

**Subject: Zoning By-law Amendment – 180 Kanata Avenue**

**File Number: ACS2022-PIE-PS-0060**

**Report to Planning Committee on 26 May 2022**

**and Council 8 June 2022**

**Submitted on May 13, 2022 by Lily Xu, Acting Director, Planning, Real Estate and  
Economic Development**

**Contact Person: Lisa Stern, Planner, Development Review West**

**613-580-2424, 21108, lisa.stern@ottawa.ca**

**Ward: Kanata North (4)**

**Objet : Modification du Règlement de zonage – 180, avenue Kanata**

**Dossier : ACS2022-PIE-PS-0060**

**Rapport au Comité de l'urbanisme**

**le 26 mai 2022**

**et au Conseil le 8 juin 2022**

**Soumis le 10 mai 2022 par Lily Xu, Directrice par intérim, Direction générale de la  
planification, des biens immobiliers et du développement économique Lisa Stern,  
urbaniste, Examen des demandes d'aménagement ouest**

**Personne ressource : Lisa Stern, urbaniste, Examen des demandes  
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**Quartier : Kanata Nord (4)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 180 Kanata Avenue to permit a six-storey mixed- use building with underground parking, as detailed in Document 2.**
- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of**

Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of June 8, 2022,” subject to submissions received between the publication of this report and the time of Council’s decision.

## **RECOMMANDATIONS DU RAPPORT**

- 1. Que le Comité de l’urbanisme recommande au Conseil d’approuver une modification du Règlement de zonage (n° 2008-250) pour le 180, avenue Kanata afin de permettre la construction d’un immeuble polyvalent de six étages disposant d’un stationnement souterrain, comme le précise le document 2.**
- 2. Que le Comité de l’urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d’explication’ aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 8 juin 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **EXECUTIVE SUMMARY**

### **Staff Recommendation**

Planning staff recommend approval of the Zoning By-law Amendment application for 180 Kanata Avenue to permit a six storey mixed use building with approximately 300 units and commercial uses at grade.

The zoning application is to permit site-specific amendments for various performance standards, including reducing required commercial space and parking to permit the new building.

## **Applicable Policy**

The site is located within the Town Centre designation as shown on Schedule B of the City's current Official Plan. The proposal supports these policies by providing a mix of land uses at transit-supportive densities in proximity to the Terry Fox Rapid Transit Station.

The site is within the boundaries of the Kanata Town Centre Area in Volume 2b of the Official Plan. The proposal supports these policies by providing a mix of commercial and residential uses in a mid-rise built form.

The Urban Design Guidelines for Transit Oriented Development apply to this site, which aim to promote the site and building design that promote walkability and transit use. The proposal's attributes relate well to the relevant Urban Design Guidelines.

## **Public Consultation/Input**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy. Responses were received from 18 residents. Comments related to transportation impacts, construction impacts and loss of trees.

## **SYNTHÈSE ADMINISTRATIVE**

### **Recommandation du personnel**

Le personnel des Services de planification recommande d'approuver la demande de modification du *Règlement de zonage* pour le 180, avenue Kanata afin de permettre de construire un immeuble polyvalent de six étages, dans lequel seront aménagés environ 300 logements, ainsi que des établissements commerciaux au rez-de-chaussée.

Cette demande de zonage vise à permettre d'apporter des modifications propres au site pour répondre à différentes normes de rendement, notamment en réduisant la superficie commerciale et le nombre de places de stationnement obligatoires pour permettre d'aménager ce nouvel immeuble.

### **Politiques applicables**

Le site est situé dans le secteur portant la désignation de « centre-ville » dans l'annexe B de la version actuelle du Plan officiel de la Ville. La proposition respecte ces politiques puisqu'elle prévoit un ensemble d'aménagements dont les densités favorisent le recours aux transports en commun non loin de la station de transport en commun rapide Terry-Fox.

Le site fait partie du périmètre de la zone du centre-ville de Kanata dans le volume 2B du Plan officiel. La proposition respecte ces politiques puisqu'elle prévoit un ensemble de commerces et de logements dans une forme bâtie de hauteur moyenne.

Les Lignes directrices sur l'esthétique urbaine pour les aménagements axés sur les transports en commun, qui s'appliquent à ce site, visent à permettre d'aménager les lieux et les bâtiments en favorisant les déplacements à pied et l'utilisation des transports en commun. Les caractéristiques de la proposition cadrent bien avec les Lignes directrices sur l'esthétique urbaine.

### **Consultation publique et commentaires**

L'avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation. Dix-huit résidents ont participé à la consultation. Les commentaires se rapportent aux incidences sur les transports, aux répercussions de la construction et à l'abattage des arbres.

### **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

#### **Site location**

180 Kanata Avenue

#### **Owner**

Kanata Woods Inc. (under Agreement of Purchase and Sale)

#### **Applicant**

Novatech

#### **Architect**

Progressive Architects Ltd.

## **Description of site and surroundings**

The subject lands are located on the north side of Kanata Avenue between Maritime Way and Campeau Drive in the Kanata Town Centre. The site is characterized by rocky Canadian Shield topography which slopes from Bill Teron Park down to Kanata Avenue.

Immediately to the north and west of the site is Bill Teron Park, a naturalized woodland park. South of the site, beyond Kanata Avenue, is a shopping centre with associated parking. Immediately east of the site is a City-owned laneway to be constructed by the applicant. The site is within 400m of the Terry Fox Transit Station, which is identified as a future LRT station.

## **Summary of Proposal**

The purpose of this application is to facilitate the development of a six-storey mixed-use building with 304 dwelling units, 1,262m<sup>2</sup> of commercial floor area on the ground floor facing the public roadways, and two-levels of parking below grade. Access to the site will be taken from a new public laneway located east of the site to be constructed with the proposed development, including drive aisles, layby parking and lighting. This laneway provides the opportunity for future pedestrian access into Bill Teron Park. Between the building and new laneway, an enhanced landscaped and patio area is proposed to provide a space for public gathering.

## **Summary of requested Zoning By-law amendment proposal**

The property is currently zoned Mixed Use Centre Subzone 5 with maximum heights of 35 metres (MC5 H(35)) which permits a range of transit-supportive residential and non-residential uses in a compact and pedestrian-oriented built form.

The requested Zoning By-law amendments are with respect to performance standards; the land use is otherwise permitted. As described in Document 2, the proposal will result in a number of Zoning By-law amendments. The applicant has requested relief as follows for the proposed development:

- Deem the lot line abutting Kanata Avenue as the front lot line.
- Increase the maximum floor space index permitted from 2 to 2.3.
- Reduce the minimum required non-residential floor space index from 0.75 to 0.10 (a Gross Floor Area of 1,250 m<sup>2</sup>).

- Reduce the minimum parking space rate for a dwelling unit in a mixed-use building from 1 space per unit to 0.80 spaces per dwelling unit.
- Increase the maximum corner side yard setback from 3.5m to 6.5 m.

### **Brief history of proposal**

In 2013, City Council approved the recommendations of Report [ACS2013-PAI-REP-0010](#) and deemed a large part of the parcel of land formally known as 6301 Campeau Drive surplus to City needs and placed them under the control of the Ottawa Community Lands Development Corporation (OCLDC) (the City's arm's length development branch). In 2021, the applicant entered into a purchase and sale agreement with the OCLDC to purchase the lands.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Comments were received from 18 residents during the application review process. A virtual public information meeting was held by the Councillor's Office on March 7, 2022 and attended by approximately 15 residents. Concerns were raised with respect to the loss of trees on the site, lack of parking and traffic.

For this proposal's consultation details, see Document 3 of this report.

### **Official Plan designation(s)**

#### **Current Official Plan**

The site is located within the Town Centre designation as shown on Schedule B of the City's current Official Plan which permits a broad variety of land uses at transit-supportive densities given its proximity to one or more stations along the rapid transit network and adjacent major roads. Terry Fox Station, located approximately 350 m from the site, is identified as Rapid Transit Station on Schedule D of the Official Plan.

The site is within the boundaries of the Kanata Town Centre Area in Volume 2b of the Official Plan. The Kanata Town Centre Area Specific policies provide direction to create 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.

Other relevant policies against which a proposal for intensification within the City's Urban Area is evaluated include those for managing intensification within the urban area (Sec. 2.2.2), urban design and built form (Sec. 2.5.1 and 2.5.6), and compatibility (Sec. 4.11).

### **New Official Plan**

The proposed new Official Plan (OP), adopted by Council in November 2021, has been developed to reflect the opportunities and challenges that face the City as it continues to evolve. The proposed new Official Plan introduces a new Transect framework to further direct growth to the appropriate locations of the city. Until the new Official Plan is approved by the Province, the policies in the new Official Plan are informative and not determinative. The Council adopted new Official Plan designates the subject site Town Centre (Hub) within the suburban Transect.

### **Other applicable policies and guidelines**

The Urban Design Guidelines for Transit Oriented Development apply to all development within a 600-metre walking distance of a transit station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and the environment.

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant and his design consultants presented their proposal to the UDRP at a formal review meeting on November 5, 2021, which was open to the public. The panel's recommendations from the formal review are provided in Document 5.

The panel was successful in aiding in the implementation of the following:

- Improving the accessibility of the commercial units by revising the site grading to provide barrier free access.
- Improving the relationship of the ground floor units at the rear of the building to the amenity space and parking area.

- Simplifying the materiality of the façade.
- Improving the landscaping of the laneway area and providing layby parking to ensure the viability of the commercial units.

The department notes that there has been extensive collaboration between the applicant, City staff and the UDRP, which has resulted in significant site and building design improvements. The recommended Zoning By-law amendment accommodates those positive design features supported by the Panel where appropriate; the Panel's comments with respect to building design and landscaping will be appropriately addressed through the Site Plan Control process.

### **Planning Rationale**

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The site is designated as a Town Centre (3.6.2). Town Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. Town Centres are intended to achieve 10,000 jobs, and high density housing including high-rise buildings provided that appropriate transitions are provided to the surrounding area. In this regard, the proposed development is consistent with these policies by providing underground parking, commercial space, and pedestrian linkages.

#### **Section 2.2.2 – Managing Growth Within the Urban Area**

Section 2.2.2 of the Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. The subject lands are within Kanata Town Centre which is identified as a Target Area for intensification with a minimum density target of 120 people and jobs per hectare. The proposal provides a gross density of approximately 275 units per hectare and 1,262m<sup>2</sup> of commercial floor area which will help achieve the density targets of the Official Plan.

The Official Plan states that all intensification will occur in accordance with the provisions of Sections 2.5.1 and 4.11, dealing with matters of urban design and compatibility.



## Section 2.5.1 – Designing Ottawa

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and a high quality of design. The application supports the Design Objectives of the Plan listed below as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

It is the vision of the Kanata Town Centre to 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. The building is located close to the street frontage while maintaining appropriate setbacks for street trees and landscaping and provides commercial uses facing the roadways to create a vibrant and pedestrian oriented street frontage.

2. To define quality public and private spaces through development.

The proposed development provides a high-quality and attractive public realm. Landscaping will be provided along all public roadways. Commercial space and a high amount of glazing along Kanata Avenue and the laneway will provide animation of the street frontage. Internal to the site, there are private amenity areas which will be well landscaped and treed.

3. To create places that are safe, accessible and are easy to get to, and move through.

Vehicular access has been provided via a public laneway from Kanata Avenue. Pedestrian walkways have been provided along the private roadways internal to the site to public sidewalks on the surrounding streets.

4. To ensure that new development respects the character of existing areas.

The proposal provides an enhanced landscaped area adjacent to the laneway that allows commercial uses to activate this area and create a public gathering place in alignment with the Kanata Avenue policies of the Kanata Town Centre. The proposal also maintains the mid-rise form identified in the Kanata Town Centre Special policies.

5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposal to build a mix of unit types and sizes will contribute to the choice and availability of housing options within proximity to transit.

6. To understand and respect natural processes and features in development design.

Staff worked extensively with the applicant to limit the extent of tree removals and site disturbance to the extent possible while ensuring that barrier free access could be provided into the building.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The site is well served by local public transit and the site is within a 400m radius of the Terry Fox Rapid Transit Station. It is also within easy walking distance of both day-to-day services and extensive shopping and entertainment along Kanata Avenue. The proposal also includes sustainability aspects such as roof top solar panels.

#### Section 4.11 – Urban Design and Compatibility

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. The purpose of reviewing these design aspects is to ensure that new development is sensitive and compatible to the existing context while providing appropriate transitions between densities and land uses.

Section 4.11 references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities. The proposed building is compatible in scale with surrounding development. The proposal supports the Official Plan and Transit Oriented Development Guidelines by providing direct access to commercial space from public rights of way and locating parking and loading to the rear of the building away from the public realm.

#### **Kanata Town Centre Area**

Within Volume 2B – Site Specific Policies of the City’s Official Plan, the site is located within the Kanata Town Centre and is designated as Central Business District on Schedule B-1.

### 5.7.5.1 Central Business District

It is the intent of this designation that these lands become an urban place that provides for employment uses, complemented by higher density residential uses. Lands on the north side of Kanata Avenue are subject to additional policies which envision a mainstreet area containing mixed use development combining ground floor retail and service commercial, cultural and entertainment uses with upper floor employment and residential uses in order to ensure day and evening vitality in the Town Centre. The plan encourages a civic square to be provided which allows for public gathering and future access into the park. The proposal supports the vision of the Central Business District and Kanata Avenue policies by providing commercial uses at grade facing the public rights of way. As discussed above, the development includes an enhanced landscape and patio area to allow for public gathering. With the development, a new city laneway will be constructed including lighting, landscaping, and layby parking. This laneway will provide pedestrian and vehicular access into the site in order to provide consolidated access to Kanata Avenue to ensure vitality of the commercial spaces in the building and to allow for future pedestrian access into Bill Teron Park.

### 5.7.5.8 Maximum Building Heights

1. The Plan states where zoning that pre-dates the adoption of Schedule B-2 exceeds the building height permitted on the schedule; the existing zoning shall apply.

The proposal complies with Schedule B-2 which identifies a maximum height of 9 storeys along Kanata Avenue, the zoning while permitting higher heights predates the adoption of the schedule.

### **New Official Plan**

The subject site is within a Town Centre (Hub) designation within the suburban Transect. The Kanata Town Centre policies have been carried forward in the Council adopted Official Plan as an Urban Secondary Plan in Volume 2A. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. The proposal for a mid-rise mixed-use building meets the intent of the New Official Plan.

## Zoning Bylaw

The applicant has requested relief as follows for the proposed development:

- Increase the maximum floor space index permitted from 2 to 2.3.

The proposed development complies with the setback and height requirements of the zone and Kanata Town Centre Policies, and appropriate amenity and landscaped areas are proposed on site. The proposed increase is minor in nature and in a mid-rise form supported by the Kanata Town Centre policies.

- Reduce the minimum required non-residential floor space index from 0.75 to 0.10 (a Gross Floor Area of 1,250 m<sup>2</sup>).

The Kanata Avenue policies of the Kanata Town Centre Central Business District envision at grade commercial, and entertainment uses with residential uses above. The proposal supports this vision by providing non-residential uses along the public roadway frontages to provide vitality to the area. Recognizing that the job number for the Town Centre from the 2016 Employment Survey was 8,093 jobs, the proposal will provide additional employment in the Town Centre to help achieve these targets.

- Reduce the minimum parking space rate for a dwelling unit in a mixed use building from 1 space per unit to 0.80 spaces per dwelling unit.

Reducing parking is an effective way of getting residents to consider other travel options and encourage transit use as the site is well served by transit. The site has also proposed other Transportation Demand Management measures to encourage other mode shares including carsharing, and a higher rate of bicycle parking. The City's Transportation Department has reviewed the request and does not have any concerns.

- Increase the maximum corner side yard setback from 3.5m to 6.5 m.

Out of an abundance of caution, should the laneway adjacent to the site be opened as City road right of way, the provision of an increased building setback to provide for the enhanced landscaping and patio area to provide the public gathering function envisioned by the Plan is required.

In summary, the proposed Zoning By-law amendment complies with the intent of the relevant policies and contains appropriate zone provisions to permit the proposed development. The proposed amendments and supporting site development are appropriate and represent good planning.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

The Ward Councillor is aware of this report.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the recommendations contained within this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications of this report.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The Accessibility for *Ontarians with Disabilities Act* requirements

for site design will also apply and will be reviewed through the Site Plan Control application.

## **ENVIRONMENTAL IMPLICATIONS**

The applicant has submitted an Environmental Impact Study and Tree Conservation Report as a part of the review of the application. The application area is predominantly comprised of woodland features. Twelve Butternut trees were inventoried and assessed within 50 metres of the property. Through the completion of a butternut health assessment all twelve trees were determined to be Category 1 (i.e., non-retainable due to poor health). As Butternut trees are identified in the Endangered Species Act, approval is required from the Ontario Ministry of Environment for their removal. Further, a number of mitigation measures to reduce impacts of the clearing and construction adjacent to the forest communities have been implemented including the placement of tree protection fencing on site by City staff to retain specific trees close to the limit of disturbance. As a condition of the concurrent site plan application, a tree protection and restoration plan is required to ensure the long term protection of adjacent trees in Bill Teron Park during and post construction.

The Planning Forester is satisfied that requirements for tree removal have been met and a Tree Cut Permit was issued in March 2022 to avoid the timeframe between April 15 and August 15 where tree removals are not permitted to protect nesting birds.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-21-0151) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to tree protection and engineering.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Development Renderings

Document 5 Urban Design Review Panel

## **CONCLUSION**

The proposed development introduces intensification in a manner which conforms to the Official Plan and is consistent with the relevant design guidelines. The development has been designed to encourage active transportation use and is located within walking distance of a future rapid transit station. The development fits within the existing and planned context and is a compatible use. The Zoning By-law Amendment is recommended for approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

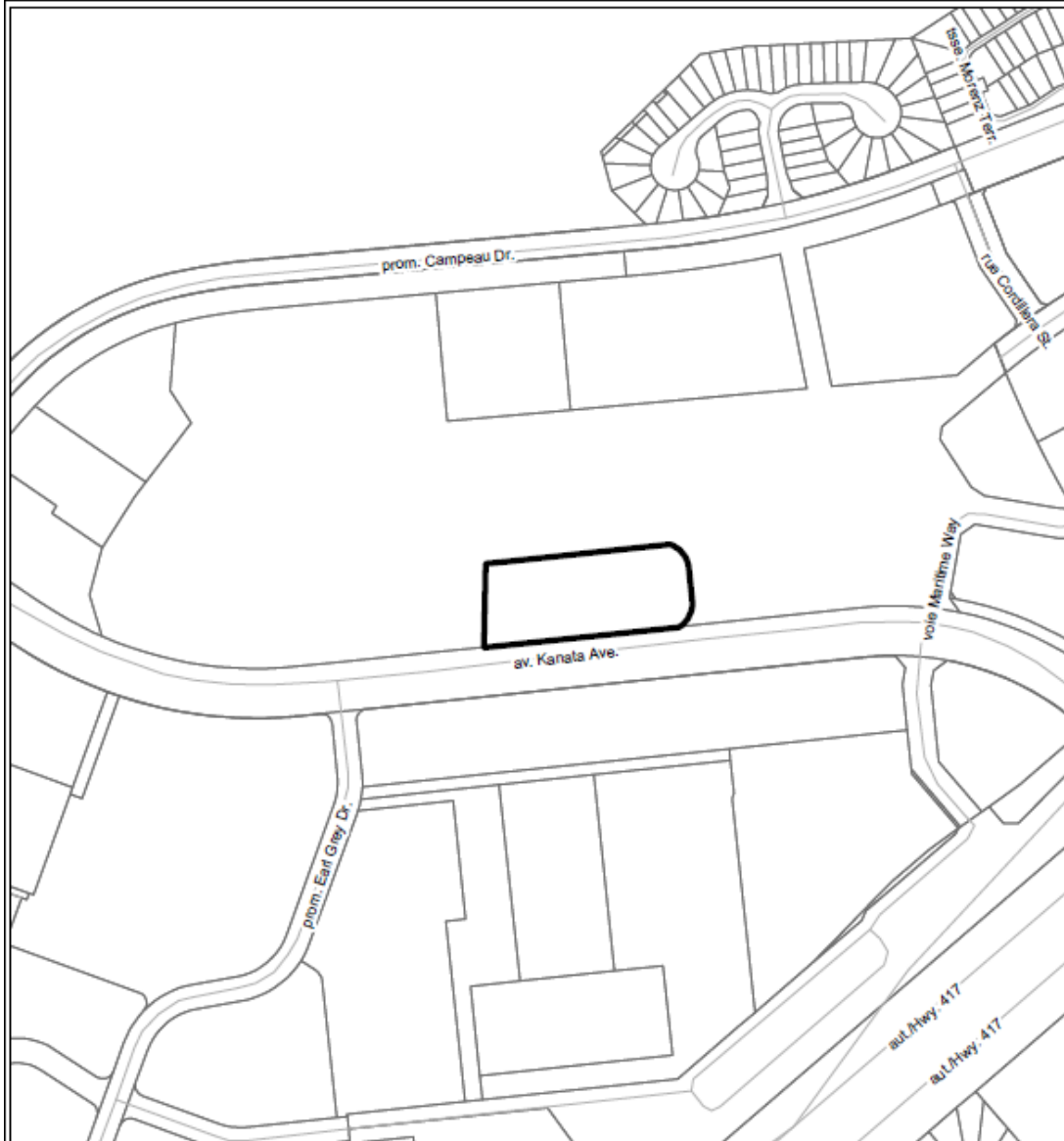
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.


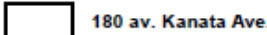

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

**Document 1 – Location Map**

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



|   |           |   |   |
|---|-----------|---|---|
|    |           | LOCATION MAP / PLAN DE LOCALISATION<br>SITE PLAN / PLAN D'EMPLACEMENT               |   |
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| REVISION / REVISION - 2021 / 08 / 12  |           |  |  |



## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 180 Kanata Avenue:

1. Rezone the site from MC5 H(35) to MC5 H(35) [XXXX].
2. Amend Section 239, Urban Exceptions, by adding a new exception [XXXX] with provisions similar in effect as follows:
  - a. In Column II, add “MC5 H(35) [XXXX]”
  - b. In Column V, include provisions similar in effect to the following:
    - i. The lot line abutting Kanata Avenue shall be deemed the front lot line.
    - ii. Despite the provisions of Section 192(5):
      1. maximum corner side yard setback: 6.5m;
      2. maximum floor space index: 2.3;
      3. the non-residential component of the floor space index must be a minimum of 1250 m<sup>2</sup>
    - iii. Despite Section 101, the minimum parking space rate for a dwelling unit in a mixed-use building shall be 0.80 spaces per dwelling unit.

## **Document 3 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments were received from 18 residents during the application review process. A virtual public information meeting was held by the Councillor's Office on March 7, 2022 and attended by approximately 15 residents.

Public Comments and Responses are summarized below in no particular order:

#### **Environmental:**

- Concern regarding the removal of mature trees on site.
- Concern regarding the removal of Butternut Trees.
- The park area should be preserved and not developed.

#### Response:

A concept plan demonstrating the vision for Kanata's Town Centre was initiated more than thirty (30) years ago and called for a mix of transit-oriented uses. The property is currently zoned for development in alignment with the City's vision for the Kanata Town Centre to be a transit-oriented mixed-use hub. In 2013, the City deemed the site surplus to City needs and the developer entered into a purchase and sale agreement with the City to build in alignment with the vision of the plan.

An Environmental Impact Study (EIS) was submitted by the applicant which concluded that there are no concerns with the limits of development proposed with this rezoning. Through the approval of the Site Plan Control application the recommendations of the EIS to abide by the aforementioned migratory bird and bat roosting timing windows will be implemented.

#### **Transportation:**

- The additional units will create a traffic issue on roads in the Town Centre.
- Not enough parking has been provided on site.

Response:

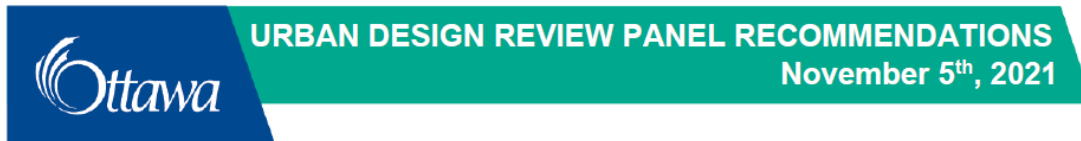
In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the impacts to road capacity to be satisfactory.

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located within walking distance of the Terry Fox rapid transit station, commercial uses, and community amenities such as the Kanata Leisure Centre. Visitor parking is also provided to discourage visitors from parking on local streets.

Document 4 – Development Rendering



## Document 5 – Urban Design Review Panel



**180 KANATA AVENUE** | Formal Review | Site Plan Control Application | Kanata Woods Inc. c/o Theberge Developments Ltd.; Progressive Architects, Ltd.; NOVATECH



### Summary

- The Panel considers this site to be both prominent and a good opportunity for development. The proposal requires a more disciplined approach to the street edge and coordination with the adjacent development to take advantage of a larger plan for the area.
- The Panel believes the building should have a well-defined base, middle and top and a simplified façade.

### Context

- The Panel encourages the proponent to work with the adjacent site owners and the City to develop a more comprehensive neighbourhood amenity between the two sites and a connection to the neighbourhood park. The laneway and plaza at the corner could become the gateway into the park.

### Architectural Expression

- The Panel believes the proponent should reduce the variety of treatments on the façade, particularly the fenestration. There are two types of window treatments and the Panel recommends implementing one, but not both.
- There is an opportunity to create breaks in the long façade to create a rhythm along the street. The proponent should consider introducing a one-storey base, a four-storey middle and a one-storey top, with one material palette for the middle portion.
- A variation in the height of the building would also create more visual interest from the street. Consider increasing the height at the east end of the building. Also consider lowering the grade of the finished floor elevation to create a stronger relationship with the lane and shared courtyard. This will also improve site accessibility.
- The curvature at the corner could be recessed further to increase the outdoor retail spill out space. The proponent should explore increasing the height of the corner to



make it more prominent and to explore a five-storey architectural expression with a one-storey element at the top.

#### **Materiality**

- The Panel notes that the material changes on the façade read as co-planar and the height changes of the red brick element appears erratic. The material palette should be more consistent and simplified. The proponent should consider the use warm earth tones to relate the building to the theme of "The Woods."
- The rounded corner treatment would benefit from further studies to improve the legibility of its residential character. The current spandrel glass treatment makes it appear to be a commercial building.

#### **Public Realm**

- The Panel appreciates the continuity of the at grade indoor and outdoor amenity areas and the terraces as they clearly define a leisure zone. The Panel recommends buffering the adjacent suites from the amenity space and the parking area.
- The future park has the potential to be an extraordinary amenity for the City as the rock formation is reminiscent of Central Park, where people are invited to interact with it. The landscape and amenity area could be expanded by reducing the parking, moving the central wing, and taking advantage of the rock formation to integrate the building and site design with this extraordinary feature.

#### **Site Plan**

- The Panel strongly believes the current accessibility plan is not acceptable. The entrance should be at grade to ensure access for everyone.
- The Panel suggests providing on-street parking to improve the retail viability and serve as a drop-off area at the front of the building.
- The laneway should be treated as a gateway. The courtyard should be reconfigured to make it less vehicular dominated by introducing pavers, bollards to control vehicular movement, and streetscape elements such as benches.

#### **Sustainability**

- The Panel appreciates the proponent's efforts to implement solar panels on the roof and believes that in addition to sustainable energy ideas, the proponent should consider rainwater and stormwater management to increase the perviousness of the project.