PLANNING RATIONALE
Site Plan Control Application
May 2014

FOTENN

528 MARCH RD
Ms. Birgit Isernhagen  
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City of Ottawa  
110 Laurier Ave. West  
Ottawa ON.  
K1P 1J1  

**RE: SITE PLAN CONTROL APPLICATION – 528 MARCH ROAD**

FoTenn Consultants Inc., has been retained by Broccolini Construction, on behalf of Sanmina Corporation, to prepare a Planning Rationale in support of a Site Plan Application for lands legally described as: Plan M280, PT. BLK. 16, R-PLAN 4R6573, PTS 1 & 2; and, known municipally as 528 March Road in Kanata, in the City of Ottawa.

The purpose of this planning rationale is to assess how the proposed development achieves and conforms with the objectives of the policy and regulatory framework applicable to the subject lands; determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

In support of the Site Plan Application, the following documents have been submitted:

- Planning Rationale, prepared by FoTenn Consultants Inc. (3 copies)
- Site Plan, prepared by Rubin Rotman Architects (55 copies)
- Architectural Building Elevations, prepared by Rubin Rotman Architects (3 copies)
- Site Servicing Plan, prepared by Novatech Engineering (55 copies)
- Site Servicing Study, prepared by Novatech Engineering (6 copies)
- Grade Control and Drainage Plan, prepared by Novatech Engineering (55 copies)
- Erosion and Sediment Control Plan, prepared by Novatech Engineering (6 copies)
- Stormwater Management Report, prepared by Novatech Engineering (6 copies)
- Slope Stability Study, prepared by Houle Chevrier Engineering (4 copies)
- Tree Conservation Report, prepared by MacIntosh Perry (6 copies)
- Environmental Impact Statement, prepared by MacIntosh Perry (11 copies)
- Landscape Plan, prepared by Gino Aiello Landscape Architects (55 copies)
- Geotechnical Report, prepared by Houle Chevrier (4 copies)
- Phase 1 Environmental Site Assessment, prepared by Pinchin (5 copies)
- Traffic Study, prepared by Novatech Engineering (9 copies)
- Survey Plan, prepared by Fairhall, Moffat & Woodland (2 copies)
INTRODUCTION

Broccolini Construction, on behalf of Sanmina Corporation, proposes to construct a two (2) storey office and manufacturing building on an approximately 2.7 hectare property known municipally as 528 March Road. The proposed building footprint will be 8,697 m² and will also include a second floor 2,370 m², for a total building area of approximately 11,067 m². In addition to administrative office uses, the Sanmina building will include a large manufacturing floor in order to produce optical, electronic and mechanical products. Once completed, the Sanmina office will accommodate approximately 390 staff over a 24 hour period (daytime and nighttime shifts), with 230 manufacturing positions and a further 150 office positions.
The Site Plan has been designed to meet the City of Ottawa requirements for industrial uses in a Business Park setting. Visitor access and parking is proposed to be from March Road. The visitor parking area, totaling 18 visitor parking spaces, will be separated by knock down bollards from the employee parking area, however, emergency vehicular access will be unobstructed. Employee parking is proposed to be accessed via Legget Drive, however the loading truck access and area, also access via Legget Drive, will also be separate. In total, the site will provide 246 parking spaces, including 4 barrier free spaces and a number of parking stalls with a reduced length and width. The proposed visitor and employee parking is consistent with the requirements and provisions of the City’s By-law (2008-250). The subject property also includes 15 bicycle parking spaces, picnic tables and a variety of shrubs and trees.

The loading area is proposed to be accessed via Legget Drive and will include a drive aisle to support truck turning movements. In total, the site proposes one (1) standard size loading space and three (3) oversized loading spaces in order to accommodate the shipping and receiving of materials and goods. The loading area has been sensitively designed, by its location, setbacks and landscaping measures, in order to reduce its perception from Legget Drive and the neighbouring property to the north. The loading area is not visible from March Road, the Arterial Mainstreet. All proposed points of access and egress will be clearly delineated through ground mounted signage and will be up lit so as to avoid and light spillover.
All building servicing components, including a nitrogen filling station (tank and pad), two (2) vaporizer pads and two (2) hydro transformers are to be located along the buildings eastern elevation and screened from public view by an architectural cedar screen and landscaping measures. The strategic location of bollards will also ensure no vehicular access.

Along the southern part of the property a meandering tributary of the Shirley’s Brook system will be preserved and enhanced. In consultation with the Mississippi Valley Conservation Authority, it has been agreed that a 15 metre protection zone be preserved from the ‘top of bank’ line. In addition to landscaping enhancements, the City has requested a 2.5 metre wide easement to be dedicated as a future pathway, linking Legget Drive with March Road. To date, there is no agreement in place between the owner and the City with regards to financing the construction of this pathway.

BACKGROUND

Site Context
The subject property is located in the Kanata North Business Park, in Kanata, City of Ottawa. The Kanata North Business Park is one of Canada’s vibrant technology hubs and the ‘Silicon Valley North’. This Business Park has long been recognized as a hotbed of technology innovation.

AERIAL VIEW OF SUBJECT SITE AND SURROUNDINGS

The approximately 2.2 hectare site is currently a vacant and sparsely treed lot in an area that is largely developed for office and light industrial uses. A remnant tributary of the Shirley’s Brook system runs...
along the southern property line. The subject property is a through lot that has frontage on both March Road (130 metres) and Legget Drive (116 metres).

**Surrounding Context**
The Kanata North Business Park is mainly composed of offices and light industrial/manufacturing uses in a business park setting. The surrounding context also offers a variation of building form, including a range of building heights. In addition, many properties have large parking areas to accommodate employees and visitors to the business park.

The following provides a brief overview of the surrounding uses directly adjacent to the subject property:

**North**
Abutting the subject property to the north is a large surface parking lot servicing the Blackwood Business Centre. The site has several buildings ranging in height from 2 to 10 storeys in height. This business centre services several tenants, including Alcatel Lucent.

**East**
On the east side of Legget Drive, there are several mid-high rise buildings ranging from 2 to 20 storeys in height, including the Brook Street Hotel (20 storeys); the Blackwood Business Centre (14 storeys); and Renaissance Repair and Supply (2 storeys).

**South**
Directly abutting the site to the south is the tributary of the Shirley’s Creek system. Across from this watercourse is a 2 storey building accommodating Lockheed Martin Canada, a prime contractor for the modernization of Canada’s Defense technology. This building also fronts on Solandt Rd.

**West**
On the west side of March Road, there are several 5 storey buildings and associated surface parking areas, including Halogen software and Trend Micro Canada. Further to the north are the 4 storey Kanata North Technology Park and surface parking area.

**Transportation**

**Road Network**
The subject property is situated along a well-developed roadway network, as shown on Schedule E of the City of Ottawa’s Official Plan.
March Road is designated an Arterial Road. These roads are designed to carry large volumes of traffic over the longest distances. Arterial Roads function as major public corridors accommodating car and truck traffic, as well as pedestrians, cyclists and public transit.

Legget Drive is designated a Collector Road. Collector roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do the arterials. The reduced speed and volumes of traffic on collector roads, compared with arterial roads, make collectors more accommodating for cyclists and pedestrians.

Transit
The subject property is also strategically located close to public transit, with regular bus service from both March Road (# 60 express bus route) and Legget Drive (# 93 local bus route).
SNAPSHOT OF OC TRANSPO SYSTEM MAP

The # 93 bus is a local route (7 days a week, regular service) connecting transit users from Legget Drive to the City’s downtown core area, with several Transitway connections (Kanata <-> Lebreton). Sore peak period restrictions apply.

The # 60 express route (Monday to Friday, with peak hour service) connects transit users from March Road to the City’s downtown core area via the Transitway (Kanata <-> Hurdman Station).

POLICY FRAMEWORK

Provincial Policy Statement (2014)

The new Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect April 30, 2014, replacing the former PPS issued on March 1 2005.

The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The following PPS policies are of relevance to the proposed development:

1.0 Building Strong Healthy Communities
   1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
      1.1.1 Healthy, liveable and safe communities are sustained by:
d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

1.1.3 Settlement Areas
1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.3 Employment
1.3.1 Planning authorities shall promote economic development and competitiveness by:
a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
d) ensuring the necessary infrastructure is provided to support current and projected needs.

The proposed development is consistent with the Ontario’s Provincial Policy Statement in that it:
- promotes cost-effective development patterns and standards that minimizes land consumption and servicing costs;
- promotes an opportunity for intensification and redevelopment in an existing built up and employment area;
- is occurring adjacent to an existing built up area, thereby allowing for the efficient use of land, infrastructure and public service facilities;
City of Ottawa Official Plan

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it is currently with the Ministry of Municipal Affairs and Housing (MMAH) for the Minister’s Decision and final approval. For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003, Consolidated May 2013 remain in full force and effect and have been reviewed and analyzed for the proposed development. In addition, although OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been taken into consideration.

The City of Ottawa’s Official Plan designated the subject property as Employment Area as illustrated in graphic below:

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SNAPSHOT OF SCHEDULE B – URBAN POLICY PLAN, CITY OF OTTAWA OFFICIAL PLAN

One of the key objectives of the City’s Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. The maintenance of an adequate supply of suitable employment land is essential to the future economic prosperity of Ottawa and its residents. Employment land
provides for a wide range of economic activities, job opportunities and pay scales, from advanced technology to traditional jobs in construction, trucking, and warehousing/distribution. Maintaining a sufficient supply land for this range of activities is key to the long-term economic health of the community and its ability to attract and retain new investment. Typically, Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floorplate, and they are usually well situated with respect to major roads.

The following policies are of relevance to the proposed development:

Section 2.2.2 – Managing Growth within the Urban Area

2. Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by:
   a. Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
   b. Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
   c. Infilling of vacant or underutilized land within employment areas;
   d. Replacing uses with a low number of employees with uses having a higher number of employees.

21. The City encourages intensification of jobs within areas designated Central Area, Mixed-Use Centre, Town Centre, Traditional Mainstreet, Arterial Mainstreet, Employment Area and Enterprise Area on Schedule B of this Plan

Section 3.6.5 - Employment Area designation

1. Employment Areas provide for the concentration of at least 2,000 jobs at a range of densities and fulfill the projected need for employment land in the city to the planning horizon. The 2,000 job figure represents the minimum number of jobs that warrants the designation of lands on Schedule B; it is intended in virtually all cases that Employment and Enterprise Areas provide for many more jobs than this. Employment and Enterprise Areas must have access to designated truck routes. They are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt boundary. They must have access to designated truck routes. They are distributed throughout the urban area to support the potential to achieve a balance of housing and jobs especially in communities outside the Greenbelt.
2. In employment Areas, the zoning by-law will
   a) permit a variety of industrial and employment-generating uses, such as warehousing
      and distribution, manufacturing, communications, storage, construction, office,
      institutional, and research and development uses.

The proposed development is consistent with the City’s Official Plan in that:

- the City encourages the intensification of jobs in Employment Areas;
- the proposal results in a net increase in jobs by infilling a vacant and underutilized property
  within a designated Employment area;
- the proposal will contribute to the City’s range of densities for employment land within the
  planning horizon;
- the subject site is located in proximity to designated truck routes;
- the proposal is consistent with the existing zoning and will contribute to a balance of industrial
  and employment-generating uses.

Urban Design & Compatibility (Section 2.5.1 & 4.11)
Urban design involves the details relating to how buildings, landscapes and adjacent public spaces look
and function together. The City encourages good urban design and quality and innovative architecture
that will stimulate the creation of lively community places with distinctive character. Compatible
development means development that enhances an established community and coexists with existing
development without causing undue adverse impact on surrounding properties. Development must ‘fit
well’ within its physical context and ‘work well’ among those functions that surround it.

Section 2.5.1 addresses Compatibility and Community Design criteria. The proposed development
supports a number of the objectives and associated principles provided in this section. These include:

**Design Objective # 1: To enhance the sense of community by creating and maintaining places with
their own distinct identity.**
- The proposal supports the overall image of Ottawa as the Nation’s Capital.
- The proposed development promotes a quality that is consistent with a major metropolis and a
  prime business destination.
- The proposal calls for a creation of distinctive places and appreciates local identity in patterns of
development, landscape and culture.

**Design Objective # 2: To define quality public and private spaces through development.**
The proposed development clearly defines and connects public and private spaces by:
- Defining and enclosing spaces using buildings and landscaping;
- Recognizes that every building as being part of a greater whole that contributes to the overall coherency of the urban fabric;
- Considering the street as a public space;
- Addressing the relationship between buildings and the street;
- Meeting the needs of pedestrians as a priority.

**Design Objective # 3: To create places that are safe, accessible and are easy to get to and move through.**
- The proposal connects buildings and access through a network of roads, sidewalks and pathways that are understandable.
  - The proposal will include the provision of appropriate signage where required.

**Design Objective # 4: To ensure that new development respects the character of existing areas.**
- The design of the proposed development will be integrated into the existing surroundings by complementing the massing pattern, rhythm, character and context of the area.

**Design Objective # 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 will provide flexibility for buildings and spaces to adapt to a variety of uses in response to changing social, economic and technological conditions.

**Design objective #6: To understand and respect natural processes and features in development design.**
- The proposal takes an ecosystem approach with regards to the preservation and integration of the Shirley Brook meandering watercourse system.

**Design Objective # 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.**
- The proposal is also strategically located in a location that will maximize opportunities for sustainable transportation modes such as walking cycling, transit facilities and connections.

The City will evaluate the compatibility of development applications on the basis of the following compatibility criteria, with the measures of compatibility varying depending on the use proposed and the planning context. Even though it is difficult to address issues of compatibility in a community that continually changing, the following table provides a brief overview of how the proposed development meets the design criteria of Section 4.11, Policy 2:
<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>COMPATIBILITY</th>
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<tbody>
<tr>
<td>Traffic</td>
<td>• March Road (Arterial Road) and Legget Drive Road (Collector Road) will adequately serve the proposed development.</td>
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<td>• The subject site is well suited for a light industrial/office development, as the lands are designated Employment Area.</td>
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<td>• A traffic study has been prepared for the proposed development. Please refer to this study for further information.</td>
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<tr>
<td>Vehicular Access</td>
<td>• The Site Plan shows access and egress to the proposed development at three (3) different points, all servicing different requirement:</td>
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<td>1) The March Road access will be for visitors to the site, providing 18 visitor parking spaces.</td>
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<td></td>
<td>2) The northern Legget Drive access will service commercial trucks accessing the site.</td>
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<td></td>
<td>3) The southern Legget Drive access is a designated employee entrance, providing access to the approximate 221 employee parking spaces.</td>
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<td></td>
<td>• The locations of all three access/egress areas has considered traffic safety as well as issues such as noise, headlight glare and the loss of</td>
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<td></td>
<td>privacy on adjacent development.</td>
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<tr>
<td>Parking Requirements</td>
<td>• The Site Plan currently shows 246 parking spaces to service the needs of visitors and employees.</td>
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<td>Outdoor Amenity Areas</td>
<td>• The development of the subject site for employment uses will include outdoor amenity area adjacent the Shirley’s Brook watercourse. This</td>
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<td>refurbished watercourse will be an excellent place for employees to relax and enjoy the outdoors.</td>
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<td>• In addition, a few picnic tables will be located adjacent to the March Road right-of-way and will be directly accessible by a employee-only</td>
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<tr>
<td></td>
<td>door.</td>
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<tr>
<td>Loading Areas, Service Areas and</td>
<td>• The site will feature four (4) loading bays access via Legget Drive. This access/egress will be solely for transport truck services and</td>
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<tr>
<td>Outdoor Storage</td>
<td>includes an area for truck turning movements.</td>
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<td>• The location of the service area (ie. hydro transformer, gas meter</td>
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and exterior nitrogen tank) will be located away from the Arterial Mainstreet and adjacent to Legget Drive. The appearance of these service areas will be mitigated through the use of cedar screening and landscaping.

<table>
<thead>
<tr>
<th>CRITERIA</th>
<th>COMPATIBILITY</th>
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</thead>
<tbody>
<tr>
<td>Lighting</td>
<td>• The glare from any lighting source to any nearby office building will be mitigated through the use of landscaping.</td>
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<tr>
<td>Noise and Air Quality</td>
<td>• The layout of the Site Plan has considered Noise and Air Quality effects on adjacent land uses and will be minimized where possible.</td>
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<td>Sunlight</td>
<td>• No significant shadowing is expected from the proposed Concept Plan.</td>
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<tr>
<td>Microclimate</td>
<td>• The future development of these lands is not expected to have any microclimate effects related to wind, snow drifting and temperature on adjacent properties.</td>
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</tbody>
</table>
| Supporting Neighbourhood Services | • Employment uses in this location will contribute to the existing Kanata North Business Park, thereby strengthening the existing supporting neighbourhood services.  
• New employment uses will further serve the needs of the surrounding residential areas of Kanata. |

**Urban Design Guidelines – Urban Design Guidelines Along Arterial Mainstreets**

Approved by Council in May 2006, the Urban Design Guidelines for Development Along Arterial Mainstreets provides urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The objectives of these guidelines are:

- To foster compatible development that will contribute to the recognized or planned character of the streets;
- To promote a comfortable pedestrian environment and create attractive streetscapes;
- To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential;

To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The following guidelines are of relevance to the proposed development:

- Guideline 1: Locate new buildings along the public street edge.
- Guideline 2: Provide or protect a 2m wide unobstructed concrete sidewalk
- Guideline 3: Plant trees in the boulevard when it is 4m wide.
- Guideline 4: Use buildings, landscaping and other streetscape elements to create streetscapes.
- Guideline 7: Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including existing trees, pedestrian routes, and pedestrian amenities.
- Guideline 12: Design the built form in relation to the adjacent properties to create coherent streetscapes.
- Guideline 15: 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 17: Orient the front façade to face the public street and locate front doors to be visible and directly accessible from the public street.
- Guideline 19: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.
- Guideline 20: Provide direct, safe continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- Guideline 22: Provide weather protection at building entrances, close to transit stops and in places with pedestrian amenities.
- Guideline 27: Locate surface parking spaces at the side or rear of buildings.
- Guideline 29: Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross.
- Guideline 30: Provide a consistent width of landscape and pedestrian area across the front of the site.
- Guideline 32: Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.
- Guideline 36: Provide a minimum 3m wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees shrubs and low walls to screen cars from view while allowing eye level visibility into the site.
• Guideline 41: Provide a minimum 2.5m wide landscape area along the site’s rear and side yard in order to provide environmental benefits.
• Guideline 43: Design buildings to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.
• Guideline 50: Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear.
• Guideline 51: Design lighting so that there is no glare or light spilling onto surrounding uses.
• Guideline 53: Design secondary doors to blend in with the building façade.

REGULATORY FRAMEWORK
City of Ottawa Zoning By-law (2008-250)
The subject site is currently zoned General Industrial, Subzone 6 (IG6) in the City of Ottawa’s comprehensive Zoning By-law 2008-250.

SNAPSHOT OF ZONING (IG6)
The General Industrial Zone (IG) permits a wide range of low to moderate impact, light industrial uses in accordance with the Employment Area designation of the Official Plan and/or, the General Urban Area designation. Subzone 6 prohibits a number of uses otherwise permitted in the parent IG Zone. As a result, the following uses are permitted on the subject property, with the requested use being identified in bold:

• broadcasting studio
- catering establishment
- day care
- drive-through facility
- emergency service
- garden nursery
- kennel
- leaf and yard waste composting facility
- light industrial uses
- medical facility
- office
- park
- parking garage
- parking lot
- place of assembly
- printing plant
- production studio
- research and development centre
- service and repair shop
- storage yard
- technology industry
- training centre
- warehouse
- waste processing and transfer facility (non-putrescible)

Table 200C of the Zoning By-law provides specific Zone Provisions for the subject property as shown in the below table:

<table>
<thead>
<tr>
<th>I - ZONING MECHANISMS</th>
<th>II - PROVISIONS</th>
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<tbody>
<tr>
<td>(i) Minimum lot area</td>
<td>4 000 m²</td>
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<tr>
<td>(ii) Minimum lot width</td>
<td>45 m</td>
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<tr>
<td>(iii) Minimum front yard and corner side yard</td>
<td>12 m</td>
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<tr>
<td>(iv) Minimum interior side yard and rear yard</td>
<td>7.5 m</td>
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<tr>
<td>(v) Maximum lot coverage</td>
<td>45%</td>
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</tbody>
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The proposed Site Plan has been designed to conform to the current General Industrial Subzone 6 zoning on the property. As a result, no changes to the zoning are being requested.
CONCLUSION

In considering the aforementioned Site Plan Control application within the policy and regulatory framework, it is FOTENN’s professional opinion that the proposed development represents good planning that is in the public interest for the following reasons:

1) **Supported by the submitted studies** - A number of independent studies, report and plans have been undertaken in order to evaluate existing environmental conditions, traffic generation and existing road capacity, servicing capacity and stormwater management among others. The studies did not identify any significant issues resulting from the proposed development.

2) **Consistent with the Provincial Policy Statement (2014)** – The proposed Site Plan application is consistent with the PPS which promotes efficient development and use of employment lands. As such, the development of the subject lands will achieve an appropriate mix and range of employment that efficiently uses available infrastructure.

3) **Consistent with Official Plan** - The site is designated *Employment Area* in the City of Ottawa Official Plan. In our opinion, the proposed development office and manufacturing use is consistent with the goals, policies and objectives of the *Employment Area* designation and will make a positive contribution to the Kanata North Business Park. The business park is largely built out and opportunities for new employment are limited. The proposed development capitalizes on an opportunity for infill on existing property, and will contribute to increasing employment uses in the area.

4) **Conformity to the Zoning By-law (2008-250)** – The proposed development conforms to all the provisions of the General Industrial Subzone 6.

5) **Meets the Applicable Design Policies and Guidelines** – The proposed development was evaluated against the City’s Official Plan policies regarding urban design and compatibility. In addition, development was evaluated against the City’s Urban Design Guidelines for Arterial Mainstreets.

For these reasons, it is FOTENN’s opinion that the proposed Site Plan Control application for 528 March Road represents good land use planning, is appropriate for the site and is in the public interest.