

**PLANNING RATIONALE REPORT : SITE PLAN CONTROL AND ZONING BY-LAW  
AMENDMENT APPLICATION**

**1765 MONTREAL RD AND 9 BECKENHAM LANE  
9 STOREY, 159 UNIT APARTMENT  
12 TOWNHOUSES  
LANDRIC MTL ROAD INC**

**PREPARED BY: P H ROBINSON CONSULTING  
DECEMBER 2022**



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## Introduction

Both sites that are part of this proposal are subject to the required major rezoning and site plan applications. 1765 Montreal Rd. is to be rezoned from R1AA to AM10 exception [\_\_\_\_] and 9 Beckenham Ln. is to be rezoned from R1AA to R3Q exception [\_\_\_\_].

### Legal description

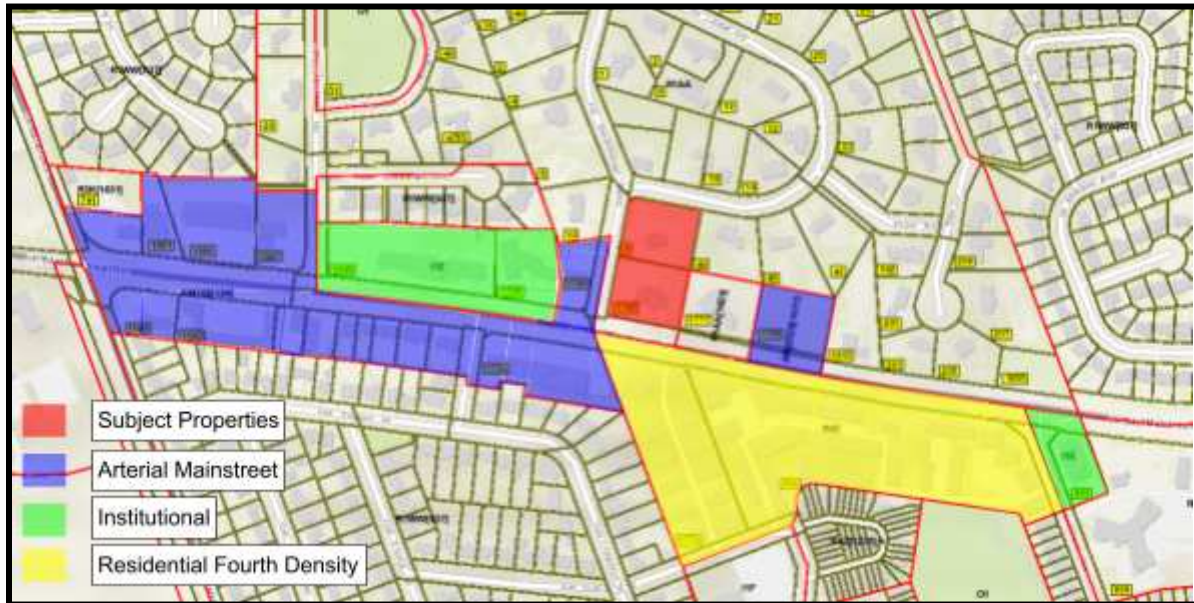
#### *1765 Montreal Rd*

- Lot 25, Registered Plan 462, City of Ottawa
- PIN 04375-0005

#### *9 Beckenham Lane.*

- Lot 24, Registered Plan 462, City of Ottawa
- PIN 04375-0004

Both properties are owned by Landric MTL Road Property Inc. located at 202-1163 Cyrville Rd, Ottawa, and will be developed in unison. 1765 Montreal Rd is located on Montreal Rd, east of Blair Rd and west of Highway 417. Despite Montreal Rd being classified as a **Mainstreet Corridor** in the **New Official Plan**, the subject lands are zoned **R1AA**. A mix of residential and commercial properties can be seen along this section of Montreal Rd with varied zoning from R4Z to AM10, including the lot on the west side of Beckenham Lane at Montreal Road.



**Subject properties in relation to surrounding zoning.**

Areas in **blue** note properties that are zoned as AM10 - Arterial Mainstreet and areas in **green** note lands in an I1E - Minor Institutional zone. These lands are permitted to have a range of uses at mid-density development in the Zoning By-Law and mid- to high-density development in the New Official Plan (adopted by the Province on November 4 2022) . Areas in **yellow** note lands zoned as R4Z - Residential Fourth Density. These lands are permitted residential uses to a maximum of mid-density development for some dwelling types, and low-density for others.

The New Official Plan states that corridors “combine a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs”. Therefore, to meet the policy goals outlined in the New Official Plan, a denser, more efficient land use is a desirable scenario. This property represents an excellent opportunity to create a higher density residential development on an under-utilised property on a Mainstreet Corridor.

The apartment building has two site access points. One is on Montreal Rd., east of the proposed building and away from the Montreal Rd. / Beckenham Ln. intersection. The property at the rear of the overall development, 9 Beckenham Ln. directly abuts the rear lot line of 1765 Montreal Rd and will share its site access with the apartment building off Beckenham Ln. 9 Beckenham Ln. is also zoned R1AA, however it falls within the

designation of Mainstreet Corridor as it is within 220 m from the centerline of Montreal Rd (OP Policy 6.2.1, (1)(i)). The density needed to sensitively transition down in scale from Montreal Rd to Cedar Rd requires a zoning that allows for denser development. Therefore, the apartment building, proposed as AM10, transitions from south to north by stepping down from 9-storeys, to 7-storeys, and a small section at 5-storeys, then the standard townhouses to the north of the apartment building, proposed R3Q, are 3-storeys.

The Beckenham site access will be located between the proposed buildings and will service 1 level of underground parking for the apartment building and garage access for the townhouses. The Montreal site access will serve the ground-level parking for the apartment building. Dividing the accesses to parking between Montreal and Beckenham will reduce the amount of traffic directly accessing Montreal Rd.

The apartment building rental unit breakdown consists of 4 studio, 61 1-bedroom, 51 1-bedroom with a den, and 43 2-bedroom for a total of 159 units. There are 11 ground-oriented units facing outward to the public streets and 7 into the property. The building is serviced with two elevators and three staircases accessible by two lobbies, one from the corner of Montreal and Beckenham, and one from the parking area inside the lot. The majority of the communal amenity space is located as rooftop terraces where the building steps back from the townhouse development. The total amenity area provided for the apartment building at 1765 Montreal Rd is 1,611 m<sup>2</sup>, which includes a communal amenity area of 579 m<sup>2</sup>.

The height of a development in the Outer Urban transect on a Main Street Corridor is permitted up to 40 storeys as per the provincially approved Official Plan, whereas we are providing 9 storeys on Montreal Rd. and 3 storeys on Beckenham Ln. We believe this proposal represents an appropriate density and land use for this section of Montreal Rd. It will diversify housing options by increasing the number of rental units in the area and offering a variety of unit sizes.

**Context Photos**



**Existing building (front facade) at 1765 Montreal Rd.**

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**Existing dwelling at 9 Beckenham Ln. looking east.**



**Beckenham Ln. looking north towards Cedar Rd.**

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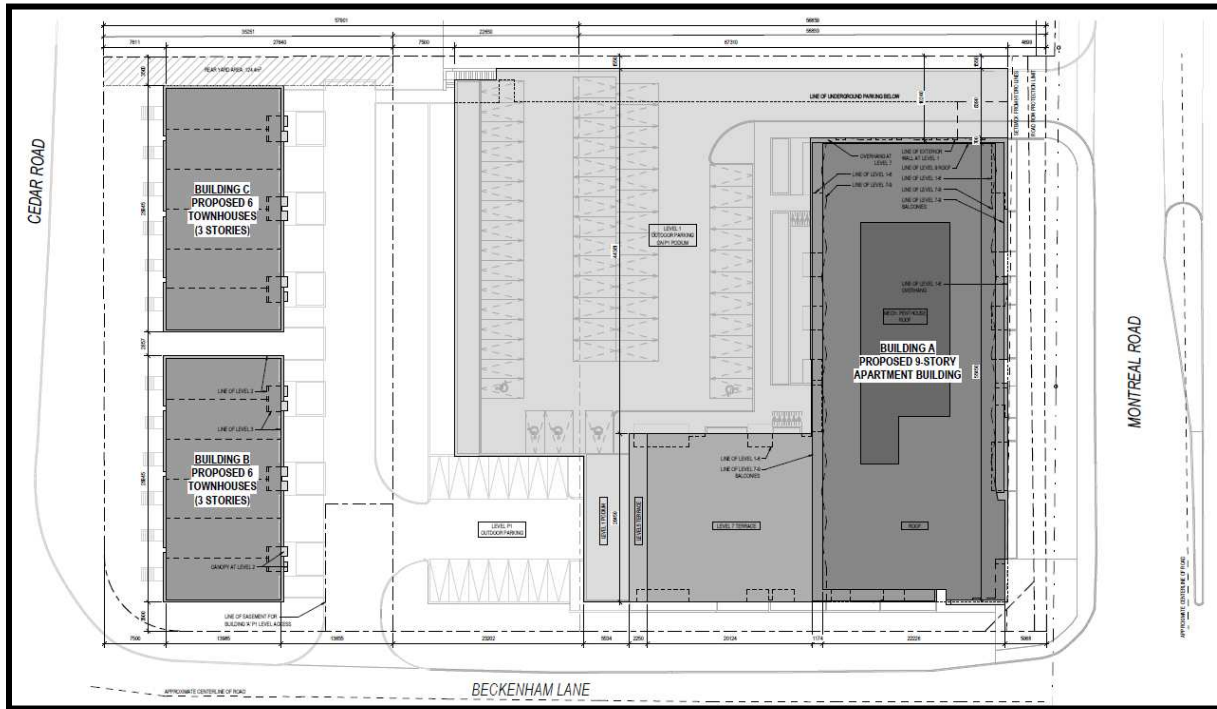
**1777 Montreal Rd. (Montfort Residence) east of 1765 Montreal Rd. View looking east.**

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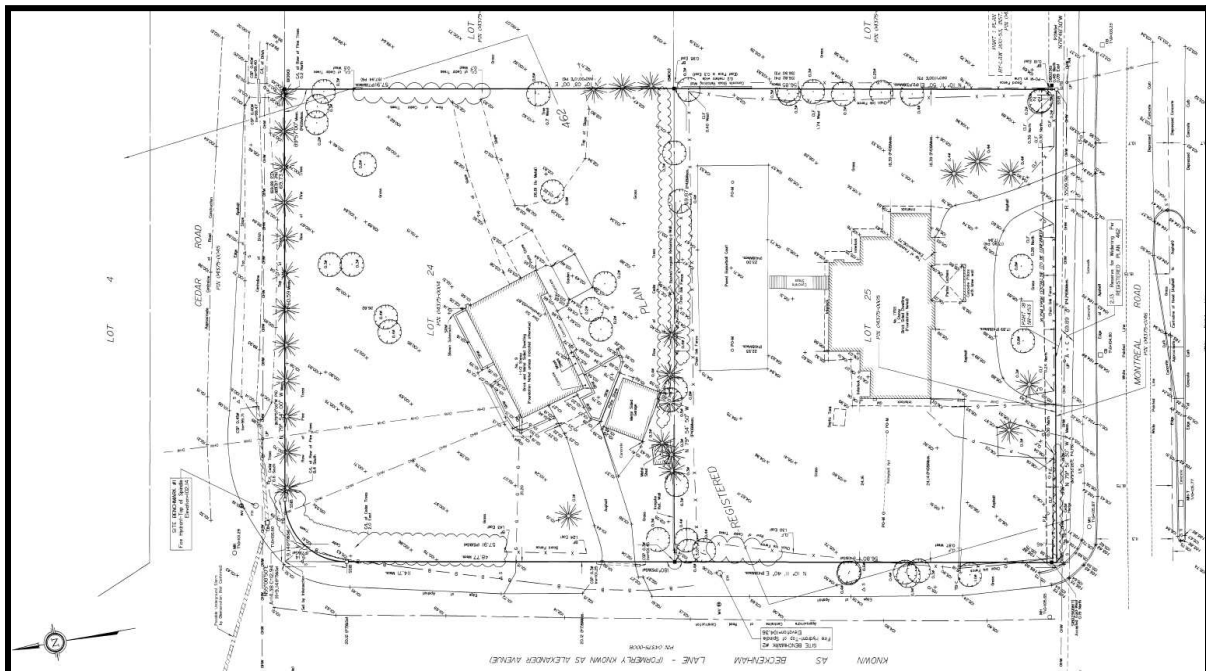
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Site Plan of 1765 Montreal Rd. and 9 Beckenham Ln.



Survey Plan of 1765 Montreal Rd and 9 Beckenham Ln.

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## **Design**

The proposed development was initially designed as stacked townhouses, but was reviewed as standard 'freehold' townhouses for a few key reasons:

### ***Height and Density***

There was some concern over the density and height of the stacked towns from the community consultation. Since the stacked towns need to be raised a half storey above grade to allow for daylight in the lower level of the lower units, shifting to standard townhouses allows for less building height, and less of a visual impact to the neighbouring buildings. This built form leads to a better transition from the height of the 9-storey apartment building to the neighbouring single family homes.

### ***Parking Area***

Providing enough parking spaces for the stacked units was found to be a challenge. The design team determined that too much of the site was being given to parking spaces and there was difficulty attaining the required number of parking spaces for this many units. The change to fewer towns allowed for the addition of parking garages and driveways for vehicle parking, freeing up much more area for landscaping and tree planting. This added landscape buffer between the townhouses and the apartment building helps to enhance the quality of these townhouses.

### ***Owning vs. Renting***

The development team felt that providing townhomes that will be owned, rather than rented would improve the relationship and transition of the development to the neighbouring residential properties. Having spaces and units that are owned enhances the relationship of the project to the public realm and the surrounding community.

### ***Sustainability***

Consideration was given to sustainability characteristics for this project and was explored through many facets. The project is not targeting any specific goals with respect to sustainability, however the project will include a number of design features that will offer significant energy efficiency.

### ***Parking***

The majority of parking is underground. By eliminating surface parking, we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by

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this development. In addition, the flat roof will provide an opportunity for storm water storage, and a stormwater management tank is included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure.

### ***Building Materials***

The project will include outboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls. The project will be using only durable cladding materials, all of which installed using a 'rain screen' design, ensuring that these cladding materials will perform well over the long term and will not require replacement. The roofing membrane will have a light colour, increasing reflectivity and reducing heat island effects.

### ***Lighting and Appliances***

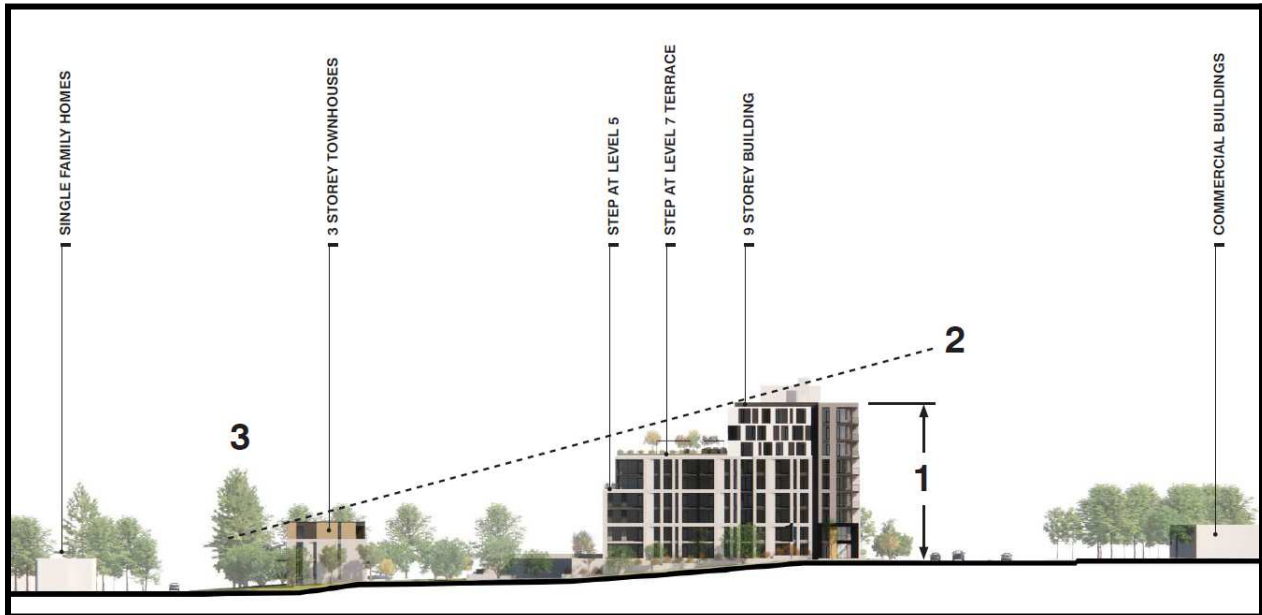
The project will be using high efficiency appliances. All lighting will use LED luminaires which, combined, will result in a significant reduction in the electrical demand for the building.

### ***Charging Stations***

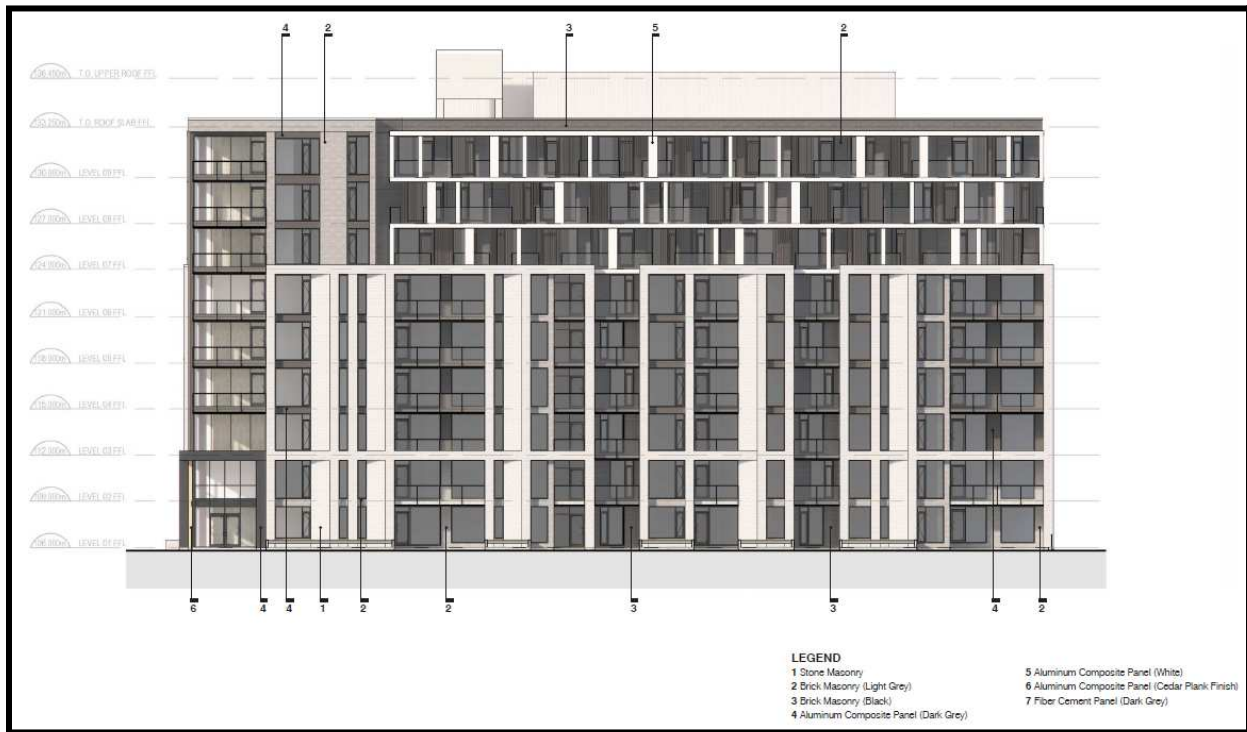
The installation of electric car charging stations is being explored.

### ***Planting and Vegetation***

The proposed development includes considerable tree planting with enough soil volume to ensure healthy tree growth. The project also makes efforts to conserve existing trees on the site, particularly the extensive growth along the northern property line.



Site elevation through Beckenham Lane showing a 15° angular plane across the site.

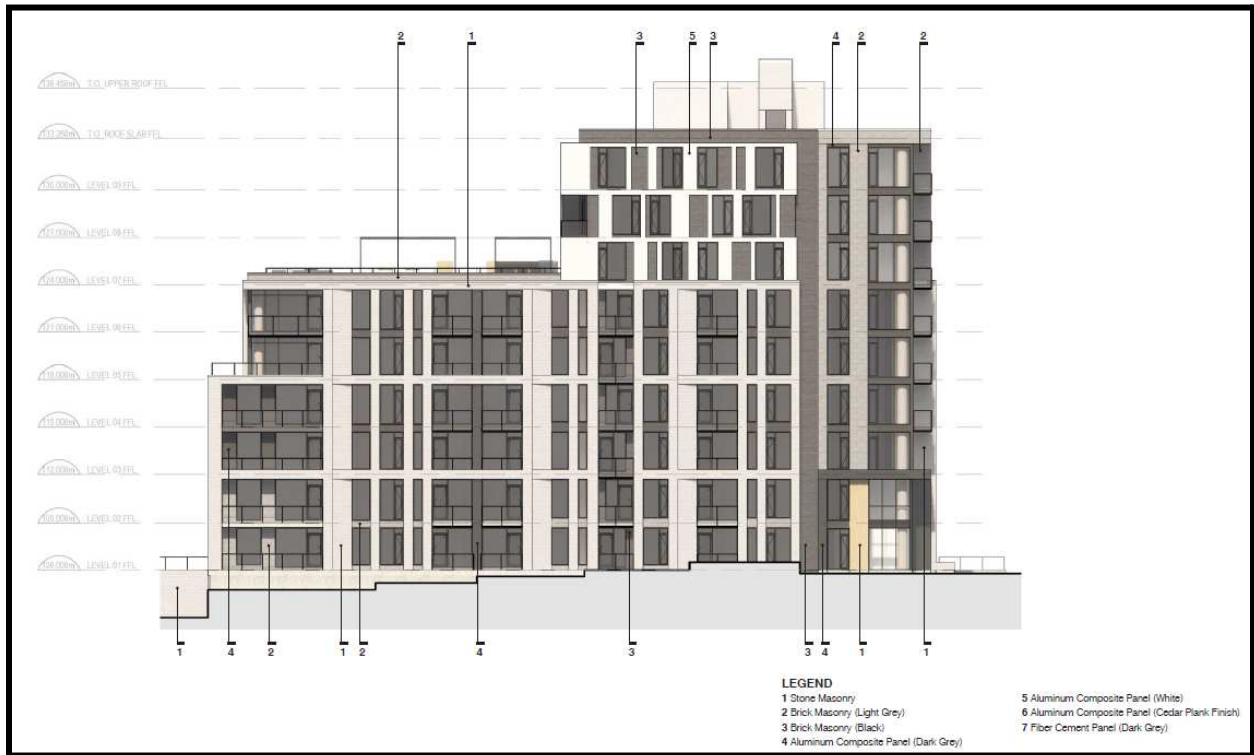


Montreal Rd. elevation showing the 9-storey apartment building.

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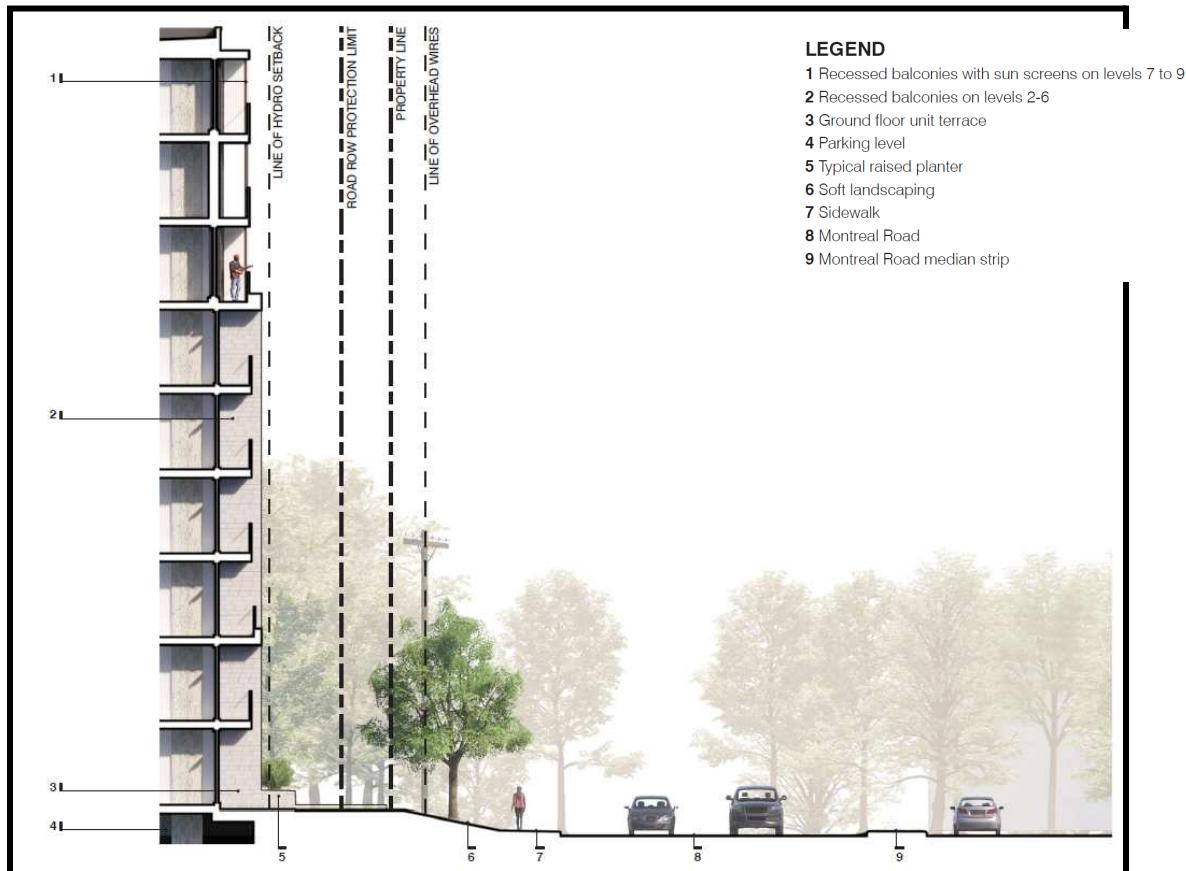
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Beckenham Lane elevation showing the 9-storey apartment building.



Beckenham Lane elevation (left) and Cedar Rd. elevation (right) showing the townhouses.



**Streetscape section through Montreal Rd. showing the relationship between the apartment building and the road.**

## Zoning

Under Zoning By-Law 2008-250, as amended, the subject lands are zoned R1AA with lots zoned as R4 directly across the street and lots to the east and west as AM[2529] H(11) and AM10[2199]. The proposal is requesting a rezoning to R3Q for the townhouse portion and AM10 for the apartment building portion.

R1AA is not an applicable zoning for this area in terms of permitted uses and performance standards. A rezoning to AM10 [exception] will permit the mid-rise apartment dwelling type which will help evolve the streetscape of Montreal Rd. A rezoning to R3Q [exception] will allow for the townhouse dwelling type to transition down in building density from the apartments along Montreal Rd towards the R1AA zone to the north.

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**Table 1.** Zoning requirements for 1765 Montreal Rd (apartments).

<b>AM10</b>	<b>Section</b>	<b>Required</b>	<b>Provided</b>
Min. lot width (m)	Table 185, (b)	-	69.89 m
Min. lot area (m <sup>2</sup> )	Table 185, (a)	-	5548.9 m <sup>2</sup>
Max. building height (m) * from rear lot line abutting R1-3	S. 185, (10)(j)	≤ 20 m*: 11 m 20 - 30 m*: 20 m ≥ 30 m*: 30 m	1 storey (4 m) 5 storeys (12.2 m) 9 storeys (27.45m)
Min. building height (m)	S. 185, (10)(e)	≤ 10 m of front or corner lot line: 7.5 m or 2 storeys	9 storeys (27.45 m)
Min. front yard setback (m)	S. 185, (10)(b)(i)	0 m	4.6 m
Min. corner side yard setback (m)	S. 185, (10)(b)(i)	0 m	3.8 m
Min. rear yard setback (m)	S. 185, (10)(d)	7.5 m	7.5 m
Min. interior side yard setback (m) abutting a residential zone	S. 185, (10)(d)	≤ 20 m from street: 3 m > 20 m from street: 7.5 m	10.24 m 10.24 m
<b>Min. parking spaces</b>	S. 101	<b>1.2 / unit = 191</b>	<b>162 (85%)</b>
Min. visitor parking	S. 102	0.2 / unit = 32	32
Min. Bicycle parking	table 111A	0.5 / unit = 80	90
Total amenity area	Table 137, (4)(ii)	6 m <sup>2</sup> / unit = 954 m <sup>2</sup>	1611 m <sup>2</sup>
Communal amenity area	Table 137, (4)(iii)	50% total amenity = 477 m <sup>2</sup>	579 m <sup>2</sup>

**Table 2.** Zoning requirements for 1765 Montreal Rd (townhouses).

<b>R3Q</b>	<b>Section</b>	<b>Required</b>	<b>Provided</b>
Min. lot width (m) *measured from the front yard setback	Table 160A, (IV)	4.5 m	32.78 m
Min. lot area (m2)	Table 160A, (V)	110 m2	2437.6 m2
<b>Max. building height (m)</b>	Table 160A, (VI)	<b>10 m or 11 m with a 4/12 pitch roof</b>	<b>11 m</b>
Min. front yard setback (m)	Table 160A, (VII)	3 m or Section 144 - Alternative setbacks for low rise in the greenbelt	3.5 m
Min. corner side yard setback (m)	Table 160A, (VIII)	3 m or Section 144 - Alternative setbacks for low rise in the greenbelt	7.51 m
Min. side yard setback (m)	Table 160A, (X)	1.2 m	13.34 m
<b>Min. rear yard setback (m)</b>	Table 160A, (IX)	<b>25% of lot depth (or max. 7.5 m)</b>	<b>3.5 m</b>
<b>Min. rear yard area (m2)</b>	Table 160A, (IX)	<b>25% of lot area (609.4 m2)</b>	<b>124.4 m2</b>
Min. parking spaces	S. 101	1 / unit = 12	12
Min. visitor parking	S. 102, (4)	n/a	n/a
Min. Bicycle parking	table 111A	n/a	n/a
Total amenity area	Table 137, (12)	n/a	n/a
Communal amenity area	Table 137, (12)	n/a	n/a



**Note:** the proposal is providing 206 vehicular parking spaces of the required 235 as per the Zoning By-Law. However, it is providing 88 bicycle parking spaces of the 81 required as per the Zoning By-Law. Additionally, it is providing 1,611 m<sup>2</sup> of total amenity area and 579 m<sup>2</sup> of communal amenity area. The required total amenity area is 954 m<sup>2</sup> and 477 m<sup>2</sup> of communal amenity area.

**Non-Compliances to be included in the rezoning application are as follows:**

- Parking spaces: The Zoning By-Law requires 191 resident parking spaces for the apartment building. We are currently providing 162 spaces (85% of the required total).
- Building height: The Zoning By-Law permits a maximum building height with a flat roof of 10 m for townhouses. We are currently providing 11 m.
- Rear yard setback: The Zoning By-Law requires a minimum rear yard setback of 25% of the lot depth to a maximum of 7.5 m. We are currently proposing 3.5 m located in the northeast corner of the site.
- Rear yard area: The Zoning By-Law requires a minimum rear yard area of 25% of the lot area which is 609.4 m<sup>2</sup>. We are currently proposing 124.4 m<sup>2</sup>.

The parking relief is needed as we are providing 85% of the required resident parking spaces for the apartment building. The provided 32 visitor parking spaces represents 0.2 spaces / unit and is zoning compliant. The reduction of resident parking is valid due to our location on an Arterial Mainstreet and proximity to day-to-day amenities accessible via public transportation, walking, or cycling. Tenants will be made aware that there may not be a parking space for every unit. Montreal Rd is a cycling spine route according to the Transportation Master Plan - Cycling Network. The bus route that runs along Montreal Rd is the 12 (St. Laurent - Blair) which connects to the LRT that provides east-west access through the City between Blair Rd and Tunney's Pasture.

Building height for the townhouses is non-compliant despite being reduced from stacked townhouses to standard, 3-storey townhouses. The relief for building height is needed due to the existing average grade of the site which slopes downward from Montreal Rd to Cedar Rd. If the site had been slightly less sloped, the townhouses would be compliant. And if the townhouses were proposed with pitched roofs, the height requirement would be 11m so they would be closer to compliance.

The rear yard setback and rear yard area requirements are not compliant based on the legal definition of the location for the rear lot line. Based on the lot layout, the rear lot line is defined as the lot line furthest from the front lot line which is Beckenham Lane. Based on the building organisation, the rear yard should be considered as the yard fronting Cedar Rd. If this was the case, the rear yard setback and rear yard area requirements would be compliant.

## Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect in 2020 and it outlines the key matters of Provincial planning interest with respect to land use planning decisions made by municipal approval authorities. Any decisions that are made by municipal approval authorities must be consistent with the policies of the PPS.

The following are sections of the PPS that are applicable to the proposed development at 1765 Montreal Rd. as well as our *responses*:

### 1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; *This proposal will bring more economic stability to the area by increasing the number of people within close proximity to commercial infrastructure along Montreal Rd.*
- e) promoting the integration of land use planning, growth management, intensification and infrastructure planning to achieve cost-effective development patterns to minimise land consumption and servicing costs; *This proposal makes efficient use of this land by proposing a compact residential development with the majority of parking located underground and a landscaped buffer surrounding the development.*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs; *A component of the rezoning and Site Plan Control application is an Adequacy of Public Services report. This report concludes that the lot has the necessary infrastructure and public service facilities to meet the project's current and projected needs.*

### 1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development. *Gloucester is a settlement area within the Outer Urban transect of Ottawa. This proposal represents growth and development in this area.*

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. *This proposal is supplying a significant increase in residential units to this area through multi- and single-bedroom apartment units, as well as townhouse dwellings. The proposal will contain 159 apartment units and 12 townhomes, compared to the current land use which is one detached house on each lot.*

1.1.3.6 New development taking place in designated growth areas (areas within settlement areas designated for growth over the long-term planning horizon) 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. *This proposal is compact, provides a mix of residential densities, and is an efficient use of land, infrastructure, and public service facilities.*

### 1.4 Housing

1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

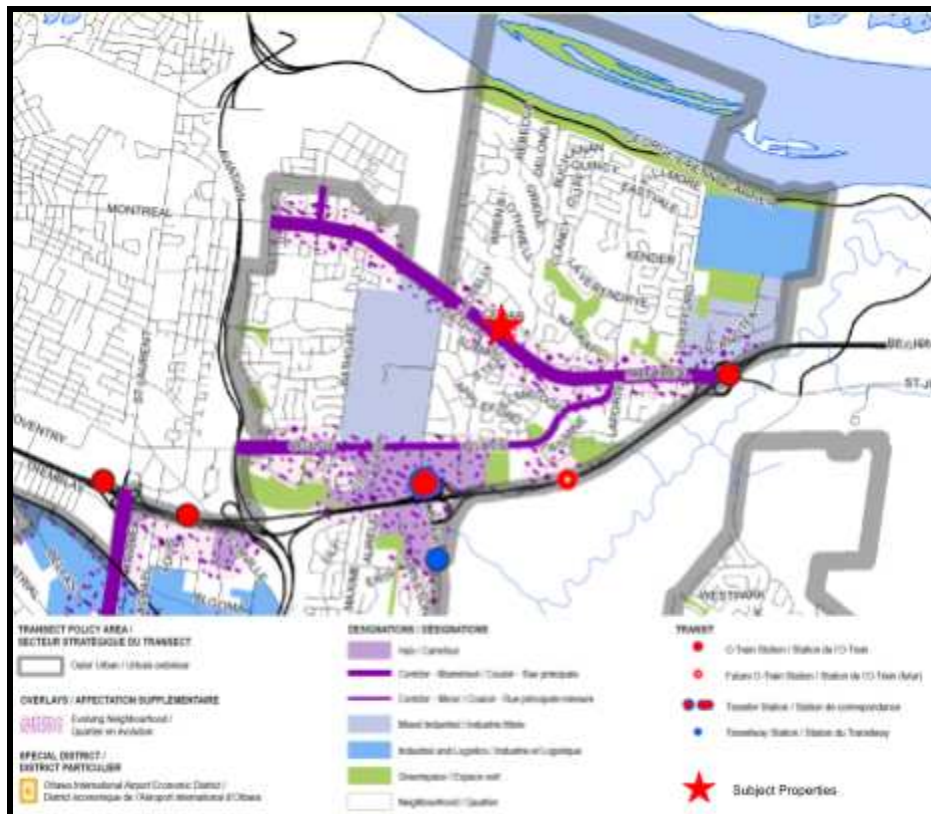
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; *These lands are designated for residential development, however they are not zoned for the density required for an Arterial Mainstreet. In order to provide the appropriate range and mix of housing options to meet projected requirements, a rezoning must occur. This will permit the development of a mid-rise apartment building and the density of townhouses, both of which are under-provided dwelling types in Ottawa.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
  - i) all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3. *This development contains 10% affordable dwelling units at 30% of the median renter income.*

## Official Plan Designation - City of Ottawa New Official Plan

The subject land is within the Outer Urban transect, and is designated as a Mainstreet Corridor. The Outer Urban transect is characterised by neighbourhoods inside the greenbelt, originally intended as residential bedroom neighbourhoods. The housing stock in this transect is a small range of low-rise housing types. Mainstreet Corridors, however, offer a greater range of building types to include more than just residential dwellings and are developed at a higher density than their surrounding neighbourhoods.



### Schedule B3 - Outer Urban (New Official Plan)

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### 2.2.1 - Intensification and Diversifying Housing Options

Policy 1. Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.

This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organisations, health services and community facilities; *The proposed development includes not only various unit types but dwelling types as well. The townhouse portion is a condominium development, whereas the apartment building will be rental units of various sizes. This diversity in housing availability helps to fill the needs of an increasingly diverse population. Some of the locations of interest within a 900m radius (15 minutes walking) are: various institutional buildings (National Research Council facilities), six (6) parks (Kinsmen Park, Appleford Park, Ridge Park, Naskapi Ridge Park, Birdland Park, and Ski hill Park), St. Gabriel Catholic Church, St. Brother Andre Catholic Elementary School (formerly Elmridge Catholic school), Le Phare Elementary School, various restaurants, and various service retail stores. Additionally, the bus route that runs along Montreal Rd is the 12 (St. Laurent - Blair) running every 30 minutes, which connects to the LRT that provides east-west access through the City between Blair Rd and Tunney's Pasture with extensions planned to the east and west.*

## 4.2 Housing

4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city. A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by: Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability; *As mentioned before, the proposed development includes a variety of unit types and sizes. The location and orientation of these dwellings was informed by existing context such as the R1 low-rise neighbourhood to the north, and the busy arterial mainstreet to the south.*

2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, *The single detached dwelling fronting on*

*Beckenham Ln is on a large lot and does not take full advantage of the local amenities compared to a smaller-scale, more compact dwelling type. The townhouses offer better use of the land and will support the amenities along Montreal Rd.*

b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law. *The single detached dwelling fronting Montreal Rd represents a poor use of land for an Arterial Mainstreet. The proposed apartment building represents an efficient use of land and mid-density housing that supports the evolution to a 15-minute neighbourhood.*

### 5.3 Outer Urban

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect  
Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy. The Zoning Bylaw shall implement development standards that transition away from a suburban model and move towards urban built forms that: Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood. *The development's position in the Outer Urban transect permits residential growth to accommodate a variety of housing types focusing on missing-middle housing. There are few residential developments along Montreal Rd, so this mid-density development will increase the number of residents and will help economic growth in the area. The townhouses proposed on Cedar Rd will transition away from the suburban model and towards urban built forms by including compact, but low-rise, building design.*

## **Consultation Details**

A pre-application consultation was held with City staff on July 14, 2021. The urban design comments were overall supportive of the mid-rise building type on Montreal Rd but the project team were cautioned against providing stacked townhouses fronting on Cedar Rd. Sensitivity to the low-rise neighbourhood in regards to building height and landscaping was emphasised. The project team has since worked towards reducing the townhouse unit count from 24 stacked townhouses to 12 regular townhouses with a maximum height of 11 m (36") and set back 7.5 m (24' 8") to the corner lot line. This represents an approximate 34 m (111' 7") separation between the proposed and existing homes. Planning comments concurred with urban design comments regarding landscaping and the general scale of the proposed buildings.

Similarly, the Community Association and Councillor meetings had an overall positive outcome. Members of the public were generally supportive of the scale of the proposed buildings on both frontages with minor concerns about insufficient parking spaces during busy times (such as Christmas). Neighbours said the overall project is respectful of the context and surrounding neighbourhood, the transition between dwelling types was done well, and this development is appropriate for the area.

The Public Consultation process for the required planning applications will follow the requirements of the Planning Act in relation to the required notices for submission and Public Meeting as set out in the Act for the Zoning By-Law Amendment and Site Plan Control applications. These steps are the responsibility of the City of Ottawa and will be coordinated with our project team.

Now that the municipal elections have concluded we will reach out to the local Councillor and we will continue discussions with the local Community Association as the plans are detailed.

As shown on the Landscaping plan, we are proposing 29 new trees, 340 new shrubs, and 161 new various ornamental plants. Whereas we are only proposing to remove 39 trees in various stages of health. The Lighting plan shows no light bleeding at the site boundary and shows that most light is produced for the parking/paved areas. Site shadowing is included in the Design Brief and demonstrates the proposed building shadows at the summer and winter solstices and the autumn equinox. The largest shadows are produced in the late evening towards the east and southeast with minimal shadows projected onto the surrounding low-density neighbourhood to the north.

## **Conclusions**

In summary, this proposed development of a 9-storey, 159 unit apartment building and 12 3-storey townhouses, is consistent with Zoning By-Law goals and the Provincially Approved Official Plan.

This proposal:

- Is diversifying the residential options in an area of the City that will benefit from increased residential development.
- Offers a variety of occupancy (rent and own) as well as dwelling unit types (townhouse and apartment).

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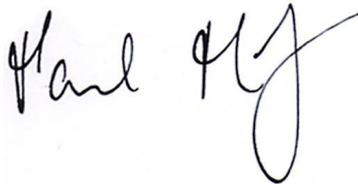
- Supports the City of Ottawa's 15-minute Neighbourhood initiative and contributes to the City's goals of protecting rental housing stock.

It is our opinion that the proposed development is consistent with the Provincial Policy Statement and the City of Ottawa Official Plan and relevant zoning regulations. It is being proposed at an appropriate scale of development and will be compatible with surrounding land uses and will contribute to the overall housing supply in the community surrounding the property. The associated site studies that accompany this Planning Rationale support the development of this proposal. A submission to the Urban Design Review Panel will be made after the initial rezoning and Site Plan Control applications are submitted.

The proposed development represents good land use planning that is in the public interest and it is recommended for approval.

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

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**P H Robinson Consulting**



Jasmine Paoloni, Junior Planner

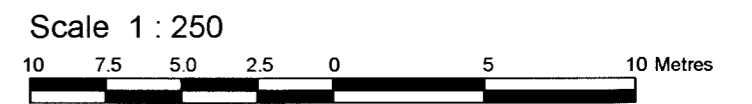


## **Appendix**

**SURVEY PLAN  
SITE PHOTOS  
SITE PLAN  
LANDSCAPE PLAN  
ARCHITECTURAL RENDERINGS  
ARCHITECTURAL PLANS**

LOTS 24 AND 25  
REGISTERED PLAN 462  
CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebakk Ltd.



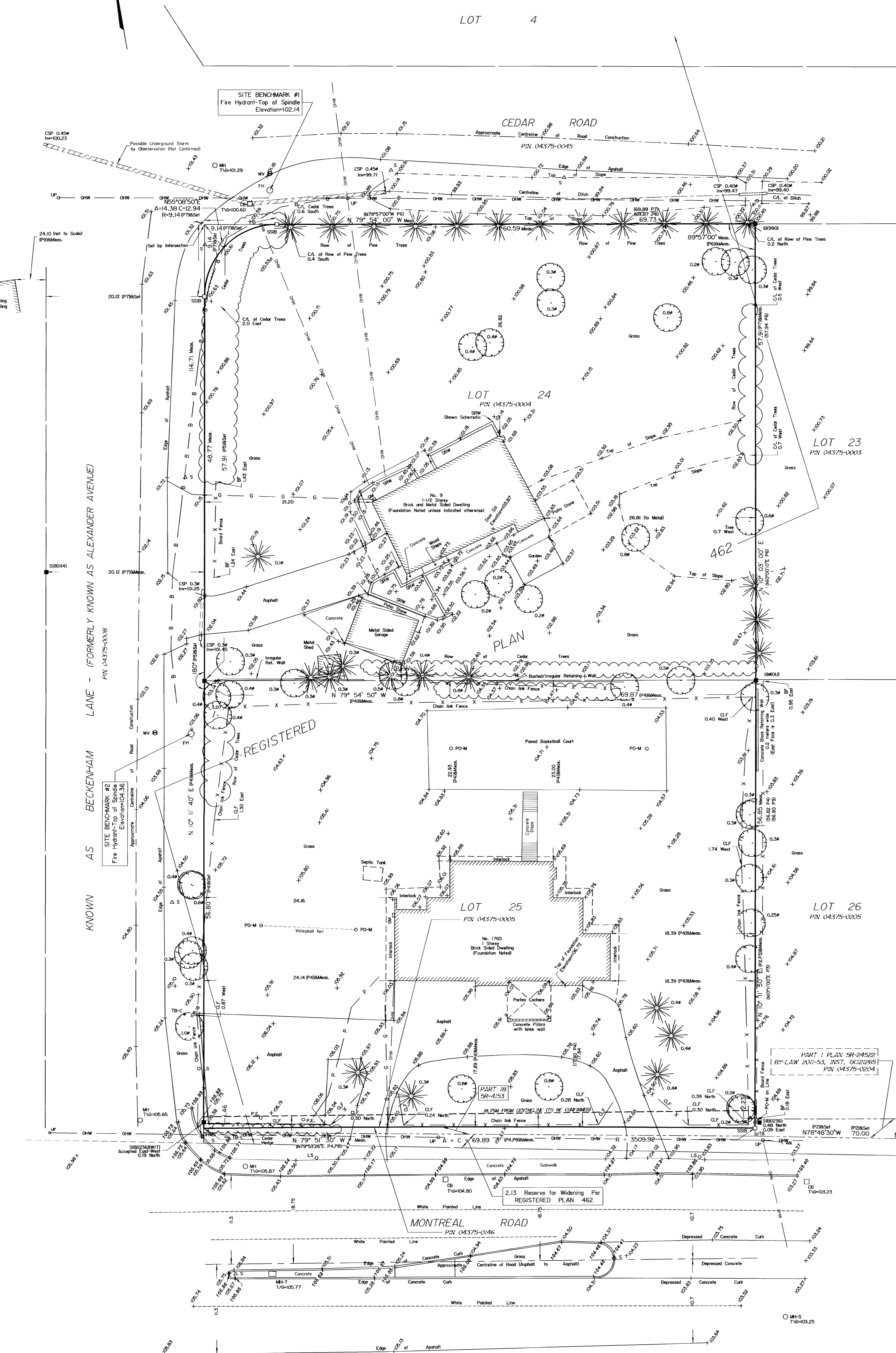
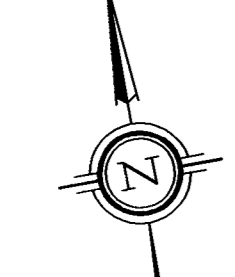
Metric  
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Surveyor's Certificate

- I CERTIFY THAT:
1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the regulations made under them.
2. The survey was completed on March 31, 2021.

April 1, 2021 Date
Tyler J. Allison Ontario Land Surveyor

ANNIS, O'SULLIVAN, VOLLEBEKK LTD grants to LANTIC HOMES (The Client), their solicitors, mortgages, and other related parties, permission to use original, signed, sealed copies of the Topographical Plan of Survey in transactions involving The Client.



Notes & Legend

- Denotes:
- Survey Monument Planted
- Survey Monument Found
- Standard Iron Bar
- Short Standard Iron Bar
- Iron Bar
- Witness
- Measured
- Annis, O'Sullivan, Vollebakk Ltd.
- Plan 4R-31670
- Plan 4R-24552
- Topographic Plan by Stantec Geomatics Ltd.
- Plan by Paul A. Riddell Ltd, Ref No. 05-1107
- (AOG) Plan dated, July 30, 1984
- Plan by Payette, Himma, Delorme Ltd Ref No. 67-94
- Registered Plan 462
- Plan 5R-4153
- Plan by Dutriscac & Johnson Inc., Index: OTT-462-1-1
- Deciduous Tree
- Coniferous Tree
- Fire Hydrant
- Water Valve
- Maintenance Hole (Sanitary)
- Maintenance Hole (Unidentified)
- Catch Basin
- Origin Unknown
- Corrugated Steel Pipe
- Top of Gate
- Invert
- Unidentified Terminal Box
- Sign
- Board Fence
- Metal Pole
- Utility Pole
- Anchor
- Light Standard
- Diameter
- Location of Elevations
- Top of Concrete Curb Elevation
- Property Line
- Overhead Wires
- Underground Gas
- Underground Bell
- Underground Hydro

ASSOCIATION OF ONTARIO LAND SURVEYORS PLAN SUBMISSION FORM V-11262
THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR IN ACCORDANCE WITH Regulation 1026, Section 29 (2)

Topographic data was collected under Winter Conditions. Snow cover and ice preclude determining location and elevation of some topographical data that is otherwise visible.

Bearings & Coordinates are MTM grid, derived from specified control monuments 01019800604, 01019800626 and 01919740553, MTM Zone 9, NAD-83 (Original). Monument 1 - 01019800604 Northing 5020100.932 Easting 403411.048 Monument 2 - 01019800626 Northing 5020560.223 Easting 415315.091 Monument 3 - 01919740553 Northing 5012552.112 Easting 393256.224 Coordinate values are to urban accuracy in accordance with O. Reg. 216/10. For bearing comparisons, a rotation of 0°43'00" counter-clockwise was applied to bearings on Plan 4R-24552.

ELEVATION NOTES
1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that its relative elevation and description agrees with the information shown on this drawing.

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

ANIS, O'SULLIVAN, VOLLEBEKK LTD. 165 Bay Street, Ottawa, Ont. K0A 1W1 Phone: (613) 443-3364 Email: enquiry@vollebakk.com



**Existing building (front facade) at 1765 Montreal Rd.**



Existing dwelling at 9 Beckenham Lane looking east.



**Beckenham Lane looking north towards Cedar Rd.**



**1777 Montreal Rd. (Montfort Residence) east of 1765 Montreal Rd. View looking east.**

**SITE PLAN NOTES**

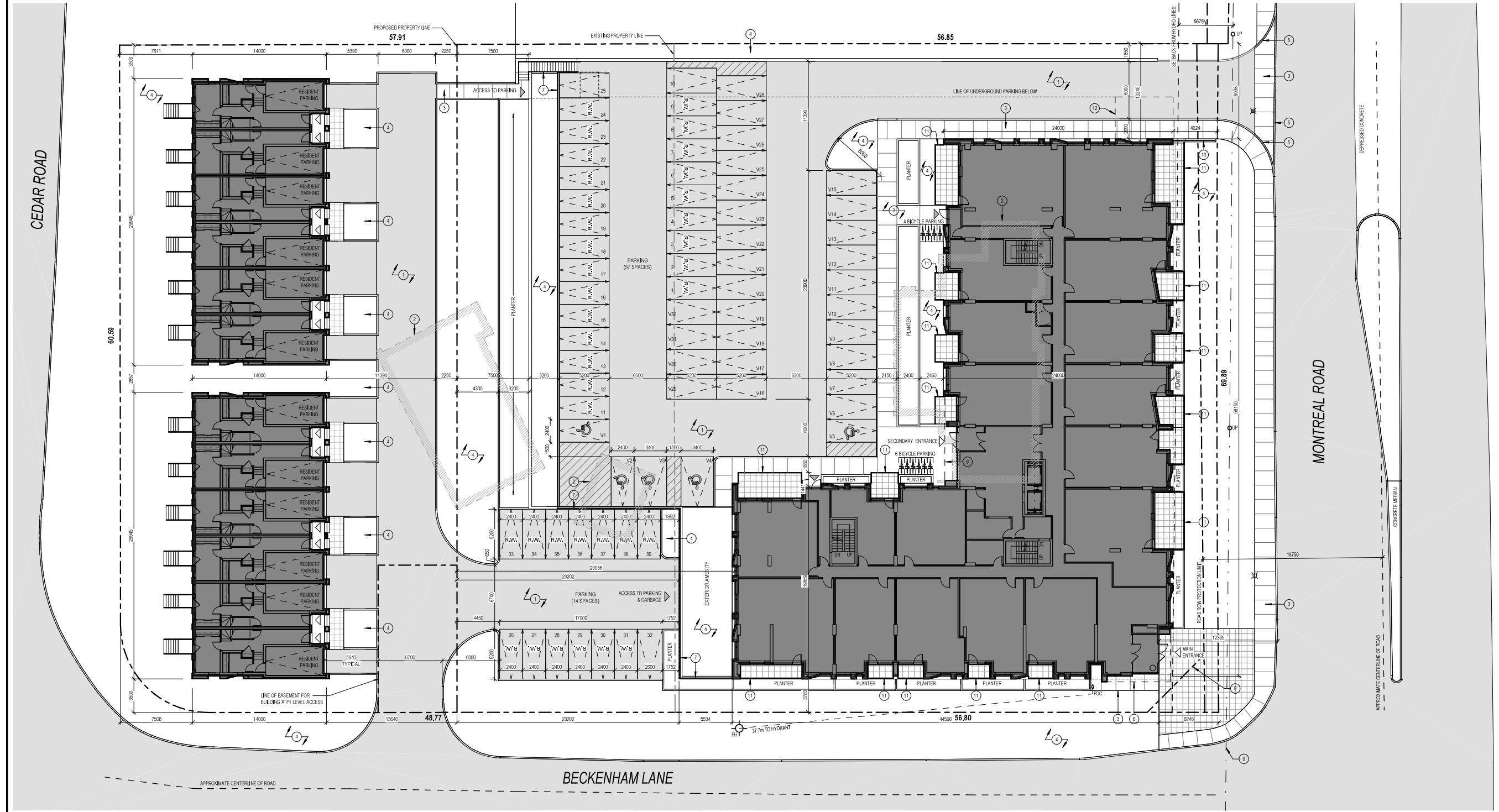
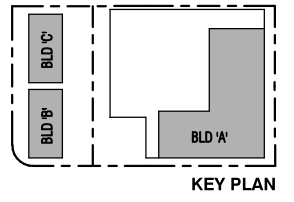
- 1 ASPHALT
- 2 EXISTING STRUCTURE TO BE DEMOLISHED
- 3 CONCRETE SIDEWALK
- 4 SOFT LANDSCAPING
- 5 DEPRESSED CURB
- 6 LINE OF CANOPY ABOVE
- 7 STEEL GUARD
- 8 9m CORNER SIGHT TRIANGLE
- 9 EXISTING OVERHEAD WIRES
- 10 RETAINING WALL AND GUARD
- 11 GLASS GUARD
- 12 LOCATION OF SWM TANK. SEE CIVIL

**SITE PLAN SYMBOLS LEGEND**

	BUILDING ENTRANCE		FIRE DEPARTMENT CONNECTION
	BUILDING EXIT		FIRE HYDRANT
	BICYCLE PARKING		NEW STREET LIGHT
	PROPERTY LINE		STREET LIGHT TO BE REMOVED
	INTERLOCKING STONE PAVERS		EXISTING STREET LIGHT TO REMAIN
			EXISTING UTILITY POLE TO REMAIN

**GENERAL ARCHITECTURAL NOTES:**

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6. These documents are not to be used for construction unless specifically noted for each purpose.



1 ISSUED FOR SPC 2022-12-20  
**ISSUE RECORD**



**project1 studio**  
 Project1 Studio Incorporated  
 [613.884.3939] | mail@project1studio.ca

1765 MONTREAL RD  
 1765 Montreal Road  
 Ottawa, ON

PROJ SCALE DRAWN REVIEWED  
 2107 NOTED BH/JH RMK

**SITE PLAN**

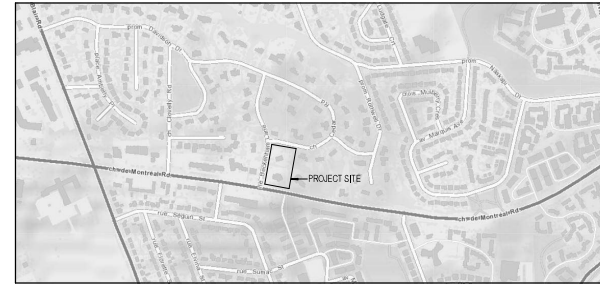
**SP-01**

Site Statistics Building A (9-Storey Apartment)		
Zoning Designation:	R1AA (Proposed Reasoning to AM10)	
Lot Width:	69.9m	
Total Lot Area:	5545.9m <sup>2</sup>	
Average Existing Grade:	100	
Gross Floor Area:	17147m <sup>2</sup>	
Floor Space Index:	3.06	
Proposed Development - 159 Unit Mid-Rise Apartment		
Zoning Mechanism:	Required	Provided
Minimum Lot Width (T.185(3))	-	69.9m
Minimum Lot Area (T.185(2))	-	5546.9m <sup>2</sup>
Min. Front Yard Setback (S.186(10)(b)(i))	0m	4.6m
Min. Interior Side Yard Setback (S.186(10)(b)(ii))	≤ 20m from street, 3m ≥ 20m from street, 7.5m	10.2 m 18.2 m
Min. Corner Side Yard Setback (S.186(10)(b)(iii))	0m	3.8m
Min. Rear Yard Setback (S.186(10)(b)(iv))	7.5m	7.5m
Maximum Building Height (S.186(10)(c))	≤ 20m from rear lot line abutting res. zone, 11m 20-30m from rear lot line abutting res. zone, 20m ≥ 30m from rear lot line abutting res. zone, 30m	8m (parking podium) 12.2m (level 6 terrace) 27.45m (level 9 roof)
Min. Building Height (S.186(10)(d))	≤ 10m of front or corner lot line, 7.5 m or 2 stories	27.45m
Parking Space Rates (S.101 (Sch. 1A - Area C))	191 Spaces 7.2 spaces/unit for 159 units - Table 101(P12-IV)	162 Spaces (85% of requirement)
Minimum Visitor Parking Rates (S.102 (Sch. 1A - Area C))	32 Spaces 0.2 spaces/unit for 159 units - Table 102(III)	32 Spaces
Bicycle Parking Rates (Table 111A (Sch. 1 - Area C))	80 Spaces 0.5 spaces/unit for 159 units [111A(b)(ii)]	80 Spaces
Total Amenity Area (Table 137(4)(a))	954m <sup>2</sup> 6m <sup>2</sup> /unit for 159 units	1011m <sup>2</sup>
Communal Amenity Area (Table 137(4)(a))	477m <sup>2</sup> Min. 50% of Total Amenity Area	579m <sup>2</sup>

Site Statistics Building B/C (Townhouses)		
Zoning Designation:	R1AA (Proposed Reasoning to R2Q)	
Lot Width:	69.9m	
Total Lot Area:	2437.7m <sup>2</sup>	
Average Existing Grade:	120.95 (calculated from average of 4 points at intersection of setbacks and interior side yard)	
Gross Floor Area:	1240m <sup>2</sup>	
Floor Space Index:	0.51	
Proposed Development - 12 Townhouses		
Zoning Mechanism:	Required	Provided
Minimum Lot Width (T.185A (IV))	4.5m	32.8m
Minimum Lot Area (T.185A (V))	110m <sup>2</sup>	2437.6m <sup>2</sup>
Min. Front Yard Setback (T.185A (VII))	3m	3.5m
Min. Interior Side Yard Setback (T.185A (VI))	1.2m	13.34m
Min. Corner Side Yard Setback (T.185A (VIII))	3m	7.5m
Min. Rear Yard Setback (T.185A (IX))	25% of lot depth for max. 7.5m	3.5m
Min. Rear Yard Area (T.185A (X))	838.4m <sup>2</sup> 25% of lot area	124.4m <sup>2</sup>
Maximum Building Height (T.185A (XI))	10m *from average existing grade	11m
Parking Space Rates (S.101 (Sch. 1A - Area C))	12 Spaces 7 spaces /unit for 12 units - Table 101(P9)(V)	12 Spaces (Individual Garages)
Minimum Visitor Parking Rates (S.102 (Sch. 1A - Area C))	0 Spaces Section 102(4)	0 Spaces
Bicycle Parking Rates (Table 111A (Sch. 1 - Area C))	0 Spaces Section 111	0 Spaces
Total Amenity Area (Table 137(1))	0m <sup>2</sup>	0m <sup>2</sup>
Communal Amenity Area (Table 137(1))	0m <sup>2</sup>	0m <sup>2</sup>

TOPOGRAPHICAL PLAN OF SURVEY OF LOTS 24 AND 25 REGISTERED PLAN 402 CITY OF OTTAWA  
ANNIS, OSULLIVAN, VOLLEBEK LTD, 2021

**SURVEY INFO**  
SCALE: NTS



**4 LOCATION PLAN**  
SCALE: 1:2

CAR PARKING (BLD. A)	
LEVEL P1	137
LEVEL 01	57
<b>GRAND TOTAL:</b>	<b>194</b>

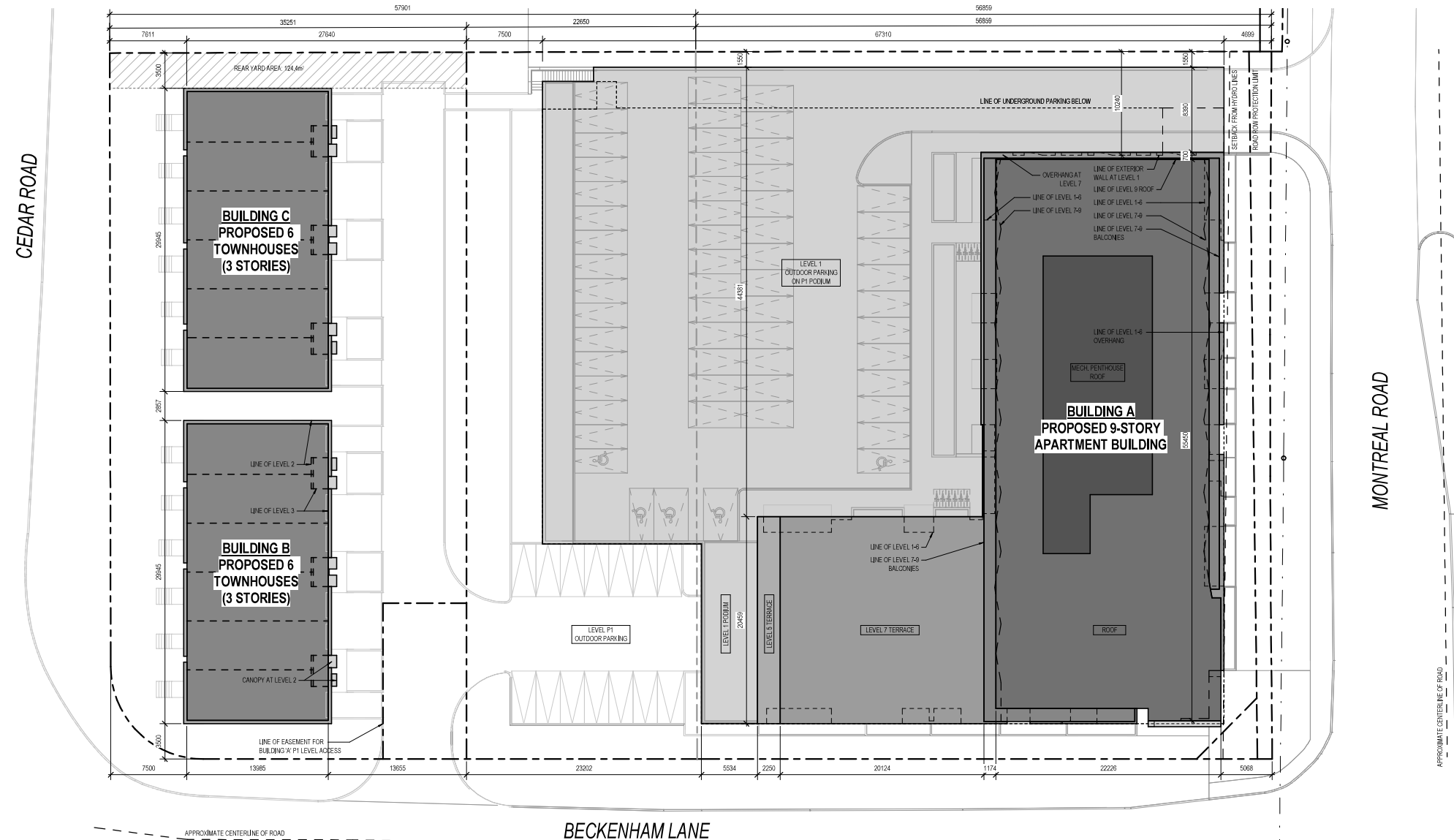
  

BICYCLE PARKING (BLD. A)	
LEVEL P1	80
LEVEL 01	10
<b>GRAND TOTAL:</b>	<b>90</b>

UNIT BREAKDOWN												
Name	Level 01	Level 02	Level 03	Level 04	Level 05	Level 06	Level 07	Level 08	Level 09	Count	Percentage	
1-BEDROOM	4	6	6	6	5	5	9	10	10	61	38.4%	
1-BEDROOM + DEN	8	8	8	8	8	8	1	1	1	51	32.1%	
2-BEDROOM	5	5	5	5	6	6	3	4	4	43	27.0%	
STUDIO	1	1	1	1	0	0	0	0	0	4	2.5%	
<b>GRAND TOTAL</b>	<b>18</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>159</b>	<b>100.0%</b>	

**2 SITE & PROJECT STATISTICS (BUILDING A)**  
SCALE: 1:1

**3 SITE & PROJECT STATISTICS (BUILDING B/C)**  
SCALE: 1:1



**1 SITE SETBACK PLAN**  
SCALE: 1:250

GROSS AREA (OBC) - BUILDING A		
LEVEL P1	3820.3 m <sup>2</sup>	41121.8 ft <sup>2</sup>
LEVEL 01	1663.8 m <sup>2</sup>	17908.6 ft <sup>2</sup>
LEVEL 02	1663.8 m <sup>2</sup>	17908.6 ft <sup>2</sup>
LEVEL 03	1663.3 m <sup>2</sup>	17904.1 ft <sup>2</sup>
LEVEL 04	1659.7 m <sup>2</sup>	17864.7 ft <sup>2</sup>
LEVEL 05	1617.4 m <sup>2</sup>	17409.9 ft <sup>2</sup>
LEVEL 06	1617.4 m <sup>2</sup>	17409.9 ft <sup>2</sup>
LEVEL 07	1147.2 m <sup>2</sup>	12348.4 ft <sup>2</sup>
LEVEL 08	1151.8 m <sup>2</sup>	12397.5 ft <sup>2</sup>
LEVEL 09	1151.8 m <sup>2</sup>	12397.5 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>17156.5 m<sup>2</sup></b>	<b>184670.8 ft<sup>2</sup></b>

RENTABLE / GROSS AREA (OBC) - BUILDING B/C		
LEVEL 01	406.7 m <sup>2</sup>	4377.6 ft <sup>2</sup>
LEVEL 02	421.9 m <sup>2</sup>	4541.3 ft <sup>2</sup>
LEVEL 03	394.6 m <sup>2</sup>	4248.0 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>1223.2 m<sup>2</sup></b>	<b>13166.8 ft<sup>2</sup></b>

RENTABLE AREA - BUILDING A		
LEVEL 01	1337 m <sup>2</sup>	14388 ft <sup>2</sup>
LEVEL 02	1426 m <sup>2</sup>	15345 ft <sup>2</sup>
LEVEL 03	1434 m <sup>2</sup>	15440 ft <sup>2</sup>
LEVEL 04	1434 m <sup>2</sup>	15440 ft <sup>2</sup>
LEVEL 05	1391 m <sup>2</sup>	14968 ft <sup>2</sup>
LEVEL 06	1391 m <sup>2</sup>	14977 ft <sup>2</sup>
LEVEL 07	892 m <sup>2</sup>	9601 ft <sup>2</sup>
LEVEL 08	1037 m <sup>2</sup>	11159 ft <sup>2</sup>
LEVEL 09	1037 m <sup>2</sup>	11160 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>11378 m<sup>2</sup></b>	<b>122476 ft<sup>2</sup></b>

GROSS FLOOR AREA (CITY OF OTTAWA) - BUILDING A		
LEVEL 01	1235.8 m <sup>2</sup>	13302.1 ft <sup>2</sup>
LEVEL 02	1378.6 m <sup>2</sup>	14839.6 ft <sup>2</sup>
LEVEL 03	1375.2 m <sup>2</sup>	14803.0 ft <sup>2</sup>
LEVEL 04	1375.2 m <sup>2</sup>	14803.0 ft <sup>2</sup>
LEVEL 05	1337.9 m <sup>2</sup>	14400.8 ft <sup>2</sup>
LEVEL 06	1337.9 m <sup>2</sup>	14400.8 ft <sup>2</sup>
LEVEL 07	874.4 m <sup>2</sup>	9411.6 ft <sup>2</sup>
LEVEL 08	1006.2 m <sup>2</sup>	10831.0 ft <sup>2</sup>
LEVEL 09	1006.2 m <sup>2</sup>	10831.0 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>10927.5 m<sup>2</sup></b>	<b>117622.8 ft<sup>2</sup></b>

GROSS FLOOR AREA (CITY OF OTTAWA) - BUILDING B/C		
LEVEL 01	259.5 m <sup>2</sup>	2793.5 ft <sup>2</sup>
LEVEL 02	387.5 m <sup>2</sup>	4171.0 ft <sup>2</sup>
LEVEL 03	365.1 m <sup>2</sup>	3930.2 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>1012.2 m<sup>2</sup></b>	<b>10894.8 ft<sup>2</sup></b>

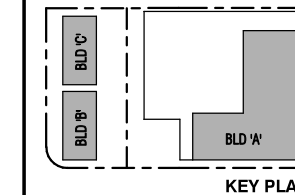
GROSS LEASABLE FLOOR AREA (CITY OF OTTAWA) - BUILDING A		
LEVEL 01	1167.5 m <sup>2</sup>	12566.9 ft <sup>2</sup>
LEVEL 02	1311.4 m <sup>2</sup>	14115.5 ft <sup>2</sup>
LEVEL 03	1308.0 m <sup>2</sup>	14079.3 ft <sup>2</sup>
LEVEL 04	1308.0 m <sup>2</sup>	14079.3 ft <sup>2</sup>
LEVEL 05	1274.5 m <sup>2</sup>	13718.5 ft <sup>2</sup>
LEVEL 06	1274.5 m <sup>2</sup>	13718.5 ft <sup>2</sup>
LEVEL 07	940.4 m <sup>2</sup>	10122.3 ft <sup>2</sup>
LEVEL 08	956.3 m <sup>2</sup>	10293.0 ft <sup>2</sup>
LEVEL 09	956.3 m <sup>2</sup>	10293.0 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>10496.8 m<sup>2</sup></b>	<b>112986.3 ft<sup>2</sup></b>

GROSS LEASABLE FLOOR AREA (CITY OF OTTAWA) - BUILDING B/C		
LEVEL 01	242.6 m <sup>2</sup>	2611.5 ft <sup>2</sup>
LEVEL 02	364.9 m <sup>2</sup>	3928.0 ft <sup>2</sup>
LEVEL 03	344.2 m <sup>2</sup>	3704.6 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>951.7 m<sup>2</sup></b>	<b>10244.1 ft<sup>2</sup></b>

PRIVATE AMENITY AREA - BUILDING A		
LEVEL 01	146 m <sup>2</sup>	1572 ft <sup>2</sup>
LEVEL 02	78 m <sup>2</sup>	844 ft <sup>2</sup>
LEVEL 03	91 m <sup>2</sup>	978 ft <sup>2</sup>
LEVEL 04	96 m <sup>2</sup>	1036 ft <sup>2</sup>
LEVEL 05	137 m <sup>2</sup>	1477 ft <sup>2</sup>
LEVEL 06	92 m <sup>2</sup>	991 ft <sup>2</sup>
LEVEL 07	117 m <sup>2</sup>	1257 ft <sup>2</sup>
LEVEL 08	137 m <sup>2</sup>	1475 ft <sup>2</sup>
LEVEL 09	137 m <sup>2</sup>	1475 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>1032 m<sup>2</sup></b>	<b>11104 ft<sup>2</sup></b>

COMMUNAL AMENITY AREA - BUILDING A		
EXTERIOR AMENITY	96 m <sup>2</sup>	1035 ft <sup>2</sup>
LEVEL 7 AMENITY ROOM 2	57 m <sup>2</sup>	615 ft <sup>2</sup>
LEVEL 7 AMENITY ROOM 1	73 m <sup>2</sup>	781 ft <sup>2</sup>
ROOFTOP AMENITY	353 m <sup>2</sup>	3796 ft <sup>2</sup>
<b>GRAND TOTAL</b>	<b>579 m<sup>2</sup></b>	<b>6227 ft<sup>2</sup></b>

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**KEY PLAN**

1 ISSUED FOR SPC 2022-12-20  
**ISSUE RECORD**



**project1 studio**  
Project 1 Studio Incorporated  
[613.884.3939] [mail@project1studio.ca]

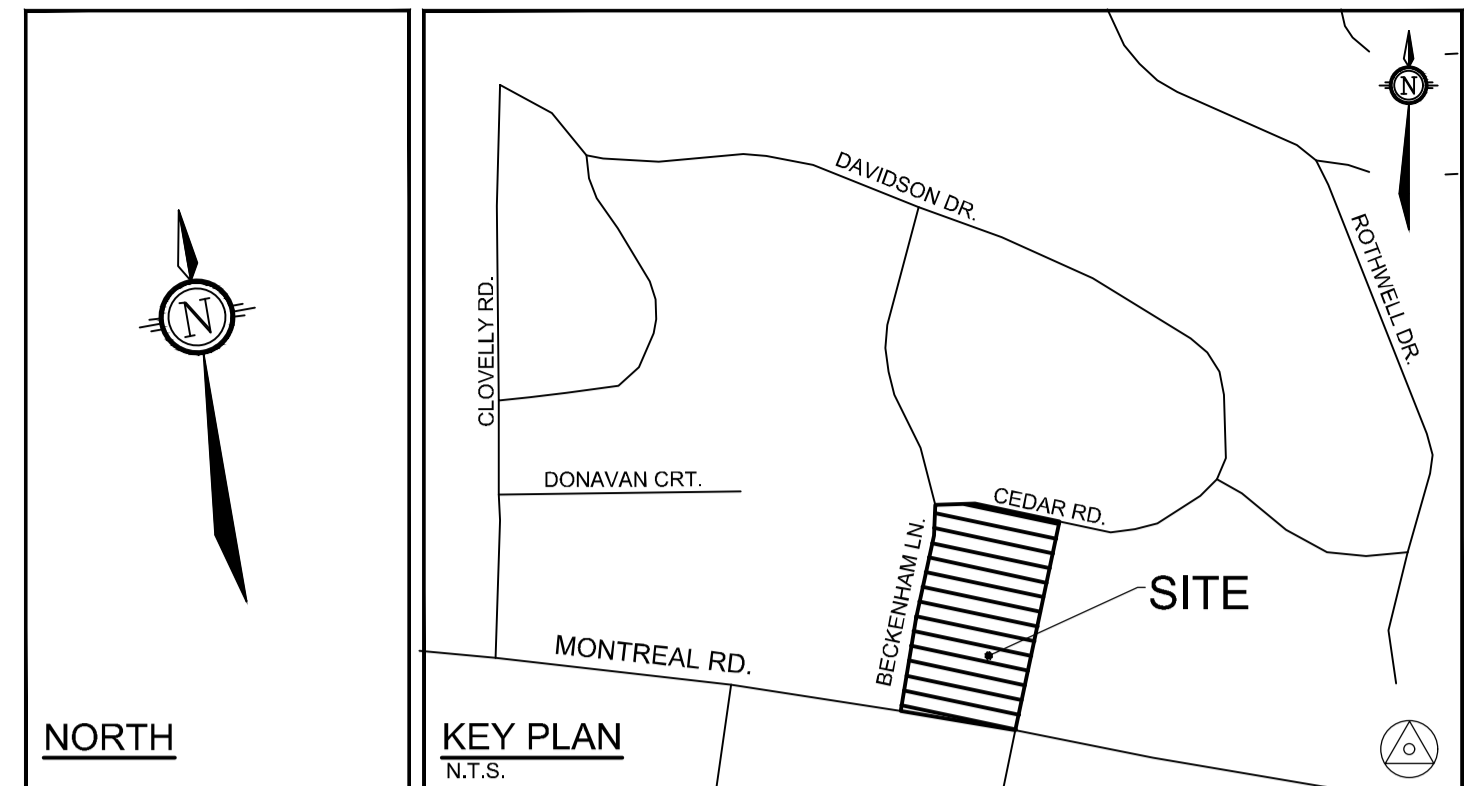
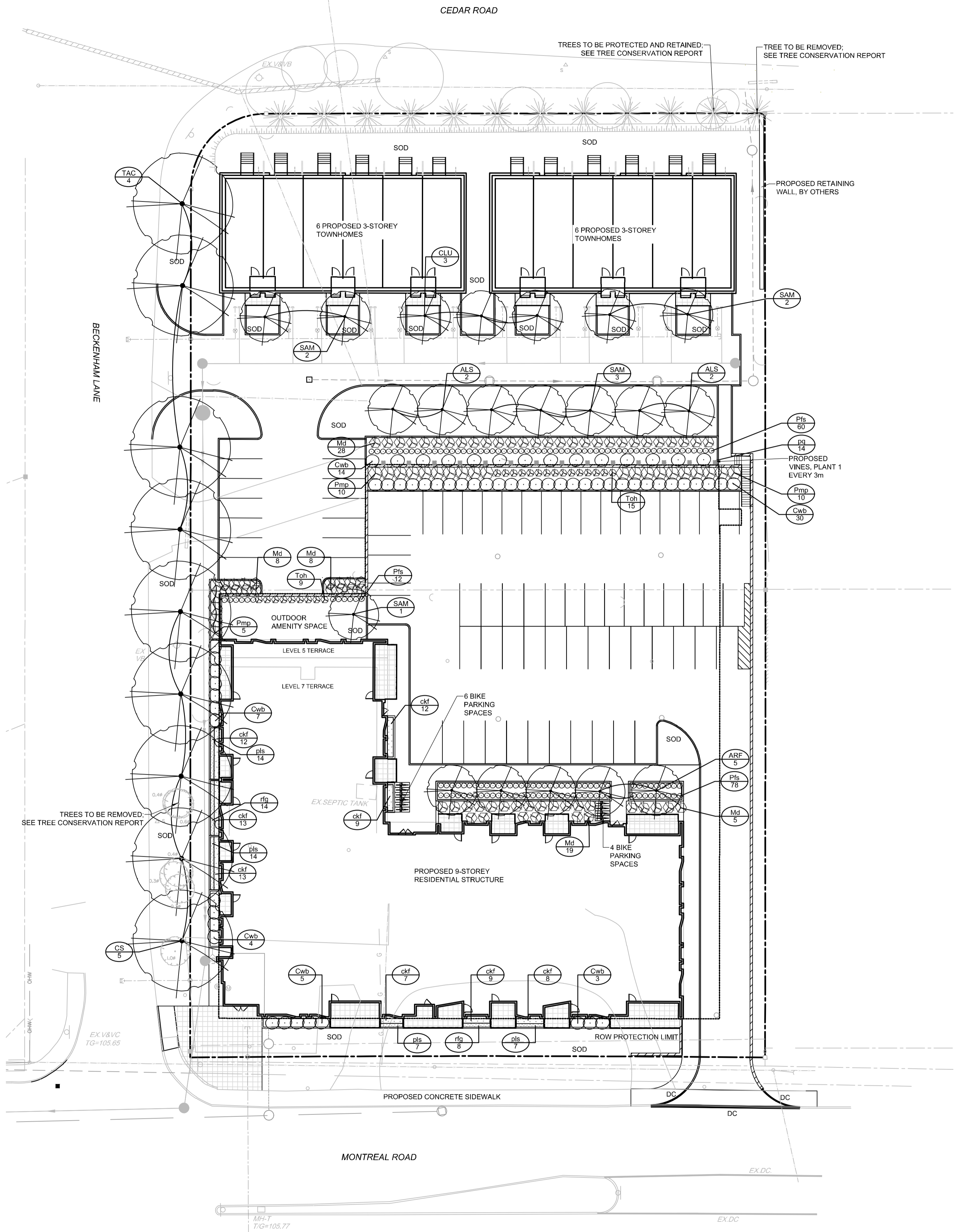
**1765 MONTREAL RD**  
1765 Montreal Road  
Ottawa, ON

PROJ SCALE DRAWN REVIEWED  
**2107 NOTED BH/JH RMK**

**PROJECT STATISTICS AND ZONING INFORMATION**

**SP-02**





- LEGEND**
- PROPERTY LIMIT
  - ▨ PROPOSED PAVERS
  - ▤ PERENNIALS
  - ▥ ORNAMENTAL GRASSES
  - PROPOSED DECIDUOUS TREE
  - PROPOSED SHRUBS
  - SPECIES (SEE PLANT LIST)
  - ## QUANTITY
  - ▩ PROPOSED RETAINING WALL (BY OTHERS)
- GENERAL**
- Read and interpret this drawing/ drawing set in conjunction with all the contract details and specifications, including related civil, utility, structural, architectural, mechanical, electrical, environmental, geotechnical, and survey information.
  - The Contractor is to determine the exact location, size, material, and elevation of all existing utilities prior to commencing construction. Protect and assume responsibility for all existing utilities regardless of being shown on the drawings.
  - It is essential to use the plans and details in conjunction with the specifications and notes.
  - Do not scale drawings. Work to dimensions only.
  - Protect all existing and retained vegetation for the duration of construction according to the contract details and specifications.
  - Reinstate all areas and items damaged or disturbed, beyond the Limit of Work, because of construction activities, including but not limited to construction staging areas, haul roads, stockpile areas, etc. to the satisfaction of the Consultant. Unless otherwise noted, Contractor is to reinstate all areas to pre-construction condition or better to the satisfaction of the Contract Administrator.
- PLANTING**
- Plant material to be No. 1 Grade and is to comply with Canadian Standards for Nursery Stock (latest edition) published by the Canadian Nursery Landscape Association. Use structurally sound plant material with strong fibrous root system free of disease, defects, and injuries. Use trees with straight trunks, well and characteristically branched for species. Obtain approval from consultant of plant material at source prior to digging. All trees and shrubs to be container grown, potted, W/B or B/B, as indicated on Plant List. Bare root plants are only acceptable for certain species and as approved by the Landscape Architect.
  - Plant material substitutions are not permitted without the written approval from the Consultant, with 48 hours notice, prior to shipping plant material.
  - Plant locations are schematic / approximate only. Contractor is to stake out locations on site for approval by the Landscape Architect prior to installation.
  - The illustrated number of plants shown in the Planting Plan supersedes the estimated number in the Plant List. Contractor to report any discrepancies to the Landscape Architect prior to installation. Contractor will assume full responsibility if the Landscape Architect is not notified.
  - Ensure trees are thoroughly watered following planting. Monitor material and ensure adequate moisture until acceptance.
  - In heavy clay or poorly drained soils, set root ball with root collar 75-100mm higher than finished grade.
  - Approved topsoil depths are as follows:
    - Plant Beds - 450mm continuous depth. Applies to shrubs, perennials, vines, and groundcovers.
    - Sod/Seed Areas - 100mm depth.
  - Sod to be No. 1 Kentucky Bluegrass Sod grown from minimum mixture of 3 Kentucky Bluegrass cultivars. Quality and source are to comply with Canadian Standards for Nursery Stock, Section 17, (latest edition) published by the Canadian Nursery Landscape Nursery Landscape Association.
  - Apply the following mineral fertilizer unless soil tests show other requirements:
    - Plant Beds - (8-32-16), i.e. 8% Nitrogen, 32% Phosphorus, 16% Potash per manufacturer specifications.
    - Sod Areas - (8-32-16), i.e. 8% Nitrogen, 32% Phosphorus, 16% Potash at a rate of 350kg/ha.
  - Where applicable, for any plant areas with a mix of species/cultivars notes, Contractor is to cluster like plants in groups of 3-5 and evenly distribute these in the noted area.

- CITY DETAILS**
- Related details from City of Ottawa Standard Tender Documents Volume No. 2 Standard Detail Drawings.
- SC4. Typical Concrete Sidewalk in Boulevard  
SC5. Sidewalk Construction Joints
- NOVATECH DETAILS**
- Found on Sheet L2.
- D1. Standard Deciduous Tree Planting  
D2. Standard Coniferous Tree Planting  
D3. Shrub and Perennial Planting  
D4. Bike Layout

**PLANT LIST**

121060 - Plant List

KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND	SPACING
<b>Deciduous Trees</b>						
ARF	5	<i>Acer rubrum</i> 'Autumn Flame'	Autumn Flame Red Maple	50mm Cal	WB	As Shown
ALS	4	<i>Amelanchier laevis</i> 'Spring Flurry'	Spring Flurry Serviceberry	50mm Cal	WB	As Shown
CS	5	<i>Catalpa speciosa</i>	Northern Catalpa	50mm Cal	WB	As Shown
CLU	3	<i>Cladonia lutea</i>	Yellowwood	50mm Cal	WB	As Shown
SAM	8	<i>Sorbus aucuparia</i> 'Michred'	Cardinal Royal Mountain Ash	50mm Cal	WB	As Shown
TAC	4	<i>Tilia americana</i> 'Continental Appeal'	Continental Applal Basswood	50mm Cal	WB	As Shown
<b>Coniferous Shrubs</b>						
Md	88	<i>Microbiota decussata</i>	Siberian Carpet Cypress	2g	PT	As Shown
Pmp	25	<i>Pinus mugo</i> var. 'Pumilo'	Mugho Pine	60cm CT	PT	150cm O.C.
Toh	24	<i>Thuja occidentalis</i> 'Holmstrup'	Holmstrup Cedar	175cm HT	PT	100cm O.C.
<b>Deciduous Shrubs</b>						
Cwb	63	<i>Cornus sanguinea</i> 'Winter Beauty'	Winter Beauty Dogwood	60cm HT	PT	As Shown
Pfs	180	<i>Potentilla fruticosa</i> 'Bella Sol'	Bella Sol Potentilla	40cm HT	PT	70cm O.C.
<b>Perennials</b>						
Pfs	42	<i>Pnevskia atriplicata</i> 'Little Spire'	Dwarf Russian Sage	1g	PT	50cm O.C.
rfg	22	<i>Rudbeckia fulgida</i> 'Goldsturm'	Goldsturm Coneflower	1g	PT	50cm O.C.
<b>Vines</b>						
CS	14	<i>Pisthennocissus quinquefolia</i>	Virginia Creeper	1g	PT	As Shown
<b>Ornamental Grasses</b>						
ckf	83	<i>Calamagrostis acutiflora</i> 'Karl Foerster'	Karl Foerster Feather Reed Grass	1g	PT	60cm O.C.

**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.

**NOT FOR CONSTRUCTION**

No.	REVISION	DATE	BY
1.	ISSUED FOR SITE PLAN APPROVAL	DEC 19/22	RGJ

**SCALE**

1:300

0 3 6 9 12

**DESIGN**  
JMK

**CHECKED**  
RGJ

**DRAWN**  
JMK

**CHECKED**  
RGJ

**APPROVED**  
RGJ

**FOR REVIEW ONLY**

ASSOCIATION OF LANDSCAPE ARCHITECTS  
ALPHA G. JAMES  
MEMBER  
DEC 19 2022

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Website www.novatech-eng.com

**LOCATION**  
CITY OF OTTAWA  
1765 MONTREAL ROAD

**DRAWING NAME**  
LANDSCAPE PLAN

**PROJECT No.**  
121060

**REV**  
REV # 1

**DRAWING No.**  
121060-L1

M:\2021\121060\CAD\Landscapes\121060-L1.dwg, L1 (Landscape), Dec 19, 2022, 1:51pm, Ikarallov



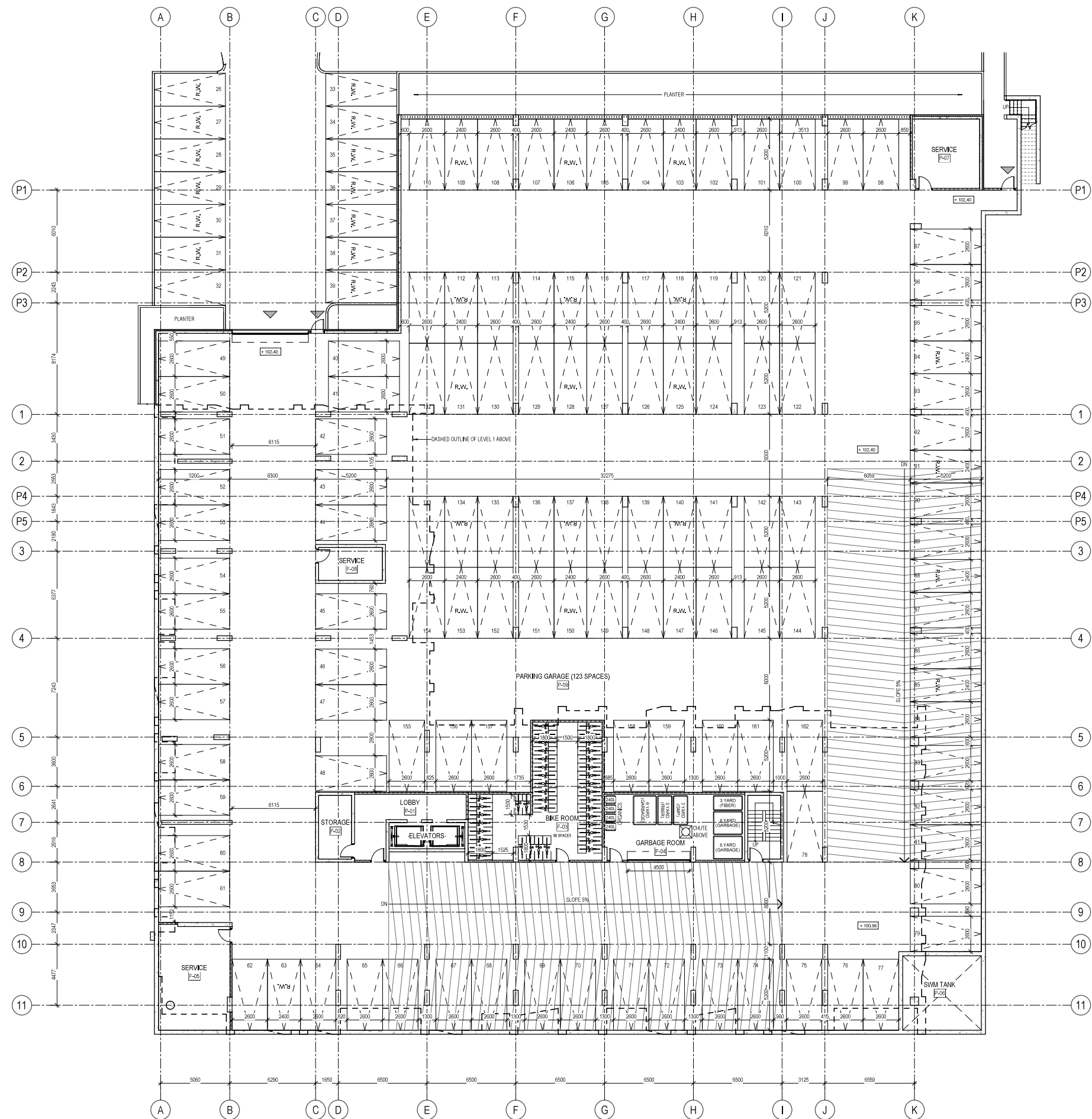
**View looking North-west.**



**View from Montreal Rd.**

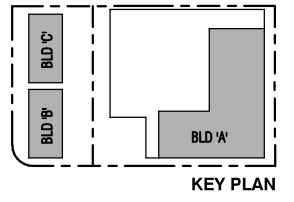


**View of townhouses from Beckenham Lane.**



1 BLD A - FLOOR PLAN - LEVEL P1  
A100.A SCALE: 1 : 150

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 1765 Montreal Road  
 Ottawa, ON

PROJ	SCALE	DRAWN	REVIEWED
2107	1 : 150	BH/JH	RMK

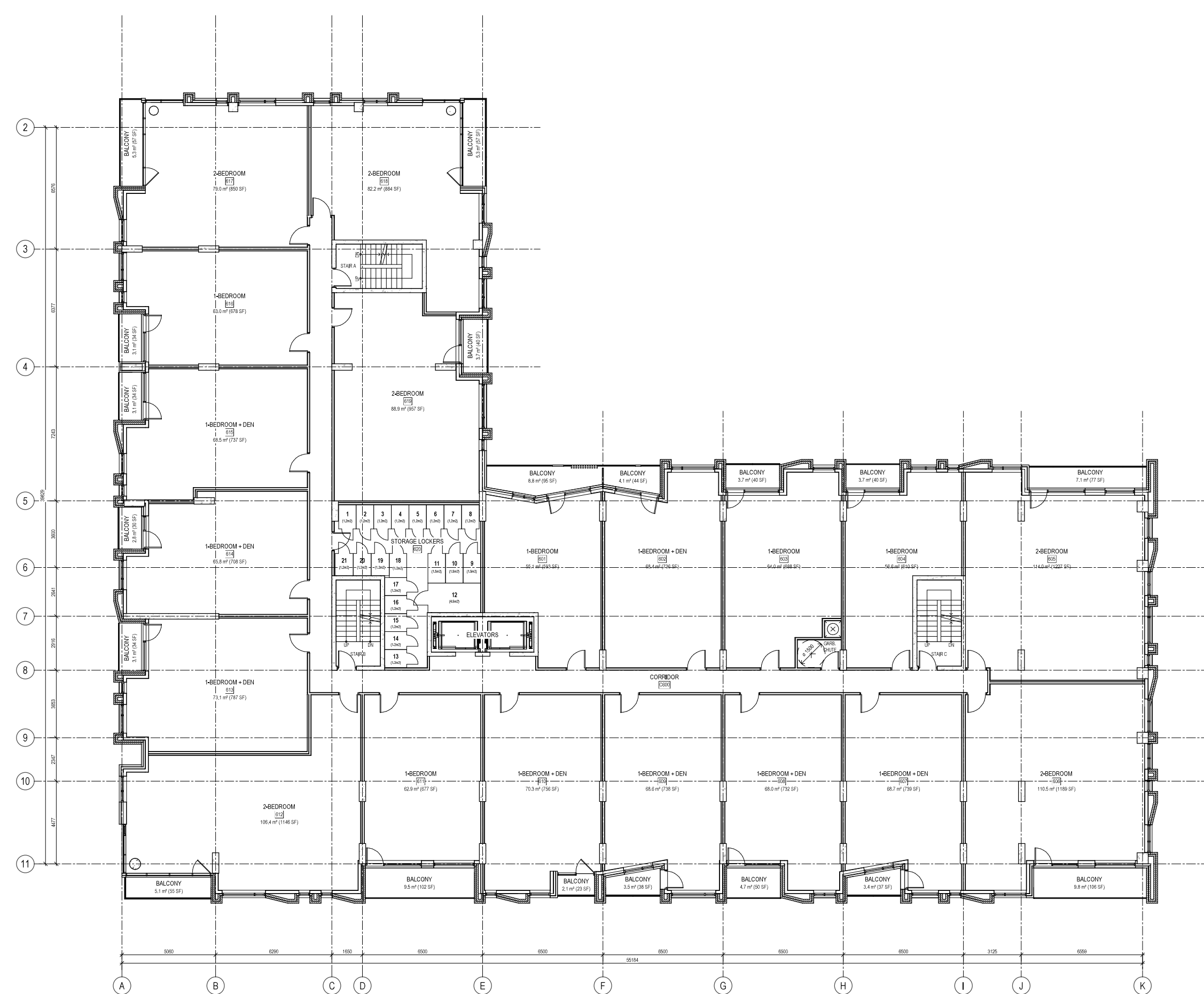
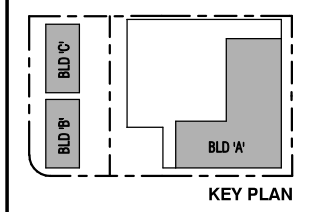
BLD A - FLOOR PLAN - LEVEL P1

**A100.A**

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PROJ SCALE DRAWN REVIEWED  
 2107 NOTED BH/JH RMK

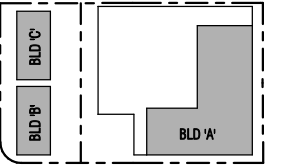
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**A106.A**

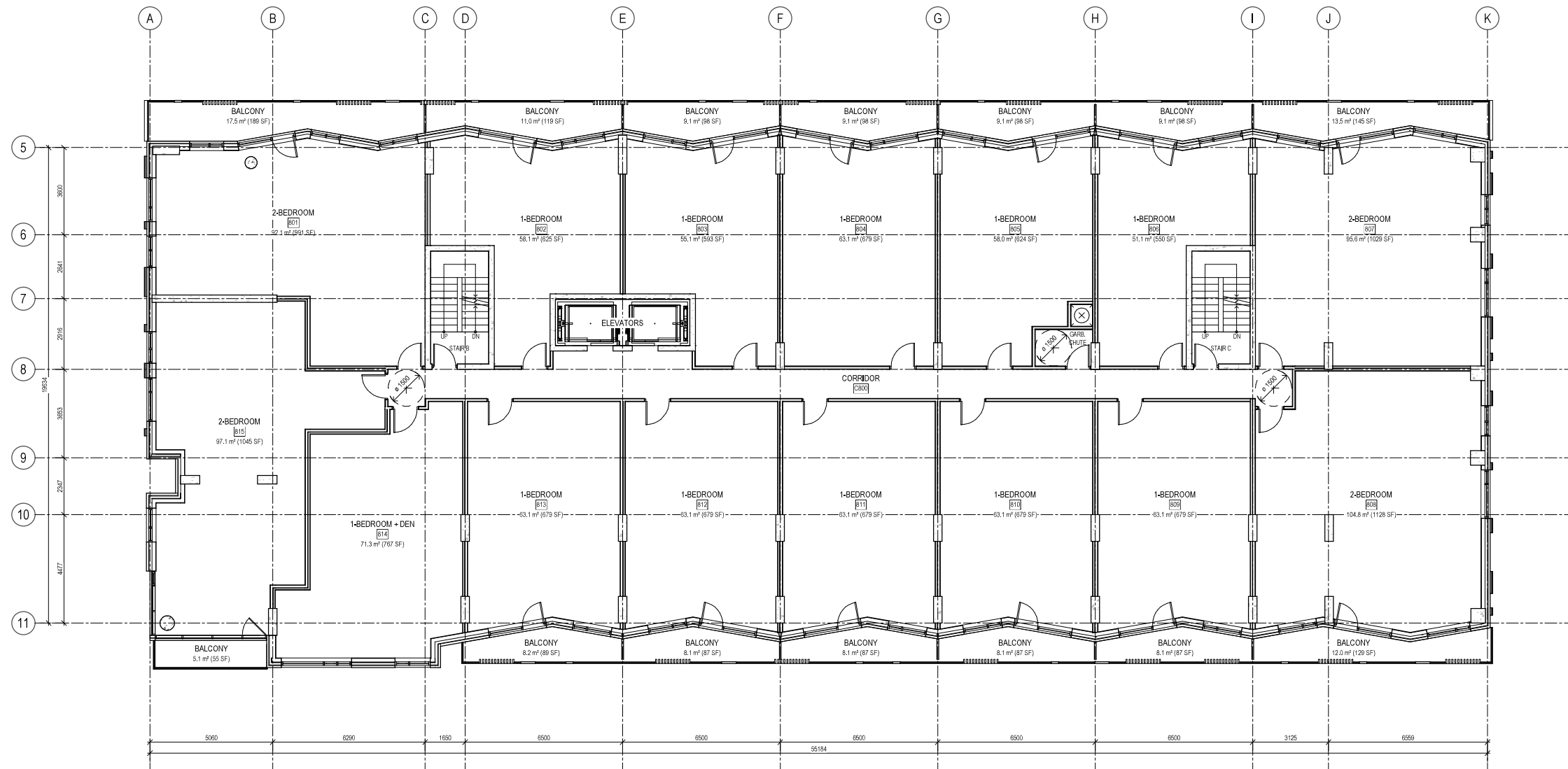
1 BLD A - FLOOR PLAN - LEVEL 6  
 A106.A SCALE: 1:100

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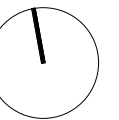
KEY PLAN



1 BLD A - FLOOR PLAN - LEVEL 8  
 A108.A SCALE: 1:100

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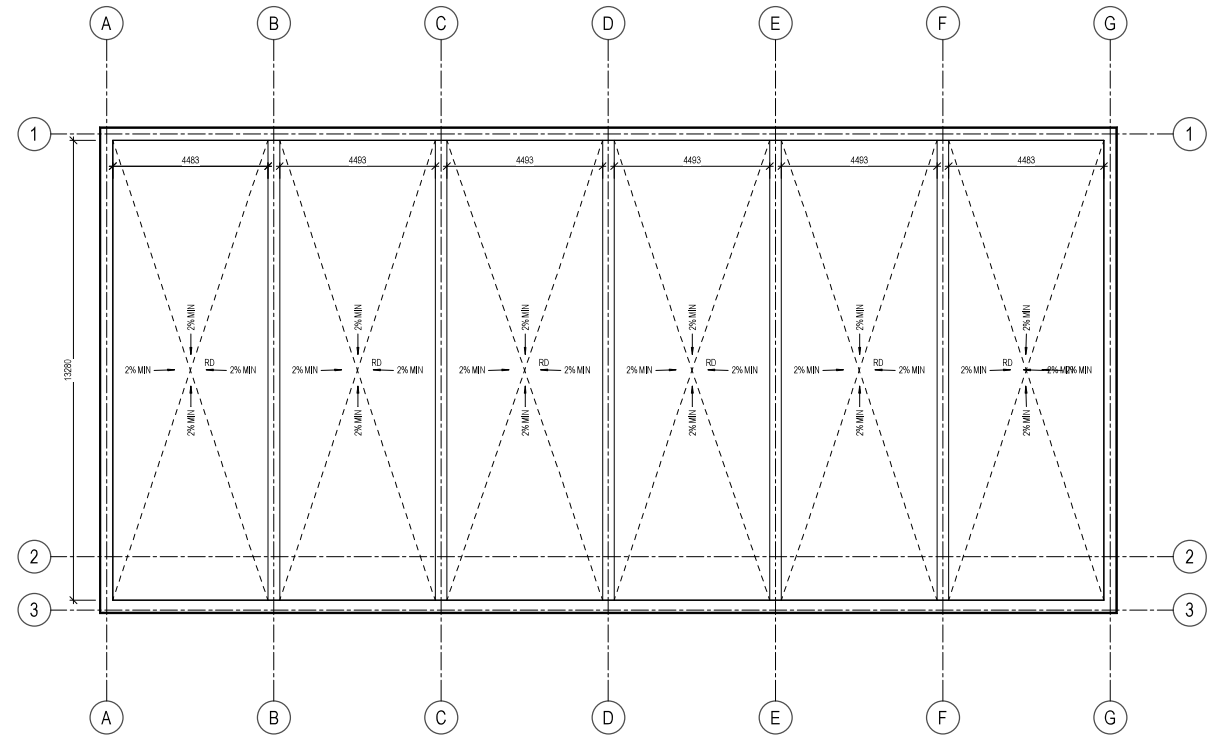
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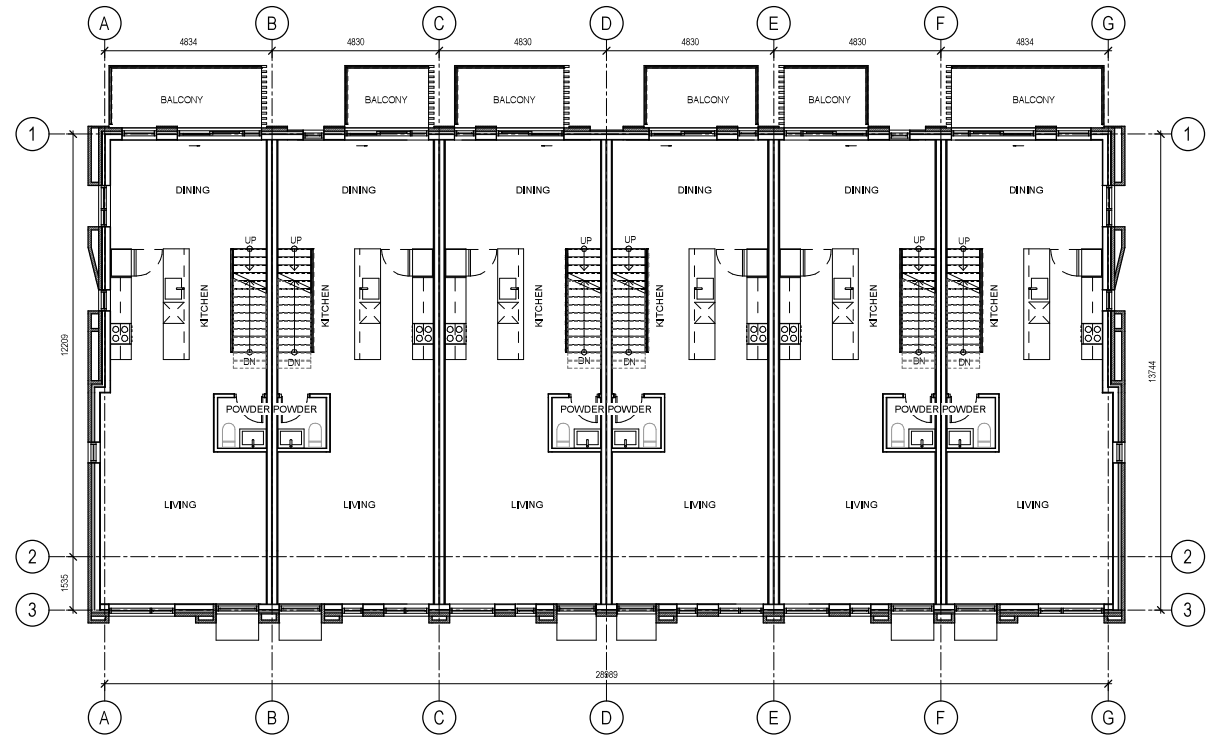
PROJ	SCALE	DRAWN	REVIEWED
2107	NOTED	BH/JH	RMK

BLD A - FLOOR PLAN - LEVEL 8

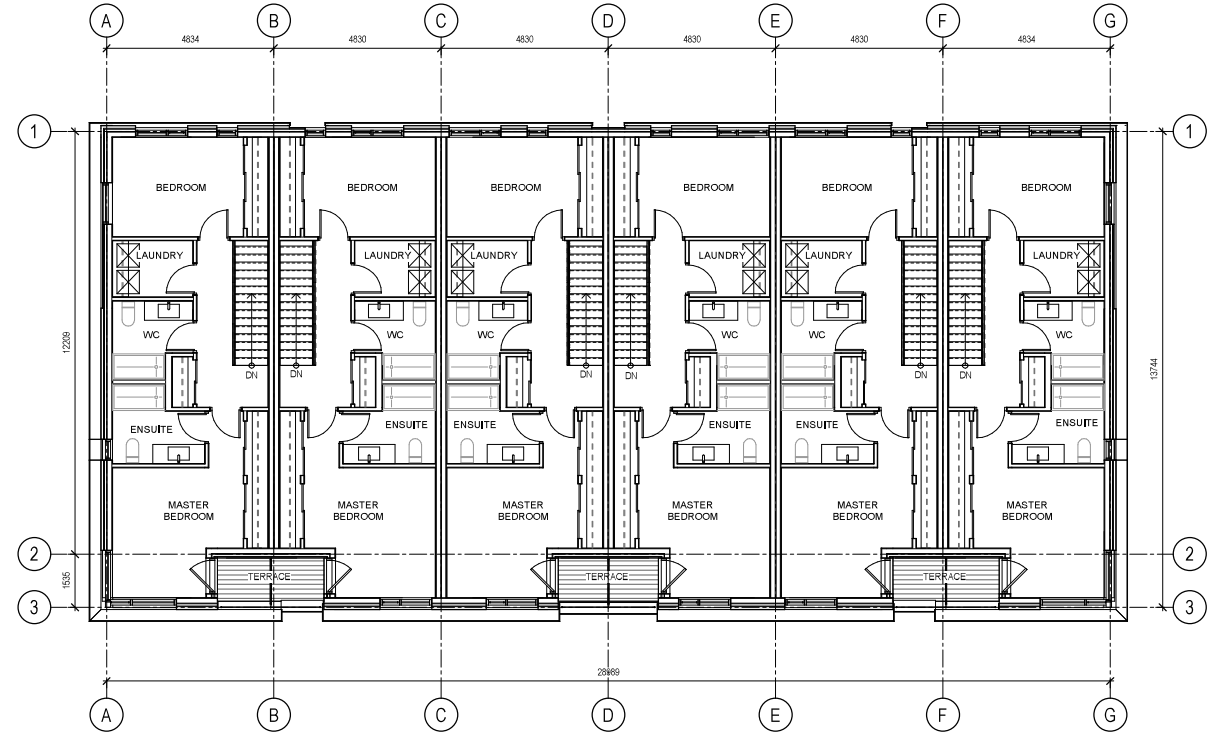
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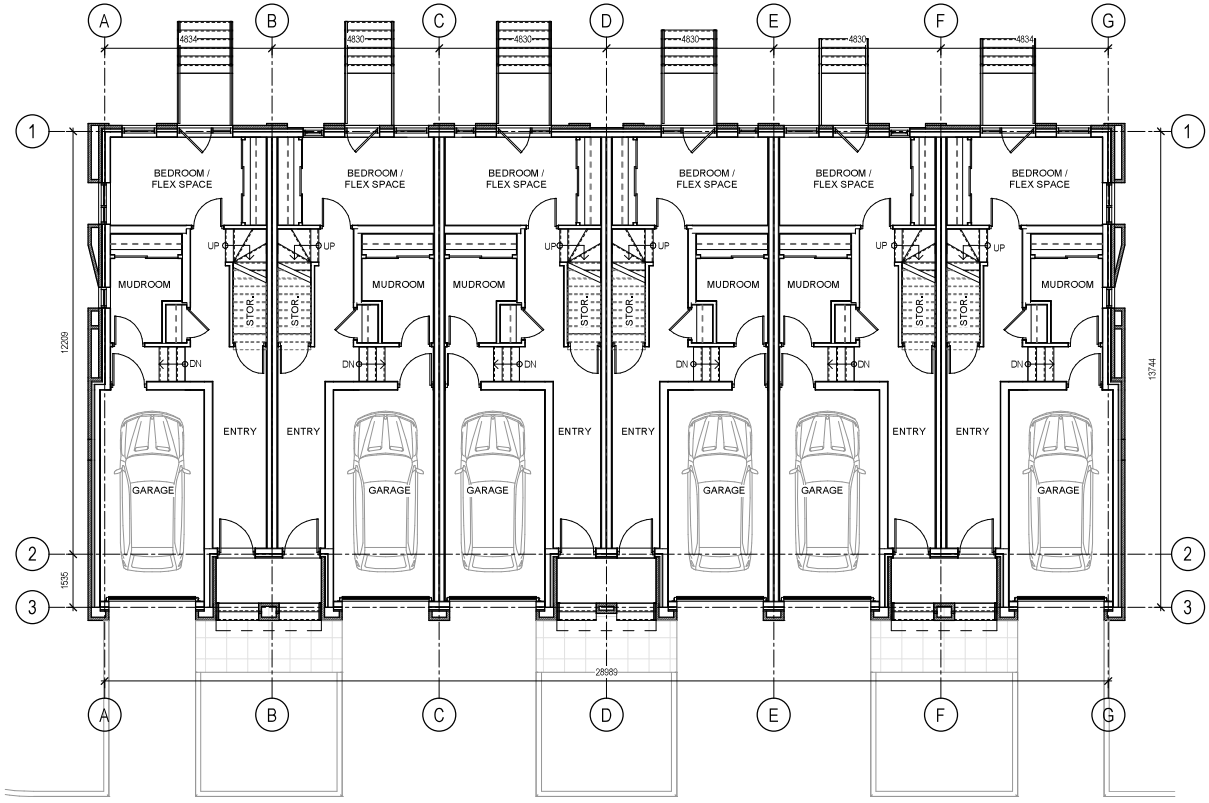
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A100.B SCALE: 1:100



3 BLD B/C - FLOOR PLAN - LEVEL 2  
A100.B SCALE: 1:100

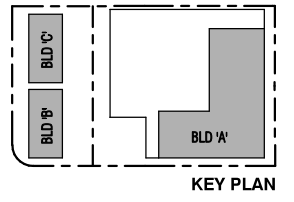


4 BLD B/C - FLOOR PLAN - LEVEL 3  
A100.B SCALE: 1:100



2 BLD B/C - FLOOR PLAN - LEVEL 1  
A100.B SCALE: 1:100

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2107	NOTED	BH/JH	RMK

BLD B/C - FLOOR PLANS & ROOF PLAN

**A100.B**

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