

Subject: Zoning By-law Amendment - 150 Kanata Avenue

File Number: ACS2022-PIE-PS-0117

Report to Planning Committee on 27 October 2022

and Council 9 November 2022

**Submitted on October 12, 2022 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Kanata North (4)

Objet : Modification du Règlement de zonage – 150, avenue Kanata

Dossier : ACS2022-PIE-PS-0117

Rapport au Comité de l'urbanisme

le 27 octobre 2022

et au Conseil le 9 novembre 2022

**Soumis le 12 octobre 2022 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**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 150 Kanata Avenue as shown in Document 1, to permit site-specific amendments to performance standards for the development of a mixed-use, 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 *November 9, 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 2008-250 visant le 150, avenue Kanata, un bien-fonds illustré dans le document 1, afin d’apporter des modifications propres à l’emplacement à des normes fonctionnelles, en vue de permettre la construction d’un immeuble polyvalent, comme l’expose en détail 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 9 novembre 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 150 Kanata Avenue to permit a mixed-use building with heights up to nine storeys along Kanata Avenue and up to 11 storeys along Maritime Way, connected by a one-storey lobby at the corner of Kanata Avenue and Maritime Way. The project includes 1100m² of ground floor commercial space fronting Kanata Avenue.

The zoning application is to permit site-specific amendments for various performance standards, including reducing required commercial space and increasing the proposed floor space index.

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 an appropriate 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 four residents. Comments related to transportation impacts, construction impacts and loss of trees.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la demande de modification du Règlement de zonage visant le 150, avenue Kanata, afin de permettre la construction d'un immeuble polyvalent d'une hauteur pouvant atteindre neuf étages le long de l'avenue Kanata et pouvant atteindre 11 étages le long de la voie Maritime. Cet immeuble disposerait d'un hall d'entrée de plain-pied à l'angle de l'avenue Kanata et de la voie Maritime. Il est prévu d'aménager des locaux commerciaux sur une superficie de 1 100 m² au rez-de-chaussée donnant sur l'avenue Kanata.

Cette demande de zonage vise à apporter des modifications propres à l'emplacement pour répondre à différentes normes fonctionnelles, notamment en réduisant la superficie commerciale et en augmentant le rapport plancher-sol proposé.

Politique applicable

L'emplacement 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.

L'emplacement se trouve dans le 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 appropriée.

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 et commentaires du public

L'avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation. Quatre résidents ont participé à la consultation. Les commentaires avaient trait aux incidences sur les transports, aux répercussions de la construction et à l'abattage d'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

150 Kanata Avenue

Owner

Groupe EMD-Batimo Inc.

Applicant

Paul Robinson Planner

Architect

Rossman Architecture

Description of site and surroundings

The subject lands are located on the north side of Kanata Avenue, east of Maritime Way and south of 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 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 west of the site is a City-owned laneway to be constructed by the adjacent landowner. The site is within 300 metres of the Terry Fox Transit Station, which is identified as a future LRT station.

Summary of Proposal

The proposed development is a mixed-use building with heights up to nine storeys along Kanata Avenue and up to 11 storeys along Maritime Way connected by a one-storey lobby at the corner of Kanata Avenue and Maritime Way. The project includes 1100 square metres of ground floor commercial space fronting Kanata Avenue. Access to the site will be provided by Maritime Way and a public laneway on the west side of the site. The proposed development will include 399 residential units and 451 parking spaces.

Summary of requested Zoning By-law amendment

The property is currently split zoned Mixed Use Centre Subzone 5 with maximum heights of 35 metres (MC5 H(35)) and Mixed Use Centre Subzone 2 with maximum heights of 28 metres (MC2 H(28)), which both permit 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:

- Increase the maximum floor space index permitted from 2 to 2.1

- Reduce the minimum required non-residential floor space index from 0.75 to 0.10 (a Gross Floor Area of 1,100 m²).

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 and subsequently submitted applications to the City to develop the site.

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 four 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 300 metres 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 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 mixed-use building at these heights, meets the intent of the new Official Plan.

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 May 6, 2022, 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.
- Increasing heights along the laneway improve the interface and match the proposed building at 180 Kanata Avenue.
- Reducing the height of the portion of the building at the corner of Kanata Avenue and Maritime Way to create a feeling of openness.
- Improving the interface of parking spaces to the units at the rear of the site.
- Improving site circulation by relocating the parking garage ramp.

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 399 units and 1,100 m² 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 Section 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.

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 and Maritime Way. Pedestrian walkways have been provided along the private roadways internal to the site to public sidewalks on the surrounding streets. Direct safe access to transit within 400 metres is provided.

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 confirms to the heights 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 300m 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.

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, and 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.

5.7.5.8 Maximum Building Heights

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

The existing zoning permitting higher heights up to 35 m on the site predates the adoption of the schedule; however, the zoning permission prevails.

Zoning Bylaw

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

- Increase the maximum floor space index permitted from 2 to 2.1.

The proposed development complies with the setback and height requirements of the zone and appropriate amenity and landscaped areas are proposed on site. The proposed increase is minor in nature.

- Reduce the minimum required non-residential floor space index from 0.75 to a Gross Floor Area of 1100m².

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.

In summary, the proposed Zoning By-law amendment complies with the intent of the relevant policies and contain 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

Councillor Curry had the following comments:

“Consultations were held and residents were concerned about the loss of trees but understood that our tree cutting policies would be enforced. Residents had concerns about the amount of commercial being proposed given the empty commercial space across the street, but weighed that against the need for amenities within walking distance to all of the apartment buildings nearby. Residents understand the need for intensification near to transit. Residents had concerns about whether the “main street” vision would be truly realized, but saw this as one component of it. Given the building going up at 180 Kanata Ave., residents wanted to be sure that there was a marketing plan for each that made sense for the demographics and the need for affordable housing. Residents nearby are concerned about the considerable blasting that will take place over the next while with so much rock on the site. Residents wanted to see access to Bill Teron Park from between the two buildings but learned of the constraints of public access through private property. Finally, the community would like to see more encouragement of free play space for children in Bill Teron Park and nearby woods given the loss of this treasured space that Kanata had enjoyed for so many years prior to it being sold by the City to developers.”

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATION

There is sufficient capacity in the existing local infrastructure to accommodate the proposed development. The on-site infrastructure will remain under private ownership and therefore will not add to the City's inventory of assets to be managed.

FINANCIAL IMPLICATIONS

There are no 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. 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 Control 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.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Integrated Transportation

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0109) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to complexity of engineering, urban design and environmental issues.

SUPPORTING DOCUMENTATION

Document 1: Zoning Map

Document 2: Proposed Zoning Details

Document 3: Consultation Details

Document 4: Proposal

Document 5: Urban Design Review Panel Recommendations

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.

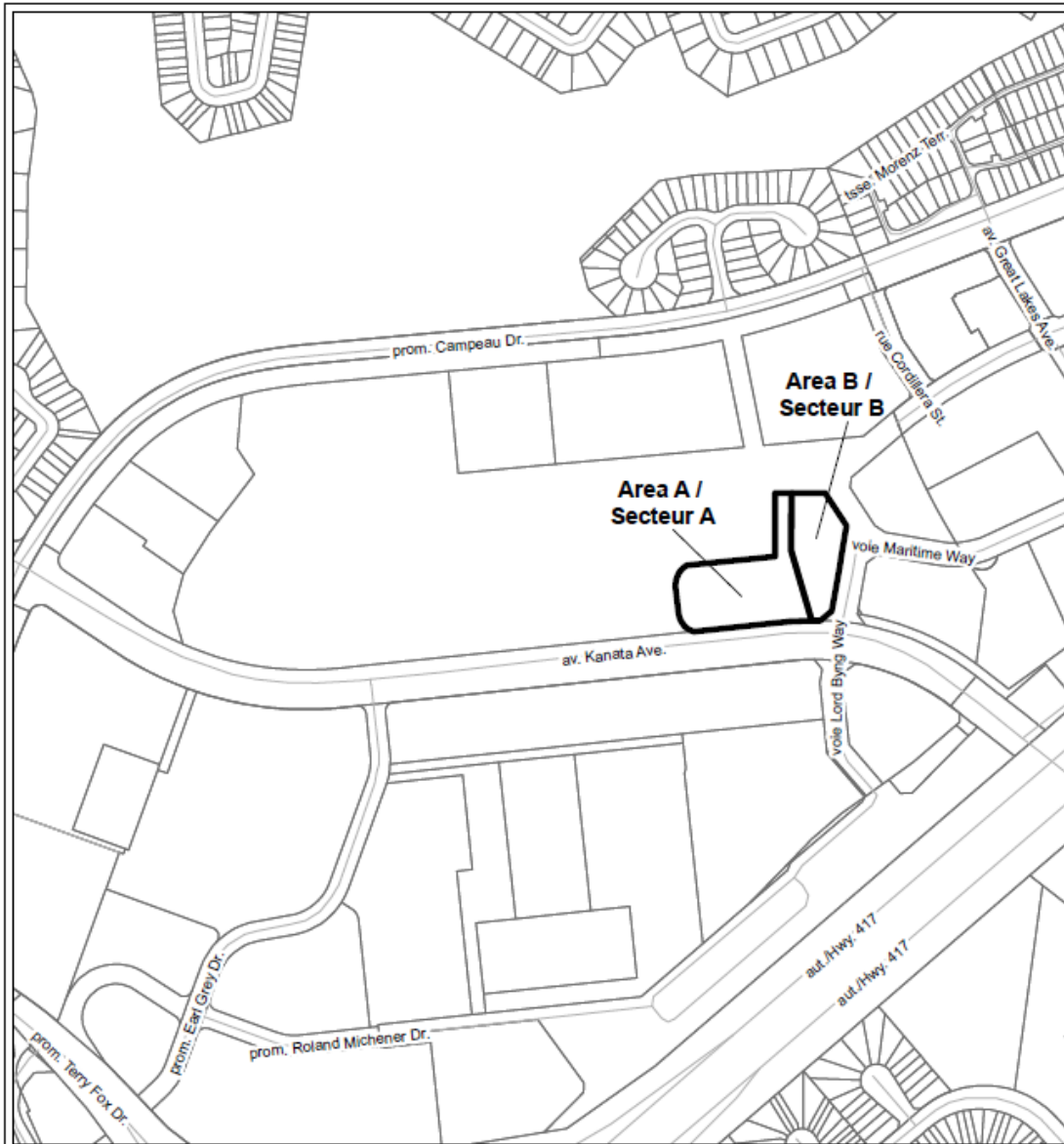
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



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



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE		
D02-02-21-0109	22-0976-X	150 avenue Kanata Avenue		
H:\CO\2022\Zoning\Kanata_150		<div style="display: flex; align-items: flex-start;"> <div style="border: 2px solid black; width: 20px; height: 10px; margin-right: 5px;"></div> <div> <p>Area A to be rezoned from MC2 H(28) to MC2[XXXX] H(28) F(2.1) Le zonage du secteur A sera modifié de MC2 H(28) à MC2[XXXX] H(28) F(2.1)</p> <p>Area B to be rezoned from MC5 H(35) to MC5[XXXX] H(35) F(2.1) Le zonage du secteur B sera modifié de MC5 H(35) à MC5[XXXX] H(35) F(2.1)</p> </div> </div>		
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REVISION / RÉVISION - 2022 / 10 / 03				

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 150 Kanata Avenue:

1. Rezone the site as shown in Document 1
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 [xxxx] H(35) F(2.1) and MC2 [xxxx] H(28) F(2.1)”
 - b. In Column V, include provisions similar in effect to the following:
 - i. Despite 192(2)(a) and 192(5)(b)(iv) the minimum area of non-residential uses must be 1100 m²
 - ii. in the case of a phased development where all phases are shown on a site plan approved pursuant to Section 41 of the Planning Act, each phase itself does not have to comply with required setbacks, provided that those requirements are satisfied upon the completion of all phases of development.

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 four 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:

The site is not a park. It is a vacant lot within the Kanata Town Centre. 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. One butternut tree was identified for removal in the EIS. Butternut trees that are will be compensated through replanting in more appropriate locations. 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.

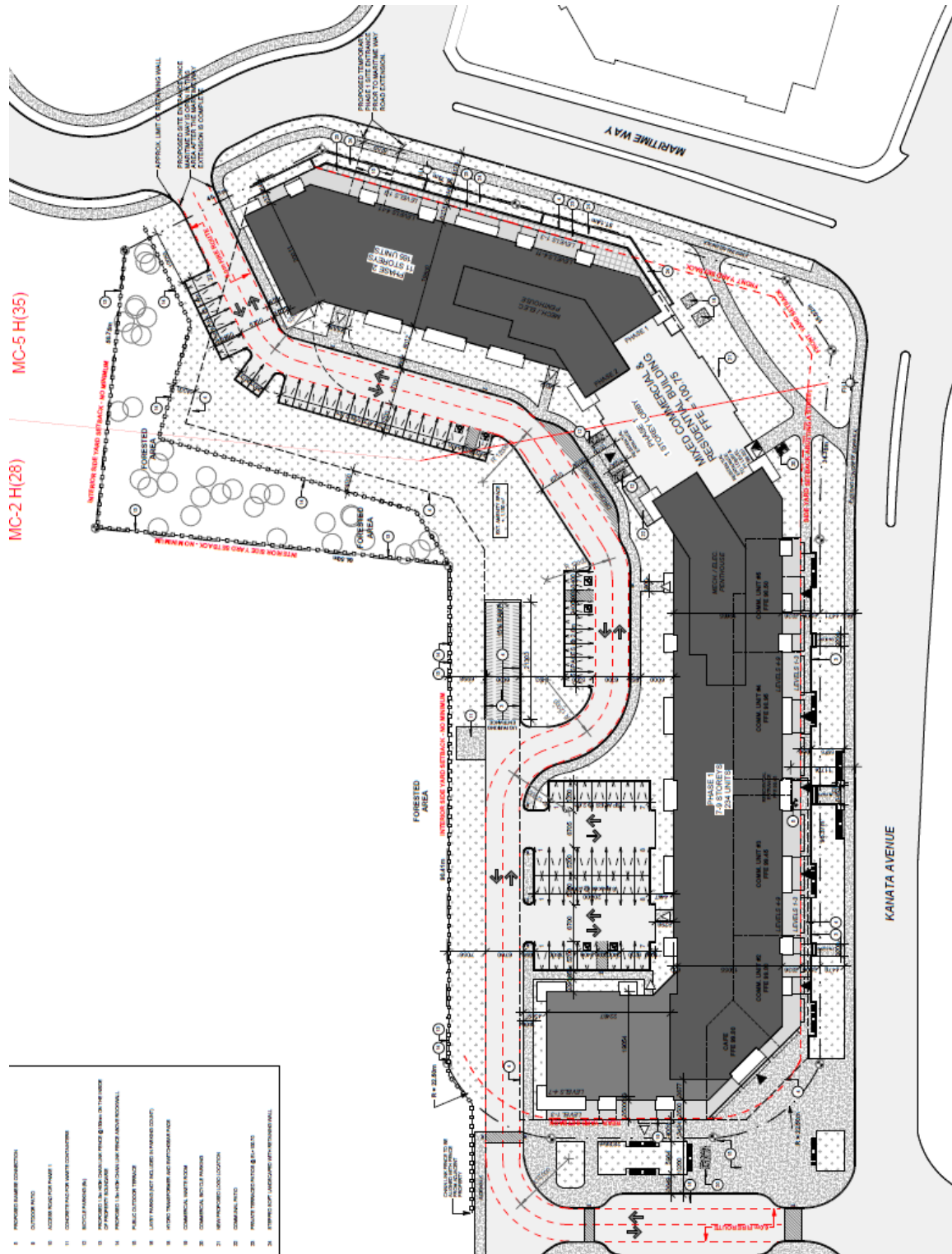
- Not enough parking has been provided on site.

Response:

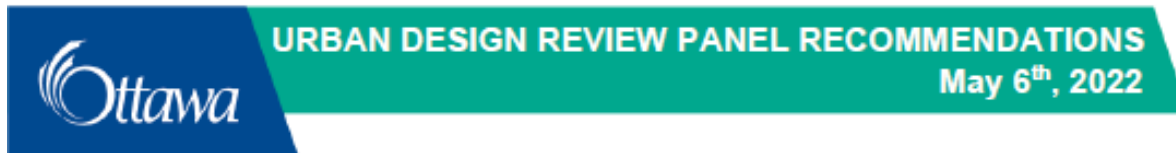
In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the impacts to the road network to be satisfactory.

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 – Proposed Development



Document 5 – Urban Design Review Panel Recommendations



150 KANATA AVENUE | Formal Review | Zoning By-law Amendment and Site Plan Control Application | EMD – Batimo Group; P H Robinson Consulting; Rossmann Architecture; James B. Lennox & Associates Inc.



Summary

- The Panel appreciates the improvements made to the proposal, including the driveway connectivity, which responds positively to the adjacent development.
- The Panel is cognizant of the site's challenges and recognizes the project's urban aspirations. However, there are still significant concerns with the grading and the building's relationship to the sidewalk and the street. From an accessibility perspective, the grade differential issue needs to be addressed, given that the grade change creates a barrier between the public sidewalk and makes the development feel disconnected from the public realm.
- The Panel provided recommendations on how to break up the long façade and to address the corner expression for a more urban appearance.

Architectural Expression

- The Panel notes the building appears co-planar at the base, middle and top, and the colour blocking of the upper levels is less successful at articulating the massing. Furthermore, the upper brick and wood grain treatment does not create a clear datum line, and the upper balcony treatment detracts from the street wall expression. The proponent should consider recessing the balconies and breaking the long wing with a reveal.
- The entrances could be highlighted by introducing pedestrian scale elements such as canopies to signal the location of the building's residential lobby.

- The Panel appreciates the proponent's efforts to work with the adjacent property owner to create a unified public realm; however, concerns remain with the grade differential between the public sidewalk and the ground level that results in a ramped entry condition that limits the usable pedestrian space.
- The Panel recommends that the proponent re-examine the corner treatment at the intersection and, instead of a wrap-around condition, explore a two-building approach.
- The Panel believes the building would improve significantly if the east corner were more prominent. The proponent should consider an L-shape expression instead of a 45-degree angle or a taller middle section. Alternatively, the building could be broken into two separate masses to open up the views to the north and provide access to the amenities at the rear and the natural landscape beyond.

Grading

- The Panel appreciates the changes made at the east corner, but new challenges have emerged as a result, including internal building circulation. Although more blasting will be required to have the building brought down to grade, the proponent should lower the ground floor to street level creating a more urban condition.
- The canopy, signage, and the finer grain detailing are appreciated, but the Panel believes the retail's success depends on the building being at street level.
- The residential lobby entrance at the parking garage level should be reconsidered, given that the sunken entrance creates more challenges than it solves.

Site Plan and Internal Layout

- The Panel finds the interior layout of the building confusing in that the entrance on the corner leads to the parking garage. Connections to the Lobby along Kanata Avenue should be improved.
- The Panel questions the at-grade rear parking lot layout as it is unclear how deliveries and moving trucks would circulate. The proponent should consider moving some of the at-grade parking underground to free up space for a private outdoor amenity area. Additionally, there is a concern with the parking ramp for Phase 1, which should be reconsidered.
- The proponent should consider removing the first band of double-loaded driveways on P1 on Kanata Avenue and replacing it with liner retail at the street level. The loss of parking spaces can be relocated by adding another level of underground level parking in Phase 2.
- It was suggested the proponent revise the stairs on the north side as there may be some building code issues.

Public Realm

- The Panel has significant concerns with the building's relationship to the street, given the change in grade, which does not benefit the proposal. The proponent should consider lowering the building down to the grade of the surrounding sidewalks, thereby reducing the slope on the east corner for a building to create a more urban feel.
- The Panel believes the landscaped plaza at the corner, accessing the residential entrance at the basement level, is problematic as the resulting sloped landscape on either side creates a more suburban entry condition rather than an urban plaza.
- The number of parking spaces at the rear of the site impacts the site's porosity and interferes with connectivity to the natural landscape to the north. The Panel recommends the proponent reduce the number of parking spaces, relocate them underground, and implement a woonerf or a layby lane for drop-off, which would be more appropriate.
- The proponent should consider streetscape lighting, bus stops, pedestrian lights, and bollards for a more urbanized public realm.
- There is an opportunity to bring elements of the Canadian Shield, such as rocks and pines, into the site as part of Kanata's natural landscape.