

4816 Bank St

Urban Design Brief
October 2025



PHOENIX HOMES

FOTENN
Planning + Design

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Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by DCR Phoenix (the “Owner”) to prepare this Design Brief in support of Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 4816 Bank Street in the Findlay Creek community of the City of Ottawa.

We trust that the contents of this Urban Design Brief are satisfactory.

Sincerely,



Miguel Tremblay, MCIP RPP
Partner



Patricia Warren, MCIP RPP
Planner



Tana Klein
Urban Designer

DESIGN DIRECTIVES

01

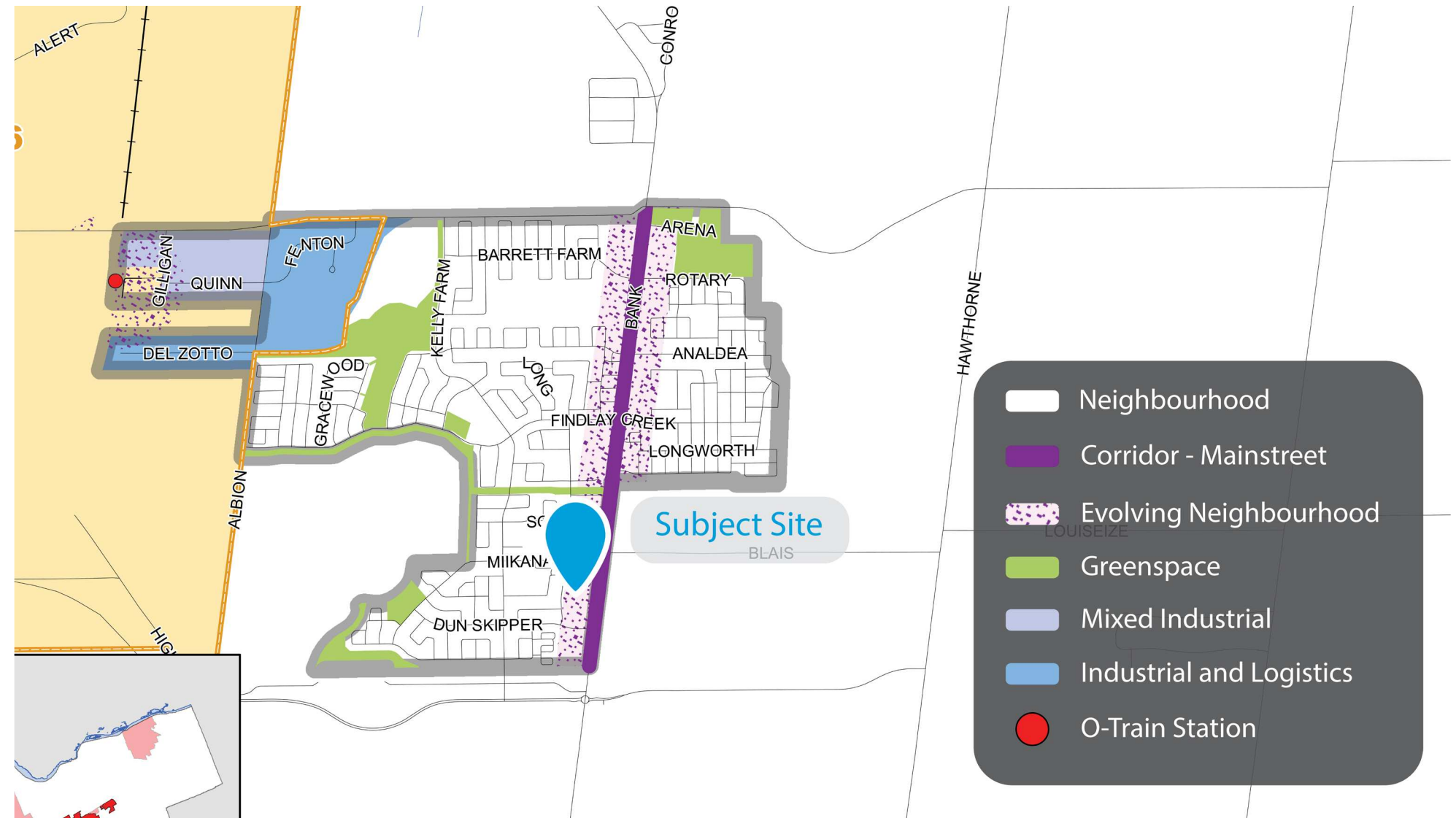
Policy Context – Official Plan:

The subject property is located in the Suburban Tract of the City of Ottawa Official Plan. The Suburban Tract comprises neighbourhoods within the urban boundary located outside the Greenbelt, with neighbourhoods generally reflecting the conventional suburban model including the separation of land uses, stand-alone building, generous setbacks, and low-rise building forms.

The subject property is designated Mainstreet Corridor on Schedule B7 of the City of Ottawa Official Plan. Mainstreet Corridors generally have a higher level of transit service and permit higher densities than the surrounding Neighbourhood designations, but lower densities than nearby Hub designations.

The Mainstreet Corridor designation applies for a distance of 220 metres from the centreline of Bank Street, which would apply to the entirety of the subject property. Generally, building mid-rise building heights (up to 9 storeys) is permitted on suburban mainstreets, with high-rise development permitted when the lot fabric can provide a suitable transition to abutting low-rise areas.

Section 4.6 of the Official Plan provides urban design direction for development across the City. The policies of this section direct that development be oriented toward Bank Street given its designation as a Scenic Route. Further, development should generally be located to frame adjacent streets and should provide an appropriate setback within the street context. The proposed development is a low-rise development and as such responds to the applicable low-rise design policies. The proposed development will be designed to respond to context and the Suburban Tract policies. Areas for soft landscaping, balconies, and main entrances at-grade have been proposed, along with architectural designs that integrate and complement the surrounding development context.



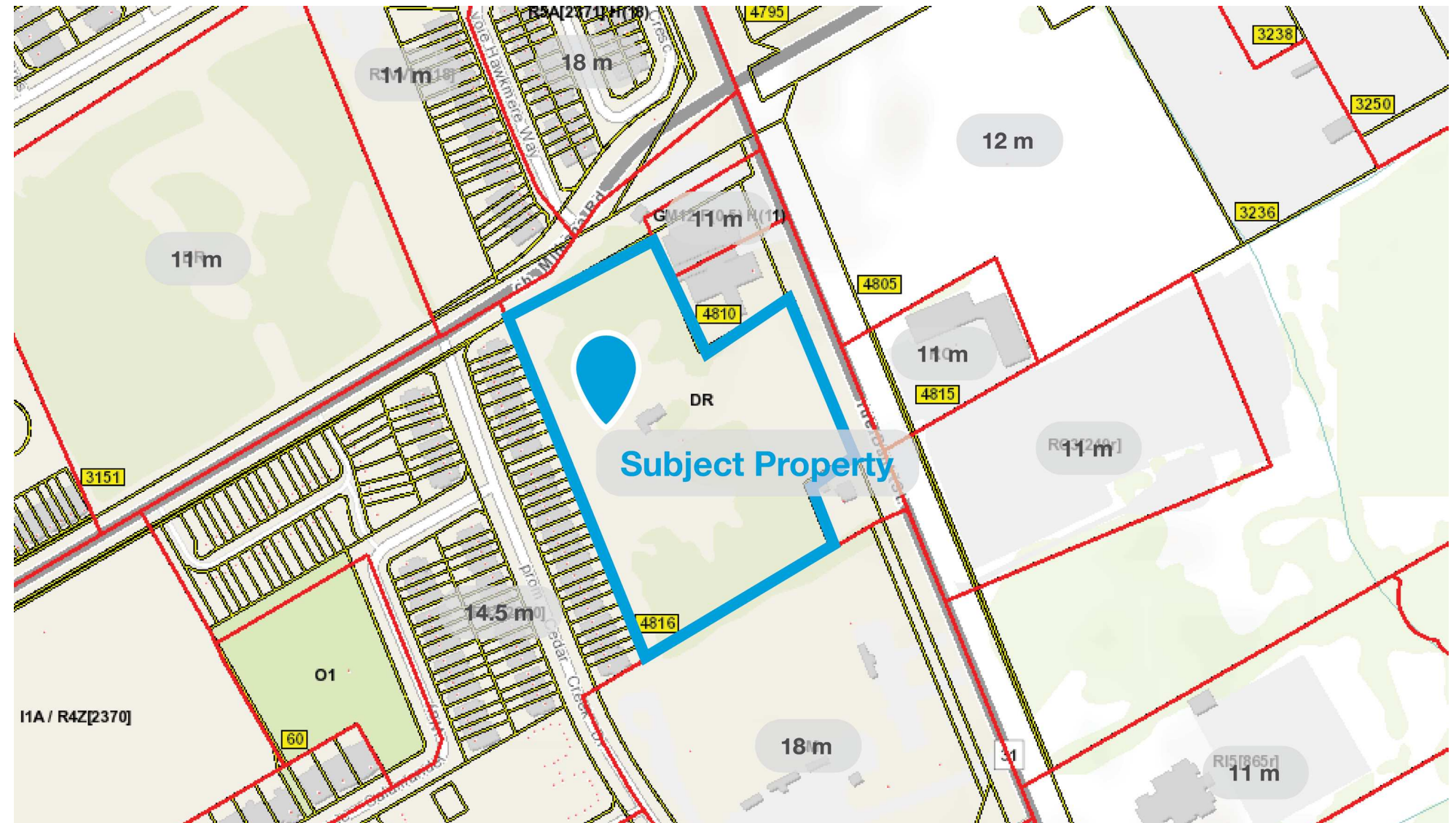
Policy Context – Zoning By-law (2008-250):

The subject property is currently zoned Development Reserve (DR). The purpose of the DR zone is to:

- / Recognize lands for future urban development;
- / Limit the range of permitted uses to those which will not preclude future development options; and
- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

The subject property is required to be rezoned to accommodate urban development. A Residential Fourth Density, Subzone Z (R4Z) zone is proposed for the lands which would accommodate the proposed scale of residential development. The purpose of the R4 zone is to:

- / Allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings;
- / Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home; and
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.



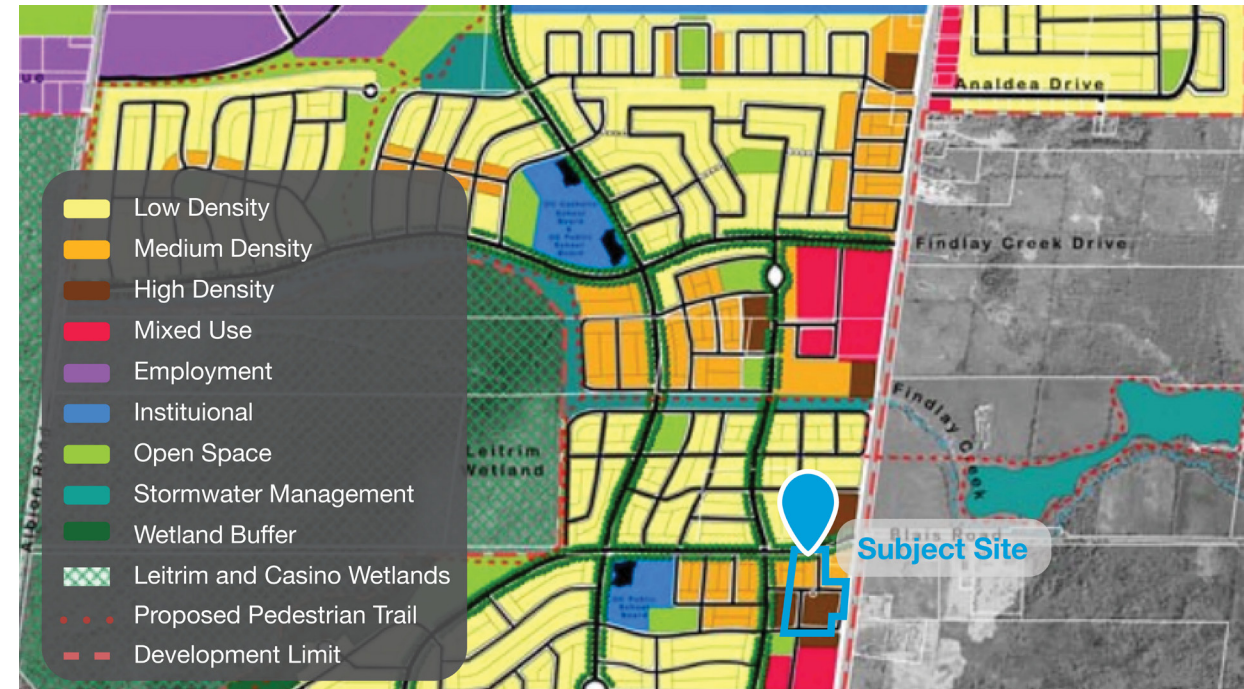
Policy Context – Leitrim Community Design Plan

The subject property is located within the boundaries of the Leitrim Community Design Plan (CDP). The subject property has been identified as a Medium and High Density Residential areas on the Land Use Plan.

The planned function of the Medium Density Residential designation is to provide the majority of the community's ground-oriented multiple unit dwellings, such as triplexes, fourplexes, townhouses, street townhouses, and stacked townhouses.

The planned function of the High Density Residential designation is to provide the majority of the highest density residential uses and is located in such a manner to support Leitrim's commercial areas and be close to transit routes. Permitted building typologies include low- and mid-rise apartment buildings and stacked dwellings (subject to meeting a density of 80 units per net hectare).

The proposed development will introduce back-to-back townhouses, back-to-back stacked flats and low-rise apartment buildings, consistent with the permitted building typologies in the medium and high-density residential designation.



Policy Context – Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines address development along Arterial Mainstreets in relation to streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities. The proposed development responds to the following guidelines, among others:

- / Locates new buildings along the public street edge;
- / Uses buildings, landscaping and other streetscape elements to create continuous streetscapes;
- / Connects pedestrian walkways between adjacent properties to facilitate circulation between sites;
- / Locates surface parking spaces at the side and rear of the buildings. Total amount of parking has been minimized.



Pre-Application Consultation Comments

A Pre-Application Consultation Meeting was held on October 30, 2024. As a result of this meeting, the following comments were received from the Urban Design team at the City of Ottawa. Responses to these comments are also provided below.

Urban Design Comment	Response
The following policy and guidelines apply: Leitrim CDP	The applicable CDP has been reviewed.
As per the Leitrim CDP, additional roadway connections were contemplated through the subject lands to provide access and servicing connections to adjacent properties south of Miikana and west of Bank. A concept block plan is required, illustrating the incorporation of non-participatory lands along Bank Street, to ensure the sites can be developed in a well-connected and coordinated way in alignment with the OP and CDP. Additional public roadway connections may be required to accommodate this.	The site plan has considered how the parcel at 4820 Bank Street could be incorporated into the proposed development.
The surplus Miikana Road ROW should be incorporated into the subject lands to provide road frontage along Miikana.	Discussions are ongoing with City staff regarding the acquisition of the Miikana Road ROW. As demonstrated on the site plan, the Miikana Road ROW has been illustrated as communal amenity space.
A walkway connection should be provided through the site from the existing walkway block on Cedar Creek to Bank Street.	Sidewalks are provided throughout the site that provide access to the walkway block on Cedar Creek Drive and Bank Street.
Please consider incorporating the walkway connection referenced above through a linear private amenity area. Please ensure that amenity areas are wide enough to accommodate tree plantings.	The proposed walkway is provided through a series of sidewalks that traverse through individual community amenity areas across the site.
Please ensure that unit widths and setbacks proposed provide the ability for tree planting and landscaping in front of each unit.	Tree planting is demonstrated on the Landscape Plan.
Private roadways should include tree plantings and sidewalks on one side.	Site access is through private driveways, no private roadways are proposed. Sidewalks are provided along the parking areas to provide direct access to Miikana Road and Bank Street.
Direct walkway connections should be provided from each unit to the sidewalk.	The proposed development provides connections between individual units to parking areas and sidewalks
While 1.5m is the AODA minimum width for walkways, please provide 1.8m to 2m for common 'sidewalks' to ensure a comfortable pedestrian experience.	1.8 metre asphalt sidewalks and 2.0 metre concrete sidewalks are proposed throughout the site.

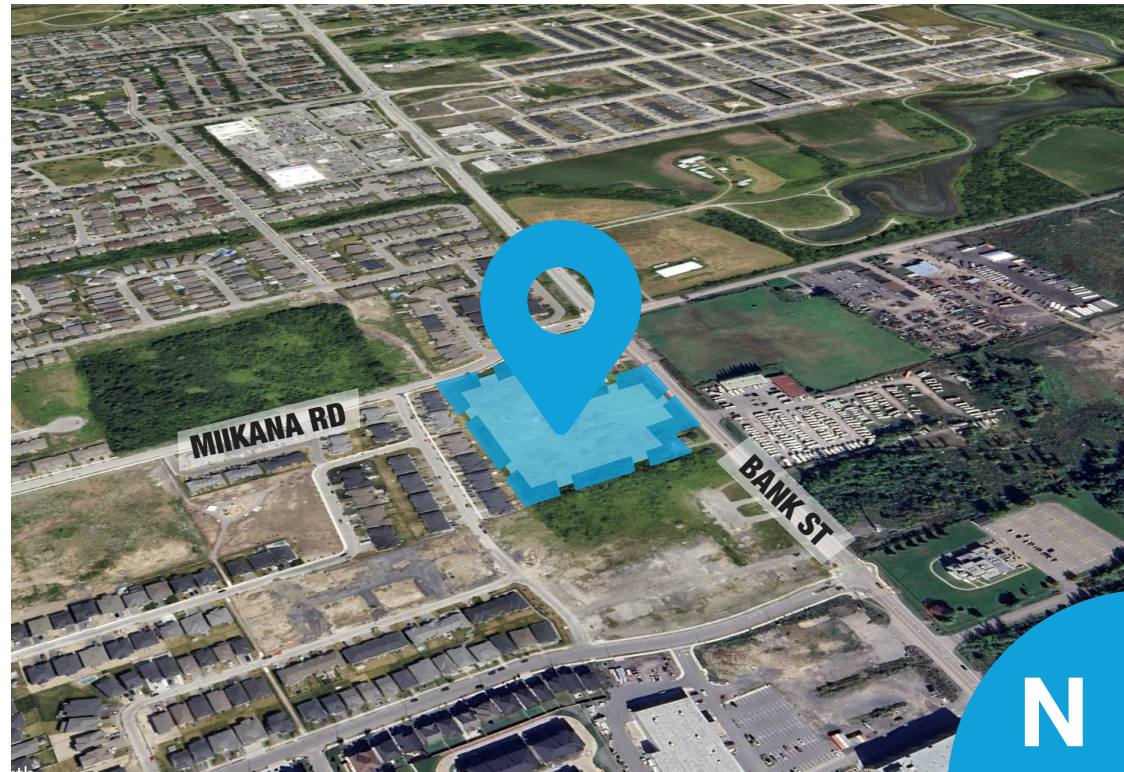
SITE ANALYSIS

02



Perspective from Google Earth

Site Perspective Views



Surrounding Area

The subject property is in an area generally characterized by a mix of low-rise residential uses as well as rural commercial and residential uses. The surrounding area can generally be described as follows:

- North: Immediately north of the subject property is Miikana Road and the remnant Miikana Road right-of-way. North of Miikana Road is a low-rise residential community consisting of a mix of two- and three-storey townhouse dwellings and single detached dwellings. Further north of the residential community is the Findlay Creek Centre, a shopping centre consisting of a mix of retail stores, restaurants and a gym.
- East: Immediately east of the subject property is Bank Street, an arterial road. Immediately east of Bank Street is an RV dealership and Hindu temple located within the rural area of the City. Further east are other automobile-oriented uses (car dealership), self storage and other light industrial- and construction-related uses, along with a wooded area and Findlay Creek.
- South: Immediately south of the subject property is a vacant parcel of land that is proposed to be developed with mid-rise residential buildings and a commercial shopping centre. Further south of Dun Skipper Drive is a retail store (Home Hardware) and additional residential apartment buildings. A vacant parcel of land also sits south of Dun Skipper Drive which is proposed to be developed with a nine-storey mixed use building. South of this parcel land is the rural area which consists of several rural commercial uses.
- West: Immediately west of the subject property is a residential subdivision consisting of a mix of low-rise dwelling typologies, a school, and several parks. Further west of the residential subdivision are the Leitrim Wetlands, a provincially significant wetland.

Site Photos



Key Plan indicating location for photos. Aerial image source: Google Earth.

Characteristics of Adjacent Streets

Miikana Road

As per Schedule C4, Miikana Road is designated as a Collector Road. It connects Banks St with the next Collector Road: Kelly Farm Drive to the west, and extends further southwest until reaching Paaknaak Avenue, defined as a future Arterial Road on Schedule C4. Abutting the subject property, Miikana Road provides sidewalks on both sides of the road.

Cedar Creek Drive

Cedar Creek Drive is a local street with one sidewalk on the east side of the road. It connects Miikana Road to the commercial block south of Don Skipper Drive. It is situated in a recent low-rise residential subdivision context, with townhouses on both sides of the road in the north portion, and still some vacant lots to be developed on the south portion. The rear backyard of the townhouses on the east side of the road abut the subject property boundary.

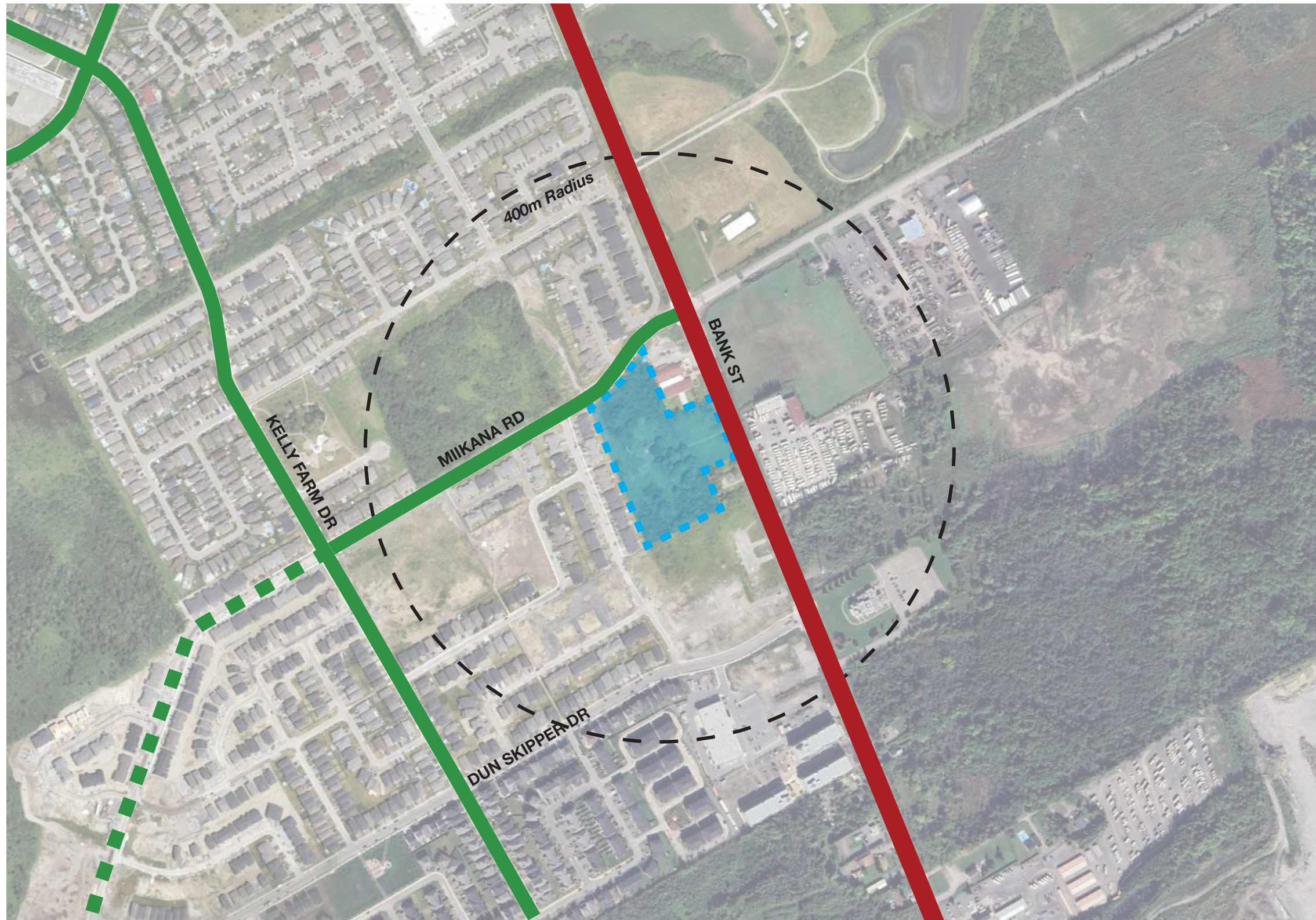


Bank Street

As per Schedule C4, Bank Street is designated an Arterial Road. Arterial roads function as major public and infrastructure corridors in the urban communities and villages they traverse. Along the section fronting the subject property, there is currently no built infrastructure for bike lanes or sidewalk, but its right-of-way width allows for potential future implementation of those features.

Don Skipper Drive





Don Skipper Drive is a local street, connecting Bank Street to Kelly Farm Drive, and further west to Miikana Road. It provides pedestrian sidewalks on both sides of the road and leads to a neighbourhood park ~500m west of Cedar Creek Drive. Except for the lots fronting Bank Street, zoned as General Mixed-use, the remainder of this road is fronted by single-detached family homes.



Road Network

The subject property fronts directly onto Bank Street, which is an Arterial Road as identified on Schedule C4 – Urban Road Network, City of Ottawa Official Plan. The subject property does not have frontage on Miikana Road, however access is proposed from Miikana Road. Miikana Road is identified as a Collector Road on Schedule C4 of the Official Plan.

Existing and Planned street network (Based on Ottawa Official Plan - Schedule C4)

-  Subject Site
-  Arterial Road - Existing
-  Collector Road - Existing
-  Collector Road - Future








Transit Network

The subject property is located within approximately 3.5 kilometres of the Leirtrim LRT Station and approximately 4 kilometres of the Bowesville LRT Station, as identified on Schedule C2 – Transit Network Ultimate, City of Ottawa Official Plan. In addition to rapid transit, local OC Transpo Route 94 is identified as a Connexion route that provides convenient access to the O-Train during weekday peak-periods. The nearest transit stop to the subject property is at Dun Skipper Drive and Cedar Creek Drive (less than 350 metres away). On Sundays only, local OC Transpo Route 93 also runs on Bank St, with occasional trips to the Hindu Temple of Ottawa Carleton.

Active Transportation

While the subject property does not abut a Major Pathway identified on Schedule C3 – Active Transportation Network, a major pathway is located approximately 650 metres west of the property extending north from Miikana Road. This major pathway provides connectivity to both the urban and rural major pathways within the City.

-  Subject Site
-  Future Major Pathway
-  Future Transit Priority Corridor
-  Local Bus Route (Custom)
-  Local Bus Route (Sundays-only)

Transit Network and Active Transportation (Based on Ottawa Official Plan - Schedules C2 and C3, and OC Transpo Network Map.)



Local Neighbourhood Amenities

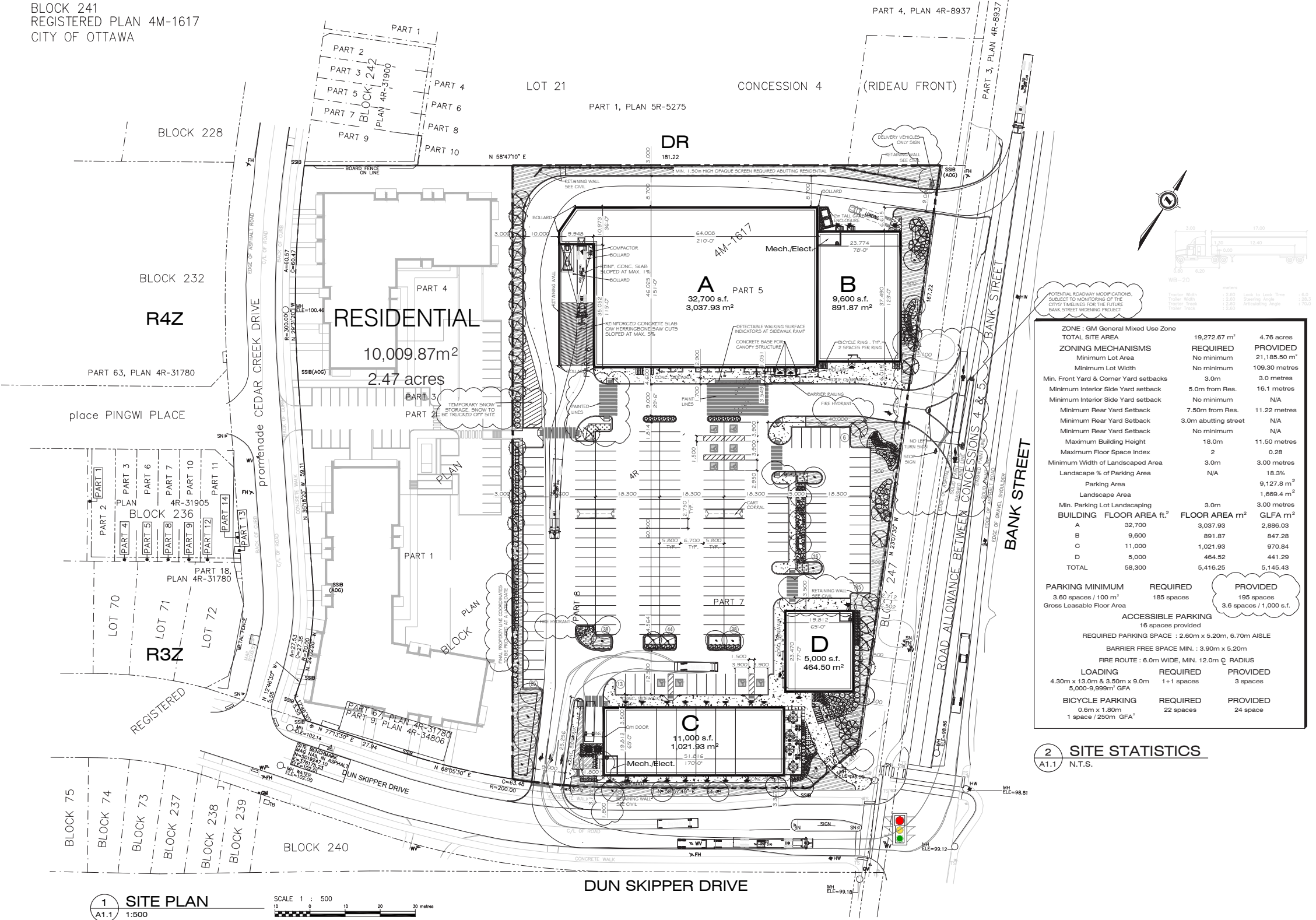
The subject property is located in an area with several amenities including parkland, schools, and commercial uses, many of which are accessible by active transportation given their proximity to the subject property. The following list outlines some of the neighbourhood amenities in proximity to the subject property:

- Parks, including Salamander Park; Anisha Park, Miikana Park, Dun Skipper Park, and Tiger Lily Park;
- Schools, including Mino Mikan Elementary School, Vimy Ridge Public School, and St. Veronica School; and
- Commercial uses located within Findlay Creek Centre and south of the subject property.

Local Amenities Map

Development Proposals on Adjacent Properties

BLOCK 241
REGISTERED PLAN 4M-1617
CITY OF OTTAWA

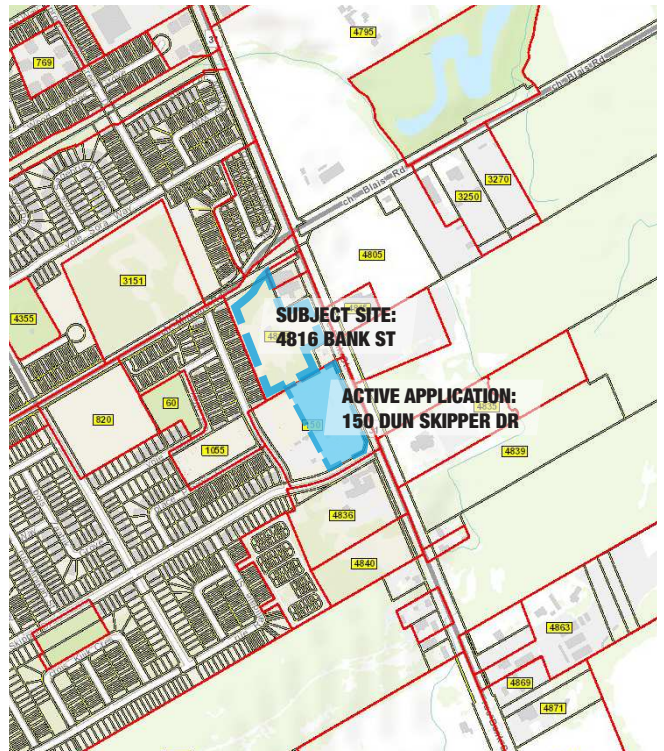


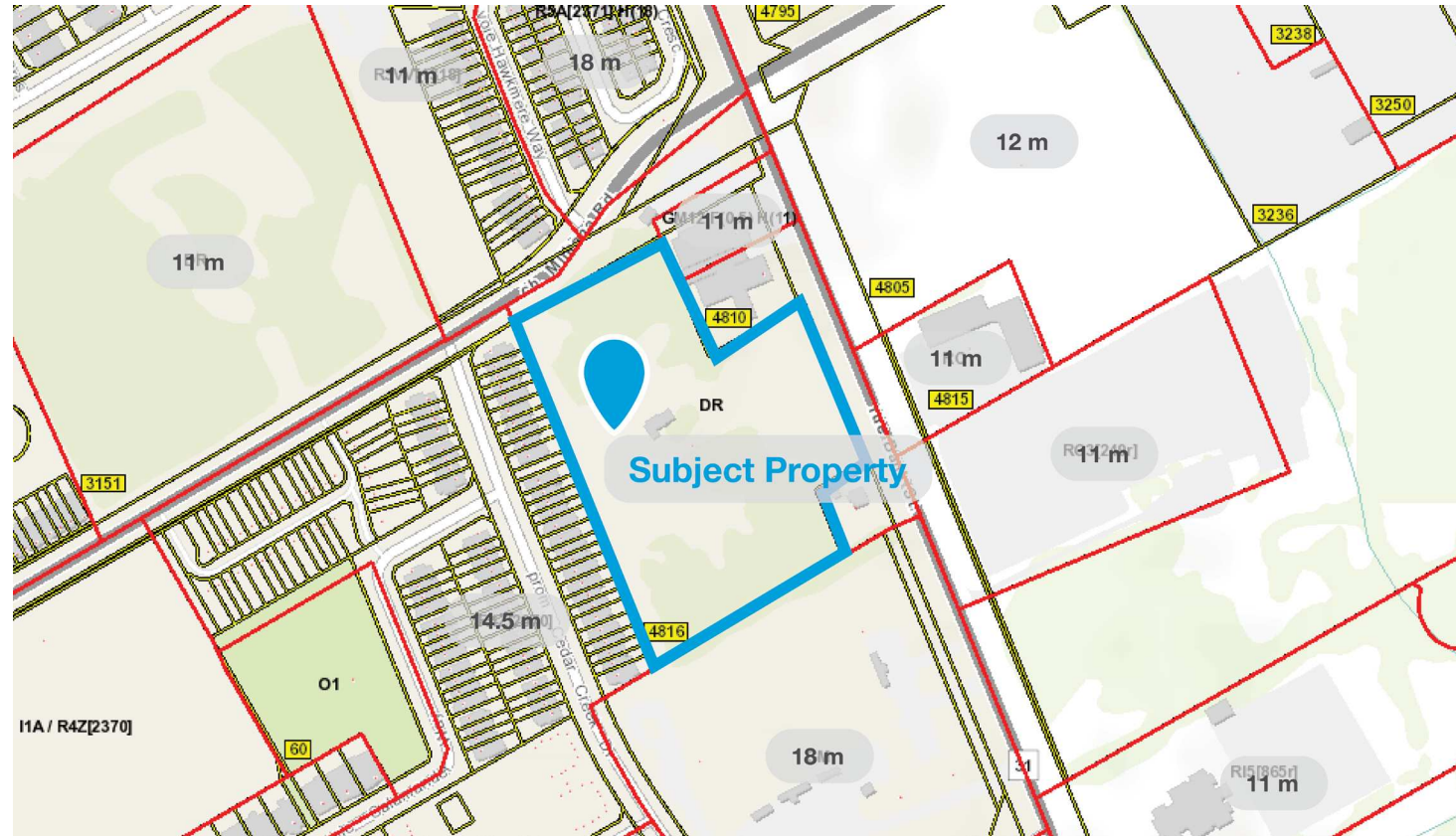
ZONE : GM General Mixed Use Zone			
TOTAL SITE AREA	19,272.67 m ²	4.76 acres	
ZONING MECHANISMS	REQUIRED	PROVIDED	
Minimum Lot Area	No minimum	21,185.50 m ²	
Minimum Lot Width	No minimum	109.30 metres	
Min. Front Yard & Corner Yard setbacks	3.0m	3.0 metres	
Minimum Interior Side Yard setback	5.0m from Res.	16.1 metres	
Minimum Interior Side Yard setback	No minimum	N/A	
Minimum Rear Yard Setback	7.50m from Res.	11.22 metres	
Minimum Rear Yard Setback	3.0m abutting street	N/A	
Minimum Rear Yard Setback	No minimum	N/A	
Maximum Building Height	18.0m	11.50 metres	
Maximum Floor Space Index	2	0.28	
Minimum Width of Landscaped Area	3.0m	3.00 metres	
Landscape % of Parking Area	N/A	18.3%	
Parking Area		9,127.8 m ²	
Landscape Area		1,669.4 m ²	
Min. Parking Lot Landscaping	3.0m	3.00 metres	
BUILDING FLOOR AREA ft²	FLOOR AREA m²	GLFA m²	
A	32,700	3,037.93	2,886.03
B	9,600	891.87	847.28
C	11,000	1,021.93	970.84
D	5,000	464.52	441.29
TOTAL	58,300	5,416.25	5,145.43
PARKING MINIMUM	REQUIRED	PROVIDED	
3.60 spaces / 100 m ²	185 spaces	195 spaces	
Gross Leasable Floor Area		3.6 spaces / 1,000 s.f.	
ACCESSIBLE PARKING			
16 spaces provided			
REQUIRED PARKING SPACE : 2.60m x 5.20m, 6.70m AISLE			
BARRIER FREE SPACE MIN. : 3.90m x 5.20m			
FIRE ROUTE : 6.0m WIDE, MIN. 12.0m C _r RADIUS			
LOADING	REQUIRED	PROVIDED	
4.30m x 13.0m & 3.50m x 9.0m	1+1 spaces	3 spaces	
5,000-9,999m ² GFA			
BICYCLE PARKING	REQUIRED	PROVIDED	
0.6m x 1.80m	22 spaces	24 space	
1 space / 250m ² GFA ¹			

2 SITE STATISTICS

A1.1 N.T.S.

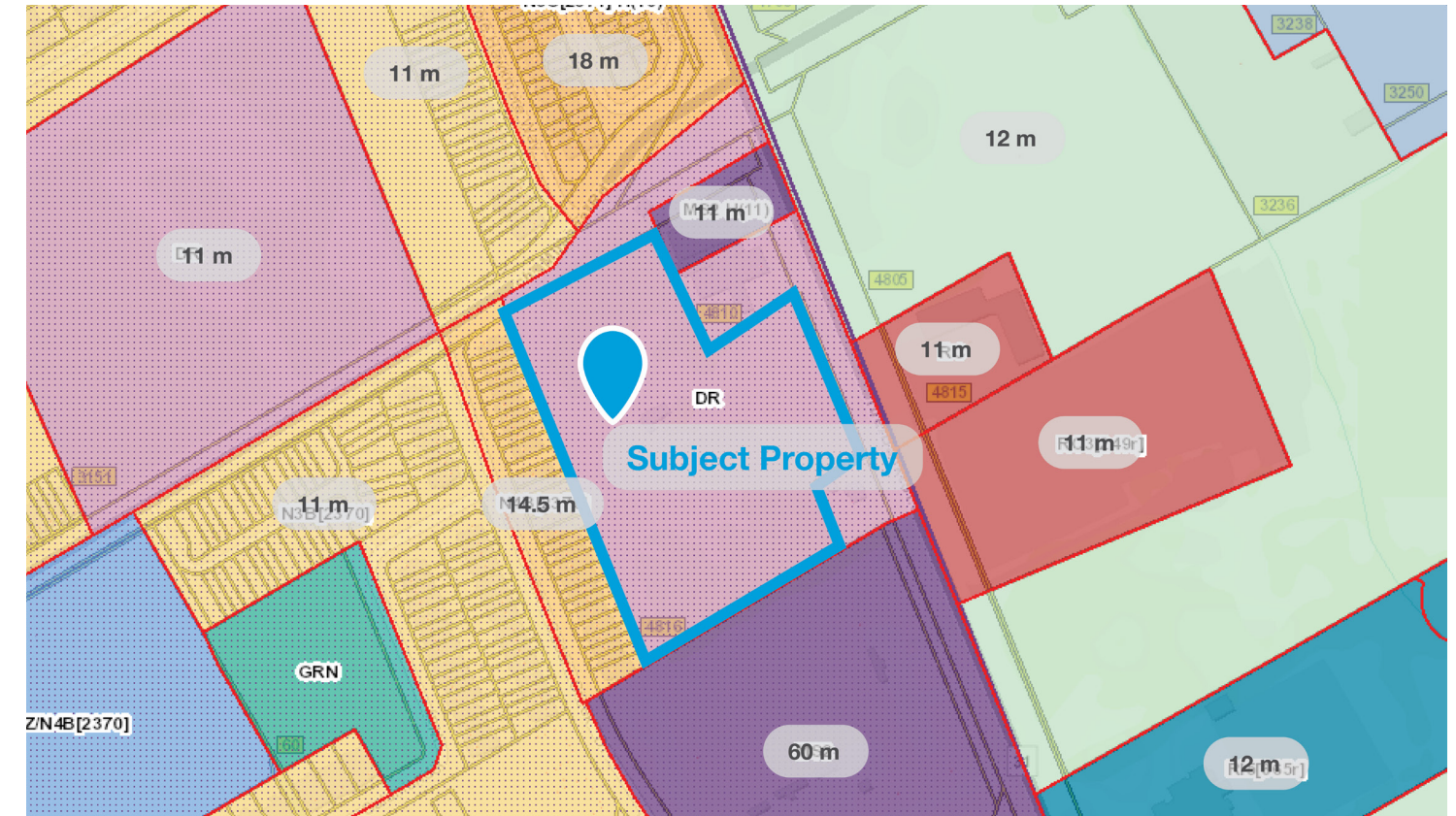
There is an active Site Plan Control application for the site adjacent to the south of the subject property. The proposal is to construct a shopping centre with a total Gross Floor Area of 5,145 square metres divided among four buildings, including a surface parking lot with 205 vehicle spaces and 24 bicycle spaces.





City of Ottawa Comprehensive Zoning By-law (2008-250) Zoning Map.

The planned function of the surrounding area is guided by the Official Plan (2022) and the Comprehensive Zoning By-law (2008-250). As outlined below, the Zoning By-law implements maximum permitted building heights across the City, generally allowing for heights of 11 to 18 metres in the area surrounding the subject property.



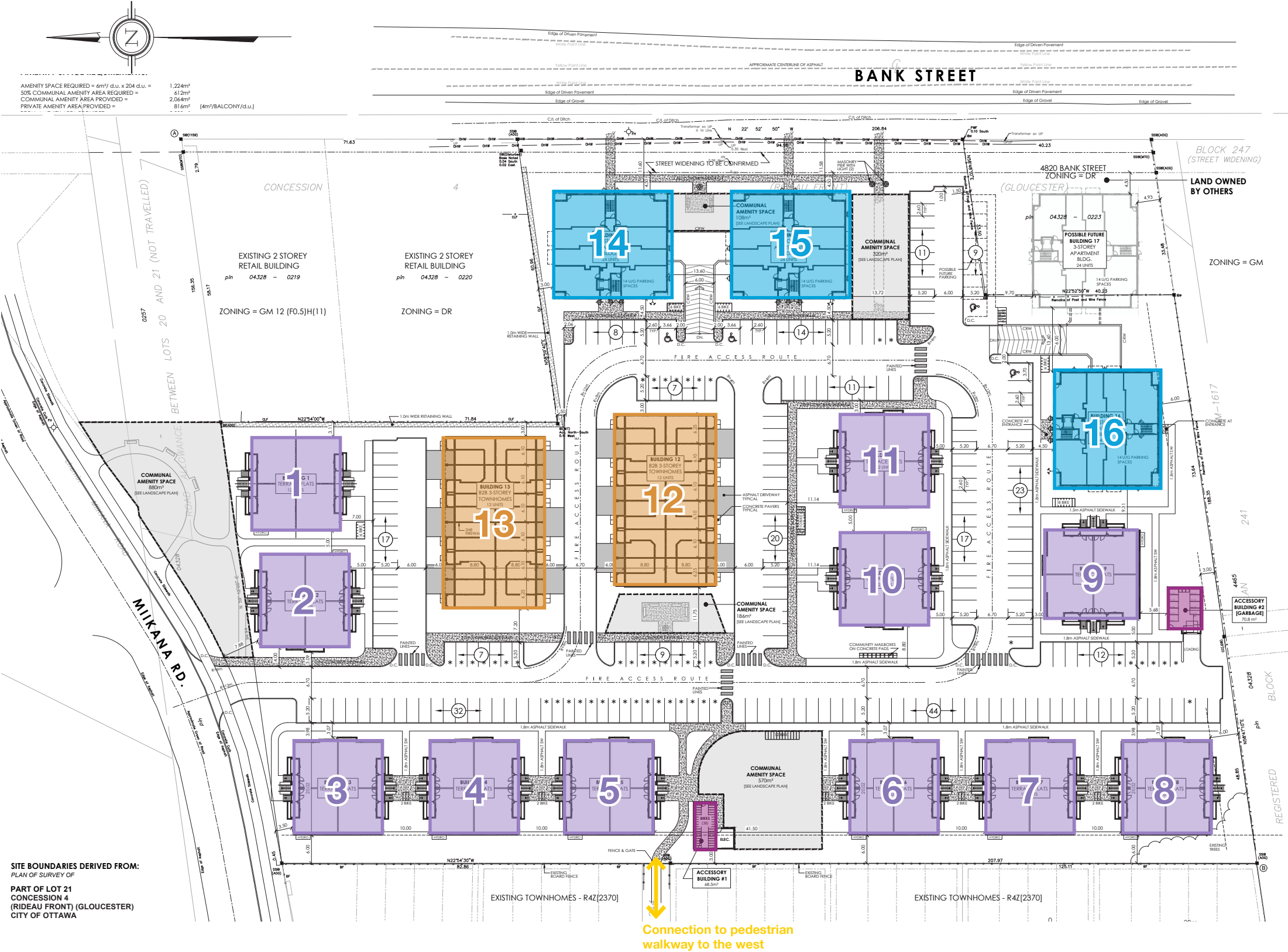
City of Ottawa Draft Zoning By-law (2025) Zoning Map.

Figure on top illustrates the maximum permitted building heights under Draft 3 of the new Comprehensive Zoning By-law, which intends to implement the direction of the Official Plan. As shown, heights of 11 to 60 metres are generally permitted surrounding the subject property.

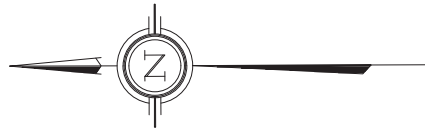
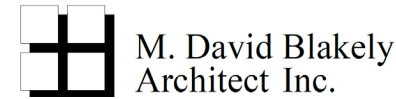
PROJECT DESCRIPTION AND DESIGN RESEARCH

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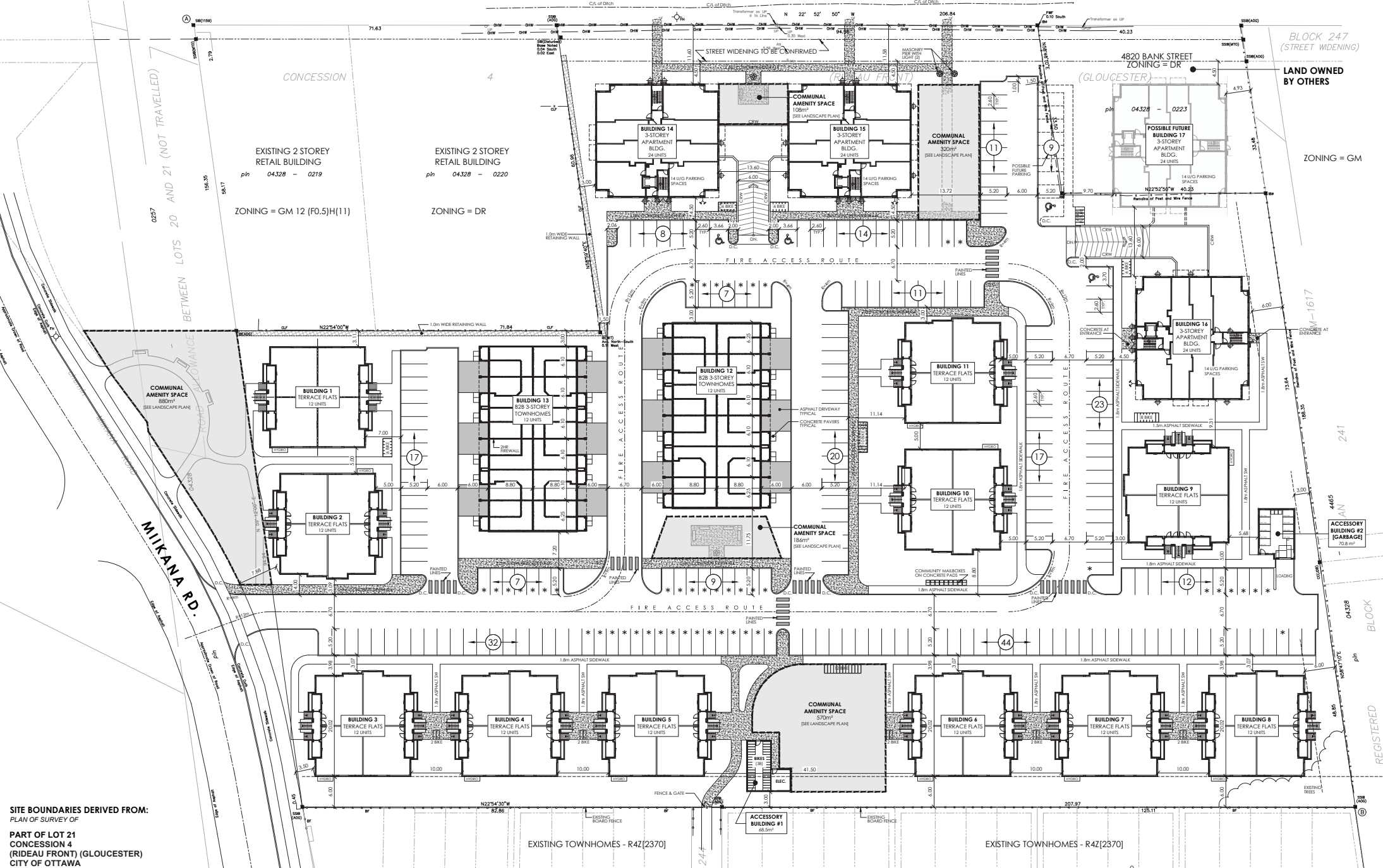
Development Overview



Site Plan



AMENITY SPACE REQUIRED = 6m²/d.u. x 204 d.u. = 1,224m²
 50% COMMUNAL AMENITY AREA REQUIRED = 612m²
 COMMUNAL AMENITY AREA PROVIDED = 2,064m²
 PRIVATE AMENITY AREA PROVIDED = 816m² [4m²/BALCONY/d.u.]



SITE BOUNDARIES DERIVED FROM:
 PLAN OF SURVEY OF
 PART OF LOT 21
 CONCESSION 4 (RIDEAU FRONT) (GLOUCESTER)
 CITY OF OTTAWA

ONT YARD (MIN.):	0.00 m	11.58 m	
FRONT YARD (MIN.):	0.00 m	6.00 m	
REAR YARD (MIN.):	0.00 m	3.00 m	
TOTAL LOT COVERAGE (MAX.):	00%	25.53%	[6,974 m ²]
LANDSCAPED AREA (MIN.):	00%	45.89%	[12,536.04 m ²]
WORKING LOT PERIMETER LANDSCAPING (MIN.):	15%	51.03%	
CESSORY BLDG. SIZE (MAX.):	00.00 m ²	68.50 m ² & 70.80 m ²	[139.30 m ² TOTAL]
CESSORY BLDG. HEIGHT (MAX.):	0.00 m	3.47 m	
CESSORY BLDG. INTERIOR SIDE YARD (MIN.):	0.00 m	3.00 m	

UNIT COUNTS:	B/B TERRACE FLATS		APARTMENTS	G.F.A.:
	FLATS	TOWNS		
BUILDING 1 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 2 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 3 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 4 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 5 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 6 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 7 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 8 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 9 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 10 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 11 =	TERRACE FLATS	12 UNITS		987 m ²
BUILDING 12 =	828 3-STORY TOWNHOMES	12 UNITS		1,538 m ²
BUILDING 13 =	828 3-STORY TOWNHOMES	12 UNITS		1,538 m ²
BUILDING 14 =	3-STORY APARTMENT BUILDING		24 UNITS	1,325 m ²
BUILDING 15 =	3-STORY APARTMENT BUILDING		24 UNITS	1,325 m ²
BUILDING 16 =	3-STORY APARTMENT BUILDING		24 UNITS	1,325 m ²
BUILDING 17 =	3-STORY APARTMENT BUILDING (POSSIBLE FUTURE)		24 UNITS (NOT INCLUDED)	
TOTAL =		132 UNITS	24 UNITS	72 UNITS
TOTAL ALL UNITS =		228 UNITS		
(NOT INCLUDING POSSIBLE FUTURE UNITS)				
TOTAL G.F.A. =				17,908 m ²

RESIDENT PARKING REQUIRED: SCHEDULE 1A AREA "C"
 BUILDINGS 1-11 : TERRACE FLATS [132 UNITS]
 PARKING REQUIRED= 1.2/ d.u. = 158 SPACES
 BUILDINGS 12-13 : 828 3-STORY TOWNHOMES [24 UNITS]
 PARKING REQUIRED= 1.0/ d.u. = 24 SPACES
 BUILDINGS 14-16 : 3-STORY APARTMENT BUILDINGS [72 UNITS]
 PARKING REQUIRED= 1.2/ d.u. = 86 SPACES
TOTAL RESIDENT PARKING REQ.: 268 SPACES

VISITOR PARKING REQUIRED: (NONE REQUIRED FOR UNITS WITH DRIVEWAYS)
 BUILDINGS 1-11 : TERRACE FLATS [132 UNITS]
 VISITOR PARKING REQUIRED= 0.2/ d.u. = 26 SPACES
 BUILDINGS 14-16 : 3-STORY APARTMENT BUILDINGS [72 UNITS]
 VISITOR PARKING REQUIRED= 0.2/ d.u. = 14 SPACES
TOTAL VISITOR PARKING REQ.: 40 SPACES

PARKING PROVIDED:
BRACE FLATS [132 UNITS]
 PARKING REQUIRED = 158 RESIDENT + 26 VISITOR
 TOTAL PROVIDED = 184 SPACES
8 TOWNHOMES [24 UNITS]
 PARKING REQUIRED = 24 SPACES
 TOTAL PROVIDED = 48 SPACES (DRIVEWAYS/ GARAGES)
APARTMENTS [72 UNITS]
 PARKING REQUIRED = 86 RESIDENT + 14 VISITOR
 TOTAL PROVIDED = 100 SPACES (42 U/G + 48 SURFACE)
 PARKING SPACE DIMENSIONS ARE 2.6m X 5.2m STANDARD.
 PARKING SPACES MARKED WITH * ARE 2.4m X 5.2m (49 SPACES) (50% MAX.)
 BARRIER-FREE PARKING SPACES ARE 3.66m X 5.20m UNLESS NOTED OTHERWISE.

CYCLE PARKING REQUIREMENTS:
 CYCLE PARKING REQUIRED= 0.5/d.u. x 204 d.u. = 102 SPACES
 CYCLE PARKING PROVIDED = 102 SPACES (38 INDOOR + 64 SURFACE)
 EXTERIOR BIKE SPACES ARE 0.60m X 1.80m HORIZONTAL w/ MIN. 1.50m ACCESS ISLE.
 INTERIOR BIKE SPACES ARE 0.50m X 1.50m VERTICAL w/ MIN. 1.50m ACCESS ISLE.
 PROVIDE FIXED PARKING RACKS FOR ALL BIKE SPACES.

AMENITY SPACE REQUIREMENTS:

PROPOSED UTILITY PLAN PREPARED BY:

END/ ABBREVIATIONS:

DEPRESSED CURB	⊙ GAS METERS LOCATION	⊙ LIGHT STANDARD
CONCRETE RETAINING WALL	⊙ WATER/ SANITARY CONNECTION	⊙ WALL MOUNTED LIGHT FIXTURE
WROUGHT IRON	⊙ STORM CONNECTION	⊙ POLE LIGHT
TACTILE WALKING SURFACE INDICATOR	⊙ SIAMESE CONNECTIONS	⊙ TRANSFORMER
CONCRETE	⊙ FIRE HYDRANT	
ASPHALT	⊙ HYDRO [METER LOCATION]	
TWSI		



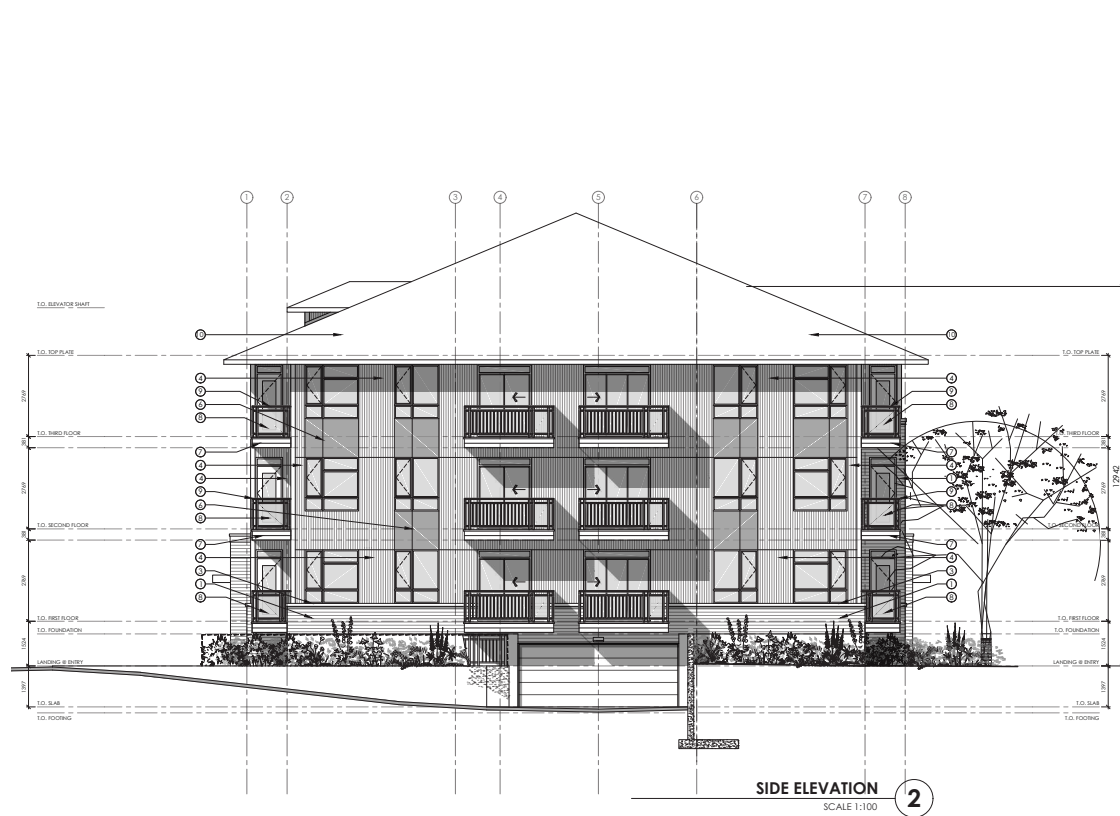
Bank Street Frontage:

The two apartment buildings (Buildings 14 & 15) are set back 4.5m from the Bank Street protected road right-of-way. A sidewalk is located in the front yard, connected to the site's amenity areas & pathway system.

Landscaping, sitting areas, lighting, & a gate feature continue along the street frontage and help screen the private amenity areas from the public realm while creating a strong street edge at a human scale.

A pathway connection through the gate feature to the future urbanized Bank Street right-of-way has been considered to further improve the walkability to and from the site.

Apartment Buildings - Elevations

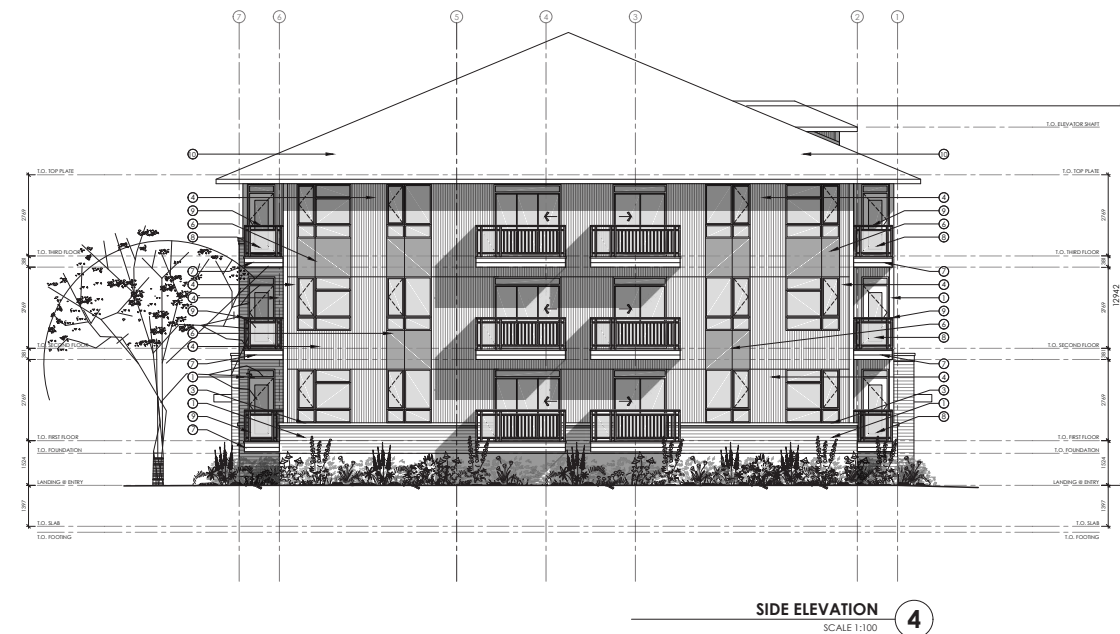


SIDE ELEVATION
SCALE 1:100 2

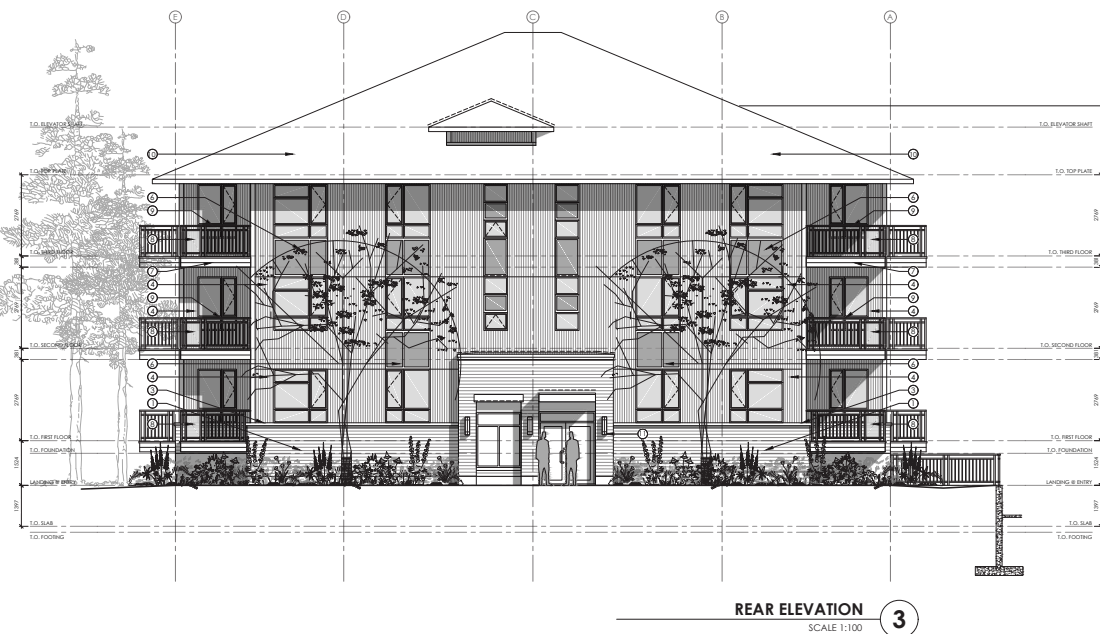


- MATERIALS SCHEDULE:**
1. BRICK VENEER
 2. STONE VENEER
 3. PRECAST CONCRETE
 4. SIDING: CORRUGATED STEEL
 5. SIDING: VINYL
 6. HARDIE PANEL
 7. PREFINISHED ALUMINUM
 8. GLASS PANEL-TINTED
 9. PREFINISHED ALUMINUM GUARD
 10. ASPHALT SHINGLES
 11. EXTERIOR LIGHT FIXTURE

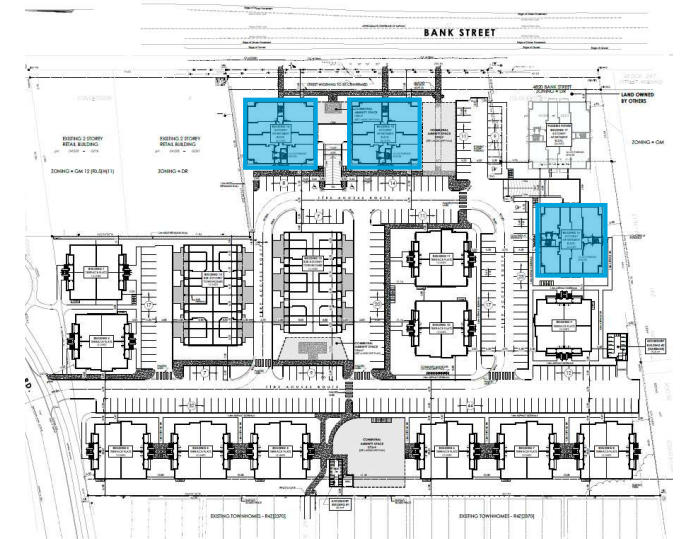
FRONT [BANK STREET] ELEVATION
SCALE 1:100 1



SIDE ELEVATION
SCALE 1:100 4



REAR ELEVATION
SCALE 1:100 3

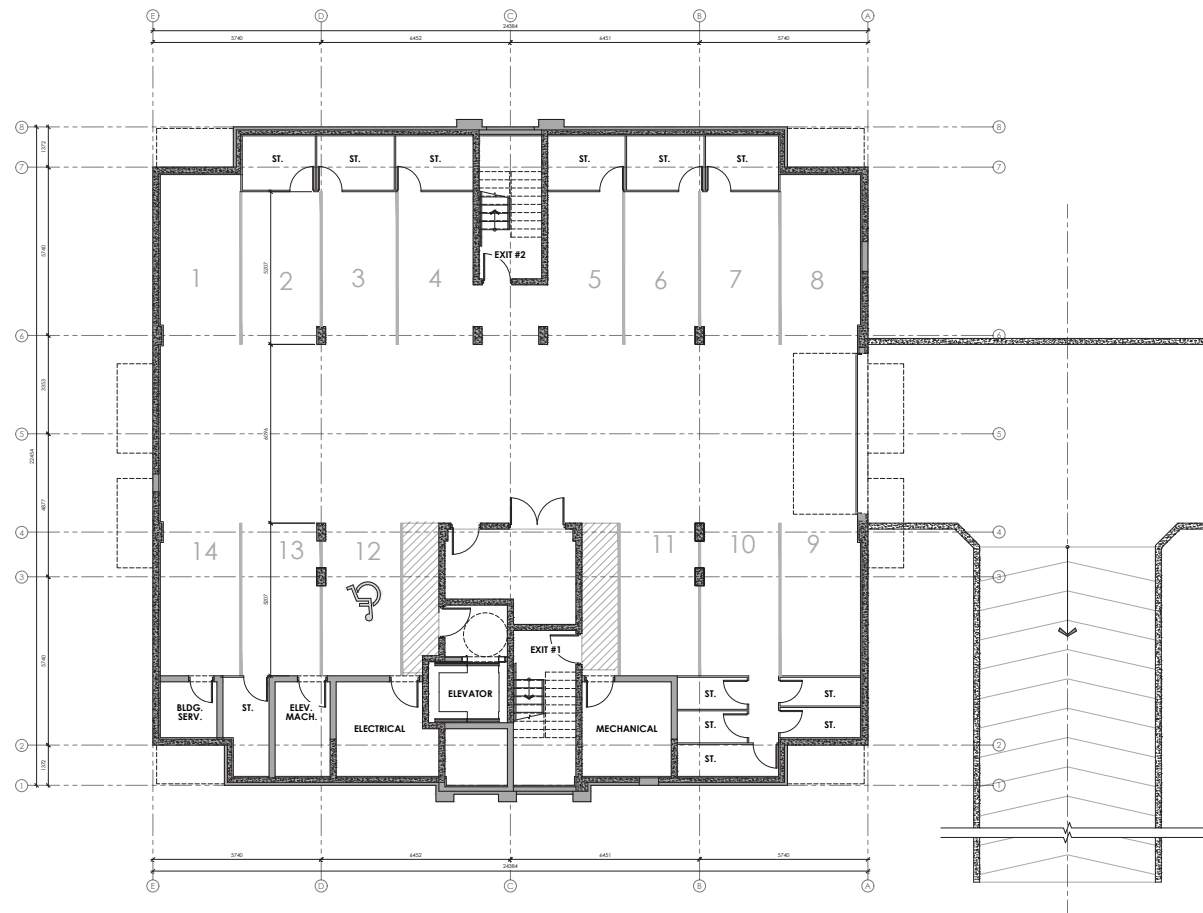


Building Design

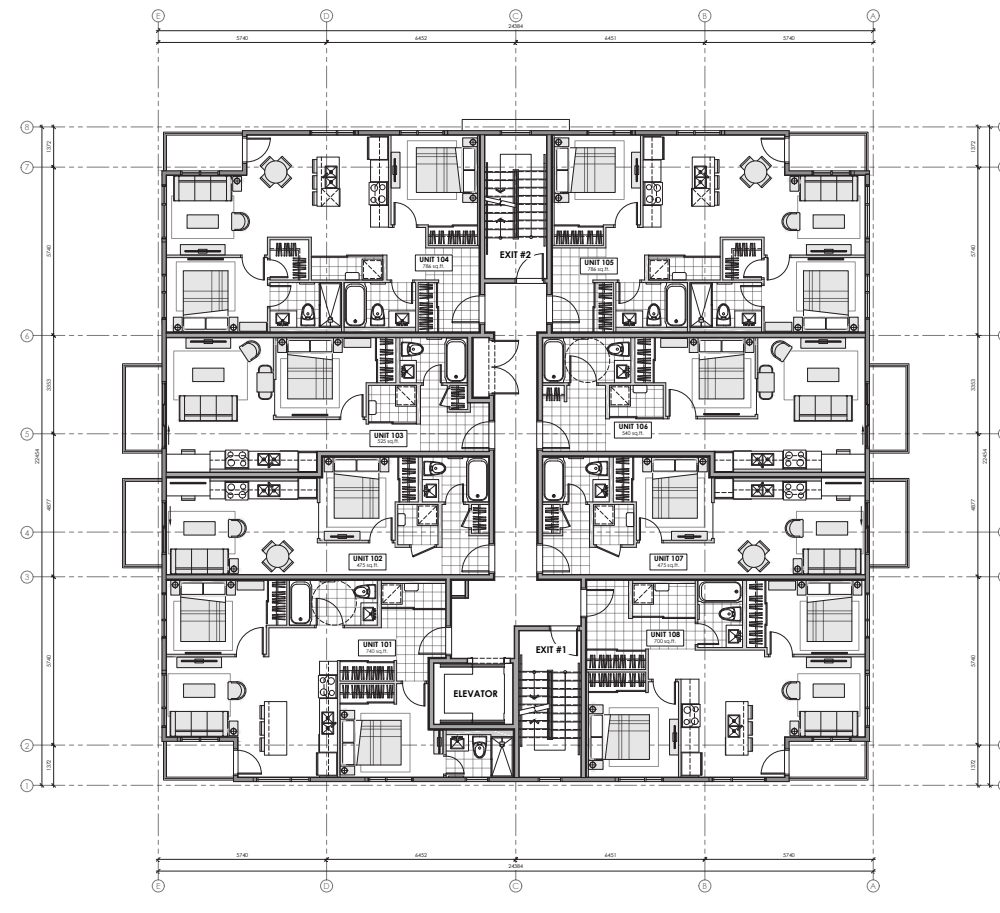
The elevation design of apartment buildings is contemporary and of its time. The materials are masonry and steel of simple, clean lines capped by a sloped roof with large overhangs. Large windows and corner balconies overlook Bank Street.

An entrance to each building is located along the Bank Street frontage with a proposed sidewalk connecting the buildings to the sidewalk along the street. Building wall fixtures and pedestrian lighting is complementary to the building design, and contribute to the continuous, street-edge treatment.

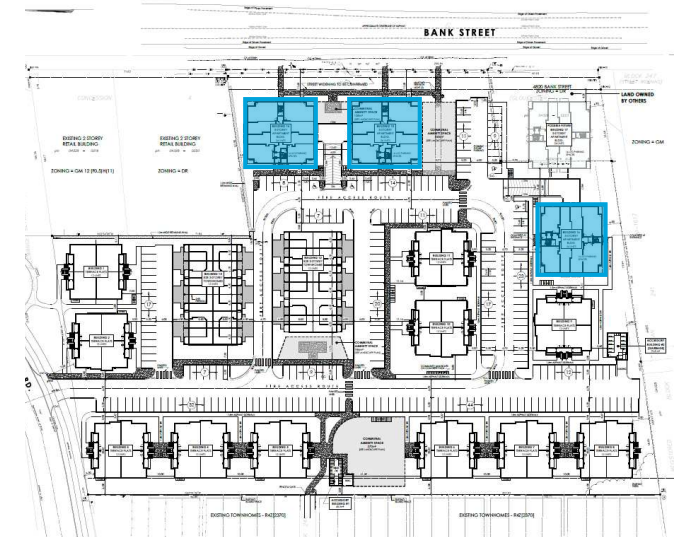
Apartment Buildings - Plans



BASEMENT PLAN
SCALE 1:100 **2**

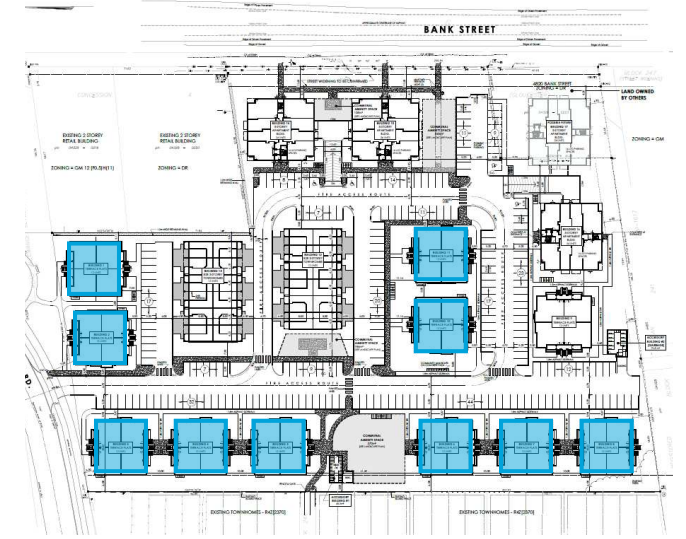
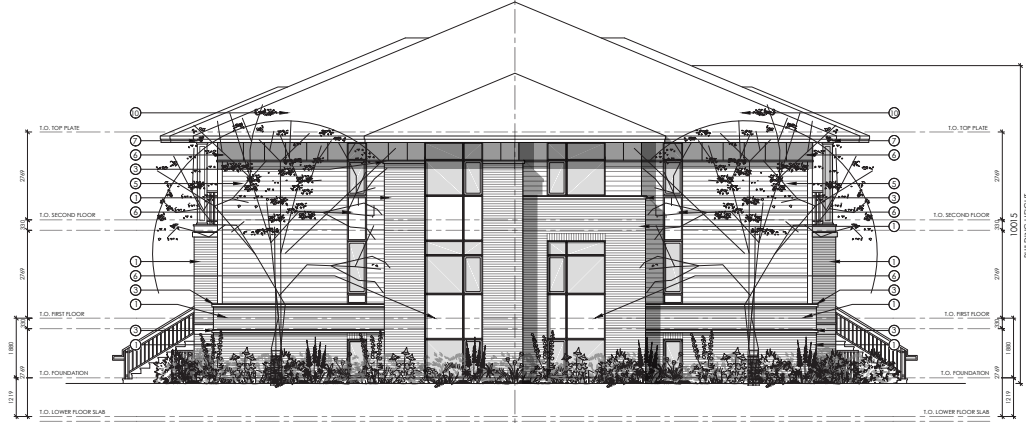
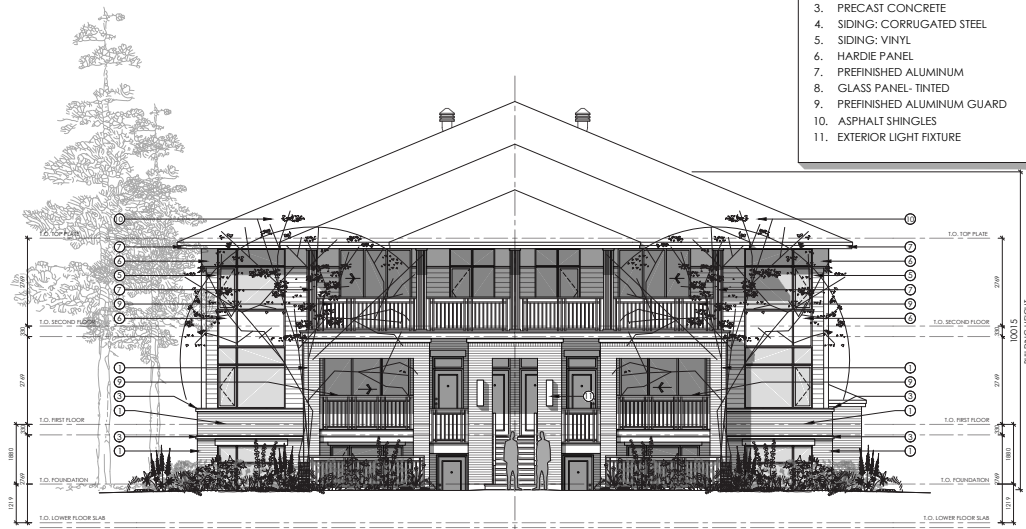
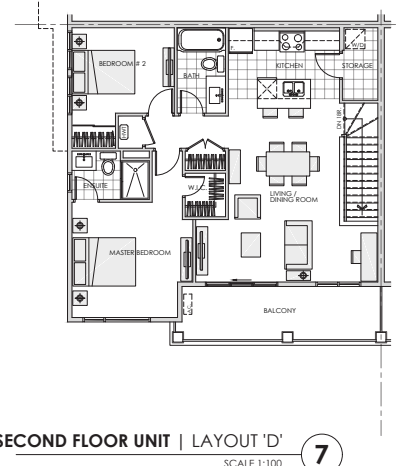
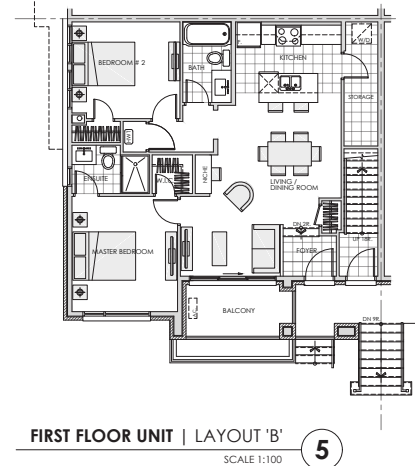
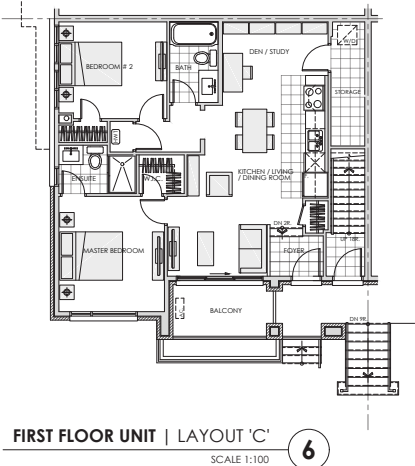
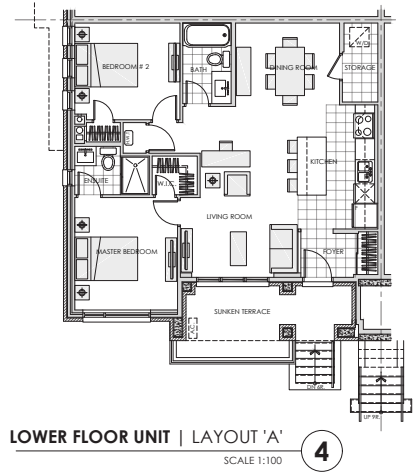


TYPICAL FLOOR PLAN
SCALE 1:100 **1**



Terrrace Flats - Plans/ Elevations

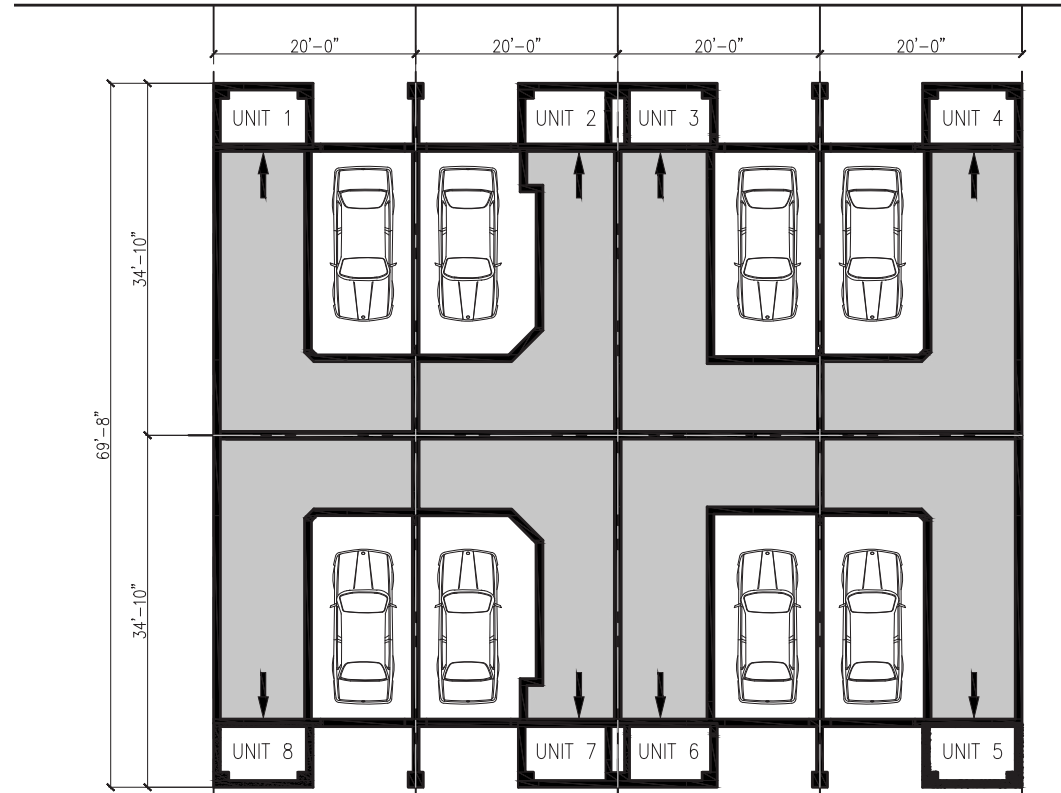
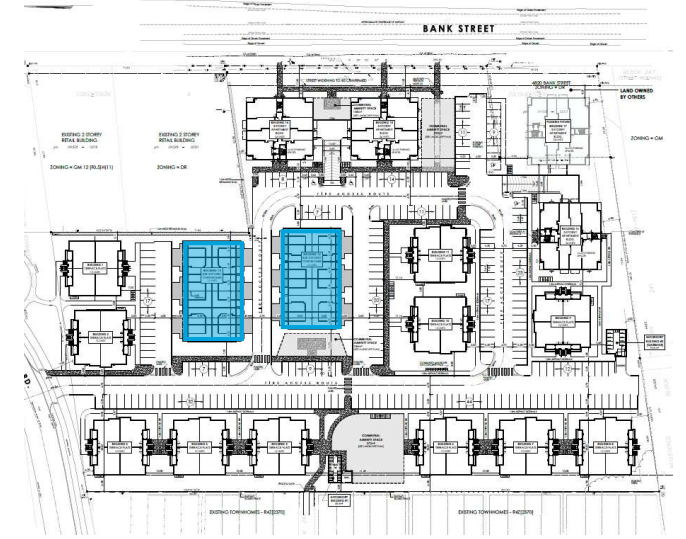
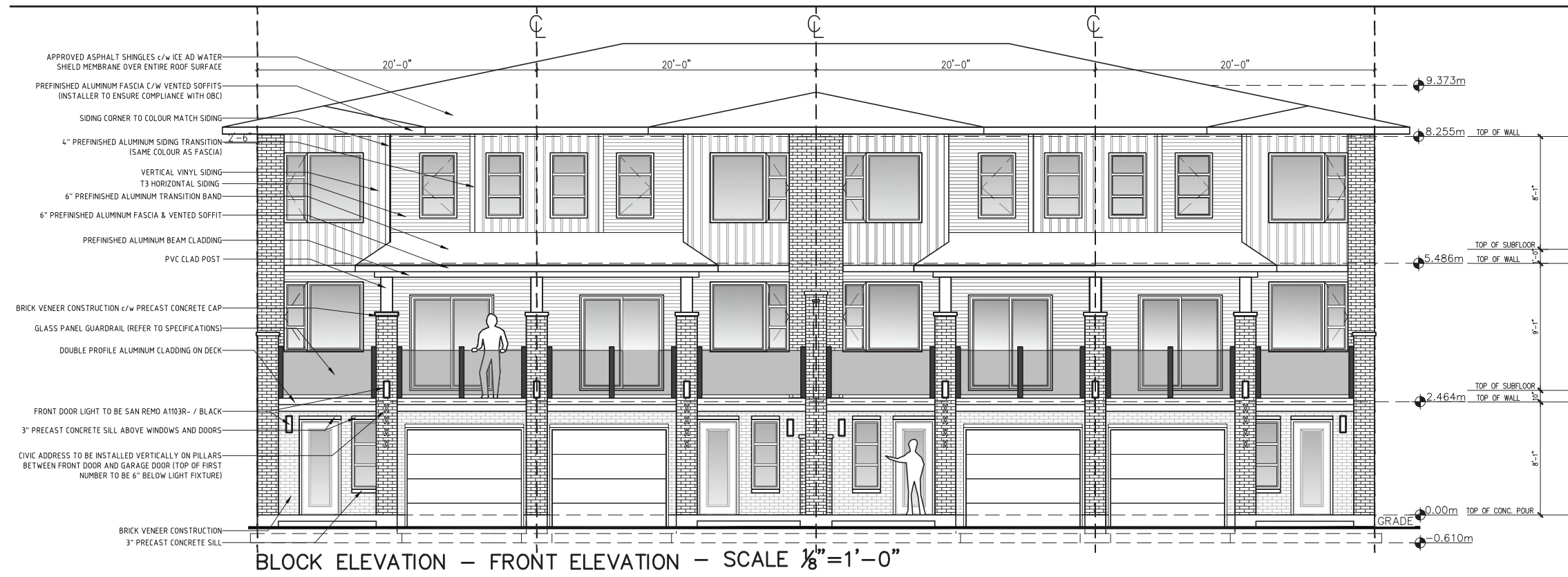
- MATERIALS SCHEDULE:**
1. BRICK VENEER
 2. STONE VENEER
 3. PRECAST CONCRETE
 4. SIDING: CORRUGATED STEEL
 5. SIDING: VINYL
 6. HARDIE PANEL
 7. PREFINISHED ALUMINUM
 8. GLASS PANEL-TINTED
 9. PREFINISHED ALUMINUM GUARD
 10. ASPHALT SHINGLES
 11. EXTERIOR LIGHT FIXTURE



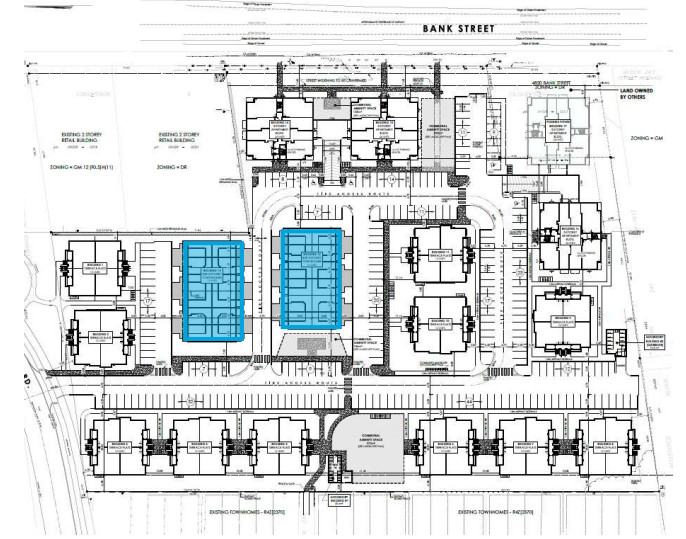
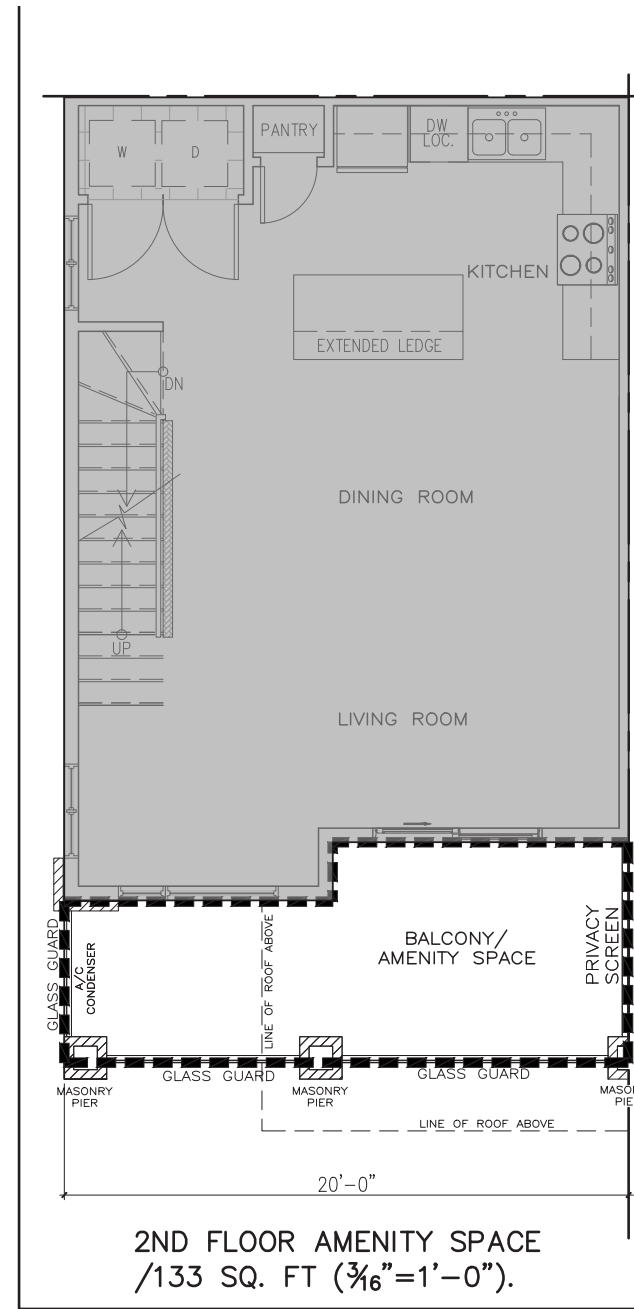
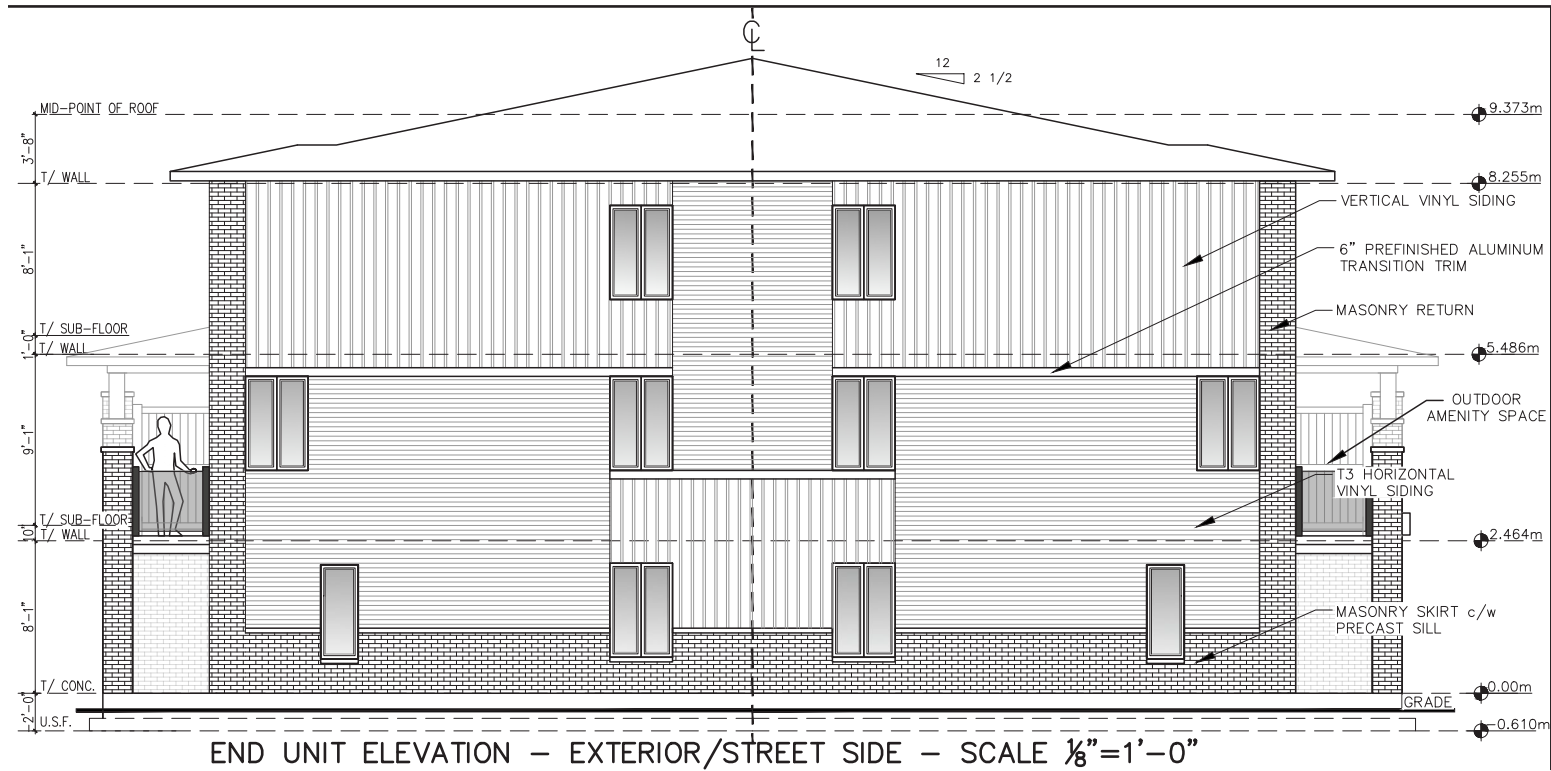
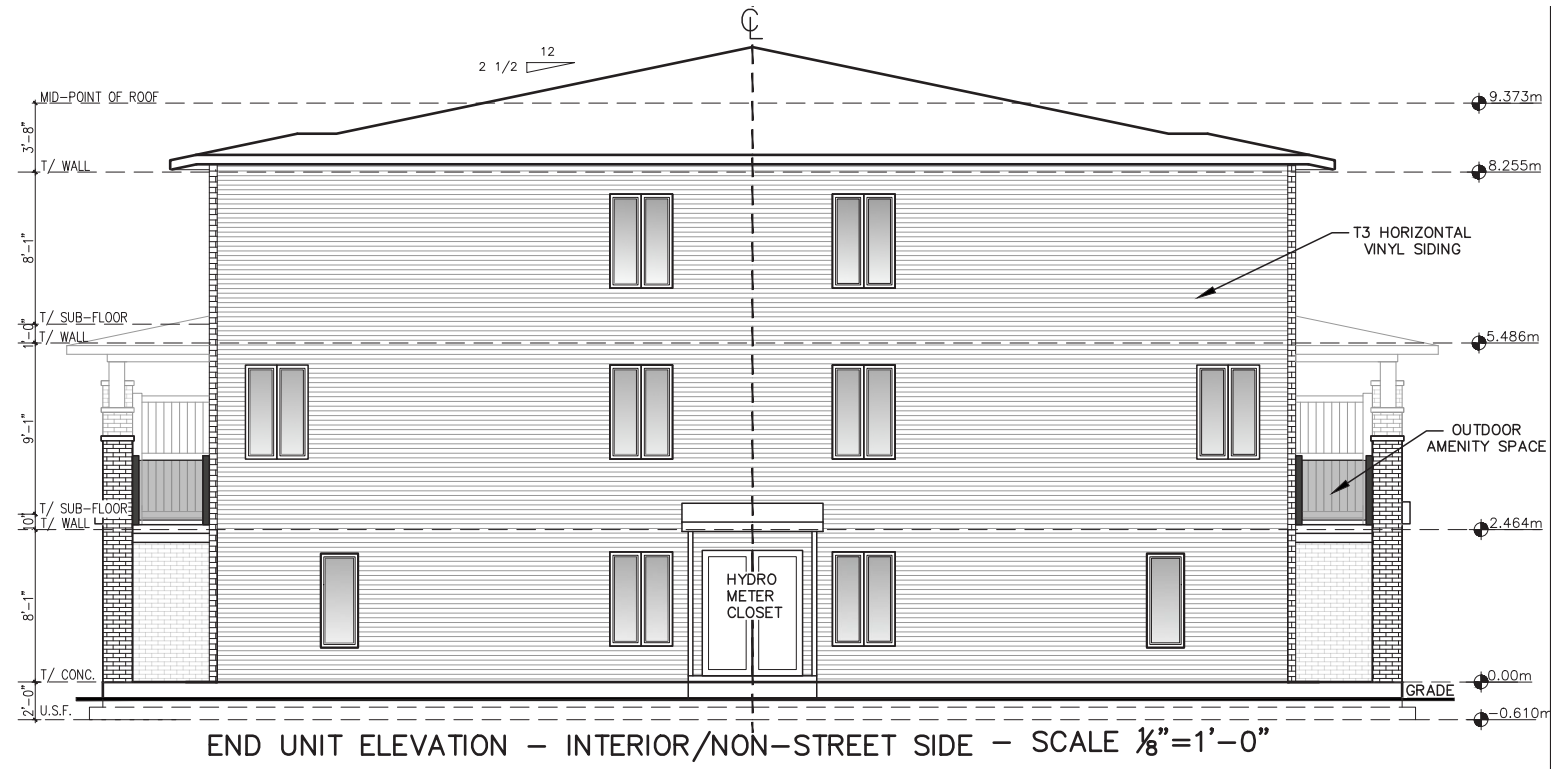
Terrrace Flats - 3D Rendering



3-Storey Townhomes - Plans/ Elevations



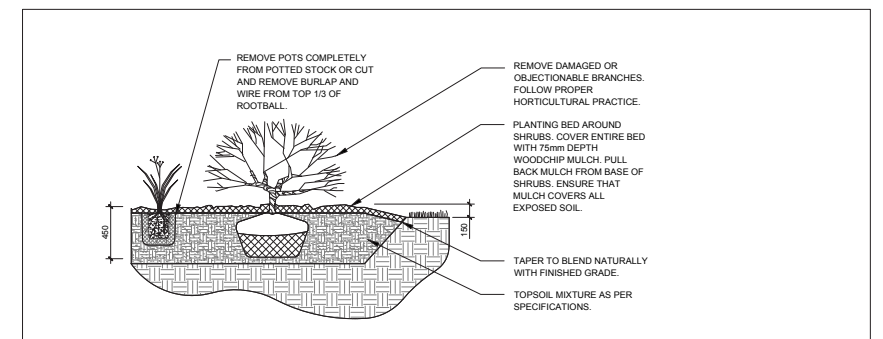
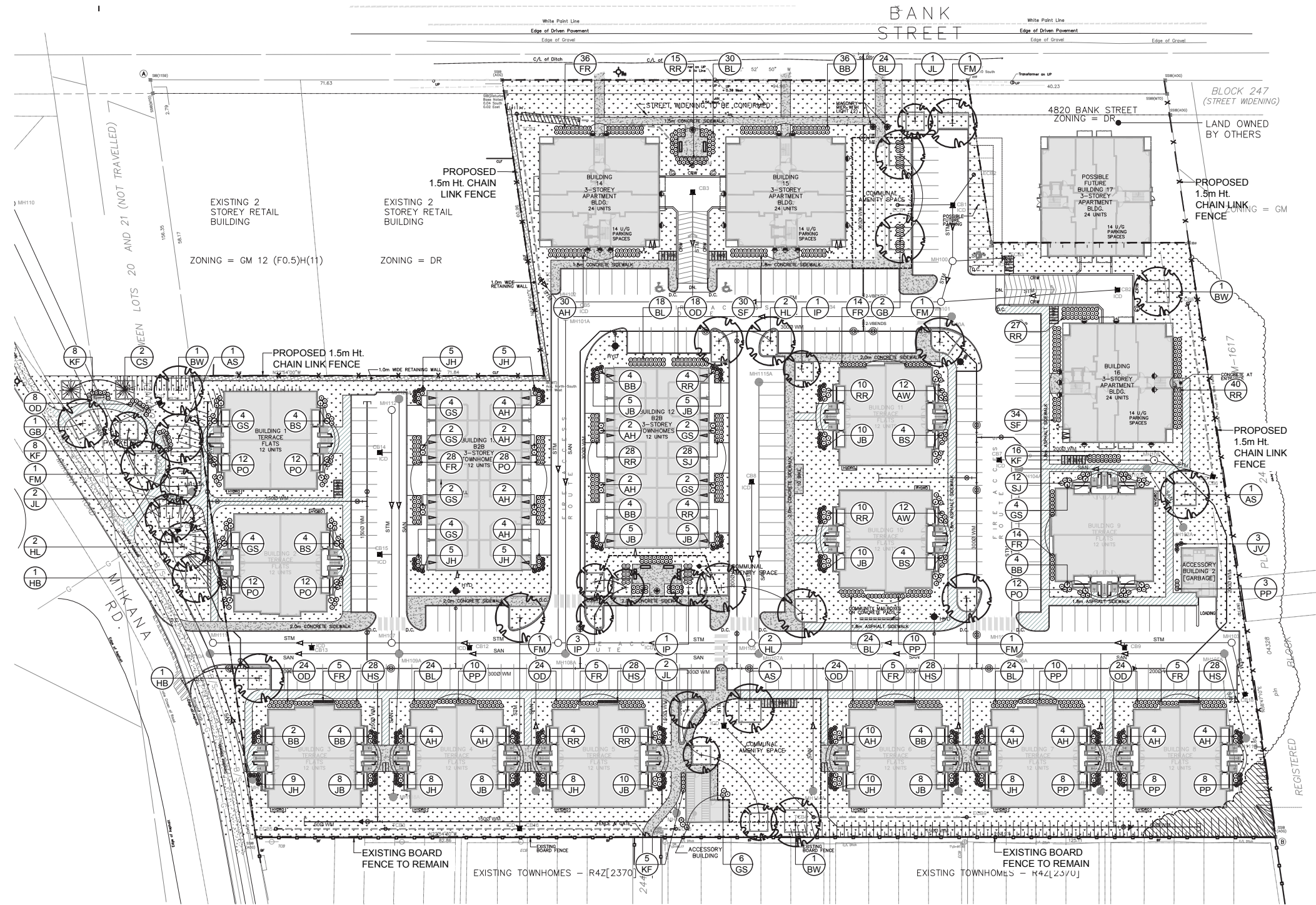
3-Storey Townhomes - Plans/ Elevations



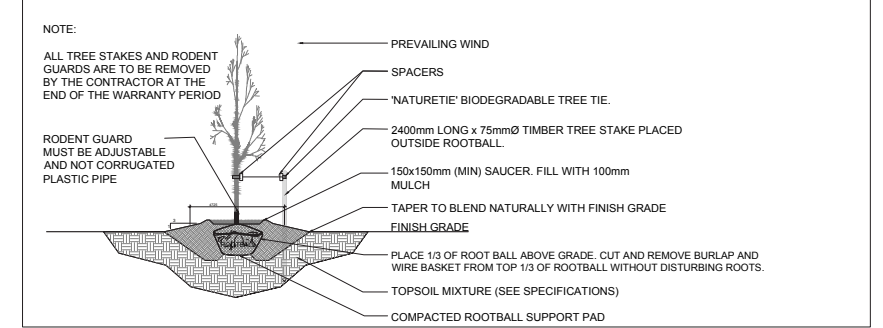
Landscape Plan

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS

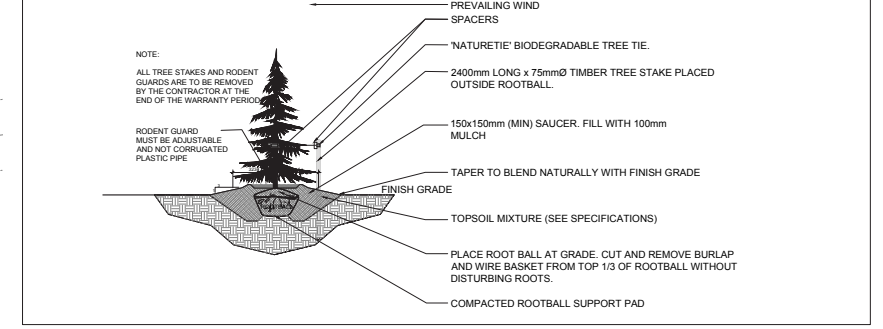
FOTENN Planning + Design



2 SHRUB / ORNAMENTAL GRASS PLANTING
L.1 N.T.S.

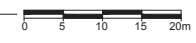


3 DECIDUOUS TREE PLANTING
L.1 N.T.S.

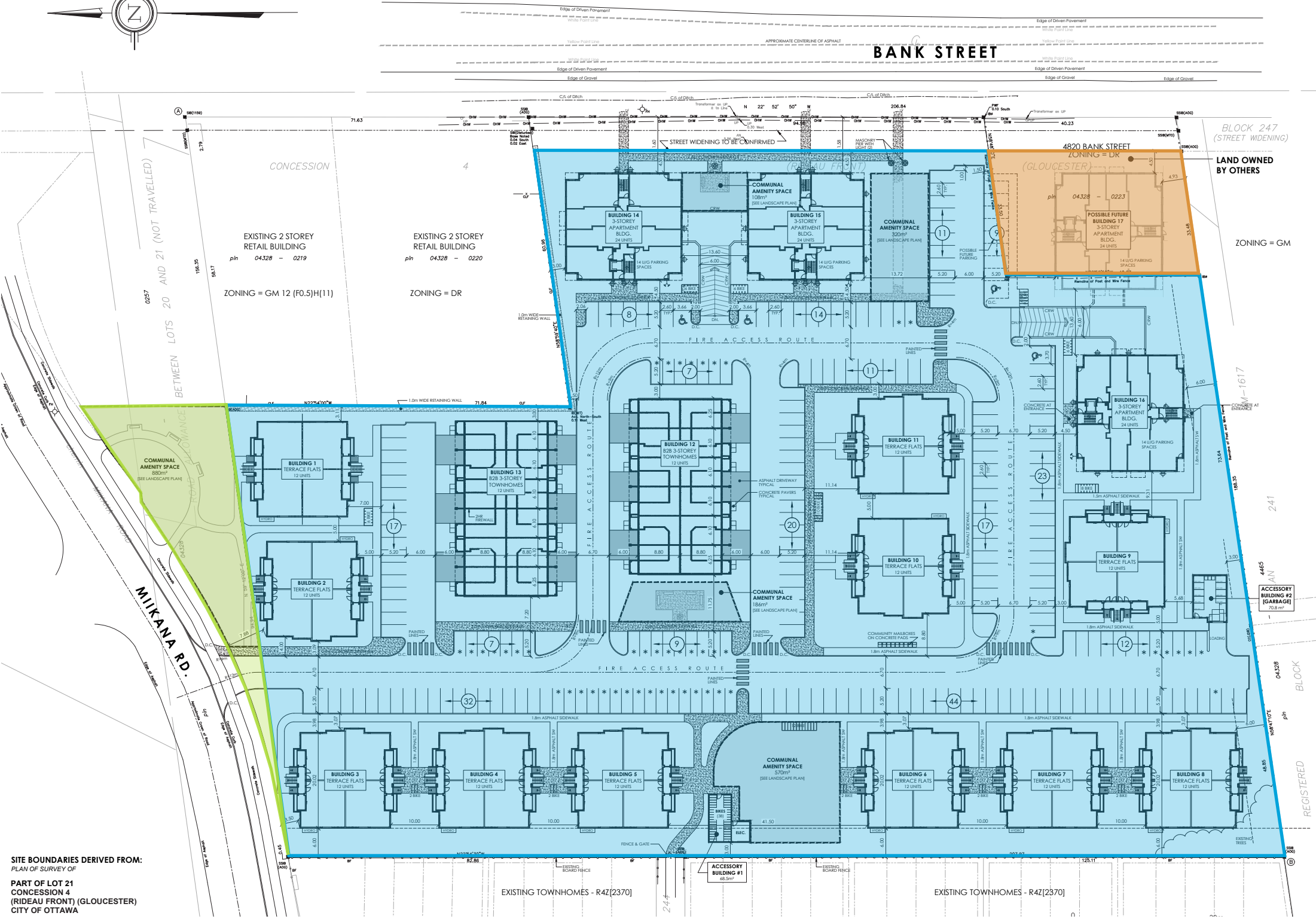
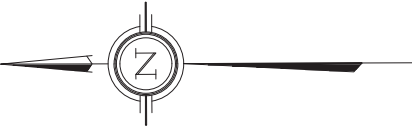


4 CONIFEROUS TREE PLANTING
L.1 N.T.S.

1 LANDSCAPE PLAN
L.1 SCALE 1:500



Block Plan



- Proposed Development
- Possible Future Building
- Possible Future Communal Amenity Space

SITE BOUNDARIES DERIVED FROM:
 PLAN OF SURVEY OF
 PART OF LOT 21
 CONCESSION 4
 (RIDEAU FRONT) (GLOUCESTER)
 CITY OF OTTAWA



PHOENIX HOMES

FOTENN
Planning + Design