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May 17, 2021

Ms. Erin O'Connell, MCIP RPP  
Manager (A), Development Review West Branch  
Planning, Infrastructure and Economic Development Department  
City of Ottawa  
110 Laurier Avenue West  
Ottawa, ON  
K1P 1J1

Dear Ms. O'Connell:

**SITE PLAN APPLICATION: THE BURROUGHS KANATA  
319 HUNTMAR DRIVE, KANATA, ON  
PLANNING RATIONALE**

## **Introduction**

IBI Group has been retained to file a Site Plan Application on behalf of The Burroughs Kanata LP for its property municipally known as 319 Huntmar Drive (formerly 8555 Campeau Drive), in Kanata. This Planning Report is provided in support of the Site Plan Application, and will provide a description of the site location and context, as well as the proposed development. Additionally, it provides a concluding planning opinion, having reviewed and analyzed the proposal with regard to the applicable planning policy framework. A Design Brief is provided separately, which addresses the applicable Official Plan Design Criteria, Design Guidelines, response to initial Urban Design Review Panel comments, as well as a Shadow Study.

## **Pre-Application Consultation**

A pre-application consultation meeting was attended in May 2020 by the owner, Mississippi Valley Conservation, Ministry of Transportation and staff from various City departments. A list of Required Plans and Studies was provided, as well as feedback on the general proposal including design elements. A new Site Plan Control application, with "Manager Approval, subject to Public Consultation", under the 'complex' category is required.

An initial pre-consultation meeting with the Urban Design Review Panel was held on February 5<sup>th</sup>, 2021, and comments from the Panel were received. Considerable efforts have been made to not only address the Panel's comments, but also extend amenity expectations through the proposed design and layout of The Burroughs Kanata.

## **Site Location and Context**

The subject property is legally described as Block 2, Registered Plan 4M-1554, Geographic Township of Huntley, now in the City of Ottawa. The property has an area of approximately 32,325.8 square metres (3.2 hectares) and frontage of approximately 85 metres on Huntmar Drive.

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Huntmar Drive is an arterial road, with a protected right-of-way width of 37.5 metres. The property is bound by Highway 417 to the south, Huntmar Drive to the east, and Feedmill Creek on the north and west sides. An existing two-way bridge connects the property to the Tanger Outlets Ottawa property at 8555 Campeau Drive. The subject property is currently undeveloped.

The Feedmill Creek corridor runs in an east-west direction and separates the subject property from the Tanger Outlets Ottawa. The limit of the Feedmill Creek corridor parcel was determined by combining a 15 metre setback from the top of bank and a 30 metre setback from the normal high water mark. This parcel is owned by the City of Ottawa. Feedmill Creek is part of the City's Natural Heritage System and is considered a significant valley.

It is noted that the Ministry of Transportation Ontario (MTO) requires a 14 metre buffer over the subject property where it abuts Highway 417. It is acknowledged that, although limited construction is permitted within this buffer, no structures or elements which are required by zoning (such as stormwater management infrastructure, required parking spaces, drive aisles or fire route access) are permitted within the buffer. A photometric plan is included in the Site Plan submission to demonstrate that no light spillover is anticipated on MTO property. Additionally, the existing fencing along the limit abutting the MTO right-of-way is to remain, which will prohibit access to Highway 417.

**Area Transportation and Transit Infrastructure**

The nearest OC Transpo bus stops are located on Campeau Drive at Journeyman Street, on both westbound and eastbound lanes. The bus stops on Campeau Drive at Journeyman Street are approximately 500 m distance away, which is an approximately 7 minute walk, across the bridge to Tanger Outlets Ottawa, through the pedestrian mall to the north side of the mall, and along sidewalks to the bus stops.

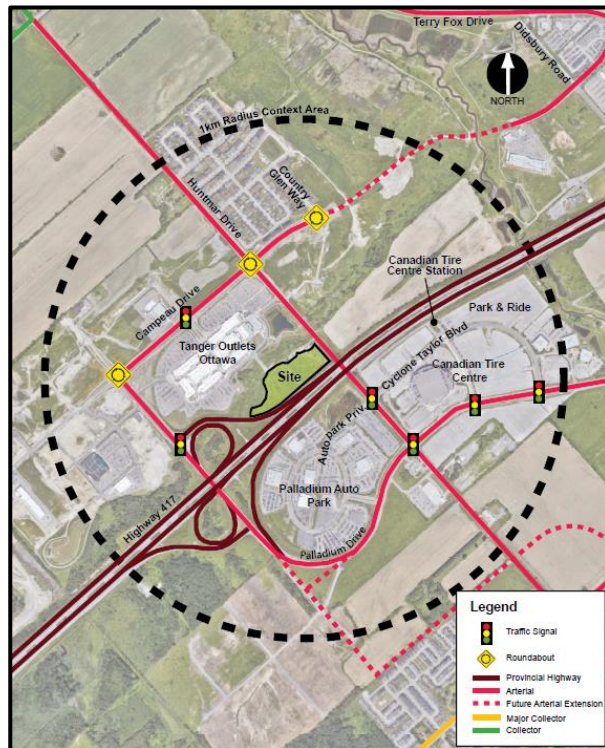


Figure 1 Site location with traffic features (Source: IBI Group)

Route 62 provides service between Terry Fox Bus Rapid Transit Station and Stittsville. The Terry Fox Station is located in the Kanata Centrum Shopping Centre, which has an extensive number of amenities, such as: grocery stores, liquor stores, retail shopping, restaurants, a movie theatre, banks and hotels. From the Terry Fox Station, there are multiple bus transit connections to other routes within Kanata and to downtown Ottawa (including Tunney's Pasture and many express routes).

The extension of Campeau Drive is expected to be completed later this year. This will provide direct access between the Tanger Outlets Ottawa and Kanata Centrum Shopping Centre. Although not confirmed, it would be logical that OC Transpo may adjust their bus routes to make the connection between Tanger Outlets Ottawa and Kanata Centrum Shopping Centre. The Campeau Drive roadway cross-section includes pedestrian sidewalks and

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bicycle lanes on both sides of the road. In addition to providing access to amenities located within Kanata Centrum, Campeau Drive also connects to the pathway network adjacent to the Carp River from Richardson Side Road, along Terry Fox Drive and back to Campeau Drive (a convenient and enjoyable route for resident use).

According to the draft 2020 Official Plan Schedules, a Future O-Train station is planned for Huntmar Drive, adjacent to the Canadian Tire Centre (within an area identified as a transforming neighbourhood and a Protected Major Transit Station Area). Although the proposed station location is on the south side of the 417, there are also plans to upgrade the Huntmar Drive overpass to provide a more functional multi-modal access to the transit station.

Although the precise timelines for these public transit service improvements are undetermined, they speak to the vision for this area – an area that includes enhanced public transportation service and viable alternatives to dependency on personal vehicles. The proposed development at The Burroughs Kanata will be a thriving community of likely over 500 people, and the use of personal vehicles is going reduce over time, as additional public transit options become available.

## Proposed Development

The development proposal includes the construction of four, nine-storey, mid-rise apartment buildings, each with 106 units, for a total of 424 units, as well as an amenity building for resident use and enjoyment. The remainder of the site will include several landscaped amenity areas, surface parking and drive aisles. One level of underground parking is proposed under each of the apartment buildings and amenity building.



Figure 2 3D view of proposed development (Source: Kohn Partnership Architects Inc.)

## Access and Circulation

Site-generated traffic will access the proposed development via a two-way right-in/right-out, private approach on Huntmar Drive. An internal roadway connection is also provided between the

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subject site and the adjacent Tanger Outlets Ottawa. The surface drive aisles will all be 6.7m wide and the underground parking facility drive aisles and ramps will be 6.0m wide.

Pick-up and drop-off facilities will be provided at the main entrance of each apartment building. Each building will also have a designated loading and waste collection area, as shown on the Site Plan. The loading and waste collection facilities have been designed based on the City of Ottawa Solid Waste Collection Guidelines, with the intention of being eligible for municipal pickup. These loading facilities will also facilitate convenient move in/move out procedures for residential tenants.

Vehicle turning movement templates for a garbage truck accessing the waste collection areas, and for a fire truck navigating the fire routes are provided in the Transportation Impact Assessment.

### **Amenity Area and Landscaping**

The proposed landscape approach is based around creating a refined design aesthetic that combines clean lines, an abundance of plantings, quality materials, all connect by sections of green grass. The design is centered around a core amenity space, that connects three of the four buildings with a ribbon of greenspace and public amenity space elements. This core amenity area is the heart of this residential community. It provides an inward facing space where the residents can interact, expand into the landscape, while enjoying a variety of amenities (including: a plaza, play area, BBQ patio, multi-purpose space, and potentially a pool. The perimeter relates to a series of walkways and provides connections to the other amenity elements, including: community gardens, a dog run, exercise area and various green spaces. The volume of trees will provide a canopy for residents and visitors to enjoy.

This area of development is focussed on the centre of the site, and is bound by natural areas, as well as Feedmill Creek. The landscape along the limits of the development has been established to provide a natural buffer, blurring or transitioning between the manicured elements of the development and the natural limits. Urban forest cover is being increased through the addition of trees within the greenspaces and within the parking islands. The goal is to increase the shade cast on the paved areas to reduce heat island effect while providing help provide a transition between building and ground plain using larger shade trees. The species have been thoughtfully selected. They are a combination of hardy native and robust non-native species, that will thrive in the landscape of this project.

The acoustic recommendations from the Noise Study (taking into consideration the outdoor amenity areas) are tastefully incorporated into the landscape approach, with an outdoor covered bike shelter at the east end of the open greenspace, along with a berm at the west end of open courtyard area.

### **Parking**

A total of 446 parking spaces are proposed on the subject property, outside of the 14m MTO buffer. This represents a ratio of 0.95 spaces/unit for residential spaces and 0.10/unit for visitor spaces. These spaces are proposed as a combination of above grade (320 spaces) and within underground parking garages beneath the buildings (126 spaces). A total of 43 visitor spaces will be signed accordingly and do not include reduced width or parallel spaces. A total of 11 barrier-free parking spaces are provided, 7 of which are above-grade and 4 are below-grade. An additional 134 parking spaces are provided within the 14m MTO buffer, for a total of 580 (1.36/unit) on the subject property. A total of 162 parking spaces are provided as reduced width spaces, 158 above grade and 4 below grade. A total of 7 parking spaces are provided as reduced width and

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length spaces and will be signed accordingly. The majority of the parking spaces provided in the MTO buffer are reduced width spaces.

A total of 12 surface parking spaces (3 per apartment building) and 12 underground parking spaces (3 per apartment building), as well as an additional 24 spaces that will be wired to meet future demand (including Barrier Free spaces) are provided for Electric Vehicle Charging stations.

Long-term bicycle parking is provided on Level P1 in secured storage lockers, and 16 short-term, covered bicycle parking spaces are provided at grade (adjacent to the main outdoor amenity area). Cycling is encouraged through these temporary surface parking spaces and shelter to allow for easy transitions from bike to home.

### **Applicant's Public Consultation Strategy**

The Site Plan Application is subject to public consultation, as it includes a new residential building with more than fourteen units, is taller than 5 storeys, and is a new planned unit development (i.e. multiple residential buildings on one property). Public consultation relating to the Site Plan Control application will follow the City of Ottawa public consultation process and practices, including placing a large sign summarizing the proposal on the property to notify public that an application has been received. Additionally, registered community organizations who are enrolled with the City are provided notice of the application. The City also posts detailed information about all site plan proposals, including a copy of the Site Plan and supporting studies, on the City's Development Applications website. Contact information for the Planning File Lead is provided, and any person who would like to provide comments can do so through this link: <https://devapps.ottawa.ca/en/>

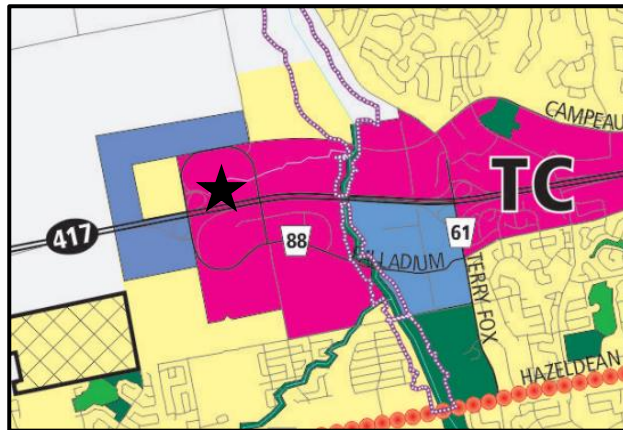
Additionally, should Ward Councillor Jenna Suds or City staff wish to hold a community meeting, the project team will make arrangements for either an in-person or virtual meeting to provide information and answer questions.

### **Policy and Regulatory Context**

#### **City of Ottawa Official Plan**

The subject lands are designated "Mixed Use Centre" in the City of Ottawa Official Plan and the applicable policies are provided in Section 3.6.2 of the Plan. The Mixed Use designation applies to lands in strategic locations in proximity to the rapid-transit network, while serving as central hubs of activity within the surrounding community and Ottawa overall. Mixed Use Centres have the potential to achieve higher densities of compact and mixed-use development. The development of vacant land provides an opportunity to achieve transit-supportive densities. In addition to attaining higher densities and transit-oriented development, Mixed Use Centres should encourage a design environment that fosters walking and cycling as attractive options, where transit can be accessed easily.

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**Figure 3** Designation of subject lands (Source: Schedule B City of Ottawa Official Plan)

Within the Mixed Use Centre designation, a broad range of land uses at transit-supportive densities are permitted, such as: offices, schools, hotels, hospitals, large institutional buildings, community facilities, retail, entertainment uses, services, high and medium density residential use, as well as mixed-use development containing a combination of uses.

The proposed development addresses the applicable policies in Section 3.6.2 Mixed Use Centres of the Official Plan, as it includes: a medium density residential use in proximity to an existing retail shopping centre, with excellent pedestrian

connections to the shopping centre and Huntmar Road; with a high standard of amenity areas, while respecting the natural environment of the Feedmill Creek corridor adjacent to the property. The four, nine-storey buildings being proposed, are appropriate given the subject property context abutting Highway 417 to the south and Tanger Outlets Ottawa to the north. There are opportunities for connection to the area's greenspace and natural environment network, including the Carp River corridor, which can be accessed via the extension of Campeau Drive (currently under construction).

As per Section 2.5.1 – Designing Ottawa, the policies also encourage “good urban design and innovative architecture to stimulate the development of community places with unique character, that are attractive for people to live, work and socialize”. Generally, design review will include built form, open spaces and infrastructure.

Section 4.11 of the Official Plan contains policies on Urban Design and Compatibility. The purpose of these policies is to lay the groundwork for requiring high quality urban design. The design and compatibility of a development application is evaluated at the time of application in the context of these policies, as well as the Design Objectives in Section 2.5.1.

A Design Brief is submitted with this application and provides further discussion on the design merits of the proposed development.

### **Draft City of Ottawa Official Plan**

The City of Ottawa is currently in the process of updating the Official Plan. A draft Plan document and Schedules are available on the City's website, which were reviewed in relation to the proposed development of the subject property to ensure conformance with the general future policy direction.

The subject property is identified on Schedule A – Transect Policy Areas as a “Suburban Transect Policy Area” and adjacent to an “Future O-Train and Station” on Huntmar Drive, south of Highway 417. It is Identified as Neighbourhood on Schedule B5 – Suburban (West) Transect and abuts a Greenspace (Feedmill Creek corridor).

The future O-Train station proposed on Huntmar Drive is also shown on Schedule C1- Protected Major Transit. The area around the Canadian Tire Centre, where the station is to be located, is

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identified as a Protected Major Transit Station Area (C1) and Hub/Transforming Neighbourhood (B5).

The Huntmar Drive overpass is identified as a Major Pathway and ties into Campeau extension on Schedule C3. Huntmar Drive is an existing Arterial road, as per Schedule C4. The 2013 Transportation Master Plan identifies the Huntmar Drive Widening (Phase 3), as a project that will widen Huntmar Drive from two to four lanes between Campeau Drive and Cyclone Taylor Boulevard. An Environmental Assessment Study is currently underway for this project.

The property is not identified as being located within the proposed Urban Secondary Plans, as it is outside Kanata Town Centre, Volume 2A, and outside Kanata West Area-Specific Policy Area – Volume 2C.

The proposed development conforms with the applicable Official Plan policies and the future direction of the draft Official Plan.

### **Kanata West Concept Plan**

The Kanata West Concept Plan (KWCP) was prepared in 2002 for lands that were brought into the Urban Boundary in 2000 and provides a framework to guide future development in Kanata West. The subject property is within the High Profile Employment, Entertainment & Leisure Hub land use district and is adjacent to the River/Creek Corridors district.

As per Section 3.2.1 of the KWCP, the High Profile Employment, Entertainment & Leisure Hub district is in close proximity to the Corel Centre (now the Canadian Tire Centre) at the intersection of Highway 417 and Huntmar Drive, which will be bisected by a future transitway corridor. A variety of uses are recommended within the district, including: leisure and entertainment uses; retail and theme/specialty commercial uses as well as apartments.

The KWCP intends that the highest intensity uses, such as office, hotels and apartments be located at Highway 417 and Huntmar Drive intersection in order to create a visual gateway to the area.

The Kanata West Concept Plan is implemented by the Kanata West Secondary Plan, which provides direction on the Maximum Permitted Building Heights. The subject property has a maximum permitted building height of 15 storeys. The proposed buildings are 9 storeys each.

The subject property is located at the intersection of Huntmar Drive and Highway 417, and the proposed development includes residential apartment buildings, at nine-storey heights, which are below the maximum permitted heights contemplated for the site.

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### Comprehensive Zoning By-law 2008-250

The subject property is currently zoned Mixed-Use Centre, Maximum Height 45 metres (MC H(45)) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The purpose of the MC- Mixed-Use Centre Zone is to ensure that the lands designated Mixed Use Centre in the Official Plan accommodate a combination of transit-supportive uses, such as: offices, schools, hotels, hospitals, large institutional buildings, community centres, retail uses, entertainment uses, and high and medium density residential uses. These uses are expected to be in a compact and pedestrian-oriented built form within mixed-use buildings, or side by side in separate buildings. The MC Zone development standards favour medium to high profile development while minimizing its impact on surrounding residential areas.

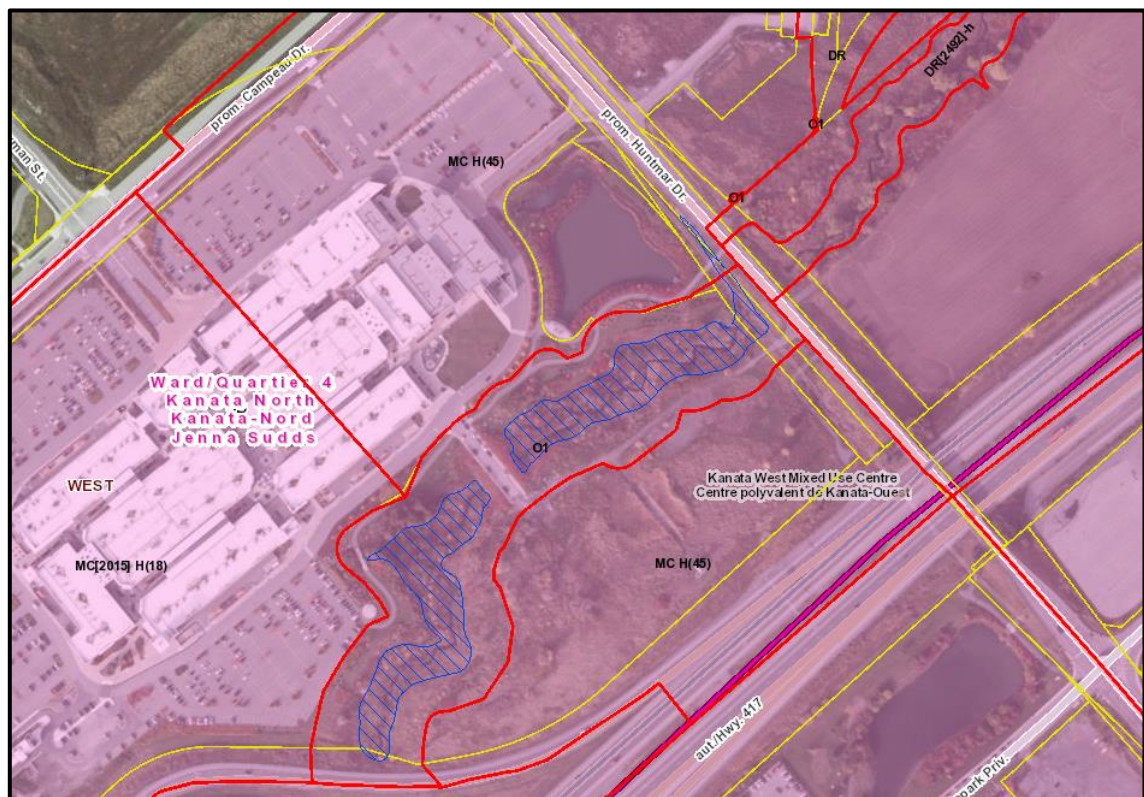


Figure 4 Zoning of subject lands (Source: City of Ottawa)

The four, nine-storey apartment buildings are a permitted use in the MC Zone. As there are “more than two residential use buildings on one property”, the Planned Unit Development provisions are also applicable, along with General Provisions, such as parking and amenity area requirements.

A Zoning Table is provided as Appendix 1 to this document.

It is noted that the proposed number of parking spaces on the subject property do not meet the minimum residential and visitor parking requirements. A Minor Variance Application is anticipated and discussed in the section below.

### Minor Variance Application

The subject property is located within Area C on Schedule 1A: Areas for Minimum Parking Requirements, which requires 1.2 parking spaces per residential unit in a mid-rise apartment



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building, and an additional 0.2 parking spaces per residential unit in a mid-rise apartment building for visitor parking. A total of 594 parking spaces are required for the proposed 424 apartment units.

319 Huntmar Drive MC H(45) Apartment Dwelling, Mid-rise	Required Parking		Provided Parking	
	Residential	Visitor	Residential	Visitor
	1.2/unit	0.2/unit	0.95/unit	0.10/unit
<b>424 units</b>	509	85	403	43
<b>Total parking:</b>	594 (1.4/unit)		446 (1.05/unit)	
<b>Parking in MTO Buffer</b>			134	
<b>Total Parking (including MTO buffer) on site</b>			580 (1.36/unit)	

A total of 446 parking spaces are proposed on the subject property, outside of the 14 metre MTO buffer. This represents a ratio of 0.95 spaces/unit for residential spaces and 0.10/unit for visitor spaces. These spaces are proposed as a combination of above grade (320 spaces) and within underground parking garages beneath the buildings (126 spaces). Visitor spaces will be signed accordingly and do not include reduced width or parallel spaces. An additional 134 parking spaces are provided within the 14m MTO buffer, for a total of 580 (1.36/unit) on the subject property.

It is acknowledged that the 14m MTO buffer requirement is in place to protect the ability of the highway to meet future demands. As per correspondence dated March 1<sup>st</sup>, 2021, MTO does not have plans to acquire lands beyond the current right-of-way limits abutting the subject property and are generally supportive of the proposed parking within the buffer.

It is anticipated that an additional variance will be required to address a few locations abutting the Feedmill Creek corridor where the minimum required width of a landscape buffer for a parking lot containing more than 100 or more spaces, is reduced. The proposed setbacks are in the range of approximately 1.25 metres to 2.82 metres, below the required 3 metres. The proposed landscape buffer abutting Highway 417 to the south is proposed to be 1.0 metres, also reduced from the required 3 metres. The reductions are minor in nature, as the abutting lands in the Feedmill Creek corridor offer additional screening through natural vegetation and the MTO right-of-way provides additional distance to the edge of pavement of the Highway.

It is anticipated that the Minor Variance Application will be filed following receipt of the Site Plan review comments from the initial submission.

## Urban Design Review Panel

The subject property is located in a Design Priority Area and is therefore subject to evaluation by the Urban Design Review Panel. A pre-consultation meeting was held with the Panel on February 5, 2021. Comments were received, and a number of revisions were made to the site plan in an effort to address the Panel's central observations and comments.

We will submit for the Formal Urban Design Review Meeting in advance of the June 24, 2021 submission deadline for the July 9, 2021 meeting date and look forward to presenting the revised proposal to the Panel.

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## **Supporting Studies**

A number of studies and plans were identified as required materials for a complete Site Plan application submission through the Pre-Consultation Meeting process. A summary is provided below, and full copies of each report are included with the Site Plan submission. Please reference each report directly for further details.

### **Engineering Design Brief**

A Design Brief has been prepared by IBI Group to present a detailed servicing scheme to support the proposed development of the subject property, including a recommended servicing plan for the major municipal infrastructure. This report will also include sections on water supply, wastewater disposal, stormwater management, as well as erosion and sediment control. The proposed design philosophy and criteria are in accordance with the policies set out by the City of Ottawa.

### **Archaeology Report**

A Stage 1 and 2 Archaeological Assessment was conducted in 2009 for the former owner of the property to ascertain whether the proposed development would have a negative impact on any archaeological resources. One archaeological site was discovered and designated BhFx-40 in the National Archaeological Sites database. The Site is interpreted as the Burroughs farmstead, which was occupied from the early 1840's until the 1870's, at which time the primary dwelling was moved closer to the road frontage. Stage 3 testing was completed to define the nature and extent of the site, that exposed a vertical-sided sub-rectangular pit, filled with 20<sup>th</sup> century farmyard garbage. Water infiltration prevented the complete examination of the feature and subsequent expanded testing revealed a spread of mid nineteenth century artifacts, and rubble and mortar wall remains. The Report concludes that the site be protected through suitable means, until the archaeological site has been excavated (Stage 4) to the satisfaction of the Ministry and the City. The Stage 4 assessment is in progress.

### **Noise Study**

RWDI was retained to prepare a Noise Feasibility Study in support of the proposed development. The Study concludes that based on the results and recommendations provided, the proposed development is considered to be feasible from a noise and vibration impact aspect. Recommendations for noise control measures include window glazing and balcony door sound isolation standards, central air-conditioning to allow the windows to remain closed, as well as the inclusion of noise warning clauses related to transportation sound levels at the outdoor amenity area and at the building facades. The Study also recommends the construction of a perimeter noise barrier along the outdoor amenity area, which has been incorporated into the Landscape Plan details.

### **Transportation Impact Assessment**

Following the completion of the TIA Steps 1, 2 & 3 submitted to City staff, IBI Group has prepared a Transportation Impact Assessment – Step 4: Analysis in support of the proposed development. Based on a review of the physical limits of the site, queuing and sightlines, it was determined that a right-in/right-out access on Huntmar Drive presents the safest access configuration for this site. Consideration was given to the impacts of the Campeau Drive extension on study area traffic patterns, which may be redistributed to Campeau Drive from Palladium Drive, resulting in an

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increase on Huntmar Drive. The most significant barrier to active transportation is the current configuration of Huntmar Drive and the lack of pedestrian and cycling facilities over Highway 417. In order for this development to take advantage of the proximity of the future Palladium LRT station, it is recommended that the City include appropriate infrastructure in advance of LRT station construction to mitigate future traffic volumes in the area.

The proposed development includes a total of 580 parking spaces, whereas the Zoning By-law require a total of 594 parking spaces. A total of 134 of the provided parking spaces are located within the 14.0 metre MTO buffer. MTO has indicated they do not have any plans in the near future to acquire the lands beyond the current right-of-way limits of Highway 417, and that they are generally supportive of the proposed parking within the buffer. Based on the ITE Parking Generation Manual, the peak parking demand is expected to range between 518 to 556 spaces and; therefore, no spillover parking is anticipated within the short-term. With consideration of the planned improvements to transit service in the area, and the TDM measures proposed, it is expected that the on-site automobile dependence will reduce over time and site-generated parking demand will not exceed the reduced parking capacity.

### **Geotechnical Study**

A Geotechnical Investigation was conducted by Paterson Group to determine the subsurface soil and groundwater conditions by means of boreholes, that has provided geotechnical recommendations for the design of the proposed development based on the results and other available soil information. From a geotechnical perspective, the investigation concludes that the subject site is suitable for the proposed development. Additional details and recommendations are provided in the Geotechnical Report.

### **Phase 1 Environmental Site Assessment**

Paterson Group was also retained to conduct a Phase I Environmental Site Assessment (Phase I ESA) for the subject property, to research the past and current use of the site and study area, as well as to identify any environmental concerns that have potentially impacted the property. As per historical research, the site was used for agricultural purposes, and no potentially contaminating activities (PCAs) were identified. Following the historical review, Paterson conducted a site visit to assess the current environmental conditions of the site and determined there were no PCAs on site. Based on the results of the Phase I ESA, a Phase II ESA is not required for the subject property.

### **Environmental Impact Assessment & Tree Conservation Report**

An Environmental Impact Statement and Tree Conservation Report was initially prepared by Muncaster Environmental Planning Inc. for the subject property in relation to a previous development proposal in March of 2015. The Report was updated for the subject application and concluded that there are no changes to the findings presented in the 2015 Report. Furthermore, the Report notes that although the type of proposed development has changed, the potential impacts for the area assessed are similar to those of the original report and it is confirmed that the environmental impact assessment has not changed since production of the 2015 report, which states there are no recommended areas of potential tree retention on the site.

The Report concludes that significant natural heritage features, as defined in the Provincial Policy Statement, are to the north of the site in the Feedmill Creek corridor, but not located on the subject property. All site disturbances will be a minimum of 30 metres from the Creek. No Species at Risk are anticipated to be impacted. A single bur oak of 50 cm dbh is located in the central-west portion

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of the proposed development; however, with anticipated grading and other urban servicing requirements relative to its location, is not practical to retain it. The other trees are generally in poor condition and/or species usually not recommended for retention, including Manitoba Maple.

## Conclusion

It is our professional opinion that the proposed development of the subject property, to be reviewed through the Site Plan Control process, conforms with and implements the policies of the City of Ottawa Official Plan, and generally complies with the intent and provisions of the application MC H(45) Zone, as per Zoning By-law 2008-250, with the exception of parking and associated perimeter landscape buffering of parking lots for which a future Minor Variance Application will be submitted. The development, as proposed, provides a built form and site layout that is consistent with the principals of good urban design, which will be compatible with the existing and future uses on adjacent lands and will contribute to the achievement of a complete community. The development, as proposed, represents good planning.

Sincerely,

**IBI Group**



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Tess Gilchrist, MCIP RPP  
Senior Planner

*I hereby certify that this Planning Justification Report was prepared under the direction of a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.*

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**Appendix 1 – Zoning Table, City of Ottawa Zoning By-law 2008-250**

Provision	Section	Details	Proposed
<b>319 Huntmar Drive</b>			
<b>Mixed-Use Centre MC H(45) Zone</b>			
Permitted Uses	Section 191	Planned Unit Development Apartment Dwelling, Mid Rise	4 Apartment Dwellings, Mid-Rise, 106 units each
Lot Area (min)	Table 191	No minimum	32, 325.8 sq.m.
Lot Width (min)	Table 191	No minimum	85 m
Front Yard & Corner Side (min)	Table 191	Abutting a residential zone: 3m Abutting rapid transit: 2m Other cases: no minimum	Varies
Interior Side Yard (min)	Table 191	Abutting a residential zone: 3m Abutting rapid transit: 2m Other cases: no minimum	Varies
Rear Yard (min)	Table 191	Abutting a residential zone: 6m Abutting rapid transit: 2m Other cases: no minimum	Varies
FSI	Table 191	No maximum	1.09
Minimum building height	Table 191	No minimum	5 m
Maximum building height	Table 191	45 metres	Varies: 5 m – 28 m
Minimum width of landscaped area	Table 191	No minimum, except that where provided and not used for parking, aisles, etc – must be landscaped	Provided
		Storage must be enclosed within building	Solid waste storage is located within each residential building
<b>Part 4 – Parking, Queuing and Loading Provisions</b>			
Minimum Parking (Area)	Table 101	Dwelling, Mid-high Rise Apartment 1.2 per dwelling unit	403 spaces*

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C, Schedule 1A)			
Minimum Visitor Parking (Area C, Schedule 1A)	Table 102	Dwelling, Mid-high Rise Apartment 0.2 per dwelling unit	43 spaces*
Maximum Parking Near Rapid Transit	Table 103	Dwelling, Mid-high Rise Apartment 1.75 per dwelling unit (combined resident and visitor)	N/A
Accessible Parking	Traffic & Parking By-law 2017-301; Part C, Section 111	500+ = 6 spaces 400-499 = 5 spaces	11 spaces
Accessible Parking Dimensions	Traffic & Parking By-law 2017-301; Part C, Section 112	3.66 m x 5.2 m, appropriately located for access with DCs, etc. City of Ottawa Accessibility Design Guidelines	Provided
Parking Space Provisions	Section 106	2.6m x 5.2m	Provided
	Section 106 (3)(a)	Up to 40% reduce width to 2.4m, in a parking lot with more than 20 spaces, except where abutting wall or column	169 spaces
Aisle and Driveway Provisions	Section 107(aa)	Driveway to parking lot with 20+ cars, 2-way 6.7 m max	6.7 m
	Section 107 (c)	Can be 6.0m for residential parking lot or garage with spaces 56 – 90 degrees	6.0 m for underground ramp and below grade
Location of Parking	Section 109(2)	No parking in the <u>required</u> front, corner or extension of corner side into the rear yard. <i>No required front yard setback.</i>	N/A
Landscaping Provision for Parking Lot	Section 110	(1) min 15% perimeter or interior landscape area	21%
Landscape Buffer	Table 110	Abutting street 3m Not abutting street 3m	Varies: 1.25 m – 2.82 m*

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		(parking lot containing 100+ cars)	
Bicycle Parking	Section 111	0.5 per dwelling unit	212 spaces
		Any yard, convenient access, max 50% in landscaped area,	
		Size: Horizontal 0.6mx 1.8m Vertical 0.5mx 1.5m Aisle 1.5 m Max 50% vertical 25% must be located in building, secure area or bicycle lockers	53 spaces/building, combination of horizontal and vertical in each bicycle storage room on P1 of underground parking: H: 0.6 m x 1.8 m V: 0.5 m x 1.5 m
Loading Space Rates and Provisions	Section 113	Not required for residential uses	Provided for waste collection and tenant move in/out
<b>Planned Unit Development – Section 131</b>			
	Table 131	(1) Minimum width of private way – 6m	6.7 m
		(2) Minimum setback for any wall of a residential use building to a private way – 1.8m	Varies: 2.9 m – 5.5 m
		(4) Minimum separation area between buildings within a planned unit development a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres b) all other cases – 3 m	Varies: 3.6 m – 21.22 m
<b>Amenity Area – Section 137</b>			
Amenity Area	Section 137	6 sq.m. per unit, min 50% of required total to be provided as communal and aggregated into areas up to 54 sq.m. , and where more than one aggregated area is provided, at least one must be a minimum of 54 m2	Total Area: 3,016 sq.m. Communal Area: 1,489 sq.m.