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

Site Location: 2480 Walkley Road

File No.: D07-12-19-0006

Date of Application: January 18, 2019

This SITE PLAN CONTROL application submitted by Novatech (attn.: Kayla Blakely) on behalf of Giant Tiger Stores Limited, Attn: Jean-Marc Desjarlais, Associate Vice-president, Leasing and Legal Services, 2480 Walkley Road, ON K1G 6A9., is APPROVED as shown on the following plan(s):

1. **Grading Plan Overall Development,** Giant Tiger Head Office, GR, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

2. **Grading Plan North Development,** Giant Tiger Head Office, GR1, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

3. **Grading Plan South Development,** Giant Tiger Head Office, GR2, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

4. **Grading Plan West Development,** Giant Tiger Head Office, GR3, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

5. **Interim Grading Plan Overall Development,** Giant Tiger Head Office, IGR, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

6. **Interim Grading Plan North Development,** Giant Tiger Head Office, IGR1, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 4).

7. **Interim Grading Plan South Development,** Giant Tiger Head Office, IGR2, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 4).

8. **Erosion Sediment Control Plan,** Giant Tiger Head Office, ESC, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 4).

9. **Interim General Plan of Services South Development,** Giant Tiger Head Office, IGP2, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 4).

10. **Interim General Plan of Services North Development,** Giant Tiger Head Office, IGP1, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 4).

11. **Interim General Plan of Services Overall Development,** Giant Tiger Head Office, IGP, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

12. **General Plan of Services Storm Sewer Outlet,** Giant Tiger Head Office, GP3, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

13. **General Plan of Services South Development,** Giant Tiger Head Office, GP2, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

14. **General Plan of Services North Development,** Giant Tiger Head Office, GP1, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

15. **General Plan of Services Overall Development,** Giant Tiger Head Office, GP, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 5).

16. **Notes and Details,** Giant Tiger Head Office, ND, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 4).

17. **Overall Site Plan,** Giant Tiger Head Office, A100, prepared by GKC Architects, dated January 18, 2019, revised April 11, 2019 (Revision 3).

18. **Enlarged Site Plan 1/2,** Giant Tiger Head Office, A101, prepared by GKC Architects, dated January 18, 2019, revised April 11, 2019 (Revision 3).

19. **Enlarged Site Plan 2/2,** Giant Tiger Head Office, A102, prepared by GKC Architects, dated January 18, 2019, revised April 11, 2019 (Revision 3).

20. **Overall Interim Site Plan,** Giant Tiger Head Office, A103, prepared by GKC Architects, dated January 18, 2019, revised July 11, 2019 (Revision 1).

21. **Landscape Plan - Overall,** L1, Giant Tiger Head Office, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 3).

22. **Landscape Plan – Inset A,** L2, Giant Tiger Head Office, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 3).

23. **Landscape Plan – Inset B,** L3, Giant Tiger Head Office, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 3).

24. **Landscape Plan – Inset C,** L4, Giant Tiger Head Office, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 3).

25. **Details**, L5, Giant Tiger Head Office, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Revision 3).

26. **Basement Plan,** Giant Tiger Head Office, A200, prepared by GKC Architects, dated January 18, 2019, revised June 11, 2019 (Revision 5).

27. **Elevations,** Giant Tiger Head Office, A400, prepared by GKC Architecture, dated January 18, 2019, revised April 11, 2019 (Revision 2).

28. **Elevations,** Giant Tiger Head Office, A410, prepared by GKC Architecture, dated January 18, 2019, revised April 11, 2019 (Revision 2).

29. **Tree Conservation Plan**, Giant Tiger Head Office, TCR, prepared by Novatech, dated January 18, 2019, revised July 12, 2019 (Rev 3)

And as detailed in the following report(s):

1. **Site Servicing and Stormwater Management Report**, Giant Tiger Head Office. 2480 Walkley Road, prepared by Novatech, dated January 24, 2019, revised April 25, 2019.

2. **Giant Tiger Headquarters 2480 Walkley Road Transportation Impact Assessment Study Report**, prepared by Novatech, dated January, 2019, revised July 2019 (Project 117203 – Ref R-2018-111).

3. **Geotechnical Investigation Proposed Re-Development of Commercial Site – Phase 1 2480 Walkley Road**, prepared by GEMTEC, dated January 14, 2019 (Project No. 64153.93).

4. **Environmental Noise & Vibration Assessment**, 2480 Walkley Road, prepared by Gradient Wind Engineering Inc., dated January 17, 2019 (Project No. GWE18-209).

5. **Phase One Environmental Site Assessment**, 2480 Walkley Road, prepared by Pinchin, dated October 18, 2018 (Project No. 229085).

6. **Phase Two Environmental Site Assessment**, 2480 Walkley Road, prepared by Pinchin, dated January 11, 2019 (Project No. 229085 001).

And subject to the following Standard and Special Conditions:

Standard Conditions

1. 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. The Owner shall submit a certificate of insurance in a form satisfactory to the City. The certificate of insurance must be issued in favor of the City of Ottawa in an amount not less than five million dollars per occurrence, must contain an endorsement naming the City as an additional insured and an unconditional thirty days notice of any material change or cancellation of the policy.

3. 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.

4. 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. 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. 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. 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. The Owner acknowledges and agrees to install construction fencing, at its expense, in such a location as may be determined by the General Manager, Planning, Infrastructure and Economic Development Department.

9. The Owner acknowledges and agrees, prior to the issuance of a building permit, to provide the City with a certificate from an acceptable professional engineer, licensed in the Province of Ontario, which certificate shall state that the exterior site lighting has been designed to meet the following criteria:

   i. it must be designed using only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES); and

   ii. it must result in minimal light spillage onto adjacent properties. As a guideline, 0.5 fc is normally the maximum allowable spillage.

10. 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.

11. Any portion of the lands which is intended to be used for snow storage shall be shown on the approved Site Plan or as otherwise approved by the General Manager, Planning, Infrastructure and Economic Development Department. The grading and drainage patterns and/or servicing of the site shall not be compromised by the storage of snow. Snow storage areas shall be setback from property lines, foundations, fencing or landscaping a minimum of 1.5 metres. Snow storage areas shall not occupy driveways, aisles, required parking spaces or any portion of a road allowance.

Special Conditions

1. Upon execution of the Site Plan Agreement, the Owner shall pay cash-in-lieu of parkland for the land value of 5.428 ha, as required; such value of the land to be determined by the City's Realty Services Branch. The Applicant shall bear the cost of any appraisal costs incurred by the City; all to the satisfaction of the General Manager, Recreation, Cultural and Facility Services Department. 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 10 funds.

2. The Owner shall provide a construction traffic management plan prior to registration of the Agreement. Such plan shall be to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

3. The Owner acknowledges and agrees all tractor-trailer trucks shall use the Banton Street and Walkley Road signalized intersection as a means of accessing the existing warehouses at 2480 Walkley Road.

4. The Owner acknowledges and agrees to enter into a Maintenance and Liability and/or Encroachment Agreement for any landscaping (hard or soft) located on City property, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

5. That the Owner acknowledges and agrees to implement all recommendations, design parameters and controls in accordance with the approved stormwater management plan "**Site Servicing and Stormwater Management Report**, Giant Tiger Head Office. 2480 Walkley Road, prepared by Novatech, dated January 24, 2019, revised April 25, 2019".

6. That the Owner acknowledges and agrees that the Mather Award Drain is subject to Ontario Regulation 174/06 "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation" under Section 28 of the Conservation Authorities Act (or as amended). This regulation affects the property in the following manner:

    - Any alteration, straightening, changing, diverting or interfering in any way with any watercourse requires the prior written approval from the Conservation Authority.

7. That the Owner acknowledges and agrees that a letter of permission from the RVCA is required under Ontario Regulation 174/06 "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation" under Section 28 of the Conservation Authorities Act (or as amended) prior to the construction of the stormwater management outlet to the Mather Award Drain.

8. The Owner acknowledges and agrees to provide certification by a professional engineer that the stormwater facilities have been constructed in accordance with the **Site Servicing and Stormwater Management Report**, Giant Tiger Head Office. 2480 Walkley Road, prepared by Novatech, dated January 24, 2019, revised April 25, 2019., to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development Department.

9. 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.

10. Prior to registration, the Owner shall enter into a Roadway Modification Approval process for the works on Walkley Road as detailed in the approved functional roadway modification drawings. The Owner further acknowledges and agrees it shall be responsible for the cost of all roadway modifications identified in the Roadway Modification Approval Report, as approved by the Manager, Development Review (South Unit).

11. The Owner acknowledges and agrees all roof top mechanical equipment shall be screened with appropriate acoustical barriers.

12. The Owner acknowledges and agrees that it shall retain the services of a geotechnical engineer, licensed in the Province of Ontario, to ensure that the recommendations of the Geotechnical Investigation Report (the "Report"), referenced as "**Geotechnical Investigation Proposed Re-Development of Commercial Site – Phase 1 2480 Walkley Road**, prepared by GEMTEC, dated January 14, 2019 (Project No. 64153.93)" 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. The Owner acknowledges and agrees that all blasting activities will conform to the City's Standard S.P. No. F-1201 entitled Use of Explosives, as amended. Prior to any blasting activities, a pre-blast survey shall be prepared as per S.P. No. F-1201, at the Owner's expense, for all buildings, utilities, structure, water wells and facilities likely to be affected by the blast, in particular, those within seventy-five (75) metres of the location where explosives are to be used. The standard inspection procedure shall include the provision of an explanatory letter to the owner, or occupant and owner, with a formal request for permission to carry out an inspection (the "Notification Letter").

14. The Owner acknowledges and agrees that any trees to be removed shall be removed in accordance with the approved Tree Permit and/or the Tree Conservation Report referenced in Schedule "E" hereto, and in accordance with the City's Urban Tree Conservation By-law, being By-Law No. 2009-200, as amended. The Owner further agrees that a copy of the approved Tree Permit and/or Tree Conservation Report shall be posted on the construction site at all times until Approval is granted by the City for such Works (or during tree removal, grading, construction, and any other site alteration activities).

15. The Owner(s) shall implement the following noise control attenuation measures recommended in the approved **Environmental Noise & Vibration Assessment**;

    “Purchasers/tenants are advised that sound levels due to increasing road and rail traffic will interfere with indoor activities as the sound levels exceed the sound level limits of the City and the Ministry of the Environment, Conservation and Parks

    To help address the need for sound attenuation this development includes:
    - Multi-pane commercial curtain wall system

    To ensure that provincial sound level limits are not exceeded it is important to maintain these sound attenuation features.

    This office building has been supplied with a central air conditioning system and other measures which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environmental, Conservation and Parks.”

July 24, 2019

Date

Lily Xu
Acting Manager, Development Review
Development Review, South
Planning, Infrastructure and Economic Development Department

Enclosure: Site Plan Control Application approval – Supporting Information

SITE PLAN CONTROL APPROVAL APPLICATION
SUPPORTING INFORMATION

File Number: D07-12-19-0006

SITE LOCATION

The application is located at 2480 Walkley Road, at the southwest corner of Walkley Road and Russell Road, within Ward 10 (Gloucester-Southgate Ward), and bordering Ward 18 (Alta Vista).

SYNOPSIS OF APPLICATION

The City of Ottawa received a Site Plan Control application from Giant Tiger Limited for the purpose of developing a new corporate headquarters and ancillary retail store, replacing the existing office and retail uses on the property.

Currently the site has an existing 38,930 square metre building containing Giant Tiger's corporate headquarters and ancillary retail store, as well as substantial warehouse space formerly occupied by the company's distribution centre. The retail store occupies 3,752 square metres of ground floor, while the office space occupies 7,121 square metres of floor area. Approximately 28,057 square metres of warehouse space occupies the balance of the building.

The new building will contain approximately 17,380 square metres of office floor area within a four-storey building, with approximately 2,875 square metres of retail within an attached one-storey podium. The reconstruction will be phased as follows:

Phase 1 – demolish a portion of an existing one-storey warehouse for construction staging purposes

Phase 2 – construct the new 17,380 square metre four-storey corporate office building with 2,875 square metre ancillary retail store. Relocate the existing office and retail functions into the new building

Phase 3 – demolish the now vacant 7,121 square metre office and 3,752 square metre retail portions as well as an additional warehouse component. 16,972 square metres of warehouse space will remain existing for future tenants.

Phase 4 – complete roadway modifications at the Walkley Road and Melfort Street intersection to accommodate a new signalized, full-movement access.

Once redeveloped, the site will contain a 17,380 square metre office building with a 2,875 square metre ancillary retail store. An existing 16,972 square metre warehouse component will remain on the site for lease to a future tenant.

Roadway modifications are proposed for Walkley Road, with a new fully signalized intersection at Walkley Road and Melfort Street, including a full median closure on Walkley Road.

Related Applications

A related Zoning By-law Amendment application (City File D02-02-19-0007) was passed by City Council on May 22, 2019 (By-law 2019-180).

Sanitary

The existing development is currently serviced by a private 150mm diameter sanitary service which connects to the existing 1050mm x 675mm diameter sanitary trunk sewer within Walkley Road. The proposal is to service the new development with a proposed 150mm diameter sanitary sewer that connects to the existing 150mm diameter service on site.

Water

A portion of the existing watermain infrastructure will be temporarily removed during the building demolition. The existing 250mm diameter watermain along the north side of the site will be extended to service the proposed buildings. This watermain will also be extended south where is will reconnect with the existing 250mm diameter watermain that runs along the south side of the existing warehouse to provide a looped system.

Stormwater Management

There is an existing 750mm diameter sewer outlet to the Mather Award Drain at the southwest corner of the site. This existing storm sewer services only the existing developed portion of the property. The proposal is to service the new developed portion of the site by constructing an additional, new 750mm diameter storm sewer outlet to the Mather Award ditch. The existing storm sewer will continue to service the retained warehouse and existing parking areas.

Transportation

Access to the site is currently provided by full movement accesses along Banton Street approximately 80m south of Walkley Road, and Walkley Road approximately 80m east of Melfort Street. Left turns into the access on Walkley Road is restricted between 4:00pm and 6:00pm, and use of this access is restricted for heavy vehicles at all hours. The proposed redevelopment will maintain the full movement access at Banton Street, and will convert the Walkley Road driveway into a right-in/right-out (RIRO) access through a modification of the existing median break. The median will be fully closed due to safety concerns with allowing eastbound left turns into the

Confederation Court Community Housing at 2282 Russell Road. Additionally, a signalized full movement access is proposed at the intersection of Walkley Road/Melfort Street.

DECISION AND RATIONALE

This application is approved for the following reasons:

- The site plan complies with the 'Employment Area' designation of the City's Official Plan.
- The site plan complies with the zoning performance standards of the 'Light Industrial, Exception 2561 zone'.
- The site has been planned to ensure safe and functional access and egress, adequacy of servicing, and appropriate site design. All aspects of transportation, engineering and site design represents good land-use planning.

CONSULTATION DETAILS

Councillor Deans and Councillor Cloutier are aware and have concurred with the proposed conditions of approval.

Document 1 – Consultation Details

A public open house was held in the community on April 9th, 2019 (825 Canterbury Ave), with 20 attendees from the public.

Public Comments and Responses

Transit and Pedestrians

Comment:

Please relocate the existing bus pad and shelter to align with the relocated retail store.

Response:

The relocation of the bus pad and shelter was investigated and deemed to best serve the community at the Melfort Street and Walkley Road intersection. If the shelter was relocated east, it would create a situation where unsafe lane changes for the bus to move into the eastbound left turn lane onto Russell Road. From an operational perspective, the shelter will remain at the Melfort Street intersection.

Comment:

Concerns were raised with respect to possible jay-walkers across Walkley Road to get to the retail store (should median fencing be required?)

Response:

Through the associated Site Plan Control application, the safety of pedestrians has been examined and a determination was made that median fencing is not required as part of the Road Modification Approval for the new works on Walkley Road. Pedestrians have a reasonable walking distance to the new retail store, utilizing the signalized intersection at Melfort Street.

Comment:

Sidewalks should be introduced on Melfort Street as a result of this development proposal.

Response:

The Traffic Impact Study does not indicate sidewalks on Melfort are triggered by the redevelopment of the Giant Tiger site.

Vehicular Traffic, Parking and Transit

Comment:

Please ensure there is no through traffic from this new development into Melfort Street. Cut through traffic is not desired in the low-rise neighbourhood.

Response:

Through the review of the Road Modification drawings and Transportation Impact Assessment Study, Staff will impose a weekday p.m. peak north bound restriction on the new signal. This will prohibit traffic to continue north through the new signalized intersection onto Melfort Street during weekdays between 4pm to 6pm.

Comment:

Concerns were raised with existing parking problems on Magnus Street and Melfort Street and the new Giant Tiger expansion likely increasing the parking tensions.

Response:

The Giant Tiger proposal is illustrating ample parking, both for the office and new retail store (including one level of underground parking for the office building). In addition, there is a very large surface parking lot servicing the warehouse portion of the site, which will be relatively vacant due to the high number of parking spaces and the low usage of vehicular users/employees for this warehouse portion. There will be no incentive or benefit from employees parking in the Melfort Street area and walking across Walkley Road to the new office or retail store to work when parking has been satisfactorily provided on-site.

Comment:

The use of transport truck engine breaks is an issue and there is concern this will be increased with this development.

Response:

If required, measures can be implemented, such as roadway signs, to restrict the use of engine brakes for large trucks stopping at the proposed signalized

intersection at Melfort Street. The reduction in warehouse space on the subject property is likely to reduce truck traffic generated by this use considerably.

Comment:

What is the expected frequency of tractor trailers into the new intersection?

Response:

The existing Giant Tiger store receives deliveries by large truck (tractor trailer) approximately three times per week. No change to the frequency of deliveries is expected for the new store once it is operational. Given that the existing warehouse space is to be reduced by nearly 40%, the overall presence of large trucks accessing the property is expected to decrease considerably. Further, the existing warehouse will continue to have access from Banton Street.

Comment:

Will tractor trailers us the Banton intersection?

Response:

The Banton Street intersection will continue to be utilized for the existing warehouse on the subject property.

Comment:

There should be a requirement to construct a cycle track along the frontage of the property, since Walkley Road is designated as a spine route in the Cycling plan.

Response:

The cycle track is a longer term commitment that will be completed when Walkley Road undergoes a street renewal program, funded by the City.

Comment:

Can the OC Transpo bus pad and shelter be moved to align with the location of the new retail store?

Response:

We appreciate the suggestion about relocation of the pad/shelter. After conferring with OC Transpo, the shelter and pad will remain in the same approximate location. If the shelter was moved eastward, it would create an operational issue with a bus changing lanes to make a left (northbound) turn on Russell Road.

Comment:

There is concern with the proposed median closing on Walkley Road, which will restrict the vehicular movements to a right-in/right-out only for the townhouse development at 2282 Russell Road.

Response:

Through the Site Plan control application the applicant and City staff fully explored options for allowing an eastbound left-in movement. Unfortunately, maintaining a westbound left turn into 2282 Russell Road interferes with the new eastbound left turn lane into Giant Tiger, thus creating safety concerns for rear end collisions. There are existing opportunities for alternative routes into the parking lot for the effected residents.

Comment:

On page 2 of the report, there is an assumption that this current development will result in an increase of 60 vehicles per hour during peak hours. It would be important to know the percentage breakdowns of additional vehicles between cars/SUV/vans and trucks, and whether this additional traffic will be during rush hour, off-peak or both.

Response:

Page 2 of the TIA includes a statement that the Giant Tiger redevelopment ‘is expected to generate over 60 person trips per peak hour more than the existing development,’ which is the City’s threshold for requiring a full TIA study. The study was not required by the City to break down the additional projected traffic by type of vehicle.

Comment:

On summary page II of the report, there is an assumption that there will be an increase of 99 person trips in the AM peak and 73 person trips in the PM peak hour turning into Giant Tiger’s Melfort Street intersection.

a) Are these employees?

b) Why does this figure differ from the assumed increase of 60 vehicles per hour increase on Walkley noted on page 2 of the report? What is the distinction being made and why is it valid?

Response:

a) The increase in traffic is attributable to the increased office size, and therefore the additional traffic will consist of employees and office visitors. Overall however, the study considers traffic generated by the retail, office, and warehouse uses.

b) Page II of the TIA executive summary states that the redevelopment is projected to increase by '99 person trips in the AM peak hour and 73 person trips in the PM peak hour, including an increase of 67 vehicle trips in the AM peak hour and 50 vehicle trips in the PM peak hour.' Person trips account for all modes of travel, which include vehicle trips as well as passenger trips, transit trips, and non-automotive trips.

Comment:

Currently, there are many different figures being tossed around regarding number of parking spots that should be explained better:

a) The existing parking has 472 parking spots for the current store and office complex;

b) Block A (current area not going to be part of the new GT application) parking spots will be reduced to 429 parking spots;

c) Block B (consisting of new office building and store parking) will contain 628 parking spots.

If there will only be 99 more person trips into Giant Tiger during morning peak hours, why does the proposal ask for an increase of 585 new parking spaces? The math does not add up (472 + 99 = 571 parking sports required, not 628). If there will be a smaller store and an increase in 99 vehicles to 2480 Walkley Road on peak hours due to the new office, who are the extra 57 parking spots intended to serve?

Response:

The majority of parking provided within Block A will remain vacant until future development. The additional traffic described in the TIA considers the peak hours, as these hours represent the 'worst case' traffic within the study area. However, traffic will continue to enter and exit the Giant Tiger site throughout the day, and the amount of parking provided must consider this.

Comment:

The TIA assumes that there will be an increase of 12 bus riders in the AM going to Giant Tiger and an increase of 9 bus riders in the PM, based on only two bus routes that service the area within 300 metres of Giant Tiger. It is odd that only the #47 and #112 bus routes were examined on one particular day. Assuming that people will not walk more than 300 metres to/from a bus stop is ridiculous. We are forced to! Those routes are limited and were designed by OC Transpo officials, not by residents or shoppers. Three other city buses service the Hawthorne Meadows/Walkley/Melfort area. They are highly used by riders going to/from the area but involve a bit more walking by commuters. They include the #86 at Southvale/Russell, and the #40 and #48 at St. Laurent/Walkley.

Response:

The City's TIA Guidelines outline a requirement to consider any transit stops within 400m walking distance (equivalent to a 5-minute walk) of the proposed development. The bus routes 40, 48, and 87 are served outside of this 400m radius, however it is possible that transit users coming to/from Giant Tiger would use these routes. Consideration of these routes does not change the conclusion that no capacity issues are anticipated as a result of the Giant Tiger redevelopment.

Blasting and Construction

Comment:

Will blasting be required for the underground garage?

Response:

Blasting is not anticipated given the subsurface conditions at this location

Comment:

During construction of this building, Melfort Street and Magnus Street will be even more congested. As it stands, these parking problems, congestion and speeding make it dangerous to be a pedestrian at certain times of the day.

Response:

The development is proposed in phases where the new retail and office building are constructed on the eastern part of the site where there currently is no existing parking spaces. Thus, even though construction will be on-going, the site will have a fully functional parking lot for the existing operations. Staff can consider conditions of site plan approval to ensure that the construction workers are parking on-site and not on local side streets, across Walkley Road.

Building and Site Design

Comment:

What is being done to mitigate bird strikes on the glass windows of the new office building?

Response:

Bird strike mitigation measures have been incorporated into the design of the proposed building and will include:

- The use of only low-reflectance glass
- Glass printed with a bird friendly pattern (50% of the office building)
- A mostly opaque ground floor (±65%)
- Automatic blinds
- Overhangs at clear glass entrances
- A minimal amount of potted plants on the 4th floor terrace

Comment:

Why is the new retail store proposed as a smaller size than the existing retail store?

Response:

The reduced floor area is a result of an improved and more efficient floor layout (the proposed development being a purpose built retail store rather than a retrofitted space) and represents the upper limit of retail permitted in this Employment Designation.

Comment:

What ‘Green’ initiatives are being considered for this office headquarters?

Response:

Please find a list of green initiatives that are included in the building design below:

- Efficient mechanical and electrical systems
- Performance of energy modeling to optimize curtain wall design
- Optimized building placement in terms of solar orientation
- Automated blinds to control solar heat gain
- Respect of dark sky guidelines
- LED lighting
- Natural illumination and views to the exterior for 100% of the building occupants
- Car charging stations
- Indoor bike storage and showers to encourage alternative modes of transport
- Underground parking to reduce number of spots required on the site and increase planted area
- Construction of exterior smoking shelter away from building entrances
- Integration of floor grilles at entrances to capture particulates from occupant shoes and increase air quality inside the building
- Green walls and plants within the working spaces
- Use of low VOC materials

- Use of recyclable and recycled materials
- Efficient garbage, recycling and compost collection
- Integration of active workstations and a gym
- Integration of sound reducing surfaces

Comment:

How is light pollution being dealt with?

Response:

Light pollution is an item that the City regulates through a condition of Site Plan approval. All outdoor lighting used on both the new retail and office building, and within the parking lot areas must be 'sharp cut-off' lighting, with no light spillage on adjacent properties. The lighting policies of the City require these 'sharp cut-off' lights which do not project light up into the sky and spilling onto adjacent properties.

Noise

Comment:

How is the impact of noise being considered on the existing residents north of Walkley Road?

Response:

A Noise and Vibration Study was conducted to both analyze the impacts of noise on office workers from the adjacent railway and the arterial road noise – as well as analyze the impacts of the rooftop mechanical equipment atop both the office and retail space on existing residents. The report's findings noted that noise sources from the proposed development would fall below thresholds of the City's Environmental Noise Control Guidelines, and as such not impact adjacent residential areas.

Signage

Comment:

I only noticed two changes to where GT plans to install signs. However, there is no

detail on what type of signage will be placed at the planned RIRP/fire route and at the Melfort entry.

a) How high will each of them be?
b) How wide will they be?
c) What wattage/lumens?
d) Will the signage be turned off at night so as to stop the light pollution for neighbours and prevent regular congregation of murders of crows?

Response:

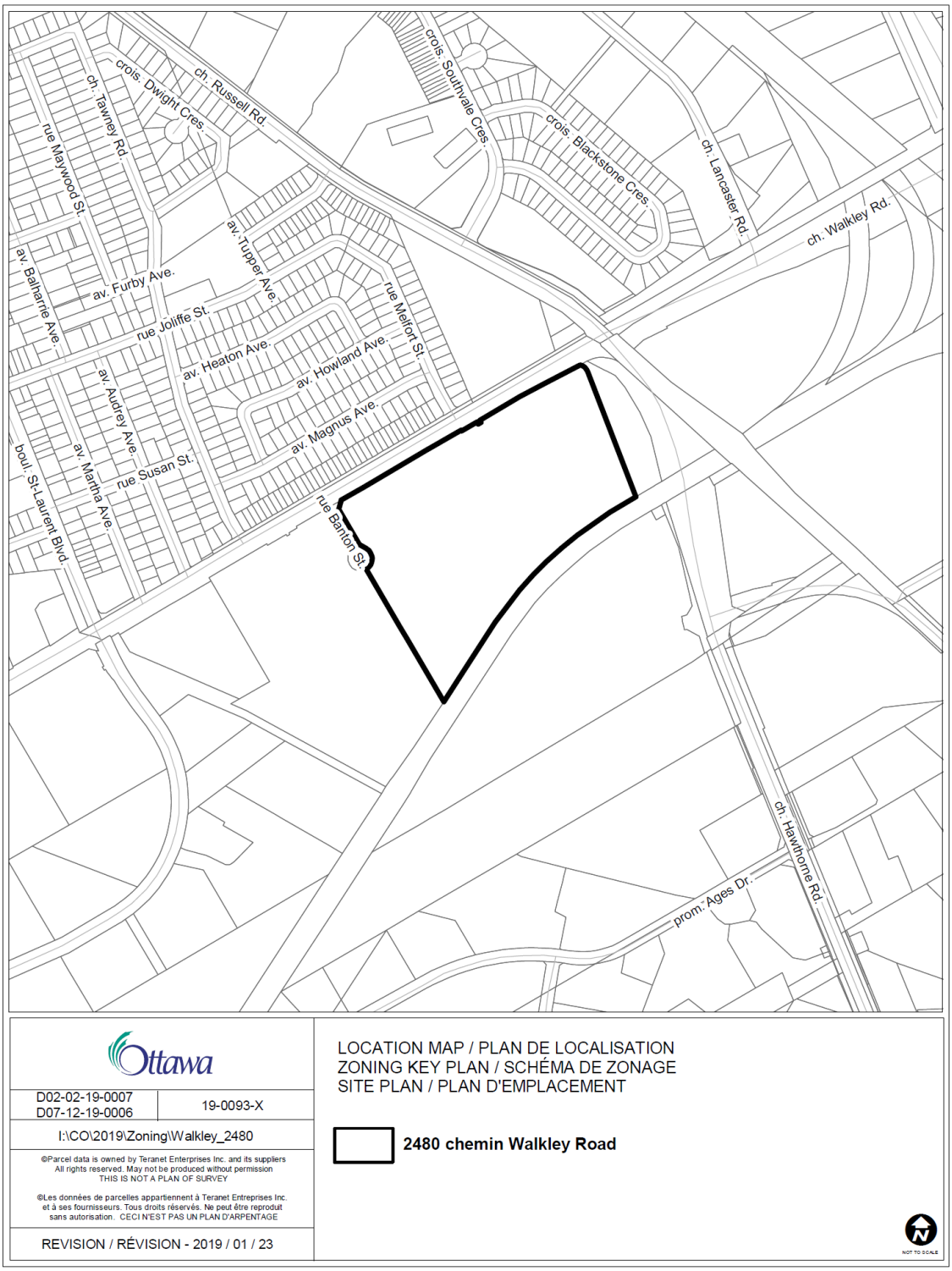
All proposed signage and pylons indicated on the site plan are included to demonstrate general location for the purpose of site plan approval. The detailed design and placement of signage will be determined in consultation with the City at a later date and under the provisions of the City's sign by-law.

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 requirement multiple revisions to address design, landscaping, engineering matters and community concerns.

Contact: Sean Moore - Tel: 613-580-2424, Ext. 16481; Fax: 613-580-2576; or E-mail: sean.moore@ottawa.ca

Document 2 – Location Map



Ottawa

D02-02-19-0007 D07-12-19-0006	19-0093-X
I:\CO\2019\Zoning\Walkley_2480	

©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY

©Les données de parcelles appartiennent à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE

REVISION / RÉVISION - 2019 / 01 / 23

LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE
SITE PLAN / PLAN D'EMPLACEMENT

2480 chemin Walkley Road

NOT TO SCALE