

August 22, 2018

City of Ottawa  
Planning and Growth Management  
110 Laurier Avenue West, 4th floor  
Ottawa, ON K1P 1J1  
Canada

Attention: Shoma Murshid, File Lead, Planner II

Re: **D07-12-18-0046**  
**Avalon Encore – Stage 6 – Block 233**  
**Site Plan Control Application – 1<sup>st</sup> Review Comments**

The following addresses the first round of comments received from the City of Ottawa in regards to the planned condominium development located at 2336 Tenth Line Road; as part of the Avalon Encore – Stage 6 subdivision.

The City's comments have been provided below in **bold**, with Minto's responses in regular font.

## **1** **GENERAL COMMENTS**

### **1.1 This is for a 64-unit stacked dwelling condominium unit within 6 buildings within a PUD.**

Noted.

### **1.2 Please revise Planning Rationale and amalgamate all the addendums and combine into one final document (request for each zone, its exceptions, floodplain discussion), going forward, refining the request as one request.**

Revised *Planning Rationale* has been completed and submitted as part of the Zoning By-Law Amendment process.

### **1.3 Please note that the approval stamp of Jeff McEwen's is no longer applicable. In your revisions, please do not apply this stamp on any plan to be approved, despite the comment in the Engineering review (attached).**

Noted.

### **1.4 Phase 1 ESA does not meet Provincial Reg. 153/04, as amended**

Please see attached letter from Paterson Group regarding the ESA.

**1.5 Will car sharing services under ZBL Section 94 be triggered with this proposal?**

Car sharing has not been included within this site.

**1.6 If there are changes beyond what is recognized by these comments, please have it added as an item in your corresponding cover letter that is a compilation of responses to each point in this review, including attachments.**

The significant changes to the Site Plan include the addition of the Hydro Corridor. This corridor required a significant setback, which shifted 4 of the buildings eastward.

**1.7 Parks and Recs comments to follow as an addendum to this shortly, directly from Parks and Recs....(need confirmation if I am to collect CIL of parkland for this site plan control)**

Noted. Response to Parks and Rec are included below. To our understanding, the parkland contribution is adequate in the subdivision and that no further land or CIL is required.

**1.8 With respect to the Site Plan... It requires a note stating where the topographic detail was derived from and how it was integrated to the property boundary.**

See revised Site Plan. Topographic data was provided by Atrel.

## **2 PLANNING**

**2.1 How will the snow storage area be utilized when there are intervening trees, etc. from the drive aisles**

The area for Snow Storage was removed as the land was being under-utilized. Snow clearing will take the collected snow off-site.

**2.2 All internal pathways – please have it changed to concrete.**

Concrete pathways are provided where they are facing the public realm from the front door.

**2.3 Update Zoning Table with not only the ‘Provided’ but also a ‘Required’ column and also change the proposed Zone within table to ‘R5Z [XXXX]’**

As zoning has not been finalized at the time of drafting these responses, required zoning was not included in the Site Plan.

*Zoning Review*

- 2.4 **TE5 and TE6 setbacks from Mer Bleue Rd must be 6 metres, after the first 21 metres from front lot line, as this is the corner side yard (see endnote 26 ...) under a R5Z zone...however you ask within the Planning Rationale for it to be set at 3.0 metres, even though we can technically ask for 5.5 metres, as indicated on the Site Plan. Can we set it at 5.5 metres within the Zoning By-law Amendment request?**

The 6 meter interior side yard setback for the first 21 meters is only applicable for interior side yards per endnote 27 under R5Z; as TE 5 and 6 are on the corner side lot this set back requirement should not apply. Due to the overhead Hydro line setback requirements, we are providing a corner yard setback of 8.5m. We would therefore request that the ZBA reflect a required corner side yard setback of 4.0 meters for the daylight triangle at the corner of Mer Bleue and Décoeur.

- 2.5 **TE3 and TE4 should meet an interior side yard setback of 6 metres, after the first 21 metres from the front lot line, as this is an interior side yard under a R5Z zone...however you ask within the Planning Rationale for it to be set at 3.0 metres, even though we can technically ask for 5.5 metres, as indicated on the Site Plan. Can we set it a 5.5 metres within the Zoning By-law Amendment request?**

The 6 meter interior side yard setback for the first 21 meters can be included. Due to the overhead Hydro line setback requirements along Mer Bleue, TE3 and TE4 have been moved closer to the interior side yard. Per the enclosed Site Plan, we are providing an interior side yard setback of 3.72 m and would request that the ZBA permit a setback of 3.5 m.

- 2.6 **Parking space # 16, 17 and #82 do not comply with section 109 (3) (a), where no parking space may be established and no person may park a motor vehicle (ii) in a required and provided corner side yard or (iii). – Noted, we can amend this in the Zoning By-law Amendment request via the R5Z[XXXX].**

Noted. Given the site design we would indeed request an exception to permit parking spaces in a provided corner side yard.

- 2.7 **Bicycle parking spaces required at this site is 32 spaces...I seem to count 4 racks (with 6 spaces in each rack).**

Noted. Bicycle racks have been re-sized to accommodate 8 spaces each (32 spaces total).

- 2.8 **Under Section 55, the amalgamation of accessory structures (garbage enclosures) – does it meet: a) maximum height; and, b) maximum floor area? Please confirm. We will need to add this into the Zoning By-law amendment request as the amalgamation of square footage for accessory buildings is 55m<sup>2</sup> and I believe the GFA is greater. I believe the height (maximum allowed is 3.2 metres to mid-point of roof line) has to be amended for the accessory buildings as well but need a confirmation as to its height, as I can calculate the height of the accessory building to the beginning of the roof line to 3.94 metres. Please confirm.**

Section 55 states the maximum permitted height is 3.6 meters with a maximum wall height of 3.2 meters; the garbage enclosure height is 3.2 meters with a wall height of 2.44 meters as shown on the enclosed plans/sketches. The permitted cumulative floor area of all accessory buildings is 55 m<sup>2</sup>; the total floor area of both garbage enclosures is 77.72 m<sup>2</sup>. We will require relief from the Zoning By-Law to allow for a cumulative accessory building area of 80 m<sup>2</sup>.

- 2.9 **Zoning By-law amendment still outstanding.**

Zoning By-Law Amendment has been submitted to the City and is being reviewed.

- 2.10 **Have the colour, on top of the already indicated materials and heights, indicated on plan.**

See provided renderings of the condominium block.

### **3 DESIGN REVIEW COMMENTS (SEE ATTACHED 2336 MER BLEUE ROAD ILLUSTRATION)**

- 3.1 **Provide 3.0 m MUP in lieu of concrete sidewalk on south side of Décoeur Drive across the front of the subject site.**

Noted, see revised Site Plan.

- 3.2 **Sidewalk vs. MUP on Mer Bleue frontage? What is approved across Mattamy's frontage to the south? There are no cycling facilities on Mer Bleue beyond Décoeur, is something needed?**

No existing/future MUP has been identified on Mer Bleue; the City of Ottawa is responsible for its design. A temporary sidewalk was included until such time Mer Bleue is widened and upgraded. Our design provides the necessary pedestrian connections while reducing potential throw away costs.

- 3.3 **The sidewalk or MUP on the Mer Bleue frontage should extend to the southern property line.**

Noted, see revised Site Plan.

- 3.4 **More should be done with the outdoor amenity area/snow storage area. This could include a direct pathway connection to the MUP and some form of shade shelter or seating.**

The snow storage area has been removed as the land was being under-utilized. Additional parking has been added with connections to the MUP.

- 3.5 **Tree planting should be considered in the boulevard on Décoeur Drive. If the MUP was shifted closer to the property line this could be achieved in a 2.5 m wide boulevard.**

There isn't adequate space along Decoeur Drive to provide tree planting following the City's tree planting guidelines.

- 3.6 **Building walkway connections facing public streets should be treated in either unit pavers or concrete.**

Noted, concrete has been used where units connect directly to public streets. See revised Site Plan.

- 3.7 **Provide decorative fencing between the park and the drive aisle.**

Noted, see revised Landscaping Plan.

- 3.8 **Provide height, materials, colours and types of facing on the elevation plans.**

See revised elevation plans.

- 3.9 **Garbage enclosure plans – what is the colour of the corrugated aluminum panels? Does it match the building facades?**

The exterior colour of the garbage enclosure is beige, which matches the building façade. See provided photo.

## **4 ENGINEERING**

### *General Site Plan Application Comments*

- 4.1 **Place on all plans; DWG # and D07 # as per sample. Use Bold Black text: Your Numbers are as per the colours listed here. (See Engineering Format tab)**

See revised plans from Robinson Consultants.

- 4.2 **Place the following stamp on all the plans appropriately for City approval. (See Engineering Format tab)**

Not required.

**4.3 Show the Fire Route on the plan.**

Noted, see revised Site Plan.

**4.4 Remove the utilities (Lights) from the City Storm Sewer Easement.**

Noted, see revised Site Plan and Street Lighting Plan.

**4.5 Provide a Lighting memo from an Engineer; provide certification from an acceptable professional engineer that the site lighting has been designed such that minimal light spillage will protrude onto adjoining properties. The certification memo is to be provided prior to the approval of the Site Plan application and be to the satisfactory to the City. The location of the fixtures, the fixture types as in the make, model and part number, and the mounting heights must be shown on one of the approved plans.**

A Street Lighting analysis has been completed and is part of this resubmission. Please refer to the attached Street Lighting Memo.

**4.6 You need to show the existing hydro poles and line along Mer Bleue Road. It is not legible on the Atrél Plan 170401-EX1 but change the line weight and it may be visible and transferable. Please provide and show on the plans.**

Noted, see revised Site Plan, in addition to a survey of the overhead wires from Stantec.

**4.7 Show the MUP along Deceour as per the revised Atrél Plans.**

Noted, see revised Site Plan.

*Site Plan, SP, prepared by Minto Communities Inc., revision 6, dated February 27, 2018.*

**4.8 Provide a Private Street name and place the Minto/Atrél Street names on the surrounding streets.**

A *Private Street Naming Application* has been submitted to the City and is currently being processed. Surrounding street names have been added to Site Plan.

**4.9 Show the text “ Fire Route “ with 12 radius road bends where required.**

Noted, see revised Site Plan.

**4.10 Show the MUP along Deceour as per Atrél Plans.**

Noted, see revised Site Plan.

- 4.11 **Provide a Private Street name and place the Minto/Atrél Street names on the surrounding streets.**

A *Private Street Naming Application* has been submitted to the City and is currently being processed. Surrounding street names have been added to Site Plan.

*Site Servicing Plan, 17099-S1, prepared by Robertson Land Development, revision 1, dated March 19, 2018*

- 4.12 **Show the MUP along Decoeur Drive as per the Atrél plans. Revise**

Noted, see revised Site Servicing Plan from Robinson Consultants.

- 4.13 **Provide a Call-out note for the “City Storm Easement” on the plans for information.**

Noted, see revised Site Servicing Plan from Robinson Consultants.

*Grading and Drainage Plan, 17099-GR, prepared by Robinson Land Development, revision 1, dated March 19, 2018.*

- 4.14 **Provide a Ponding table on the plan with Pond numbers. i.e. P1, P2 for discussion purposes. The table should show the spill elevation, volume required the max depth, and the level of ponding...i.e. 100-year. Please provide.**

See attached responses/drawings provided by Robinson Consultants.

- 4.15 **Retaining Walls greater than 1.0 metre requires a stamped (structural) Shop Drawing or a detail on a submitted stamped Plan. This should include a fence due to the difference in elevation. Please provide.**

See attached detailed engineering report from Paterson.

- 4.16 **Fences or noise barriers are to be clearly shown on the Grading Plans Revise.**

See attached responses/drawings provided by Robinson Consultants.

- 4.17 **The major spill to street 2 (provide name) should have asphalt strip in that proposed spill area as to not wash away landscaping. Ideally, it would be better to direct to Decour Drive. You have to revise all your HP and ponding elevations so it could easily be directed to Decouer Drive. Please revise.**

See attached responses/drawings provided by Robinson Consultants.

- 4.18 **Provide on the plan the % slope from the depressed curb to the property line at the entrance off Decouer Drive. Maximum is 2% as per the Private Approach By-law. Revise.**

See attached responses/drawings provided by Robinson Consultants.

- 4.19 **The minimum slope for the roadside ditch is 0.3%. Consider the catchment area(s) that spills to this ditch now that Mer Bleue and Stage 6 is constructed or to be constructed. It is a smaller asphalt road surface area that sheet flows to this ditch now in front of the block 236 and as such, the ditch may not have to be as significant as you show. Also, look at the planting proposed on the Landscape plans with your grades. They want trees so you may have to eliminate a portion of the ditch. Review and revise**

See attached responses/drawings provided by Robinson Consultants.

- 4.20 **Your ponding, is depicted as what? Please show in the legend what it is. Is this 100 Year ponding? It is not shown correctly. An example is when you reach your maximum required ponding say for 100-year events then you should spill at an elevation or HP that you set and ultimately to the ROW, you don't need to pond more than the 100-year. If I look at Block TE-5, small area ponding at CBMH 5 the T/G is 87.79 and it appears the maximum ponding illustrated on the plan at the curb is 87.87 but the reality is that the pond will be larger and will only spill at the high point that you set of 88.03. If your intent was likely to retain a 100-year pond to meet volumes but you actually have more because of the HP you set. The ponds that you show on the plan should spill at the 100-year event high Points that you set. Please review and revise all your High Points and ponds.**

See attached responses/drawings provided by Robinson Consultants.

- 4.21 **The major spill to street 2 (provide name, obtain from Minto) should have asphalt strip in that proposed spill area as to not wash away landscaping. Ideally, it would be better to direct to Decoer Drive. You have to revise all your HP and ponding elevations so it could easily be directed to Decoer Drive. Please revise.**

See attached responses/drawings provided by Robinson Consultants.

*Storm Drainage Area Plan, 17099STM, prepared by Robinson Land Development, revision 1, dated March 19, 2018.*

- 4.22 **You need to also show the runoff areas with the runoff area and runoff coefficient...etc. You need these areas to determine your release rate. Please revise.**

See attached responses/drawings provided by Robinson Consultants.



*Avalon Encore Stage 6 infrastructure Servicing Brief, prepared by Robinson Land Development, dated March 19, 2018.*

- 4.23 **Change the title to remove block 236 and include the address. It is typical that reports have addresses and not block numbers. Revise**

See attached responses/drawings provided by Robinson Consultants.

- 4.24 **Please revise the Release Rate calculations for this Site Plan application. Typically, when you have areas of the site that may be uncontrolled and they are identified as surface Runoff then the determined Release Rate subtracts that runoff flow of those areas to determine the new allowable Release Rate. Your release rate is less than what you actually show. Please revise the report and the plans.**

See attached responses/drawings provided by Robinson Consultants.

#### *Noise Study Review Comments*

- 4.25 **The Grading plan submitted with the Noise Study does not show the outdoor Amenity space or discuss it, while the Site Plan (SP) shows an outdoor Amenity Area/Snow storage Area.**

See attached responses/drawings provided by Robinson Consultants.

- 4.26 **It is not clear if the balconies or ground level porch/deck are being considered as an OLA, as per the Noise Guidelines. The report MUST clarify this. Plus show length and width of each differing balcony and/or at grade / sub-grade porch/deck.**

See attached responses/drawings provided by Robinson Consultants.

- 4.27 **In addition to warning clauses being proposed in the report, we recommend to the builder to choose the windows, walls and doors in such a way as to meet the provincial noise standards. Such a clause be added in the report.**

See attached responses/drawings provided by Robinson Consultants.

## **5 ENVIRONMENTAL REVIEW**

### *Environmental Review Comments: EIS*

- 5.1 **The EIS is lacking a description of the site and the natural environment, this description must include the lands adjacent to the site, not just the site itself as well clearly defining the current state of the site and the historic state**

An updated EIS has been prepared to address the requirements outlined in the City's EIS Guidelines. Please refer to the 2018 Dillon EIS, attached.

**5.2 There should be a reference to the fact that McKinnons Creek and the other watercourse feature were on site but has since been removed and no longer exist**

As mentioned, an EIS has been prepared to address natural heritage features, watercourses, etc. Please refer to Section 4.2 of the 2018 Dillon EIS.

**5.3 In the EIS report dated November 8, 2017, the field investigation was completed on November 3, 2017 to confirm existing vegetation communities, this timing is late in the season for vegetation as the optimal inventory period is Mid-May to Mid-September for description of vegetation communities**

Due to the lack of natural vegetation communities within the site, the City confirmed through email correspondence on June 4, 2018, and further through a phone conversation on June 5, 2018 that no further field work would be required. The data gathered during the 2013 work and supplemented through the site visit in 2017 were used to inform the EIS and further details were provided about the ecological function of the site (refer to 2018 EIS).

**5.4 Visual observation of Barn swallow nests should not be surveyed by a roadside inspection (if nests were observed, they would have to be resurveyed during the breeding season the following spring/summer)**

It should be noted that the area surveyed for Barn Swallows was within the larger Stage 6 development; and is outside of the current Block 233 Study Area. There are no structures within the Block 233 Study Area that would support nesting for Barn Swallow. This is captured in the 2018 EIS.

**5.5 The EIS report must include a fieldwork summary table including date and time of all site visits including start and end time of each survey, personnel involved, weather conditions and purpose of each visit**

This information has been included in Section 3.0 of the 2018 EIS.

**5.6 Point count survey locations should be identified on a map**

This has been included in Figure 2 of the 2018 EIS. It should be noted, however, that the breeding bird points done in 2013 were spaced according the MNRF Bobolink protocol and to cover the entire Avalon development area. As a result, the point count shown on Figure 2 is outside of the current Block 233 Study Area. Furthermore, it should be noted that the breeding bird survey results presented in the 2018 EIS cover the entire Avalon Study Area, as the only data available was the data presented in the original SAR memo (and was not specific to each point count location). This is clarified within Section 4.4.5.1 of the 2018 EIS.

**5.7 The vegetation communities identified should be consistent with ELC and clearly identified on a map, there is also no plant list included in the report**

The vegetation communities have been presented in Section 4.3 and Figure 2 of the 2018 EIS report. As no data was collected on individual plant species as part of the 2013 work, a plant list was not provided.

**5.8 There is no mention of incidental observations of wildlife**

The 2018 EIS includes consideration of incidental wildlife, however no incidentals were noted in the 2013 or 2017 work.

**5.9 A description of the proposed project including site preparation, construction, landscaping and intended use of the property once the construction work is completed and impacts should be included**

This information has been presented in Sections 5, 6 and 7 of the 2018 EIS report.

**5.10 Please include resumes of those who contributed to the report including field technicians**

The CV's of those who contributed to the 2017 work and 2018 EIS have been included. It should be noted that the staff who completed the original work in 2013 is no longer with Dillon, and therefore, their CV has not been included.

**5.11 If there was correspondence with other agencies, that correspondence should be included in the report**

No additional agency consultation (i.e. MNRF) was done as part of the 2018 EIS as consultation regarding SAR was done back in 2013 and it was confirmed in 2017 that conditions within the area had not significantly changed since that time.

*Landscape Plan*

**5.12 Recommend replacing the non-native trees such as yellowwood, amur maackia with native locally appropriate species**

Revisions to the landscape plan resulted in the removal of these two species of trees. We have strived to primarily use trees which are native to North America.

**5.13 Recommend replacing oak leaf mountain ash with the American mountain ash and the harvest gold linden with basswood**

Oak leaf mountain ash has been replaced with American Mountain Ash, and the Harvest Gold Linden has been replaced with Tilia Americana 'Boulevard'.

**5.14 Recommend replace the non-native grass species with native species such as big bluestem grass, little bluestem grass, Indian grass and/or switch grass**

We have included a variety of Switch Grass as well as Feather Reed grass as both grasses have been previously accepted on planting plans submitted to the city and a proven performers in harsh urban conditions.

*Refer to Section 4 subsection 4.9- Energy Conservation Through Design in the OP*

**5.15 Provide for energy conservation through appropriate location and choice of species to provide shade and cooling during the summer and wind protection in winter**

Tree planting is proposed where possible, but we have limited space available on site for tree planting and limited size of trees available due to the City's clay soils policy to address these concerns.

**5.16 Utilize native species and species with low watering requirements wherever possible**

Revisions to the plant list have been made to address this goal.

**5.17 Utilize permeable, light-coloured or landscaped surfaces wherever practical to reduce heat retention and encourage natural infiltration of stormwater**

Concrete walkways which are naturally light in colour are provided at the site.

## **6 TRANSPORTATION REVIEW COMMENTS**

### *TIA Report*

**6.1 Page -1: Scoping – under scoping, a single access on Décoeur is mentioned. The secondary entrance on Mer Bleue needs to be discussed in terms of its functionality/purpose.**

Added text to indicate second access from Mer Bleue is for emergency and maintenance vehicles.

**6.2 Page – 11: There is a statement in this report that the site proposes eight less parking stalls than zoning allows. How will the tenants manage this deficiency of parking? Does this statement need to be revised?**

This has been revised as the development is deficient by 6 stalls. It is assumed that the shortage of 6 stalls would be handled through zoning amendment.

- 6.3 **Screening Form: 4. Safety Triggers: The answer to the question “ Is the proposed driveway within auxiliary lanes of an intersection” should be “YES”. The intersection of Décoeur at Mer Bleue could be signalized intersection, and an auxiliary lane at the intersection will be required.**

Screen form has been revised. Please note that Safety trigger was already satisfied due to the proximity of the site access to the potential future traffic signal control Mer Bleue/Decoeur Drive. The site access provides sufficient separation from Mer Bleue Road.

- 6.4 **The proposed entrance to site is not in line with the entrance across Décoeur. It is understood the maximum spacing from main intersection of Mer Bleue is being achieved. The report needs to evaluate any issue which may arise because of a substandard off-set for T-intersections at Décoeur.**

See page 13 of the TIA report

#### *Site Plan*

- 6.5 **Provide a complete list of legends on site plan.**

Noted, see revised Site Plan.

- 6.6 **The site plan doesn't show any details of secondary entrance to site.**

No secondary access is provided. A temporary access onto Mer Bleue Road is provided for emergency and maintenance vehicles.

- 6.7 **The sidewalk should be continuous along the entrance on Décoeur. Also, the depressed curbs with TWSIs be shown at proposed entrance on Décoeur.**

Noted, see revised Site Plan.

- 6.8 **The throat width of 6.00 m at the proposed entrance, as is shown on site plan, needs to be justified. Is this width sufficient for two-way traffic? Each lane measurement be dimensioned.**

City of Ottawa Zoning By-Law Section 131 – Table 131 (1) states minimum width of a private way for a planned unit development (PUD) is 6 meters. As the private way connects to the parking spots, it becomes a drive aisle and its width is increased to 6.7 meters.

- 6.9 **Traffic control and signage need to be shown at entrance(s) and internal intersections.**

Noted. See revised Site Plan.

- 6.10 **Are there any reserved parking areas on site?**

Apart from tenant owned parking spots, 13 parking spots will be designated as *visitor*.

**6.11 Are the end islands concrete/landscaped/painted on site?**

As noted on the *Landscape Plan* some of the islands will be landscaped with sod or simple shrubs; others will be hard landscaped. Parking bays adjacent to TE 3 and TE 4 will have painted islands where the drive aisle connects to the private way.

**6.12 Identify the Locations and number of parking stalls for disabled people on site.**

As these units are not accessible, no accessible parking stalls have been provided.

**6.13 Pedestrian walkways connecting to MUP corridor and Mer Bleue Road be identified on site plan.**

Noted, see revised Site Plan.

**6.14 Fire lane and fire vehicle turning paths be shown on site plan.**

Noted, see revised Site Plan.

**6.15 Winter maintenance functions (snow storage capability) of the site be highlighted/identified on site plan.**

Snow storage has not been included on site. A snow removal service will remove the snow to an off-site location.

**6.16 In order to promote TDM for the proposed site, is there any preferential parking stall for carpooling planned on site?**

Preferential parking stalls for carpooling have not been included.

**6.17 Ensure parking spaces, which are provided fronting the buildings don't obstruct/overhang walkways/sidewalks.**

Noted.

**6.18 Provide turning paths for all types of vehicles entering and leaving the site**

Noted, see supplemental drawings which illustrate various turning movements.

## **7 SNCA - SOUTH NATION CONSERVATION ASSOCIATION**

*The Conservation Partners do not object to the proposed Site Plan Proposal; however, we request written confirmation from the applicant upon completion of works under permit 2018-CUM-R006A.*

- 7.1 SNC is presently reviewing a permit application by Minto that would redirect the flows from McKinnons Creek, west of Mer Bleue Rd, into a storm pipe that leads to the NH5 swm pond. Once engineering is satisfied with the design and the permit is issued (which should be done very shortly), the process to remove the floodplain overlay within Block 236 and 233 will begin. The updated mapping will be sent to the City.**

Noted.

- 7.2 No natural heritage features were identified in our review.**

Noted.

- 7.3 A technical review of the stormwater management is not undertaken by the Conservation Partners as the site does not drain to a natural watercourse. It is understood that the site will drain eastward toward Street No. 2, where it will be conveyed by an underground storm sewer to the existing storm Neighbourhood 5 Ultimate Stormwater Management Facility.**

Noted.

- 7.4 The majority of the upstream drainage, west of Mer Bleue Road, has been diverted and no longer flows through the subject property. Of the original 103.4 hectares, 11.59 hectares of drainage remain. This has been confirmed by the following survey: Existing Drainage for Area 1, prepared by David Schaeffer Engineering Ltd., dated June 2016, signed stamped and dated July 5, 2016.**

Noted.

- 7.5 A Floodplain Constraint associated with McKinnon's Creek crosses the property. The current extent of the floodplain is based on the following analysis: McKinnons Creek Hydrologic Evaluation on Minto Property, prepared by IBI Group, dated April 4, 2017. The analysis finds that the existing drainage is contained within the channel.**

Noted.

- 7.6 South Nation Conservation (SNC) implements Ontario Regulation 170/06, Development Interference with Wetlands and Alterations to Shorelines and Watercourses, developed under Section 28 of the Conservation Authorities Act.**

Noted.

- 7.7 **SNC issued permit 2018-CUM-R006A on April 24, 2018, for the redirection of the remaining drainage west side Mer Bleue Road to storm sewers associated with Avalon Encore Stage 6. The permit also allows the decommissioning of the McKinnon's Creek across the subject property. The permit is valid for 24 months and SNC has been advised that the work is scheduled to be completed by August 2018.**

Noted.

## **8 CPTED - CRIME PREVENTED THROUGH ENVIRONMENTAL DESIGN**

- 8.1 **Lighting will be a major factor for the outdoor vehicle area to help prevent theft. Is there any bike parking on site? The sightlines to the building and parking area look great. Will there be any access control to the property? I like the garbage enclosures which will hopefully be locked.**

Bicycle parking has been included on site. Access control to the property (such as a security gate) has not been incorporated into the entranceway. Garbage enclosures do not feature a lock and are accessible to the public.

## **9 PARKS**

- 9.1 **The City's Parkland Dedication by-law requirement of 1 hectare/300 units, equates to 0.213 hectares (proposed 64 units).**

Noted.

- 9.2 **Avalon Encore – Stage 5 registered subdivision agreement indicates an over-dedication of parkland at 1.409ha. Avalon Encore – Stage 6 (yet to be registered) will include a 0.88ha parkette. Provided the owner provides the 0.88ha parcel through the registration of Stage 6, there will be an over-dedication of 0.529ha of parkland for Avalon Encore. The required parkland dedication from the proposed site plan application of 64 units (0.213ha) will be deduced from the area over-dedication of parkland (0.529ha – 0.213ha = 0.316ha). The Owner acknowledges and agrees that based on the final unit count and the area parkland calculations, should the parkland conveyed be in excess of the requirements under s.51 of the Planning Act, the City shall not compensate the Owner.**

Noted.

- 9.3 **Please note, the proposed 3 metre MUP through the parkette connecting Gardenpost Terrace to Decoeur Drive would typically be within a walkway block. Through Stage 6 registration, if the MUP is not within a walkway block, the design and construction of the MUP will remain a subdivision cost to be covered by the Owner separate from the park budget.**

Noted.



- 9.4 **Tree planting and landscaping adjacent to the MUP is to be within the site property boundary as shown on the Landscape Plan, the Owner is responsible for the cost of the tree planting and landscaping and it is separate from the park budget.**

Noted.

- 9.5 **Recommend revising shrub planting adjacent to the garbage enclosure to an evergreen to provide year-round screening of the enclosure. Suggested evergreen - Thuja occidentalis 'Fastigiata' (pyramid cedar).**

Noted.

- 9.6 **Please provide decorative fencing (post-and-rail) or (rod-iron) along the eastern property boundary adjacent to the park block to delineate private property and park block. The intent of the fencing is to limit snow plowing from the development onto the park property.**

Noted, see revised Landscape Plan.

## **10 HYDRO OTTAWA**

*See ESA Building Clearance, CE Code, Part I CSA, Ontario Electrical Safety Code, Installation of lines and wiring of buildings, Section 75-708, Clearance of conductors from buildings*

- 10.1 **Regarding double circuit poles along Mer Bleue Rd : The address 2336 Tenth line is misleading? From what I can tell it would be approximately 2301 Mer Bleue Rd for this site. If I am correct for the location, Hydro One has a double circuit overhead pole line along that site. Because of that they will need to design any buildings, structures or planting trees to maintain the required clearance from the closest conductors to meet both ESA and Hydro One Standards. It works out to about 4.8metres from closest conductor. Attached are the Regs. Please advise the developer so they can design to meet those standards.**

Noted, all buildings have been designed to meet or exceed this clearance.

## 11 TECHNICAL AGENCIES

### 11.1 Enbridge Gas Distribution does not object to the proposed application(s).

This response does not constitute a pipe locate or clearance for construction.

The applicant shall contact Enbridge Gas Distribution's Customer Connections department by emailing [SalesArea60@enbridge.com](mailto:SalesArea60@enbridge.com) for 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.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.

Easement(s) are required to service this development and any future adjacent developments. The applicant will provide all easement(s) to Enbridge Gas Distribution at no cost. The inhibiting order will not be lifted until the application has met all of Enbridge Gas Distribution's requirements.

In the event a pressure reducing regulator station is required, the applicant is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact [SalesArea60@enbridge.com](mailto:SalesArea60@enbridge.com).

Enbridge Gas Distribution reserves the right to amend or remove development conditions.

Noted.

### 11.2 I was reviewing the site plan below and this location will be entitled to front end city collection for the 6 back to back units, this is what they will need for containers:

**Garbage: 3 x 4 yard bins**  
**Fiber: 1 x 4yard bin**  
**Glass metal plastic: 2 x 360L cart**  
**Organics: 1 x 240L cart**

Noted.

### 11.3 I see they have a garbage room (enclosure) on the drawing, once you have the measurements and door openings let me know so I can approve this site plan for waste collection.

Noted. See attached garbage enclosure elevations.

- 11.4 **Canada Post will provide mail delivery service through centralized Community Mail Box (CMB).**

**Given the number and the layout of the lots in the Site Plan there will be 1 Location. The CMB location will be located: Side of unit 206A on the attached plan.**

Noted. This has been included in the revised Site Plan.

- 11.5 **If the development includes plans for (a) multi-unit building(s) with a common indoor entrance, the developer must supply, install and maintain the mail delivery equipment with parcels compartments within these buildings to Canada Post's specifications.**

Noted, this mail delivery system will not be required for this development as each unit has its own separate entranceway.

- 11.6 **Please provide Canada Post with the excavation date for the first foundation/first phase as well as the date development work is scheduled to begin. Finally, please provide the expected installation date(s) for the CMB(s).**

Construction is expected to start August 1, 2019. Date for CMB installation will be determined at a more appropriate time.

- 11.7 **The developer will consult with Canada Post to determine suitable permanent locations for the Community Mail Boxes. The developer will then indicate these locations on the appropriate servicing plans.**

See comment 11.4 from Canada Post; the CMB location has been determined.

- 11.8 **The developer agrees, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.**

Noted.

- 11.9 **The developer agrees to include in all offers of purchase and sale a statement which advises the purchaser that mail will be delivered via Community Mail Box. The developer also agrees to note the locations of all Community Mail Boxes within the development, and to notify affected homeowners of any established easements granted to Canada Post to permit access to the Community Mail Box.**

Noted.

**11.10 The developer will provide a suitable and safe temporary site for a Community Mail Box until curbs, sidewalks and final grading are completed at the permanent Community Mail Box locations. Canada Post will provide mail delivery to new residents as soon as the homes are occupied.**

Noted.

**11.11 The developer agrees to provide the following for each Community Mail Box site and to include these requirements on the appropriate servicing plans:**

- Any required walkway across the boulevard, per municipal standards
- Any required curb depressions for wheelchair access, with an opening of at least two meters

**(consult Canada Post for detailed specifications)**

Noted.

**11.12 The following paragraph is to be included as a condition of approval:**

**“The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication/telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements”.**

Noted.

**11.13 The Developer is hereby advised that prior to commencing any work, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Developer shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.**

**If the Developer elects not to pay for the above noted connection, then the Developer will be required to demonstrate to the satisfaction of the Municipality that sufficient alternative communication/telecommunication will be provided to enable, at a minimum, the effective delivery of communication/ telecommunication services for emergency management services (i.e., 911 Emergency Services).**

Noted.



This concludes our response to the first round of City of Ottawa comments regarding Avalon Encore Stage 6 Block 233. Please do not hesitate to contact the undersigned with any questions or comments.

Regards,

Thomas Couper  
Land Developer Coordinator, B.A.Sc