



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

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Site Location: 800 Eagleson Road

File No.: D07-12-18-0096

Date of Application: June 15, 2018

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This SITE PLAN CONTROL application submitted by Pascal Toupin on behalf of Ironclad Developments Inc., is APPROVED as shown on the following plan(s):

1. **Site Plan**, Eagleson Apartments, drawing number A001, prepared by Architecture 77, dated December 4, 2018, Revision 7 dated April 22, 2019.
2. **Landscape Plan**, drawing no L1, prepared by Lazzarin Svisdahl Landscape Architects, dated May 7, 2018, Revision 12 dated March 25, 2019.
3. **Exterior Elevations**, Eagleson Apartments, sheet no. A201, prepared by Architecture 77, dated April 22, 2019, Revision 7 dated March 28, 2019.
4. **Exterior Elevations**, Eagleson Apartments, sheet no. A202, prepared by Architecture 77, dated April 22, 2019, Revision 7 dated March 28, 2019.
5. **Grading & Drainage Plan**, drawing number 180084-GR, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May 21, 2019.
6. **Site Servicing Plan**, drawing number 180084-SER, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May 21, 2019.
7. **Sediment & Erosion Control Plan**, drawing number 180084-ER, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May 21, 2019.
8. **Details**, drawing number 180084-DET, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May

21, 2019.

9. **Pre-Development Catchment Areas**, drawing number 180084-PRECA, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May 21, 2019.
10. **Post-Development Catchment Areas**, drawing number 180084-POSTCA, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May 21, 2019.
11. **Storm Sewer Catchment Areas**, drawing number 180084-SSCA, prepared by Kollaard Associates Incorporated, project no. 180084, dated April 23, 2018, revision no. 10, dated May 21, 2019.

And as detailed in the following report(s):

1. **Servicing and Stormwater Management Report**, prepared by Kollaard Associates Incorporated, project no. 180084, dated June 12, 2018, revised February 7, 2019.
2. **Geotechnical Investigation**, prepared by Paterson Group Inc., report PG4692-1 revision 2, dated February 14, 2019.
3. **Geotechnical Response to City of Ottawa Review Comments**, prepared by Paterson Group Inc., file no. PG4692-MEMO.02, dated April 2, 2019.
4. **800 Eagleson Road Transportation Impact Assessment Strategy Report**, prepared by WSP, project no. 18M-00131-00, dated August 24, 2018, revised March 29, 2019.
5. **Addendum #1: 800 Eagleson Road Transportation Impact Study**, prepared by WSP, project no. 18M-00131-00, dated April 30, 2019.
6. **Noise Impact Assessment, 800 Eagleson Road**, prepared by WSP, project No. 181-02513-00, dated December 14, 2019
7. **Environmental Impact Statement & Tree Conservation Report**, prepared by WSP, project no. 181-02513-00, dated November 5, 2018.

And subject to the following Requirements, Standard and Special Conditions:

**Standard Conditions**

1.	<b><u>Agreement</u></b> 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.	<b><u>Permits</u></b> 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.	<b><u>Extend Internal Walkways</u></b> 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.	<b><u>Barrier Curbs</u></b> 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.	<b><u>Water Supply for Fire Fighting</u></b> 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.	<b><u>Construct Sidewalks</u></b> 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.	<b><u>Reinstatement of City Property</u></b> 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.	<p><b><u>Construction Fencing</u></b>  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.</p>
9.	<p><b><u>Completion of Works</u></b>  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.</p>
10.	<p><b><u>On-Site Parking</u></b>  The following provision shall be included in any lease, rental agreement, sublet agreement, condominium agreement and/or Agreement of Purchase and Sale governing all or part of the building:</p> <p><i>“The purchaser, tenant or sublessee acknowledges the unit being rented/sold may not be provided with any on-site parking. Should a tenant/purchaser have a vehicle for which they wish to have parking, that alternative and lawful arrangements may need to be made to accommodate their parking need at an alternative location. The Purchaser/Tenant/Sublessee acknowledges that the availability and regulations governing on-street parking vary; that access to on-street parking, including through residential on-street parking permits issued by the City cannot be guaranteed now or in the future; and that a purchaser, tenant or sublessee intending to rely on on-street parking for their vehicle or vehicles does so at their own risk.”</i></p>

**Special Conditions**

11.	<p><b><u>Below Grade Parking Areas and Depressed Driveways</u></b>  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 <u>not</u> take responsibility for flooding claims. The Owner further acknowledges that it is recommended</p>
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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 below, 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.

**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.”

“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.”

**12. 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 (the “Report”), referenced in Schedule “E” herein, 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.

**13. 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

	<p>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 Fernbank Road and Eagleson Road frontages (the "City Sewer System") and the impact of the existing City Sewer System on the building's footing and foundation walls.</p> <ul style="list-style-type: none"> <li>(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 Fernbank Road and Eagleson Road and the location of the proposed building and its footings in relation to the City Sewer System;</li> <li>(iii) obtain a video inspection of the City Sewer System within Fernbank Road and Eagleson Road 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.</li> </ul> <p>(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:</p> <ul style="list-style-type: none"> <li>(i) obtain a video inspection of the existing City Sewer System within Fernbank Road and Eagleson Road to determine if the City Sewer System sustained any damages as a result of construction on the lands; and</li> <li>(ii) assume all liability for any damages caused to the City Sewer System within Fernbank Road and Eagleson Road and compensate the City for the full amount of any required repairs to the City Sewer System.</li> </ul>
<p><b>14.</b></p>	<p><b><u>Permanent Features</u></b>  The Owner acknowledges and agrees that no permanent features shall be permitted above and below grade within the City's widened right-of-way or corner sight triangle, including commercial signage, except as otherwise shown on the approved Site Plan referenced in Schedule E" herein.</p>
<p><b>15.</b></p>	<p><b><u>Transportation Impact Assessment</u></b>  The Owner has undertaken a Transportation Impact Assessment for this site, for which the Report and Addendum are referenced in Schedule "E" herein, to determine the infrastructure and programs needed to mitigate the impact of the proposed development on the local transportation network and to establish the site design features needed to support system-wide transportation objectives. The Owner shall ensure that the recommendations of the Transportation Impact Assessment Report and Addendum, are fully implemented, to the</p>

	satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
16.	<p><b><u>Temporary Encroachment into the City Right of Way</u></b></p> <p>For any zero lot line development adjacent to an arterial or collector road that will have an impact on mobility including sidewalks, cycling lanes or travelled lanes during the construction process must provide a constructability plan which indicates the impact on mobility and traffic prior to registration of the agreement and may be required to provide a traffic impact study based on the impacts on mobility during construction.</p>
17.	<p><b><u>Transit Pads and Shelters</u></b></p> <p>The Owner shall locate, design and construct, at no cost to the City, paved transit passenger standing areas/shelter pads and shelters to the specifications of the City.</p>
18.	<p><b><u>Private Approach Detail</u></b></p> <p>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.</p>
19.	<p><b><u>Certification Letter for Noise Control Measures</u></b></p> <p>(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, Conservation and Parks) 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.</p> <p>(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</p>

	<p>Professional Engineer, licensed in the Province of Ontario, and shall be signed by said Professional Engineer, and shall be based on the following matters:</p> <p>(i) Actual site visits, inspection, testing and actual sound level readings at the receptors;</p> <p>(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</p> <p>(iii) Non-conditional final approval for release for occupancy.</p> <p>(c) All of the information required in subsections (a) and (b) above shall be submitted to the General Manager, Planning, Infrastructure and Economic Development, and shall be to his satisfaction.</p>
<p><b>20.</b></p>	<p><b><u>Notice on Title – Noise Control Attenuation Measures</u></b></p> <p>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:</p> <p>“The Purchaser/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that 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 City of Ottawa’s and the Ministry of the Environment, Conservation and Parks’ noise criteria.”</p> <p>“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.”</p>
<p><b>21.</b></p>	<p><b><u>Cash in Lieu of Parkland</u></b></p> <p>Upon execution of this Agreement, the Owner shall pay cash-in-lieu of parkland in the amount of \$117,612.00 as referenced in Schedule “B” herein. The Owner shall also pay the parkland appraisal fee of \$500.00 plus H.S.T. of \$65.00, as referenced in Schedule “B” herein. 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 23 funds.</p>
<p><b>22.</b></p>	<p><b><u>Exterior Elevation Drawings</u></b></p> <p>The Owner acknowledges and agrees to construct the proposed buildings in accordance with the approved Exterior Elevations, referenced in Schedule “E”</p>



	<p>herein. The Owner further acknowledges and agrees that any subsequent proposed changes to the approved exterior elevations will be subject to review and approval by the City's Urban Design Review Panel, with the final modified exterior elevation designs being subject to formal approval by the General Manager, Planning, Infrastructure and Economic Development. In this regard, the Owner shall submit any modified exterior building elevation plans that have been reviewed by the City's Urban Design Review Panel to the General Manager, Planning, Infrastructure and Economic Development for approval, and the Owner further acknowledges and agrees that such approved modified elevations will be included as part of this Agreement prior to issuance of any building permits for implementation of such modified exterior design plans.</p>
<p><b>23.</b></p>	<p><b><u>Maintenance and Liability Agreement for Landscaping</u></b>  The Owner acknowledges and agrees it shall be required to enter into a Maintenance and Liability Agreement with the City, for all plant and landscaping material (except municipal trees), decorative paving and street furnishings placed in the City's right-of-way along Fernbank Road and Eagleson 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.</p>
<p><b>24.</b></p>	<p><b><u>Road Widening – Fernbank Road</u></b>  Prior to registration of this Agreement, the Owner acknowledges and agrees to convey to the City, at no cost to the City, an unencumbered road widening across the complete Fernbank Road frontage of the lands, measuring 15 metres from the existing centreline of pavement. The exact widening must be determined by legal survey. The Owner shall provide a reference plan for registration, indicating the widening, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Clerk and Solicitor prior to the execution of this Agreement by the City. All costs shall be borne by the Owner.</p>
<p><b>25.</b></p>	<p><b><u>Road Widening – Eagleson Road</u></b>  Prior to registration of this Agreement, the Owner acknowledges and agrees to convey to the City, at no cost to the City, an unencumbered road widening across the complete Eagleson Road frontage of the lands, measuring 22.25 metres from the existing centreline of pavement/the abutting right-of-way. The exact widening must be determined by legal survey. The Owner shall provide a reference plan for registration, indicating the widening, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys.</p>

	<p>The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Clerk and Solicitor prior to the execution of this Agreement by the City. All costs shall be borne by the Owner.</p>
<p><b>26.</b></p>	<p><b><u>Corner Sight Triangle</u></b>  Prior to registration of this Agreement, the Owner acknowledges and agrees to convey to the City, at no cost to the City, an unencumbered corner sight triangle measuring 5 metres x 5 metres at the intersection of Fernbank Road and Eagleson Road. The exact location and area of the corner sight triangle must be determined by legal survey. The Owner shall provide a reference plan for registration, indicating the corner sight triangle, to the City Surveyor for review prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner acknowledges and agrees to provide an electronic copy of the Transfer and a copy of the deposited reference plan to the City Clerk and Solicitor prior to the execution of this Agreement by the City. All costs shall be borne by the Owner.</p>
<p><b>27.</b></p>	<p><b><u>Site Lighting Certificate</u></b></p> <p>a) In addition to the requirements contained in clause 19 of Schedule “C” hereto, 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:</p> <ul style="list-style-type: none"> <li>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</li> <li>ii. it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.</li> </ul> <p>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.</p>
<p><b>28.</b></p>	<p><b><u>Snow Storage (Special Condition)</u></b></p> <p>(a) In addition to the requirements of Clause 17 of Schedule “C” of this 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.</p>

	<p>(b) In addition to the provisions set out in Section 17 of Schedule “C” to this Agreement, the Owner acknowledges and agrees that no snow storage will occur within the fifteen (15 m) metre setback from the top bank of the watercourse, pursuant to the City’s Zoning By-Law 2008-250, as amended.</p>
<p><b>29.</b></p>	<p><b><u>Inlet Control Devices (ICDs)</u></b>  The Owner acknowledges and agrees to install and maintain in good working order the required in-ground stormwater inlet control devices, as recommended in the approved Site Servicing Plan, referenced in Schedule “E” herein. 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.</p>
<p><b>30.</b></p>	<p><b><u>Private Storm Sewer Connection to City Sewer System</u></b>  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:</p> <p>(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</p> <p>(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.</p>
<p><b>31.</b></p>	<p><b><u>Professional Engineering Inspection</u></b>  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</p>

	<p>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.</p>
32.	<p><b><u>Stormwater Works Certification</u></b>  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, referenced in Schedule “E” herein. 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.</p>
33.	<p><b><u>Site Dewatering</u></b>  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.</p>
34.	<p><b><u>Water Plant</u></b>  The Owner acknowledges and agrees that the water plant within the lands is a private watermain. The Owner further acknowledges and agrees that the private watermain and appurtenances thereto are to be maintained by the Owner at its own expense, in perpetuity. The Owner performing maintenance on critical infrastructure, such as private watermains and private fire hydrants, shall maintain adequate records as proof of having done so in accordance with applicable regulations, and that the records shall be retained for review by the City and or the Fire Department when requested.</p>
35.	<p><b><u>Waste and Recycling Collection</u></b>  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.</p>

	<p>The Owner further acknowledges that the amount of garbage storage provided is less than what is recommended within the City of Ottawa Solid Waste Collection Guidelines, and if the provided bins are deemed to be inadequate in capacity according to the sole discretion of Solid Waste Service Department, the owner agrees to either add an additional garbage bin in a location satisfactory to both Solid Waste Services and Planning, Infrastructure and Economic Development Department, or arrange for private pick up of garbage, which will be at the sole cost of the owner.</p>
<p><b>36.</b></p>	<p><b><u>Consent to Enter</u></b>  Upon execution of the Site Plan Agreement, the Owner agrees to provide the City a certificate of insurance which names the City as an additional insured, and cites both the development lands at 800 Eagleson Drive and the adjacent City lands known as ‘the Monahan Drain Cell 2’ on which the berm and tree planting works will be carried out, at 5264 Fernbank Road. The Owner further agrees to provide securities for 100 per cent of the works that will occur on the City owned lands. The Owner will hereby be granted consent to enter, at no cost, to complete the approved works, all to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.</p>
<p><b>37.</b></p>	<p><b><u>Soil Management Plan</u></b>  The Owner agrees to prepare a Soil Management Plan in accordance with the Ministry of the Environment, Conservation and Parks’(MECP) Management document “Management of Excess Soil – A Guide for Best Management Practices” Guidelines or any subsequent MECP excess soil regulations to ensure that the soil being deposited on City-owned lands described herein meets the appropriate MECP site use Standards. The report shall be submitted prior to placing any soil on the City lands and be to the satisfaction of the General Manager of Planning, Infrastructure, and Economic Development Department. Further, the Owner agrees that the soil will be free from other deleterious materials, such as boulders, wood, garbage, and construction material. A closure report documenting the quality of the soil placed on the site shall be submitted at the completion of the works.</p>
<p><b>38.</b></p>	<p><b><u>Tree Permit</u></b>  The Owner acknowledges and agrees that any trees to be removed shall be removed in accordance with an approved Tree Permit and Tree Conservation Report, and in accordance with the City’s Urban Tree Conservation By-law, being By-Law No. 2009-200, as amended. The Owner further acknowledges and agrees that a copy of the approved Tree Permit and Tree Conservation Report shall be posted on the construction site at all times until Approval is granted by the City for such Works.</p>

June 27, 2019



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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:** D07-12-18-0096

#### **SITE LOCATION**

800 Eagleson Road, as shown on Document 1.

#### **SYNOPSIS OF APPLICATION**

The subject property is a triangular parcel with frontage on Fernbank Road and Eagleson Road. The site is 0.73 hectares in area, and backs onto the Monahan Drain (Cell 2). The site was recently cleared of trees in anticipation of site plan approval.

The property is designated Arterial Mainstreet in the City of Ottawa Official Plan and the City of Ottawa Zoning By-law. To the north of the site, beyond Fernbank Road, is a low-density residential neighbourhood, to the east beyond Eagleson Road is a vacant parcel which is zoned 'Local Commercial', which includes a range of permitted commercial retail and residential uses. South and west of the site is the Monahan Drain Cell 2, beyond which is a low-density residential neighbourhood.

This proposal is for the construction of a six-storey, 120 unit, residential apartment building, which will include one level of underground parking, as well as a surface parking lot. The building is situated close to the Fernbank Road frontage, and the main entrance to the building is facing Eagleson Road. While the majority of the units will access from the interior of the building, the units on the ground floor facing Fernbank Road will have access both from the interior of the building, as well as individual unit access along Fernbank Road.

The building design features light materials with cedar accents, and glass railings along the balconies. The building includes exterior and interior amenity space for occupants. A recycling and organics room interior to the building is being provided, along with semi-underground waste bins within the parking lot.

The site works will include a minor change to the grading within the city's Monahan Drain parcel, along the limits of the subject property, in order to increase the height of the berm and match the grades of the two parcels of land.

Tree planting is proposed along the Fernbank Road and Eagleson Road right of way, along the edge of the Monahan Drain property adjacent to the subject site, as well as throughout the property, where space allows.

Similar to the typical soil characteristics within this area, the soils within this site pose some challenges that have led to the need to use lightweight fill throughout

the site to raise the property to an appropriate grade.

## **DECISION AND RATIONALE**

This application is approved for the following reasons:

- The proposed development is consistent with the policies of the Official Plan, including those for development along an Arterial Mainstreet.
- The proposed development conforms to the Zoning By-law
- This approval includes conditions, which must be satisfied by the owner, in order to ensure that applicable city policies and guidelines are followed.
- This proposal will add to the diversity of housing types in this area, and represents an appropriate amount of intensification under the current policy framework.

## **URBAN DESIGN REVIEW PANEL**

The Site Plan Control application was subject to the Urban Design Review Panel process. A formal review meeting was held on July 4/5, 2018.

The panel's recommendations from the formal review meeting can be found in Document 2.

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

- The number of architectural elements in the design have been paired down and simplified.
- More thought and consideration has been given to the proposed outdoor amenity areas, and to balancing the need for some green space with the other competing elements that are required for a successful site design.
- The bold colour accents, which were identified by the panel as distracting, have been replaced with cedar accents, which blend in better with the building design while still providing some interest.
- Window size has been increased in response to the comment that the proposed window size appeared too small from an aesthetic perspective.
- In order to allow for better interface between the at-grade units and the public realm, the ditch in the right of way is being filled to provide connection between the site and the street.
- The drop-off configuration has been re-worked to allow for better flow through the site, through the inclusion of an additional right out only access



along Eagleson Road, which allow for a drive loop that add to the functionality of the site.

- Greater separation between the parking lot and the building have been achieved in the final design.

## **CONSULTATION DETAILS**

Councillor Allan Hubley has concurred with the proposed conditions of approval.

### **Public Comments**

#### Summary of Comments - Public

The site plan control application was circulated to the Bridlewood Community Association, Glen Cairn Community Association as well as the Train West Community Association. Below is a summary of all comments received from the community associations and members of the public.

Comment: This property is a natural area with significant tree cover that provides habitat for wildlife in the area. This property should be kept as a natural area.

Response: The applicant provided an Environmental Impact Assessment in support of this development, which was reviewed and deemed adequate by City staff. The report concluded that removal of the natural heritage features within the subject property will have a negligible negative impact on the natural heritage system, and that the development be permitted as planned.

Comment: The traffic in this area is already very heavy, and this development will worsen the situation, particularly along Eagleson Road.

Response: A Transportation Impact Assessment was provided in support of the development, which was reviewed and deemed adequate by City staff. The report concluded that no roadway modifications were needed within either Fernbank Road or Eagleson Road to accommodate the additional traffic demand. The site design also places the vehicular accesses as far from the signalized intersection as possible.

Comment: How will the future widening of Eagleson Road integrate with this redevelopment, and will a median be part of the design at the location of the Eagleson exit from this site?

Response: An Environmental Assessment has been completed for the widening of Eagleson Road, yet the detailed plans for the widening have not been undertaken.

The Environmental Assessment indicates that the widened Eagleson Road will have a median down the middle. At detailed design the integration of the road works with what will be the existing site accesses will be evaluated in detail in order to determine the most appropriate design adjacent to this property.

Comment: How will overflow parking be dealt with, given that there is no on-street parking immediately adjacent to the site?

Response: The applicant is providing the full amount of required visitor parking for the subject site. The applicant also did an analysis of visitor parking demands at similar buildings in the general area of the city. It is expected that the visitor parking on site will accommodate the demand for the proposed building. If a visitor to the property chooses to park on the street, they must do so in accordance with the Traffic and Parking By-law and park only in areas that permit on-street parking. Resident parking is intended to be assigned, and the number of residents requiring parking will be controlled through the leasing process, therefore eliminating overflow resident parking.

Comment: Are adequate stormwater management measures being implemented as part of this development plan?

Response: Yes, adequate stormwater management measures are being implemented. The applicant is required to control both the quantity of water that flows from the site as well as the quality of that water. The site has been designed to meet the City's and the Conservation Authority's stormwater management criteria.

Comment: How will snow be managed on site, and will snow be pushed onto the Monahan Drain property adjacent to the site?

Response: Conditions of approval will be included that limit snow storage to certain areas of the property. The applicant has indicated that snow will be trucked away, but even on a temporary basis, snow must be located in designated areas, which are away from the Monahan Drain.

Comment: The geotechnical report indicates that piles will be used to stabilize the building, but there is a concern on whether the stormwater tanks on the property will be properly supported, given the challenging soil conditions.

Response: The applicant has ended up opting for a raft design for the building instead of piles. The proximity of the stormwater management tanks from the structural elements of the building have been reviewed and are deemed to meet the City's guidelines.

Comment: Will residents of the proposed building be able to participate in the City's full waste management system (waste, recycling and green bin)?

Response: Yes, the applicant has designed their site so they can benefit from municipal waste, recycling, and green bin pick up.

Comment: There is a concern that the six storey building right at the Fernbank property line will create a wall effect for pedestrians and drivers.

Response: Efforts have been made with the developer to design the building such that the impact of the long face along Fernbank Road will be minimized. Generally, in an Arterial Mainstreet designation, there is a desire for buildings to address the street with minimal setback, as it can serve to positively define the public realm.

Comment: The aesthetic style of the building is not reflective of other residential buildings in the neighbourhood such as Bridlewood Trails Retirement Community.

Response: The City of Ottawa's urban design goals do not necessarily seek to implement buildings that are all quite similar to one another. Instead, a diversity in style, materials and colours can be a very positive.

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

### Summary of Comments –Technical

Comments were received from Hydro Ottawa, Enbridge, Bell and Canada Post, which were passed on to the applicant to deal directly with the agency. Confirmation of Hydro Ottawa's approval of the hydro pole relocations along Fernbank Road was provided in advance of approval.

## **Advisory Committee Comments**

### Summary of Comments – Advisory Committees

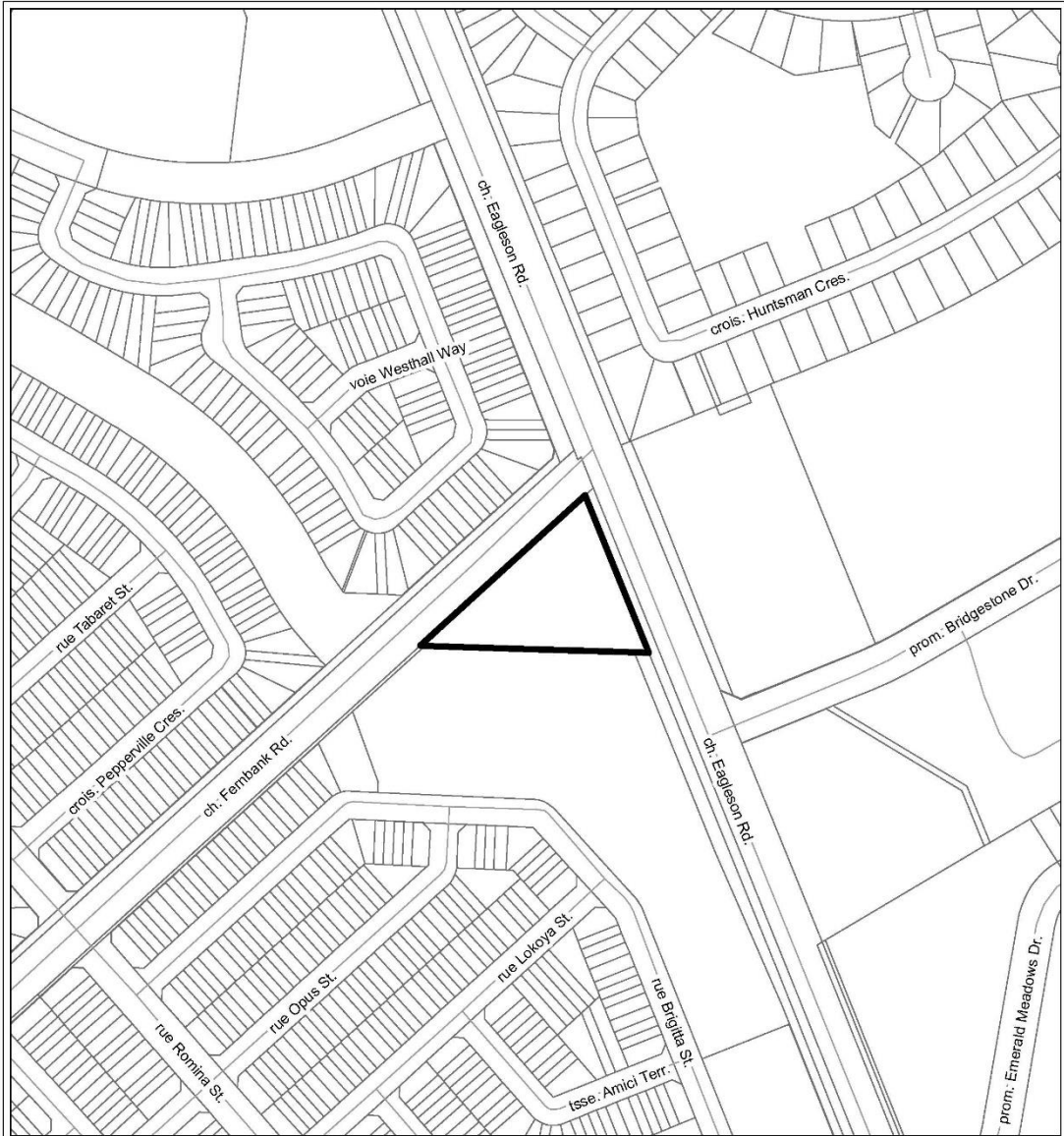
N/A

## **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 complexity of some aspects of the review.

**Contact:** Mary Dickinson Tel: 613-580-2424, ext. 13923, fax 613-580-2576 or e-mail: mary.dickinson@ottawa.ca

# Document 1 – Location Map



LOCATION MAP / PLAN DE LOCALISATION  
 ZONING KEY PLAN / SCHÉMA DE ZONAGE

D02-02-19-0040 | 19-0452-X

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REVISION / RÉVISION - 2019 / 04 / 25



**800 promenade Eagleson Drive**



## Document 2 – Urban Design Review Panel – Formal Review Comments

### Urban Design Review Panel Recommendations **July 4 and 5, 2018**

**800 Eagleson Road | *Formal Review* | Monteyne Architecture Works Inc.; Ironclad Developments Ltd.**

#### **General Comments**

- The Panel is appreciative of some of the changes to the building design which attempt to limit the impact of the massing, particularly along Fernbank Road. The Panel is however concerned that there are now too many architectural elements that result in a less coherent architectural expression.
- The Panel believes that the building's capacity within a six-storey framework has been maximized, leaving very little left for important interior and exterior amenity. While the Panel recognizes the realities of the low cost rental market, the Panel feels that the proposal is too tight for the site, and that some give is required in terms of the provision of surface parking, the size of the building, relationship to the streets, or the amenity area, in order to ensure appropriate development.
- The Panel appreciates the initiative to capture storm water, but suggests the implementation of more sustainability features would improve the long term functionality, and marketability of the project.

#### **Architectural Expression**

- The Panel feels that the articulation of the building could use some revision and that more order is needed in terms of the architectural expression of the building. Consider wrapping the corner element at Fernbank and Eagleson and introducing a corner edge typology that speaks to the intersection.
- The Panel suggests that a flat roof expression may best articulate the modern architectural aspirations represented by the building's elevations.
- Given the overall expression, one panel member was reminded of 1920s and 1930s apartment building design would be a good architectural inspiration for this project.
- Consider delinking the box lined with red from roof the cornice line.
- Further study of the bris soleil element and truss-like diagonal columns at grade is required.
- Study window sizes to ensure appropriate proportions.
- It is the opinion of the Panel that the extensive use of colour is architecturally distracting from other elements of the building. Limiting the use of colour to the entrance canopy will result in a more urban building. A white and grey palette could enhance the play of shadows.
- The Panel suggests considering a four and six storey volumetric variation, with two floors of concrete. This will allow for a reduced floorplate, more options to

break up the massing, an opportunity for more underground parking, and more amenity space.

- Another option offered by a member of the Panel is to approach the development as two buildings – one fronting Fernbank, the other Eagleson - joined by common amenity space centred at the intersection.

- The Panel is of the opinion that the proposed configuration of the building is not ideal, but if it must remain, the Panel strongly suggests breaking down the massing of the façade along Fernbank.

- The Panel finds the red colour accents distracting and unnecessary. If red is used as a colour accent it should be restrained and directed to highlight certain features such as the main entrance canopy.

### **Grade Related Units**

- As an urban building's integration is dependent on its interface with the public realm, the Panel feels strongly that the four foot wall along Fernbank, does not relate well to the ditch between the sidewalk and the building.

- It is important for grade related units to directly access the ground with front entrances, paths and sidewalks. The Panel is concerned with the aspiration to urbanize the site yet still maintain elements of rural infrastructure, such as the drainage ditch condition that cuts off the building from the public realm.

### **Parking & Drop Off**

- Overall the Panel has concerns with many aspects of the site plan, including the tightness of the sidewalk in relationship to the building, the drop-off configuration, and inability for a vehicular turn-around.

- The Panel finds the drop off area does not work well. Given the configuration, there will be a need for vehicles to back out a considerable distance which is not sufficient for services, taxi, moving trucks, and emergency vehicles, as examples. Establish a loop to ensure graceful vehicular movement to and from the main entrance.

- Another suggestion from the Panel is to establish a main entrance to the building with a second service entrance which could be used for moving and service delivery, etc.

- The residual area of the lot beyond the building envelope is taken up by parking, with landscape pockets that are not embedded on the plan. The Panel feels this approach to landscaping the property has resulted in the building feeling like an island on the site.

- The Panel suggests moving the parking to a more reasonable distance from the building edge in order to create a more livable environment.

The Panel suggests adding a second level of underground parking to both create more parking, and to locate the buildings mechanical equipment. This would free up surface area for landscape and amenity.

### **Amenity Area**

- The Panel is very concerned with the minimal amenity within the apartment suites. The windows of the units are also quite small which could result in a lack of light within the apartment units.
- The Panel suggests more landscape buffers from the streets, and the establishment of things like courtyards, in order to increase livability of the development, and to make the apartments more marketable.
- Study the bicycle access as it conflicts with adjacent balconies.
- Given that there are two and three bedroom units proposed, the Panel is of the opinion that outdoor shared amenity space for the gathering of family and friends for BBQs, etc. is essential.