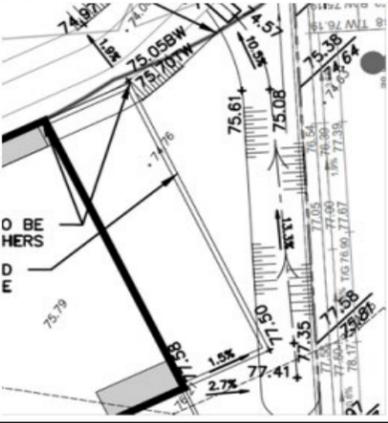


No.	Comment	Responsibility	Response
0.0	<p>The following review comments are provided in response to the first Site Plan Control submission for the REVISED concept for the proposed apartment buildings.</p> <p>Please provide a resubmission that addresses each of the comments or issues listed above. A cover letter must be included that states how each provided comment was addressed in the resubmission. Please co-ordinate the numbering of each resubmission comment or issue, with the above noted comment number. All addenda or revisions to any studies and plans, must be accompanied by a PDF by dropbox or e-mail.</p> <p>Please contact me at <a href="mailto:Kathy.Rygus@ottawa.ca">Kathy.Rygus@ottawa.ca</a> if you have any questions regarding design, site plan or landscaping comments. Please contact Project Manager Ahmed Elsayed directly for questions regarding engineering comments at <a href="mailto:Ahmed.elsayed@ottawa.ca">Ahmed.elsayed@ottawa.ca</a>.</p>	All	-
<b>Planning and Urban Design</b>			
1.	<p>The site plan layout and the building placement are trending in the wrong direction. The site is next to a future BRT station. It is a TOD site. The proposed site plan, which proposes extensive surface parking between public sidewalks and the buildings, goes against some key planning and urban design principles as well as directions of the City as articulated in the policies and guidelines. The reason for the revised design, as indicated in pages 3 and 4 of the Planning Rationale report, appears to be to capitalize on the potential views towards Shirley's Brook. While this idea is understandable, it should not be the only driver of the design.</p> <p>a) Buildings should be located in the front, not at the back. b) Surface parking should be located at the back, not in the front.</p>	Fotenn	<p>The subject property's irregular configuration limits design opportunities to accommodate both a building and a surface parking area in an efficient and functional layout. The current design is more functional and allows the proposed development to fully meet the Zoning By-law provision in terms of parking spaces, driveway and aisle dimensions, and landscaped areas.</p> <p>The proposed development will also be located closer to Shirley's Brook in order to make the project more liveable and pleasant for its future residents. The revised design strengthens views and improves access to the creek corridor and pedestrian pathway within the corridor. The orientation to Shirley's Brook is the main, organizing element to the project and is consistent with the design approach within the broader Kanata North Community.</p> <p>The revised design also provides for greater separation from March Road, a high-volume arterial road with elevated noise levels. The current proposed building location will contribute to more liveable and comfortable units for future residents.</p> <p>The lot configuration provides considerable opportunities for landscaped materials to effectively screen the parking area for March Road.</p> <p>Lastly, the proposed position of the building allows for enhanced views to the March House heritage building to the north.</p>
2.	<p>The proposed walkway at the back of the site could make a good contribution to the community. However, the blank wall condition along this walkway is not conducive to the enjoyment of walking.</p> <p>a) Is this walkway going to be subject to public ownership or an easement? b) Who is going to be responsible for maintenance and repair?</p>	Fotenn	<p>The walkway is intended to be subject to public ownership, as it has been requested by the City of Ottawa. The City would be responsible for any maintenance and repair.</p>
3.	<p>Continuous tree canopies should be provided along the public sidewalks to create an environment that supports walking.</p>	Fotenn LA	<p>Required minimum offsets from existing underground street lights electrical wires, light poles, hydro pole and overhead wires, as well as the 2m offset from edge of concrete sidewalk leave insufficient space for tree planting in some areas in the ROW (closer to the intersection). Instead trees are proposed only a few meters away inside the property boundary to maintain a continuous row of canopy along this frontage.</p>

No.	Comment	Responsibility	Response
4.	The proposed buildings look quite handsome and elegant in themselves. But they also look very identical to recent projects by the same architects in various locations across the city. While contextualization with respect to architectural expression may be difficult at this location (but highly encouraged), it will be useful to design the buildings in response to some basic site conditions:	Project1	-
	a) The curved building shape appears to reflect the geometry of the water course at the back of the site. While responding to a natural feature is appreciated it is equally important to address the urban conditions of the site. The buildings should be designed to address both the watercourse and the streets. For example, considerations may be given to straight lines along the streets and curved expressions at the back.	Project1	Given the immediate surroundings of the site, we would describe the context as suburban as opposed to 'urban'. There are a few retail plazas nearby, however none of these commercial buildings are oriented to address the street or reinforce notions of a street edge. The majority of these structures are either setback from the street or have their side elevations closer to the street, and all of these developments have extensive surface parking that abuts March Road. March Road itself is major traffic corridor with 3 lanes of traffic in each direction, a median, and a posted speed limit of 80 kilometers per hour. The size and scale of this street is not conducive to promoting an active pedestrian environment, and we feel justified in our approach to distance the building from the street. The site presents a significant amenity with the protected environmental area and by orienting the building around this feature the project provides a more livable and pleasant experience for its residents. It is worth noting that there will be a significant greening along the street edge that will with obstruct the view of the proposed at grade parking.
	b) In addition to building shape, considerations should also be given to the merits of varied façade treatments in response to different conditions of the site. For example, more glazing on the east side facing the watercourse and less glazing on the west and north sides facing the streets. Reduced glazing may also makes sense from energy performance perspective.	Project1	The current design has more glazing on the north side facing the watercourse than the other sides of the building. That said, all exterior walls have suites behind them, and all residents have a right to daylight. The design of the building is varied from between the front and the back, with the rear of the building having more brick articulation and a recessed upper level terrace, where as the front of the building has an increased sense of verticality and a window treatment with protruding frames. The proposed glazing on the building meets the current Ontario Building Code energy efficiency requirements for the amount a glazed openings permitted, and the project is targeting LEED certification.
	c) It is a corner site and the buildings should be designed to address the corner. The proposed design that includes two symmetrically organized buildings with an emphasis on the central lobby between the two appears to be rather arbitrary.	Project1	While the building does technically reside at the intersection of two streets, it does not enjoy the same prominence that one would expect in an urban setting. There are hydro lines that run diagonally across the property near the intersection, and all structures are required to be setback 5m from these lines. In addition, on the side of Klondike Road is the March House heritage property. Any development on our site that moves close to the corner would obstruct the view of March House and would detract from its prominence and visibility. I would also like to make clear that surrounding infrastructure is not the only metric when considering the context of a site and appropriate architectural responses. This site abuts an intersection that is intended for vehicular travel. While there may be sidewalks this is not a pedestrian environment, and the posted speed limit re-enforces this point. This project makes the argument that the context that requires an architectural response is the protected environmental area that occupies the majority of the site. There are not many development properties in this city that present the opportunity to respond so directly with protected wildlife areas and we feel strongly that this connection is far more important to be responsive to than the 6-lane arterial road that borders the site. There is nothing arbitrary about the way we have designed this building, in fact this is a very site specific building in a part of the city that is literally surrounded by mass-produced buildings.

No.	Comment	Responsibility	Response
	d) The site is at a key intersection along March Road with two frontages. Both frontages are important. Elements such as garage entrance should be located away from the two frontages.	Project1	There are a number of intersections along March Road, and it is not clear how this can be seen as a key intersection. Intersections at Terry Fox, Solandt Road, Carling Avenue and the Plaza near Teron Road are far more visible and more travelled. This site is at the second last signalized intersection at the end of the newer development along March Road.  We have designed the building being mindful that it will be highly visible from all sides and to this effect we have carefully designed all elevations, not just the front and back. The site features challenging topography, but it also presents the opportunity to provide below grade parking without the use of a dedicated parking ramp. Instead we use the natural topography that drops as you move down Klondike from March road to provide access to parking. While there is a garage door visible on this elevation, the change in topography along with the architectural expression for the floors above ensures that this door is not a prominent part of the building face.
5.	Please revise title of Plan A000 in Architectural Package from "Reference Plan" to "Level 01-FLOOR PLAN" to be consistent with the others.	Project1	Sheet A000 is correctly labelled. The building has a large footprint which cannot be shown at a reasonable scale on one drawing sheet. This sheet serves only to show what areas of the building are shown on the corresponding floor plans.
6.	The parking ramp for the surface parking at the front seems very steep at 18%.	Project1	The surface ramp has been revised to a 12% slope.
<b>Engineering</b>			
<b>General Comments:</b>			
1.	Applicant is required to submit a letter to the City of Ottawa signing off on the approved Grading Plan to verify and accept that the grading and proposed features are in conformance with the recommendations and statements of the latest Geotechnical Investigation.	DSEL	DSEL Response: Note that the Grading Plan is being reviewed by Geofirma. Recommendations/statements will be provided as part of the resubmission materials.
2.	All exterior light fixtures must be included and approved as part of the site plan approval. Therefore, the lights must be clearly identified by make, model and part number. All external light fixtures must meet the criteria for full cut-off classification as recognized by the Illuminating Engineering Society of North America (IESNA or IES) and must result in minimal light spillage onto adjacent properties (as a guideline, 0.5 fc is normally the maximum allowable spillage). In order to satisfy these criteria, the applicant must provide certification from an acceptable professional engineer. The location of all exterior fixtures, a table showing the fixture types (including make, model, part number), and the mounting heights must be included on a plan.	DSEL, S+A	Site lighting certificate has been included as part of the resubmission materials.
3.	Drawings mention overhead Hydro and TV to be removed, please clarify, and what are the sign-offs that are required.	Fotenn	Overhead Hydro and TV are no longer proposed to be removed.
4.	With the current proposed location of the building relative to the slope, please provide a geotechnical memo that there will not be any implication on the whole building including the underground garage during and after construction.	DSEL, Geofirma	DSEL Response: Note that the geotechnical engineer is reviewing the slope stability and will provide recommendations/statements as part of the resubmission materials.
5.	Please clearly show project boundary on all drawings.	DSEL	DSEL Response: Project boundary is indicated on all drawings.
6.	Proposed pathway behind the building needs to be shown clearly on the plans.	DSEL	DSEL Response: Excluding the Existing Conditions Plan, the proposed pathway is located on all drawings.
<b>Site Services and Stormwater Management Report</b>			
7.	Please provide a letter from a mechanical engineer that a fully supervised system will be designed following the requirement of the FUS.	DSEL, S+A	DSEL Response: Supervised sprinkler letter, prepared by the mechanical engineer, is included in Appendix B.
8.	Please illustrate how the area used for the fire flow was calculated.	DSEL	DSEL Response: Please note that the building area was identified by the site plan.
9.	Please provide a hydrant coverage plan and discuss how the hydrants are rated according to technical Bulletin ISTB-2018-02.	DSEL	DSEL Response: A hydrant coverage figure has been included in Appendix B.



No.	Comment	Responsibility	Response
18.	For below area west of the building, please provide some grades and slops showing how the area will drain. 	DSEL	DSEL Response: Grading in this area has been added to the grading plan to show slopes away from the building. Refer to drawing GP-1 for further details.
19.	Structural Design for proposed retaining walls needs to be included and stamped by a professional engineer.	DSEL	DSEL Response: Wall to be designed as part of the parking garage foundation wall and will be designed by architecture.
20.	Grades at the east side of the project shows a retaining wall is required for the neighboring property, please show the retaining wall on the drawings and provide a stamped structural design for the wall.	DSEL	DSEL Response: Please note that a wall is not required along the property line as the grades tie into the new development.
<b>Site Servicing Plan</b>			
21.	Site servicing report mentions a secondary connection for the watermain on Klondike, please clearly show the second connection location and size, also show the bending that is mentioned in the report.	DSEL	DSEL Response: Please note that the klondike road connection has been removed from the design due to the proposed conflicts with the outdoor ramp, overhead hydro and communication ducts, utility poles, underground hydro loops, underground bell ducts, and street lighting conduit. Refer in the report has been updated accordingly.  In accordance with City standards, a secondary connection is required when the average daily demand exceeds 50 m3/day. The proposed development proposes a demand of 47 m3/day, therefore a secondary connection is not required.
22.	According to the city guidelines a W3 chamber will be needed.	DSEL	DSEL Response: According to Section 4.4.7.1 of the Water Distribution Guidelines, a W11.1 R1 chamber is required at the connection. A note has been added to the servicing plan for reference.
23.	L/S line appears on this drawing crossing the entrance, please specify what this line presents, what is proposed for it, and make sure it appears on all drawings (Grading plan).	DSEL	DSEL Response: Note that this line represents existing street lighting conduit. It has been added to drawing GP-1.
24.	As per city guidelines, a sanitary monitoring manhole needs to be provided at the property line.	DSEL	DSEL Response: Similar to past development, monitoring for the site will be provided via a clean out within the parking garage. These details have been coordinated with the mechanical engineer.
25.	Outlet protection for proposed culvert needs to be provided.	DSEL	DSEL Response: As shown by drawing EC-1, outlet protection is provided via rip-rap and straw bales.
26.	Rodent screen need to be provided for the culverts to avoid any animals getting into it.	DSEL	DSEL Response: A note about rodent screens has been added to drawing SSP-1.
27.	Please show location and extend of road cut needed and mentioned a road cut permit will be needed.	DSEL	DSEL Response: General note #14 on the Site Servicing plan indicates that the contractor is responsible for obtaining permits, including but not limited to road cut permits. Road cut trench extents have been added to drawing GP-1 for clarity.
28.	Please revise manholes inverts make sure change in diameter is considered, CB5 and STM103 W.inv needs to be lower.	DSEL	DSEL Response: Please note that the storm inverts have been updated to incorporate diameter sizes.
<b>Planning Forester</b>			
1.	I have reviewed the May 2020 EIS/TCR and the applicant has justified the need to remove trees. I will issue a tree removal permit when the file is approved.	McKinley	Noted.
<b>Forestry Services</b>			
1.	Are you able to confirm whether the overhead hydro lines are to be removed as part of this construction project or in the future? I just see a faint note on the plan about them being removed by others. If they are removed prior to this construction, the 4 lilacs at the corner should be replaced with large-growing trees.	Fotenn	Overhead hydro lines are no longer proposed to be removed as part of this construction project.

No.	Comment	Responsibility	Response
2.	Trees fronting March Road should be planted within the ROW or a note provided regarding why it is not possible.	Fotenn LA	Required minimum offsets from existing underground street lights electrical wires, light poles, hydro pole and overhead wires, as well as the 2m offset from edge of concrete sidewalk leave insufficient space for tree planting in some areas in the ROW (closer to the intersection). Instead trees are proposed only a few meters away inside the property boundary to maintain a continuous row of canopy along this frontage.
3.	The Landscape Architect must revise the plant list for accuracy of native vs non-native species. Lilac, Juniperus chinensis, and Spirea japonica are non-native and the shrubs should be replaced with native species.	Fotenn LA	Noted. Plant Schedule has been reviewed and revised.
4.	The previous plan showed some trees planted in the naturalized area at the back of the building. What is the reasoning for their removal? It would be beneficial to have a buffer of vegetation between the trail and Shirley's Brook.	Fotenn LA	Naturalized planting has been added per recent submission to MECP for approval. Please refer to L2-0 for proposed location and planting schedule. Per EIS, sufficient tree cover exist within the creek corridor. In order to avoid any conflicts/damages to the existing tree canopy, we have proposed new naturalized planting near the proposed pathway and building. Additionally, native restoration seed mix will be used to establish groundcover along the outer edge of the new pathway to an approximate depth of 3 meters where groundworks may be required to match the elevations along the boundaries.
5.	Please note the snow storage locations on the Landscape Plan to ensure that the vegetation proposed lining the parking lot is appropriate.	Fotenn LA	Addressed in coordination with Civil Engineer's updated grading and drainage: Temporary snow storage area is proposed within the largest sodded area, west of the relocated driveway entry.
<b>CPTED</b>			
The following suggestions are provided.		-	-
1., 2.	Elevator lobby in underground parking: if enclosed, it should be designed with optimal surveillance opportunities by using windows and lighting. This will increase sense of safety to users and improve sightlines.	Project1	Noted. The doors will include glazing and there will be a glazed side-light beside the door to improve visibility.
3.	Underground parking stalls: Ensure sufficient lighting is present in designated parking spaces to increase surveillance opportunities and user safety.	Project1	Noted. The client is intent on providing a safe environment for the residents which includes the parking structure. Lighting will exceed requirements.
4.	To reduce trespassing concerns to the underground parking entrance, ensure the time lapse on garage doors are kept to a minimum. Ideally after a vehicle has entered or exited the garage doors should promptly close.	Project1	Building security and the weak point of slow-moving overhead doors is noted. The access control for the building will also ensure that anyone going into the stairs will not be able to gain access to the ground floor of the building without having to pass a card reader. Likewise the door to the elevator lobbies will be accessed by card-reader as well.
5.	Consider the use of CCTV cameras around elevator lobbies, underground parking entrance, building entrances, bike storage areas.	Project1	The client has already begun discussions with CCTV suppliers.
6.	The bike storage area should incorporate good surveillance opportunities into its design and proper access controls to ensure the safety of users and security of the bikes. Without proper security measures taken into consideration incidents of theft and vandalism may arise.	Project1	Bike storage rooms will be locked and accessed by card reader. Bike storage rooms will also be monitored by CCTV cameras.
<b>Parks</b>			
1.	As a condition of approval, the value of 10% of the land area of the site being developed is to be paid as cash-in-lieu of parkland. The applicant will also be required to pay a \$565 (including HST) fee for appraisal services.	-	Noted.
<b>Transportation</b>			
1.	The temporary multi-use pathway along the Klondike frontage should be replaced by a sidewalk, curb and cycle track. This work is not be eligible for development charge reimbursement and would be entirely funded by the applicant.	Parsons	Noted. Site Plan updated to include sidewalk, curb and cycle track.
2.	The visitor spots V1-V6 may cause vehicles to queue onto March Road and should be relocated or removed.	Parsons	March Road access relocated so that queues are less likely to spill onto March Road.
3.	Relocation of bus shelter must be accompanied by implementation of an asphalt bus pad.	Parsons	Bus Stop to follows City Spec with landing zone and Bi-Directional Cycle Track.
4.	Bus pads must be 17.6m long and the width of a sidewalk or 1.8m, whichever is greater. If required and approved, the length may be shortened to a minimum of 15m, no less. Bus pads may be constructed of asphalt instead of concrete.	Parsons	Bus Stop to follows City Spec with landing zone and Bi-Directional Cycle Track.

No.	Comment	Responsibility	Response
	Mississippi Valley Conservation Authority (MVCA)		
	Natural Heritage		
	30 metre Setback		
1.	As outlined in our October 2018 comments, MVCA had concerns with regards to the delineation of the 30 metre setback from the high-water mark of Shirley's Brook. We note that the mapping has now been corrected and accurately identifies the required setback as a buffer.	-	Noted.
2.	MVCA notes that the building footprint in some locations is immediately adjacent to the 30 metre setback, with balconies and a cantilevered patio projecting within the setback. As identified on the Erosion Control Plan prepared by David Schaeffer Engineering Ltd. , dated May 28, 2020, the erosion control fence will be installed within the 30 metre setback and not at the limit of the setback. In addition, MVCA notes that a 2-metre wide stone dust path has been proposed within the 30 metre setback, as well as a small area of proposed landscaping alongside the path and adjacent to the building, as outlined on the Landscape Plan prepared by FoTenn Planning and Design, dated May 27, 2020.	McKinley	Noted.
3.	MVCA has review the Combined Environmental Impact Statement and Tree Conservation Report, prepared by McKinley Environmental Solutions, dated May 2020 and concurs with the mitigation measures and conclusions of the report. The Environmental Impact Statement (EIS) observes that the tree community is largely made up of Manitoba Maple but also includes dead or dying Elm trees and invasive ground cover species. A number of mitigation and compensation measures are discussed in the report, including the recommendation that; <i>"If construction activities result in disturbance to the lands within the 30 m wide setback, all disturbed areas are to be restored to pre-development conditions. If required, this will include restoring the existing grades and restoration of vegetation by planting native species following the completion of construction."</i>	McKinley	Noted.
4.	Given the encroachment within the 30 m setback noted above, the proposed location of the erosion control fencing within the 30 metre setback, and the proximity of the building footprint to the 30 metre setback; disturbance during construction will occur within the 30 metre setback. The 30 metre setback from the normal high-water mark is intended to be an area with no disturbance in order to protect the riparian corridor of Shirley's Brook.	McKinley	Noted.

No.	Comment	Responsibility	Response
5.	<p>Therefore, as there is an open tree canopy adjacent to Shirley's Brook, planned tree removal in the development zone and encroachment within the 30 metre setback from normal high-water mark, MVCA recommends, in addition to the EIS mitigation measures, that:</p> <ul style="list-style-type: none"> <li>• The site development includes the planting of native tree and shrub species within the 30 metre setback to improve opportunities for stream shading, Elm replacements and onsite native species diversity,</li> <li>• Natural areas to be retained are to be isolated by sturdy construction fencing or similar barrier at least 1 m in height during construction in order to ensure their retention, and;</li> <li>• Disturbed areas should be replanted with locally grown native species. Use of invasive nonnative plant material should be discouraged.</li> </ul>	McKinley, Fotenn LA	<p>"Responses to each bullet are included below:</p> <ul style="list-style-type: none"> <li>• As described in Section 3.3.1 of the Combined EIS and TCR, the majority of the 30 m wide setback from Shirley's Brook includes mature tree cover under existing conditions (MES 2020). Section 3.4 of the Combined EIS and TCR describes the presence of native aquatic vegetation along the banks of Shirley's Brook, which provides healthy riparian habitat functions, including opportunities for Blanding's Turtle basking (MES 2020). Existing vegetation throughout the 30 m wide setback will be retained, except where required to install the recreational pathway (as described in MES 2020). In order to augment the existing tree coverage, the Planting Plan (Drawing L2) has been modified to add Naturalized Restoration Plantings within the 30 m wide setback. The Naturalized Restoration Plantings will be placed along the east side of the recreational pathway. The new plantings will include stands of native trees and shrubs, which are intended to enhance the buffer functions of the 30 m wide setback. The Naturalized Restoration Plantings will enhance the visual buffer between the recreational pathway and the watercourse, while also aiding in the absorption and filtration of overland stormwater flow. The new plantings will also contribute to stream shading. Refer to the Planting Plan (Drawing L2) for additional details regarding the Naturalized Restoration Plantings. It should also be noted that at the request of the Ministry of Environment, Conservation, and Parks (MECP), a garbage receptacle and a public information sign have been added to the Landscape Plan (Drawing L1). The public information sign will inform users that they should stay on the pathway and that adjacent areas have been retained as a natural feature (e.g. the 30 m wide setback from Shirley's Brook). The garbage receptacle and the public information sign are shown at the pathway entrance at Klondike Road. Refer to the Landscape Plan (Drawing L1) for additional details.</li> <li>• Acknowledged – this will be completed. Section 4.4.2 of the Combined EIS and TCR (MES 2020) identifies that temporary Blanding's Turtle exclusion fencing (wire re-enforced silt fencing) will be required at the construction stage along the edge of the 30 m wide Shirley's Brook setback.</li> <li>• Acknowledged – this will be completed. Section 4.2.1 of the Combined EIS and TCR (MES 2020) notes that if construction activities result in disturbance to the lands within the 30 m wide setback, all disturbed areas are to be restored to pre-development conditions. If required, this will include restoring the existing grades and restoration of vegetation by planting native species following the completion of construction."</li> </ul>
<b>Natural Hazards</b>			
6.	<p><i>Meander Belt:</i> The updated stamped report has been provided, MVCA has no further comments.</p>	-	Noted.
<i>Flood Plain</i>			
7.	<p>Only one level of underground parking is now proposed, whereas the previous design proposal included two levels. With only one level of underground parking proposed, the floodproofing elevation of 73.4m outlined in our previous comments can be met. However, we do note the following discrepancy to be clarified. On the Site Plan prepared by Project1 Studio, dated May 12, 2020, the basement finished floor elevation is noted as 75.40m ASL for both the East and West Wing, however on the Grading Plan and Stormwater Management Plan prepared by David Schaeffer Engineering Ltd., dated May 28, 2020, the basement level for the East Wing (Phase 2) is noted as 74.40.</p>	DSEL, Project1	DSEL Response: Basement level elevation is 75.40m.
8.	<p>As mentioned above, MVCA has identified floodplain and meander belt hazards along Shirley's Brook. The proposed development falls within MVCA's regulation limit and a permit under Ontario Regulation 153/06 "Development, Interference with Wetlands and Alterations to Shorelines and Watercourses" will be required to authorize this development.</p>	DSEL	DSEL Response: A MVCA permit application will be submitted to the MVCA subsequent this application.

No.	Comment	Responsibility	Response
<b>Stormwater Management</b>			
6.	MVCA engineering staff have reviewed the following report with a focus on stormwater quantity and quality management from the receiving watercourse perspective and the potential impact on Shirley's Brook. • Site Servicing and Stormwater Management Report – 788 March Road by David Schaefer Engineering Limited (DSEL), Rev-3, May 2020.	DSEL	DSEL Response. Noted.
<b>Conclusion</b>			
7.	MVCA recommends the above-noted comments be addressed prior to proceeding with approvals.		Noted.
<b>Canada Post</b>			
1.	Canada Post will provide mail delivery service to the building through centralized Lock Box Assembly.	-	Noted.
2.	The development includes plans for multi-unit buildings with a common indoor entrance. The developer must supply, install and maintain the mail delivery equipment within these buildings to Canada Post's specifications.	-	Noted.
3.	Please update our office if the project changes so that we may determine the impact.	-	Noted.
4.	Should this application be approved, please provide notification of the new civic addresses as soon as possible.	-	Noted.
5.	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.	-	Noted.
6.	Developer must inform Canada Post of all unit numbers within said building, to distinguish the multiple occupants.	-	Noted.
<b>OCDSB</b>			
1.	The site plan agreement is to contain a condition stating that the Owner be required to inform prospective purchasers that school accommodation pressures exist in the OttawaCarleton District School Board Schools designated to serve this development which are currently being addressed by the utilization of portable classrooms and/or directing students to schools outside their community.	-	Noted.
<b>Hydro Ottawa</b>			
1.	The Owner is advised that there are medium voltage overhead lines along the North and West sides of the property on Klondike Road and March Road, respectively.	-	Noted.
1.a.	The Owner shall ensure that no personnel or equipment encroaches within three meters (3.0m) of the Hydro Ottawa overhead medium voltage distribution lines, unless approved by Hydro Ottawa. The Owner shall contact Hydro Ottawa prior to commencing work when proposing to work within 3.0m of Hydro Ottawa distribution lines. No such work shall commence without approval of Hydro Ottawa.	-	Noted.
1.b.	The Owner is advised that permanent structures located within the "restricted zone" surrounding overhead lines are prohibited. This zone is defined by Hydro Ottawa's standard OLS0002 "Overhead High Voltage Clearances to Adjacent Building", which can be found at <a href="https://hydroottawa.com/accountsservices/accounts/contractors-developers/clearances">https://hydroottawa.com/accountsservices/accounts/contractors-developers/clearances</a> This standard complies with the requirements of the Ministry of Labour's Occupational Health & Safety Act, the Ontario Building Code, and the Ontario Electrical Safety Code. Permanent structures include buildings, signs (even lit signs when open for maintenance), antennas, pools, and fences.	-	Noted.
1.c.	Should any activity, such as tree trimming or working on the sides of a building, be anticipated within three meters (3m) of Hydro Ottawa's overhead lines, contact Hydro Ottawa to discuss arrangements before any activity is undertaken. In line with the Ministry of Labour's Occupational Health & Safety Act, only a Hydro Ottawa employee or Hydro Ottawa approved contractor can work in proximity of these lines.	-	Noted.
1.d.	If the change in grade is more than three tenths of a meter (0.3m) in the vicinity of proposed or existing electric utility equipment. Hydro Ottawa requests to be consulted to prevent damages to its equipment.	-	Noted.

No.	Comment	Responsibility	Response
1.e.	The Owner shall ensure that any landscaping or surface finishing does not encroach into existing or proposed Hydro Ottawa overhead or underground assets or easement. When proposing to plant trees in proximity of existing power lines, the Owner shall refer to Hydro Ottawa's free publication "Tree Planting Advice" which can be found at <a href="https://hydroottawa.com/outages-safety/safetyhome/outside-home/planting-trees">https://hydroottawa.com/outages-safety/safetyhome/outside-home/planting-trees</a> . The shrub or tree location and expected growth must be considered. If any Hydro Ottawa related activity requires the trimming, cutting or removal of vegetation, or removal of other landscaping or surface finishing, the activity and the re-instatement shall be at the owner's expense.	-	Noted.
2.	The Owner shall enter an Installation and Service agreement with Hydro Ottawa.	-	Noted.
3.	The Owner shall be responsible for servicing the buildings within the property. Only one service entrance per property shall be permitted.	-	Noted.
4.	Hydro Ottawa requires to be pre-consulted before approving any proposed reduction to the City of Ottawa three meter (3m) minimum standard setback prior to designing the electrical servicing, as it may affect the electrical servicing design timeline for installation and cost. This includes any proposed overhang encroachment into the three meter (3m) setback space.	-	Noted.
5.	The Owner shall not use steel curb and sidewalk form support pins in the vicinity of Hydro Ottawa underground plant for electrical safety.	-	Noted.
6.	Hydro Ottawa requires existing direct buried cables to be concrete encased at the Owner's cost to accommodate the proposed driveway.	-	Noted.
7.	The Owner shall be responsible for all costs for feasible relocations, protection or encasement of any existing Hydro Ottawa plant.	-	Noted.
8.	The Owner shall convey, at their cost, all required easements as determined by Hydro Ottawa.	-	Noted.
9.	<p>The Owner shall comply with Hydro Ottawa's Conditions of Service and thus should be consulted for the servicing terms. The document, including referenced standards, guidelines and drawings, may be found at <a href="https://hydroottawa.com/about-us/policies/conditions-service">https://hydroottawa.com/about-us/policies/conditions-service</a></p> <p>The Owner should consult Hydro Ottawa prior to commencing engineering designs to ensure compliance with these documents.</p>	-	Noted.
10.	Hydro Ottawa reserves the right to raise conditions throughout the development of this proposal should the revisions contain non-conformances with, for example, Hydro Ottawa's Conditions of Service or Standards. To ensure the best outcome, Hydro Ottawa welcomes an early discussion on the proposal.	-	Noted.
11.	Hydro Ottawa requests to be included in all future circulations concerning this proposal.	-	Noted.
12.	For more information on electrical servicing, the following link outlines Hydro Ottawa's services for Commercial, Overhead and Underground, and Residential projects, together with contact information for Hydro Ottawa representatives: <a href="https://hydroottawa.com/accounts-services/accounts/contractors-developers/distributionsystem-design">https://hydroottawa.com/accounts-services/accounts/contractors-developers/distributionsystem-design</a>	-	Noted.