

124 BATTERSEA CRESCENT, KANATA

PLANNING RATIONALE AND DESIGN STATEMENT
IN SUPPORT OF A
SITE PLAN REVISION APPLICATION &
MINOR ZONING BY-LAW AMENDMENT APPLICATION
FOR
124 BATTERSEA CRESCENT
KANATA LAKES – BLOCK 3
GROUP BRIGIL

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1.0 INTRODUCTION

Novatech has been retained by Brigil to prepare a Planning Rationale in support of a Site Plan Revision application and a Minor Zoning By-law Amendment application for the Kanata Lakes condominium development located at 124 Battersea Crescent in Kanata (the “subject property/site”).

This Planning Rationale seeks to demonstrate that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, and represents good planning.

1.1 Site Location and Context

The subject property is municipally known as 124 Battersea Crescent and is legally described as Block 181 on Plan 4M1413. The subject property is located in the Broughton subdivision adjacent to Kanata Avenue and the road allowance of Richardson Side Road in Kanata.

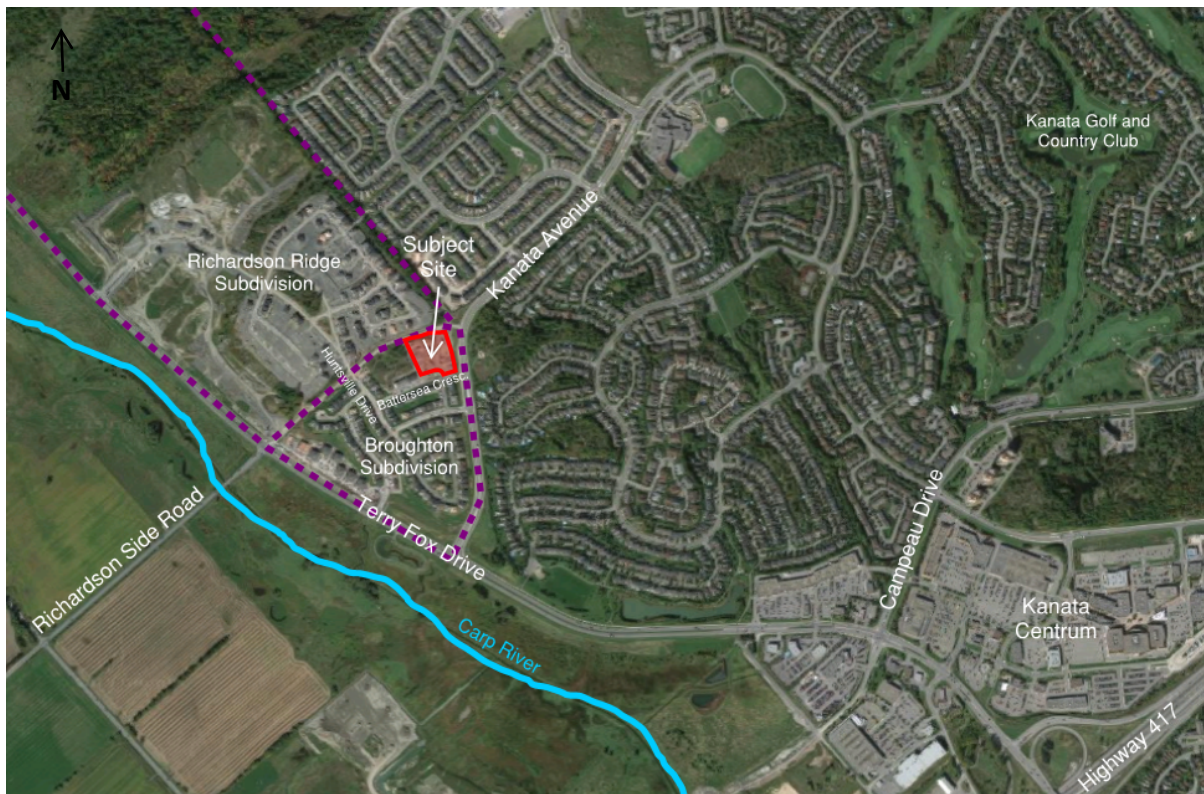


Figure 1: Site Location and Context

The property has an area of 1.38 hectares, with 77.4 metres of frontage on Battersea Crescent. The property sides onto Kanata Avenue and backs onto Richardson Side Road. The following describes the adjacent existing land uses.

North: North of the site is the road allowance of Richardson Side Road which is being converted to a multi-use pathway to provide connectivity through the Broughton Subdivision. There is a Hydro One easement parallel to Richardson Road over the north edge of the property (OC 1163016). There is a new single family and semi-detached development north of Richardson Road on Grainstone Way that backs onto the site on top of a retaining wall.



Figure 2: View north from Kanata Avenue showing back of homes along Grainstone way. A retaining wall borders the future multi-use pathway along the former Richardson Side Road road allowance.

East: Across Kanata Avenue to the east is a City owned park with an on leash dog park and children's play structure. Beyond the park further east there is more residential development off of Goldridge Drive.



Figure 3: Judy Laughton Park across Kanata Ave to the East

South: South of the site across Battersea Crescent and adjacent to the site there are newly constructed townhouses which are now fully built and occupied.



Figure 4: New residential development directly across from site on Battersea Crescent.

West: To the west of the site is Broughton Park neighbourhood park.



Figure 5: Broughton Park west of the subject site.

1.2 Project History

The subject site, Block 181, was created as part of the Broughton Subdivision approved in August 2010. The proposed development was originally approved January 13th, 2013 as a condominium development with eight buildings, each with 12 or 16 units, surrounding surface parking split between two levels by a retaining wall down the centre of the site. Two private streets, Kirkland Private and Earlington Private, provided access to these two parking areas from Battersea Crescent. The development also included a community building

containing a garbage area, storage lockers and second storey amenity space in the form of a kitchen/party room and a small gym. The 2013 approved Site Plan is included as Figure 6 below.

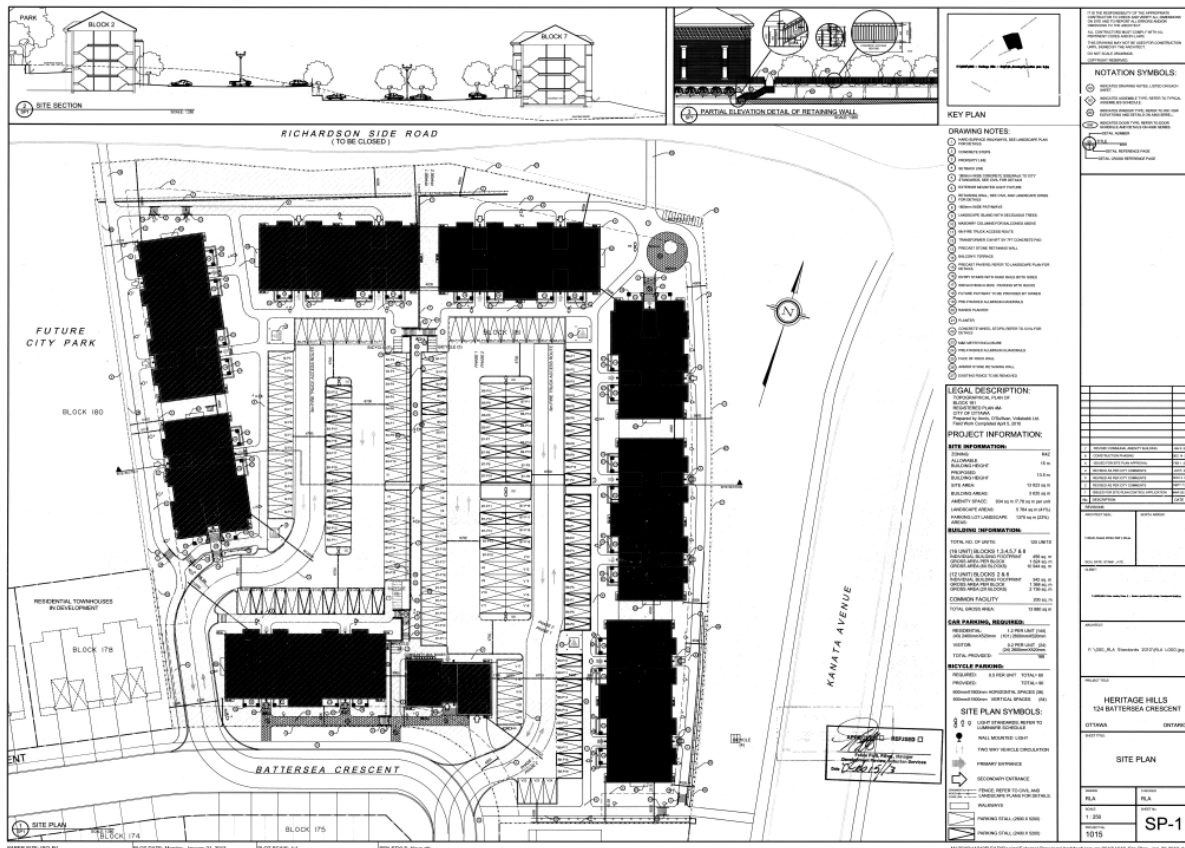


Figure 6: 2013 Approved Site Plan

A Site Plan Revision application was filed in 2015. Brigil sought approval for an alternative product with underground parking and elevators. A revised Site Plan was approved in October 2016. The 2016 approved Site Plan is included as Figure 7 below.

Two of the original condominium buildings with 16 and 12 units, the community building, and the retaining wall have been constructed as per the 2013 approved Site Plan. Brigil has started construction on the new 79-unit condominium building that was approved in 2016 located adjacent to Kanata Avenue. The existing and under construction buildings are shown highlighted on Figure 7 below.



Figure 7: 2016 Approved Site Plan with constructed buildings highlighted

1.3 Proposed Development

Brigil is applying for a site plan revision to the 2016 Site Plan to add an additional 79-unit condominium building located on the northwest corner of the subject site. The new building will have its vehicle entrance from Kanata Avenue, which allows direct access to a Major Collector street. A total of 223 parking spaces are proposed. One Hundred and Thirty surface parking spaces are proposed. An additional 58 underground spaces are located in a parking garage beneath the approved condominium building adjacent to Kanata Avenue. An additional 35 underground spaces will be located in a garage beneath the proposed condominium building.

A total of 111 bicycle parking spaces are proposed. Thirty-two bicycle parking spaces will be provided in the underground parking garage of the proposed condominium building. Fifteen bicycle parking spaces are located in the underground parking garage of the condominium building currently under construction. 64 outdoor bicycle parking spaces will also be provided for the existing units. The proposed revised Site Plan is provided as Figure 8 with a larger version attached as Appendix A.

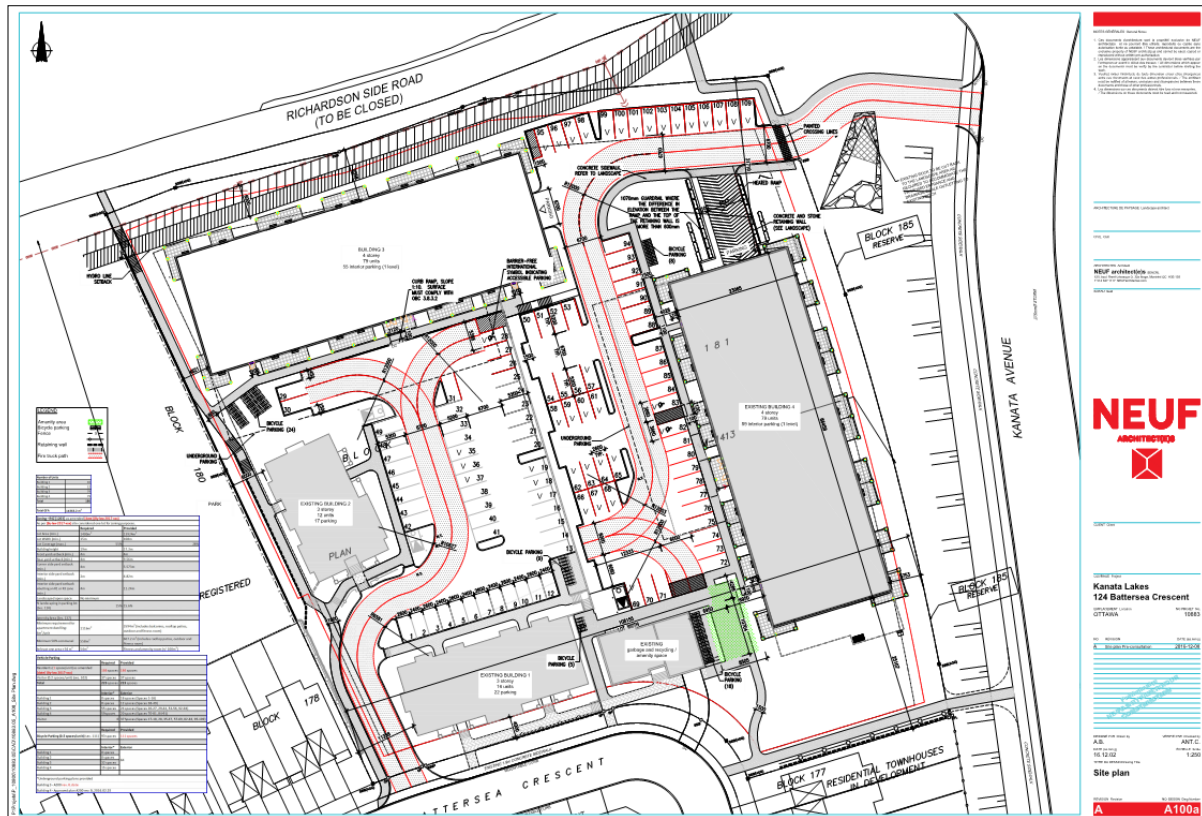


Figure 8: Proposed Revised Site Plan

2.0 PLANNING POLICY AND REGULATORY FRAMEWORK

2.1 Official Plan Designation and Zoning

2.1.1 City of Ottawa Official Plan (OPA 150)

The subject property is designated as General Urban Area on Schedule B of the City of Ottawa Official Plan. The General Urban Area designation permits a wide range of uses, including housing, employment, retail, service, cultural, leisure, entertainment and institutional uses. The proposed residential uses are permitted in the General Urban Area.

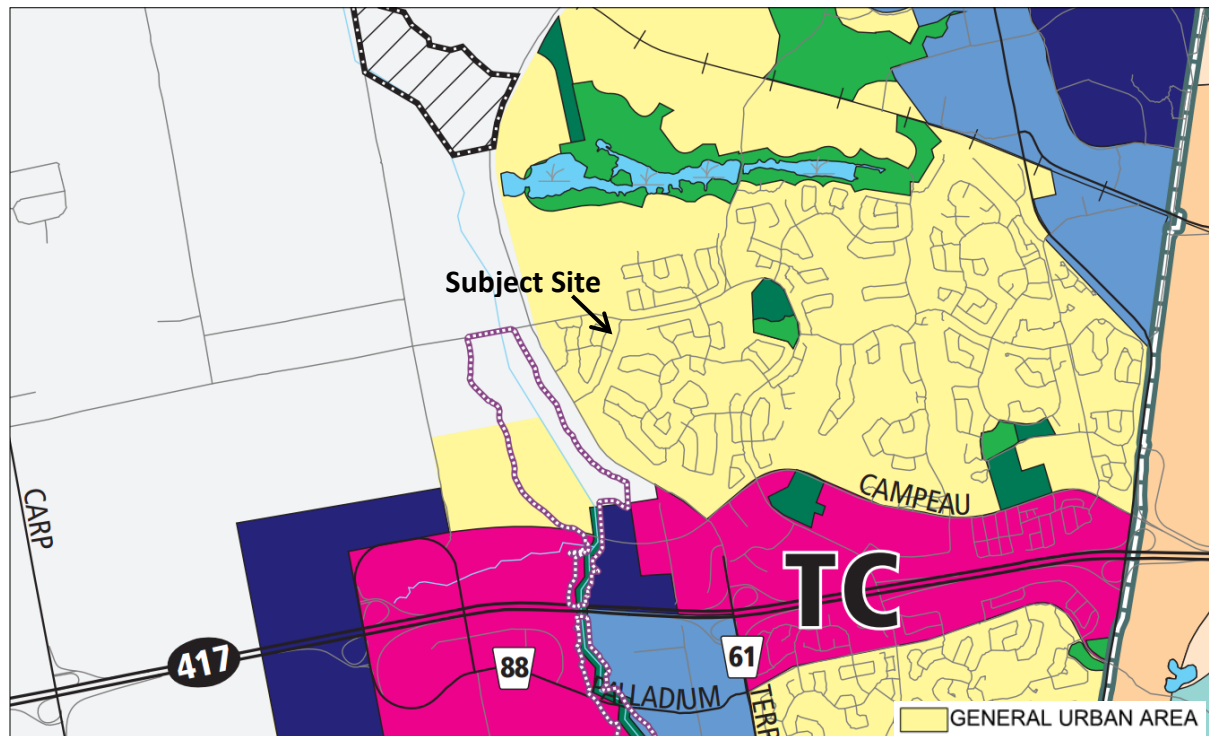


Figure 9: Official Plan Schedule B

2.1.2 Existing Zoning (City of Ottawa Zoning By-Law 2008-250)

The site is zoned R4Z [1203] – Residential Fourth Density with a special exception 1203.

The purpose of Residential Fourth Density zone is to:

- *allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;*
- *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
- *permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

Urban exception 1203 provides modified setback requirements and specifies that there is no minimum landscaped open space requirement. Exception 1203 also imposes maximum lot coverage of 55%, a maximum building height of 19m and a maximum density of 100 dwelling units/ hectare. The proposed low-rise apartment condominium use is permitted as of right within the R4Z subzone zone.



Figure 10: Existing Zoning

Brigil is applying for a minor zoning by-law amendment to modify the provisions of urban exception 1203.

Block 181 is the last block to be developed in the Broughton subdivision. A maximum density provision of 100 dwelling units per hectare was placed on Block 181 through the adoption of the implementing zoning by-law amendment at the time of the original approval of the Broughton subdivision. The density provision was added at that time to address concerns about the sanitary capacity for area. The Broughton subdivision and lands to the north between Terry Fox Drive and the untraveled road allowance between Concessions 1 and 2 were all added to the urban boundary at the same time and there was some concern that the servicing demand from the development could exceed the sanitary capacity of the Signature Ridge Pump Station located at the southwest corner of Terry Fox Drive and First Line Road. Capacity for all for the lands is now available by upgrades to the pump station and trunk sewer. Novatech has completed a sanitary capacity analysis in its Design Brief dated December 20, 2016 and confirmed that the system can accommodate an increase in density beyond the 100 units/hectare without impacting any other development in the area. It was also confirmed through the pre-consultation with the City for the Minor Zoning Amendment Application that there was no other reason to retain the maximum density provision on Block 181. Accordingly, Brigil is seeking to eliminate the 100 units/hectare provision.

Brigil is also applying to reduce the required parking rate from 1.2 parking spaces per dwelling unit to 1 parking space per dwelling unit.

2.2. Planning Policy Review

2.2.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to “be consistent with” policies issued under the authority of Section 3 of the Planning Act.

To the extent that the proposed uses conform to the intent of General Urban Area designation of the City of Ottawa Official Plan, and are permitted as of right by Zoning By-Law 2008-250, the discussion relating to specific policies of the PPS will be limited to Section 1.1.1, Section 2.0 and Section 3.0.

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

Block 181 was created for higher density residential development as part of the creation of the Broughton Subdivision. The higher density residential proposed will add to the mix of residential options in the area and will provide affordable housing options for young and mature families. The proposed development will not create public health and safety concerns nor will it prevent the efficient expansion of the urban settlement area as the site is located well within the urban area and is surrounded by existing development. The proposed development will promote the efficient and cost-effective use of land in the community. We find that the proposed development is consistent with Section 1.1 of the PPS.

Section 2.0 of the PPS - Wise Use and Management of Resources speaks to protecting natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources.

The subject property does not have any natural heritage features, significant water features, mineral and petroleum resource potential or cultural heritage and archaeological resources. There are no significant wetlands, endangered species habitat, valleylands or areas of natural and scientific interest on or adjacent to the subject property. The Carp River is located approximately 550m southwest of the site and will not be negatively impacted by the proposed development.

GeoOttawa mapping shows an archaeological potential overlay covering the site. Stage 1, Stage 2, and Stage 3 Archaeological Assessments were conducted and complete clearance was recommended. We find that the proposed development is consistent with Section 2.0 of the PPS.

Section 3.0 of the PPS - Protecting Human Health and Safety focuses on reducing the potential for public cost or risk to residents from natural or human-made disasters.

There are no flood hazards, erosion hazard, or dynamic beach hazards on or adjacent to the site, and no past mineral resource extraction, aggregate operations, or petroleum resource operations are known to have occurred. A Phase 1 Environmental Site Assessment (E2581-1) was prepared by John D. Patterson and Associates Ltd. in 2003 for the Broughton Lands Subdivision and did not identify any evidence to suggest past or present soil contamination. An addendum to the Geotechnical report dated December 20, 2016 has been prepared by Houle Chevrier with excavation recommendations and foundation design for safely constructing the proposed new building. We find that the proposed development is consistent with Section 3.0 of the PPS.

2.2.2 City of Ottawa Official Plan (OPA 150)

As previously stated, the subject property is designated General Urban Area on Schedule B of the City of Ottawa Official Plan. Section 3.6.1 of the Official Plan provides policy for directing development within the General Urban Area designation.

Policy 2 of Section 3.6.1 of the Official Plan states that the evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

Section 2.5.1 (Designing Ottawa) sets out design objectives qualifying how the City wants to influence the built environment as the City matures and evolves. Section 4.11 (Urban Design and Compatible Development) discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to Views, Building Design, Massing and Scale, and Design Priority Areas.

Section 2.5.1 provides specific design objectives of how the City of Ottawa wants to influence the built environment. These design objectives are addressed below:

- ***To enhance the sense of community by creating and maintaining places with their own distinct identity.***

The Broughton subdivision is primarily low density residential with single detached and semi-detached dwellings. The higher density residential building provided by the proposed Brigil development will contribute to a different residential option within the community. The subject site was always intended for higher density residential development.

- ***To define quality public and private spaces through development.***

Landscaping along the proposed Richardson Side Road recreational pathway will create an attractive street edge and provide clear definition of the public and private realm.

Each of the proposed condominium units will have a private balcony to provide private outdoor amenity space, and a rooftop patio facing the internal parking lot to the south and overlooking the Carp River will provide communal amenity space with seating and dining areas for condo residents. The existing community building along Battersea Crescent contains a small gym and a community room equipped with a kitchen.

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

The vehicle access for the proposed condominium building will be accessed off of Kanata Avenue. Locating parking space access off of Kanata Avenue will decrease traffic through the residential subdivision and create safer internal streets. The entrance off of Kanata Avenue will provide a more direct route for some residents of the development. Internal circulation to underground parking and surface parking areas is designed to minimize conflict with pedestrians. Walkways connecting to the public sidewalks along Kanata Avenue, Battersea Crescent and the recreational pathway will bring pedestrians to the front entrances of the buildings while crossing the minimum number of drive aisles.

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

The low-rise apartment condominium development will offer housing choice in an area of primarily low density residential. The topography of the surrounding area will help minimize the impact of the massing and scale of the proposed building.

- ***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 proposed condominium dwellings will contribute to an alternative form of housing in an area predominantly composed of low density residential. The condominium dwellings will create opportunities for economic and demographic diversity by providing smaller units for small families, singles and seniors. The existing walk up units with surface parking may appeal to a younger demographic. The existing and proposed flats with underground parking and elevator access provide increased convenience for older or less mobile residents.

- ***To understand and respect natural processes and features in development design.***

The site has been excavated and prepared as part of the previously approved site plans and portions of the site are currently under construction. A Tree Conservation Report was prepared in 2011 by IFS Associates for the original site plan application to determine measures for protecting existing trees along the property line bordering the proposed City Park west of the site. No new study is required – a revised landscape plan (dated December 20, 2016) has been prepared by Levsteck Consultants.

There are no natural heritage features, significant water features, endangered species habitat, cultural heritage and archaeological resources, valleylands or areas of natural and scientific interest on or adjacent to the subject site. The proposed development will have no impact on the Carp River which is located approximately 550m southwest of the site.

- ***To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.***

The higher density residential development will help to achieve density and intensification targets in the suburban area. The location attributes of the site, near bus routes along Kanata Avenue and the proposed multi-use pathway on Richardson Side Road, will promote alternative modes of transportation and will provide opportunities for an overall reduction in carbon footprint/emissions. Bicycle parking is provided in the existing and proposed underground parking garages, and outside at several locations on the subject site.

The site is located 1 kilometre from the Kanata Town Centre and 2.5 kilometres to the Kanata North Business park via the multi-use pathway along Terry-Fox Drive. The “High Profile Employment, Entertainment and Leisure District” of the Kanata West Concept Plan

will also be located approximately 2 kilometres away and easily accessible from the subject site.

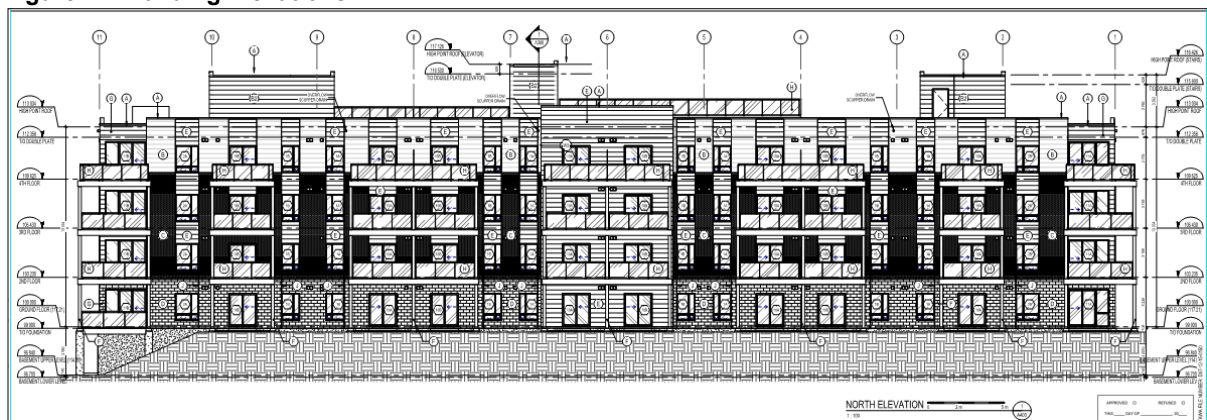
Section 4.11, Urban Design and Compatible Development, discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to Views, Building Design, Massing and Scale, and Design Priority Areas.

Views - The proposed development is not a high-rise building and is not within any of the view shed areas directly addressed in Policy 4.11 (Central Area, Beechwood Cemetery), however the proposed condominium building will be a prominent landmark for pedestrians and cyclists using the multi-use path along the closed road allowance of Richardson Side Road.

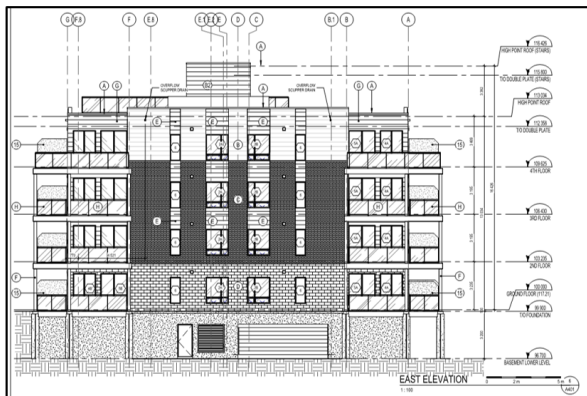
Building Design - Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. Policy 5 of Section 4.11 requires that proponents of new development demonstrate how the design of their development compliments with the existing character and planned function of the surrounding area in the context of:

- a. Setbacks, heights and transition;*
- b. Façade and roofline articulation;*
- c. Colours and materials;*
- d. Architectural elements, including windows, doors and projections;*
- e. Pre- and post-construction grades on site; and*
- f. Incorporating elements and details of common characteristics of the area.*

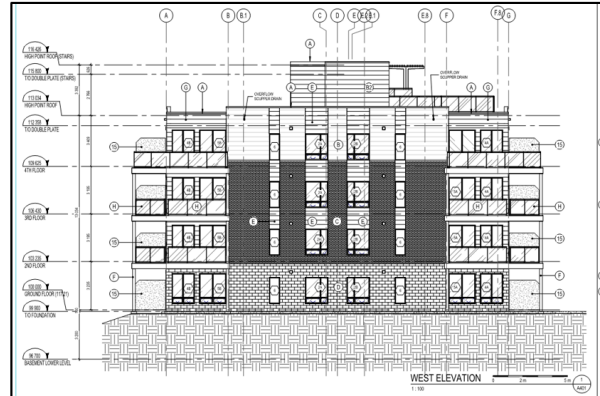
Figure 11: Building Elevations



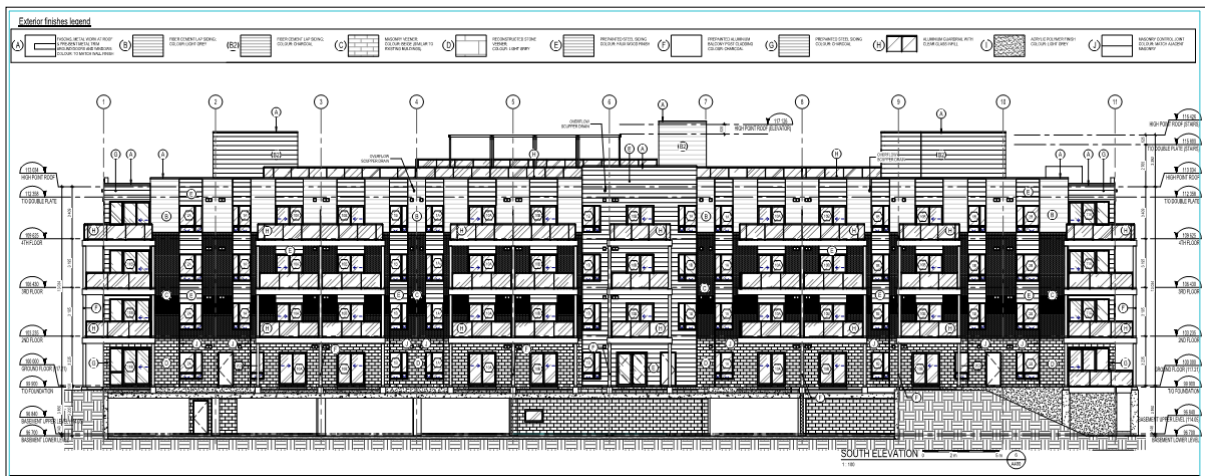
North Elevation facing internal parking lot



East Elevation



West Elevation with underground parking entrance



South Elevation facing Kanata Avenue

The proposed building will be 4-storeys in height and include a rooftop patio will face an internal parking lot to the south and overlook the Carp River. The rooftop patio will provide communal amenity space with seating and dining areas for condo residents. Balconies and windows on all sides of the building ensure that there are no blank walls and that the building addresses both the recreational pathway to the north and the interior parking lot.

The surrounding topography, which rises to the north and west of the subject site, lessens the impact of the height transition between the proposed condominium building and the single homes on top of the 2-storey retaining wall across Richardson Side Road north of the subject site.

The siting of the building, large windows, and balconies will engage with the public travelling along the multi-use pathway north of the subject site. As a sloping site, the grading is complex with a central retaining wall through the parking area. This division was approved in the original site plan approval. Curbs and grading will tie into the existing development on the adjacent property and the roadway. A retaining wall between the subject property and the Broughton Park will taper toward Richardson Side Road where the grades will match. The rock wall ties into a retaining wall near Battersea Crescent. An existing combination

rock wall and retaining wall is located between the subject property and the Broughton Park and adjacent townhomes to the west.

Policy 6 of Section 4.11 requires that all applications for new development:

- a. Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street;*
- b. Include windows on the building elevations that are visible from public spaces;*
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.*

As shown on the elevation drawings above (Figure 11) the proposed building has windows and balconies on all sides of the building. The proposed condominium building will provide animation to the multi-use pathway. Pathway connections will provide access from the front entrance of the building to the recreational pathway.

Policy 8 of Section 4.11 discusses loading facilities, service areas, mechanical equipment (including roof-top), vents and metering devices. No loading space is required for a residential building. Garbage and recycling will be located in the underground garages and in the communal building fronting on Battersea Crescent.

Massing and Scale - Massing and scale describes the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings. The elevation of the site and surrounding properties will help to minimize the impact of the four story building in relation to the surrounding two and three storey single and semi-detached dwellings. Balconies and roofline detail help to create definition and visual interest of the proposed condominium building.

Outdoor Amenity Areas - Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities. Amenity areas for residents of the proposed building will be provided on private balconies, as well a communal roof top terrace. A communal outdoor amenity area is also proposed adjacent to the community building.

Design Priority Areas - The site is not located in a designated design priority area.

We find that the proposed development is generally consistent with criteria and policies of Section 4.11 of the Official Plan.

More generally, Section 4 deals with the review of Development Applications and provides direction on when specific studies are required to ensure adequate consideration of all aspects of development including water and wastewater servicing, stormwater management, cultural heritage resources, environmental protection, and protection of health and safety.

Relating to Section 4.4 – Water and Wastewater Servicing:

- Novatech's Design Brief (dated December 20, 2016) presents the revised water and sanitary design for the revised site plan and provides an overview of the existing sanitary sewer, storm sewer, and watermain system that have been constructed on site and provides detailed design of the required changes.
- Sanitary service will be provided by existing and proposed 200mm sanitary pipe within the development and will make use of existing outlet connections at the west entrance and a connection in front of the community building on Battersea Crescent.
- Water service will be provided by the existing watermain along Battersea Crescent and will be connected at the west entrance and in front of the community building and looped within the development.
- The development of the subject property to accommodate 186 new dwelling units will not exceed the capacity of existing sanitary capacity servicing the site.

Relating to Section 4.6 – Cultural Heritage Resources and Section 4.6.2 – Archaeological Resources:

- There are no cultural heritage resources (buildings, structures) on the subject property.
- A Stage 1 and Stage 2 Archaeological Assessment was conducted by Kinickinick Heritage Consultants in 2005 for the entire Broughton Subdivision, and an additional Stage 2 and 3 Assessment was conducted by Northeastern Archaeological Associates for specific sites within the subdivision in May 2008, including the subject site. Complete clearance was recommended.

Relating to Section 4.7 – Environmental Protection:

- The site is a construction site and is heavily disturbed from a natural environment perspective and does not contain potential habitat for threatened or endangered species.
- The subject property does not have any natural heritage features or significant water features. There are no significant wetlands, endangered species habitat, valleylands or areas of natural and scientific interest on or adjacent to the subject property.
- The Carp River is located approximately 550m southwest of the site and will not be negatively impacted by the proposed development.
- A Tree Conservation Report was prepared in 2011 by IFS Associates for the original Site Plan application to determine measures for protecting existing trees along the property line bordering the proposed City Park west of the site. Excavation of the entire site was completed according to the previously approved site plan and this area will not be impacted by the proposed revised design.

Relating to Section 4.7.6 – Stormwater Management:

- Novatech's Design Brief dated December 20, 2016 addresses the proposed site plan changes.
- Storm service will be provided by via two existing connections to the storm sewer on Battersea Crescent; one connected at the west entrance, and one connected in front of the community building. The west side of the site will make use of existing infrastructure and remain untouched. The east side of the site will require a combination of existing pipe and a proposed 375mm-diameter and 1050mm-diameter superpipe for site drainage and storage.
- Storm servicing for the development will be provided using a dual drainage system: minor system flows (up to the 5-year event) will be conveyed by storm sewers, while major system flows will be stored at low points in the roadways, parking areas and within a superpipe. Major flows that exceed the provided storage will be conveyed overland to Battersea Crescent and the Kanata Avenue ditch.

Relating to Section 4.8 – Protection of Health and Safety:

- There are no flood hazards, erosion hazard, or dynamic beach hazards on or adjacent to the site, and no past mineral resource extraction, aggregate operations, or petroleum resource operations are known to have occurred.
- The Phase 1 Environmental Site Assessment (E2581-1) was prepared by John D. Patterson and Associates Ltd. in 2003 for the Broughton Lands Subdivision and did not identify any evidence to suggest past or present soil contamination.

As demonstrated above, the proposed development conforms to the City of Ottawa Official Plan relating to the General Urban Area designation and to policies guiding Urban Design and Compatibility.

2.2.3 Zoning By-Law 2008-250

As previously noted, the subject property is zoned R4Z [1203] – Residential Fourth Density Subzone Z with a special exception 1203. The proposed residential condominium planned unit development (PUD) is permitted as-of-right in the R4Z zone. A Minor Zoning By-law Amendment is required to modify the provisions of urban exception 1203. This section summarizes the zoning provisions applicable to the subject property, and provides a rationale for the proposed changes to urban exception 1203 with respect to maximum density and minimum required parking spaces requirements. Table 1 below summarizes the provisions of the R4Z zone and what will be provided by the proposed Site Plan Revision.

Table 1: Residential Fourth Density Subzone Z [1203] Zone Provisions

R4Z [1203] Zone		
Provision	Requirement	Proposed
Minimum lot area	1400 m ²	13,924 m ²
Minimum lot width	15 m	108 m
Maximum lot coverage	55%	28%
Minimum front yard setback	4 m	4 m
Minimum rear yard setback	4 m	9.56 m
Minimum interior side yard setback	2 m	4.82 m
	4 m where abutting R1 or R3 zone	11.24 m
Minimum corner side yard setback	4 m	5.753 m
Maximum building height	19 m	17.3 m
Minimum landscaped open space	None	N/A

Urban exception 1203 includes a provision for a “*maximum density 100 dwelling units /ha*”. The addition of the proposed 79-unit condominium building to the existing 107 dwelling units on the subject site increases the density of the property to 134 dwelling units per hectare. This density exceeds the maximum permitted density permitted by urban exception 1203.

Novatech completed a Design Brief for water and wastewater servicing of the proposed site plan revision (revised December 20, 2016). Section 5.1 of the Design Brief includes an analysis of the effect of the sanitary flows from the proposed development to existing sanitary sewers. Section 5.1 of the design brief concludes:

“The downstream Broughton subdivision sanitary sewer and the Terry Fox Drive sanitary trunk sewer can accommodate the increased density of the final Heritage Hills site plan of 186 units. The arbitrary limit of 100 units/hectare may be revised as the existing sanitary infrastructure has sufficient capacity to service the proposed 186 units within Heritage Hills.”

The Design Brief concludes the development of the subject property to accommodate the proposed 186 dwelling units will not exceed the capacity of existing sanitary sewers servicing the site. The subject property was originally intended to be developed as a high density residential development as part of the creation of the Broughton Subdivision. Based on the conclusions of the Design Brief and the original intent of subject property, urban exception 1203 should be amended to remove the maximum density of 100 dwelling units per hectare provision.

Section 101 of the Zoning By-Law provides minimum parking space requirements for each use. With regards to the proposed condominium units, Table 101 Row R11 “*Dwelling, Low-rise Apartment*” requires a minimum 1.2 spaces per dwelling unit in the suburban Area (Area C on Schedule 1A). The final development will have 186 units.

1.2 parking spaces required/dwelling unit* 186 units = 223 parking spaces required

The proposed minor zoning by-law amendment would decrease the required parking space rate to one per dwelling unit. The proposed site plan includes one parking space for each dwelling unit totaling 186 spaces. These parking spaces are provided as surface parking and in underground parking garages. Both the proposed and existing 79-unit condominium buildings have elevators that allow easy access to parking garages. These condominium units are anticipated to be occupied by a variety of seniors and young families to downsize from larger homes.

The subject site is adjacent to a multi-use path within the road allowance of Richardson Side Road. This path provides an opportunity for residents on the subject property to make short distance trips by bicycle or by walking. Local and express OCTranspo bus routes are available along Kanata Avenue east of the subject property.

The subject property is well situated to take advantage of alternative forms of transportation including walking, cycling, and public transportation. Based on the above, Urban exception 1203 should be amended to a rate of one parking space per dwelling unit.

Section 102 provides minimum visitor parking space rates. The Zoning By-law specifies that 0.2 visitor parking spaces are required per dwelling unit for an Low-rise Apartment Dwelling. Thirty-seven surface parking spaces are provided for visitor parking.

The Zoning By-law specifies landscaping provisions for parking lots. A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area. The proposed site plan provides 15.6% of the area of the parking lot as landscaped area, including both soft landscaping and paved pedestrian walkways.

The Zoning By-law specifies Bicycle Parking Space Rates and provisions. The Zoning By-law requires 0.5 bicycle parking space per dwelling unit. Thirty-eight spaces are provided in the underground parking garage of the proposed building and additional 14 outdoor spaces will be provided adjacent to the amenity building for residents of the existing buildings. Storage lockers within the amenity building will provide an additional option for winter storage.

0.5 bicycle parking space/dwelling unit* 186 units = 93 bicycle parking spaces required (111 spaces are provided).

The requirements of Part 4 of the Zoning By-law – Parking, Queuing and Loading Provisions are summarised in Table 2.

Table 2: Parking Provisions

Provision	Requirement	Proposed
Minimum residential parking rate (1.2 spaces/dwelling unit)	223	Surface: 72
		Underground: 114
Minimum visitor parking (0.2 spaces/dwelling unit)	37	37 surface spaces
Barrier free parking		5 (3 surface, 2 underground)
Bicycle parking (0.5 spaces/dwelling unit)	93	Indoor: 47
		Outdoor: 64
Parking lot landscape area (minimum)	15%	15.6%

The proposed site plan revision conforms to the visitor parking space provisions, bicycle parking space provisions, and landscaping provisions for parking lots in Section 4 of the Zoning By-law.

The Zoning By-law specifies a minimum amenity area requirement of 6m² per dwelling unit. Amenity Area requirements are summarised below in Table 3. A minimum of 50% of the required total amenity area must be communal, with at least one area aggregated into an area of at least 54m². Each unit of the proposed building will have a private balcony and will have access to a communal rooftop terrace. Additional amenity area will be provided as a fitness room and meeting/party room in the existing communal building, and outdoors on the east side of the community building. The proposed development conforms to the landscaping provisions of the Zoning By-law.

Table 3: Amenity Area Provisions (Section 137)

Provision	Requirement	Proposed
Minimum requirement for apartment building	1116 m ²	3594 m ² (includes balconies, rooftop patios, outdoor and fitness room)
Minimum 50% communal	558 m ²	607.2 m ² (includes rooftop patios, outdoor and fitness room)
At least one area > 54m ²	54 m ²	Fitness/Amenity room approx. 100 m ²

The addition of a 79-unit condominium building to the existing residential buildings is appropriate for the development of the subject property. All proposed and existing residential buildings conform to the performance standards in the Zoning By-law with respect to lot area, lot width, required yard setbacks, building height, and amenity area. The proposed development also conforms to the visitor parking space provisions, bicycle parking space provisions, and landscaping provisions for parking lots in Section 4 of the Zoning By-law. The proposed development also conforms with the landscaping provisions of Section 137 of the Zoning By-law.

For the purpose of interpreting the provisions of the Zoning By-law, an additional provision will be required to make the subject property one lot for zoning purposes. Blocks 1 and 2 are subject to an approved plan of condominium, and blocks 3 and 4 will be subject to future applications. A joint use and maintenance agreement, and access easements for parking, will be required. This provision is requested to allow the parking to be shared across the subject property, and so that landscaping and amenity area provisions continue to be met.

Based on the zoning section above, urban exception 1203 should be revised as follows:

- **To remove the provision of a maximum density of 100 units per hectare;**
- **To require a minimum parking space rate of 1 per dwelling unit;**
- **The subject property is to be considered one lot for zoning purposes.**

3.0 CONCLUSION

The proposed development is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan. The proposed Minor Zoning By-law Amendment to urban exception 1203 will allow the efficient development of the subject property.

The proposed development is an appropriate and desirable addition to the community and represents good planning.

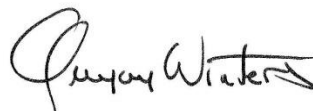
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Prepared By:



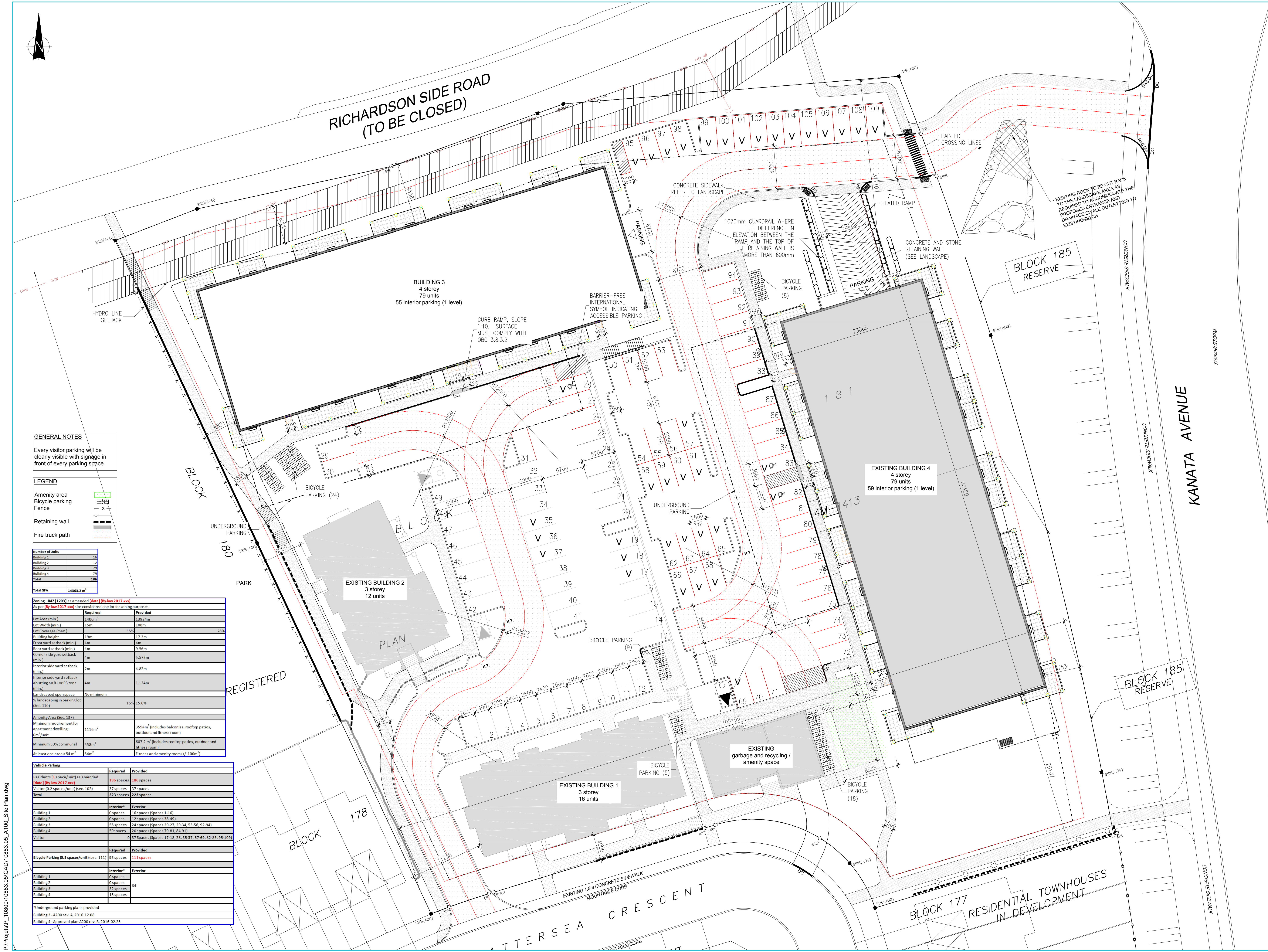
Ryan Poulton, M.P.L.
Planner

Reviewed by:



Greg Winters, MCIP, RPP
Project Manager Planner

Appendix A:
Proposed Site Plan



GENERAL NOTES

Every visitor parking will be clearly visible with signage in front of every parking space.

LEGEND

Amenity area
Bicycle parking
Fence
Retaining wall
Fire truck path

Number of Units	
Building 1	16
Building 2	12
Building 3	79
Building 4	79
Total	186
Total GFA	14363.2 m ²

Zoning - R42 (2013) as amended (date) (By-law 2017 excl)		
As per (By-law 2017 excl) site considered one lot for zoning purposes		
	Required	Provided
Lot Area (min.)	1400m ²	13924m ²
Lot Width (min.)	15m	108m
Lot Coverage (max.)	55%	28%
Building height	15m	17.3m
Front yard setback (min.)	4m	4m
Clear yard setback (min.)	4m	9.56m
Corner side yard setback (min.)	4m	5.573m
Interior side yard setback (min.)	2m	4.82m
Interior side yard setback (abutting an RT or RS zone (min.))	4m	11.24m
Landscaped open space	No minimum	
% landscaping in parking lot (Sec. 110)	15%	15.6%
Amenity Area (Sec. 137)		
Minimum requirement for apartment dwelling: 6m ² /unit	1116m ²	3594m ² (includes balconies, rooftop patios, outdoor and fitness room)
Minimum 50% communal	558m ²	607.2 m ² (includes rooftop patios, outdoor and fitness room)
At least one area > 54 m ²	54m ²	Fitness and amenity room (x/1:100m ²)

Vehicle Parking		
Residents (1 space/unit) as amended (date) (By-law 2017 excl)	Required	Provided
Visitor (0.2 spaces/unit) (Sec. 102)	37 spaces	37 spaces
Total	223 spaces	223 spaces
Bicycle Parking (0.5 spaces/unit) (Sec. 111)		
Building 1	0 spaces	15 spaces (Spaces 1-16)
Building 2	0 spaces	12 spaces (Spaces 38-49)
Building 3	55 spaces	24 spaces (Spaces 20-27, 29-34, 53-56, 92-94)
Building 4	59 spaces	20 spaces (Spaces 70-81, 84-91)
Visitor	0	37 Spaces (Spaces 17-18, 28, 35-37, 57-69, 82-83, 95-109)
Bicycle Parking (0.5 spaces/unit) (Sec. 111)		
Building 1	0 spaces	15 spaces
Building 2	0 spaces	12 spaces
Building 3	55 spaces	24 spaces
Building 4	59 spaces	20 spaces

*Underground parking plans provided
Building 3 - A200 rev. A, 2016.12.08
Building 4 - Approved plan A200 rev. B, 2016.02.25

NOTES GÉNÉRALES / General Notes

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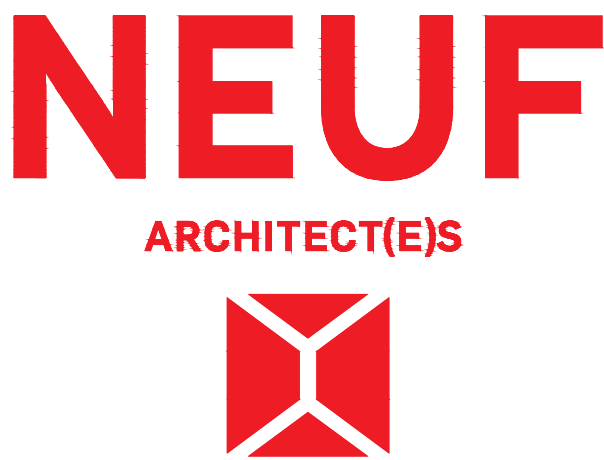
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CLIENT / Client

OUVRAGE / Project

Kanata Lakes
124 Battersea Crescent

EMPLACEMENT / Location
OTTAWA

NO PROJET / No.
10883

NO REVISION DATE (aa.mm.jj)
A Site plan Pre-consultation 2016-12-08

DESSINÉ PAR / Drawn by
A.B.
DATE (aa.mm.jj)
16.12.02

VÉRIFIÉ PAR / Checked by
ANT.C.
ÉCHELLE / Scale
1:250

Site plan

REVISION / Revision

NO. DESSIN / Dwg Number

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