

**Date:** January 3, 2022

**File:** 1913 - 1335 & 1339 Bank Street

**To:** Kelby Lodoen Unseth, MCIP RPP  
Development Review, South, PIEDD

**RE: RESPONSE TO COMMENTS - POST ZBA | 1335 & 1339 BANK STREET | D07-12-21-0031**

Dear Mr. Unseth,

Enclosed in this letter and any attachments along with it are the combined responses and revised materials to the City staff comments received via email dated August 23, 2021.

Our responses are provided in the same order as the comments were received, with other technical agency comments at the end.

The following is a list of revised materials in support of this response package, including any appendices to this letter.

#### **REVISED MATERIALS**

- [ Site Plan (interim) - Revision 10, December 17, 2021
- [ Landscape Plan - Revision 3, December 1, 2021
- [ Tree Report - Revision 2, December 1, 2021
- [ Civil Plans - Revision 2, December 20, 2021
- [ Servicing Study and Stormwater Management - Revised December 20 2021
- [ Traffic Response Package - December 1, 2021
- [ Paterson Group Memo - August 25 2021

## RESPONSE TO COMMENTS

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### PLANNING

1. To be updated.

**Response:**

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### ENGINEERING

All Engineering comments will be addressed under separate cover by Novatech, with the exception of the comments below.

1. Section 2.3.3.1 of the servicing report states that the stormwater drainage area A-1 will flow overland to reach roadway catch basins in Riverside and Bank Street. Please clarify how the portion of the sub-catchment A-1 along the rear property line (image shown below) will reach the roadway.

**Response from Novatech:** *The footprint of the building has been revised and now includes this small area. SWM calculations have been revised accordingly, with flows from this area now being directed towards the internal SWM storage tank.*

2. The servicing report should also note the backwater valve for the sanitary service will be installed as the servicing plan has indicated.

**Response from Novatech:** *Section 2.1 of the DSS&SWM Report has been revised and makes reference to a backwater valve.*

3. Section 2.3.3.3 - Please clarify, will the roof drains have any flow controls or will stormwater from area R-1 flow uncontrolled to the stormwater tank?

**Response from Novatech:** *Due to rooftop amenity areas, the roof drains will not be controlled. All roof/rooftop amenity area flows will be directed to the internal SWM storage tank where flows will be attenuated prior to being released into the municipal storm sewer.*

4. Provide discussion of if the proposed servicing for the proposed development will require any MECP environmental approvals. As part of this, please confirm if the two properties of 1335 & 1339 Bank have merged on title and can be considered a single property for the purposes of the environmental approvals.

**Response from Novatech:** *The two existing properties have been merged. Based on a review of O. Reg. 525/98: Approval Exemptions, a Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Approval (ECA) will not be required for the proposed development. Additional information has been added to Section 1.2 of the revised DSS&SWM Report.*

5. Please have the attached roof drain memo completed.

**Response:** *Please see included memo as part of resubmission package.*

6. Each drainage arrow needs to be accompanied by an associated slope percentage.

**Response from Novatech:** *The plan has been revised to indicate the requested information (i.e. each drainage arrow now shows a slope percentage).*

7. Provide a cross section along the eastern property line between the existing retaining wall on 2197 Riverside and the proposed building to demonstrate how the proposed building and grading will match into the property line and existing retaining wall. Please note no excess drainage can be directed towards the neighbouring property.

**Response from Novatech:** *As the new building has effectively 0m setback to the interior property line, the grade at the new building face will be lowered to match the existing adjacent grade. In locations where this results in exposed parking garage foundation wall, concrete faced insulation will be provide from grade to the ground floor level. The height of this exposed face will vary from 0 to 1200mm. This approach will allow for the adjacent property owner to alter their grade at a future date (up to an elevation of 59.95asl) without impacting the proposed development or its landscaping and grading.*

8. Indicate the direction of the spillpoint for CBMH 01. Ensure that should this spillpoint be required, it will be directed towards the right of way and that no excess drainage will spill towards the neighbouring property.

**Response from Novatech:** *Proposed CBMH 01 has been relocated to the driveway entrance to ensure any overflow is directed towards the municipal roadway within the ROW.*

9. Provide confirmation/correspondence from RVCA that the regulated flood line requirements have been met.

**Response from Novatech:** *The revised plans and DSS&SWM Report will be circulated to the RVCA. We will ask them to review the updated documents and to provide confirmation/correspondence related to the regulated flood line requirements.*

10. Is existing retaining wall shared or owned by the adjacent property? If so, any proposed changes to this retaining wall will require concurrence from the adjacent property owner.

**Response:** *The existing retaining wall will be removed during construction (as discussed with adjacent property owner). Also see response to Engineering comment #7.*

11. The Sewer Use By-Law requires that a monitoring MH be installed for the sanitary service in a location which is as close to the property line as possible and is always accessible. An internal test port would not always be accessible for sampling and as such does not meet this requirement. In space-limited conditions alternative devices

for sampling can be used. For alternative device options please see City Standard Drawing S18.1 and S18.2-4 of Material Specification 22.15 (MS-22.15).

**Response from Novatech:** *The sanitary service has been shifted to exit the south side of the mechanical room and a monitoring MH has been added as close to the property line as possible.*

12. The proposed water service on Bank Street is crossing beneath the bus platform which will most likely have a bus shelter installed on it. Relocate the water service to avoid it crossing under the bus platform.

**Response from Novatech:** *The (Bank Street) water service has been shifted south slightly to avoid the bus platform/shelter.*

13. For the water service crossings tables, please provide the elevation of the associated sewer/pipe which the water service is crossing to support the clearances shown.

**Response from Novatech:** *The requested information has been added to the revised watermain tables.*

14. Indicate location of existing water services for the existing buildings and the associated road/sidewalk reinstatement areas that would be required for their blanking.

**Response from Novatech:** *The water services have been shut-off as part of the recent demolition works. Removal and replacement of the existing water services will need to be coordinated with the Bank Street Renewal project. It is not anticipated that blanking at the main and/or roadway reinstatement will be required if these projects are properly coordinated.*

15. Indicate location of the existing storm and sanitary services for the existing buildings and any associated road/sidewalk reinstatement areas that are required for their capping and abandoning.

**Response from Novatech:** *The building services have been capped and abandoned as part of the recent demolition works. It is not anticipated that roadway reinstatement will be required if these projects are properly coordinated.*

16. Identify the size of the storm MH being connected to on Riverside.

**Response from Novatech:** *The existing storm MH in Riverside Drive only has a single 300mm dia. outlet sewer and is likely a standard 1200mm dia. structure. We have reviewed all of the City as-builts/City Eng. Services website information and the MH sizes were not specified on any of the construction drawings or as-builts. The precise size and condition will need to be confirmed in the field prior to construction.*

17. Show the clearance between the building's storm service pipe and the existing 150mm watermain on Riverside.

**Response from Novatech:** *The requested information has been added to the revised plan.*

18. Provide a standard for the benching that will be used for the storm service connection into the existing MH on Riverside.

**Response from Novatech:** *No benching is being proposed within the existing storm manhole.*

19. Provide geotechnical signoff letter/memo that the grading plan adheres to all geotechnical recommendations provided.

**Response:** *Paterson Memo included with this resubmission.*

20. The service stubs for the proposed development can be coordinated with the Bank Street Renewal project. For this, please contact the City Project Manager for the Bank Street renewal, Roxanne Tubb (Roxanne.Tubb@ottawa.ca). Finalised Bank Street renewal plans will be made available once they are received.

**Response from Novatech:** *Noted.*

21. Please add #18435 and D07-12-21-0031 to the bottom right hand corner of each plan.

**Response from Novatech:** *The City application & plan numbers have been added to the revised plans.*

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## TRANSPORTATION

All Transportation comments will be addressed by the revised materials provided by Parsons.

Please note that various transportation comments and direction with regards to Bank Street Renewal and interim / functional designs and timing have all been discussed in meetings with City staff.

The consensus that has been determined is that the interim design of the roadway beyond the property line is to be hatched out and identified with the label "Final design of hatched area to include: sidewalk, cycle track, lay-by, transit stop, and trees, details of final design to be coordinated between Lofty Riverside and Bank Street Renewal Project."

Please see the Parsons submission and revised plans for full details.

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## NOISE IMPACT ASSESSMENT

50. Stationary noise study to determine impacts to surrounding noise sensitive properties still outstanding.

**Response from Gradient Wind:** *The stationary noise study will be completed during the detailed design phase once the mechanical systems of the building have been determined. This was clearly stated in our report.*

51. For r1, r3 and r5, confirm if a correction was made to account for the measured distances (<15m) versus the 15m assumption required for Stamson calculations. If not, make corrections and update report as required

**Response from Gradient Wind:** *Within 15m of a roadway the sound field is generally uniform, therefore corrections for distance less than 15m is inconsequential. In our experience the correction only has a minor influence on the results and does not change the conclusions or recommendations of our report.*

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## FORESTRY

52. Further attempts should be made to provide additional trees on the site. The tree they are proposing indicates that the curb will be a flush concrete curb with a bollard at each corner. Instead of the bollard, the City would prefer to see a raised concrete curb as is shown in the photo below. This will allow for better tree growth. The City would also like to see a detail of the underground planting detail and the species they are proposing.

**Response from CSW:** *Trees have been proposed where feasible on site. Additional street tree planting is anticipated on this block as part of the Bank Street Reconstruction project, and will be coordinated.*

53. With respect to the city owned trees, I can provide the following compensation evaluations: • 25cm honeylocust \$1,262.25 • 28cm honeylocust \$1,557.39 • 33 cm honelocust \$2,123.55 • 43cm honeylocust \$3,534.30 • Total Tree Compensation: \$8,477.49

**Response:** *Noted.*

54. A TCR for this site is required to support any request for a tree removal permit.

**Response:** *Noted.*

55. a Tree Conservation Report (TCR) must be supplied for review along with the suite of other plans/reports required by the City

**Response:** *Noted.*

- a. An approved TCR is a requirement of Site Plan approval.

**Response:** *Noted*

56. As of January 1 2021, any removal of privately-owned trees 10cm or larger in diameter, or publicly (City) owned trees of any diameter requires a tree permit issued under the Tree Protection Bylaw (Bylaw 2020 – 340); the permit will be based on an approved TCR and made available at or near plan approval.

**Response:** *Noted.*

57. The Planning Forester from Planning and Growth Management as well as foresters from Forestry Services will review the submitted TCR

**Response:** *Noted.*

- a. If tree removal is required, both municipal and privately-owned trees will be addressed in a single permit issued through the Planning Forester.

**Response:** *Noted.*

- b. Compensation may be required for city owned trees – if so, it will need to be paid prior to the release of the tree permit

**Response:** *Noted.*

58. the TCR must list all trees on site by species, diameter and health condition

**Response:** *Noted.*

59. please identify trees by ownership – private onsite, private on adjoining site, city owned, co-owned (trees on a property line)

**Response:** *Noted.*

60. the TCR must list all trees on adjacent sites if they have a critical root zone that extends onto the development site

**Response:** *Noted.*

61. If trees are to be removed, the TCR must clearly show where they are, and document the reason they cannot be retained

**Response:** *Noted.*

62. All retained trees must be shown and all retained trees within the area impacted by the development process must be protected as per City guidelines available at Tree Protection Specification or by searching Ottawa.ca

**Response:** *Noted.*

- a. the location of tree protection fencing must be shown on a plan

**Response:** *Noted.*

- b. show the critical root zone of the retained trees

**Response:** *Noted.*

- c. if excavation will occur within the critical root zone, please show the limits of excavation

***Response:*** Noted.

63. the City encourages the retention of healthy trees; if possible, please seek opportunities for retention of trees that will contribute to the design/function of the site.

***Response:*** Proposed design and limits of development do not allow for the retention of trees on site.

64. For more information on the process or help with tree retention options, contact Mark Richardson mark.richardson@ottawa.ca or on City of Ottawa.

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## **ENVIRONMENTAL REMEDIATION UNIT**

65. Following the information from prior submissions part of the OPA and ZBLA, further discussion relating to an Off-Site Management Agreement (OSMA) will be required.

***Response:*** Acknowledged.

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## **BANK STREET RENEWAL**

All comments relating to Bank Street Renewal are addressed in the resubmitted transportation package from Parsons provided with this resubmission.

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## **BUILDING CODE SERVICES**

72. Please be aware that as shown on the drawings submitted for Site Plan Control Approval, the location of the building on-site may require shoring during the construction stage and possibly permanent encroachment consent. If so, please contact The ROW Permit Office (Right Of Way) at 613-580-2424 x16000 to enquire/ obtain a temporary and/or permanent encroachment letter as the shoring is to be adjacent to city property.

***Response:*** Noted.

73. Please ensure that the shoring details are included in the building permit application. Shoring details between private properties will also be reviewed by Building Code Service Branch at time of building permit application submission and will require permission(s) from the neighboring property(s) owners if any portion of the shoring is located on the neighboring property.

***Response:*** Noted.

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## NCC

### 74. Context

- a. The proposed development is located at the intersection of Bank Street and Riverside Drive.

**Response:** *Noted.*

- b. Riverside Drive is a 'Scenic Entry' within the NCC's Capital Urban Lands Plan ('CULP'). Scenic entries are intended to be of high scenic value, communicating clearly that one is entering a Capital, an inspiring and memorable place.

**Response:** *Noted.*

- c. The NCC owns lands adjacent to the proposed development, including lands to the south between the proposed development and the eastbound arm of Riverside Drive. The immediately adjacent land is 'Non-Designated NCC Property' within the CULP. Non-Designated NCC property does not serve a Capital role and are not required to support federal program requirements or related government functions.

**Response:** *Noted - Developer is in discussion with appropriate NCC authority*

- d. The Rideau River Eastern Pathway is also located along the Rideau River shoreline.

**Response:** *Noted.*

- e. The NCC also owns the nearby Rideau River shoreline and the landscaped median and boulevard areas of Riverside Drive, which are designated Valued Natural Habitat and Capital Urban Greenspace by the CULP, respectively.

**Response:** *Noted.*

75. The proposed development consists of a 26-storey (86 metre) mixed-use building, with 172 vehicle parking spaces and 269 bicycle parking spaces. The proposed built form consists of a 6-storey podium with the 26-storey tower portion to be placed on the northern portion of the property. Parking is to be enclosed on the ground level, as well as a below grade parking structure.

**Response:** *Noted.*

### 76. Federal Approvals

- a. Some elements of the concept plan require Federal Land Use, Design and Transaction Approvals (FLUDTA). This includes the vehicle exit at the south face of the building, and the landscaping and parkette that is proposed on the NCC-owned lands.

**Response:** *Noted - Developer is in discussion with appropriate NCC authority*

- b. The applicant has met with the NCC and initiated a FLUDTA application. This file is being managed by Michael Hanifi, Land Use Planner, who can be reached at Michael.Hanifi@ncc-ccn.ca

**Response:** *Noted - Developer is in discussion with appropriate NCC authority*

- c. The unusual street network in the area features an inconsistent network of sidewalks that have missing links and that often do not lead to controlled crossings. We welcome feedback from the City on whether a sidewalk through the NCC-owned proposed parkette would be desirable to assist in improving on these missing links.

**Response:** *Noted - Developer is in discussion with appropriate NCC authority*

- d. The remainder of the proposed development outside of federally-owned lands does not require NCC approval. The remaining comments in this letter are provided from the NCC as a nearby landowner and based on our Capital Urban Lands Plan.

**Response:** *Noted.*

#### 77. Elevations

- a. The east elevation of the building appears to present a blank façade and openair parking to Riverside Drive. This leaves a solid wall with no relationship to this scenic route. While an office building and parking lot are to the east of the proposed building, each façade at grade should present a design that considers the long-term context of adjacent sites. We suggest some thought be given as to how to present a more appealing treatment for the east elevation at grade.

**Response from HAI:** *Please see the revised plans that have now enclosed all parking on the ground floor.*

#### 78. Cycling

- a. The intersections of Bank Street and Riverside Drive were identified in the City staff report to Transportation Committee titled Cycling Safety Review of HighVolume Intersections (ACS2020-TSD-PLN-0004).

**Response:** *Noted.*

- b. As we noted in our letter of October 28, 2020, the NCC will continue to collaborate with the City to seize opportunities to address a safety concerns at high-volume locations that are fully or partially located on NCC lands.

**Response:** *Noted.*

- c. If the City is exploring improvements to cycling safety in this area with potential impacts to NCC lands and Capital Pathways, we would be pleased to discuss and collaborate with you.

**Response:** *Noted.*

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## **WASTE COLLECTION SERVICES**

79. The City must make sure that the hotel and commercial section have their own garbage room separated from the residential garbage room. The garbage room shown on the site plan will not be big enough to accommodate the following for containers: • Garbage: 9 x 4 yard bins • Fiber: 3 x 4 yard bins • Glass metal plastic: 2 x 3 yard bins • Organics: 7 x 240L carts The applicant will also need to make sure the service door to the room is at least 2.2 meters wide and a depressed curb at the collection point. The guidelines to help understand the size of the garbage room needed for the amount of containers above has been attached.

**Response from HAI:** *Acknowledged. It is the applicants intent to use private garbage collection. Design of garbage areas and collection process will be reviewed with garbage collection contractor.*

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## **OTTAWA CATHOLIC SCHOOL BOARD**

80. The Ottawa Catholic School Board has no objection to the proposed site plan control proposal for the property located at 1335 & 1339 Bank Street in Ottawa. However, since new residential developments have an impact on enrolment, transportation routes and attendance boundaries, we would like to be notified of all decisions pertaining to this application, including notice of public meetings, street name dedications and approval status.

**Response:** *Noted.*

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## **CONSEIL DES ÉCOLES CATHOLIQUES DU CENTRE-EST**

81. No concerns.

**Response:** *Acknowledged.*

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## **ROGERS**

82. Rogers has no comment or concerns regarding this circulation. Please contact Martin Proulx at 613-688-2191 or e-mail at martin.proulx@rci.rogers.com for Rogers Site Servicing if approved, or if you require additional information

**Response:** *Acknowledged.*

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## BELL

83. We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval: "The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada. The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost." The Owner is advised to contact Bell Canada at [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development. It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development. To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations. Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein. If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca)

**Response:** Acknowledged.

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## ENBRIDGE

84. Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions. This response does not constitute a pipe locate, clearance for construction or availability of gas. The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing [SalesArea60@Enbridge.com](mailto:SalesArea60@Enbridge.com) to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving. In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost. The inhibiting order will not be lifted until the application has met all of Enbridge Gas Inc.'s requirements.

**Response:** Acknowledged.

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## HYDRO OTTAWA

85. The Owner is advised that there is medium voltage underground infrastructure along Riverside drive and Bank Street.

- a. Prior to the commencement of any excavation, the Owner shall arrange for an underground cable locate by contacting Ontario One Call at 1-800-400-2255, not less than seven (7) working days prior to excavating. There shall be no mechanical excavation within one and a half meters (1.5m) of any Hydro Ottawa underground plant unless the exact position of plant is determined by hand digging methods.

**Response:** *Acknowledged.*

- b. The Owner shall contact Hydro Ottawa and expose existing duct banks and/or cable chambers. Hydro Ottawa will have the existing duct bank and manholes inspected to record existing condition. Once piling and shoring is completed, Hydro Ottawa will re-inspect the underground plant for any damages.

**Response:** *Acknowledged.*

- c. The Owner shall inform Hydro Ottawa of any acute shock construction process or rubblization to be used during construction, and apply Hydro Ottawa's work procedure UDS0022 "Protecting Electrical Distribution Plant & Support Structures from Vibrations Caused by Construction Activity" which can be found at <https://hydroottawa.com/accountsservices/accounts/contractors-developers/miscellaneous>."

**Response:** *Acknowledged.*

- d. If the change in grade is more than three tenths of a meter (0.3m) in the vicinity of proposed or existing electric utility equipment. Hydro Ottawa requests to be consulted to prevent damages to its equipment.

**Response:** *Acknowledged.*

- e. The Owner shall not use steel curb and sidewalk form support pins in the vicinity of Hydro Ottawa underground plant for electrical safety.

**Response:** *Acknowledged.*

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## RVCA

86. The Conservation Partners Planning and Development Review Team has completed a review of the above noted application to construct a 26-storey (86 metre) mixed use building. We have undertaken our review within the context of Sections 1.6.6 Sewage, Water and Stormwater, 2.1 Natural Heritage, 2.2 Water and 3.1 Natural Hazards of the Provincial Policy Statement, 2020 issued under Section 3 of the Planning Act, and from the perspective of the Conservation Authority regulations. The following comments are

offered for your consideration.

A small portion of the site is within 30 metres of the Rideau River. However, there is an arterial road between the proposed development and the River, thereby creating a barrier to the River. Therefore, there is no anticipated impact from a setback perspective based on this proposal.

The report “Geotechnical Investigation – Proposed Multi-Storey Building – 1335 and 1339 Bank Street, Ottawa, Ontario” dated December 3, 2019, prepared by Paterson Group Inc. indicates that the slopes are considered stable, from a geotechnical perspective, with a global factor of safety greater than 1.5 under static conditions. The report also confirms that the subject site will not reduce the stability or factor of safety of these slopes

The stormwater management report “Development Servicing Study and Stormwater Management Report – 1335 & 1339 Bank Street, Proposed Mixed-Use Development” dated March 3rd, 2021, prepared by Novatech Engineers, Planners and Landscape Architects, indicates that parking will be provided underground and surface parking areas will be covered. While this is the case for majority of the surface parking, based on the Site Plan provided, there are several parking spaces which will not be fully covered and therefore rainwater will enter the surface parking areas. A better understanding as to how the contaminants from this rainwater will be treated is required. Typically, any rainwater entering a parking area requires on-site water quality treatment of ‘enhanced’ (80% TSS Removal).

The RVCA did not conduct a technical review of the stormwater management plan for this site. We will rely on the City of Ottawa to ensure that the stormwater management is consistent with the design assumptions of the receiving storm sewers.

In conclusion, the RVCA recommends this application be placed ON HOLD until there is a clear understanding as to how contaminants within the surface parking areas will be treated. Please keep us informed of the status of this application. For any questions regarding the information contained in this letter, please feel free to contact me.

**Response from Novatech:** The building has been revised (enclosed) so that all surface parking areas and the ramp to the underground parking levels are fully covered as described in the DSS&SWM Report. Quality control measures are not required as landscaped areas and roof tops are considered clean for the purposes of water quality and aquatic habitat protection.:

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## URBAN DESIGN

87. Comments to be updated

**Response:** N/A

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## POLICY

88. Comments to be updated

***Response:*** N/A

Should you have any questions about the revised submission, please contact the undersigned.

Yours truly,

A handwritten signature in black ink, appearing to be 'CM', with a stylized, cursive script.

Christine McCuaig, RPP MCIP M.PI  
Principal Senior Planner + Project Manager

CC: Kevin McMahon, Park River Properties  
Mike Wiebe, Park River Properties