



MOMENTUM

PLANNING AND COMMUNICATIONS

**Planning Rationale for
Official Plan Amendment, Zoning Amendment and Site Plan Control
Applications**

6301 Campeau Drive

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Index

	Page
1. Introduction	2
2. Existing Context	2
3. Development Proposal Overview	6
4. Policy Framework	9
5. Urban Design Guidelines	22
6. Zoning By-law	23
7. Integrated Environmental Review	26
8. Public Consultation	32
9. Summary Opinion	32
10. Appendix	
A. Context Plan	A1
B. Aerial Photo	A2
C. Official Plan	
a) Schedule B - Urban Land Use	A3
b) Schedule C – Primary Urban Cycling Network	A4
c) Schedule D – Rapid Transit Network	A5
d) Schedule E – Urban Road Network	A6
e) Schedule I – Scenic Entry Routes - Urban	A7
D. Kanata Town Centre Plan	
a) Schedule B-1 Land Use	A8
b) Schedule B-2 Maximum Heights	A9
E. 3D Renderings	A10
F. Site Statistics and Zoning Overview	A11



1. Introduction

This Planning Rationale has been prepared to assess the land use planning merits of applications for an official plan amendment, for a zoning by-law amendment and for site plan control to permit a mixed use development consisting of stacked dwellings and two 10 storey apartment buildings located at 6301 Campeau Drive in the Town Centre sector of the former City of Kanata in the west end of Ottawa. The report includes an Appendix which contains a collection of maps, plans, images and graphic materials that provide visual support to the text.

This report is supported by additional documentation found in the following studies and reports prepared by others:

- Phase 1 Environmental Assessment dated November 6, 2020 prepared by Stantec Consulting Ltd.
- Geotechnical Report dated July 13, 2020 and Addendum dated August 2020 prepared by Yuri Mendez Engineering
- Site Servicing Report and Plans dated December 2020 prepared by WSP
- Architectural Design drawings, Urban Design Brief and Shadow Analysis dated November 2020 prepared by Fabiani Architect Ltd. and API Development Consultants Inc.
- Landscape Plans dated November 2020 by WSP
- Traffic Impact Assessment dated November 2020 by TransPlan
- Noise Impact Study dated November 2020 by TransPlan
- Environmental Impact Assessment & Tree Conservation report dated November 2020 by WSP
- Pedestrian Level Wind Study dated November 11, 2020 by Gradient Wind
- Legal Survey dated November 27, 2019 prepared by Annis, O’Sullivan Vollebekk Ltd

2. Existing Context

The subject property is located at 6301 Campeau Drive and was acquired from the City of Ottawa in 2019. It is bounded on the east by Cordillera Street and on the south partially by an unfinished portion of Canadian Shield Avenue with the remainder of the southern limits adjacent to Bill Teron Park. To the west along Campeau Drive is the Forest Hill Retirement Home.

The subject property is comprised of two vacant parcels totaling 3,706 hectares which are separated by a 20 metre municipal right of way allowance for a future pedestrian access to Bill Teron Park. Parcel 1 located to the west of the right of way has an approximate area of 19,650 square metres. Parcel 2 is located between the right of way and Cordillera Street with an approximate area of 17,410 square metres.

The subject property is characterized by rugged Canadian Shield terrain and existing tree and shrub cover with the only area that is relatively flat being on the western end in Parcel 1. There is a significant rock outcrop that divides the two parcels and separates the site from Bill Teron Park. This played a major factor in the site plan layout.

During the analysis of the vegetation, it was determined that there are a number of Butternut trees which are an endangered species on subject property. Protection and mitigation measures have been addressed in the EIS and Tree Conservation Report by WSP.

Campeau Drive is currently a two lane cross-section but it is planned for a four lane arterial cross-section with a median. As a result, the northern edge of the subject property is about 25 metres from the edge of the existing paved surface. This area is currently a grassed boulevard and sidewalk in front of Parcel 1.



The frontage of Parcel 2 does not have a sidewalk and is separated from the developed portion of Campeau Drive by with a treed area and rock outcrops. A sidewalk follows the paved section of Campeau Drive across Parcel 2 and then is realigned to follow the northern limit of Parcel 1 connecting with the sidewalk going west in front of the Forest Hill Retirement Home. The full extent of the required right of way for the future widening was taken during the previous subdivision approval.

The subject property forms part of the planned town centre for the former City of Kanata with the surrounding lands developing slowly since the Town Centre plan was approved progressing from both the east and west inwardly. To the north of the site across Campeau Drive, there is a low profile residential community consisting of single detached dwelling units as well as the Kanata Golf and Country Club. Immediately to the east is a previous development by the applicant consisting of a 6 storey residential apartment building and a 6 storey hotel. Generally to the south and east is a mixture of undeveloped lots and low to high profile buildings which include a completed four storey retirement home; 2 completed 10 storey apartment buildings; a 10 storey residential building nearing completion and another high rise residential building under construction. To the west are undeveloped lands interspersed with one 5 storey retirement home and a complex of three 15 storey apartment buildings fronting on Campeau and closer to Kanata Avenue. The following images provide a visual sense of the immediate context.



Immediate area context – looking south-west along Campeau Drive



View looking south-east at the subject property from Stonecroft Terrace/Campeau Drive at point where sidewalk realigns between Parcel 1 and 2



Looking south-east at subject property along Campeau Drive from entrance to Forest Hill Retirement Home

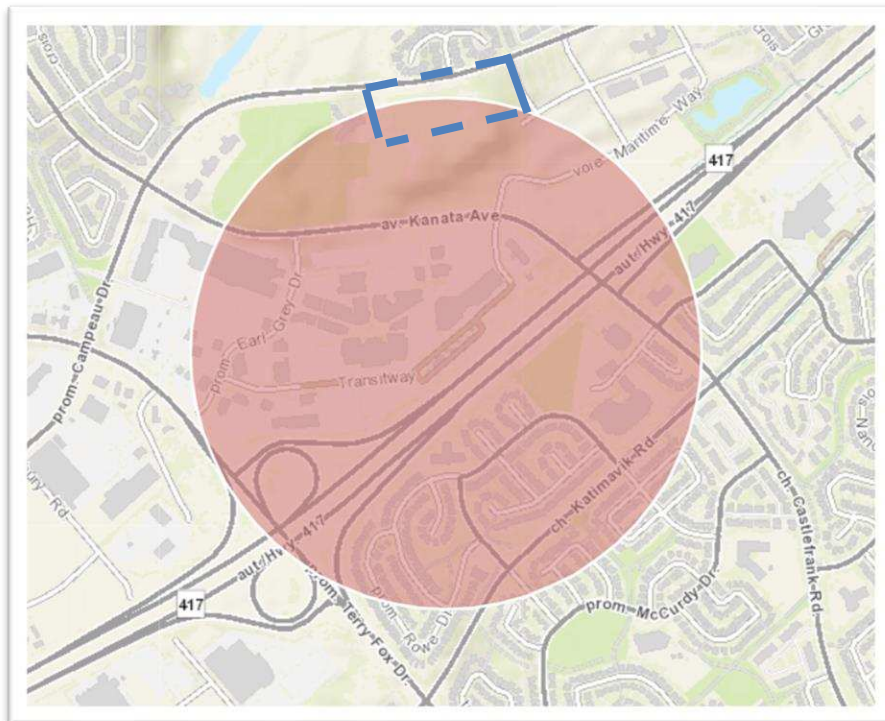


Looking south-west at subject property from Cordillera Street at Campeau Drive



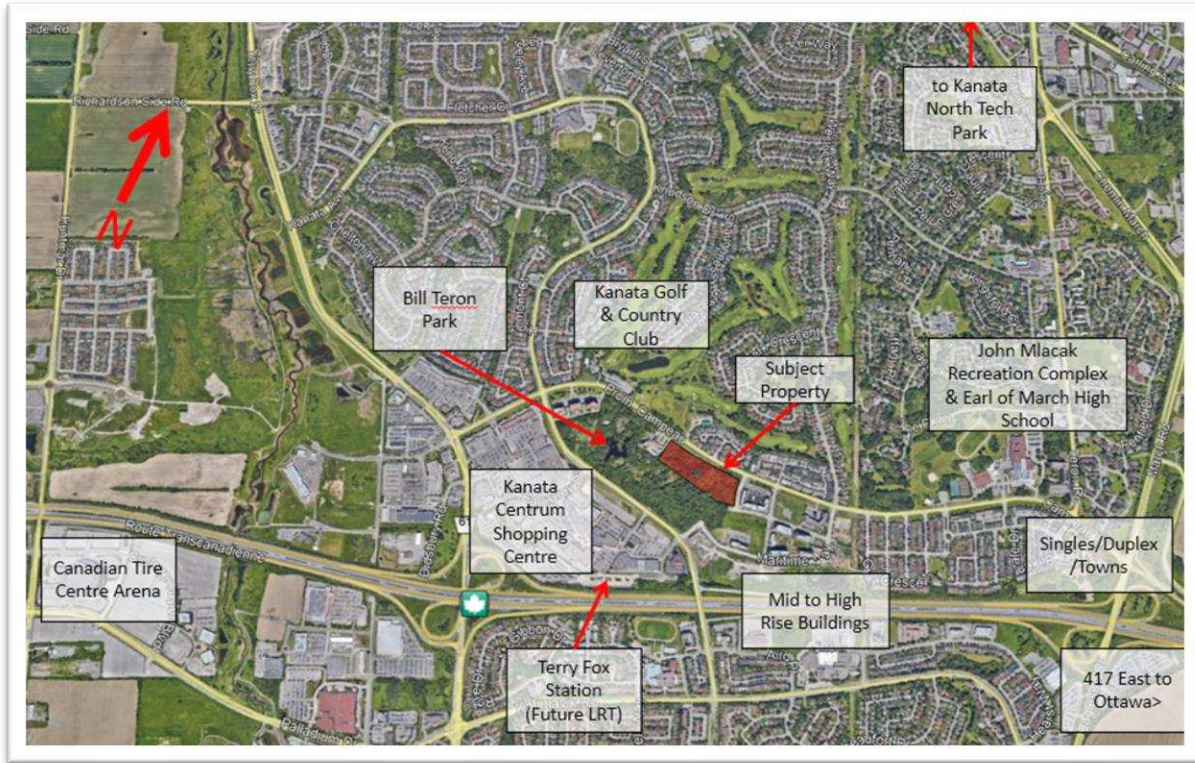
View looking west at subject property from Cordillera Street at Canadian Shield Avenue

Access to the site is available by all means of transportation. Campeau Drive is an arterial roadway with connections to ramps to Highway 417 at both Eagleson Road to the east and Kanata Avenue/Castlefrank Road to the west. Cycling lanes are also provided on Campeau Drive. Both sidewalks and recreational paths provide links throughout the community for pedestrians and cyclists. Local transit service is available on Campeau Drive and the site is within 600 metres of the Terry Fox Rapid Transit Station.



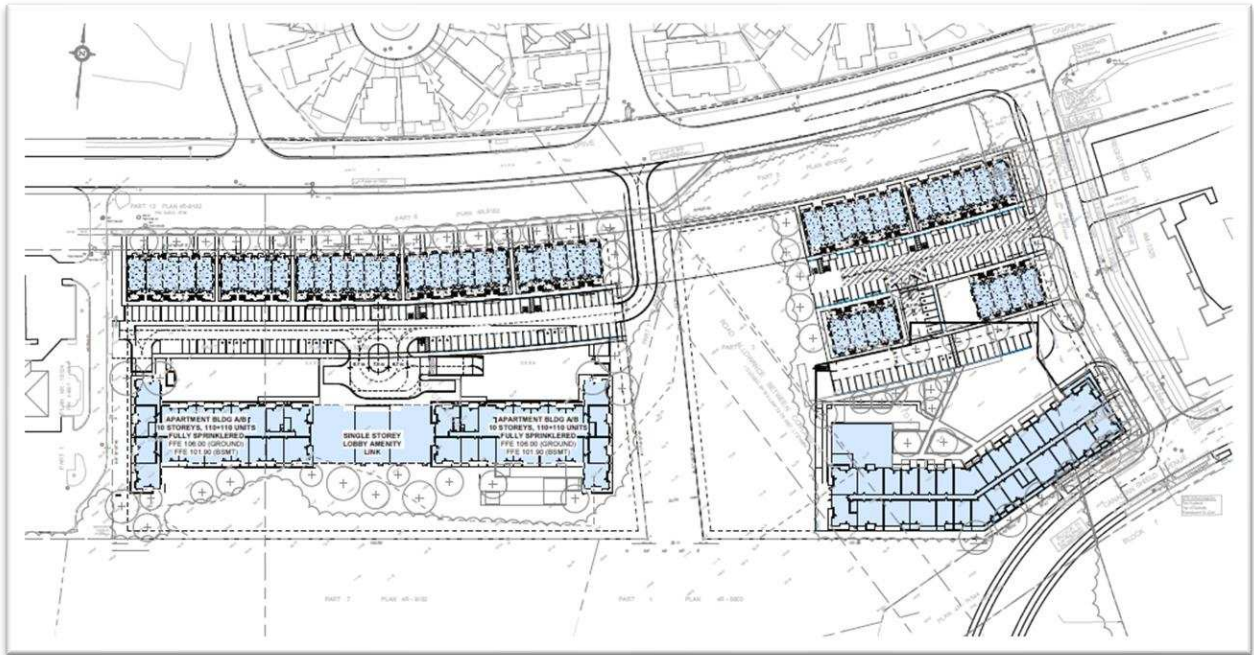
Approximate 600 metre radius – Terry Fox Rapid Transit Station

The site is conveniently located near a variety of community and neighbourhood level services. The Kanata Centrum retail centre is located less than 600 metres to the south-west of the property. The John Mlacak Recreation Complex with indoor and outdoor facilities along with the Kanata Branch of the Ottawa Public Library and the Kanata Seniors Resource Centre is located to the east across Campeau Drive. The Earl of March High School is also co-located with the Recreation Complex.



3. Development Proposal Overview

The proposed mixed use development will consist a mixture of stacked dwellings along Campeau Drive and three 10 storey apartment buildings (see draft site plan). Two of the apartment buildings will be linked by a single storey atrium and lobby area and will be located on the southern portion of Parcel 1. The remaining apartment building will be located at the corner of Cordillera Street and Canadian Shield Avenue on Parcel 2. This building will provide commercial opportunities on the ground floor to create a focus and animate the corner. A detailed site statistics and zoning overview can be found in Appendix F.



Draft Context Site Plan for Parcels 1 and 2

In total, the project will provide 798 new rental units spread over Parcels 1 and 2 with 430.6 square metres of non-residential space on Parcel 2. The residential component includes 184 stacked dwelling units – 104 on Parcel 1 and 80 units on Parcel 2. The apartment units total 614 with 348 units on Parcel 1 and 266 on Parcel 2. The stacked units will have a low-rise 3-storey profile with a maximum height of 10.12 metres and be laid out in a back to back style. The apartment buildings will have a 10 storey or high-rise profile with a maximum height of 31.9 metres on Parcel 1 and 33.4 metres on Parcel 2.

During the design phase of this proposal, there was an informal pre-consultation with the Urban Design Review Panel (UDRP) to seek direction on the overall site layout and concept. The following images illustrate the initial proposal followed by a table that indicates the comments of the Panel and the design response which resulted in the current proposal.



UDRP Comments – July 3, 2020	Design Response
<p>General Comments</p> <p>The Panel supports the proposed uses but there is an overall consensus that there is too much surface parking. The Panel is generally in favor of the proposed private street or laneway adjacent to the park but does not support perpendicular parking along that edge. The design should focus on the pedestrian experience moving through the landscape to establish a sense of place through integration with the park.</p>	<p>General Comments</p> <ul style="list-style-type: none"> • The overall site layout has been revised to reduce the amount of surface parking and move it away from the park edge. As well, additional attention has been paid to integrating the apartment block designs to tie into and take advantage of the natural beauty of the park. Topographic challenges make it difficult to fully integrate the two parcels with formal pedestrian links however, leaving much of the site untouched will allow for informal access throughout the subject property. • Additional meetings were held with Planning and Urban Design staff to refine the overall design prior to submission of the site plan control application.
<p>Site Plan and Built Form</p> <ol style="list-style-type: none"> 1.This is a unique site and the proposed development would benefit from gradual setbacks, wider sidewalks, and tree plantings to knit it into the surrounding context. 2.The interface with the park would be improved by having a pedestrian connection on the park side of the property line. 3.The parkland is an asset to the site. Consider re-sculpting the 6th storey of the park facing buildings by increasing their height in some areas and lowering it in others. This would add variation to the continuous wall along the park and better relate the development to its surrounding context, 4.The Panel suggests studying some recent Scandinavian examples of courtyard design. Explore different built forms such as L-shaped buildings that provide courtyards, that would open out towards the park. 5.The Panel suggests reconsidering the access off Cordillera, to provide one entrance without exiting into the right of way. Rather than having 2 cross entrances, explore approaches to reduce some of the vehicular traffic. 	<p>Site Plan and Built Form</p> <ol style="list-style-type: none"> 1.The entire site layout has been revised with additional tree plantings. Special attention to Kanata’s natural design ethic by retaining significant natural areas. 2. To avoid significant rock removal and damage to natural state, design has opted for informal pedestrian access across the property line. 3. All of the apartment blocks have been fully redesigned and with increased articulation at the ends. On Parcel 1 the building mass has been broken by a 1 storey lobby atrium. Additional height will provide for greater views into the park. 4. The apartment blocks have been redesigned to create a true base-middle-top profile. The block on Parcel 2 has been articulated to follow the corner and animate the street level with commercial space. 5. Parcel 2 has been redesigned to relocate all access to the Cordillera frontage. One access serves the townhouse surface parking and the 2nd provides access to the underground parking and a loading bay for mixed use apartment.



<p>6. At the corner of Campeau and Cordillera, the treatment of the units should not create an end wall condition on Cordillera, but perhaps a corner expression so that the building faces both Campeau and Cordillera.</p>	<p>6. Special attention has been given to the eastern facades of these townhouse blocks to limit the exposure of blank walls.</p>
<p>Surface Parking</p> <ol style="list-style-type: none"> 1. There is an extraordinary opportunity to weave the building, landscape and pedestrians use and circulation into the design of the site and to reduce the dominance of the car. 2. Studying the pedestrian experience of the site design will help to provide a community dimension to the development. 3. Parking should be reduced at the northwest corner to provide a small plaza space with greenery between the townhouse units facing Campeau and the driveway to the west. 4. The applicant is encouraged to further examine the grade relationships and vehicular circulation to improve the relationship of the stacked dwellings with the adjacent open space, ideally avoiding having them back onto parking lots. 	<p>Surface Parking</p> <ol style="list-style-type: none"> 1. Surface parking has been generally reduced and reorganized to create more landscaped space and encourage pedestrian movement. 2. Noted and addressed. 3. The stacked dwelling blocks have been shifted eastward to create more than a 5 metre side yard for this purpose. 4. The nature of back to back stacked dwelling design requires this proximity to the parking area. Technically, two sides of this housing form are 'front-facing' so there is no block that 'backs' onto the parking lot. However, to address Panel concerns regarding the potential impacts of blank walls of a parking deck, the revised design has dropped the level of the parking for the apartments so it is fully underground allowing for seamless pedestrian movement and no blank walls.
<p>Central Street</p> <p>The central street needs further study and refinement, as designed it will be a very busy vehicular route and the pedestrian experience will need to be enhanced. A raised landscape or amenity area parallel to the street may help to further define it.</p>	<p>Central Street</p> <p>The revised site layout removed the focus on the use of the road allowance between the two parcels. This area now only provides access to Parcel 1. The potential for connecting the parcels with a pedestrian path inside the site is still being explored but is challenged by significant grades.</p>

The site will have three points of vehicular access. Parcel 1 will have a two-way drive aisle connection to Campeau Drive directly opposite the intersection of Stonecroft Terrace that will serve the surface parking for the stacked dwellings as well as an underground parking garage for the apartment buildings. Parcel 2 will have an access off Cordillera Street serving a surface parking area for the stacked dwellings. A second access will provide entry to the underground garage for the apartment building as well as off-street parking for the commercial units.

The project will be developed in two or possibly more phases starting with the mixed use apartment building on Parcel 2. The stacked dwellings on Parcel 2 may proceed concurrently depending on market



conditions. Work on Parcel 1 would commence with the apartment blocks due to the location of the underground parking garage which extends under the surface parking for the stacked dwelling units.

4. Policy Framework

This section provides an overview of key land use policies that affect the property and demonstrates how the proposal conforms to the land use objectives applicable to this site.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) is issued under the authority of Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “must be consistent with” the policy statements issued under the *Planning Act*.

Under **Section 1.0 Building Strong Healthy Communities** the primary direction is as follows:

“Ontario’s long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”

Under **Policy 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns** the primary direction is further detailed to ensure the proposed development supports a mix of land uses in areas that are capable of being served by existing or planned infrastructure in a cost effective manner. It is also important to ensure that the proposal does not result in unnecessary expansion of the urban area. As well, the policy encourages the support of active transportation alternatives and the use of public transit.

With respect to Housing, **Policy 1.4.3** states:

“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:

- b. permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c. 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;*
- d. 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;*



- e. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f. *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*

The proposed development addresses these housing policies by offering stacked dwellings which are generally not available in the Town Centre area. As well, the proposed density for the developed portion of the subject property is higher than the existing zoning would permit which assists in meeting Official Plan targets for the Town Centre. The subject property is within 600 metres of the Terry Fox Rapid Transit Station and the greatest density has been located at the nearest points on the site to this station. The proposed development will provide new residential housing that is compact in form and can minimize the costs of housing.

With respect to the provision of piped infrastructure, **Section 1.6.6** guides development with regards to sewage, water and stormwater. **Policy 1.6.6.2** states:

“Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”

The proposed development meets the definition of intensification and will use exclusively municipal sewage, water and stormwater services and is located in an area that does not require the extension of trunk services to accommodate the redevelopment.

Under **Policy 1.7 Long-term Economic Prosperity** the policy encourages development that supports the vitality and viability of downtowns and mainstreet areas. Support for the tourism and employment sectors should be provided. The development should exhibit well-designed built form and help to provide a sense of place in the community.

In summary, based on a review of the PPS, it is clear that the proposed development is consistent with and supports provincial policy objectives. It is located in a designated Town Centre and takes advantage of existing infrastructure. The design is compact in nature and uses the natural slopes of the land to minimize the visual impact of the proposed buildings on lower profile development to the north. It is located within 600 metres of an existing rapid transit station and within walking distance of a major retail and service centre to provide for daily and long term needs. The local sidewalk and related pathway network provide ample opportunity for active transportation.

The proposed uses provide a mix of residential and commercial opportunities. The commercial space available at the intersection of Cordillera and Canadian Shield will both animate the street and provide opportunities for local service and retail outlets. The residential component will add to the supply of rental accommodation in the general area as well as support the long term vitality of the developing town centre.



City of Ottawa Official Plan

The Official Plan provides the overall local planning policy framework for evaluating the appropriateness of a proposed development. It is broken down into a number of sections beginning with high level city wide objectives relating to growth management and moving down to more specific policies to be applied to individual development applications. The following paragraphs review the proposed development in the context of the Plan.

Section 2 – Strategic Directions of the Plan provides the strategic policy framework for growth and development at the City-wide level. The following are some relevant quotes which provide support for the applications to develop the subject property:

“Managing Growth

- *The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.*
- *Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.*
- *The Central Area, designated Mainstreets, Mixed Use Centres and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.*

Maintaining Environmental Integrity

- *Green spaces will be valued and protected for their environmental, cultural heritage, recreational, educational and aesthetic qualities*

Building Liveable Communities

- *Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.*
- *Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.*
- *The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.”*

Within **Section 2**, the most relevant subsections to the subject proposal are as follows:

Section 2.2.2 Managing Growth Within the Urban Area is part of the strategic directions for the Plan and as such provides an overall strategy and context for the consideration the distribution of growth and targets: “New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies).” The Plan is predicated on an approach best described as ‘nodes and corridors’ which are areas targeted for more intensive growth. The subject property is located in one of these targeted nodes as it is designated **Town Centre** on **Schedule B – Urban Policy Plan** and therefore is an area with strong support for intensification.



Within this section there are also specific policies that support the proposed development of new housing and non-residential space. The following excerpts are the most relevant in this situation:

- **Policy 2.2.2.1** provides a definition for residential intensification which includes *“the development of a property, building or area that results in a net increase in residential units or accommodation”*
- **Policy 2.2.2.2** provides a definition for employment intensification which includes *“the development of a property, building or area that results in a net increase in jobs and/or gross floor area”*

The proposal for the subject property meets the definition of intensification as it is developing lands that will result in an increase of 800 residential units and provide employment opportunities by providing 400 to 500 square metres of gross leasable space for non-residential use.

- **Policy 2.2.2.3** provides direction on the targeted areas:

“Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.”

The subject property is located within an area designated as **Town Centre** which is an area targeted for intensification.

- **Policy 2.2.2.5** states:

“Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

Figure 2.3 Minimum Density Targets for Kanata Town Centre is 120 units per hectare.”

The proposal exceeds the minimum density requirements. On Parcel 1 the gross density per hectare will be approximately 230 units and on Parcel 2 it will be approximately 199 units.

- **Policy 2.2.2.10** states the following:

“Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.”

The proposal includes a mixture of low-rise and high-rise development. The low-rise buildings will be located along Campeau Drive to complement the existing low-rise units on the north side as well as further east on Campeau. The high-rise buildings are located along the rear or south side



of the subject property bringing them closer to the Terry Fox Rapid Transit Station. As well this location allows for a transition from the low-rise to high-rise profiles with the low-rise buffering views from Campeau.

- **Policy 2.2.2.11** states as follows:

“The distribution of appropriate building heights will be determined by:

- a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor;*
and
- b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.”*

The subject property is suitable for high-rise buildings due to its location in a target area for intensification and proximity to the Terry Fox Rapid Transit Station. The use of high-rise building profiles is further supported by the existing context which includes mid and high-rise buildings as well as its planned context within the Kanata Town Centre.

- **Policy 2.2.2.14** states the following:

“Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2. Existing zoning that permits a greater height than set out in this Plan will remain in effect.”

The subject property currently has two areas which are zoned for a maximum height of 35 metres. It is intended to extend this existing permission to allow for the three apartment blocks which will have a maximum height of 33 metres. As well, the increase in height is supported by the strategic directions of Section 2 and the site specific policies in Volume 2 of the Plan that relate to the Kanata Town Centre.

Section 2.5.1 Designing Ottawa provides direction on issues related to urban design and compatibility when considering applications for infill and intensification within the existing community. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is defined as development that although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless, enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it ‘fits well’ within the physical context and ‘works well’ among those buildings and functions that surround it.

The following section identifies the design principle and then describes how the proposed development achieves the related objectives as stated in **Section 2.5.1:**



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

The proposed development responds to the existing topographic conditions while recognizing the planned function of the site and surrounding area. The massing of the low-rise buildings along Campeau provides a visual screen to the higher profile buildings to the south end when viewed as a pedestrian on Campeau Drive. The design of the site to take advantage and preserve some of the natural elements creates additional open space amenity areas in keeping with the ‘design with nature’ approach found throughout Kanata’s neighbourhoods. As well, this preservation of natural areas integrates well with Bill Teron Park to the south. The provision of ground floor commercial space that wraps around the intersection of Cordillera and Canadian Shield creates opportunities for animating the pedestrian experience.

2. “To define quality public and private spaces through development”

The stacked dwellings are setback sufficiently to allow additional landscaping softening the interface between the building and the public realm by creating a usable attractive space for pedestrians. This area will be further enhanced through landscaping treatment that includes street trees. Internal to the site, there are a number of private amenity areas to allow for passive gatherings. Where possible landscaped areas have been incorporated into the surface parking areas to break up the expanse of pavement. As noted previously, the central portion of the site has been left in a natural state and the potential to incorporate hiking trails through these areas is being explored.

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

The subject property is composed of two parcels separated by a municipal right of way. Vehicular access to Parcel 1 has been limited to a two way driveway along this right of way. Vehicular access to Parcel 2 has been split between an access to Cordillera for the stacked dwellings and a separate access from Cordillera to the mixed use/apartment building. Sidewalks have been provided throughout linking the buildings on each parcel as well as connections to the existing sidewalks on Campeau and Cordillera.

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

This project will join several recent developments in the Town Centre area helping to implement the overall urban design framework for the area. The low-rise stacked dwellings along Campeau compliment the low-rise community across the street as well as help to define the street edge. The 10-storey form and massing to the southern edge of the site reflects a desire to maintain the natural elements of the physical geography of the area. This layout has evolved based on the advice received from the Urban Design Review Panel during an informal pre-consultation.

5. “To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.”

The proposal to build a mix of unit types and sizes will contribute to the choice and availability of housing options. New rental accommodation will meet a growing demand for young singles and empty nesters as the community evolves over time.



6. “To understand and respect natural processes and features in development design”

The project makes use of the natural grades of the site to reduce the visual impact of the buildings and surface parking area. Significant existing tree and vegetative cover will create a unique environment that blends well with Bill Teron Park to the south.

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

On both parcels, the building mass will provide shelter from prevailing winds for the internal landscaped amenity areas. The site is well served by local public transit along Campeau and is within 600 metres of the Terry Fox Rapid Transit Station. It is also within easy walking distance of both day to day services and extensive shopping and entertainment in the Kanata Centrum retail centre and other community facilities such as the John Mlacak Centre on Campeau Drive.

Section 2.5.1.5 Design Priority Areas establishes areas where greater attention to urban design issues is required. The following are key objectives of this policy:

“The objectives of this Plan are to direct growth to many of these locations, to protect and enhance the character and sustainability of these places as mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements.”

As part of a **Town Centre** designation, the subject property has been designated as a design priority area. As a result, a pre-consultation submission has been made to the Urban Design Review Panel during the pre-application phase of the process. The current design reflects the commentary received to date on this submission and will continue to influence the design as the project moves forward.

The subject property is designated as **Town Centre** on **Schedule B – Urban Land Use Plan**. As such, land use direction for its development is found in **Section 3.6.2**. These areas are targets for intensive growth and intended to provide a downtown urban focus in suburban developing areas. They are located adjacent to rapid transit stations and encouraged to develop with a high degree of urban design and transit supportive uses and compact building configurations.

The proposed mixed use development comprised of low and high-rise buildings provides for the urban scale development supported by this land use designation. Appropriate architectural and site design of the project have been used to address the recommendations of the Urban Design Review Panel and from the policies of urban design found **Sections 2.5.1 and 4.11** of the Plan and in relevant design guidelines. As well, the use of a combination of underground and surface parking has been used to minimize the visual impact and to reflect the longer term urban nature of the area.

Section 4.11 Urban Design and Compatibility is part of **Section 4 – Review of Development Applications** and provides detailed direction on how to assess development applications in the overall context of the Plan.

“At the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop.”



The subject property is located in area designated as **Town Centre** which is targeted for intensive urban land uses and built form. Town Centres are the long-standing cores of the suburban areas outside the Greenbelt and are intended to become more transit-supportive destinations through intensification and development of vacant land. The following paragraphs are taken from the preamble of this Section.

“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.

The purpose of the policies that follow is to set the stage for requiring high quality urban design in all parts of the city and design excellence in design priority areas. The policies within this Section are the responsibility of the development proponent to implement in the design of their site. The design and compatibility of a development application therefore will be evaluated, at the time of application submission, in the context of this Section, as well as the design objectives in Section 2.5.1.”

The following is a brief overview of the policies that have influenced the design of this proposal. For additional detail and as required under **Policy 1**, a Design Brief has been submitted as part of the development applications.

The relevant policies under **Section 4.11** are divided into these groupings: **Building Design, Massing and Scale, High-Rise Buildings, Outdoor Amenity Areas, and Design Priority Areas**. These will be addressed individually in the following paragraphs.

Building Design

This section begins with the following preamble:

“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors.”

Massing and Scale

This section begins with following preamble:

“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe 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 proposed development has been specifically designed to integrate with the adjacent community by placing low-rise housing forms along Campeau Drive to reflect the low-rise development across the street. The high-rise component has been situated away from Campeau Drive mitigating the height by taking advantage of the natural grade. As well, large natural areas have been left to allow for integration with Bill Teron Park to the south. The placement of at-grade commercial at the corner of Cordillera and Canadian Shield provides opportunities to animate the streetscape and pedestrian environment in support of a walkable and urban Town Centre.

High-Rise Buildings

This section begins with **Policy 4.11.14** which states:

“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.”

The use of high-rise buildings on this site was prompted by a desire to leave significant areas in their natural state to integrate the site with Bill Teron Park and the greater natural design ethic of Kanata. Their location at the south end of the site opens up new views into the Park and across the Town Centre which slopes downward towards Highway 417 from the subject property. **Policy 4.11.15** provides guidance to ensure new buildings have a tripartite design defining the base-middle-top elements. The high-rise buildings proposed address this through architectural and façade treatments to differentiate these features. Using a bar building form as the basic structure, step-backs and cutouts on the corners have been used to break up the mass. As well Buildings A and B on Parcel 1 are linked with a single storey lobby and have ‘T-shaped’ articulations on the eastern and western ends. Building C on Parcel 2 is ‘L-shaped’ to wrap around the intersection of Canadian Shield and Cordillera to provide a focus and viewpoint for the block.

Outdoor Amenity Areas

Policies 4.11.19 and 20 provide direction on the design and provision of outdoor amenity space. These policies are addressed through the provision of large, landscaped areas on both Parcels 1 and 2 in proximity to the apartment blocks. These at-grade publicly accessible, spaces are in addition to smaller private balcony and patio areas adjoining individual suites.

Design Priority Areas

This section begins with the following preamble:

“The City has identified target areas for intensification and other prominent areas which are significant destinations in the city and recognized them as design priority areas in Section 2.5.1 of this Plan. Proponents of development within design priority areas must demonstrate, through the design of their building and site, that the following policies have been met.”

As the subject property is within an area designated as **Town Centre**, it is an area targeted for intensification and is subject to formal design review during site plan approval. To satisfy these policies, a submission will be made to the Urban Design Review Panel (UDRP) which demonstrates how the project addresses the design principles of the Official Plan and related design guidelines. A copy of this submission will be available as part of the overall documents prepared to support the development applications for the subject property.



Town Centre Site Specific Policies – Volume 2B of the Official Plan

The subject property is also part of the area covered by the **Town Centre Plan** originally adopted by the former City of Kanata but made part of the City of Ottawa Official Plan in 2003 as more detailed site specific policies found in Volume 2B of the Plan. The long term goal of these policies is expressed in **Section 5.7.2 Vision Statement** which reads as follows:

“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.”

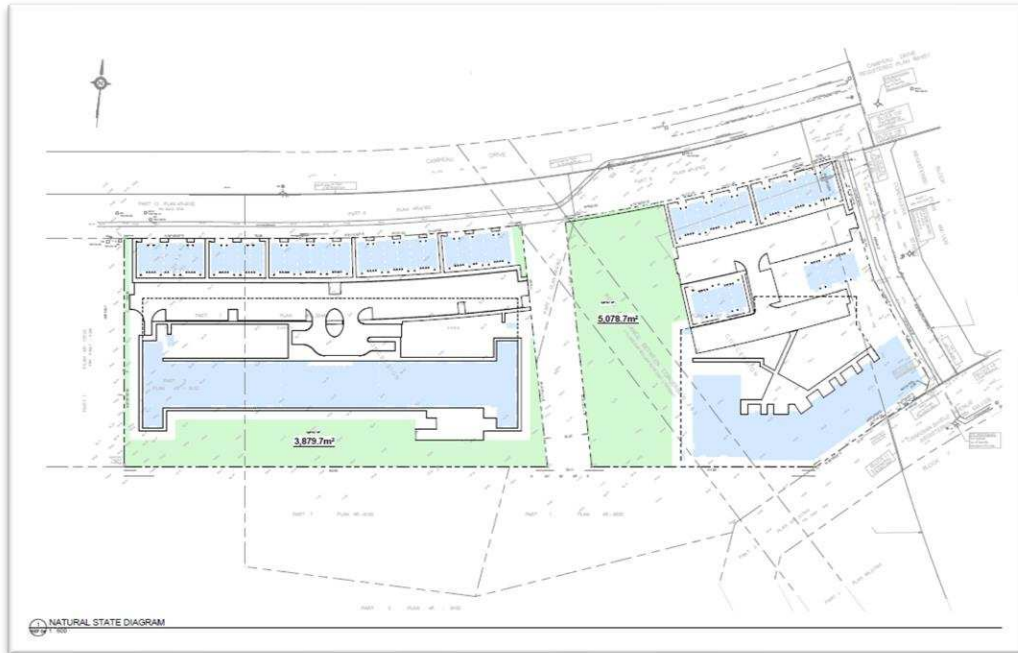
Section 5.7.3 Goals, Objectives and Design Principles provides overarching principles to guide development in the Town Centre. The following provides a brief overview of the relevant objectives and principles.

5.7.3.1 Goal states: *“Create a vibrant, attractive core that meets the needs of a maturing City.”*

The subject property includes a broad mix of housing attractive to a range of household types to encourage a diverse population within walking distance of the amenities of the Town Centre. The portions of the site to be developed have been designed with an urban feel and higher density than would have been permitted under the existing zoning. The mixed use building at the corner of Cordillera and Canadian Shield has been built close to the street with at-grade commercial opportunities to animate the pedestrian realm.

5.7.3.4 Goal states: *“Integrate natural and built elements in a form that reflects Kanata, the City in the country.”*

This has been achieved by setting aside a significant portion of the two parcels in their natural state to integrate with Bill Teron Park and to provide a natural link from Campeau Drive to the Park as can be seen in the following plan which shows the areas to be retained in green and the built-up areas in blue.



5.7.3.5 Goal states: *“Develop the appropriate infrastructure to serve the Town Centre.”*

The site plan provides for the direct connections to the primary sidewalk network along the existing roads. As well, internal sidewalks connect the various building sites to encourage pedestrian movement into and through the site. Parcels 1 and 2 are separated by a municipal right-of-way intended to provide future pedestrian access to Bill Teron Park. As the plans for this right-of-way evolve greater opportunities to link the parcels can be explored.

The specific designation of the site is **Central Business District** which is guided by the policies of **Section 5.7.5.2**. The following excerpts from this section provide a general sense of its intent:

“Permitted Uses

Office uses, light manufacturing such as high tech businesses which operate in office type buildings, other employment uses typical of Central Business Districts, hotels and commercial uses which serve the business community will be located within the Central Business District lands. Higher density residential development (generally 65 - 100 units per net hectare and higher) or medium density (50-65 units per net hectare) if included in a mixed use development, will be required in order to enhance the vitality of this designation and the Main Street designation.

That portion of the CBD which abuts Campeau Drive will be predominantly residential and be developed in a form which does not overshadow residential development in the Kanata Lakes Community.

Phasing

It is expected that residential developments within the Central Business District may occur sooner than office and commercial developments and this is permitted provided the capacity to achieve the 10,000 job target is retained. This may result in much of this land remaining vacant for long



periods of time, or in construction disruptions as intensification of development or redevelopment occurs.”

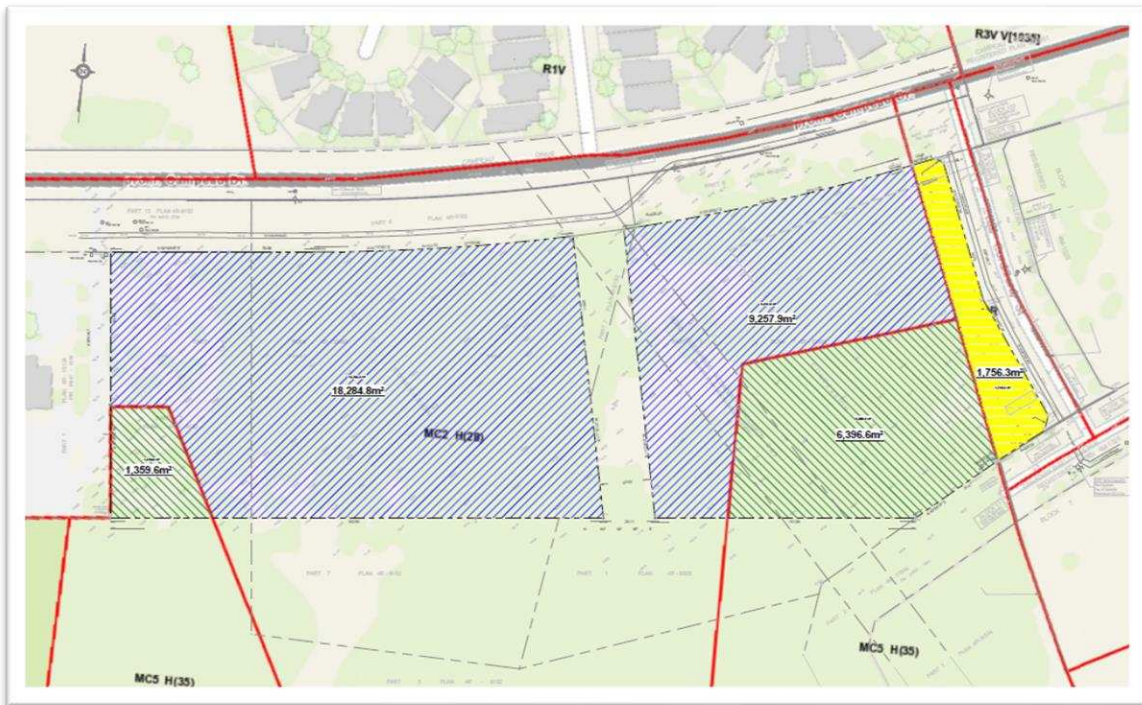
The proposed mixed use development of Parcel 2 will provide new opportunities for commercial activity along the south-eastern edge of the site. Parcel 1 is separated from major commercial focus for the Town Centre so its design has focused on higher density housing.

Appropriate architectural and site design of the project will be used to meet the directions from the Urban Design Review Panel and from the policies of urban design found elsewhere in the Plan. The proximity to the Terry Fox Rapid Transit Station has influenced the location of the high-rise housing forms. As well, the use of a combination of underground and surface parking has been used to minimize the visual impact and to reflect the longer term urban nature of the area.

Section 5.7.5.8 Maximum Building Heights provides specific guidance on the maximum building heights for various sectors of the Town Centre. **Policy 1** states the following:

“Maximum building heights shall be in accordance with Schedule B-2. Where zoning that pre-dates the adoption of Schedule B-2 exceeds the building height permitted on Schedule B-2, the existing zoning shall apply.”

On **Schedule B-2** (see Appendix D), the subject property is designated for a maximum of six storeys. However within the existing zoning which pre-dates the adoption of Schedule B-2, there is a portion of both Parcels 1 and 2 that are zoned **Mixed Use Centre Subzone 5** with a maximum building height of 35 metres which would permit a building in excess of 6 storeys.



The proposed location of the 10 storey, high-rise building on Parcel 2 is within the area currently zoned for a height of 35 metres and would therefore be permitted without amendment to the Town Centre Plan. However, on Parcel 1, only a portion of the proposed site of the high-rise buildings would be within the area zoned for a height of 35 metres which necessitates a minor amendment to the Plan. This amendment, in my opinion, is supported by the intent of Policy 1 relating to the use of existing zone provisions notwithstanding the designation on Schedule B-2.

Policy 2 of this Section provides site specific direction on maximum building heights based on street frontage. Given the subject property fronts onto Campeau Drive the following policies apply:

“Development facing Campeau Drive (between the City lands to the west and Gray Crescent) will be subject to the following provisions:

- i. A minimum of three storeys is required for residential and office development. [Amendment #136, LPAT # PL141243, September 18, 2020]*
- ii. The maximum building height is three storeys for any development within 25 metres of the lot line abutting Campeau Drive*
- iii. Mid-rise buildings up to a maximum of six storeys are permitted provided the building transitions from three storeys along Campeau Drive in accordance with the principles in Section 4.11 of the Official Plan.”*

With respect to the maximum height of 3 storeys within 25 metres of Campeau Drive, the proposed development has located blocks of 3 storey stacked dwellings along this frontage on both parcels in conformity with the policy. However, the proposed use of 10-storey buildings along the southern edge of the parcels necessitates an amendment to the Plan. In support of this amendment, it should be noted that due to grade changes on the site as you move away from Campeau, the visual impact of the taller buildings is mitigated particularly from the pedestrian experience along Campeau Drive. The following rendering demonstrates this mitigation by both the stacked dwellings in the foreground and the changes in grade.



5. Urban Design Guidelines

The proposed use of 10 storey buildings requires consideration of the Urban Design Guidelines for High-rise Buildings, approved in May 2018 which provide more detailed design direction for this form of construction. The following is a brief overview of the most relevant guidelines which influenced the design and placement of the proposed buildings. The responses to these guidelines can be more readily seen in the renderings found in Appendix E.

Section 1 – Context of the Guidelines notes the following:

- **Views and Vistas** – The proposed buildings are not located in any regulated view plane, but their location does make them background buildings to Bill Teron Park particularly when viewed from the Queensway. These buildings will define and create a new skyline behind the park and has been addressed in the Urban Design Brief. (Guidelines 1.4, 1.6 and 1.9).
- **Transition in Scale** - As previously noted, their location at the southern end of the subject property provide a transition from low-rise to high-rise moving away from Campeau Drive towards the interior of the Town Centre where mid- to high-rise buildings are the predominate forms. (Guidelines 1.10 & 1.12)

Section 2 – Built Form notes the following:

- **Base-Middle-Top** - To achieve the principles of base-middle-top. Buildings A and B on Parcel 1 have utilized both step-backs after the 8th floor and changes in materials and colour palette. Building C on Parcel 2 has focussed on the use of materials and colour palette to create this definition. (Guideline 2.3)
- **Appropriateness of Bar Building** - The proposed form is categorized as a ‘bar building’ as defined in the Guidelines. This form was chosen as it provides an appropriate way to define the edge of the Park and create a background skyline. (Guideline 2.4 b)
- **Heights of a Bar Building** - The proposed height of the bar buildings is 10 storeys which less than 12-storey maximum noted in Guideline 2.6. The middle portion of Buildings A and B is 7 storeys and in Building C is 8 storeys which is in line with Guideline 2.7.
- **Massing of a Bar Building** - The base of Building C has been wrapped around the intersection to provide a strong pedestrian link for the proposed commercial space as well as a focus for views looking west along Canadian Shield Drive. As well, the residential portion of the building steps back after the first floor. (Guideline 2.10 and 2.11) Buildings A and B on Parcel 2 have been separated by a one storey lobby/atrium to break up the length of the building and create a skyline for the Park. As well, the top has been stepped back after 8 floors to highlight the top portion. (Guideline 2.11 and 2.12)
- **Placement** - Buildings A and B form an edge to the park and natural areas flowing from the park Building C provides a strong corner presence for the non-residential piece and this is accentuated by the step-back after the first storey as it wraps around the corner. (Guideline 2.13 and 2.14)
- **Height & Transition** – The 2-storey base of Building C supported by the step-back after the first storey ensures it does not dominate the width of the adjacent local streets (Guideline 2.15 and 2.17). Along Cordillera, the transition from the 1 and 2 storey buildings on the north side of Campeau to the 3-storey stacked dwellings on the subject property to the 10-storey high-rise works well with the drop in grade along the street level. (Guideline 2.19)



- **Articulation and Materials (Base)** – The ground floor of Building C will have large windows and multiple entrances to support the commercial opportunities and animate the street. (Guideline 2.23)
- **Separation between Towers** – Buildings A and B are separated by more than 44 metres which exceeds the suggested minimum distance of 23 metres found in Guideline 2.25.
- **Step backs from the Base** – Building C provides a step-back after the first floor in keeping with Guideline 2.29.

Additional guidance on the achievement of these guidelines will come through the formal design review of this project by the Urban Design Review Panel as part of the site plan approval process.

6. Zoning By-law

The subject property is a mixture of three zoning classifications (see map on page 20): **Mixed-Use Centre Subzone 2** with a maximum height of 28 metres - **MC2 H(28)**; **Mixed Use Centre Subzone 5** with a maximum height of 35 metres - **MC5 H(35)** and **Development Reserve (DR)**. The **Mixed Use Centre** zones accommodate a combination of transit-supportive uses such as offices, medical and educational institutions, hotels, community recreation and leisure centres, day care centres, retail uses, entertainment uses, food service and personal service uses and high- and medium-density residential uses designed with a pedestrian focus and compatible with neighbouring built form context.

The **Development Reserve** zone applies to a small portion fronting onto Cordillera Avenue and is a holding zone pending a development application.

The proposed zoning amendment will rezone the entire subject property to **Mixed Use Centre Subzone 5** with a site specific exception. This exception will provide performance standards based on the site plan and set a maximum height where the stacked units are located of 11 metres and a maximum height of 35 metres where the apartment buildings are located. The following table provides an overview of the proposed standards.

Zone Provision Existing MC5	Existing Performance Standard	Provided on Site Plan/Need for Exception to Existing Standard
Lot Area (min)	No minimum	11,500 m ² / no exception needed
Lot Width (min)	No minimum	Irregular parcels exceed 190 m. in width/no exception needed
Yard Setbacks <ul style="list-style-type: none"> • minimum front yard, corner side yard, interior side yard and rear yard setbacks 	<ul style="list-style-type: none"> • no minimum, except where the building wall contains room windows, the minimum rear yard adjacent to the windows must be 6 metres and the minimum interior side yard setback adjacent to the windows must be 3.5 metres 	<ul style="list-style-type: none"> • Varies on site/site specific exception required



<ul style="list-style-type: none"> • maximum front yard and corner side yard setbacks • minimum front yard and corner side yard setbacks for surfaced parking 	<ul style="list-style-type: none"> • 3.5 metres • 10 m 	<ul style="list-style-type: none"> • Parcel 1 – 3 m; Parcel 2 – 2.7 m/ no exception needed • Parcel 1 – 20.2 m; Parcel 2 – 3.6 m/ site specific exception required
Maximum Height	35 m.	11 m – stacked units & 35 m for apartment units/ site specific schedule required
Floor Space Index (FSI): <ul style="list-style-type: none"> • minimum • maximum • non-residential component of FSI minimum 	<ul style="list-style-type: none"> • .75 • 2.0 • .75 	<ul style="list-style-type: none"> • N/A • Parcel 1 – 1.66; Parcel 2 – 1.47/ no exception needed • Parcel 1 – 0; Parcel 2 – .02/ site specific exception required
Minimum building separations - Section 192.5(b)(vi)	varies	Varies on site/ site specific exception required
Amenity Area Same minimums apply to stacked dwelling units and apartment dwelling units	<ul style="list-style-type: none"> • 6 m² per dwelling unit <ul style="list-style-type: none"> ○ Parcel 1 – 452 units = 2,712 m² ○ Parcel 2 – 346 units = 2,076 m² • Minimum of 50% of total for communal use <ul style="list-style-type: none"> ○ Parcel 1 = 1,356 m² ○ Parcel 2 = 1,038 m² • Communal space must be aggregated into areas up to 54 m² with at least one area being 54 m² 	Complies/ no exception needed <ul style="list-style-type: none"> ○ Parcel 1 – 2,715 m² ○ Parcel 2 – 2,350 m² ○ Parcel 1 – 1,360 m² ○ Parcel 2 - 1,050 m² ○ Parcel 1 – 145 m² ○ Parcel 2 – 300 m²
Parking Subject property located in Area C on Schedule 1A <ul style="list-style-type: none"> • Resident spaces minimum • Visitor spaces minimum 	<ul style="list-style-type: none"> • By unit type <ul style="list-style-type: none"> ○ Dwelling stacked – 1.2/unit <ul style="list-style-type: none"> ▪ Parcel 1: 104 un. = 128 sp. ▪ Parcel 2: 80 un. = 96 sp. ○ Dwelling high-rise – 1.2/unit <ul style="list-style-type: none"> ▪ Parcel 1: N/A - see Note ▪ Parcel 2: 266 un. = 319 sp. • By unit type <ul style="list-style-type: none"> ○ Dwelling stacked – .2/unit <ul style="list-style-type: none"> ▪ Parcel 1: 104 un. = 21 sp. 	Varies on both Parcels/ site specific exception required reflecting spaces provided <ul style="list-style-type: none"> • By unit type <ul style="list-style-type: none"> ○ Dwelling stacked <ul style="list-style-type: none"> ▪ Parcel 1 – 1/un. = 104 sp. ▪ Parcel 2 – 1/un. = 80 sp. ○ Dwelling high-rise <ul style="list-style-type: none"> ▪ Parcel 1 – N/A - see Note ▪ Parcel 2 – .68/un. = 181 sp • By unit type <ul style="list-style-type: none"> ○ Dwelling stacked <ul style="list-style-type: none"> ▪ Parcel 1: .1/un. = 10 sp.



<p>Note: Section 101.5(d) where a residential use building has an active entrance located within 600 metres of a rapid-transit station shown on Schedule 2A minimum parking required by Table 101 for the residential use is calculated using the rates for Area X. – <u>provision applies to apartments on Parcel 1</u></p> <p>Discount for underground parking</p>	<ul style="list-style-type: none"> ▪ Parcel 2: 80 un. = 16 sp. ○ Dwelling high-rise – .2/unit ▪ Parcel 1: N/A - see Note ▪ Parcel 2: 266 un. = 53 sp. <p>Parcel 1 – High-rise units Resident: 1.2/unit after first 12 units</p> <ul style="list-style-type: none"> • 348-12 = 336 un.@ 1.2 sp. = 403 spaces <p>Visitor: .1/unit after first 12 units</p> <ul style="list-style-type: none"> • 348-12 = 336 un.@ .1 sp. = 34 spaces <p>Reduction in overall requirement of 20 spaces per Parcel (Section 101.6(c))</p>	<ul style="list-style-type: none"> ▪ Parcel 2: .1/un. = 8 sp. ○ Dwelling high-rise ▪ Parcel 1: N/A - see Note ▪ Parcel 2: .04/un. = 10 sp. <p>Parcel 1 High-rise units Resident</p> <ul style="list-style-type: none"> • .73/unit = 255 spaces <p>Visitor</p> <ul style="list-style-type: none"> • .1/unit = 35 spaces <p>Parcel 1 = -20 spaces Parcel 2 = -20 spaces</p>
<p>Bicycle Parking</p>	<p>.50 space/unit</p> <ul style="list-style-type: none"> • Parcel 1 – 452 un. = 226 sp. • Parcel 2 - 346 un. = 173 sp. 	<p>Complies/no exception needed</p> <ul style="list-style-type: none"> • Parcel 1 – 452 un. = 226 sp. • Parcel 2 - 346 un. = 173 sp.

With respect to on-site parking, it is proposed to use a site specific ratio based on the parking shown on the site plan. Given the proximity to the Terry Fox Rapid Transit Station and the location within the Town Centre, it is felt that the use of suburban parking minimums is inappropriate. Application of these standards would have required approximately 1,000 spaces over both Parcels. Even with the discount for underground spaces (40 spaces), this requirement would not reflect the intent of the urban and transit supportive context which is the planned function for the subject property.

The proposed site plan provides for a total of 404 spaces on Parcel 1 and 287 spaces on Parcel 2 for a combined total of 691 which in my opinion, better represents the intent of the planned function of the Town Centre. As well, based on experience with other sites, notably Homewood Residences adjacent to the site on Cordillera Street, the proposed parking ratio will also meet the expected parking demand on site. The following tables provide an overview of the parking rates provided which are proposed for the site specific parking rates in the zoning amendment:

PARKING STATISTICS		
TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW. - RESIDENTS (AT GRADE)	1.00	104
STACKED DW. - VISITORS (AT GRADE)	0.10	10
APARTMENT - RESIDENTS (U/G)	0.73	255
APARTMENT - VISITORS (U/G)	0.10	35
NON-RESIDENTIAL SPACES (U/G)	0.00 / 100m ²	0
TOTAL		404

Parcel 1



Parcel 2

PARKING STATISTICS		
TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW. - RESIDENTS (AT GRADE)	1.00	80
STACKED DW. - VISITORS (AT GRADE)	0.10	8
APARTMENT - RESIDENTS (U/G)	0.68	181
APARTMENT - VISITORS (U/G)	0.04	10
NON-RESIDENTIAL SPACES (U/G)	0.54 / 100m ²	8
TOTAL		287

7. Integrated Environmental Review

The integrated environmental review is conducted under the guidance of **Section 4.7.1** of the Official Plan. The review considers as a whole, the significant findings from individual support studies (i.e., tree preservation and protection plans, environmental impact statements, stormwater site management plans, Phase 1 Environmental Site Assessments). The integrated environmental review ensures that the proposed development design complies with the environmental policies contained in Section 4, and that the principles of design with nature have been applied.

Recommendations from the required studies in support the development applications are listed in the following paragraphs. The various sub-consultants who conducted the individual studies and prepared the reports and plans have participated through submission of their findings to this integrated review. Their results and recommendations have informed the site and building design of the subject property and provided any mitigative measures needed to ensure compliance with these recommendations. The site and building design as proposed meets all regulatory requirements described in each plan and study. No significant barriers to development have been identified.

Policy 4.7.1.2 (f) requires the following through this review:

“A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered.”

The building and site design of the proposed development was carried out by Fabiani Architect Ltd. The design as proposed provides for the following to respond to this policy direction:

- Over 20% of site area will be left in natural state.
- Site is located within 600m of Terry Fox Rapid Transit Station and increased densities have been provided to support transit usage. On-site parking ratios have been reduced to reflect this location.
- 23% of housing units will be built with sustainable wood frame construction.
- Parking will incorporate 18 carshare spaces.
- Underground parking is used extensively both to reduce heat island effect associated with asphalt site paving and to preserve site landscape / amenity areas.
- Apartment buildings will feature a TriSorter Refuse System incorporating recycling & organics capabilities.
- Stacked Dwelling units will feature a EarthBin Refuse Collection System with recycling capabilities.
- Apartment buildings will feature a white roof for reduced energy use.
- Apartment buildings will be built to current SB-12 standards for energy modelling and efficiency.
- Stacked dwellings to be built to current SB-10 standards for energy efficiency.



EIS and Tree Conservation

WSP Canada Inc. (WSP) was retained by Bayview Hospitality Group to undertake an Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) for the proposed multi-residential development, located at 6301 Campeau Drive in Kanata (ON). The primary objective of this EIS and TCR is to evaluate the environmental impacts associated with the proposed development.

Natural heritage field investigations for the Project were conducted between April and July 2020 and consisted of: Ecological Land Classification (ELC); tree inventory; significant woodland evaluation; amphibian breeding surveys; breeding bird surveys; bat maternity roost habitat assessment and acoustic monitoring; Species at Risk (SAR); and general wildlife habitat assessment. Results from the field investigations are summarized below:

1. No Provincially Significant Wetlands (PSW), Significant Valleylands, Areas of Natural and Scientific Interest (ANSI), or any other designated natural heritage system features occur within 120 m of the Study Area.
2. The vegetation communities recorded during field investigations are commonly found throughout Ottawa and eastern Ontario.
3. Deciduous and mixed forests occurred within the Study Area and contained large diameter mature trees. Twenty-nine (29) trees were identified to be Distinctive [i.e. ≥ 50 cm diameter at breast height (DBH)]. Overall, trees were in good health condition with few individuals showing evidence of decline.
4. Thirty (30) Butternut trees have been inventoried and assessed within the Study Area. Approximately, 23 are proposed for removal to accommodate construction works.
5. To offset the impacts associated with the removal of native vegetation, landscaping with native vegetation within the areas surrounding the development has been recommended.
6. Tree mitigation measures have been recommended to limit the number of Distinctive trees requiring removal and to provide suitable protection techniques for trees being retained.
7. Installation of bat boxes has been recommended to offset the impacts associated with the removal of potential bat maternity roost habitat.
8. Additional mitigation measures have been recommended to limit the development impacts on terrestrial environments and wildlife.

The compensation measures proposed should help offset the negative impacts associated with this development while helping enhance and retain valuable natural heritage features for the future residential development. Majority of the negative impacts noted in this report, primarily associated with the construction of the development, can be alleviated with the recommended mitigation measures, as well as compensation requirements that may be outlined in a Butternut ESA authorization. As such, any residual impacts resulting from this development can be mitigated and compensated for and should not pose any impediments to development.

Phase 1 ESA

Stantec Consulting Ltd. ("Stantec") conducted a Phase One Environmental Site Assessment ("Phase One ESA") of a portion of the property located at 6301 Campeau Road Kanata, Ontario (Part of Lot 3 Concession 2, Part of Lot 3 Concession 3, and Part of Road Allowance between Concession 2 and 3), hereinafter referred to as the "Phase One Property" or "Site". The Phase One ESA was completed for Bayview Hospitality Holdings Ltd. (Bayview) for planning purposes. As per the City of Ottawa's planning



requirements, the Phase One ESA has been completed in general accordance with Ontario Regulation 153/04 (O.Reg. 153/04) and is therefore referred to as a Phase One ESA, which is different from a Phase I ESA completed in accordance with CSA Standard Z768-01, R2016.

Stantec understands that this Phase One ESA will not be used to support the preparation of a Record of Site Condition (RSC) in accordance with O.Reg.153/04, because an RSC is not required at this time. The purpose of the Phase One ESA was to assess if evidence of potential and/or actual environmental contamination exists at the Phase One Property as a result of current and/or past activities at the Phase One Property and/or neighbouring properties located within 250 m of the Phase One Property (“Phase One Study Area”).

Phase One Property Description

The Phase One Property is owned by Bayview and consists of a vacant plot of land. The area of the Phase One Property is approximately 3.6 hectares (9 acres). There is no infrastructure, buildings or services at the Site. Based on information obtained during the site reconnaissance and a review of available historical information, the Site was owned by the Township of March in 1963. The land ownership was transferred several times; to the Regional Municipality of Ottawa-Carleton in 1990, and to the City of Kanata in 1992. Bayview purchased the Phase One Property from the City of Ottawa in December 2019. Stantec understands this Phase One ESA is being completed in support of the planning future development of the Phase One Property.

Conclusions and Recommendations

Based on information gathered and observations made, there are no potentially contaminating activities (PCAs) identified in the Phase One Study Area and therefore no areas of potential environmental concern (APECs) on the Phase One Property. Based on the findings of the Phase One ESA, it is our opinion that no further assessment work is required for the Phase One ESA Property.

Pedestrian Level Wind Assessment

This report describes a pedestrian level wind (PLW) was undertaken by Gradient Wind to satisfy the requirements for development applications needed to amend the Official Plan and the Zoning By-law along with an application for Site Plan Control for a proposed mixed-use development at 6301 Campeau Drive in Kanata, Ontario (hereinafter referred to as “subject site”). Our mandate within this study is to investigate pedestrian wind comfort and safety within and surrounding the subject site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, as required.

The study involves simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind comfort and safety criteria. The results and recommendations derived from these considerations are detailed in the main body of the report, illustrated in Figures 3A-3D, and summarized as follows:

1. All areas at grade will be suitable for their intended uses throughout the year. This includes all building access points, nearby sidewalks, bus stops, parking lots, driveways, and the amenity areas to the immediate south of Building B and the immediate north of Building C.



2. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.
3. Regarding primary and secondary building access points, wind conditions predicted in this study are only applicable to pedestrian comfort and safety. As such, the results should not be construed to indicate wind loading on doors and associated hardware.

Transportation Impact Assessment (TIA)

This Traffic Impact Assessment for the proposed housing development, located at 6301 Campeau Drive, Kanata, ON was conducted by TransPlan Transportation Engineering. The report recommendations are summarized in the following paragraphs.

As per the site plan prepared by Fabiani Architect Ltd, the proposed development consists of stacked dwellings with 184 units and three 10-storey apartment buildings with 614 units. A total of 691 parking spaces and 403 bicycle parking spaces are provided for the site. Ground floor commercial area with a total GFA of approximately 430.6 sq. m. is proposed at the easterly apartment building, facing Cordillera Street. Two accesses are provided off Cordillera Street and one access off Campeau Drive.

- Trip rates were obtained based on information contained in the Trip Generation Manual 10th Edition published by ITE. The site is expected to generate 258 and 336 two-way trips in the weekday AM and PM peak hours, respectively.
- The City's Zoning By-law's requirement is 852 spaces and 620 spaces for Area C and Area with in 600m of a Rapid Transit Station, respectively. A total supply of 691 spaces for both residents and visitors are proposed on site, which results in a shortfall for 161 spaces under Area C policy but exceeds the by-law requirements for Rapid Transit Area.
- The subject site provides 4049 bicycle parking spaces on site to encourage cycling for residents and visitors, which exceeds the by-law requirement.
- The City of Ottawa's Zoning By-law was reviewed to ensure proper parking layout design. The proposed parking stalls, aisles and access design meet the design requirements.
- Fire trucks, loading vehicles and waste collection vehicles are able to access the site and exit the loading area along the laneway in a safe manner. Passenger vehicles are able to enter and exit both the ground parking level and underground garages.
- Based on a review of the MMLOS, the pedestrian network along the segments with sidewalks typically range between LOS A to LOS D. In the vicinity of the site frontage, the cycling LOS along Campeau Drive corridor is C on account of the on-street painted cycling lanes that exist. is C. The cycling LOS along other boundary roads ranges between LOS A to LOS B. The cycling LOS for the signalized intersection in the study area is LOS C. The trucks LOS typically range between LOS C to LOS E. The trucks LOS typically range between LOS A to LOS C.



- At proposed site access at Campeau Drive, the analysis indicates that a traffic signal would not be warranted for the horizon year. Site trips are not expected to cause any additional significant impacts at the intersection. The intersections in the study area is expected to operate acceptably at full build-out of the development and five years thereafter.
- The proposed site accesses are expected to operate well, with a LOS of D or better during the weekday peaks. Delays of up to 27 seconds are expected for vehicles exiting the subject site, which is typical for vehicles exiting from a minor road onto an arterial roadway.
- No further road improvements are required to support the proposed development, aside from construction of the site access.
- TDM Measures included as part of the preliminary TDM Plan are as follows:
 - travel/commuting surveys
 - local area walking/cycling access route maps and transit schedules in the lobbies of buildings within the “medium density residential uses”
 - the possibility of a bikeshare station, car share vehicles
 - the unbundling of parking from the purchase of medium density units; and
 - a multi-modal travel option information package for new residents.

Geotechnical Analysis of Site Conditions

This report was prepared by Yuri Mendez Engineering and found that there were no special concerns for the proposed development such as slope stability, liquefaction, organic materials, etc. Near surface organic materials found are shown in the borehole logs.

Noise Impact Assessment

TRANS-PLAN was retained to conduct a Noise Impact Study in support of the proposed housing development to be located at 6301 Campeau Drive, Kanata, ON. The proposed development consists of two parcels, including 184 units of townhouses and three 10-storey apartment buildings with 614 units and a total GFA of 435 m² ground floor commercial. The top units of each townhouse block have rooftop patios and there are also outdoor amenity spaces on the south side of building B in Parcel 1 and the north side of Building C in Parcel 2.

The sound levels from transportation sources in the vicinity of the site (Campeau Drive, Kanata Avenue, Cordillera Street, Canadian Shield Avenue and Highway 417 (the Queensway)) were predicted and assessed against the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guidelines. No stationary sources were existing or planned to be in the vicinity of the site.

The following mitigation measures are required to ensure the applicable MECP noise guideline requirements can be met and a suitable acoustic environment can be provided for the dwelling occupants:

- Mandatory central air conditioning for Buildings A, B and C,
- Upgraded wall (STC 54) and window (STC 33) construction for Building C,
- Upgraded wall (STC 54) and window (STC 31) construction for Buildings A and B,



- Provision for air conditioning for Townhouse Blocks 1 to 7 inclusive and Block 9,
- 1.1 m parapet walls to act as sound barriers for all townhouse block rooftop patios,
- Warning clauses included on the occupancy agreements.

With the appropriate design and recommendations outlined in this report, the proposed residential development is considered feasible.

8. Public Consultation

Public engagement activities relating to the proposed applications for Official Plan amendment, major zoning by-law amendment and site plan control will follow the City of Ottawa public consultation process and practises as described on the City’s website under the various types of applications available the following link:

<https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/development-application-forms#site-plan-control>

In addition, Councillor Jenna Sudds was notified of the proposed development for the subject property prior to the application being submitted and several preconsultation discussions have taken place with her office during the early part of 2020. Should the Councillor or City staff wish to hold a community meeting, the project team will make itself available for either an in-person or virtual meeting to provide an overview of the project and respond to questions. This meeting will be organized in coordination with the Councillor’s office.

9. Summary Opinion

It is my professional planning opinion that the proposed development applications represent good land use planning and are appropriate for the subject property for the following reasons:

- The proposal is consistent with the Provincial Policy Statement with respect to the development of an underutilized, serviced site located within the urban area.
- The proposal is in conformity with the goals, objectives and policies of the Town Centre designation in the Official Plan as well as the Site Specific Policies for the Kanata Town Centre found in Volume 2B with the exception of the proposed use of a 10 storey high-rise building form. However as documented in this Rationale, it is my opinion that the requested amendment to the Town Centre Plan is in conformity with the overall intent of the Plan.
- The proposal satisfies the general guidance of the urban design policies and principles found in Section 2.5.1 and it has been reviewed by the Urban Design Review Panel in the pre-consultation phase of the approval process. The proposed development will be re-evaluated by the Design Panel as part of the final approval process.
- The proposed design of the development was guided by the design and compatibility policies of Section 4.11 with specific attention to Building Design, Massing and Scale, High-Rise Buildings and Outdoor Amenity Areas. This has resulted in a development form that respects and responds appropriately to the site context and planned function for the Town Centre.



- The proposed zoning by-law amendment to a Mixed Use Centre Subzone 5 with site specific exceptions relating to setbacks, parking and maximum height is based on a realignment of the existing zoning on the subject property and will be in conformity with the Official Plan.
- The proposed uses will enhance the area contributing to an animated, pedestrian-oriented streetscape and desirable pattern of development.
- Overall, the proposed development will contribute positively to the streetscape as well as to the surrounding community while meeting the City's goals and policy objectives with respect to intensification and urban design.

Signed original on file

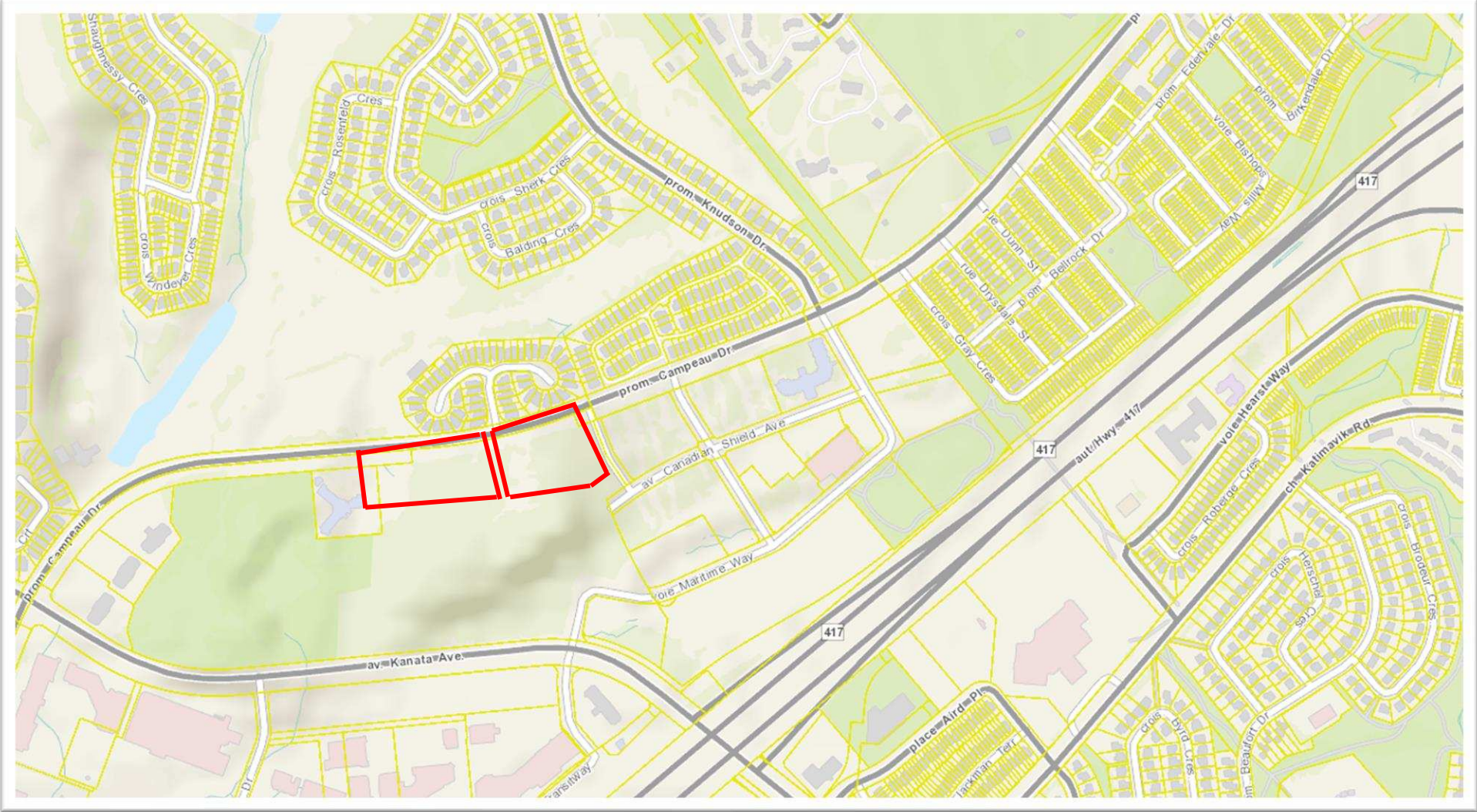
Dennis Jacobs MCIP, RPP
Principal Planner



10. Appendix



Appendix A - Area Context Map



Appendix B – Aerial Photo

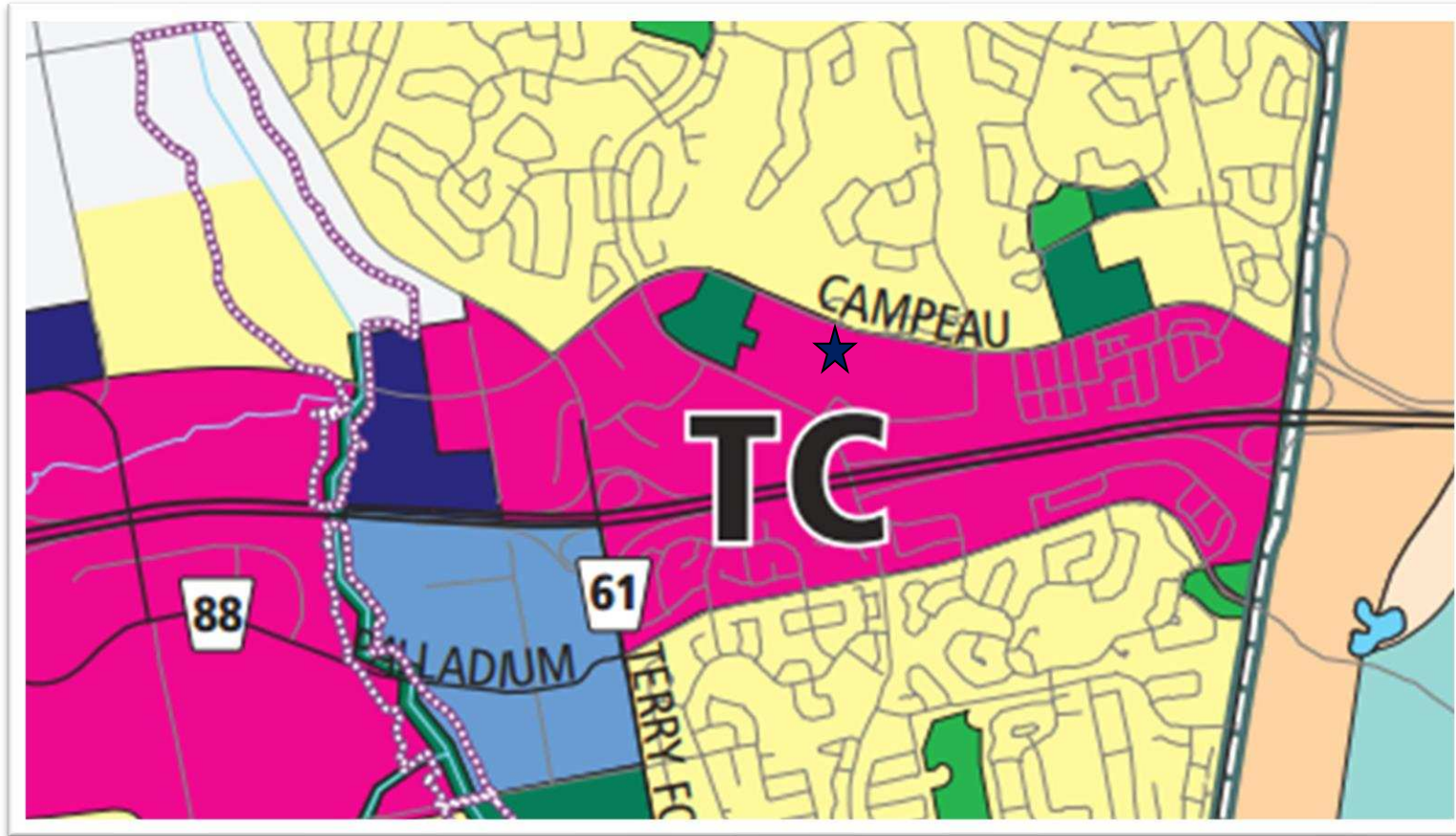


Parcel 1

Parcel 2



Appendix C – a) Schedule B: Urban Land Use



<p>Official Plan - Schedule B Urban Policy Plan</p> <p>Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit</p> <p>Plan officiel - Annexe B Plan des politiques en milieu urbain</p> <p>Préparé par : Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques</p>	<p>General Urban Area Zone urbaine générale</p> <p>Urban Expansion Study Area Zone d'étude d'expansion urbaine</p> <p>Central Area Zone centrale</p> <p>Town Centre Centre ville</p> <p>Traditional Mainstreet Rue principale traditionnelle</p> <p>Arterial Mainstreet Artère principale</p> <p>Mixed Use Centre Centre polyvalent</p> <p>Carp River Restoration Policy Area Overlay Zone sous-jacente de restauration de la rivière Carp</p> <p>Developing Community Communauté en développement</p> <p>Developing Community (Expansion Area) Communauté en développement (zone d'expansion)</p>	<p>Enterprise Area Secteur d'entreprises</p> <p>Natural Environment Area Zone écologique naturelle</p> <p>Agricultural Resource Area Zone de ressources agricoles</p> <p>Agricultural Research Area Zone de recherche agricoles</p> <p>Macdonald-Cartier International Airport Aéroport international Macdonald-Cartier</p> <p>Greenbelt Employment and Institutional Area Zone d'emploi et d'équipement collectif de la Ceinture de verdure</p> <p>Employment Area Secteur d'emploi</p> <p>Greenbelt Rural Ceinture de verdure - secteur rural</p> <p>Major Open Space Grand espace vert</p>
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Subject Property



Appendix C – b) Schedule C: Primary Urban Cycling Network



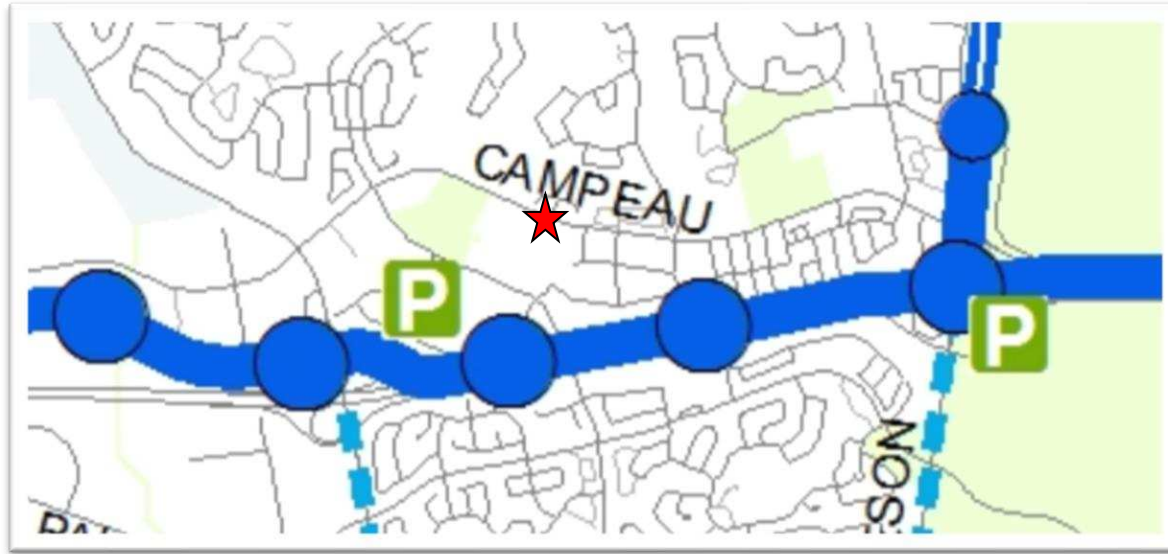
OFFICIAL PLAN - Schedule C
PRIMARY URBAN CYCLING NETWORK
 PLAN OFFICIEL - Annexe C
PLAN DU RÉSEAU URBAIN DE PISTES CYCLABLES PRINCIPALES

PRIMARY NETWORK	RÉSEAU PRINCIPAL
Spine Route	Circuit principal
Multi-use Pathway	Sentier polyvalents
Cross-Town Bikeway	Voie cyclable transurbaine



Subject Property ★

Appendix C – c) Schedule D: Rapid Transit and Transit Priority Network



OFFICIAL PLAN - Schedule D
**RAPID TRANSIT AND
 TRANSIT PRIORITY NETWORK**

PLAN OFFICIEL - Annexe D
**RÉSEAU DE TRANSPORT EN COMMUN RAPIDE
 ET DE TRANSPORT EN COMMUN PRIORITAIRE**

RAPID TRANSIT	TRANSPORT EN COMMUN RAPIDE
Light Rail Transit (LRT) - Grade Separated Crossings	Transport en commun par train léger (TCTL) - passages étagés
Light Rail Transit (LRT) - At-Grade Crossings	Transport en commun par train léger (TCTL) - passages à niveau
Bus Rapid Transit (BRT) - Grade Separated Crossings	Transport en commun rapide par autobus (TCRA) - passages étagés
Bus Rapid Transit (BRT) - At-Grade Crossings	Transport en commun rapide par autobus (TCRA) - passages à niveau
TRANSIT PRIORITY	PRIORITÉ AU TRANSPORT EN COMMUN
Transit Priority Corridor (Continuous Lanes)	Corridor donnant priorité au transport en commun (voies continues)
Transit Priority Corridor (Isolated Measures)	Corridor donnant priorité au transport en commun (mesures isolées)

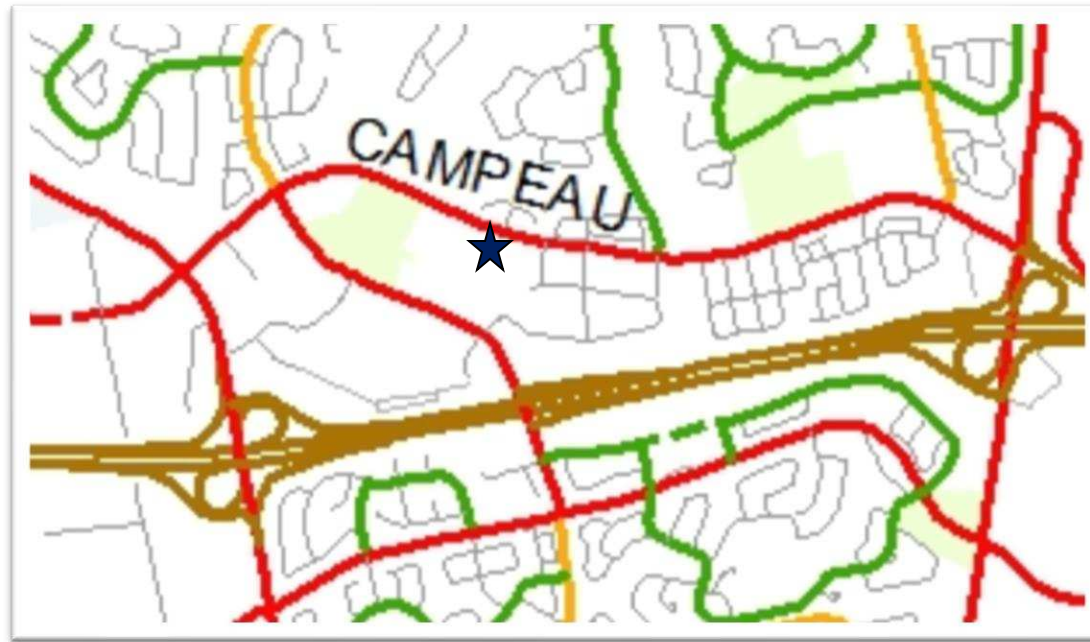
Park and Ride	Parc-O-Bus
Transit Station - rail	Station du transport - train
Transit Station - bus	Station du transport - autobus
Conceptual Future Transit Corridor	Avenir conceptuel - Couloir de transport en commun
Inter-regional Stations	Stations interrégionales
Potential Rail Yard	Cour de tirage possible pour trains
Gatineau Rapibus	Rapibus de Gatineau



Subject Property ★



Appendix C – d) Schedule E: Urban Primary Road Network



OFFICIAL PLAN - Schedule E
URBAN ROAD NETWORK

PLAN OFFICIEL - Annexe E
RÉSEAU ROUTIER - URBAIN

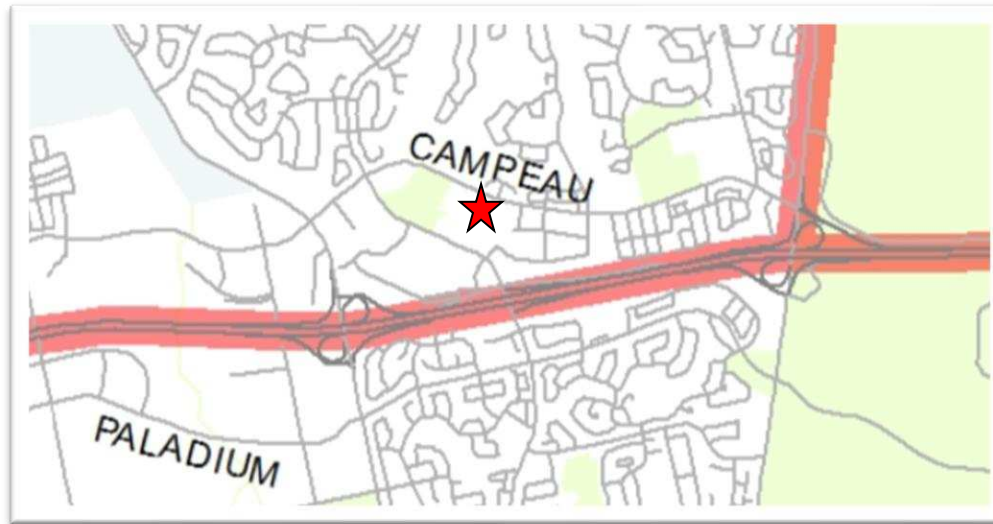
Provincial Highway — Chemins de propriété fédéral
Federally Owned Road — Route provinciale
City Freeway — Autoroute de ville

Arterial - Existing — Artère - Établie
Arterial - Proposed (alignment defined) — Artère - Proposé (alignement déterminée)
Arterial - Conceptual (alignment undefined) — Artère - Conceptuelle (alignement à déterminer)
Major Collector - Existing — Grande collectrice - Établie
Major Collector - Proposed — Grande collectrice - Proposé
Collector - Existing — Collectrice - Établie
Collector - Proposed — Collectrice - Proposé
New Interchange — Nouvel échangeur



Subject Property ★

Appendix C – e) Schedule I: Scenic Entry Routes - Urban



OFFICIAL PLAN - Schedule I
SCENIC-ENTRY ROUTES - URBAN

PLAN OFFICIEL - Annexe I
ROUTES D'ENTRÉE - PANORAMIQUES - URBAIN

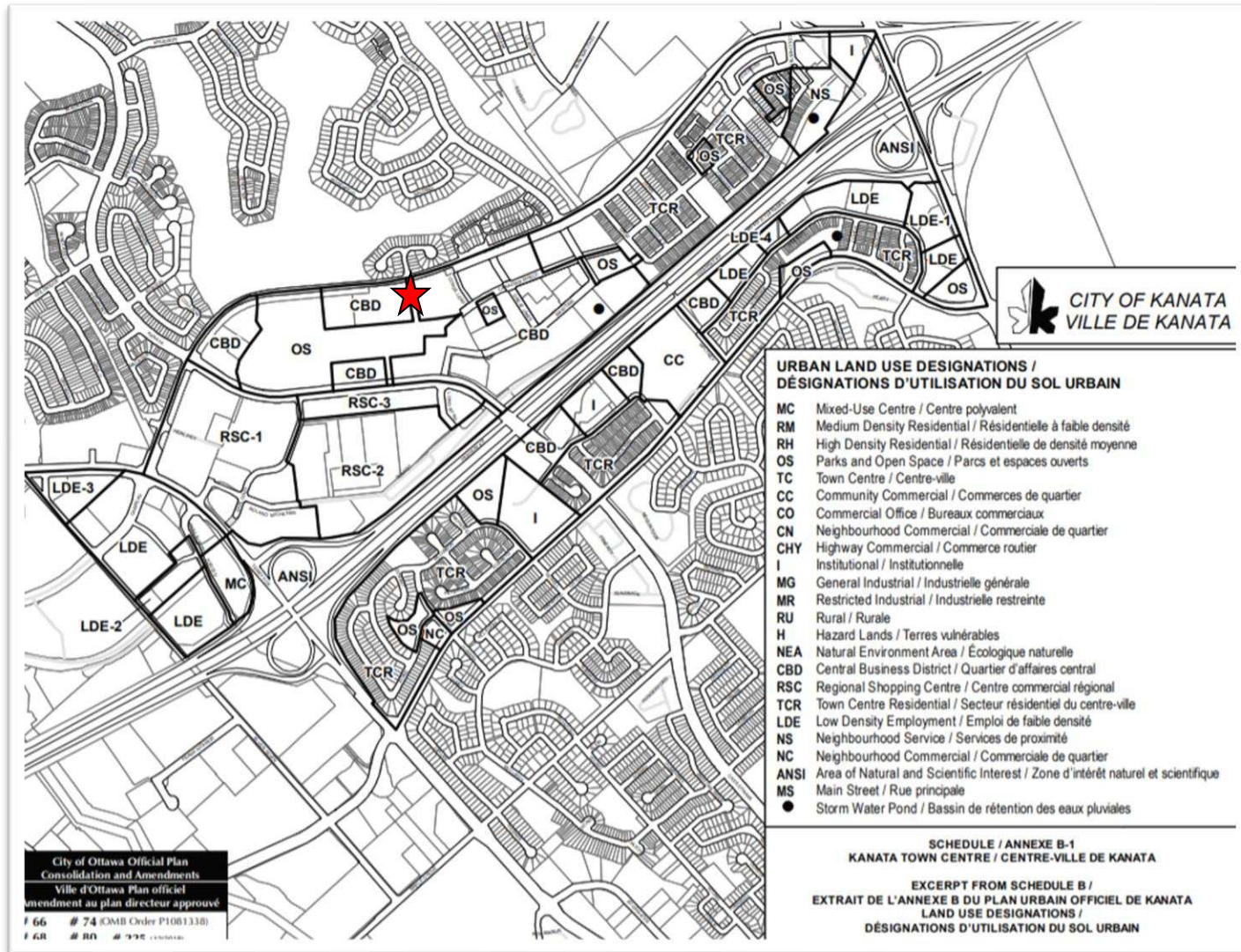
SCENIC ENTRY ROUTES ↔ ROUTES D'ENTRÉE PANORAMIQUES

Subject Property ★



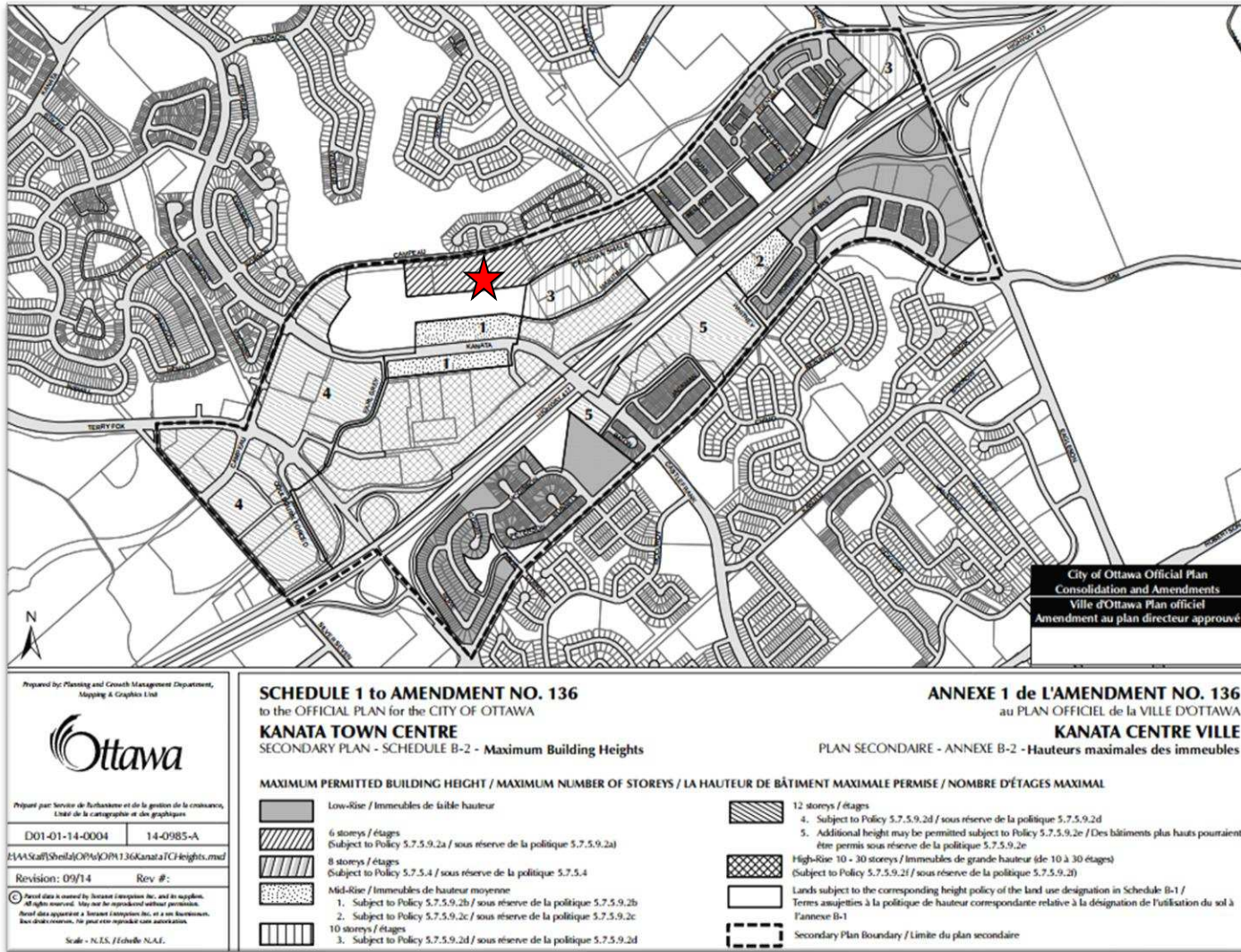
Prepared by: Planning and Growth Management Department,
Mapping & Graphics Unit
Préparé par: Service de l'urbanisme et de la gestion de la croissance
Unité de la cartographie et des graphiques
2013

Appendix D – a) Kanata Town Centre Plan – Schedule B-1 – Urban Land Use Designations



Subject Property 

Appendix D – b) Kanata Town Centre Plan – Schedule B-2 Maximum Building Heights



Appendix E – 3D Renderings Demonstrating Guidelines for High-rise Buildings



Bird's Eye View of Parcel 1 looking South East from Campeau Drive





Bird's Eye View looking South West from Campeau Drive/Cordillera Street

Appendix F – Site Statistics and Zoning Overview

Parcel 1

PROJECT INFORMATION - PARCEL 1			
ZONING STANDARD BASED ON MC5	REQUIRED	PROVIDED	
LOT AREA	-	19,644.4 m ²	1.964 Ha
TOTAL ZONING GFA	-	32,535.4 m ²	
FSI (MAX)	2.00	1.66	
BUILDING HEIGHT (MAX)	35.0 m	31.9 m	
Front Yard Setback (MAX)	3.5 m	3.0 m	
Interior Side Yard Setback (MIN)	3.5 m	5.7 m	
Rear Yard Setback (MIN)	6.0 m	17.8 m	
Surface Parking Front & Corner Yard Setback (Min)	10.0 m	20.2 m	
FSI Non-Residential (Min)	0.75	0.00	
GFA Non-Residential	-	0.00	
Apartment & Stacked Dwellings Amenity Space (Min 6m ² per unit)	2,712.0 m ²	2,715.0 m ²	
Communal Amenity (Min 50%)	1,356.0 m ²	1,360.0 m ²	
Large Amenity (Min 1 space)	54.0 m ²	145.0 m ²	
LOT COVERAGE (MAX)	-	5,911.1 m ²	30.1%
APARTMENT A,B FOOTPRINT	-	3,837.5 m ²	19.5%
STACKED DW. BLOCKS FOOTPRINT	-	2,073.6 m ²	10.6%
LANDSCAPE AREA	-	10,086.4 m ²	51.3%
SOFT LANDSCAPING	-	7,735.2 m ²	39.4%
HARD LANDSCAPING	-	2,351.2 m ²	12.0%
ASPHALT AREA	-	3,569.9 m ²	18.2%

PARKING STATISTICS		
TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW. - RESIDENTS (AT GRADE)	1.00	104
STACKED DW. - VISITORS (AT GRADE)	0.10	10
APARTMENT - RESIDENTS (U/G)	0.73	255
APARTMENT - VISITORS (U/G)	0.10	35
NON-RESIDENTIAL SPACES (U/G)	0.00 / 100m ²	0
TOTAL		404

DRIVE AISLE & BICYCLE REQUIREMENTS		
TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at Grade	6.7 m	YES
Drive Aisle - Two way at Parking Garage	6.0 m	YES
Loading Space - Type A Standard	3.5 x 9.0 x 4.2(h)m	YES
BICYCLE PARKG, HORIZ - Table 111B	0.60 x 1.8m & 1.5m aisle	YES
BICYCLE PARKG, VERT - Table 111B	0.50 x 1.5m & 1.5m aisle	YES

APARTMENT A,B STATISTICS				
UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(53 BF UNITS)	104	104	140	348
FLOOR LEVEL	GFA (Zoning)		GFA (OBC)	
	ft ²	m ²	ft ²	m ²
TOTAL	251,204 ft²	23,337.6 m²	312,368 ft²	29,020.0 m²
BICYCLE SPACES	0.50		226	

STACKED DWELLING UNIT STATISTICS - BLOCKS 1,2,3,4,5			
UNITS	1-BDRM	2-BDRM	TOTAL
Counts	52	52	104
GFA	Zoning		OBC
TOTAL	99,004 ft²	9,197.8 m²	106,182 ft²

APARTMENT A,B STATISTICS				
UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(53 BF UNITS)	104	104	140	348
FLOOR LEVEL	GFA (Zoning)		GFA (OBC)	
	ft ²	m ²	ft ²	m ²
TOTAL	251,204 ft²	23,337.6 m²	312,368 ft²	29,020.0 m²
BICYCLE SPACES	0.50		226	

STACKED DWELLING UNIT STATISTICS - BLOCKS 1,2,3,4,5			
UNITS	1-BDRM	2-BDRM	TOTAL
Counts	52	52	104
GFA	Zoning		OBC
TOTAL	99,004 ft²	9,197.8 m²	106,182 ft²



Parcel 2

PROJECT INFORMATION - PARCEL 2			
ZONING STANDARD BASED ON MC5	REQUIRED	PROVIDED	
LOT AREA	-	17,410.8 m ²	1.741 Ha
TOTAL ZONING GFA	-	25,661.2 m ²	
FSI (MAX)	2.00	1.47	
BUILDING HEIGHT (MAX)	35.0 m	33.4 m	
Front Yard Setback (MAX)	3.5 m	2.7 m	
Corner Side Yard Setback (MIN)	-	1.7 m	
Rear Yard Setback (MIN)	6.0 m	46.2 m	
Surface Parking Front & Corner Yard Setback (Min)	10.0 m	3.6 m	
FSI Non-Residential (Min)	0.75	0.02	
GFA Non-Residential	-	430.6 m ²	
Apartment & Stacked Dwellings Amenity Space (Min 6m ² per unit)	2,076.0 m ²	2,350.0 m ²	
Communal Amenity (Min 50%) Large Amenity (Min 1 space)	1,038.0 m ² 54.0 m ²	1,050.0 m ² 300.0 m ²	
LOT COVERAGE (MAX)	-	4,146.7 m ²	23.8%
APARTMENT C FOOTPRINT	-	2,552.1 m ²	14.7%
STACKED DW. BLOCKS FOOTPRINT	-	1,594.6 m ²	9.2%
LANDSCAPE AREA	-	10,368.6 m ²	59.6%
SOFT LANDSCAPING	-	8,339.7 m ²	47.9%
HARD LANDSCAPING	-	2,028.9 m ²	11.7%
ASPHALT AREA	-	2,705.4 m ²	15.5%

PARKING STATISTICS		
TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW. - RESIDENTS (AT GRADE)	1.00	80
STACKED DW. - VISITORS (AT GRADE)	0.10	8
APARTMENT - RESIDENTS (U/G)	0.68	181
APARTMENT - VISITORS (U/G)	0.04	10
NON-RESIDENTIAL SPACES (U/G)	0.54 / 100m ²	8
TOTAL		287
BICYCLE SPACES	0.50	173

DRIVE AISLE & BICYCLE REQUIREMENTS		
TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at Grade	6.7 m	YES
Drive Aisle - Two way at Parking Garage	6.0 m	YES
Loading Space - Type A Standard	3.5 x 9.0 x 4.2(h)m	YES
BICYCLE PARKG, HORIZ - Table 111B	0.60 x 1.8m & 1.5m aisle	YES
BICYCLE PARKG, VERT - Table 111B	0.50 x 1.5m & 1.5m aisle	YES

APARTMENT C STATISTICS				
UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(40 BF UNITS)	118	30	118	266
FLOOR LEVEL	GFA (Zoning)		GFA (OBC)	
	ft ²	m ²	ft ²	m ²
TOTAL	200,075 ft ²	18,587.6 m ²	241,538 ft ²	22,439.6 m ²

STACKED DWELLING UNIT STATISTICS - BLOCKS 6,7,8,9			
UNITS	1-BDRM	2-BDRM	TOTAL
Counts	40	40	80
GFA	Zoning		OBC
	76,140 ft ²	7,073.6 m ²	81,668 ft ²
TOTAL	76,140 ft ²	7,073.6 m ²	81,668 ft ²

