340 Parkdale –Adequacy of Services Report

Stantec Project No. 160401986

January 23, 2026

Prepared for:

1000147699 Ontario Inc.
C/O Taggart Realty Management

Prepared by:

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1.0 INTRODUCTION

Stantec Consulting Ltd. has been retained by Taggart Realty Management to prepare this Adequacy of Services Report in support of a Zoning By-law Amendment (ZBLA) for the proposed redevelopment at 340 Parkdale Avenue. The subject property encompasses approximately 0.35 hectares and is bounded by Parkdale Avenue to the east, Armstrong Street to the south, Hamilton Avenue to the west, and Spencer Street to the north.

The proposed development concept includes a 38-storey residential tower, an 8-storey podium building, and a 2-storey commercial component replacing the former Carleton Tavern. Several levels of underground parking are also proposed, requiring excavation to depths of approximately 10–12 metres. A preliminary site plan has been prepared by Hobin Architecture illustrating the overall development layout

The purpose of this report is to evaluate the adequacy of existing municipal potable water, wastewater, and stormwater systems to support the proposed development at the ZBLA stage. As is typical for an Adequacy of Services Report, this assessment relies on known municipal infrastructure characteristics, City-issued boundary conditions, available technical background information, and preliminary servicing concepts rather than detailed design-level calculations.

Introduction

Figure 1: Key Plan (340 Parkdale Avenue)

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1.1 OBJECTIVE

This servicing report has been prepared to present a servicing scheme that is free of conflicts and presents the most suitable servicing approach that complies with the relevant city design guidelines. Infrastructure requirements for water supply, sanitary sewer, and storm sewer services are presented in this report.

Criteria and constraints provided by the City of Ottawa have been used as a basis for the conceptual servicing design of the proposed development. Specific elements and potential development constraints to be addressed are as follows:

- **Potable Water Servicing**
    - Estimate water demands to characterize the feed for the proposed development which will be serviced by an existing 200 mm diameter watermain fronting the site along Armstrong Avenue

  - Watermain servicing for the development is to be able to provide average day, maximum day and peak hour demands (i.e., non-emergency conditions) at pressures within the allowable range of 40 to 80 psi (276 to 552 kPa).
  - Under fire flow (emergency) conditions with maximum day demands, the water distribution system is to maintain a minimum pressure greater than 20 psi (140 kPa).

- **Wastewater Servicing**
  - Estimate wastewater flows generated by the development and size sanitary sewers which will outlet to the existing 200 mm diameter sanitary sewer located on Armstrong Avenue.

- **Stormwater Management and Servicing**
  - Determine the stormwater management storage requirements to meet the allowable release rate.
  - Post development peak 100-year flows controlled to the predevelopment peak 2-year release rate with a runoff coefficient of C=0.50 and concentration time of 10 minutes.
  - Excess stormwater to be detained on-site to meet a 2-year pre-development target release rate.
  - Define major and minor conveyance systems in conjunction with the preliminary grade control plan.

- Prepare a preliminary grading plan in accordance with the proposed site plan and existing grades.

The accompanying drawings included in **Appendix F** illustrate the preliminary internal servicing scheme for the site.

2.0 REFERENCES

Documents referenced in preparation of this Adequacy of Services report for 340 Parkdale Avenue include:

City of Ottawa Design Guidelines - Water Distribution, City of Ottawa, December 2025

City of Ottawa Sewer Design Guidelines (SDG), City of Ottawa, December 2025

Geotechnical Investigation Report, Parkdale Tower Development at 340 Parkdale, Ottawa, Ontario, Prepared for 1000147699 Ontario Inc (c/o Taggart Realty Management) by Stantec Consulting Ltd, December, 2025.

3.0 POTABLE WATER SERVICING

3.1 BACKGROUND

The site is located within an established, serviced urban area with municipal watermains adjacent on all surrounding streets. Existing infrastructure includes 203 mm diameter watermains on Parkdale Avenue, Armstrong Street, and Hamilton Avenue. As part of pre-consultation, the City provided hydraulic boundary conditions for three potential connection points within the surrounding water network.

Domestic water servicing for the proposed development is expected to be provided through dual 150 mm water services, offering redundancy consistent with City guidelines for developments with a basic day demand greater than 50 m^3/day.

3.2 WATER DEMANDS

3.2.1 Domestic Water Demands

Water demands were calculated using the City of Ottawa Water Distribution Guidelines (2025) to determine the typical operating pressures to be expected at the building (see detailed calculations in **Appendix A.1**). A demand rate of 280 L/cap/day was applied for the population of the proposed site. The average daily (AVDY) residential demand was estimated with population densities as per City of Ottawa Guidelines; density of 1.4 persons per one-bedroom apartments, and 2.1 persons per two-bedroom apartments.

Maximum day (MXDY) demands were determined by multiplying the AVDY demands by a factor of 2.5 for residential areas and by a factor of 1.5 for commercial areas. Peak hourly (PKHR) demands were determined by multiplying the MXDY demands by a factor of 2.2 for residential areas and by a factor of 1.8 for commercial areas. The estimated demands are summarized in **Table 3–1** below.

Table 3–1: Estimated Water Demands

Demand Type	Population	Area (m^2)	AVDY (L/s)	MXDY (L/s)	PKHR (L/s)
Residential	837	-	2.71	6.78	14.92
Commercial	-	3162	0.10	0.15	0.34
Total Site:	-	-	**2.81**	**6.93**	**15.26**

3.2.2 Fire Flow Demands

Fire flow requirements were assessed using the Fire Underwriters Survey (FUS) methodology, which considers building construction, floor area, fire separation, and exposure conditions. The FUS analysis

prepared for this development confirms a required fire flow of 8,000 L/min (133 L/s) for a fully sprinklered building.

The FUS estimate is based on a building of non-combustible construction with a two-hour fire separation provided between each floor per Ontario Building Code (OBC) requirements for buildings over six storeys, with one hour fire separation for exterior vertical communications and without protected openings. It is anticipated that the building will be sprinklered, with final sprinkler design to conform to the NFPA 13 standard. Detailed fire flow calculations per the FUS methodology are provided in **Appendix A.2**.

3.2.3 Hydrant Coverage

At time of detailed design, a Siamese connection will be provided for the proposed development within 45m of a public hydrant, to comply with NBC Division B, Article 3.2.5.15. Hydrant coverage will also be reviewed to ensure adequate fire flow is provided to the development to meet the required fire flows as outlined in the City of Ottawa Water Distribution Guidelines.

3.2.4 Boundary Conditions

The boundary conditions provided by the City of Ottawa is shown in **Table 3–2** shows the hydraulic boundary conditions for the site and have been used to determine the residual watermain pressures on Armstrong Street.

Table 3–2: Boundary Conditions

	Connection at Armstrong Street
Min. HGL (m)	107.8
Max. HGL (m)	114.6
Max. Day + Fire Flow (133 L/s) (m)	106.7
Max. Day + Fire Flow (217 L/s) (m)	104.9

Based on an approximate average grade of 62.5 which will serve as the ground elevation for the calculation of residual pressures at ground level on-site pressures are expected to be **64.3 psi to 74.0 psi** under normal operating conditions. These values are within of the normal operating pressure range as defined by City of Ottawa design guidelines (desired 50 to 80 psi and not less than 40 psi). Booster pumps internal to the buildings will be required to provide adequate pressures for upper storeys. These pumps are to be designed by the buildings' mechanical engineer.

Based on the boundary conditions provided by the City of Ottawa, 106.7m of head (equivalent to 64 psi at the ground elevation of 62.5m) will be maintained in the supply main with a fire flowrate of 133 L/s. This is greater than the minimum required residual pressure of 20psi and demonstrates that sufficient fire flow is available for the proposed development.

Based on these results, there is currently adequate supply and pressure in the water distribution system to meet the domestic and fire flow demands expected from the new development.

4.0 WASTEWATER SERVICING

The municipal sanitary system within the immediate vicinity consists of 200 mm and 600 mm sanitary sewers along Armstrong Street and Parkdale Avenue.

The proposed development intends to connect to the existing sanitary sewer on Armstrong Street via a 200 mm sanitary lateral, consistent with the servicing concept illustrated on drawing SSP-1

The proposed 38-storey residential high-rise building and other site components are expected to contain a total estimated population of 837 persons using the City of Ottawa's recommended population densities. The anticipated wastewater peak flow generated from the proposed development is summarized in **Table 4–1** while the sanitary sewer design sheet for the proposed service lateral is included in **Appendix B.1**.

Table 4–1: Estimated Wastewater Peak Flow

Residential/Amenity Peak Flows					Infiltration Flow (L/s)	Total Peak Flow (L/s)
Demand Type	**No. of Units/ Area (ha)**	**Population**	**Peak Factor**	**Peak Flow (L/s)**		
Residential	465 units	837	3.28	8.9	0.2	9.1

1. Average residential sanitary flow = 280 L/p/day per City of Ottawa Sewer Design Guidelines.
2. Peak factor for residential units calculated using Harmon's formula. Used a Harmon correction factor of 0.8.
3. Apartment population estimated based on 1.4 persons/unit for one-bedroom apartments, 2.1 persons/unit for two-bedroom apartments.
4. Infiltration flow = 0.33 L/s/ha.

The proposed sanitary drainage area plan is included in **Appendix G.**

The drains within the underground parking garage will need to be pumped and ultimately outlet to the proposed sanitary service. The design of the drains, internal plumbing, and associated pumping system is to be completed by the building's mechanical engineer.

5.0 STORMWATER MANAGEMENT AND SERVICING

5.1 EXISTING CONDITIONS AND SWM CRITERIA

The subject property is an infill redevelopment site comprising approximately 0.35 hectares. It is currently developed with a mixture of low-rise commercial buildings and paved areas. As such, the relevant pre-development conditions consist of an already urbanized environment with limited pervious cover. Consistent with City of Ottawa criteria for redevelopment sites, the allowable discharge for the post-development condition must be controlled to the 2-year pre-development release rate, using the lower of the existing runoff coefficient or a maximum value of C = 0.50. Because the site is largely impervious under existing conditions, the C=0.50 runoff coefficient will be used.

The design methodology for the stormwater management (SWM) component of the development has been determined through assessment of predevelopment conditions and pre-consultation with City staff and is as follows:

- Post-development allowable peak flow up to 100-year event are to be controlled to the pre-development peak 2-year release rate. Excess stormwater is to be detained on-site.
- The 2-yr storm event using the IDF information derived from the Meteorological Services of Canada rainfall data.
- Calculated predevelopment runoff coefficient of 0.50.
- A calculated time of concentration of 10 minutes.

Other criteria considered in the SWM design are described in Section 5 of the Ottawa Sewer Design Guidelines (December 2025) including all subsequent technical bulletins.

Stormwater management for the proposed development will rely on a combination of rooftop drainage and at-grade collection systems, with all controlled site runoff being conveyed to a stormwater cistern located on the P1 parking level.

Runoff generated on the tower and podium roofs will be directed to internal roof drains and conveyed directly to the cistern. No rooftop control calculations are being advanced at this stage of planning; however, controlled drainage from the roof area through the cistern system provides the flexibility to meet the City's quantity control requirements at the detailed design stage.

At-grade surfaces, including landscaped zones, small exterior areas, and paved walkways, will drain via area drains and catchbasins distributed throughout the site. These inlet structures will also convey flows to the cistern, ensuring that the entire site contributes to a unified, controlled outlet.

The cistern will be sized during Site Plan Control to provide adequate attenuation volume to limit the stormwater discharge to the pre-development 2-year release rate, consistent with City guidelines. Discharge from the cistern will be released through a controlled outlet to the existing 900 mm storm sewer on Armstrong Street, as identified in the servicing background documentation.

5.2 STORMWATER QUANTITY CONTROL

The Modified Rational Method (MRM) was employed to assess the rate and volume of runoff expected to be generated during post-development conditions. The pre-development release rate for the area has been determined using the 2-year storm event IDF curves as provided within the City of Ottawa's *Sewer Design Guidelines*. The predevelopment condition runoff coefficient was calculated using the existing conditions of the site and determined to be around C=0.85. As this exceeds the City's requirements of a maximum pre-development C=0.5, this maximum C=0.50 was used for determining the target release rate for the site. A time of concentration for the pre-development area was calculated to be 10 minutes.

The pre-development allowable peak stormwater flow rate for the site was calculated as follows using the Modified Rational Method:

$$\mathrm{Q} = 2.78\,(\mathrm{C})(\mathrm{I})(\mathrm{A})$$

Where:

Q = peak flow rate, L/s

C = site runoff coefficient

I = rainfall intensity, mm/hr (per City of Ottawa IDF curves)

A = drainage area, ha

$$\text{Intensity (mm/hr)} = \frac{732.951}{(10 + 6.199)^{0.81}} = 76.8 \text{ mm/hr}$$

$$\mathrm{Q} = 2.78(0.5)(76.8\text{mm/hr})(0.34 \text{ ha}) = \mathbf{36.6\ L/s}$$

Using the Modified Rational Method, pre-development peak flow was determined to be 36.6 L/s. Post development flows shall be restricted to the established target release rate.

Stormwater storage is expected to be provided by an underground cistern to attenuate peak flows from the surface and landscaped areas within the site to meet the target release rate in the 100-year storm event. **Table 5–1** below demonstrates the anticipated 100-year release rates and preliminary storage volume required, while further details are provided in the MRM sheet attached in **Appendix C.1**.

Table 5–1: Peak Controlled (Tributary) 100-Year Release Rate and Storage

Area (ha)	Runoff 'C'	100-Yr $Q_{release}$ (L/s)	Target $Q_{release}$ (L/s)	$V_{required}$ (m^3)	$V_{available}$ (m^3)
0.34	0.34	36.6	36.6	93.2	100.0

The underground cistern is preliminary sized to provide around 100 m^3 of storage and will be in the underground parking area which will release to the storm sewer at a controlled release rate. Further details of the cistern volume will be provided at detailed design stage and would be coordinated with the architect, structural and mechanical engineer.

The proposed stormwater cistern would be sufficient to meet the desired target release rate for the site.

5.3 QUALITY CONTROL

Based on the pre-consultation with the City of Ottawa, the site is expected to provide enhanced level of quality control (80 % TSS Removal). An EFO4 Stormceptor has been preliminarily sized to provide the quality control required for the site. Further details on requirements for quality control and final sizing of the Stormceptor treatment unit will be provided at detailed design.

5.4 CONCEPTUAL STORM SERVICING

The site is expected to be serviced by a 300 mm diameter storm service lateral and discharge into the existing 900 mm diameter municipal storm sewer in Armstrong Street. The preliminary locations of the proposed storm service are shown in **Drawing SSP-1**. Connections and service requirements are to be consistent with City of Ottawa guidelines and specifications.

With the underground parking levels, it is likely that foundation drainage will require sump pit/pump systems. Foundation drainage requirements will be confirmed through subsequent stages of the development application process.

The final sizing and layout of the infrastructure, including the method(s) of flow attenuation and storage conditions outside the building envelope, shall be confirmed through subsequent stages of the development application process.

In subsequent stages of the development application process the mechanical engineering consultant is responsible to confirm the service size, that the appropriate backwater valve requirements are satisfied, the nature of the foundation drainage system, and that any roof drainage systems (including internal storage systems, roof drains, scuppers, etc.) or cisterns are adequate for accommodating the 100-year design storm conditions.

6.0 GRADING AND DRAINAGE

Existing grades across the site range from approximately 63.1 m along Parkdale Avenue to 61.6 m toward Spencer Street. The site generally drains north-westerly in pre-development conditions.

The proposed grading concept will tie into adjacent municipal grades, establish appropriate overland flow routes, and meet foundation drainage requirements. There are no topographic or geotechnical constraints that would inhibit proper site grading.

7.0 UTILITIES

Hydro Ottawa, Bell, Rogers, and Enbridge all have existing utility plants in the area, which will be used to service the site. The exact size, location, and routing of utilities, including determining whether off-site works are required to extend any additional utility services to the property, shall be finalized after design circulation and coordinated by the Electrical Consultant.

8.0 EROSION CONTROL DURING CONSTRUCTION

In order to protect downstream water quality and prevent sediment build up in catch basins and storm sewers, erosion and sediment control measures must be implemented during construction. The following recommendations will be included in the contract documents and communicated to the Contractor.

1. Implement best management practices to provide appropriate protection of the existing and proposed drainage system and the receiving water course(s).
2. Limit the extent of the exposed soils at any given time.
3. Re-vegetate exposed areas as soon as possible.
4. Minimize the area to be cleared and grubbed.
5. Protect exposed slopes with geotextiles, geogrid, or synthetic mulches.
6. Provide sediment traps and basins during dewatering works.

7. Install sediment traps (such as SiltSack® by Terrafix) between catch basins and frames.

8. Schedule the construction works at times which avoid flooding due to seasonal rains.

The Contractor will also be required to complete inspections and guarantee the proper performance of their erosion and sediment control measures at least after every rainfall. The inspections are to include:

• Verification that water is not flowing under silt barriers.

• Cleaning and changing the sediment traps placed on catch basins.

9.0 GEOTECHNICAL INVESTIGATION

Paterson Group (Paterson) was commissioned by Homestead Land Holdings Ltd. to conduct a geotechnical investigation for the proposed multi-storey development building to be located at 100 Weeping Willow Lane, in the City of Ottawa, Ontario. For details which are not summarized below, please see the original geotechnical report included in **Appendix D**.

As described in the report by Paterson, the subsurface profile at the test hole locations consists of a topsoil layer underlain by a 2.0 to 4.0 m thick fill layer. The fill material was generally observed to consist of silty sand and silty clay with gravel and trace amounts of topsoil and organics. Under the fill material was a stiff layer of brown silty clay ranging from 4.0 to 5.2m below the ground surface.

Bedrock was encountered in one borehole at an approximate depth of 7.7m. Bedrock in the area based on geological mapping consists of Precambrian paragneiss of granitic origin with an overburden thickness of approximately 1m to15m.

Groundwater levels were measured in three boreholes (BH1, BH4, and BH5). Groundwater levels were found to range from 3.45 m to 4.49 m below the ground surface are subject to seasonal fluctuations.

A grade raise restriction of 1.5m are recommended for the site.

The recommended rigid and asphalt pavement structure is further presented in **Table 9–1 and Table 9–2** below.

Table 9–1: Recommended Rigid Pavement Structure – Lower parking Level

Thickness (mm)	Material Description
125	Exposure Class C2 C3 – 32 MPa Concrete (5 to 8% Air Entrainment)
300	Base – OPSS Granular A Crushed Stone
-	Subgrade – Either imported fill, or OPSS Granular B Type I or II material placed over in situ soil.

Table 9–2: Recommended Asphalt Pavement Structure – access Lanes and Heavy Loading Parking Areas

Thickness (mm)	Material Description
40	Wear Course – Superpave 12.5 Asphaltic Concrete
50	Binder Course – Superpave 19.0 Asphaltic Concrete
150	Base – OPSS Granular A Crushed Stone
300	Subbase - OPSS Granular B Type II
-	Subgrade –OPSS Granular B Type II overlying the Concrete Podium Deck.

10.0 APPROVALS/PERMITS

Ontario Ministry of Environment, Conservation and Parks (MECP) Environmental Compliance Approval under the Ontario Water Resources Act is not anticipated to be required for proposed storm and sanitary sewers for the proposed site.

An MECP Permit to Take Water (PTTW) may be required for the site as some of the proposed works may be below the groundwater elevation shown in the geotechnical report. The geotechnical consultant shall determine whether a PTTW is required at the detailed design stage/ prior to construction.

11.0 CONCLUSIONS

11.1 POTABLE WATER SERVICING

Based on the potable water servicing analysis the proposed network can service the subject site and meets all servicing requirements as per City of Ottawa standards under typical demand conditions (peak hour and minimum hour conditions) as well as under emergency fire demand conditions (maximum day + fire flow). The proposed site will maintain the required potable water and fire flow by two 200mm diameter watermains connecting to the existing 200mm dimeter watermain on Armstrong Street. The results demonstrate there is currently sufficient supply and pressure in the water distribution system to meet the demands expected from the new development.

11.2 WASTEWATER SERVICING

The proposed development is expected to generate peak wastewater flows of 9.1 L/s which will be delivered to the municipal sewer on Armstrong Street via a 200mm Sanitary Service. The development is within the downtown core and close to major trunk sanitary infrastructure without any known capacity restrictions. Review of the proposed development proposal by City of Ottawa will determine if there are any compacity constraints within the receiving sewers..

11.3 STORMWATER MANAGEMENT AND SERVICING

The proposed stormwater management plan is in compliance with local and provincial standards. Subsurface storage via a cistern located in the underground parking area with an anticipated volume of 100 cu.m will be used to limit peak storm sewer inflows to the existing 900mm diameter storm sewer along Armstrong Street. The stormwater flows from the site will be provided with quality control treatment and flows limited to the 2 year predevelopment storm event as specified during pre-consultation.

11.4 GRADING

Grading for the site has been designed to provide an emergency overland flow route as per City requirements and reflects recommendations in the Geotechnical Investigation Report prepared by Stantec Consulting Ltd. December 2025. Erosion and sediment control measures will be implemented during construction to reduce the impact on existing facilities.

11.5 UTILITIES

Hydro Ottawa, Bell, Rogers, and Enbridge all have existing utility plants in the area, which will be used to service the site. The exact size, location, and routing of utilities will be finalized after design circulation.

11.6 APPROVALS/PERMITS

An MECP Environmental Compliance Approval is not expected to be required for the subject site. The need for a Permit to Take Water will be confirmed by the geotechnical consultant.

APPENDICES

Appendix A WATER SERVICING

A.1 WATER DEMAND CALCULATIONS

340 Parkdale, Ottawa, ON - Domestic Water Demand Estimates

Preliminary Site Plan Provided by Hobin Architecture on January 9, 2026

Project No. 160401986

Densities as per City Guidelines:		
Personns Per Units[1]		
Apartment	1.8	ppu

Type of Unit	No. of Units	Population	Daily Rate of Demand [2] (L/cap/day)	Avg Day Demand		Max Day Demand [3]		Max Hour Demand [3]	
				(L/min)	(L/s)	(L/min)	(L/s)	(L/min)	(L/s)
Residential									
Average Apartment Unit	465	837	280	162.8	2.71	406.9	6.78	895.1	14.92
			Subtotal	**162.8**	**2.71**	**406.9**	**6.78**	**895.1**	**14.92**
Commercial	**Area (m^2)**		**Daily Rate of Demand [2] (L/ha/day)**						
Amenity Area	3162		28000	6.1	0.10	9.2	0.15	16.6	0.34
			Subtotal	**6.1**	**0.10**	**9.2**	**0.15**	**16.6**	**0.34**
Total Site :	**465**	**837**		**168.9**	**2.81**	**416.1**	**6.93**	**911.7**	**15.26**

Notes:

1 As per Table 4-1 from the City of Ottawa Water Design Guidelines, the persons per unit for Apartment is 1.8

2 As per Table 4-2 from the City of Ottawa Water Design Guidelines and Technical Bulletin ISTB-2021-03, the average daily rate of water demand for residential areas: 280 L/cap/day for commercial area:28,000 L/ha/day

3 As per Table 4.2 from the City of Ottawa Water Design Guidelines, the water demand criteria used to estimate peak demand rates for residential areas are as follows:

Residential maximum daily demand rate = 2.5 x residential average day demand rate

Residential maximum hour demand rate = 2.2 x residential maximum day demand rate

For commercial area, the water demand criteria are used to estimate peak demand rates as follows:

Commercial maximum daily demand rate = 1.5 x commercial average day demand rate

Commercial maximum hour demand rate = 1.8 x commercial maximum day demand rate

A.2 FIRE FLOW REQUIREMENTS PER FUS GUIDELINES

Stantec

FUS Fire Flow Calculation Sheet - 2020 FUS Guidelines

Stantec Project #: 160401986
Project Name: 340 Parkdale ZBLA
Date: 1/26/2026
Fire Flow Calculation #: 1
Description: 38-storey high-rise apartment building and podium equipped with a fully supervised sprinkler system (minimum 85% coverage) and vertical opening protection
Notes: Site Plan provided by Taggart and Hobin Architecture on Jane 9th, 2025

Step	Task	Notes										Value Used	Req'd Fire Flow (L/min)
1	Determine Type of Construction	Type II - Noncombustible Construction / Type IV-A - Mass Timber Construction										0.8	-
2	Determine Effective Floor Area	Sum of Largest Floor + 25% of Two Additional Floors					Vertical Openings Protected?					YES	-
		1932	1691	1691	1691	1691	1691	1180	1139	743	743	2778	-
3	Determine Required Fire Flow	($F = 220 \times C \times A^{1/2}$). Round to nearest 1000 L/min										-	9000
4	Determine Occupancy Charge	Limited Combustible										-15%	7650
5	Determine Sprinkler Reduction	Conforms to NFPA 13										-30%	-3251.25
		Standard Water Supply										-10%	
		Fully Supervised										-10%	
		% Coverage of Sprinkler System										85%	
6	Determine Increase for Exposures (Max. 75%)	Direction	Exposure Distance (m)	Exposed Length (m)	Exposed Height (Stories)	Length-Height Factor (m x stories)	Construction of Adjacent Wall	Firewall / Sprinklered ?				-	-
		North	10.1 to 20	48	8	> 100	Type III-IV - Unprotected Openings	NO				10%	3290
		East	20.1 to 30	26	3	61-80	Type V	NO				6%	
		South	3.1 to 10	24	2	41-60	Type V	NO				17%	
		West	20.1 to 30	54	3	> 100	Type V	NO				10%	
7	Determine Final Required Fire Flow	Total Required Fire Flow in L/min, Rounded to Nearest 1000L/min											8000
		Total Required Fire Flow in L/s											133.3
		Required Duration of Fire Flow (hrs)											2.00
		Required Volume of Fire Flow (m^3)											960

Stantec

FUS Fire Flow Calculation Sheet - 2020 FUS Guidelines

Stantec Project #: 160401986
Project Name: 340 Parkdale ZBLA
Date: 1/26/2026
Fire Flow Calculation #: 2
Description: 38-storey high-rise apartment building with 8 storey podium equipped with fully supervised sprinkler system (minimum 85% coverage) and without vertical opening protection
Notes: Site Plan provided by Taggart and Hobin Architecture on Jane 9th, 2025

Step	Task	Notes										Value Used	Req'd Fire Flow (L/min)
1	Determine Type of Construction	Type II - Noncombustible Construction / Type IV-A - Mass Timber Construction										0.8	-
2	Determine Effective Floor Area	Sum of Two Largest Floors + 50% of Eight Additional Floors					Vertical Openings Protected?					NO	-
		1932	1691	1691	1691	1691	1691	1180	1139	743	743	8908	-
3	Determine Required Fire Flow	($F = 220 \times C \times A^{1/2}$). Round to nearest 1000 L/min										-	17000
4	Determine Occupancy Charge	Limited Combustible										-15%	14450
5	Determine Sprinkler Reduction	Conforms to NFPA 13										-30%	-6141.25
		Standard Water Supply										-10%	
		Fully Supervised										-10%	
		% Coverage of Sprinkler System										85%	
6	Determine Increase for Exposures (Max. 75%)	Direction	Exposure Distance (m)	Exposed Length (m)	Exposed Height (Stories)	Length-Height Factor (m x stories)	Construction of Adjacent Wall	Firewall / Sprinklered ?				-	-
		North	10.1 to 20	48	8	> 100	Type III-IV - Protected Openings	NO				5%	4769
		East	20.1 to 30	26	3	61-80	Type V	NO				6%	
		South	10.1 to 20	24	2	41-60	Type V	NO				12%	
		West	20.1 to 30	54	3	> 100	Type V	NO				10%	
7	Determine Final Required Fire Flow	Total Required Fire Flow in L/min, Rounded to Nearest 1000L/min											13000
		Total Required Fire Flow in L/s											216.7
		Required Duration of Fire Flow (hrs)											2.50
		Required Volume of Fire Flow (m^3)											1950

A.3 BOUNDARY CONDITIONS

Gillis, Sheridan

From: Wessel, Shawn <shawn.wessel@ottawa.ca>
Sent: Friday, September 5, 2025 10:49 AM
To: Wang, Ziyi
Cc: Wu, John; Gillis, Sheridan
Subject: RE: 160401986 - 3 Hamilton Ave N and 233, 229, 223 Armstrong Street - Boundary Condition Request
Attachments: 3 Hamilton Ave, 223,229 and 233 Armstrong Street September 2025.pdf

Good morning, Ziyi.

As requested, the following are boundary conditions, HGL, for hydraulic analysis at **3 Hamilton Avenue, 223,229 and 233 Armstrong Street** (zone 1W) assumed to be connected via three connections to the 203mm watermain on Hamilton Avenue **AND** the 203mm watermain on Armstrong Street **AND** the 203mm watermain on Parkdale Avenue (see attached PDF for location).

Connection 1 (Hamilton Avenue):

Minimum HGL: 107.8

Maximum HGL: 114.6 m

Max Day + Fire Flow (133.33 L/s): 107.0 m

Max Day + Fire Flow (216.67 L/s): 103.5 m

Connection 2 (Armstrong Street):

Minimum HGL: 107.8

Maximum HGL: 114.6 m

Max Day + Fire Flow (133.33 L/s): 107.6m

Max Day + Fire Flow (216.67 L/s): 104.9 m

Connection 3 (Parkdale Avenue):

Minimum HGL: 107.8

Maximum HGL: 114.7 m

Max Day + Fire Flow (133.33 L/s): 106.7 m

Max Day + Fire Flow (216.67 L/s): 102.8 m

These are for current conditions and are based on computer model simulation.

Disclaimer:

The boundary condition information is based on current operation of the city water distribution system. The computer model simulation is based on the best information available at the time. The operation of the water distribution system can change on a regular basis, resulting in a variation in boundary conditions. The physical properties of watermains deteriorate over time, as such must be assumed in the absence of actual field test data. The variation in physical watermain properties can therefore alter the results of the computer model simulation. Fire Flow analysis is a reflection of available flow in the watermain; there may be additional restrictions that occur between the watermain and the hydrant that the model cannot take into account."The IWSD has recently updated their water modelling software. Any significant difference between previously received BC results and newly received BC results could be attributed to this update."

If you require additional information or clarification, please do not hesitate to contact me anytime.

Thank you

Regards,

Shawn Wessel, A.Sc.T.,rcji
Pronouns: he/him | Pronom: il
Project Manager - Infrastructure Approvals
Gestionnaire de projet – Approbation des demandes d'infrastructures

Development Review Central Branch | Direction de l'examen des projets d'aménagement, Centrale
Planning, Development & Building Services Department (PDBS) | Direction générale des services de la planification, de l'aménagement et du bàtiment (DGSPAB)
City of Ottawa | Ville d'Ottawa
110 Laurier Ave. W. | 110, avenue Laurier Ouest, Ottawa ON K1P 1J1
(613) 580 2424 Ext. | Poste 33017
Int. Mail Code | Code de Courrier Interne 01-14
shawn.wessel@ottawa.ca

Vacation Alert : October 21-24, inclusive

From: Wang, Ziyi <Ziyi.Wang@stantec.com>
Sent: August 26, 2025 10:26 AM
To: Wu, John <John.Wu@ottawa.ca>
Cc: Gillis, Sheridan <Sheridan.Gillis@stantec.com>; Johnson, Warren <Warren.Johnson@stantec.com>; Thiffault, Dustin <dustin.thiffault@stantec.com>; Hughes, Brett <brett.hughes@ottawa.ca>
Subject: RE: 160401986 - 3 Hamilton Ave N and 233, 229, 223 Armstrong Street - Boundary Condition Request

Hi John,

Please find the attached calculation sheets and conceptual site plan for your reference. Please let me know if you have any questions or need anything else.

Best regards,

Ziyi Wang B.Eng
CAD Designer

Direct: 613 784-2305
Ziyi.Wang@stantec.com

Stantec

From: Wu, John <John.Wu@ottawa.ca>
Sent: Tuesday, August 26, 2025 10:16 AM
To: Wang, Ziyi <Ziyi.Wang@stantec.com>
Cc: Gillis, Sheridan <Sheridan.Gillis@stantec.com>; Johnson, Warren <Warren.Johnson@stantec.com>; Thiffault, Dustin <Dustin.Thiffault@stantec.com>; Hughes, Brett <brett.hughes@ottawa.ca>
Subject: RE: 160401986 - 3 Hamilton Ave N and 233, 229, 223 Armstrong Street - Boundary Condition Request

Please include the detail calculation sheet. Brett will take care of it.

Thanks.

John

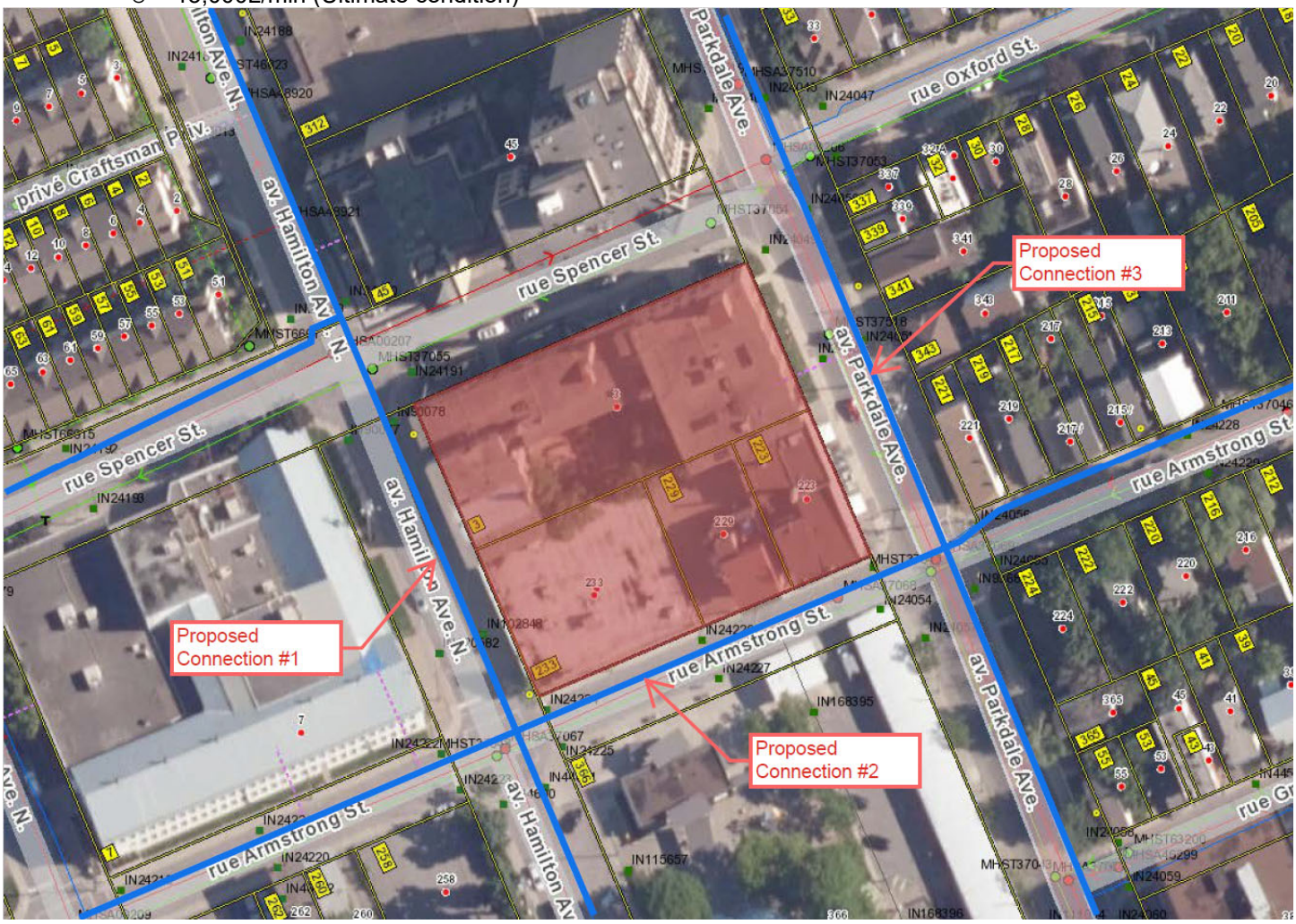
From: Wang, Ziyi <Ziyi.Wang@stantec.com>
Sent: Tuesday, August 26, 2025 10:13 AM
To: Wu, John <John.Wu@ottawa.ca>
Cc: Gillis, Sheridan <Sheridan.Gillis@stantec.com>; Johnson, Warren <Warren.Johnson@stantec.com>; Thiffault, Dustin <dustin.thiffault@stantec.com>
Subject: 160401986 - 3 Hamilton Ave N and 233, 229, 223 Armstrong Street - Boundary Condition Request

Good morning John,

Hope this email finds you well!

Our team at Stantec is working on a proposed zoning bylaw amendment for a residential development by Taggart on the 0.35ha land, which is currently divided as four parcels, with addresses of 3 Hamilton Ave, 223,229 and 233 Armstrong Street. The proposed development would be a 38-storey high-rise residential complex building with an estimated total of 482 apartment units and an amenity area. We want to request the boundary condition at three potential connection locations indicated on the attached figure under the following condition:

- Domestic Demands
  - Average Day Demand = 2.87L/s (172.3 L/min)
  - Max Day Demand = 7.12L/s (427.2 L/min)
  - Peak Hour Demand = 15.66L/s (937.7 L/min)
- The Estimated Fire flow
  - 8,000 L/min
  - 13,000L/min (Ultimate condition)



An estimated sanitary flow of about 9.4L/s could be generated from this site with the current conceptual plan and unit count. Could you please help us with this boundary condition request and confirm the available capacity for the nearby sanitary sewer in the street? Any help would be greatly appreciated!

Please let me know if you have any questions or need anything else.

Sincerely,

Ziyi Wang B.Eng
CAD Designer

Direct: 613 784-2305
Ziyi.Wang@stantec.com

Stantec

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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Appendix A Water Servicing

Appendix B SANITARY SERVICING

B.1 SANITARY SEWER DESIGN SHEET

Stantec

SUBDIVISION:

Job Name: 340 Parkdale Ave

DATE: 1/23/2026
REVISION: 1
DESIGNED BY:
CHECKED BY: ZW

SANITARY SEWER DESIGN SHEET
(City of Ottawa)

FILE NUMBER: 160401986

DESIGN PARAMETERS

MAX PEAK FACTOR (RES.)=	4.0	AVG. DAILY FLOW / PERSON	280 l/p/day	MINIMUM VELOCITY	0.60 m/s
MIN PEAK FACTOR (RES.)=	2.0	COMMERCIAL	28,000 l/ha/day	MAXIMUM VELOCITY	3.00 m/s
PEAKING FACTOR (INDUSTRIAL):	2.4	INDUSTRIAL (HEAVY)	55,000 l/ha/day	MANNINGS n	0.013
PEAKING FACTOR (ICI >20%):	1.5	INDUSTRIAL (LIGHT)	35,000 l/ha/day	BEDDING CLASS	B
PERSONS / SINGLE	3.4	INSTITUTIONAL	28,000 l/ha/day	MINIMUM COVER	2.50 m
PERSONS / TOWNHOME	2.7	INFILTRATION	0.33 l/s/Ha	HARMON CORRECTION FACTOR	0.8
PERSONS / APARTMENT	1.8				

LOCATION			RESIDENTIAL AREA AND POPULATION									COMMERCIAL		INDUSTRIAL (L)		INDUSTRIAL (H)		INSTITUTIONAL		GREEN / UNUSED		C+I+I	INFILTRATION			TOTAL	PIPE								
AREA ID NUMBER	FROM M.H.	TO M.H.	AREA	SINGLE	UNITS TOWN	APT	POP.	CUMULATIVE AREA	CUMULATIVE POP.	PEAK FACT.	PEAK FLOW	AREA	ACCU. AREA	AREA	ACCU. AREA	AREA	ACCU. AREA	AREA	ACCU. AREA	AREA	ACCU. AREA	PEAK FLOW	TOTAL AREA	ACCU. AREA	INFILT. FLOW	FLOW	LENGTH	DIA	MATERIAL	CLASS	SLOPE	CAP. (FULL)	CAP. V PEAK FLOW	VEL. (FULL)	VEL. (ACT.)
			(ha)					(ha)			(l/s)	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)	(ha)	(l/s)	(ha)	(ha)	(l/s)	(l/s)	(m)	(mm)			(%)	(l/s)	(%)	(m/s)	(m/s)
BLDG	BLDG	EX	0.22	0	0	465	837	0.22	837	3.28	8.9	0.08	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.13	0.0	0.35	0.35	0.1	9.1	26.5	200	PVC	SDR 35	0.65	27.0	**33.57%**	0.85	0.64
																												200							

Appendix C STORMWATER SERVICING AND MANAGEMENT

C.1 MODIFIED RATIONAL METHOD CALCULATIONS

Stormwater Management Calculations

File No: **160401986**
Project: **340 Parkdale Avenue**
Date: **26-Jan-26**

SWM Approach:
Post-development to Pre-development flows

Post-Development Site Conditions:

Overall Runoff Coefficient for Site and Sub-Catchment Areas

Runoff Coefficient Table

Catchment Type	Sub-catchment Area ID / Description		Area (ha) "A"		Runoff Coefficient "C"	"A x C"		Overall Runoff Coefficient
Cistern	STM-1	Hard	0.343		0.9	0.308		
		Soft	0.000		0.2	0.000		
		Subtotal		0.343			0.308	0.90
Total				**0.343**			**0.308**	
Overall Runoff Coefficient= C:								**0.90**

Total Roof Areas	**0.000 ha**
Total Tributary Surface Areas (Controlled and Uncontrolled)	**0.343 ha**
Total Tributary Area to Outlet	**0.343 ha**
Total Uncontrolled Areas (Non-Tributary)	**0.000 ha**
Total Site	**0.343 ha**

Stormwater Management Calculations

Project #160401986, 340 Parkdale Avenue
Modified Rational Method Calculations for Storage

2 yr Intensity
City of Ottawa

$I = a/(t + b)^c$

a =	732.951
b =	6.199
c =	0.81

t (min)	I (mm/hr)
10	76.8
20	52.0
30	40.0
40	32.9
50	28.0
60	24.6
70	21.9
80	19.8
90	18.1
100	16.7
110	15.6
120	14.6

2 YEAR Predevelopment Target Release from Portion of Site

Subdrainage Area: Predevelopment Tributary Area to Outlet
Area (ha): 0.3425
C: 0.50

Typical Time of Concentration

tc (min)	I (2 yr) (mm/hr)	Qtarget (L/s)
10	76.8	**36.6**

2 YEAR Modified Rational Method for Entire Site

Subdrainage Area: STM-1 Cistern
Area (ha): 0.34
C: 0.90

tc (min)	I (2 yr) (mm/hr)	Qactual (L/s)	Qrelease (L/s)	Qstored (L/s)	Vstored (m^3)
10	76.8	65.8	36.6	29.3	**17.6**
20	52.0	44.6	36.6	8.0	9.6
30	40.0	34.3	36.6	0.0	0.0
40	32.9	28.2	36.6	0.0	0.0
50	28.0	24.0	36.6	0.0	0.0
60	24.6	21.0	36.6	0.0	0.0
70	21.9	18.8	36.6	0.0	0.0
80	19.8	17.0	36.6	0.0	0.0
90	18.1	15.5	36.6	0.0	0.0
100	16.7	14.4	36.6	0.0	0.0
110	15.6	13.3	36.6	0.0	0.0
120	14.6	12.5	36.6	0.0	0.0

	Stage	Head (m)	Discharge (L/s)	Vreq (cu. m)	Vavail (cu. m)	Volume Check
2-year Water Level	-	-	36.6	17.6	100.0	OK

SUMMARY TO OUTLET

			Vrequired	Vavailable*	
Tributary Area	0.343	ha			
Total 2yr Flow to Sewer	36.6	L/s	0	0 m^3	Ok
Non-Tributary Area	0.000	ha			
Total 2yr Flow Uncontrolled	0.0	L/s			
Total Area	0.343	ha			
Total 2yr Flow	36.6	L/s			
Target	36.6	L/s			

Project #160401986, 340 Parkdale Avenue
Modified Rational Method Calculations for Storage

100 yr Intensity
City of Ottawa

$I = a/(t + b)^c$

a =	1735.688
b =	6.014
c =	0.820

t (min)	I (mm/hr)
10	178.6
20	120.0
30	91.9
40	75.1
50	64.0
60	55.9
70	49.8
80	45.0
90	41.1
100	37.9
110	35.2
120	32.9

100 YEAR Predevelopment Target Release from Portion of Site

Subdrainage Area: Predevelopment Tributary Area to Outlet
Area (ha): 0.3425
C: 0.50

Estimated Time of Concentration after Development

tc (min)	I (100 yr) (mm/hr)	Q100yr (L/s)
10	178.6	**85.0**

100 YEAR Modified Rational Method for Entire Site

Subdrainage Area: STM-1 Cistern
Area (ha): 0.34
C: 1.00

tc (min)	I (100 yr) (mm/hr)	Qactual (L/s)	Qrelease (L/s)	Qstored (L/s)	Vstored (m^3)
10	178.6	170.0	36.6	133.5	80.1
20	120.0	114.2	36.6	77.7	**93.2**
30	91.9	87.5	36.6	50.9	91.6
40	75.1	71.6	36.6	35.0	84.0
50	64.0	60.9	36.6	24.3	73.0
60	55.9	53.2	36.6	16.7	60.0
70	49.8	47.4	36.6	10.8	45.5
80	45.0	42.8	36.6	6.3	30.1
90	41.1	39.1	36.6	2.6	13.9
100	37.9	36.1	36.6	0.0	0.0
110	35.2	33.5	36.6	0.0	0.0
120	32.9	31.3	36.6	0.0	0.0

	Stage	Head (m)	Discharge (L/s)	Vreq (cu. m)	Vavail (cu. m)	Volume Check
100-year Water Level	-	-	36.6	93.2	100.0	OK
					6.8	

SUMMARY TO OUTLET

			Vrequired	Vavailable*	
Tributary Area	0.343	ha			
Total 100yr Flow to Sewer	36.6	L/s	0	0 m^3	Ok
Non-Tributary Area	0.000	ha			
Total 100yr Flow Uncontrolled	0.0	L/s			
Total Area	0.343	ha			
Total 100yr Flow	36.6	L/s			
Target	36.6	L/s			

C.2 STORM SEWER DESIGN SHEET

Stantec

340 Parkdale Avenue	
DATE:	2026-01-26
REVISION:	1
DESIGNED BY:	WAJ
CHECKED BY:	MW

STORM SEWER DESIGN SHEET
(City of Ottawa)

FILE NUMBER: **160401986**

DESIGN PARAMETERS

$I = a / (t+b)^c$ (As per City of Ottawa Guidelines, 2012)

	1:2 yr	1:5 yr	1:10 yr	1:100 yr
a =	732.951	998.071	1174.184	1735.688
b =	6.199	6.053	6.014	6.014
c =	0.810	0.814	0.816	0.820

MANNING'S n = 0.013 BEDDING CLASS = B
MINIMUM COVER: 2.00 m
TIME OF ENTRY 10 min

LOCATION			DRAINAGE AREA																					PIPE SELECTION									
AREA ID NUMBER	FROM M.H.	TO M.H.	AREA (2-YEAR) (ha)	AREA (5-YEAR) (ha)	AREA (10-YEAR) (ha)	AREA (100-YEAR) (ha)	AREA (ROOF) (ha)	C (2-YEAR) (-)	C (5-YEAR) (-)	C (10-YEAR) (-)	C (100-YEAR) (-)	A x C (2-YEAR) (ha)	ACCUM AxC (2YR) (ha)	A x C (5-YEAR) (ha)	ACCUM. AxC (5YR) (ha)	A x C (10-YEAR) (ha)	ACCUM. AxC (10YR) (ha)	A x C (100-YEAR) (ha)	ACCUM. AxC (100YR) (ha)	T of C (min)	$I_{2\text{-YEAR}}$ (mm/h)	$I_{5\text{-YEAR}}$ (mm/h)	$I_{10\text{-YEAR}}$ (mm/h)	$I_{100\text{-YEAR}}$ (mm/h)	$Q_{CONTROL}$ (L/s)	ACCUM. $Q_{CONTROL}$ (L/s)	Q_{ACT} (CIA/360) (L/s)	LENGTH (m)	PIPE WIDTH OR DIAMETE (mm)	PIPE HEIGHT (mm)	PIPE SHAPE (-)	MATERIAL (-)	CLASS (-)	SLOPE %	Q_{CAP} (FULL) (L/s)	% FULL (-)	VEL. (FULL) (m/s)
STM-1	BLDG	EXISTING	0.34	0.00	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.308	0.308	0.000	0.000	0.000	0.000	0.000	0.000	10.00	76.81	104.19	122.14	178.56	0.0	0.0	65.8	9.0	300	300	CIRCULAR	CONCRETE	-	1.00	96.2	**68.40%**	1.37
																				10.12															

Appendix D CORRESPONDANCE

File No.: PC2025-0270

October 30, 2025

Tyler Yakichuk
FOTENN Planning + Design
Via email: yakichuk@fotenn.com

Subject: **Pre-Consultation: Meeting Feedback**
Proposed Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Applications – 835 Carling Avenue

Please find below information regarding next steps as well as consolidated comments from the above-noted pre-consultation meeting held on October 22, 2025.

Pre-Consultation Preliminary Assessment

Next Steps

1. A review of the proposal and materials submitted for the above-noted pre-consultation has been undertaken. For your next submission, please submit the required Application Form, together with the necessary studies and/or plans to planningcirculations@ottawa.ca, copy (cc:) to the file lead and planning support.

2. In your subsequent pre-consultation or application submission, please ensure that all comments or issues detailed herein are addressed. A detailed cover letter stating how each issue has been addressed is requested with the submission materials. Please coordinate the numbering of your responses within the cover letter with the comment number(s) herein.

3. Please note, if your development proposal changes significantly in scope, design, or density it is recommended that a subsequent pre-consultation application be submitted.

4. If the Urban Design Review Panel (UDRP) Report is listed as a required submission material in the Study and Plan Identification List, the applicant must visit the UDRP prior to formally submitting the planning application. The UDRP report is required for the application to be considered complete.

Supporting Information and Material Requirements

1. The attached **Study and Plan Identification List** outlines the information and material that has been identified, during this phase of pre-consultation, as either required (R) or advised (A) as part of a future complete application submission.

    a. The required plans and studies must meet the City's Terms of Reference (ToR) and/or Guidelines, as available on Ottawa.ca. These ToR and Guidelines outline

the specific requirements that must be met for each plan or study to be deemed adequate.

Consultation with Technical Agencies

1. You are encouraged to consult with technical agencies early in the development process and throughout the development of your project concept. A list of technical agencies and their contact information is enclosed.

Planning

Comments:

1. Staff thank the applicant team for the pre-consultation request and the comprehensive design package. This is an exciting project with a lot of potential. Staff appreciate the following components of the development proposal:

    a) the overall vision and layout.
    b) the number of towers proposed, the proposed heights and the proposed distribution of heights.
    c) the considerations with respect to tower separation and built-form transition.
    d) proposed pedestrian realm treatment in the southwest corner of the subject property abutting the o-train station.
    e) the initial considerations with respect to connections to the O-train Station and the Ottawa hospital.

2. The required *Planning Act* applications are:
    a) Official Plan Amendment;
    b) Zoning By-law Amendment; and
    c) Site Plan Control.

    This Feedback Form and the corresponding Study Plan and Identification List (SPIL) have been prepared based on the above-noted required applications. However, staff understand that the subject property may be developed in two phases and, therefore, the sequencing of the applications may need to be further tailored to the corresponding phase. Upon request, Staff would be happy to clarify which plans and studies are required per development phase.

3. Planning staff require a Planning Rationale, a Public Consultation Strategy and a Zoning Confirmation Report in support of the required planning applications:

    a) A Planning Rationale is required for any Official Plan Amendment and Zoning By-law Amendment applications. The Planning Rationale must be prepared in accordance with the applicable Terms of Reference. Please review the applicable policy and regulatory framework:

- Provincial Planning Statement 2024
- Official Plan:
  - Schedule A – Downtown Core Transect Policy Area
  - Schedule B1 – designated “Mainstreet Corridor” (Carling Avenue). The subject property overlaps with the Hub designation, meaning the permitted heights of the hub designation prevail. The subject property abuts a greenspace designation on the west side.
  - Schedule C1 – Dow’s Lake “Protected Major Transit Station Area (PMTSA)”
  - Schedule C2 – abutting O-train Corridor and Carling Avenue – Bus Rapid Transit.
  - Schedule C3 – abutting a “Major Pathway” on the Action Transportation Network.
  - Schedule C4 – Carling Avenue is an Arterial Road on the Urban Road Network
  - Schedule C7-A – Design Priority Area
  - Schedule C12 – within a “Greenspace Designation” on the Urban Greenspace network
  - Schedule C13 – near Scenic Capital Entry Route (Prince of Wales and QED)
  - Schedule C16 – 44.5m ROW protection along Carling Avenue (arterial urban, between Richmond and Bronson).
  - Annex 2 – Development Zone of Influence along the west side of the subject property.
  - Annex 6 – West Downtown Core Secondary Plan
- West Downtown Core Secondary Plan:
  - Schedule A – Dow’s Lake Station District
  - Schedule D – Hub
  - Schedule E – Maximum Building Heights: 31+ storeys
  - Schedule F – Urban Square/Park destination is on the subject property.
  - Schedule I – within Public Realm Priority Projects area.
- Zoning By-law 2008-250:
  - MC[2226] S336-h Zone
- Urban Design Guidelines for High-rise Buildings

b) A Zoning Confirmation Report is required for any Zoning By-law Amendment and Site Plan Control application. The Zoning Confirmation Report must be prepared in accordance with the applicable Terms of Reference.

c) A Public Consultation Strategy is required for any Official Plan Amendment and Zoning By-law Amendment application. This study may be integrated into the Planning Rationale and must be prepared in accordance with the applicable Terms of Reference.

4. Please identify the details of the proposed Official Plan Amendment and Zoning By-law Amendments in the Planning Rationale.

5. Consider adding more bicycle parking in this development at a rate of 1 bicycle parking space per dwelling unit. See Section 5.1.2 of the Official Plan with respect to prioritizing cycling over private motor vehicle access.

6. Consider adding more larger dwellings for families: 3 bedroom, or equivalent floor area (e.g. 2 bedroom plus den). See Table 3A of Section 3.2 of the Official Plan for the large-household dwelling target of 10 per cent for Mainstreets and Dow's Lake Hub.

7. Consider internalizing underground parking garage entrances and drop-off areas within buildings. Staff strongly encourage removing the lay-by proposed along Carling Avenue and relocating this drop-off area internally within the site. The frontage along Carling Avenue should be prioritized for other public realm amenities, in accordance with Policy 1 of Section 5.1.3 of Chapter 1 (Dow's Lake Station District) of the West Downtown Secondary Plan. See Policy 6) of Section 5.1.1 of the Official Plan for additional guidance.

8. Please consider opportunities on-site to complement the abutting public realm, expand areas for the pedestrian realm, and improve circulation through the site, given that the subject property is in a public realm priority project area per Schedule "G" of the West Downtown Core Secondary Plan and given that an urban square/park is identified here, further to Schedule "G" and Policy 3) of Section 5.1.1 of Chapter 1 (Dow's Lake Station District) of the West Downtown Secondary Plan. Please consider the following improvements:

    a) Consider enlarging the proposed central urban plaza for more trees and soft landscaping and evaluate the potential for a Privately-Owned Public Space (POPS) at this location. See guidance from Policy 4) of Section 5.1.1 of Chapter 1 (Dow's Lake Station District) of the West Downtown Core Secondary Plan.

    b) Evaluate the need for the internal roundabout given the proposed through-connection, between Adeline and Sydney streets. Consider design coordination with abutting landowners regarding improvements to Syndey Street, which is intended to be woonerf. See guidance from Policy 5) of Chapter 1 (Dow's Lake Station District) of Section 5.1.3 of the West Downtown Core Secondary Plan.

    c) Consider continuing the strong pedestrian realm in the southwest corner further north, along the full length of the west side of the subject property to enhance the relationship with the abutting Greenway Corridor and Major Pathway (the MUP) and O-train Station.

d) Consider pulling the podium of the southern tower away from the eastern property line (abutting 829 Carling Avenue) to provide another a north-south, mid-block connection, with room for tree planting and soft landscaping.

9. Staff encourage the applicant team to continue discussions with Transportation OC Transpo and O-train contacts regarding proposed connections to the O-train station and Ottawa Hospital and how to best coordinate this through this development proposal. See guidance on this within Section 4.1.1 (Hub) of Chapter 1 (Dow's Lake Station District) of the West Downtown Core Secondary Plan. Early consultation with O-Train contacts is strongly recommended (otrainrightofway/emprisesotrain@ottawa.ca). Planning staff have informed O-Train contacts of the proposal and are happy to continue to coordinate these discussions on behalf of the applicant team.

10. Please be advised of the land use and built form (Section 4), public realm and mobility (Section 5), servicing (Section 6), housing (Section 7), and implementation (Section 9) policies of Section 9 of Chapter 1 (Dow's Lake Station District) of the West Downtown Core Secondary Plan. Please address these policy sections within the Planning Rationale.

11. Staff encourage the applicant team to discuss this development proposal with the ward Councillor (and Councillors of abutting Wards), community associations, surrounding landowners and technical agencies, including the National Capital Commission and Parks Canada.

12. Clarification: A Wind Study will be required per Policy 8 of Section 4.2.1 of Chapter 1 (Dow's Lake Station District) of the West Downtown Core Secondary Plan:

    Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References.

13. Clarification: An Urban Design Review Panel (UDRP) meeting is required (Design Priority Area).

Feel free to contact Eric Forhan, Planner II, Development Review Central for follow-up questions.

Urban Design

Comments:

14. Submission requirements:

    a) Urban Design Brief is required. Please see attached updated Terms of Reference to guide the preparation. The Urban Design Brief should be

organized by generally following the structure outlined in the Terms of Reference.

b) Drawings and studies are required as shown on the SPIL. Please follow the terms of references (Planning application submission information and materials | City of Ottawa) to prepare these drawings and studies. These include:
   i. Site Plan
   ii. Landscape Plan
   iii. Building Elevations
   iv. Wind study
   v. Shadow study
   vi. View study – This study is only required if the proposed buildings extrude above the zoning envelop. The intent of the study is to ensure the proposed buildings won't have an impact on the views of the Parliament buildings and other important national symbols.

c) A Public Realm Network Study: This study is required under the provision of policy 9.1.2 of the Dows Lake Station District Secondary Plan. The purpose is to review the Council-Approved public realm plan for the area (appendix of the Secondary Plan, attached) and show how the proposed development can contribute to the overall public realm vision.

15. UDRP Review:

The site is within a Design Priority Area. UDRP review is required given the substantial changes in the revised proposal. Please contact udrp@ottawa.ca for scheduling details. Early consultation with the UDRP is highly recommended. If UDRP review occurs at preconsultation stage, a URRP report is required to ensure process transparency (Urban Design Review Panel Report).

If the proposed development includes a building that is more than 40-storeys, it will be subject a special design review process as prescribed under policy 9.2 of the Secondary Plan.

16. Built form/architecture Comments:

a) Overall, the proposal responds to the area's intensification direction positively - it locates tall buildings in area abuts the LRT station, provides civic / public space /pedestrian link, and incorporate ground floor uses that activate public realm.

b) Urban design appreciates the design approach. The massing, positioning of the towers are appropriate. The lowered podium of Phase 1 development on Carling allows for varied height and massing and more

sun light into Sidney Street. The roof top terraces and articulated podium of Phase 1 help to create human scaled interface with street.

c) Moving forward, it is important to ensure that roof top of the towers is well considered as an integral part of the building, with screening and enclosure of elevator overrun and mechanical penthouse.

d) The secondary Plan and Public Realm study calls for a continuous active frontage on Carling and all public spaces. Maximize ground floor uses and glazing to activate public realm and minimize frontages for back of the house uses. The proposed back of house functions off Sydney, combined with similar uses on the abutting Claridge Icon 2 lot, will sterilize the street, which is a critical pedestrian link between Preston Street and the LRT station.

17. Site Organization / Public Realm Comments:

a) The overall site plan layout appears to be functional and appropriate. However, the location of the back of house elements should be further studied as indicated above.

b) If the parking ramp has to stay at the current proposed location, consider integrating it into a structure (in addition to landscaping) so that it can be screened from public realm. The structure could be linked with podium of Phase 2 building. It can create new edge conditions of the public realm, which are currently characterized by a blank wall of the mid-rise building at 7 Sydney and the fences of the low-rise development at 94 Adeline.

c) Please explore full integration with LRT, including the envisioned Carling Avenue grade-separated crossing. Integration with the LRT is an opportunity for real estate and design. While the inclusion of elevators connecting the O-train platform with the street level via a basement “headhouse” is appreciated, it is a lost opportunity if visitors to the hospital and residents of these towers will have to travel through a narrow-enclosed area surrounded by parking and walls. Ideally, the “headhouse” should be open, highly visible from the street, and potentially connected to uses conducive to pedestrian activities.

d) The Secondary Plan and the Public Realm and Mobility Plan (attached) envision Sidney Street as a woonerf with enhanced pedestrian amenities and greenery. Implementing the woonerf concept is priority shown on Schedule F of the Secondary Plan. The woonerf street should focus on slow traffic, no lane separation, equalized intersection, and clear threshold.

e) The proposed public plaza between the two towers is also a public realm improvement priority shown on Schedule F of the Secondary Plan. The plaza contributes to east-west pedestrian access with nod to the LRT station. Please revisit the geometry of the podium of Phase 2 development to open up the plaza at grade to the LRT.

Engineering

Comments:

18. General:

a) If there are any utilities being installed parallel within the existing Right of Way or a road modification within the existing Right of Way, or a shoring system with tie backs encroaching the ROW then a Municipal Consent Circulation would be required. The installation of any structure, structure footing, geo-membrane or perforated pipe encroaching into the existing ROW is not permitted without a separate Municipal Consent Approval.

b) It is the sole responsibility of the consultant to investigate the location of existing underground utilities in the proposed servicing area and submit a request for locates to avoid conflict(s). The location of existing utilities and services shall be documented on an Existing Conditions Plan.

c) Any easements on the subject site shall be identified and respected by any development proposal and shall adhere to the conditions identified in the easement agreement. A legal survey plan shall be provided and all easements shall be shown on the engineering plans.

d) A deep excavation and dewatering operations have the potential to cause damages to the neighboring adjacent buildings/ City infrastructure. Document that construction activities (excavation, dewatering, vibrations associated with construction, etc.) will not have an impact on any adjacent buildings and infrastructure.

e) All underground and above ground building footprints and permanent walls need to be shown on the plans to confirm that any permanent structure does not extend either above or below into the existing property lines and sight triangles.

f) Record drawings and utility plans are also available for purchase from the City (Contact the City's Information Centre by email at InformationCentre@ottawa.ca or by phone at (613) 580-424 x.44455).

g) Added to the general information for servicing and grading plans is a note that an O.L.S. should be engaged when reporting on or relating information to property boundaries or existing conditions. The importance of engaging an O.L.S. for development projects is emphasized.

h) Please refer to the City of Ottawa Guide to Preparing Studies and Plans [Engineering]: Specific information has been incorporated into both the Guide to Preparing Studies and Plans for a site plan. Planning application submission information and materials. The guide outlines the requirement for a statement to be provided on the plan about where the property boundaries have been derived from.

19. The Stormwater Management Criteria, for the subject site, is to be based on the following:

a) Application of the IDF information derived from the Meteorological Services of Canada rainfall data, taken from the MacDonald Cartier Airport, collected 1966 to 1997.

b) For separated sewer systems built up until 2016, the design of the storm sewers were based on a 5-year storm; storm systems after such time are, generally, based on a 2-year level-of-service.

c) In separated areas, the pre-development runoff shall be the lower of the existing coefficient or a maximum equivalent 'C' of 0.5, whichever is less (§ 8.3.7.3).

d) For a combined sewer system, the maximum C = 0.4 or the pre-development C value, whichever is less. In the absence of other information, the allowable release rate shall be based on a 2-year storm event.

e) A calculated time of concentration (cannot be less than 10 minutes).

f) Flows to the storm sewer in excess of the 2-year storm release rate, up to and including the 100-year storm event, must be detained on site.

g) Storm sewer outlets should not be submerged.

h) The quantity control criteria 100-year post-development to 2-year pre-development the maximum C = 0.4 or the pre-development C value, whichever is less.

i) Document how any foundation drainage system will be integrated into the servicing design and show the positive outlet on the plan. Foundation drainage is to be independently connected to sewer main unless being pumped with appropriate back up power, sufficient sized pump and back flow prevention. It is recommended that the foundation drainage system be drained by a sump pump connection to the storm sewer to minimize risk of basement flooding as it will provide the best protection from the uncontrolled sewer system compared to relying on the backwater valve.

j) Please note that the minimum orifice dia. for a plug style ICD is 83mm and the minimum flow rate from a vortex ICD is 6 L/s in order to reduce the likelihood of plugging.

k) Please provide a Pre-Development Drainage Area Plan to define the pre-development drainage areas/patterns. Existing drainage patterns shall be maintained and discussed as part of the proposed SWM solution.

l) There must be at least **15cm of vertical clearance** between the spill elevation and the ground elevation at the building envelope that is in proximity of the flow route or ponding area. The exception in this case would be at reverse sloped loading dock locations. At these locations, a minimum of 15cm of vertical clearance must be provided below loading dock openings. Ensure to provide discussion in report and ensure grading plan matches if applicable.

m) **Underground Storage:** Please note that the Modified Rational Method for storage computation in the Sewer Design Guidelines was originally intended to be used for above ground storage (i.e. parking lot) where the change in head over the orifice varied from 1.5 m to 1.2 m (assuming a 1.2 m deep CB and a max ponding depth of 0.3 m). This change in head was small and hence the release rate fluctuated little, therefore there was no need to use an average release rate.

When underground storage is used, the release rate fluctuates from a maximum peak flow based on maximum head down to a release rate of zero. This difference is large and has a significant impact on storage requirements. **We therefore require that an average release rate equal to 50% of the peak allowable rate shall be applied to estimate the required volume. Alternatively, the consultant may choose to use a submersible pump in the design to ensure a constant release rate.**

If there is a disagreement from the designer regarding the required storage, The City will require that the designer demonstrate their rationale utilizing dynamic modelling, that will then be reviewed by City modellers in the Water Resources Group.

Provide information on type of underground storage system including product name and model, number of chambers, chamber configuration, confirm invert of chamber system, top of chamber system, required cover over system and details, interior bottom slope (for self-cleansing), chart of storage values, length, width and height, capacity, entry ports (maintenance) etc. UG storage to provide actual 2- and 100-year event storage requirements.

In regard to all proposed UG storage, ground water levels (and in particular HGW levels) will need to be reviewed to ensure that the proposed system does not become surcharged and thereby ineffective.

Modeling can be provided to ensure capacity for both storm and sanitary sewers for the proposed development by City's Water Distribution Dept. – Modeling Group, through PM and upon request.

n) If rooftop control and storage is proposed as part of the SWM solutions sufficient details (Cl. 8.3.8.4) shall be discussed and document in the report and on the plans. Roof drains are to be connected downstream of any incorporated ICDs within the SWM system and not to the foundation drain system. Provide a Roof Drain Plan as part of the submission.

o) Rear yard on grade parking to be permeable pavement. Refer to City Standard Detail Drawings SC26 (maintenance/temp parking areas), SC27 or permeable asphalt materials. No gravel or stone dust parking areas permitted.

20. Deep Services (Storm, Sanitary and/or Water Supply)

a) Provide existing servicing information and the recommended location for the proposed connections. Services should ideally be grouped in a common trench to minimize the number of road cuts.

b) Connections to trunk sewers and easement sewers are typically not permitted.

c) Provide information on the monitoring manhole requirements – should be located in an accessible location on private property near the property line (ie. Not in a parking area).

d) Review provision of a high-level sewer.

e) Sewer connections to be made above the springline of the sewermain as per:

i. Std Dwg S11.1 for flexible main sewers – connections made using approved tee or wye fittings.

ii. Std Dwg S11 (For rigid main sewers) – lateral must be less that 50% the diameter of the sewermain,

iii. Std Dwg S11.2 (for rigid main sewers using bell end insert method) – for larger diameter laterals where manufactured inserts are not available; lateral must be less that 50% the diameter of the sewermain,

iv. Connections to manholes permitted when the connection is to rigid main sewers where the lateral exceeds 50% the diameter of the sewermain. – Connect obvert to obvert with the outlet pipe unless pipes are a similar size.

21. An MECP Environmental Compliance Approval **[Municipal/Private Sewage Works]** may be required for the proposed development. A Ministry contact has been provided below but please work with City staff on the need (or not) of an application.

    a) Patrick Lalonde at (613) 521-3450 or Patrick.Lalonde@ontario.ca

22. Water

    a) Backbone watermain within Carling avenue fronting the property a watermain contingency plan may be required. Connections to the backbone watermain are not permitted.

    b) Capacity

    c) Water Data Card (future requirement)

    d) Water Boundary condition requests must include the location of the service (map or plan with connection location(s) indicated) and the expected loads required by the proposed development, including calculations. Please provide the following information:

        i. Location of service

        ii. Type of development

        iii. The amount of fire flow required (per OBC or FUS).

        iv. Average daily demand: ___ l/s.

        v. Maximum daily demand: ___l/s.

        vi. Maximum hourly daily demand: ___ l/s.

    e) Water Supply Redundancy: Residential buildings with a basic day demand greater than 50m3/day (0.57 L/s) are required to be connected to a minimum of two water services separated by an isolation valve to avoid a vulnerable service area as per the Ottawa Design Guidelines - Water Distribution, WDG001, July 2010 Clause 4.3.1 Configuration. The basic day demand for this site is expected to exceed 50m3/day.

    f) Please review Technical Bulletin ISTB-2018-02, maximum fire flow hydrant capacity is provided in Section 3 Table 1 of Appendix I. A hydrant

coverage figure shall be provided and demonstrate there is adequate fire protection for the proposal. Two or more public hydrants are anticipated to be required to handle fire flow.

g) Existing services to be blanked at the main.

23. Sewer (sanitary and storm)

    a) Capacity - Please provide sanitary demands.

    b) A storm sewer monitoring maintenance hole is required to be installed at the property line (on the private side of the property) as per City of Ottawa Sewer-Use By-Law 2003-514 (14) Monitoring Devices.

    c) Sanitary sewer monitoring maintenance hole is required to be installed at the property line (on the private side of the property) as per City of Ottawa Sewer-Use By-Law 2003-514 (14) Monitoring Devices.

24. Grading- Post-development site grading shall match existing property line grades to minimize disruption to the adjacent residential properties. A **topographical plan of survey** shall be provided as part of the submission and a note provided on the plans.

25. Geotechnical (including, where applicable, detailed sensitive marine clay investigation)

    Geotechnical Study shall be consistent with the Geotechnical Investigation and Reporting Guidelines for Development Applications.
    https://documents.ottawa.ca/sites/default/files/documents/cap137602.pdf

26. CCTV sewer inspection required for pre and post construction conditions to ensure no damage to City Assets surrounding site.

27. Phase One Environmental Site Assessment - A Phase I ESA is required to be completed in accordance with Ontario Regulation 153/04 in support of this development proposal to determine the potential for site contamination. Depending on the Phase I recommendations a Phase II ESA may be required. The Phase I ESA shall provide all the required Environmental Source Information as required by O. Reg. 153/04. ERIS records are available to public at a reasonable cost and need to be included in the ESA report to comply with O.Reg. 153/04 and the Official Plan. The City will not be in a position to approve the Phase I ESA without the inclusion of the ERIS reports.

28. Capital Works Projects scheduled

Disclaimer:

The City of Ottawa does not guarantee the accuracy or completeness of the data and information contained on the above image(s) and does not assume any responsibility or liability with respect to any damage or loss arising from the use or interpretation of the image(s) provided. This image is for schematic purposes only.

Feel free to contact Amy Whelan, Project Manager, or Fayaz Rohan, Engineering Intern for follow-up questions.

Noise

Comments:

29. Noise requirements

a) A **vibration study** is required as the development is within 75 metres of an existing light rail transit corridor.

b) A **transportation noise study** is required as the development is within 100 metres of rapid transit and within 100 metres an existing arterial road (Carling Avenue).

c) A **stationary noise study** is required.

Feel free to contact Amy Whelan, Project Manager, or Fayaz Rohan, Engineering Intern for follow-up questions.

Transportation

Comments:

30. Right-of-way protection.

    a) See Schedule C16 of the Official Plan.

    b) Any requests for exceptions to ROW protection requirements must be discussed with Transportation Planning and concurrence provided by Transportation Planning management.

31. The Screening Form has indicated that TIA Triggers have been met. Please proceed with the TIA Step 2 – Scoping Report. The consultant is to address how they plan to enable and encourage travel by sustainable modes (i.e., to make walking, cycling, transit, carpooling and telework more convenient, accessible, safe, and comfortable). Please complete the City of Ottawa's TDM Measures Checklist.

32. Carling Avenue is designated as an Arterial Road within the City's Official Plan with a ROW protection limit of 44.5 metres between Richmond Road and Bronson Avenue. The ROW protection limit and the offset distance (22.25 metres) is to be dimensioned from the existing centerline of pavement and shown on the drawings. The Certified Ontario Land Surveyor is to confirm the ROW protected limits and any portion that may fall within the private property to be conveyed to the City. Ensure that the development proposal complies with the Right-of-Way protection requirements of the Official Plan's Schedule C16.

33. The Owner acknowledges and agrees that all private accesses to roads shall comply with the City's Private Approach By-Law being By-Law No. 2003-447 as amended https://ottawa.ca/en/living-ottawa/laws-licences-and-permits/laws/law-z/private-approach-law-no-2003-447 or as approved through the Site Plan control process.

34. Minimum lane width for fire trucks is 6.0 metres. A fire truck three-point turn as it relates to the proposed lane configurations is to be confirmed by the Fire Chief.

35. Bicycle parking spaces are required as per Section 111 of the Ottawa Comprehensive Zoning By-law. Bicycle parking spaces should be in safe, secure places near main entrances and preferably protected from the weather.

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

37. The Owner is responsible for identifying the type and location of existing signage that will be removed from within the Right-of-Way to accommodate the

development site. The Owner is responsible for providing the General Manager with a detailed drawing identifying the type and position of the existing signs and roadway pavement markings along the site frontage.

38. The city discourages the construction of a lay-by within the city's protected right-of-way limits.

Environmental Assessment (EA) Study

39. The City is currently completing an Environmental Assessment (EA) study for the new Ottawa Hospital Active Transportation connection to Dow's Lake Station. The EA is recommending a bridge crossing of Carling Avenue and will involve the construction of a new headhouse along the north side of Carling Avenue at the southwest corner of Richcraft Homes Lands, as shown below. Property needed for this headhouse needs to be protected for this facility.

    Alternatively, the headhouse for the recommended bridge crossing connection may be integrated into the proposed Richcraft Homes development to provide a direct connection to Dow's Lake Station. The connection must also be available to the public. The City would be open to alternative headhouse designs to accommodate this integrated connection.

Feel free to contact Wally Dubyk, Transportation Project Manager, for follow-up questions. For information specific to comment regarding the Environmental Assessment (EA) study for the new Ottawa Hospital Active Transportation connection to Dow's Lake Station, feel free to contact Angela Taylor (Angela.Taylor@ottawa.ca) and Frank McKinney (Frank.McKinney@ottawa.ca).

Environment

Comments:

40. There are no triggers for an Environmental Impact Study.

41. Bird-Safe Design Guidelines - Please review and incorporate bird safe design elements, where feasible. Some of the risk factors include glass and related design traps such as corner glass and fly-through conditions, ventilation grates and open pipes, landscaping, light pollution. More guidance and solutions are available in the guidelines which can be found here: https://documents.ottawa.ca/sites/documents/files/birdsafedesign_guidelines_en.pdf

42. Please consider if there are features that can be added reduce the urban heat island effect (see OP 10.3). For example, this impact can be reduced by adding large canopy trees, green rooves or vegetation walls or incorporating building with low heat absorbing materials.

Feel free to contact Matthew Hayley, Environmental Planner, for follow-up questions.

Forestry

Comments:

43. **Tree preservation / Tree removal** – please ignore this section if there aren't any trees with a diameter that is greater than 10cm at 1.2m

    a) If there are trees on site or trees close to the site, a Tree Conservation Report (TCR) must be supplied for review

        vii. An approved TCR is a requirement of Site Plan approval.

    b) Any removal of privately-owned trees 10cm or larger in diameter, or city-owned trees of any diameter requires a tree permit issued under the Tree Protection Bylaw (Bylaw 2020 – 340); the permit will be based on an approved TCR and made available at or near plan approval.

    c) The TCR must contain 2 separate plans:

        i. Plan/Map 1 - show existing conditions with exisitng tree cover information

        ii. Plan/Map 2 - show proposed development with tree cover information.

    d) The TCR must list all trees on site, as well as off-site trees if the CRZ (critical root zone) extends into the developed area, by species, diameter and health condition.

        i. For ease of review, the Planning Forester suggests that all trees be numbered and referenced in an inventory table.

        viii. If there are stands of similar trees, please contact the planning forester to determine the most appropriate way of documenting the information

    e) Please identify trees by ownership – private onsite, private on adjoining site, city owned, co-owned (trees on a property line)

    f) If trees are to be removed, the TCR must clearly show where they are, and document the reason they cannot be retained.

        i. Compensation may be required for the removal of city owned trees.

    g) The removal of trees on a property line will require the permission of both property owners.

    h) All retained trees must be shown, and all retained trees within the area impacted by the development process must be protected as per City guidelines available at Tree Protection Specification or by searching Ottawa.ca

        i. The location of tree protection fencing must be shown on the plan.

ii. Show the critical root zone of the retained trees.

i) The city encourages the retention of healthy trees; if possible, please seek opportunities for retention of trees that will contribute to the design/function of the site.

44. **Landscape Plan** – tree planting technical requirements

a) Please ensure all retained trees are shown on the LP

b) Minimum Setbacks

i. Maintain 1.5m from sidewalk, MUP/cycle track, water service laterals.

ii. Maintain 2.5m from curb.

iii. Coniferous species require a minimum 4.5m setback from curb, sidewalk, or MUP/cycle track/pathway.

c) Maintain 7.5m between large growing trees, and 4m between small growing trees. Park or open space planting should consider 10m spacing, except where otherwise approved in naturalization / afforestation areas.

d) Adhere to Ottawa Hydro's planting guidelines (species and setbacks) when planting around overhead primary conductors.

e) Tree specifications

i. Minimum stock size: 50mm tree caliper for deciduous, 200cm height for coniferous.

ii. Maximize the use of large deciduous species wherever possible to maximize future canopy coverage.

f) Tree planting on city property shall be in accordance with the City of Ottawa's Tree Planting Specification; if possible, include watering and warranty as described in the specification.

g) No root barriers, dead-man anchor systems, or planters are permitted.

h) No tree stakes unless necessary

i) Hard surface planting

i. If there are hard surface plantings, a planting detail must be provided.

ii. Curb style planter is highly recommended.

iii. No grates are to be used and if guards are required, City of Ottawa standard (which can be provided) shall be used.

iv. Trees are to be planted at grade.

j) Soil Volume - Please demonstrate as per the **Landscape Plan Terms of Reference** that the available soil volumes for new plantings will meet or exceed the following:

Tree Type/Size	Single Tree Soil Volume (m3)	Multiple Tree Soil Volume (m3/tree)
Ornamental	15	9
Columnar	15	9
Small	20	12
Medium	25	15
Large	30	18
Conifer	25	15

k) Sensitive Marine Clay - Please follow the City's 2017 Tree Planting in Sensitive Marine Clay guidelines.

l) The city requests that consideration be given to planting native species wherever there is a high probability of survival to maturity.

m) Efforts shall be made to provide as much future canopy cover as possible at a site level, through tree planting and tree retention. The Landscape Plan shall show/document that the proposed tree planting and retention will contribute to the City's overall canopy cover over time. Please provide a projection of the future canopy cover for the site to 40 years.

n) Page 7 of the Landscape Plan Terms of Reference requires applicants to submit a digital, georeferenced CAD or GIS file of the final approved LP. Please follow this link to review the submission requirements: https://documents.ottawa.ca/sites/documents/files/landscape_tor_en.pdf . The file can be sent to the Planning Forester or Planning File Lead.

Feel free to contact Mark Richardson (mark.richardson@ottawa.ca), Planning Forester, for follow-up questions.

Parkland

Comments:

45. The application, at time of pre-consultation submission, is subject to parkland dedication/conveyance requirements in accordance with the City of Ottawa Parkland Dedication By-law No. 2022-280, as amended, which includes the ability for Parks & Facilities Planning to request and require a land (parkland) dedication component for the proposed development.

46. PFP will be requesting cash-in-lieu of conveyance of parkland (CILP) at the rate specified in the Parkland Dedication By-law No.2022-280, as amended.

a) CILP rate for residential uses > 18 units/net ha = one hectare per 1,000 net residential units but shall not exceed a maximum of 10% of the gross land area where the land is less than or equal to five hectares.
b) CILP rate for commercial/retail uses =’s 2% of Gross Floor Area.
c) Where land is developed for a mix of uses within a building, the conveyance requirement shall be the cumulative sum for each use, as calculated using the applicable rate prorated proportionally to the gross floor area allocated to each use.

47. The Applicant/Owner acknowledges and agrees that future submissions will demonstrate how the development application will achieve the West Downtown Core Secondary Plan / Dow’s Lake Station District Public Realm directives.

48. Please note, if the planned development proposal changes as a result of required modifications associated with the City’s Development Review process, such as but not limited to, built form, increased height, unit, density count or land use changes, the parkland dedication requirement will be re-evaluated accordingly.

49. The park comments are preliminary and will be finalized (and subject to change) upon receipt of the development application and the requested supporting documentation.

Feel free to contact Mike Russett, Parks Planner, for follow-up questions.

National Capital Commission

Comments:

50. Thank you for sharing with the National Capital Commission (NCC) the pre-application consultation documents for the proposed redevelopment of 835-845 Carling Avenue. We appreciate City staff’s efforts to have us invited, and are pleased to share our comments with you.

    Context

    - The proposed development includes two towers at 36 and 34 storeys.
    - The NCC is not an approval authority for the project.
    - These comments are provided as the federal planning agency for the National Capital Region and the owner of adjacent federal lands.

Comments

51. Trillium MUP corridor

a) The NCC owns the lands adjacent to the west of the 835-845 Carling Avenue site, being the Trillium Pathway adjacent to the O-Train corridor. The lands are managed by the City of Ottawa under an easement.

b) The Trillium pathway forms part of the NCC's Capital Pathway network, as laid out in the Capital Pathway Strategic Plan.

c) The design for the 835-845 Carling Avenue site proposes a direct underground pedestrian connection from the building to the Dow's Lake O-Train Station, which would pass under the NCC's lands. This will require a Federal Land Use, Design, and Transaction Approval (FLUDTA).

d) The design of the 835-845 Carling Avenue site includes a plaza at-grade along the westerly property boundary. This plaza is then bordered by a grassed boulevard/strip adjacent to the Trillium Pathway. Given the desire line connections between the O-Train station and the building entrances, it may be preferable to explore a more urban at-grade design for the relationship between the plaza and the Trillium corridor, including potential modifications within the corridor, as retaining a grassed strip does not provide the direct connectivity pedestrians will seek. We suggest through future design and in consultation with the NCC and the City, a design for the plaza as it meets the Trillium pathway that will provide canopy cover, facilitate pedestrian movement, and be durable to the intensity of use anticipate.

52. Rideau Canal

a) Parks Canada is the owner and agency responsible for the management of the nearby Rideau Canal National Historic Site and UNESCO World Heritage Site.

b) Given the site's proximity to the canal, Susan Millar, Parks Canada's Planner for Ontario Waterways, is in CC to this email.

53. Illumination

a) The NCC has developed the Capital Illumination Plan, which provides a framework for showcasing nighttime landscapes and ensuring a coordinated approach to the illumination of the capital. While the study area does not encompass the subject lands, the principles of the plan are applicable in the context of development with significant visual impact on the Rideau Canal to ensure the identity of the canal is protected.

b) The illumination of the development will shape its impact on the Rideau Canal's nighttime visual landscape. Care should be taken to:

- limit exterior illumination and signage;

- select a color temperature that fits into the planned urban context;
- ensure proper exterior lighting curfew cutoff times.

54. **Request:** That as part of any future site plan approval, the City oblige the proponent to provide a certificate from a professional engineer, licensed in the Province of Ontario, which certificate states that the exterior site lighting has been designed to use only fixtures that meet the criteria for full cut-off (sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES).

55. **Request:** That the City ensure through site plan control and any sign permit applications that signage be limited to the lower-storey commercial uses to avoid visual clutter of the skyline.

56. We request to receive future submissions, be notified of these applications being considered by Planning & Housing Committee, Council, and of the decisions made.

Feel free to contact Ted Horton, National Capital Commission (NCC), for follow-up questions.

Community issues

Dalhousie Community Association (DCA) Comments:

57. Official Plan/West Downtown Core Secondary Plan

    a) Schedule F – Public Realm Plan. It will be essential to protect and incorporate into the development two major elements of the Public Realm Plan: The Greenway Corridor and the Urban Square/Park.

       The design of phase one pushes the podium and tower up against the Greenway Corridor, which present a hard edge to the Greenway in contrast to the public realm plan, which shows the Greenway extending into the development site in a soft curve. Here it joins additional public open space provided by the urban square/park required for this development.

       If this square is not to be privately-owned public space, how is public access to be assured?

    b) Schedule E – Maximum Building Height and Tower Location. The secondary plan provides detailed direction for building heights on this property. The tower on Adeline proposed for phase two is 34 storeys: Schedule E of the secondary plan, however, specifies 18 storeys for this location.

The building height on Adeline must facilitate an appropriate transition to the adjacent low-rise residential neighbourhood, which begins on the north side of the street. Currently these properties are zoned R4UD, as are the properties on Pamilla.

c) The secondary plan states in a discussion of the "Hub Area East of the O-Train Line 2 Corridor:" (p. 6): "2) High-rise mixed-use development up to a height as detailed in Schedule E: Dow's Lake Station District Heights and Tower Location Plan of this secondary plan may be permitted on properties south of Adeline Street. 3) Low-rise neighbourhood development up to a height of four storeys may be permitted on properties on the north side of Adeline Street."

   While we can anticipate changes to the zoning in the area, beginning on the north side of Adeline, under the New Zoning By-law, the DCA has taken the position that the zoning for the Preston stub streets should be N4B, including within the proposed H2 zone on Adeline. Draft 3 of the NZB largely reflects this position, for which the DCA continues to advocate.

   As for Sydney, the secondary plan states (p. 20): "Sidney Street [sic] and the dead-end streets west of Preston Street south of Beech Street should be designed as woonerfs with enhanced pedestrian priority, amenities and greenery."

   The DCA has argued in the past that vehicular access to this site should be from Carling. If this is not accepted by the city, then it will put enormous pressure on the design team to ensure the safety of pedestrians and cyclists on Sydney and its extension to Adeline. Pedestrians and cyclists will be far more numerous than those living at 835 and 829 Carling, and will include persons moving through the site coming to and from the LRT station and the offices to the east of Preston.

d) Greenway Corridor: The secondary plan states: (p. 10) "The City shall protect and enhance the O-Train Line 2 corridor as an urban greenspace that serves transportation, recreation, community and urban ecological functions through a strong landscape framework that reaches from the Ottawa River to Dows Lake." The current design responds positively to this direction and allows the Greenway to open up as it approaches Carling from the north.

58. Ottawa Hospital Connection to Dow's Lake Station

a) It is not clear how the design of the building where it meets the ground at its southwest corner can support the city's bridge over Carling without compromising the space allocated for the Greenway Corridor.

59. Access to the Greenway Corridor from the Residential Lobby

a) The Greenway should be accessible by residents from their west side ground-floor lobby.

60. Parking

    a) Bicycle parking to unit ratio at 1:1 is welcome and necessary. Access to bicycle parking from the ground must be easy. Outside bicycle parking must be provided, and in a safe location.

    b) The ratio for vehicular parking is high at 0.62 (0.42 for residents), especially in such close proximity to rapid transit.

61. Large Dwelling Units

    a) More three-bedroom units is desirable (proposed: 19, or 6.8%). Large dwelling unit size (102.1 square metres) will allow small families to live here, if they can afford it.

Civic Hospital Community Association Comments:

62. Comments may be issued separately.

Other

63. The High Performance Development Standard (HPDS) is a collection of voluntary and required standards that raise the performance of new building projects to achieve sustainable and resilient design and will be applicable to Site Plan Control and Plan of Subdivision applications.

    a) The HPDS was passed by Council on April 13, 2022, but is not in effect at this time, as Council has referred the 2023 HPDS Update Report back to staff with the direction to bring forward an updated report to Committee at a later date. The timing of an updated report to Committee is unknown at this time, and updates will be shared when they are available.

    b) Please refer to the HPDS information at ottawa.ca/HPDS for more information.

64. Under the Affordable Housing Community Improvement Plan, a Tax Increment Equivalent Grant (TIEG) program was created to incentivize the development of affordable rental units. It provides a yearly fixed grant for 20 years. The grant helps offset the revenue loss housing providers experience when incorporating affordable units in their developments.

    a) To be eligible for the TIEG program you must meet the following criteria:

        i. the greater of five units OR 15 per cent of the total number of units within the development must be made affordable

ii. provide a minimum of 15 per cent of each unit type in the development as affordable

iii. enter into an agreement with the city to ensure the units maintain affordable for a minimum period of 20 years at or below the city-wide average market rent for the entire housing stock based on building form and unit type, as defined by the Canada Mortgage and Housing Corporation

iv. must apply after a formal Site Plan Control submission, or Building Permit submission for projects not requiring Site Plan Control, and prior to Occupancy Permit issuance

b) Please refer to the TIEG information *at Affordable housing community improvement plan / Plan d'améliorations communautaires pour le logement abordable for more details or contact the TIEG coordinator via email at affordablehousingcip@ottawa.ca.*

Submission Requirements and Fees

1. Official Plan Amendment, Zoning By-law Amendment and Site Plan Control (Complex)
    a. Additional information regarding fees related to planning applications can be found here.
2. The attached **Study and Plan Identification List** outlines the information and material that has been identified as either required (R) or advised (A) as part of a future complete application submission.
    a. The required plans and studies must meet the City's Terms of Reference (ToR) and/or Guidelines, as available on Ottawa.ca. These ToR and Guidelines outline the specific requirements that must be met for each plan or study to be deemed adequate.
3. All of the above comments or issues should be addressed to ensure the effectiveness of the application submission review.

Should there be any questions, please do not hesitate to contact myself or the contact identified for the above areas / disciplines.

Sincerely,

Eric Forhan

Encl. Study and Plan Identification List (SPIL)
List of Technical Agencies

Supplementary Development Information
ADS Site Plan Checklist
HPDS Example Checklist
HPDS Overview for Applicants
Urban Design Brief Terms of Reference
Public Realm and Mobility Study

c.c. Jean-Charles Renaud, Planner III, Development Review Central
Spencer Mulvaney, Planner II, Development Review Central
Randolph Wang, Urban Design, ROWHUD
Sahara Shrestha, Urban Design, ROWHUD
Amy Whelan, Project Manager, Development Review Central
Fayaz Rohan, Engineering Intern, Development Review Central
Wally Dubyk, Transportation Project Manager, PDBS
Angela Taylor, Environmental Assessment, PDBS
Frank McKinney, Environmental Assessment, PDBS
Matthew Hayley, Environmental Planner, PDBS
Mark Richardson, Planning Forester, SI
Mike Russett, Parks Planner, Parks and Facilities Planning
Ted Horton, National Capital Commission (NCC)
Susan Millar, Parks Canada
Ed McKenna, Dalhousie Community Association
Karen Wright, Civic Hospital Community Association

SUPPLEMENTARY DEVELOPMENT INFORMATION

The following details have been compiled to provide additional information on matters for consideration throughout the application approval and development process. Please note, this document is updated from time to time and should be reviewed for each project proposed to be undertaken.

General

- Refer to Planning application submission information and materials and fees for further information on preparing for application submission. Be aware that other fees and permits may be required, outside of the development review process.
- Additional information is available related to building permits, development charges, and the Accessibility Design Standards.
- You may obtain background drawings by contacting geoinformation@ottawa.ca.
- Plans are to be standard A1 size (594 mm x 841 mm) or Arch D size (609.6 mm x 914.4 mm) sheets, dimensioned in metric and utilizing an appropriate Metric scale (1:200, 1:250, 1:300, 1:400 or 1:500).
- All PDF submitted documents are to be unlocked, flattened and not saved as a portfolio file.
- Where private roads are proposed:
    - Submit a Private Roadway Street Naming application to Building Code Services Branch for any internal private road network.
    - Applications are available at all Client Service Centres and the private roadway approval process takes three months.

Servicing and Site Works

Servicing and site works shall be in accordance with the following documents:

- Ottawa Sewer Design Guidelines (October 2012)
- Ottawa Design Guidelines – Water Distribution (2010)
- Geotechnical Investigation and Reporting Guidelines for Development Applications in the City of Ottawa (2007)
- City of Ottawa Slope Stability Guidelines for Development Applications (revised 2012)
- City of Ottawa Environmental Noise Control Guidelines (January, 2016)
- City of Ottawa Park and Pathway Development Manual (2012)
- City of Ottawa Accessibility Design Standards (2012)
- Ottawa Standard Tender Documents (latest version)
- Ontario Provincial Standards for Roads & Public Works (2013)

Exterior Site Lighting

Where proposed, requires certification by an acceptable professional engineer, licensed in the Province of Ontario, which states that the exterior site lighting has been designed to meet the following criteria:

- It uses only fixtures that meet the criteria for Full Cut-Off (Sharp cut-off) classification, as recognized by the Illuminating Engineering Society of North America (IESNA or IES), and
- It results in minimal light spillage onto adjacent properties. As a guideline, 0.5 foot-candle is normally the maximum allowable spillage.

The location of the fixtures, fixture type (make, model, part number and the mounting height) must be shown on one of the approved plans.

City Surveyor Direction

- The determination of property boundaries, minimum setbacks and other regulatory constraints are a critical component of development. An Ontario Land Surveyor (O.L.S.) needs to be consulted at the outset of a project to ensure properties are properly defined and can be used as the geospatial framework for the development.
- Topographic details may also be required for a project and should be either carried out by the O.L.S. that has provided the Legal Survey or done in consultation with the O.L.S. to ensure that the project is integrated to the appropriate control network.

  Questions regarding the above requirements can be directed to the City's Surveyor, Andre Roy, at Andre.Roy1@ottawa.ca.

Waste Management

- New multi-unit residential development, defined as containing six (6) or more units, intending to receive City waste collection services will be required, as of June 1, 2022, to participate in the City's Green Bin program in accordance with Council's approval of the multi-residential waste diversion strategy. The development must include adequate facilities for the proper storage of allocated garbage, recycling, and green bin containers and such facilities built in accordance with the approved site design. Questions regarding this change and requirements can be directed to Andre.Laplante@ottawa.ca.

- For sites containing:
  - One or more buildings with a total GFA greater than 2000 square metres;
  - Retail shopping complexes with a total GFA greater than 10,000 square metres;
  - Sites containing office buildings with total GFA greater than 10,000 square metres;
  - Hotels and motels with more than 75 units;
  - Hospitals (human);
  - Educational institutions with more than 350 students; or
  - Manufacturing establishments working more than 16,000 person-hours in a month

  A Waste Reduction Workplan Summary is required for the construction project as required by O.Reg. 102/94, being "Waste Audits and Waste Reduction Work Plans" made under the Environmental Protection Act, RSO 1990, c E.19, as amended.

Fire Routes

- Fire routes are required to be designated by By-law for Fire Services to establish them as a legal fire route. Where a development proposes to establish a fire route, an Application for Fire Route

Designation is to be made. Questions regarding the designation of fire routes and required process can be directed to fireroutes@ottawa.ca.

Dewatering Activities

- Project contractors and/or your engineers are required to contact the Sewer Use Program to arrange for the proper agreements or approvals to allow for the discharge of water from construction dewatering activities to the City's sanitary or storm sewer system. Please contact the Sewer Use Duty Officer at 613-580-2424 ext. 23326 and/or suppue@ottawa.ca.

Backflow Prevention Devices for Premise Isolation

- Buildings or facilities installing a backflow preventer for premise isolation of the drinking water system must register with the City's Backflow Prevention Program where a moderate or severe hazard may be caused in accordance with CSA B64.10 "Selection and Installation of Backflow Preventers". Please contact the Backflow Prevention Program at 613-580-2424 ext. 22299 or backflow@ottawa.ca to submit a Premise Isolation Survey.

Energy Considerations

- Are you considering harvesting thermal energy from the wastewater infrastructure or harvesting geothermal energy?
    - Additional information can be found on the City website or by contacting Melissa Jort-Conway.

Flood Plain Mapping and Climate Change

- An interactive map, for informational purposes only, showing the results of on-going flood plain mapping work completed by the Conservation Authorities in partnership with the City is now available. This mapping may be used to identify known riverine flood hazards for a property or area. The map and additional related information can be found on Ottawa.ca.

Blasting

- Where blasting may take place:
    - Blasting activities will be required to conform to the City's Standard S.P. No. F-1201 entitled Use of Explosives, as amended.
    - To avoid future delays in process, including the Municipal Consent process for shoring, ensure communication with necessary entities, including utilities, is undertaken early.
- Blasting and pile driving activities in the vicinity of Enbridge Gas Distribution and Storage (GDS) facilities require prior approval by GDS. The Blasting and Pile Driving Form, referenced in Enbridge's Third Party Requirements in the Vicinity of Natural Gas Facilities Standard, must be provided to mark-ups@enbridge.com by the Owner of the proposed work for all blasting and pile driving operations. In addition, a licensed blasting consultant's stamped validation report must be submitted to GDS for review if blasting is to occur within thirty (30) metres of GDS facilities. The request must be submitted a minimum of four weeks prior to the beginning of work to allow sufficient time for review.

Archaeological

- Archaeological Resources
    - Should potential archaeological resources be encountered during excavation activities, all Work in the area must stop immediately and the Owner shall contact a provincially licensed archaeologist.
    - If during the process of development deeply buried/undetected archaeological remains are uncovered, the Owner shall immediately notify the Archaeology Section of the Ontario Ministry of Tourism, Culture and Sport.
    - In the event that human remains are encountered during construction, the Owner shall immediately contact the police, the Ministry of Tourism, Culture and Sport and the Registrar of Cemeteries, Cemeteries Regulation Unit, Ministry of Consumer and Business Services, Consumer Protection Branch.

Trees

- The City's Tree Protection Bylaw, being By-Law No. 2020-340, as amended, requires that any trees to be removed shall be removed in accordance with an approved Tree Permit and Tree Conservation Report and that all retained trees will be protected in accordance with an approved Tree Conservation Report.

Limiting Distance and Parks

- A Limiting Distance Agreement may be required by Building Code Services before building permit(s) can be issued with respect to the proximity of the building to a park block. The City will consider entering into a Limiting Distance Agreement with the Owner with such Agreement to be confirmed through the City's Reality Initiatives & Development Branch. A Limiting Distance Agreement is at the expense of the Owner.

Development Constructability

How a development is constructed, its constructability, is being looked at earlier in the development review process to raise awareness of potential impacts to the City's right of way and facilitate earlier issue resolution with stakeholders. Where a construction management plan is required as part of the site plan or subdivision application approval, conditions will be included that set out the specific parameters to be addressed for the specific project. However, please note the following construction and traffic management requirements and considerations in the development of your project.

- **Open Lane (includes all vehicular lanes, transit lanes and cycling lanes) Requirements**
    - Unless specified in the site-specific conditions to be provided by City of Ottawa Traffic Management at the time of approval, the following requirements must be adhered to and accommodated as part of any proposed encroachments and construction management plan. The standard requirements outlined in this section shall further apply to cycling facilities and Transit.
        - All lanes are to function uninterrupted at all times.
        - No interruption or blockage of traffic is permitted.
        - No loading or unloading from an open lane is permitted.
        - All vehicular travel lanes are to be a minimum of 3.5 metres in width.

- All cycling lanes are to be a minimum of 1.5 metres.

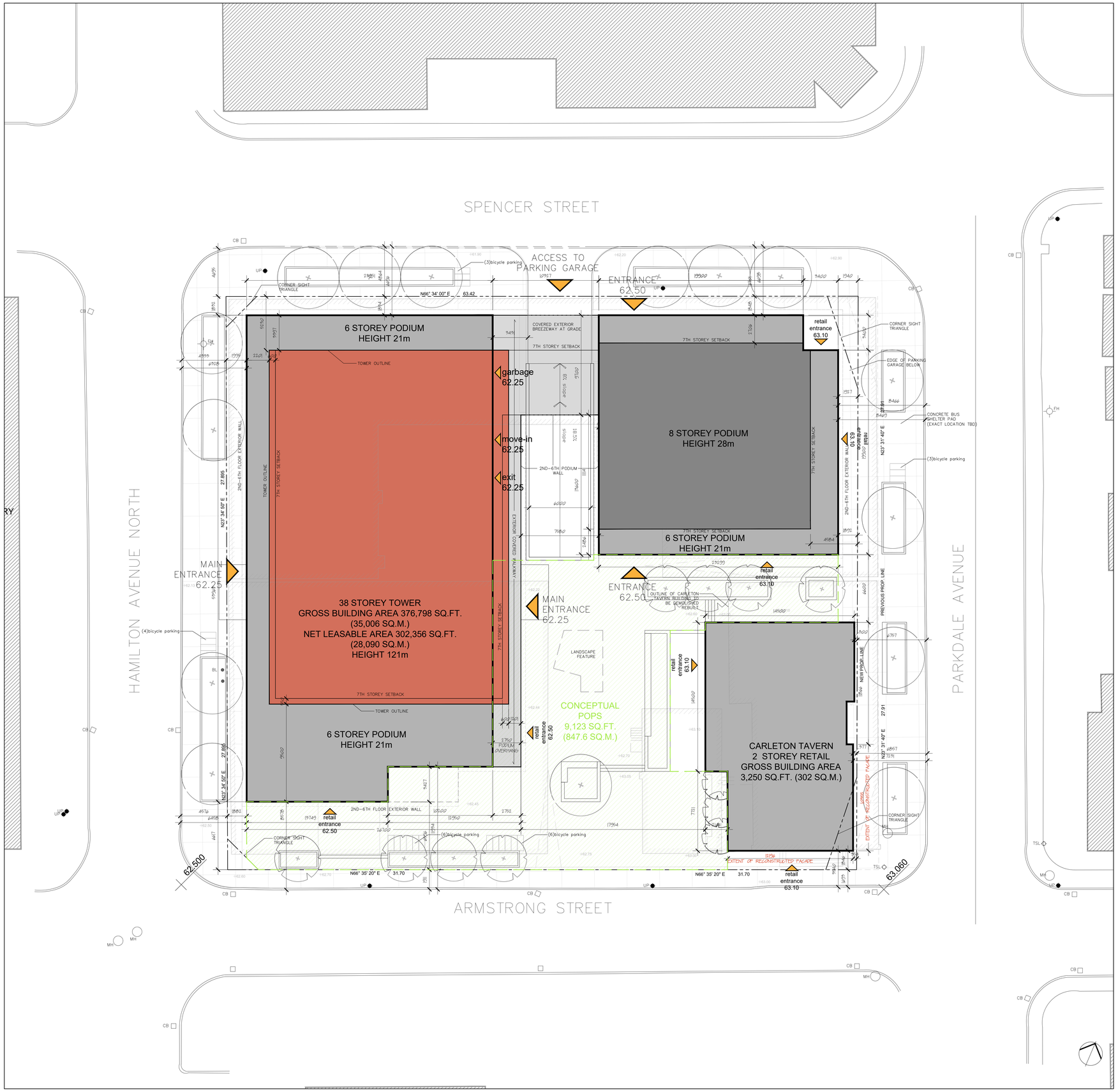
- **Pedestrian Requirements**
  - Unless specified in the site-specific conditions provided by City of Ottawa Traffic Management at the time of approval, the contractor is required to maintain a minimum width of 1.5 metres for a pedestrian facility on one side of the corridor at all times; even in instances where a pedestrian facility was not present prior to construction.
  - The facility shall include a free and unobstructed hard surface acceptable for the use of all pedestrians including those with accessibility challenges and shall maintain access to all buildings and street crossings.
  - The facility must always be maintained in a clean condition and in a good state of repair to the satisfaction of the City.
  - Any change of level which is over 13 millimetres in height is to be provided with a smooth non-tripping transition.
  - Any temporary barriers or fencing shall include a cane detectable boundary protection with edge or barrier at least 75 millimetres high above the ground surface.
  - If works overhead are required, a 2.1 metre minimum clear headroom must be provided.
  - If overhead protection is required above the pedestrian facility, it is to be offset a minimum of 600 millimetres from any travel lane.
- **Transit Requirements**
  - Travel lanes accommodating OC Transpo must be a minimum of 3.5 metres in width and have a minimum 4.5 metre vertical clearance at all times.
  - Should access to a bus stop be impacted, the developer will be required to email TOPConstructionandDetours@ottawa.ca a minimum of 20 working days prior to work commencing to coordinate any site-specific conditions as part of the work. This includes temporary relocation of transit stops, removal of bus shelters or stops and transit detour routes.
  - The contractor may be required to relocate and provide a suitable alternative to OC Transpo's bus stop to the satisfaction of OC Transpo
  - The Contractor shall provide OC Transpo with a minimum of ten (10) working days' notice to coordinate temporary relocation of bus stops. When a bus stop and/or shelter must be temporarily relocated, the contractor may be required to provide stop infrastructure (i.e. bench, bus and/or shelter pads), to the satisfaction of OC Transpo.
  - All temporary stop locations including infrastructure are to be fully accessible in accordance with City of Ottawa Accessibility Design Standards and to the satisfaction of the OC Transpo.
  - Temporary bus stops are to be constructed and ready for use prior to the start of any works that would impact the regular bus stop location(s).
- **Public Consultation**
  - May include, but not be limited to, proponent lead public meeting(s), letter notification(s) and information dissemination via print, electronic means or social media, to impacted properties above and beyond the notification requirements specified in the Road Activity By-law.
- **General Considerations for all Applications**

- A comprehensive construction management plan should include and consider the following:
    - The proposed stages of construction and the anticipated durations of each stage and any impact to existing travel lanes, pedestrian facilities, cycling facilities and/or transit facilities. Any proposed encroachment should be identified and dimensioned on the site plan for review of feasibility.
    - The proposed constructability methods being used as part of the proposed development (ie: fly forming, Peri forming etc.) and any additional traffic impacts/interruptions anticipated with proposed methods. If a crane is being placed on site, the location should be identified, and show the overhead impacts of the crane.
    - Consideration that any tie-backs and/or shoring within the City of Ottawa Right of Way are subject to Municipal Consent in advance of commencement of the project. Approval for encroachments is not guaranteed if impacts to transportation facilities cannot be addressed to the City's satisfaction.
    - Identify any truck hauling routes to and from the proposed development site and any proposed accesses. Designated heavy truck routes are to be followed at all times, however, if a deviation is required from the existing heavy truck route network, then a structural review may be required as part of an Over-dimensional Vehicle Project Permit.
    - Identify the location of any site trailers and the location. Note, if placing a site trailer above any walk-through scaffolding or on the second floor (or above), an engineering drawing must be submitted to building code services for review. More information can be found on the Building Permit Approval process.
    - Identify equipment and/or materials storage locations as required. Storage is not permitted on the road or the roadway shoulders or boulevards, unless the storage areas are identified in the traffic control plan and appropriate traffic control devices protect the equipment or materials.
- Any work as part of the development that requires a road cut, road closure or encroachment will be subject to the Road Activity By-law and potential site-specific conditions identified at site plan or subdivision approval which will be noted on the subsequent Permit(s). Information about construction in the right-of-way including applying for permits and associated fees can be found on the City's website.

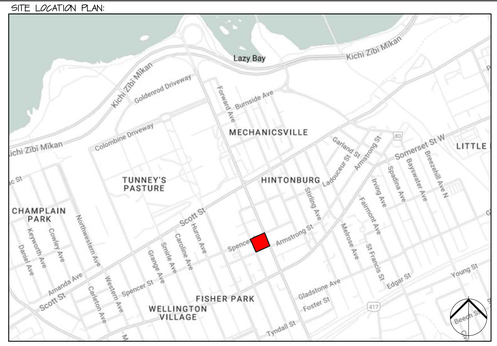
Appendix E EXTERNAL REPORTS

E.1 GEOTECHNICAL INVESTIGATION (STANTEC 2025)

Appendix F SITE PLAN



SITE LOCATION PLAN:



ZONING NOTES

CURRENT ZONING: MC16 [2065] f*(6.0) S333-h & IL8 [104] f*(2.0) H(135)

LOT AREA 3598 m²

DEVELOPMENT STATS	PROPOSED
LOT WIDTH	61.54m
LOT DEPTH	55.7m
UNITS	
TOTAL UNITS	465
PARKDALE SETBACK	VARIES MINIMUM 0.9m
ARMSTRONG SETBACK	VARIES MINIMUM 1.8m
HAMILTON SETBACK	1.8m
SPENCER SETBACK	1.8m
BUILDING HEIGHTS	
6 storey podium	21 m
38 STOREY TOWER	+/-121 m
BUILDING AREA	
TOTAL GROSS	+/-376,798 sq.ft. (35,005 sqm)
TOTAL NET (RESIDENTIAL + COMMERCIAL/RETAIL)	+/-302,356 sq.ft (28,090 sqm)
GROSS FLOOR AREA (city def)	TBD

NOTE: ALL EXISTING SITE INFORMATION AS PER SITE SURVEY PLAN DATED JANUARY 16, 2024 AND PREPARED BY STANTEC GEOMATICS LTD

UNIT RATIOS	PROPOSED	
TOTAL UNIT COUNT		465
STUDIOS	71	15%
1 BEDROOM	236	51%
2 BEDROOM	155	33%
3 BEDROOM	9	1%

AMENITY SPACE REQUIREMENTS: 6 m² REQUIRED PER UNIT
(527 X 6 SQ.M. = 3162 SQ.M. REQUIRED TO BE AMENITY SPACE)
(1581 SQ.M. REQUIRED TO BE COMMON AMENITY SPACE)

PROVIDED AMENITY SPACE
TOTAL AMENITY AREA TBD
TOTAL COMMUNAL AMENITY AREA: TBD EXTERIOR, TBD INTERIOR
TOTAL PRIVATE AMENITY AREA TBD

VEHICLE PARKING

RESIDENTIAL
REQUIRED: 0
PROVIDED: 322 (0.69/unit)
VISITOR
REQUIRED: 47
PROVIDED: 47 (.01/unit)
COMMERCIAL
REQUIRED: 0
PROVIDED: 0

BICYCLE PARKING

REQUIRED: 1.0x465 = 465
PROVIDED: 465
LOCATION: UNDERGROUND PARKING GARAGE AND GROUND FLOOR (INTERIOR)

EXTERIOR (COMMERCIAL/VISITOR) = 22

0 5 10 15 20

LEGEND:

- EXISTING BUILDING
- FIRE ROUTE
- MH EXISTING MAN HOLE
- TSP EXISTING TRAFFIC LIGHT
- FH CONC. CURB DETAIL TO CITY OF OTTAWA STANDARDS
- EXISTING FIRE HYDRANT
- BIKE PARKING SPACE
- BL EXISTING BOLLARD
- TSL EXISTING TRAFFIC SIGNAL LIGHT
- UP EXISTING UTILITY POLE
- CB EXISTING CATCH BASIN
- CB PROPOSED CATCH BASIN
- AS SIGNAGE FOR ACCESSIBLE PARKING SPACE
- FRS SIGNAGE FOR FIRE ROUTE ACCESS
- EXISTING SIGN
- EXISTING LIGHT POLE
- NEW LIGHT POLE
- PROPOSED WALL MOUNTED LIGHT
- SL EXISTING STREET LIGHTING BOX
- TB EXISTING TRAFFIC SIGNAL BOX

TAGGART REALTY MANAGEMENT

PROJECT TEAM

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HOBIN ARCHITECTURE
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pbisson@hobinarc.com

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STANTEC
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CIVIL
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SURVEYOR
STANTECT GEOMATICS
BRIAN WEBSTER
brian.webster@stantec.com

no.	date	revision
2	26-01-09	ISSUED FOR ZBA+DBA
1	24-12-03	ISSUED FOR PRECONSULTATION

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

Hobin Architecture Incorporated
63 Pamilla Street
Ottawa, Ontario
Canada K1S 3K7
T: 613-238-7200
F: 613-235-2005
E: mail@hobinarc.com
hobinarc.com

HOBIN ARCHITECTURE

PROJECT/LOCATION:
340 PARKDALE
OTTAWA ON.

DRAWING TITLE:
SITE PLAN

DRAWN BY:	DATE:	SCALE:
PB	25-12-19	1:150

ONTARIO ASSOCIATION OF ARCHITECTS — PATRICK J. HOBIN LICENCE 3049

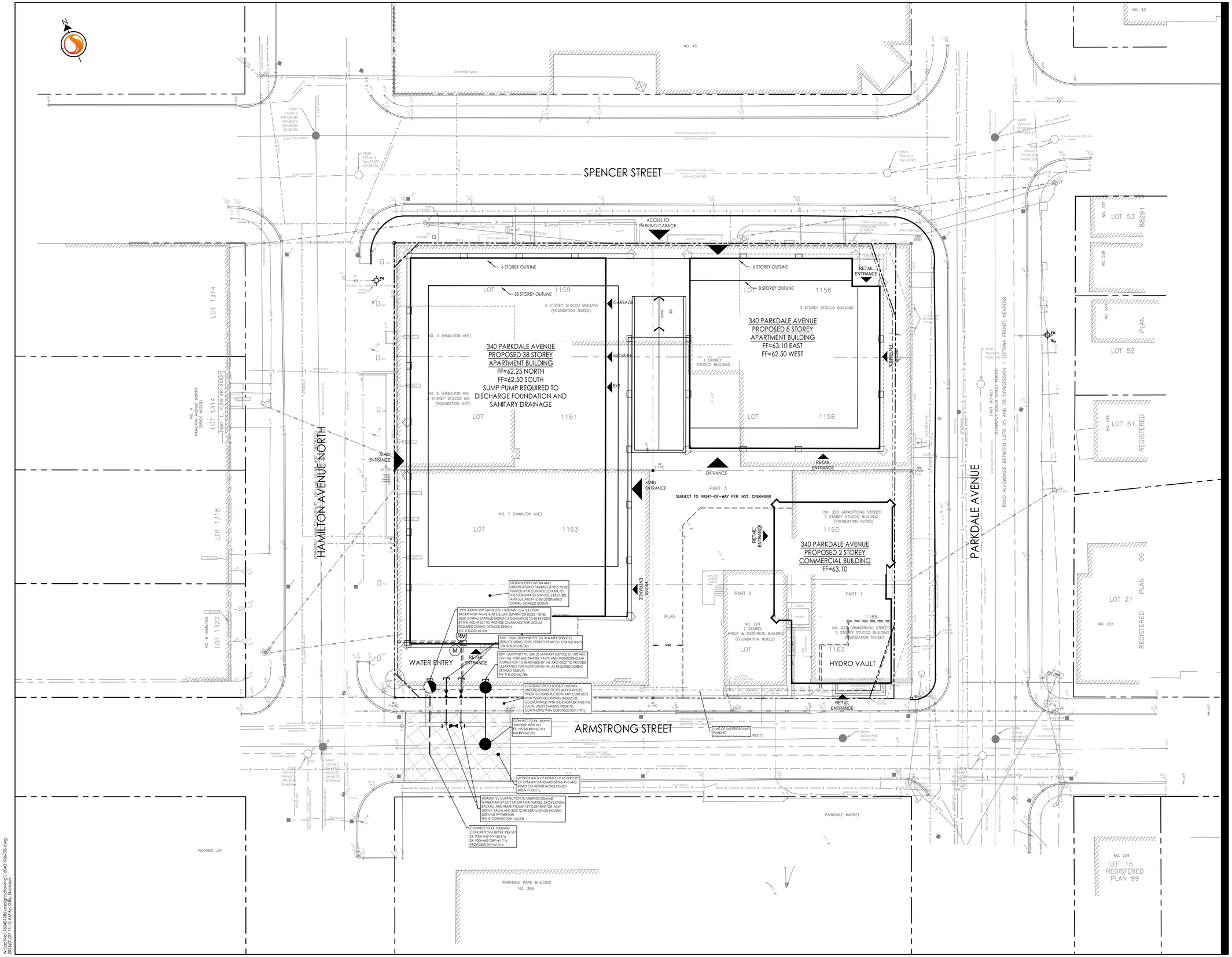
PROJECT: 2409

DRAWING NO.: A100

REVISION NO.:

None
2409

Appendix G DRAWINGS



Stantec

Stantec Consulting Ltd.
400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

Legend

- PROPOSED WATERMAIN
- PROPOSED VALVE AND VALVE BOX
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- PROPOSED STORMCEPTOR
- PROPOSED CATCHBASIN
- PROPOSED AREA DRAIN
- EXISTING WATERMAIN
- EXISTING VALVE AND VALVE BOX
- EXISTING FIRE HYDRANT
- EXISTING SANITARY SEWER
- EXISTING STORM SEWER
- EXISTING CATCHBASIN
- PROPOSED WATER METER
- PROPOSED REMOTE WATER METER
- C — EXISTING CABLE
- B — EXISTING BELL
- T — EXISTING TELUS
- TR — EXISTING TRAFFIC
- H — EXISTING HYDRO
- SL — EXISTING STREETLIGHT

NOTES:
1. FINAL SERVICE LATERAL SIZE, LOCATION AND ELEVATION TO BE CONFIRMED BY MECHANICAL CONSULTANT.
2. SERVICE LATERALS TO CONNECT TO EXISTING MAIN AS PER CITY STANDARD S11.
3. CONTRACTOR TO LOCATE EXISTING SERVICES AND ANY CONFLICTS WITH EXISTING SERVICING MUST BE REPORTED TO THE ENGINEER PRIOR TO CONTINUING WITH CONSTRUCTION.
4. SITE PLAN PREPARED BY HOBIN ARCHITECTURE INCORPORATED DATED JANUARY 09, 2026.
5. TOPOGRAPHIC SURVEY SUPPLIED BY STANTEC GEOMATICS LTD. DATED FEBRUARY 2024.

1	ISSUED FOR ZBLA AND OPA	WAJ	SGG	26-01-23
	Revision	By	Appd.	YY.MM.DD

File Name: 160401986-D8.dwg	WAJ	SGG	WAJ	26.01.26
	Dwn.	Chkd.	Dsgn.	YY.MM.DD

Permit-Seal

Client/Project
1000147699 Ontario Inc.

340 PARKDALE AVENUE

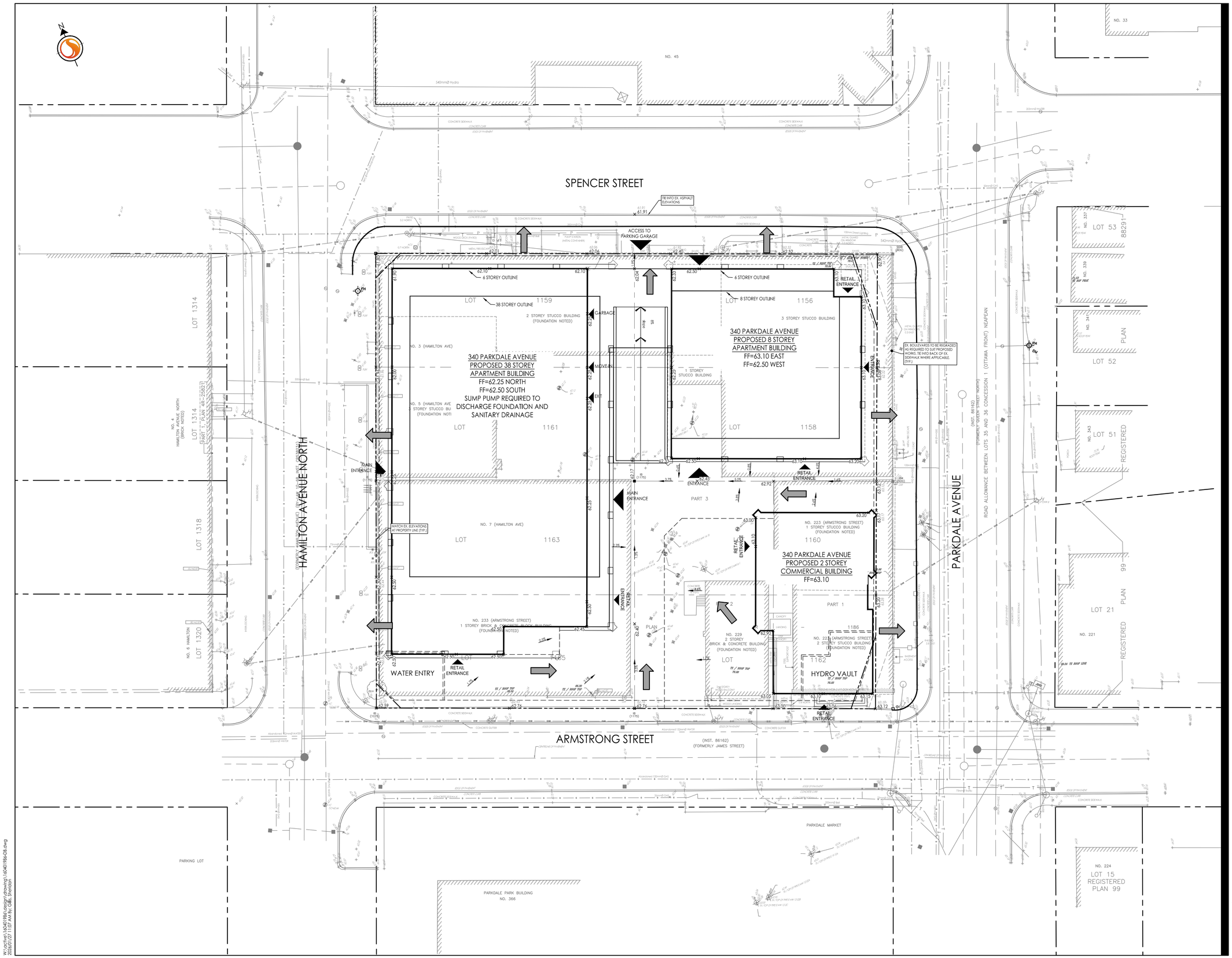
Ottawa, ON

Title
FUNCTIONAL
SITE SERVICING PLAN

Project No.	Scale	Revision
160401986	1:200 (0 2 6 10m)	
Drawing No.	Sheet	
SSP-1	1 of 2	1

W:\Active\160401986\design\drawings\160401986-D8.dwg
2026/01/27 11:13 AM By: Gillis, Shanalyn

ORIGINAL SHEET - ARCH D



Stantec

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400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

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The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.

Legend

× 65.00	ORIGINAL GROUND ELEVATIONS
× 65.00*	EXISTING TOP OF CURB / WALL ELEVATION
× 99.99	PROPOSED ELEVATION
× 99.99 98.88	PROPOSED ELEVATION EXISTING ELEVATION
← 2.0%	FLOW DIRECTION AND GRADE
FF=99.99	FINISHED FIRST FLOOR ELEVATION
TF=99.99	TOP OF FOUNDATION ELEVATION
USF=99.99	UNDERSIDE OF FOOTING ELEVATION
┬┬┬	TERRACING 3:1 SLOPE MAXIMUM (UNLESS OTHERWISE SHOWN)
— · · · —	PROPOSED SWALE
⇦	DIRECTION OF OVERLAND FLOW
⋈	EXISTING VALVE AND VALVE BOX
⊕	EXISTING FIRE HYDRANT
●	EXISTING SANITARY SEWER
○	EXISTING STORM SEWER
□	EXISTING CATCHBASIN
▬	PROPOSED RETAINING WALL. RETAINING WALLS GREATER THAN 1.0m IN HEIGHT TO BE DESIGN BY A PROFESSIONAL ENGINEER LICENSED IN THE PROVINCE OF ONTARIO. RAILINGS REQUIRED WHEN WALL IS 0.6m IN HEIGHT OR GREATER.

NOTES:
1. SITE PLAN PREPARED BY HOBIN ARCHITECTURE INCORPORATED DATED JANUARY 09, 2026.
2. TOPOGRAPHIC SURVEY SUPPLIED BY STANTEC GEOMATICS LTD. DATED FEBRUARY 12, 2024.

Revision	By	Appd.	YY.MM.DD
1 ISSUED FOR ZBLA AND OPA	WAJ	SGG	26-01-23

File Name:	Dwn.	Chkd.	Dsgn.	YY.MM.DD
160401986-DB.dwg	WAJ	SGG	WAJ	26.01.26

Permit-Seal

Client/Project
1000147699 Ontario Inc.

340 PARKDALE AVENUE

Ottawa, ON

Title
FUNCTIONAL
GRADING PLAN

Project No.
160401986

Scale
1:200
0 2 6 10m

Drawing No.
GP-1

Sheet
2 of 2

Revision
1

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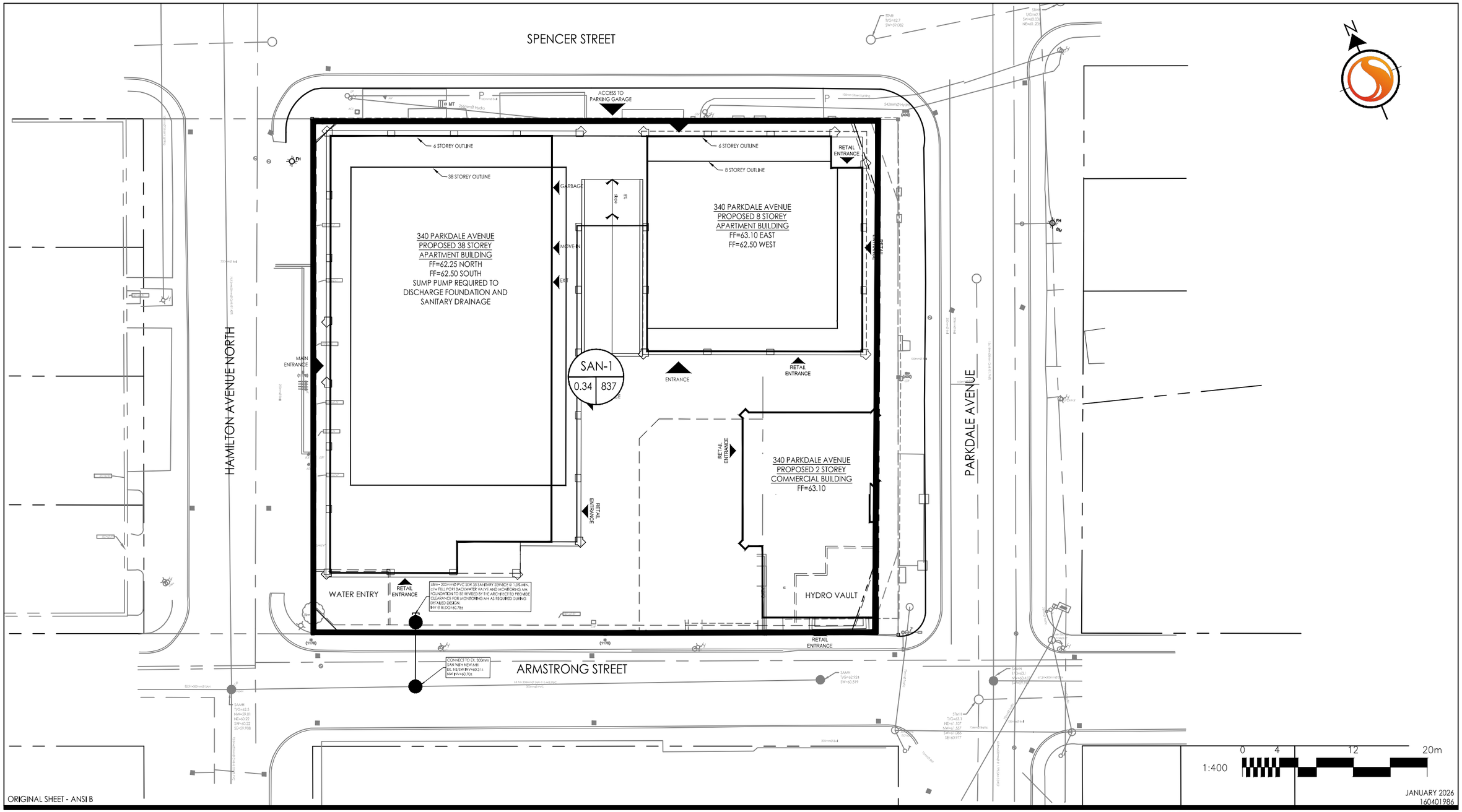
2026/01/27 11:07 AM By: Gillis, Sheridan

ORIGINAL SHEET - ARCH D



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2026/01/27 11:05 AM By: Gillis, Sheridan

ORIGINAL SHEET - ANSI B

JANUARY 2026
160401986

Stantec

Stantec Consulting Ltd.
400 - 1331 Clyde Avenue
Ottawa ON
Tel. 613.722.4420
www.stantec.com

Legend

1
0.38 | 837

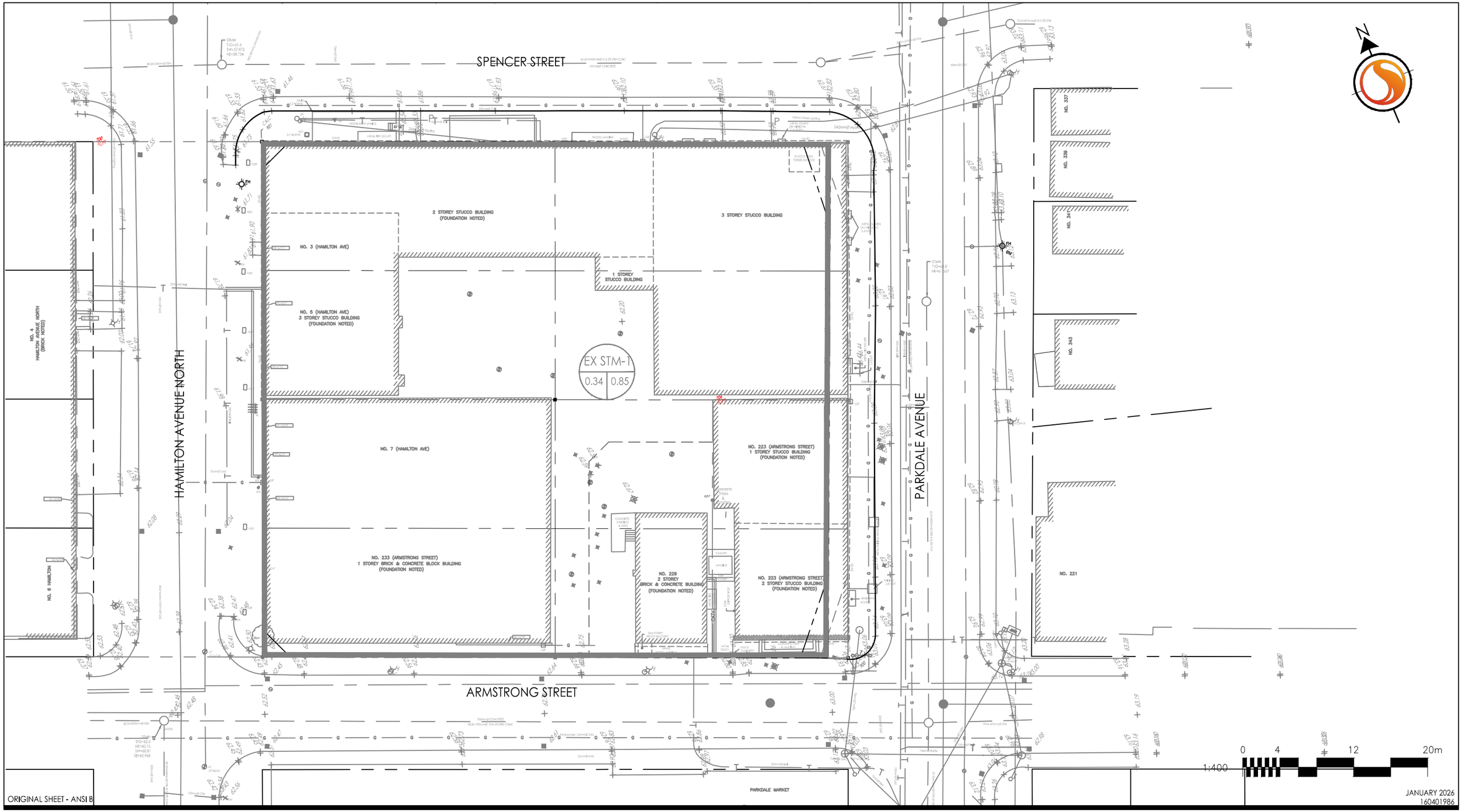
SANITARY DRAINAGE AREA ID#
POPULATION
SANITARY DRAINAGE AREA ha.

SANITARY DRAINAGE AREA
PROPOSED SANITARY SEWER

Client/Project
1000147699 ONTARIO INC.
340 PARKDALE AVENUE

Figure No.
2.0

Title
FUNCTIONAL SANITARY DRAINAGE PLAN



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2026/01/27 11:02 AM By: Gillis, Sheridan

ORIGINAL SHEET - ANSI B

JANUARY 2026
160401986

Legend

- AREA ID
- RUNOFF COEFFICIENT (NOTE PREDEVELOPMENT MAX C=0.50 USED FOR CALCULATIONS BASED ON CITY STORM CRITERIA
- STORM DRAINAGE AREA ha.
- EXISTING STORM DRAINAGE BOUNDARY
- EXISTING DIRECTION OF OVERLAND FLOW
- EXISTING STORM SEWER
- EXISTING CATCHBASIN

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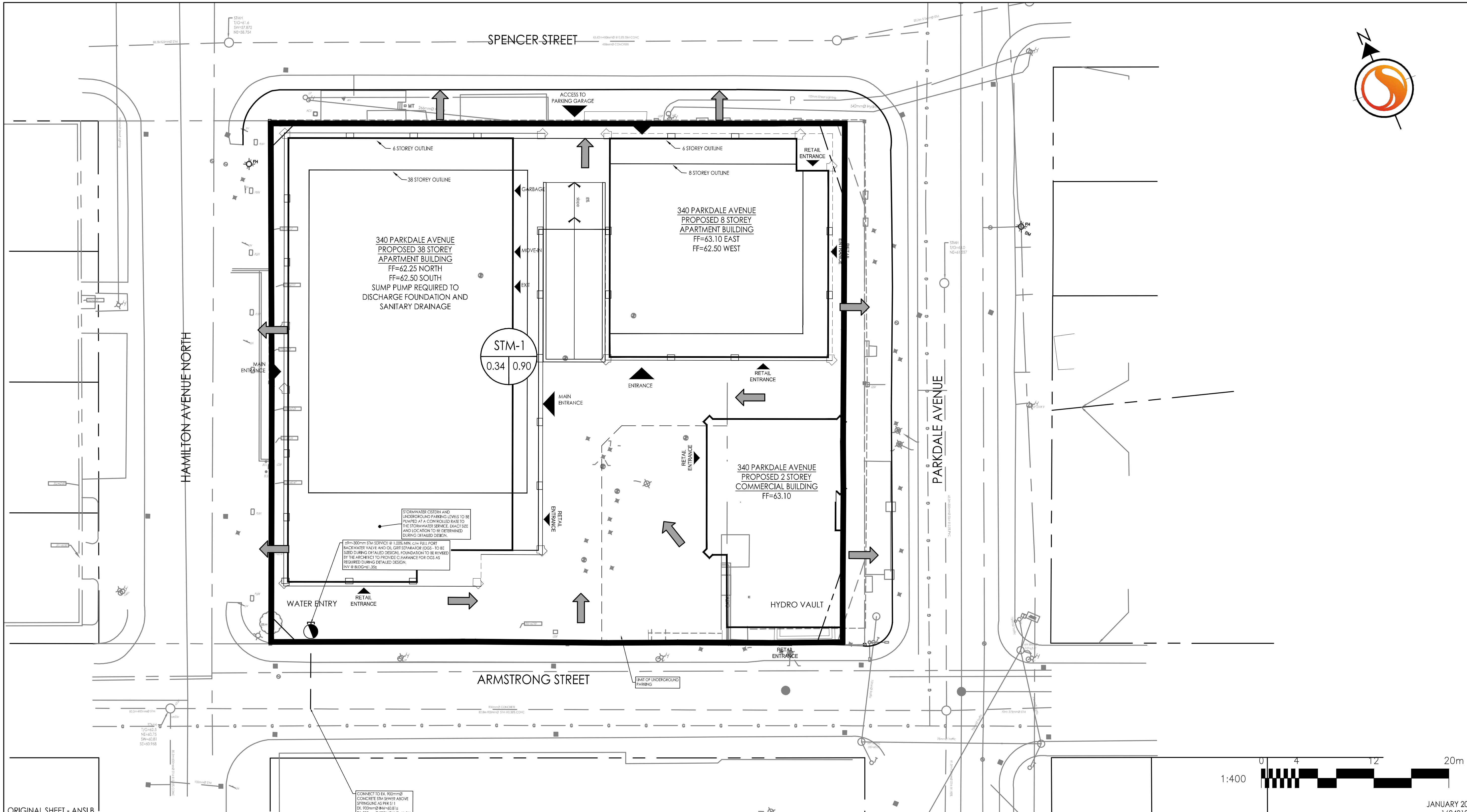
340 PARKDALE AVENUE

Figure No.
3.0

Title
EXISTING STORM DRAINAGE PLAN


SPENCER STREET
ACCESS TO PARKING GARAGE
6 STOREY OUTLINE
38 STOREY OUTLINE
8 STOREY OUTLINE
RETAIL ENTRANCE
340 PARKDALE AVENUE
PROPOSED 38 STOREY
APARTMENT BUILDING
FF=62.25 NORTH
FF=62.50 SOUTH
SUMP PUMP REQUIRED TO
DISCHARGE FOUNDATION AND
SANITARY DRAINAGE
340 PARKDALE AVENUE
PROPOSED 8 STOREY
APARTMENT BUILDING
FF=63.10 EAST
FF=62.50 WEST
GARAGE
MOVE-IN
EXIT
STM-1
0.34
0.90
MAIN ENTRANCE
ENTRANCE
RETAIL ENTRANCE
MAIN ENTRANCE
RETAIL ENTRANCE
340 PARKDALE AVENUE
PROPOSED 2 STOREY
COMMERCIAL BUILDING
FF=63.10
HAMILTON AVENUE NORTH
PARKDALE AVENUE
STORMWATER CISTERN AND UNDERGROUND PARKING LEVELS TO BE PUMPED AT A CONTROLLED RATE TO THE STORMWATER SERVICE. EXACT SIZE AND LOCATION TO BE DETERMINED DURING DETAILED DESIGN.
±9m-300mm STM SERVICE @ 1.00% MIN. c/w FULL PORT BACKWATER VALVE AND OIL GRIT SEPARATOR (OGS - TO BE SIZED DURING DETAILED DESIGN). FOUNDATION TO BE REVISED BY THE ARCHITECT TO PROVIDE CLEARANCE FOR OGS AS REQUIRED DURING DETAILED DESIGN.
INV @ BLDG=61.35±
WATER ENTRY
RETAIL ENTRANCE
HYDRO VAULT
RETAIL ENTRANCE
ARMSTRONG STREET
LIMIT OF UNDERGROUND PARKING
CONNECT TO EX. 900mmØ
CONCRETE STM SEWER ABOVE
SPRINGLINE AS PER S11
EX. 900mmØ INV=60.81±
EX. 900mmØ SPRINGLINE=61.26±
1:400
0
4
12
20m
JANUARY 2026
160401986
ORIGINAL SHEET - ANSI B

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2026/01/27 11:02 AM By: Gillis, Sheridan

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Legend

1	AREA ID
1.00	RUNOFF COEFFICIENT
0.90	STORM DRAINAGE AREA ha.
(thick line)	STORM DRAINAGE BOUNDARY
(arrow)	DIRECTION OF OVERLAND FLOW
	PROPOSED STORM SEWER
	PROPOSED STORMCEPTOR
	PROPOSED CATCHBASIN
	PROPOSED AREA DRAIN

Client/Project
1000147699
340 PARKDALE AVENUE

Figure No.
4.0

Title
FUNCTIONAL STORM DRAINAGE PLAN