



File No. D07-12-17-0160

December 10, 2018

Roderick Lahey Architect Inc.  
56 Beech Street  
Ottawa, ON, K1S 3J6

Attention: Robert Verch  
Applicant/Architect

Dear: Mr. Verch:

**Subject: Site Plan Control Application  
929 Richmond Road**

The City has approved the Site Plan Control application received on December 1, 2017, subject to Owner of the subject lands entering into a Site Plan Agreement.

It is important to note that this Site Plan Control Approval will lapse if certain requirements are not fulfilled by November 28, 2019 . Specific details of the requirements will be provided to you once it has been indicated that the Owner is prepared to enter into an agreement with the City. These requirements may include, but are not limited to the following:

- Site Plan Agreement is signed.
- Security in the form of a Letter of Credit – in the City's standard format and wording, certified cheque or bank draft is provided.
- Certificate of Liability Insurance provided.
- Any required fees are paid

Please note that the documents referred to above, if not submitted in the City's required format(s), will be returned, resulting in a delay issuing a building permit and/or a commence work order.

The Owner of the subject lands is required to enter into a Site Plan Agreement with the City. Please arrange for legal representation as soon as possible to review this Site Plan Approval and the title to the subject lands. Please note that the City will require that all Agreement(s) entered into with the City shall require postponement(s) of any encumbrance(s) on title at the time of registration of the Agreement(s) with the City on

the subject lands, and any lands to be conveyed to the City as a condition of Site Plan Approval are required to be conveyed free and clear of any encumbrance(s) on title.

Also enclosed is a copy of the approved plan(s). We will retain the original site plan(s).

If you have any questions or concerns, please contact Mary Dickinson by telephone at 613-580-2424, extension 13923 or by e-mail at [mary.dickinson@ottawa.ca](mailto:mary.dickinson@ottawa.ca).

Sincerely,



Mary Dickinson  
Planner  
Development Review

Enclosures(10)

c.c. Councillor Theresa Kavanagh  
Santhosh Kuruvilla, Infrastructure Approvals Project Manager, PIED (include 1 set of approved/signed mylars)  
[Matthew.Wilson@ottawa.ca](mailto:Matthew.Wilson@ottawa.ca), Development Inspections  
[John.Buck@ottawa.ca](mailto:John.Buck@ottawa.ca), Building Inspections  
[Patrick.Kennedy@ottawa.ca](mailto:Patrick.Kennedy@ottawa.ca), Program Manager - Permit Approvals (include all final/consolidated approved Geotechnical and/or Slope Stability studies)  
[Mike.Levasseur@ottawa.ca](mailto:Mike.Levasseur@ottawa.ca) Select One, Zoning Plan Examiner  
Addressing And Signs  
[Wendy.Hickson@ottawa.ca](mailto:Wendy.Hickson@ottawa.ca), Development Agreement Officer  
[Joumana.Tannouri@ottawa.ca](mailto:Joumana.Tannouri@ottawa.ca), Finance  
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OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5  
(no attachments)  
[Jthomas@azureurban.com](mailto:Jthomas@azureurban.com), Owner  
[Mike.Schmidt@ottawa.ca](mailto:Mike.Schmidt@ottawa.ca), Rail Implementation Office  
[Mark.Richardson@ottawa.ca](mailto:Mark.Richardson@ottawa.ca), Planning Forester



**SITE PLAN CONTROL APPROVAL APPLICATION  
DELEGATED AUTHORITY REPORT  
MANAGER, DEVELOPMENT REVIEW WEST**

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Site Location: 929 Richmond Road and

File No.: D07-12-17-0160

Date of Application: December 1, 2017

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This SITE PLAN CONTROL application submitted by Robert Verch, Roderick Lahey Architecture Inc., on behalf of Westboro Point Developments Ltd., is APPROVED as shown on the following plan(s):

1. **Site Plan**, drawing number SP-1, prepared by Roderick Lahey Architect Inc., Consultants project number 1719, dated October 1, 2017, revision 8 dated November 2, 2018.
2. **Site Plan Future Road Alignment**, drawing number SP-2, prepared by Roderick Lahey Architect Inc., consultant's project number 1719, dated October 1, 2017, revision 8 dated November 2, 2018.
3. **Building Elevations**, 929 Richmond Road, Drawing No. 04, prepared by Roderick Lahey Architect Inc., consultant's project number 1719, dated November 23, 2018.
4. **Landscape Plan**, drawing number L-1, prepared by Kallala Designs, dated October 2017, revision 5 dated October 23, 2018.
5. **Existing Conditions Plan**, drawing number EX-1, prepared by DSEL, Consultant's project # 17-967, dated November 14, 2017, revision # 7 dated November 21, 2018.
6. **Grading Plan**, drawing number GP-1, prepared by DSEL, Consultant's project # 17-967, dated November 14, 2017, revision # 7 dated November 21, 2018.
7. **Site Servicing Plan**, drawing number SSP-1, prepared by DSEL, Consultant's project # 17-967, dated November 14, 2017, revision # 7 dated November 21, 2018.

8. **Erosion Control Plan**, drawing number EC-1, prepared by DSEL, Consultant's project # 17-967, dated November 14, 2017, revision # 7 dated November 21, 2018.
9. **Stormwater Management Plan**, drawing number SWM-1, prepared by DSEL, Consultant's project # 17-967, dated November 14, 2017, revision # 7 dated November 21, 2018.

And as detailed in the following report(s):

1. **Servicing and Stormwater Management for Azure Urban Developments INC**, 929 Richmond Road, prepared by DSEL, Consultant's File # 17-967, revision # 6 dated November 2018.
2. **Geotechnical Investigation Proposed Multi-Storey Building**, 929 Richmond Road and 108 Woodroffe Ave., Ottawa, Ontario, prepared by Paterson Group, Consultant's Report # PG1609-1 Revision 2, dated December 19, 2017.
3. **Phase 1 Environmental Site Assessment**, prepared by Paterson Group, Consultant's Report # PE1373-1, dated November 10, 2017.
4. **Geotechnical Memorandum**, prepared by Paterson Group, Consultant's File # PG4690-MEMO.01, dated November 22, 2018.
5. **Transportation Impact Study, 929 Richmond**, prepared by Parsons, Project No. 476519-01000, dated December 2017.
6. **Transportation Impact Study, 929 Richmond Road, Addendum #1**, prepared by Parsons, Project No. 476519-01000, dated May 25, 2018.
7. **Pedestrian Wind Assessment**, 929 Richmond Road, prepared by RWDI, Consultant's project number 1800803, dated May 14, 2018.
8. **Noise & Vibration Feasibility Study**, 929 Richmond Road, prepared by RWDI, Consultant's project number 1800803, dated May 22, 2018.

And subject to the following Standard and Special Conditions:

## Standard Conditions

1. Agreement  
The Owner shall enter into a standard site development agreement consisting of the following conditions. In the event the Owner fails to enter into such agreement within one year, this approval shall lapse.
2. Permits  
The Owner shall obtain such permits as may be required from Municipal or Provincial authorities and shall file copies thereof with the General Manager, Planning, Infrastructure and Economic Development Department.
3. Extend Internal Walkways  
The Owner shall extend internal walkways beyond the limits of the subject lands to connect to existing or proposed public sidewalks, at the sole expense of the Owner, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.
4. Barrier Curbs  
The Owner acknowledges and agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with the approved drawings of a design professional, such drawings to be approved by the General Manager, Planning, Infrastructure and Economic Development Department.
5. Water Supply for Fire Fighting  
The Owner shall provide adequate water supply for fire fighting for every building. Water supplies may be provided from a public water works system, automatic fire pumps, pressure tanks or gravity tanks.
6. Construct Sidewalks  
The Owner shall design and construct sidewalk(s) within public rights-of-way or on other City owned lands to provide a pedestrian connection from or to the site as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department. Such sidewalk(s) shall be constructed to City Standards.
7. Reinstatement of City Property  
The Owner shall reinstate, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department, any property of the City, including, but not limited to, sidewalks, curbs and boulevards, which is damaged as a result of the subject development.
8. Construction Fencing  
The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department.

9. Completion of Works

The Owner acknowledges and agrees that no building shall be occupied on the lands, nor will the Owner convey title to any building until all requirements with respect to completion of the Works as identified in this Agreement have been carried out and received Approval by the General Manager, Planning, Infrastructure and Economic Development Department, including the installation of municipal numbering provided in a permanent location visible during both day and night and the installation of any street name sign on relevant streets. Notwithstanding the non-completion of the foregoing Works, conveyance and/or occupancy of a lot or structure may otherwise be permitted, if in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development Department, the aforesaid Works are proceeding satisfactorily toward completion. The Owner shall obtain the prior consent of the General Manager, Planning, Infrastructure and Economic Development Department for such conveyance and/or occupancy in writing.

**Special Conditions**

10. Permanent Features

The Owner acknowledges and agrees that no permanent features shall be permitted above and below grade within the City's widened right-of-way, including commercial signage, except as otherwise shown on the approved Site Plan.

11. Asphalt Overlay

Due to the number of road cut permits required to service this development, the Owner shall install an asphalt overlay over the total area of the public driving surface of Woodroffe Ave. and Richmond Road, fronting the subject lands, as shown on the approved Grading Plan. The overlay shall be carried out to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department. The Owner acknowledges and agrees that all costs are to be borne by the Owner.

12. Below Grade Parking Areas and Depressed Driveways

- a) The Owner acknowledges and agrees that during major storm events, depressed driveways and below grade parking areas may be subject to flooding due to drainage from the road allowance. The Owner further acknowledges and agrees that the City will not take responsibility for flooding claims. The Owner further acknowledges that it is recommended that backwater valves be installed on catch basins located in depressed driveways.
- b) The Owner acknowledges and agrees that a notice-on-title respecting below grade parking areas and depressed driveways, as contained in Clause 14 hereinafter, shall be registered on title to the subject lands, at the Owner's expense, and a warning clause shall be included in all agreements of purchase and sale and lease agreements.

13. Notices on Title – All Units (Below Grade Parking and Depressed Driveways)

The Owner, or any subsequent owner of the whole or any part of the subject lands, acknowledges and agrees that all agreements of purchase and sale or lease agreements shall contain the following clauses, which shall be covenants running with the subject lands:

“The Purchaser/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that during major storm events, depressed driveways and below grade parking areas may be subject to flooding due to drainage from the road allowance. The Purchaser/Lessee further acknowledges being advised that the City of Ottawa will not take responsibility for flooding claims. Backwater valves are recommended for installation on catch basins located in depressed driveways.”

and

“The Purchaser/Lessee covenants with the Vendor/Lessor that the above clauses, verbatim, shall be included in all subsequent agreements of purchase and sale, and lease agreements for the lands described herein, which covenant shall run with the said lands.”

14. Geotechnical Investigation

The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation Report (the “Report”), are fully implemented. The Owner further acknowledges and agrees that it shall provide the General Manager, Planning, Infrastructure and Economic Development Department with confirmation issued by the geotechnical engineer that the Owner has complied with all recommendations and provisions of the Report, prior to construction of the foundation and at the completion of the Works, which confirmation shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

15. High Pressure Transmission Main

In order to help ensure the integrity of the City’s High Pressure 1220 mm Transmission Watermain located along the northern boundary of the site, the owner must undertake the following:

- a) The Owner agrees to implement all the recommendations as detailed in the memorandum dated November 22, 2018, prepared by Paterson Group, File # PG4690-MEMO.01 to facilitate the construction of the building foundation on the subject property adjacent to the City’s 1220mm watermain.
- b) The City’s 1220mm transmission watermain will remain in full operation and as such the owner will conduct every aspect of their construction in an

appropriate manner such that the current water supply is not affected in any way.

- c) Prior to the issuance of the Building Permit and Commence Work Notification, the Owner shall prepare a Contingency Plan for the construction of the foundation for the proposed building. The contingency plan will document who will be monitoring the on-site instrumentation during construction hours and after construction hours and also discuss what happens after construction hours. The City shall be notified at least five days in advance of the rock removal work so the City can implement the contingency/isolation preparation plan should the need arise.
- d) Prior to the issuance of the Building Permit and Full Commence Work Notification, the results from the Preliminary Test Blasting and detailed bedrock fragmentation procedure and schedule to be used by the excavating contractor must be submitted to the City for review prior to any commencement of further rock removal on site. The City reserves the right to utilize a third party engineer review process to evaluate the results and procedures submitted.
- e) Should the monitoring levels of vibration exceed the maximum limit of 25mm/sec as detailed in the Paterson Group Memorandum (file # PG4690-MEM O.01) dated November 22, 2018, the Owner agrees to cease all construction activities and immediately report the results to the City.
- f) The City reserves the right to issue a stop work order for the construction at 929 Richmond Road & 108 Woodroffe Avenue in the event of an incident which would adversely affect the City's requirement to provide safe drinking water. This may include but not be limited to, a leak in or failure of the High Pressure Transmission Watermain and/or a failure at one of the purification plants. Where the stop work order is for a period of 24 hours or less, the City is not responsible for any delay claim billed to the Owner. No inference of liability is to be taken from these conditions for any period longer than 24 hours.
- g) A certificate of liability insurance shall be submitted to the City wherein the Owner is the named insured and the City of Ottawa is additional insured. The limits of the policy shall be in the amount of \$25,000,000 and shall be kept in full force and effect for the term of the construction project at 929 Richmond Road and 108 Woodroffe Avenue.

16. Vibration Monitoring Plan for 1220 mm Transmission Watermain

The Owner acknowledges and agrees to provide a vibration monitoring plan as per the approved Geotechnical Investigation Report to the General Manager, Planning, Infrastructure and Economic Development prior to construction begins. Monitoring shall be done by an Engineer licensed in the Province of Ontario with a minimum of



five (5) years experience in the field of vibration monitoring.

The plan should at a minimum include:

- Qualifications of the Vibration Monitoring Specialist Engineer.
- Proposed instrumentation/equipment and calibrations.
- Proposed location of instruments.
- Proposed method of installation.
- Proposed frequency of readings.
- Proposed schedule for issuing certificates of conformance.
- Proposed monitoring triggers and precautionary actions.
- The proposed monitoring triggers shall specify precautionary action items to be taken by the Contractor at several vibration ranges as the monitored vibration approaches the specified vibration limit, to alert the Contractor that the vibration limit is being approached and to ensure that the vibration limit is not exceeded.

**17. Overland Flow Route**

The Owner acknowledges and agrees to maintain and not alter the existing storm flow route crossing the subject property from the west property line to the north property line in perpetuity as shown on the approved Grading Plan, Drawing No. GP-1.

**18. Protection of City Sewers**

- a) Prior to the issuance of a building permit, the Owner shall, at its expense:
  - (i) provide the General Manager, Planning, Infrastructure and Economic Development Department with the engineering report from a Professional Engineer, licensed in the Province of Ontario, which report shall outline the impact of the proposed building's footing and foundation walls, on the City sewer system, that crosses the Richmond Road and Woodroffe Ave. frontages (the "City Sewer System") and the impact of the existing City Sewer System on the building's footing and foundation walls.
  - (ii) obtain a legal survey acceptable to the General Manager, Planning, Infrastructure and Economic Development Department and the City's Surveyor, showing the existing City Sewer System within Richmond Road and Woodroffe Ave. and the location of the proposed building and its footings in relation to the City Sewer System;
  - (iii) obtain a video inspection of the City Sewer System within Richmond Road and Woodroffe Ave. prior to any construction to determine the condition of the existing City Sewer System prior to construction on the lands and to provide said video inspection to the General Manager, Planning, Infrastructure and Economic Development Department.
- b) Upon completion of construction on the lands, the Owner shall, at its expense and to the satisfaction of the General Manager, Planning, Infrastructure and

Economic Development Department:

- (i) obtain a video inspection of the existing City Sewer System within Richmond Road and Woodroffe Ave. to determine if the City Sewer System sustained any damages as a result of construction on the lands; and
- (ii) assume all liability for any damages caused to the City Sewer System within Richmond Road and Woodroffe Ave. and compensate the City for the full amount of any required repairs to the City Sewer System.

19. Use of Explosives and Pre-Blast Survey

- (a) The Owner acknowledges and agrees that all blasting activities will conform to the City's Standard S.P. No. F-1201 entitled *Use of Explosives*, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per S.P. No. F-1201, at the Owner's expense, for all buildings, utilities, structure, water wells and facilities likely to be affected by the blast, in particular, those within seventy-five (75) metres of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter to the owner, or occupant and owner, with a formal request for permission to carry out an inspection (the "Notification Letter").
- (b) The Owner acknowledges and agrees that the Notification Letter(s) shall be in compliance with City Standard S.P. No. F-1201 and to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department. Pursuant to City Standard S.P. No. F-1201, the Owner or its agents, contractors and subcontractors shall provide written notice to all owners and tenants of any building and/or facility located within a minimum of one hundred and fifty (150) metres from the blasting location at a minimum of fifteen (15) business days prior to any blasting. The Owner further acknowledges and agrees that it shall provide a copy of the Notification Letter(s) to the General Manager, Planning, Infrastructure and Economic Development Department prior to any blasting activities.

20. Soil Management

The Owner acknowledges and agrees to retain an environmental consultant to identify areas on the subject lands where excess soils, fill and/or construction debris will be removed. If through further testing any of these materials are found to be contaminated, the Owner acknowledges and agrees to dispose, treat or recycle these materials at a waste disposal site or landfill licensed for that purpose by the Ministry of the Environment and Climate Change.

21. Groundwater Management

The Owner acknowledges and agrees to retain an environmental consultant to test groundwater to be removed from the site during and after redevelopment. If through further testing the groundwater samples are found to be contaminated, all contaminated groundwater must be removed, managed or treated in accordance with

appropriate Ontario regulations and/or discharged in accordance with the City's Sewer Use By-Law, being By-law No. 2003-514, as amended.

22. Cash in Lieu of Parkland

Upon execution of this Agreement, the Owner shall pay cash-in-lieu of parkland in accordance with the Parkland Dedication Bylaw, as amended. The Owner shall also pay the parkland appraisal fee of \$500.00 plus H.S.T. of \$65.00 appraisal fee. Pursuant to the City's Parkland Dedication By-law, being By-law No. 2009-95, as amended, 40% of said funds collected shall be directed to City wide funds, and 60% shall be directed to Ward 7 funds.

23. Site Lighting Certificate

- a) In addition to the requirements contained in the standard site plan agreement conditions, the Owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:
  - i. it must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES); and
  - ii. it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.
- b) The Owner acknowledges and agrees that, upon completion of the lighting Works and prior to the City releasing any associated securities, the Owner shall provide certification satisfactory to the General Manager, Planning, Infrastructure and Economic Development Department, from a Professional Engineer, licensed in the Province of Ontario, that the site lighting has been constructed in accordance with the Owner's approved design plan.

24. Snow Storage (Special Condition)

In addition to the requirements of the site plan agreement, the Owner acknowledges and agrees that any portion of the subject lands which is intended to be used for snow storage shall not interfere with the servicing of the subject lands.

25. Off-Site Contamination Management Agreement

The Owner acknowledges and agrees that where contamination emanating from the site and impacting the City's rights-of-way is discovered during the course of the Works, the Owner shall notify the Manager, Realty Services immediately in writing and agrees to enter into an Off-Site Management Agreement with the City to address the contamination in the rights-of-way. The Owner shall be responsible for all associated costs with the Off-Site Management Agreement, which agreement

shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

26. Inlet Control Devices (ICDs)

The Owner acknowledges and agrees to install and maintain in good working order the required roof-top and in-ground stormwater inlet control devices, as recommended in the approved drawings and Servicing and Stormwater Management Report. The Owner further acknowledges and agrees it shall assume all maintenance and replacement responsibilities in perpetuity. The Owner shall keep all records of inspection and maintenance in perpetuity, and shall provide said records to the City upon its request.

27. Private Storm Sewer Connection to City Sewer System

The Owner acknowledges and agrees that any new storm sewers to be installed as part of this development shall not be connected to the City's existing storm sewer system until such time as either:

- (a) a certificate of conformance and As-Built drawing(s) have been received from a Professional Engineer, licensed in the Province of Ontario, certifying that all required inlet control devices have been properly installed to City Standards or Specifications, and that the storm sewer system has been installed in accordance with the approved engineering drawings for site development and City Sewer Design Guidelines. The inlet control devices shall be free of any debris; or
- (b) a flow limiting orifice plate, designed by a Professional Engineer licensed in the Province of Ontario and to the satisfaction of the City, has been installed at the storm water outlet prior to connecting any upstream storm sewers. Such orifice plate shall not be removed until subsection (a) above has been satisfied and approved by the General Manager, Planning, Infrastructure and Economic Development Department.

28. Professional Engineering Inspection

The Owner shall have competent Professional Engineering inspection personnel on-site during the period of construction, to supervise the Works, and the General Manager, Planning, Infrastructure and Economic Development Department, shall have the right at all times to inspect the installation of the Works. The Owner acknowledges and agrees that should it be found in the sole opinion of the General Manager, Planning, Infrastructure and Economic Development Department, that such personnel are not on-site or are incompetent in the performance of their duties, or that the said Works are not being carried out in accordance with the approved plans or specifications and in accordance with good engineering practice, then the General Manager, Planning, Infrastructure and Economic Development Department, may order all Work in the project to be stopped, altered, retested or changed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

29. Stormwater Works Certification

Upon completion of all stormwater management Works, the Owner acknowledges and agrees to retain the services of a Professional Engineer, licensed in the Province of Ontario, to ensure that all measures have been implemented in conformity with the approved Plans and Reports. The Owner further acknowledges and agrees to provide the General Manager, Planning, Infrastructure and Economic Development Department with certificates of compliance issued by a Professional Engineer, licensed in the Province of Ontario, confirming that all recommendations and provisions have been implemented in accordance with the approved Plans and Reports referenced in Schedule "E" herein.

30. Site Dewatering

The Owner acknowledges and agrees that while the site is under construction, any water discharged to the sanitary sewer due to dewatering shall meet the requirements of the City's Sewer Use By-law No. 2003-514, as amended.

31. Traffic study

The Owner(s) has undertaken a Transportation Impact Study for this site, prepared by Parsons, Project No. 476519-01000, dated November 27, 2017, and including addendums 1-3, to determine the infrastructure and programs needed to mitigate the impact of the proposed development on the local transportation network and establish the site design features needed to support system-wide transportation objectives. The Owner shall ensure, that the recommendations of the Transportation Study/Brief are fully implemented, to the satisfaction of the General Manager, Planning and Planning, Infrastructure and Economic Development Department.

32. Road Widening

The Owner(s) shall convey, at no cost to the City, a 3 metre road widening across the complete Woodroffe Avenue frontage, measured from the existing property line and as shown on the approved Site Plan, drawing SP-1. The exact widening must be determined by legal survey. The Owner shall provide an electronic copy of the Deed and a copy of the Deposited Reference Plan indicating the widening, prior to execution of the agreement by the City. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will have been submitted to the City Surveyor for review prior to its deposit in the Registry Office. The City will not register the Deed for the road widening until after the City has issued the related building permit.

33. Public Roadway Modifications

The Owner(s) are responsible for all costs associated with the public roadway modifications required to accommodate this development as per RMA-2018-TPD-084.

34. Roadway Modifications (REQUIRING ROAD MODIFICATION APPROVAL BY CITY)

The Owner acknowledges and agrees that Road Modification Approval by the City is required for the road modification works associated with the proposed Site Plan Agreement, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department. The Owner further agrees to be responsible for all costs associated with the public roadway modifications. The Owner also acknowledges and agrees that the required roadway modifications, a median constructed on Richmond Road, must be complete prior to occupancy of the subject building.

35. Provision for Transit Passenger Standing Areas/Shelter Pads

The Owner(s) shall locate, design and construct, at no cost to the City of Ottawa, paved transit passenger standing areas to the specifications of the City of Ottawa.

36. Relocate/Adjust Bus Stop

The Owner(s) shall relocate/adjust those OC-Transpo's bus stops, which will be impacted by the proposed new roadwork and private approaches to the site.

37. Private Approach Detail

The Owner agrees that all private approaches, including temporary construction access to the subject lands, shall be designed and located in accordance with and shall comply with the City's Private Approach By-Law, being By-law No. 2003-447, as amended, and shall be subject to approval of the General Manager, Planning, Infrastructure and Economic Development Department.

38. Parking and Deliveries

The Owner agrees that all parking and deliveries related to the function and operation of the development will occur and be accommodated on site; these activities will not be permitted on the public roads.

39. City Street Signage

The Owner(s) are responsible for all costs associated with the supply and installation by the City of Ottawa all necessary regulatory and warning signs required to accommodate this development.

40. Noise Impact Study

The Owner acknowledges and agrees to implement the noise control attenuation measures recommended in the approved Transportation Noise Assessment, referenced in Schedule "E" of this Agreement, as follows:

- (a) All units shall to be equipped with Central Air Conditioning.
- (b) All units shall be fitted with a forced air heating system and ducting, and shall be sized to accommodate central air conditioning;
- (c) further to subsection (b) above, the location and installation of any outdoor air conditioning device(s) shall comply with the noise criteria of the Ministry of the Environment and Climate Change's Publication NPC-216 entitled

Environmental Noise Guidelines for Installation of Residential Air Conditioning Devices, dated September 1994, as amended, in order to minimize the noise impacts both on and off the immediate vicinity of the subject lands.

- (d) The mechanical equipment to be installed on the proposed development requires mitigation to comply with the City of Ottawa and Publication NPC-300 sound level limits. The proposed development can meet the requirements with the following:
  - a. A reduction of 12 dB for the CHP generator or selection of quieter equipment that achieves the specified maximum allowable levels,
  - b. A reduction of 3 dB for the make-up air intake louvre or selection of quieter equipment that achieves the specified maximum allowable levels,
  - c. The emergency generator to be installed with a level 2 acoustic enclosure, and
  - d. Ensure the boiler stack, parking garage intake and exhaust shafts don't exceed the specified maximum overall sound power levels specified within this study.
- (e) Prior to issuance of building permit, a review of building components (windows, walls, doors) is required and must be designed to achieve indoor sound level criteria.
- (f) All units shall have the following Notices-on-Title respecting noise:

Type A: "Purchasers/tenants are advised that sound levels due to increasing road traffic (rail traffic) (air traffic) may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment"

and

Type D: "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

and

"The transferee covenants with the transferor, and the lessee covenants with the lessor, that the above clause's, verbatim, shall be included in all subsequent agreements of purchase and sale, lease agreements, and Transfers/Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the owner of the adjacent road."

#### 41. Certification Letter for Noise Control Measures

- a) The Owner acknowledges and agrees that upon completion of the development and prior to occupancy and/or final building inspection, it shall retain a Professional Engineer, licensed in the Province of Ontario with expertise in the

subject of acoustics related to land use planning, to visit the lands, inspect the installed noise control measures and satisfy himself that the installed recommended interior noise control measures comply with the measures in the Noise Impact Assessment Study referenced in Schedule "E" hereto, as approved by the City and/or the approval agencies and authorities (The Ministry of the Environment and Climate Change) or noise thresholds identified in the City's Environmental Noise Control Guidelines. The Professional Engineer shall prepare a letter to the City's Development Inspection Program Manager (the "Certification Letter") stating that he certifies acoustical compliance with all requirements of the applicable conditions in this Agreement, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

- b) The Certification Letter shall be unconditional and shall address all requirements as well as all relevant information relating to the development, including project name, lot numbers, building identification, drawing numbers, noise study report number, dates of relevant documents and in particular reference to the documents used for the building permits and site grading applications. The Certification Letter(s) shall bear the certification stamp of a Professional Engineer, licensed in the Province of Ontario, and shall be signed by said Professional Engineer, and shall be based on the following matters:
  - i. Actual site visits, inspection, testing and actual sound level readings at the receptors;
  - ii. Previously approved Detailed Noise Control Studies, Site Plan and relevant approved Certification Letters (C of A) or Noise thresholds of the City's Environmental Noise Control Guidelines; and
  - iii. Non-conditional final approval for release for occupancy.
- c) All of the information required in subsections (a) and (b) above shall be submitted to the General Manager, Planning, Infrastructure and Economic Development Department, and shall be to his satisfaction.

#### 42. Maintenance and Liability Agreement

The Owner acknowledges and agrees it shall be required to enter into a Maintenance and Liability Agreement for all plant and landscaping material (except municipal trees), decorative paving, planter boxes, benches, bike racks and any other street furnishings placed in the City's right-of-way along Woodroffe Avenue and Richmond Road in accordance with City Specifications, and the Maintenance and Liability Agreement shall be registered on title, at the Owner's expense, immediately after the registration of this Agreement. The Owner shall assume all maintenance and replacement responsibilities in perpetuity.



43. Merging of Property Parcels

The Owner acknowledges and agrees that, prior to registration, the two parcels (PIN 039700001 and PIN 039700002), which make up the subject site must be merged into one PIN. All costs associated with merging the parcels is the sole responsibility of the owner.

44. Tree Conservation Report

Prior to registration of the agreement, the owner agrees to submit a Tree Conservation Report to the General Manager, Planning, Infrastructure and Economic Development Department for review and approval. The owner further agrees that no trees shall be removed from the subject site until such time as the Tree Conservation Report has been approved, and a Tree Permit has been issued.

45. Tree Permit

The Owner acknowledges and agrees that any trees to be removed shall be removed in accordance with an approved Tree Permit, and in accordance with the City's Urban Tree Conservation By-law, being By-Law No. 2009-200, as amended. The Owner further agrees that a copy of the approved Tree Permit and/or Tree Conservation Report shall be posted on the construction site at all times during tree removal, grading, construction, and any other site alteration activities.

46. Tree Protection

The Owner acknowledges and agrees that all trees to be retained and any trees adjacent to the subject property shall be protected in accordance with the City's required tree protection measures. At a minimum, the following tree protection measures shall be applied during all on-site works:

- (a) Erect a fence at the critical root zone (CRZ) of trees, defined as ten (10 cm) centimetres from the trunk for every centimetre of trunk DBH (i.e.,  $CRZ = DBH \times 10cm$ );
- (b) Do not place any material or equipment within the CRZ of the tree;
- (c) Do not attach any signs, notices or posters to any tree;
- (d) Do not raise or lower the existing grade within the CRZ without the approval of the General Manager, Planning, Infrastructure and Economic Development Department;
- (e) Tunnel or bore when digging within the CRZ of a tree;
- (f) Do not damage the root system, trunk or branches of any tree; and
- (g) Ensure that exhaust fumes from all equipment are not directed towards any tree's canopy.

47. Tree Planting Location

The Owner acknowledges and agrees to plant trees on the subject property in accordance with the approved Landscape Plan. The Owner further agrees that no tree planting shall be permitted within the drainage swale located along the north end of the subject property, as shown on the approved grading plan.

#### 48. Waste and Recycling Collection

##### a) Residential Units

The Owner acknowledges and agrees that the City will provide waste collection and cart (and/or container) recycling collection for the residential units. The Owner shall provide an adequate storage room or space for waste containers and recycling carts (and/or containers). The Owner acknowledges and agrees that it is recommended that the containers and carts be placed on a concrete floor. The Owner shall provide an adequate constructed road access to the waste/recycling storage room or area suitable for waste/recycling vehicles as direct access to the containers and carts is required. The Owner acknowledges and agrees that any additional services (i.e. winching of containers) may result in extra charges.

##### b) Non-Residential/Commercial Units

The Owner acknowledges and agrees that waste collection and recycling collection will not be provided by the City and it shall make appropriate arrangements with a private contractor for waste collection and recycling collection. The Owner shall consult a private contractor regarding any access requirements for waste and/or recycling collection.

#### 49. O-Train – Construction Methods and Scheduling

The Owner acknowledges and agrees that construction methodology, timing and scheduling must be submitted for review and approval by the Rail Construction Project Office, Transportation Services Department, to ensure that there are no impacts on the Stage 2 Ottawa Light Rail Transit (OLRT) project thirty (30) days prior to the commencement of any site works and/or building permits being issued, including conditional permits. The Owner agrees to provide the following documents, to the satisfaction of the Director, Rail Construction Project Office:

- a) Structural drawings
- b) Foundation drawings
- c) Excavation methods and drawings
- d) Shoring methods and drawings
- e) Crane locations
- f) Staging of operations
- g) Traffic management plan
- h) Assessment of potential changes, due to blasting, in the soil and rock characteristics and strength and the groundwater regime.
- i) Construction schedule (including anticipated dates, type of construction activity and contact person for coordination)

#### 50. O-Train – Building Permit Submission

The Owner acknowledges and agrees to submit all building permit application forms and associated permit drawings, in PDF format, to the Director, Rail Construction Project Office, thirty (30) days prior to submitting the application and/or drawings to

the Building Code Services Branch. The Owner further acknowledges and agrees to submit PDF files of any revisions to the construction permit drawings to the Director, Rail Construction Project Office, thirty (30) days prior to submitting revision drawings.

51. O-Train – Additional Plans Reports and Plans

In addition to the documents listed in Condition 1 above the Owner further acknowledges and agrees that if construction of the proposed development is not completed prior to the start of the construction program of the Stage 2 OLRT project, as determined by the Rail Construction Project Office; or occurs after the construction of the Stage 2 OLRT project has been completed, the following documents must be provided for review and approval thirty (30) days prior to the commence work of any site works and/or building permits being issued, including conditional permits, to the satisfaction of the Director, Rail Construction Project Office.:

- j) Dewatering and Discharge plans
- k) Blast Assessment Report (BAR), if blasting proposed.
- l) Field monitoring and action plans

The Owner acknowledges and agrees it shall pay all costs associated with the review, by the City and Rail Construction Project Office, of the plans and/or reports listed above.

52. O-Train – Dewatering and Discharge Plan

The Dewatering and Discharge plan listed in Condition 2 above shall include, but not limited to, the following details:

- a) Full description of the project, including drawings
- b) Hydrogeological site conceptual model for both overburden and bedrock
- c) Quantitative dewatering volume assessment based on site-specific testing data, such as slug tests and/or pumping tests, and including proposed location(s) for discharge and confirmation that the receiver(s) can accommodate the proposed volumes
- d) Characterization of groundwater quality in respect of City Sewer Use By-Law criteria limits using site sampling data, with discussion of potential treatment requirements
- e) Impact assessment including short term (construction) and long term (subsurface drainage) and drawdown interference with local wells (if any) and/or ecological features
- f) Evaluation of ground settlement / basal heave potential both within the excavation and with regard to nearby structures / infrastructure including zone of influence

- g) Monitoring and mitigation plans including contingency plan.
- h) Determination of the need for / type of regulatory approvals required (eg., Permit To Take Water / Environmental Activity and Sector Registry).

The Owner acknowledges and agrees to contact the Rail Construction Project Office to confirm the details to be included in the Dewatering and Discharge Plan prior to completing the plan.

53. O-Train – Blast Assessment Report (BAR)

The Blast Assessment Report (BAR), listed in Condition 2 above, shall include but not limited to, the following details:

- a) Work plan showing details of the proposed blasting operations
- b) Types of explosive and detonation to be adopted.
- c) Pre-blast survey
- d) Protection against damage to the adjacent structures, underground and above-ground utilities, and protection of the public safety.
- e) Blasting limits
- f) Determination of the zone of influence due to blasting, and assessment of the blasting effects to all structures and utilities within the zone of influence.
- g) Details of vibration monitoring.
- h) Methods of remedial measures of damages caused by blasting.
- i) Emergency responses to blasting damage.
- j) Qualifications and experience of the individuals and specialists of the blasting contractor who are responsible for the blasting operations.

The Owner acknowledges and agrees to contact the Rail Construction Project Office to confirm the details to be included in the BAR prior to completing the report.

The Owner acknowledges and agrees to submit the BAR, a minimum of 90 days prior to blasting for review and approval by Rail Construction Project Office. The Owner agrees that changes to the construction methods and/or building limits may be required ensure the integrity of the light rail infrastructure.

The Owner further acknowledges and agrees that all blasting activities shall conform to the City Special Provisions F-1201 and OPSS 120 entitled Use of Explosives, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per City Special Provisions F-1201, at the Owner's expense, for all buildings, utilities, structures, including existing and proposed OLRT structures, water wells and facilities likely to be affected by the blast, in particular, those within seventy-five (75) metres of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter to the owner or occupant and owner with a formal request for

permission to carry out an inspection.

54. O-Train – Field Monitoring and Action Plan

The field monitoring and action plans listed in Condition 2 above, shall include but not limited to, the following details:

- a) Specify the party responsible for the monitoring.
- b) Details of monitoring.
- c) Monitoring criteria for settlement, movement, vibration, groundwater levels, dewatering volumes, effluent quality, etc.
- d) Alert and warning levels, and proposed actions.
- e) Monitoring frequency and monitoring period (i.e., during construction and warrantee periods).
- f) pre-and post-construction surveys

The Owner acknowledges and agrees to contact the Rail Construction Project Office to confirm the details to be included in the field monitoring and action plans prior to completing the plans.

55. O-Train – Additional Cost Associated with Construction Methodology

The Owner acknowledges and agrees that upon review of the construction methods proposed by the Owner and/or its agent(s), should any additional costs be required for the construction and/or protection of the Stage 2 OLRT project, the Owner acknowledges and agrees that it shall compensate the future Stage 2 OLRT Project Company for such extra costs, including review of the Owner's proposed works.

56. O-Train – Use of Rock Anchors / Tiebacks

- a) The Owner acknowledges and agrees that the use of rock anchors / tiebacks within the City's Richmond Road and/or Woodrofe Avenue right-of-way (ROW) in proximity to OLRT corridor is discouraged. However, should rock anchors / tiebacks be deemed necessary to accommodate the construction of the proposed development, the City and the Rail Construction Project Office may consider their use within the ROW subject to a review and approval. If approved, by the City and the Rail Construction Office, the Owner further acknowledges and agrees to enter into a separate agreement with the City and the future Stage 2 OLRT Project Company, pertaining to the construction details for the proposed rock anchors / tieback installation, prior to commencement of such installation. The Owner shall be responsible for all associated costs for preparation and processing of such agreement and the associated review of the rock anchors / tieback installation plans.
- b) The Owner acknowledges and agrees to be responsible for any additional costs incurred by Stage 2 OLRT Project Company during construction of the OLRT project due to the installation of rock anchors / tiebacks and/or sheet piling within the Richmond Road and/or Woodrofe Avenue ROW by the Owner.

57. O-Train – Construction Scheduling and Coordination, Site Access, Servicing

- a) The Owner acknowledges and agrees that if the construction of the development is planned to occur during the same time-period as the OLRT construction, and/or associated works, that the works should be coordinated during construction so as not to present a significant delay, if any, to both parties. Accordingly, it is acknowledged that the Owner may encounter potential restrictions and delays associated with the development of the lands, which will be reasonably mitigated through coordination of construction activities, as required.
- b) The Owner acknowledges and agrees that, notwithstanding standard City approval requirements, that subsequent to January 1, 2019, to mitigate and assess any potential construction and/or scheduling conflicts between the two projects, that Owner or the Owner's agent(s) shall not be permitted to temporarily close or use the adjacent portion of Richmond Road and/or Woodroffe Avenue, be issued a building permit, or to install services within the Richmond Road and/or Woodroffe Avenue right-of-way without the prior written permission of the Director, Rail Construction Project Office, which written permission will not be unreasonably withheld.
- c) The Owner acknowledges and agrees that any servicing required to advance the development during this time-period, either on a permanent or temporary basis, shall be at the cost of the Owner. The Owner and City agree to make best efforts in cooperating with the future Stage 2 OLRT Project Company for the coordination of the servicing of the development during this time-period.
- d) The Owner acknowledges and agrees that disruptions of access to the site may occur during the construction of the OLRT project and/or associated works, including the Richmond Road Complete Streets project, along Richmond Road and/or Woodroffe Avenue. The Owner further acknowledges and agrees to make best efforts in cooperating with the City and the future Stage 2 OLRT Project Company for maintaining a temporary or permanent access to the site during the construction of the OLRT project.

58. O-Train – Noise and Vibration Study

The Owner acknowledges that the Noise and Vibration Feasibility Study prepared by RWDI dated November 15, 2017 does not address groundborne noise and vibration from the future OLRT Line operations. The Owner acknowledges and agrees to complete a noise and vibration study to evaluate the potential affects of ground-borne noise and vibration on the proposed development from the OLRT Line operations. The Owner further agrees to apply appropriate mitigation measures, where applicable, in the final design of the development. The Owner agrees to submit the noise and vibration study for review and approval by the Rail

Construction Project Office prior to the registration of the site plan agreement, commence work of any site works and/or building permits being issued, including conditional permits, to the satisfaction of the Director, Rail Construction Project Office.


59. O-Train – Proximity Study Review Cost Recovery

The Owner acknowledges and agrees it shall pay all costs associated with the Proximity Study review undertaken by the City and Stage 2 Light Rail Transit Project Office.

60. O-Train – Richmond Complete Street Project

The Owner acknowledges being informed of the City's Richmond Complete Street Project (RCSP), which will include road works adjacent to the subject property. The Owner acknowledges and agrees that any landscaping or other material that encroaches into the City right-of-way (ROW) associated with the subject site may need to be removed to accommodate the RCSP and that all associated cost for removal will be the Owner's expense.

November 28, 2018



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Date

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Derrick Moodie  
Manager, Development Review West  
Planning, Infrastructure and Economic  
Development Department

Enclosure: Site Plan Control Application approval – Supporting Information

## **SITE PLAN CONTROL APPROVAL APPLICATION SUPPORTING INFORMATION**

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**File Number:** D07-12-17-0160

### **SITE LOCATION**

929 Richmond Road is located in the northwest corner of the intersection of Richmond Road and Woodroffe Avenue, and as shown on Document 1.

### **SYNOPSIS OF APPLICATION**

The site is located in the Woodroffe-Lincoln Heights neighbourhood of Ottawa and is composed of two vacant parcels with a combined area of 2,357 square metres. The frontage along Richmond Road is approximately 30.5 metres and the frontage along Woodroffe is approximately 56.5 metres. Surrounding land uses include mid- and high-rise buildings to the east and west, and park and open spaces, as well as established low-density residential neighbourhoods, to the north and south. There are also a variety of retail and commercial plazas and stand-alone establishments along Richmond Road. In addition, the site is along the future Stage 2 LRT alignment.

The development proposal involves the construction of a 20-storey mixed-use building with 175 rental residential units, including a range of unit types such as bachelor, one-bedroom and two-bedroom, as well as allocated amenity space and ground floor commercial space. A continuous building edge will be provided along Richmond Road and Woodroffe Avenue, with height concentrated facing east toward Woodroffe Avenue.

A total of 116 vehicle parking spaces and 113 bicycle parking spaces are proposed. A surface parking lot, located at the rear of the building will contain 12 vehicle parking spaces and 8 bicycle parking spaces. The remaining vehicle and bicycle parking spaces are provided in an underground parking garage.

Vehicular access to the site will be provided through two right-in right-out accesses. The surface parking lot at the rear of the building will be accessed from Richmond Road, and the parking garage will be accessed from Woodroffe Avenue.

### **DECISION AND RATIONALE**

This application is approved for the following reasons:

- The proposal conforms to the provisions of the Traditional Mainstreet designation of the Official Plan;



- The proposal complies with the intent of the Urban Design Guidelines for High-rise Buildings;
- The proposal conforms to all relevant provisions of the Zoning By-law, including those specific Urban Exception 1935 and Schedule 385;
- The Zoning By-law Amendment application (D02-02-17-0115) submitted concurrently with this application has been enacted by City Council and is currently in-effect;
- Conditions of approval have been included in this report in order to ensure the proposed development is constructed in conformity with City policies and guidelines;
- The applicant has adequately resolved the comments received during the public and technical review processes; and,
- The proposed development will provide residential units in a compact pedestrian-oriented built form along the future Light Rail Transit route and represents good planning.

## **URBAN DESIGN REVIEW PANEL**

The property is within a Design Priority Area and the Zoning By-law amendment application and Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public, on March 1, 2018 and April 5, 2018.

The panel recommendations from the second formal review are as follows:

### **General Comments**

- The Panel is happy to see the improvements made to the development scheme, particularly with respect to the four storey continuous podium, the forecourt, and the orientation of the building on the corner.
- There are some concerns from the Panel with respect to the extent of the density proposed for the site, and general comments with respect to the overall architectural treatment and material use.

### **Landscape**

- The Panel applauds the enhanced landscaping proposed at the rear of the site, however advises that more of the surface parking be removed and replaced with soft landscaping. Pay particular attention to enhancing the landscaping at the corner of the lot abutting the neighbouring properties.

- Consider the addition of a one-storey deck that could be landscaped – thereby providing amenity area for the residents and act as a cover for surface parking below. This would provide a noise barrier for residents within the building and improve the views downward from the units above.
- The Panel believes there is an opportunity to add some landscaping above the podium.

#### Materials / Architectural Expression

- The Panel would like to see some reduction in the mass or the visual impact of the tower. Consider lowering the height of the setback on the north façade and introducing a material change to break up the massing of the tower.
  - Avoid establishing hard corners – soften the corner expression by extending the wrap around balconies. The Panel believes this would also result in improved visibility from the corner units.
- Given the large scale of the building and the intent to improve the transition to the established neighbourhood, the Panel suggests that the extensive use of dark brick should be reconsidered, due in part to its tendency to age poorly.
  - As a way of lightening the overall expression of the building, look at adding accent colour in the soffits.
- The Panel believes the blank wall on the ground floor of the north façade of the podium is problematic. Study this façade to improve its articulation and avoid creating a dead space.
- It is the opinion of the Panel that the transition of the glazed podium into the brick base of the building can be improved. Avoid creating a curtain wall by adding some vertical or horizontal masonry elements.

The panel was successful in aiding in the implementation of the following:

- Based on comments received in the first formal review, the applicant revised the proposal significantly to include a four-storey podium that wraps around both arterial roads, a slimmer tower with a reduced floorplate and the introduction of more setbacks.
- Requesting additional landscaping in the rear of the property that abuts Woodroffe Walk.

- The materiality has been changed substantially to remove the dark brick and hard corners, additional glazing and changes to the north face of the façade of the podium.

## **CONSULTATION DETAILS**

Councillor Mark Taylor has concurred with the proposed conditions of approval.

### **Public Comments**

#### Summary of Comments - Public

##### **Comment**

Disappointed that the sensitive and aesthetically pleasing development at 929 Richmond Road which fostered our previous support for height increases, well beyond that provided for in the Zoning By-law then and now, is being replaced with the type of building that was once frowned upon by the property owner.

##### **Response**

The building plans have been revised following the comments received at the March 6, 2018 open house. The redesigned building introduces a four-storey podium, reduced tower floorplate, a larger setback to the north and increased landscaped open space around the property.

##### **Comment**

Promises of tree preservation and extensive landscaping seem to have also fallen by the wayside.

##### **Response**

The revised plans show a continuous 4.5-metre landscaped buffer along the northern property line. A detailed landscape plan will be submitted for Site Plan Control approval.

##### **Comment**

The original building proposed in 2012 would have been an icon to our community and would have enhanced this corner site. It would appear the density and height of the new proposed building would be excessive for a corner major arterial site at the entrance to a residential community.

##### **Response**

The building has been designed to fit into the context of the corner and provide transition to the existing neighbourhood to the north. A four-storey podium along Woodroffe Avenue will provide transition to the existing neighbourhood to the north. The revised plans illustrate the building has been stepped down at the fifth, 14th and 19th floors.

#### Comment

I am against anything being built in this location that does not have unique architecture such as the Azure, which was sold to the community as a gateway to the neighbourhood.

#### Response

The architectural detail of the building has been further refined, through guidance from the Urban Design Review Panel comments.

#### Comment

The height should be restricted and adhere to the CDP.

#### Response

The Richmond Road / Westobro Secondary Plan permits consideration for greater building height provided certain factors can be met. It has been demonstrated the proposal meets Policy 1.3.3 of the Secondary Plan, as well as Provisions 2.5.1 and 4.11 of the Official Plan where it is deemed that additional height is appropriate.

#### Comment

The physical height increase will impact both the sun exposure and privacy of all households in the neighbourhood north of Richmond and west of Woodroffe.

#### Response

The revised plans will result in less shadow impact to the low-rise community to the north. Through the realignment of the building and the reduced tower footprint, shadows have been reduced on the adjacent properties to the north. The result of the realigned tower is that the windows and balconies have been directed away from Woodroffe North.

#### Comment

Removing the angled plane requirement would further reduce privacy as the viewing angle of the north and northwest units will look directly down into the neighbourhood. Combined with the natural grade of the land, no permissible fences and only very mature trees can mitigate this intrusion. It would be a matter of

decades before any homeowner could re-coup any manner of privacy through mature tree growth.

#### Response

The revised plans provide for a transition of height and this will provide for more privacy to the residential area to the north. Building transition occurs at the fifth, 14th and 19th floors. The site is not directly adjacent to the low-rise area to the north; is adjacent to an existing 9.3-metre landscape pathway (Woodroffe Walk).

#### Comment

The proposed building setback (proposed at 0.3 metres) is too small from road/side walk and should be increased to 0.5 metres or greater in order to have safer sight lines at the intersection for drivers, pedestrians, cyclists, etc. and more space for pedestrians.

#### Response

A 4.5-metre landscaped setback has been provided along the entire northern property line. Sidewalks along Richmond and Woodroffe have been widened to provide for animation along both street frontages.

#### Comment

Northbound Woodroffe Road traffic trying to turn left onto the proposed site crossing the South Bound Woodroffe Traffic queue at the Richmond Light. This will create longer queues that will extend south across Richmond Road to Knightsbridge and eventually to Saville Road.

#### Response

The amount of traffic projected to turn left into the site during peak hours ranges between seven to 20 vehicles an hour. This represents approximately one vehicle every three to 10 minutes, which is considered a light amount of traffic. Southbound drivers in queue at the Richmond/Woodroffe intersection should leave spaces at site driveways to allow vehicle movement into and out of the site; however, if drivers block the entrance, queues may occasionally spill back into the adjacent intersection.

#### Comment

There has to be adequate parking provided on site or all the very quiet residential streets surrounding the property in North Woodroffe will be significantly and negatively affected.

#### Response

Parking as proposed meets the Zoning By-law requirements.

Comment

To add 120 additional cars, not to mention extra visitor and commercial traffic, will only exacerbate the traffic problems.

Response

The total projected traffic volumes projected to travel to/from the proposed development is 50 to 65 vehicles an hour during the weekday morning and afternoon peak hours (this includes residential, visitor and commercial traffic). These trips are calculated based on industry and City standard methods. The 50 to 65 vehicles an hour equates to approximately one new vehicle every minute, which will have a negligible impact on the overall operation of the street network and adjacent intersections. It is noted that the study area is congested during peak hours and with an increase in vehicle traffic associated with the proposed development the study area will continue to be congested.

These trips were generated assuming existing mode share values, obtained from the TRANS Origin-Destination Study, as outlined in the TIA. The future mode shares are projected to have high transit shares given the site's close proximity to the future LRT stations. As outlined in the TIA, given the future mode share assumptions, the total number of vehicles projected to travel to/from the proposed development is 15 vehicles an hour during the weekday morning and afternoon peak hours, which equates to one new vehicle every four minutes.

Comment

The only viable solution at this time is to reduce the number of cars, and that means to reduce the number of floors and residents for the 929 Richmond development.

Response

With the City's initiative to improve transit facilities within the area and across the City, including the two new LRT stations within close proximity of the proposed development, a shift of travel mode in the city is expected. The City's goals for areas close to LRT stations is to have 65 per cent of commuter travel via transit. Achieving these goals will help alleviate congestion along arterial roadways, particularly within the Greenbelt.

Comment

Many residents of Woodroffe North identify spillover parking as the most prevalent concern at several community consultations related to the Azure development proposal.

#### Response

The parking rates proposed meet the City's By-law requirements.

#### Comment

A parking entrance/exit closer to the intersection would have a major impact on traffic flow and pedestrian safety.

#### Response

The entrance proposed on Woodroffe is as far from the intersection as possible given the difficult layout of the site. The proposed location maximizes the distance from the signalized Richmond/Woodroffe intersection and is therefore the only option in this circumstance.

#### Comment

Congestion - Woodroffe Avenue is the main North-South artery and Richmond Road is the main East-West artery in the neighbourhood. Unlike the other proposed developments on Richmond Road, this development will have a more significant negative impact on traffic flows both in this intersection and in the broader Ottawa/West Nepean (Ward 7) area.

#### Response

The total traffic volumes projected to travel to/from the proposed development is 50 to 65 vehicles an hour during the weekday morning and afternoon peak hours, which equates to approximately one new vehicle every minute.

#### Comment

Richmond linear park – Stage 2 of the LRT expansion includes a significant investment by the City of Ottawa into the Richmond Linear Park with the intent of creating a social community area. Congesting the area with significant traffic and the associated noise and danger to children will discourage families from using the planned spaces along Richmond Road.

#### Response

There is existing congestion in the area. The increase of one new vehicle per minute will have a negligible impact on the existing congestion within the study area.

#### Comment

I'd like to ask what will be done to help with the influx of street parking visitors for the thousands who will live in this giant apartment tower? How is it that visitor parking, a reasonable amount for the proposed massive height of this tower, has not been built into the plan?

#### Response

Visitor parking is planned to meet the Zoning By-law requirements.

#### Comment

The proposed building is to have the garage access off of Woodroffe Avenue, and, a laneway/driveway connection off of Richmond Road to provide access to the 14 surface parking spaces at the rear of the building and will also be used for load (i.e. garbage pick up, etc.). It was noted in the Parsons report, page 18 ... "due to the close proximity of the proposed building, westbound heavy single unit trucks waiting to turn right into the site cannot do so without jumping the curb". This is a minor problem, the proposal did not address the major effect this laneway will have upon all traffic at this intersection. What the report fails to identify is: if a vehicle is trying to turn right into this laneway, they will be blocking west bound through traffic on Richmond Road and will also be blocking traffic turning west off of Woodroffe Avenue onto Richmond Avenue.

#### Response

Given the number of parking spaces for this parking lot (revised to 12 spaces), the number of vehicles entering the driveway is very low during the peak hour (less than 10 vehicles an hour). Vehicles turning right into the site will experience minimal delay entering the driveway as they yield to cyclists and pedestrians only. Vehicles turning left into the site may experience some delay entering the driveway from the west, however, they will be removed from the through traffic lane as there is a left-turn lane for the Richmond/Woodroffe intersection that can act as storage for the few vehicles turning left.

#### Comment

This laneway is in the middle of the left turning lane to access Woodroffe North. At this light, currently there is an advance green light, however, only allows two cars can get through at a time, that is, if no one is running the red lights (which occurs all the time). Afternoon traffic is very heavy due to the amount of vehicles trying to get to the Parkway, and now we are going to add vehicles exiting/entering the laneway to the proposed building. This will be total chaos.



#### Response

There is a total projected two vehicles turning left into the Richmond driveway during the peak hours.

#### Comment

The proposed plan indicates this laneway will be a one way and only be wide enough for one vehicle at a time. Therefore, if a vehicle is exiting the lane and another is waiting to access the lane, the vehicle waiting on Richmond Road will be blocking traffic and will create another problem at this congested major arterial.

#### Response

The laneway has been revised since the original submission and widened to six metres to accommodate two-way traffic.

#### Comment

It is evident that the site is not large enough to accommodate piles of earth, boulders, heavy-duty equipment and building materials. Worried that storage of materials and equipment will obstruct the pathway.

#### Response

City of Ottawa staff will manage the site conditions through the Site Plan Control approval and building permit process.

#### Comment

Storm water Runoff – reductions in permeable-surface green space reduces the land's natural ability to absorb storm water. Allowing further reduction in green space beyond the original intent of the land will have the following impacts:

- a City Infrastructure - further increase the load on the city storm water systems.
- b Flash flooding - increase the likelihood of surface flooding to all properties at a lower grade in the immediate area during storms.

#### Response

City engineering staff have reviewed stormwater management issues as part of the Site Plan Control approval process, and the proposed design meets city standards and guidelines.

## **Technical Agency/Public Body Comments**

### Summary of Comments –Technical

All comments received from utility agencies were forwarded directly to the applicant. The applicant is required to deal directly with these agencies to meet their requirements.

The O-train office has been involved in this review. The applicant has adequately responded to O-train comments to allow for site plan approval to proceed. Conditions of approval provided by the O-train office have been included in this approval, which must be dealt with by the applicant to the City's satisfaction as the project progresses.

## **Advisory Committee Comments**

### Summary of Comments – Advisory Committees

N/A

## **APPLICATION PROCESS TIMELINE STATUS**

This Site Plan application was not processed by the On Time Decision Date established for the processing of an application that has Manager Delegated Authority due to the time required to address urban design and civil engineering considerations.

**Contact:** Laurel McCreight Tel: 613-580-2424, ext. 28318, fax 613-580-2576 or e-mail: [Laurel.McCreight@ottawa.ca](mailto:Laurel.McCreight@ottawa.ca)

## Document 1 – Location Map

