



March 20, 2017

Planning and Growth Management Department  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, Ontario, K1P 1J1

Attention: Erin O'Connell, Planner II

**Re: 530 De Mazenod Avenue  
Site Plan Control Application  
File No.: D07-12-15-0143**

Dear Ms. O'Connell,

We're pleased to resubmit a response and the revised documents in response to your comments received October 17, 2016 in relation to the above noted application. Please accept this cover letter and our responses in blue to each of the questions, copied below indicating how the issues have been addressed. We've also provided in this package 10 hard copies of all revised plans and/or reports, along with a PDF of each.

Site Plan and General Comments

1. In general the plan is a good response to the planned context and the design has been approached appropriately.

Take note, the two proposed 9 storey condo buildings included in this site plan have undergone a redesigned. However, the design continues to maintain an active street frontage (now on all sides at the ground level), interesting architectural elements and stepped massing.

2. On the site plan, please include a north arrow, the dimensions of the block being developed on the lot lines, sidewalk dimension, and a reference to the zoning that is in place.

Added to the site plan.

3. Please also include on the site plan, another approximately 5 metres of space to the north, so the relationship of the access to the public street is clear.

Plan was adjusted as much as possible to show the relationship to the north. However, to maintain an appropriate scale on plan we were unable to provide an additional 5 metres. Please advise if still unclear.



4. Please include reference to the type of dwelling units proposed and breakdown by floor (2 bdrm, 1 bdrm, etc.).

Added to the site plan table.

5. All plans to be approved for site plan approval should include a signature block as attached separately (site plan, landscape plan, elevations, grading, serving, storm). We recognize that Don is no longer the acting manager of Urban Services however he or a designate will sign off on the plans.

Latest signature block is added to all plans.

6. Stairs on walkways to individual residential units, curbing, and retaining walls should be located on private property, not within the Right-of-Way.

We've shifted as much as possible individual residential unit walkways, curbing and retaining walls onto private property. However in some small circumstances, due to matching grades and the height of the garage structure, a few instances where walkway stairs leading to private patios encroach into the Right-of-Way. If walkways were not necessary, then pathways and the stairs to the sidewalk would not be necessary and the encroachments removed. Please advise if you would like us to maintain or remove the walkways from the ground floor units to the sidewalk.

7. Confirm parking rates based on recent revisions to Section 102 to both residential and visitor parking requirements.

Site plan table is updated with the current parking rates.

#### Landscape Plan

8. A tree removal permit will be required before any tree removals. Please confirm if trees here have been covered by previous tree removal permits.

Understood. Trees currently proposed for removal on the updated plan will require a tree removal permit.

9. Please confirm the tree species identified are appropriate given the potential for sensitive marine clay soils in the area.

The condo has an underground parking garage that exceeds 2.2m depth. Because the condo has a sufficiently deep foundation, the size and proximity of the trees to the condo are not governed by the typical sensitive marine clay soil standards. Please see attached memos from geotechnical and associated plans.



## Transportation

10. The drawings lack roadway geometry and ROW width dimensions.

The ROW width dimensions are shown in the cross-sections shown on the Greystone Village Subdivision Plan provided in the addendum to the Transportation Overview included in the resubmission package.

11. Future site plans should better indicate their location within Greystone Village. Some streets mentioned in the Traffic Overview are not illustrated in the report or shown on the site plan. An overall plan of the subdivision, including its connection to the existing road network, should be submitted in the Traffic Overview Report.

A Greystone Village Subdivision Plan showing the sites location within the subdivision is provided in the addendum to the Transportation Overview.

12. Reduced site generated vehicle trips and the modal share suggested by Novatech of 40% are not supported by the number of parking spaces provided for each phase. The minimum requirement is 0.5 spaces per dwelling but each unit has been provided a parking space for both phases.

The modal shares used in the Transportation Overview are consistent with the approved Community Transportation Study dated January 9th, 2015 for the Greystone Village subdivision. The modal shares are based on observed percentages in the 2011 TRANS O-D Survey Report that are specific to the Ottawa Inner Area.

It is acknowledged that the proposed number of parking spaces exceeds the minimum parking requirement identified in the City's Zoning Bylaw. The proposed development is not located within 600m of a rapid transit station, and as such the Zoning Bylaw does not identify a maximum parking restriction. The proposed number of parking spaces are required to meet anticipated market demands, and are in accordance with the City's Zoning Bylaw.

Although the proposed parking is in excess of the minimum parking requirements, not all residents are anticipated to use their vehicles during peak hours. The subject site forms part of the Greystone Village subdivision which provides access to numerous pedestrian, cycling and transit facilities. This will encourage residents to use alternative travel modes during peak hours.

13. The Transportation Overview Section 6.1 Proposed Access, Pg 4 states "The location and spacing of the proposed accesses are compliant with the city of Ottawa's Private Approach By-law." Please provide further explanation as the proposed access on Deschâtelets Avenue into Phase 2 is close to the De Mazenod Avenue intersection. Please refer to the Private Approach By-Law No. 2003-447 for the proper access distance.



Following the previous site plan submission the layout of the underground parking structure was revisited. Access to the underground parking structure for both phases is now provided through an all movement access on De Mazenod Avenue.

The previously proposed access on Deschâtelets Avenue will now only serve the future building, Block 46 on the Approved Draft Plan, to the north/west of the subject site. This future driveway will straddle the northern property line, and the adjacent sidewalk will provide pedestrian connectivity to the northern pedestrian entrance of the proposed development of the subject site. The driveway connecting to the future building will be constructed as part of a future Site Plan Control application while the adjacent sidewalk will be constructed as part of this development to provide pedestrian connectivity during the interim.

The Deschâtelets Avenue access shown on the revised site plan is located 3m from the extension of the De Mazenod Avenue ROW limit. As previously requested by City staff, this access is located across from the access to the back-to-back townhouses on the north side of Deschâtelets Avenue. The proposed access location, with respect to the access on the north side of Deschâtelets Avenue, is shown on the Greystone Village Subdivision Plan provided in the addendum to the Transportation Overview.

14. Please clarify parking and bike parking within the zoning summary chart on the site plan. For example - it's not clear if 97 bike parking spaces are proposed in total or for each phase. It may make sense to consolidate the Phase 1 and Phase 1 zoning summary for clarity.

The table on the Site Plan better clarifies what's in each phase. Vehicular and bicycle parking was revised and has been reviewed in the addendum to the Transportation Overview.

15. Please review the provision of bike parking. While the proposal meets the zoning by-law requirements, there is anticipated demand for bike parking spaces both internal and more easily accessible at grade. 5 spaces may not be sufficient at grade, although the location of some of the spaces under a balcony area providing some coverage is appreciated as an appropriate location. If visitor parking requirements have decreased in the recently approved by-law, there may be an opportunity to provide bike parking internal to the building at grade.

See updated table on Site Plan. The number and location of bicycle parking spaces was revised and has been reviewed in the addendum to the Transportation Overview.

16. The TDM section of the overview does not clarify how the site encourages residents to use alternative modes during the phasing of the subdivision. With parking being available to all residents, will the development reach the modal share targets during phasing or at ultimate build out?

The roadways surrounding the subject site have been designed to encourage alternative travel modes by providing a reduced road platform width and sidewalks on both sides.



The revised main entrance to the proposed development will function as a shared space for all modes and will connect to the sidewalk along De Mazenod Avenue. Sidewalk connections will also be provided between the side entrances to the proposed development and the sidewalks along Telmon Street and Deschâtelets Avenue. The main entrance to the proposed development is also located at a 300m walking distance of Main Street which is classified as a traditional mainstreet.

The proposed development provides a total of 152 bicycle parking spaces which exceeds the minimum requirements outlined in the City's Zoning By-law. All roads near the subject site will be local roadways with a posted speed limit of 30km/hr. These local roadways will permit on-road cycling through shared use lanes. The on-road cycling routes provide a direct connection to the off-road cycle track like the Multi-Use-Pathway along the Rideau Rive and along Main Street, which is a spine cycling route.

OC Transpo Route 5 and Route 16 are currently available along Main Street. A new bus stop is constructed along Hazel Street adjacent to the St. Paul's University parking lot. This new bus stop serves OC Transpo Route 16 and is in walking distance of approximately 215m of the main entrance to the proposed development.

Based on the foregoing, the proposed development conforms to the City's TDM principles by providing easy access to the local pedestrian, bicycle and transit systems. Although the proposed development will contain vehicular parking in excess of the minimum requirements of the City's Zoning By-law, the surrounding pedestrian, bicycle and transit facilities will encourage residents to use alternative modes of transportation during peak hours.

17. The sidewalk and curb line from Telmon should be continuous through the private road. Pavement markings and intersection control should be illustrated on Mazenod Avenue and its connecting streets.

Agree and included.

The revised site plan provided in the addendum to the Transportation Overview shows a continuous sidewalk across the Telmon Street access. Intersection control at the area intersections is described as follows, and are shown in Figure 1 of the addendum to the Transportation Overview.

- Stop control on De Mazenod Avenue at Deschâtelets Avenue and Telmon Street; and
- Stop control on Jeremiah Kealey Street at De Mazenod Avenue.

18. The width of access to Philosopher Private does not scale as 6.7 m although this width is indicated in the Traffic Overview report.

The revised plans shows a reduced width of 6.0m for Philosopher Private. You'll note on the revised plans, this private road no longer functions as an access to the underground parking structure. It now functions as an access to the Hydro utility building, surface



visitor parking for the Condo and as an emergency access for the three single detached addressed off Philosopher Private.

The location and spacing of the accesses have been revised and are reviewed in the addendum to the Transportation Overview.

19. The Tactile Walking Surface Indicator (TWSI) should be provided at pedestrian crossings.

Shown on the grading and landscape plans.

TWSI's are provided at pedestrian crossings at intersections, as shown on the revised site plan provided in the addendum to the Transportation Overview. TWSI's are not required crossing the proposed accesses, as per City standard detail drawing SC 7.1.

20. For the interlock pavers, landscaped areas and public art on City's road right-of-way the developer will be required to enter into a Maintenance and Liability Agreement with the City.

Understood / Acknowledged.

#### Infrastructure

21. Quantity controls are not required for the overall subdivision as the storm network outlets directly to the Rideau River. In the Master Servicing Study for the subdivision the storm sewers are designed to carry the 5 year storm with the major system handling the major system until it is captured at the outlet. If the roof drains are to connect directly into the local Storm system they should be controlled to the 5 year storm with the flows exceeding that level being directed to the major system or stored on site.

That is correct, the system will be controlled by the 5-year storm and any additional flow will be directed to the major system.

22. The maximum distance a fire hydrant is permitted to be from the building's fire department connection is 45 metres, and shall be along an unobstructed path of travel, as per Article 3.2.5.16. via 3.2.5.5., of the Ontario Building Code. Unfortunately BCSB was unable to identify the location of the fire department connection, in order to verify the design as being O.B.C. compliant in this regard.

The location of the fire hydrant is shown more clearly on the plan.

23. Please show Siamese Connection.

The Siamese Connection is shown on the site plan, grading and servicing plans.



24. Please show approx. location of Fire Alarm Panel or Auxiliary Panel.

Fire Alarm Panel identified on site plan.

Additional Comments:

25. Please detail the provision of the following containers for municipal waste collection on the plans for approval:

Garbage: 5 x 4 yards bins

Fibre: 2 x 4 yard bins

Glass metal plastic: 1 x 4 yard bin

Organics: 4 x 240L cart

Please include dimensions of doors and access to the garbage room. Waste guidelines have been attached for reference.

The refuse room is shown on the site plan (1<sup>st</sup> level of parking garage) with dimensions. Note, a compactor is included in the design which reduces the number of bins required.

26. Mail delivery for the apartment will be received to a central mail facility via lock box assembly or mailroom. The centralized mail facility is to be supplied and installed at the owner's expense. The centralized mail facility is to be installed to Canada Post standards. Mail receptacles are to be supplied and installed at owner's expense. Mail receptacles are to be installed at ground level and in accordance to Canada Post specifications.

Understood. We will coordinate with Canada Post.

27. The contact for Rogers site servicing is Martin Proulx at 613-688-2191 or [martin.proulx@rci.rogers.com](mailto:martin.proulx@rci.rogers.com).

Understood. We will coordinate with Rogers.

28. Enbridge and Hydro comments are attached separately for your information.

Understood. We will coordinate with Enbridge.

Regards,  
**GREYSTONE VILLAGE INC.**  
managed by Regional Group of Companies Inc.

A blue ink handwritten signature, appearing to read "Erin O'Connor", with a long horizontal flourish extending to the right.

Erin O'Connor, MCIP, RPP  
Development Planner