100 BAYSHORE

FORMAL UDRP REVIEW

JULY 7, 2021

HOBIN
ARCHITECTURE

KingSett
CAPITAL

100 BAYSHORE
DESIGN BRIEF

HISTORICAL CONTEXT

The Bayshore community, also known as Accora Village, was first built in 1963-1965 by Minto Group. The development saw a total of roughly 2,400 units built over several years. In the early 2000s, the community changed ownership to Ferguslea Properties Inc. The fabric of this community is mostly low-rise residential with some mid to high-rise building along the south edge of the community adjacent to Bayshore Shopping Centre. Bayshore Shopping Centre is the primary attraction in the area, and was built in 1973 with two floors added in 1987. Bayshore underwent extensive renovations, that included a new parking garage, updates to the mall interior, and the addition of several new brand name stores.

The proposed development is located on the remaining western parcel that is owned by Ivanhoé Cambridge. In the 1960's, the site was occupied by a recreational facility which operated for over 30 years. In the mid 1990's, the recreation centre was demolished. Over the next 20 years, the site was used for various temporary functions and is now vacant again.

PROPOSED DEVELOPMENT

Our vision for this site would see this vacant parcel transformed into a vibrant transit-oriented development which is directly adjacent to the existing Bayshore transit station and future LRT station. The design of this development is intended to respond to the anticipated growth in density which is driven by the existing and expanding transportation network directly adjacent to the site. Contextually, there are two other high-rise developments (12 storeys) in the surrounding area as well as multiple low-rise buildings. Generally speaking, most of the high-rise and mid-rise buildings are located along the south edge of Accora Village, adjacent to the Bayshore shopping mall. While it is anticipated that a development may occur on the site to the west of the subject property, information on the potential development has not been made available to us at this time.

The proposed development would see two towers erected on this site. Phase 1 would be a 27-storey tower and Phase 2, a 30-storey tower. The proposed 554-unit development would bring additional density that would further support the existing transit station and the future LRT transit stations. Phase 2 of the development will include a direct connection from the second level of the parking podium into the transit station to facilitate the use of public transit while also providing a direct connection to Bayshore Shopping Centre. In addition to integrating itself into the existing pedestrian infrastructure of the neighborhood, indoor bicycle parking facilities will be provided at grade to promote and facilitate alternative modes of transportation. During the first phase, a ground level pedestrian connection will be provided at the east end of the parking garage, providing convenient access to the M.U.P. as well as the transit station. During Phase 2, a physical link will be provided between the proposed development and the transit station. Although we do not have details on the future LRT transit station, agreements are in place for this link. The transit link will have controlled access for the security of its residents.

This development will provide on-site vehicular parking by means of a three-storey podium parking garage, including one underground parking level, which will provide a parking ratio of 0.43 spaces per unit and 0.1 spaces for visitors. Bordering the drop-off area for both phases, nine visitor parking spaces will be available at grade to accommodate short-term parking and delivery services. It is important to note that the residents of this proposed development will not be permitted to use the existing Bayshore parking garage for tenant parking. As depicted in our site plan, this proposal includes a multi-use pathway that will connect any future development to the west with the existing pedestrian infrastructure of Accora Village and Bayshore Shopping Centre. Although not fully detailed yet, we are anticipating some sustainable features as part of the development.

BUILT FORM & URBAN FABRIC

The massing of the proposed towers acknowledges the high-rise design guidelines and breaks down the towers into three distinct elements; the podium base, the middle body of the towers and the top of the towers.

The base of the towers is an important element to the development and its design tries to reconcile three varying conditions; the scale of the Bayshore parking garage to the east, the low-rise residential context to the north, and the Transit corridor to the south of the site. The above-ground parkade is also an important aspect to consider from a design perspective. The design of the podium seeks to mitigate the common perception of above-grade parking garages. The podium of the proposed development is designed to conceal the above-grade parking structure while still promoting the main entrance and public spaces at grade which front onto Woodridge Crescent. These visible active public spaces at grade ensure that the front of the building remains animated to create a more desirable pedestrian experience, as the building is experienced from Woodridge.

Furthermore, the podium design provides a substantial setback from the street, allowing for additional landscaping and a better pedestrian experience along that portion of Woodridge. The materiality of the podium looks at using a combination of masonry, horizontal terracota panels and a pourrous vertical metal screen for the parkade.

The main body of the tower comprises two contrasting elements that help break down the scale and mass of the building. The design intent for the lighter masonry component would feature a grid of varying scale modules. The larger masonry module would be infilled with a lighter window-wall system, while the tighter modules are textured with simple punched openings. The darker masonry component employs a simple two-storey module and carries that rhythm up the building.

The top of the towers would terminate in two conditions, one would see part of the tower tower dissolve into a lighter glassy top, and the other would see the strong masonry frame carry to the very top creating a feature volume for the roof top amenity. The different treatment at the top of the building is intended to punctuate the top of the towers and provide some visual articulation from a distance. The intent is to have outdoor and indoor amenity spaces at the top of the towers benefiting from the amazing view towards the Ottawa River and the city.

To conclude, we believe that this site has great potential in becoming a successful transit-oriented development that will be literally connected to our city’s transit system. Additionally, we see this development generating synergy between commuters, shoppers and the local residents.

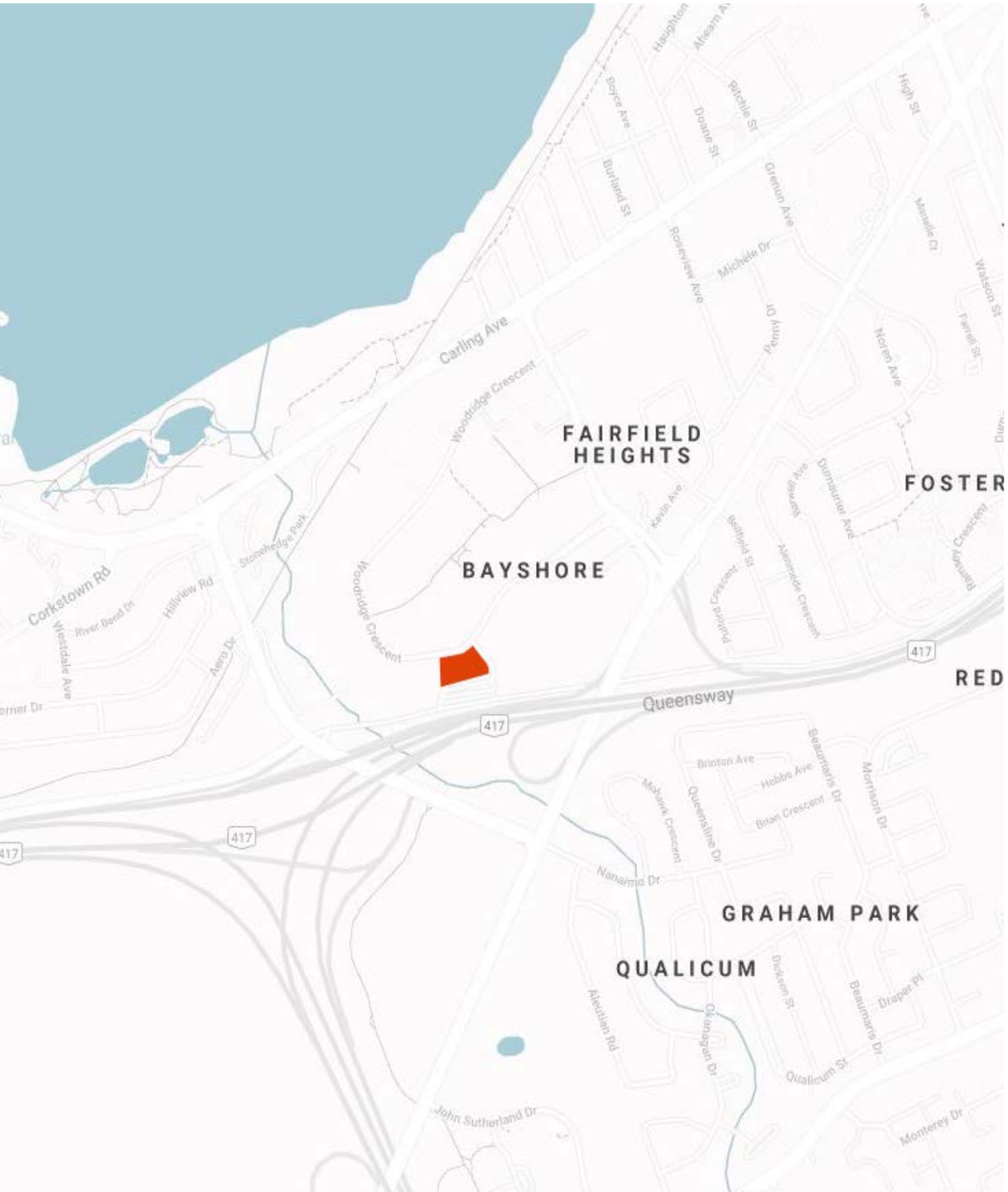
Thank you,

100 BAYSHORE

The Vision

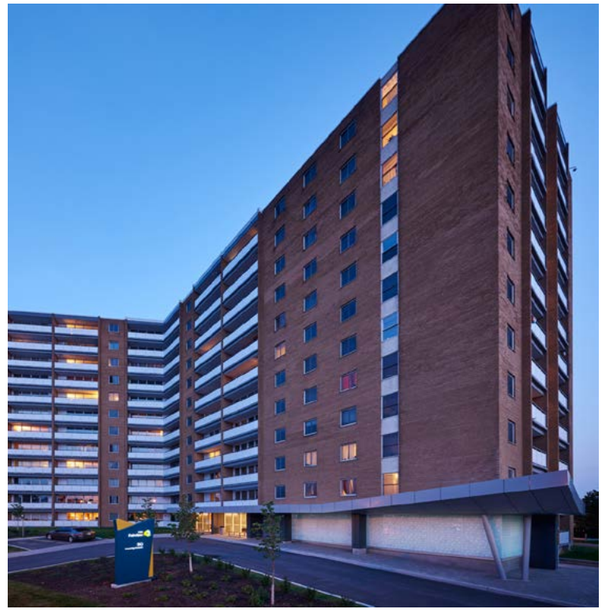
“We envision this Bayshore site transforming itself into a successful transit oriented development that thrives off of its access to a multi-modal transit network.This location offers a truly unique living experience while integrating itself into both the tranportation network and one of Ottawa’s largest shopping centres. This has the potential to become a vibrant and exciting addition to Ottawa’s urban fabric.”

CONTEXT


FAIRFIELD HEIGHTS
FOSTER
BAYSHORE
RED
GRAHAM PARK
QUALICUM
Carling Ave
Woodridge Crescent
Queensway
417
Corkstown Rd
Nanaimo Dr
Aleutian Rd
Quallicum St
John Sutherland Dr
Monterey Dr


Carling Avenue
Bayshore Drive
medium density
Med-High Rise Residential
Accora Village
medium density
Woodridge Crescent
Bayshore Shopping Centre
SITE
High Rise Residential
Future High-Density
Bayshore Station
HWY 417
ACCESS
Holly Acres Road
600M RADIUS
Richmond Road
HIGH
Qual

ACCORA VILLAGE



CONTEXT

BAYSHORE SHOPPING CENTRE

CONTEXT

100 BAYSHORE

UDRP JUNE 5th, 2020 RECOMMENDATIONS

-CONSIDER REDESIGNING THE FORECOURT AS A PEDESTRIAN FRIENDLY PLAZA

-CONSIDER LOCATING TALLER TOWER EAST

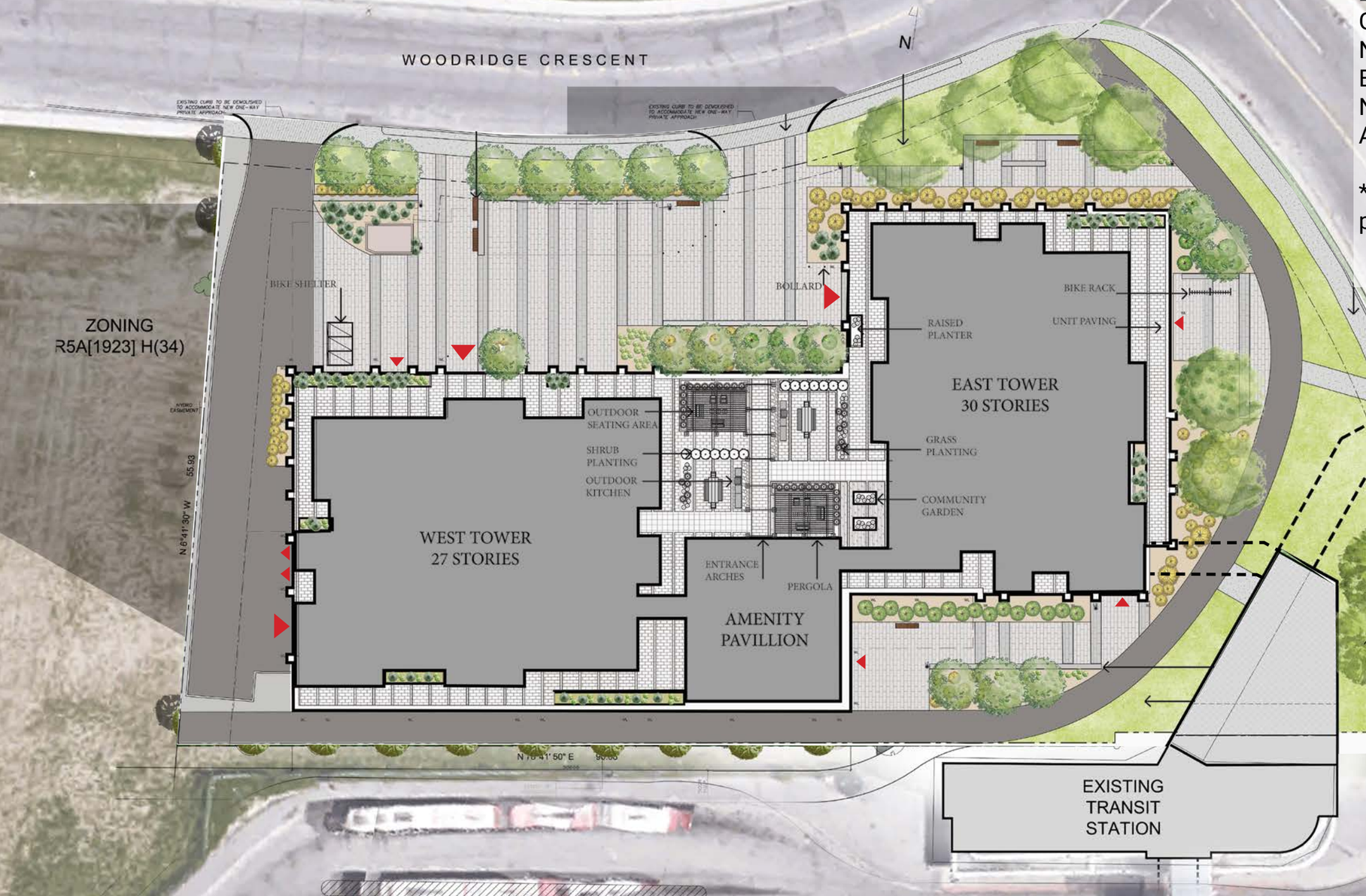
-CONSIDER ALTERNATE COLOUR FOR BLACK MASONRY

-CONSIDER FUTURE USES FOR PODIUM PARKING LEVELS

-EXPLORE ALTERNATE USES AT GROUND FLOOR

-CONSIDER SMALLER FLOOR PLATES

PROPOSED SITE PLAN



DEVELOPMENT STATS

West Tower - Phase 1 (27 Storeys)

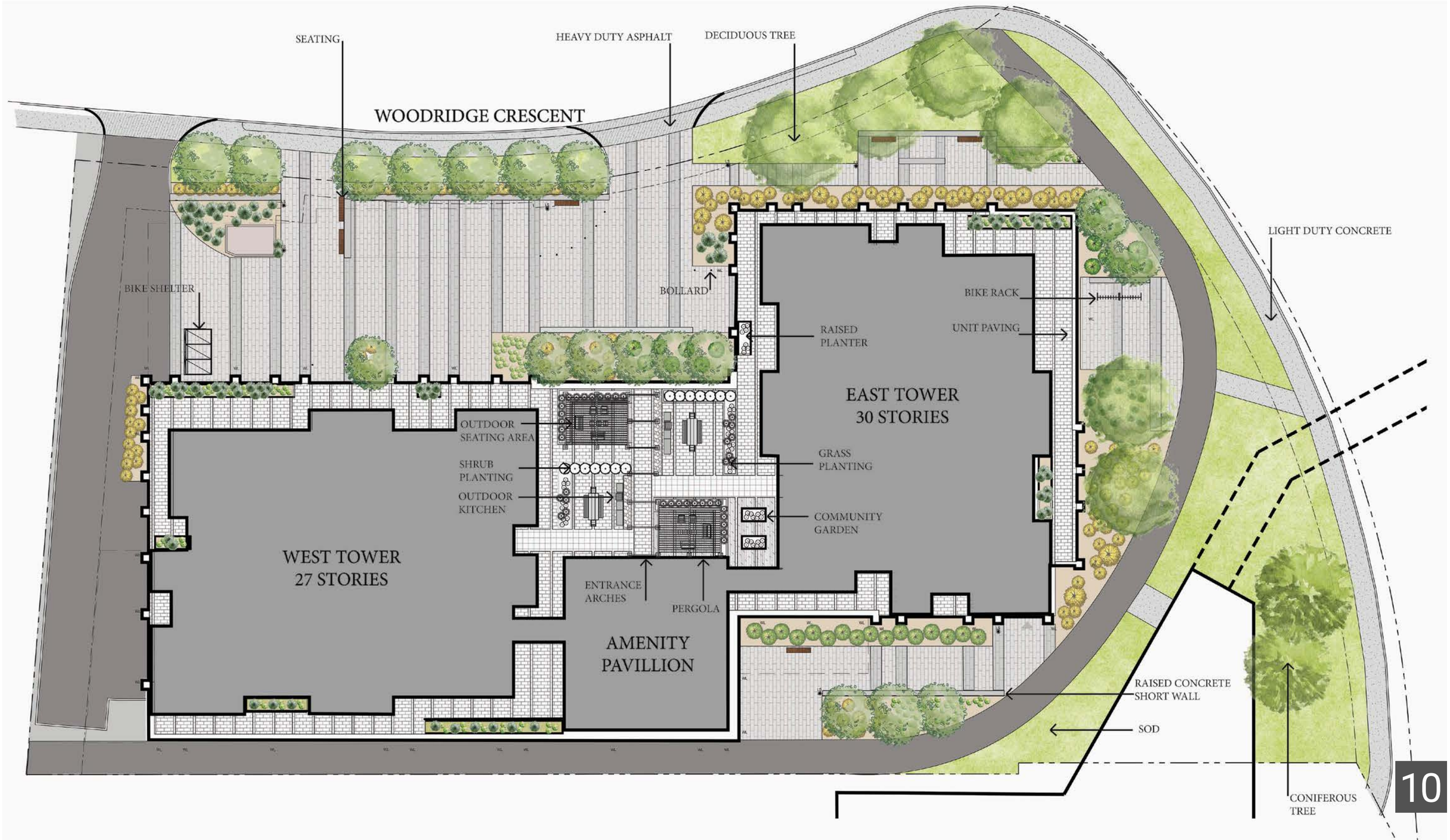
GFA above grade	297,525	sq.ft.
Net Res - levels 4-27	206,525	sq.ft.
Efficiency - Level 4-27		86%
Number of units		262
Average unit size (sq.ft.)	713	sq.ft.

East Tower - Phase 2 (30 Storeys)

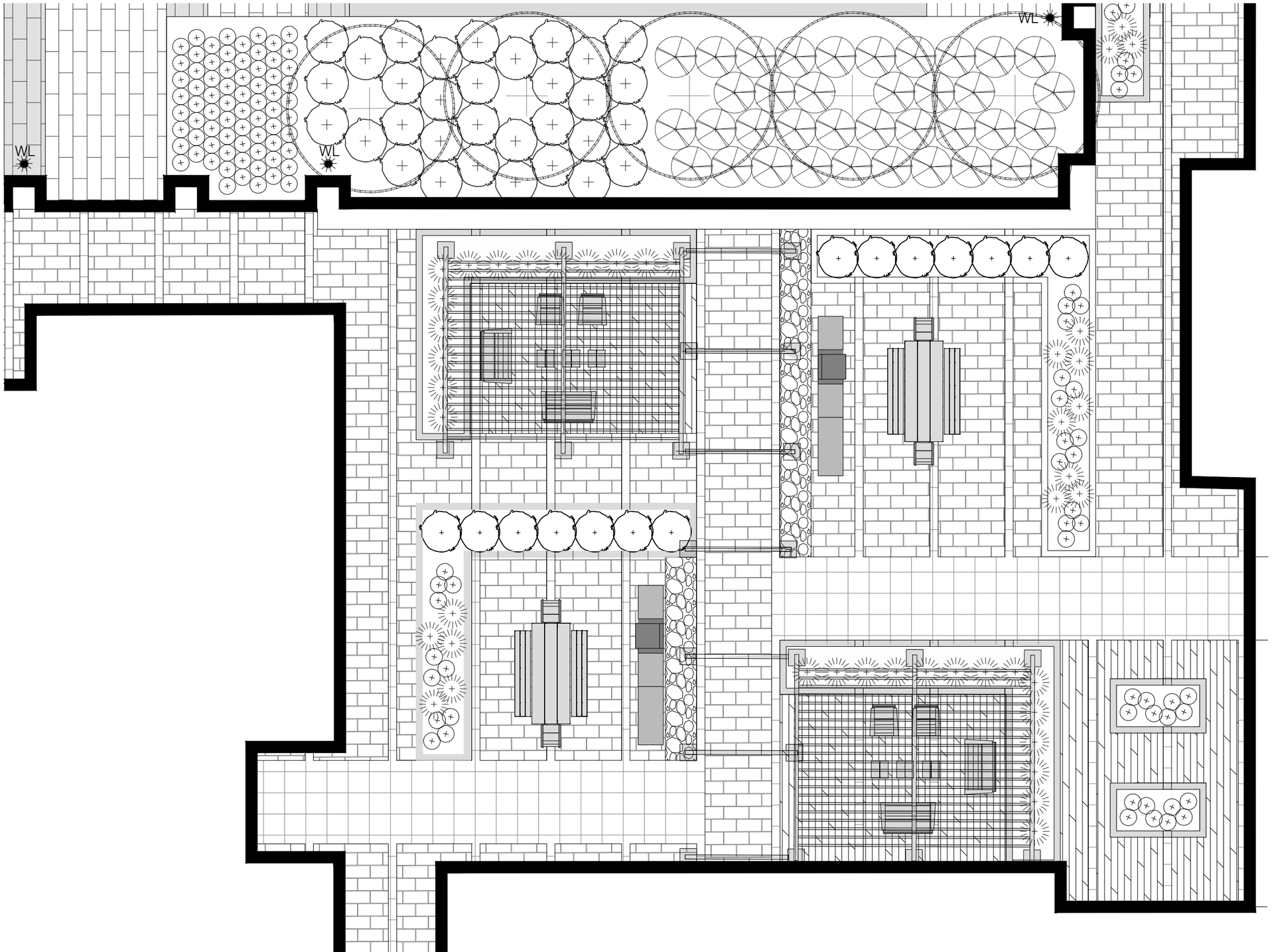
GFA above grade	238,840	sq.ft.
Net residential - lvls 4-30	172,184	sq.ft.
Efficiency - lvls 4-30	85%	
Number of units		292
Average unit size	760	sq.ft.

** Project statistics subject to change pending approvals and Site Plan Control process

PROPOSED LANDSCAPE PLAN

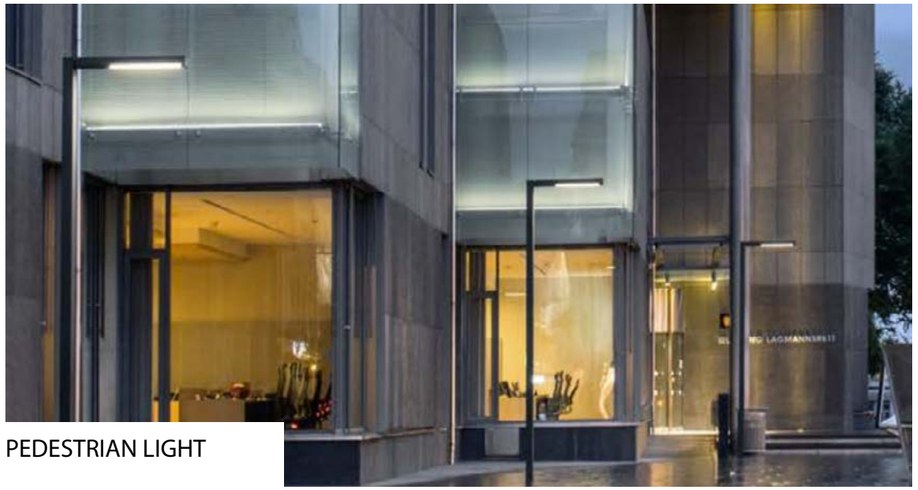


PODIUM LEVEL PLAN



UNIT PAVING

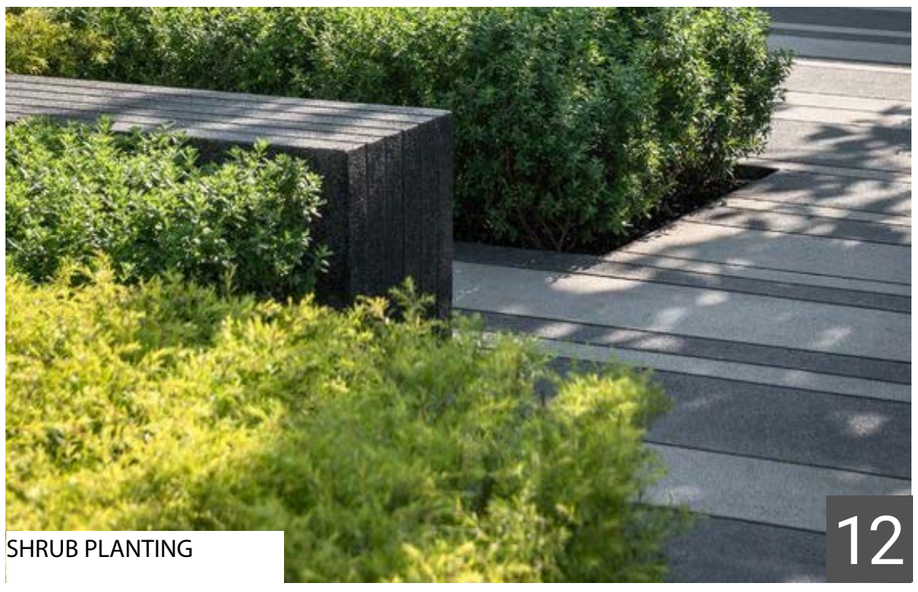
ENTRANCE WALL WITH BRANDING



PEDESTRIAN LIGHT

ROOFTOP SEATING AREA

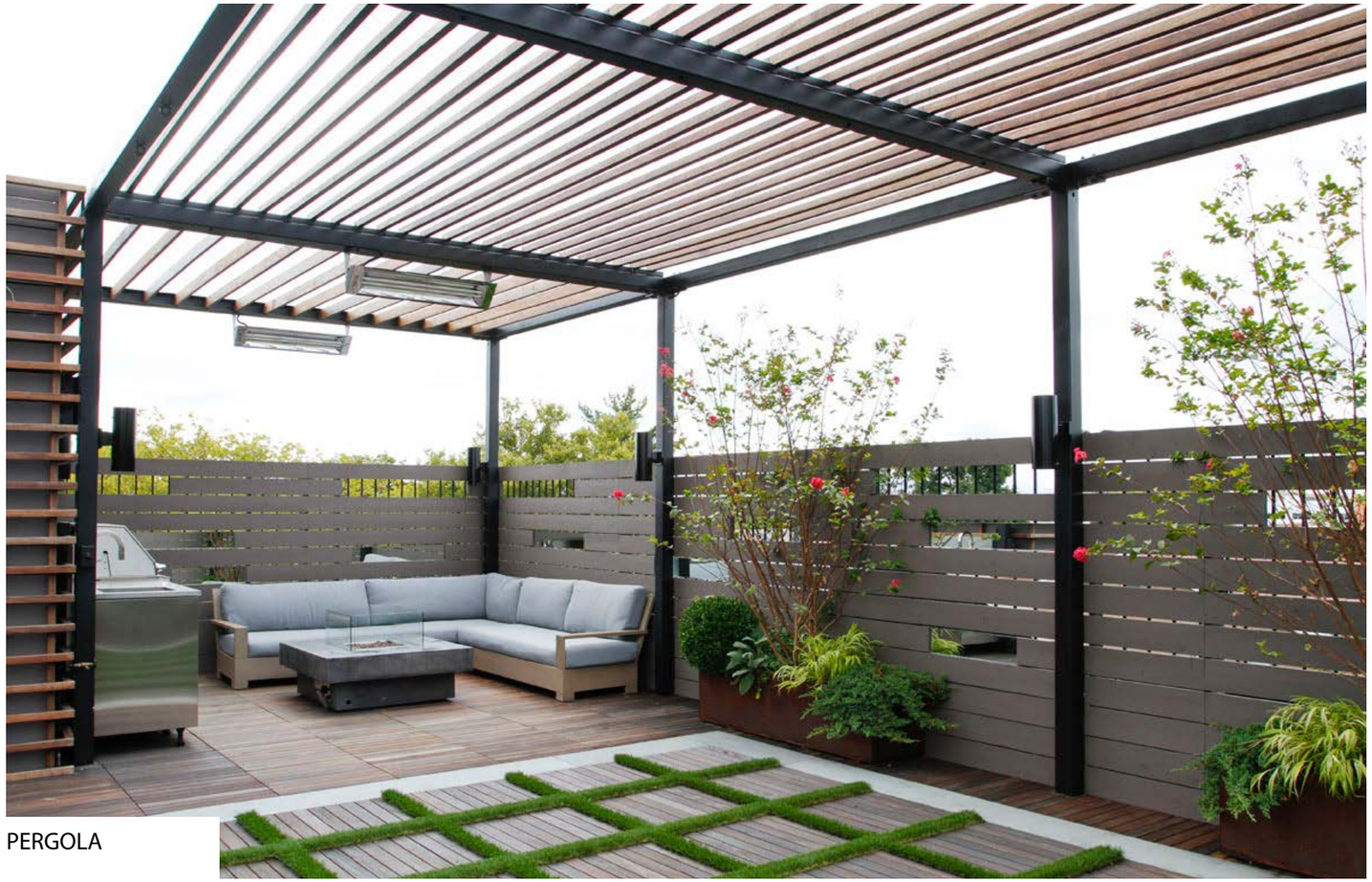
BOLLARD



SHRUB PLANTING

STACK BLOCK WALL WITH COPING STONE

TABLE



PERGOLA

RAISED PLANTERS

BENCHES ON SEATING WALL

OUTDOOR KITCHEN

VISITOR BIKE CANOPY

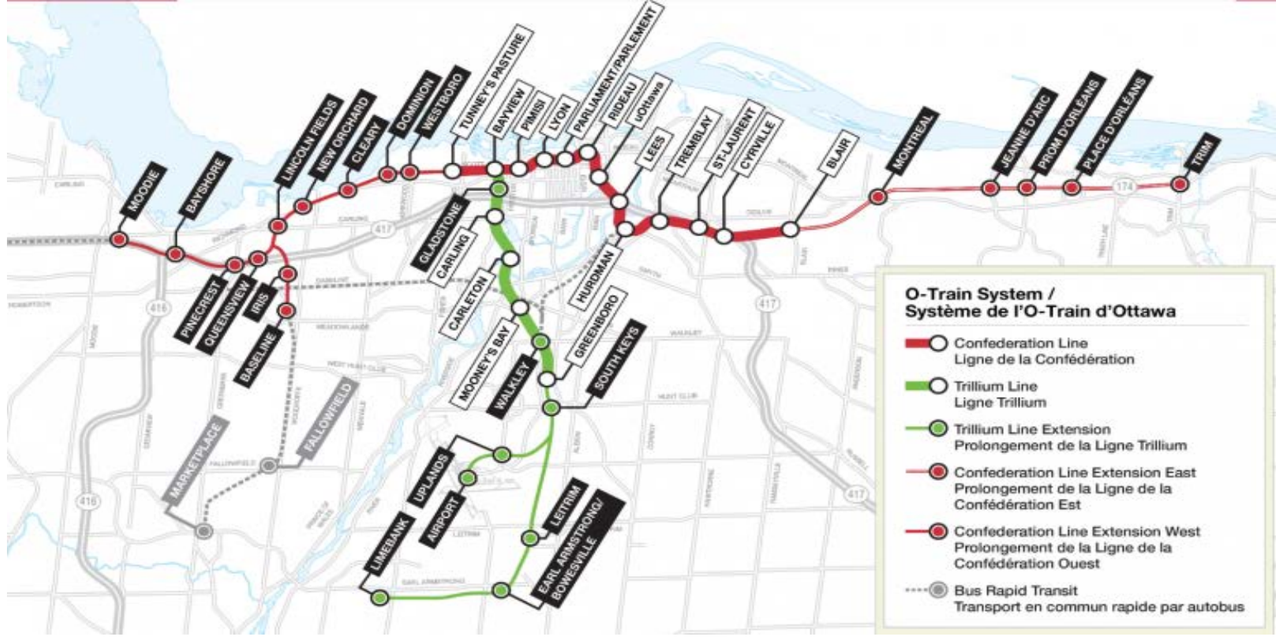
KEY DESIGN NARRATIVES

CONNECTIVITY

BUILT FORM & URBAN FABRIC

MIXED USE SYNERGY

GATEWAY PRESENCE



CONNECTIVITY

LOCATED ADJACENT TO AN IMPORTANT TRANSIT HUB, THIS SITE OFFERS OUR FUTURE RESIDENTS VARIOUS PUBLIC TRANSIT OPPORTUNITIES FOR INNER CITY AND OUTER CITY COMMUTING.

CONNECTIVITY

PEDESTRIAN CONNECTIONS

LEGEND

- Pedestrian Connections
- Above Grade Connections
- Property Boundary

Woodridge Crescent

WOODRIDGE CRESCENT

Connection to 417 & 416

Major Regional Shopping Centre

ZONING
R5A[1923] H(34)

WEST TOWER
30 STOREYS
297,525 SQ.FT. TOTAL GROSS
206,525 SQ.FT. NET
Approx 266 Units

3 STOREY PARKING PODIUM
WITH ROOF TOP AMENITY

AMENITY PAVILLION

EAST TOWER
27 STOREYS
238,840 SQ.FT. TOTAL GROSS
202,718 SQ.FT. NET RES
Approx 234 Units

EXISTING TRANSIT STATION

Bayshore Station
Future LRT Station

Routes: 57, 61, 85, 82,

PHYSICAL LINK TO FUTURE NEW LRT TRANSIT STATION

M.U.P. CONNECTION TO TRANSIT STATION

GROUND LEVEL ACCESS TO M.U.P. FROM PHASE 1 & 2

BUILT FORM

1-TOP

TOP OF TOWERS ARTICULATED WITH BOTH LIGHTER GLASSY MATERIAL AND MASONRY FOR A STRONG CORNER EXPRESSION.

2-BODY

USE OF LIGHT AND DARK MASONRY TO BREAK UP THE MASS OF THE BODY. VARYING SCALES OF WINDOWS HELP ANIMATE THE FACADE WHILE GIVING IT A RESIDENTIAL QUALITY.

3-PODIUM

3 STOREY OPEN AIR PODIUM PARKING PROPOSES STRONG MASONRY PIERS TO HIGHLIGHT THE MAIN ENTRANCE IN COMBINATION WITH HORIZONTAL TERRACOTTA PANELS. THE REMAINING PART OF THE PODIUM IS CLAD WITH A VERTIAL PANEL COMPOSED OF CORTEN STEEL CHANELS OF VARYINGS WIDTHS.

URBAN FABRIC

DEVELOP AN ARCHITECTURAL PALETTE THAT IS RELATABLE AND IS CONTEXTUALLY APPROPRIATE WHILE STILL CONSIDERING ITS VISUAL IMPACT ON THE CITY'S SKYLINE.

URBAN FABRIC

PODIUM & GROUND LEVEL FORECOURT

DEVELOP A PODIUM LANGUAGE THAT ADDRESSES THE NEED FOR ABOVE GRADE PARKING AND ACCOMMODATES THE MAIN ENTRANCE FOR BOTH PHASES. CREATING A PEDESTRIAN FRIENDLY FORECOURT IS ESSENTIAL FOR AN ANIMATED STREET EDGE ALONG WOODRIDGE CRESCENT

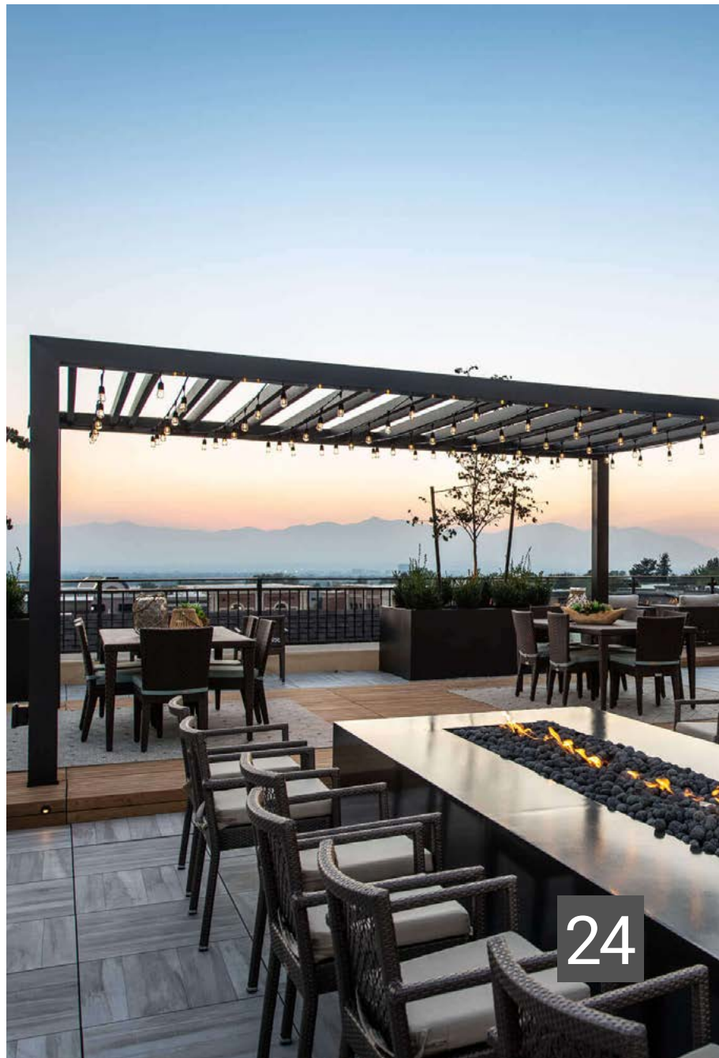
URBAN FABRIC

GROUND LEVEL FORECOURT

VIEW FROM WOODRIDGE

URBAN FABRIC

PODIUM ROOF TOP AMENITIES



URBAN FABRIC

HIGH ROOF TOP AMENITIES

CREATE DESIRABLE OUTDOOR AMENITY SPACES FOR RESIDENTS AT BOTH LOW AND HIGH ROOF LEVELS TO ENJOY THE SPECTAULAR RIVER AND CITY VIEWS

URBAN FABRIC

HIGH RISE MASSING

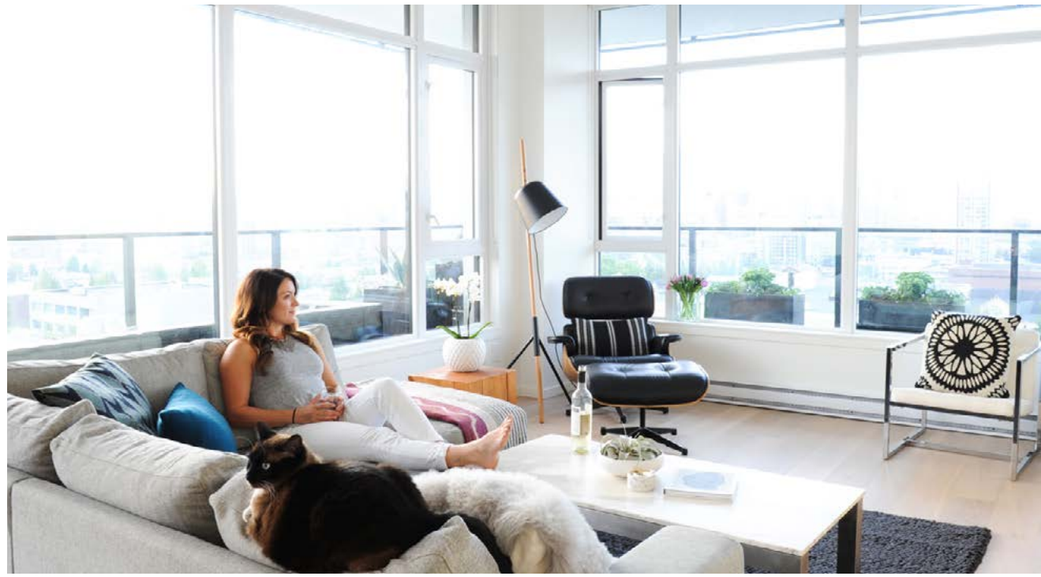
DEVELOP AN ARCHITECTURAL PALETTE THAT IS RELATABLE AND IS CONTEXTUALLY APPROPRIATE. BREAK BUILDING MASS WITH USE OF DARK AND LIGHT MATERIAL PALETTE.

MIXED USE SYNERGY

FOSTERS SYNERGY BETWEEN RESIDENTS, SHOPPING MALL AND TRANSIT SYSTEM

COMMUTE

LIVE



SHOP

GATEWAY PRESENCE

VIEW FROM 417 HEADING WEST

VIEW FROM 416 LOOKING NORTH-EAST

VIEW FROM WOODRIGE LOOKING SOUTH

VIEW FROM 417 HEADING EAST

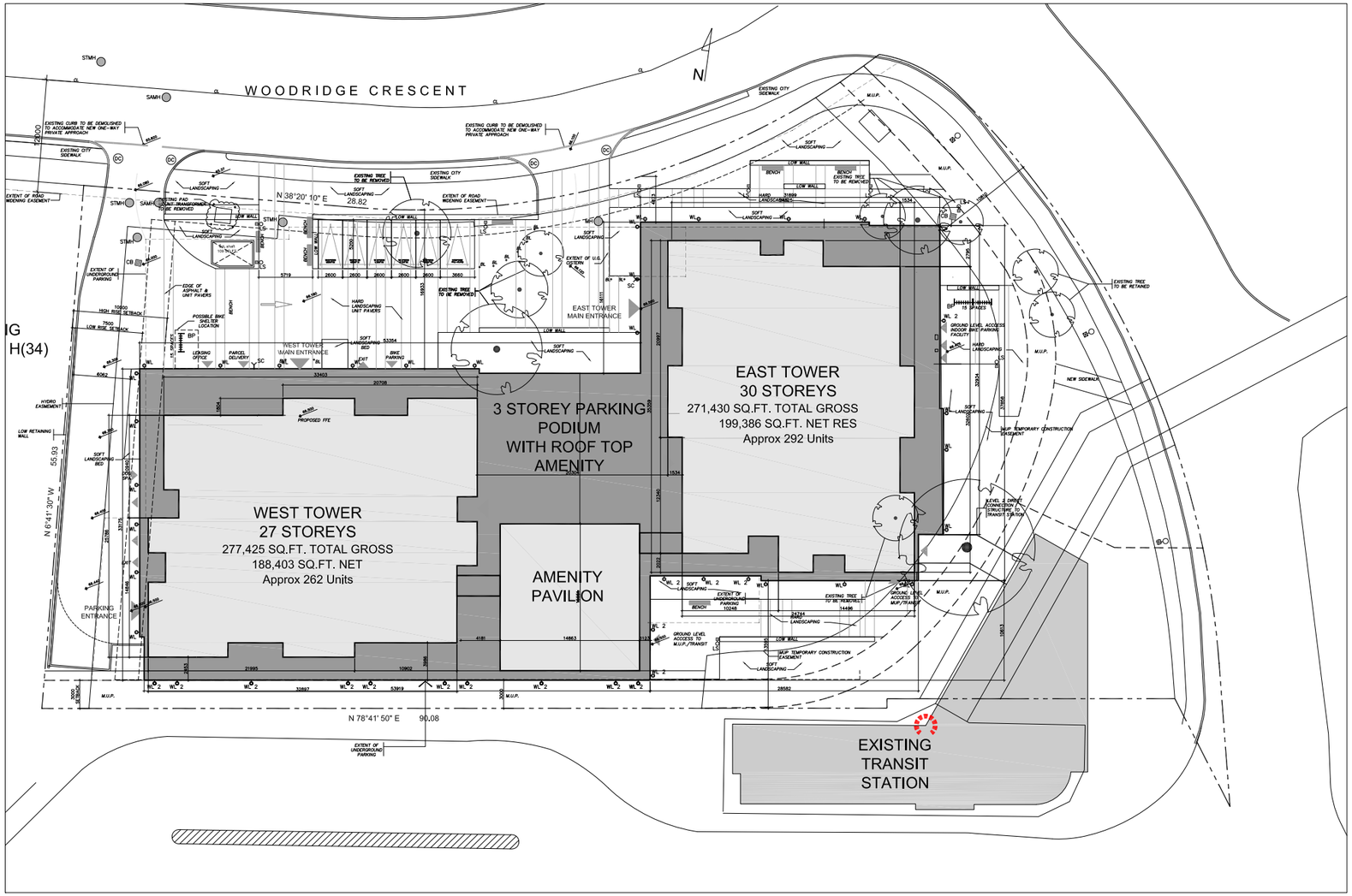
AERIAL VIEW TOWARDS MAIN ENTRANCES

APPROACH FROM WOODRIDGE

AERIAL VIEW LOOKING SOUTH EAST

LOOKING EAST FROM WEST END OF ACCORA VILLAGE

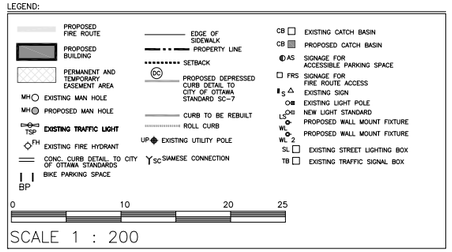
ROOF TOP INTERIOR AMENITY



PROPOSED SITE PLAN

LOCATION PLAN

LEGEND:



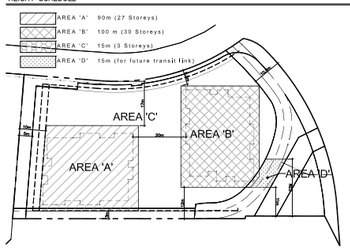
ZONING NOTES:

CURRENT ZONING: GM[199] H(34)
PROPOSED ZONING: TBD

TOTAL DEVELOPMENT STATS

	PROPOSED
LOT OF AREA	6,743 m²
LOT WIDTH	127 m IRREGULAR
LOT DEPTH	56 m IRREGULAR
SETBACK ALONG WOODRIDGE	4.2 m
SETBACK ALONG SOUTH SIDE	3 m
SIDEYARD SETBACK – WEST SIDE	8 m
CORNER SIDEYARD SETBACK – EAST SIDE	11 m
MAXIMUM HEIGHT	100 m
MAX NUMBER OF STOREYS	30
TOTAL BUILDING AREA	2,938 m²
TOTAL UNITS	554 UNITS
TOTAL PARKING SPACES (INTERIOR + SURFACE PARKING)	266 SPACES
TOTAL TOTAL RES. PARKING SPACES (0.38/UNIT)	210 SPACES
TOTAL TOTAL VISITOR PARKING SPACES (0.1/UNIT)	56 SPACES
TOTAL BICYCLE PARKING SPACES (0.5/UNIT)	282 SPACES

HEIGHT SCHEDULE



ZONING NOTES:

WEST PHASE – DEVELOPMENT STATS

	PROPOSED
NUMBER OF STOREYS	27
TOTAL UNITS	262
SETBACK ALONG WOODRIDGE	16.9 m to nearest
SETBACK ALONG SOUTH SIDE	1.2 m
SIDEYARD SETBACK – WEST SIDE	8 m
SIDEYARD SETBACK ABOVE PODIUM – WEST SIDE	10 m
MAXIMUM HEIGHT	90 m
NUMBER OF STOREYS	27
TOTAL GROSS FLOOR AREA (city def.)	17,608 m²
TYP. FLOOR GROSS FLOOR AREA (city def.)	725 m²

WEST PHASE – PARKING REQUIREMENTS

1. PARKING REQUIREMENTS

LAND USE	PROVIDED VEHICLE PARKING
APARTMENT	100 RESIDENTIAL PARKING SPACES PROVIDED FOR 262 UNITS (0.38/UNIT) * LOCATED IN UNDERGROUND PARKING GARAGE AND PARKING PODIUM

2. REQUIRED VISITOR PARKING

LAND USE	PROVIDED VISITOR PARKING
APARTMENT	27 VISITOR PARKING SPACES PROVIDED FOR 262 UNITS * LOCATED IN PARKING GARAGE
TOTAL PARKING PROVIDED FOR PHASE 1	127 TOTAL PARKING PARKING SPACES 127 INTERIOR

3. BICYCLE PARKING
3.1 REQUIRED BICYCLE PARKING SPACES
RESIDENTIAL (0.5 SPACE/UNIT = 132 SPACES REQUIRED)
3.2 PROVIDED BICYCLE PARKING 136
P1 level 55 spaces
Ground 32 spaces + 15 exterior spaces
Level 2 34 spaces
TOTAL 136 spaces

4. AMENITY SPACE REQUIREMENTS
REQUIRED AMENITY SPACE 6 m² REQUIRED PER UNIT
262 UNITS X 6 SQ.M. = 1572 SQ.M. TOTAL AMENITY REQUIRED
REQUIRED AMENITY SPACE TO BE COMMON – 786 SQ.M.
PROVIDED COMMON AMENITY SPACE – 786 SQ.M.

EAST PHASE – DEVELOPMENT STATS

	PROPOSED
NUMBER OF STOREYS	30
TOTAL UNITS	292
SETBACK ALONG WOODRIDGE	4.8 m to nearest
SETBACK ALONG SOUTH SIDE	VARIES m
SIDEYARD SETBACK	N/A m
CORNER SIDEYARD SETBACK – EAST SIDE	11 m
MAXIMUM HEIGHT	100 m
NUMBER OF STOREYS	30
TOTAL GROSS FLOOR AREA (city def.)	18,090 m²
TYP. FLOOR GROSS FLOOR AREA (city def.)	682 m²

EAST PHASE – PARKING REQUIREMENTS

1. REQUIRED PARKING

LAND USE	PROVIDED VEHICLE PARKING
APARTMENT	110 RESIDENTIAL PARKING SPACES PROVIDED FOR 292 UNITS (0.38/UNIT) * LOCATED IN UNDERGROUND PARKING GARAGE AND PARKING PODIUM

2. REQUIRED VISITOR PARKING

LAND USE	PROVIDED VISITOR PARKING
APARTMENT	29 VISITOR PARKING SPACES PROVIDED FOR 292 UNITS * LOCATED IN PARKING GARAGE AND @ GRADE
TOTAL PARKING PROVIDED FOR PHASE 2	139 TOTAL PARKING PARKING SPACES 133 INTERIOR

3. BICYCLE PARKING
3.1 REQUIRED BICYCLE PARKING SPACES
RESIDENTIAL (0.5 SPACE/UNIT – 146 SPACES REQUIRED)
3.2 PROVIDED BICYCLE PARKING 146
P1 level 50 spaces
Ground 81 spaces + 15 exterior spaces
TOTAL 146 SPACES

4. AMENITY SPACE REQUIREMENTS
REQUIRED AMENITY SPACE 6 m² REQUIRED PER UNIT
292 UNITS X 6 SQ.M. = 1752 SQ.M. TOTAL AMENITY REQUIRED
REQUIRED AMENITY SPACE TO BE COMMON – 876 SQ.M.
PROVIDED COMMON AMENITY SPACE – 876 SQ.M.

KingSett CAPITAL

Ivanhoé Cambridge

PROJECT TEAM

ARCHITECT
HOBIN ARCHITECTURE
PATRICK BESSON
T 613.238.7200

PLANNING
Lloyd Phillips and Associates ltd.
Lloyd PHillips
T 613.256.5373

CIVIL
WSP
STEPHEN McCAUGHEY
T 613.690.3955

LANDSCAPE ARCHITECT
CSW LANDSCAPE ARCHITECTS LTD.
T 613.729.4536

TRANSPORTATION
IBI GROUP
DAVID HOOK
T 613.225.1311 ext: 64029

ENVIRONMENTAL
GRADIENT WIND ENGINEERING
JOSHUA FOSTER
T 6134536063

no.	date	revision
5	21.04.30	ISSUED FOR S.P.A.
4	20.07.24	RE-ISSUED FOR REZONING
3	20.06.04	RE-ISSUED FOR REZONING
2	20.03.30	RE-ISSUED FOR REZONING
1	19.02.20	ISSUED FOR REZONING

Hobin Architecture Incorporated
68 Panette Street
Ottawa, Ontario
Canada K1S 3K7
T: 613 238 7200
F: 613 238 2006
E: mail@hobinarc.com
hobinarc.com
HOBIN ARCHITECTURE

PROJECT/LOCATION:
100 BAYSHORE LOT "B"
WOODRIGDE CRESENT

DRAWING TITLE:
SITE PLAN

DRAWN BY:	DATE:	SCALE:
PB	19.12.20	1:200

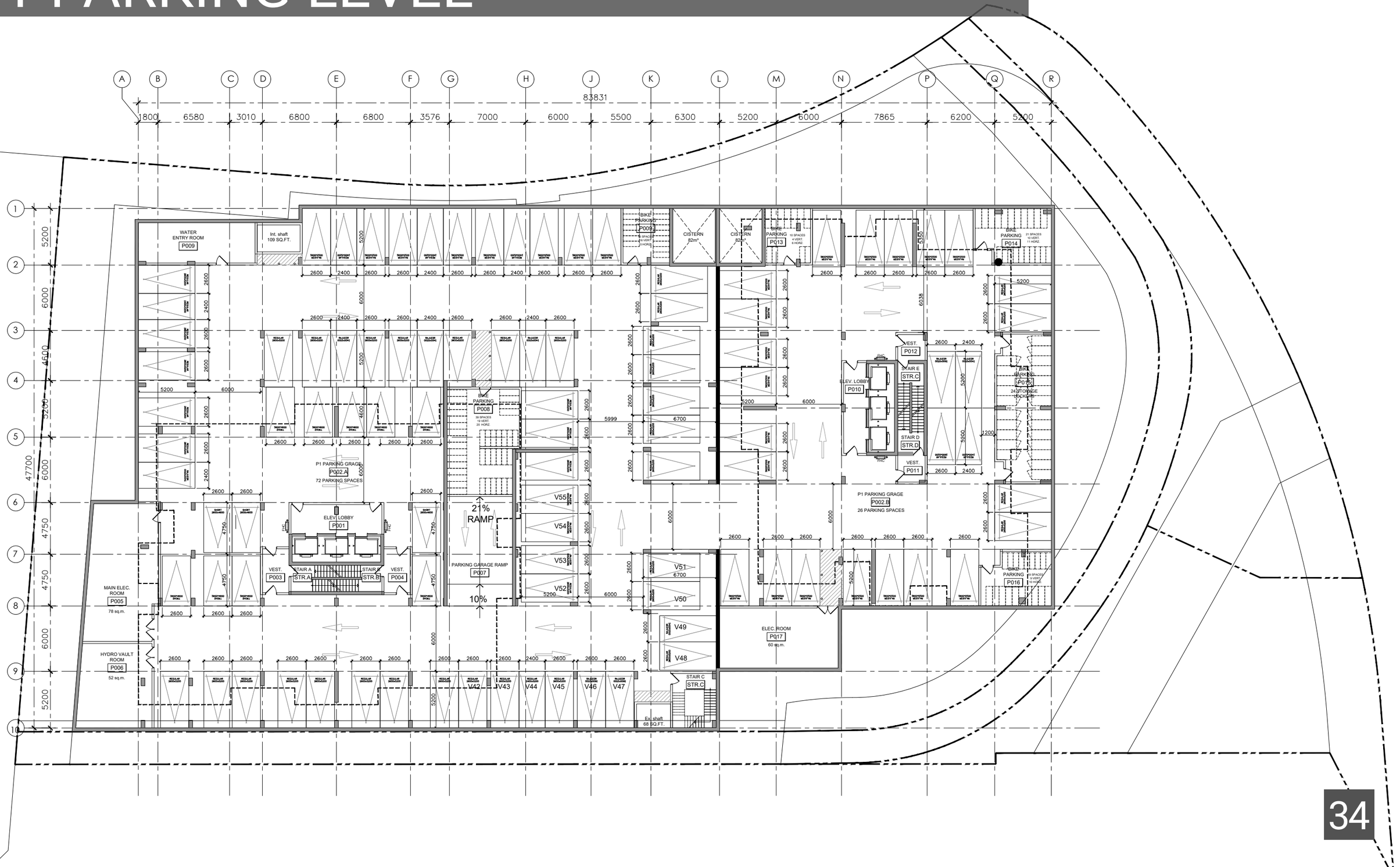
PROJECT: 1837

DRAWING NO.: A1.00

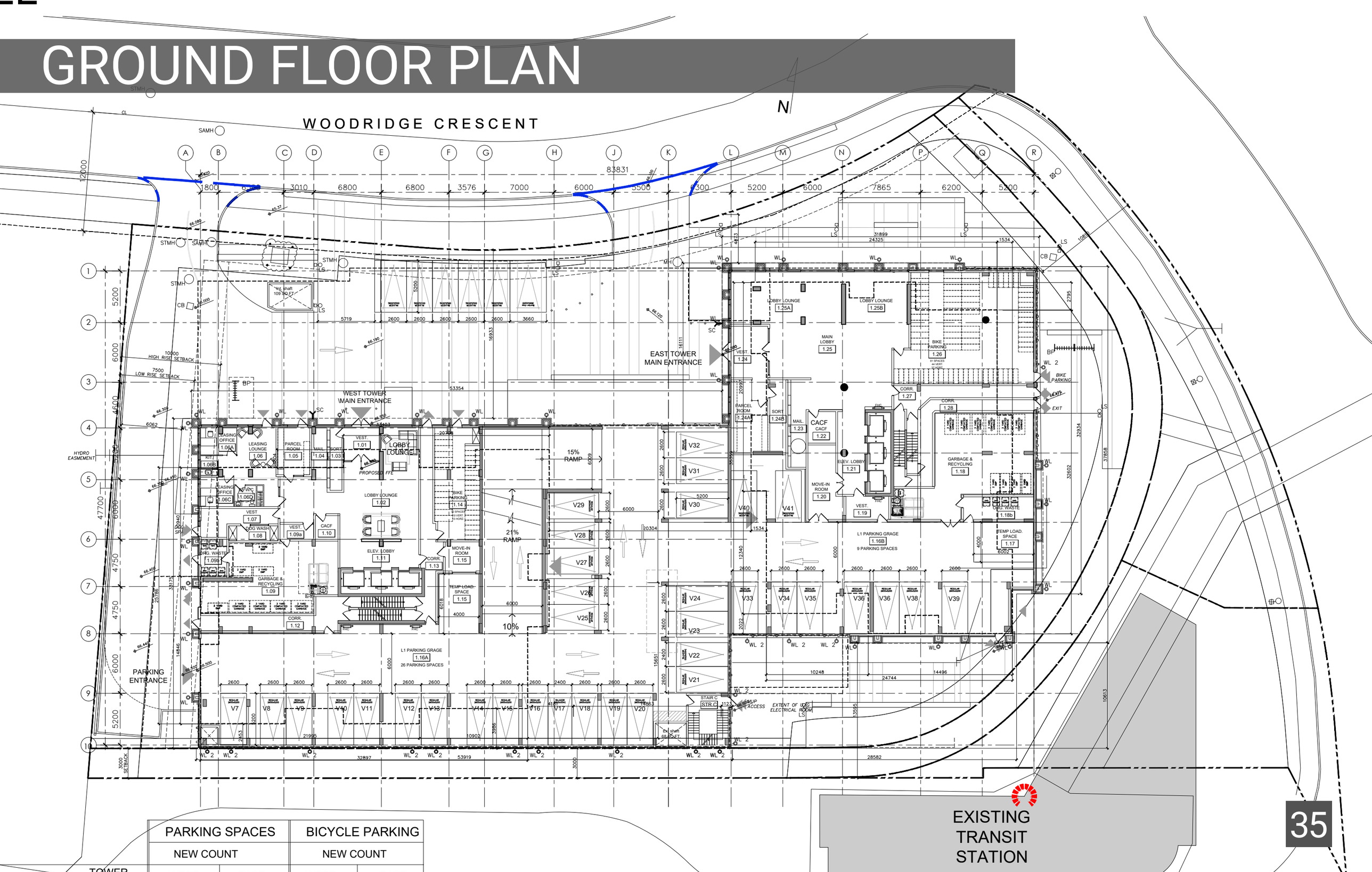
REVISION NO.:

ONTARIO ASSOCIATION OF ARCHITECTS
PATRICK J. HOBIN
LICENCE
3049

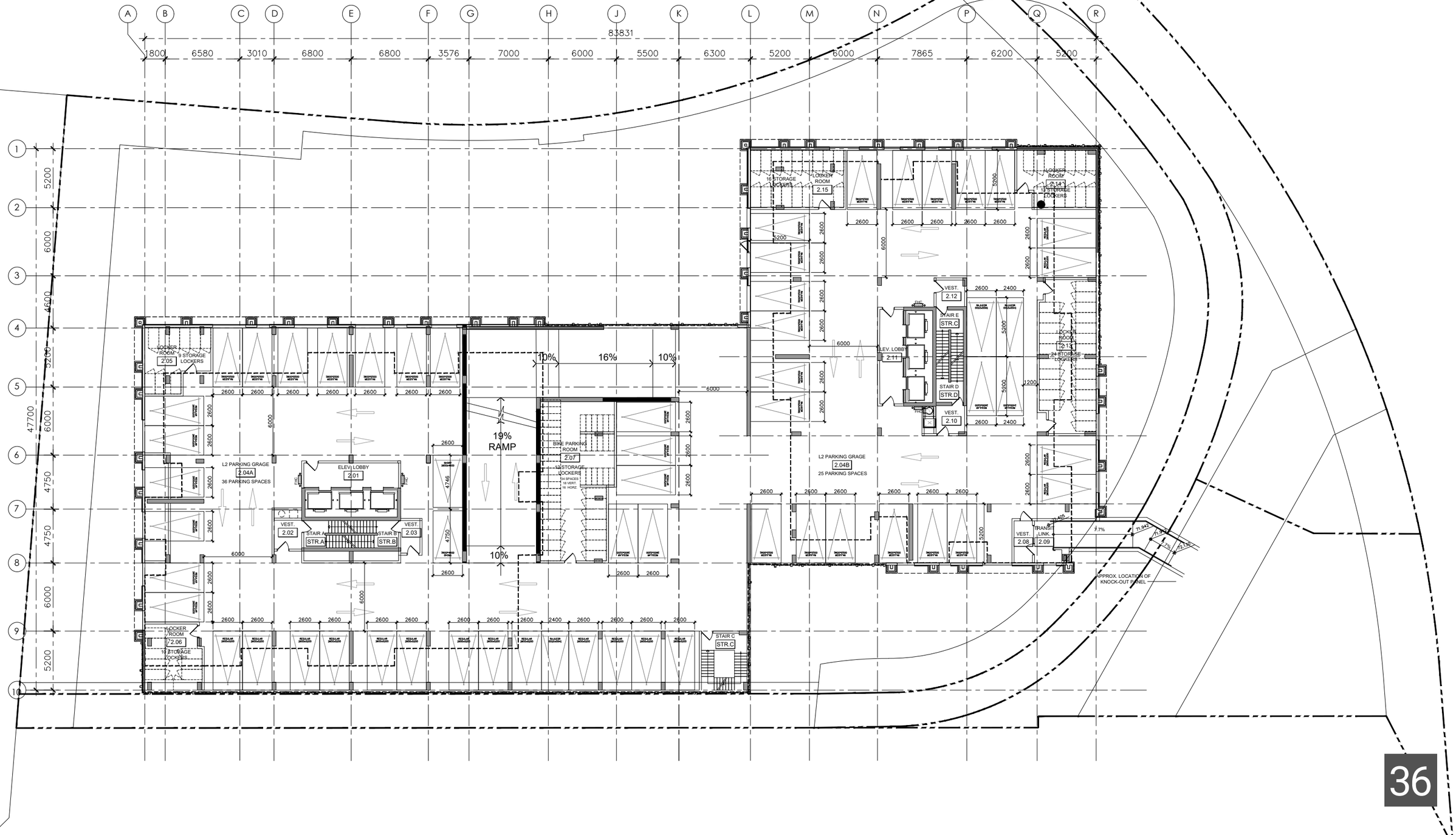
P1 PARKING LEVEL



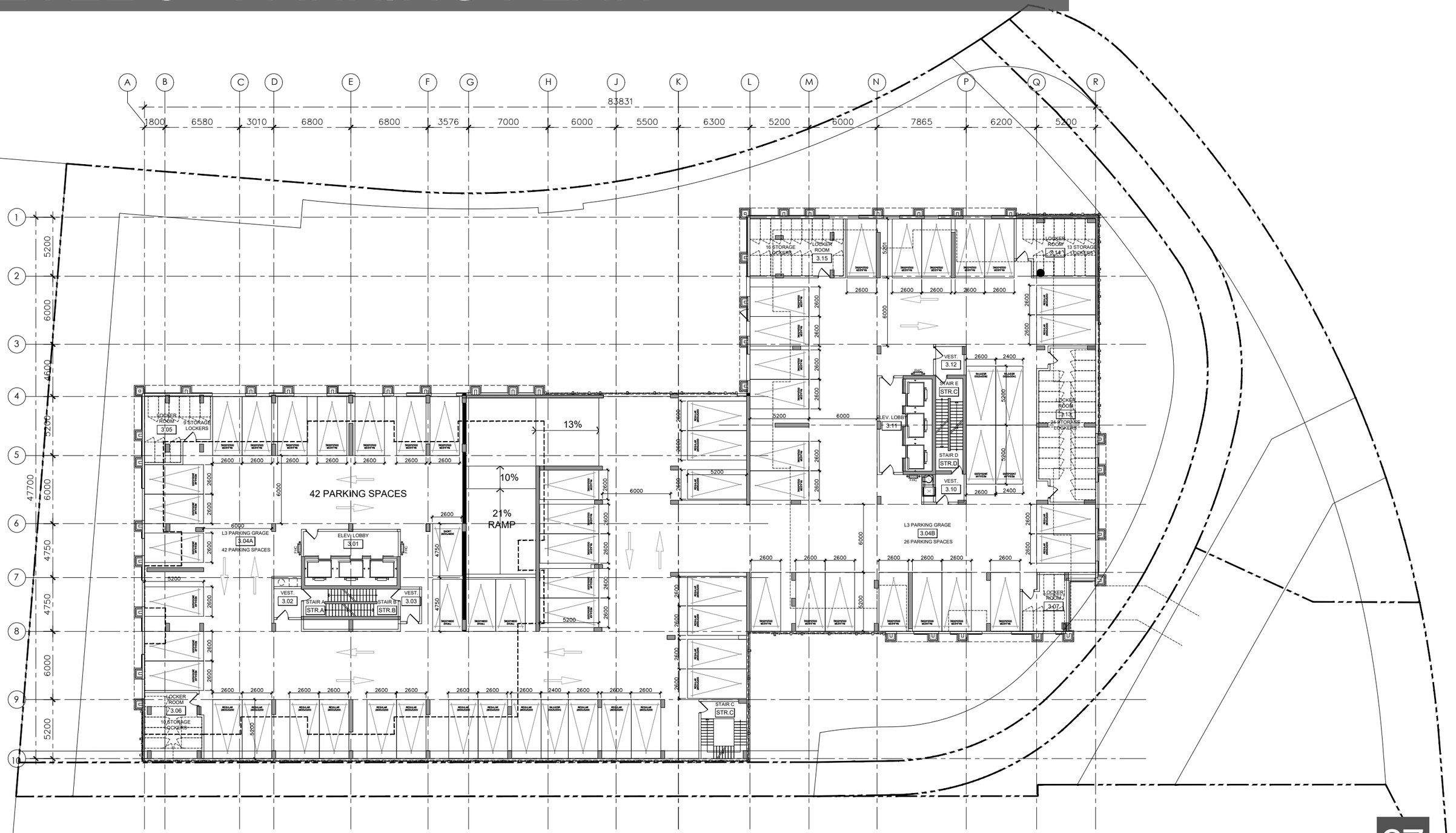
GROUND FLOOR PLAN



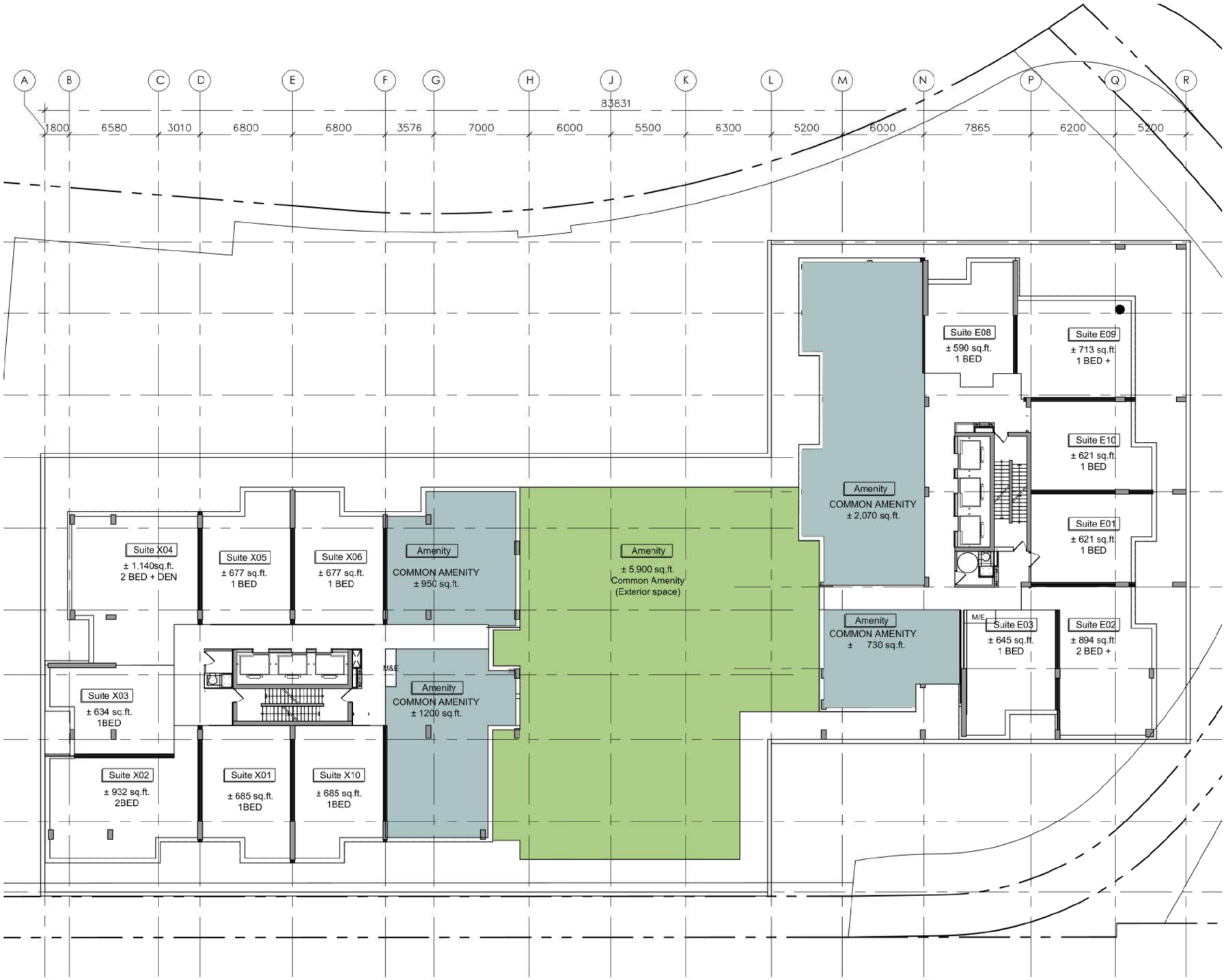
LEVEL 2 - PARKING PLAN



LEVEL 3 - PARKING PLAN



LEVEL 4 - AMENITY BLOCKING PLAN



AMENITY REQUIREMENTS - PRELIMINARY AREA CALCS

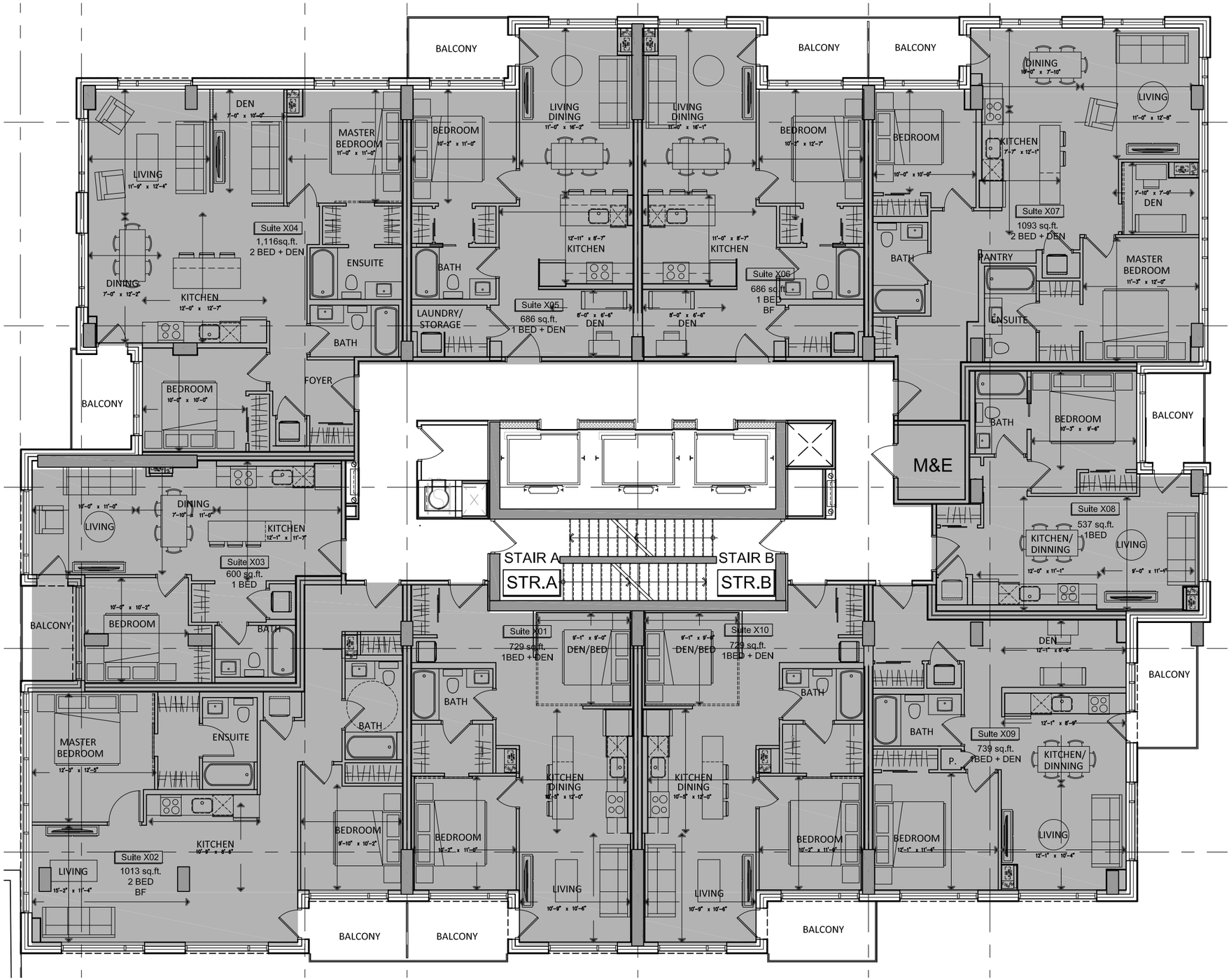
PHASE 1 - WEST TOWER - 258 UNITS

REQUIRED	
TOTAL AMENITY AREA REQUIRED	16,663 SQ.FT.
TOTAL COMMON AMENITY AREA REQUIRED	8,331 SQ.FT.
PROPOSED	
TOTAL AREA ON LEVEL 4	
INTERIOR AMENITY SPACE	2,150 SQ.FT.
EXTERIOR AMENITY SPACE	2,950 SQ.FT.
TOTAL AREA ON LEVEL 28 (High roof top amenity)	
INTERIOR AMENITY SPACE	1,600 SQ.FT.
EXTERIOR AMENITY SPACE	+/-2,400 SQ.FT
TOTAL PROPOSED - WEST TOWER	9,100 SQ.FT.

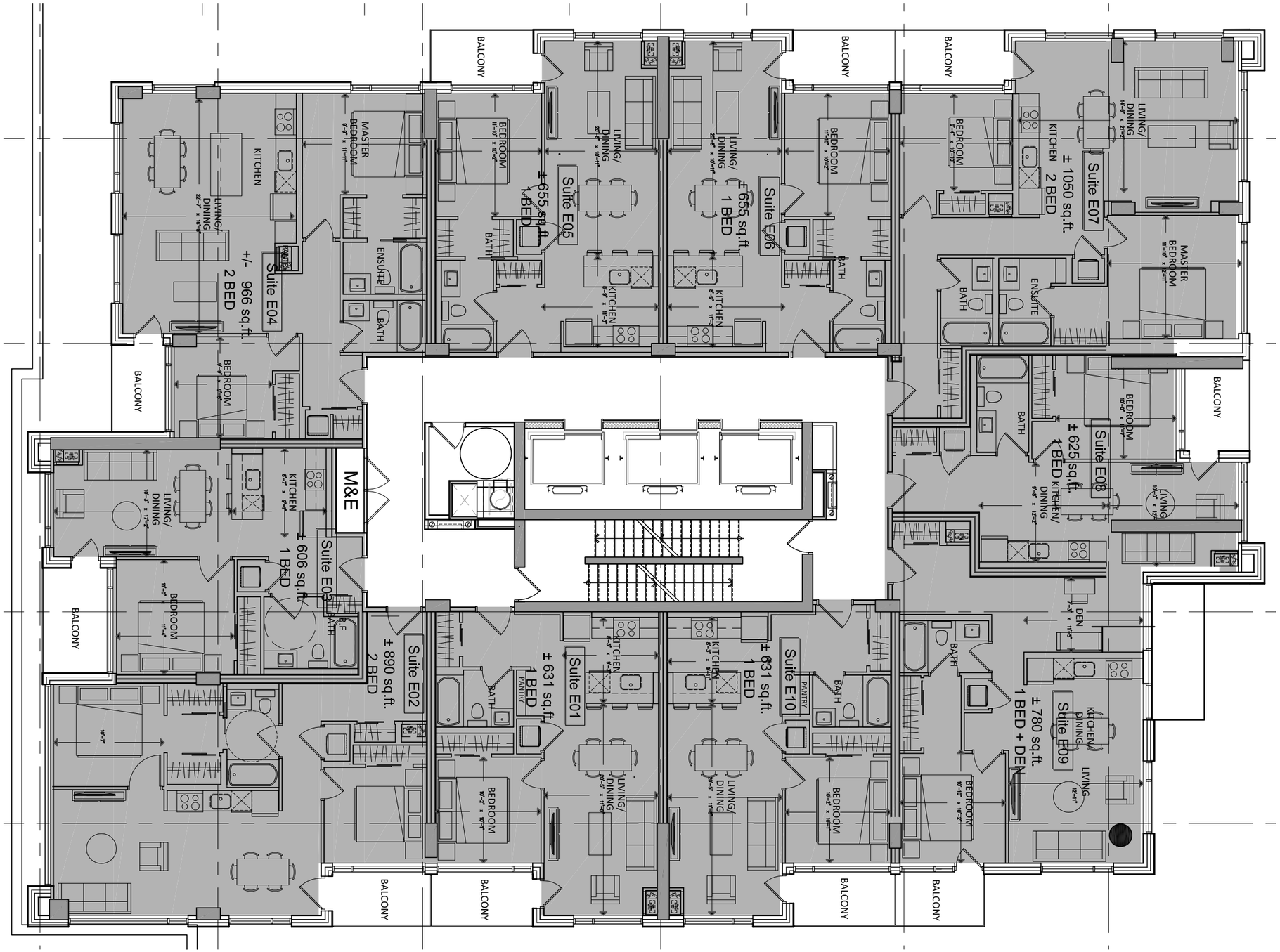
PHASE 2 - EAST TOWER - 262 UNITS

TOTAL AMENITY AREA REQUIRED	16,921 SQ.FT.
TOTAL COMMON AMENITY AREA REQUIRED	8,460 SQ.FT.
TOTAL AREA ON LEVEL 4	
INTERIOR AMENITY SPACE	2,967 SQ.FT.
EXTERIOR AMENITY SPACE	2,800 SQ.FT.
TOTAL AREA ON LEVEL 31 (High rooftop amenity)	
INTERIOR AMENITY SPACE	1,600 SQ.FT.
EXTERIOR AMENITY SPACE	+/-2,400 SQ.FT
TOTAL PROPOSED - EAST TOWER	9,767 SQ.FT.

PROPOSED TYPICAL FLOOR PLATE - PHASE 1

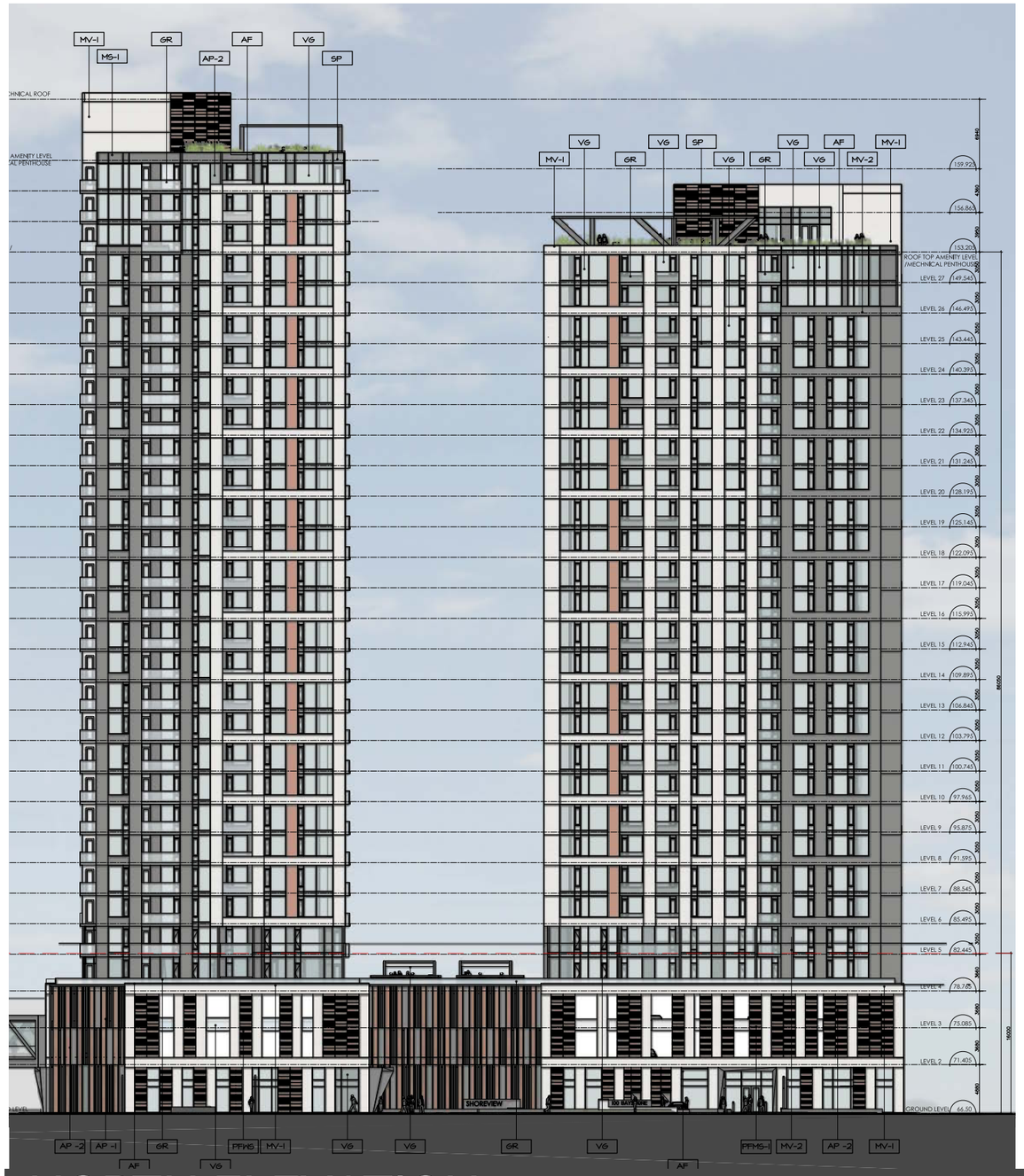


PROPOSED TYPICAL FLOOR PLATE - PHASE 2



ELEVATIONS

AF	ALUMINUM FLASHING
AP-1	ALUMINUM PANEL -1
AP-2	TERACOTA PANEL -2
MV-1	MASONRY VENEER -1
MV-2	MASONRY VENEER
GR	GLASS RAILING
MS-1	METAL SIDING -1
MS-2	METAL SIDING -2
MS-3	METAL SIDING -3
PFMS-1	PRE-FINISHED METAL SIDING
PFWS	PRE-FINISHED WOOD SIDING
SP	SPANDREL PANEL
STC	STEEL COLUMN
VG	VISION GLASS

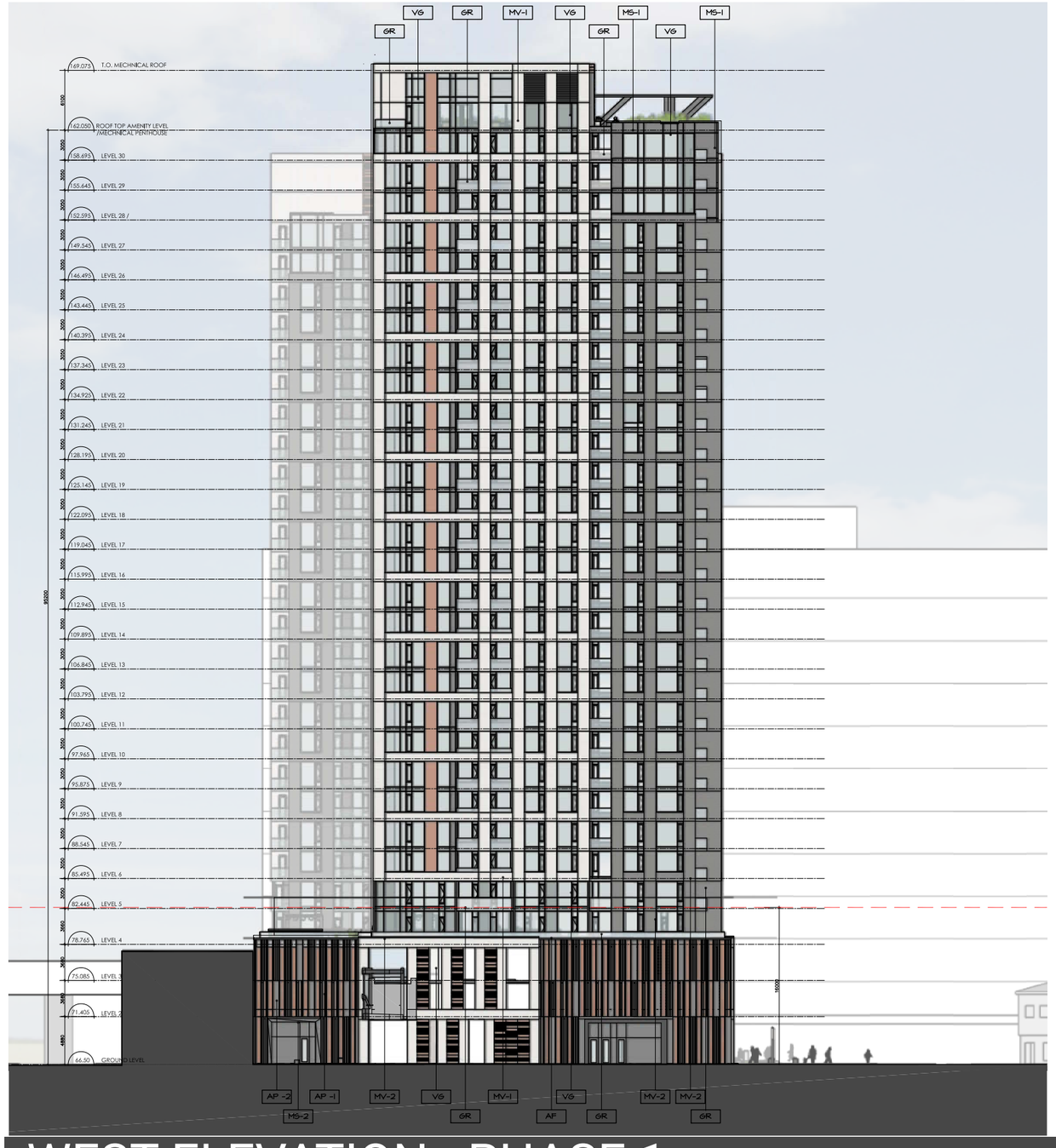


NORTH ELEVATION

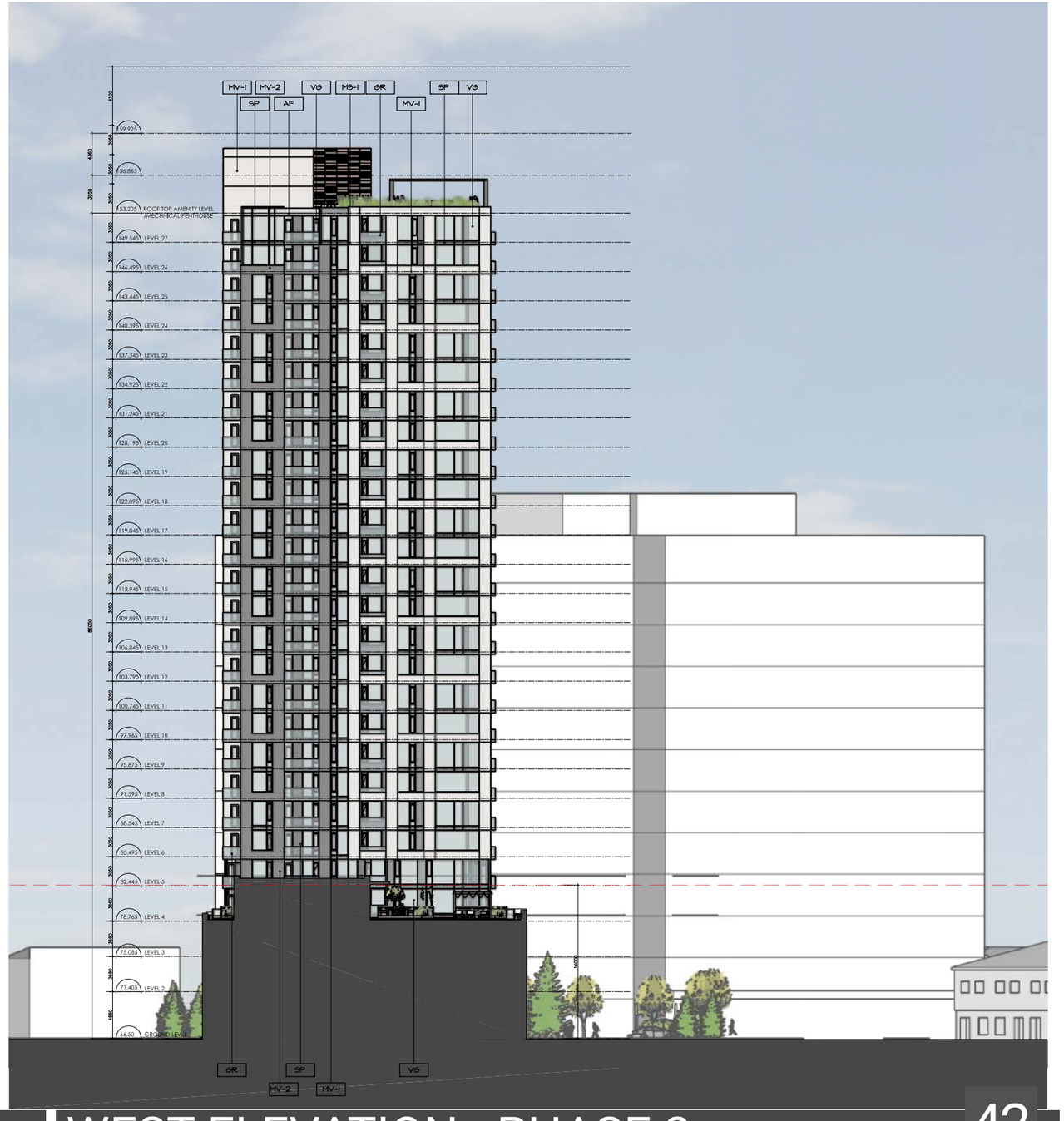
SOUTH ELEVATION

ELEVATIONS

AF	ALUMINUM FLASHING	MV-2	MASONRY VENEER -2	MS-3	METAL SIDING -3	STC	STEEL COLUMN
AP-1	ALUMINUM PANEL -1	GR	GLASS RAILING	PFMS-1	PRE-FINISHED METAL SIDING	VG	VISION GLASS
AP-2	TERACOTA PANEL -2	MS-1	METAL SIDING -1	PFWS	PRE-FINISHED WOOD SIDING		
MV-1	MASONRY VENEER -1	MS-2	METAL SIDING -2	SP	SPANDREL PANEL		



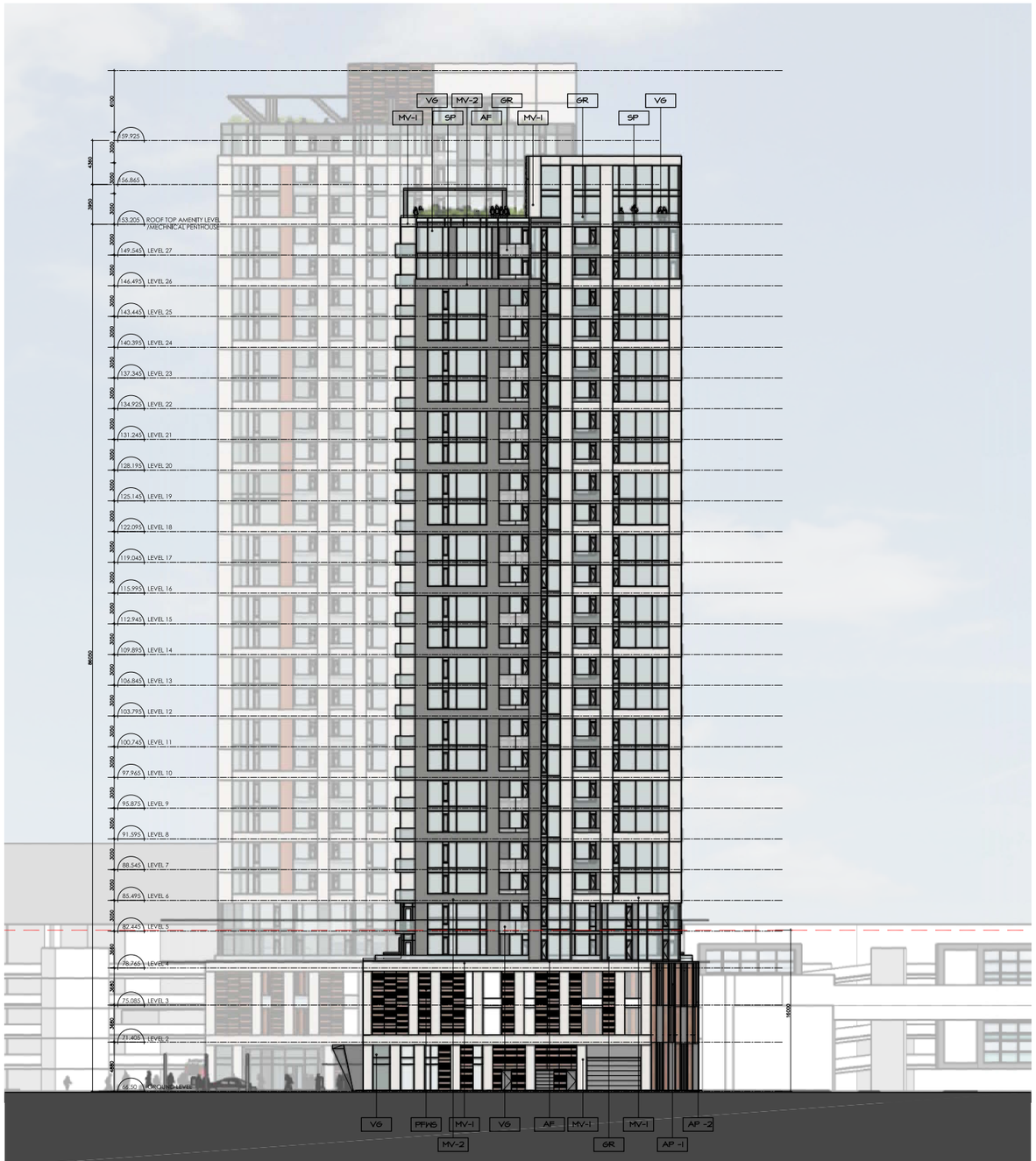
WEST ELEVATION - PHASE 1



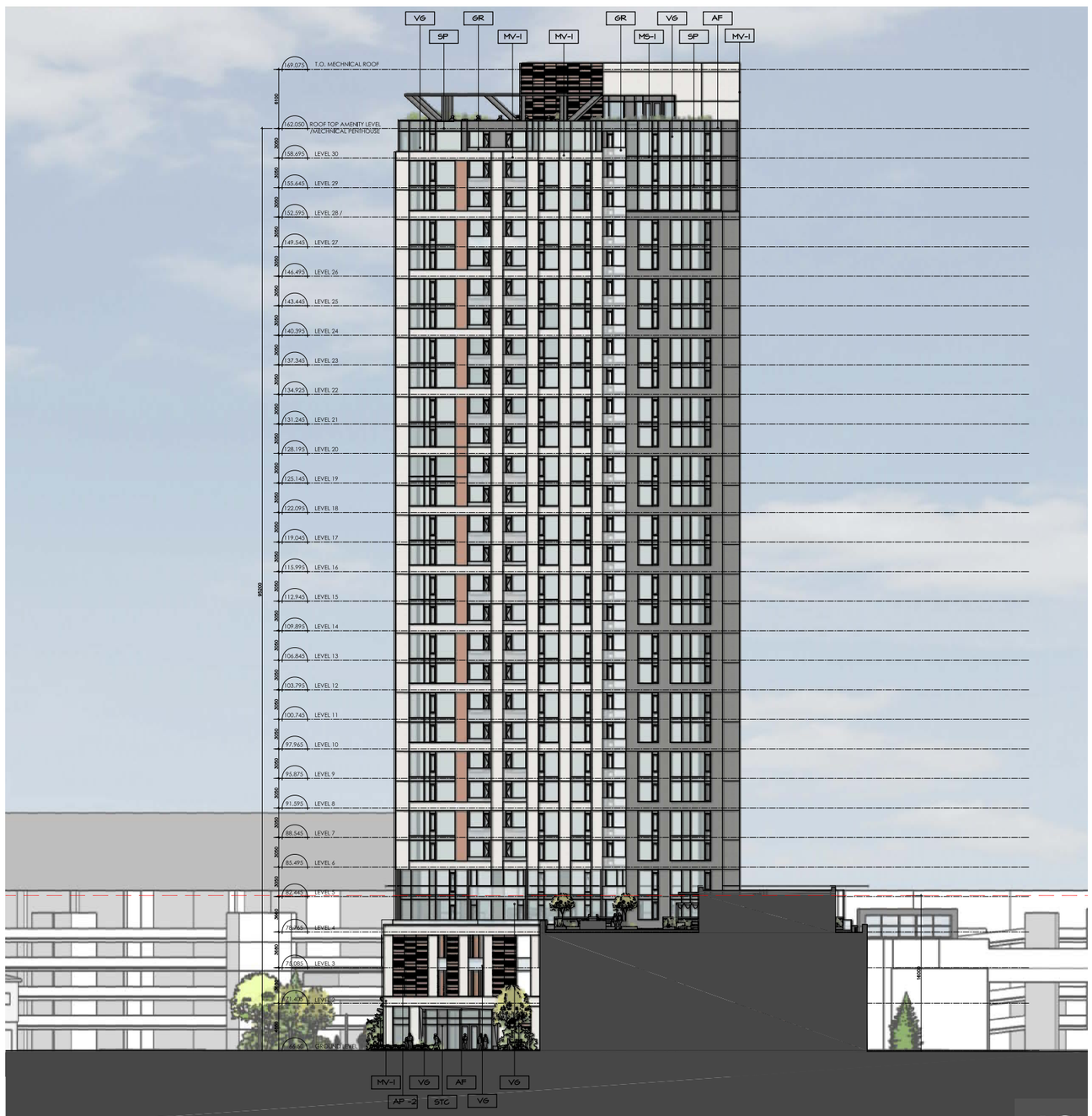
WEST ELEVATION - PHASE 2

ELEVATIONS

AF	ALUMINUM FLASHING
AP-1	ALUMINUM PANEL -1
AP-2	TERACOTA PANEL -2
MV-1	MASONRY VENEER -1
MV-2	MASONRY VENEER -2
GR	GLASS RAILING
MS-1	METAL SIDING -1
MS-2	METAL SIDING -2
MS-3	METAL SIDING -3
PFMS-1	PRE-FINISHED METAL SIDING
PFWS	PRE-FINISHED WOOD SIDING
SP	SPANDREL PANEL
STC	STEEL COLUMN
VG	VISION GLASS



EAST ELEVATION - PHASE 2

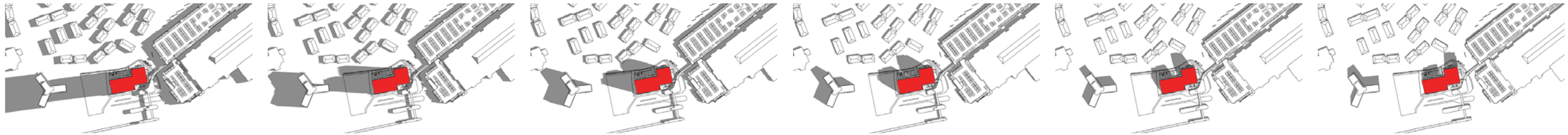


EAST ELEVATION - PHASE 1

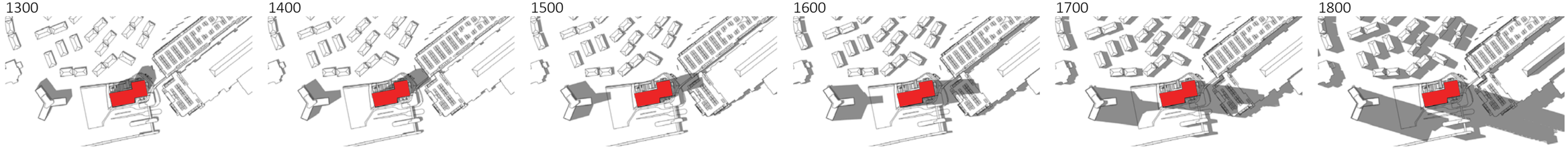
BUILDING SECTION

SUN & SHADOW STUDY

0700 0800 0900 1000 1100 1200

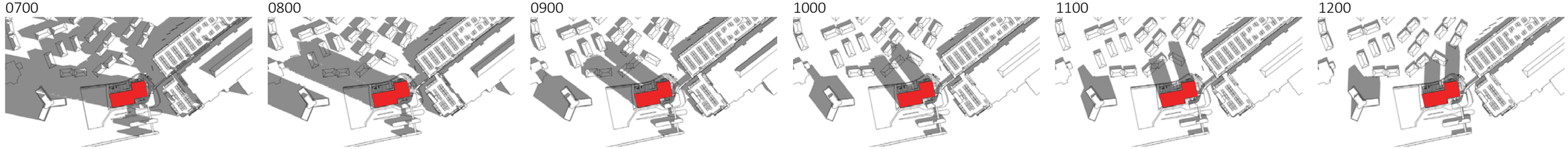


1300 1400 1500 1600 1700 1800

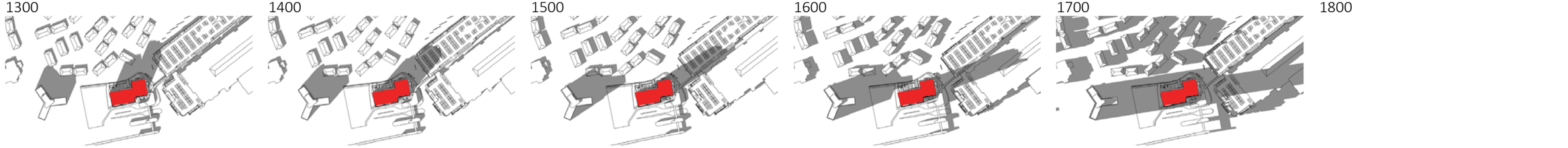


SEPTEMBER /MARCH 21

0700 0800 0900 1000 1100 1200

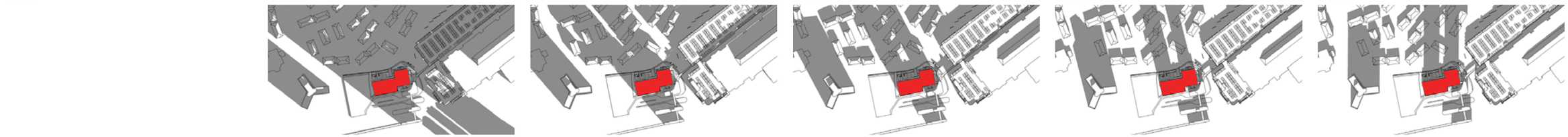


1300 1400 1500 1600 1700 1800

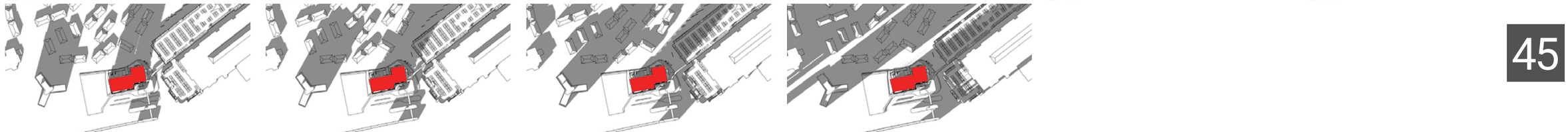


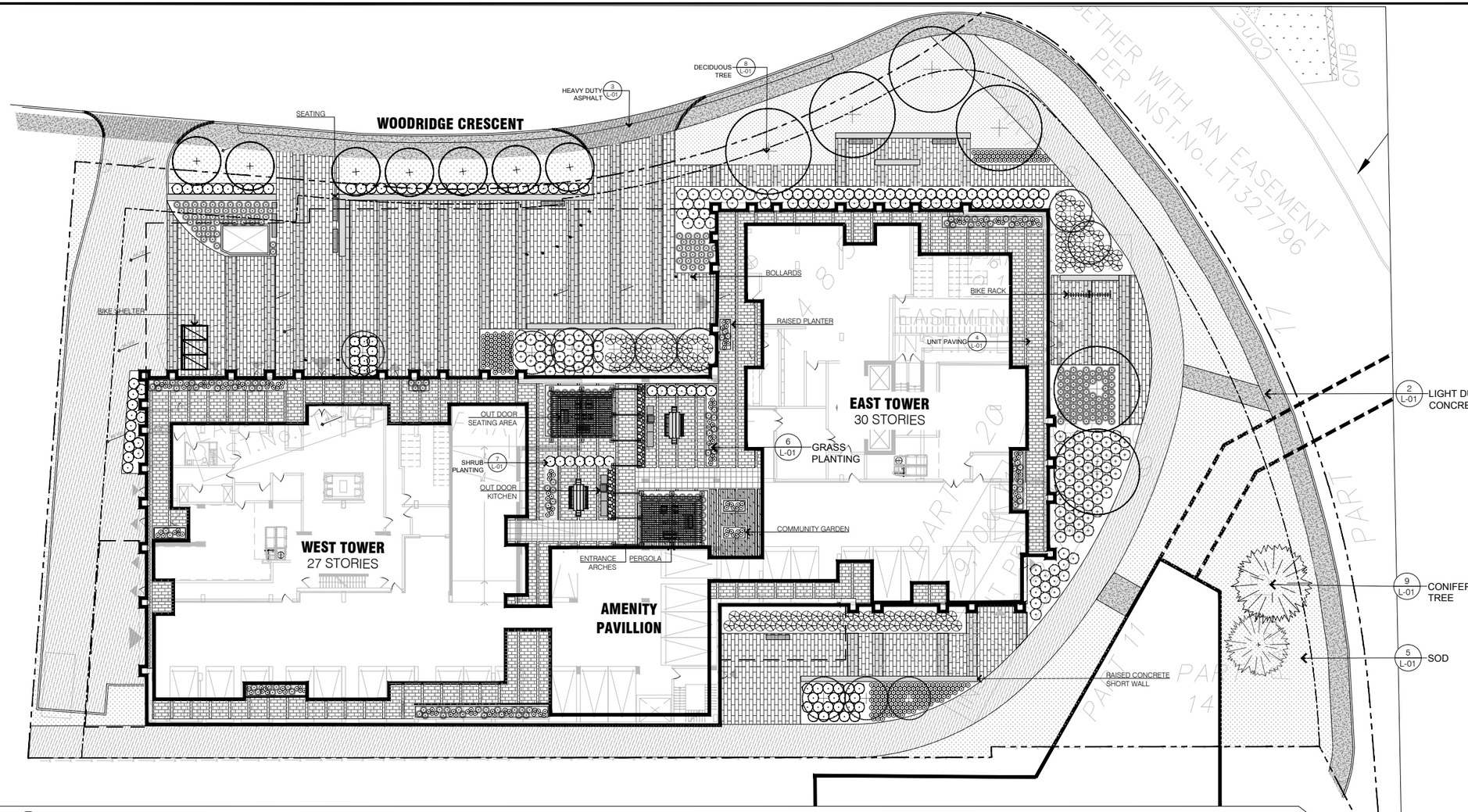
DECEMBER 21

0700 0800 0900 1000 1100 1200



1300 1400 1500 1600 1700 1800





1 L-01 LANDSCAPE PLAN 1:125

LEGEND

- PROPERTY LINE
- EASEMENT AREA
- BUILDING
- UNDERGROUND PARKING
- DECIDUOUS TREES
- CONIFEROUS TREES
- SOD
- LIGHT DUTY CONCRETE
- HEAVY DUTY CONCRETE
- PAVER TYPE 1
- PAVER TYPE 2
- PAVER TYPE 3
- PAVER TYPE 4
- ROOF TOP DECKING
- RIVER STONE
- ASPHALT
- SHRUBS
- PERENNIALS
- DEPRESSED CURB
- BOLLARD
- BIKE SHELTER
- BENCH

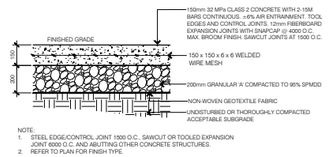
KEY MAP NTS

L1-01 GENERAL NOTES

1. All general site information and conditions compiled from architect's and engineer's plans and surveys.
2. Do not scale this drawing.
3. Report any discrepancies prior to commencing work. No responsibility is born by the Landscape Architect for unknown subsurface conditions.
4. Reinstate all areas and items damaged as a result of construction activities to the satisfaction of the Landscape Architect.
5. Drawing may not be used for construction until signed by Landscape Architect as issued for construction.
6. The accuracy of the position of utilities is not guaranteed.
7. Individual utility co. must be contacted for confirmation of utility existence and location prior to digging.
8. This drawing is an instrument of service and requires the permission of the Landscape Architect for use. Copyright is reserved by the Landscape Architect. David M. Lashley.

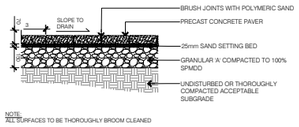
L1-01 LANDSCAPE NOTES

1. Plant material shall be No.1 Grade and shall comply with the Metric Guide Specifications for Nursery stock (latest edition), published by Canadian Nursery Trades Association.
2. Plant substitutions shall not be permitted unless approved by the Landscape Architect.
3. Obtain approval of planting prior to digging.
4. Topsoil shall be garden sirl mixture sandy loam with min. 5% organic matter and peat moss added at ratio of 1:10, topsoil to be approved by Landscape Architect.



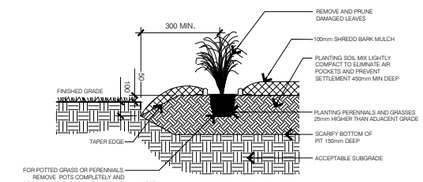
NOTE:
1. STEEL EDGE/CONTROL JOINT 1500 O.C., SAWCUT OR TOOLED EXPANSION JOINT 6000 O.C. AND ABUTTING OTHER CONCRETE STRUCTURES.
2. REFER TO PLAN FOR FINISH TYPE.

2 L-01 LIGHT DUTY CONCRETE 1:20



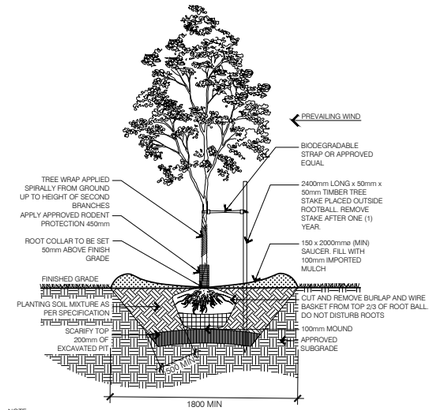
NOTE:
ALL SURFACES TO BE THOROUGHLY BROOM CLEANED

4 L-01 UNIT PAVING 1:20



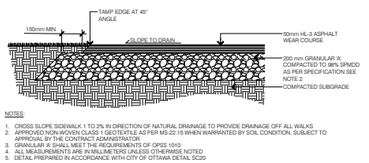
NOTE:
1. ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.
2. PLANTING SOIL MIXTURE AS SPECIFICATION
3. PROVIDE 100mm VSHAPED EARTH EDGE BETWEEN SOD AND PLANTING BED
4. DETAIL PREPARED IN ACCORDANCE WITH CITY OF OTTAWA DETAIL L21

6 L-01 PERENNIAL PLANTING 1:20



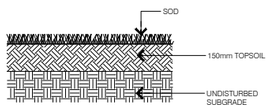
NOTE:
1. REMOVE DAMAGED OR OBJECTIONABLE BRANCHES. FOLLOW THE MOST RECENT CANADIAN NURSERY & TRADES ASSOCIATION PRACTICE.DO NOT DAMAGE OR CUT LEADER. REMOVE BROKEN BRANCHES AS DIRECTED BY LANDSCAPE ARCHITECT. PRUNE AS REQUIRED MAINTAINING NATURAL SHAPE.
2. DETAIL PREPARED IN ACCORDANCE WITH CITY OF OTTAWA DETAIL L2

8 L-01 DECIDUOUS TREE PLANTING 1:40

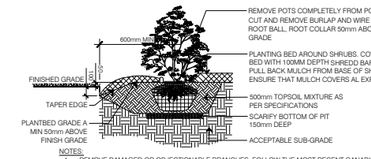


NOTES:
1. CROSS SLOPE SIDEWALK 1 TO 2% IN DIRECTION OF NATURAL DRAINAGE TO PROVIDE DRAINAGE OFF ALL WALKS
2. APPROVED NON-WOVEN CLASS 1 GEOTEXTILE AS PER MS-22.15 WHEN WARRANTED BY SOIL CONDITION, SUBJECT TO APPROVAL BY THE CONTRACT ADMINISTRATOR
3. GRANULAR 'A' SHALL MEET THE REQUIREMENTS OF OPSS 1010
4. ALL MEASUREMENTS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED
5. DETAIL PREPARED IN ACCORDANCE WITH CITY OF OTTAWA DETAIL SC20

3 L-01 HEAVY DUTY ASPHALT 1:20

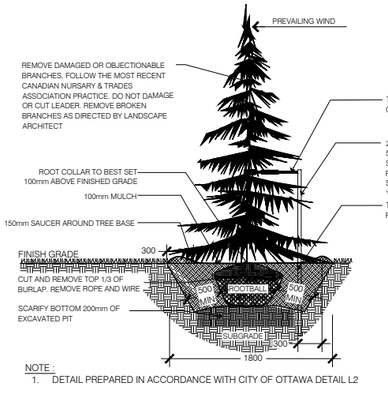


5 L-01 SOD 1:15



NOTES:
1. REMOVE DAMAGED OR OBJECTIONABLE BRANCHES. FOLLOW THE MOST RECENT CANADIAN NURSERY & TRADES ASSOCIATION PRACTICE AND FOLLOW PROPER HORTICULTURAL PRACTICE.
2. COVER ENTIRE BED WITH 100mm DEPTH MULCH. PULL BACK MULCH FROM BASE OF SHRUBS. ENSURE THAT MULCH COVERS ALL EXPOSED SOIL.
3. DETAIL PREPARED IN ACCORDANCE WITH CITY OF OTTAWA DETAIL L4

7 L-01 SHRUB PLANTING 1:30



NOTE :
1. DETAIL PREPARED IN ACCORDANCE WITH CITY OF OTTAWA DETAIL L2

9 L-01 CONIFEROUS TREE 1:30

NO.	DATE	DESCRIPTION
2	2021/04/14	FOR REVIEW
1	2021/03/08	ISSUED FOR UDRP

SEAL:

NORTH:

LASHLEY +ASSOCIATES
LANDSCAPE ARCHITECTURE AND SITE ENGINEERING
205-860 GLADSTONE AVENUE OTTAWA, ON K1Y 3E6
T 613 233 8579
F 613 233 4061
W LashleyLA.com
E MailtLashleyLA.com

CONSULTANT:

HOBIN ARCHITECTURE

PROJECT:

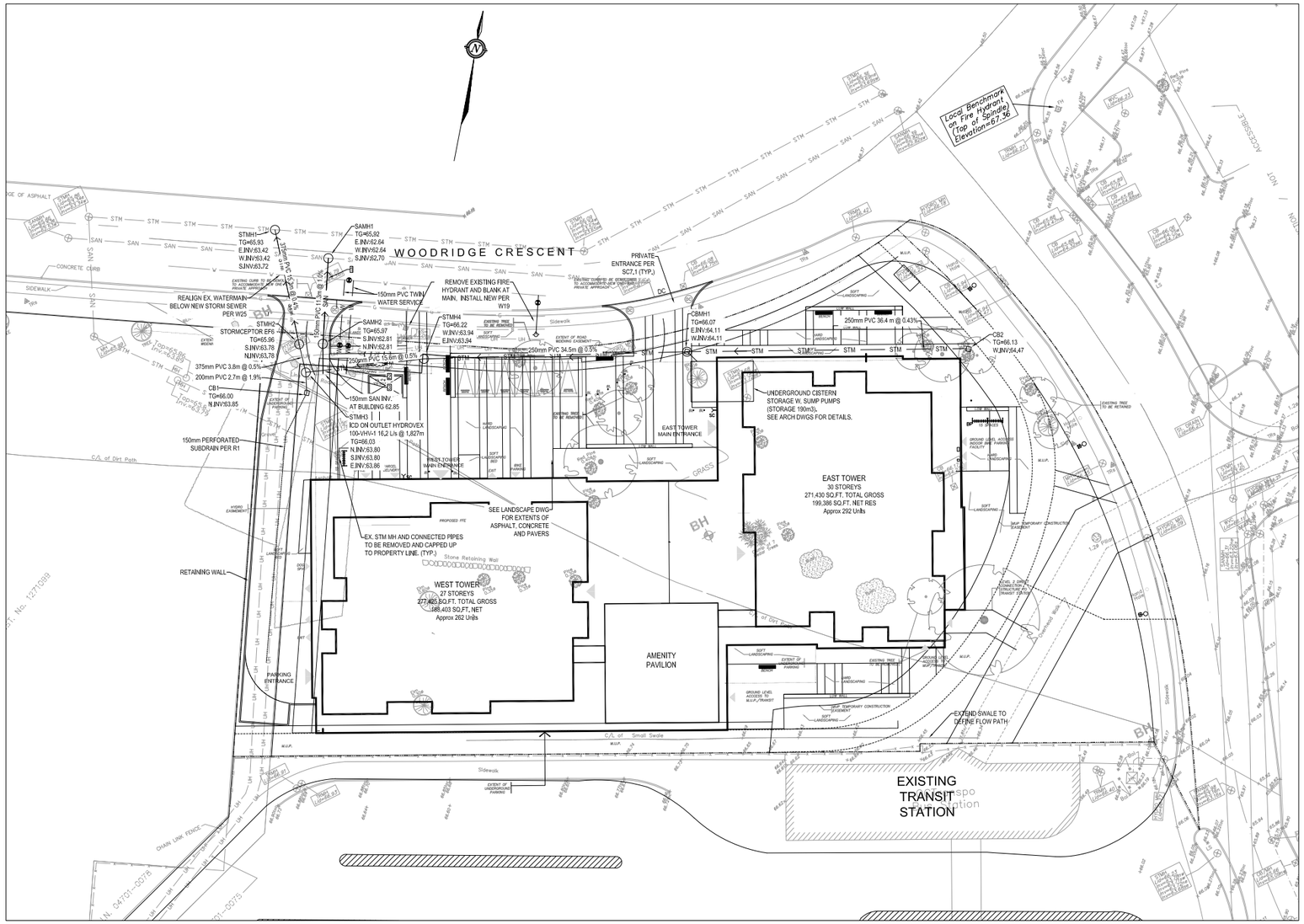
100 BAYSHORE 'LOT B'
WOODRIDGE CRESCENT
NEPEAN, ONTARIO

DRAWING TITLE:

LANDSCAPE P

DATE:	2021/04/14
SCALE:	AS NOTED
DRAWN BY:	CN/EL
LA PROJECT NO.	21792-1

DRAWING NO.: 46 L-01



1 C001 **SERVICING PLAN**
SCALE=1:250

0 5m 10m 20m 25m
SCALE: 1:250

LEGEND

66.50	PROPOSED GRADE ELEVATION
66.50TC 66.35	PROPOSED TOP AND BOTTOM OF CURB
STMH	PROPOSED STORM SEWER MANHOLE
SAMH	PROPOSED SANITARY SEWER MANHOLE
CBMH	PROPOSED CATCHBASIN MANHOLE
CB	PROPOSED CATCHBASIN
STM	PROPOSED STORM SEWER
SAN	PROPOSED SANITARY SEWER
W	PROPOSED WATER SERVICE LINE
	PROPOSED VALVE BOX
	PROPOSED REDUCER
FH	PROPOSED FIRE HYDRANT
DC	PROPOSED DEPRESSED CURB
65.96	EXISTING GRADE ELEVATION
MH	EXISTING MANHOLE
CB	EXISTING CATCHBASIN
VB	EXISTING VALVE & BOX
FH	EXISTING FIRE HYDRANT
STM	EXISTING STORM SEWER
SAN	EXISTING SANITARY SEWER
W	EXISTING WATERMAIN
G	EXISTING GASMAIN

NOTES: STORM SEWERS AND STRUCTURES

1. ALL STORM SEWER MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO THE CURRENT CITY OF OTTAWA STANDARDS AND SPECIFICATIONS. PROVIDE CCTV INSPECTION REPORTS FOR ALL NEW STORM SEWERS, SERVICES AND CB LEADS.
2. STORM SEWERS 450mm DIAMETER AND SMALLER SHALL BE PVC SDR-35, WITH RUBBER GASKET PER CSA A-257.3.
3. STORM SEWER LARGER THAN 450mm SHALL BE REINFORCED CONCRETE CLASS 100.
4. SEWER BEDDING AS PER CITY OF OTTAWA DETAIL S6.
5. ALL STORM MANHOLES TO BE AS PER STORM STRUCTURE TABLE.
6. ANY NEW OR EXISTING STORM SEWER WITH LESS THAN 2.0m COVER REQUIRES THERMAL INSULATION AS PER CITY OF OTTAWA STANDARD W22, OR APPROVED BY THE ENGINEER.
7. ALL CATCHBASIN LEADS TO BE MINIMUM 200mm DIAMETER AT MINIMUM 1.0% SLOPE UNLESS OTHERWISE SPECIFIED.
8. STORM CATCHBASINS AS PER OPSD 705.010 AND FRAME/COVER AS PER CITY STANDARD DRAWINGS S19. STORM CBMH'S AS INDICATED IN TABLE WITH SUMP, ADJUSTMENT SECTIONS SHALL BE AS PER OPSD 704.010.
9. INSTALLATION OF FLOW CONTROL ICD'S TO BE VERIFIED BY QUALITY VERIFICATION ENGINEER RETAINED BY CONTRACTOR.

NOTES: SANITARY SEWER AND MANHOLES

1. ALL SANITARY SEWER, SANITARY SEWER APPURTENANCES AND CONSTRUCTION METHODS SHALL CONFORM TO THE CURRENT CITY OF OTTAWA STANDARDS AND SPECIFICATIONS. PROVIDE CCTV INSPECTION REPORTS FOR ALL NEW SANITARY PIPING.
2. SANITARY SEWER PIPE SIZE 150mm DIAMETER AND GREATER TO BE PVC SDR-35 (UNLESS SPECIFIED OTHERWISE) WITH RUBBER GASKET TYPE JOINTS IN CONFORMANCE WITH CSA B-182.2,3,4.
3. SEWER BEDDING AS PER CITY OF OTTAWA DETAIL S6.
4. ALL SANITARY MANHOLES 1200mm IN DIAMETER TO BE AS PER OPSD 701.01, FRAME AND COVER TO BE AS PER CITY OF OTTAWA STANDARD S25 AND S24.
5. MAINTENANCE HOLE BENCHING AND PIPE OPENING ALTERNATIVES AS PER THE OPSD 701.021
6. ANY SANITARY SEWER WITH LESS THAN 2.0m COVER REQUIRES THERMAL INSULATION AS PER CITY OF OTTAWA STANDARD W22, OR APPROVED BY THE ENGINEER.

NOTES: WATERMAIN

1. ALL WATERMAIN AND WATERMAIN APPURTANANCES, MATERIALS, CONSTRUCTION AND TESTING METHODS SHALL CONFORM TO THE CURRENT CITY OF OTTAWA AND MINISTRY OF ENVIRONMENT STANDARDS AND SPECIFICATIONS.
2. ALL WATERMAIN 300mm DIAMETER AND SMALLER TO BE POLY VINYL CHLORIDE (PVC) CLASS 150 DR 18 MEETING AWWA SPECIFICATION C900.
3. ALL WATERMAIN TO BE INSTALLED AT MINIMUM COVER OF 2.4m BELOW FINISHED GRADE. WHERE WATERMAINS CROSS OVER OTHER UTILITIES, A MINIMUM 0.30m CLEARANCE SHALL BE MAINTAINED; WHERE WATERMAINS CROSS UNDER OTHER UTILITIES, A MINIMUM 0.50m CLEARANCE SHALL BE MAINTAINED. WHERE THE MINIMUM SEPARATION CANNOT BE ACHIEVED, THE WATERMAIN SHALL BE INSTALLED AS PER CITY OF OTTAWA STANDARDS W25 AND W25.2. WHERE 2.4m MINIMUM DEPTH CANNOT BE ACHIEVED, THERMAL INSULATION SHALL BE PROVIDED AS PER CITY OF OTTAWA STANDARD W22. WHERE A WATERMAIN IS IN CLOSE PROXIMITY TO AN OPEN STRUCTURE, THERMAL INSULATION SHALL BE PROVIDED AS PER CITY OF OTTAWA STANDARD W23.
4. CONCRETE THRUST BLOCKS AND MECHANICAL RESTRAINTS ARE TO BE INSTALLED AT ALL TEES, BENDS, HYDRANTS, REDUCERS, ENDS OF MAINS AND CONNECTIONS 100mm AND LARGER, IN ACCORDANCE WITH CITY OF OTTAWA STANDARDS W25.3 & W25.4.
5. CATHODIC PROTECTION REQUIRED FOR ALL IRON FITTINGS AS PER CITY OF OTTAWA STANDARD W40 & W42.
6. ALL VALVES AND VALVE BOXES AND CHAMBERS, HYDRANTS, AND HYDRANT VALVES AND ASSEMBLES SHALL BE INSTALLED AS PER CITY OF OTTAWA STANDARD
7. FIRE HYDRANT LOCATION AND INSTALLATION AS PER CITY OF OTTAWA STANDARD W18 & W19. CONTRACTOR TO PROVIDE FLOW TEST AND PAINTING OF NEW HYDRANT IN ACCORDANCE WITH CITY STANDARDS.
8. IF WATER MAIN MUST BE DEFLECTED TO MEET ALIGNMENT, ENSURE THAT THE AMOUNT OF DEFLECTION USED IS LESS THAN HALF THAT RECOMMENDED BY THE MANUFACTURER.

SANITARY STRUCTURE TABLE

STRUCTURE ID	TOP OF GRATE ELEVATION		INVERT IN	INVERT OUT	INSULATION REQUIRED ON OUTLET PIPE	SIZE	DESCRIPTION OPSD	COVER	NOTES
SAMH1	65.92	62.72	62.64	62.64	N	1200mm DIA	701.010	3.21	
SAMH2	65.97	62.81		62.73	N	1200mm DIA	701.010	3.24	

STORM STRUCTURE TABLE

STRUCTURE ID	TOP OF GRATE ELEVATION		INVERT IN	INVERT OUT	INSULATION REQUIRED ON OUTLET PIPE	SIZE	DESCRIPTION OPSD	COVER	NOTES
CB1	66.00			63.85	N	600x600mm	705.010	3.01	
CB2	66.13			64.13	Y	600x600mm	705.010	3.04	
STMH1	65.93	63.22	63.42	63.32	N	1200mm DIA	701.010	3.21	
STMH2	65.97	63.26		63.36	Y	1200mm DIA	701.010	Stormceptor	
STMH3	66.03	63.86	63.80	63.80	Y	1200mm DIA	701.010	3.31	
STMH4	66.22	63.94		63.84	N	1200mm DIA	701.010	3.41	
CBMH1	66.07	64.21		64.11	Y	1200mm DIA	701.010	3.26	

PIPE CROSSING TABLE

	Other			Pipe	
1	150mm SAN	62.88	0.50	Clearance Under	63.38	200mm to WM
2	150mm WM	62.85	0.50	Clearance Under	63.35	250mm STM
3	250mm SAN	63.00	0.80	Clearance Under	63.80	250mm STM

KingSett CAPITAL
Ivanhoé Cambridge

PROJECT TEAM

ARCHITECT
HOBIN ARCHITECTURE
PATRICK BISSON
613.238.7200

PLANNING
QP Planning + Design
Christine McCuaig
613.850.8345

CIVIL
WSP
STEPHEN McCAUGHEY
613.690.3955

LANDSCAPE ARCHITECT
CSW LANDSCAPE ARCHITECTS LTD.
613.729.4536

TRANSPORTATION
IBI GROUP
DAVID HOOK
613.225.1311 ext: 64029

ENVIRONMENTAL
GRADIENT WIND ENGINEERING
JOSHUA FOSTER
613-836-0634

no.	date	revision
1	2021-04-28	ISSUED FOR SPA

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

LICENSED PROFESSIONAL ENGINEER
S.A.G.McCAUGHEY
100217133
2021-04-28
PROVINCE OF ONTARIO

wsp
300-2611 QUEENSVIEW DRIVE
OTTAWA ONTARIO CANADA K2B 8K2
TEL.: 1-613-829-2800 | FAX: 1-613-829-8299 | WWW.WSPGROUP.COM

PROJECT/LOCATION:
100 BAYSHORE LOT "B"
WOODRIDGE CRESCENT

DRAWING TITLE:
SERVICING PLAN

DRAWN BY:	DATE:	SCALE:
B.N. / S.M.	APRIL 28, 2021	AS NOTED

PROJECT: 21-02810-00

DRAWING NO.: C001

REVISION NO.:

None
None

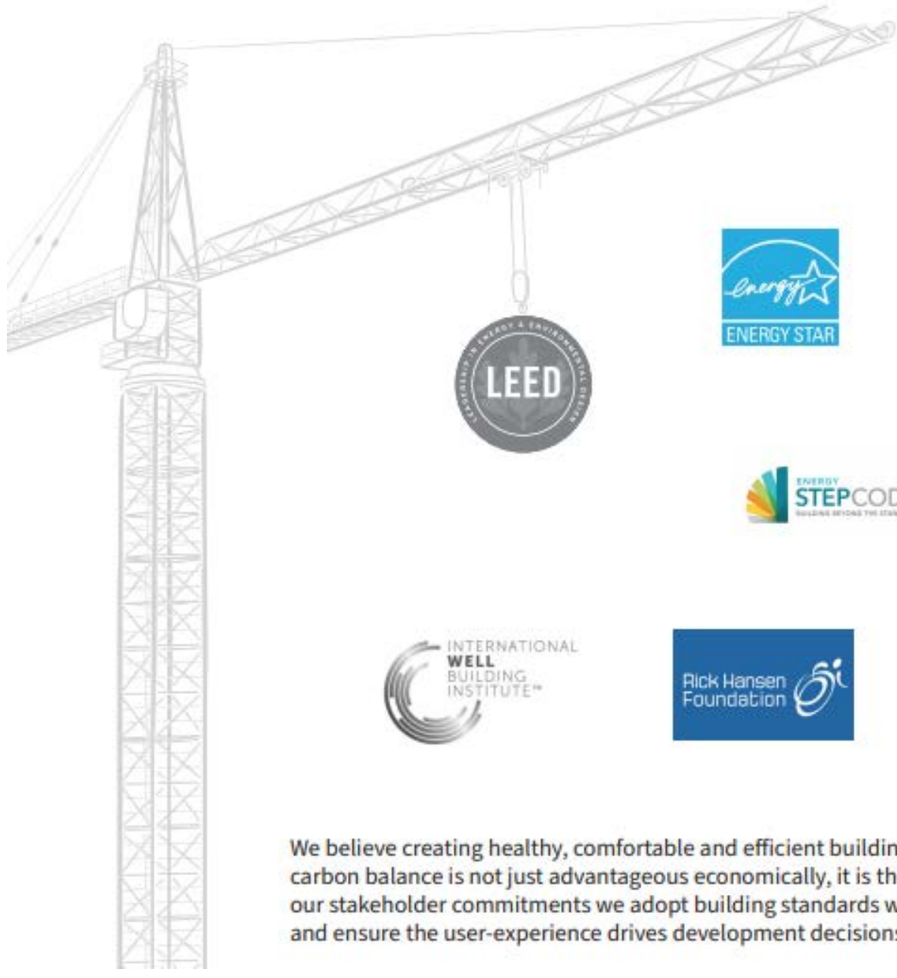
SUSTAINABILITY STATEMENT

“ KingSett is committed to investing in sustainable and innovative solutions that enhance communities, mitigate risk, and reduce environmental impact. Through a formal sustainability policy and program, KinGSett sets specific, measurable goals using key performance indicators to ensure objectives are met. KingSett continues to strive for higher levels of Environmental, Social, and Governance performance in all our projects”

Buildings have a significant impact on the environment and the communities around them making it important to develop them in a sustainable, healthy and resource-efficient way.

Focusing on the health and well-being of the people who work and live in our buildings and communities has never been more important. KingSett is committed to developing and redeveloping real estate in a manner that leaves the communities and the environment in a better state than they were before.

KingSett's Sustainable Development Policy and Guide provide clear pathways for each development to achieve the maximum benefits its site, surrounding community and technology can provide. This begins during the acquisition stage of a development site, all the way through to the property becoming occupied. Each development is assessed against the following building standards:



We believe creating healthy, comfortable and efficient buildings that meet or exceed a zero-carbon balance is not just advantageous economically, it is the right thing to do. To deliver on our stakeholder commitments we adopt building standards with strict performance guidelines and ensure the user-experience drives development decisions.

THANK YOU

HOBIN
ARCHITECTURE

KingSett
CAPITAL