

2. ZONING - 1050, 1100 AND 1101 CANADIAN SHIELD AVENUE AND 1100, 1140, 1200 MARITIME WAY AND PART OF 6301 CAMPEAU DRIVE
- ZONAGE - 1050, 1100 ET 1101, AVENUE CANADIAN SHIELD, ET 1100, 1140, 1200, VOIE MARITIME ET PARTIE DU 6301, PROMENADE CAMPEAU

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 1050, 1100 and 1101 Canadian Shield Avenue and 1100, 1140 and 1200 Maritime Way from Development Reserve (DR) to Residential Fifth Density exception zone (R5AA [XXXX]SXXX and R5AA[XXXZ]), Mixed-Use Centre Subzone 15 exception zone (MC-15[XXXV]SXXY, MC-15[XXXW] and MC-15[XXXV]) and Parks and Open Space zone (O1), all of which is shown in Document 7 detailed in Documents 4, 5 and 6 and as amended by the following:

That Document 4 – Details of Recommended Zoning be amended by replacing Item 4 with the following:

4. Add a new Exception, MC15[XXXV] SXXY to Section 239 with provisions similar in effect to the following:
- a) In Column II the text “MC15[XXXV] SXXY”;
 - b) In Column III the text “- hotel”
 - c) In Column IV the text “- stacked dwelling”
 - d) In Column V the text:
 - Minimum and Maximum Setbacks:
 - a. From a lot line abutting Campeau Drive:
 - i. Minimum yard setback: 6 m
 - ii. Maximum yard setback:
 - 1. for the building wall of a parking garage: no maximum
 - 2. 6.5 m for any other building wall that is:
 - a. located within 25 meters of Campeau Drive; and,
 - b. facing Campeau Drive;
 - b. From a lot line abutting a public street other than Campeau Drive:
 - i. Minimum yard setback: no minimum
 - ii. Maximum yard setback:
 - 1. For the building wall of a parking garage: no maximum
 - 2. For at least 50% of the width of any other building wall facing a public street other than Campeau Drive: 2.5 m

Minimum and Maximum Building Height: as identified on Schedule
XXY

And that there be no further notice pursuant to Section 34 (17) of the
Planning Act.

RECOMMANDATIONS MODIFIÉES DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage 2008-250 afin de faire passer le zonage des 1050, 1100 et 1101, avenue Canadian Shield et des 1100, 1140 et 1200, voie Maritime de Zone d'aménagement futur (DR) à Zone résidentielle de densité 5, zone d'exception (R5AA [XXXX]SXXX et R5AA[XXXZ]), Zone de centre polyvalent, sous-zone 15, zone d'exception (MC-15[XXXY]SXXY, MC-15[XXXW] et MC-15[XXXV]) et Zone de parc et d'espace vert (O1), tel qu'indiqué dans le document 7 et expliqué en détail dans les documents 4, 5 et 6, et modifié en remplaçant le point 4 par ce qui suit :

4. Ajouter une nouvelle exception, MC15[XXXY] SXXY à la section 239 avec des dispositions qui s'apparentent à ce qui suit :

- a) à la colonne II, le texte « MC15[XXXY] SXXY »;
- b) à la colonne III, le mot « hôtel »;
- c) à la colonne IV, le terme « logements superposés »;
- d) à la colonne V, le texte :

Retraits minimaux et maximaux :

- a. À partir de la limite d'un lot adjacent à la promenade Campeau :
 - i. Retrait de cour minimal : 6 m.
 - ii. Retrait de cour maximal :
 - 1. pour le mur du bâtiment d'un garage de stationnement : pas de maximum.
 - 2. 6,5 m pour tout autre mur d'un bâtiment qui :
 - a. est situé à moins de 25 mètres de la promenade Campeau;
 - b. fait face à la promenade Campeau.
- b. De la limite d'un lot limitrophe à une rue publique autre que la promenade Campeau :
 - i. Retrait de cour minimal : aucun minimum.
 - ii. Retrait de cour maximal :
 - 1. pour le mur du bâtiment d'un garage de stationnement : pas de maximum.

2. pour au moins 50 % de la largeur de tout autre mur du bâtiment qui fait face à une rue publique autre que la promenade Campeau : 2,5 m.

Hauteur minimale et maximale du bâtiment : comme précisé à l'annexe XXY

Qu'il n'y ait pas d'autres avis conformément à l'article 34 (17) de la Loi sur l'aménagement du territoire.

DOCUMENTATION / DOCUMENTATION

1. Deputy City Manager's report, Planning & Infrastructure, dated 6 March 2013 (ACS2013-PAI-PGM-0058).
Rapport de la directrice municipale adjointe, Urbanisme et infrastructure, daté le 6 mars 2013 (ACS2013-PAI-PGM-0058).
2. Extract of Draft Minutes 50, 26 March 2013.
Extrait de l'ébauche du procès-verbal 50, le 26 mars 2013.

Report to/Rapport au :

Planning Committee
Comité de l'urbanisme

and Council / et au Conseil

March 6, 2013
6 mars 2013

Submitted by/Soumis par : Nancy Schepers, Deputy City Manager/Directrice
municipale adjointe, Planning and Infrastructure/Urbanisme et Infrastructure

Contact Person / Personne ressource: *Felice Petti Manager/Gestionnaire,
Development Review-Suburban Services/Examen des projets d'aménagement-Services
suburbains, Planning and Growth Management/Urbanisme et Gestion de la croissance
(613) 580-2424, 22226 Felice.Petti@ottawa.ca*

Kanata North/Kanata-Nord (4)

Ref N°: ACS2013-PAI-PGM-0058

SUBJECT: ZONING - 1050, 1100 AND 1101 CANADIAN SHIELD AVENUE AND
1100, 1140, 1200 MARITIME WAY AND PART OF 6301 CAMPEAU
DRIVE

OBJET : ZONAGE - 1050, 1100 ET 1101, AVENUE CANADIAN SHIELD, ET
1100, 1140, 1200, VOIE MARITIME ET PARTIE DU 6301,
PROMENADE CAMPEAU

REPORT RECOMMENDATION

That the Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 1050, 1100 and 1101 Canadian Shield Avenue and 1100, 1140 and 1200 Maritime Way from Development Reserve (DR) to Residential Fifth Density exception zone (R5AA [XXXX]SXXX and R5AA[XXXZ]), Mixed-Use Centre Subzone 15 exception zone (MC-15[XXXY]SXXY, MC-15[XXXW] and MC-15[XXXV]) and Parks and Open Space zone (O1), all of which is shown in Document 7 detailed in Documents 4, 5 and 6.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 afin de faire passer le zonage des 1050, 1100 et 1101, avenue Canadian Shield et des 1100, 1140 et 1200, voie

Maritime de Zone d'aménagement futur (DR) à Zone résidentielle de densité 5, zone d'exception (R5AA [XXXX]SXXX et R5AA[XXXZ]), Zone de centre polyvalent, sous-zone 15, zone d'exception (MC-15[XXXY]SXXY, MC-15[XXXW] et MC-15[XXXV]) et Zone de parc et d'espace vert (O1), tel qu'indiqué dans le document 7 et expliqué en détail dans les documents 4, 5 et 6.

BACKGROUND

The subject lands represent part of the Kanata Town Centre (KTC). They are bounded by Highway 417 to the south, Campeau Drive to the north, townhomes to the east and City owned lands to the west (see Document 1).

The 9.88 hectare area is currently undeveloped. Medium density townhouse dwellings back onto the north side of Campeau Drive with higher density townhouses located to the east on Gray Crescent. The 200-unit Royale Retirement Residence is located at the northeast corner of Maritime Way and Canadian Shield Avenue. Also, a 146-unit apartment building is located at the southeast corner of Maritime Way and Canadian Shield Avenue. The remainder of the site is generally vacant lands located to the west of the developed lands noted above.

Existing Zoning

The site is currently zoned Development Reserve (DR). The DR zone is intended to preserve lands for future development. An amendment is required to permit development within the subject area.

Proposed Zoning

The proposal is to rezone the subject lands from DR to a Mixed Use Centre Exception Zone (MC), Open Space (O1) and Residential 5th Density Exception (R5). The rezoning will allow for future development and ensure conformity with the Mixed Use Town Centre designation and policies as contained in the Official Plan for the Kanata Town Centre. The MC Zone is tailored with varying setbacks and heights for multiple locations. Details regarding the above proposal are discussed below and outlined in Documents 4.

DISCUSSION

Official Plan

The subject site is designated Mixed Use Town Centre in the Official Plan (OP). The KTC is planned as the focal point of intensification and high-density within the former municipality of Kanata. Acting as a downtown, it will provide a node of employment and

residential uses in a vibrant, pedestrian friendly environment, easily accessible by rapid transit.

The KTC ultimate planned density is 120 jobs and people per hectare after the year 2031. In addition, Mixed-Use Town Centres are to have employment targets of a minimum of 10,000 jobs.

The KTC lands area are also subject to Site Specific Policies of the OP. The entire KTC comprises 230 hectares of land within the Urban Area, located on both sides of the 417 (see Document 2). The KTC Site Specific Policy is based on the original Kanata Town Centre planning process that began in the 1970s. The objectives of the plan speak to providing a higher density and higher order residential, commercial, civic, institutional, cultural and employment uses; creating an enhanced public realm; providing flexibility to respond to future uncertainties; integrating the natural and built environment by providing open spaces; and building a street network meeting the needs of people first.

Official Plan - Site Specific Policies (former Kanata Official Plan, Section 5.7 Town Centre)

The subject lands are in the Central Business District (CBD) and Town Centre Residential Area (TCR) in the Site Specific Policies of the OP (see Document 2).

The CBD is to be an urban place and downtown-type area. It is planned to be primarily employment complemented by higher density residential. Hotels and commercial uses are permitted, but on a limited scale to serve the business community. The total compliment of residential within the Mainstreet and CBD designation is to range from 1,000 to 1,500 units on the north side of Highway 417. Higher density residential (65-100 units per net hectare and higher) or medium density (50-65 units per net hectare) is permitted if included in a mixed use development within the CBD.

A minimum overall Floor Space Index (FSI) of 1.5 is required for the KTC lands. The policies allow for sites to have a lower FSI of 0.75. This is only permitted where the remaining FSI is transferred to other sites in the KTC, to ensure the minimum 1.5 FSI is achieved. Also, building heights should vary and generally be limited to 10-storeys for residential use and eight-storeys for non-residential uses.

The TCR is generally the eastern portion of the subject area. A total range of 800 to 1100 dwelling units is contemplated within this designation. Approximately 725 units have been built within the TCR designation. The height range for high-rise developments is identified between the eight to 10-storeys within the TCR. Beyond that buildings should not exceed three to four-storeys within the TCR designation. Intermixing of building types is a requirement under the policies, but no high-rises have been built. Higher density and taller buildings should be located adjacent to the CBD complementing the building form and urban environment.

In addition to the Site Specific Policies, Section 2.2.2 subsection 12(i) of the OP speaks to establishing minimum building heights within Mixed Use Town Centres. This is an important aspect to ensure that an urban fabric and appropriate building façade is established. The proposed rezoning application will establish minimum and maximum heights along all frontages as well as minimum and maximum setbacks.

Also, the Site Specific Policies require that development along Campeau Drive be predominantly residential and developed in a form that does not overshadow residential development existing to the north. The proposed zoning will allow this to occur by limiting the height along Campeau Drive to three and four-storeys (see Documents 4, 5 and 6).

Kanata Town Centre Downtown Master Plan and Implementation Study (KMP)

The KMP was prepared in 1993 and updated in 1998 in coordination with the neighbouring landowners, Urbandale, PexEx Kanata and former City of Kanata staff. This document is referenced in the Site Specific Policies of the OP to provide guidance on the development and design strategy. It is provided as an appendix to the OP, but does not form part of the OP. As such, it can be updated without amendment to the OP. A Concept Plan was prepared to demonstrate the potential build-out of the area (see Document 3).

Within the KMP, the employment target for the CBD is between 8000 to 9000 jobs. The subject property only represents a portion of the entire CBD area identified within the KTC. As such, a detailed breakdown was prepared to identify the total area capacity of developments per block. Within that detailed breakdown the portion of the office space for the subject lands provided is 99,319 metres squared of office space within the CBD.

Additionally the residential target is approximately 3000 people for the CBD. This is about 1000 to 1500 units, as noted above, depending on the mix of persons per unit. The plan also outlines a general height limit of 35 metres, consistent with the Site Specific Policies. This height limit is reflected in the proposed zoning.

Canadian Shield Avenue (referred to as Street 'A' in the KMP) is to have a similar built form to the Mainstreet identified in the master plan. This form of development is to have a three-storey height with 0 to 0.5 metre setbacks from the street where possible. Where outdoor patios will be proposed a maximum set back of 2 metres will be permitted.

Kanata Town Centre Design Guidelines

The KTC Design Guidelines (KTCDG) were completed in 2000. These provide detailed direction on implementing the land uses, built form and other factors to achieve the goals of the KTC Master Plan and Implementation Study and the OP Site Specific

Policies. The KTCDG gives details for establishing the zoning within the KTC for the various blocks of land.

For the area fronting onto Campeau Drive (Area D and E in Document 7), this area will be a minimum of three-storeys residential/office uses. Setbacks will maintain the character of development along Campeau Drive. The development on Canadian Shield Avenue will be a minimum three-storey office and/or residential set close to the street with retail uses established at grade. Building heights will be stepped so they will not overshadow nearby residential uses.

The existing residential to the east is named Village Green. The development within the subject lands along Campeau Drive and adjacent to Village Green (Area A and B in Document 7) is to be ground oriented with lower-rise pavilion-like buildings in a well landscaped setting. These residential buildings will be a minimum of three-storeys.

The area bordering the Queensway (Area F in Document 7) will signal the KTC. It will be composed of tall offices and/or residential buildings rising above the Queensway. The area internal to the CBD will act as the heart of the KTC and have lower-rise development to the street while providing the same coverage as in other areas. A minimum three-storey continuous façade set close to the street with three to 10-storey buildings will be established.

The guidelines give a broad direction that development and massing should be provided at a human scale. This translates into having a building façade that is three-storeys at the street level. The taller portions of buildings above three-storeys should be stepped back, avoiding a 'canyon' effect and enhancing sun light access and views. Also, building façades should occupy 80 per cent of the lot width to provide a continuous façade along Canadian Shield Avenue.

Proposed Zoning

The applicant had requested the general MC zone to be applied for the proposed lands. However, as discussed above, there are various site specific policies outlined in the OP and design guidelines developed for the KTC. Therefore, staff was required to prepare further details beyond that requested by the applicant to ensure development will meet with the applicable policies and guidelines. The applicant has agreed with the revisions provided by staff to implement the various policies affecting the KTC.

In 2009, the MC-15 subzone was created and applied to a portion of the lands, which meet with the intended policies and performance standards for the KTC. As such, staff used the MC-15 subzone, with minor modifications, as the basis for the subject zoning amendment. This subzone meets with all the required policies for the KTC and is the appropriate subzone to apply in creating a downtown atmosphere.

The proposed zoning identifies a minimum/maximum height of three-storeys along Canadian Shield Avenue, Maritime Way, Great Lakes Avenue and Cordillera Street, with opportunities for outdoor patios and stepping back of buildings from the three-storey podium to a maximum of eight-storeys for commercial and 10-storeys for residential/mixed use buildings.

Blocks 1 and 2 (Areas D and E on Document 7)

The zoning for Blocks 1 and 2 will be Mixed Use Centre subzone fifteen (MC-15) with special provisions for additional setbacks and height restrictions. A minimum setback of 6 meters from Campeau Drive will be provided, while the rest of the blocks will maintain the identical setback to the rest of the MC15 zone being proposed. This reflects the same setback from Campeau Drive as the existing building (The Royal) located at the intersection of Campeau and Maritime Way. The height will be restricted along Block 1 to three-storeys (11 metres) for the first 25 metres along Campeau Drive, stepping to six-storeys (23 metres) for the remainder of the buildings fronting onto the other streets (see Document 6). A minimum FSI of 0.75 will be applied to these Areas.

Blocks 4 and 5 (Areas A and B on Document 7)

Blocks 4 and 5 are adjacent to the existing Village Green. They will be zoned Residential Fifth Density with exceptions (R5AA-XXX), to permit high-density residential development. Detached, duplex, linked detached, semi-detached and three unit and townhouse dwelling units will be prohibited. It is the intent that this site will have higher-density development with approximately 65-100 units per hectare. Staff support a density of 132 units per hectare for this area as there are lower densities to the east which balance the overall density of the TCR Area.

Similar to Blocks 1 and 2, the height for Block 4 will be restricted along Campeau Drive to a minimum of 11 metres maximum of four-storeys (15 metres) for the first 25 metres back from Campeau Drive. This restriction will also be applied to the eastern edges of the block adjacent to the Hydro corridor. The remainder of the block will allow for six-storeys (23 metres) along the pathway block and fronting onto Maritime way (see Document 5).

Block 5 will share the same R5AA zone. However, the height restrictions to the zone will be slightly different. Block 5 will be zoned for a minimum of four-storeys (15 metres) and a maximum of eight-storeys (29 metres). The minimum setbacks will be consistent with the typical R5 zone, but allowing for buildings to create a building façade onto the adjacent pathway block.

Blocks 7 and 9 (Area F on Document 7)

The zoning for Blocks 7 and 9 will be MC-15 with special provisions to establish: a minimum FSI; minimum/maximum height, setbacks and frontage; and other

performance standards. This will ensure these blocks develop in a form representative of a downtown and Town Centre. The FSI for these Blocks will be increased to a minimum of 2.0, as required in the subdivision agreement due to a hotel being located on Block 8. This will help achieve the prescribed FSI of 1.5 for the entire KTC.

The setbacks to the streets will be a minimum of 0 to maximum of 0.5. Where patios are provided on the ground level a maximum 2.0 metre setback will be permitted. Also, 50 per cent of any ground floor wall facing a public street will consist of windows and/or entrances. As well, ground oriented retail/commercial uses have been extended to be permitted below the fifth storey of the buildings, rather than only on the ground floor. All buildings fronting onto public streets will be required to have 80 percent of the façade brought to no further than the maximum setbacks. This will allow for small enclaves for entrances or breaks in the buildings for entrances/patios. These provisions will help to create an urban/downtown environment at the pedestrian level.

Hotels are permitted under the site specific policies of the OP, but only where they support the employment uses. As such, the zoning has been crafted with a provision that triggers the ability to have a hotel use, but only after an FSI of 1.5 has been achieved for the other permitted uses. This meets with the intent of the OP policies for the KTC.

Site Servicing

Infrastructure services within the associated subdivision were designed and built to accommodate development of the type and intensity proposed in this application. As such, there are no concerns with availability of services for the proposed development. Details of servicing will be dealt with through the site plan approval process.

Summary

The proposed development represents high-density mixed-uses located close to existing and proposed rapid transit stations. The proposal is consistent with the Official Plan policies that promote efficient use of land and resources, provision of a mix of uses and housing types, and transit-supportive development. The proposal, in its land use mix and built form, also satisfies the Site Specific Policies for employment and residential density targets and building height. The high-density residential development will contribute to a greater housing mix and will contribute to achieving affordable housing policies in the Official Plan. Transportation issues have been adequately addressed through the Transportation Impact Studies previous to this application. The proposed development and recommended zoning have been demonstrated to be compatible with adjacent and nearby development and exhibit pedestrian-oriented design elements, through the use of built form provisions, building orientation, and amenity area. The relevant policies and guidelines in the above-cited planning documents have been met. In light of the discussion above, staff recommend

approval of this application and the details of zoning as included in Document 5, 6 and 7.

URBAN DESIGN REVIEW PANEL

The subject property is within a Design Priority Area and is subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP for a confidential pre-consultation. The applicant is required to return to the UDRP for a formal review of the Site Plan Control application for each stage of development on the various sites, which is open to the public.

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

- *Ensuring that the applicant was aware of the significance of preparing a concept/build-out plan and considering the overall impact of their application on the implementation and development within the Kanata Town Centre.*

RURAL IMPLICATIONS

There are no rural implications associated with this report.

CONSULTATION

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy. A summary of comments and staff's response can be found in Document 8.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the application.

LEGAL IMPLICATIONS

If the report is approved and an appeal is brought before the Ontario Municipal Board, it is estimated that a hearing will take approximately 4 days and can be accommodated using staff resources.

If the report is not approved, reasons must be provided and, if appealed, external witnesses in the areas of land use planning and transportation engineering will need to be retained at an estimated cost of \$60,000 - \$70,000.

RISK MANAGEMENT IMPLICATIONS

The time period of 180-days lapsed on January 14, 2013 since the submission of the application. As such, this application is subject to an appeal to the Ontario Municipal Board (OMB) for a lack of decision by the approval authority.

The applicant has indicated their desire to have the application approved to allow future tenants and purchasers to move ahead with development applications in the near future. Any further delay in the process may result in an appeal to the OMB.

FINANCIAL IMPLICATIONS

Should the recommendation be adopted and the matter appealed to the Ontario Municipal Board, the hearing would be conducted within staff resources. Should the application be refused and an appeal launched, an outside planner would need to be retained at an estimated cost of \$60,000 to \$70,000. Funds are not available within existing resources and the expense would impact Planning and Growth Management's operating status.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

The area has been substantially cleared of vegetation following the subdivision approval to allow for development, prior to the zoning application being submitted. As such, there are no significant environmental concerns within the rezoning of the subject lands.

TECHNOLOGY IMPLICATIONS

There are no technical implications associated with this report.

TERM OF COUNCIL PRIORITIES

This report and Zoning By-law amendment meet with the Term of Council Priorities of Economic Prosperity; Transportation and Mobility; Service Excellence; and Governance, Planning and Decision-Making.

EP1/EP3 - The zoning will permit new development attracting new business, enterprises and social and cultural opportunities to the West end of Ottawa for residents and visitors.

TM1/TM2/TM3/TM4 - The Zoning By-law amendment is located on a future high-order transit line and promotes a pedestrian environment and alternative transit opportunities. New residents will be permitted to locate into a new and vibrant mixed-use downtown area where people will be able to live and work harmoniously.

SE1 - Significant staff time and resources were committed in a staff/applicant Design Charrette to develop sound principles for the Zoning By-law amendment to ensure excellent service and assistance to the applicant. Also, modifications to the proposed zoning are based on high-quality review/consultation of the relevant policies and issues, ensuring the development respects the needs of the existing and future residents of the area.

GP1/GP2/GP3 – The zoning implements policies that have been developed over a long period of consultation and review. This effectively establishes the KTC and allows development to proceed as planned, aligning a variety of Council priorities and City policies. It will promote intensification in a sustainable manner and build on a creating a liveable downtown in the west end of Ottawa.

APPLICATION PROCESS TIMELINE STATUS

This application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due additional community information sessions and design discussions with staff and the applicant to achieve a high-quality urban form and details of the Zoning By-law.

SUPPORTING DOCUMENTATION

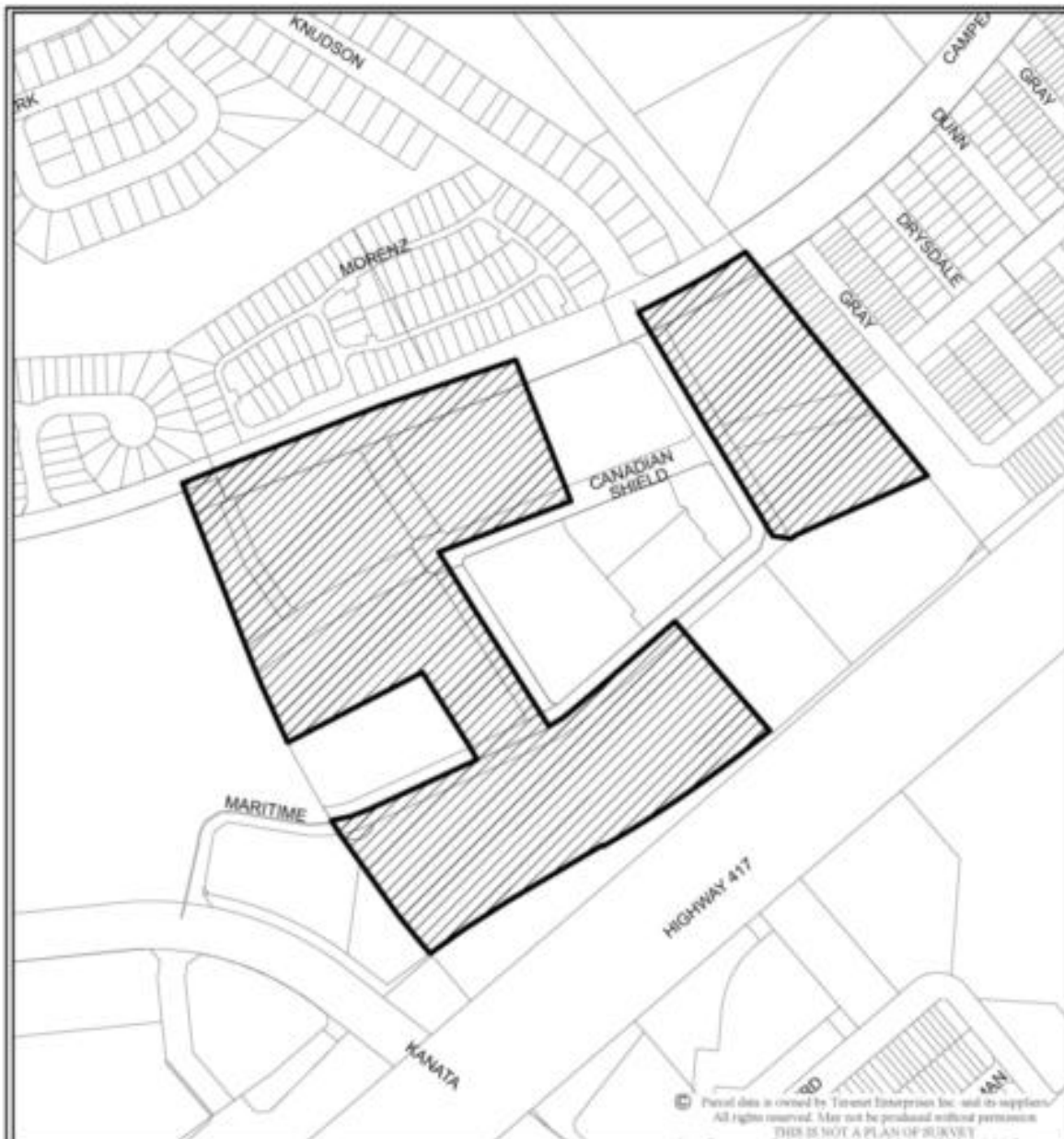
- Document 1 Location Map
- Document 2 Site Specific Policy Schedule for Kanata Town Centre
- Document 3 Kanata Town Centre Concept Plan
- Document 4 Details of Zoning
- Document 5 Zoning Schedule XXX
- Document 6 Zoning Schedule XXY
- Document 7 Zoning Key Plan
- Document 8 Public Consultation Details

DISPOSITION

City Clerk and Solicitor Department, Legislative Services to notify the owner, applicant, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

LOCATION MAP

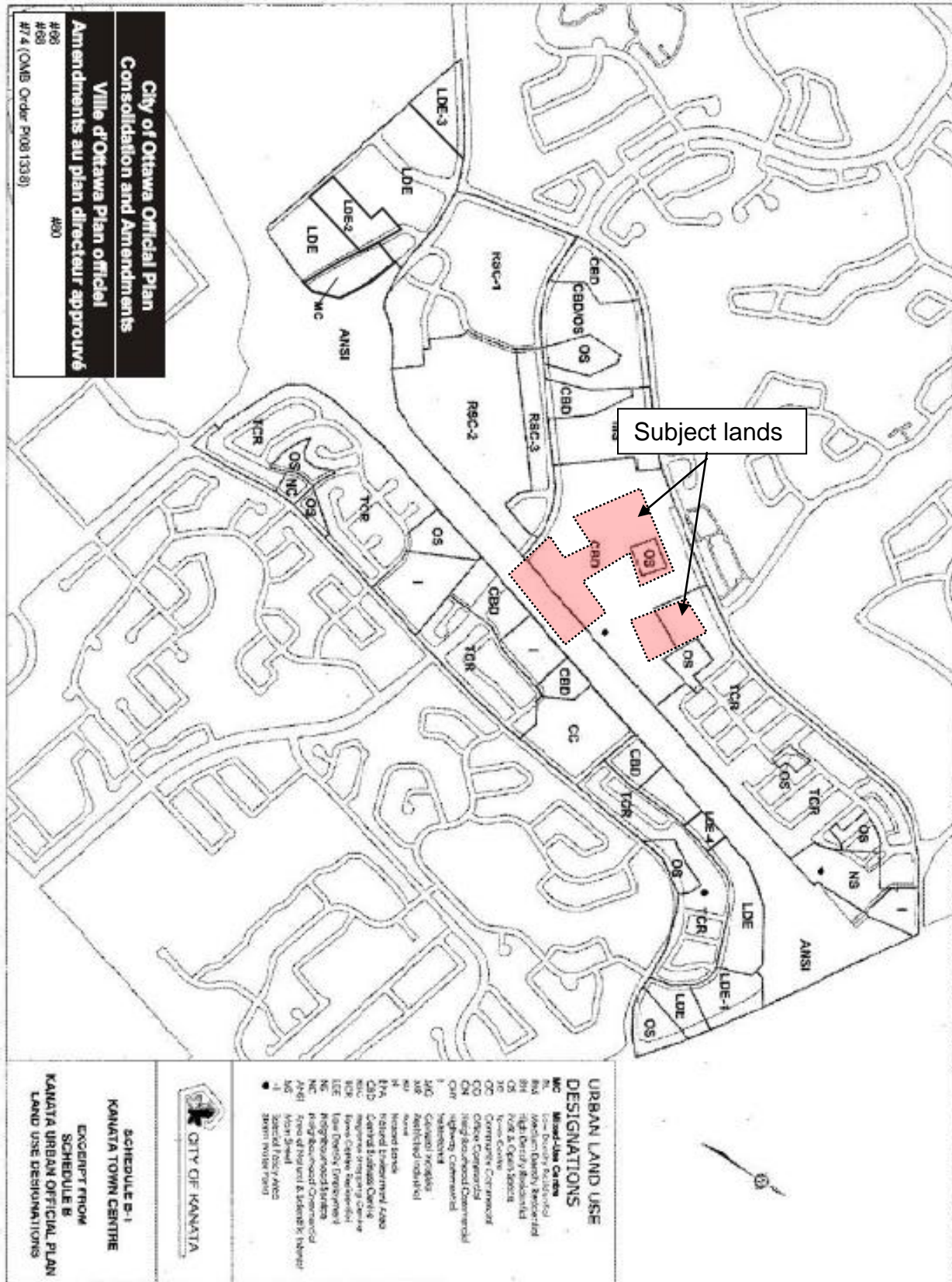
DOCUMENT 1



 Produced by Infrastructure Services and Community Sustainability Produit par les Services d'Infrastructure et Viabilité des collectivités	Location Map / Plan de révision Zoning Key Plan / Schéma de zonage 1050, 1100, 1101 Canadian Shield Ave 1100, 1140, 1200 Maritime Way Part of 6301 Campeau Drive	Échelle N.T.S. Mètres
002-02-12-0078 12-1357 I:\CO\2012\ZONING\CdnShield1050	 Areas to be rezoned	
2012 / 09 / 25 REVISION DATE DE RÉVISION	045070820 Denotes Teramet-Polaris Parcel Identification Number	Scale N.T.S. Mètres

**SITE SPECIFIC POLICY SCHEDULE
 FOR KANATA TOWN CENTRE**

DOCUMENT 2



KANATA TOWN CENTRE CONCEPT PLAN

DOCUMENT 3



DETAILS OF RECOMMENDED ZONING

DOCUMENT 4

1. Rezone the subject lands shown on Document 7 as follows:
 - a. Area A from DR to R5AA[XXXX] SXXX (Block 4)
 - b. Area B from DR to R5AA[XXXZ] (Block 5)
 - c. Area C from DR to O1 (Park Block)
 - d. Area D from DR to MC15[XXXV] SXXX (Blocks 1)
 - e. Area E from DR to MC15[XXXW] (Block 2)
 - f. Area F from DR to MC15[XXXV] (Block 7 and 9)

2. Add a new Exception, R5AA[XXXX] SXXX to Section 239 with provisions similar in effect to the following:
 - a) In Column II of the text, "R5AA[XXXX] SXXX"
 - b) In Column IV the text:
 - bed and breakfast
 - Community garden
 - Converted dwelling
 - Diplomatic mission"
 - c) In Column V the text:
 - a. Total maximum lot coverage for all accessory buildings: 20%
 - b. Density: minimum 65 dwelling units per hectare, maximum 132 dwelling units per hectare.
 - c. From a lot line abutting Campeau Drive:
 - i. Minimum yard setback: 6 m
 - ii. Maximum yard setback for a building wall facing Campeau Drive: 6.5 m
 - d. From a lot line abutting Maritime Way:
 - i. Minimum yard setback: 0 m
 - ii. Maximum yard setback for a building wall facing Maritime Way: 4.5 m
 - e. From a lot line abutting an O1 zone: 1.2 m

Minimum and Maximum Building Heights: as identified on Schedule XXX

3. Add a new Exception, R5AA[XXXZ] to Section 239 with provisions similar in effect to the following:
 - d) In Column II of the text, "R5AA[XXXZ]"
 - e) In Column IV the text:
 - "- bed and breakfast
 - Community garden
 - Converted dwelling
 - Diplomatic mission"
 - f) In Column V in the text:

- a. Yard setbacks from a lot line abutting Maritime Way:
 - i. Minimum yard setback: 0 m
 - ii. Maximum yard setback for a building wall facing Maritime Way: 4.5 m
- b. Minimum rear yard setback: 6 m
- c. Total maximum lot coverage for all accessory buildings: 20%
- d. Density: minimum 65 dwelling units per hectare, maximum 132 dwelling units per hectare.

Minimum and Maximum Building Height:

- a. Minimum building height: 15 m
- b. Maximum building height: the lesser of 29 or eight-storeys

4. Add a new Exception, MC15[XXXY] SXXY to Section 239 with provisions similar in effect to the following:

- e) In Column II the text "MC15[XXXY] SXXY";
- f) In Column III the text "- hotel"
- g) In Column IV the text "- stacked dwelling"
- h) In Column V the text:

Minimum and Maximum Setbacks:

- a. From a lot line abutting Campeau Drive:
 - i. Minimum yard setback: 6 m
 - ii. Maximum yard setback:
 - 1. for the building wall of a parking garage: no maximum
 - 2. for any other building wall facing Campeau Drive: 6.5 m
- b. From a lot line abutting a public street other than Campeau Drive:
 - i. Minimum yard setback: no minimum
 - ii. Maximum yard setback:
 - 1. For the building wall of a parking garage: no maximum
 - 2. For at least 80% of the width of any other building wall facing a public street other than Campeau Drive:
 - a. 0.5 m; or
 - b. 2 m where a patio is located between the building wall and a lot line

Minimum and Maximum Building Height: as identified on Schedule XXY

5. Add a new Exception, MC15[XXXW] to Section 239 with provisions similar in effect to the following:

- i) In Column II the text "MC15[XXXW]";
- j) In Column IV the text "- stacked dwelling"
- k) In Column V the text:

Minimum and Maximum Setbacks:

- a. From a lot line abutting Campeau Drive:
 - i. Minimum yard setback: 6 m

- ii. Maximum yard setback:
 - 1. for the building wall of a parking garage: no maximum
 - 2. for any other building wall facing Campeau Drive: 6.5 m
- b. From a lot line abutting a public street other than Campeau Drive:
 - i. Minimum yard setback: no minimum
 - ii. Maximum yard setback:
 - 1. For the building wall of a parking garage: no maximum
 - 2. For at least 80% of the width of any other building wall facing a public street:
 - a. 0.5 m; or
 - b. 2 m where a patio is located between the building wall and a lot line

Minimum and Maximum Building Height:

- c. Minimum building height: 11 m
 - d. Maximum building height:
 - i. For the first 3 meters back from all lot lines abutting a street other than Campeau Drive: 15m
 - ii. For any part of a building not within the area identified in (i) above: the lesser of 23 m or six-storeys
6. Add a new Exception, MC15[XXXV] to Section 239 with provisions similar in effect to the following:
- a) In Column II the text "MC15[XXXV]";
 - b) In Column III the text "- hotel"
 - c) In Column IV the text "- stacked dwelling"
 - d) In Column V the text:
 - a. A hotel is a permitted use subject to the floor space index being equal to or greater than 1.5 for the non-residential uses listed in clause 192(15)(a)
 - b. Minimum floor space index: 2.0

Minimum and Maximum Setbacks:

- c. Minimum yard setback from all lot lines abutting a public street: no minimum
- d. Maximum yard setback:
 - 1. For the building wall of a parking garage: no maximum
 - 2. For at least 80% of the width of any other building wall facing a public street:
 - a. 0.5 m; or
 - b. 2 m where a patio is located between the building wall and a lot line

Minimum and Maximum Building Height:

- e. Minimum building height: 11 m
- f. Maximum building height:

- i. For the first 3 metres back from the front yard for all buildings:
15 m
- ii. For a building containing only non-residential uses and where that part of the building is not within the area identified in (i) above: the lesser of 29 m or eight-storeys
- iii. For a mixed use or residential use building and where that part of the building is not within the area identified in (i) above: the lesser of 35 m or 10-storeys;

7. Replace subclause 192(15)(b)(iii) with the following:

“(iii) a parking garage may be located on any floor, but where located on the ground floor of a building, that part of the ground floor of the building measuring 80% of the length of the wall facing a public street and for a depth of 10 meters must be occupied by other uses listed under clauses 192(15)(a), (b), or (c);”

8. Amend clause 192(15)(b)(i) by replacing it with the following:

“subject to them being limited to locations below the fifth storey of a building where the floor space index is equal to or greater than 0.75 for uses listed in clauses 192(15)(a) and (c);

9. Amend Table 192C-MC15 SUBZONE PROVISIONS as follows:

- a. In subsection (v) replace the number “2000” with the number “2500”

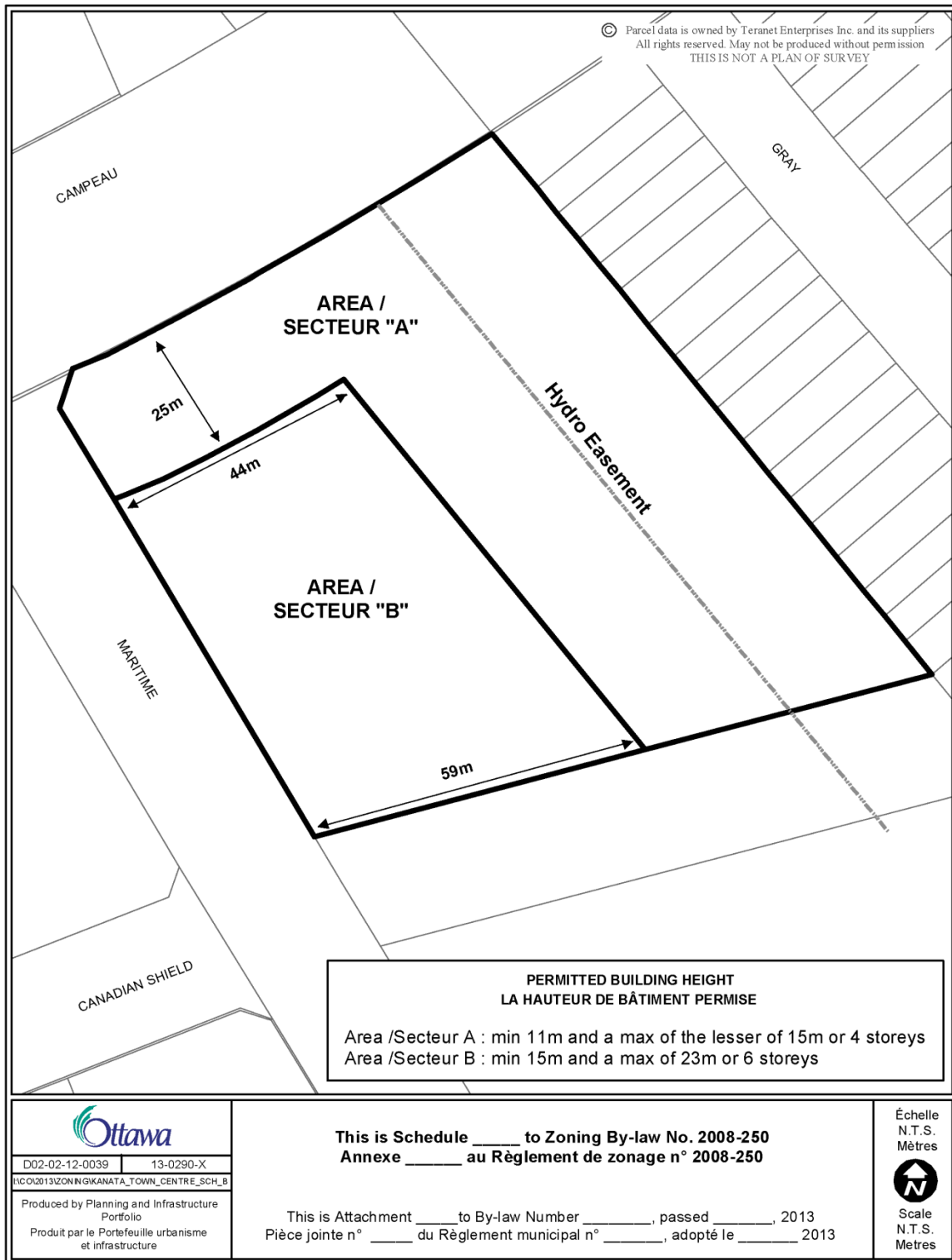
10. Add the following provisions to the MC15 subzone:

“If site plan approval has been given pursuant to the provisions of the *Planning Act* for development that meets the minimum floor space index, then notwithstanding the requirement for a minimum floor space index, the development may be constructed in phases.”

11. Add Documents 5 and 6 as new schedules to Part 17.

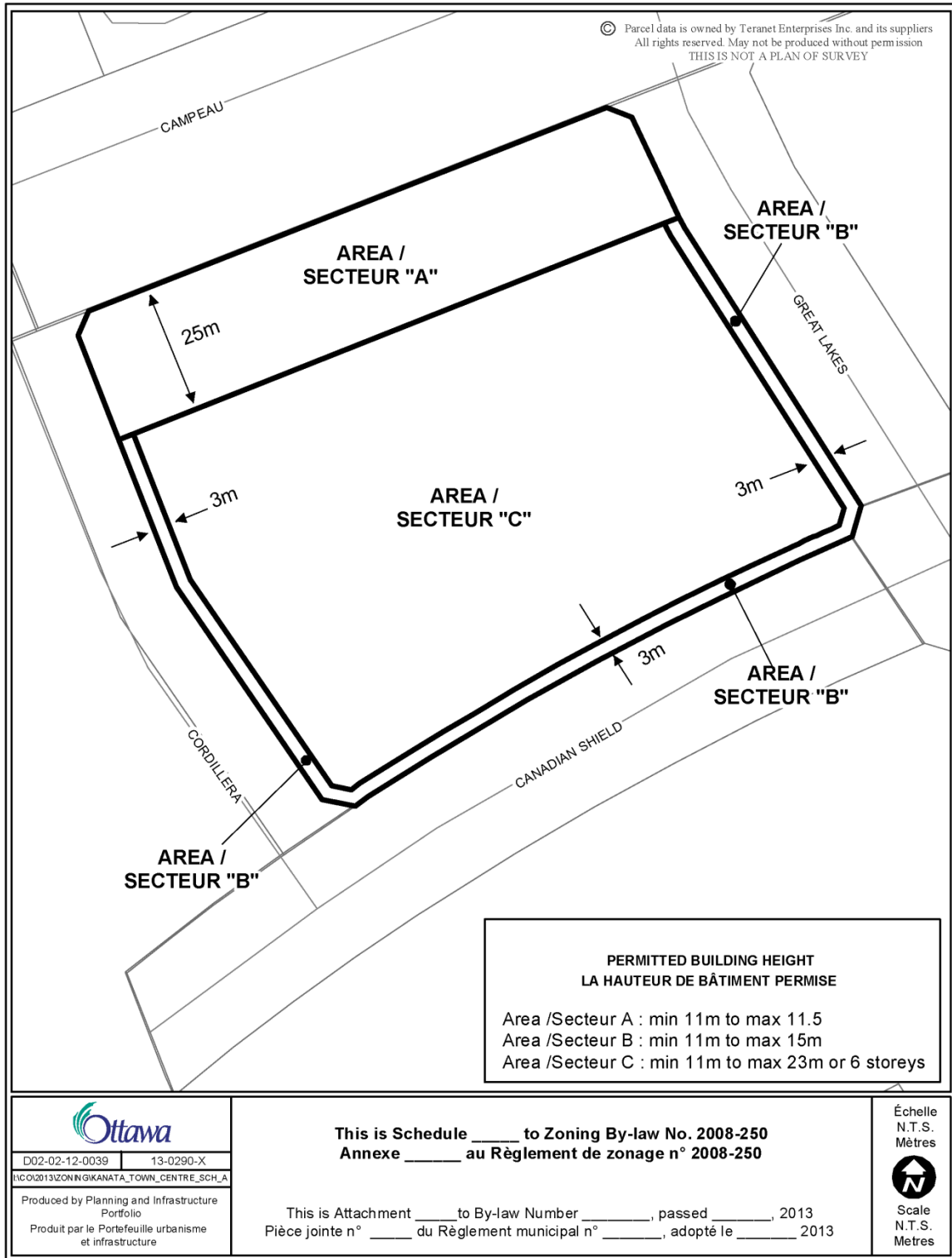
ZONING SCHEDULE XXX

DOCUMENT 5



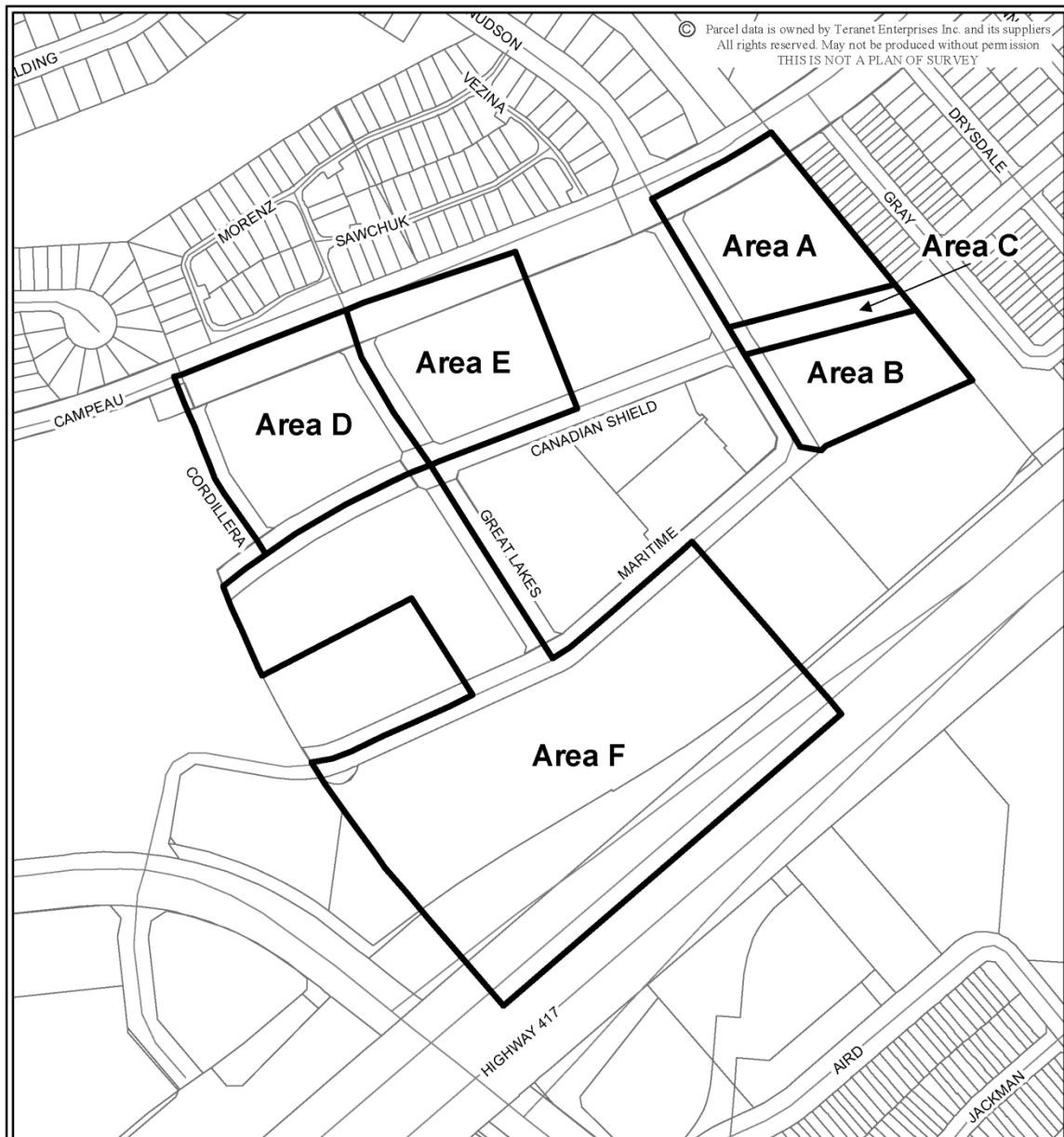
ZONING SCHEDULE XXV


DOCUMENT 6




ZONING KEY PLAN

DOCUMENT 7




 Produced by Planning and Infrastructure Portfolio
 Produit par le Portefeuille urbanisme et infrastructure

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2013 / 02 / 04	
REVISION DATE	DE RÉVISION

 **Location Map / Plan de révision
 Zoning Key Plan / Schéma de zonage
 Kanata Town Centre**

Area A to be rezoned from DR to R5AA[xxxx] Sxxx
 Area B to be rezoned from DR to R5AA[xxxz]
 Area C to be rezoned from DR to O1
 Area D to be rezoned from DR to MC15[xxxy] Sxxy
 Area E to be rezoned from DR to MC15[xxxw]
 Area F to be rezoned from DR to MC15[xxxv]

045070856 Denotes Teranet-Polaris Parcel Identification Number

Échelle
 N.T.S.
 Mètres



Scale
 N.T.S.
 Metres

CONSULTATION DETAILS

DOCUMENT 8

NOTIFICATION AND CONSULTATION PROCESS

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One Community Information was held in the community on 13 December 2012.

PUBLIC COMMENTS

The public comments received with regards to the application are listed below followed by a staff response:

Lack of Details in the plan - Staff Response:

The concept plan provided with the application went through two revisions and the Design Review panel review for comments. While it is not very detailed, a broader concept plan and design guidelines for the KTC do exist. Further, the details of each parcel to be built on will be determined through the site plan review and development process. This will go through the Design Review Panel for each individual block/development.

Traffic Concerns - Staff Response:

The site's proximity to existing and proposed transitway stations allows the site to be well serviced by rapid transit. Additionally, transit service exists on Campeau Drive and will be provided in the future on Maritime Way. The site is centered in a high-density mixed-use area, which will facilitate walking between uses.

Transportation Impact Studies were prepared considering both the Kanata Town Centre subdivision in general, and the specifics of the proposal on the subject site. These studies contemplated the transportation demands of the entire Town Centre area and the intention for mixed uses as envisioned in the Site Specific Policies. The studies also assumed a 30 per cent transit modal share by 2020, which is consistent with the Official Plan target. The Transportation Impact Studies indicate that the trips generated by the proposed development of the Town Centre lands, and the subject site in particular can be accommodated within the existing and proposed transportation infrastructure, while accomplishing the Official Plan targets.

Not Compatible/Out of Character with Neighbourhood – Staff Response:

The Kanata Town Centre area has been intended for higher-density development since the mid-1990s. The proposed development has been reviewed in light of the relevant planning documents, including the Site Specific Policies. Future development in this area will be reviewed in the context of the applicable planning documents of the time.

In addition, in-depth consultation took place with the City, applicant and adjacent community. This resulted in a coordinated effort which reduced the height/massing concerns of most of the adjacent residents by use of additional setbacks and stepped heights which is outlined in the details of the zoning.

Density/Height – Staff Response:

In addition to the response above, the Official Plan sets out a jobs/person density of 120 people/jobs per hectare for this area by the year 2031. Specifically the supporting KMP outlines that 8000 to 9000 jobs will be required within the CBD alone. The zones being proposed will allow the City to achieve this target for the KTC.

Noise Disruption/Blasting – Staff Response:

A construction plan is provided to the City as part of the process for site works and building construction. This outlines the time when works and vehicles will be on-site and when work is to begin and end. Staff enforces this plan as well as an inspection team that ensures that the site meets with the approved requirements throughout development. However, there may be some inconveniences during the construction period that cannot be avoided. Also, blasting is regulated under specific legislation which has requirements for health, safety and noise.

Destroying Views – Staff Response:

As discussed above, the heights and densities for the area have been determined long ago for the area. There are provisions within the MC15 subzone that allow for separation between towers and buildings for sky and light to traverse. In addition, building heights have been reduced adjacent to the residential areas. Also, the site slopes down toward the 417, effectively reducing the overall height of the top of the buildings away from Campeau Drive.

Inadequate Setbacks – Staff Response:

See above responses dealing with views and character.

Shadows – Staff Response:

In addition to the above response dealing with heights/massing and views, the Site Specific Policies require that development not overshadow existing homes on the north side of Campeau Drive in the Kanata Lakes community. Building orientation, massing, and bulk that is human-scaled and contributes to a good pedestrian environment is encouraged. This will assist in reducing impacts, such as wind and shadowing, on pedestrians and adjacent properties.

COMMUNITY ORGANIZATION COMMENTS

The Community Organization comments have been included within the above comments and responses. Mainly comments were related to height, massing and views. The applicant and City have worked with the community organizations to come to a resolution that is acceptable.