**
 - **The proposed development consists of a medium residential density that is compatible with the existing and planned development for the Leitrim community. The net residential density for the proposed development is 74 units per net hectare.**

As per *Section 6.2 – Corridors*, the designation applies to bands of land along streets that are planned with a combination of a higher density, greater mix of land uses and higher level of street transit service than *Neighbourhoods* but with a lower density than *Hubs*.

Policy 6.2.1(1) states that “*Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to*”:

- a) Generally, a maximum depth of:
 - i. In the case of *Mainstreet Corridors*, a maximum depth of 220 metres from the centreline of the street identified as a *Mainstreet Corridor*;
- **The entirety of the Subject Site is designated as a *Corridor – Mainstreet* where the Subject Site abuts Bank Street to the west. Measured from the centreline of Bank Street using GeoOttawa, it is approximately 170 metres in depth.**

Policy 6.2.1(2) notes that “*development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development*”:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users;
- **The proposed development will feature residential buildings that are considered low-rise and not greater than 4-stories in height. This will ensure compatibility with existing and planned residential development within the Leitrim community.**
 - **The buildings have been oriented towards Bank Street and Findley Creek Drive and are designed with multiple entries, that are accessible from the walkways, as well as from the parking area behind the buildings.**
 - **Internal walkways to the building entrances will connect the Subject Site to the future planned sidewalks along Bank Street, Findlay Creek Drive, and Kugagami Road.**
 - **As previously discussed, Bank Street is designated as an existing arterial roadway per *Official Plan Schedule C4 – Urban Road Network* as shown below in Figure 17. Findlay Creek Drive is identified as a collector roadway per the submitted Transportation Impact Assessment (TIA) – Screening Form.**

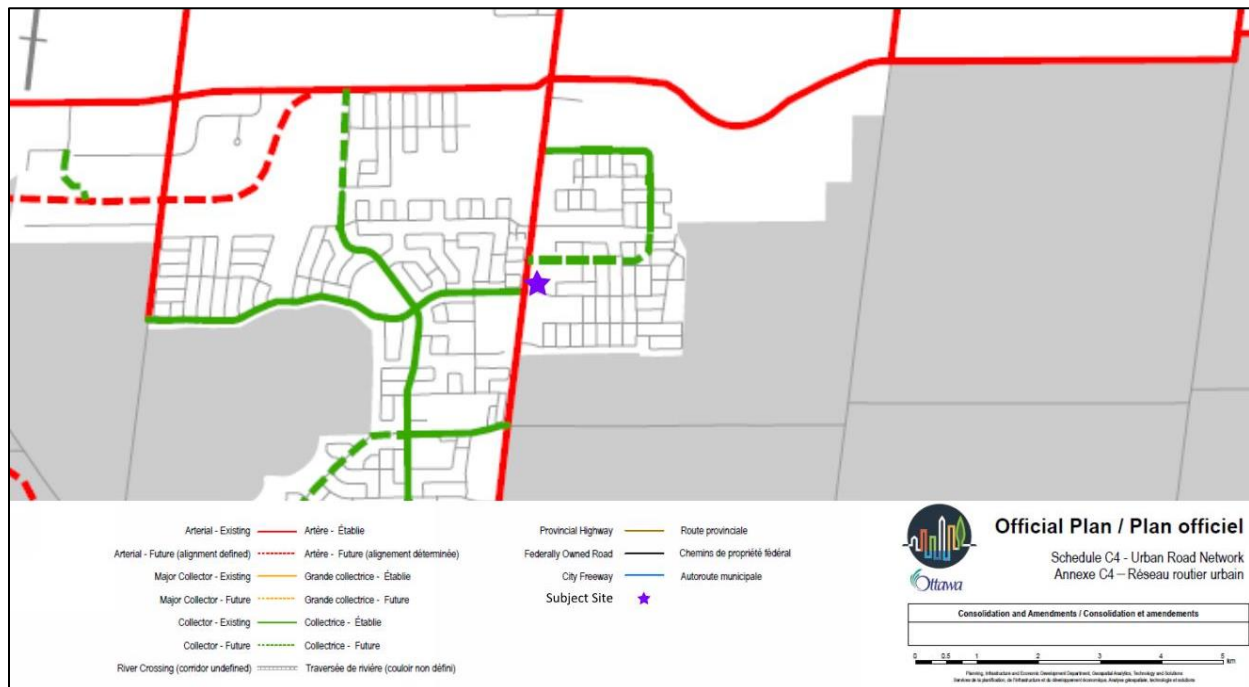


Figure 17: Excerpt from City of Ottawa Official Plan Schedule C4 – Urban Road Network.

Section 4.6 – *Urban Design* addresses policies in regard to the design of both the built form and public realm. Urban design supports the “City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change”.

- The overall design and layout of the proposed development has considered the applicable policies of *Sections 2.5.1 and 4.11* of the existing *Official Plan* policies as per *Document 6 – Transition of In-Stream Applications* which requires that the “more restrictive” policies apply.
- The Subject Site is not situated within a *Design Priority Area* as per *Schedule C7-A – Design Priority Areas – Urban*.

Policy 4.6.2(4) requires that “Development abutting *Scenic Routes*, as identified on *Schedule C13*, shall contribute to conserving or creating a desirable context by such means as”:

- Protecting the opportunity to view natural and cultural heritage features;*
 - Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;*
 - Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and*
 - Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and*
 - Managing the intensity and spill-over of lighting on adjacent parcels.*
- The Subject Site is located along Bank Street which is identified as a *Scenic Route* per *Schedule C13 – Scenic Routes* as shown on Figure 18.
 - The Subject Site is situated in a developing community and not located in proximity to any views of natural or cultural heritage features.

- As previously discussed, the buildings of the proposed development have been oriented towards Bank Street and Findley Creek Drive while ensuring compliance with zoning by-law provisions.
- The surface parking area includes landscaped features where possible while also considering future opportunities for streetscaping during the widening and ultimate buildout of Bank Street.



Figure 18: Excerpt from City of Ottawa Official Plan Schedule C13 – Scenic Routes.

3.3 Urban Design Guidelines for Greenfield Development

The *City of Ottawa’s Urban Design Guidelines for Greenfield Development* provides guidance regarding the relationship between adjacent sites and between a site and the public street. Elements of these guidelines have been considered in the design of the proposed development, such as locating the buildings adjacent to the streets, and designing the building with entrances on all sides to address the street while still providing access to the parking area. The proposed development contributes to a mix of various types of housing while complimenting the existing and proposed development in the community. The building façades have been designed so that windows and doors are prominent features that address the streets they front and are detailed with similar quality and style. The surface parking area includes landscaped features where possible while also considering future opportunities for streetscaping during the widening and ultimate build out of Bank Street. A landscape buffer has been provided along the edges of the parking area, and perimeter of the Subject Site.

3.4 Zoning By-law 2008-250

The Subject Site is currently zoned *General Mixed Use – GM* under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 19**. The purpose of the *General Mixed Use – GM* is to:

1. allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
 2. limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
 3. permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
 4. impose development standards that will ensure that the uses are compatible and complement surrounding land uses.
- The proposed development to construct a Planned Unit Development consisting of stacked dwellings are permitted within the *General Mixed Use – GM* zone. The Subject Site was rezoned during the Lilythorne Subdivision as it was intended for future development which included residential.
 - As previously discussed, a separate *Minor Variance* application will be submitted to seek a reduction to the required parking rate from 1.2 spaces per dwelling unit to 1.0 space per dwelling unit for the proposed development. No variances will be sought for the visitor parking rate.



Figure 19: Excerpt of existing zoning from GeoOttawa.

4.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will also be conducted with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City of Ottawa staff.

5.0 CONCLUSION

It is our assessment that the proposed residential development is consistent with the *2020 Provincial Policy Statement*, conforms with the *City of Ottawa Official Plan*, generally complies with *Zoning By-Law 2008-250* as well as respects the applicable urban design guidelines found in the *Official Plan*. This Planning Rationale and Design Brief along with the associated technical studies supports the proposed residential development.

The proposed residential development is an appropriate and desirable addition to the Leitrim community and represents good planning.

Yours truly,

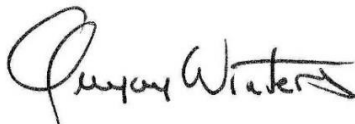
NOVATECH

Prepared by:



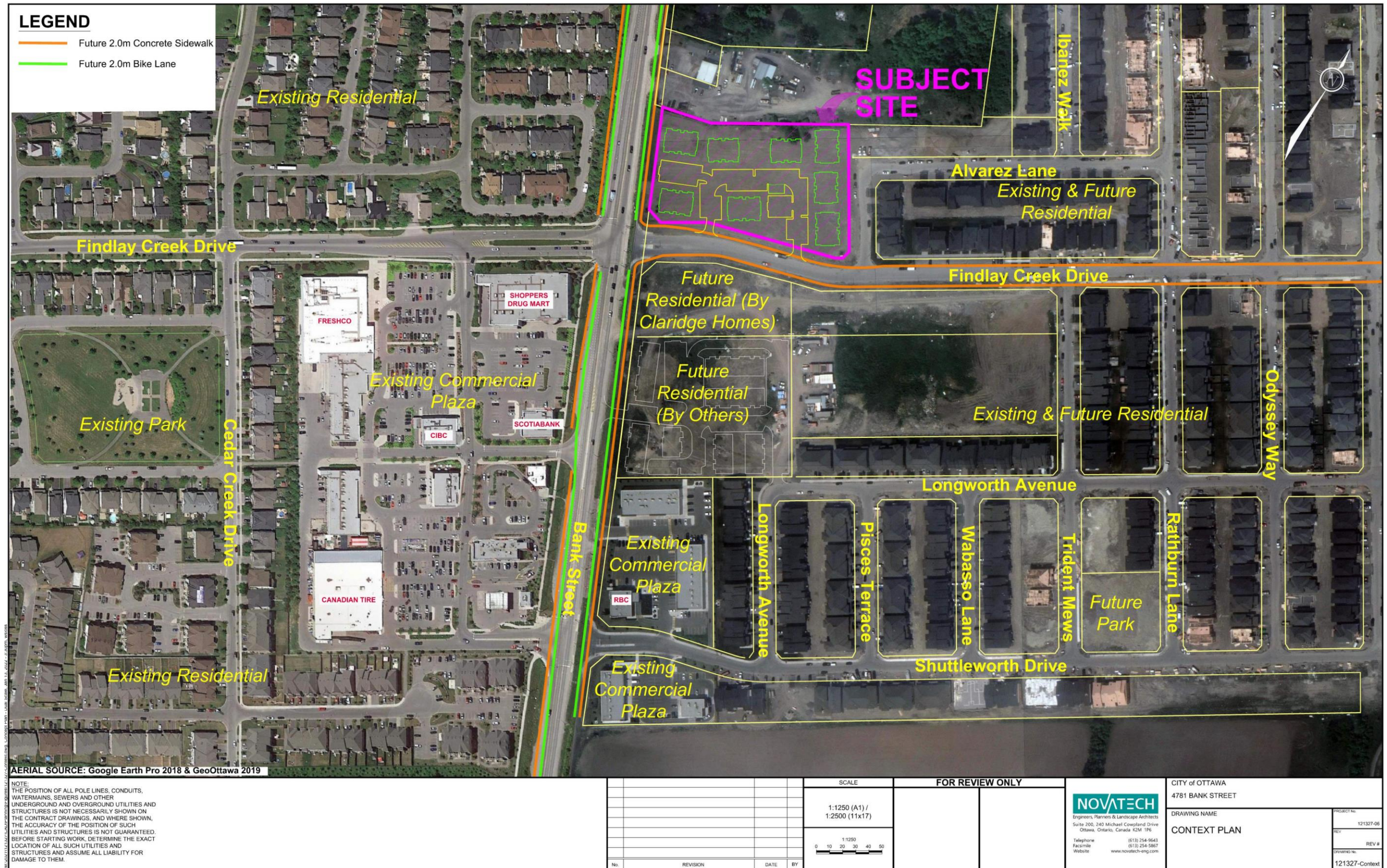
Robert Tran, M.PL.
Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP
Senior Project Manager, Planning & Development

**Appendix A
Context Plan
Prepared by Novatech**



AERIAL SOURCE: Google Earth Pro 2018 & GeoOttawa 2019

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS,
WATERMANS, SEWERS AND OTHER
UNDERGROUND AND OVERGROUND UTILITIES AND
STRUCTURES IS NOT NECESSARILY SHOWN ON
THE CONTRACT DRAWINGS, AND WHERE SHOWN,
THE ACCURACY OF THE POSITION OF SUCH
UTILITIES AND STRUCTURES IS NOT GUARANTEED.
BEFORE STARTING WORK, DETERMINE THE EXACT
LOCATION OF ALL SUCH UTILITIES AND
STRUCTURES AND ASSUME ALL LIABILITY FOR
DAMAGE TO THEM.

No.	REVISION	DATE	BY

SCALE
1:1250 (A1) / 1:2500 (11x17)
1:1250 0 10 20 30 40 50

FOR REVIEW ONLY

NOVATECH
Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6
Telephone: (613) 254-9643
Facsimile: (613) 254-5887
Website: www.novatech-eng.com

CITY of OTTAWA 4781 BANK STREET	PROJECT No. 121327-05
DRAWING NAME CONTEXT PLAN	REV #
	DRAWING No. 121327-Context

**Appendix B
Site Plan REV 3
Prepared by RLA Architecture
Dated May 25, 2021**



IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.
ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.
THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.
DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

- (N) INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- (D) DETAIL NUMBER
- (T) TITLE
- (S) SIZE
- (R) DETAIL REFERENCE PAGE

NO.	DESCRIPTION	DATE
3	RESPONSE TO CITY COMMENTS	2021-05-26
2	ISSUED FOR COORDINATION	2021-04-14
1	ISSUED FOR COORDINATION	2021-03-12

ARCHITECT SEAL: **ONTARIO ASSOCIATION OF ARCHITECTS**
 ARCHITECT: **CLARIDGE HOMES**
 LICENSE # 4375
 SEAL DATE: STAMP DATE

CLIENT: **CLARIDGE HOMES**

ARCHITECT: **rla/architecture**
 roderick lahey architect inc.
 56 beech street, ottawa, ontario K1S 3J6
 1.613.724.9932 | 613.724.1209 | rlaarchitecture.ca

PROJECT TITLE: **LILYTHORNE BLOCK 240**
 OTTAWA ZEN ONTARIO

DRAWN: BIO	CHECKED: CM
SCALE: 1:300	SHEET NO. SP-1
PROJECT NO. 2105	

PROJECT INFORMATION

CURRENT ZONING: GM
 Zoning By-Law 2017-113
 SITE AREA: 13,025 sq. ft. (140,200 sq. ft.)
 BUILDING HEIGHT: 15.0 ft.
 AMENITY AREA PER DWELLING UNIT: 6.0 sq. ft.
 LANDSCAPE AREA: 45 %
 FRONT YARD SETBACK: 3.0 M
 REAR YARD SETBACK: 7.5 M
 SIDE YARD SETBACK (BANK ST.): 3.0 M

PROJECT STATISTICS

BUILDING HEIGHT: 11.0 M
 REQUIRED AMENITY SPACE: 288 sq. ft.
 5% COMMERCIAL AMENITY AREA: 144 sq. ft.
 PROVIDED AMENITY SPACE: 361 sq. ft.
 PRIVATE BALCONY / PATIOS: 293 sq. ft.
 COMMERCIAL EXTERIOR AREA: 561 sq. ft.
 TOTAL: 561 sq. ft.

SITE COVERAGE

BUILDING FOOTPRINT: 26.7% 3,450.79 sq. ft.
 DRIVING SURFACE: 27.7% 3,612.51 sq. ft.
 LANDSCAPE AREA: 45.6% 5,965.78 sq. ft.
 TOTAL: 100.0% 13,025.45 sq. ft.

CAR PARKING
 REQUIRED BY ZONING BY-LAW
 RESIDENCE: -1.2 PER UNIT (96 UNITS) 116
 VISITOR: -0.2 PER DWELLING UNIT 20
 TOTAL: 136
MINOR VARIANCE
 PROVIDED
 RESIDENCE: -1.2 PER UNIT (96 UNITS) 96
 VISITOR: -0.2 PER DWELLING UNIT 20
 TOTAL: 116
BICYCLE PARKING
 REQUIRED
 RESIDENCE: -0.5 PER UNIT (96 UNITS) 48
 PROVIDED
 EXTERIOR: 48

PROJECT DEVELOPER
 Claridge Homes
 2001 - 201 Gladstone Avenue
 Ottawa ON
 TEL: (613) 233-6030
 SALES

LEGAL DESCRIPTION
TOPOGRAPHICAL PLAN OF BLOCK 165 REGISTERED PLAN 4M-1370 CITY OF OTTAWA
 Prepared by Annis, O'Sullivan, Vollebek & Ltd.
 Field Work Completed December 12, 2017

SURVEYOR
Annis O'Sullivan Vollebek Ltd.
 Ontario Land Surveyors
 14 Concourse Gate, Suite 500,
 Niagara, Ontario N0E 2S8
 Tel: (813) 727-0800
 Fax: (813) 727-0070
 EMAIL: SOL@aosvl.com

WASTE COLLECTION

GUIDELINES	REQUIRED	PROVIDED
GARBAGE - 0.231 CUBIC YARDS / UNIT	23 YARDS*	23 YARDS*
RECYCLING (GMP) - 0.016 CUBIC YARDS / UNIT	2 YARDS*	2 YARDS*
RECYCLING (FBRE) - 0.082 CUBIC YARDS / UNIT	6 YARDS*	6 YARDS*
ORGANICS - 240 L CONTAINER / 50 UNITS	2x 240 L	2x 240 L
GARBAGE - 6 STD BINS	6 STD BINS	6 STD BINS
RECYCLING (GMP) - 1 STD BIN	1 STD BIN	1 STD BIN
RECYCLING (FBRE) - 2 STD BINS	2 STD BINS	2 STD BINS
ORGANICS - 2x 240 L BINS	2x 240 L BINS	2x 240 L BINS

STD BINS= (4.0 YARDS)

GROSS BUILDING - AREAS
 CITY OF OTTAWA'S OFFICIAL PLAN

PROPOSED BUILDING	AREA (sq. ft.)	AREA (sq. ft.)
PROPOSED BUILDING 'A'	1,296.5 sq. ft. (13,890 sq. ft.)	1,296.5 sq. ft. (13,890 sq. ft.)
PROPOSED BUILDING 'B'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
PROPOSED BUILDING 'C'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
PROPOSED BUILDING 'D'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
PROPOSED BUILDING 'E'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
PROPOSED BUILDING 'F'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
PROPOSED BUILDING 'G'	1,296.5 sq. ft. (13,890 sq. ft.)	1,296.5 sq. ft. (13,890 sq. ft.)
PROPOSED BUILDING 'H'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
PROPOSED BUILDING 'I'	1,226.0 sq. ft. (13,130 sq. ft.)	1,226.0 sq. ft. (13,130 sq. ft.)
TOTAL PROPOSED AREA	9,971.5 sq. ft. (107,332 sq. ft.)	

UNIT STATISTICS

2 BEDROOM UNIT: 96

DRAWING NOTES

- PROPERTY LINE
- BUILDING SETBACKS
- REQUIRED AMENITY AREA
- PARKING SPACES STANDARD SIZE 2.6 x 5.2 METRES
- PROPOSED HYDRO TRANSFORMER
- ASPHALT DRIVING SURFACE
- DEPRESSED CURB / SIDEWALK TO CITY STANDARDS
- 1.5M WIDE CONCRETE SIDEWALK TO CITY STANDARDS
- BICYCLE PARKING SPACES WITH BOLLARD STYLE RACK
- PROPOSED HYDRANT
- EXISTING FIRE HYDRANT
- DEPRESSED CURB WITH TACTILE WALKING SURFACE INDICATORS AS SHOWN
- NOT IN USE
- CONCRETE WALK / PATH
- EARTH BINS
- TEMPORARY SNOW STORAGE
- NOT IN USE
- EXISTING BELL BOXES
- NEW 2130 HL WOOD BOARD FENCE. SEE LANDSCAPE
- TEMPORARY TREE PROTECTION FENCE. SEE LANDSCAPE
- GUARD RAIL

1 SITE PLAN
 SP-1 SCALE = 1 : 300

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE
- SOFT LANDSCAPING
- CONCRETE WALK / PATH
- HEAVY DUTY CONCRETE PAD
- BIKE RACK
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- PROPERTY LINE
- ZONING SETBACKS
- STANDARD PARKING SPACE
- VISITOR PARKING SPACE
- ACCESSIBLE PARKING SPACE
- COMMUNITY MAIL BOXES
- LANDSCAPE PERSERS
- SITE UTILITIES (SEE COMPOSITE UTILITY PLAN)
- PROPOSED TREE (SEE LANDSCAPE PLAN)

