

## ----- The Woods on Kanata Ave.

### -----Design Brief

This Design Brief has been prepared in support of concurrent Minor Zoning By-law Amendment and Site Plan Control applications filed on behalf of Kanata Woods Inc. for the property known municipally as 180 Kanata Avenue. The proposed development consists of a six-storey mixed-use building, known as The Woods on Kanata Ave.

Legal Description: Part of Lot 3, Concession 2, Geographic Township of March, City of Ottawa

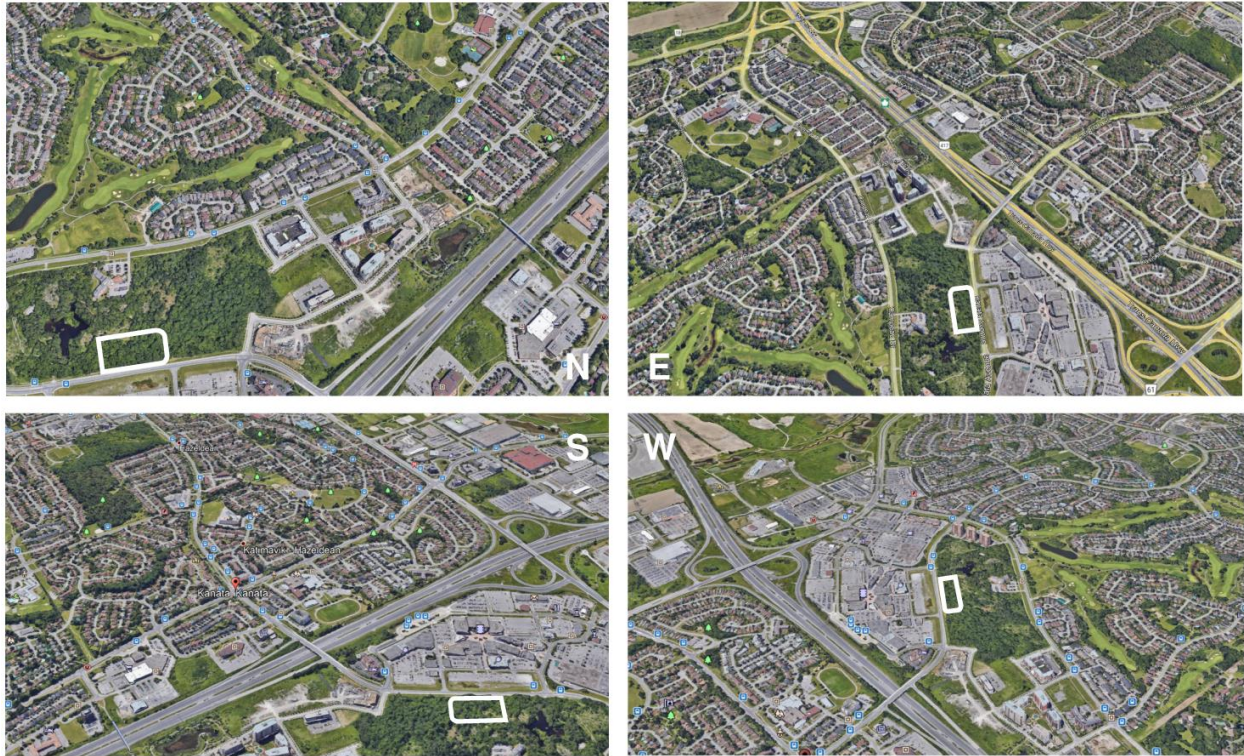
**Vision Statement:** To achieve a contemporary design which features a mix of residential units with street-level commercial in a manner that evokes an urban mainstreet setting along Kanata Avenue and the future City laneway to the east, while blending with the natural open space and rock terrain backdrop.



### Contextual Analysis

The subject site is located within the Kanata Town Centre which is a growing mixed-use centre in the west end of the City of Ottawa. The Kanata Town Centre is characterized by a mix of predominantly residential and commercial uses in low to high-rise building forms. Development in recent years has contributed to a greater mix of uses, higher densities and a compact built form that is both pedestrian and transit-oriented.





## Surrounding Uses

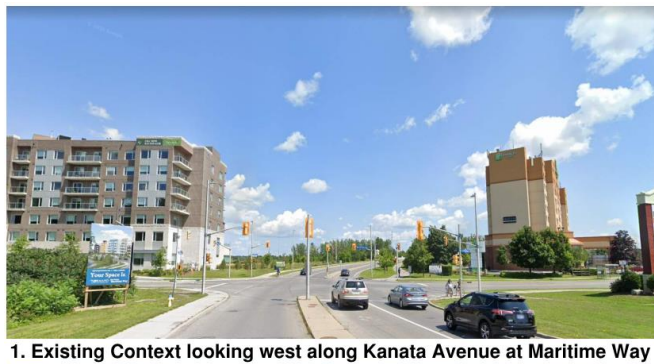
West: Wooded City-owned parkland known as Bill Teron Park which features walking trails and a pond. There is a public access to the park approximately 115m west of the site, as well as local transit stops. Further west is an apartment complex consisting of three high-rise buildings.



North: Undeveloped City-owned land intended as part of the future expansion of Bill Teron Park. Further north is a long-term care facility as well as proposed residential development consisting of stacked dwellings and high-rise apartments fronting the south side of Campeau Drive.

East: Vacant lands to be developed with a proposed high-rise mixed-use development along Kanata Avenue and Maritime Way. Further east is a recently constructed retirement home, proposed high-rise apartments and the Highway 417 Interchange at Kanata Avenue/Castlefrank Road.

South: Kanata Centrum shopping centre comprising a range of retail, restaurant, hotel and other service-commercial uses. Further south is the main transit hub in the community with a BRT station along the Transitway, which is planned for future LRT service. There is also an OC Transpo Park & Ride facility.



1. Existing Context looking west along Kanata Avenue at Maritime Way



2. Existing Context looking west along Kanata Avenue at Earl Grey Drive



3. Existing Context looking south at Kanata Centrum access

## Site Conditions

The site is currently vacant and has an area of approximately 11,135.2m<sup>2</sup> with 158.7m of frontage along Kanata Avenue. The site consists of vegetation along the street which becomes less dense as bedrock outcroppings becoming more prominent within the interior of the site. The topography increases roughly 10m in elevation towards the northern limits of the site.



## Planning Framework

The site is designated as Town Centre on Schedule B of the City of Ottawa Official Plan. Town Centres are the long-standing cores of the suburban areas outside the Greenbelt and are target areas for intensification. The policies of the Official Plan set out that Town Centres will continue to grow to ultimately contain a diverse mix of housing, entertainment, employment and community services, and will become more transit-supportive destinations through intensification and development of vacant land. The proposed mix of residential with retail and similar service-commercial uses is encouraged in the Town Centre designation.

The subject site is within the Kanata Town Centre Special Policy Area which envisions 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”. Kanata Avenue is envisioned as a Main Street with a mix of uses and the highest densities to ensure day and evening vitality in the Town Centre. Mid-rise buildings up to nine storeys are generally permitted. The site is further designated as part of the Central Business District (CBD) on Schedule B1. Locating residential uses above commercial uses at street level and providing a pedestrian friendly environment along the street frontage with parking underground or at the rear of building is in keeping with the direction for this area.

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 subject site is within the Town Centre - Area 1 where high-rise office and/or residential buildings are to be integrated in a manner that respects the terrain and significance of the landform. The proposed development has regard for the following site design guidelines and architectural guidelines:

## SITE DESIGN GUIDELINES

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

## ARCHITECTURAL GUIDELINES

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

Refer to the Planning Rationale letter prepared by Novatech dated July 19, 2021, for further evaluation of the proposal in the context of applicable planning policy documents, design guidelines and regulations.

### **Design Proposal**

#### ***Massing and Scale***

- The ground floor will consist of mixed-use spaces such as retail shops, gyms, and commercial spaces that will help animate the streetscape and create an interactive relation with the commercial complex across Kanata Ave.
- The building provides 2 levels of underground parking for the residents and well as the public which helps reduce surface parking – allowing us to have more greenspace.
- It is important to mention that we are only proposing a 6-storey building (allowed 9) which is a proportionate median compared to the high-rise buildings to the West and East and low-rise buildings to the South.
- The natural grade slopes down towards the east having the intersection of the laneway and Kanata Ave as the lost part. To accommodate the sloped grade and to allow smooth connection between the building and the grade, we stepped down the first-floor area of the eastern building corner to the level of the outside grade.
- There are no immediately adjacent existing or future low-profile buildings to which building height transition is required.

#### ***Public Realm***

- We are proposing a generous front yard setback to introduce some soft landscape features and interlocked pathways to soften the building frontage. The tree canopies will also provide shading for the sidewalk and storefronts reducing ambient air temperature and decrease the demand for air conditioning.

- We introduced a curved façade along the South-East corner to create a welcoming environment to encourage pedestrians to visit the building and the proposed Privately Owned Public Space (POPS) along amenity space along the East elevation.
- Grading of the sidewalk along Kanata Ave and the Laneway has been designed to provide accessible entrance to the building component and the connection to the public sidewalk.

### ***Building Design***

- The proposed 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.
- The South elevation includes many covered entrances along the ground floor which help relate to a human scale.
- The materials selected blend with its surrounding urban fabric as well as the woodland to the North.
- The materials closer to grade are mostly masonry which is quite durable and contributes to the overall quality and longevity of the building.

### ***Sustainability***

- Energy efficiency will be achieved through proper building envelope design (airtightness), insulation and thermal values (reduce height loss), proper M&E systems (reduce energy consumption), and eco-friendly products.
- Proposing quite a few landscaped and amenity areas which will help reduce urban heat island effects.
- The roof will include some photo-voltaic panels as an alternative energy source to help reduce electrical and heating cost. The residents will also have access to community gardens on the roof which contributes to their overall the health and wellbeing.

### ***Shadow Analysis***

Shadow sensitive areas include any public spaces, communal amenity areas, traditional and arterial mainstreets and residential private outdoor amenity areas within the study area. The sensitive uses in proximity to the subject site for which a sensitive approach to mitigating shadow impacts would be warranted are limited to the adjacent public spaces, including the park to the west and pedestrian plaza to the east. Given the massing and orientation of the building, it is anticipated that much of the shadow would be contained within the site or have minimal impact on these adjacent spaces throughout the day, particularly during equinox.

Further, the development will not result in a net increase of potential shadow compared to the as-of-right shadow. The as-of-right shadow cast by a larger scale development of up to 11 storeys (35m) as permitted in accordance with the current zoning would have the potential to greatly exceed the extent of the shadowing associated with the six-storey development as proposed.

Dated March 11, 2022