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1200 Maritime Way

Planning Rationale and Design Brief

**RESIDENTIAL DEVELOPMENT
1200 MARITIME WAY**

PLANNING RATIONALE AND DESIGN BRIEF
IN SUPPORT OF A SITE PLAN AND ZONING BY-LAW AMENDMENT

Prepared For:



Prepared By:



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February 5, 2021
Novatech File: 120144
Ref: R-2020-119

February 5, 2021

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Ms. Laurel McCreight, Planner II

**Reference: Residential Development – 1200 Maritime Way
Planning Rationale and Design Brief**

Our File No.: 120144

Novatech has prepared this Planning Rationale and Design Brief on behalf of Claridge Homes to support Site Plan Control and Zoning By-law Amendment applications for a site on part of 1200 Maritime Way. The property is on the south side of Maritime Way and adjacent to Kanata Avenue in the Kanata Town Centre.

Claridge Homes proposes a 30 storey tower and a 28 storey tower over a shared basement parking garage. A total of 632 units will be provided. A Zoning By-law amendment is required to permit the proposed building heights, floor space index, setbacks, and a reduction in the amenity area.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, BUPD
Planner

TABLE OF CONTENTS

1.0 Introduction.....	1
2.0 Contextual Analysis	1
2.1 Site Location and Local Context.....	1
2.2 Planning Context.....	3
2.2.1 City of Ottawa Official Plan	3
2.2.3 City of Ottawa Zoning By-law 2008-250	5
3.0 The Proposal.....	6
3.1 Pre-Application Consultation	6
3.1 Site Plan.....	6
3.2 Zoning By-law Amendment.....	6
4.0 Policy Justification	8
4.1 Provincial Policy Statement 2020	8
4.1.1 Building Strong Healthy Communities	8
4.1.2 Wise Use and Management of Resources	10
4.1.3 Protecting Public Health and Safety	11
4.2 Official Plan	13
4.2.1 Land Use Designation and Compatibility	13
4.2.2 Official Plan Section 2.5.1	14
4.2.3 Official Plan Section 4.11 / DESIGN BRIEF.....	15
4.3 Kanata Town Centre Secondary Plan.....	21
4.4 Urban Design Guidelines for High-rise Buildings	22
5.0 Conclusion	26
APPENDIX A: Site Plan.....	27

1.0 | INTRODUCTION

Novatech was retained by Claridge Homes to prepare a Planning Rationale and Design Brief in support of Site Plan Control and Zoning By-law Amendment applications to allow for the development of two high-rise residential towers on the western portion of lands municipally known as 1200 Maritime Way (hereafter 'the Site') and legally described as:

BLOCK 9 ON PLAN 4M1325 SAVE AND EXCEPT PARTS 1 AND 2 PLAN 4R21904 AND PART 1 ON PLAN 4R-24296, OTTAWA. SUBJECT TO AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 1 PLAN 4R6320 AS IN LT640334. SUBJECT TO AN EASEMENT IN FAVOUR OF HYDRO OTTAWA LIMITED OVER PARTS 1, 11 TO 13, 24 AND 25 PLAN 4R18327 AS IN OC204899. SUBJECT TO AN EASEMENT IN GROSS OVER PARTS 1 AND 2 ON PLAN 4R-26412 AS IN OC1403234

2.0 | CONTEXTUAL ANALYSIS

2.1 SITE LOCATION AND LOCAL CONTEXT

The Site is an area of 1.28 ha that is to be severed from the parcel municipally known as 1200 Maritime Way, a 3.89 ha lot on the south side of Maritime Way in Kanata. The Site is the westernmost part of 1200 Maritime Way and slopes down slightly to the north and is vacant and undeveloped. It has frontage on Maritime Way. The property also abuts Kanata Avenue to the west and the Bus Rapid Transit (BRT) / future Light Rail Corridor (LRT) and Highway 417 to the south. The property has no access to/from the highway.

To the north across Maritime Way is a five-storey hotel (Marriott Towne Place Suites), a 1.64 ha lot that is currently vacant and the 'William's Court' residential complex which comprises five buildings 5-12 storeys in height. To the west is 'Timberwalk', a recently completed seven storey retirement home, and across Kanata Avenue, the main commercial portion of the Kanata Town Centre, with a ten-storey hotel and a large area of retail further west including a Walmart. To the east is a stormwater management pond.

It is proposed to sever the parcel that will contain the development. An application will be made to the Committee of Adjustment and the severed parcel will be approximately 1.28 ha.

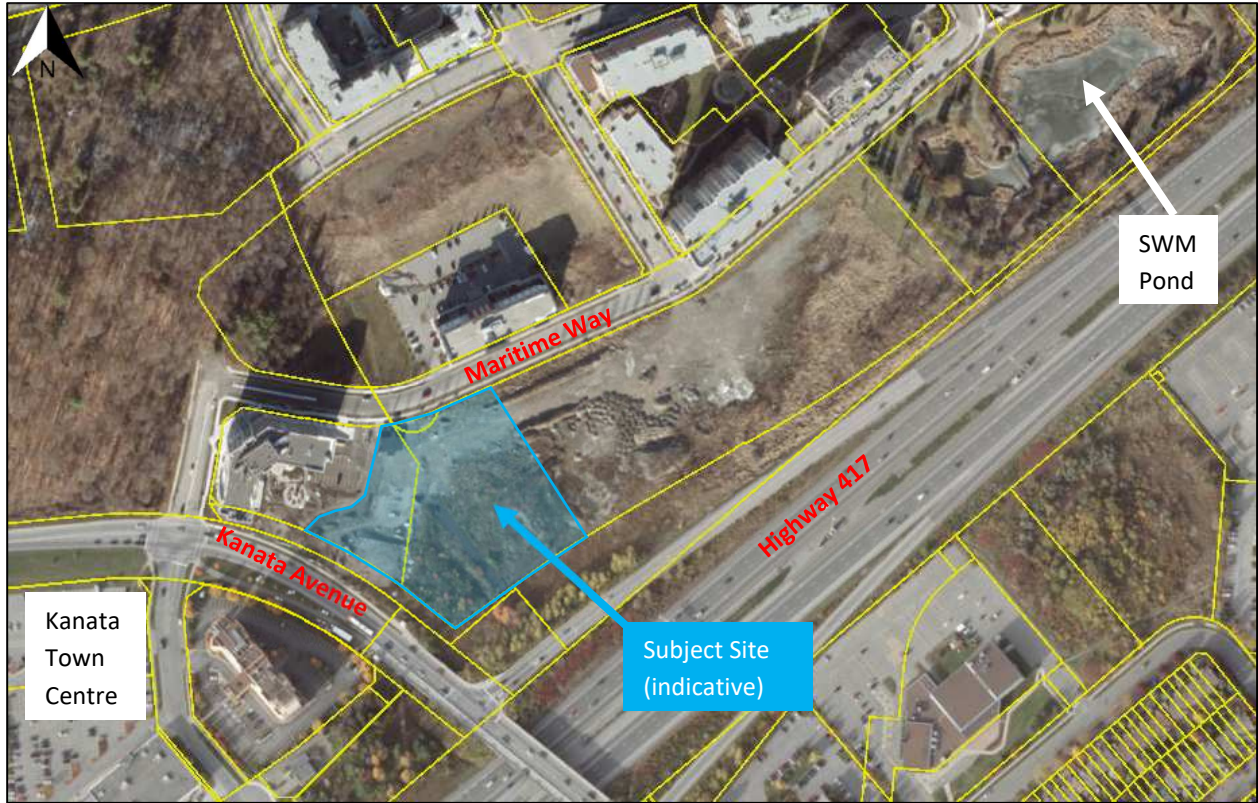


Figure 1: Subject site and surrounding land uses



Figure 2: Context photograph taken from Maritime Way looking south east to the site. The Timberwalk retirement home (now completed) is at the left of the photograph and the Holiday Inn across Kanata Avenue is in the background.

2.2 PLANNING CONTEXT

2.2.1 CITY OF OTTAWA OFFICIAL PLAN

The subject site is designated as a Mixed Use Centre and Town Centre on 'Schedule B: Urban Policy Plan' in the *Official Plan*.

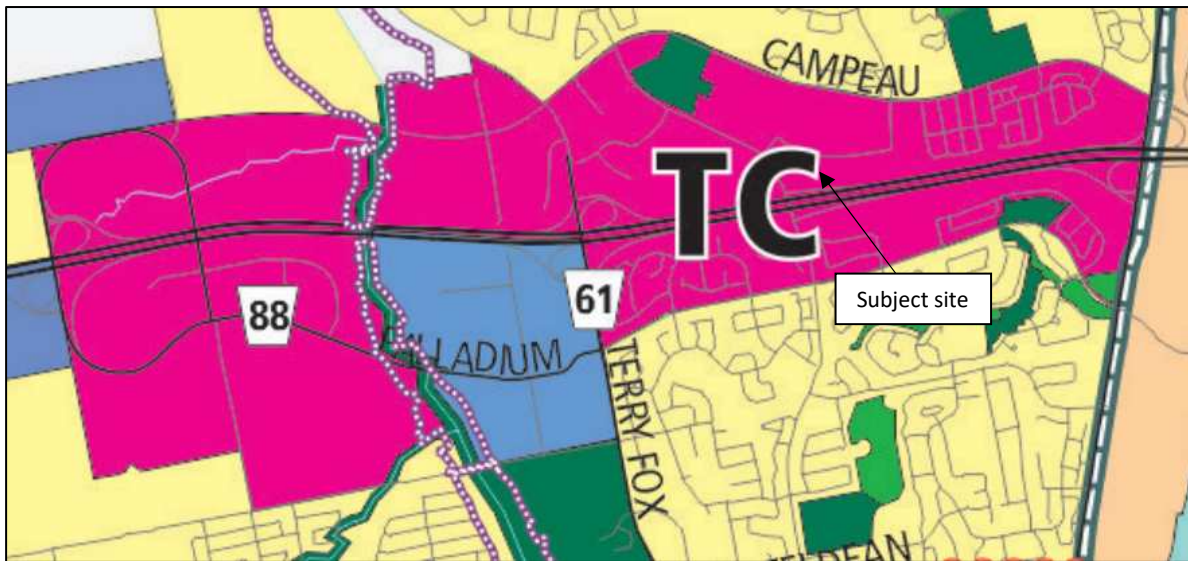


Figure 3: Subject site, surrounding land uses and zoning

Official Plan 'Schedule C – Primary Urban Cycling Network' identifies two multi-use pathways. One pathway is on Maritime Way east of the site, crossing over Highway 417 and linking into Kanata South. The second pathway is on Campeau Drive to the north. Campeau is also noted as being a Spine Cycling Route.

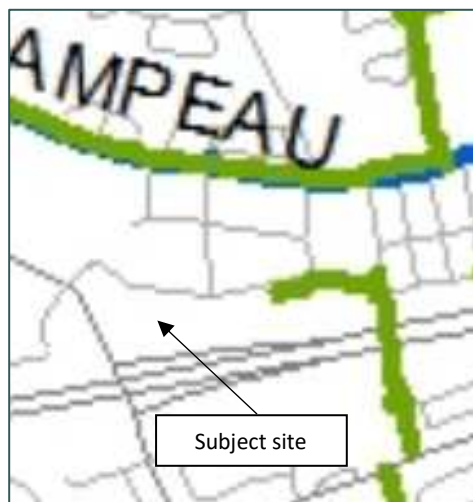


Figure 4: Excerpt of Official Plan Schedule C showing the multi-use pathway (green) on Maritime Way east of the site

Official Plan 'Schedule D – Rapid Transit Network' shows Bus Rapid Transit (BRT) just south of the site. The site is located between Terry Fox Station (approximately 350m west) and Kanata Town Centre Station (approximately 500m east). The proposed Stage 3 LRT (Light Rail Transit) will follow the same route.

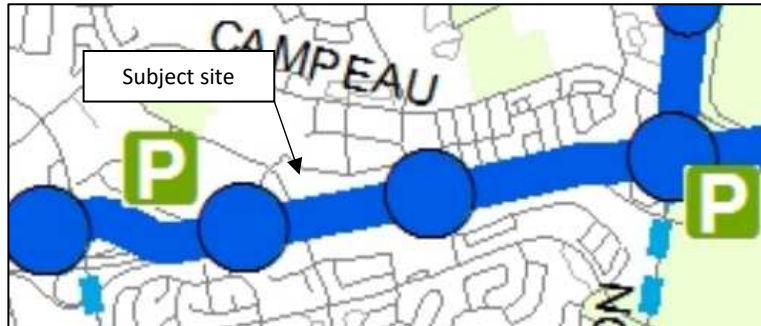


Figure 5: Excerpt of Official Plan Schedule D showing the BRT immediately south of the site

Official Plan 'Schedule E – Urban Road Network' designates Kanata Avenue and Campeau Drive as Arterials (red) and Highway 417 Provincial Highway (brown). Maritime Avenue is a local street with a 24m right-of-way and sidewalks on both sides. Annex 1 to the Official Plan does not list Maritime Way for road widening.

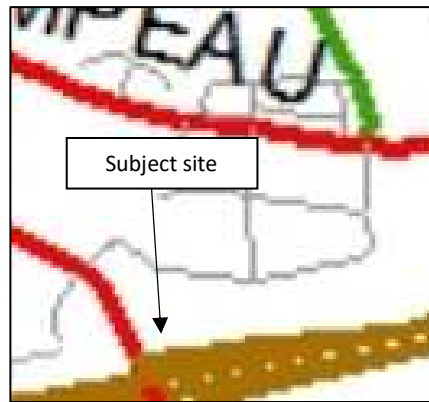


Figure 6: Excerpt of Official Plan Schedule E showing the hierarchy of surrounding roads

Official Plan 'Schedule I – Scenic Entry Routes' identifies Highway 417 as a Scenic Entry Route (pink).

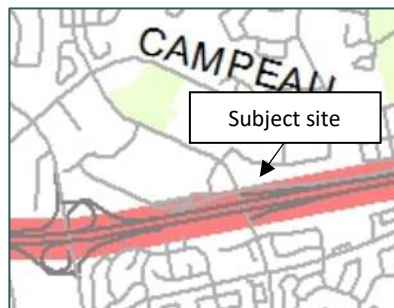


Figure 7: Excerpt of Official Plan Schedule I showing Highway 417 as a Scenic Entry Route

Per Official Plan 'Schedule K – Environmental Constraints', part of the subject site may have Organic Soils.

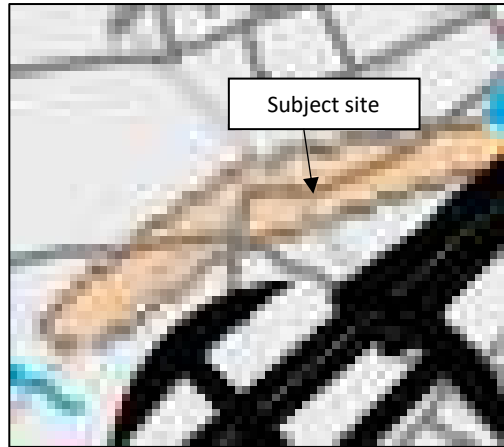


Figure 8: Excerpt of Official Plan Schedule K indicating Organic Soils on the site

Per Official Plan 'Schedule L3 – Natural Heritage Overlay System (South)' the subject site not affected by Natural Heritage Overlay System Overlay or the features identified.

2.2.3 CITY OF OTTAWA ZONING BY-LAW 2008-250

The site is currently in two zones – the western part is Mixed Use Centre sub-zone 5 with a height limit (MC5 H[35]). The eastern part is Mixed Use Centre sub-zone 15 with an exception and a hold (MC15[2165]-h).

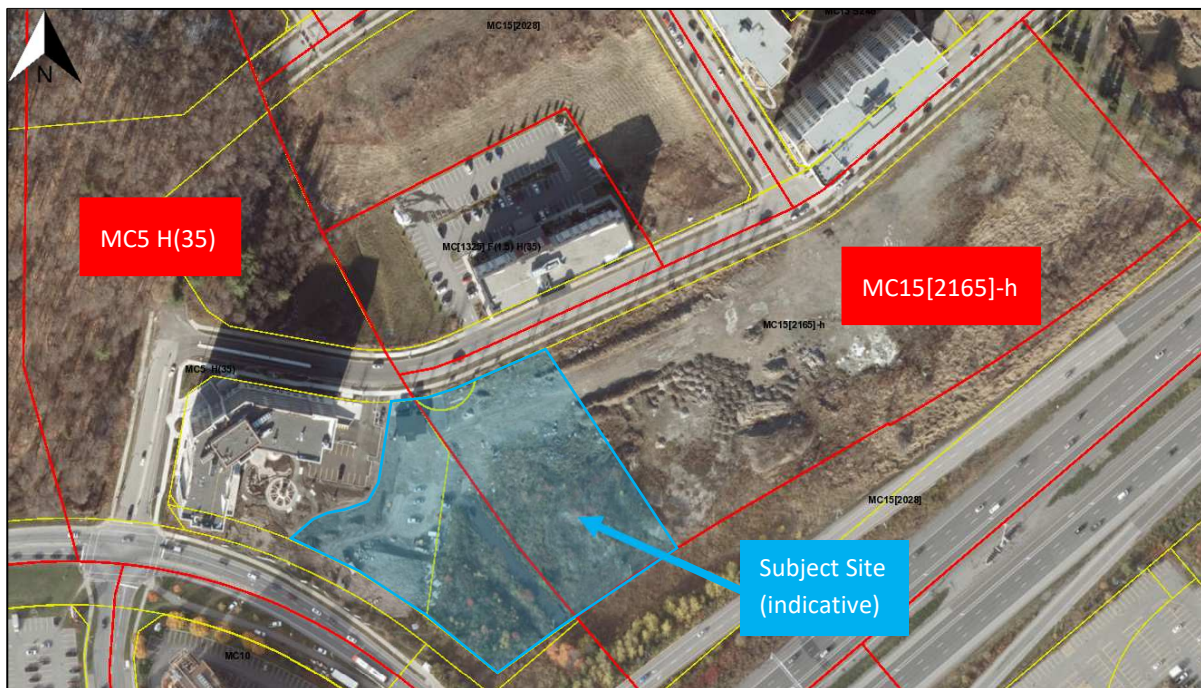


Figure 9: Existing Zoning

The purpose of the MC zone is to:

- 1) *ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (By-law 2015-293)*
- 2) *allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and*
- 3) *impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.*

Apartment dwelling high-rise is a permitted use in both the MC5 and MC15 sub-zones. They also list zoning provisions additional to the MC zone. Of note, the MC5 zone has a height limit of 35m and the exception that applies to the eastern part of the site (Exception 2165) introduces a height limit of 67m.

3.0 | THE PROPOSAL

3.1 PRE-APPLICATION CONSULTATION

A pre-application consultation meeting was held with City Staff on August 6, 2020 to discuss the proposed development and application submission requirements. It was determined that an application for site plan control approval and an application for a zoning by-law amendment would be required. Following the meeting, the City provided comments on August 14, 2020. These comments have been considered and integrated into the proposed design, as described below.

3.1 SITE PLAN

Two high-rise apartment buildings are arranged in a 'V' shape, containing a total of 632 dwellings. The eastern building is 28 storeys and the western building is 30 storeys and they are each set on a seven-storey podium. The roofs of each podium is planned as amenity space. The buildings are connected by an underground parking garage with 662 vehicle spaces and 301 bicycle stalls. At ground level between the buildings are 30 visitor car parking spaces, a further 15 bicycle stalls (for a total of 316), the access driveway (including fire route) from Maritime Way, and landscaping. The Site Plan by NEUF Architecte(s) (Re. F dated December 16, 2020) is included as Appendix 1.

3.2 ZONING BY-LAW AMENDMENT

High-rise apartment dwelling is a permitted in both zones that affect the site. Neither zone permits the proposed height of the buildings – the MC5 zone sets a height limit of 35m and the MC15 [2165] exception sets a height limit of 67m. A Zoning By-law Amendment is required to apply a suitable height limit and to address some other areas of non-compliance (refer to the table above).

Zoning Provision	MC Required	MC5 Required	MC15 [2165] Required	Proposed
Minimum Lot Area	No min.			1.28 ha
Minimum Lot Width	No min.			80m
Maximum Building Height (lesser of)		35m	67m / 20 storeys	97m
Minimum Building Height			11m	97m
Minimum floor space index			2.0	4.0
Maximum floor space index		2.0		4.0
Maximum GFA of any storey above 15m in height			2500m ²	880m ² (approx.)
Landscaped Area (minimum)			30 %	49.5%
Amenity Area (m ²)	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit			3292m ²
Parking, resident	0.5 spaces per dwelling unit			0.95/unit
Parking, visitor	0.1 spaces/unit after first 12 dwelling units) but not more than 30 spaces per building			30 spaces per building
Minimum Front Yard Setback		No min.	No min.	16.74m
Maximum Front Yard Setback		3.5m		16.74m
Minimum Rear Yard Setback where the building wall contains room windows, the minimum rear yard adjacent to the windows		6m		3m
Minimum Interior Side Yard Setback where the building wall contains room windows, the minimum interior side yard setback adjacent to the windows		3.5m		3.05m
Minimum front yard and corner side yard setbacks for surfaced parking		10		8.75m
Maximum setback from a building wall to a lot line abutting a street for the entire length of the building wall nearest a lot line abutting a street for all other buildings			4.5	8.40m
maximum yard setback for at least 80% of the width of any other building wall facing a public street:			0.5	16.74m
minimum building separation on a lot: between main buildings: between facing walls, both of which contain room windows: between portions of a building wall and portions of another building wall greater than 15m in height.		12	12	21.4m
Between an approach/driveway/aisle if building contains dwelling units or rooming units		3	3	5.6m
50% of the length of any ground floor wall facing a public street must consist of windows and/or entrances.			Applies	40% (approx.)

4.0 | POLICY JUSTIFICATION

4.1 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable PPS policies.

4.1.1 BUILDING STRONG HEALTHY COMMUNITIES

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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 the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- (h) promoting development and land use patterns that conserve biodiversity; and*
- (i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community because it:

- **is a compact building form which minimizes land consumption and servicing costs;**

- diversifies the housing choice in the area to cater to people of all ages and life stages; and
- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

The subject site is in the Settlement Area.

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- efficiently use land and resources;*
- are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- prepare for the impacts of a changing climate;*
- support active transportation;*
- are transit-supportive, where transit is planned, exists or may be developed; and*
- are freight-supportive; and*

The proposed development efficiently uses land and existing infrastructure. The location within Kanata Town Centre and close to facilities and supports transit.

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

Policy 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: permitting and facilitating:*

- all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

The proposed development offers one and two bedroom units to accommodate various needs. The addition of rental apartments increases the mix of residential types and densities available in the area.

- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

Appropriate levels of infrastructure and public service facilities exist to support the proposed residential development.

- (c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed*

The density of the proposed development represents an efficient use of land, resources, infrastructure, and supports the proposed rapid transit station within the Town Centre.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*

- (a) *the use of existing infrastructure and public service facilities should be optimized*

A Servicing Report prepared by Novatech dated January 25, 2021 and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) *promote compact form and a structure of nodes and corridors;*

A very compact form – two high-rise buildings containing 632 dwellings on a 1.28 ha site – is proposed within the Kanata Town Centre node.

- b) *encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The proposed development provides 632 dwellings within 400m of a BRT and future LRT station.

4.1.2 WISE USE AND MANAGEMENT OF RESOURCES

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 *Natural features and areas shall be protected for the long term.*

The Official Plan does not identify any natural features on the site.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

No sensitive surface or ground water features exist on or adjacent to the subject site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 *Prime agricultural areas shall be protected for long-term use for agriculture.*

The subject site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 *Minerals and petroleum resources shall be protected for long-term use.*

No mineral or petroleum resources exist on or adjacent to the subject site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

No mineral aggregate resources exist on or adjacent to the subject site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

Policy 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

Archaeological resources and potential were investigated and cleared as part of the registration of the subdivision. An Archaeological Resource Assessment was not required by City staff for this application.

Policy 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The subject site is not adjacent to protected heritage property.

4.1.3 PROTECTING PUBLIC HEALTH AND SAFETY

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 *Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:*

- a) *hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) *hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) *hazardous sites.*

The proposed development is not occurring within or adjacent to natural hazard lands or sites. The OP identifies that there may be organic soils on the site. Refer to the Geotech assessment dated July 16, 2020 submitted with the application for further information.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*

Policy 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

A Phase 1 Environmental Site Assessment dated March 31, 2020 forms part of this application. It concludes that no Potential Contaminating Activities or Areas of Potential Environmental Concern associated with the site were identified. Accordingly, a Phase 2 Environmental Site Assessment is not warranted.

4.2 OFFICIAL PLAN

4.2.1 LAND USE DESIGNATION AND COMPATIBILITY

Per Section 3.6.2 of the *Official Plan*, the subject site is within a Mixed Use Centre and a Town Centre. The section speaks to the importance of these centres (Kanata is one of three in Ottawa):

Town Centres and Mixed Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.

Policy 1 goes on to describe the criteria a Town Centre should meet. Criteria a), b) and c) are of particular relevance:

- a. *Most of the centre is within an 800m walking distance of one or more rapid transit stations, and contains one or more arterial roads with all day, frequent transit service;*
- b. *There is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land;*
- c. *High-Rise Buildings of 10 storeys and more can be accommodated in a manner that provides appropriate transition to the surrounding area;*

The proposal is a good example of a site and a development that meets all these criteria.

Policy 5 outlines the uses that Mixed Use Centres permit high density residential.

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

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

An assessment against the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11 is made in the sections directly below. The proposal contributes to housing options in the area as it provides one and two bedroom rental apartments.

Policy 10) requires that: “Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. Amongst other things, the Zoning By-law and community design plans will: Require residential uses in the form of apartments and other multiples at a medium or high density”. The proposal is consistent with this policy.

4.2.2 OFFICIAL PLAN SECTION 2.5.1

Pursuant to Policy 4 in this section, the Ottawa Urban Design Review Panel will participate in the enhanced review of the urban design elements of this development application as it is located within a design priority area.

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

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

The Kanata Town Centre has evolved into primarily a retail centre with significant potential residential development east of Kanata Avenue. Higher density residential took hold in the 2000s with the three 15 storey residential towers of Park Ridge Place at the south east corner of Campeau Drive and Kanata Avenue. A retirement home, the Red Oak, was developed in 2008 at the corner of Campeau Drive and Maritime Way. By 2015, the four buildings of 10 and 12 storeys in the William’s Court development were being completed. Development of taller and higher density buildings has continued since with the construction of five storey Town Place Suites by Marriott, the seven storey Timberwalk Retirement Home (by Claridge) and the six storey Homewood Suites and Residences by Hilton at Canadian Shield Avenue and Great Lakes Avenue. The residential character of the town centre is of mid-rise to high-rise development, consistent with its compact area and proximity to existing and future transit. The proposal is consistent with this character and will build on the existing developments and implement the vision of the Kanata Town Centre.

To define quality public and private spaces through development.

The proposed development is an example of high-quality design that will be visible from public spaces and serve as a gateway development at one of the principle entrances to Kanata and the Town Centre, adding to the experience of the public. As a private space for the tenants, it is a contemporary building with various features that enhance the building’s urban design contribution and make it a desirable place to live.

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

The proposed development improves passive surveillance because it presents an active façade to the street and has windows on all sides. In addition to the public sidewalk in front of the development, there is a pathway linking Maritime Way and Kanata Avenue.

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

This section of the Kanata Town Centre has a mid to high rise character, with contemporary residential architecture consistent with development in the last 20 years. The proposal is consistent with this.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

The proposal provides one- and two-bedroom apartments. The site is unlikely to change in the future

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

The subject site not affected by Natural Heritage Overlay System Overlay or the features identified. The development's greatest environmental feature is the provision of high-density housing close to transit.

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

The proposed building is a compact form of development which reduces land consumption. The building's location encourages the use of transit. The building will meet applicable energy efficiency requirements.

4.2.3 OFFICIAL PLAN SECTION 4.11 / DESIGN BRIEF

Pursuant to Policy 1 in this section, a Design Brief is required. In accordance with Section 4.11 of the *Official Plan*, development applications are evaluated against compatibility criteria to measure their appropriateness within the surrounding local context. Following the image below is a compatibility analysis of the proposed development based on the relevant criteria:



Figure 10: Rendered view of the proposal looking south towards the Highway 417. Kanata Avenue is at far right of image. Maritime Way and existing retirement home is in foreground, just outside the image.

Building Design

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:***
 - 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.

The proposed towers are taller than the surrounding development. They are located at the edge of the Kanata Town Centre, separated from Kanata South by the wide right of way required by Highway 417. By locating them away from Maritime the Way, visual bulk and overshadowing of the street is minimized (for details refer to the Shadow Study by Neuf Architecte(s) which forms part of this submission). The transition to the surrounding area to the north, east and west which is generally mid-rise development is made via the seven-storey podium. Combined with the separation of the buildings from neighbouring mid-rise buildings, the transition is suitable. The modern design of the development, with flat roofs and facades that are articulated with glazing, balconies, and architecture features, is consistent with the surrounding area.

6. The City will require that all applications for new development:

- a. Orient the principal façade and entrance(s) of main building(s) to the street.***
- b. Include windows on the building elevations that are adjacent to public spaces;***
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.***

The proposal meets all these requirements. Although the principle entrance of each building is not oriented to the street, the overall 'V' shaped layout directs people into the site and toward the main entrances. Stand-out architectural elements accentuate the building entrances.

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:

- a. 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.***
- b. 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); and***
- c. 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.***

Although not at the intersection of an arterial and collector road, the Site is at the intersection of Highway 417 and an arterial (Kanata Avenue). It is highly visible from the Highway and functions as a 'gateway' to the Kanata Town Centre when approaching from the south. The tower elements are

located and arranged to match the vee shape where the lot meets the intersection and provide a strong entry statement whilst providing a streetwall to Kanata Avenue with its podium. Materials wrap around the building facades, providing legibility as one enters the town centre. Soft landscaping in the setback to Kanata Avenue meets policy c).

- 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 these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.**
- 9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building. [Amendment #150, LPAT July 19, 2019]**

Servicing and loading areas, utilities and other required mechanical equipment are integrated into the design of the building, being located either in the basement or on the tower rooftops behind a metal siding screening enclosure .

In relation to Policy 10, although there is a Secondary Plan, it does not contain specific criteria for compatibility in terms of the character of the surrounding area. Accordingly, the proposal will be assessed against the following criteria:

- 1. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;**
- 2. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;**
- 3. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section**

The proposed towers are taller than the surrounding development. They are located at the edge of the Kanata Town Centre, separated from Kanata South by the wide right of way required by Highway 417. By locating them away from Maritime the Way, visual impact and overshadowing of the street is minimized. The transition to the surrounding area to the north, east and west which is generally mid-rise development is made via the seven-storey podium. Combined with the separation of the buildings from neighbouring mid-rise buildings, the transition is suitable.

The emerging character of the area is of mid-rise buildings that front the street, combined with 'internal' amenity or access areas mostly enclosed by buildings but also visible from the street. The proposal

maintains this and locates some additional amenity space atop the podiums. This is to efficiently use the site and to protect the amenity space from highway traffic noise and offer expansive views.

10. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.

11. Building height and massing transitions will be accomplished through a variety of means, including:

- 1. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);**
- 2. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);**
- 3. Building setbacks and step-backs. [Amendment #150, LPAT July 19 ,2019]**

The towers are located at the edge of the Kanata Town Centre, separated from Kanata South by the wide right of way required by Highway 417. By locating them away from Maritime the Way, visual impact and overshadowing of the street is minimized. The transition to the surrounding is via the seven-storey podium. Combined with the separation of the buildings from neighbouring mid-rise buildings, the transition is appropriate.

High-Rise Buildings

14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- 1. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;**
- 2. public views, including view planes and view-sheds referred to in Policy 3 above**
- 3. proximity to heritage districts or buildings,**
- 4. reduced privacy for existing building occupants on the same lot or on adjacent lots,**

The proposal does not have any undue impacts on public views and the view planes and view-sheds referred to in Policy 3 are only applicable downtown. The subject site is not in proximity to heritage districts or buildings. The two buildings in the proposal are separated by a minimum of 23m but typically more than this, as the vee shape between them opens up. No undue impacts on privacy on or off site are expected.

15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

- 1. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.**
- 2. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.**
- 3. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.**

The buildings closest to the subject site (the retirement home and the Marriott hotel on Maritime Way and the Holiday Inn Hotel on Kanata Avenue) are mid-rise buildings of 5 to 9 storeys without distinct podiums. The podium of this taller proposal reflects this, being seven storey. The podium has balconies and glazing to animate the ground level spaces. The two buildings in the proposal are separated by a minimum of 23m but typically more, as the vee shape between them opens up. The towers are well separated from neighbouring towers.

16. Secondary Plans may provide area-specific directions for the design of high-rise buildings.

The Kanata Town Centre Secondary Plan does not provide area-specific directions for the design of high-rise buildings.

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.

19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.

The balconies in the Timberwalk retirement home located immediately to the west will be overshadowed in the early morning only in the winter months. The balconies will be clear of shadow in the summer months when the balconies are more likely to be used. The closest ground level amenity area is more than 300m north of the subject site. This separation distance ensures that the proposed development will have no impact the outdoor amenity areas of the closest residential area.

4.3 KANATA TOWN CENTRE SECONDARY PLAN

The Secondary Plan that affects the subject site was prepared prior to amalgamation and transferred to the new City of Ottawa. Following is an assessment of the proposal against the relevant provisions. The plan's vision statement is that:

The Kanata Town Centre will be an active, vibrant core area containing a diverse mix of urban uses arranged in a form and a scale, which is both human and appropriate to its function. It will be a uniquely identifiable place that caters to residents and attracts visitors and will be a constant source of pride for future generations.

At 5.7.4 Broad Issues, Residential is described as follows:

As the City grows and matures, demographic indicators suggest the need for residential development, which caters to smaller household size, lower incomes, and households which are less dependent on the private automobile.

The proposal addresses this issue by providing 1 and 2 bedroom rental apartments which are inherently more affordable than larger ground based dwellings, within 400m of a BRT stop that will become an LRT station in the future.

Land Use designations are mapped in Schedule B1 and described at Section 5.7.5. The subject site is designated 'CBD' (Central Business District). It is the intent of this designation that these lands become: *"an urban place that provides for employment uses, complemented by higher density residential uses...The lands designated Central Business District are conveniently located adjacent to the central and west rapid-transit stations providing access to pedestrians and cyclists, as well as motorised vehicles."*

Schedule B2 and Section 5.7.5.8 set out building heights. The subject site is designated for 10-30 storey high-rise development. In combination with Schedule B2, the following applies to this designation:

1. *Subject to a zoning amendment, a High-Rise 10 to 30 storey building may be considered where it is demonstrated that the development satisfies all of the following:*

- *A minimum of three storeys is required for residential and office development. [Amendment #136, LPAT # PL141243, September 18, 2020]*
- *Meets the Urban Design and Compatibility policies in Section 4.11 of the Official Plan.*
- *Meets the Designing Ottawa policies in Section 2.5.1 of the Official Plan.*
- *The appropriate maximum building height will be determined on the basis of site conditions and constraints and the ultimate height must be supportable by the required submissions for a Zoning By-law Amendment, which will include but is not limited to a Transportation Impact Study, Geotechnical Study, Servicing Brief, Sun Shadow Study, and a Concept Plan demonstrating compliance with Section 4.11 of the Official Plan. [Amendment #136, October 16, 2014]*

The proposal is a minimum of seven storeys. It meets the policies at Sections 2.5.1 and 4.11 of the Official Plan (refer to assessment at 4.2 above). The required submissions form part of this application. In relation to 'Other Issues' at Section 5.7.6 of the plan, applicable issues such as servicing are addressed by the engineering component of this application package. The same applies for Transportation at Section 5.7.5.

4.4 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential buildings are proposed. Following is an assessment of the proposal against the applicable sections of the guidelines.

1. Context

At the site level:

- 1.12 Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.**

The existing streetwall context of this section of Kanata Avenue comprises the nine storey Holiday Inn on the west side and the seven storey Timberwalk retirement home on the east, with landscaped setbacks. The proposal is consistent with this as it has a seven storey base building facing Kanata Avenue and completing this section of Kanata Avenue.

- 1.13 An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.**

There is an angular plan transition from the towers to the podium. They are located at the edge of the Kanata Town Centre, separated from Kanata South by the wide right of way required by Highway 417. The

transition to the surrounding area to the north, east and west is via the seven-storey podium. Combined with the separation of the buildings from neighbouring mid-rise buildings, the transition is suitable.

2. Built Form

Base-middle-top:

2.3 Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:

a. high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.

The proposal is consistent with this policy, having a clear base, middle and top.

Placement:

2.13 Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):

a. where there is an existing context of streetwall buildings, align the facades of the base with adjacent building facades;

b. in the absence of an existing context of streetwall buildings, create a new streetwall condition to allow for phased development and evolution.

The facades of the buildings address Maritime Way and Kanata Avenue, enclosing and animating the streets. The existing streetwall context of this section of Kanata Avenue comprises the nine storey Holiday Inn on the west side and the seven storey Timberwalk retirement home on the east. The proposal is consistent with this as it has a seven storey base building facing Kanata Avenue and completing this section of Kanata Avenue.

Height and Transition:

2.15 The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW (Diagram 2-6) to provide sufficient enclosure for the street without overwhelming the street.

The rights of way that the site has frontage to vary in width – 26m for Maritime Way and 50m for Kanata Avenue (and 150m for Highway 417 but this less of a public realm). The proposed podium is approximately 22.5m high, consistent with the narrowest right of way. A lower podium would not provide adequate enclosure, particularly to Kanata Avenue as it enters the town centre.

- 2.19 For sites where the adjacent context is lower-scale and not anticipated to change:**
- a. the height of the base or the portion of the base immediately adjacent to the neighbouring lower-scale buildings should match the height of the neighbouring buildings (Diagram 2-6 and 2-7); and**
 - b. provide a transition in height on the base through setbacks and architectural articulation (Diagram 2-6 and 2-7).**

The buildings closest to the subject site (the retirement home and the Marriott hotel on Maritime Way and the Holiday Inn Hotel on Kanata Avenue) are mid-rise buildings of 5 to 9 storeys without distinct podiums. The podium of this taller proposal reflects this, being 7 storeys. The distinct outline of the buildings, with the podium extending well beyond the towers in one direction clearly differentiates the podium.

Articulation and materials:

- 2.20 Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:**
- a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context (Figure 2-13);**
 - b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes (Figure 2-14); and**
 - c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.**

The ground level of the proposal is extensively glazed and activated by amenity uses (e.g. gym, lounge) and ground level apartments. The buildings have multiple entrances fronting the area in between the two buildings and connected by curbed sidewalks. The proposed cladding emphasizes these entrances and animates the street level, podium and tower portions of the development while breaking up the longest portions of the façade.

- 2.24 Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Figure 2-15):**
- a. the maximum tower floor plate for a high-rise residential building should be 750m² (Diagram 2-8);**

The floor plates of approximately 720m² and 880m² are generally consistent with this policy, and allow for natural light to enter between the buildings and into interior spaces at all levels.

- 2.25 Provide proper separation distances between towers to minimize shadow and wind impacts, and allow for natural light into interior spaces:**

- a. the minimum separation between towers should be 23m (Diagram 2-9);**

The two towers are separated by 23m at the narrowest point, as the vee shape between the towers results in a wider separation closer to Maritime Way.

- 2.29 Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:**

- a. a step back of 3m or greater is encouraged.**

- b. the minimum step back, including the balconies, should be 1.5m; and**

The podium of the buildings extends well beyond the towers, closest to the street. This design, and distinct building outline clearly differentiates podium from tower. The base of the buildings addresses the public realm, and the vee shape creates an inviting area with visitor parking, pedestrian connections and landscaping between the two podiums.

- 2.35 The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.**

- 2.36 Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.**

Mechanical elements have been designed to line up with elements of the building cladding, and as such are visually minimized on top of the tower, and the podium.

3. Pedestrian Realm

- 3.1 Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:**

- a. the pedestrian clearway must be within the ROW;**

- b. on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and**

- c. on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public-private transition.**

The proposal has a landscape setback to the curb on Maritime Way and Kanata Avenue of more than 6m, and additional landscaped area is proposed in the vee shaped area between the two buildings. The emerging character of the area is of mid-rise buildings that front the street, combined amenity or access

areas mostly enclosed by buildings but also visible from the street. Good examples of this is are the William's Court development further east on Maritime Way and the Timberwalk retirement home next to the Subject Site. The proposal is consistent with this character.

- 3.8 Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.**

The proposal makes use of portion of a large vacant parcel along Maritime way, and as the rest of the site is currently undeveloped, there are few opportunities to introduce pedestrian connections, but the site design allows for future connections to be made on, or around the site.

- 3.9 When a mid-block connection is on private lands, it should be properly signed and designed to welcome pedestrians and may be integrated into the lobby or atrium of a high-rise building.**

The proposal connects directly to Maritime Way and Kanata Avenue and provides a connection between the two. Maritime Way, Kanata Avenue and Lord Byng Way provide a convenient connection to the BRT and future LRT station which is 400m-500m. The activated facades facing the public realm animate it.

5.0 | CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement*, conforms to the *City of Ottawa's Official Plan. Secondary Plan for the Kanata Town Centre* and respects the *Urban Design Guidelines for High-rise Buildings*. The proposed amendment to the *Zoning By-Law 2008-250* to accommodate the height of the proposed 28 and 30 storey buildings can be approved as it allows for more efficient land use and concentration population within 400m of higher order transit.

This planning rationale and design brief, along with the associated technical studies, supports the proposed development. The proposed development is compatible in scale with the existing residential development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

Sincerely,

NOVATECH

Prepared by:



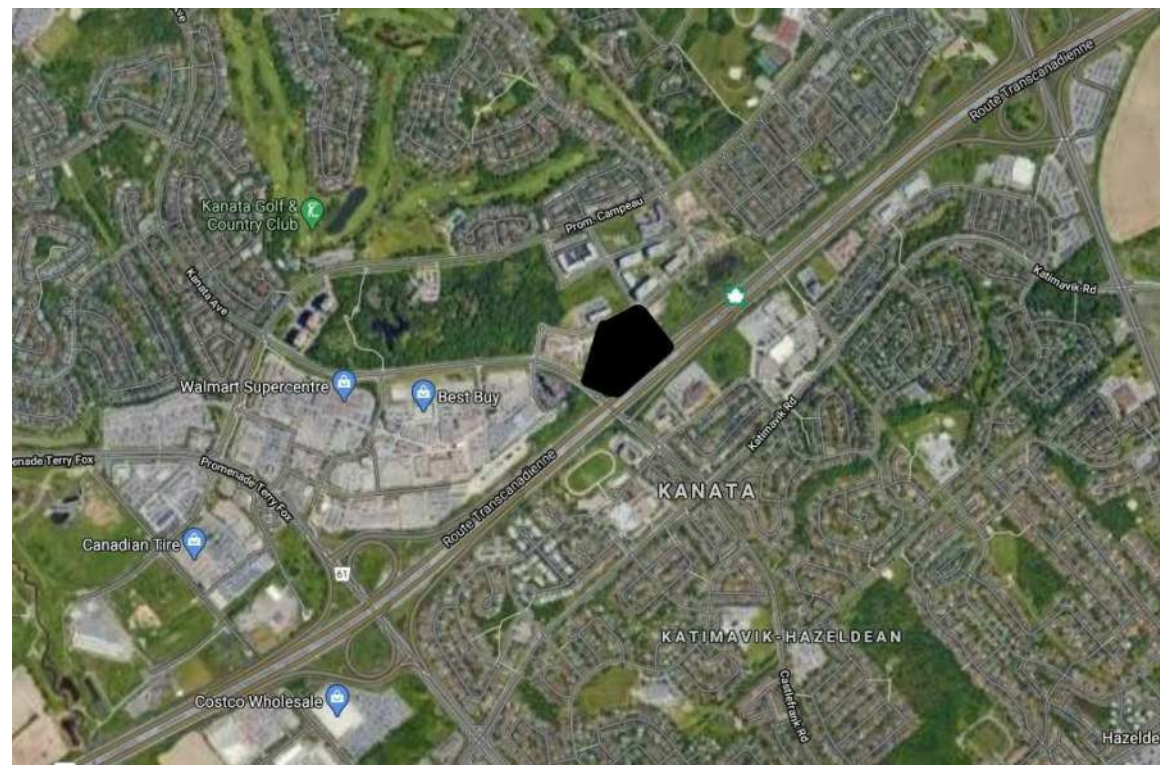
James Ireland, BUPD
Planner

Reviewed by:



Greg Winters, MCIP, RPP
Senior Project Manager

APPENDIX A: Site Plan



KEY PLAN

ZONE AM10		
PROVISION	REQUIRED	PROVIDED
Min Lot Width	no minimum	+/- 69.65 m
Min Lot Area	no minimum	+/- 12 808 m ²
Max Building Height	67m	+/- 93.5 m
Min Front Yard Setback	no minimum	3.05 m / 3.09 m
Min Corner Side Yard Setback	no minimum	16.74 m
Min FSI	2	+/- 4.88
Min Interior Side Yard Setback	no minimum	14.70 m / 15.13 m

SITE AREA :	+/- 12 808 sq.m. (To be confirmed by surveyor)
SITE COVERAGE :	+/- 2 207 m ² (East Tower) +/- 1 968 m ² (West Tower) Total = +/- 4 175 m ² = 32.6 % +/- 2 298 m ² = 17.9 % +/- 6 335 m ² = 49.5 %
GROUND PARKING AREA :	
LANDSCAPED AREA (EXCLUDING PARKING) :	

RENTAL - EAST TOWER

PROPOSED GROSS FLOOR AREA :	+/- 21 964 m ²
BASEMENT G.F.A. :	+/- 0m ²
GROUND FLOOR G.F.A. :	+/- 635 m ²
RENTAL FLOORS G.F.A. (2nd to 30th floor) :	+/- 21 329 m ²
PRIVATE AMENITY AREA (G.F.A.) :	+/- 1 953 m ²
COMMUNAL AMENITY AREA :	+/- 1 925 m ²
NUMBER OF FLOORS AND BUILDING HEIGHT :	28 FLOORS + MECH. / +/- 87.50m
DWELLING UNITS :	300
PARKING STALLS :	315 (300 INSIDE / 15 VISITORS OUTSIDE)
PROVIDED BICYCLE STALLS :	150 (142 INSIDE / 8 OUTSIDE)

NUMBER OF SUITES REQUIRED TO BE BARRIER-FREE :
300 UNITS = 45 UNITS HAVE TO BE BARRIER-FREE
THEY WILL BE DISTRIBUTED BETWEEN THE 28 FLOORS

RENTAL - WEST TOWER

PROPOSED GROSS FLOOR AREA :	+/- 30 179 m ²
BASEMENT G.F.A. :	+/- 0m ²
GROUND FLOOR G.F.A. :	+/- 375 m ²
RENTAL FLOORS G.F.A. (2nd to 30th floor) :	+/- 29 804 m ²
PRIVATE AMENITY AREA (G.F.A.) :	+/- 2 247 m ²
COMMUNAL AMENITY AREA :	+/- 1 045 m ²
NUMBER OF FLOORS AND BUILDING HEIGHT :	30 FLOORS + MECH. / +/- 93.50m
DWELLING UNITS :	332
PARKING STALLS :	347 (332 INSIDE / 15 VISITORS OUTSIDE)
PROVIDED BICYCLE STALLS :	166 (159 INSIDE / 7 OUTSIDE)

NUMBER OF SUITES REQUIRED TO BE BARRIER-FREE :
332 UNITS = 50 UNITS HAVE TO BE BARRIER-FREE
THEY WILL BE DISTRIBUTED BETWEEN THE 30 FLOORS

- FOR EXISTING SITE CONDITIONS, SEE SURVEY PLAN BY ANNIS, O'SULLIVAN, VOLLEBEK LTD., SUBMITTED SEPARATELY;
- FOR NEW GRADES AND SITE SERVICES, SEE CIVIL ENGINEERING PLAN BY NOVATECH ENGINEERING CONSULTANTS, SUBMITTED SEPARATELY;
- FOR PROPOSED VEGETATION AND LANDSCAPE INFORMATION, SEE LANDSCAPE PLAN BY JAMES B. LENNOX & ASSOCIATES, SUBMITTED SEPARATELY.



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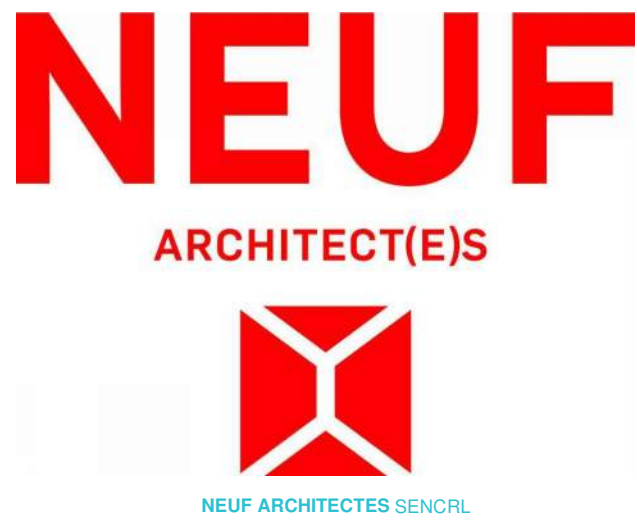
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SCEAU / Seal



CLIENT / Client



OUVRAGE / Project
1200 MARITIME WAY (KANATA RENTAL)

EMPLACEMENT / Location
OTTAWA

NO PROJET / No.
12371.00

NO	RÉVISION	DATE (aa-mm-jj)
A	FOR COMMENTS	2020.05.28
B	FOR COMMENTS	2020.06.05
C	FOR COMMENTS	2020.07.23
D	IN PROGRESS	2020.09.16
E	SITE PLAN COORDINATION	2020.12.08
F	SITE PLAN COORDINATION	2020.12.16

DESSINÉ PAR / Drawn by
PV

VERIFIÉ PAR / Checked
LH

DATE (aa.mm.jj)
05/28/20

ÉCHELLE / Scale
1 : 300

TITRE DU DESSIN / Drawing Title
SITE PLAN AT GROUND FLOOR LEVEL

RÉVISION / Revision

NO. DESSIN / Dwg Number
F A203