



JARDINS FRANÇOISE

LÉPINE

NEUF
ARCHITECTES



12647
December 2022

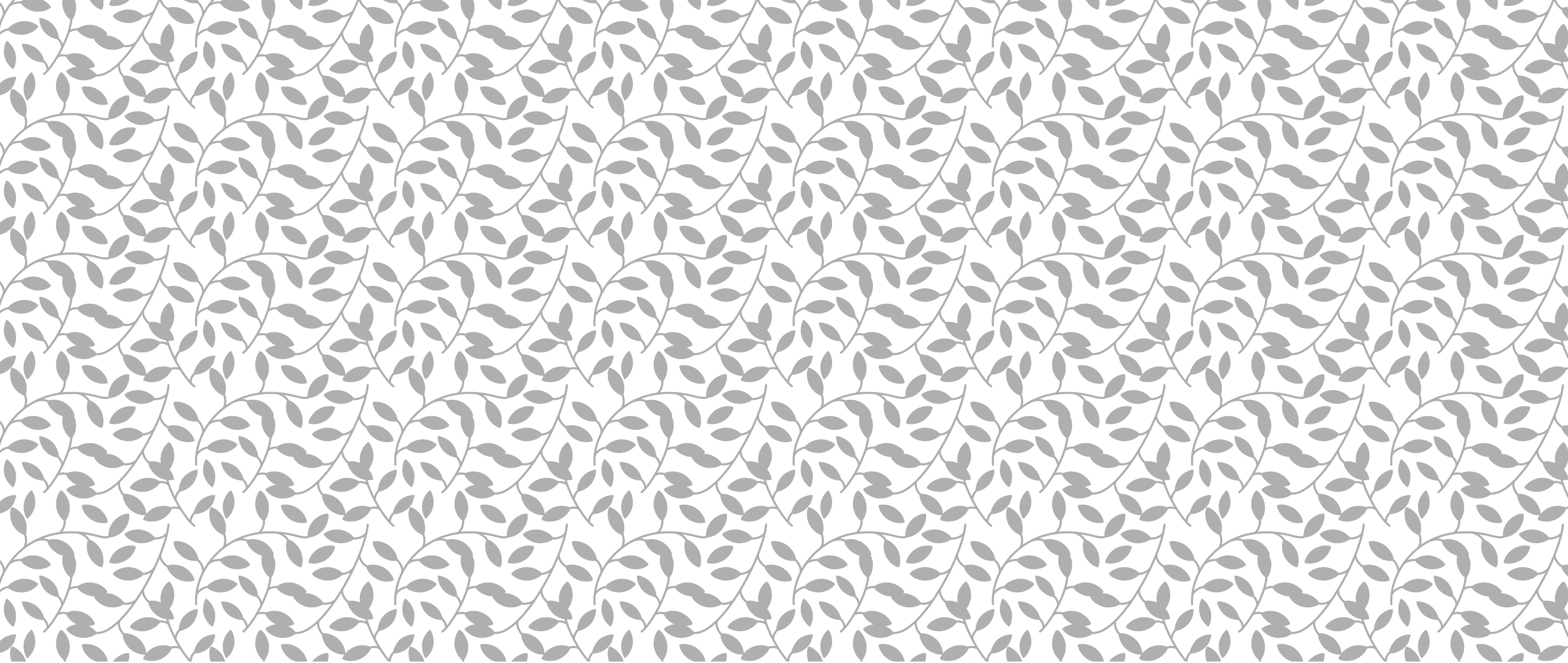
TABLE OF CONTENTS

Context

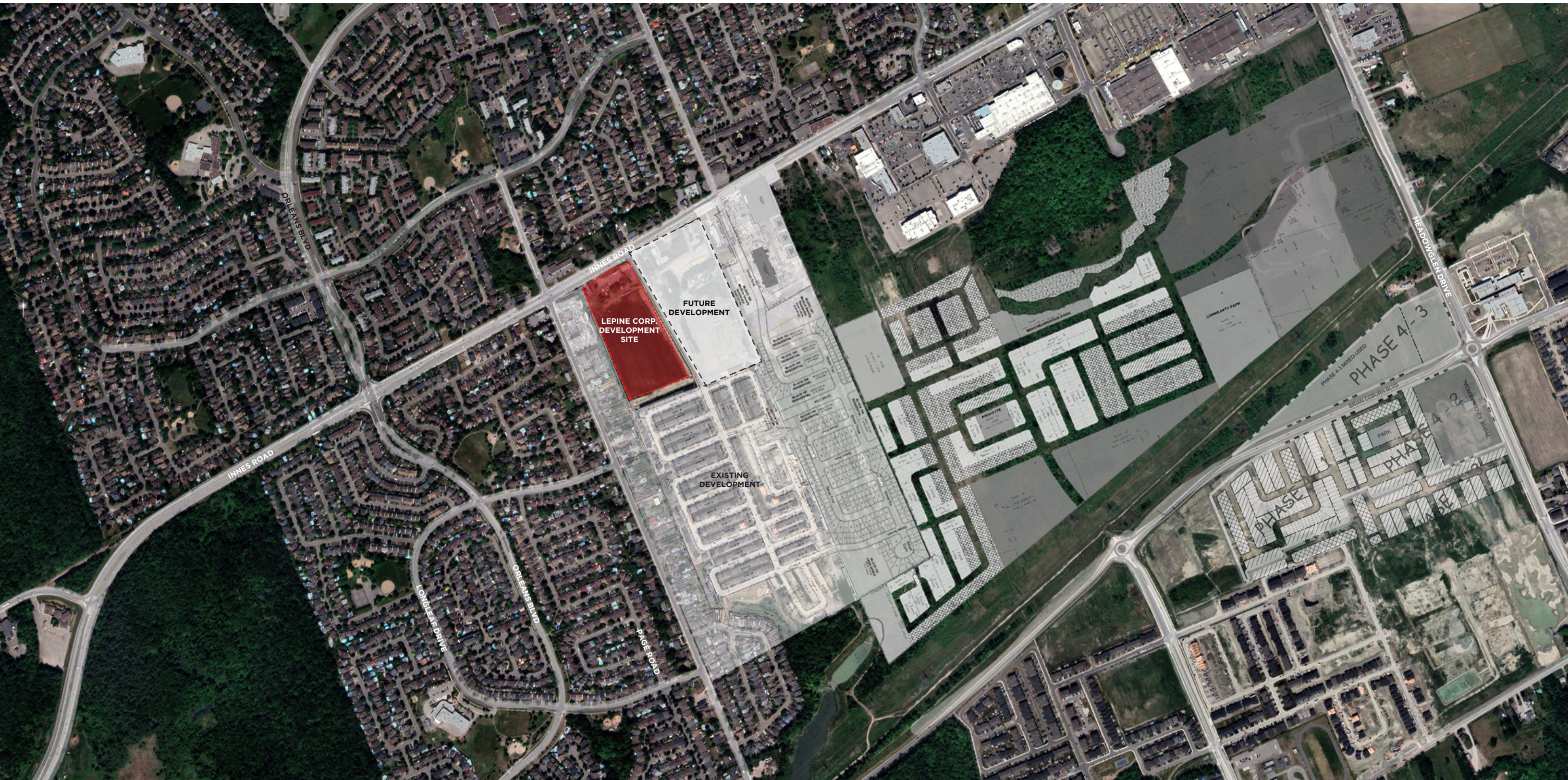
LOCATION MAP	4
EXISTING STREETScape	5
EXISTING STREETScape	6
CONTEXT PHOTOGRAPHY	7
MASTER PLAN	8
TOPOGRAPHY SURVEY	9
BUILDING INSPIRATION	10
LÉPINE PROJECTS	11
NEIGHBOURHOOD PARK & LANDSCAPING INSPIRATION	12
INTERIOR INSPIRATION	13
LIFESTYLE	14
DESIGN BRIEF	15
DESIGN BRIEF	16
SUSTAINABILITY	17

GENERAL MASTER PLAN	18
MASTER PLAN BUBBLE DIAGRAM	19
PUBLIC REALM & TRANSPORTATION (1:2000)	20
STREET SECTION CROISSANT FRANÇOISE	21
<u>Design Proposal</u>	
GENERAL SITE PLAN PHASING	23
P2 LEVEL PARKING	24
P1 LEVEL PARKING	25
GENERAL SITE PLAN	26
SITE PLAN	27
TYPICAL 2ND - 3RD FLOOR	28
FLOOR PLAN 4TH - 7TH FLOORS	29
SECTION 1	30
SECTION 2	31
SECTION 3	32

SECTIONS DEVELOPMENT SCALE STUDIES	33
SOUTH ELEVATION	34
NORTH ELEVATION	35
WEST ELEVATION	36
EAST ELEVATION	37
VIEW FROM LAMARCHE AVENUE	38
SUN STUDY - SEPTEMBER / MARCH	39
SUN STUDY - SEPTEMBER / MARCH	40
SUN STUDY - SEPTEMBER / MARCH	41
SUN STUDY - DECEMBER	42
SUN STUDY - DECEMBER	43
SUN STUDY - JUNE	44
SUN STUDY - JUNE	45
SUN STUDY - JUNE	46
GENERAL STATISTICS	47



CONTEXT



PAGÉ ROAD

LAMARCHE AVENUE

INNES ROAD

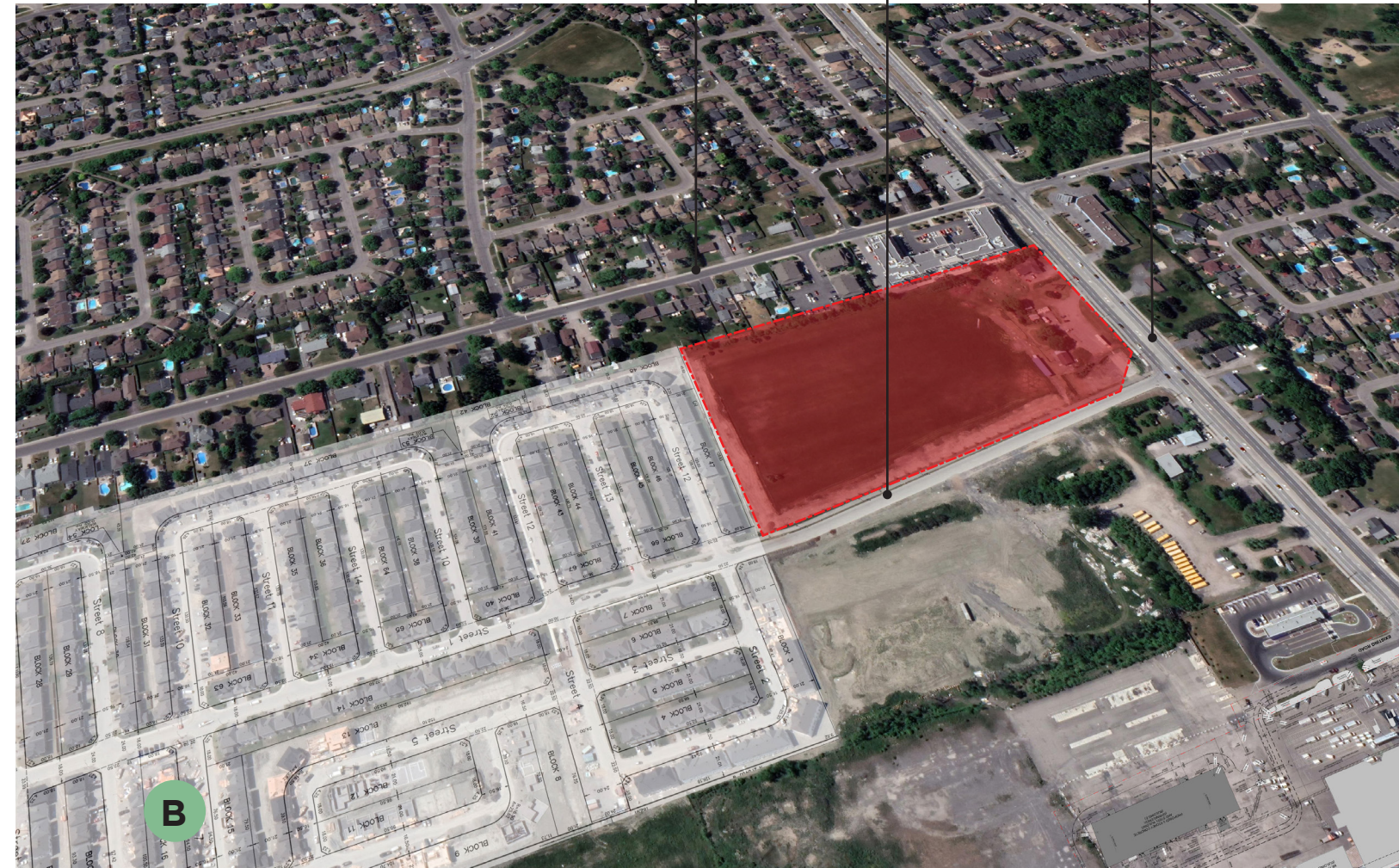


VIEW TOWARDS INNES ROAD

PAGÉ ROAD

LAMARCHE AVENUE

INNES ROAD



VIEW TOWARDS PAGÉ ROAD



VIEW TOWARDS TRANSIT ROUTE



VIEW TOWARDS LAMARCHE AVENUE

CORNER OF INNES ROAD AND LAMARCHE AVENUE



INNES ROAD LOOKING WEST



LOOKING SOUTH FROM LAMARCHE AVENUE



INNES ROAD LOOKING EAST





DAVID SCHAEFFER ENGINEERING
1400 SHEPPARD AVENUE EAST
SUITE 1000, SCARBOROUGH, ONTARIO M1S 1T5

A-43.57	Sanitary Drainage
A-43.58	Sanitary Drainage
A-43.59	Sanitary Drainage
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A-43.95	Sanitary Drainage
A-43.96	Sanitary Drainage
A-43.97	Sanitary Drainage
A-43.98	Sanitary Drainage
A-43.99	Sanitary Drainage
A-44.00	Sanitary Drainage

LEGEND

- SANITARY DRAINAGE BOUNDARY
- SANITARY SUB-DRAINAGE BOUNDARY
- SANITARY DRAINAGE BOUNDARY (OTHER PHASES)
- UPSTREAM MH TO DOWNSTREAM MH
- AREA IN HECTARES
- POPULATION
- UPSTREAM MH TO DOWNSTREAM MH
- AREA IN OTHER PHASES IN HECTARES
- POPULATION
- EXTERNAL AREA IN HECTARES
- EXTERNAL POPULATION
- DENSITY (PERSONS/HECTARE)
- EXTERNAL LAND USE
- MAINTENANCE HOLE
- CAP

TOPOGRAPHIC INFORMATION
TOPOGRAPHIC INFORMATION PROVIDED BY J.D. BARNES LIMITED, PROJECT No. 16-10-116-00.
SURVEY DATED NOVEMBER 30, 2011.

LEGAL INFORMATION
CALCULATED MASTER PLAN PROVIDED BY J.D. BARNES LIMITED, PROJECT No. 16-10-116-00
(PHASE 1 & 2) DATED MARCH 08, 2016.

ISSUED FOR M.O.E. APPROVAL 16-05-09

NOT FOR CONSTRUCTION

ELEVATION NOTE ELEVATION = 88.12 m

ELEVATIONS ARE GEODETIC AND ARE DERIVED FROM SITE BENCHMARK NO. CONTROL POINT C018553229 HAVING A PUBLISHED ELEVATION OF 88.0m

No.	DATE	BY	DESCRIPTION
2	18-05-09	M.Z.	ISSUED FOR M.O.E. APPROVAL
1	18-07-24	M.Z.	T41 SUBMISSION

Ottawa CITY OF OTTAWA

PROJECT No. 16-881

SANITARY DRAINAGE PLAN © DSEL

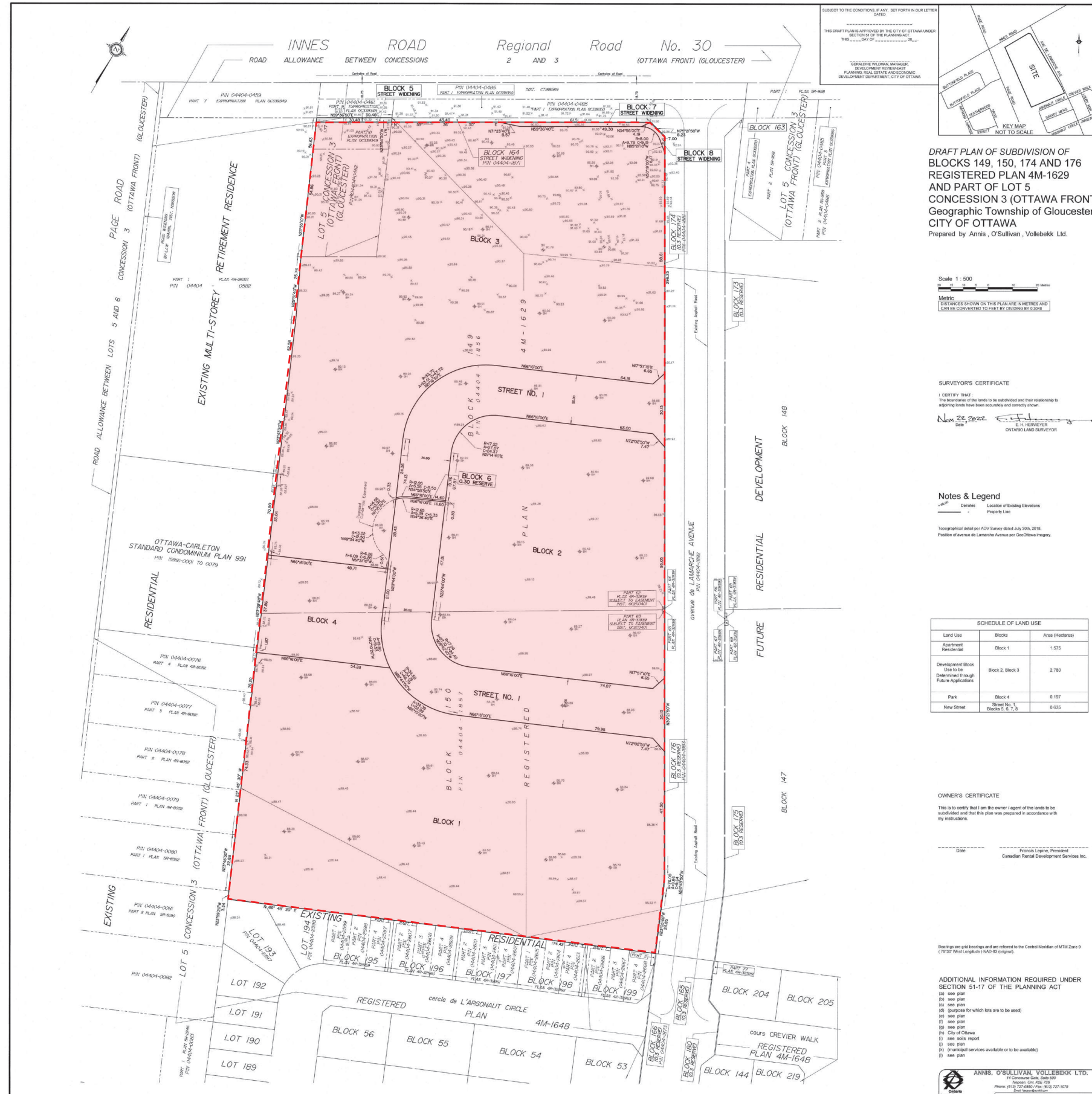
CAIVAN (ORLEANS VILLAGE) LIMITED ORLEANS VILLAGE LIMITED

DSEL david schaeffer engineering ltd

122 Bell Road, Unit 103
Stittville, ON K2E 1E9
Tel: 905-338-2888
Fax: 905-338-2885
www.dsel.ca

DRAWN BY: M.Z./J.Y. CHECKED BY: P.P. DRAWING NO. SHEET NO.
DESIGNED BY: P.P. CHECKED BY: M.Z. 66
SCALE: 1:1000 DATE: JANUARY 2016





DRAFT PLAN OF SUBDIVISION OF BLOCKS 149, 150, 174 AND 176 REGISTERED PLAN 4M-1629 AND PART OF LOT 5 CONCESSION 3 (OTTAWA FRONT) Geographic Township of Gloucester CITY OF OTTAWA
 Prepared by Annis, O'Sullivan, Vollebek Ltd.

Scale 1:500
 Metric
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 3.048

SURVEYOR'S CERTIFICATE
 I CERTIFY THAT
 The boundaries of the lands to be subdivided and their relationship to adjoining lands have been accurately and correctly shown.
 Date: Nov 22, 2022
 S. H. LEBLANC
 ONTARIO LAND SURVEYOR

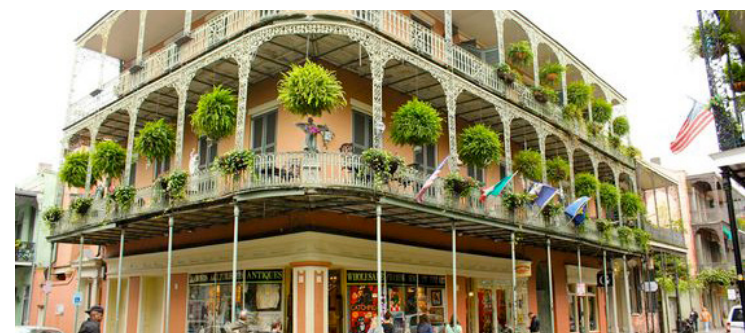
Notes & Legend
 --- Dashed --- Location of Existing Elevations
 --- Solid --- Property Line
 Topographical detail per ACO Survey dated July 30th, 2018.
 Position of avenue de L'Arsonault per Geo Ottawa Imagery.

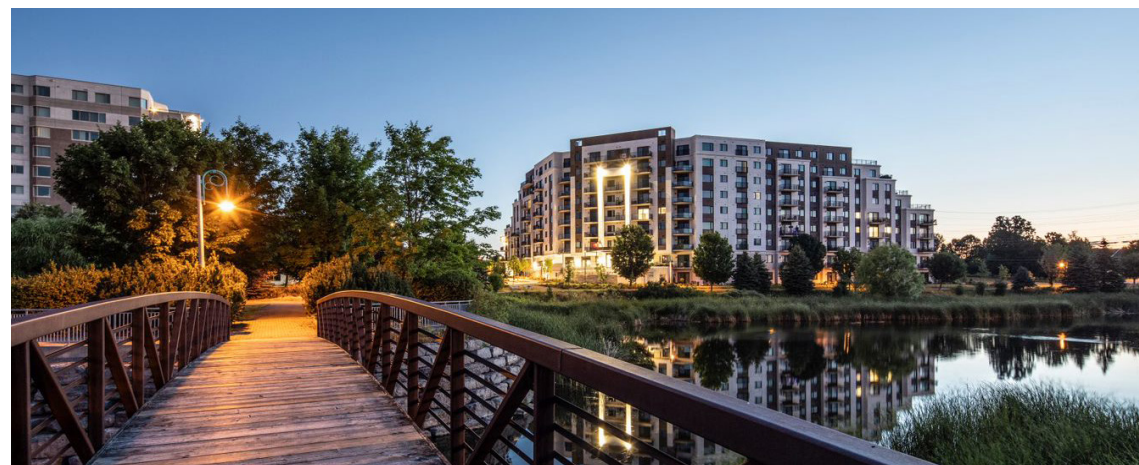
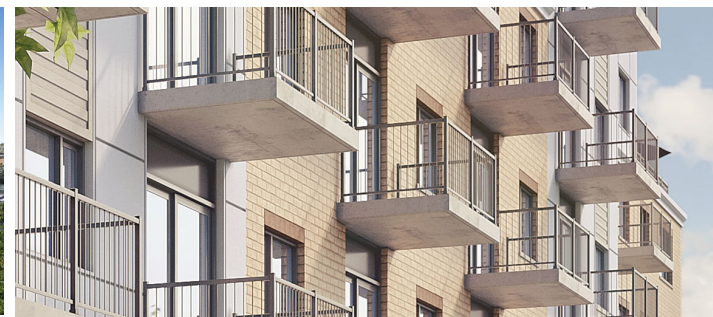
SCHEDULE OF LAND USE		
Land Use	Blocks	Area (Hectares)
Apartment Residential	Block 1	1.678
Development Block Use to be Determined through Future Applications	Block 2, Block 3	2.780
Park	Block 4	0.197
New Street	Street No. 1, Blocks 5, 6, 7, 8	0.635

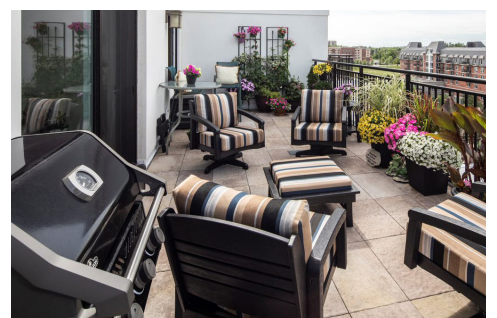
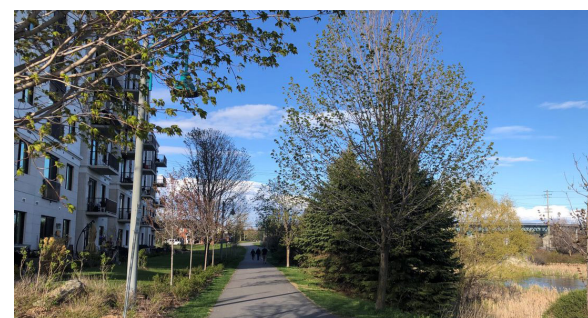
OWNER'S CERTIFICATE
 This is to certify that I am the owner / agent of the lands to be subdivided and that this plan was prepared in accordance with my instructions.
 Date: _____
 Francis Lepine, President
 Canadian Rental Development Services Inc.

- ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51-17 OF THE PLANNING ACT**
- (1) see plan
 - (2) see plan
 - (3) see plan
 - (4) (purpose for which lots are to be used)
 - (5) see plan
 - (6) see plan
 - (7) City of Ottawa
 - (8) see soils report
 - (9) see plan
 - (10) (municipal services available or to be available)
 - (11) see plan

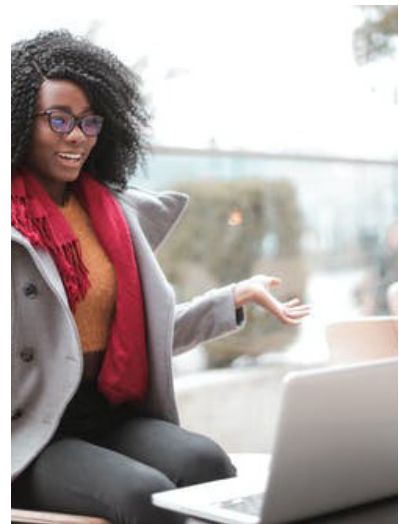
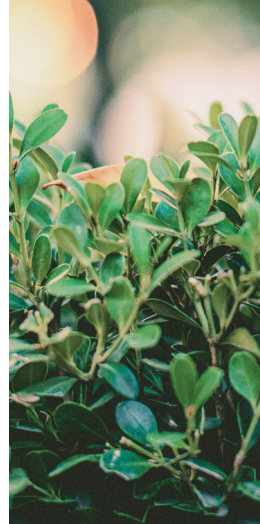
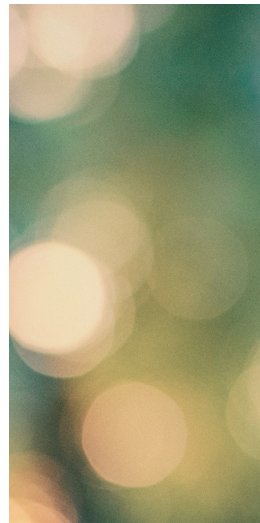
ANNIS, O'SULLIVAN, VOLLEBEK LTD.
 14 Concession 3, Suite 200
 Ottawa, ON K2G 2E8
 Phone: (613) 727-0880 / Fax: (613) 727-0579
 Email: info@anniso.com
 (see also O. Reg. 205/01 s. 17 (2) (b) 1-3)











DESIGN BRIEF

3490 INNES ROAD, ORLÉANS

This proposed Lépine apartment development is located in the community of Chapel Hill South, along the south side of Innes Road, one of the most important transportation routes on the east side of Ottawa. As a critical east-west arterial on the uplands of Orléans, Innes Road was recently widened from 2 to 4 lanes in order to accommodate traffic generated by the continuing suburban expansion of south Orléans.

The proposed development includes two properties, a commercial conversion of a 0.17-hectare (0.42-acre) single-detached residential lot at 3484 Innes Road and the larger property at 3490 Innes Road. The large undeveloped parcels were subdivided into the 2.17-hectare (5.36-acre) Block 49 and the 2.86-hectare (7.07-acre) Block 50, as part of the comprehensive Plan of Subdivision approved for the single-detached, townhouse, and stacked townhouse development immediately to the south of the subject site. They are presently under construction. The total area of 3484 Innes Road and Blocks 49 and 50 at 3490 Innes Road is 5.2 hectares (12.85 acres).

Most of the adjacent lands immediately to the west of the project site are developed as the four-storey Chapel Hill Retirement Residence, at 2305 Pagé Road, and a three-storey stacked townhouse development at 2345 to 2353 Pagé Road. South of the stacked townhouses, the rear yards of five single-detached dwellings are adjacent to the project site. The total linear interface along the western property line, adjacent to the Chapel Hill Retirement Residence and stacked townhouses, is approximately 213 metres, while the interface adjacent to the five single-detached rear yards is approximately 105 metres. The project site is bounded on the east side by the recently developed Lamarche Avenue, which is dedicated as a City road to serve the new subdivision

to the south.

In general, the site measures approximately 320 metres (more or less) from north to south and, on average, approximately 163 metres from east to west. A municipal road will provide public access to the interior of the site. The U-shaped crescent road will have its two access points on Lamarche Avenue. A municipal park will be located at approximately the center of the western edge of the site and be fully accessible by the public as its eastern boundary will be the right of way of the planned crescent road.

As a result of the road and park configuration the site will be divided into three zones for development. Block 1, the southernmost area abutting the adjacent townhouse development will be the first to be built. It is presently the only zone for which a development proposal is planned at this time.

In Block 1 three residential rental buildings are positioned at right angles to one another to optimize views and light, and to minimize impact on the neighboring residential rear yards to the south and the west. The multi-building apartment development will have direct pedestrian access from both Lamarche Avenue and Croissant Françoise. Vehicular access to the underground parking garage will be provided from one driveway facing Croissant Françoise. Visitor parking will be provided in the landscaped forecourt facing the crescent. Servicing for the buildings (waste management, moving, deliveries) will be located to facilitate operations and minimize impact on the residents and the public domain.

Taking into account the scale of the site, the residents and visitors will enjoy relatively free access in and around the apartment community. The overall accessibility for pedestrians and cyclists via the central crescent into the heart of the development and the access points for vehicles ensures site permeability.

For Block 1 the green space and pathways on the site

cover approximately 8,000 square meters or 52% of the site area. The public road and the park will allow for walking, jogging, cycling, dog walking, and other active and passive recreational uses. Landscaping and occasional outdoor furniture will also provide quiet rest areas around the site.

Subject to further detailed design and programming at subsequent approval and design stages, the landscaped areas around the buildings will provide for a variety of outdoor activities that will be compatible with the surrounding apartment buildings. The landscaping of these communal areas will exceed current standards, with superior plant specimens, to be selected mostly from native species and will encourage biodiversity. The comprehensive and coherent landscape architecture will include planting and flower beds, shade trees, and shrubbery. The developer has a strong commitment to pathway connectivity on and around the site, which will link the buildings, perimeter green spaces and public sidewalks adjacent to the development. Future programming and design studies will consider features such as a community garden, playground equipment, and gathering spaces such as gazebos and picnic areas. Key to the urban vitality of the apartment community and the local neighbourhood will be small-scale retail commercial businesses at grade in the apartment building located at the corner of Lamarche Avenue and Croissant Françoise. These businesses will face directly onto the street with adjacent short term commercial parking provided. Façade, entrance, and storefront design will provide for an appropriate balance of urban design coherence and individualism for each business. These businesses will not serve a regional catchment area because there is ample regional commercial office and retail development to the east along Innes Road. Rather, the businesses in this location will cater to the local apartment community and nearby neighbourhoods.

Given that Lépine intends to own, lease, operate, and maintain this apartment community over the long term, the landscaped areas will be operated and maintained

to the highest standards. Lépine apartment buildings provide highly accessible entryways, lobbies, hallways, elevators, and amenity areas, as well as an appropriate number of apartments designed for universal accessibility.

All resident parking will be provided in two levels of underground parking, which will have access via a driveway fronting onto Croissant Francoise . The underground parking will be constructed beneath the building, with secure pedestrian access to each apartment building. The site will be fully landscaped over the portions of the garage that exceed the building footprint.

There will be a total of 285 apartments distributed in the three buildings of Block 1. According to parking ratios that have been specifically formulated to meet the needs of Lépine apartment buildings, a total of 342 vehicle parking stalls will be provided underground for residents and at grade there will be 38 stalls for visitors and retail patrons. In addition to 285 private lockers for the residents, 143 bicycle spaces will be provided on the first level of underground parking for the residents and 1 bicycle space will be provided for the commercial at grade. Lépine underground garages significantly exceed present standards for lighting, bright finishes, air quality monitoring, and fresh air exchange.

The building façades along Lamarche Avenue, and the Croissant Francoise road will serve to animate those vehicular, cycling and pedestrian routes. The façades at grade along Croissant Francoise and Lamarche Avenue will include principal entrances to lobbies, private access to individual apartments, and private patios. At-grade façades surrounding the landscaped areas will also include private access to individual apartments and private patios.

The general height of the apartment buildings will be 7 storeys for two of the pavilions and 6 storeys for the pavilion located on the south west portion of the site. In order to provide variety in built form and visibility the

building ends will step down to form rooftop terraces. The height strategy is based on mid-rise design concepts. The analytical scale studies in the presentation and documentation confirm that the stepping back of the buildings will respect the City of Ottawa height restrictions indicated for the south and west perimeters of the site. The upper storeys of the buildings incorporate terraces that appear to be cut out from their silhouettes, which represents an additional design response to the need for sensitive height and architectural transitions between the proposed apartment buildings and the neighbouring residential development. As shown on the pages illustrating building inspiration the architecture will be a contemporary interpretation of the stately old buildings of New Orleans. There will be continuous balconies on the first two floors of the facades facing Croissant Francoise and the municipal park. These balconies will have ornamental iron posts and railings as will the balconies of the upper floors and rooftop terraces.

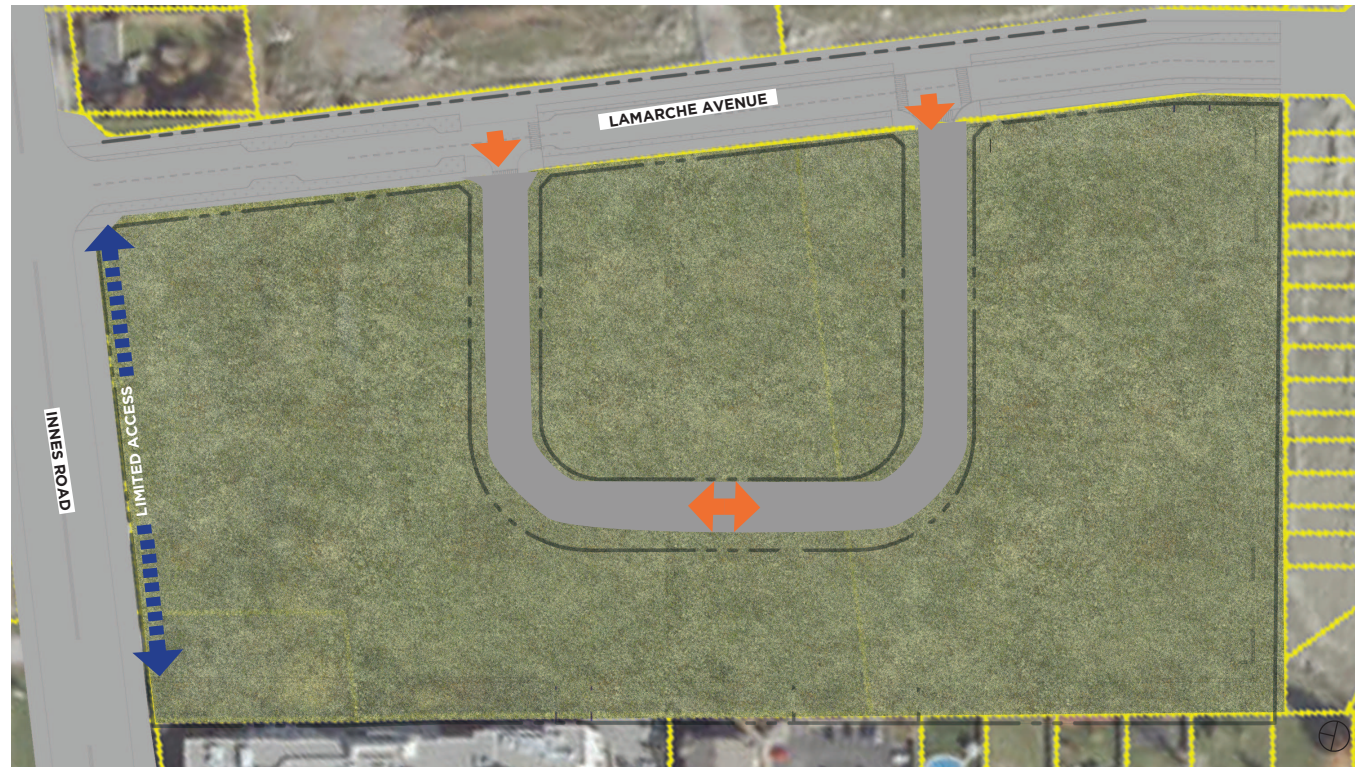
In summary, the design of this project makes a statement about how rental apartment buildings can be well integrated within a suburban context in Ottawa. The aim of this design, however, goes beyond meeting the need for intensification and demand for rental housing. This design creates homes, amenities, and green spaces of the highest quality, at rents the majority of the community can afford. Development of this apartment community will create the conditions for comfortable, convenient, and healthy resident, visitor, and local retail experiences. The sustainability measures that Lépine incorporates into new apartment communities confirm that these buildings will maintain their architectural, environmental, economic, and community value for generations to come.



- We strive for sustainability and durability of our buildings, to achieve the standards published in the report “A Plan for Sustainability & Resiliency in Canada’s Capital Region” by the City of Ottawa, but also principally to minimize the long-term operational costs, which results in more modest rent increases for our clients in the long-term.
- When designing, Lépine always looks for ways to provide pragmatic, trouble free & convenient sustainability.
- Design according to a cycle of continuous improvement to refine and fine-tune our buildings from one project to the next.
- Conducted air tightness testing and the results came back being approximately half of the maximum air leakage of 0.23 cfm/sf @ 50 Pa stated in the Energy Star Multifamily High-Rise Pilot program.
- Pursued the Green Globes certification of the Green Building Initiative Canada for our project at 1425 Vanier Parkway. The project obtained 3 Green Globes. This is a certification we are hoping to pursue on most of our future projects
- Entered the Savings by Design program developed by Enbridge and hosted by Sustainable Buildings Canada. The final report stated that our project surpassed the Savings by Design program requirement of the projected annual energy performance of the building being at least 15% better than Ontario Building Code to over 30%.
- Maximize potential of our urban lots and density to mitigate urban sprawl while reintegrating a vast amount of soft landscaping to reintroduce nature back into the urban landscape. Approximately 60% of our sites are covered with soft landscaping. We integrate an extensive amount of native plants that are drought and shade tolerant in our planting mix while integrating native grasses and porous materials to allow for low-impact landscaping.
- A total of 10% of parking stalls can have electrical vehicle charging connections installed on demand in all our underground parking garages since 2010.
- Currently engaged in the certification process under the Federation of Rental Housing Providers of Ontario’s (FRPO) Certified Rental Building program for our portfolio of properties.
- We monitor our building’s environmental performance in its electricity, natural gas and water use. We also puts emphasis on waste management and recycling.
- On Innes Road we plan to push innovation even further.



MASTER PLAN
PUBLIC ACCESS MUNICIPAL ROAD



MASTER PLAN
PARK AREA

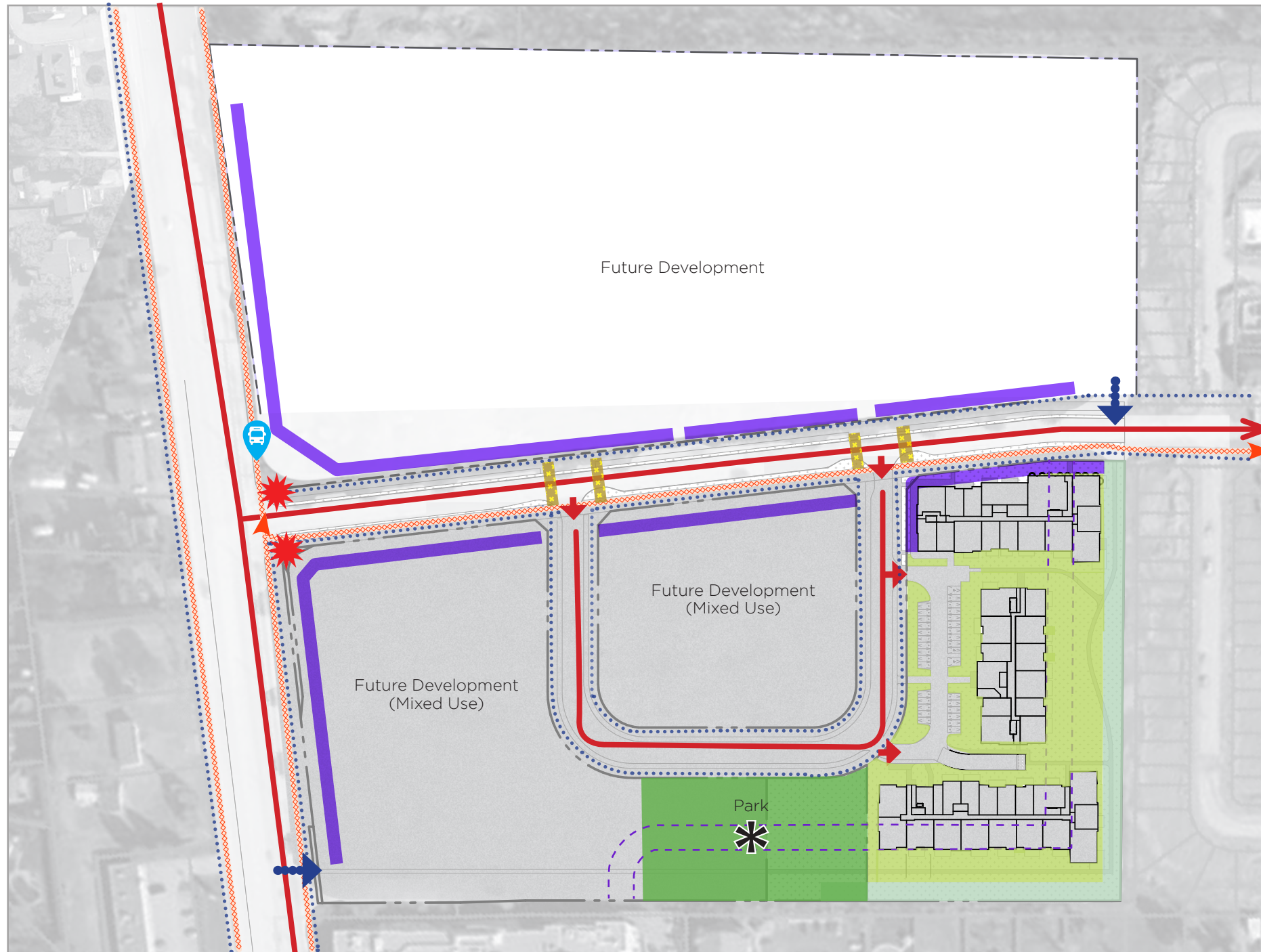


MASTER PLAN
DEVELOPMENT AREA
















MASTER PLAN
COMMUNITY

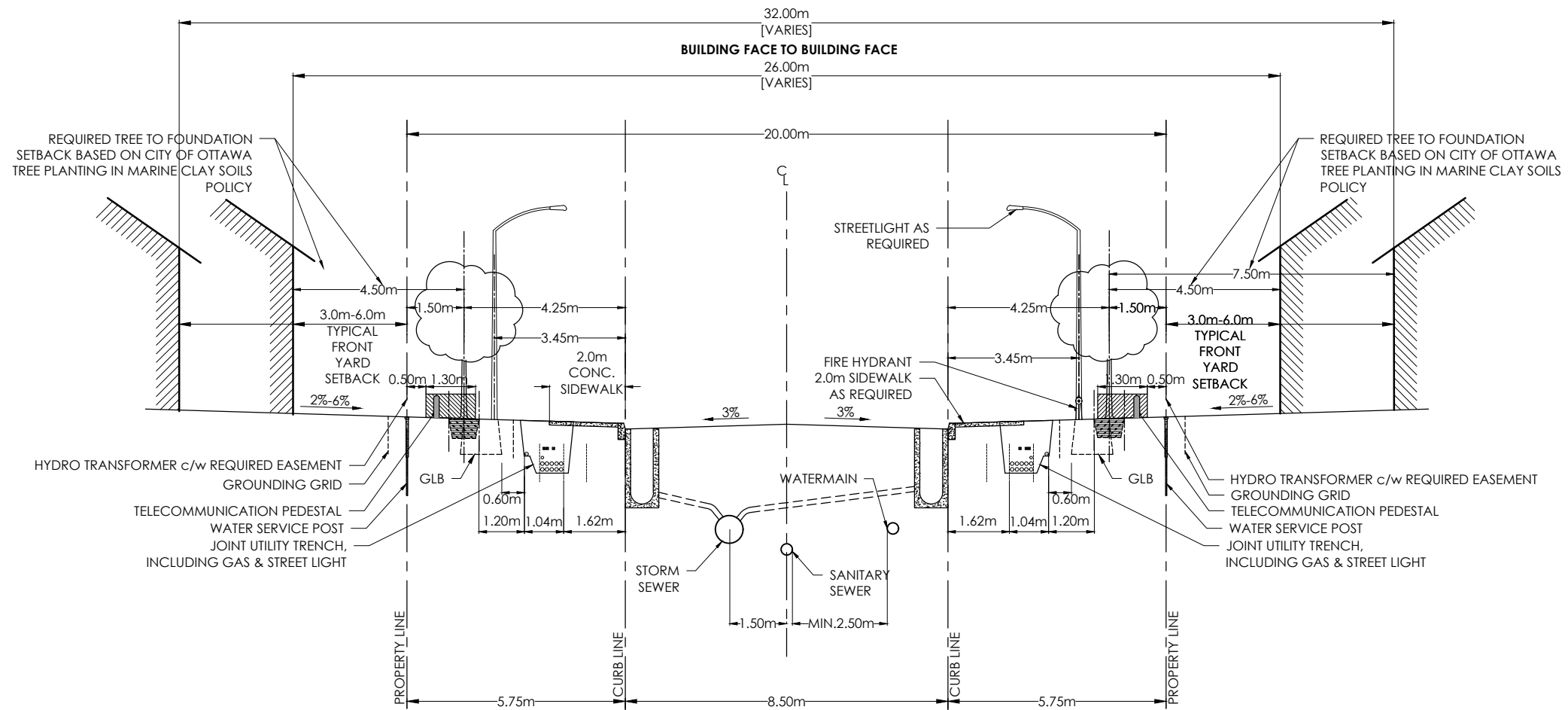




LEGEND

-  Park
-  Landscaped Courtyard
-  Green Setback (No Build)
-  Pedestrian Connection
-  Pedestrian Walkways
-  Cycling Connection
-  Transit
-  Active Animated Frontage
-  Entrance Feature
-  Crossing
-  Mixed Use Development
-  Public Roads
-  Vehicular Access

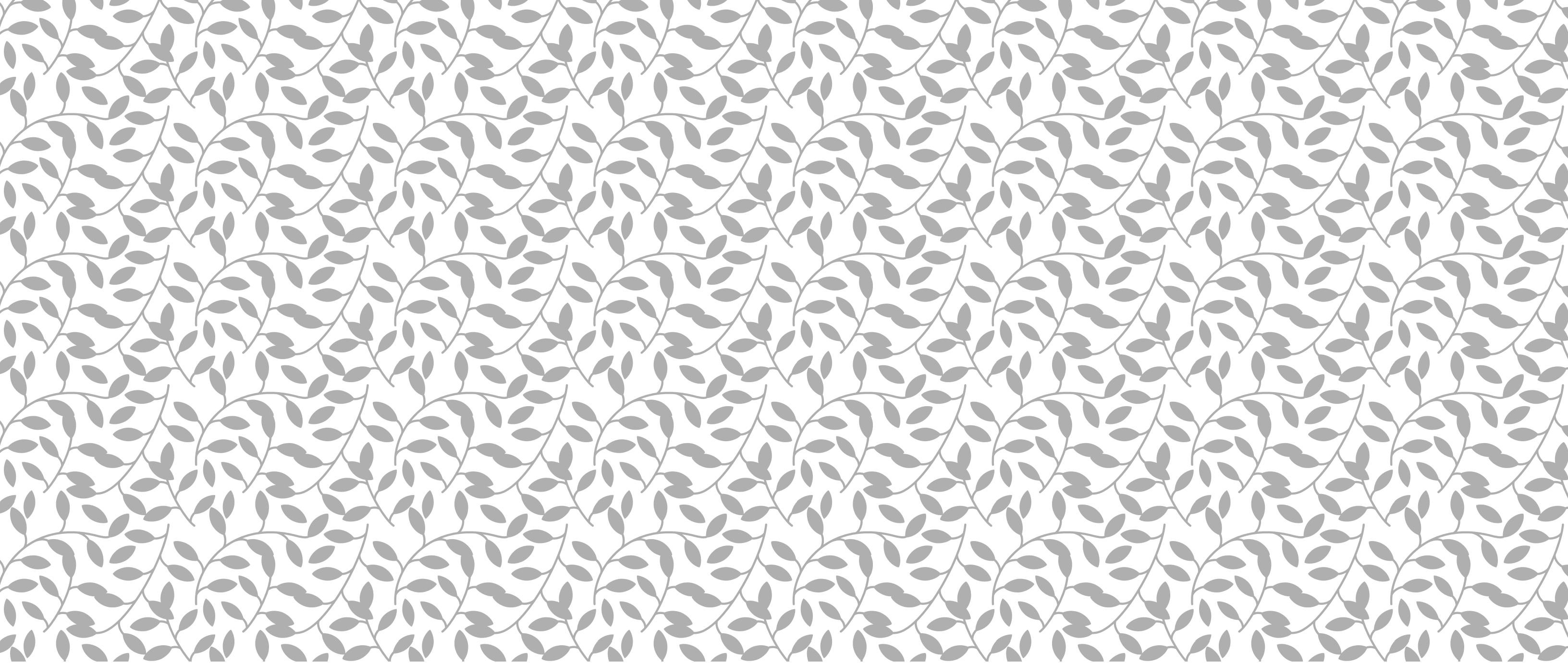
1. STANDARD CROSS-SECTIONS TO BE READ IN CONJUNCTION WITH THE GENERAL STANDARD CROSS-SECTION NOTES AND OTHER APPLICABLE CITY AND UTILITY PLANS AND DETAILS.
2. CONCRETE CURBS TO BE CONSTRUCTED AS PER CITY OF OTTAWA STANDARD DETAILS.
3. TYPICAL FRONT YARD SETBACK IS TO BE CLEAR AND UNENCUMBERED OF ANY SUBSURFACE BUILDING ENCROACHMENTS.
4. FIRE HYDRANTS TO BE LOCATED ON THE WATERMAIN SIDE OF THE STREET.
5. CATCH BASINS TO BE PER CITY OF OTTAWA DETAIL S2.
6. GAS MAIN SHALL HAVE A MINIMUM OF 0.6M CLEARANCE FROM STRUCTURES E.G. CATCH BASINS AND HYDRANTS) AND 1.2 M FROM TREE ROOT BALL.
7. STREETLIGHTS CAN BE LOCATED ON EITHER SIDE OF THE RIGHT-OF-WAY.
8. GAS MAIN SHALL HAVE A MINIMUM OF 0.6 M CLEARANCE FROM STRUCTURES E.G. CATCH BASINS AND HYDRANTS) AND 1.2 M FROM TREE ROOT BALL.
9. JOINT-USE UTILITY TRENCH (JUT) UNDER SIDEWALK AS PER DETAIL UDS0049 (REV 22) HELD BY
10. GRADE LEVEL BOX (GLB) AS DRAWN SHOWS GLB3660. EXACT LOCATION TO BE CONFIRME THIS CROSS SECTION TO BE USED IF CONCRETE ENCASED HYDRO DUCT OR ANOTHER SEPA IF CONCRETE ENCASED HYDRO DUCT IS UTILIZED, INSTALATION AS PER DETAIL UDS0051.
11. WHEN CONCRETE DUCT BANKS ARE REQUIRED, ADDITIONAL CLEARANCE IS REQUIRED FOR HYDRO DETAIL UCS0014.
12. TREE CLEARANCES TO HYDRO OTTAWA PLANT SHALL FOLLOW GCS0038.
13. CLEARANCES SHOWN ARE MINIMUMS.



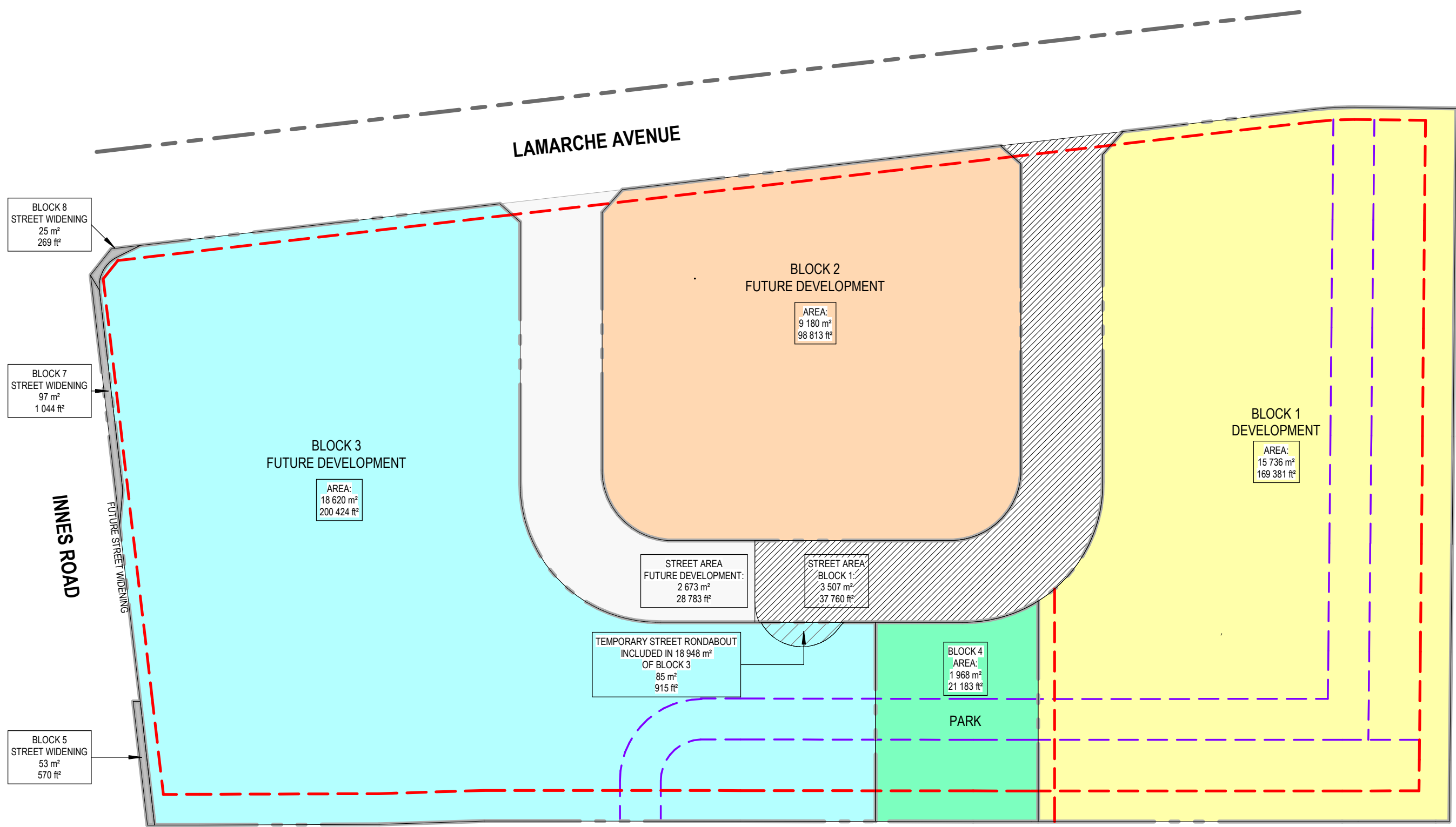
20.0m ROW CROSS SECTION

REV. DATE: AUG. 2022

DWG. No. ROW-20.0



DESIGN PROPOSAL



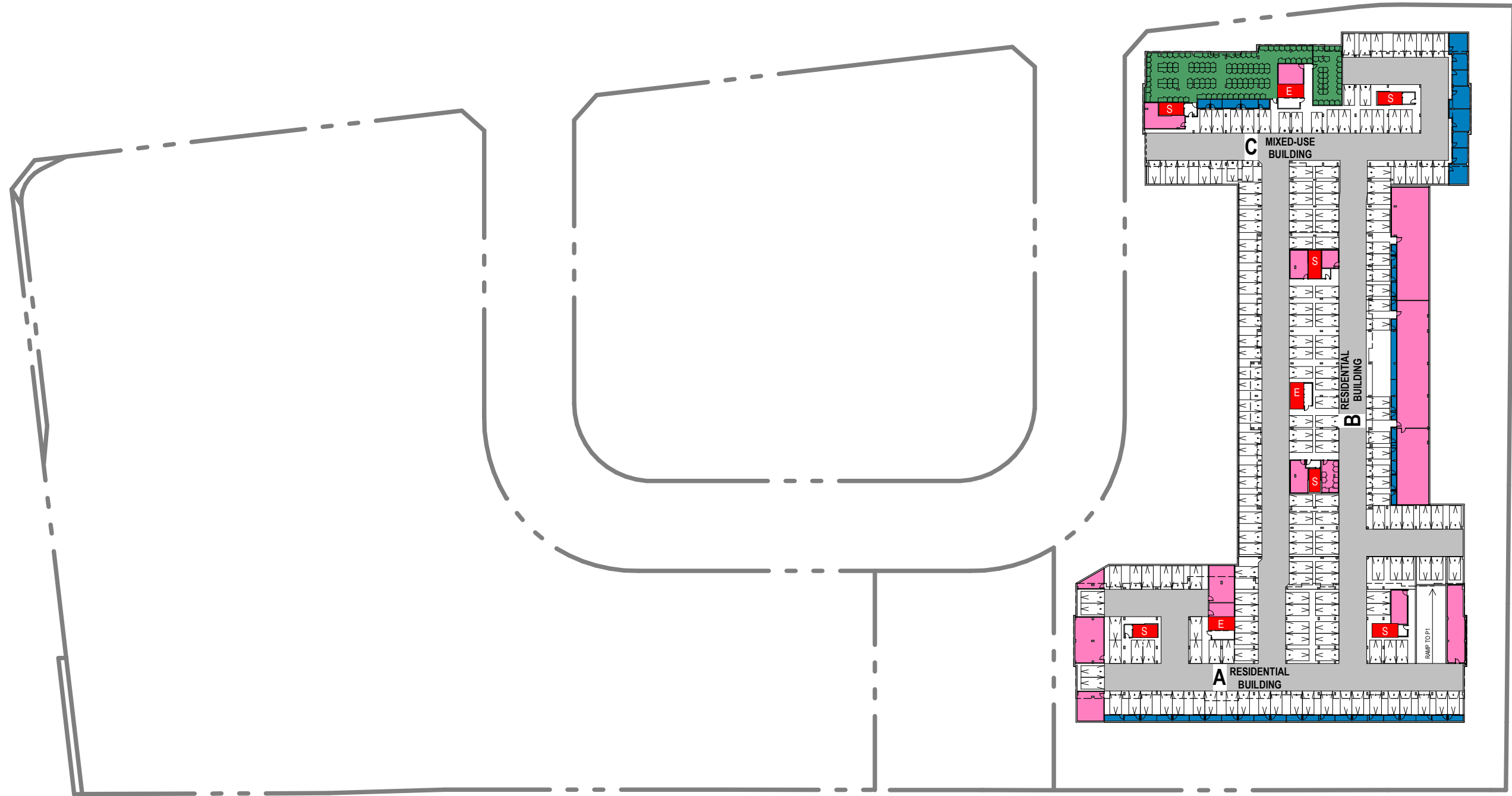
LOT AREA : 51 806 m²
557 635 sq.ft

MUNICIPAL ROAD : 6 180 m²
66 521 sq.ft

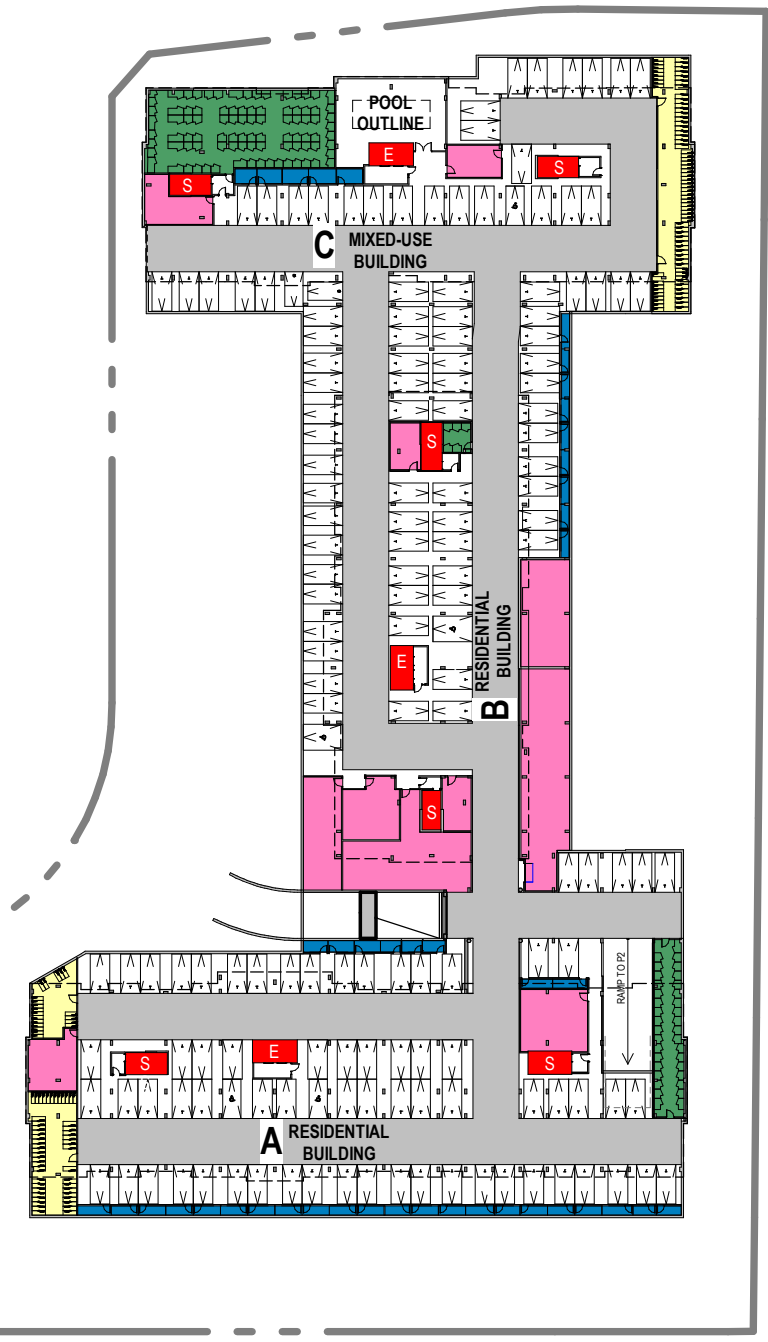
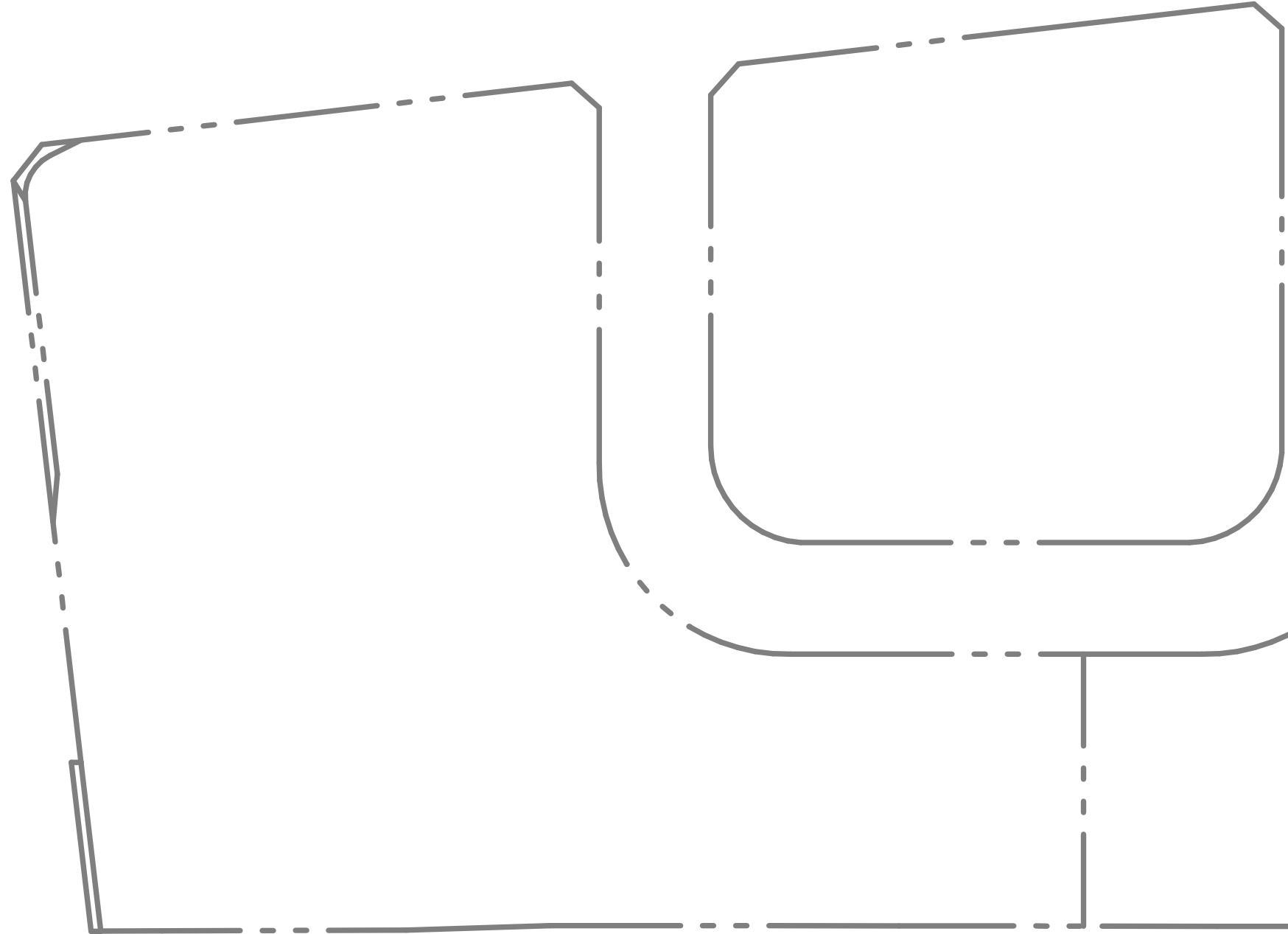
DEVELOPMENT AREA : 45 626 m²
491 114 sq.ft

BLOCK 1: 15 736 m²
BLOCK 2: 9 180 m²
BLOCK 3: 18 620 m²
BLOCK 4 (PARK): 1 968 m²
BLOCK 5 (STREET WIDENING) : 53 m²
BLOCK 7 (STREET WIDENING) : 97 m²
BLOCK 8 (STREET WIDENING) : 25 m²

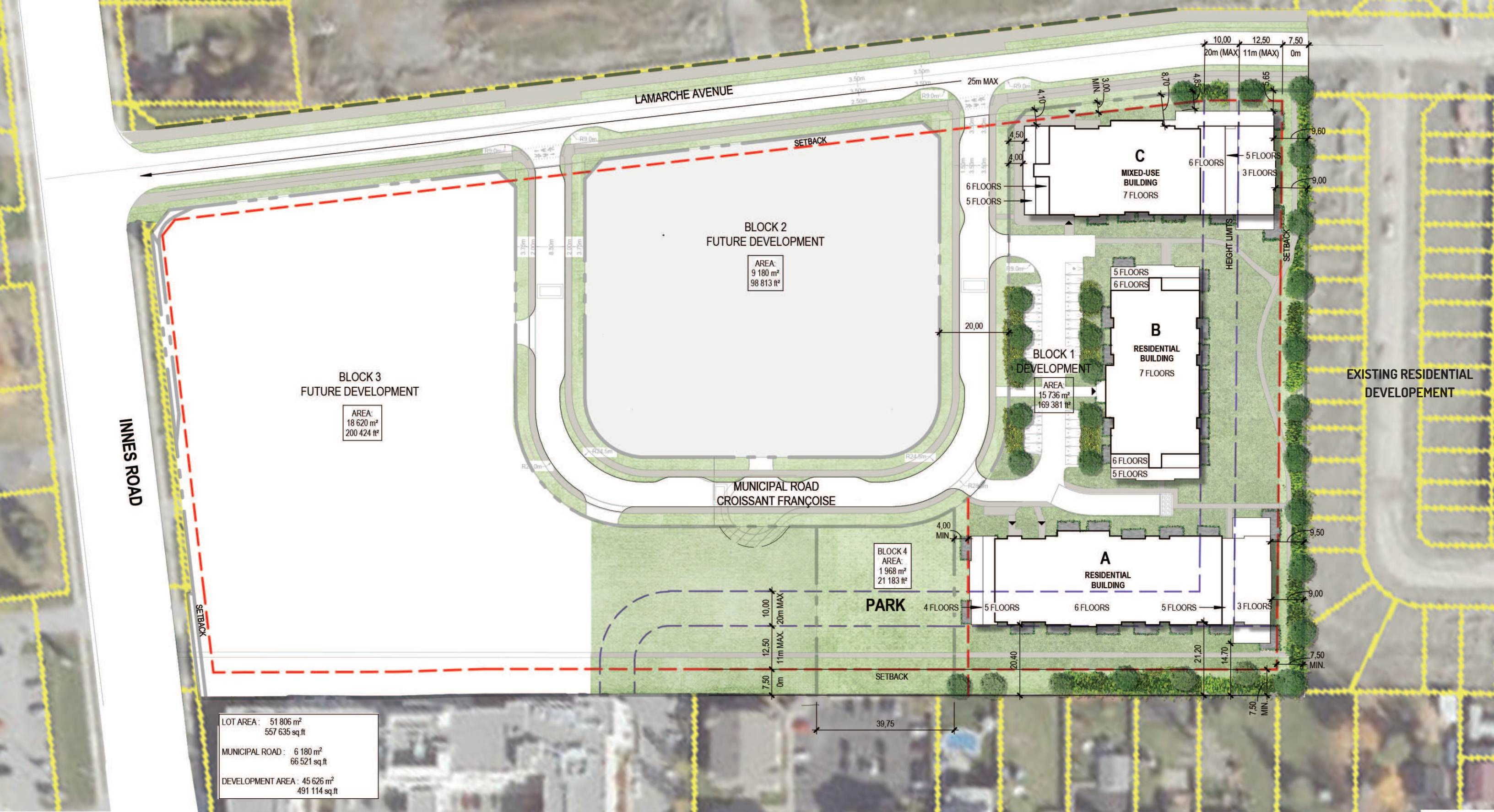
PARK RATE FOR RESIDENTIAL AND MIXED USE BLOCK 1 (10 %) : 1 574 m²
PARK BLOCK 4 (REQUIRED BY THE CITY) : 1 960 m²
STREET AREA BLOCK 1 : 3 507 m²
PARK AREA PROVIDED : 1 968 m²

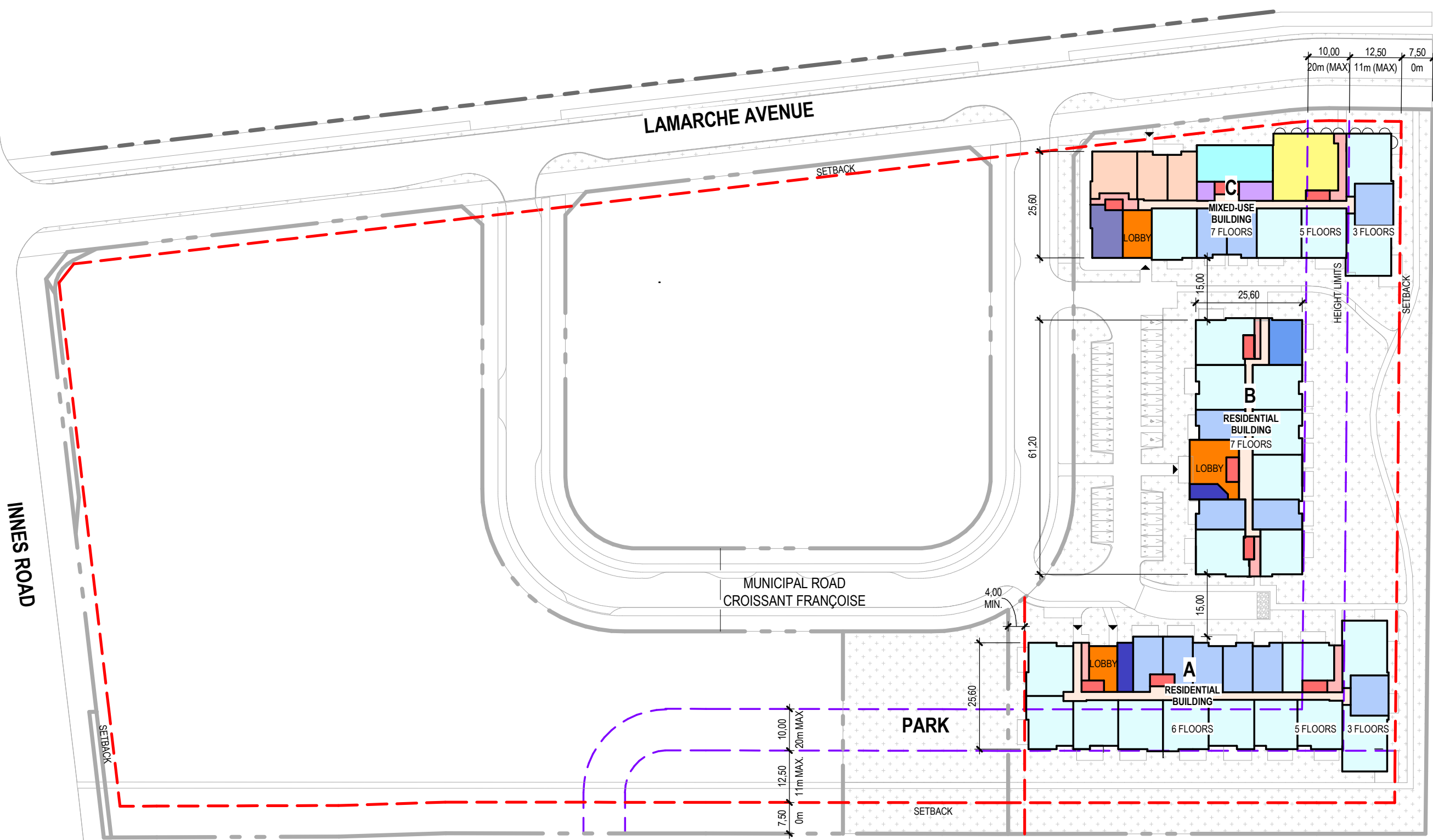


<p>PARKING REQUIRED BY THE CITY:</p> <p>BLOCK 1</p> <ul style="list-style-type: none"> • Residential: 1,2 parking space / dwelling unit (285) → 342 • Visitors (Residential): 0,2 parking space / dwelling unit → 57 • Visitors (Retail): 3,4 parking space / 100 sq.m. retail (265) → 9 <p>TOTAL : 408 parking spaces required (Accessible parking included)</p> <p>Number of Accessible parking (2% parking spaces) → 8</p>	<p>PARKING REQUIRED BY LEPINE:</p> <p>BLOCK 1</p> <ul style="list-style-type: none"> • Residential: 1,2 parking space / dwelling unit (285) → 342 • Visitors (Residential): 0,1 parking space / dwelling unit → 29 • Visitors (Retail): 3,4 parking space / 100 sq.m. retail (265) → 9 <p>TOTAL : 380 parking spaces required by Lepine (Accessible parking included)</p> <p>Number of Accessible parking (2% parking spaces) → 8</p>	<p>PROPOSED PARKING</p> <p>PARKING SPACES @ PARKING P2</p> <p>Residential: 193 parking spaces TOTAL @ PARKING P2 → 193 Parking spaces</p> <p>PARKING SPACES @ PARKING P1</p> <p>Residential: 147 parking spaces + 5 accessible Visitors (Residential) : 9 parking spaces TOTAL @ PARKING P1 → 161 Parking spaces</p>	<p>PARKING SPACES @ GROUND FLOOR :</p> <p>Commercial: 9 parking spaces Visitors (Residential): 20 parking spaces Accessible: 3 parking spaces TOTAL @ GROUND FLOOR → 32 Parking spaces</p> <p>TOTAL PARKING SPACES</p> <p>PARKING P2: 193 Parking spaces PARKING P1: 161 Parking spaces GROUND FLOOR: 32 Parking spaces TOTAL: 386 Parking spaces</p> <p>TOTAL PARKING SPACES</p> <p>Residential: 345 Parking spaces Visitors (Residential): 32 Parking spaces Visitors (Commercial): 9 Parking spaces TOTAL: 386 Parking spaces</p>	<p>REQUIRED BICYCLE PARKING SPACES :</p> <p>0,5 bicycle space / dwelling unit (285) → 143</p> <p>1 bicycle space / 250 sq.m store area (265 sq.m) → 1</p>	<ul style="list-style-type: none"> Private Lockers TBD Common Lockers Bikes E Elevator S Stairs
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<p>PARKING REQUIRED BY THE CITY:</p> <p>BLOCK 1</p> <ul style="list-style-type: none"> • Residential: 1,2 parking space / dwelling unit (285) → 342 • Visitors (Residential): 0,2 parking space / dwelling unit → 57 • Visitors (Retail): 3.4 parking space / 100 sq.m. retail (265) → 9 <p>TOTAL : 408 parking spaces required (Accessible parking included)</p> <p>Number of Accessible parking (2% parking spaces) → 8</p>	<p>PARKING REQUIRED BY LEPINE:</p> <p>BLOCK 1</p> <ul style="list-style-type: none"> • Residential: 1,2 parking space / dwelling unit (285) → 342 • Visitors (Residential): 0,1 parking space / dwelling unit → 29 • Visitors (Retail): 3.4 parking space / 100 sq.m. retail (265) → 9 <p>TOTAL : 380 parking spaces required by Lepine (Accessible parking included)</p> <p>Number of Accessible parking (2% parking spaces) → 8</p>	<p>PROPOSED PARKING</p> <p>PARKING SPACES @ PARKING P2</p> <p>Residential: 193 parking spaces TOTAL @ PARKING P2 → 193 Parking spaces</p> <hr/> <p>PARKING SPACES @ PARKING P1</p> <p>Residential: 147 parking spaces + 5 accessible Visitors (Residential) : 9 parking spaces TOTAL @ PARKING P1 → 161 Parking spaces</p>	<p>PARKING SPACES @ GROUND FLOOR :</p> <p>Commercial: 9 parking spaces Visitors (Residential): 20 parking spaces Accessible: 3 parking spaces TOTAL @ GROUND FLOOR → 32 Parking spaces</p> <hr/> <p>TOTAL PARKING SPACES</p> <table> <tr> <td>PARKING P2:</td> <td>193 Parking spaces</td> </tr> <tr> <td>PARKING P1:</td> <td>161 Parking spaces</td> </tr> <tr> <td>GROUND FLOOR:</td> <td>32 Parking spaces</td> </tr> <tr> <td>TOTAL:</td> <td>386 Parking spaces</td> </tr> </table>	PARKING P2:	193 Parking spaces	PARKING P1:	161 Parking spaces	GROUND FLOOR:	32 Parking spaces	TOTAL:	386 Parking spaces	<p>REQUIRED BICYCLE PARKING SPACES :</p> <p>0.5 bicycle space / dwelling unit (285) → 143</p> <p>1 bicycle space / 250 sq.m store area (265 sq.m) → 1</p>	<table> <tr> <td></td> <td>Private Lockers</td> </tr> <tr> <td></td> <td>TBD</td> </tr> <tr> <td></td> <td>Common Lockers</td> </tr> <tr> <td></td> <td>Bikes</td> </tr> <tr> <td>E</td> <td>Elevator</td> </tr> <tr> <td>S</td> <td>Stairs</td> </tr> </table>		Private Lockers		TBD		Common Lockers		Bikes	E	Elevator	S	Stairs
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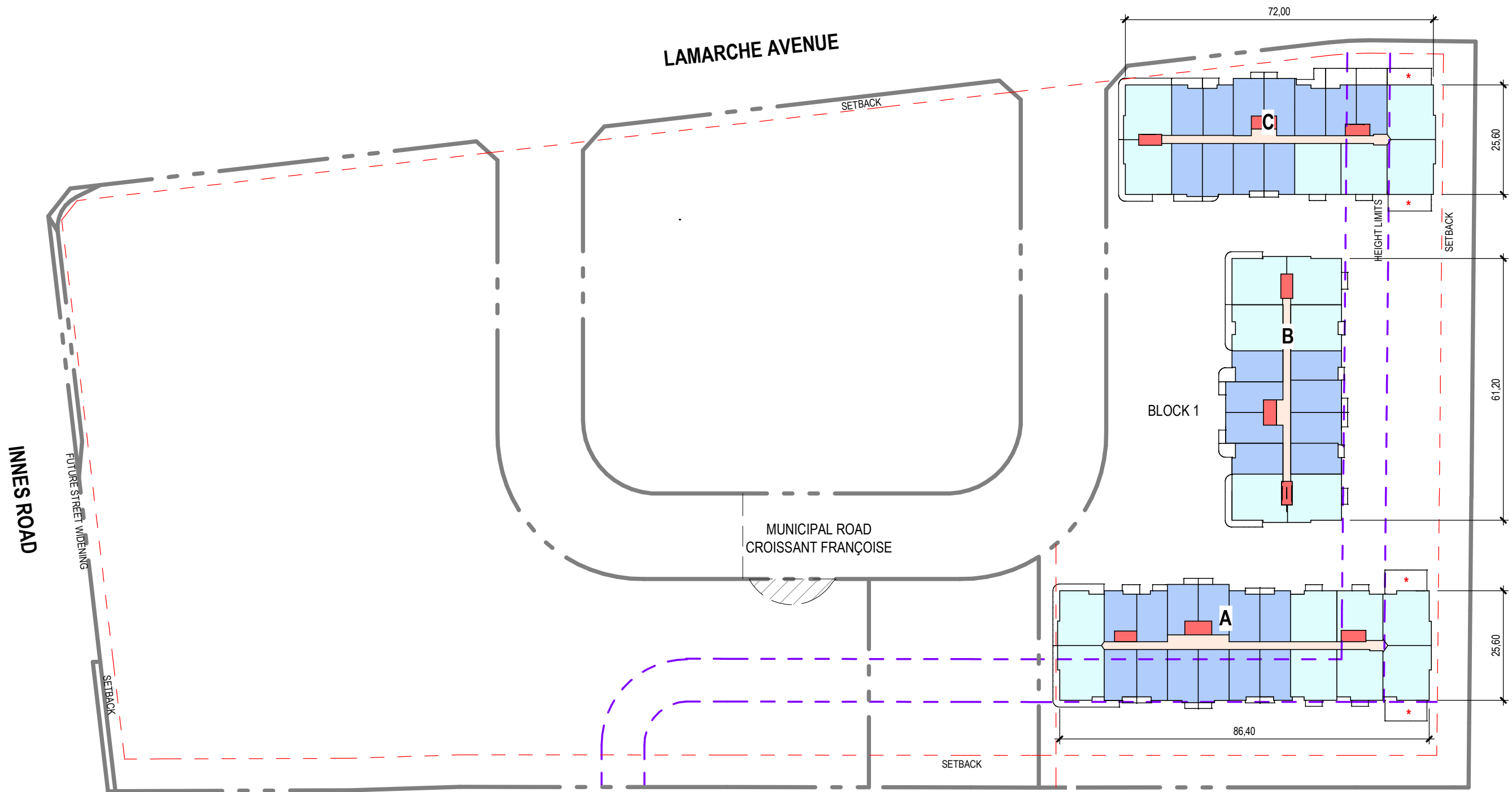




- LEGEND**
- LOBBY
 - EXIT
 - 1 BD + O
 - ELEVATOR
 - 2 BD + O
 - STAIRS
 - CORRIDOR
 - CHANGE ROOMS
 - COMMERCIAL
 - 1 BD
 - LOUNGE
 - GYM
 - POOL
 - PARTY ROOM

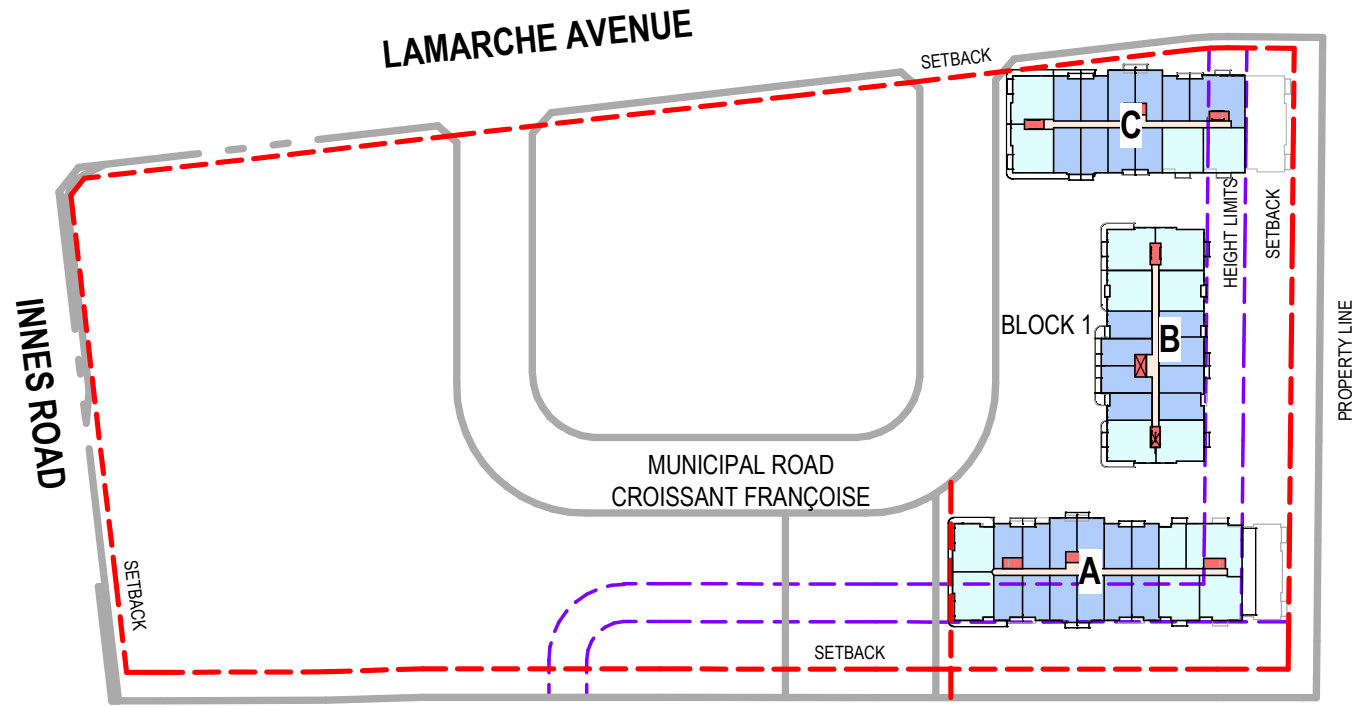
LOT AREA :	51 806 m ² 557 635 sq.ft
MUNICIPAL ROAD :	6 180 m ² 66 521 sq.ft
DEVELOPMENT AREA :	45 626 m ² 491 114 sq.ft

PAVILION	
PAVILION A	105 UNITS
PAVILION B	89 UNITS
PAVILION C	91 UNITS
TOTAL	285 UNITS



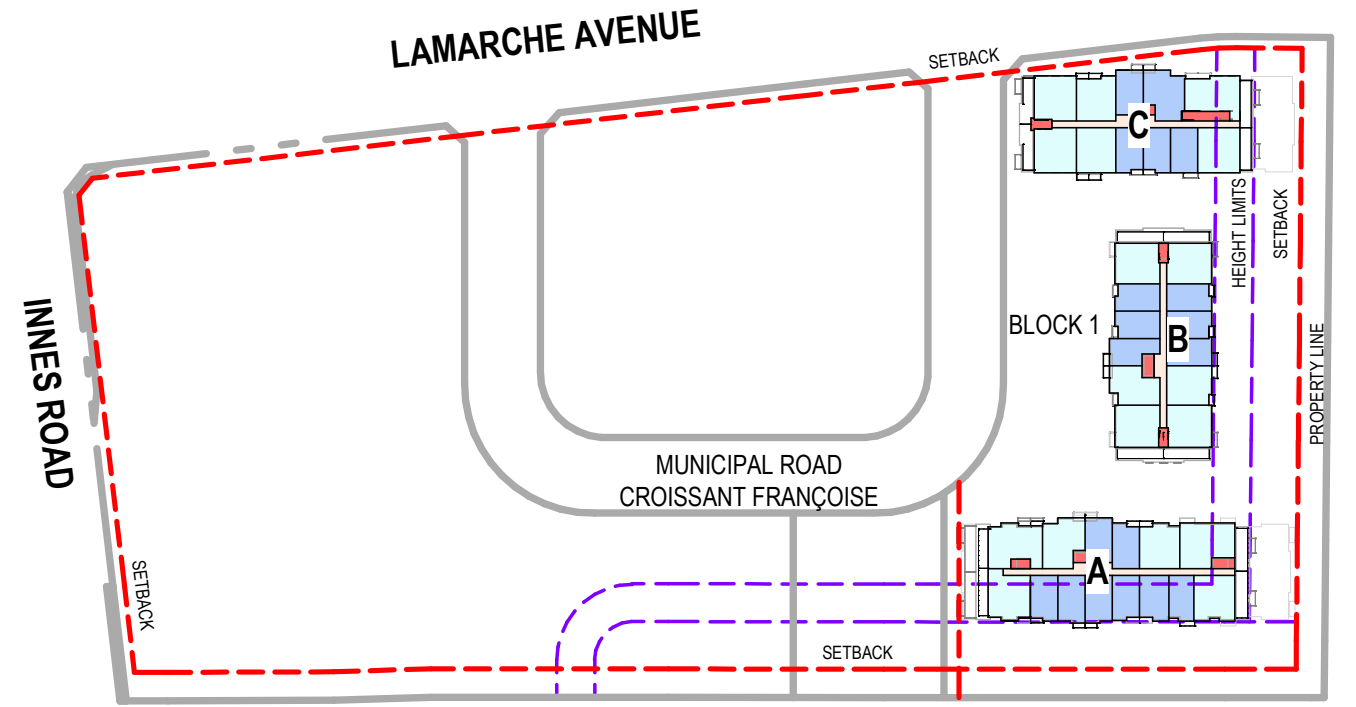
LEGEND

- 1 BD + O
- ELEVATOR
- 2 BD + O
- STAIRS
- CORRIDOR
- * TERRACES ONLY ON THE 2ND FLOOR



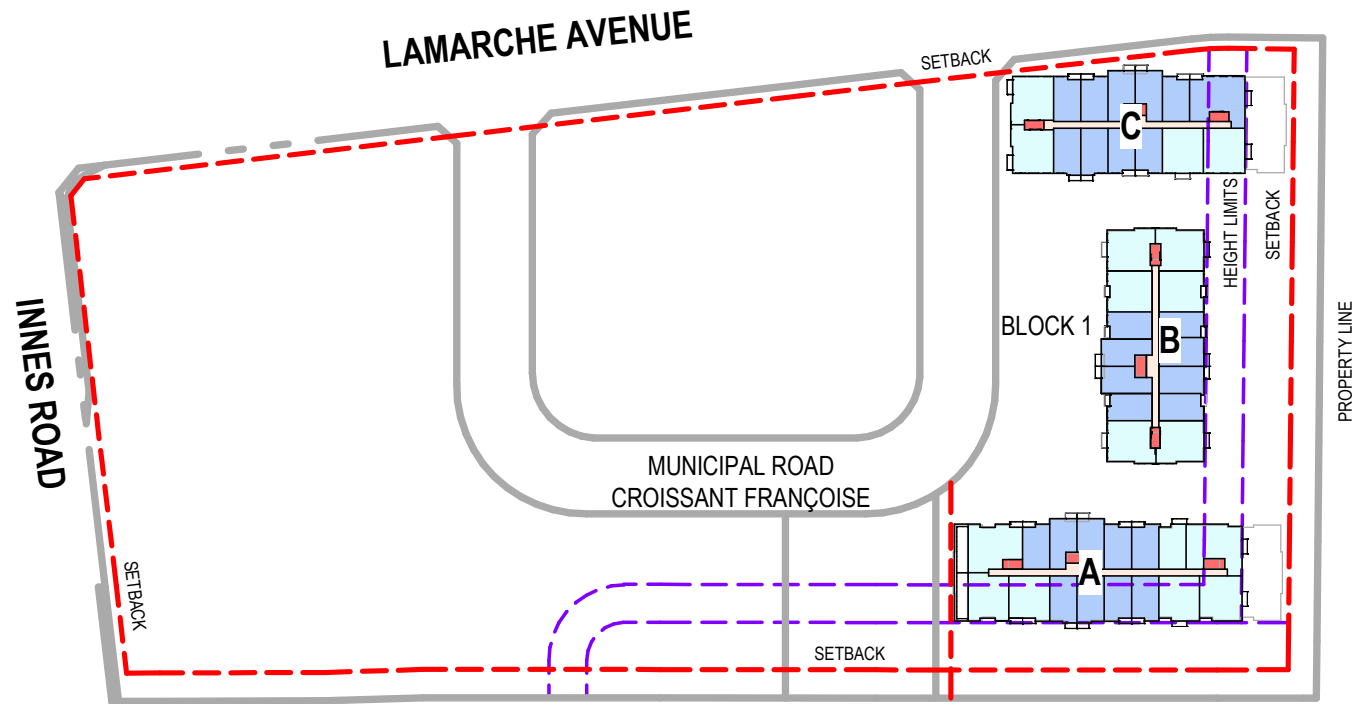
4TH FLOOR

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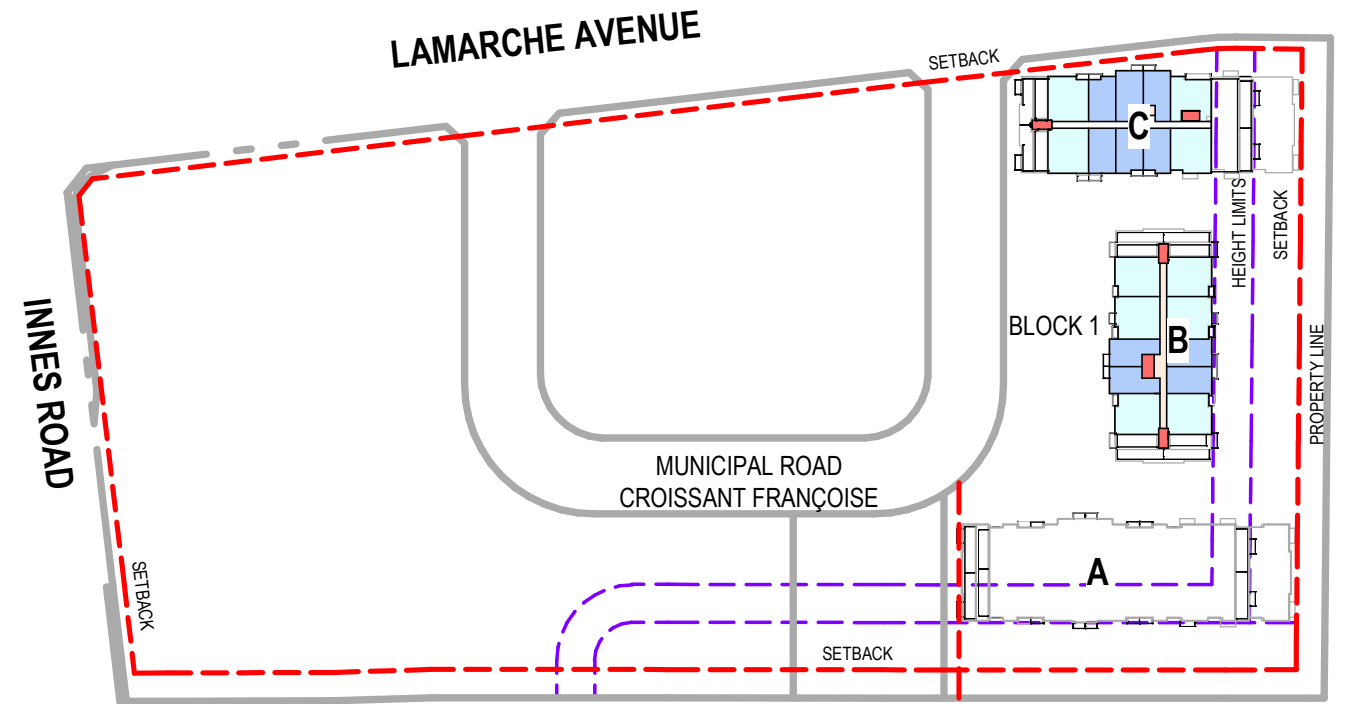
6TH FLOOR

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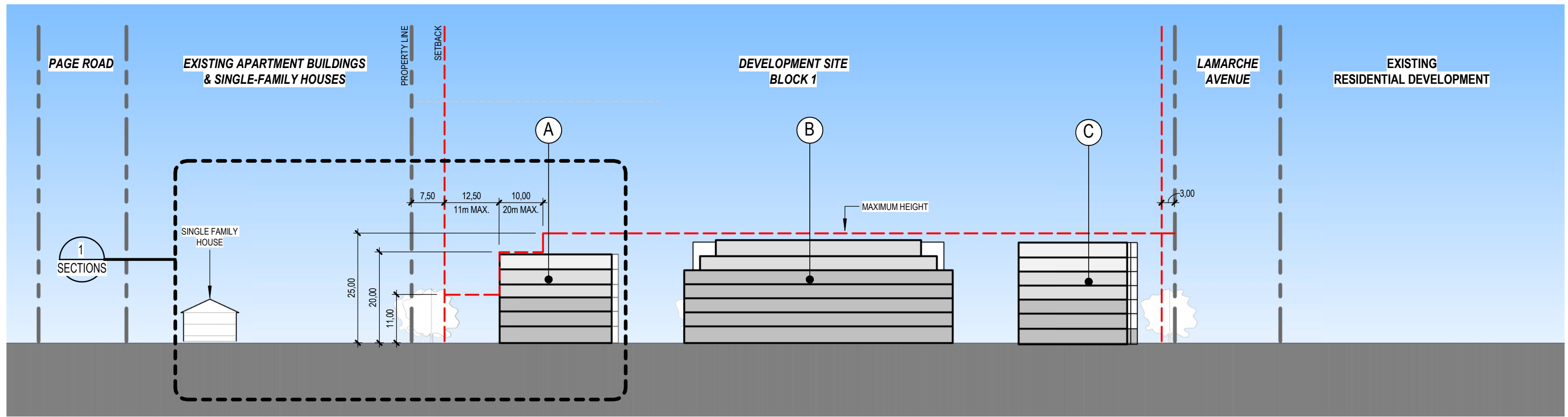
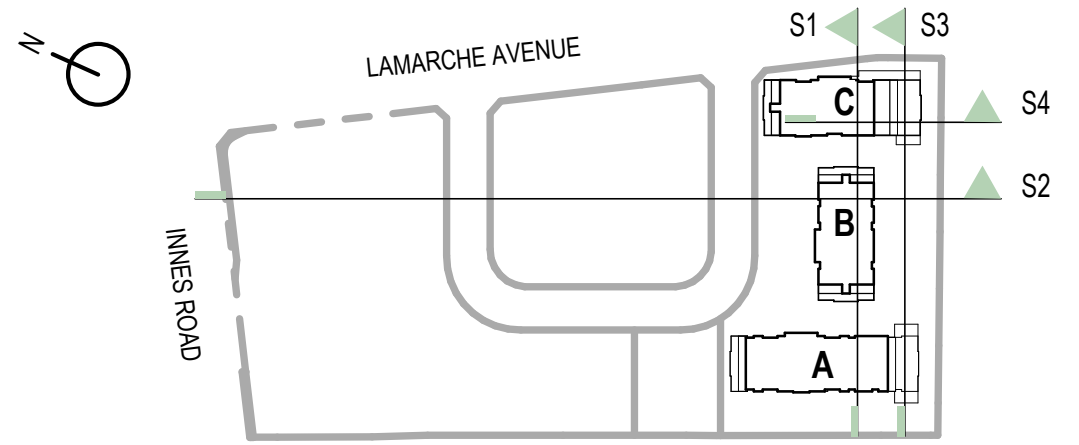
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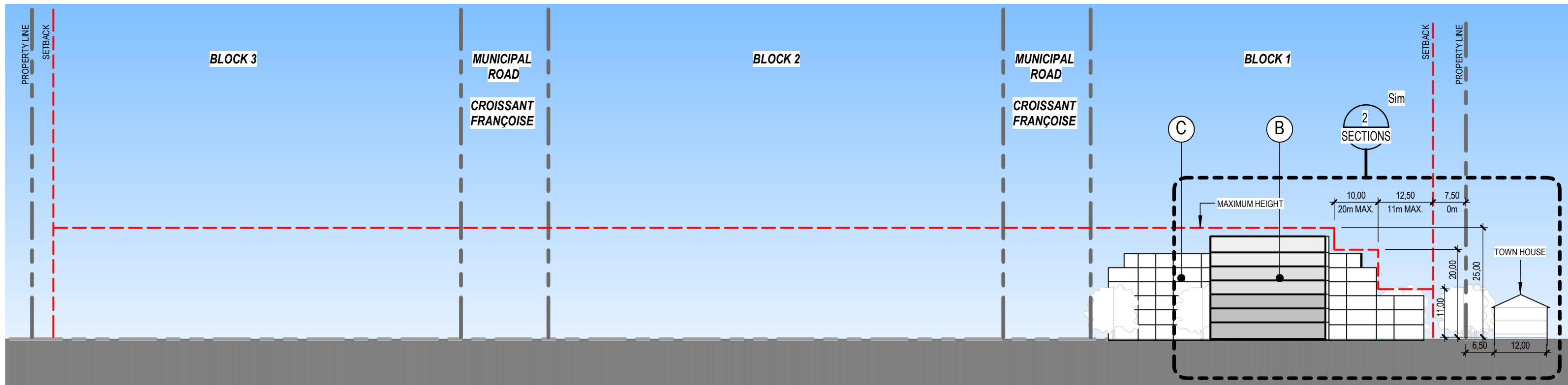
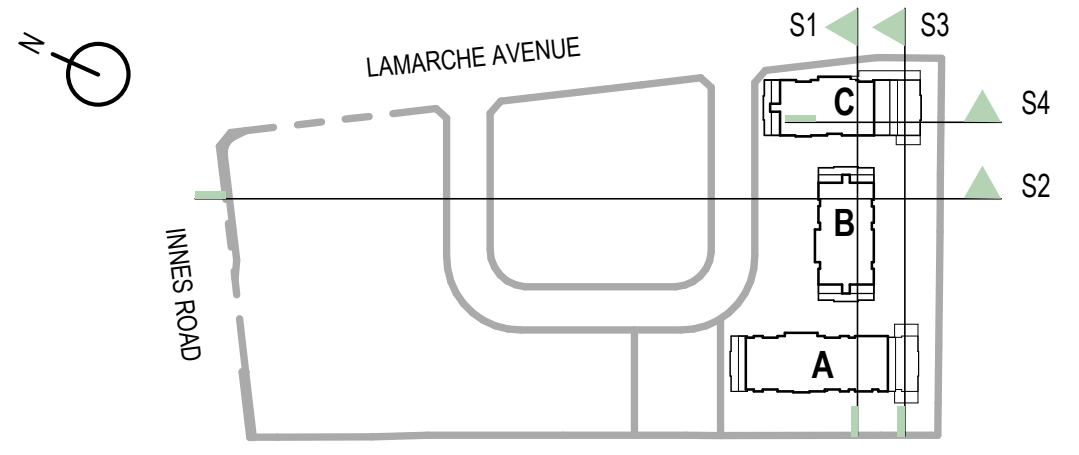
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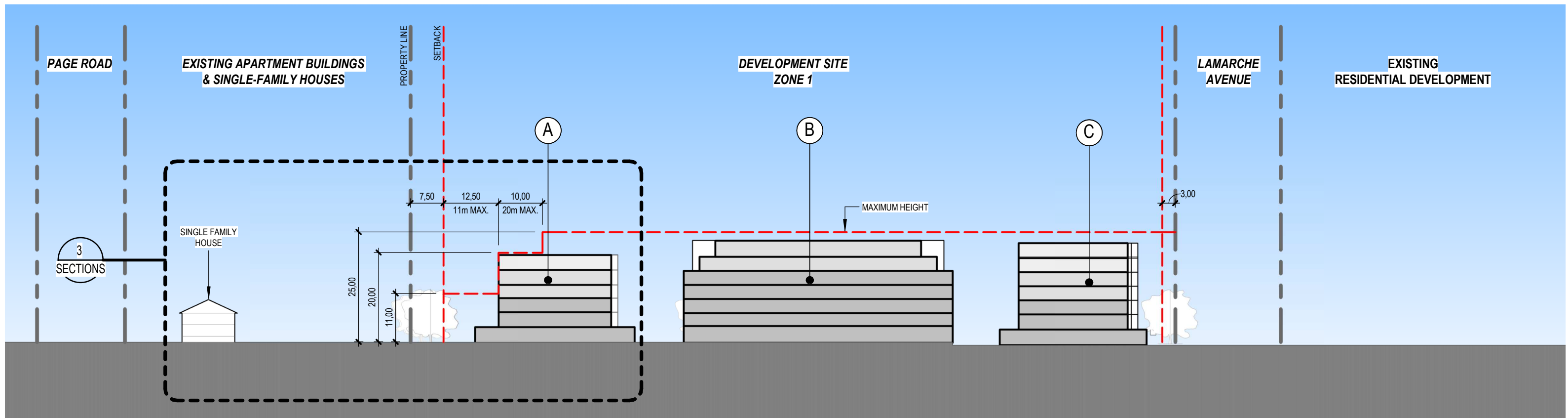
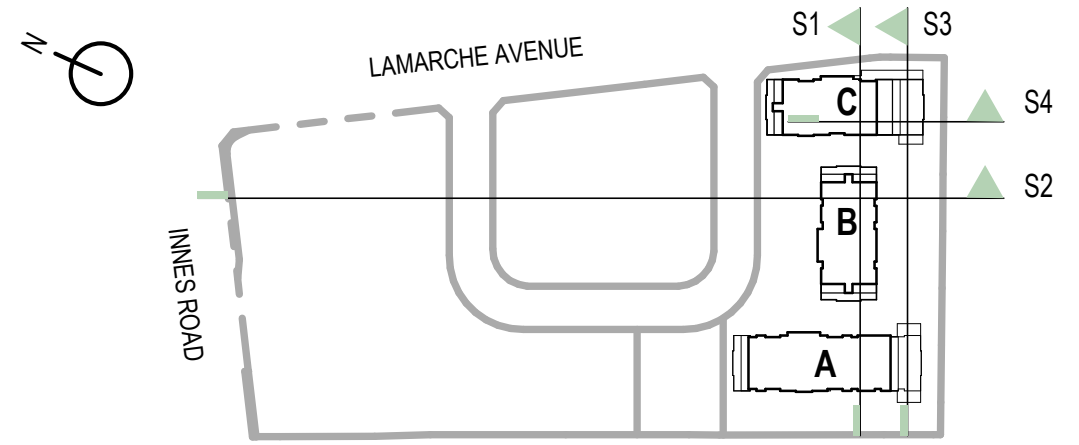


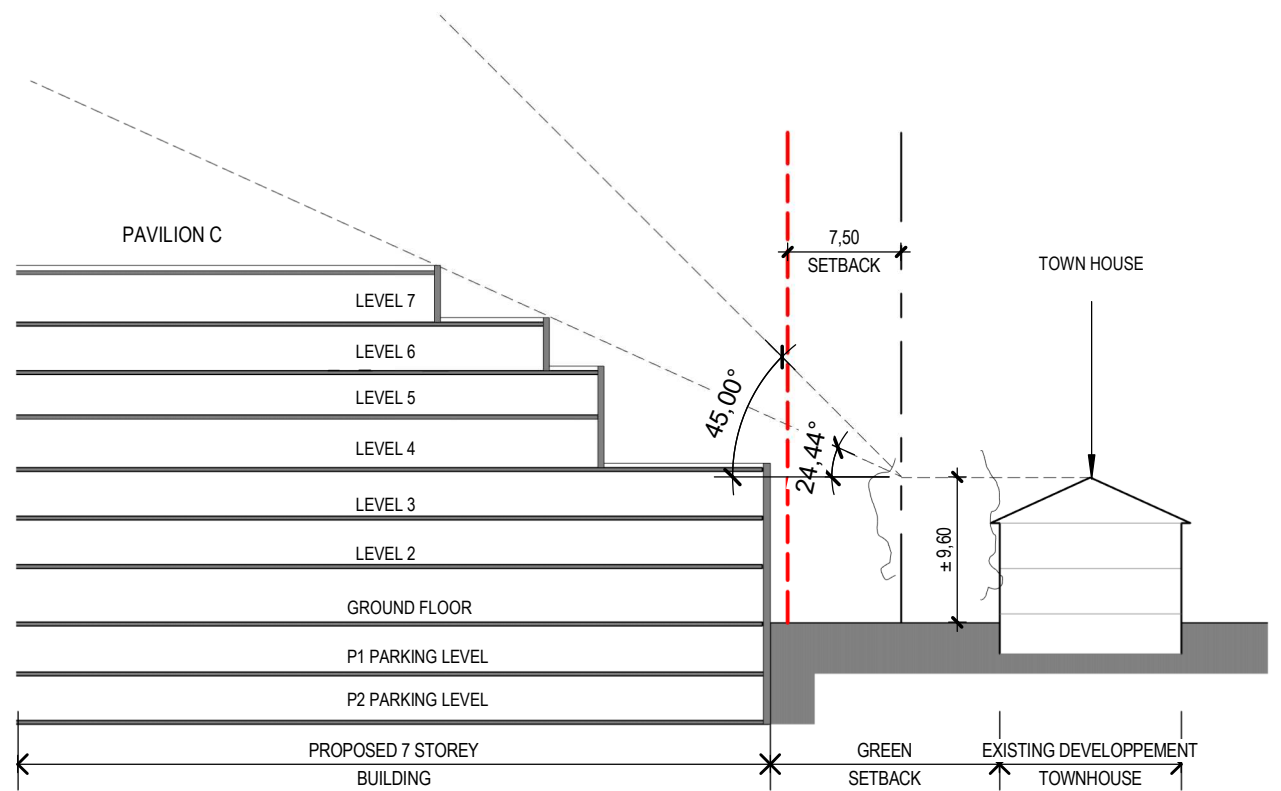
7TH FLOOR

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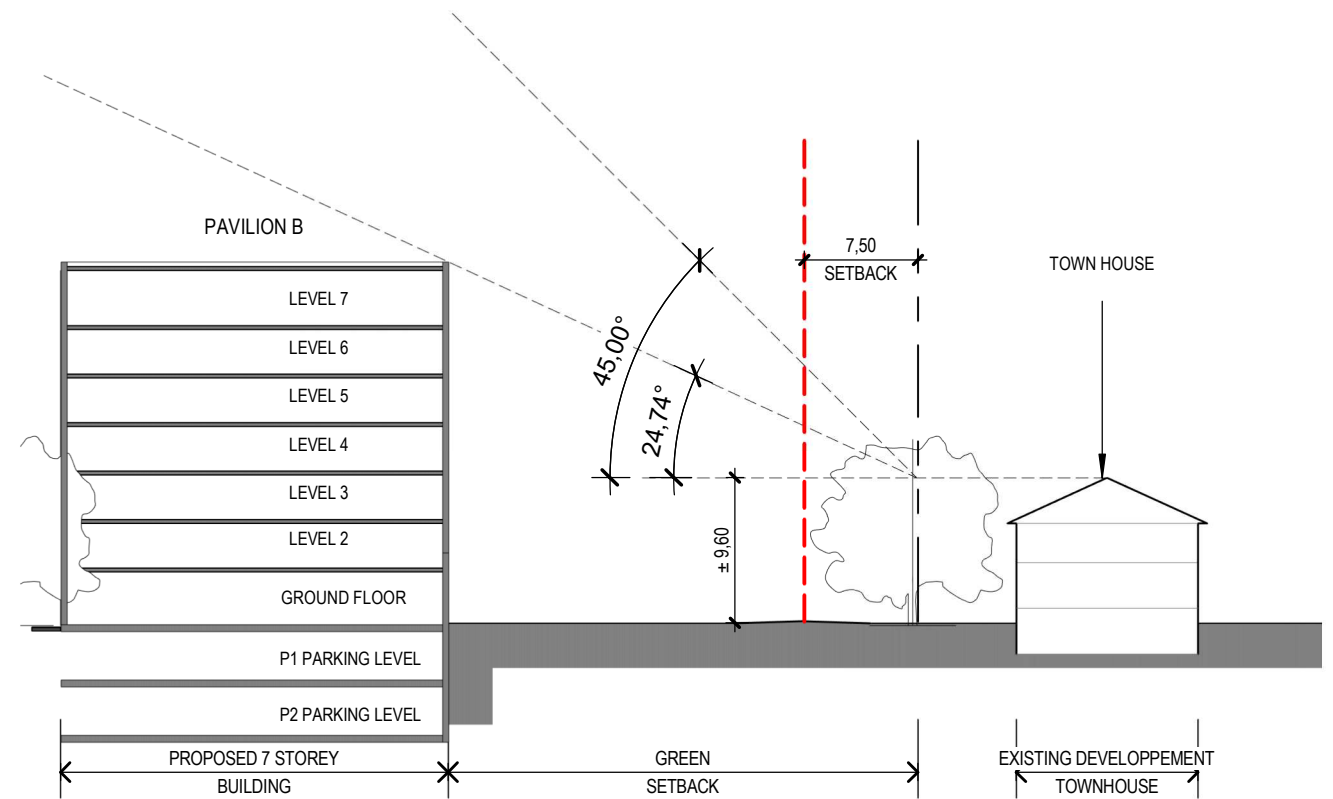






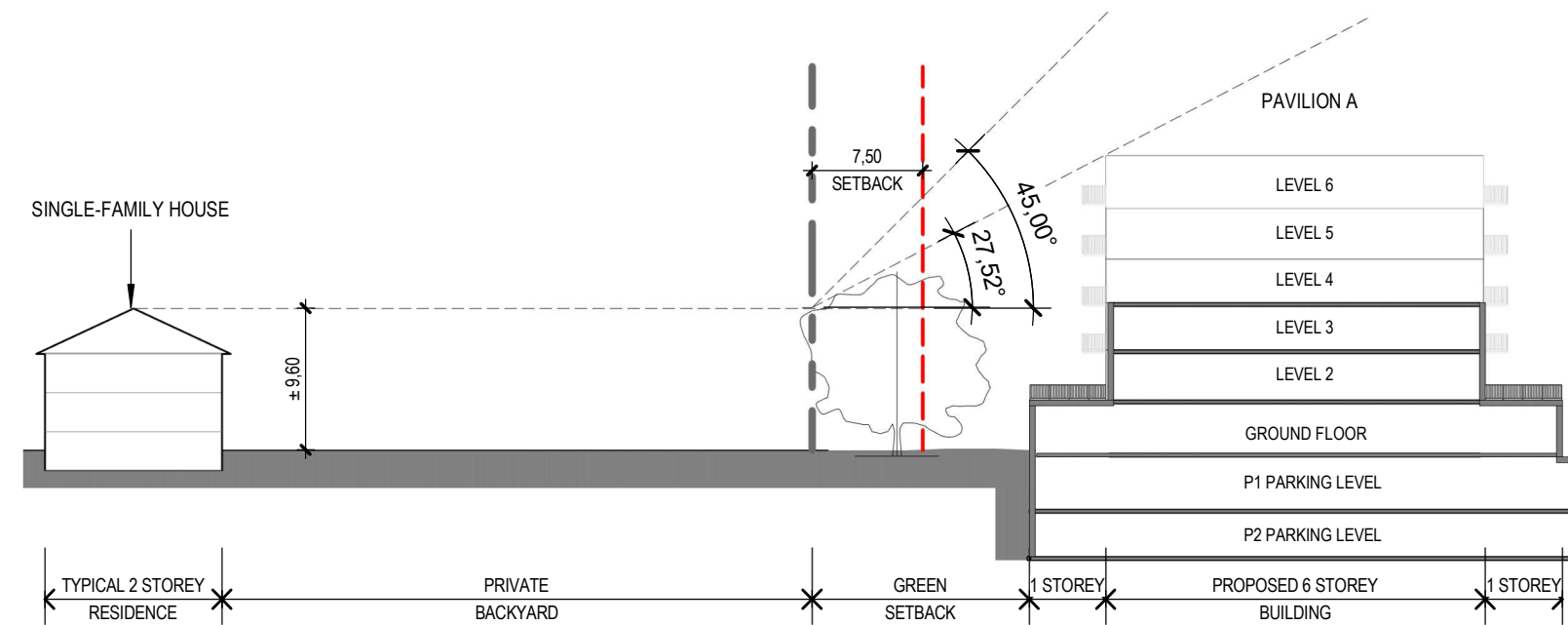
SECTION 04 - PAVILION C

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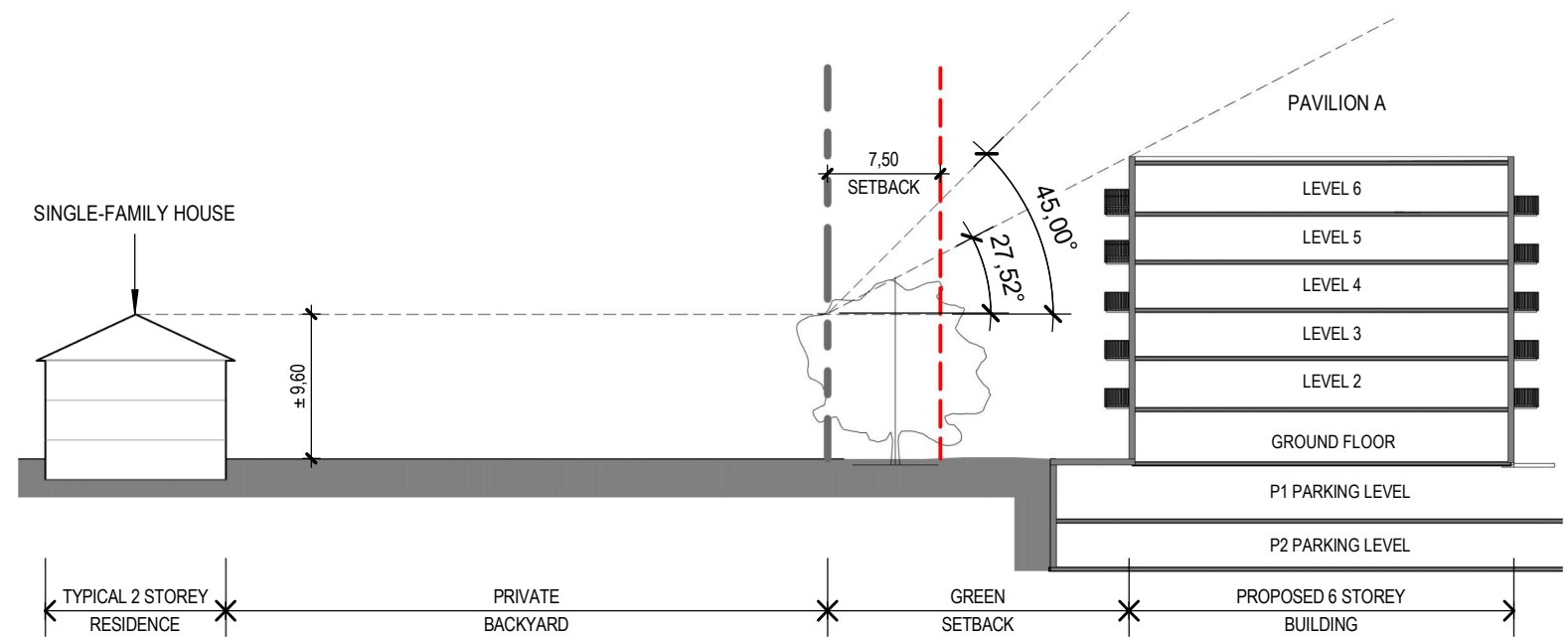
SECTION 02 - PAVILION B

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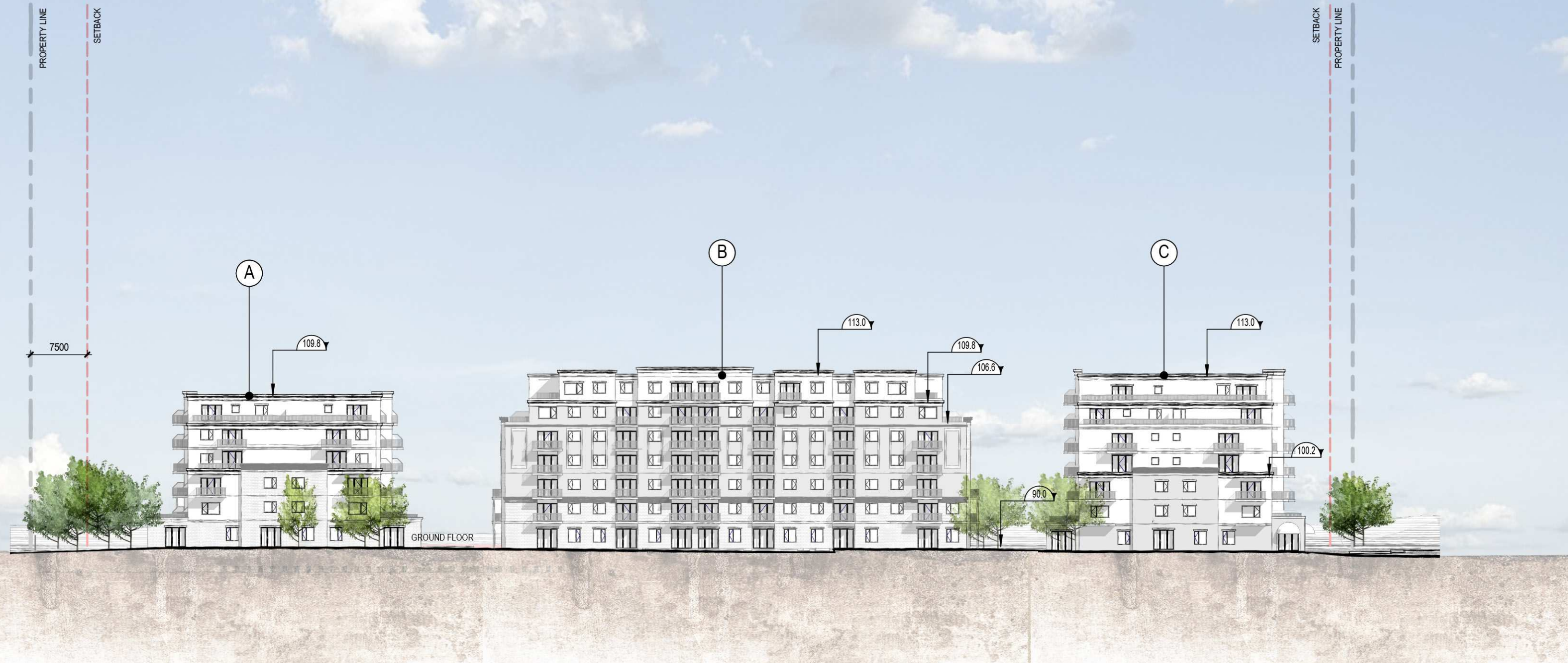
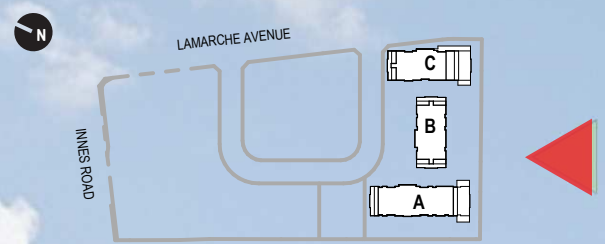
SECTION 03 - PAVILION A

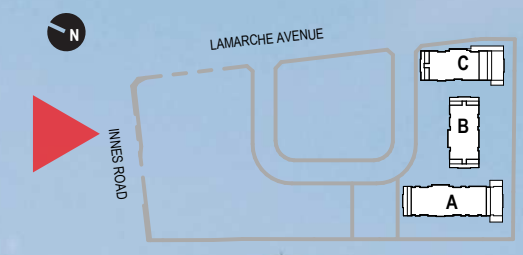
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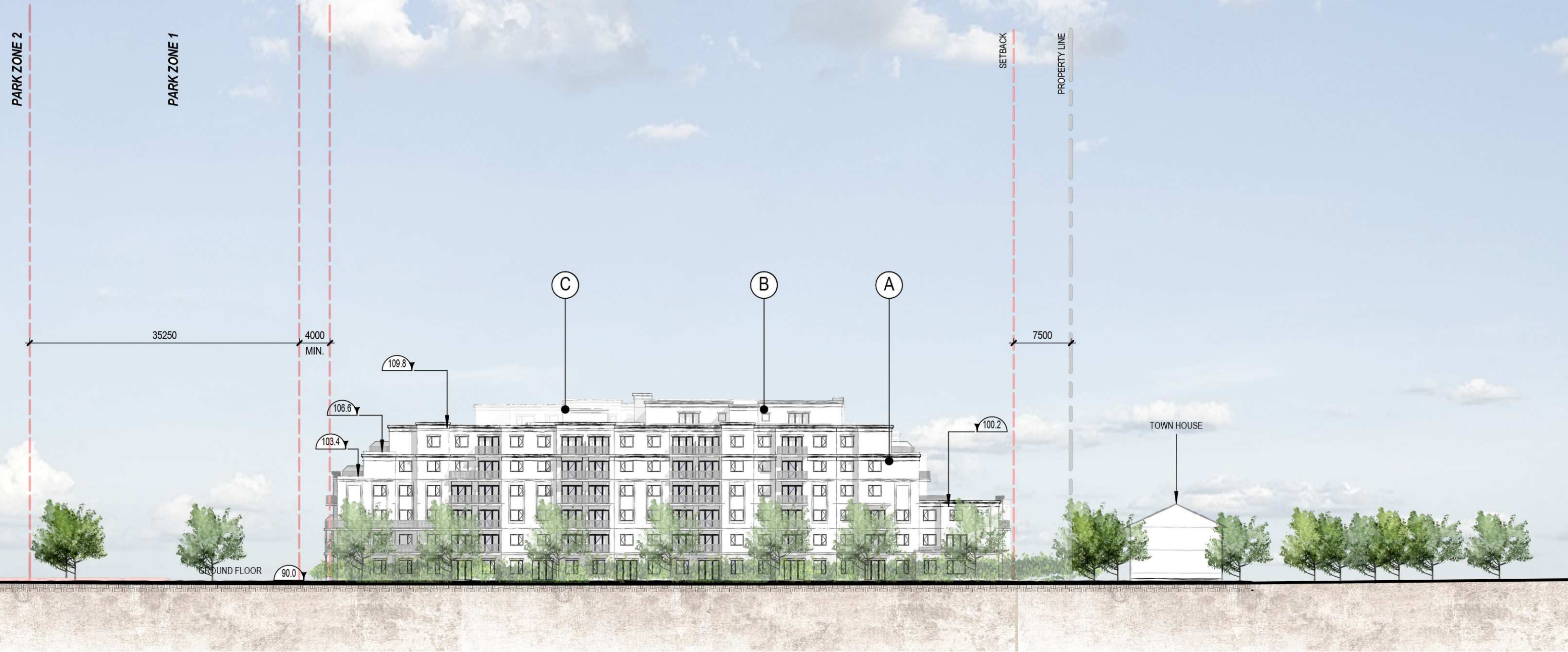
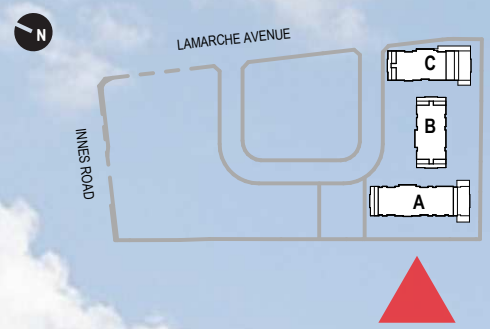


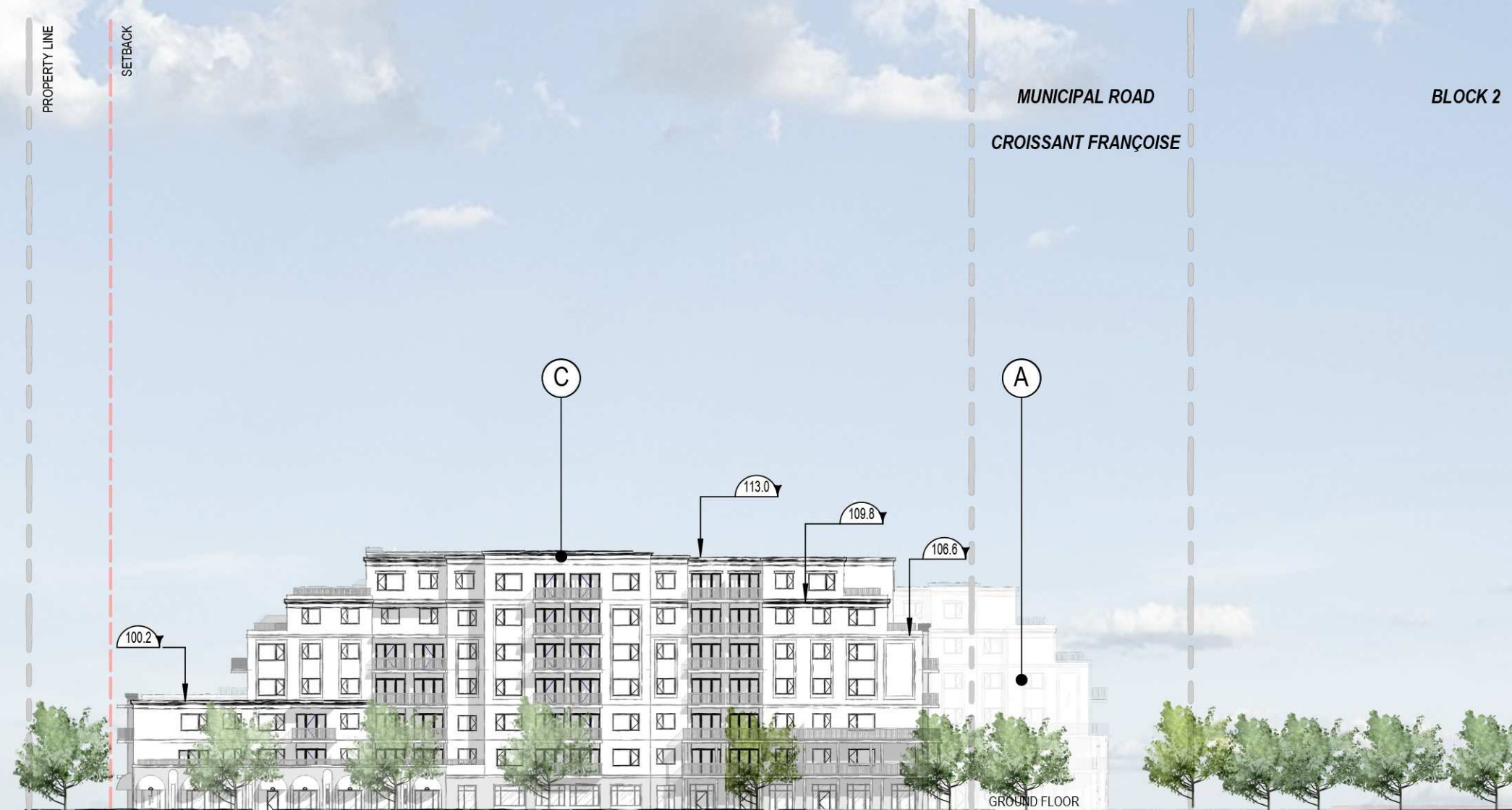
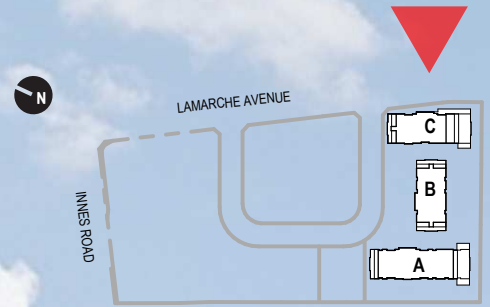
SECTION 01 - PAVILION A

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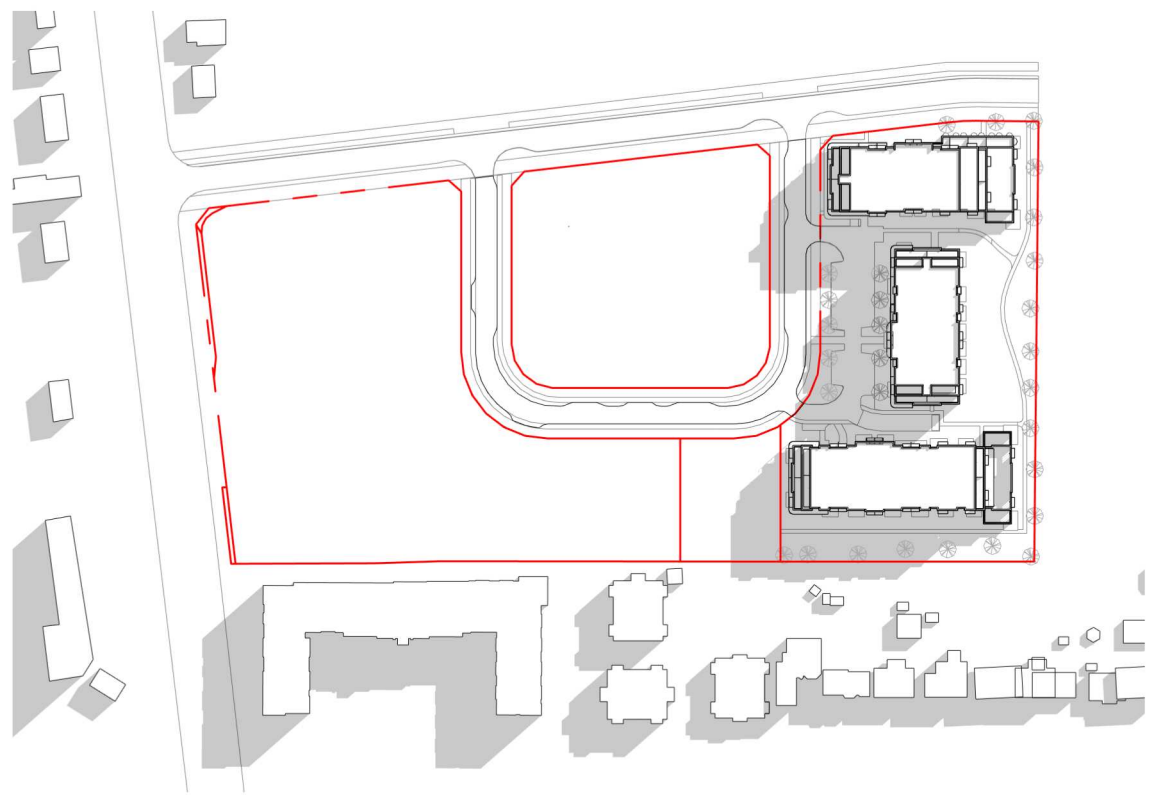






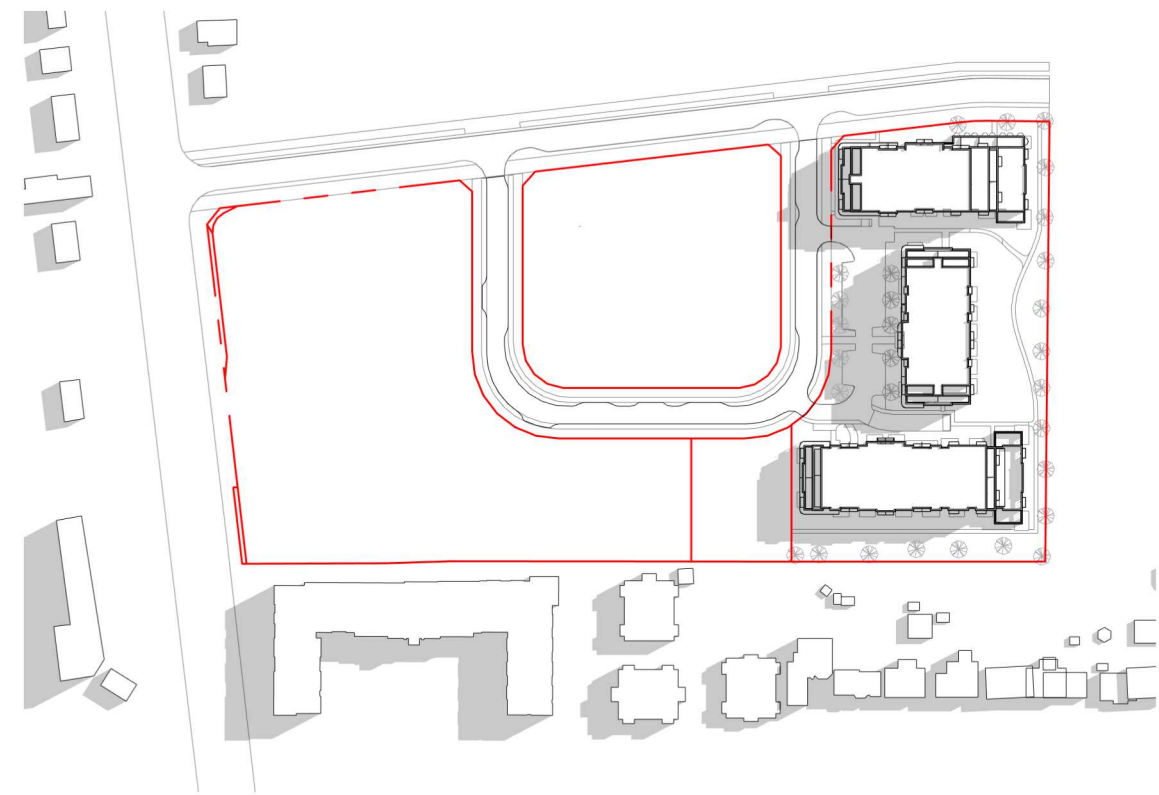






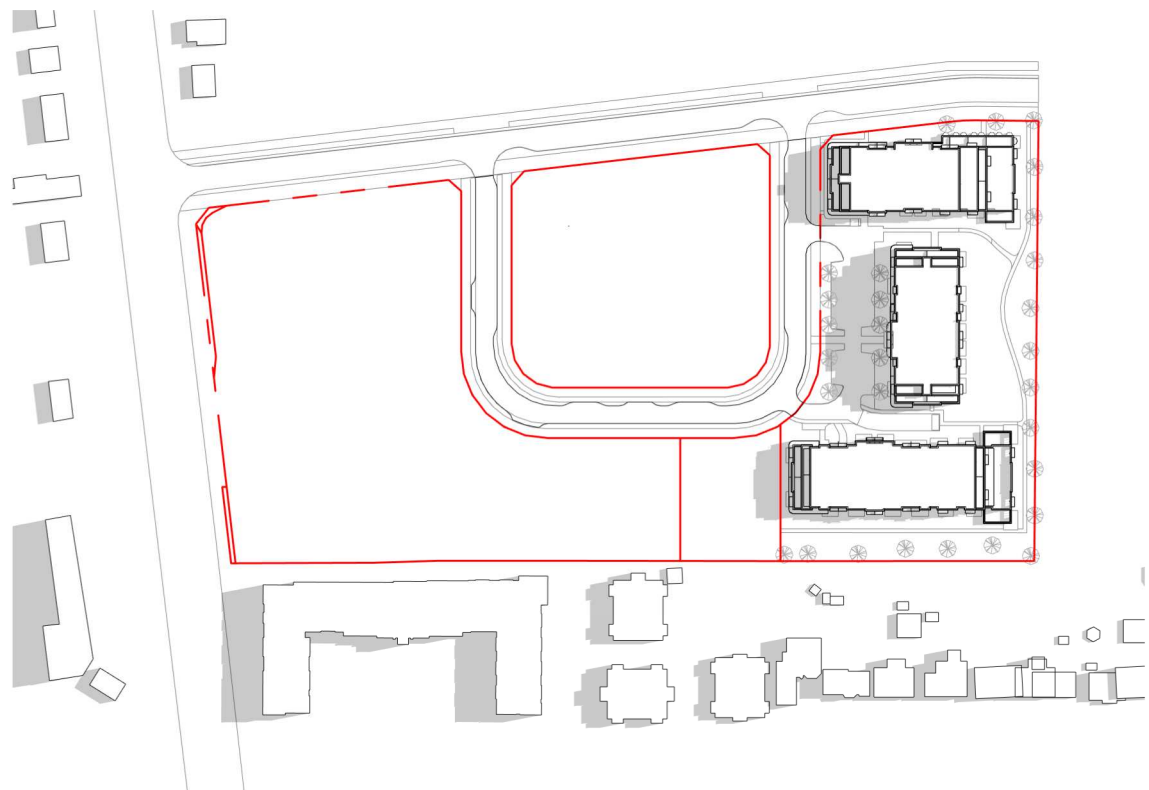
September 21st - 8:00

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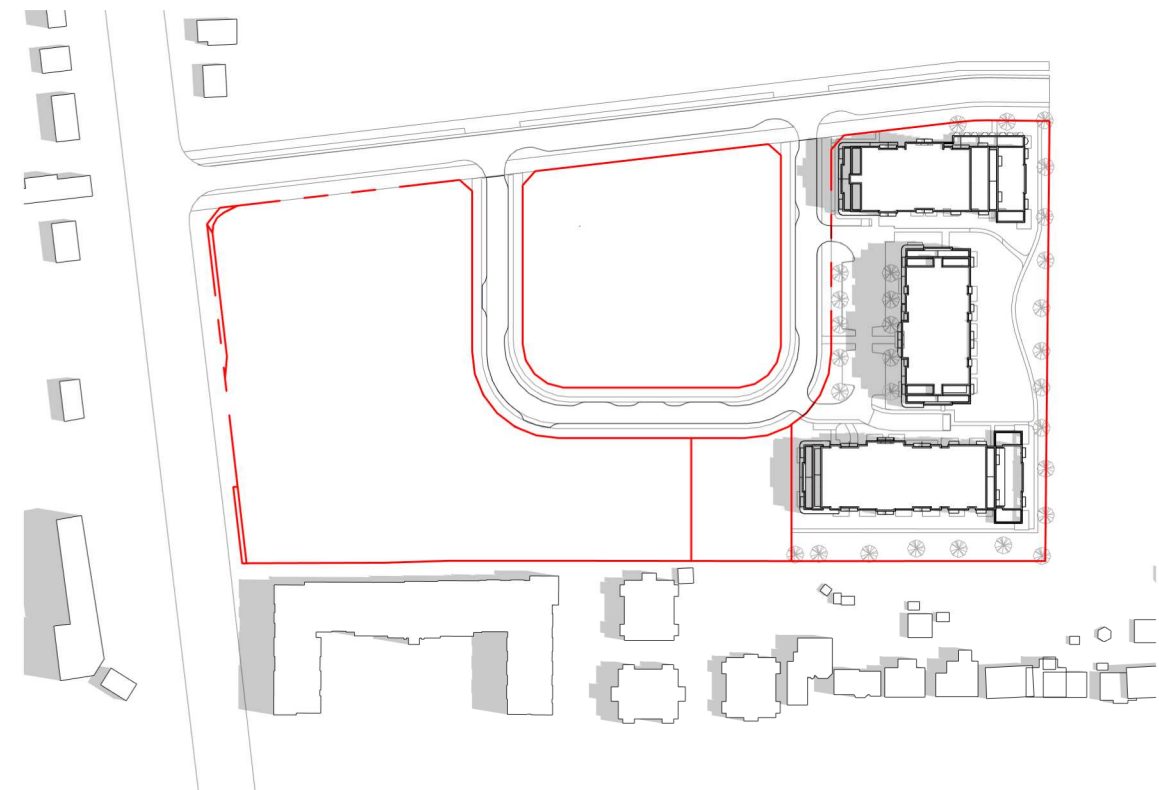
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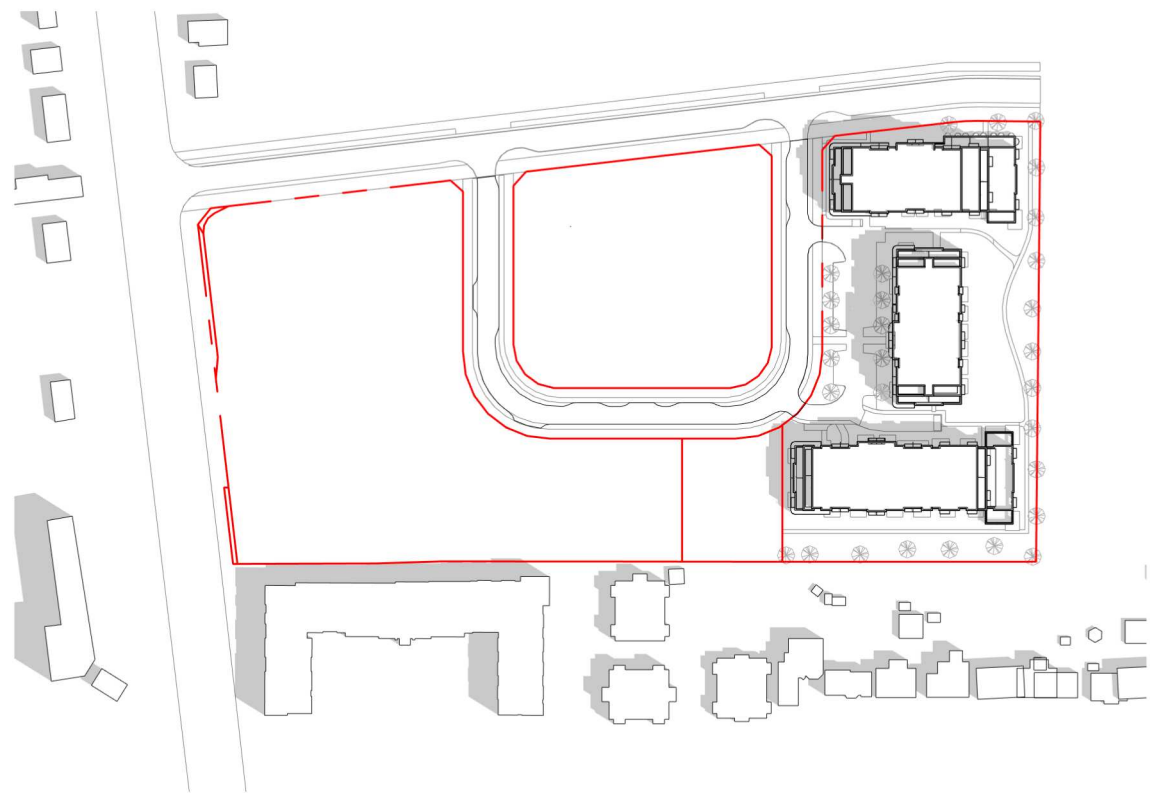
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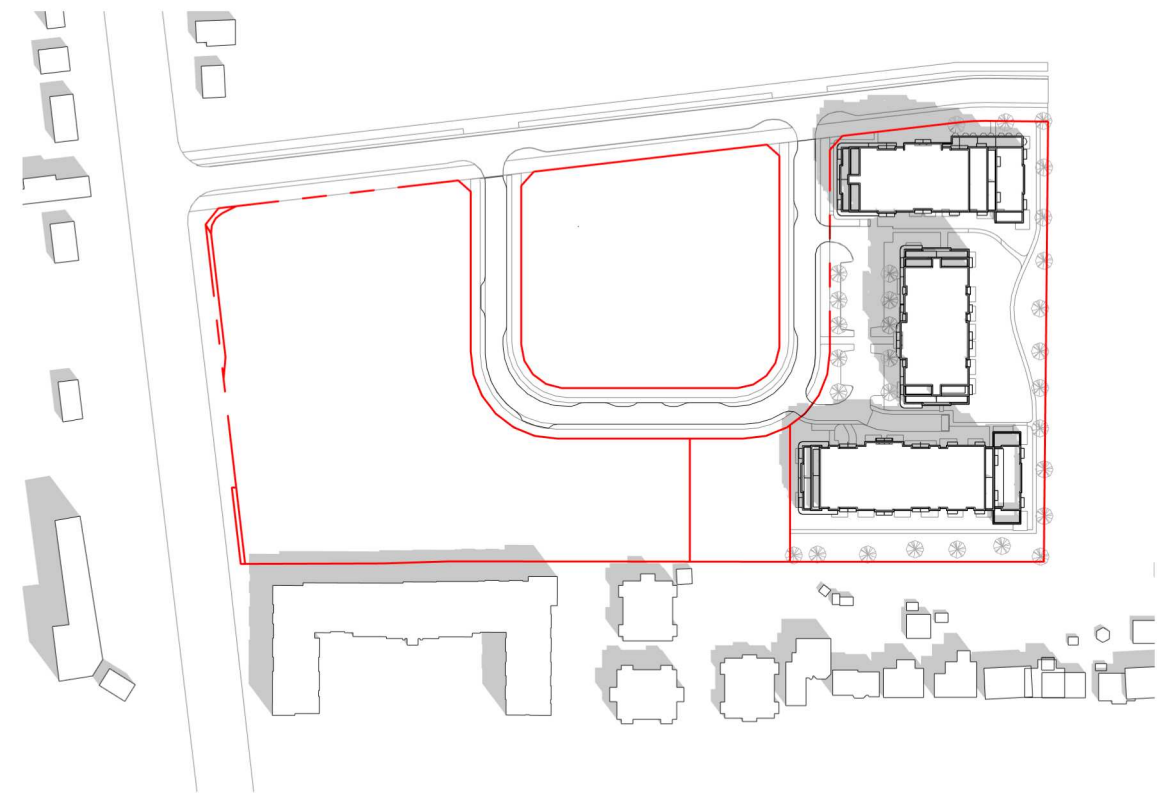


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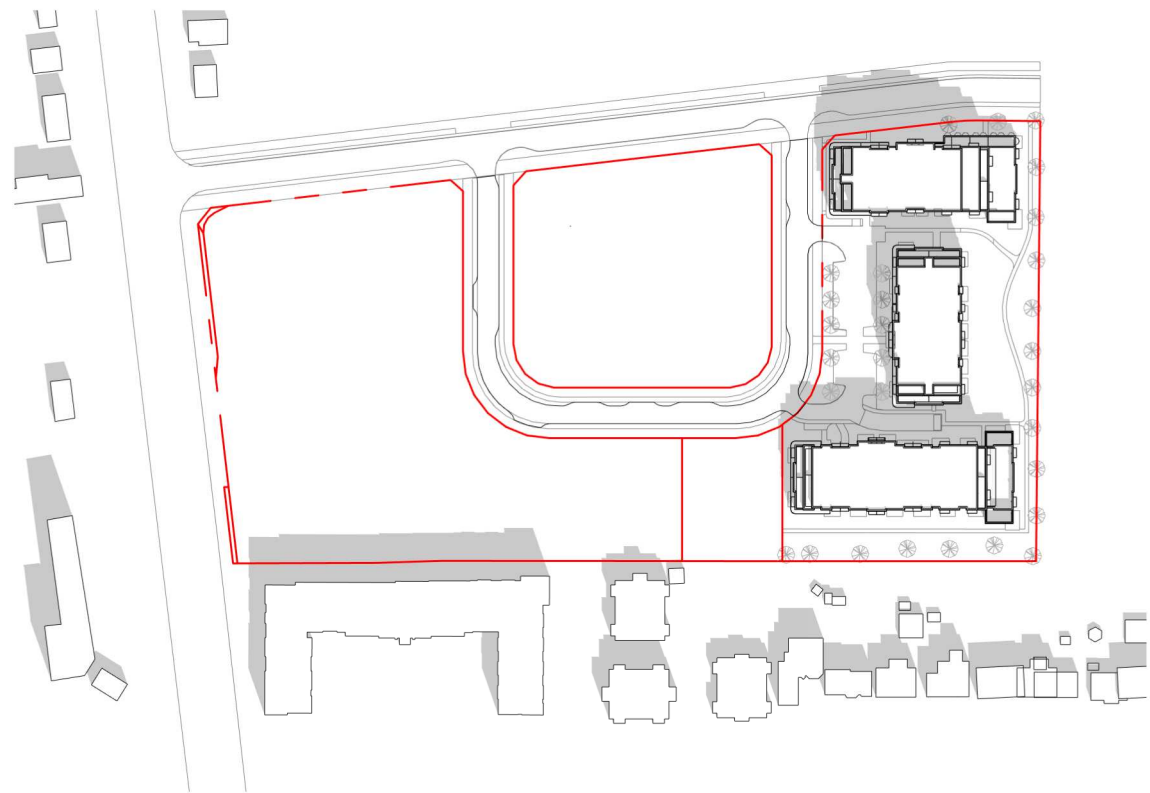
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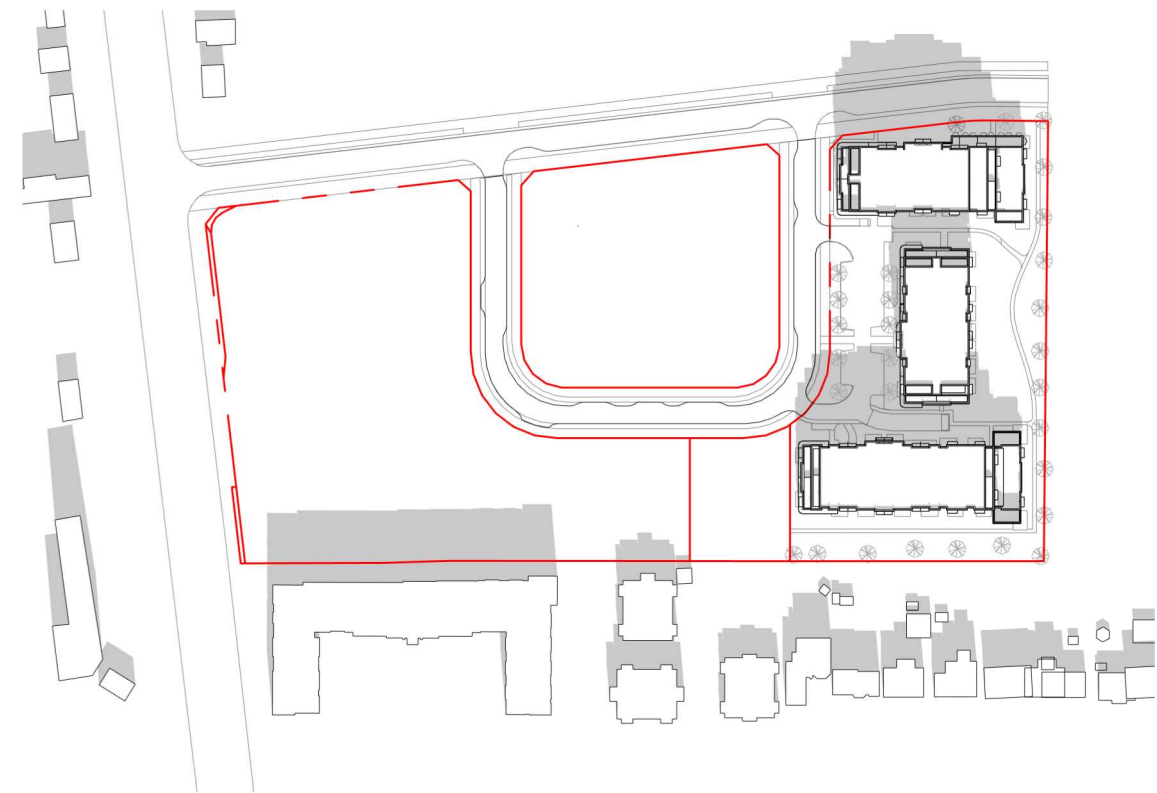
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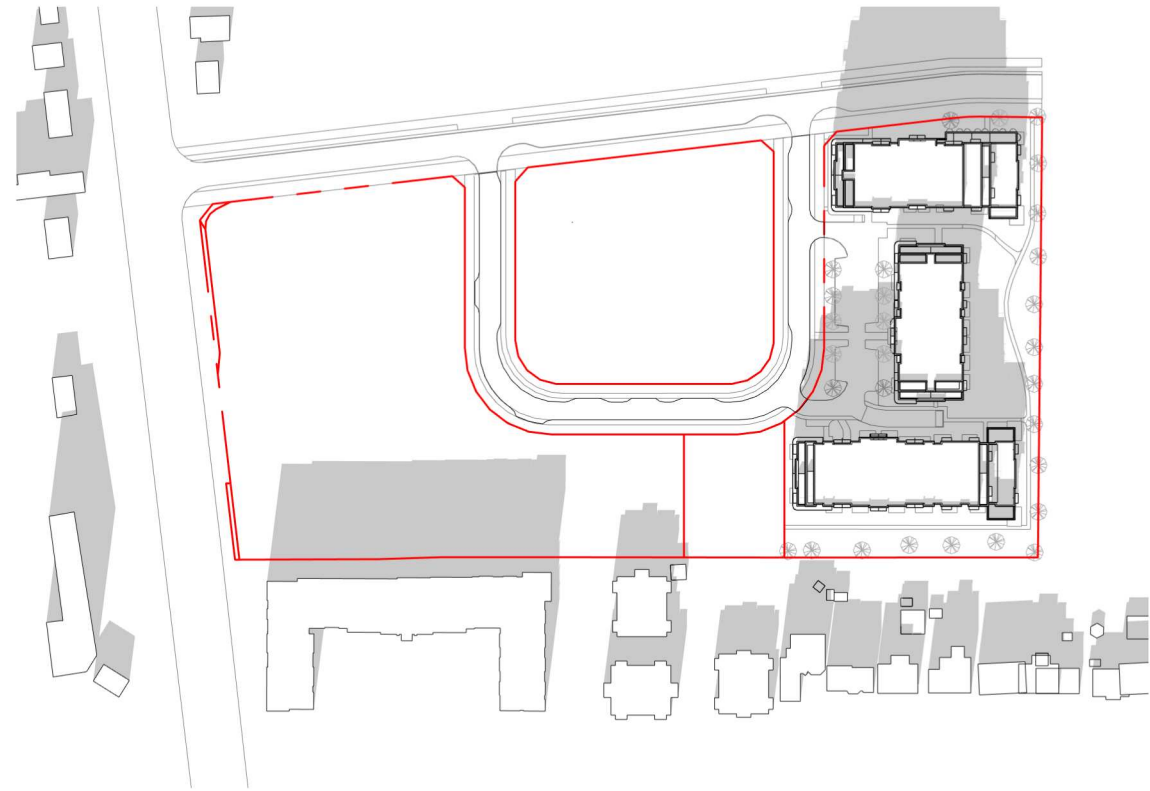
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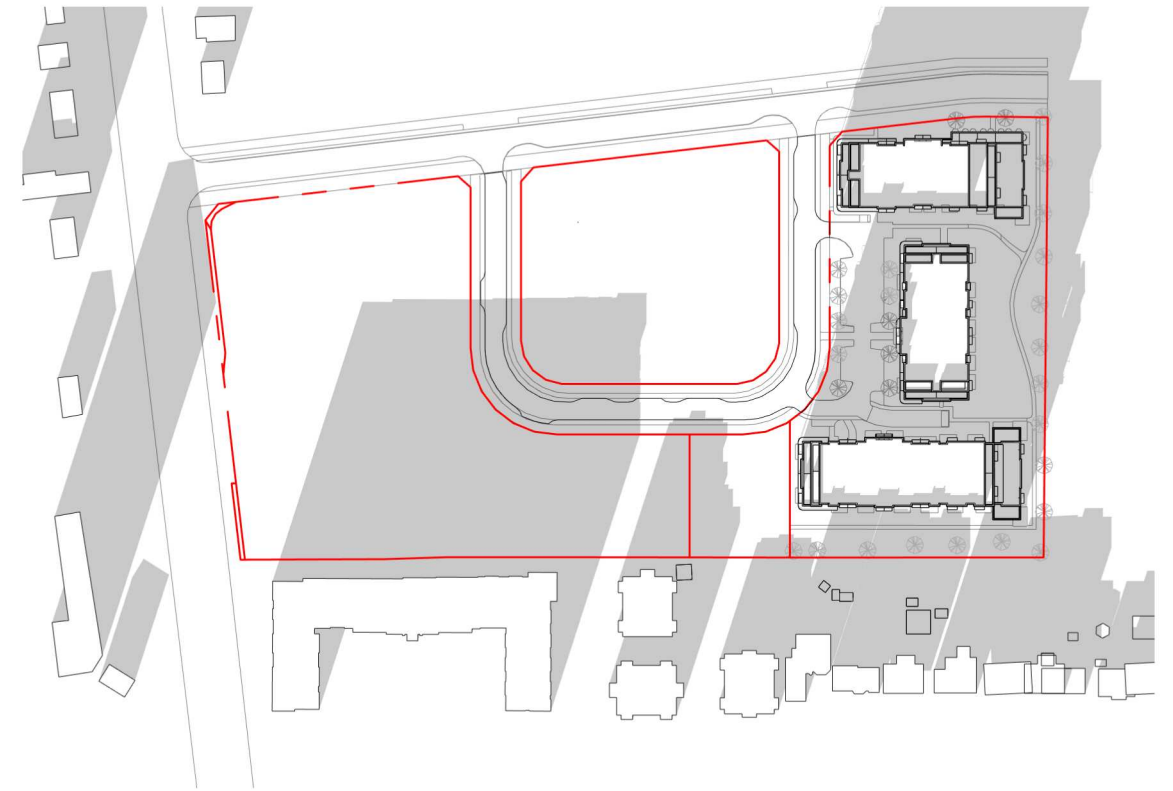
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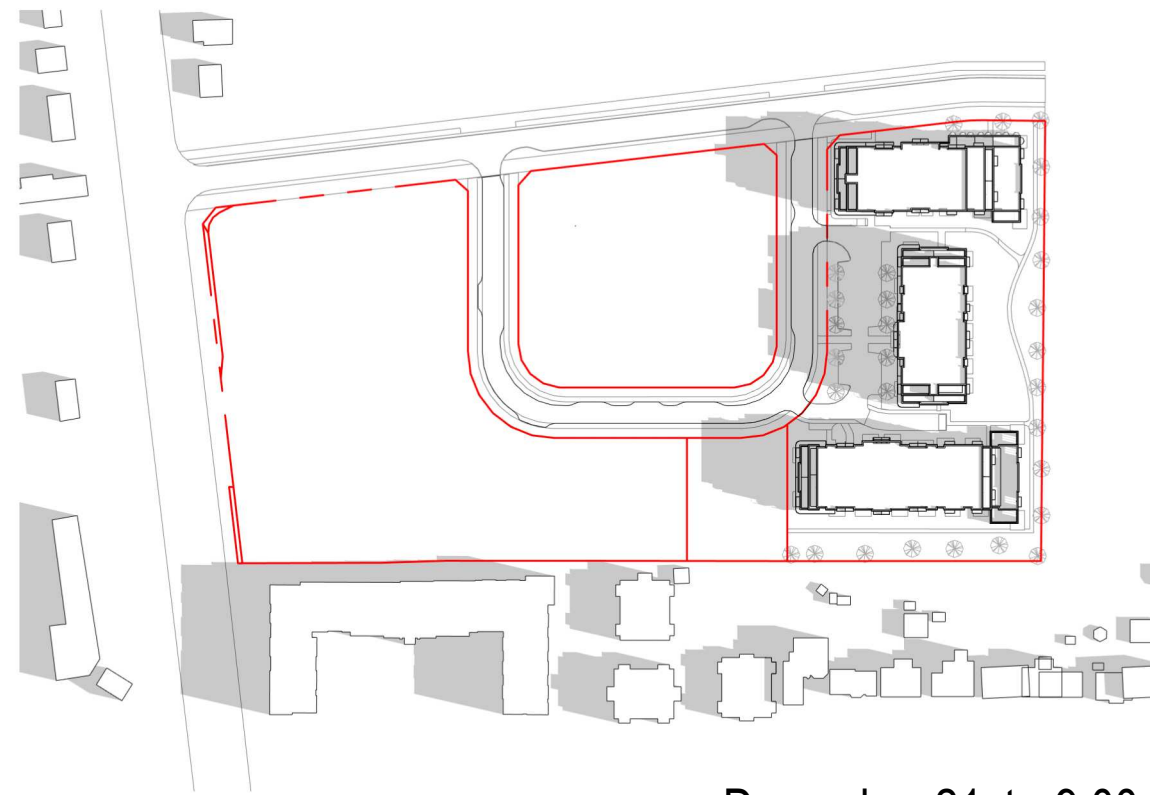


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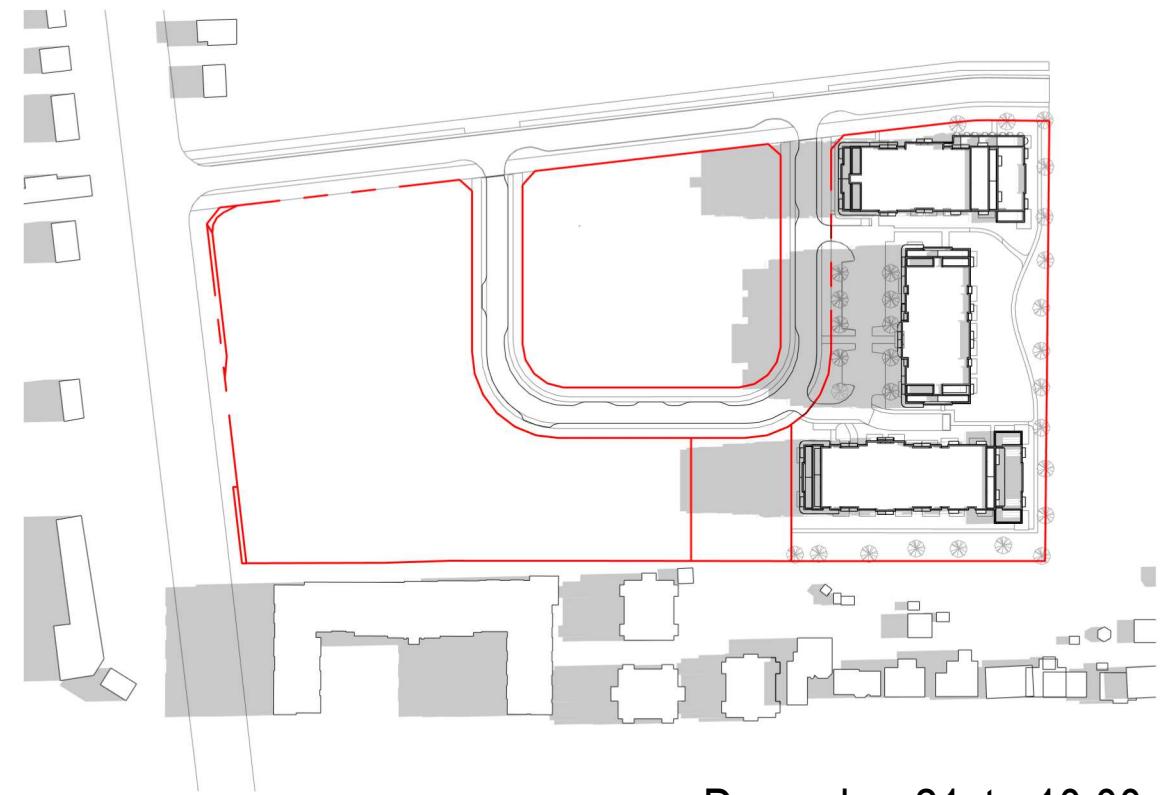
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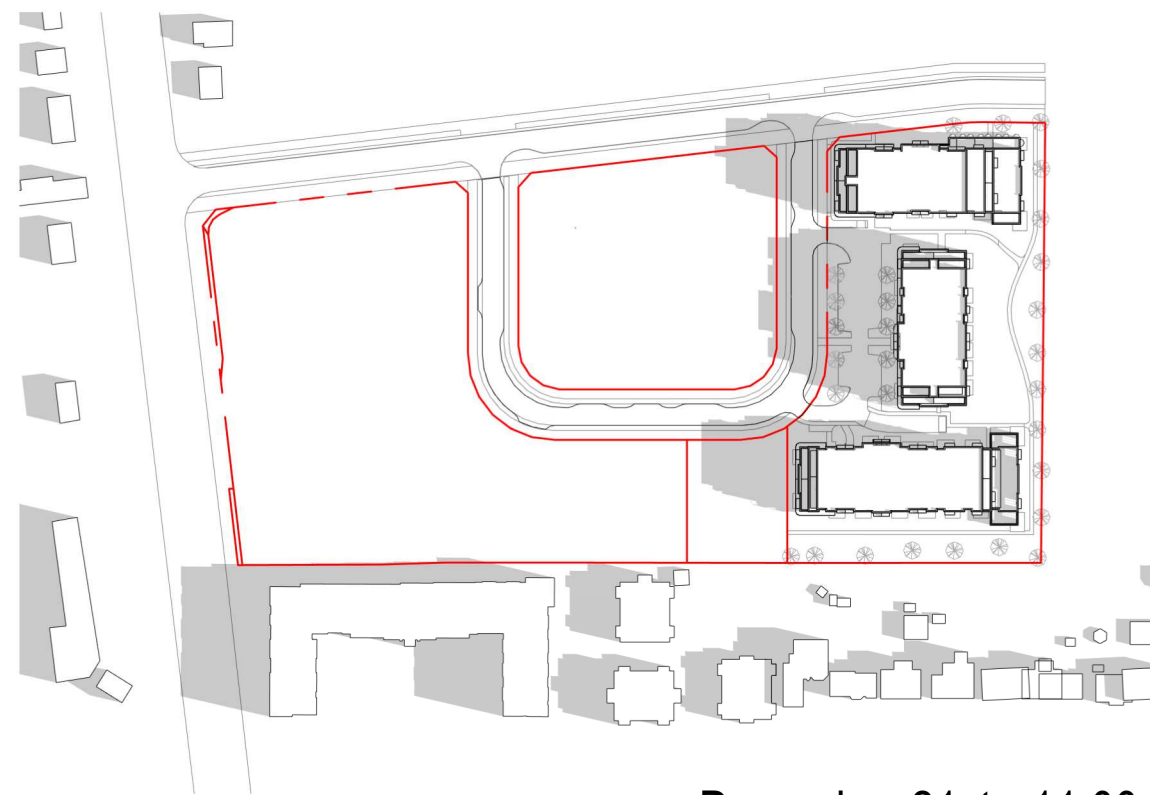
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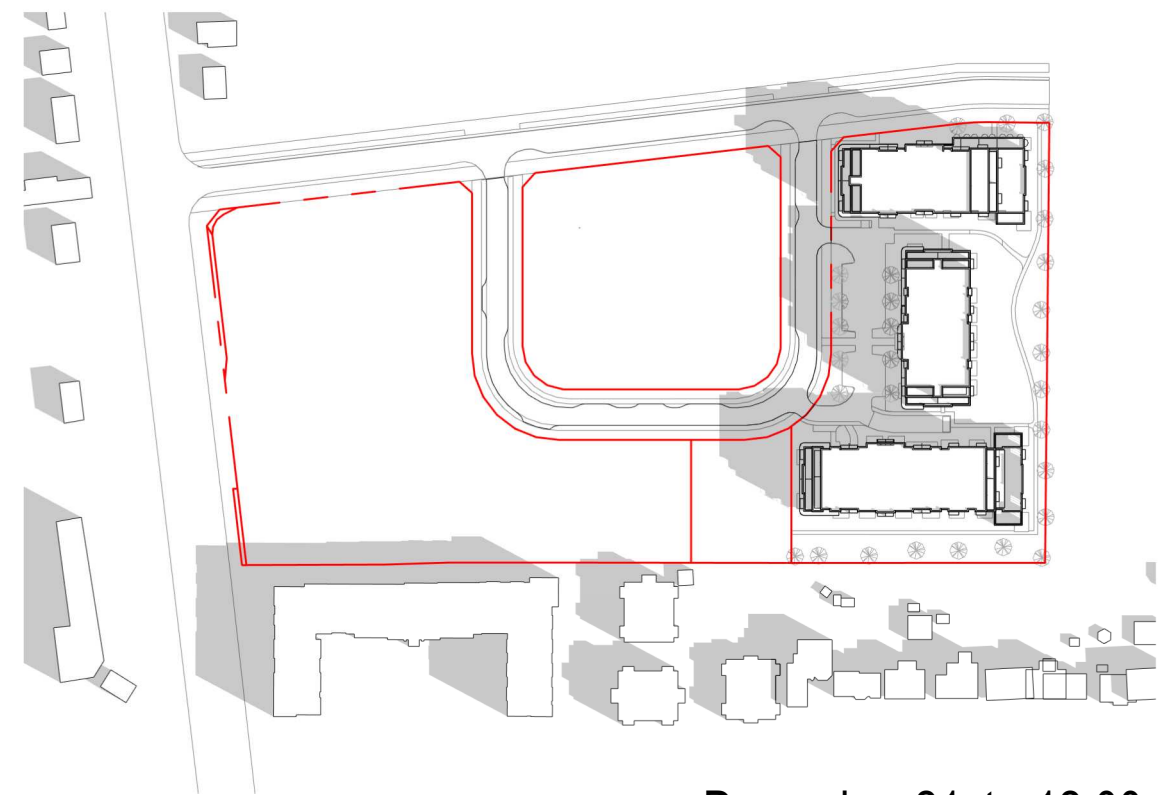
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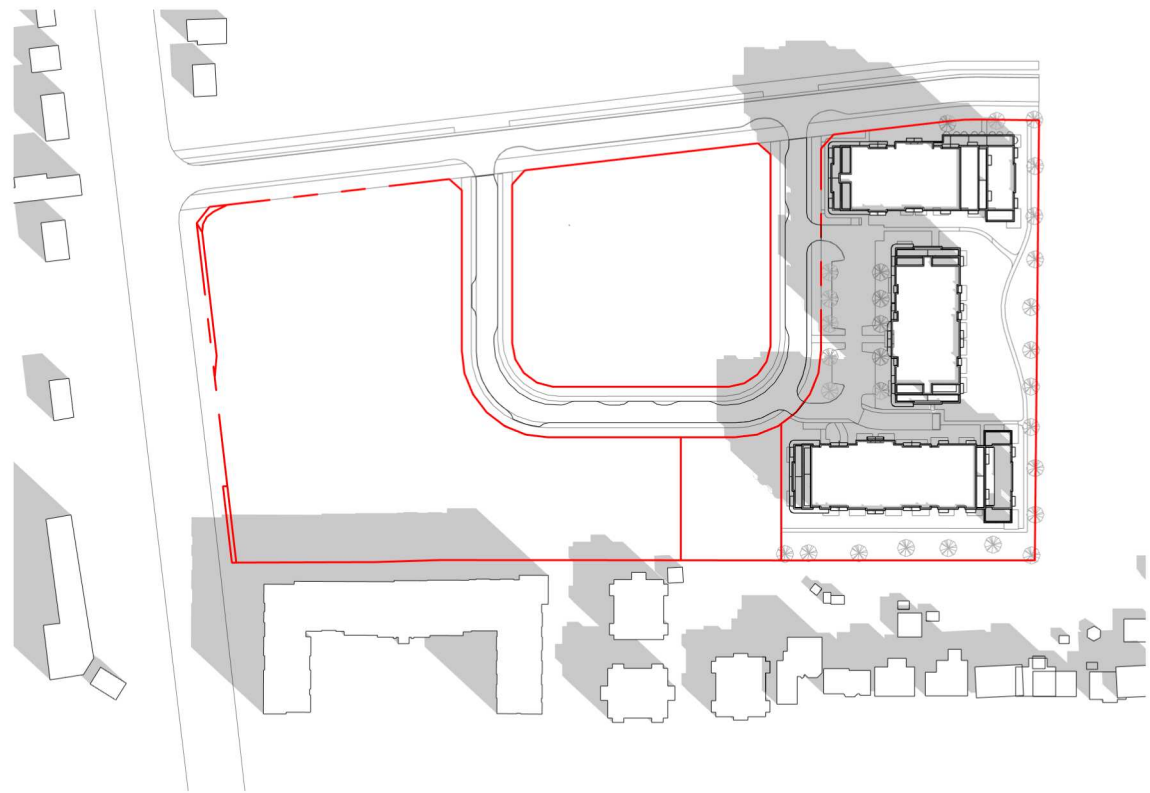
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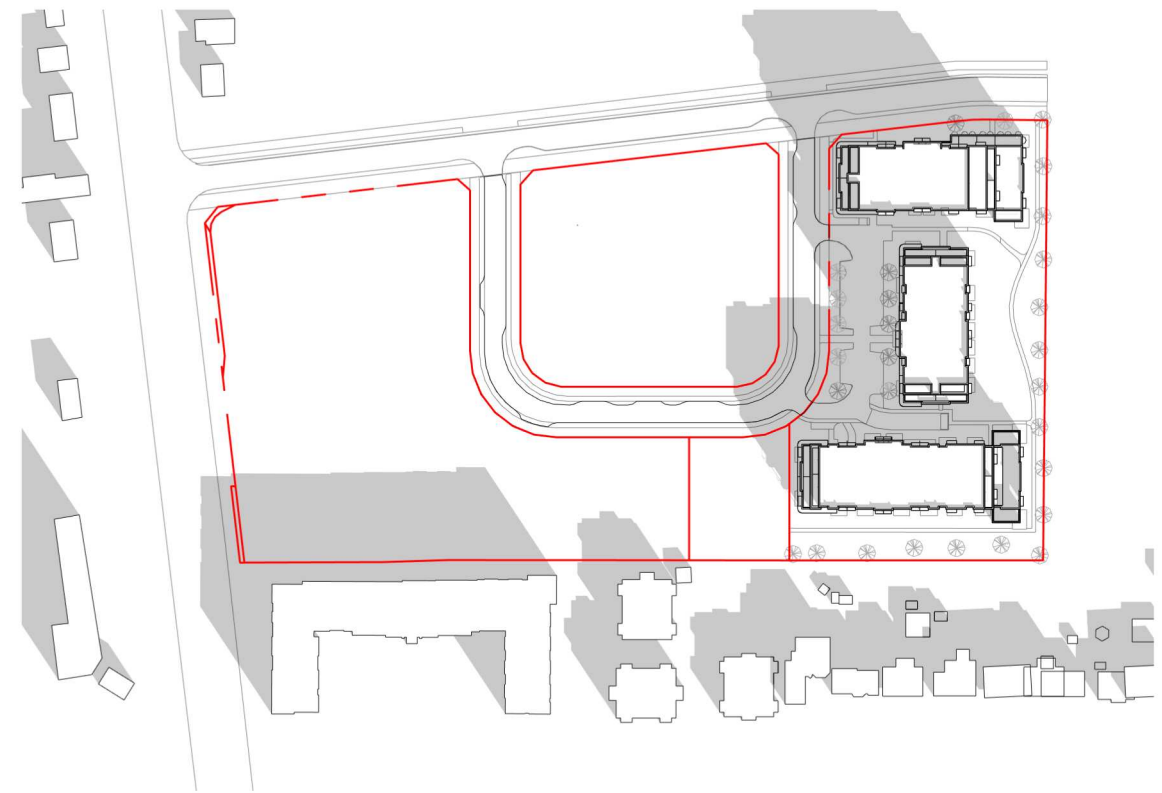
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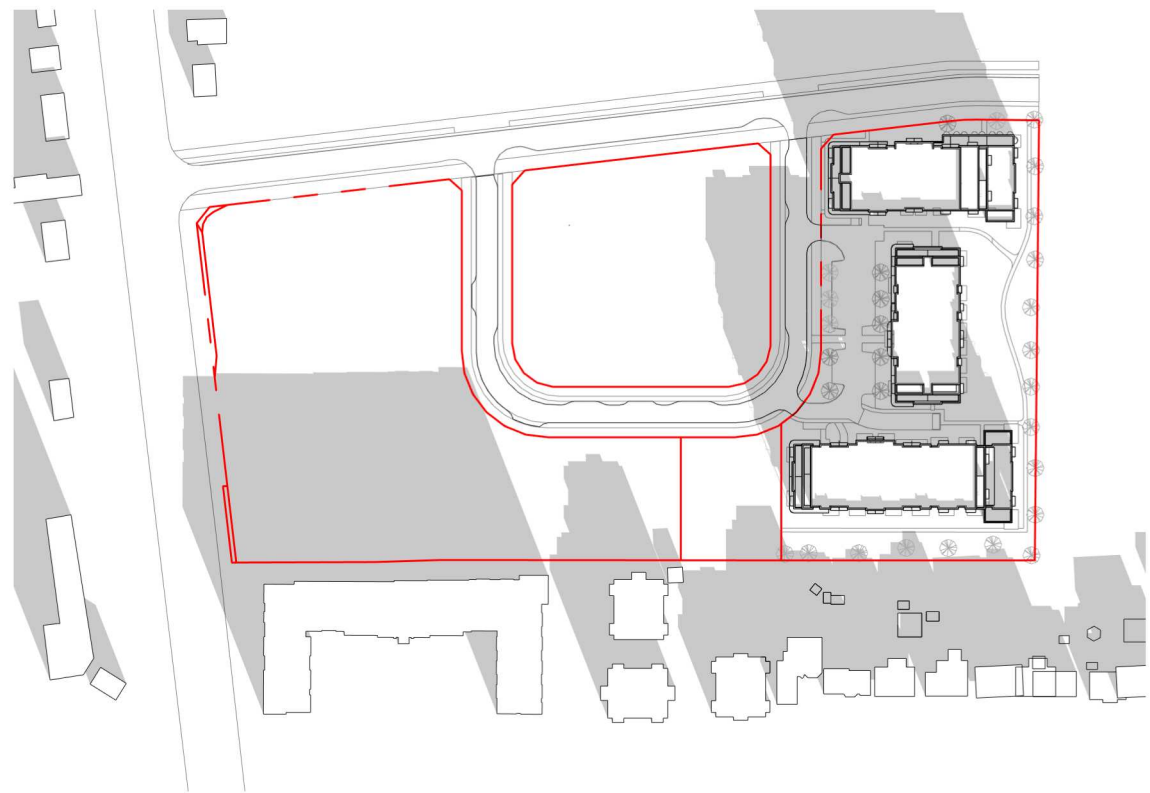
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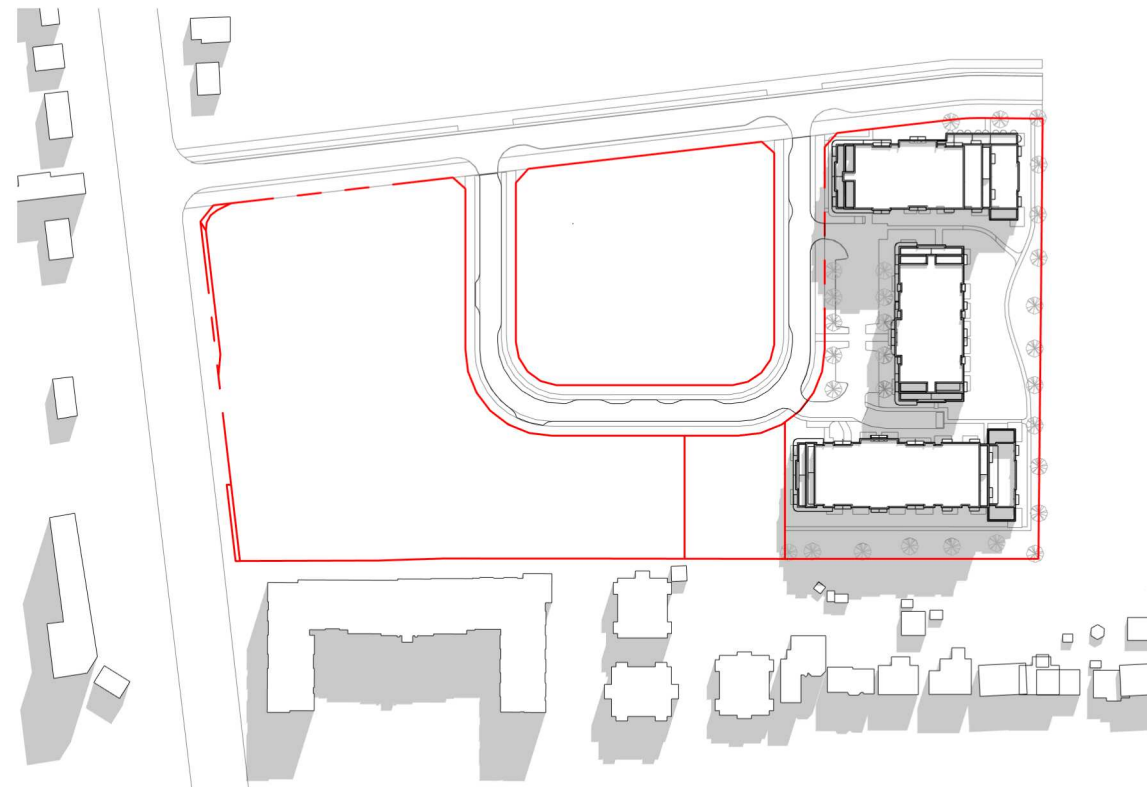
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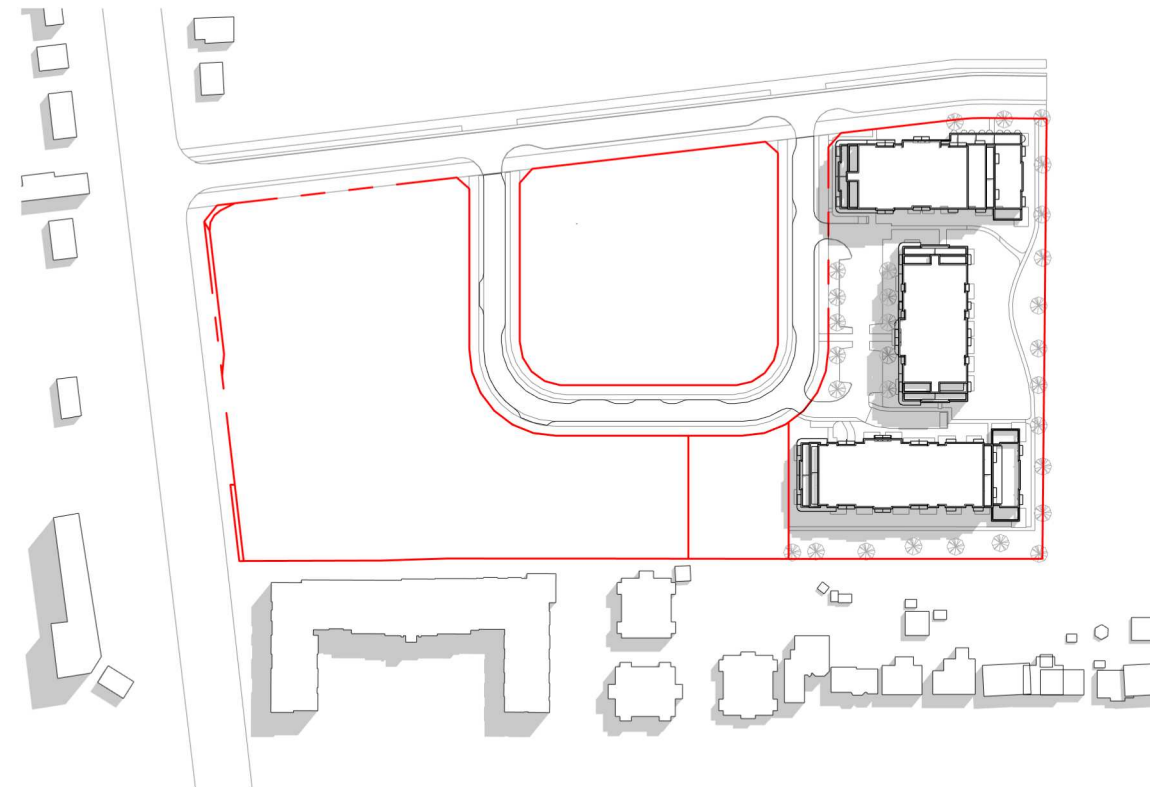
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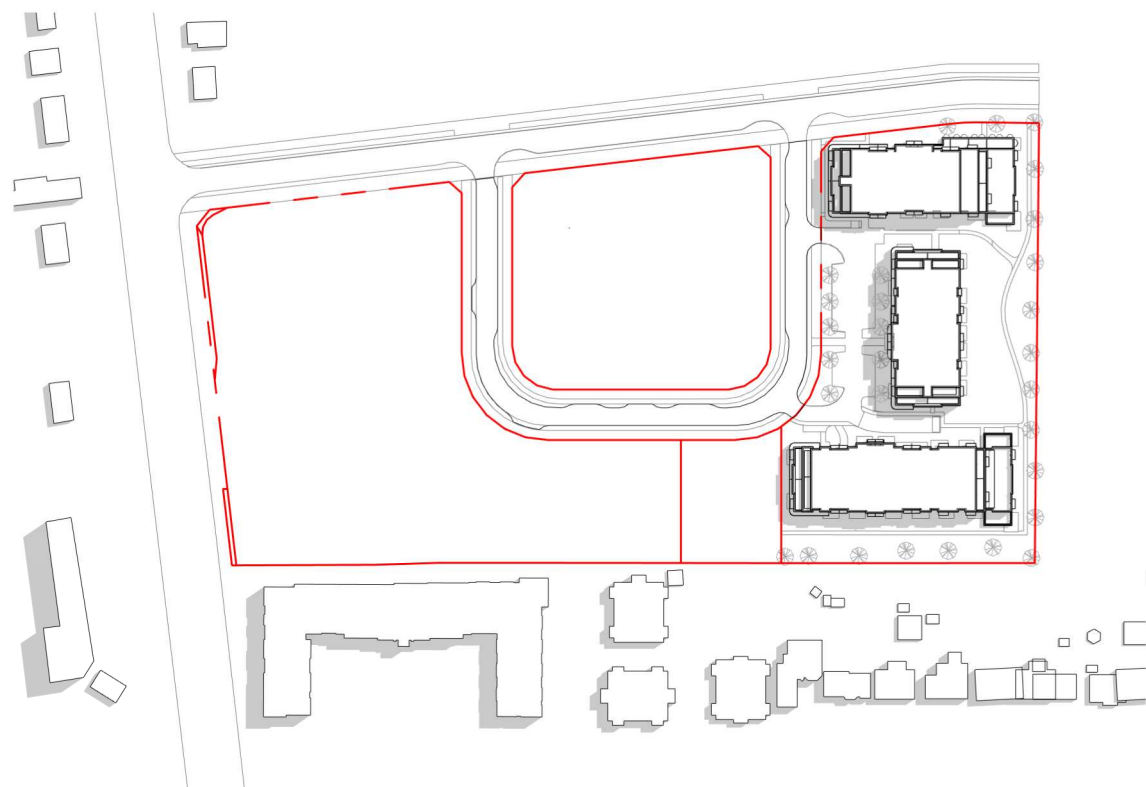
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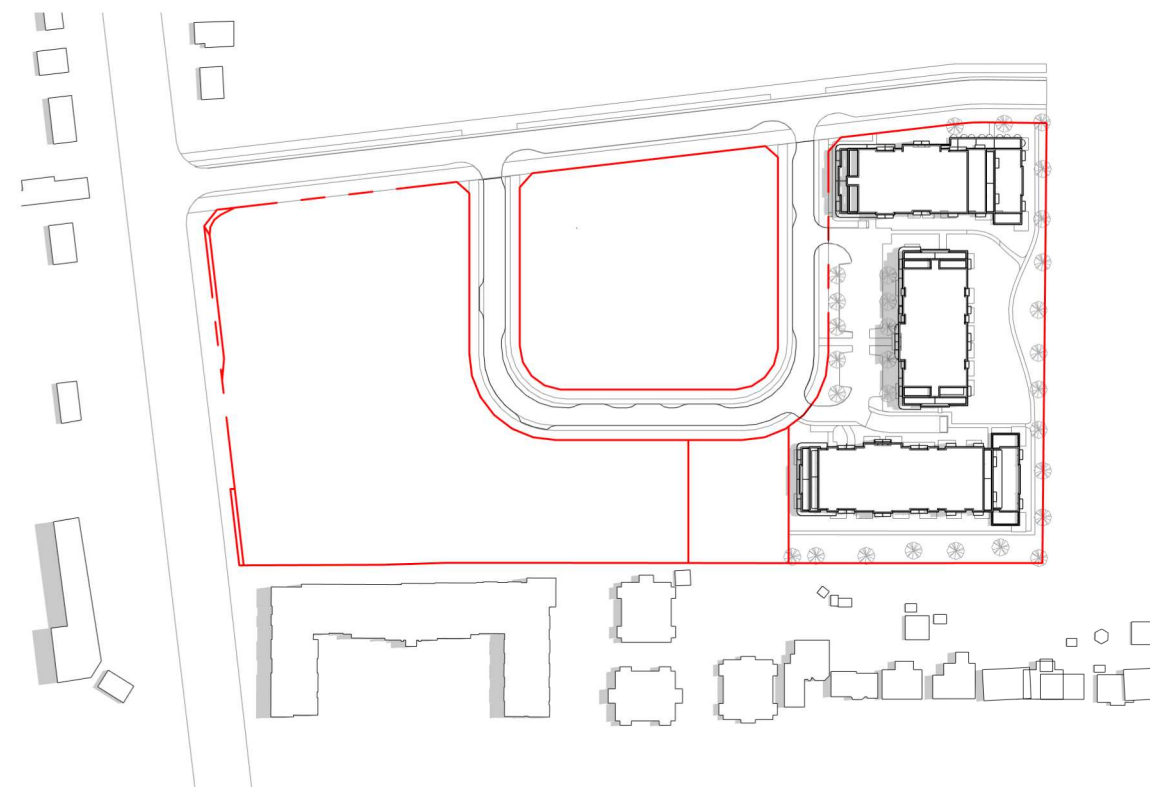
June 21st - 9:00

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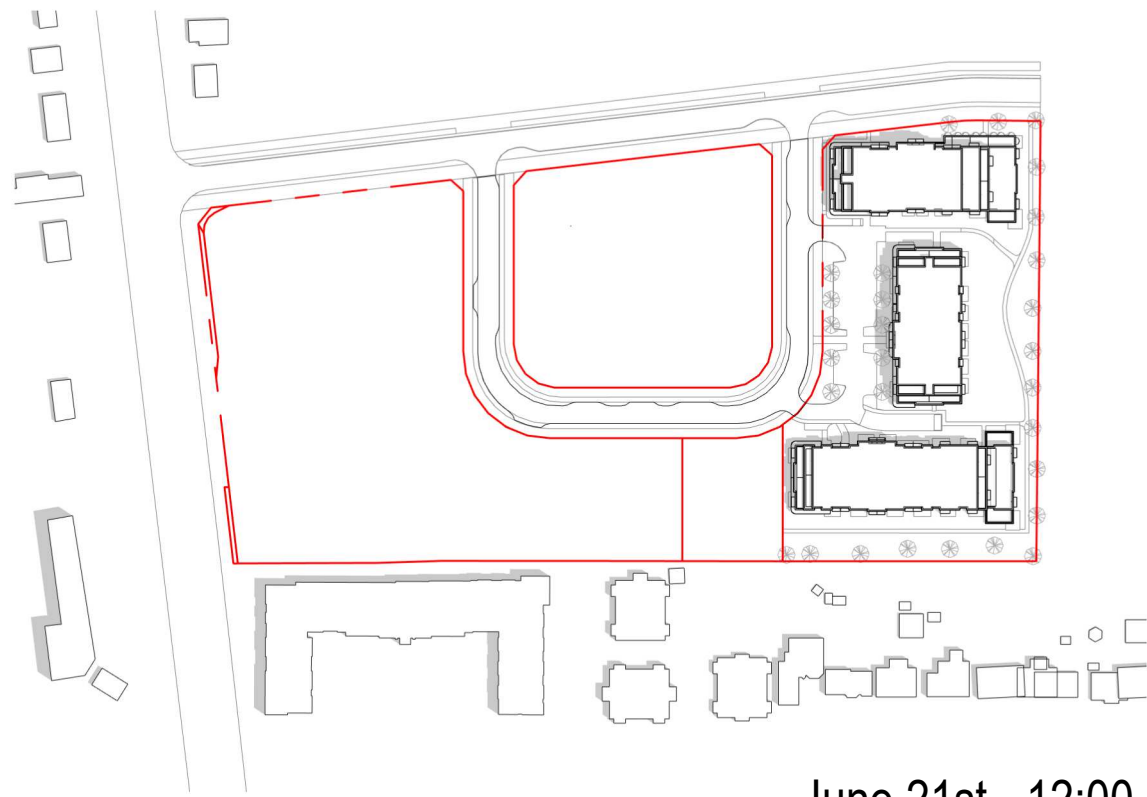
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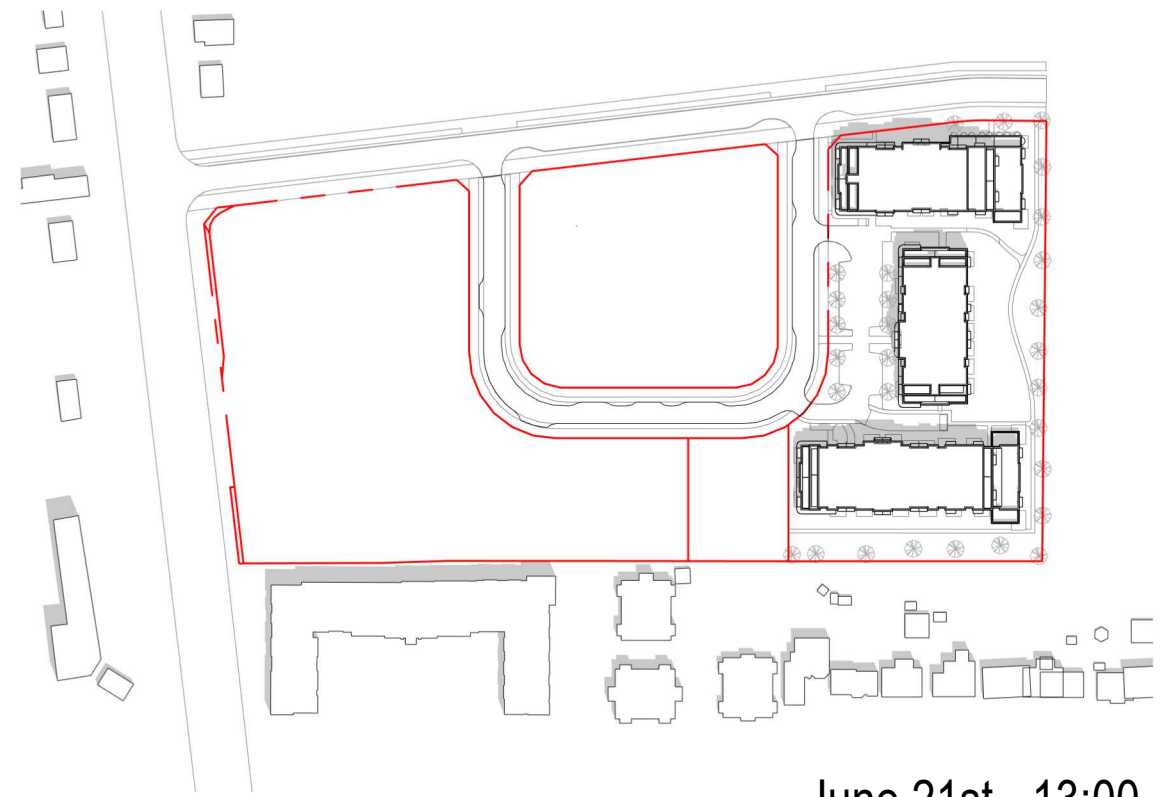
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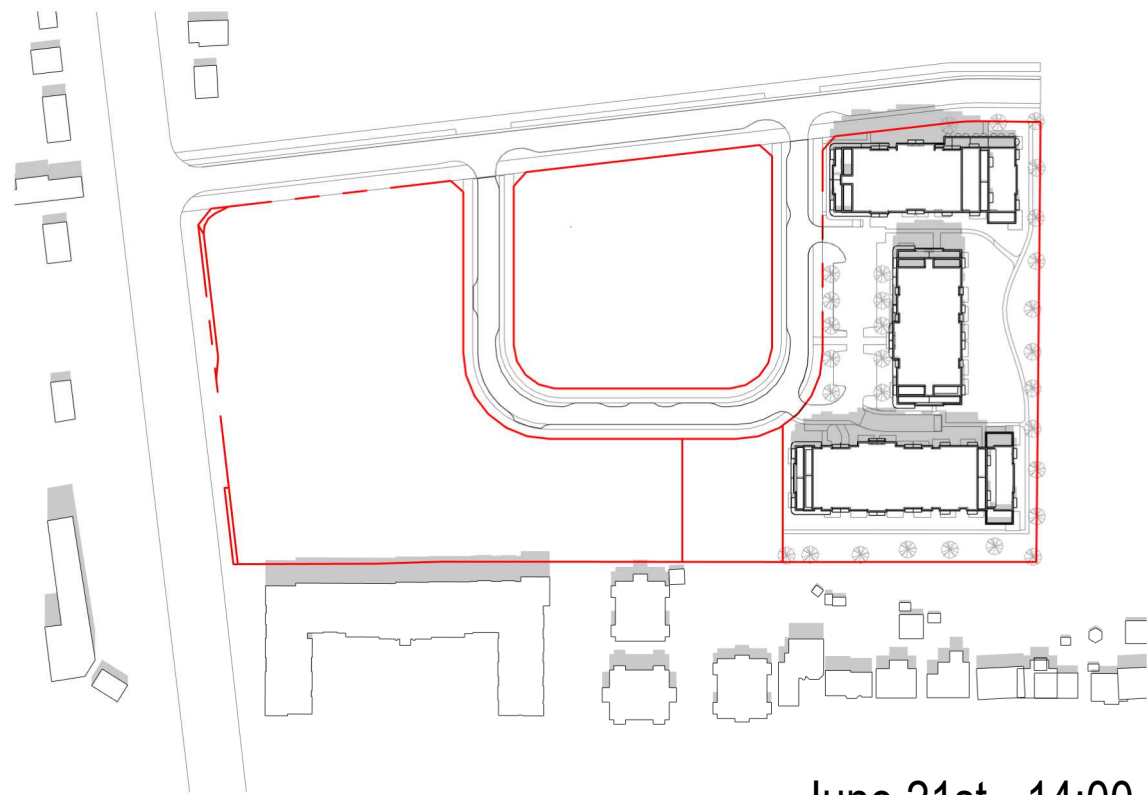
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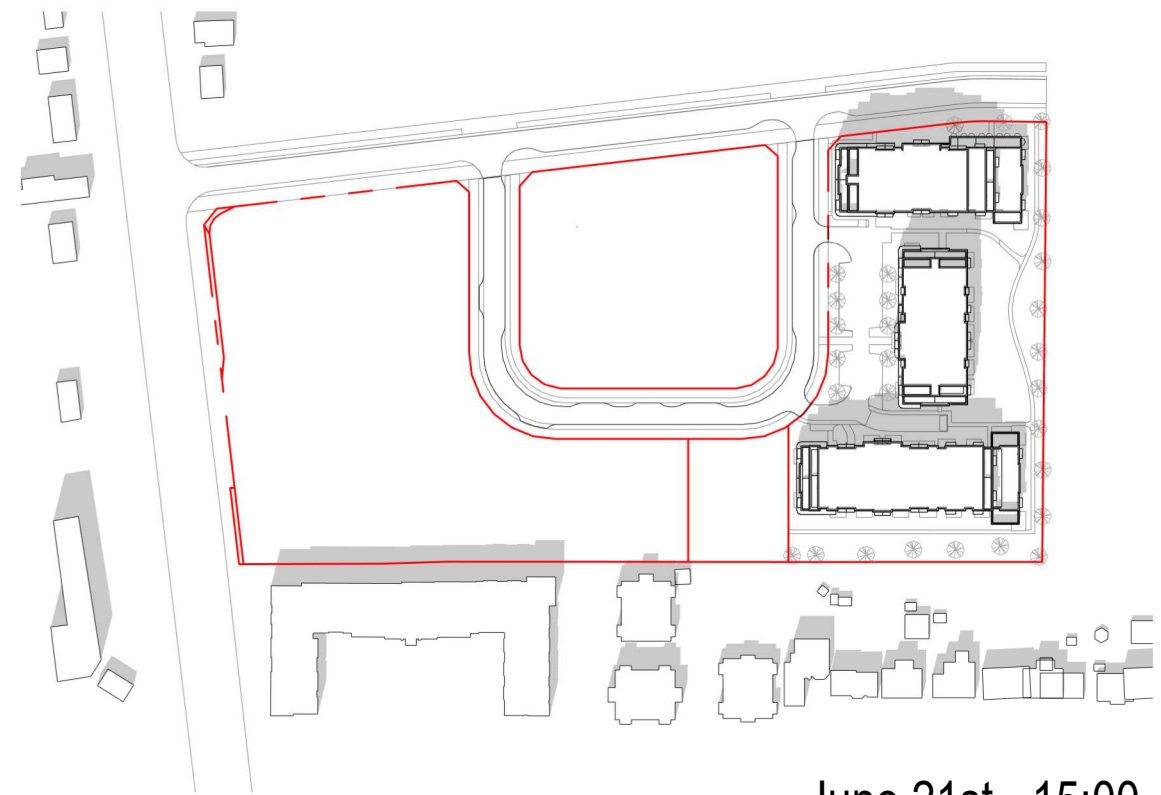
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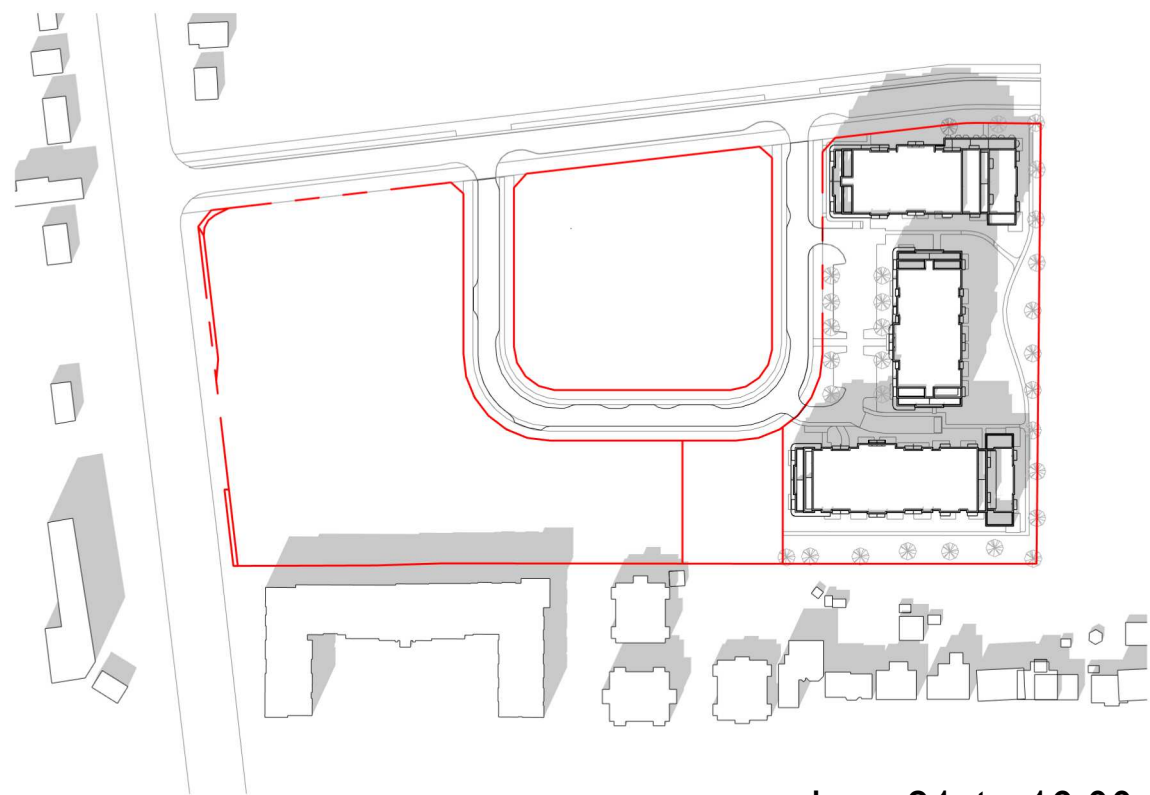
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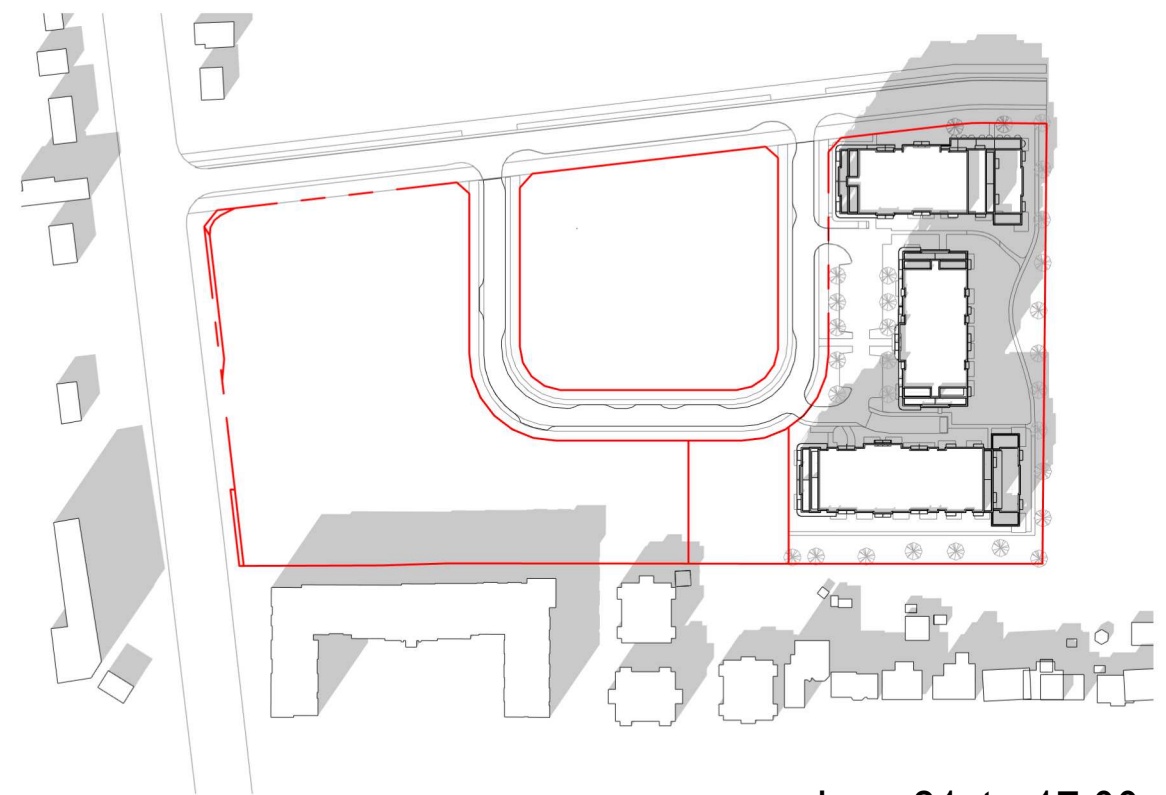
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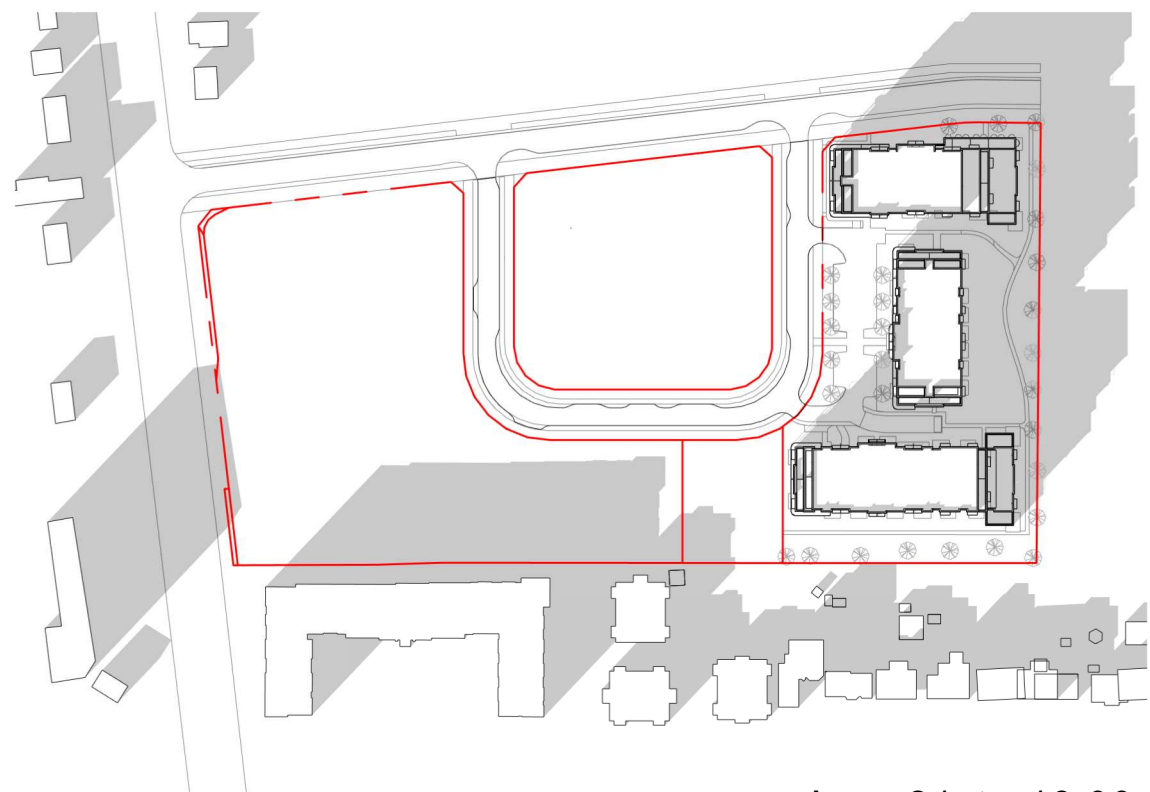
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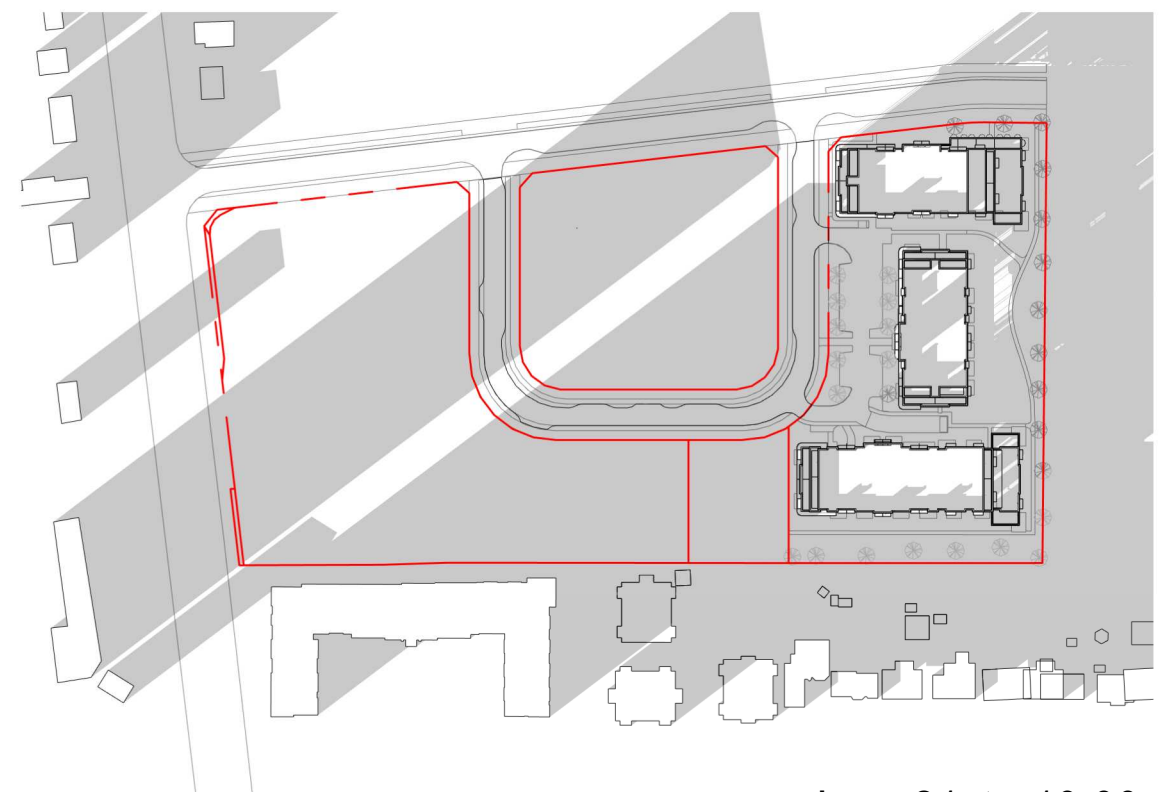
June 21st - 17:00

1 : 3000



June 21st - 18:00

1 : 3000



June 21st - 19:00

1 : 3000

GROSS AREA BLOCK 1				
Gross Area				
BLOCK	PAVILION	GROSS AREA		FOOTPRINT
		m ²	ft ²	m ²
BLOCK 1	Pavilion A	12 213 m ²	131 459 ft ²	2 331 m ²
	Pavilion B	10 586 m ²	113 946 ft ²	1 586 m ²
	Pavilion C	11 522 m ²	124 021 ft ²	2 050 m ²
TOTAL		34 621 m ²	369 426 ft ²	5 967 m ²

UNIT COUNT BLOCK 1			
PAVILION A	PAVILION B	PAVILION C	TOTAL
105 UNITS	89 UNITS	91 UNITS	285 UNITS

RETAIL GROSS FLOOR AREA	
TOTAL RETAIL GROSS FLOOR AREA INCLUDED IN THE TOTAL GROSS FLOOR AREA BLOCK 1	265 m ²

GENERAL STATISTICS	
LOT AREA	51 806 m ² 557 635 sq.ft
MUNICIPAL ROAD	6 180 m ² 66 521 sq.ft
NET DEVELOPMENT AREA	45 626 m ² 491 114 sq.ft
DEVELOPMENT BLOCK 1	
BLOCK 1 (DEVELOPMENT AREA)	15 736 m ² 169 381 sq.ft
STREET AREA (BLOCK 1)	3 507 m ² 37 749 sq.ft
BLOCK 4 (PARK FOR BLOCK 1)	1 968 m ² 21 183 sq.ft
TOTAL	21 211 m ² 228 313 sq.ft
FUTURE DEVELOPMENT BLOCK 2	9 180 m ² 98 813 sq.ft
FUTURE DEVELOPMENT BLOCK 3	18 742 m ² 201 737 sq.ft
STREET AREA BLOCK 2 + 3	2 673 m ² 28 783 sq.ft
PARK RATE FOR RESIDENTIAL AND MIXED USE BLOCK 1 (10 %): 1 574 m ² PARK BLOCK 4 (REQUIRED BY THE CITY) : 1 960 m ² STREET AREA BLOCK 1 : 3 507 m ² PARK AREA PROVIDED : 1 968 m ²	
DENSITY	FOOTPRINT / ZONE AREA
BLOCK 1	37.9%
DENSITY PER ZONE	GROSS CONSTRUCTED AREA / DEVELOPABLE ZONE AREA
BLOCK 1	2.20
	LANDSCAPED AREA
BLOCK 1	7 797 m ² 83 926 sq.ft