



398 - 406 ROOSEVELT - MIXED-USE DEVELOPMENT
FORMAL REVIEW - CITY OF OTTAWA URBAN DESIGN REVIEW PANEL
FEBRUARY 14th, 2018

398 - 406 Roosevelt Avenue Urban Design Brief

The following is an urban design brief for the proposed mixed-use development located at 398-406 Roosevelt Avenue in the heart of the Westboro Community of Ottawa.

1.0 Application of the Official Plan

As per the policies of the Official Plan, the boundary of the Traditional Mainstreet designation is flexible depending on site circumstance and lot configuration, but generally applies to those properties fronting on the road so designated. It may also include properties on abutting side streets that exist within the same corridor. Although the property is currently designated General Urban Area in the Official Plan and given that it does not immediately abut Richmond Road, it is the intent to interpret and expand the Traditional Mainstreet designation to the Domicile lands on Roosevelt Avenue, wrapping around the corner as an entranceway to the low-rise community to the north. The Traditional Mainstreet currently extends into Roosevelt Avenue across the street by way of the Tubman Funeral Home Property.

Although the proposed building height of four (4) and six (6) storeys and the mixed use approach of the project are generally permitted under current Official Plan policies for the General Urban Area designation, the interpretation of the Traditional Mainstreet designation to the lands is more in keeping with the mixed use approach of the project and furthers the City's objectives for development in proximity to Mainstreets. The Traditional Mainstreet designation allows the City to apply a higher urban design standard to the project and encourage synergies with development occurring on a Mainstreet, and abutting lands.

The site consolidates several properties adjacent to the Traditional Mainstreet at a depth along Roosevelt Avenue similar to the adjacent Tubman Funeral Home, which is designated and zoned Traditional Mainstreet. As noted previously, extending the Traditional Mainstreet designation onto the lands allows greater coordination and integration to the development pattern typical along Richmond Road and allows the property to function as a transition, both in terms of built form and use (medium density residential, community serving commercial at grade, etc.)

The subject site is in a residential community characterized by buildings of a variety of sizes and styles, from low to high-rise. As the subject site consists of consolidated properties, its current condition represents an opportunity for development that provides a transition from the stable, inner-area of the neighbourhood in the General Urban Area designation to the Traditional Mainstreet along Richmond Road.

2.0 Application of the Richmond Road/Westboro Secondary Plan

As in the CDP, the first objective of the Secondary Plan is intensification, which includes contributing to the restoration of urban fabric, transit-supportive development, and building heights of up to six storeys.

The proposed development is a six (6) storey mixed use building located close to the street. The building features ground floor commercial uses with residential uses on the upper floors. Parking is located in the rear yard and underground to ensure the proposed building actively contributes to and fosters the pedestrian-friendly environment found on Traditional Mainstreets and adjacent areas.

Careful siting and design of the proposed building provides exposure to sunlight along sidewalks, and based on the results of the shadow impact study, does not create negative visual or shadowing effects on neighbouring properties. Finally, a transportation impact assessment was undertaken to analyze the effect of the project on the neighbouring road network. The study found that the traffic generated by the proposed development would not negatively affect the existing road network.

3.0 Application of the Richmond Road/Westboro Community Design Plan

Although not considered a gateway property or intersection, the Domicile lands provide a sufficient opportunity for a reasonable and effective transition to abutting properties, including dwellings along Berkley Avenue. While the property at 415 Richmond Road is currently developed with a 2-storey mixed use building, the planned function and development context would support a building in the range of 4 to 9 storeys, subject to building design and form.

Given existing high rise buildings to the west, building profiles on the north and south sides of Richmond Road and redevelopment opportunities on both the Tubman property and 415 Richmond Road the proposed 6-storey Domicile building is not out of character or scale as it transitions to toward the low-profile area north of Richmond Road.

As the site is planned as an extension of the Traditional Mainstreet designation, a building height of six storeys is in keeping with intent of Sector 5, Westboro Village, of the CDP.

4.0 City of Ottawa Urban Design Guidelines

A. FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

Key objectives of the Urban Design Guidelines for Development along Traditional Mainstreets are to:

- To promote development that will enhance and reinforce the recognized or planned scale and character of the street;
- To promote development that is compatible with, and complements its surroundings;
- To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets;
- To foster compact, pedestrian-oriented development linked to street level amenities;
- To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities.

The proposed development is consistent with the above guidelines as the built form is in keeping with the planned scale and character of the Traditional Mainstreet. It is compatible with the surrounding uses as it is a mixed use building with ground floor commercial uses, which fosters a more compact, pedestrian-oriented community. The building height and scale is similar to other buildings in the community and reflects the sites close proximity to transit and other amenities.

Overall, the proposed development generally meets the design direction provided in the Urban Design Guidelines for Development along Traditional Mainstreets.

B. FOR TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is a mix of moderate to high-density transit supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The guidelines for TOD are to be applied to all development within a 600 metre walking distance of a rapid transit stop. The proposed development is in the area of influence of Dominion Station, located approximately 450 metres walking distance from the subject site.

The TOD Guidelines encourage transit-supportive land uses, such as high residential densities that will attract and generate pedestrian traffic. Multi-purpose destinations are to be created through the provision of a mix of different land uses that enable people to meet their daily needs locally - elements of this include a variety of housing types, local services and amenities within close proximity of one another.

The proposed mixed use development positively contributes to the mix of uses and dwelling types in the area, and meets the land use guidelines for TOD.

5.0 Review of Zoning-By Law

Consistent with the direction of the policies of the Official Plan and Secondary Plan, the purpose of the TM zone is to:

- Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- Foster and promote compact mixed use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- Recognize the function of Business Improvement Areas as primary business or shopping areas; and,
- Impose development standards that will ensure that street continuity, scale and character are maintained and that the uses are compatible and complement surrounding land uses.

The proposed building height exceeds the height limit in place for the existing zoning, but a six (6) storey height is supported by the current policy framework. As such, a 21 metres height limit is being requested as part of the zoning amendment. The 7.5 metre rear yard setback will provide sufficient separation and transition to abutting dwellings along Berkley Avenue, reducing the need for an angular plane consideration.

The north interior side yard setback (1.2m) is less than the required 3m. The reduction is required to accommodate the two vehicular accesses, to the rear yard parking area and the underground parking garage.

The minimum width of the landscaped area of the rear yard parking area does not meet the required 3m adjacent to the rear lot line. The rear lot line will include a solid wood fence to mitigate headlight glare and other potential impacts of the parking lot on adjacent properties.

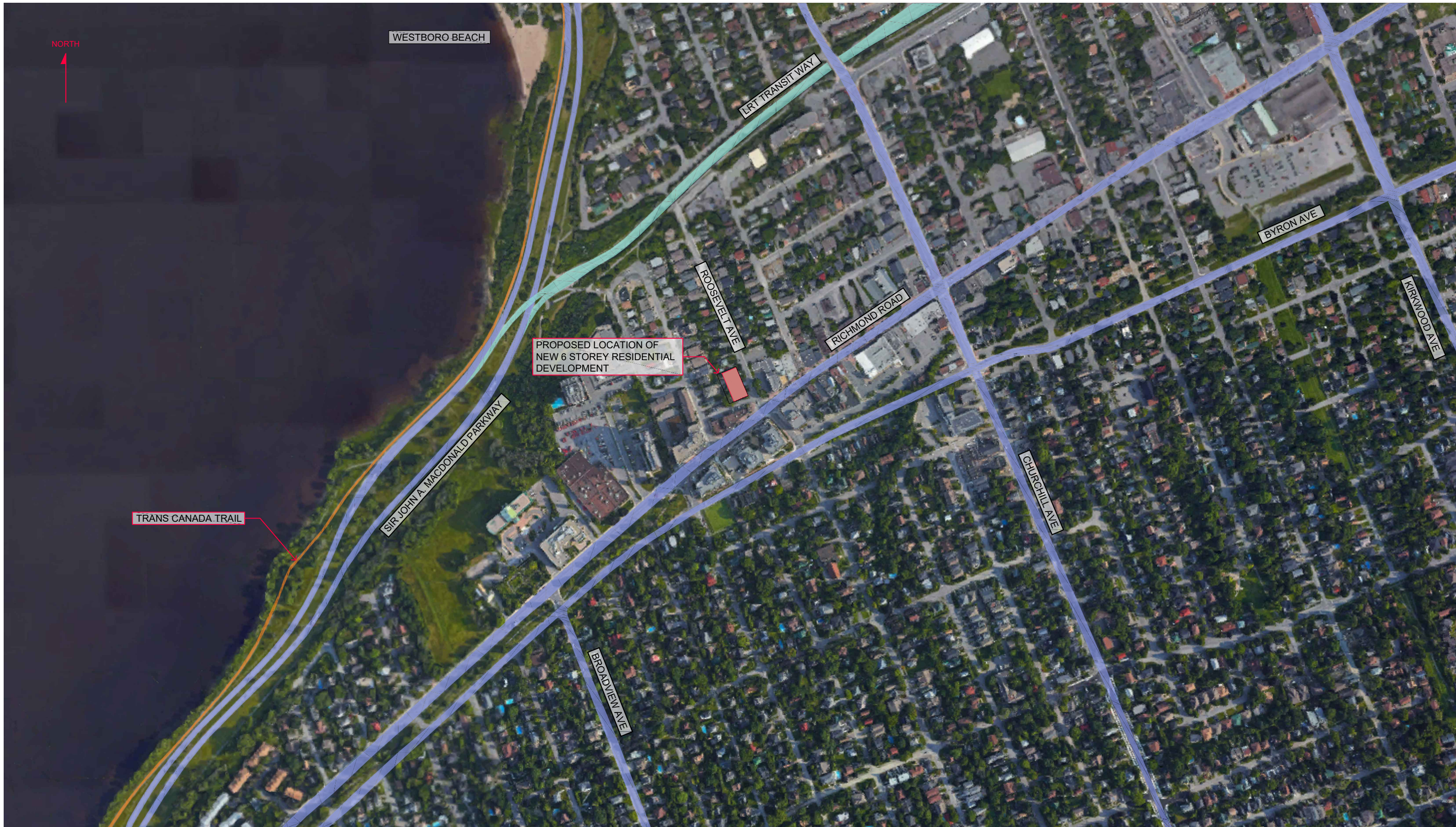
6.0 Urban Design Guidelines - Building Design Response

- Guideline No.1: Align the streetwall with existing built form in order to create a visually continuous streetscape. **The proposed development provides a 2-storey building face along the street frontage to promote a continuous streetscape and relationship to the pedestrian sidewalk.**
- Guideline No.2: Provide a 2.0m wide concrete sidewalk to be compatible with mainstreets and pedestrian flow. **The proposed development provides a new 3.0m wide pedestrian sidewalk with landscape planters to promote pedestrian flow to and from Richmond Road along Roosevelt Avenue where currently no sidewalk exists.**
- Guideline No.3: Building wall should have minor variations in building setback and alignment to add interest to the streetscape. **The building design has minor variations in the exterior wall including a recessed building entrance, recessed commercial entrances, and brick pilaster details.**
- Guideline No.8: Design quality buildings, rich in architectural detail, to respect the rhythm and patterns of the existing, or planned buildings on the street, through the alignment of element such as windows, front doors, cornice lines and fascia. **The building design utilizes brick and precast detailing for the entire perimeter of the building including a rhythm of brick pilasters for a Traditional Mainstreet appearance.**
- Guideline No.10: Locate mixed-use development by concentrating height and mass at nodes and gateways. **The intersection of Richmond and Roosevelt is not considered a gateway; however with the Starbucks Café at the intersection of the streets coupled with the extension of pedestrian circulation from Richmond to Roosevelt a concentrated mass with a 2-storey podium is appropriate for this location.**
- Guideline No.12: Setback upper floors of taller buildings to help achieve a human scale and more light on the sidewalks. **The building has provided a setback from the 3rd to the 6th floors from the lower 2-storey podium. In addition, the upper storeys have additional setbacks from the residential and commercial zones.**
- Guideline No.13: Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook. **The proposed building has provided the required zoning setback of 7.5m from the residential zone at the rear of the property.**
- Guideline No.14: Use clear windows and doors to make the pedestrian level façade of the walls facing the street highly transparent, and locate active pedestrian-oriented uses at grade. **The building design will use clear storefront glazing along Roosevelt Avenue frontage for all ground level retail uses.**
- Guideline No.15: Highlight buildings at corner sites where two public streets intersect, with the same level of architectural detailing around both sides of the building. **The building design has emphasized the same level of architectural treatment for the corners of the building as is front. The south-west elevation facing Richmond Road acknowledges the open space at the intersection of the 2 streets as well as providing design compatible to the Mainstreet.**
- Guideline No.17: Locate residential units above vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street. **Residential units are located above vehicular traffic with a shared common entrance to the residential portion of the building.**
- Guideline No.18: Located front doors to face the Mainstreet and be directly accessible from the public. **The main entrance doors to the ground floor commercial as well as the main residential entrance are directly accessible from the public sidewalk.**
- Guideline No.19: Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety. **The main pedestrian walkway in front of the building will be designed as a concrete sidewalk meeting the requirements of the City of Ottawa.**
- Guideline No.20: Provide sheltered bicycle parking in visible locations near building entrances and pedestrian walkways. **The project has provided exterior bicycle parking at the front of the building for use by the public.**
- Guideline No.21: Create inviting well-lit pedestrian walkways to link rear parking areas to the public sidewalk/street. **The rear parking is for commercial tenants with a total of 9 parking spaces. The access to the rear parking is through a well-lit and open arched porte-cochere vehicular passageway.**

- Guideline No.22: Locate surface parking in the rear yard with vehicular access off side streets and laneways. **The rear surface parking is away from view of the public street and the laneway is through an arched porte-cochere.**
- Guideline No.25: Where properties are landlocked in the middle of the block and no other alternative exist, vehicular driveways can be provided off the Mainstreet. **The main vehicular entrance to the underground parking and the rear parking is directly off of Roosevelt Avenue.**
- Guideline No.26: Provide only the minimum number of required car parking spaces. Consider parking on the Mainstreet. **The parking has been kept to a minimum and on-street parking has also been provided directly in front of the building.**
- Guideline No.33: Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives. **The main storefront elevation includes heritage like signage with gooseneck lighting to resemble Traditional Mainstreet buildings.**
- Guideline No.34: Design sign illumination to be task oriented and avoid glare/light spillover towards adjacent land uses. **Gooseneck lighting specific to each storefront sign will be designed to limit light spillover.**
- Guideline No. 35: Eliminate visual clutter. **The proposed streetscape elevation ensures a continuous streetscape appearance with no visual clutter.**
- Guideline No.38: Enclose all utility equipment within buildings or screen them from both the Traditional Mainstreet and private properties to the rear. **All building services are enclosed within the building and screened from the Mainstreet and surrounding properties.**
- Guideline No.40: Design lighting so that there is no glare or light spilling onto surrounding uses. **The general building lighting will be designed to avoid lighting spilling over to surrounding areas.**
- Guideline No.41: Provide lighting that is appropriate to the street character and Mainstreet ground floor use, with a focus on pedestrian areas. **Traditional gooseneck lighting has been provided for the retail storefronts with a focus on pedestrian areas.**



VIEW OF STREETScape ALONG ROOSEVELT AVENUE







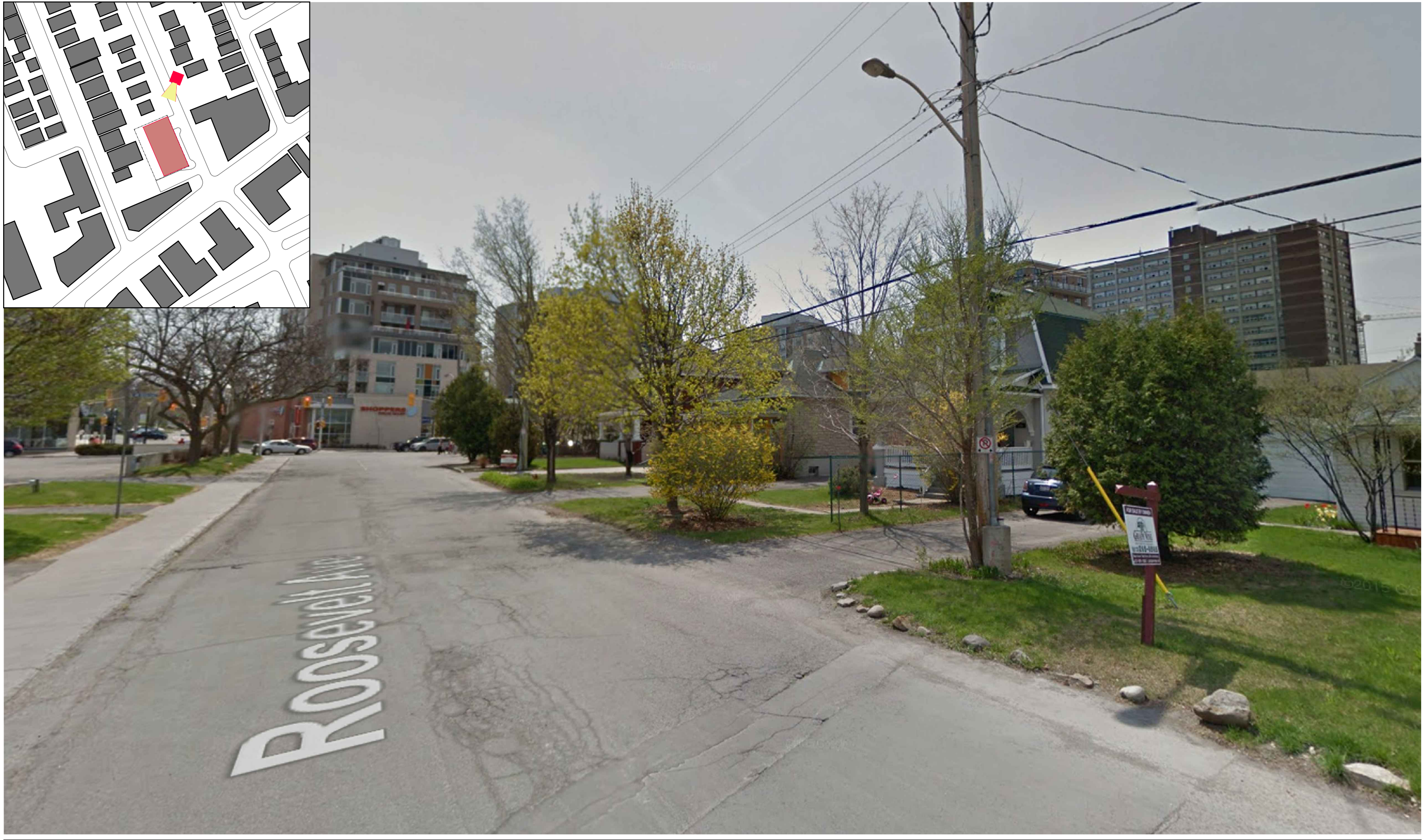
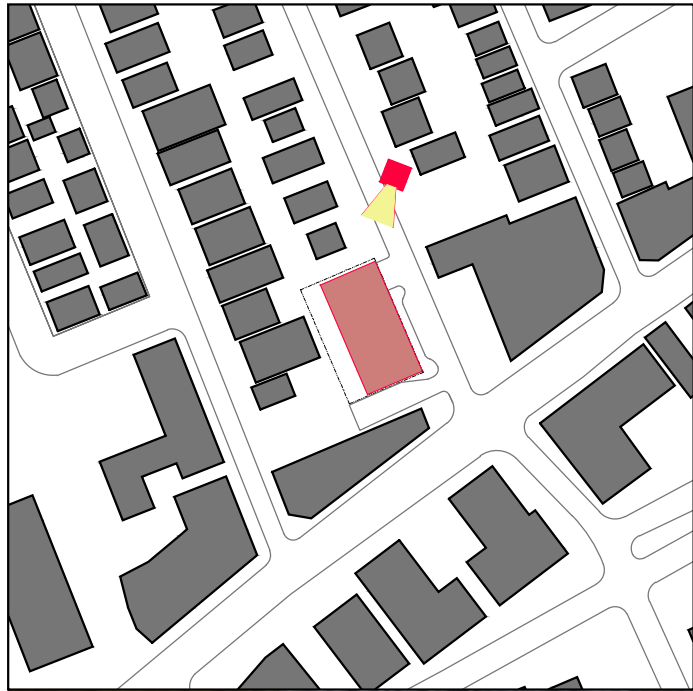
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EXISTING CONDITION SITE IMAGE - VIEW OF RICHMOND ROAD LOOKING WEST



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EXISTING CONDITION SITE IMAGE - VIEW OF ROOSEVELT AVE LOOKING NORTH



398 - 406 ROOSEVELT - MIXED-USE DEVELOPMENT
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EXISTING CONDITION SITE IMAGE - VIEW OF RICHMOND ROAD LOOKING EAST

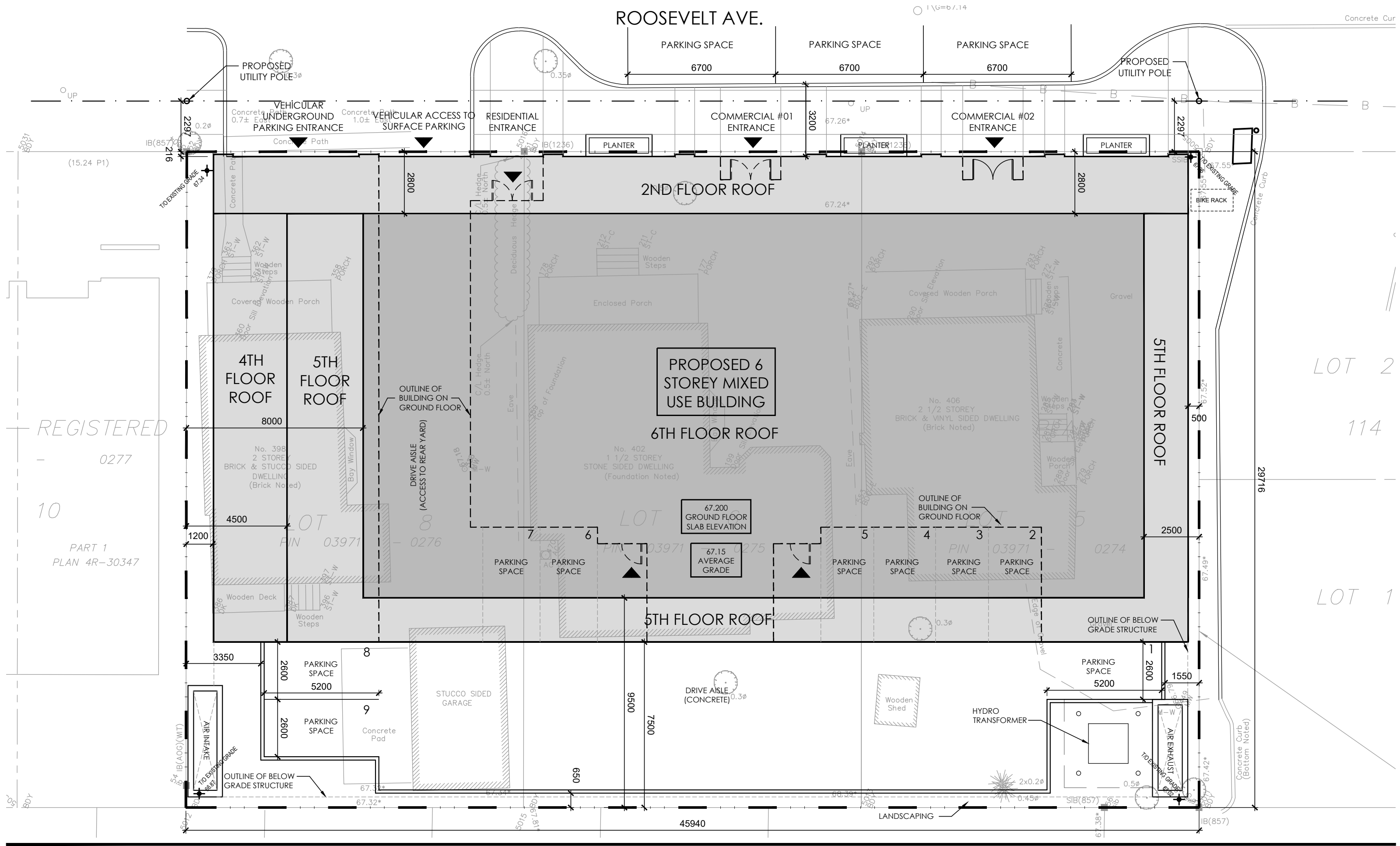


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EXISTING CONDITION SITE IMAGE - VIEW OF ROOSEVELT AVE LOOKING SOUTH

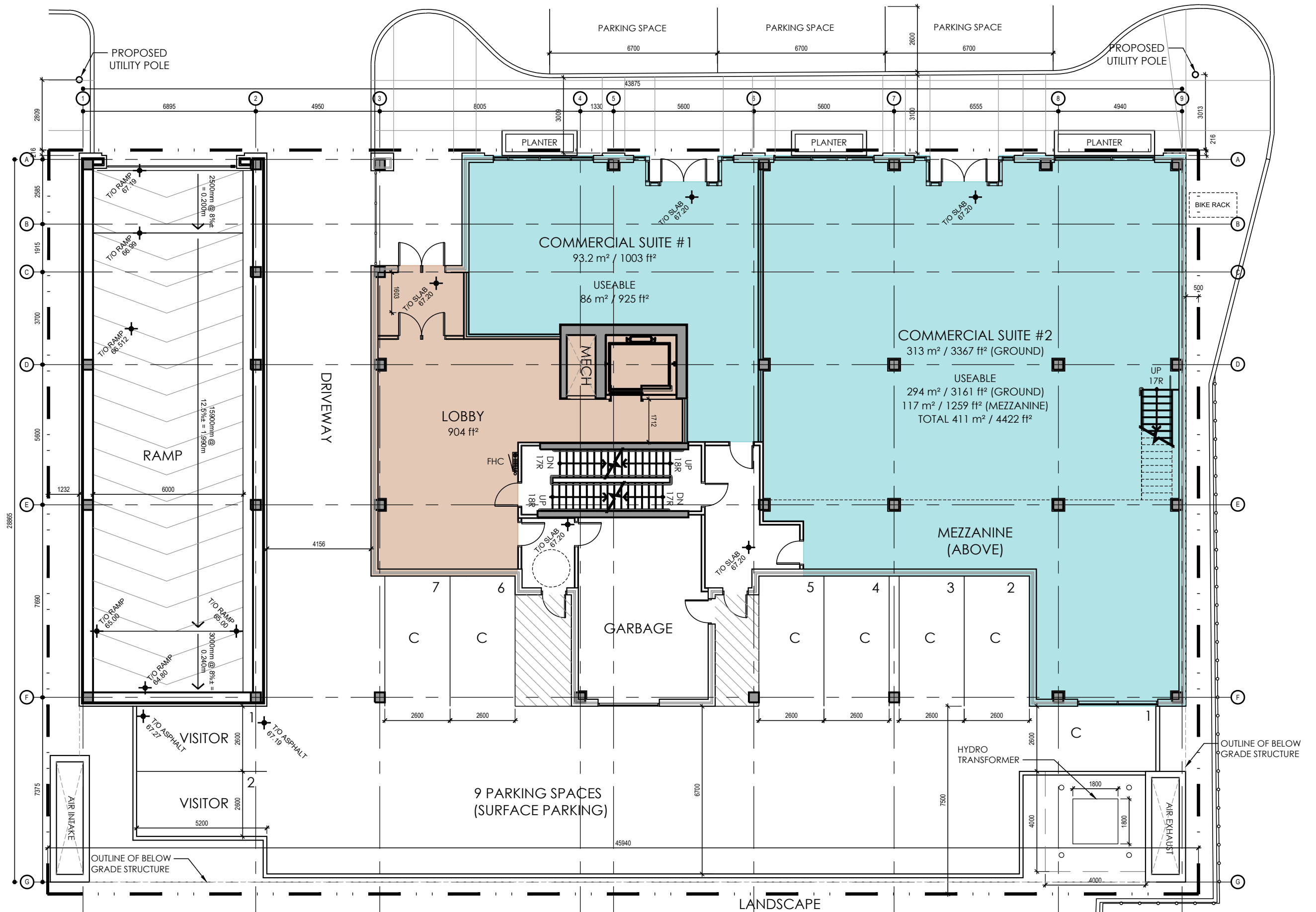


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EXISTING CONDITION SITE IMAGE - VIEW OF ROOSEVELT AVE LOOKING WEST

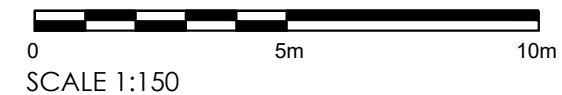


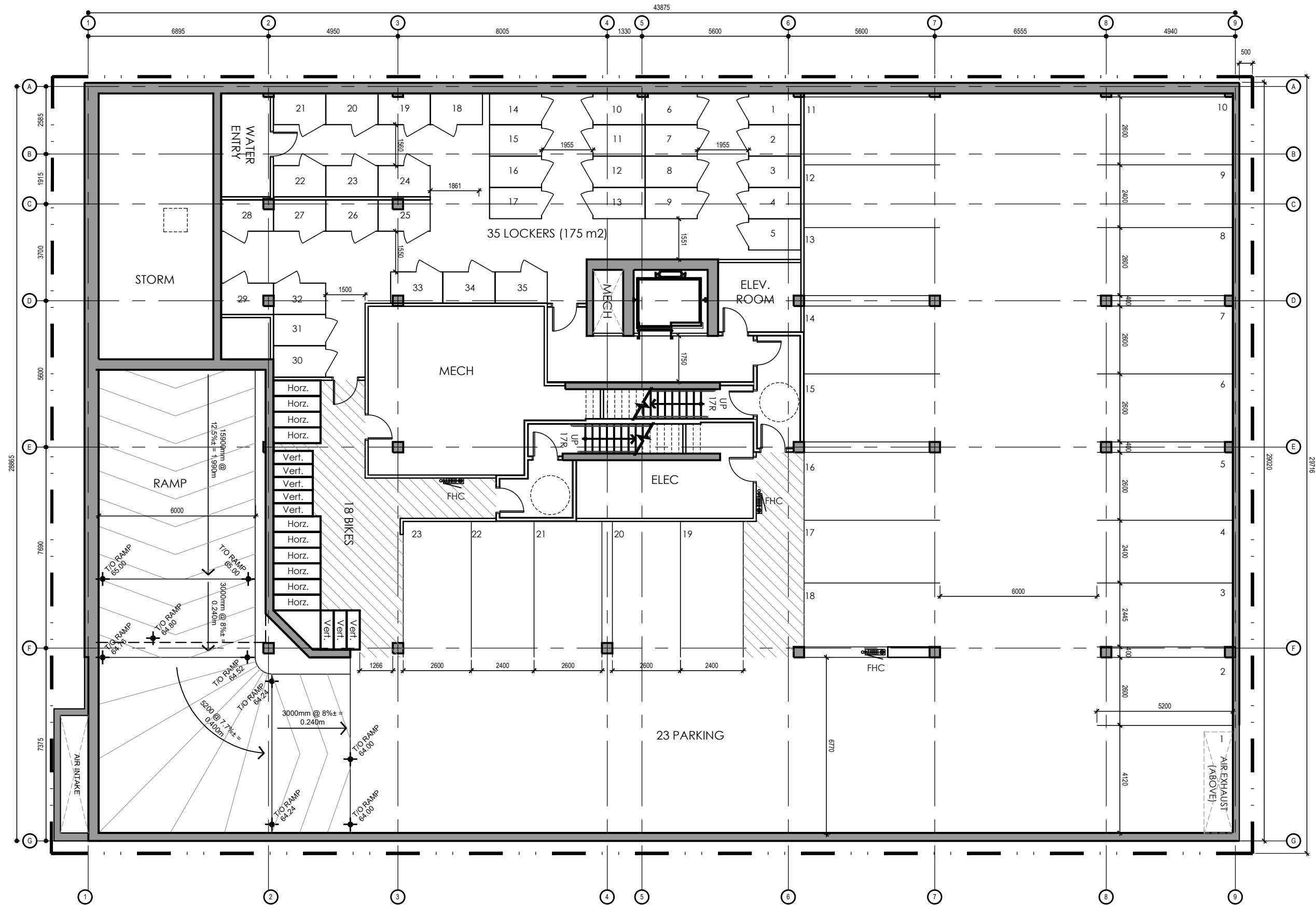


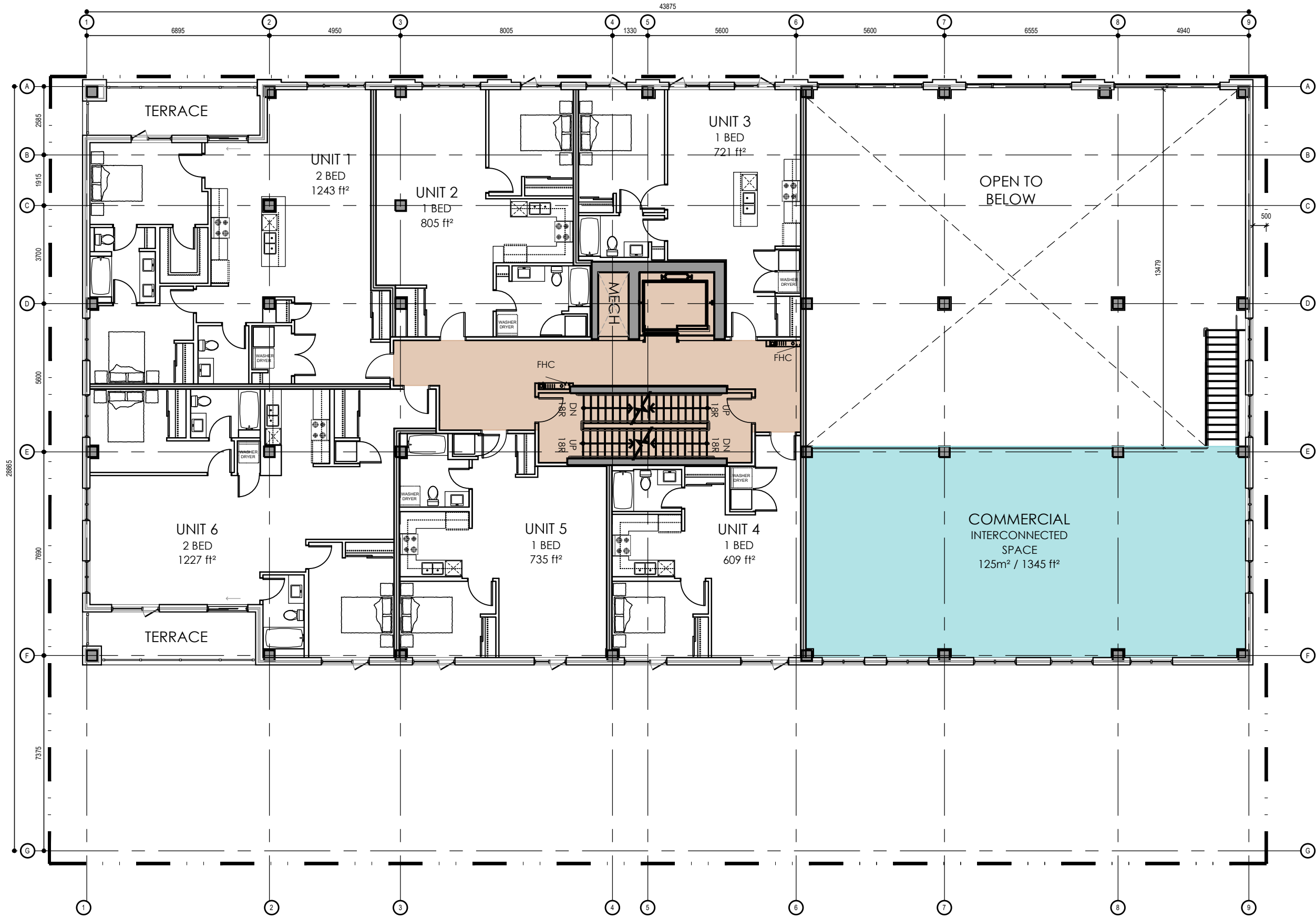
ROOSEVELT AVE.

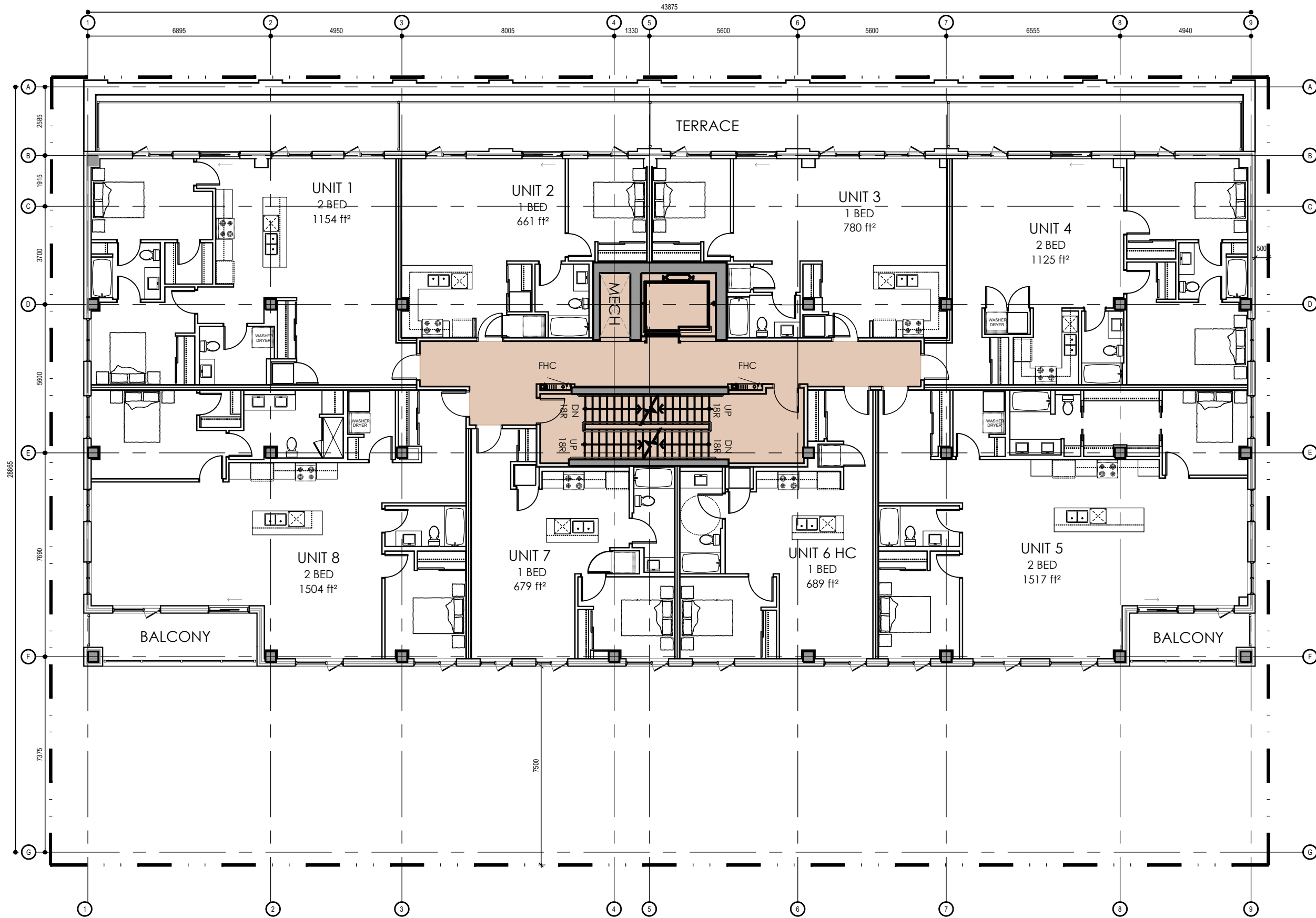


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GROUND FLOOR PLAN

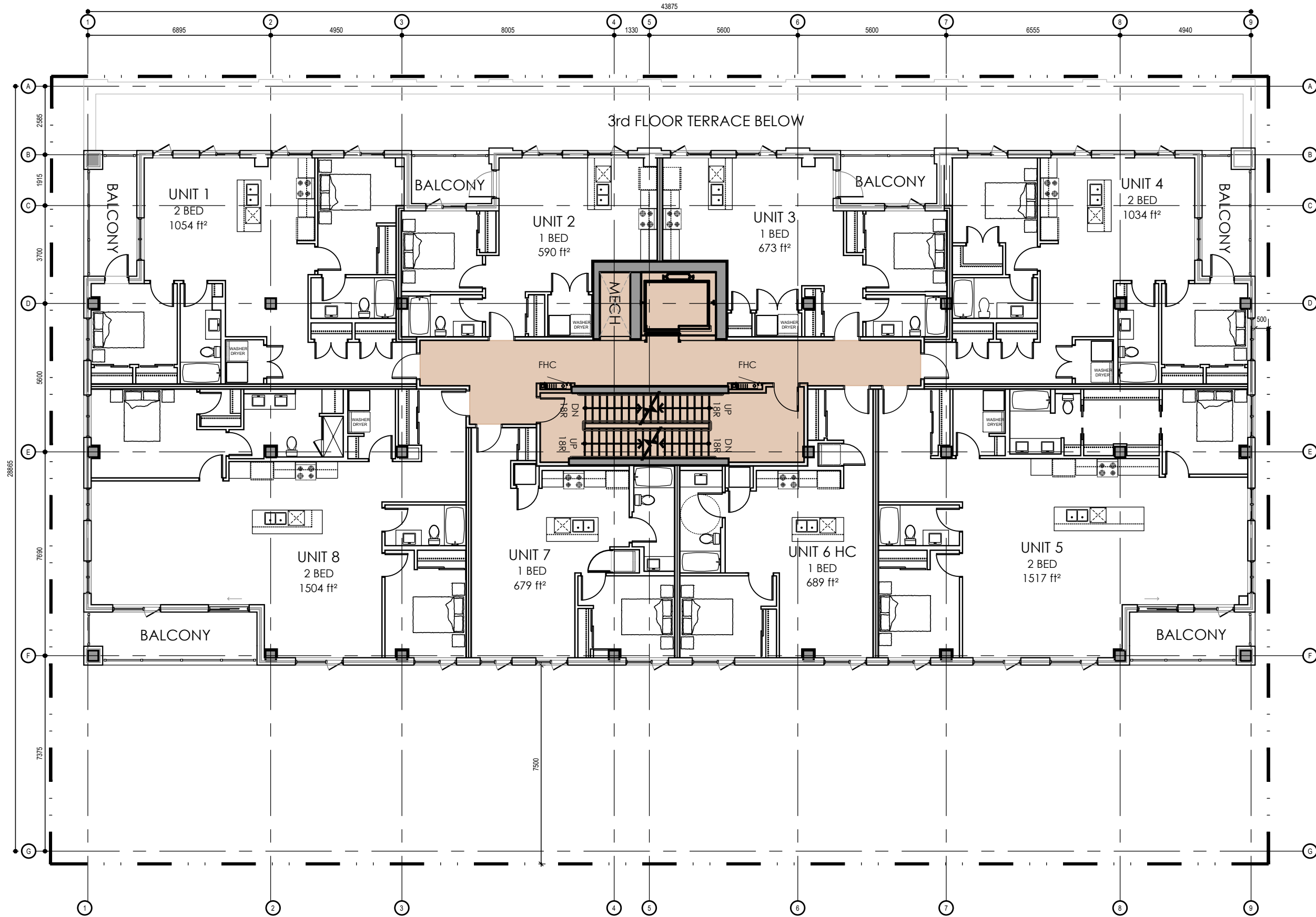




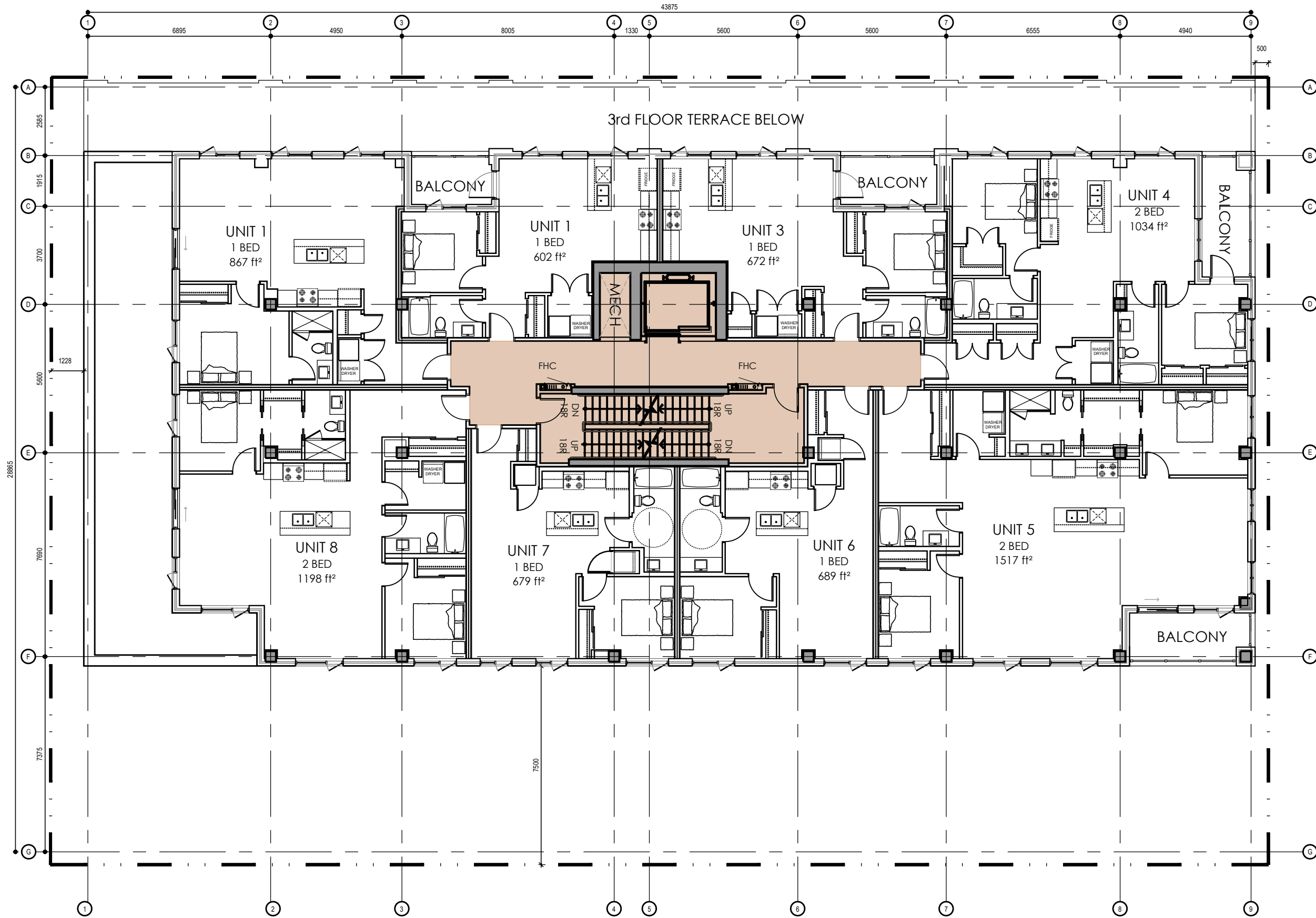


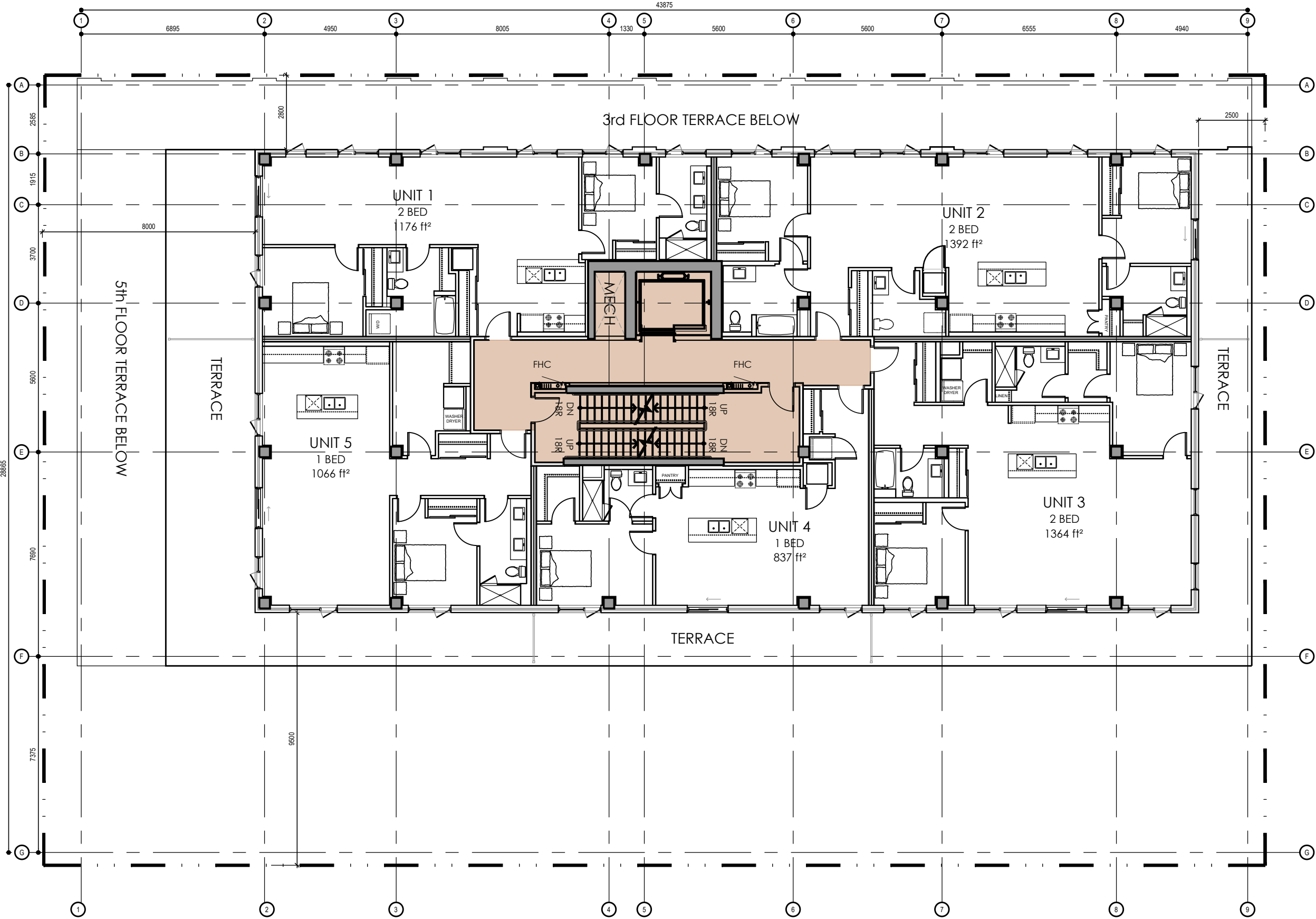


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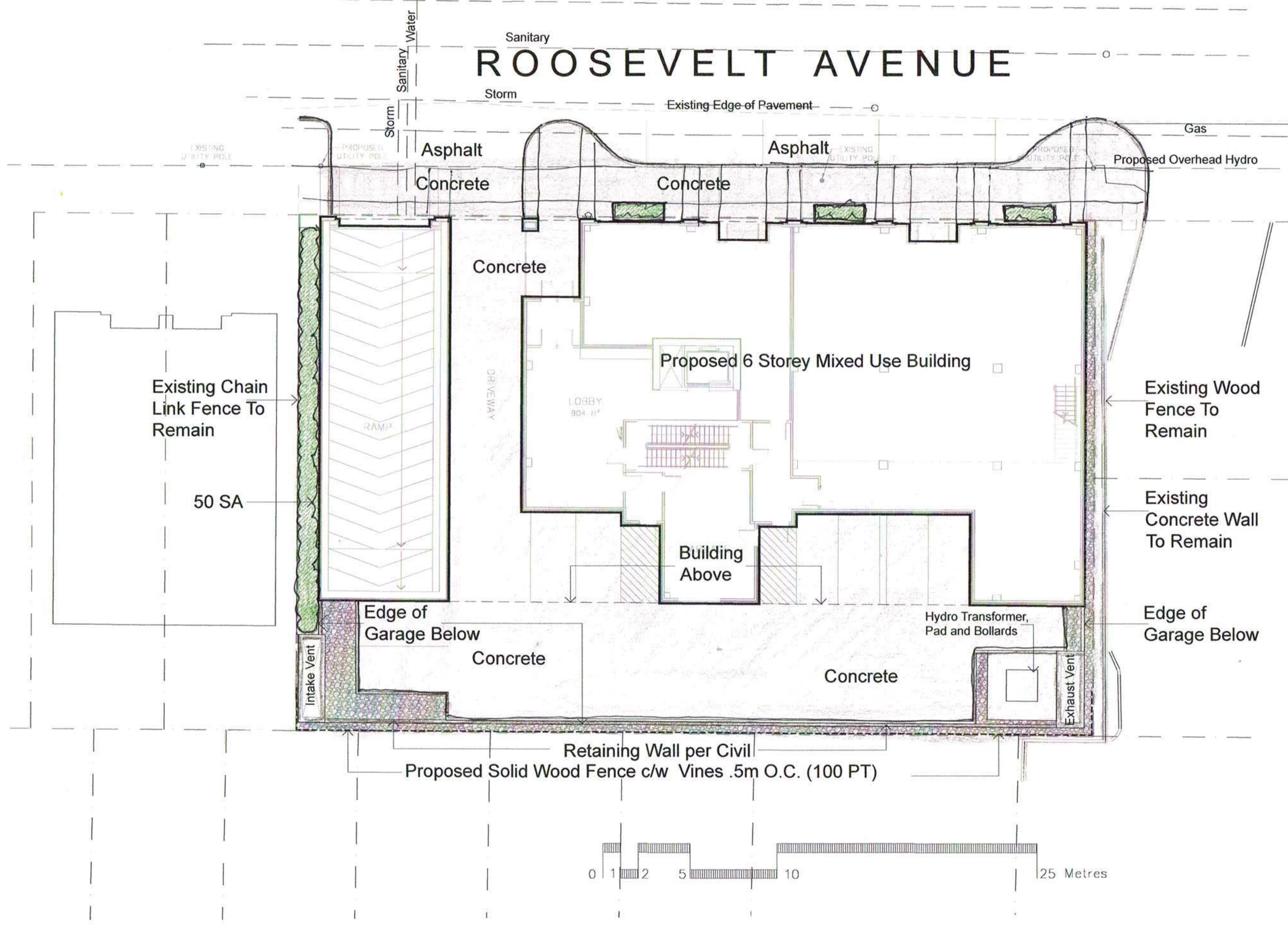


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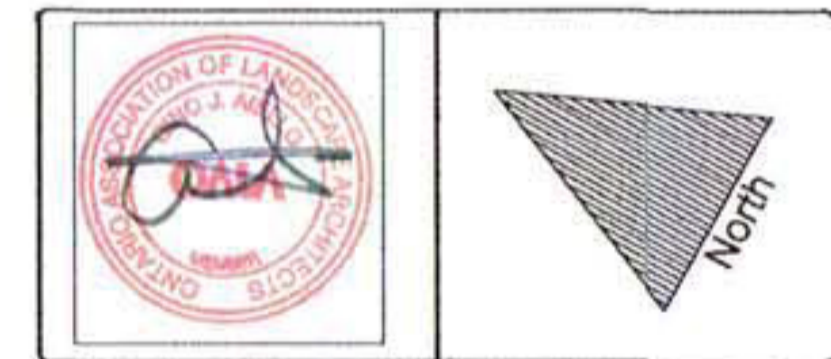




ROOSEVELT AVENUE



-  Proposed Planting Bed
-  Proposed Riverwash Stone On Filter Cloth
-  Proposed Planter 0.9m x 3.0m - Maglin MLP 400 Series Customized c/w Seasonal Planting



Property Owner
Domicile Developments Inc.
 371A Richmond Road Ottawa K2A 0E7

Consultant
 Gino J. Aiello landscape architect www.gjala.com
 gino@gjala.com (613) 852 1343
 50 Camille Drive, Nepean, Ontario K2G 5X8

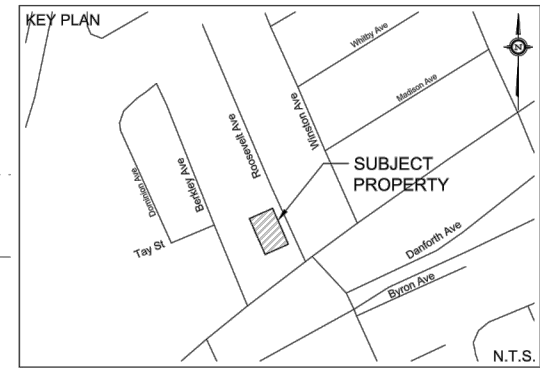
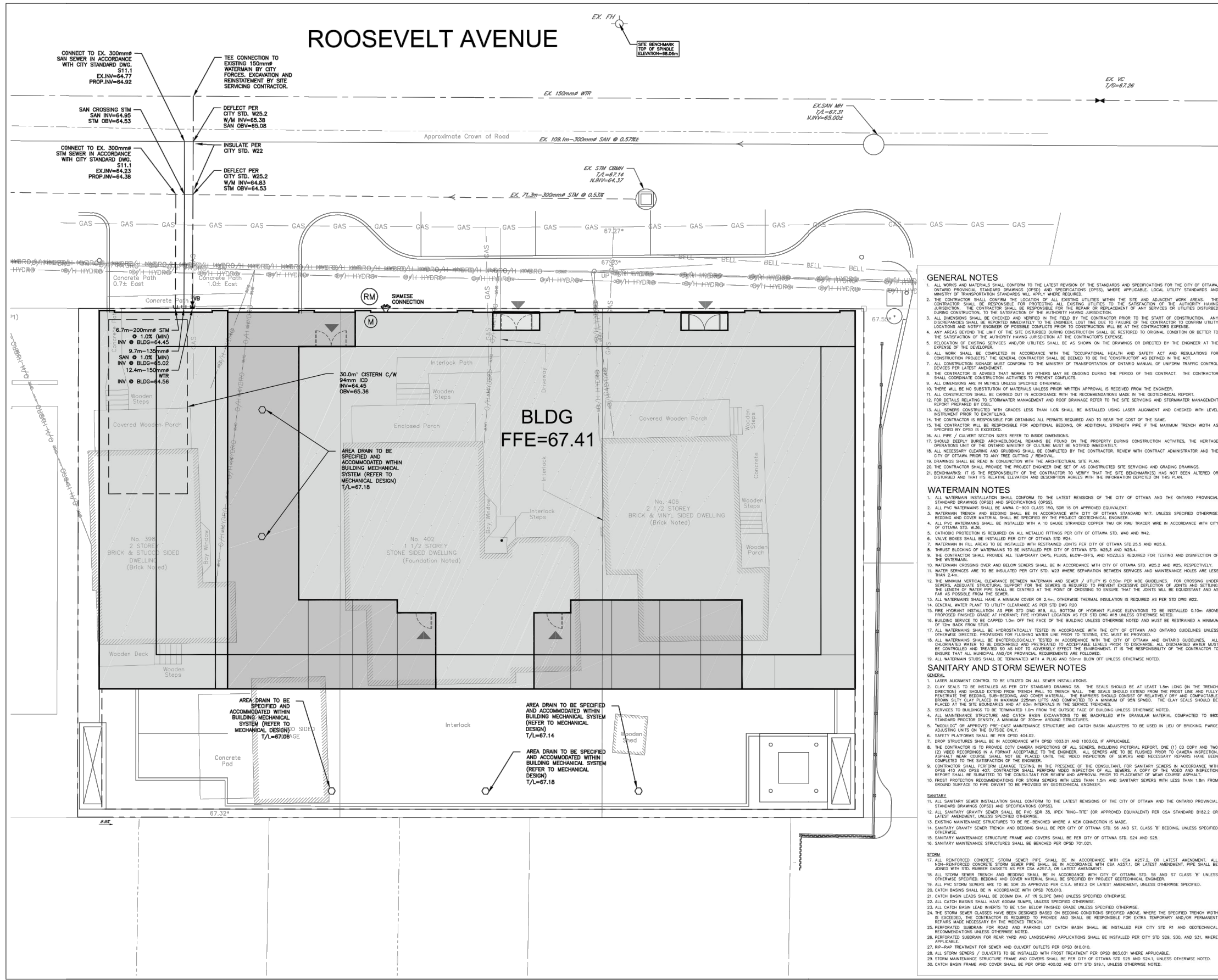
Project
Mixed Use Building
 Commercial/Residential
 398, 402, 406 Roosevelt Avenue

Drawing
Landscape Plan

Drawn By: GJA
 Design By: GJA
 Date: JANUARY 2018
 Scale: 1:100

Sheet Number
L1

ROOSEVELT AVENUE



LEGEND

---	PROPERTY LINE	○	PROPOSED STORM MANHOLE
---	PROPOSED WATERMAIN	●	PROPOSED SANITARY MANHOLE
---	PROPOSED SANITARY SEWER	□	PROPOSED CATCH BASIN
---	PROPOSED STORM SEWER	◻	PROPOSED AREA DRAIN
VB	PROPOSED VALVE BOX		
CS	PROPOSED CURB STOP		
⊕	PROPOSED FIRE HYDRANT		
⊕	PROPOSED SIAMESE CONNECTION		
M	PROPOSED REMOTE WATER METER		
⊕	PROPOSED WATER METER		

GENERAL NOTES

1. ALL WORKS AND MATERIALS SHALL CONFORM TO THE LATEST REVISION OF THE STANDARDS AND SPECIFICATIONS FOR THE CITY OF OTTAWA, ONTARIO PROVINCIAL STANDARD DRAWINGS (OPSD) AND SPECIFICATIONS (OPS), WHERE APPLICABLE. LOCAL UTILITY STANDARDS AND MINISTRY OF TRANSPORTATION STANDARDS WILL APPLY WHERE REQUIRED.
2. THE CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL EXISTING UTILITIES WITHIN THE SITE AND ADJACENT WORK AREAS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL EXISTING UTILITIES TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OR REPLACEMENT OF ANY SERVICES OR UTILITIES DISTURBED DURING CONSTRUCTION TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION.
3. ALL DIMENSIONS SHALL BE CHECKED AND VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES SHALL BE REPORTED IMMEDIATELY TO THE ENGINEER. THE ENGINEER'S LOSS OR FAILURE OF THE CONTRACTOR TO CONFIRM UTILITY LOCATIONS AND NOTIFY ENGINEER OF POSSIBLE CONFLICTS PRIOR TO CONSTRUCTION WILL BE AT THE CONTRACTOR'S EXPENSE.
4. ANY AREAS BEYOND THE LIMIT OF THE SITE DISTURBED DURING CONSTRUCTION SHALL BE RESTORED TO ORIGINAL CONDITION OR BETTER TO THE SATISFACTION OF THE AUTHORITY HAVING JURISDICTION AT THE CONTRACTOR'S EXPENSE.
5. RELOCATION OF EXISTING SERVICES AND/OR UTILITIES SHALL BE AS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER AT THE EXPENSE OF THE DEVELOPER.
6. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE OCCUPATIONAL HEALTH AND SAFETY ACT AND REGULATIONS FOR CONSTRUCTION PROJECTS. THE GENERAL CONTRACTOR SHALL BE DEEMED TO BE THE CONSTRUCTOR AS DEFINED IN THE ACT.
7. ALL CONSTRUCTION SPONGE MUST CONFORM TO THE MINISTRY OF TRANSPORTATION OF ONTARIO MANUAL OF UNIFORM TRAFFIC CONTROL SIGNALS PER LATEST AMENDMENT.
8. THE CONTRACTOR IS ADVISED THAT WORKS BY OTHERS MAY BE ONGOING DURING THE PERIOD OF THIS CONTRACT. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES TO PREVENT CONFLICTS.
9. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
10. THERE WILL BE NO SUBSTITUTION OF MATERIALS UNLESS PRIOR WRITTEN APPROVAL IS RECEIVED FROM THE ENGINEER.
11. ALL CONSTRUCTION SHALL BE CARRIED OUT IN ACCORDANCE WITH THE RECOMMENDATIONS MADE IN THE GEOTECHNICAL REPORT.
12. FOR DETAILS RELATING TO STORMWATER MANAGEMENT AND ROOF DRAINAGE REFER TO THE SITE SERVICING AND STORMWATER MANAGEMENT PLAN PREPARED BY DSEL.
13. ALL SEWERS CONSTRUCTED WITH GRADES LESS THAN 1.0% SHALL BE INSTALLED USING LASER ALIGNMENT AND CHECKED WITH LEVEL INSTRUMENT PRIOR TO BACKFILLING.
14. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS REQUIRED AND TO BEAR THE COST OF THE SAME.
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL BEDDING, OR ADDITIONAL STRENGTH PIPE IF THE MAXIMUM TRENCH WIDTH AS SPECIFIED BY OPSD IS EXCEEDED.
16. ALL PIPE / CULVERT SECTION SIZES REFER TO INSIDE DIMENSIONS.
17. SHOULD DEEPLY BURIED ARCHAEOLOGICAL REMAINS BE FOUND ON THE PROPERTY DURING CONSTRUCTION ACTIVITIES, THE HERITAGE OPERATIONS UNIT OF THE ONTARIO MINISTRY OF CULTURE MUST BE NOTIFIED IMMEDIATELY.
18. ALL NECESSARY CLEARING AND GRUBBING SHALL BE COMPLETED BY THE CONTRACTOR. REVIEW WITH CONTRACT ADMINISTRATOR AND THE CITY OF OTTAWA PRIOR TO ANY TREE CUTTING / REMOVAL.
19. DRAWINGS SHALL BE READ IN CONJUNCTION WITH THE ARCHITECTURAL SITE PLAN.
20. THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER ONE SET OF AS CONSTRUCTED SITE SERVICING AND GRADING DRAWINGS.
21. BENCHMARKS: IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT THE SITE BENCHMARK(S) HAS NOT BEEN ALTERED OR DESTROYED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION DETICED ON THIS PLAN.

WATERMAIN NOTES

1. ALL WATERMAIN INSTALLATION SHALL CONFORM TO THE LATEST REVISIONS OF THE CITY OF OTTAWA AND THE ONTARIO PROVINCIAL STANDARD DRAWINGS (OPSD) AND SPECIFICATIONS (OPS).
2. ALL PVC WATERMANS SHALL BE AWWA C-900 CLASS 150, SDR 18 OR APPROVED EQUIVALENT.
3. WATERMAIN TRENCH AND BEDDING SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA STANDARD W17, UNLESS SPECIFIED OTHERWISE.
4. ALL PVC WATERMANS SHALL BE INSTALLED WITH A 10 GAUGE STRANDED COPPER TRU OR RWU TRACER WIRE IN ACCORDANCE WITH CITY OF OTTAWA STD. W4.
5. CATHODIC PROTECTION IS REQUIRED ON ALL METALLIC FITTINGS PER CITY OF OTTAWA STD. W40 AND W42.
6. VALVE BOXES SHALL BE INSTALLED PER CITY OF OTTAWA STD. W04.
7. WATERMAIN IN FULL AREAS TO BE INSTALLED WITH RESTRAINED JOINTS PER CITY OF OTTAWA STD. W25.5 AND W25.6.
8. THURST BLOTTING OF WATERMANS TO BE INSTALLED PER CITY OF OTTAWA STD. W25.3 AND W25.4.
9. THE CONTRACTOR SHALL PROVIDE ALL TEMPORARY CAPS, PLUGS, BLOW-OFFS, AND NOZZLES REQUIRED FOR TESTING AND DISINFECTION OF THE WATERMAIN.
10. WATERMAIN CROSSING OVER AND BELOW SEWERS SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA STD. W02.2 AND W02.3 RESPECTIVELY.
11. WATER SERVICES ARE TO BE INSTALLED PER CITY STD. W23 WHERE SEPARATION BETWEEN SERVICES AND MAINTENANCE HOLES ARE LESS THAN 2.4m.
12. MINIMUM VERTICAL CLEARANCE BETWEEN WATERMAIN AND SEWER UTILITY IS 0.50m PER W06 GUIDELINES. FOR CROSSING UNDER SEWERS, ADEQUATE STRUCTURAL SUPPORT FOR THE SEWERS IS REQUIRED TO PREVENT EXCESSIVE DEFLECTION OF JOINTS AND SETTLING. THE LENGTH OF WATER PIPE SHALL BE SPECIFIED BY THE PROJECT GEOTECHNICAL ENGINEER. THE JOINTS WILL BE LOCATED AS FAR AS POSSIBLE FROM THE SEWER.
13. ALL WATERMANS SHALL HAVE A MINIMUM COVER OR 2.4m, OTHERWISE THERMAL INSULATION IS REQUIRED AS PER STD DWG W22.
14. GENERAL WATER PLANT TO UTILITY CLEARANCE AS PER STD DWG W20.
15. FIRE HYDRANT INSTALLATION AS PER STD DWG W18. ALL BOTTOM OF HYDRANT FLANGE ELEVATIONS TO BE INSTALLED 0.10m ABOVE PROPOSED FINISHED GRADE AT HYDRANT. FIRE HYDRANT LOCATION AS PER STD DWG W18 UNLESS OTHERWISE NOTED.
16. BUILDING SERVICE TO BE CAPPED 1.0m OFF THE FACE OF THE BUILDING UNLESS OTHERWISE NOTED AND MUST BE RESTRAINED A MINIMUM OF 150mm BACK FROM STUB.
17. ALL WATERMANS SHALL BE HYDROSTATICALLY TESTED IN ACCORDANCE WITH THE CITY OF OTTAWA AND ONTARIO GUIDELINES UNLESS OTHERWISE SPECIFIED. PROVISIONS FOR FLUSHING WATER MAIN PRIOR TO TESTING, ETC. MUST BE PROVIDED.
18. ALL WATERMANS SHALL BE BACTERIOLOGICALLY TESTED IN ACCORDANCE WITH THE CITY OF OTTAWA AND ONTARIO GUIDELINES. ALL DISCHARGED WATER TO BE DISCHARGED AND PRELATERED TO ACCEPTABLE LEVELS PRIOR TO DISCHARGE. ALL DISCHARGED WATER MUST BE CONTROLLED AND TREATED SO AS NOT TO ADVERSELY EFFECT THE ENVIRONMENT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL MUNICIPAL AND/OR PROVINCIAL REQUIREMENTS ARE FOLLOWED.
19. ALL WATERMAIN STUBS SHALL BE TERMINATED WITH A PLUG AND 500mm BLOW OFF UNLESS OTHERWISE NOTED.

SANITARY AND STORM SEWER NOTES

GENERAL

1. LASER ALIGNMENT CONTROL TO BE UTILIZED ON ALL SEWER INSTALLATIONS.
2. CLAY SEALS TO BE INSTALLED AS PER CITY STANDARD DRAWING OR. THE SEALS SHOULD BE AT LEAST 1.5m LONG ON THE TRENCH SECTION AND SHOULD EXTEND FROM TRENCH WALL TO TRENCH WALL. THE SEALS SHOULD EXTEND FROM THE FRONT LINE AND FULLY PENETRATE THE BEDDING, SUB-BEDDING, AND COVER MATERIAL. THE BARRIERS SHOULD CONSIST OF RELATIVELY DRY AND COMPACTABLE BROWN SILTY CLAY PLACED IN MAXIMUM 250mm LIFTS AND COMPACTED TO A MINIMUM OF 90% S.D. THE CLAY SEALS SHOULD BE PLACED AT THE SITE BOUNDARIES AND AT 60m INTERVALS IN THE SERVICE TRENCHES.
3. SERVICES TO BUILDINGS TO BE TERMINATED 1.0m FROM THE OUTSIDE FACE OF BUILDING UNLESS OTHERWISE NOTED.
4. ALL MAINTENANCE STRUCTURE AND CATCH BASIN EXCAVATIONS TO BE BACKFILLED WITH GRANULAR MATERIAL COMPACTED TO 98% STANDARD PROCTOR DENSITY, A MINIMUM OF 150mm AROUND STRUCTURES.
5. "MODULOC" OR APPROVED PRE-CAST MAINTENANCE STRUCTURE AND CATCH BASIN ADJUSTERS TO BE USED IN LIEU OF BROKING PARGE ADJUSTING UNITS ON THE OUTSIDE ONLY.
6. SAFETY PLATFORMS SHALL BE PER OPSD 404.02.
7. DROP STRUCTURES SHALL BE IN ACCORDANCE WITH OPSD 1003.01 AND 1003.02, IF APPLICABLE.
8. THE CONTRACTOR IS TO PROVIDE CCTV CAMERA INSPECTIONS OF ALL SEWERS, INCLUDING POTENTIAL REPORT, ONE (1) CD COPY AND TWO (2) VIDEO RECORDINGS IN A FORMAT ACCEPTABLE TO THE ENGINEER. ALL SEWERS ARE TO BE FLUSHED PRIOR TO CAMERA INSPECTION. ASPHALT NEAR COURSES SHALL NOT BE PLACED UNTIL THE VIDEO INSPECTION OF SEWERS AND NECESSARY REPAIRS HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER.
9. CONTRACTOR SHALL PERFORM LEAKAGE TESTING IN THE PRESENCE OF THE CONSULTANT FOR SANITARY SEWERS IN ACCORDANCE WITH OPSD 410 AND OPSD 407. CONTRACTOR SHALL PERFORM VIDEO INSPECTION OF ALL SEWERS. A COPY OF THE VIDEO AND INSPECTION REPORT SHALL BE SUBMITTED TO THE CONSULTANT FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF NEAR COURSE ASPHALT.
10. FROST PROTECTION RECOMMENDATIONS FOR STORM SEWERS WITH LESS THAN 1.5m AND SANITARY SEWERS WITH LESS THAN 1.8m FROM GROUND SURFACE TO PIPE CENTER TO BE PROVIDED BY GEOTECHNICAL ENGINEER.

SANITARY

11. ALL SANITARY SEWER INSTALLATION SHALL CONFORM TO THE LATEST REVISIONS OF THE CITY OF OTTAWA AND THE ONTARIO PROVINCIAL STANDARD DRAWINGS (OPSD) AND SPECIFICATIONS (OPS).
12. ALL SANITARY GRAVITY SEWER SHALL BE PVC SDR 35, PEK "RING-TITE" (OR APPROVED EQUIVALENT) PER CSA STANDARD B182.2 OR LATEST AMENDMENT, UNLESS SPECIFIED OTHERWISE.
13. EXISTING MAINTENANCE STRUCTURES TO BE RE-BENCHED WHERE A NEW CONNECTION IS MADE.
14. SANITARY GRAVITY SEWER TRENCH AND BEDDING SHALL BE PER CITY OF OTTAWA STD. 56 AND 57, CLASS "B" BEDDING, UNLESS SPECIFIED OTHERWISE.
15. SANITARY MAINTENANCE STRUCTURE FRAME AND COVERS SHALL BE PER CITY OF OTTAWA STD. 524 AND 525.
16. SANITARY MAINTENANCE STRUCTURES SHALL BE BENCHED PER OPSD 701.021.

STORM

17. ALL REINFORCED CONCRETE STORM SEWER PIPE SHALL BE IN ACCORDANCE WITH CSA A257.2, OR LATEST AMENDMENT. ALL NON-REINFORCED CONCRETE STORM SEWER PIPES SHALL BE IN ACCORDANCE WITH CSA A257.1, OR LATEST AMENDMENT. PIPES SHALL BE JOINED WITH STD. RUBBER GASKETS AS PER CSA A257.3, OR LATEST AMENDMENT.
18. ALL STORM SEWER TRENCH AND BEDDING SHALL BE IN ACCORDANCE WITH CITY OF OTTAWA STD. 56 AND 57 CLASS "B" UNLESS OTHERWISE SPECIFIED. BEDDING AND COVER MATERIAL SHALL BE SPECIFIED BY PROJECT GEOTECHNICAL ENGINEER.
19. ALL PVC STORM SEWERS ARE TO BE SDR 35 APPROVED PER CSA B182.2 OR LATEST AMENDMENT, UNLESS OTHERWISE SPECIFIED.
20. CATCH BASINS SHALL BE IN ACCORDANCE WITH OPSD 705.010.
21. CATCH BASIN LEADS SHALL BE 300mm DIA. AT 1% SLOPE UNLESS SPECIFIED OTHERWISE.
22. ALL CATCH BASINS SHALL HAVE ROOM NUMBER, UNLESS SPECIFIED OTHERWISE.
23. ALL CATCH BASIN LEAD INVERTS TO BE 1.5m BELOW FINISHED GRADE UNLESS SPECIFIED OTHERWISE.
24. THE STORM SEWER CLASSES HAVE BEEN DESIGNED BASED ON BEDDING CONDITIONS SPECIFIED ABOVE. WHERE THE SPECIFIED TRENCH WIDTH IS EXCEEDED, THE CONTRACTOR IS REQUIRED TO PROVIDE AND SHALL BE RESPONSIBLE FOR EXTRA TEMPORARY AND/OR PERMANENT REPAIRS MADE NECESSARY BY THE EXCEEDING TRENCH.
25. PERFORATED SUBDRAIN FOR ROAD AND PARKING LOT CATCH BASIN SHALL BE INSTALLED PER CITY STD R1, AND ALL GEOTECHNICAL RECOMMENDATIONS UNLESS OTHERWISE NOTED.
26. PERFORATED SUBDRAIN FOR REAR YARD AND LANDSCAPING APPLICATIONS SHALL BE INSTALLED PER CITY STD S29, S30, AND S31, WHERE APPLICABLE.
27. RIP-RAP TREATMENT FOR SEWER AND CULVERT OUTLETS PER OPSD B10.010.
28. ALL STORM SEWERS / CULVERTS TO BE INSTALLED WITH FROST TREATMENT PER OPSD 803.013 WHERE APPLICABLE.
29. STORM MAINTENANCE STRUCTURE FRAME AND COVERS SHALL BE PER CITY OF OTTAWA STD 525 AND 524.1, UNLESS OTHERWISE NOTED.
30. CATCH BASIN FRAME AND COVER SHALL BE PER OPSD 400.02 AND CITY STD 519.1, UNLESS OTHERWISE NOTED.

EXISTING UNDERGROUND SERVICES AND UTILITY LOCATIONS DERIVED FROM THE BEST AVAILABLE DATA, AS CONSTRUCTED DRAWINGS, UTILITY DRAWINGS AND INFRASTRUCTURE MAPPING PROVIDED BY THE CITY OF OTTAWA.

CONTRACTOR TO CONFIRM ELEVATIONS AND LOCATIONS OF EXISTING UNDERGROUND SERVICES AND UTILITIES WITHIN THE RIGHT OF WAY PRIOR TO INSTALLATION OF SITE SERVICING INFRASTRUCTURE.

THE CONTRACTOR SHALL IMPLEMENT BEST MANAGEMENT PRACTICES, TO PROVIDE FOR PROTECTION OF THE AREA DRAINAGE SYSTEM AND THE RECEIVING WATERCOURSE, DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR ACKNOWLEDGES THAT THE FAILURE TO IMPLEMENT APPROPRIATE EROSION AND SEDIMENT CONTROL MEASURES MAY BE SUBJECT TO PENALTIES IMPOSED BY ANY APPLICABLE REGULATORY AGENCY.

NOT FOR CONSTRUCTION

TOPOGRAPHIC INFORMATION
 DATA AS CONSTRUCTED DRAWINGS, UTILITY DRAWINGS AND INFRASTRUCTURE MAPPING PROVIDED BY THE CITY OF OTTAWA.
 SITE PLAN PROVIDED BY ALCAIDE WEBSTER ARCHITECTS INC.
 PROJ. NO. 17-986
 DATED NOVEMBER 8, 2017

GEOTECHNICAL STUDY
 GEOTECHNICAL RECOMMENDATIONS PROVIDED BY PATERSON GROUP
 PROJ. NO. PG4339-1
 DATED NOVEMBER 7, 2017

SITE SERVICING AND STORMWATER MANAGEMENT STUDY
 SERVICING AND STORMWATER MANAGEMENT RECOMMENDATIONS PROVIDED BY DSEL
 PROJ. NO. 17-986
 DATED DECEMBER 2017

BENCH MARK
 SITE BENCHMARK LOCATED AT TOP OF SPINDLE
 ELEV=86.06

No.	BY	YY.MM.DD	DESCRIPTION

PROJECT No. 17-986
 398-406 ROOSEVELT ROAD
 © DSEL

DOMICILE DEVELOPMENTS
 1-3714 Richmond Rd
 Ottawa, Ontario, K2A 0E7
 Tel. (613) 728.0388

DSEL
 david schaeffer engineering ltd
 SMART SUBURBANS™

120 Iber Road Unit 103
 Stittsville, Ontario, K2S 1E9
 Tel. (613) 836-0856
 Fax. (613) 836-7183
 www.DSEL.ca

DRAWN BY: A.W.T., CHECKED BY: R.D.F., DRAWING NO. SHEET NO.
 DESIGNED BY: A.W.T., CHECKED BY: A.D.F., SSP-1 3 of 4
 SCALE: 1:100 | DATE: DECEMBER 2017

z:\projects\17-986_domicile_roosevelt\p_design\b2_drawings\b2-2_main (dse)\spa_sub1\2017-12-14_986_spa_atj.dwg

398 - 406 ROOSEVELT - MIXED-USE DEVELOPMENT Formal Review - City of Ottawa Urban Design Review Panel SITE SERVICING PLAN

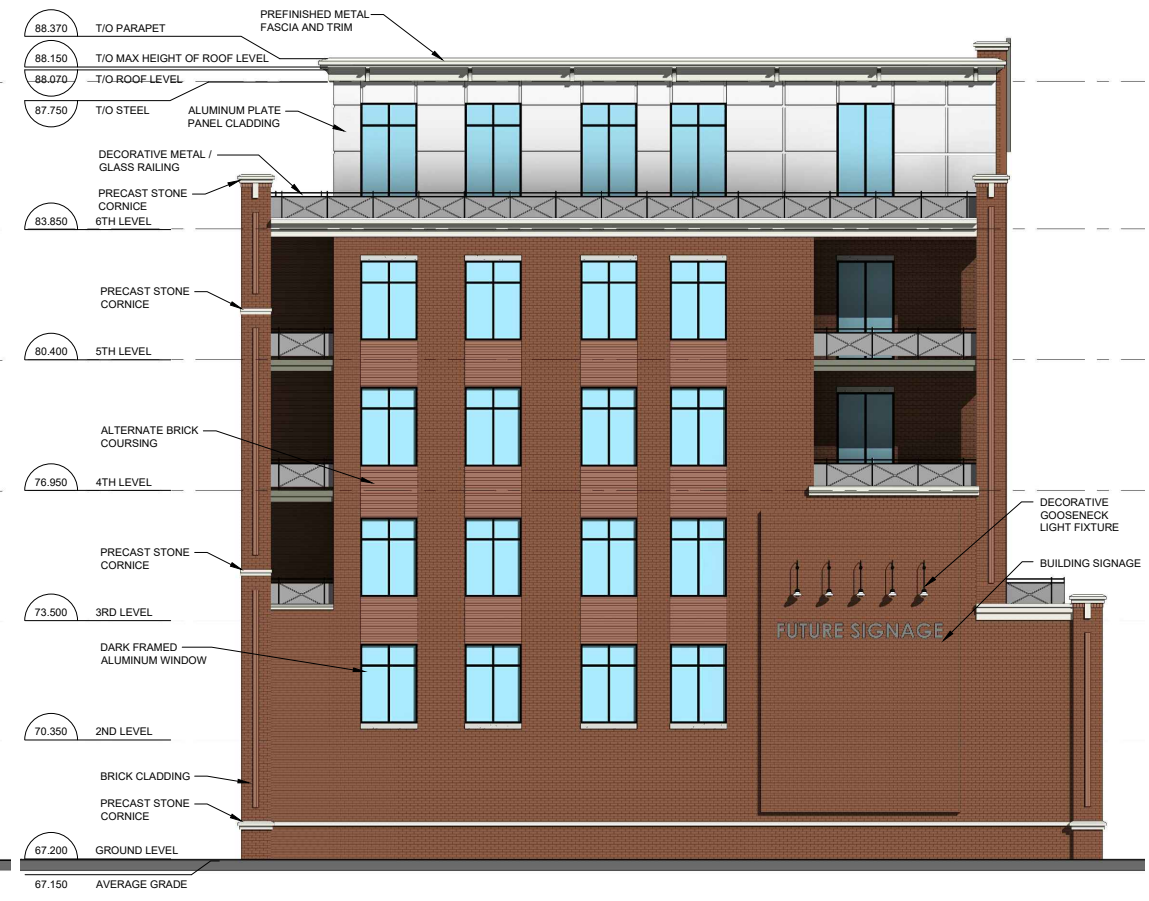


D07-12-XX-XXXX





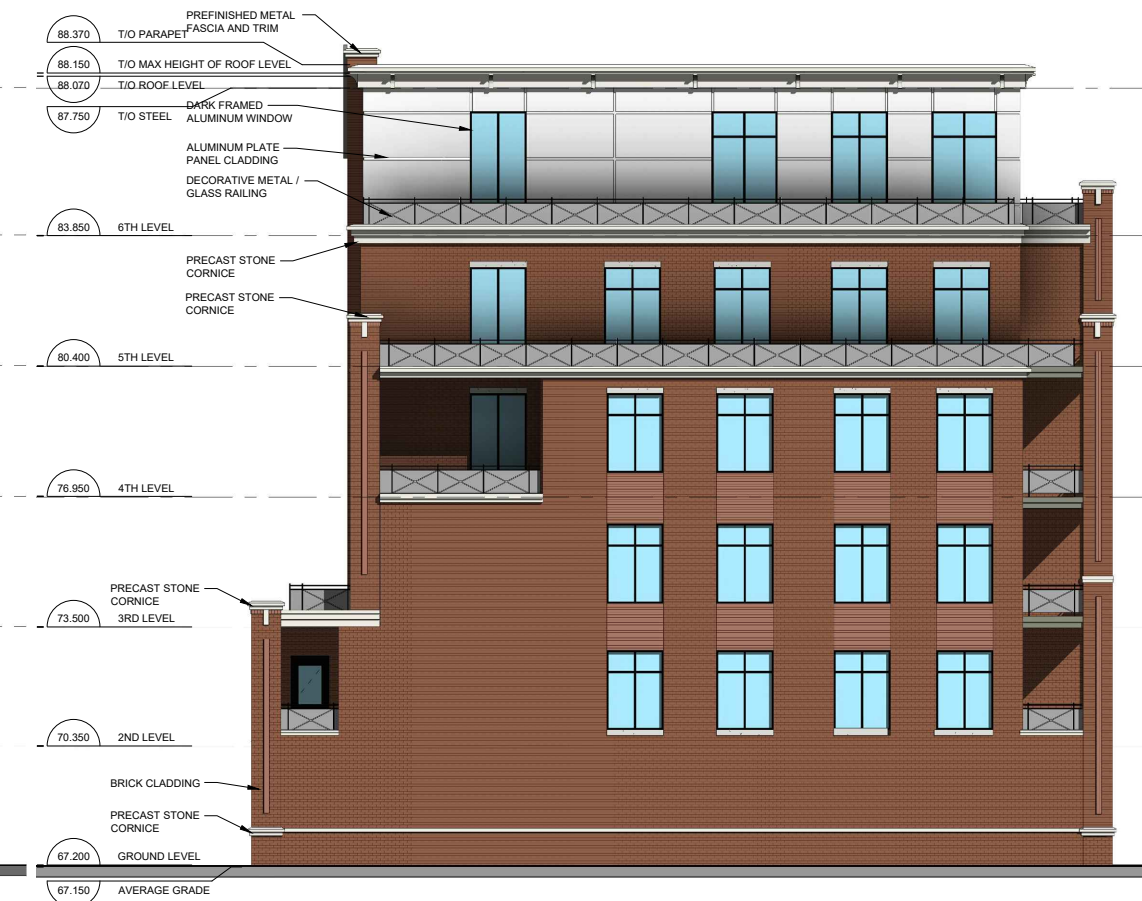
EAST ELEVATION - FACING ROOSEVELT AVENUE



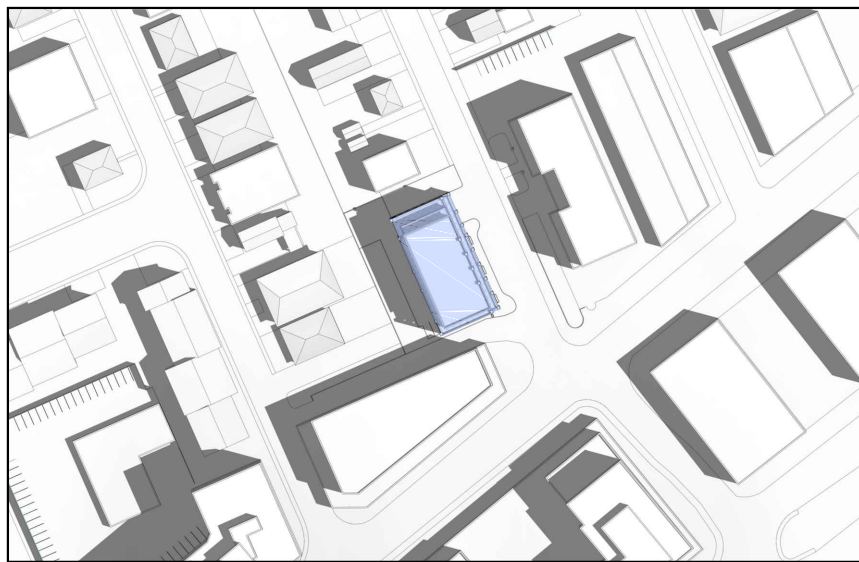
SOUTH ELEVATION - FACING RICHMOND ROAD



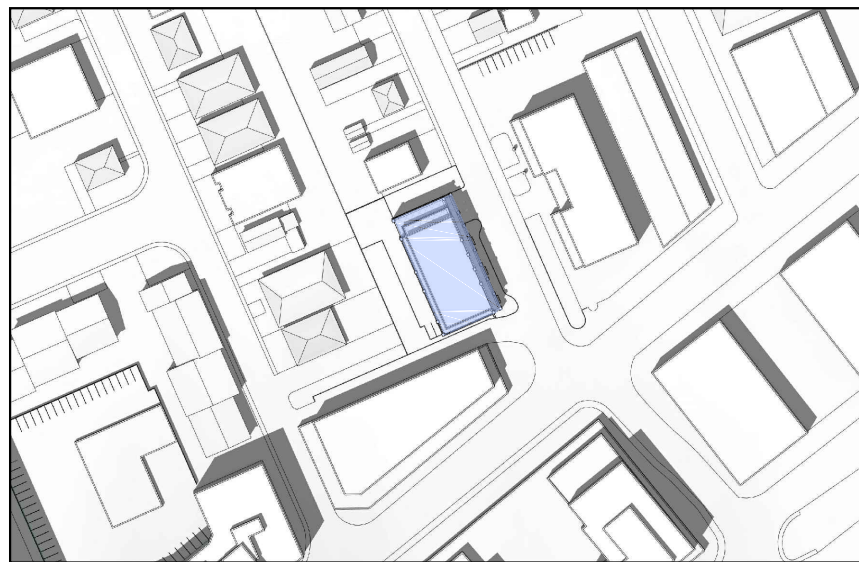
WEST ELEVATION - FACING REAR OF PROPERTY



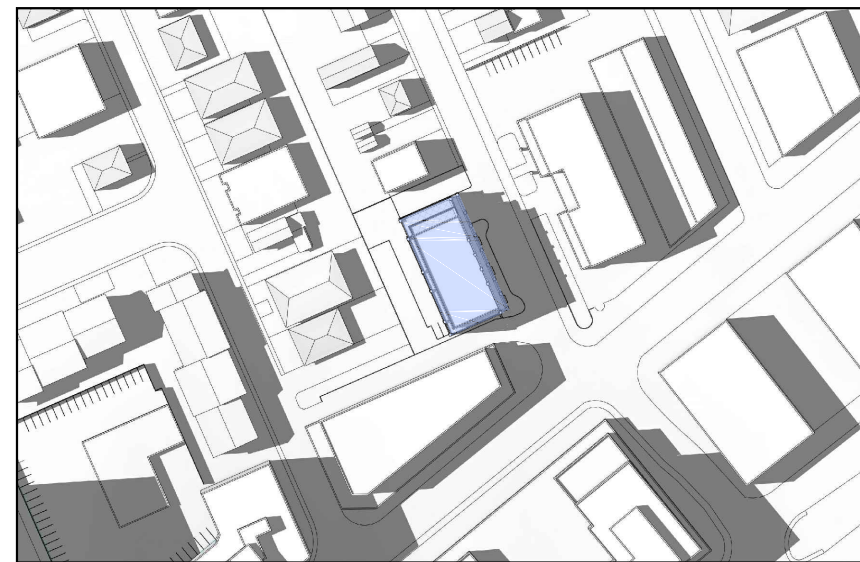
NORTH ELEVATION



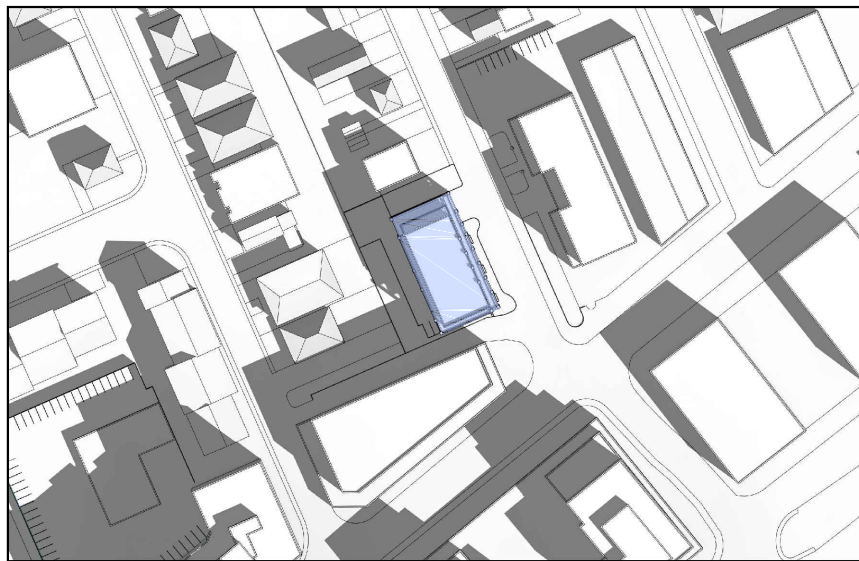
JUNE 21 9am



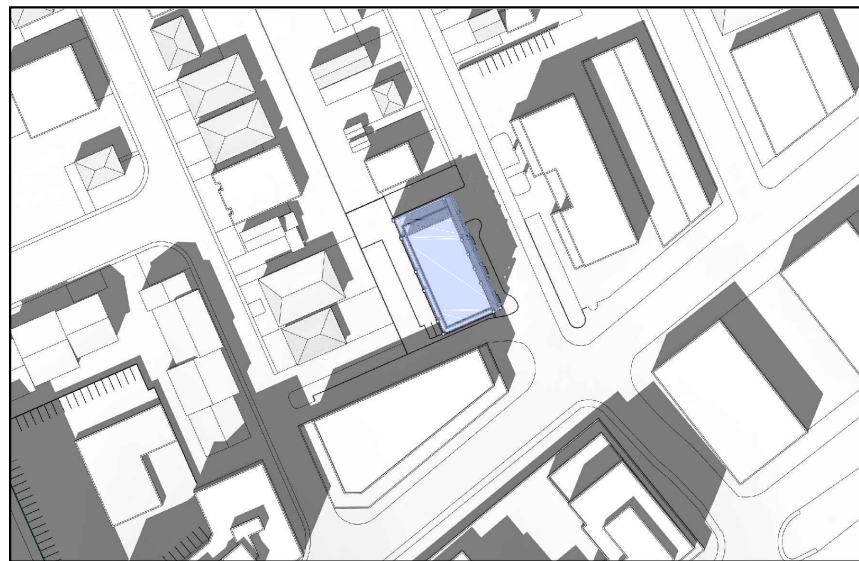
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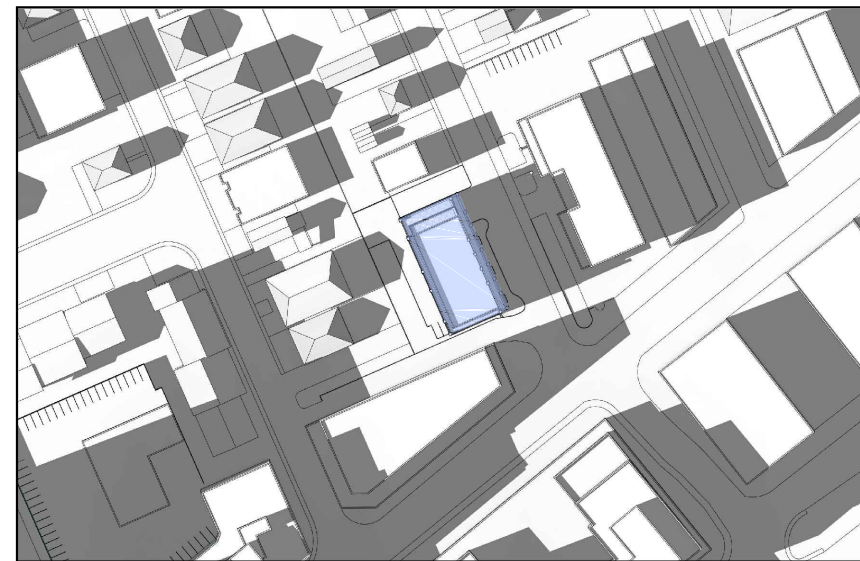
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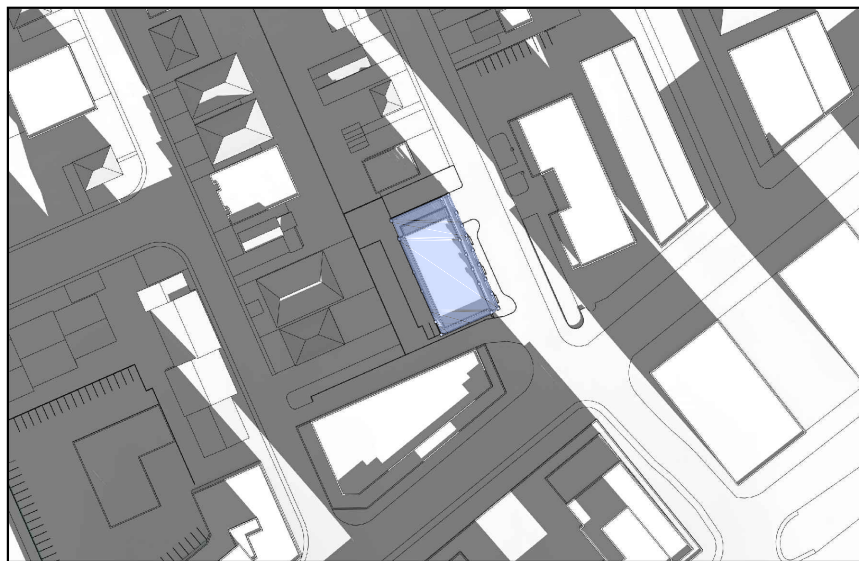
SEPT/MARCH 21 9am



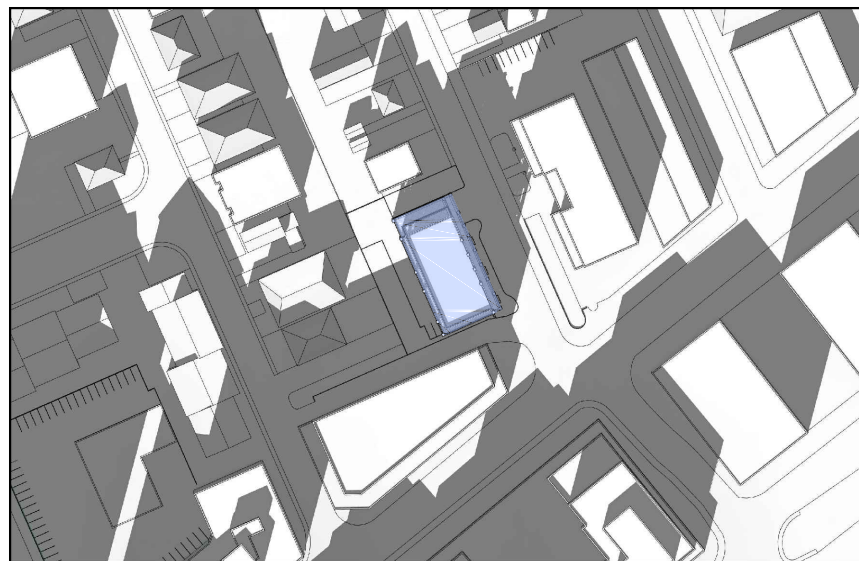
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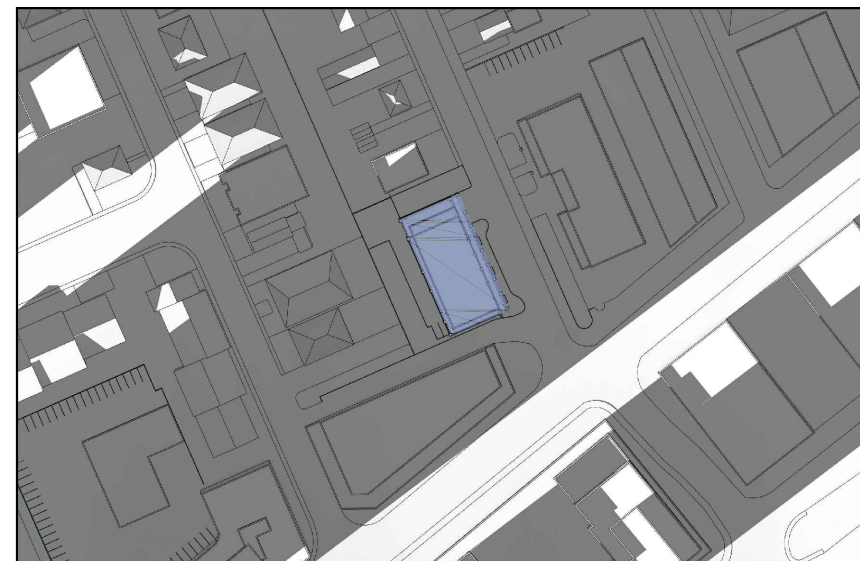
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DEC 21 9am



DEC 21 1pm



DEC 21 4pm









