

**PLANNING RATIONALE REPORT FOR ZONING BY-LAW AMENDMENT AND
SITE PLAN CONTROL APPLICATIONS**

**EMD BATIMO INC. - 150 KANATA AVENUE/1200 CANADIAN SHIELD
AVENUE - KANATA
CITY OF OTTAWA**

**PREPARED BY: P H ROBINSON CONSULTING
SEPTEMBER 2021**



This report has been prepared on behalf of **EMD Batimo Inc.**, in support of Minor Rezoning and Site Plan Control Applications for their lands at the north east corner of Kanata Avenue/Maritime Way in the Kanata Town Centre. See key plan below

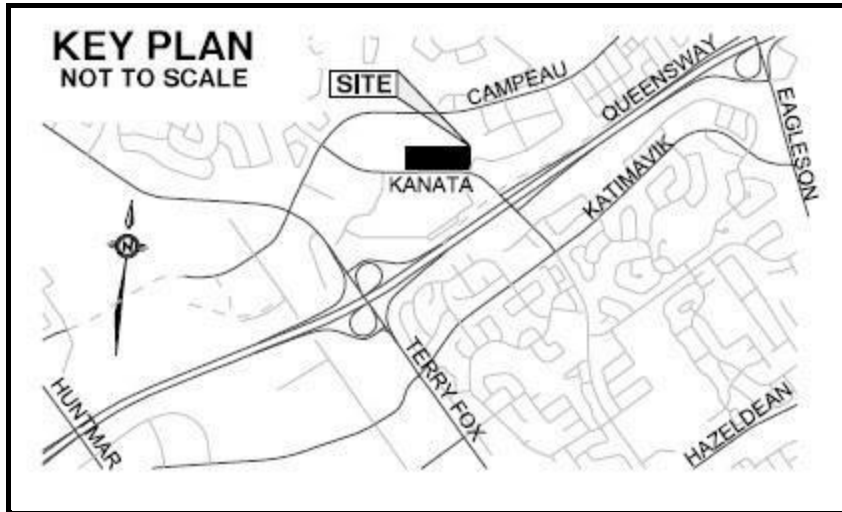


Figure 1

The municipal address is 150 Kanata Avenue and 1200 Canadian Shield Avenue and is shown as Parcels 2,3, and 5 on the image below.

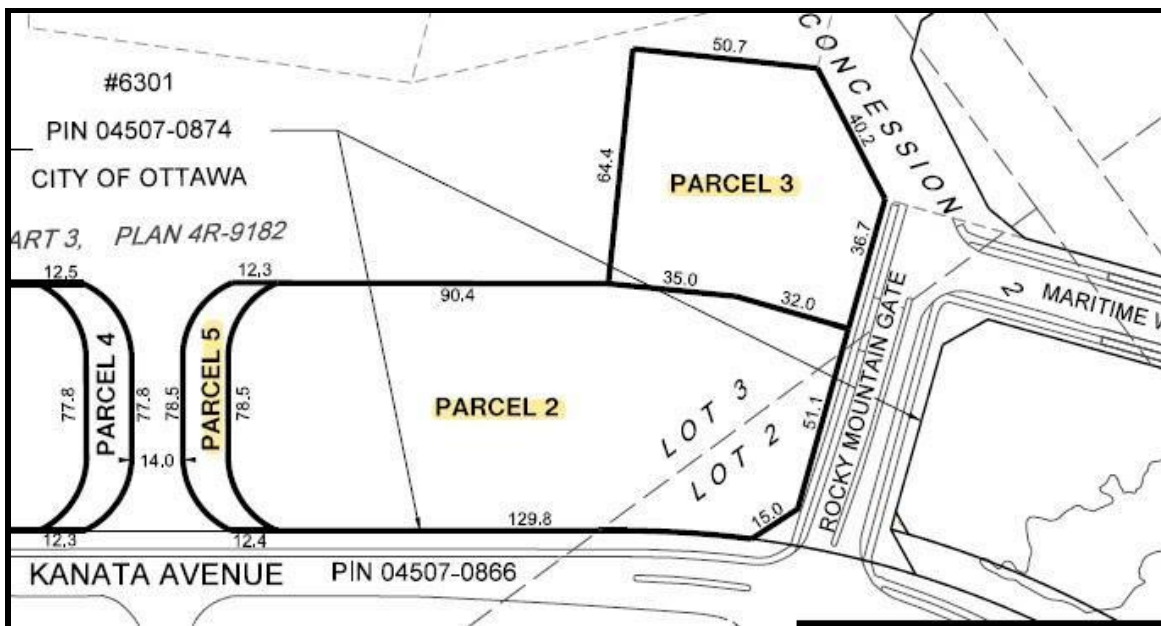


Figure 2

The property is located on the east side of Kanata Avenue and the east side of

Maritime Way (Rocky Mountain Gate on the figure on the previous page) in the Kanata Town Centre area.

Surrounding land uses are primarily commercial (large regional scale retail complex to the west on the opposite side of Kanata Avenue - Kanata Centrum), retirement home to the south (Timberwalk - a 7 storey retirement home), a hotel (Holiday Inn - 9 storeys) at the south west corner of Kanata Avenue and Maritime Way/Lord Byng Way and lands owned by the City of Ottawa to the north and north east. Immediately north of these lands is another parcel of land recently sold by the City to a builder and the development proposal calls for 304 residential units and 1562 m² of retail, cafe and public gym uses.

The subject lands also abut lands owned by the City that are part of the Bill Teron park lands.

The subject lands have a frontage of approximately 88 m on Canadian Shield (Rocky Mountain Gate on the figure on the previous page) and approximately 142 m of frontage on Kanata Avenue.

The property has split zoning between an MC-2 (H-28) zone and an MC-5 (H-35) zone with the subject lands consisting of **Parcel 2 and Parcel 3** on the figure below.



. Figure 3

Recently, there has been a slight increase in the size of the parcel on the north side of the lands where some additional MC-2 lands have been added north of Parcel 2 as a result of recent discussions with the City on the amount of lands that they are proposing to sell to our clients.

The intent of the proposal is to develop the lands for a rental apartment building with some retail and amenity space with a footprint of 4 057m² (43 670 ft²) and a total GFA of approximately 26 340 m² (283 545ft²) and 445 proposed parking spaces (see Site Plan in Appendix). There will be 70 surface parking spaces and 375 underground parking spaces within two levels of underground parking. There will be 351 residential rental units, 858 m² (9236 ft²) of retail space and 857 m² (9225 ft²) of residents amenity space.

Vehicular access will be a full movement entrance to the site at the far east side of the property from Maritime Way. This is located as far away as possible on the Maritime Way/Kanata Avenue traffic light and will direct vehicular traffic away from Kanata Avenue.

Further details of the design and exterior elevations of the project can be found in the full site plan drawings being filed with this application and also in the Design Brief prepared by the project architects also being submitted at this time.

This project will be subject to the review process of the Urban Design Review Panel.

In order to facilitate this development it will be necessary to file both a site plan application and a rezoning application.

Zoning

The two zones that the property is located within have specific retail (non residential) requirements and the proposed development is providing less retail space than the underlying zoning requires.

The subject property is immediately across the street from the large Kanata Centrum regional retail complex which has approximately 950 000 ft² (88 250 m²) of retail space including stores such as Chapter, Walmart, Loblaws, a number of restaurants and personal service businesses , and a cinema complex .

At the present time, the vacancy rate in the Kanata Centrum is close to 10 % and there are approved yet unbuilt phases of this shopping centre close to the subject property. The Altus Group has reported that there is approximately 250 000 ft² (23 225 m²) of future potential commercial space in five different locations in the Kanata Centrum complex on the other side of Kanata Avenue.

This relatively large vacancy rate in the nearby large retail area and the ongoing impacts of the Covid crisis which has had far reaching effects on the retail market in Ottawa provides the basis for the amount of retail space that is being proposed in this development application. It should be noted that a similar reduced retail floor space request is being proposed in the development application immediately to the north on a similar property being sold by the City with similar zoning.

As well, reduced retail floor space was built on other nearby residential development projects to the east and recent development applications by Campeau to the south east and a development application along Campeau Drive at 6301 and 6475 Campeau with similar zoning is proposing a retail FSI of 0.02 and almost 800 residential units and was recommended for approval by the City's Planning Department and subsequently by the City Planning Committee on September 23 2021..

As part of the Development application submission a Retail analysis study prepared by the Altus Group indicates that a maximum of 10 000 ft² (930 m²) of commercial retail space can be supported based on the population base and related demand for retail space. In addition, the Altus Group reports indicate that there is an existing surplus supply of approximately 100 000 ft² (9 300 m²) of retail commercial and service space within the market trade area.

The two requests through the rezoning application being filed for the MC2 and MC3 zones is that:

- the maximum non-residential space be 858 m² (9235 ft²). The MC2 zone has a maximum non-residential space requirement of 50% of the ground floor space (within the MC2 zone) which works out to a requirement for 1352.5 m² of non-residential space on the ground floor in the MC2 zone as the footprint within the MC2 zone is 2705 m². The provided non-residential space in the MC2 zone is 858 m². The required non-retail space based on the existing specific requirements in the split zoning on this property would require a total non-retail space of 5135 m². The provided non-retail space represents approximately 17% of the required space.; and
- To request an increased maximum rear yard setback of 41.32 m. The property has different maximum rear yard setbacks (maximum of 3.5 m on the MC-2 lands and 6 m on the MC-5 lands). This maximum rear yard setback requirement would result in a large area of tree removal and regrading and is not the best way to develop these lands. Since the property fronts on two streets and with Maritime Way being the narrower frontage the rear yard setback is proposed to remain in its wooded state as much as possible.

In addition to the provided retail space, there is 627 m² of indoor amenity space and 83 m² of outdoor amenity area (at grade along the Kanata Avenue frontage) being provided directly facing Kanata Avenue. This is provided in many other similar projects by the owners on other buildings they have built in the greater Montreal area and it will include a gym, indoor swimming pool, bistro, lounge, golf simulator and it would have large windows facing the street providing an excellent active frontage along Kanata Avenue. This facade will have large windows facing Kanata Avenue and the plans call for a cafe at the north end of the Kanata Avenue facade which will be close to the lands between this property and the property to the north which are also proposed for a residential development.

The non-residential space requirement for the MC5 zone is to have an FSI of 0.75 which works out to be 3794 m² as the lands within the MC5 zone have an area of 5059 m². The MC5 zone lands (as shown on Figure 3) are all fronting on to Maritime Way which is the minor road of the frontages that this property has and the proposal is that the wing of the building facing Maritime Way will only contain residential units. This is the wing of the building facing the 7 storey retirement home (Timberwalk) and is not located along the primary street that this property fronts onto. The design of the project has been structured to concentrate the active street facade of the project to Kanata Avenue and it is felt that it is more appropriate to have ground floor units facing the minor road (Maritime Way).

There will be residential units on the Maritime Way wing of the building facing the interior of the site which will have good views of the wooded lands to the north and north east of the site.

Urban Design

The proposed development achieves compatibility with the surrounding context through good building design, appropriate massing, and materiality as well as strategic site layout. The proposal will undergo additional review of all aspects related to urban design by the Urban Design Review Panel as part of the approval process.

The proposed development has been carefully and thoughtfully designed to ensure an attractive built form while also allowing optimal integration with its adjacent context by positioning the building as close as possible to the street all while maintaining enough with the roadway providing generous landscaping and a well-designed public realm (see section below). By situating the building along the road, we were also able to take advantage of the grade which significantly increases from the road. As well, this approach enables maximum tree conservation on the site.

The proposed building consists of three (3) distinct sections of different heights. The West wing is aligned with Kanata Avenue and has a building height of 9 storeys. The ground floor facing the street is composed of non-residential spaces as well as communal amenity spaces which together provide opportunities to animate the streetscape and pedestrian environment contributing to the creation of a complete street concept.

The East wing is positioned North to South facing Maritime Way and it proposes a building height of 11 storeys consisting only of residential units. This section of the building is located entirely in the MC-5 zone which allows for a maximum building height of 35m unlike the rest of the building where the height is limited to 28m as per MC-2 regulations. Both the West and East wings are linked by a middle section which mirrors the orientation of the central section of the adjacent building at 1200 Maritime Way (Timberwalk retirement home building on the opposite side of Maritime Way) and proposes a building height of 7 storeys. The middle section is set further back from the street which allows for a more natural and organic landscaping approach which helps to soften and break the horizontality of the project.

The use of a high-rise building on this site is motivated by a desire to keep as much of the site in its natural state as possible and maximize tree conservation around the building which would help to integrate the site with the existing Bill Teron Park. The high-rise component of the project will prioritize pedestrian comfort, safety and usability. The building's massing is composed of a tripartite design composition featuring a well-defined base, middle and top section as required by policy 4.11.15. The base-middle-top approach is achieved through massing, materials, and façade treatments. Cut-outs and setbacks along all sides are introduced to break-up the mass not only on the 11-storey section but on all other faces of the building.

1. **Base** : The base or podium is significantly present where the building is positioned closer to the street on Kanata Avenue and Maritime Way. Given that both the West and East wings are 9 and 11 storeys in building height, a 3-storey podium positioned 3m closer to the street than the middle and top sections of the building allow for a more human scale relationship between the built form and the street and pedestrian realm. The base is also defined with its own distinct masonry cladding which enriches the quality of the street realm. Along the length of the building the podium is broken up vertically through a series of columns and setbacks to minimise its horizontality.

2 **Middle** : The middle section is setback 3m from the base and is broken up vertically through setbacks, balconies, window alignment and material change. Similar to the base, it also uses a distinct brick veneer which allows it to stand out even more.

3 **Top** : The top section is aligned with the middle and features all of the

same characteristics. The cladding used is also unique to the base and lighter than the middle which lightens up the top of the building.

The image below of the building as seen from Maritime Way with the wing of the building along Kanata Avenue on the left.



The development calls for 445 parking spaces in total and 70 of these parking spaces will be surface spaces located to the north of the building and will be screened from the two frontage streets by the building itself. With only 70 (of which 4 are handicapped parking spaces) surface spaces provided that will be primarily used by guests/visitors and the parking spaces required by the retail space being provided at the surface level, the design has been cognizant of the nearby wooded lands owned by the City and also the generally wooded nature of the subject property and the intent is to minimize the amount of tree removal that is necessary.

There will also be pedestrian access to the building from the corner of Kanata Avenue/Maritime Way, the rear of the building in roughly the same location as the main entrance at the intersection of the two frontage streets and also access to the building along the retail space and amenity areas facing Kanata Avenue. This will provide

The parking calculations for the building require 0.5 resident parking spaces and 0.2 visitor spaces/unit. This reduced resident parking space calculation is due to the site's proximity (within 400 m) of the Kanata Terry Fox Transit Station. These rates would require a total of 246 parking spaces to meet the residential requirements. In addition there are 17 parking spaces allocated to meet the needs for the retail (Pharmacy, Café uses) based on a rate of 2 stalls per 100m² of retail GFA.

It should be noted that the building is targeted to adults and active seniors who will be wanting a car and the preference for them is to have a car that is in an underground parking area. There is a relatively low amount of parking on the surface level at the rear of the building that will be extensively used by retail

users and also visitors to the building.

A landscaping area will be provided between the lot lines on the two frontage roads and the building that is between 3.5 m in width (along the two frontages) and then a larger area between the building and the intersection of the two streets that is going to be approximately 15 m in width. The landscape strip that is approximately 3.5 m wide is about 45 m in length along Maritime Way and will allow for new planting and to provide an attractive landscaped area between the building and the frontage streets.

The site is almost completely forested at the present time and our project has attempted to minimize the amount of tree removal by locating the vast majority of the parking underground and also by bringing the building as close to the intersection of the two roads and away from the wooded areas of the property that are adjacent to the City owned lands that are within the Bill Teron park.

Previous background studies done for these lands and other lands owned by the City identified that there is one butternut tree on the subject property close to the Maritime Road frontage. It is located on the building footprint and permits will be applied for to address its removal.

The Design Brief being filed with the application provides additional information of the proposed design of the building.

Traffic

At the pre-consult meeting that was held for this file it was indicated to us by City Staff that a Traffic Impact Assessment report would be required. The Screening and Scoping Report was submitted to the City Traffic Engineers a few weeks ago and we are awaiting feedback on this initial stage of the review. The Screening and Scoping Report has confirmed that there are no Area Traffic Management Strategies in place in the immediate area.

Zoning

Under Zoning By-law 2008-250 the subject lands are zoned MC2 (H-28) and MC-5 (H-35) . The dividing line between these two zones is shown on Figure 3 of this report..

Both of these zoning classification permit apartment uses and also retail uses.

The following are the key MC2 and MC5 zoning provisions and how the proposed development meets these requirements. Modifications to the zoning that are required are highlighted in red

PROJECT INFORMATION			
ZONING STANDARD	REQUIRED		PROVIDED
	MC-2	MC-5	
LOT AREA	10668 m2	5059m2	15727 m2
TOTAL ZONING GFA	-	-	26335.7 m2
FSI (MAX)	2	2	1.675
BUILDING HEIGHT	28 m	35 m	28 m & 33 m
Front Yard Setback (MIN. / MAX.)	0 m / 3.5 m	0 m / 3.5 m	3.5 m
Corner Side Yard Setback (MIN. / MAX.)	0 m / 3.5 m	-	3.5 m
Rear Yard Setback (MIN. / MAX.)	0 m / 3.5 m	6 m	41.32 m (adjacent to wooded areas)
Surface Parking Front & Corner Yard Setback	10 m	10 m	50 m & ± 37 m
FSI Non-Residential (MIN. / MAX.)	-	0.75 (3 794 m2)	0 m2
GFA Non-Residential (MIN. / MAX.)	1341.47 m2	-	858 m2
Amenity Space (min 6m2 per unit)	2 106 m2		3988
Communal amenity (min 50%)	1 053 m2		1121 m2
LOT COVERAGE (MAX)	-	-	4058 m2
LANDSCAPED AREA	-	-	4831 m2
Soft Landscaping	-	-	± 3665 m2
Hard Landscaping	-	-	± 1166 m2
ASPHALT AREA	-	-	± 2891 m2
BUILDING STATISTICS			
	QTY.	SQ.M.	
NON-RESIDENTIAL			819.8
Pharmacy	-		586.4
Cafe	-		233.4
RESIDENTIAL			
1 bedroom	187 (53%)		-
1 bedroom + den	58 (16.5%)		-
2 bedrooms	78 (22%)		-
2 bedrooms + den	20 (6%)		-
3 bedrooms	8 (2.5%)		-
TOTAL	351		-

COMMUNAL AMENITY SPACE		1121.35 m2	
Outdoor amenity space at grade	-	347.55 m2	
Rooftop terrace (level 8)	-	146.4	
Gym	-	124.5	
Pool	-	130.2	
Relaxation / Luminotherapy	-	19.3	
Lounge & bar	-	104.8	
Billiard Room	-	60.5	
Golf Simulator	-	62.1	
Darts / Poker Room	-	19.6	
Family Room w/ Kitchen	-	61.2	
Entry Lounge	-	45.2	
PRIVATE AMENITY SPACE		2,867	
Balconies / terraces	-	2,867	
PARKING STATISTICS			
DEDICATION (LOCATION)	RATE	REQUIRED	PROVIDED
APARTMENTS - RESIDENTS (U/G & AT GRADE)	0.5	176	361
APARTMENTS - VISITORS (U/G & AT GRADE)	0.2	70	70
NON-RESIDENTIAL (AT GRADE)			
Cafe	2.5 / 100 m2	6	6
Pharmacy	1.25 / 100 m2	8	8
TOTAL		260	445
BICYCLE SPACES	0.5 + 1 / 250 m2 for commercial	180	180
DRIVE AISLE & BICYCLE REQUIREMENTS			
TYPE	REQUIRED		COMPLIANCE
Drive Aisle - Two way at grade	6.7 m		YES
Drive Aisle - Two way at parking garage	6.0 m		YES
Bicycle Parking - Horizontal	0.6 x 1.8m & 1.5m aisle		YES
Bicycle Parking - Vertical	0.50 x 1.5m & 1.5m aisle		YES

Please note that for zoning purposes, the front lot line is considered to be Maritime Way .

The existing zoning categories do not permit the amount of non-retail space that we are proposing and this has been discussed with City Planning Department staff, City Real Estate Branch staff, the local Councillor and the Community. Due to the amount of retail space and the amount of vacant retail space and unbuilt and approved retail space on the other side of Kanata Avenue and the longstanding impacts of Covid, the proposal is calling for less non-residential space than the zoning requires. The market study prepared by the Altus Group and being filed with this application provides background for this reduction in non-residential space being provided.

Official Plan Designation – City of Ottawa Official Plan

The site is designated **Town Centre** on Schedule B of the City's Official Plan.

There are three 'Town Centres' within the City of Ottawa: Orleans, Kanata and Barrhaven. These three areas are the main target areas outside of the Greenbelt of the City and they represent suburban areas in the east, west and southern areas of the overall City.

The target areas for growth for intensification within the City are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B of the Official Plan , and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D. These target areas for Intensification have a minimum density target of 120 people and jobs per hectare.

The key Sections of the Official Plan related to this project are 3.6.2, 2.5.1, 4.1 - 4.5 and 4.9 - 4.11

Section 3.6.2 of the Official Plan

Section 3.6.2 of the Official Plan provides further direction in terms of Planning policy. A response of how the development proposal addresses key elements of this section are provided in red text.

Town Centres and Mixed Use Centres are designated on Schedule B, with Town Centres shown by the symbol "TC". They all meet the following criteria:

- 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; the property is just over 400 m from the Kanata Centrum transit station and this will be the location for future transit improvements and Kanata Avenue has frequent all day transit service.

- There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land; **There are nearby lands to the west and east and north east that can accommodate additional employment and high density housing opportunities**
- High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area; **Through sensitive building design and appropriate setbacks to adjacent properties building of 10 storeys or more can be located in this area without negative impacts on surrounding properties. There are a number of examples of building heights of this magnitude to the east and there are development applications within close proximity that are proposing a much higher building height.**
- The area is or can become transit-oriented, as described in this section; **Due to the properties proximity to the Kanata Centrum Transit station there is significant potential for this area to be a transit-oriented area of Kanata.**
- The area is suitable for a mix of uses and could be linked within the area's greenspace network. [Amendment #150, October 19, 2018] **Due to its proximity to the Kanata Centrum, Highway 417 and transit options and also the Bill Teron Park the area is very suitable for mixed use developments that can be connected to the area greenspace/open space network.**

A key section of the Mixed Use Designation section of the Official Plan is Section 3.6.2.9 which states that

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

- *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;*
- *Will, where possible, contribute to a range of housing options in the area.*

Section 2.5 of the Official Plan (Building Liveable Communities) and in particular Section 2.5.1 of the Official Plan provide policy directions for this property.

Design Objectives Section 2.5.1

The Design Objectives of this Plan listed below are qualitative statements of how

the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly applicable, to plans and development in all land use designations, and from a city-wide to a site-specific basis.

1. To enhance the sense of community by creating and maintaining places with their own distinct identity. With its location on a prominent corner close to the interchange of Kanata Avenue/Highway 417 and with excellent exposure and with a detailed design the property will have a distinct identity.
2. To define quality public and private spaces through development there is an area of the property at the corner of the property facing both frontage streets which provides for a large gathering area and open space/landscaped feature that will be visible. There are also private spaces for the residents of the building within the building, adjacent to the wooded areas on the periphery of the property and on the rooftop level of a portion of the overall building.
3. To create places that are safe, accessible and are easy to get to, and move through. The building has been designed to be safe and accessible to the general public and residents.
4. To ensure that new development respects the character of existing areas. Existing and planned development in the immediate vicinity consists of a number of multi unit residential developments with some limited retail
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 layout of units and the amenity areas has the flexibility to be modified over time if required.
6. To understand and respect natural processes and features in development design. The development footprint and location of the building on the lot has been designed to
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment. Details of the energy efficiency and sustainability features are listed in the written component of the Design Brief being filed with this application.

4.1 - Site-Specific Policies and Secondary Policy Plans

There are a number of policies in the official plans or secondary plans of the former municipalities now making up the City of Ottawa that have been included in Volume 2. These plans contain the more detailed policies needed for the orderly and planned development of larger areas or site-specific properties. These lands are within the Kanata Town Centre Site Specific Policies as outlined in Volume 2B of the Official Plan and this will be outlined in subsequent

sections of this report.

4.2 Adjacent to Land-Use Designations

These lands abut an identified urban natural feature area and there is one identified butternut tree. This butternut tree is in proximity to the Maritime Way frontage and is located where the building footprint is to be located. Appropriate permits for the removal of this tree will be applied for.

4.3 - Walking, Cycling, Transit, Roads and Parking Lots

Roads and Parking Lots

Land use and transportation are closely interrelated. In particular, the City, when reviewing development applications, will assess the adequacy of the transportation network to meet the needs of the proposed development. Individual building sites, subdivisions and plans for large areas must be easy to get to and travel through on foot, by bicycle and transit, and by automobile.

4.3.6 The City will require a transportation impact assessment report, which may be a community transportation study, transportation impact study, or transportation brief to be submitted where the City determines that the development may have an impact on the transportation network in the surrounding area. The transportation study or brief will be undertaken in accordance with the City of Ottawa Transportation Impact Assessment Guidelines. **A Transportation Impact Assessment has been filed**

4.3.8 The City will require that parking for bicycles be provided in highly visible and lighted areas, sheltered from the weather wherever possible. The zoning by-law will set standards and regulations for land uses that normally generate demand for bicycle parking. **Sheltered bicycle parking areas that meet the zoning requirements have been provided**

4.3.9 The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences. **All vehicular parking has been screened from the adjacent streets by the building itself and the vast majority of the parking for the building is underground**

4.3.16 At main entrances to buildings the City will require safe, direct and attractive pedestrian access from public sidewalks through such measures as:

- Reduction of distances between public sidewalks and major building entrances; **Major building entrances are in relatively close proximity to the public sidewalks**

- Provision of pedestrian walkways from public streets to major building entrances; **Incorporated into the design**
- Within individual sites, on-site pedestrian walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; **Incorporated into the design**
- Wherever possible, protection from the weather is provided through canopies, colonnades, and other design elements. [OMB decision #2649, September 21, 2006] **Incorporated into the design**

4.4 - Water and Wastewater Servicing

Ensuring that there is a reliable supply of good quality water and the safe disposal of wastewater is an important consideration in the development review process. Proponents are required to demonstrate that the servicing proposed for the development is adequate. **Servicing and civil engineering studies and plans indicate that the servicing proposed can be connected to the existing municipal infrastructure network**

4.5 - Housing

Applications to amend the zoning by-law to introduce or delete residential uses must be reviewed with reference to policies 23 and 24 of Section 2.2.2, Managing Growth Within the Urban Area. All applications for residential development must also consider the requirements of policy 17(l) in Section 2.2.2 regarding alternative development standards and the requirements of Section 2.5.2 Affordable Housing. The policies in this subsection are designed to maintain existing housing stock in the city. **On this vacant site, the intent is to build 351 rental apartment units and approximately 865 m2 of retail space that would serve the property's residents and also the general public.**

4.9 - Energy Conservation Through Design

Landscaping and the layout of roads and general site design can contribute to energy conservation. For example, south-facing buildings and windows that are designed to reduce summer thermal gain and maximize solar energy potential. Landscaping can provide summer shade and protection from winter winds. When reviewing development applications, the City will require new development to take advantage of energy conservation design techniques. [Amendment #76, August 04, 2010]

The proposed development contributes to the achievement of City of Ottawa sustainability objectives through site and building design. With a total of 351

residential units, the proposed density of the development aids in the creation of a more compact urban form which follows the Town Centre's intensification orientation. Through various types of units ranging from small 1 bedroom to 3 bedrooms, the project can respond to a greater variety of residents and help increase accessibility to housing for seniors.

Building Design

- The building design including envelope and heating and cooling systems will optimize energy consumption through modelling to meet and potentially exceed all provincial and federal model requirements.
 - The percentage of glass has been minimized by applying smaller punched windows to obtain more energy efficiency;
 - Installing high quality windows that utilize low-e coatings and gas filling, while choosing the glazing and window frame material that will be most sustainable;
 - Air-tight building envelope using increased insulation to be validated using energy modeling software;
 - Most of the building extends along the east-west axis which allows most of the units to take advantage of the South light which creates opportunity for energy efficient design;
 - The proposal has paid attention to the implementation of bird friendly design by incorporating more dark materials on the bottom 3 floors to create higher contrast and by using punch windows which not only allows for less transparent surfaces but also creates interruptions between them.

Sustainable Site

- Subject property is located within walking distance to an abundance of local services and amenities to meet daily needs reducing reliance on private motor vehicles for daily needs.
- Subject property is located within 400m of a Rapid Transit Station and makes it easy to access downtown areas therefore favoring the use of public transport.
- All on-site parking is provided above ground for visitors and non-residential areas. Resident parking is provided via a 2-floor underground parking garage which provides a 1 space per unit ratio.

- Over 175 bicycle parking spaces will be provided to promote active transportation and less dependence on motor vehicles.

Water Efficiency

- Stormwater will be controlled on site including rooftop flow attenuation and surface and sub-surface storage.
- Landscape design will incorporate indigenous vegetation requiring as little irrigation as possible.

Energy and Atmosphere

The proposed development also reduces energy consumption through :

- The use of more permeable materials to reduce heat loss.
- Low-flow hot water fixtures.
- Exterior lighting which will be designed to reduce light pollution to a minimum.

Materials and Resources

- The building envelope will consist of mostly rain-screen masonry and punched windows allowing for higher overall energy efficiency which will ensure comfort and overall energy model performance.
- Construction will favour locally sourced, durable, sustainable, and recycled materials.
- Construction and demolition waste will be reduced and recycled during design, construction, operation, and end of life.
- Roof membranes will have a high solar reflectance index.
- Greening of the roof with planters will reduce the heat island effect.
- Storage and collection of recyclables will be incorporated in the project.

Indoor Environmental Quality

- Operable windows will increase natural ventilation.
- Interior materials and finishes will be selected to ensure durability

and low emissivity.

- Units are designed to maximize natural light which will reduce reliance on electrical and mechanical systems.

4.10 - Greenspace Requirements

[Amendment #72, March 11, 2009]

The City is committed to providing a range of greenspace throughout urban, suburban and rural communities. In particular, the requirements for greenspace (see Section 2.4.5) and for parks and leisure areas (see Section 2.5.4) will apply in the review of development applications. [Amendment #150, December 21, 2017] Cash in lieu of parkland will be provided during the site plan approval process.

4.11 - Urban Design and Compatibility

1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:
 - The provisions of this Plan that affect the design of a site or building;
 - Design Guideline(s) approved by Council that apply to the area or type of development; and
 - The design provisions of a community design plan or secondary plan. [Amendment #150, LPAT July 19, 2019]

A Design Brief has been filed with this development application

Building Design

Sections 4.11.5 - 4.11.9

Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its

surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City's design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors. **Key elements responded to**

5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:
 - Setbacks, heights and transition; **The setbacks of the building to lot lines are suitable for its location and its relationship and distance to other nearby properties and the building location and its height has been designed in order to maintain as much of the existing tree cover as possible and the building massing is concentrated along the frontage roads.**
 - Façade and roofline articulation; **Provided as shown in the plans filed**
 - Colours and materials; **A variety of colours and materials are provided which aim to break up the massing proposed.**
 - Architectural elements, including windows, doors and projections; **There are a variety of different windows, doors and projections that add architectural interest to the building**
6. The City will require that all applications for new development:
 - Orient the principal façade and entrance(s) of the main building(s) to the street. **Done**
 - Include windows on the building elevations that are adjacent to public spaces; **Done**
 - Use architectural elements, massing, and landscaping to accentuate main building entrances. **Done**
7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:
 - Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus. **The building has been sited to be as close to the street frontages which allows for the maximum tree retention and the**

main entrance is located at the intersection of the two frontage roads

- Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); **Done** and
 - Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity. **Done**
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk. **Done**

Kanata Town Centre Special Policy Area

The original City of Kanata planning policies for the area have been carried forward into Volume 2B Site Specific Policies. In that City of Kanata document the subject lands are in a Central Business District designation.

Key policies include:

Permitted Uses

Office uses, light manufacturing such as high tech businesses which operate in office type buildings, other employment uses typical of Central Business Districts, hotels and commercial uses which serve the business community will be located within the Central Business District lands. **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, will be required in order to enhance the vitality of this designation and the main street section of Kanata Avenue. [Amendment #225, December 28, 2018]**

Mixed use developments within a single building and within groups of buildings will be encouraged. Commercial and business uses serving the needs of the employees and residents will be permitted on the ground floor of office and residential buildings. On-street parking in this area shall be encouraged.

The proposal calls for a density within the higher density range and the project is a mixed use development within a single building with commercial uses serving

residents.

Kanata Avenue

[Amendment #225, December 28, 2018]

The main street area of Kanata Avenue applies to an approximate 500-metre-long section of Kanata Avenue that extends from the intersection of Earl Grey Drive to the intersection of Maritime Way.

The permitted retail uses will generally be limited to the ground floor and result in continuous commercial storefronts along the main street area, with the exception of access to the Civic Square at a point along the north side of the road.

The subject property has frontage along Kanata Avenue and is proposing retail uses and resident amenity areas along the Kanata Avenue frontage that will provide visual interest and will animate the Kanata Avenue frontage.

Conclusions

The proposed development of a new apartment on these lands is consistent with the current zoning and Official Plan policies for the lands with the requested modification to the zoning to allow a requested reduction in retail space and to increase the maximum rear yard setback.

The site represents a development that will allow for:

- a well designed contemporary building that will be located in at a key intersection in the Kanata Town Centre area
- parking that serves the proposed uses
- a new development that meets the majority of setbacks in place based on the current zoning
- buffering through setbacks to adjacent properties.
- No adverse impacts on surrounding properties
- A mixture of residential uses and some limited retail opportunities for the residents and general public.

Through the site plan process there are a number of key engineering studies and drawings required in support of the development. These studies show that the site can be serviced through existing service connections on the frontage streets. The overall site drainage and grading has been designed based on current City guidelines

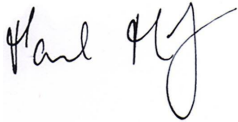
Landscaping will be provided along the two street frontages and around the perimeter of the parking area and adjacent to the building and this will provide

screening and buffering to adjacent properties.

It is our opinion that the proposed development is consistent with the City of Ottawa Official Plan and Zoning By-law policies and regulations. It is being proposed at an appropriate scale of development and will be compatible with surrounding land uses and will contribute to this area of the Kanata Town Centre.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 599 9216 or via email at probinson@probinsonconsulting.com

P H Robinson Consulting

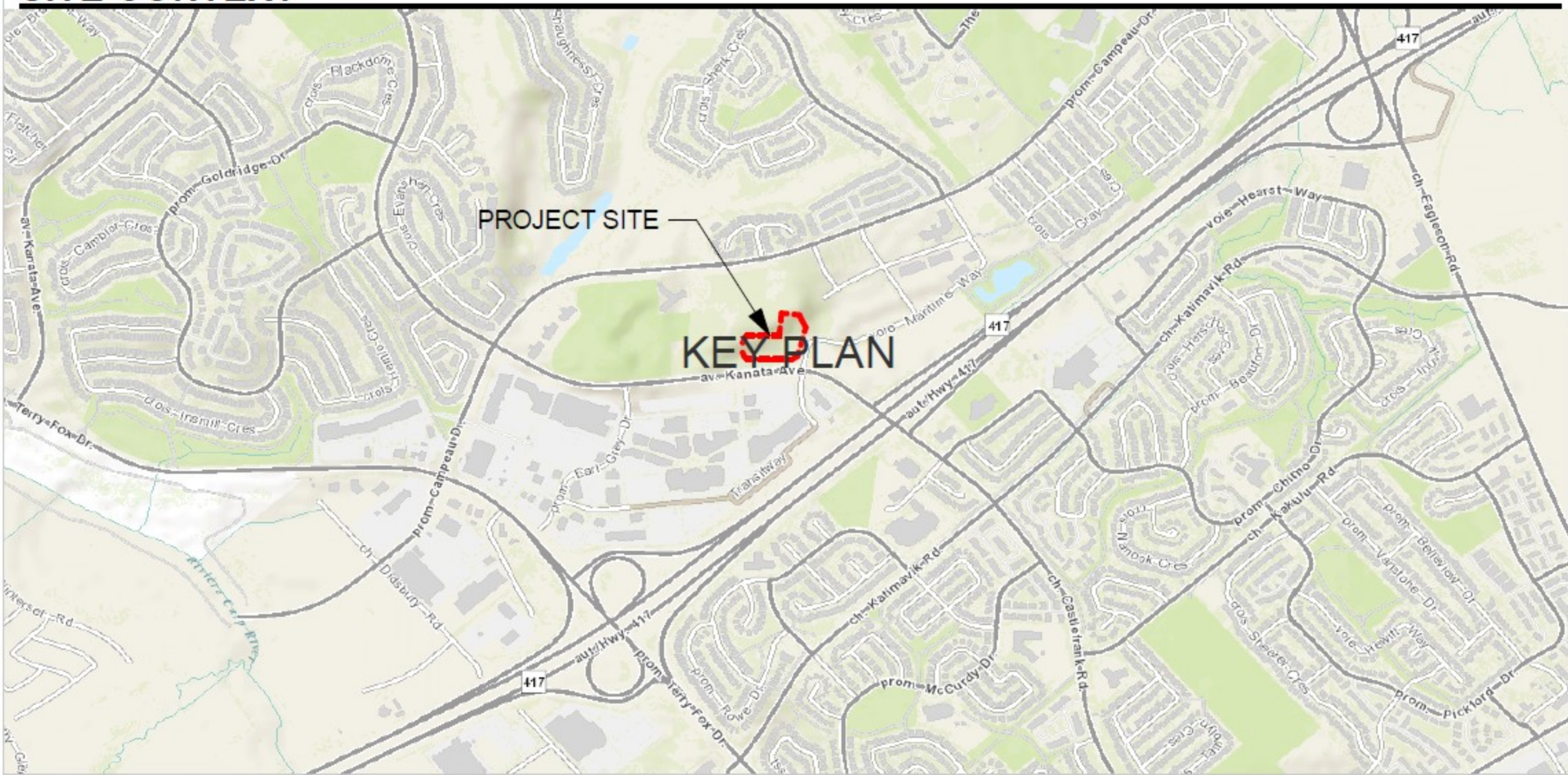
A handwritten signature in black ink, appearing to read 'Paul Robinson', with a stylized flourish at the end.

Paul Robinson RPP

APPENDIX

- **SITE LOCATION PLAN**
 - **SITE SURVEY**
 - **SITE PLAN**
- **ARCHITECTURAL ELEVATION AND FLOOR PLANS**
 - **LANDSCAPE PLAN**

SITE CONTEXT



PART OF LOTS 2 AND 3
CONCESSION 2
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA
Prepared by Annis, O'Sullivan, Vollebakk Ltd.

Surveyor's Certificate

I CERTIFY THAT:
1. This survey and plan are correct and in accordance with the Survey Act and the Surveyors Act and the regulations made under them.
2. The survey was completed on the 13th day of April, 2021.

Date: _____
T. Harwick
Ontario Land Surveyor

Scale 1:250
10 7.5 5.0 2.5 0 5 10 Metres

Metric
DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

Notes & Legend

Denotes	
Survey Monument Planted	+
Survey Monument Found	•
Standard Iron Bar	SB
Short Standard Iron Bar	SSIB
Iron Bar	IB
Rock Post	RP
Non Tangential	NT
Witness	WT
Measured	Mess.
Annis, O'Sullivan, Vollebakk Ltd.	(AOL)
Plan 4R-9182	(P1)
Plan 4R-16146	(P2)
Plan 4R-31544	(P3)
Deciduous Tree	(P4)
Coniferous Tree	+
Fire Hydrant	+
Water Valve	+
Maintenance Hole (Storm Sewer)	+
Maintenance Hole (Sanitary)	+
Maintenance Hole (Bell Telephone)	+
Maintenance Hole (Traffic)	+
Maintenance Hole (Hydro)	+
Cable Terminal Box	+
Valve Chamber (Watermain)	+
Underground Storm Sewer	+
Underground Sanitary Sewer	+
Catch Basin	+
Sign	+
Utility Pole	+
Anchor	+
Light Standard	+
Diameter	+
Location of Elevations	+
Top of Concrete Curb Elevation	+
Centreline	+
Property Line	+
Concrete Pipe	+
Top of Pipe	+

Bearings hereon are grid bearings referred to the northerly limit of Kanata Avenue having a bearing of N84°10'15"E and are referenced to Specified Control Points 01919680037 and 01919791051.
MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

ELEVATION NOTES

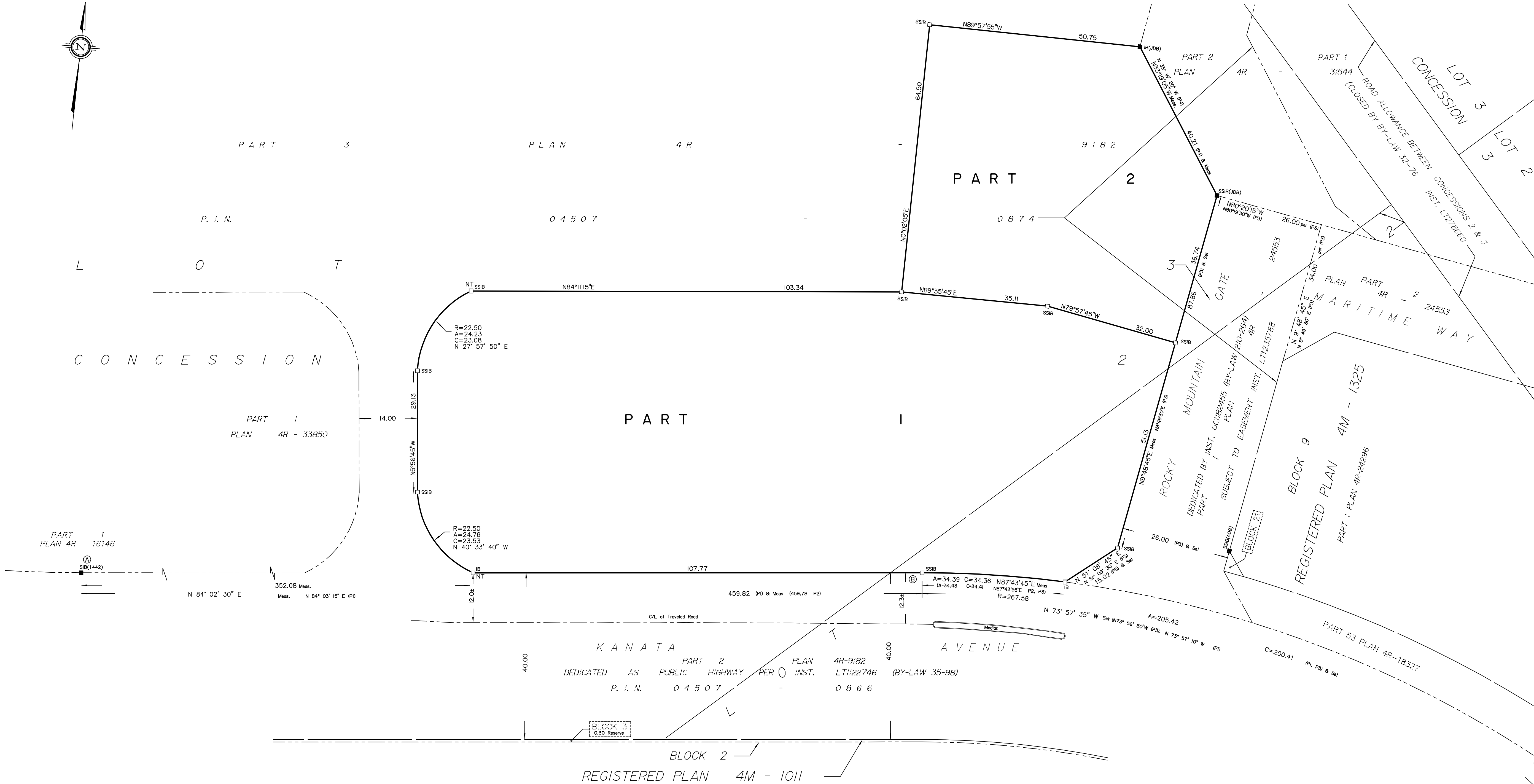
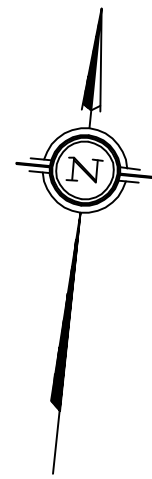
1. Elevations shown are geodetic and are referred to the CGVD28 geodetic datum.
2. It is the responsibility of the user of this information to verify that the job benchmark has not been altered or disturbed and that its relative elevation and description agrees with the information shown on this drawing.

UTILITY NOTES

1. This drawing cannot be accepted as acknowledging all of the utilities and it will be the responsibility of the user to contact the respective utility authorities for confirmation.
2. Only visible surface utilities were located.
3. A field location of underground plant by the pertinent utility authority is mandatory before any work involving breaking ground, probing, excavating, etc.

ASSOCIATION OF ONTARIO
LAND SURVEYORS
PLAN SUBMISSION FORM
V-13593

THIS PLAN IS NOT VALID UNLESS
IT IS ENDORSED BY THE SURVEYOR
COPY ISSUED BY THE SURVEYOR
In accordance with
Regulation 1026, Section 29 (3)



I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT.
DATE: _____

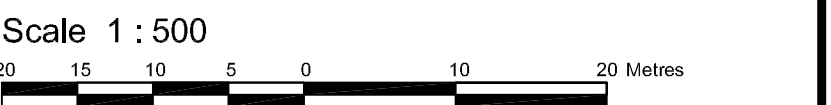
T. HARTWICK
ONTARIO LAND SURVEYOR

PLAN 4R-
RECEIVED AND DEPOSITED
DATE: _____

REPRESENTATIVE FOR
LAND REGISTRAR FOR THE
LAND TITLES DIVISION OF
OTTAWA-CARLETON NO. 4.

SCHEDULE				
AREA (Sq.m.)	PART	LOT	CONCESSION	PIN
11401.0	1	PART OF 2 AND 3		
4322.1	2	PART OF 3	2	PART OF 04507-0874

PLAN OF SURVEY OF
PART OF LOTS 2 AND 3
CONCESSION 2
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebekk Ltd.



Metric
DISTANCES AND COORDINATES SHOWN ON THIS PLAN
ARE IN METRES AND CAN BE CONVERTED TO FEET BY
DIVIDING BY 0.3048.

Surveyor's Certificate
I CERTIFY THAT :
1. This survey and plan are correct and in accordance with the Surveys Act, the Surveyors Act and the Land Titles Act and the regulations made under them.
2. The survey was completed on the ____ day of _____, 2021.

Date _____
T. Hartwick
Ontario Land Surveyor

- Notes & Legend
- Denotes Survey Monument Planted
 - Denotes Survey Monument Found
 - SIB Standard Iron Bar
 - SSIB Short Standard Iron Bar
 - IB Iron Bar
 - (WIT) Witness
 - (AOG) Annis, O'Sullivan, Vollebekk Ltd.
 - Meas. Measured
 - (P1) Plan 4R-9182
 - (P2) Plan 4R-16146
 - (P3) Plan 4R-24553
 - (P4) Plan 4R-31544
 - O.R.P. Observed Reference Point
 - RP Rock Post
 - NT Not Tangential

Distances shown on this plan are ground distances and can be converted to grid distances by multiplying by the combined scale factor of 0.99992.

Bearings hereon are grid bearings referred to the northerly limit of Kanata Avenue having a bearing of N84°03'15"E and are referred to the Central Meridian of MTM Zone 9 (76°30' West Longitude) Nad-83 (Original).

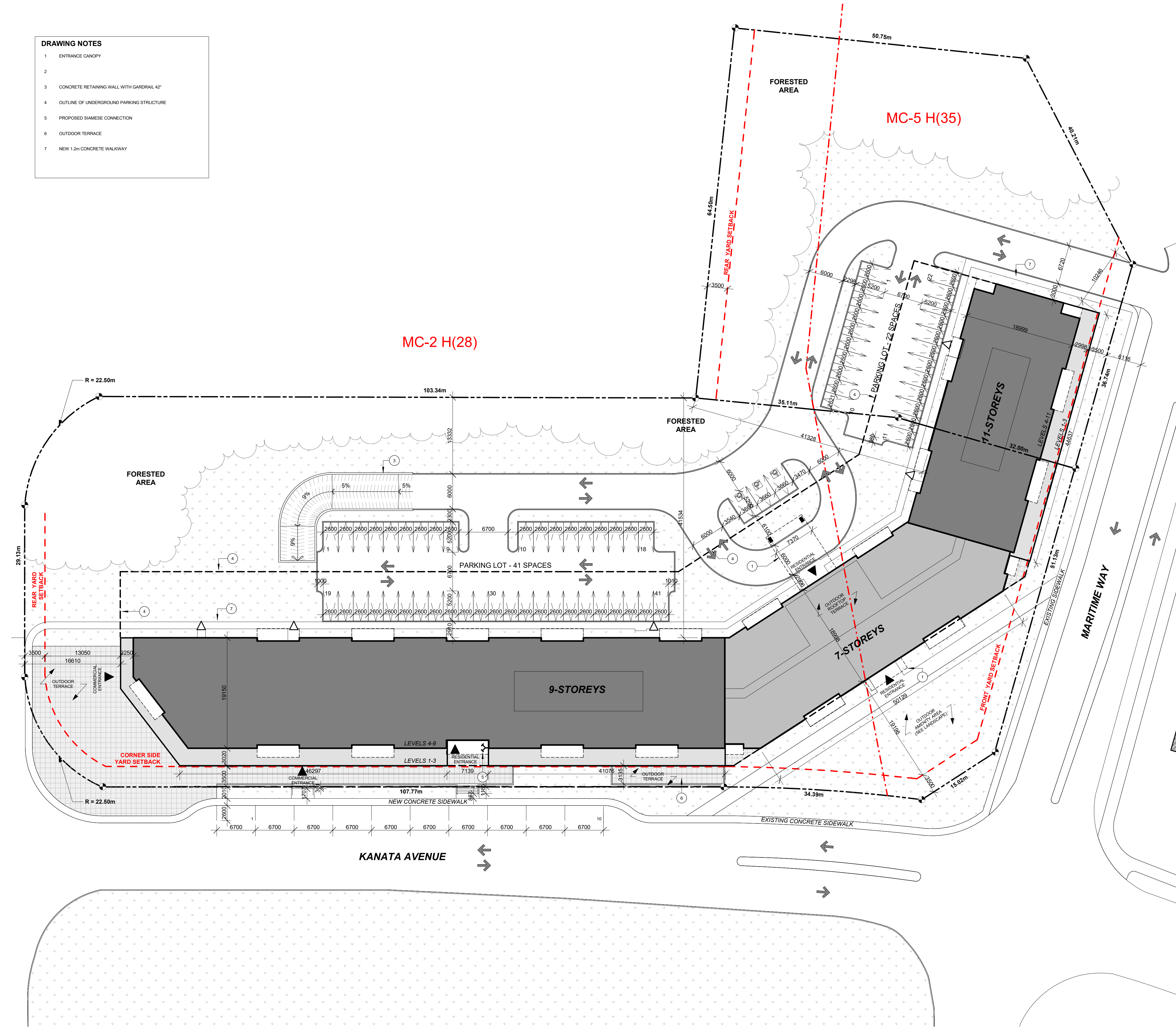
Coordinates are derived from Can-Net 3.0 Real Time Network GPS observations referenced to Specified Control Points 01919680037 and 01919791051, MTM Zone 9 (76°30' West Longitude) NAD-83 (original).

Coordinate values are to urban accuracy in accordance with O. Reg. 216/10.

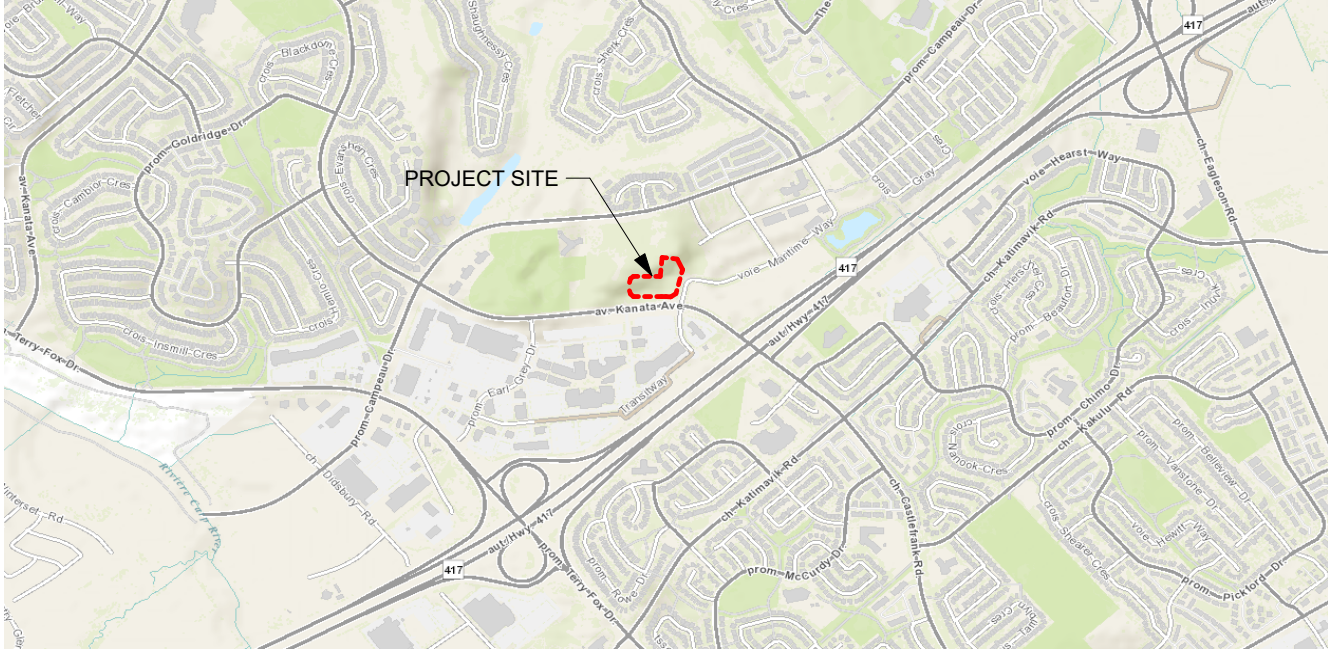
.01919680037	Northing	5023507.89	Easting	351533.87
.01919791051	Northing	5032569.51	Easting	343633.72
.Point A	Northing	5019295.41	Easting	350918.48
.Point B	Northing	5019343.14	Easting	351375.81

Caution: Coordinates cannot, in themselves, be used to re-establish corners or boundaries shown on this plan.

- DRAWING NOTES**
- ENTRANCE CANOPY
 -
 - CONCRETE RETAINING WALL WITH GARDRAIL 42"
 - OUTLINE OF UNDERGROUND CONSTRUCTION
 - PROPOSED SIAMESE CONNECTION
 - OUTDOOR TERRACE
 - NEW 1.2m CONCRETE WALKWAY



SITE CONTEXT



LEGEND

SURFACES

- GRASS
- RIVERSTONE
- CONCRETE PAVERS
- POURED CONCRETE
- ASPHALT PAVING
- PROPOSED NEW BUILDING
- EXISTING BUILDING TO REMAIN
- EXISTING BUILDING TO BE DEMOLISHED

LINES

- PROPERTY LINE
- SETBACK LINE
- EXISTING FENCE
- NEW FENCE
- OVERHEAD WIRES

VEGETATION

- TREE: EXISTING TO REMAIN
- TREE: EXISTING TO BE REMOVED
- TREE: NEW PROPOSED
- SHRUB: NEW PROPOSED

SYMBOLS

- DIRECTIONAL ARROWS
- BUILDING ACCESS
- BUILDING EGRESS
- SIAMESE CONNECTION
- UTILITY POLE
- FIRE HYDRANT
- CATCH BASIN / MANHOLE
- DEPRESSED CURB
- LANDSCAPE LIGHT
- LIGHT POLE
- WALL MOUNTED LIGHT
- EXISTING GRADE ELEVATION
- PROPOSED GRADE ELEVATION
- LOT CORNERS

PARKING

- BIKE PARKING
H: HORIZONTAL 0.6M x 1.8M
V: VERTICAL 0.5M x 1.5M
S: STACKED 0.37M x 1.8M
- CAR PARKING
R: RESIDENTIAL
V: VISITOR
- BF PARKING
R: RESIDENTIAL
V: VISITOR
- BF PARKING (TYPE A)
R: RESIDENTIAL
V: VISITOR
- BF PARKING (TYPE B)
R: RESIDENTIAL
V: VISITOR

GENERAL NOTES

- NOTE-A :**
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- NOTE-B :**
- ALL GENERAL SITE INFORMATION AND CONDITIONS HAVE BEEN COMPILED FROM EXISTING PLANS AND SURVEYS.
- NOTE-C :**
- CONTRACTOR IS RESPONSIBLE TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL ERRORS AND / OR OMISSIONS TO THE ARCHITECT.
- NOTE-D :**
- REFER TO LANDSCAPE PLAN FOR ALL EXTERIOR LANDSCAPING.
- NOTE-E :**
- DO NOT SCALE DRAWINGS.
- NOTE-F :**
- ALL CONTRACTORS MUST COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS.

SURVEY INFO

TOPOGRAPHIC SURVEY OF :
PART OF LOTS 2 & 3 -
CONCESSION 2
GEOGRAPHIC TOWNSHIP OF
MARCH
CITY OF OTTAWA
REGISTERED PLAN V-13593

PREPARED BY ANNIS.
O'SULLIVAN VOLLEBEKK LTD.
GRAPHIC SCALE



PROJECT INFORMATION

SITE SUMMARY	
ADDRESS	## STREET
CURRENT ZONING	### ##
SITE AREA	0.00 m ²
PROPOSED USE	#####
BUILDING AREA	0.00 m ²

PROJECT INFORMATION			
ZONING STANDARD	REQUIRED	MC-2	MC-5
LOT AREA	-	-	± 15720 m ²
TOTAL ZONING GFA	-	-	26335.7 m ²
FSI (MAX)	2	2	1.675
BUILDING HEIGHT	28 m	35 m	27.9 m & 33.7 m
Front Yard Setback (MIN. / MAX.)	0 m / 3.5 m	0 m / 3.5 m	3.5 m
Corner Side Yard Setback (MIN. / MAX.)	0 m / 3.5 m	-	3.5 m
Rear Yard Setback (MIN. / MAX.)	0 m / 3.5 m	6 m	41.32m & 16.55m
Surface Parking Front & Corner Yard Setback	10 m	10 m	50 m & ± 37 m
FSI Non-Residential (MIN. / MAX.)	-	0.75 (± 794 m ²)	0 m ²
GFA Non-Residential (MIN. / MAX.)	1341.47 m ²	-	858 m ²
Amenity Space (min 6m ² per unit)	2 106 m ²	-	3988.35 m ²
Communal amenity (min 50%)	1 053 m ²	-	1121.35 m ²
LOT COVERAGE (MAX)	-	-	4058 m ²
LANDSCAPED AREA	-	-	± 4831 m ²
Soft Landscaping	-	-	± 3665 m ²
Hard Landscaping	-	-	± 1166m ²
ASPHALT AREA	-	-	2891 m ²

BUILDING STATISTICS		
	QTY.	SQ.M.
NON-RESIDENTIAL		819.8
Pharmacy	-	586.4
Cafe	-	233.4
RESIDENTIAL		
1 bedroom	187 (53%)	-
1 bedroom + den	58 (16.5%)	-
2 bedrooms	78 (22%)	-
2 bedrooms + den	20 (6%)	-
3 bedrooms	8 (2.5%)	-
TOTAL	351	
COMMUNAL AMENITY SPACE		1121.35
Outdoor amenity space at grade	-	347.55
Roof top terrace (level 8)	-	146.4
Gym	-	124.5
Pool	-	130.2
Recreation / Luminotherapy	-	19.3
Lounge & bar	-	104.8
Billiard Room	-	60.5
Golf Simulator	-	62.1
Darts / Poker Room	-	19.6
Family Room w/ Kitchen	-	61.2
Entry Lounge	-	45.2
PRIVATE AMENITY SPACE		2,867
Balconies / terraces	-	2,867

PARKING STATISTICS			
DEDICATION (LOCATION)	RATE	REQUIRED	PROVIDED
APARTMENTS - RESIDENTS (U/G & AT GRADE)	0.5	176	361
APARTMENTS - VISITORS (U/G & AT GRADE)	0.2	70	70
NON-RESIDENTIAL (AT GRADE)			
Cafe	2.5 / 100 m ²	6	6
Pharmacy	1.25 / 100 m ²	8	8
TOTAL	0.5 + 1 / 250 m²	260	445
BICYCLE SPACES		180	180

DRIVE AISLE & BICYCLE REQUIREMENTS		
TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at grade	6.7 m	YES
Drive Aisle - Two way at parking garage	6.0 m	YES
Bicycle Parking - Horizontal	0.6 x 1.8m & 1.5m aisle	YES
Bicycle Parking - Vertical	0.50 x 1.5m & 1.5m aisle	YES

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ROSSMANN
ARCHITECTURE
88 Saint-Joseph
Boulevard, Gatineau
QC J8Y 3W5
819-600-1555

Drawn by / Dessiné par JDL
Reviewed by / Révisé par ES

TEAM / ÉQUIPE

1	2021-09-22	SITE PLAN CONTROL
Release	Date	Description

1.0	2021-09-22	SITE PLAN APPLICATION
-----	------------	-----------------------

Revision	Date	Description
----------	------	-------------



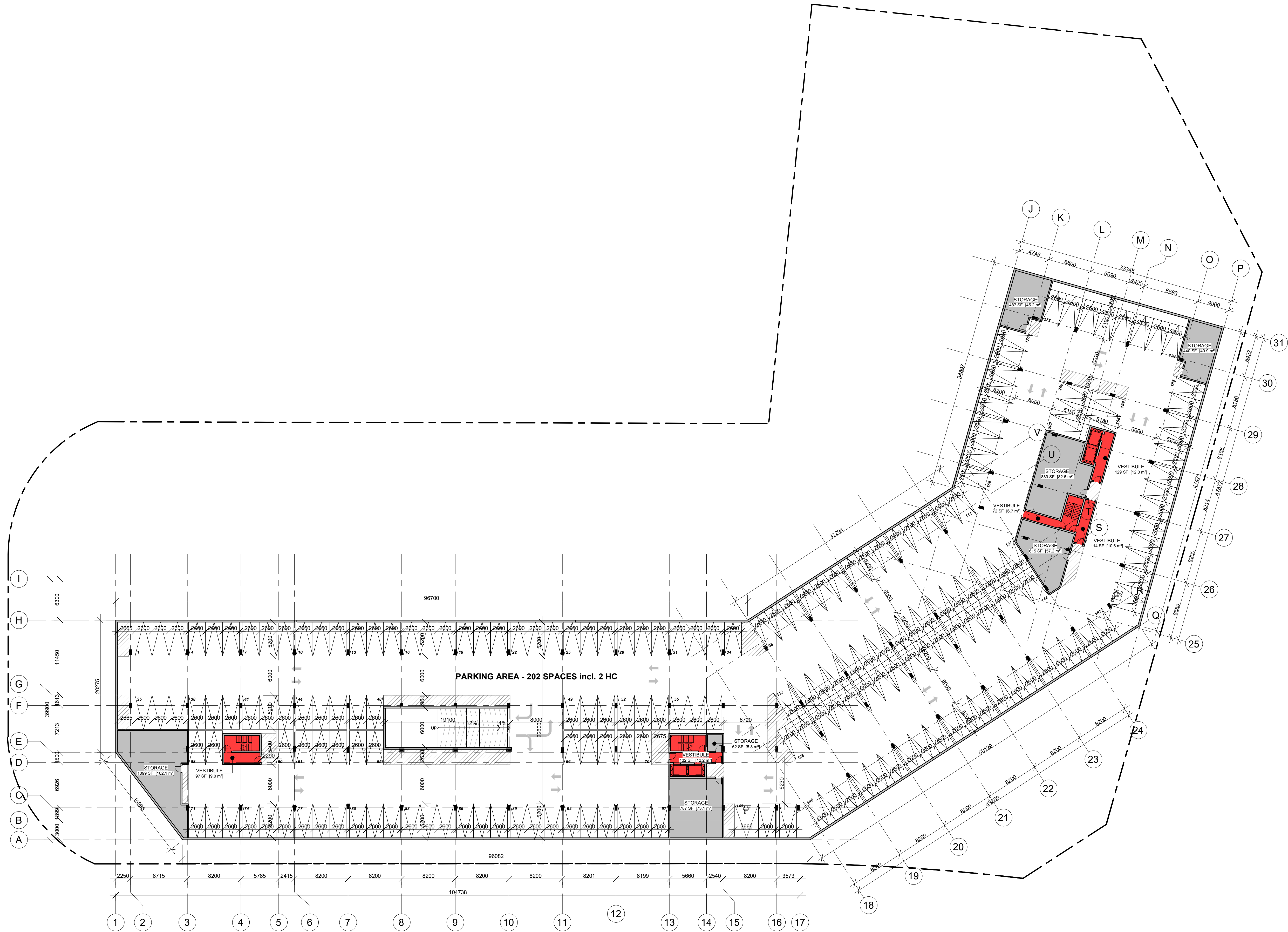
21019
EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

SITE PLAN

2021-09-22 Revision 1.0

Scale as indicated /
Echelle telle qu'indiquée

A002



GENERAL NOTES

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- COMMERCIAL
- RESIDENTIAL
- AMENITY
- VESTIBULE
- CORRIDORS
- STAIR
- ELEVATOR
- PARKING
- BUILDING SERVICES
- STORAGE

DRAWING NOTES

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NOT FOR / PAS POUR CONSTRUCTION

ROSSMANN ARCHITECTURE

88 Saint-Joseph
Boulevard, Gatineau
QC J8Y 3W5
819-600-1555

Drawn by / Dessiné par JDL
Reviewed by / Révisé par ES

TEAM / ÉQUIPE

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Release	Date	Description
1.0	2021-09-22	SITE PLAN APPLICATION
Revision	Date	Description



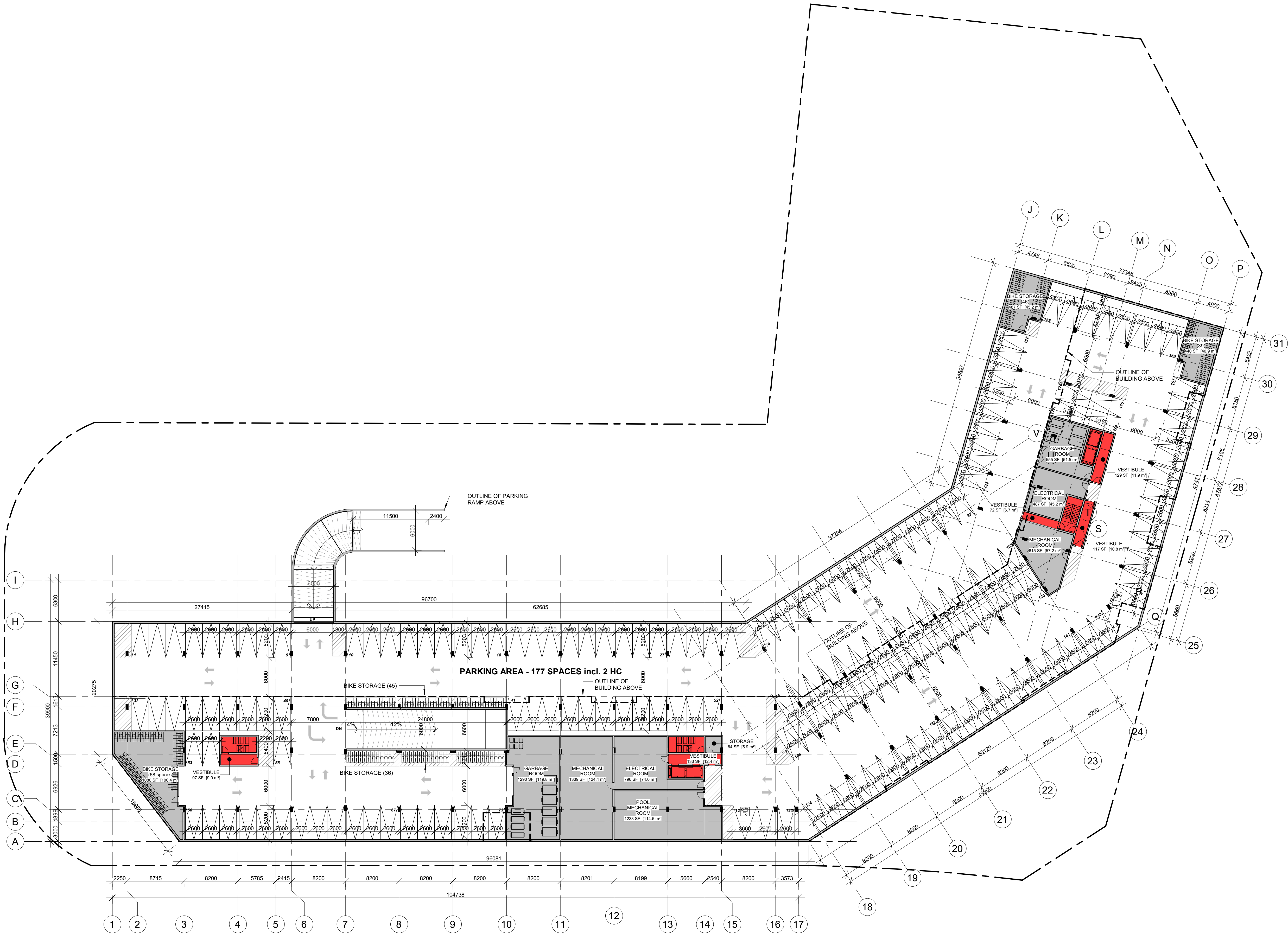
21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

UNDERGROUND PARKING P2

2021-09-22
Scale as indicated /
Échelle telle qu'indiquée

Revision 1.0
A101



GENERAL NOTES

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819-600-1555

Drawn by / Dessiné par JDL
Reviewed by / Révisé par ES

TEAM / ÉQUIPE

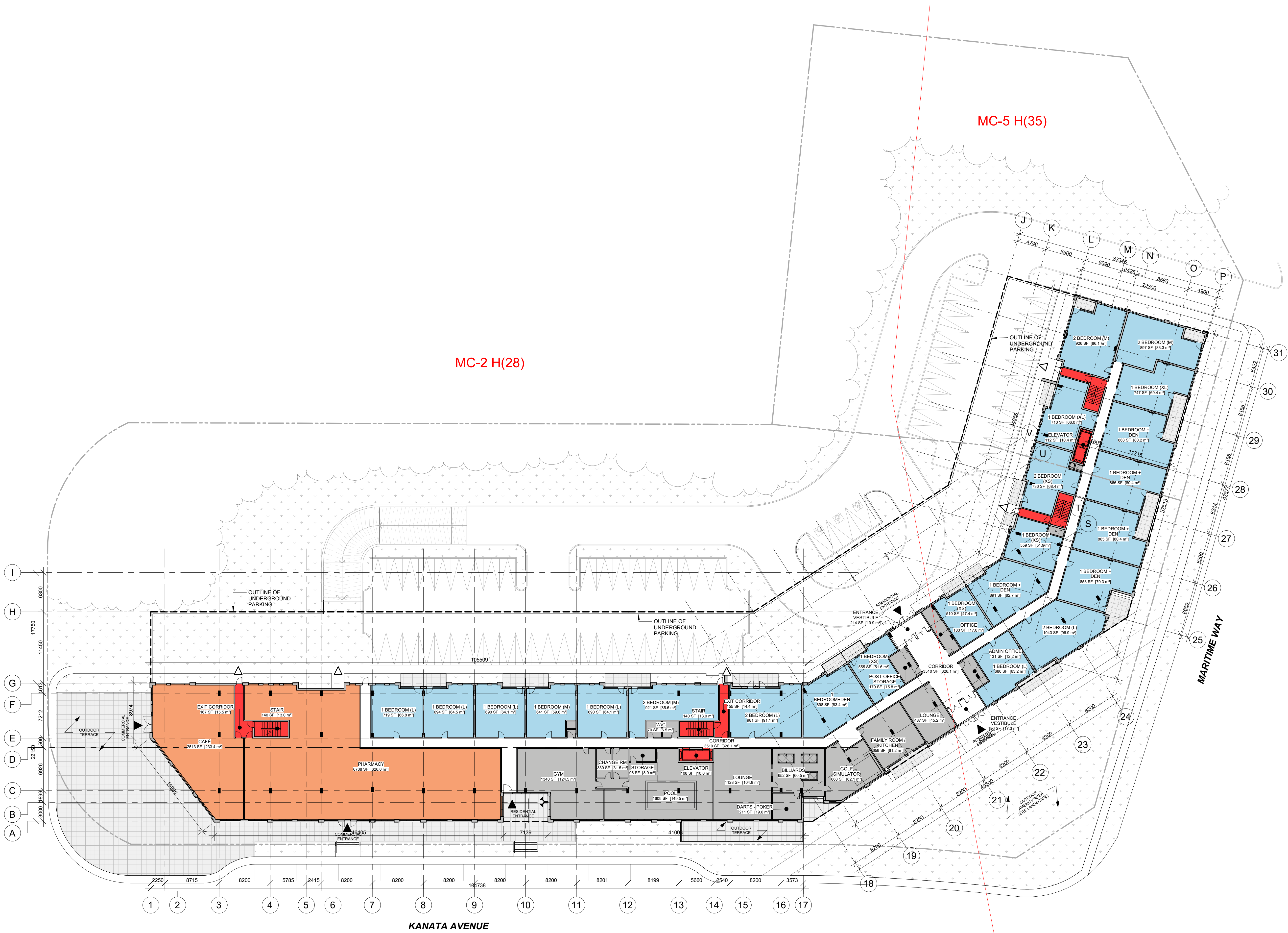
1	2021-09-22	SITE PLAN CONTROL
Release	Date	Description
1.0	2021-09-22	SITE PLAN APPLICATION
Revision	Date	Description



21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritim Way

UNDERGROUND PARKING P1



GENERAL NOTES

NOTE-A : ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS AND SPECIFICATIONS, INCLUDING OTHER CONSULTANTS DRAWINGS AND SPECIFICATIONS. ANY DISCREPANCIES BETWEEN DRAWINGS WILL BE REPORTED TO THE PROJECT LEAD IMMEDIATELY FOR CLARIFICATION PRIOR TO COMMENCING ANY CONSTRUCTION.

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NOTE-C : REFER TO LANDSCAPE PLANN FOR ALL EXTERIOR LANDSCAPING.

NOTE-D : DO NOT SCALE DRAWINGS.

NOTE-E : ALL CONTRACTORS MUST COMPLY WITH ALL APPLICABLE CODES AND REGULATIONS.

- COMMERCIAL
- RESIDENTIAL
- AMENITY
- VESTIBULE
- CORRIDORS
- STAIR
- ELEVATOR
- PARKING
- BUILDING SERVICES
- STORAGE

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ROSSMANN ARCHITECTURE

88 Saint-Joseph
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819-600-1555

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TEAM / ÉQUIPE

1	2021-09-22	SITE PLAN CONTROL
Release	Date	Description

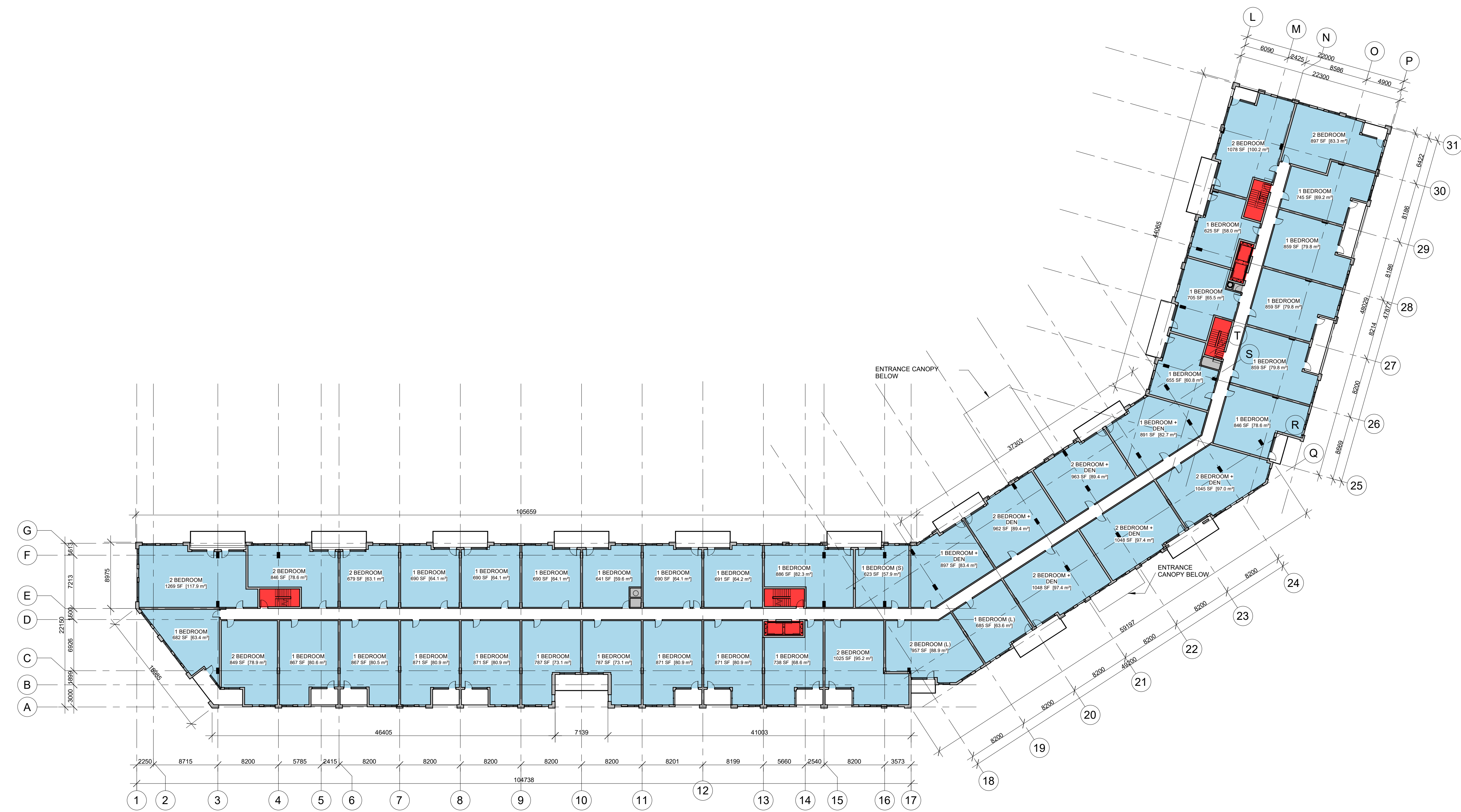
1.0	2021-09-22	SITE PLAN APPLICATION
Revision	Date	Description

emd batimo
CONSTRUCTION INCORPORATION

21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

GROUND FLOOR PLAN



3 TYPICAL FLOOR PLAN (LEVELS 2-3)
1 : 300

GENERAL NOTES

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COMMERCIAL

RESIDENTIAL

AMENITY

VESTIBULE

CORRIDORS

STAIR

ELEVATOR

PARKING

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STORAGE

DRAWING NOTES

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TEAM / ÉQUIPE

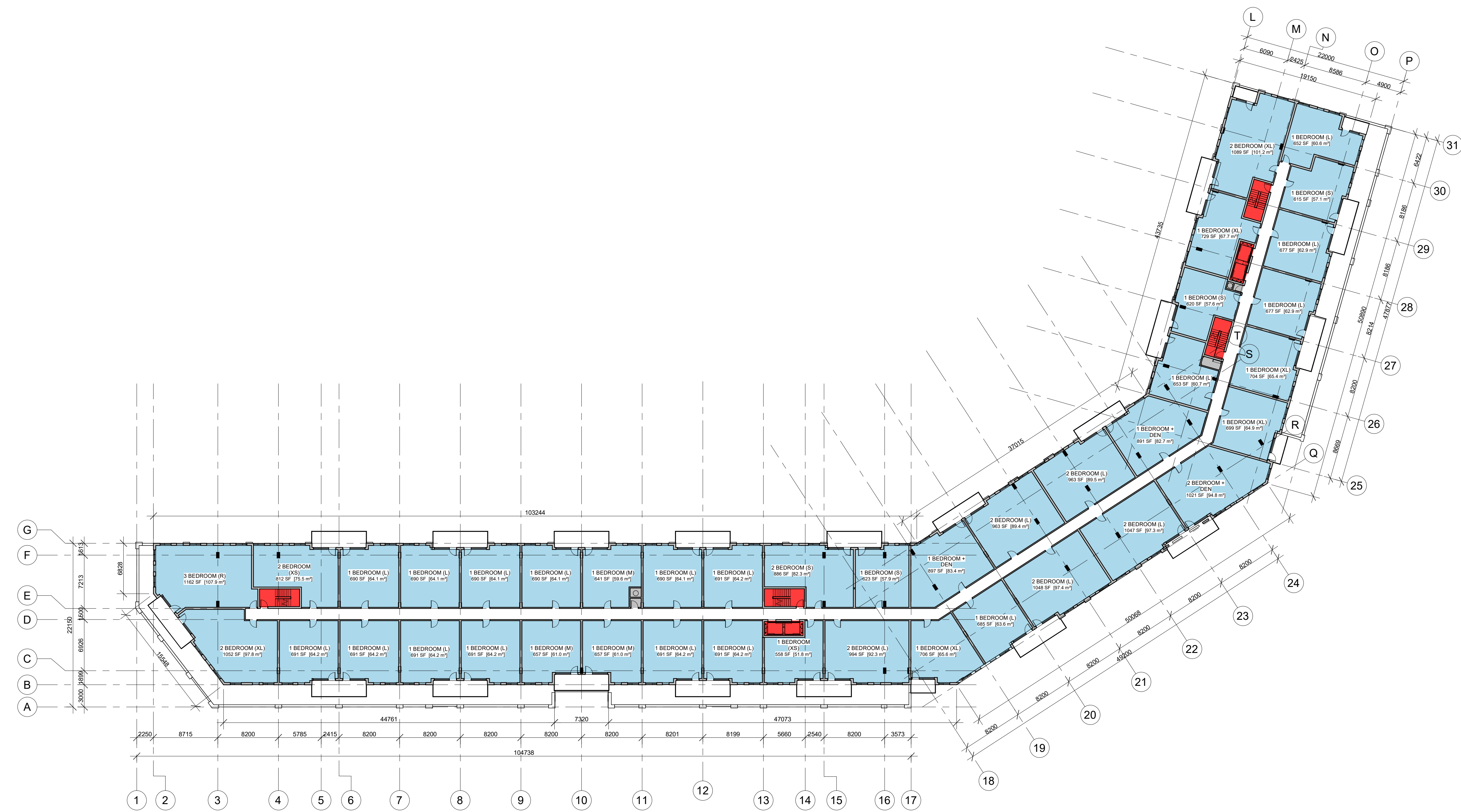
1	2021-09-22	SITE PLAN CONTROL
Release	Date	Description
1.0	2021-09-22	SITE PLAN APPLICATION
Revision	Date	Description

emd batimo
CONSTRUCTION

21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

TYPICAL FLOOR PLAN (LEVELS 2-3)



1 TYPICAL FLOOR PLAN (LEVELS 4-7)

1 : 300

GENERAL NOTES

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VESTIBULE	BUILDING SERVICES
CORRIDORS	STORAGE

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1 2021-09-22 SITE PLAN CONTROL
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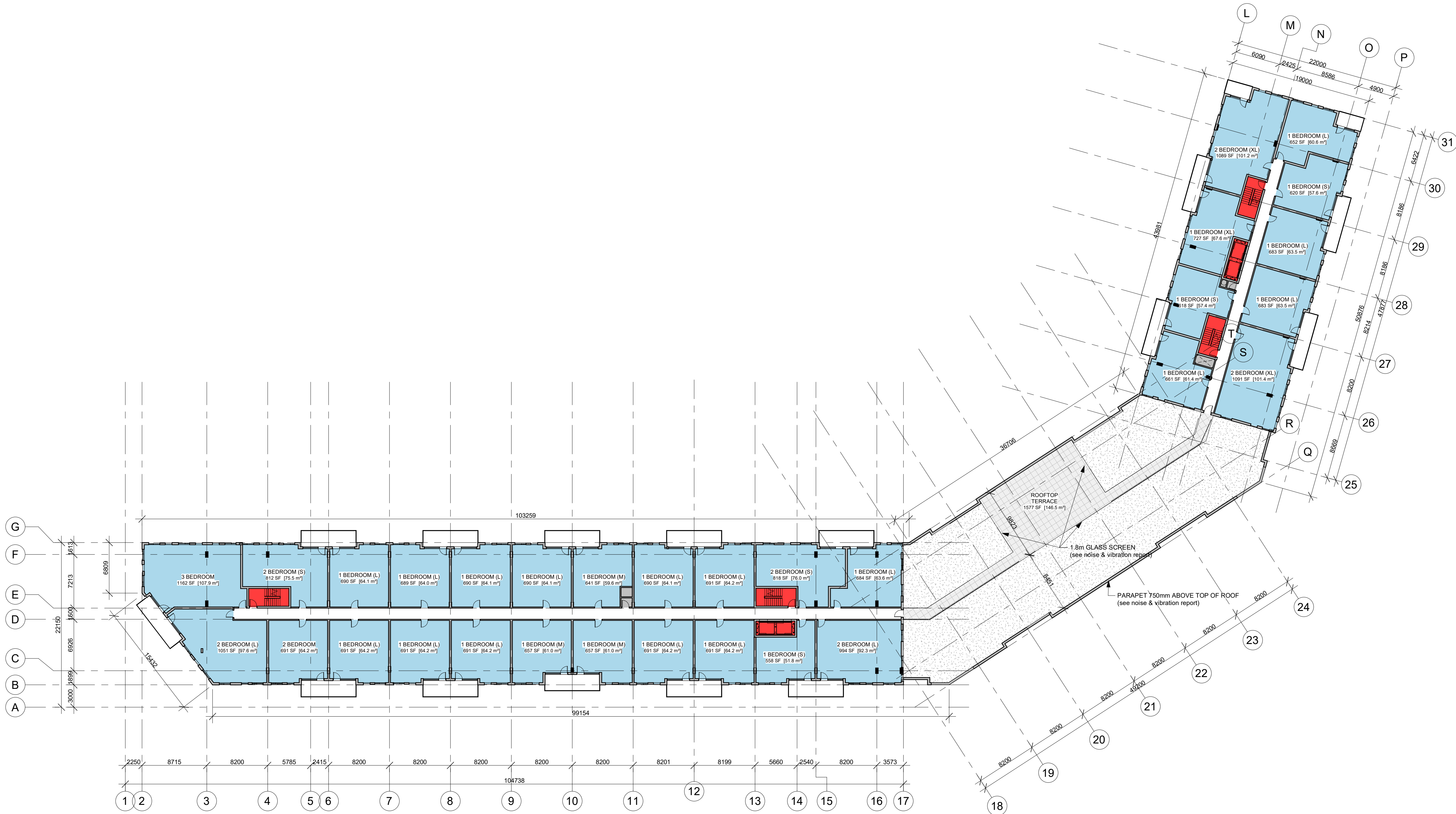
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Revision Date Description

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CONSTRUCTION

21019
EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

TYPICAL FLOOR PLAN (LEVELS 4-7)

2021-09-22 Revision 1.0
Scale as indicated / Echelle telle qu'indiquée
A105



2 TYPICAL FLOOR PLAN (LEVELS 8-9)

1 : 300

GENERAL NOTES

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- COMMERCIAL
- RESIDENTIAL
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TEAM / ÉQUIPE

1 2021-09-22 SITE PLAN CONTROL
Release Date Description

1.0 2021-09-22 SITE PLAN APPLICATION
Revision Date Description



21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

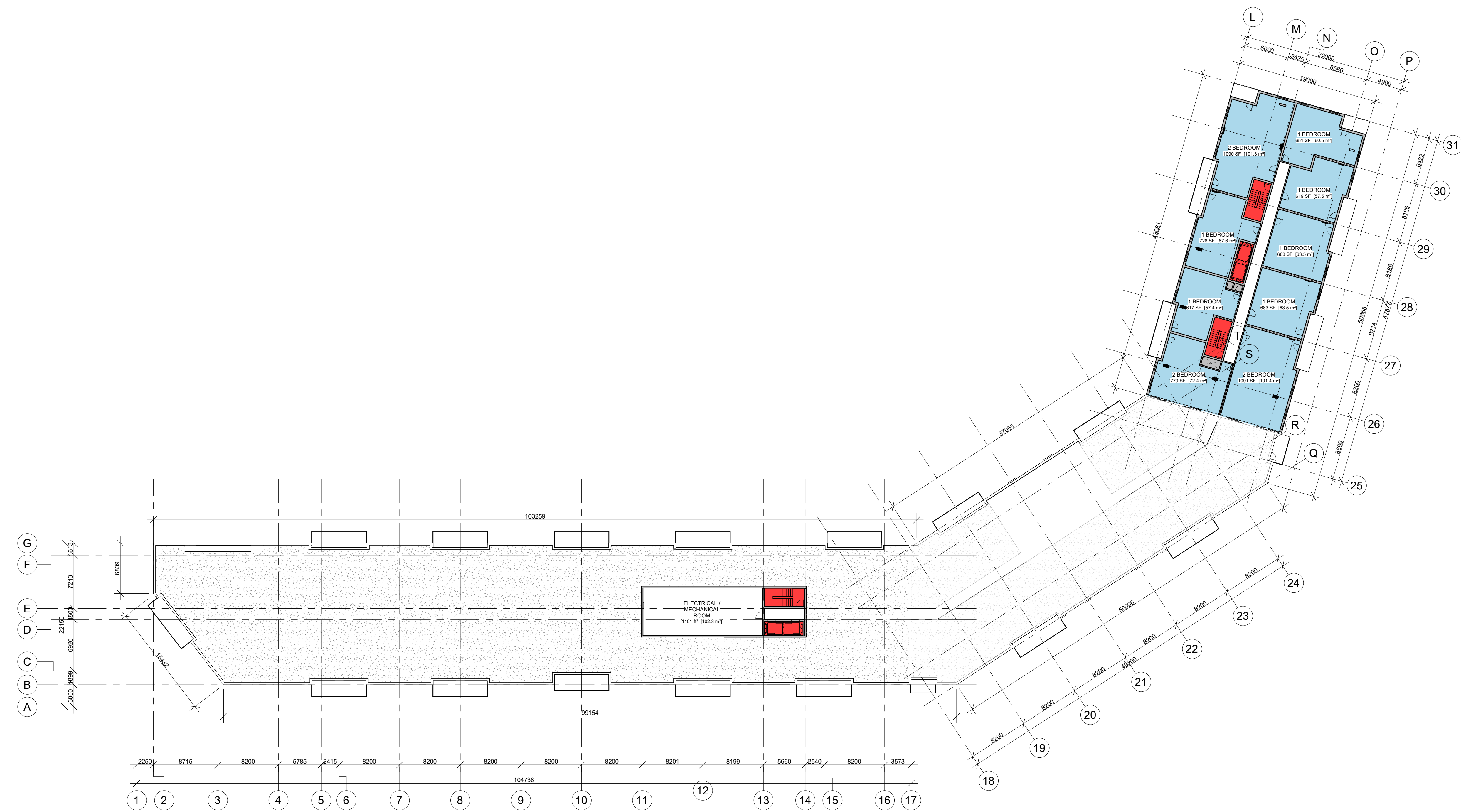
TYPICAL FLOOR PLAN (LEVELS 8-9)

2021-09-22

Scale as indicated /
Echelle telle qu'indiquée

Revision 1.0

A106



1 LEVEL 10
1 : 300

GENERAL NOTES

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COMMERCIAL	STAIR
RESIDENTIAL	ELEVATOR
AMENITY	PARKING
VESTIBULE	BUILDING SERVICES
CORRIDORS	STORAGE

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Drawn by / Dessiné par
Author
Reviewed by / Révisé par
Designer

TEAM / ÉQUIPE

1	2021-09-22	SITE PLAN CONTROL
Release	Date	Description

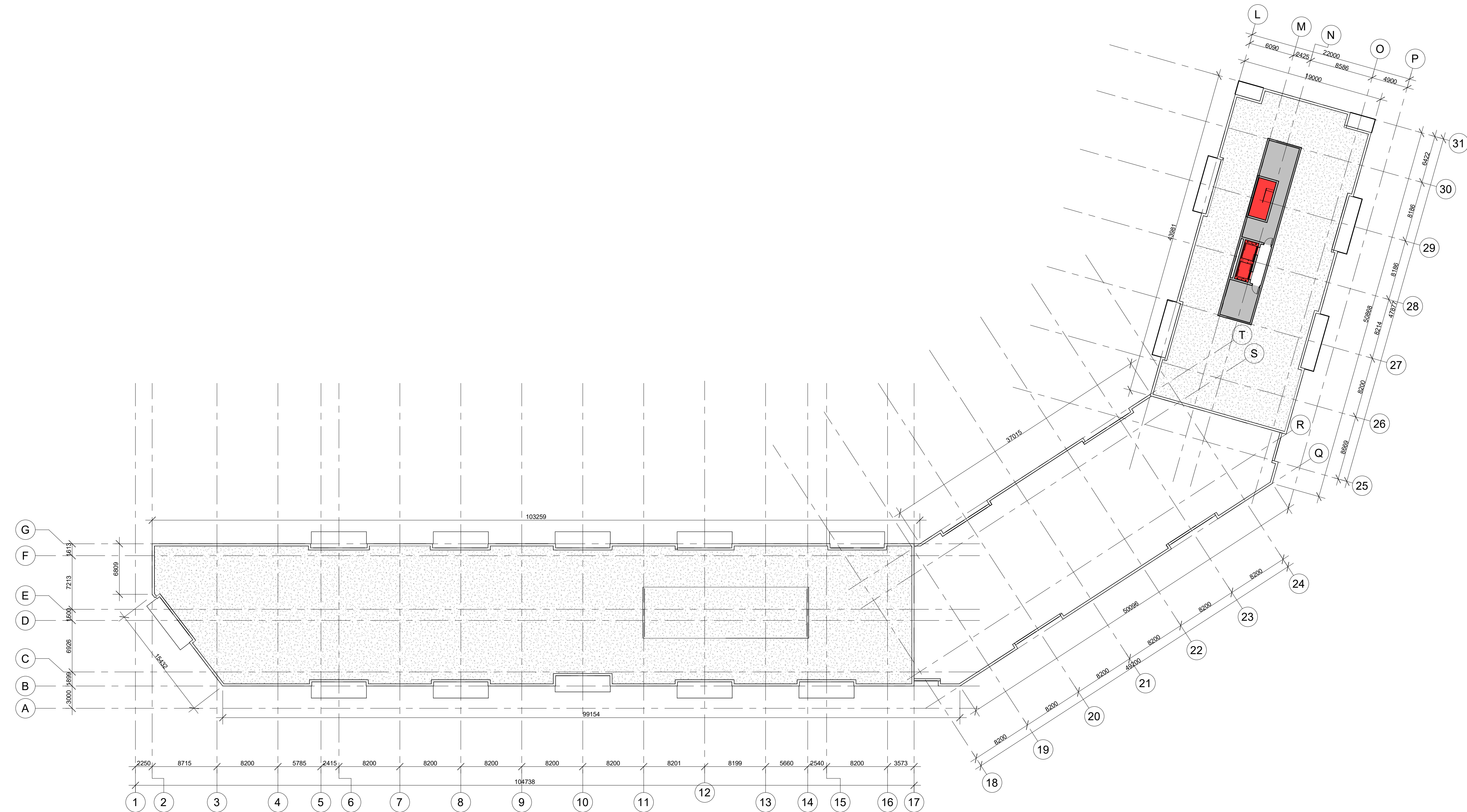
Revision	Date	Description
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emd batimo
CONSTRUCTION PROMOTION OF QUALITY AND INNOVATION

21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

TYPICAL FLOOR PLAN (LEVELS 10-11)



1 ROOFTOP

1 : 300

GENERAL NOTES

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- | | |
|-------------|-------------------|
| COMMERCIAL | STAIR |
| RESIDENTIAL | ELEVATOR |
| AMENITY | PARKING |
| VESTIBULE | BUILDING SERVICES |
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Reviewed by / Révisé par ES

TEAM / ÉQUIPE

1 2021-09-22 SITE PLAN CONTROL
Release Date Description

1.0 2021-09-22 SITE PLAN APPLICATION
Revision Date Description

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CONSTRUCTION PROMOTION BY CREDIT UNION MONTREAL

21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

ROOFTOP PLAN

2021-09-22

Scale as indicated /
Echelle telle qu'indiquée

Revision 1.0

A108

GENERAL NOTES










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MATERIAL LEGEND	
	ST-1 STONE VENEER MANUFACTURER : ARRISCRAFT COLOR : LIGHT GREY SQ.FT. :
	BR-1 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : BROWN / BEIGE SQ.FT. :
	BR-2 BRICK VENEER MANUFACTURER : COLOR : LIGHT GREY SQ.FT. :
	BR-3 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : LIGHT GREY SQ.FT. :
	FC-1 FIBER-CEMENT CLADDING WOOD GRAIN MANUFACTURER : JAMES HARDIE COLOR : CEDAR SQ.FT. :
	MP-1 METAL PANEL TYPE 1 MANUFACTURER : VICWEST AD300 COLOR : CHARCOAL SQ.FT. :
	MP-2 METAL PANEL TYPE 2 MANUFACTURER : VICWEST AD300 COLOR : LIGHT GREY SQ.FT. :
	MP-3 METAL PANEL TYPE 3 MANUFACTURER : VICWEST AD300 COLOR : SQ.FT. :
	GR-1 GLASS RAILING COLOR : CLEAR

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819-600-1555

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Reviewed by / Révisé par JDL

TEAM / ÉQUIPE

1	2021-09-22	SITE PLAN CONTROL
Release	Date	Description

1.0	2021-09-22	SITE PLAN APPLICATION
Revision	Date	Description

emd batimo
CONSTRUCTION INCORPORATED BY CERTIFICATED PROFESSIONAL

21019

EMD KANATA
Kanata Town Centre (Parcels 2 & 3)
Kanata Ave / Maritime Way

ELEVATIONS - WEST WING

2021-09-22
Scale as indicated /
Échelle telle qu'indiquée

Revision 1.0
A301



1 KEY FRONT ELEVATION - WEST BUILDING
1 : 350



2 SOUTH ELEVATION - WEST BUILDING
1 : 200



3 NORTH ELEVATION - WEST BUILDING
1 : 200



4 WEST ELEVATION
1 : 200



1 KEY ELEVATION - REAR
1 : 350



2 SOUTH ELEVATION - CENTRE BUILDING - CENTRE
1 : 200



3 NORTH ELEVATION - CENTER BUILDING - CENTRE
1 : 200

GENERAL NOTES

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MATERIAL LEGEND

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	BR-2 BRICK VENEER MANUFACTURER : COLOR : LIGHT GREY SQ.FT. :
	BR-3 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : LIGHT GREY SQ.FT. :
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	MP-2 METAL PANEL TYPE 2 MANUFACTURER : VICWEST AD300 COLOR : LIGHT GREY SQ.FT. :
	MP-3 METAL PANEL TYPE 3 MANUFACTURER : VICWEST AD300 COLOR : SQ.FT. :
	GR-1 GLASS RAILING COLOR : CLEAR

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Reviewed by / Révisé par JDL

TEAM / ÉQUIPE

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emd batimo
CONSTRUCTION PROMOTION BY CREDIT-IMMOBILIER

21019

EMD KANATA
Kanata Town Centre [Parcels 2 & 3]
Kanata Ave / Maritime Way

ELEVATIONS - MIDDLE SECTION

2021-09-22
Scale as indicated /
Echelle telle qu'indiquée

Revision 1.0
A302



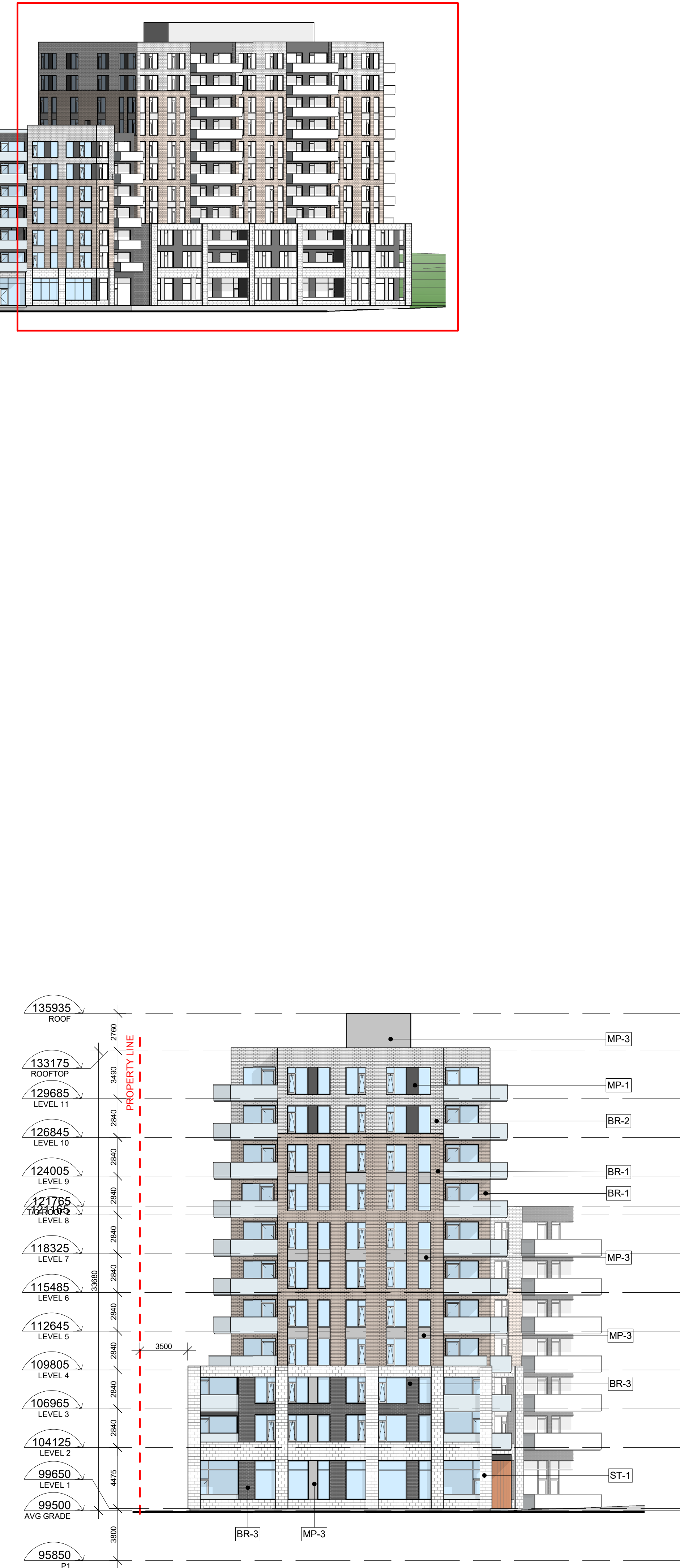
1 KEY FRONT ELEVATION - EAST BUILDING
1 : 350



2 SOUTH ELEVATION - EAST BUILDING
1 : 200



3 NORTH ELEVATION - EAST BUILDING
1 : 200



4 EAST ELEVATION
1 : 200

GENERAL NOTES

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	BR-2 BRICK VENEER MANUFACTURER : COLOR : LIGHT GREY SQ.FT. :
	BR-3 BRICK VENEER MANUFACTURER : BRAMPTON BRICK COLOR : LIGHT GREY SQ.FT. :
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	MP-2 METAL PANEL TYPE 2 MANUFACTURER : VICWEST AD300 COLOR : LIGHT GREY SQ.FT. :
	MP-3 METAL PANEL TYPE 3 MANUFACTURER : VICWEST AD300 COLOR : SQ.FT. :
	GR-1 GLASS RAILING COLOR : CLEAR

DRAWING NOTES

TEAM / ÉQUIPE

Revision	Date	Description
1	2021-09-22	SITE PLAN CONTROL

Revision	Date	Description
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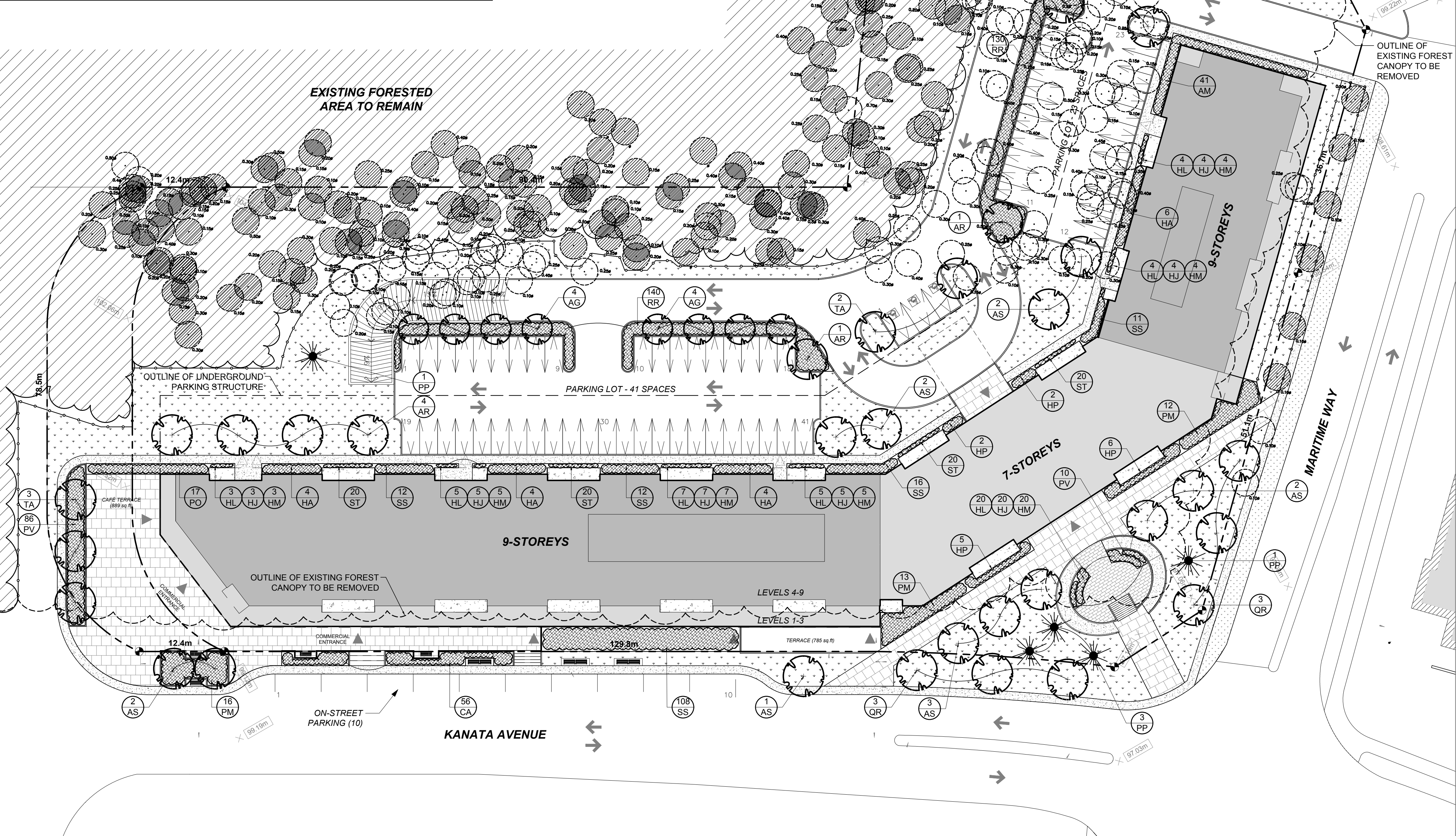


21019

EMD KANATA
Kanata Town Centre (Parcels 2 & 3)
Kanata Ave / Maritime Way

ELEVATIONS - EAST WING

PROPOSED PLANT LIST					
KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION
DECIDUOUS TREES					
AG	4	<i>Amelanchier x gradiora</i> 'Robin Hill'	Robin Hill Service Berry	60mm dia.	B&B
AR	8	<i>Acer rubrum</i> 'Autumn Spire'	Autumn Spire Red Maple	60mm dia.	B&B
AS	12	<i>Acer saccharum</i> 'Green Mountain'	Green Mountain Sugar Maple	60mm dia.	B&B
GB	5	<i>Ginkgo biloba</i> 'Princeton Sentry'	Princeton Sentry Ginkgo	60mm dia.	B&B
TA	5	<i>Tilia americana</i> 'Redmond'	Redmond Linden	60mm dia.	B&B
QR	6	<i>Quercus rubra</i>	Red Oak	60mm dia.	B&B
CONIFEROUS TREES					
PP	5	<i>Picea pungens</i>	Colorado Blue Spruce	2000mm HT.	B&B
DECIDUOUS SHRUBS					
AM	41	<i>Aronia melanocarpa</i> 'Autumn Magic'	Autumn Magic Chokeberry	600mm HT.	Potted
HA	18	<i>Hydrangea arborescens</i> 'Incrediball'	Incrediball Hydrangea	1000mm HT.	Potted
HP	15	<i>Hydrangea paniculata</i> 'Little Lime'	Little Lime Hydrangea	900mm HT.	Potted
PO	17	<i>Physocarpus opulifolius</i> 'Little Devil'	Little Devil Ninebark	800mm HT.	Potted
RR	270	<i>Rosa rugosa</i>	Rugosa Rose	800mm HT.	Potted
SS	159	<i>Sorbia sorbifolia</i> 'Sem'	Sem False Spiraea	600mm HT.	Potted
CONIFEROUS SHRUBS					
PM	41	<i>Pinus mugo</i> 'Mughus'	Mugo Pine	600mm Spread	Potted
PERENNIALS/ GRASSES					
CA	56	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Karl Foerster Grass	250mm pot	Potted
HL	48	<i>Hemerocallis ilioasphodelus</i>	Yellow Daylily	150mm pot	Potted
HJ	48	<i>Hemerocallis</i> 'Joan Senior'	Joan Senior Daylily	150mm pot	Potted
HM	48	<i>Hemerocallis</i> 'Moses Fire'	Moses Fire Daylily	150mm pot	Potted
PV	86	<i>Panicum virgatum</i> 'Prairie Fire'	Prairie Fire Switch Grass	100mm pot	Potted
ST	80	<i>Sedum telephium</i> 'Autumn Joy'	Autumn Joy Sedum	150mm pot	Potted



- GENERAL NOTES:**
1. It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.
 2. The contractor is to notify all utility companies and authorities prior to any excavation and ascertain locations of underground services.
 3. The contractor is to reinstate all areas and items damaged as a result of construction activity.
 4. The contractor is to comply with all pertinent codes and by-laws.
 5. The contractor is to maintain a positive surface run-off throughout the entire construction period.
 6. The Landscape Architect is not responsible for subsurface conditions.
 7. The contractor is to identify all existing trees to remain on site with the Landscape Architect prior to construction.
 8. The contractor is to stake the proposed location of all plant material in conjunction with the Landscape Architect prior to excavation.
 9. Minimum distances for selected deciduous trees are as follows:
 - Building Foundations 7.5m
 - Sidewalks 1.5m
 - Public Streets 2.5m
 - Underground Infrastructure 2.0m
 10. All trees within 1m of underground utility trenches are to be excavated by hand.
 11. Remove all protective wrapping from tree trunks after installation.
 12. Staking of trees shall only be performed if necessary.
 13. Ensure that mulch is pulled back a min. distance of 75mm from base of tree trunk.

CLIENT

emo batimo
CONSTRUCTION PROMOUTEUR ET GESTIONNAIRE IMMOBILIER

CONSULTANTS

ARCHITECTS: **ROSSMAN ARCHITECTURE**
14 Corporate Gate, Suite 500, Nepean (Ottawa) J8P 3M5
Tel: (613) 727-1555

SURVEYORS: **ANNIS, O'SULLIVAN, VOLLEBERG LTD.**
14 Corporate Gate, Suite 500, Nepean (Ottawa) J8P 3M5
Tel: (613) 727-1555

CIVIL ENGINEERS: **EQUIPE LAURENCE**
713, Avenue Jean Aspin, Piedmont (Ottawa) J8P 1B3
Tel: (613) 727-1555

LEGEND

- PROPOSED PRECAST CONCRETE PAVERS - TYPE I
- PROPOSED PRECAST CONCRETE PAVERS - TYPE II
- PROPOSED CONCRETE
- PROPOSED SOD C/W 150mm OF TOPSOIL
- EXISTING GRASS TO REMAIN
- EXISTING FOREST CANOPY TO REMAIN
- PROPOSED ORNAMENTAL SHRUBS, PERENNIALS & GRASSES
- PROPOSED DECIDUOUS TREE
- PROPOSED CONIFEROUS TREE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED BENCH SEATING
- TREE PROTECTION FENCING
- PROPERTY LINE

1	ISSUED FOR SITE PLAN APPROVAL	09/22/2021	SS	JL
No.	Issue	Date	MM/YY	DR

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
3332 CARLING AVE. OTTAWA, ONTARIO K2H 5A8
Tel. (613) 722-5168 Fax. (613) 343-3942

PROJECT

EMD KANATA

KANATA TOWN CENTRE (PARCELS 2 & 3)
KANATA AVE / MARITIME WAY

DRAWING

LANDSCAPE PLAN

STAMP

SCALE

AS SHOWN

START DATE

AUGUST 2021

PROJECT NO.

21-MIS-2192

PROJECT NORTH

DRAWING NO.

L.1

PLOT SIZE ARCH-D