



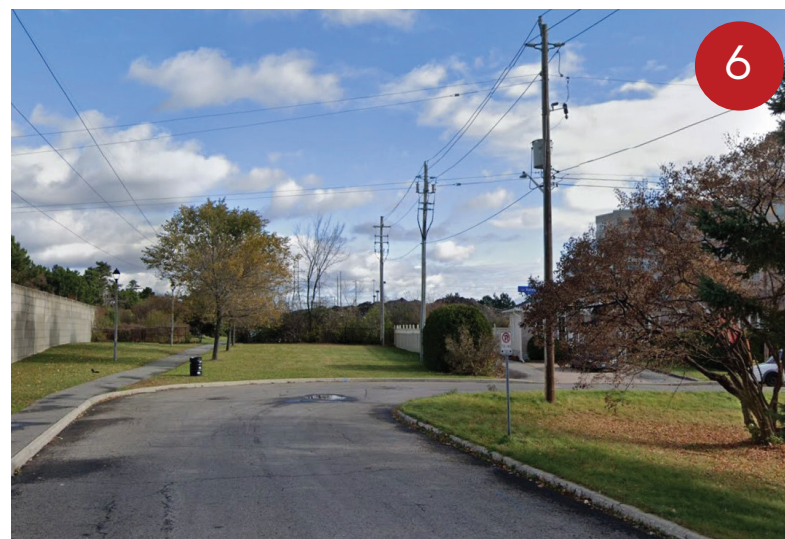
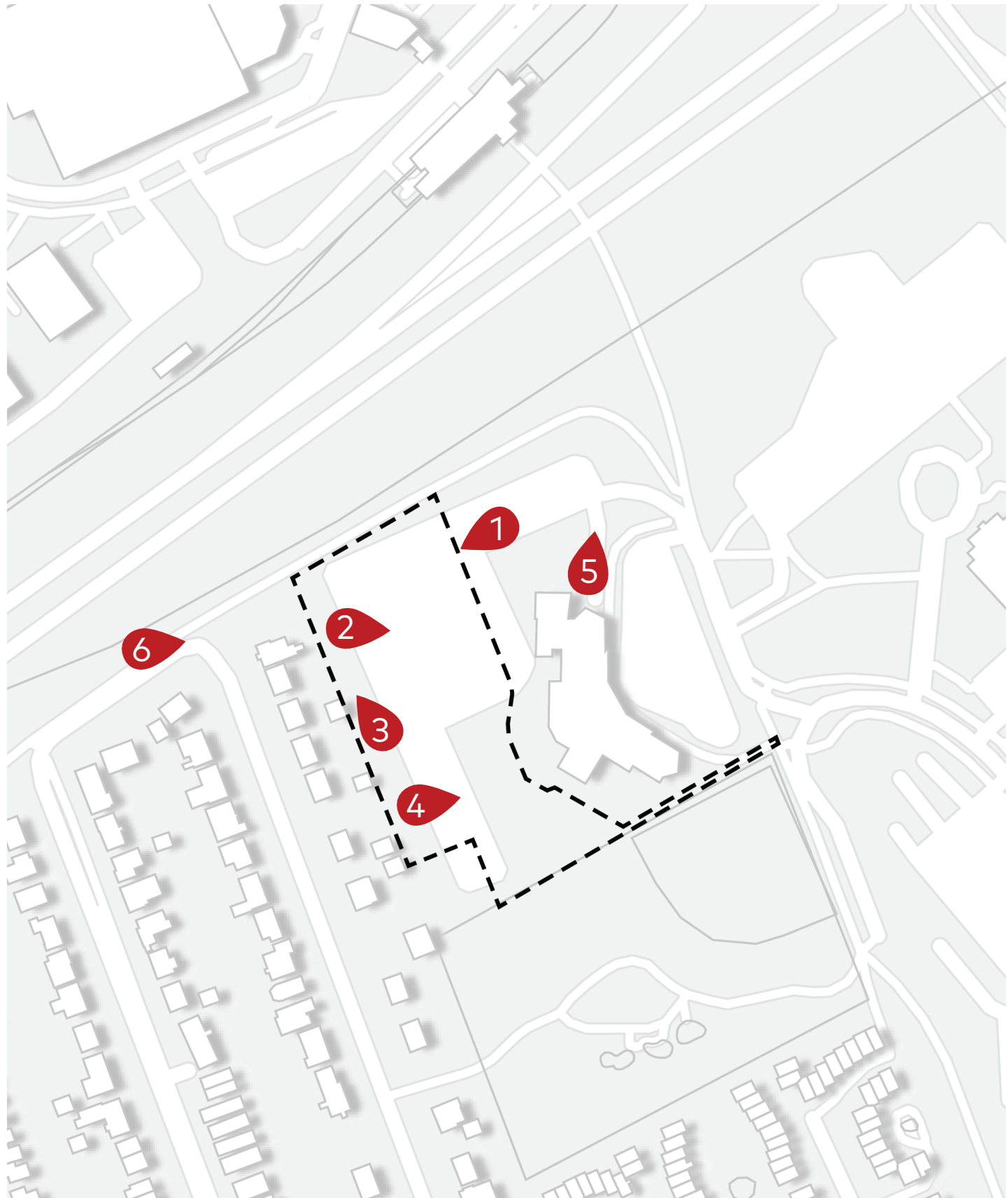
SUBMITTED FOR: **SITE PLAN CONTROL SUBMISSION #2**

1600 James Naismith Dr.

Project # : 2415

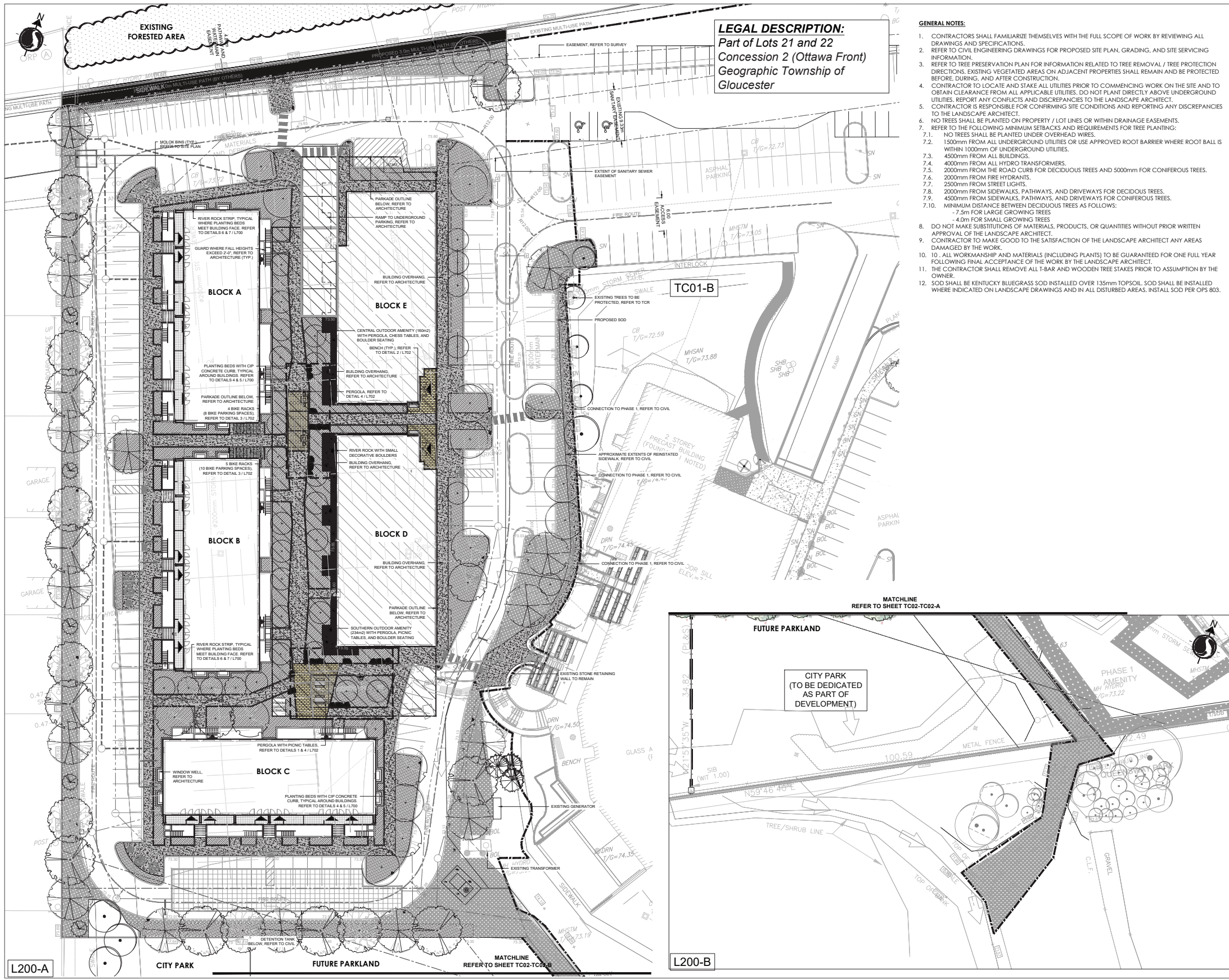
July 2026









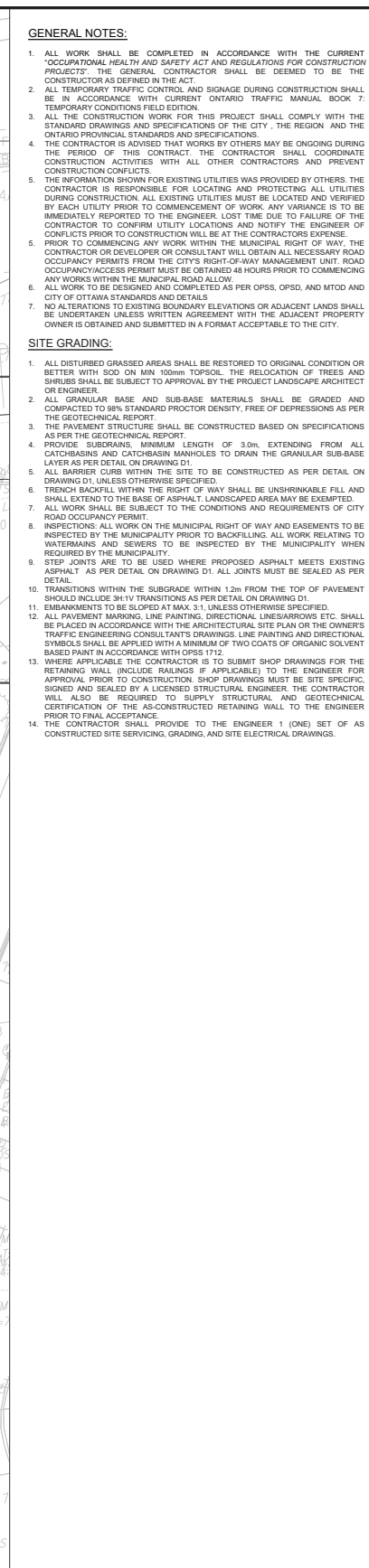


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Ottawa ON
Tel. 613.722.4420
www.stantec.com

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PRELIMINARY
NOT FOR CONSTRUCTION



[illegible]

[illegible]

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

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE CURRENT "OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION" AND THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE CONSTRUCTOR AS DEFINED IN THE SPECIFICATIONS.

2. ALL TEMPORARY TRAFFIC CONTROL AND SIGNAGE DURING CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE TRAFFIC MANUAL AND THE TEMPORARY CONDITIONS FIELD EDITION.

3. ALL THE CONSTRUCTION WORK FOR THIS PROJECT SHALL COMPLY WITH THE CITY OF OTTAWA'S STANDARDS AND REGULATIONS OF THE TRAFFIC MANUAL AND THE ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS.

4. THE CONSTRUCTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY ROAD CLOSURE PERMITS DURING THE PERIOD OF THIS CONTRACT. THE CONSTRUCTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH ALL OTHER CONTRACTORS AND PREVENT CONFLICTS PRIOR TO CONSTRUCTION.

5. THE INFORMATION SHOWN FOR EXISTING UTILITIES WAS PROVIDED BY OTHERS. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING AND PROTECTING ALL UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF UTILITIES BY EACH UTILITY PRIOR TO COMMENCEMENT OF WORK. ANY VARIANCE IS TO BE REPORTED TO THE REPORTING UTILITY IMMEDIATELY.

6. THE CONTRACTOR TO CONFIRM UTILITY LOCATIONS AND NOTIFY THE ENGINEER OF CONFLICTS PRIOR TO CONSTRUCTION WILL BE AT THE CONTRACTORS EXPENSE.

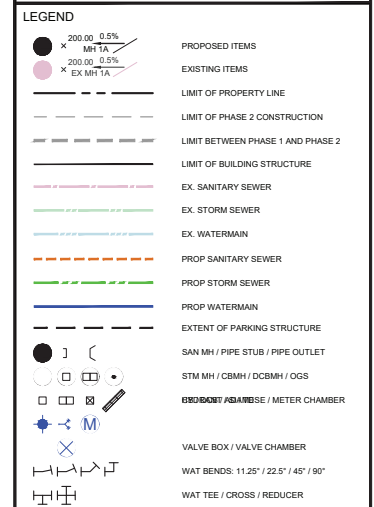
7. THE CONTRACTOR OR DEVELOPER OR CONSULTANT WILL OBTAIN ALL NECESSARY ROAD CLOSURE PERMITS FROM THE CITY'S RIGHT-OF-WAY MAINTENANCE UNIT. ROAD CLOSURE ACCESS PERMITS WILL BE OBTAINED PRIOR TO CONSTRUCTION OF ANY WORKS WITHIN THE MUNICIPAL ROAD ALLOW.

8. THE CONTRACTOR SHALL BE DEEMED TO BE RESPONSIBLE FOR THE OBTAINING OF ALL OTTAWA STANDARDS AND DETAILS.

9. NO ALTERATIONS TO EXISTING SUBURBAN ELEVATIONS OR ADJACENT LANDS SHALL BE ALLOWED UNDER THIS CONTRACT. ANY ALTERATIONS TO THE ADJACENT PROPERTY OWNER IS OBTAINED AND SUBMITTED IN A FORMAT ACCEPTABLE TO THE CITY.

[illegible]

1. MANHOLE SIZES SHALL BE AS PER OPSD 70.01.10 AND OPSD 80.01.01. FRAMES AND COVERS SHALL BE AS PER CITY OF OTTAWA DETAILS D24 S34.1, S25 AND S28.1. SAFETY PLATFORMS TO BE INSTALLED WHERE DEPTH EXCEEDS 5.0m.
2. ALL CAST IN PLACE CONCRETE SHALL BE TO CANADIAN STANDARD SPECIFICATION D3030.04A, F670-03. SERVICE CONNECTION PVC PIPE TO BE AS PER SDR-26 C.S.A. 182-26-03.
3. SINGLE CATCHBASINS SHALL BE AS PER OPSD 70.01.10, WITH FRAMES AND COVERS TO BE AS PER CITY OF OTTAWA DETAILS D24 S34.1, S25 AND S28.1.
4. CONCRETE PIPE SEWER BEDDING SHALL BE CLASS "B" AS PER OPSD 802.03-0, PVC PIPE SEWER BEDDING SHALL BE CLASS "B" AS PER OPSD 802.03-0. TOP OF SEWER SHALL BE AT LEAST 1.00m ABOVE FINISHED GRADE. ALL PIPE SHALL BE BACKFILLED TO BE COMPACTED TO MIN. 96% STANDARD PROCTOR DENSITY.
5. ALL STORM SEWER SHALL BE CLASS "B" AS PER SDR-35 OR APPROVED EQUIVALENT. ALL STORM SEWER PIPES 525mm DIA. AND LARGER SHALL BE CONCRETE AND EQUAL TO C.S.A. SPECIFICATIONS A527-7 REINFORCED GLASS REINFORCED POLYESTER FIBRE REINFORCED PLASTIC (FRP) SHALL BE SPECIFIED.
6. ALL STORM SEWER SHALL BE CLASS "B" AS PER SDR-35 EQUAL. C.S.A. SPECIFICATIONS B182-26-03/90 LATEST AMENDMENT UNLESS OTHERWISE NOTED.
7. ALL SERVICE CONNECTIONS SHALL BE TO BE CLASS "B" AS PER OPSD 802.03-0. DR 28 INSTALLED AT 2 % AND ALL COLOR EXCEPT WHITE FOR SINGLE RESIDENTIAL DWELLINGS.
8. ALL STORM MAINTENANCE HOLES SHALL HAVE WATERTIGHT FRAME AND COVER IN PONDING AREAS AS PER OPSD 401.03.
9. ALL STORM MAINTENANCE HOLES SHALL BE 150mm TO 250mm SHALL BE AS PER C.S.A. A527-13 CLASS 3. HEIGHT OF LIFT TO BE VERIFIED USING OPSD TABLES 807.04-0.
10. BEDDING FOR RIGID PIPE SHALL BE CLASS B AS PER OPSD 802.03-0, 802.031, 802.032 OR 802.033.
11. BEDDING FOR ROUGH PIPE SHALL BE CLASS B AS PER OPSD 802.03-0, 802.031, 802.032 OR 802.033.
12. ALL MANHOLE AND CATCH BASIN EXCAVATIONS TO BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO BE 96% STANDARD PROCTOR DENSITY.
13. ALL CATCH BASINS AND CATCH BASIN MANHOLES ARE TO INCLUDE SUBIRRIAN TREATMENT AS PER DETAIL ON DRAWING D1.
14. ALL STORM PIPES AND MANHOLES TO BE INSTALLED TO THE CATCH BASIN LEAD TO THE SPRINGLINE OF THE STORM PIPE. OTHERWISE INSTALL THE CATCH BASIN LEAD AT A MINIMUM OF 1.00m FROM THE SPRINGLINE OF THE STORM PIPE.
15. UNLESS OTHERWISE NOTED, CATCHBASIN LEADS SHALL BE 250mm±D AT MINIMUM 1.00% SLOPE.
16. THE CONTRACTOR IS TO PROVIDE CITY CAMERA INSPECTIONS OF ALL MANHOLE AND STORM SEWERS, INCLUDING PICTORIAL REPORT. TWO (2) CD COPIES AND ONE (1) PICTORIAL REPORT TO BE SUBMITTED TO THE CITY OF OTTAWA. ALL INSPECTIONS TO BE FLUSHED PRIOR TO CAMERA INSPECTION.
17. ALL STORM PIPES AND MANHOLES TO BE INSTALLED TO THE CATCH BASIN LEAD TO THE SPRINGLINE OF THE STORM PIPE. OTHERWISE INSTALL THE CATCH BASIN LEAD AT A MINIMUM OF 1.00m FROM THE SPRINGLINE OF THE STORM PIPE.
18. SERVICE CONNECTIONS AND UTILITY CUTS TO BE BACKFILLED WITH UNSHRINKABLE



HORIZONTAL DATUM:	PROJECTION: ADAPTED TRANSVERSE MERCATOR MTM ZONE 8 DATE: NOV 83 ORIGINAL					
VERTICAL DATUM:	ELEVATION AND BEARING TO THE CANADIAN GEODETIC VERTICAL DATUM (CGVD-93) ARE DERIVED FROM A STATE RESEARCHING AIR PLAN BY SITE SURVEY.					
BEARING:	BEARINGS ARE GIVEN DERIVED FROM MAGNETIC NORTH WITH KNOTWORK GRS COORDINATES ON NODAL CONTOUR LINES OF 0.7 GAUSSES (1980). CENTRAL MERIDIAN 75.50 WEST LONGITUDE MTM ZONE 8 IS 83.00 (ORIGINAL).					
SITE PLAN SURVEY:	KMA SITE DEVELOPMENT CONSULTING STANTEC, 220909					
NO.	ISSUE	DATE	BY			
2	SITE PLAN APPROVAL - SUBMISSION 2	JULY 2026	TF			
1	SITE PLAN APPROVAL - SUBMISSION 1	FEB 2020	TF			

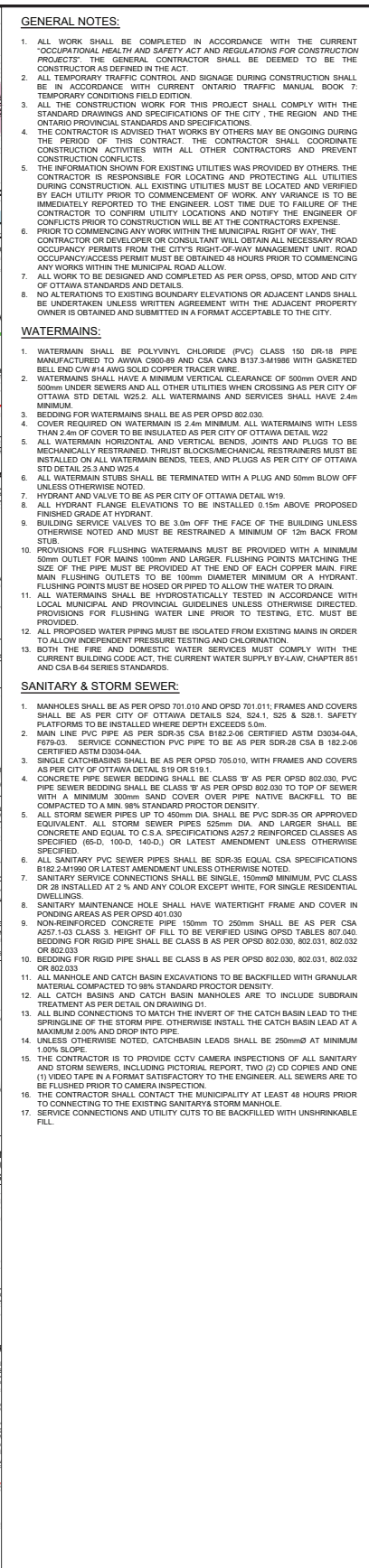
1. THIS DRAWING IS THE EXCLUSIVE PROPERTY OF KWA. THE REPRODUCTION OF ANY PART WITHOUT PRIOR WRITTEN CONSENT FROM KWA IS STRICTLY PROHIBITED.
2. THIS DRAWING IS TO BE READ AND UNDERSTOOD IN CONJUNCTION WITH ALL OTHER DRAWINGS AND DOCUMENTS APPLICABLE TO THIS PROJECT.
3. THIS DRAWING IS NOT TO BE ISSUED FOR CONSTRUCTION UNTIL ALL REQUIRED PERMITS HAVE BEEN ISSUED.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS, INVERTS AND DATA ON SITE AND REPORT ANY DISCREPANCIES OR OMISSIONS TO KWA 48 HOURS PRIOR TO ANY CONSTRUCTION.

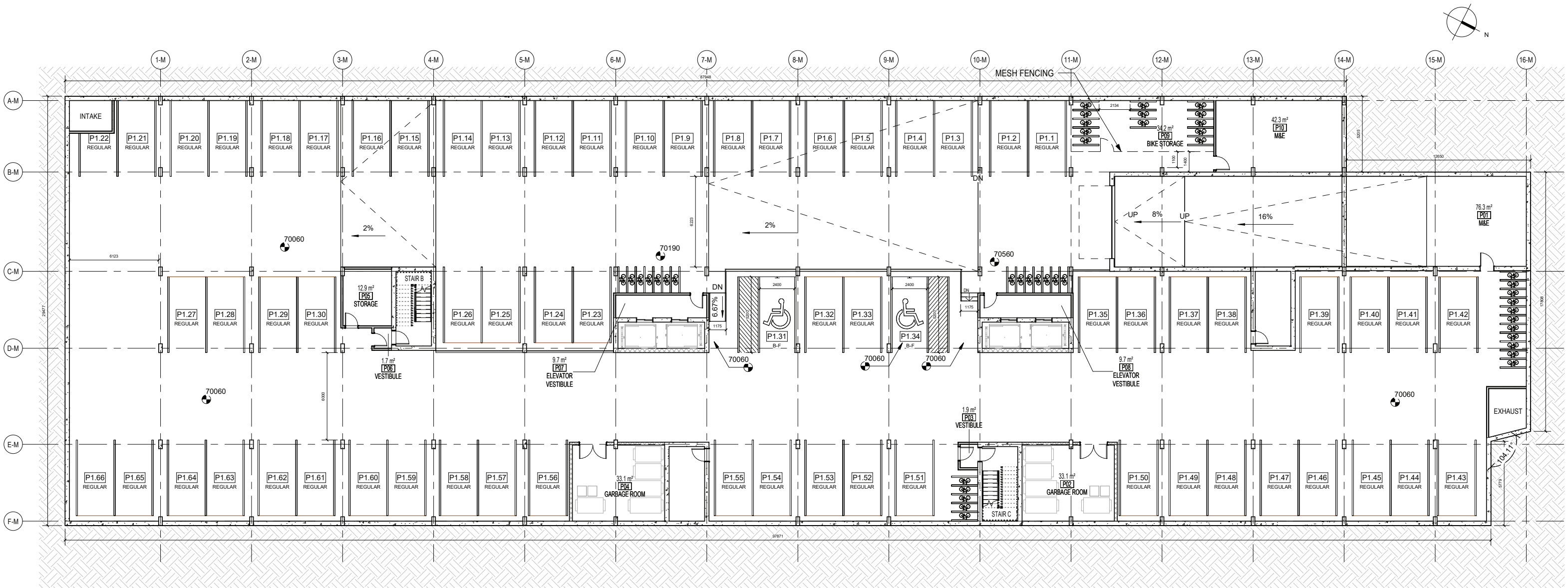


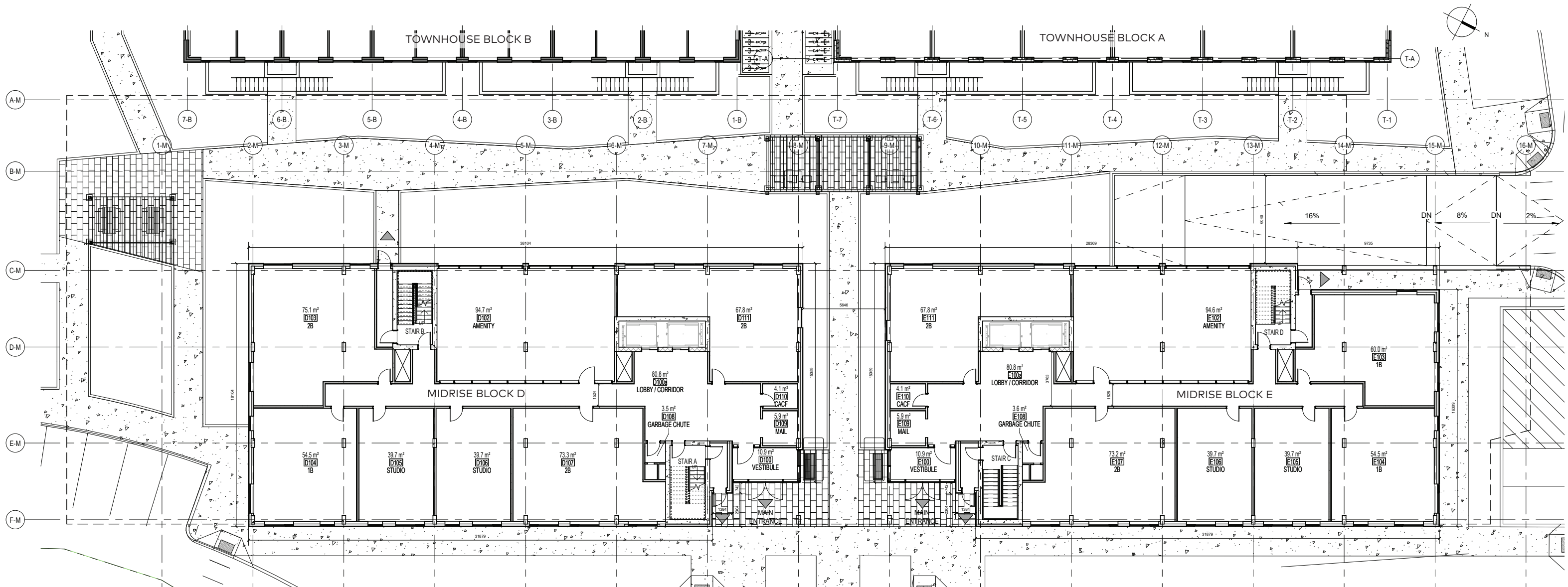
SERVICING PLAN

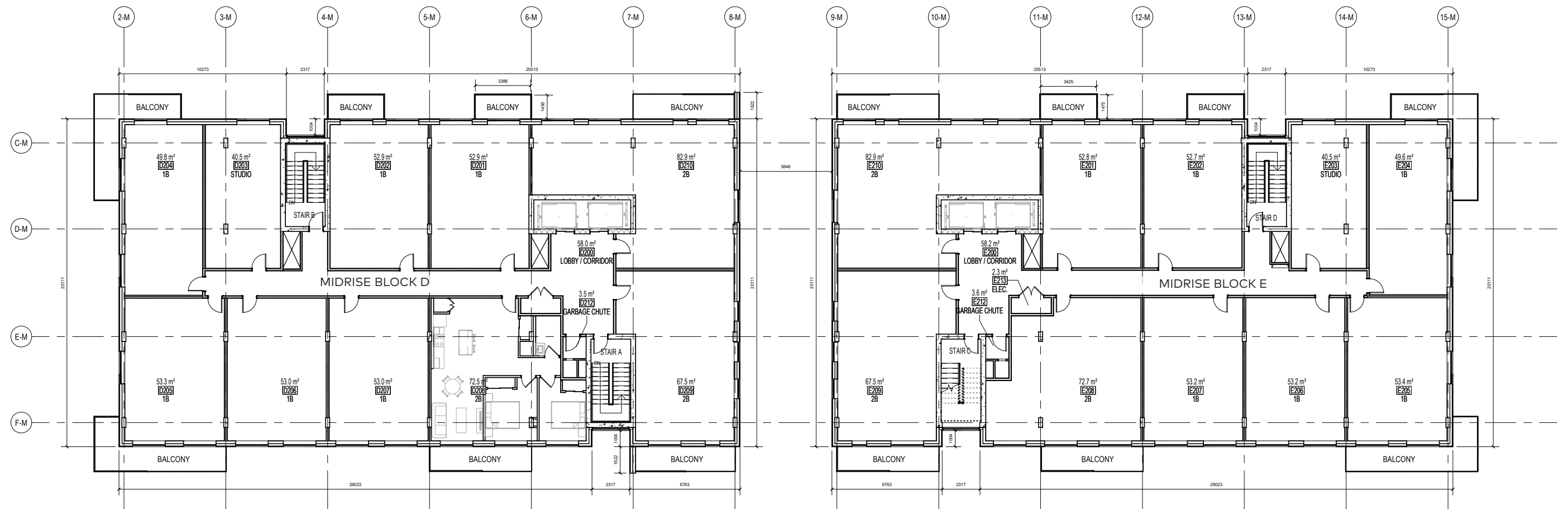
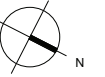
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DATE: JANUARY 2026		PROJECT # 24062	
DRAWN BY: TF		DRAWING # S2	
DESIGNED BY: TF			
CHECKED BY: TF			

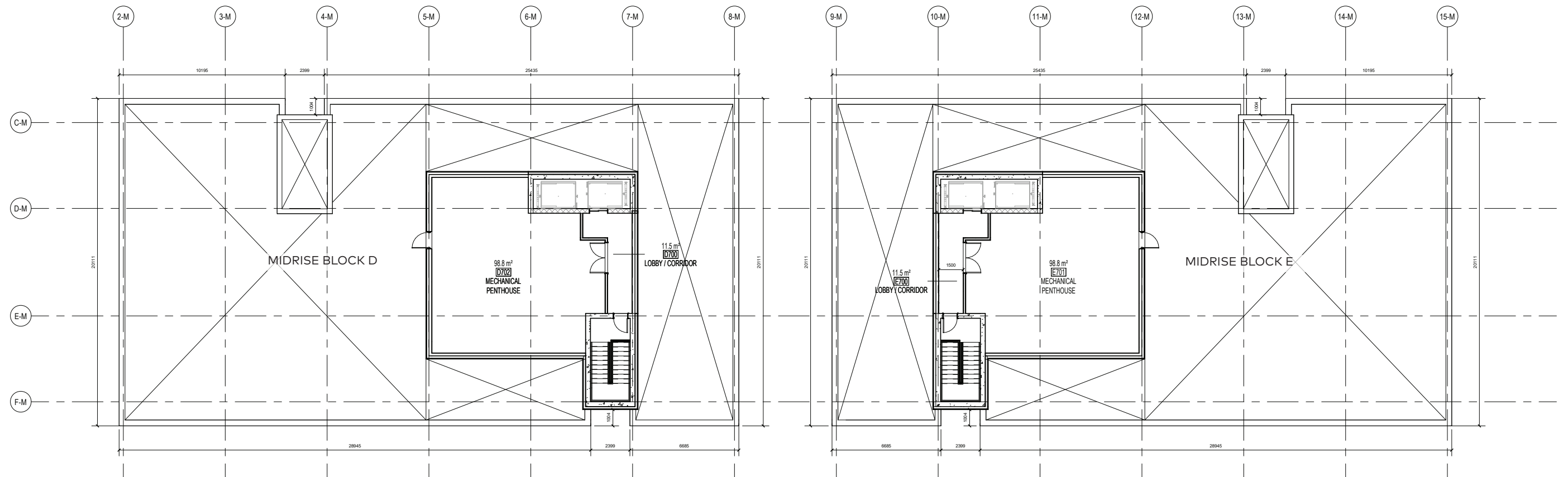
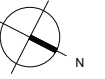
PLAN #19435
SPC# D07-12-26-0016

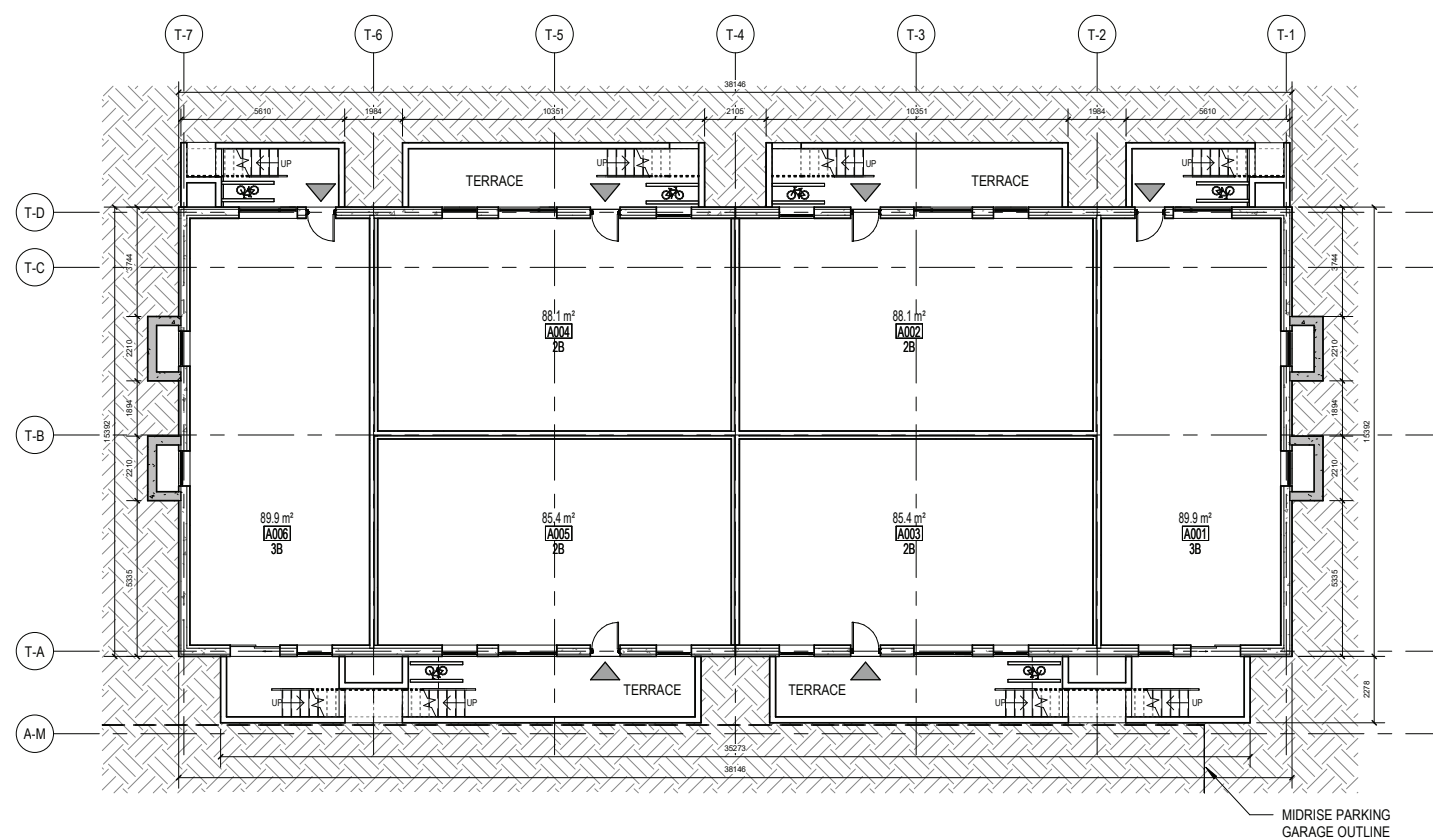




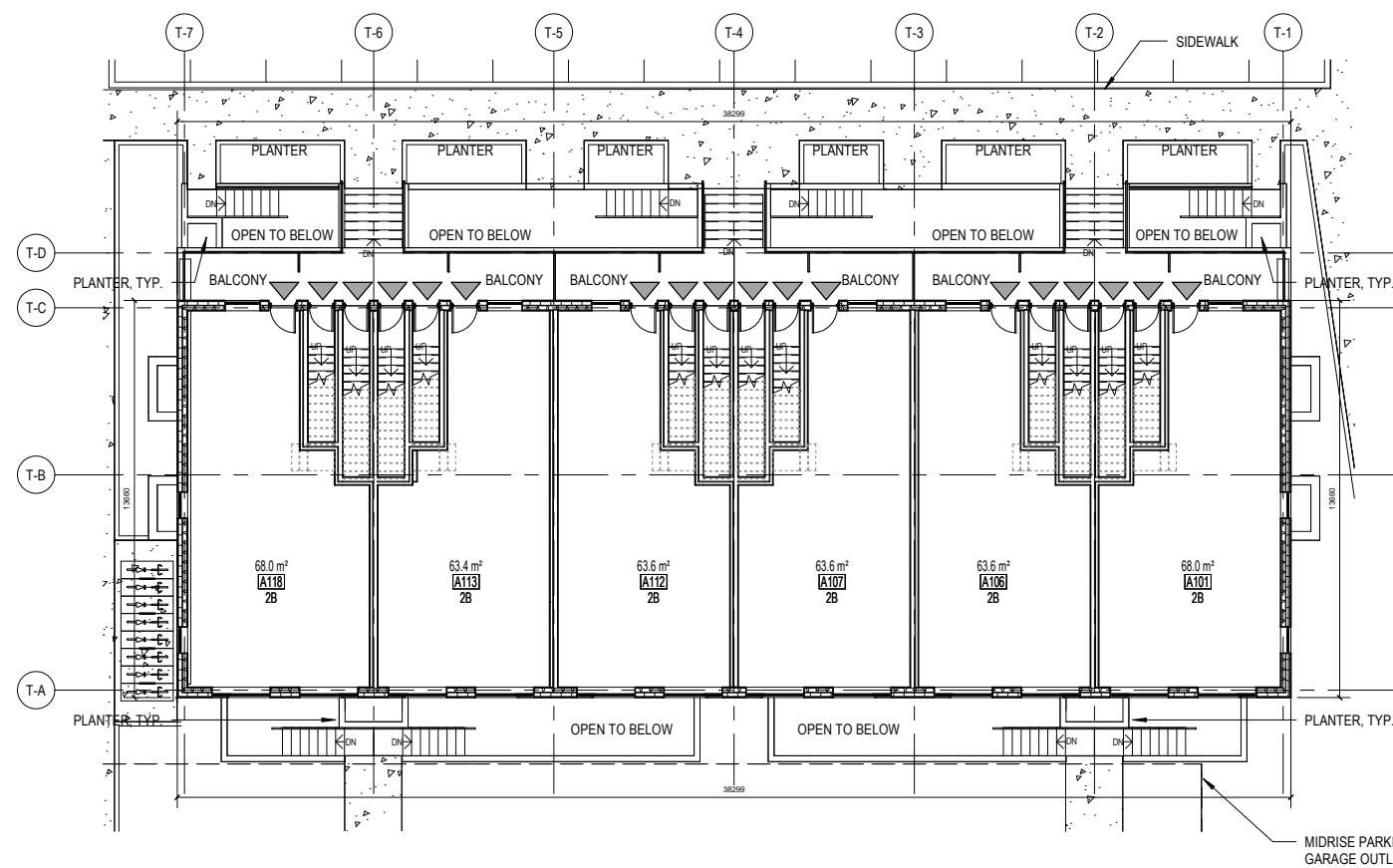




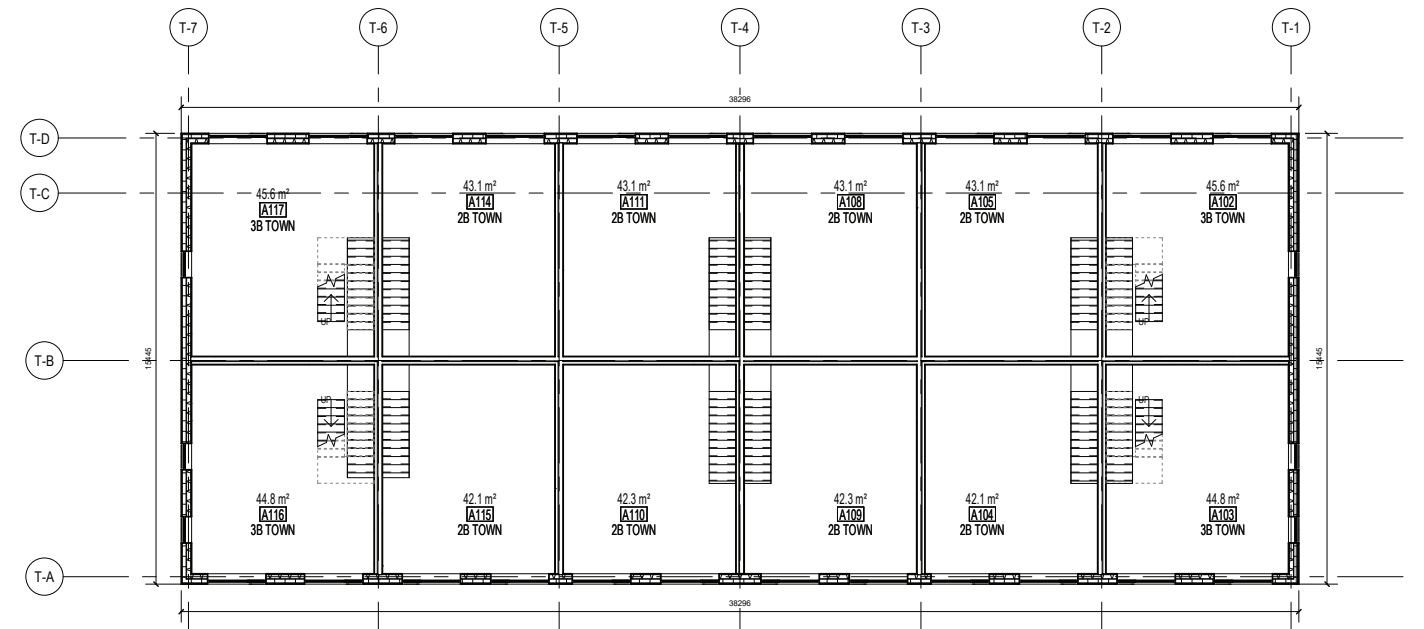
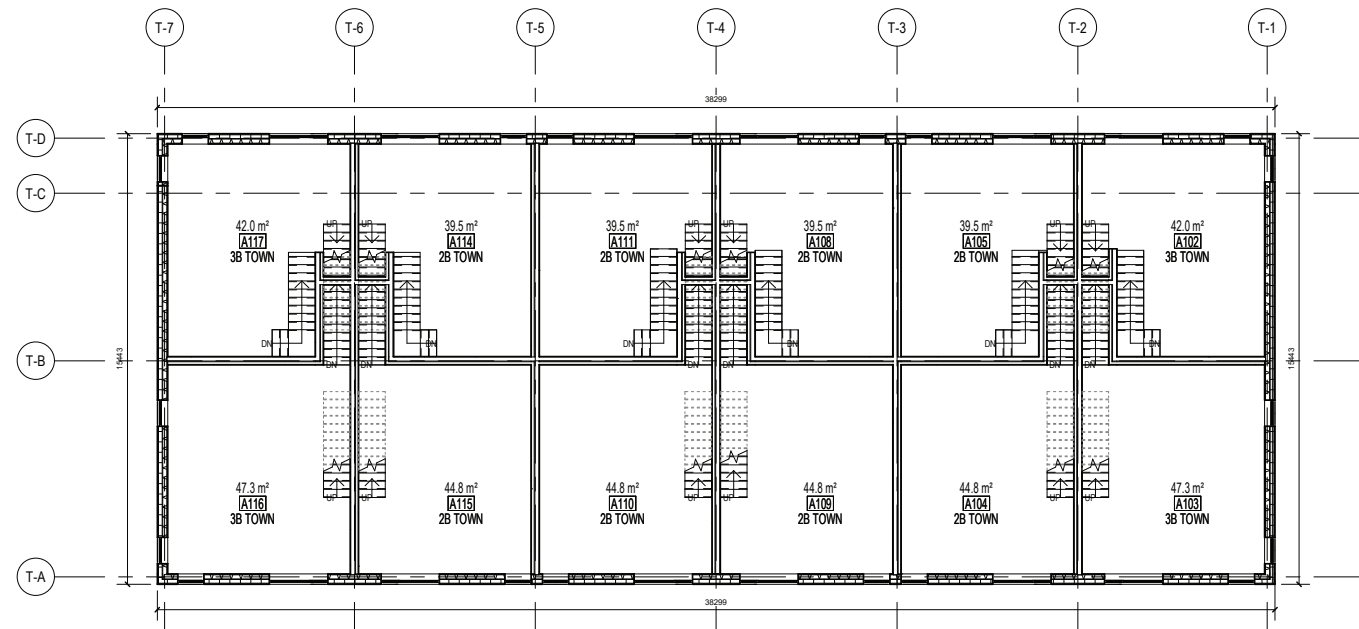
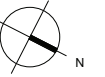


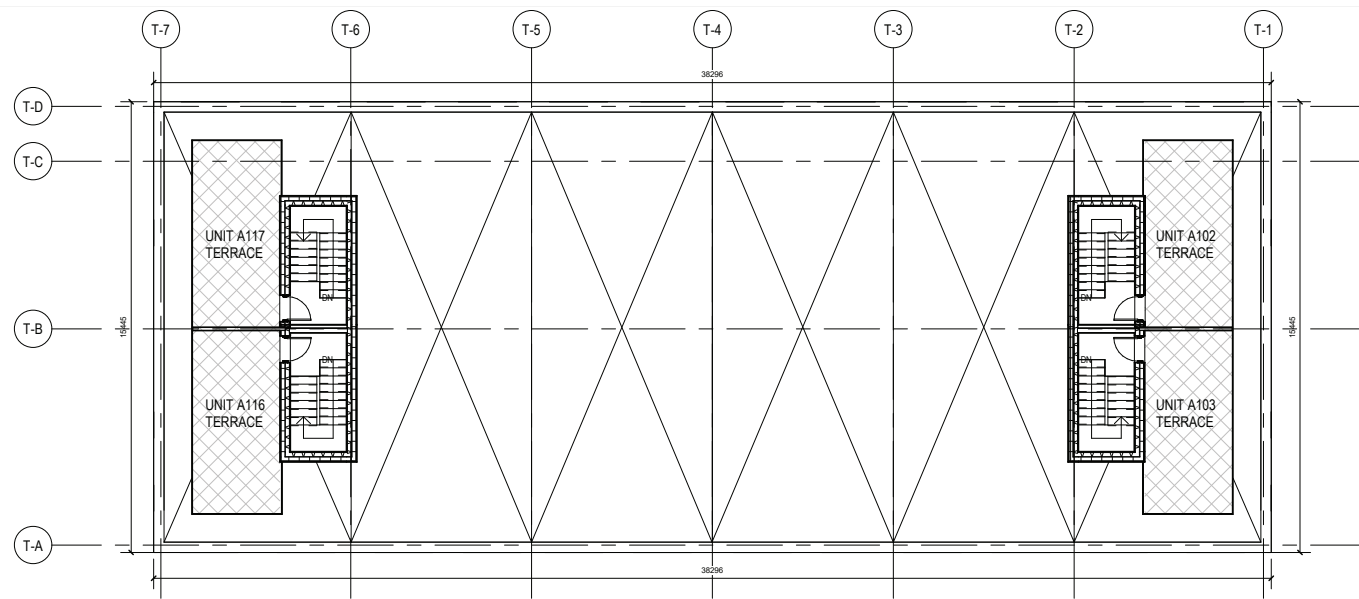
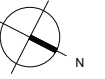


BASEMENT LEVEL



GROUND FLOOR





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: WHITE/ LIGHT GRAY

F METAL PANEL CLADDING (VERTICAL)
COLOR: DARK GRAY

G METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT WOOD
- H** BRICK MASONRY
COLOR: LIGHT GRAY

I METAL PANEL CLADDING (HORIZONTAL)
COLOR: DARK GRAY

J METAL PANEL CLADDING
COLOR: COPPER

K METAL PANEL CLADDING (VERTICAL)
COLOR: MEDIUM WOOD

L PERFORATED METAL PANEL RAILING
COLOR: BLACK

M RAILING
COLOR: BLACK



BLOCKS D & E - EAST ELEVATION

MATERIAL LEGEND			
	BRICK MASONRY		BRICK MASONRY
	COLOR: DARK GRAY		COLOR: LIGHT GRAY
	METAL PANEL CLADDING		METAL PANEL CLADDING (HORIZONTAL)
	COLOR: DARK GRAY		COLOR: DARK GRAY
	CURTAIN WALL GLAZING		METAL PANEL CLADDING
			COLOR: COPPER
	METAL PANEL CLADDING (VERTICAL)		METAL PANEL CLADDING (VERTICAL)
	COLOR: LIGHT GRAY		COLOR: MEDIUM WOOD
	METAL PANEL CLADDING		PERFORATED METAL PANEL RAILING
	COLOR: WHITE/ LIGHT GRAY		COLOR: BLACK
	METAL PANEL CLADDING (VERTICAL)		RAILING
	COLOR: DARK GRAY		COLOR: BLACK
	METAL PANEL CLADDING (VERTICAL)		
	COLOR: LIGHT WOOD		



BLOCKS D & E - WEST ELEVATION

MATERIAL LEGEND

- A** BRICK MASONRY
COLOR: DARK GRAY

B METAL PANEL CLADDING
COLOR: DARK GRAY

C CURTAIN WALL GLAZING

D METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT GRAY

E METAL PANEL CLADDING
COLOR: WHITE/ LIGHT GRAY

F METAL PANEL CLADDING (VERTICAL)
COLOR: DARK GRAY

G METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT WOOD
- H** BRICK MASONRY
COLOR: LIGHT GRAY

I METAL PANEL CLADDING (HORIZONTAL)
COLOR: DARK GRAY

J METAL PANEL CLADDING
COLOR: COPPER

K METAL PANEL CLADDING (VERTICAL)
COLOR: MEDIUM WOOD

L PERFORATED METAL PANEL RAILING
COLOR: BLACK

M RAILING
COLOR: BLACK



BLOCK D - NORTH ELEVATION



BLOCK D - SOUTH ELEVATION

MATERIAL LEGEND

- A** BRICK MASONRY
COLOR: DARK GRAY

B METAL PANEL CLADDING
COLOR: DARK GRAY

C CURTAIN WALL GLAZING

D METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT GRAY

E METAL PANEL CLADDING
COLOR: WHITE/ LIGHT GRAY

F METAL PANEL CLADDING (VERTICAL)
COLOR: DARK GRAY

G METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT WOOD
- H** BRICK MASONRY
COLOR: LIGHT GRAY

I METAL PANEL CLADDING (HORIZONTAL)
COLOR: DARK GRAY

J METAL PANEL CLADDING
COLOR: COPPER

K METAL PANEL CLADDING (VERTICAL)
COLOR: MEDIUM WOOD

L PERFORATED METAL PANEL RAILING
COLOR: BLACK

M RAILING
COLOR: BLACK



BLOCK E - NORTH ELEVATION



BLOCK E - SOUTH ELEVATION

MATERIAL LEGEND

- A** BRICK MASONRY
COLOR: DARK GRAY

B METAL PANEL CLADDING
COLOR: DARK GRAY

C CURTAIN WALL GLAZING

D METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT GRAY

E METAL PANEL CLADDING
COLOR: WHITE/ LIGHT GRAY

F METAL PANEL CLADDING (VERTICAL)
COLOR: DARK GRAY

G METAL PANEL CLADDING (VERTICAL)
COLOR: LIGHT WOOD
- H** BRICK MASONRY
COLOR: LIGHT GRAY

I METAL PANEL CLADDING (HORIZONTAL)
COLOR: DARK GRAY

J METAL PANEL CLADDING
COLOR: COPPER

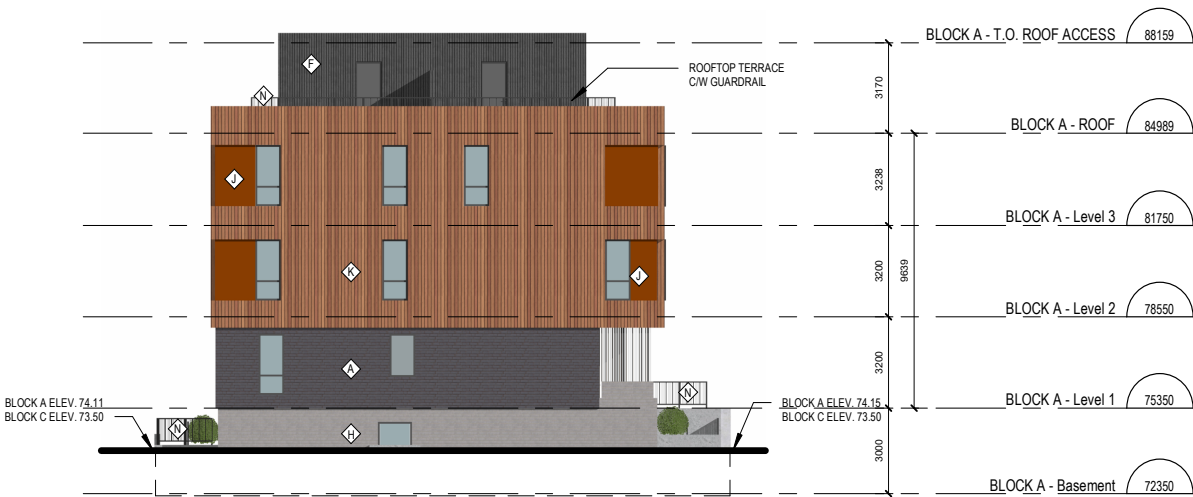
K METAL PANEL CLADDING (VERTICAL)
COLOR: MEDIUM WOOD

L PERFORATED METAL PANEL RAILING
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M RAILING
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BLOCKS A & C - EAST ELEVATION



BLOCKS A & C - NORTH ELEVATION



BLOCKS A & C - WEST ELEVATION

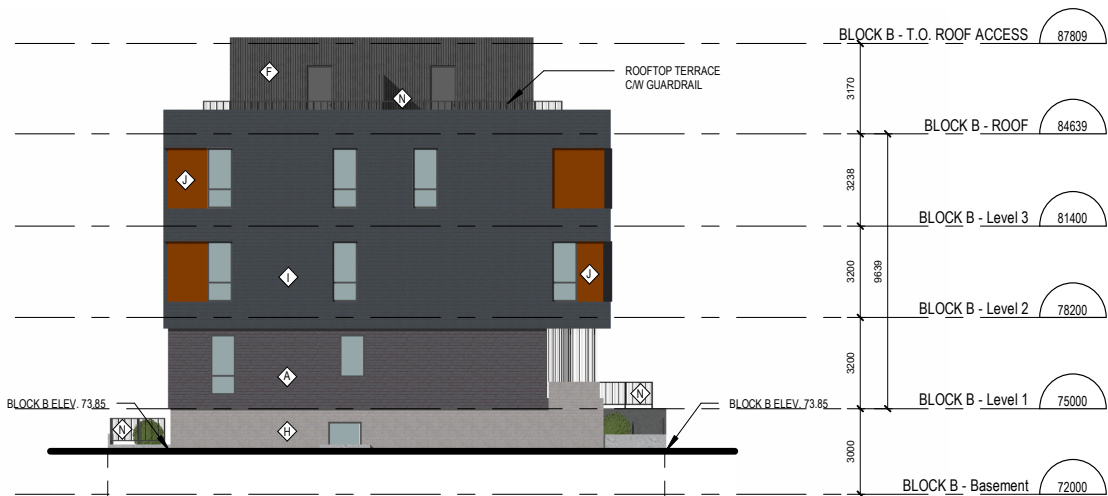


BLOCKS A & C - SOUTH ELEVATION

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



BLOCK B - EAST ELEVATION



BLOCK B- NORTH ELEVATION



BLOCK B - WEST ELEVATION



BLOCK B - SOUTH ELEVATION









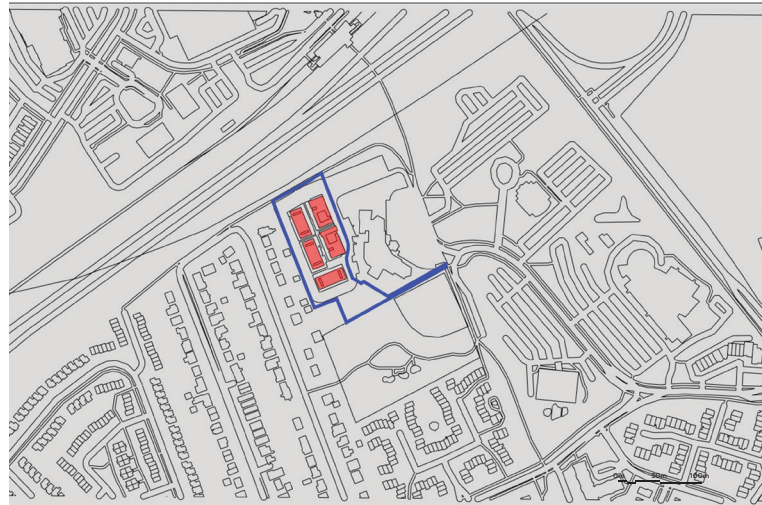




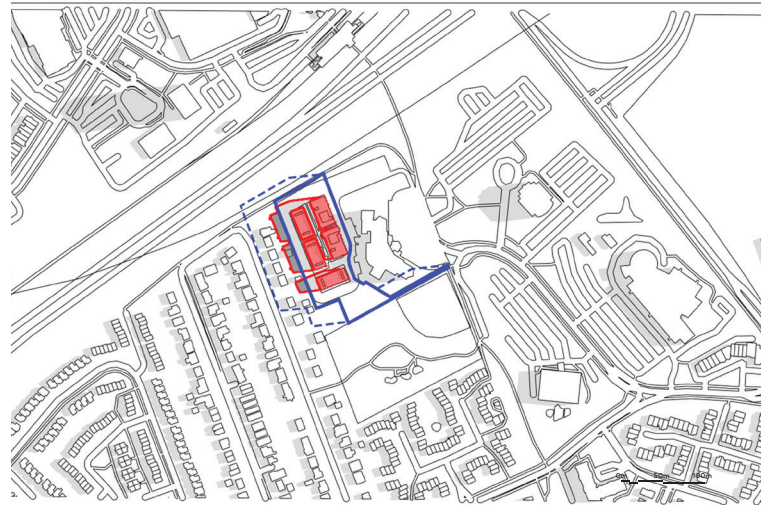




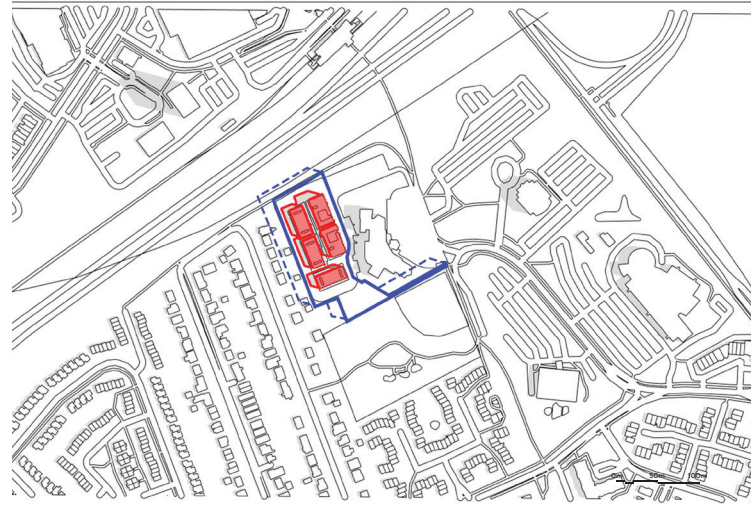




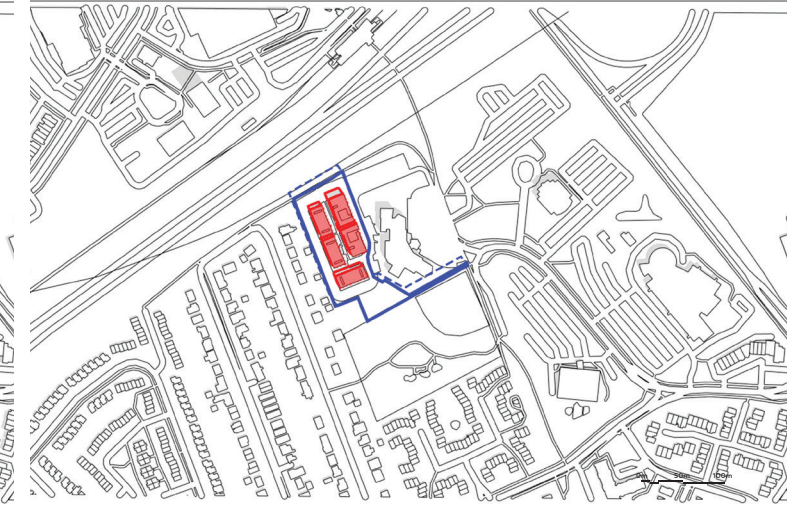
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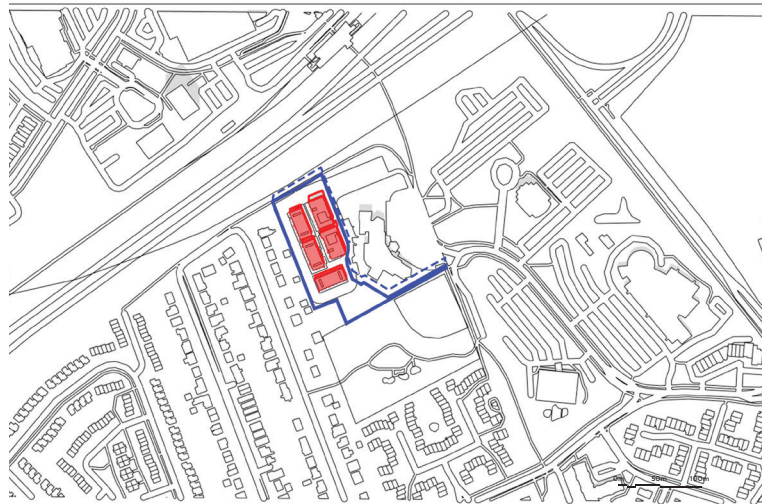
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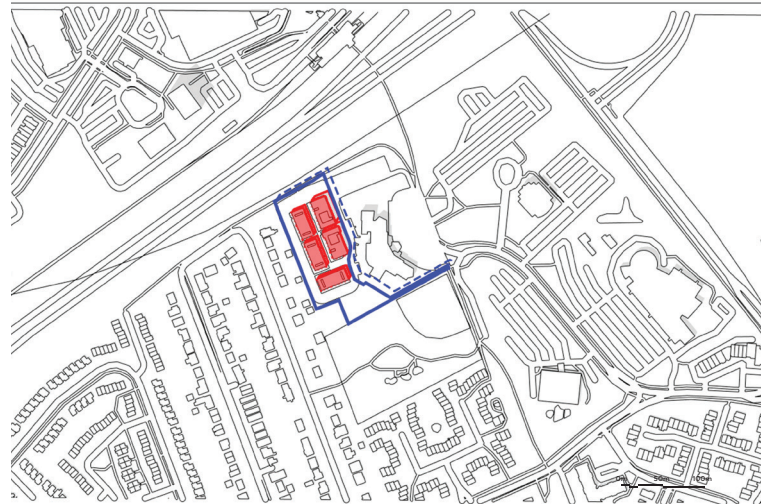
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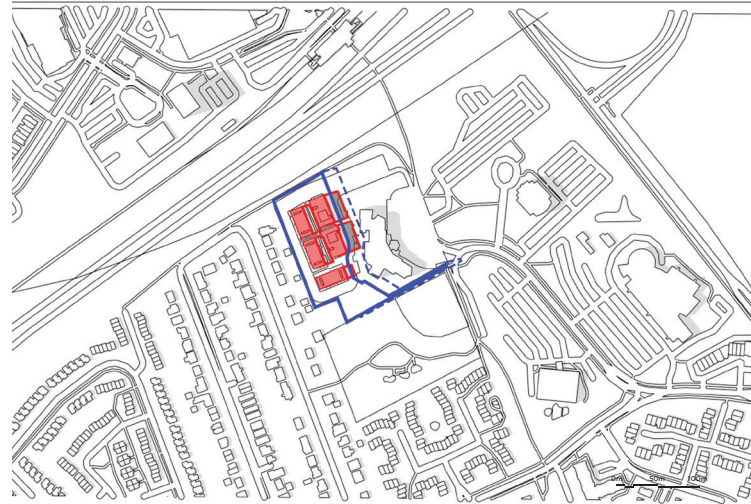
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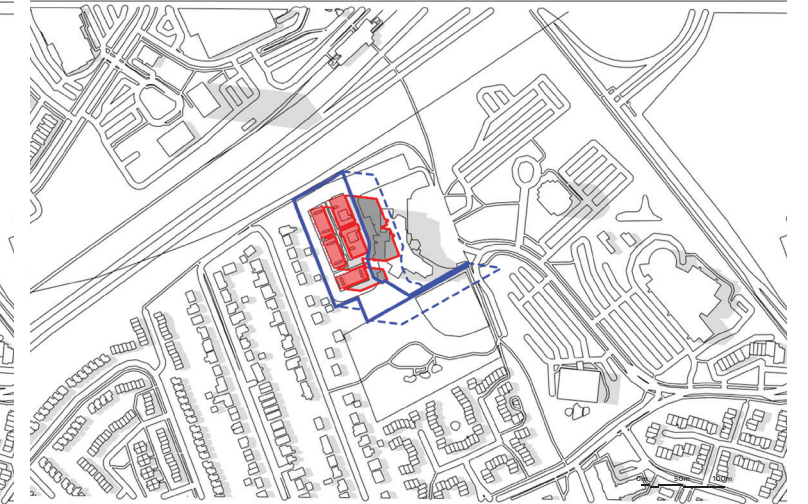
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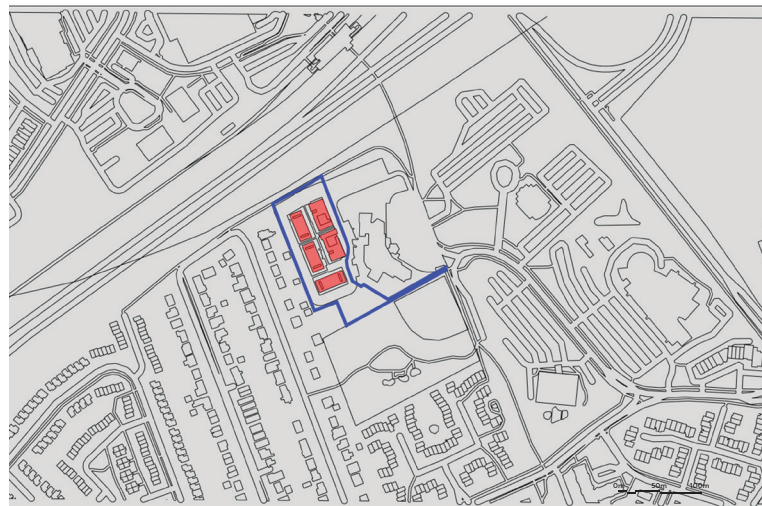
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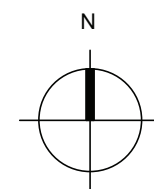
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6:00pm

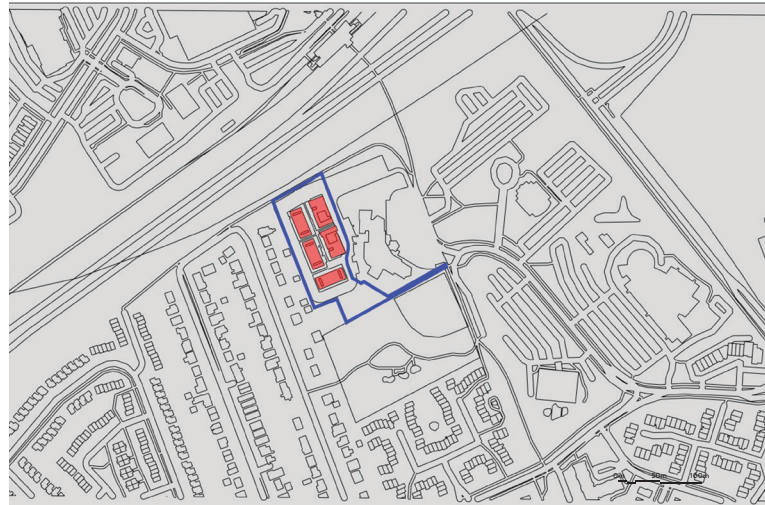


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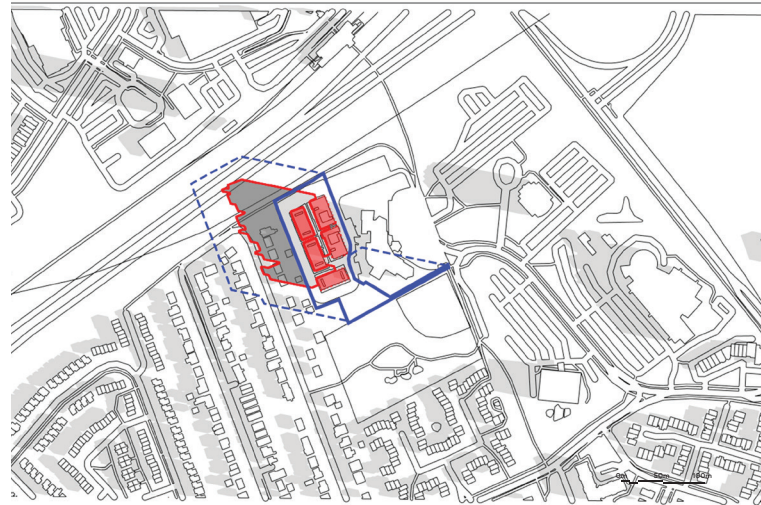


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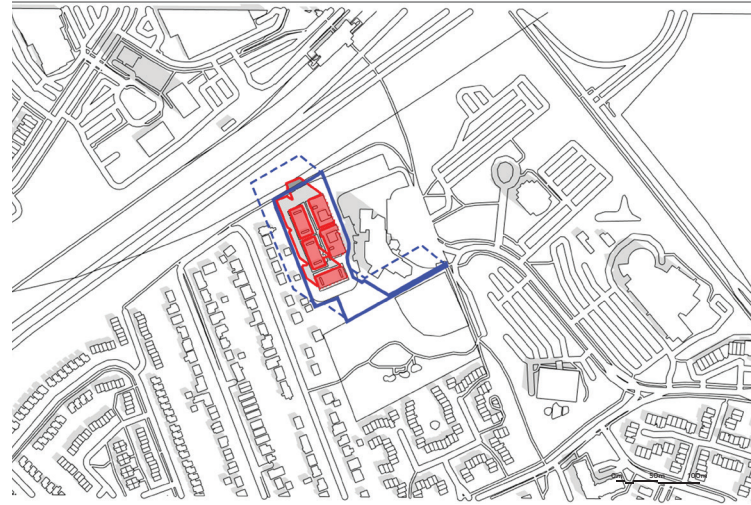
- PROPOSED DEVELOPMENT
- AS OF RIGHT OUTLINE
- NEW NET SHADOW
- PROPOSED SHADOW OUTLINE
- AS OF RIGHT SHADOW OUTLINE



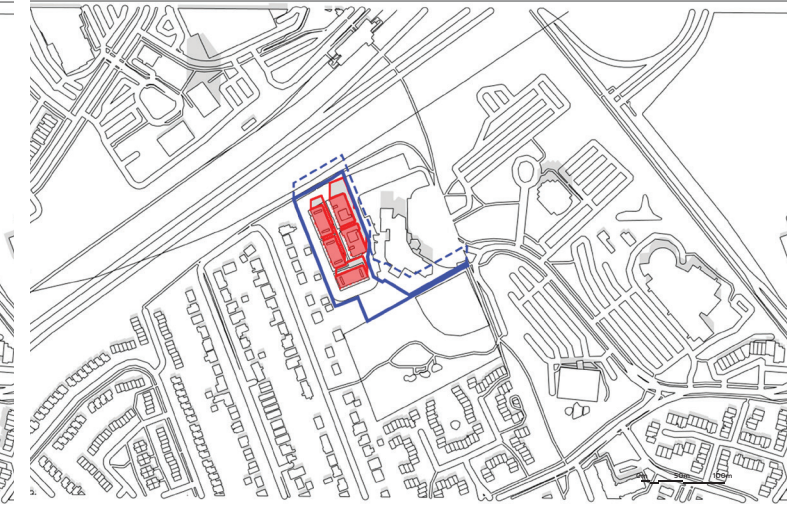
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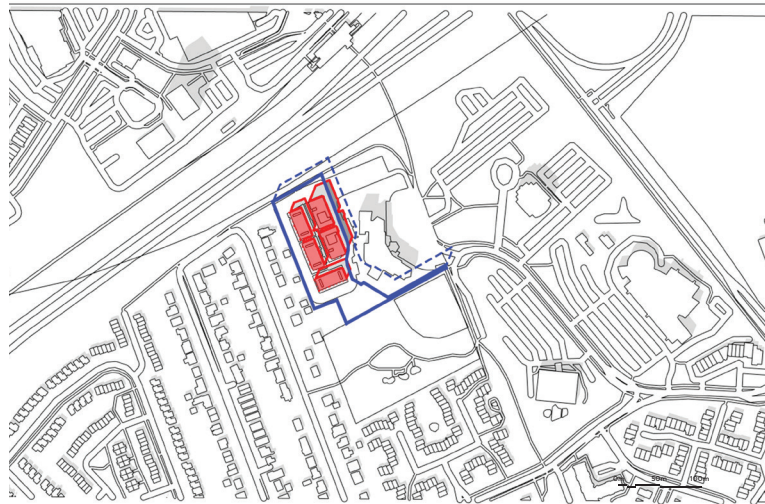
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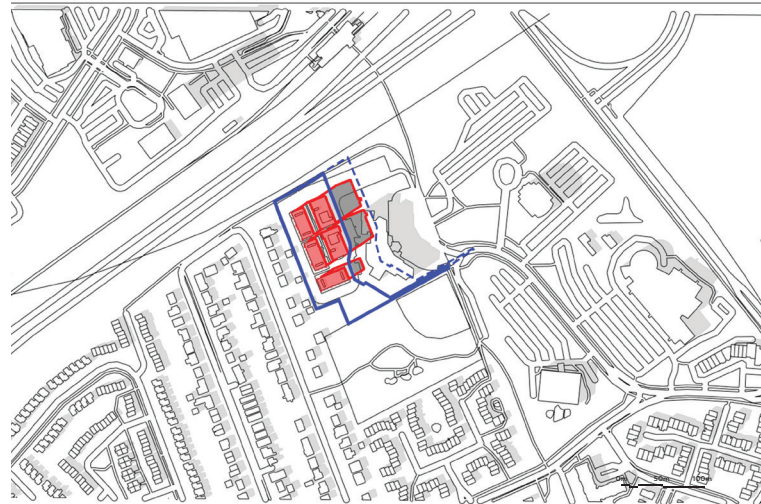
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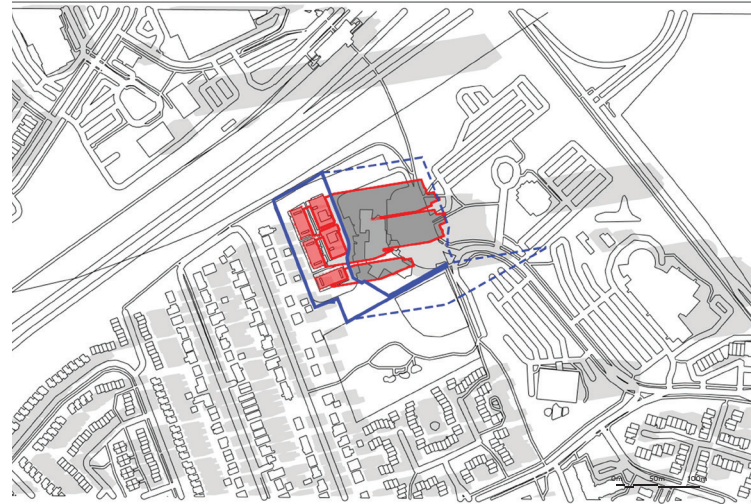
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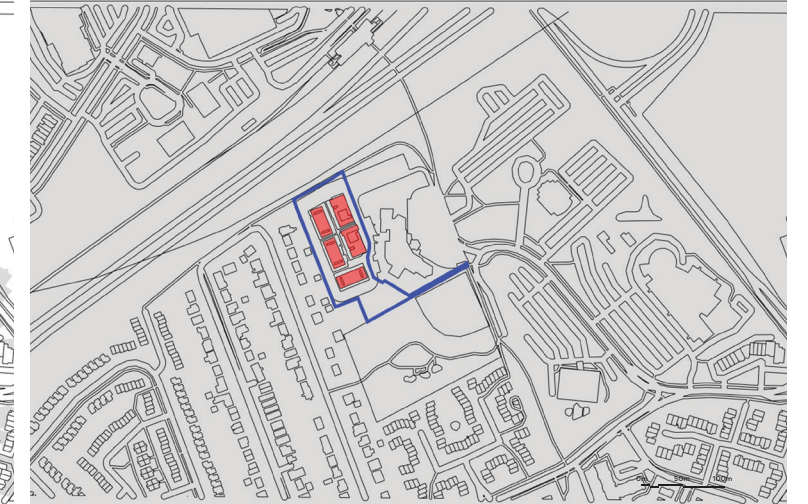
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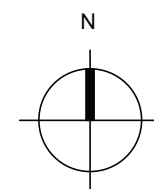
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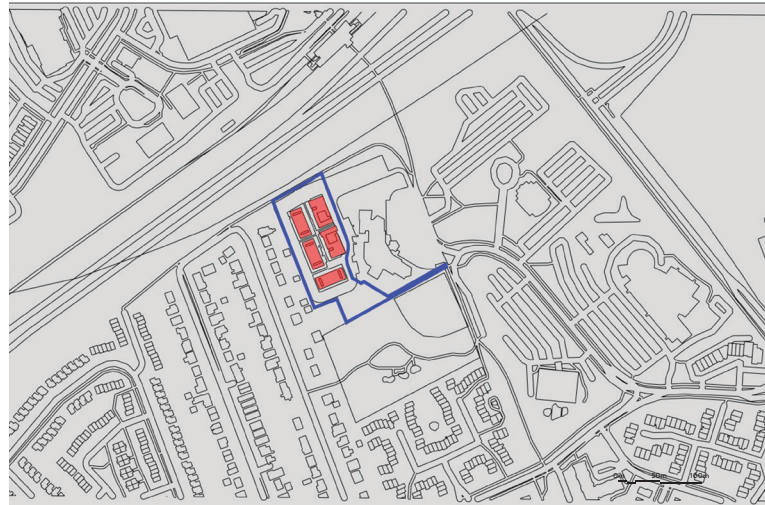
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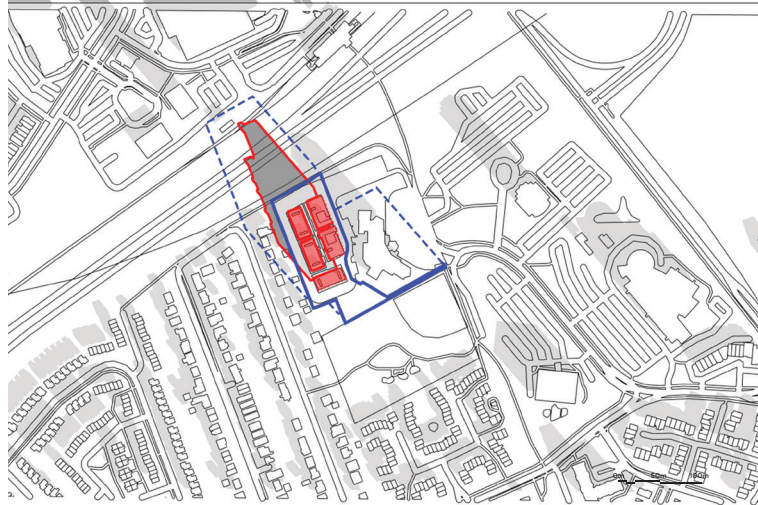
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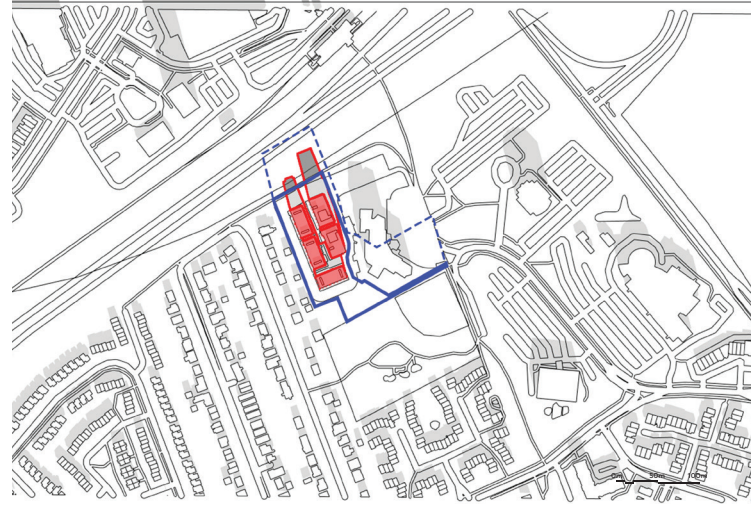
LEGEND	
■	PROPOSED DEVELOPMENT
—	AS OF RIGHT OUTLINE
■	NEW NET SHADOW
—	PROPOSED SHADOW OUTLINE
- -	AS OF RIGHT SHADOW OUTLINE



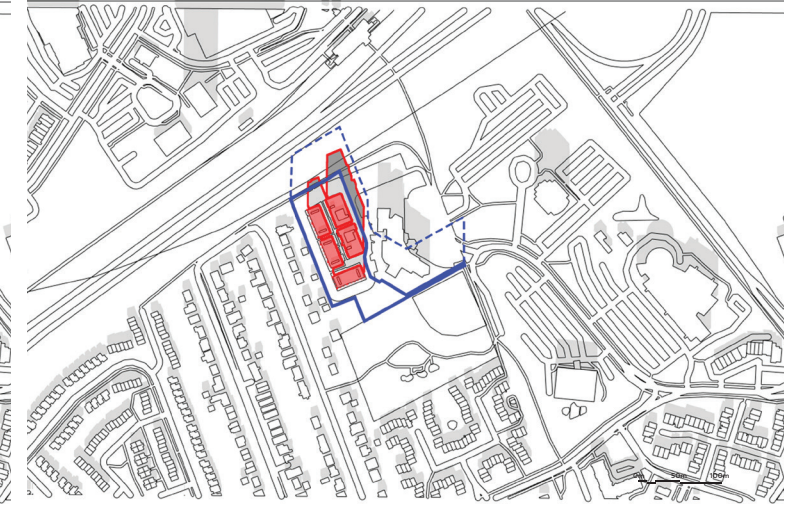
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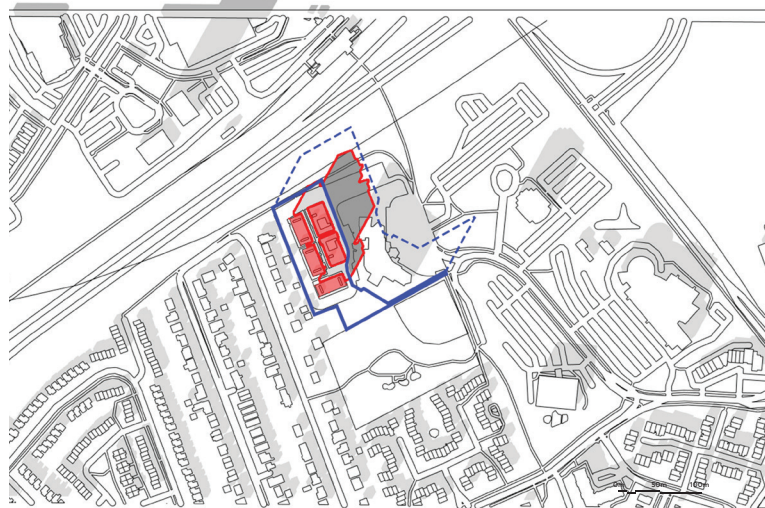
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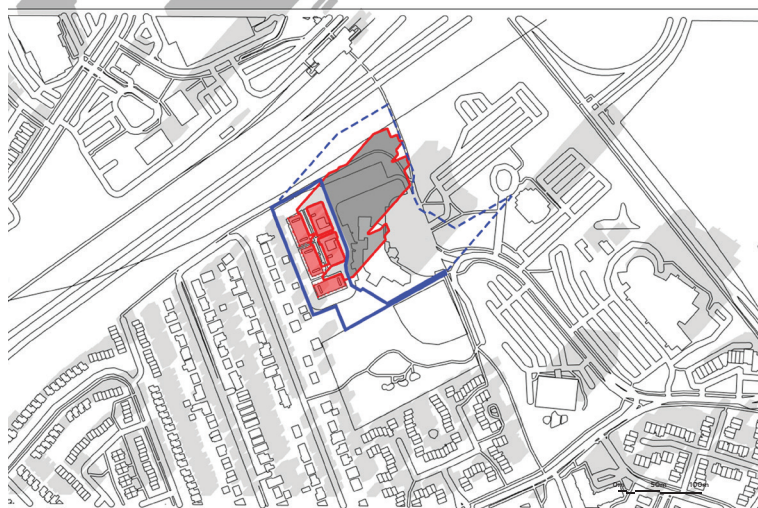
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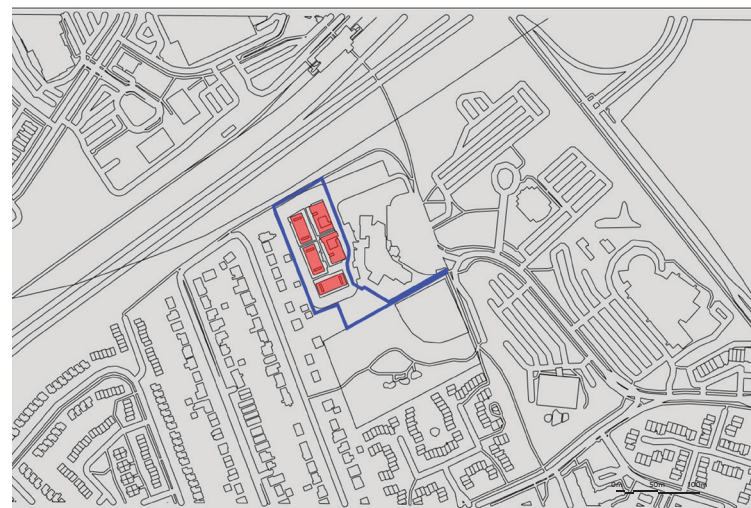
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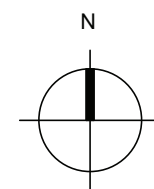
2:00pm



3:00pm



4:22pm



LEGEND	
■	PROPOSED DEVELOPMENT
—	AS OF RIGHT OUTLINE
■	NEW NET SHADOW
—	PROPOSED SHADOW OUTLINE
- -	AS OF RIGHT SHADOW OUTLINE

Design Brief

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

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

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

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

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

Sustainability Statement

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

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

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

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

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

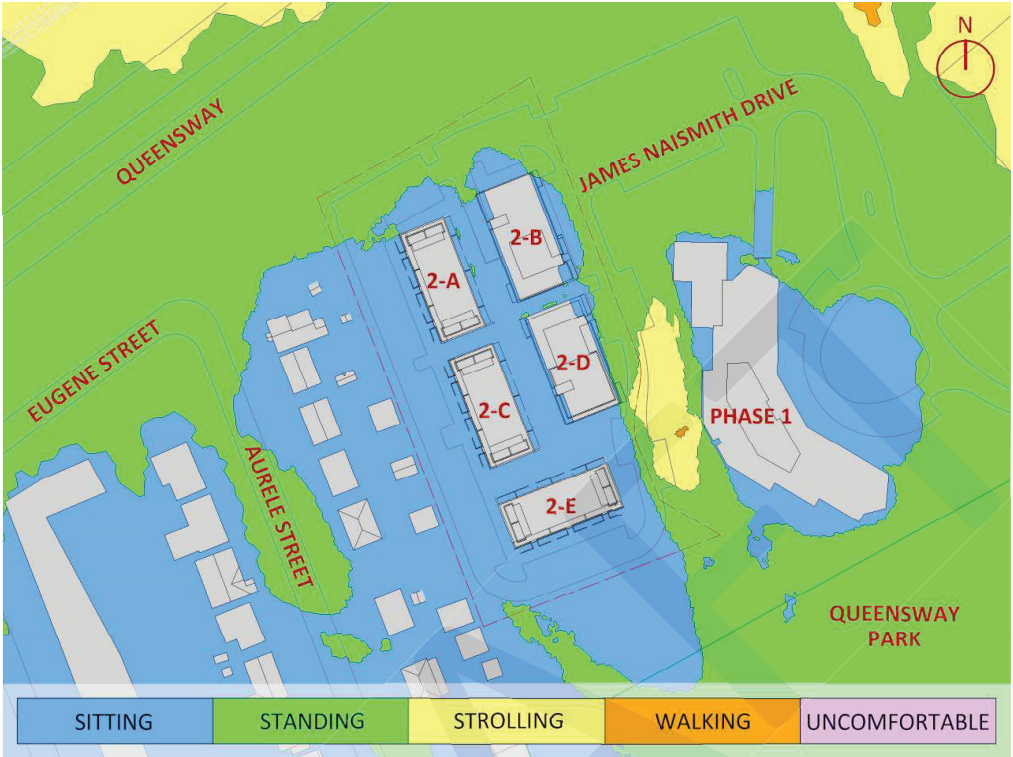


FIGURE 3A: SPRING – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

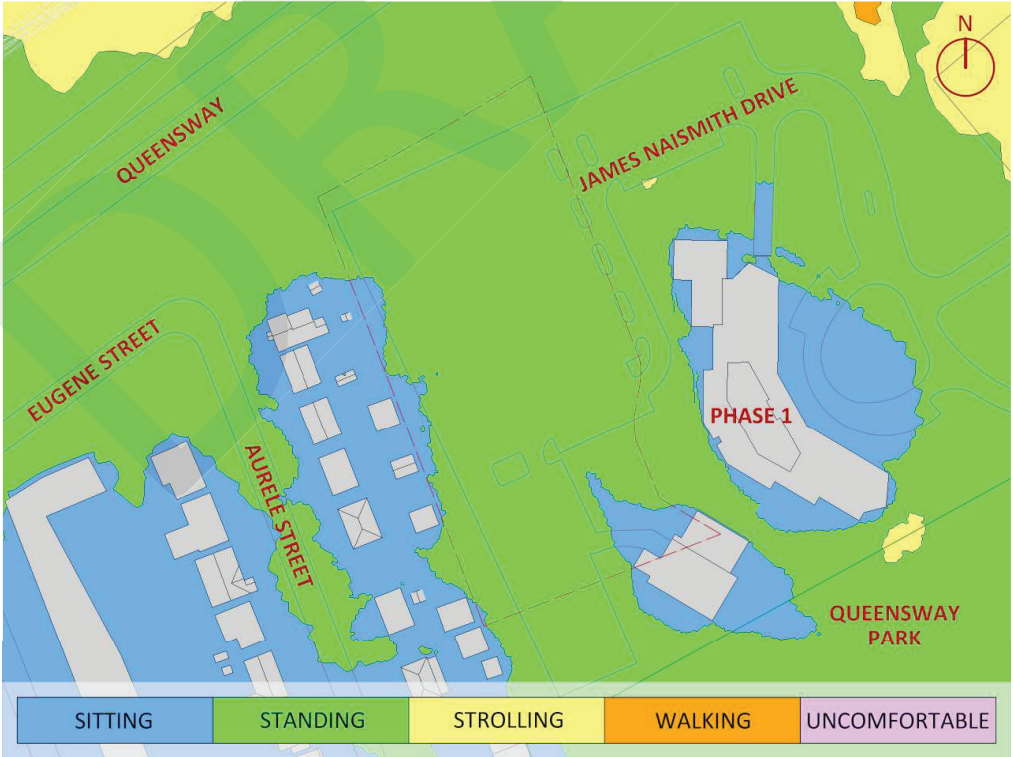


FIGURE 3B: SPRING – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

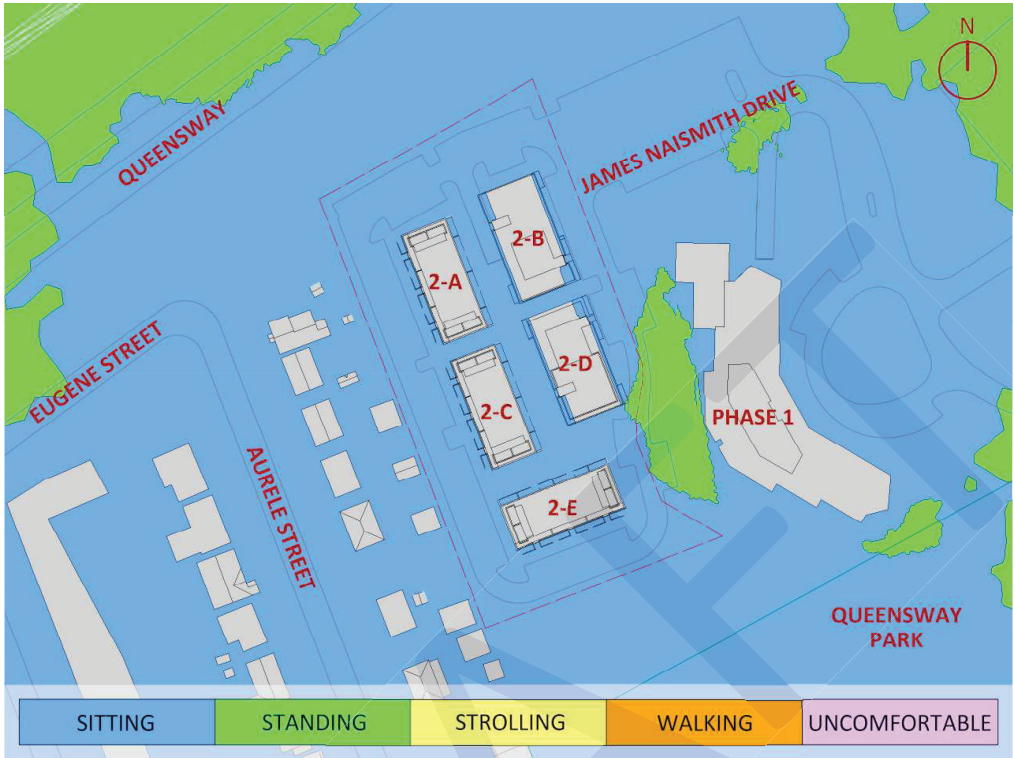


FIGURE 4A: SUMMER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

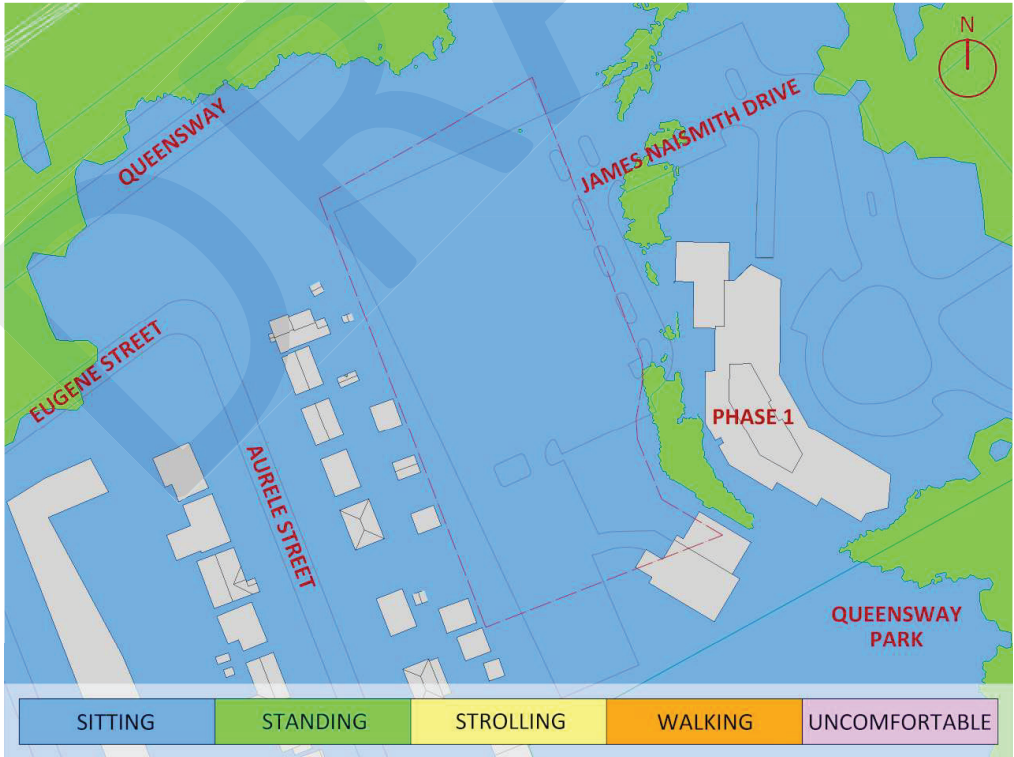


FIGURE 4B: SUMMER – WIND COMFORT, GRADE LEVEL- EXISTING MASSING

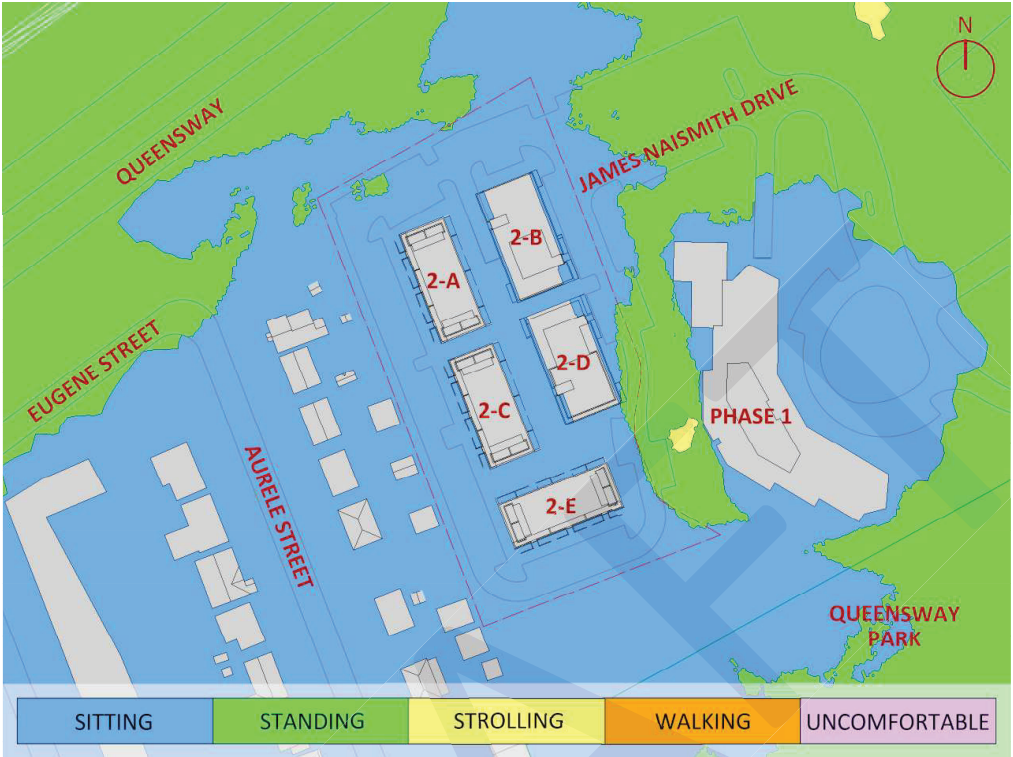


FIGURE 5A: AUTUMN – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

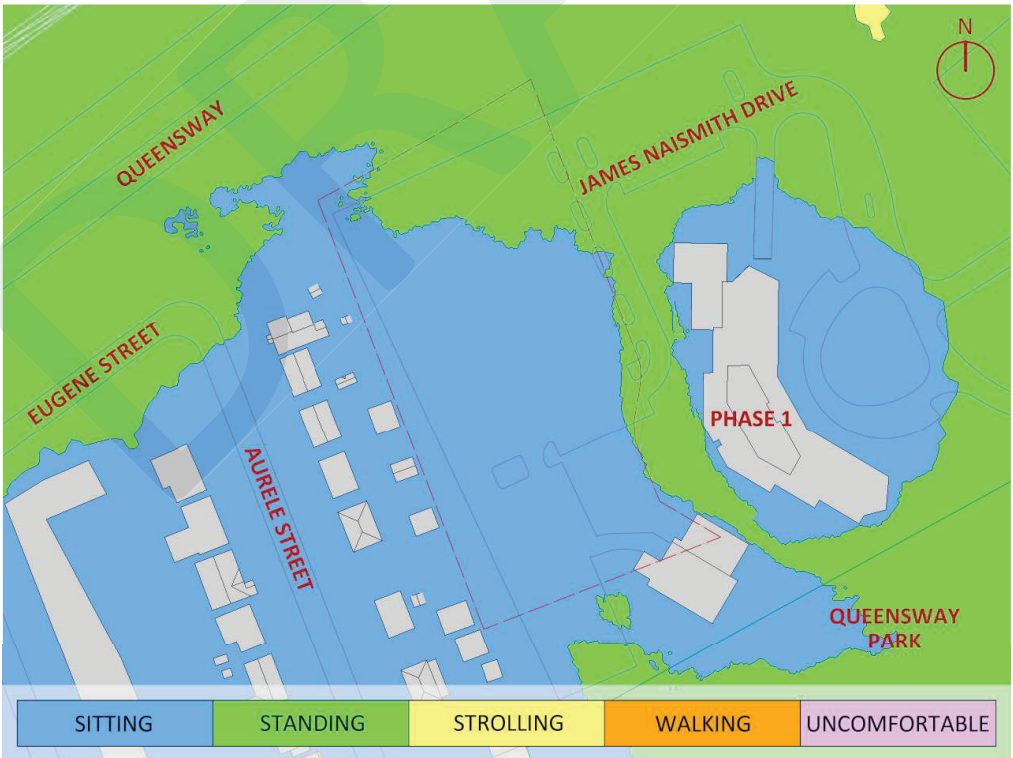


FIGURE 5B: AUTUMN – WIND COMFORT, GRADE LEVEL– EXISTING MASSING

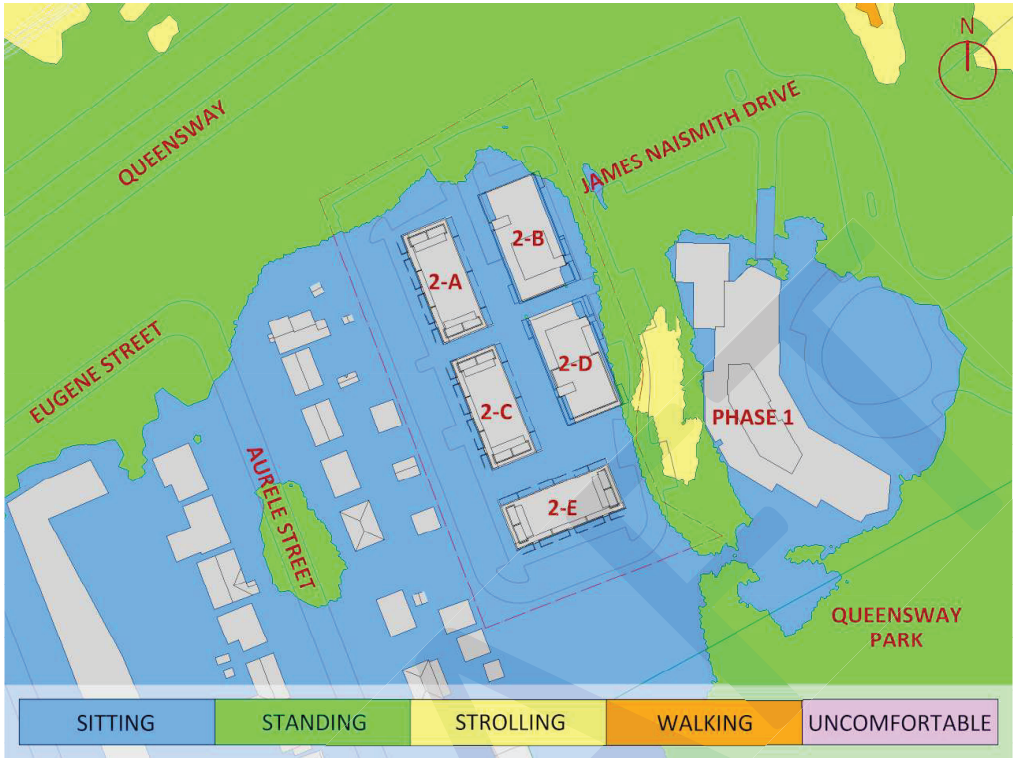


FIGURE 6A: WINTER – WIND COMFORT, GRADE LEVEL – PROPOSED MASSING

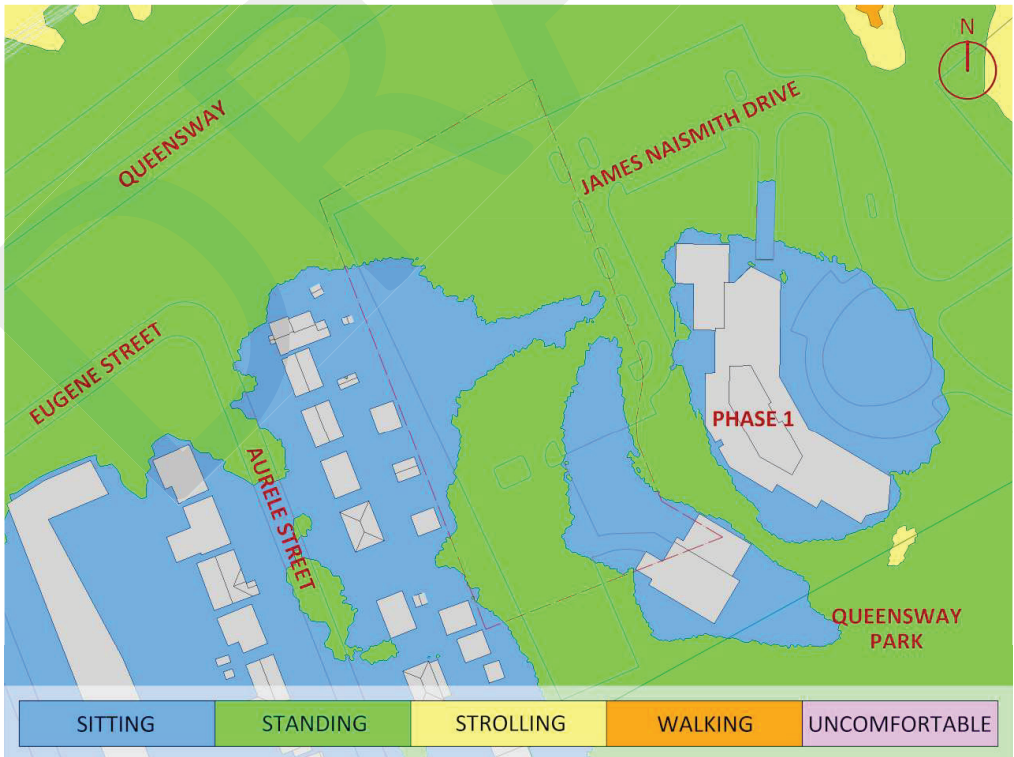


FIGURE 6B: WINTER – WIND COMFORT, GRADE LEVEL– EXISTING MASSING