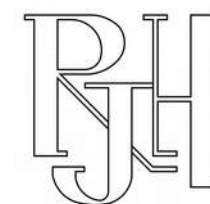




353-357 Gardner Street

Prepared for the Urban Design Review Panel of the City of Ottawa


July, 2020



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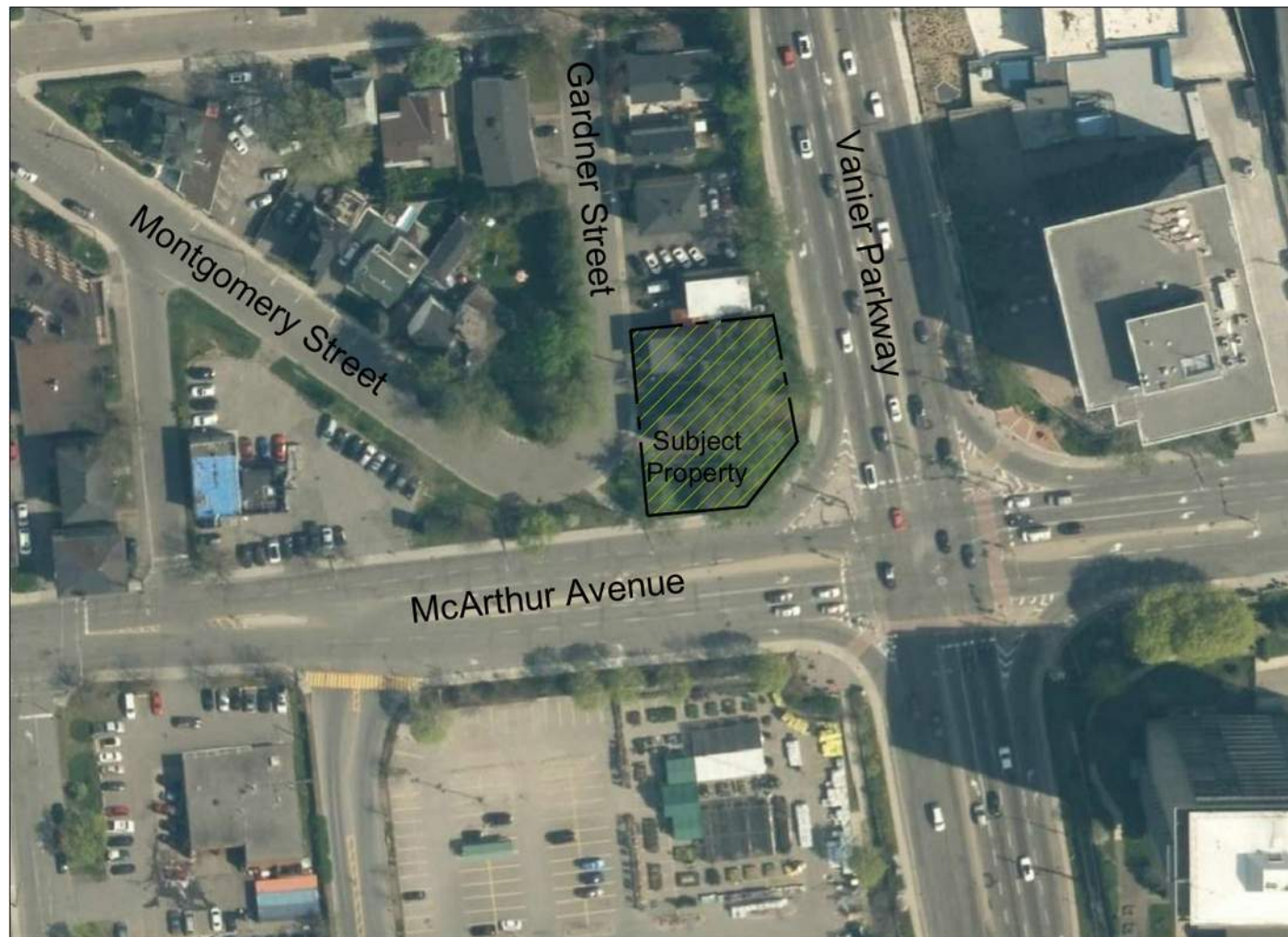
designing urban alternatives

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353-357 Gardner UDRP Formal Review Submission

LOCATION & CONTEXT

The development site is located at the corner of McArthur Avenue and the Vanier Parkway in the Vanier South Neighbourhood of Ottawa. It is a combination of two adjacent properties with access off Gardner Street. The site is unique in its extensive amount of street frontage; it fronts onto Gardner on the west, McArthur on the south and Vanier Parkway on the east. This intersection is presently a hostile pedestrian environment, with traffic islands at each corner and fast moving traffic along the Parkway. The site is highly visible, having visual prominence at a distance from the south along the Vanier Parkway which is tree lined, sometimes with manicured planting and other stretches with weed trees. The site can also be seen at a distance from the east on McArthur Avenue. There are high voltage hydro lines running along McArthur on the same side of the street as the site. To the west of the site is an 8 storey apartment building currently under construction and owned by the same client as this proposal. To the north of the site is a mixed low-scale residential neighborhood with buildings generally in poor condition. To the east is the Vanier Parkway lined with apartment towers of 18 stories and office buildings of approximately 10 stories. To the south of the site is a parking lot with Loblaws at the rear.



The above photo is an overhead view of the location of the development site.



Gardner frontage of subject property

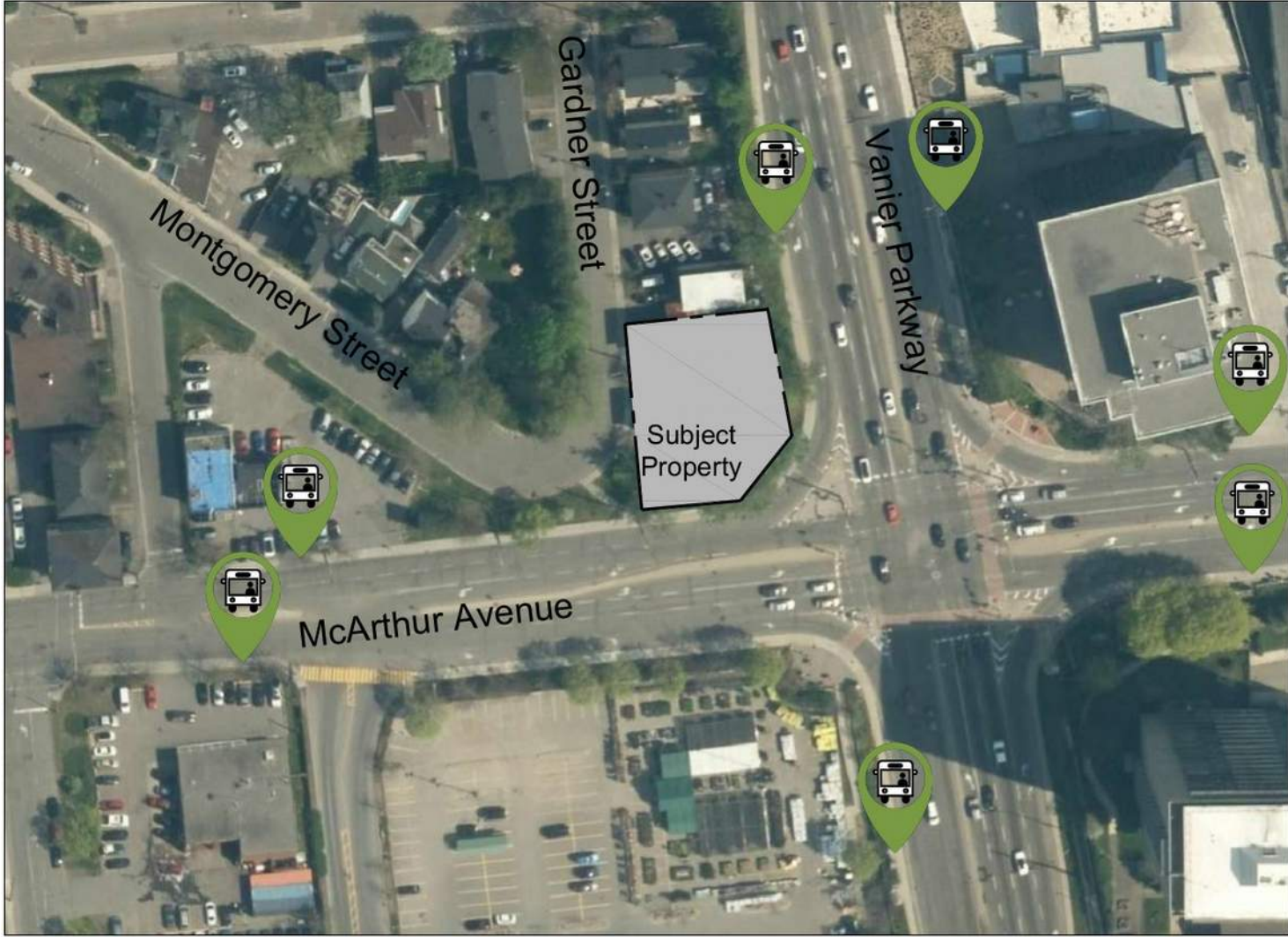


Subject property viewed from the intersection of Vanier Parkway and McArthur

LOCATION & CONTEXT (Continued)



The map above is an overhead view of the development site and serves as a legend for context photos on the following pages.



The map above shows transit stops around the site. Route 14 provides frequent service on McArthur Avenue in both directions. Route 19 provides service heading East on McArthur and South on Vanier Parkway. Route 9 provides frequent service in both direction along the Vanier Parkway.

LOCATION & CONTEXT (Continued)



Context Photo 1



Context Photo 2



Context Photo 3



Context Photo 4

LOCATION & CONTEXT (Continued)



Context Photo 5



Context Photo 6

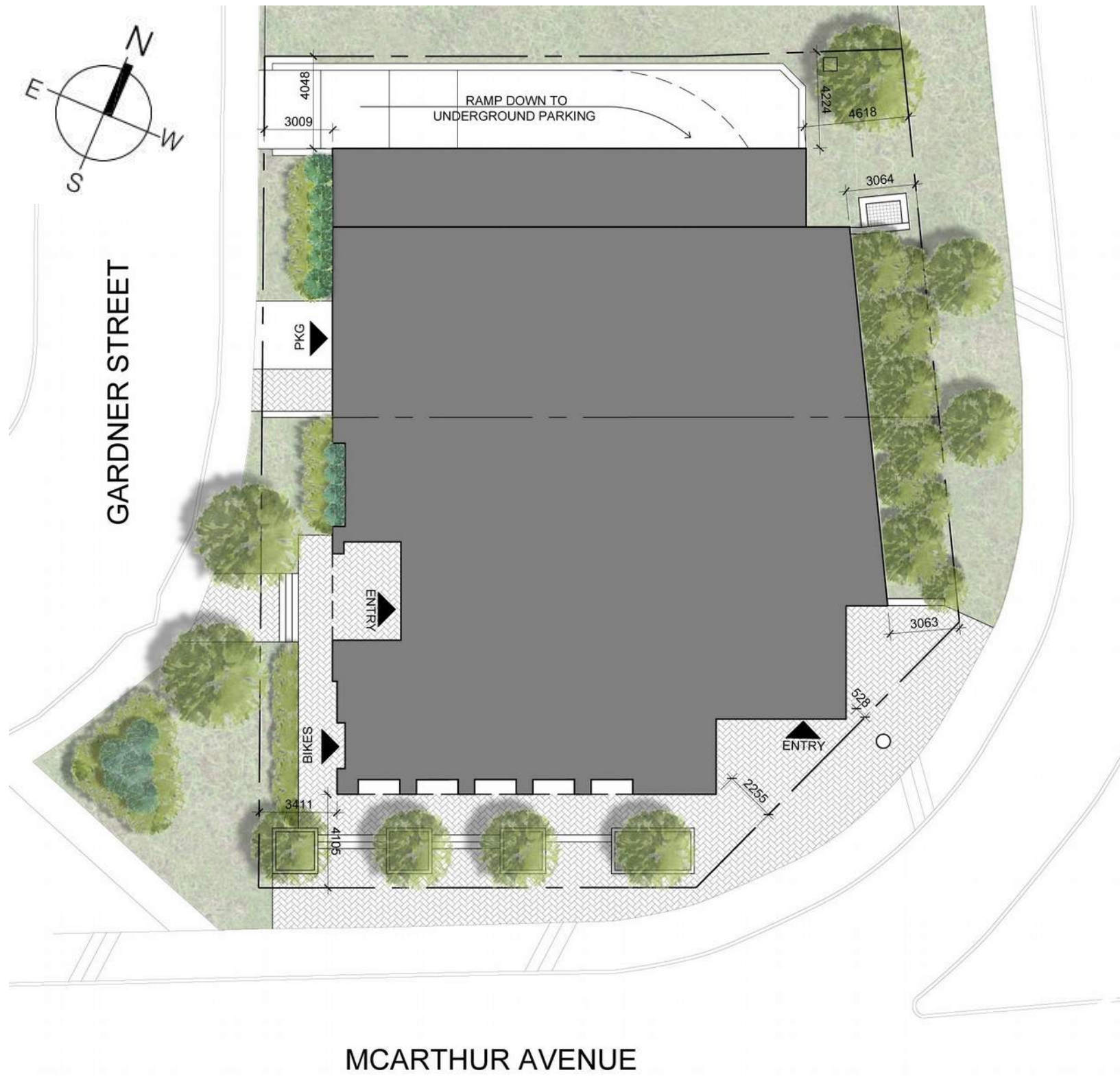


Context Photo 7



Context Photo 8

PROPOSED SITE PLAN (N.T.S.)



Bird's eye view of the proposed development looking south

THE PROPOSED DESIGN

The design proposal includes a 44,600 square foot apartment building with 61 units, basement parking, and partial ground floor parking. The proposed rental apartment building is 9 storeys in height, with 'front' entrances both at the corner of Vanier Parkway and McArthur Avenue and on the Gardner Street frontage. The ninth floor is reduced in size, providing a stepping down to the north.

There are 61 dwelling units proposed, including 1 and 2 Bedroom units with and without dens. More than half of the units would have balconies or rooftop terraces.

One level of underground parking is proposed, as well as an additional 6 spaces located in the north east corner of the ground floor. A total of 29 parking spaces would be provided. The site is well serviced with public transit, walking and biking paths, so we anticipate that the majority of tenants will use alternate forms of transportation for their daily activities.

The building is designed with simple rectilinear forms in two colours of masonry. Rhythmical banding and masonry detailing add character, interest and scale. Although this is not a high-rise, the design uses the tools of *base-middle-top* to articulate, provide scale and enhance streetscaping.

TOP: The vertical elements running up from the two primary entrances, are banded lower down, and have three storey window groupings and decorative cornices at the top, to draw the eye up, and to distinguish these features from the 'middle' or 'field' below.

MIDDLE: The facades are lively but rhythmical, with massing broken into smaller elements of colour to enhance comparability with this mixed context.

BASE: At the pedestrian level the design responds to the very unique conditions on different sides of the build. On the parkway facade the landscape buffer provides some needed separation from

the residential use and traffic. Windows to dwelling units begin on the 2nd floor. But at the intersection of the Vanier Parkway and McArthur, the space of the sidewalk extends to the front door, welcoming people in under the canopy and into the building. Similarly on the Gardner side the main entrance and canopy are generous and welcoming in form and volume, but additionally, the Gardner entrance is clad in a welcoming wood siding, a flash of colour and warmth that is attractive and approachable.

PEDESTRIAN LEVEL ARTICULATION ON MCARTHUR

The ground and second floors of the building facing McArthur are unique to this part of the building. The street frontage along

McArthur is animated with large windows between deep masonry pilasters. Concrete window sills invite short term sitting, but are sloped to discourage long stays. Abutting the sidewalk, the ground floor windows open into a boldly decorated bike repair room. These deeply set windows will have deep (but sloping) sills ideal for short term seating, and will flank an expanded sidewalk area with low planters. Above, on the second floor, this architecture of large and deeply set windows continues, punctuated with canopy details. The second floor space overlooking McArthur will be used for a gym. A double horizontal canopy line unifies this design element and grounds it to the pedestrian space.



View from the intersection of McArthur Avenue and Vanier Parkway, showing proposed continuation of parkway landscaping and tree line.

Streetscaping and Pedestrian spaces on McArthur



Streetscaping and Entrance on Gardner



**Parkway Landscaping and the Entrance
at the corner of McArthur and Vanier
Parkway**



VIEWED FROM A DISTANCE

The division of the building facade into contrasting shapes and colours results in eye catching elements seen at a distance from the south and east. The view of the building from the Vanier Parkway driving north is of particular importance, as this is a driving route to the downtown. The light coloured vertical corner element is distinctive at a distance, and will be lit to enhance it's visual prominence in the evenings.

BUILDING HEIGHT

Zoning permits an 8 storey building, however we are proposing 9 storeys. The proposal is an opportunity to recognize the significance of the property's location on the corner of a major intersection, with a building that would be slightly higher than what is permitted on adjacent lands.

Specifically, the vision behind the design concept is to allow a taller 9 floor building on the subject property as an opportunity to announce the corner relative to adjacent lands which are zoned to

accommodate 8 floors. The higher building at this location will also help to define the quadrant's edge while tying in with the taller buildings on the south-east corner of this intersection.

BUILDING MATERIALS AND COLOURS

The proposed building would be clad almost entirely in brick. Red and tan coloured bricks will be selected to contrast each other boldly. One tone of grey precast will be used within both brick colour areas to cap windows and for banding. Window frames will be charcoal, as will flashing and canopies. The windows of the bike and gym spaces will be trimmed to look as one, with metal battens and panels set out to look like curtain wall. Balcony railing will be simple picks, complimenting the architectural reference to industrial loft conversions.



Views progressing north on Vanier toward the proposed building



Proposed 9 storey apartment (right), 8 storey apartment now construction (left)



McArthur elevations with zoning envelopes behind in grey

ESTABLISHING A WELCOMING PEDESTRIAN STREETScape

This stretch of McArthur, and the intersection at Vanier Parkway, is particularly hostile to pedestrians. The intersection has 'pork chops' and merge lanes that are treacherous for those on foot. The streets are wide and traffic moves quickly. Establishing a pedestrian friendly streetscape is a challenge. But the position of the proposed building close to the building now under construction presents an opportunity.

There is a stretch of City owned property between these two developments, and if both building AND this City land were to become a welcoming pedestrian environment, this area could finally begin to feel welcoming for walking.

The city owned property to the west of the subject site along McArthur will therefore be landscaped with no-maintenance perennials, to 'infer ownership', to help to reduce unwelcome behaviors by passers by, and to build a continues pedestrian experience along this side of the street.

LANDSCAPING

Each side of this subject site requires a very different response in terms of landscape design.

- On the Parkway facade there is an emphasis on landscaping, in order to continue the parkway landscaping. The green band of trees and bushes along the parkway will be reinforced with a planted berm up the wall (angled to prevent loitering) and a line of street trees.
- On the Gardner side the particle functioning of pick-ups, deliveries, pedestrian, bike and car traffic, is framed with planting beds of flowering bushes and perennials.
- On the McArthur frontage,
- At the small north eastern yard,
- City land along McArthur to the west



Proposed apartment viewed from Gardner looking south east.

REGULATIONS, GUIDELINES, & PLANS

The following policy and guideline documents have been examined in preparing a development proposal for the site: Schedule 1 to Amendment 127 (Montreal Road District Secondary Plan), the Urban Design Guidelines for Development Along Traditional Mainstreets, Urban Design Guidelines for High-Rise Housing, and the Official Plan 2007 Design Objectives.

The development site spans two different zoning designations as a result of the combined properties of 353 Gardner Street and 355 Gardner Street thereby resulting in differing zoning requirements for each part of the site. Part of the site is zoned as “Apartment Dwelling Mid-High Rise: R5C, H(25)” with the other part of the site zoned “Traditional Main Street: TM [2214], H(25)” with McArthur Avenue being the 'Traditional Main Street'. The site is within the West Sector of the Montreal Road District Secondary Plan; however, it is not the intent of the Secondary Plan that this portion of McArthur Avenue be considered a 'Traditional Main Street'. Vanier Parkway is considered a 'Scenic Route' in the City of Ottawa's Official Plan. The site is located in 'Area B' on Schedule 1 (Inner Urban) for both TM and R5C zones, 'Area Y' on Schedule 1A (Inner Urban Main Street) for the TM zone, and 'Area X' (Inner Urban) on Schedule 1A for the R5C zone.



The above map shows the zoning for the development site and surrounding zoning context.



The above map shows the development site being subjected to the Mature Neighbourhood Overlay.

Montreal Road District Secondary Plan

Two main goals of the district are to “foster development and redevelopment along the Traditional Mainstreets... which complements and improves upon the positive qualities of the existing character of the District” and to “improve streetscaping along... McArthur Avenue... and the Vanier Parkway.” In the Secondary Plan, the intersection in which our site is located, McArthur Avenue and Vanier Parkway, is identified as a “Major Intersection” (1 of 4). The intersection is described as “an important link between the commercial uses on McArthur Avenue west of the Vanier Parkway and the residential areas on the east side of the Vanier Parkway.”

McArthur Avenue is designated a “Traditional Mainstreet” however on the portion of McArthur with our site, the street would not be actually characterized as “traditional”, and it was not the intent of the author of the plan to extend this designation to include our site.

Our site is on the corner of a major intersection of the wide Vanier Parkway designated as a “Scenic Entry Route”. The corner is prominent and services as a sort of a “gateway” to the downtown core from the South and the East. It is the first intersection in the Montreal Road District Secondary Plan coming from the South and deserves distinct treatment.

“Development and redevelopment on lots with frontage along... McArthur Avenue and the Vanier Parkway will have building setbacks that provide a minimum width of 5.0 metres for sidewalks and related boulevards, which may include a combination of private and public property.” ~Clause 9 in section 1.1.2 Policies for the District

The proposal respects all setback described within these plans.

“Development and redevelopment will include streetscaping and the preservation of street trees. No net loss of street trees will occur and additional streetscaping elements such as benches and planters are encouraged.” ~Clause 11 in section 1.1.2 Policies for the District

We propose to retain one tree close to the parkway, to plan more, and to plant smaller trees in boxes below the hydro wires along McArthur.

Our site is located in what's called the “West Sector” of the District. “The primary role of the West Sector is the entryway from downtown into the District. While employment is an important and necessary component of this Sector, a greater mix of uses is necessary to draw urban activity across the Cummings Bridge from the west.” The following policy applies:

- Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:
- Maintaining the minimum interior side yard setback provisions as contained in the TM zone.
- Providing incremental changes in building height which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.
- Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.

The building has been designed to step down to 8 storeys on the north side to match the abutting 8 storey zoning. In the yard that will function as in interior side yard, the north yard, a 4m setback is proposed. This exceeds the site yard requirements, but allows a more appropriate transition to the now 2 storey development to the north.

1.3.4 Interior of the West Sector

The Secondary Plan designates our site as part of the “Interior of the West Sector”.

“This area consists of a mix of lot sizes, land uses and building types.” Policy 3 states *“Development and redevelopment will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses.”*

See Shadow Study following.

1.3.5 Vanier Parkway

The Vanier Parkway is a “Scenic Entry Route” in the City's Official Plan.

“The Vanier Parkway has an existing vegetative buffer and the priorities are the preservation and enhancement of this buffer and providing pedestrian connections to the Vanier Parkway.”

Policy 1 states *“New...mid-to-high residential use buildings will provide direct pedestrian access to Vanier Parkway.”*

Policy 2 states *“Development or redevelopment will include enhances streetscaping and the preservation of the existing vegetative buffer. Any reduction of the vegetative buffer along the Vanier Parkway for specific site design requirements or to increase pedestrian access to the Parkway will be at the City's discretion.”*

The proposed developed addressed all these planned elements. The vegetative buffer will be enhanced with new planting, there is a visually celebrated pedestrian entrance at the intersection on Vanier Parkway, and all frontages have been designed for pedestrian use and enjoyment.

Ottawa's Official Plan

Design Objective 1 is: *“to enhance the sense of community by creating and maintaining places with their own distinct identity”.*

To accomplish this, design should:

“promote quality consistent with a major metropolis, and a prime business and tourist destination”

“Reflect a thorough and sensitive understanding of place, context and setting.”

The proposed design solution works with the surrounding context, which is no in keeping with the Official Plan. However, by designing bold pedestrian oriented ground and second floor architectural features with active entrances and windows, by creating safe, welcoming and generous sidewalk areas, and by landscaping the space between the two buildings on McArthur, we are confident that we can enhance the sense of community in this difficult location.

For street scale:

“Utilizing means such as formal street tree planting schemes or master fence or screening plans to help create an identifiable community image so that neighbourhoods or communities are recognizable by the trees used or the form of landscape developed.”

“Supporting the role of the street as a vibrant public space through means such as creating or reinforcing a patterns of building, activity, landscape, and amenity that will attract the public.”

We proposed to continue the vegetative buffer along the Parkway, a feature that is very much a part of the character and identity of this neighbourhoods. We also propose street trees and low maintenance perennials along McArthur, to establish a new rhythm of trees and a new more pedestrian friendly character. On Gardner we propose trees and lots of flowering perennials, to suit the inner block neighbourhood character of this street.

For site scale:

“Providing architectural gestures – memorable pediments, fascades, or steeples that will provide neighbourhood or district landmarks.”

“Contributing to views and vistas where building or structures stand out significantly on the skyline from the background of existing buildings.”

“Considering adjoining buildings, topography, and the general pattern of heights in the area to determine the scale, massing and height of the development.”

The proposed vertical element at the corner of McArthur and Vanier Parkway is designed specifically to be noteworthy and memorable in this highly visible location.

Design Objective 2 is: *“to define quality public and private spaces through development.”*

To accomplish this, design should:

“Clearly define and connect public space and private spaces by: defining and enclosing spaces using buildings, structures and landscaping; recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric.”

The proposal leverages the buildings needed amenity space,

locating it in the transition area between the public space of the street, and the private spaces leading to dwelling units. In this way the design invites new residents into the dynamic of the street and community, whilst providing appropriate transitions from private to public.

“Address the relationship between buildings and between buildings and the street.”

By working to unify the street experience between the proposed building and its western neighbour, we are able to build a streetscape that is more welcoming and more usable.

For neighbourhood scale:

“Providing public amenity space that is visible, usable, well-maintained and accessible.”

The extended sidewalk area on McArthur is designed with two levels, low steps, planter boxes with trees, and exterior 'window seats'. This space is designed to be fully accessible and public, with a fine balance between discouraging loitering, and welcoming vibrant sidewalk life.

For street scale:

“Using architectural treatments such as set backs or projections from continuous building lines, awnings canopies, alcoves and bays to soften the interface between buildings and the public realm, create usable attractive spaces for pedestrians, add valuable visual emphasis, and foster activity on the street where people move between public and private space.”

Canopies at both entrances soften the interface between the building and the public realm. The two storey window treatment and canopies along McArthur accomplish this as well, with textural contrast, views to active uses inside, and depth. The two foot deep pilasters each side of the windows, complete with sills for short term sitting, will foster street activity and community engagement.

“Anchoring strategic and highly visible locations at the intersection of

major roads through means such as strong architectural or design elements.”

The proposed corner element and building height (1 storey greater than the future neighbourhood behind) will anchor this corner as the neighbourhood continues to evolve.

For site scale:

“Reducing the amount of area devoted to parking by considering means such as alternatives to surface parking (structures, below-grade parking), shared parking, or reduced parking standards or requirements as and where appropriate.”

“Locating service areas (loading, trash) and service elements (metres, transformers) away from the public street.”

All parking is underground or inside. The transformer will be located in a vault in the basement.

For building scale:

“Addressing locations that abut a public space frequented by pedestrians by providing elements such as... windows giving views to passers by that both inform them of the function of the building and provides views out of the building to enhance natural surveillance..., vistas or changes in grade.”

“Using architectural elements, massing, and landscaping to accentuate main building entrances and connecting the entrance to the sidewalk with a well-defined pedestrian way.”

Design Objective 3 is: *“to create places that are safe, accessible and are easy to get to and move through.”*

To accomplish this, design should:

“Create places and spaces that are visible and safe and can be confidently used at all hours of the day or night.”

All walking paths around the building are accessible and well lit. Bushes sloping up to the wall on the parkway frontage will be dense to discourage anyone from entering the landscaped area.

Design Objective 4 is: *“to ensure that new development respects the character of existing areas.”*

For site scale:

“Providing transitions to ameliorate negative impacts of large differences in scale between new and existing development.”

The proposed building will step in at the 9th floor to match the 8 storey zoning to the north side of the subject property. A 4m setback will soften this transition in advance of anticipated future development.

For building scale:

“Addressing the impact of the height of medium / tall buildings by means such as: adding cornice lines midway up the new structure which approximate the height of adjacent buildings.”

“Creating a sense of human scale and visual interest within the first three floors of a building...”

Although this is not a high-rise, the design uses the tools of base-middle-top to articulate, provide scale and enhance streetscaping.

At the pedestrian level the design responds to the very unique conditions on different sides of the building. On the parkway facade the landscape buffer provides some needed separation from the residential use and traffic. Windows to dwelling units begin on the 2nd floor. But at the intersection of the Vanier Parkway and McArthur, the space of the sidewalk extends to the front door, welcoming people in under the canopy and into the building. Similarly on the Gardner side the main entrance and canopy are generous and welcoming in form and volume, but additionally, the Gardner entrance is clad in a welcoming wood siding, a flash of colour and warmth that is attractive and approachable.

Design Objective 5 is: *“to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.”*

To accomplish this, design should:

“Achieve a more compact urban form over time.”

“Accommodate the needs of a range of people of different incomes and

lifestyles at various stages in the life cycle.”

“Optimizing choice and availability of options in housing...”

The proposed building will provide much needed 1 and 2 bedroom units, allowing for more housing choice within the neighbourhood.

The bike repair room, in it's 'shop front' location, could transition over time to a commercial use, or simply become the home of a pop-up bike repair business on Saturdays.

Design Objective 6 is: *“to understand and respect natural processes and features, and promote environmental sustainability in development.”*

For city-wide scale:

“Maximizing the planting of public and private areas, utilizing native species where appropriate and using a diversity of species for overall environment quality.”

We propose plantings for all frontages, using low maintenance and native species.

For site scale:

“Minimizing light pollution levels...”

Our lighting will not spill into the night sky.

Sustainability Statement

The proposed development would replace two single family homes (with multiple dedicated parking spaces), with a 61 unit apartment building. Located in this transit rich neighbourhood, this constitutes a significant environmental improvement.

The majority of our new tenants will use alternate forms of transportation. Less than half of the proposed units will have a dedicated parking space.

The proposed building is designed to celebrate the bicycle and allow bicycle use to be both physically/practically and decoratively at the public interface of the building.

Bicycle use will be celebrated by positioning the bike repair room inside the largest street fronting windows. This room will be boldly and brightly decorated to attract attention and interest, to animate the streetscape and spotlight biking culture.

Site Specific Urban Design Objectives (Pre-consultation with City Planning Staff)

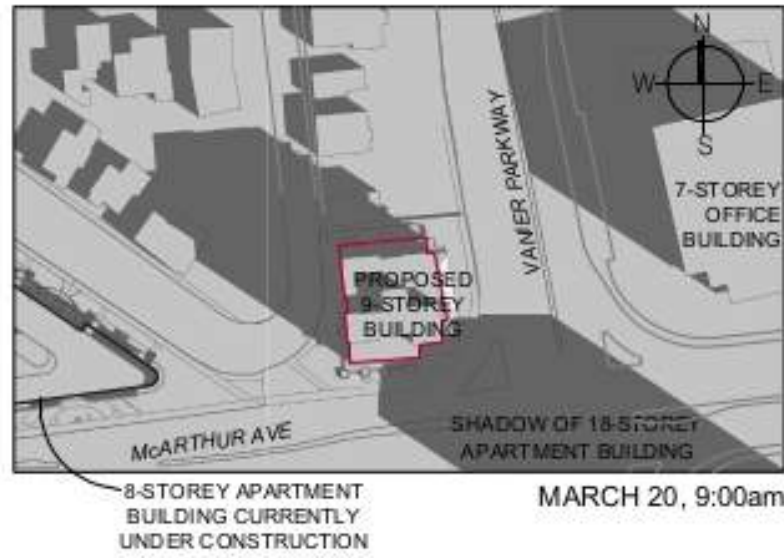
In consultation with City Staff we have confirmed that the site is not to be developed as a Traditional Main Street, but designed generally under R5 zoning.

City staff raised concerns about the then proposed 10 storey design, as this pushed it into the City category of 'high rise'. As a result the design was modified to 9 storeys.

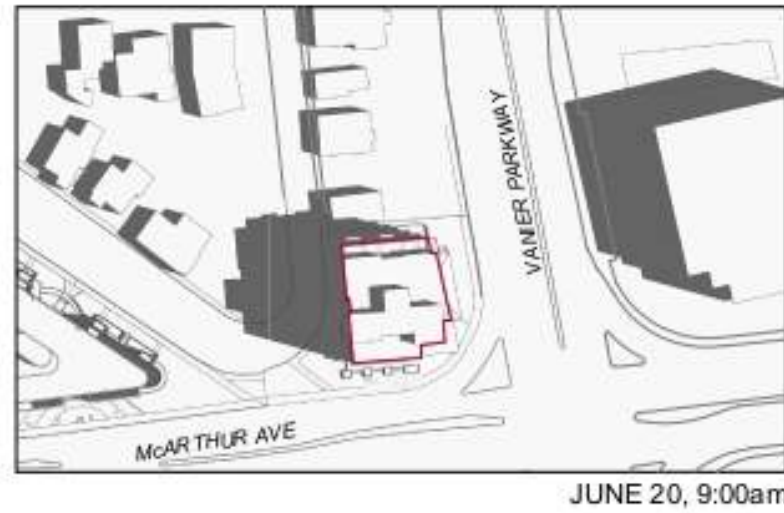
A transition to the lower density development to the north was discussed with City staff. As a result the stepping on the top floor was introduced.

City staff also suggested that parking not be located on the ground floor, and promoted active uses, particularly on McArthur. Ground floor parking was consequently reduced to only 6 spaces in the north west corner.

Sun Shadow Study



MARCH 20, 9:00am



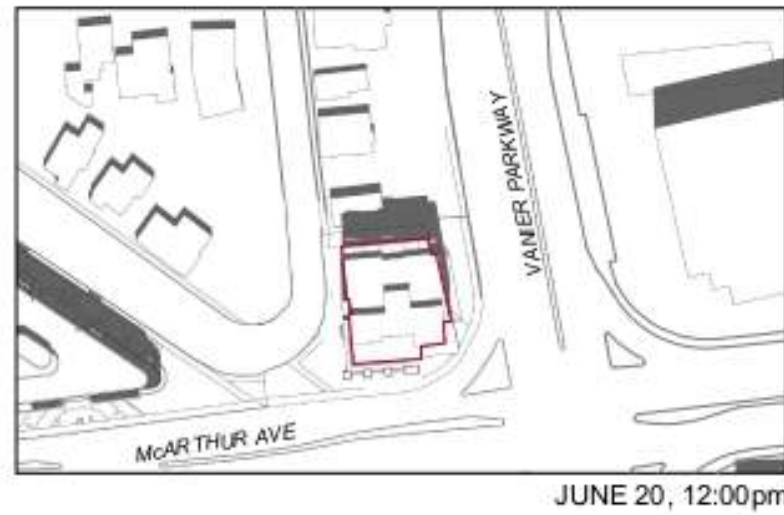
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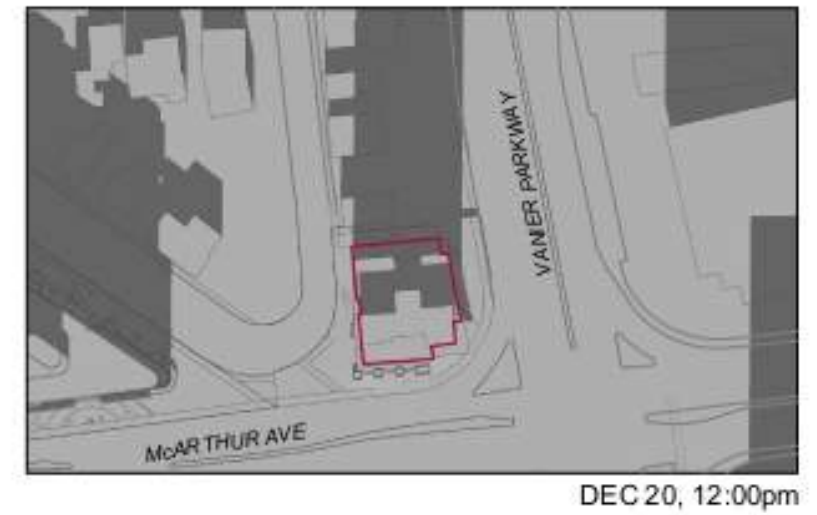
DEC 20, 10:00am



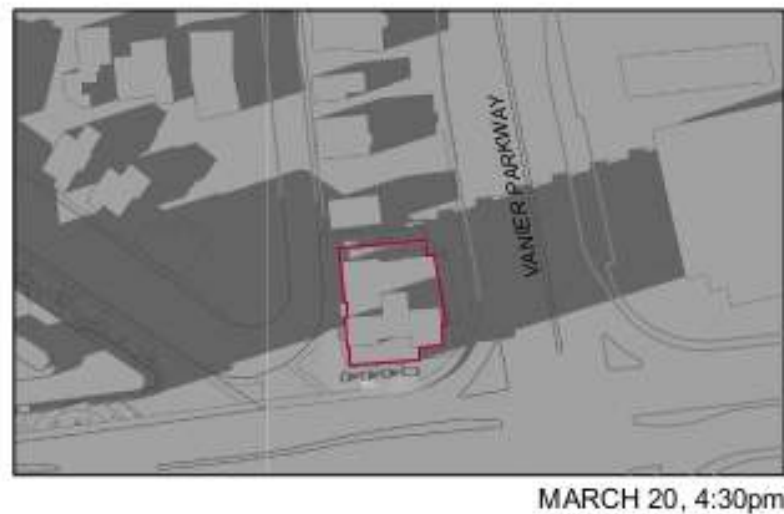
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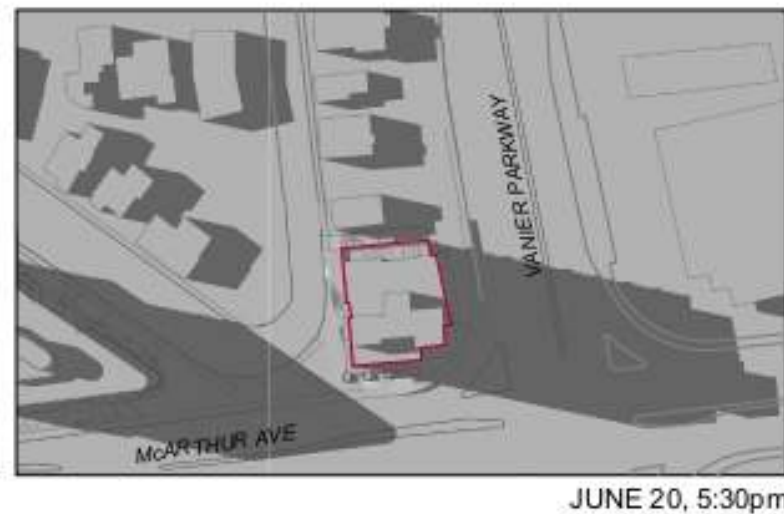
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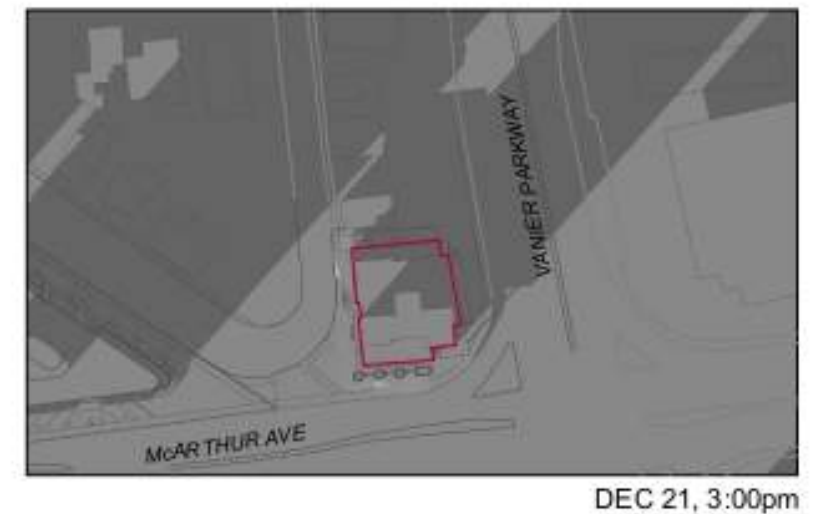
DEC 20, 12:00pm



MARCH 20, 4:30pm



JUNE 20, 5:30pm



DEC 21, 3:00pm

ZONING

This site has two zoning designations, is irregularly shaped, has 3 frontages, an unusual corner site triangle condition, and is located at the intersection at a parkway. Consequently, any development on this site would require many variances, or a re-zoning. We propose to proceed with a re-zoning because this would allow be simpler and more clear.

Half the site is zoned R5C and half is zoned TM. The site is bounded by 3 roads. What is technically the rear yard functions as an interior side yard, and so we propose to reduce it from the 7.5m rear yard to a 4m setback. The required interior side yard setback is 1.5m. Corner side yard setbacks for buildings over 15m in building height must be setback an additional 2m within the TM zone, but not within the R5 zone. In the context of this site, that setback is not appropriate and does not achieve the intent of the TM zone. The minimum driveway width proposed is 3m whereas when there are more than 20 parking spaces, 6m is required. Instead, traffic signal will be installed to allow cars to be able to move safely and conveniently, on and off of this small site.

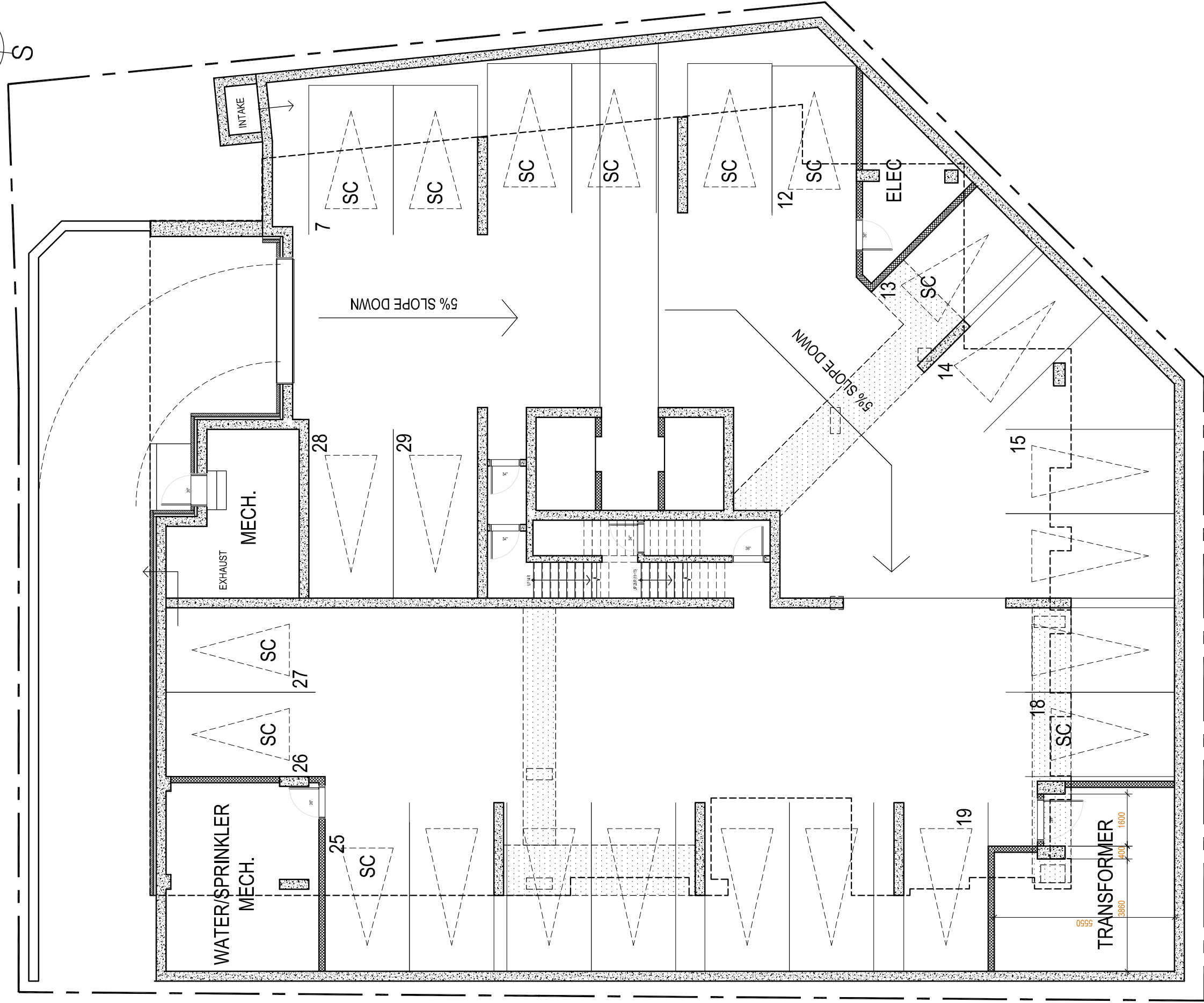
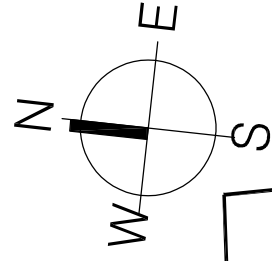
#	Zoning Requirement (R5C)	Calculation	Proposal
1	Min. lot width required = 22.5m	(at 3m setback line)	21m VARIANCE
2	Min. lot area required = 675sq.m		1024 sq.m.
3	Min. front yard setback = 3m		4.1m
4	Min. corner side yard setback = 3m		3m
5	Min. rear yard setback = 25% of lot depth to a max of 7.5m	112 sq.m. rear yd /1024 sq.m. = 11%	4m rear setback, VARIANCE 11% rear yd area, VARIANCE
6	Max. building height = 25m		28m, VARIANCE
7	Average grades to be calculated (City to confirm the points to be included in this calculation)		
8	30% of the lot area must be provided as landscaped area 163(9)		30%.
#	Zoning Requirement (TM)	Calculation	Proposal
9	TM zoning permits mid-high rise apartments (more than 4 storeys) subject to Bylaw 2014-292		9 storeys provided
10	Max. permitted building height of 25m above average grade, does not include mechanical and service equipment penthouse, elevator or stairway penthouses (By-law 2014-94), landscaped areas, roof-top gardens and terraces and associated safety guards and access structures, ornamental dome, skylight, cupola or parapet		28m, VARIANCE (City to review projections of mechanical rooms)
11	min building height = 6.7m for a distance of 20m from the front lot line		provided
12	Where the building height is greater than 4 storeys or 15m, at and above the 4 th storey or 15m, whichever is the lesser, a building must be setback a minimum of 2m more than the provided setback from the front lot line as set out under subsection 197(5), and from a corner side lot line		provided
13	Average Grade to be calculated using proposed grades at the base of the building. (City to confirm)		
14	Max. permitted front yard setback below 15m height is 2m		SEE LINE 16

ZONING (Continued)

15	Min. permitted front yard setback above 15m height is 2m		provided
16	In the case of a hydro pole, the setback may be 2m, and from a high voltage power line, the setback may be 5m for that portion of the building affected by the high voltage power line.		5m
17	Min. corner side yard setback below 15m = 3m, except for any part of a building above 15m for which an additional 2m setback must be provided to = 5m		No additional 2m setback proposed at Vanier frontage, VARIANCE req'd
Exception 2214			
18	Additional Permitted Land Uses: detached dwelling, duplex dwelling, linked-detached dwelling, semi-detached dwelling- stacked dwelling, three-unit dwelling, townhouse dwelling		N/A
General Requirements			
19	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor (By-law 2015-190)		provided
Projections			
20	Ornamental elements such as sills, belt courses, cornices, parapets and pilasters may project into a required yard 0.6m, but not closer than 0.6m to a lot line		provided
21	Canopies and awnings may project into required yards: a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line, and 1.8m into an interior side yard, but not closer than 0.6m to a side lot line		provided
22	Fire escapes, open stairways, stoop, landing, steps and ramps may project into a required yard: (a) where at or below the floor level of the first floor: (I) in the case of the interior side yard or rear yard: no limit, and (II) in the case of the front yard or corner side yard: no closer than 0.6m to a lot line, and (b) other cases: (I) In the case of any yard: 1.5m, but not closer than 1m to a lot line; and (By-law 2014-278)		Balconies comply
23	Covered or uncovered balcony, porch, deck, platform and veranda, with a maximum of two enclosed sides, excluding those covered by canopies and awnings, may project into required yards: (a) uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6m above adjacent grade: (I) in the interior side yard and rear yard: no limit (II) in the front yard and corner side yard – the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m to a property line; and (By-law 2008-462) (By-law 2014-278) (b) all other cases - 2m, but no closer than 1m from any lot line		balconies comply

ZONING (Continued)

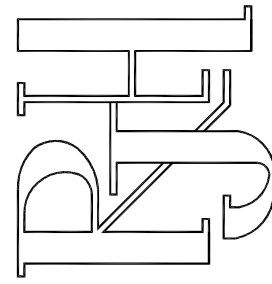
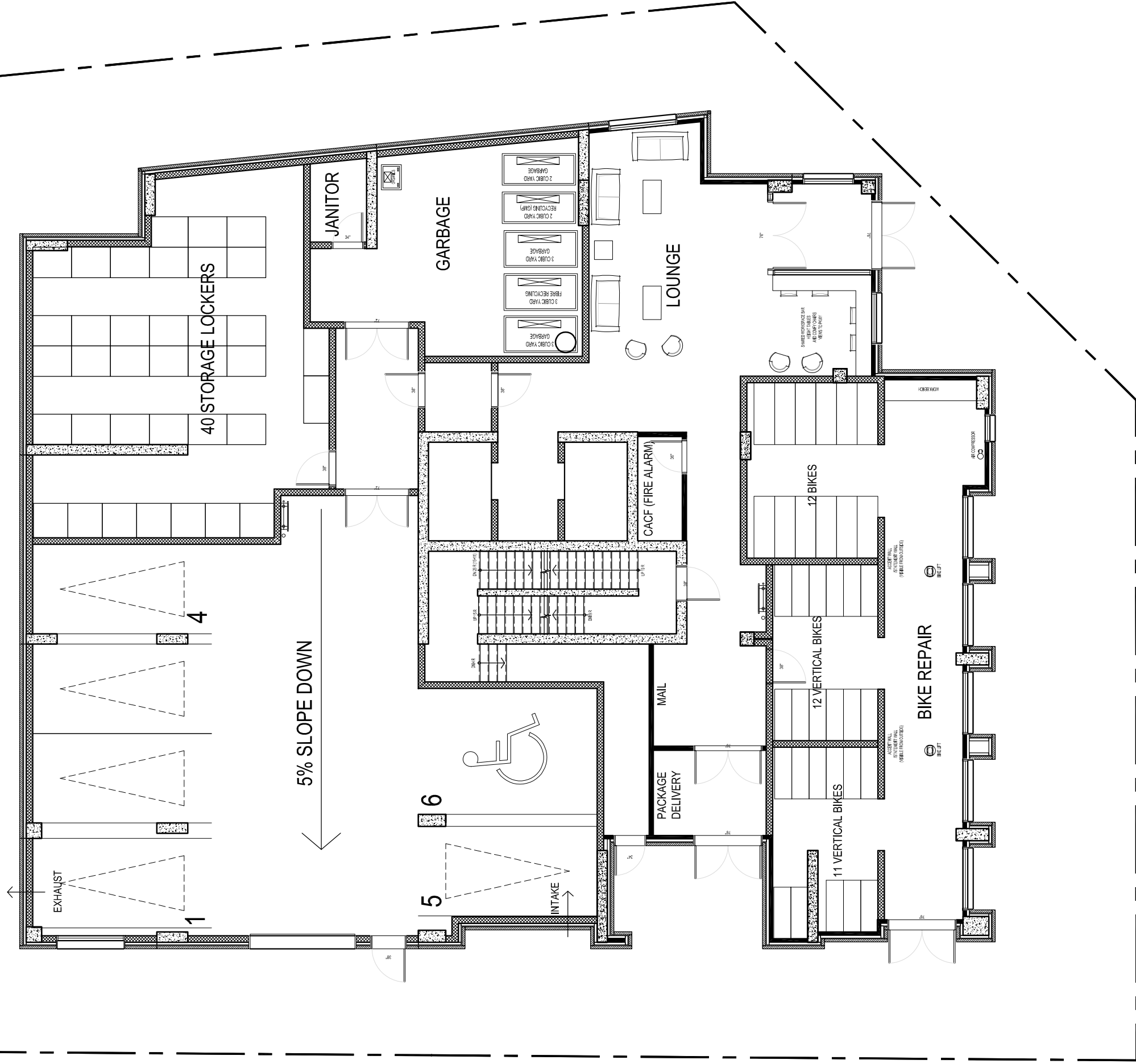
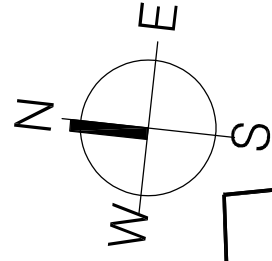
Parking & Driveway		
24	Min. driveway width is 6m for parking lots with 20 or more parking spaces and 3m for less than 20 parking spaces. A driveway providing access to a parking lot or parking garage must have a minimum width of three metres for a single traffic lane, and 6.0 metres for a double traffic lane . (By-law 2016-249) OR for 20 or more parking spaces: 6.7m (By-law 2014-289)	VARIANCE REQUIRED 3m drive width provided for access to 30 vehicles
25	Despite any requirements to the contrary, parking for a use required on one lot, may be located on another lot, but must be in the same city block, or on a lot on the opposite side of the public street on which the use requiring the parking is located. (By-law 2010-354)	
26	Min. required parking rate of 0.5 per dwelling unit, no off-street motor vehicle parking is required to be provided under this section for the first 12 residential units	(61-12) x0.5 = 25 29 total spaces provided (includes visitor)
27	Min. required visitor parking rate of 0.1 per dwelling unit, no visitor parking spaces are required for the first 12 dwelling units on a lot, and no more than thirty visitor parking spaces are required per building	(61-12) x0.1 = 5 29 total spaces provided (includes visitor)
28	Total parking required for 61 units = 25+5 = 29	29 total spaces provided (includes visitor)
29	A motor vehicle parking space must have a min. width of 2.6m and a max. width of 2.75m; and a min. length of 5.2m, except for parallel parking where a min. length of 6.7m is required.	provided
30	Despite subsection (1), disabled parking spaces must comply with the provisions of the City of Ottawa Traffic and Parking By-law.	provided
31	Parking spaces, other than a visitor and parallel parking spaces, may be reduced in size for the following cases: up to 40% of the required parking spaces may be reduced to a min. width of 2.4m and a min. length of 4.6m; where the parking spaces are located in a parking lot or parking garage containing more than 20 spaces, and provided any reduced length space is clearly identified for small cars only	N/A
32	Despite the above note, where a parking space is located abutting or near a wall, column or other similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, that parking space must have a min. width of 2.6m.	N/A
33	The parking podium is considered part of the landscaping if it is less than 2' above grade.	No parking podium above grade
34	Bike parking required is 0.5 spaces per dwelling unit	61 units x 0.5 = 31 35 bike parking spaces will be provided
Amenities & Landscaping		
35	Amenity Area required: 6sqm per dwelling unit.	provided
36	Communal Amenity Area must be a minimum of 50% of the required total amenity area.	provided
37	Communal Amenity Area must be Aggregated into areas up to 54sqm, and where more than one aggregated area is provided, at least one must be a minimum of 54sqm.	provided
38	Amenity area provided outdoors must not be located in a required front or corner side yard.	provided



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 www.rjhill.ca • rosaline@rjhill.ca

GARDNER APARTMENTS
 353-357 Gardner Street, Ottawa, Ontario
 June 17, 2020 SCALE: 1:125

Basement Plan



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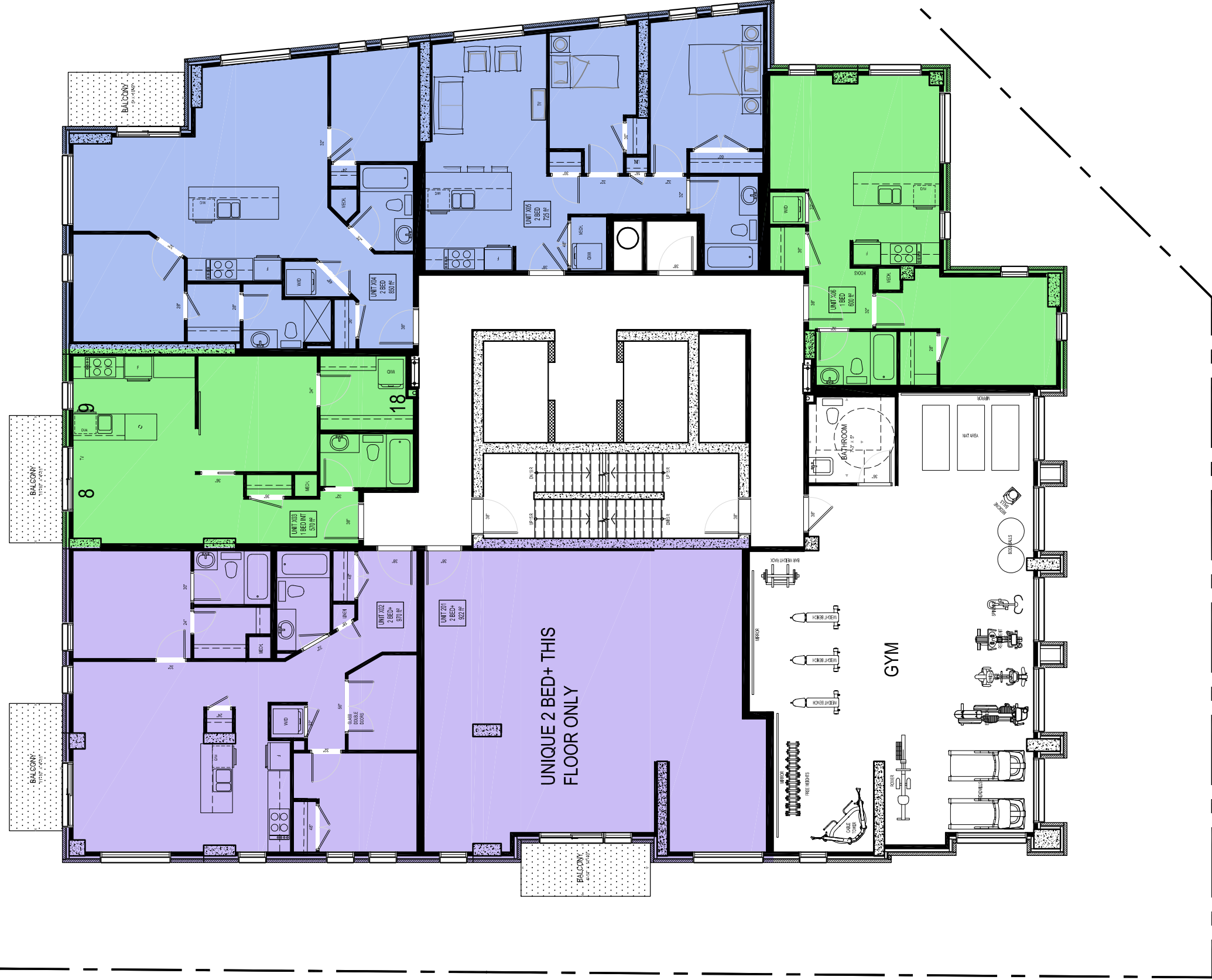
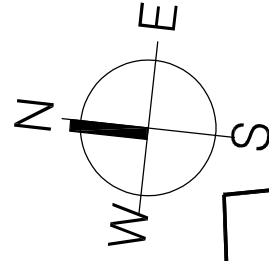
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GARDNER APARTMENTS

353-357 Gardner Street, Ottawa, Ontario

June 12, 2020 SCALE: 1:125

Ground Floor Plan



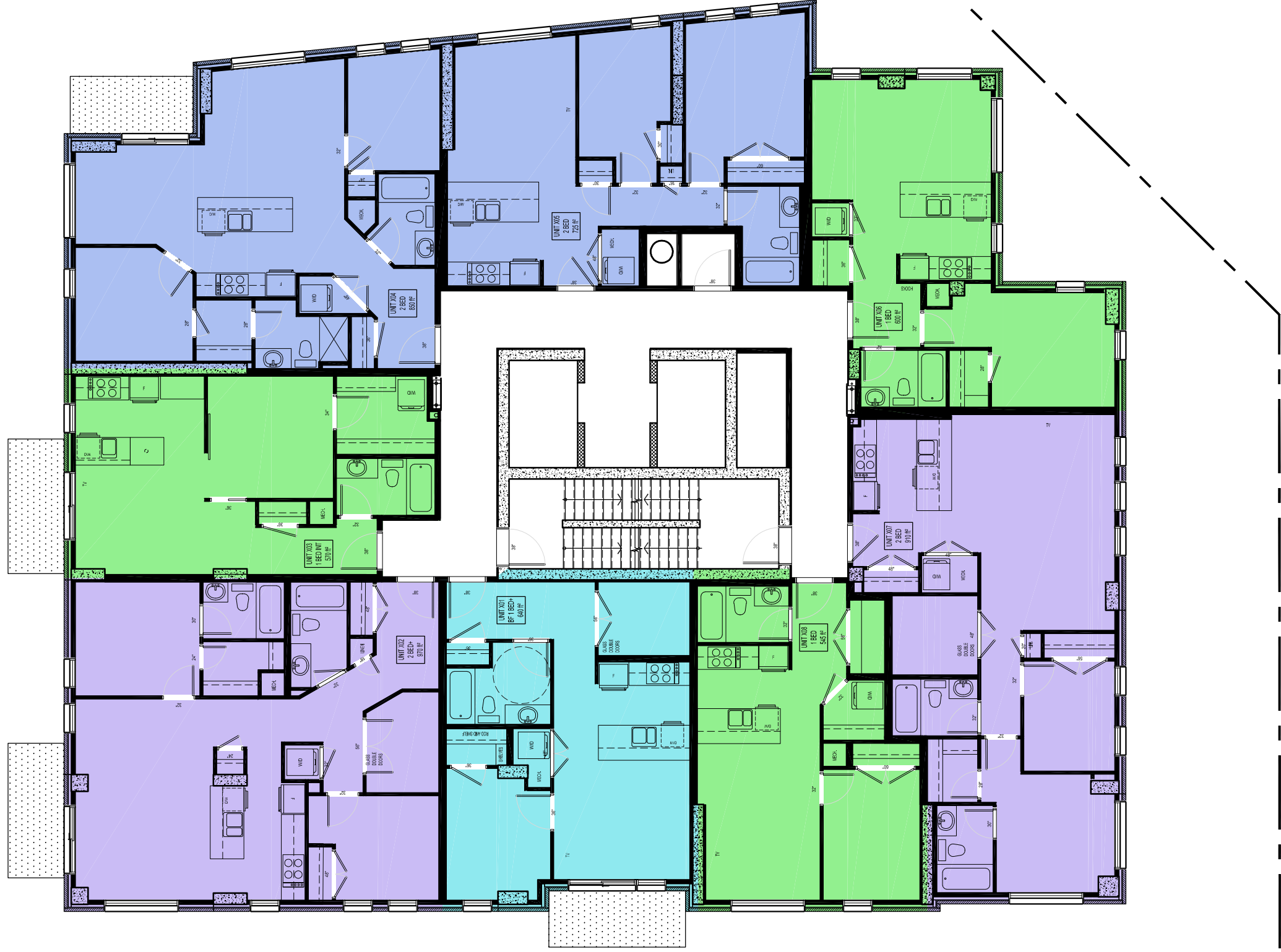
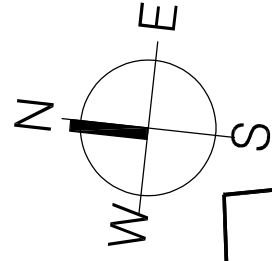
	1 Bedroom
	1 Bedroom + Den
	2 Bedroom
	2 Bedroom + Den
	Storage








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GARDNER APARTMENTS
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 June 12, 2020 SCALE: 1:125

Second Floor Plan

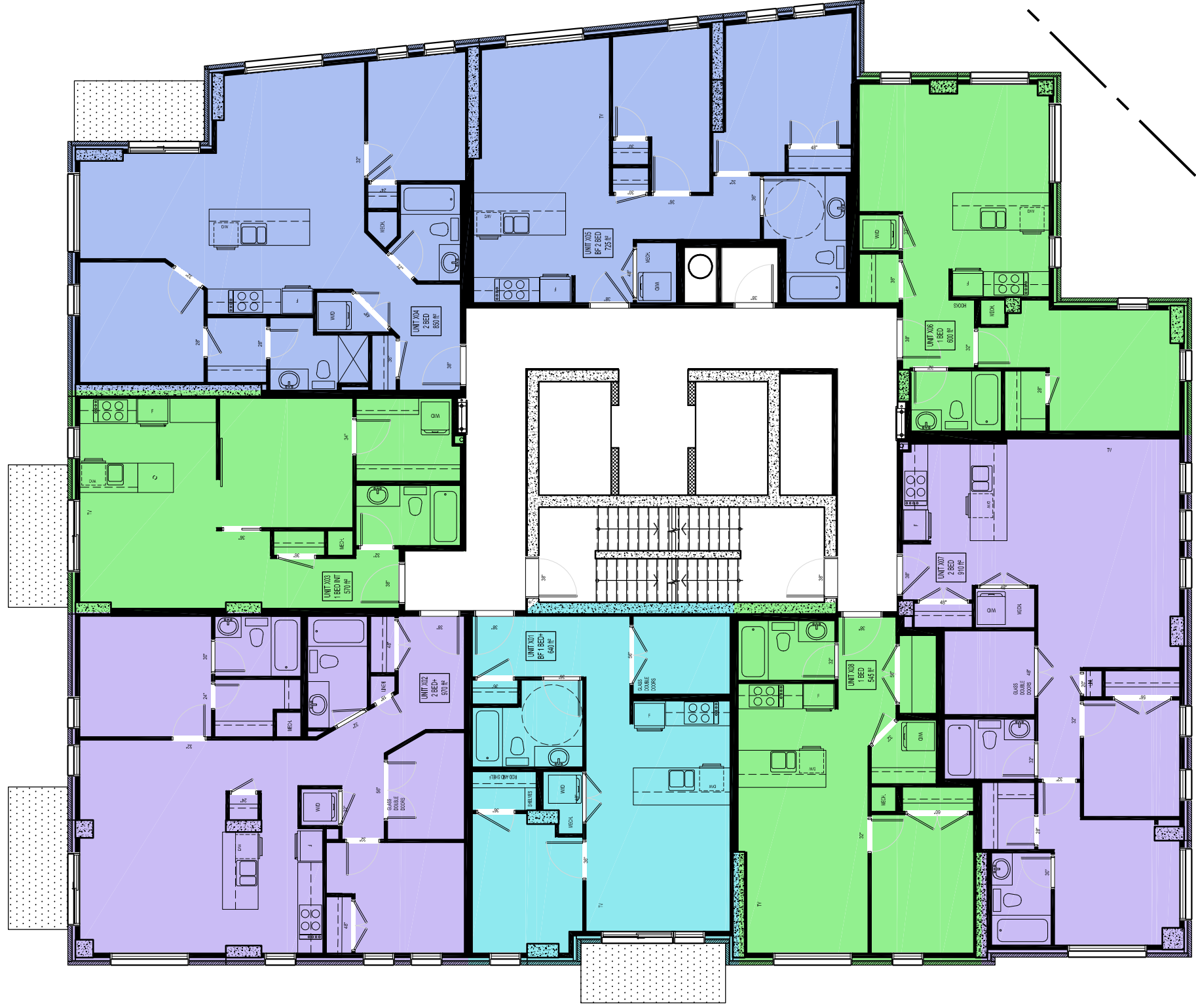
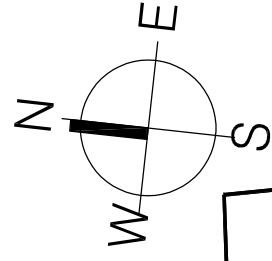


	1 Bedroom
	1 Bedroom + Den
	2 Bedroom
	2 Bedroom + Den
	Storage



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GARDNER APARTMENTS
 353-357 Gardner Street, Ottawa, Ontario
 June 12, 2020 SCALE: 1:125
Third - Fifth Floor Plan

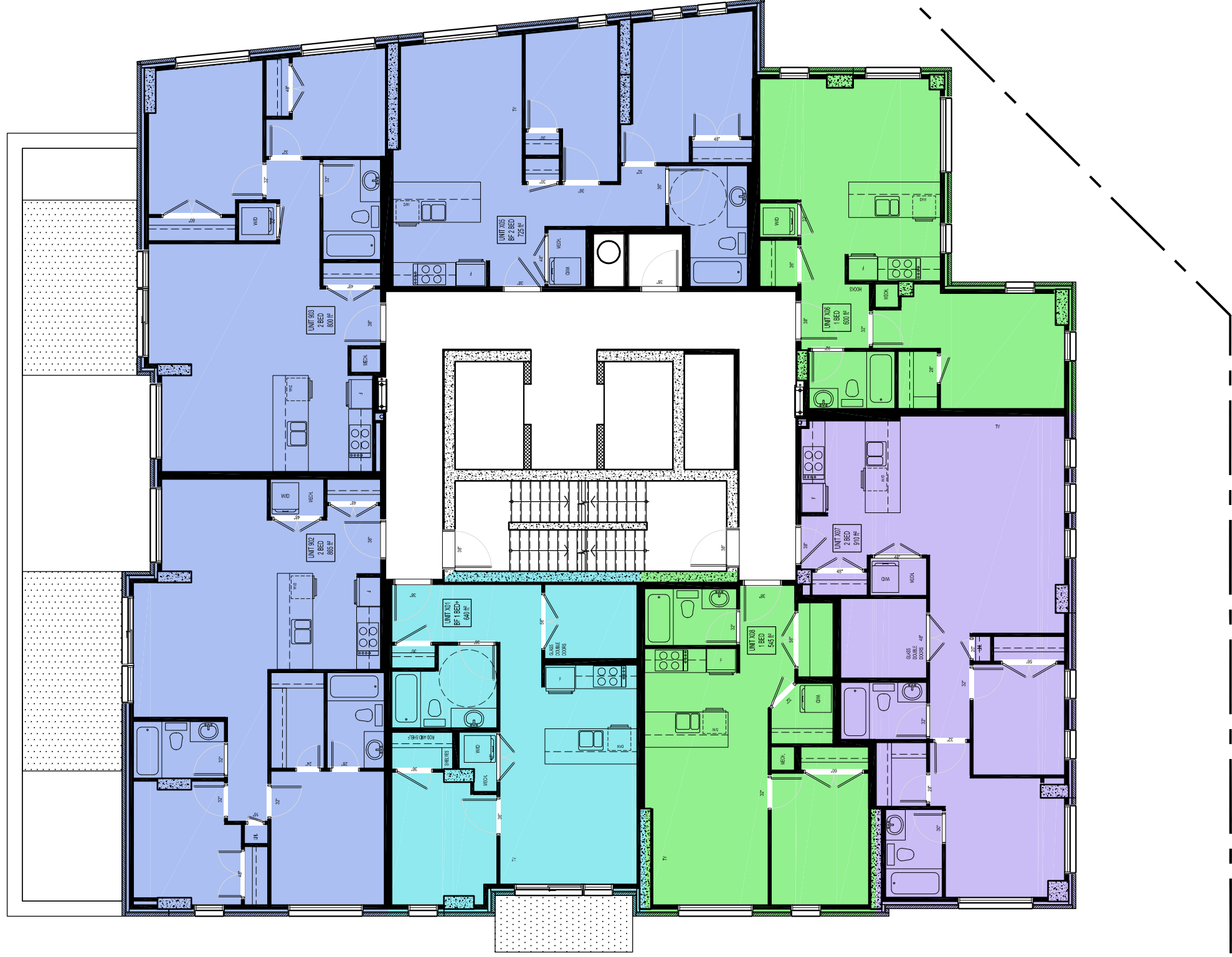
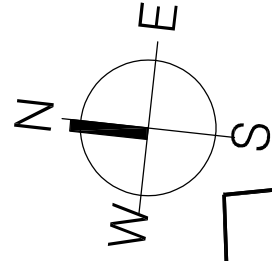


Unit 5 - ACCESSIBLE UNIT SHOWN.
OCCURS ON FLOORS SIX AND ABOVE

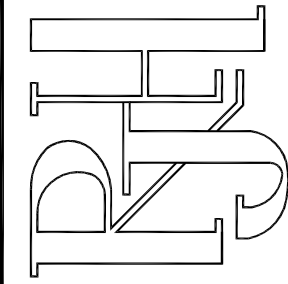
	1 Bedroom
	1 Bedroom + Den
	2 Bedroom
	2 Bedroom + Den

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GARDNER APARTMENTS
 353-357 Gardner Street, Ottawa, Ontario
 June 12, 2020 SCALE: 1:125
Sixth - Eighth Floor Plan



- 1 Bedroom
- 1 Bedroom + Den
- 2 Bedroom
- 2 Bedroom + Den

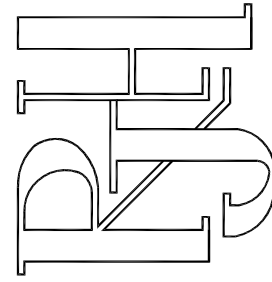
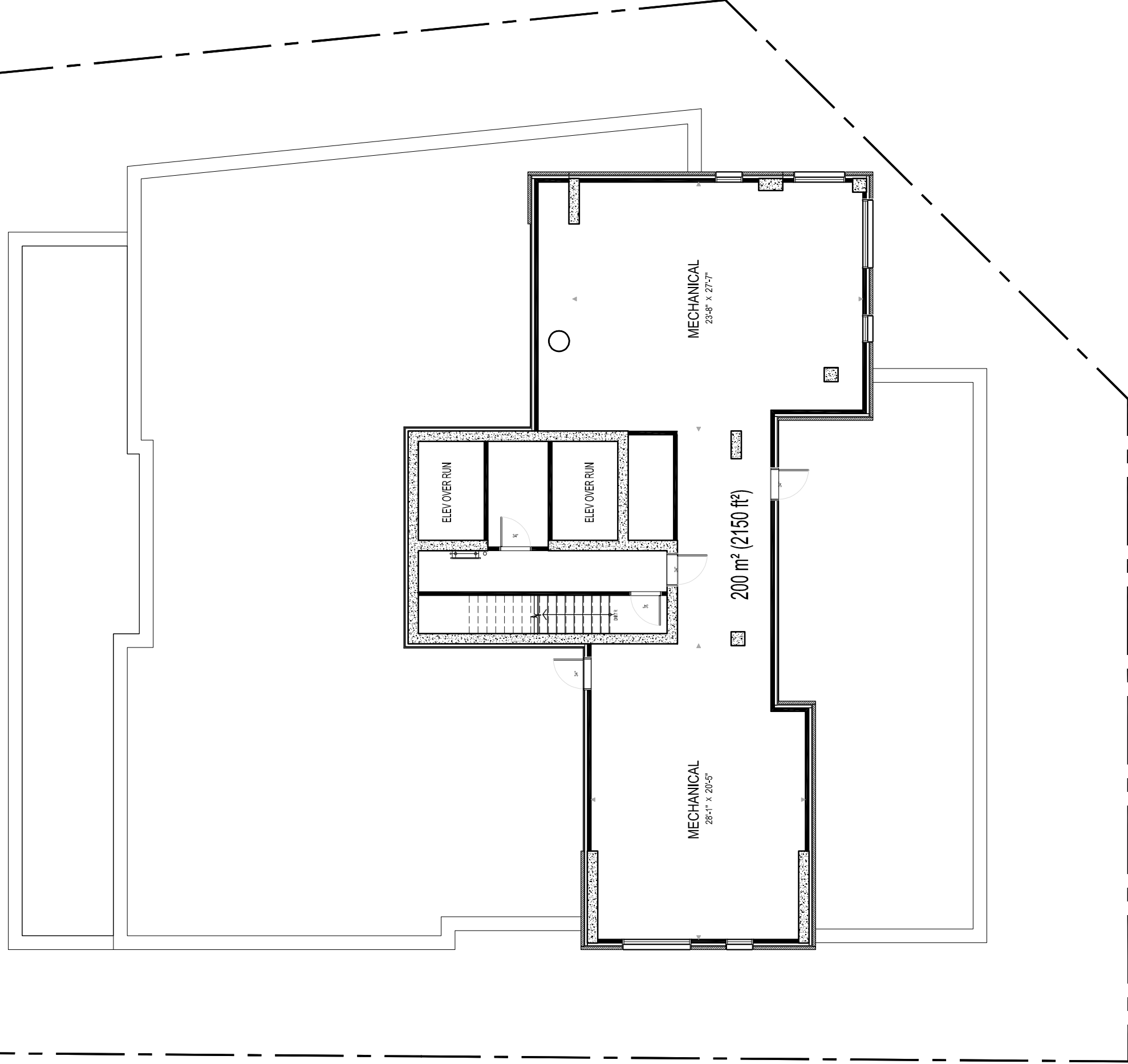
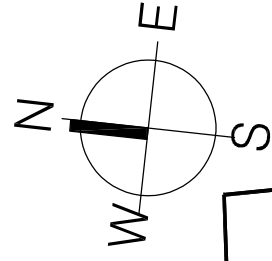


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Ninth Floor Plan

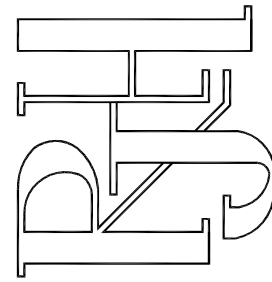
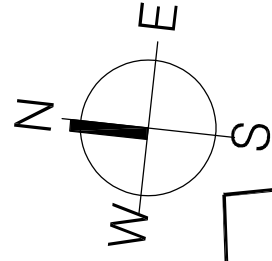


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June 17, 2020 SCALE: 1:125

Mech Penthouse Plan



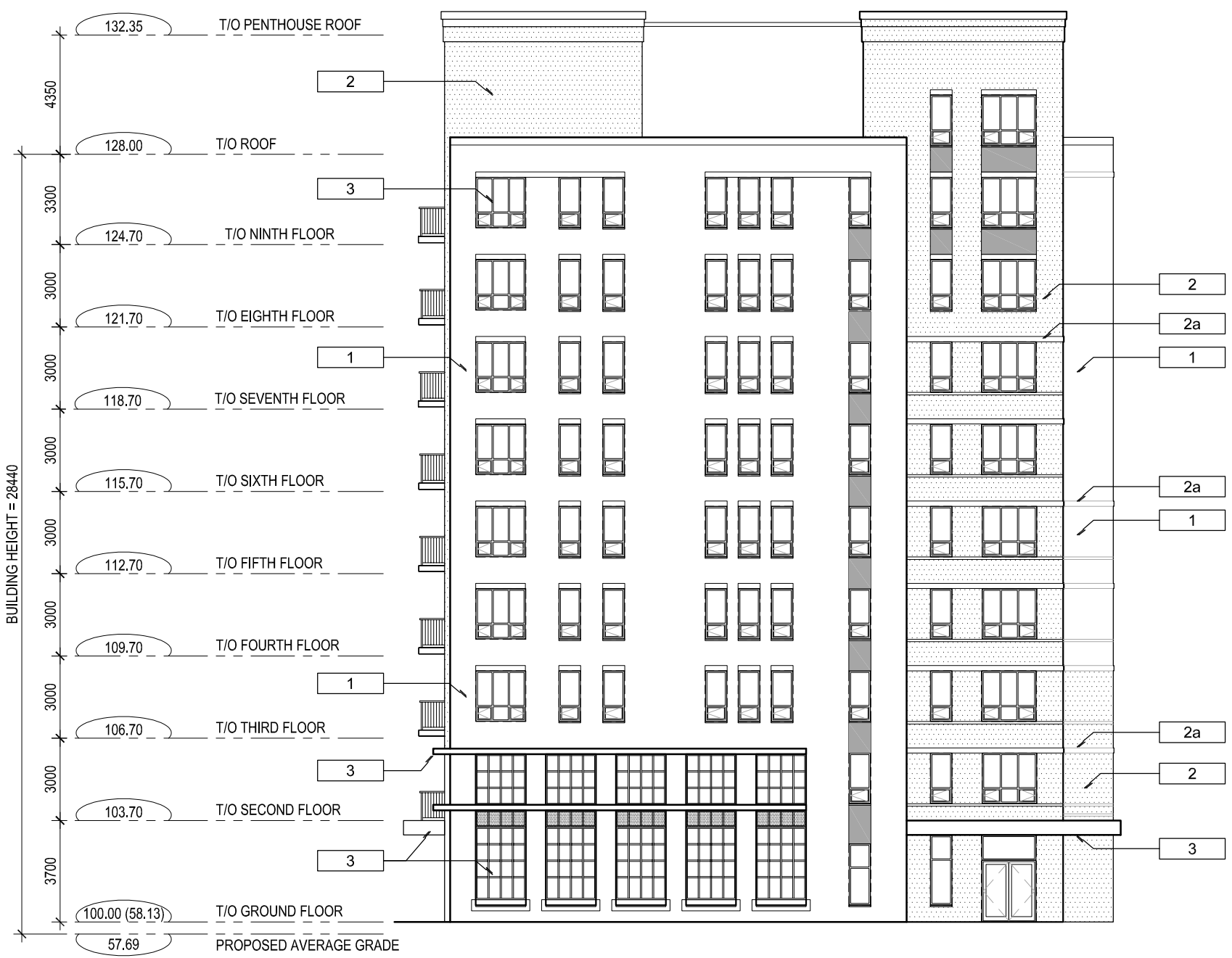
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GARDNER APARTMENTS
353-357 Gardner Street, Ottawa, Ontario
June 17, 2020 SCALE: 1:125

Roof Plan

Drawing name: C:\Users\Austia\Desktop\Work From Home March 16\2022 dwg\2022 AutoCAD\2002 ELO1 ELEVATIONS.dwg



McARTHUR ELEVATION

VANIER ELEVATION

- 1 BRICK: RED
- 2 BRICK : TAUPE
- 2a BANDING HEADERS AND SILLS TO MATCH TAUPE BRICK
- 3 ALUMINUM WINDOWS AND CANOPIES: CHARCOAL

RJH

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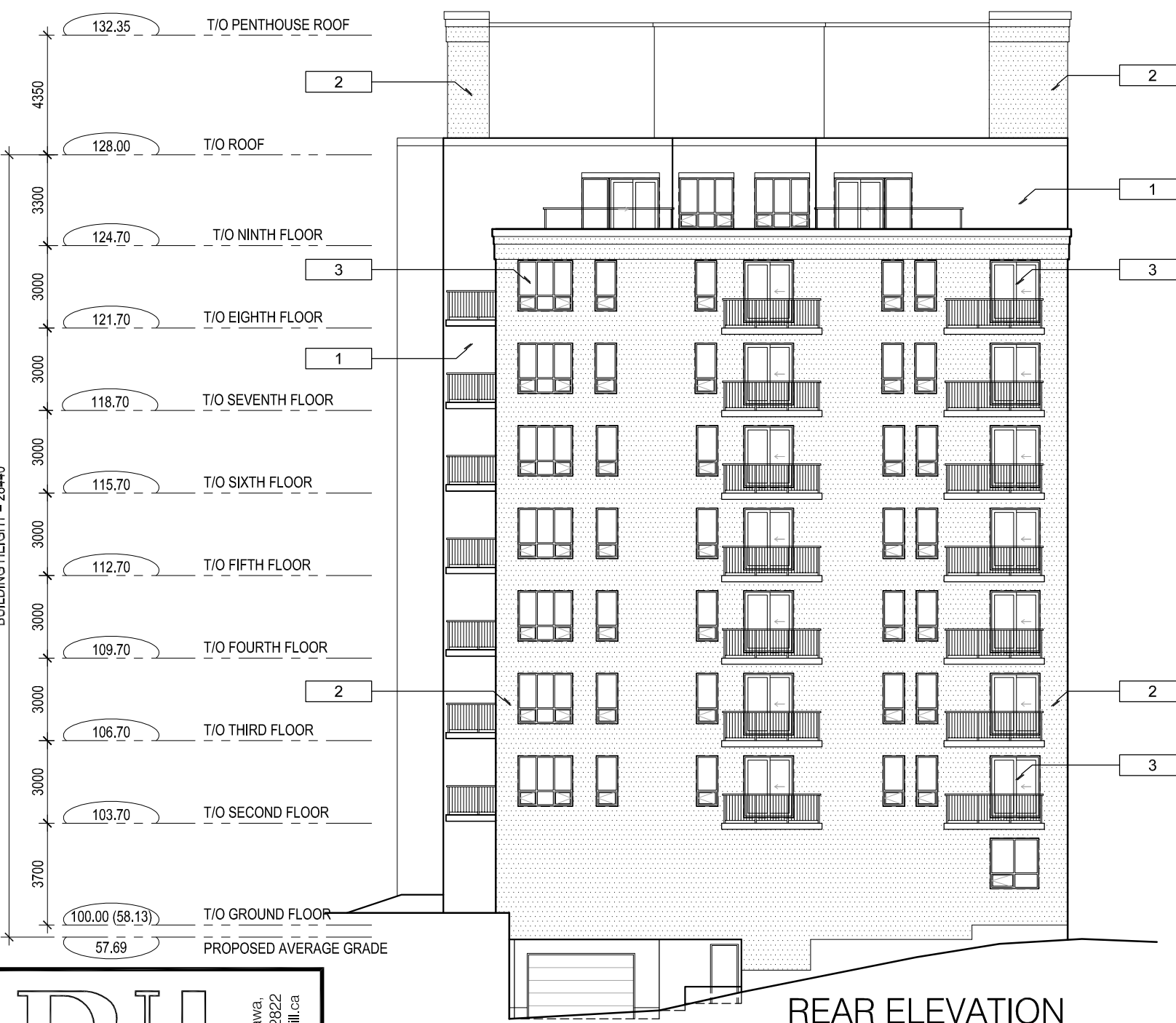
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GARDNER APARTMENTS
353-357 Gardner Street, Ottawa, Ontario

July 2, 2020 SCALE: 1:200

ELEVATIONS

Drawing name: C:\Users\Alastair\Desktop\Work From Home March 16\2020 04\2020 AutoCAD\2020 ELO1 ELEVATIONS.dwg



REAR ELEVATION



GARDNER ELEVATION

- 1 BRICK: RED
- 2 BRICK : TAUPE
- 2a BANDING HEADERS AND SILLS TO MATCH TAUPE BRICK
- 3 ALUMINUM WINDOWS AND CANOPIES: CHARCOAL

RJH

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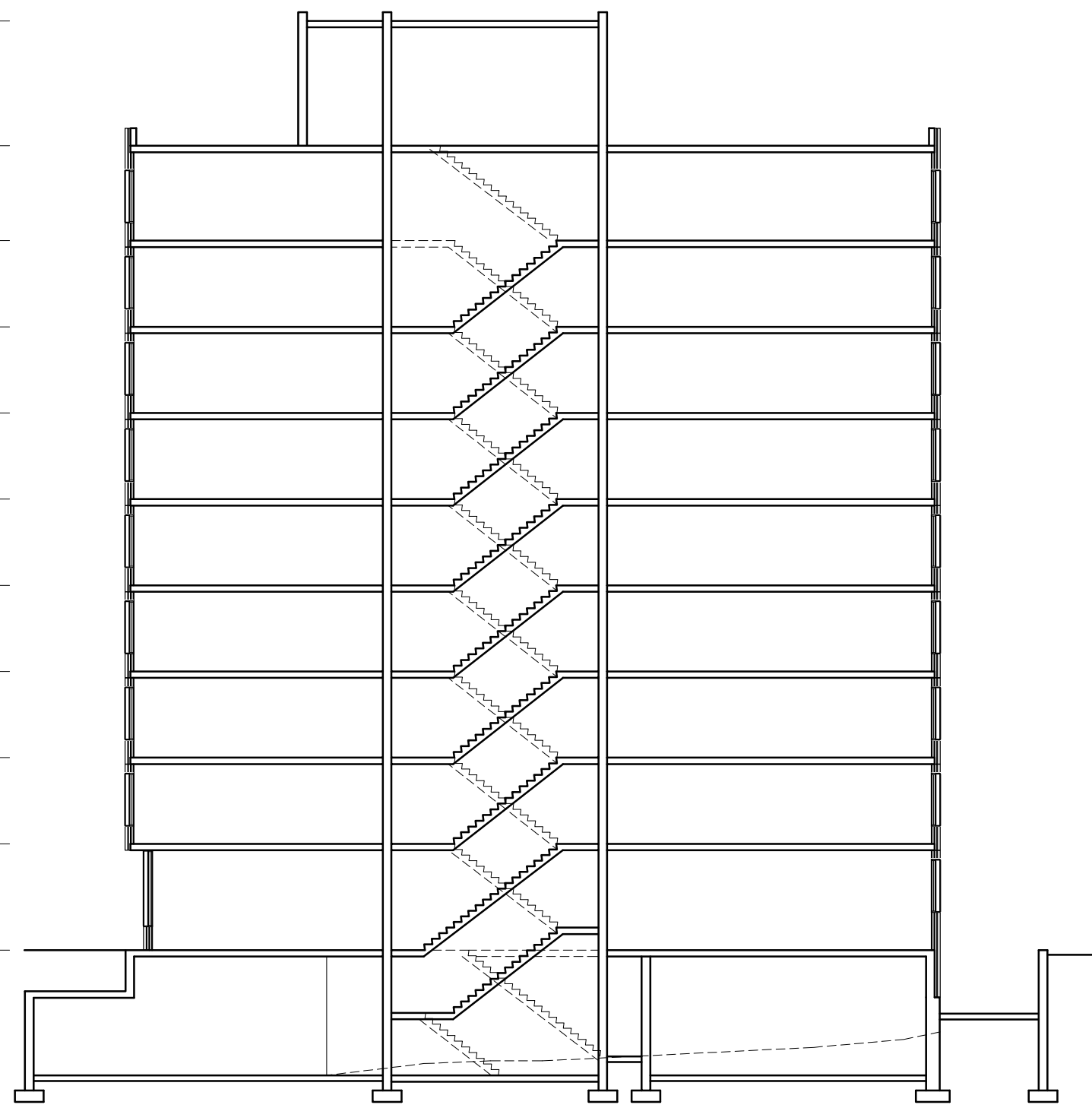
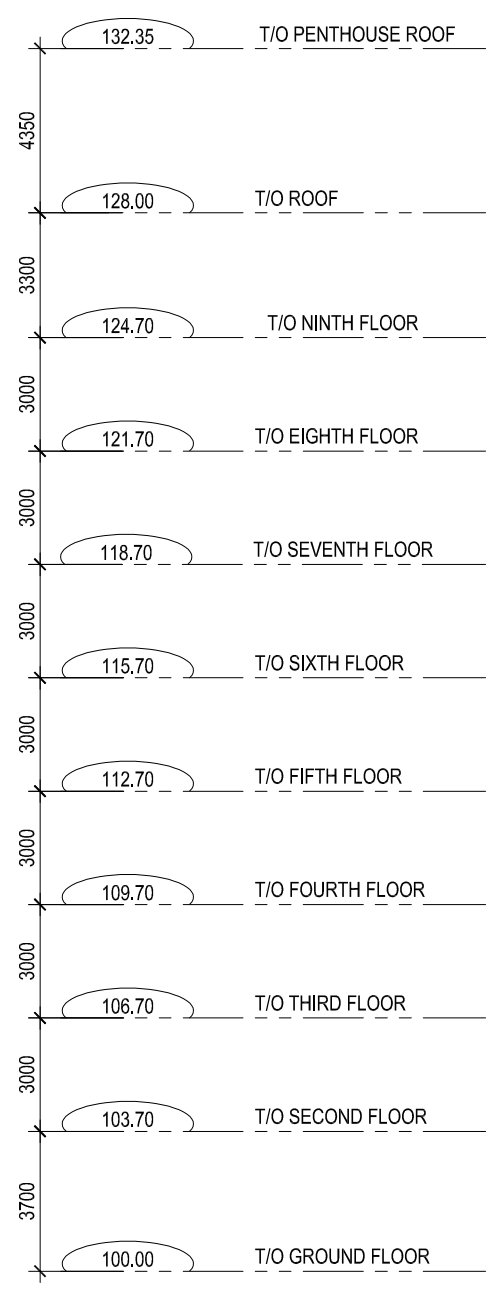
GARDNER APARTMENTS

353-357 Gardner Street, Ottawa, Ontario

July 2, 2020 SCALE: 1:200

ELEVATIONS

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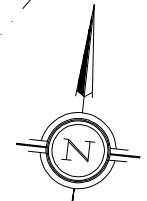
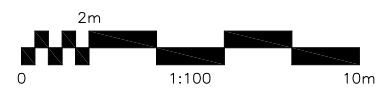
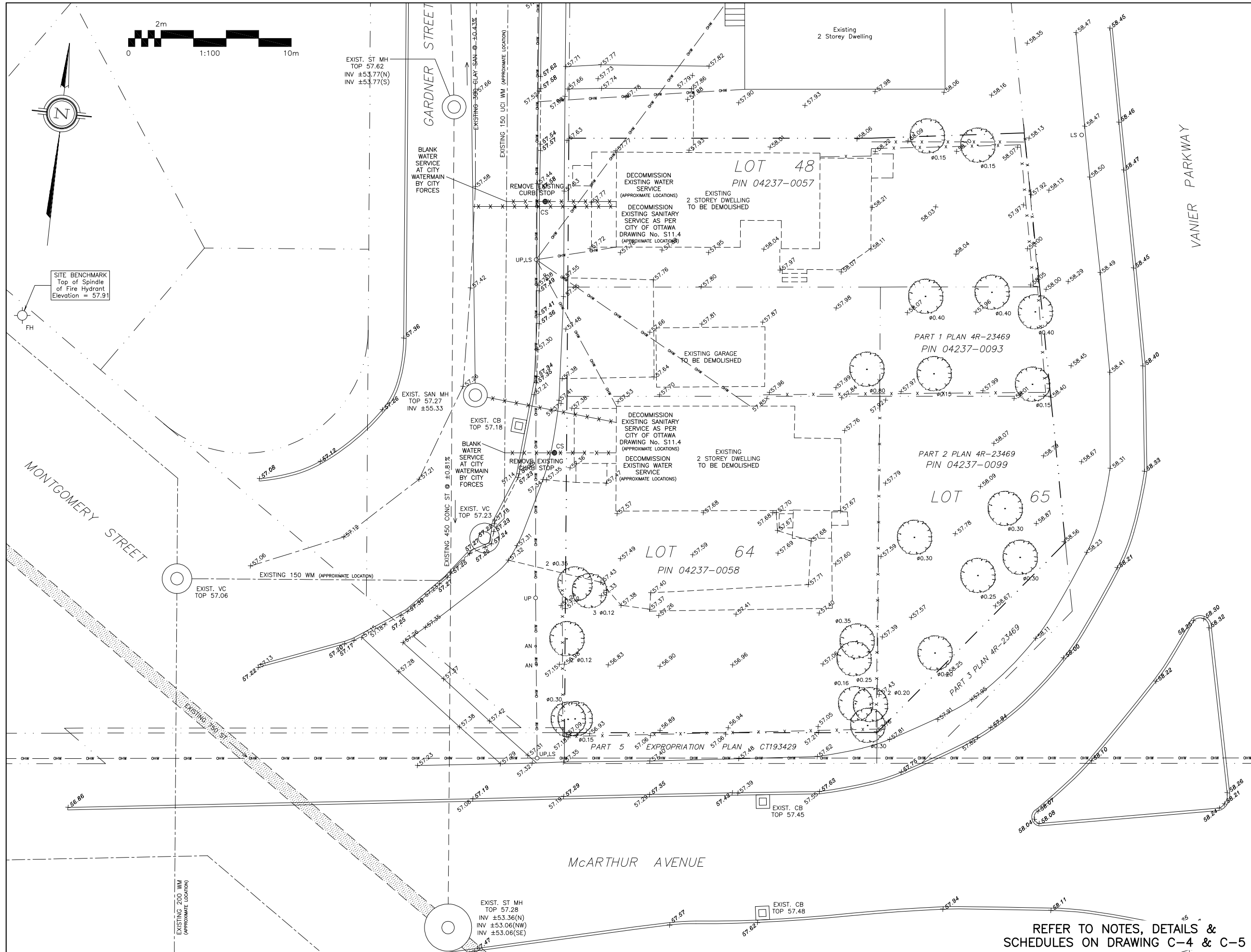


BUILDING SECTION

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GARDNER APARTMENTS
 353-357 Gardner Street, Ottawa, Ontario
 June 18, 2020 SCALE: 1:200

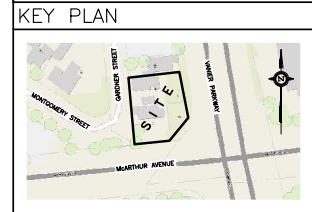
SECTION



SITE BENCHMARK
Top of Spindle
of Fire Hydrant
Elevation = 57.91

DRAWING LEGEND

- CB CATCH BASIN
- MH MANHOLE
- SPL SPRINGLINE OF PIPE
- INV INVERT OF PIPE
- SAN SANITARY SEWER
- ST STORM SEWER
- WS/WM WATER SERVICE/WATERMAIN
- CS CURB STOP & STANDPOST
- VB VALVE & VALVE BOX
- FH FIRE HYDRANT
- FDC FIRE DEPARTMENT CONNECTION
- ROOF DRAIN
- WATER METER
- REMOTE WATER METER READOUT
- EXISTING GRADE ELEVATION
- PROPOSED GRADE ELEVATION
- EXISTING SLOPE OF GRADE
- PROPOSED SLOPE OF GRADE
- PROPERTY LINE
- 150mm CURB/DEPRESSED CURB
- CONCRETE
- HEATED CONCRETE
- INTERLOCK
- LANDSCAPE
- AREA WELL
- FFL FIRST FLOOR ELEVATION
- TOF TOP OF FOUNDATION
- USF UNDERSIDE OF FOOTING

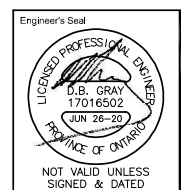


No.	DATE	REVISION
2	JUN 26-20	ISSUED FOR APPROVAL
1	JUN 24-20	ISSUED FOR COORDINATION

D. B. GRAY ENGINEERING INC.
 Surveying Management • Grading & Drainage • Storm & Sanitary Sewers • Fit-Outs
 700 Long Point Circle 613-425-8044
 Ottawa, Ontario d.gray@dbgrayengineering.com

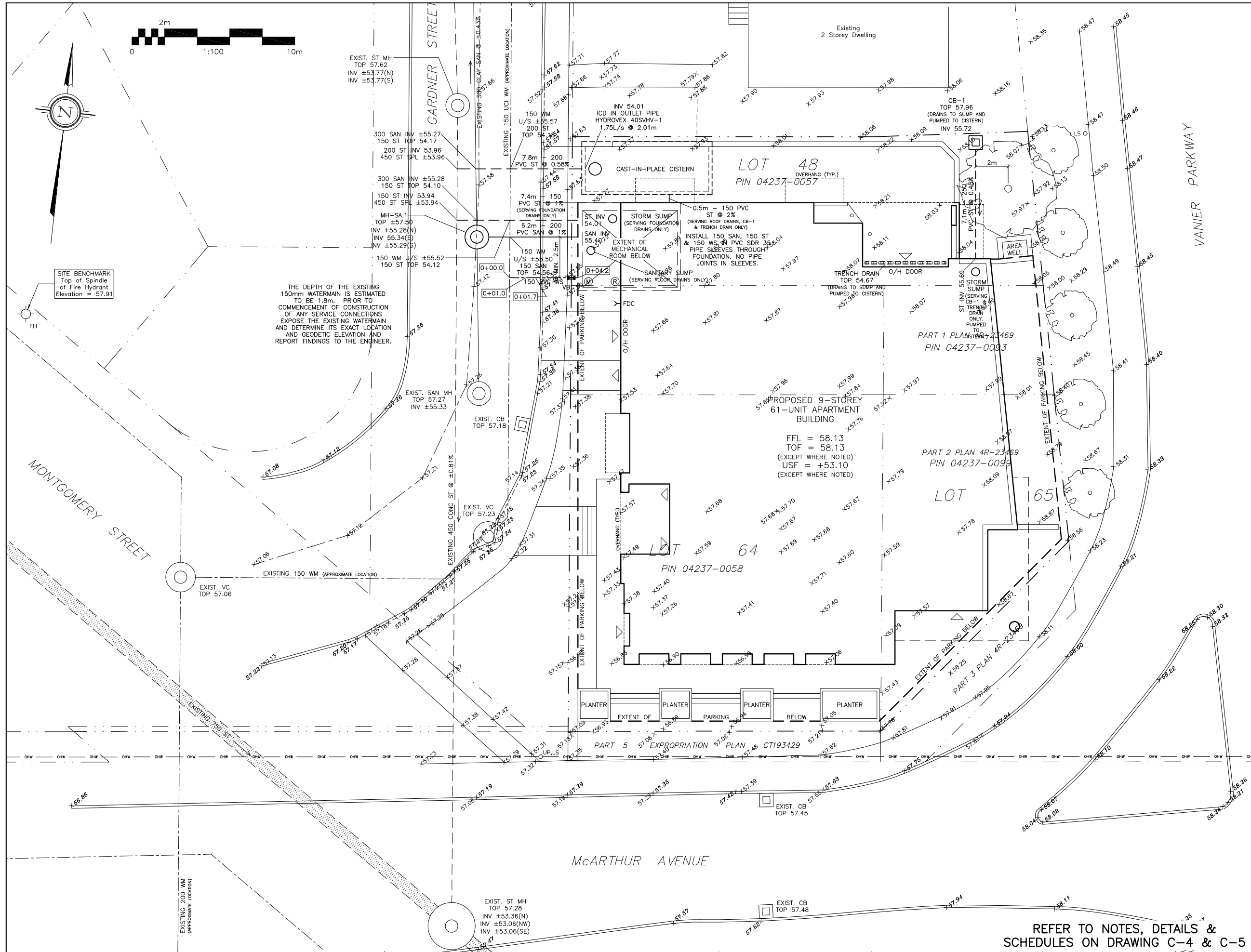
Project
**PROPOSED 9-STORY
 61-UNIT APARTMENT
 BUILDING**
 353-357 GARDNER STREET
 OTTAWA, ONTARIO

Drawing Title
**EXISTING CONDITIONS,
 REMOVALS &
 DECOMMISSIONING**



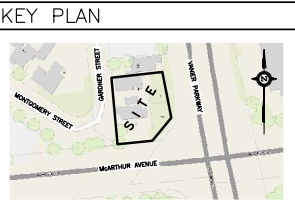
Engineer's Seal
 Drawn D.B.G.
 Hor. Scale 1:100
 Vert. Scale
 Date MAY 29-20
 Job No. 20037
 Drawing No.
**C-2
 of 6**

REFER TO NOTES, DETAILS &
 SCHEDULES ON DRAWING C-4 & C-5



DRAWING LEGEND

- CB [Symbol] CATCH BASIN
- MH [Symbol] MANHOLE
- SPL [Symbol] SPRINGLINE OF PIPE
- INV [Symbol] INVERT OF PIPE
- SAN [Symbol] SANITARY SEWER
- ST [Symbol] STORM SEWER
- WS/WM [Symbol] WATER SERVICE/WATERMAIN
- CS [Symbol] CURB STOP & STANDPOST
- VB [Symbol] VALVE & VALVE BOX
- FH [Symbol] FIRE HYDRANT
- FDC [Symbol] FIRE DEPARTMENT CONNECTION
- [Symbol] ROOF DRAIN
- [Symbol] WATER METER
- [Symbol] REMOTE WATER METER READOUT
- +67.89 [Symbol] EXISTING GRADE ELEVATION
- +67.89 [Symbol] PROPOSED GRADE ELEVATION
- 2% [Symbol] EXISTING SLOPE OF GRADE
- 2% [Symbol] PROPOSED SLOPE OF GRADE
- [Symbol] PROPERTY LINE
- D.C. [Symbol] 150mm CURB/DEPRESSED CURB
- [Symbol] CONCRETE
- [Symbol] HEATED CONCRETE
- [Symbol] INTERLOCK
- [Symbol] LANDSCAPE
- [Symbol] AREA WELL
- FFL [Symbol] FIRST FLOOR ELEVATION
- TOF [Symbol] TOP OF FOUNDATION
- USF [Symbol] UNDERSIDE OF FOOTING



No.	DATE	REVISION
2	JUN 26-20	ISSUED FOR APPROVAL
1	JUN 24-20	ISSUED FOR COORDINATION

D. B. GRAY ENGINEERING INC.
 Surveying Management • Grading & Drainage • Storm & Sanitary Sewers • Fitments
 700 Long Point Circle 613-425-8044
 Ottawa, Ontario d.gray@dbgrayengineering.com

Project
**PROPOSED 9-STORY
 61-UNIT APARTMENT
 BUILDING**
 353-357 GARDNER STREET
 OTTAWA, ONTARIO

Drawing Title
SITE SERVICING PLAN

Engineer's Seal

 NOT VALID UNLESS SIGNED & DATED

Drawn D.B.G.
 Hor. Scale 1:100
 Vert. Scale
 Date MAY 29-20
 Job No. 20037

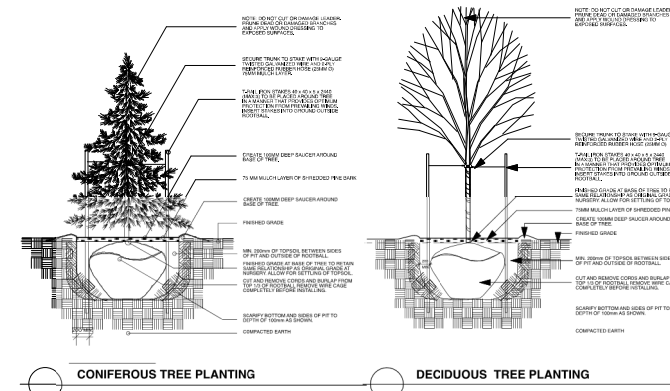
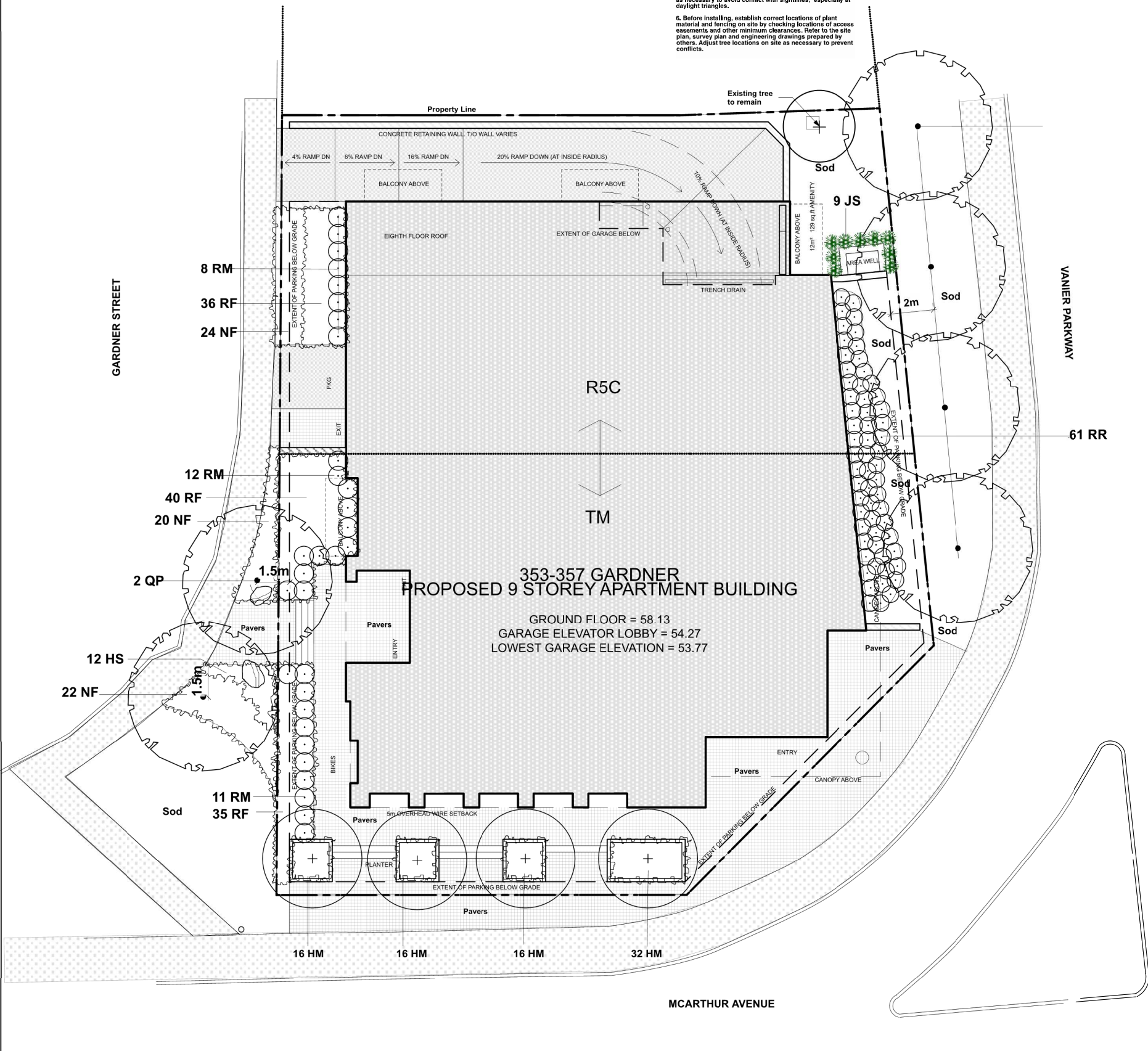
Drawing No.
**C-1
 of 6**

REFER TO NOTES, DETAILS &
 SCHEDULES ON DRAWING C-4 & C-5

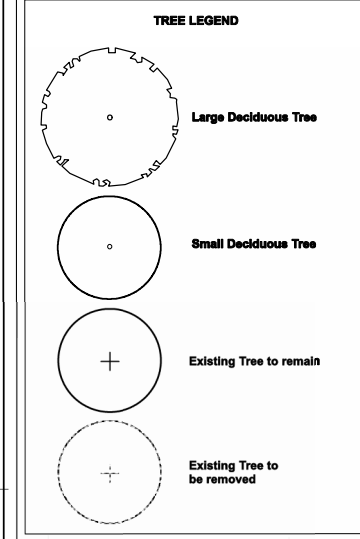
Notes:

- To comply with City regulations regarding F1 and F2 certification, Contractor must ensure that Landscape Architect or his representative is present at the time of all tree planting.
- Top 1/3rd of wire basket and/or burlap, as well as ropes and cords around the base of the trees, must be removed at the time of installation.
- Trees must be planted at the same grade (not too high or too low) as at nursery. Trees planted too deep or too shallow, or without the baskets and rope removed, may be rejected at the time of the F1 inspection regardless of the length of time between the date of planting and the date of the inspection.
- Properly constructed saucer and min. 75 mm deep layer of mulch must be installed at the time of planting.
- All deciduous street trees to be planted 0.6 m away from property line and 1.5 m away from any adjacent driveway, building or utility structure. Coniferous trees to be set back as necessary to avoid conflict with sightlines, especially at daylight triangles.
- Before installing, establish correct locations of plant material and fencing on site by checking locations of access easements and other minimum clearances. Refer to the site plan, survey plan and engineering drawings prepared by others. Adjust tree locations on site as necessary to prevent conflicts.

KEY	QNTY	COMMON NAME	BOTANIC NAME	SIZE	CONDITION	REMARKS
AF	4	Freeman Maple	Acer freemanii	70 mm ø	B & B	
QR	2	Pin Oak	Quercus palustris	70 mm ø	B & B	
AC	4	Serviceberry	Amelanchier canadensis	40 mm ø	potted	Standard
JH	9	Sabina Juniper	Juniperus sabina tamariscifolia	600mm spr.	potted	Bushy
RM	31	Martin Frobisher Rose	Rosa Martin Frobisher	600mm high	potted	Bushy
RR	61	Rugosa Rose	Rosa rugosa	800mm high	potted	Bushy
NF	66	Walkers Low Catmint	Nepeta fassenii Walkers Low	2yr	container	Large Bushy Clumps
RF	111	Blackeyed Susan	Rudbeckia fulgida Goldsturm	2yr	container	Large Bushy Clumps
HS	12	Blue Oat Grass	Helictotrochon sempervirens	2yr	container	Large Bushy Clumps
HM	80	Golden Japanese Grass	Hakonechloa macra	2yr	container	Large Bushy Clumps



- NOTES:**
- GENERAL**
- DO NOT SCALE THIS DRAWING.
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELATED ARCHITECTURAL/ENGINEERING DRAWINGS.
 - IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL ERRORS AND/OR OMISSIONS TO THE LANDSCAPE ARCHITECT BEFORE PROCEEDING WITH WORK.
 - CONTRACTOR MUST OBTAIN AND COMPLY WITH ALL PERTINENT CODES AND BY-LAWS. ALL PERMITS ARE THE RESPONSIBILITY OF THE CONTRACTOR.
 - THIS DRAWING MUST NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE LANDSCAPE ARCHITECT.
 - COPYRIGHT RESERVED. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF THAKAR ASSOCIATES DESIGN CONSULTANTS AND SHALL NOT BE USED FOR ANY PURPOSE WHATSOEVER WITHOUT WRITTEN CONSENT. GRAPHIC SYMBOLS, DETAILS AND FORMATS USED ON THIS DRAWING ARE COPYRIGHTED AND MAY NOT BE COPIED, ADAPTED OR REPRODUCED IN ANY FORM WITHOUT THE WRITTEN CONSENT OF THAKAR ASSOCIATES.
 - CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT BY PHONE AND FAX AT LEAST 24 HOURS IN ADVANCE OF THE COMMENCEMENT OF DEMOLITION WORK, REMOVAL OF EXISTING VEGETATION AND THE START OF NEW CONSTRUCTION.
 - BASIC INFORMATION TAKEN FROM DRAWINGS SUPPLIED BY ROSALINE J. HILL ARCHITECT INC. AND OTHERS.
- SITE LAYOUT:**
- CONTRACTOR TO STAKE OUT SITE ELEMENTS AND OBTAIN APPROVAL OF LANDSCAPE ARCHITECT BEFORE COMMENCING WORK.
 - ALL HORIZONTAL DIMENSIONS ARE SHOWN IN METRES AND MILLIMETRES.
 - PREMANUFACTURED ITEMS TO BE INSTALLED AS PER MANUFACTURER'S INSTRUCTIONS.
 - ALL FENCING IS TO BE INSTALLED 0.3M INSIDE PRIVATE PROPERTY PARALLEL TO THE PROPERTY LINE UNLESS OTHERWISE INDICATED.
- DEMOLITION:**
- ALL EXISTING AREAS AND/OR ITEMS INDICATED FOR DEMOLITION AND REMOVAL ARE TO BE REMOVED FROM SITE.
 - DEMOLITION RUBBLE OR RUBBISH IS TO BE REMOVED FROM SITE. BACKFILLING OF RUBBLE WILL NOT BE ACCEPTED. ITEMS TO BE REMOVED INCLUDE ASSOCIATED WIRING, PIPING, FOOTINGS, AND GRANULAR SUBGRADES UNLESS INDICATED ON THE DRAWINGS AS ITEMS TO BE RETAINED.
 - TREES AND SHRUBS INDICATED TO BE REMOVED, ARE ALSO TO BE GRUBBED OUT, INCLUDING STUMPS AND ROOTS, TO A MINIMUM OF 400 MM BELOW GRADE.
 - ALL AREAS, ITEMS OR STRUCTURES DESIGNATED FOR RETENTION ON SITE ARE TO BE REINSTATED, REPLACED OR REPAIRED AT THE LANDSCAPE ARCHITECT'S OPTION AND TO THE LANDSCAPE ARCHITECT'S SATISFACTION SHOULD THESE BE DAMAGED OR DISTURBED DURING CONSTRUCTION.
- PLANTING/SODDING**
- THE CONTRACTOR IS TO VERIFY THE LOCATION OF ALL UNDER-GROUND UTILITIES PRIOR TO COMMENCING WORK. PLANTING WHICH CONFLICTS WITH UNDERGROUND UTILITIES IS TO BE RELOCATED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT.
 - ALL STREETSCAPE TREES EXCEPT CONIFERS ARE TO BE LOCATED WITHIN THE MUNICIPAL BOULEVARD AT A DISTANCE OF 0.6M FROM THE PROPERTY LINE.
 - NO PLANT MATERIALS SUBSTITUTIONS WILL BE ACCEPTED WITHOUT PRIOR APPROVAL FROM THE LANDSCAPE ARCHITECT.
 - ALL PLANT MATERIAL IS TO BE NURSERY GROWN STOCK, AND SHALL MEET OR EXCEED THE SPECIFICATIONS OF THE CANADIAN NURSERY TRADES ASSOCIATION (1995) FOR SIZE, HEIGHT, SPREAD, GRADE AND METHOD OF CULTIVATION.
 - ALL EXCAVATED MATERIAL FROM PLANTING PITS TO BE REMOVED FROM SITE. BACKFILL PLANTING INSTALLATIONS WITH IMPORTED PREPARED TOPSOIL, OR STOCKPILED TOPSOIL ON SITE, SUBJECT TO LANDSCAPE ARCHITECT'S APPROVAL.
 - SODDING AND SEEDING TO BE INSTALLED ON MINIMUM 135 MM AND 150 MM DEEP LAYERS RESPECTIVELY OF PREPARED IMPORTED TOPSOIL.
 - ALL SHRUBS TO BE INSTALLED IN BEDS (EXCEPT ON SLOPES) WITH MINIMUM DEPTH OF 500 MM AND MULCHED WITH 75 MM MINIMUM LAYER OF SIFTED FINE BARK MULCH UNLESS OTHERWISE SPECIFIED.
 - ALL TREES TO BE STAKED ACCORDING TO THE STANDARDS INDICATED ON THE PLANTING DETAILS.
 - ALL AREAS DISTURBED DURING CONSTRUCTION, BEYOND THE PROJECT LIMITS, ARE TO BE REINSTATED TO ORIGINAL CONDITIONS AT NO ADDITIONAL EXPENSE.
 - ALL PLANT MATERIAL AND GRASS AREAS INSTALLED UNDER THIS CONTRACT SHALL BE WATERED, WEEDED AND MAINTAINED BY THE CONTRACTOR UNTIL WRITTEN ACCEPTANCE OF THE WORK BY THE LANDSCAPE ARCHITECT.
 - ARRANGEMENT AND SPACING OF PLANT MATERIAL ON SITE TO BE IN ACCORDANCE WITH GOOD HORTICULTURAL PRACTICES AND AESTHETIC CRITERIA. CONTRACTOR TO ENSURE THAT SPACING AND POSITIONING OF PLANTS ARE OPTIMIZED FOR BEST VISUAL DISPLAY, AND OUTLINES OF SHRUB BEDS AND OTHER AREAS ARE SMOOTH, UNIFORM AND SENSITIVE TO THE DESIGN INTENT.



No.	Revision	Date
1.	Issued for Municipal Submission	June 25/20
1.	Issued for Client Review	June 17/20

DO NOT SCALE THIS DRAWING - READ DIMENSIONS ONLY

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CLIENT

PROJECT

353-357 GARDNER AVENUE
 OTTAWA

TITLE

LANDSCAPE PLAN

DRAWN BY: ST START DATE:

SCALE: 1:100 DRAWING NO. **L-1**

JOB NO. 217.10