



# **195 HUNTMAR DRIVE PLANNING RATIONALE/ DEMONSTRATION REPORT**

**PLAN OF SUBDIVISION + OFFICIAL PLAN  
AMENDMENT + ZONING BY-LAW AMENDMENT  
APPLICATIONS**

JULY 2016

PREPARED BY:

**FOTENN**  
PLANNING+DESIGN

223 McLeod Street  
Ottawa, ON  
K2P 0Z8

T: 613.730.5709  
F: 613.730.1136  
[www.fotenn.com](http://www.fotenn.com)

## 1.0 INTRODUCTION

FOTENN Consultants Inc. has been retained by Cavanagh / Shenkman to prepare a Planning Rationale in support of Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications for the lands municipally known as 195 Huntmar Drive, located east of Huntmar Drive and south of Highway 417 in Ottawa's western community of Kanata West ("the subject lands"). Cavanagh / Shenkman are proposing the development of employment, commercial, and low- to high-density residential uses, as well as a District Park, on the subject lands.

The purpose of this Planning Rationale is to evaluate the proposed development with respect to the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with the existing and planned function of the broader area.

## 2.0 PROPOSED DEVELOPMENT

As demonstrated on the Draft Plan of Subdivision prepared by Stantec (Figure F of the Appendix) and the Concept Plan prepared by FOTENN (see Figure A of the Appendix), a mix of uses are proposed on the subject lands. The subdivision is organized along major roadways, including existing Huntmar Drive to the east, the new North-South Arterial Road, which will bisect the approximate centre of the "L"-shaped subject lands, and new internal collector roads, all connected by a proposed municipal roundabout.

### **Residential Uses**

A full range of residential uses are proposed on the subject lands, including:

- 174 detached dwellings;
- 285 townhouse dwellings;
- Approximately 520 stacked townhouse dwellings; and
- Approximately 120 to 190 units in low-rise apartment buildings (up to 4 storeys in height).

Figures B through D in the Appendix demonstrate potential site layouts for the different residential uses that are proposed on the subject lands. Both the low-rise apartment block and the stacked townhouse blocks are strategically located to provide a transition in use and building typology, either abutting the commercial block along Huntmar Drive or along arterial and collector roadways.

### **Commercial Block**

The Plan of Subdivision would create a 2.5 hectare (6.0 acre) commercial block along Huntmar Drive for a neighbourhood-oriented commercial plaza. This block is intended to serve the needs of local residents and the broader residential areas to the south of Maple Grove Road. The commercial block would accommodate a range and small scale retail, restaurants and service commercial tenants with surface parking internal to the block. See Figure E in the Appendix for a sample site layout.

### **Automobile Dealerships**

Three (3) 2 hectare (5 acre) blocks are proposed in close proximity to Highway 417 to accommodate future automobile dealerships or other employment-related uses. The blocks would have direct access to the North-South Arterial Road and additional access to internal collector roadways.

### **District Park**

Rather than local and/or neighbourhood parks, the Plan of Subdivision includes an 11 hectare (27.5 acre) District Park located in the northwest portion of the subject lands, accessible by internal

collector roadways. The majority of the District Park is to be provided by Cavanagh / Shenkman to the City of Ottawa, which would exceed the required parkland dedication. The District Park would benefit from visibility from Highway 417 and would be sufficiently separated from the proposed and existing low-rise residential dwellings to the south.

### **Stormwater Management Facility**

As shown on the Concept Plan, a 2.8 hectare (7 acre) stormwater management facility is proposed on the lands located to the north of the subject lands, which are owned by the Ministry of Transportation (MTO). These lands are not included on the Plan of Subdivision.

## **3.0 PURPOSE OF PLANNING APPLICATIONS**

Cavanagh / Shenkman are submitting the following three (3) applications:

### **Draft Plan of Subdivision**

The Draft Plan of Subdivision would create:

- The roadway blocks, including new configurations for arterial and collector roadways;
- The District Park;
- Development blocks for residential uses, including low-rise apartment buildings, stacked townhouses, townhouses, and detached dwellings;
- The commercial block along the west side of Huntmar Drive, which would be reserved for neighbourhood-oriented commercial uses; and
- Three (3) blocks along the west side of future North-South Arterial Road for automobile dealerships or other employment-related uses.

### **Official Plan Amendment (OPA)**

The proposed OPA would permit detached dwellings within the Enterprise Area designation, in particular south of the District Park and west of the future North-South Arterial Road. The location of the detached dwellings generally corresponds with the portion of the subject lands that is proposed to be re-designated to General Urban Area as part of the City's Employment Land Review (see Section 5.3 of this Planning Rationale).

Further, the OPA would revise the policies and schedules contained in OPA 150 (currently under appeal), including:

- Text related to the location of the Kanata West District Park (Policy 3.6.5.9). The OPA would add area-specific language to the current Official Plan, providing clear direction for the location of the District Park.
- Schedule E- *Urban Road Network* of OPA 150, which shows the Stittsville Main Street extension continuing east of the North-South Arterial Road. Schedule E would be revised to reflect the alignment and configuration of the roadways being proposed in the Plan of Subdivision and supported by the Community Transportation Study prepared by Parsons. The OPA would provide clear direction on the transportation network in Kanata West.
- The policy that requires a minimum building height of 4 storeys for office and residential development in the Mixed Use Centre designation (Policy 3.6.2.4.b), which applies to the eastern half of the subject lands.

Finally, the OPA would revise the Kanata West Concept Plan, a Council-approved policy document, to reflect the type and location of uses proposed through the subject planning applications.

## Zoning By-law Amendment (ZBLA)

The ZBLA would rezone the lands from the Development Reserve Zone (DR) to the following zones:

- Mixed-Use Centre Zone (MU) for the commercial block along Huntmar Drive and the abutting residential block planned for low-rise apartment buildings;
- Business Park Industrial Zone (IP) for the three (3) blocks planned for automobile dealerships or other employment uses;
- Residential Fourth density (R4) for the stacked townhouse and street townhouse residential blocks;
- Residential Third density (R3) for the detached dwellings west of the North-South Arterial Road; and
- Parks and Open Space (O1) Zone for the 11 hectare (27.5 acre) District Park.

## 4.0 SUBJECT LANDS AND SURROUNDING AREA

### 4.1 Background

FOTENN, Cavanagh / Shenkman, and the consulting team have met with City Staff on a number of occasions over the past few years to discuss planning approvals for the subject lands. The most recent pre-application consultation meeting was held on March 30, 2016 with Louise Sweet-Lindsay (Planner) and staff from the City's engineering, transportation, and environmental branches.

### 4.2 Subject Lands

The subject lands, legally known as Part of Lots 1 and 2, Concession 1, Geographic Township of Huntley, are located east of Huntmar Drive and south of Highway 417 in Ottawa's western community of Kanata West (Figure 1). The subject lands comprise one lot of record that has 153.6 metres (504 feet) of frontage along Huntmar Drive and a total area of 54.9 hectares (135.7 acres). The subject lands are undeveloped and generally comprised of cultivated fields in the east and wooded areas in the west.



— Subject Lands  
Figure 1. The Subject Lands

## 4.3 Surrounding Area

The subject lands and surrounding area can be characterized as a community in transition. Land uses located in the general area include:

### North

The lands to the immediate north of the eastern half of the subject lands are undeveloped. These lands are designated *Mixed-Use Centre* in the Official Plan and *Intensive Employment Area* in the Kanata West Concept Plan (KWCP). Located further north is the Palladium Auto Park, beyond which is Highway 417. The Canadian Tire Centre, a regional entertainment complex, is located to the northeast. North of Highway 417 is a new large-format shopping centre.

North of the western half of the subject lands is a 16 hectare (40 acre) undeveloped parcel of land owned by the Ministry of Transportation (MTO), beyond which is Highway 417. Similar to the subject lands, the MTO lands and the lands on the north side of Highway 417 are designated *Enterprise Area* in the Official Plan and *Prestige Business Park* in the KWCP. The lands located north of Highway 417 were recently draft approved and zoned for employment and retail/commercial uses.

### East

Located to the east of the subject lands, on the east side of Huntmar Drive, is a detached dwelling and undeveloped lands designated *Mixed-Use Centre* in the Official Plan and *Mixed Use- Community Core Zone* in the KWCP. A large-scale residential subdivision is proposed for this area.

### South

The lands located to the southeast of the subject lands were recently draft approved and rezoned to permit medium-density residential and employment/commercial uses.

Directly south of the subject lands is a recently developed residential subdivision known as Fairwinds North. This subdivision is characterized by a mix of detached and townhouse dwellings, as well as a future elementary school site. Additional phases of Fairwinds continue south of Maple Grove Road.

To the southwest of the subject lands are undeveloped urban lands that are zoned *Development Reserve (DR)*.

### West

Immediately abutting the northwest property line of the subject lands is the City's Rural Area. More specifically, properties developed with rural commercial uses that front onto Carp Road are located to the immediate west.

Immediately abutting the southwest property line are undeveloped lands designated *General Urban Area* with a *Developing Community (Expansion Area)* overlay in the Official Plan and zoned *Rural Countryside (RU) Zone*.

## 4.4 Community Amenities

As previously mentioned, the 11 hectare (27.5 acre) Kanata West District Park is proposed for the subject lands. Numerous smaller, neighbourhood parks and parkettes are located in the new residential developments to the south of the subject lands.

Two (2) community facilities are located within approximately 1.5 km of the subject lands, including:

- Fringewood Park and Community Centre, located to the south, offers sports fields, a basketball court, a baseball diamond, and a play area.
- The Kanata Recreation Complex/Walter Baker Park, a regional complex located at 100 Charlie Rogers Place, to the east of the subject lands. This complex offers numerous sports fields, ice rinks, basketball and volleyball courts, baseball diamonds, walking trails, playgrounds, sledding hill, a splash pad, and theatre space.

The Canadian Tire Centre, a regional entertainment venue, is located less than 1 kilometre to the northeast of the subject lands.

## 4.5 Transportation Network

### Roads

Schedule E- *Urban Road Network* of the City's Official Plan designates Huntmar Drive as an *Existing Arterial* (Figure 2). Schedule E also illustrates a *Proposed Arterial (alignment defined)* running east-west along the southern edge of the subject lands, which then bends north, serving to divide the subject lands in the approximate centre. This road is referred to as the "North-South Arterial" in the Kanata West Concept Plan (KWCP), a Council-approved policy document.

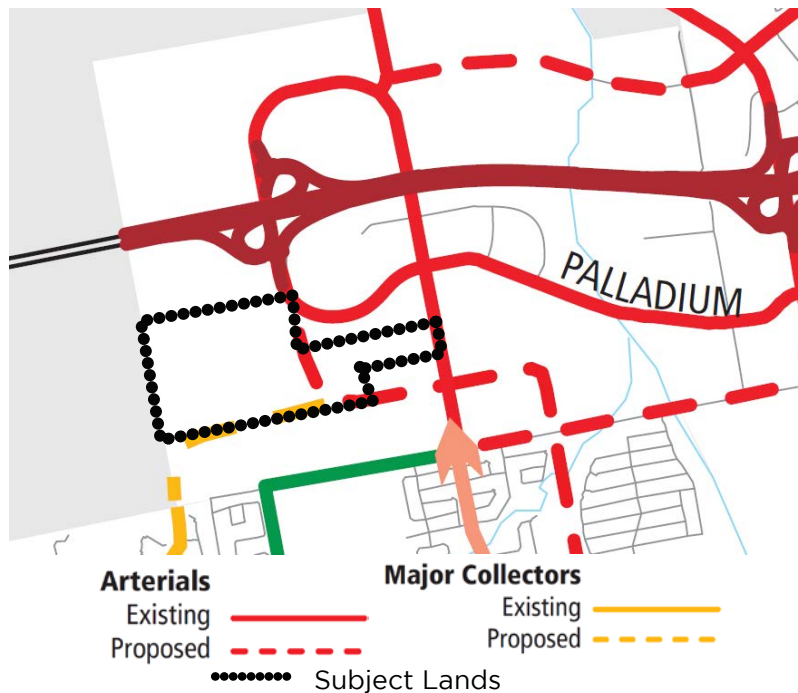


Figure 2. Schedule E- *Urban Road Network* of the City of Ottawa Official Plan (2003)

Arterial Roads are major roads which carry large volumes of traffic over the longest distances. They function as major public and infrastructure corridors in the urban communities and villages that they traverse. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters.

Official Plan Amendment 150 revises existing Schedule E to illustrate a proposed Major Collector Road continuing west where the North-South Arterial Road bends north. This road is referred to as the Main Street in the KWCP as it would connect with existing Stittsville Mainstreet to the south (Figure 3).

### Transit

The eastern end of the subject lands is served by OC Transpo bus routes along Huntmar Drive, including two express routes (261 and 263) and a Transitway (92) route. Further, a local bus route provides service along Maple Grove Road, which is located approximately 320 metres south of the southwest corner of the subject lands.

A future Bus Rapid Transit (BRT) corridor is proposed to the east of the subject lands on Schedule D-*Primary Transit Network* of the Official Plan (Figure 4). OPA 150 does not propose changes to Schedule D in the area surrounding the subject lands. A BRT station is proposed at Maple Grove Road. The ultimate width and design of the corridor and the location and design of the station would be subject to a future municipal Environmental Assessments (EA) to be carried out by the City of Ottawa.

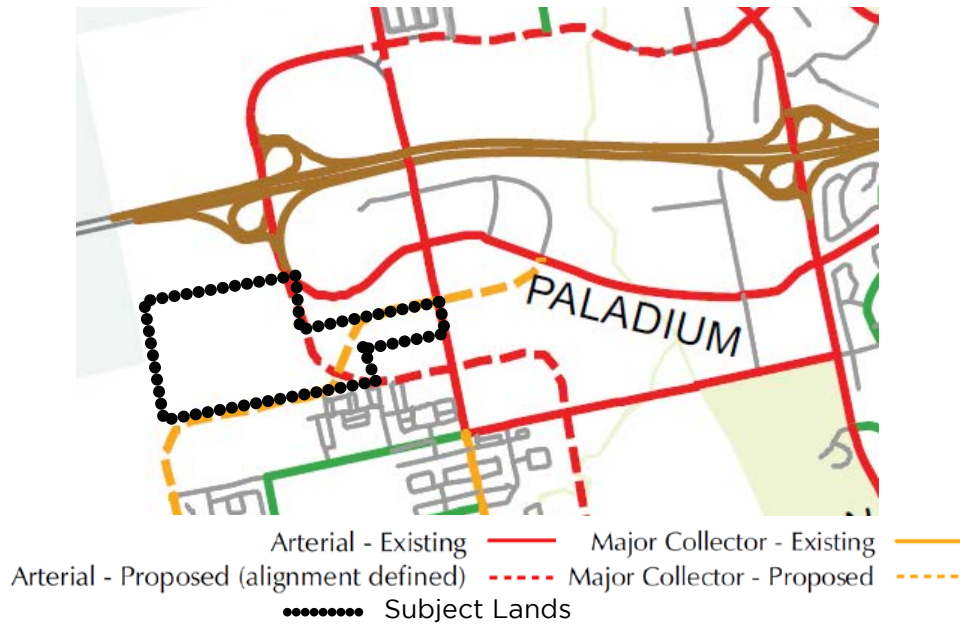


Figure 3. Schedule E- *Urban Road Network* of Official Plan Amendment 150

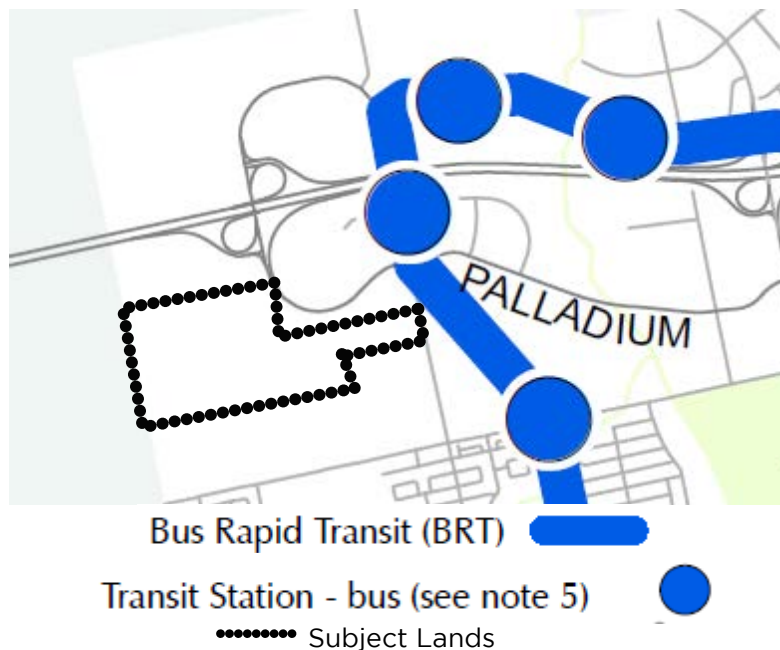


Figure 4. Schedule D- *Rapid Transit Network* of the City of Ottawa Official Plan (2003)

## 5.0 POLICY AND REGULATORY FRAMEWORK

### 5.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) (effective April 30, 2014) provides direction on matters of provincial interest related to land use planning and development. The *Planning Act* requires that decisions affecting planning matters “shall be consistent with” such policy statements issued under the Act.

#### **Building Strong Healthy Communities**

The relevant policies in Section 1.1 – *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* of the PPS include:

- Healthy, liveable and safe communities are sustained by (Policy 1.1.1):
  - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (Policy 1.1.1.a)
  - Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs. (Policy 1.1.1.b)
- Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. (Policy 1.1.3.1)
- 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. (Policy 1.1.3.6)

#### **Housing**

The relevant policies in Section 1.4 – *Housing* of the PPS include:

- Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (Policy 1.4.3):
  - Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households... (Policy 1.4.3.a);
  - Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. (Policy 1.4.3.c)
  - Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed. (Policy 1.4.3.d)

The proposed Plan of Subdivision and requested rezoning are “consistent with” the PPS (2014). The proposed subdivision supports one of the fundamental objectives of the Provincial Policy Statement, which is to promote cost-effective development patterns that stimulate economic growth. The PPS heavily emphasizes densities and a mix of land uses which efficiently use land and resources and are appropriate for and efficiently use the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

Development of the subject lands would fill the void that currently exists between the established community of Stittsville/the new residential communities centred on Maple Grove Road and Highway 417. This will allow for the logical extension and efficient use of existing infrastructure, such as water, stormwater, and wastewater infrastructure and roads.

Further, the proposed development would introduce a broad range of uses to the area, including residential, employment, commercial, and parkland uses.

All forms of residential development are proposed, from single-detached dwellings to townhomes and apartment buildings. This range of built form would serve to accommodate residents of all ages and incomes in one area. With an overall density of approximately 34 units/gross hectare, the proposed residential development makes efficient use of land and existing infrastructure.

The local commercial block proposed along Huntmar Drive would serve the retail and service commercial needs of existing and future residents in the area and would also offer full- and part-time employment opportunities. Given its location adjacent to residential uses, residents would be able to walk and cycle to these establishments.

The car dealership/employment blocks would also offer employment opportunities and would strengthen the success of the existing automobile dealership park to the north due to the nature of the use, which benefits from clustering.

Finally, the District Park envisioned in the Kanata West Concept Plan would be developed, helping to relieve the stresses on other existing parks in Kanata.

## 5.2 City of Ottawa Official Plan (2003, Consolidated)

In 2013, the City of Ottawa undertook a five-year review of its Official Plan (OP). In December 2013, City Council adopted Official Plan Amendment (OPA) 150, which resulted in numerous changes to policy references and land use designations. The Minister of the Ministry of Municipal Affairs and Housing provided final approval of OPA 150 on April 24, 2014, after which several appeals were filed.

For the purposes of this Planning Rationale, the current policies of the Official Plan (2003) have been reviewed and analyzed with respect to the proposed development. In addition, the new policies proposed through OPA 150 (under appeal) have also been taken into consideration.

### 5.2.1 Designations

The eastern half of the subject lands is designated *Mixed Use Centre* in the Official Plan while the western half is designated *Enterprise Area* (Figure 5).

#### Mixed-Use Centre Designation

Policy 3.6.2.1 of the OP identifies Mixed-Use Centres as:

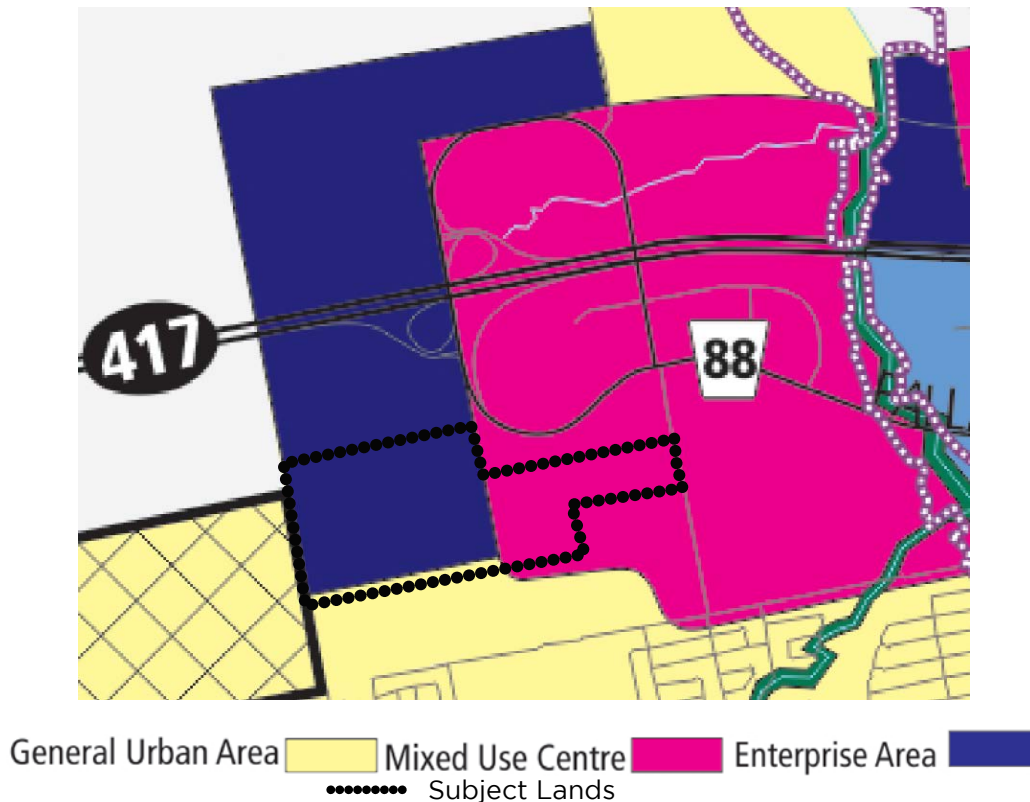
*"... strategically located with respect to the transportation system and accessible by transit, walking, cycling and automobile. They are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element in this Plan's strategy to accommodate and direct growth in the city."*

Section 2.2.2- *Managing Growth within the Urban Area* identifies Mixed-Use Centres as one of the target areas for intensification.

Transit-supportive uses are encouraged within the Mixed-Use Centre designation, such as: offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, **retail uses**, entertainment uses, **services (such as restaurants)**, major urban facilities, **high- and medium-density residential uses** and mixed-use development containing a combination of the above. With respect to employment targets, each

Mixed-Use Centre is intended to accommodate at least 5,000 jobs. The Official Plan is committed to promoting compact development in Mixed-Use Centres and as such, considers them priority locations for increased height and density.

Policy 3.6.2.4 of the OP specifies that a Community Design Plan (CDP) is required for each Mixed-Use Centre. The Kanata West Concept Plan, which is recognized in Annex 5 of the Official Plan and discussed in Section 5.4 of this Planning Rationale, fulfills this requirement.



**Figure 5. Schedule B- Urban Policy Plan of the Official Plan**

### *Minimum Building Height*

Except where Secondary Plans or existing zoning permit otherwise, OPA 150 proposes a minimum building height of four (4) storeys for office and residential development and a maximum building height of 12 storeys, providing transition to adjacent low-rise residential in Mixed Use Centres. OPA 150 also requires that employment and housing to be part of a larger mix of uses and encourages a grid pattern of roads and rights-of-way in order to preserve the potential of Mixed-Use Centres to intensify and become more transit- and pedestrian-friendly.

The proposed Official Plan Amendment seeks to ensure that the subject lands are not subject to the minimum building height requirement proposed through OPA 150. The Concept Plan for the subject lands incorporates varying building typologies which range in building height. The low-rise apartment buildings and stacked townhouse dwellings provides opportunities for four (4) storey buildings. The remained of the subdivision lands incorporates buildings in the three (3)-storey range. The development also incorporates a range of densities and land uses all in keeping with the policy intent for Mixed Use Centre.

## Enterprise Area Designation

The preamble to Section 3.6.5 of the Official Plan identifies Enterprise Areas as:

*“areas of employment that may accommodate the integration of housing without detracting from the objectives outlined above”.*

The objectives are focused on maintaining a sufficient supply of land for employment uses that required large parcel sizes, such as noxious industrial uses, employment uses that are incompatible with other land uses, and prestigious employment uses that desire to locate among other similar uses (campus style development).

The OP identifies the characteristics of Enterprise Areas as:

- The potential to provide for at least 2,000 jobs.
- At least 50% of the land will be devoted to employment
- The employment uses will not negatively impact the residential uses through noise, odour, health concerns or other conflicts.
- The area should be well served by public transit and may required access to truck routes.
- Contain business park type employment uses such as office, but have the potential to achieve employment densities higher than achieved in traditional park-like settings.
- Are easily accessible from the surrounding community so that residential uses can be well integrated and can easily access residential amenities and services.

### *Automobile Dealerships*

Policy 3.6.5.2.b. of the OP states that “uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;” are permitted within the Employment and Enterprise Area designations. It is FOTENN’s interpretation that the automobile dealerships proposed on the subject lands are consistent with the applicable Enterprise Area designation. The contribution of the automobile dealerships to the area’s employment target is discussed later on in this Planning Rationale.

### *Residential*

The preamble to Section 3.6.5- *Employment Area and Enterprise Area* of the Official Plan states:

*“Enterprise Areas are areas of employment that may accommodate the integration of housing without detracting from the objectives outlined above. They must still provide opportunity for a concentration of employment but, by increasing the employment densities, may also be able to support medium and high-density housing.”*

More specifically, policy 3.6.5.5 specifies the requirements that must be met to permit housing in the Enterprise Area designation, including:

- Only townhouses, stacked townhouses or apartments are permitted
- The residential uses must be functionally integrated with the employment uses by such means as sharing sites or buildings occupied by employment uses, occupying sites adjacent to employment uses, provision of common linkages (roads, pathways), strategic location of parks so as to be mutually beneficial, central location of employment uses, opportunities for shared parking, convenient transit routing, and mutual accessibility to convenience uses, amenities and services.
- At least 50% of the developable area will be devoted to employment uses.

As shown on the enclosed Concept Plan (Figure A in the Appendix), stacked townhouse, street townhouse, and detached dwellings are proposed in the Enterprise Area designation. The residential uses are integrated with the proposed automobile dealerships and future employment to the north by way of:

- The provision of common roads through the subject lands, namely the proposed north-south collector which runs along the eastern edge of the proposed District Park; and
- The District Park being located in the approximate centre of the Enterprise Area lands, providing equal access to the future residents to the south and future employees to the north and east. The location of the District Park is also mindful of the need to minimize adverse impacts on the residential community in terms of noise, light, and traffic and on-street parking.

Further, the proposed Official Plan Amendment seeks to implement the recommendations of the City's Draft Employment Land Review (ELR), which proposes re-designating the southwest corner of the subject lands to General Urban Area, a designation which permits all forms of residential development. The ELR report is discussed in Section 5.3 of this Planning Rationale.

#### *Official Plan Amendment 150*

OPA 150 introduces a maximum building height of four (4) storeys in the Employment Area and Enterprise Area designations. Greater building heights, up to a maximum of 30 storeys, may be permitted by a secondary plan, existing zoning, or near a rapid transit station or transit priority corridor.

OPA 150 also adds a policy regarding the employment/residential split in the Enterprise Area designation, namely that residential uses will be:

*"pro-rated on a lot-by-lot basis unless there is a development agreement between two or more landowners which identifies how the residential and employment uses will be distributed and the property parcel(s) where the minimum required employment floor space will be located."*

Given that Cavanagh / Shenkman own all of the subject lands and the planning applications address the entire land holding, this policy is not applicable.

#### *Employment Target*

As detailed in Table 1, using densities contained in the City's Draft Employment Land Review (ELR) report, the lands designated Enterprise Area within the proposed Plan of Subdivision and the MTO lands to the immediate north could accommodate a combined total of approximately 634 to 724 jobs. Given that these two (2) areas represent less than half of the total Kanata West Enterprise Area designation, this job estimate is proportional to the requirement for a minimum of 2,000 jobs in each Enterprise Area. More specifically, as demonstrated on page 58 of the City's Draft ERL report (Figure 6 of this Planning Rationale), the Kanata West Enterprise Area designation also includes lands located north of Highway 417, both 1) lands east and west of Palladium Drive, contiguous to the MTO lands and 2) a stand-alone area located east of the Carp River.

Approximately 150 to 200 jobs are anticipated on the commercial block proposed on the west side of Huntmar Drive (Block 257). This block is located in the Mixed Use Centre designation, which has a job target of 5,000 jobs.

Table 1. Employment Projections

AREA	OFFICIAL PLAN DESIGNATION	LAND USE	EMPLOYMENT DENSITIES	NUMBER OF JOBS
Plan of Subdivision	Mixed Use Centre	Proposed Commercial block	The City of Ottawa's Draft ELR Report suggests a density of 60 to 80 jobs/net ha for "Population-Related Employment" (described as employment which provides services to a resident population, including commercial, institutional, and home-based businesses) (pages 42 and 45 of the Draft ELR Report)	2.5 net ha = 150 to 200 jobs
	Employment Area	Proposed Automobile Dealerships*	The City of Ottawa's Draft ELR Report suggests a density of 35 to 40 jobs/net ha for "Employment Land Employment" (described as primarily industrial uses) (pages 42 and 45 of the Draft ELR Report)	6.2 net hectare = 217 to 248 jobs
MTO Lands		Future Industrial**		11.9 net hectares = 417 to 476 jobs
<b>TOTAL</b>				<b>784 to 893 jobs</b>

\*Job counts from existing automobile dealerships suggest that employment densities are similar to the densities associated with industrial employment.

\*\*Industrial uses (rather than office uses) represent a more conservative estimate as the employment densities are lower

## 5.2.2 District Park

OPA 150 proposes the following policy, which applies to the subject lands:

*"In the Enterprise Area located south of Highway 417 at the Huntmar Drive interchange, an area is to be set aside as parkland to be located in the southeast quadrant of the Enterprise Area. The policies in Section 3.6.5 shall apply to the remaining amount of the Enterprise Area land at this location."*

The District Park is currently proposed along the western edge of the Kanata West Enterprise Area for the following reasons:

- Proximity to and visibility to Highway 417
- Strategic location separated and north of the residential community to manage noise and light impacts.
- Located with collector road access, in close proximity to MTO employment lands.

The Official Plan Amendment addressed through this Planning Rationale seeks to amend the above noted site-specific OPA 150 policy.

## 5.2.3 Noise Sensitive Uses

As demonstrated on the concept plan, the northwest corner of the proposed District Park is located within 500 metres of the existing Limestone Quarry (the Karson Quarry) located to the north of Highway 417. Additionally, the MTO lands located to the immediate north of the subject lands are largely located within the 500 metre buffer from the quarry.

Policy 10, Section 3.7.4- *Development Restriction on Adjacent Lands* of the Official Plan notes that:

"Limited types of new development may be approved within 500 metres of a Limestone Resource Area...provided such development does not conflict with future mineral aggregate extraction. Examples of conflicting land uses that will not be considered include the creation

of new lots or rezoning to permit dwellings or lodging places (motels, camp grounds, nursing homes, etc.) and farming or small-scale business uses where animals, equipment or employees are affected by pit or quarry activities.”

OPA 150 revises Policy 3.7.4.10 (re-numbered 3.7.4.9) to state:

“New development will not be approved within 500 metres of a Bedrock Resource Area ... unless it can be demonstrated that such development will not conflict with future mineral aggregate extraction. Examples of conflicting land uses are new sensitive land uses that conflict with mineral aggregate extraction. These include but are not necessarily limited to:

- the creation of new lots;
- rezoning to permit dwellings or lodging places (motels, camp grounds, nursing homes, etc.); and
- farming or small-scale business uses where animals, equipment or employees are affected by pit or quarry activities.”

Further, OPA 150 proposes the following three (3) new policies:

“3.7.4.10 New development may be approved within 500 metres of an existing licensed bedrock quarry ... if it can be demonstrated that the existing mineral aggregate operation, and potential future expansion of the operation in depth or extent, will not be affected by the development.”

“3.7.4.11. The Ministry of Natural Resources will be consulted in review of studies necessary.”

“3.7.4.12. Where the City approves the development of land in accordance with the policies above, the City may impose conditions to ensure the development provides adequate buffering and/or separation between the new proposed use and the mineral aggregate area/operation.”

Section 4.8.7- *Environmental Noise Control* of the Official Plan defines noise sensitive land uses as:

“Any type of land use where environmental noise is likely to cause an adverse effect or material discomfort whether inside or outside of a building. Examples of typical noise sensitive land uses include:

- Residential developments;
- Hospitals, nursing/retirement homes, schools, day-care centres; and
- Other land uses that contain indoor and/or outdoor areas and spaces where intruding noise may create an adverse effect.”

It has been argued on previous applications in the area that the last bullet point above could be interpreted to include office and other more sensitive types of employment uses. It is expected that when the MTO lands located to the north of the subject lands are developed in the future, a Noise Study will be required that would identify which types of uses are suitable within the 500 m buffer.

A park is not considered a noise sensitive use; therefore, the location of the District Park partially within the 500 m buffer from the Karson Quarry is permitted and a reasonable use of the land. The intent of the Official Plan policies is to protect residents and their property from noise levels that exceed the noise level criteria adopted by Council. As a general approach, potential noise problems are best addressed through land use planning approaches that separate noise-generating uses from housing and other noise-sensitive land uses. The proposed location of the District Park fulfills this

approach by acting as a buffer in between the proposed residential to the south and the existing quarry to the north.

## 5.2.4 Compatibility

Sections 2.5.1 and 4.11 of the Official Plan address Urban Design and Compatibility. Section 2.5.1 describes compatible development as:

“...development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it.”

The Official Plan contains Design Objectives, which are qualitative statements of how the City wants to influence the built environment as the City matures and evolves. These Design Objectives are broadly stated, and are to be applied within all land use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases.

Section 2.5.1 of the Official Plan also addresses Design Priority Areas, which include Mixed-Use Centres. The creative and enhanced design measures and amenities that are encouraged in Design Priority Areas will be addressed at the Site Plan Control stage.

Section 4.11 of the Official Plan identifies the criteria that are used by the City to evaluate the compatibility of development applications. Table 2 provides an evaluation of the criteria in relation to the proposed development.

**Table 2. Compatibility Criteria in Section 4.11 of the Official Plan**

COMPATIBILITY CRITERIA	CONFORMITY
TRAFFIC	Parsons has prepared a Community Transportation Study (CTS) (July 2016) which concludes:  “The planned road network changes identified in the City’s TMP, based on the Kanata West TMP projections, will provide sufficient roadway capacity for the projected site-generated traffic travelling to/from the proposed development. This was determined based on a comparison of projected site-traffic from the originally planned land uses and the proposed land uses” (page 30)
VEHICULAR ACCESS	The CTS does not identify any concerns with respect to the proposed vehicular accesses.
PARKING REQUIREMENTS	All parking requirements will be accommodated on-site.
OUTDOOR AMENITY AREAS	Outdoor amenity areas will be provided in conjunction with the residential typologies, including rear yards.
LOADING AREAS, SERVICES AREAS AND OUTDOOR STORAGE	This matter will be addressed at the Site Plan Control stage
LIGHTING	This matter will be addressed at the Site Plan Control stage
NOISE AND AIR QUALITY	This matter will be addressed at the Site Plan Control stage
SUNLIGHT	This matter will be addressed at the Site Plan Control stage
MICROCLIMATE	Adverse effects related to wind, snow drifting, and temperature on adjacent properties are not anticipated.
SUPPORTING NEIGHBOURHOOD SERVICES	As discussed in Section 4.0 of this Planning Rationale, the broader Kanata West area contains numerous schools, parks, and leisure areas. In addition, an 11 hectare (27.5 acre) District Park is proposed on the subject lands through the subject applications.

OPA 150 removes the above noted criteria from Section 4.11 of the Official Plan and introduces new policies related to building design and massing and scale. The majority of the new policies address matters that will be dealt with at the Site Plan Control stage, such as architectural elements, colours and materials. The proposed development meets all of the policies that are of relevance at the Plan of Subdivision/Zoning By-law Amendment stage.

### 5.3 Draft City of Ottawa Employment Land Review Report (2016)

In May 2016, the City of Ottawa released a draft Employment Land Review (ELR) report. The draft ELR report is the final product of the City's Employment Land Review. The Review was initiated in October 2014 and builds on previous work undertaken by the City, such as the Vacant Industrial Land Supply Inventory (2012-2013), the Employment Land Study prepared by Danix (2013), the Ottawa Employment Survey (2012), and the Employment Land Strategy (2008).

Page 58 of the Draft Report proposes the following re-designations in the Kanata West Enterprise Area, which includes lands north and south of Highway 417 as well as lands further east near Didsbury Road (Figure 6):

- Re-designation of 64.8 net vacant hectares of land from Enterprise Area to Employment Area;
- Re-designation of 30.1 net vacant hectares of land from Enterprise Area to General Urban Area; and
- Re-designation of 11.3 net vacant hectares of land from Enterprise Area to Mixed Use Centre

These recommendations reflect the proposed changes presented by City Staff at the meetings held in January 2016. According to page 58 of the ELR report, the above noted proposed re-designations would allow for:

*"a relatively even split of employment and other uses on the remaining vacant parcels, supporting the intent for a mix of uses in the area. The distribution recognizes existing permissions from zoning changes undertaken in recent years to permit retail uses in the area and provides for contiguous, compatible uses within the context of the existing developed areas. Approximately 67 vacant net ha are retained for future employment use."*

It is FOTENN's understanding that the final ELR Report is scheduled to be tabled at Planning Committee in September 2016. The Official Plan Amendment (OPA) implementing the proposed re-designations is scheduled to go to Planning Committee in November/December 2016. If adopted, the OPA would go to the Ministry of Municipal Affairs and Housing for approval.

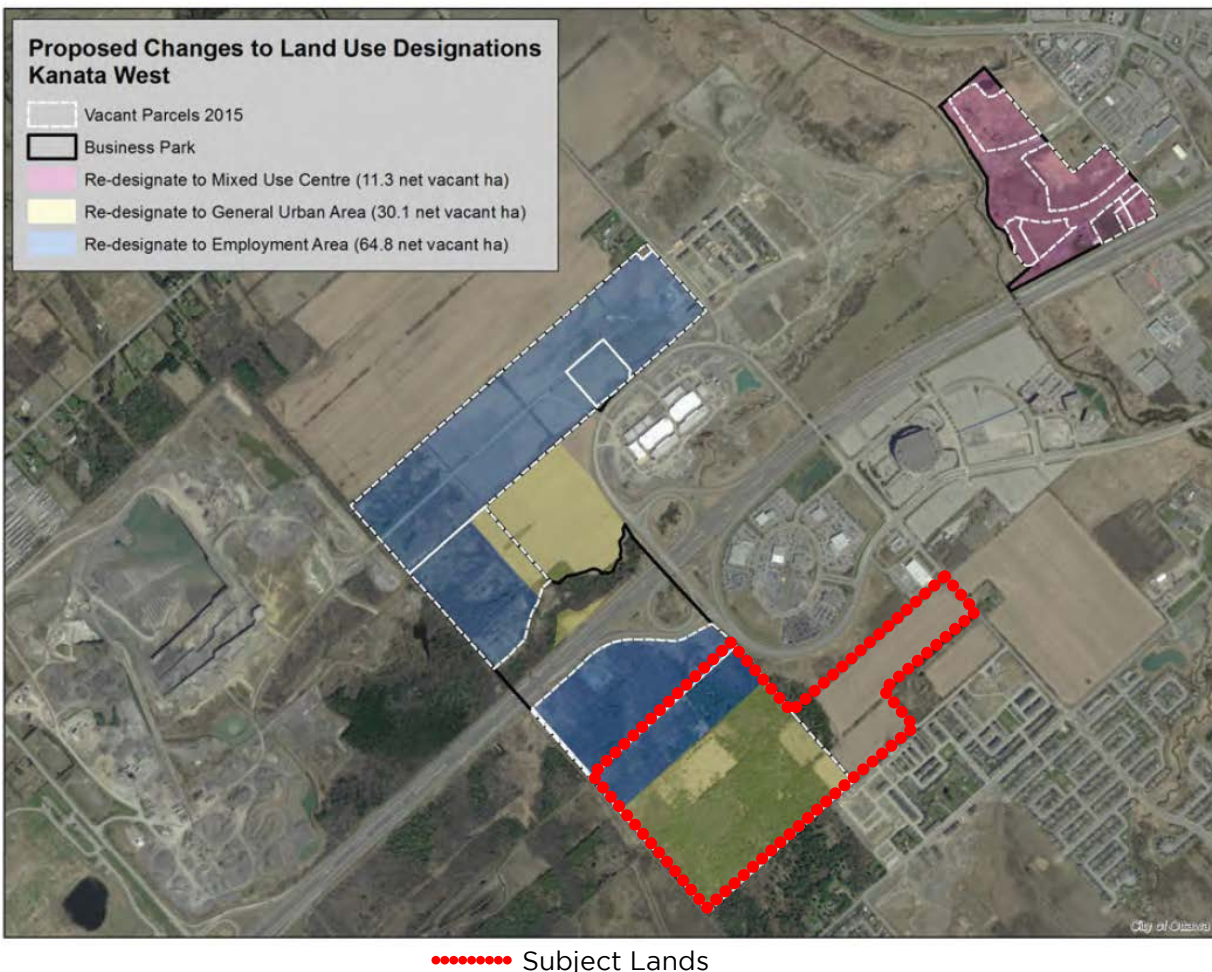


Figure 6. Draft Employment Land Review Report- Kanata West Proposed Re-Designations

## 5.4 Kanata West Concept Plan (2002)

The Kanata West Concept Plan (KWCP), identified in Annex 5 of the Official Plan, is a Policy Plan that was approved by City Council in 2002. The KWCP is not a Secondary Plan or a Community Design Plan and as such can be amended by a letter or planning application, such as the proposed OPA and ZBLA.

The KWCP requires that a Demonstration Report be submitted with all applications and that applications to rezone and subdivide be submitted concurrently. This Planning Rationale fulfills the requirement for a Demonstration Report.

### Prestige Business Park

The western portion of the subject lands, on which park, employment, and residential uses are proposed, is designated *Prestige Business Park* in the KWCP. According to the KWCP, this designation "Provides the potential for a more traditional campus-style work environment for Ottawa's high technology sector."

Uses envisioned in this designation include research and development facilities, high tech offices, laboratories, and training centres set in a land extensive environment. Personal and community-serving uses and leisure and entertainment uses are also envisioned.

The KWCP suggests that the Prestige Business Park areas be characterised by a low profile building form (maximum of 4 storeys with 1-2 storeys being the norm) and generous landscaping. Further, the urban design guidelines speak to an organic block pattern and buildings organized along an internal greenway.

As discussed in the draft Employment Land Review report, Ottawa's high-tech related manufacturing, which has historically been focused in Kanata, went through a boom phase in the 1990s and a bust phase in the early 2000s. As a result, Ottawa's high-tech industries declined in net jobs as well as in share of total employment in the City over the 2001 to 2011 period. The KWCP was developed at a time when the high-tech sector was still in its boom phase. As such, the document should be amended to reflect the realities of today's economy.

## Intensive Employment Area

The eastern portion of the subject lands, on which residential and commercial uses are proposed, are designated *Intensive Employment Area* in the KWCP. The existing Palladium Autopark is located within this designation. The Intensive Employment Area is intended to provide a quality environment for high technology and supporting uses, set in a medium-profile (up to 6 storeys) urban environment. Specific uses permitted within this designation include employment uses, personal & community-serving uses, and retail and specialty commercial.

## Community Park

The KWCP identifies a "Future Major Public Park" south of Highway 417 and west of the future North-South Arterial. Page 4-33 of the KWCP notes the following with respect to the park:

- "This is a consolidation of parkland dedication from the other districts which by virtue of function (i.e. daytime, employment) and natural open space corridors of the creek require less parkland in their immediate areas."
- Location adjacent to business park uses will "allow for some sharing of parking and minimal conflict with evening or weekend lights and activity".

## Job Target

The KWCP outlines an anticipated job count of 25,000 jobs for all of Kanata West. As outlined in Table 1 on page 10 of this Planning Rationale, the subject lands and the MTO lands to the immediate north are expected to generate approximately 784 to 893 jobs combined. These future jobs would contribute to the job target for the broader area.

## Density

Section 4.7 of the Kanata West Concept Plan requires that Demonstration Reports include a description of the density (by gross hectare) for each use being planned. Table 3 outlines the proposed densities.

**Table 3. Residential and Employment Densities in the Proposed Plan of Subdivision**

LAND USE	GROSS AREA	NUMBER OF UNITS/JOBS	GROSS DENSITY
Residential  (detached, street townhouse, stacked townhouse, and apartment dwellings)	33.46 ha	1,100 to 1,170 units	32.9 to 35.0 units per gross hectare
Employment  (automobile dealerships and commercial block)	9.9 ha	367 to 448 jobs	37.1 to 45.3 jobs per gross hectare

## Kanata West Concept Plan (KWCP) Amendment

Through this Planning Rationale, which was prepared in support of Official Plan Amendment, Plan of Subdivision, and Zoning By-law Amendment applications for the subject lands, it is requested that the KWCP be amended to reflect the proposed mixed-use community and to be consistent with the policies of the proposed OPA, recognizing the land uses, residential building typologies, and community amenities and roadways.

### 5.5 Urban Design Guidelines for Greenfield Development (2007)

In September 2007, City Council approved Urban Design Guidelines for Greenfield Neighbourhoods, which illustrate the City's expectations during the development review process for greenfield neighbourhoods within the Urban Area. Table 4 lists the guidelines that are met by the proposed development on the subject lands. Additional guidelines will be met at the Site Plan Control stage.

**Table 4. Urban Design Guidelines for Greenfield Neighbourhoods**

GUIDELINE	PROPOSED PLAN OF SUBDIVISION
<b>Guideline 5:</b> Incorporate existing healthy trees within development blocks or lots when establishing block patterns. Provide enough space for healthy growth and protect trees and their roots during construction and grading.	As discussed in the Tree Conservation Report prepared by Muncaster Environmental Planning Inc., consideration will be provided for on-site tree retention along the east side of Feedmill Creek (western edge of the subject lands). Tree retention is not possible elsewhere on the subject lands due to significant grade raises and road locations.
<b>Guideline 8:</b> Incorporate existing cultural heritage features, such as hedgerows, bridges, stone walls, ruins, archaeological sites and buildings when establishing the location of roads, parks, and public and institutional lands.	The draft Plan of Subdivision layout and location of the District Park respond to environmental conditions, including the location of Feedmill Creek in the northwest corner of the subject lands.
<b>Guideline 13:</b> Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.	The modified grid street pattern, supplemented by the proposed sidewalk locations serve to increase the walkability of the proposed Plan of Subdivision.
<b>Guideline 42:</b> Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.	As demonstrated on Figure D in the Appendix, the surface parking associated with the apartment buildings is proposed internal to the site, away from public roads.
<b>Guideline 48:</b> Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building. Landscape these parking areas to screen views of cars while maintaining view for natural surveillance.	For the stacked townhouse dwellings, which have public roads on both sides of each building, parking will be designed to minimize visual impacts.
<b>Guideline 47:</b> Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk. Vary setbacks and projections to provide visual interest along the streetscape.	As demonstrated on Figure E in the Appendix, it is proposed that the commercial buildings be located immediately adjacent to the Huntmar Drive street edge, with sidewalks providing a pedestrian connection between the buildings and the municipal right-of-way.

## 5.6 City of Ottawa Zoning By-law (2008-250)

The subject lands are currently zoned Development Reserve (DR) in the Comprehensive Zoning By-law (2008-250). The purpose of the DR zone is to recognize lands intended for future urban development. Permitted uses in this zone are limited to those which will not preclude future development options, such as agricultural uses. Section 6.3 of this Planning Rationale addresses the requested zones for the residential, commercial, and parkland uses proposed on the Concept Plan.

## 6.0 PLANNING APPLICATIONS

As discussed below, the proposed mixed-use development requires the submission of three planning applications, including Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications.

### 6.1 Draft Plan of Subdivision

The proposed Plan of Subdivision would create 260 blocks and 18 streets (see Table 5). The future North-South Arterial Road serves to divide the subject lands into two areas. As discussed in more detail in the Community Transportation Study (CTS) prepared by Parsons (July 2016), a roundabout is proposed at the intersection of the North-South Arterial Road, which continues west from Huntmar Drive and then makes a 90 degree turn northwards towards Highway 417, and the Stittsville Mainstreet extension, a major collector road which would run along the southwestern edge of the subject lands.

The following list is a general inventory of proposed residential dwelling units, organized by typology:

- 174 detached dwellings (average lot dimensions are 10 m by 30 m). See Figure B in the Appendix for a sample lot layout.
- 285 townhouse dwellings (average lot dimensions are 6 m by 30 m). See Figures B and C in the Appendix for sample lot layouts.
- Approximately 520 stacked townhouse dwellings (each unit is approximately 1,100 sq ft in area). Buildings are four (4) storeys in height with surface parking. See Figure C in the Appendix for a sample lot layout.
- 120 to 190 units (approximately 800 sq. ft. units) in low-rise apartment buildings (up to 4 storeys in height) with a mix of surface and below-grade parking. Site Plan Control applications will confirm density and building footprint. See Figure D in the Appendix for a sample lot layout.

**Table 5. Proposed Plan of Subdivision Blocks/Streets**

BLOCK/STREET	NET AREA (ha)	PROPOSED USE	NUMBER OF UNITS
Blocks 1 to 174	6.14	Detached dwellings	174
Block 175 to 245	6.53	Townhouse dwellings	286
Block 246 to 251	8.43	Stacked dwellings	520
Block 256	1.36	Apartment dwellings	120-190
Block 253, 254, 255	6.27	Car dealerships	N/A
Block 257	2.50	Commercial block	N/A
Block 252	11.14	District Park	N/A
Block 258, 259	0.07	Walkways	N/A
Block 260	0.18	Open space	N/A
Streets 1 to 18	12.30	Streets	N/A
<b>TOTAL</b>	<b>54.92</b>		<b>1,100-1,170</b>

## Western Half of Subdivision

### *Roads*

In addition to the Stittsville Main street extension, a second collector road (Street 6) connects with the North-South Arterial where the car dealerships are proposed, continuing west to the District Park. Street 6 connects with Street 5, a collector road which runs north-south from the northern edge of the subject lands (abutting the MTO lands) to the southern edge of the District Park, where it continues as a local road (Street 7). Finally, an east-west collector road (Street 4) is proposed along the southern edge of the District Park, which then turns south to connect with the Stittsville Mainstreet extension. All of the proposed collector roads have a right-of-way (ROW) width of 26 metres.

Six (6) local roads are proposed west of the North-South Arterial, all of which have a ROW width of 18 metres. The roads are laid out in a modified grid pattern, which allows for blocks that can be developed efficiently and good vehicular/cyclist/pedestrian connectivity. Pedestrian and cyclist connectivity is strengthened by two proposed municipal east-west pathways, which provide short cuts between the residential blocks.

### *Residential*

The highest density residential development (stacked townhomes) is focused along the collector roads and the North-South Arterial. Townhouse dwellings are proposed directly abutting and facing the stacked townhome blocks. Finally, detached dwellings are proposed in the centre of the residential area, furthest away from the District Park and the collector/arterial roads, save for the southern end, which has detached dwellings siding onto the Stittsville Mainstreet extension. This density transition attempts to mitigate the noise and light impacts that will be generated by the District Park, including impacts related to sports games and the associated vehicular traffic. The location of the detached dwellings at the south end of the subdivision also aligns with the anticipated re-designation of these lands to General Urban Area through the City's Employment Land Review study.

### *Car Dealerships*

The three (3) car dealerships are proposed along the west side of the future North-South Arterial, close to Highway 417. This location allows for synergies with the existing Palladium Autopark to the northeast and helps to ensure that traffic associated with the car dealerships is separated from the proposed residential development.

### *District Park*

As previously discussed, an 11 ha (27.5 ac) District Park is proposed in the northwest corner of the plan of subdivision. A preliminary facilities fit plan has been provided to the City, however, the program and the design of the District Park will be initiated by the City of Ottawa and subject to additional public consultation. The facilities fit plan was prepared in support of the Plan of Subdivision application, in large part to assess the area of the District Park and assign servicing requirements and transportation volumes generated by park activities. As discussed with Staff, a portion of the District Park could be programmed with more neighbourhood-focused park facilities, within walking distance on the southernmost portion to the residential portions of the subject lands.

As part of the subdivision application, an assessment of environmental constraints has been prepared for the area of the District Park, including a portion of an off-site, un-designated wetland on the northwest portion, to confirm the usability of the lands. It should be noted that the City's Design Guidelines for District Parks recommends 20 percent passive area, which could correspond to any area of the District Park impacted by environmental constraints.

## Eastern Half of Subdivision

### *Roads*

The residential uses proposed on the east side of the future North-South Arterial Road would be accessed via Street 17, a local road which will connect to the east-west portion of the future North-South Arterial by way of a road through the draft-approved lands to the immediate south (173 Huntmar Drive). These abutting lands were draft-approved in 2015 and have not yet been registered.

### *Residential Development*

Similar to the lands to the west, stacked townhome blocks are proposed immediately abutting the North-South Arterial Road, beyond which townhome blocks are proposed. The apartment building block is located at the east end of the subdivision, adjacent to the commercial block fronting onto Huntmar Drive.

### *Commercial Block*

Huntmar Drive is the appropriate location for a neighbourhood-oriented commercial plaza, which would have an area of 2.5 hectares (6.0 acres). Figure E in the Appendix demonstrates how the block could be laid out to accommodate five (5) commercial buildings and surface parking internal to the site. In-line with the City's Urban Design Guidelines for Greenfield Neighbourhoods, Figure E shows buildings brought up to the Huntmar Drive right-of-way to create a defined street edge that is pedestrian and cyclist-friendly. The layout of the commercial block will be confirmed at the Site Plan Control stage.

## Plan of Subdivision Criteria

Section 51 of the Ontario Planning Act addresses the subdivision of land and contains criteria that planning authorities must have regard for when reviewing a draft Plan of Subdivision (see Table 6). These criteria and their relationship to the proposed mixed use development are addressed throughout this Planning Rationale.

**Table 6. Plan of Subdivision Evaluation Criteria**

SECTION 51 CRITERIA	PROPOSED PLAN OF SUBDIVISION
(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;	✓
(b) whether the proposed subdivision is premature or in the public interest	✓
(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;	✓
(d) the suitability of the land for the purposes for which it is to be subdivided;	✓
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;	✓
(f) the dimensions and shapes of the proposed lots;	✓
(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;	✓
(h) conservation of natural resources and flood control;	✓
(i) the adequacy of utilities and municipal services;	✓
(j) the adequacy of school sites;	✓

SECTION 51 CRITERIA	PROPOSED PLAN OF SUBDIVISION
(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;	✓
(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and	✓
(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection	✓

## 6.2 Official Plan Amendment

### Residential

The proposed Official Plan Amendment (OPA) would permit detached dwellings at the south end of the Enterprise Area designation (south of the District Park and west of the future North-South Arterial Road). The proposed location of detached dwellings corresponds with the portion of the subject lands that is proposed to be re-designated to General Urban Area as part of the City's Employment Land Review (see Section 5.3 of this Planning Rationale).

### District Park

Policy 3.6.5.9 of OPA 150 states:

"In the Enterprise Area located south of Highway 417 at the Huntmar Drive interchange, an area is to be set aside as parkland to be located in the southeast quadrant of the Enterprise Area. The policies in Section 3.6.5 shall apply to the remaining amount of the Enterprise Area land at this location."

It is requested that the above noted text be revised to note that the District Park will be located in the south**west** quadrant of the Enterprise Area designation. Should the recommendations of the City's Employment Land Review be approved by Council and the Ministry of Municipal Affairs and Housing, the southern edge of the District Park would be located on lands designated General Urban Area.

### Roads

As shown in Figure 3 on page 5 of this Planning Rationale, Schedule E- *Urban Road Network* of OPA 150 illustrates the Stittsville Main Street extension as continuing east of the North-South Arterial Road and terminating at Palladium Drive. As discussed in more detail in the Community Transportation Study prepared by Parsons (July 2016), the extension of the Main Street east of the North-South Arterial Road is not required. As such, it is requested that Schedule E of the existing Official Plan be maintained, which shows the Main Street terminating at the North-South Arterial Road (see Figure 2 on page 4 of this Planning Rationale).

### Minimum Building Height

Policy 3.6.2.4.b of OPA 150, which relates to the Mixed Use Centre designation, states:

"Except where a secondary plan specifies otherwise or existing zoning permits greater heights, building heights are: ... b. A minimum of four storeys for residential and office development."

While low-rise apartment buildings are proposed for Block 256, which would be in the 4-storey height range, the townhouse dwellings proposed east of the North-South Arterial, within the Mixed Use Centre designation, would be in the 3-storey range and therefore would not confirm with the above noted minimum building height requirement.

## Kanata West Concept Plan

Finally, it is requested that both the text and Concept Plan within the Kanata West Concept Plan (KWCP) document be revised to reflect the type and location of uses proposed through the subject planning applications. It is proposed that the specific changes required to the KWCP be identified in concert with City Staff during the application circulation process.

## 6.3 Zoning By-law Amendment

The ZBLA would rezone the lands from the Development Reserve Zone (DR) to the following zoning classifications:

- Mixed-Use Centre Zone (MU) for the commercial development block along Huntmar Drive and the abutting low-rise apartment block;
- Business Park Industrial Zone (IP) for the three (3) 2.0 ha blocks planned for the automobile dealerships or other employment uses.
- Residential Fourth density (R4) for the stacked townhouses and townhouse dwelling blocks;
- Residential Third density (R3) for the detached dwellings located west of the North-South Arterial Road; and
- Parks and Open Space (O1) Zone for the 11 hectare (27.5 acre) District Park.

### Mixed-Use Centre Zone (MU)

The intent of the Mixed-Use Centre Zone is to:

“Ensure that the areas **designated Mixed-Use Centres** in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, **retail uses**, entertainment uses, **service uses such as restaurants and personal service businesses**, and **high- and medium-density residential uses.**”

Given the underlying Mixed Use Centre Official Plan designation and the proposed uses, the MU Zone is suitable for the commercial block (Block 257) as well as the apartment block (Block 256).

### Business Park Industrial Zone (IP)

The IP zone is one of four (4) industrial zones in the Zoning By-law. The purpose of the IP zone is to:

“accommodate mixed office, office-type uses and **low impact, light industrial uses** in a business park setting, in accordance with the **Enterprise Area** designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable”

As noted in Section 5.2.1 of this Planning Rationale, the three (3) car dealerships are proposed in the Enterprise Area designation. This designation permits uses that are devoted to vehicle sales and service, which can be interpreted to mean car dealerships. Given the nature of car dealerships, which often store vehicles externally, as well as their employment densities, car dealerships are similar to light industrial uses. Given the above, the IP zone is appropriate for the proposed car dealership blocks.

### Residential Third (R3) and Fourth (R4) Density Zones

Both the R3 and R4 zones permit building forms ranging from detached to townhouse dwellings. The R4 zone also permits apartment units in low-rise buildings (up to four (4) storeys in height). Applicable subzones for the R3 and R4 zones will be determined through the application circulation process.

## Parks and Open Space (O1) Zone

The O1 zone is the only zone of its type and is applied to parks and open space areas within the City of Ottawa

## 7.0 CONCLUSIONS

Based on the information presented throughout this Planning Rationale, it is our professional planning opinion that the proposed Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment applications are appropriate and desirable when evaluated against the applicable policies and regulations, within the context of the subject lands. In summary:

- The plan of subdivision would allow for the development of vacant urban lands located in between an established residential area (Stittsville) and existing development along the Highway 417 corridor. This would allow for the efficient use of existing infrastructure, which is encouraged by the Provincial Policy Statement (PPS).
- The proposed mix of uses and densities generally conform to the Enterprise Area, Mixed Use Centre, and anticipated future General Urban Area Official Plan designations that are applicable to the subject lands. Further, the provision of a wide range of residential built forms is consistent with the PPS, which encourages development that accommodates residents of all ages and incomes.
- The plan of subdivision would result in the development of the District Park and portions of the North-South Arterial and Main Street extension, as envisioned in the Kanata West Concept Plan.
- The proposed land uses are organized in such a manner that allows for connectivity but also minimizes impacts resulting from land uses such as the District Park, which will have a regional draw, and the proposed commercial uses. Detailed site design and matters of compatibility will be addressed further at the Site Plan Control stage.

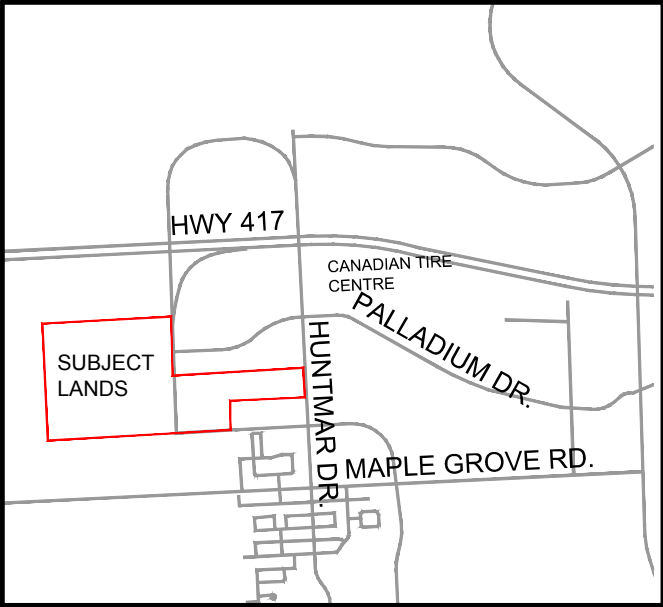
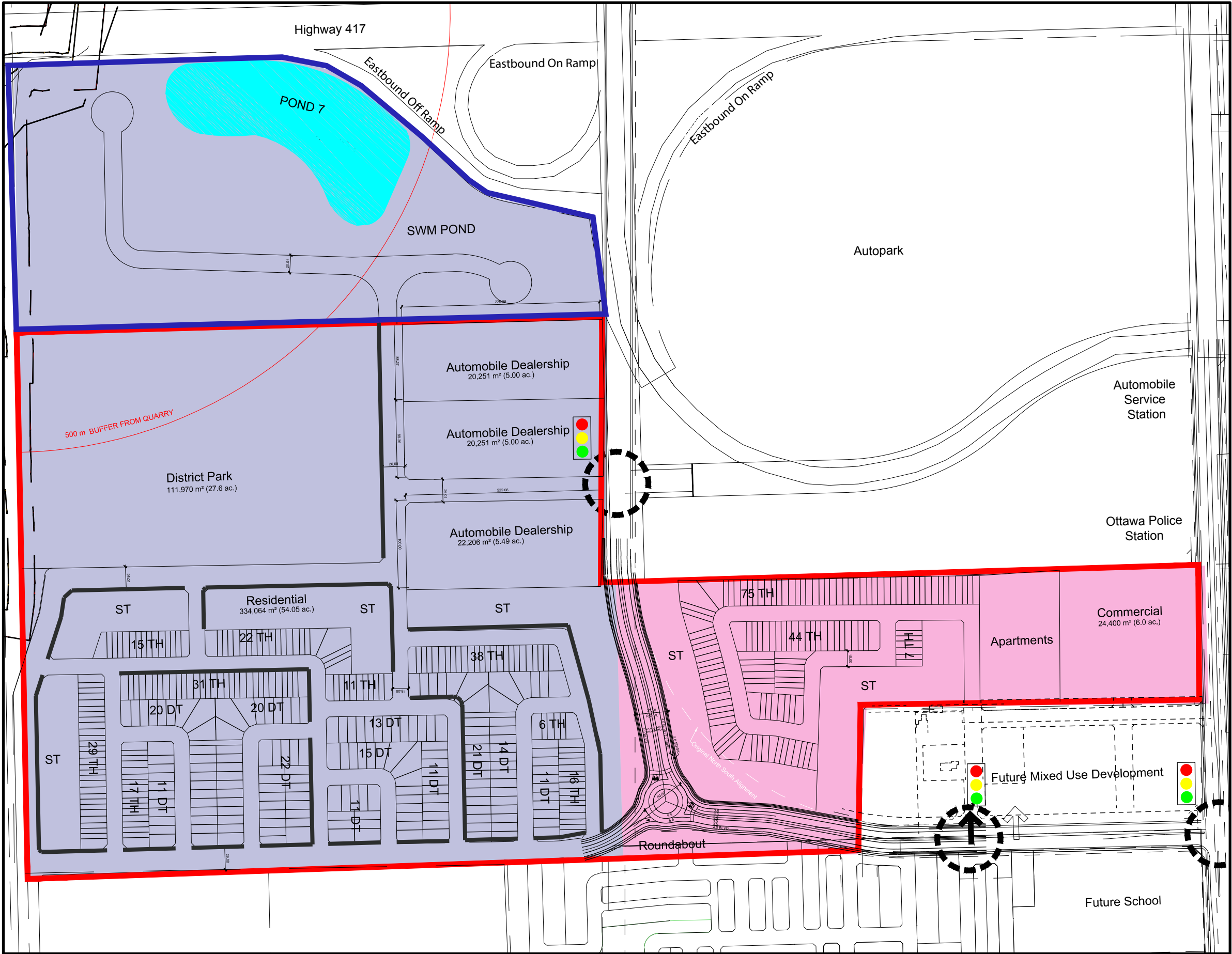


Miguel Tremblay, MCIP, RPP  
Director of Planning + Development  
FOTENN Consultants Inc.



Julie Carrara, MCIP, RPP  
Planner  
FOTENN Consultants Inc.

# APPENDIX



- LEGEND**
- Subject Lands
  - Ministry of Transportation (MTO) Lands
  - Proposed Sidewalk
  - DT Detached Dwellings
  - TH Townhouse Dwellings
  - ST Stacked Townhouse Dwellings
  - Signalized Intersection
  - Enterprise Area Designation
  - Mixed Use Centre Designation
  - Stormwater Pond (28,000 m<sup>2</sup>/ 6.92 ac.)

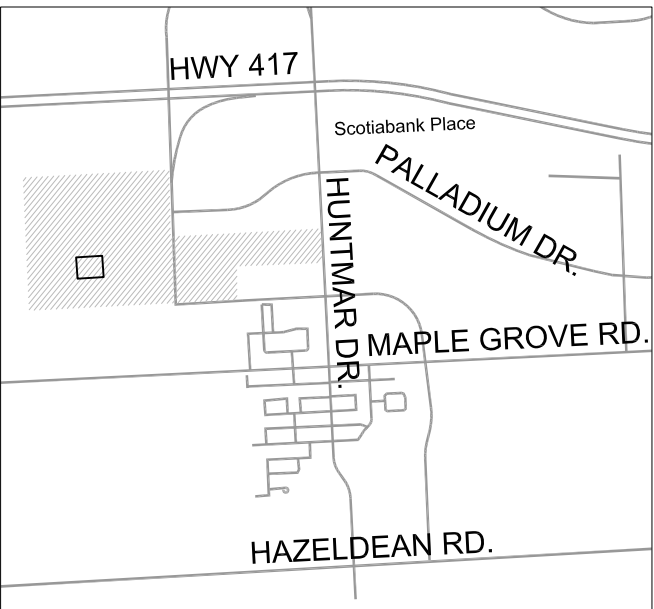
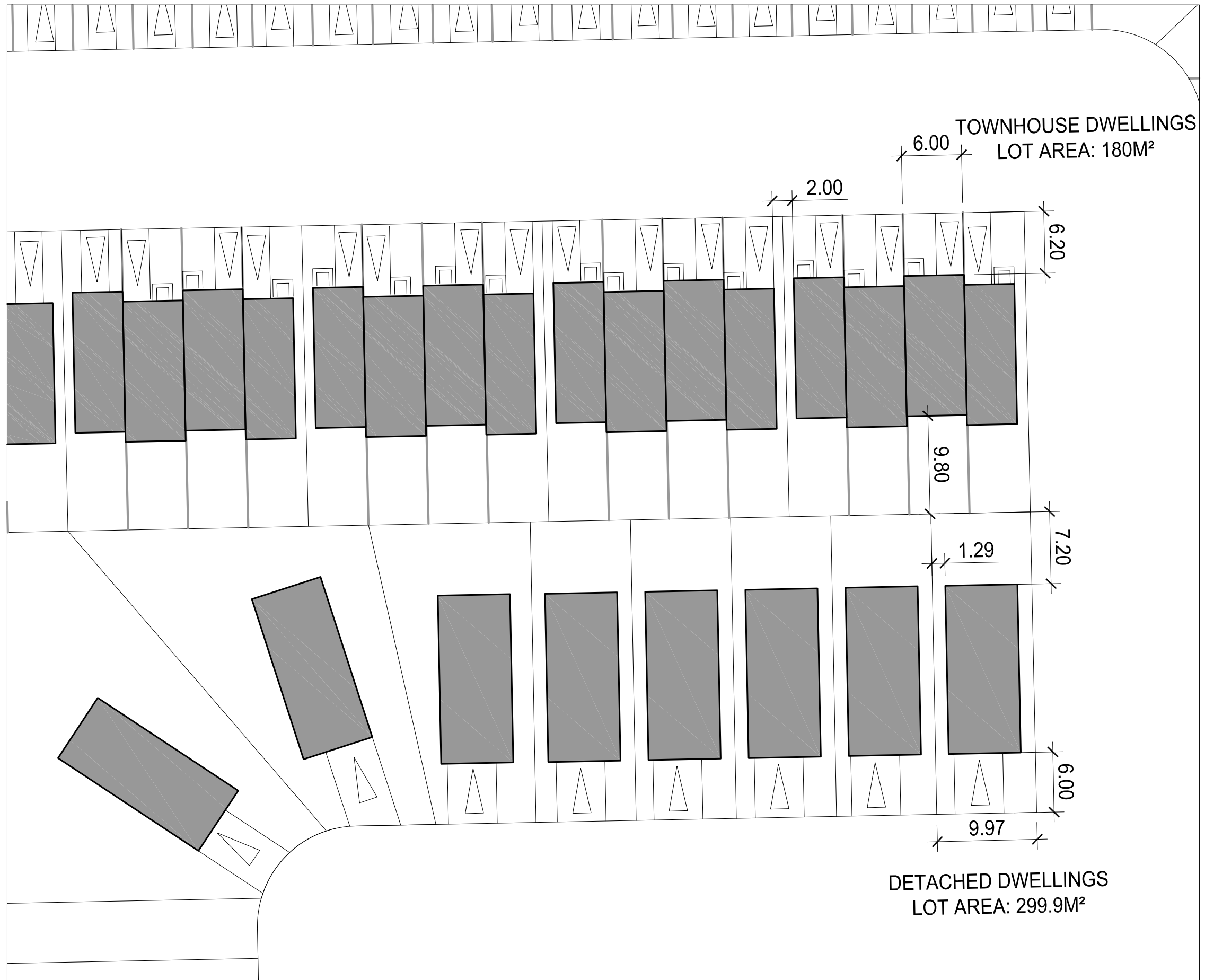
PROJECT  
**CAVANAGH/ SHENKMAN -  
KANATA WEST**

DRAWING  
**CONCEPT PLAN 5**

**FOTENN**  
PLANNING+DESIGN

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Tel: 613 730 5709 Fax: 613 730 1136  
www.fotenn.com

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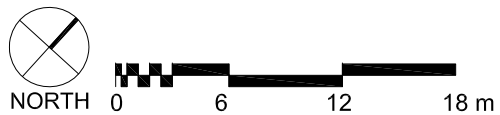
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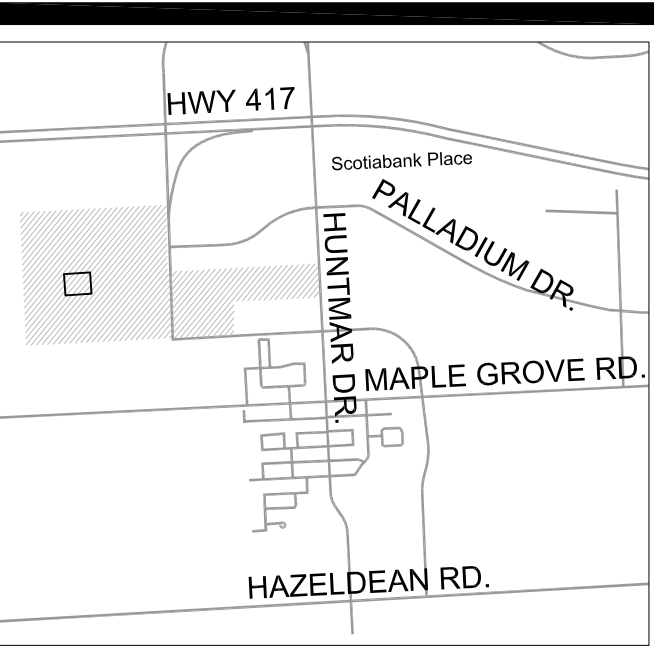
DRAWING  
**Figure B - DETACHED DWELLINGS AND TOWNHOUSE DWELLINGS**

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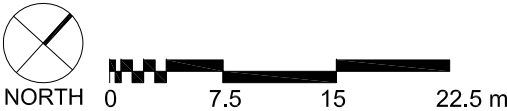
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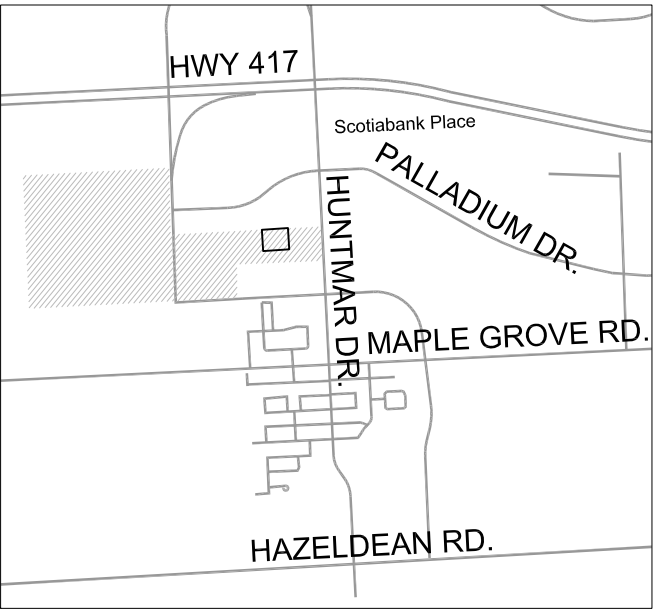
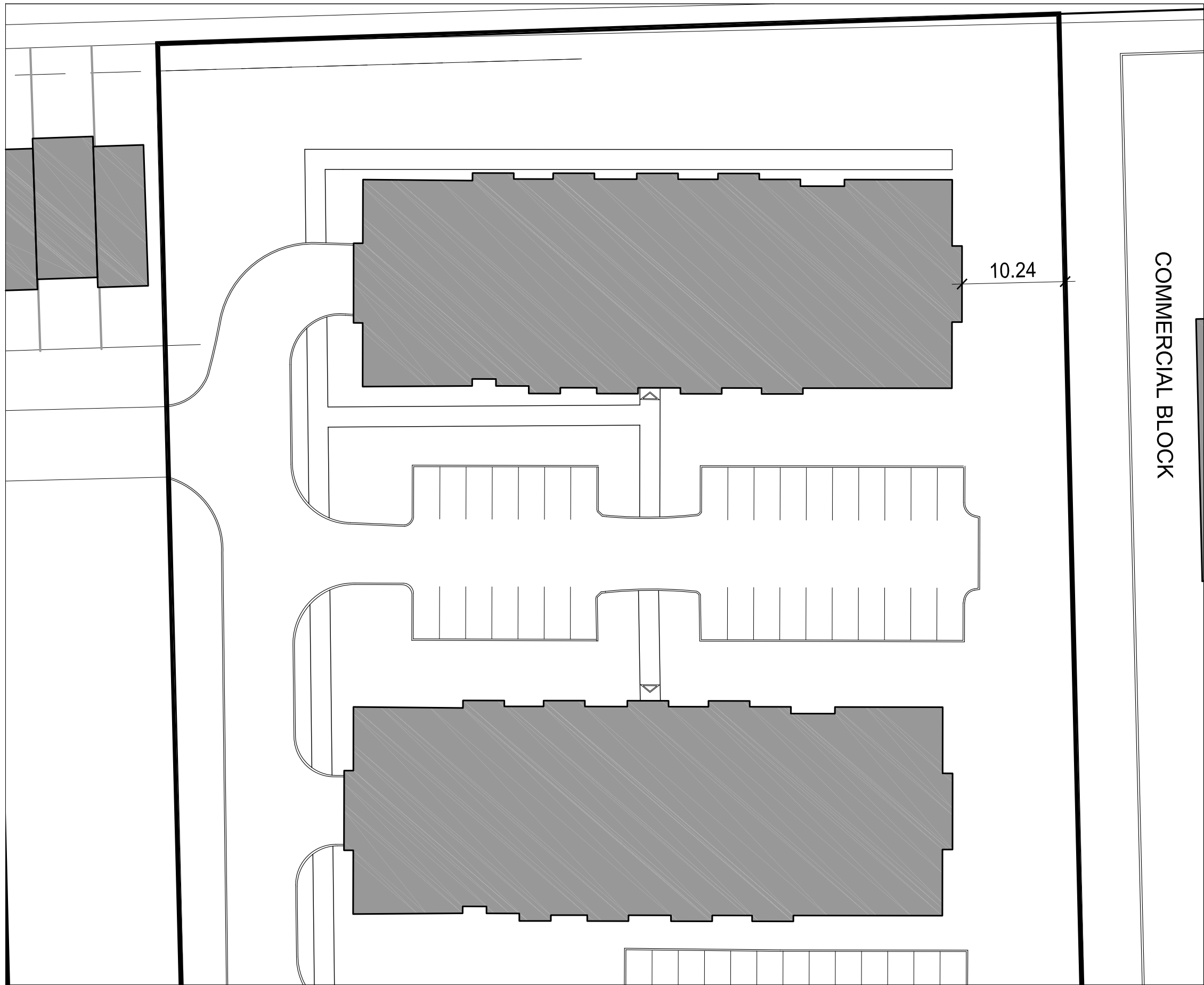
DRAWING  
**Figure C - STACKED DWELLINGS  
AND TOWNHOUSE DWELLINGS**

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Tel: 613 730 5709 Fax: 613 730 1136  
www.fotenn.com

DESIGNED	CN	DRAWING No.
DRAWN	CN	<b>001</b>
DATE	2016.07.08	
SCALE	1:50	





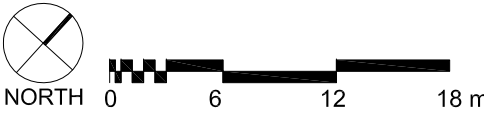
PROJECT  
**CAVANAGH - KANATA WEST**

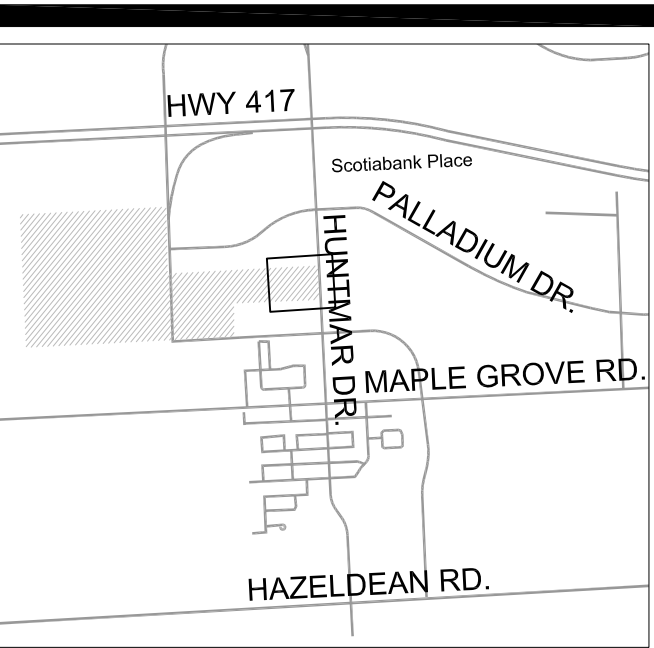
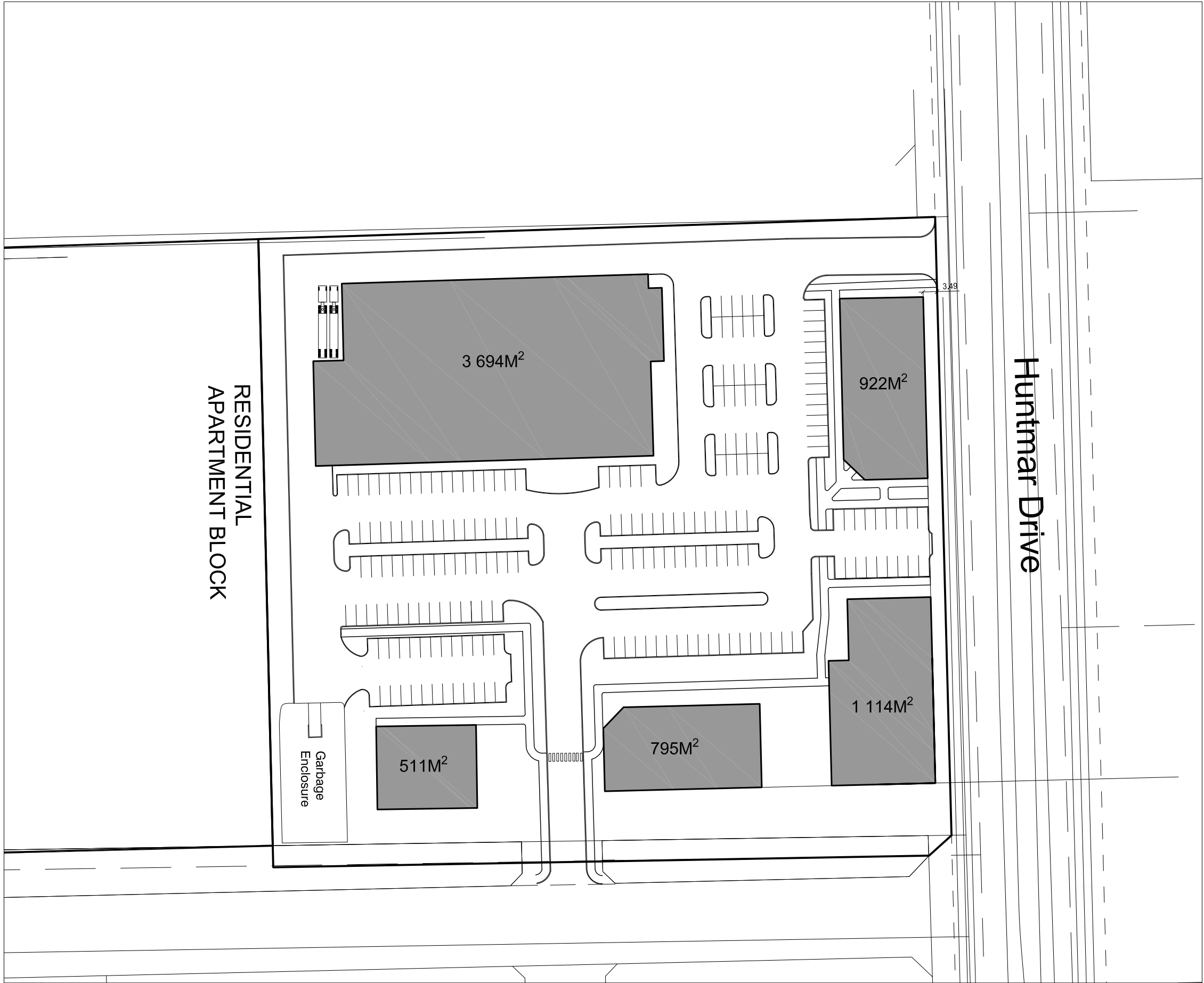
DRAWING  
**Figure D - APARTMENT BUILDINGS**

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DESIGNED	CN	DRAWING No.
DRAWN	CN	<b>003</b>
DATE	2016.07.08	
SCALE	1:40	





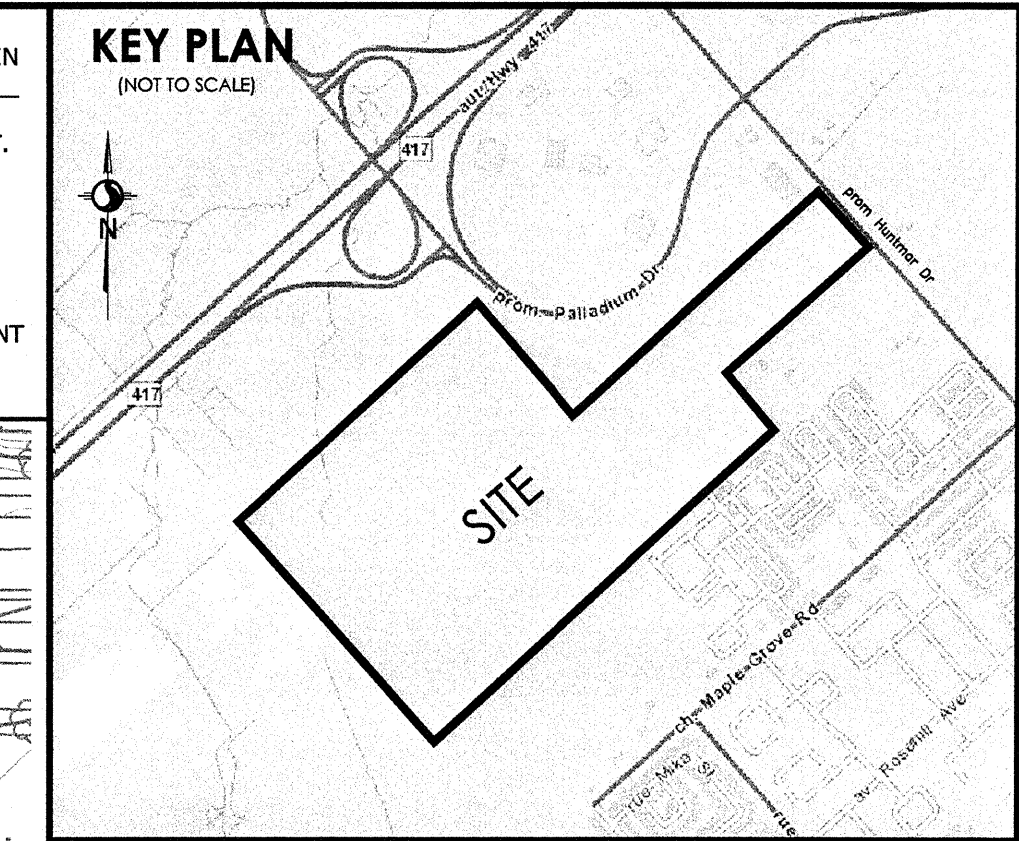
PROJECT  
**CAVANAGH - KANATA WEST**

DRAWING  
**Figure E - COMMERCIAL DEVELOPMENT**

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DESIGNED	CN	DRAWING No.
DRAWN	CN	004
DATE	2016.07.08	
SCALE	1:100	



Scale 1:1250



20 0 20 40 60 80 METRES

METRIC CONVERSION

DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES  
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCHEDULE OF LAND USE			
LOT/BLOCK	USE	UNITS	AREA (Ha/ac)
170 TO 174	RESIDENTIAL SINGLES	174	6.14 / 15.18
175 TO 245	RESIDENTIAL TOWNS	286	6.53 / 16.26
246 TO 251	RESIDENTIAL STACKED TOWNS	520	8.43 / 20.84
252	PARK		11.14 / 27.53
253, 254, 255, 257	COMMERCIAL		8.77 / 21.66
256	RESIDENTIAL APARTMENT	190	1.36 / 3.36
258, 259	WALKWAYS		0.07 / 0.18
260, 269	OPEN SPACE		0.18 / 0.44
STREETS			12.90 / 30.38
TOTAL		1170	54.92 / 135.72

**INFORMATION: REQUIRED UNDER  
SECTION 51 (17) OF THE PLANNING ACT R.S.O. 1990**


a. SEE PLAN  
b. SEE PLAN  
c. SEE PLAN  
d. SEE PROPOSED LAND USE SCHEDULE (ABOVE)  
e. SEE PLAN  
f. SEE PLAN  
g. SEE PLAN  
h. CITY WATER AVAILABLE \ WELL  
i. SEE SOIL REPORT  
j. SEE TOPOGRAPHICAL INFORMATION  
k. ALL CITY SERVICES AVAILABLE  
l. NO EASEMENTS REGISTERED ON TITLE \ SUBJECT TO


I HEREBY AUTHORIZE STANTEC GEOMATICS LTD. TO SUBMIT THIS DRAFT PLAN OF SUBDIVISION ON MY BEHALF

DATE	KEVIN MCCRANN 2325482 ONTARIO INC.
------	---------------------------------------

**SURVEYOR'S CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE SUBJECT LANDS AND THEIR RELATIONSHIP TO ADJOINING LANDS HAVE BEEN ACCURATELY AND CORRECTLY SHOWN.

June 27/16 DATE

  
BRIAN J. WEBSTER  
ONTARIO LAND SURVEYOR

 <b>Stantec</b>						<b>Stantec Geomatics Ltd.</b> CANADA LANDS SURVEYORS ONTARIO LAND SURVEYORS 1331 CLYDE AVENUE, SUITE 400 OTTAWA, ONTARIO, K2C 3G4 TEL. (613) 722-4420 FAX. (613) 722-2799 <a href="http://stantec.com">stantec.com</a>	
DRAWN: CEC	CHECKED: *	PM: FP	FIELD: N/A	PROJECT No.: 161613545-131			