

URBAN DESIGN BRIEF

# MERIVALE ROAD - CENTRAL PARK

PREPARED FOR THE CITY OF OTTAWA DOWNTOWN URBAN DESIGN REVIEW PANEL, AUGUST 2012





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# 1 SITE AND NEIGHBOURHOOD CONTEXT

## 4.1 EXISTING CONDITIONS

The subject property is located on the west side of Merivale Road and includes lands located between Central Park Drive South and Central Park Drive North as well as two parcels of land to the north of Central Park Drive North. Despite being under single ownership, the properties have four separate municipal addresses and are identified as:

- / 300 Central Park Drive South,
- / 1 Crystal Park Crescent,
- / 1232 Merivale Road, and
- / 1230 Merivale Road.

The four parcels of land have a total area of 2.7 ha (6.67 acres) and are largely underdeveloped with the majority of the sites being occupied by surface parking. For the purposes of this Design Brief, the properties are referred to as the 'subject site'.



FIGURE 10: SUBJECT SITE

An individual description of the each of the parcels is provided below moving south to north.

## 300 CENTRAL PARK DRIVE SOUTH

The site known as 300 Central Park Drive South is an irregularly shaped corner property, with approximately 68 m of frontage onto Central Park Drive South, approximately 140 m of frontage onto Merivale Road and a site area of 1.1 ha (2.77 acres). The site consists largely of pavement with some limited landscaped islands and provides access to surface parking as well as the parking structure for the condo apartments known municipally as 310 and 314 Central Park Drive South.



FIGURE 11: AERIAL VIEW OF 300 CENTRAL PARK DRIVE SOUTH

## 1 CRYSTAL PARK CRESCENT

The property identified as 1 Crystal Park Crescent has frontage onto three public roads and is irregular in shape. The site has approximately 78 m of frontage onto Crystal Park Crescent, approximately 38 m of frontage onto Central Park Drive North and approximately 115 m of frontage along Merivale Road for a total site area of 0.6 ha (1.52 acres). The site is currently occupied by an Ashcroft sales centre and surface parking. Landscaping is located between the sales centre and Crystal Park Crescent.



FIGURE 12: LOOKING SOUTH FROM CRYSTAL PARK CRESCENT

Collectively, 300 Central Park Drive South and 1 Crystal Park Crescent have 255 m of uninterrupted frontage along Merivale Road.

### 1232 MERIVALE ROAD

The site at 1232 Merivale Road is an irregularly shaped corner property with approximately 77 m of frontage onto Central Park Drive, 83 m of frontage onto Merivale Road and site area of 0.64 ha (1.6 acres). A stand alone Tim Horton's, including a drive-thru, is situated on the southeast corner of the property fronting onto Merivale Road. Strip plaza retail is located in behind the Tim Horton's along the western property boundary. The remainder of the site consists largely of surface parking with limited landscaping.



FIGURE 13: 1232 MERIVALE ROAD- LOOKING WEST

### 1230 MERIVALE ROAD

The site at 1230 Merivale Road immediately abuts 1232 Merivale Road to the north. This irregularly shaped property has approximately 93 m of frontage along Merivale Road, a varying depth of 50 m and a total site area of approximately 0.36 ha (0.89 acres). The site consists of a surface parking lot situated close to Merivale Road and a wide swath of landscaping which buffers the residential neighbourhood to the west from the surface parking lot.



FIGURE 14: 1230 MERIVALE ROAD- LOOKING NORTH

Collectively, the two properties at 1232 and 1230 Merivale Road have approximately 170 m of continuous frontage along Merivale Road.

### COMMUNITY CONTEXT AND AMENITIES

The following describes, in general terms, the area context.

#### NORTH:

To the north of the northern most parcel is an approximately 11-storey apartment building situated in behind a two-storey parking structure. The parking structure buffers the apartment building from Merivale Road.

The lands further north extending to the intersection of Merivale Road and Caldwell Avenue are occupied by a recently completed townhouse development. The three-storey townhouse development is oriented internally to the site, backing onto Caldwell Avenue and having a very limited interface with Merivale Road. The development is accessed via two private internal roads.



FIGURE 15: 11 STOREY BUILDING AND PARKING STRUCTURE NORTH OF SITE



FIGURE 16: TOWNHOUSES AT MERIVALE AND CALDWELL

#### EAST:

The Central Experimental Farm is located immediately east of Merivale Road. The Experimental Farm is a 400 hectare parcel of land located within the urban boundary of the City of Ottawa that continues to function as a working farm.



FIGURE 17: CENTRAL EXPERIMENTAL FARM EAST OF SITE

**SOUTH:**

To the south of the southernmost lands, is a surface parking lot associated with the Government of Canada employment complex that continues south to the intersection of Merivale Road and Baseline Road wraps the corner and continues approximately 400 m west. The complex consists of multiple buildings of varying building height as well as large surface parking lots.



FIGURE 18: GOVERNMENT COMPLEX PARKING TO THE SOUTH



FIGURE 19: GOVERNMENT COMPLEX

**WEST:**

The lands to the west of the subject site are characterized by an established residential neighbourhood known as the Central Park Community. This low profile community consists predominantly ground oriented built form including townhouses, semi-detached and detached homes. Two ten-storeys buildings are located just to the west of the site at the periphery of the community.



FIGURE 20: GOVERNMENT COMPLEX PARKING TO THE SOUTH



FIGURE 21: ESTABLISHED RESIDENTIAL COMMUNITY TO THE WEST

## 2 PROPOSED DEVELOPMENT

### SUMMARY OF PROPOSED DEVELOPMENT

The development will include 737 residential units in the form of townhouses and condo apartments. The residential component of this development will have a gross floor area of 67,905 m<sup>2</sup>. Office and retail will account for approximately 21,920 m<sup>2</sup> of development on this site. The development will be arranged into seven (7), largely mixed-use buildings arranged around the spine road across the subject site. Although separated by a public street, the serpentine road concept will continue across on the two parcels north of Central Park Drive North with the design of the road intending to create a cohesive and continuous relationship across the entire property.

Combined, the development will have a total gross floor area of 90,425 m<sup>2</sup>. The proposal will be served by a total of 1110 parking spaces through a combination of both underground and surface parking.

### DESIGN STATEMENT

The project incorporates a mix of retail/commercial uses, landscaped open space and a range of densities and housing types organized around five main elements: the spine road, the streetscape, gardens and pedestrian paths, entry points and gateways, macro-climatization and orientation.





FIGURE 1: CONCEPT PLAN .....

This design intent responds to the unique site conditions including its size and proximity to Merivale Road, a single loaded arterial roadway with narrow, rarely travelled sidewalks and a generally harsh, vehicle oriented environment. In order to compensate for this existing condition along Merivale Road, the development has been anchored and arranged along an internal, curvilinear spine road that traverses the site south to north.

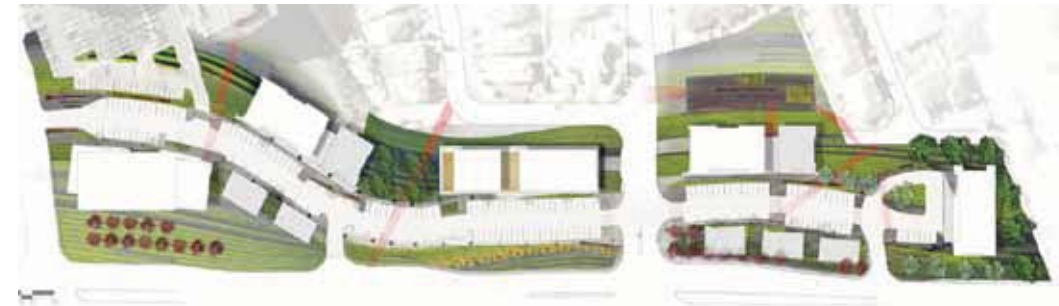
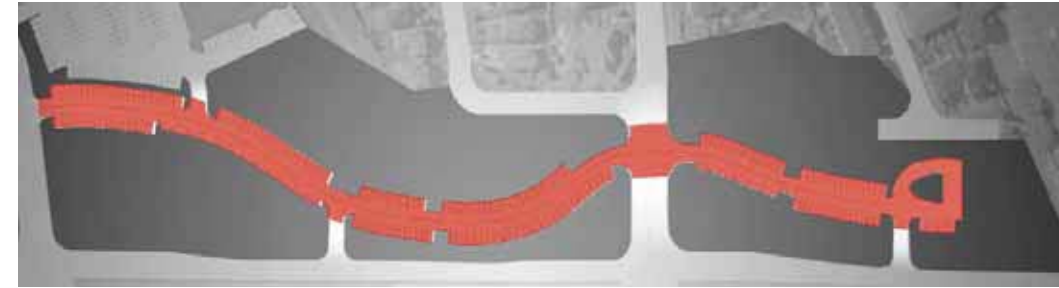


FIGURE 2: SPINE ROAD TRAVERSES THE SITE .....

The spine road organizes the site, carrying vehicular and pedestrian traffic from one end of the site to the other and bringing an overall cohesion to the development while creating a traditional mainstreet like environment internally to the site. The road commences on the north side of Central Park Drive South and continues north of Central Park Drive North. It varies in width from 7.0 m where it connects to Central Park Drive South and Central Park Drive North and up to 17.4 m where it provides parking on both sides.



The four remaining elements complement and supplement the spine road.

The streetscape provides the physical boundary within which pedestrians engage on the site. The design of the podiums ensures that the development retains a human scale, creating a comfortable, pedestrian-oriented experience at grade.



FIGURE 3: THE USE OF PODIUMS CONTRIBUTES TO HUMAN SCALE .....

The gardens serve as the tapestry upon which the streetscapes and spine take their shape and pay homage to the adjacent Experimental Farm while offering both escape and respite.



FIGURE 4: GARDENS AND LANDSCAPING PLAY AN IMPORTANT ELEMENT .....

Pedestrian paths invite the surrounding population into the site while points of interests such as shopping, working and living capture the interest of visitors.

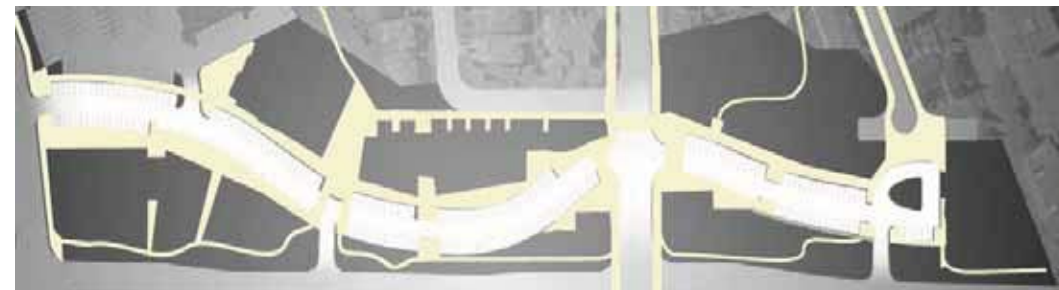


FIGURE 5: PEDESTRIAN PATHWAYS .....

The size, location and orientation of the architecture will minimize the macro-climatic impacts on adjacent sites. The intent is to reduce sun shadow impacts by locating the towers as far away as possible from existing residential development and reducing the floor plate size to quickly move narrower shadows. The orientation of the towers maximizes natural light and allows ventilation to penetrate deeper into the units while maintaining privacy, making the units more desirable and generally improving liveability.



FIGURE 6 : ORIENTATION OF TOWERS AND FLOOR PLATE SIZE CONTRIBUTE TO BETTER LIVEABILITY AND LESS SHADOWING ON ADJACENT PROPERTIES .....

## RESPONSE TO URBAN DESIGN REVIEW PANEL RECOMMENDATIONS

The following is a response from the bbb Architects to the comments generated by the Design Panel at the initial pre-consultation in December 2010.

### Comment 1. Internal Pedestrian Priority Spine

The design has developed further to enhance the materials, dimensions and landscape treatment of the spine.

### Comment 2. Pedestrians as a Priority

The parking space material is similar to the pedestrian plaza finishes (interlock / precast pavers) and different from drive aisle asphalt to minimize the perception of vehicular street and present a more pedestrian realm.

### Comment 3. Scale of Pedestrian Spaces

Each of the buildings has one portion of the adjacent sidewalk area widened as a small plaza for café seating or parkette. Since the buildings are not parallel to the serpentine street, the dimensions vary but the typical sidewalks are generous and at their smallest are still wider than most urban retail streets (3.0m – 5.5m). The six key plaza / open spaces range from roughly 7 m by 12 m to 16 m by 18 m, providing adequate space for umbrella tables or park benches and landscaping.

### Comment 4. Landscape Execution

The landscape plan has been advanced and provides greater detail since what was initially presented at the pre-consultation with the Panel. Corush Suntherland Wright has submitted a full plant list, planting plan and details as part of the Site Plan Control application as evidence of the commitment to the landscape design.

### Comment 5. Reduction of at grade surface parking

The approach to parking remains consistent with the masterplan intent for the site. Surface parking near the storefronts is necessary to improve the chance of success for the retail component. The street parking has been reduced to have parallel parking on one side of the road and maintain the perpendicular parking on the opposite – balancing the amount of parking needed adjacent to the retailers with the desire for a better pedestrian environment. This proposal avoids the arrangement of parking into a surface parking lot typical in shopping plazas along Baseline, Carling and most suburban designs. Additional public and visitor parking will be provided in the upper floor of the parking garages open. The condo residents will have card access to the lower parking levels for their parking.

### Comment 6. Building relationships and position

The low-rise and centrally located Building #3 (Phase I) anchors the development,

facing the Arterial Mainstreet from across the spine and the large landscaped forecourt. All the buildings are parallel to each other to unify the planning but offset east-west to open views. This alignment engages the serpentine spine, opening and closing spaces as one moves along the street. The consistent podium height / datum keep the development at a pedestrian scale within the development and at an appropriate scale to the residential neighbourhood in behind. The bookend buildings are tallest to frame the development when viewed from a distance and act as a backdrop to the Experimental Farm. Baseline Road has the full former Nortel development and is planned for greater density in the OP. The north end building is adjacent to the parking structure and slab style apartment tower. Using point towers allows for the density without the impact of mass or shadow of the 1970s slab buildings.

### Comments 7& 8. Building Service Areas

Each building has a loading space (a place to park a service truck) but there are neither loading bays nor truck docks like those typical of big box stores. Similar to Westboro or the Market, most of the retail servicing will be through the front doors. The loading spaces are required to ensure that the trucks do not block the roadway. The loading spaces are landscaped but there are no architectural screen walls required as it is preferred to not attract attention to the spaces as a designated “loading dock”. By not having a continuous Service Corridor along the backside of the podium buildings, most of the retail spaces have the opportunity to have windows and exposure on both sides of the store (to Merivale and the new Spine).

The garbage rooms are on the first level of the below grade parking garage. The bins are wheeled up the ramp in a coordinated effort on garbage day and dumped into the trucks just outside the ramp area, typical of most condominium complexes.

### Comment 9. Height of Towers

Addressing the objectives from the Arterial Mainstreet designation from the outset, the project should “facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets”. As explained in Comment #6 above, the massing is designed to be high at the ends, stepping down towards the central area with a common datum of the retail podium to unify it. The podium level and town/studios on the backside are more in keeping with the scale of the Central Park residential development behind.

### Comment 10 & 11. Pedestrian Connections and Landscape Density

The revised Landscape plan shows greater density of planting at the central area (across from Building 3) and at the site entry. The landscape plan attempts to balance adequately defining the Arterial Mainstreet while creating a significant and noticeable landscaped edge to the project. The large portal through Building 3 offers connection from the Central Park residential neighbourhood to the west and the new Spine, with unencumbered views across the landscape to the Farm beyond.

### 3 POLICY & DESIGN CONSIDERATIONS

#### CITY OF OTTAWA OFFICIAL PLAN

The subject site is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan (OP) (Figure 13). The intent of this designation is to accommodate intensification with a range of uses through more compact development. In areas designated Arterial Mainstreet, development should gradually transition to a more urban pattern of land uses with more residential uses being introduced and more intensive form of development to create a more compact, mixed-use, pedestrian-oriented development pattern. Intensification is anticipated through the redevelopment of vacant lots, aging strip malls, former sales lots, parking lots and gas stations.

As the planned function for Mainstreets is mixed-use corridors with the ability to provide a wide range of goods and services for neighbouring communities and beyond, a broad range of uses is permitted within the designation including retail, service commercial uses, residential and institutional uses.

#### COMPATIBILITY AND COMMUNITY DESIGN (S.2.5.1) AND ANNEX 3: DESIGN FRAMEWORK

The proposed development achieves the following design objectives and principles set out in Section 2.5.1 of the Official Plan and further elaborated on in Annex 3: Design Framework to the Official Plan.

Design Objective 1: To enhance the sense of community by creating and maintaining places with their own distinct identity.

- > Promotes quality consistent with a major metropolis, in particular through innovative and stylish architectural and design features.
- > Encourages development designs that give residents direct access to neighbourhood destinations as opposed to designs that are circuitous and force residents to drive to neighbourhood destinations.
- > Supports the role of the street as a vibrant public space through means such as creating or reinforcing a pattern of building, activity, landscape and amenity that will attract the public.
- > Contributing to the identity of the place by enhancing the space between the building face and the street through means such as landscaping, lighting and street furniture.

Design Objective 2: To define quality public and private spaces through development.

- > Enhances and enlivens the quality, character and spatial delineation of public spaces.
- > Encourages a continuity of street frontages. Where continuous building facades are not a dominant feature of the streetscape, the gradual infilling of empty spaces between buildings and between the building and the street edge is promoted to occur over time. Depending on the stage of evolution of the street, it may be appropriate to achieve this principle in a number of ways e.g., building form, landscape treatment, architectural ornamentation.
- > Provides an appropriate transition.
- > Meets the needs of pedestrian, by addressing the relationship between the building,

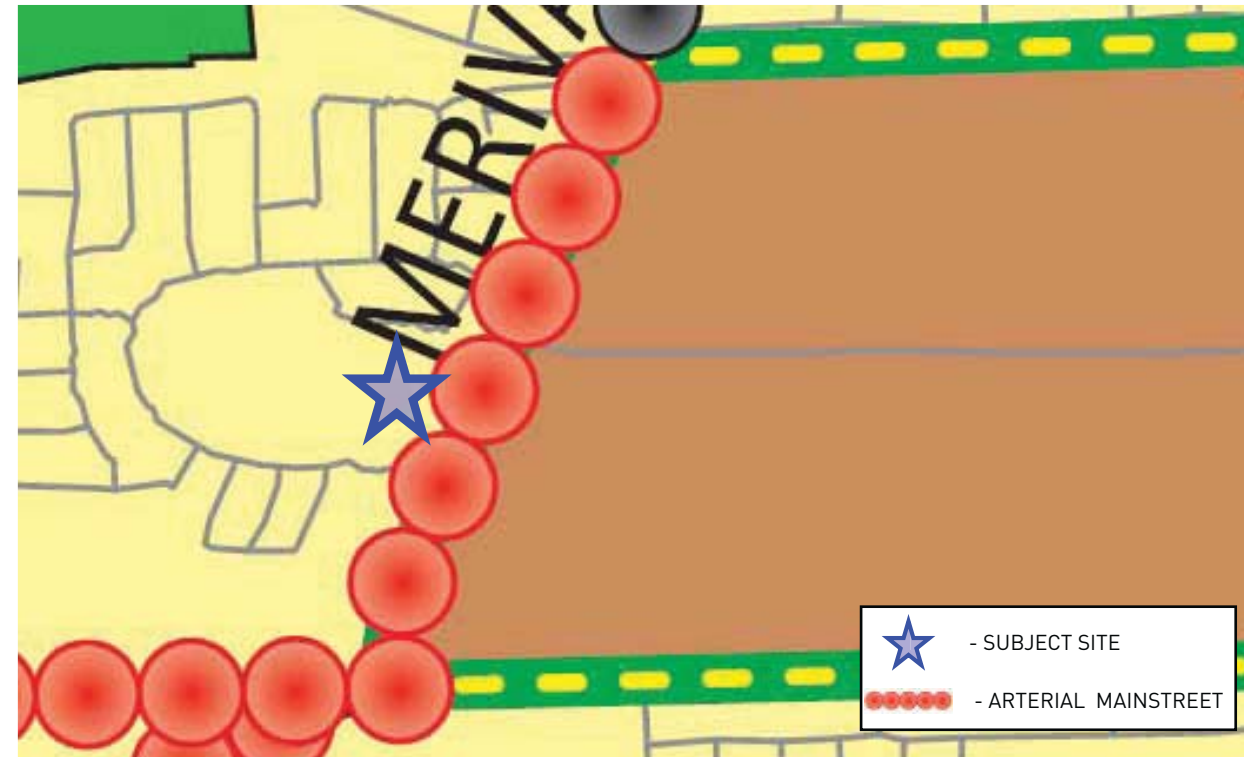


FIGURE 5: OFFICIAL PLAN SCHEDULE B- URBAN POLICY PLAN

*the sidewalk and the street.*

Design Objective 3: To create places that are safe, accessible and are easy to get to and move through.

- > Creates a safer public environment with more “eyes” on the street, contribute to the safe use of the street at all hours of the day and at night.
- > Defines clear, continuous pedestrian circulation that does not conflict with vehicular movement.
- > Incorporates a mix of uses that creates a complementary pattern of activity among users.

Design Objective 4: To ensure that new development respects the character of existing areas.

- > Complements and enlivens the surrounding area.
- > Embraces opportunities to define fresh architectural approaches where there isn't a cohesive building fabric and introduces a more contemporary design element where the existing local urban character suggests the need to fit in with the current built form.
- > Addresses the impact of height of tall buildings by maintaining lower building profiles and setting back the upper storeys across the front façade.

Design Objective 5: To consider adaptability and diversity of creating places that can adapt

and evolve easily over time and that are characterized by variety and choice.

- > *Achieves a more compact urban form over time.*
- > *Accommodates the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.*

Design Objective 6: To understand and respect natural processes and features, and promote environmental sustainability in development.

- > Maximizes the planting of public and private areas.
- > Uses plant materials to create transitions between urban development and adjacent natural areas and open spaces and between existing and proposed development.
- > Protects, integrate and enhance the urban forest, vegetative cover, green spaces and corridors, environmental features and landscapes, and existing topography, where possible and appropriate.

#### **CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250**

A Zoning By-law Amendment was recently approved for the subject property to consolidate the zoning on the entire property into one Arterial Mainstreet zone and tailor the zoning provisions to the development proposal. The entire site has been rezoned to Arterial Mainstreet with an exception, holding symbol and schedule in the City of Ottawa Zoning By-law [AM[1889] S273, S274-h].

The Site Plan being reviewed by Urban Design Review Panel is entirely in compliance with the approved zoning for the property including building heights and setbacks.

#### **URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS**

The Urban Design Guidelines for Development along Arterial Mainstreets document was approved by Council on May 24th, 2006. The guidelines apply to all streets designated Arterial Mainstreets in the Official Plan and provide guidance to achieve their appropriate development. The guidelines address seven (7) design elements related to streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs and servicing and utilities.

The proposed development meets the following applicable design guidelines, among others:

##### **Streetscape**

- > *The proposal uses buildings, landscaping and other streetscape elements to create continuous streetscapes.*
- > *New buildings are set 3.0 m back from the front property line and 3.0 m back from the side property line for corner sites, defining the street edge and providing space for pedestrian activities and landscaping.*

- > *The proposal incorporates elements such as trees, decorative paving, benches and bicycle parking between the building and the curb.*

##### **Built Form**

- > *The development is designed to be compatible with the general physical character of adjacent neighbourhoods. The positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities are protected.*
- > *The proposal provides significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the public streetscape.*
- > *New development is based on an internal circulation pattern that allows logical movements through the site. Internal circulation pattern has direct connection to the surrounding streets.*
- > *The proposal creates intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.*
- > *The development creates a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.*
- > *The buildings have been designed to create visual interest, a sense of identify and a human scale along the public street.*

##### **Pedestrians and Cyclists**

- > *Pedestrian walkways have been connected between adjacent properties to facilitate circulation between sites.*
- > *Direct, safe and continuous and clearly defined pedestrian access from public sidewalks to building entrances.*
- > *Site furnishing such as benches, bike racks and shelters have been provided at building entrances and amenity areas.*

##### **Vehicles and Parking**

- > *The development shares vehicular access to parking areas between adjacent properties and links access drive and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.*

- > *The development incorporates a consistent width of landscape and pedestrian areas across the front of the site.*

#### Landscape and Environment

- > *The proposal incorporates trees, shrubs and other vegetation that will tolerate urban conditions such as road salt and heat.*
- > *The proposal coordinates tree and street-light locations with above and below grade utilities.*
- > *The proposal incorporates landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.*

#### Servicing and Utilities

- > *The lighting will be designed so there is no glare or light spilling onto surrounding areas.*
- > *Appropriate lighting will be provided to the street character and mainstreet ground floor use with a focus on pedestrian areas.*

### 7.1 URBAN DESIGN GUIDELINES FOR HIGH RISE HOUSING

The Urban Design Guidelines for High-Rise Housing (10 storeys or more) are meant to guide the review of development applications to ensure appropriate and compatible high-rise development.

The objectives of the design guideline are to:

- > *Address the compatibility and relationship between high-rise buildings and their existing or planned context;*
- > *Integrate development with public transit, city services and infrastructure;*
- > *Create human-scaled, pedestrian-friendly streets and attractive public spaces;*
- > *Promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city.*

The design guidelines are organized into six (6) sections, each dealing with a different aspect of design of high-rise development. The following are some key design guidelines for high-rise housing applicable to the proposed development.

#### Context

- > *The development establishes a pattern of development blocks, street edges and site circulation that defines a public realm of streets and open spaces.*
- > *The proposal uses distinctive design features, building forms and shapes to contribute to a sense of place.*
- > *The development creates transitions that integrate the new urban fabric with areas of established urban fabric.*

- > *The development uses the proportions, rhythm and height of the building base and tower to define relationships to other buildings.*

- > *The development locates and orients building components, such as the base and tower and various site elements to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas.*

- > *The high-rise towers have been oriented and sized to minimize the extent and duration of sunshadowing on adjacent sites, streets and open spaces.*

- > *The development integrates into the context and address compatibility with the existing or planned context through the massing, setbacks, transitions in building height and through the design qualities and character.*

- > *The proposal includes direct lines to sidewalks and streets.*

- > *The development is distinctive in form and detail when viewed close-up or from a distance.*

- > *The massing and form are distributed in a manner appropriate to the proportion of the built surroundings.*

- > *The orientation, size and location of high-rise towers minimizes the extent or duration of the shadowing on adjacent sites, streets and open spaces.*

- > *The development creates sufficient separation between towers to allow for adequate light, solar exposure, views and privacy for people in the building as well as people on the street.*

- > *The development enhances the pattern of activity nodes and community gateways. Innovative design and site treatments contribute to way-finding, and place-making.*

- > *The orientation and shape of the building's tower minimize microclimate impacts on the site and its near-by areas and respond to existing natural and built environment that provides its context.*

- > *High-rise buildings are oriented, sized and located to minimize the extent and duration of the shadowing on adjacent sites, streets and open spaces.*

- > *The lower portions of the buildings have been designed to support human-scaled streetscapes, open spaces and quality pedestrian environments.*

- > *Sufficient separation is provided between the towers to allow for adequate light, solar exposure, views and privacy for people in the building, as well as people on the street.*

#### Built Form

- > *Active uses are being located along the street façade to enhance the building's relationship to the public realm.*
- > *The high-rise towers have been designed with compact floor plates, maximizing views, light and ventilation for interior spaces, to facilitate light reaching outdoor spaces and to minimize the perception of a canyon along the street and in public places.*
- > *The high-rise towers have been oriented to avoid close balcony to balcony facing between buildings within a development.*

#### Pedestrian and Public Realm

- > *In addition to the sidewalk area, the development provides for outdoor amenities to "spill-out" from the building such as canopies, planting areas, displays, and sitting areas.*

#### Open Space and Amenities

- > *The development will frame the edge of the open spaces to create a high quality public environment within the site and along its street edges.*
- > *Open space has been located in coordination with the tower location and existing buildings to address sun, wind and views and to create pleasant outdoor spaces.*
- > *Open space has been surrounded with indoor and outdoor active uses that animate and support open space activities such as stores, restaurants, patios and coffee shops.*
- > *The development incorporates required outdoor amenity space for residents as both communal and private areas.*

#### Site Circulation and Parking

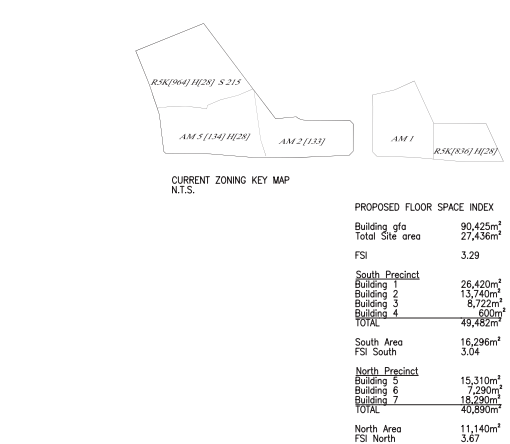
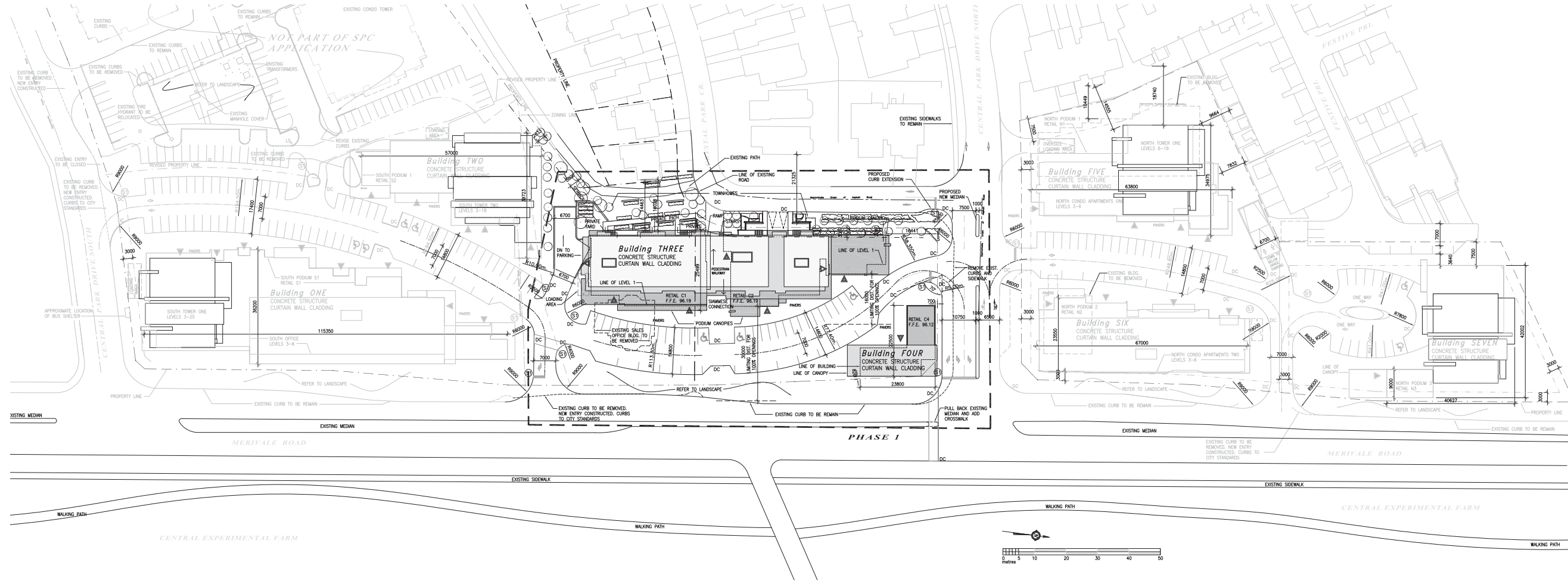
- > *The development provides a direct, safe, continuous and clearly defined pedestrian walkway, a minimum of 2.0 metres wide, from the main doors to the public sidewalk, transit stop, drop-off and parking areas.*
- > *Walkways will be distinguished from driving surfaces by using varied paving treatments.*
- > *The garage entry points will be located in less prominent locations so that the garage doesn't interfere with pedestrian flow or to be too prominent on the streetscape.*

#### Services and Utilities

- > *Services and utilities will be located away from public view and open spaces.*
- > *Outdoor site and building lighting will be designed to be task oriented and located to limit light spillage or glare.*



# 4 DESIGN DRAWINGS



**site data**

CURRENT ZONING  
 AM2 [134] [128]  
 AM1 [133]  
 AM1 on [128]  
 R5K [136] [128]  
 Area 'B' Schedule '1'

Zoning Requirements  
 AM2 [134] [128], AM2 133 and AM1 Zones

Front and Corner Side Yard  
 Non-residential or mixed use no min.  
 Residential use building min. 3.0m.  
 Abutting residential zone min. 7.5m.  
 All other cases no min.

Minimum Rear Yard  
 Abutting a street min. 3.0m.  
 Rear lot line abutting residential zone min. 7.5m.  
 For residential use bldg. no min.  
 All other cases no min.

R5K [136] [128] Zone:  
 Minimum Front Yard min. 3.0m.  
 Minimum Corner Side Yard min. 3.0m.  
 Minimum Rear Yard 25% lot depth to max. 7.5m.

Parts of 1 & 6 Registered Plan 4M-970 and Part of Block 71 Registered Plan 4M-1047 City of Ottawa

AREA:  
 North of Central Park Drive 11,140m<sup>2</sup> / 1,114ha  
 South of Central Park Drive 16,296m<sup>2</sup> / 1,629ha  
 Total: 27,436m<sup>2</sup> / 2.74ha

Site information from official survey prepared by Anna O'Sullivan Vollebek, Ltd.

**building data**

AREAS BY BUILDING (gfa)

Building	Area (gfa)	Stories	HEIGHT metres *
Building ONE:	26,420m <sup>2</sup>		
South Podium 1	5,280m <sup>2</sup>	1	11,450
South Tower One	16,100m <sup>2</sup>	2-25	80,450
South Office	4,440m <sup>2</sup>	2-6	23,450
Building TWO:	13,740m <sup>2</sup>		
South Podium 2	2,540m <sup>2</sup>	1	11,450
South Tower Two	11,200m <sup>2</sup>	2-18	59,450
Building THREE:	8,722m <sup>2</sup>		
Centre Podium	1,280m <sup>2</sup>	1	7,570
Centre Residential	7,442m <sup>2</sup>	2-7	24,950
Building FOUR:	600m <sup>2</sup>		
Retail C4	600m <sup>2</sup>	1-2	11,450
Building FIVE:	15,310m <sup>2</sup>		
North Podium 1	2,780m <sup>2</sup>	1	11,450
North Tower One	9,100m <sup>2</sup>	2-18	59,450
North Condo Apts One	3,430m <sup>2</sup>	2-6	23,450
Building SIX:	2,290m <sup>2</sup>		
North Podium 2	2,810m <sup>2</sup>	1	11,450
North Condo Apts. Two	4,480m <sup>2</sup>	2-6	22,530
Building SEVEN:	18,290m <sup>2</sup>		
North Podium 3	2,150m <sup>2</sup>	1	11,450
North Tower Two	16,100m <sup>2</sup>	2-25	80,450
<b>TOTAL AREA:</b>	<b>90,425m<sup>2</sup></b>		<b>(973,325ft<sup>2</sup>)</b>

\* NOTE: HEIGHT GIVEN IN METRES IS TO TOP OF PARAPET

**building data**

AREAS BY USE (gfa)

Use	Area (gfa)	Units
Retail		
Retail S1	580	
Retail S2	2540	
Retail C1	435	
Retail C2	430	
Retail C3	215	
Retail N1	270	
Retail N2	2810	
Retail N3	2190	
<b>Total</b>	<b>17,480m<sup>2</sup></b>	<b>(188,155ft<sup>2</sup>)</b>
Restaurant		
Retail C4 (Bldg. 4)	600m <sup>2</sup>	(6,460ft <sup>2</sup> )
Office		
Office S1	4440m <sup>2</sup>	(47,790ft <sup>2</sup> )
Residential		
South Tower One	16,100	184
South Tower Two	11,200	128
Centre Condo Apts	6144	72
Townhomes	493	5
Penthouse	858	5
North Tower One	9100	104
North Tower Two	16,100	184
North Condo Apts One	3430	38
North Condo Apts Two	4480	46
<b>Total</b>	<b>87,905m<sup>2</sup></b>	<b>766</b>
	<b>(730,920ft<sup>2</sup>)</b>	
<b>TOTAL AREA:</b>	<b>90,425m<sup>2</sup></b>	<b>(973,325ft<sup>2</sup>)</b>

**parking data**

Required Stalls

Retail Use 2.5/100m <sup>2</sup> gfa	437
Office Use 2.0/100m <sup>2</sup> gfa	89
Residential 0.5/dwelling unit	384
Restaurant Use 3 for first 50m <sup>2</sup> + 1.0/100m <sup>2</sup> gfa	58
Visitor 0.2/dwelling unit	151
<b>Total</b>	<b>1119</b>

As per Section 104 Shared Parking Provisions total required

Residential	384
<b>TOTAL</b>	<b>1010</b>

Provided Surface

South Garage	162
Centre Garage	370
North Garage	110
<b>TOTAL</b>	<b>460</b>

Accessible Parking 16  
 3% of total required

Typical Stall 2.60 x 5.2m  
 Accessible Stall 3.66 x 5.2m

**BICYCLE PARKING**

Retail/ Office/ Restaurant 1.0/250m <sup>2</sup> gfa	87
Residential 0.5/dwelling unit	376
<b>Required</b>	<b>463</b>

- general notes**
- PROPOSED SITE PLAN INCLUDES LONG TERM MASTER PLAN FOR ENTIRE SITE. BUILDING PERMIT APPLICATIONS WILL BE SUBMITTED IN PHASES BEGINNING WITH THE CENTRE BLOCK NOTED AS 'AREA 3'.
  - REFER TO LANDSCAPE PLAN AND CIVIL ENGINEERING PLANS FOR DETAILED INFORMATION REGARDING LANDSCAPE, GRADING AND SERVICES.
  - BUILDING FOOTPRINTS ARE SUBJECT TO ADJUSTMENTS AND ARTICULATION BASED ON DESIGN AND TECHNICAL DETAILING.
  - BICYCLE PARKING FOR RETAIL/ OFFICE TO BE PROVIDED AT VARIOUS LOCATIONS ON GRADE. RESIDENTIAL REQUIREMENTS TO BE PROVIDED IN BELOW GRADE PARKING LEVELS.
  - GARBAGE/ RECYCLING TO BE STORED IN INTERIOR GARBAGE ROOMS UNTIL PICK-UP.

- Legend**
- PRINCIPLE BUILDING ENTRY
  - EXIT
  - TEXTURED CROSSWALK
  - FIRE ROUTE w/ 12.0m RADIUS AND HEAVY DUTY ASPHALT
  - DEPRESSED CURB
  - FIRE HYDRANT
  - SAMSESE CONNECTION
  - 'STOP' SIGN

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	CHK
06	DPP Submission/ presentation	12.08.08	DH
05	Revised Crystal Park	11.11.23	TL
04	Progress Set	11.11.21	TL
03	For Information	xx.xx.xx	---
02	Response to SPC review comments. Part of Design Addendum No.1	11.11.05	RB
01	For SPC Application Submission	11.07.04	RB

**REVISIONS/ISSUES**

CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND REPORT ANY OMISSIONS OR DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.  
**DO NOT SCALE THE DRAWINGS**

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED BY THE ARCHITECT.	
DATE STAMPED	11.09.08 (01M08)
DRAWN	G.F./J.G.
DATE	11.06.23 (01M23)
CHECKED	RB
DATE PLOTTED	11.11.21 (01M21)



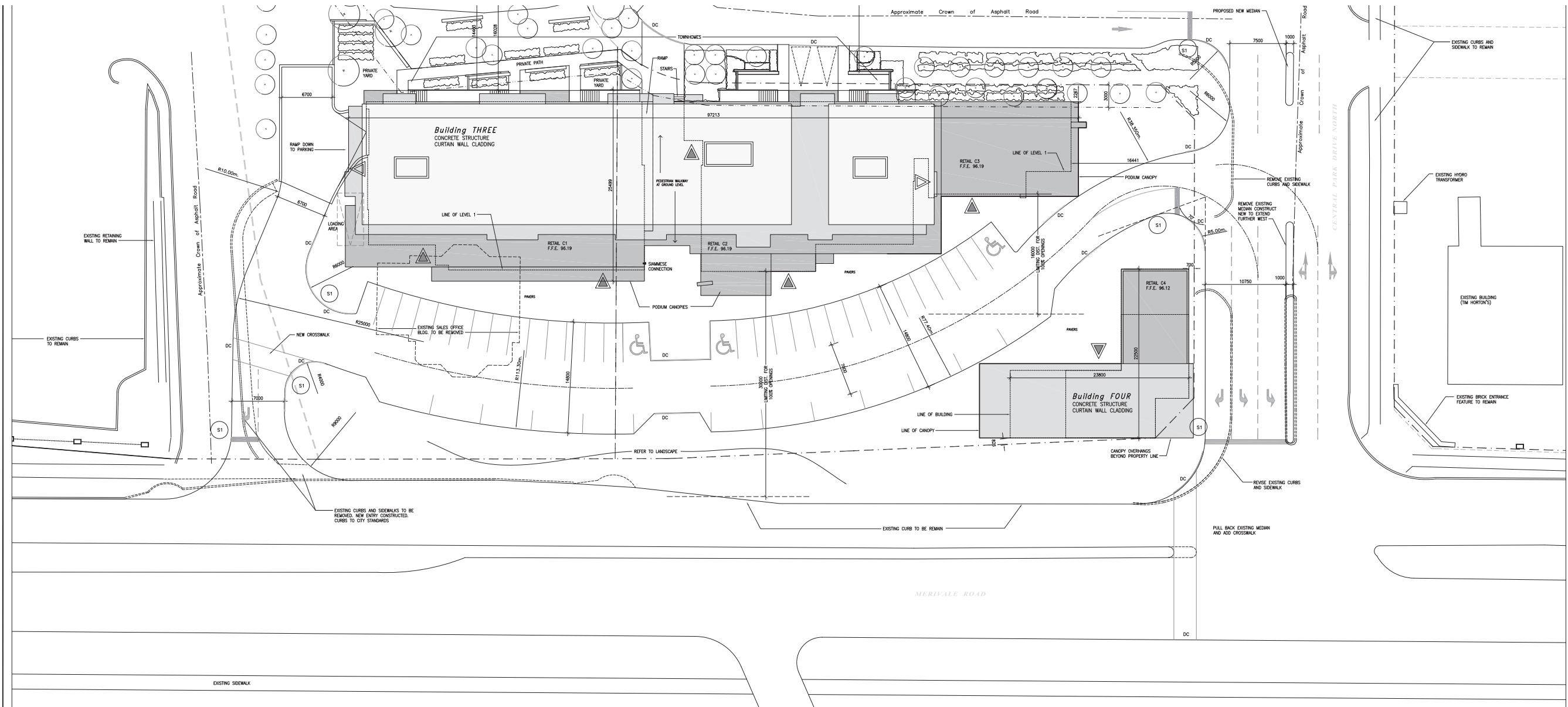
PROJECT  
 Central Park  
 Merivale Road

DWG. TITLE  
 Site Plan

SCALE	DWG. No.	REV.
1:500	A0-01	06
PROJ. NO.		
1101.01		



# 4 DESIGN DRAWINGS

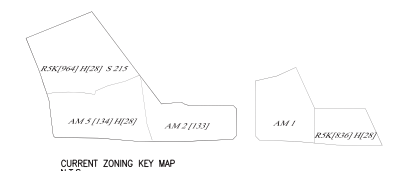


06	Phase 1	11.09.08	DH
05	Revised Crystal Park	11.11.23	TL
04	Progress Set	11.11.21	TL
03	For Information	11.11.21	---
02	Response to SPC review comments	11.11.05	RB
01	For SPC Application Submission	11.07.04	RB
NO.	DESCRIPTION	DATE	CHK

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DO NOT SCALE THE DRAWINGS

1 Site Plan - Phase I  
1:200



**PROPOSED FLOOR SPACE INDEX**

Building gfa	90,425m <sup>2</sup>
Total Site area	27,436m <sup>2</sup>
FSI	3.29

**South Precinct**

Building 1	26,420m <sup>2</sup>
Building 2	13,740m <sup>2</sup>
Building 3	5,720m <sup>2</sup>
Building 4	600m <sup>2</sup>
TOTAL	46,480m <sup>2</sup>

**South Area**

FSI South	16,296m <sup>2</sup>
FSI North	3.04

**North Precinct**

Building 5	15,310m <sup>2</sup>
Building 6	7,290m <sup>2</sup>
Building 7	18,230m <sup>2</sup>
TOTAL	40,830m <sup>2</sup>

**North Area**

FSI North	11,140m <sup>2</sup>
FSI South	3.67

**site data**

**CURRENT ZONING**  
AMS1 [34] H[28]  
AM2 [133]  
AM1 and RSK[836] H[28]  
Area 'B' Schedule '1'

**Zoning Requirements**  
AMS1[34] H[28], AM2, 133 and AM1 Zones

**Front and Corner Side Yard**  
Non-residential or mixed use no min.  
Residential use building min. 3.0m.  
Abutting residential zone min. 7.5m.  
All other cases no min.

**Minimum Interior Side Yard**  
All other cases no min.

**Minimum Rear Yard**  
Abutting residential zone min. 3.0m.  
Abutting street residential zone min. 7.5m.  
Rear lot line abutting residential use bldg. min. 7.5m.  
All other cases no min.

**RSK[836] H[28] Zone:**  
Minimum Front Yard min. 3.0m.  
Minimum Corner Side Yard min. 3.0m.  
Minimum Rear Yard 25% lot depth to max. 7.5m.

**Parts of 1 & 6 Registered Plan 4M-970 and Part of Block 71 Registered Plan 4M-1047 City of Ottawa**

**AREA:**  
North of Central Park Drive 11,140m<sup>2</sup>/ 1.114ha  
South of Central Park Drive 16,296m<sup>2</sup>/ 1.629ha  
Total: 27,436m<sup>2</sup>/ 2.74ha

Site information from official survey prepared by Annis O'Sullivan Vollebakk Ltd.

**building data**

**AREAS BY BUILDING (gfa)**

Building THREE: Centre Podium	8,272m <sup>2</sup>	1	7.570
Centre Residential	1,268m <sup>2</sup>	2-7	24.950
	7,442m <sup>2</sup>		
Building FOUR: Retail C4	600m <sup>2</sup>	1-2	11.450
<b>TOTAL AREA:</b>	<b>9,372m<sup>2</sup></b>		
	(100,880ft <sup>2</sup> )		

\* NOTE: HEIGHT GIVEN IN METRES IS TO TOP OF PARAPET

**building data**

**AREAS BY USE (gfa)**

Retail	635
Retail C1	430
Retail C2	215
Retail C3	215
<b>Total</b>	<b>1,285m<sup>2</sup></b>
	(13,800ft <sup>2</sup> )

**Restaurant:**

Retail C4 (Bldg. 4)	800m <sup>2</sup>
	(6,460ft <sup>2</sup> )

**Residential:**

Centre Condo Apts	6144	72
Townhomes	493	5
Penhouse	858	5
<b>Total</b>	<b>7495m<sup>2</sup></b>	<b>82</b>
	(80,875ft <sup>2</sup> )	

**TOTAL AREA:** 9,372m<sup>2</sup> (100,880ft<sup>2</sup>)

**parking data**

**Required Stalls**

Retail Use 2.5/100m <sup>2</sup> gfa	32
Residential 0.5/dwelling unit	41
Restaurant Use 3 for first 50m <sup>2</sup> + 10/100m <sup>2</sup> gfa	58
Visitor 0.2/dwelling unit	17
<b>Total</b>	<b>148</b>

**Provided Surface**

Centre Garage Level P1	43
Centre Garage Level P2	53
<b>Total</b>	<b>166</b>

**Accessible Parking**

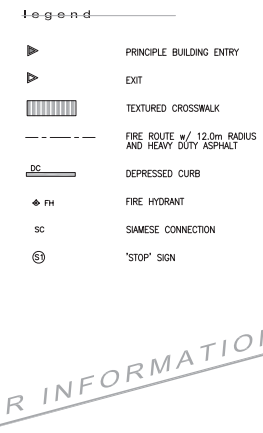
3% of total required	5
Typical Stall	2.60 x 5.2m
Accessible Stall	3.66 x 5.2m

**BICYCLE PARKING**

Rates	1.0/250m <sup>2</sup> gfa	8
Retail/ Restaurant	0.5/dwelling unit	41
<b>Required</b>		<b>49</b>

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- GARBAGE/ RECYCLING TO BE STORED IN INTERIOR GARBAGE ROOMS UNTIL PICK-UP.



FOR INFORMATION ONLY

## SITE PLAN

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

bbb architects

PROJECT  
Central Park  
Merivale Road

# 4 DESIGN DRAWINGS



## THE WALK- OVERALL LANDSCAPE PLAN

\*\*\*DISCLAIMER\*\*\* ON GOING REVISIONS FOR SITE PLAN APPLICATIONS



bbb architects



08.2012  
SCALE 1:400

### LANDSCAPE PLAN

# 4 DESIGN DRAWINGS



## THE WALK - ENLARGEMENT PLAN

\*\*\*DISCLAIMER\*\*\* ON GOING REVISIONS FOR SITE PLAN APPLICATIONS



bbb architects



08.2012  
SCALE 1:300



**PLANTING LIST**

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK



## PLANT LIST:

### Deciduous Trees:

- Autumn Blaze Maple
- Sugar Maple
- Columnar Temple Maple
- Canadian Serviceberry
- Harvest Gold Crabapple
- Mayday Tree
- Ivory Silk Lilac
- Liberty Elm

### Coniferous Tree:

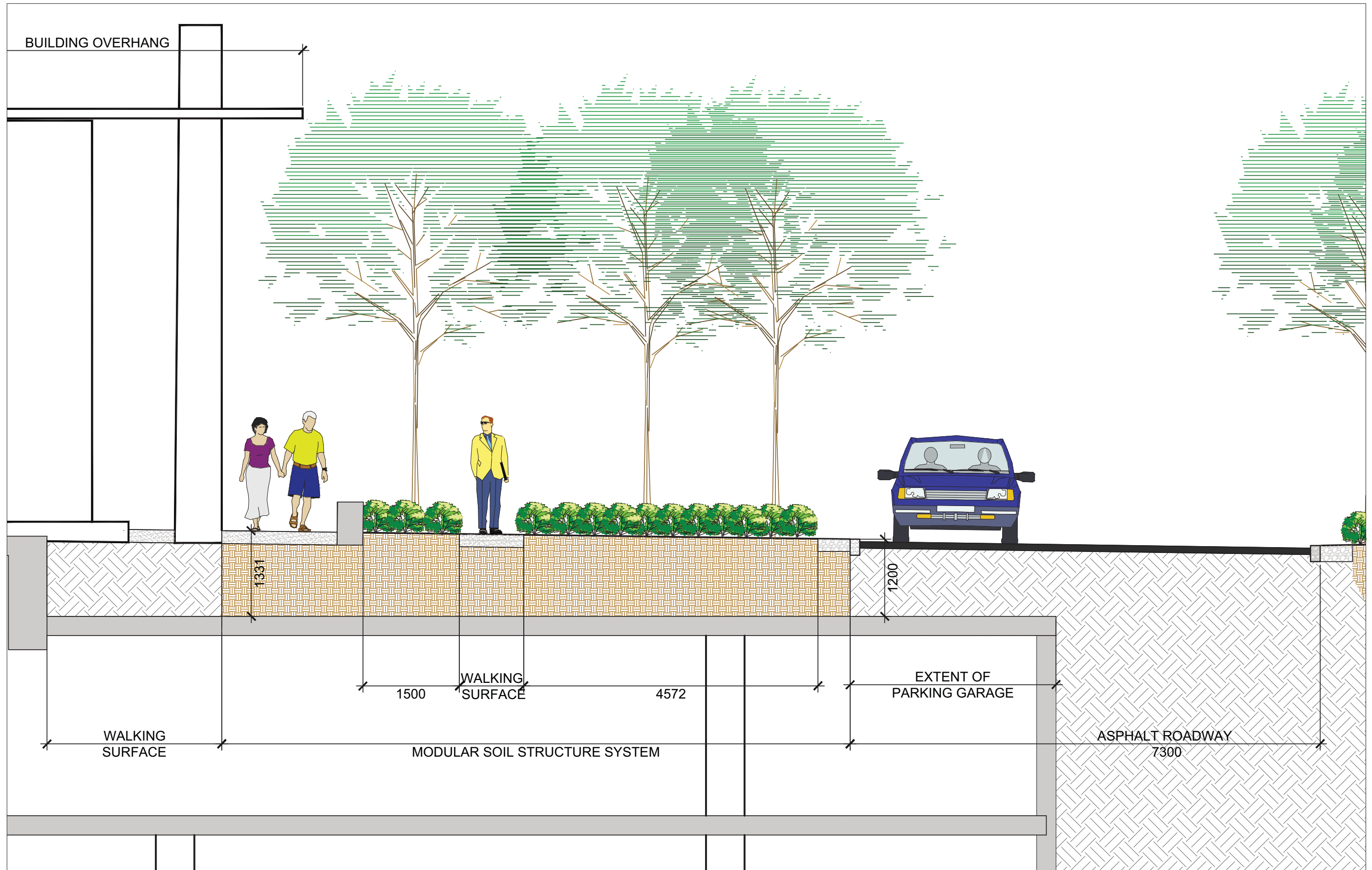
- Scot's Pine

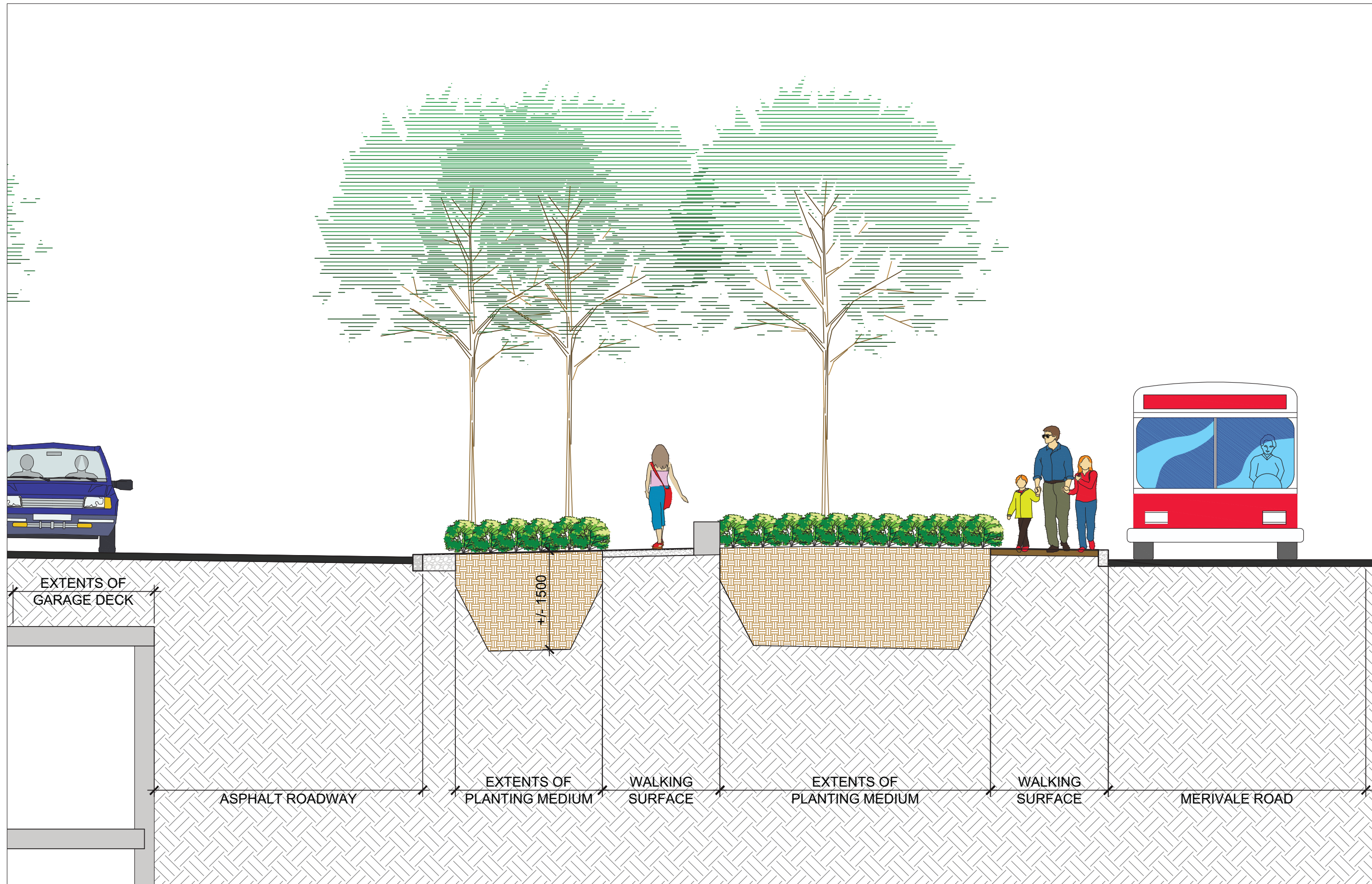
### Shrubs:

- St John's Wort
- White Rugosa Rose
- Hakuro Nishiki Dappled Willow
- Tamarix Juniper
- Yellow Twig Dogwood

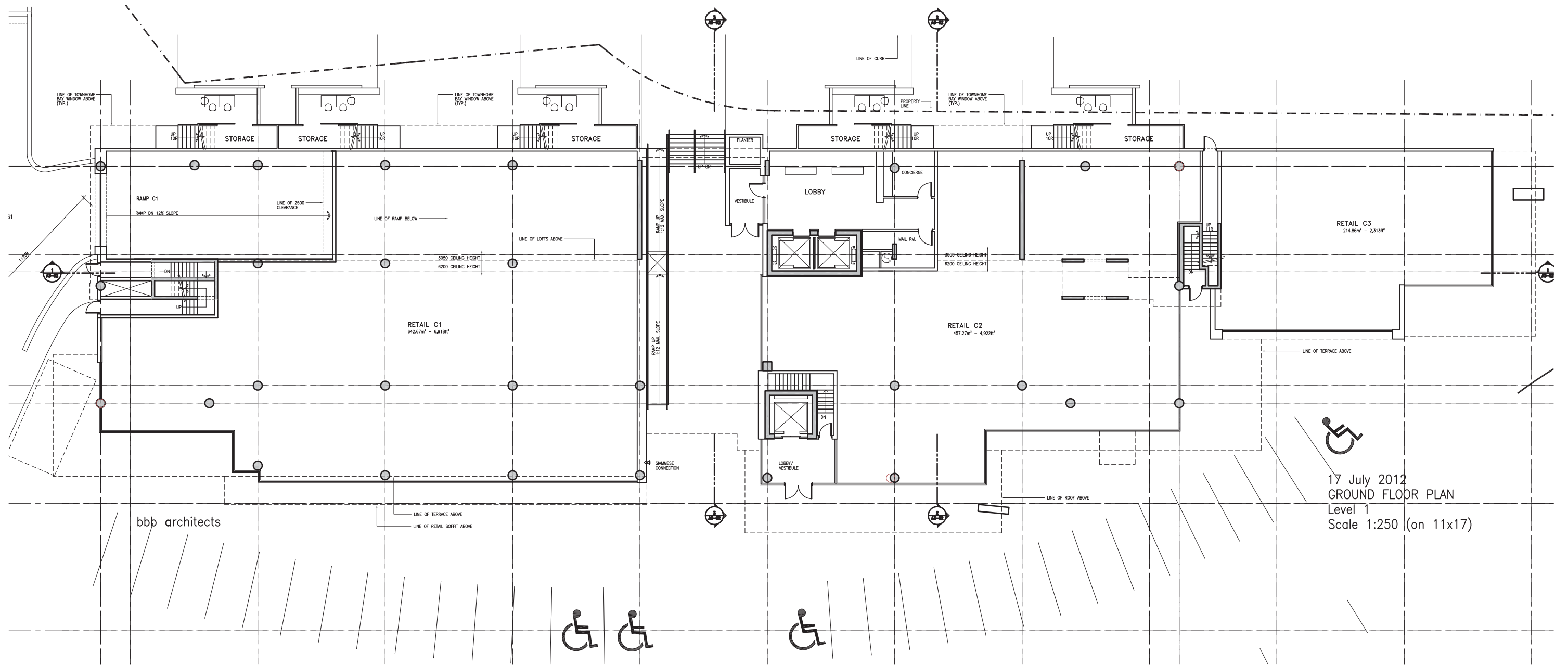
### Perennials/Grasses:

- Little Blue Stem
- Karl Foester Feathered Reed Grass
- Bronze Veil Tufted Hair Grass
- Pardon Me Daylily
- Night Whispers Daylily
- Blue King Siberian Iris
- Granito Golden Ray
- Marshall's Delight Bee Balm
- Red Switch Grass
- Fountain Grass
- Hameln Dwarf Fountain Grass
- Blue Queen Perennial Salvia





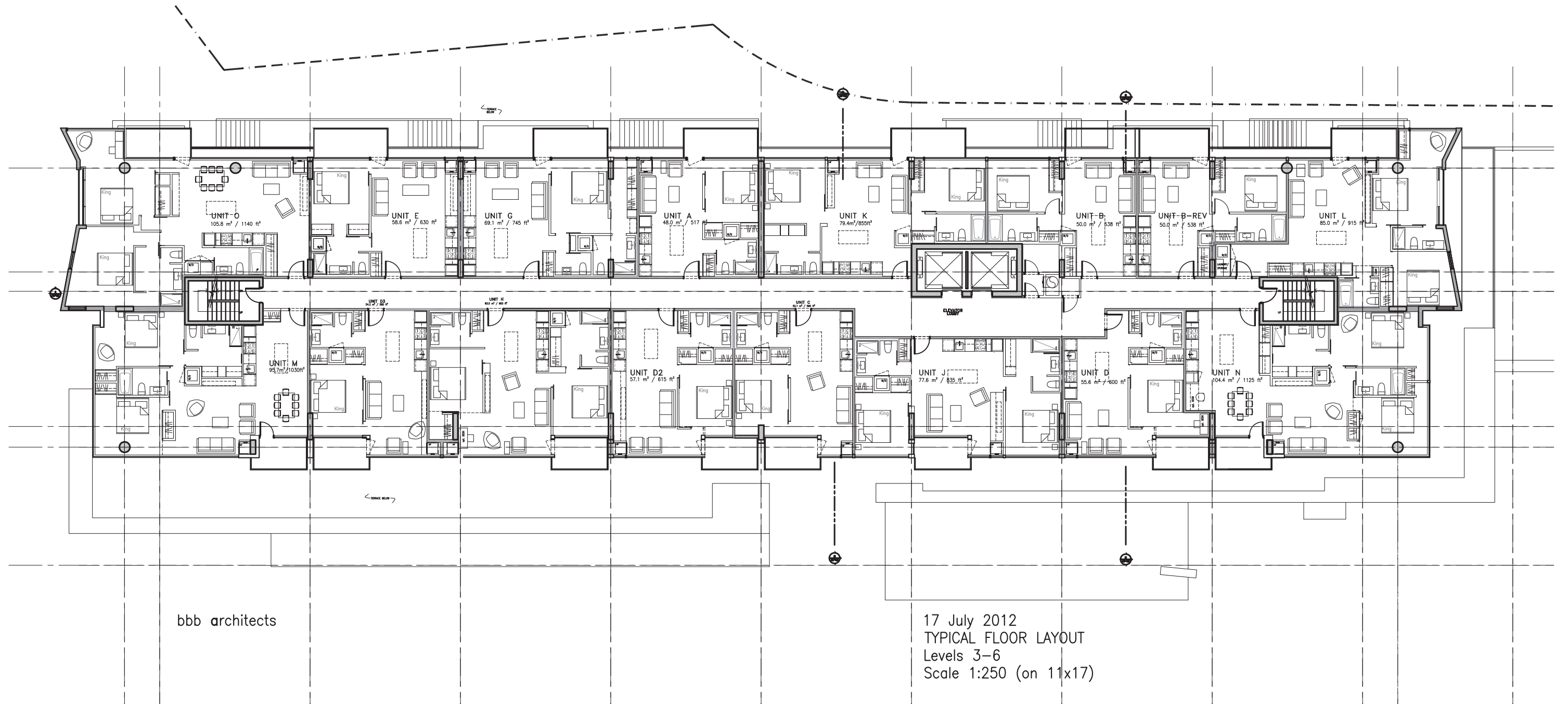
# 4 DESIGN DRAWINGS



GROUND FLOOR PLAN



# 4 DESIGN DRAWINGS



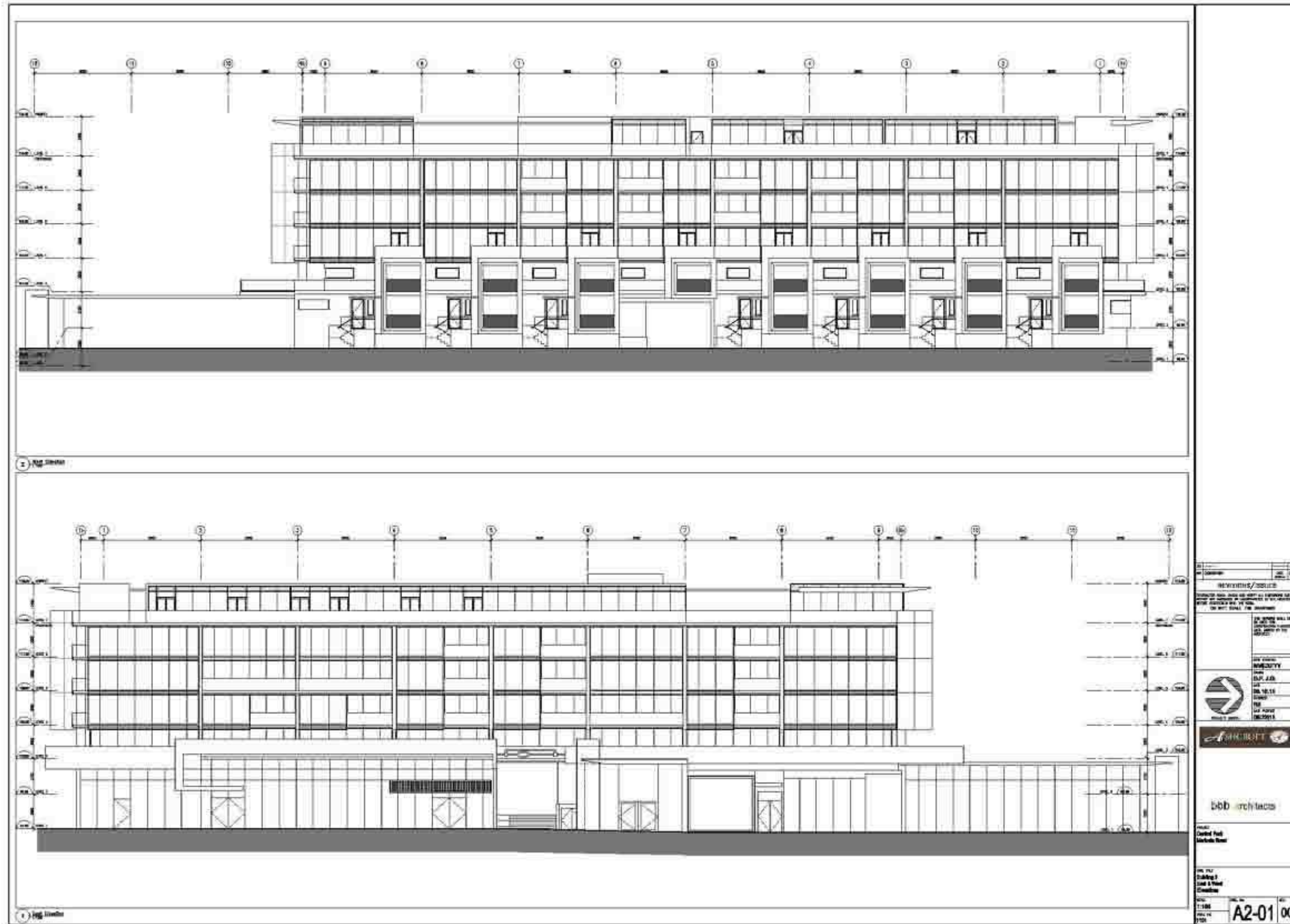
## TYPICAL FLOOR PLAN

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK



# 4 DESIGN DRAWINGS

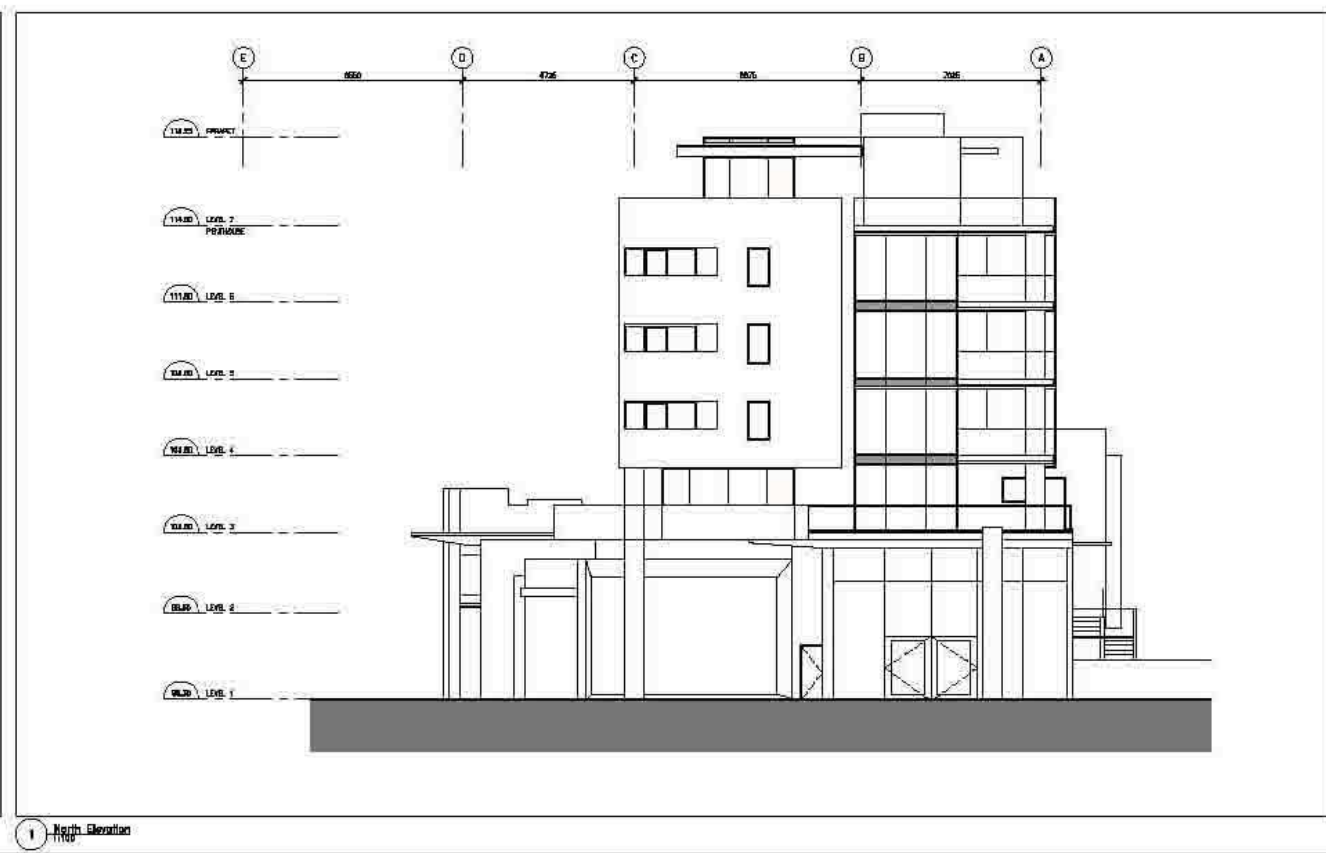
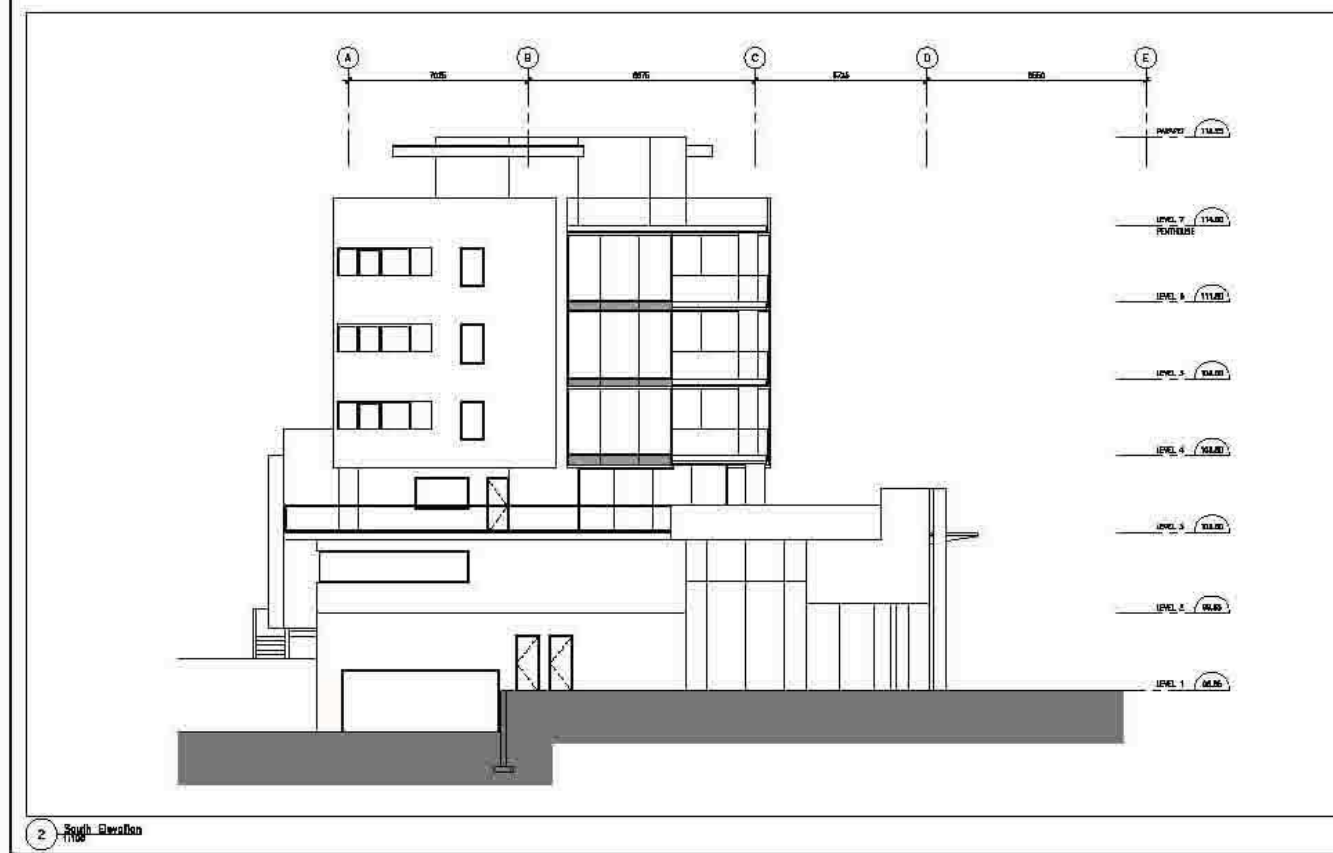
4474



## BUILDING ELEVATIONS

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

# 4 DESIGN DRAWINGS



NO.	DESCRIPTION	DATE	BY
<b>REVISIONS/ISSUES</b>			
<p>CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS AND NOTES AND DIMENSIONS OR CORRECTIONS TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK. DO NOT SCALE THE DRAWINGS.</p> <p>THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL APPROVED BY THE ARCHITECT.</p>			
DATE STAMPED	MM/DD/YYYY		
DRAWN	G.F. J.G.		
DATE	08-18-11		
CHECKED	RJB		
DATE PLOTTED	08/22/11		
			
			
<p>PROJECT Central Park Merivale Road</p>			
<p>DWG. TITLE Building 8 North &amp; South Elevations</p>			
SCALE	1:100	DWG. NO.	A2-02
PROJ. NO.	1101	REV.	00

## BUILDING ELEVATIONS

## 4 DESIGN DRAWINGS



### Conceptual Approach

#### Objectives

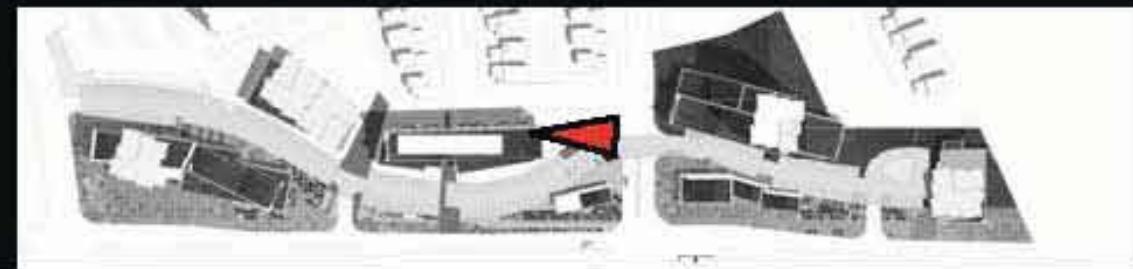
- To foster compatible development that will contribute to the recognized or planned character of the streets
- To promote a comfortable pedestrian environment and create attractive streetscapes
- To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets
- To enhance connections that link development sites to public transit, roads and pedestrian walkways

WALK  
central  
park

## 4 DESIGN DRAWINGS



**Urban** Centre Block Corner Retail  
**Landscapes**



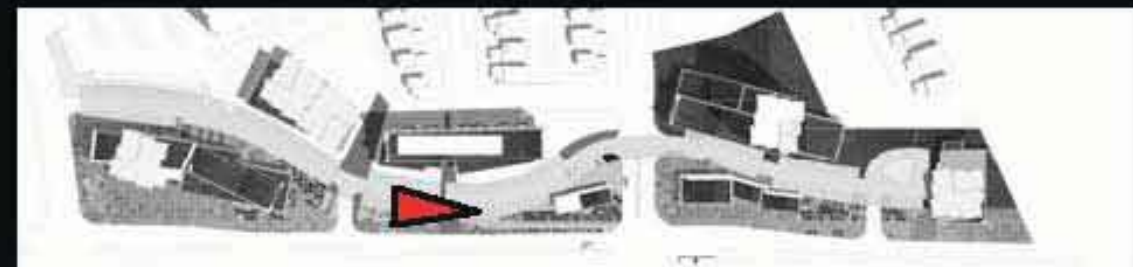
**WALK**  
central  
park

CONCEPT RENDERING

## 4 DESIGN DRAWINGS



**Urban** Centre Block to the South  
**Landscapes**



**WALK**  
central  
park

CONCEPT RENDERING

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

## 4 DESIGN DRAWINGS



Urban  
Landscapes

Portal through to the  
Community



WALK  
central  
park

CONCEPT RENDERING



## 4 DESIGN DRAWINGS



**Urban** South Block to the South  
**Landscapes**



**WALK**  
central  
park

CONCEPT RENDERING

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

## 4 DESIGN DRAWINGS



Urban  
Landscapes

Town House View  
from Crystal



WALK  
central  
park

CONCEPT RENDERING

## 4 DESIGN DRAWINGS



CONCEPT ELEVATION

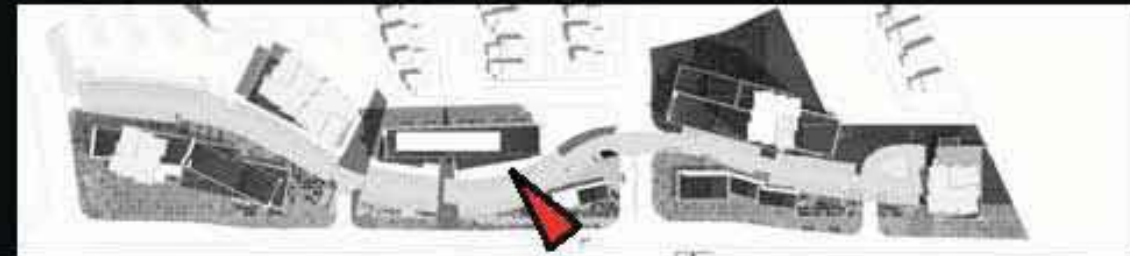
URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

# 4 DESIGN DRAWINGS



Urban  
Landscapes

Bird's Eye from  
the Northeast



WALK  
central  
park

CONCEPT RENDERING

# 4 DESIGN DRAWINGS



Urban  
Landscapes

Bird's Eye from  
the Northeast



WALK  
central  
park

CONCEPT RENDERING

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

# 4 DESIGN DRAWINGS



**Urban Landscapes** Streetview to the North



**WALK**  
central  
park

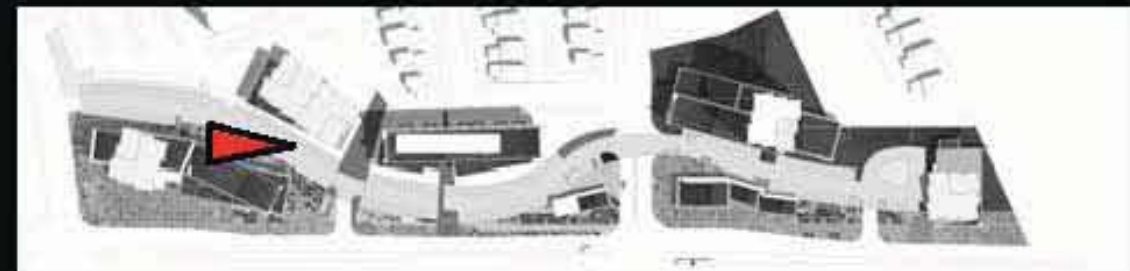
CONCEPT RENDERING

# 4 DESIGN DRAWINGS



Urban  
Landscapes

Retail South Block



WALK  
central  
park

CONCEPT RENDERING

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

# 4 DESIGN DRAWINGS



**Urban Landscapes** Retail North Block



**WALK**  
central  
park

CONCEPT RENDERING



# 4 DESIGN DRAWINGS

march



8 30 am



3 30 pm



11 30 am



5 30 pm

## SUN SHADOW STUDY

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

# 4 DESIGN DRAWINGS

june



8 30 am



3 30 pm



11 30 am



5 30 pm

## SUN SHADOW STUDY

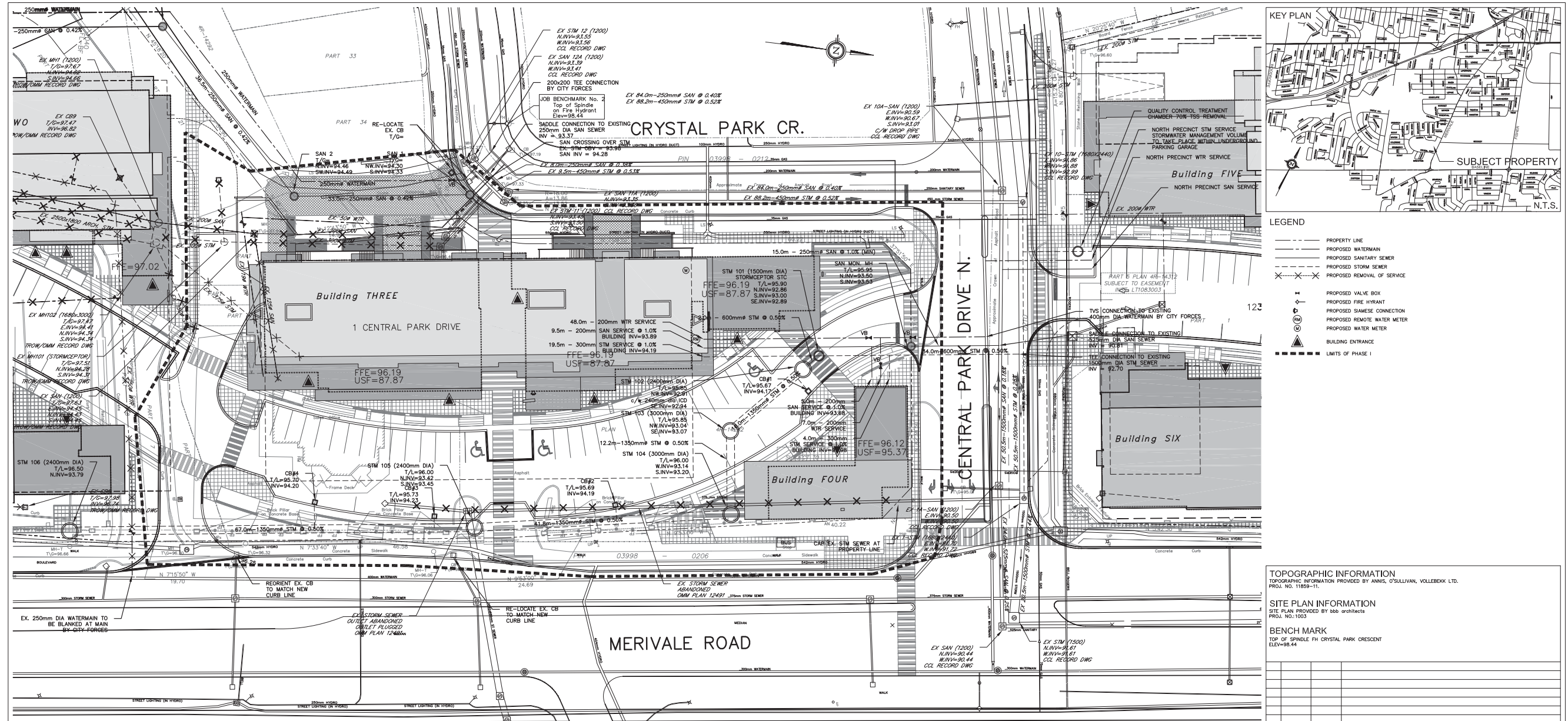
# 4 DESIGN DRAWINGS



## SUN SHADOW STUDY

URBAN DESIGN BRIEF - MERIVALE ROAD - CENTRAL PARK

# 4 DESIGN DRAWINGS

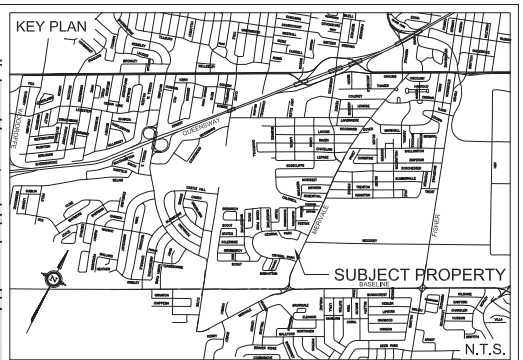


- ### GENERAL NOTES
1. ALL WORKS AND MATERIALS SHALL CONFORM TO THE LATEST REVISIONS OF THE STANDARDS AND SPECIFICATIONS FOR THE CITY OF OTTAWA, ONTARIO PROVINCIAL STANDARDS DRAWINGS (OPSD) AND SPECIFICATIONS (OPS), WHERE APPLICABLE. LOCAL UTILITY STANDARDS AND MINISTRY OF TRANSPORTATION STANDARDS WILL APPLY WHERE REQUIRED.
  2. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING UTILITIES WITHIN THE SITE AND ADJACENT WORK AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY SERVICES OR UTILITIES DISTURBED DURING CONSTRUCTION.
  3. ALL DIMENSIONS SHALL BE GIVEN AND VIEWED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES SHALL BE CORRECTED IMMEDIATELY TO THE ENGINEER. LOSS OF TIME OR FAILURE OF THE CONTRACTOR TO CORRECT UTILITY LOCATIONS AND NOTIFY ENGINEER OF POSSIBLE CONFLICTS PRIOR TO CONSTRUCTION WILL BE AT THE CONTRACTOR'S EXPENSE.
  4. ANY AREAS BEYOND THE LIMIT OF THE SITE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION AT THE CONTRACTOR'S EXPENSE.
  5. RELOCATION OF EXISTING SERVICES AND/OR UTILITIES SHALL BE AS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER AT THE EXPENSE OF THE DEVELOPER.
  6. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS. THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE "CONTRACTOR" AS DEFINED IN THE ACT.
  7. ALL CONSTRUCTION SHALL CONFORM TO THE MINISTRY OF TRANSPORTATION OF ONTARIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES PER LATEST AMENDMENT.
  8. THE CONTRACTOR IS ADVISED THAT WORKS BY OTHERS MAY BE ONGOING DURING THE PERIOD OF THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO PREVENT CONFLICTS.
  9. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
  10. THERE WILL BE NO SUBSTITUTION OF MATERIALS UNLESS PRIOR WRITTEN APPROVAL IS RECEIVED FROM THE ENGINEER.
  11. ALL CONSTRUCTION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE RECOMMENDATIONS MADE IN THE GEOTECHNICAL DESKTOP REVIEW (P2366-LET-03) PREPARED BY PATRICK GROUP INC. DATED NOVEMBER 16, 2011.
  12. FOR DETAILS RELATING TO STORMWATER MANAGEMENT AND ROOF DRAINAGE REFER TO THE SITE SERVICING AND STORMWATER MANAGEMENT REPORT PREPARED BY DSEL.
  13. ALL SEWERS CONSTRUCTED WITH GRADES LESS THAN 1.0% SHALL BE INSTALLED USING LASER ALIGNMENT AND CHECKED WITH LEVEL INSTRUMENT PRIOR TO BACKFILLING.
  14. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED AND TO BEAR THE COST OF THE SAME.
  15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL BEDDING, OR ADDITIONAL STRENGTH PIPE IF THE MAXIMUM TRENCH WIDTH AS SPECIFIED BY OPSD IS EXCEEDED.
  16. ALL PIPE / CULVERT SECTION SIZES REFER TO INSIDE DIMENSIONS.
  17. SHOULD DEEPLY BURIED ARCHAEOLOGICAL REMAINS BE FOUND ON THE PROPERTY DURING CONSTRUCTION ACTIVITIES, THE HERITAGE OPERATIONS UNIT OF THE ONTARIO MINISTRY OF CULTURE MUST BE NOTIFIED IMMEDIATELY.
  18. ALL NECESSARY CLEARING AND GRUBBING SHALL BE COMPLETED BY THE CONTRACTOR. REVIEW WITH CONTRACT ADMINISTRATOR AND THE CITY OF OTTAWA PRIOR TO ANY TREE CUTTING / REMOVAL.
  19. DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTURAL SITE PLAN.
  20. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER ONE SET OF AS CONSTRUCTED SITE SERVICING, GRADING, AND ELECTRICAL DRAWINGS.
  21. BENCHMARKS: IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT THE SITE BENCHMARKS HAS NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION DERIVED ON THIS PLAN.

- ### WATERMAIN NOTES
1. ALL WATERMAIN INSTALLATION SHALL CONFORM TO THE LATEST REVISIONS OF THE CITY OF OTTAWA AND THE ONTARIO PROVINCIAL STANDARDS DRAWINGS (OPSD) AND SPECIFICATIONS (OPS), WHERE APPLICABLE.
  2. ALL PVC WATERMANS SHALL BE AWWA C-900 CLASS 150, 300R 18 OR APPROVED EQUIVALENT.
  3. WATERMAIN TRENCH AND BEDDING SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA STANDARD W/T, UNLESS SPECIFIED OTHERWISE. BEDDING AND COVER MATERIAL SHALL BE SPECIFIED BY THE PROJECT GEOTECHNICAL ENGINEER.
  4. ALL PVC WATERMAIN SHALL BE INSTALLED WITH A 1" O.D. CASHE STRANDED COPPER TIE OR FIBER BRACER WIRE IN ACCORDANCE WITH CITY OF OTTAWA STD. B-36.
  5. CASHE PROTECTION IS REQUIRED ON ALL METALLIC FITTINGS PER CITY OF OTTAWA STD. W40 AND W42.
  6. VALVE BOXES SHALL BE INSTALLED PER CITY OF OTTAWA STD. W24.
  7. WATERMAIN IN FILL AREAS SHALL BE INSTALLED WITH RESTRAINED JOINTS PER CITY OF OTTAWA STD. W24 AND W25-6.
  8. THROST BLOOMING OF WATERMANS TO BE INSTALLED PER CITY OF OTTAWA STD. W24.3 AND W24-4.
  9. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY CAPS, PLUGS, BLOW-OFFS, AND NOZZLES REQUIRED FOR TESTING AND BEDDING.
  10. INSULATION FOR WATERMAIN CROSSING OVER AND BELOW SEWERS SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA STD. W25.2 AND W25-2, RESPECTIVELY.
  11. WATER SERVICES ARE TO BE INSULATED PER CITY STD. W23 WHERE SEPARATION BETWEEN SERVICES AND MAINTENANCE HOLES ARE LESS THAN 2.4m.
  12. THE MINIMUM VERTICAL CLEARANCE BETWEEN WATERMAIN AND SEWER / UTILITY IS 0.50m PER MCE GUIDELINES. FOR CROSSING UNDER SEWERS, ADEQUATE STRUCTURAL SUPPORT FOR THE SEWERS IS REQUIRED TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING. THE LENGTH OF WATER PIPE SHALL BE CONTROLLED AT THE POINT OF CROSSING TO ENSURE THAT THE JOINTS WILL BE EXPOSED AND AS FAR AS POSSIBLE FROM THE SEWER.
  13. ALL WATERMANS SHALL HAVE A MINIMUM COVER OR 2.4m, OTHERWISE THERMAL INSULATION IS REQUIRED AS PER STD. W22.
  14. GENERAL WATER MAIN TO UTILITY CLEARANCE AS PER STD. W20.
  15. FIRE HYDRANT INSTALLATION AS PER STD. W20. ALL BOTTOM OF HYDRANT FLANGE ELEVATIONS TO BE INSTALLED 0.10m ABOVE PROPOSED FINISHED GRADE AT HYDRANT. FIRE HYDRANT LOCATOR AS PER STD. W20 AND W24.
  16. BUILDING SERVICE TO BE CARVED 1.0m OFF THE FACE OF THE BUILDING UNLESS OTHERWISE NOTED AND MUST BE RESTRAINED AS PER STD. W20.
  17. ALL WATERMANS SHALL BE HYDROSTATICALLY TESTED IN ACCORDANCE WITH THE CITY OF OTTAWA AND ONTARIO GUIDELINES UNLESS OTHERWISE SPECIFIED. PROVISIONS FOR FLUSHING WATER LINE PRIOR TO TESTING ETC. MUST BE PROVIDED.
  18. ALL WATERMANS SHALL BE BACTERIOLOGICALLY TESTED IN ACCORDANCE WITH THE CITY OF OTTAWA AND ONTARIO GUIDELINES. ALL CONTRACTOR SHALL BE RESPONSIBLE FOR THE COST OF TESTING AND TREATMENT OF WATER. DISBURSED WATER MUST BE CONTROLLED AND TREATED SO AS NOT TO ADVERSELY AFFECT THE ENVIRONMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL MUNICIPAL AND/OR PROVINCIAL REQUIREMENTS ARE FOLLOWED.
  19. ALL WATERMAIN STUBS SHALL BE TERMINATED WITH A PLUG AND 50mm BLOW OFF UNLESS OTHERWISE NOTED.

- ### SANITARY AND STORM SEWER NOTES
1. ALL SANITARY SEWER INSTALLATION SHALL CONFORM TO THE LATEST REVISIONS OF THE CITY OF OTTAWA AND THE ONTARIO PROVINCIAL STANDARDS DRAWINGS (OPSD) AND SPECIFICATIONS (OPS).
  2. ALL SANITARY GRAVITY SEWERS SHALL BE PVC SDR 35, 11PEX "RING-TITE" (OR APPROVED EQUIVALENT) PER CSA STANDARD B182.2 OR LATEST AMENDMENT, UNLESS SPECIFIED OTHERWISE.
  3. LASER ALIGNMENT CONTROL TO BE UTILIZED ON ALL SEWER INSTALLATIONS.
  4. CLAY SEALS TO BE INSTALLED AS PER CITY STANDARD DRAWING S8. THE SEALS SHOULD BE AT LEAST 1.5m LONG ON THE TRENCH DIRECTION AND SHOULD EXTEND FROM TRENCH WALL TO TRENCH WALL. THE SEALS SHOULD EXTEND FROM THE FRONT LINE AND FULLY PENETRATE THE BEDDING SUB-BEDDING AND COVER MATERIAL. THE SEALS SHOULD CONSIST OF RELATIVELY DRY AND COMPACTIBLE BROWN SILTY CLAY PLACED IN MAXIMUM 250mm LIFTS AND COMPACTED TO A MINIMUM OF 90% SPACED. THE CLAY SEALS SHOULD BE PLACED AT THE SITE BOUNDARIES AND AT 60m INTERVALS IN THE SERVICE TRENCHES.
  5. EXISTING MAINTENANCE STRUCTURES TO BE RE-BEDDING WHERE A NEW CONNECTION IS MADE.
  6. SERVICES TO BUILDINGS TO BE TERMINATED 1.0m FROM THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
  7. SANITARY GRAVITY SEWER TRENCH AND BEDDING SHALL BE PER CITY OF OTTAWA STD. S6 AND S7, CLASS "B" BEDDING, UNLESS SPECIFIED OTHERWISE.
  8. SANITARY MAINTENANCE STRUCTURE FRAME AND COVERS SHALL BE PER CITY OF OTTAWA STD. S24 AND S25.
  9. ALL MAINTENANCE STRUCTURE AND CATCH BASIN EXCAVATIONS TO BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO 98% STANDARD PROCTOR DENSITY, A MINIMUM OF 300mm AROUND STRUCTURES.
  10. "MODULOC" OR APPROVED PRE-CAST MAINTENANCE STRUCTURE AND CATCH BASIN ADJUSTERS TO BE USED IN LIEU OF BRICKING. PARALLEL ADJUSTING UNITS ON THE OUTSIDE ONLY.
  11. SAFETY PLATFORMS SHALL BE PER OPSD 404.02.
  12. DROP STRUCTURES SHALL BE IN ACCORDANCE WITH OPSD 1003.01 AND 1003.02, IF APPLICABLE.
  13. SANITARY MAINTENANCE STRUCTURES SHALL BE BEDDING PER OPSD 701.021.
  14. ALL FOREMEN TO BE HOPE 0111 NOMINAL 150mm DIAMETER.
  15. THE CONTRACTOR IS TO PROVIDE CITY CAMERA INSPECTIONS OF ALL SEWERS, INCLUDING PICTORIAL REPORT, ONE (1) CD COPY AND TWO (2) VIDEO RECORDINGS IN A FORMAT ACCEPTABLE TO THE ENGINEER. ALL SEWERS ARE TO BE FLUSHED PRIOR TO CAMERA INSPECTION. SMALL BEAR COURSE SHALL NOT BE PLACED UNTIL THE VIDEO INSPECTION OF SEWERS AND NECESSARY REPAIRS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
  16. ALL NON-REINFORCED CONCRETE STORM SEWER PIPE SHALL BE IN ACCORDANCE WITH CSA A257.1 OR LATEST AMENDMENT. ALL NON-REINFORCED CONCRETE STORM SEWER PIPE SHALL BE IN ACCORDANCE WITH CSA A257.1, OR LATEST AMENDMENT. PIPE SHALL BE JOINED WITH STD. RUBBER GASKETS AS PER CSA A257.1, OR LATEST AMENDMENT.
  17. ALL STORM SEWER TRENCH AND BEDDING SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA STD. S6 AND S7 CLASS "B" UNLESS OTHERWISE SPECIFIED. BEDDING AND COVER MATERIAL SHALL BE SPECIFIED BY PROJECT GEOTECHNICAL ENGINEER.
  18. ALL PVC STORM SEWERS ARE TO BE SDR 35 APPROVED PER C.S.A. B182.2 OR LATEST AMENDMENT, UNLESS OTHERWISE SPECIFIED.
  19. CATCH BASINS SHALL BE IN ACCORDANCE WITH OPSD 702.010.
  20. CATCH BASIN LEADS SHALL BE 200mm DIA. AT 1% SLOPE (MIN) UNLESS SPECIFIED OTHERWISE.
  21. ALL CATCH BASINS SHALL HAVE EXHAUST PUMPS, UNLESS SPECIFIED OTHERWISE.
  22. ALL CATCH BASIN LEAD INVERTS TO BE 1.5m BELOW FINISHED GRADE UNLESS SPECIFIED OTHERWISE.
  23. THE STORM SEWER CLASSIFIED HAS BEEN DESIGNED BASED ON BEDDING CONDITIONS SPECIFIED ABOVE. WHERE THE SPECIFIED TRENCH WIDTH IS EXCEEDED, THE CONTRACTOR IS REQUIRED TO PROVIDE AND SHALL BE RESPONSIBLE FOR EXTRA TEMPORARY AND/OR PERMANENT REPAIRS MADE NECESSARY BY THE WIDENED TRENCH.
  24. 800-900mm TREATMENT FOR SEWER AND COLLECTOR OUTLETS AS PER OPSD 810.010.
  25. ALL STORM SEWERS / CULVERTS TO BE INSTALLED WITH FROST TREATMENT PER OPSD 803.01.
  26. CONTRACTOR SHALL PERFORM LEAKAGE TESTING IN THE PRESENCE OF THE CONSULTANT. FOR SANITARY SEWERS IN ACCORDANCE WITH OPSD 410 AND OPSD 407 CONTRACTOR SHALL PERFORM VIDEO INSPECTION OF ALL SEWERS. A COPY OF THE VIDEO AND INSPECTION REPORT SHALL BE SUBMITTED TO THE CONSULTANT FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF BEAR COURSE ASPHALT.

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- ### LEGEND
- PROPERTY LINE
  - - - PROPOSED WATERMAIN
  - - - PROPOSED SANITARY SEWER
  - - - PROPOSED STORM SEWER
  - PROPOSED REMOVAL OF SERVICE
  - PROPOSED VALVE BOX
  - PROPOSED FIRE HYDRANT
  - PROPOSED SAMESIDE CONNECTION
  - PROPOSED REMOTE WATER METER
  - PROPOSED WATER METER
  - BUILDING ENTRANCE
  - LIMITS OF PHASE 1

TOPOGRAPHIC INFORMATION  
TOPOGRAPHIC INFORMATION PROVIDED BY ANNIS, O'SULLIVAN, VOLLEBEK LTD.  
PROJ. NO. 11659-11

SITE PLAN INFORMATION  
SITE PLAN PROVIDED BY bbb architects  
PROJ. NO. 1003

BENCH MARK  
TOP OF SPINDLE FH CRYSTAL PARK CRESCENT  
ELEV=96.44

No.	BY	DATE	DESCRIPTION
1	A.D.F.	11.07.06	ISSUED FOR MUNICIPAL REVIEW
2	A.C.F.	12.08.20	REVISED PER CITY COMMENTS
3	A.D.F.	11.07.06	ISSUED FOR MUNICIPAL REVIEW

No.	BY	DATE	DESCRIPTION
1	Y.M.M.D.D		

PROJECT No. 10-473

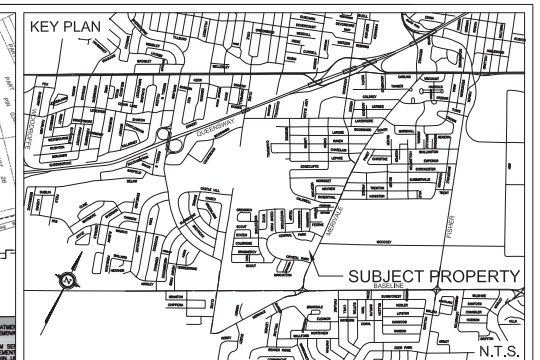
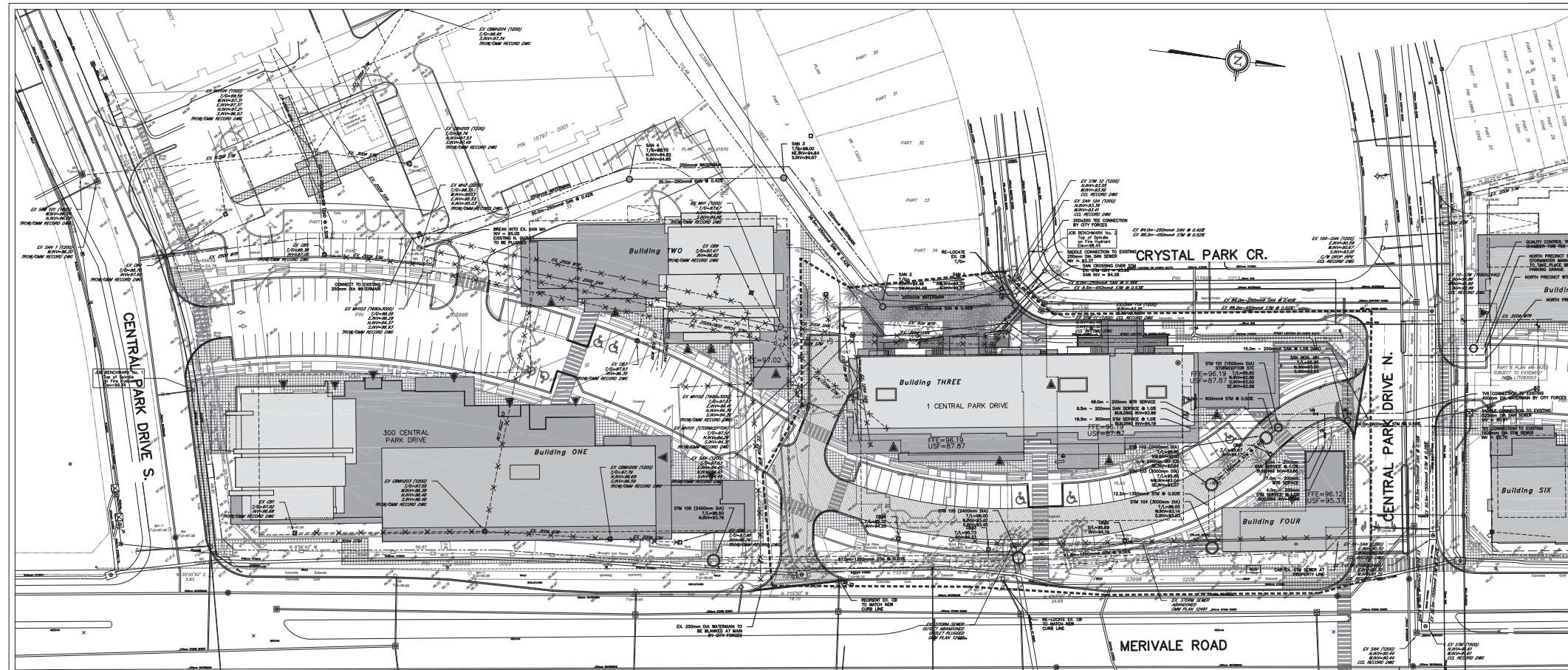
PHASE 1 SITE SERVICING PLAN  
1 & 300 CENTRAL PARK DRIVE, 1230 & 1232 MERIVALE ROAD © DSEL

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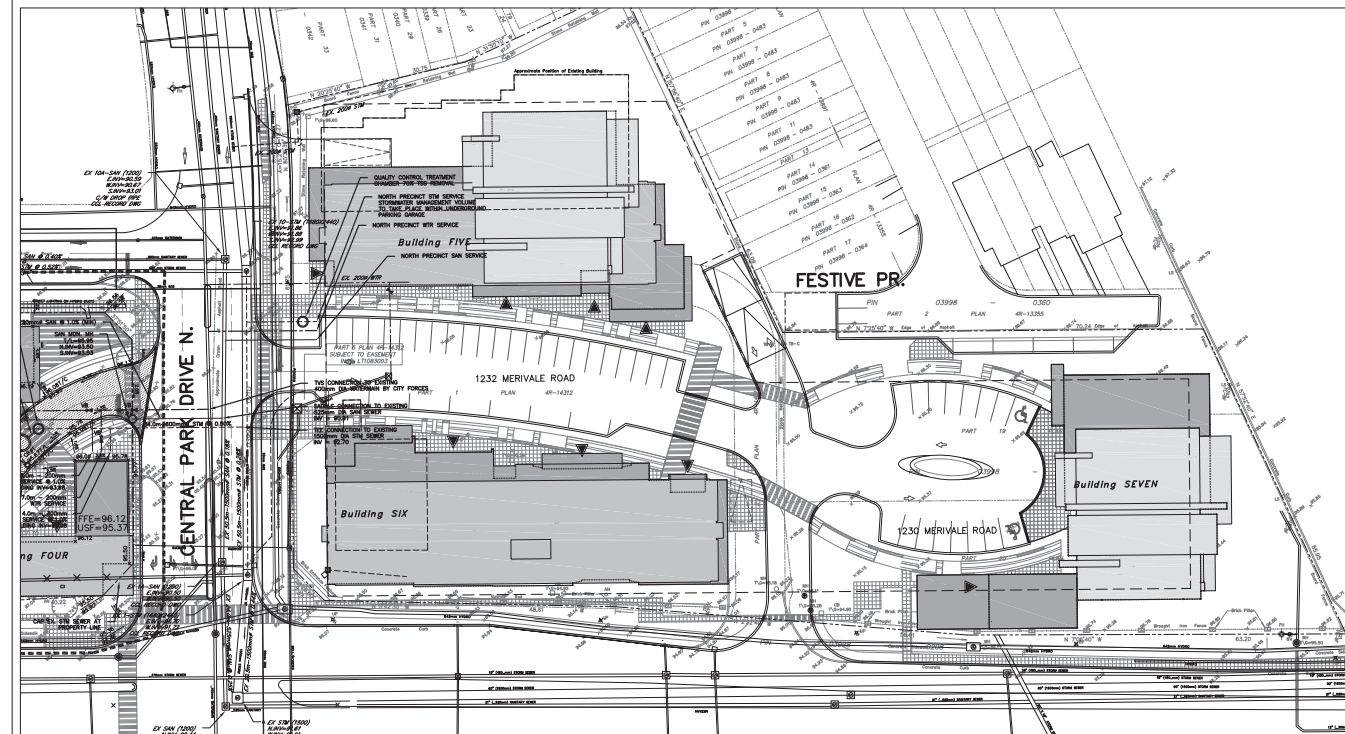
DRAWN BY: A.D.F. CHECKED BY: S.J.P. DRAWING NO. SHEET NO.  
DESIGNED BY: A.D.F. CHECKED BY: S.J.P. SSP-1 4 of 7  
SCALE: 1:300 DATE: 2011-07-06

# 4 DESIGN DRAWINGS



- LEGEND**
- PROPERTY LINE
  - PROPOSED WATERMAIN
  - PROPOSED SANITARY SEWER
  - PROPOSED STORM SEWER
  - PROPOSED REMOVAL OF SERVICE
  - PROPOSED VALVE BOX
  - PROPOSED SHAMOSE CONNECTION
  - PROPOSED REMOTE WATER METER
  - PROPOSED WATER METER
  - ▲ BUILDING ENTRANCE
  - LIMITS OF PHASE I

SOUTH AND CENTRAL PRECINCT



NORTH PRECINCT

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**TOPOGRAPHIC INFORMATION**  
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 PROJ. NO. 11859-11.

**SITE PLAN INFORMATION**  
 SITE PLAN PROVIDED BY bbb architects  
 PROJ. NO. 1003

**BENCH MARK**  
 TOP OF SPINDLE FH CRYSTAL PARK CRESCENT  
 ELEV=98.44

2	A.C.F.	12.08.20	REVISED PER CITY COMMENTS
1	A.D.F.	11.07.06	ISSUED FOR MUNICIPAL REVIEW
No.	BY	YY.MM.DD	DESCRIPTION

PROJECT No. 10-473

**MASTER SERVICING PLAN**  
 1 & 300 CENTRAL PARK DRIVE, 1230 & 1232 MERIVALE ROAD © DSEL

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DRAWN BY:	A.D.F.	CHECKED BY:	S.J.P.	DRAWING NO.	SHEET NO.
DESIGNED BY:	A.D.F.	CHECKED BY:	S.J.P.	SSP-2	5 of 7
SCALE:	1:500	DATE:	2011-07-06		

# 4 DESIGN DRAWINGS

