

# 1305 MARITIME WAY PLANNING RATIONALE



Project No.: CCO-18-0534-01

Prepared for:

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May 17, 2022

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- Appendix A: Site Plan, dated January 19, 2022, prepared by Chamberlain Architect Services Limited.  
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## **1.0 OVERVIEW / INTRODUCTION**

McIntosh Perry was retained by 2667602 Ontario Inc. (c/o Silver Hotel Group) to prepare this Planning Rationale in support of a Site Plan Control application for the development of a six-storey, 102-unit hotel. The subject lands are known municipally as 1305 Maritime Way in the City of Ottawa.

A Pre-Consultation meeting was held August 17, 2021 to discuss the proposed development and submission requirements for the Site plan Control application. An earlier Pre-Consultation meeting had been held with Staff September 25, 2018. Submission requirements, as outlined in the Applicant's Plan and Study Identification List are as follows:

- Site Servicing Plan
- Site Servicing Study
- Grade Control and Drainage Plan
- Geotechnical Study
- Transportation Impact Assessment
- Erosion and Sediment Control Plan / Brief
- Storm Water Management Report / Brief
- Noise / Vibration Study
- Planning Rationale
- Site Plan
- Landscape Plan
- Survey Plan
- Architectural Building Elevation Drawings
- Design Brief
- Phase 1 Environmental Site Assessment
- Tree Conservation Report
- Integrated Environmental Review
- Applicant's Public Consultation Strategy

These documents have been provided as part of the Site Plan Control application. A Butternut Health Assessment Report has also been provided. A Transportation Impact Assessment (TIA) was submitted to Staff December 23, 2022 in support of Step 4 of the City's TIA process. Although Staff normally require the TIA to advance to Step 5 of the TIA process before supporting the processing of the Site Plan Control application, Staff confirmed January 11, 2022 that given that neither a Road Modification Agreement nor a Monitoring Plan are required for the development, the SPC application could be processed.

This Planning Rationale discusses the suitability of the development proposal in the context of applicable planning policy and zoning.

## 2.0 SITE CONTEXT

The subject lands are known municipally as 1305 Maritime Way and are located in the ‘Central Business District’ of the Kanata Town Centre, within the Former City of Kanata.

The legal description of the subject lands is “PART LOTS 2 AND 3, CONCESSION 2, MARCH, AND PART LOTS 2 AND 3, CONCESSION 3, MARCH, AND PART OF THE ROAD ALLOWANCE BETWEEN CONCESSIONS 2 AND 3, MARCH, (CLOSED BY BYLAW CT243435 (LT278660)), PART 1, PLAN 4R-31544 CITY OF OTTAWA,” and they are owned by “2667602 ONTARIO INC.”

The subject lands have an area of 6,073.9 square metres (0.61 hectares) and 209.96 metres of combined frontage on future public streets Maritime Way and Canadian Shield Avenue. As of the writing of this report, the City of Ottawa is advancing design work in support of the construction and opening of these streets by By-law along the frontage of the subject lands.

The northern portion of the subject lands is treed/vegetated, while the southernmost portion and overlapping the property boundary to the east is open field.

Nearby and adjacent land uses include: a hotel (TownePlace Suites by Marriott) and treed lands to the east; treed lands to the north and to the west; a mixed apartment/hotel (Residences at Kanata Lakes, Homewood Suites by Hilton) to the northeast; and a retirement home (Timberwalk Retirement Community) to the south and opposite future Maritime Way.

Bill Teron Park is situated approximately 320 metres west of the subject lands and the Trans-Canada Highway (Highway 417) is located approximately 230 metres south of the property.

Full municipal water, storm, and sanitary servicing infrastructure are available within the future Maritime Way, south of the subject lands. Servicing connections from the subject lands to this municipal infrastructure is proposed, as communicated within the submitted civil engineering package.

Figure 1 provides an aerial image showing the site location and surrounding lands.

## 3.0 DEVELOPMENT PROPOSAL


The proposed development involves the construction of a six-storey hotel with 102 guest suites. The building is proposed along the western lot lines, towards the front of the property. The hotel has an approximate gross floor area of 5,791 square metres and a building height of 20.93 metres. The remainder of the lands are largely occupied by landscaping features, a fire route, and associated parking.

Vehicular access to the subject lands is proposed along Maritime Way, which will connect to Canadian Shield Avenue along the front of the property.

The lot line adjacent to Maritime Way is considered the front lot line for the purposes of this application; however, once Canadian Shield is opened by By-law, the lot line fronting Canadian Shield Avenue may become considered the front lot line.

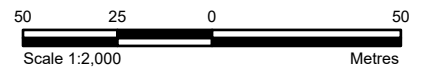


**LEGEND**

 Approximate Site Boundary

**REFERENCE**

GIS data provided by the Ontario Ministry of Natural Resources and Forestry, 2021.



CLIENT:		SILVER HOTEL (KANATA) INC.	
PROJECT:		PLANNING RATIONALE	
TITLE:		SITE LOCATION AND SURROUNDING LANDS	
PROJECT NO: CP-18-0534		FIGURE:	
Date	Apr., 08, 2021	<b>1</b>	
GIS	EU		
Checked By	SB		
<b>McINTOSH PERRY</b> 115 Walgreen Road, RR3, Carp, ON K0A1L0 Tel: 613-836-2184 Fax: 613-836-3742 www.mcintoshperry.com			

The proposed parking area is located east of the hotel and includes a total of 102 parking spaces: 5 accessible spaces and 97 typical spaces. Two loading spaces are also proposed, along with 7 bicycle parking spaces. As suggested within the Pre-Consultation notes, bicycle parking spaces are partially located under the covered vehicle drop-off.

Accessible features are proposed, including ramps with tactile strips and dropped curbing.

Soft and hard landscape features are proposed and include 3-metre landscape buffers surrounding the parking lot, as required by the zoning by-law, as well as landscaped medians located within the parking lot. Pedestrian connections are proposed within and adjacent to the parking lot, providing access to the main entrance of the building from Maritime Way and future Canadian Shield Avenue.

Patio space is proposed immediately west of the building. Snow storage is shown in various locations adjacent to the parking lot.

The Site Plan is attached at Appendix A.

### **3.1 Public Consultation Strategy**

Pursuant to Section 41 of the Planning Act, a statutory public meeting is not required for Site Plan approvals. However, this application is subject to the City of Ottawa’s public notification and consultation process, which includes posting a large public notification sign with basic information relating to the proposed development that invites members for the public to provide comments to the City.

The City will also make details about the development available on its website. Councillor Cathy Curry and the Arcadia Community Association have been notified about the proposed development by e-mail.

No additional public consultation is proposed.

## **4.0 PLANNING POLICY & REGULATORY FRAMEWORK**

### **4.1 Provincial Policy Statement**

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. The proposed development is particularly consistent with policies of the Provincial Policy Statement that promote economic development and competitiveness, as well as sustainable tourism development.

Table 1 identifies PPS policies that are particularly notable in this instance.

<b>PROVINCIAL POLICY STATEMENT, 2020</b>	
<b>Policy / Excerpt</b>	<b>Comments</b>
Policy 1.3.1 Planning authorities shall promote economic development and competitiveness by:	<ul style="list-style-type: none"> <li><b>The proposal contributes to a broader mix of uses within Kanata and has the potential to provide more employment opportunities for residents in Ottawa and surrounding areas.</b></li> </ul>

PROVINCIAL POLICY STATEMENT, 2020	
Policy / Excerpt	Comments
(a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long term needs;	
<p>Policy 1.5.1 Healthy, active communities should be promoted by:</p> <p>(a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate <i>active transportation</i> and community connectivity;</p>	<ul style="list-style-type: none"> <li>• Walkways are proposed to provide pedestrian access from the public realm on Maritime Way and Canadian Shield Avenue.</li> <li>• Bicycle parking spaces are also proposed, which help to promote and facilitate active transportation to the site and within the community.</li> </ul>
<p>Policy 1.6.3 Before consideration is given to developing new <i>infrastructure</i> and <i>public service facilities</i>:</p> <p>(a) the use of existing <i>infrastructure</i> and <i>public service facilities</i> should be optimized; and</p>	<ul style="list-style-type: none"> <li>• Existing infrastructure and services along Maritime Way will be utilized for the proposed building and site.</li> </ul>
<p>Policy 1.6.6.2 <i>Municipal sewage services</i> and <i>municipal water services</i> are the preferred form of servicing for <i>settlement areas</i> to support protection of the environment and minimize potential risks to human health and safety. Within <i>settlement areas</i> with existing <i>municipal sewage services</i> and <i>municipal water services</i>, <i>intensification</i> and <i>redevelopment</i> shall be promoted wherever feasible to optimize the use of the services.</p>	<ul style="list-style-type: none"> <li>• Existing municipal storm, sanitary and water services available within Maritime Way will be utilized for the proposed development.</li> </ul>
<p>Policy 1.7.1 Long-term economic prosperity should be supported by:</p> <p>(h) providing opportunities for sustainable tourism development.</p>	<ul style="list-style-type: none"> <li>• Given the nature of the hotel use, the proposed development will support the tourism sector in Ottawa.</li> </ul>

Table 1: Provincial Policy Statement, 2020

The proposal is consistent with matters of Provincial interest, as expressed in the Provincial Policy Statement.

## 4.2 Current City of Ottawa Official Plan

The current City of Ottawa Official Plan (the “Official Plan”) provides a vision for future growth and a policy framework to guide development. The subject lands are designated Mixed-Use Centre and Town Centre per Schedule B (Urban Policy Plan) of the Official Plan.

#### 4.2.1 Mixed-Use Centres and Town Centres

As discussed in the preamble to section 3.6.2 of the Old Official Plan, Town Centres and Mixed-Use Centres “are a critical element in the City’s growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.”

Pursuant to Policy 3.6.2.5., a “hotel” is permitted under the Mixed-Use Centre designation.

The proposed development is in keeping with the preamble to Official Plan Section 3.6.2, which states that “Town Centres and Mixed Use Centres will become more transit-supportive destinations through intensification and development of vacant land.”

Policy 3.6.2.9 indicates that “all development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular: (a) will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;”

CITY OF OTTAWA OFFICIAL PLAN	
Official Plan Policy	Comment
<b>Section 2.5.1 Design Objectives</b>	
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.	<ul style="list-style-type: none"> <li>The proposed development will contribute to the existing sense of community. As noted in the Design Brief, the proposed development is designed to “delicately expand the commercial context of the area without being detrimental to the environment or urban disposition of the area.”</li> </ul>
2. To define quality public and private spaces through development	<ul style="list-style-type: none"> <li>Patio space, a drop off area with a canopy, pedestrian pathways, and additional landscape features are positive contributions, and complement the existing and future public realm.</li> </ul>
3. To create places that are safe, accessible and are easy to get to, and move through.	<ul style="list-style-type: none"> <li>The proposed development provides pedestrian connections and includes accessible features such as barrier-free parking spaces and ramps with tactile strips. Vehicular access is provided directly from surrounding local roads and the Trans-Canada Highway. Access will improve when the proposed Canadian Shied Avenue extension materializes.</li> </ul>
4. To ensure that new development respects the character of existing areas.	<ul style="list-style-type: none"> <li>Within a 100-metre radius of the subject lands, existing development includes TownePlace Suites by Marriott, Residences at Kanata Lakes, Homewood Suites by Hilton, and Timberwalk Retirement Community. The</li> </ul>



<b>CITY OF OTTAWA OFFICIAL PLAN</b>	
<b>Official Plan Policy</b>	<b>Comment</b>
	<p>proposed development respects the character of the existing area, being similar in nature in terms of scale and character.</p>
<p>6. To understand and respect natural processes and features in development design.</p>	<ul style="list-style-type: none"> <li>Existing drainage patterns are being acknowledged by way of the stormwater management design. Following the construction of Canadian Shield Avenue, the subject lands will be largely isolated from any existing natural heritage features; however, proposed site landscaping will complement currently forested lands to the north and west.</li> </ul>
<p>7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p>	<ul style="list-style-type: none"> <li>The Site Plan and development design adhere to zoning requirements, civil engineering standards/guidelines, and architectural (Ontario Building Code) requirements that promote energy-efficiency.</li> </ul>
<p><b>Section 4.11 Urban Design and Compatibility</b></p>	
<p>5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ol style="list-style-type: none"> <li>Setbacks, heights and transition;</li> <li>Façade and roofline articulation;</li> <li>Colours and materials;</li> <li>Architectural elements, including windows, doors and projections;</li> <li>Pre- and post-construction grades on site; and</li> <li>Incorporating elements and details of common characteristics of the area.</li> </ol>	<ul style="list-style-type: none"> <li>The portions of the proposed building facing the current and future public realm along Maritime Way and Canadian Shield Avenue fit with the existing character and planned function of the surrounding area.</li> <li>(a.) The proposed development complies with the required building setbacks and heights within the Zoning By-law. The proposed building is also similar in height to the neighbouring hotel to the east.</li> <li>(b.) The proposed façade adjacent to the future connection between Maritime Way and Canadian Shield Avenue (East Elevation) is consistent with that of the neighbouring TownePlace Suites by Marriot on Maritime Way. The façade includes a functional entryway that projects slightly from the remainder of the façade, use of brick on the first storey, windows on the main floor and at upper-level rooms, and signage.</li> <li>(c.) A variety of materials and colours are proposed, including stone on the first storey, and paneling with wood, brick, and solid colour finishes.</li> <li>(d.) Glazed, clear windows are proposed where rooms face the future public realm and the parking lot. Amenity areas at grade also include clear windows facing the exterior.</li> </ul>

<b>CITY OF OTTAWA OFFICIAL PLAN</b>	
<b>Official Plan Policy</b>	<b>Comment</b>
	<p>Glazed building entrances are proposed, and building projections are incorporated.</p> <ul style="list-style-type: none"> <li>• (e.) Please refer to the grading plan for pre- and post- construction grading, which have been arrived at in order to match existing grades along the interior property line and at Maritime Way, and proposed grades along future Canadian Shield Avenue.</li> <li>• The proposed hotel is consistent with the character of the area, which is still largely under development.</li> </ul>
<p>6. The City will require that all applications for new development:</p> <ol style="list-style-type: none"> <li>Orient the principal façade and entrance(s) of main building(s) to the street.</li> <li>Include windows on the building elevations that are adjacent to public spaces;</li> <li>Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ol>	<ul style="list-style-type: none"> <li>• (a.) While the main functional entrance is provided at the parking lot, to serve the travelling public, which is inherent to the land use, another functional entrance is provided at Maritime Way. It is acknowledged that the grade difference and retaining wall detract from the utility of the entrance facing Maritime Way.</li> <li>• (b.) Windows are proposed where the building is adjacent to the future public right-of-way connecting Maritime Way and the future Canadian Shield Avenue.</li> <li>• (c.) Architectural elements such as the canopy accentuate the main building entrance. A planting bed is also proposed near the main building entrance. The remainder of the building also incorporates extensive but tasteful articulation in the elevation and its materials, as shown within the Perspective Renderings provided. The articulation is also communicated by way of the Site and Floor Plan.</li> </ul>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and</p>	<ul style="list-style-type: none"> <li>• Pedestrian walkways and connections are provided to and throughout the site. Garbage enclosures and the proposed loading spaces shown on the site plan are screened from public view using proposed landscaping elements, including deciduous and coniferous trees along the periphery of the property. The garbage bins proposed are Molok-style semi-buried waste bins, which</li> </ul>

CITY OF OTTAWA OFFICIAL PLAN	
Official Plan Policy	Comment
equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	
10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan...	<ul style="list-style-type: none"> <li>The subject lands are subject to the Kanata Town Centre Site Specific Policy under the current Official Plan, and the Kanata Town Centre Secondary Plan under the New Official Plan. As explored in Sections 4.3 and 4.5, the proposal complies with relevant policies relating to character, massing, and scale.</li> </ul>
19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	<ul style="list-style-type: none"> <li>The subject lands are not adjacent to lands with existing outdoor private amenity spaces. Impact upon the interior at-grade levels of the Timberwalk Retirement Community is not a concern, but screening is provided by way of proposed site landscaping.</li> </ul>
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ol style="list-style-type: none"> <li>Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;</li> <li>Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</li> </ol>	<ul style="list-style-type: none"> <li>(a.) The building's first storey is taller than the upper levels, measuring 4.267 metres in height. This assists with transitioning the building to the higher elevation of Maritime Way adjacent to the front façade of the building.</li> <li>(b.) The proposed building is loaded at and is oriented towards Maritime Way and the future Canadian Shield Avenue. A landscaped area and patio are proposed at the front of the building, but these will largely be hidden from public view owing to the difference in site and roadway elevations.</li> <li>(c.) Clear windows are proposed at-grade, providing a view of amenity spaces such as the pool and the breakfast seating area.</li> <li>(d.) As shown within the architectural plans and renderings provided, the building is designed to include building projections at various points, as well as a canopy at the main entrance. The entrance along Maritime Way and the future Canadian Shield Avenue (East Elevation) is also projected somewhat</li> </ul>

<b>CITY OF OTTAWA OFFICIAL PLAN</b>	
<b>Official Plan Policy</b>	<b>Comment</b>
<p>c. Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;</p> <p>d. Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;</p> <p>e. Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;</p> <p>f. Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and</p> <p>g. Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.</p>	<p>from the remainder of the building and is treated with a small canopy feature.</p> <ul style="list-style-type: none"> <li>• (e.) The site will be adequately lit, without negatively impacting adjacent properties. It is noted that a Site Lighting Plan was not identified as a submission requirement for Site Plan Control.</li> <li>• (f.) The architect’s design of the proposed building incorporates a variety of exterior materials and colours in order to provide visual interest and to separate the ground floor from the floors above.</li> <li>• (g.) The Urban Design Brief notes that signage is proposed on the hotel building in a “near indistinguishable nature” to other hotels in the existing urban context.</li> </ul>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <p>a. weather protection elements, (e.g. colonnades, and awnings);</p> <p>b. shade trees, median planting and treatments and other landscaping;</p> <p>c. wider sidewalks and enhanced pedestrian surfaces;</p>	<ul style="list-style-type: none"> <li>• It should be noted that the grade difference between the site and the existing and planned roadways, as communicated on the Grading Plan, do not facilitate the full implementation of urban design approaches that promote the active streetscape. Where possible, these design approaches have been incorporated. For example, landscape features, along with pedestrian walkways and connections throughout the site have been provided.</li> <li>• (a.) All entrances are provided with a level of protection from the weather, including by way of canopies or recessed/sheltered doorways.</li> <li>• (b.) Tree planting is proposed throughout the site, including within the parking median, as communicated on the Landscape Plan.</li> </ul>

CITY OF OTTAWA OFFICIAL PLAN	
Official Plan Policy	Comment
d. coordinated furnishings and utilities, transit stops, and decorative lighting; and e. memorials and public art commissioned for the location.	<ul style="list-style-type: none"> <li>• (c.) 2.0 metre concrete pedestrian walkways are provided throughout the proposed development, including at Maritime Way and future Canadian Shield Avenue, at the north and south ends of the building; and within the primary parking island.</li> <li>• (d.) Detailed site elements such as furnishings that are not detailed on the Site Plan and Landscape Plan are to be added/ considered following Site Plan Control approval.</li> <li>• (e.) No memorials or public art are currently proposed on the subject lands.</li> </ul>

Table 2: City of Ottawa Official Plan

In accordance with Official Plan Policy 3.6.2.11, the proposal enhances opportunities for walking and cycling through providing direct connections from the public realm to the site and building entrances. Bicycle parking spaces are also proposed towards the front entrance of the proposed building.

The proposed development is appropriate and conforms to applicable Official Plan policies.

### 4.3 Kanata Town Centre Site Specific Policy

The City of Ottawa site-specific policies address unique situations requiring policy direction for an area or neighbourhood and complement Official Plan policy.

The Official Plan Volume 2b, Kanata Town Centre Site Specific Policy applies to the subject lands. One of the goals for the Kanata Town Centre is to “create a vibrant, attractive core that meets the needs of a maturing City,” with an objective to “provide a mix of generally higher density and higher order residential, commercial, etc. uses...” The proposed hotel will contribute to creating a core that meets the needs of the City, contributing to a higher density of commercial uses and accommodating visitors.

As illustrated in Schedule B-1 of the Kanata Town Centre Site Specific Policy, the subject lands are designated Central Business District (CBD). Permitted uses include “hotels and commercial uses which serve the business community.” Accordingly, the proposed hotel use is permitted. Schedule B-2 (Maximum Building Heights) confirms that the proposed height of six storeys is permitted for the relevant portion of the subject lands.

The proposal conforms to the Kanata Town Centre Site Specific Policy.

### 4.4 New City of Ottawa Official Plan

As of the writing of this report, the City of Ottawa had approved a new Official Plan (the “New Official Plan”) that is awaiting Provincial approval. Within the New Official Plan, the subject lands are located within the Suburban Transect Policy Area per Schedule A. The subject lands are also Designated Town Centre, Hub, and are subject to the Evolving Neighbourhood Overlay as shown on Schedule B5 – Suburban (West) Transect.

The New Official Plan generally supports intensification through policies such as Policy 3.2(3) and 3.2(4). Hubs are identified as areas that are “intended to be diverse concentrations of employment, commercial, community and transportation services...” The proposal will contribute to a diverse concentration of uses in the area. New Official Plan Table 3a identifies a minimum area-wide density requirement for the Kanata Town Centre of 120 people and jobs per gross hectare. As discussed in Policy 5.4.3(1), the subject lands and other Town Centre Hubs are “intended to be the most important and largest Hub of their suburban community and are planned for at least 10,000 jobs each.” Policy 6.1.2(1) confirms that minimum density requirements in Table 3a shall be implemented through the Zoning By-law. The proposed development will contribute to these density targets.

The preamble to Section 5.4 of the New Official Plan describes the Suburban Transect as neighbourhoods within the urban boundary, outside of the Greenbelt. Section 5.4.1(2) further discusses the Suburban Transect, indicating that it “is generally characterized by Low- to Mid-density development.” Furthermore, the New Official Plan provides the following direction on development:

*c) In Hubs, the following heights will apply: i) High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;*

The subject lands are located north of a Future O-Train route and the existing Terry Fox O-Train Station per the designations on Schedule A – Transect Policy Areas and B5 – Suburban (West) Transect. The Terry Fox O-Train Station is planned to have a Grade Separated Crossing per Schedule C2. The subject lands are also north of a Development Zone of Influence as illustrated in Annex 2. It is expected that lands adjacent to or within close proximity (300 m radius) to an O-Train station may expect more noise, and adjusted parking and height requirements. Upon review, it appears as though the subject lands do not fall within a 300 metre radius or 400 metre walking distance to a rapid transit station.

Subsection 5.4.2 (1) reads: “in the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by: (a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.” The proposed hotel development will contribute to increasing the density and mix of use in the area, further supporting the transit system in the City.

New Official Plan Policy Section 5.6 addresses Built Form Overlays, and indicates that “The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.” The subject lands will contribute to intensification within a Built Form Overlay. Subsection 5.6.1.1(2) indicates that the Zoning By-law is intended to guide development standards for built form and buildable envelope, consistent with the planned characteristics for the overlay area.

Table 6 of the New Official Plan outlines general characteristics for suburban build form and site design. Conformity of the proposed development is assessed in the table below.

Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design	Comment
<b>Suburban</b>	
Moderate front yard setbacks focused on soft landscaping and separation from the right-of way	<ul style="list-style-type: none"> <li>The Site Plan proposes minimum allowable setbacks from the public realm to the building that include at least a 3 metre landscape buffer with grassed and treed areas.</li> </ul>
Principal entrances oriented to the public realm but set back from the street	<ul style="list-style-type: none"> <li>Due to the function of the hotel and the location of the parking lot, the main entrance to the building is not oriented to the public realm. However, four secondary entrances are oriented toward the public realm on Maritime Way, Canadian Shield Way, and the future connecting roadway.</li> </ul>
Larger lots, and lower lot coverage and floor area ratios	<ul style="list-style-type: none"> <li>The proposed building footprint occupies approximately 18% of the area of the subject lands.</li> </ul>
Variety of building forms including single storey	<ul style="list-style-type: none"> <li>The proposed built form, including height, is permitted by the By-law and is supported by applicable Official Plan policy.</li> </ul>
Generous spacing between buildings	<ul style="list-style-type: none"> <li>Abundant space is provided between the proposed building and the existing buildings within the general vicinity. Approximately 40 metres is provided from the proposed building to the adjacent property line at 1251 Maritime Way.</li> </ul>
Informal and natural landscape that often includes grassed areas	<ul style="list-style-type: none"> <li>The Landscape Plan details proposed grassed and landscaped areas that complement the existing treed/grassed areas surrounding the subject lands.</li> </ul>
Private automobile parking that may be prominent and visible from the street	<ul style="list-style-type: none"> <li>A private parking lot is provided that is visible from the public right of way along Maritime Way. Note that tree planting is proposed, in combination with existing street trees, which provides some screening from the street.</li> </ul>

The preamble to Section 6.1 of the Official Plan discusses Hubs as “areas centred on planned or existing rapid transit stations and/or frequent street transit stops.” Hubs are planned to accommodate a concentration of diverse functions, at a higher density of development and a greater degree of mixed uses. A higher level of public transportation connectivity is also promoted within Hubs.

New Official Plan Policy 6.1.1(2) explains that the strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and

*d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).*

The proposed development is a non-residential use that is located at walking distance, approximately 9 minutes from the Terry Fox Station, and will contribute to an increased density in the area with access for cyclists and pedestrians.

Section 6.1.1(3) provides further guidance on development applicable to the proposal, indicating that development within a Hub:

*d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;*

*e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;*

*f) Shall establish buildings that:*

*i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;*

*ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*

*iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm*

A direct public route from the subject lands to the Terry Fox O-Train station is available by way of Maritime Way and Lord Byng Way, both of which include public sidewalks to cater to pedestrians. Bus stops are also located along Lord Byng Way, which is south of the subject lands, and Campeau Drive, which is north of the subject lands. Pedestrian access to Campeau Drive is currently provided from Maritime Way by way of Great Lakes Avenue.

The proposed building defines and enhances the public realm that will exist in the future along the connection between Maritime Way and Canadian Shield Avenue through its location on site, materials and colours chosen for construction, and other building design elements.

As shown in Figure 2, a Minor Corridor is located southwest of the subject lands at Kanata Avenue. The subject lands do not abut Kanata Avenue, so therefore, the Corridor designation does not apply.

As indicated on Schedule C1, the subject lands are also located within a Protected Major Transit Station Area (PMTSA). New Official Plan Policy Section 6.1.2 sets out direction for lands within the Protected Major Transit Station Areas (PMTSAs), and permits “a full range of non-residential functions including employment, commercial services and education institutions...”



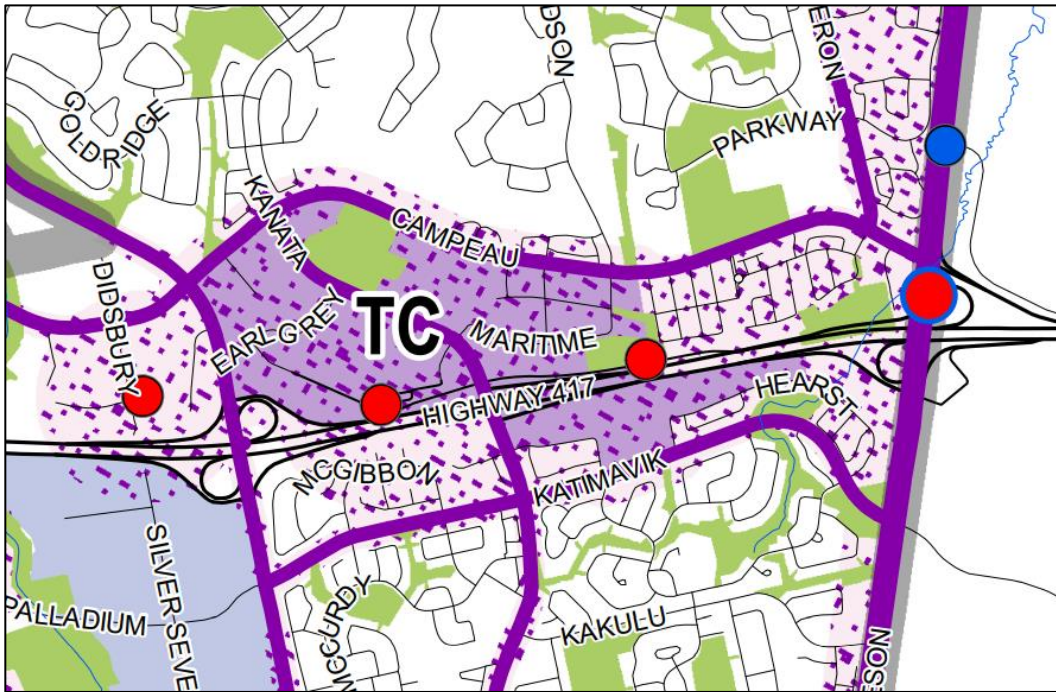


Figure 2: Excerpt from Schedule B5, Suburban (West) Transect

The urban road network adjacent to the subject lands is classified as local roads. As such, it is assumed that no road widenings will be required. The streets immediately adjacent to the subject lands are not part of the Major Pathway network shown on Schedule C3, relating to active transportation infrastructure.

New Official Plan Policy 5.4.4(i) addresses screening of parking lots. The proposal conforms with this policy as it includes 3-metre landscape buffers and trees adjacent to the public realm.

Natural Heritage System elements are within close proximity of the site, per Schedule C11-A. A Bill Teron Park is located nearby but not in the immediate vicinity as illustrated on Schedule C12 of the Official Plan.

The subject lands are within a Design Priority Area and therefore, Urban Design Review Panel (UDRP) review is triggered. As explored with Staff in advance of Site Plan Control submission, a submission to UDRP will be made following receipt of first review comments from the City.

The proposed development conforms with the policies of the New Official Plan.

#### 4.5 New Kanata Town Centre Secondary Plan

The subject lands are located within the New Kanata Town Centre Secondary Plan per Annex 6 – Urban Areas Subject to a Secondary Plan of the New Official Plan. The Vision Statement for the Kanata Town Centre Secondary Plan is provided below:

*The Kanata Town Centre will be an active, vibrant core area containing a diverse mix of urban uses arranged in a form and a scale, which is both human and appropriate to its function. It will be a uniquely identifiable*

*place that caters to residents and attracts visitors and will be a constant source of pride for future generations.*

The proposed development contributes to the desired mix of urban uses and the nature of the hotel use will accommodate visitors to the area given the nature of the proposed hotel use.

Within the Secondary Plan Schedule A the subject lands are designated Central Business District, as shown herein at Figure 3. As noted within Section 5.1 of the Secondary Plan, hotels are a permitted use. The Central Business District has exposure and high accessibility to the Trans-Canada Highway. The intent of this designation is to “become an urban place that provides for employment uses.”

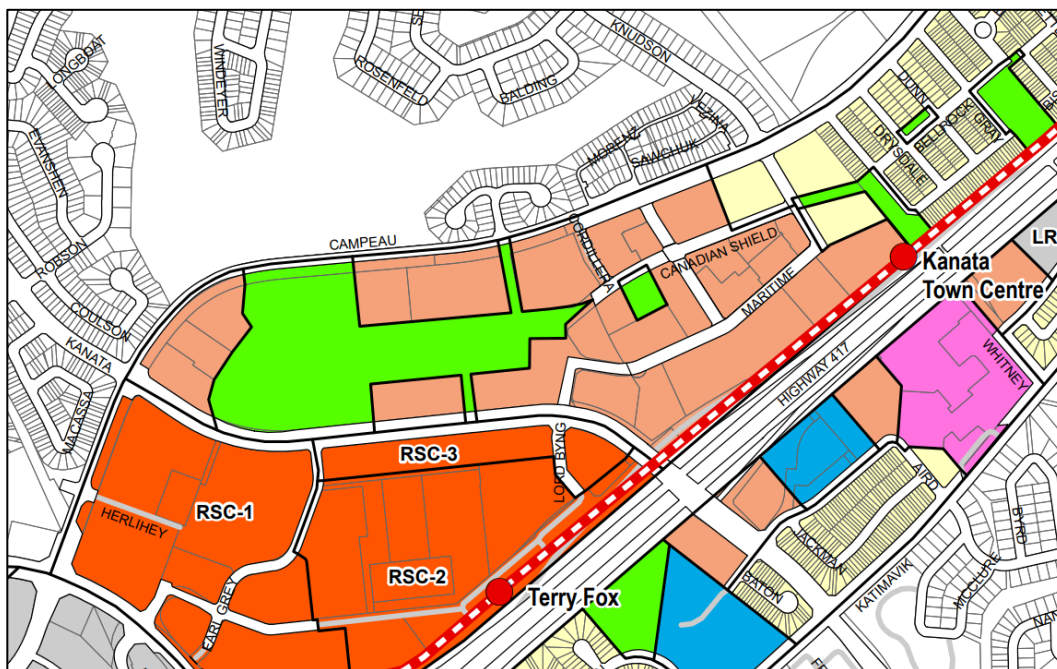


Figure 3: Excerpt from Schedule A – Designation Plan for Kanata Town Centre Secondary Plan

As noted in the Secondary Plan, the lands within the Central Business District are located adjacent to the existing bus system and Future O-Train system, providing pedestrian and cyclist access. The maximum permitted building height is 10 storeys for the majority of the subject lands, as illustrated on Secondary Plan Schedule B. The proposed hotel proposes six storeys, also contributing to higher densities within walking distance of future O-Train stations which is strongly encouraged in Section 7.1.

In accordance with Section 6.2 of the Secondary Plan, a Noise Study is submitted with this Site Plan Control application. A Landscape Plan and Tree Conservation Report have also been provided in accordance with Section 8.6, discussing existing and proposed landscaping.

Barrier-free parking and associated features are proposed on-site to promote accessibility for persons with disabilities.

Section 7.6 of Secondary Plan expresses a desire to have on-site parking provided in a parking structure, or concealed from view. The site’s parking is located towards the rear of the building in this instance, within view of the public realm, but towards the site’s interior or away from the front façade / East Elevation.

The proposed development conforms with the Kanata Town Centre Secondary Plan.

#### 4.6 City of Ottawa Zoning By-Law 2008-250

The subject lands are zoned Mixed-Use Centre Zone (MC5 H(35)) per the City of Ottawa Zoning By-law 2008-250.

As noted in the preamble to Sections 191 and 192, the purpose of the MC – Mixed-Use Centre Zone is to:

*(1) ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;*

Permitted uses within the Mixed-Use Centre Zone include “hotel” and “parking lot.”

Development provisions applicable to the MC5 subzone pursuant to Sections 191 and 192 of the By-law are included herein within Table 1.

**Table 1: MC5 Subzone Provisions**

Item	Required	Applicable Section	Provided
Lot Width	None	Section 191, Table 191 (b)	None
Lot Area	None	Section 191, Table 191 (a)	6073.9 square metres
FSI	2.0 (Max); 0.75 (Min)		0.95
Front Yard Setback (Min)	None	Section 192 (5)(b)(i)	3.0 metres
Front Yard Setback (Max)	3.5 metres	Section 192 (5)(b)(ii)	3.0 metres
Rear Yard Setback (Min)	None	Section 192 (5)(b)(i)	3.0 metres
Interior Side Yard Setback (Min)	3.5 metres	Section 192 (5)(b)(i)	5 metres
Corner Side Yard Setback (Min)	None	Section 192 (5)(b)(i)	N/A
Landscape Buffer Not Abutting A Street	1.5 metres	Section 110, Table 110 (b)	3.0 metres
Landscape Buffer Abutting a Street	3.0 metres	Section 110, Table 110 (a)	3.0 metres
Maximum Building Height	35 metres	Section 191, Table 191 (h)(iii)	20.93 metres

Table 101, Row N44, Column C requires 1 parking space per guest unit. 102 guest rooms are proposed, and therefore 102 parking spaces are required.

Table 111A, Row (g), Column II indicates that for hotels, 1 bicycle parking space per 1,000 square metres of gross floor area is required. Given that 6,092 square metres of gross floor area is proposed, 6.092 bicycle parking spaces are required and 7 bicycle parking spaces are proposed. One loading space is required whereas two are provided.

In-ground refuse containers are proposed. Screening will be achieved through the use of landscaping as shown on the Landscape Plan, and in accordance with Section 110(3)(d). Zoning By-law section 110(3)(a) requires that refuse collection must be located “at least 9.0 metres from a lot line abutting a public street.” At the time of submission, the lot line does not abut a public street and 3.0 metres is provided in accordance with provision 110(3)(b).

## 5.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT (IERS)

Integrated Environmental Review Statements (IERS) are prepared pursuant to Policy 4.7.1.1 of the City of Ottawa Official Plan, for the purpose of facilitating a “comprehensive understanding of the relationship between the natural environment and the built environment.”

Policy 4.7.1.1 of the Official Plan identifies when an Integrated Environmental Review Statement is warranted:

Pol. 4.7.1.1        Subdivision, and site plan and rezoning applications requiring an Environmental Impact Statement, Tree Conservation Report or landform feature assessment, will be accompanied by an integrated environmental review statement demonstrating how all the studies in support of the application influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4. The appropriate policies and studies will be identified through pre-consultation at the beginning of the design and review process.

The sections that follow represent an IERS in accordance with Policy 4.7.1.1. Summaries of the Tree Conservation Report, including a Butternut Health Assessment Report, Phase 1 Environmental Site Assessment, and Servicing and Stormwater Management Report are provided, together with confirmation that the implementation of recommendations can be carried out without conflict in a feasible manner.

### 5.1 Summary of Technical Studies

#### 5.1.1 *Tree Conservation Report*

A Tree Conservation Report was prepared by IFS Associates dated February 9, 2022. The TCR provides an inventory of street trees and trees identified on-site, establishes how existing vegetation will be used, provides details on butternuts found on the subject lands and lists preservation and protection measures. The TCR discusses that six butternut trees found on and adjacent to the subject lands. Further discussion about the butternut trees is included in Section 6.1.2 of this report.

Due to the current design of the proposed development, tree retention on-site is not possible. All vegetation off-site will be preserved and protected by employing the measures outlined in the report, with the exception of one street tree.

Preservation and protection measures intend to mitigate damage during construction, and to ensure tree survival during and following construction, are provided, and include:

1. Erect a fence at the critical root zone (CRZ1) of trees;
2. Do not place any material or equipment within the CRZ of the tree;
3. Do not attach any signs, notices or posters to any tree;
4. Do not raise or lower the existing grade within the CRZ without approval;
5. Tunnel or bore when digging within the CRZ of a tree;
6. Do not damage the root system, trunk or branches of any tree;
7. Ensure that exhaust fumes from all equipment are NOT directed towards any tree's canopy.

#### **5.1.2 Butternut Health Assessment Report**

A Butternut Health Assessment was prepared for 1305 Maritime Way on June 29, 2019 by IFS Associates. The BHA Report Number is 19-07.

A total of six butternuts were found on and adjacent to the property. Five butternuts are within 50m of the clearing work being proposed. Per Table 1 of the Butternut Health Assessor's Report, three trees were found to be Category 1 (non-retainable), and two trees are Category 2 (retainable). One Category 1 tree and two Category 2 trees are within the development zone.

A Notice of Butternut Impact Form was sent to the Ontario Ministry of the Environment, Conservation and Parks and the Rideau Valley Conservation Authority has also been engaged to provide compensation services related to removal two trees as part of the site clearing work proposed in the TCR.

#### **5.1.3 Landscape Plan**

A Landscape Plan, dated February 15, 2022, was prepared by GJA Inc. The Landscape Plan proposes 23 new deciduous trees, and 16 new coniferous trees. Additional landscaping proposed includes a three-metre landscaped buffer adjacent to the parking lot, landscaped areas within the parking lot, planting beds in close proximity to the building's main entrance, and along park of the building's exterior adjacent to the future extension of Canadian Shield Avenue.

#### **5.1.4 Phase One Environmental Site Assessment**

McIntosh Perry Consulting Engineers prepared a Phase 1 Environmental Site Assessment, dated January 6, 2022, for the subject lands.

The Phase One ESA indicates that a Record of Site Condition (RSC) is not required for the proposed development under O. Reg. 153/04. No Areas of Potential Environmental Concern (APECs) were identified within the study area due to their separation and/or down/cross-gradient location with respect to the subject lands.

The report concludes that a Phase Two ESA is not recommended. The Phase One ESA also suggests that if excess soil is to be generated as part of the development of the subject lands, it is recommended that “such material be managed in full accordance with the requirements of O.Reg. 406/19 (On-Site and Excess Soil Management).”

#### **5.1.5 Servicing and Stormwater Management Report**

A Servicing and Stormwater Management Report, dated February 11, 2022, was prepared by McIntosh Perry Consulting Engineers Ltd.

The Report identifies and discusses existing water, sanitary, and stormwater infrastructure available to service the subject lands, including multiple watermain services within Maritime Way and Canadian Shield Avenue and sanitary sewers within Maritime Way and at the intersection of Cordillera Street and Canadian Shield Avenue. Existing storm services available include a 1,650 mm diameter storm sewer within Maritime Way, and the Report notes that runoff currently flows into the Maritime Way right of way, and that a stormwater management facility west of the site accounted for flows from the subject site.

The report identifies proposed servicing, including a new 150 mm diameter water service that will connect to the existing 203 mm diameter watermain within Maritime Way and a new 200 mm diameter sanitary service that is proposed to connect to the existing 825 mm diameter sanitary service within Maritime Way. A new storm sewer system is proposed to connect with the existing storm sewer within Maritime Way, in order to convey stormwater to the municipal system via overland sheet flow and surface catch basins. Quality control is to be provided within the existing stormwater management facility downstream of the site.

#### **5.1.6 Geotechnical Investigation**

McIntosh Perry Consulting Engineers Ltd. prepared a Geotechnical Investigation in April 2021, and an additional memorandum dated January 6, 2022. The Geotechnical Investigation was prepared to explore the subsurface conditions of the subject lands and provides anticipated geotechnical conditions influencing the design of the proposed development. The memorandum suggests no changes to the recommendations noted in the original Geotechnical Investigation.

Subsurface conditions were identified in the April 2021 report, and include topsoil, clayey silt and sand, silty sand, gravelly silty sand, and bedrock. Based on observations within Section 6.3 of the Geotechnical Investigation, the groundwater depth is estimated to be approximately 1.64 metres below existing ground surface. Section 7.5 of the report notes that the “topsoil and peat that underlies the building are not considered suitable to support the loads from the structure; these loads would lead to substantial and unacceptable settlements. Therefore, a deep foundation system should be used to transfer the foundation loads through the topsoil and peat, which has to be cleared from the building footprint to a more competent bearing stratum at depth or to the bedrock.”

Additional recommendations included in the report relate to items such as structural design, pavement and sidewalk construction, landscaping, etc. Specifically, the report recommends that utility bedding and backfill is separated from the native soil by filter geotextile.

## 5.2 Potential Environmental Concerns and Mitigation Measures

This section summarizes the mitigation measures contained in relevant technical studies submitted with this report. Potential environmental concerns raised on the subject lands include the identification of two retainable butternut trees within the TCR and Butternut Health Assessment within 50 m of the clearing work being proposed, and concerns outlined in the Geotechnical Report relating to subsurface/topsoil conditions.

The Tree Conservation Report, Butternut Health Assessment, and Landscape Plan were completed in a coordinated manner, as were the Site Plan, detailed engineering design, and Landscape Plan. Similarly, the Servicing and Stormwater Management Report has been prepared based in part on the findings of the Geotechnical Investigation. The Phase I Environmental Site Assessment did not yield findings that need to be addressed by other design team members at this juncture.

The following paragraphs identify recommendations within the Tree Conservation Report and the Geotechnical Investigation that affect other technical disciplines.

### 5.2.1 *Tree Conservation Report*

The Tree Conservation Report refers to the removal of two retainable butternut trees and the ongoing process to obtain permission from the Ministry of Environment, Conservation and Parks, and also provides tree preservation and protection measures for trees adjacent to the subject lands. The Landscape Plan contains notes and symbology that refer to the Tree Conservation Report.

### 5.2.2 *Geotechnical Investigation*

Section 7.2 of the Geotechnical Investigation provides an overview of the recommendations. The fourth bullet is relevant to the civil engineering design and refer to the removal of topsoil and replacement with compacted engineered fill. General Note No. 9 on the Grading, Drainage, Sediment & Erosion Control Plan refers to the removal of topsoil and the placement of fill.

## 5.3 Study Team Concurrence

The IERS has been reviewed by the relevant individual sub consultants on the design team and responsible for the technical studies.

## 6.0 CONCLUSION

The proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, and complies with applicable provisions of the City of Ottawa Zoning By-law 2008-250. A hotel is permitted under the City of Ottawa Zoning By-law 2008-250.

The proposal is an appropriate use of the subject property, is in the public interest, and represents good planning.

Respectfully submitted,



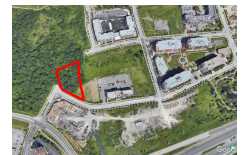
Benjamin Clare, MCIP RPP  
Practice Area Lead – Planning Services



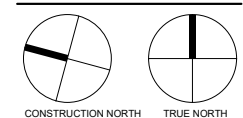
**Appendix A:**

Site Plan, dated January 19, 2022, prepared by Chamberlain Architect Services Limited

NO.	ISSUED	DATE
1	SITE PLAN APPROVAL	2022.01.19



THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH THE REGISTERED PLAN. CHAMBERLAIN ARCHITECT SERVICES LIMITED ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION IF ANY. DO NOT SCALE DRAWINGS. USE ONLY DRAWINGS MARKED "ISSUED FOR CONSTRUCTION". VERIFY CONTRIBUTIONS AND DIMENSIONS ON SITE BEFORE BEGINNING WORK. NOTIFY ARCHITECT IMMEDIATELY OF ANY ERRORS, OMISSIONS OR DISCREPANCIES. CHAMBERLAIN ARCHITECT SERVICES LIMITED AND CHAMBERLAIN CONSTRUCTION SERVICES LIMITED HAVE SIMILAR OWNERSHIP. CHAMBERLAIN ARCHITECT SERVICES LIMITED HAS COPYRIGHT. CONSTRUCTING A SUBSTANTIALLY SIMILAR BUILDING WITHOUT PERMISSION MAY INFRINGE THE COPYRIGHT OWNER'S RIGHTS. MAKING MINOR CHANGES TO PLANS DOES NOT NECESSARILY AVOID COPYRIGHT INFRINGEMENT. INNOCENT INFRINGEMENT IS NOT A DEFENSE TO COPYRIGHT INFRINGEMENT. © 2022



**KANATA HAMPTON INN & SUITES**



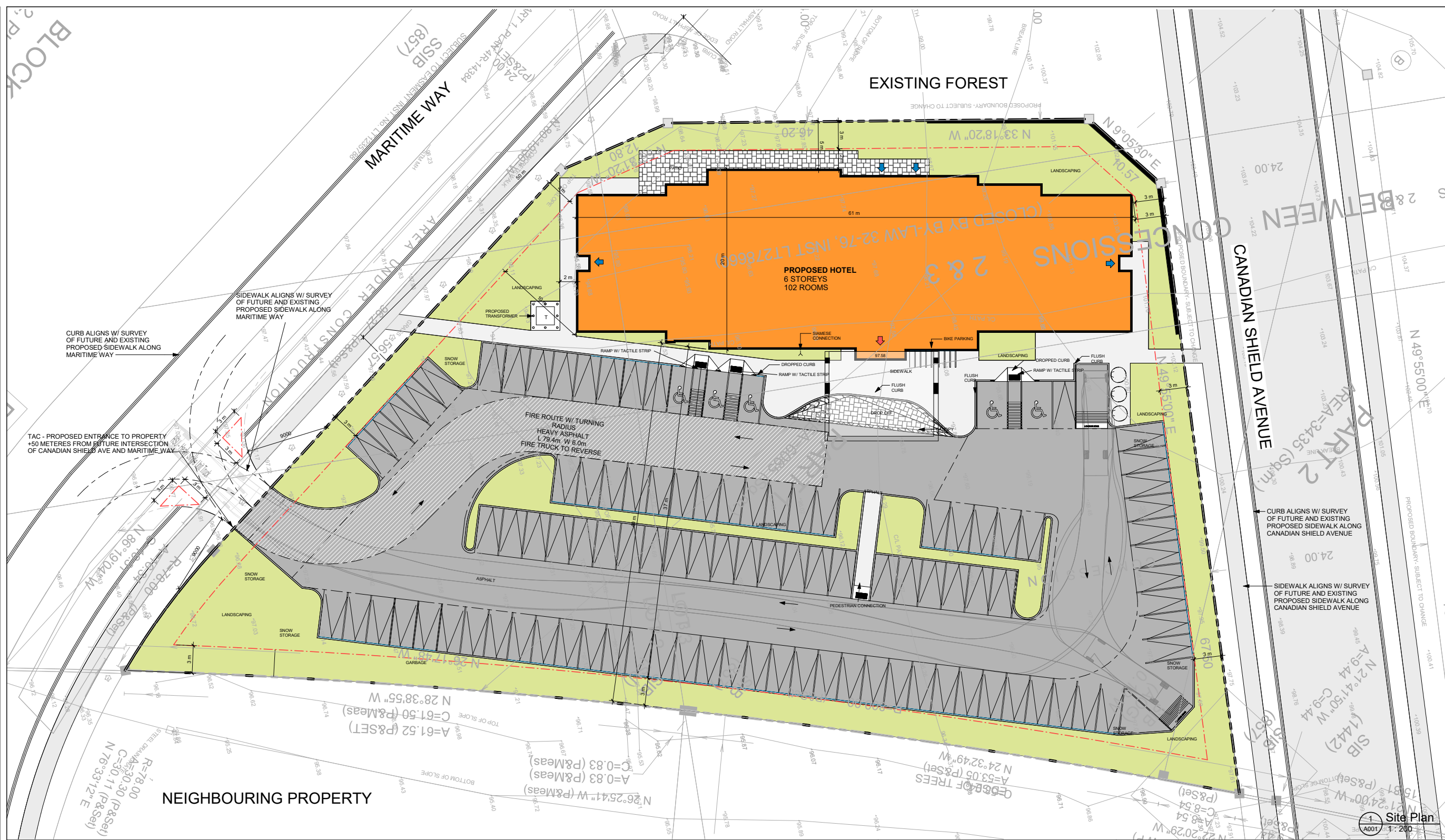
1305 MARITIME WAY,  
KANATA, ON

SHEET NAME

**SITE PLAN**

START DATE: SEPT 19, 2019  
DRAWN BY: LGJ, DM, MOR,NAL  
CHECKED BY: SM  
SCALE: As indicated  
PROJECT NO.: 117079  
DRAWING: A001

**A001**



GENERAL PROVISIONS		
ZONE MCS H[35] - 200 - 250 CONSOLIDATION - PART 10 MIXED USE		
OTTAWA ZONING BY-LAW NO. 2017-295		
LEGAL DESCRIPTION		
KANATA AVENUE PIN 04507-0826 PART 2, PLAN 4R-9182		
*NOTE: BETWEEN CONCESSIONS 2 & 3		
ZONING DATA		
	REQUIRED	PROVIDED
LOT WIDTH	NONE	NONE
LOT AREA	NONE	6073.9 SQM
FSI	NONE	96%
MIN. SETBACKS		
• FRONT YARD	NONE	3m
• REAR YARD	NONE	3m
• INTERIOR SIDE YARD	3.5m	5m
• CORNER SIDE YARD	NONE	NONE
LANDSCAPE BUFFER		
• NOT ABUTTING A STREET	1.5m	3.0m
• ABUTTING A STREET	3.0m	3.0m
BUILDING HEIGHT	35m	20.93m

PARKING REQUIREMENTS	
COUNT	
• HOTEL	= 1.0 PARKING SPOT
• 1 BEDROOM	= 1.0 PARKING SPOT
• 102 BEDROOM	= 102 PARKING SPOTS
<b>TOTAL PARKING REQUIRED = 102 PARKING SPOTS</b>	
SIZES:	
• TYPICAL PARKING	= 2.6 X 5.2
• ACCESSIBLE PARKING	= TYPE A: 3.6 X 5.2
*NOTE: 10m MIN FRONT YARD & CORNER SIDE YARD SETBACK FOR SURFACE PARKING	
BICYCLE SPOTS:	
= 1 PER 1000 SQM OF GROSS FLOOR AREA	= 6.092 (7)
<b>TOTAL REQUIRED BICYCLE SPOTS = 7</b>	

SITE STATISTICS (ACRES)			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE
BUILDING FOOTPRINT	1074.13 m <sup>2</sup>	11562 ft <sup>2</sup>	17.7%
BUILDING FOOTPRINT	1074.13 m <sup>2</sup>	11562 ft <sup>2</sup>	17.7%
HARD LANDSCAPE			
ASHPALT	2890.53 m <sup>2</sup>	31113 ft <sup>2</sup>	47.6%
CURB	70.46 m <sup>2</sup>	756 ft <sup>2</sup>	1.2%
PAVER	124.39 m <sup>2</sup>	1339 ft <sup>2</sup>	2.0%
SIDEWALK	382.02 m <sup>2</sup>	4112 ft <sup>2</sup>	6.3%
	3467.41 m <sup>2</sup>	37323 ft <sup>2</sup>	57.1%
SOFT LANDSCAPE			
LANDSCAPE	1531.53 m <sup>2</sup>	16485 ft <sup>2</sup>	25.2%
LANDSCAPE	1531.53 m <sup>2</sup>	16485 ft <sup>2</sup>	25.2%
Grand total: 8	6073.06 m <sup>2</sup>	65370 ft <sup>2</sup>	100.0%

PARKING SCHEDULE		
TYPE	DESCRIPTION	COUNT
ACCESSIBLE STALL	5.2m x 3.6m	5
TYPICAL STALL	5.2m x 2.6m	97
<b>TOTAL</b>		<b>102</b>
LOADING	3.5m x 7.0m	2
BIKE - HORIZONTAL	1.8 x 0.6m	7

**NOTES:**

- BUILDING PERMIT ISSUANCE SHALL BE SUBJECT TO THE BUILDING PERMIT DRAWINGS NOT BEING IN CONTRAVENTION WITH THESE APPROVED PLANS AND DRAWINGS INCLUDING, BUT NOT LIMITED TO, THE EXTERIOR DESIGN OF THE BUILDING AND THE EXTERIOR BUILDING MATERIALS.
- PROPOSED FIRE ROUTE SHALL PROVIDE LOAD SUPPORT SUFFICIENT TO SUPPORT THE EXPECTED LOADS IMPOSED BY FIRE FIGHTING EQUIPMENT AND MEET THE REQUIREMENTS OF THE CANADIAN HIGHWAY BRIDGE CODE, CANCSA-88, AND SHALL BE SURFACED IN ORDER TO BE ACCESSIBLE UNDER ALL CLIMATIC CONDITIONS.

**NOTES:**

- IT IS RESPONSIBILITY OF THE APPLICANT TO COMPLY WITH THE SEWER USE BY-LAW AND OBTAIN ALL APPROVALS/PERMITS FROM THE CITY OF OTTAWA WATER SERVICES DEPARTMENT FOR ANY PROPOSED TEMPORARY OR PERMANENT DISCHARGE OF GROUNDWATER INTO THE MUNICIPAL SEWER SYSTEMS AND WATERCOURSES.
- THE APPLICANT IS ALSO RESPONSIBLE FOR COMPLYING WITH ALL APPLICABLE PROVINCIAL REQUIREMENTS AND OBTAINING THE NECESSARY APPROVALS AND/OR PERMITS FROM THE MINISTRY OF THE ENVIRONMENT & CLIMATE CHANGE WITH REGARD TO ANY PROPOSED DEWATERING.
- ALL TREE PRESERVATION WITHIN THE RIGHT OF WAY LANDS SHALL BE IN ACCORDANCE WITH LANDSCAPE DRAWINGS AND TREE PRESERVATION DRAWINGS AND REPORTS, APPROVED BY CITY OF OTTAWA'S URBAN FORESTS.
- PRIOR TO COMMENCING ANY WORK WITHIN THE RIGHT OF WAY, THE CONTRACTOR, DEVELOPER, OR CONSULTANT WILL OBTAIN ALL NECESSARY ROAD OCCUPANCY PERMITS FROM THE CITY'S RIGHT OF WAY MANAGEMENT UNIT.
- REFER TO THE APPROVED ENGINEERING DRAWINGS FOR THIS SUBJECT SITE, PREPARED BY ARCHITECTURE INC. FOR ALL SITE SERVICING AND ABOVE GROUND CONNECTIONS INFORMATION.
- ALL CONC. BASES TO BE ARCHITECTURAL BASE I. FLAG POLE, LIGHT POST, ETC.

	PROPOSED BUILDING		SIAMESE CONNECTION		MHO MANHOLE
	LANDSCAPE		LIGHT STANDARD		CB □ CATCHBASIN
	ASHPALT DRIVEWAY		PROPOSED FIRE HYDRANT		CU □ PROPOSED MECHANICAL CONDENSING UNIT ON CONCRETE HOUSEKEEPING PAD - SEE MECH DWGS
	CONCRETE CURB		DEPRESSED CURB		PROPOSED PAD MOUNTED TRANSFORMER (REFER TO ELECTRICAL DRAWINGS)
	CONCRETE SIDEWALK		NO PARKING SIGN FOR FIRE ROUTE, IN ACCORDANCE WITH THE CITY OF WELLAND SIGN BY-LAW AND OBC		▶ MAIN ENTRANCE
	PAVERS		SETBACKS		▶ SECONDARY ENTRANCE
	MULCH/ WOODCHIPS		PROPERTY LINE		▶ SERVICE ENTRANCE
	PAINTED ROAD LINES		HANDICAP PARKING		○ MOLLUK
	WOOD DECKING				
	6m WIDE FIRE ROUTE WITH HEAVY DUTY ASPHALT				

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**Appendix B:**

Integrated Environmental Review Statement (IERS) Study Team Concurrence

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### Integrated Environmental Review Statement (IERS) Study Team Concurrence

The following design team members have reviewed this Integrated Environmental Review Statement (IERS) and concur with its content:



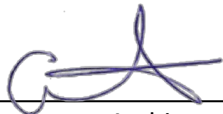
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Benjamin Clare, MCIP, RPP, Practice Area Lead – Planning Services, McIntosh Perry Consulting Engineers Ltd.



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Andrew Boyd, R.P.F. (BHA #513), IFS Associates Inc.



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Gino J. Aiello, Landscape Architect, GJA Inc.



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Dan Arnott, P.Eng, QPESA, Geo-Environmental Engineer, McIntosh Perry Consulting Engineers Ltd.



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N'eem Tavakkoli, M. Eng., P. Eng., Senior Geotechnical Engineer, McIntosh Perry Consulting Engineers Ltd.



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Alison Gosling, P. Eng, Project Engineer, McIntosh Perry Consulting Engineers Ltd.