figurr architects collective

FOTENN Planning + Design

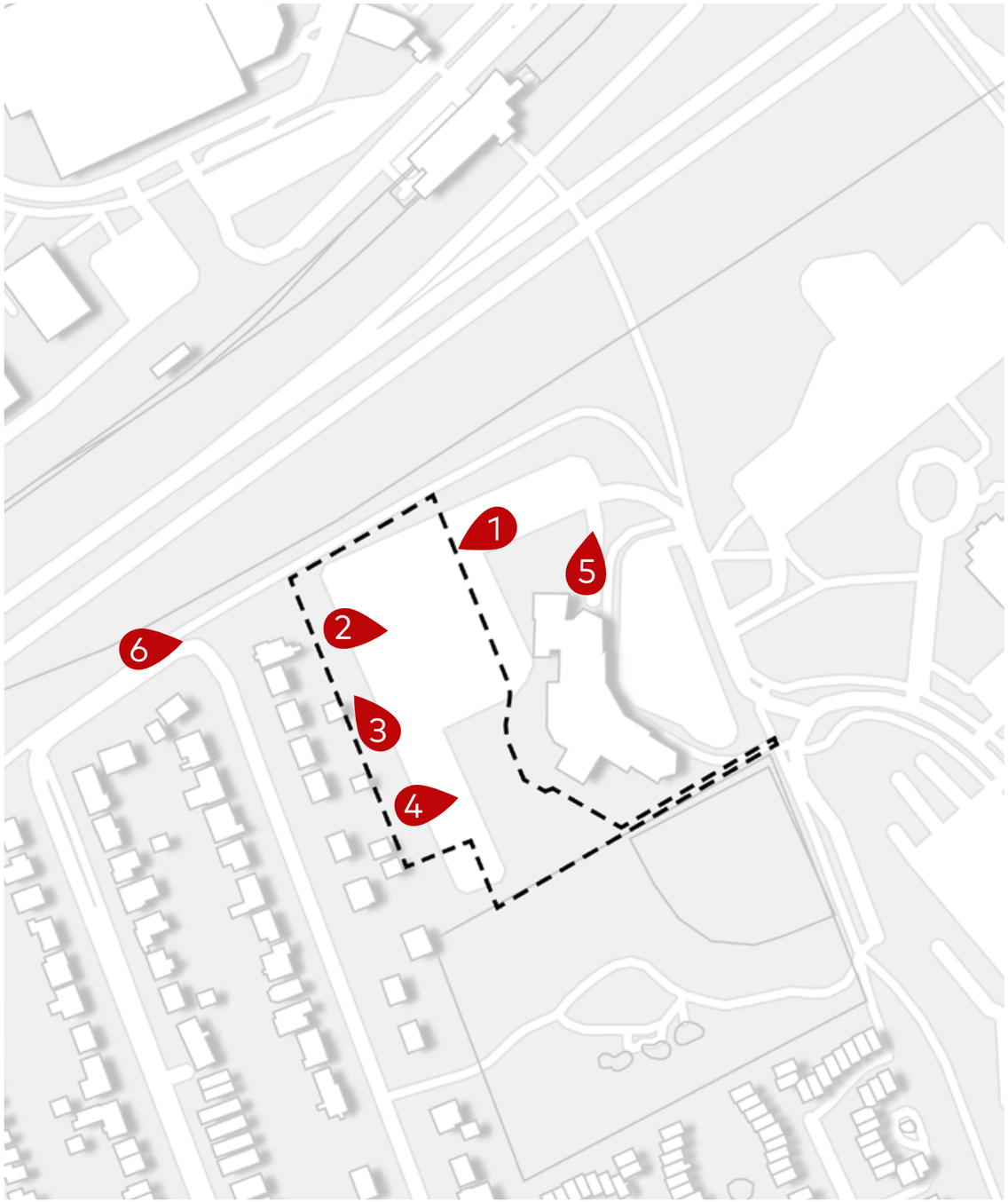
SUBMITTED FOR: **SITE PLAN CONTROL**

1600 James Naismith Dr.

Project # : 2415

February 2026


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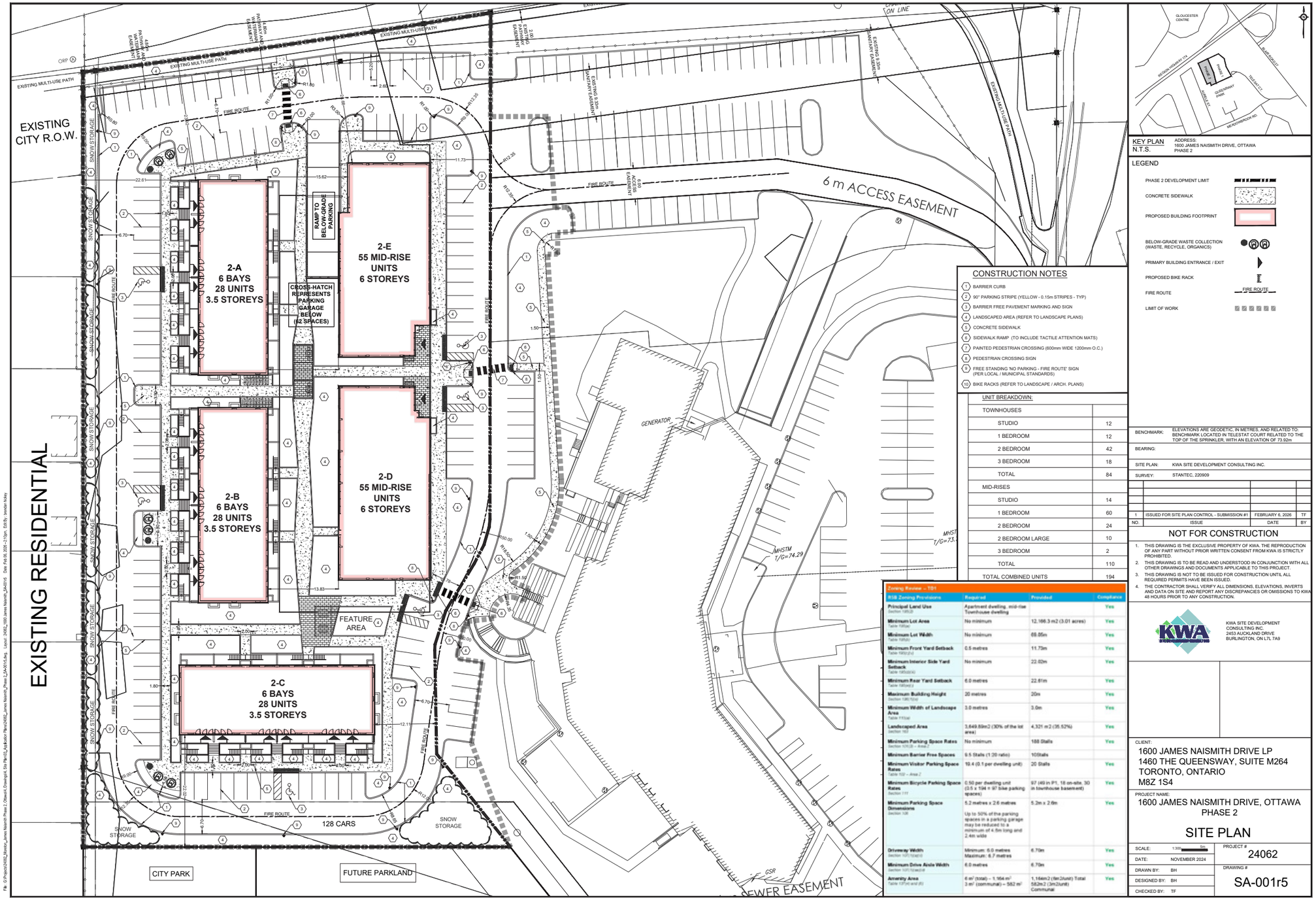

KEY PLAN N.T.S.

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

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)

UNIT BREAKDOWN:

TOWNHOUSES	
STUDIO	12
1 BEDROOM	12
2 BEDROOM	42
3 BEDROOM	18
TOTAL	84
MID-RISES	
STUDIO	14
1 BEDROOM	60
2 BEDROOM	24
2 BEDROOM LARGE	10
3 BEDROOM	2
TOTAL	110
TOTAL COMBINED UNITS	194

Zoning Review – TS1

RSB Zoning Provisions	Required	Provided	Compliance
Principal Land Use Section 185(8)	Apartment dwelling, mid-rise Townhouse dwelling		Yes
Minimum Lot Area Table 185(a)	No minimum	12,166.3 m2 (3.01 acres)	Yes
Minimum Lot Width Table 185(b)	No minimum	68.85m	Yes
Minimum Front Yard Setback Table 185(c)(v)	0.5 metres	11.73m	Yes
Minimum Interior Side Yard Setback Table 185(d)(ii)	No minimum	22.62m	Yes
Minimum Rear Yard Setback Table 185(e)(i)	6.0 metres	22.61m	Yes
Maximum Building Height Section 185(13)(a)	20 metres	20m	Yes
Minimum Width of Landscape Area Table 111(a)	3.0 metres	3.0m	Yes
Landscaped Area Section 163	3,649.89m2 (30% of the lot area)	4,321 m2 (35.52%)	Yes
Minimum Parking Space Rates Section 101(3) – Area Z	No minimum	188 Stalls	Yes
Minimum Barrier Free Spaces	6.5 Stalls (1:20 ratio)	10Stalls	
Minimum Visitor Parking Space Rates Table 102 – Area Z	19.4 (0.1 per dwelling unit)	20 Stalls	Yes
Minimum Bicycle Parking Space Rates Section 111	0.50 per dwelling unit (0.5 x 194 = 97 bike parking spaces)	97 (49 in P1, 18 on-site, 30 in townhouse basement)	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	5.2m x 2.6m	Yes
Driveway Width Section 107(1)(a)(ii)	Minimum: 6.0 metres Maximum: 6.7 metres	6.70m	Yes
Minimum Drive Aisle Width Section 107(1)(a)(iii)	6.0 metres	6.70m	Yes
Amenity Area Table 137(4) and (5)	6 m² (total) – 1,164 m² 3 m² (communal) – 582 m²	1,164m2 (3m2/unit) Total 582m2 (3m2/unit) Communal	Yes

NO.	ISSUE	DATE	BY
1.	ISSUED FOR SITE PLAN CONTROL - SUBMISSION #1	FEBRUARY 6, 2026	TF

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

NOT FOR CONSTRUCTION

1. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF KWA. THE REPRODUCTION OF ANY PART WITHOUT PRIOR WRITTEN CONSENT FROM KWA IS STRICTLY PROHIBITED.
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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.

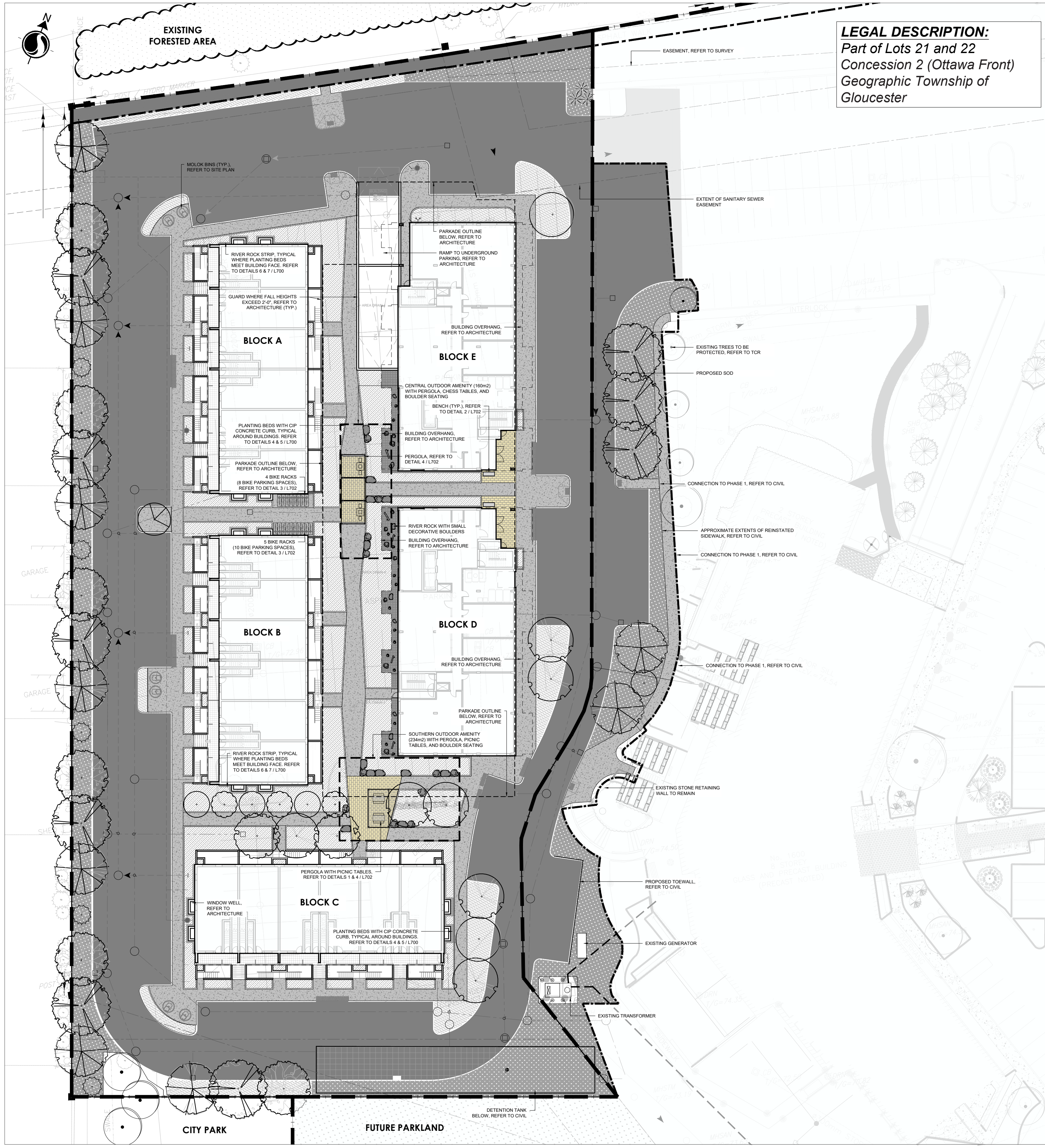
KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

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

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-001r5



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.

Stantec

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

PRELIMINARY
NOT FOR CONSTRUCTION

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
1	ISSUED FOR SITE PLAN CONTROL	PP	IL	26.02.06

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

Permit-Seal

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

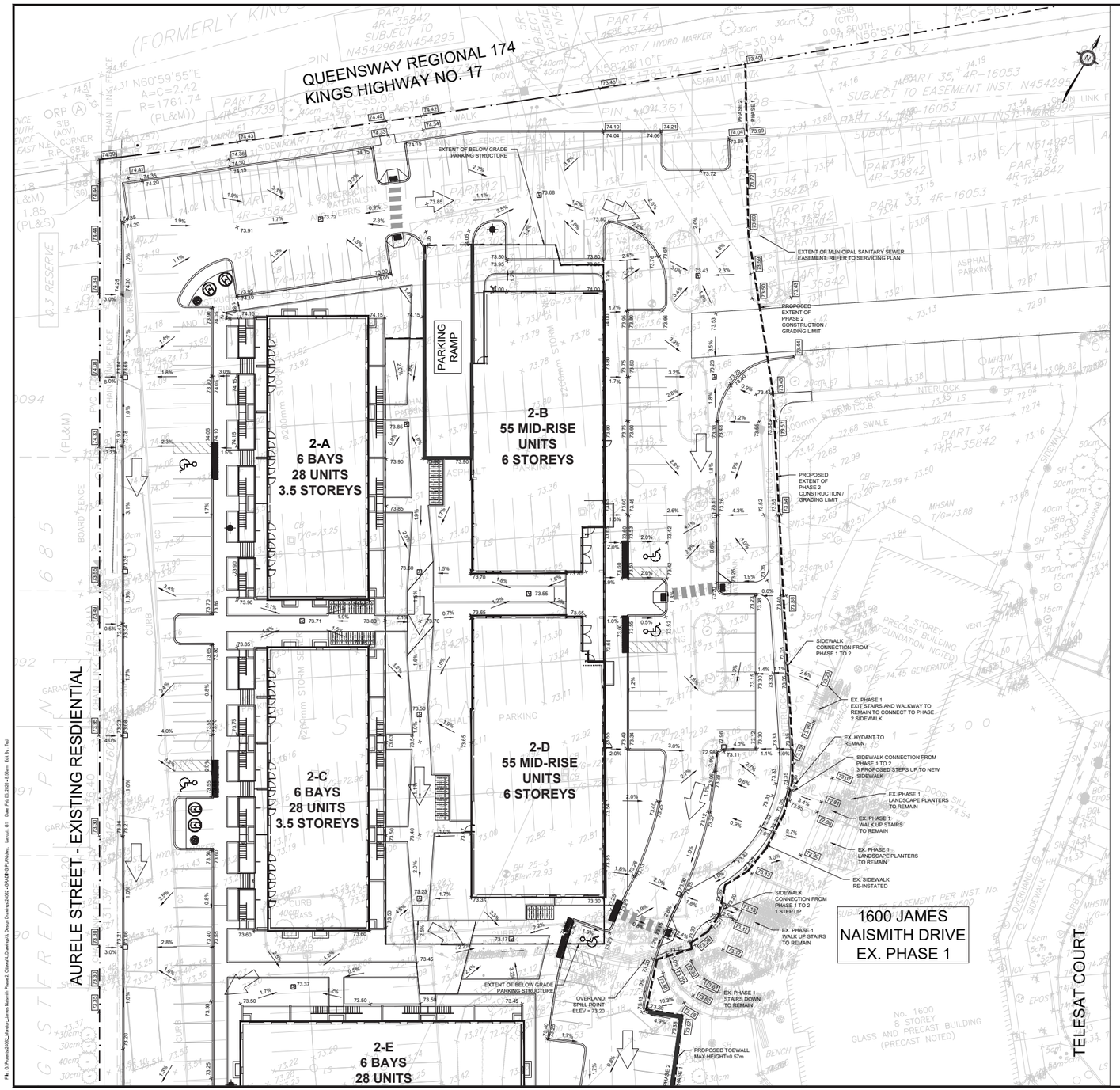
ORIGINAL SHEET - ARCH D

figurr architects collective

FOTENN Planning + Design

LANDSCAPE PLAN

1600 James Naismith Dr.
2415
FEBRUARY 2026

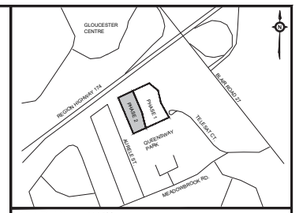


GENERAL NOTES:

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.
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.
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 EXCAVATED.
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 CONSULTANTS 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 CONSTRUCTION
- LIMIT OF BUILDING STRUCTURE
- LIMIT OF UNDERGROUND STRUCTURE
- LIMIT OF ROOF 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

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, 260115
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
1	SITE PLAN APPROVAL - SUBMISSION 1	JAN 2026	TF

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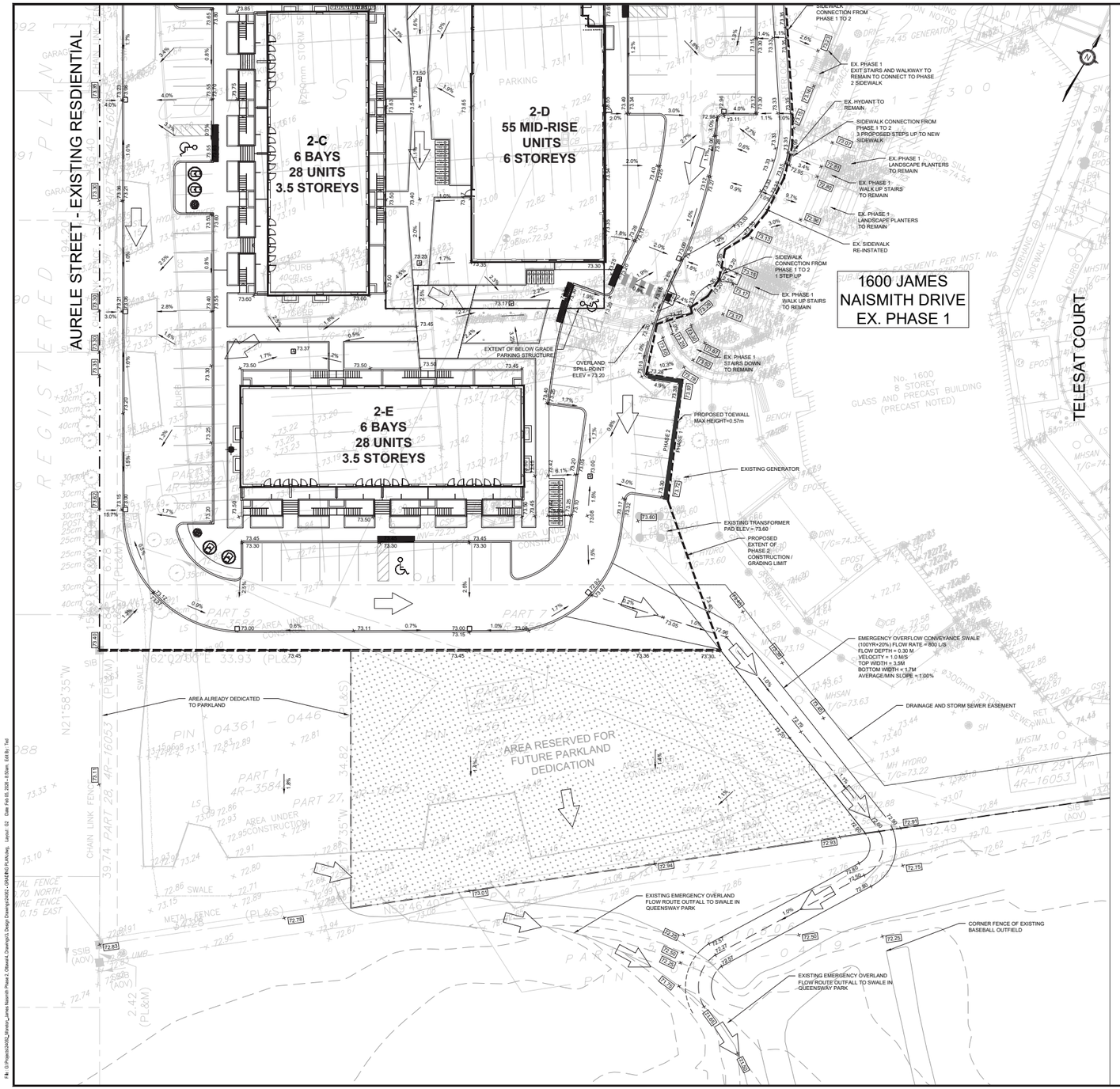
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

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		



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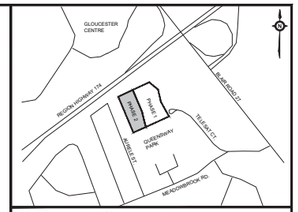

KEY PLAN
N.T.S.

ADDRESS:
1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

LEGEND

- PROPOSED ITEMS
- EXISTING ITEMS
- LIMIT OF PROPERTY LINE
- LIMIT OF CONSTRUCTION
- LIMIT OF BUILDING STRUCTURE
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- VALVE BOX / VALVE CHAMBER

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, 260115
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
1	SITE PLAN APPROVAL - SUBMISSION 1	JAN 2026	TF

NOT FOR CONSTRUCTION

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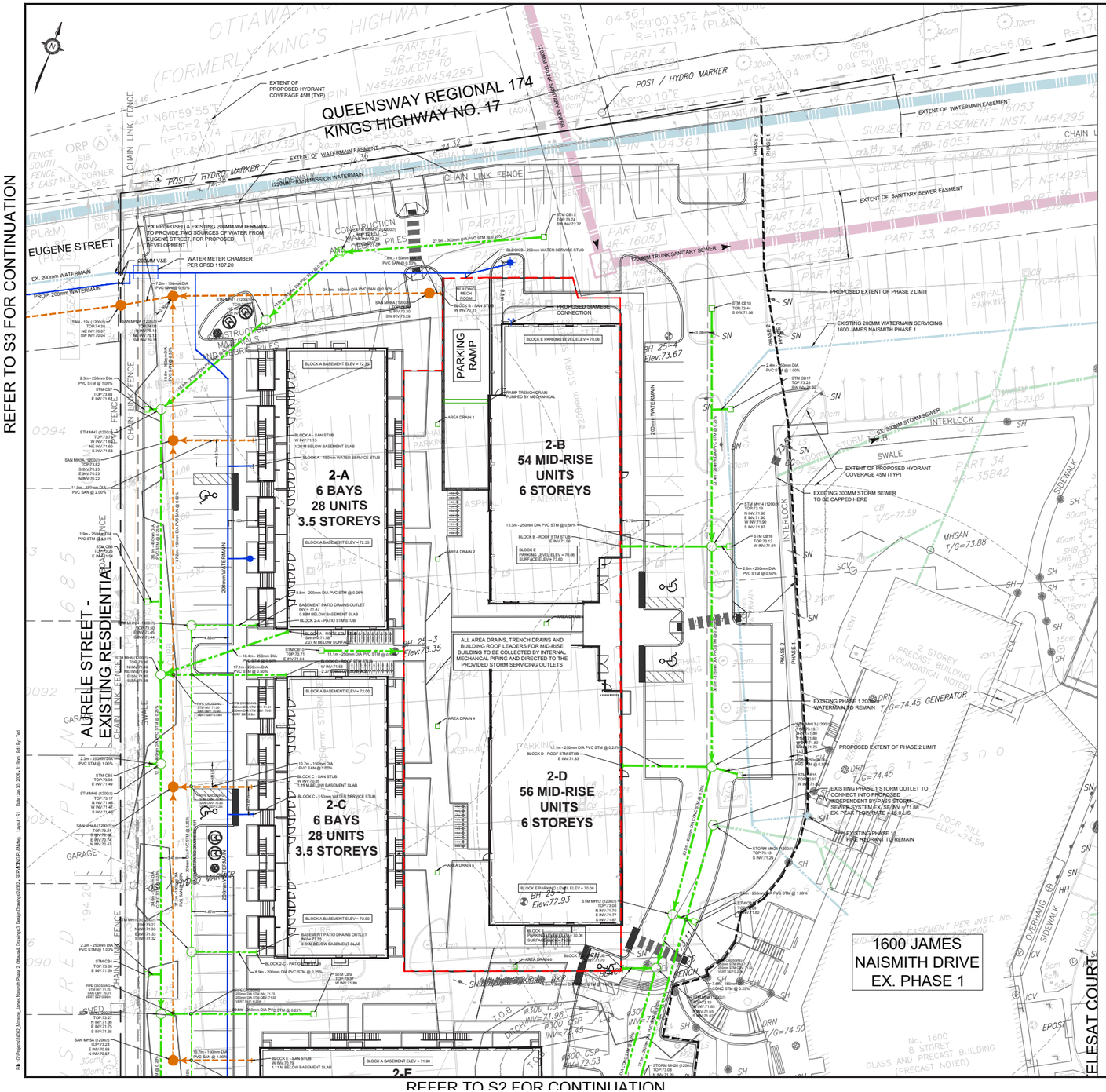
KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

GRADING PLAN

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

REFER TO S3 FOR CONTINUATION



GENERAL NOTES:

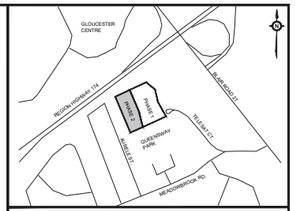
1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CURRENT *"OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS"*. THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE CONSTRUCTOR AS DEFINED IN THE ACT.
2. ALL TEMPORARY TRAFFIC CONTROL AND SIGNAGE DURING CONSTRUCTION SHALL BE 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, AND MTOD.
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-RY 814 ANG SOLID COPPER TRACER WIRE.
2. WATERMAINS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 300mm OVER AND 500mm UNDER SEWERS AND ALL OTHER UTILITIES WHEN CROSSING. ALL WATERMAINS AND SERVICES SHALL HAVE 1.80m MINIMUM COVER.
3. BEDDING FOR WATERMAINS SHALL BE AS PER OPSD 802.030.
4. COVER REQUIRED ON WATERMAIN IS 1.8m MINIMUM.
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 LOCAL MUNICIPAL STANDARDS.
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 OPSD 1105.010.
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 OPSD 401.010. 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 OPSD 400.020. DOUBLE CATCHBASINS SHALL BE AS PER OPSD 705.020.
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 COLOUR 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

200.00 0.5% MH 1A	PROPOSED ITEMS
200.00 0.5% EX MH 1A	EXISTING ITEMS
	LIMIT OF PROPERTY LINE
	LIMIT OF CONSTRUCTION
	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 / TD
	HYDRANT / SIAMESE / METER CHAMBER
	VALVE BOX / VALVE CHAMBER
	WAT BENDS: 11.25° / 22.5° / 45° / 90°
	WAT TEE / CROSS / REDUCER

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, 260115
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
1	SITE PLAN APPROVAL - SUBMISSION 1	JAN 2026	TF

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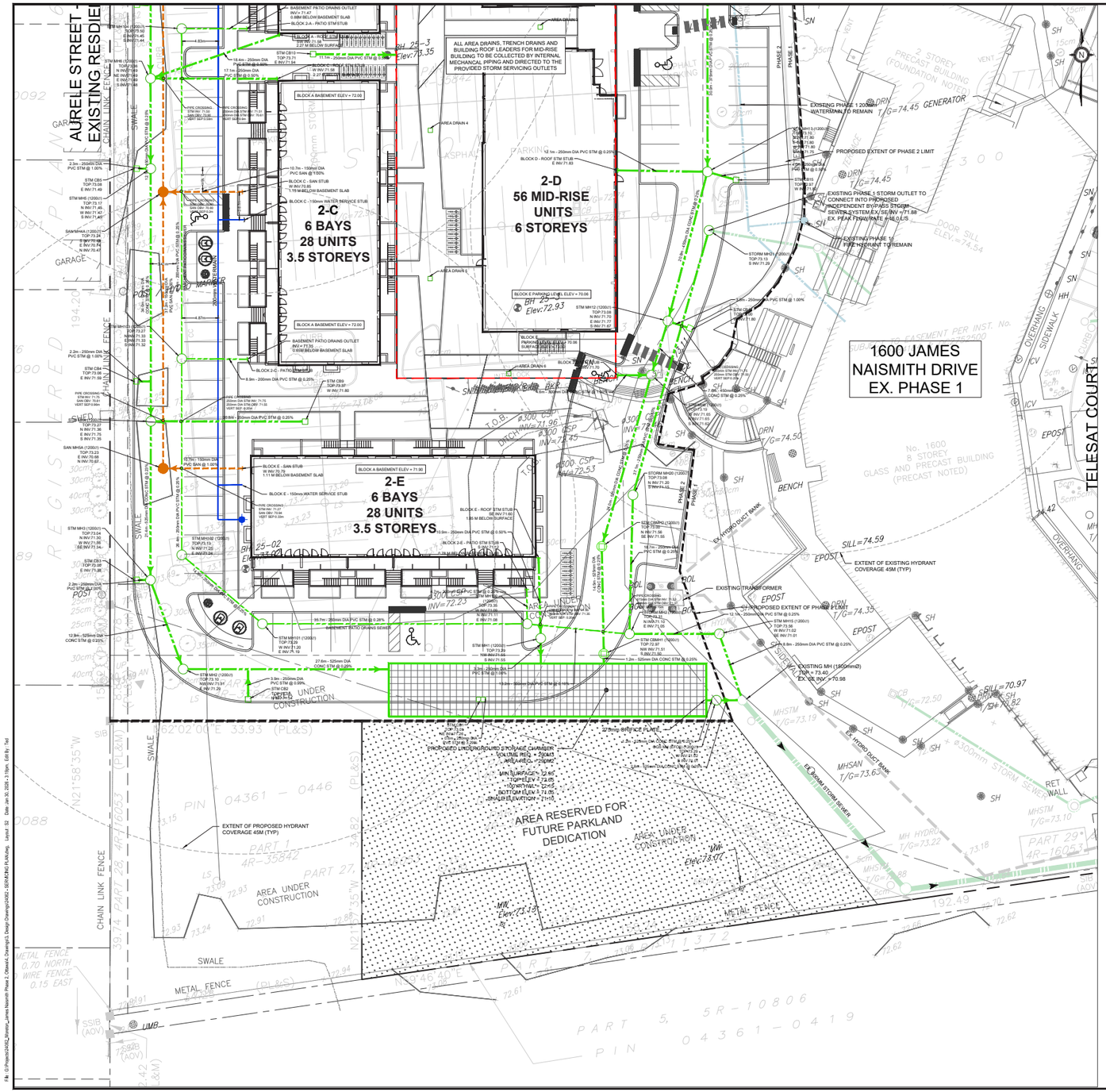
KWA SITE DEVELOPMENT CONSULTING INC.
2453 AUCKLAND DRIVE
BURLINGTON, ON L7L 7A9

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

SERVICING PLAN

NORTH HALF OF SITE

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



REFER TO S1 FOR CONTINUATION

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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 CONSTRUCTION
—	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 / TD
⊕ ⊰ Ⓜ	HYDRANT / SIAMESE / METER CHAMBER
⋈ ⊗	VALVE BOX / VALVE CHAMBER
	WAT BENDS: 11.25° / 22.5° / 45° / 90°
	WAT TEE / CROSS / REDUCER

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, 260115
SURVEY:	STANTEC, 220909

NO.	ISSUE	DATE	BY
1	SITE PLAN APPROVAL - SUBMISSION 1	JAN 2026	TF

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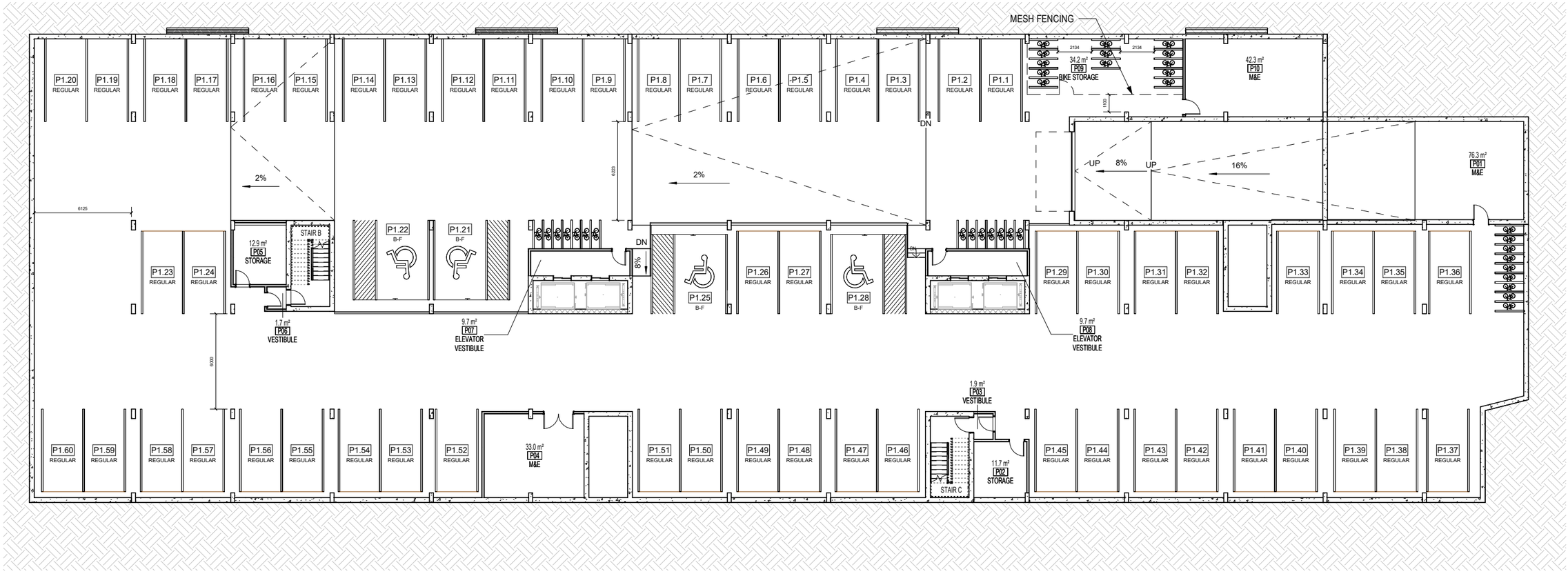
KWA
SITE DEVELOPMENT CONSULTING

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

1600 JAMES NAISMITH DRIVE, OTTAWA
PHASE 2

SERVICING PLAN
SOUTH HALF OF SITE

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


MESH FENCING
P1.20 REGULAR
P1.19 REGULAR
P1.18 REGULAR
P1.17 REGULAR
P1.16 REGULAR
P1.15 REGULAR
P1.14 REGULAR
P1.13 REGULAR
P1.12 REGULAR
P1.11 REGULAR
P1.10 REGULAR
P1.9 REGULAR
P1.8 REGULAR
P1.7 REGULAR
P1.6 REGULAR
P1.5 REGULAR
P1.4 REGULAR
P1.3 REGULAR
P1.2 REGULAR
P1.1 REGULAR
2134
34.2 m²
P09
BIKE STORAGE
42.3 m²
P10
M&E
1100
FF DN
UP
8%
UP
16%
76.3 m²
P01
M&E
6125
2%
6233
2%
STAIR B
12.9 m²
P05
STORAGE
P1.22
B-F
P1.21
B-F
DN
8%
P1.25
B-F
P1.26 REGULAR
P1.27 REGULAR
P1.28
B-F
P1.29 REGULAR
P1.30 REGULAR
P1.31 REGULAR
P1.32 REGULAR
P1.33 REGULAR
P1.34 REGULAR
P1.35 REGULAR
P1.36 REGULAR
P1.23 REGULAR
P1.24 REGULAR
1.7 m²
P06
VESTIBULE
9.7 m²
P07
ELEVATOR VESTIBULE
9.7 m²
P08
ELEVATOR VESTIBULE
6000
1.9 m²
P03
VESTIBULE
P1.60 REGULAR
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P1.58 REGULAR
P1.57 REGULAR
P1.56 REGULAR
P1.55 REGULAR
P1.54 REGULAR
P1.53 REGULAR
P1.52 REGULAR
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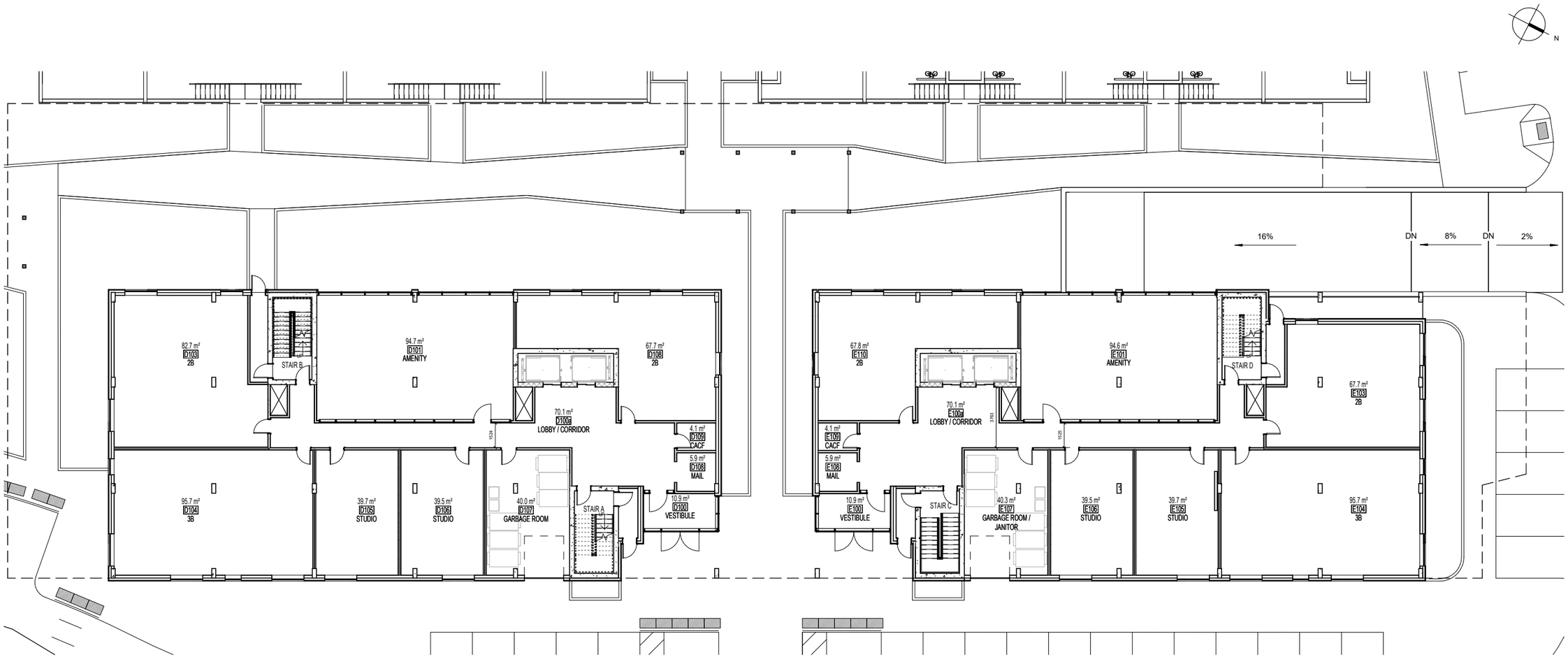
P04
M&E
P1.51 REGULAR
P1.50 REGULAR
P1.49 REGULAR
P1.48 REGULAR
P1.47 REGULAR
P1.46 REGULAR
STAIR C
11.7 m²
P02
STORAGE
P1.45 REGULAR
P1.44 REGULAR
P1.43 REGULAR
P1.42 REGULAR
P1.41 REGULAR
P1.40 REGULAR
P1.39 REGULAR
P1.38 REGULAR
P1.37 REGULAR
N


N
16%
DN
8%
DN
2%
82.7 m²
D103
2B
STAIR B
94.7 m²
D101
AMENITY
67.7 m²
D102
2B
70.1 m²
D100
LOBBY / CORRIDOR
4.1 m²
D109
CACF
5.9 m²
D108
MAIL
95.7 m²
D104
3B
39.7 m²
D105
STUDIO
39.5 m²
D106
STUDIO
40.0 m²
D107
GARBAGE ROOM
STAIR A
10.9 m²
D100
VESTIBULE
67.8 m²
E110
2B
94.6 m²
E101
AMENITY
STAIR D
67.7 m²
E103
2B
70.1 m²
E100
LOBBY / CORRIDOR
4.1 m²
E109
CACF
5.9 m²
E108
MAIL
10.9 m²
E100
VESTIBULE
STAIR C
40.3 m²
E107
GARBAGE ROOM / JANITOR
39.5 m²
E106
STUDIO
39.7 m²
E105
STUDIO
95.7 m²
E104
3B


BALCONY
BALCONY
BALCONY
BALCONY
49.8 m²
D204
1B
40.2 m²
D203
STUDIO
52.9 m²
D202
1B
52.9 m²
D201
1B
82.8 m²
D210
2B
STAIR B
54.7 m²
D200
LOBBY / CORRIDOR
3.5 m²
D211
GARBAGE CHUTE
STAIR A
53.3 m²
D205
1B
53.0 m²
D206
1B
53.0 m²
D207
1B
78.7 m²
D208
2B
67.5 m²
D209
2B
BALCONY
BALCONY
BALCONY


BALCONY
BALCONY
BALCONY
BALCONY
82.7 m²
E210
2B
53.1 m²
E201
1B
52.7 m²
E202
1B
40.5 m²
E203
STUDIO
49.6 m²
E204
1B
STAIR D
54.5 m²
E200
LOBBY / CORRIDOR
2.3 m²
E212
ELEC.
3.6 m²
E211
GARBAGE CHUTE
STAIR C
67.5 m²
E209
2B
75.9 m²
E208
2B
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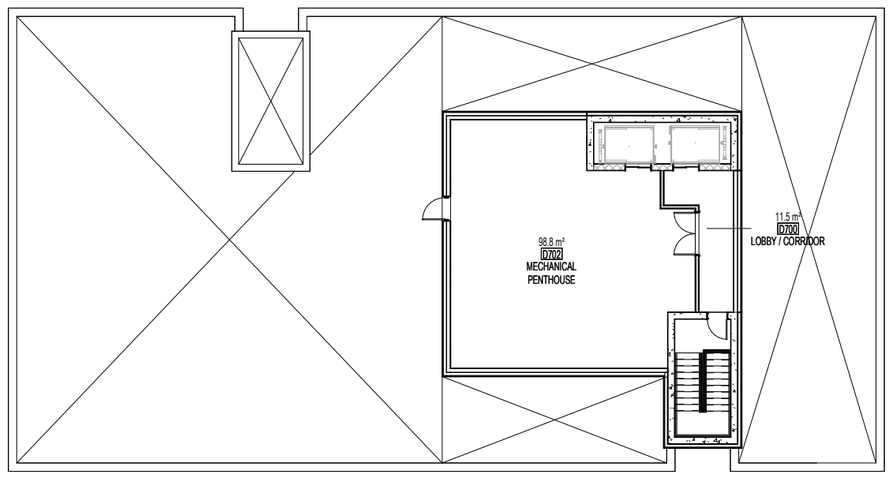
53.2 m²
E206
1B
53.4 m²
E205
1B
BALCONY
BALCONY
BALCONY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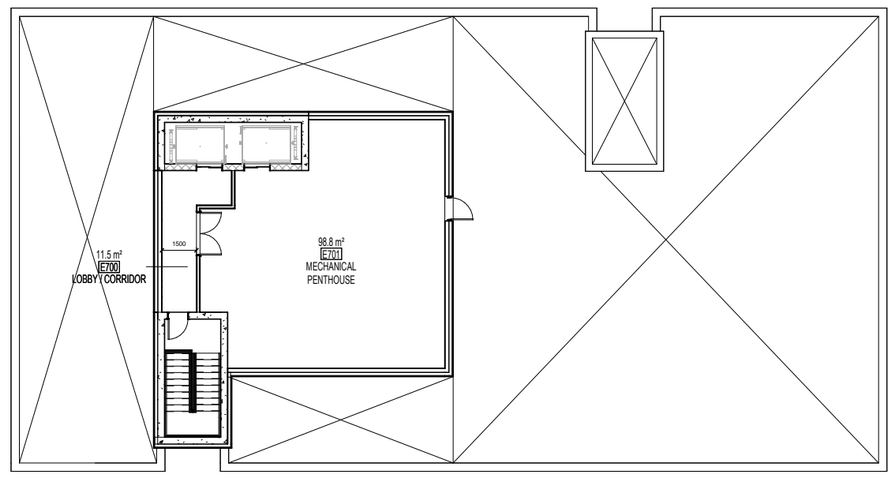
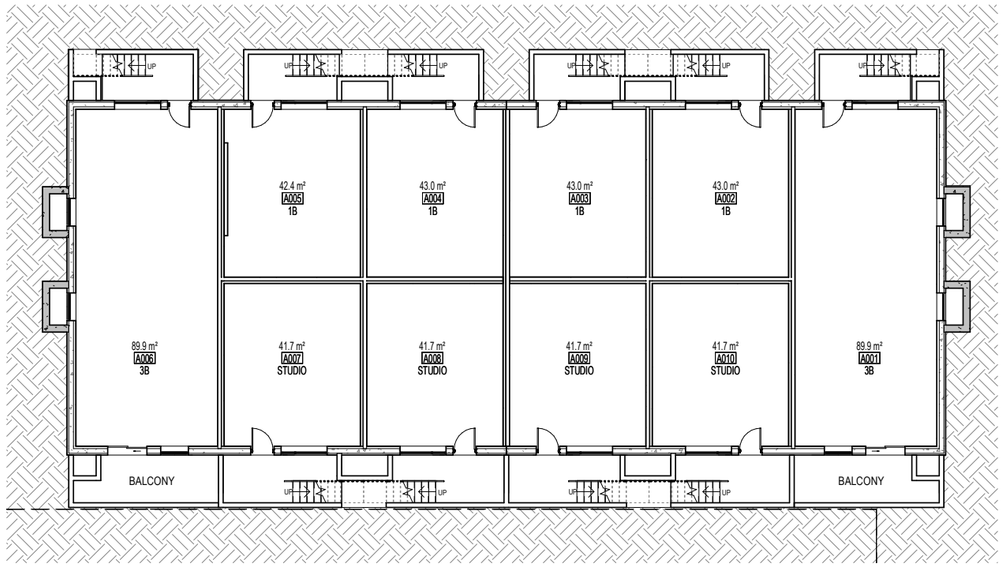
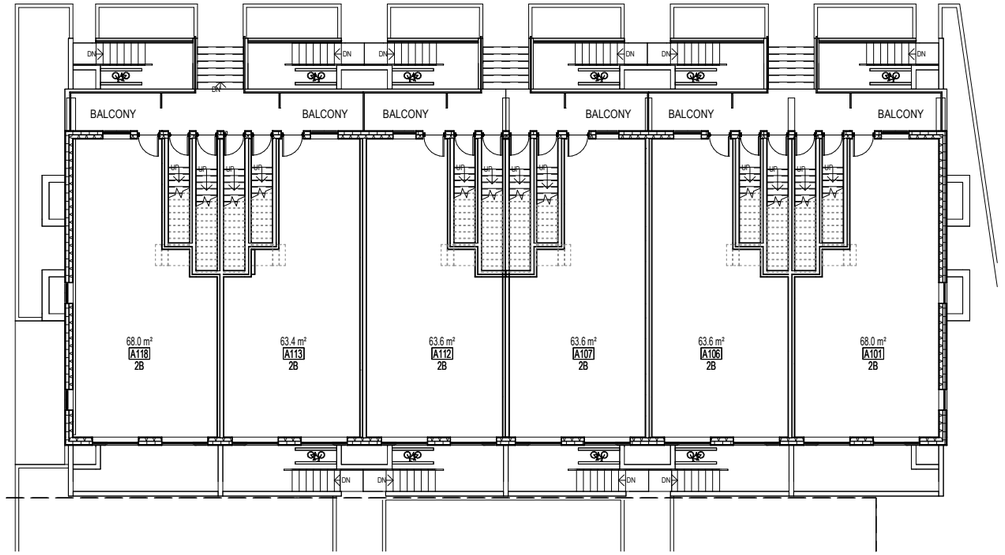
D702
MECHANICAL
PENTHOUSE
11.5 m²
D700
LOBBY / CORRIDOR

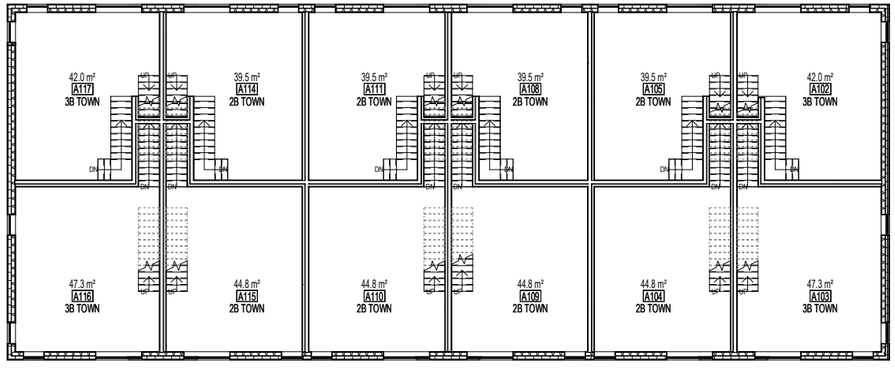

11.5 m²
E700
LOBBY / CORRIDOR
1500
98.8 m²
E701
MECHANICAL
PENTHOUSE



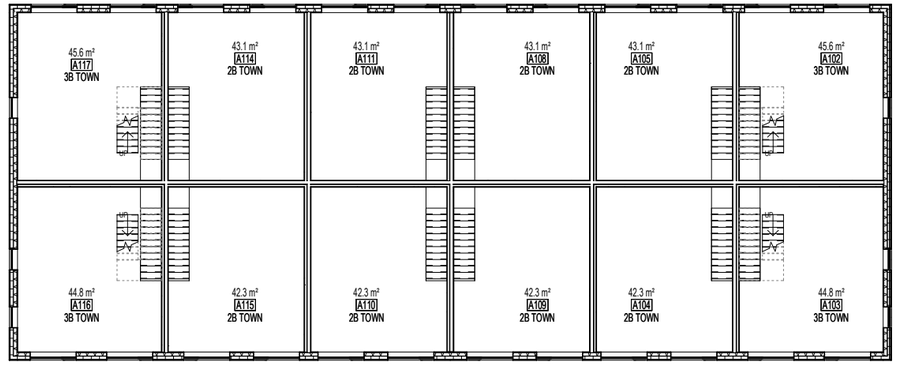
BASEMENT LEVEL



GROUND FLOOR



LEVEL 2



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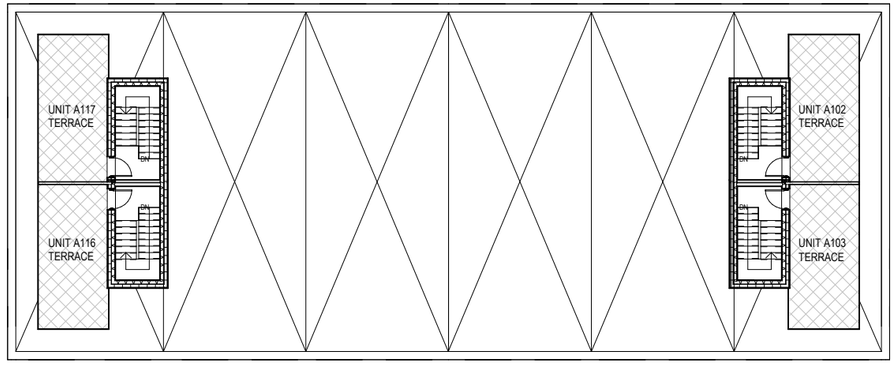
UNIT A117
TERRACE
UNIT A116
TERRACE
UNIT A102
TERRACE
UNIT A103
TERRACE
DN

ROOF PLAN

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: 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
- E **METAL PANEL CLADDING** COLOR: 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 - 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: 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: 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: 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
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- 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**
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- G — **METAL PANEL CLADDING (VERTICAL)** COLOR: LIGHT WOOD
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- 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

figurr architects collective FOTENN Planning + Design

PERSPECTIVE - APPROACH FROM PHASE 1 AND JAMES NAISMITH DR.

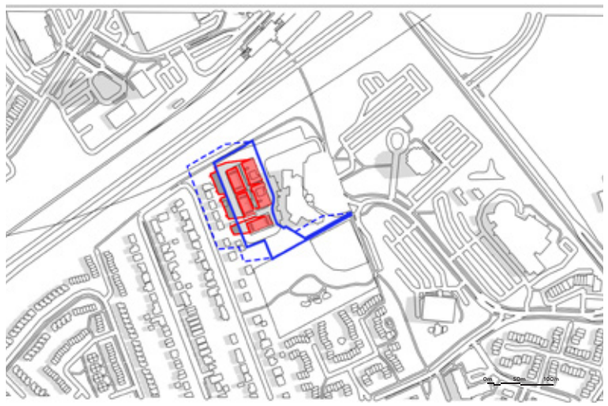
1600 James Naismith Dr.
2415
FEBRUARY 2026

PERSPECTIVE - PEDESTRIAN PATHWAY BETWEEN TOWNHOUSES B AND C


305B
305B


1602
1601

5:15am



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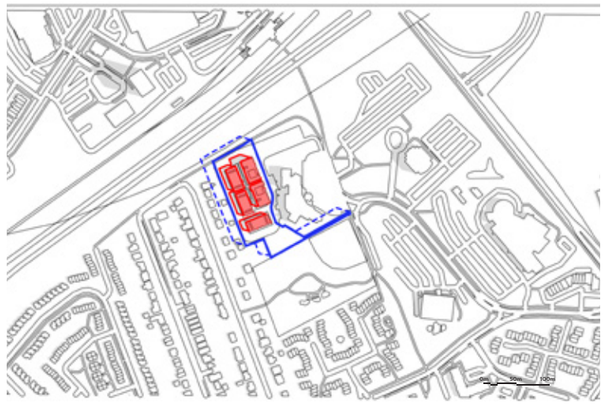

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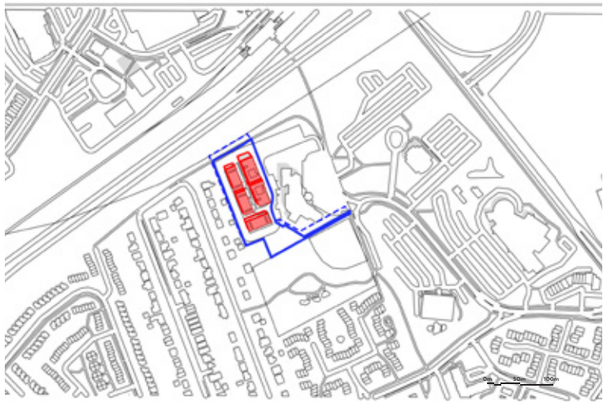

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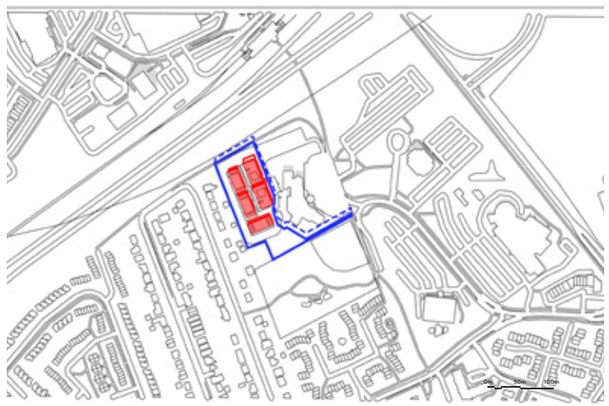

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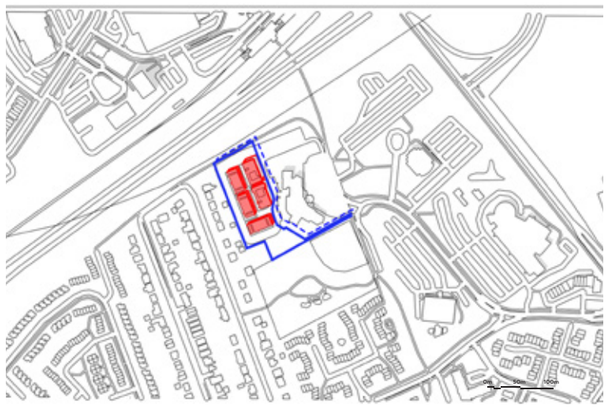


2:00pm

4:00pm

6:00pm

8:55pm

N

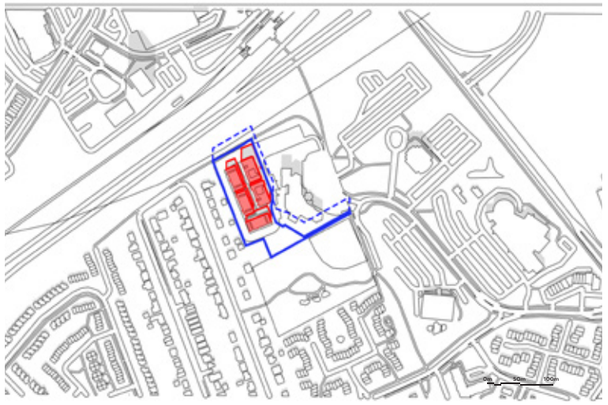
LEGEND

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

6:49am

8:00am

10:00am



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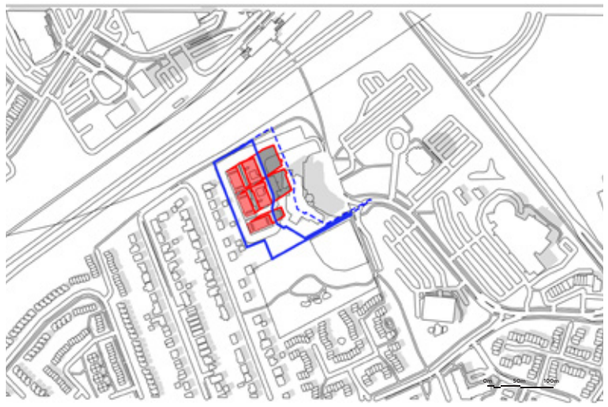

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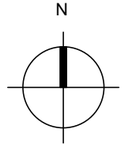

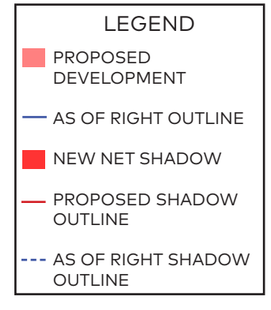

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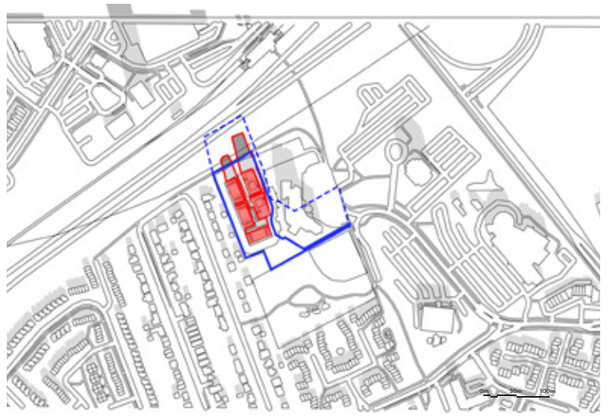

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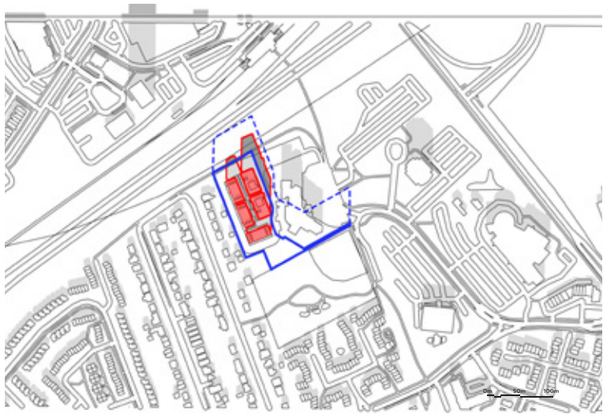

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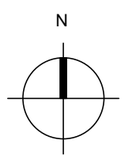

LEGEND

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

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 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 home residential neighbourhood. This gradation in height and density achieves a sensitive transition from the 8-storey building to the single-family home residential neighbourhood to the west, while utilizing an existing hardscape area of the site.

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.

Each mid-rise building will contain 55 residential units, while the townhome blocks will provide 28 units per block. In total, Phase 2 will add 194 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.

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

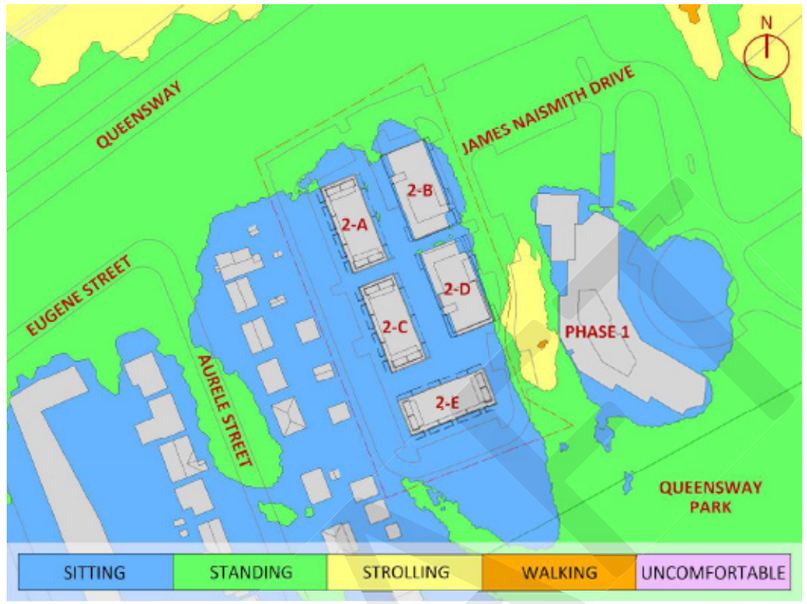

FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

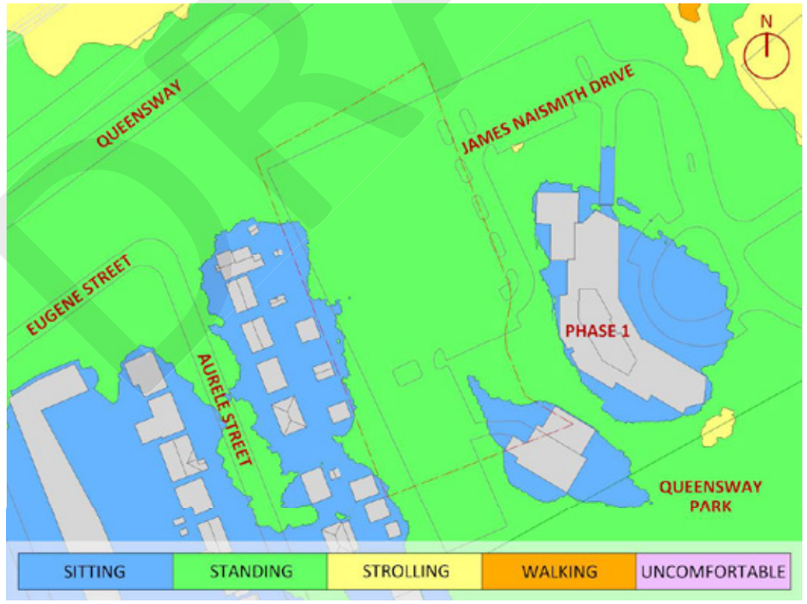

FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

GRADIENTWIND
ENGINEERS & SCIENTISTS

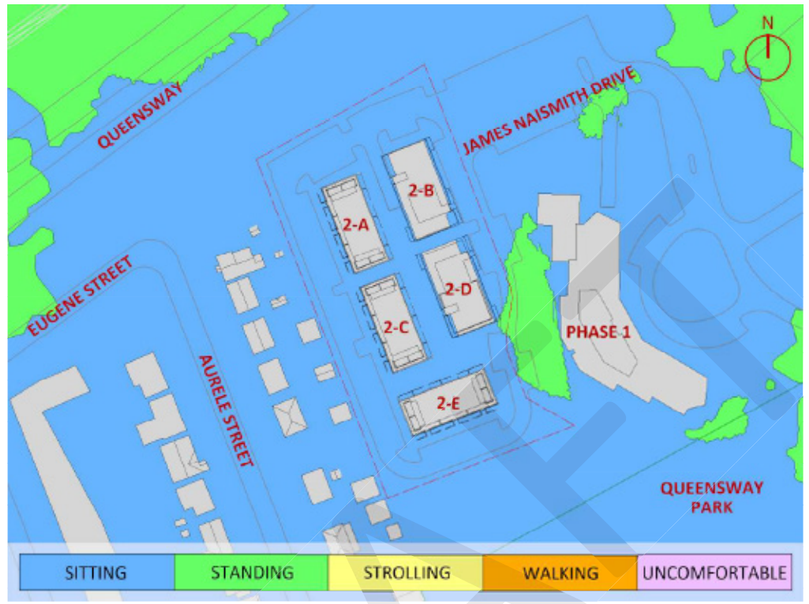

FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

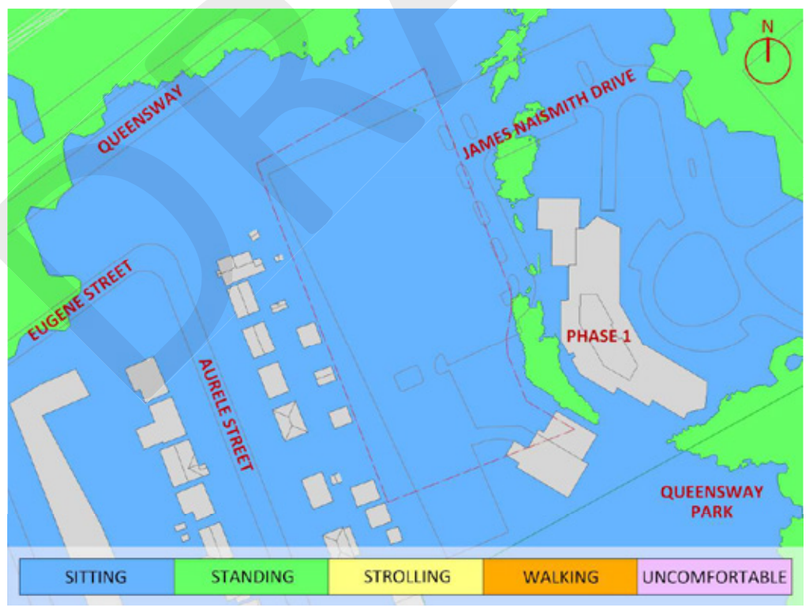

FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

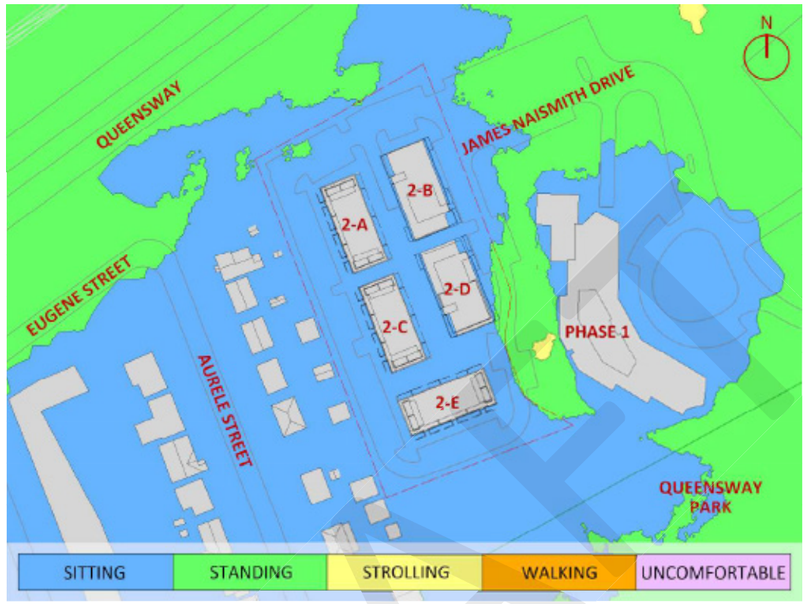

FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

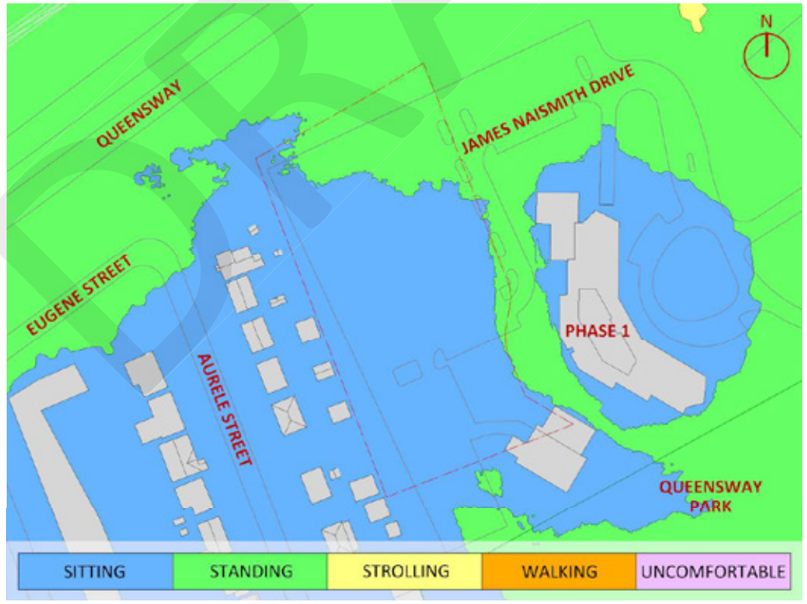

FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

GRADIENTWIND
ENGINEERS & SCIENTISTS

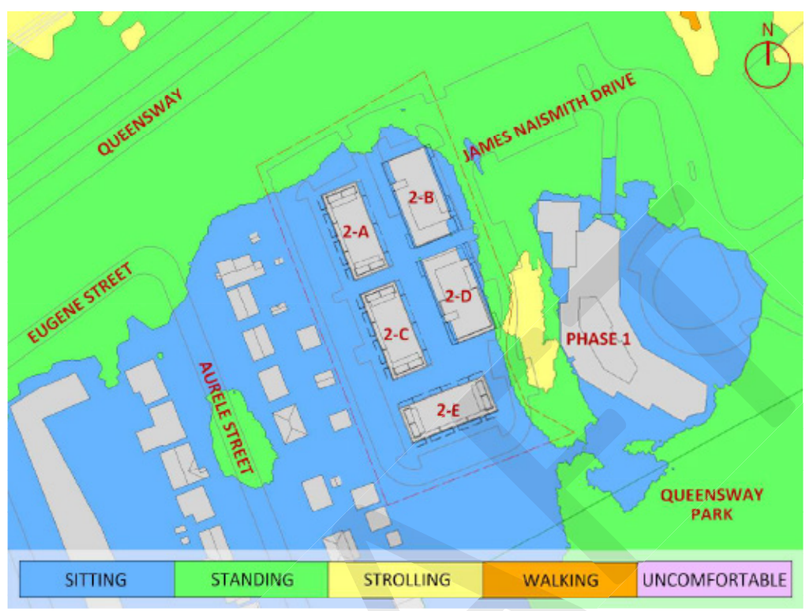

FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

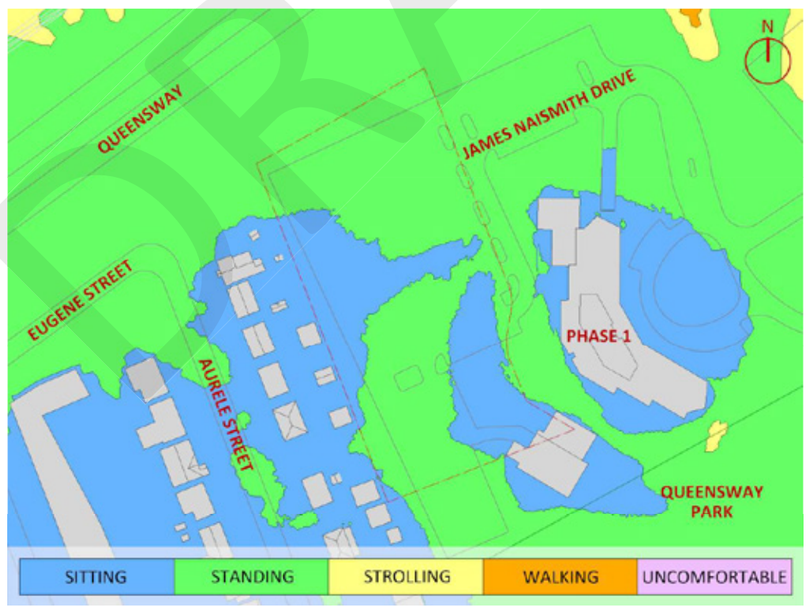

FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING