1040 & 1050 Somerset Street West

Urban Design Brief

April 2015

FOTENN

aA

RODERICKLAHEY ARCHITECT INC

CLARIDGE HOMES

TABLE OF CONTENTS

SECTION 01

Introduction

Claridge Homes has engaged FOTENN Consultants Inc., Roderick Lahey Architects and architectsAlliance to prepare an Urban Design Analysis for a formal consultation with the Urban Design Review Panel for the development of two (2) properties in the Hintonburg community. The subject properties, 1040 Somerset Street West and 1050 Somerset Street West sit on the southeast and southwest corners of the intersection at Breezehill Avenue North and Somerset Street adjacent the O-Train Corridor. Both properties have recently been zoned to allow significant height and density. This Urban Design Analysis will highlight the applicable design considerations and contextual elements that influence the site and building design.

SECTION 02

The Project

Claridge Homes is looking to construct two (2) mixed-use buildings on the two sites. The building at 1050 Somerset Street West will have a height of 23 storeys including a 3-storey to 5-storey podium. The building at 1040 Somerset Street West will have a height of 30 storeys including a 4-storey podium (including mezzanine).

Both buildings represent a modern architectural style, however, distinctive design give each building its own personality. Both proposals will feature retail-at-grade as envisioned by the Traditional Mainstreet policies in the Official Plan. The development of these two sites with active, pedestrian oriented uses in a strong, low-profile base will start to stitch together the urban fabric along Somerset Street.

Both proposals incorporate significant landscaping at grade that will enhance the public realm. A wide and generous pedestrian plaza is being proposed as part of the redevelopment of 1050 Somerset Avenue. The building podium has been setback between 3.9 m and 6.0 m creating an opportunity for an extensive public realm. It will be landscaped and include seating allowing pedestrians to enjoy this respite area as they travel along Somerset.

The project at 1040 Somerset will also provide a generous front yard setback of approximately 6 m at grade and significantly improve the relationship of this site to the public sidewalk. Currently, the Somerset bridge railing runs in front of the site creating a physical barrier between the site and the public realm. The redevelopment of this property will include the removal of the railing and the introduction of a patio area and connection through the site to a new multi-use pathway along the west side of the O-Train corridor. The pathway will provide access to the future Gladstone Transit Station located to the south of the site.

Figure 1: Future Build-out Potential

Surrounding Context

The two sites are located along Somerset Street West, a long and diverse corridor linking downtown Ottawa to a number of vibrant inner-city communities including the Hintonburg Community. The site benefits from its inner-city location, proximity to public transit and a variety of commercial and employment uses.

The properties sit on low-profile industrial sites between the Hintonburg Community and the Chinatown Community along the O-Train Corridor. The area has been in transition over the years, and can be characterized by a range of uses including residential, light industrial, commercial office, and retail uses along the Somerset Street West, and Wellington Street West. Buildings along Somerset Street West are generally two (2) to six (6) storeys, however, there is an eighteen (18) storey building just west of the site at the corner of Somerset Street West and Bayswater Avenue.

Buildings along Somerset Street West are composed of a variety of materials including red brick, siding, glass, and steel. Buildings along Breezehill Avenue are generally one (1) to three (3) storeys, and are composed of masonry materials such as brick and to a much lesser extent more contemporary materials such as corrugated metal sheeting.

Breezehill Avenue has two different personalities south and north of Laurel Street. The segment between Somerset and Laurel is more industrial and institutional in nature. South of Laurel, Breezehill Avenue is strictly divided with the west side occupied by residential uses only and the east side accommodating industrial uses.

The character of the buildings in the neighborhood can be described as an eclectic mix of buildings that are more traditional in character. A limited number of newer builds, more contemporary in their design can be found throughout the neighborhood.

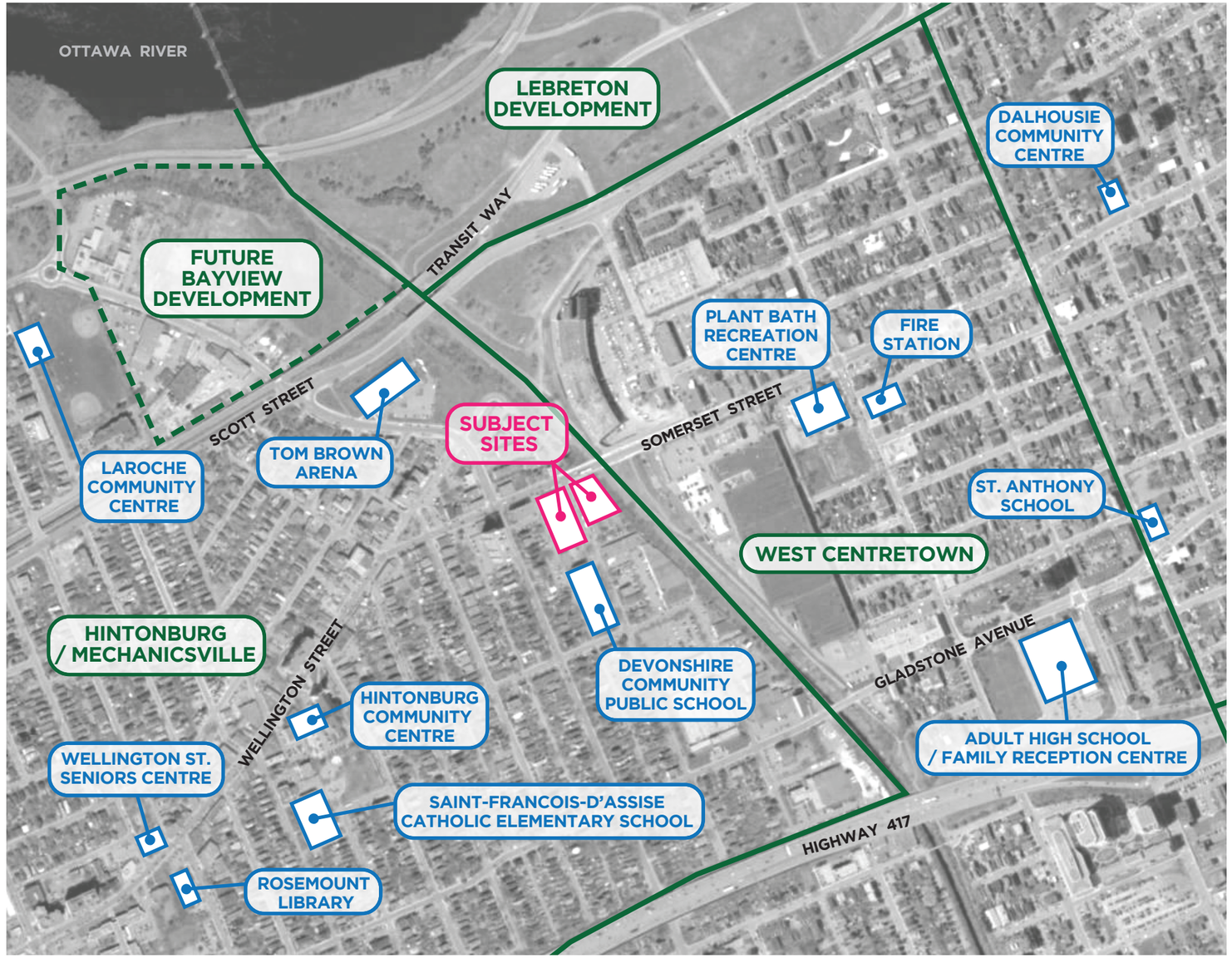


Figure 6: Amenities Map

Response to Previous UDRP Comments

1050 Somerset Street

Comment: *Concerns about the scale and massing of the proposal*

Response: The initial proposal showed two-28 storey buildings on the site. The development now consists of a single tower of 23-storeys with a strong podium base. The podium ranges in height from 3 to 5-storeys and is setback between 3.9 to 6.0 m from the front lot line. The tower portion of the building is setback 15.3 m from the front lot line leaving lots of breathing room between the public realm and the tower and emphasizing the low to medium rise scale of the podium at grade.

Comment: *Building too close to the property line and the sidewalk is too narrow*

Response: The building has been setback between 3.9 m and 6.0 m from the front property line allowing room to accommodate a greater sidewalk and pedestrian oriented activity at grade.

Comment: *Concern with the two-tower approach and a preference for a single tower*

Response: The development proposal has been revised to a single tower option of 23-storeys.

Comment: *Distance separation between two tower option and size of site to accommodate two towers*

Response: The development proposal was revised reducing the development to a single tower, 23-storeys in height. The tower component is also setback 15.3 m from the Somerset Street front property line, 6.2 m from the laneway and 6.3 m from Breezehill Avenue.

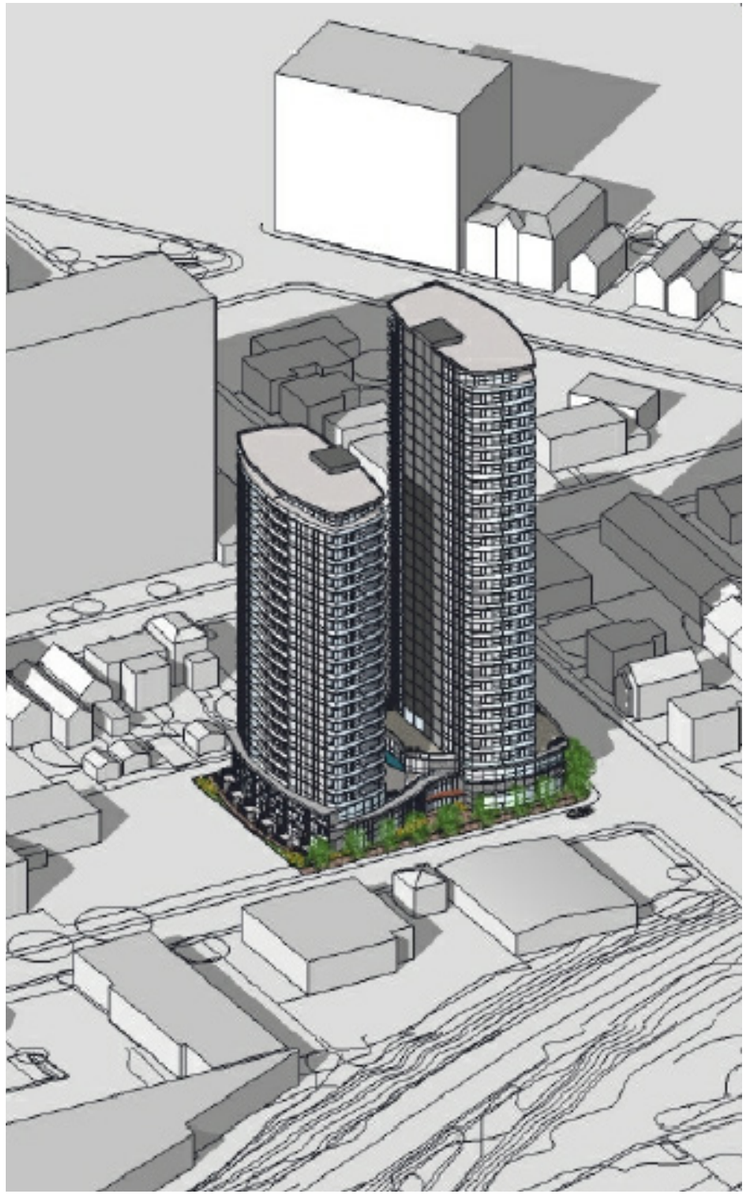


Figure 2: Previous Proposal at 1050 Somerset Street West

Figure 3: Current Proposal at 1050 Somerset Street West

Response to Previous UDRP Comments

1040 Somerset Street

Comment: *Concern with scale of development*

Response: The development has been reduced from 48-storeys to 30-storeys.

Comment: *Tower is too close to the southern property line*

Response: The tower component is now setback 9.5 m from the southern property line.

Comment: *Create a vibrant at-grade condition by introducing grade related uses that contribute to the neighbourhood and are used by the larger community*

Response: The proposal includes ground floor retail with a significantly recessed ground floor creating a large and sheltered pedestrian realm in front of the building. The proposal also includes the design and construction of a connection from the site to a multi-use pathway along the western side of the O-Train corridor. The multi-use pathway will provide a connection from the western side of the corridor to the future Gladstone station located south of the site. The combination of retail uses and a connection to the multi-use pathway will be a net benefit to the broader community.

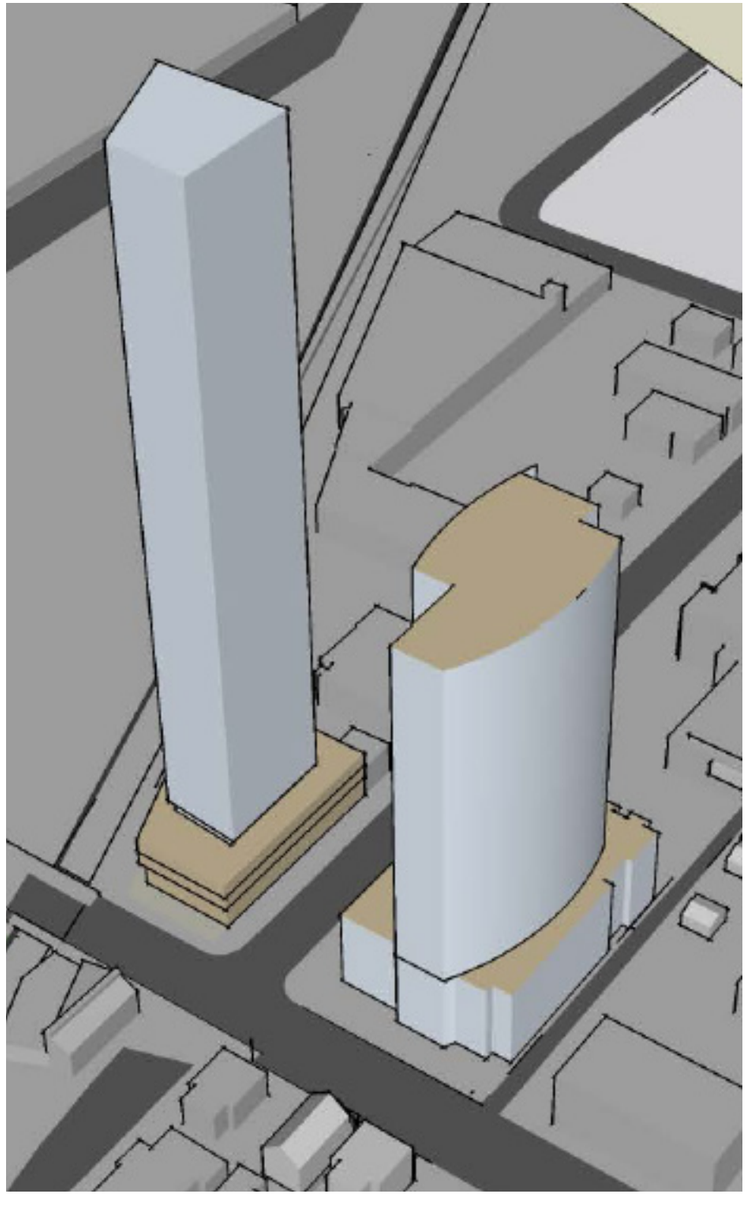


Figure 4: Previous Proposal at 1040 Somerset Street West

Figure 5: Current Proposal at 1040 Somerset Street West

Scale and Transition

The transition in height occurs from 30-storeys at 1040 Somerset Street West to 23-storeys at 1050 Somerset Street West to 18-storeys at the existing slab-style apartment building at the corner of Somerset Street West. The transition is also expected to occur from the two sites to the north with the tallest buildings being located right at Bay view Station (133 meters for the tallest building) and then again to the south with taller buildings being proposed at Gladstone Station (currently proposed for 20-storeys).

The building podiums will provide transition to the existing lower profile buildings along Somerset Street and the proposed towers at 23-storeys, and 30-storeys respectively. The podium at 1040 Somerset is proposed to incorporate a combination of iron spot black brick, prefinished steel plate cladding, prefinished aluminum curtain wall and charcoal coloured concrete block. The materials for the 1050 Somerset podium will include a combination of black brick manganese iron spot and renaissance stone veneer cladding in stone white and generous glazing. The use of masonry products on both podiums relates back to the more traditional character of the area and Somerset Street. Glazing, prefinished steel plate cladding and prefinished aluminum curtain wall are more contemporary materials that ensure the podiums read as of their own time.

Both podiums are also of a comfortable scale in relation to the Somerset Street width of 20 m. The 1050 Somerset Street podium ranges in height from 12.55 m at 3-storeys to 18.53 m at the 5-storey. The 1040 Somerset Street podium will have a height of 13.07 m at 4-storeys. Both podiums maintain the 1:1 street width to building height ratio encouraged in the design guidelines for Traditional Mainstreets.

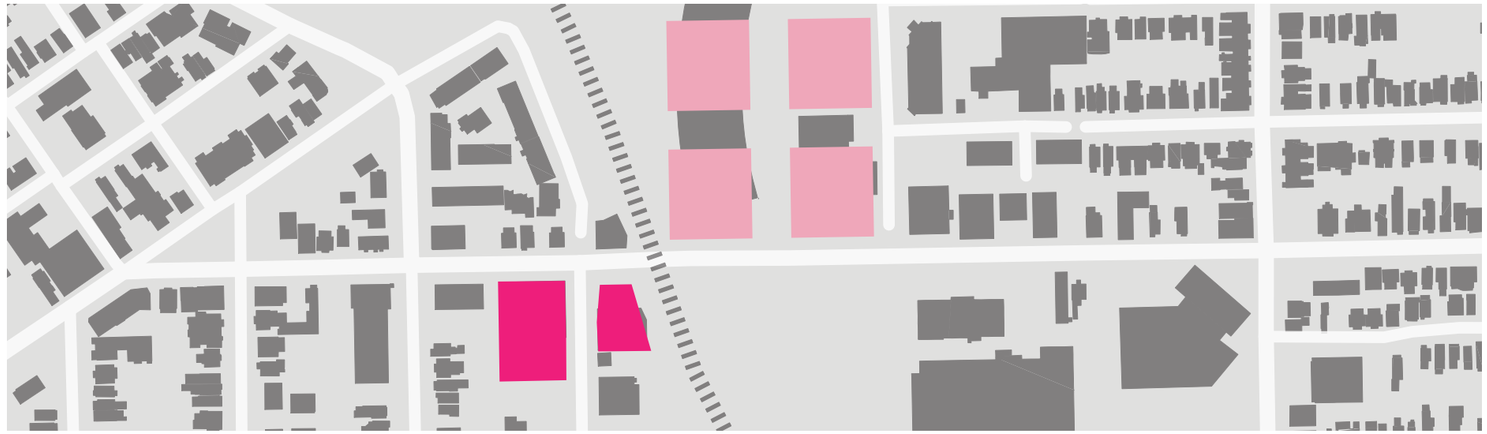


Figure 7: Figure-ground Diagram

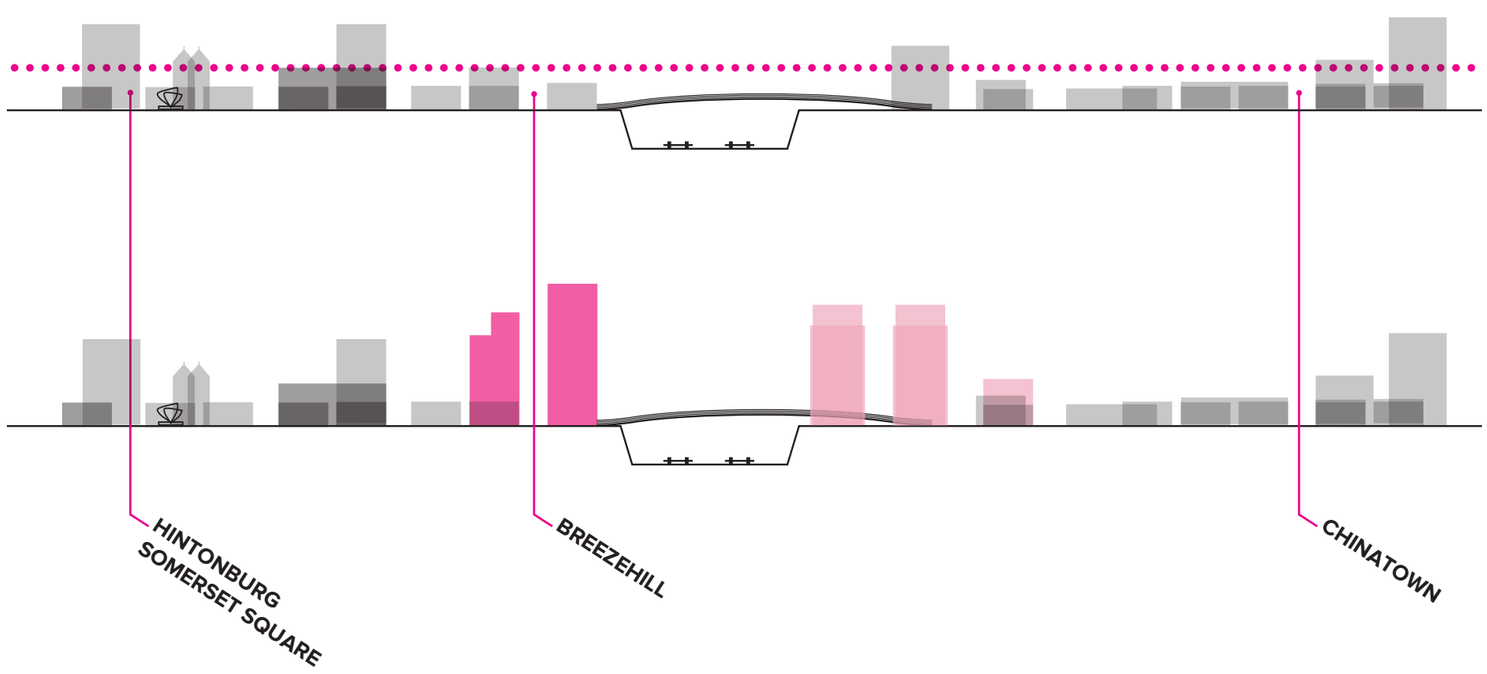


Figure 8: Somerset Street West Cross-Section

Distance Separation

The two buildings will have a distance separation of 30 m allowing for light, views and privacy for future residents.

Streetscape Elements

The proposed buildings are envisioned to incorporate setbacks ranging from 3.9 m to 6 m from the front property line to the podium wall to create a generous open space that can be used as for an outdoor patio or plaza. The presence of these features on both sides of Breezehill Avenue North creates an opportunity for street level interaction within the public realm where none exists currently. The proposed buildings and landscaping begin to define a street edge along Somerset Street West, providing a continuous active street frontage for pedestrians.

Street Analysis

The incorporation of low- to medium-rise podiums at the location is an important consideration for properties fronting along a Traditional Mainstreet. Podiums delineate the street edge and integrate with the existing or intended continuous building frontage. Retail uses will occupy the ground floor of the podium, creating a destination for pedestrians and an active street frontage. The design of the podium will be articulated to create a more fine-grained Traditional Mainstreet frontage, and generous glazing will improve safety and activate the public realm. In combination, these elements produce a positive relationship to the street and result in a more pleasant pedestrian experience.

As corner lots, the properties afford a particularly unique opportunity to improve streetscapes along Somerset Street West and Breezehill Avenue North. Extending to the sidewalk, the building's podium will help to delineate edges and frame the streets. The corner location also increases visibility of storefronts and creates a stronger architectural statement by exposing two facades to the street.

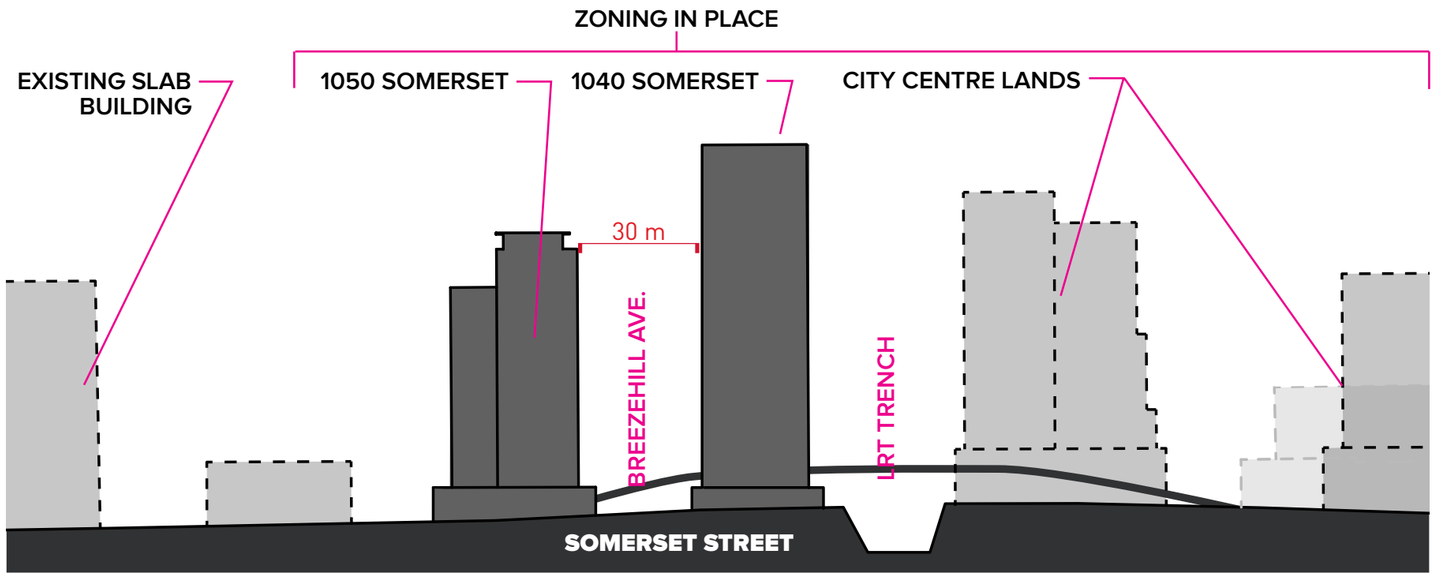


Figure 9: Somerset Street West Future Build-out

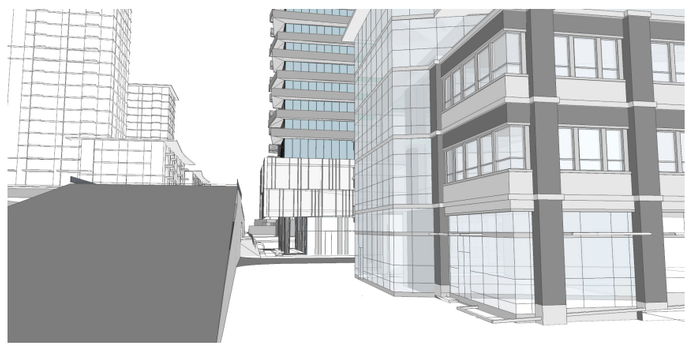


Figure 10: View at-grade looking east - Somerset Street West

Parks and Open Spaces

Figure 11: Parks and Open Spaces

There are several community parks a short distance from the location, including Tom Brown Arena, Bayview Park, and Armstrong Park. Childcare facilities and Devonshire Community Public School are located less than one block to the south, and seniors housing is available on Wellington Street West at Fairmont Avenue. Additionally, the site is located within 500 metres radius of the Bayview Yards, and the Lebreton Redevelopment which will also include a variety of parks and open spaces as they continue to re-develop.

Gateway Opportunities

Figure 12: Gateway Opportunities

As two of the tallest buildings in the Hintonburg community, the proposed towers will create a landmark in this vibrant neighbourhood. The building's location on the west side of the bridge crossing the LRT corridor will help to close the gap between three Mixed-Use Centres: Little Italy, Gladstone and Bayview Yards.

Through innovative architecture, the buildings will provide a memorable gateway into the Hintonburg community. Low-profile light industrial uses currently exist on both sides of the bridge, providing limited visual interest to those passing through. The proposed buildings will punctuate this location creating a visual marker into the entrance of this community.

Road Network

Figure 13: Road Network

The site is served by a range of local, collector, and arterial road networks connecting the site to entire city. Somerset Street West and Albert Street (north via Bayview Avenue) are identified as existing east-west arterials in the Official Plan servicing the site to the downtown core.

Bayview Road is identified as a collector with connections to Gladstone Avenue, Somerset Street West, Albert Street, and the Ottawa River Parkway. The site is also served by a variety of local roads which cater to the local community and present opportunities for on-street parking for the various uses in the area. The proposed development will capitalize on many of these existing networks, but rely heavily on alternate modes of transportation such as public transportation and surrounding cycling network.

Transit Integration

Figure 14: Transit Network

The location is within 600 metres of an existing Bayview Transit Station and the planned Gladstone Transit Station which connect the site to major employment areas. The success of the City's planned LRT system depends on supporting each station with an appropriate amount of density and active uses. The proposed buildings will add a significant amount of density at a prime location which supports two transit stations. A connection from the Somerset Street West Bridge to a new multi-use pathway leading to the new Gladstone Transit Station is being proposed as part of the development proposal for 1040 Somerset.

Pedestrians and Cyclists

Figure 15: Pedestrian and Cycling Network

As corner lots, both properties will have entrances and frontage along both Somerset Street West and Breezehill Avenue North, increasing activity and animation on both streets. The location also affords ample opportunities for walking to neighbouring areas. The Wellington Street West Traditional Mainstreet, the Chinatown section of Somerset Street West, public transit stations, and other amenities are accessible to pedestrians originating from the properties.

Somerset Street West is an on-road cycling route, providing active transportation access to the city's downtown centre. The site also abuts a multi-use path along the O-Train corridor which connects the site to the NCC's multi-use pathway system along the Ottawa River and the Rideau Canal. The location's proximity to downtown, major employment centres, retail nodes, and entertainment districts makes cycling a viable mode of transportation, particularly where combined with public transit as a multi-modal trip chain. Increased bicycle use decreases the necessity of automobile circulation and parking facilities, which would have positive implications for the pedestrian environment along Somerset Street West.

Urban Morphology

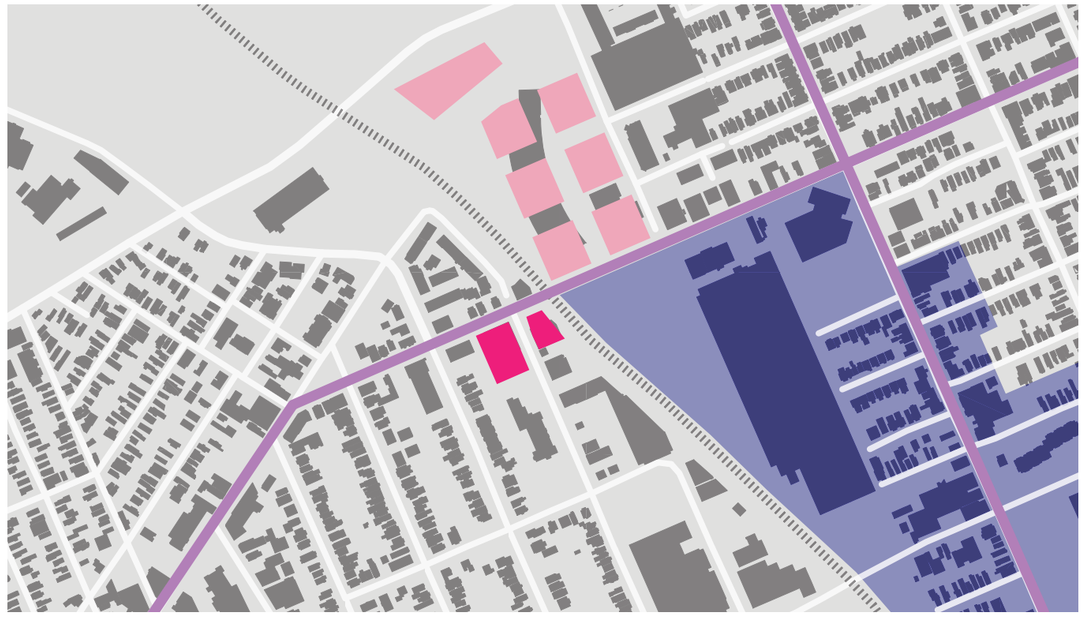


Figure 16: Urban Morphology

The location is situated in between two (2) distinct areas, each with a particular character and built form. To the west is the Hintonburg community, which is an established low-profile residential neighbourhood that is expected to retain its current form. Conversely, the area east of the O-Train corridor is designated Mixed-Use Centre in the Official Plan, and is anticipated to experience significant high-density development in the future. An opportunity to link these areas and transition between them is available at this location.

Future Development

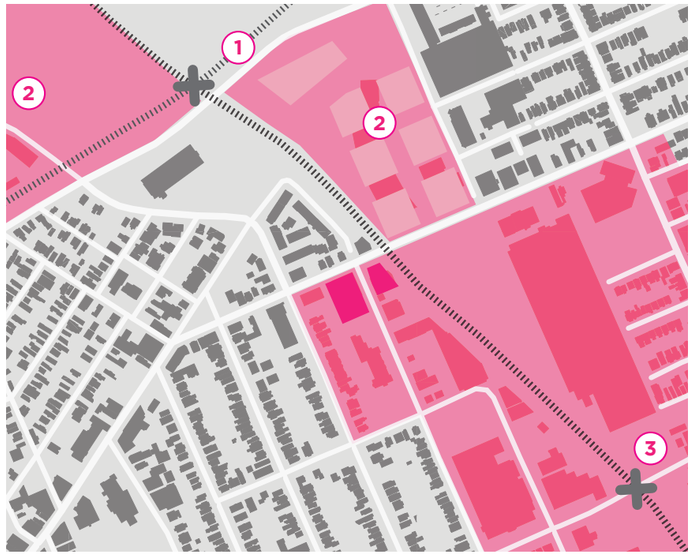


Figure 17: Future Development in the Surrounding Area

Figure 18: Gladstone Station Community Design Plan

Figure 19: Bayview District Secondary Plan

The surrounding area is experiencing significant development activity including a number of City initiated projects that are either under way or forthcoming. An inventory is provided below.

1. Light Rail Transit

The City is investing in a light-rail transit system which will feature a new line (the Confederation Line) which will run from Tunneys Pasture in the west to Blair Road in the east. Numerous stations are being proposed along the line including a hub station at Bayview that will connect the north-south O-Train with the new east-west Confederation Line. In addition to the new line, the city is proposing to extend and add new stations along the north-south line including a transit station near the intersection of Gladstone Avenue and Preston Street. Once completed, the site will be located within 600 metres of two major rapid transit stations.

2. Bayview Station District Secondary Plan

The City completed the Bayview Station District Community Design Plan and Secondary Plan in June 21, 2013 to guide the redevelopment of the former industrial area into a vibrant mixed use community with the Bayview Yards Innovation Centre as it development anchor. The plan includes a range of building profiles from 4-storeys to 30-storeys, as well as a mix of land uses including: residential, office, institutional, employment, community and open space.

3. Gladstone Station Community Design Plan and Secondary Plan

The City of Ottawa recently initiated the Gladstone Station Community Design Plan and Secondary Plan to guide the redevelopment of the lands surround the proposed Gladstone Station Transit Station. The plan is still in the development stages, however, the latest draft envisions a vibrant mixed use community with a range of buildings profiles of up to 30-storeys, as well as a mix of land uses including: residential, office, institutional, employment, community and open space. Final recommendations will be presented to Planning Committee and City Council for approval within the coming weeks.

Urban Design Guidelines *for Traditional Mainstreets*

The purpose of the Urban Design Guidelines for Development along Traditional Mainstreets is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. The guidelines apply to all streets throughout the City designated Traditional Mainstreet on Schedule B of the Official Plan.

The proposed development meets the following applicable design guidelines:

- Aligns with the setback of the existing buildings along Somerset Street.
- Proposes trees on the flanking residential streets.
- Creates attractive public and semi-public outdoor amenity spaces with outdoor plaza proposed along Somerset Street.
- Ensures that the design quality of the buildings are rich in detail and respects the rhythm and pattern of the existing and planned buildings at the podium level.
- Uses clear windows and doors to make the pedestrian level façade of walls facing both Somerset and Breezehill highly transparent and locates active pedestrian-oriented uses at-grade (retail/commercial establishments).
- Sets back the tower portions of both buildings to help achieve a human scale.
- Locates residential units above the level of vehicular traffic in a mixed-use building and provides a shared entrance to residential units, clearly accessible from the street.

Figure 20: Images from the Urban Design Guidelines for Traditional Mainstreets

- Locates mixed-use development by concentrating height and mass at nodes and gateways.
- Highlights buildings on a corner site, where two public streets intersect, with special treatment and continues the same level of architectural detailing around both sides of the building.
- Designs pedestrian walkways of materials that are easily maintained.

The proposed development supports the design guidelines and objectives established in the Urban Design Guidelines for Development along Traditional Mainstreets by:

- Provides street trees and other forms of landscaping along Somerset Street West and Breezehill Avenue;
- Provides areas with increased setbacks to create opportunities for public art, commercial patios, or pedestrian plazas;
- Provides high-quality design to arcticulate the street corners that intersect with Somerset Steet West;
- Proposes to improve the existing streetscapes with high quality materials that can be easily maintained all year round.

Urban Design Guidelines *for High-Rise Housing*

The Urban Design Guidelines for High-Rise Housing are meant to guide the review of development applications by the City to achieve appropriate high-rise development. A high-rise building is defined in the Official Plan as any building of 10 storeys or more in height.

The proposed development meets the following applicable design guidelines, among others:

- The development is in an area with a disconnected or transition fabric and as such, the proposal:
- Is oriented to establish a pattern of development blocks, street edges, and site circulation that defines a public realm;
- Uses proportions, rhythm and height of the building base and tower to define relationships to other buildings;
- Uses distinctive design features, building forms and shapes to contribute to a sense of place;
- Creates transitions that integrate the new urban fabric with areas of established urban fabric.
- The building is designed as a landmark building as it is distinctive in form and detail when viewed close-up and from a distance, the building is located along an important axis/avenue and located near a major public transit hub.
- Built form will define a human-scaled street space through a low to mid-rise podium along Somerset Street and Breezehill Avenue.
- Building components such as the base and tower will be used to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas.

Figure 21: Images from the Urban Design Guidelines for High-Rise Housing

- The building has been designed to have a base, a tower and a top. The lower portion of the building supports a human-scaled streetscape through the use of street trees and architectural design and detailing.
- A high degree of glazing is being incorporated along Somerset Street and Breezehill Avenue to make the pedestrian level façade highly transparent and accessible.
- The proposal incorporates sidewalks and landscaping allowing uninterrupted and unimpeded pedestrian circulation around the development.
- The garage entry is located on Breezehill Avenue at a less prominent location on the block where the entrance will not interfere with pedestrian or vehicular flow and will not be a prominent feature of the streetscape.

The proposed development supports the design guidelines and objectives established in the Urban Design Guidelines for High-Rise Housing by:

- The development has been designed in a podium and tower format with the podium maintaining a low to mid-rise profile. As a result, the proposed development maintains a recognizable and comfortable scale at grade and creates a positive pedestrian experience.
- Providing visible and directly accessible pedestrian entrances to the proposed buildings that do not conflict with vehicular movement to the site.
- Designing the ground floor with higher floor-to-floor heights to accommodate non-residential uses.

Urban Design Guidelines *for Transit-Oriented Development*

The purpose of the Urban Design Guidelines for Transit-oriented Development is to assess, promote and achieve appropriate Transit-Oriented Development. The guidelines apply to all development within a 600 metre walking distance of a transit station or stop, and are to provide direction in the review of development applications including Zoning By-law Amendments.

The proposed development fulfills the following applicable design guidelines:

- Provides transit supportive land uses within a 600 metres walking distance of rapid transit stop or station.
- Creates a visible landmark through distinctive design features that can be easily identified and located.
- The building has been setback from the front property and side property line for corner sites in order to define the street edge and to provide space for pedestrian activities and landscaping.
- The development incorporates architectural variety on the lower storeys of the building to provide visual interest to pedestrians.
- Uses windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- The design and location of the entrance to the underground parking lot minimizes the number of vehicle crossings over primary pedestrian routes.

Figure 22: Images from the Urban Design Guidelines for Transit-Oriented Development

The proposed development supports the design guidelines and objectives established in the Urban Design Guidelines for Transit-Oriented Development by:

- Providing a higher-density, transit supportive mixed-use development in close proximity to two rapid transit stations.
- Providing safe and direct pedestrian access to the proposed LRT stations through the development of a new multi-use pathway along the LRT corridor.
- Accentuating the gateway location of the subject property through higher-intensity development towards the LRT Corridor.
- Successfully articulating all four sides of the podium to include a variety of active uses.

Sustainability Measures

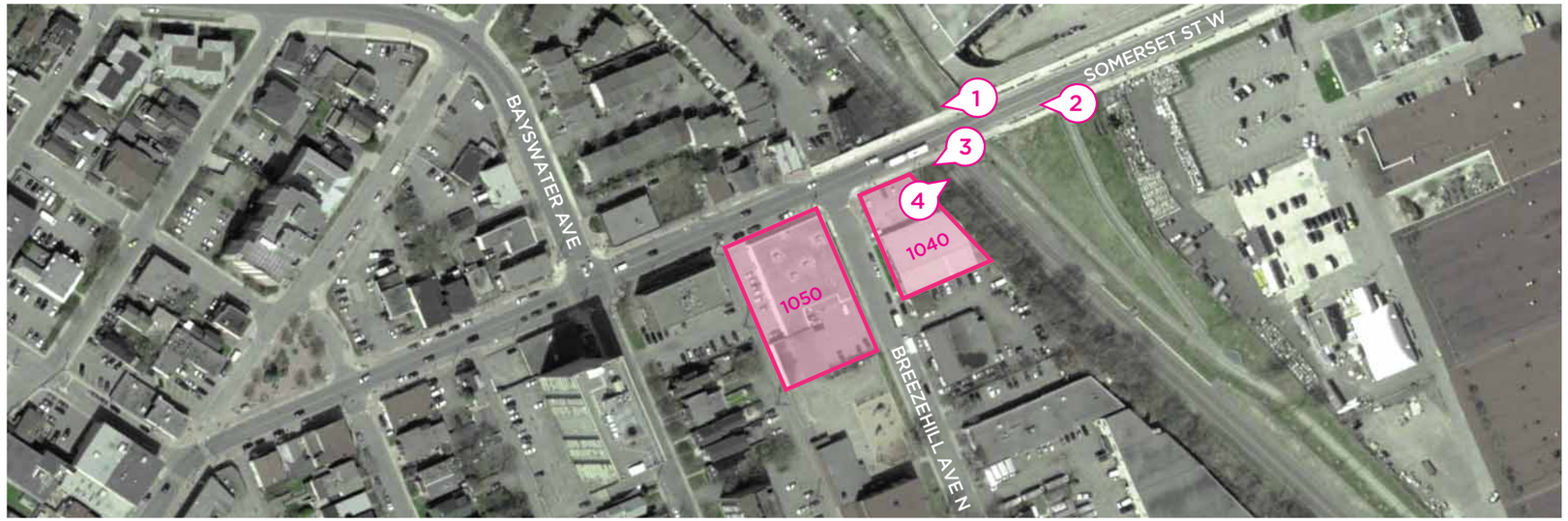
Figure 23: Sustainable Measures Proposed as Part of the Development Proposal

1040 Somerset Street West (From aA)

- Model project for intensification in support of sustainable cities;
- At grade commercial use and lobby provide “eyes on the street” and animation of the street;
- High performance thermal glazing aluminum window wall system;
- Interior loading and garbage transfer room to take garbage loading off the street; and
- High albedo roof on high tower roof.

1050 Somerset Street West (From RLA)

- Increased development on underutilised site;
- Multipurpose use to encourage 24 hour activity. Uses include residential/office/ retail/daycare;
- Close proximity to major urban transportation hub;
- Restricted vehicular parking ratio to encourage use of public transportation;
- Bicycle storage at grade;
- Large garbage room at grade to encourage recycling;
- Energy efficient design SB10 includes low e glazing/Heat Pumps/ ERV;
- Access to exterior private amenity spaces;
- Immediate access to walkable neighbourhoods;
- Reduction of heat island effect thru the use of cool roofs; and
- Dedicated parking for car-sharing service like VRTUCAR.



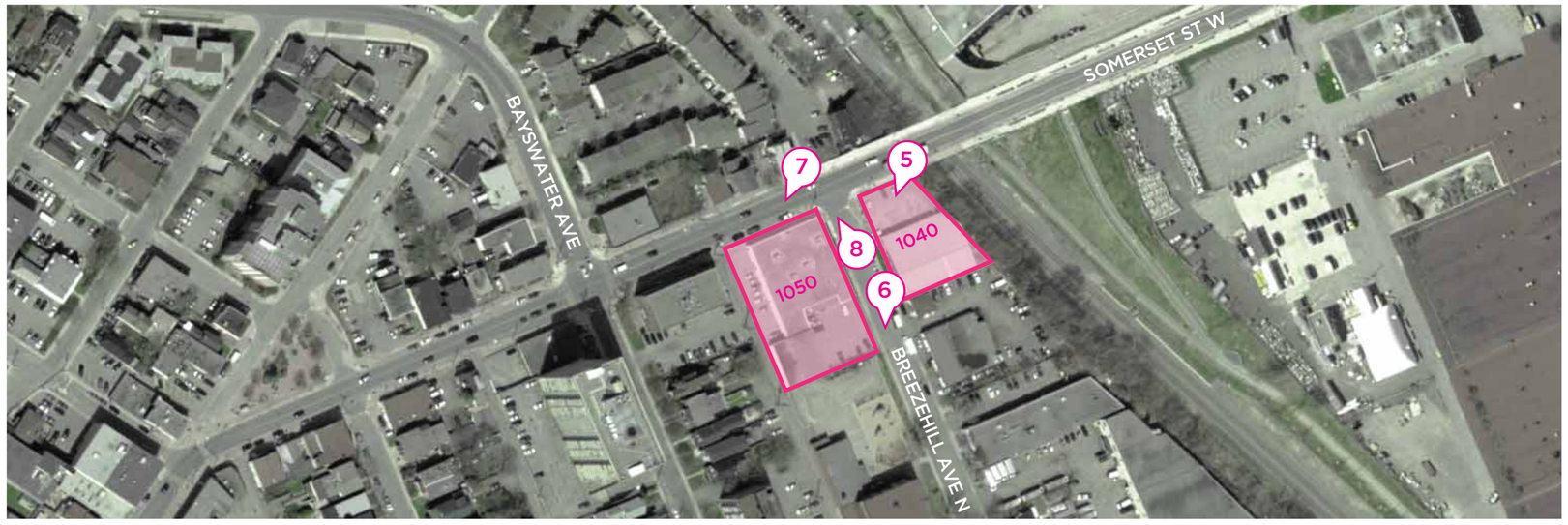
FOTENN PLANNING & URBAN DESIGN

CONTEXT ANALYSIS

ADDRESS:
1040 & 1050 Somerset Street West

PREPARED FOR:
Claridge Homes

DATE:
April 2015



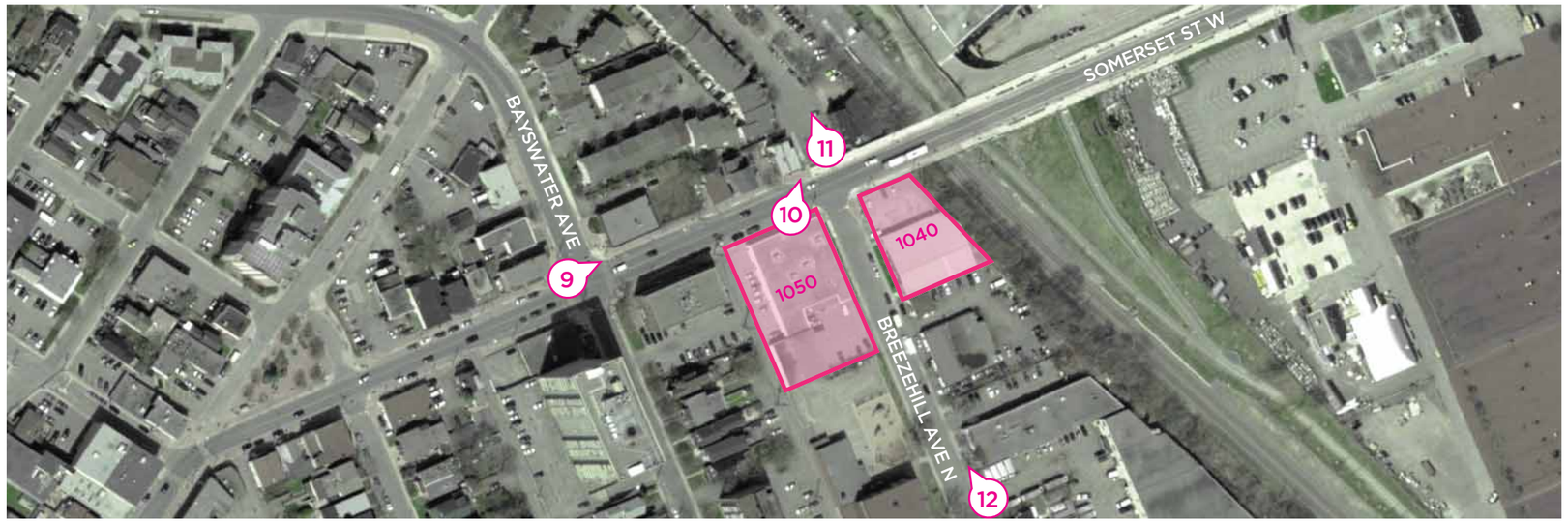
FOTENN PLANNING & URBAN DESIGN

CONTEXT ANALYSIS

ADDRESS:
1040 & 1050 Somerset Street West

PREPARED FOR:
Claridge Homes

DATE:
April 2015



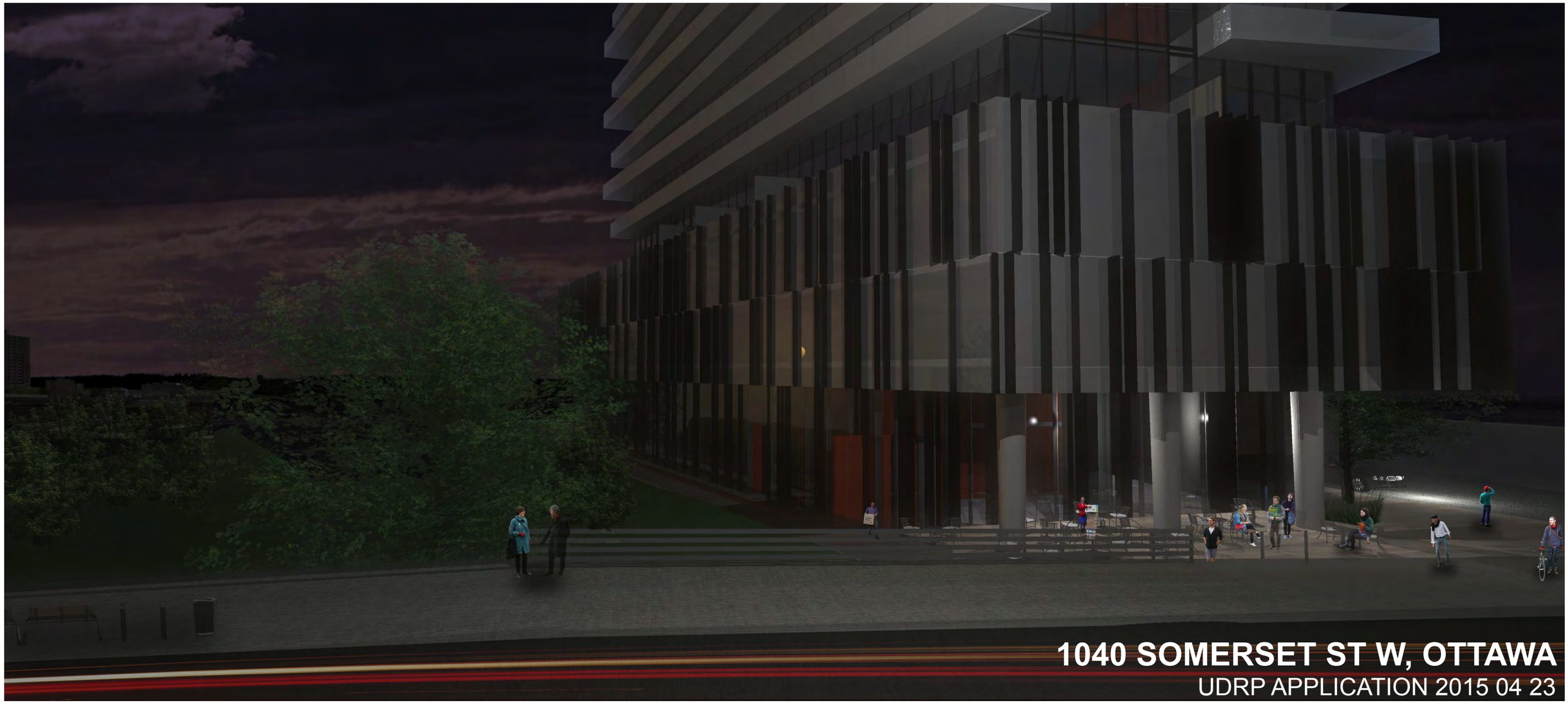
FOTENN PLANNING & URBAN DESIGN

CONTEXT ANALYSIS

ADDRESS:
1040 & 1050 Somerset Street West

PREPARED FOR:
Claridge Homes

DATE:
April 2015



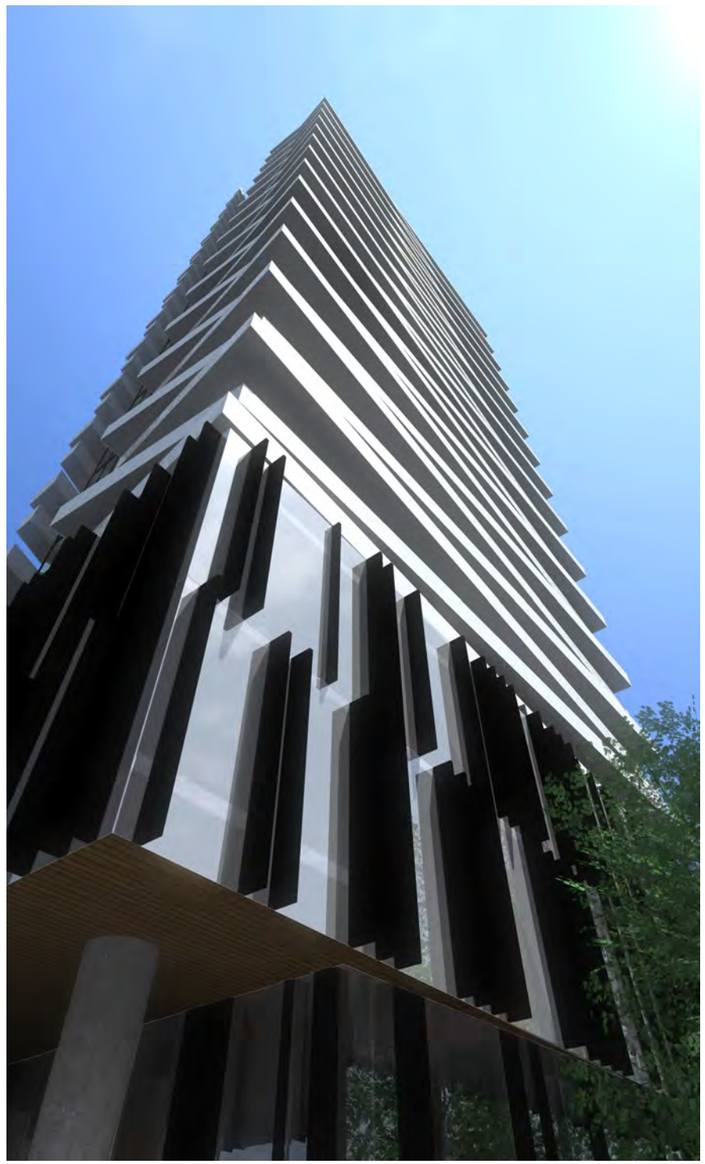
PERSPECTIVE VIEW SOMERSET ST W

aA

PERSPECTIVE VIEW BREEZEHILL AV NORTH

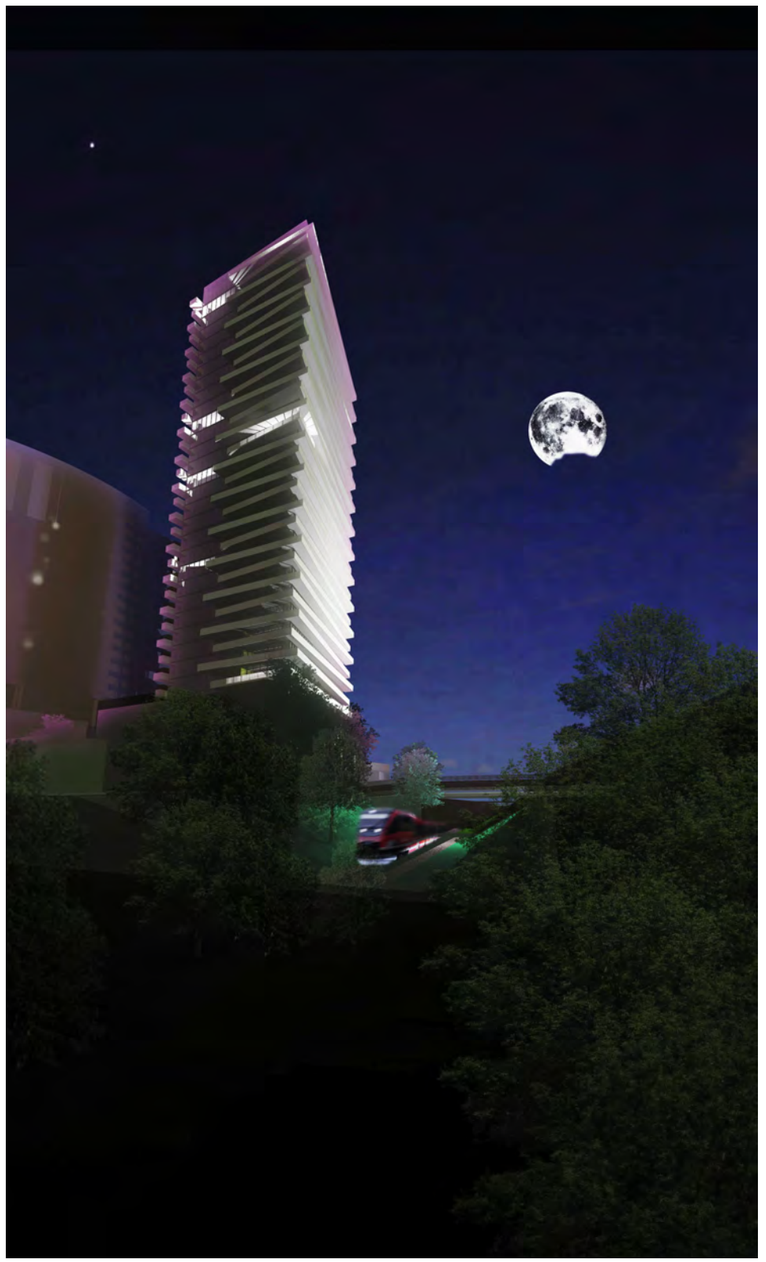
PERSPECTIVE VIEW SOUTH-EAST CORNER

PERSPECTIVE VIEW NORTH-WEST CONER SOMERSET ST W AND BREEZEHILL AV NORTH

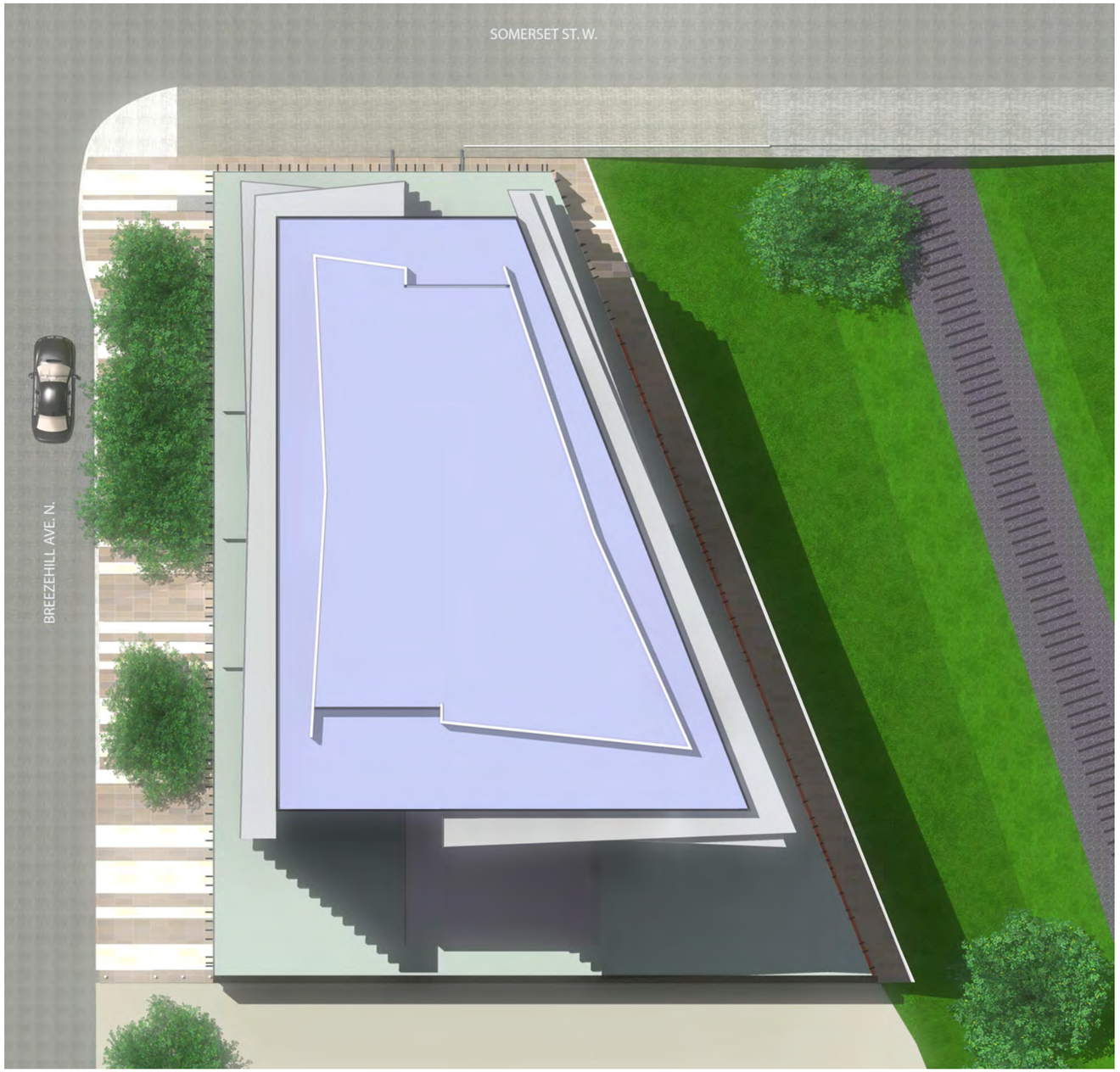


PERSPECTIVE VIEW NORTH-WEST CONER

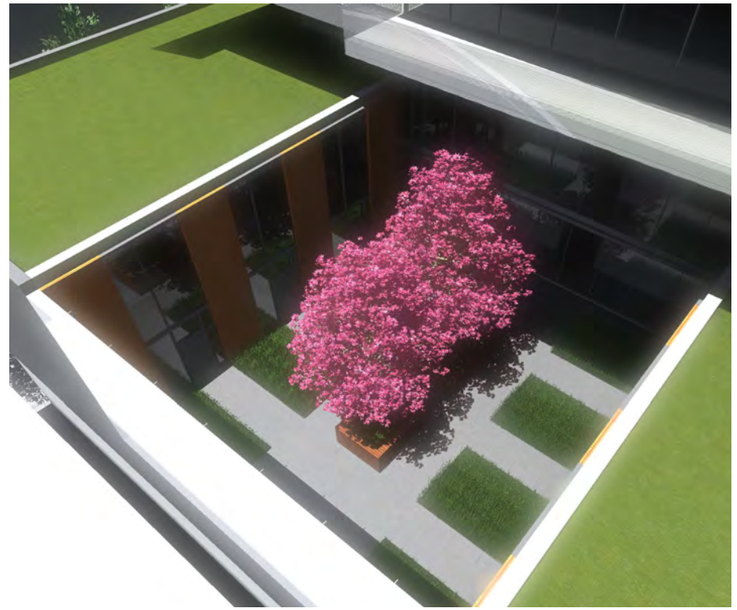
PERSPECTIVE VIEW NORTH-WEST CONER SOMERSET ST W AND BREEZEHILL AV NORTH



PEREPECTIVE VIEW SOUTH-EAST CONER

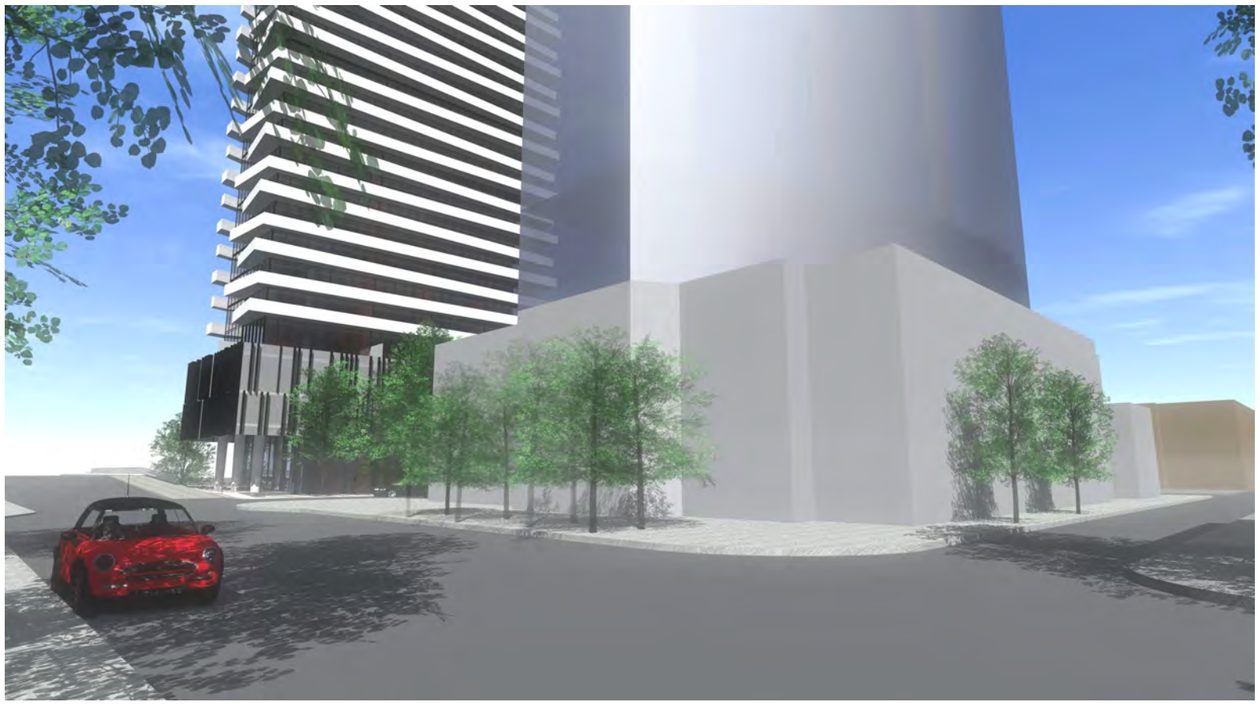


ROOF PLAN

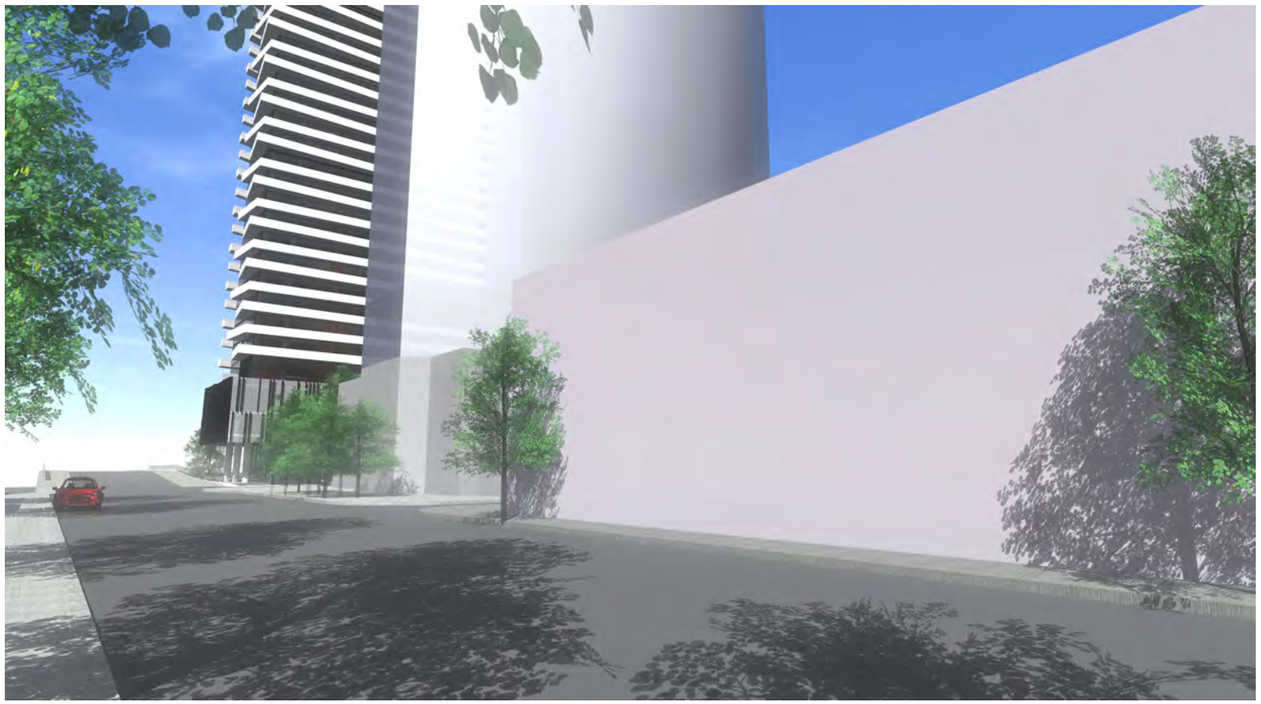


PERSPECTIVE VIEW PODIUM COURT

PERSPECTIVE VIEW PODIUM COURT



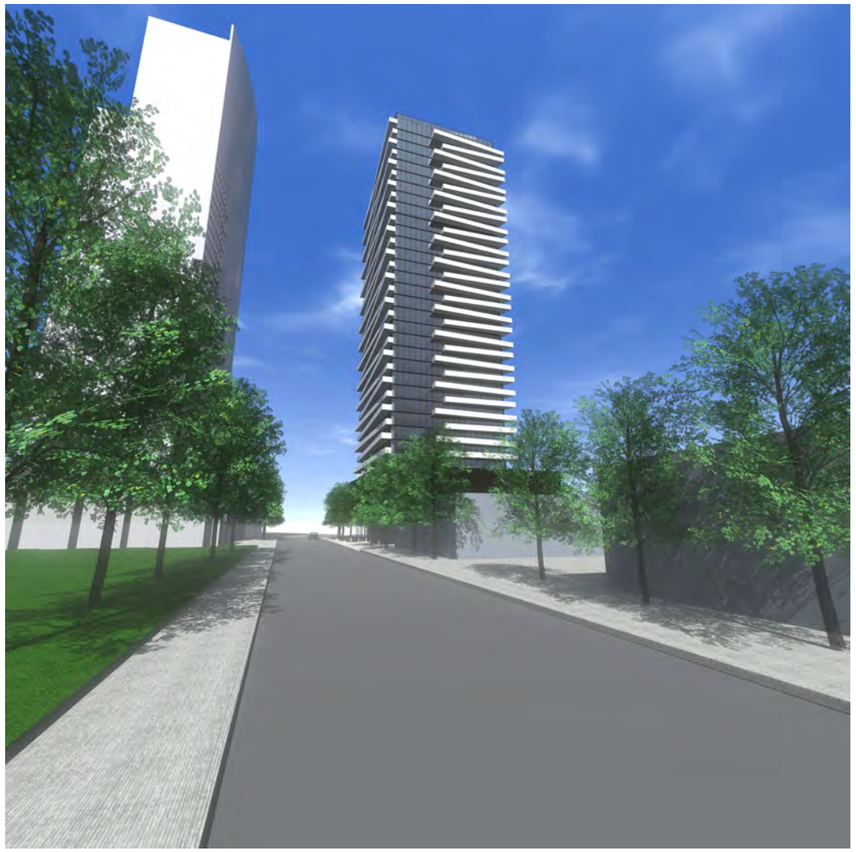
PERSPECTIVE VIEW SOMERSET ST.



PERSPECTIVE VIEW SOMERSET ST.

aA

PERSPECTIVE VIEW SOMERSET ST. W.



PERSPECTIVE VIEW BREEZEHILL AVE. N.

FLOOR AREA | **PARKING**

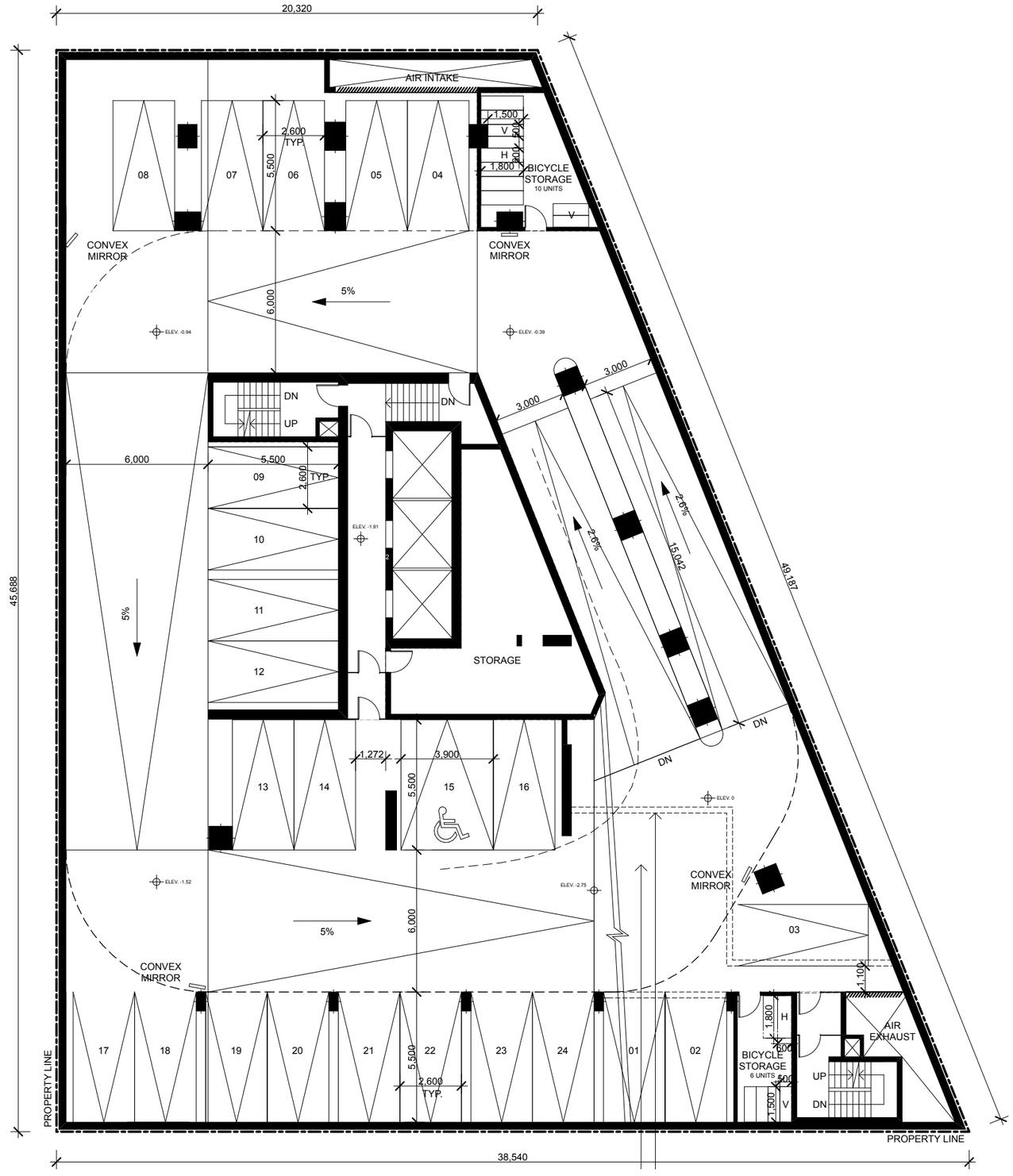
Level	Levels	GCA/level	Total GCA	MECH	Bicycle Parking	Loading	Parking	Communal Indoor Amenity	Communal Outdoor Amenity	Private Amenity (Balconies)	Retail GFA	Residential GFA	Total GFA	Resident Vehicle Parking	Visitor Vehicle Parking	Retail Vehicle Parking	Resident Bike Parking	Retail Bike Parking
P7	1	1,329	1,329	27	40		1,094					27		24			16	
P6	1	1,329	1,329	27	40		1,094					27		24			16	
P5	1	1,329	1,329	27	40		1,094					27		24			16	
P4	1	1,329	1,329	27	40		1,094					27		24			16	
P3	1	1,329	1,329	27	98		1,094					27		24			44	
P2	1	1,329	1,329	27	98		1,094					27		24			44	
P1	1	1,329	1,329	179	26		1,013					27		8	10		10	
Subtotal Below Grade	7		9,303	338	382	0	7,577	0	0	0	0	189	189	152	10	0	162	0
Ground	1	1,061	1,061	21		91		276			206	186	392					4
Mezzanine	1	414	414	8	100			141				0					63	
Level 2	1	1,165	1,165	23				42	99			979	979					
Level 3	1	1,152	1,152	23				53				986	986					
Level 4	1	663	663	13				204	263	164		357	357					
Level 5-32	28	663	18,564	371						4,284		15,568	15,568					
Mech	1	383	383	383														
Subtotal Above Grade	32		23,402	843	100	91		716	362	4,448	206	18,076	18,282	0	0	0	63	4
Indoor Amenity Deductions								*716*										
PROJECT TOTALS			**32,705**								**206**	**17,549**	**17,755**	**152**	**10**		**225**	**4**

RESIDENTIAL UNITS

Level	BACH per Level	BACH Total	BACH %	1B per Level	1B Total	1BR %	1BR+D per Level	1BR+D Total	1BR+D %	2BR per Level	2BR Total	2BR %	2BR+D per Level	2BR+D Total	2BR+D %	3BR per Level	3BR Total	3BR %	**Total Units**
Ground																			0
Mezzanine																			0
Level 2							7	7		9	9								16
Level 3							7	7		3	3								10
Level 4	2	2		2	2					2	2								6
Level 5-32	2	56		3	84		1	28		3	84								252
Mech																			
		58	**20%**		**86**	**30%**		**42**	**15%**		**98**	**35%**		**0**	**0%**		**0**	**0%**	**284**

	PROVIDED		REQUIRED/PERMITTED	
Site Area	1,342	sm		
Total Residential Units	284	units		
Floor Area				
GFA Above Grade	17,755	sm		
FSI	13.23			
Communal Indoor Amenity	716	sm		
Communal Outdoor Amenity	362	sm		
TOTAL Communal Amenity	1,078	sm	852	sm
Private Amenity (balconies)	4,448	sm	852	sm
Total Amenity	5,526	sm	1,704	sm
Parking				
Visitor Vehicle Parking	10	spaces	54	spaces
Resident Vehicle Parking	152	spaces	128	spaces
Retail Vehicle Parking	0	spaces	5	spaces
Residential Bike Parking	225	spaces	142	spaces
Retail Bike Parking	4	spaces	0	spaces

PROJECT STATISTICS



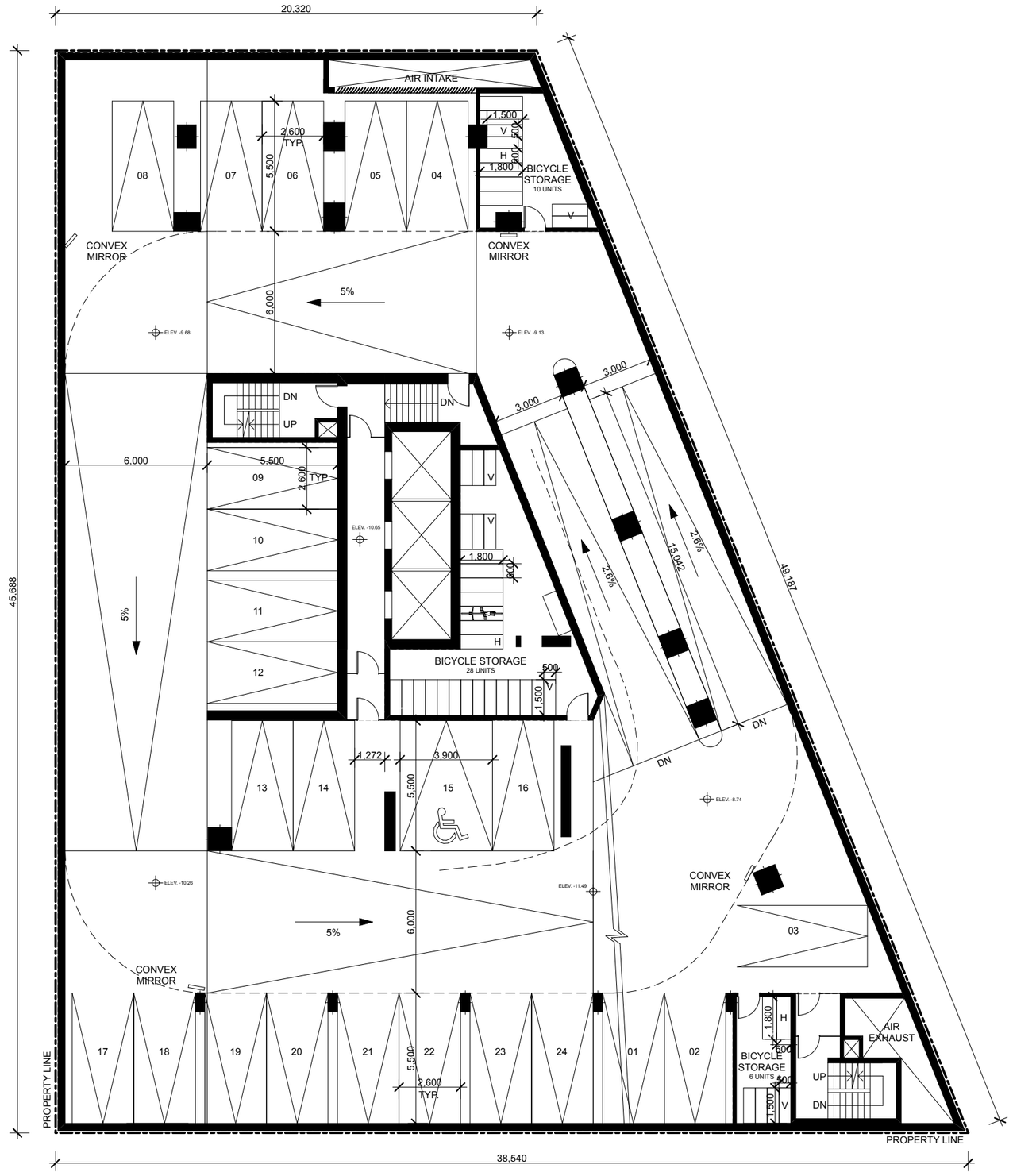
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

P4-P7 LEVEL

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.1



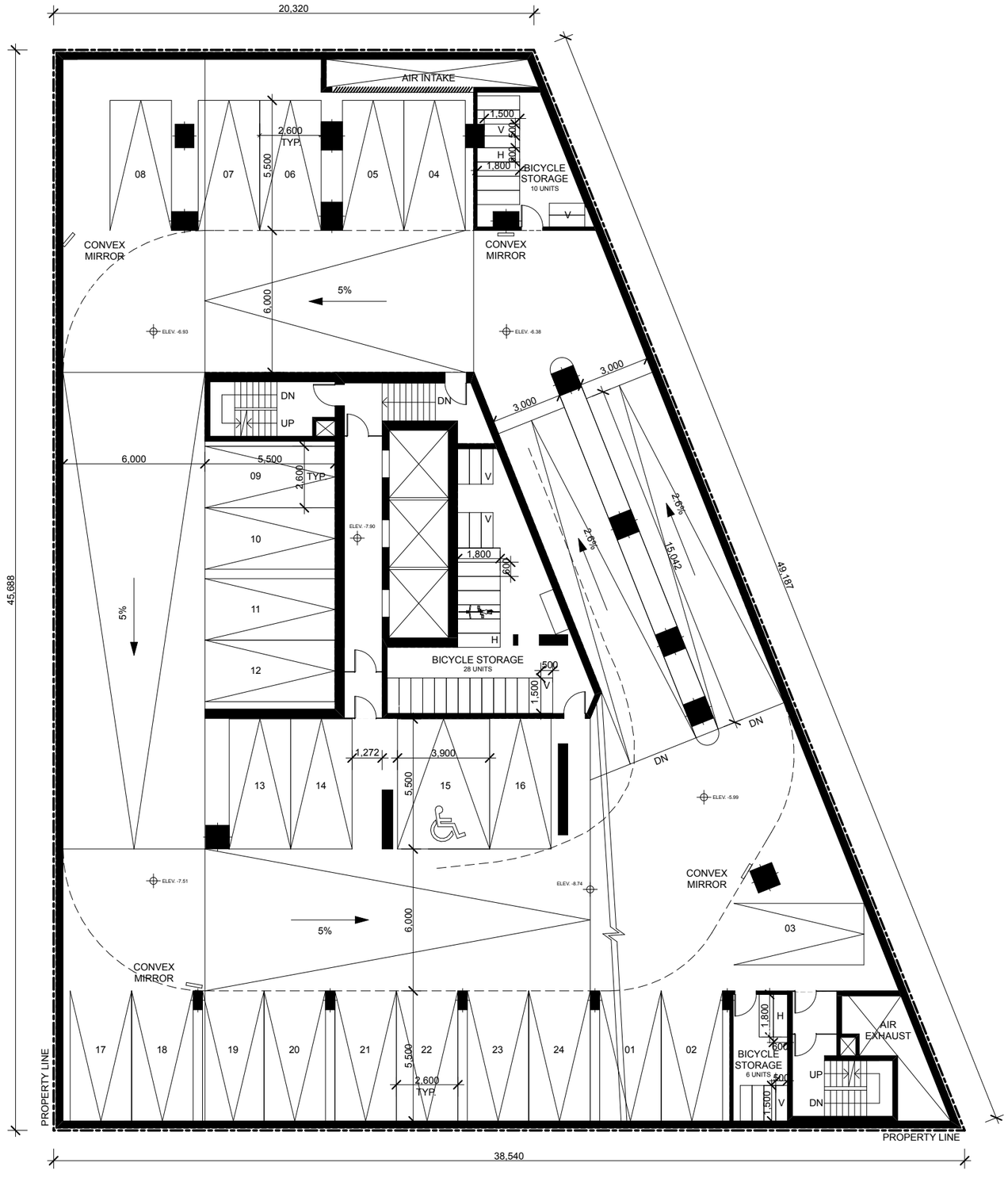
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

P3 LEVEL

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.2



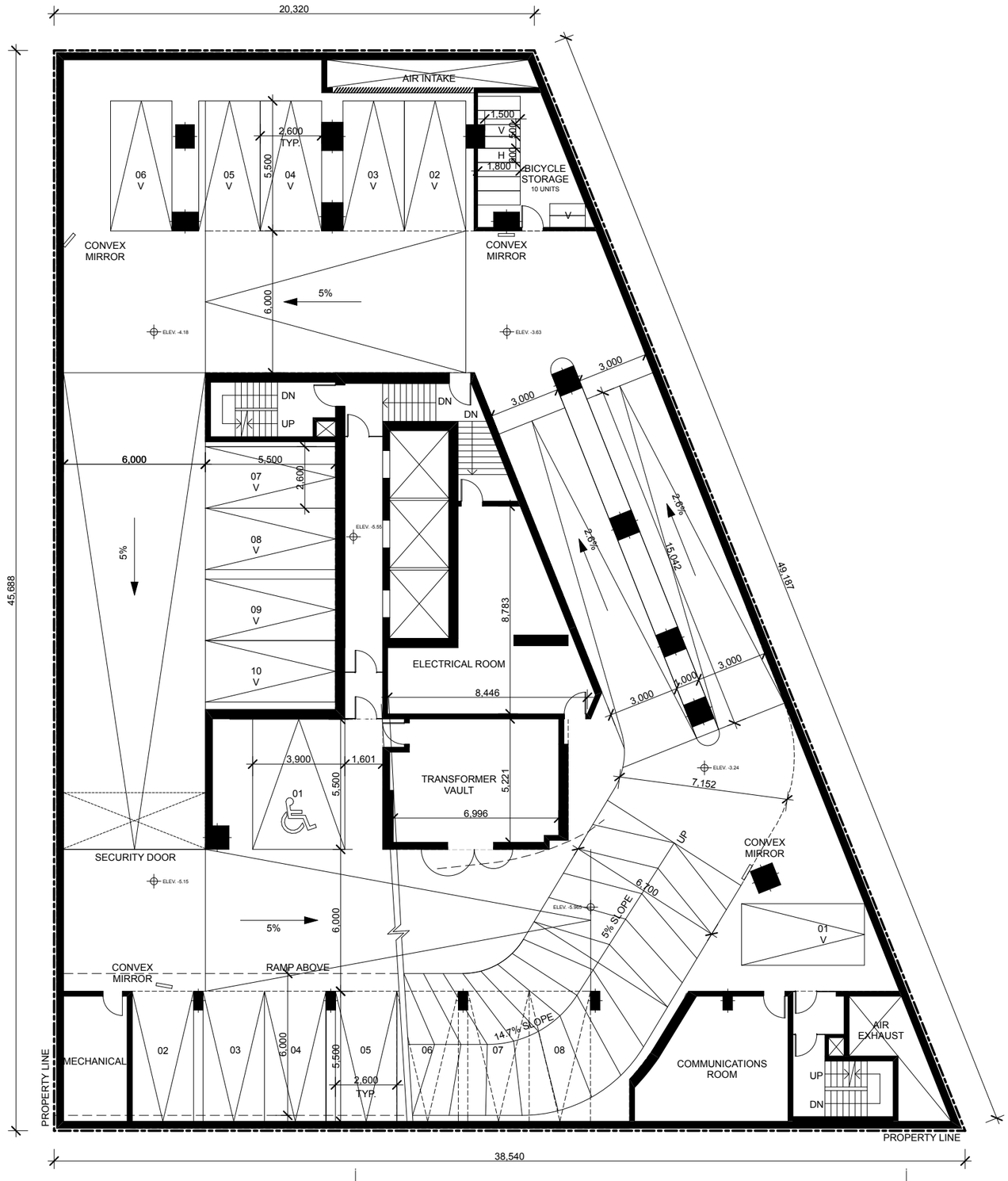
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

P2 LEVEL

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.3



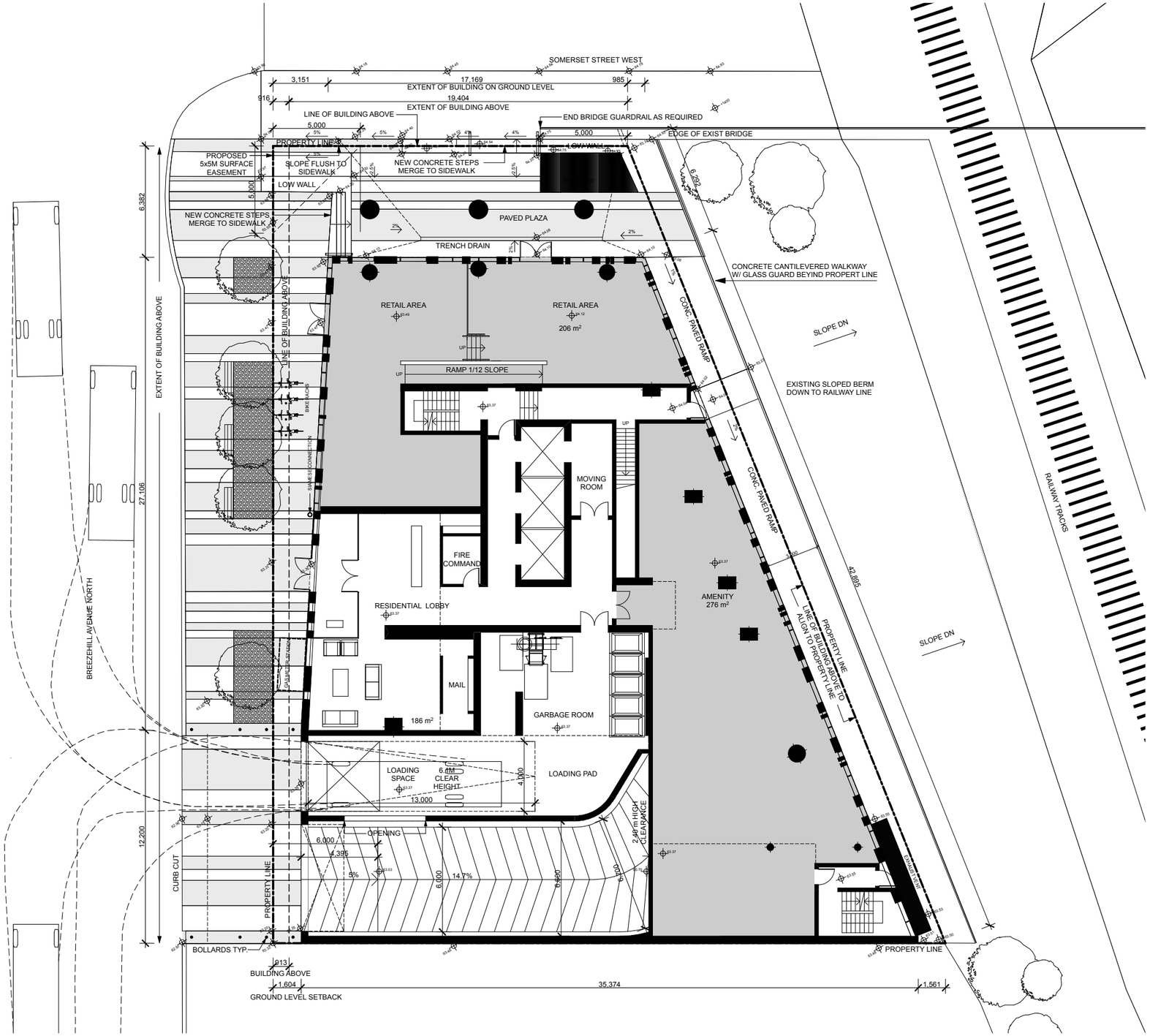
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

P1 LEVEL

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.4



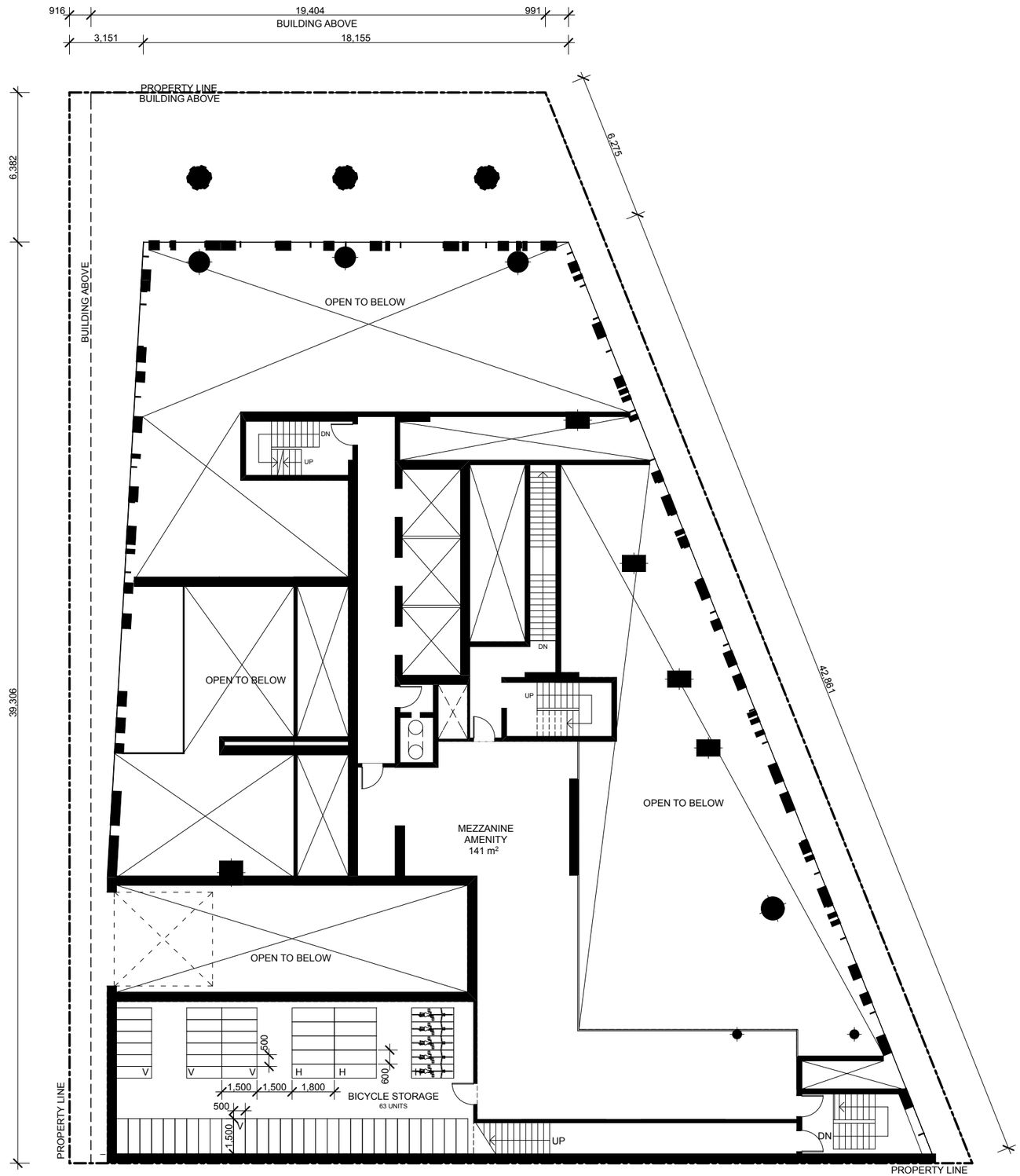
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

SITE PLAN & GROUND FLOOR PLAN

scale: 1:250
issued on: 2015-04-30

Drawing No.
A2.5



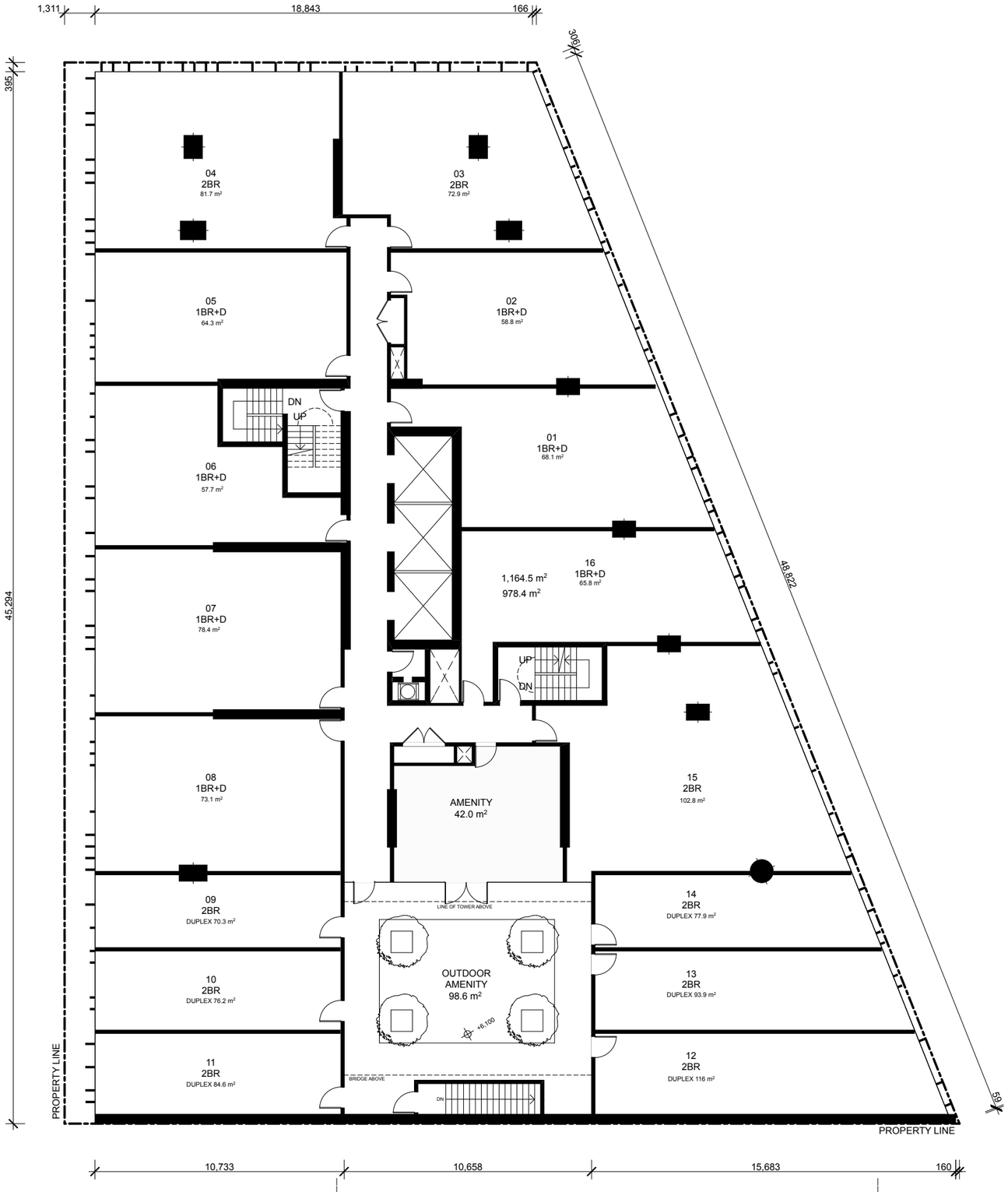
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

MEZZANINE PLAN

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.6



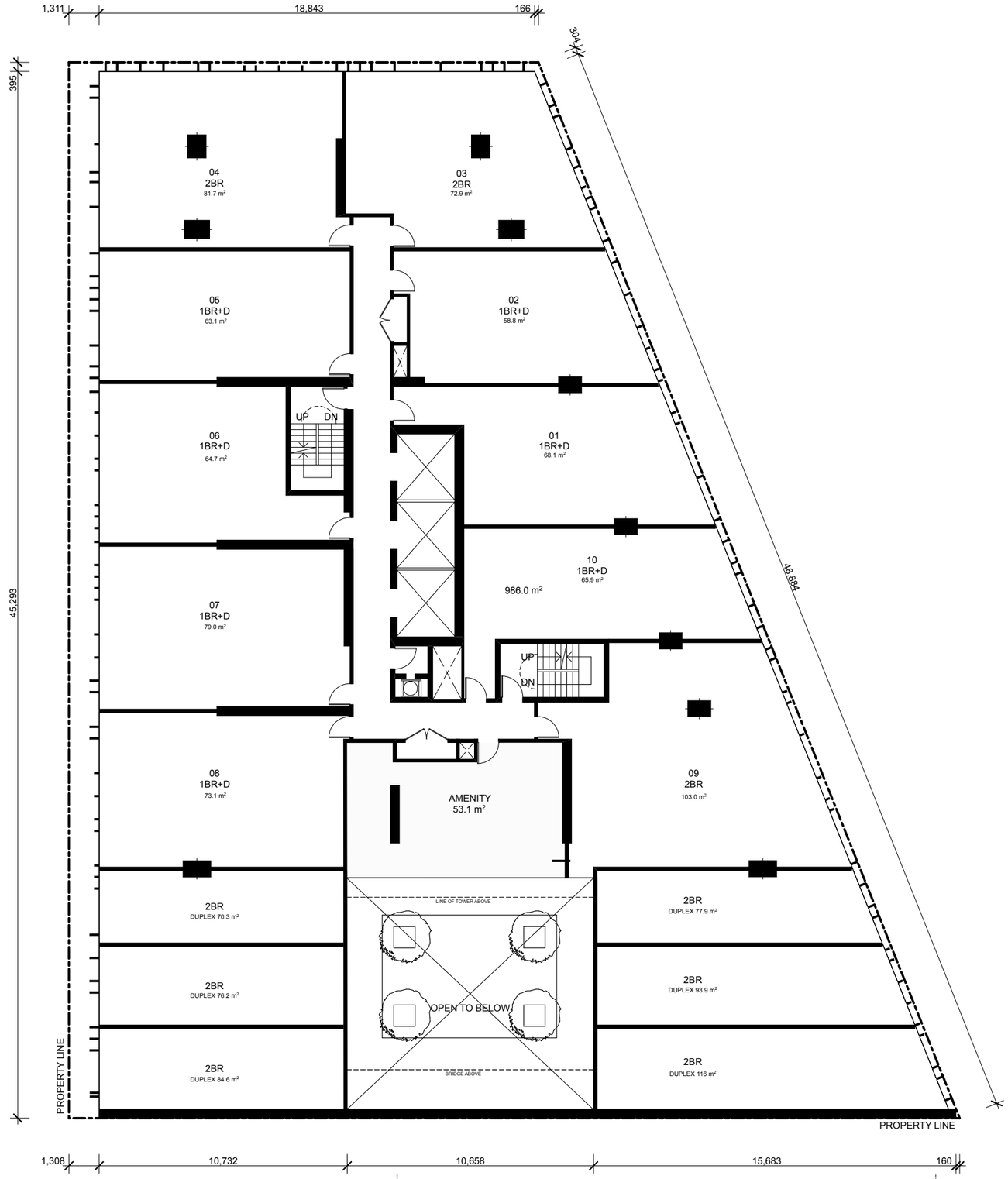
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

LEVEL 2 PLAN

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.7



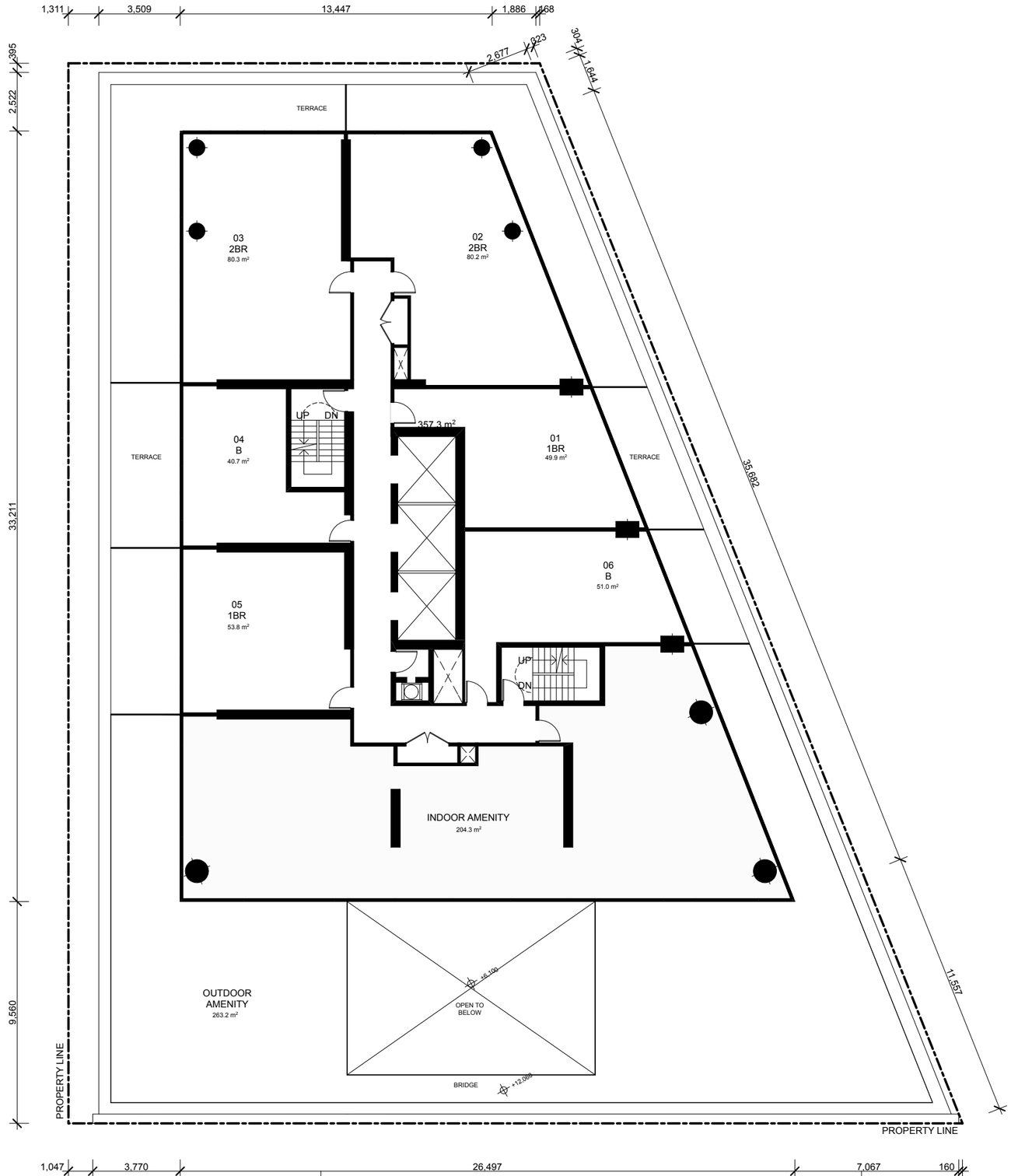
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

LEVEL 3 PLAN

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.8



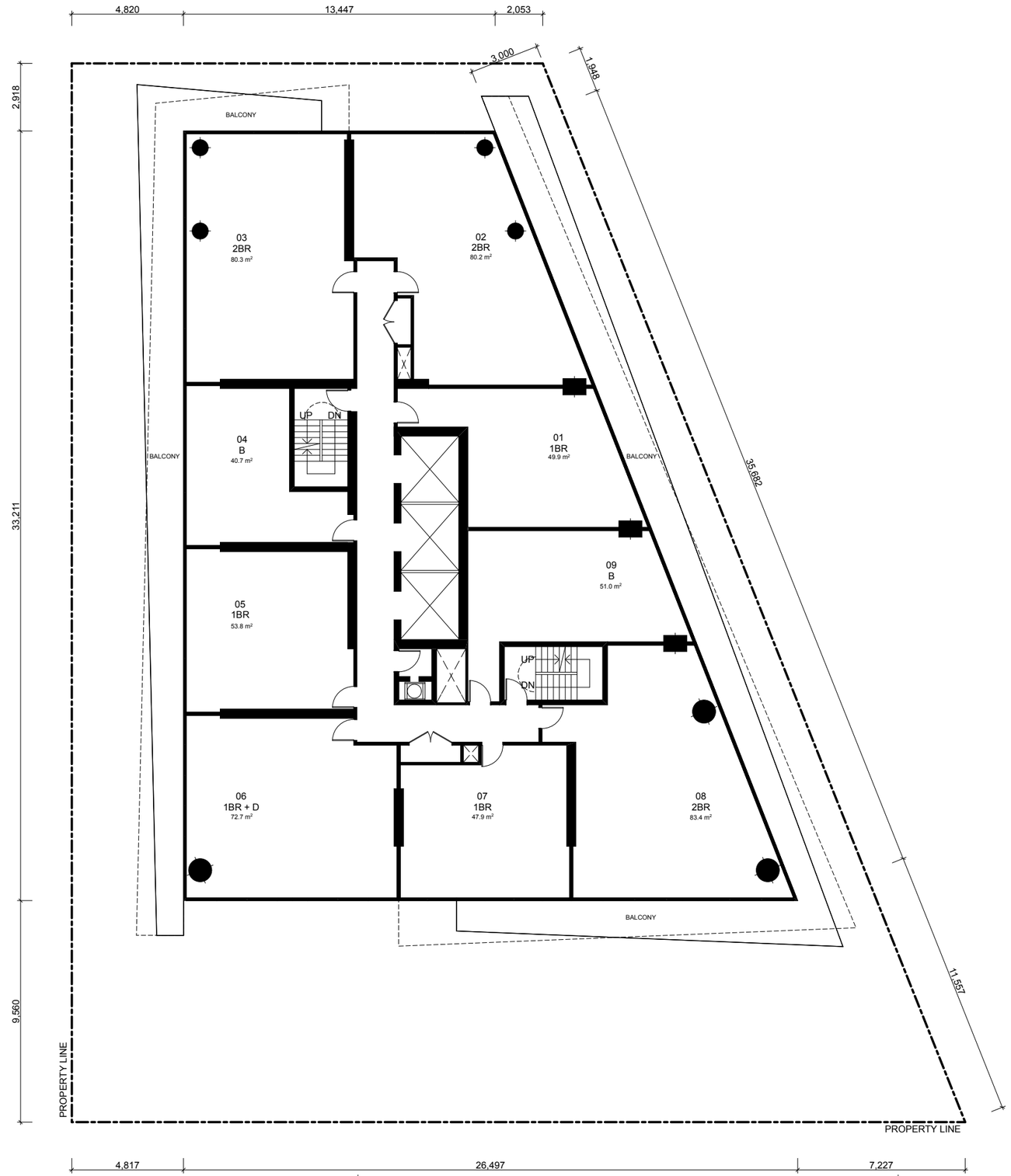
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

LEVEL 4 PLAN

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.9



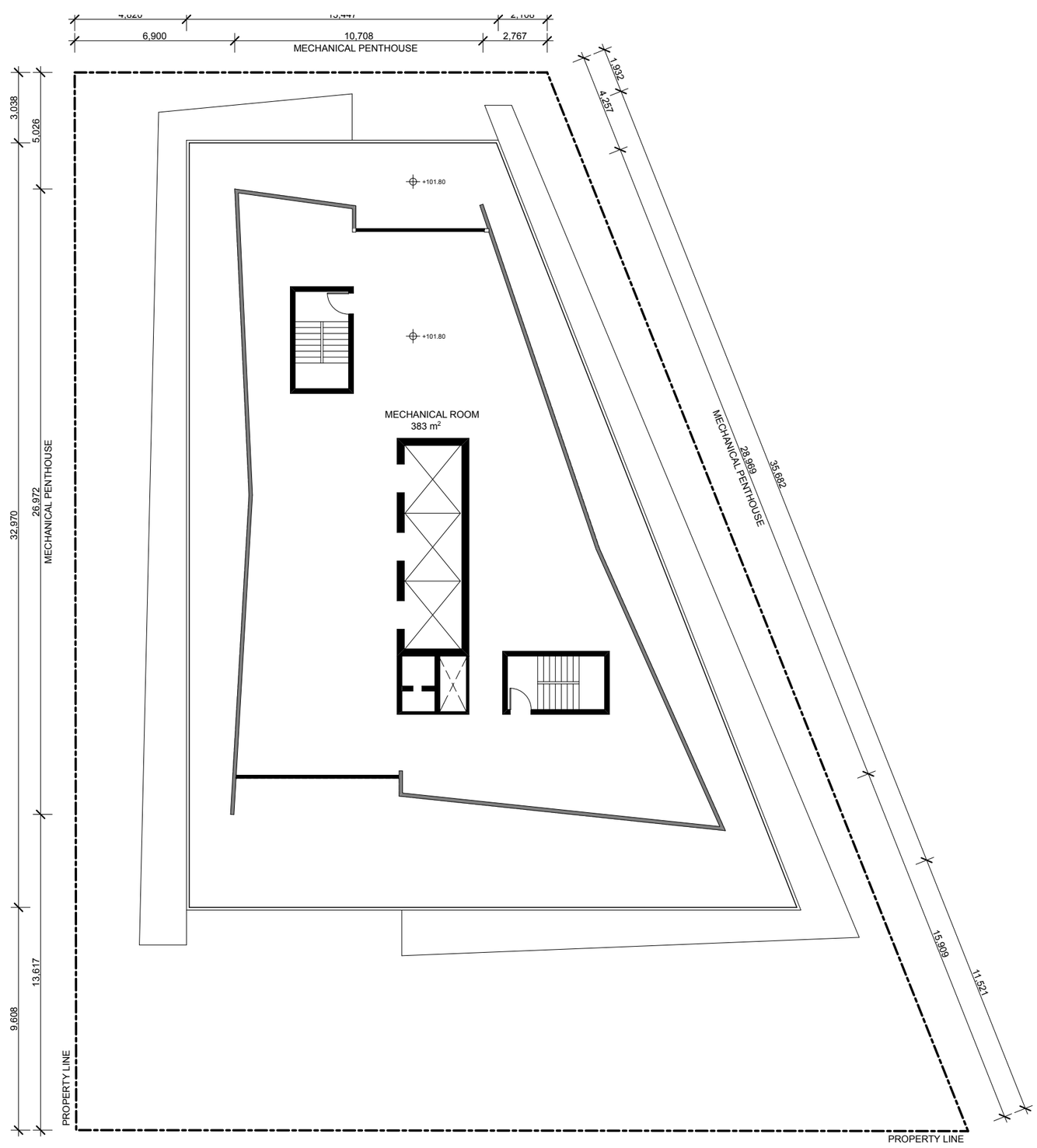
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

TYPICAL TOWER PLAN

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.10



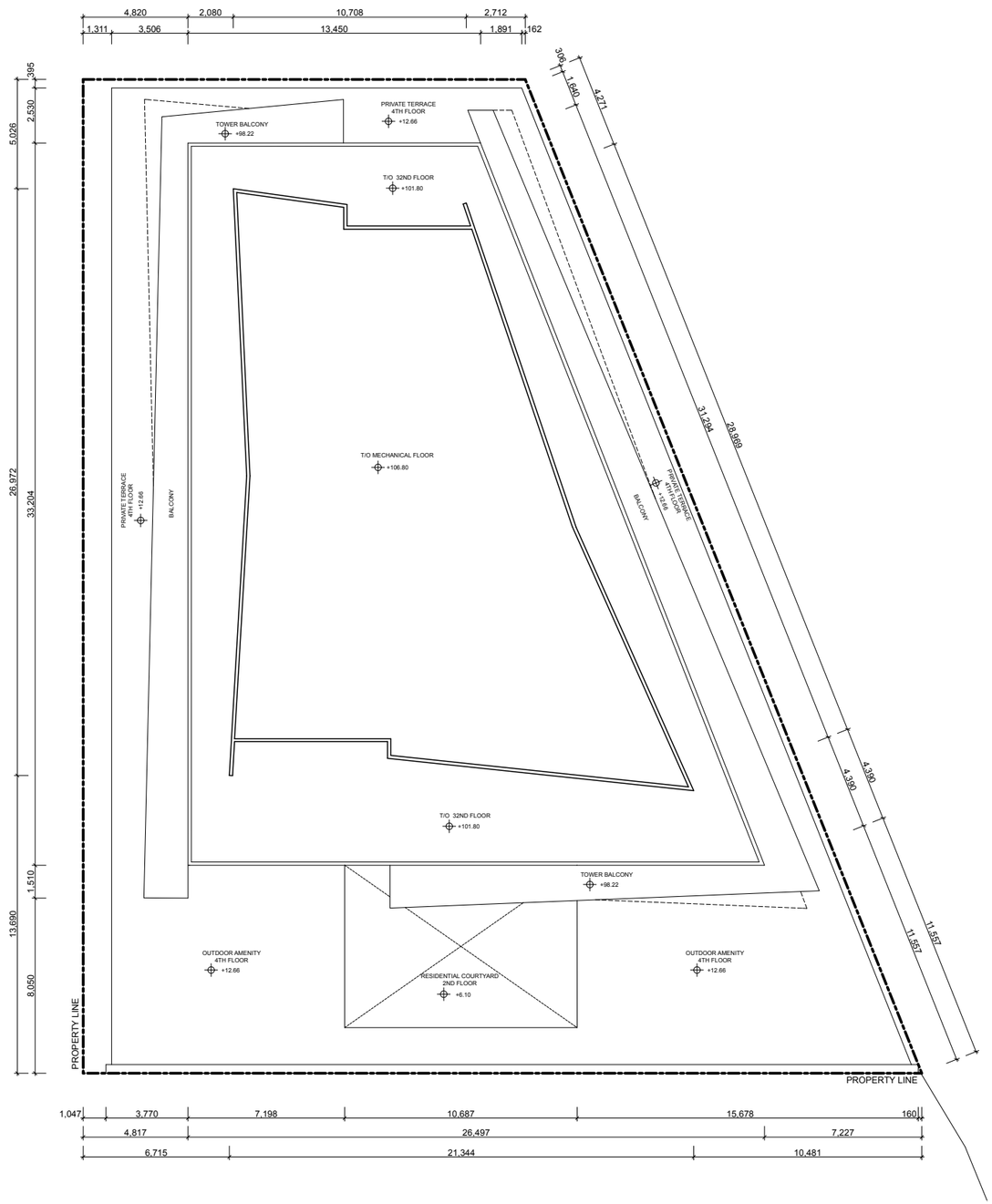
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

MECHANICAL PENTHOUSE PLAN

scale: 1:200
issued on: 2015-04-30

Drawing No.
A2.11



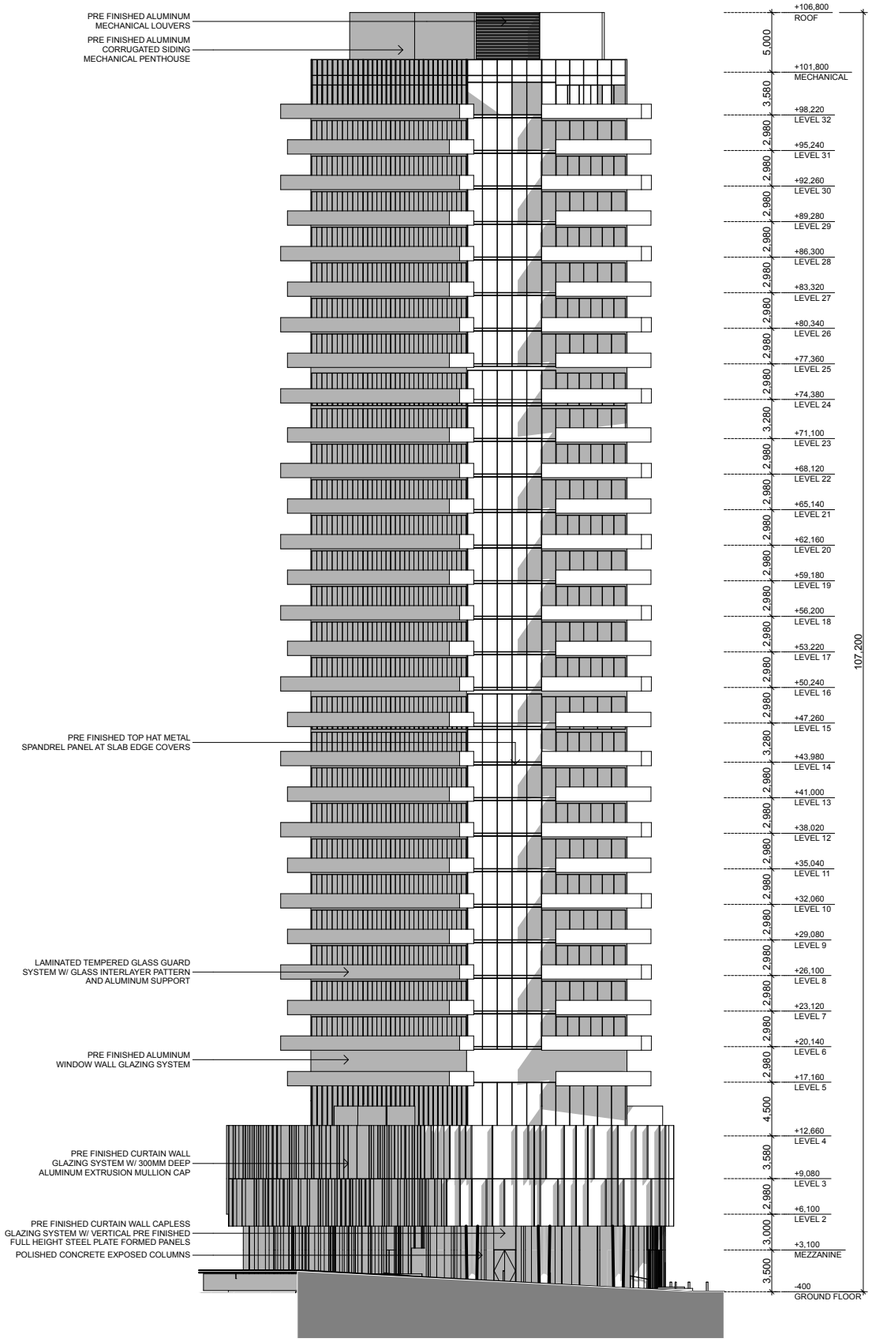
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

ROOF PLAN

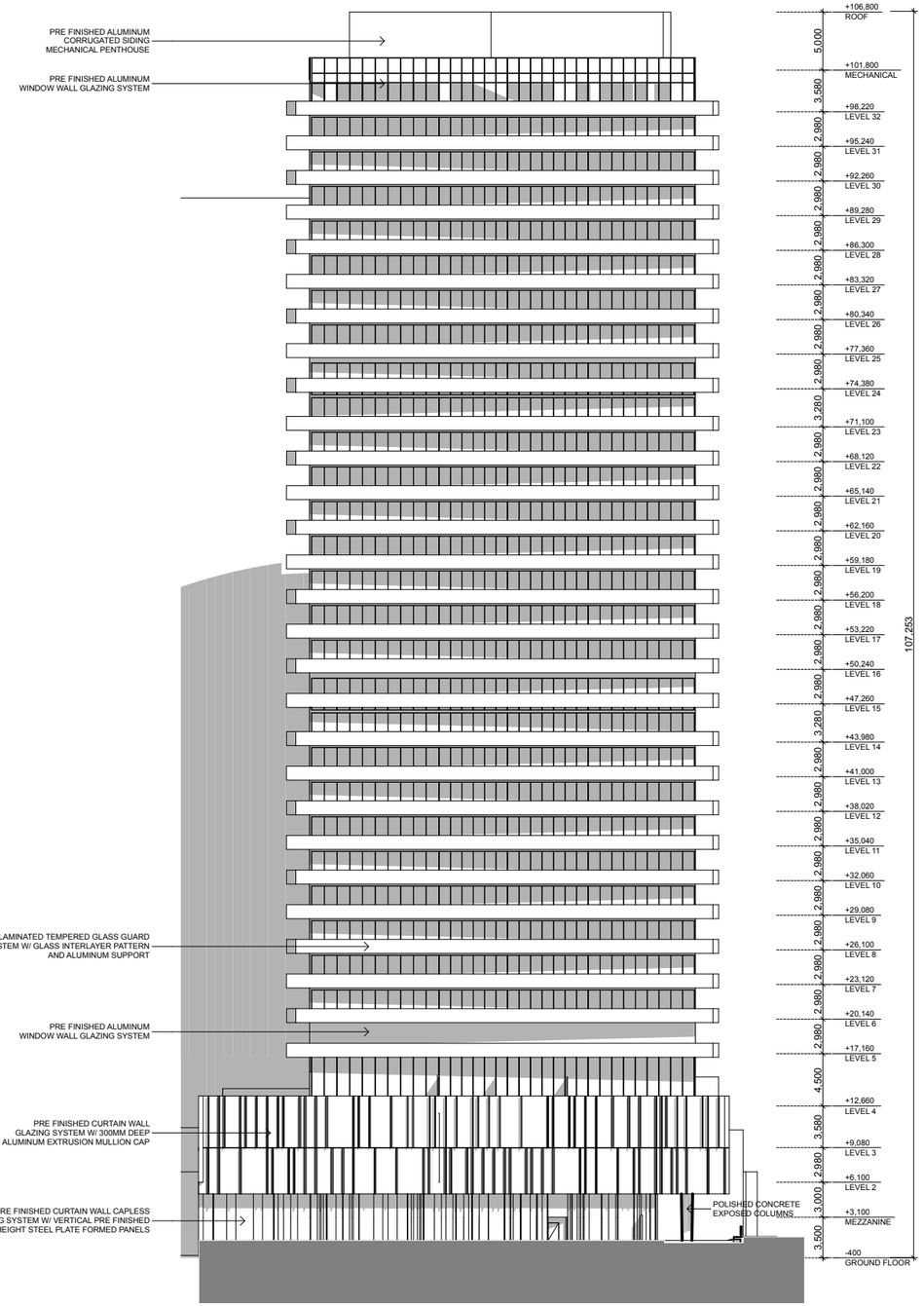
scale: 1:250
issued on: 2015-04-30

Drawing No.
A2.12



NORTH ELEVATION

SCALE: 1:500



EAST ELEVATION

SCALE: 1:500

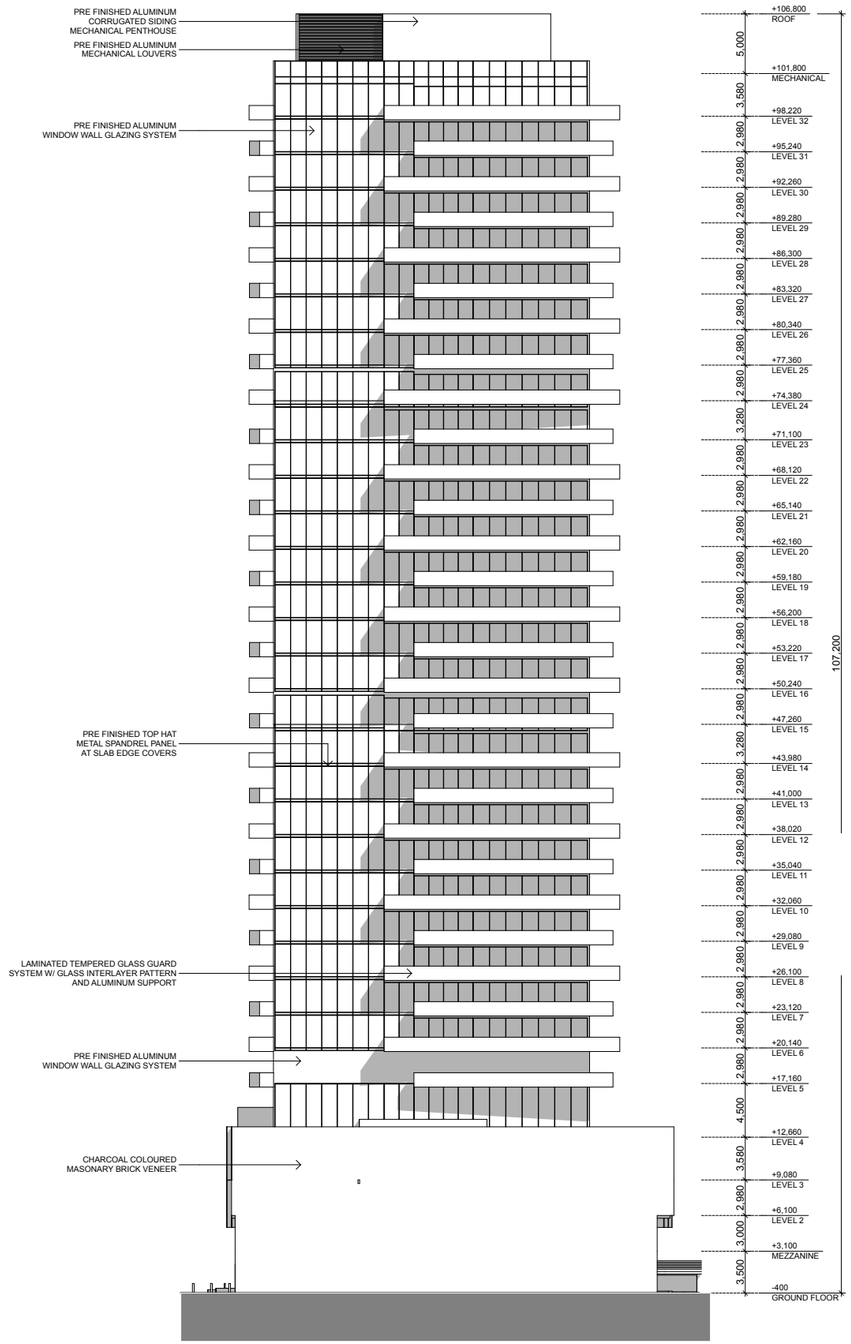
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

ELEVATIONS

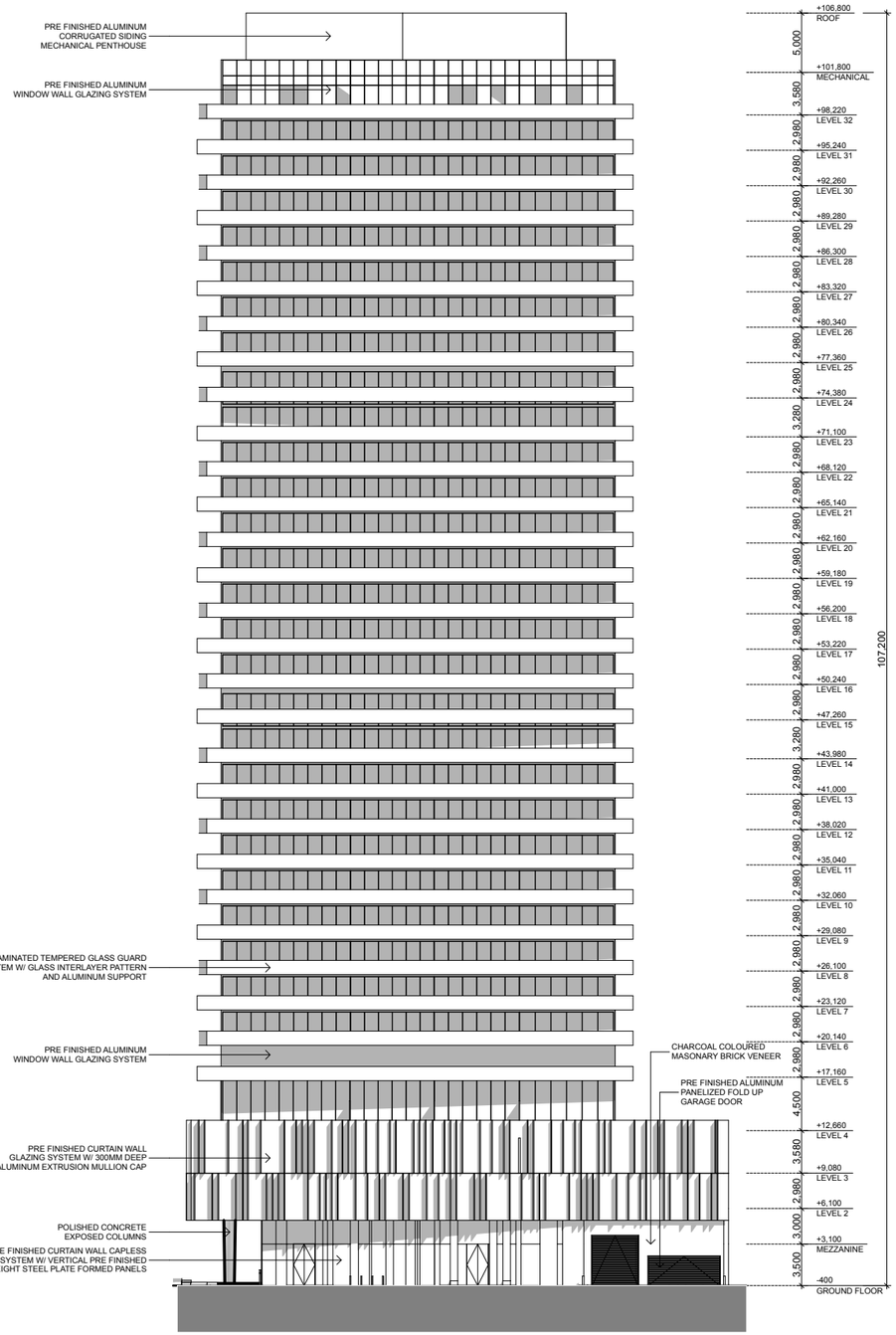
scale: 1:500
issued on: 2015-04-30

Drawing No.
A3.1



SOUTH ELEVATION

SCALE: 1:500



WEST ELEVATION

SCALE: 1:500

205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

ELEVATIONS

scale: 1:500
issued on: 2015-04-30

Drawing No.
A3.2

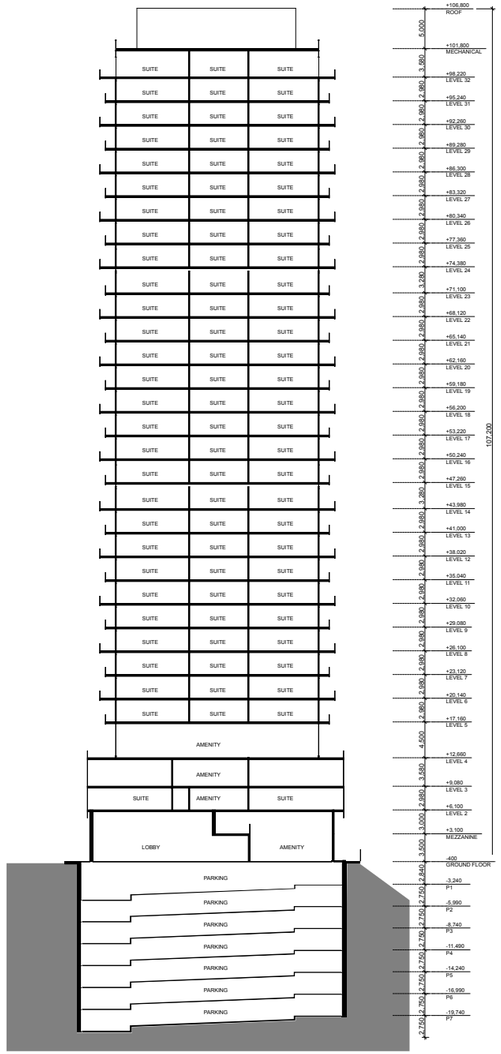
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

SOMERSET ST. W. ELEVATION

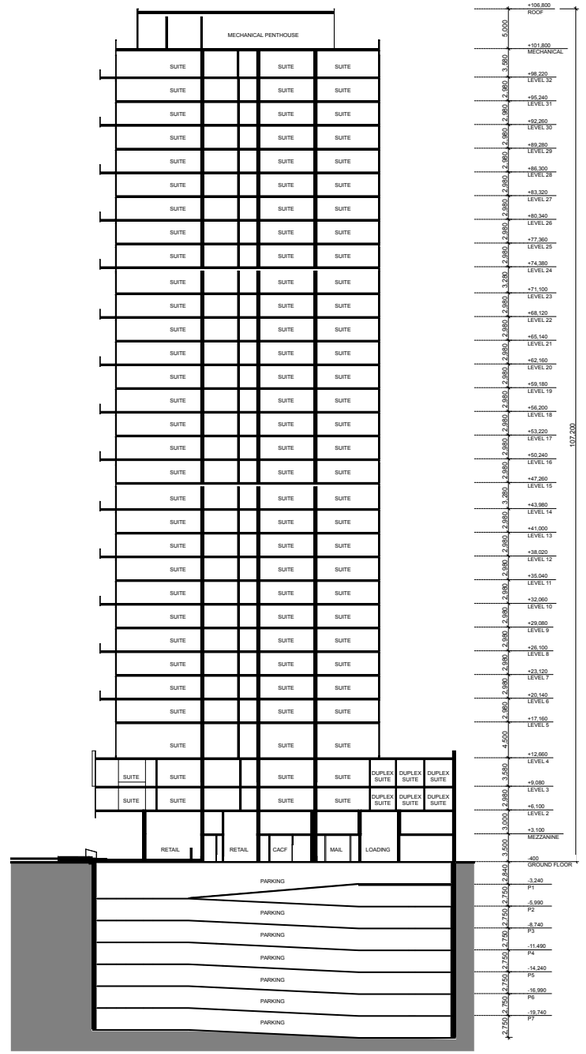
scale: 1:1.25, 1:500
issued on: 2015-04-30

Drawing No.
A3.3



EAST-WEST SECTION

SCALE: 1:750



NORTH-SOUTH SECTION

SCALE: 1:750

205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

SECTIONS

scale: 1:750
issued on: 2015-04-30

Drawing No.
A3.4

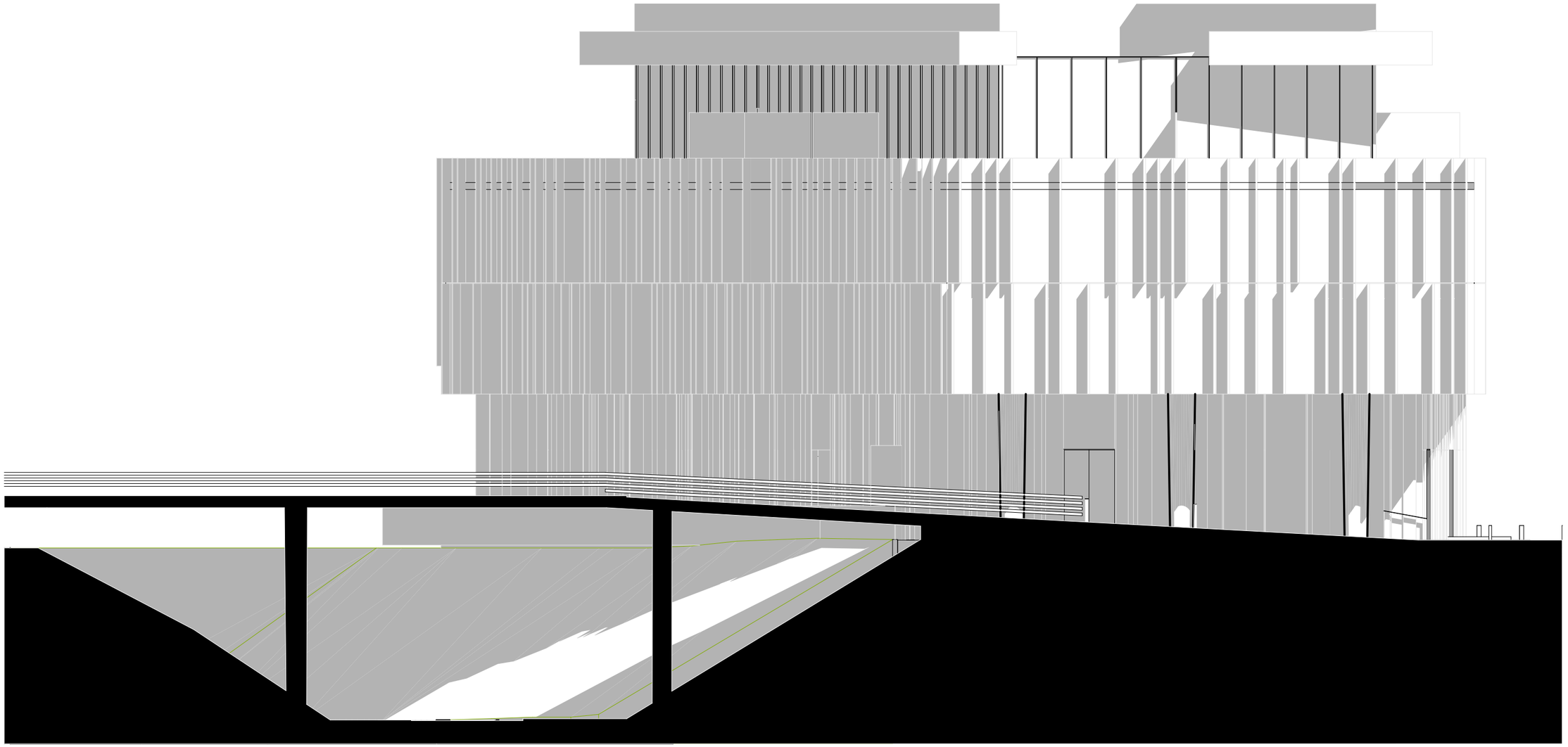
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

SECTIONS 1:50 PLAZA

scale: 1:3.12
issued on: 2015-04-30

Drawing No.
A3.4



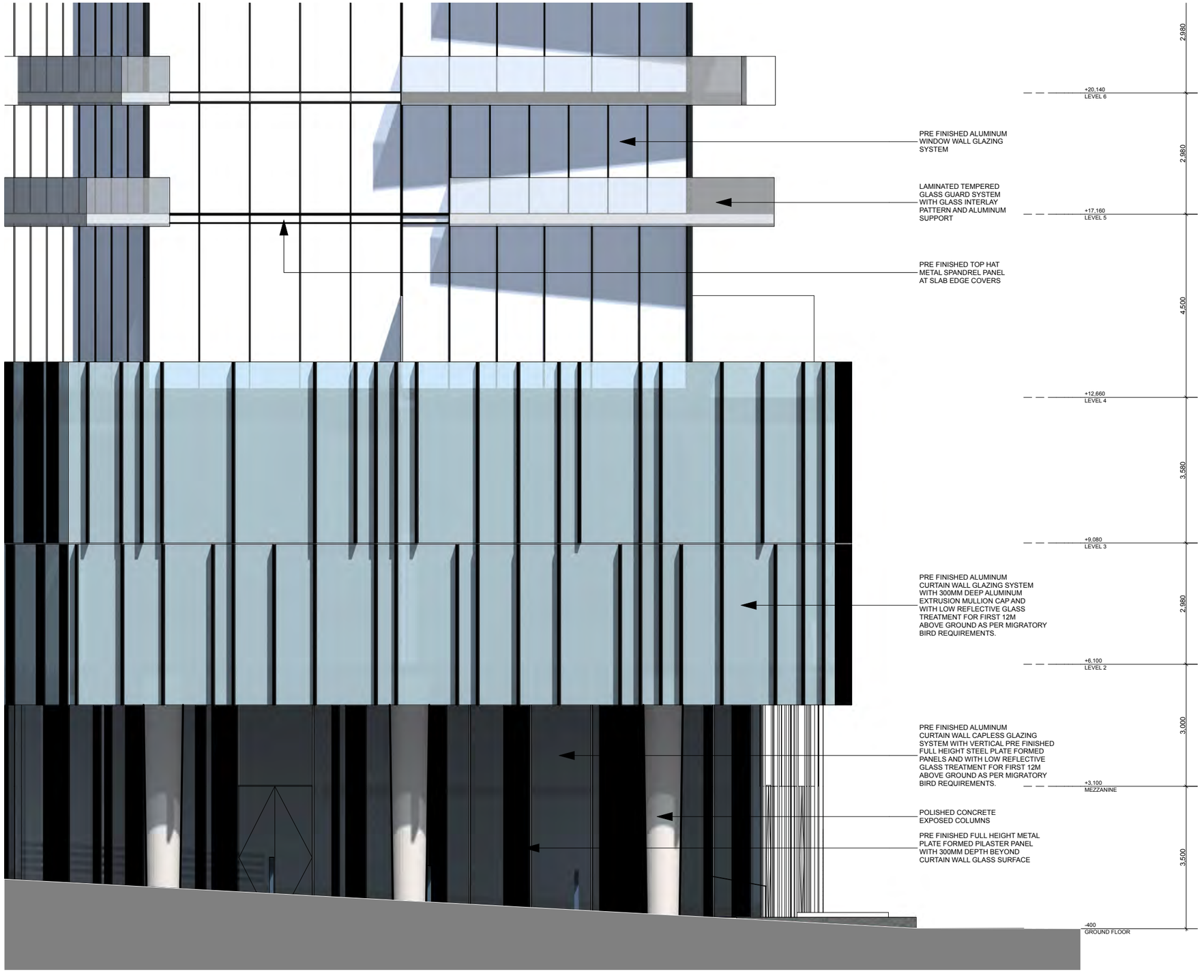
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

SECTIONS 1:100 O TRAIN CORRIDOR

scale: 1:150
issued on: 2015-04-30

Drawing No.
A3.4



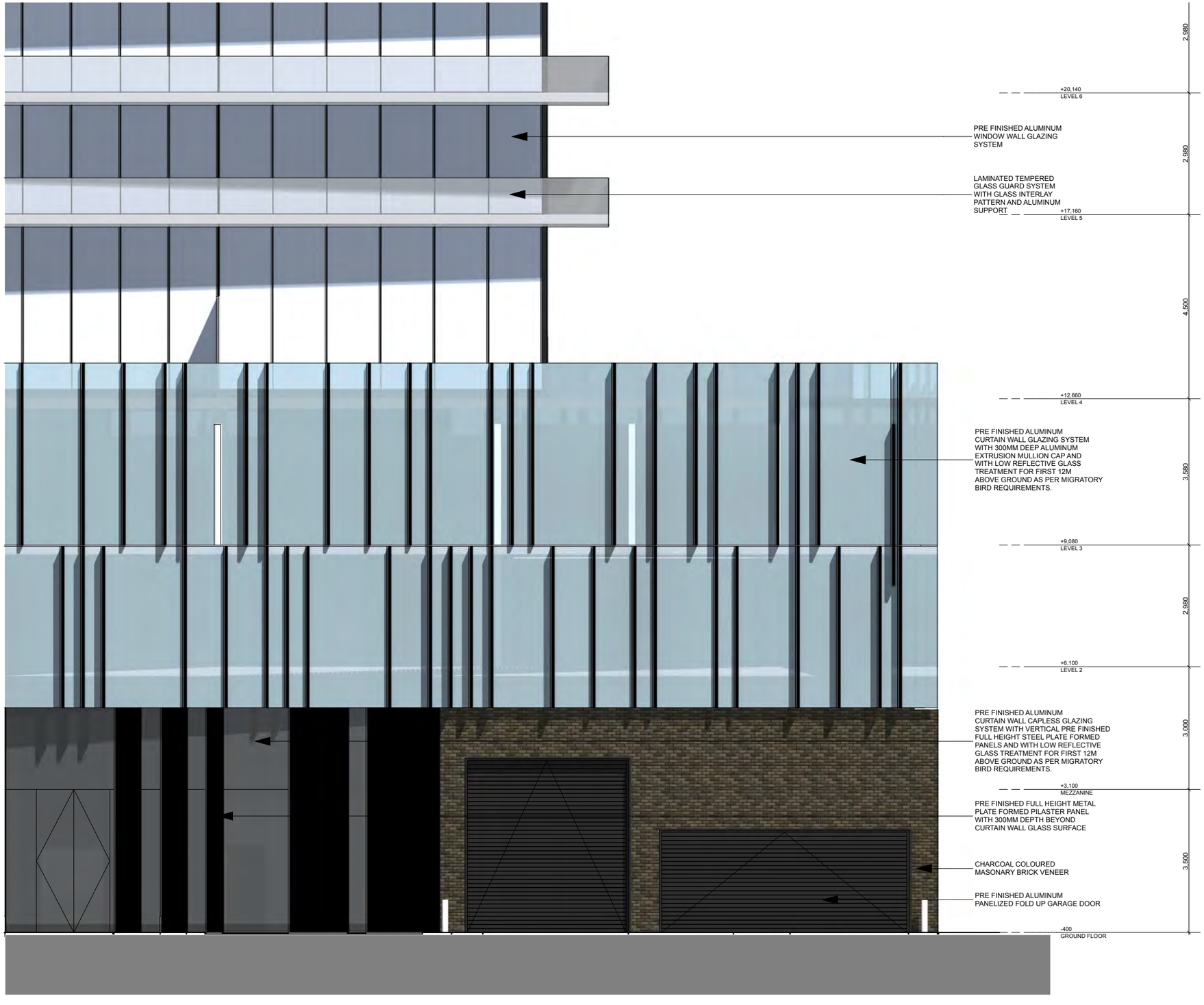
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

NORTH ELEVATION 1:100

scale: 1:100, 1:4.17
issued on: 2015-04-30

Drawing No.
A3.5



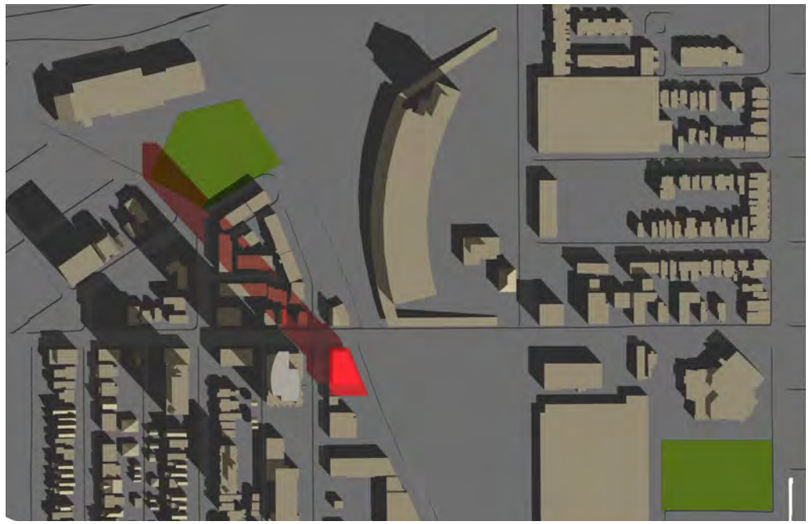
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

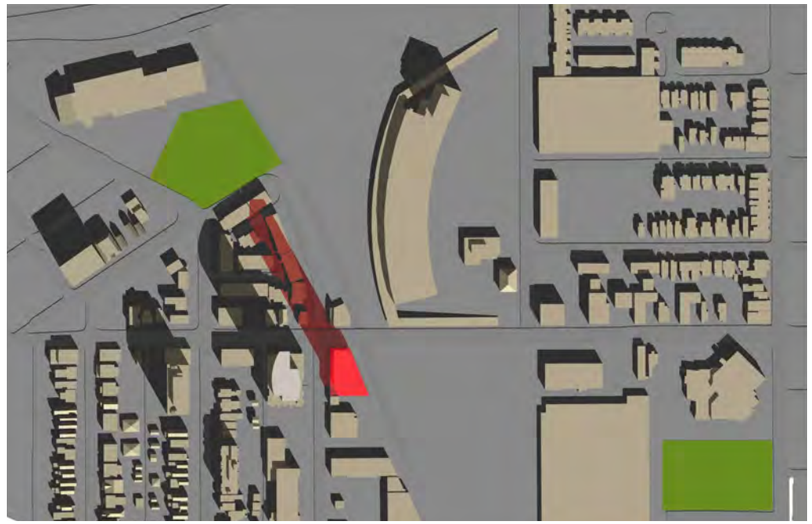
WEST ELEVATION 1:100

scale: 1:100, 1:4.17
issued on: 2015-04-30

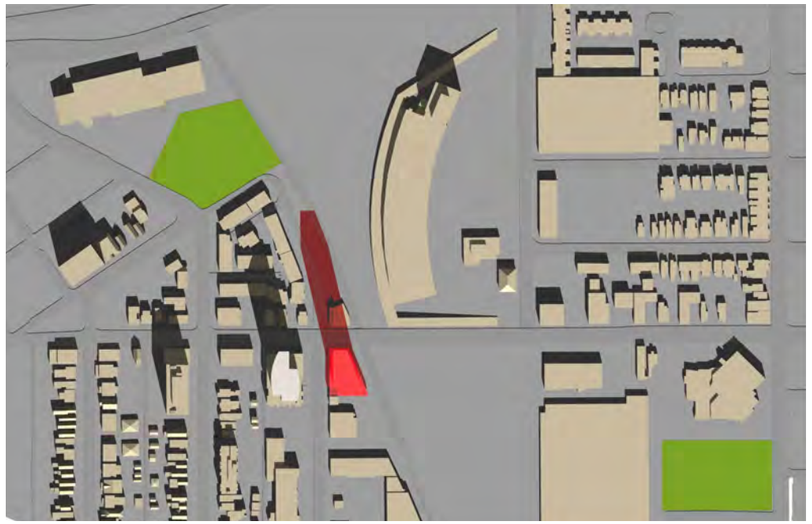
Drawing No.
A3.6



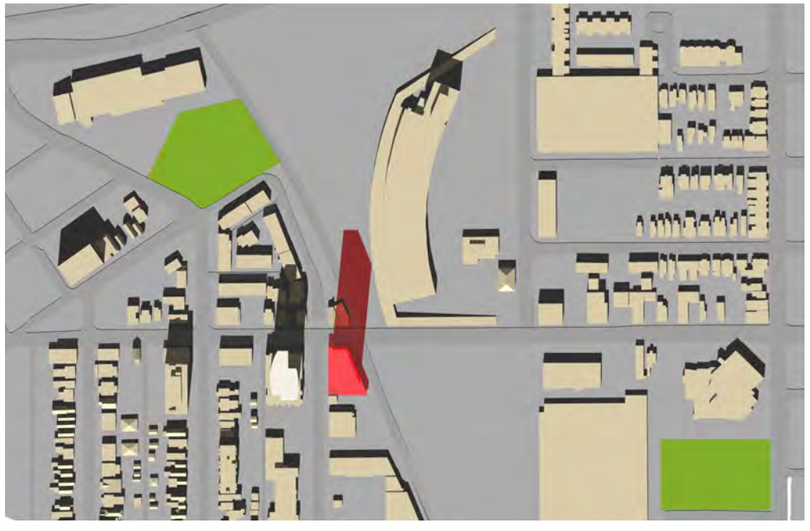
9:18



10:18



11:18



12:18

13:18

14:18

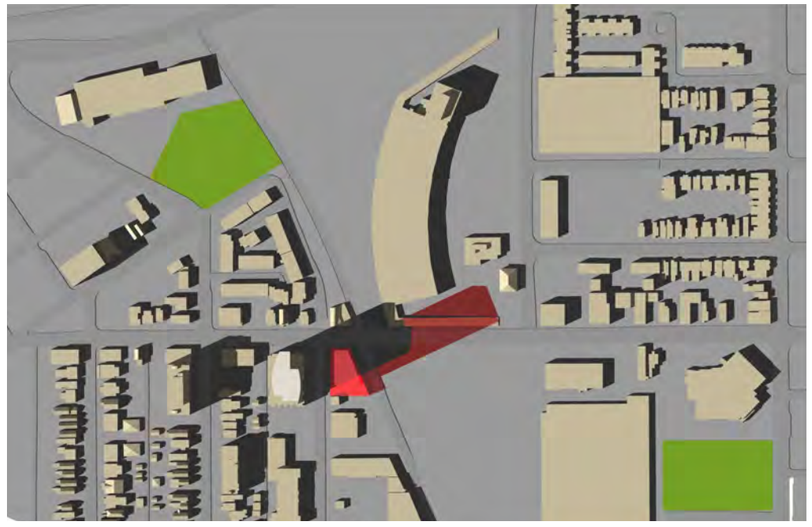
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

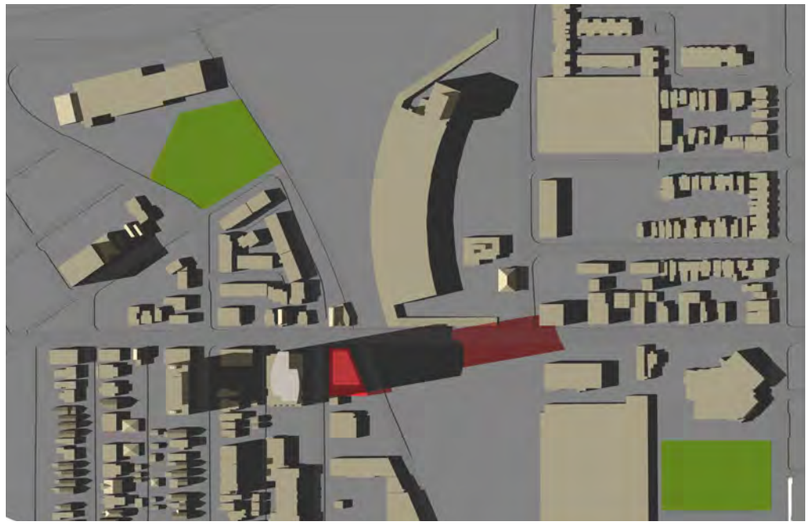
MARCH21/SEPTEMBER 21

scale: 1:3.33
issued on: 2015-04-30

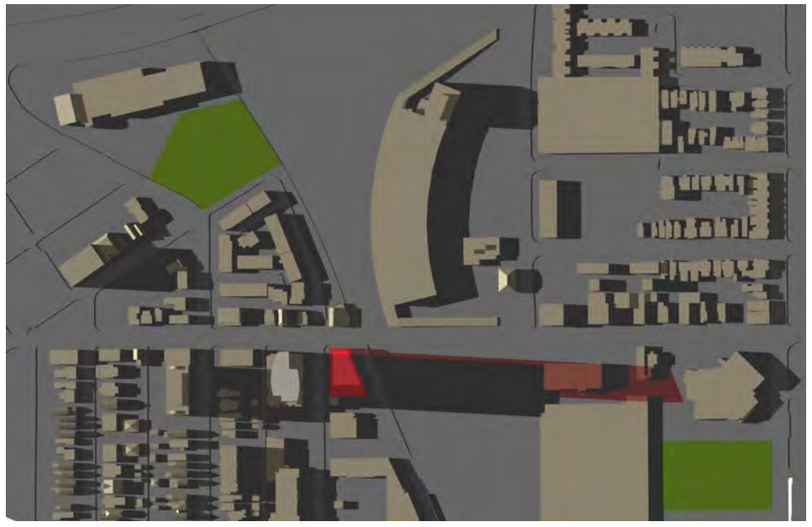
Drawing No.
A4.1



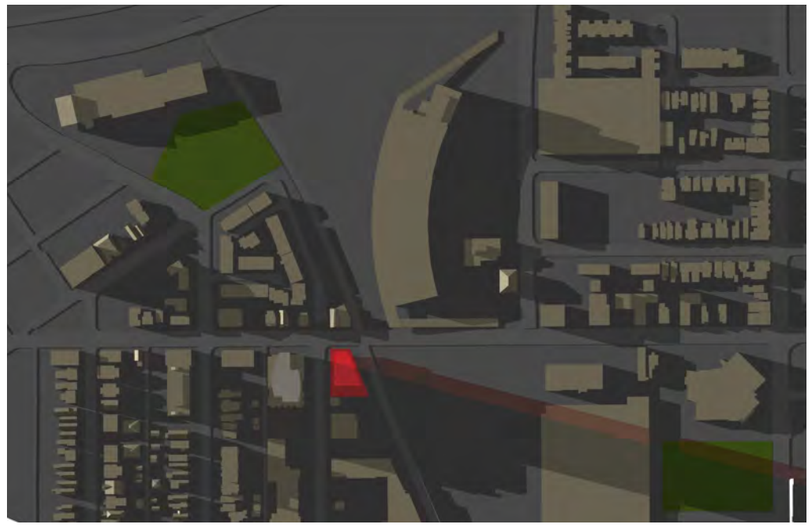
15:18



16:18



17:18



18:18

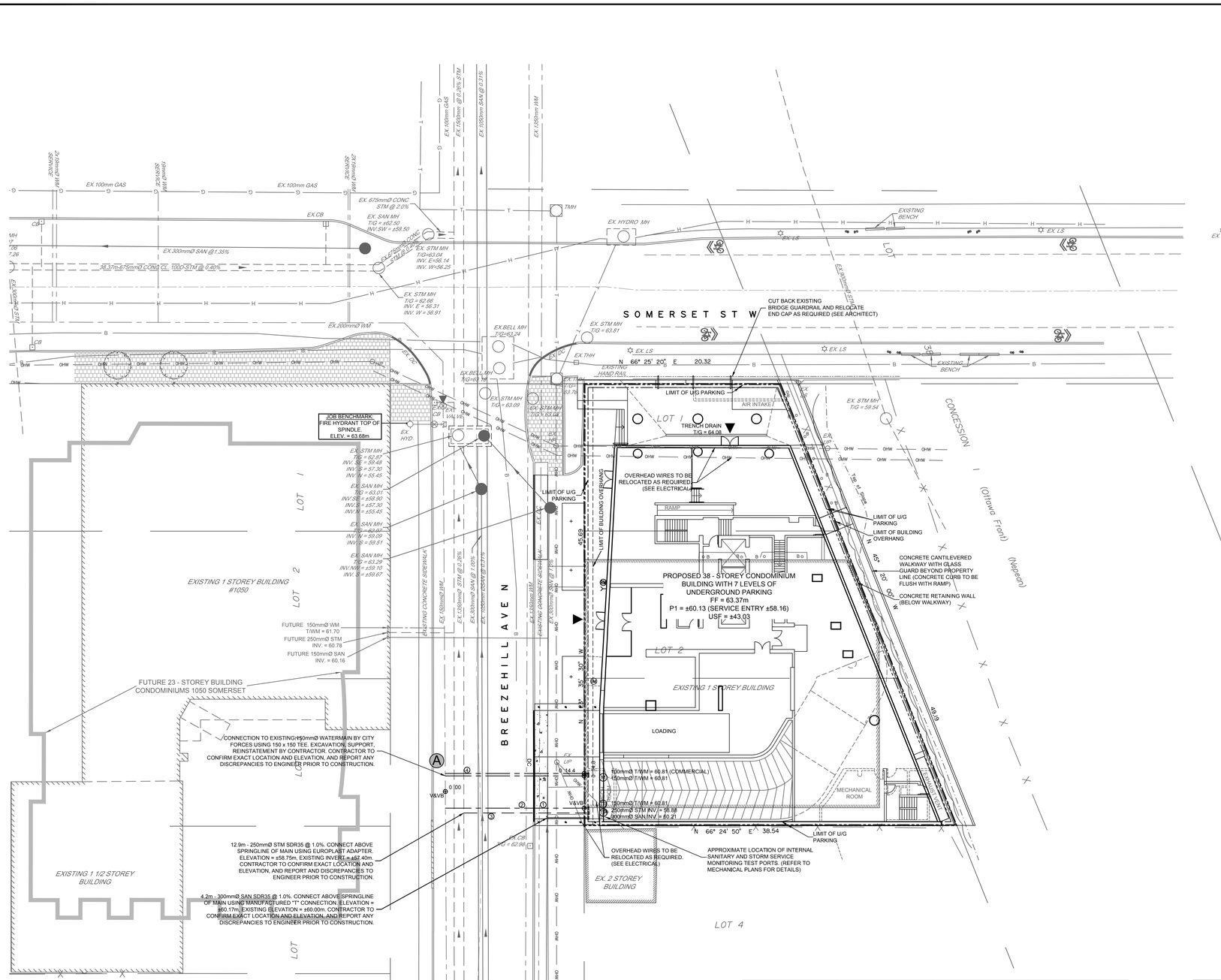
205-317 Adelaide Street West, Toronto, ON, M5V 1P9
Tel: 416.593.6500 Fax: 416.593.4911

1040 Somerset Street West

MARCH21/SEPTEMBER 21

scale: 1:3.33
issued on: 2015-04-30

Drawing No.
A4.1



NORTH

KEY PLAN
N.T.S.

GEODETIC BENCHMARK
FIRE HYDRANT TOP OF SPINDLE ON BREEZEHILL AVE. ELEV. = 63.68m

GENERAL NOTES:

1) COORDINATE AND SCHEDULE ALL WORK WITH OTHER TRADES AND CONTRACTORS.

2) DETERMINE THE EXACT LOCATION, SIZE, MATERIAL AND ELEVATION OF ALL EXISTING UTILITIES PRIOR TO COMMENCING CONSTRUCTION. PROTECT AND ASSUME RESPONSIBILITY FOR ALL EXISTING UTILITIES WHETHER OR NOT SHOWN ON THIS DRAWING.

3) OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF OTTAWA BEFORE COMMENCING CONSTRUCTION.

4) BEFORE COMMENCING CONSTRUCTION OBTAIN AND PROVIDE PROOF OF COMPREHENSIVE, ALL RISK AND OPERATIONAL LIABILITY INSURANCE FOR □5,000,000.00. INSURANCE POLICY TO NAME OWNERS, ENGINEERS AND ARCHITECTS AS CO-INSURED.

5) RESTORE ALL DISTURBED AREAS ON-SITE AND OFF-SITE, INCLUDING TRENCHES AND SURFACES ON PUBLIC ROAD ALLOWANCES TO EXISTING CONDITIONS OR BETTER TO THE SATISFACTION OF THE CITY OF OTTAWA AND ENGINEER.

6) REMOVE FROM SITE ALL EXCESS EXCAVATED MATERIAL, ORGANIC MATERIAL AND DEBRIS UNLESS OTHERWISE INSTRUCTED BY ENGINEER. EXCAVATE AND REMOVE FROM SITE ANY CONTAMINATED MATERIAL. ALL CONTAMINATED MATERIAL SHALL BE DISPOSED OF AT A LICENSED LANDFILL FACILITY.

7) ALL ELEVATIONS ARE GEODETIC.

8) REFER TO ARCHITECT'S AND LANDSCAPE ARCHITECT'S DRAWINGS FOR BUILDING AND HARDSURFACE AREAS AND DIMENSIONS.

□) REFER TO STORMWATER MANAGEMENT REPORT(R-2013-004, DATED JAN. 31, 2013) AND SERVICING DESIGN BRIEF (R-2013-003, DATED JAN. 31, 2013) PREPARED BY NOVATECH ENGINEERING CONSULTANTS LTD.

10) SAW CUT AND KEY GRIND ASPHALT AT ALL ROAD CUTS AND ASPHALT TIE IN POINTS AS PER CITY OF OTTAWA STANDARDS (R10).

11) PROVIDE LINE/PARKING PAINTING.

12) CONTRACTOR TO PROVIDE THE CONSULTANT WITH A GENERAL PLAN OF SERVICES INDICATING ALL SERVICING AS-BUILT INFORMATION SHOWN ON THIS PLAN. AS-BUILT INFORMATION MUST INCLUDE: PIPE MATERIAL, SIZES, LENGTHS, SLOPES, INVERT AND T/G ELEVATIONS, STRUCTURE LOCATIONS, VALVE AND HYDRANT LOCATIONS, T/WM ELEVATIONS AND ANY ALIGNMENT CHANGES, ETC.

13) REFER TO GEOTECHNICAL REPORT (NO. PG 2674-1, DATED MAY 21, 2012) PREPARED BY PATTERSON GROUP FOR SUBSURFACE CONDITIONS, CONSTRUCTION RECOMMENDATIONS, AND GEOTECHNICAL INSPECTION REQUIRE MENTS. THE GEOTECHNICAL CONSULTANT IS TO REVIEW ON-SITE CONDITIONS AFTER EXCAVATION PRIOR TO PLACEMENT OF THE GRANULAR MATERIAL.

14) ALL MATERIALS AND CONSTRUCTION METHODS SHALL BE IN ACCORDANCE WITH THE CITY OF OTTAWA STANDARDS AND SPECIFICATIONS AND ONTARIO PROVINCIAL STANDARDS AND SPECIFICATIONS. ONTARIO PROVINCIAL STANDARDS WILL APPLY WHERE NO CITY STANDARDS ARE AVAILABLE.

15) ALL PRIVATE APPROACHES MUST BE CONSTRUCTED AS PER CITY SPECIFICATION SC13

SEWER NOTES:

1) SPECIFICATIONS:

ITEM		SPEC. No.	REFERENCE
SEWER SERVICE CONNECTION - RIGID PIPE		S 11	CITY OF OTTAWA
SEWER SERVICE ABANDONMENT		S 11.4	CITY OF OTTAWA
CATCHBASIN (600x600mm)		705.010	OPSD
STORM / SANITARY MANHOLE (1200Ø)		701.010	OPSD
CB, FRAME & COVER		400.020	OPSD
STORM / SANITARY MH FRAME & COVER		401.010	OPSD
SEWER TRENCH -	BEDDING (GRANULAR A)		OPSD
	COVER (GRANULAR A OR GRANULAR B TYPE I, WITH MAXIMUM PARTICLE SIZE=25mm)		OPSD
STORM SEWER	PVC DR 35		
SANITARY SEWER	PVC DR 35		
CATCHBASIN LEAD	PVC DR 35		

2) INSULATE ALL PIPES (SAN/STM) THAT HAVE LESS THAN 1.5m COVER WITH 50mmX1200mm HI-40 INSULATION. PROVIDE 150mm CLEARANCE BETWEEN PIPE AND INSULATION.

3) SERVICES ARE TO BE CONSTRUCTED TO 1.0m FROM FACE OF BUILDING AT A MINIMUM SLOPE OF 1.0□ .

4) PIPE BEDDING, COVER AND BACKFILL ARE TO BE COMPACTED TO AT LEAST □5 □ OF THE STANDARD PROCTOR MAXIMUM DRY DENSITY. THE USE OF CLEAR CRUSHED STONE AS A BEDDING LAYER SHALL NOT BE PERMITTED.

5) FLEXIBLE CONNECTIONS ARE REQUIRED FOR CONNECTING PIPES TO MANHOLES (FOR EXAMPLE KOR-N-SEAL, PSX: POSITIVE SEAL AND DURASEAL). THE CONCRETE CRADLE FOR THE PIPE CAN BE ELIMINATED.

6) THE OWNER SHALL REQUIRE THAT THE SITE SERVICING CONTRACTOR PERFORM FIELD TESTS FOR QUALITY CONTROL OF ALL SANITARY SEWERS. LEAKAGE TESTING SHALL BE COMPLETED IN ACCORDANCE WITH OPSS 410.07.16, 410.07.16.04 AND 407.07.24. DYE TESTING IS TO BE COMPLETED ON ALL SANITARY SERVICES TO CONFIRM PROPER CONNECTION TO THE SANITARY SEWER MAIN. THE FIELD TESTS SHALL BE PERFORMED IN THE PRESENCE OF A CERTIFIED PROFESSIONAL ENGINEER WHO SHALL SUBMIT A CERTIFIED COPY OF THE TEST RESULTS.

7) FULL PORT BACKWATER VALVES ARE REQUIRED ON THE SANITARY SERVICES. INSTALLED AS PER THE MANUFACTURES RECOMMENDATIONS AND A BACKWATER VALVE IS REQUIRED ON THE STORM SERVICES / FOUNDATION DRAINS FOR EACH BUILDING□INSTALLED AS PER STD. DWG S14.

8) STORM MANHOLES AND CBMHS ARE TO HAVE 300mm SUMPS UNLESS OTHERWISE INDICATED.

□) CONTRACTOR TO TELEVISE (CCTV) ALL PROPOSED SEWERS.

10) REINSTATE ALL EXISTING PAVEMENT, CURB AND BOULEVARDS AS PER CITY OF OTTAWA R10.

11) ALL EXISTING SANITARY AND STORM SERVICES ARE TO BE CAPPED AT THE PROPERTY LINE TO THE SATISFACTION OF THE CITY OF OTTAWA'S SEWER OPERATIONS.

LEGEND

DC	PROPOSED DEPRESSED CURB
150mmØ	PROPOSED WATERMAIN AND DIAMETER
V&VB ⊗	PROPOSED WATER VALVE LOCATION
RM	PROPOSED REMOTE WATER METER
Y	PROPOSED SIAMESE CONNECTION
[	PROPOSED CAP
●	PROPOSED BOLLARD
GM	PROPOSED GAS METER
TP	PROPOSED SANITARY / STORM TEST PORT
M	PROPOSED WATER METER
▼	PROPOSED BUILDING ENTRANCE
	PROPOSED LIMIT OF UNDERGROUND PARKING
	PROPOSED LIMIT OF BUILDING OVERHANG
	BOUNDARY LINE
DC	*EXISTING DEPRESSED CURB*
▲	*EXISTING HYDRO TRANSFORMER*
B	*EXISTING BOLLARD*
SP ⊗	*EXISTING WATER STANDPIPE*
EX. LS ○	*EXISTING LAMP POST*
T/V	*EXISTING TOP OF VALVE*
T/G	*EXISTING TOP OF GRATE*
EX.CB □	*EXISTING CATCH BASIN*
	EXISTING FIRE HYDRANT
SANMH ●	*EXISTING SANITARY MANHOLE & SEWER*
STMMH ○	*EXISTING STORM MANHOLE & SEWER*
250mmØ WM	*EXISTING WATERMAIN*
EX. V&VB ⊗	*EXISTING VALVE & VALVE BOX*
T	*EXISTING UNDERGROUND TELEPHONE CABLE*
G	*EXISTING UNDERGROUND GAS*
OHW	*EXISTING OVERHEAD WIRES*
H	*EXISTING UNDERGROUND HYDRO*
B	*EXISTING UNDERGROUND BELL*
	EXISTING TREES / VEGETATION
	EXISTING CURB
EX UP	*EXISTING UTILITY POLE C/W GUY WIRES*
×	*EXISTING FENCE*

Ⓐ WATERMAIN TABLE

STATION	SURFACE ELEVATION	TOP OF WM ELEVATION	DESCRIPTION
0□00.0	62.80	±60.40✱	CONNECT TO EXISTING 150mmØ WATERMAIN
	62.80	±60.40	V&VB
0□05.0	62.□4	60.54	STATION
0□10.0	63.02	60.62	STATION
0□14.4	63.20	60.80	STAND POST AT PROPERTY LINE
0□14.8	63.21	60.81	WATERMAIN CAP

✱EXACT DEPTH OF EXISTING WATERMAIN TO BE DETERMINED AT TIME OF EXCAVATION, CONTRACTOR TO CONFIRM TOP OF WATERMAIN. PROVIDE THERMAL INSULATION AS PER CITY OF OTTAWA DETAIL W23 WHERE COVER IS LESS THAN 2.4m

CRITICAL PIPE CROSSING TABLE

CRITICAL PIPE CROSSING TABLE			CLEARENCE
①	150mmØ WM T/WM = 59.48 ✱	300mmØ SAN OBV= 59.98	0.50m
	150mmØ WM T/WM = 59.49 ✱	300mmØ SAN OBV= 59.99	0.50m
	250mmØ STM OBV= 59.09	300mmØ SAN INV= 60.00	0.□1m
②	250mmØ STM OBV = 59.08	1350mmØ WM T/WM= ±61.39	0.□6m
	150mmØ WM T/WM = 59.54	1350mmØ WM T/WM= ±61.39	0.50m
	150mmØ WM T/WM = 59.54	1350mmØ WM T/WM= ±61.39	0.50m
③	150mmØ WM T/WM = 60.78 ✱	300mmØ STM OBV= 60.13	0.50m
	150mmØ WM T/WM = 60.79 ✱	300mmØ STM OBV= 60.14	0.50m
	250mmØ STM OBV = 59.02	300mmØ STM INV= 59.84	0.82m
	250mmØ STM INV = 58.77	1050mmØ SAN OBV= 58.47	0.30m
④	150mmØ WM T/WM. = 60.43	1350mmØ STM OBV= 58.74	1.54m
	150mmØ WM T/WM. = 60.42	1350mmØ STM OBV= 58.75	1.52m

✱PROVIDE THERMAL INSULATION FOR WATERMAIN AS PER CITY OF OTTAWA DETAIL W23 WHERE COVER IS LESS THAN 2.4m. VERTICAL BENDS TO BE PROVIDED WHERE REQUIRED AS PER W25

WATERMAIN NOTES:

1) SPECIFICATIONS:

ITEM	SPEC. No.	REFERENCE
WATERMAIN TRENCHING	W17	CITY OF OTTAWA
THERMAL INSULATION IN SHALLOW TRENCHES	W22	CITY OF OTTAWA
VALVE BOX ASSEMBLY	W24	CITY OF OTTAWA
WATERMAIN CROSSING BELOW SEWER	W25	CITY OF OTTAWA
CONNECTION DETAIL FROM EXISTING TO NEW WM	W25.1	CITY OF OTTAWA
WATERMAIN CROSSING OVER SEWER	W25.2	CITY OF OTTAWA
WATERMAIN (150mm)	PVC DR 18	
WATERMAIN (50mm)	TYPE K COPPER	
THERMAL INSULATED AT OPEN STRUCTURE	W23	CITY OF OTTAWA
1□mm WATER SERVICE CONNECTIONS	W26	CITY OF OTTAWA
50mm WATER SERVICE CONNECTIONS	W33	CITY OF OTTAWA
WATER SERVICE INSTALATION AT SEWER CROSSING.	W38	CITY OF OTTAWA

2) SUPPLY AND CONSTRUCT ALL WATERMAINS AND APPURTENANCES IN ACCORDANCE WITH THE CITY OF OTTAWA STANDARD AND SPECIFICATIONS. EXCAVATION, INSTALLATION, BACKFILL AND RESTORATION OF ALL WATERMAINS BY THE CONTRACTOR. CONNECTIONS AND SHUT-OFFS AT THE MAIN AND CHLORINATION OF THE WATER SYSTEM SHALL BE PERFORMED BY CITY OFFICIALS.

3) WATERMAIN SHALL BE MINIMUM 2.4m DEPTH BELOW GRADE UNLESS OTHERWISE INDICATED. OTHERWISE THERMAL INSULATION IS REQUIRED AS PER STD. DWG W22.

4) PROVIDE MINIMUM 0.50m CLEARANCE BETWEEN OUTSIDE OF PIPES AT ALL CROSSINGS.

5) WATER SERVICE IS TO BE CONSTRUCTED TO WITHIN 1m OF FOUNDATION WALL AND CAPPED, UNLESS OTHERWISE INDICATED.

6) WATER DEMAND = TBD

7) ALL EXISTING WATER SERVICES TO BE BLANKED AT MAIN. EXCAVATION AND REINSTATEMENT BY CONTRACTOR.

SERVICING PROFILE
1:100

PROPOSED BUILDING - ROOF DRAIN TABLE

AREA ID	ZURN SPECIFICATION	NOTCHES	POST DEVELOPMENT ZURN ROOFDRAIN CONTROL PARAMETERS					
			1:5 - YEAR EVENT			1:100 - YEAR EVENT		
			HEAD(m)	Q(l/s)	VOL(m³)	HEAD(m)	Q(l/s)	VOL(m³)
R-01	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.40	1.□1	0.14	0.52	4.20
R-02	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.42	1.87	0.15	0.55	4.13
R-03	ZCF121-1W-X4-Z-105-10-77	1	0.12	0.43	2.60	0.15	0.56	5.61
R-04	---	---	0.00	0.67	0.00	0.00	1.27	0.00
R-05	---	---	0.00	0.67	0.00	0.00	1.27	0.00
R-06	---	---	0.00	0.67	0.00	0.00	1.27	0.00
R-07	ZCF121-1W-X1-Z-105-10-77	1	0.03	0.51	0.10	0.05	0.72	0.28
R-08	ZCF121-1W-X1-Z-105-10-77	1	0.04	0.51	0.11	0.05	0.73	0.30
R-0□	---	---	0.00	0.53	0.00	0.00	1.01	0.00
R-10	---	---	0.00	0.57	0.00	0.00	1.08	0.00
R-11	---	---	0.00	0.61	0.00	0.00	1.16	0.00
R-12	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.3□	1.57	0.14	0.51	3.48
R-13	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.40	2.23	0.14	0.52	4.86
R-14	ZCF121-1W-X4-Z-105-10-77	1	0.10	0.37	0.□6	0.13	0.4□	2.16
R-15	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.40	1.80	0.14	0.52	3.□7
R-16	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.40	1.78	0.14	0.52	3.□2
R-17	ZCF121-1W-X4-Z-105-10-77	1	0.11	0.40	1.77	0.14	0.52	3.8□
R-18	ZCF121-1W-X4-Z-105-10-77	1	0.07	0.27	0.05	0.10	0.38	0.15
R-1□	ZCF121-1W-X4-Z-105-10-77	1	0.10	0.36	0.35	0.13	0.48	0.86
R-20	ZCF121-1W-X4-Z-105-10-77	1	0.07	0.27	0.05	0.10	0.38	0.15
TOTAL				□.24	17.16		14.45	37.□5

ROOF AREAS R-01 TO R-20 WILL HAVE CONTROLLED ROOF DRAINS WHICH WILL DIRECT RUNOFF TO THE OUTLET VIA THE BUILDINGS INTERNAL PIPES.

REFER TO DRAWING 1121□1-STM FOR STORM DRAINAGE AREAS.

NOTE:
THE POSITION OF ALL POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWINGS, AND WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, DETERMINE THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES AND ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

CLARIDGE HOMES

CLARIDGE HOMES
SUITE 2001,
210 GLADSTONE AVENUE,
OTTAWA , ONTARIO
K2P 0Y6.

NOTE:
CONTRACTOR TO CONFIRM ELEVATIONS OF INFRASTRUCTURE IN THE STREET PRIOR TO EXTENDING SERVICES INTO THE SITE AND SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES IMMEDIATELY.

No.	REVISION	DATE	BY
02.	REVISED PER CITY COMMENTS	OCT 31/13	JAG
01.	ISSUED WITH SITE PLAN APPLICATION	JAN 31/13	GJM

SCALE
1:200
1:200
0 2 4 6 8

DESIGN	JAG
CHECKED	GJM/JGR
DRAWN	MTM/BET
CHECKED	JAG
APPROVED	GJM/JGR

FOR REVIEW ONLY

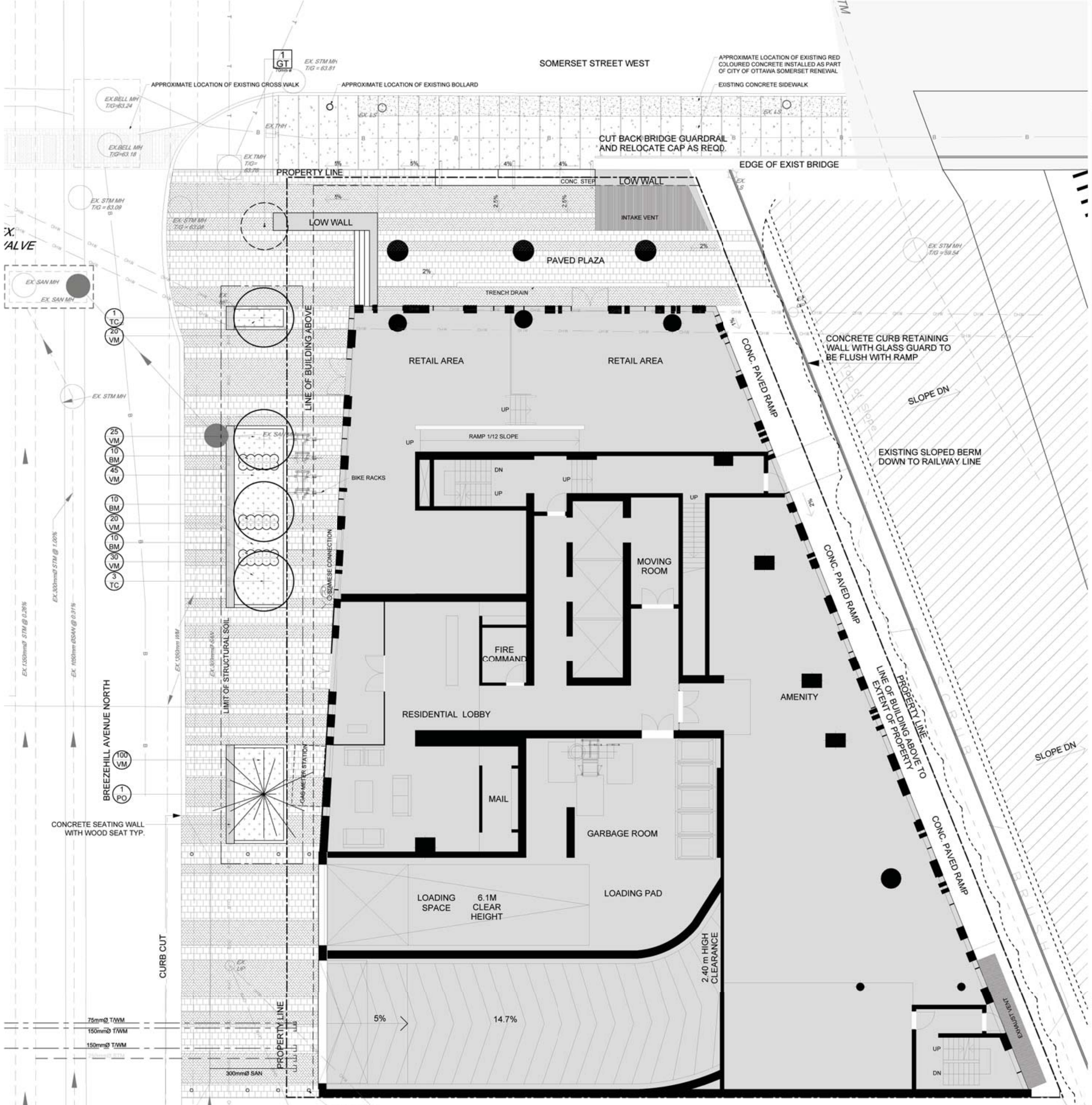
REGISTERED PROFESSIONAL ENGINEER
J.G. RIDDELL
1/11/13
PROVINCE OF ONTARIO

NOVATECH
ENGINEERING CONSULTANTS LTD.
ENGINEERS & PLANNERS
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada
K2M 1P6
Telephone (613) 254-9643
Facsimile (613) 254-5867
Email: novainfo@novatech-eng.com

LOCATION
CITY OF OTTAWA
1040 SOMERSET STREET WEST

DRAWING NAME
GENERAL PLAN OF SERVICES

PROJECT No. 1121□1-01
REV: REV # 02
DRAWING No. 1121□1-GP



1 L.1 TREE CONSERVATION REPORT & LANDSCAPE PLAN (as viewed from ground floor)

1:100

NOTE REGARDING THE REMOVAL OR DAMAGE OF EXISTING TREES:

A CITY OF OTTAWA TREE REMOVAL PERMIT FROM THE PLANNING AND GROWTH MANAGEMENT DEPARTMENT IS REQUIRED TO REMOVE ANY OF THE TREES INDICATED FOR REMOVAL ON THIS PLAN. IN ADDITION TO THIS, THE CONTRACTOR IS TO RECEIVE APPROVAL FROM THE OWNER'S OF ADJACENT PROPERTIES WHERE THE TREES MAY BE ON OR CLOSE TO THE PROPERTY LINE SUCH AS ALONG THE EAST LOT LINE OF THE SUBJECT PROPERTY. PROPERTY OWNERS AND THE CITY OF OTTAWA PLANNING AND GROWTH MANAGEMENT DEPARTMENT MUST BE NOTIFIED PRIOR TO ANY ACTIVITY WITHIN THE CRITICAL ROOT ZONE (CRZ) OF "EXISTING TREES TO REMAIN." THE CITY OF OTTAWA PLANNING AND GROWTH MANAGEMENT DEPARTMENT IS TO APPROVE IN WRITING THE REMOVAL OF ANY ADDITIONAL TREES TO BE REMOVED WHICH ARE NOT INDICATED ON THIS PLAN.

EXISTING TREE LIST

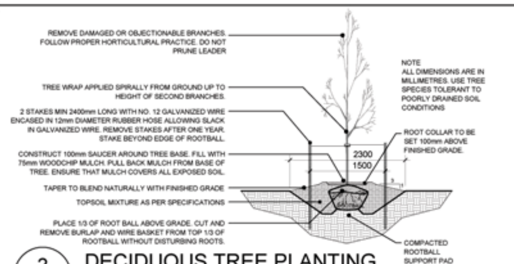
KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
GT	1	Gleditsia triacanthos	Honey Locust	70mmø	GOOD	TO BE REMOVED

PROPOSED PLANT LIST

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
PO	1	Picea omorika	Serbian Spruce	1800 mm ht.	B&B	
TC	4	Tilia cordata 'Chancellor'	Chancellor Little-Leaved Linden	60mmø	B&B	
SHRUBS						
BM	35	Buxus microphylla var. koreana	Korean Boxwood	400mm ht.	Potted	400 mm o.c.
PERENNIALS						
VM	240	Vinca Minor	Periwinkle	60mm plug	Potted	300mm o.c.

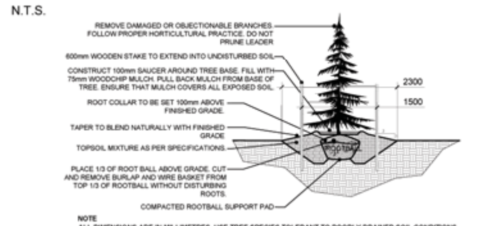
GENERAL NOTES:

1. It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.
2. The contractor is to notify all utility companies and authorities prior to any excavation and ascertain locations of underground services.
3. The contractor is to reinstate all areas and items damaged as a result of construction activity.
4. The contractor is to comply with all pertinent codes and by-laws.
5. The contractor is to maintain a positive surface run-off throughout the entire construction period.
6. The Landscape Architect is not responsible for subsurface conditions.
7. The contractor is to identify all existing trees to remain on site with the Landscape Architect prior to construction.
8. The contractor is to stake the proposed location of all plant material in conjunction with the Landscape Architect prior to excavation.
9. Minimum distances for selected deciduous trees are as follows:
   - Building Foundations 7.5m
   - Sidewalks 1.5m
   - Public Streets 2.5m
   - Underground Infrastructure 2.0m
10. All trees within 1m of underground utility trenches are to be excavated by hand.
11. Remove all protective wrapping from tree trunks after installation.
12. Staking of trees shall only be performed if necessary.
13. Ensure that mulch is pulled back a min. distance of 75mm from base of tree trunk.
14. Deciduous trees to be planted on private property 450mm inside of property line.



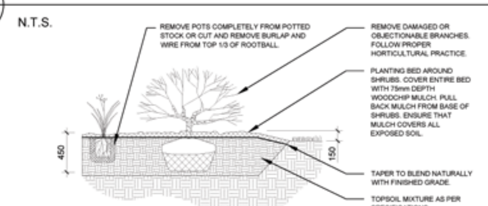
2 L.1 DECIDUOUS TREE PLANTING

N.T.S.



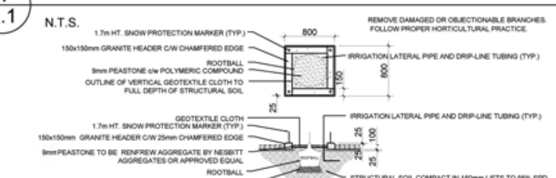
3 L.1 CONIFEROUS TREE PLANTING

N.T.S.



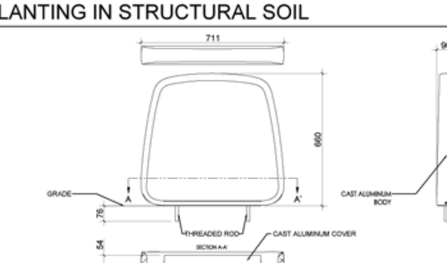
4 L.1 SHRUB AND PERENNIAL PLANTING

N.T.S.



5 L.1 TREE PLANTING IN STRUCTURAL SOIL

N.T.S.



6 L.1 BIKE RACKS

N.T.S.

NO	ISSUANCE	DATE
01	Zoning By Law Amendment and Site Plan Application	02/04/2013
02	Issued for Comment and Review	29/10/2013
03	Revised per City Comments	01/11/2013

LEGEND

- EXISTING VEGETATION TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED PERENNIALS
- PROPOSED PAVER TYPE I (match existing)
- PROPOSED PAVER TYPE II

aA

architectsAlliance

205-317 Adelaide St. West
Toronto, Ontario M5V 1P9
t 416 593 6500
f 416 593 4911
info: architectsalliance.com

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
SUITE 200A HAMPTON PARK PLAZA, 1419 CARLING AVE. OTTAWA, ONTARIO K1Z 7L6
Tel. (613) 722-5168 Fax. 1(866) 343-3942

1040 SOMERSET

1040 SOMERSET STREET WEST, OTTAWA

TREE CONSERVATION REPORT & LANDSCAPE PLAN

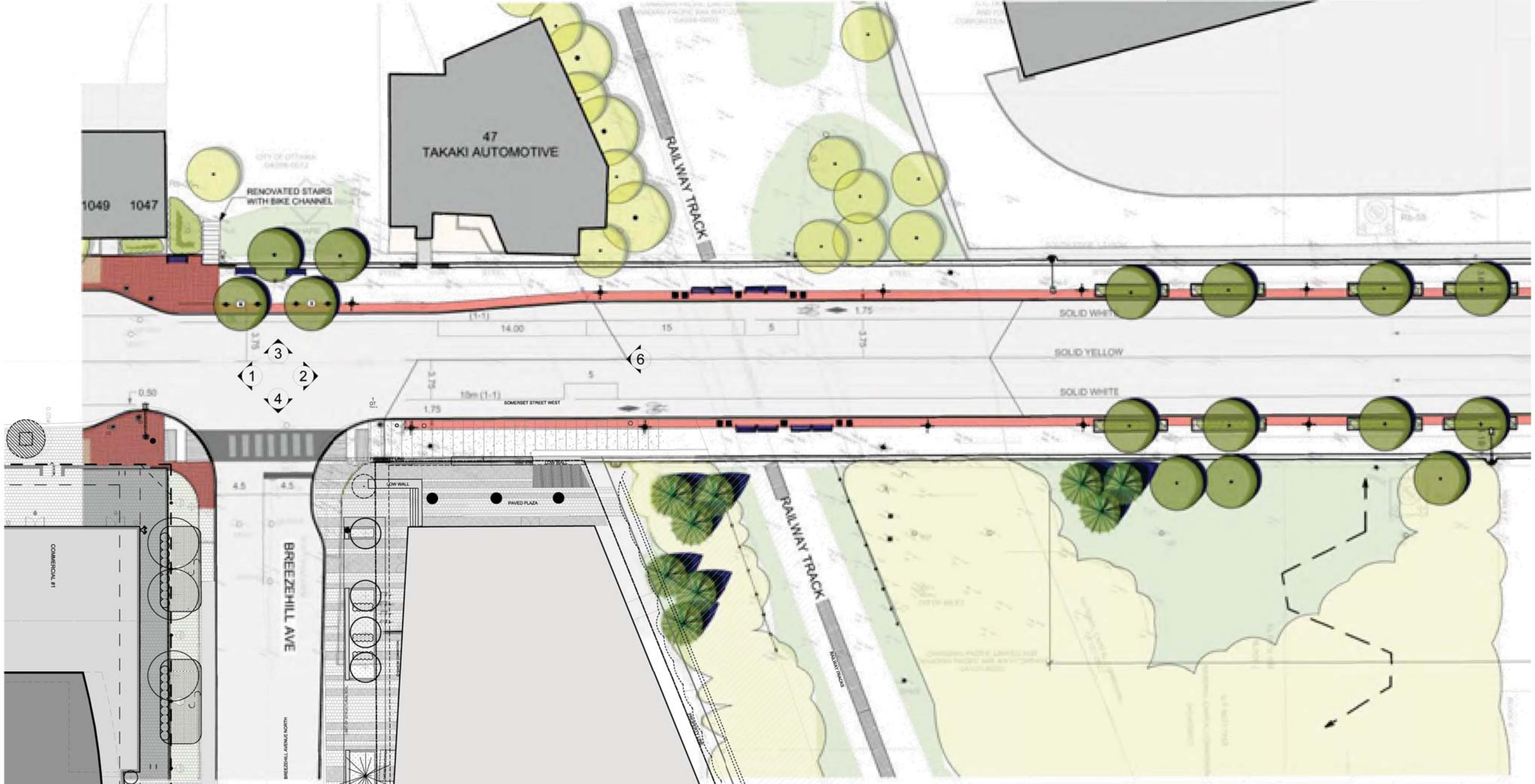
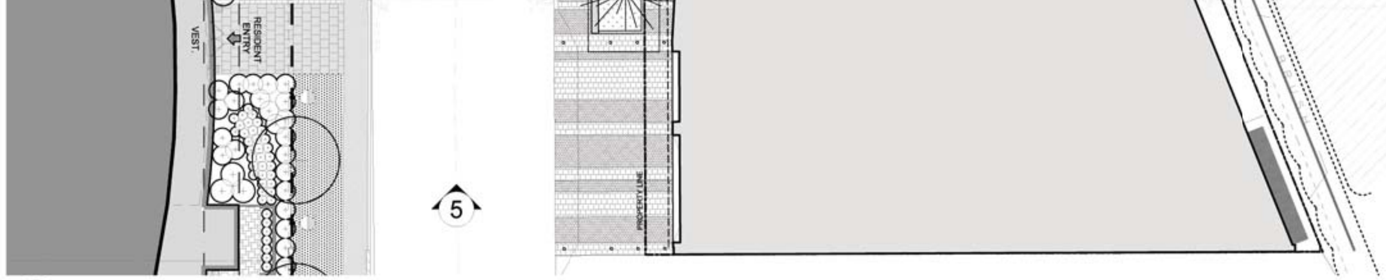
AS SHOWN	scale
01/11/2013	date of issue

L.1

NO	ISSUANCE	DATE
01	REVISED PER CITY COMMENTS	01/11/2013

LEGEND

- EXISTING VEGETATION TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS
- PROPOSED PERENNIALS
- PROPOSED PAVER TYPE I (match existing)
- PROPOSED PAVER TYPE II

1 L.2 LANDSCAPE CONTEXT PLAN
1:200

Image source: "Streetscape Concept Plan Wellington / Somerset St. W. Phase 3" as published on the city of Ottawa website
http://ottawa.ca/en/residents/arts-culture-and-community/arts-theatre-music/somerset-street-west-reconstruction

1 VIEW LOOKING WEST ON SOMERSET
NTS

2 VIEW LOOKING EAST ON SOMERSET
NTS

3 VIEW LOOKING NORTH AT THE END OF BREEZEHILL
NTS

4 VIEW LOOKING SOUTH AT THE END OF BREEZEHILL
NTS

5 VIEW LOOKING NORTH ON BREEZEHILL
NTS

6 VIEW LOOKING WEST ON SOMERSET FROM BRIDGE
NTS

aA
architectsAlliance
205-317 Adelaide St. West
Toronto, Ontario M5V 1P9
t 416 593 6500
f 416 593 4911
info: architectsalliance.com

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
SUITE 200A HAMPTON PARK PLAZA, 1419 CARLING AVE. OTTAWA, ONTARIO K1Z 7L6
Tel. (613) 722-5168 Fax. 1(866) 343-3942

1040 SOMERSET
1040 SOMERSET STREET WEST, OTTAWA

N

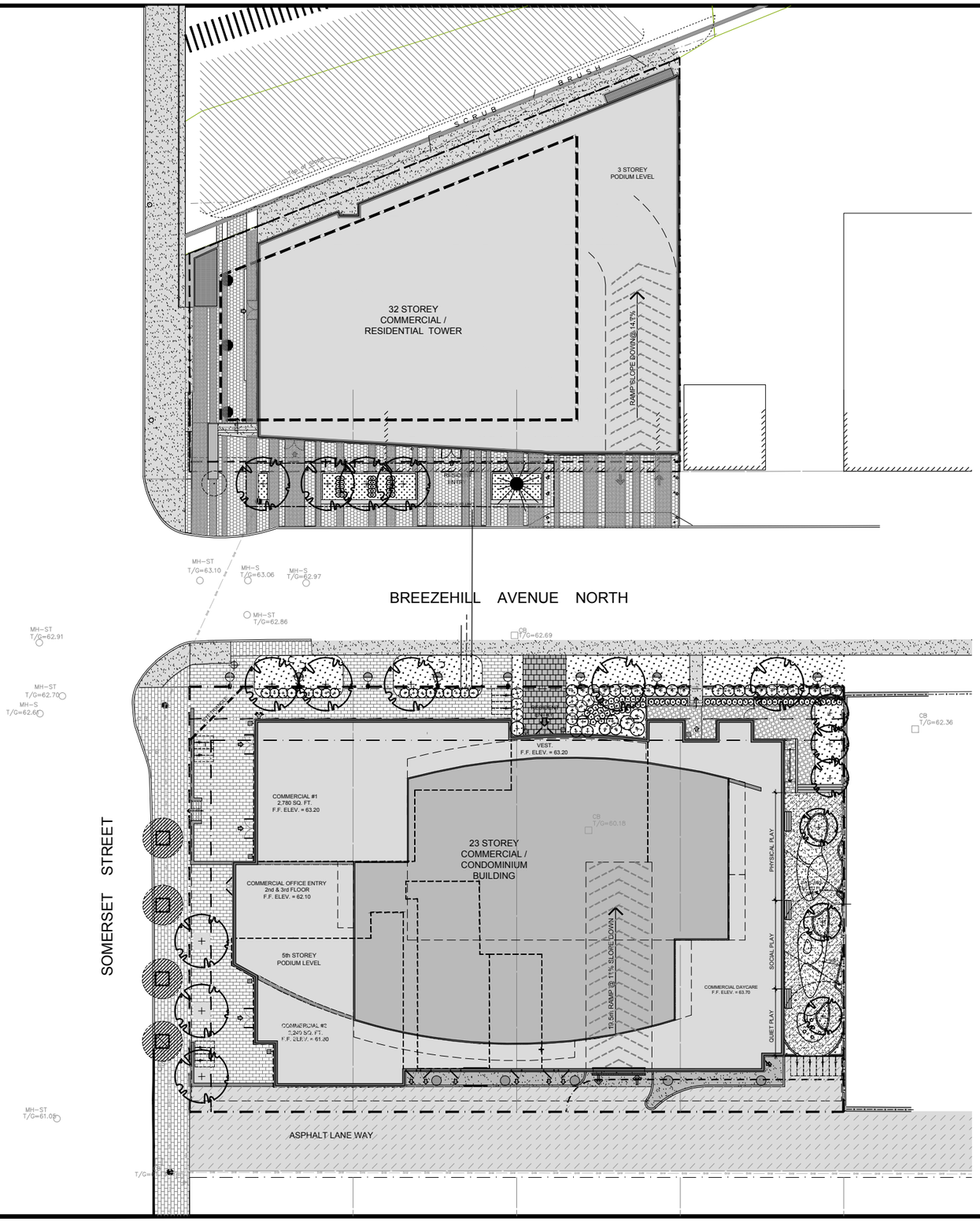
ONTARIO ASSOCIATION OF LANDSCAPE ARCHITECTS
JAMES B. LENNOX
MEMBER

LANDSCAPE CONTEXT PLAN

AS SHOWN scale

01/11/2013 date of issue

L.2



LEGEND

- EXISTING TREES TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED CONIFEROUS TREE
- PROPOSED SHRUBS & PERENNIALS
- PROPOSED SOD
- PROPOSED TREE PROTECTION FENCE
- PROPOSED CONCRETE UNIT PAVERS TYPE 1
- PROPOSED CONCRETE UNIT PAVERS TYPE 2
- PROPOSED CONCRETE UNIT PAVERS TYPE 3
- PROPOSED RESILIENT PLAY SURFACE
- PROPOSED LIGHT STANDARD
- PROPOSED TREE PROTECTION FENCE
- PROPOSED CONCRETE UNIT PAVERS TYPE 5 (match existing)
- PROPOSED CONCRETE UNIT PAVERS TYPE 6

EXISTING TREE LIST

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
	4	Gleditsia triacanthos	Honey Locust	50mmø	B&B	TO REMAIN
	1	Gleditsia triacanthos	Honey Locust	70mmø	B&B	TO BE REMOVED

PROPOSED PLANT LIST

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
TREES						
	3	Acer x Freemanii 'Armstrong'	Armstrong Maple	60mm dia.	B&B	
	5	Acer rubrum	Red Maple	60mm dia.	B&B	
	3	Gleditsia triacanthos	Honey Locust	50mm dia.	B&B	
	3	Celtis occidentalis	Hackberry	50mm dia.	B&B	
	1	Picea omorika	Serbian Spruce	1800 mm ht.	B&B	
	4	Tilia cordata 'Chancellor'	Chancellor Little-Leaved Linden	60mmø	B&B	
SHRUBS						
	35	Buxus microphylla var. koreana	Korean Boxwood	400mm ht.	Potted	400 mm o.c.
	3	Cornus sericea	Red Osier Dogwood	800mm ht.	Potted	1200 mm o.c.
	33	Juniperus sabina "Tamariscifolia"	Tamarix Juniper	600 mm spr.	Potted	1000 mm o.c.
	4	Rhus typhina "Laciniata"	Cutleaf Staghorn Sumac	800 mm ht.	Potted	1200 mm o.c.
	18	Rosa rugosa "Hansa"	Hansa Rugosa Rose	600 mm ht.	Potted	800 mm o.c.
	65	Spiraea japonica 'Goldmound'	Goldmound Spirea	500 mm ht.	Potted	500 mm o.c.
PERENNIAL						
	3	Calamagrostis "Karl Forester"	Karl Forester Grass	250mm pot	Potted	1000 mm o.c.
	240	Vinca Minor	Periwinkle	60mm plug	Potted	300mm o.c.

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
SUITE 200A HAMPTON PARK PLAZA, 1419 CARLING AVE. OTTAWA, ONTARIO K1Z 7L6
Tel. (613) 722-5168 **Fax. 1(866) 343-3942**

PROJECT
1040 & 1050
SOMERSET & BREEZEHILL
Ottawa, ON

CLIENT:
Claridge Homes
210 Gladstone, Suite 2001
Ottawa, ON
Tel : (613) 233.6030

DRAWING
LANDSCAPE PLAN

SCALE
1:450 @11X17

DATE
30/04/2015

DRAWING NO.
LA.2