figurr architects collective

FOTENN Planning + Design

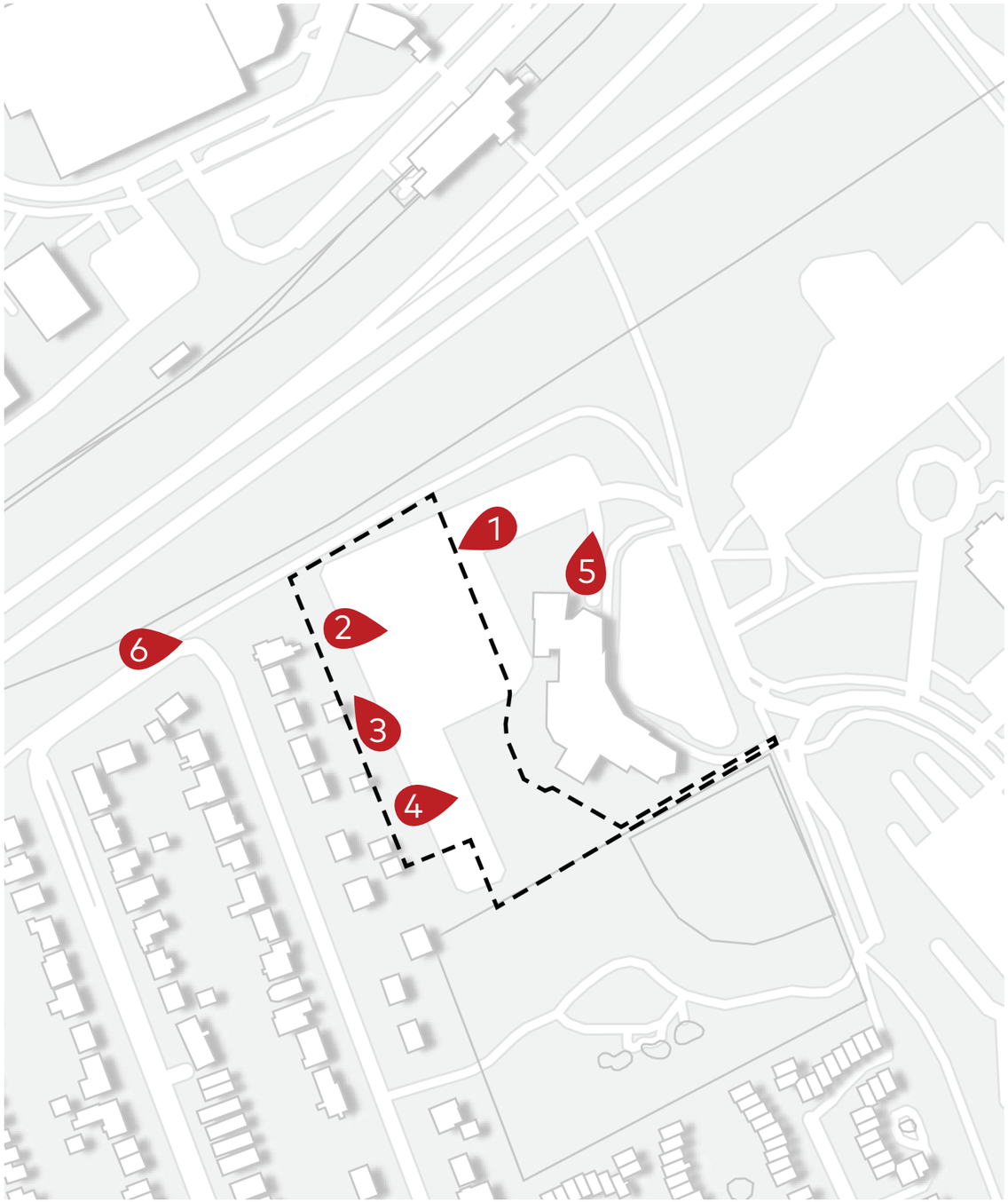
SUBMITTED FOR: **SITE PLAN CONTROL SUBMISSION #2**

1600 James Naismith Dr.

Project # : 2415

July 2026

GLOUCESTER CENTRE
BLAIR STATION
BLAIR RD.
HIGHWAY 174
RETAINED AREA (PHASE 1)
SEVERED AREA (PHASE 2)
EUGENE ST.
PROPERTY LINE
TELESAT CT.
QUEENSWAY PARK
AURELE ST.
MAXIME ST.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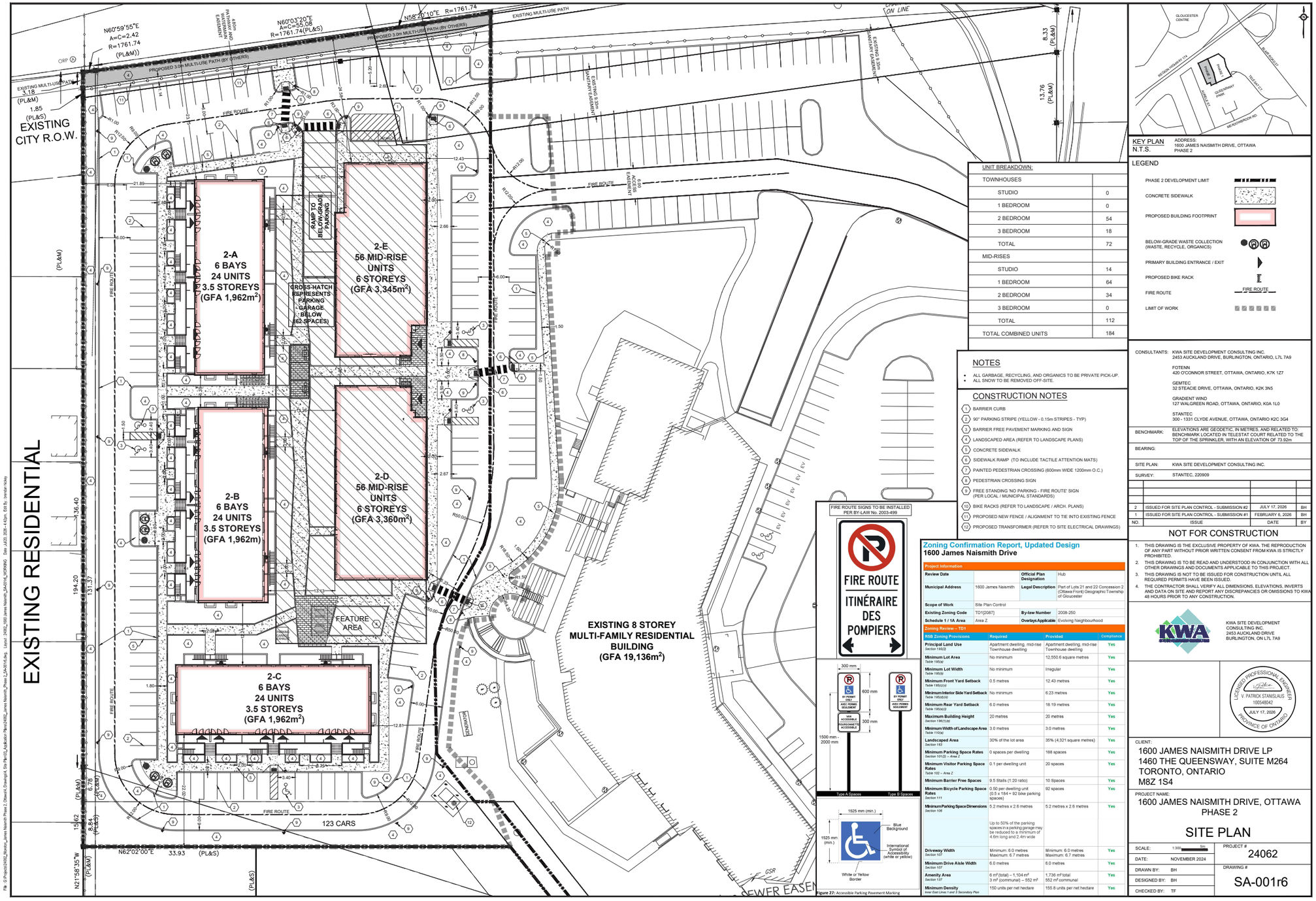

UNIT BREAKDOWN:	
TOWNHOUSES	
STUDIO	0
1 BEDROOM	0
2 BEDROOM	54
3 BEDROOM	18
TOTAL	72
MID-RISES	
STUDIO	14
1 BEDROOM	64
2 BEDROOM	34
3 BEDROOM	0
TOTAL	112
TOTAL COMBINED UNITS	184

NOTES

- ALL GARBAGE, RECYCLING, AND ORGANICS TO BE PRIVATE PICK-UP.
- ALL SNOW TO BE REMOVED OFF-SITE.

CONSTRUCTION NOTES

1. BARRIER CURB
2. 90° PARKING STRIPE (YELLOW - 0.15m STRIPES - TYP)
3. BARRIER FREE PAVEMENT MARKING AND SIGN
4. LANDSCAPED AREA (REFER TO LANDSCAPE PLANS)
5. CONCRETE SIDEWALK
6. SIDEWALK RAMP (TO INCLUDE TACTILE ATTENTION MATS)
7. PAINTED PEDESTRIAN CROSSING (600mm WIDE 1200mm O.C.)
8. PEDESTRIAN CROSSING SIGN
9. FREE STANDING 'NO PARKING - FIRE ROUTE' SIGN (PER LOCAL / MUNICIPAL STANDARDS)
10. BIKE RACKS (REFER TO LANDSCAPE / ARCH. PLANS)
11. PROPOSED NEW FENCE / ALIGNMENT TO TIE INTO EXISTING FENCE
12. PROPOSED TRANSFORMER (REFER TO SITE ELECTRICAL DRAWINGS)

Zoning Confirmation Report, Updated Design
1600 James Naismith Drive

Project Information			
Review Date		**Official Plan Designation**	Hub
Municipal Address	1600 James Naismith	**Legal Description**	Part of Lots 21 and 22 Concession 2 (Ottawa Front) Geographic Township of Gloucester
Scope of Work	Site Plan Control		
Existing Zoning Code	TD1[2087]	**By-law Number**	2008-250
Schedule 1 / 1A Area	Area Z	**Overlays Applicable**	Evolving Neighbourhood

Zoning Review – TD1			
RSB Zoning Provisions	**Required**	**Provided**	**Compliance**
Principal Land Use *Section 185(2)*	Apartment dwelling, mid-rise Townhouse dwelling	Apartment dwelling, mid-rise Townhouse dwelling	Yes
Minimum Lot Area *Table 185(a)*	No minimum	12,550.6 square metres	Yes
Minimum Lot Width *Table 185(b)*	No minimum	Irregular	Yes
Minimum Front Yard Setback *Table 185(c)(i)*	0.5 metres	12.43 metres	Yes
Minimum Interior Side Yard Setback *Table 185(d)(ii)*	No minimum	6.23 metres	Yes
Maximum Rear Yard Setback *Table 185(e)(i)*	6.0 metres	18.19 metres	Yes
Maximum Building Height *Section 186(3)(a)*	20 metres	20 metres	Yes
Minimum Width of Landscape Area *Table 185(a)*	3.0 metres	3.0 metres	Yes
Landscaped Area *Section 163*	30% of the lot area	35% (4,321 square metres)	Yes
Minimum Parking Space Rates *Section 101(2) – Area Z*	0 spaces per dwelling	188 spaces	Yes
Minimum Visitor Parking Space Rates *Table 102 – Area Z*	0.1 per dwelling unit	20 spaces	Yes
Minimum Barrier Free Spaces	9.5 Stalls (1:20 ratio)	10 Spaces	Yes
Minimum Bicycle Parking Space Rates *Section 111*	0.50 per dwelling unit (0.5 x 184 = 92 bike parking spaces)	92 spaces	Yes
Minimum Parking Space Dimensions *Section 106*	5.2 metres x 2.6 metres Up to 50% of the parking spaces in a parking garage may be reduced to a minimum of 4.6m long and 2.4m wide	5.2 metres x 2.6 metres	Yes
Driveway Width *Section 107*	Minimum: 6.0 metres Maximum: 6.7 metres	Minimum: 6.0 metres Maximum: 6.7 metres	Yes
Minimum Drive Aisle Width *Section 107*	6.0 metres	6.0 metres	Yes
Amenity Area *Section 137*	6 m² (total) – 1,104 m² 3 m² (communal) – 552 m²	1,736 m² total 552 m² communal	Yes
Minimum Density *Inner East Lines 1 and 3 Secondary Plan*	150 units per net hectare	155.8 units per net hectare	Yes

KEY PLAN N.T.S.
ADDRESS:
1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

LEGEND

- PHASE 2 DEVELOPMENT LIMIT
- CONCRETE SIDEWALK
- PROPOSED BUILDING FOOTPRINT
- BELOW-GRADE WASTE COLLECTION (WASTE, RECYCLE, ORGANICS)
- PRIMARY BUILDING ENTRANCE / EXIT
- PROPOSED BIKE RACK
- FIRE ROUTE
- LIMIT OF WORK

CONSULTANTS: KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE, BURLINGTON, ONTARIO, L7L 7A9

FOTENN
420 O'CONNOR STREET, OTTAWA, ONTARIO, K7K 1Z7

GEMTEC
32 STEACIE DRIVE, OTTAWA, ONTARIO, K2K 3N5

GRADIENT WIND
127 WALGREEN ROAD, OTTAWA, ONTARIO, K0A 1L0

STANTEC
300 - 1331 CLYDE AVENUE, OTTAWA, ONTARIO K2C 3G4

BENCHMARK: ELEVATIONS ARE GEODETIC, IN METRES, AND RELATED TO: BENCHMARK LOCATED IN TELESTAT COURT RELATED TO THE TOP OF THE SPRINKLER, WITH AN ELEVATION OF 73.92m

BEARING:

SITE PLAN: KWA SITE DEVELOPMENT CONSULTING INC.

SURVEY: STANTEC, 220909

NO.	ISSUE	DATE	BY
2	ISSUED FOR SITE PLAN CONTROL - SUBMISSION #2	JULY 17, 2026	BH
1	ISSUED FOR SITE PLAN CONTROL - SUBMISSION #1	FEBRUARY 6, 2026	BH

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3. THIS DRAWING IS NOT TO BE ISSUED FOR CONSTRUCTION UNTIL ALL REQUIRED PERMITS HAVE BEEN ISSUED.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, INVERTS AND DATA ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO KWA 48 HOURS PRIOR TO ANY CONSTRUCTION.

KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

LICENSED PROFESSIONAL ENGINEER
T. PATRICK STANSLAUS
100548042
JULY 17, 2026
PROVINCE OF ONTARIO

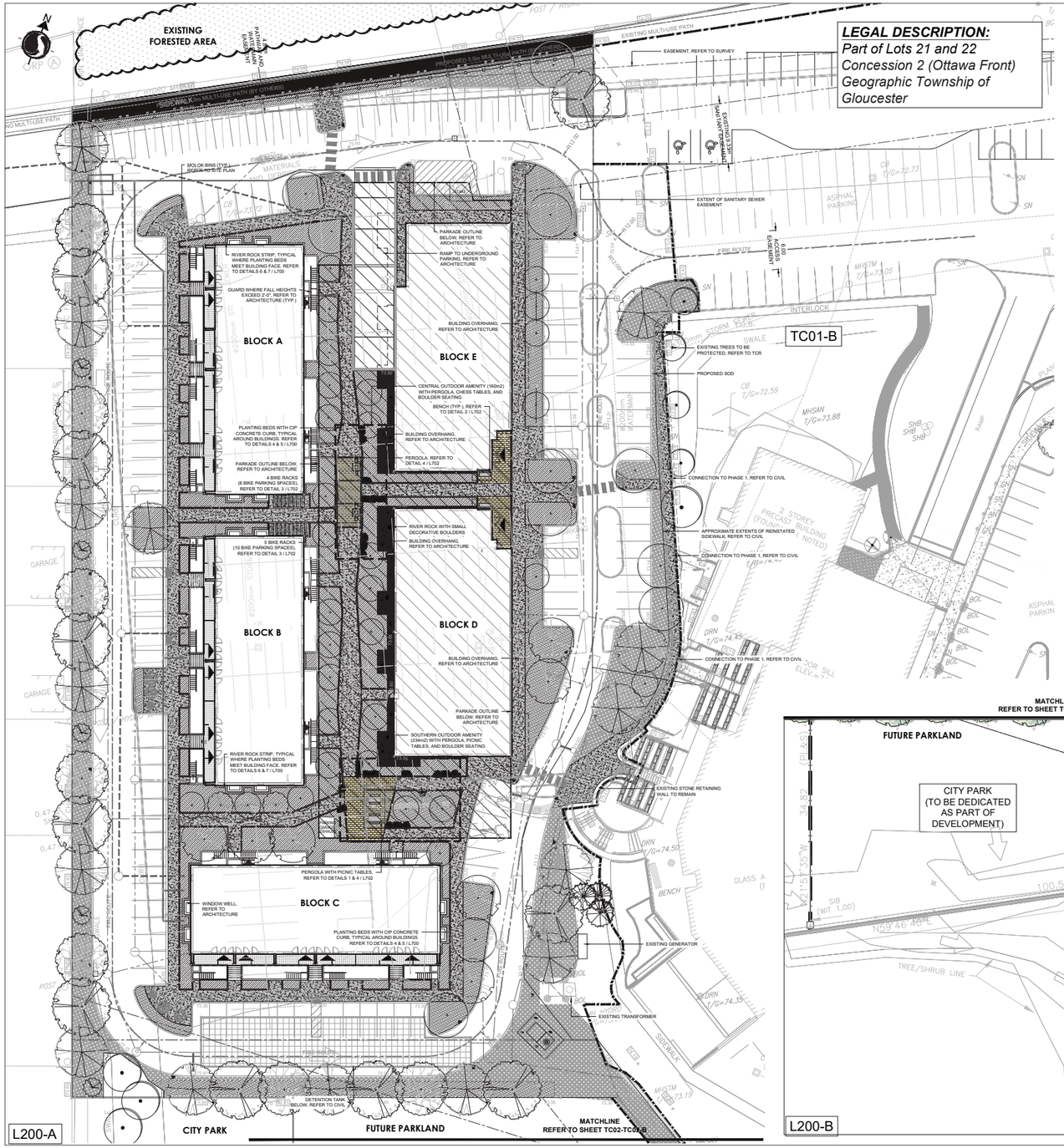
CLIENT:
1600 JAMES NAISMITH DRIVE LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ONTARIO
M8Z 1S4

PROJECT NAME:
1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

SITE PLAN

SCALE: 1:300 (5m)
PROJECT # 24062
DATE: NOVEMBER 2024
DRAWN BY: BH
DESIGNED BY: BH
CHECKED BY: TF
DRAWING # SA-001r6

PLAN #19435 SPC# D07-12-26-0016



GENERAL NOTES:

1. CONTRACTORS SHALL FAMILIARIZE THEMSELVES WITH THE FULL SCOPE OF WORK BY REVIEWING ALL DRAWINGS AND SPECIFICATIONS.
2. REFER TO CIVIL ENGINEERING DRAWINGS FOR PROPOSED SITE PLAN, GRADING, AND SITE SERVICING INFORMATION.
3. REFER TO TREE PRESERVATION PLAN FOR INFORMATION RELATED TO TREE REMOVAL / TREE PROTECTION DIRECTIONS. EXISTING VEGETATED AREAS ON ADJACENT PROPERTIES SHALL REMAIN AND BE PROTECTED BEFORE, DURING, AND AFTER CONSTRUCTION.
4. CONTRACTOR TO LOCATE AND STAKE ALL UTILITIES PRIOR TO COMMENCING WORK ON THE SITE AND TO OBTAIN CLEARANCE FROM ALL APPLICABLE UTILITIES. DO NOT PLANT DIRECTLY ABOVE UNDERGROUND UTILITIES. REPORT ANY CONFLICTS AND DISCREPANCIES TO THE LANDSCAPE ARCHITECT.
5. CONTRACTOR IS RESPONSIBLE FOR CONFIRMING SITE CONDITIONS AND REPORTING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT.
6. NO TREES SHALL BE PLANTED ON PROPERTY / LOT LINES OR WITHIN DRAINAGE EASEMENTS.
7. REFER TO THE FOLLOWING MINIMUM SETBACKS AND REQUIREMENTS FOR TREE PLANTING:
   - 7.1. NO TREES SHALL BE PLANTED UNDER OVERHEAD WIRES.
   - 7.2. 1500mm FROM ALL UNDERGROUND UTILITIES OR USE APPROVED ROOT BARRIER WHERE ROOT BALL IS WITHIN 1000mm OF UNDERGROUND UTILITIES.
   - 7.3. 4500mm FROM ALL BUILDINGS.
   - 7.4. 4000mm FROM ALL HYDRO TRANSFORMERS.
   - 7.5. 2000mm FROM THE ROAD CURB FOR DECIDUOUS TREES AND 5000mm FOR CONIFEROUS TREES.
   - 7.6. 2000mm FROM FIRE HYDRANTS.
   - 7.7. 2500mm FROM STREET LIGHTS.
   - 7.8. 2000mm FROM SIDEWALKS, PATHWAYS, AND DRIVEWAYS FOR DECIDOUS TREES.
   - 7.9. 4500mm FROM SIDEWALKS, PATHWAYS, AND DRIVEWAYS FOR CONIFEROUS TREES.
   - 7.10. MINIMUM DISTANCE BETWEEN DECIDUOUS TREES AS FOLLOWS:
     - 7.5m FOR LARGE GROWING TREES
     - 4.0m FOR SMALL GROWING TREES
8. DO NOT MAKE SUBSTITUTIONS OF MATERIALS, PRODUCTS, OR QUANTITIES WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.
9. CONTRACTOR TO MAKE GOOD TO THE SATISFACTION OF THE LANDSCAPE ARCHITECT ANY AREAS DAMAGED BY THE WORK.
10. 10 . ALL WORKMANSHIP AND MATERIALS (INCLUDING PLANTS) TO BE GUARANTEED FOR ONE FULL YEAR FOLLOWING FINAL ACCEPTANCE OF THE WORK BY THE LANDSCAPE ARCHITECT.
11. THE CONTRACTOR SHALL REMOVE ALL T-BAR AND WOODEN TREE STAKES PRIOR TO ASSUMPTION BY THE OWNER.
12. SOD SHALL BE KENTUCKY BLUEGRASS SOD INSTALLED OVER 135mm TOPSOIL. SOD SHALL BE INSTALLED WHERE INDICATED ON LANDSCAPE DRAWINGS AND IN ALL DISTURBED AREAS. INSTALL SOD PER OPS 803.

Legend

- PROPERTY LINE
- LIMIT OF WORK
- CONCRETE PAVING — REFER TO DETAILS ON SHEET SHEET L700
- UNIT PAVING — REFER TO DETAILS ON SHEET SHEET L700
- RIVER ROCK — REFER TO DETAILS ON SHEET SHEET L700
- PLANTING BEDS — REFER TO PLANTING PLAN & SCHEDULE
- SOD — REFER TO PLANTING PLAN & SCHEDULE
- BIKE PARKING SPACE — REFER TO PLANS & DETAILS
- BENCH — REFER TO PLANS & DETAILS
- PICNIC TABLE — REFER TO PLANS & DETAILS
- TREE PLANTING — REFER TO PLANTING PLAN & SCHEDULE
- EXISTING TREES TO BE RETAINED — REFER TO TREE CONSERVATION REPORT
- PROPOSED SHRUBS & PERENNIALS — REFER TO PLANTING PLAN & SCHEDULE
- PROPOSED FIRE HYDRANT — REFER TO CIVIL

	Revision	By	Appd.	YY.MM.DD
3	REVISED FOR SITE PLAN CONTROL	GM	LL	26.07.17
2	RE-ISSUED FOR SITE PLAN CONTROL	GM	LL	26.07.10
1	ISSUED FOR SITE PLAN CONTROL	FP	IL	26.02.06

File Name: — Dwn. — Chkd. — Dsgn. — YY.MM.DD

Permit-Seal

ASSOCIATION OF LANDSCAPE ARCHITECTS ONTARIO — ILL OALA 2026-07-17 MEMBER

Client/Project

1600 JAMES NAISMITH LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ON M8Z 1S4

1600 JAMES NAISMITH DRIVE - PHASE 2
OTTAWA, ON

Title

LANDSCAPE PLAN

Project No.	Scale	Revision
160402041	1:300 (0, 3, 9, 15m)	3
Drawing No.	Sheet	
L200	1 of 8	

Stantec
Stantec Consulting Ltd.
400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

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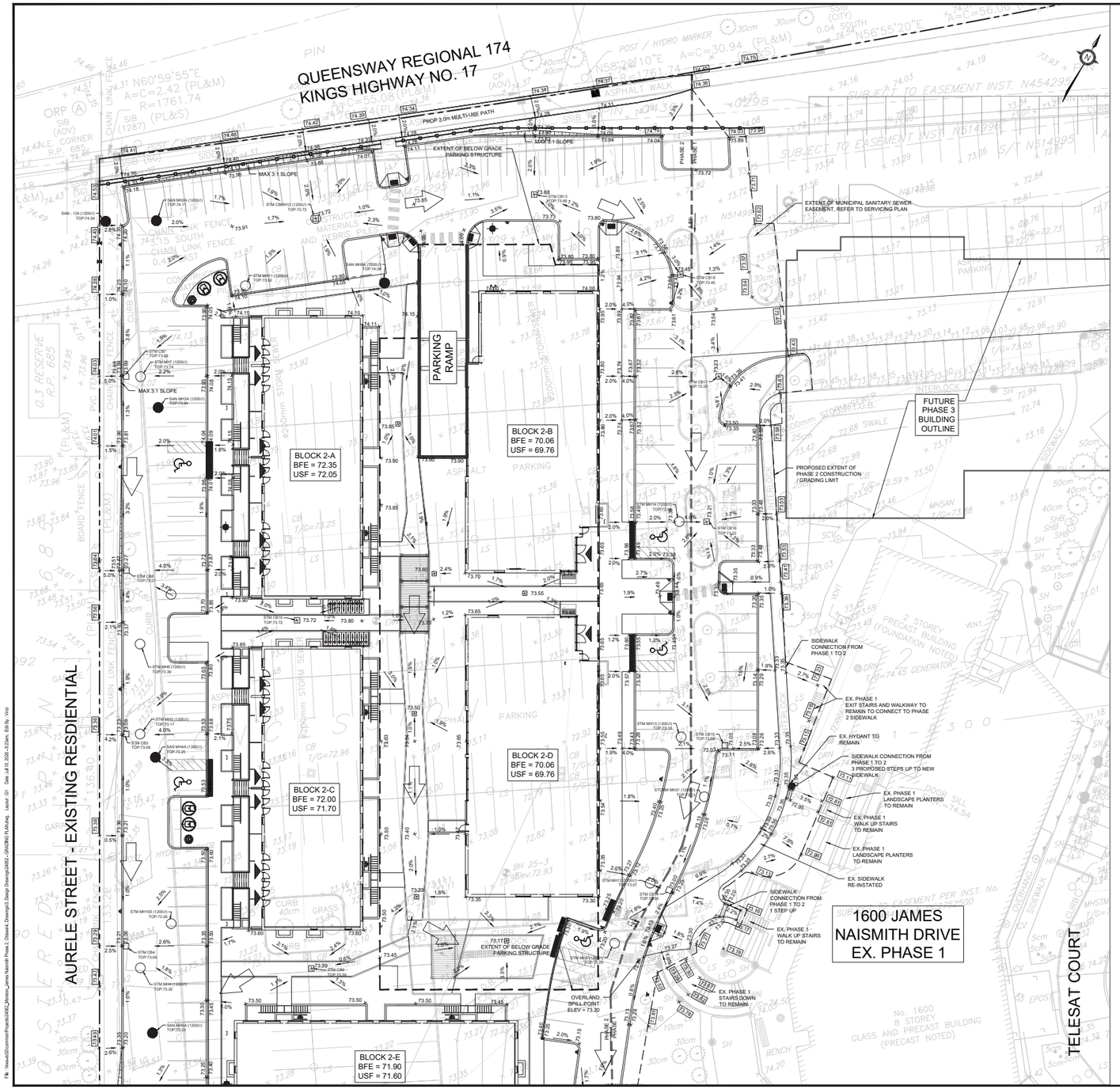
PRELIMINARY
NOT FOR CONSTRUCTION



GENERAL NOTES:

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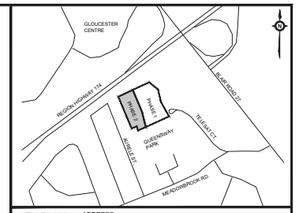
2. ALL TEMPORARY TRAFFIC CONTROL AND SIGNAGE DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT ONTARIO TRAFFIC MANUAL BOOK 7: TEMPORARY CONDITIONS FIELD EDITION.
3. ALL THE CONSTRUCTION WORK FOR THIS PROJECT SHALL COMPLY WITH THE STANDARD DRAWINGS AND SPECIFICATIONS OF THE CITY , THE REGION AND THE ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR IS ADVISED THAT WORKS BY OTHERS MAY BE ONGOING DURING THE PERIOD OF THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL OTHER CONTRACTORS AND PREVENT CONSTRUCTION CONFLICTS.
5. THE INFORMATION SHOWN FOR EXISTING UTILITIES WAS PROVIDED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. ALL EXISTING UTILITIES MUST BE LOCATED AND VERIFIED BY EACH UTILITY PRIOR TO COMMENCEMENT OF WORK. ANY VARIANCE IS TO BE IMMEDIATELY REPORTED TO THE ENGINEER. LOST TIME DUE TO FAILURE OF THE CONTRACTOR TO CONFIRM UTILITY LOCATIONS AND NOTIFY THE ENGINEER OF CONFLICTS PRIOR TO CONSTRUCTION WILL BE AT THE CONTRACTORS EXPENSE.
5. PRIOR TO COMMENCING ANY WORK WITHIN THE MUNICIPAL RIGHT OF WAY, THE CONTRACTOR OR DEVELOPER OR CONSULTANT WILL OBTAIN ALL NECESSARY ROAD OCCUPANCY PERMITS FROM THE CITY'S RIGHT-OF-WAY MANAGEMENT UNIT. ROAD OCCUPANCY/ACCESS PERMIT MUST BE OBTAINED 48 HOURS PRIOR TO COMMENCING ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOW.
6. ALL WORK TO BE DESIGNED AND COMPLETED AS PER OPSS, OPSD, AND MTOD AND CITY OF OTTAWA STANDARDS AND DETAILS
7. NO ALTERATIONS TO EXISTING BOUNDARY ELEVATIONS OR ADJACENT LANDS SHALL BE UNDERTAKEN UNLESS WRITTEN AGREEMENT WITH THE ADJACENT PROPERTY OWNER IS OBTAINED AND SUBMITTED IN A FORMAT ACCEPTABLE TO THE CITY.

SITE GRADING:

1. ALL DISTURBED GRASSED AREAS SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER WITH SOD ON MIN 100mm TOPSOIL. THE RELOCATION OF TREES AND SHRUBS SHALL BE SUBJECT TO APPROVAL BY THE PROJECT LANDSCAPE ARCHITECT OR ENGINEER.
2. ALL GRANULAR BASE AND SUB-BASE MATERIALS SHALL BE GRADED AND COMPACTED TO 98% STANDARD PROCTOR DENSITY, FREE OF DEPRESSIONS AS PER THE GEOTECHNICAL REPORT.
3. THE PAVEMENT STRUCTURE SHALL BE CONSTRUCTED BASED ON SPECIFICATIONS AS PER THE GEOTECHNICAL REPORT.
4. PROVIDE SUBDRAINS, MINIMUM LENGTH OF 3.0m, EXTENDING FROM ALL CATCHBASINS AND CATCHBASIN MANHOLES TO DRAIN THE GRANULAR SUB-BASE LAYER AS PER DETAIL ON DRAWING D1.
5. ALL BARRIER CURB WITHIN THE SITE TO BE CONSTRUCTED AS PER DETAIL ON DRAWING D1, UNLESS OTHERWISE SPECIFIED.
6. TRENCH BACKFILL WITHIN THE RIGHT OF WAY SHALL BE UNSHRINKABLE FILL AND SHALL EXTEND TO THE BASE OF ASPHALT. LANDSCAPED AREA MAY BE EXEMPTED.
7. ALL WORK SHALL BE SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF CITY ROAD OCCUPANCY PERMIT.
8. INSPECTIONS: ALL WORK ON THE MUNICIPAL RIGHT OF WAY AND EASEMENTS TO BE INSPECTED BY THE MUNICIPALITY PRIOR TO BACKFILLING. ALL WORK RELATING TO WATERMAINS AND SEWERS TO BE INSPECTED BY THE MUNICIPALITY WHEN REQUIRED BY THE MUNICIPALITY.
9. STEP JOINTS ARE TO BE USED WHERE PROPOSED ASPHALT MEETS EXISTING ASPHALT AS PER DETAIL ON DRAWING D1. ALL JOINTS MUST BE SEALED AS PER DETAIL.
10. TRANSITIONS WITHIN THE SUBGRADE WITHIN 1.2m FROM THE TOP OF PAVEMENT SHOULD INCLUDE 3H:1V TRANSITIONS AS PER DETAIL ON DRAWING D1.
11. EMBANKMENTS TO BE SLOPED AT MAX. 3:1, UNLESS OTHERWISE SPECIFIED.
12. ALL PAVEMENT MARKING, LINE PAINTING, DIRECTIONAL UNISARROWS ETC. SHALL BE PLACED IN ACCORDANCE WITH THE ARCHITECTURAL SITE PLAN OR THE OWNER'S TRAFFIC ENGINEERING CONSULTANT'S DRAWINGS. LINE PAINTING AND DIRECTIONAL SYMBOLS SHALL BE APPLIED WITH A MINIMUM OF TWO COATS OF ORGANIC SOLVENT BASED PAINT IN ACCORDANCE WITH OPSS 1712.
13. WHERE APPLICABLE THE CONTRACTOR IS TO SUBMIT SHOP DRAWINGS FOR THE RETAINING WALL (INCLUDE RAILINGS IF APPLICABLE) TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. SHOP DRAWINGS MUST BE SITE SPECIFIC, SIGNED AND SEALED BY A LICENSED STRUCTURAL ENGINEER. THE CONTRACTOR WILL ALSO BE REQUIRED TO SUPPLY STRUCTURAL AND GEOTECHNICAL CERTIFICATION OF THE AS-CONSTRUCTED RETAINING WALL TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE.
14. THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER 1 (ONE) SET OF AS CONSTRUCTED SITE SERVICING, GRADING, AND SITE ELECTRICAL DRAWINGS.



KEY PLAN N.T.S.

ADDRESS: 1600 JAMES NAISMITH DRIVE, OTTAWA PHASE 2

LEGEND

- 200.00 0.5% MH TA — PROPOSED ITEMS
- 200.00 0.5% EX MH TA — EXISTING ITEMS
- LIMIT OF PROPERTY LINE
- LIMIT OF PHASE 2 CONSTRUCTION
- LIMIT BETWEEN PHASE 1 AND PHASE 2
- LIMIT OF BUILDING STRUCTURE
- LIMIT OF UNDERGROUND STRUCTURE
- BUILDING ENTRANCE
- 200.00 — PROP ELEVATION TO MATCH EXISTING
- EMERGENCY OVERLAND FLOW ROUTE
- SANITARY MH
- STM MH / CBMH / DCBMH / OGS
- CB / DCB / AD / TD
- M — HYDRANT / SIAMESE / METER CHAMBER
- VALVE BOX / VALVE CHAMBER
- TOEWALL

HORIZONTAL DATUM:	PROJECTION: MODIFIED TRANSVERSE MERCATOR (MTM, ZONE 9, OMTM 30'W), NAD 83 (ORIGINAL)
VERTICAL DATUM:	ELEVATIONS ARE REFERRED TO THE CANADIAN GEODETIC VERTICAL DATUM (CGVD-1928: 1978) AND ARE DERIVED FROM A SITE BENCHMARK AS SHOWN ON A PLAN BY STANTEC GEOMATICS LTD. DATED DECEMBER 21,2021
BEARING:	BEARINGS ARE GRID, DERIVED FROM CAN-NET VRS NETWORK GPS OBSERVATIONS ON NCC HORIZONTAL CONTROL MONUMENTS 19733305 AND 19680191, CENTRAL MERIDIAN, 76 30' WEST LONGITUDE (MTM ZONE 9, NAD 83 (ORIGINAL) 1997.0) BETWEEN N:5005564.26 E:356584.94 AND N:5005564.26 E:356584.94
SITE PLAN:	KWA SITE DEVELOPMENT CONSULTING
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
2	SITE PLAN APPROVAL - SUBMISSION 2	JULY 2026	TF
1	SITE PLAN APPROVAL - SUBMISSION 1	FEB 2026	TF

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2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

CLIENT:
1600 JAMES NAISMITH DRIVE LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ONTARIO
M8Z 1S4

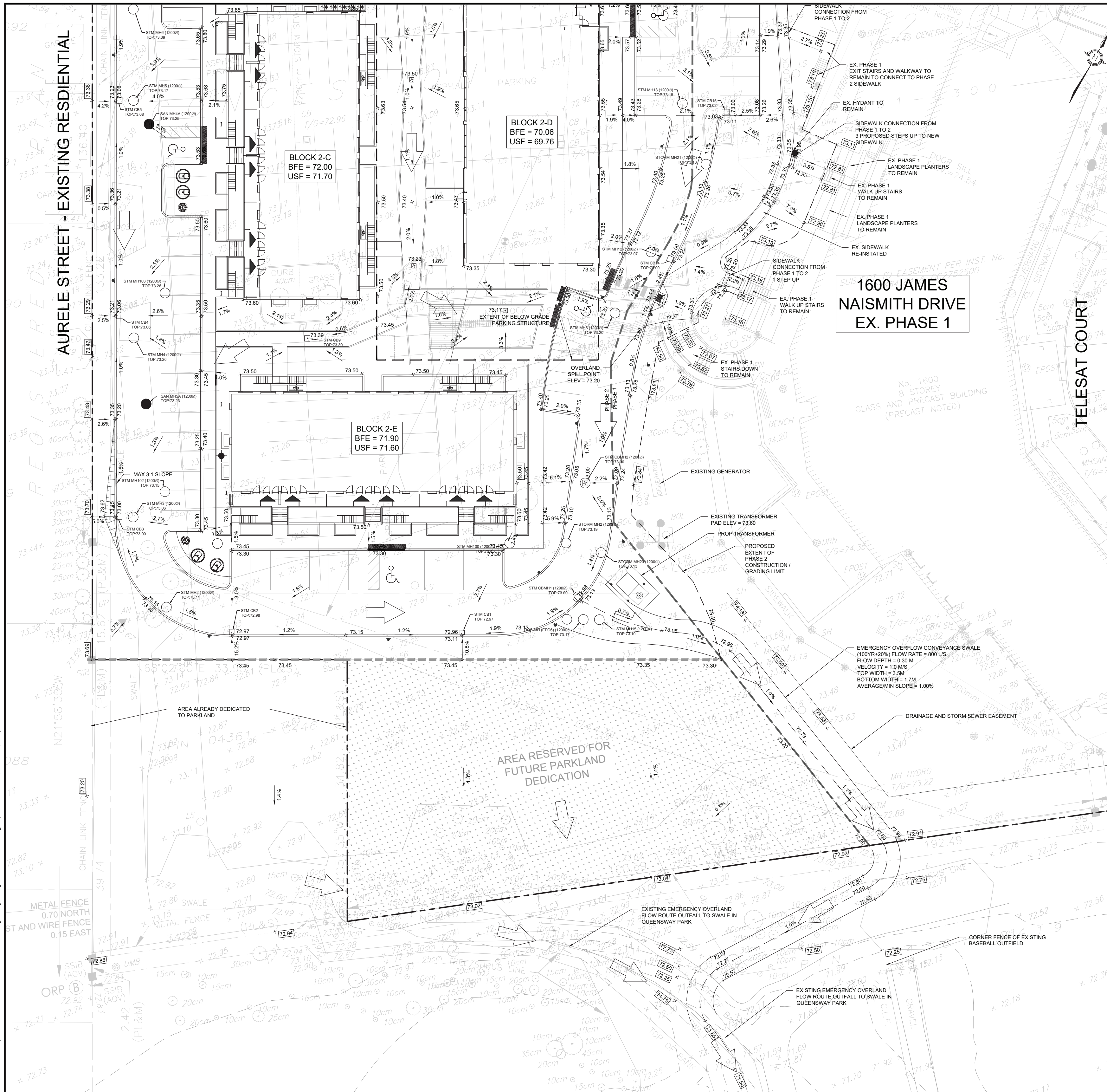
1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

GRADING PLAN

SCALE:	1:250 (5m)	PROJECT #	24062
DATE:	JANUARY 2026		
DRAWN BY:	TF	DRAWING #	G1
DESIGNED BY:	TF		
CHECKED BY:	TF		

PLAN #19430
SPC# D07-12-26-0016

File: I:\sea\220\common\Projects\KWA_James Naismith Phase 2, Ottawa_Drawings\3_Design Drawings\24062 - GRADING PLAN.dwg, Layout: G1, Date: Jul 10, 2026 - 2:33pm, Edit By: tvinci



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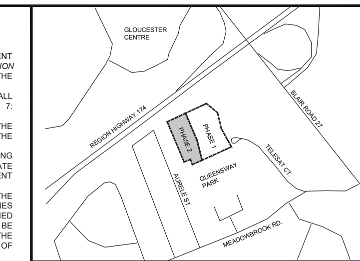
3. THE PAVEMENT STRUCTURE SHALL BE CONSTRUCTED BASED ON SPECIFICATIONS AS PER THE GEOTECHNICAL REPORT.
4. PROVIDE SUBDRAINS, MINIMUM LENGTH OF 3.0m, EXTENDING FROM ALL CATCHBASINS AND CATCHBASIN MANHOLES TO DRAIN THE GRANULAR SUB-BASE LAYER AS PER DETAIL ON DRAWING D1.
5. ALL BARRIER CURB WITHIN THE SITE TO BE CONSTRUCTED AS PER DETAIL ON DRAWING D1, UNLESS OTHERWISE SPECIFIED.
6. TRENCH BACKFILL WITHIN THE RIGHT OF WAY SHALL BE UNSHRINKABLE FILL AND SHALL EXTEND TO THE BASE OF ASPHALT. LANDSCAPED AREA MAY BE EXEMPTED.
7. ALL WORK SHALL BE SUBJECT TO THE CONDITIONS AND REQUIREMENTS OF CITY ROAD OCCUPANCY PERMIT.
8. INSPECTIONS: ALL WORK ON THE MUNICIPAL RIGHT OF WAY AND EASEMENTS TO BE INSPECTED BY THE MUNICIPALITY PRIOR TO BACKFILLING. ALL WORK RELATING TO WATERMAINS AND SEWERS TO BE INSPECTED BY THE MUNICIPALITY WHEN REQUIRED BY THE MUNICIPALITY.
9. STEP JOINTS ARE TO BE USED WHERE PROPOSED ASPHALT MEETS EXISTING ASPHALT AS PER DETAIL ON DRAWING D1. ALL JOINTS MUST BE SEALED AS PER DETAIL.
10. TRANSITIONS WITHIN THE SUBGRADE WITHIN 1.2m FROM THE TOP OF PAVEMENT SHOULD INCLUDE 3H:1V TRANSITIONS AS PER DETAIL ON DRAWING D1.
11. EMBANKMENTS TO BE SLOPED AT MAX. 3:1, UNLESS OTHERWISE SPECIFIED.
12. ALL PAVEMENT MARKING, LINE PAINTING, DIRECTIONAL LINES/ARROWS ETC. SHALL BE PLACED IN ACCORDANCE WITH THE ARCHITECTURAL SITE PLAN OR THE OWNER'S TRAFFIC ENGINEERING CONSULTANT'S DRAWINGS. LINE PAINTING AND DIRECTIONAL SYMBOLS SHALL BE APPLIED WITH A MINIMUM OF TWO COATS OF ORGANIC SOLVENT BASED PAINT IN ACCORDANCE WITH OPSS 1712.
13. WHERE APPLICABLE THE CONTRACTOR IS TO SUBMIT SHOP DRAWINGS FOR THE RETAINING WALL (INCLUDE RAILINGS IF APPLICABLE) TO THE ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. SHOP DRAWINGS MUST BE SITE SPECIFIC, SIGNED AND SEALED BY A LICENSED STRUCTURAL ENGINEER. THE CONTRACTOR WILL ALSO BE REQUIRED TO SUPPLY STRUCTURAL AND GEOTECHNICAL CERTIFICATION OF THE AS-CONSTRUCTED RETAINING WALL TO THE ENGINEER PRIOR TO FINAL ACCEPTANCE.
14. THE CONTRACTOR SHALL PROVIDE TO THE ENGINEER 1 (ONE) SET OF AS CONSTRUCTED SITE SERVICING, GRADING, AND SITE ELECTRICAL DRAWINGS.



KEY PLAN
N.T.S.

ADDRESS:
1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

LEGEND

- 200.00 0.5% MH 1A — PROPOSED ITEMS
- 200.00 0.5% EX MH 1A — EXISTING ITEMS
- LIMIT OF PROPERTY LINE
- LIMIT OF PHASE 2 CONSTRUCTION
- LIMIT BETWEEN PHASE 1 AND PHASE 2
- LIMIT OF BUILDING STRUCTURE
- LIMIT OF UNDERGROUND STRUCTURE
- BUILDING ENTRANCE
- 200.00 — PROP ELEVATION TO MATCH EXISTING
- EMERGENCY OVERLAND FLOW ROUTE
- SANITARY MH
- STM MH / CBMH / DCBMH / OGS
- CB / DCB / AD / TD
- HYDRANT / SIAMESE / METER CHAMBER
- VALVE BOX / VALVE CHAMBER
- TOEWALL

HORIZONTAL DATUM:	PROJECTION: MODIFIED TRANSVERSE MERCATOR (MTM, ZONE 9, CM76 30'W), NAD 83 (ORIGINAL)
VERTICAL DATUM:	ELEVATIONS ARE REFERRED TO THE CANADIAN GEODETIC VERTICAL DATUM (CGVD-1928: 1978) AND ARE DERIVED FROM A SITE BENCHMARK AS SHOWN ON A PLAN BY STANTEC GEOMATICS LTD. DATED DECEMBER 21,2021
BEARING:	BEARINGS ARE GRIS, DERIVED FROM CAN-NET VRS NETWORK GPS OBSERVATIONS ON NCC HORIZONTAL CONTROL MONUMENTS 19773035 AND 19680191, CENTRAL MERIDIAN, 76 30' WEST LONGITUDE MTM ZONE 9, NAD 83 (ORIGINAL). 19773035 N:5006060.42 E:324888.04 19680191 N:5033564.26 E:388064.94
SITE PLAN:	KWA SITE DEVELOPMENT CONSULTING
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
2	SITE PLAN APPROVAL - SUBMISSION 2	JULY 2026	TF
1	SITE PLAN APPROVAL - SUBMISSION 1	FEB 2026	TF

NOT FOR CONSTRUCTION

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2. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER DRAWINGS AND DOCUMENTS APPLICABLE TO THIS PROJECT.
3. THIS DRAWING IS NOT TO BE ISSUED FOR CONSTRUCTION UNTIL ALL REQUIRED PERMITS HAVE BEEN ISSUED.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, INVERTS AND DATA ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO KWA 48 HOURS PRIOR TO ANY CONSTRUCTION.

KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

CLIENT:
1600 JAMES NAISMITH DRIVE LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ONTARIO
M8Z 1S4

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

GRADING PLAN

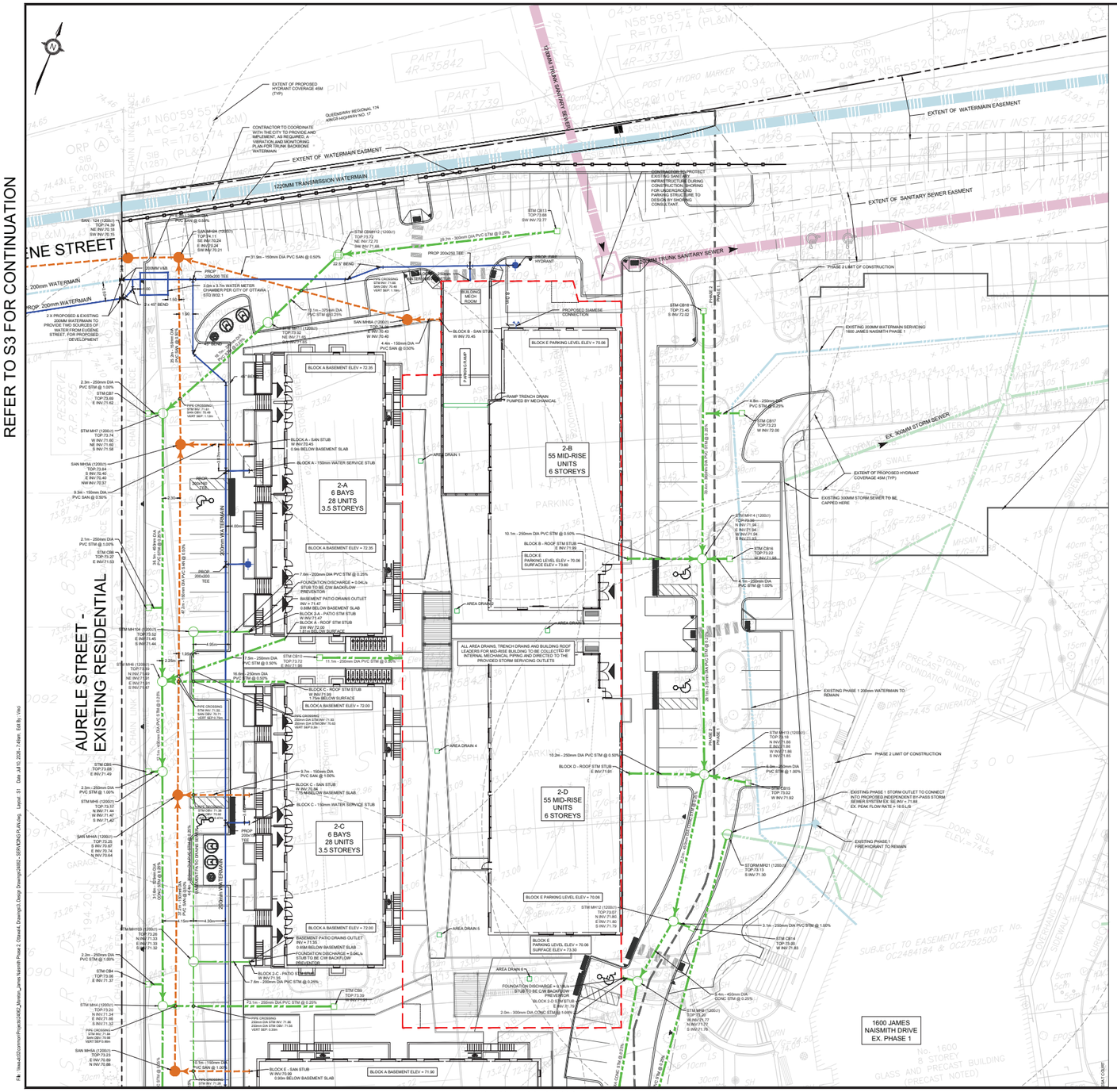
SCALE:	1:250 (5m)	PROJECT #	24062
DATE:	JANUARY 2026		
DRAWN BY:	TF	DRAWING #	G2
DESIGNED BY:	TF		
CHECKED BY:	TF		

PLAN #19435
SPC# D07-12-26-0016

File : \\kwa-dc02\common\Projects\24062_Moreton_James Naismith Phase 2, Ottawa\4. Drawings\3. Design Drawings\24062 - GRADING PLAN.dwg, Layout : G2 Date :Jul 10, 2026 - 8:24am, Edit By : Vinci

GRADING & DRAINAGE PLAN - G2

REFER TO S3 FOR CONTINUATION



GENERAL NOTES:

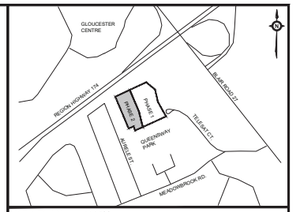
1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CURRENT *"OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS"*. THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE CONSTRUCTOR AS DEFINED IN THE ACT.
2. ALL TEMPORARY TRAFFIC CONTROL AND SIGNAGE DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT ONTARIO TRAFFIC MANUAL BOOK 7: TEMPORARY CONDITIONS FIELD EDITION.
3. ALL THE CONSTRUCTION WORK FOR THIS PROJECT SHALL COMPLY WITH THE STANDARD DRAWINGS AND SPECIFICATIONS OF THE CITY , THE REGION AND THE ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR IS ADVISED THAT WORKS BY OTHERS MAY BE ONGOING DURING THE PERIOD OF THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL OTHER CONTRACTORS AND PREVENT CONSTRUCTION CONFLICTS.
5. THE INFORMATION SHOWN FOR EXISTING UTILITIES WAS PROVIDED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. ALL EXISTING UTILITIES MUST BE LOCATED AND VERIFIED BY EACH UTILITY PRIOR TO COMMENCEMENT OF WORK. ANY VARIANCE IS TO BE IMMEDIATELY REPORTED TO THE ENGINEER. LOST TIME DUE TO FAILURE OF THE CONTRACTOR TO CONFIRM UTILITY LOCATIONS AND NOTIFY THE ENGINEER OF CONFLICTS PRIOR TO CONSTRUCTION WILL BE AT THE CONTRACTORS EXPENSE.
6. PRIOR TO COMMENCING ANY WORK WITHIN THE MUNICIPAL RIGHT OF WAY, THE CONTRACTOR OR DEVELOPER OR CONSULTANT WILL OBTAIN ALL NECESSARY ROAD OCCUPANCY PERMITS FROM THE CITY'S RIGHT-OF-WAY MANAGEMENT UNIT. ROAD OCCUPANCY/ACCESS PERMIT MUST BE OBTAINED 48 HOURS PRIOR TO COMMENCING ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOW.
7. ALL WORK TO BE DESIGNED AND COMPLETED AS PER OPSS, OPSD, MTOD AND CITY OF OTTAWA STANDARDS AND DETAILS.
8. NO ALTERATIONS TO EXISTING BOUNDARY ELEVATIONS OR ADJACENT LANDS SHALL BE UNDERTAKEN UNLESS WRITTEN AGREEMENT WITH THE ADJACENT PROPERTY OWNER IS OBTAINED AND SUBMITTED IN A FORMAT ACCEPTABLE TO THE CITY.

WATERMAINS:

1. WATERMAIN SHALL BE POLYVINYL CHLORIDE (PVC) CLASS 150 DR-18 PIPE MANUFACTURED TO AWWA C900-89 AND CSA CAN3 B137.3-M1986 WITH GASKETED BELL END C/W #14 AWG SOLID COPPER TRACER WIRE.
2. WATERMAINS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 500mm OVER AND 500mm UNDER SEWERS AND ALL OTHER UTILITIES WHEN CROSSING AS PER CITY OF OTTAWA STD DETAIL WS5.2. ALL WATERMAINS AND SERVICES SHALL HAVE 2.4m MINIMUM.
3. BEDDING FOR WATERMAINS SHALL BE AS PER OPSD 802.030.
4. COVER REQUIRED ON WATERMAIN IS 2.4m MINIMUM. ALL WATERMAINS WITH LESS THAN 2.4m OF COVER TO BE INSULATED AS PER CITY OF OTTAWA DETAIL W22
5. ALL WATERMAIN HORIZONTAL AND VERTICAL BENDS, JOINTS AND PLUGS TO BE MECHANICALLY RESTRAINED. THRUST BLOCKS/MECHANICAL RESTRAINERS MUST BE INSTALLED ON ALL WATERMAIN BENDS, TEES, AND PLUGS AS PER CITY OF OTTAWA STD DETAIL 25.3 AND W24.3
6. ALL WATERMAIN STUBS SHALL BE TERMINATED WITH A PLUG AND 50mm BLOW OFF UNLESS OTHERWISE NOTED.
7. HYDRANT AND VALVE TO BE AS PER CITY OF OTTAWA DETAIL W19.
8. ALL HYDRANT FLANGE ELEVATIONS TO BE INSTALLED 0.15m ABOVE PROPOSED FINISHED GRADE AT HYDRANT.
9. BUILDING SERVICE VALVES TO BE 3.0m OFF THE FACE OF THE BUILDING UNLESS OTHERWISE NOTED AND MUST BE RESTRAINED A MINIMUM OF 12m BACK FROM STUB.
10. PROVISIONS FOR FLUSHING WATERMAINS MUST BE PROVIDED WITH A MINIMUM 50mm OUTLET FOR MAINS 100mm AND LARGER. FLUSHING POINTS MATCHING THE SIZE OF THE PIPE MUST BE PROVIDED AT THE END OF EACH COPPER MAIN. FIRE MAIN FLUSHING OUTLETS TO BE 100mm DIAMETER MINIMUM OR A HYDRANT. FLUSHING POINTS MUST BE HOSED OR PIPED TO ALLOW THE WATER TO DRAIN.
11. ALL WATERMAINS SHALL BE HYDROSTATICALLY TESTED IN ACCORDANCE WITH LOCAL MUNICIPAL AND PROVINCIAL GUIDELINES UNLESS OTHERWISE DIRECTED. PROVISIONS FOR FLUSHING WATER LINE PRIOR TO TESTING, ETC. MUST BE PROVIDED.
12. ALL PROPOSED WATER PIPING MUST BE ISOLATED FROM EXISTING MAINS IN ORDER TO ALLOW INDEPENDENT PRESSURE TESTING AND CHLORINATION.
13. BOTH THE FIRE AND DOMESTIC WATER SERVICES MUST COMPLY WITH THE CURRENT BUILDING CODE ACT, THE CURRENT WATER SUPPLY BY-LAW, CHAPTER 851 AND CSA B-64 SERIES STANDARDS.

SANITARY & STORM SEWER:

1. MANHOLES SHALL BE AS PER OPSD 701.010 AND OPSD 701.011; FRAMES AND COVERS SHALL BE AS PER CITY OF OTTAWA DETAILS S24, S24.1, S25 & S28.1. SAFETY PLATFORMS TO BE INSTALLED WHERE DEPTH EXCEEDS 5.0m.
2. MAIN LINE PVC PIPE AS PER SDR-35 CSA B182.2-06 CERTIFIED ASTM D3034-04A, F679-03. SERVICE CONNECTION PVC PIPE TO BE AS PER SDR-28 CSA B 182.2-06 CERTIFIED ASTM D3034-04A.
3. SINGLE CATCHBASINS SHALL BE AS PER OPSD 705.010, WITH FRAMES AND COVERS AS PER CITY OF OTTAWA DETAIL S19 OR S19.1.
4. CONCRETE PIPE SEWER BEDDING SHALL BE CLASS 'B' AS PER OPSD 802.030, PVC PIPE SEWER BEDDING SHALL BE CLASS 'B' AS PER OPSD 802.030 TO TOP OF SEWER WITH A MINIMUM 300mm SAND COVER OVER PIPE NATIVE BACKFILL TO BE COMPACTED TO A MIN. 98% STANDARD PROCTOR DENSITY.
5. ALL STORM SEWER PIPES UP TO 450mm DIA. SHALL BE PVC SDR-35 OR APPROVED EQUIVALENT. ALL STORM SEWER PIPES 525mm DIA. AND LARGER SHALL BE CONCRETE AND EQUAL TO C.S.A. SPECIFICATIONS A257.2 REINFORCED CLASSES AS SPECIFIED (65-D, 100-D, 140-D.) OR LATEST AMENDMENT UNLESS OTHERWISE SPECIFIED.
6. ALL SANITARY PVC SEWER PIPES SHALL BE SDR-35 EQUAL CSA SPECIFICATIONS B182.2-M1990 OR LATEST AMENDMENT UNLESS OTHERWISE NOTED.
7. SANITARY SERVICE CONNECTIONS SHALL BE SINGLE, 150mmØ MINIMUM, PVC CLASS DR 28 INSTALLED AT 2 % AND ANY COLOR EXCEPT WHITE, FOR SINGLE RESIDENTIAL DWELLINGS.
8. SANITARY MAINTENANCE HOLE SHALL HAVE WATERTIGHT FRAME AND COVER IN PONDING AREAS AS PER OPSD 401.030
9. NON-REINFORCED CONCRETE PIPE 150mm TO 250mm SHALL BE AS PER CSA A257.1-03 CLASS 3. HEIGHT OF FILL TO BE VERIFIED USING OPSD TABLES 807.040. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.030, 802.031, 802.032 OR 802.033
10. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.030, 802.031, 802.032 OR 802.033
11. ALL MANHOLE AND CATCH BASIN EXCAVATIONS TO BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO 98% STANDARD PROCTOR DENSITY.
12. ALL CATCH BASINS AND CATCH BASIN MANHOLES ARE TO INCLUDE SUBDRAIN TREATMENT AS PER DETAIL ON DRAWING D1.
13. ALL BLIND CONNECTIONS TO MATCH THE INVERT OF THE CATCH BASIN LEAD TO THE SPRINGLINE OF THE STORM PIPE, OTHERWISE INSTALL THE CATCH BASIN LEAD AT A MAXIMUM 2.00% AND DROP INTO PIPE.
14. UNLESS OTHERWISE NOTED, CATCHBASIN LEADS SHALL BE 250mmØ AT MINIMUM 1.00% SLOPE.
15. THE CONTRACTOR IS TO PROVIDE CCTV CAMERA INSPECTIONS OF ALL SANITARY AND STORM SEWERS, INCLUDING PICTORIAL REPORT, TWO (2) CD COPIES AND ONE (1) VIDEO TAPE IN A FORMAT SATISFACTORY TO THE ENGINEER. ALL SEWERS ARE TO BE FLUSHED PRIOR TO CAMERA INSPECTION.
16. THE CONTRACTOR SHALL CONTACT THE MUNICIPALITY AT LEAST 48 HOURS PRIOR TO CONNECTING TO THE EXISTING SANITARY& STORM MANHOLE.
17. SERVICE CONNECTIONS AND UTILITY CUTS TO BE BACKFILLED WITH UNSHRINKABLE FILL.



KEY PLAN N.T.S.

ADDRESS: 1600 JAMES NAISMITH DRIVE, OTTAWA PHASE 2

LEGEND

- PROPOSED ITEMS
- EXISTING ITEMS
- LIMIT OF PROPERTY LINE
- LIMIT OF PHASE 2 CONSTRUCTION
- LIMIT BETWEEN PHASE 1 AND PHASE 2
- LIMIT OF BUILDING STRUCTURE
- EX. SANITARY SEWER
- EX. STORM SEWER
- EX. WATERMAIN
- PROP SANITARY SEWER
- PROP STORM SEWER
- PROP WATERMAIN
- EXTENT OF PARKING STRUCTURE
- SAN MH / PIPE STUB / PIPE OUTLET
- STM MH / CBMH / DCBMH / OGS
- CATCHBASIN / GAS VENT / GAS METER / METER CHAMBER
- VALVE BOX / VALVE CHAMBER
- WAT BENDS: 11.25° / 22.5° / 45° / 90°
- WAT TEE / CROSS / REDUCER

HORIZONTAL DATUM:	PROJECTION: MODIFIED TRANSVERSE MERCATOR (MTM, ZONE 9, OMTR 30'W), NAD 83 (ORIGINAL)
VERTICAL DATUM:	ELEVATIONS ARE REFERRED TO THE CANADIAN GEODETIC VERTICAL DATUM (CGVD-1928: 1978) AND ARE DERIVED FROM A SITE BENCHMARK AS SHOWN ON A PLAN BY STANTEC GEOMATICS LTD. DATED DECEMBER 21,2021
BEARING:	BEARINGS ARE GRID, DERIVED FROM CAN-NET VRS NETWORK GPS OBSERVATIONS ON NCC HORIZONTAL CONTROL MONUMENTS 19733305 AND 19680191, CENTRAL MERIDIAN, 76 30' WEST LONGITUDE MTM ZONE 9, NAD 83 (ORIGINAL). 19680191 N 5033884.28 E 366264.64 19680191 N 5033884.28 E 366264.64
SITE PLAN:	KWA SITE DEVELOPMENT CONSULTING
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
2	SITE PLAN APPROVAL - SUBMISSION 2	JULY 2026	TF
1	SITE PLAN APPROVAL - SUBMISSION 1	FEB 2026	TF

NOT FOR CONSTRUCTION

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KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

CLIENT:
1600 JAMES NAISMITH DRIVE LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ONTARIO
M8Z 1S4

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

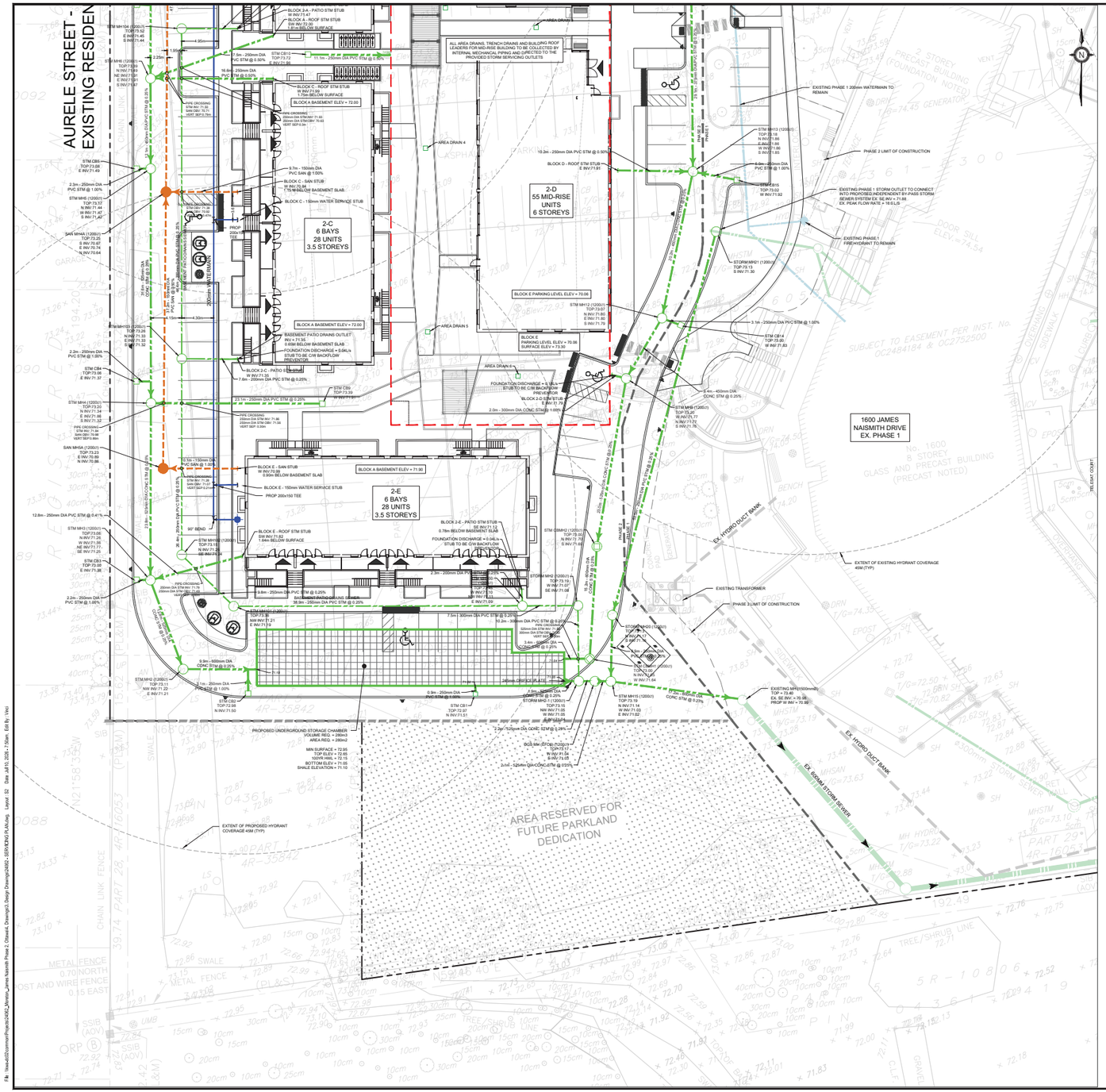
SERVICING PLAN

NORTH HALF OF SITE

SCALE:	1:250 (5m)	PROJECT #	24062
DATE:	JANUARY 2026	DRAWING #	S1
DRAWN BY:	TF		
DESIGNED BY:	TF		
CHECKED BY:	TF		

PLAN #19435
SPC# D07-12-26-0016

REFER TO S1 FOR CONTINUATION



GENERAL NOTES:

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3. ALL THE CONSTRUCTION WORK FOR THIS PROJECT SHALL COMPLY WITH THE STANDARD DRAWINGS AND SPECIFICATIONS OF THE CITY , THE REGION AND THE ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.
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7. ALL WORK TO BE DESIGNED AND COMPLETED AS PER OPSS, OPSD, MTOD AND CITY OF OTTAWA STANDARDS AND DETAILS.
8. NO ALTERATIONS TO EXISTING BOUNDARY ELEVATIONS OR ADJACENT LANDS SHALL BE UNDERTAKEN UNLESS WRITTEN AGREEMENT WITH THE ADJACENT PROPERTY OWNER IS OBTAINED AND SUBMITTED IN A FORMAT ACCEPTABLE TO THE CITY.

WATERMAINS:

1. WATERMAIN SHALL BE POLYVINYL CHLORIDE (PVC) CLASS 150 DR-18 PIPE MANUFACTURED TO AWWA C900-89 AND CSA CAN3 B137.3-M1986 WITH GASKETED BELL END C/W #14 AWG SOLID COPPER TRACER WIRE.
2. WATERMAINS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 500mm OVER AND 500mm UNDER SEWERS AND ALL OTHER UTILITIES WHEN CROSSING AS PER CITY OF OTTAWA STD DETAIL W25.2. ALL WATERMAINS AND SERVICES SHALL HAVE 2.4m MINIMUM.
3. BEDDING FOR WATERMAINS SHALL BE AS PER OPSD 802.030.
4. COVER REQUIRED ON WATERMAIN IS 2.4m MINIMUM. ALL WATERMAINS WITH LESS THAN 2.4m OF COVER TO BE INSULATED AS PER CITY OF OTTAWA DETAIL W22
5. ALL WATERMAIN HORIZONTAL AND VERTICAL BENDS, JOINTS AND PLUGS TO BE MECHANICALLY RESTRAINED. THRUST BLOCKS/MECHANICAL RESTRAINERS MUST BE INSTALLED ON ALL WATERMAIN BENDS, TEES, AND PLUGS AS PER CITY OF OTTAWA STD DETAIL 25.3 AND W25.4
6. ALL WATERMAIN STUBS SHALL BE TERMINATED WITH A PLUG AND 50mm BLOW OFF UNLESS OTHERWISE NOTED.
7. HYDRANT AND VALVE TO BE AS PER CITY OF OTTAWA DETAIL W19.
8. ALL HYDRANT FLANGE ELEVATIONS TO BE INSTALLED 0.15m ABOVE PROPOSED FINISHED GRADE AT HYDRANT.
9. BUILDING SERVICE VALVES TO BE 3.0m OFF THE FACE OF THE BUILDING UNLESS OTHERWISE NOTED AND MUST BE RESTRAINED A MINIMUM OF 12m BACK FROM STUB.
10. PROVISIONS FOR FLUSHING WATERMAINS MUST BE PROVIDED WITH A MINIMUM 50mm OUTLET FOR MAINS 100mm AND LARGER. FLUSHING POINTS MATCHING THE SIZE OF THE PIPE MUST BE PROVIDED AT THE END OF EACH COPPER MAIN. FIRE MAIN FLUSHING OUTLETS TO BE 100mm DIAMETER MINIMUM OR A HYDRANT. FLUSHING POINTS MUST BE HOSED OR PIPED TO ALLOW THE WATER TO DRAIN.
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SANITARY & STORM SEWER:

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2. MAIN LINE PVC PIPE AS PER SDR-35 CSA B182.2-06 CERTIFIED ASTM D3034-04A, F679-03. SERVICE CONNECTION PVC PIPE TO BE AS PER SDR-28 CSA B 182.2-06 CERTIFIED ASTM D3034-04A.
3. SINGLE CATCHBASINS SHALL BE AS PER OPSD 705.010, WITH FRAMES AND COVERS AS PER CITY OF OTTAWA DETAIL S19 OR S19.1.
4. CONCRETE PIPE SEWER BEDDING SHALL BE CLASS 'B' AS PER OPSD 802.030, PVC PIPE SEWER BEDDING SHALL BE CLASS 'B' AS PER OPSD 802.030 TO TOP OF SEWER WITH A MINIMUM 300mm SAND COVER OVER PIPE NATIVE BACKFILL TO BE COMPACTED TO A MIN. 98% STANDARD PROCTOR DENSITY.
5. ALL STORM SEWER PIPES UP TO 450mm DIA. SHALL BE PVC SDR-35 OR APPROVED EQUIVALENT. ALL STORM SEWER PIPES 525mm DIA. AND LARGER SHALL BE CONCRETE AND EQUAL TO C.S.A. SPECIFICATIONS A257.2 REINFORCED CLASSES AS SPECIFIED (65-D, 100-D, 140-D.) OR LATEST AMENDMENT UNLESS OTHERWISE SPECIFIED.
6. ALL SANITARY PVC SEWER PIPES SHALL BE SDR-35 EQUAL CSA SPECIFICATIONS B182.2-M1990 OR LATEST AMENDMENT UNLESS OTHERWISE NOTED.
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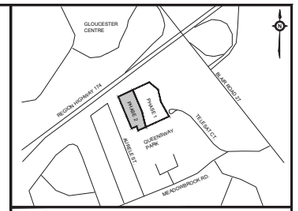
8. SANITARY MAINTENANCE HOLE SHALL HAVE WATERTIGHT FRAME AND COVER IN PONDING AREAS AS PER OPSD 401.030
9. NON-REINFORCED CONCRETE PIPE 150mm TO 250mm SHALL BE AS PER CSA A257.1-03 CLASS 3. HEIGHT OF FILL TO BE VERIFIED USING OPSD TABLES 807.040. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.030, 802.031, 802.032 OR 802.033
10. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.030, 802.031, 802.032 OR 802.033
11. ALL MANHOLE AND CATCH BASIN EXCAVATIONS TO BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO 98% STANDARD PROCTOR DENSITY.
12. ALL CATCH BASINS AND CATCH BASIN MANHOLES ARE TO INCLUDE SUBDRAIN TREATMENT AS PER DETAIL ON DRAWING D1.
13. ALL BLIND CONNECTIONS TO MATCH THE INVERT OF THE CATCH BASIN LEAD TO THE SPRINGLINE OF THE STORM PIPE. OTHERWISE INSTALL THE CATCH BASIN LEAD AT A MAXIMUM 2.00% AND DROP INTO PIPE.
14. UNLESS OTHERWISE NOTED, CATCHBASIN LEADS SHALL BE 250mmØ AT MINIMUM 1.00% SLOPE.
15. THE CONTRACTOR IS TO PROVIDE CCTV CAMERA INSPECTIONS OF ALL SANITARY AND STORM SEWERS, INCLUDING PICTORIAL REPORT, TWO (2) CD COPIES AND ONE (1) VIDEO TAPE IN A FORMAT SATISFACTORY TO THE ENGINEER. ALL SEWERS ARE TO BE FLUSHED PRIOR TO CAMERA INSPECTION.
16. THE CONTRACTOR SHALL CONTACT THE MUNICIPALITY AT LEAST 48 HOURS PRIOR TO CONNECTING TO THE EXISTING SANITARY& STORM MANHOLE.
17. SERVICE CONNECTIONS AND UTILITY CUTS TO BE BACKFILLED WITH UNSHRINKABLE FILL.



KEY PLAN N.T.S.

ADDRESS: 1600 JAMES NAISMITH DRIVE, OTTAWA PHASE 2

LEGEND

- PROPOSED ITEMS
- EXISTING ITEMS
- LIMIT OF PROPERTY LINE
- LIMIT OF PHASE 2 CONSTRUCTION
- LIMIT BETWEEN PHASE 1 AND PHASE 2
- LIMIT OF BUILDING STRUCTURE
- EX. SANITARY SEWER
- EX. STORM SEWER
- EX. WATERMAIN
- PROP SANITARY SEWER
- PROP STORM SEWER
- PROP WATERMAIN
- EXTENT OF PARKING STRUCTURE
- SAN MH / PIPE STUB / PIPE OUTLET
- STM MH / CBMH / DCBMH / OGS
- HYDRANT ASSEMBLY / METER CHAMBER
- VALVE BOX / VALVE CHAMBER
- WAT BENDS: 11.25° / 22.5° / 45° / 90°
- WAT TEE / CROSS / REDUCER

HORIZONTAL DATUM:	PROJECTION: MODIFIED TRANSVERSE MERCATOR (MTM, ZONE 9, OMTR 30'W), NAD 83 (ORIGINAL)
VERTICAL DATUM:	ELEVATIONS ARE REFERRED TO THE CANADIAN GEODETIC VERTICAL DATUM (CGVD-1928: 1978) AND ARE DERIVED FROM A SITE BENCHMARK AS SHOWN ON A PLAN BY STANTEC GEOMATICS LTD. DATED DECEMBER 21,2021
BEARING:	BEARINGS ARE GRID, DERIVED FROM CAN-NET VRS NETWORK GPS OBSERVATIONS ON NCC HORIZONTAL CONTROL MONUMENTS 19773305 AND 19680191, CENTRAL MERIDIAN, 79 30' WEST LONGITUDE MTM ZONE 9, NAD 83 (ORIGINAL) 19680191 N 5025354.61 E 366564.34 19773305 N 5025564.22 E 366564.34
SITE PLAN:	KWA SITE DEVELOPMENT CONSULTING
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
2	SITE PLAN APPROVAL - SUBMISSION 2	JULY 2026	TF
1	SITE PLAN APPROVAL - SUBMISSION 1	FEB 2026	TF

NOT FOR CONSTRUCTION

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2. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER DRAWINGS AND DOCUMENTS APPLICABLE TO THIS PROJECT.
3. THIS DRAWING IS NOT TO BE ISSUED FOR CONSTRUCTION UNTIL ALL REQUIRED PERMITS HAVE BEEN ISSUED.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, INVERTS AND DATA ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO KWA 48 HOURS PRIOR TO ANY CONSTRUCTION.

KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

CLIENT:
1600 JAMES NAISMITH DRIVE LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ONTARIO
M8Z 1S4

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

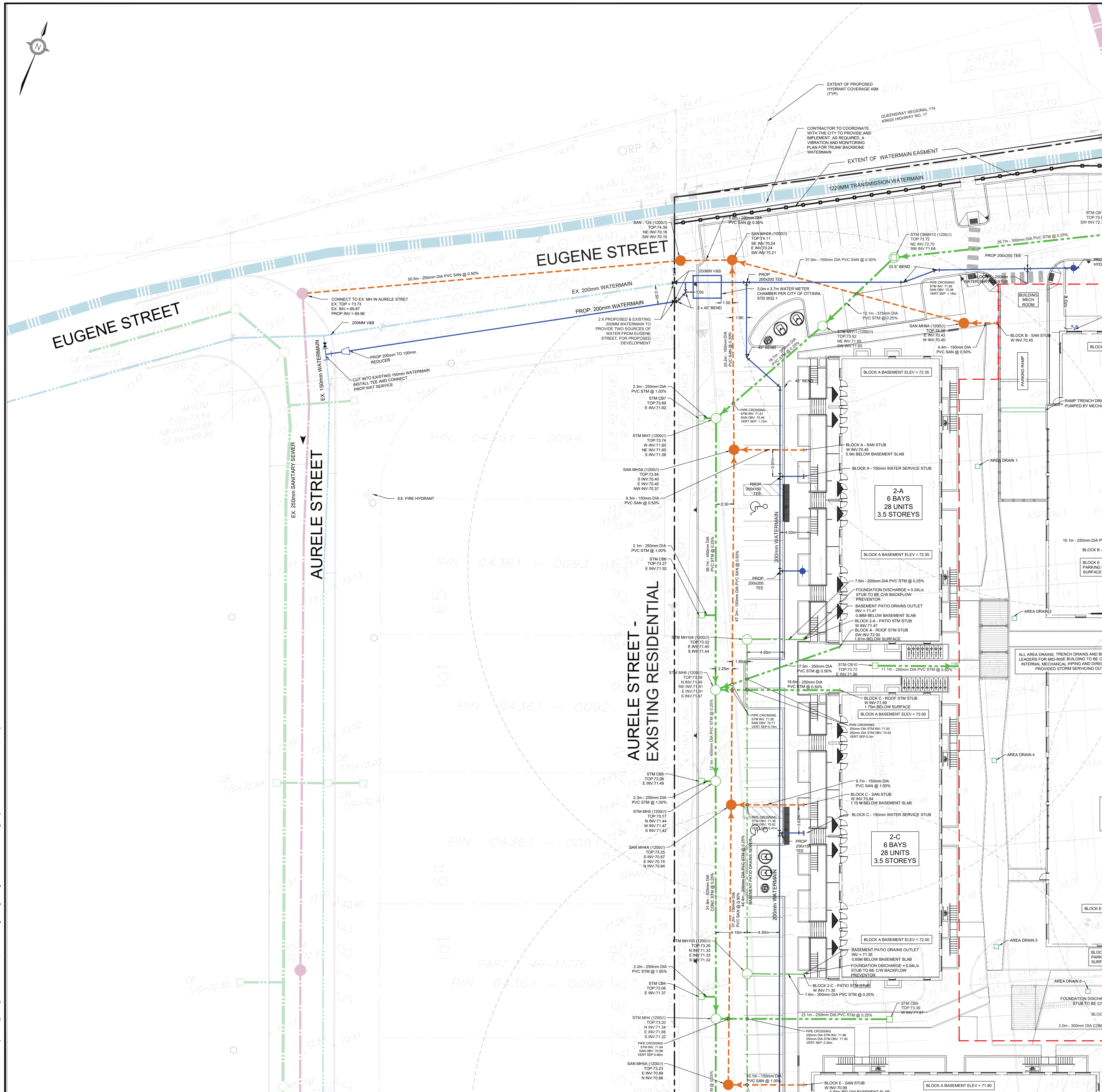
SERVICING PLAN

SOUTH HALF OF SITE

SCALE:	1:250 (5m)
DATE:	JANUARY 2026
DRAWN BY:	TF
DESIGNED BY:	TF
CHECKED BY:	TF
PROJECT #	24062
DRAWING #	S2

PLAN #19430
SPC# D07-12-26-0016

File: \\kwa400\common\Projects\24062_Minto_James Naismith Phase 2, Ottawa_K\Drawings\1. Design Drawings\24062 - 2026\KWA\S2.dwg Layout: S2 Date: Jul 10, 2026 - 7:52am Edit By: VHo



GENERAL NOTES:

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CURRENT "*OCCUPATIONAL HEALTH AND SAFETY ACT* AND *REGULATIONS FOR CONSTRUCTION PROJECTS*". THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE CONSTRUCTOR AS DEFINED IN THE ACT.
2. ALL TEMPORARY TRAFFIC CONTROL AND SIGNAGE DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH CURRENT ONTARIO TRAFFIC MANUAL BOOK 7: TEMPORARY CONDITIONS FIELD EDITION.
3. ALL THE CONSTRUCTION WORK FOR THIS PROJECT SHALL COMPLY WITH THE STANDARD DRAWINGS AND SPECIFICATIONS OF THE CITY , THE REGION AND THE ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.
4. THE CONTRACTOR IS ADVISED THAT WORKS BY OTHERS MAY BE ONGOING DURING THE PERIOD OF THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL OTHER CONTRACTORS AND PREVENT CONSTRUCTION CONFLICTS.
5. THE INFORMATION SHOWN FOR EXISTING UTILITIES WAS PROVIDED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES DURING CONSTRUCTION. ALL EXISTING UTILITIES MUST BE LOCATED AND VERIFIED BY EACH UTILITY PRIOR TO COMMENCEMENT OF WORK. ANY VARIANCE IS TO BE IMMEDIATELY REPORTED TO THE ENGINEER. LOST TIME DUE TO FAILURE OF THE CONTRACTOR TO CONFIRM UTILITY LOCATIONS AND NOTIFY THE ENGINEER OF CONFLICTS PRIOR TO CONSTRUCTION WILL BE AT THE CONTRACTORS EXPENSE.
6. PRIOR TO COMMENCING ANY WORK WITHIN THE MUNICIPAL RIGHT OF WAY, THE CONTRACTOR OR DEVELOPER OR CONSULTANT WILL OBTAIN ALL NECESSARY ROAD OCCUPANCY PERMITS FROM THE CITY'S RIGHT-OF-WAY MANAGEMENT UNIT. ROAD OCCUPANCY/ACCESS PERMIT MUST BE OBTAINED 48 HOURS PRIOR TO COMMENCING ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOW.
7. ALL WORK TO BE DESIGNED AND COMPLETED AS PER OPSS, OPSD, MTOD AND CITY OF OTTAWA STANDARDS AND DETAILS.
8. NO ALTERATIONS TO EXISTING BOUNDARY ELEVATIONS OR ADJACENT LANDS SHALL BE UNDERTAKEN UNLESS WRITTEN AGREEMENT WITH THE ADJACENT PROPERTY OWNER IS OBTAINED AND SUBMITTED IN A FORMAT ACCEPTABLE TO THE CITY.

WATERMAINS:

1. WATERMAIN SHALL BE POLYVINYL CHLORIDE (PVC) CLASS 150 DR-18 PIPE MANUFACTURED TO AWWA C900-89 AND CSA CAN3 B137.3-M1986 WITH GASKETED BELL END C/W #14 AWG SOLID COPPER TRACER WIRE.
2. WATERMAINS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 500mm OVER AND 500mm UNDER SEWERS AND ALL OTHER UTILITIES WHEN CROSSING AS PER CITY OF OTTAWA STD DETAIL W25.2. ALL WATERMAINS AND SERVICES SHALL HAVE 2.4m MINIMUM.
3. BEDDING FOR WATERMAINS SHALL BE AS PER OPSD 802.030.
4. COVER REQUIRED ON WATERMAIN IS 2.4m MINIMUM. ALL WATERMAINS WITH LESS THAN 2.4m OF COVER TO BE INSULATED AS PER CITY OF OTTAWA DETAIL W22
5. ALL WATERMAIN HORIZONTAL AND VERTICAL BENDS, JOINTS AND PLUGS TO BE MECHANICALLY RESTRAINED. THRUST BLOCKS/MECHANICAL RESTRAINERS MUST BE INSTALLED ON ALL WATERMAIN BENDS, TEES, AND PLUGS AS PER CITY OF OTTAWA STD DETAIL 25.3 AND W25.4
6. ALL WATERMAIN STUBS SHALL BE TERMINATED WITH A PLUG AND 50mm BLOW OFF UNLESS OTHERWISE NOTED.
7. HYDRANT AND VALVE TO BE AS PER CITY OF OTTAWA DETAIL W19.
8. ALL HYDRANT FLANGE ELEVATIONS TO BE INSTALLED 0.15m ABOVE PROPOSED FINISHED GRADE AT HYDRANT.
9. BUILDING SERVICE VALVES TO BE 3.0m OFF THE FACE OF THE BUILDING UNLESS OTHERWISE NOTED AND MUST BE RESTRAINED A MINIMUM OF 12m BACK FROM STUB.
10. PROVISIONS FOR FLUSHING WATERMAINS MUST BE PROVIDED WITH A MINIMUM 50mm OUTLET FOR MAINS 100mm AND LARGER. FLUSHING POINTS MATCHING THE SIZE OF THE PIPE MUST BE PROVIDED AT THE END OF EACH COPPER MAIN. FIRE MAIN FLUSHING OUTLETS TO BE 100mm DIAMETER MINIMUM OR A HYDRANT. FLUSHING POINTS MUST BE HOSED OR PIPED TO ALLOW THE WATER TO DRAIN.
11. ALL WATERMAINS SHALL BE HYDROSTATICALLY TESTED IN ACCORDANCE WITH LOCAL MUNICIPAL AND PROVINCIAL GUIDELINES UNLESS OTHERWISE DIRECTED. PROVISIONS FOR FLUSHING WATER LINE PRIOR TO TESTING, ETC. MUST BE PROVIDED.
12. ALL PROPOSED WATER PIPING MUST BE ISOLATED FROM EXISTING MAINS IN ORDER TO ALLOW INDEPENDENT PRESSURE TESTING AND CHLORINATION.
13. BOTH THE FIRE AND DOMESTIC WATER SERVICES MUST COMPLY WITH THE CURRENT BUILDING CODE ACT, THE CURRENT WATER SUPPLY BY-LAW, CHAPTER 851 AND CSA B-64 SERIES STANDARDS.

SANITARY & STORM SEWER:

1. MANHOLES SHALL BE AS PER OPSD 701.010 AND OPSD 701.011; FRAMES AND COVERS SHALL BE AS PER CITY OF OTTAWA DETAILS S24, S24.1, S25 & S28.1. SAFETY PLATFORMS TO BE INSTALLED WHERE DEPTH EXCEEDS 5.0m.
2. MAIN LINE PVC PIPE AS PER SDR-35 CSA B182.2-06 CERTIFIED ASTM D3034-04A, F679-03. SERVICE CONNECTION PVC PIPE TO BE AS PER SDR-28 CSA B 182.2-06 CERTIFIED ASTM D3034-04A.
3. SINGLE CATCHBASINS SHALL BE AS PER OPSD 705.010, WITH FRAMES AND COVERS AS PER CITY OF OTTAWA DETAIL S19 OR S19.1.
4. CONCRETE PIPE SEWER BEDDING SHALL BE CLASS 'B' AS PER OPSD 802.030, PVC PIPE SEWER BEDDING SHALL BE CLASS 'B' AS PER OPSD 802.030 TO TOP OF SEWER WITH A MINIMUM 300mm SAND COVER OVER PIPE NATIVE BACKFILL TO BE COMPACTED TO A MIN. 98% STANDARD PROCTOR DENSITY.
5. ALL STORM SEWER PIPES UP TO 450mm DIA. SHALL BE PVC SDR-35 OR APPROVED EQUIVALENT. ALL STORM SEWER PIPES 525mm DIA. AND LARGER SHALL BE CONCRETE AND EQUAL TO C.S.A. SPECIFICATIONS A257.2 REINFORCED CLASSES AS SPECIFIED (65-D, 100-D, 140-D,) OR LATEST AMENDMENT UNLESS OTHERWISE SPECIFIED.
6. ALL SANITARY PVC SEWER PIPES SHALL BE SDR-35 EQUAL CSA SPECIFICATIONS B182.2-M1990 OR LATEST AMENDMENT UNLESS OTHERWISE NOTED.
7. SANITARY SERVICE CONNECTIONS SHALL BE SINGLE, 150mmØ MINIMUM, PVC CLASS DR 28 INSTALLED AT 2 % AND ANY COLOR EXCEPT WHITE, FOR SINGLE RESIDENTIAL DWELLINGS.
8. SANITARY MAINTENANCE HOLE SHALL HAVE WATERTIGHT FRAME AND COVER IN PONDING AREAS AS PER OPSD 401.030
9. NON-REINFORCED CONCRETE PIPE 150mm TO 250mm SHALL BE AS PER CSA A257.1-03 CLASS 3. HEIGHT OF FILL TO BE VERIFIED USING OPSD TABLES 807.040. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.030, 802.031, 802.032 OR 802.033
10. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.030, 802.031, 802.032 OR 802.033
11. ALL MANHOLE AND CATCH BASIN EXCAVATIONS TO BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO 98% STANDARD PROCTOR DENSITY.
12. ALL CATCH BASINS AND CATCH BASIN MANHOLES ARE TO INCLUDE SUBDRAIN TREATMENT AS PER DETAIL ON DRAWING D1.
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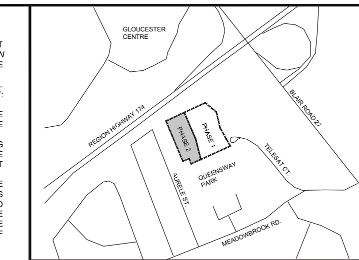

KEY PLAN
N.T.S.

ADDRESS:
1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

LEGEND

Symbol	Description
● 200.00 0.5% MH 1A	PROPOSED ITEMS
● 200.00 0.5% EX MH 1A	EXISTING ITEMS
	LIMIT OF PROPERTY LINE
	LIMIT OF PHASE 2 CONSTRUCTION
	LIMIT BETWEEN PHASE 1 AND PHASE 2
	LIMIT OF BUILDING STRUCTURE
	EX. SANITARY SEWER
	EX. STORM SEWER
	EX. WATERMAIN
	PROP SANITARY SEWER
	PROP STORM SEWER
	PROP WATERMAIN
	EXTENT OF PARKING STRUCTURE
	SAN MH / PIPE STUB / PIPE OUTLET
	STM MH / CBMH / DCBMH / OGS
	CB / DCB / AD / HEADWALL / FIRE / SIAMESE / METER CHAMBER
M	
	VALVE BOX / VALVE CHAMBER
	WAT BENDS: 11.25° / 22.5° / 45° / 90°
	WAT TEE / CROSS / REDUCER

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SITE PLAN:	KWA SITE DEVELOPMENT CONSULTING
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
2	SITE PLAN APPROVAL - SUBMISSION 2	JULY 2026	TF
1	SITE PLAN APPROVAL - SUBMISSION 1	FEB 2026	TF

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KWA SITE DEVELOPMENT CONSULTING

KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

CLIENT:
1600 JAMES NAISMITH DRIVE LP
1460 THE QUEENSWAY, SUITE M264
TORONTO, ONTARIO
M8Z 1S4

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

SERVICING PLAN

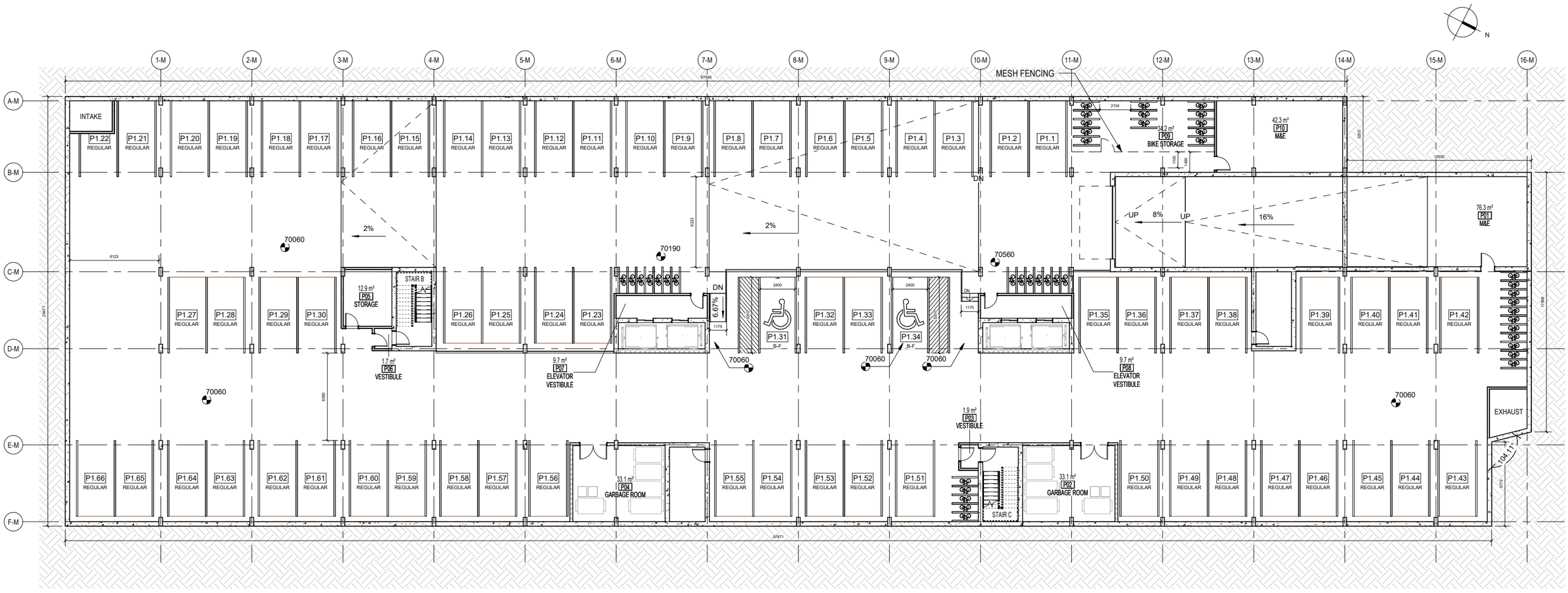
WEST CONNECTIONS TO EUGENE AND AURELE STREET

SCALE:	1:250 (5m)	PROJECT #	24062
DATE:	JANUARY 2026	DRAWING #	S3
DRAWN BY:	TF		
DESIGNED BY:	TF		
CHECKED BY:	TF		

PLAN #19435
SPC# D07-12-26-0016

figurr architects collective
FOTENN Planning + Design

SERVICING PLAN - S3

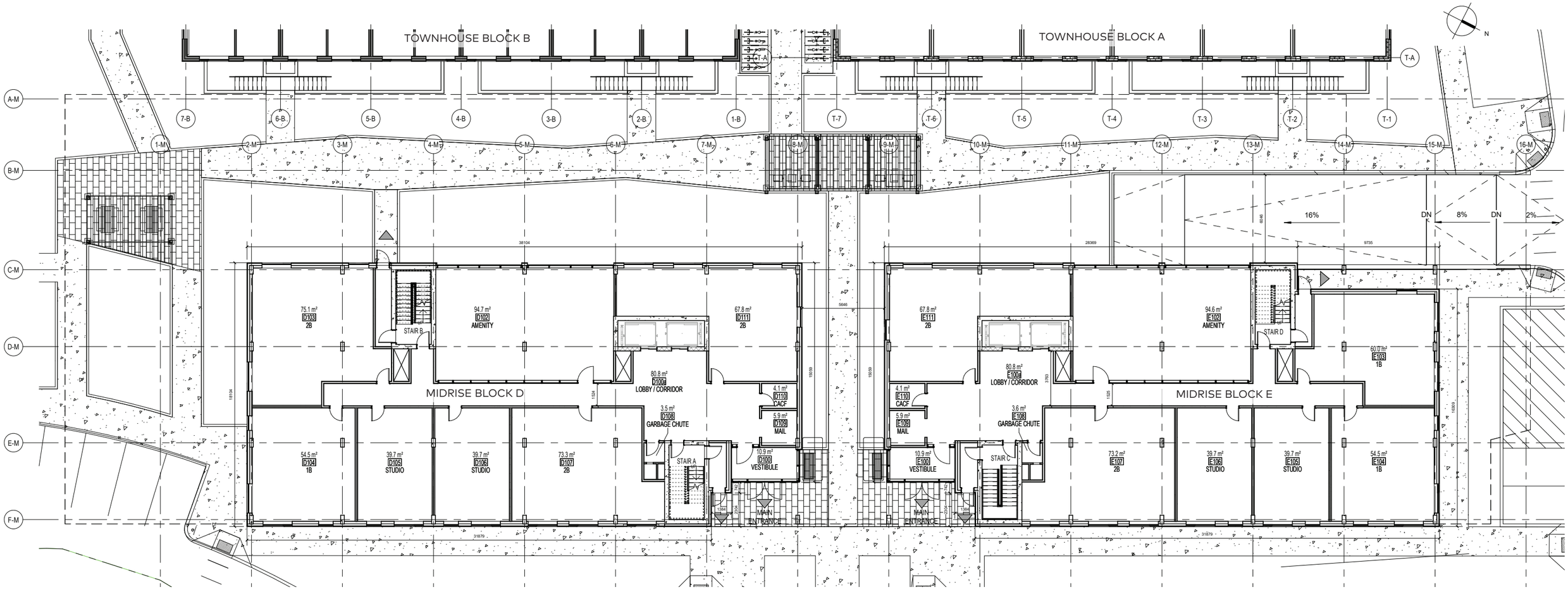


figurr architects collective

FOTENN Planning + Design

MIDRISE PARKING FLOOR PLAN

1600 James Naismith Dr.
2415
July 2026


TOWNHOUSE BLOCK B
TOWNHOUSE BLOCK A
N
MIDRISE BLOCK D
MIDRISE BLOCK E
STAIR B
STAIR A
STAIR C
STAIR D
MAIN ENTRANCE
MAIN ENTRANCE
LOBBY / CORRIDOR
LOBBY / CORRIDOR
GARBAGE CHUTE
GARBAGE CHUTE
VESTIBULE
VESTIBULE
MAIL
MAIL
CACF
AMENITY
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STUDIO
STUDIO
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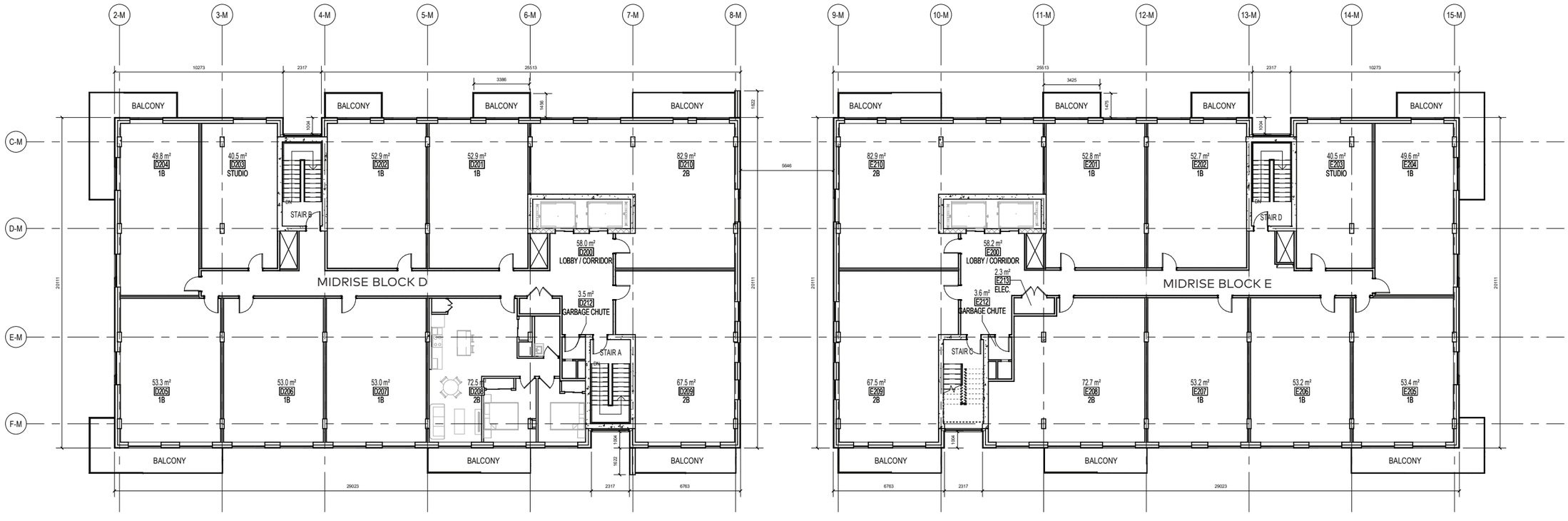
16%
DN
8%
DN
2%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11-M
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15-M
C-M
D-M
E-M
F-M
N
BALCONY
49.8 m² D204 1B
40.5 m² D203 STUDIO
52.9 m² D202 1B
52.9 m² D201 1B
82.9 m² D210 2B
58.0 m² D200 LOBBY / CORRIDOR
3.5 m² D212 GARBAGE CHUTE
STAIR B
STAIR A
MIDRISE BLOCK D
53.3 m² D205 1B
53.0 m² D206 1B
53.0 m² D207 1B
72.5 m² D208 2B
67.5 m² D209 2B
82.9 m² E210 2B
52.8 m² E211 1B
52.7 m² E202 1B
40.5 m² E203 STUDIO
49.6 m² E204 1B
58.2 m² E200 LOBBY / CORRIDOR
2.3 m² E213 ELEC.
3.6 m² E212 GARBAGE CHUTE
STAIR C
STAIR D
MIDRISE BLOCK E
67.5 m² E209 2B
72.7 m² E208 2B
53.2 m² E207 1B
53.2 m² E206 1B
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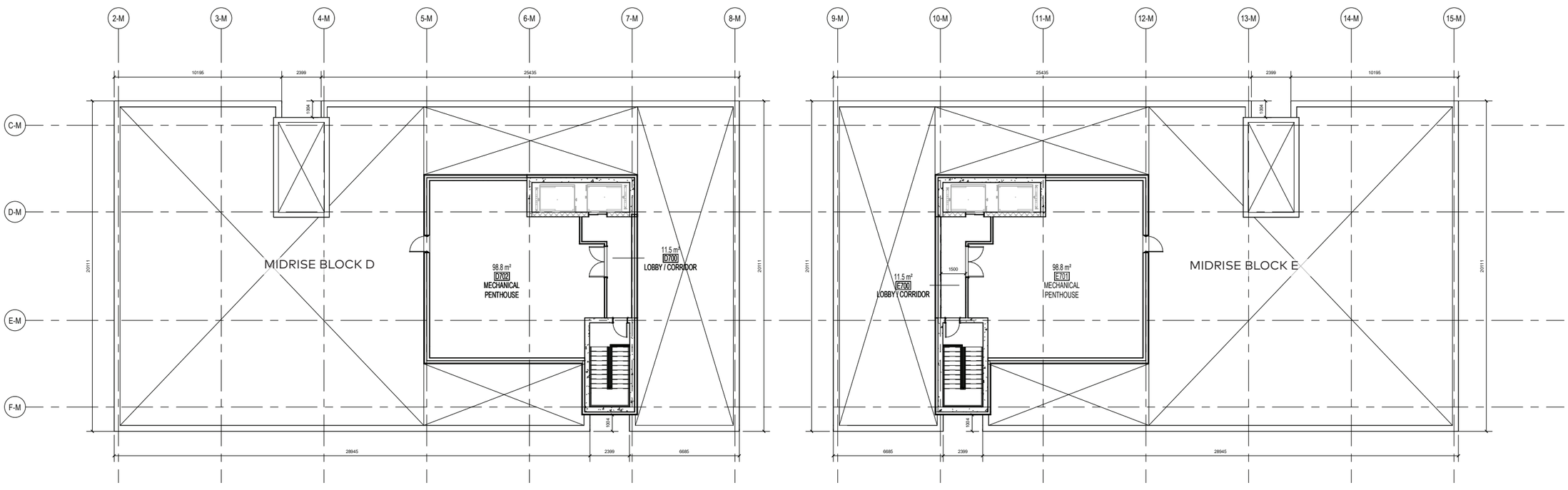
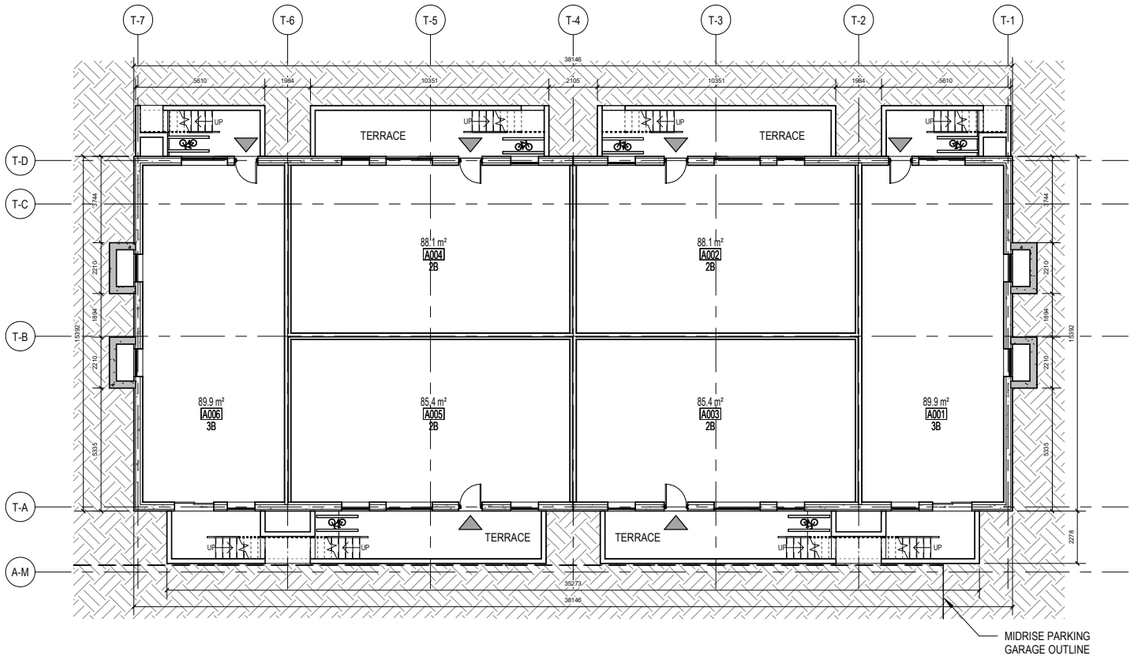


figurr architects collective

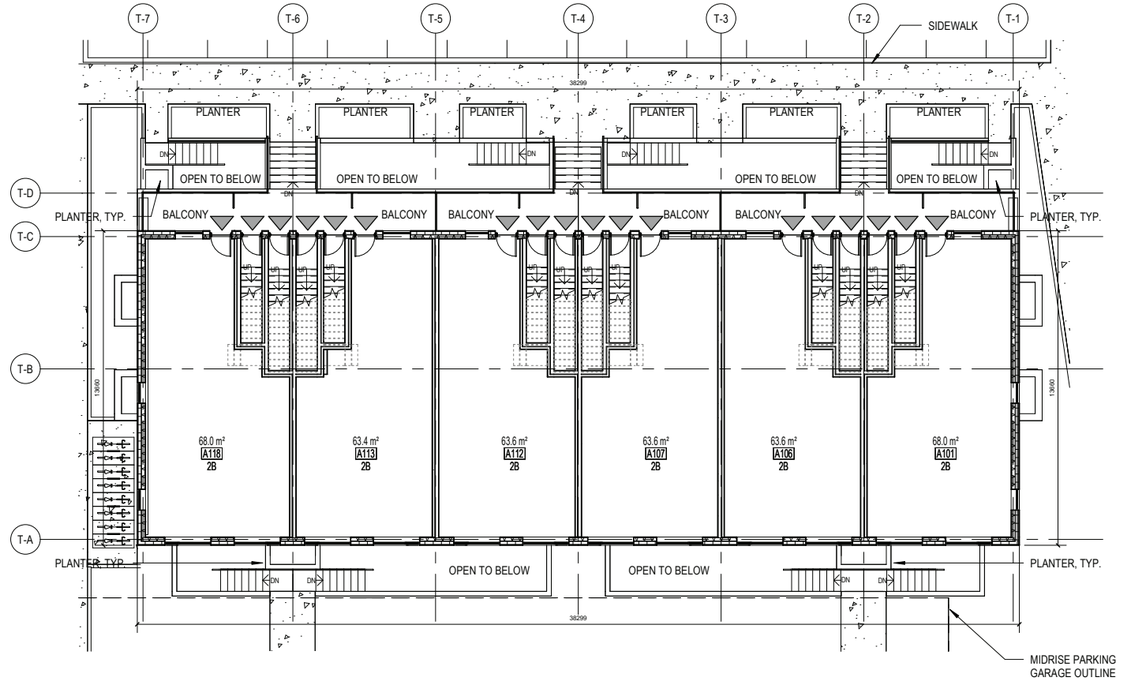
FOTENN Planning + Design

MIDRISE ROOF PLAN

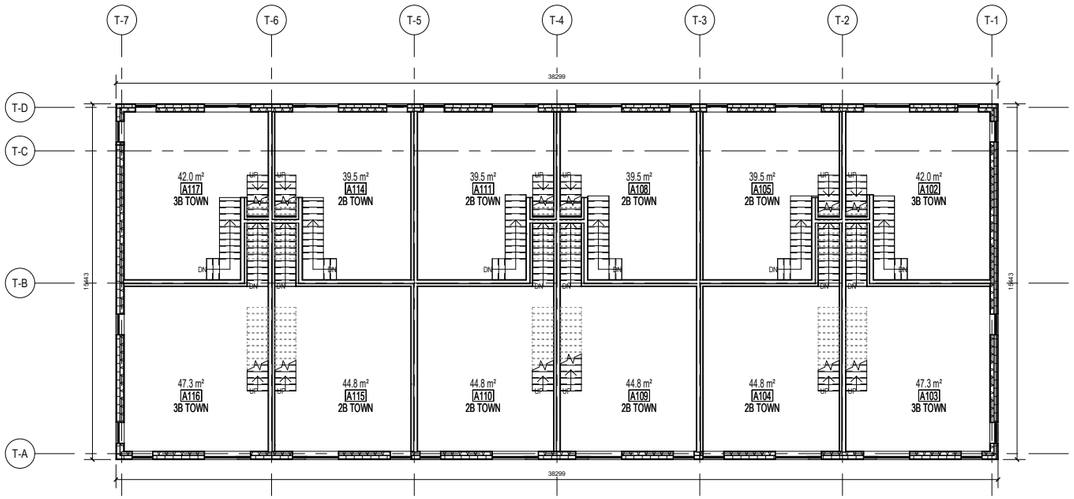
1600 James Naismith Dr.
2415
July 2026



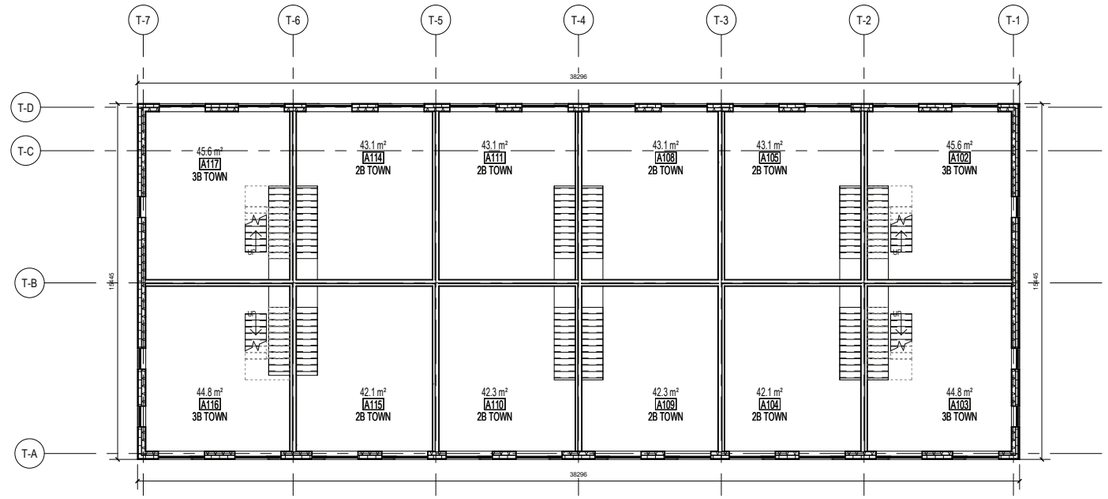
BASEMENT LEVEL



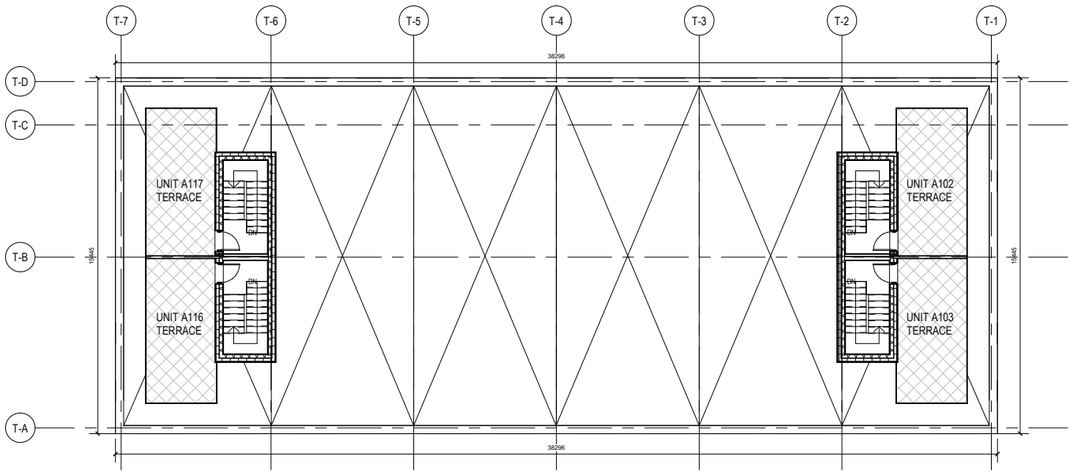
GROUND FLOOR



LEVEL 2



LEVEL 3


T-7
T-6
T-5
T-4
T-3
T-2
T-1
T-D
T-C
T-B
T-A
38296
UNIT A117
TERRACE
UNIT A116
TERRACE
UNIT A102
TERRACE
UNIT A103
TERRACE
38296

ROOF PLAN

N

MATERIAL LEGEND

- A — **BRICK MASONRY** COLOR: DARK GRAY
- B — **METAL PANEL CLADDING** COLOR: DARK GRAY
- C — **CURTAIN WALL GLAZING**
- D — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT GRAY
- E — **METAL PANEL CLADDING** COLOR: WHITE/ LIGHT GRAY
- F — **METAL PANEL CLADDING (VERTICAL)** COLOR: DARK GRAY
- G — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT WOOD
- H — **BRICK MASONRY** COLOR: LIGHT GRAY
- I — **METAL PANEL CLADDING (HORIZONTAL)** COLOR: DARK GRAY
- J — **METAL PANEL CLADDING** COLOR: COPPER
- K — **METAL PANEL CLADDING (VERTICAL)** COLOR: MEDIUM WOOD
- L — **PERFORATED METAL PANEL RAILING** COLOR: BLACK
- N — **RAILING** COLOR: BLACK

BLOCKS D & E - EAST ELEVATION

MATERIAL LEGEND

- A — **BRICK MASONRY** COLOR: DARK GRAY
- B — **METAL PANEL CLADDING** COLOR: DARK GRAY
- C — **CURTAIN WALL GLAZING**
- D — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT GRAY
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- L — **PERFORATED METAL PANEL RAILING** COLOR: BLACK
- N — **RAILING** COLOR: BLACK

BLOCKS D & E - WEST ELEVATION

MATERIAL LEGEND

- A — **BRICK MASONRY** COLOR: DARK GRAY
- B — **METAL PANEL CLADDING** COLOR: DARK GRAY
- C — **CURTAIN WALL GLAZING**
- D — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT GRAY
- E — **METAL PANEL CLADDING** COLOR: WHITE/ LIGHT GRAY
- F — **METAL PANEL CLADDING (VERTICAL)** COLOR: DARK GRAY
- G — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT WOOD
- H — **BRICK MASONRY** COLOR: LIGHT GRAY
- I — **METAL PANEL CLADDING (HORIZONTAL)** COLOR: DARK GRAY
- J — **METAL PANEL CLADDING** COLOR: COPPER
- K — **METAL PANEL CLADDING (VERTICAL)** COLOR: MEDIUM WOOD
- L — **PERFORATED METAL PANEL RAILING** COLOR: BLACK
- N — **RAILING** COLOR: BLACK

BLOCK D - NORTH ELEVATION

BLOCK D - SOUTH ELEVATION

MATERIAL LEGEND

- A — **BRICK MASONRY** COLOR: DARK GRAY
- B — **METAL PANEL CLADDING** COLOR: DARK GRAY
- C — **CURTAIN WALL GLAZING**
- D — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT GRAY
- E — **METAL PANEL CLADDING** COLOR: WHITE/ LIGHT GRAY
- F — **METAL PANEL CLADDING (VERTICAL)** COLOR: DARK GRAY
- G — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT WOOD
- H — **BRICK MASONRY** COLOR: LIGHT GRAY
- I — **METAL PANEL CLADDING (HORIZONTAL)** COLOR: DARK GRAY
- J — **METAL PANEL CLADDING** COLOR: COPPER
- K — **METAL PANEL CLADDING (VERTICAL)** COLOR: MEDIUM WOOD
- L — **PERFORATED METAL PANEL RAILING** COLOR: BLACK
- N — **RAILING** COLOR: BLACK

BLOCK E - NORTH ELEVATION

BLOCK E - SOUTH ELEVATION

MATERIAL LEGEND

- A — **BRICK MASONRY** COLOR: DARK GRAY
- B — **METAL PANEL CLADDING** COLOR: DARK GRAY
- C — **CURTAIN WALL GLAZING**
- D — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT GRAY
- E — **METAL PANEL CLADDING** COLOR: WHITE/ LIGHT GRAY
- F — **METAL PANEL CLADDING (VERTICAL)** COLOR: DARK GRAY
- G — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT WOOD
- H — **BRICK MASONRY** COLOR: LIGHT GRAY
- I — **METAL PANEL CLADDING (HORIZONTAL)** COLOR: DARK GRAY
- J — **METAL PANEL CLADDING** COLOR: COPPER
- K — **METAL PANEL CLADDING (VERTICAL)** COLOR: MEDIUM WOOD
- L — **PERFORATED METAL PANEL RAILING** COLOR: BLACK
- N — **RAILING** COLOR: BLACK

BLOCKS A & C - EAST ELEVATION

BLOCKS A & C - NORTH ELEVATION

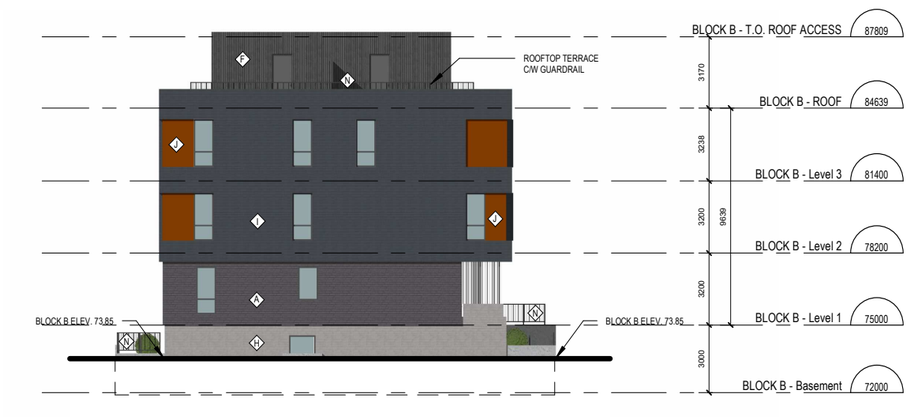
BLOCKS A & C - WEST ELEVATION

BLOCKS A & C - SOUTH ELEVATION

MATERIAL LEGEND

- A — **BRICK MASONRY** COLOR: DARK GRAY
- B — **METAL PANEL CLADDING** COLOR: DARK GRAY
- C — **CURTAIN WALL GLAZING**
- D — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT GRAY
- E — **METAL PANEL CLADDING** COLOR: WHITE/ LIGHT GRAY
- F — **METAL PANEL CLADDING (VERTICAL)** COLOR: DARK GRAY
- G — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT WOOD
- H — **BRICK MASONRY** COLOR: LIGHT GRAY
- I — **METAL PANEL CLADDING (HORIZONTAL)** COLOR: DARK GRAY
- J — **METAL PANEL CLADDING** COLOR: COPPER
- K — **METAL PANEL CLADDING (VERTICAL)** COLOR: MEDIUM WOOD
- L — **PERFORATED METAL PANEL RAILING** COLOR: BLACK
- N — **RAILING** COLOR: BLACK

BLOCK B - EAST ELEVATION



BLOCK B- NORTH ELEVATION

BLOCK B - WEST ELEVATION

BLOCK B - SOUTH ELEVATION

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PERSPECTIVE - APPROACH FROM PHASE 1 AND JAMES NAISMITH DR.

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PERSPECTIVE - PEDESTRIAN PATHWAY BETWEEN TOWNHOUSES B AND C

PERSPECTIVE - SOUTH-OUEST CORNER

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PERSPECTIVE - SOUTH-EAST CORNER

1600 James Naismith Dr.
2415
July 2026

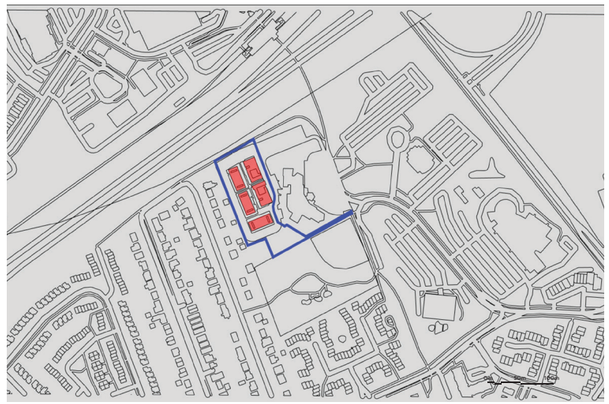
figurr architects collective

FOTENN Planning + Design

PERSPECTIVE - OUTDOOR AMENITY

1600 James Naismith Dr.
2415
July 2026

1602



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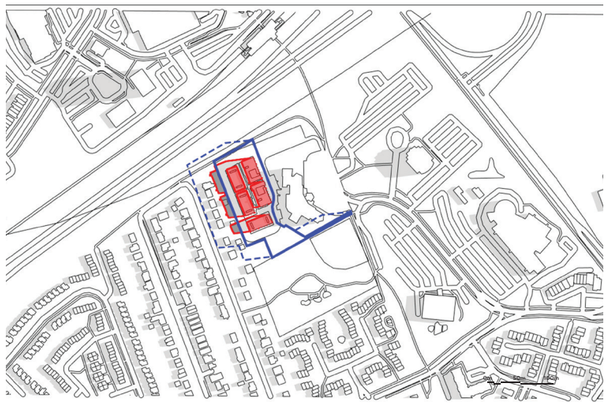

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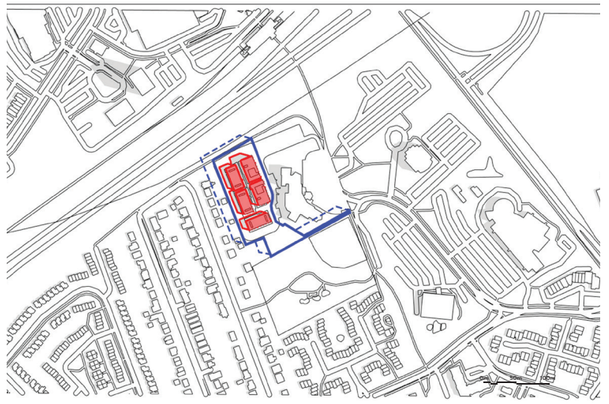

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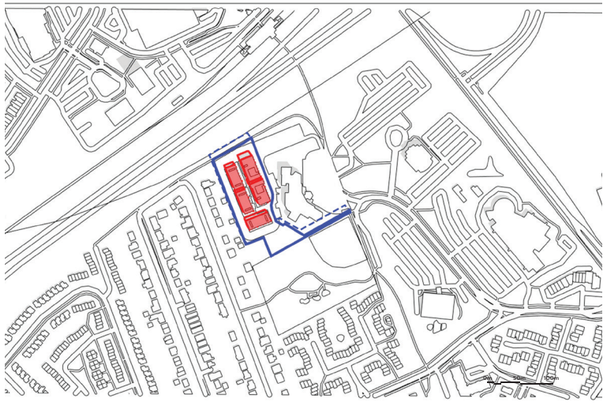

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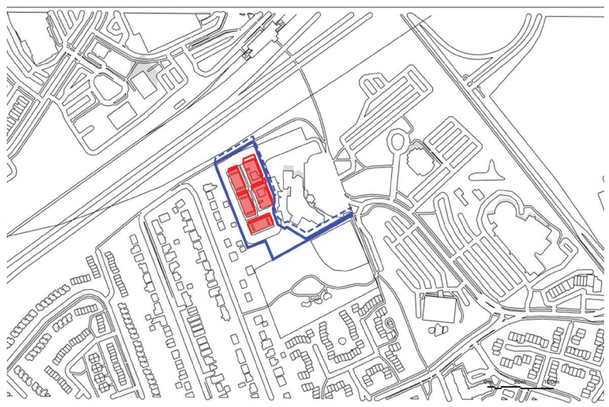

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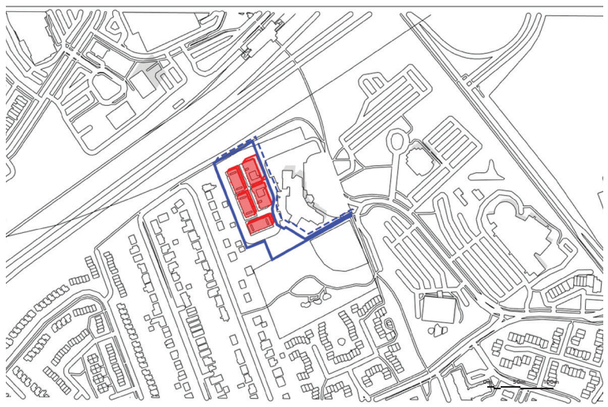

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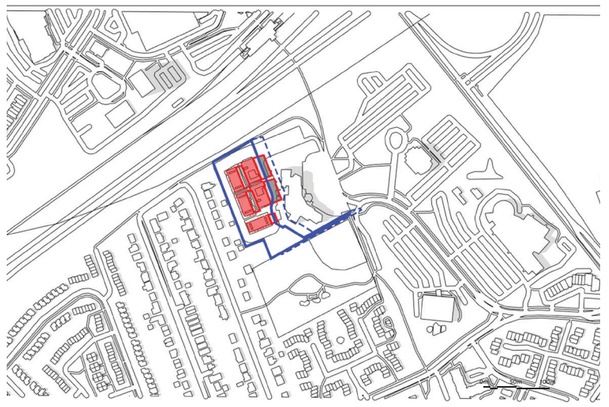

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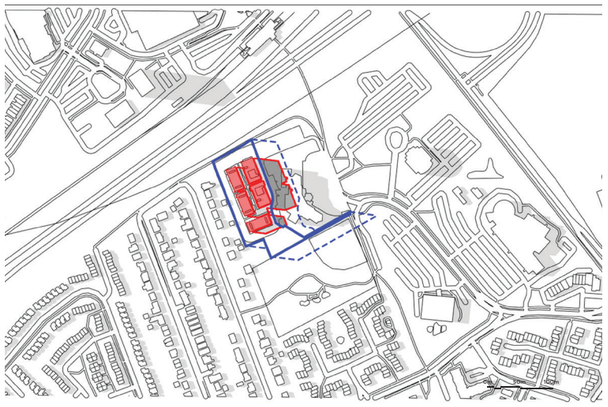

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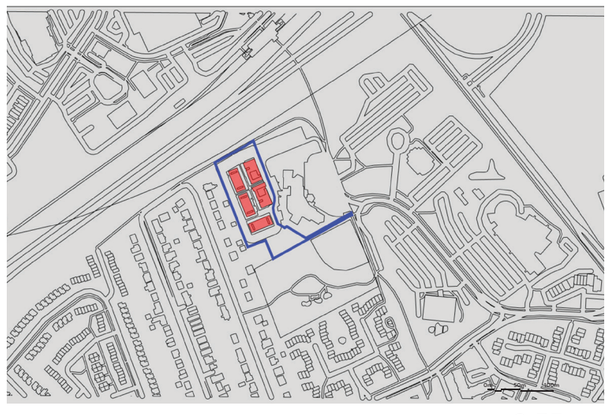

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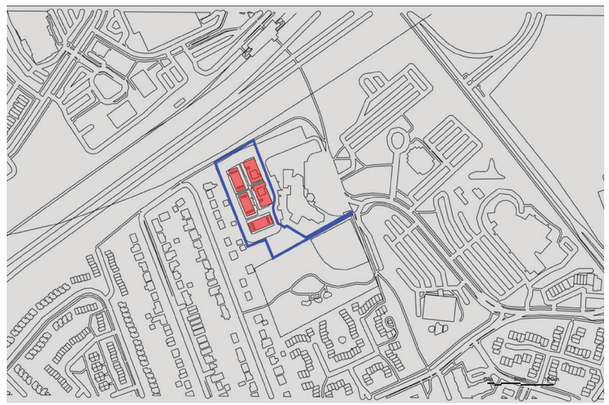
N

LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



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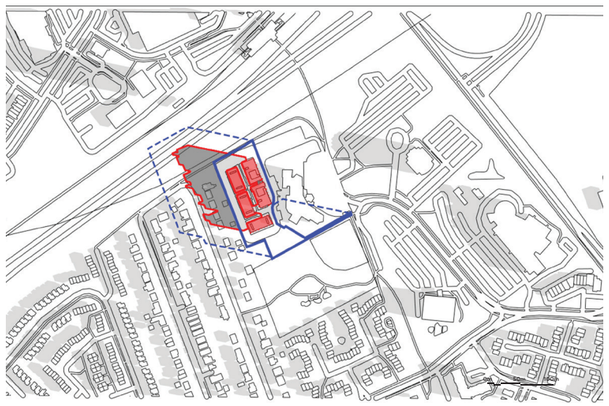

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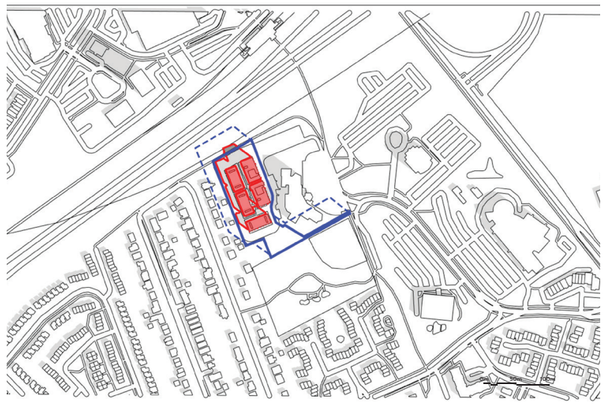

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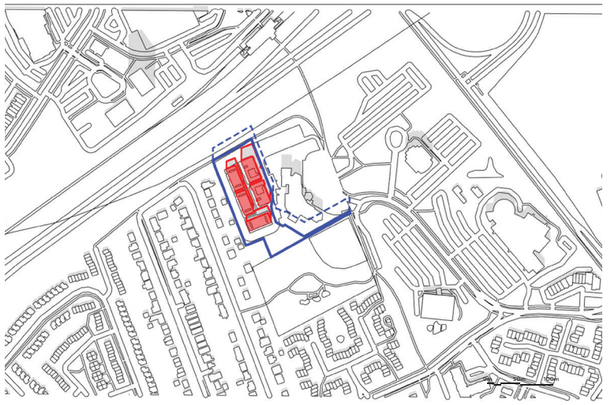

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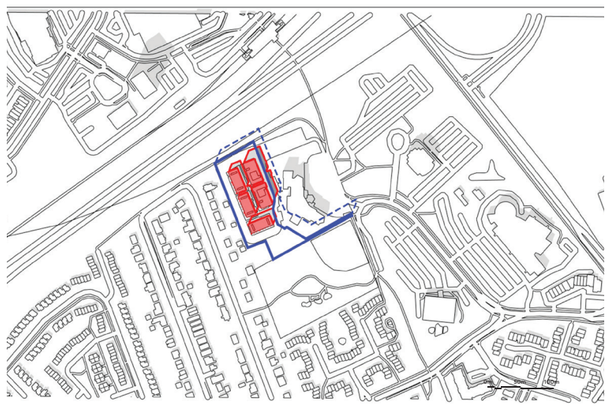

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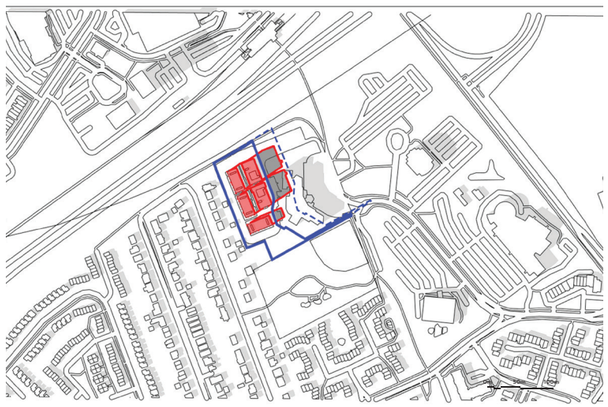

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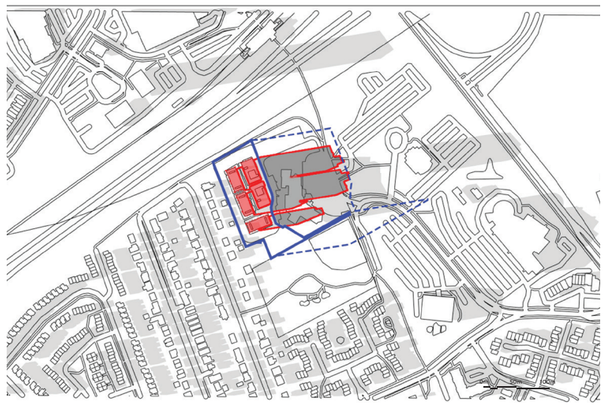

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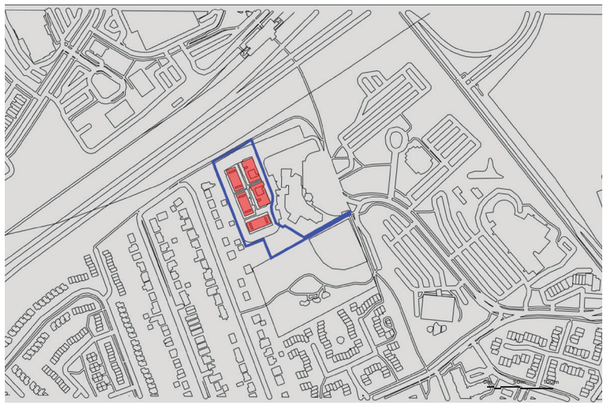

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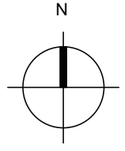
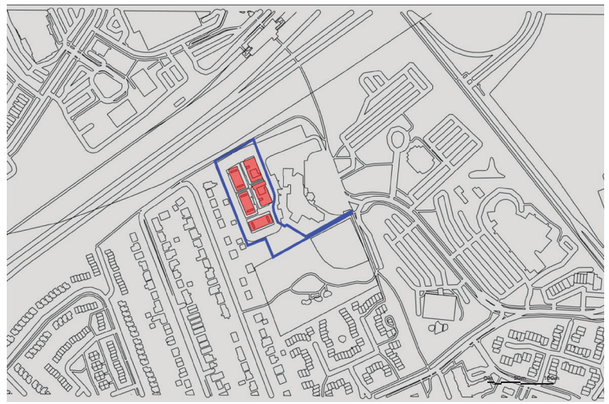


LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



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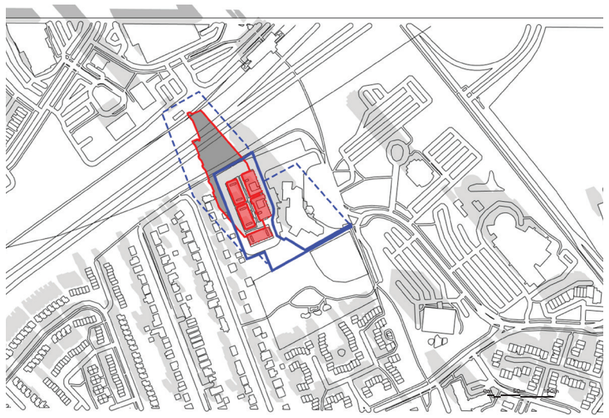

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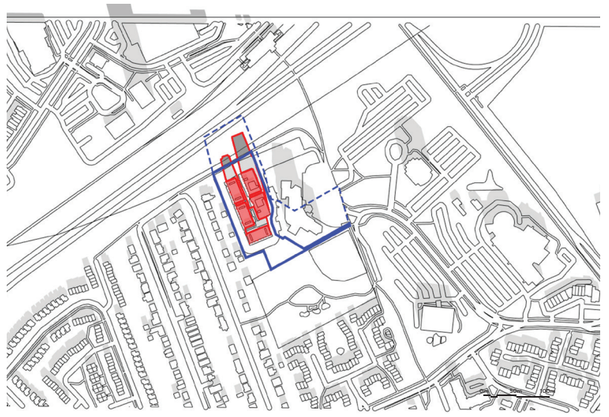

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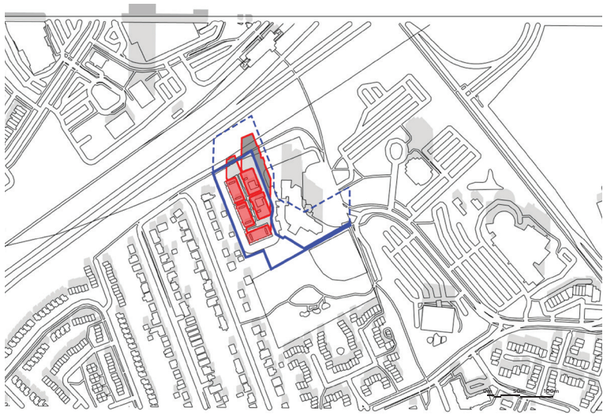

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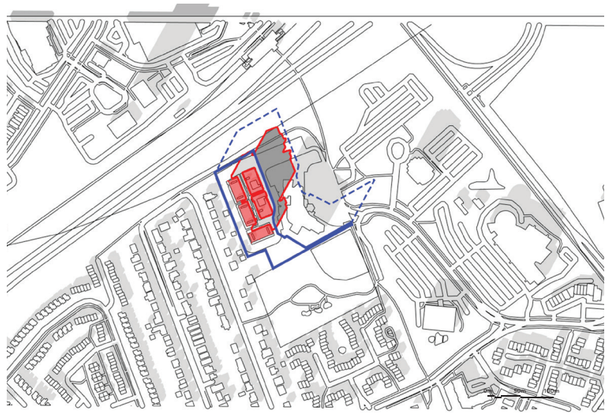

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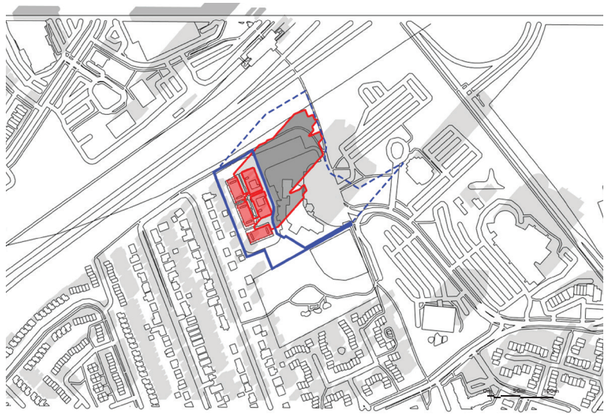

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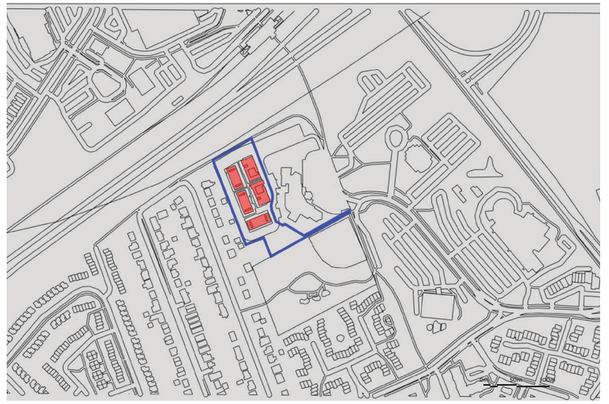

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N

LEGEND

- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE

Design Brief

The property located at 1600 James Naismith Drive is situated at the southwest corner of the Blair Road and the Queensway offramp. The proposed development introduces a range of built forms that are arranged to provide a transition in scale and massing to the surrounding context. Two six-storey mid-rise residential buildings are proposed along the eastern portion of the site, adjacent to an existing 8-storey residential building, with one level of underground parking below the mid-rises. Lower-scale 3.5-storey townhome blocks are proposed along the western edge of the site where they will transition to the adjacent single-family residential neighbourhood. This gradation in height and density achieves a sensitive transition from the existing eight-storey building to the low-rise residential neighbourhood to the west while making efficient use of the existing hardscaped parking lot.

The design places a strong emphasis on environmental sustainability through the reuse of the existing parking lot into multi-unit residential projects surrounded by proposed landscape strategies and improved stormwater management. The project will also incorporate light-coloured roofing membranes as the exposed roof finish to reduce solar heat absorption and mitigate the urban heat island effect. Asphalt roadways, dark-coloured asphalt surfaces and exposed tar-based roofing membranes are among the largest contributors to urban heat island impacts, and the proposed roofing system will help lessen these effects while improving the overall environmental performance of the development.

The layout places a strong emphasis on the public realm and shared outdoor spaces. Landscaped outdoor amenity areas are centrally located between the mid-rise buildings and townhomes, creating a cohesive pedestrian environment that supports walking, informal gathering, and passive recreation. These spaces are designed to function as a shared courtyard that visually and physically connects the various building types across the site. Additional amenity spaces include indoor common rooms within each mid-rise building, as well as private balconies and terraces for individual residential units in the mid-rise and townhome blocks, offering a balance of communal and private outdoor spaces.Bicycle parking is distributed throughout the site to support active transportation, including secure bicycle parking within the underground garage, outdoor bicycle parking areas, and bicycle storage at select basement unit landings. This approach improves accessibility and encourages cycling as a viable mode of transportation for residents.

The project also incorporates bird-friendly design principles in accordance with the City of Ottawa's Bird-Safe Design Guidelines. Bird-safe fritted glass is intended to be provided at large expanses of glazing, including the main building entrances and amenity rooms. Above the second floor, the residential buildings primarily utilize smaller punched windows. In addition, powder-coated black metal balcony railing systems have been selected in place of glass and aluminum railings to minimize reflective surfaces and further support bird-safe building design.
Each mid-rise building will contain 56 residential units, while the townhome blocks will provide 24 units per block. In total, Phase 2 will add 184 residential units to the neighbourhood, contributing to housing diversity through a range of unit types that respond to both the arterial road context and the adjacent low-rise residential area.

A cohesive architectural language across the site is established through a consistent palette of cladding materials, coordinated colour selections, and simple, legible building forms. Second-level overhangs and articulated volumes are used to reduce perceived massing and enhance the pedestrian experience at grade. While unified by this common expression, each building incorporates subtle variations in form and detailing to create visual interest across the development.

Sustainability Statement

The proposed development will incorporate multiple strategies to support sustainable design and energy efficiency. As a project located in Ontario, it will be subject to SB-10 of the Ontario Building Code, which mandates that energy performance exceeds the National Energy Code for Buildings (NECB) by at least 30% for buildings of this type. This regulation—effective since January 1, 2017—ensures that projects align with Ontario's progressive targets for greenhouse gas (GHG) emission reductions and energy conservation.

Situated on an existing asphalt parking lot, the project makes efficient use of previously developed land. It will revitalize the area while enhancing overall sustainability through more efficient land use and improved stormwater management opportunities. In addition, a portion of the site at the south-east corner of the property is dedicated to parkland and recreational spaces.

A key element of the design is the exterior pedestrian corridor, along with a network of interconnected paths woven between the buildings across the site. These new pedestrian routes and public spaces are intended to encourage healthier lifestyle choices, such as walking and cycling, while fostering everyday social interaction. The proposed exterior pedestrian corridor, enriched with a diverse range of vegetative cover, is not only a sustainable design strategy but also creates an enjoyable, inspiring, and human-scaled environment for residents and visitors alike.

Another sustainability feature will include bird-safe glazing treatments on large areas of glazing to mitigate bird collisions and enhance urban biodiversity. In addition, light-coloured roofing membranes will be incorporated to reduce heat absorption and mitigate the urban heat island effect.

These strategies reflect a commitment to responsible design, environmental stewardship, and alignment with both local and provincial sustainability objectives.

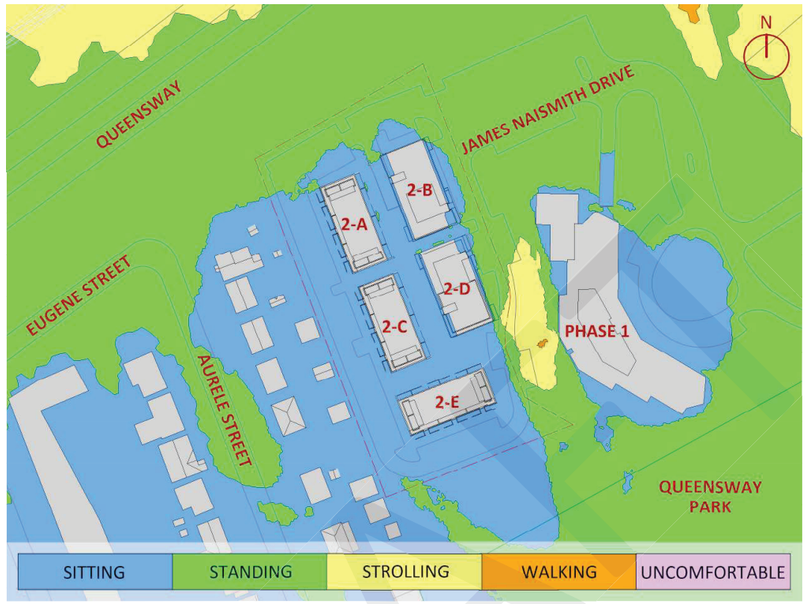

FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

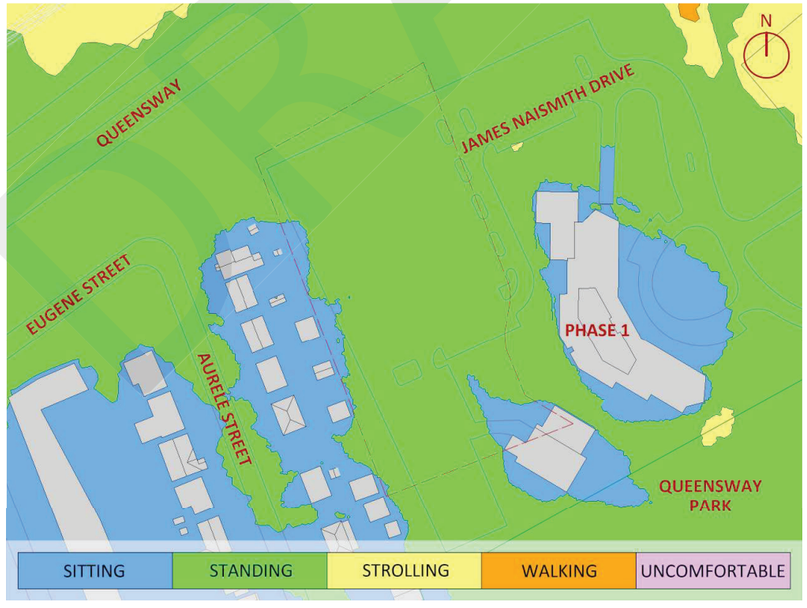

FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

GRADIENTWIND
ENGINEERS & SCIENTISTS

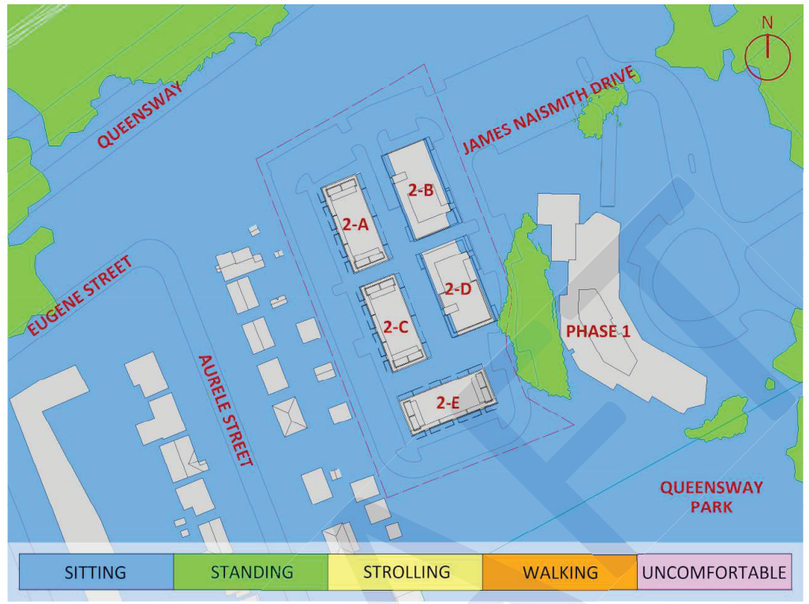

FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

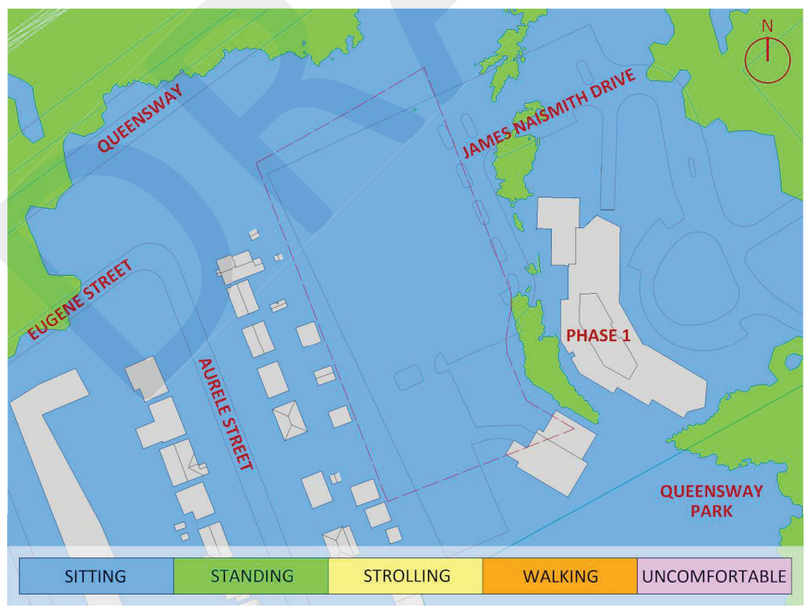

FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

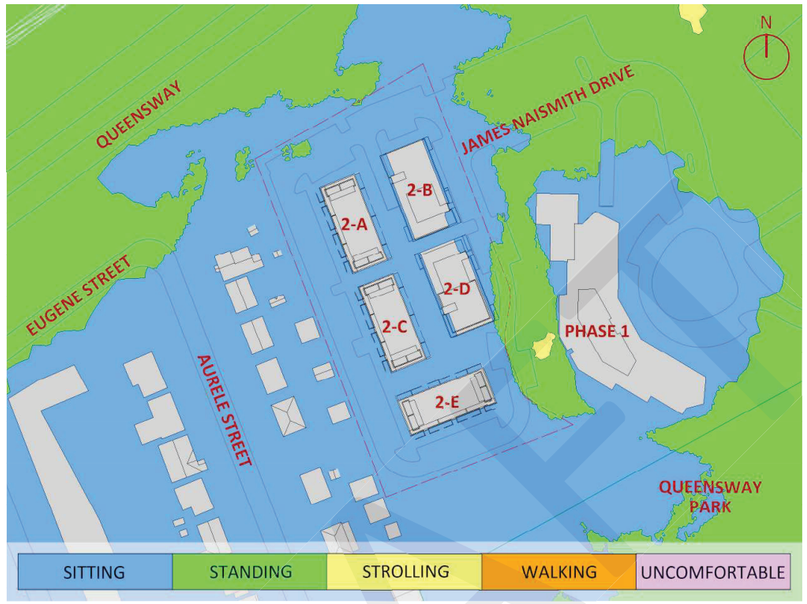

FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

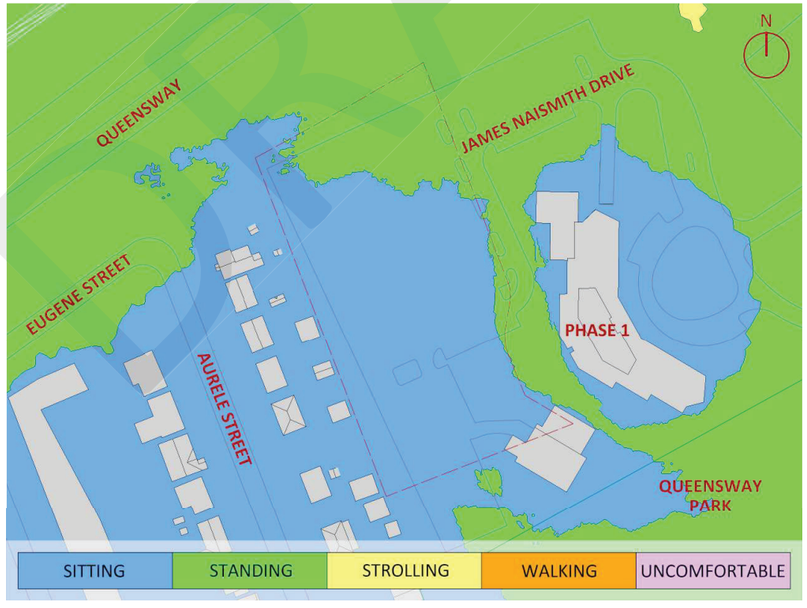

FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

GRADIENTWIND
ENGINEERS & SCIENTISTS

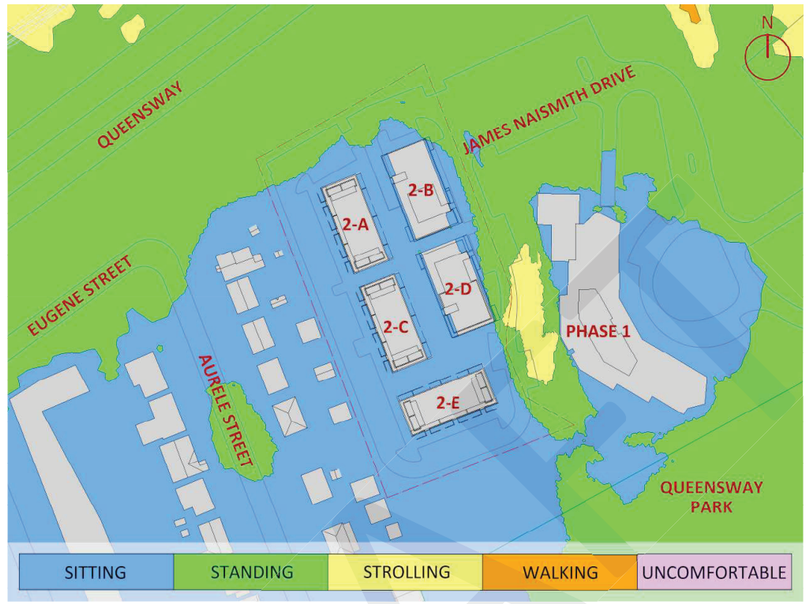

FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

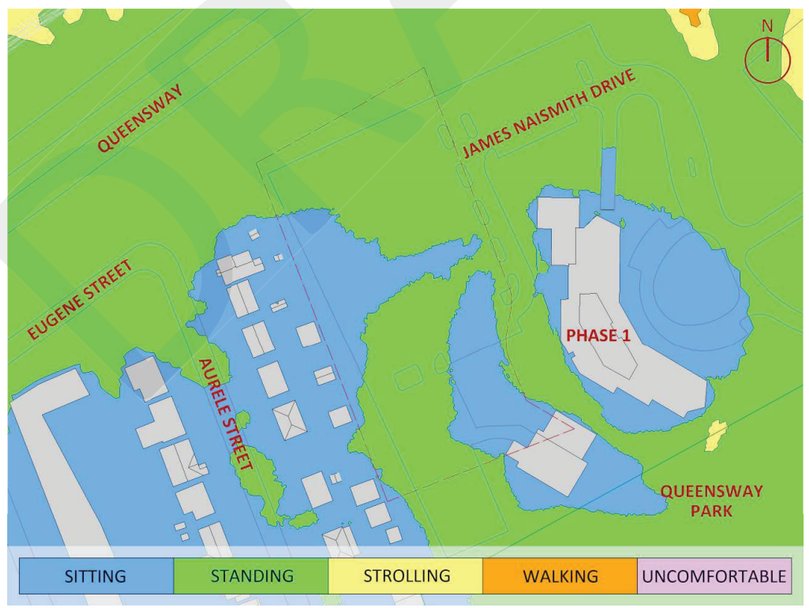

FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING