



500 - 508 Edgeworth Informal UDRP Design Brief May 21, 2026

Site, Context, and Analysis

2.1 Built and natural heritage assets on site and adjacent area.

Natural Heritage Assets:

- / NCC Lands: The area benefits from proximity to the NCC lands, including an extensive MUP network that supports active transportation and offers connectivity throughout the city.
- / Ottawa River: Located approximately 860 meters north of the subject property, the river provides scenic views of downtown Ottawa and a range of recreational opportunities, including walking and cycling along the riverside MUP, boating, swimming, etc.
- / Mud Lake Conservation Area: A regionally significant ecological area known for its biodiversity. Offers passive recreational amenities such as bird watching and walking trails and contributes to local conservation efforts.
- / Britannia Beach & Park: A popular recreational destination offering swimming, picnicking areas, volleyball courts, a playground, and cultural events. The adjacent Britannia Park also includes a soccer field and open green space.

Built Heritage & Community Assets:

- / Planned MUP and Sidewalk: As part of this development proposal, a new MUP and sidewalk will enhance local walkability and integrate with the existing citywide active transportation network.
- / Community Garden: Located approximately 225 meters north of the site, the community garden fosters local engagement and food production.
- / Carlingwood Shopping Centre: Approximately 1 km east of the site, this well-established commercial and cultural hub provides diverse retail and service offerings.
- / Lincoln Fields Transit Station: The existing bus and forthcoming LRT station offers efficient transit connections to major citywide destinations, including other cultural and built heritage assets.



Site, Context, and Analysis

2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property benefits from excellent access to public transit, with numerous bus routes operating in close proximity. It is located approximately 300 meters walking distance from Lincoln Fields Station, a major transit hub along the Transitway, with the following transit services:

- / Frequent Rapid Bus Routes: Routes 11, 57, 61, 62, 63, 74, 75, and 85 serve Lincoln Fields Station, offering service approximately every 15 to 20 minutes.
- / Local and Connection Routes: Additional routes including 51, 60, 66, 67, 73, 82, 153, 256, 261, 262, 263, 265, 266, 275, 277, 279, 301, 303, and 305 also connect through Lincoln Fields Station. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, providing service through Lincoln Fields, and connecting to a newly created line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

Furthermore, as identified in Figure 2 below, planned transit improvements along Carling Avenue will further enhance the area's public transit network. While the figure identifies these improvements as LRT, the City has recently released Phase 5 (the final phase) of the Transportation Master Plan (TMP) consultation process, which updates the corridor to a Bus Rapid Transit (BRT) designation. This shift from LRT to BRT is not anticipated to impact transit capacity or diminish the corridor's suitability for future development. From a planning and development perspective, the BRT investment continues to represent a high-quality, high-capacity transit corridor that supports intensification and transit-oriented development objectives.



Figure 2: Transit network (Schedule C2 of the Official Plan)

Site, Context, and Analysis

2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property is well connected to the surrounding local and regional road network and is located on Edgeworth Avenue, a local road, as designated in Schedule C4 of the Official Plan (Figure 3). The subject property benefits from its position near Carling Avenue, an Arterial Road. Arterial roads are major roads of the city that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities. Edgeworth Avenue is a local road.

Carling Avenue provides direct access to Highway 417 with both east and westbound ramps, supporting regional mobility within Ottawa and the broader region. The Kichi Zibi Mikan Parkway, located approximately 200 metres from the subject property, is a federally owned road that offers efficient vehicular access along a designated Scenic Capital Entry Route (Schedule C13), with views of the Ottawa River and Parliament Hill.

This location supports efficient vehicular circulation and strong regional and local accessibility.



Figure 3: Urban road network (Schedule C4 of the Official Plan)

Site, Context, and Analysis

2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property benefits from excellent access to high-quality cycling infrastructure, supporting active and sustainable transportation. Approximately 80 metres east of the subject property is the NCC’s extensive multi-use pathway (MUP) network, offering convenient and continuous cycling infrastructure across the city. To the south, the MUP links with Baseline Road, which currently features some fragmented cycling infrastructure. However, the City’s Transportation Master Plan envisions significant improvements in this area, with the planned Cross-Town Bikeways, particularly along Baseline Road, set to enhance cycling connectivity and support a more robust and integrated active transportation network.

The proposed development includes a new MUP, connecting through the site, and contributing to the active transportation network within the area.



Figure 4: Active transportation network surrounding the subject properties (Transportation Master Plan – Map 1, Cycling Network)

Site, Context, and Analysis

2.2 Mobility networks, such as transit stations, street networks, cycling facilities, pedestrian routes and connections, and parking

The subject property has been identified in Lincoln Fields Secondary Plan as a suitable location for a public active transportation connection in the form of a Multi-Use Pathway (MUP). The proposed MUP runs along the northern edge of the property, set back 3 metres from the northern interior side lot line, and is designed with a 3-metre width to comfortably accommodate bi-directional movement for pedestrians, cyclists, and other active modes of transportation. This pathway will connect to the future sidewalk planned for the west side of Edgeworth Avenue, extend across the subject property, and continue westward to link with the NCC's lands and the existing NCC MUP, supporting broader connectivity within the area's active transportation network.

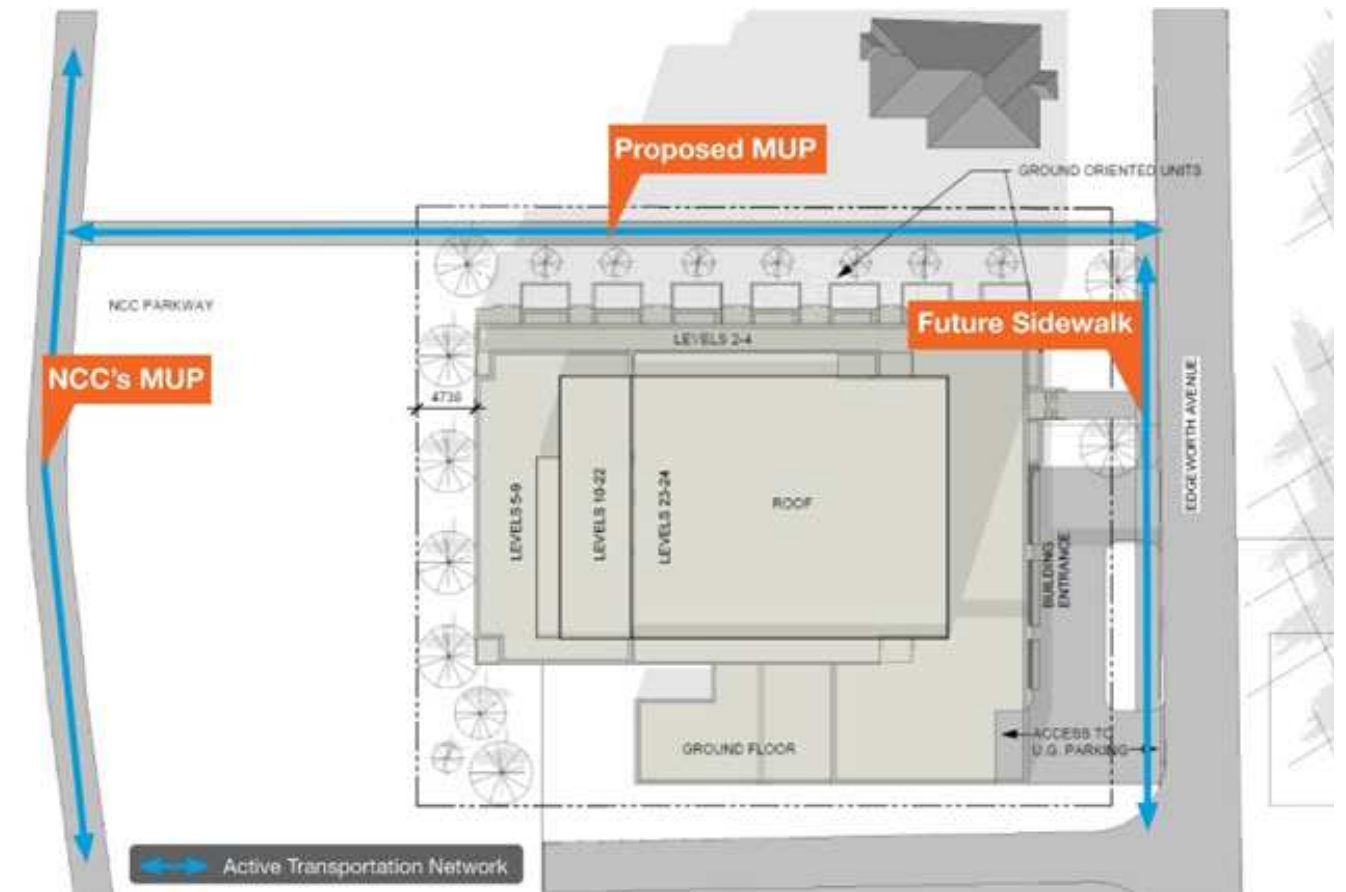


Figure 5: Active Transportation network in and around the subject property

Site, Context, and Analysis

2.3 Future and current development proposals on adjacent properties.

RIOCAN LINCOLN

The RioCan Lincoln site, currently occupied by low-rise commercial buildings and extensive at-grade surface parking. This site is proposed to be redeveloped with high-rise, mixed-use buildings.

1299 RICHMOND

ZBLA and SPC for a high-rise mixed-use development consisting of two towers of 28 and 30 storeys on a 5-storey base podium. The proposal includes 588 dwelling units, 734 square metres of commercial space, 6,315 sq m of amenity space, 292 vehicle parking spaces and 583 bicycle parking spaces.

1047 RICHMOND

A Site Plan Control application to construct Tower A (Phase 1), a high-rise mixed-use building with underground parking, and to provide parkland. The proposed development includes 423 residential units, 497.7 square metres of commercial space, 254 vehicle parking spaces and 528 bicycle parking spaces.

100 NEW ORCHARD

Zoning By-law Amendment to permit the development of a high-rise residential development of fourteen (14) storeys. Active but pending (2018).



Site, Context, and Analysis

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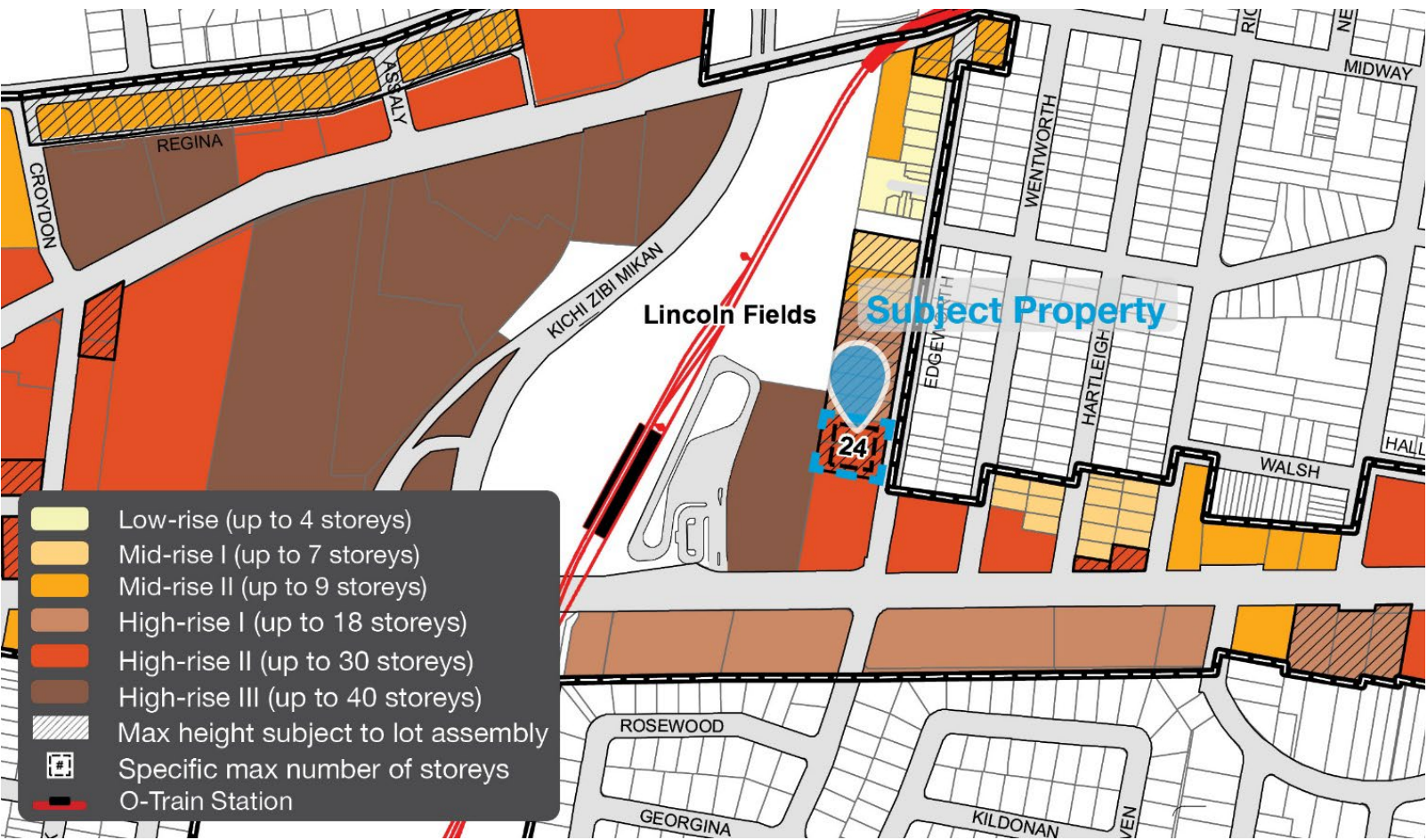


Figure 19: Lincoln Fields Secondary Plan – Schedule B – Maximum Building Heights

Site, Context, and Analysis

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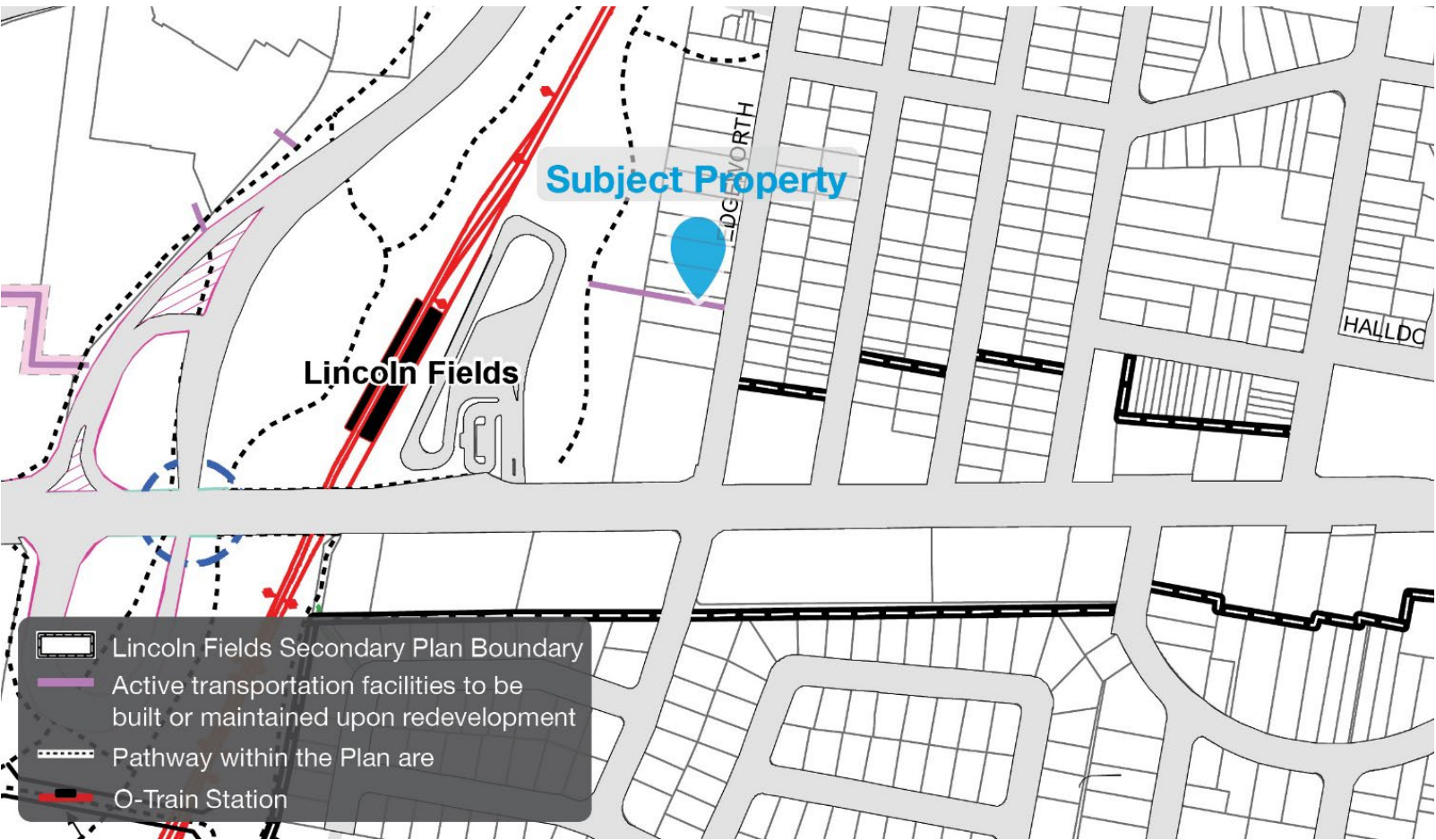


Figure 20: Lincoln Fields Secondary Plan – Schedule C – Mobility and Connectivity

Site, Context, and Analysis

2.3 Future and current development proposals on adjacent properties.

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Figure 21: Lincoln Fields Conceptual Master Plan prepared by RLA Architecture dated June 2023; the plan lays out eleven (11) high-rise towers with mid and low-rise podia and a projected ~3,100 residential units.

Design Research

3.2 Massing of the proposed development in the planned context. The planned context may be represented by the current zoning permissions OR policy criteria if zoning is not in keeping with Official Plan direction.

It is also important to note that the evolving and planned context for Edgeworth Avenue is significantly developed from its current state. The properties to the north of the subject property, along the west side of Edgeworth Avenue, are designated for high-rise development of up to 18 storeys, while the abutting lands to the south are planned for 30 storeys, and the abutting lands to the west are planned for up to 40 storeys. Considering this, the current building design is highly responsive to the existing, evolving, and planned context, and represents an appropriate and compatible form of intensification.

Figure 8 depicts the massing transition under a “low-projection” scenario, in which future development to the north occurs without lot amalgamation and is limited to buildings up to 7 storeys in height. Figure 9 below depicts a “high-projection” scenario, where development directly north of the subject property reaches 18 storeys. In both cases, the proposed massing transition remains appropriate and context sensitive.

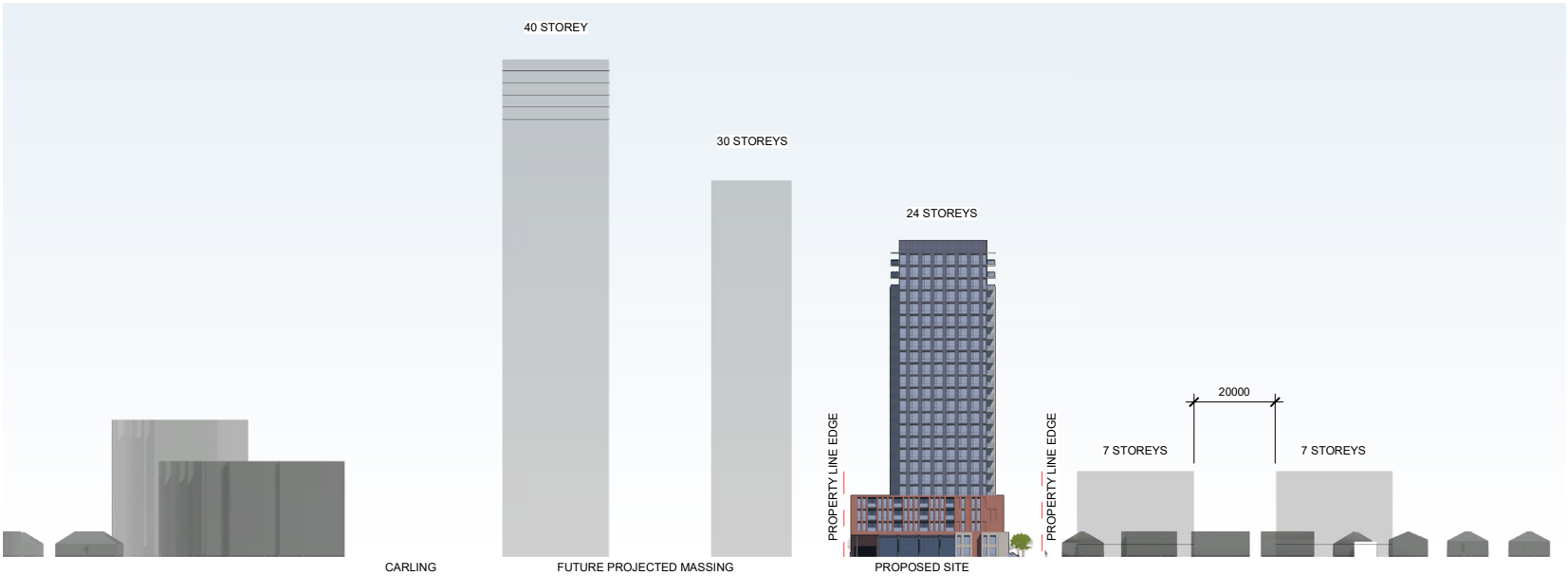


Figure 8: Low-projection massing transition along the west side of Edgeworth Avenue (Source: RLA Architecture)

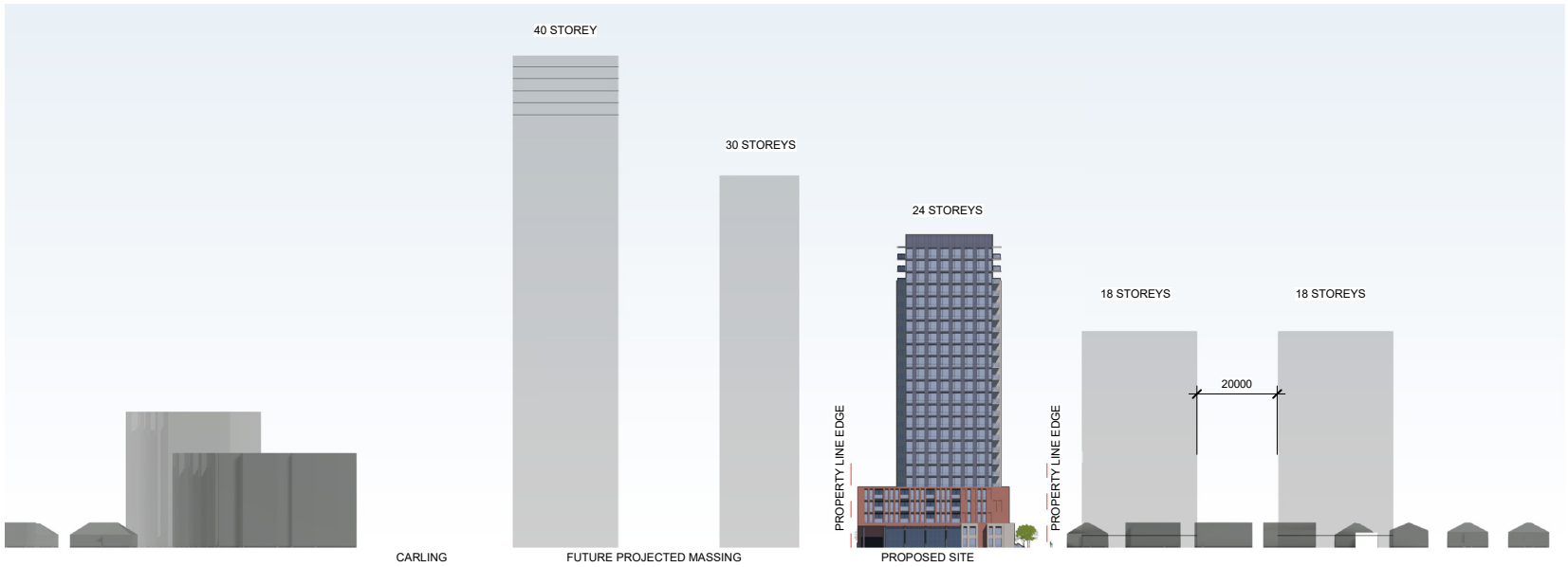


Figure 9: High-projection massing transition along the west side of Edgeworth Avenue (Source: RLA Architecture)

Design Research



Figure 10: Massing exercise showing the proposed densities established in the Official Plan (Source: Fotenn Planning + Design)

Design Research



Figure 11: Massing exercise showing the proposed heights established in the Secondary Plan (Source: Fotenn Planning + Design)

Design Research

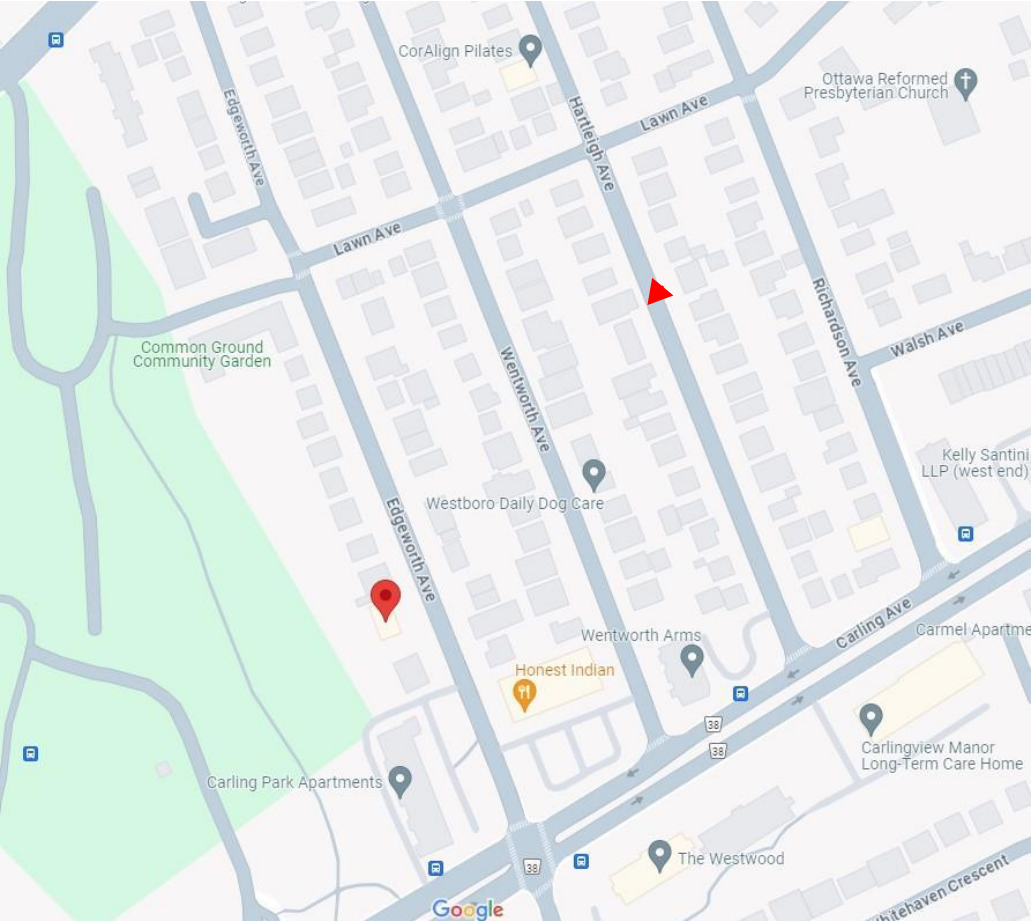


Figure 12a: VIEW from Hartleigh Avenue. View from the adjacent low-rise neighbourhood, demonstrating how the proposal integrates without overwhelming adjacent low-rise context

Design Research

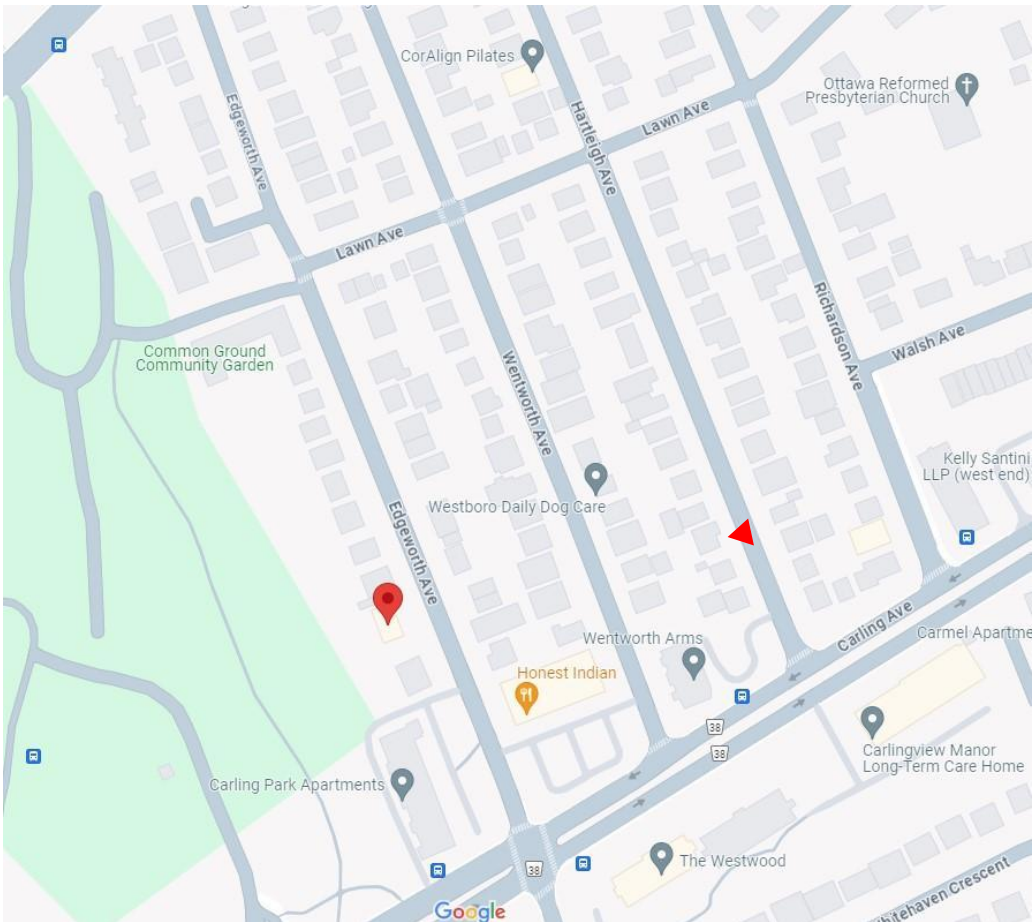


Figure 12b: VIEW from Hartleigh Avenue south (near Carling). View from the adjacent low-rise neighbourhood, demonstrating how the proposal integrates without overwhelming adjacent low-rise context

Design Research

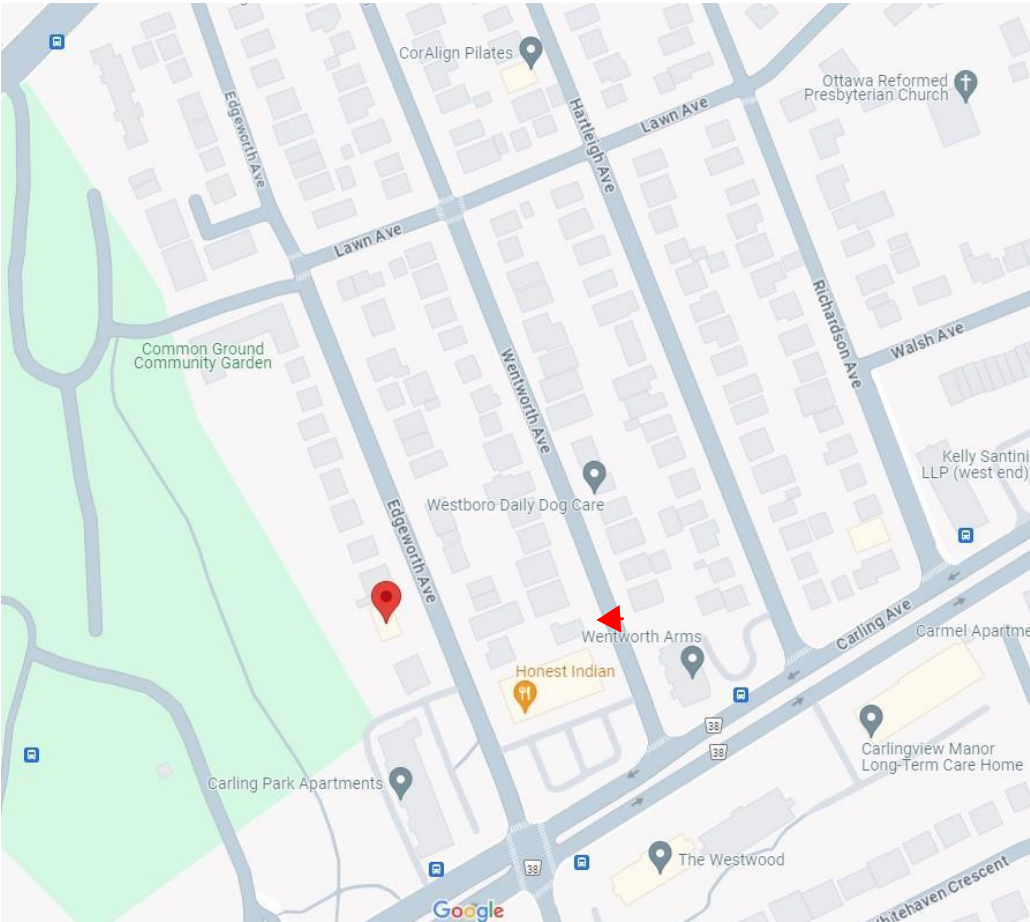


Figure 12c: VIEW from Wentworth Avenue south (near Carling). View from the adjacent low-rise neighbourhood, demonstrating how the proposal integrates without overwhelming adjacent low-rise context

Design Research

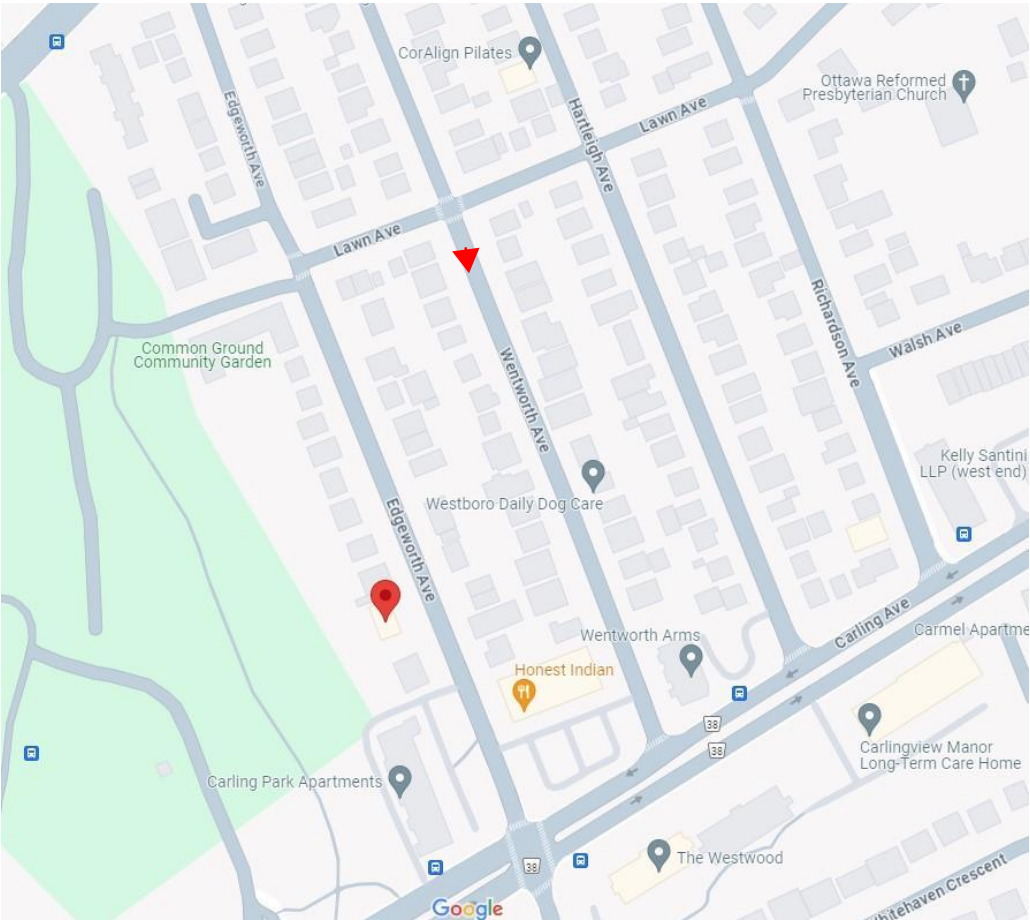
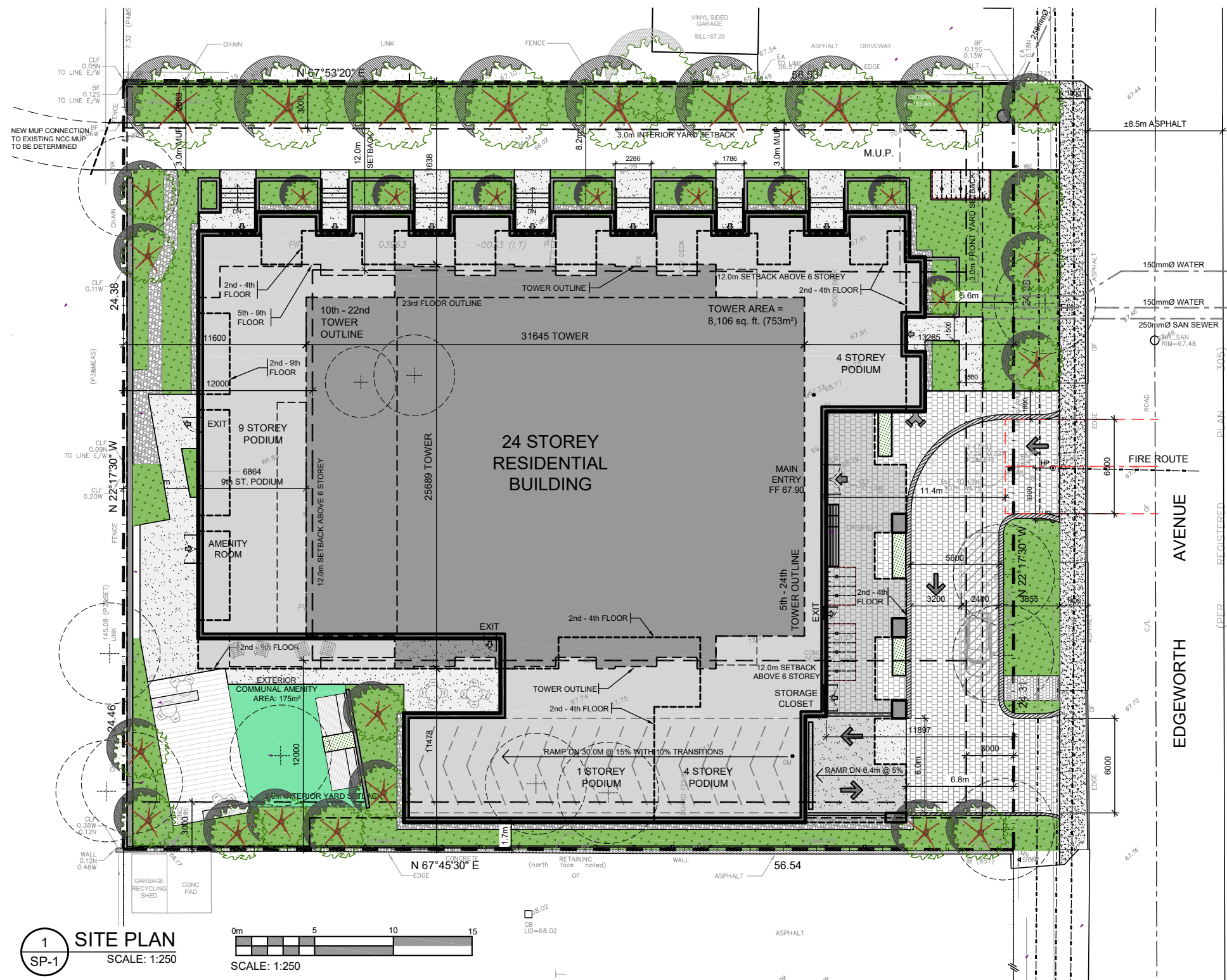


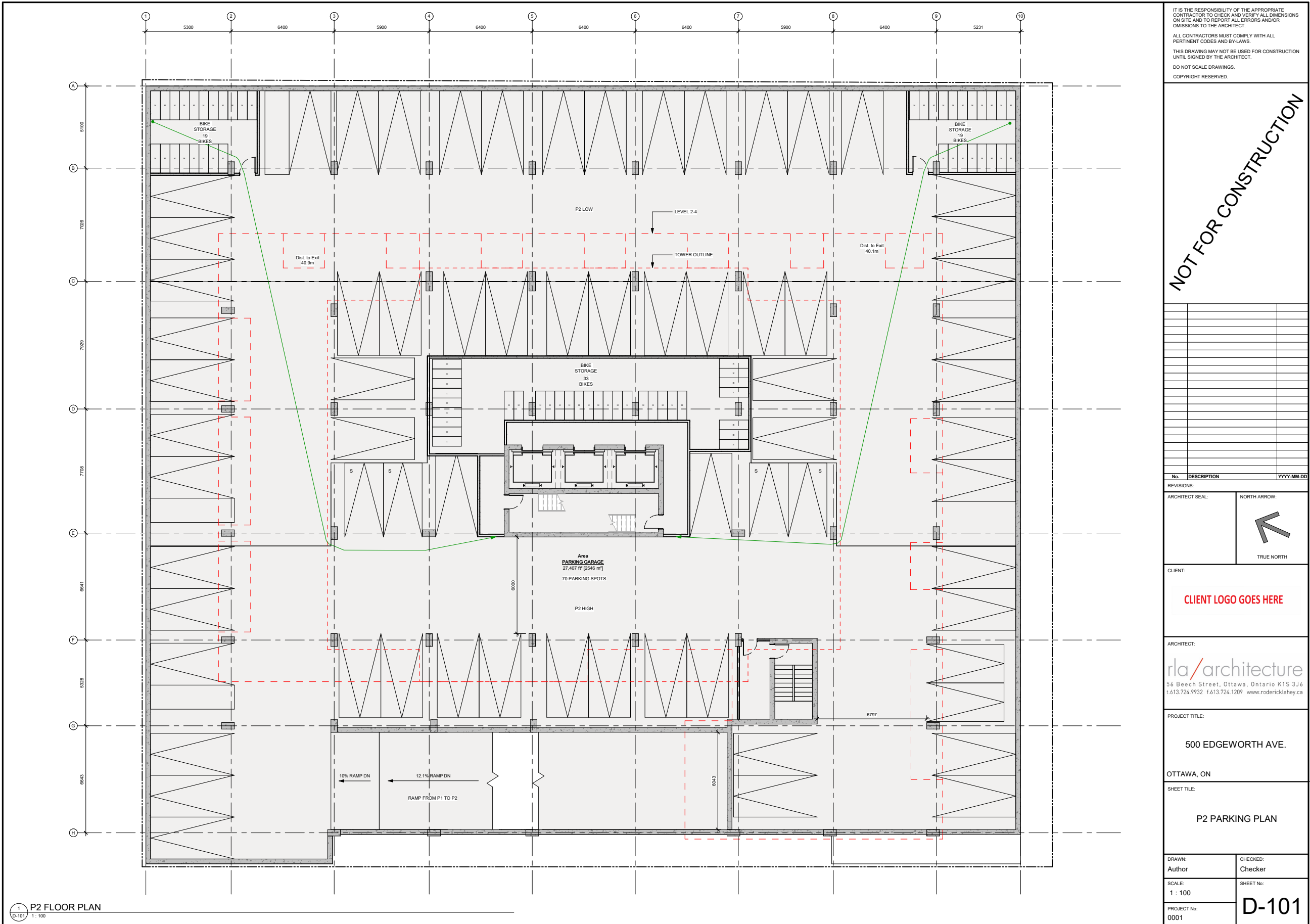
Figure 12d: VIEW from Wentworth Avenue. View from the adjacent low-rise neighbourhood, demonstrating how the proposal integrates without overwhelming adjacent low-rise context

SITE PLAN



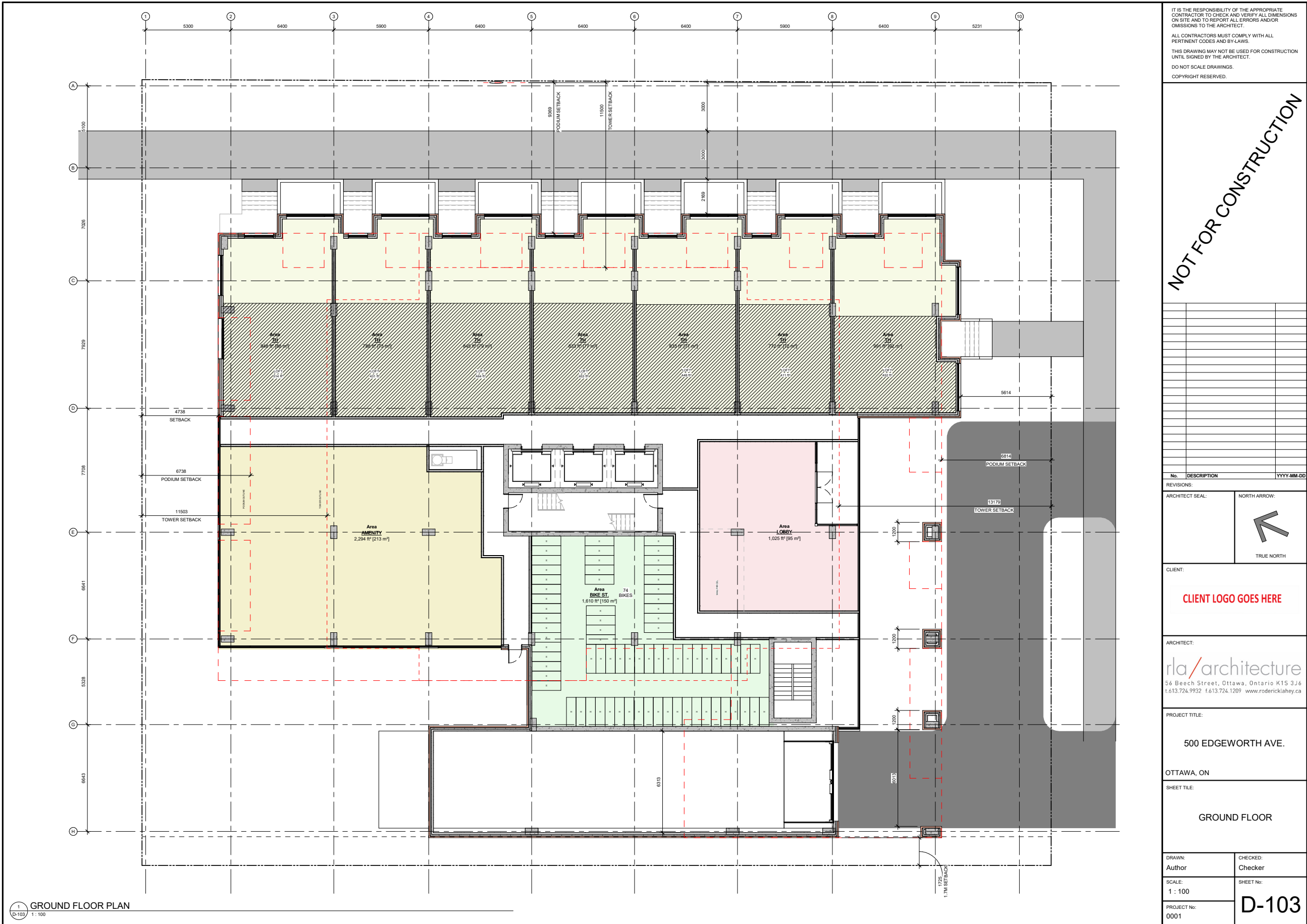
PROJECT INFORMATION			
Zoning By-law 2008-250 Consolidation	R2F	SITE AREA	0.27 ha, 2,756.6 sq. m, 29,672 sq. ft.
ZONING		REQUIRED	PROVIDED
ZONE		R2F	R2F
BUILDING HEIGHT		NOT NOTED	24 STOREYS / 77.0m
GRADE: PRELIMINARY ESTIMATE		67.50m ASL	67.00m ASL
DENSITY - GFA		n/a	6.1
FRONT YARD SETBACK		3.0m	5.6m
FRONT YARD SETBACK: 2nd to 7th FLOOR SETBACK		+2.5m	5.6m
INTERIOR YARD SETBACK: ABUTTING RESIDENTIAL ZONE		3.0m	1.7m
INTERIOR YARD SETBACK: ABOVE THE 6th STOREY		12.0m	1.7m
REAR YARD SETBACK: ABOVE THE 6th STOREY		12.0m	4.7m
REAR YARD SETBACK: ABOVE THE 9th STOREY		12.0m	11.6m
AMENITY AREA - TOTAL 6.0m² PER UNIT		1,572.0m²	1,900.0m²
AMENITY AREA - 50% COMMUNAL PER UNIT		786.0m²	900.0m²
AMENITY AREA - 2% OF LOT AREA: @ GRADE EXTERIOR		55.1m²	175.0m²
VEHICLE PARKING: RESIDENTIAL - 0.5 PER UNIT AFTER 12		125	98
VEHICLE PARKING: VISITOR - 0.1 PER UNIT AFTER 12		25	25
VEHICLE PARKING: MAXIMUM - 1.75 PER UNIT		459	123
BICYCLE PARKING: LONG-TERM - RESIDENTIAL - 1.0 PER UNIT		262	262
BICYCLE PARKING: SHORT-TERM - RESIDENTIAL - 2 + 1.0 PER 20 UNITS		16	16
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH		6.0m	5.4m
BUILDING STATISTICS		BICYCLE PARKING (262 UNITS)	
GROSS BUILDING - AREA (CITY OF OTTAWA'S G.F.A. DEFINITION)		REQUIRED	
PARKING LEVEL		RESIDENCE: LONG-TERM - 1.0 PER UNIT	
GROUND FLOOR		RESIDENCE: SHORT-TERM - 2+ 1 PER 20 UNITS	
MEZZANINE - UPPER TOWNHOUSE LEVEL		TOTAL	
2nd - 4th FLOOR		PROVIDED	
5th FLOOR		EXTERIOR	
6th - 9th FLOOR - PODIUM		GROUND FLOOR	
10th & 22nd FLOOR - TOWER		PARKING GARAGE: P1	
23rd FLOOR		PARKING GARAGE: P2	
24th FLOOR		TOTAL	
25th MECHANICAL PENTHOUSE		AMENITY SPACE	
TOTAL AREA		AT GRADE TERRACE - COMMUNAL =	
TOWER FOOTPRINT AREA		GROUND FLOOR INTERIOR - COMMUNAL =	
UNIT STATISTICS		TERRACE - PRIVATE =	
TOWNHOUSE (2 LEVEL)		BALCONIES - PRIVATE =	
STUDIO UNIT		23rd FLOOR AMENITY ROOM =	
1 BEDROOM UNIT		23rd FLOOR AMENITY TERRACE =	
1 BEDROOM + DEN UNIT		TOTAL =	
2 BEDROOM UNIT		TOTAL COMMUNAL =	
2 BEDROOM + DEN UNIT		REQUIRED - 6.0m² PER UNIT (262) =	
3 BEDROOM		REQUIRED COMMUNAL @ 50% =	
TOTAL		WASTE REQUIREMENT (262 UNITS)	
CAR PARKING AREA 'X' on SCHEDULE 1A		GARBAGE - 0.11 PER UNIT	
MINIMUM REQUIRED		RECYCLING GMP - 0.018 PER UNIT	
RESIDENCE - 0.5 PER UNIT (AFTER 12)		RECYCLING FIBER - 0.038 PER UNIT	
VISITOR - 0.1 PER UNIT (AFTER 12)		COMPOST - 240L PER 50 UNITS	
TOTAL		LOT COVERAGE	
PROVIDED		PAVED SURFACE =	
RESIDENCE - 0.37 PER UNIT		BUILDING FOOTPRINT =	
VISITOR - 0.1 PER UNIT		LANDSCAPE OPEN SPACE =	
TOTAL		TOTAL =	

PLANS P2 Parking level



PLANS P1 Parking level



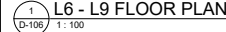


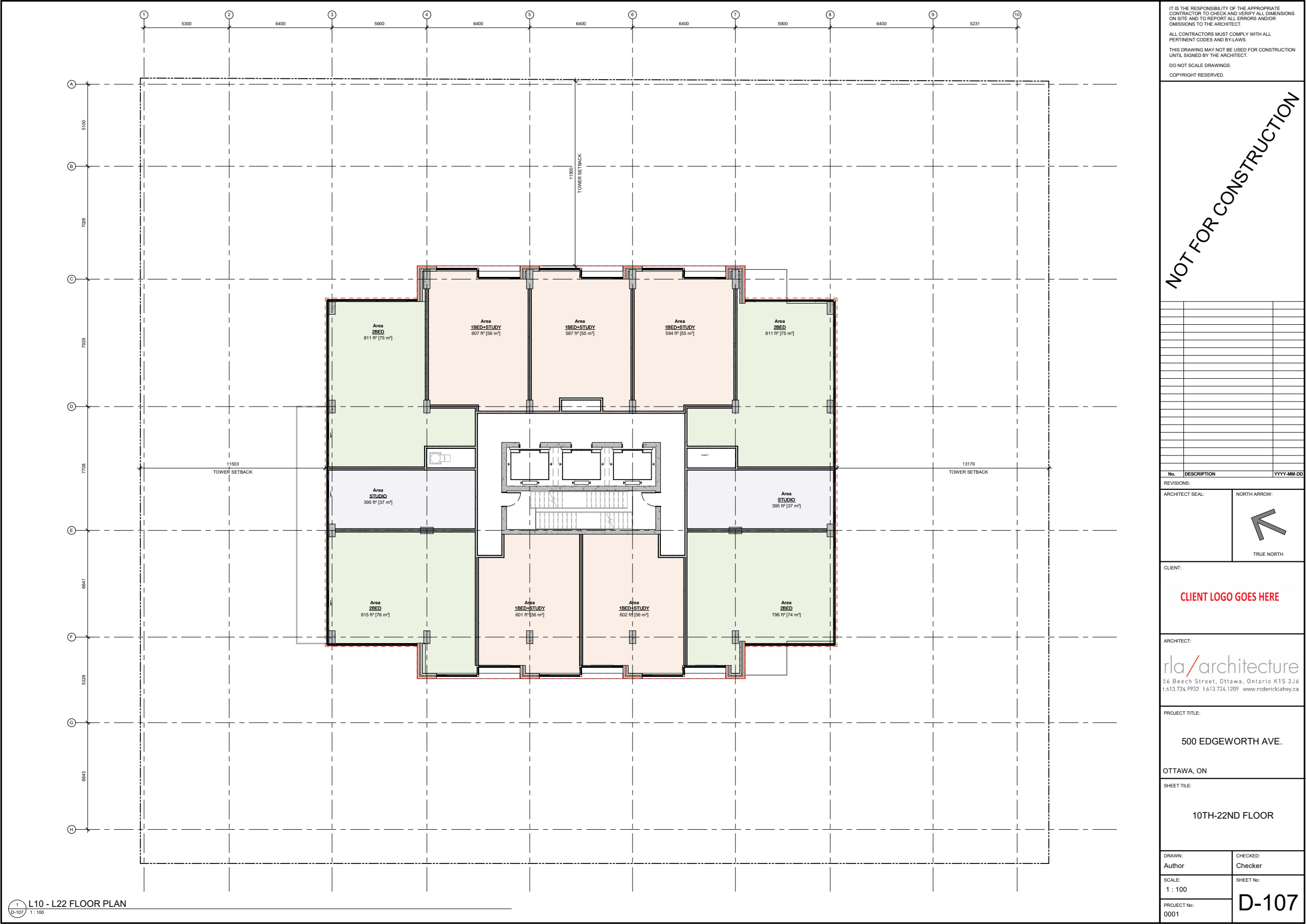
PLANS Typical L2- L4





PLANS Typical L6- L9





ELEVATIONS left: East elevation (facing Edgeworth Avenue) right: West elevation facing Lincoln Fields LRT station and NCC green space



ELEVATIONS left: South elevation right: North elevation facing Multi-Use Pathway connecting Edgeworth Avenue to NCC green space.





NORTH AND SOUTH ELEVATION

SCALE: 1 : 400

DATE: 2025-03-14

WITHOUT PREJUDICE

500 EDGEWORTH AVE.

OTTAWA, ON

DRAWN BY
Author

SHEET #
D201

PROJ. No. 0001

ELEVATION STREET WALL STUDY below: study of 24-storey massing on subject site with future projected massing on either side of property (30-storeys at left, 7-storeys at right)



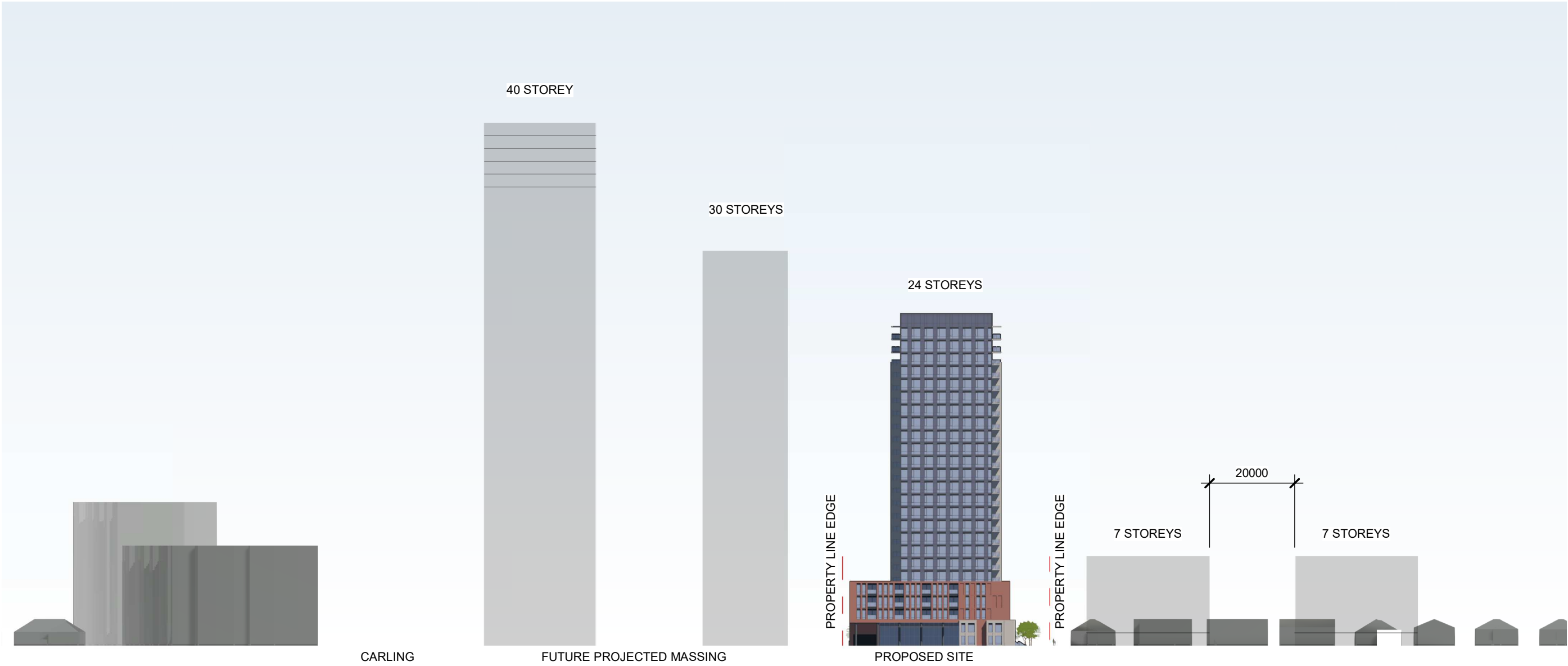
ELEVATION STREET WALL STUDY below: study of 24-storey massing on subject site with future projected massing on either side of property (30-storeys at left, 18-storeys at right)



ELEVATION STREET WALL STUDY below: study of 24-storey massing on subject site with existing context modelled at left

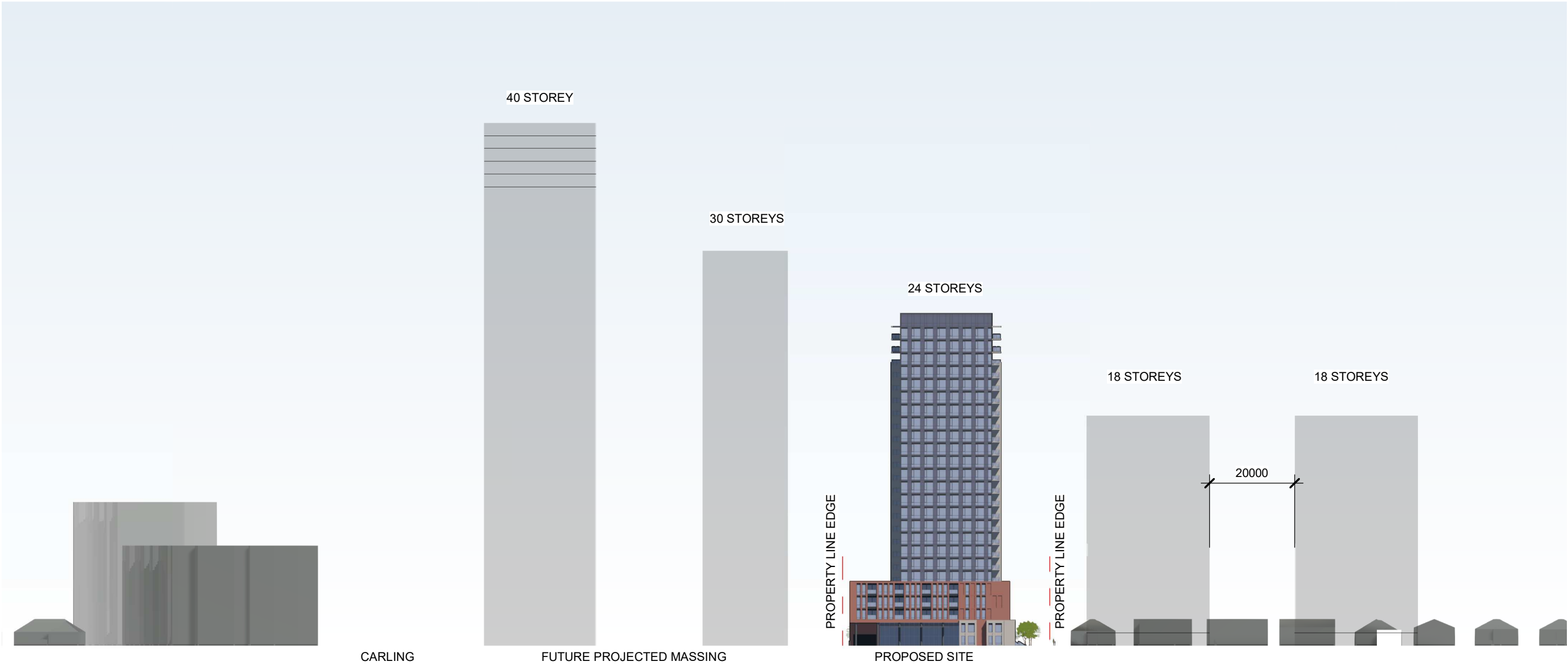


ELEVATION STREET WALL STUDY below: study of 24-storey massing on subject site with future projected massing and transition under a ‘low-projection’ scenario, which future development to tthe north (at-right of subject site) occurs without lot amalgamation and is limited to buildings up to 7-storeys in height.

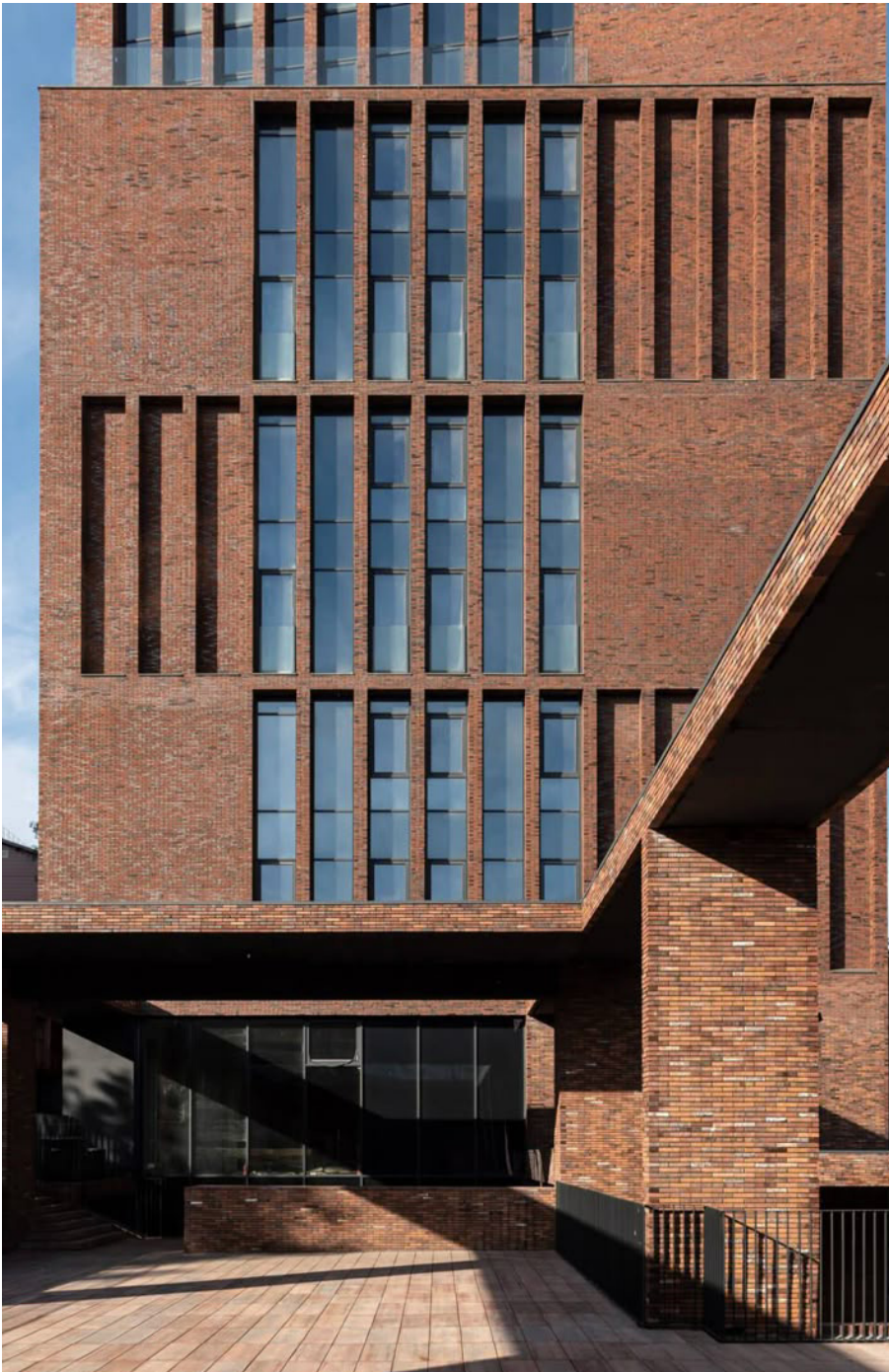


ELEVATION STREET WALL STUDY

below: study of 24-storey massing on subject site with future projected massing and transition under a ‘high-projection’ scenario, where development directly north of the subject property reaches 18-storeys. In both the low and high-projection scenarios the proposed massing transition remains appropriate and context sensitive.



MATERIAL PRECEDENTS Podium form is primarily red brick. traditional material + modern form



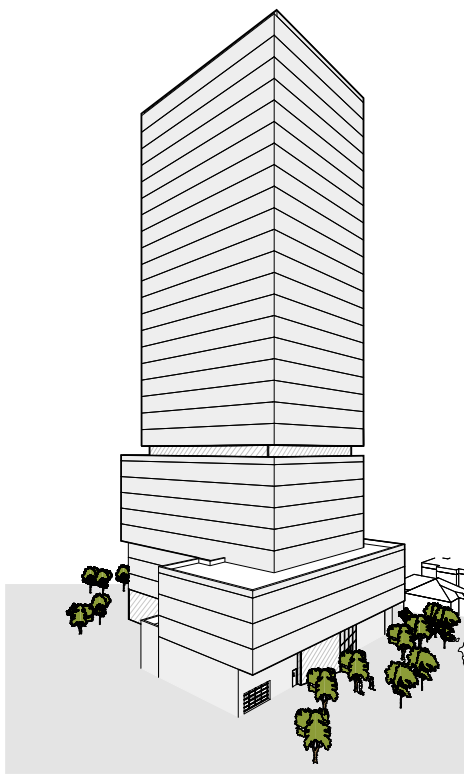
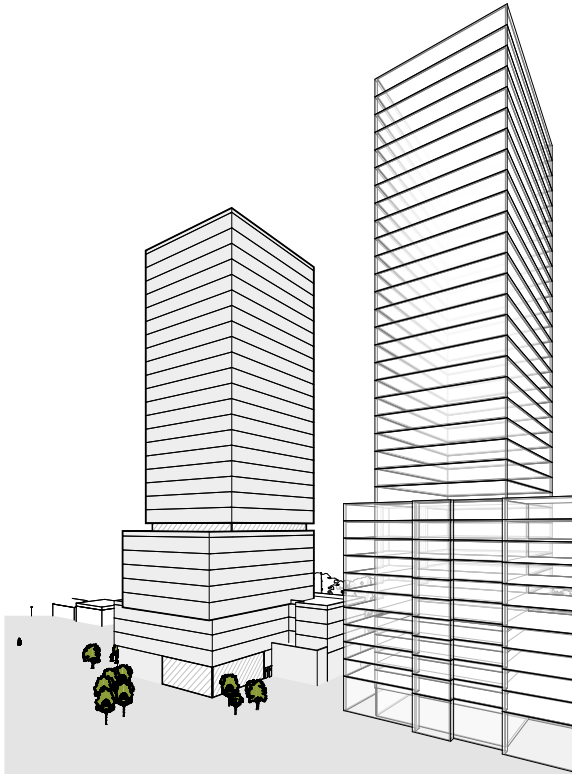
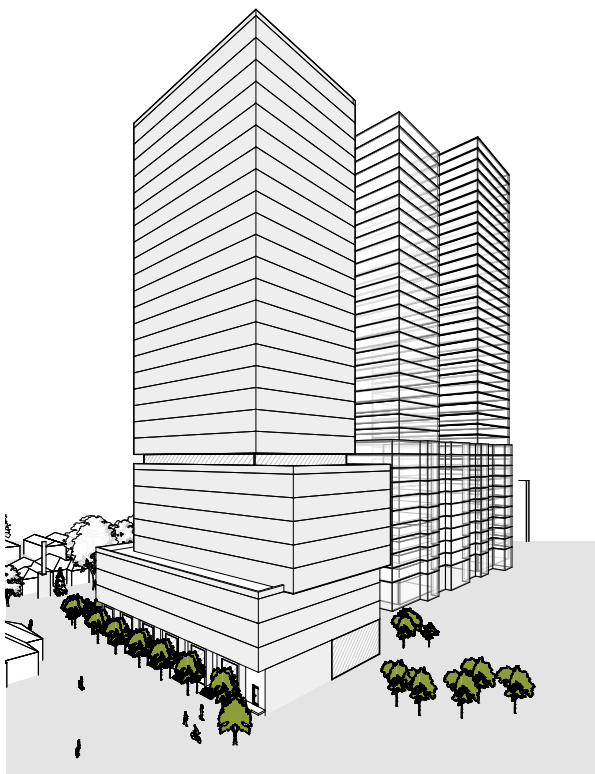
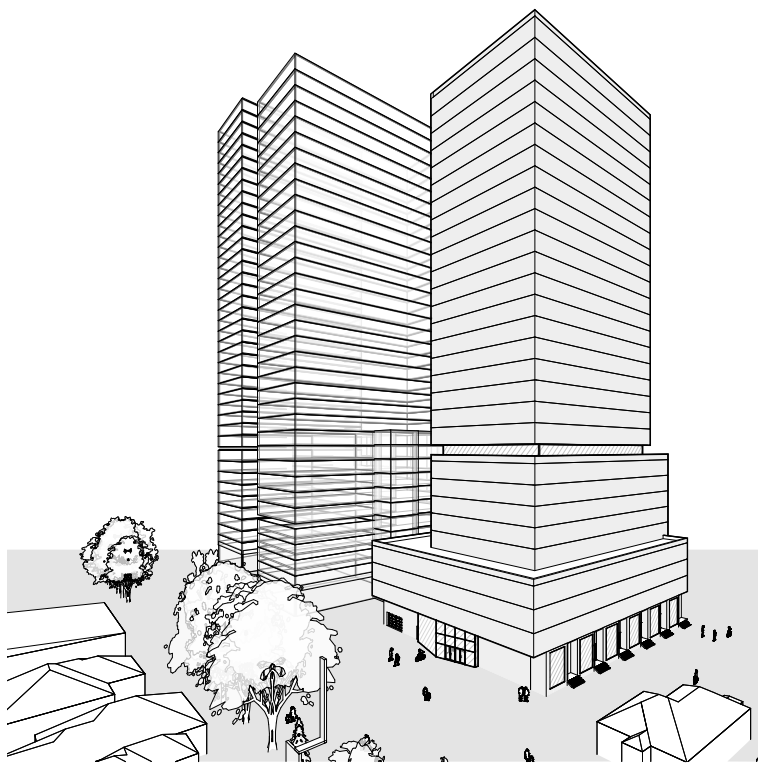
MATERIAL PRECEDENTS Primary glass tower form is articulated with foregrounded white cladding that frames both inset and projecting balconies



MATERIAL PRECEDENTS Walk-up townhome units on MUP have light masonry to contrast with red clay brick of podium



FORM Early Massing Studies with projected massing (two tower project) in parcel to the south. Establishing base, middle and tower massing conditions.
far left- frontyard view looking from northeast centre left- rearyard view from northwest centre right- rearyard view south west far right- frontyard view from southeast



FORM the light-coloured sections of cladding for both the tower and the walk-up units heightens the contrast in material and breaks down the massing into more human-scaled elements.



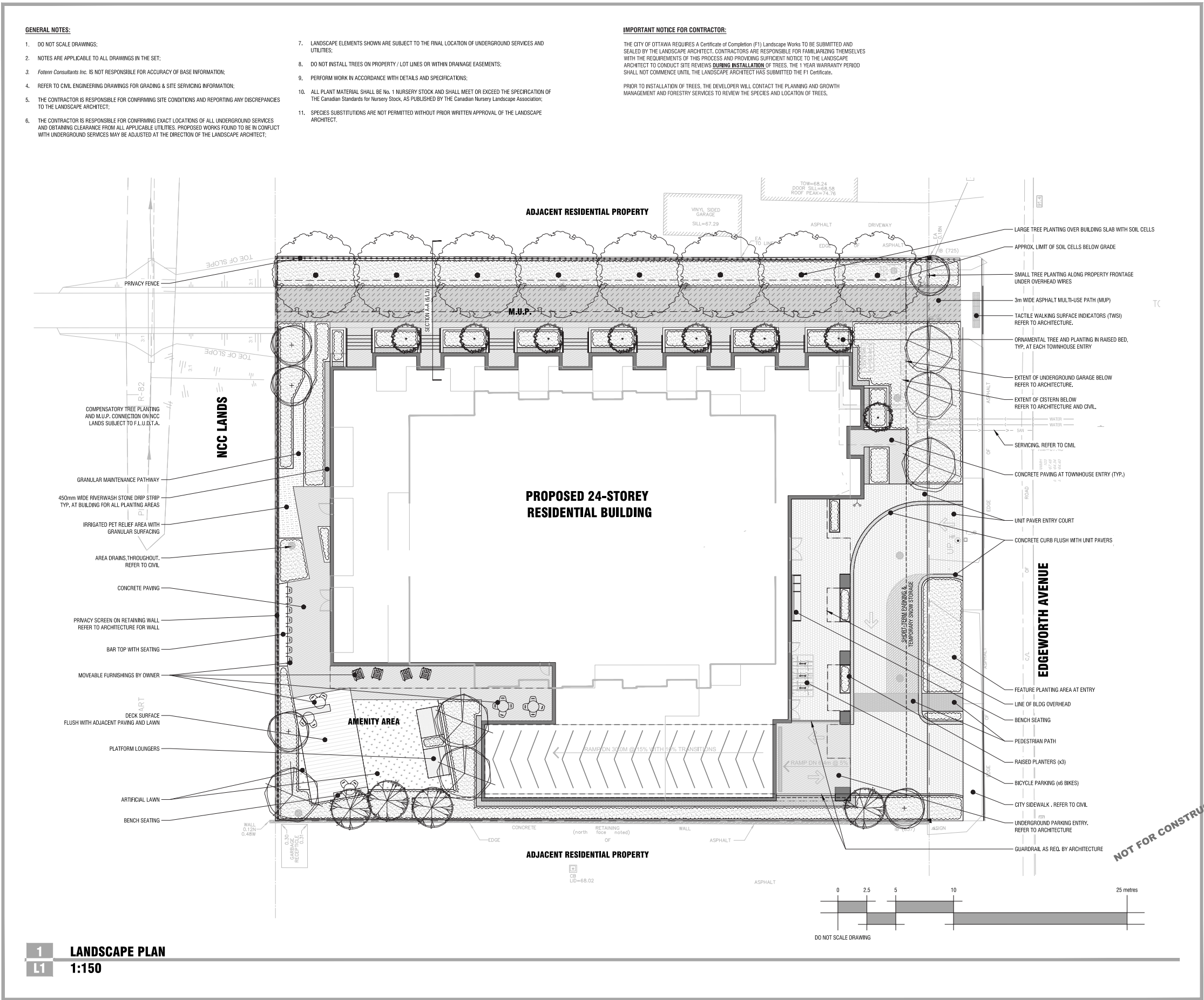
FORM The East facing portion of the project is calm and simple, and maximizes the degree of setback and stepback of the massing from Edgeworth Avenue. This is also a conscious decision to minimize balconies overlooking the mature neighbourhoods to the East. By contrast, the West facing portion of the project establishes a number of 'steps' towards the NCC parkland, and this facade is articulated with both projecting and framed/ inset balconies.



FORM The West facing portion of the project is more articulated and provides more overlook towards the NCC greenspace. The 'drawer-box' portion of the lower tower along with the projected balconies of the upper tower are employed to reinforce this emphasis.



SITE- LANDSCAPE A strong landscape plan reinforces the various site zones and uses; private amenity (building inner courtyard at southwest), semi-private conditons (MUP walk-ups) and public space (MUP)



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Client / Client

TANTILIA HOMES

key plan / plan repère

Legend / légende

PROPERTY LINE

DECIDUOUS TREES (SEE PLANTING NOTES & SCHEDULE FOR SPECIES AND QUANTITIES)

CONIFEROUS TREES (SEE PLANTING SCHEDULE FOR SPECIES AND QUANTITIES)

1.8m HIGH PRIVACY FENCE

PRIVACY SCREEN ON RETAINING WALL
PRIVACY SCREENS/CLIMBERS SHIP DRAWINGS FOR CONNECTION / FASTENING POINTS TO RETAINING WALL

PAVING TYPE 1 - ASPHALT

PAVING TYPE 2 - CONCRETE

PAVING TYPE 3 - UNIT PAVERS

PAVING TYPE 4 - DECKING

PAVING TYPE 5 - GRANULAR

RIVERWASH STONE DRIP STRIP

PLANTING AREA

LAWN - ARTIFICIAL TURF

rev'n	description / la description	yyyy/mm/dd
04	re-issue for ZBLA	2026/03/23
03	issue for ZBLA	2025/11/03
02	issue for coordination	2025/08/06
01	issue for Client review	2025/07/16
00	issue for Client review	2025/07/15

FOTENN Planning + Design

430 O'Connor Street
Ottawa, ON, CANADA K1P 1W4

613.780.5700
fotenn.com

north / le nord

stamp / le cachet

500 & 508 EDGEMORTH AVENUE

drawing / dessin

LANDSCAPE PLAN

designed / conçu	drawn / dessiné	reviewed / examiné
BM / DF	BM	DF
date	project number / No. du projet	
JAN 2025	-	
drawing number / No. du dessin		

L1

SITE- LANDSCAPE private amenity (building inner courtyard at southwest)

GENERAL NOTES:

- DO NOT SCALE DRAWINGS;
- NOTES ARE APPLICABLE TO ALL DRAWINGS IN THE SET;
- Fotenn Consultants Inc. IS NOT RESPONSIBLE FOR ACCURACY OF BASE INFORMATION;
- REFER TO CIVIL ENGINEERING DRAWINGS FOR GRADING & SITE SERVICING INFORMATION;
- THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING SITE CONDITIONS AND REPORTING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT;
- THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING EXACT LOCATIONS OF ALL UNDERGROUND SERVICES AND OBTAINING CLEARANCE FROM ALL APPLICABLE UTILITIES. PROPOSED WORKS FOUND TO BE IN CONFLICT WITH UNDERGROUND SERVICES MAY BE ADJUSTED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT;

- LANDSCAPE ELEMENTS SHOWN ARE SUBJECT TO THE FINAL LOCATION OF UNDERGROUND SERVICES AND UTILITIES;
- DO NOT INSTALL TREES ON PROPERTY / LOT LINES OR WITHIN DRAINAGE EASEMENTS;
- PERFORM WORK IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS;
- ALL PLANT MATERIAL SHALL BE No. 1 NURSERY STOCK AND SHALL MEET OR EXCEED THE SPECIFICATION OF THE Canadian Standards for Nursery Stock, AS PUBLISHED BY THE Canadian Nursery Landscape Association;
- SPECIES SUBSTITUTIONS ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.

IMPORTANT NOTICE FOR CONTRACTOR:

THE CITY OF OTTAWA REQUIRES A Certificate of Completion (F1) Landscape Works TO BE SUBMITTED AND SEALED BY THE LANDSCAPE ARCHITECT. CONTRACTORS ARE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH THE REQUIREMENTS OF THIS PROCESS AND PROVIDING SUFFICIENT NOTICE TO THE LANDSCAPE ARCHITECT TO CONDUCT SITE REVIEWS DURING INSTALLATION OF TREES. THE 1 YEAR WARRANTY PERIOD SHALL NOT COMMENCE UNTIL THE LANDSCAPE ARCHITECT HAS SUBMITTED THE F1 Certificate.

PRIOR TO INSTALLATION OF TREES, THE DEVELOPER WILL CONTACT THE PLANNING AND GROWTH MANAGEMENT AND FORESTRY SERVICES TO REVIEW THE SPECIES AND LOCATION OF TREES.

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Client / Client



key plan / plan repère



legend / légende

- PROPERTY LINE
- DECIDUOUS TREES (SEE PLANTING NOTES & SCHEDULE FOR SPECIES AND QUANTITIES)
 - CONIFEROUS TREES (SEE PLANTING SCHEDULE FOR SPECIES AND QUANTITIES)
 - 1.8m HIGH PRIVACY FENCE
 - PRIVACY SCREEN ON RETAINING WALL
PRIVACY SCREENS/SCREENS SHIP DRAWINGS FOR CONNECTION / FASTENING POINTS TO RETAINING WALL
 - PAVING TYPE 1 - ASPHALT
 - PAVING TYPE 2 - CONCRETE
 - PAVING TYPE 3 - UNIT PAVERS
 - PAVING TYPE 4 - DECKING
 - PAVING TYPE 5 - GRANULAR
 - RIVERWASH STONE DRIP STRIP
 - PLANTING AREA
 - LAWN - ARTIFICIAL TURF

rev'n	description / la description	yyyy/mm/dd
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02	issue for coordination	2025/08/06
01	issue for Client review	2025/07/16
00	issue for Client review	2025/07/15

FOTENN Planning + Design
430 O'Connor Street
Ottawa, ON, CANADA K1P 1W4
613.780.5700
fotenn.com

north / le nord



project / projet

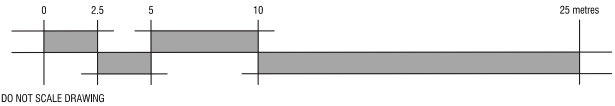
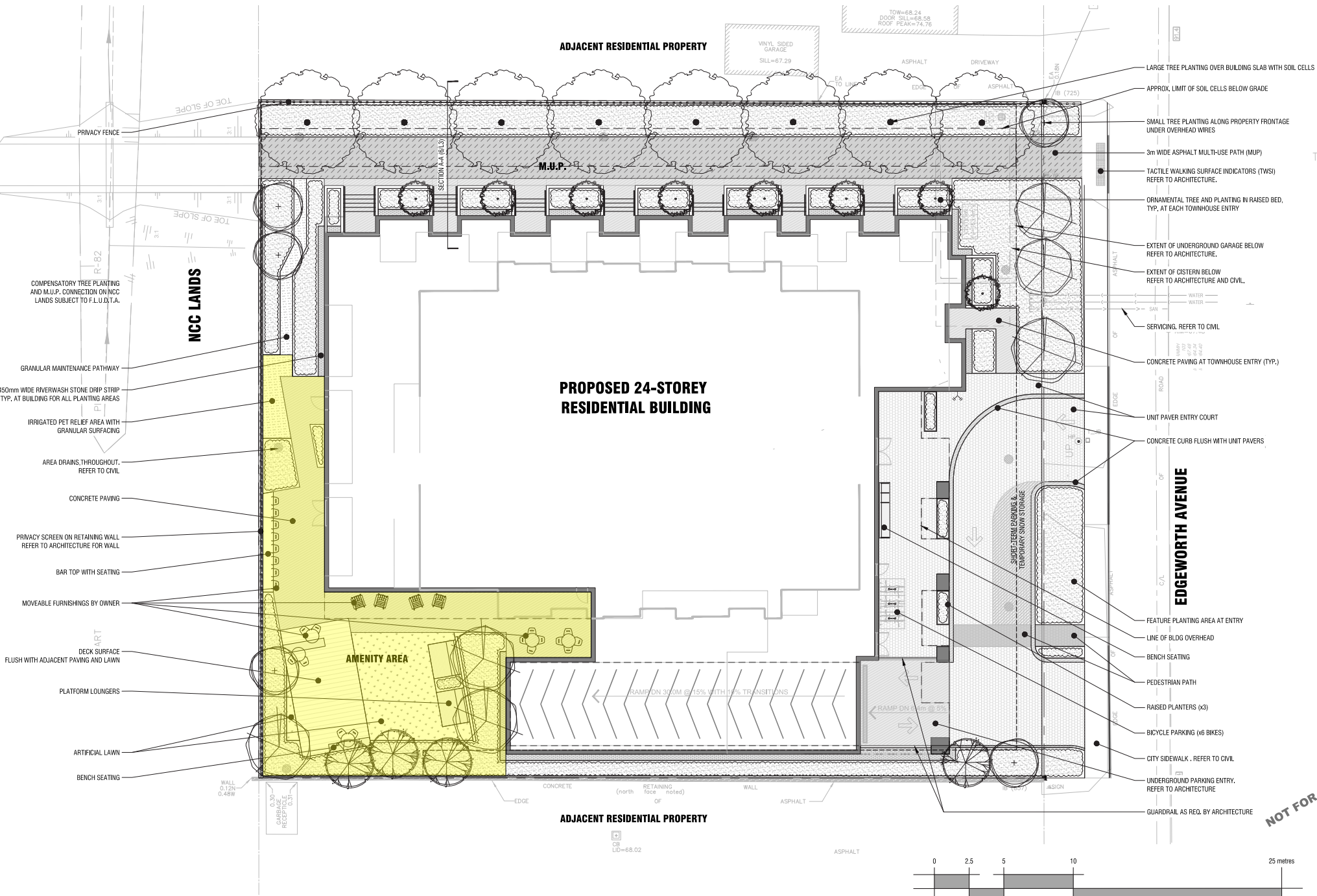
500 & 508 EDGEWORTH AVENUE

drawing / dessin

LANDSCAPE PLAN

designed / conçu	drawn / dessiné	reviewed / examiné
BM / DF	BM	DF
date	project number / No. du projet	
JAN 2025	-	
drawing number / No. du dessin		

L1



DO NOT SCALE DRAWING

NOT FOR CONSTRUCTION

1 LANDSCAPE PLAN
L1 1:150

SITE- LANDSCAPE private amenity (building inner courtyard at southwest), semi-private conditons (MUP walk-ups)

GENERAL NOTES:

- DO NOT SCALE DRAWINGS;
- NOTES ARE APPLICABLE TO ALL DRAWINGS IN THE SET;
- Fotenn Consultants Inc. IS NOT RESPONSIBLE FOR ACCURACY OF BASE INFORMATION;
- REFER TO CIVIL ENGINEERING DRAWINGS FOR GRADING & SITE SERVICING INFORMATION;
- THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING SITE CONDITIONS AND REPORTING ANY DISCREPANCIES TO THE LANDSCAPE ARCHITECT;
- THE CONTRACTOR IS RESPONSIBLE FOR CONFIRMING EXACT LOCATIONS OF ALL UNDERGROUND SERVICES AND OBTAINING CLEARANCE FROM ALL APPLICABLE UTILITIES. PROPOSED WORKS FOUND TO BE IN CONFLICT WITH UNDERGROUND SERVICES MAY BE ADJUSTED AT THE DIRECTION OF THE LANDSCAPE ARCHITECT;

- LANDSCAPE ELEMENTS SHOWN ARE SUBJECT TO THE FINAL LOCATION OF UNDERGROUND SERVICES AND UTILITIES;
- DO NOT INSTALL TREES ON PROPERTY / LOT LINES OR WITHIN DRAINAGE EASEMENTS;
- PERFORM WORK IN ACCORDANCE WITH DETAILS AND SPECIFICATIONS;
- ALL PLANT MATERIAL SHALL BE No. 1 NURSERY STOCK AND SHALL MEET OR EXCEED THE SPECIFICATION OF THE Canadian Standards for Nursery Stock, AS PUBLISHED BY THE Canadian Nursery Landscape Association;
- SPECIES SUBSTITUTIONS ARE NOT PERMITTED WITHOUT PRIOR WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT.

IMPORTANT NOTICE FOR CONTRACTOR:

THE CITY OF OTTAWA REQUIRES A Certificate of Completion (F1) Landscape Works TO BE SUBMITTED AND SEALED BY THE LANDSCAPE ARCHITECT. CONTRACTORS ARE RESPONSIBLE FOR FAMILIARIZING THEMSELVES WITH THE REQUIREMENTS OF THIS PROCESS AND PROVIDING SUFFICIENT NOTICE TO THE LANDSCAPE ARCHITECT TO CONDUCT SITE REVIEWS DURING INSTALLATION OF TREES. THE 1 YEAR WARRANTY PERIOD SHALL NOT COMMENCE UNTIL THE LANDSCAPE ARCHITECT HAS SUBMITTED THE F1 Certificate.

PRIOR TO INSTALLATION OF TREES, THE DEVELOPER WILL CONTACT THE PLANNING AND GROWTH MANAGEMENT AND FORESTRY SERVICES TO REVIEW THE SPECIES AND LOCATION OF TREES.

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Client / Client



key plan / plan repère



legend / légende

- PROPERTY LINE
- DECIDUOUS TREES (SEE PLANTING NOTES & SCHEDULE FOR SPECIES AND QUANTITIES)
 - CONIFEROUS TREES (SEE PLANTING SCHEDULE FOR SPECIES AND QUANTITIES)
 - 1.8m HIGH PRIVACY FENCE
 - PRIVACY SCREEN ON RETAINING WALL. PROVIDE ENGINE-STAMPED SHEET DRAWINGS FOR CONNECTION / FASTENING POINTS TO RETAINING WALL
 - PAVING TYPE 1 - ASPHALT
 - PAVING TYPE 2 - CONCRETE
 - PAVING TYPE 3 - UNIT PAVERS
 - PAVING TYPE 4 - DECKING
 - PAVING TYPE 5 - GRANULAR
 - RIVERWASH STONE DRIP STRIP
 - PLANTING AREA
 - LAWN - ARTIFICIAL TURF

rev'n	description / la description	yyyy/mm/dd
04	re-issue for ZBLA	2026/03/23
03	issue for ZBLA	2025/11/03
02	issue for coordination	2025/08/06
01	issue for Client review	2025/07/16
00	issue for Client review	2025/07/15

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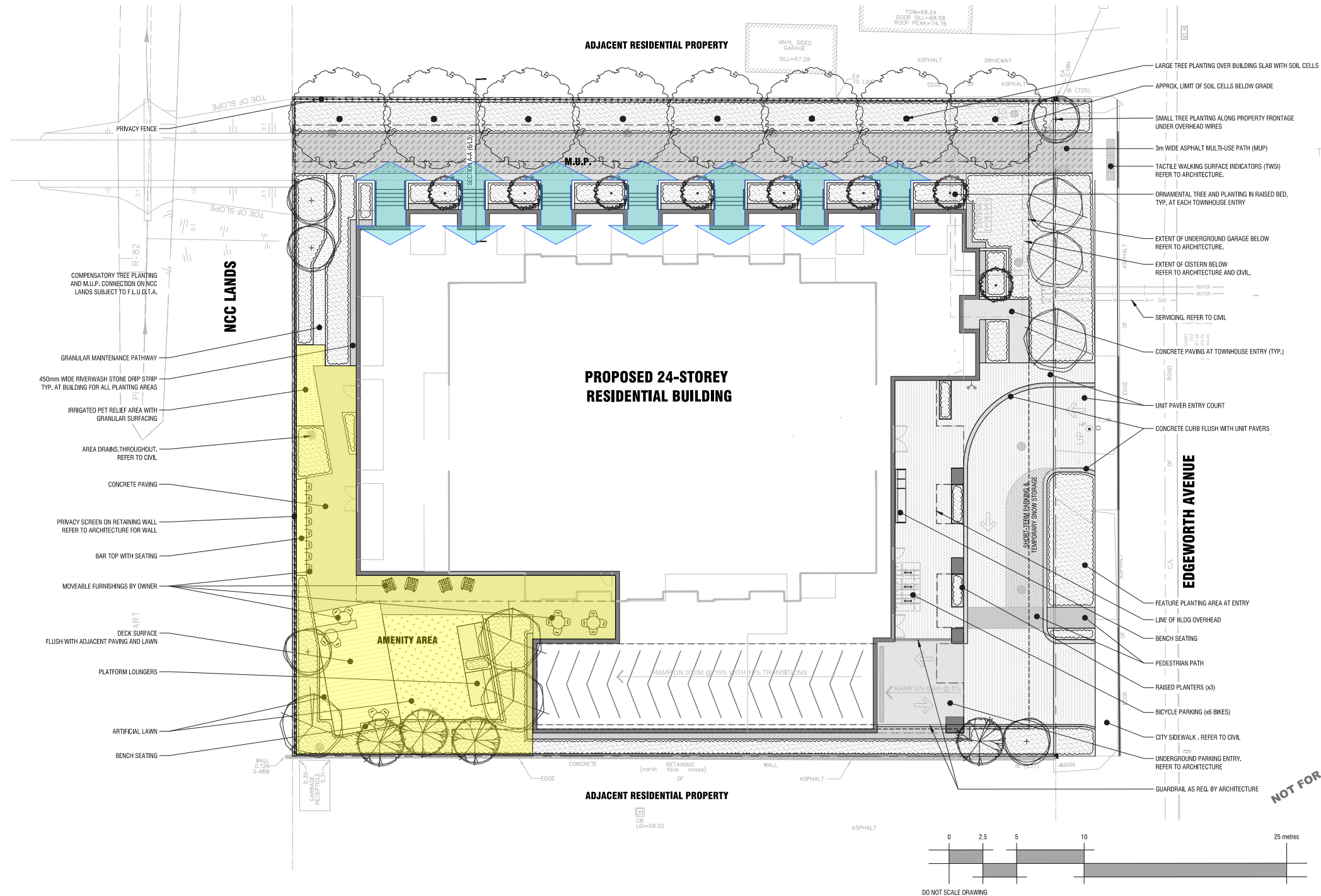
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drawing / dessin

LANDSCAPE PLAN

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date	project number / No. du projet	
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L1



1 LANDSCAPE PLAN
L1 1:150

SITE- LANDSCAPE The section through the north extent of the site captures the conditions of the semi-private conditons (MUP walk-ups) and public space (MUP), and the strategy for establishing deep soil conditions .



SOLAR SHADING STUDY SUMMER SOLSTICE (JUNE 21) 8am- 1pm



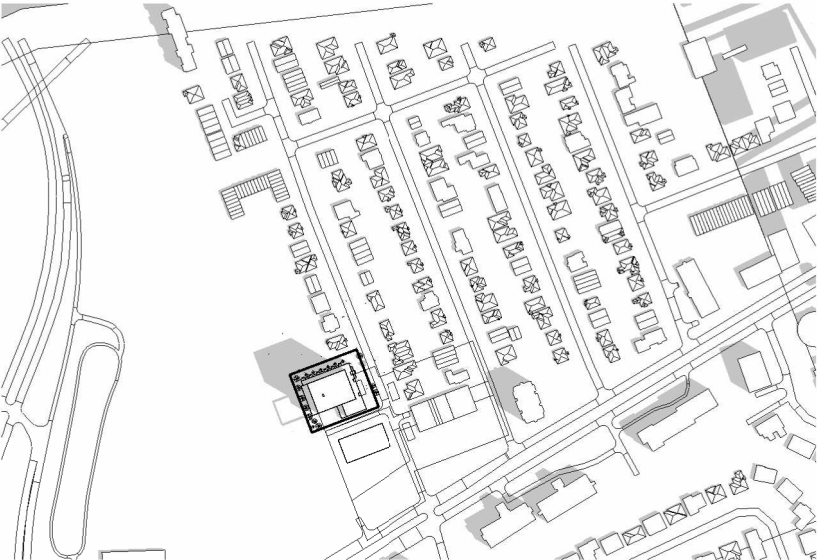
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9:00 AM



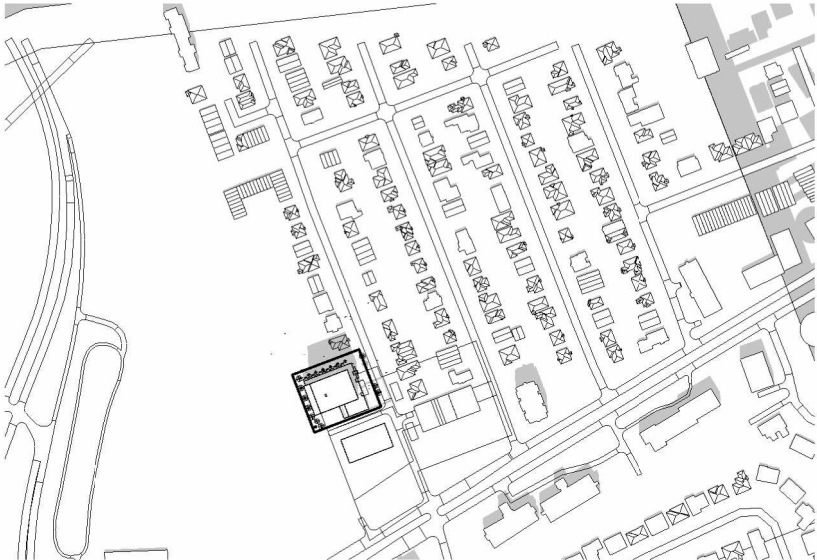
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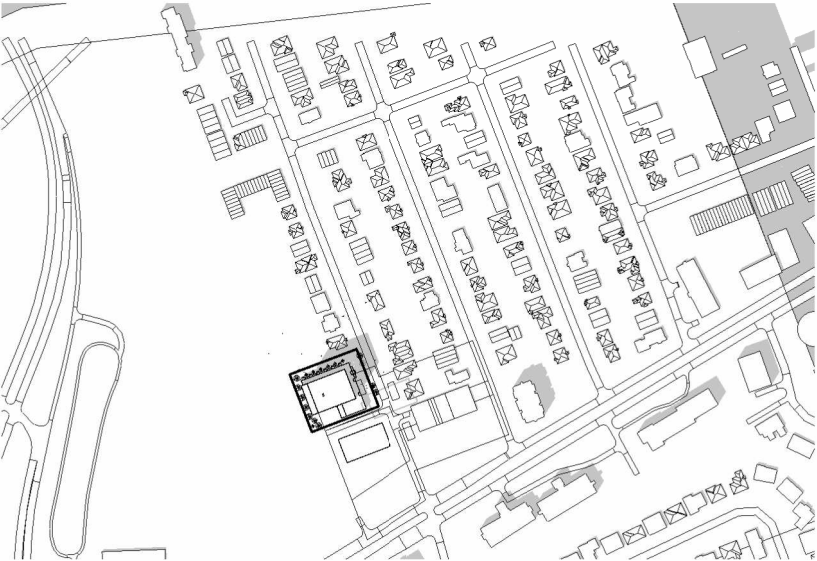


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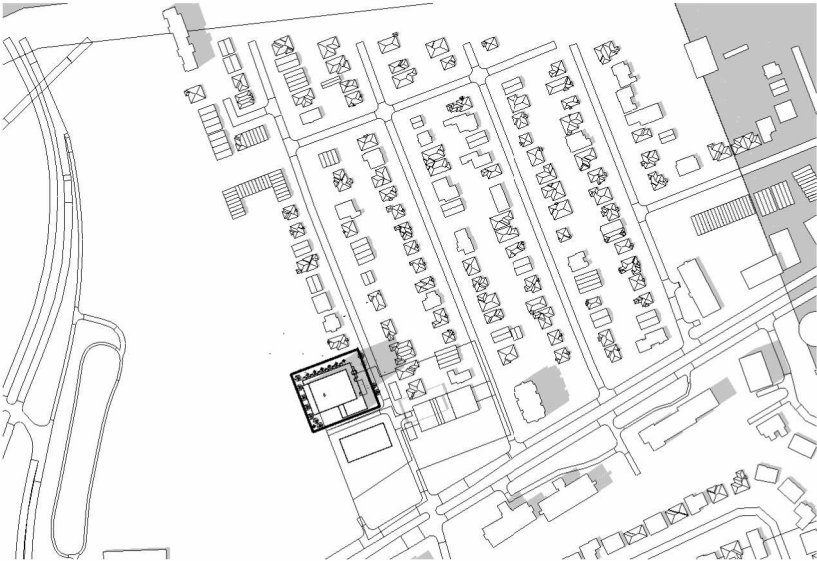


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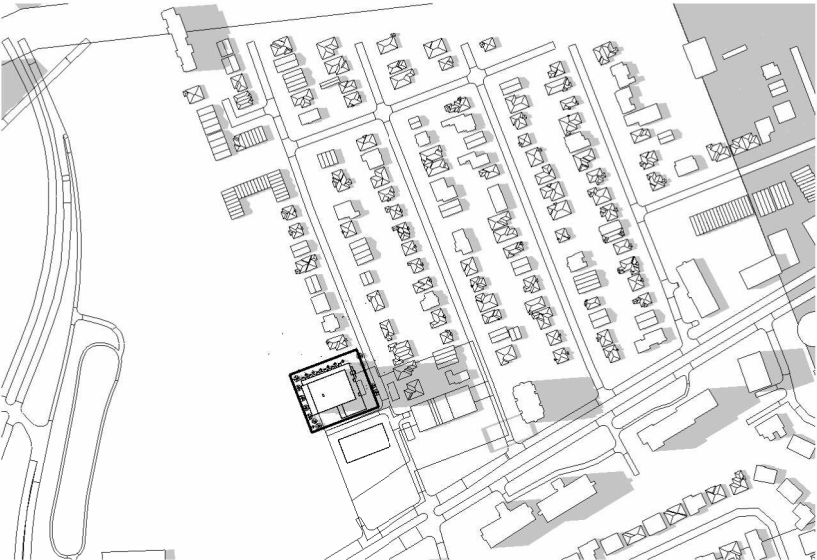
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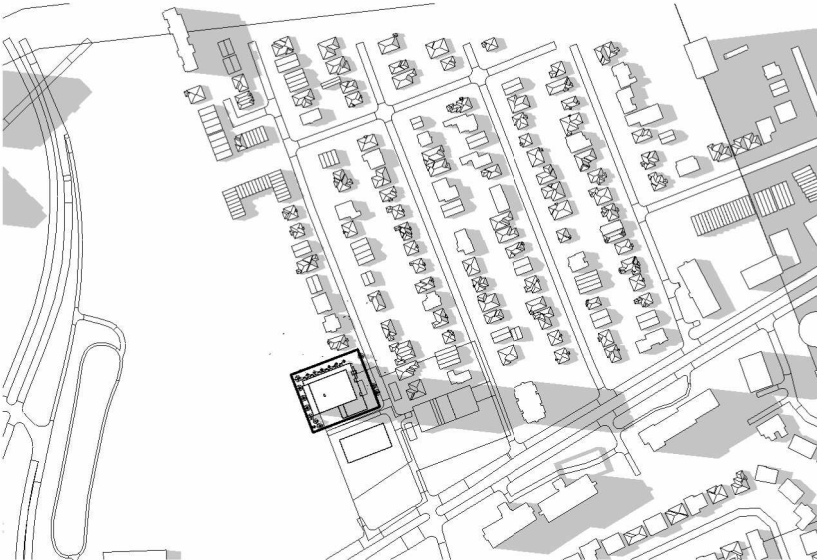
3:00 PM



4:00 PM



5:00 PM

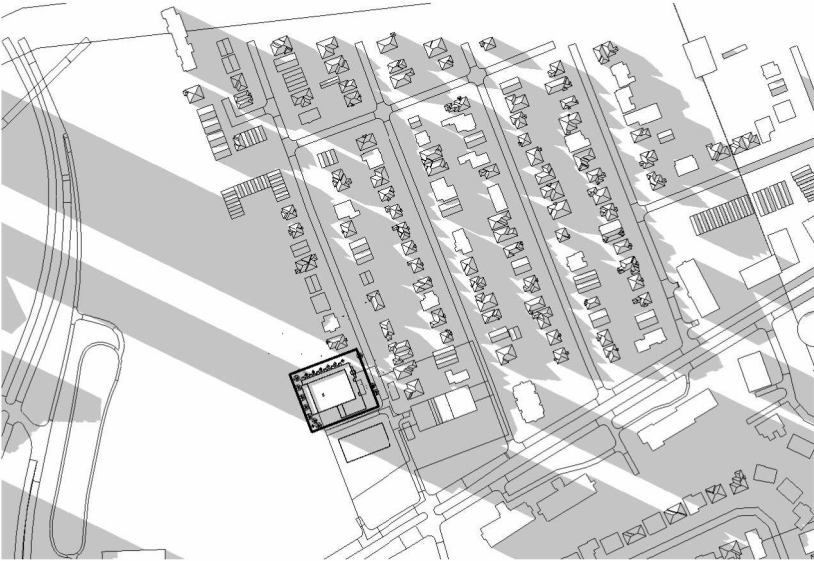


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7:00 PM

SOLAR SHADING STUDY SUMMER SOLSTICE (JUNE 21) 8pm- 9pm



8:00 PM

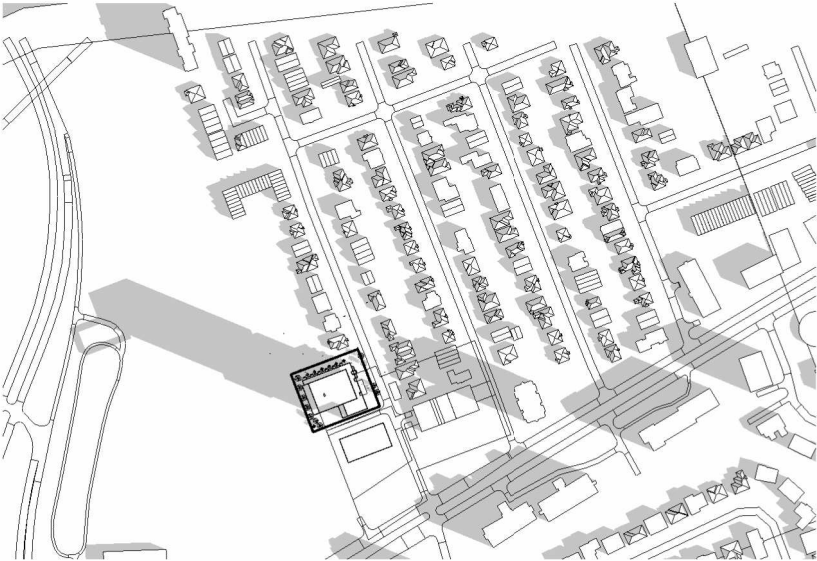


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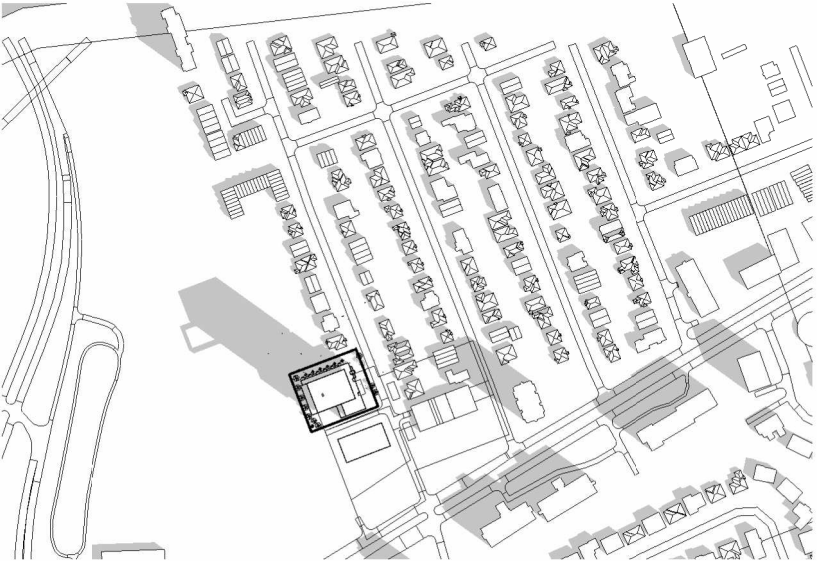
SOLAR SHADING STUDY EQUINOX (MARCH/ SEPT 21) 8am - 1pm



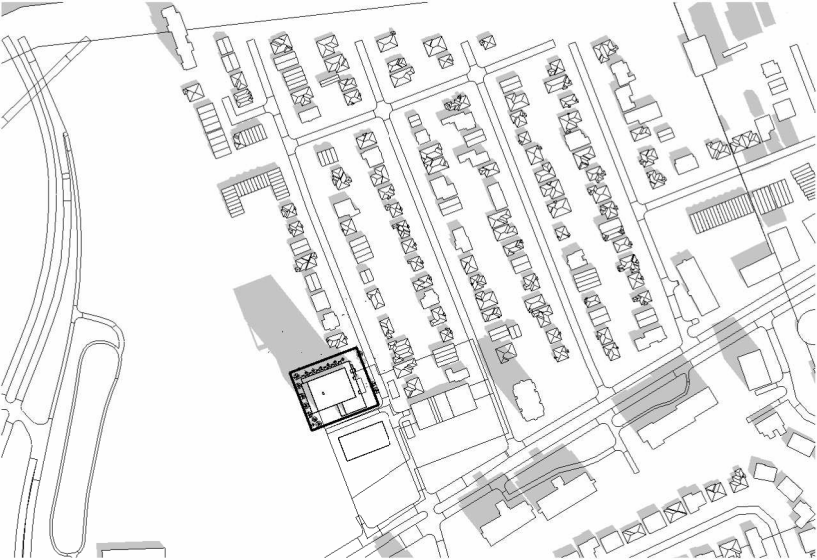
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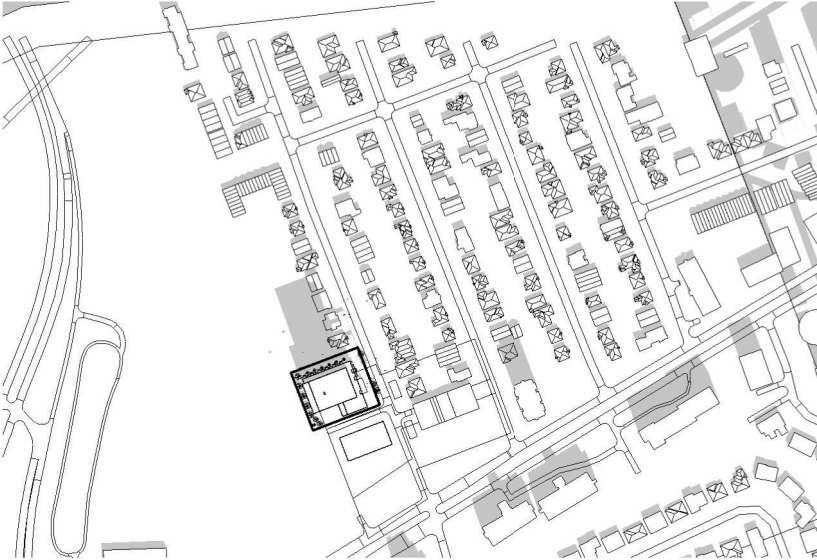
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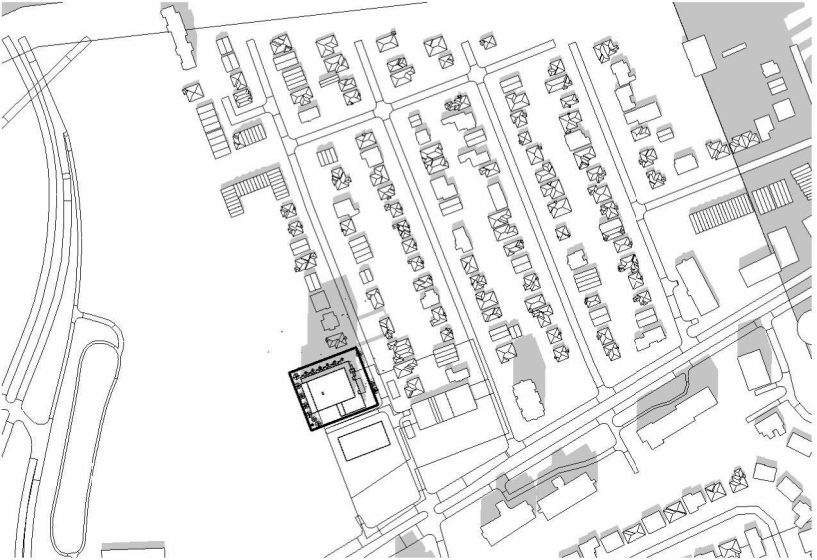
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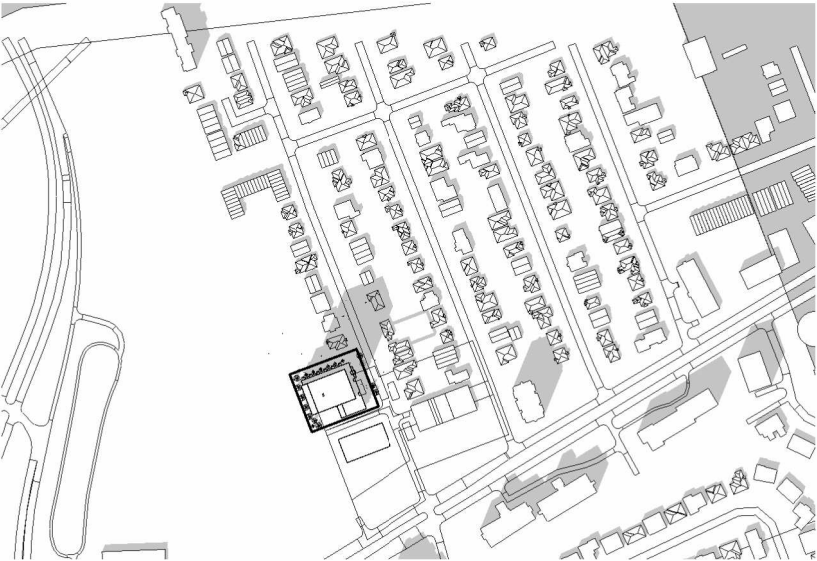


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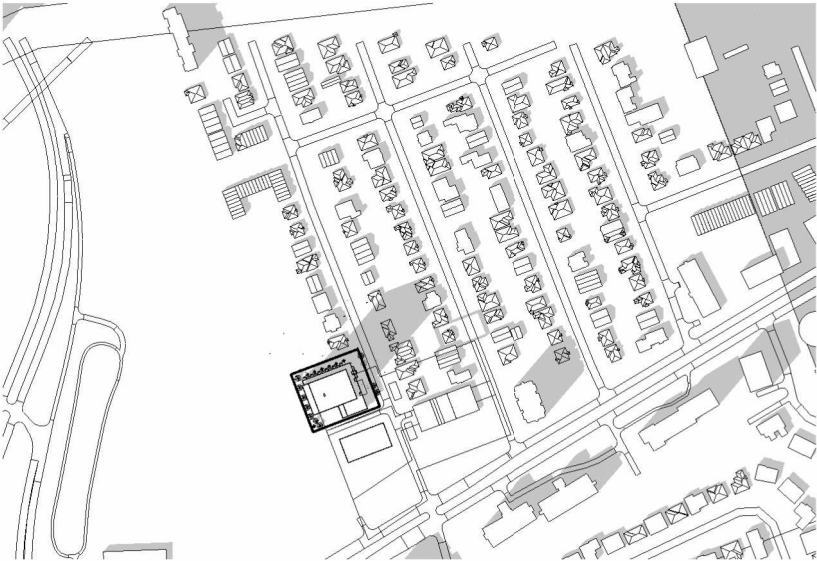


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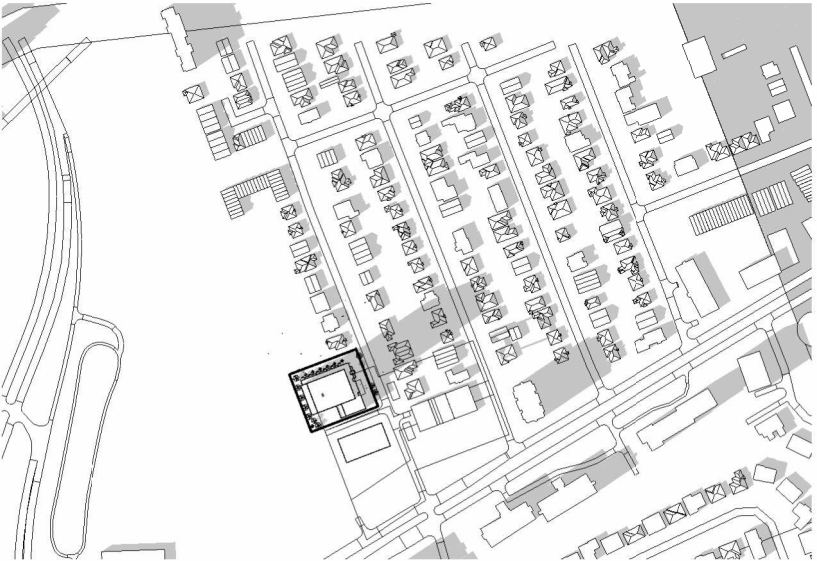
SOLAR SHADING STUDY EQUINOX (MARCH/ SEPT 21) 2pm - 6pm



2:00 PM



3:00 PM



4:00 PM

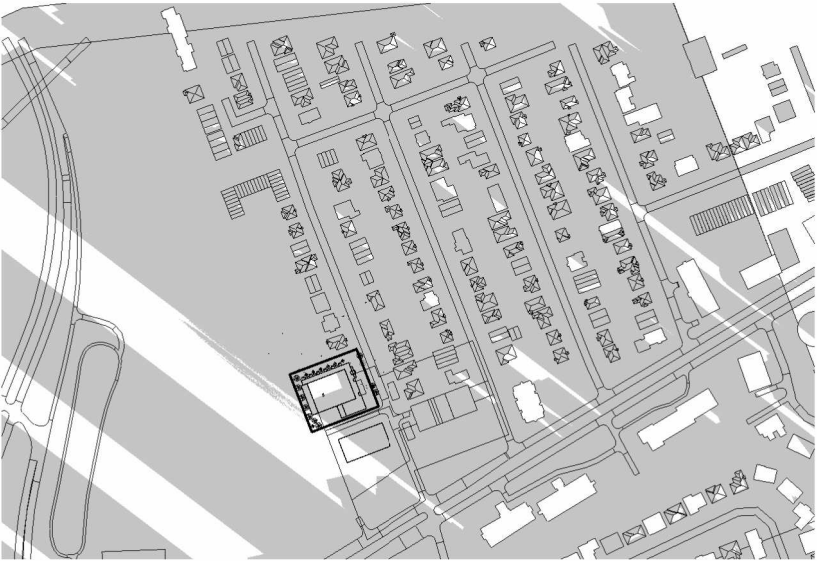


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6:00 PM

SOLAR SHADING STUDY WINTER SOLSTICE (DEC 21) 8am - 1pm



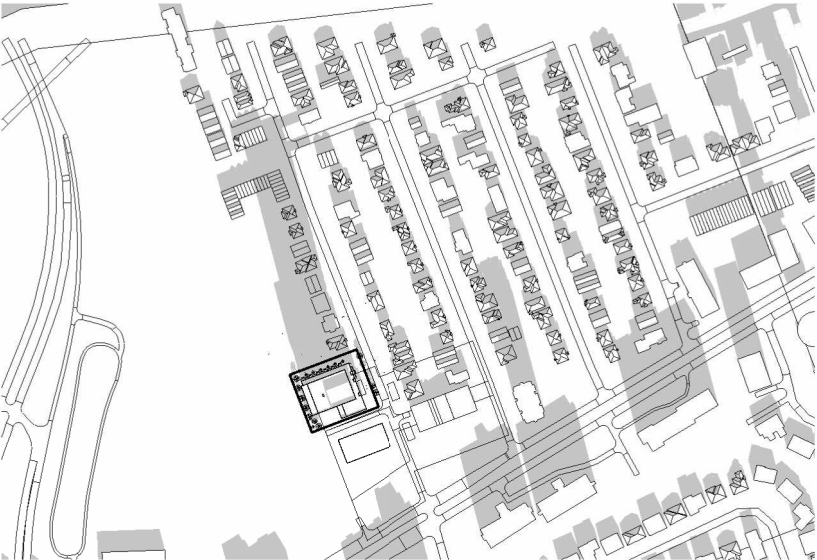
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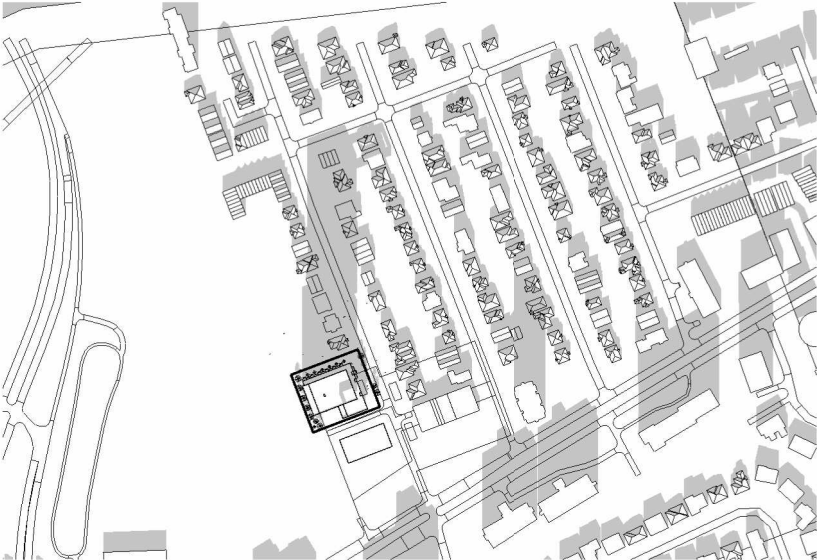
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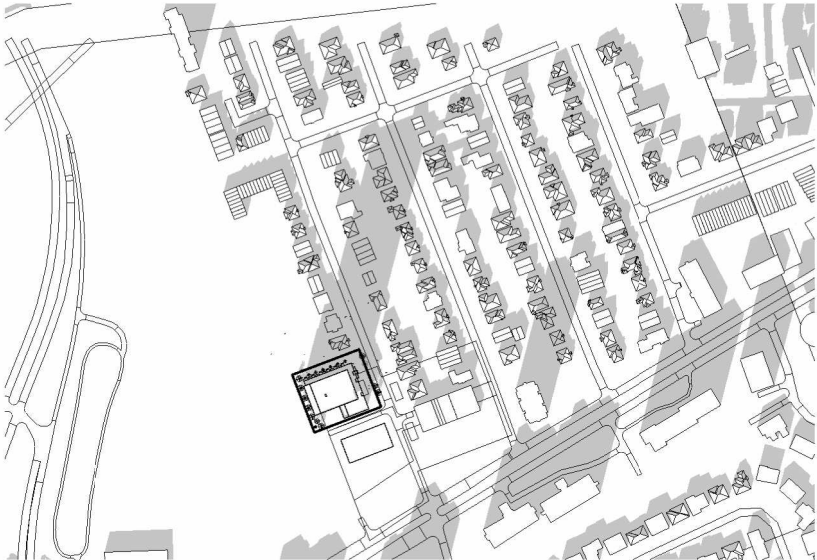
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12:00 PM



01:00 PM

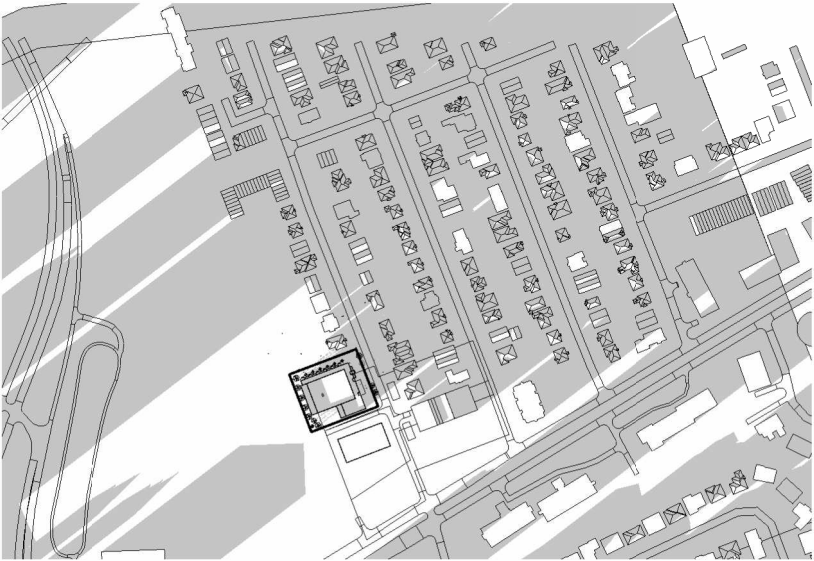
SOLAR SHADING STUDY WINTER SOLSTICE (DEC 21) 2pm - 4pm



2:00 PM



3:00 PM



4:00 PM