



Technical Memorandum

To: Paul Black - FOTENN

Date: 2019-07-15

Cc: Mark Crockford – CGH

From: Christopher Gordon

Project Number: 2018-66

Re: 151 Chapel Street – Transportation Addendum #4 (Version 3)

Trinity's 151 Chapel Street is a mixed use, redevelopment project that was previously approved through an OMB Hearing, Case No. PL150320, issued on April 26, 2016. The approval was based on a Community Transportation Study – Transportation Impact Study that was published in August 2014, referred to herein as CTS (2014).

The project is undergoing changes through a Site Plan Amendment process. This Community Transportation Study - Transportation Impact Study Addendum #4 supports the Site Plan (2019) Amendment and addresses the Site Plan Conditions outlined in the OMB Decision (Attachment 1) as well as City comments received regarding previous versions of Addendum #4.

Site Plan Changes and Resulting Transportation Impacts

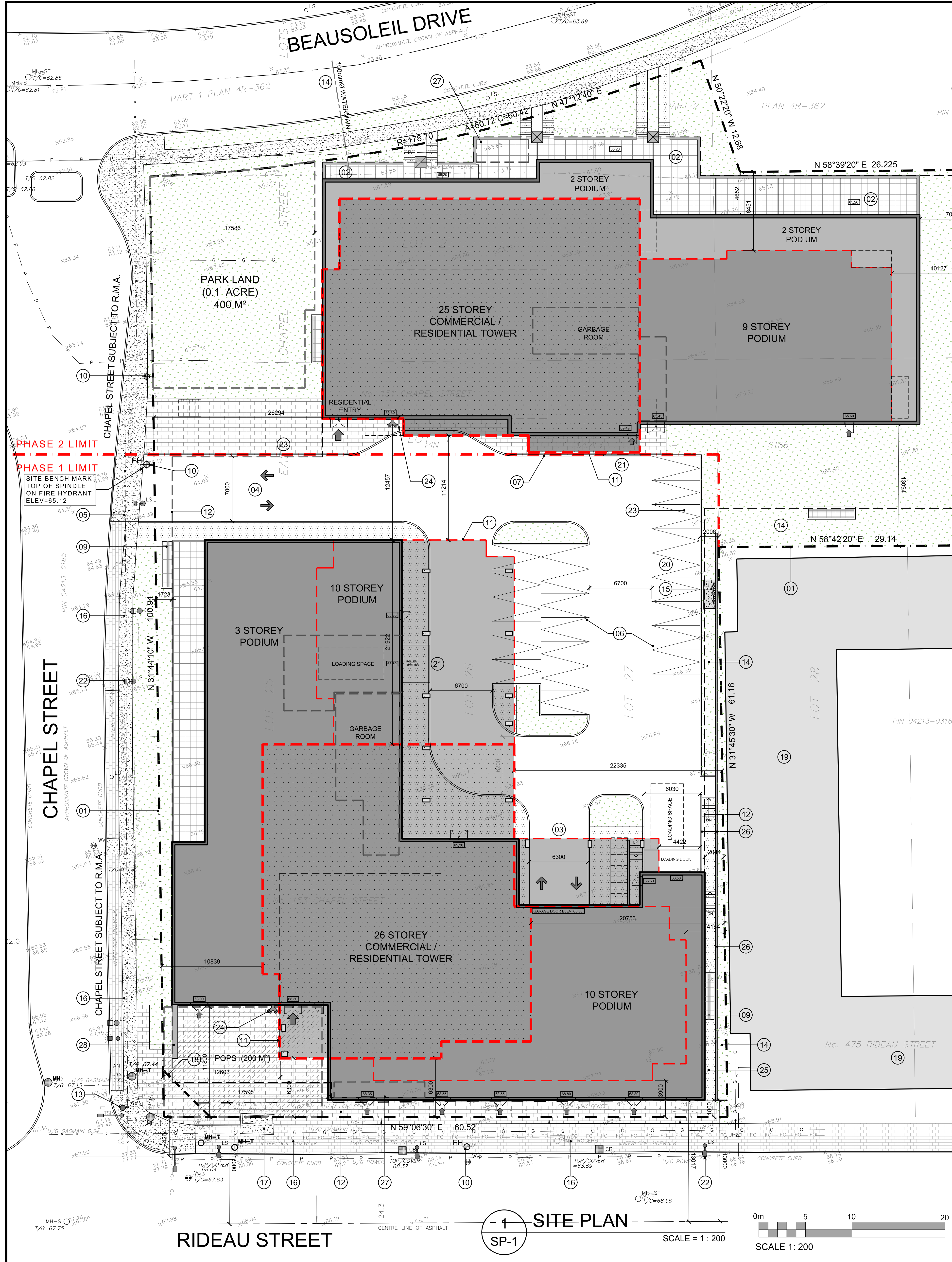
Figure 1 illustrates the new Site Plan for the 151 Chapel redevelopment. The project will be constructed in two phases. Between the two phases, the total number of residential units is 633, total commercial space is 819 s.m., and a total of 477 vehicle parking and 366 bike parking stalls will be supplied.

Table 1 is a summary of the land use statistics, analyzed in the CTS (2014), compared to Site Plan (2019).

Table 1: CTS (2014) and Site Plan (2019) Comparison

	CTS (2014) Final		Site Plan (2019)						Difference	
			Phase 1		Phase 2		Total			
Residential	785	Units	315	Units	318	Units	633	Units	-152 (-19%)	Units
Commercial	6633	s.m.	819	s.m.	-	s.m.	819	s.m.	-5814 (-88%)	s.m.
Parking	720	spaces	279	spaces	198	spaces	477	spaces	-250 (-35%)	spaces

Table 2 summarizes the change in trip generation based on the difference in land use statistics highlighted above. The CTS (2014) used average trip generation rates, therefore the trip generation will change in a linear fashion relative to the land use statistics.



KEY MAP

DRAWING NOTES

- PROPERTY LINE
- RAISED PATIO AT GROUND LEVEL. SEE LANDSCAPE PLAN FOR PATTERN AND TYPE
- PARKING GARAGE ENTRY DRIVEWAY / RAMP WITH TRENCH DRAIN
- 2 WAY DRIVEWAY TO EXTERIOR PARKING LOT / GARAGE LOADING AREA
- DEPRESSED CURB / SIDEWALK TO CITY STANDARDS
- COMMERCIAL / VISITOR ASPHALT PARKING LOT
- 150mm BARRIER CURB
- BICYCLE PARKING SPACES (0.6 x 1.8M) WITH RACK
- AIR INTAKE / EXHAUST GRILL
- EXISTING FIRE HYDRANT RELOCATED IF REQUIRED
- OUTLINE OF BUILDING ABOVE
- OUTLINE OF UNDERGROUND PARKING LEVELS
- EXISTING UTILITY POLE
- SOFT LANDSCAPING - SEE LANDSCAPE PLAN
- GAS REGULATOR / METER EQUIPMENT AREA
- EXISTING SIDEWALK WITH STREET CURB
- EXISTING BUS STOP
- 5.0 x 5.0 M SITE TRIANGLE
- EX. 2 STOREY BUILDING ON ADJACENT PROPERTY
- STANDARD PARKING SPACE 2.6 x 5.2 M
- DEPRESSED CURB AND WALK
- EXISTING STREET LIGHT
- PASSENGER DROP OFF / PICK UP
- WALKWAY WITH STEPS, HANDRAIL AS REQUIRED
- CAST IN PLACE CONCRETE RETAINING WALL
- CISTERN LOCATION IN PARKING LEVELS
- RAISED RETAINING WALL AS SEAT HEIGHT

LEGAL DESCRIPTION

TOPOGRAPHIC PLAN of
LOTS 25, 26 AND 27
(NORTH RIDEAU STREET)
LOTS 1, 2 AND PART OF LOT 3
(EAST CHAPEL STREET)
PART OF LOTS 1, 2 AND 3
(WEST AUGUSTA STREET)
REGISTERED PLAN 43586
CITY OF OTTAWA

PROJECT DEVELOPER

Trinity Development Group Inc.
Bloor Islington Place, East Tower
77 Bloor Street West, Suite 1601
Toronto, Ontario, M5S 1M2
Tel.: (416) 255-8800
E-Mail: apremij@trinity-group.com

URBAN PLANNER

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Ottawa, ON Canada, K2P 0Z8
Tel.: (613) 730-5709
Fax: (613) 730-1136
E-Mail: black@fotenn.com

SURVEYOR

Stantec
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Ottawa ON K2C 3G4
Phone: (613) 724-4096
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LANDSCAPE ARCHITECT

Gino J. Aiello Landscape Architect
50 Camelot Drive,
Nepean Ontario K2G 5X8
Tel: (613) 852-1343
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Email: gino@giata.com

CIVIL ENGINEER

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120 Iber Road, Unit 203
Stittsville, ON K2S 1E9
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Fax: (613) 836-7183
Email: smerrick@dsel.ca

PROJECT STATISTICS - PHASE 1

BUILDING HEIGHT	94.0 M
AVERAGE MEAN GRADE (GEO. ELEV.)	66.70
GROSS BUILDING - AREAS (CITY OF OTTAWA'S DEFINITION)	
P2 PARKING LEVEL	N/A
P1 PARKING LEVEL	N/A
LOWER - GROUND FLOOR (COURTYARD)	N/A
UPPER - GROUND FLOOR (STREET)	1,465.4 sq. m. (15,774) sq. ft.
MEZZANINE LEVEL	797.1 sq. m. (8,580) sq. ft.
3rd FLOOR	1,040.8 sq. m. (11,202) sq. ft.
4th to 10th FLOOR	7 x 1,397.5 sq. m. 7 x (15,043) sq. ft.
11th FLOOR	604.0 sq. m. (6,502) sq. ft.
12th to 26th FLOOR	15 x 751.4 sq. m. 15 x (8,089) sq. ft.
MECHANICAL FLOOR	N/A
TOTAL AREA	24,961.1 sq. m. (268,679) sq. ft.

UNIT STATISTICS

STUDIO UNIT	30
1 BEDROOM UNIT	100
1 BEDROOM + DEN UNIT	46
2 BEDROOM UNIT	102
2 BEDROOM + DEN UNIT	37
TOTAL	315

AMENITY AREA

COMMERCIAL RETAIL	855.0 sq. m. (9,203) sq. ft.
2nd FLOOR AMENITY ROOM - COMMUNAL	346.5 sq. m.
2nd FLOOR EXTERIOR DECK - COMMUNAL	414.6 sq. m.
10th FLOOR EXTERIOR DECK - COMMUNAL	495.7 sq. m.
DECKS - PRIVATE	266.0 sq. m.
BALCONIES - PRIVATE	649.7 sq. m.
TOTAL	2,172.5 sq. m.
TOTAL COMMUNAL	1,256.8 sq. m.
REQUIRED (315 UNITS X 6 m²) = 1,890 sq. m.	
REQUIRED COMMUNAL @ 50% = 945 sq. m.	

CAR PARKING

REQUIRED BY ZONING BY-LAW

RESIDENCE	- 0.5 PER UNIT (316 UNITS) (AFTER 12 UNITS)	152
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	30
COMMERCIAL RETAIL (SEE FOOD AREA & CONVENIENCE STORE)	- NOT REQUIRED FOR UNITS UNDER 500m² G.F.A.	0
TOTAL		182
PROVIDED		
RESIDENCE	- 0.57 PER UNIT	240
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	30
COMMERCIAL RETAIL	- 2.5 PER 100m² OF G.F.A. AFTER 150m²	9
TOTAL		279

BICYCLE PARKING

REQUIRED

RESIDENCE	- 0.5 PER UNIT (316 UNITS)	158
COMMERCIAL RETAIL	- 1.0 PER 250m² OF G.F.A.	3
TOTAL		161
PROVIDED		
EXTERIOR		12
UNDERGROUND PARKING LEVEL		160
TOTAL		172

PROJECT INFORMATION

ZONING	TM(2339) F(6.0) S354
SITE AREA	7,568.9 sq. m. (81,471) sq. ft.
SITE AREA - PHASE 1	4,361.8 sq. m. (46,304) sq. ft.
SITE AREA - PHASE 2	3,207.1 sq. m. (34,167) sq. ft.
BUILDING HEIGHT	AS PER SCHEDULE S354 94.0 M
DENSITY = 6.0	45,413.4 sq. m. (488,920) sq. ft.
AMENITY SPACE (6.0m² PER UNIT) 633	2,709 sq. m. (40,560) sq. ft.

PROJECT STATISTICS - PHASE 2

BUILDING HEIGHT	94.0 M
AVERAGE MEAN GRADE (GEO. ELEV.)	64.50
GROSS BUILDING - AREAS (CITY OF OTTAWA'S DEFINITION)	
PARKING LEVELS	N/A
GROUND FLOOR	606.1 sq. m. (6,524) sq. ft.
2nd FLOOR	1,080.9 sq. m. (11,639) sq. ft.
3rd to 9th FLOOR	7 x 1,076.3 sq. m. 7 x (11,588) sq. ft.
10th FLOOR	594.0 sq. m. (6,400) sq. ft.
11th to 25th FLOOR	15 x 707.2 sq. m. 15 x (7,610) sq. ft.
MECHANICAL FLOOR	N/A
TOTAL AREA	20,420.6 sq. m. (219,808) sq. ft.

UNIT STATISTICS

STUDIO UNIT	318
1 BEDROOM UNIT	
1 BEDROOM + DEN UNIT	
2 BEDROOM UNIT	
2 BEDROOM + DEN UNIT	
TOTAL	318

AMENITY AREA

AT GARDE EXTERIOR - COMMUNAL	300.0 sq. m.
1st FLOOR AMENITY ROOM - COMMUNAL	356.0 sq. m.
10th FLOOR AMENITY ROOM - COMMUNAL	95.0 sq. m.
10th FLOOR EXTERIOR DECK - COMMUNAL	540.0 sq. m.
DECKS - PRIVATE	494.0 sq. m.
BALCONIES - PRIVATE	652.0 sq. m.
TOTAL	2,437.0 sq. m.
TOTAL COMMUNAL	1,291.0 sq. m.
REQUIRED (318 UNITS X 6 m²) = 1,908 sq. m.	
REQUIRED COMMUNAL @ 50% = 954 sq. m.	

CAR PARKING

REQUIRED BY ZONING BY-LAW

RESIDENCE	- 0.5 PER UNIT (318 UNITS) (AFTER 12 UNITS)	159
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	30
TOTAL		189

PROVIDED

RESIDENCE	- 0.57 PER UNIT	168
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS)	30
TOTAL		198

BICYCLE PARKING

REQUIRED

RESIDENCE	- 0.5 PER UNIT (318 UNITS)	159
TOTAL		159
PROVIDED		
EXTERIOR		4
UNDERGROUND PARKING LEVEL		160
TOTAL		164

LOT COVERAGE

PAVED SURFACE =	1,363.2 sq. m.	18.01%
PH 1 BUILDING FOOTPRINT =	2,001.9 sq. m.	26.45%
PH 2 BUILDING FOOTPRINT =	1,557.7 sq. m.	20.58%
LANDSCAPE OPEN SPACE =	2,046.2 sq. m.	27.04%
PARK LAND SPACE =	400.0 sq. m.	5.28%
POPS =	200.0 sq. m.	2.64%
TOTAL =	7,568.9 sq. m.	100.0%

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

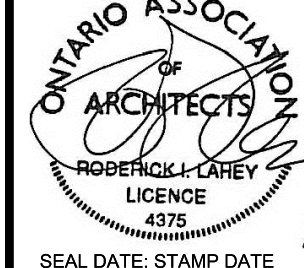
ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS. THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT. DO NOT SCALE DRAWINGS. COPYRIGHT RESERVED.

NOTATION SYMBOLS:

- INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- INDICATES ASSEMBLY TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDULE.
- INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A300 SERIES.
- INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A300 SERIES.
- DETAIL NUMBER
- TITLE
- SCALE
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

ISSUED FOR SPC ROUNO #1 COMMENTS	July 11, 19
ISSUED FOR REVISED SPC	Apr. 11, 19
ISSUED FOR CLIENT REVIEW	Apr. 04, 19
No. DESCRIPTION	DATE

REVISIONS:



SEAL DATE: STAMP DATE

CLIENT:



56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

PROJECT TITLE:

151 CHAPEL STREET
RIDEAU @ CHAPEL

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN

DRAWN:	CHECKED:
RV	J.S.
SCALE:	SHEET No.
1:200	SP-1
PROJECT No.	
1833	

Table 2: CTS (2014) and Site Plan (2019) Vehicle Trip Generation Comparison

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Res. Auto Trips (CTS 2014)	31	92	123	84	54	138
Retail Auto Trips (CTS 2014)	11	5	16	25	24	49
Res. Difference	-6	-17	-23	-16	-10	-26
Retail Difference	-9	-4	-12	-19	-19	-38
Res. Auto Trips (2019)	25	75	100	68	44	112
Retail Auto Trips (2019)	2	1	4	6	5	11
Total Trip Gen (CTS 2014)	42	97	139	109	78	187
Total Difference	-15	-21	-35	-35	-29	-64
Total Trip Gen (2019)	27	76	104	74	49	123

From a trip generation perspective, the Site Plan (2019) will result in a total of 104 AM and 123 PM peak hour vehicle trips. Table 2 demonstrates that the Site Plan (2019) will result in a net reduction in vehicle trip generation in both the AM and PM peak hours, and for both land uses.

The proposed Phase 1 site plan will include 279 parking stalls. This meets the zoning requirements for the visitor parking, residential parking, and retail parking. The proposed Phase 2 site plan will include 198 parking stalls. This meets the zoning requirements for the visitor and residential parking. Phase 1 will include 172 bicycle parking stalls (12 exterior and the remaining interior) and Phase 2 will include 164 bicycle parking stalls (4 exterior and the remaining interior). Bicycle parking provided meets the zoning by-law.

In addition to the overall trip generation reduction, the site access requirements have changed. The new plan no longer needs to accommodate a WB-20 design vehicle. This results in two off-site changes from the original plan.

The first is the impact of all vehicles accessing the site through a single ingress/egress. The following table summarizes the total site generated vehicle volume (two-way) on Chapel Street based on the CTS (2014) and Site Plan (2019).

Table 3: Chapel Street Two-Way Site Traffic (North Leg)

	AM	PM
CTS (2014)	55	79
Site Plan (2019)	103	122
Difference	48	43
Total Intersection Volume (2021 Future Background)	931	1362
Percent Increase	5%	3%

As shown in Table 3 the change in trip distribution and trip generation amounts to a 3-5% increase in total intersection vehicle volumes during the peak hours. The original CTS noted this intersection and movement operating at a LOS A for the full buildout horizon. As such, the redistribution of traffic resulting from the connection between Chapel and Beausoleil remaining closed has negligible impact on the nearby

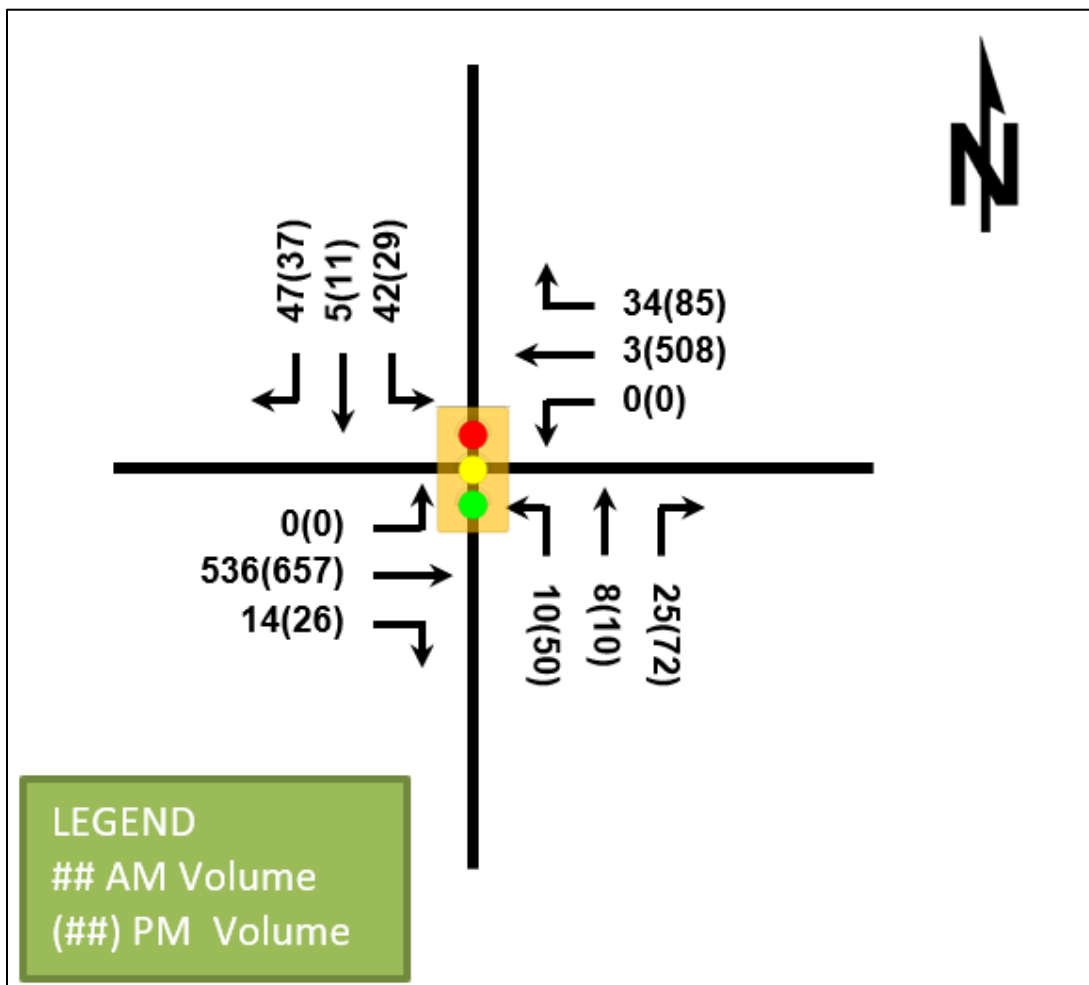
intersection of Chapel Street at Rideau Street. Garbage and delivery trucks will also use this single ingress/egress. The Site Plan package includes the turning templates demonstrating how the HSU design vehicle will maneuver through the site.

The second impact of not connecting Chapel to Beausoleil is the need to modify the plan and cross section of Chapel Street along with the applicability of the Site Plan Conditions that were noted from the OMB Decision. Through this Addendum process, the City was consulted, and it was agreed that no roadway modifications would be required as part of this development. As such, the RMA previously approved no longer forms a part of the Site Plan Approval.

Below is a table noting the Draft Plan Conditions from the OMB Decision related to transportation and a response indicating future applicability and/or action required. Comments from the City were also received, and responses are provided below as well. The foregoing context is the basis for the various responses provided in the following section.

As requested through the comments from the City of Ottawa, Figure 2 illustrates the total future traffic volumes at the intersection of Rideau and Chapel. This combines the 2021 future background volumes from the CTS (2014) with the updated trip generation and assignment.

Figure 2: 2021 Total Future Traffic



OMB Transportation Conditions Summary

Draft Plan Condition	Response
<p>9. <u>Road Widening</u></p> <p>The Owner(s) shall convey, at no cost to the City, a road widening across the complete Rideau Street frontage measuring 13 metres from the existing centerline of pavement. The exact widening must be determined by legal survey. The Owner shall provide an electronic copy of the Deed and a copy of the Deposited Reference Plan indicating the widening, prior to execution of the agreement by the City. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will have been submitted to the City Surveyor for review prior to its deposit in the Registry Office. The City will not register the Deed for the road widening until after the City has issued the related building permit.</p>	<p>Demonstrated on site plan.</p>
<p>10. <u>Sight Triangles</u></p> <p>The Owner(s) shall convey, at no cost to the City, a 3m by 3m corner sight triangle at the corner of Chapel Street and Beausoleil Drive and a 5 m by 5 m corner sight triangle at the corner of Chapel Street and Rideau Street. The exact triangle area must be determined by legal survey. The Owner shall provide an electronic copy of the Deed and a copy of the Deposited Reference Plan indicating the triangle, prior to execution of the agreement by the City. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will have been submitted to the City Surveyor for review prior to its deposit in the Registry Office. The City will not register the Deed for the triangle conveyance until after the City has issued the related building permit.</p>	<p>Demonstrated on site plan.</p>
<p>15. <u>Waste Collection</u></p> <p>For multi-level residential buildings:</p> <p>a. Container waste collection and cart (and/or container) recycling collection will be provided by the City. The owner shall provide an adequate storage room or space for waste containers and recycling carts (and/or containers). It is recommended that the containers and carts be placed on a concrete floor. The owner shall provide an adequately constructed road access to the waste/recycling storage room or area suitable for waste/recycle vehicles. Direct access to the containers and carts is required. Any additional services (i.e. winching of containers) may result in extra charges.</p> <p>For non-residential (commercial/industrial/institutional):</p> <p>b. Waste collection and recycling collection will not be provided by the City. The applicant should make appropriate arrangements with a private contractor for waste and recycling collection. The owner should consult a private contractor regarding any access requirements for waste and/or recycling collection.</p>	<p>Demonstrated on site plan.</p>

<p>32. <u>Loading Restrictions</u></p> <p>The Owner acknowledges and agrees to ensure that WB-20 trucks shall be restricted access or egress to and from the subject site from 7:30 am until 8:30 am and from 2:30 pm until 4:30 pm Monday to Friday.</p>	<p>No longer applicable.</p>
<p>33. <u>Crossing Guards</u></p> <p>The Owner agrees to arrange for the employment of a crossing guard with the Ottawa Safety Council. The crossing guard will be positioned at the intersection of Chapel Street and Beausoleil Drive at the morning and afternoon bell times, to assist the students crossing the street. The Owner acknowledges and agrees to arrange for the crossing guard to be in place for a period of three years commencing at the completion of road modifications to the Chapel/Beausoeil intersection. In addition, the Owner agrees to arrange for the employment of a crossing guard during any transition periods of construction at the intersection prior to the completion of road modifications.</p> <p>Prior to the expiration of the three-year period, the City of Ottawa will review the role of the guard to determine if the location warrants continuance of the program by the City of Ottawa and the Ottawa Safety Council with assumption of costs by the City of Ottawa at that point.</p>	<p>No longer applicable.</p>
<p>15. <u>Monitoring Cameras</u></p> <p>The Owner acknowledges and agrees to provide ducts and conduit on the east side of Chapel Street between Beausoleil Drive and Rideau Street as necessary to permit the City to establish monitoring cameras if they are required in the future at the intersections of Chapel Street/Beausoleil Drive and Chapel Street/Rideau Street. Should the city establish monitoring cameras, such cameras and associated wiring and hardware will be at the expense of the City.</p>	<p>No longer applicable.</p>
<p>15. <u>Roadway Modifications</u></p> <p>The Owner shall pay all expenses including but not limited to contract drawings preparation, utility relocations, advertising, road work, traffic signal lights operational changes including signal/timing plans and signage, construction supervision, as built drawing preparation, traffic calming elements and other engineering and administrative costs for the required roadway modification as approve.</p> <p>The roadway modification plan includes four elements:</p> <ol style="list-style-type: none"> The northbound and southbound through approaches of Rideau and Chapel intersection will be signed such that no vehicular movements will be permitted. The signage and signal/timing plans of the intersection will be adjusted to accommodate northbound and southbound pedestrians and cycling. The cross section of Chapel Street from Rideau Street to Beausoleil Drive will consist of: a 1.2. m southbound cycle lane, a 3.3 m southbound traffic lane, a 3.5 	<p>No longer applicable.</p>

<p>m northbound traffic lane, a 0.5 m raised buffer strip, a 1.5 m raised cycle track, a 2 m landscaped boulevard and a 2 m sidewalk.</p> <p>c. The reconnection of Chapel Street with Beausoleil Drive with a three-way stop controlled, raised intersection.</p> <p>d. Modifications at the intersection of Cobourg Street and Rideau Street to accommodate all truck movements to the site.</p> <p>Roadway modification work associated with c) shall not commence until the general completion of the building at the subject site.</p> <p>All roadway modification works will require the delegated authority approval from the Manager of Development Review, Suburban Services.</p>	
<p>38. <u>Future Traffic Study/Traffic Monitoring</u></p> <p>The Owner acknowledges and agrees to conduct, at their expense a traffic study (including monitoring traffic over a two-month period) signed by a consultant on the TIA pre-approved consultant list to assess the traffic movements to and from the subject site in the surrounding area. As well, the study should evaluate the effect of modifications at the intersection of Chapel Street/Beausoleil Drive on the neighbouring local street network, and observed impacts, (such as reduced safety for pedestrians, cyclists and drivers and cut through traffic). The study shall be completed at the Owner's sole expense and to the satisfaction of the General Manager, Planning and Growth Management. The City agrees to consult with the community following the study to discuss the findings and the Owner agrees to present study's findings. The City agrees to arrange for facilities to host consultation and determine the extent of the consultation and format as agreed upon between the Ward Councillor and Owner.</p> <p>The study shall commence six months after the completion of road modifications (data must be collected between March 1 and April 1 or September 7 and October 15) that permits access from Chapel Street onto Beausoleil Drive.</p> <p>The Owner shall be responsible for implementation of the traffic study recommendations, which may include but not be limited to additional signals or signal changes, study and implementation of a 40km/hr zone, bollards, restrictions to northbound traffic between the site access on Chapel Street and the intersection of Chapel Street/Beausoleil Drive, and/or traffic calming measures, at its sole expense, and to the satisfaction of the General Manager, Planning and Growth Management. The Owner further acknowledges and agrees it shall provide financial security, in the form of a letter of credit or certified cheque, in the amount of \$50,000.00 for traffic monitoring. Said financial security shall be held by the City until such time as when the monitoring, operation, maintenance, and implementation of recommendations from said traffic study are carried out by the Owner to the satisfaction of the General Manager, Planning and Growth</p>	<p>No longer applicable.</p>

Management. Once the General Manager, Planning and Growth Management is satisfied of same, the security shall be returned. No release or reduction in securities equal to this amount and no release of final security on the subject site shall occur until such time.	
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City Comments/Responses

Transportation	Response
32. The RMA cost estimates would need to be revised for the site plan agreement if some of the road modifications are no longer required. Please resubmit the RMA with updated drawings and cost estimates.	There is no longer an RMA associated with this SPA.
33. Please provide rationale for the opening of the Chapel Street cul-de-sac in the context of vehicular movements around the site. The assumption by the Community Association is that with the removal of the WB-20s, there is no need to open the cul-de-sac to vehicular traffic.	Chapel at Beausoleil will not be opened.
34. A traffic management plan for while the building is under construction would be required prior to construction commencing. If this plan is not done until after Site Plan Approval, the city cannot confirm there won't be delays if there are conflicts in using the right-of-way.	Noted. A traffic management plan will be submitted when greater construction schedule information is known.
35. The projected volumes from the 2014 TIA (CTS) report are different from the volumes indicated in current technical memorandum table for OMB Final unit numbers/GFA. For example, the residential AM total was 123 in the 2014 TIA while the current submission indicates that the OMB Final units were 188. Please clarify if the number of units changed following submission of the 2014 TIA and were part of the submission at the OMB.	Noted. This version of CTS Addendum #4 now compares the trip generation based on the CTS (2014). The trip generation factors have been applied to the Site Plan (2019) land use statistics to generate an appropriate update to the CTS (2014).
36. There are many errors in the table on page 1 of the technical memorandum dated 2019-04-09. Ensure the numbers are consistent from the previous CTS and the differences are calculated correctly for residential and commercial use. Resubmission of the technical memorandum is required, and additional information is required.	See Response #35, this memo supersedes previous versions.
37. The report contains no information on the timing of the phases. Background volumes and total volumes should be updated accordingly. Provide the background volumes, site generated volumes and total projected volumes at buildout and 5 year post development	This memo has shown that the change in land use statistics would result in a net reduction in the traffic volumes,

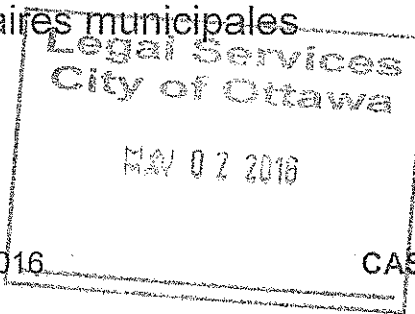
at the intersections of Rideau/Chapel and Rideau/Cobourg in a figure format.	therefore no additional analysis is required.
38. The report indicates 114 additional vehicles will use the Rideau/Chapel southbound approach. Provide details of the impact of these additional vehicles. A review of the neighbourhood impacts is required as a result of the changes to the site accesses and the increase in vehicles at this intersection. Review in detail the turning restrictions at the Rideau/Chapel intersection and the expected change in traffic patterns with only one access to the site.	As noted above, the additional vehicles amount to a 3 to 5% change in traffic volumes through the subject intersection.
39. Provide more information on the type of commercial proposed. Provide the ITE code used to calculate the generated trips for the proposed commercial.	A tenant for the commercial use is currently unknown. All trip generation factors are consistent with those used in the CTS (2014).
40. MMLOS analysis is required for the segment of Chapel Street and the intersection of Rideau/Chapel Street. Provide recommendations on the Chapel Street cross section, design of the access, and any requirements for the Chapel/Rideau and Chapel/Beausoleil intersection. Previously, Chapel Street included cycling facilities.	Rideau Street was recently reconstructed as a complete street and given there are no offsite changes resulting from this development, an MMLOS is not required.
41. Clearly indicate the 13 m road widening from the existing center line on Rideau Street.	Noted on Site Plan drawings.
42. Complete the TDM checklists as indicated in the 2017 TIA Guidelines. Look for opportunities to reduce vehicle needs by encouraging alternative modes. In particular, review in detail access for cyclists. Cyclists require a safe and manageable access to their bicycles. Consider storage facilities at grade level or elevators that can accommodate bicycles to underground parking. Advise if car sharing spaces are anticipated in parking garage.	Section 6 of the CTS (2014) addresses TDM measures.
43. Provide the final peak hour volumes at the intersection of Rideau Street and Chapel Street at final build out.	Refer to Figure 2 above.
44. There is existing underground traffic infrastructure that might be impacted by proposed construction. (NE quadrant). Due to the proposed changes in the existing roadway geometry, the City of Ottawa Traffic Operations Unit is required to assess the impact and complete a traffic signal plant relocation design if needed. Detailed design drawings for road modifications should include a geometric detail design drawings (dwg digital format NAD83 coordinates) including base	There are no longer any offsite modifications proposed therefore this comment is no longer applicable.

mapping, existing/proposed utilities, approved pavement markings drawing for detail traffic plant design review and lay out.	
45. If there are any proposed changes to the existing roadway geometry, or changes to City of Ottawa traffic plant, the City of Ottawa Street Light Asset Management Group is required to provide a full review and possibly a street light design. Upon completion of proposed roadway geometry design changes, please submit digital Micro Station drawings with proposed roadway geometry changes to the Street Lighting Alterations and /or repairs are required where the existing street light plant is directly, indirectly or adversely affected by the scope of work under this circulation, due to the proposed road reconstruction process. All street light plant alterations and/or repairs must be performed by the City of Ottawa's Street Light maintenance provider.	See response 44.
46. Be advised that the applicant will be 100% responsible for all costs associated with any relocations/modifications to the existing street light plant.	See response 44.
47. For the interlock pavers and landscaped areas on City's road right-of-way the developer will be required to sign a "Maintenance Agreement" with the City.	The proponent has been notified.

Conclusions

Based on the foregoing, it is recommended that the revised Site Plan for 151 Chapel Street be approved, from a transportation perspective, and the outcome of the applicable conditions as outlined in the OMB Hearing and City Comments be carried forward.

Ontario Municipal Board
Commission des affaires municipales
de l'Ontario



ISSUE DATE: April 26, 2016

CASE NO(S):

PL150320

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Trinity Development Group Inc.
Subject:	Request to amend the Official Plan - Failure of the City of Ottawa to adopt the requested amendment
Existing Designation:	Traditional Mainstreet
Proposed Designated:	Site Specific Traditional Mainstreet
Purpose:	To permit the development of two (2) mixed use towers 32 and 27 storeys in height
Property Address/Description:	151 & 153 Chapel Street
Municipality:	City of Ottawa
Approval Authority File No.:	D01-01-14-0020
OMB Case No.:	PL150320
OMB File No.:	PL150320
OMB Case Name:	Trinity Development Group Inc. v. Ottawa (City)

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Trinity Development Group Inc.
Subject:	Application to amend Zoning By-law No. 2008-250 - Refusal or neglect of the City of Ottawa to make a decision
Existing Zoning:	Traditional Mainstreet Subzone 6, Floor Space Index Max. 3.5, Max Height 19 (TM6 F(3.5) H(19))
Proposed Zoning:	Site specific (To be determined)
Purpose:	To permit the development of two (2) mixed use towers 32 and 27 storeys in height
Property Address/Description:	151 & 153 Chapel Street
Municipality:	City of Ottawa
Municipality File No.:	D02-02-14-107
OMB Case No.:	PL150320
OMB File No.:	PL150321

PROCEEDING COMMENCED UNDER subsection 41(12) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Referred by:	Trinity Development Group Inc.
Subject:	Site Plan
Property Address/Description:	151 & 153 Chapel Street
Municipality:	City of Ottawa
OMB Case No.:	PL150320
OMB File No.:	PL150566

Heard: March 29, 2016 in Ottawa, Ontario

APPEARANCES:

<u>Parties</u>	<u>Counsel/Representative*</u>
Trinity Development Group Inc.	P. Foran
City of Ottawa	T. Marc

Participant

Lowertown Community Association	P. Ferguson*
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MEMORANDUM OF ORAL DECISION DELIVERED BY R. G. M. MAKUCH ON MARCH 29, 2016 AND ORDER OF THE BOARD

[1] Trinity Development Group Inc. ("Appellant") made applications for Official Plan ("OP") and Zoning By-law Amendments ("ZBLA") respecting its properties at 151 and 153 Chapel Street in the City of Ottawa ("City") to permit the development of two mixed-use towers having 32 and 27 storeys in height. The development proposes significant at grade and above grade commercial retail uses. The Official Plan Amendment ("OPA") is to change the designation to a site-specific "Traditional Mainstreet" designation. The ZBLA would implement the OP policies. A site plan appeal pursuant to s. 41(12) of the *Planning Act* ("Act") has also been consolidated with these appeals.

[2] These appeals are made on the grounds that City Council has not dealt with these applications within the prescribed time limits under the Act.

[3] Sandy Hill Action Committee (ASH), Talos Custom Homes Ltd. and the Lower Town Community Association ("LCA") have withdrawn as parties prior to the hearing. LCA however, has retained participant status.

[4] The Board was advised prior to the hearing, that the City and Appellant had resolved their differences and proceeded on consent.

[5] The only professional evidence before the Board is the un-contradicted testimony of Miguel Tremblay, the land use planning consultant for the Appellant. The Board also heard the testimony of Peter Ferguson on behalf of LCA.

[6] The Board is satisfied based on that evidence that the appeals should be allowed for the reasons that follow.

[7] The subject site is bounded by Rideau Street to the south, Chapel Street to the west, and Beausoleil Drive to the north. Across Chapel Street to the west is a high-rise apartment building with ground level retail and a garage connection to Chapel Street. Adjacent to the east are a motel and low density residential buildings. Across Rideau Street to the south are two to three level retail-related building; and across Beausoleil Drive to the north are two elementary schools and apartment buildings.

[8] Rideau Street is designated as an arterial road, a truck route and a transit priority street. The Rideau Centre LRT Station is located approximately 950 metres ("m") to the west of the site. Beausoleil Drive is a designated collector and is two lanes wide. Chapel Street is a two-lane local street north of Rideau Street with a *cul-de-sac* at its north end adjacent to Beausoleil Drive. It also extends south across Rideau Street through Sandy Hill to Mann Avenue as a collector.

[9] The proposal has been amended and will now consist of two 25-storey towers having a total of 586 residential units (gross floor area ("GFA") 37,559 square metres ("m²")), 6,825 m² of non-residential GFA. The north tower at Rideau Street would be on a nine-storey podium with step back at the third and sixth storeys. The south tower at Beausoleil Drive would be on an eight-storey podium with step back at the third and sixth storeys. The two towers would have a 26.8 m separation. There would be 507 parking spaces for vehicles and 321 bicycle parking spaces. The zoning by-law proposed would permit up to five storeys for part of the podium between the two towers. Only two storeys are being sought for approval at this time. The Appellant would have to apply for a revised site plan approval if it were to proceed with the five-storey podium.

[10] Mr. Tremblay provide the Board with a detailed overview of the relevant planning policies in relation to this proposed development and the Board is satisfied based on that evidence that the proposed OP and ZBLA are consistent with the Provincial Policy statement, 2014, and, are in conformity with the relevant policies set out in the City's OP particularly with respect to Sections 2, 3 and 4 in terms of strategic growth, transit supportive land uses and intensification.

[11] Furthermore, the proposed OPA has regard for OPAs 150 and 166, which have been adopted by City Council but are currently under appeal.

[12] The provisions of the proposed ZBLA adequately address site and project considerations respecting the appropriate land uses, building height and form, setbacks, private and public open space, access, parking, loading and landscaping. The Board is also satisfied that the proposed site plan complies with the proposed ZBLA in respect of the matters referred to above.

[13] The proposal to open the *cu-de-sac* at Beausoleil Drive and Chapel Street is reasonable and acceptable based on the recommendations set out in the transportation impact study provided by the Appellant, which refer to additional roadway modifications.

[14] The location of the access to loading docks for large transport trucks on Beausoleil Drive will not cause any significant safety impacts on the adjacent uses including the school. The loading movements will be occurring internal to the site and will not result in three-point turns on a public street.

[15] The height and massing of the two towers will not create any unacceptable shadow and wind impacts and the Appellant has minimized these to the extent possible through the siting and footprint of the tower portion of the proposal.

[16] The proposal meets the Built Form Principles in the Secondary Plan and in the Community Design Plan, which among other things requires the location of appropriate uses at the ground floor to achieve an active building frontage and a design that encourages small scale retail and narrow storefronts, in order to ensure a store front design on Rideau Street that is compatible with a traditional main street.

[17] The revised proposal conforms to the strategic directions of the revised Community Design Plan ("CDP") and Secondary Plan with two 25-storey residential towers connected by a two-storey retail podium, a 406 m² public park space at the corner of Chapel Street and Beausoleil Drive and a 200 m² outdoor privately owned public space (POPS) at the corner of Rideau and Chapel Streets.

[18] The podium was stepped back from the easterly property line to provide a separation of at least 7.0 m between the proposed building wall and the property line shared with the detached dwellings abutting Augusta Avenue to the east.

[19] It is noted that there was significant public consultation process followed prior to the settlement between the City and the Appellant, which paralleled the process in the preparation of the CDP and the Uptown Rideau Secondary Plan adopted by City Council on December 9, 2015.

[20] The Board is satisfied based on the above that the proposal represents appropriate land use planning.

ORDER

[21] The Board orders that the appeals are allowed and the Official Plan and Zoning By-law No. 2008-2015 will be amended in accordance with Attachments 1 (Exhibit 1, Tab 48) and 2 (Exhibit 1, Tab 49) respectively. The site plan is also approved in accordance with Attachment 3 (Exhibit 3) hereto subject to the conditions set out in Attachment 4 (Exhibit 1, Tab 50) hereto.

[22] The Board will remain seized with this matter and may be spoken to if difficulties arise with the implementation of these planning documents.

"R. G. M. Makuch"

R. G. M. MAKUCH
MEMBER

If there is an attachment referred to in this document,
please visit www.elfo.gov.on.ca to view the attachment in PDF format.

Ontario Municipal Board

A constituent tribunal of Environment and Land Tribunals Ontario
Website: www.elfo.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

Document 2 – Details of Recommended Official Plan Amendment



Official Plan Amendment No. XXX

Modification du Plan Directeur

To the Official Plan of the City of Ottawa

Land use
Utilisation du sol

INDEX**THE STATEMENT OF COMPONENTS****PART A – THE PREAMBLE**

Purpose

Location

Basis

PART B – THE AMENDMENT

Rationale

Details of the Amendment

Implementation and Interpretation

Schedule A of Amendment XXX – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

1. Purpose

The purpose of the proposed Official Plan Amendment is to add a site specific exception policy to the Mainstreet designation for 151 and 153 Chapel Street. The Amendment will help facilitate the development of a mixed-use retail and residential building on the property.

Site Specific Exception Policy:

"Notwithstanding the policies above, for the lands municipally known as 151 and 153 Chapel Street, located at the northeast corner of the intersection of Rideau Street and Chapel Street, high-rise buildings up to 25 storeys in height shall be permitted in a mixed-use format with retail uses fronting Rideau Street.

Redevelopment of the site as a high-profile development shall accommodate the following considerations:

- A high quality of urban design and architectural treatment of the buildings that reflects the emerging role of Rideau Street as an important mixed use corridor;
- Significant retail uses at grade along Rideau Street with direct pedestrian access to the street;
- Active land uses within the Rideau Street and Beausoleil Drive facades that are appropriately scaled for pedestrians;
- The creation of a 200 square metre Privately Owned Public Space (POPS) at the corner of Rideau Street and Chapel Street;
- Improvement of the Chapel Street pedestrian corridor with streetscape elements to enhance pedestrian and cycling connectivity between Rideau Street and the residential area to the north;
- The opening of the Chapel Street and Beausoleil Drive intersection to pedestrian, cyclist and vehicular traffic through intersection improvements that will prioritize pedestrians and cyclist movements through the intersection and landscaping improvements contributing to an improved-north-south pedestrian corridor. Intersection improvements may include:
 - Traffic calming on Chapel Street;

- Raised intersection grade; or
- Streetscaping."

2. Location

The property is located on the north-east corner of the intersection of Rideau and Chapel Streets with frontage on Beausoleil Drive. The property has a total area of 7,569 square metres.

3. Basis

Background

The site is currently designated in the Official Plan as 'Traditional Mainstreet' pursuant to Schedule B of the Official Plan and located within the Uptown Rideau Community Design Plan. The 'Traditional Mainstreet' designation generally supports building heights between four (4) and six (6) storeys on the site. The lands are currently zoned to accommodate a broad range of uses, including retail and residential, in a compact, mixed-use, and pedestrian-friendly environment.

Rationale

The proposed Official Plan Amendment would implement site specific policies relating to the subject lands. The OPA is appropriate given consideration of the below, including but not limited to:

- Conformity with current Official Plan policies, and as well as addressing the emerging policy direction of OPA No. 150;
- Conformity with the emerging policy direction of the Uptown Rideau Secondary Plan (adopted as OPA No. 166);
- Introducing multi-modal supportive land uses and densities, supportive of increased transit use, cycling and pedestrian mobility;
- Project design that is consistent with the City's direction for the transition and form of mixed use buildings with a defined street-oriented podium, and enhanced architectural treatment.
- The site location/size and number of street frontages (three) make the site suitable for a large mixed-use project; and,

- Opportunities for community benefits, including the creation of new public amenity space, pedestrian-oriented streetscape improvements and, roadway intersection and related streetscape improvements consistent with the City's recent investment in improvements to Rideau Street.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule A constitutes Amendment No. XXX to the Official Plan for the City of Ottawa.

2. Details of the Amendment

The Official Plan, Volume 1 is hereby amended as follows:

Amend Section 3.6.3 – Mainstreets by adding a new policy at the end as follows:

"Notwithstanding the policies above, for the lands municipally known as 151 and 153 Chapel Street, located at the northeast corner of the intersection of Rideau Street and Chapel Street, high-rise buildings up to 25 storeys in height shall be permitted in a mixed-use format with retail uses fronting Rideau Street. Redevelopment of the site as a high-profile development shall accommodate the following considerations:

- A high quality of urban design and architectural treatment of the buildings that reflects the emerging role of Rideau Street as an important mixed use corridor;
- Significant retail uses at grade along Rideau Street with direct pedestrian access to the street;
- Active land uses within the Rideau Street and Beausoleil Drive facades that are appropriately scaled for pedestrians;
- The creation of a 200 square metre Privately Owned Public Space (POPS) at the corner of Rideau Street and Chapel Street;
- Improvement of the Chapel Street pedestrian corridor with streetscape elements to enhance pedestrian and cycling connectivity between Rideau Street and the residential area to the north;
- The opening of the Chapel Street and Beausoleil Drive intersection to pedestrian, cyclist and vehicular traffic through intersection improvements that will prioritize pedestrians and cyclist movements through the intersection and landscaping improvements contributing to an improved-north-south pedestrian corridor. Intersection improvements may include:

- Traffic calming on Chapel Street;
- Raised intersection grade; or
- Streetscaping."

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.



Ottawa

Plan de localisation
151, rue Chapel

DO1-01-14-0020 16-0055-A

01 / 18 / 2015

LANDS TO WHICH NEW SITE SPECIFIC POLICIES OF THE OFFICIAL PLAN APPLY
TERRAINS AUXQUELS NOUVEAU SITE POLITIQUES SPÉCIFIQUES DU PLAN OFFICIEL

5:42pm AEST 2 September 2012

ATTACHMENT 2

BY-LAW NO. 2016 - XX

A by-law of the City of Ottawa to amend By-law No. 2008-250 of the City of Ottawa to change the zoning of the lands known municipally as 151 and 153 Chapel Street.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O.1990, enacts as follows:

1. The Zoning Map of By-law No. 2008-250, entitled the "City of Ottawa Zoning By-law" is amended by rezoning the lands shown on Attachment 1 to this by-law as follows:

- (a) Area A from TM6 F(3.5) H(19) to O1; and,
- (b) Area B from TM6 F(3.5) H(19) to TM[2339] F(6.0) S354.

2. Section 239 – Urban Exceptions of the said By-law No. 2008-250 is amended by adding the following exception:

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2339	TM[2339] F(6.0) S354			<ul style="list-style-type: none">- The required building heights and setbacks in the parent TM zone do not apply.- Maximum permitted building heights, maximum number of storeys, and minimum setbacks are as per Schedule 354.- Within Area B on Schedule 354 and above the eighth storey, the maximum permitted floor plate size is 925 square metres.- Within Area E on Schedule 354 and above the eighth storey, the maximum permitted floor plate size is 925 square metres.- Despite Area H on Schedule 354, Section 65 still applies to permit projections into this area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall be no higher than 1.0 metre. A vent, garage

				<p>exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.</p> <ul style="list-style-type: none"> - Despite Area I on Schedule 354, a vent or garage exhaust is permitted to a maximum size of 2 square metres. - Despite maximum permitted heights and storeys on Schedule 354, balconies, canopies, awnings, wind screens, ornamental elements and mechanical and service equipment penthouse, elevator or stairway penthouses, landscaped areas, roof-top gardens and terraces and associated safety guards and access structures may project above height limits in Schedule 354. - Utility installation is not permitted on the ground floor. - Section 197 (1) (b) does not apply and the following are the only permitted uses in the first 6 metres of the building depth at the ground floor that abuts Beausoleil Drive: <ul style="list-style-type: none"> i. apartment dwelling, low rise ii. apartment dwelling, mid-high rise iii. artist studio iv. bed and breakfast v. dwelling unit vi. retirement home vii. stacked dwelling viii. amenity area ix. rooming house - Where the gross floor area of a building, or a group of buildings designed as one development, exceeds 2,000 square metres, a minimum of 50 per cent of the gross floor area over 2,000 square
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				<p>metres must be used for one or more of the following uses:</p> <ul style="list-style-type: none"> i. dwelling unit ii. group home iii. retirement home iv. rooming house v. stacked dwelling <p>- A parking lot and parking spaces must be located at least 4.5 metres from a property line abutting Beausoleil Drive.</p> <p>- Required visitor parking spaces shall be provided at a rate of 0.1 per dwelling unit to a maximum of 30 spaces required.</p> <p>- Despite Schedule 354, no portion of the first and second storey of the building, with the exception of supporting columns, may be closer to the southernmost lot line than 11.8 metres for a minimum of 17 metres from the western most lot line.</p> <p>- Despite Schedule 354, no portion of the first and second storey of the building, with the exception of supporting columns, may be closer to the northern most lot line than 22 metres for a minimum of 21.5 metres from the western most lot line.</p> <p>- Pursuant to Section 37 of the <i>Planning Act</i>, the height and density of development permitted in this by-law are permitted subject to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section 11 of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in the provision immediately below.</p>
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				<p>- Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the <i>Planning Act</i> securing the provision of the facilities, services or matters set out in Section 11 of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.</p> <p>- Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the <i>Planning Act</i>, then once such agreement has been executed and registered, such conditional provisions shall continue.</p>
--	--	--	--	--

3. Part 17 - Schedules of the said By-law No. 2008-250 is amended by adding Attachment 2 to this by-law as Schedule 354.

4. Part 19 – Section 37 Provisions of the said By-law No. 2008-250 is amended by adding the following as a new section 11:

“151 and 153 Chapel Street

11. (a) The City shall require that the owner of the lands at 151 and 153 Chapel Street enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning and Growth Management, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken by the owner with the total value of the benefits to be secured being \$1,800,000 to the City, indexed upwardly in accordance with the

Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment. The specific benefits to be secured and provided are:

- i. Improvements to cycling infrastructure in the area with specific contribution to be determined by the Ward Councillor
- ii. Improvements to Sir Wilfred Laurier Park located approximately 350 metres south of the subject site with specific contribution to be determined by the Ward Councillor.
- iii. Improvements to Jules Morin Park and MacDonald Gardens Park with specific contribution to be determined by the Ward Councillor.
- iv. The remainder of money towards public realm improvements in the area potentially including to cul-de-sacs at Friel and Augusta Streets, the walkway that links York Street and Beausoleil Drive from Chapel Street, improvements to the blank facade at 215 Wurtemberg Street and to celebrate heritage resources. Should significant public art be provided on the subject site or a minimum of 10 per cent of units in the project be three-bedroom, a draw-down factor may apply to a maximum upset limit of \$200,000 for either public art or 30 per cent of units in the project being three-bedroom units.

(b) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.

(c) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development."

ENACTED AND PASSED this 29th day of March, 2016.

CITY CLERK

MAYOR



**PLANNING AND GROWTH
URBANISME ET GESTION DE LA CROISSANCE**

D02-02-14-0107

14-1875-D

CO\2016\LandsAffected\Chapel_151_153

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**LANDS AFFECTED PART OF THE ZONING
MAP OF BY-LAW NO. 2008-250**

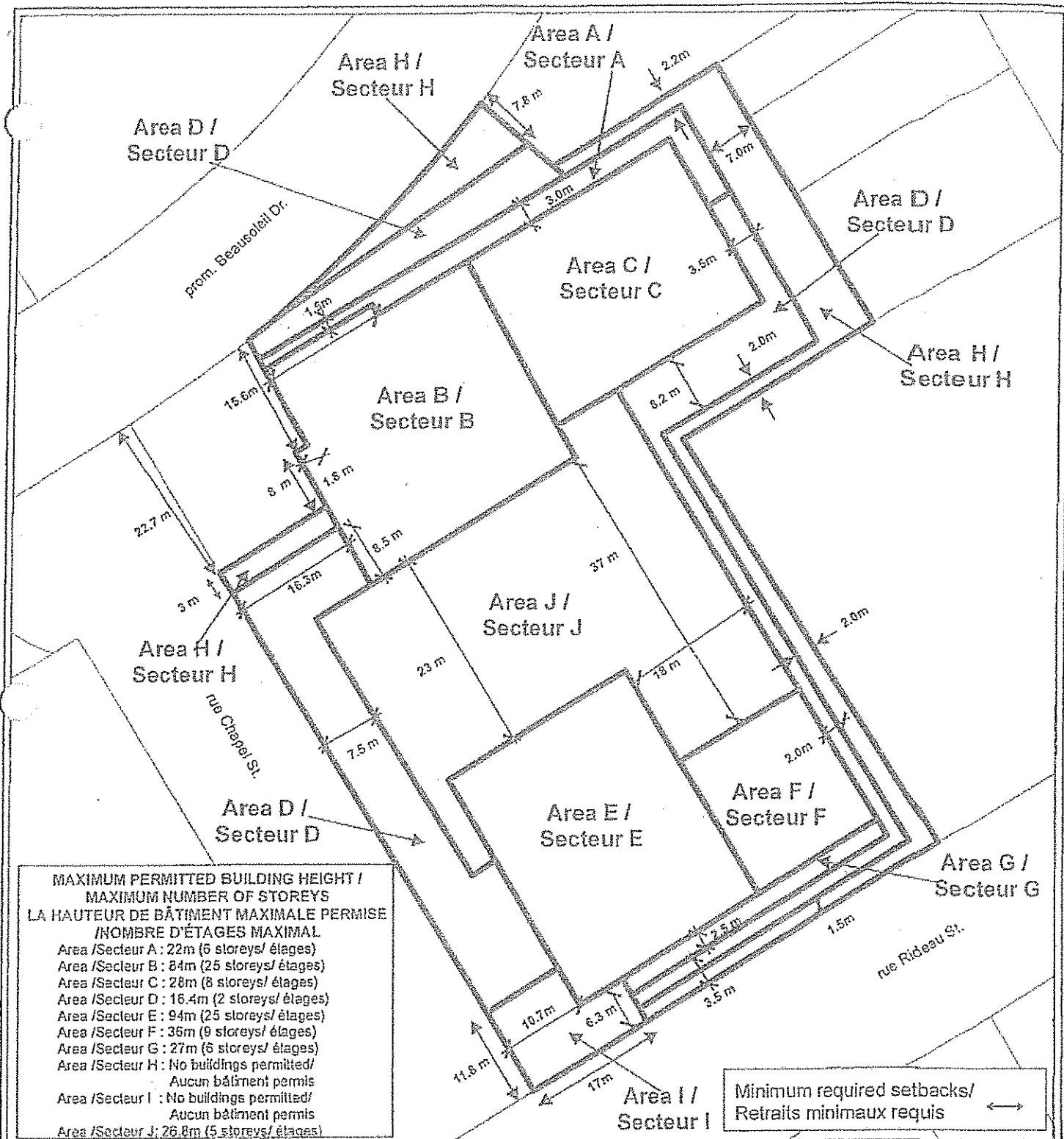
This is Attachment 1 to By-law Number _____, passed _____, 2016

Lands Affected by By-law

Area A to be rezoned from TM6 F(3.5) H(19) to O1

Area B to be rezoned from TM6 F(3.5) H(19) to TM[2339] F(6.0) S354





D02-02-14-0107

15-2013-X

\\CO\2015\Zoning\Chapel_151_153_schedule_V2

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This is Schedule 354 to Zoning By-law No. 2008-250
Annexe 354 au Règlement de zonage n° 2008-250

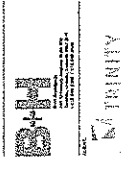
This is Attachment X to By-law Number 2016-XXX, passed _____, 2016
Pièce jointe n° X du Règlement municipal n° 2016-XXX, adopté le _____, 2016



NOT FOR CONSTRUCTION
 PRELIMINARY CONSTRUCTION SETTING

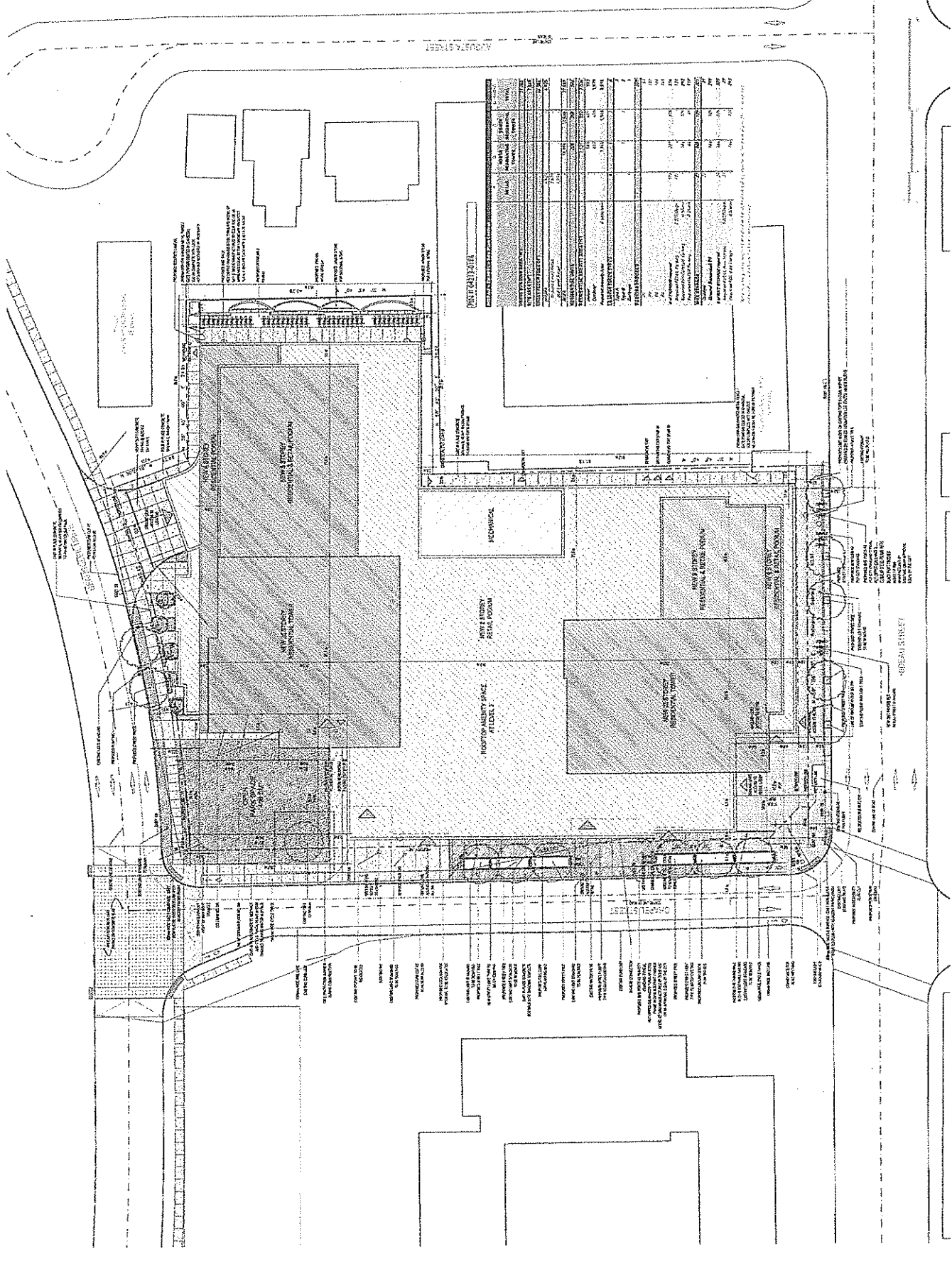


PROFESSIONAL ENGINEER
 CIVIL ENGINEERING
 REG. NO. 12345
 J. D. SMITH
 1234567890



TRINITY
 BUREAU AND CHAPEL
 DEVELOPMENT
 3615 CHAPEL STREET, OTTAWA

141028
 137
 1/25/22
 A1-01



ARGENTEA STREET

CHAPEL STREET

0 2 10m

141028
 137
 1/25/22
 A1-01

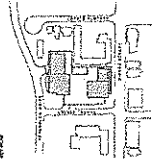


TABLE FOR CONSTRUCTION

1	FOUNDATION
2	CONCRETE
3	BRICK
4	WOOD
5	GLASS
6	STEEL
7	ROOF
8	MECHANICAL
9	ELECTRICAL
10	PLUMBING
11	PAINT
12	FINISH

- 1. Foundation
- 2. Concrete
- 3. Brick
- 4. Wood
- 5. Glass
- 6. Steel
- 7. Roof
- 8. Mechanical
- 9. Electrical
- 10. Plumbing
- 11. Paint
- 12. Finish

1. Foundation

2. Concrete

3. Brick

4. Wood

5. Glass

6. Steel

7. Roof

8. Mechanical

9. Electrical

10. Plumbing

11. Paint

12. Finish



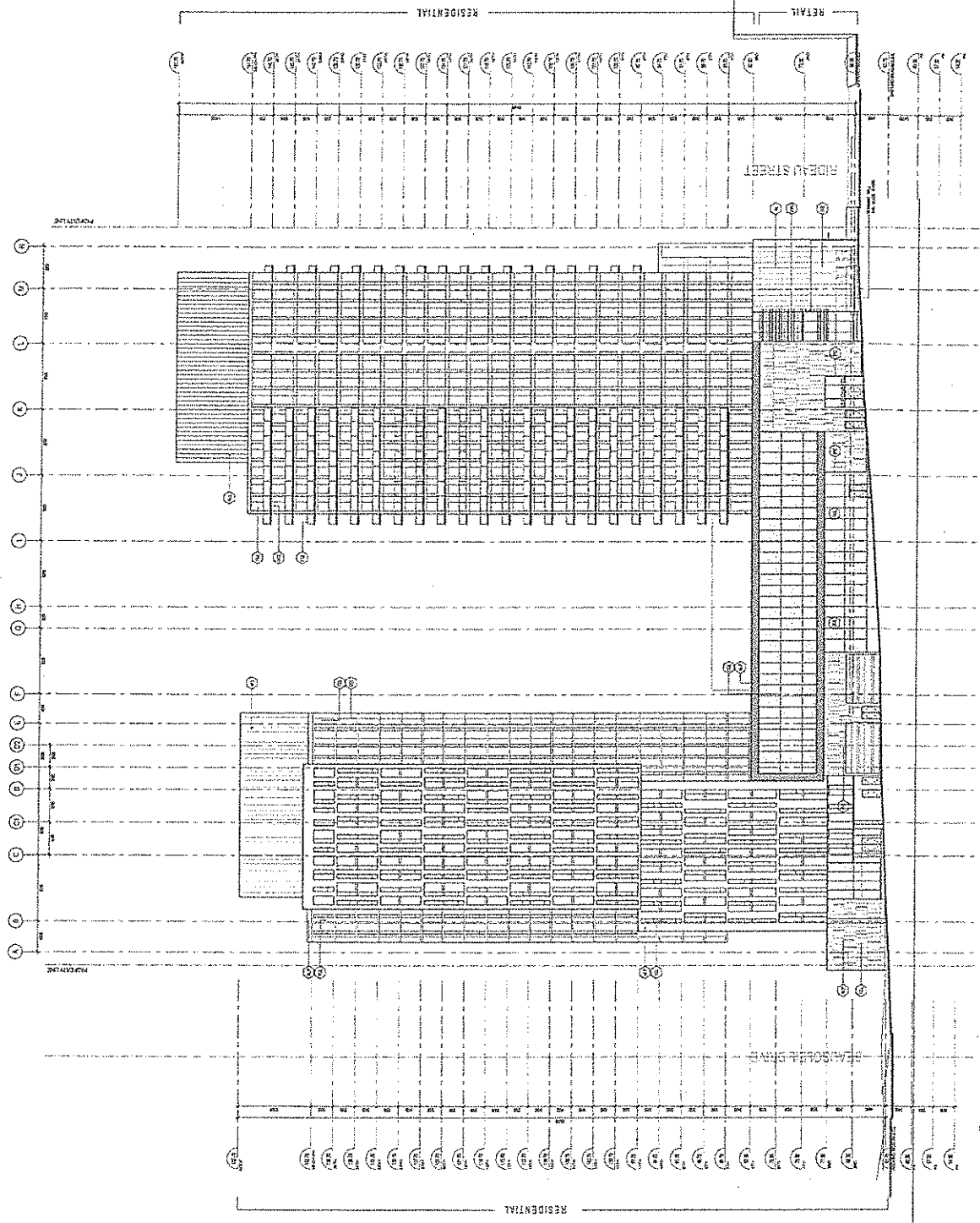
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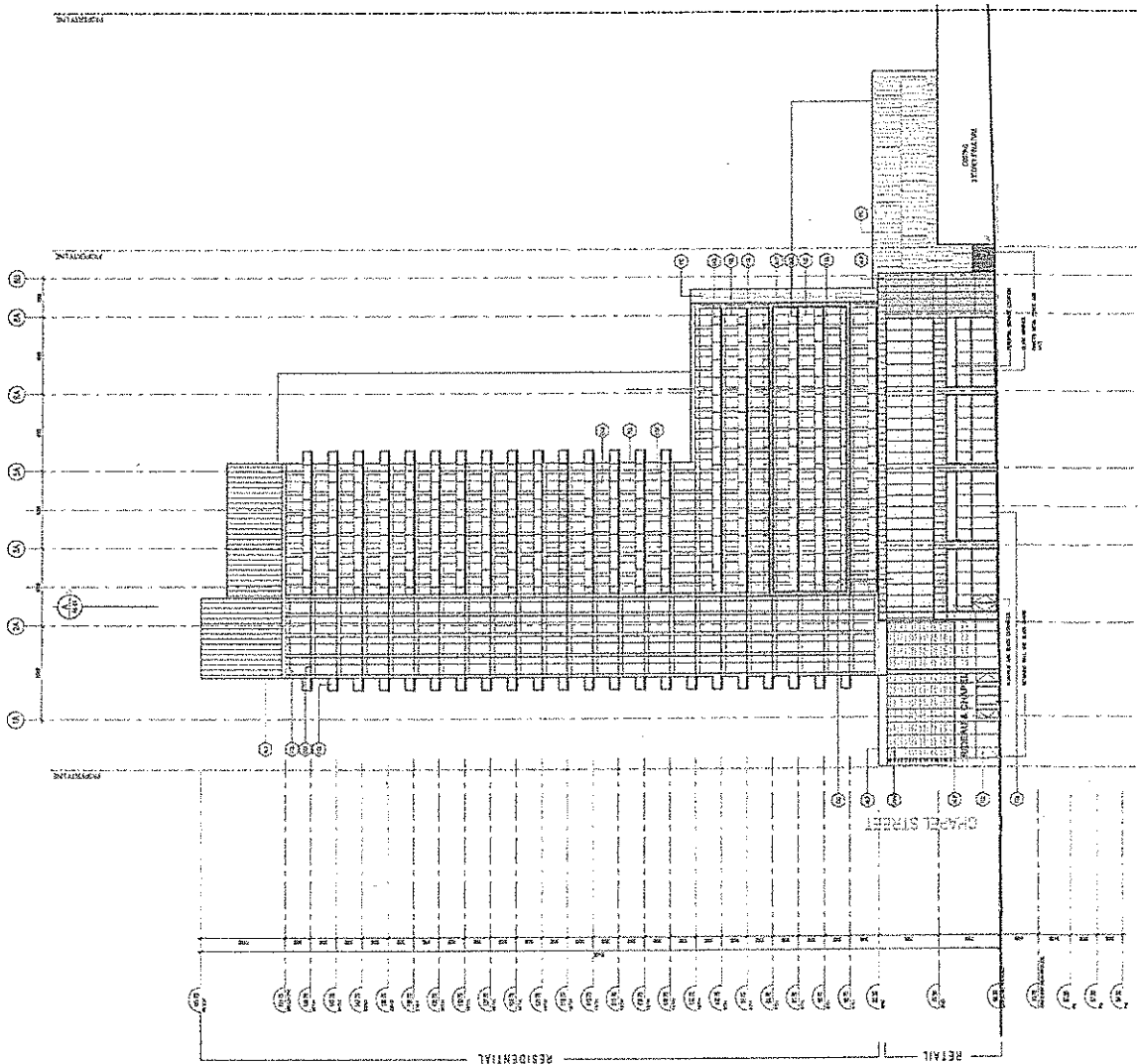
REDAU AND CHAPEL DEVELOPMENT

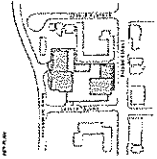
11-123 CHURCH STREET, OTTAWA

BUILDING ELEVATIONS

WEST







KEY FOR ORIENTATION

Symbol	Description
[Symbol]	North Arrow
[Symbol]	Building Footprint
[Symbol]	Property Boundary
[Symbol]	Setback Line
[Symbol]	Access Point
[Symbol]	Driveway
[Symbol]	Garage
[Symbol]	Pool
[Symbol]	Other

- KEY FOR ORIENTATION**
- 1. North Arrow
 - 2. Building Footprint
 - 3. Property Boundary
 - 4. Setback Line
 - 5. Access Point
 - 6. Driveway
 - 7. Garage
 - 8. Pool
 - 9. Other



PROFESSIONAL ENGINEER

REGISTERED PROFESSIONAL ENGINEER
 CIVIL ENGINEERING
 1911-1913 KENNEDY STREET, OTTAWA
 BUILDING ELEVATION
 EAST



B+H

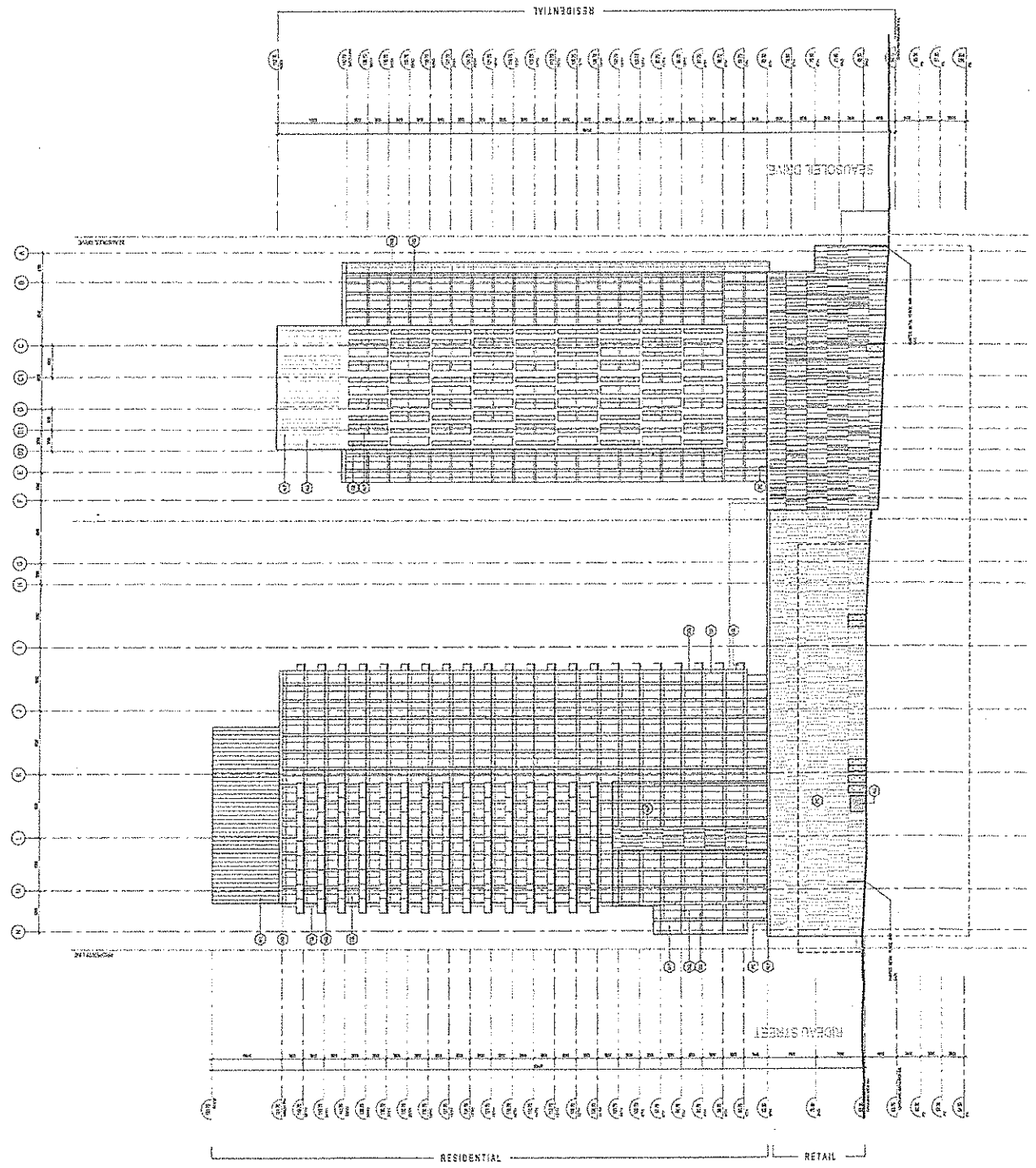
BUILDING + HOUSING

RODAU AND CHAPPEL DEVELOPMENT

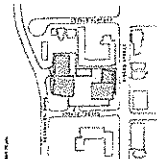
1911-1913 KENNEDY STREET, OTTAWA
 BUILDING ELEVATION
 EAST

A4-02

1911-1913 KENNEDY STREET, OTTAWA
 BUILDING ELEVATION
 EAST



1. EAST BUILDING ELEVATION



NOT FOR CONSTRUCTION
FOR INFORMATION PURPOSES ONLY

- 1. Proposed building
- 2. Existing building
- 3. Proposed parking spaces
- 4. Proposed landscaping
- 5. Proposed site improvements
- 6. Proposed site access
- 7. Proposed site boundaries

THE CITY OF OTTAWA
DEPARTMENT OF PLANNING
1000 MAINTENANCE STREET, OTTAWA
K1P 1H5
TEL: 456-7890
FAX: 456-7891
WWW.CITYOFOTTAWA.GOV

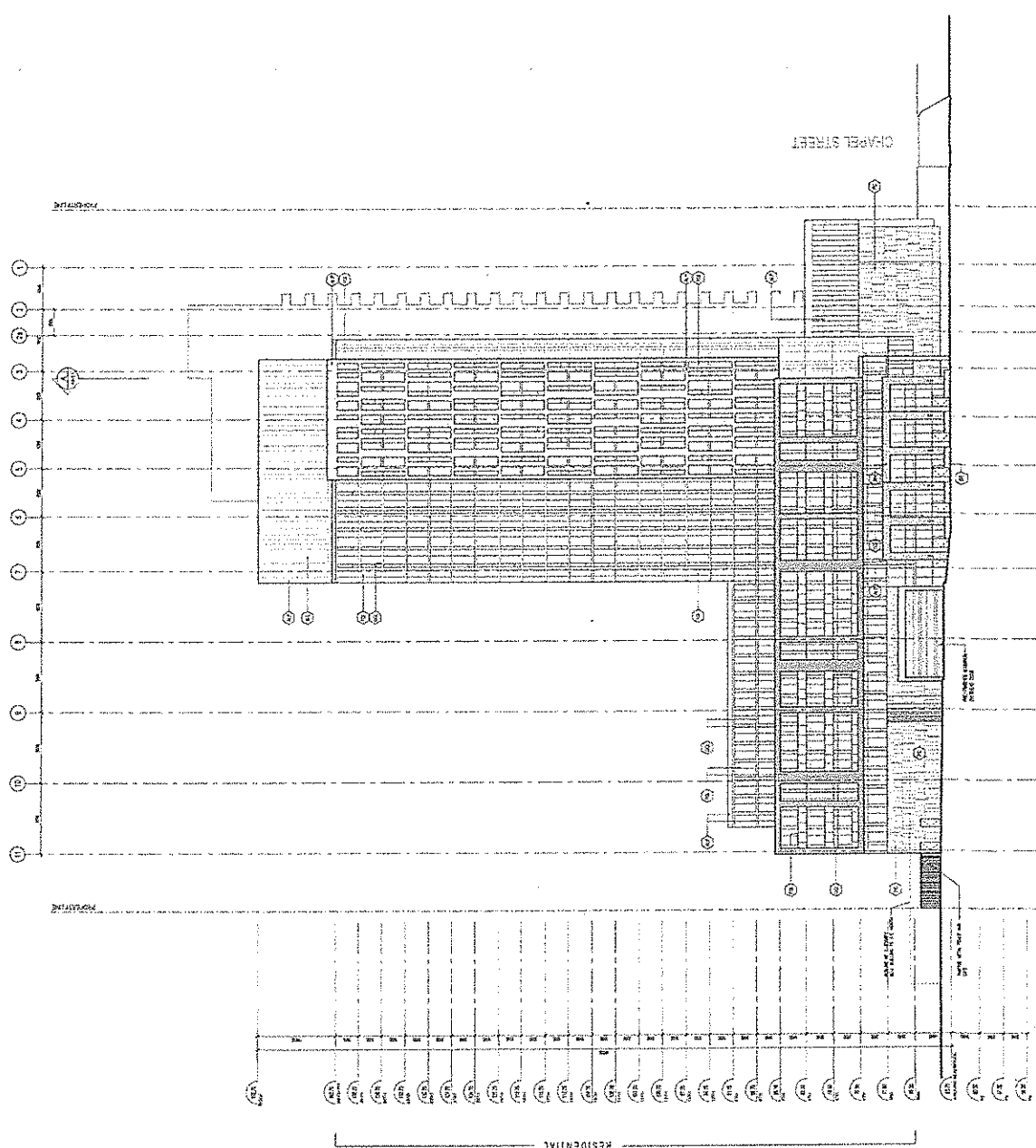


TRINITY
1000 MAINTENANCE STREET
OTTAWA, ONTARIO K1P 1H5

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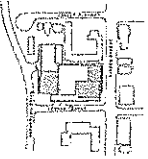


1. NORTH BUILDING ELEVATION
1/2\"/>

A4-04



NOTES:
ALL WINDMILL STREET TREES AND TREES PLANTED AROUND HUBBARD PARKWAY TO BE INSTALLED WITH CELLULOSE CELL OR ACRYLIC COALS TO PROTECT A MINIMUM OF 1/2 INCH WITH VOLUME OF PLANTING TENDERS PER TREE. TREES PLANTED GUAR BY TREE SHALL HAVE A SHOOTING HOLE DONE.



NO.	DESCRIPTION	DATE
1	REVISION	
2	REVISION	
3	REVISION	
4	REVISION	
5	REVISION	
6	REVISION	
7	REVISION	
8	REVISION	
9	REVISION	
10	REVISION	

NOT FOR CONSTRUCTION
PROVISIONAL MANIFESTATION



PROJECT: RIDEAU AND CHATEL DEVELOPMENT
LOCATION: 1000 RIDEAU AVENUE, OTTAWA, ONTARIO
CLIENT: RIDEAU AND CHATEL DEVELOPMENT
DATE: 10/1/15
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]

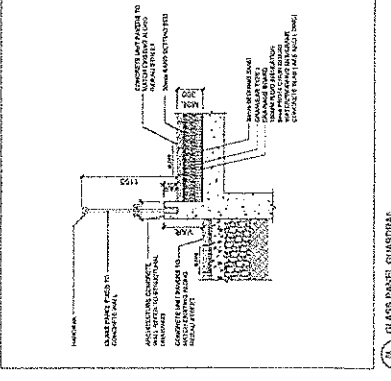
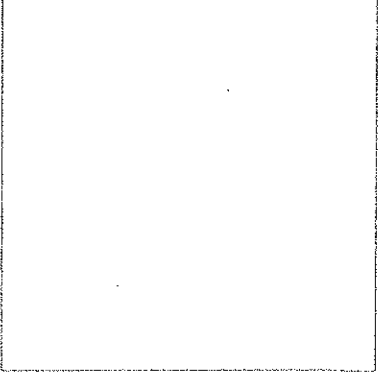
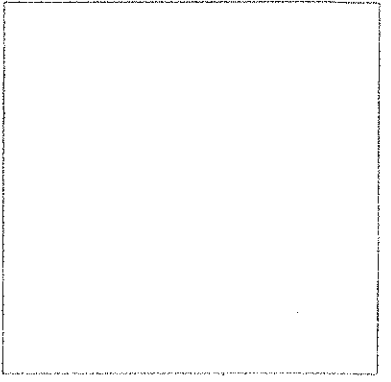
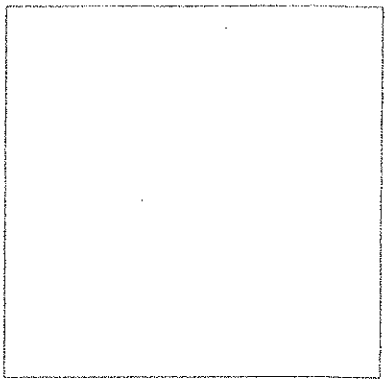
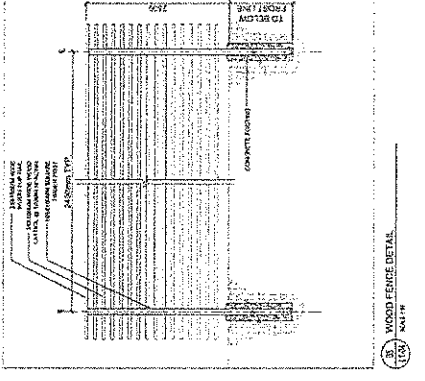
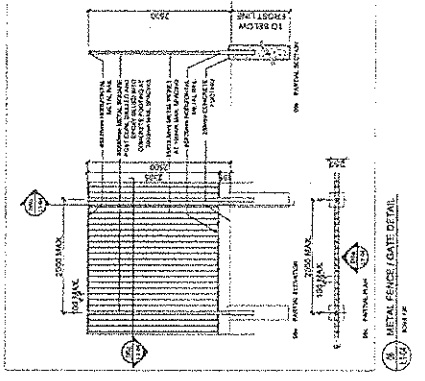
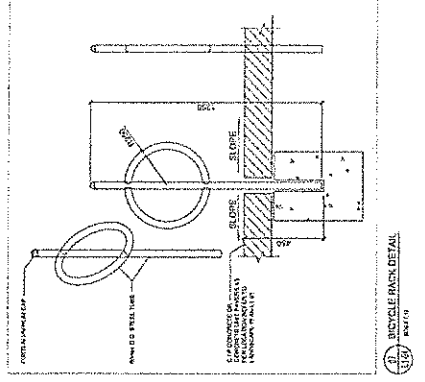
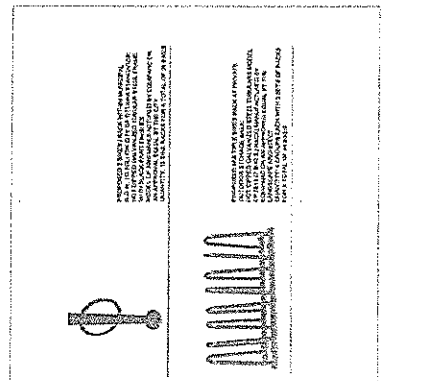
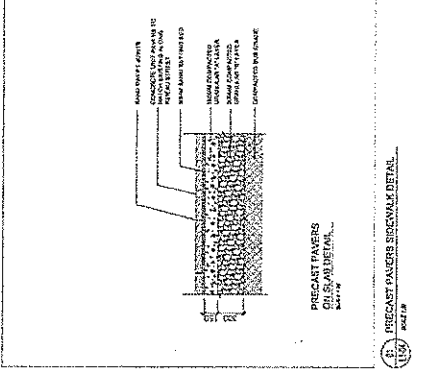
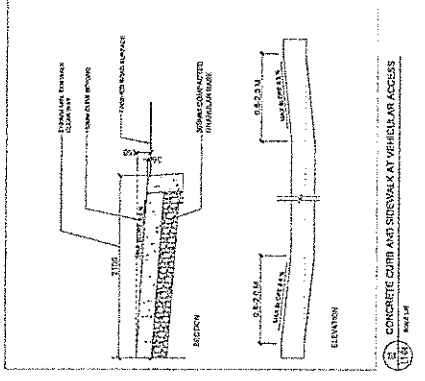
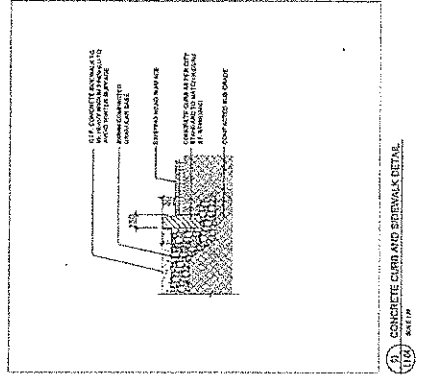
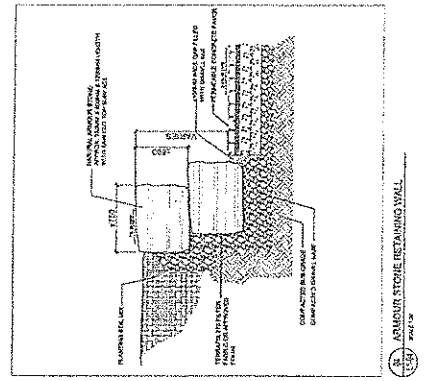


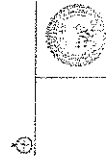
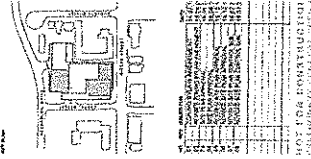
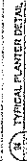
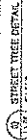
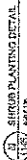
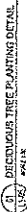
B+H ENGINEERING INC.
1000 RIDEAU AVENUE, OTTAWA, ONTARIO
K1N 6N5
TEL: (613) 593-1111
WWW.BHENGINEERING.COM

RIDEAU AND CHATEL DEVELOPMENT
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K1N 6N5
TEL: (613) 593-1111
WWW.RIDEAUANDCHATEL.COM

LANDSCAPE DETAILS
10/1/15

10/1/15
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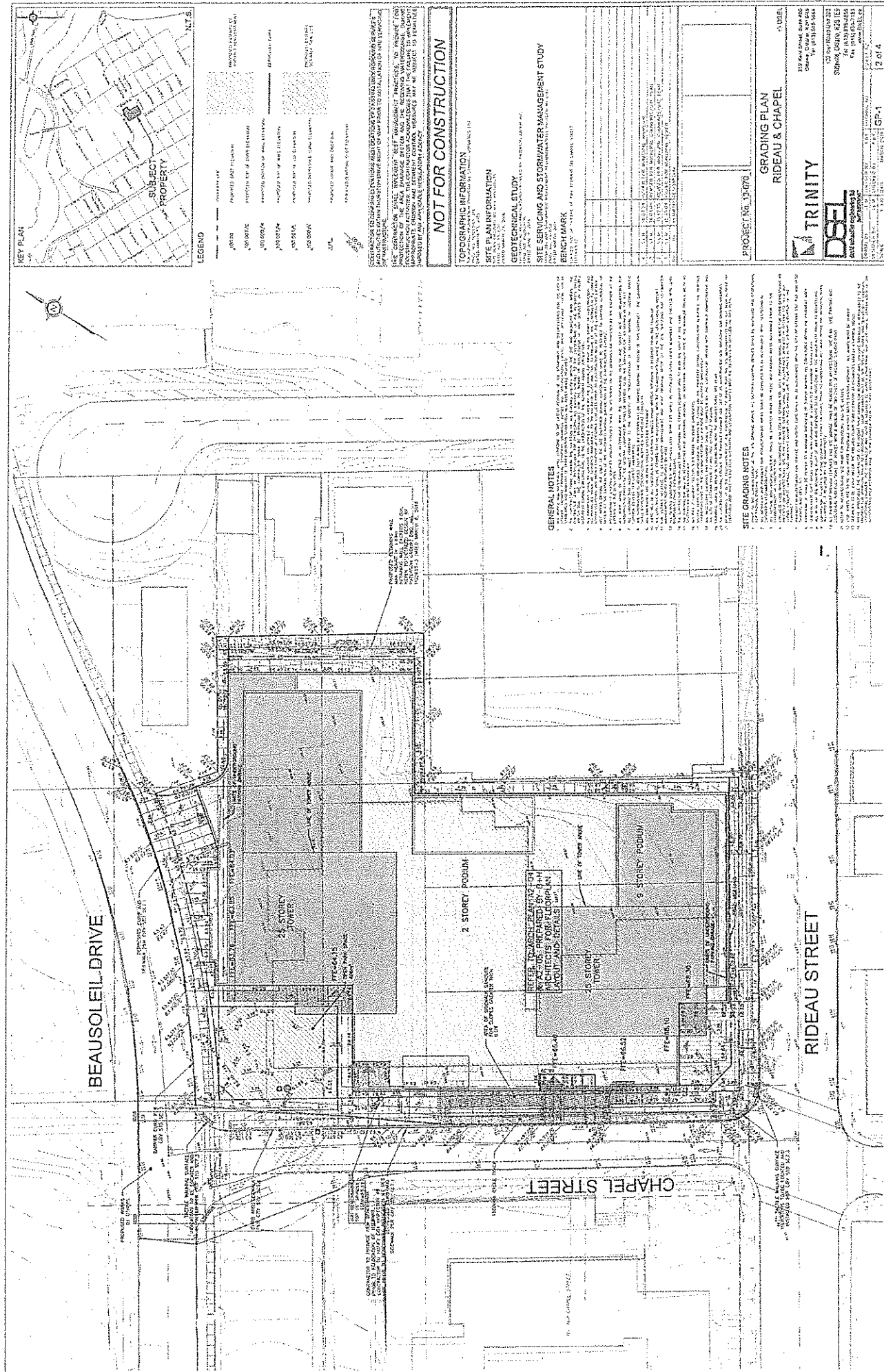
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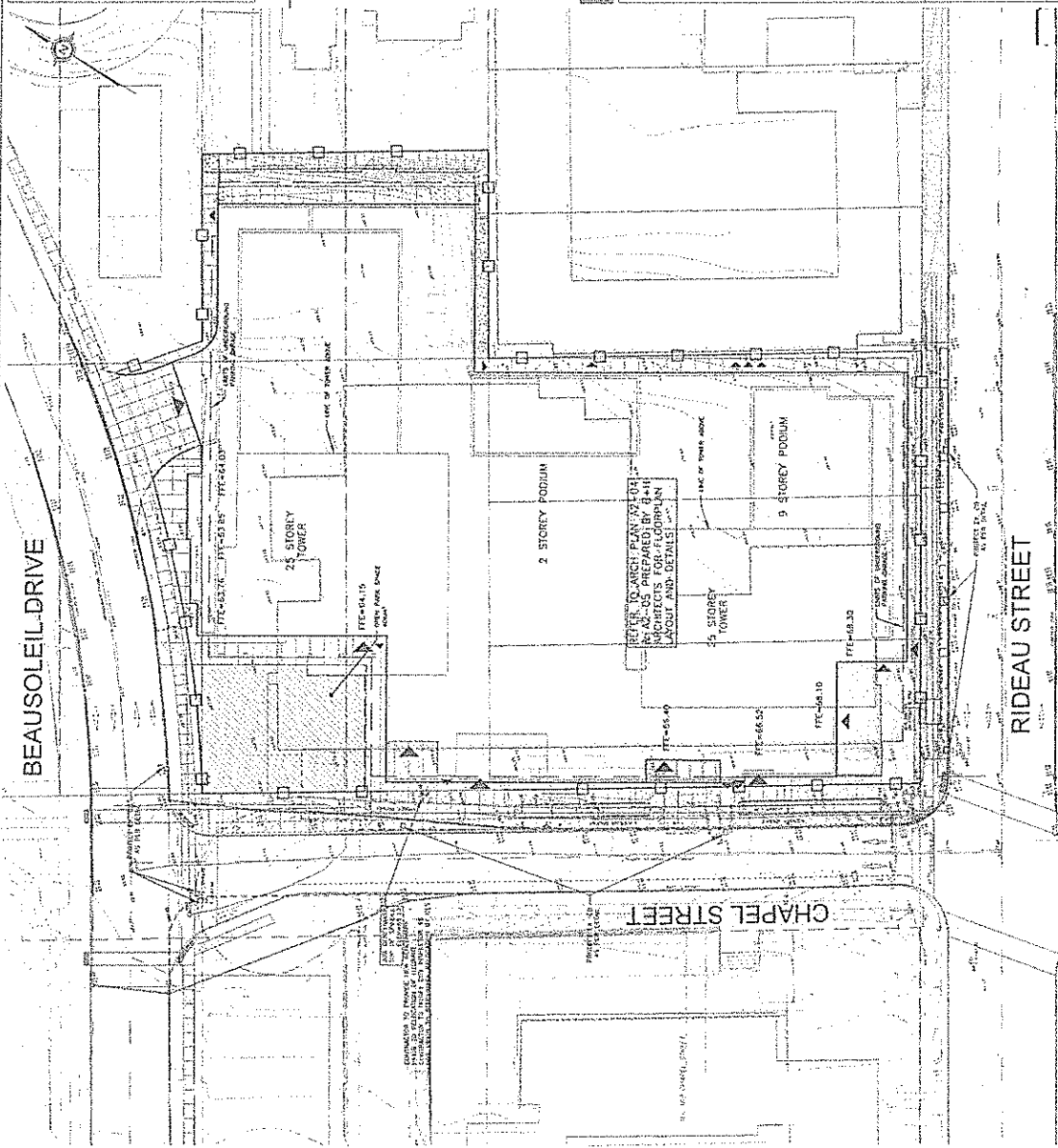
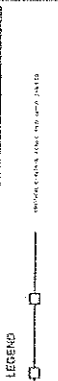
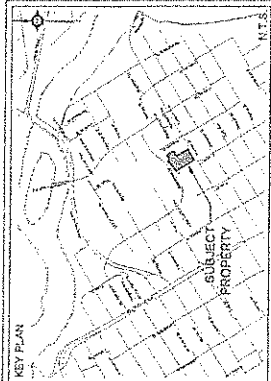
PUDEAU AND CHAPPEL DEVELOPMENT

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PLANTING DETAILS

1431055
COUNCIL ON LOCAL GOVERNMENTS
24.10.2016





EROSION AND SEDIMENT CONTROL NOTES

1. Erosion and sediment control measures shall be installed and maintained in accordance with the requirements of the Ontario Regulation 153/04, Erosion Control, and the City of Ottawa's Erosion Control By-Bye, 2004.

2. Erosion and sediment control measures shall be installed and maintained in accordance with the requirements of the Ontario Regulation 153/04, Erosion Control, and the City of Ottawa's Erosion Control By-Bye, 2004.

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SPILL CONTROL NOTES

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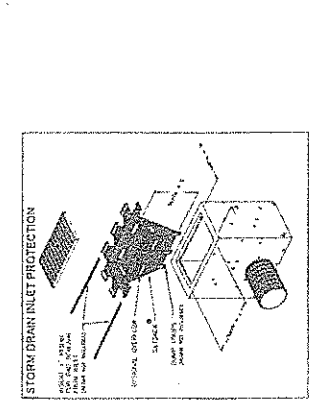
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NOT FOR CONSTRUCTION

TOPOGRAPHIC INFORMATION
 1. All elevations are in feet above sea level.
 2. All elevations are based on the datum of 1985.

SITE PLAN INFORMATION
 1. The site plan is based on the survey of 1985.
 2. The site plan is based on the survey of 1985.

GEOTECHNICAL STUDY
 1. The geotechnical study was conducted by a qualified geotechnical engineer.
 2. The geotechnical study was conducted by a qualified geotechnical engineer.

SITE SERVICES AND STORMWATER MANAGEMENT STUDY
 1. The site services and stormwater management study was conducted by a qualified professional.
 2. The site services and stormwater management study was conducted by a qualified professional.

BENCHMARK
 1. The benchmark is located at the corner of Beausoleil Drive and Rideau Street.
 2. The benchmark is located at the corner of Beausoleil Drive and Rideau Street.

TRINITY

EROSION CONTROL PLAN

RIDEAU & CHAPEL

PROJECT NO. 3-579

10/10/2010

1 of 4



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

Site Location: 151 and 153 Chapel Street

File No.: D07-12-15-0087

Date of Application: May 27, 2015

This SITE PLAN CONTROL application submitted by FOTENN Consultants, on behalf of Rideau Street Properties Inc., is APPROVED as shown on the following plan(s):

1. Site Plan, prepared by B+H Architects, A1-01, dated December 16, 2015, revision xx dated xx
2. Building Elevations West, prepared by B+H Architects, A4-01, dated December 16, 2015, revision xx dated xx
3. Building Elevations South, prepared by B+H Architects, A4-02, dated December 16, 2015, revision xx dated xx
4. Building Elevations East, prepared by B+H Architects, A4-03, dated December 16, 2015, revision xx dated xx
5. Building Elevations North, prepared by B+H Architects, A4-04, dated December 16, 2015, revision xx dated xx
6. Landscape Layout Plan, prepared by B+H Architects, L1-01, dated April 4, 2015, revision xx dated xx
7. Planting Plan, prepared by B+H Architects, L1-03, dated April 4, 2015, revision xx dated xx
8. Landscape Details, prepared by B+H Architects, L1-04, dated April 4, 2015, revision xx dated xx
9. Tree Conservation Plan, prepared by B+H Architects, L0-01, dated April 16, 2015, revision xx dated xx
10. Grading Plan, Rideau and Chapel, prepared by DSEL, GP-1, dated December 2015, revision xx dated xx
11. Site Servicing Plan, Rideau and Chapel, prepared by DSEL, SSP-1, dated December 2015, revision xx dated xx
12. Erosion Control Plan, Rideau and Chapel, prepared by DSEL, EC-1, dated December 2015, revision xx dated xx

And as detailed in the following report(s):

1. Functional Servicing and Stormwater Management Report, prepared by DSEL, Project No. 13-670, December 2015, revision xx.
2. Geotechnical Investigation Proposed Multi-Storey Building 151 Chapel Street, prepared by Paterson Group, Report PG2933-1R, June 9, 2014 including memo dated xx
3. Rideau/Chapel Mixed-Use Development Community Transportation Study, prepared by Parsons, August 26, 2014 including Addendum #1 dated April 15, 2015, Addendum #2 dated August 21, 2015, Addendum #3 dated December 23, 2015 and Cut-Through Traffic Related to the Chapel/Beausoleil Intersection dated August 24, 2015.
4. Supplemental Phase II – Environmental Site Assessment, prepared by Paterson Group, File: PE2930-LET.03, dated April 7, 2015.
5. Roadway Traffic Noise Assessment 151-153 Chapel Street, prepared by Gradient Wind Engineering Inc., Report GWE14-064, August 24, 2014, revision xx dated xx
6. Qualitative Pedestrian Wind Assessment, 151-153 Chapel Street, prepared by Gradient Wind Engineering Inc., December 16, 2015.

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 two years, this approval shall lapse.
2. Permits
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 and Growth Management Department.
3. Off-site Contaminates
The Owner shall, within 6 months of registration of this Agreement, enter into an Off-Site Contaminates Agreement, if required, with the City to address the City's concerns with respect to the off-site contaminates from the subject lands. The Owner acknowledges and agrees that no securities shall be released until such time as the Off-Site Contaminates Agreement has been fully executed by the Owner and the City, to the satisfaction of the City Solicitor and Clerk, Legal Services.
4. Barrier Curbs
The Owner agrees that the parking areas and entrances shall have barrier curbs and shall be constructed in accordance with a design professional and such drawing to be approved by the General Manager, Planning and Growth Management Department.
5. Water Supply for Fire Fighting
The Owner shall provide adequate water supply for fire fighting for every building. Water supplies may be a public water works system, automatic fire pumps and pressure tanks or gravity tanks.

6. Reinstatement of City Property

The Owner shall reinstate at its expense, to the satisfaction of the General Manager, Planning and Growth Management Department, any property of the City, including, but not limited to, sidewalks and curbs, boulevards, that are damaged as a result of the subject development.

7. Construction Fencing

The Owner shall be required to install construction fencing at its expense, in such a location as may be determined by the General Manager, Planning and Growth Management Department.

8. Maintenance and Liability Agreement

The Owner shall be required to enter into a maintenance and liability agreement for all plant and landscaping material placed in the City right-of-way and the Owner shall assume all maintenance and replacement responsibilities in perpetuity.

Special Conditions

9. Road Widening

The Owner(s) shall convey, at no cost to the City, a road widening across the complete Rideau Street frontage measuring 13 metres from the existing centerline of pavement. The exact widening must be determined by legal survey. The Owner shall provide an electronic copy of the Deed and a copy of the Deposited Reference Plan indicating the widening, prior to execution of the agreement by the City. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will have been submitted to the City Surveyor for review prior to its deposit in the Registry Office. The City will not register the Deed for the road widening until after the City has issued the related building permit.

10. Sight Triangles

The Owner(s) shall convey, at no cost to the City, a 3m by 3m corner sight triangle at the corner of Chapel Street and Beausoleil Drive and a 5 m by 5 m corner sight triangle at the corner of Chapel Street and Rideau Street. The exact triangle area must be determined by legal survey. The Owner shall provide an electronic copy of the Deed and a copy of the Deposited Reference Plan indicating the triangle, prior to execution of the agreement by the City. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will have been submitted to the City Surveyor for review prior to its deposit in the Registry Office. The City will not register the Deed for the triangle conveyance until after the City has issued the related building permit.

11. Permanent Features

No permanent features will be permitted above and below-grade within the widened right-of-way or corner triangle, including commercial signage.

12. Easement for Privately Owned Public Space

The Owner agrees to register on title an easement to permit public access to the privately owned public space located on the corner of Rideau and Chapel Streets.

13. Noise Impact

The Owner(s) shall implement the noise control attenuation measures recommended in the approved noise study.

- a) Each unit is to be equipped with Central Air Conditioning.
- b) Prior to issuance of building permit, a review of building components (windows, walls, doors) is required and must be designed to achieve indoor sound level criteria.
- c) Notices-on-Title respecting noise:

Notices on Title

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria."

and

"The transferee covenants with the transferor, and the lessee covenants with the lessor, that the above clause's, verbatim, shall be included in all subsequent agreements of purchase and sale, lease agreements, and Transfers/Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the owner of the adjacent road."

13. 1 The Owner agrees that prior to the issuance of a building permit, a noise attenuation study regarding the stationary noise generation from the site and in compliance with the City of Ottawa Environmental Noise Control Guidelines will be provided to the satisfaction of the General Manager, Planning and Growth Management Department. The Owner shall implement the noise control attenuation measures recommended in this study.

14.

The Owner acknowledges and agrees that upon completion of the project, the Owner shall retain a professional engineer with expertise in the subject of acoustics related to land use planning to visit the site, inspect the installed noise control measures and satisfy himself that the installed work conforms to the noise study recommendations as approved by the City and/or the approval agencies and authorities (Ministry of Environment) or noise thresholds identified in the City of Ottawa Environmental Noise Control Guidelines. The professional engineer shall prepare a letter to the Construction Services Manager of the City stating that he certifies acoustical compliance with all requirements of the applicable conditions in the development agreement, (the "Certification Letter") to the satisfaction of the General Manager, Planning and Growth Management.

The Certification Letter shall be unconditional and address all requirements as well as all relevant information relating to the project including project name, lot numbers, building identification, drawing numbers, noise study report number, dates of relevant documents and in particular reference to the documents used for building permits and site grading applications. The Certification Letter(s) shall bear the certification stamp of a professional engineer and be signed by the professional engineer and be based on the following matters:

- d) Actual site visits, inspection, testing and, actual sound level readings at the receptors;
- e) Previously approved Detailed Noise Control Studies, Site Plan and relevant approved Certification Letters (C of A) or Noise thresholds of City of Ottawa environmental Noise Control Guidelines; and
- f) Non-conditional final approval for release for occupancy;

All matters shall be to the satisfaction of the General Manager, Planning and Growth Management.

15. Asphalt Overlay

The Owner(s) shall install an asphalt overlay over the total area of the public driving surface, to the satisfaction of the General Manager, Planning & Growth Management Department, as shown on the approved Site Servicing Plan, Dwg. No. SSP-1, Rev No. 4 dated March 24, 2016, prepared by DSEL, due to the number of road cuts required to service this development. All cost(s) are to be borne by the Owner(s).

16. Below Grade Parking Areas & Depressed Driveways

During major storm events, depressed driveways & below grade parking areas may be subject to flooding due to drainage from the road allowance. The City of Ottawa will not take responsibility for flooding claims in the future. It is also recommended that a backwater valve be installed on any catch basins located in depressed driveways.

17. Geotechnical Report

The Owner's Geotechnical Engineer shall ensure that the recommendations of the Geotechnical Report, PG2933-1R dated June 9, 2014), prepared by Paterson Group are fully implemented and provide certificates of compliance, with respect to all recommendations and provisions of the report, prior to construction of the foundation and at the completion of the works, to the satisfaction of the General Manager, Planning and Growth Management Department.

18. Protection of City Sewers

That prior to the issuance of a building permit, the Owner, at his expense, agrees to:

- a. Provide the City with an engineering report, outlining the impact, of the proposed building's footing and foundation walls, on the city sewer system, that crosses the Chapel and Rideau Street frontages, and vice versa.
- b. Obtain a legal survey showing the existing city sewer, on Chapel and Rideau Streets, and the location of the proposed building and its footings in relation to the city sewer.
- c. Obtain a video inspection of the city sewer, before construction, to determine the condition of the sewer prior to construction.

That following construction, the Owner, at his expense, agrees to:

- d. Obtain a video inspection of the City Sewer to determine if any damages were caused to the said sewer as a result of the construction.

- 6
- e. Assume liability for any damages to the City's sewer and agrees to compensate the City for the full amount of any required repairs.
 - f. The owner acknowledges and agrees that new storm sewers shall not be connected to the City's existing storm sewer system until such time as either: (a) a Certificate of Conformance and As-builts have been received from a professional engineer certifying that all required Inlet Control Devices have been properly installed, and that the storm sewer system has been installed in accordance with the City-approved engineering drawings, City file name D07-12-15-0087 and City Sewer Design Guidelines, and is free of any debris; or (b) that a flow limiting orifice plate, designed by an engineer to the satisfaction of the City, has been installed at the storm water outlet prior to connecting upstream storm sewers, such orifice plate shall not be removed until (a) has been satisfied.
 - g. The Owner agrees to install and maintain in good working order, the required stormwater inlet control devices, roof-top and in-ground, as recommended in the approved title of the servicing & stormwater management report, date, by engineering consultant. The owner shall assume all maintenance and replacement responsibilities in perpetuity. Records of inspection and maintenance shall be kept in perpetuity for on-site stormwater devices should the City request to see them.
 - h. The Owner acknowledges and agrees as a condition to meet the requirements of the stormwater management criteria for this site, that prior to approval and registration the Owner will provide to the City for review and acceptance a Memorandum from an engineer that the designed Roof-top scuppers and their spill point elevations will be set equivalent to the top of the control weir of the roof drain elevation. Such memorandum shall be to the satisfaction of the General Manager, Planning and Growth Management.

19. Waste Collection

For multi-level residential buildings:

- a. Container waste collection and cart (and/or container) recycling collection will be provided by the City. The owner shall provide an adequate storage room or space for waste containers and recycling carts (and/or containers). It is recommended that the containers and carts be placed on a concrete floor. The owner shall provide an adequately constructed road access to the waste/recycling storage room or area suitable for waste/recycle vehicles. Direct access to the containers and carts is required. Any additional services (i.e. winching of containers) may result in extra charges.

For non-residential (commercial/industrial/institutional):

- b. Waste collection and recycling collection will not be provided by the City. The applicant should make appropriate arrangements with a private contractor for waste and recycling collection. The owner should consult a private contractor regarding any access requirements for waste and/or recycling collection.

20. Oil/Grease Separator for Restaurant

The Owner(s), in accordance with the Sewer By law (By law Number 2003-514, as amended), must install a grease trap on the internal sanitary plumbing system if and when a restaurant is established.

21. Blasting

The Owner(s) agree that all blasting activities will conform to the City of Ottawa's standard S.P. No. F-1201 Use of Explosives. Prior to any blasting activities, a pre-blast survey shall be prepared as per F-1201, at the Owner(s) expense for all buildings, utilities, structures, water wells, and facilities likely to be affected by the blast and those within 75 m 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.

22. Record of Site Condition

The Owner shall submit to the General Manager, Planning and Growth Management and the Director, Buildings Code Services, a Record of Site Condition (RSC) completed in accordance with the O.Reg. 153/04 and acknowledged by the Ministry of Environment. The RSC shall confirm that all or part of the Lands will be suitable for the proposed use, including the park, in accordance with O.Reg. 153/04. The Owner acknowledges and agrees the City may issue a building permit on a phased basis to allow for site investigation and remediation activities and if permitted by O.Reg. 153/04. Further works shall not be permitted until the RSC is submitted.

23. Soil Management

The Owner's Environmental Consultant must identify areas on the site where excess soils, fill and/or debris will be removed. If through further testing any of these materials are found to be contaminated, they must be disposed, treated or recycled at a waste disposal site or landfill licensed for that purpose by the Ministry of Environment.

24. Groundwater Management

That the Owners Environmental Consultant test groundwater to be removed from the site during and after redevelopment, if through further testing the groundwater samples are found to be contaminated, all groundwater must removed, managed or treated in accordance with appropriate Ontario regulations and/or discharged in accordance with the City of Ottawa Sewer Use By-law 2003-514.

25. Off-site Agreement for Retaining Wall

The Owner agrees to enter into an agreement with adjacent property owners to the east to address any part of retaining walls to be located off the subject property.

26. Environmental Reports

The Phase 1 and Phase 2 Environmental Site Assessment Reports shall be prepared in accordance with current Ontario Regulation 153/04 by a qualified person, to the satisfaction of General Manager, Planning and Growth Management Department. In particular, the Phase 2 Environmental Site Assessment Report shall be updated to reflect the proposed park use. Any remediation recommended from the updated study shall be completed prior to the conveyance of the park block to the City of Ottawa.

27. Landscaping

The Owner acknowledges and agrees that any trees to be removed from the site shall be in compliance with the Urban Tree Conservation By-law, 2009-200, as amended.

28. The Owner agrees that any removal of trees greater than 10cm DBH shall be in accordance with the conditions stated within a Tree Permit duly signed by the Owner and the General Manager, Planning and Growth Management.
29. The Owner agrees to maintain tree protection measures until construction is complete and/or the City has provided written permission to remove them.
30. The Owner agrees to abide by all appropriate regulations associated with Provincial and Federal species at risk statutes.

31. Building Elevations

The Owner agrees to construct the proposed building in accordance with the approved exterior elevation drawings. The Owner further agrees that any subsequent proposed changes to the approved exterior elevations shall be filed with the General Manager, Planning and Growth Management Branch, and agreed to by both parties prior to their implementation.

32. Loading Restrictions

The Owner acknowledges and agrees to ensure that WB-20 trucks shall be restricted access or egress to and from the subject site from 7:30 am until 8:30 am and from 2:30 pm until 4:30 pm Monday to Friday.

33. Crossing Guards

The Owner agrees to arrange for the employment of a crossing guard with the Ottawa Safety Council. The crossing guard will be positioned at the intersection of Chapel Street and Beausoleil Drive at the morning and afternoon bell times, to assist the students crossing the street. The Owner acknowledges and agrees to arrange for the crossing guard to be in place for a period of three years commencing at the completion of road modifications to the Chapel/Beausoleil intersection. In addition, the Owner agrees to arrange for the employment of a crossing guard during any transition periods of construction at the intersection prior to the completion of road modifications.

Prior to the expiration of the three year period, the City of Ottawa will review the role of the guard to determine if the location warrants continuance of the program by the City of Ottawa and the Ottawa Safety Council with assumption of costs by the City of Ottawa at that point.

34. Monitoring Cameras

The Owner acknowledges and agrees to provide ducts and conduit on the east side of Chapel Street between Beausoleil Drive and Rideau Street as necessary to permit the City to establish monitoring cameras if they are required in the future at the intersections of Chapel Street/Beausoleil Drive and Chapel Street/Rideau Street. Should the city establish monitoring cameras, such cameras and associated wiring and hardware will be at the expense of the City.

35. Facilities for Employees

The Owner agrees to provide onsite a minimum of one change room facility for employees of the retail component in the subject site.

36. Roadway Modifications

The Owner shall pay all expenses including but not limited to contract drawings preparation, utility relocations, advertising, road work, traffic signal lights operational changes including signal/timing

plans and signage, construction supervision, as built drawing preparation, traffic calming elements and other engineering and administrative costs for the required roadway modification as approve.

The roadway modification plan includes four elements:

- a. The northbound and southbound through approaches of Rideau and Chapel intersection will be signed such that no vehicular movements will be permitted. The signage and signal/timing plans of the intersection will be adjusted to accommodate northbound and southbound pedestrians and cycling.
- b. The cross section of Chapel Street from Rideau Street to Beausoleil Drive will consist of: a 1.2 m southbound cycle lane, a 3.3 m southbound traffic lane, a 3.5 m northbound traffic lane, a 0.5 m raised buffer strip, a 1.5 m raised cycle track, a 2 m landscaped boulevard and a 2 m sidewalk.
- c. The reconnection of Chapel Street with Beausoleil Drive with a three-way stop controlled, raised intersection.
- d. Modifications at the intersection of Cobourg Street and Rideau Street to accommodate all truck movements to the site.

Roadway modification work associated with c) shall not commence not until the general completion of the building at the subject site.

All roadway modification works will require the delegated authority approval from the Manager of Development Review, Suburban Services.

37. Inventory

The Owner will provide an inventory of signs, furniture, and other moveable items within the City Right-of-Way along the frontage of the site. Submission of an existing pavement marking and signage plan is required along all frontages prior to the issuance of a Commence Work Order.

38. Future Traffic Study/Traffic Monitoring

The Owner acknowledges and agrees to conduct, at their expense a traffic study (including monitoring traffic over a two-month period) signed by a consultant on the TIA pre-approved consultant list to assess the traffic movements to and from the subject site in the surrounding area. As well, the study should evaluate the effect of modifications at the intersection of Chapel Street/Beausoleil Drive on the neighbouring local street network, and observed impacts, (such as reduced safety for pedestrians, cyclists and drivers and cut through traffic). The study shall be completed at the Owner's sole expense and to the satisfaction of the General Manager, Planning and Growth Management. The City agrees to consult with the community following the study to discuss the findings and the Owner agrees to present study's findings. The City agrees to arrange for facilities to host consultation and determine the extent of the consultation and format as agreed upon between the Ward Councillor and Owner.

The study shall commence six months after the completion of road modifications (data must be collected between March 1 and April 1 or September 7 and October 15) that permits access from Chapel Street onto Beausoleil Drive.

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The Owner shall be responsible for implementation of the traffic study recommendations, which may include but not be limited to additional signals or signal changes, study and implementation of a 40km/hr zone, bollards, restrictions to northbound traffic between the site access on Chapel Street and the intersection of Chapel Street/Beausoleil Drive, and/or traffic calming measures, at its sole expense, and to the satisfaction of the General Manager, Planning and Growth Management. The Owner further acknowledges and agrees it shall provide financial security, in the form of a letter of credit or certified cheque, in the amount of \$50,000.00 for traffic monitoring. Said financial security shall be held by the City until such time as when the monitoring, operation, maintenance, and implementation of recommendations from said traffic study are carried out by the Owner to the satisfaction of the General Manager, Planning and Growth Management. Once the General Manager, Planning and Growth Management is satisfied of same, the security shall be returned. No release or reduction in securities equal to this amount and no release of final security on the subject site shall occur until such time.

39. Duty Officer

The Owner agrees to employ a duty officer to enforce compliance of signage/signalization changes at the intersection of Rideau and Chapel Streets. The officer will be employed for a period of 30 days with monitoring to occur randomly spread over a 2 to 3 month period. The employment of the officer shall commence following the completion of the road modifications to reconnect Chapel Street to Beausoleil Drive, with timing to be determined through consultation with the Ward Councillor.

Parkland Dedication

40. In accordance with the Planning Act and the City of Ottawa Parkland Dedication By-law, the Owner shall convey a block together with cash-in-lieu of parkland on the subject lands within Ward 12, such value of the land to be determined by the City's Realty Services Branch. The Applicant shall be responsible for any appraisal costs incurred by the City. The cash-in-lieu of parkland dedication is calculated at 10 percent of the value of the gross land area for residential uses and 2 percent of the value of the gross land area for commercial uses. The value of the land shall be determined by the City's Realty Services Branch. The Owner shall bear any appraisal costs incurred by the City. All of the above shall be to the satisfaction of the General Manager, Planning and Growth Management Department.
41. The Owner acknowledges and agrees that the total required Parkland dedication is 664 square metres which equates to a value of \$1,071,743.01. The conveyance on Part X on Plan 4R-X to the City for Parkland, represents a value of \$655,500.00, a difference of \$416,243.01.
42. Prior to the registration of the Site Plan Agreement for the Subject Lands, the Owner covenants and agrees to pay cash-in-lieu of parkland valued at \$416,243.01, Sixty percent of this amount shall be deposited to Ward 12 and forty percent shall be deposited to the City of Ottawa.
43. The Owner acknowledges and agrees that any encumbrances such as retaining walls, utility lines or easements of any kind on lands, or portion thereof encumbering the design and function of future Park on Part X on Plan 4R-X, save and except any utility lines requested by the City will not form part of the required Planning Act, parkland dedication requirements.
44. The Owner acknowledges and agrees that Part X on Plan 4R-X must be free of all encumbrances and any existing utilities prior to its conveyance to the City. Any utilities presently located on Part X on Plan 4R-X must be relocated at the Owner's expense.

45. The Owner covenants and agrees to convey Part X on Plan 4R-X to the City following registration of this agreement. Notwithstanding said transfer, the Owner acknowledges and agrees that prior to the assumption of the park by the City, the Owner will retain all liability for the transferred blocks and that said transfer will in no way exonerate the Owner from its responsibility pursuant to the terms of this agreement. The exact area must be determined by legal survey. The Owner shall provide an electronic copy of the Deed and a copy of the Deposited Reference Plan indicating the parkland, prior to execution of the agreement by the City. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys and will have been submitted to the City Surveyor for review prior to its deposit in the Registry Office. The City will not register the Deed for the park conveyance until after the City has issued the related building permit.

Protection of Public Park Lands

46. Save and except as contemplated by Condition 50, the Owner shall neither deposit, nor permit to be deposited, fill, snow, debris, building materials, granular, excavated materials, topsoil or construction equipment, nor allow vehicle parking, storage or access for any purposes on Part X on Plan 4R-X. Furthermore, the Owner shall neither remove nor permit to be removed any fill, top soil, trees, vegetation or shrubs from on Part X on Plan 4R-X, without the prior consent of the General Manager, Planning and Growth Management.
47. The Owner shall cause the lands transferred to the City for park purposes, to be identified by permanent markers and, if required, temporary markers at the Owner's expense. The Owner shall install and maintain temporary fencing adjacent to the lands to be transferred to the City for park purposes. The markers and temporary fencing shall be of a type and place in such a location and at such times as are satisfactory to the General Manager, Planning and Growth Management.
48. The Owner shall undertake a soil analysis of the designated park block to determine its composition and drainage characteristics to a minimum 2 metre depth. The Owner shall clearly demonstrate to the satisfaction of the General Manager, Planning and Growth Management that the soils in the park block are capable of supporting the development of neighbourhood park facilities such as children's playgrounds, water play, and pathways. More detailed soils investigations may be required, to be determined by the General Manager, Planning and Growth Management and any additional investigations or remediation required will be at the sole expense of the Owner.
49. In the event that topsoil has been removed from Part X on Plan 4R-X prior to the date of this Agreement, or is hereafter removed in contravention of the Agreement, the Owner shall provide to the site, without charge, sufficient topsoil of a quality acceptable to the General Manager, Planning and Growth Management to provide cover for the site to a depth specified by the City, and the Owner shall level and grade such topsoil as required by the City.
50. The City acknowledges and agrees that the Owner has the right to stage for construction on the park block without any additional fees or agreement, until such time as the park block is assumed by the City.

The Owner acknowledges and agrees that should any part of be permitted for the use of stockpiling materials or staging, once the use is completed, all materials will be removed from the park block and a qualified engineer will ensure that the subgrade is suitable for final park development and that

no contaminants have been deposited on the park blocks all to City Standards. Any remediation required to the park as a result of the developers use of the park blocks will be at the Owners expense and to the satisfaction of the General Manager, Planning and Growth Management.

51. Trees or shrubs which have been, or are hereafter removed from Part X on Plan 4R-X in contravention of this Agreement shall, at the City's option, be replaced by the City at the expense of the Owner with nursery stock of a variety and quality equivalent to or better than the trees and/ or shrubs removed.
52. The Owner shall install tree protection fencing around the tree to be retained within the park block. Fencing shall be installed prior to any site works, and shall be maintained in good order throughout the construction period. Any removal or revisions to the location of temporary fencing shall be to the satisfaction of the General Manager, Planning and Growth Management.

Park Design and Construction

53. The Owner acknowledges and agrees to design and construct at its cost the parkland, identified as Blocks X on 4R-X in accordance with City Specifications and Standards. The Owner further agrees to provide for approval, design plans for the parks at his/her expense to the satisfaction of the General Manager, Planning & Growth Management. The plans will detail the designs, costs and amenities to be provided in each park.
54. The expected maximum park construction budget for the park shall be \$299,745.80 including applicable taxes, based on the ward specific portion of the Cash-In-Lieu of Parkland of \$249,745.80 plus an additional \$50,000. The maximum contribution from the owner for soft costs related to the design of the park shall be \$29,000.00. The maximum park construction budget must include a 4% city fee for detailed design review and inspection. The final park design and construction budget, and the timeframe for the completion of the park will be subject to the maximum limit identified herein, and shall be subject to approval by the General Manager, Planning and Growth Management.
55. It is understood and agreed that ward specific portion of Cash-in-Lieu of Parkland in the amount of \$249,745.80, retained at Registration for all works required to ensure the Park Blocks meets the minimum development standard, shall be returned to the Owner at such time that the park construction has reached substantial completion, all park work is formally accepted by the City, and the park has been assumed by the City. The 4% city fee for detailed design review and inspection shall not be returned to the Owner. In the event that the City is required to complete the works associated with the Park Blocks, the Owner acknowledges and agrees that the City shall be entitled to utilize the Cash-In-Lieu of Parkland retained in respect of the park design and construction.
56. In reference to the park design drawings:
 - a. The Owner acknowledges and agrees that the park program (amenities to be included in the park design) will be determined by the City, in consultation with the Owner, and provided to the Owner for the development of the Concept. The final composition and distribution of the park amenities in the park block shall be to the satisfaction, and approved by, the General Manager, Planning and Growth Management.
 - b. The Owner acknowledges and agrees that the park design shall comply with all City guidelines for the design of public spaces, including but not limited to; the Parks and Pathway Manual, accessibility; the Older Adult Plan, play equipment safety.

- e. The Owner acknowledges that the City has advised them that the park concept plan will be subject to review and comment through public consultation to be carried out by the City. The park concept plan may require further edits based on the feedback received through these public forums. The City will review and give approval to the park concept prior to review through public consultation.
 - d. The Owner acknowledges and agrees that the final park concept design and the associated construction detailing as shown in the construction and tender package must be in accordance with the City's standard details and specifications of the Park and Pathway Manual, and must be approved by, and to the satisfaction of the General Manager, Planning and Growth Management, prior to the commencement of any works within the park.
 - e. The Owner acknowledges and agrees to submit park construction drawings, details, and specifications to the General Manager, Planning and Growth Management at the 60%, 90% and 100% marks for review and acceptance. The Owner further acknowledges and agrees that progress on the next stage of drawing development shall not commence until the current drawing stage has been reviewed and comments prepared and submitted to the Owner by the General Manager, Planning and Growth Management. Final drawings shall be subject to the approval of the General Manager, Planning and Growth Management.
 - f. The City agrees to complete the design process, using reasonable efforts, within six (6) months from the date of delivery of the first park concept plan by the Owner to the City.
57. The Owner acknowledges and agrees the park design, construction, review and inspection budget does not include any preliminary and/or remedial work necessary to bring the Park Blocks to a minimum development standard including park servicing to the lot line, filling of park block to meet the approved site grading plan, and removal of trees. This shall be at the cost of the Owner and to the satisfaction of the General Manager, Planning and Growth Management.
58. The Owner acknowledges and agrees that, if the approved park concept design contains amenities proposed by the Owner that exceed the standard park design and construction budget, and Cash-In-Lieu of parkland is not retained by the City for these items, the City shall not be responsible for these items in the event that the City must complete the park. As such, these items shall be clearly marked on all concept and construction plans as "Developer-proposed" amenities, and shall not be included in the main body of the park design and construction cost estimate. A separate line item indicating the additional expenses relating to the Owner proposed amenities shall be provided.
59. The Owner further acknowledges and agrees to include a clause in all purchase and sale agreements which indicates that the Developer-proposed amenities are not guaranteed, and that the City shall not be responsible for the completion or provision of these specific amenities.
60. The Owner covenants and agrees to coordinate the identification and possible removal any of the existing trees and vegetation from Park Blocks, including any trees identified for preservation, with the City Park Planner, Planning and Growth Management. The opportunity to retain existing vegetation on the Park Block, including any trees identified for preservation, is subject to the detailed design of the park. A tree permit must be issued prior to removal of the trees within the park blocks and the specific trees to be retained within the Park Block must be fenced with protective fencing at

the critical root zone of these trees such fencing to be inspected and approved by the City Forrester and Park Planner (PGM) prior to the issuance of a tree removal permit.

61. It is the responsibility of the Owner to fill the park where necessary, with clean earth fill, as per the City's Park Fill Requirements for Parks dated March 2, 2015 or any updates as applicable. It is also the responsibility of the Owner to compact and level the Park Blocks accordingly, providing for positive surface drainage. The Owner shall grade areas of parkland where necessary, to the satisfaction of the General Manager, Planning and Growth Management, so as to provide a uniform surface, free of debris, necessary to establish a safe clean and maintainable surface. Park Blocks shall be graded in accordance with the approved Grading Plan for the site plan. The General Manager, Planning and Growth Management shall approve all works and fill materials prior to being placed on site.
62. Once a Concept Plan is submitted and approved by City Staff, the Owner may remove the topsoil from the park block to facilitate rough grading of the area. It is agreed that the Owner may stockpile the topsoil either on or off the park site. If the removal of the native topsoil is required, the Owner agrees to provide replacement topsoil at a sufficient depth and quality for the Park Block as per City Standards.
63. The Owner shall undertake a geotechnical and soils analysis of the designated Park Blocks to determine its composition and drainage characteristics to a minimum 2 metre depth. The Owner shall clearly demonstrate to the satisfaction of the General Manager, Planning and Growth Management that the soils in the Park Blocks are capable of supporting the development of park facilities such as, but not limited to, pathways, children's playgrounds, park shelters, and vegetation growth. If the Owner uses the Park for stockpiling and storage, the geotechnical report must be performed and submitted after these uses are complete.
64. Unless otherwise specified the Owner shall provide the following services and utilities to all Park Blocks:
 - a. A 300mm diameter storm sewer and CB/MH at 2m inside the park property line;
 - b. A 50mm diameter water line complete with water vault chamber at 2m inside the park property as per city standard details for unit price contracts park water service. Costs for the water vault chamber and water meter, if ultimately required, shall be paid for by the City or be included as part of the maximum park construction budget for the park;
 - c. 150mm diameter sanitary sewer and MH at 2m inside the park property line;
 - d. A 120/240 volt, 200 ampere single phase hydro service at 2m inside the park property line complete with electrical kiosk for park services as per city standard details for unit price contracts. The Owner is responsible for making all arrangements and coordinating the connection of the new hydro service, including costs and inspections, with the respective electrical agencies.

The Owner acknowledges and agrees to provide all additional servicing infrastructure to the park block to provide fully functioning park amenities in accordance with the approved park design plans. Save and except for those costs identified in subparagraph 64(b) for water vault chamber and water

meter, all costs for servicing and utilities are to be assumed by the Owner and are not included in the maximum park construction budget for the park.

All Works shall be shown on the approved drawings and shall be subject to the approval of the General Manager, Planning and Growth Management.

65. All Owner obligations associated with the Park must be completed to the satisfaction of the General Manager of Planning and Growth Management at such time that 50% of the dwelling units located at 151 and 153 Chapel Street are granted Occupancy permits, or at such date as approved in writing by the General Manager, Planning and Growth Management.

66. Agreement of Purchase and Sale

The Owner shall include a clause in each Agreement of Purchase and Sale and in Deeds for all units which shall provide notification to all purchasers that new or already existing parkland within the vicinity of this site may have active hard surface and soft surface recreational facilities and may include lit facilities.

67. Limiting Distance Agreement

The City will consider entering into a Limiting Distance Agreement with the Owner with respect to the proximity of the building to the park block. Should the City not enter into an Limiting Distance Agreement with the Owner, the park block shown on the approved site plan drawings will be reduced in order to permit the building shown in the location shown in the approved site plan drawings without modification or additional parkland cash-in-lieu.

68. POPS Design

The Owner agrees to design and construct the privately owned publicly accessible space located on the corner of Chapel and Rideau Streets. The design shall have regard for Section 4.4.3 of the Uptown Rideau Street Community Design Plan, the design plan shall be completed prior to the issuance of a building permit on the site, and be to the satisfaction of the General Manager, Planning and Growth Management

General Conditions

69. The grading plan shall be revised to be consistent with the site plan and show the diagonal saw cuts in areas where the sidewalk has a slope greater than 5%.

70. The grading plan and site servicing plan shall be revised to be consistent with the site plan to show the 1500 mm wide cycle tracks.