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URBAN DESIGN BRIEF

**MINOR ZONING AMENDMENT AND SITE PLAN
CONTROL**

SUBJECT SITE: 2928 BANK STREET



REPORT DATE: JUNE 2024

REPORT PREPARED FOR: V.I.P. CONSTRUCTION & ENGINEERING

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This Urban Design Brief is prepared in support of a Minor Zoning Amendment Application for the proposed commercial development at 2928 Bank Street.

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1.0 PROJECT DESCRIPTION

The proposed development is for a 4-storey residential building with 25 units in a mix of 1 and 2-bedroom unit types. Four of the proposed units are going to be affordable and the applicant is receiving funds from CMHC (Canada Mortgage and Housing Corporation). The 25-unit project is proposing 30 bicycle parking and 27 vehicle parking spaces where 5 are visitor spaces and the remaining 22 spaces are for residents.

The proposed development requires amendments to the performance standards for a very minor rear yard setback reduction, to reduce the parking for resident spaces from 1.2 spaces per unit to 0.88 spaces, as well as reduction in setbacks for refuse areas within a parking lot.

The proposed amendments are being sought as a Minor Zoning Amendment. A Site Plan Control Application will be submitted following approval of the Zoning Amendment. A Planning Rationale has been prepared for the Zoning Amendment application.



Figure 1: Render of Proposed Building

1.1 Design Intent

The design intent was to propose an efficient built form and layout of the site that supports an intensification of the site and an improved green focused streetscape with a pedestrian connection to the sidewalk. A secondary intent was to reduce resident vehicle parking and increase support for active transportation.

1.2 Project Statistics

The following table outlines the project statistics:

	2928 Bank Street
Site Area	1307.22 m ²
Number of Storeys	4
Proposed Height	14 metres
Gross Floor Area	2451.1 m ²
Total parking spaces	27 (1 Type B Barrier Free)
Bicycle parking spaces	30 (4 exterior, 26 interior)
Lot Coverage	48%
Affordable Housing Units	4
Official Plan Designation	Mainstreet Corridor (Outer Urban Transect)
Zoning	AM2 H(30) – Arterial Mainstreet, Subzone 2, Maximum Height 30 M

2 DESIGN DIRECTIVES

2.1 City Of Ottawa: Official Plan (2022) Design Policies

Section 4 of the City of Ottawa Official Plan contains City-wide policies. Section 4.6, *Urban Design*, contains policies regarding design of built form and the public realm.

The urban design policies outline six (6) distinct goals as follows:

- (1) Promote design excellence in Design Priority Areas;
- (2) Protect views and enhance Scenic Routes including those associated with national symbols;
- (3) Ensure capital investments enhance the City's streets, sidewalks and other public spaces supporting a healthy lifestyle;
- (4) Encourage innovative design practices and technologies in site planning and building design;
- (5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes; and
- (6) Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

The subject site is situated along a Design Priority Area as identified on Schedule C7-A of the Official Plan. The subject site focuses the building towards the street frontages with minimal front and corner setbacks and pedestrian accesses and walkway linkages to public sidewalks. The following are the key ways that the project meets the Urban Design policies of Section 4 and enhances the public realm:

- [Variety of materials including red brick and
- [Direct pedestrian connections
- [Articulation of front façade along Bank Street is angled to direct focus to the door
- [Parking is oriented at the rear of the site
- [Majority of parking is below grade
- [Focus the location of trees within the front yard to contribute to streetscape
- [Healthy lifestyle encourage through the increase in proposed bicycle parking, pedestrian connection to the bus stop which abuts the site and proposed reduction in required vehicular parking
- [Efficiently design site that builds to setback extents while still maintaining a sensitive addition to the area context and abutting low-rise residential to the west
- [Project supports residential intensification and affordable housing units

The project conforms to the applicable policies of Section 4.6

2.2 Urban Design Guidelines for Development along Arterial Mainstreets

The City of Ottawa approved this document in 2006. The general objectives are to foster development that contributes to the planned character for the corridor. To support gradual transition, high-quality built form, comfortable pedestrian environments, range of uses and higher density residential.

1.0 Streetscapes

1	Locate buildings along street edge	Done.
2	Provide or restore unobstructed 2.0 sidewalk.	Done.
3	Plant trees in boulevard	Done.
4	Use buildings, landscaping, and streetscape elements to create continuous streetscapes	Done.
5	Provide streetscape elements	Trees, incorporated bus stop, pedestrian accesses provided.
6	Set new buildings 0 to 3.0 m back from the front property line	Setbacks zoning compliant from front and corner yard lot lines.

2.0 Built Form

7	New development compatible with general physical character	Physical character is varied and not aligned with planned direction. The proposed development is appropriate for the transition towards the planned character.
8	Provide significant architectural or landscape features at corner sites	Building accesses are oriented to each frontage and the building walls are pushed to the zoning limits. Trees are placed along each frontage and towards the corner.
9	Street sections with width to building height ratio	Building height is 14.0 metres, protected right-of-way is 44.5 m applying a medium ratio.
10	New development with internal circulation pattern to permit logical movement	No internal roads proposed.
11	Create intense mixed use development incorporating public amenities such as bus stops and transit shelters	Proposed development brings residential to a largely commercial focused segment of Bank Street with a notable lack of denser residential. The proposed development incorporates the existing bus shelter on Queensdale Ave.
12	Design built form in relation to adjacent properties to create coherent streetscapes	Proposed development maximizes buildable area to contribute to future planned directions.
13	Ensure buildings occupy majority of lot frontage	Done.
14	Create transition in scale	At 4 storeys where taller buildings are permitted the proposed building is appropriate for the current context of lower scale but where denser and taller built form is permitted.
15	Landscape the area in front of a building	Done.
16	Design richly detailed buildings that create visual interest and add human scale	The accesses, despite the grading transitions, are provided in a connected manner to the human scale and the public sidewalks.
17	Orient front façade to face the public street	Both facades have orientation towards the public street.
18	Use clear windows and doors.	Clear windows and doors are provided.

3.0 Pedestrians and Cyclists

19	Connect pedestrian walkways	Pedestrian walkways where provided are connected.
20	Provide direct and safe pedestrian access	Provided.
21	Unobstructed 2.0 m walkways	2.0 m walkways are provided with the exception of the 1.5 m walkway on the Bank Street frontage due to the grading areas. The Queensdale access has some additional degree of primacy due to the existing bus stop.
22	Provide weather protection at buildings entrances	Canopy provided
23	Provide unobstructed 2.0 m wide sidewalk in public right-of-way.	See note (3) on Site Plan – Sidewalks continue across accesses
24	Provide site furnishings, bike racks, shelters	Bus shelter, bench, and bike racks and landscaping provided along Queensdale frontage.

4.0 Vehicles and Parking

25	Share vehicular access between adjacent properties	N/A
26	Link access and drives across properties	N/A
27	Locate surface parking at side or rear of buildings	Done.
28	Locate parking structures that serve multiple properties	Done.
29	Orient car parking spaces to minimize traffic aisles pedestrians must cross	Done.
30	Provide consistent width of landscape and pedestrian access across the front of the site.	Done. Public sidewalk is continuous around the site.

5.0 Landscape and Environment

31	Use continuous landscaping to reinforce pedestrian walkways	Landscaping provided.
32	Select tolerant species	Please review proposed Landscape Plan
33	Plant trees away from curb	Provided.
34	Coordinate tree and street light locations with above and below grade utilities	Coordination considered
35	Provide minimum 3.0 m wide landscape area at the edge of sites	Provided along front and corner yards
36	Provide a minimum 3.0 m wide landscape along edge where parking areas are	1.6 m landscape buffer provided with an opaque fence.
37	Plant trees, shrubs, ground cover on unbuilt portions of site	Done.

38	Use green building technologies	Green building technologies to be investigated further through detailed design
39	Protect and feature heritage	N/A
40	Landscape areas between building and sidewalk	Trees provided.
41	Provide a 2.5 m landscape area along sites side and rear yards	Rear buffer complies with zoning requirements with landscaping.
42	Plant trees between 7 and 10 metres apart along public streets	Trees are planted 7.0 m apart as identified on the Landscape Plan

6.0 Signs

N/A

7.0 Servicing and Utilities

49	Share service and utility areas between different users	N/A
50	Enclose all utility equipment within buildings or screen them	Exterior utilities have been screened.
51	Design lighting so that there is no glare or light spilling onto surrounding uses	Acknowledged.
52	Provide appropriate lighting	Acknowledged
53	Design secondary doors to blend in with façade	Acknowledged.

2.3 Urban Design Guidelines for Low-Rise Infill Housing

Low-Rise infill is considered to be development that is up to four storeys and may occur on vacant lands within built up areas. The Low-Rise Infill Housing Design Guidelines are under review. The following is a review of the currently applicable design guidelines.

The objectives of the new Urban Design Guidelines for Low-Rise Infill Housing are identified below:

- [Enhance streetscapes
- [Protected and expand established landscaping
- [Create a more compact urban form to consume less land and natural resources
- [Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage
- [Provide new housing designs that offer variety, quality, and a sense of identity
- [Emphasize front doors and windows rather than garages
- [Include more soft landscaping and less asphalt in front and rear yards
- [Create at-grade living spaces that promote interaction with the street
- [Incorporate environmental innovation and sustainability

8.0 Streetscapes

1.1	Inviting safe accessible streetscape. Emphasize ground floor. Entries, windows, porches at ground level	Bank Street entrances is at grade, Queensdale entrance is only raised a small amount and is very visible and contributes to a safe streetscape that creates a relationship between the ground floor and the street.
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1.2	Reflect desirable aspects of established street character	The proposed development is situated in an area with a varied fabric of development and the proposed design serves to migrate towards the direction of planned character.
1.3	Expand network of pedestrian route	Pedestrian connections to both sidewalks are provided.
1.4	Pedestrian scale and appropriate lighting	A lighting plan will be submitted as a condition of Site Plan Control will meet all municipal guidelines and regulations
1.5	Preserve and enhance decorative paving	N/A
1.6	Design accessible walkways	Grading is challenging but there is an accessible connection to the Queensdale frontage
1.7	Ensure design of private streets look and feel like public streets	N/A

9.0 Landscape

2.1	Landscape the front yard and right of way to emphasize aggregated landscaping.	Front yard setback is compliant and contains a large area of soft landscaping and proposed trees.
2.2	Where soft boulevard is limited, identify other areas for tree planting.	Tree planting is provided in the front and corner yard.
2.3	Design building and parking to retain established trees	Tree at the rear is being retained.
2.4	Provide street trees in shared soil volumes	The street trees along Bank Street will be within a shared soil volume.
2.5	Plant trees, shrubs, ground cover adjacent to public street	Provided.
2.6	Consider sustainability in species choice for plantings	All street trees are deciduous.
2.7	Enhance separation between private and public space with plantings	The tree plantings are provided in the softly landscaped yard between the building and the public sidewalk.

10.0 Building Design (Built Form)

Siting		
3.1.1	Ensure new infill animates public space	Pedestrian accesses are provided along both frontages. The façade is articulated and contains glazing.
3.1.2	Build to reflect desirable neighbourhood pattern – heights, elevations, entrances	The proposed height is 4 storeys which is lower than what could be permitted but higher than the immediate surrounding context. It is a supportable transition for the current context.
3.1.3	Determining infill lot sizes	N/A
3.1.4	Orient building so amenity spaces do not need sound attenuation	Amenity space was oriented away from the public roadways to minimize interference.
3.1.5	Match any uniform setbacks	Proposed built form is maximized to permitted setbacks in all yards.

3.1.6	Contribute to amenity by addressing open spaces by offering living spaces facing them	The exterior amenity space connects to the interior amenity area.
3.1.7	Avoid arrangement where front of a dwelling faces back of another	N/A
3.1.8	Maintain appropriate side and rear separation distances	Setbacks are met for the building faces.
3.1.9	Maintain rear yard amenity consistent with pattern of neighbourhood	Due to the existing context, this guidelines is not applicable.
3.1.10	Permit varied front yard setbacks if it preserves natural features	N/A
3.1.11	Respect grades by not artificially raising or lowering grades	Grade of subject site creates minor challenges but is not proposed to raise or lower grades beyond necessary.
3.1.12	Take advantage of solar heat	Notable glazing will contribute to solar gain.
Mass / Height		
3.2.1	Contribute to the quality of the streetscape	The proposed building will be a notable improvement over the existing site conditions and with the proposed trees and red brick angled façade will contribute to the quality of the streetscape.
3.2.2	Where larger infill backs onto lower scale provide buffers	Four storeys with a 7.5 m setback along a Mainstreet does not necessitate a buffer.
3.2.3	Where new development is higher, create a transition	Please see response above.
3.2.4	Roof projections to be reduced visually	Not visible
3.2.5	Reduce perceived height	Due to the low-rise height in the context of permitted taller buildings, height is not needed to be reduced in perception.
3.2.6	Transition in building widths and create visual divisions to approximate width of neighbouring structures	The front wall of the building is angled towards the midpoint which creates articulation along the streetscape.
Architectural Styles and Facades		
3.3.1	Design all sides that face streets with similar quality and detail	Both facades are designed in a similar fashion with the exception of the rear portion of the Queensdale façade altering material and colour. This adds interest to the longer façade side of the building.
3.3.2	Respond to established patterns by considering neighbourhood colours, materials, cornice and rooflines	Red brick and gray panel are commonly used building material. This area, due to the evolution over time is quite varied between the interior residential and the commercial sections of Bank Street.
3.3.3	Provide primary building entrances	Building entrances are provided along the Bank Street frontage and the Queensdale frontage.

3.3.4	Design infill that is distinguished with different materials, colours, rooflines	Proposed development will be a marked change for the subject site and will be taller than the nearby buildings ensuring it is distinguishable.
3.3.5	Door heights consistent in the neighbourhood	N/A
3.3.6	Add projections if they are in the neighbourhood	N/A
3.3.7	Interpret historical character in a contemporary approach	N/A
3.3.8	Harmonize traditional materials when in a heritage streetscape	N/A

11.0 Parking and Garages

4.1	Limit area of driveways and parking	Driveways and parking are limited towards the rear of the site.
4.2	Where driveways and walkways are close, use different materials	Materiality consistent with municipal guidelines
4.3	Build shared underground parking	N/A
4.4	Provide driveways to detached rear garage or parking areas to maximize dwelling façade and green front yards	Parking is at the rear of the site as well as within below grade parking level.
4.5	Where rear lanes exist, provide rear parking	N/A
4.6	Garage and façade be proportional to existing character	N/A
4.7	Limit curb cuts	Only as required
4.8	Avoid sloped driveways	Driveway is normal. Access to below grade garage sloped in accordance with guidelines
4.9	Front-facing garage be recessed	N/A
4.10	Use permeable paving on narrow lots	N/A

12.0 Heritage Building Alterations and Additions – N/A

13.0 Service Elements

6.1	Integrate and screen service elements into building design	Service elements are screened where possible. Transformer is towards the corner and is screened with landscaping.
6.2	Make garbage storage hidden	Garbage is screened.
6.3	Ensure screening does not interfere with safe movement	Acknowledged
6.4	Avoid air outtakes facing amenity areas	Acknowledged
6.5	Respect safety clearances	Acknowledged
6.6	Group utility boxes	Acknowledged

2.4 Bird Safe Design Guidelines

The following is a review of the Bird Safe Design Guidelines.

1	Consider the environment context	The proposed environment does not have any major natural areas but regardless, the design of the building minimizes large expanses of glazing
2	Minimize the transparency and reflectivity of glazing	Glazing is provided as needed for an engaging façade but is not expansive to result in unsafe bird activity.
3	Avoid or mitigate design traps	Balconies have darker glass and posts to interrupt the expanse of glass.
4	Consider other structural features	Details of roof structures or mechanical items have not yet been designed but bird safety will be considered in their placement.
5	Create bird safe landscaping	Landscaping is bird safe.
6	Design exterior lighting to minimize light trespass at night.	Acknowledged
7	Avoid nighttime light trespass from the buildings interior	Acknowledged.

2.5 Responses To Comments From Staff At Pre-Application Consultation Meeting

The following detail the comments regarding Urban Design provided at the pre-application consultation meeting that took place on January 27 2023. Comments were provided in email format and were provided by Mr. Craig Hamilton.

Planning Comments

- [The subject property is located within the South Keys to Blossom Park Community Design Plan (CDP). The CDP indicates that active frontages along Bank Street including walkways to the street are a requirement. Please ensure that the building façade addresses Bank Street.
 - **Q9 Response:** Bank Street building façade provides a pedestrian access and a walkway to the public sidewalk.
- [The CDP references a minimum of 50% of the building wall facing Bank Street should include active frontages and windows at grade.
 - **Q9 Response:** The building walls on each public frontage maximize allowable space within required setbacks.
- [Please note the High Performance Development Standards are expected to be coming into effect in April of 2023, and may be a submission requirement based on the timing of application submission.
 - **Q9 Response:** Acknowledged. To be reviewed at Site Plan Control review.
- [I would recommend reviewing the Urban Design Guidelines for Low Rise buildings as well as Bird Safe Design Guidelines (only a requirement for buildings above 4 storeys)

- **Q9 Response:** Acknowledged. Reviewed within this document.
- [Ensure that vehicle headlights are considered with respect to light spillover onto adjacent properties; consider fencing around parking and drive aisles
 - **Q9 Response:** Fencing is provided around the parking area.
- [Urban Design Review Panel will not be a requirement for this development.
 - **Q9 Response:** Acknowledged.
- [Please note that s.111 of the Zoning By-law requires that 50% of the required bike parking spaces must be located at ground level.
 - **Q9 Response:** There are 12.5 bicycle spaces required. The development proposes 6 bike spaces at ground level.
- [Ensure that any accessory buildings comply with s.55 of the By-law.
 - **Q9 Response:** No accessory buildings proposed.
- [The zoning and Official Plan policies are generally supportive of the proposed development; Staff have no significant concerns at this time.
 - **Q9 Response:** Acknowledged.

Urban Design

- [The site is subject to the: South Keys to Blossom Park CDP. The applicant should review the Arterial Mainstreet policies and the general policies for built form. Note that buildings of up to nine storeys are permitted. The primary façade is to face Bank Street and a sidewalk connection to Bank Street is required.
 - **Q9 Response:** The Community Design Plan is reviewed under separate cover as part of the Planning Rationale document.
- [Urban Design Guidelines for Low-rise buildings. The applicant should review and respond to these guidelines. Of particular importance will be the façade treatments on both Bank and Queensdale.
 - **Q9 Response:** The Design Guidelines for Low-Rise Buildings have been reviewed within this document.
- [A Design Brief will be required. A Terms of Reference for the Brief will be provided following the pre-consultation.
 - **Q9 Response:** Acknowledged. Design Brief is this document.
- [Complete elevation and floor plan drawings will be required.
 - **Q9 Response:** Completed.
- [Future drawings need to show: The location of the main entrance(s) and all emergency exits. The main entrance is to front and face Bank Street. Walkways from the public sidewalks to the building entrances. The location of all hydro wires and the building setback from these. Tree planting along Bank and Queensdale that responds to the location of the hydro wires.

- **Q9 Response:** Tree planting provided along Bank and Queensdale, entrances identified on site plan. Hydro locations shown on the Landscape Plan. Noise walls are also proposed and identified.
- [The pre-consultation form does not state the requested zoning. Based on what the applicant is seeking, Urban Design may provide further comments on setbacks, planting, buffering and amenity areas.
- **Q9 Response:** Please see the Zoning Confirmation Report which summarizes that a Minor Zoning Amendment is required for relief in the following areas: reduced resident parking spaces, minor reduction in rear yard setback for structural support, and reduction in setbacks for refuse area in a parking lot.

3 SITE, CONTEXT & ANALYSIS

3.1 Photographs of Existing Site Conditions

The following are images of the existing site conditions. Site has been demolished of the previous structure.



Figure 2: View of subject site from the corner of Queensdale and Bank



Figure 3: View of Subject Site



Figure 4: Aerial of Surrounding Use Context

3.2 Perspective Images

The following are perspective images to and from the site.



Figure 5: View look north on Bank Street



Figure 6: View looking south on Bank Street



Figure 7: View looking east on Queensdale



Figure 8: View looking west on Queensdale

3.3 Key Uses, Destinations, and Spatial Elements

Walking Distance Amenities → Restaurants, bank, grocery store (Farm Boy), schools, parks.

Cycling Distance Key Destinations → Southgate Shopping Centre is an 8-minute bike ride from the subject site. South Keys Shopping Centre is a further 3 minutes.

South Keys Transit Station → A 10-minute bike ride from the subject site.

Residential → There are residential neighbourhoods on either side of Bank Street. The residential style ranges from singles to townhomes and stacked townhomes. There are a few Planned Unit Developments in the area which is typically where the townhomes are located.



Figure 9: Key Uses and Destinations

3.4 Characteristics of Adjacent Streets and Public Realm

Queensdale is a two-lane road with transit service and primarily residential in low-rise format. Bank Street is an arterial four-lane road with dedicated turning lanes, and transit service. Both Queensdale and Bank have sidewalks.

Front setbacks are larger than more inner urban areas along Queensdale. Bank Street has a varied mix of low-rise commercial in plazas and converted older residential dwellings as well as an expanse of Bank Street where there are minimal active frontages and the backs of residential development abutting the Bank Street Public Realm.



Figure 10: Characteristic along Queensdale



Figure 11: View of Bank Street showing backs of residential abutting the public realm



Figure 12: Low-rise, low-density commercial characteristic on Bank Street

4 DESIGN RESEARCH

4.1 Massing of Proposed Development in Context



Figure 13: Render of proposed building in context

4.2 Built Form Transition

The proposed development is a four-storey building, a low-rise profile with the building wall being a compliant 7.5 m setback from the rear property line. The proposed development is an appropriate transition considering that taller heights are permitted.

4.3 Response to Abutting Public Realm Conditions

The current public realm conditions are poor and as many existing developments are setback from the road and provide now framing of the public realm. The proposed building is pushed to the front and corner setbacks with significant soft landscaping, trees, pedestrian connections on both street frontages and a building entrance and accessible entrance in very close proximity to the existing bus stop on Queensdale. The proposed development provides an improved and positive response to the public realm.

5 CONCLUSION

The proposed development has been designed in a compatible manner within a varied commercial and residential context with an efficient built form, active frontage and proposed street trees.

The following is a list of the positive elements of the urban design components this project offers:

- [Entrances on both frontages
- [Mix of durable brick material
- [Balconies
- [Suitable glazing
- [Internal and external connected amenity areas
- [Reduced vehicle parking
- [Increased bicycling parking
- [Street trees provided on the front and corner yards
- [Accessible entrance and pedestrian access near the Queensdale bus stop
- [Affordable housing

The site is considered appropriate for the development of the subject lot and is supported from an urban design and planning perspective.



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6 LIMITATIONS OF REPORT

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