

October 29, 2024

Planning Circulations  
101 CentrepoinTE Drive  
Ottawa, Ontario K2G 5K7  
planningcirculations@ottawa.ca

**Re: Response to Technical Comments – SPC Application D07-12-24-0087; 2900 Brian Coburn Blvd./119 Ryan Reynolds Way**

Thank you for your review comments of our Site Plan Control application received on October 4, 2024. Our development team of professionals, including engineers, architects, landscape architects, and planners, have reviewed all comments and have made changes where necessary. We trust that our responses and re-submission material will be satisfactory for the purpose of moving forward to Site Plan Approval.

Sincerely,



Christopher Gibson, MCP, MCIP, RPP  
Development Manager  
[christopher.gibson@broadstreet.ca](mailto:christopher.gibson@broadstreet.ca)  
780.784.6316

Comment	Response/Action
<b>I. Planning</b>	
Comments:	
1. Please ensure the File Number D07-12-24-0087 and Plan Number 19177 number from IPM are incorporated in the bottom right-hand corner of all plans.	Noted. This has been updated
<b>II. Urban Design</b>	
Comments:	
2. No additional comments.	Noted. No response required.
<b>III. Engineering</b>	
Comments:	
3. No additional comments.  Feel free to contact Cam Elsby, Infrastructure Project Manager, for follow-up questions.	Noted. No response required.
<b>IV. Transportation</b>	
4. <u>Section 2.1.4 [Existing] Pedestrian and Cycling Facilities:</u> Please remove reference to the 2013 Ottawa Cycling Plan designations of 'Local Route' and 'Spine Route'.	As the scoping sections of the report were originally prepared in advance of the new TMP Part 1, references to the previous guidelines were made. It is acknowledged that the new TMP no longer includes these classifications of cycling routes. However, as this does not impact the overall findings of the report, an updated TIA has not been prepared.
5. <u>Section 2.1.5 [Existing] Transit:</u> Please adjust Figure 2 to correctly illustrate that bus stop #1703 and bus stop #1708 are located east of Chaperal Private	It is acknowledged that these bus stops are located east of Chaperal Private. However, an updated TIA has not been prepared as this does not impact the overall findings of the report.
6. <u>Section 2.2.1 Planned Roadway and Transit Projects</u> Please remove the first paragraph referencing the 2013 Ottawa Cycling Plan and the 2013 Ottawa Pedestrian Plan.	Please see response to Comment 4 above.



<p>7. <u>Section 2.4 Exemptions Review</u> Provide an update to Module 4.5 Transportation Demand Management (TDM). The proposed development generates greater than 60 peak hour person trips and therefore the TDM module is typically included in the TIA scope. The TDM component of the 2021 TIA supporting the plan of subdivision was necessarily high-level. Additional detail and confirmation of TDM measures should be provided to support this site plan application.</p>	<p>The proponent agrees to the following TDM Measures:</p> <ul style="list-style-type: none"> <li>• Display local area maps with walking/cycling access routes and key destinations at major entrances;</li> <li>• Display relevant transit schedules and route maps at entrances;</li> <li>• Provide a multimodal travel option information package to new residents;</li> <li>• Unbundle parking cost from monthly rent.</li> </ul> <p>A TDM Checklist is attached.</p>
<p>8. <u>Section 4.1.1 Design for Sustainable modes</u> The development must provide a sidewalk / pathway connection to Ryan Reynolds Way through the portion of the property that is currently proposed to be utilized exclusively as a community garden. The requirement for this pedestrian link is supported by: Policy 4.1.2 3) c), Policy 4.1.2 6), and Policy 4.1.2 15) of the Official Plan. The 2021 TIA for the 2275 Mer-Bleue plan of subdivision, which stated that <i>“pedestrian facilities will connect the [mixed-use] building users to Bryan Coburn Boulevard, Mer-Bleue Road, and the residential subdivision to the south.”</i> The Planning Rationale and Design Brief supporting this Site Plan Control Application, which states: <i>“To the south... the Subject Site has frontage to the same street as these townhouses, Ryan Reynolds Way although only pedestrian access is proposed here.”</i></p>	<p>The Site Plan has been updated to extend a pathway to Ryan Reynolds Way.</p>
<p>9. It is claimed that the development will implement the basic TDM-supportive infrastructure measure to “provide safe, direct and attractive walking routes from building entrances to nearby transit stops”. This statement should include the caveat that there is</p>	<p>Noted. The City’s planned MUP will provide this connectivity for the site.</p>

<p>currently no walking route provided between the site and Stop ID: 1708.</p>	
<p>10. Transportation Planning (Active Transportation Planning) is interested in advancing the provision of the multi-use pathway (MUP) on the south side of Brian Coburn Boulevard adjacent to the development, with potential connections to Aquarium Avenue and Bus stop #1708. This MUP segment would be constructed by the proponent and funded by the City (Active Transportation Planning). Emmett Proulx (emmett.proulx@ottawa.ca) and Andrew Eagen (andrew.eagan@ottawa.ca) are available to discuss further.</p>	<p>The proponent agrees to design and construct the Multi-Use Pathway as a condition of Site Plan Approval. All costs associated with the design and construction will be borne by the City.</p>
<p>11. Please include within Appendix G the TDM-Supportive Development Design and Infrastructure Checklist for the development’s non-residential component.</p>	<p>Please see the attached TDM Checklist.</p>
<p>12. <u>Section 4.3 Boundary Street Design:</u> The 2013 Transportation Master Plan (TMP) 2031 Affordable Rapid Transit and Transit Priority (RTTP) Network identifies isolated transit priority measures along Brian Coburn Boulevard within the study area. Therefore, per Exhibit 22 of the MMLOS Guidelines, Brian Coburn Boulevard has a TLOS target of ‘D’.</p>	<p>Noted.</p>

13. Section 4.4 Access Design:

Restricting the proposed Brian Coburn Boulevard access to right-in / right-out (as identified in the 2021 TIA) is supported. However, the use of a 'pork chop' island results in large access corner radii, which supports high turning speeds in and out of the access and could be hazardous to future pedestrian and cycling facilities on the south side of Brian Coburn Boulevard. It is therefore recommended that the access be restricted to right-in / right-out by extending the existing median on Brian Coburn Boulevard further east, across the access. The 'pork chop' island can then be removed from the design and the access radii reduced. The reduction in corner radii may also allow the development to meet the TAC Geometric Design Guide recommendations for access clear throat length.

The proposed pork chop island has been shown on the Site Plan for several submissions through the pre-consultation process and has not been commented on to date. While the proposed pork chop island has a large radius, the channelization and narrow access throat width within the site (6.7m) will assist in reducing vehicle speeds. Further, the MUP can be designed at the back of the ROW where vehicles entering the site will have clear sight lines and the ability to stop off-road within the pork chop area. No changes to the pork chop design are proposed as part of this application.

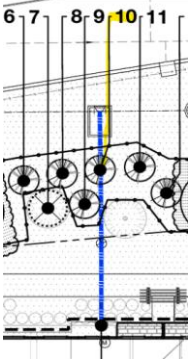
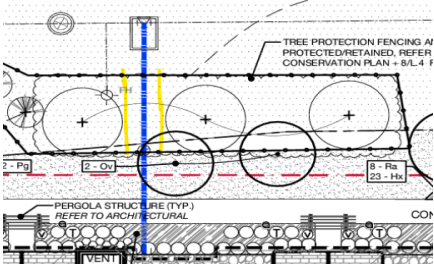
A new median along Brian Coburn Boulevard would require RMA approval and is anticipated to result in significant additional costs to the proponent compared to the previously proposed pork chop island. As the new median is being requested due to the MUP extension project, if pursued by the City, the costs associated with the design and construction of a new median should be funded by the City as part of the MUP extension project.

<b>Streetlighting</b>	
<p>14. Please ensure that the proposed project does not interfere with the existing underground street light plant on Brain Coburn Boulevard and Mer Bleue Road. Streetlights and streetlight plant must be maintained and protected at all times. Please maintain a minimum of 0.6 metres horizontal and 0.3 metres vertical clearance from existing streetlight plant. Reinstate as per City of Ottawa streetlight specifications Locates are required. Please contact Ontario One Call for locates prior to excavation. If conflict arises, please contact Ryan Zaichkowsky 613-809-7422 email: ryan.zaichkowsky@ottawa.ca. At the discretion of the street lighting group, the project must provide funding to upgrade all street lighting infrastructure (including new duct and wire) to meet all new Street Lighting requirements as set out in Council approved right-of-way lighting policy. The applicant is 100% responsible for all costs of any required street light plant alterations and/or repairs. Alterations and/or repairs are required where the existing street light plant is directly or indirectly, adversely affected by the scope of work under this circulation. All street light plant alterations and/or repairs must be performed by the city's street light maintenance contractor.</p> <p>Feel free to contact Mike Giampa Transportation Project Manager, for follow-up questions.</p>	<p>Noted.</p>
<p><b>V. Noise</b></p>	
<p>15. No comments.          Feel free to contact Mike Giampa Transportation Project Manager, for follow-up questions.</p>	<p>Noted. No response required.</p>

VI. Environment	
<p>16. The bird safe glazing is not displayed on the architecture or elevation drawings, as requested by City staff.</p>	<p>Noted. We are committed to providing 100% of our windows the have a bird-safe design applied. We have not added this to the elevation sheet design materials as our procurement department is still sourcing which product we will be using for this.</p>
<p>17. The landscape plan has not replaced the non-native species plantings, as requested by City staff.</p> <p>Feel free to contact Mark Elliott, Environmental Planner, for follow-up questions</p>	<p>Noted. None of the plants contained in the landscape plan are considered invasive. The plan provides a healthy balance of Ontario native plants and near native plants in order to promote biodiversity. Outlined below are some of the non-natives and their rationale to remain:</p> <p>Bottlebrush buckeye (<i>Aesculus parviflora</i>) (shrub): this tree-form shrub is native to areas east and south of here. Given that we are very limited in our ability to plant trees due to subsurface conditions, this large hardy shrub will over time provide shade and visual interest.</p> <p>Diervilla splendens ‘Firefly’ (Shrub); is a cultivar of the native <i>Diervilla lonicera</i> and <i>Diervilla sessilifolia</i> shrub (Native to the Appalachian Mountains). <i>Diervilla</i> is not the invasive <i>Lonicera</i> species.</p> <p>Annabelle Hydrangea (<i>Hydrangea arborescens</i>) (shrub) has a native range that stretches into the New York State area. It is commonly specified locally as a landscape shrub and is an excellent urban shrub choice. It thrives in a variety of environments including shade and has a high tolerance for urban pollution.</p> <p>Blue Autumn Aster (<i>Aster laevis</i> ‘Oudshoom 1’) - has been bred for disease resistance, has a longer bloom time and better drought tolerance than its native counterpart.</p> <p>Daylilies (<i>Hemerocallis</i>) (perennial)- Are a very common and widely used landscape plant as they are extremely hardy and tolerant of many light, soil and water conditions including salt and other urban pollution. It is also non-invasive.</p> <p>Other changes to the Landscape Plants include: Replacing the <i>Spiraea</i> shrubs with native <i>Aronia melanocarpa</i>. Substituted the Feather Reed Grass for <i>Calamagrostis acutiflora</i> as it has a sterile seed head and can only spread via rhizomes. Also non-invasive.</p>

VI. Forestry	
Comments:	
18. The scale bar is not shown on the Tree Conservation Report or the 40-Year Projection. On the Landscape Plan, the scale of the map doesn't align with the projection, creating skewed measurements during review.	Noted. Scale bar and viewports were reviewed. No errors detected. All plans have a scale bar.
19. The LP still does not demonstrate the space allocated for adequate soil volumes for each tree planted by including on the plan a marked off horizontal area of soil and expected depth of uncompacted soil to calculate volume. A common practice is using a dimensioned shape, often a square, to show at least the minimum soil volume requirement is being provided for the size of tree proposed.	There has been a new sheet added to the landscape plans package. Refer to L.2 - Soil Volumes Plan.
20. Label the distance of the geotechnical setback from the building as the Geotechnical Report indicates it must be 7.5m.	There is a setback line and it is listed in the legend.
21. The Geotechnical Report indicates a 7.5m setback from the building to small/medium trees is required on this site. The Landscape Plan states the setback requirement is 4.5m for small/medium trees. Some existing and proposed trees appear to be under 5m from the building edge based on comparison with the Architectural Plans as the scale on the LP is not accurate. Was the building designed to provide a reduced setback from what was originally required by? Has the geotechnical engineering consultant approved this? If so, please update the Geotechnical Report and Landscape Plan to address this change. Update the LP to reflect the appropriate setback requirements and note the plan was prepared in conjunction of the most up to date	The affected notes have been updated on the landscape plan to reflect the most recent geotechnical report from March, 2023. There are no trees within the 7.5m setback.



<p>Geotechnical Report. Existing City trees must be designed around.</p>	
<p>22. Does the Qa (large tree) proposed in the City of Ottawa right of way off Brian Coburn meet the Geotechnical Report setback requirements? Does being separated by a drive isle influence the separation distance?</p>	<p>The Quercus alba that has been specified has been set back to the mature height of the tree (approximately 22m).</p>
<p>23. There is a conflict between a proposed watermain and tree #10. Locate the water service 1.5m from existing trees. Photo included for reference:</p> 	<p>Noted. The watermain connection cannot move 1.5m away from the existing trees. Tree #10 is proposed to be removed to accommodate the watermain line. The protective fencing has been updated on the plans.</p>
<p>24. The tree protection fencing cannot be removed to facilitate construction. Locate tree protection so it can be maintained in place for the duration of construction. For example, adapt the tree protection fencing along Brian Coburn that conflicts with water main installation. Photo included for reference:</p> 	<p>The tree protection fencing has been revised to reflect the attached image.</p>

<p>25. Show the extent of excavation for the building and associated parking garage.</p>	<p>This information is provided on the engineering and architectural drawings. Studio Red has noted the limits of the proposed parking garage on the landscape plan.</p>
<p>26. Why is the symbology for tree 1 and tree 7 different when they are both to be removed?</p>	<p>The legend refers to a grove or thicket vs. a singular tree. Tree 1 is a grove of Poplars and Tree 7 is a singular Spruce Tree.</p>
<p>27. To avoid impacting City trees 3 and 4 can the path be moved between existing trees 1 and 2a? If not, what portion of the critical root zones of trees 3 and 4 will be impacted by the excavation for the pathway? What is the nearest extent of excavation from each of these trees? Only minimal impact to these City trees will be tolerated.</p>	<p>The proposed path does not encroach at all in the critical root zone. Studio Red has included the CRZs on the Tree conservation report.</p>
<p>28. Thank you for adding the tree protection fencing to the civil plans.</p>	<p>Noted. No response required.</p>
<p>29. Total trees planted by ownership is now shown. There is a total of 33 privately owned and 10 city trees proposed.</p>	<p>Noted. No response required.</p>
<p>30. A tree removal permit will not be issued until site plan approval is reached. An approved TCR and LP are required for Site Plan approval to be granted.</p> <p>Feel free to contact Hayley Murray, Planning Forester, for follow-up questions.</p>	<p>Noted.</p>
<p><b>VIII. Parkland</b></p>	
<p>31. Cash in lieu of parkland dedication will be required. Calculation to follow.</p> <p>Feel free to contact Jessica Button, Parks Planner, for follow-up questions.</p>	<p>Parkland dedication requirements for this site has been satisfied through conditions of subdivision approval for D07-16-21- 0001.</p> <p>This comment was addressed during the Pre-Consultation Phase 3, second submission, and confirmed with Jessica Button via email on July 19, 2024.</p>
<p><b>IX. Councillor and Community issues</b></p>	



<p>32. Ward Councillor would have liked to have seen the proposed commercial space being larger and used for more of a retail commercial use.</p>	<p>Noted. No response required.</p>
<p><b>X. Community Benefit</b></p>	
<p>33. This development meets the threshold to be subject to the Community Benefits Charge. See the following link to the program and By-law information  <a href="https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/laws-z/community-benefits-charge-law-law-no-2022-307">https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/laws-z/community-benefits-charge-law-law-no-2022-307</a></p> <p>Feel free to contact Singh Ranbir, Coordinator, Community Benefits Charge, for follow-up questions.</p>	<p>Noted. No response required.</p>