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300 Moodie Drive
Ottawa, Ontario
Planning Rationale



Engineering excellence. Planning precision. Inspired landscapes.

300 Moodie Drive, Ottawa

**Planning Rationale
in support of a
Site Plan Control Application**

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

April / 16 / 2018

Novatech File: 118007
Ref: R-2018-051

April 16, 2018

City of Ottawa
Planning Infrastructure and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON
K1P 1J1

Attention: Louise Sweet, Planner III, Planning Services

Dear Ms. Sweet:

**Reference: Site Plan Control Application
300 Moodie Drive
Our File No.: 118007**

The following Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of the property at 300 Moodie Drive (the "Subject Property"). 300 Moodie Drive is legally described as Part of Lot 10, Concession 2, Ottawa Front, Nepean.

The Subject Property is designated Urban Employment Area on Schedule B of the City of Ottawa's Official Plan. The property is zoned Business Park Industrial in the City of Ottawa's Zoning By-law 2008-250.

This Planning Rationale examines the location and context of the Subject Property, describes the proposed development project, provides the planning policy and regulatory framework of the site, and makes a recommendation on the proposed development.

Should you have any questions regarding any aspect of this Planning Rationale, please feel free to contact either Adam Thompson or the undersigned.

Yours truly,

NOVATECH

Ryan Poulton
Ryan Poulton, M.PL.
Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Site Plan Control application for the property at 300 Moodie Drive (the “Subject Property”). The Subject Property is designated Urban Employment Area on Schedule B (Urban Policy Plan) of the City of Ottawa’s Official Plan (OP). The property is zoned Business Park Industrial (IP) in the City of Ottawa’s Zoning By-law 2008-250. The Site Plan Control application will facilitate the development of a hotel and commercial retail unit on the Subject Property.

This Planning Rationale will demonstrate that the proposed development will:

- conform to the policies of the City of Ottawa Official Plan (up to and including Official Plan Amendment 180 (2016));
- be consistent with the purpose of the Business Park Industrial Zone;
- be compatible with surrounding uses.

1.1 Site Location and Context

300 Moodie Drive is located in the College Ward (8) of the City of Ottawa, on the northwest corner of the intersection of Moodie Drive and Fitzgerald Road (see Figure 1). The Subject Property is legally described as Part of Lot 10, Concession 2, Ottawa Front, Nepean. The property is a corner lot with an approximate area of 9,316 m², and approximately 130 metres of frontage along Moodie Drive and 93 metres of frontage along Fitzgerald Road.

Figure 1. Aerial Photo of Subject Property



There are two buildings located on the Subject Property. A two-storey commercial building is situated in the centre of the property and extends near the southern property line. A one-storey commercial building is located on the northern part of the Subject Property. These buildings currently accommodate a Salvation Army thrift store, and automotive uses including an automotive parts store and automotive repair businesses. Land around the two buildings is used for surface parking. There is one driveway to the Subject Property off Moodie Drive, and three driveways off Fitzgerald Road.

1.2 Surrounding Uses

North: To the north of the Subject Property is the Trans Canada Trail. Further north are agricultural lands within the City of Ottawa's greenbelt.

Figure 2. Trans Canada Trail looking west from Moodie Drive



South: Immediately South of the Subject Property at the southwest corner of Moodie Drive and Fitzgerald Road is a six-storey office building. A mix of commercial buildings are located further south, including a six-storey Days Inn hotel. Extensive surface parking characterizes these commercial properties.

Figure 3. Office and Commercial Uses looking south from Moodie Drive



East: East of the Subject Property is a mix of office and commercial buildings, including a prominent five-storey office building oriented toward the intersection of Moodie Drive and Menten Place, and a four-storey commercial building with a sloped roof and parking garage. Further east is a residential neighbourhood consisting of single-detached dwellings within a planned unit development.

Figure 4. Five-storey Office building at corner of Moodie Drive and Menten Place



West: Two-storey office buildings are located west of the Subject Property along Fitzgerald Road. Further west are agricultural lands within the City of Ottawa's greenbelt.

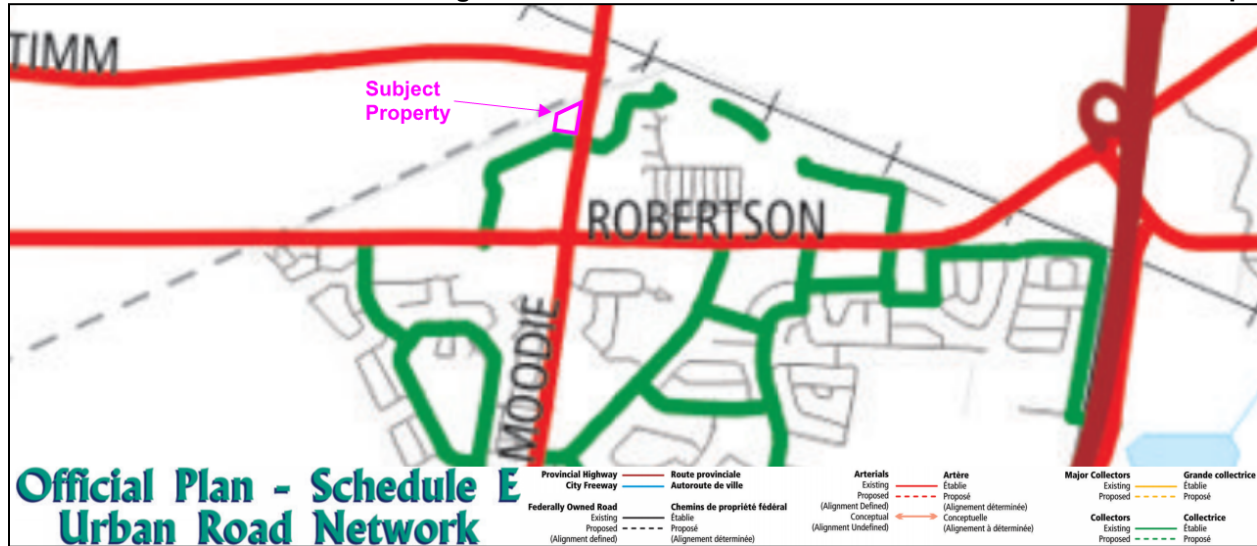
Figure 5. Two-storey Office Buildings along Fitzgerald Road



1.3 Linkages and Transportation Framework

The Subject Property is a corner lot at the northwest corner of the intersection of Moodie Drive and Fitzgerald Road. Moodie Drive is designated an arterial road, and Fitzgerald Road is designated a collector road on Schedule E of the OP (see Figure 6). The Subject Property is a prominent location in Bells Corners with access to major transportation routes, and is an appropriate location for a hotel and commercial retail unit.

Figure 6. Official Plan Schedule E – Urban Road Network Excerpt



Based on the building height and mix of office and commercial uses on adjacent properties, and on the accessibility of the Subject Property from major transportation routes, the proposed development is compatible with surrounding uses along Moodie Drive and Fitzgerald Road.

2.0 PROPOSED DEVELOPMENT

300 Moodie Drive is proposed to be developed to accommodate a six-storey hotel and one-storey commercial retail unit, as shown on the Site Plan (see Figure 7). A larger version of the Site Plan is included as Appendix A. The hotel will include 135 rooms, and the commercial retail unit will have a gross floor area of 465 m². A large tree on the property near Moodie Drive will be retained.

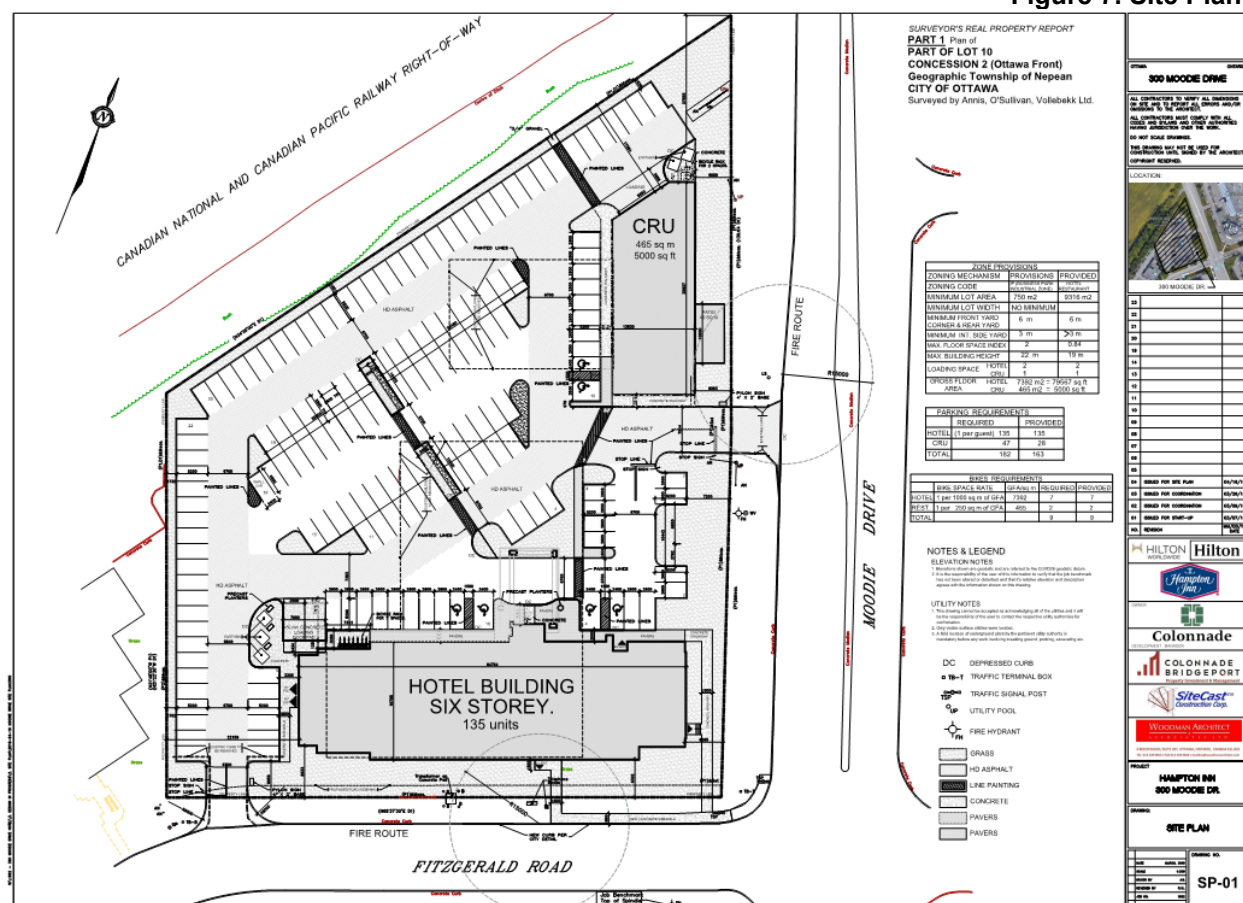
The hotel will be located on the southeast corner of the property close to the frontage along both Moodie Drive and Fitzgerald Road. The building height of the six-storey hotel will be similar to the six-storey office building south of Fitzgerald Road, and to the five-storey office building east of Moodie Drive and north of Menten Place. The commercial retail unit will be located on the northeast corner of the Subject Property near the frontage along Moodie Drive. The location of the two buildings allows for the provision 6-metre-wide front and corner side yards. A patio is proposed for the commercial retail unit building within the corner side yard along Moodie Drive.

The existing 7.5-metre-wide driveway that provides access to the Subject Property from Moodie Drive will be incorporated into the design of the site. The existing driveway at the southwest corner of the property that provides access from Fitzgerald Road is proposed to be widened to 6.7

metres. The remaining two driveways from Fitzgerald Road will be removed and replaced with a sidewalk and soft landscaping. A sidewalk is proposed along Fitzgerald Road to provide pedestrian access to the hotel from the intersection of Moodie Drive and Fitzgerald Road. New curbs will be installed where driveways are being replaced.

A walkway will extend north from the sidewalk along Fitzgerald Road, and connect to a walkway along the northern facade of the hotel. A second walkway is proposed between the Trans Canada Trail and the Subject Property, running south along the western facade of the commercial retail unit, and continuing south to the hotel. A third walkway is proposed dissecting the parking lot and connects to the walkway along the northern facade of the hotel.

Figure 7. Site Plan



A surface parking lot is proposed in the rear yard behind the hotel and commercial retail unit building. The two building will block the view of the parking lot from vehicles and pedestrians on either Moodie Drive or Fitzgerald Road. 163 parking spaces are proposed on the Subject Property, including six accessible parking spaces and one reduced-length parking space for compact vehicles. Depressed curbs and ramps are provided throughout the parking lot and beside accessible parking spaces. Two loading spaces are located at the northwest corner of the hotel. Driveway isles of at least 6.7 metres are provided in the design of the parking lot.

Figure 8. South and West Elevations

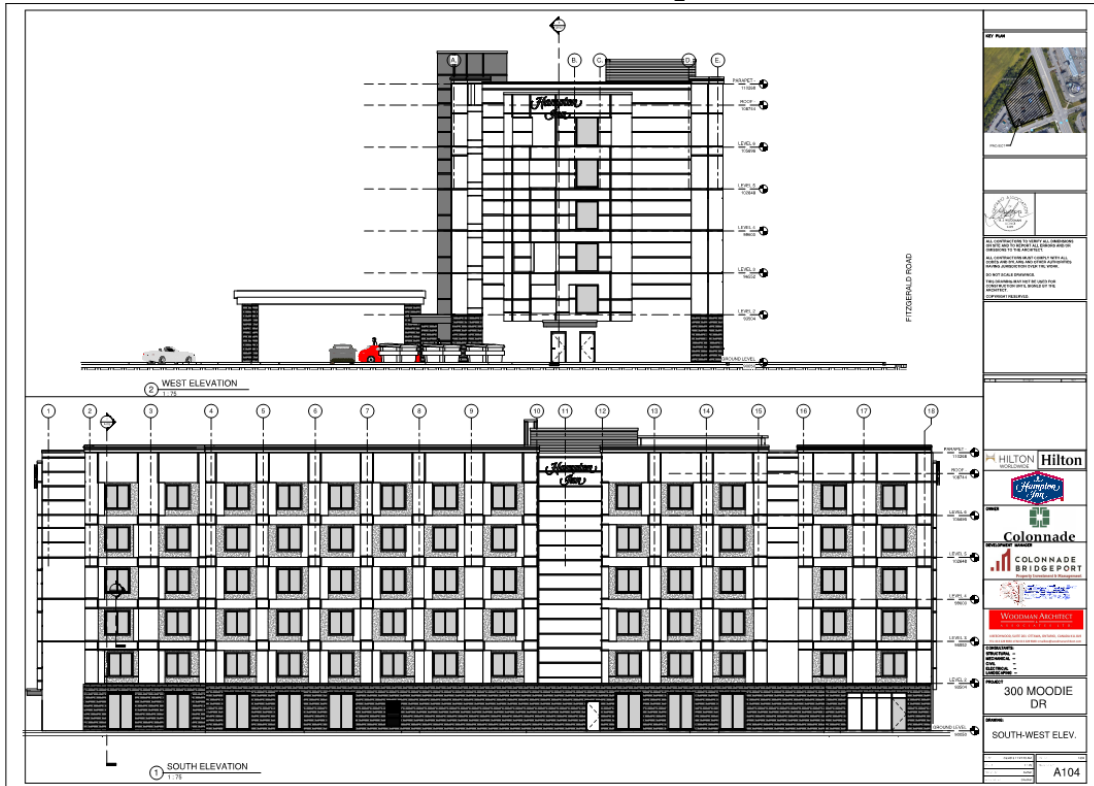
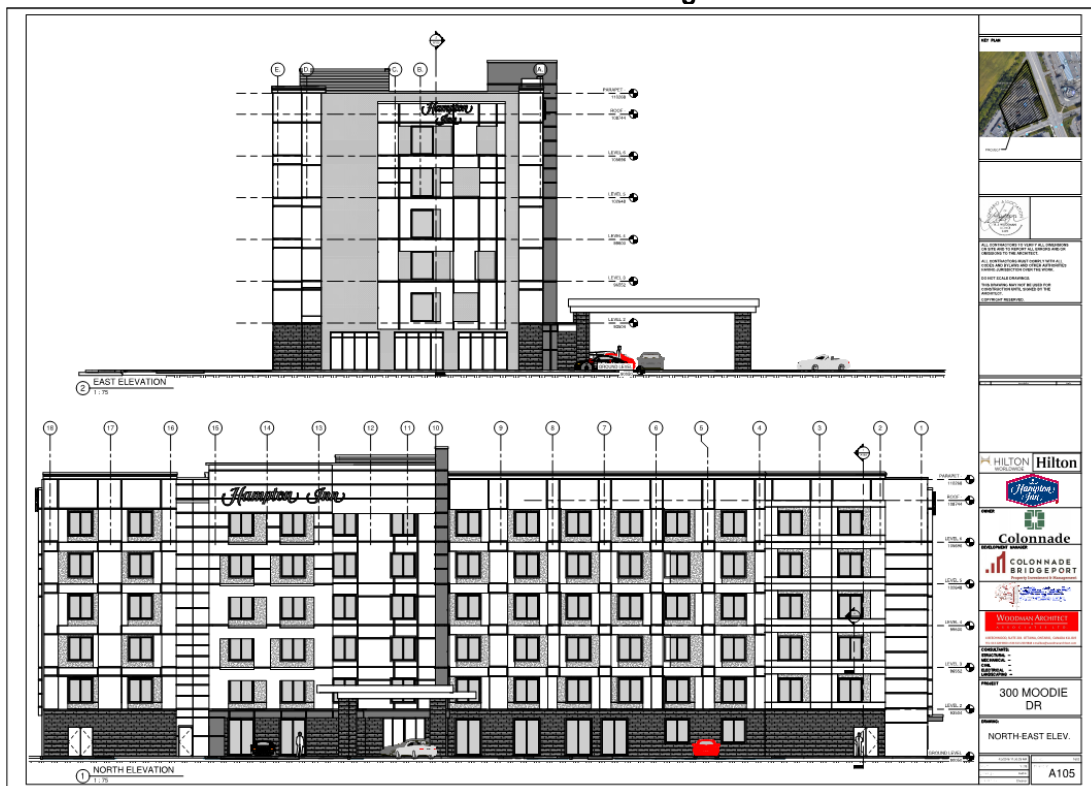


Figure 9. North and East Elevations



3.0 BELLS CORNERS COMMUNITY IMPROVEMENT PLAN

In September 2016 Ottawa City Council passed By-law 2016-311 designating certain lands within the City as the Bells Corner Community Improvement Project Area. 300 Moodie Drive is within the Bells Corner Community Improvement Project Area. The goal of the Bells Corners Community Improvement Plan (CIP) is to *“stimulate business investment, urban renewal and property upgrades in the area”*.

A Bells Corners Community Improvement Grant Program application (CIP application) was submitted by Colonnade Development Incorporated to the City of Ottawa in August of 2017. A report to the Finance and Economic Development Committee and Ottawa City Council recommended approval of the CIP application. The reports recommendations were carried by City Council in October 2017.

A Brownfields Rehabilitation Grant/Development Charge Reduction/ Property Tax Assistance Application has been prepared by Paterson Group, dated March 26, 2018. The application includes a detailed Remedial Action Plan in support of the proposed development.

4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 City of Ottawa Official Plan (OPA 180)

The City of Ottawa Official Plan was adopted by City Council on May 14th, 2003 and modified by the Minister of Municipal Affairs on November 10th, 2003. There have been numerous modifications and amendments approved by City Council and the Ontario Municipal Board. For the purpose of the Planning Rationale, the annotated online version of the City of Ottawa Official Plan, showing changes as per OPA's 150, 140, 141, 179, 180, and Minister's Mods (the “Official Plan”) was used for reference.

300 Moodie Drive is located within the urban area of the City of Ottawa. There is no secondary plan or community design plan for the Subject Property. The Subject Property is designated Urban Employment Area on Schedule B of the Official Plan (see Figure 10 below). Section 3.6.5 of the OP includes policies for Urban Employment Areas.

Policy 1 of Section 3.6.5 of the OP states:

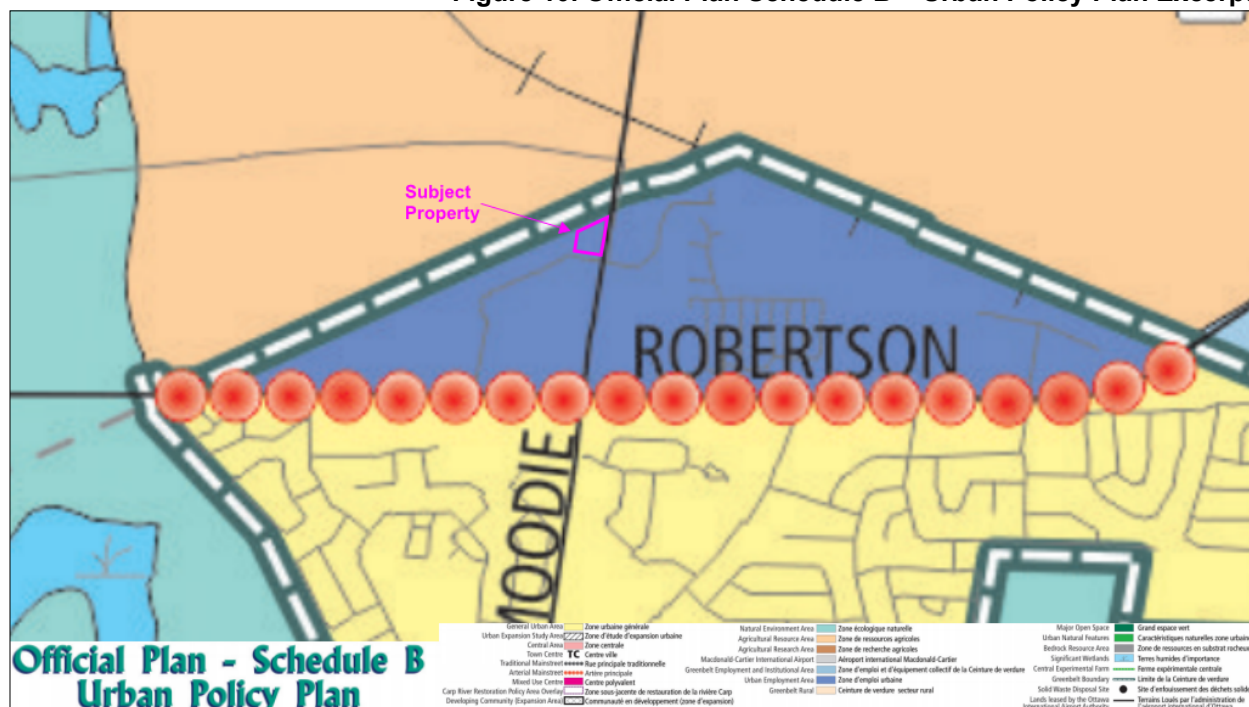
“Urban Employment Areas are designated on Schedule B and are intended to be established clusters of business and economic activity capable of accommodating more than 2,000 jobs and with a broad spectrum of job densities.”

The proposed hotel and commercial retail unit will generate jobs and contribute to achieving the employment target of 2000 jobs in the Bells Corners Urban Employment Area. The proposed development is consistent with Policy 1 of Section 3.6.5 of the OP.

Policy 2 of Section 3.6.5 of the OP lists the types of uses the City of Ottawa's Zoning By-law (the “Zoning By-law”) will permit in Urban Employment Areas. Policy 2 c. states: *“Permit office uses and similar uses at similar densities,”*. The proposed hotel on the Subject Property use will have a similar impact on surrounding uses as an office building. The six-storey hotel is a similar footprint

and building height as the adjacent six-storey office building south of Fitzgeralds Road, and the adjacent five-storey office building east of Moodie Drive.

Figure 10. Official Plan Schedule B – Urban Policy Plan Excerpt



Policy 2 e. of Section 3.6.5 of the OP states: *“Permit a variety of ancillary uses, such as ... service commercial uses (e.g. ... restaurant...) consisting of small occupancies on individual pads,... Ancillary uses consisting of a single occupancy on an individual pad shall be limited to 750m² of gross floor area”*. The proposed commercial retail unit is anticipated to accommodate a service commercial use, specifically a restaurant use. The commercial retail unit will be a single occupancy building on an individual pad/foundation, and will have a gross floor area of 465 m². The design of the commercial retail unit building is consistent with Policy 2 e. of Section 3.6.5 of the OP.

Policy 2 g. states:

“Distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities);”

A hotel use and a service commercial use will have negligible impacts with regard to odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, and noise on adjacent office and commercial development along Moodie Drive and Fitzgerald Road. The characteristics of the proposed development is compatible with surrounding office and commercial uses. The proposed development is consistent with the OP policies of the Urban Employment Area.

4.2 Review of Development Applications

Section 4 of the City of Ottawa's Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified as relevant and have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.3 – Walking, Cycling, Transit, Road and Parking Lots:

Section 4.3 states that the City will utilize transportation studies to assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Assessment Report has been prepared by Novatech, dated April 16, 2018, for the Subject Property. The Transportation Impact Assessment Report makes recommendations with regard to Development Design and Parking, Boundary Streets, Access Design, Transit, and Intersection Design. The Transportation Impact Assessment Report conforms to the relevant policies in Section 4.3 of the Official Plan.

Relating to Section 4.4 – Water and Wastewater Servicing:

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Development Servicing Study and Stormwater Management Report, and a General Plan of Services have been prepared by Novatech, dated April 16, 2018, for the Subject Property. The Development Servicing and Storm Water Management Report concludes *"It is recommended that the proposed site servicing and stormwater management design be approved for implementation."* The report and plans conform to the relevant policies in Section 4.4.1 of the OP.

Relating to Section 4.7 – Environmental Protection:

Policy 1 of Section 4.7.2 requires applications for Site Plan Approval will be supported by a Tree Conservation Report and Landscape Plan. A Tree Conservation Report and Landscape Plan have been prepared by Ruhland & Associates Limited, dated April 16, 2018. The Tree Conservation Report and Landscape Plan conform to the relevant policies in Section 4.7.2 of the OP.

Section 4.7.6 states the City will require that stormwater site managements plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Development Servicing Study and Stormwater Management Report, a Grading and Erosion & Sediment Control Plan, and a Stormwater Management Plan have been prepared by Novatech, dated April 16, 2018, for the Subject Property. The Development Servicing and Storm Water Management Report concludes *"It is recommended that the proposed site servicing and stormwater management design be approved for implementation."* The report and plans conform to the relevant policies in Section 4.7.6 of the OP.

Relating to Section 4.8 – Protection of Health and Safety:

Policy 1 in Section 4.8.3 states that site plan applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the proposed development, a Geotechnical Investigation has been prepared by Paterson Group, dated June 23, 2017.

Section 4.8.4 states that the identification of potentially contaminated sites is important in the planning application review process and that the City will utilize available information to help ensure that development takes place only on sites where the environmental conditions are suitable for the proposed use of the site. A Phase II Environmental Site Assessment has been prepared by One Nation Engineering Inc., dated June 2, 2015.

Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed within 100 metres of an existing arterial roadway. A Transportation Noise Assessment and a Stationary Noise Assessment have been prepared by Gradient Wind Engineering Inc., both dated April 12, 2018. With respect to transportation noise, the Transportation Noise Assessment states: *“upgraded building components will be required to address transportation noise where exterior noise levels exceed 65 dBA,”*. With respect to vibrations, the Transportation Noise Assessment states:

“Since predicted vibration levels do not exceed the criterion of 0.14 mm/s RMS at the building foundation, vibration mitigation would not be required. As vibration levels are acceptable, correspondingly regenerated noise levels are also expected to be acceptable.”

The Stationary Noise Assessment concludes:

“provided equipment selections and locations are similar to the assumptions and recommendations in this report, noise levels at nearby points of reception are expected to fall below the exclusionary limits in City of Ottawa’s Environmental Noise Control Guidelines (ENCG). Since the noise levels fall below the exclusionary limits, the proposed development is expected to be compatible with the existing and future noise sensitive land uses.”

The studies were prepared consistent with the MOECC NPC 300, and the City’s Environmental Noise Control Guidelines.

4.3 City of Ottawa Zoning By-law 2008-250

300 Moodie Drive is zoned Business Park Industrial (IP) in the City of Ottawa’s Zoning By-law 2008-250. Section 205 of the Zoning By-law includes provisions for the Business Park Industrial zone. Purpose 2 of the IP zone is to:

- (2) *allow in certain **Enterprise or General Urban Areas**, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the **Enterprise, Employment or General Urban Area**, the general public in the immediate vicinity, and passing traffic;*

The proposed hotel is consistent with Purpose 2 of the IP zone because it is permitting a complementary use within a business park setting. The commercial retail unit will accommodate a service commercial use. A service commercial use is consistent with purpose 2 of the IP zone which permits service commercial uses occupying small sites as individual occupancies to serve the employment area and the general public in the immediate area, and passing traffic. The proposed development is consistent with the purposes of the IP zone.

Section 205 (2) of the Zoning By-law lists “hotel” as a permitted use in the IP zone. The proposed hotel is a permitted use on the Subject Property.

Section 205 (3) of the Zoning By-law conditionally permits a list of service commercial uses, including a “restaurant” use, subject to “(c) *each use not exceeding 300 square metres of gross floor area*.” This condition is inconsistent with direction from Policy 2 e. of Section 3.6.5 of the OP which permits ancillary uses consisting of a single occupancy on an individual pad be limited to 750 m² gross floor area. The proposed commercial retail unit will be a single occupancy building with a gross floor area of 465 m². A minor variance application will be filed once preliminary comments are received from the City on the Site Plan Control application. The minor variance application will request to allow the uses listed in Section 205 (3) of the Zoning By-law on the Subject Property up to 750 m² gross floor area.

Table 205 in Section 205 of the Zoning By-law includes zoning provisions for the IP zone. The proposed development conforms to the minimum lot width, minimum lot area, maximum building height, and minimum yard setback provisions of the IP zone.

Table 101 in Section 101 of the Zoning By-law sets the minimum required parking space rates for specific uses in certain areas of the City. For the purposes of calculating the required parking spaces, the commercial retail unit has been considered as a restaurant use. The Subject Property is located in Area C on Schedule 1A of the Zoning By-law. For a ‘Hotel’ use on the Subject Property, Row N44 requires parking be provided at a rate of 1 per guest unit. The hotel will have 135 units. 135 parking spaces are required for the hotel. For a ‘Restaurant’ use on the Subject Property, Row N74 requires parking be provided at a rate of 10 per 100 m² of gross floor area. The commercial retail has a gross floor area of 465 m². 47 parking spaces are required for the commercial retail unit. A total of 182 parking spaces are required for the proposed development.

163 parking spaces are proposed on the Subject Property. Approval of a reduced parking space rate will be required for the proposed development to conform to Table 101 of the Zoning By-law. A minor variance application will be filed with the Committee of Adjustment once preliminary comments are received from the City on the Site Plan Control application. The minor variance application will request to permit a reduced parking space rate for a restaurant use on the Subject Property. A reduction of 19 required parking spaces (approximately 10%) for the proposed

development is appropriate as it is anticipated there will be shared clientele between the hotel and restaurant.

Table 111A in Section 111 of the Zoning By-law sets the minimum required bicycle parking space rates for specific uses within the urban area and villages in the City of Ottawa. For the purposes of calculating the required bicycle parking spaces, the commercial retail unit has been considered as a restaurant use. For a hotel use, Row (g) requires bicycle parking spaces be provided at a rate of 1 per 1000 m² of gross floor area. The proposed hotel has a gross floor area of 7392 m². 7 bicycle parking spaces are required for the hotel. For a restaurant use, Row (e) requires bicycle parking spaces be provided at a rate of 1 per 250 m² of gross floor area. The proposed commercial retail unit has a gross floor area of 465 m². 2 bicycle parking spaces are required for the restaurant. A total of 9 bicycle parking spaces are required for the proposed development. 9 bicycle parking spaces are proposed on the Subject Property. The proposed development conforms to the provisions in Table 111A of the Zoning By-law.

Subject to approval of the minor variances for floor area of conditionally permitted uses in Section 205 (3) of the Zoning By-law, and for parking requirements for a restaurant use, the proposed development conforms to the provisions of the City of Ottawa Zoning By-law.

5.0 CONCLUSION

This Planning Rationale has been prepared in support of a Site Plan Control application to facilitate the development of 300 Moodie Drive. The Subject Property is proposed to be developed to accommodate a six-storey hotel and one-storey commercial retail unit.

The proposed site plan control application is consistent with the City of Ottawa Official Plan. The proposed development is compatible with surrounding uses. Subject to approval of the minor variances required for the gross floor area of the commercial retail unit building, and for required parking spaces based on a restaurant use of the commercial retail unit building, the proposed development conforms to the provisions of the City of Ottawa's Zoning By-law. The Site Plan Control application to facilitate the development of a hotel and commercial retail unit is appropriate and desirable for the development of the Subject Property and represents good land use planning.

NOVATECH

Prepared by:

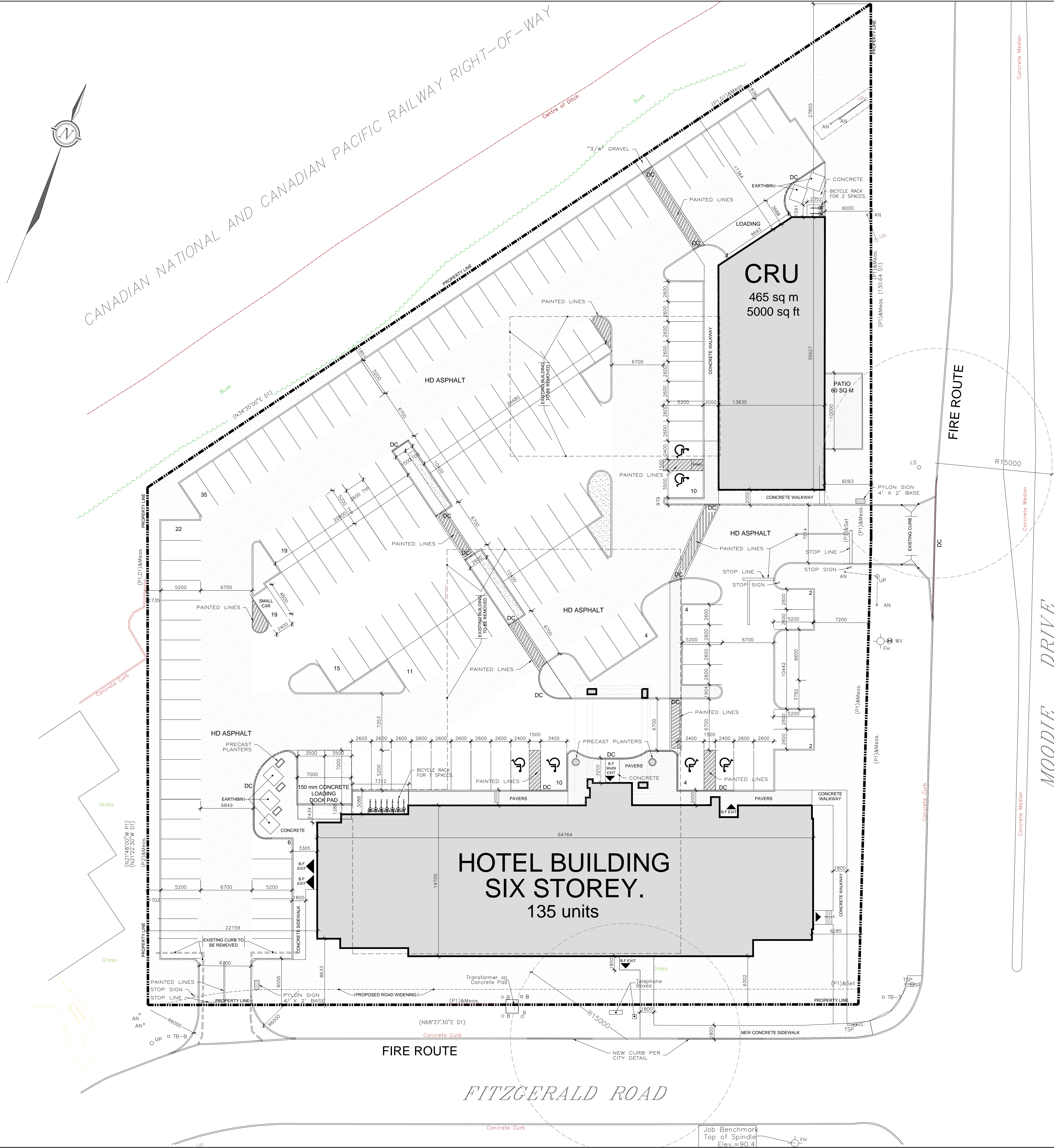

Ryan Poulton, M.P.L.
Planner

Reviewed by:


Adam Thompson, MCIP, RPP
Senior Project Manager

Appendix A:
Proposed Site Plan

W:\1802 - 300 MOODIE DRIVE HOTEL\3. DESIGN IN PROGRESS\3. SITE PLAN\2018-04-16 MOODIE DRIVE SITE PLAN.DWG



SURVEYOR'S REAL PROPERTY REPORT
PART 1 Plan of
PART OF LOT 10
CONCESSION 2 (Ottawa Front)
Geographic Township of Nepean
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

ZONE PROVISIONS		
ZONING MECHANISM	PROVISIONS	PROVIDED
ZONING CODE	IP (BUSINESS PARK INDUSTRIAL ZONE)	HOTEL RESTAURANT
MINIMUM LOT AREA	750 m ²	9316 m ²
MINIMUM LOT WIDTH	NO MINIMUM	
MINIMUM FRONT YARD CORNER & REAR YARD	6 m	6 m
MINIMUM INT. SIDE YARD	3 m	>3 m
MAX. FLOOR SPACE INDEX	2	0.84
MAX. BUILDING HEIGHT	22 m	19 m
LOADING SPACE	HOTEL CRU	2 1
GROSS FLOOR AREA	HOTEL CRU	7392 m ² = 79567 sq ft 465 m ² = 5000 sq ft

PARKING REQUIREMENTS		
	REQUIRED	PROVIDED
HOTEL (1 per guest)	135	135
CRU	47	28
TOTAL	182	163

BIKES REQUIREMENTS				
	BIKE SPACE RATE	GFA/sq m	REQUIRED	PROVIDED
HOTEL	1 per 1000 sq m of GFA	7392	7	7
REST.	1 per 250 sq m of GFA	465	2	2
TOTAL			9	9

NOTES & LEGEND
ELEVATION NOTES
1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that it's relative elevation and description agrees with the information shown on this drawing.

UTILITY NOTES
1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
2. Only visible surface utilities were located.
3. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating etc.

- DC DEPRESSED CURB
□ TB - T TRAFFIC TERMINAL BOX
TSP TRAFFIC SIGNAL POST
○ UP UTILITY POOL
○ FH FIRE HYDRANT
GRASS
HD ASPHALT
LINE PAINTING
CONCRETE
PAVERS
PAVERS

ALL CONTRACTORS TO VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.
ALL CONTRACTORS MUST COMPLY WITH ALL CODES AND BYLAWS AND OTHER AUTHORITIES HAVING JURISDICTION OVER THE WORK.
DO NOT SCALE DRAWINGS.
THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.
COPYRIGHT RESERVED.



NO.	REVISION	DATE
23		
22		
21		
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14		
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11		
10		
09		
08		
07		
06		
05		
04	ISSUED FOR SITE PLAN	04/16/18
03	ISSUED FOR COORDINATION	03/26/18
02	ISSUED FOR COORDINATION	03/09/18
01	ISSUED FOR START-UP	03/07/18
NO.	REVISION	MM/DD/YY DATE

HILTON WORLDWIDE **Hilton**

OWNER

Colonnade
DEVELOPMENT MANAGER

COLONNADE BRIDGEPORT
Property Investment & Management

SiteCast
Construction Corp.

WOODMAN ARCHITECT ASSOCIATES LTD.
4 BEECHWOOD, SUITE 201 OTTAWA, ONTARIO, CANADA K1L 6L9
TEL: 613 228 9850 • FAX: 613 228 9845 • mail@woodmanarchitect.com

PROJECT

HAMPTON INN
300 MOODIE DR.

DRAWING:		DRAWING NO.
DATE	MARCH, 2018	SP-01
SCALE	1:200	
DRAWN BY	J.G.	
REVIEWED BY	R.W.	
JOB NO.	1802	