Consider using temporary road names for clarity.

Applicant, Aug 2026: Refer to the response to Comment 2 by OC Transpo. The ROW Cross Sections have temporary names identified on Plan C-003 (North Leg, West Leg, South Leg).

City, September 2026: Noted that the cross sections have temporary names. The location of the curb cut should be in the location below.



Applicant, Oct 2026: A depressed curb has been shown on the submitted updated plans (refer to "DC" label for depressed curb and associated grey curb hatching showing extents) and its location supports a conceptual curb return design informed by swept path analysis of a standard Aerial Fire Truck (refer to submitted PDF of swept paths). It remains noted this is a consideration by SC and that the City will be responsible for all works and associated costs to establish a vehicle connection between the Phase 1 interim ROW and the future transit plaza at the time of the transit plaza construction by the City.

3. **City, September 2026: re Cross Sections submitted to the City in July 2026:** No concerns with the cross-sections.

   Applicant, Oct 2026: Noted.

Engineering Drawings (Tyler Cassidy, ~~Bruce Bramah~~) – outstanding comments only:

City: Please consider these comments in combination with comments you receive from other technical groups, agencies, and the public. Contact me if it is necessary to resolve any conflicting comments and/or include the above comments with your summary to the applicant.

Applicant Response Feb 2026: Per the MoU the U-shaped road with boundaries defined in the MoU will be a public road. Based on this, as well as other components of the MoU, the servicing for the site is being updated and will be presented to the City as part of a forthcoming meeting to include, at minimum, the servicing consultant and City reviewer as well as Derrick Moodie and Geraldine Wildman. The servicing and ROW cross section(s) must be reviewed within the context of the MoU.

Applicant Response April 2026: These comments relate to the 2023 version of the

servicing submission. Given the MoU executed in 2025, a new servicing submission is required and is forthcoming.
City, May 2026: Staff look forward to reviewing the updated submission.
City, September 2026: Comments will be provided once the detailed design engineering documents are received.
Applicant, Oct 2026: The "U" shaped road will remain private until Phase 2 at which time the ultimate design standards will be reviewed. In the interim we will move forward with the Phase 1 cross sections the City confirmed are satisfactory. The revised civil submission includes the accepted Phase 1 cross sections and details connections to public infrastructure.

1. **City, March 18, 2026:** A revised SSP will be required with the proposed public road meeting City standard ROW cross sections. Connections to the public services within the park are to be limited as much as possible. A meeting between myself and the civil consultant to go over proposed servicing prior to submission is recommended.
   Applicant Response April 2026: Refer to the response to Transportation Comment 2.
   City, May 2026: Staff look forward to reviewing the updated submission.
   Applicant, Oct 2026: A meeting with City staff took place on September 22, 2026, and the City reviewer confirmed no issues or additional comments with the proposed Phase 1 / interim cross sections.

2. **City, March 18, 2026:** An updated SWM brief is required to clearly demonstrate how the Sawmill Creek Subwatershed Study recommendations have been implemented. There also needs to be a section discussing LID measures for the stormwater management for the site. The consultant should explore all opportunities to implement LID measures into the stormwater management plan.
   Applicant Response April 2026: The revised design brief will include discussion on the recommendation of the Sawmill Creek Subwatershed Study and applicability to this site and a section discussing applicability of LID measures. The latter will be done in concert with the findings of the geotechnical investigation and will consider the urban design and grading and drainage of the site. The site is comprised of clays and almost 100% hard surfaces. This will be reviewed and presented in greater detail in the revised design brief.
   City, May 2026: Staff look forward to reviewing the updated submission.
   Applicant, Oct 2026: Refer to the revised design brief that includes discussion on the recommendation of the Sawmill Creek Subwatershed Study and applicability to this site and a section discussing applicability of LID measures. This is supported by the submitted memo by Paterson Group.

3. **City, August 2026:** The future public infrastructure that will be transferred to the City is required to meet the design standards outlined in the MECP "Design Criteria for Sanitary Sewers, Storm Sewers and Forcemains for Alterations

Authorized under an Environmental Compliance Approval" (May 2023) document.

Applicant, Aug 2026: Comments are forthcoming.

City, September 2026: Waiting for a response from the Applicant.

Applicant, Oct 2026: The "U" shaped road will remain private until Phase 2 at which time the ultimate design standards will be reviewed. In the interim we will move forward with the Phase 1 cross sections the City confirmed are satisfactory.

4. **City, August 2026:** Trees were notably missing from proposed cross-sections.

   Applicant, Aug 2026: Tree planting locations in the ROW will be confirmed once City engineering is satisfied with the cross-section designs.

   City, September 2026: Staff look forward to reviewing the updated submission. Please include fire hydrants on the cross-section(s) as well.

   Applicant, Oct 2026: One new hydrant is proposed near the northeast corner of the Phase 1 building. That hydrant doesn't "fit" any of the cross sections given its placement in a transitional area between the north and west cross sections. There is an existing hydrant near the Montana's restaurant which has been added to the south cross section even though its about two metres outside the section. Regarding trees in the Phase 1 cross sections, refer to submitted landscape plan and response to Landscape Plan Comment 1.

5. **City, August 2026:** Cross-sections that propose a 7.0m asphalt width will have difficulty connecting one of the catch basins to the proposed storm sewer. The applicant should demonstrate how these catch basins will connect to the minor system.

   Applicant, Aug 2026: Comments are forthcoming.

   City, September 2026: Waiting for a response from the Applicant.

   Applicant, Oct 2026: The cross section at this location has been changed to show the storm sewer 2.0m from the curb with the catchbasin, as such a standard CB connection will suffice.

6. **City, August 2026:** The interim cross-sections shown on "C-003" (ROW Phase 1) were not contemplated as part of the MOU. The applicant will need to demonstrate the proposed cross-sections for phase 1 can be integrated into the full ROW width as part of the ultimate design without introducing unnecessary conflicts.

   Applicant, Aug 2026: Phase 1 was clearly defined in the MoU (see the following: definition of "Phase 1" on Page 2; Phase 1 details on Page 3, Section 3; and, Phase 1 plan on Schedule B). It was known to the City since the initial SPC and ZBLA submissions in 2021 that the road would be constructed in a phased manner and that the asphalt width would be 7 metres. This was re-confirmed during the June 10, 2026 meeting which Bruce Bramah

attended on behalf of the City.

City, September 2026: Acknowledged. Note that the owner of the lands will be responsible for constructing the ultimate road configuration and implementing any required design changes related to the future right-of-way cross-section that the City will be assuming. The future right-of-way design should be as close to City Standards as possible while meeting engineering and utility requirements. The completed ultimate cross-section will be reviewed through a standard CUP and Utility Circulation, either as a condition of Site Plan Approval, or during review of the phase 2 (ultimate) works.

Applicant, Oct 2026: SC confirmed via email response to the City on September 11, 2026, that they are agreeable to deferring the ultimate cross sections and the CUP circulation and approval process to the Phase 2 development as identified on Schedule C of the MoU.

7. **City, August 2026:** The proposed ~~interim and~~ ultimate build-out cross-sections will need to undergo a utility circulation process. Sign-off from each relevant utility or stakeholder will need to be provided. This can be done through a Composite Utility Plan circulation process. It is in the applicant's best interest to complete this before engaging in Phase 1 works.

   Applicant, Aug 2026: ~~The CUP will be a condition of the Site Plan Agreement and will precede the Phase 1 works.~~

   City, September 2026: Acknowledged. There may be further discussion on the timing of the CUP process between SmartCentres and the City of Ottawa in order to facilitate approval of the Phase 1 works.

   Applicant, Oct 2026: As noted above, SC confirmed via email response to the City on September 11, 2026, that they are agreeable to deferring the ultimate cross sections and the CUP circulation and approval process to the Phase 2 development as identified on Schedule C of the MoU.

8. **City, August 2026:** Review Appendix 11 of the City of Ottawa Sewer Design Guidelines (2025) for any additional monitoring requirements for LID and stormwater management works.

   Applicant, Aug 2026: Comments are forthcoming.

   City, September 2026: Waiting for a response from the Applicant.

   Applicant, Oct 2026: Due to the presence of clay soils, infiltration-based low-impact development (LID) strategies are not considered suitable for the subject site nor compatible with the subject site in accordance with the City of Ottawa's current Sewer Design Guidelines (2025). Paterson has reviewed the current site servicing plans prepared by Arcadis (Sheet Number C-001, Issue, Project No: 135853, Revision 4 dated June 2, 2026) and confirmed there is no presence of infiltration-based LID's or other geotechnically-sensitive or Appendix 11-pertinent stormwater management features (see their submitted memo).

9. **City, September 11, 2026: Mark-ups were sent regarding the road profile.** For streets with lay-by parking, a W-shaped road profile likely won't be accepted by the City. The City reserves the right to comment on the proposed road profile for the streets that are planned to be assumed by the City during the formal Utility Circulation and CUP review process. The City is under no obligation to assume any street segments that would result in increased operations and maintenance spending or that would pose a risk to public safety. For this reason, it is recommended the road profile be designed to City Standards.
   Applicant, Sept 14, 2026, email in response to above: "Thank you for your below mark-ups, we have reviewed with Arcadis and agree to the crest design."

10. **City, September 2026:** At ultimate buildout, the streets with lay-by parking shall have the catchbasins relocated to the curbline, and the street shall be designed to provide positive drainage to the catchbasins.
    Applicant, Oct 2026: Noted.

11. **City, September 2026:** The U-shaped street in the interim design will have to meet the requirements of the Building Code & any relevant by-laws for fire route design and EMS access.
    Applicant, Oct 2026: The internal U-shaped road is designed to ensure an inner 9-metre radius, centreline 12-metre radius and outer 15-metre radius, in accordance with the City Fire Services and Building Code requirements for a designed fire route and emergency access. Refer to submitted PDF of swept paths.

12. **City, September 2026:** Sanitary sewer, watermain, and storm sewer separation distances identified on the cross sections meet City and Provincial standards and are therefore acceptable.
    Applicant, Oct 2026: Noted.

Conservation Authority (RVCA – Stephen Bohan) outstanding comments only:

Stormwater Management

1. In support of the application, the applicant has submitted the report "Site Servicing & Stormwater Management Design Brief, South Keys Mall, South Phase – Phase 1, 2200 Bank Street, city of Ottawa" dated October 28th, 2021, prepared by IBI Group. While the report does note that the stormwater from this site ultimately outlets to the Sawmill Creek Constructed Wetland facility, it does not reference whether the stormwater management plan is consistent with the Sawmill Creek Subwatershed Study. The subwatershed study provides direction for development and redevelopment within the Sawmill Creek subwatershed. Therefore, the report needs to be clearly demonstrate how it has implemented the recommendations of the subwatershed study. There was also no section discussing LID measures for the stormwater management for the site. The consultant

should explore all opportunities to implement LID measures into the stormwater management plan.

Applicant Response April 2026: The revised design brief will include discussion on the recommendation of the Sawmill Creek Subwatershed Study and applicability to this site and a section discussing applicability of LID measures. The latter will be done in concert with the findings of the geotechnical investigation and will consider the urban design and grading and drainage of the site. The site is comprised of clays and almost 100% hard surfaces. This will be reviewed and presented in greater detail in the revised design brief.

City May 2026: The City and RVCA will review and comment once this is provided.

City, Aug 2026: The City and RVCA will review and comment once this is provided.

Applicant, Aug 2026: Comments are forthcoming.

City, September 2026: Waiting for a response from the Applicant.

Applicant, Oct 2026: Refer to the revised design brief that includes discussion on the recommendation of the Sawmill Creek Subwatershed Study and applicability to this site and a section discussing applicability of LID measures. This is supported by the submitted memo by Paterson Group.

Ottawa Airport Authority (Delroy Brown) outstanding comments only:

1. **Airport March 2026:** The referenced site plan application proposes two 21-storey towers for commercial and residential use within an area governed by the Ottawa Macdonald-Cartier International Airport Zoning Regulations (AZR) within the Outer Surface. The site is also within the Airport Vicinity Development Zone (AVDZ) external to the 25 NEF/NEP contour line.

   Applicant Response April 2026: Noted. The Applicant advises that the design was previously modified in 2023 to include a single high-rise building respecting maximum height permissions.

   Airport, May 2026: The proposal should demonstrate compliance with the maximum height permitted by the AZR. The method of confirmation is the legal survey, plan, and profile, prepared by an Ontario Land Surveyor, OLS, submitted for review to demonstrate conformity prior to site plan approval, and as a condition prior to building permit issuance. Structures below the surface as presented in the current concept are permissible if no impact on navigation / communication has been identified. The OIAA will confirm position on the proposal following review of the requested survey. Building permit should not be issued before clearance from the TC and OIAA.

   Applicant Response June 2026: Refer to April 2026 response to Airport Comment 2.

   Airport, Aug 2026: the requirement for the legal survey, plan and profile prepared by an O.L.S illustrating conformance with the AZR remains.

   Applicant, Aug 2026: Given the building has been designed to comply with the maximum building height of the Zoning By-law (including projections), which is tied to the elevation of the Outer Surface, the intent is to have the Aeronautical Assessment Form for Obstacle Evaluation and legal survey, plan, and profile completed and submitted as a condition of