

July 5, 2020

Development Review  
Planning, Infrastructure and Economic Development  
City of Ottawa  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON K1P 1J1

**Attention: Lisa Stern, Planner II, Development Review West**

Dear Ms. Stern,

**Reference: Application for Site Plan Control  
The Woods, 180 Kanata Avenue  
Our File No. 121010**

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Novatech has been retained to file this application for Site Plan Control on behalf of Kanata Woods Inc. for the property to be municipally known as 180 Kanata Avenue ("subject site"). This property is being conveyed by the City of Ottawa as surplus lands for development along Kanata Avenue. The purpose of this application is to facilitate the development of the subject site with a proposed six-storey mixed-use building, known as The Woods on Kanata Avenue.

The subject site is located within the area known as the Kanata Town Centre which is a developing mixed-use centre in the west end of the City of Ottawa. The subject site is situated on the north side of Kanata Avenue between the intersections of Kanata Avenue at Earl Grey Drive, and at Maritime Way. The subject site is legally described as Part of Lot 3, Concession 2, Geographic Township of March, City of Ottawa. The site has a total area of approximately 11,135.2m<sup>2</sup> with approximately 158.7m of frontage along Kanata Avenue. The subject site makes up a portion of a larger piece of land owned by the City which consists of public parkland and lands intended for future development. The site is currently vacant and densely vegetated. Bedrock outcroppings are present along the northern limits of the subject property, with elevations roughly 10m higher than the forest edge nearing Kanata Avenue.

This area of the Kanata Town Centre is characterized by a mix of uses and building forms together with a large undeveloped open space. The subject site abuts public parkland to the west which is known as Bill Teron Park. The City plans to expand this parkland in the future to the north of the site. Immediately east of the subject site is land being retained by the City for a future public access to the park.

The Forest Hill Long-Term Care Centre is further north of the subject site, with frontage on Campeau Drive. Further west is an apartment complex consisting of three high-rise buildings and further east is a recently constructed retirement home, as well as additional vacant lands intended for future mixed-use development along Kanata Avenue. South of the subject site, across Kanata Ave is the Kanata Centrum shopping centre which comprises a range of retail and service-commercial uses in the form of plazas and large format stores, and is the main transit hub in the community with an OC Transpo Park & Ride station, as well as future planned Terry Fox LRT station (Figure 1).

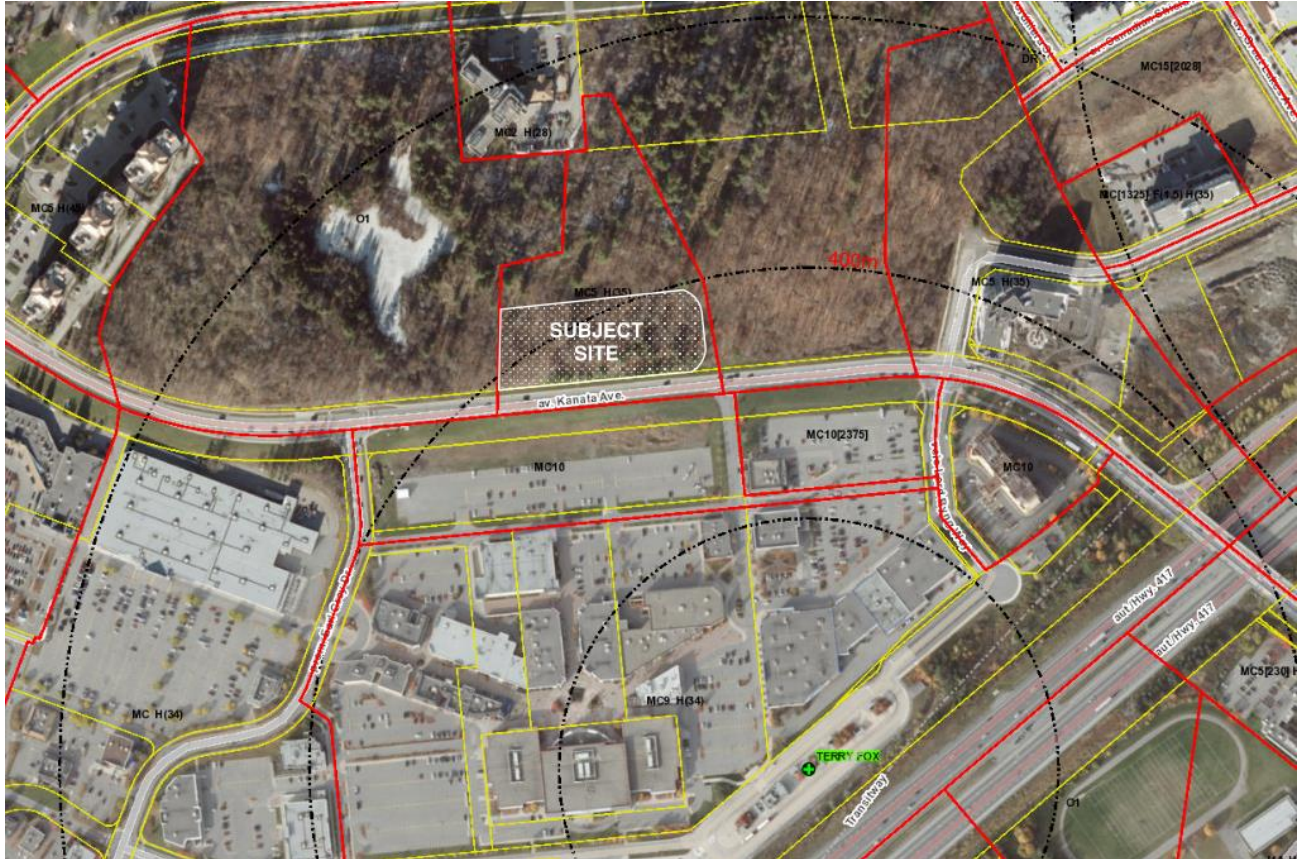


Figure 1: Location Map (geoOttawa)

The site is designated as Town Centre in the City of Ottawa Official Plan, as shown on Schedule B. The Kanata Town Centre Special Policy Area designates the site as part of the Central business District (CBD) in Schedule B1. The site is zoned accordingly as MC5 H35 (Mixed-use Centre Zone, Subzone 5, H35) pursuant to the City of Ottawa Zoning By-law 2008-250.

The purpose of this Planning Rationale letter is to provide planning justification in support of the Site Plan Control with a view of demonstrating the following:

- Conformity to the City of Ottawa Official Plan;
- Conformity to the Kanata Town Centre Site Specific Policies;
- Regard for the Kanata Town Centre Site Design & Architectural Guidelines;
- Respect for the general intent of the City of Ottawa Zoning By-law 2008-250; and
- Considerations for good land use planning.

In addition to planning justification, this letter provides explanation of the design intent, including content and graphics provided by SJL Lawrence Architect Inc. A formal pre-application consultation meeting regarding this proposal was held with City staff on January 22, 2021.



## Project Description

The subject site is one of three contiguous parcels of land being sold by the City of Ottawa as surplus lands to facilitate the continued growth of the Kanata Town Centre. Kanata Woods Inc. was awarded the sale of this vacant site through a Request for Proposal (RFP) initiative by the City seeking proposals for the conceptual development of the site. The original concept was developed on the basis of a mid-rise, mixed-use form. The proposal has carried forward the merits of the initial proposal in terms of use, massing, scale and design.

The proposed development is a six-storey mixed-use building with frontage along Kanata Avenue, and a future public lane (Figure 2). The building is comprised of 304 residential dwelling units as well as approximately 1,562m<sup>2</sup> of retail, café restaurant and public gym uses along Kanata Avenue and wrapping the corner along the future public lane, contributing to a total gross floor area of approximately 25,782m<sup>2</sup>. Shared amenity areas are proposed on the ground floor and open onto the interior courtyard which features a pool and landscaping elements. At the top of the building, a rooftop terrace overlooks the rear yard which features a community garden and south facing solar panels.



Figure 2: Aerial Perspective of Proposed Development (S.J Lawrence Architect Inc)

The proposed development evokes a mainstreet character along Kanata Avenue with slightly raised entrances and pedestrian walkways. Steps and landscaping transition down to the public sidewalk as per Figure 3 below. Along the eastern portion of the building, a privately-owned public space (POPS) will animate the laneway, with street furniture and landscaping elements.

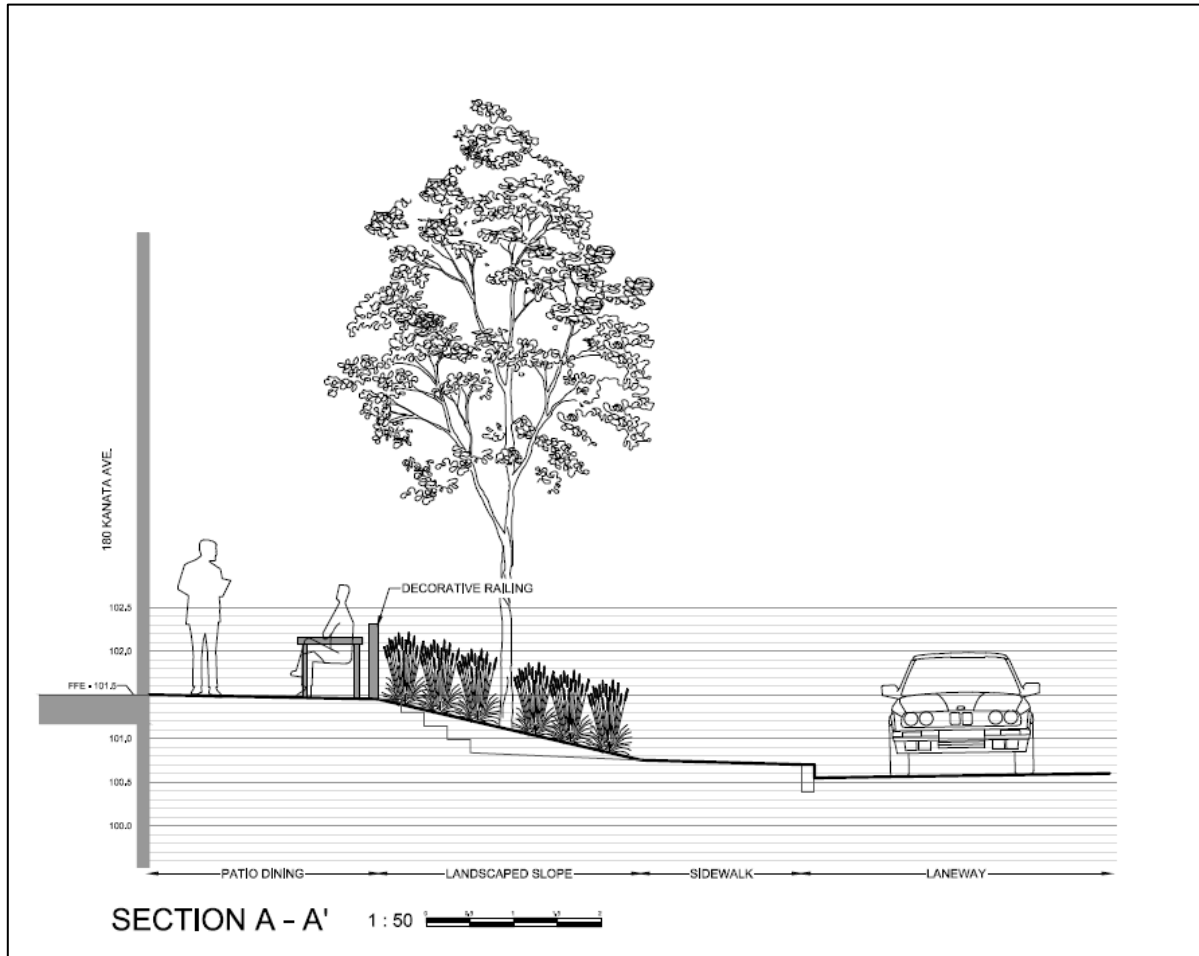


Figure 3: Streetscape Landscaping Cross Section (Novatech)

A total of 397 parking spaces are to be provided on site. At-grade parking will be available for visitors and commercial tenants to rear of building, which will accommodate need for off-street parking. The rest of the parking will be provided in two levels of underground parking. In addition to this, a total of 237 bicycle parking spaces will be provided both internally and externally.

The layout of the underground parking structure will be designed to minimize the removal of the bedrock by taking advantage of areas with lower rock profile at the southeast corner and limiting excavation in proximity to the northwest corner of the site. An easement is proposed over the City laneway in order to provide vehicular access to the subject site.

The proposed building will be constructed in a contemporary style with materials selected to blend with its surrounding urban fabric as well as the woodland to the north. Emphasis is placed on the street level design, using different cladding elements to visually break up the building and help clearly distinguish between commercial and residential levels of the building. The proposed building will

have multiple entrances to invite residents and customers into the commercial units on the ground floor of the building, and the street frontage will be animated through lighting and landscape design, as well as leaving ample space for patios and street furniture. Many new street trees are proposed at the front and sides of the building to contribute to the urban canopy.

The landscaping design will present an orderly planting arrangement suitable for an urban setting along Kanata Avenue and the City laneway. The interior of the site will feature a backdrop of exposed rock anchored by native planting and views of the adjacent open space. The exposed rock integrates the development with the surrounding terrain.

### **Public Consultation Strategy**

The proposal requires approval of Site Plan Control (Complex). The Site Plan Control application is to be processed and approved under powers delegated to the Manager of Development Review. Public notification of the application will be provided by means of signage posted on the property. Additional information regarding the proposed development, including electronic copies of all submission materials, will also be made available on the City's website. Any person who wishes to provide comments to staff for consideration may do so.

The proponent consulted informally with the Ward Councillor via email as part of the pre-application process. Councillor Sudds encouraged the owners to reach out to community groups in the area in due course to inform their members of the project intentions and timelines. It is intended to pursue formal consultation with the local community groups following submission of the application. Registered community groups and organizations will also receive notice of the application from the City. In addition to the City's standard public notification and consultation process, Councillor Sudds may wish to convene a community information meeting.

It is anticipated that additional public consultation will be involved through a related minor variance application process.

### **Planning Framework**

The following provides a review of the applicable planning policy documents, design guidelines and regulations.

#### **City of Ottawa Official Plan**

The subject site is designated Town Centre on Schedule B of the City of Ottawa Official Plan. Section 2.2 of the Official Plan provides direction on managing growth and emphasizes that growth will be distributed throughout the urban area to strengthen the city's liveable communities through intensification and infill, as well as new development on vacant land in designated growth areas. The Kanata Town Centre is identified as a Target Area for Intensification with potential to develop at moderate to high densities in a compact form. The development of the currently vacant site will contribute to the minimum density target of 120 people and jobs per hectare for this area and the completion of the Kanata Town Centre community.

Kanata is one of three Town Centres in the suburban areas of Ottawa. The Official Plan describes *Town Centres, when compared with Mixed Use Centres, as more diverse and having a larger role as centres for the communities around them, offering close-to-home opportunities for shopping,*

*leisure and other activities.* Planning for the Kanata Town Centre was initiated in the 1970's by the former City of Kanata and the area has evolved considerably since that time.

Policy 1 in Section 3.6.2 describes the general criteria for Mixed Use Centres and Town Centres:

- a. Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;*
- b. There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;*
- c. High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;*
- d. Employment targets of at least 5,000 jobs can be achieved in Mixed Use Centres and at least 10,000 jobs can be achieved in Town Centres;*
- e. The area is or can become transit-oriented, as described in this section;*
- f. The area is suitable for a mix of uses and could be linked within the area's greenspace network.*

Mixed Use Centres permit a broad variety of land uses at transit-supportive densities, including among others retail, service and high- and medium-density residential uses. A mixed-use building is a generally permitted use in the Town Centre designation. The proposal is exemplary of development that uphold the characteristics of the Town Centre. The subject site benefits from close proximity to existing and planned transit stations and is of sufficient size to accommodate compact, higher-density mixed use development which supports multi-unit housing as well as shops and service that provide for needs of residents in the area.

Policy 9 provides that: "All development applications and Community Design Plans for Mixed-Use Centres will be reviewed in the context of this Plan and in particular:

1. Will be evaluated in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11, particularly with regard to achieving a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest;
2. Will, where possible, contribute to a range of housing options in the area.

An assessment against the Design Objectives and Principles in Section 2.5.1 and the Urban Design and Compatibility criteria set out in Section 4.11 is made in the sections below. The proposal contributes positively to rental housing accommodations in the area, providing 304 dwelling units oriented to both individual and family living, to promote a complete and livable community.



The following is a review of the design objectives and summary of how the proposed development is consistent with these objectives:

- Section 4.1 (Site-Specific Policies and Secondary Policy Plans) – the property is subject to the Kanata Town Centre Site Specific Policies, found in Volume 2b of the Official Plan. The policies for the Kanata Town Centre aim to achieve *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 property is located in the Central Business District Area and an analysis of relevant policies will follow.
- Section 4.2 (Adjacent Land-Use Designations) – the subject site is adjacent to an urban natural feature area. Based on previous studies conducted on behalf of the City, this area is identified for the potential presence species at-risk or their habitat, notably butternut trees and bat roost habitat. Proper protocol will be followed for protection of these species and habitat, including avoidance and mitigation measures. All butternut trees on site were evaluated as Category 1 which attributes their health as heavily infected to the point that they are not expected to survive.
- Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots) – the subject site supports various modes of transportation, including walking, cycling, and transit. To complement these modes of transportation, bicycle parking is provided in secure areas within the building and at-grade near main entrances. Multiple pedestrian entrances are provided at grade with direct access the adjacent sidewalks.

The proposed development is within a 400m radius and 600m walking distance by public streets of the existing Terry Fox BRT transit stop which is to be converted to an LRT station in the future. Future redevelopment of the adjacent shopping centre may create a more direct pedestrian connection to the transit station. Transit Demand Management measures will be incorporated to promote transit uses, such as car-sharing service, transit information package for new residents detailing local routes and schedules, surplus bicycle parking, unbundling of parking cost from unit rental, and a bicycle repair facility.

A reduced parking rate for the residential component is proposed recognizing that residents can readily rely on transit to commute and reach destinations throughout the City. The reduced rate aligns with parking requirements for other similar residential and mixed-use development in the Town Center. Visitor and commercial tenant parking are provided in full, with a number of short-terms spaces at-grade for convenient off-street parking. The nature of these uses is such that sharing between required parking spaces may reduce overall demand. Demand for parking may further diminish in the future with transit upgrades and planned modifications to Kanata Avenue which involve widening the roadway to accommodate on-street parking adjacent to site.

- Section 4.4 (Water and Wastewater Services) – there is existing water and wastewater infrastructure located in Kanata Avenue. It is proposed to extend these existing services north within the future City lane to service the proposed development. The development will connect to new water, sanitary and storm sewers within the City lane, with a secondary connection to an existing storm sewer in Kanata Avenue. Servicing capacities have been assessed and found to be adequate to service the proposed development.

- Section 4.5 (Housing) – the subject site is currently vacant. The development represents an increase of 304 units intended as rental accommodations with approximately 1,500m<sup>2</sup> of complementary commercial space.
- Section 4.6 (Cultural Heritage Resources) – the subject site is not designated under the *Ontario Heritage Act*, nor are any adjacent lands.
- Section 4.7 (Environmental Protection) – no environmental features have been identified on the subject site. The proposal is mindful of preserving linear groupings of existing trees along the forest edge to serve as a buffer for mature trees within the abutting parkland. Blasting in proximity to the northwest corner of the site will be limited and allows for buffer ranging from 4.5m to 9m to minimize impacts on root zones.

Stormwater management, as well as erosion and sediment control during construction, will be in accordance with City of Ottawa requirements.

- Section 4.8 (Protection of Health and Safety) – the subject site is not affected by any environmental constraints identified on Schedule K. The subsurface conditions are suitable for the proposed development from a geotechnical perspective.

The development will incorporate noise control measures, notably installation of central-air conditioning systems and building component upgrades along façades where required, to mitigate noise levels associated with arterial and highway road noise and ensure comfortable interior living spaces.

- Section 4.9 (Energy Conservation Through Design) – the proponent will follow conventional energy-efficient construction practices to wood construction. Quality and durable materials will promote longevity of the building. The development will achieve considerable energy savings through use of numerous solar panels to be installed on the roof. The south facing panels will perform well and will displace significant amount of CO<sub>2</sub> emissions annually, equivalent to hundreds of trees. Energy efficiency will be achieved through proper building envelope design, insulation and thermal values to reduce height loss, current mechanical and electrical systems, and eco-friendly products. The proposed landscaped and amenity areas will help reduce the urban heat island effects. The residents will also have access to community gardens on the roof which contributes to their overall the health and wellbeing.
- Section 4.10 (Greenspace Requirements) – Payment-in-lieu of a parkland dedication may be provided through the development process to fund park and local recreational facilities.
- Section 4.11 (Urban Design and Compatibility) – The proposed development achieves compatibility with the surrounding context through good building design, appropriate massing and materiality, and site layout (Figure 4). The development is located within a Design Priority Area and will undergo additional review of these matters by the Urban Design Review Panel.

As outlined by the project architect, the proposed development addresses the following design considerations;

- Building articulation consists of a series of setbacks, protrusions, and balconies which help break up the massing as well as contribute to the overall aesthetics.



- A curved façade along the southeast corner creates a welcoming environment to encourage pedestrians to visit the building and the proposed amenity space along the east elevation.
- The ground floor consists of mixed-use spaces such as retail stores, a gym, and similar commercial spaces that will help animate the streetscape and create an interactive relation with the commercial complex across Kanata Avenue.
- The south elevation includes many covered entrances along the ground floor which help relate to a human scale.
- Wood features in the facades help soften the aesthetics and relate to the forest beyond.
- The materials closer to grade are primarily masonry which is durable and contributes to the overall quality and longevity of the building.
- Adequate front yard setbacks are proposed to provide space for soft landscaping features and interlocked pathways to soften the building frontages. The tree canopies will also provide shading for the sidewalk and storefronts reducing ambient air temperature and decrease the demand for air conditioning.
- The building provides two levels of underground parking for the residents and well as the public which helps reduce surface parking and allowing for more greenspace at grade.
- A six-storey building form provides transition between the public parkland and future taller buildings along Kanata Avenue.



Figure 4: 3D Rendering of Proposed Development (S.J Lawrence Architect Inc.)

Based on the foregoing, this proposal conforms to all policies of the Official Plan by supporting intensification within the Kanata Town Centre in a compact form that is compatible with the surrounding context and the planned function of the area as a transit node.

### **Kanata Town Centre Special Policy Area**

The Kanata Town Centre planning framework was prepared prior to amalgamation and transferred to the new City of Ottawa. The policies carry forward the original Kanata Town Centre planning process that began in the 1970s. The plan's vision statement is that: *"The Kanata Town Centre will 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. It will be a uniquely identifiable place that caters to residents and attracts visitors and will be a constant source of pride for future generations"*

The section of Kanata Avenue abutting the subject site is intended to evolve as a Main Street for the Town Centre. The Main Street (approximately 500 metres along the north side of Kanata Avenue) *"will populate, animate and contribute to an urban experience that complements Kanata's earlier developments."* This section of Kanata Avenue is to accommodate the highest of densities, where residential uses are encouraged to be located above commercial uses that are provided at street

level, and with parking underground or at the rear of buildings to provide a pedestrian friendly environment along the street frontage.

In keeping with this direction, the proposed development will consist of retail and service-commercial uses on the ground floor which overtime will fit within a continuous commercial storefront along the Main Street. The residential use above helps ensure the vitality of the Main Street. Additionally, the proposed POPS along the east side of the site will complement the lands being retained by the City for civic use and as a pedestrian connection to the future parkland.

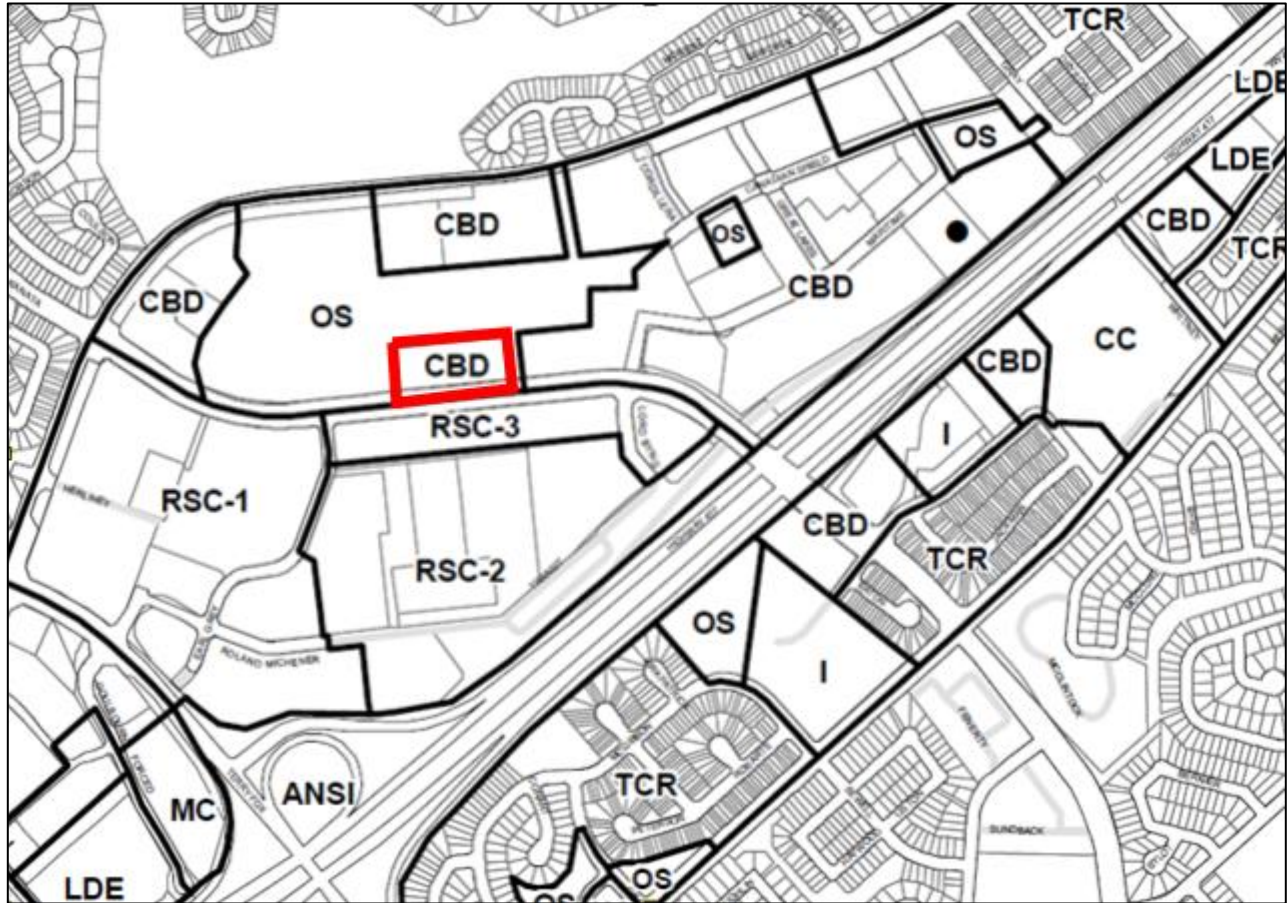


Figure 5: Kanata Town Centre Special Policy Area Schedule B-1

Land Use designations are mapped in Schedule B1 and described at Section 5.7.5. The subject site is designated 'CBD' (Central Business District) (Figure 5). This designation permits higher density residential development (generally 65 - 100 units per net hectare and higher) or medium density (50-65 units per net hectare) if included in a mixed use building or development. A range of 2,500 to 3,000 dwellings is anticipated within the CBD. The proposal responds directly to this by providing housing at the higher range of density with commercial uses on the ground floor.

Schedule B2 and Section 5.7.5.8 set out building heights. Development facing Kanata Avenue is designated for mid-rise buildings up to a maximum of nine storeys, with a minimum building height of three storeys, and subject to built form transition to lower heights along Kanata Avenue.

The proposed six-storey mixed-use building is appropriate in terms of use, form and scale to promote a human-scale, future mainstreet setting, and responds to surrounding topography and adjacent natural features. The development conforms to the policies for the Kanata Town Centre Special Policy.

## **Kanata Town Centre Site Design and Architectural Guidelines**

The Kanata Town Centre Site Design and Architectural Guidelines were developed in 2000 to serve as a reference for all participants in the development of the Kanata Town Centre. The guidelines build on several previous studies for the area, including the Kanata Town Centre Downtown Master Plan and Implementation Study.

The subject site is identified within Town Centre – Mixed Use District Entry Street (Street 'C' - Castlefrank Road) in the Kanata Town Centre Site Design and Architectural Guidelines. The Guidelines establish a vision for this part of the Kanata Town Centre as an urban core, characterized by higher density mixed-use planning aimed at providing a diverse, pedestrian-oriented form of development typically found in Canada's older established city centres. Area 1 envisions high-rise office and/or residential buildings. The retaining wall near the park on the Castlefrank (now Kanata Avenue) is an important indicator of the terrain in Kanata and should be retained as a reminder of the significance of landform on development which respects the significance of the landform on development. The proposed development has regard for the following site design guidelines, and architectural guidelines:

### **SITE DESIGN GUIDELINES**

- 1.1.1 Landscape at or near property line to 'finish' the public realm.*
- 1.1.2 Provide clear identification and emphasis of pedestrian over vehicular.*
- 1.1.4 Use topography to advantage.*
- 1.1.7 Enclose the street by building on or close to property line.*
- 1.1.8 Massing should address human scale.*
- 1.1.10 Allow for phased development.*

### **ARCHITECTURAL GUIDELINES**

- 1.2.1 Materials and architectural features should reflect urban character.*
- 1.2.2 Promote a simple, unaffected architectural style.*
- 1.2.3 Use lighting to respond to the street environment.*
- 1.2.4 Control signage and promotion.*
- 1.2.5 Consider long-distance views to buildings.*
- 1.2.6 Clearly identify mixed use.*
- 1.2.8 Design parking structures to the same level of appearance as buildings.*





Figure 5: Streetview Perspective of Proposed Development (S.J Lawrence Architects Inc)

### **City of Ottawa Comprehensive Zoning By-law 2008-250**

The subject site is zoned MC5 H35 (Mixed-Use Centre Zone, subzone 5) pursuant to Zoning By-law 2008-250. The purpose of the Mixed-Use Centre Zone is to accommodate a combination of transit-supportive uses such as office, retail, entertainment, service, and high and medium-density residential uses, among other uses, in mixed-use buildings or side by side in separate buildings. The intent is to impose development standards that promote a medium to high profile compact and pedestrian-oriented built form while minimizing impact on surrounding residential areas. The H35 height provision indicates that the maximum building height is 35 metres, or roughly 11 storeys.

The proposed mixed-use building is a permitted use and generally complies with associated performance standards, including building height and setback requirements. Certain minor aspects of the design will require relief through an application for minor variance. An application will be filed with the Committee of Adjustment to seek minor variances upon completion of the circulation of the site plan application. It is anticipated that relief will be sought, as follows:

- A. To permit an increased total floor space index (FSI) of 2.32 and a reduced FSI of 0.14 for non-residential uses, whereas Section 192(5)(b)(iv) of the Zoning By-law permits a maximum FSI of 2.0 and the non-residential component of the floor space index must be a minimum of 0.75; and



- B. To permit a reduced parking rate of 0.85 spaces per dwelling unit, whereas Section 101 the Zoning By-law requires a minimum of 1.0 spaces per dwelling unit for a dwelling unit in a mixed-use building, where the walking distance along public streets and paths between the nearest active entrance and a rapid transit station is beyond 400 metres.

Relevant zoning provisions as they relate to the proposed development are summarized in Table 1, with the above minor relief noted with an asterisk.

Table 1: Summary of Zoning By-law 2008-250 Provisions

CITY OF OTTAWA ZONING BY-LAW 2008-250		
MC5 H(35) (MIXED-USE CENTRE ZONE) PROPOSED MID-RISE MIXED-USE DEVELOPMENT		
ZONING PROVISION	REQUIRED	PROVIDED
MIXED-USE CENTRE ZONE PROVISIONS		
LOT AREA (MIN.)	NO MINIMUM	11,135.1m <sup>2</sup>
LOT WIDTH (MIN.)	NO MINIMUM	±158.7m
FRONT YARD SETBACK (MIN. / MAX.)	NO MINIMUM / MAXIMUM 3.5m	2.5m
INTERIOR SIDE YARD SETBACK (MIN.)	NO MINIMUM , EXCEPT WHERE THE BUILDING WALL CONTAINS ROOM WINDOWS, THE MINIMUM SETBACK ADJACENT TO WINDOWS IS 3.5m	5.0m (EAST) & 5.5m (WEST)
REAR YARD SETBACK (MIN.)	NO MINIMUM , EXCEPT WHERE THE BUILDING WALL CONTAINS ROOM WINDOWS, THE MINIMUM SETBACK ADJACENT TO WINDOWS IS 6m	12.7m
FLOOR SPACE INDEX (MAX.)	2	2.32 *
FLOOR SPACE INDEX NON-RESIDENTIAL (MIN.)	0.75	0.14 *

BUILDING HEIGHT (MIN. / MAX.)	MINIMUM 6.7m / MAXIMUM 35.0m	24.5m
WIDTH OF LANDSCAPED AREA (MIN.)	NO MINIMUM	VARIES
PARKING PROVISIONS (AREA C)		
PARKING SPACES (MIN.)	1 PER DWELLING UNIT = 304	397 TOTAL * (442 REQUIRED)
	3.4 PER 100m <sup>2</sup> GFA RETAIL = 40.5	
	10 PER 100m <sup>2</sup> GFA GYM = 17	
	10 PER 100m <sup>2</sup> GFA CAFE = 20	
VISITOR PARKING SPACES (MIN.)	0.2 PER DWELLING UNIT = 60.8	
ACCESSIBLE PARKING SPACES (MIN.)	5 TYPE A 5 TYPE B	10 TOTAL
BICYCLE PARKING SPACES (MIN.)	0.5 PER DWELLING UNIT = 152	237 TOTAL (158 REQUIRED)
	1 PER 250m <sup>2</sup> GFA RETAIL = 5	
	1 PER 250m <sup>2</sup> GFA CAFE = 1	
	1 PER 1500m <sup>2</sup> GFA GYM = 0	
AMENITY AREA PROVISIONS		
TOTAL AMENITY AREA (MIN.)	6m <sup>2</sup> PER DWELLING UNIT = 1,824m <sup>2</sup>	4,442.16m <sup>2</sup>
COMMUNAL AMENITY AREA (MIN.)	50% OF TOTAL = 912m <sup>2</sup>	3,346.74m <sup>2</sup>
* MINOR VARIANCE REQUIRED.		

The minor variance application would seek an increased FSI of approximately 2.32, which represents an additional gross floor area of 3,512m<sup>2</sup>. The increase in floor area is minor given the considerable size of the site and ability to maintain a desirable six-storey form with appropriate setbacks. There are no low-rise residential uses in proximity to the site which would typically require sensitive

approach to building scale and transition. Finally, it is noted that the total gross floor area is distributed over only six-storeys, rather than the full ten to eleven-storey height permitted as-of-right under the Zoning By-law.

In addition to the overall maximum FSI, the application would seek a reduced minimum non-residential FSI of approximately 0.14, whereas the By-law requires a minimum FSI of 0.75 for non-residential uses. The intent of this requirement to promote the viability of Kanata Avenue as a future mainstreet is maintained as the ground floor will accommodate more than 1,560m<sup>2</sup> of retail and similar service-oriented commercial uses along both the street and future public lane frontages, while focusing amenity areas and residential uses to the interior of the site where commercial uses would not be feasible. The inclusion of upper-storey non-residential floor area, such as office space, is not considered practical in the current post-Covid environment where there is low demand for such uses.

Additionally, it is proposed to reduce the total required parking for this site given its proximity to rapid transit and desire to limit excavation in proximity to the City parkland. A reduced parking rate in the order of 0.85 spaces per dwelling unit is proposed which would generate a requirement of 258 parking spaces, whereas a minimum of 304 parking spaces would otherwise be required for the residential units. This approach is consistent with requirements for other similar residential and mixed-use development within the Town Centre which have modified parking requirements of less than 1 parking space per dwelling unit, including those along Maritime Way and Canadian Shield. It is also recognized that in the case of mixed-use buildings within 400m walking distance of a rapid transit station, the Zoning By-law allows a reduced parking rate of 0.5 spaces per dwelling unit. The site is approximately 400m radius and 600m walking distance by public streets (much shorter when using pedestrian routes through the Centrum shopping centre).

The current parking requirements for the site, including the provision of visitor and commercial parking in full, result in a base requirement of 441 parking spaces. The nature of the uses are such that parking can be shared among the visitor, retail and restaurant uses, pursuant to Section 104 of the Zoning By-law. According to this section, the parking requirement would decrease to 371 spaces at times of lowest parking demand, being weekday mornings, and to 418 spaces at times of highest parking demand, being Saturday noon. Accordingly, the proposed minor reduction to residential parking to allow a total of 397 spaces rather than 418 space represents a negligible 5% reduction to the requirement. This will be offset by opportunities for shared parking and enhanced bicycle parking facilities with 50% more bicycle parking spaces than required and will be supplemented by rapid transit and on-street parking along Kanata Avenue in the future.

The development maintains the overall intent of the Zoning By-law to accommodate a mix of uses at transit-supportive densities and in compact and pedestrian-oriented built form.

## **Conclusion**

This Planning Rationale letter has been prepared in support of this Site Plan Control application for the development of a proposed six-storey mixed-use building at 180 Kanata Avenue.

It is concluded that the proposed development conforms to the policies of the City of Ottawa Official Plan and Kanata Town Centre Special Policy Area which encourage the development of a mix of transit-supportive uses to contribute to a complete community and the evolution of Kanata Avenue as a future main street. The development further aligns with design objectives contained in the Kanata Town Centre Design and Architectural Guidelines by achieving development which encloses the street and prioritizes the pedestrian environment, as well as respects the significance of the

adjacent landform. In addition, the development has been designed to generally comply with the provisions of Zoning By-law 2008-250 and maintains the intent of the MC5 H35 zone to accommodate a combination of transit-supportive uses, including high-density residential uses, in a compact and pedestrian-oriented built form. While minor relief will be sought with respect to minimum and maximum floor space indices and the minimum parking requirement, the overall built form achieves a desirable form of development for the subject site with a high-standard of urban design and represents good land use planning.

Please find the following materials enclosed in support of the application for Site Plan Control:

- Site Plan Control & Application Form;
- Topographic Survey Plan, by Farley, Smith & Denis;
- Draft Reference Plan, by Farley, Smith & Denis;
- Site Plan, by Progressive Architects;
- Elevation Drawings, by Progressive Architects;
- Preliminary Floor Plans, by Progressive Architects;
- Landscape Plan, by Novatech
- Tree Conservation Report, by IFS Associates;
- Servicing Plan, by McIntosh Perry;
- Grading, Drainage and Erosion & Sediment Control Plan, by McIntosh Perry;
- Servicing & Stormwater Management Report, by McIntosh Perry;
- Transportation Impact Assessment, by McIntosh Perry;
- Noise Feasibility Assessment, by J.E Coulter Associates;
- Site Lighting Plan, by Quadrant;
- Environmental Impact Statement, by Bowfin Environmental Consulting;
- Geotechnical Investigation, by Paterson Group; and
- Phase I Environmental Site Assessment, by Exp.

It is noted that the Transportation Impact Assessment (TIA) Forecasting Report has been submitted for review. The final TIA will be submitted upon receipt of any comments from the circulation of the Forecasting Report. Please do not hesitate to contact the undersigned should you require any further information or clarification.

Yours truly,

**NOVATECH**



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Planner



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