

Proj. Name: OCH Friel-Chapel - 200 Beausoleil Drive
Updated: July 19, 2023

ZBLA + SPCA - 200 and 201 Friel Street - Second Review Comments

Comment No.	Comment	Discipline	Action By	Response
1 - Engineering				
Geotechnical Investigation Report				
1.4	Report speaks to a 12 storey residential building, whereas the proposal is for a 20 storey building with one level of UG parking. Please amend report, including recommendations, if required, and resubmit.	Geotechnical	Paterson Group	Please see updated Geotechnical Report PG4129-1 Revision 2 titled, <i>Geotechnical Investigation, Proposed Multi-Storey Building, 201 Friel Street, Ottawa, Ontario</i> , prepared by Paterson Group for Ottawa Community Housing, dated June 20, 2023.
Phase 1 Environmental Site Assessment				
1.7	We do not concur with Paterson response: -The absence of spill records for the three fuel underground tanks at the Bell property (393 Rideau St) does not mean there has never been any leakage from the tanks. Leakage from UST's can be investigated through soil and groundwater sampling and visual observations. -Paterson's interpretation of the groundwater flow direction is "an interpretation" only, which is not confirmed. The area of the site is surrounded by Ottawa River, which flows towards east. The surficial topography cannot be sufficiently conclusive in this area in determination of the groundwater flow direction, specially with the dense presence of various underground utilities in this area. I have no confidence on the interpreted groundwater flow direction without field confirmation. -Paterson's response re the fill material is accepted.	Environmental	Paterson Group	Paterson Groups Environmental Engineering team stands by the conclusions they have provided in previous submissions, including the Phase I ESA dated June 29th, 2017, as well as the update provide in the documentation issued on March 29th, 2023. As the City of Ottawa has further questions around the findings presented in these reports, we would recommend a sit-down meeting between Paterson Group and the City (with any other attendees as required) in order to resolve any remaining questions around these findings.
1.8	Remains outstanding. The phase one ESA needs to be updated with an HLUI report when received. Please advise if still waiting on information from the City to do so	Environmental	Paterson Group	A copy of the HLUI search results is included in the Phase I ESA Update report.
1.9	Paterson's response is accepted. Filing an RSC is not required.	Environmental	Paterson Group	Noted.
Site Servicing & Stormwater Management Design Brief				
1.15	We don't find subfloor drainage information, originally from geotechnical investigation report, in sections 2 and 5.4 of this report, as indicated in response comments.	Civil	MH	Please refer to the updated Site Servicing and Stormwater Management Brief, prepared by Morrison Hershfield and dated July 13th, 2023, which now includes subfloor drainage information.
Removals Plan				
1.37	Please show water service blanking and sewer lateral capping locations.	Civil	MH	Please refer to updated Civil drawing and report package, prepared by Morrison Hershfield and dated July 13th, 2023, which now includes cap locations for municipal water and stormwater/sanitary sewers have been added. Please specifically refer to plan C700 - Removals Plan.
2 - Transportation				
Transportation Impact Assessment				
2.17	On the TIA: - The TDM Supportive Development Design and Infrastructure Checklist is missing from the TIA. Please include and discuss as part of Module 4.1. - Please correct the reference to LeBreton Flats in the text under Table 2. - During the Analysis, ensure that both TDM checklists are filled out and appropriate measures are taken to achieve the target modal shares. In the future, please contact Tim Wei (tim.wei@ottawa.ca) to obtain a local snapshot of the Long-Range Transportation model to help inform background growth rates. - Section 3.1.1: describe rationale for mode share assumptions.	Transportation	MH	The balance of comments have been included in the revised Transportation Impact Assessment Strategy Report, prepared by Morrison Hershfield and dated July 11th, 2023, including: - TDM Infrastructure Checklist is included in resubmission. - Correction to project reference has been included in resubmission. - TDM Infrastructure Checklist will be completed in addition to TDM Measures Checklist. This is also noted for future studies, thank you. - Rationale is included in resubmission.
2.18	Staff would like to see the sidewalk along Beausoleil directly adjacent to the site improved to a 2 metre width ideally. Please clarify what impediment exists to provide this as part of site development.	Owner / Transportation / Landscape / Civil	OCH / MH / Lashley / DSA-KWC	The scope of the proposed works as part of this proposed development are illustrated on drawing A011 - Site Plan - Zoom In, prepared by Diamond Schmitt Architects and dated July 13th, 2023, via a zone outlined in a blue dashed line and noted as the extent of site development, as part of the subject application. At this time, Ottawa Community Housing is not including any improvements to public infrastructure within the scope of the proposed development. Please refer to letter from Ottawa Community Housing, by Barron Meyerhoffer, dated July 13th, 2023, for further details and rationale.
2.21	Staff would similarly like to see improvements to the Chapel Street cul-de-sac incorporated as part of this design moving forward. The changes being explored internally might include a hammer-head design and sidewalk. A sketch is attached to illustrate. While we do not have confirmation at this time that this will be pursued internally – please advise if there are impediments from OCH to implementing this. There is anticipated to be direct benefit to the development site from an improved public space adjacent. If design details can not be secured now – potentially we could conditions a Road Modification Approval to implement them. Further discussion is required on this.	Owner / Transportation / Landscape / Civil	OCH / MH / Lashley / DSA-KWC	Please refer to response to Item 2.18.
2.20	Staff are still awaiting confirmation internally that fire truck access is sufficient – and will advise further on this at the first opportunity.	Architectural		Noted, we will provide further clarifications if they are required.
2.24	Please ensure that no permanent structures such as curbing, stairs, retaining walls, bicycle parking racks, and underground parking foundation extend into the City's right-of-way.	Architectural / Landscape / Civil	MH / Lashley / DSA-KWC	No permanent structures such as curbing, stairs, retaining walls, bicycle parking racks, and underground parking foundations will extend into the City's right-of-way, please refer to plans prepared as part of this submission for changes to incorporate these comments.
2.25	On the Beausoleil Drive frontage, directly in front of the fire department connection (northeast corner of the building), the landscape plan notes a new TWSI located between the sidewalk and the road. It is assumed that the TWSI is part of a curb ramp designed to support the "OC Paratranspo Pick-Up/Drop-Off" space noted in the site plan. However, the TWSI location and curb ramp design are atypical. The TWSI should be adjacent to the curb edge not adjacent to the sidewalk. Provide more discussion and design detail on this TWSI and possible curb ramp. For an accessible passenger loading zone, consider design guidance from Section 3.2 and Figure 28 of the City of Ottawa Accessibility Design Standards. If enough space is not available for an accessible access aisle, discuss with Transit Services staff and consider a curb ramp similar to City of Ottawa standard detail SC12.4 (attached).	Architectural / Landscape / Civil	MH / Lashley / DSA-KWC	Please see detail 1 on drawing C002 - Grading Plan, prepared by Morrison Hershfield, dated July 13th, 2023 for detail at Paratranspo Loading Zone, including TWSI location and extents.
4 - Planning and Urban Design				
General				
4.17	Thank you for additional information added to A010. For the next submission, we would like that information included, but on a larger scale document such as A011. We just need to see outside the area of development 5 metres in all directions, no further is necessary unless part of the Chapel Road works. Please remove blue references on site plan to urban design highrise guideline definition and zoning definitions. Retain all other items included in the site plan legend. Please separate out and submit A011 and elevations alone – we won't be approving floor plans or other architectural drawings as part of the site plan approval.	Architectural	DSA-KWC	Please see revised drawing A011 - Site Plan - Zoom-In, prepared by Diamond Schmitt Architects, dated July 13th, 2023, addressing and incorporating the noted comments.
4.18	Thank you for additional information added to landscape plans. For the POPS design, please add a waste/recycle bin, lighting, and electrical source, as per the Community Design Plan guidance. It appears like part of the site furniture exists on the Beausoleil Right-of-Way. Please ensure anything outside of pavers and landscaping is located on the private property to avoid the need for an encroachment agreement.	Landscape	Lashley	Please see revised drawing L1-02 - Landscape Plan-POPS, prepared by Lashley + Associates, dated July 12th, 2023, addressing and incorporating the noted comments.
4.22	As part of next steps to secure easement for public access over POPS space, an R plan is required to be drafted by a surveyor with parts delineated for the space where public access will be permitted, including the existing path from Friel to Beausoleil. There will be a condition to have this public access easement secured as part of any Site Plan Control approval, so it is worthwhile to get started on that step now.	Surveyor / Landscape / Civil / Architectural	OCH / MH / Lashley / DSA-KWC	In order to finalize this item, further coordination will be required with the City to prepare R-Plan, to be part of final Site Plan Control agreement, in order to address requirement to provide easement for existing pathway between Friel Street and Beausoleil Drive.
4.26	Wind mitigation measures noted in the Pedestrian Level Wind Study, if not designed currently, may run into issues with conformity with zoning provisions, for example to Section 64 (Permitted Projections Above the Height Limit). Please ensure when designed in the future, they comply with this section.	Architectural / Wind	DSA-KWC / Morrison Hershfield	Wind mitigation measures have now been included into the design of the development. Please see A300-Series elevation drawings as part of this resubmission, prepared by Diamond Schmitt Architects, dated July 13th, 2023 for detailed locations of enclosure.
Add.	Further discussion has been had with the applicant regarding potential for shifting the building south to provide additional space on the Beausoleil frontage, extending the podium towards Chapel Street, and whether a band of a stepback can be incorporated into the 6th storey to distinguish the podium from tower further. We look forward to discussing those items further once the design team has explored.	Architectural	DSA-KWC	The applicant team has reviewed both items in detail, and offers the following response, by topic: <u>Stepback at 7th floor</u> Introducing a stepback above the 6th floor is not feasible for the proposed development for a number of reasons, detailed below. A stepback is understood to be a significant recess to the building envelope from the face of the tower component above, greater than 500mm, in order to give the appearance of separation between the podium portion and the tower. This type of step back is not feasible as a result of: 1. The floorplate size of the tower does not permit for further reduction in floor area without significantly impacting floor layouts, as well as unit counts, as a result. For all units, this would compromise their compliance with CAN/CSA B651 required clearances for accessibility. 2. This also includes compromising the design of both egress stairs. In addition, this would introduce structural transfers and jogs, which would increase cost and complexity of the building design. 3. Providing further articulation to the envelope than necessary, reduces the thermal performance of the Passive House envelope, which will then have to be made up in other ways through more efficient systems, or through increases in thermal envelope performance in other areas. 4. Typically, this type of banding or step back is introduced hand-in-hand with amenity programming, that differ in floor layout, and allow for a potential increase in clear glazing, than on a typical tower level. In the proposed development, with a limited exception at the south-west corner, the Level 7 program and layout does not differ from the tower levels above. Introducing a differing facade treatment, or increase glazing on this level would not be beneficial for residential units. Therefore, it would be the design team's standpoint that the introduction of banding at Level 7 would not appear to benefit the project from an energy performance, systems design, cost, or programming perspective. <u>Shifting Building South</u> Shifting of the building to the south would not be feasible, as this would result in the loss of critical exterior amenity space for the development which would need to be made up elsewhere within the building, resulting in a likely loss of units or other critical programming.
END				