



788 March Road

Planning Rationale
Site Plan Control Application
June 25, 2024



Prepared for SINA

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1.0 Introduction

Fotenn Consultants Inc., acting as agents for SINA, is pleased to submit the enclosed Site Plan Control Revision Application for the lands municipally known as 788 March Road (“the subject property”) in the Kanata North community of the City of Ottawa. The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the proposed development is appropriate for the site and compatible with adjacent development and the surrounding community.

In addition to this Planning Rationale and Design Brief, the following materials are also enclosed under separate cover as part of this Site Plan Control application submission:

- / **Archaeology:**
 - Stage 1 & 2 Archaeological Assessments, prepared by Past Recovery, dated June 12, 2018;
 - Letter from the Ministry of Tourism, Culture and Sport, Archaeology Programs Unit, dated July 30, 2018;
- / **Architectural Drawings** prepared by Neuf Architects, including:
 - Site Plan dated June 28, 2024;
 - Sun Shadow Study dated February 19, 2024;
 - Colored Elevations dated June 4, 2024;
 - Elevations dated June 4, 2024;
 - Floor Plans and Basement Plans dated June 4, 2024;
 - Letter Regarding Waterproofing Measures dated May 23, 2024;
- / **Civil Materials** prepared by McIntosh Perry, including:
 - Site Servicing & Stormwater Management Report dated March 15, 2024;
 - Existing Conditions and Erosion & Sediment Control Plan, dated June 5, 2024;
 - Site Grading Plan, dated June 5, 2024;
 - Site Servicing Plan, dated June 5, 2024;
- / **Environmental materials** prepared by GEMTEC, including:
 - Environmental Impact Statement and Tree Conservation Report (TCR), prepared by GEMTEC, dated June 7, 2024;
 - Species at Risk (Blanding's Turtle) Permitting Requirements Memo, dated March 10, 2024;
- / **Environmental Site Assessment (ESA)** materials prepared by Geofirma Engineering, including:
 - Phase 1 Environmental Site Assessment Update, dated June 5, 2023;
 - Phase One Environmental Site Assessment, dated July 16, 2018;
- / **Geotechnical materials**, including:
 - Geotechnical Report Reliance Letter, prepared by Geofirma Engineering, dated June 6, 2023 and stamped March 19, 2024;
 - Geotechnical Study, Revision 4, prepared by Geofirma Engineering, dated October 29, 2020;
 - Groundwater Management Plan, prepared by Geofirma Engineering, dated March 6, 2024;
 - Hydrogeological Study, prepared by Geofirma Engineering, dated February 29, 2024;
 - Slope Stability Assessment, prepared by GEMTEC, dated June 7, 2024;
- / **Landscape Plan**, prepared by GJA, dated June 19, 2024;
- / **Noise Study**, prepared by Gradient Wind Engineering,
 - Traffic Noise Assessment, dated August 14, 2018;
 - Addendum letter, dated January 12, 2024;
- / **Planning and Design Materials** prepared by Fotenn Planning + Design, including:
 - This Planning Rationale, dated June 25, 2024;
 - Urban Design Brief, dated June 24, 2024;

- Zoning Confirmation Report, dated June 25, 2024;
- / **Survey Plan**, prepared by J.D. Barnes, dated May 18, 2018;
- / **Transportation** materials prepared by Parsons, including:
 - Transportation Impact Assessment – Addendum No. 4, Addendum Letter Report, dated November 14, 2023; and
 - Transportation Impact Assessment Strategy Report, dated October 2018.
- / **Tree Conservation Report (TCR)**, prepared by GEMTEC, dated June 6, 2024.

1.1 Application History

The proposed development represents a revision to a previous Site Plan approval granted by the City on the subject property. Fotenn submitted a Site Plan Control on behalf of Omnipex for the development of the subject property with a six (6) storey mid-rise apartment building on August 24, 2018 (file no. D07-12-18-0128). Following two (2) rounds of technical review comments from the City, the proponent undertook significant revisions to the design. On May 29, 2020, Fotenn submitted revised materials in support of a four (4) storey, low-rise apartment building. The City approved the Site Plan Control application for the revised design on June 9, 2021, with approval being extended through a Site Plan extension application on July 5, 2022 (file no. D07-12-22-0098). Omnipex later sold the subject property and the original six (6) storey design to SINA. The original design has since undergone minor revisions, with the revised design materials being enclosed as part of this Site Plan Control Revision application.

1.2 Site Context and Surrounding Area

1.2.1 Subject Property

The subject property is located on the east corner of March Road and Klondike Road (See Figure 1). The irregularly shaped corner lot has a total area of 12,210.01 square metres with frontages of approximately 127 metres along March Road and 83.12 metres along Klondike Road.

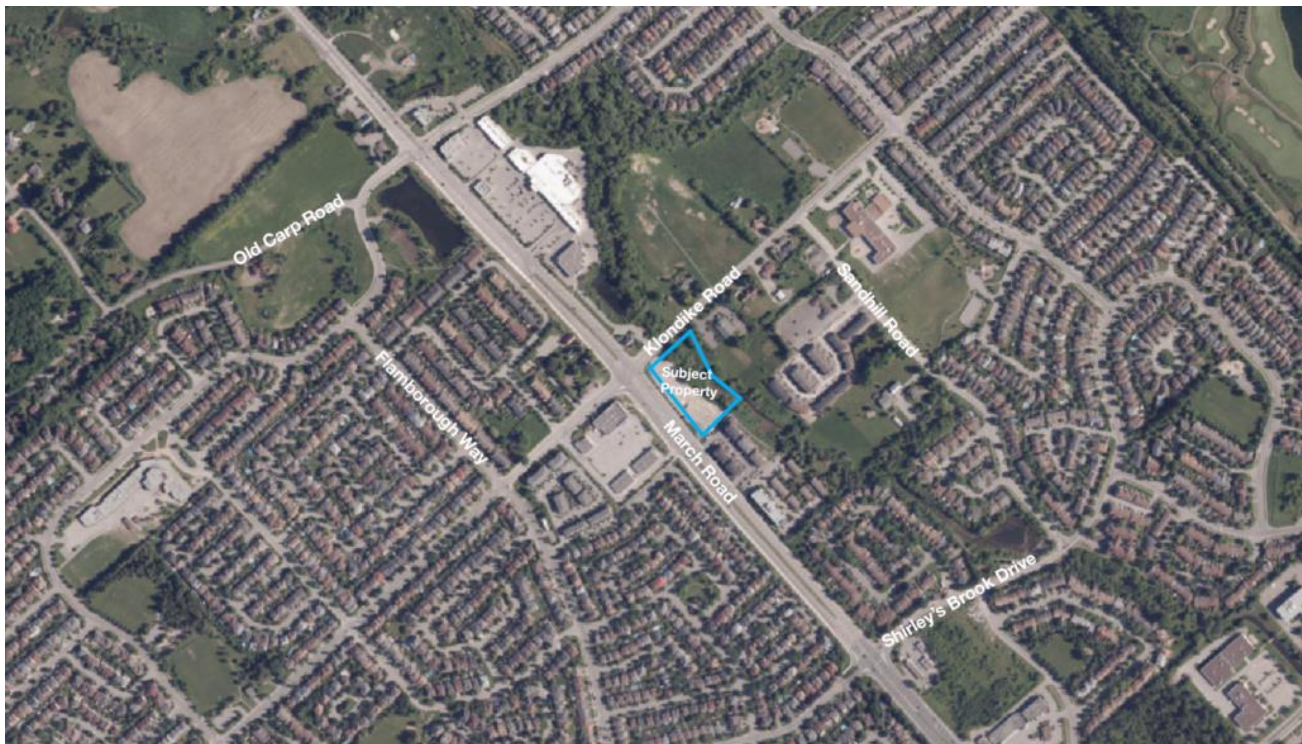


Figure 1: Aerial view of the subject property and surrounding area

The subject property is currently vacant, with low shrubs, tree cover, and Shirley's Brook running along the north and east edge of the site (See Figure 2). The subject property features a significant change in grade, sloping down from the lot line along March Road toward Shirley's Brook. There are a number of utility and traffic poles on March Road in front of the subject property and along Klondike Road.

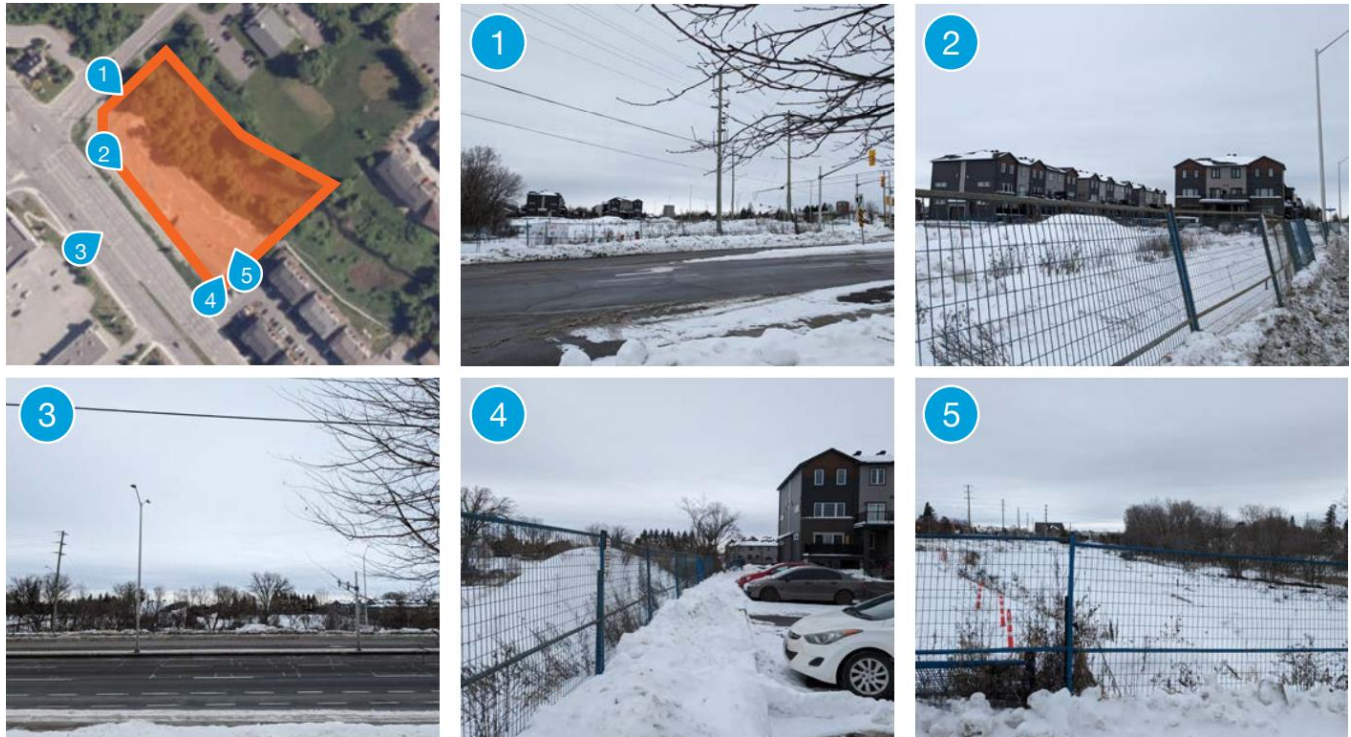


Figure 2: Photographs of the subject property

1.2.2 Surrounding Area

The following provides a brief description of the uses adjacent to the subject property (see Figure 3):

North: To the north of the subject property is Klondike Road, on the other side of which are an individually designated heritage building known as the March House converted to house commercial uses and a retail plaza, both fronting on March Road. Klondike Road leads to a mix of uses including Brookside Baptist Church, South March Public School, a private preschool building, detached dwellings, and a low-rise neighbourhood.

South: To the south of the subject property is March Road, on the other side of which is a predominantly residential neighbourhood known as Morgan's Grant, consisting of low-rise dwelling types ranging from detached dwellings to stacked townhouse dwellings. Low-rise residential developments in the form of an apartment building, townhouses, and stacked townhouses are located along March Road to the southeast of the subject property.

East: Immediately to the east of (and adjacent to) the subject property, across Shirley's Brook, are a mix of uses in low-rise built forms including a place of worship and associated cemetery, a school, and detached and townhouse dwellings. Further east is a predominantly low-rise residential neighbourhood, consisting of dwelling types ranging from detached dwellings to low-rise apartments. Further southeast of the neighbourhood is the Kanata North Business Park.

West: To the west of the subject property is March Road, on the other side of which is a retail plaza known as Klondike Crossing. Further west is the Morgan’s Grant neighbourhood. It should be noted that further northwest of the subject property is the Kanata North Community Design Plan area, an expansion area planned for development.

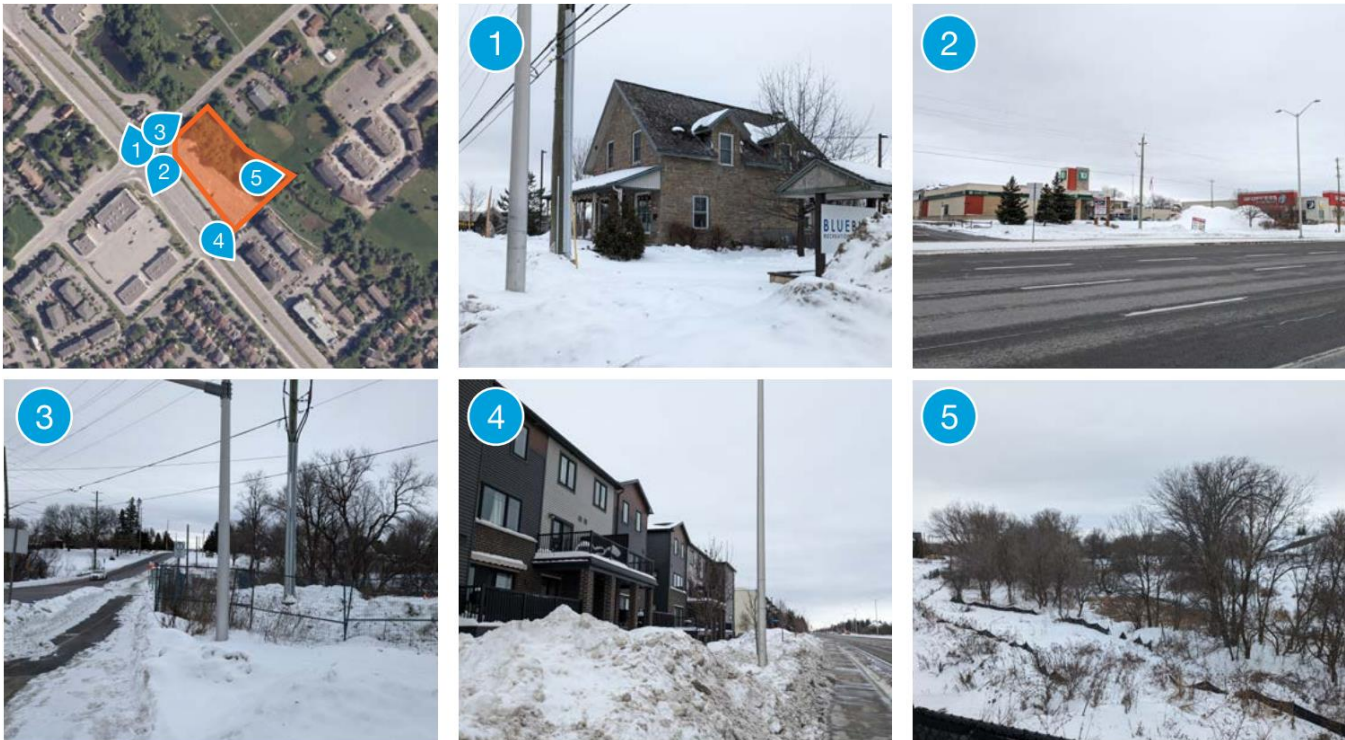


Figure 3: Photographs of the surrounding context

1.3.1 Urban Road Network

Schedule C4 – Urban Road Network of the City’s of Ottawa’s Official Plan (See Figure 4) designates March Road as an Arterial Road and Klondike Road as a Collector Road.

Arterial Roads are roadways that serve through travel between points not directly served by the road itself and along which limited direct vehicular access is provided to only major parcels of adjacent lands. March Road is a six (6) lane median-divided roadway with two dedicated left turn lanes at a signalized intersection with Klondike Road. Both sides of March Road have sidewalks and bicycle lanes.

Collector Roads are the principal streets in urban and village neighbourhoods and are used by residents, delivery and commercial vehicles, transit and school buses, and people walking and cycling. Klondike Road is a two (2) lane roadway with a rural cross-section between March Road and Sandhill Road and an urban cross-section to the north and south. An existing sidewalk along the north side of the roadway, across the street from the subject property, ends at the access point providing parking to the March House commercial uses. Separated bicycle lanes run along the south side of Klondike Road.

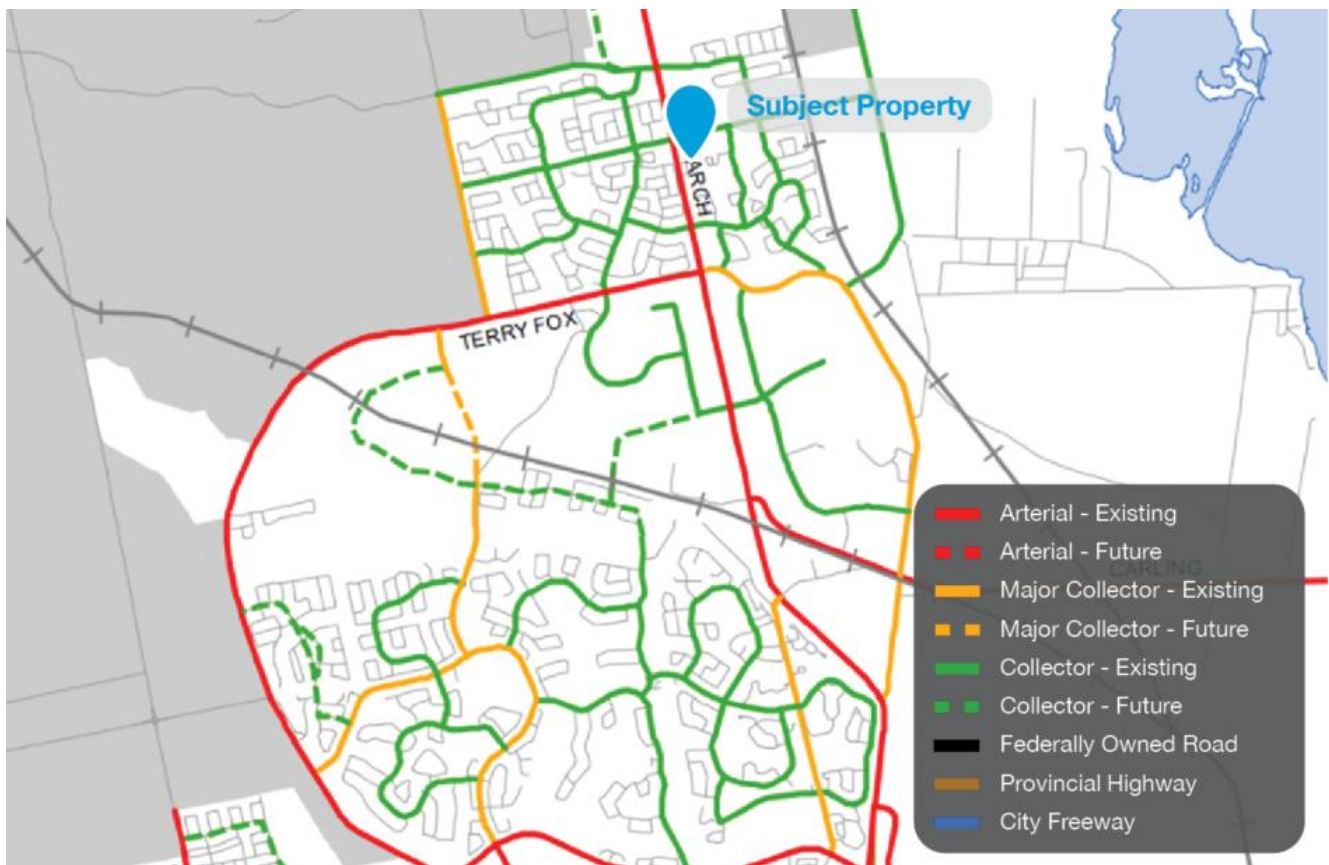


Figure 4: Excerpt from Schedule C4 – Urban Road Network of the Official Plan

As per Schedule C2: Transit Network of the City of Ottawa Official Plan (See Figure 5), the subject property is located in close proximity to a proposed at-grade Bus Rapid Transit (BRT) corridor along March Road, which would include a station at the intersection of Klondike and March Roads. The City’s Transportation Master Plan (TMP) identifies this BRT corridor as an opportunity to provide high quality transit access between the 417 Highway and the major employment area in Kanata North along March Road.

The City’s TMP identifies two versions of future rapid transit, transit priority and road networks for Ottawa in 2031: the Network Concept and the Affordable Network. The BRT corridor is part of the City’s 2031 Network Concept, which include the infrastructure that achieves the Transportation Master Plan’s targets for travel behaviour and level of service for roads and transit.

The alternative Affordable Network, which includes a strategic subset of the 2031 Network Concept that are affordable, would end the BRT corridor approximately 1.5 km south of the subject property. Despite this, the City remains committed to improving transit service to Kanata North in the future, as the Affordable Network would call for transit signal priority and queue jump lanes along March Road north of Carling Avenue.

It is to be noted that the City is currently undertaking an update to its Transportation Master Plan.

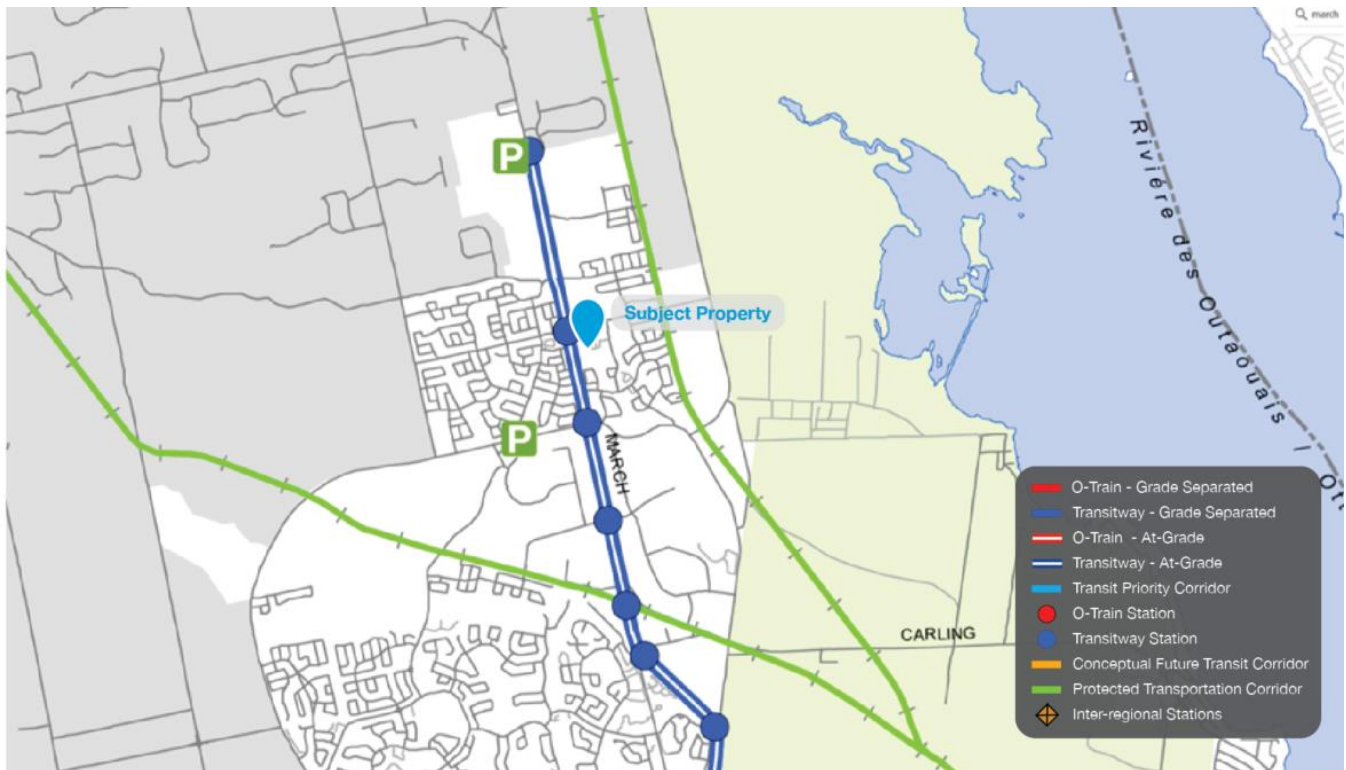


Figure 5: Excerpt from Schedule C2 – Transit Network of the Official Plan

The subject property is located in close proximity to two (2) existing on-road bicycle lanes along both sides of March Road. As per Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (See Figure 6), a Major Pathway for active transportation is planned near the eastern edge of the subject property, which runs along Shirley Brook. In addition, though not shown on Schedule C3 of the Official Plan, a segregated multi-use pathway is located along Klondike Road, to the north of the subject property.



Figure 6: Excerpt from Schedule C3 - Active Transportation Network of the Official Plan

Proposed Development

The proposed development consists of two (2) six (6) storey mid-rise residential apartment buildings consisting of a total of 196 units (Figure 7). Building A, which will consist of 95 units, is proposed to be built at the intersection of Klondike and March Roads, in the western corner of the subject property. Building B is proposed to be built further south and will consist of 101 units. The proposed development is designed in a “U” shape, allowing it to maintain an active street frontage along both Klondike and March Roads. Both buildings share a common underground parking garage and will be developed concurrently.

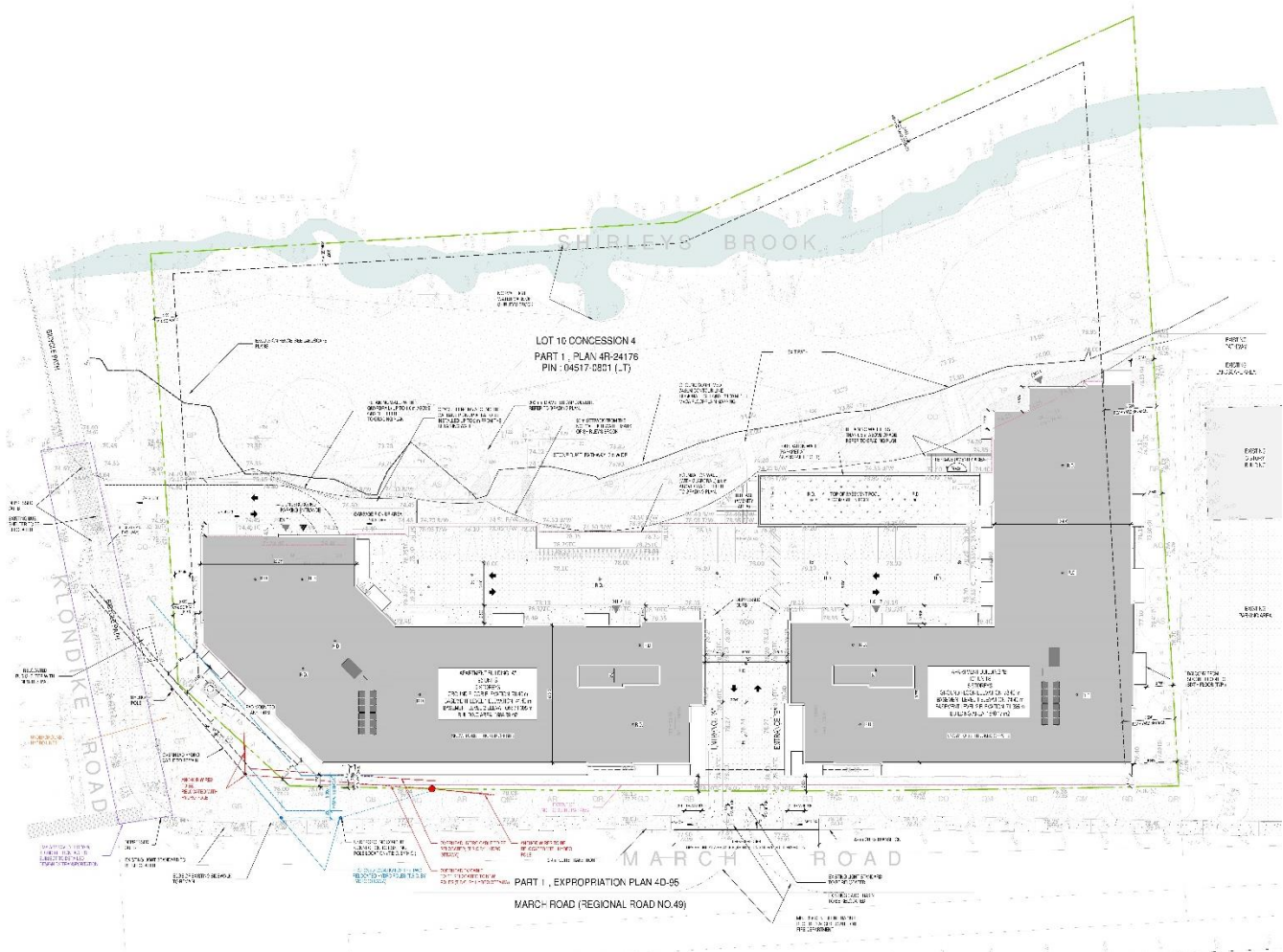


Figure 7: Excerpt from the Site Plan of the proposed development

The proposed development will offer a varied unit composition, as follows:

- / 48 one (1) bedroom units;
- / 49 one (1) bedroom + den units;
- / 65 two (2) bedroom units;
- / 22 two (2) bedroom + den units; and
- / 12 three (3) bedroom units.

Two (2) vehicular accesses are proposed:

- / The first is at the north of the subject property, from Klondike Road. The intersection of Klondike and March Roads is a signalized full-movement intersection. The driveway from this access into the site leads to a proposed two (2) storey underground parking garage.
- / The second is a right-in/right-out access from March Road. The access is centrally located between the two buildings. A driveway from the access leads to a surface parking lot at the rear of the proposed development.

A total of 275 vehicle parking spaces are proposed to be provided as part of the development, divided into two (2) locations:

- / 23 spaces will be provided in the surface parking lot at the rear of the development; and
- / 252 spaces will be provided in the two (2) storey underground parking garage.

The parking garage also features storage lockers, bicycle parking, a resident lounge, gym and showers/ washrooms, garbage rooms, and mechanical rooms (Figure 8). The proposed development will provide 199 bicycle parking spaces, the majority of which will be located in the parking garage. 29 bicycle parking spaces will be provided in the surface parking lot at the rear of the development.

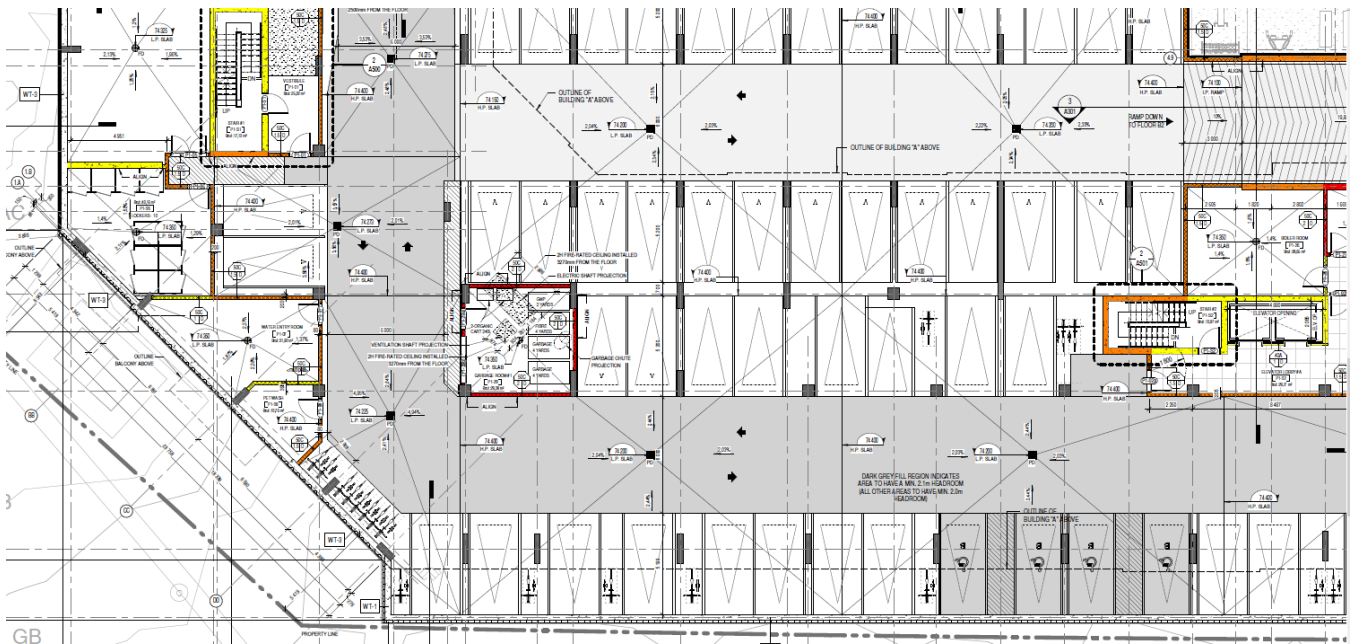


Figure 8: Extract of the Floor Plan of Basement Level 1, under Building A

The primary pedestrian accesses to the buildings are near the façades that face March Road. Pathways connect the sidewalk along March Road to the entrances facing the right-in, right-out driveway, thereby providing convenient pedestrian access to the main entrances of both buildings of the development. Entrances are also provided at the rear of the buildings, providing a convenient connection to the small surface parking lot. The ground floor of each building is proposed to incorporate a lobby and mailroom, in addition to several residential units. An additional pedestrian pathway will provide a connection between the underground parking garage entrance and the Klondike Road right-of-way, in close proximity to the planned relocated bus stop.

Common, ground floor outdoor amenity space is proposed to be provided at the rear of the building, in the form of soft landscape area and an outdoor terrace. These amenity areas act as a transition between the building and the creek corridor. The proposed development also incorporates indoor amenity space within the first basement level, in the form of a gym, a lounge, and a pool. Private amenity space will be provided in the form of a balconies and ground floor terraces. In total, 1,823 square metres of amenity area is provided, including 600 square metres of communal space.

The proposed development is generally set back at least 30 metres from the normal high-water mark of Shirley's Brook, with the exception of a portion of the building that will cantilever into the 30-metre setback. The majority of existing vegetation within the 30-metre setback is proposed to be retained. The setback is generally maintained, which will ensure the preservation of Shirley's Brook and its riparian corridor and mitigate any flooding concerns. A proposed stone dust pathway within the 30-metre setback will provide an active transportation connection to future and existing residents in the area.



Figure 9: Perspective from Shirley's Brook



Figure 10: Perspective from March Road

The proposed development will incorporate a variety of materials and colours into its façade design, including two different types of masonry, glass, acrylic, concrete, and metal (Figure 11). The varied materiality of the façade will help break up the development's massing and increase architectural interest in the building. The façade design considers the scale of the adjacent buildings by using material changes to create the effect of smaller residential scale volumes.

Further, the façade will incorporate a beige masonry material that will help integrate the proposed development with the nearby March House heritage building. Contrary to the original proposal for a natural stone look to match closely with the March House, the brick proposed on the new buildings has a contemporary aesthetic with a warmer tone to fit with the heritage building.



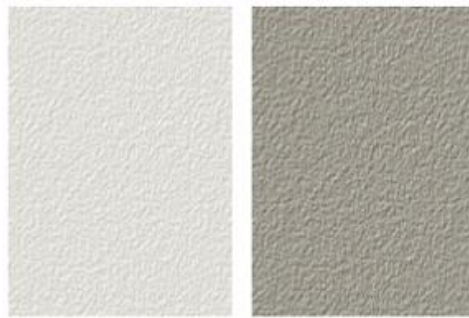
1 Clay tan brick



2 Clay Brick Light



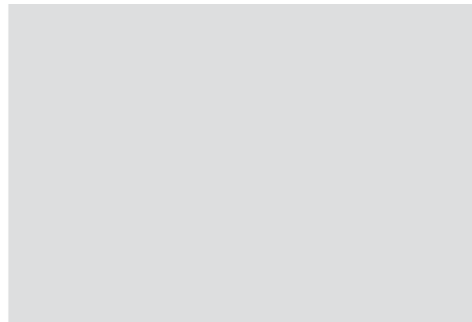
**3 Steel Siding Dark
Black Wood Imitation**



4, 5 Acrylic
Colour: Light Grey and Charcoal



6 Exposed Concrete



7 Metal Cladding Panel
Colour "Aluminum"

Figure 11: Materials Board for the proposed development



Figure 12: North (top), East (middle left), West and Southwest (middle right), and South (bottom) coloured Elevations showing building materials

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The 2020 Provincial Policy Statement (PPS) is a high-level guiding policy document issued by the Province of Ontario under the *Planning Act* which promotes direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “*shall be consistent with*” the PPS. The PPS recognizes that “*land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns*”. To respond to current and future needs, a range of housing options is encouraged in the PPS through new residential development and intensification.

The proposed development meets the policies of the PPS as it contributes to providing an appropriate range of housing options and efficiently uses land within a settlement area, resources and the infrastructure/ public service facilities which are either planned or currently available.

3.2 City of Ottawa Official Plan (2022)

The City of Ottawa’s Official Plan (OP) was approved on November 4, 2022, to provide a framework for the way that Ottawa is envisioned to develop until 2046 when the City’s population is expected to surpass 1.4 million people. The OP directs how growth will be accommodated over time and sets out policy direction to guide development and change over time.

3.2.1 Transects

Schedule A of the OP divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the Suburban transect which is comprised of neighbourhoods within the urban boundary located outside the Greenbelt (See Figure 13). These neighbourhoods generally reflect the conventional suburban model which is described in the OP and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Suburban Transect policies that are relevant to the subject property include:

- / The Suburban Transect is generally characterized by Low-to Mid-density development (5.4.1.2) and shall be mid-rise along Mainstreet Corridors (5.4.1.2(c)), however, the following policy direction applies:
 - The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise [...] built form in Subsection 4.6.6 (5.4.1.2(c)(ii))
- / In Hubs and on Corridors in the Suburban Transect, this Plan shall support a range of dwelling unit sizes in multi-unit dwellings (5.4.1.3(a)(i)) and a range of housing types to accommodate individuals not forming part of a household (5.4.1.3(b)).
- / Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows (5.4.3.3):

- Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights (5.4.3.3(a)); however,
- The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); (5.4.3.3(b)); and
- Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition (5.4.3.3(c)).

The proposed development meets the policies of the Suburban Transect. The mid-rise built form is appropriate given the subject property's location on a Mainstreet Corridor. Further, March Road has a protected right-of-way width of 44.5 metres where it abuts the subject property. As such, the proposed height is appropriate for the abutting right-of-way.



Figure 13: Excerpt from Schedule A – Transsects of the Official Plan

3.2.2 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

Per Schedule B5 – Suburban (West) Transect of the OP, the subject property is on March Road, which is a Mainstreet Corridor, and is in an Evolving Neighbourhood Overlay (See Figure 14). The Mainstreet Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than

nearby Hubs. The Mainstreet Corridor designation applies to any lot abutting the Corridor, subject to specific provisions (6.2.1.1).

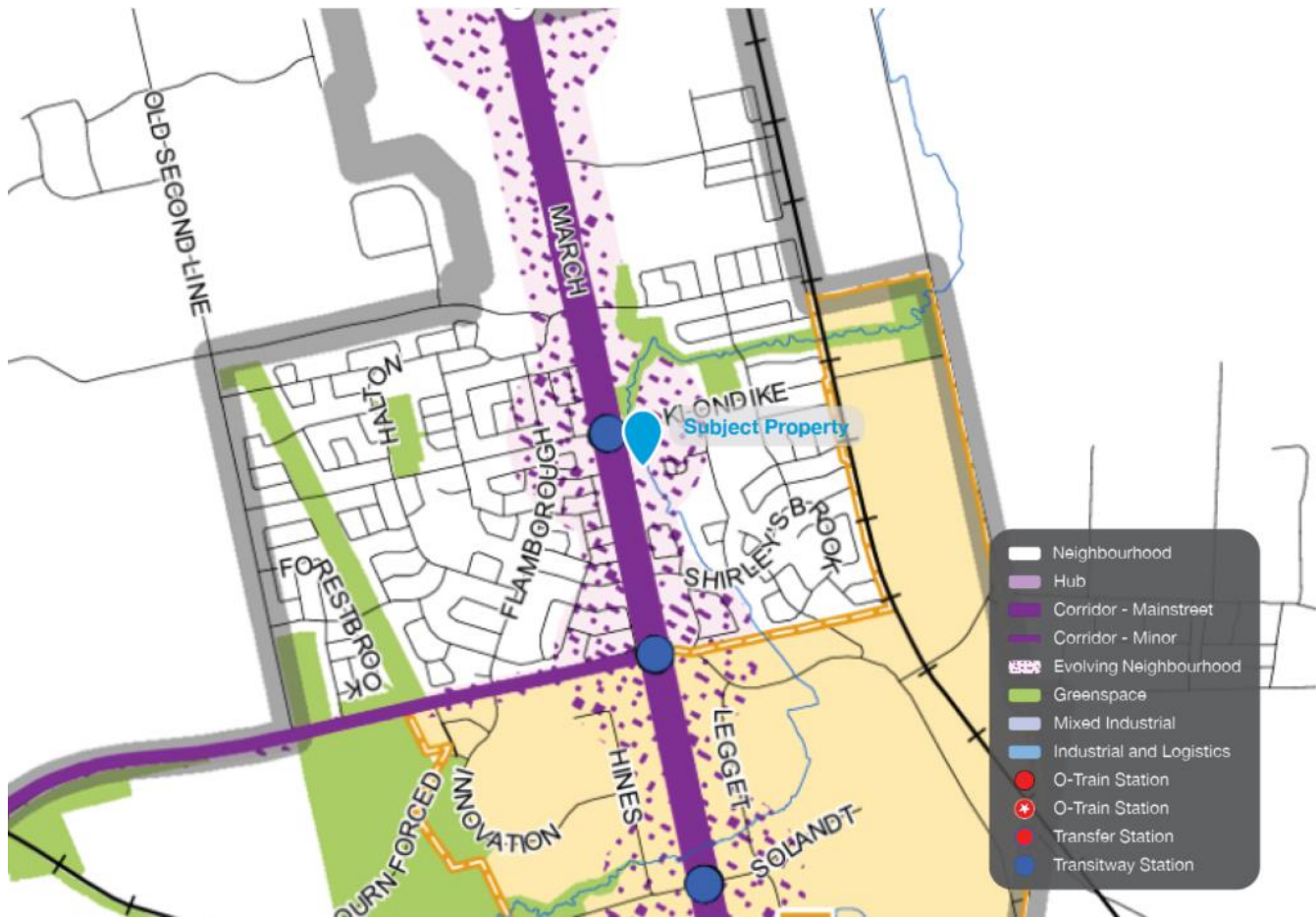


Figure 14: Schedule B5 of the OP - Designation

Corridor policies that are relevant to the subject property and proposed development include:

- / Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate (6.2.1.2).
- / Development shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations (6.2.1.2(a)).
- / For sites generally of greater than one hectare in area or 100 metres in depth, development shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users (6.2.1.2(c)(i)).
- / Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment (6.2.1.3).
- / Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street (6.2.1.4):
 - Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and

- Vehicular access shall generally be provided from the parallel street or side street.
- / In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the designation, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet (6.2.2.1)

The proposed development meets the policies of the Mainstreet Corridor designation. The apartment building use is permitted, and the proposed built form addresses the street by locating the buildings in proximity to, and facing, the abutting roadways. The Shirley's Brook corridor and the building's associated setback from Shirley's Brook provide an effective transition from adjacent lands that are not designated as Corridor.

Vehicular access to the proposed development is provided off both March Road and Klondike Road; however, with the majority of the proposed parking being provided underground, it is anticipated that most vehicle trips will travel to and from the subject property via Klondike Road (the side street). Lastly, the proposed pathway at the rear of the proposed development will help enhance the pedestrian network in the area.

3.2.3 Built Form Overlay: Evolving Neighbourhood

The Official Plan outlines Built Form Overlays to areas in the City of Ottawa which are meant to provide built form direction in cases where a change in character is anticipated, or in cases where new neighbourhoods are being developed. The subject property is covered by the Evolving Neighbourhood Overlay. This overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of the land.

Evolving Neighbourhood Overlay policies that are relevant to the subject property and proposed development include:

- / In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:
 - Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations (5.4.2.1(a)); and
 - Supporting or pursuing the creation of pedestrian shortcuts that minimize walking distance to street transit stops or rapid transit stations, as a way to introduce a finer grid of active mobility options to set the stage for longer-term intensification (5.4.2.1(b)).
- Where an Evolving overlay is applied: The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies (5.6.1.1.2(a)); and
- The Zoning By-law shall include minimum-density requirements as identified in Table 3a (See Table 2 above), and permissions to meet or exceed the density targets of Table 3b (5.6.1.1.2(b)).

Though the subject property is in the Suburban Transect Area, the Evolving Neighbourhood Overlay includes guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of lands. Therefore, the general characteristics of Urban Built Form from Table 6 are included in this report:

- / Shallow front yard setbacks and in some contexts zero front yard setbacks with an emphasis on built-form relationship with the public realm;
- / Principal entrances at grade with direct relationship to public realm;
- / Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios;
- / Minimum of two functional storeys;

- / Buildings attached or with minimal functional side yard setbacks;
- / Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing; and
- / No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage.

The proposed development meets the relevant Evolving Neighbourhood Overlay policies. In particular, the proposed development increases density in proximity to a future BRT station and provides a pathway providing greater active transportation connectivity in the area. The proposed development introduces an urban design, with minimal setbacks, multiple storeys, and parking located at the rear and underground.

3.2.4 Growth Management Framework

The OP states that intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors. Table 2 from the OP outlines the Residential Intensification Targets to support the City’s goals (see Table 1).

Table 1: Residential Intensification Targets (Table 2 in OP)

Residential Intensification Targets	
	Total
Ground-oriented/ Large-household dwellings	49,000
Apartment/ Small-household dwellings	43,000
Total Dwellings	92,000

The Official Plan outlines density requirements for Hubs, Mainstreets and Protected Major Transit Station Areas in Table 3a (see Table 2). The following are the requirements for the Mainstreet Designation:

Table 2: Density for the Mainstreet Designation (Table 3a in OP)

Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-household Dwellings within Intensification
120	120	Minimum: 5 per cent Target: 10 per cent

The proposed development meets the City’s intensification targets for intensification and proportion of large household dwellings in a Mainstreet Corridor designation. The proposed development represents a density of approximately 160 dwellings per net hectare on the subject property (including accounting for lands along Shirley’s Brook that are effectively undevelopable). The proposed development includes twelve (12) three-bedroom units, which represent approximately 6 per cent of the total dwelling count. If including two (2) bedroom + den units, the proposed development would provide 34 large-household dwellings, which represent 17.3 per cent of the total dwelling count on the subject property.

3.2.5 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and

developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Urban design policies that are relevant to the proposed development and subject property include:

- / Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes (4.6.5):
 - Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met (4.6.5.1);
 - Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated (4.6.5.2);
 - Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses, should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm (4.6.5.3); and
 - Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment (4.6.5.4).
- / Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all (4.6.6):
 - To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines (4.6.6.1).
 - Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines (4.6.6.2);
 - Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential:
 - Provide protection from heat, wind, extreme weather, noise and air pollution (4.6.6.4(a)); and
 - With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies (4.6.6.4(b)).
- / Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - Frame the street block and provide mid-block connections to break up large blocks (4.6.6.7(a));
 - Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context (4.6.6.7(b));
 - be generally proportionate in height to the width of the right of way (4.6.6.7(c)).;

- Be generally proportionate in height to the width of the right of way as, with additional height permitted in the Downtown Core Transect (4.6.6.7(d)); and
- Provide sufficient setbacks and step backs to (4.6.6.7(e)):
 - Provide landscaping and adequate space for tree planting;
 - Avoid a street canyon effect; and
 - Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development meets the applicable urban design policies. In particular:

- / **The proposed development is generally located to frame the adjacent streets, and locates parking at the rear and underground;**
- / **The proposed development's reduced setback from its rear property line will be mitigated through landscaping;**
- / **Quality indoor and outdoor communal amenity space is proposed to be provided.**
- / **The proposed development's setback from Shirley's Brook ensures an effective transition to adjacent properties with a different land use designation;**
- / **The proposed six (6) storey building height is appropriate for its context along March Road, a very wide right-of-way, and will not result in a canyon-like effect.**
- / **The proposed development is separated into two (2) buildings and characterized by a variety of materials, which will help break up the buildings' massing.**

3.3 Urban Design Guidelines for Development Along Arterial Mainstreets

The City of Ottawa has released Guidelines for Development Along Arterial Mainstreets. The proposed development meets several of the Guidelines, including but not limited to the following:

- / Locate new buildings along the public street edge (Guideline 1);
- / Create intensified, mixed-use development incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations (Guideline 11);
- / Ensure that buildings occupy the majority of the lot frontage (Guideline 13);
- / Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact (Guideline 14);
- / Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls (Guideline 15);
- / Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street (Guideline 16);
- / Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street (Guideline 17);
- / Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites (Guideline 19);
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances (Guideline 20); and
- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law (Guideline 27).

The proposed development achieves several of the applicable design guidelines regarding development along Arterial Mainstreets.

3.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is designated General Mixed Use (“GM”) in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 15 below.

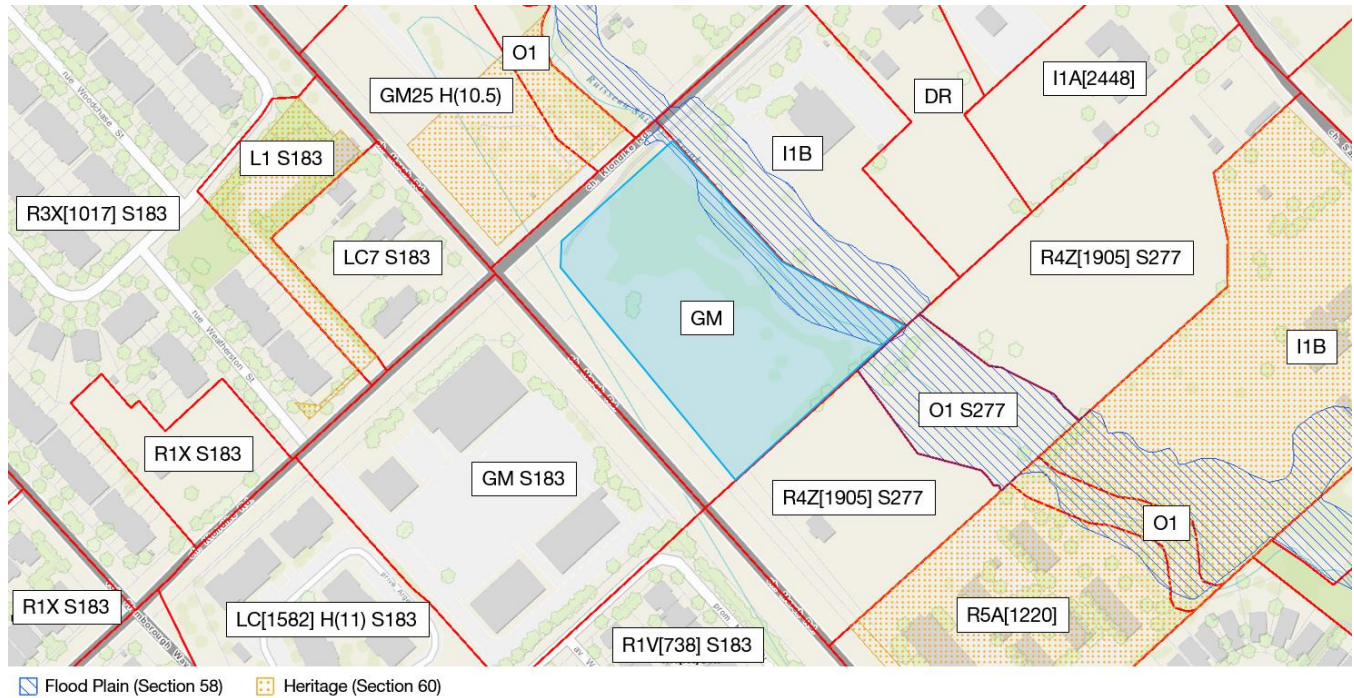


Figure 15: Zoning map of the subject property and surrounding area

The General Mixed Use zone permits a range of residential, commercial and institutional uses in the General Urban Area. The proposed development is an apartment dwelling, mid-rise, which is a permitted use in the GM zone.

The following table summarizes the proposed development’s compliance with the existing GM zoning. Areas of non-compliance are noted with an ‘x’.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	No minimum	12,210.01 m ²	✓
Minimum Lot Width	No minimum	64.62 m	✓
Minimum Front and Corner Side Yard Setbacks	3 m	Front yard setback (Klondike Road): 3.7 m Corner side yard setback (March Road): 3.17 m	✓
Minimum Interior Side Yard Setback	For a residential building higher than 11 m in height: 3 m	38.91 m	✓

Zoning Mechanism	Required	Provided	Compliance
Minimum Rear Yard Setback	For a residential use building: 7.5 m	3.06 m	✘
Maximum Building Height	18 m	21.2 m	✘
Maximum Floor Space Index	2	1.33	✓
Minimum Width of Landscaped Area	Abutting a street, or residential or institutional zone: 3 m Other cases: no minimum	3.2 m	✓
Setback from Watercourses	No building shall be located closer than 30 m to the normal high-water mark of any watercourse unless, as established through conditions of Site Plan approval, a different setback is determined to be appropriate in accordance with the criteria set forth in the Official Plan.	Majority of building is 30 m from normal high-water mark, small portion located closer. Per letter provided by Gemtec, this is appropriate in accordance with the criteria in the Official Plan. See section 3.4.1 below for more information.	✓
Amenity Area	Total: 6 m ² per dwelling unit = 1,176 m ²	Total: 1,823 m ²	✓
	Communal Area: A minimum of 50% of the required total amenity area = 588 m ²	Communal Area: 608 m ²	
	Layout: At least one amenity area must be a minimum of 54 m ²	Layout: 218 m ²	
Minimum Landscaped Area in a Parking Lot	15% (perimeter or interior landscaped area): 220 m ²	Greater than 15%: 432 m ²	✓
Minimum Width of Landscaped Buffer Around a Parking Lot	For a parking lot containing more than 10 but fewer than 100 spaces, and not abutting a street: 1.5 m	Greater than 1.5 m	✓
Location of Storage	Storage must be completely enclosed within a building	No outdoor storage is proposed	✓
Minimum Setback for Any Wall of a Residential Use Building to a Private Way	1.8m	1.8 m	✓
Minimum Separation Between Buildings in a Planned Unit Development	3 m	11.73 m	✓
Minimum Required Vehicle Parking Area C in Schedule 1A	Resident: 1.2 per dwelling unit 196 units: 235 spaces	Resident: 236 spaces	✓
	Visitor: 0.2 per dwelling unit 196 units: 39 spaces	Visitor: 39 spaces	
	Total: 274 spaces	Total: 275 spaces	

Zoning Mechanism	Required	Provided	Compliance
Parking Space Dimensions	<ul style="list-style-type: none"> / Minimum dimensions of 5.2 m by 2.6 m / Up to 40% of required resident parking may be reduced to 4.6 m by 2.4 m: 117 	13 parking spaces are 4.6 m by 2.4 m	✓
Minimum Required Bicycle Parking	0.5 per dwelling unit 196 units: 98 spaces	Total: 194 spaces *99 spaces are accessible by a 1.5m wide aisle	✓
Minimum Driveway Width	Parking Lot: 6.0 m Parking Garage: 6.0 m	Parking Lot: 6.7 m Parking Garage: 6 m	✓
Maximum Driveway Width	In the case of an apartment dwelling, mid-rise, the maximum permitted width for a double traffic lane that leads to 20 or more parking spaces is 6.7 m.	6 m and 6.7 m	✓
Minimum Aisle Width	Parking Lot: 6.0 m Parking Garage: 6.0 m	6.7 m	✓

The proposed development meets the majority of the applicable zoning provisions which apply to the subject property, with two (2) exceptions. A Minor Variance application will be submitted at a later review stage to address these performance standards, and any others which may arise through City review comments.

3.4.1 Cantilever into 30-metre setback of high water mark

Per Section 69(3), development requiring a plan of subdivision or that is subject to site plan control must provide the watercourse or waterbody setbacks unless, as established through conditions of approval, a different setback is determined to be appropriate in accordance with the criteria set forth in the Official Plan.

A portion of Building B is proposed to cantilever into the 30-metre setback, by a maximum distance of approximately 3.6 metres. Per the Species at Risk (Blanding’s Turtle) Permitting Requirements memo provided by Gemtec dated March 10, 2024, the reduced cantilevered setback from the high water mark of Shirley’s Brook is deemed to be appropriate as it will not interfere with any Category 1 habitats. As described in the memo, only Category 2 and 3 habitats are proximate to the subject property.

3.4.2 Required Minor Variances

The following variances from the Zoning By-law are requested to permit the proposed development:

- / Increased maximum building height, from 18 metres to 21.3 metres

The proposed development is seeking an increase to the maximum permitted building height in order to account for a significant change in grade on the subject property and allow for comfortable floor-to-ceiling heights.

Per the Zoning By-law, grade is defined as the average elevation of the finished level of the ground adjoining all the walls of a building. As the subject property slopes down significantly from March Road to Shirley’s Brook, the average finished grade of the proposed development is lowered significantly by the northeast (rear) building wall, where a significant portion of the P1 basement level wall is exposed; this condition thereby “increases” the calculated building height to 21.2 metres. For example, along the subject property’s frontage on March Road, the building wall is only 19.5 metres in height.

The increased building height will have no undue adverse impact on adjacent properties. Most shadowing impacts will be concentrated toward the north, which is largely occupied by the Shirley's Brook corridor, a commercial building, and a place of worship, and where there are no immediately abutting low-rise residential properties.



Figure 16: West and Southwest Elevation drawing of the proposed development, showing the change in grade from March Road (right) to Shirley's Brook (left)

- / Reduced minimum rear yard setback, from 7.5 metres to 3.2 metres

Per the Zoning By-law, the front lot line means that lot line, not including a corner lot line, which abuts a street for the shortest distance. As a result, the subject property's frontage along Klondike Road is to be considered the "front lot line". Further, the rear lot line (defined by the Zoning By-law as the lot line furthest from and opposite the front lot line) is to be considered the lot line to the southeast, furthest away from the front lot line along Klondike Road, and abutting a low-rise residential development at 762 March Road.

Despite the above, the subject property's (and proposed development's) main, functional frontage is along March Road. Policy 6.2.1(2) of the Official Plan states that development within the Corridor designation shall establish building heights that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, Policy 6.2.1(4)(a) of the Official Plan states that the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped.

The proposed development has been designed to effectively orient its main building walls toward March Road and provides a shorter rear yard setback of 3.2 metres which will help provide a more continuous street wall along the public right-of-way. This design approach responds to the Official Plan's policy intent that development along Corridors that are on corner lots are to address the Corridors. The GM zone's minimum interior side yard setback requirement is three (3) metres; as such, the proposed reduced setback of 3.2 metres for a yard that will functionally operate as an interior side yard is appropriate.

The proposed setback reduction will have no undue adverse impact on neighbouring properties. In particular, the 3.2-metre setback only applies to a portion of the proposed development, with the building wall being

oriented in a way that sets it back progressively further to 6.3 metres as it approaches the front yard along March Road.

Further, the subject property's rear yard immediately abuts conditions on the adjacent property at 762 March Road that lessen the potential impact of a reduced yard setback. The portion of the abutting property that is located closest to the subject property is characterized by a surface parking lot and a mostly blank building wall with very limited glazing. As such, privacy impacts on existing dwelling units at 762 March are anticipated to be minimal. The rear yard will be landscaped with plantings aiming to provide a buffer between the proposed development and the abutting property to the southeast.



Figure 17: Rendering of the proposed development and abutting condition at 762 March



Figure 18: Aerial rendering of the proposed development and surrounding context

It is our opinion that the requested variances meet the four (4) tests outlined in Section 45(1) of the Planning Act. A Cover Letter dated June 20, 2024, outlines how the proposed variances meet the four tests as part of a Minor Variance application.

Public Consultation

The City of Ottawa has developed a Public Notice and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, or have been undertaken in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - / A formal Pre-application Consultation Meeting was held with City Staff and the applicant team on April 11, 2023.
- / Notification of Ward Councillor
 - / The applicant team met with the Ward Councillor, Councillor Cathy Curry, on January 9, 2024, to discuss the proposed development.
 - / The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- / City of Ottawa Public Notification Process
 - / A 'Heads Up' notification to the local registered community association will be completed by the City of Ottawa during the application process.
- / Signs will be posted on the subject property by the City.
- / Community Information Session
 - / The applicant team presented the proposed development at a community information and comment session organized by the Ward Councillor's office on January 23, 2024. The community information session was held online, in the form of a Zoom webinar.

5.0 Conclusion

It is our professional opinion that the proposed Site Plan Control application represents good planning and is in the public interest, due to the following:

- / The development proposal is consistent with the policies of the Provincial Policy Statement. More specifically, the proposed development consists of dense housing that will be built in a compact form and that will efficiently use land and infrastructure in a settlement area, and is located away from an existing natural feature and erosion hazard;
- / The proposed development conforms to the Official Plan policies for the Mainstreet Corridor designation, contributing to the diversity of housing choices in Kanata North and conforms to land use, building design, and compatibility direction;
- / The proposal complies with the City's urban design criteria established in Section 4.6 of the Official Plan; and
- / The proposed development meets the intent of the Zoning By-law and the majority of the provisions applicable to the subject property. A future Minor Variance application will address performance standards that require relief from the Zoning By-law.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nico Church'.

Nico Church, MCIP RPP
Senior Planner