

4. OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT – PART OF 255 KANATA AVENUE

MODIFICATION AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE – PARTIE DU 255, AVENUE KANATA

COMMITTEE RECOMMENDATIONS

That Council:

- a) **approve an amendment to the Official Plan, Volume 2b – Site Specific Policies for the Former City of Kanata for part of 255 Kanata Avenue, as detailed in Document 2; and**
- b) **approve an amendment to the Zoning By-law 2008-250 by adding a site specific exception to the Mixed Use Centre, Subzone 10 zone for part of 255 Kanata Avenue to permit a two storey mixed use building as shown in Document 1, and detailed in Document 3.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil :

- a) **approuve une modification au Volume 2b – Politiques propres aux emplacements – du Plan officiel et visant une partie du 255, avenue Kanata dans l'ancienne Ville de Kanata, comme il est exposé en détail dans le document 2;**
- b) **approuve une modification au Règlement de zonage 2008-250 en ajoutant une exception propre à l'emplacement à la désignation de Zone de centres d'utilisations polyvalentes, sous-zone 10 et visant une partie du 255, avenue Kanata, afin de permettre la présence d'un immeuble polyvalent de deux étages, comme l'illustre le document 1 et comme l'expose en détail le document 3.**

DOCUMENTATION / DOCUMENTATION

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department dated 30 January 2017 (ACS2017-PIE-PS-0007)

Rapport du Directrice par intérim, Services de la planification, Service de planification, d'Infrastructure et de Développement économique daté le 30 janvier 2017 (ACS2017-PIE-PS-0007)

2. Extract of draft Minutes, Planning Committee, 14 February 2017.

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 14 février 2017.

3. Summary of Written and Oral Submissions, to be issued separately with the Council agenda for its meeting of 8 March 2017, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'

Résumé des observations écrites et orales, à distribuer séparément avec l'ordre du jour de la réunion du 8 mars 2017 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
February 14, 2017 / 14 février 2017**

**and Council / et au Conseil
February 22, 2017 / 22 février 2017**

**Submitted on January 30, 2017
Soumis le 30 janvier 2017**

**Submitted by
Soumis par:
Lee Ann Snedden**

**Acting Director / Directrice par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Services de
planification, d'infrastructure et de développement économique**

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

File Number: ACS2017-PIE-PS-0007

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – Part of
255 Kanata Avenue**

**OBJET: Modification au Plan Officiel et au Règlement de Zonage – Partie du
255, avenue Kanata**

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council:**
 - a) approve an amendment to the Official Plan, Volume 2b – Site Specific Policies for the Former City of Kanata for part of 255 Kanata Avenue, as detailed in Document 2; and**
 - b) approve an amendment to the Zoning By-law 2008-250 by adding a site specific exception to the Mixed Use Centre, Subzone 10 zone for part of 255 Kanata Avenue to permit a two storey mixed use building as shown in Document 1, and detailed in Document 3.**
- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 22 February 2017" 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 :**
 - a) d'approuver une modification au Volume 2b – Politiques propres aux emplacements – du Plan officiel et visant une partie du 255, avenue Kanata dans l'ancienne Ville de Kanata, comme il est exposé en détail dans le document 2;**
 - b) d'approuver une modification au Règlement de zonage 2008-250 en ajoutant une exception propre à l'emplacement à la désignation de Zone de centres d'utilisations polyvalentes, sous-zone 10 et visant une partie du 255, avenue Kanata, afin de permettre la présence d'un immeuble polyvalent de deux étages, comme l'illustre le document 1 et comme l'expose en détail le document 3.**
- 2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et**

orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général 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 du projet de loi 73 », à la réunion du Conseil municipal prévue le 22 février 2017 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

The subject of this application is a one hectare parcel of land that makes up part of 255 Kanata Avenue. It is located at the southwest corner of Kanata Avenue and Lord Byng Way, and is located at the northern edge of the Kanata Centrum Shopping Centre lands, as shown in Document 1. There is an existing large format single use restaurant located at the southwest quadrant of the parcel, as shown in Document 4, which is proposed to remain.

Official Plan and Zoning By-law amendments have been requested to allow the development of a two-storey mixed use building with office on the second storey, and retail uses on the ground floor. Relief is required from the former City of Kanata policies from Section 2b of the Official Plan in order to (a) permit a larger retail component than what is currently contemplated in the Site Specific Policies, (b) permit the location and orientation of one of the main retail entrances from the eastern parking lot instead of from Kanata Avenue, and (c) permit a portion of the building along Kanata Avenue to be a single storey. An amendment to the Mixed Use Centre, Subzone 10 zone is also required to permit the a reduced building height, reduced building separation distance between the proposed building and the existing restaurant, eliminate the need for a designated loading space for the office use and to set a revised maximum size for retail and service use occupancies to permit additional flexibility.

The subject site is designated Mixed Use Centre and Town Centre according to the City of Ottawa Official Plan. The development is also subject to the compatibility and urban design policies that are set out in the Official Plan in Sections 2.4.1 and 4.11. The requested Official Plan Amendments require relief from the former City of Kanata Site Specific Policies from Section 2b of the Official Plan, which deals exclusively with development within the Kanata Town Centre, for which the majority of the this policy document dates back to the 1990s, with an amendment made in 2014 to add additional provisions relating to maximum and minimum height provisions. The development was reviewed to determine if the goals of the Site Specific Policies for the Kanata Town

Centre have been adequately maintained, given the specific context for this development site.

Kanata Avenue runs east-west at the location of the site and is a two-lane arterial road which connects from Campeau Drive at the northeast to the 417 Highway at the southwest, where it then turns into Castlefrank Road. There are grade challenges on either side of Kanata Avenue in the vicinity of the subject site, with the land on the north side of the road being significantly higher than the level of the road, and the land on the south side being significantly lower. The reconstruction of Kanata Avenue from two lanes to four lanes between Earl Grey Drive and Lord Byng Way is the subject of a Municipal Class Environmental Assessment (EA) study to establish the best way to implement the widening as well as to establish a long term urban design vision for the corridor as a main street. Discussions about how the viability of the vision for the Kanata Avenue EA are ongoing due to various factors including the grade challenges along the corridor. If the City proceeds with the widening of the road it would occur around or after 2027.

Relief from the Site Specific Official Plan Policies and the MC10 zoning required to permit this development to proceed as planned have been reviewed by staff and deemed to be appropriate. Both the age of the Site Specific Policies predating amalgamation, and the uncertainty surrounding the future plans for Kanata Avenue lend themselves to providing a reasonable amount of leniency for the development on the subject site, while still adequately meeting Official Plan policies relating to urban design and compatibility, and remaining consistent with the policies set out for development in Mixed Use Centres and Town Centres as well as the high level goals set out in the Kanata Town Centre Site Specific Policies of the Official Plan.

The proposed building has a significant two storey element, a tall single storey element, and has been designed to adequately address Kanata Avenue given the present context, which includes all but one retail unit fronting onto Kanata Avenue or the adjacent north-south pedestrian vehicular access. The building design also lends itself to further modifications to better address Kanata Avenue in the future if and when the roadway is upgraded from the current state. As well, providing for more flexibility in the size and status of retail and service uses on the subject site acknowledges the importance of these uses in creating vibrant and active places. The policies that only permit retail and service uses on the ground floor of a mixed use office or residential building remain, which positively differentiates the subject site from the large format

retail to the south. On these grounds staff recommend approval of the proposed Official Plan Amendment and Zoning By-law amendment.

RÉSUMÉ

Cette demande vise une parcelle d'un hectare qui fait partie du bien-fonds situé au 255, avenue Kanata. Située à l'angle sud-ouest de l'intersection de l'avenue Kanata et de la voie Lord Byng, cette parcelle se trouve sur la limite nord du terrain du centre commercial Kanata Centrum, comme l'illustre le document 1. Un restaurant de grande superficie et d'utilisation unique se trouve dans le quadrant sud-ouest de cette parcelle, comme l'indique le document 4, et devrait rester en place.

Des modifications au Plan officiel et au Règlement de zonage ont été demandées en vue de permettre la construction d'un bâtiment polyvalent de deux étages, qui abriterait des bureaux au second étage et des utilisations de vente au détail au rez-de-chaussée. Une dérogation aux politiques de la section 2b du Plan officiel et visant l'ancienne Ville de Kanata est demandée en vue de (a) permettre un aménagement de vente au détail plus grand que celui envisagé actuellement dans les politiques propres aux emplacements, (b) rendre, par sa localisation et son orientation, l'une des entrées principales du centre commercial accessible depuis l'aire de stationnement est, plutôt que depuis l'avenue Kanata, et (c) permettre l'aménagement en plain-pied d'une partie du bâtiment longeant l'avenue Kanata. Une modification à la désignation de Zone de centres d'utilisations polyvalentes, sous-zone 10, est également requise afin de permettre une réduction de hauteur de bâtiment, de permettre une réduction de la distance de séparation entre le bâtiment proposé et le restaurant existant, d'éviter de prévoir une aire de chargement désignée pour l'utilisation de bureau et d'établir une nouvelle superficie maximale pour les occupations de vente au détail et de service, offrant ainsi une souplesse supplémentaire.

L'emplacement visé est désigné Zone de centres d'utilisations polyvalentes et Centre-ville dans le Plan officiel de la Ville d'Ottawa. L'aménagement est également soumis aux politiques de compatibilité et de design urbain énoncées aux sections 2.4.1 et 4.11 du Plan officiel. Les modifications demandées au Plan officiel visent à obtenir une dérogation aux politiques de la section 2b dudit Plan et visant l'ancienne Ville de Kanata, qui portent exclusivement sur les aménagements réalisés au centre-ville de Kanata, et dont la plupart datent des années 1990, une modification ayant été apportée en 2014 pour ajouter des dispositions liées aux hauteurs maximales et minimales de bâtiment. L'aménagement a été examiné en vue de déterminer si les objectifs des

politiques propres aux emplacements avaient été adéquatement respectés, compte tenu du contexte particulier du lieu.

L'avenue Kanata longe l'emplacement dans un axe est-ouest. Il s'agit d'une artère à deux voies qui relie la promenade Campeau au nord-est à l'autoroute 417 au sud-ouest, où elle prend le nom de chemin Castlefrank. On observe des problèmes de nivellement des deux côtés de l'avenue Kanata à proximité de l'emplacement visé, le terrain du côté nord de l'avenue étant sensiblement plus élevé que le niveau de la chaussée, et celui situé du côté sud étant beaucoup plus bas que la chaussée. La reconstruction de l'avenue Kanata, qui passerait de deux à quatre voies entre la promenade Earl Grey et la voie Lord Byng, fait l'objet d'une étude environnementale (ÉE) municipale de portée générale, qui vise à déterminer le meilleur moyen d'élargir la chaussée et à mettre en place une vision de design urbain à long terme le long de cette rue principale. Des discussions sont en cours autour de la viabilité de cette vision appliquée à l'avenue Kanata, en raison de divers facteurs, notamment les problèmes de nivellement dans ce couloir. Si la Ville va de l'avant avec l'élargissement de la chaussée, ce projet serait mené vers 2027 ou même après.

Une dérogation aux politiques propres aux emplacements du Plan officiel et au zonage MC10, nécessaire pour permettre la réalisation de cet aménagement tel qu'il a été planifié, a été examinée par le personnel et jugée appropriée. Tant l'ancienneté des politiques propres aux emplacements, qui datent d'avant la fusion, que l'incertitude entourant les plans futurs visant l'avenue Kanata prêtent à une certaine clémence pour l'aménagement de l'emplacement, qui pourrait quand même respecter de manière adéquate les politiques du Plan officiel relatives au design urbain et à la compatibilité. Cet aménagement resterait par ailleurs conforme aux politiques établies pour les aménagements dans les centres d'utilisations polyvalentes et les centres-villes, et respecterait les objectifs de haut niveau fixés dans les politiques propres aux emplacements visant le centre-ville de Kanata, qui figurent dans le Plan officiel.

Le bâtiment proposé comporte une partie de deux étages importante et une grande partie de plain-pied. Il a été conçu de manière à s'harmoniser avec l'avenue Kanata, compte tenu du contexte actuel, qui ne comprend, à une exception près, que des commerces de détail le long de l'avenue Kanata ou de l'accès nord-sud adjacent pour piétons et véhicules. La conception du bâtiment se prête à d'autres modifications afin de mieux s'intégrer à l'avenue Kanata, si la chaussée est un jour transformée. De plus, le fait d'accorder une plus grande souplesse dans la superficie et la désignation des utilisations de vente au détail et de service sur l'emplacement visé reconnaît

l'importance de ces utilisations en permettant la création de lieux dynamiques et actifs. Les politiques qui n'autorisent les utilisations de vente au détail et de service qu'au rez-de-chaussée d'un bâtiment polyvalent abritant des bureaux ou des unités d'habitation sont conservées, distinguant ainsi nettement l'emplacement visé du magasin-entrepôt situé au sud. Sur la base de ces arguments, le personnel recommande d'approuver la modification proposée au Plan officiel et au Règlement de zonage.

BACKGROUND

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

Learn more about [link to Development Application process – Official Plan Amendment](#)

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

Site location

Part of 255 Kanata Avenue

Owner

Kanata Entertainment Holdings Ltd.

Applicant

Fotenn Consultants Inc. (Carl Furney)

Architect

Turner Fleischer Architects Inc.

Description of site and surroundings

The property at 255 Kanata Avenue is a large parcel of land that makes up part of the Kanata Centrum Shopping Centre. It is located on the south side of Kanata Avenue between Earl Grey Drive to the west and Lord Byng Way to the east, and extends south to the Terry Fox Transit Station. The site which is the subject of this application is a part of this larger parcel and is located at the southwest corner of Kanata Avenue and Lord Byng Way, and is bounded on the west side by the pedestrian-vehicular access to the Kanata Centrum Shopping Centre, as shown in Document 4. The site is approximately one hectare in size and generally flat. The grade of the site is noticeably lower than that

of Kanata Avenue, with the most significant grade difference being approximately 1.8 metres at the northwest corner of the site.

The site is part of the northern boundary of the Kanata Centrum Shopping Centre which extends to the south and west. To the east beyond Lord Byng Way is a nine-storey hotel, and to the north beyond Kanata Avenue is a forested area which is a City-owned parcel that is expected to be developed in the future.

The site is currently occupied by a single-storey restaurant, located in the southwest quadrant, and a parking lot which serves the restaurant and the Kanata Centrum Shopping Centre to the south. The restaurant is to remain as part of the redevelopment of the site.

The site has approximately 150 metres of frontage along Kanata Avenue, which is a two-lane arterial road beginning at Campeau Drive to the northwest and follows the northern boundary of the Kanata Centrum Shopping Centre providing access to the 417 Highway to the southeast where it turns into Castlefrank Road south of the highway.

Summary of requested Official Plan and Zoning By-law amendments

Official Plan and Zoning By-law amendments have been requested to allow the development of a two-storey mixed-use building, with a single storey element, which proposes a larger retail component and a main entrance location of one of the retail units that is not currently contemplated in the applicable Official Plan policies. The building includes 1848 square metres of retail at grade and 659 square metres of office above on the second floor. The retail portion will be divided into three separate occupancies, sized at 308 square metres, 390 square metres and 1145 square metres. As shown in Document 4, the building is proposed to be located at the northwest corner of the subject site, adjacent to Kanata Avenue and the private access driveway that runs from Kanata Avenue along the western boundary of the site.

To facilitate this development an Official Plan Amendment is required to Volume 2b – Site Specific Policies for the former City of Kanata for the Regional Shopping Centre 3 (RSC-3) designation which is identified as a high density office and residential designation with limited amount of retail and service uses permitted. Because of the amount and configuration of retail proposed, an amendment is required to remove reference to office and residential uses as 'primary' and retail uses as 'limited'. The RSC-3 designation requires that retail uses not be permitted as stand-alone large format buildings, but be part of an office or residential building, and being limited to the ground floor. This requirement will remain, yet additional flexibility is being proposed

relating to the amount of retail and size of individual retail and service units within this context. An amendment is also required to the Maximum Building Heights section of the former City Kanata Site Specific Policies to permit only part of the building facing Kanata Avenue to be a minimum of two storeys, where currently no part of the building facing Kanata Avenue can be less than two storeys.

An amendment is also required to provide relief to allow one individual retail or service use to orient and have their main door adjacent to the internal parking lot where the RSC-3 policies require that all retail and service uses be oriented to and have the main entry for each from the private access driveway along the west side of the subject site, or from Kanata Avenue, Lord Byng Way or Earl Grey Drive. The building and front door orientation required in the RSC-3 designation is intended to: ensure buildings don't turn their back to the public realm; encourage a design that promotes non-auto modes of transportation; and activates the public realm. Despite the requested relief from this provision, staffs believes that the proposed development will continue to adequately achieve these goals.

The current zoning on the property is Mixed Use Centre, Subzone 10 (MC10). The MC zone permits a wide range of commercial, residential and institutional uses. The MC10 subzone serves to implement the RSC-3 policies by limiting retail, restaurant and other similar commercial and service uses to being on the ground floor of a mixed-use building which contains an office related use or residential use, and limits individual retail commercial uses to 200 square metres of gross leasable area. The MC10 subzone also sets out a minimum building height of 6.7 metres and a minimum building separation distance of 12 metres for facing building walls which have active windows.

A site specific exception to the MC10 zone is required for the subject site to permit more flexibility in the permitted size of individual retail and service occupancies within a mixed use building, decrease the required building separation distance, eliminate the need for a designated loading space for the office use, and permit the minimum building height to be achieved through building height and the use of parapets or other similar architectural features. An additional special exception is proposed to be included which sets a minimum amount of required clear glazing along the Kanata Avenue building frontage.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Consultation Policy approved by City Council for development applications. Two individuals provided comments on the proposal as a result of the notification process. Please refer to Document 5 for details of consultation, including comments received and staff's response.

For this proposal's consultation details, see Document 5 of this report.

Official Plan Designations

The City of Ottawa Official Plan designates the subject site Mixed Use Centre and Town Centre as shown on Schedule B – Urban Policy Plan of the Official Plan. Lands within the Mixed-Use Centre designation are strategically located on the rapid transit network, adjacent to major roads, and act as a focal point of activity both locally and regionally. They are integral to the City's strategy of accommodating growth and are intended to support intensification to achieve compact and mixed-use development. Transit supportive land uses are permitted in the Mixed Use Centre designation including offices, schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses entertainment uses, services, high-and medium-density residential uses and mixed-use development involving any of the above listed uses.

Development within the City must also be evaluated in accordance with the urban design and compatibility policies found in Section 2.5.1 and Section 4.11 of the Official Plan. A review of how the proposed development relates to Kanata Avenue has been a key area of focus as it relates to compatibility and urban design.

Official Plan Amendment 150 (OPA)

In 2013 the City of Ottawa undertook a review and amendment to the Official Plan which resulted in numerous changes to policy and land-use designations. OPA 150 was approved by Council and the Ministry of Municipal Affairs and Housing, but remains under appeal to the Ontario Municipal Board. Though not in full force and effect, the review of this application has had regard for the revised policies of OPA 150.

Amendments have been made to include policies regarding Town Centres and discusses the role of Mixed-Use Centres and Town Centres both independently and

together. As it relates to these designations, the general direction remains the same through OPA 150, yet more emphasis is placed on the role of these centres within their respective neighbourhoods and for the City as a whole. OPA 150 emphasizes that in the long term, mixed use centres will become complete, livable communities that attract people for jobs, leisure and business opportunities they provide, and will be anchored by rapid transit.

Other applicable policies and guidelines

Prior to amalgamation, the former City of Kanata established site specific policies for the Kanata Town Centre as part of the former City of Kanata Official Plan. These policies were carried over into the amalgamated City of Ottawa Official Plan in Volume 2b – Site Specific Policies for the Former City of Kanata, and serve as a type of secondary plan for the Kanata Town Centre lands. The policies within this section sought to establish the town centre as an active, vibrant core area containing a diverse mix of urban uses arranged in a form and at a scale which is both human and appropriate to its function. While the overarching goals and objectives for the area remain relevant, some of the specific direction for the area has significantly changed.

The RSC-3 designation was created for the lands fronting onto the south side of Kanata Avenue with the intention of being a transition between the Kanata Town Centre to the north and the large-format shopping area to the south. The transition was to be comprised of high density office and residential uses as well as some retail and service uses being limited in size and limited to the ground floor level of a mixed use office or residential building. The retail and service uses are to be oriented to, and have the main entry for each use from, Kanata Avenue, the common pedestrian-vehicular way that abuts the western edge of the subject site, Earl Grey Drive or Lord Byng Way. As part of a 2014 amendment, the former City of Kanata Site Specific Policies also set out a minimum building height of two-storeys along Kanata Avenue for the subject site.

The reconstruction of Kanata Avenue from two lanes to four lanes between Earl Grey Drive and Lord Byng Way is the subject of a Municipal Class Environmental Assessment (EA) study to establish the best way to implement the widening as well as a long-term urban design vision for the corridor. Kanata Avenue is currently a 44 metre wide right of way with two lanes of traffic, a sidewalk on the north side of the street, a large grass boulevard on the south side of the street. There is no consistent sidewalk network on the south side of the street. The proposed vision identified in the EA is to create an urban street cross section that would function as a main street as the properties adjacent begin to redevelop.

Planning Rationale

Through the review of the development proposal, an analysis has been undertaken to assess the appropriateness of the amendments within the provincial policy context and municipal policy context.

Achieving Density Objectives

An analysis of the density requirements set out in the Official Plan for the Kanata Mixed Use Centre designation indicate that the proposed development contributes to meeting the intended employment targets of 10,000 jobs for Town Centres (12,500 jobs in the Kanata Town Centre site specific policies).

Retail Use Permissions and Configuration

The development requires additional flexibility in the size and configuration of the retail uses proposed on the subject site. The proposal is for a mixed office and retail building, with the gross floor area of the retail uses being more than that of the office use. The intent of the Official Plan Amendment is to remove the references to retail and services uses as being permitted in 'a limited amount' or as secondary to the desired higher intensity office and residential uses that are envisioned for this designation, and to permit a portion of the building to be a single storey along Kanata Avenue.

The majority of the Site Specific Policies for the former City of Kanata pre-date amalgamation, with a City initiated amendment approved by Council in 2014 to add, among other things, additional height requirements within the Town Centre lands (the amendment was subsequently appealed to the Ontario Municipal Board, yet the appeal has been resolved and the amendment is now in full force and effect save and except a specific provision which is unrelated to the proposed development on the subject site). Despite the 2014 amendment, the majority of the policies remain as they were at the time of initial implementation, and the approach taken to developing in intensification areas has shifted somewhat since the 1990s when these policies were originally implemented, which has rendered some of the direction in the Site Specific Policies for Kanata out of date. Relevant to this development, the policies for the RSC-3 designation regard retail and service uses as subordinate to office and residential uses, yet this notion is not consistent with how retail and commercial uses are regarded within the areas slated for significant intensification within the City, including Mixed Use Centres or Mainstreets. The policies within these designations acknowledge these uses as serving a critical function within the mix of uses that are permitted and desired in areas that are earmarked for intensification. Retail and service uses are a critical element to creating a

vibrant public realm. Therefore relieving the subject site from the policies that require retail to be subordinate or limited is considered reasonable and supported by staff.

Within this site specific context, this translates to additional flexibility in the amount of retail on site and the size of the retail occupancies that are permitted. The proposed building will have approximately 1800 square metres gross floor area of retail and commercial space divided up into three separate occupancies, and approximately 650 square metres gross floor area of office on the second floor. Additionally, where the Zoning By-law currently limits individual retail unit sizes to a maximum of 200 square metres gross floor area, the proposed amendment will set a more flexible range of permitted unit sizes, as detailed in Document 3. Examples within the City of Ottawa of vibrant main streets, such as Richmond Road in Westboro, have a variety of unit sizes throughout the Mainstreet designation, which allows for a wide variety of uses ranging from a local bakery to a larger sports store, for example. Requiring a variety of unit sizes will contribute to the vibrancy along Kanata Avenue. Permitting a variety of occupancy sizes is desirable and consistent with the Mixed Use Centre designation policies.

The subject site is at the outer edge of the Kanata Centrum Shopping Centre, which is highly visible from Kanata Avenue. This differentiates this site from much of the rest of the Kanata Centrum Shopping Centre, much of which does not have predominant frontage on a public street. There is therefore merit in maintaining the policies that require retail only be permitted if on the ground floor of a mixed use building. This promotes higher intensity development along Kanata Avenue, which contributes to a strong building presence. The proposed development also maintains the intended function of the RSC-3 designation as a transitional designation away from the large format retail by continuing to control retail and commercial unit size, and requiring retail to be incorporated into a mixed use building.

Building Orientation and Location of Main Entries

The RSC-3 designation requires buildings to have main entrances for retail and service uses oriented towards the public realm. At this time, Kanata Avenue is not geared towards active pedestrian use which negates much of the benefit of orienting the buildings and their entrances to Kanata Avenue. Kanata Avenue may be upgraded to be a complete street in the future, yet at this time viability of Kanata Avenue as a main street is an on-going discussion, given the grade challenges and the challenges associated with creating a pedestrian friendly environment along a significantly wide right of way. The timing for the approval of the Environmental Assessment (EA) is unknown at this time. If the EA is approved and the vision for Kanata Avenue is pursued

in accordance with the current draft EA, and the priority for this project remains consistent through the next Transportation Master Plan update, construction could be expected to begin in or after 2027.

Because of the timing of this reconstruction, partial relief from the Policies of Volume 2B are required to permit the retail service unit on the east side of the building to orient their main entry to the parking lot. All other main entries are compliant with the RSC-3 policies, with the two retail units that front onto the west and north sides of the building having main entrances off of the Vehicular-Pedestrian Way that runs along the west side of the site. The main access to the office is from the south side of the building, yet a second access will be located off of the Kanata Avenue frontage to provide multiple access options now and into the future.

The request for this relief must be reviewed against the Official Plan Policies relating to compatibility and urban design (Section 2.4.1 and 4.11). As part of the review of these impacts, the current and potential future context of Kanata Avenue has been taken into consideration. The eastern retail unit's entrance, despite being on the side of the building, is connected to the proposed Kanata Avenue sidewalk by a walkway. The face of the building along Kanata Avenue has also been designed with a significant amount of glazing and with architectural elements that break up the façade and serve to have the face of the building along Kanata Avenue read as the building front. In the fullness of time, and once Kanata Avenue is widened and urbanized, there is an ability to make this façade more active and reorient the main entrance to this larger retail unit to Kanata Avenue, either for a single user, or by dividing the space up into smaller occupancies oriented towards Kanata Avenue. In this way, the proposed building is designed so that it is functional and adequately addressing the street within the current context of Kanata Avenue, and also has the ability to adapt to have a greater presence along Kanata Avenue in the future if and when the roadway is urbanized.

Interim pedestrian sidewalk and walkway connections along Kanata Avenue are proposed by the applicant through the on-going site plan control application review, which will provide basic functional facilities, yet the ability to create a truly pedestrian-friendly context in the short term is unrealistic. If the Kanata Avenue widening does take place as planned in approximately 10 years, the conditions along Kanata Avenue will improve and orienting buildings to the street becomes a more realistic option.

Development occurring in the near future must be able to adequately respond to both the current and future context of Kanata Avenue in order to be considered appropriate at this location. Staff are satisfied that the building design includes adequate flexibility

such that it is compatible in the current context and has the ability to remain compatible in the future.

Minimum Building Height

An amendment is also required to the Site Specific Policies for the Kanata Town Centre to permit a building facing Kanata Avenue where only a portion of that building has a minimum height of two storeys, measured from the building's finished grade, where the current policies require a minimum two storeys from the level of the paved roadway of Kanata Avenue. The building maintains a predominant two-storey element at the northwest corner of the site, and the single storey element on the east side of the building maintains a 6.7 metre height, with parapets, therefore the building is still expected to have a positive street presence along Kanata Avenue.

The proposed exception to the MC10 zone which permits the minimum height of 6.7 metres be achieved through both building height and the use of parapets is not expected to have any significant urban design implications.

Building Separation Distance and Loading Space Provisions

The separation distance between the south facing wall of the proposed building and the existing single storey restaurant immediately to the south is proposed to be reduced from 12 metres to 6 metres. Based on the proposed uses that will be facing one another, there are no anticipated compatibility concerns.

The Zoning By-law requires a designated loading space for the office use and one for the retail uses. Operationally, only one loading space will sufficiently serve the entire building, therefore staff are supportive of the elimination of the loading space for the office use.

Planning Act and Provincial Policy Statement

Section 2 of the *Planning Act* outlines those land use matters that are of Provincial interest, to which all City planning decisions shall have regard. The Provincial interests that apply to this site include the appropriate location of growth and development and the promotion of development that is designed to be sustainable to support public transit and to be oriented to pedestrians.

In addition, the *Planning Act* requires that all city planning decisions be consistent with the Provincial Policy Statement (PPS), 2014; a document that provides further policies on matters of Provincial interest related to land use development.

The recommended Official Plan and Zoning By-law amendments are considered to be consistent with the matters of Provincial interest as outlined in the *Planning Act* and is in keeping with the PPS, 2014 by promoting efficient development and intensification with a built form that supports a healthy, active community in proximity to community services and amenities.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Wilkinson provided the following comment:

“I have reviewed the plan and discussed it with nearby businesses, the owner and City staff. I support the staff recommendation as a means of meeting as much of the original Kanata restrictions while permitting a reasonable development to proceed in a limited area while approvals for the Kanata Avenue EA and other work proceeds.”

LEGAL IMPLICATIONS

Should the recommendations be adopted and the matters appealed to the Ontario Municipal Board, it is expected that a three day hearing would result that could likely be accommodated within staff resources. In the event that the applications are refused, reasons must be provided. In the event of an appeal against the refusal, it would be necessary to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

In the event that the applications are refused and an appeal is launched, an external planner would be retained. Funding for the external planner is not available within existing resources and the expense would impact's PIED's operating status.

ACCESSIBILITY IMPACTS

The development proposal relates to a new building that will be required to be constructed in accordance with the Ontario Building Code.

The grade difference between Kanata Avenue and the subject site pose a challenge to implementing pedestrian facilities that conform to the City of Ottawa Accessibility Standards. Through the review of the site plan control application, accessibility considerations will be reviewed and appropriately addressed prior to approval.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

GP1 – Governance, Planning and Decision-Making

EP2 – Support Growth of Local Economy

APPLICATION PROCESS TIMELINE STATUS

This application was not processed by the On Time Decision Date established for the processing of Official Plan and Zoning By-law amendment applications due to the complexity of some of the considerations that needed to be addressed through the application review processes.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Conceptual Site Plan, Kanata Elevation and Rendering.

Document 5 Consultation Details

Document 6 Overview Data Sheet (*previously distributed and held on file*)

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the application and proposed Official Plan and Zoning By-law amendments. The proposed development provides intensification on an underutilized property with a building that is consistent with the Mixed Use Centre designation and development within the RSC-3 designation set out in the Site Specific Policies for the former City of Kanata.

DISPOSITION

Office of the City Clerk and Solicitor, Legislative Services to notify the owner; applicant; Krista O'Brien, Deputy City Treasurer Revenue Branch, Corporate Services (Mail Code: 26-76) of City Council's decision.

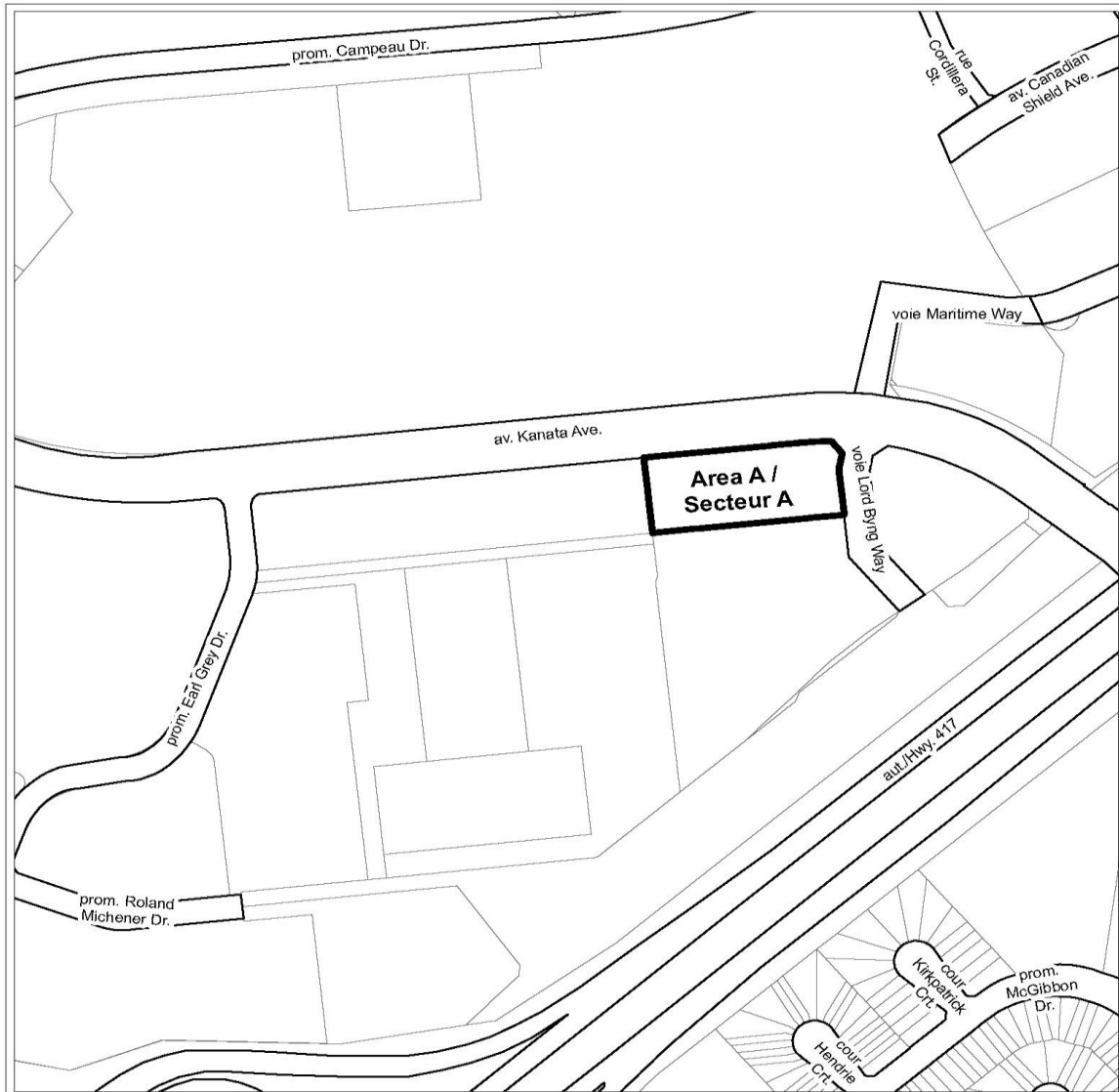
Zoning and Interpretations Unit, Planning Services to prepare the implementing by-law and forward to Legal Services.




Legal Services to forward the implementing by-law to City Council.

Circulation Services Unit, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-15-0037	16-1636-D	Part of / Partie de 255 ave. Kanata Avenue	
I:\CO\2016\Zoning\Kanata_255			
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY. ©Les données de parcelles appartient à Teranet Entreprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. ©CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / REVISION - 2017 / 01 / 03		 Area A to be rezoned from MC10 to MC10[XXXX] Le zonage du secteur A sera modifié de MC10 à MC10[XXXX]	

Document 2 – Official Plan Amendment

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

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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

The purpose is to amend the former City of Kanata Site Specific Policies in Volume 2b of the Official Plan. The former City of Kanata Site Specific Policies designate the property at 255 Kanata Avenue as Regional Shopping Centre 3 (RSC-3). The subject site, which is part of this larger parcel, is proposed for development of a two storey mixed use building with office and retail uses. The RSC-3 designation requires that retail and service uses be oriented to Kanata Avenue, the pedestrian-vehicular private way, Lord Byng Way or Earl Grey Drive. A site specific amendment to these policies is required for the subject site to accommodate the proposed development. An amendment to the required two-storey minimum building height along Kanata Avenue from Section 5.7.5.9 within the Site Specific Policies for the Former City of Kanata is also required to permit a portion of the building to be single storey where the current policies require a two-storey minimum for the entire building fronting Kanata Avenue.

The proposed amendment to the former City of Kanata Site Specific Policies made through this amendment is as follows:

- a. Amend the RSC-3 designation in the location as identified below such that Policy (f)(2) and (5) no longer apply to retail and service uses, and instead these uses are permitted only on the ground floor of a residential or office building, all but one retail or service unit must have the main entry to that unit from Kanata Avenue or the pedestrian-vehicular way along the west side of the site, and a specific range of permitted retail and service use unit sizes will be established through the Zoning By-law.
- b. Amend the Maximum Building Heights section in the location as identified below such that only a portion of the building fronting Kanata Avenue must be a minimum of two storeys.

Location

The proposed Official Plan amendment includes changes only applicable to the lands located within 150 metres west of the westerly edge of the Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way. The lands are located in Ward 4 – Kanata North.

Basis

The amendment to the Official Plan was requested by the applicant in order to build and develop a two storey mixed use building with retail and office uses on the subject site.

PART B – THE AMENDMENT

Introduction

All of this part of this document entitled Details of the Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan.

Details of the Amendment

The City of Ottawa Official Plan, Volume 2a, former City of Kanata Site Specific Policies, is hereby amended as follows:

1. by adding a new policy in Section 5.7.5.3, as follows:
 - (a) Notwithstanding Policies 2 and 5 above on the lands located within 150 metres west of the westerly edge of the Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way, and being part of the lands identified as part of 255 Kanata Avenue, retail and service uses are permitted in accordance with the following:
 - i) retail and service uses are only permitted on the ground floor level of a building also containing office or residential uses;
 - ii) all but one of the retail and service uses must be oriented to, and have the main entry for the use from Kanata Avenue or the common pedestrian-vehicular way which extends in a southerly direction from Kanata Avenue;
 - iii) the Zoning By-law shall establish permissions for a specific range of permitted retail and service use unit sizes.
- 2) By adding a new policy (iii) in Section 5.7.5.9(2)(b), as follows:
 - i) For the lands located within 150 metres west of the westerly edge of Lord Byng Way right of way and 70 metres south of the southerly limits of the Kanata Avenue right of way, and being part fo the lands identified as 255 Kanata Avenue, Policy 2(b)(i) does not apply and a portion of a building is required to have a minimum building height of two storeys.

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.

Document 3 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for part of 255 Kanata Avenue, as shown in Document 1, are as follows:

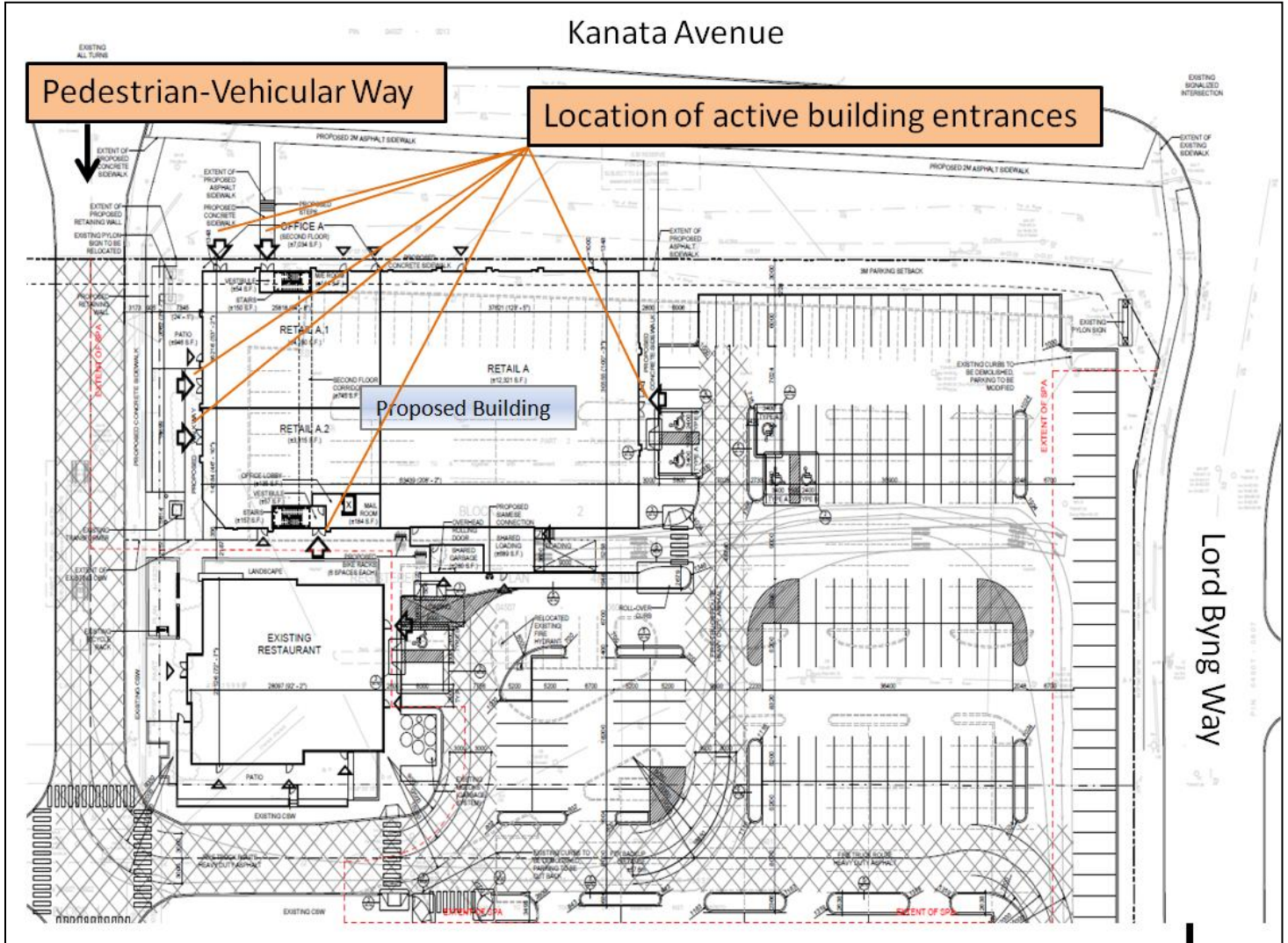
1. Rezone the lands as shown in Document 1.
2. Amend Section 239, by adding a new exception [XXXX] with provisions similar in effect to the following:

In Column V the text:

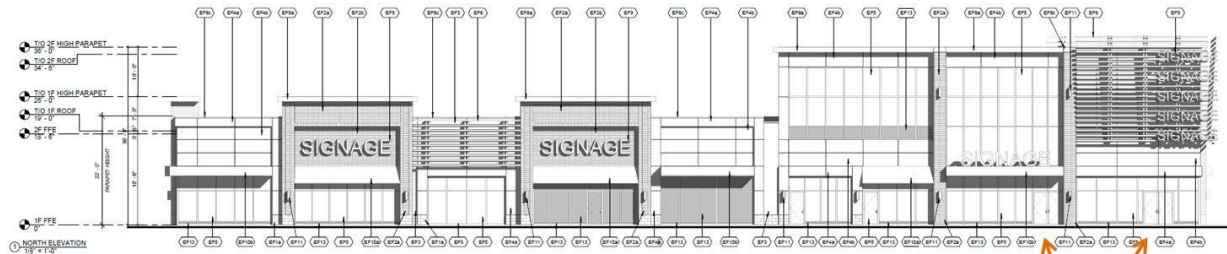
- Despite Section 192(10)(a) the maximum individual gross leasable floor area permitted for each use listed within this section is as follows:
 - (i) One individual use is permitted to have up to 1250 square metres gross leasable area;
 - (ii) Four individual uses are permitted to have up to 450 square metres gross leasable area;
 - (iii) All other individual uses are permitted to have up to 300 square metres gross leasable area.
- Despite anything to the contrary in this by-law, provided the outermost exterior walls of the building, including any parapet, meet or exceed the minimum building height requirement of the MC(10) zone, the building is considered to comply with this provision.
- Despite Section 192(10)(vi)1.(a) the minimum building separation on a lot between main buildings, between facing walls, where both of which or one of which facing wall contains room windows is 6 metres.
- A minimum of 40% of the surface area of the building façade facing Kanata Avenue measured from the ground floor closest to the level of finished grade of Kanata Avenue up to up to 4.5 metres in height, must be comprised of transparent glazing and active customer or resident entrance doors.
- No loading space is required for an office use with a gross floor area less than 700 square metres.

Document 4 – Conceptual Site Plan, Kanata Elevation and Rendering

Site Plan Concept



North Elevation facing Kanata Avenue



Kanata Avenue Building Frontage

Active building entrances

Building Rendering – North West Corner



Document 5 – Consultation Details

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 Official Plan and Zoning By-law amendments.

One respondent commented on the application, as summarized below.

Comment:

The concern was raised that buildings should be oriented towards the street and not be permitted to be oriented towards Kanata Centrum.

Response:

The initial submission proposed no front entrances from Kanata Avenue which was a significant deviation from the stated intent for development along this roadway. The current plan has two main entrances to retail uses and one office entrance from Kanata Avenue. One retail occupancy maintains access from a location internal to the Kanata Centrum Shopping Centre, which has been deemed to be reasonable considering the current context along Kanata Avenue. The retail unit has been designed such that there is the ability to reorient the space towards Kanata Avenue, if desired, once the roadway is upgraded and widened.

Comment:

Based on the size of the proposed development and proposed use, a Transportation Brief should be provided by the Developer to address the failing unsignalized intersection located at Kanata Avenue and the private access to the Kanata Centrum Shopping Centre which is immediately adjacent to the subject site.

Response:

This matter will be further explored through the ongoing site plan review to determine whether a Transportation Brief is or is not merited for the subject development. Since the Official Plan Amendment and Zoning By-law Amendments for the subject site do not seek any additional density, transportation matters are best addressed through the site plan control review process. Staff will ensure further follow up with the commenter as the site plan review continues to progress.