

August 3, 2022

City of Ottawa
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Attention: Lisa Stern

RE: Kanata North Fire Station
1075 March Road
Siteplan Control Application – D07-12-22-0090



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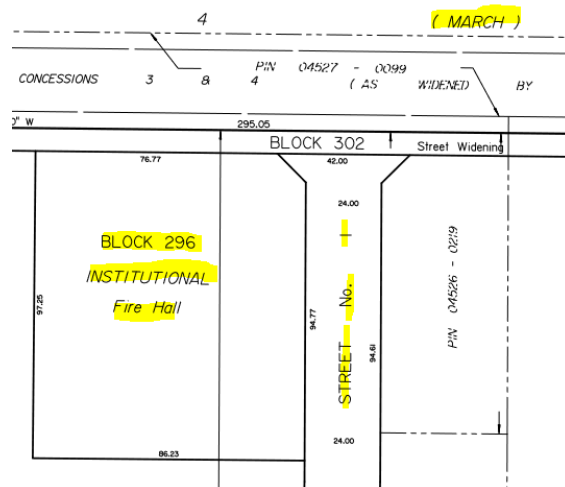
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DESIGN BRIEF

Site Description

1075 March Road is currently zoned as RU – Rural Countryside Zone under City of Ottawa Zoning By-law 2008-205. The Zoning will be amended to reflect the proposed subdivision and bring the zoning into conformity with the Official Plan and Kanata North CDP.

The legal description for this lot is PART 1, PLAN 4R-33375, PIN 04526-1649, PLAN OF SUBDIVISION OF PART OF LOTS 13 AND 14 CONCESSION 3 GEOGRAPHIC TOWNSHIP OF MARCH, CITY OF OTTAWA. The site abuts the west side of March Road approximately 200m south of the intersection of Maxwell Rd. and St-Isidore School. The property dimensions include North property line (97.25m), South property line (94.77), East property Line /March Road frontage (76.77) and West property line 86.23m. This sub-parcel is currently vacant with a total lot area of 8,387.2 square meters. The Proposal for this site includes the new home for the City of Ottawa Fire Station 45 which is described in further detail below.



SITE PHOTOS



Site Location and Context

The Subject Lands are owned by CU Developments Inc. and encompass approximately 48.05 hectares. The lands are legally described as Part of Lot 13 and 14, Concession 3, Township of March. The Subject Lands include most of the northwest quadrant on the KNUEA, as shown on **Figure 1**.



Figure 1: Location of Subject Lands

The Subject Lands' boundary is irregular due to existing land uses and privately-owned parcels of land along March Road consisting of developed residential properties with existing single detached houses and institutional uses including the St. Isidore Church and the St. Isidore Catholic School. The majority of the Study Area is undeveloped and consists of open cultivated fields and recently fallow regenerating meadows. A tributary for Shirley's Brook, referred to as Tributary #2 in the CDP, runs through the Subject Lands in the northwest to southeast direction. A second Shirley's Brook tributary, referred to as Tributary #3, runs from the northwest to southeast direction just south of the Subject Lands, as shown in **Figure 2**

A number of rural estate subdivisions are located around the periphery of the Subject Lands: Hillside subdivision to the northeast, Panandrick Estates to the west, and Marchbrook Circle to the southwest, as shown in **Figure 3**. St. Isidore Catholic Church and cemetery, and St. Isidore Catholic School abut the Subject Lands to the east, with a landscape depot and pool company located directly across March Road. Several other uses are located immediately south of the KNUEA boundary including a street-oriented residential subdivision, retail and commercial lands at the intersection of March Road and Maxwell Bridge Road, an institutional site containing Jack Donohue Public School, and various parks and open spaces.

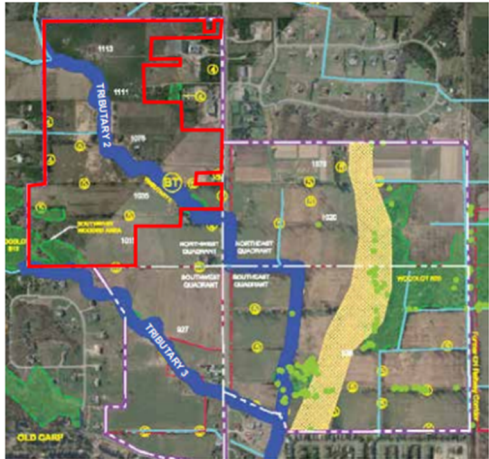


Figure 2: Shirley's Brook Tributaries (source: KN CDP, pg. 21)

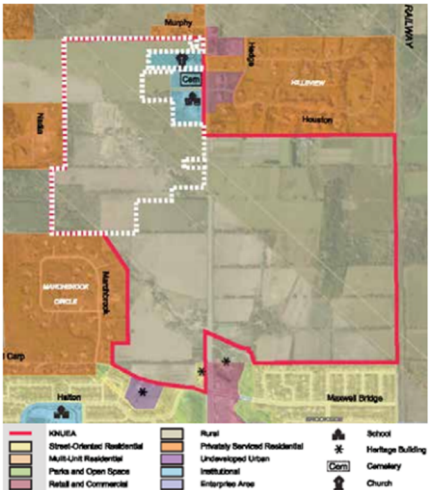


Figure 3: Existing Surrounding Context (source: KN CDP, pg. 17)

Planning Context

The Subject Lands are designated General Urban Area and Urban Natural Features in the City of Ottawa Official Plan. An excerpt from Schedule B - Urban Policy Plan, is provided as Figure 4.

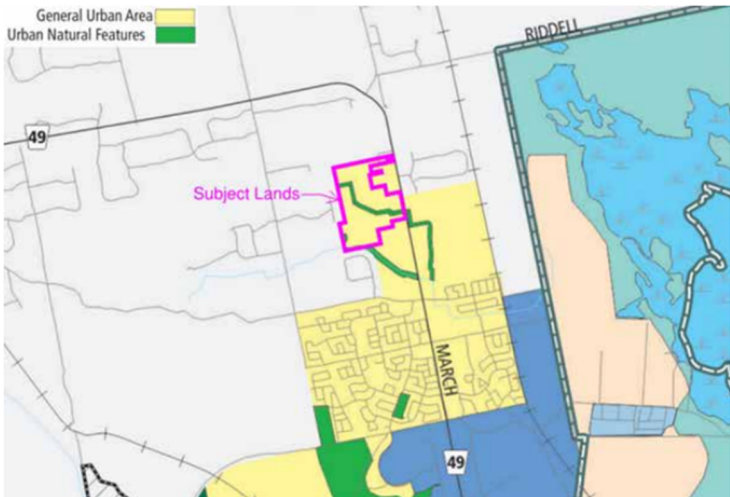


Figure 4: City of Ottawa Official Plan, Schedule B - Urban Policy Plan

The General Urban Area designation permits a wide range of uses, including housing, employment, retail, service, cultural, leisure, entertainment and institutional uses. The proposed residential, institutional and open space uses are permitted in the General Urban Area.



Urban Natural Features are identified natural landscapes including woodlands, wetlands, watercourses and ravines that provide a valuable contribution to biodiversity and wildlife habitat in the urban area and provide an amenity to residents. Policies for Urban Natural Features are set out in Section 3.2.3 of the Official Plan.

March Road is designated as an arterial road on Schedule E – Urban Road Network. The collector roads identified in the Kanata North CDP are shown on Schedule E as collectors (Figure 5). March Road is also designated as an On-Road Cycling Route on Schedule C – Primary Urban Cycling Network, with off-road cycling routes (multi-use pathways) shown alongside the collector roads (Figure 6). March Road is also designated as a scenic entry route on Schedule I – Scenic Entry Routes (Figure 7).

The Official Plan also identifies March Road as a Bus Rapid Transit (BRT) route on Schedule D – Rapid Transit Network (Figure 8). The northern terminus is located within the Subject Lands, also identified as the location of a parkand-ride facility.



Figure 5: OP Schedule E - Urban Road Network



Figure 6: OP Schedule C - Primary Urban Cycling Network

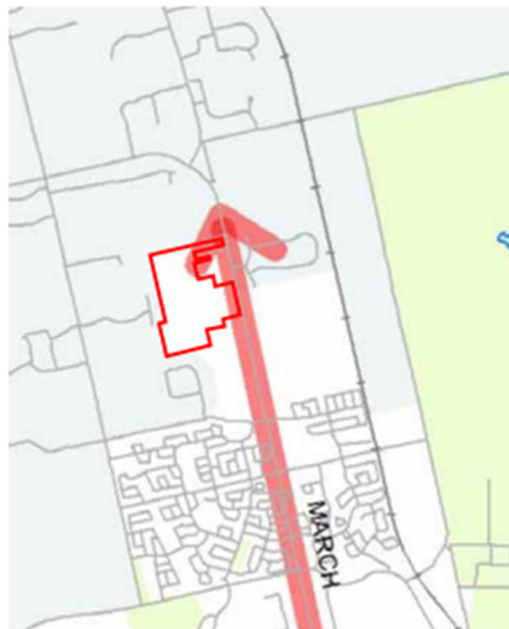


Figure 7: OP Schedule I - Scenic Entry Routes



Figure 8: OP Schedule D - Rapid Transit Network

Kanata North Community Design Plan

The Kanata North CDP was adopted in June of 2016 as part of Official Plan Amendment (OPA) 173 to establish a community-wide land-use framework for the KNUEA that reflects the principles, objectives and policies for community development as directed by the Official Plan.

The KNUEA is approximately 181 hectares in area. It was established as one of the City's Urban Expansion Areas during the 2009 Official Plan review through OPA 76 to accommodate the projected population growth to 2031. The major landowners in the area, known collectively as the Kanata North Land Owners Group (KNLOG), then initiated a Community Design Plan process to fulfill the requirements of the Official Plan to permit



the review of development applications in the KNUEA. The KNLOG represent approximately 87% of the land within the KNUEA.

The Sponsoring Landowners include

- Metcalfe Realty Company Ltd.
- Brigil (3223701 Canada Inc.)
- Valecraft (8409706 Canada Inc.)/JG Rivard Ltd.
- CU Developments Inc. [formerly Junic/ Multivesco (7089121 Canada Inc.)]

Early in the process formal invitations were sent to other landowners to participate; however, none other than the group listed above chose to join the KNLOG. Nonparticipating landowners have been involved in the CDP process through consultation and opportunities to comment as the plan evolved.

The CDP process was integrated with the OPA process and the Municipal Class Environmental Assessment (Class EA) processes for associated infrastructure processes. The objective of this integrated process was to create a set of guiding documents that would help shape the development of Kanata North. The guiding documents include:

- Kanata North Community Design Plan, Prepared by Novatech, Report No.: R-2016-020, dated June 28, 2016 (CDP)
- Kanata North Master Servicing Study, Prepared by Novatech, Report No.: R-2016-041, dated June 28, 2016 (MSS)
- Kanata North Environmental Management Plan, Prepared by Novatech, Report No.: R-2016-017, dated June 28, 2016 (EMP)
- Kanata North Transportation Master Plan, Prepared by Novatech, Report No.: R-2015-161, dated June 28, 2016 (TMP)

Based on the existing conditions research that was conducted and public consultation, key structural elements were identified as the “building blocks” of the CDP and were used to produce preliminary land use concepts and public workshops. The building blocks include:

- Stormwater management ponds
- Schools
- A public library
- Parks and recreational facilities
- Park-and-Ride facilities
- Retail/Commercial Space

Based on these land use concepts, four alternative land use concepts were developed. Following review of these concepts, a number of plans were advanced which reflected comments received at the public meetings and technical analysis. The culmination of this process resulted in the Demonstration Plan, as shown in **Figure 9**



Figure 9: Demonstration Plan Showing Proposed Subdivision Boundary (source: KN CDP, pg. 56)

Several factors influenced the location of these building blocks throughout the KNUEA. Given the topography of the KNUEA, which slopes toward the Ottawa River in the east, it was determined that at least one storm pond would be required on the west side of March Road.

The locations and sizes of the school blocks were selected based on the wishes of the four area school boards (OCDSB, OCSB, CEPEO, and CECCE). Stakeholder discussions determined that co-locating a public library within a school or within the commercial core area would be preferable to reserving a specific location through a standalone designation within the CDP.

The locations and sizing of park blocks were determined through extensive consultation with the City based on the parkland dedication policies of the Official Plan, Section 4.10,



the Parks and Pathways Manual (2012), and priorities of the Parks and Recreation department. Parkland was distributed to ensure convenient access for all residents. Kanata North was determined as the favoured location for a Park and Ride facility. It was determined that a parcel of 2.5 hectares would be sufficient to provide 500 parking spaces to meet the projected demand.

The location of the Retail and Commercial Land was determined through a Retail Market Demand and Feasibility Study, prepared by Shore-Tanner & Associates, dated January 2014, which recommended the east side of March Road, and not within the subject lands

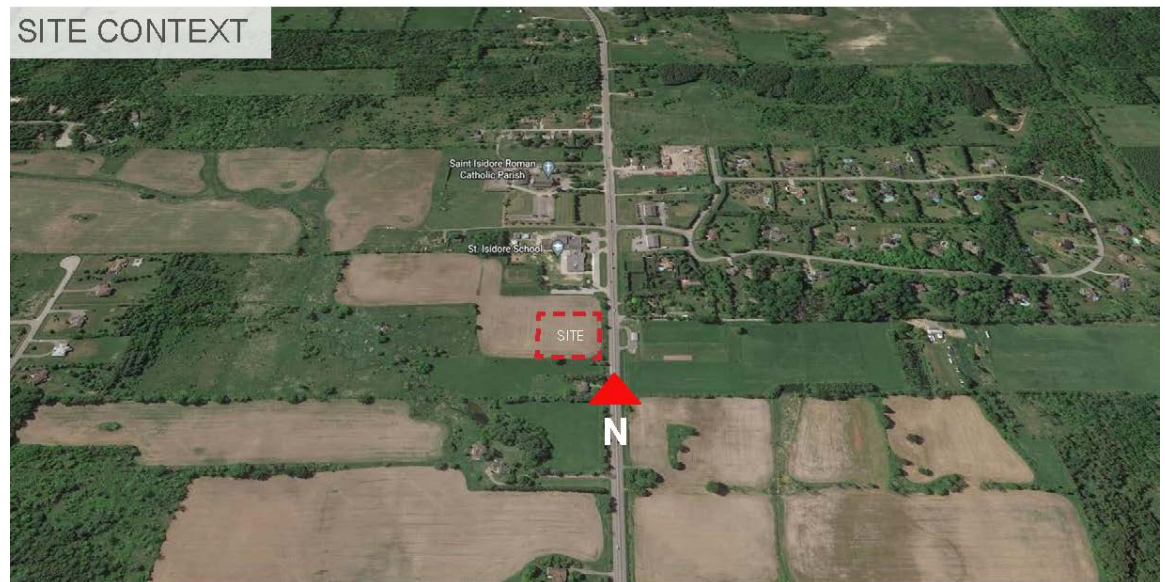
The Subject Lands contain several land use designations, including street-oriented and multi-unit residential, institutional – including a portion of a school block, a fire hall and park-and-ride facility, a stormwater management block, a neighbourhood park, and areas designated as Natural Feature (i.e. the Tributary #2 corridor and the southwest wooded area). Please see Section 3.3 of this Rationale for a discussion of how the proposed development complies with the relevant CDP policies.

The proposed subdivision, as detailed in Section 2.1 of this Rationale, and its supporting studies (i.e. the Site Serviceability and Stormwater Management report, the Noise Feasibility Study, and the Transportation Impact Assessment) are consistent with the Kanata North CDP Demonstration Plan and the above-noted guiding documents. Based on the detailed analysis that was conducted for the development proposal, some recommendations from the guiding documents have been modified and updated. For example, minor modifications have been made to the street layout and to the shape of the stormwater management facility. Each supporting study contains details and rationale regarding the specific modifications. These modifications maintain the plan presented in the CDP while proving its conceptual feasibility for the development which has been identified for the KNUEA.



Proposed Development and Architecture

The site selected for Fire Station #45 is located in this undeveloped rural area of Kanata at the corner of March Road North and New Street #1 entering a future residential development identified as 'the subject lands' in the previous section. The proposed site for the firestation is currently occupied by vacant agricultural fields and based on historical searches, the subject lands has always been used for agricultural and residential purposes. We note that a fire station is an Emergency Services use which is not permitted in the current RU zoning on the subject site. A rezoning of the property to I1A is scheduled for August 31, 2022. Council with the zoning for the larger CU development subdivision. The applications for a Plan of Subdivision and Zoning Bylaw Amendment is to permit the development of 825 residential units, institutional facilities, a stormwater management pond including a park and open space.



The development of Fire Station No. 45 is a response to the growth of the suburban communities in the City of Ottawa wards of Kanata North and West Carleton-March. The need is immediate and will result in the closure of a station located on Cameron Harvey Drive. The station proposed will become an important new addition to the community and this evolving streetscape. The new site provides a unique context that must be addressed by a formal design concept. The main objective of our design proposal is to maximize functionality of all the program spaces through adjacencies and articulation to enhance the private, the shared and the specialized spaces.

The Fire Station is designed with the intention of becoming a key element in the streetscape and to present an important city asset to the community at large. The location of the site presents the opportunity to make Station 45 an entrance to this new and expanding community off March Road. The orientation of the Apparatus Bay is positioned with it's dramatic sloped wall detailing rising-up to focus ones' attention to the corner of the building addressing this community entrance. A large window into the apparatus bay is revealed with views into the station and the fire trucks. We also note that



the design for the new Firestation will incorporate as a minimum standard that all exterior glazing to be bird friendly glass throughout.

The total building footprint of the proposed fire station is 1,125 m² As per the City of Ottawa Zoning Bylaw definition of Gross Floor Area, the area is 1,180m². The single storey design includes a mezzanine and a maximum building height proposed of 12.25m. The proposed lot coverage is 13.5% with a total of 25% landscape area proposed within the parking lot located in behind the building along the western proper line. The proposed use of the site are compatible with the current applications for Zoning by-law Amendment and New Plan of Subdivision to rezone the property as I1A.

It is intended that site will be surrounded by a park and ride lot, combined with the busy March Road, our landscaping design will look to soften the edge of the site with trees and berms. The quiet end of the Station House is positioned away from March Road and its activities are sheltered from the associated traffic noise by the volume of the apparatus bay.



Site Development

The new intersection created by this development will become prominent and therefore much thought went into the detailed design for the facades facing March Road and New Street #1. The architectural expression of the apparatus bay design is intended to address the entrance to this new residential development. The aesthetic of this station will reflect the nature of the surrounding environment and history. Selection of exterior cladding materials for the station house portion of the building will provide a unique architectural response for this site emulating a rural barn wood aesthetic.

The design has a modern but simple exterior envelope which provides the opportunity to use insulated precast concrete panels to improve constructability and combat the impacts COVID-19 has had on the construction market. The creative use of tilt-up precast concrete panels, as a single source structural cladding system, will address current



market supply chain and labour shortage issues while providing the City of Ottawa a beautiful and functional facility within the Project timeframe requested.



The design of each volume of the station has been developed to convey the distinct functions housed within. For the 'work' volumes of the Apparatus Bay, a clean and modern aesthetic was applied using a sloped roof profile enclosing all functions including the hose tower. The dark horizontal ribbed panels contrast to the light coloured architectural panelization of the tower portions.

The design for Station 45 provides a further separation between the "public / operations" functions of the station and the "residential / home" spaces. The dorm sleeping quarters are positioned at the rear of the station with a direct connection to the outside staff parking for convenience. This quiet end to the building is further separated from the balance of the Station House with the offset corridor and expanded firefighter's lobby. The Fitness room, Kitchen and Lounge are positioned and addressed off the firefighter's lobby creating a sense of "Home" distinct from the working operations of facility.

Within the Station House volume, the vertical "wood" board form texture and colour of the wall panels will acknowledge the rural history of the site. Canopies over windows facing south and west as well as over the main entrance that wraps around and over the watch room windows provide shading from the sun.

Schedule

A formal site plan control application was deemed complete by the city of Ottawa of Ottawa on May 27, 2022. Application number is D07-12-22-0090.

A building permit application was filed on July 18, 2022 and a construction start is planned to begin in the fall of 2022. with an anticipated occupancy date in 2023.

First Round of comments were received on July 18, 2022



Summary

The proposed City of Ottawa Fire Station 45 will be a prominent building form for this expanding and evolving rural community area which is envisioned to include a variety of new institutional and residential uses as part of the zoning by-law amendment. As this project is compatible with the proposed Official Plan Amendment and Zoning by-law Amendment for future uses and fits within the framework established through the proposed plan of subdivision, in our opinion the proposed fire station 45 is an appropriate use for the site.

I trust that you will find this information to be complete. Please feel free to contact me if you have any questions. I can be reached by email at dbrooks@hobinarc.com or by phone at (613) 355-8895

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Brooks".

Doug Brooks,