

- 5. Official Plan Amendment and Zoning By-law Amendment – 6301 and 6475 Campeau Drive**
- Modification du Plan officiel et du Règlement de zonage – 6301 et 6475, promenade Campeau**

Committee recommendations

That Council:

- a. approve an amendment to the Official Plan, Volume 2b, Former City of Kanata Special Policies, for 6301 and 6475 Campeau Drive to permit a 10-storey building, as detailed in Document 3;**
- b. approve an amendment to Zoning By-law 2008-250 for 6301 and 6475 Campeau Drive to permit a mixed-use development including 10-storey high-rise buildings and stacked dwelling units, as detailed in Document 4 as amended.**

Recommandations du Comité

Que le Conseil :

- a. approuve une modification au Plan officiel, Volume 2b, Politiques spéciales de l'ancienne Ville de Kanata, visant les 6301 et 6475, promenade Campeau, afin de permettre la construction d'un immeuble de dix étages, comme l'expose en détail le document 3**
- b. approuve une modification au Règlement de zonage 2008-250 visant les 6301 et 6475, promenade Campeau, afin de permettre la réalisation d'un aménagement polyvalent comprenant des immeubles de dix étages et des habitations superposées, comme l'expose en détail le document 4 tel que modifié.**

For the information of Council

Planning Committee approved the following motion:

Motion N° PLC 2021-49/5

... THEREFORE IT BE IT RESOLVED that the words “taller than 10 storeys” immediately following the word “Buildings” be deleted from the report on pages 7, 14, 27 and 28, respectively.

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

Pour la gouvernance du Conseil municipal

Le Comité a approuvé la motion suivante:

Motion No CUR 2021-49/5

... IL EST PAR CONSÉQUENT RÉSOLU de retrancher immédiatement la mention « plus de 10 étages » après le terme « immeubles » dans les pages 7, 14, 28 et 28 du rapport respectivement.

Il n'y aura pas d'autre avis à donner conformément au paragraphe 34 (17) de la *Loi sur l'aménagement du territoire*.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated September 7, 2021 (ACS2021-PIE-PS-0106)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 7 septembre 2021 (ACS2021-PIE-PS-0106)

2. Extract of draft Minutes, Planning Committee, September 23, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 23 septembre 2021

**Planning Committee
Report 49
October 13, 2021**

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**Comité de l'urbanisme
Rapport 49
Le 13 octobre 2021**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
23 September 2021 / 23 septembre 2021**

**and Council
et au Conseil
13 October 2021 / 13 octobre 2021**

**Submitted on 7 September 2021
Soumis le 7 septembre 2021**

**Submitted by
Soumis par:
Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification,
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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**Ward: KANATA NORTH (4) / KANATA
NORD (4)**

File Number: ACS2021-PIE-PS-0106

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – 6301 and
6475 Campeau Drive**

**OBJET: Modification du Plan officiel et du Règlement de zonage – 6301 et
6475, promenade Campeau**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to the Official Plan, Volume 2b, Former City of Kanata Special Policies, for 6301 and 6475 Campeau Drive to permit a 10-storey building, as detailed in Document 3;
2. That Planning Committee recommend Council approved an amendment to Zoning By-law 2008-250 for 6301 and 6475 Campeau Drive to permit a mixed-use development including 10-storey high-rise buildings and stacked dwelling units, as detailed in Document 4;
3. 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 October 13, 2021," 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 au Plan officiel, Volume 2b, Politiques spéciales de l'ancienne Ville de Kanata, visant les 6301 et 6475, promenade Campeau, afin de permettre la construction d'un immeuble de dix étages, comme l'expose en détail le document 3;
2. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant les 6301 et 6475, promenade Campeau, afin de permettre la réalisation d'un aménagement polyvalent comprenant des immeubles de dix étages et des habitations superposées, comme l'expose en détail le document 4;
3. Que le Comité de l'urbanisme approuve 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 13 octobre 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan and Zoning By-law amendment applications for 6301 and 6475 Campeau Drive to permit two high-rise buildings including residential and commercial, and approximately 188 stacked dwelling units.

The zoning application is to permit site-specific amendments for various performance standards, including increasing the amending the proposed height from 28 and 35 metres to 32 and 34 metres.

Applicable Policy

The subject lands are designated Town Centre on Schedule B of the Official Plan. The site is located within the Town Centre designation as shown on Schedule B of the City's 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.

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.

The Urban Design Guidelines for High-Rise Buildings apply to this site, which aim to act as a framework to address compatibility, create human scaled spaces, and coordinate and integrate parking and utilities into building design.

Public Consultation/Input

A public information session was held virtually on February 10, 2021. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 29 residents.

Comments were received from 27 residents. Most comments were related to concerns about shadow impacts on low-rise residential dwellings north of Campeau, height, parking reduction, tree removals, and pedestrian connectivity across Campeau Drive.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de l'urbanisme recommande l'approbation des demandes de modification du Plan officiel et du Règlement de zonage visant les 6301 et 6475, promenade Campeau, afin de permettre la construction de deux immeubles de grande hauteur, d'utilisation résidentielle et commerciale, et l'aménagement d'environ 188 habitations superposées.

La demande de modification de zonage a pour objet de permettre des modifications propres à l'emplacement visant diverses normes de rendement, notamment une augmentation de la hauteur proposée de 28 et 35 mètres à 32 et 34 mètres.

Politique applicable

L'emplacement est désigné Centre-ville dans l'annexe B du Plan officiel. Il est situé dans la désignation de Centre-ville, comme l'illustre l'annexe B du Plan officiel de la Ville, une désignation qui permet toute une gamme d'utilisations du sol correspondant à des densités favorables au transport en commun, compte tenu de sa proximité avec une ou plusieurs stations du réseau de transport en commun rapide et les routes principales adjacentes.

Dans le Volume 2b du Plan officiel, l'emplacement se trouve dans les limites du secteur du centre-ville de Kanata. Les politiques propres au secteur du centre-ville de Kanata contiennent des orientations destinées à créer un secteur animé et vivant contenant un mélange d'utilisations urbaines disposées selon une forme et une échelle qui seront à la fois humaines et adaptées à leur fonction.

Les Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur s'appliquent à cet emplacement. Elles ont pour objet de servir de cadre en matière de compatibilité, de créer des espaces à échelle humaine ainsi que de coordonner et d'intégrer le stationnement et les services publics dans la conception des bâtiments.

Consultation et commentaires du public

Une séance d'information publique a eu lieu sous forme virtuelle le 10 février 2021. Le conseiller du quartier, des membres du personnel de la Ville, le requérant et environ 29 résidents y ont participé. Vingt-sept résidents ont fait part de leurs commentaires, dont la plupart exprimaient des préoccupations entourant les répercussions de l'ombrage sur les habitations de faible hauteur au nord de la promenade Campeau, la hauteur, la réduction du nombre de places de stationnement, l'abattage d'arbres et la traversée de la promenade Campeau par les piétons.

BACKGROUND

Site location

6475 and 6301 Campeau Drive

Owner

Bayview Hospitality Holdings Ltd.

Applicant

Momentum Planning & Communications (Dennis Jacobs)

Description of site and surroundings

The subject site is located at 6301 and 6475 Campeau Drive in the Kanata Town Centre as shown in Document 1. The property was purchased from the City of Ottawa in 2019. The site is comprised of two vacant parcels which are separated by a 20-metre municipal right of way for a future pedestrian access to Bill Teron Park. The property at 6475 Campeau Drive, located to the west of the right of way, has an approximate area of 19,650 square metres. 6475 Campeau Drive is located approximately a kilometre walking distance from Terry Fox Transit station. The property at 6301 Campeau Drive is located between the right of way and Cordillera Street with an approximate area of 17,410 square metres and is approximately 600 metres walking distance from the Terry Fox Transit station. The subject property is characterized by rugged Canadian Shield terrain and existing tree and shrub cover with the only area that is relatively flat being on the western end in 6475 Campeau Drive. There is a significant rock outcrop that divides the two parcels and separates the site from Bill Teron Park.

To the north of the site is Campeau Drive, beyond which is a low-density residential neighbourhood.

To the east is Cordillera Street, beyond which is developed with a six-storey residential building and hotel.

To the south is Bill Teron Park which is undeveloped and well treed, and a portion of undeveloped right of way associated with Canadian Shield Avenue.

To the west is developed with a five-storey retirement home fronting Campeau Drive.

Summary of requested Official Plan and Zoning Bylaw Amendments

The applicant has submitted applications for an Official Plan amendment and Zoning Bylaw amendment to facilitate the development of 798 rental units and 430.6 square metres of non-residential space in a mixed-use development consisting of stacked dwellings and two 10-storey apartment buildings, as shown in Document 2. The site is within the Kanata Town Centre designation in the Official Plan and is designated as Central Business District in the Kanata Town Centre Area Special Policies and identified for heights up six storeys on Schedule B-2. The subject lands are zoned Mixed-Use Centre Subzone 2 with a maximum height of 28 metres - MC2 H(28); Mixed Use Centre Subzone 5 with a maximum height of 35 metres - MC5 H(35) and Development Reserve (DR) zones.

The property at 6475 Campeau Drive (western parcel) is proposed to be developed with 104 units in three-storey stacked dwellings fronting Campeau Drive and 348 units in two 10-storey apartment buildings joined by a one-storey lobby and amenity area at the rear of the site. Parking is proposed to be provided in an underground parking garage below the apartment building and at grade internal to the site.

The property at 6301 Campeau Drive (eastern parcel) is proposed to be developed with 80 units in four stacked dwelling buildings. Two stacked dwelling buildings are proposed to face Campeau Drive, one building is proposed to front Cordillera Street and one building will front the internal private roadway. A 10-storey mixed-use apartment building with 266 residential units is proposed on the southern portion of the site with frontage along Cordillera Street and Canadian Shield Avenue. Commercial uses will be provided on the ground floor of the mixed-use building fronting Cordillera Street and Canadian Shield Avenue. The western portion of the parcel will remain undeveloped and treed due to the rocky topography. Vehicular access is proposed from Cordillera

Street. Three hundred seventy-six (376) parking spaces are proposed underground and at-grade internal to the site.

The requested Official Plan amendment as shown in Document 3 would amend the former City of Kanata Site Specific Policies in Volume 2B of the Official Plan to facilitate increased height from six storeys to 10 storeys at the rear of the subject lands, and to implement a three-storey maximum height along Campeau Drive.

The proposed Zoning By-law amendment as shown in Document 4 seeks to:

1. Rezone the subject lands from MC2 H(28), MC5 H(35) and DR zones to MC5 with site specific exceptions for each parcel.
2. Urban Exception [XXXX] includes provisions to address the following:
 - a. Building Heights:
 - Reduce building heights within 25 metres of Campeau Drive from 28 metres to 11 metres
 - Amend heights in excess of 25 metres from Campeau Drive from 28 metres and 35 metres to 32 metres on 6475 Campeau Drive and 34 metres on 6301 Campeau Drive.
 - b. Introduce building stepbacks. Buildings **taller than 10-storeys** must have a stepback at the east and west ends of the building, at or above the top of the eighth storey.
 - c. Increase the setback abutting Campeau Drive from a zero-metre minimum, 3.5 metres maximum to minimum 3.0 metres, maximum 6.5 metres.
 - d. Reduce the rear yard setback to Bill Teron Park on 6301 Campeau Drive from 6m as windows are present to 4.6 metres.
 - e. Increase the setback along Cordillera Street from 3.5 metres to 4.8 metres.
 - f. Reduce the required minimum non-residential Floor Space Index to from 0.75 to 0 on 6475 Campeau Drive and 0.02 on 6301 Campeau Drive.

- g. Reduce building separations on a lot from 12 metres between facing walls containing windows to 2.9 metres.
- h. Reduce the setback to surfaced parking along Cordillera Street from 10 metres to 3.6 metres.
- i. Reduce required parking for stacked dwellings and high-rise apartment dwellings from 1.2 spaces per unit to one space per unit.

DISCUSSION

Public Consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments. A public information session was held virtually on February 10, 2021. The meeting was attended by the ward Councillor, City staff, the applicant and approximately 29 residents. Comments were received from 27 residents. Most comments were related to concerns about shadow impacts on low-rise residential dwellings north of Campeau, height, parking reduction, tree removals, and pedestrian connectivity across Campeau Drive. For this proposal's consultation details, see Document 5 of this report.

Official Plan designations and policies

The site is located within the Town Centre designation as shown on Schedule B of the City's 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.

Other relevant policies against which a proposed high-rise development within the City's Urban Area is evaluated include those for managing intensification within the urban area (Section 2.2.2), urban design and built form (Sections 2.5.1 and 2.5.6), and compatibility (Section 4.11).

Other applicable policies and guidelines

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.

Urban Design Guidelines for High-Rise Buildings apply to the proposal. The City of Ottawa's Urban Design Guidelines for High-Rise Buildings are a series of design guidelines that apply to residential or mixed-use buildings that are 10-storeys or more to help fulfill some of the design strategies for Ottawa as outlined in the Official Plan. The guidelines are intended as a framework to address compatibility, create human scaled spaces, and coordinate and integrate parking and utilities into building design.

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, which was open to the public.

The applicant presented their proposal to the UDRP at an informal review meeting on July 2, 2020, and a subsequent formal review meeting on February 5, 2021, the latter which was open to the public. The panel's recommendations from the formal review are provided in Document 6.

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

- The integration of the outcrop into the middle of the site.
- The reorientation of the stacked dwellings to face Cordillera Street.
- Setting the stacked dwellings apart on the 6475 Campeau Drive site to create a welcoming walkway entrance into the site.
- Reconfiguration of parking areas to provide for additional landscaping internal to the site and a pleasant private streetscape.

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, landscaping, and the pedestrian experience 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 high-rise development is consistent with those policies. The strategic placement of the buildings on site, with the tallest buildings being separated farthest from the existing residential development, the provision of underground parking, commercial space, open space, and pedestrian linkages mitigate and minimize any potential impacts.

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. On the 6475 Campeau Drive parcel the gross density per hectare will be approximately 230 units and on 6301 Campeau Drive parcel it will be approximately 199 units and 430 square metres of non-residential area which will help achieve the density targets of the Official Plan.

Policy 2.2.2(14) states that building heights are established by the Official Plan designation however, secondary plans, including site-specific policies in Volume 2 may specify greater or lesser building heights than those established in the designation. The policy states that existing zoning that permits a greater height than set out in the Official Plan will remain in effect. The majority of proposed location of the 10-storey, high-rise building on 6301 Campeau Drive is within an area currently zoned for a height of 35 metres and would therefore be permitted without amendment to the Plan. A small portion of the site adjacent to Cordillera Street is zoned Development Reserve (DR) zone and requires an amendment to this Plan to facilitate development in excess of 6-storeys. However, on Parcel 1, only a small portion of the proposed site of the

high-rise buildings would be within the area zoned for a height of 35 metres, with the remainder being within an area that permits heights of 28 metres, which necessitates an amendment for the proposed 4.0-metre increase in height.

As an Official Plan amendment is required to increase building heights beyond what is established by the Kanata Town Centre policies, the proponent must demonstrate that urban design and compatibility objectives are met, an identified community amenity is provided, and where the proposal involves a high-rise the consideration must be given to building location in proximity to rapid transit stations.

Compatible development is defined in the OP as development that is not necessarily the same as or like existing buildings, but that enhances and coexists with existing development without undue adverse impacts. The 10-storey buildings are located at the rear of the site, away from existing low density residential uses in the Kanata Lakes community on the north side of Campeau Drive. Overall, both buildings align with the 45-degree angular plane guideline identified by the High-Rise Building guidelines. The placement of the buildings on site and their separation from one another minimizes the impacts on the surrounding existing and future development and provides adequate transition to existing lower-rise buildings. Additionally, the proposal implements the direction of the Kanata Town Centre Special Policies to provide a three-storey maximum height adjacent to Campeau Drive. The applicant has also committed to providing a formalized trail connection into Bill Teron Park from the public right of way and retained a portion of treed area in the centre of the site as undeveloped area to help create a green entrance to the site. The proposed high-rise development represents a small increase in height beyond what was anticipated by the zoning of the site, the proposal adequately and appropriately responds to the policy requirements is compatible with the surrounding existing and planned community and provides a significant amenity; the proposed amendment to the Kanata Town Centre special policies is appropriate.

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 proposed development will provide higher density development which is compatible with existing development in the surrounding area. No adverse impacts as a result of development are anticipated.

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 and the opportunity for patios along Canadian Shield Avenue and Cordillera Street at the base of the high-rise building will provide animation of the street frontage. Internal to the site, there are private amenity areas which will be well landscaped and treed. Landscaped areas have been incorporated into the surface parking areas to break up the expanse of pavement.

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

Vehicular access to 6475 Campeau Drive will be provided via the city right of way between the two parcels. Vehicular access to 6301 Campeau Drive will be provided along Cordillera Street. Pedestrian walkways have been provided along the private roadways internal to the site to public sidewalks on the surrounding streets. Additionally, the applicant has committed to providing a safe pedestrian access into Bill Teron Park from the City right of way.

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

As discussed above the proposed development provides an appropriate and compatible built form. Further, it is an objective of the Kanata Town Centre policies to encourage development that responds sensitively to the topography and other natural features of the site. The proposed development maintains the central portion of the site as natural and undeveloped, retaining mature trees and a rocky outcrop.

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.

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

The development respects the objectives of the Kanata Town Centre policies to preserve natural areas and the existing topography of the site. The project maintains a “green” centre of the site and preserves the existing topography of this area.

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 along Campeau and the site is within a 600-metre 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, location of loading facilities.

With respect to the Design Guidelines for High-Rise Buildings, the proposed development has addressed guidelines with respect to tower separation, pedestrian space, and transition to low-rise neighbourhoods. The proposed development appropriately transitions to the existing low-rise neighbourhood north of Campeau Drive by locating the taller buildings at the rear of the site and ensuring that all development is within the 45 degree angular plane. Shadow impacts on surrounding properties have been minimized by the location and orientation of the proposed buildings. The development has provided active frontages along the public roadways to animate the public realm and has provided significant landscaping on public roadway frontages and internal to the site.

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. The Plan states that the portion of the CBD which abuts Campeau Drive will be predominantly residential and be developed in a form which does not overshadow residential development in the Kanata Lakes Community. The proposed reduction in non-residential uses on the 6475 Campeau parcel is appropriate as it recognizes the objective of the Plan to provide residential uses along Campeau Drive. The parcel at 6301 Campeau Drive provides non-residential uses at grade along the Canadian Shield Avenue and Cordillera Street frontages will help achieve the objective for 10000 jobs in the Town Centre.

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. In addition to maximum heights in accordance with Schedule B-2, development facing Campeau Drive will be subject to the following provisions:
 - i. A minimum of three storeys is required for residential and office development.

- ii. The maximum building height is three storeys for any development within 25 metres of the lot line abutting Campeau Drive
- iii. Mid-rise buildings up to a maximum of six storeys are permitted provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.11 of the Official Plan.
- iv. To maintain a landscaped buffer and parkway character between the edge of the Town Centre and residential neighbourhoods to the north, yard setbacks from a lot line abutting Campeau Drive will generally be 6 metres.

The zoning on the parcel predates the creation of Schedule B-2 in 2014. While the schedule permits heights up to six storeys on the site, the existing zoning permits heights up to 28 and 35 metres, with a small sliver of the site retained in the Development Reserve Zone. While the development proposes an increase in height at the rear of the site from 28 to 32 metres, the proposed increase is considered appropriate and compatible with surrounding development as discussed above. The proposed development is consistent with the Kanata Town Centre policies and provides a three-storey built form along Campeau Drive. The proposal provides a 3.0-metre setback along Campeau Drive. This setback is appropriate to provide tree plantings and sidewalks consistent with the cross section recommended by the Campeau Drive Class Environmental Assessment Study and therefore complies with the plan.

Zoning By-law

The applicant has requested to rezone the subject lands from Mixed Use Centre subzone 2 (MC2 H(28)) zone, Mixed Use Centre subzone 5 (MC5 H(35)) and Development Reserve (DR) zones to Mixed Use Centre subzone 5 MC5 H(30) with a site specific exception for each parcel.

The applicant has requested several exceptions to the Mixed Use Centre Subzone 5 as follows:

- a. Building Heights:
 - i. Reduce building heights within 25 metres of Campeau Drive from 28 metres and 35 to 11 metres

- ii. Amend heights in excess of 25 metres from Campeau Drive from 28 metres and 35 metres to 32 metres on 6475 Campeau Drive and 34 metres on 6301 Campeau Drive.
 - The proposed Zoning exception will bring the zoning of the site into conformity with the Kanata Town Centre special policies for the first 25 metres of Campeau Drive. The increase in height at the rear of the site is considered appropriate and minimal as discussed above.
- b. Introduce building setbacks. Buildings ~~taller than 10 storeys~~ must have a setback at the east and west ends of the building, at or above the top of the eighth storey.
 - Setbacks have been provided on the upper floors of the buildings in order to break up the building and provide interest and articulation.
- c. Increase the setback abutting Campeau Drive from a zero-metre minimum, 3.5 metres maximum to minimum 3 metres, maximum 6.5 metres.
 - The increased setbacks will allow for landscaping and walkway connections to be provided in the front of the stacked dwellings to provide a landscaped buffer to Campeau Drive.
- d. Reduce the rear yard setback to Bill Teron Park on 6301 Campeau Drive from 6.0 metres as windows are present to 4.6 metres.
 - The purpose of this provision to limit overlook from windows. The proposed reduction in rear yard setback is appropriate as there are no privacy concerns related to Bill Teron Park which abuts this property line.
- e. Increase the setback along Cordillera Street from 3.5 metres to 4.8 metres.
 - An increased setback is required to accommodate a grade change between the Cordillera Street right of way and the proposed development.
- f. Reduce the required minimum non-residential Floor Space Index from 0.75 to zero on 6475 Campeau Drive and 0.02 on 6301 Campeau Drive.

- The subject site is situated at the boundary of the Central Business District designation where it abuts established low-rise residential to the north. As per the vision of the Kanata Town Centre policies, the development maintains a residential character along Campeau Drive, with complementary non-residential uses at-grade facing the Canadian Shield Avenue and Cordillera Street frontages. 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 while providing active frontages along Cordillera Street and Canadian Shield Avenue to contribute to a vibrant neighbourhood.
- g. Reduce building separations on a lot from 12 metres between facing walls containing windows to 2.9 metres for the stacked dwellings.
- This reduction is consistent with existing regulations for Planned Unit Developments. This reduction relates to separation between the sidewalls of the stacked dwellings, the main living and amenity spaces have been oriented to the front and back of the dwellings providing ample separation and light into these spaces.
- h. Reduce the setback to surfaced parking along Cordillera Street from 10 metres to 3.6 metres.
- The majority of the parking area is concealed from the public roadways, a small portion of parking is proposed to come within 3.6 metres of Cordillera Street. This area has been well landscaped to mitigate any visual impacts on from the public roadway.
- i. Reduce required parking for stacked dwellings and high-rise apartment dwellings from 1.2 spaces per unit to one space per 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 a transit incentive – one year transit pass, carsharing, and a higher rate of bicycle parking. The City's Transportation Department has reviewed the request and does not have any concerns.

In summary, the proposed Official Plan and Zoning By-law amendments together conforms to 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 the recommendations in this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Sudds provides the following comment on the application:

“I support the application and note that the community has been very involved in providing constructive feedback through the consultation process. The developer has been responsive to the concerns raised and made some compromises with their original proposed development. This includes increasing the setbacks from Campeau Dr on Parcel 1, the parking has been increased by adding a second level to the parking garage and there have been some additional adjustments made to the surface parking. There has also been an increase in the visitors parking as well.”

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the matters are appealed to the Ontario Land Tribunal, it is expected that a three to five day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the applications be refused, reasons must be provided. An external planner would need to be retained by the City.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of

the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner. Management of infrastructure servicing capacities needed to support intensification in this area will be in accordance with strategies provided in the Infrastructure Master Plan

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the applications are refused and appealed, it would be necessary to retain an external planner. This expense would be funded from within Planning Services' operating budget.

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, and approximately 2.9 hectares are proposed for removal. Thirty Butternut trees were inventoried and assessed within the study area, approximately 23 of those are proposed for removal. As Butternut trees are identified in the *Endangered Species Act*, an *Endangered Species Act* permit will be required from the Ministry of the Environment Conservation and Parks prior to Site Plan approval to permit the removal of the Butternut Trees and facilitate development. Further, a number of mitigation measures to reduce impacts of the clearing and high-rise construction adjacent to the forest communities will be implemented through the Site Plan control process including the placement of tree protection fencing on site by City staff to retain specific trees close to the limit of disturbance.

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 Numbers: D01-01-20-0024 and D02-02-20-0124) was not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the complexity of issues surrounding planning and urban design.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Development

Document 3 Official Plan Amendment

Document 4 Details of Recommended Zoning

Document 5 Consultation Details

Document 6 Urban Design Review Panel

DISPOSITION

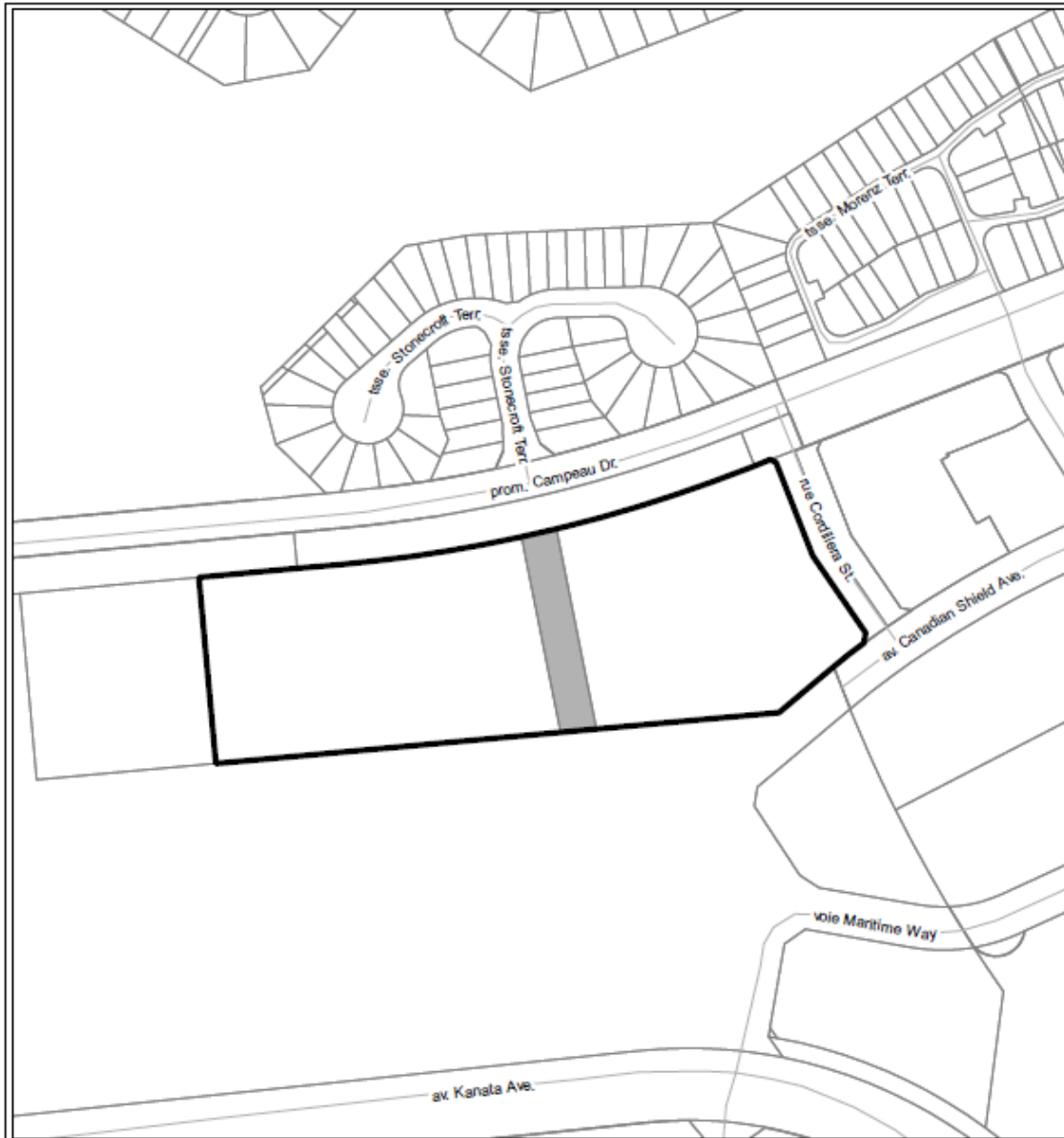
Committee and Council Services, Office of the City Clerk, to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.





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



		
D02-02-20-0124	D07-12-20-0171	20-0960-L
D01-01-20-0024		
H:\CO\2020\Zoning\Campeau_6301_6475		
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REVISION / REVISION - 2021 / 01 / 15		
LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL SITE PLAN / PLAN D'EMPLACEMENT		
	6301, 6475 prom. Campeau Dr.	
	City owned parcel / Parcelle appartenant à la Ville	
		

Document 3 – Official Plan Amendment

Official Plan Amendment XX to the Official Plan for the City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

SCHEDULE OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

PART A – THE PREAMBLE

1. Purpose

The purpose of this Official Plan Amendment is to amend policy 5.7.5.8 Maximum Building Heights and Schedule B-2 of the Kanata Town Centre Special Policy Area as it pertains to the subject location.

2. Location

The site is located on the south side of Campeau Drive, west of Cordillera Avenue within the Kanata Town Centre community of Ward 4, as shown on the attached Lands Affected Map. The site is municipally known as 6475 and 6301 Campeau Drive. It is comprised of two parcels and is approximately 3.7 ha in area.

3. Basis

The proposed development intended on 6475 Campeau Drive (western parcel) consists of 104 units in 3-storey stacked dwellings fronting Campeau Drive and 348 units in two 10-storey apartment buildings joined by a one-storey lobby and amenity area.

The proposed development intended on 6301 Campeau Drive (eastern parcel) consists of with 80 units in four stacked dwelling buildings. Two stacked dwelling buildings are proposed to face Campeau Drive, one building is proposed to front Cordillera Street and one building will front the internal private roadway. A 10-storey mixed-use apartment building with 266 residential units is proposed on the southern portion of the site with frontage along Cordillera Street and Canadian Shield Avenue. Commercial will be provided on the ground floor of the mixed-use building fronting Cordillera Street and Canadian Shield Avenue. The western portion of the parcel will remain undeveloped due to the rocky topography. Vehicular access is proposed from Cordillera Street.

The Official Plan Amendment proposed to change policy 5.7.5.8 Maximum Building Heights and Schedule B-2 of the Kanata Town Centre Special Policy Area as it pertains to the site to allow the proposed 10-storey buildings to exceed the current six-storey height limit in the Kanata Town Centre Special Policy Area. The amendment changes the maximum height limit for the sites on Schedule B-1 from six storeys and includes added text to the Special Policy Area policies for the sites to allow buildings up to 10-storeys at the rear of the sites.

Rationale

The proposed Official Plan amendment represents good planning as the amendment will allow for a residential development of higher density close to the rapid transit station. Increasing building height is appropriate for this site and is designed in a manner that is consistent with the general policy framework of the Mixed Use Centre designation within the Official Plan.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

2.1 Amending Schedule B-2 – Maximum Building Heights – of the Kanata Town Centre Special Policies, to permit heights up to 10 storeys on the lands municipally addressed as 6475 and 6301 Campeau Drive.

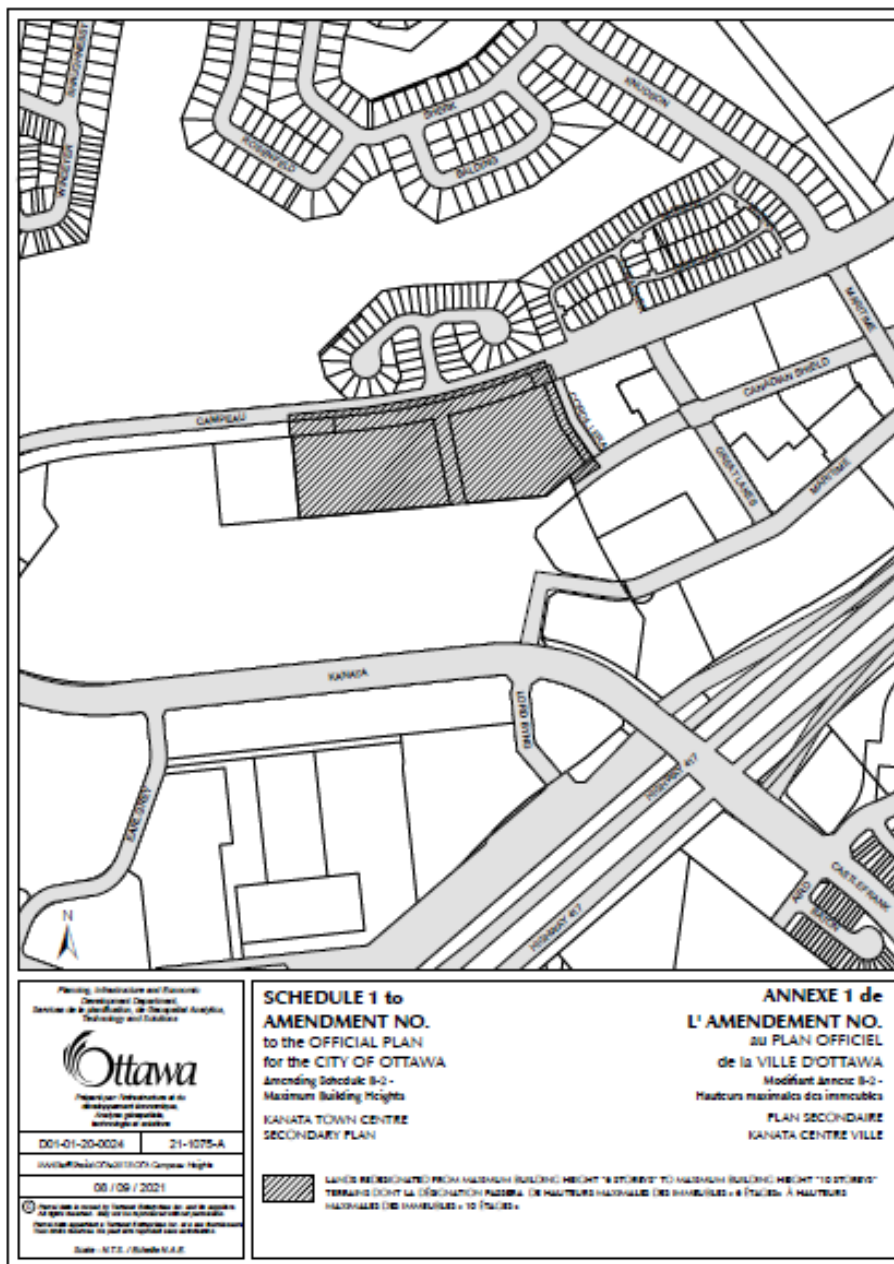
2.2 Adding the following new policy to Section 5.7.5.8 Maximum Building Heights:

2. a iii. High-rise buildings up to a maximum of 10 storeys are permitted on lands municipally known as 6475 and 6301 Campeau Drive provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.11 of the Official Plan.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

SCHEDULE A



Planning, Infrastructure and Economic
 Development Department
 Service de la planification, de l'analyse urbaine,
 Technologie et Économie

Ottawa
 Ville de Ottawa / City of Ottawa
 Ville de Ottawa / City of Ottawa

DD14-01-20-0024 21-1075-A
 Modification du Plan officiel (COP) Carpeau - Height


08 / 08 / 2021

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Scale - N.T.S. / Échelle N.A.E.

**SCHEDULE 1 to
 AMENDMENT NO.
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA**
 Amending Schedule B-2 -
 Maximum Building Heights
**KANATA TOWN CENTRE
 SECONDARY PLAN**

**ANNEXE 1 de
 L'AMENDEMENT NO.
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA**
 Modifiant l'annexe B-2 -
 Hauteurs maximales des immeubles
**PLAN SECONDAIRE
 KANATA CENTRE VILLE**

 LAYERS Hatched FROM MAXIMUM BUILDING HEIGHT TO STOREY TO MAXIMUM BUILDING HEIGHT TO STOREY
 TERRAINS Hatched LA DÉLIMITATION PASSIVE DE HAUTEURS MAXIMALES DES IMMEUBLES À ÉTOILES À HAUTEURS
 MAXIMALES DES IMMEUBLES À ÉTOILES

Document 4 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6475 Campeau Drive as follows:

- From MC2 H(28) and MC5 H(35) to MC5 [XXX1]
- Amend Section 239, Urban Exception [XXX1], by adding a new exception with provisions similar in effect to the following:
 - In Column V, add the following provisions:
 - The area to which this exception applies is considered one lot for zoning purposes.
 - The lot line abutting Campeau Drive is considered the front lot line
 - Building Heights:
 - Within 25 metres of Campeau Drive: 11 metres
 - Over 25 metres from Campeau Drive: 32 metres
 - Front Yard Setback: Minimum 3.0 metres, maximum 6.5 metres
 - Maximum Corner Side Yard setback to an Apartment dwelling - High-Rise: no maximum
 - Building Stepbacks:
 - Buildings ~~taller than 10 storeys~~ must have a minimum 3m stepback at the east and west ends of the building, at or above the top of the eighth storey.
 - Despite Section 192 (5) iv floor space index is as follow: minimum: 0.75; maximum: 2.0
 - Minimum building separation on a lot:
 - Between a stacked dwelling and Apartment Dwelling, High Rise: 27 metres

- Between all other residential buildings less than 14.5 metres in height: 3 metres
- Minimum setback for any wall of a residential use building to a private way: 1.8 metres
- Parking:
 - Dwelling, Stacked: 1 space/unit
 - Dwelling, High Rise Apartment: 1 space/unit
- **Despite anything to the contrary, the cumulative required parking between the two parcels may be shared between lands zoned with exceptions XXX1 or XXX2**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 6301 Campeau Drive as follows:

- From MC2 H(28), MC5 H(35) and DR zones to MC5H[XXX2]
- Amend Section 239, Urban Exception [XXX2], by adding a new exception with provisions similar in effect to the following:
 - In Column V, add the following provisions:
 - The area to which this exception applies is considered one lot for zoning purposes.
 - The lot line abutting Campeau Drive is considered the front lot line
 - Building Heights:
 - Within 25 metres of Campeau Drive: 11 metres
 - Over 25 metres from Campeau Drive: 34 metres
 - Front Yard Setback: Minimum 3.0 metres, maximum 6.5 metres
 - Maximum corner side yard setback to a stacked dwelling: 5 metres
 - Minimum corner side yard setbacks for surfaced parking: 3.6 metres

- Minimum Rear Yard Setback: 4.6 metres
- Building Stepbacks:
 - Buildings ~~taller than 10 storeys~~ must have a minimum 2 metres stepback at the east and west ends of the building, at or above the top of the eighth storey.
- Despite Section 192 (5) iv floor space index is as follows: minimum: 0.75; maximum: 2.0, minimum 430 metres squared GFA non-residential component
- minimum building separation on a lot:
 - Between all other residential buildings less than 14.5 metres in height: 2.9 metres
 - Minimum setback for any wall of a residential use building to a private way: 1.8 metres
- Parking:
 - Dwelling, Stacked: 1 space/unit
- **Despite anything to the contrary, the cumulative required parking between the two parcels may be shared between lands zoned with exceptions XXX1 or XXX2**
- **Section 101 (5) (d) and (e) with all necessary modifications apply to the dwelling units in a mixed use building.**

Document 5 – 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 Official Plan and Zoning By-law amendments. A public information session was held by the Councillor's office virtually on February 10, 2021. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 29 residents. Comments were received from 27 residents. Most comments were related to concerns about shadow impacts on low-rise residential dwellings north of Campeau, height, parking reduction, tree removals, and pedestrian connectivity across Campeau Drive.

The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

Public Comments and Responses

Environmental Concerns:

- Concern regarding the removal of mature trees on site.
- Concern regarding the removal of Butternut Trees.
- The park area should be preserved

Response:

The property was deemed surplus to City needs and is zoned for development. Based on comments from the Urban Design review Panel and City staff, the applicant has retained the central portion of the site in its natural state to break up the development and retain a "green entrance" from Campeau Drive. Tree fencing will be best fit on site prior to construction to weave in trees that can be retained that are close to the limit of development. An *Endangered Species Act* permit will be required from the Ministry of the Environment Conservation and Parks prior to Site Plan approval to permit the removal of the Butternut Trees and facilitate development.

Built Form/Architecture:

- Height should follow the Official Plan guidance.

- Shadow Impacts on homes north of Campeau Drive
- There are already too many rental units in the area
- The 10-storey building height is inconsistent with the residential character of Stonecroft terrace.
- Overlook onto to homes north of Campeau Drive.
- High-rise buildings are too close to the lot line front Campeau Drive
- Lack of adequate setback to Campeau Drive.

Response:

The height and scale of the building was reviewed in accordance with the Official Plan, and key design guidelines as discussed in this report. The specific policies in the Official Plan that allow for the consideration of taller buildings have been satisfied. In accordance with Kanata Town Centre policies, heights have been reduced to three storeys in proximity to Campeau Drive. All buildings are contained within the 45 degree angular plane.

Details concerning architecture were reviewed by the Urban Design Review Panel through a formal submission. The Official Plan provides direction for urban design and compatibility, outlining, in a broad nature, design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, considerations on the adaptability of space in a building, and sustainability. Final materiality and best practices will be confirmed through Site Plan approval.

Transportation:

- The additional units will create a traffic issue on Campeau Drive
- Concern about pedestrians crossing Campeau Drive. A pedestrian crossing should be provided to facilitate access to the bus stop.
- Not enough parking has been provided on site.
- A traffic light should be provided at Stonecroft to help left turns onto Campeau Drive.

Response:

In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the report to be satisfactory. A traffic light and pedestrian crossing of Campeau Drive will be provided at Stonecroft Terrace as a part of the Campeau Drive upgrades.

In response to resident concern, the amount of resident parking spaces was increased to 1 space per unit. Visitor parking is also provided to discourage visitors from parking on local streets.

Other concerns:

- Concerns about noise/nuisance due to blasting

Response: The construction of the proposed development is required to follow all applicable City and Provincial regulations and industry best practices relating to safety, noise, dust, blasting and construction. Construction activity must adhere to relevant City by-laws, including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. If issues are experienced during construction, a concerned citizen may contact 311 to report non-compliance with the by-laws.

As part of the Site Plan Control application, detailed plans and studies will be required that will address noise and geotechnical matters. Furthermore, Site Plan Control approval will contain conditions with respect to blasting.

Stormwater Management:

- Concern about the minor stormwater flow from Parcel 1 ultimately being outletted to a stormwater management pond on Clublinks lands, north of Campeau Drive.

Response:

The stormwater management strategy for the site is designed to maintain pre-development conditions for any release to the Golf Course. Stormwater management will be further refined through the review of the site plan application.

Document 6 – Urban Design Review Panel

6301 CAMPEAU DRIVE | Formal Review | Official Plan and Zoning By-law Amendment, and Site Plan Control Application | Bayview Hospitality Group; API Development Consultants; Fabiani Architect; Momentum Planning & Communications

Summary

- The Panel appreciates the favourable changes made since the last iteration, especially the proponent's efforts to retain the landscape outcrop, which improves the integration of natural environment by bringing nature into the site.
- The Panel made recommendations to improve the proposed second row of townhouses, the overall massing and volume of the high-rise building in Parcel 2, the scale, setback, and articulation of the townhouses facing Campeau, and the landscape treatment at the corner of the townhouses.

Site Plan

- As its current state, Cordillera Street is not inviting. The Panel suggest improving its condition given that Cordillera Street could become the entrance point to Parcel 2 since vehicular access and movement can be controlled better than Canadian Shield Drive.
- Greater discussion is needed to address the Panel's grading questions and concerns.
- For large sites such as this, it is beneficial to study the relationship between street versus driveway and consider a road hierarchy.
- Consider options for a plaza, corner store, and places where people can gather.
- UniverCity, Burnaby in British Columbia and Scandinavian examples were cited as precedents that establish a good relationship between buildings and nature.
- Eliminate or consolidate parking on one side of the townhomes in Parcel 1 to improve the landscape treatment.
- Provide more detailed cross-sections of the site and include a diagram showing on-site amenities and access to outside amenities, shopping, recreation, and schools to create a complete community.

- Consider integrating a drop-off area for the high-rise building in Parcel 2.

Massing and Scale

- Explore different mechanical penthouse treatments for the high-rise buildings to minimize their visual impact, as they will be quite prominent.
- The Panel recommends exploring the possibility of eliminating the middle row of townhomes to improve the site plan and add green space.
- There are concerns with the long façade of the high-rise in Parcel 2 and the shadow impacts. Consider breaking up the high-rise building's mass into two with a variation in height, similar to the buildings in Parcel 1, or have an L-shaped building wrap the southeast corner.
- The interface between building and street at the southeast of Parcel 2 reads more as a private drive aisle treatment rather than that of a public street. Consider articulating the façade as it wraps around past the three trees to create a more urban condition.
- The townhouses on Parcel 1 read and feel like a repetitive low wall; adding a setback to break up the mass or varying the roofline would help to build rhythm and improve this condition.
- Improve the landscaping façade on the corner side of the townhouses to enhance its expression, look at the scale, setback, and articulation.
- Enhance the articulation of the base of the high-rise building in Parcel 1 by having the concierge area protrude outward or by varying the colour of materials.

Public Realm and Landscape Design

- The Panel commends the proponent on their careful study of the outcrops, how the forest has been drawn into the site, and how the parking lots next to the forest have been reduced.
- The project could benefit from removing the townhomes on Parcel 2 and inviting the landscape by creating a gradual slope making the middle outcrop accessible at grade.

- The middle row of townhouses in Parcel 2 feel like an island surrounded by parking. Enhance the landscaping treatment between the row houses by eliminating the middle row of asphalt.
- Capitalize on the roof area of the parking garage, which could serve as a good amenity space.
- The townhomes on Campeau Drive have a good rhythm but need a stronger transitional space. Improve the front yard design by planting trees on Campeau, including walkways and providing townhomes with pocket front yards to establish a stronger landscape treatment between the townhouses and the landscape on Campeau.
- Explore the concept of a linear park or corridor on Campeau and look at the landscape character and take into consideration the buffer and rocky outcrop.

Sustainability

- The integration of the outcrop into the middle of the site is supported by the Panel and shows consideration for sustainability. This revision is greatly appreciated.
- It will be important to achieve a high level of sustainability in this development. Carefully study the possibility of additional stormwater management measures such as swales, low impact development techniques, and district energy.
- Consider access to employment, 15-minute neighbourhood planning principles, sustainable mobility and access to transit, trails, recreational facilities, schools, and open spaces to improve mental health and affordability.