



# **Planning Rationale**

## **Northridge Community 1020 and 1070 March Road**

**City of Ottawa**

**Draft Plan of Subdivision  
Zoning By-law Amendment**

**November 2021 Resubmission**

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## 1. Introduction and Summary of Proposal

This Planning Rationale is submitted by Don Schultz, MCIP, RPP, Project Planner at Cavanagh Developments (1384341 Ontario Ltd.), in support of the applications for Draft Plan of Subdivision (City of Ottawa File N<sup>o</sup> D07-16-19-0020) and Zoning By-law Amendment (City of Ottawa File N<sup>o</sup> D02-02-19-0090) at 1020 and 1070 March Road in the City of Ottawa. The subject properties are legally described as follows:

1020 MARCH ROAD: PIN 04527-0074 (LT): PART OF LOT 13, CONCESSION 4, MARCH, AS IN INSTRUMENT CT189425, LYING WEST OF CNR; KANATA

1070 MARCH ROAD: PIN 04527-0071 (LT): PART OF LOT 13, CONCESSION 4, MARCH, AS IN NS129365; KANATA

The land area of 1020 March Road is 27.05 hectares (66.84 acres), while the area of 1070 March Road is 12.97 hectares (32.05 acres). The total area of the lands subject to these applications is **40.02 hectares (98.89 acres)**.

The original Planning Rationale for these applications was submitted by Stantec on behalf of Valecraft Homes in July 2019. Cavanagh Developments acquired the subject properties from Valecraft Homes (JG Rivard Ltd.) in May 2021. Upon acquisition, Cavanagh Developments determined that revisions to the types and numbers of residential units are required to meet the needs of this developer's client and partner home builders. The revised range of housing types, which is broader than originally proposed by Valecraft Homes, includes single-detached dwellings with a variety of lot widths, semi-detached dwellings, townhouses with two different types of lot widths, and back-to-back townhouses. 790 total residential units are proposed in this resubmission, compared to the 728 units originally proposed by Valecraft Homes. Notwithstanding this increase in the total number of dwelling units, the original layout of roads, lots, and blocks remains unchanged, with minor exceptions involving the reorientation of blocks in the southwest corner and on the east side of the plan. This reorientation will break up large blocks in those parts of the plan, thereby creating better roadway access, enhanced neighbourhood permeability, greater efficiency in the townhouse layouts, and more opportunities for homes to benefit from natural light and passive solar energy.

In addition to the proposed relotting and increased number of dwelling units on the Draft Plan of Subdivision, this resubmission proposes a revision to the originally proposed zoning for one of the townhouse blocks on the west side of the plan. On Block 296, immediately to the south of mixed use Block 315, 16 townhouse units are proposed to have lot widths of 4.57 metres (15 feet), which is narrower than the minimum townhouse width permitted in the R3Z zone. Patten Homes, which is a builder partner of Cavanagh Developments, is building these narrow lot townhouses and is finding that there is strong demand for this more affordable size of townhouse. The R3Q zone permits a minimum townhouse width of 4.5 metres, which will accommodate the narrow lot townhouses that Patten Homes intends to build on Block 296. The revisions to these applications include the proposed zoning of Block 296 to R3Q rather than the previously proposed R3Z zoning for that Block.

The originally proposed R3Z zoning will continue to serve as the base zone for most of the low density residential lots and blocks, with the R3Z[1319] Exception to be applied to residential blocks where back-to-back townhouses are proposed. Whereas the R3Z[1319] Exception was proposed for 3 blocks in the original submission, this resubmission proposes that the R3Z[1319] Exception be applied to 5 blocks in the redesigned plan. This increased extent of the R3Z[1319] Exception is due to the proposed addition of 51 more back-to-back townhouse units in this resubmission, which is specifically discussed in Section 3.1 below.

The R1TT zoning originally proposed for the residential lots along the north property line is to be retained in order to provide assurance to the City of Ottawa and the residents of Hillview Estates that only single-detached dwellings will be built on the south side of that property line. The lots within this R1TT zone are proposed to have a minimum depth of 34 metres, which is consistent with the policies of the Kanata North Community Design Plan (CDP). Although a minimum lot width of 9 metres is required in the R1TT zone, the narrowest single-detached lot width along the north property line and, for that matter, everywhere else in the redesigned subdivision, will be 10.7 metres.

The original applications D07-16-19-0020 and D02-02-19-0090 proposed that a school site with an area of 2.92 hectares be zoned I1A/R3Z. This alternate zoning for the school site will be retained. In addition, the original submission proposed open spaces in the form of a municipal park, an environmental protection area for a realigned section of a tributary of Shirley's Brook, and public pathways in the residential areas. The originally proposed zoning for the municipal park (O1) and the environmental protection area (EP) will remain unchanged. The public pathways in the residential areas will be zoned according to the adjacent R3Z zoning.

The originally proposed GM15 zoning for the mixed use blocks along March Road is also retained in this resubmission. The GM15 zone reflects the anticipated status of March Road while requiring that the intensity, massing, and height of mixed use development will be compatible with the adjacent residential development.

Cavanagh Developments and its builder partners have chosen "Northridge" as the name to be assigned to this developing community. As the following discussion of the existing conditions on and around the subject lands indicates, Northridge is an appropriate community name, since it recognizes the significant north-south ridge running through the middle of the site. This ridge of approximately 9 metres in height separates the higher table lands to the west from the lower Ottawa River valley lands to the east.

The City of Ottawa Council approved a new Official Plan on October 27, 2021, along with a number of transitional policies providing for the changeover to the new Official Plan. One of those transitional policies requires that planning and development applications such as the subject Draft Plan of Subdivision application D07-16-19-0020 and Zoning By-law Amendment application D02-02-19-0090 be evaluated for conformance with the Official Plan in force and effect when the applications were originally submitted. As with the subdivision and zoning proposed in the Stantec Planning Rationale for these applications dated July 22, 2019, the proposed revisions to these applications conform with the previous Official Plan, the 2020 Provincial Policy Statement, the Kanata North Community Design Plan (CDP), and the Zoning By-law.

The aim of this Planning Rationale is to assess the suitability of the proposed revisions to Draft Plan of Subdivision application D07-16-19-0020 and Zoning By-law Amendment application D02-02-19-0090 in the context of the existing and developing communities surrounding the Northridge lands, as well as the relevant policy and regulatory framework governing land use, subdivision, and development on these lands.

**2. Existing and External Conditions**

**2.1 Site Overview**

The Northridge properties are assigned the municipal addresses of 1020 and 1070 March Road. The site location, context, topographic plan, and proposed subdivision are shown in **Figures 2.1 through 2.4**.

The Northridge lands have been in agricultural use for more than a century, including cultivation of the site as recently as summer 2021. An abandoned railway bed owned by the CNR forms the eastern boundary of the lands subject to these Draft Plan of Subdivision and Zoning By-law Amendment applications. 1020 March Road consists of two parts, with only the larger part lying west of the CNR right-of-way being subject to these applications. That larger western part of 1020 March Road has an area of 27.05 hectares (66.84 acres), while the smaller part lying east of the CNR right-of-way, outside the proposed development site, has an area of 9.27 hectares (22.91 acres). The area of 1070 March Road, all of which lies west of the CNR right-of-way within the proposed development site, is 12.97 hectares (32.05 acres). The total area of the lands proposed for development in these applications is **40.02 hectares** (98.89 acres).

The Northridge lands are bounded on the north by existing country residential development, in an estate lot subdivision known as Hillview Estates. The lands to the east of Northridge, between the CNR right-of-way and March Valley Road, accommodate a mix of agricultural, rural woodlot, and country residential uses. Immediately to the south of the Northridge lands, Minto Communities Inc. is developing a residential subdivision known as Brookline. March Road forms the western boundary of the Northridge lands. The frontage of 1020 March Road is 306.35 metres, while the frontage of 1070 March Road is 152.41 metres. The combined total frontage of the two properties along the east side of March Road is 458.7 metres.

**2.2 Site Location**

The site is situated in the western Ottawa suburb of Kanata, adjacent to the east side of March Road (**Figure 2.1**). The Northridge lands are approximately 1.5 kilometres north of Klondike Road and 1.5 kilometres south of Cameron Harvey Drive.

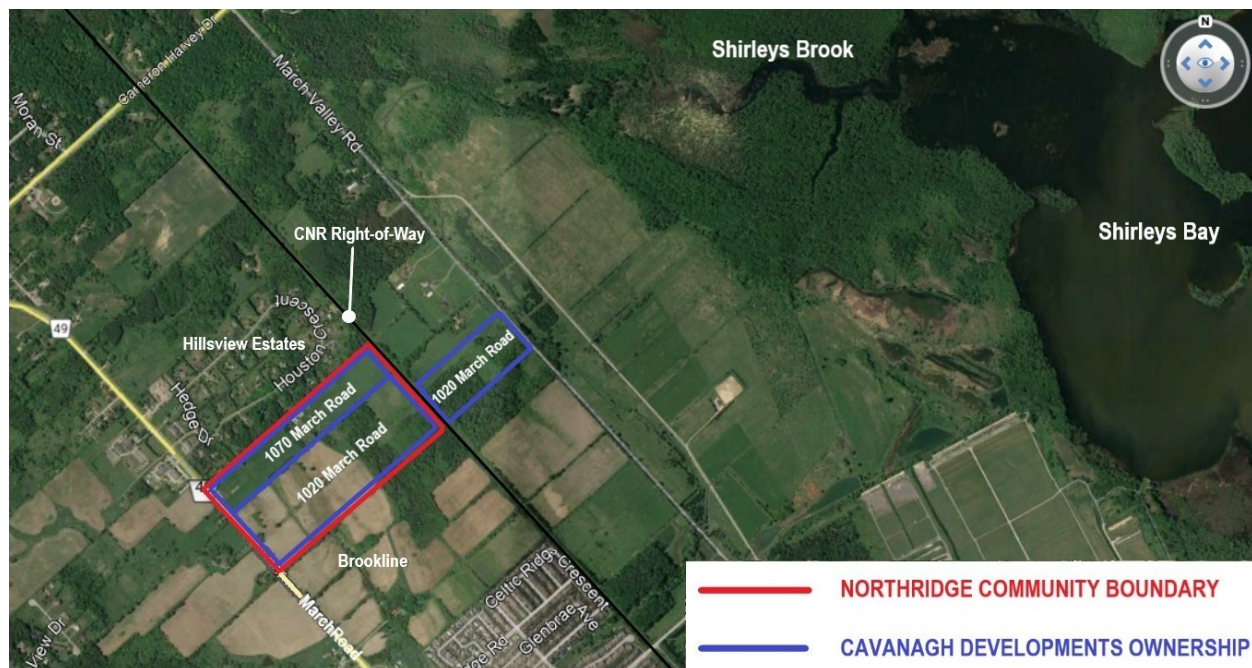


Figure 2.1: Regional Context



Regional employment, retail, and community services and amenities are available to the south of Northridge in Kanata. Major employment areas in the region include the North Kanata Research Park, within 2.5 kilometres of Northridge, and the Palladium Drive business park further to the south. The Kanata Centrum Shopping Centre and the Tanger Outlet Mall are located on the north side of Highway 417, between 9 and 10 kilometres south of the site. The Bell SensPlex and Canadian Tire Centre are located approximately 11 kilometres south of Northridge.

As a consequence of the designation of March Road as a Widened Arterial Road, significant retail amenities and services are or will be established on both sides of March Road, along the 4.5 kilometres between Northridge and Carling Avenue. The community of Northridge will benefit from direct access to this major route for both private vehicles and public transit. Local neighbourhood retail and commercial uses will also be developed within the Kanata North CDP area, including mixed use Blocks 315 and 316 proposed along the March Road frontage of the Northridge community.



**Figure 2.2: Local Context**

**Figure 2.2** shows the immediate context of the Northridge Site, with the existing country residential Hillsview Estates subdivision to the north, CNR right-of-way to the east, future Brookline community to the south, and March Road to the west. This aerial view also identifies the locations of Shirleys Brook and Shirleys Bay, which can be seen from the top of the ridge in the Northridge community.

**Figure 2.3** shows that the Northridge lands to the west of the CNR right-of-way are included within the Kanata North CDP boundaries. This CDP provides policy direction for the subject Draft Plan of Subdivision application D07-16-19-0020 and Zoning By-law Amendment application D02-02-19-0090.

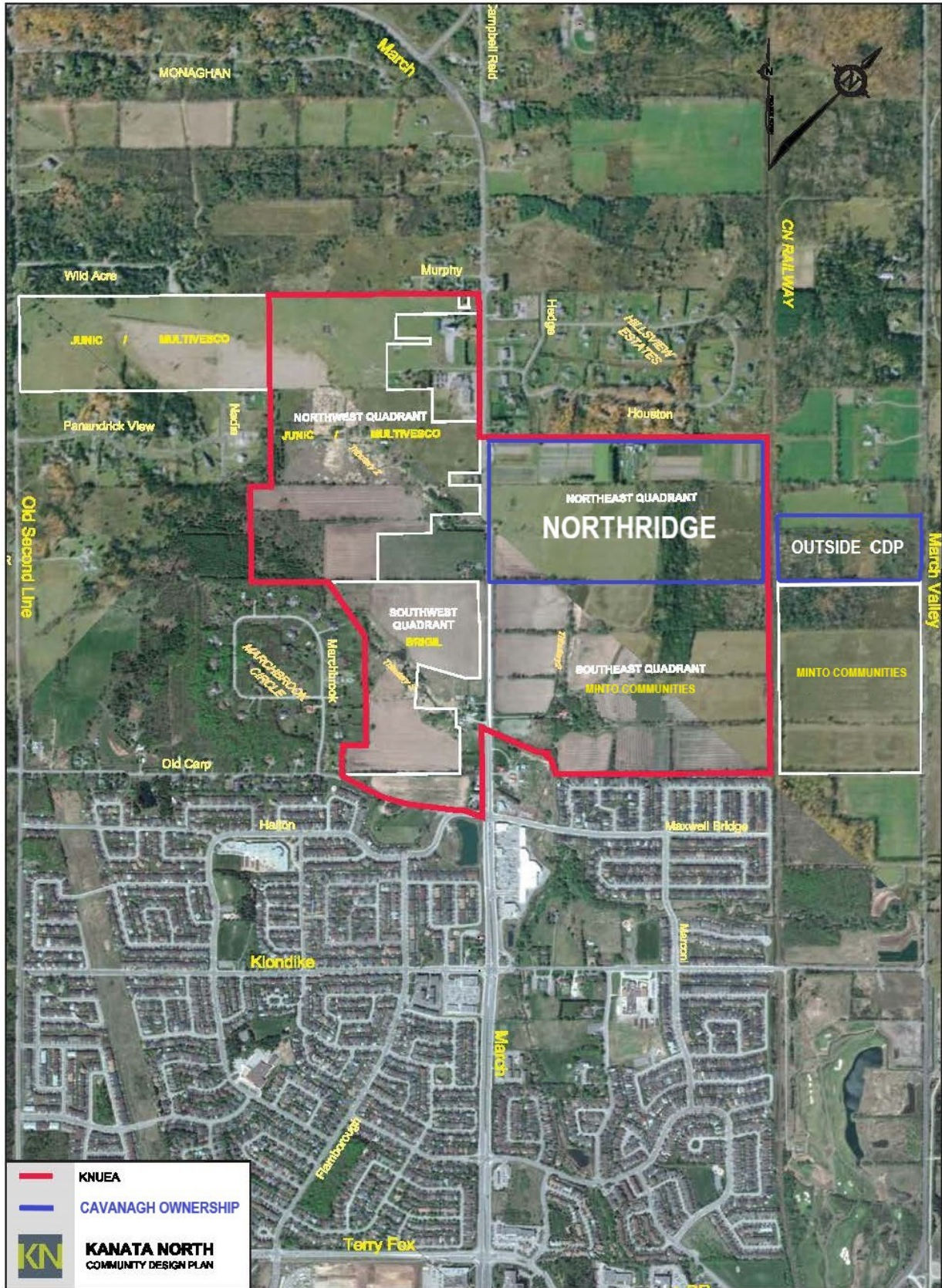
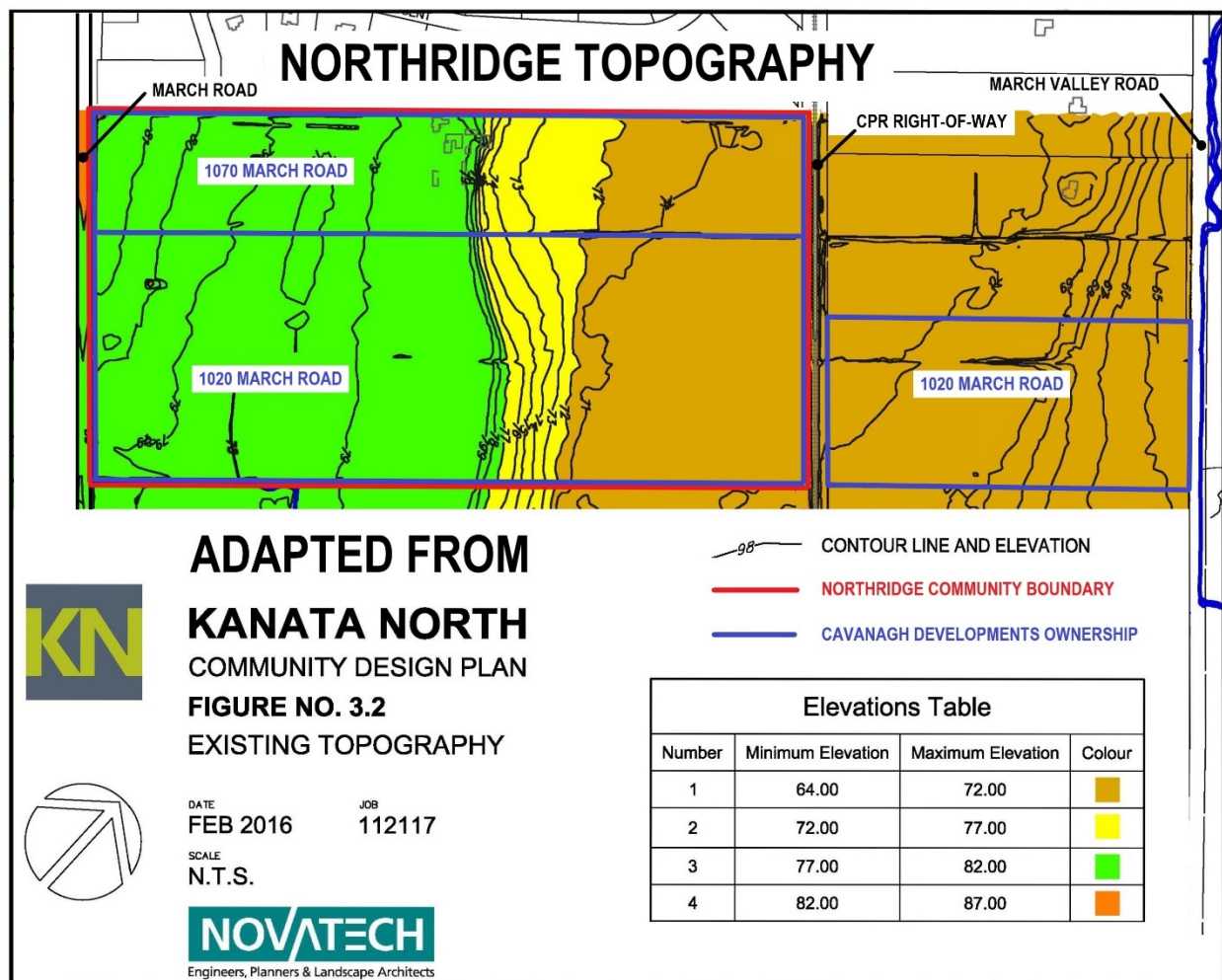


Figure 2.3: Kanata North CDP Area (adapted from CDP)

**Figure 2.3** has been adapted from the Kanata North CDP to show the Cavanagh Developments land ownership within and outside the CDP area. The lands owned by Cavanagh Developments to the east of the CNR right-of-way are outside the CDP area, so they are not included in these applications. The lands to the south of Northridge, being developed by Minto Communities Inc. as the community of Brookline, are also indicated on **Figure 2.3**. Other land ownership changes since the 2016 approval of the CDP are not shown on this figure.

The Kanata North CDP was approved by Ottawa City Council and incorporated into the Official Plan through Official Plan Amendment #173. In addition to Northridge, the CDP provides for urban development immediately to the south of Northridge and along the west side of March Road. The CDP policies generally refer to the Northridge lands as the Northeast Quadrant.



**Figure 2.4: General Topography (adapted from CDP)**

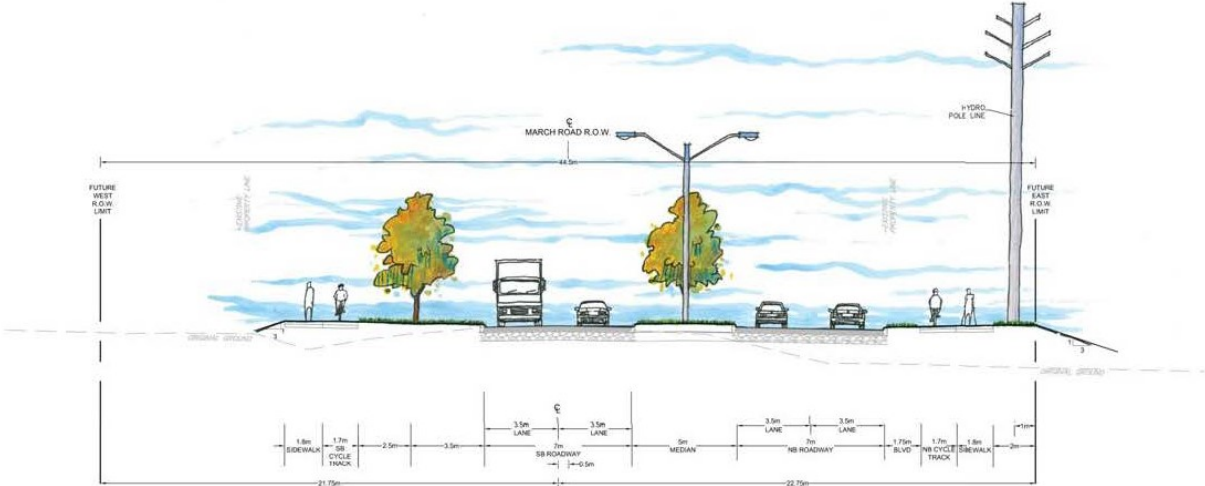
**Figure 2.4** illustrates the general topography of the Northridge lands, including 1020 March Road on both sides of the CNR right-of-way and 1070 March to the west of the right-of-way.

The ridge running north to south through the middle of the Northridge site is illustrated as a yellow band on **Figure 2.4**. The general change in elevation from top to bottom of the ridge is approximately 9 metres, with a slope of H8:1V. The overall drop in elevation from west to east on the Northridge site is approximately 12 metres, from 82 metres above sea level (a.l.s.) at March Road to 70 metres a.l.s. at the CNR right-of-way.

**2.3 Road Network and Transit**

The Northridge site has direct access onto March Road, which is designated as a Widened Arterial on the 2031 Network Concept of the Transportation Master Plan. In addition to its designation as a Widened Arterial Road, March Road is designated as a full truck route and a cycling spine route in the 2013 City of Ottawa Cycling Plan. The north half of the Northridge frontage along March Road is located within 300 metres of St. Isidore’s School and is subject to certain transportation policies with respect to speed limits, signage, and traffic control.

Although March Road currently has a rural cross section, the right-of-way is being upgraded over the next decade to include a median with two lanes of vehicle traffic in both directions, as well as sidewalks and cycle tracks on both sides of the road. The March Road right-of-way width will be increased to 44.5 metres in order to accommodate the new cross section. **Figure 2.5** illustrates these improvements, which are to be constructed as part of an interim cross section upgrade. This interim design is considered an existing condition for these applications, given that construction of these improvements will commence within a relatively short period of time.



**Figure 2.5: March Road Interim Cross Section (from Kanata North CDP)**

In the longer term beyond 2031, further upgrades to March Road will include additional upgrades to accommodate a Bus Rapid Transitway in the centre of the right-of-way, with new medians on both sides of the Bus Rapid Transit lanes to separate the Transitway from the two lanes of vehicle traffic on both sides of the right-of-way. **Figure 2.6** illustrates this ultimate design, which can be implemented without any right-of-way widening beyond the 44.5 metres needed for the interim cross section.



**Figure 2.6: March Road Ultimate Cross Section (from Kanata North CDP)**

The City of Ottawa has developed a regional trail for pedestrians and cyclists along the raised former track bed within the CNR right-of-way. This gravel trail extends approximately 6 kilometres to the southeast of Northridge, where it connects with the Greenbelt Pathway and the Trans Canada Trail. The same trail within the CNR right-of-way extends 30 kilometres to the northwest, where it terminates at the Morris Island Train Bridge, which crosses the Ottawa River immediately to the east of Arnprior, at the City of Ottawa corporate limit and the Ontario-Québec border.

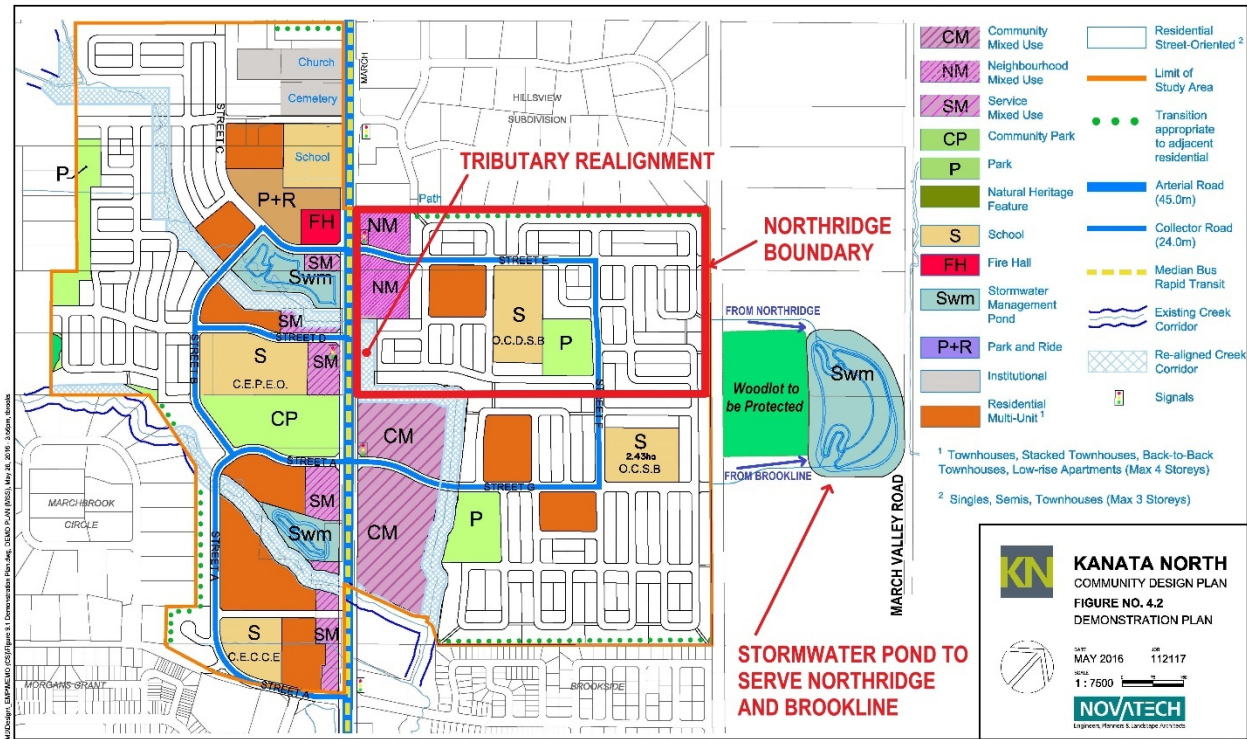
Northridge will have direct access to the regional active transportation corridors along the rights-of-way of both March Road and the former CNR tracks. In the very long term, the City of Ottawa may be considering development of a light rail transit line along the CNR right-of-way.

The proposed network of roadway, public transit and active transportation systems within the Northridge community is addressed in Section 3.4 below.

## 2.4 Infrastructure Servicing

The adoption of the Kanata North CDP included the approval of a Master Servicing Study (MSS) for the CDP development lands. The City of Ottawa has facilitated agreements among the major landowners and developers in the CDP, which commit the landowners to sharing the costs of major servicing infrastructure and parks development on the municipal lands within the CDP area. This group of developers, known as the Kanata North Landowners Group (KNLOG), is currently paying for upgrades to the sewer and water infrastructure within the March Road right-of-way. The new infrastructure is designed in accordance with the MSS to provide City services to all of the CDP development lands, which will accommodate a population of more than 8,000 residents. Upon acquisition of the Northridge lands from Valecraft Homes, Cavanagh Developments became a fully participating member of KNLOG and signatory to all the KNLOG agreements.

The Kanata North MSS provides for both piped and overland stormwater management systems. **Figure 2.7**, which is taken from the MSS, illustrates the overland drainage system that is approved to serve development of the CDP lands.



**Figure 2.7: Planned Stormwater Management System (from Kanata North MSS)**

There are two aspects of the approved stormwater management approach for the CDP that are important considerations in the development of the Northridge lands: (1) the realignment of a tributary of Shirleys Brook from the March Road right-of-way onto lands in the southwest corner of Northridge; and (2) the large stormwater management pond to the east of the CNR right-of-way, which is to manage piped and overland drainage flows from both the Northridge lands and the Minto Brookline lands to the south.

Tributary 2 of Shirleys Brook currently flows from north to south through a ditch on the southern half of the Northridge frontage along March Road. At the southern Northridge property line, that flow takes a 90 degree turn to the east, into another ditch that was dug to take drainage off the subject lands for agricultural purposes. The Environmental Management Plan (EMP) for the Kanata North CDP requires that the segment of Tributary 2 on the east side of the March Road right-of-way be realigned, with the construction of naturalized creek features intended to improve and protect habitat for Blanding’s Turtle and other aquatic and semi-aquatic species.

The EMP specifically requires that the realigned and naturalized creek be constructed within a 40 metre wide corridor on the Northridge lands, along the southernmost 186 metres of frontage on March Road. The segment of the existing ditch running from west to east shall also be protected by a 40 metre corridor, with 20 metres to be dedicated on the Northridge lands and the other 20 metres to be dedicated on the other side of the southern Northridge property line.

The tributary corridor flowing from west to east is to extend 262 metres along the southern property line. Unlike the corridor along the March Road frontage, there is no requirement to realign or construct naturalized creek features within the corridor along the southern property line.

A stormwater pond is presently being constructed to the east of the CNR right-of-way in conformance with the policy direction of the Kanata North CDP and MSS. This pond will receive piped and overland stormwater flows from both the Northridge and Brookline communities and will control the release of that stormwater into Shirleys Brook to the east of March Valley Road.

**3. Development Proposal Overview**

**3.1 Low Density Residential Development**

This revised development proposal maintains the general structure and overall balance of uses of both the CDP Demonstration Plan and the previous proposal, with one primary access at March Road, a secondary access to the developing community immediately to the south, a variety of low density housing types covering approximately 72% of the gross site area, 3.14 hectares of land for mixed commercial and residential uses fronting onto March Road, 2.9 hectares of land for a school site, and a total of 4.6 hectares to be dedicated as natural area, parkland, and publicly accessible pathways. The only revisions to the proposed subdivision include: (1) an increase in the total number of dwellings to 790 residential units; (2) a broader mix of housing types, including single-detached, semi-detached, townhouse, back-to-back townhouse, and possibly apartment dwellings on the mixed use blocks; and (3) the reconfiguration of city blocks and their surrounding streets in the southwest corner and on the east side of the plan. **Table 1** categorizes the numbers and types of dwellings proposed in these applications for the low density residential area.

**Table 1: Proposed Dwelling Units**

DWELLING UNIT TYPE	NUMBER
Single-detached, width 10.7 m	175
Single-detached, width 12.19 m	42
Single-detached, width 13.45 m	47
Semi-detached	20
Townhouse, width 6.0 m	314
Townhouse, width 4.5 m	16
Back-to-Back Townhouse	176
<b>TOTAL</b>	<b>790</b>

**Table 2: CDP Dwelling Units**

DWELLING UNIT TYPE	NUMBER
Single-detached	340
Street Townhouse	345
Multi-unit Residential	115
<b>TOTAL</b>	<b>800</b>

**Table 2** reproduces the dwelling unit mix and numbers of dwelling types targeted for the Northeast Quadrant (Northridge) in Table 7 of the Kanata North CDP. Comparison of **Tables 1 and 2** reveals that the total number of all single-detached and semi-detached dwelling units (284) proposed in these revised applications is 56 units less than the number of single-detached units (340) targeted for the Northeast Quadrant of the CDP. There are 330 townhouses proposed in these revised applications, which is only 15 units less than the number of townhouses (345) targeted for the Northeast Quadrant. Considering that back-to-back townhouses may qualify as multi-unit residential development, the number of proposed back-to-back townhouses (176) is 61 more units than the number of multi-unit residential units that the CDP has targeted for Northridge.

In general, this comparison demonstrates that the mix of dwelling unit types proposed for Northridge is much more varied than the target mix in the CDP. The greatest difference between these revisions and the CDP is that there are fewer single-detached dwellings proposed in the revised applications than targeted in the CDP. This difference is made up in the greater number of back-to-back townhouses proposed in these revised applications, compared to the corresponding number of multi-unit residential units that the CDP has targeted for the Northeast Quadrant.

There is a total number of 790 residential units proposed in these applications, which is only 10 dwellings less than the target of 800 units for the Northeast Quadrant of the CDP. As explained in Section 4 below, both the 2020 Provincial Policy Statement and the City of Ottawa Official Plan include strong policy direction with respect to providing a broader mix of housing types within new communities, particularly smaller dwelling units, which are less expensive to construct and more affordable for residents to purchase or rent. This policy direction is reflected in the housing market, which continues to demonstrate higher demand for more affordable housing types. The proposed variety in the types of dwelling units is significantly greater than the mix targeted in the CDP and, most importantly, ***this wider variety of housing types provides for a much higher number of smaller, more affordable dwelling units than the CDP contemplates.***

### 3.2 Mixed Use Development

The revised Draft Plan of Subdivision in **Figure 3.1** indicates the location of two mixed use blocks, one on each side of the primary Northridge access at March Road. These blocks will accommodate commercial uses to serve Northridge, the surrounding communities, and those travelling on March Road. Transit riders will also be able to patronize the businesses occupying these mixed use blocks.

Residential development, likely in the form of apartment buildings, can be accommodated on the mixed use blocks. A mix of commercial and residential uses can be effectively and appropriately developed within the same building or in multiple buildings on the same site, which may in turn accommodate either mixed uses or only one use. One popular example of a mixed use building would have commercial uses at grade and residential units on the upper floors. On the other hand, a mixed use site may have an exclusively residential building and another building devoted entirely to commercial development including offices, personal service businesses, retail stores, coffee shops, or restaurants.



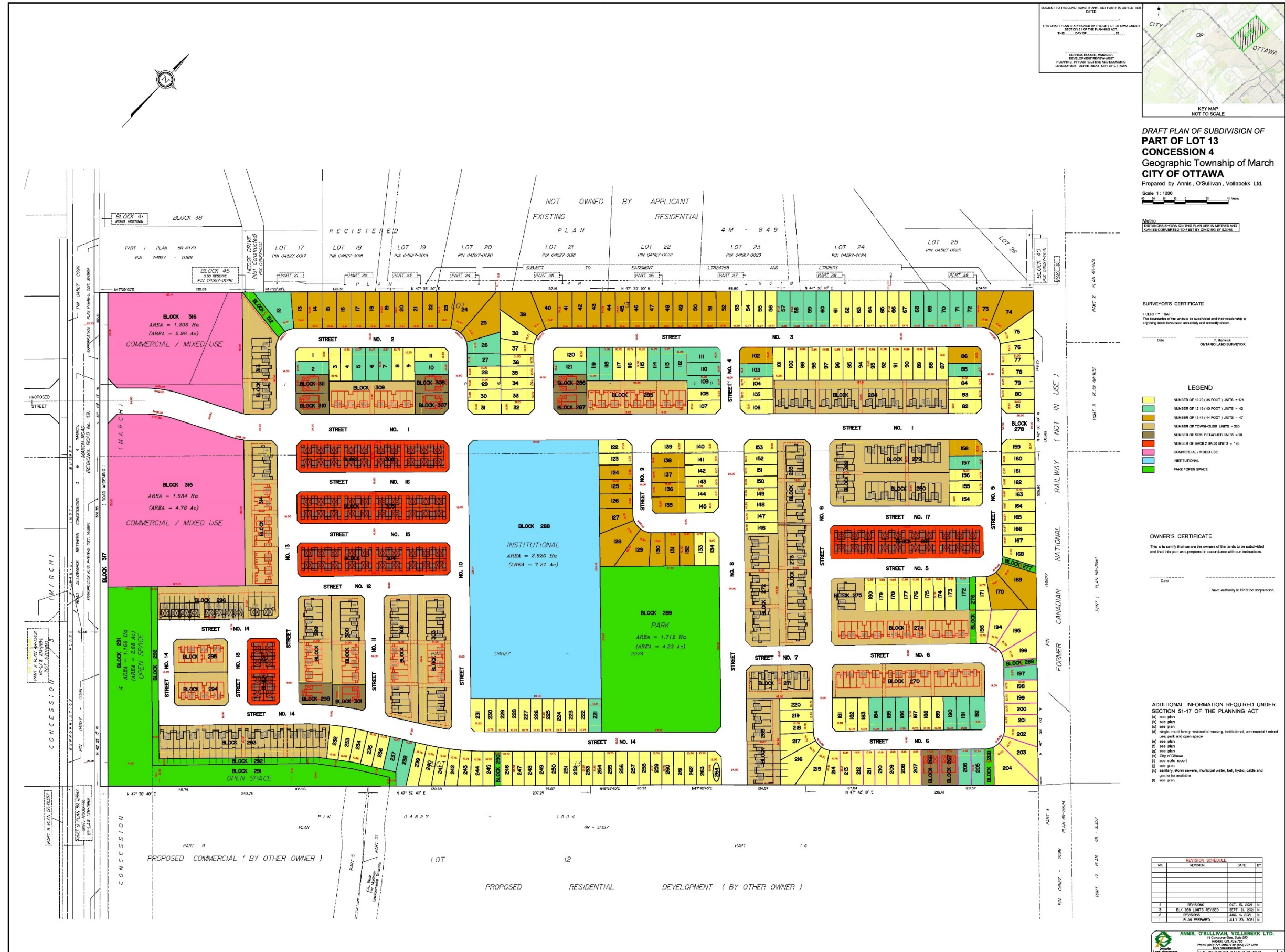


Figure 3.1: Northridge Draft Plan of Subdivision

Successful mixed use design combines uses that complement each other and the surrounding development. The appropriate and effective combination of complementary uses will require highly sophisticated site planning and architecture. Development of these two blocks will be subject to Site Plan Control and urban design review.

A key objective of the Kanata North CDP is proper integration of compatible urban development in the context of the surrounding rural countryside development. The residential lots bordering the north edge of the Northridge community will back onto the rear yards of country residential lots within the Hillview Estates subdivision. Those lots along the north property line are proposed to have a minimum lot depth of 34 metres, which is consistent with the policies of the CDP. The proposed width for those lots is 10.7 metres, which is greater than the minimum lot width required in the R1TT zone.

Another important edge condition to consider next to residential development on the east side of Northridge is the CNR corridor. It is noted in Section 2.3 above that, in the very long term, the City of Ottawa may be considering development of a light rail transit line along the CNR right-of-way. The Kanata North CDP effectively and pre-emptively resolves any issues that may be contemplated with respect to potential impacts from a light rail transit line, which may or may not be built, on an established residential community adjacent to the CNR right-of-way. The end of Section 4.3.9 of the CDP states, *“As the tracks have been lifted from the corridor and it has been declared abandoned by CN Rail, no additional setbacks will be required from this former rail corridor.”*

### 3.3 Open Space and Institutional Uses

Three general types of open space are planned within Northridge: natural areas designated for environmental protection; parkland for outdoor recreation; and publicly accessible pathways. In certain circumstances, multiple types of open space overlap in the same location. All three types of open space will be dedicated to the City of Ottawa through the subdivision approval and land registration processes.

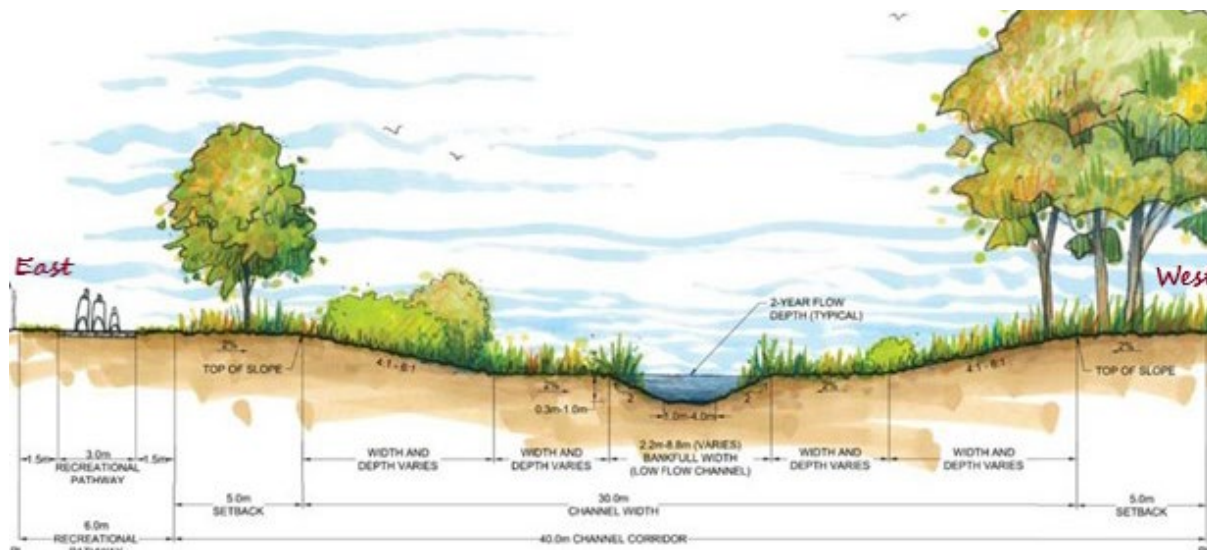


Figure 3.2: Relocated Tributary 2 Corridor Looking South (from Kanata North CDP)

### **Natural Areas**

1.2 hectares of land will be dedicated to the protection of a portion of the environmentally sensitive Tributary 2 of Shirleys Brook, which will flow around the southwest corner of the Northridge community. The north-south segment of this tributary will be realigned and naturalized within a 40 metre wide corridor immediately adjacent to March Road. **Figure 3.2** illustrates a conceptual cross section for this realigned segment of Tributary 2.

At the far southwest corner of the site, the rehabilitated tributary takes a 90 degree turn to the east and flows on both sides of the southern property line of the site. This part of the watercourse straddling the property line will also be protected by a dedicated corridor extending 20 metres onto the Northridge lands and another 20 metres onto the Brookline community lands immediately to south. The east-west portion of the tributary will not be realigned because it still exhibits certain characteristics of a natural stream.

A small woodlot will be retained in the southeast corner of the proposed park identified as Block 289 in **Figure 3.1**. This woodlot will be protected through the dedication of parkland to the City of Ottawa. As shown in **Figure 2.7** above, another woodlot is to be dedicated outside the Northridge subdivision lands, between the CNR right-of-way and the stormwater pond now under construction. That woodlot, the north half of which is owned by Cavanagh Developments, can also be seen in the aerial images in **Figures 2.1, 2.2, and 2.3**.

### **Neighbourhood Park**

In addition to the Shirleys Brook tributary and woodlots to be dedicated for the protection of environmental sensitive natural areas within and outside Northridge, 1.71 hectares of parkland will be dedicated as a City of Ottawa neighbourhood park on Block 289.

**Figure 3.3**, which was prepared for the Kanata North CDP, illustrates a conceptual design (facility fit plan) for this park. It is important to acknowledge that the viability of the areas and locations of the active and passive facilities and open spaces depicted in **Figure 3.3** will be subject to further analysis in relation to certain physical constraints, including but not limited to soil conditions, grading for the development, the extent of the woodlot to be protected within the park, and significant topographic features such as the ridge. In particular, the mini soccer field and puddle rink contemplated on the west side of **Figure 3.3** are severely constrained by the natural rise in elevation on the ridge (H8:1V slope), which the aerial image and barely visible contour lines on the base map for the sketch do not adequately portray.

### **Parkland Dedication**

Due to the increase in the number of residential units proposed in these revised applications, the City will require an attendant increase in the parkland obligation stipulated by the *Planning Act*. The Kanata North CDP provides for a neighbourhood park with an area of 1.71 hectares in the Northridge community, which is carried forward on Block 289 of this Draft Plan of Subdivision. The target number of 800 residential units for the Northeast Quadrant of the CDP, which is discussed in Section 3.1, was taken into account in the determination of the parkland area of 1.71 hectares.

The formula in Section 5.1 of the *Planning Act* for determining the amount of parkland the City may take in the Kanata North CDP is 1 hectare of land (or cash-in-lieu of land) for every 300 dwelling units proposed in a new subdivision, plus 2% of the amount of land to be developed for commercial uses.



**Figure 3.3: Concept for Northridge Neighbourhood Park (from Kanata North CDP)**

Given the revised proposal to develop 790 dwelling units, 2.63 hectares (790 units @ 1ha/300 units) plus 2% of 3.14 hectares (the combined area of mixed use Blocks 315 and 316) amounts to a total parkland obligation of 2.7 hectares. The CDP requires that 1.71 hectares of land be dedicated for the neighbourhood park on Block 289. Compensation for the outstanding parkland shall be paid as cash-in-lieu of parkland at an assessed fair market value of the remaining 0.99 hectares.

Upon acquisition of the Northridge Lands, Cavanagh Developments became a full member of the Kanata North Landowners Group (KNLOG) and signatory to the 2020 Kanata North Community Landowners Park Construction & Dedication Agreement (PCDA). Through the preparation and approval of the Kanata North CDP, the City of Ottawa facilitated the formation of the KNLOG and required the KNLOG members to enter into the PCDA. Moreover, certain provisions in the PCDA inure to the benefit of the City of Ottawa. Notwithstanding any parks policies or plans adopted by the City after approval of the Kanata North CDP, Cavanagh Developments is legally bound by the KNLOG PCDA, including the following clauses.

### **Kanata North Community Landowners Park Construction & Dedication Agreement**

**3.8** The City has agreed to and has approved the Parkland dedication for the Kanata North CDP area. According to the policies in force at the time of execution of this Agreement, the Owners shall not be responsible for any additional Parkland and Park Facilities obligations beyond what is identified in the approved Kanata North CDP or Park Fit Plan if the City amends the Park obligations.

### **3.9 Intensification**

- (a) The Owners acknowledge and agree that any Owner who intensifies the development density on its own land and therefore adds units in addition to what is stated in Schedules D and F, and hence intensifies beyond the identified Parkland or Park Facilities obligation, it may therefore owe a corresponding amount of cash-in-lieu for Parks due to that intensification. That Owner shall arrange for payment, attributable to the intensification, directly with the City.

As the City has agreed and the Kanata North Community Landowners Park Construction & Dedication Agreement requires, Cavanagh Developments shall resolve the additional parkland obligation resulting from the increase in the number of residential units proposed in these revised applications through the payment of cash-in-lieu of parkland.

### **Pathways**

In addition to the natural areas and parkland to be dedicated through the approval processes for these applications, Cavanagh Developments will dedicate approximately 1.7 hectares of land as 6 metre wide pathway blocks. These pathway blocks will be distributed throughout the community to provide public access for pedestrians where sidewalks are not otherwise available. This will result in more than 2,830 linear metres of pathways and green corridors throughout Northridge, which will connect pedestrians and cyclists with the community's parks, open spaces, and other amenities.

### **School Site**

As required by the *Planning Act*, Cavanagh Developments is setting aside Block 288, which has an area of 2.92 hectares, in the event the Ottawa Carleton District School Board (OCDSB) elects to develop a school in this location. Should the OCDSB not exercise the option to develop a school on the site within 7 years after registration of Block 288, Cavanagh Developments will retain ownership of the site and may develop it for residential uses.

The potential school site has been reserved adjacent to the neighbourhood park at the centre of the development. The school block has been arranged with frontages on two streets to facilitate safe bus queuing and drop-off. A multiuse pathway is to be developed on the north side of the school site, which will connect with the community's network of sidewalks and pathways so school students can walk safely through the community on their way to and from school.

### 3.4 Community Transportation

The existing and future networks of roadway, public transit, and active transportation systems outside of Northridge are addressed in Section 2.3 above.

Two collector streets, with right-of-way widths of 24 metres, connect the community's primary access point at March Road with the secondary access point at the boundary between Northridge and the developing community of Brookline to the south. The primary collector extends west from March Road across the north side of the community to the CNR right-of-way. The secondary collector runs south from a point halfway along the primary collector to the southern boundary of Northridge, where it continues into the community of Brookline. The two collector streets will accommodate local bus service, with multiuse pathways on the south side of the primary collector and the west side of the secondary collector.

The local bus service will initially connect transit riders with other bus routes along March Road and farther south. Ultimately, a fully integrated public transit system will connect these local bus routes with Bus Rapid Transit along March Road and the regional Light Rail Transit network.

All the other local streets within Northridge will have right-of-way widths of 18 metres, with the exception of one single loaded street in the southwest corner of the community, between the naturalized creek corridor and townhouse Blocks 294 and 295. That single loaded street will have a right-of-way width of 14 metres.

Local streets, sidewalks, and pathway blocks are arranged in a modified grid pattern to minimize cut-through vehicle traffic, create distinct street neighbourhoods, and provide connections for pedestrians and cyclists around and beyond the Northridge community. The active transportation connections to March Road and the CNR right-of-way offer unparalleled access to the city's regional parks and trails.

Given that the increase in dwelling units proposed in these revised applications results in a total number of residential units and population that are slightly less than the total number of dwellings and population that the Kanata North CDP targets for the Northeast Quadrant, the City of Ottawa has determined that an update to the May 2020 Transportation Impact Assessment is not required to support this resubmission. The Kanata North CDP transportation network design has the capacity to accommodate this proposed increase in the number dwellings.

### 3.5 Community Infrastructure and Servicing

The existing and future regional infrastructure and servicing systems along March Road and outside of Northridge are addressed in Section 2.4 above.

Stantec has prepared an updated Functional Servicing and Stormwater Management Report in support of these revised Draft Plan of Subdivision and Zoning By-law Amendment applications. The updated Functional Report and Plans take into account the increased number of dwelling units and consequent increase in the projected population of Northridge.

Based on the Kanata North Master Servicing Study (KNMSS), the updated Functional Report provides a recommended servicing plan for the major municipal infrastructure needed to support development of the Northridge community. The servicing review includes a macro level analysis with further details to be confirmed and provided during the detailed engineering design process.

While the updated Functional Report and Plans maintain a general perspective of the key servicing systems required to support the Northridge development, attention has been paid to the integration of these systems. For example, preliminary grading has been examined at the interface of the residential development area and the corridor for the realigned tributary of Shirleys Brook, which will inform the subsequent detailed engineering design. Likewise, consideration has been given to the impacts that the CNR corridor may have on adjacent stormwater flows and how those flows are best managed around and through the CNR right-of-way.

Specific findings of the updated Functional Report confirm that the regional water servicing, sanitary sewer, and stormwater management systems in the Kanata North CDP area, including the stormwater pond east of the CNR right-of-way that is to manage stormwater flows from both communities of Northridge and Brookline, will all have the capacity to accommodate the increased number of dwelling units and population proposed in these revised applications.

The updated Functional Report and Plans demonstrate how the proposed municipal servicing is in conformance with the recommendations of the KNMSS and the Kanata North Environmental Management Plan. Most importantly, the Functional Report provides a servicing scenario for the proposed development, including the increased number of dwelling units and population, that is free of conflicts, includes external areas, and utilizes both the existing and future infrastructure in accordance with the background studies.

### **3.6 Proposed Zoning By-law Amendment**

The Introduction and Summary of Proposal in Section 1 above describes the zoning approach in these revised applications. With minor variations, this approach is similar to that taken in the original applications. This section concentrates on the details of the Zoning By-law Amendments proposed to accommodate the revised applications.

The originally proposed R3Z zoning will continue to serve as the base zone for most of the low density residential lots and blocks. The R3Z [1319] Exception will be applied to 5 residential blocks where back-to-back townhouses are proposed.

The R1TT zoning originally proposed for the residential lots along the north property line is to be retained. The lots within this R1TT zone are proposed to have a minimum depth of 34 metres, which is consistent with the policies of the Kanata North Community Design Plan (CDP).

The originally proposed alternate zoning of I1A/R3Z will be retained for the school site. Likewise, the zoning for the municipal park (O1) and the environmental protection area (EP) will remain unchanged. The public pathways in the residential areas will be zoned according to the adjacent R3Z zoning.

The originally proposed GM15 zoning for the mixed use blocks along March Road is also retained in this resubmission. This General Mixed Use zone reflects the anticipated status of March Road and provides for a wide variety of mixed use development opportunities. With its requirement for a maximum building height of 15 metres, GM15 zone will ensure that the intensity, massing, and height of mixed use development on Block 315 and 316 will be compatible with the adjacent residential development.

The proposed Zoning By-law Schedule in **Figure 3.4** illustrates the locations of the zones requested as part of the revised Zoning By-law Amendment.

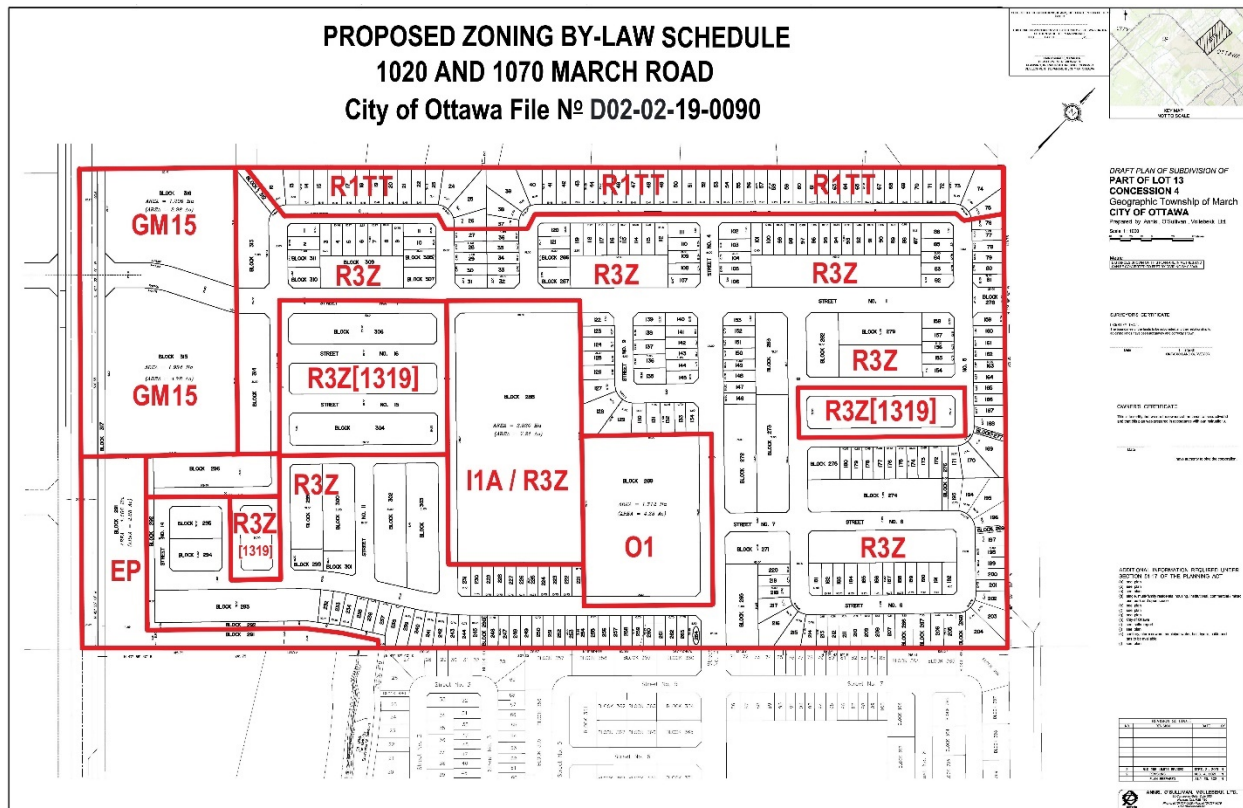


Figure 3.4: Proposed Zoning By-law Schedule

The net residential density resulting from the proposed increase of dwelling units in the low density residential area will be slightly greater than 37 units per net hectare.



## 4. Policy and Regulatory Framework

### 4.1 2020 Provincial Policy Statement

The 2020 Provincial Policy Statement was issued under Section 3 of the Ontario *Planning Act* and came into effect May 1, 2020. This Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. It also supports the provincial goal to enhance the quality of life for all Ontarians. Section 3 of the *Planning Act* requires that municipal decisions affecting planning matters be consistent with the policy statements issued under the *Act*.

#### Part IV: Vision for Ontario's Land Use Planning System

*Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region. Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.*

#### Part V: Policies

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *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;*

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

**1.1.3.3** *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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.*

**1.4.3** *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

*b) permitting and facilitating:*

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

- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

**1.5.1** *Healthy, active communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

- 1.6.6.1 *Planning for sewage and water services shall:*
- a) *accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
    1. *municipal sewage services and municipal water services;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

#### Applicant Discussion of 2020 Provincial Policy Statement

The proposed development is consistent with the Provincial Policy Statement's Vision and Policies because it is part of a well organized CDP that sets the framework for the efficient use of land, resources, infrastructure, and public services. The Northridge community will have a mix of housing and commercial services that will be well served by active transportation and transit systems, parks, and recreational amenities. The community's access to employment and retail amenities will support the region's economy, while its efficient mix of residential, commercial, and public uses will enhance social interaction and promote public health. The integrated natural and engineered servicing systems will be resilient in the face of extreme weather events and other effects of climate change. Approval of this application will achieve the following policy objectives.

- Promote efficient and cost-effective development that contributes to the financial well being of the Province and municipalities over the long term; minimizes land consumption and servicing costs; and provides a mix of housing types, including market-based affordable housing, for a broad range of households. (*Policy 1.1.1*)
- Establish a land use pattern at a density that will slow down the rate of urban expansion, minimize negative impacts to the environment, improve efficiency in the use of land and resources, promote energy conservation, and support active transportation. (*Policy 1.1.3.2*)
- Achieve densities at a location that will make efficient use of public investments in infrastructure and public transit. (*Policy 1.1.3.3*)
- Provide an adaptable range and mix of housing types and densities that will meet the evolving social, health, and well-being needs of current and future residents. (*Policy 1.4.3*)
- Create neighbourhoods with access to safe and comfortable pedestrian and cycling routes that are well integrated with natural areas and open spaces within and surrounding the community. (*Policy 1.5.1*)
- Provide for efficient use of existing municipal sewage and water services. (*Policy 1.6.6.1*)
- Integrate land use and transportation with development at densities that will reduce the length and number of vehicle trips and support active transportation. (*Policies 1.6.7.4*)

## 4.2 City of Ottawa Official Plan

### ***General Urban Area***

Other than the corridor for Shirleys Brook Tributary 2, the Northridge lands are designated as General Urban Area on Schedule B of the Official Plan. Section 3.6.1 of the Official Plan confirms that a wide range of community oriented land uses are permitted within the General Urban Area, including a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

The corridor for Shirleys Brook Tributary 2 is designated Urban Natural Feature on Official Plan Schedule B and will be realigned in accordance with the Kanata North Environmental Management Plan.

The proposed development is consistent with the broad intent of the General Urban Area designation.

### ***Walking, Cycling, Transit, Roads and Parking***

Section 4.3 of the Official Plan provides policies on walking, cycling, transit and road infrastructure development.

The streets within the development are arranged in a modified grid and integrated with the adjacent street networks to the south and west. Two proposed collector streets will be designed to accommodate transit service within 400 metres of all proposed dwellings.

Stantec has prepared a Traffic Impact Assessment for the proposed development, which demonstrates that vehicular, cycling, and pedestrian traffic generated by the proposed development can be safely and appropriately managed by the proposed development's street and pathway network. The TIA also provides infrastructure improvement recommendations to accommodate the population and employment growth projections of the Official Plan.

The proposed development has adequate provisions for non-automobile travel modes, including easy access to local pedestrian, bicycle, and transit systems.

### ***Water and Wastewater Servicing***

Section 4.4 of the Official Plan outlines policies regarding the provision of water and wastewater services. The proposed development is located within the City's Public Service Area and will be serviced by municipal water and wastewater services. Stantec has prepared a Site Servicing and Stormwater Management Report to demonstrate that the proposed development can be adequately served by municipal water, wastewater and stormwater infrastructure.

The proposed municipal servicing is in conformance with the recommendations of the KNMSS and the Kanata North Environmental Management Plan. The updates confirm that the regional water servicing, sanitary sewer, and stormwater management systems in the Kanata North CDP area will all have the capacity to accommodate the increased number of dwelling units and population proposed in these revised applications.

The updated Functional Servicing and Stormwater Management Report and Plans prepared in support of this resubmission take into account the increased number of dwelling units and consequent increase in the projected population of Northridge.

### ***Archaeological Resources***

Section 4.6.2 of the Official Plan requires that an archaeological resource assessment be conducted where archaeological potential exists. Matrix Heritage has completed a Stage 3 Archaeological Assessment for the Northridge property, which has been submitted to the Ontario Ministry of Heritage, Sport, Tourism and Culture Industries. The Stage 3 Assessment recommends that no further Archaeological Assessments should be required.

### ***Environmental Protection***

Section 4.7 of the Official Plan discusses the protection of natural features and functions, including the identification of endangered or threatened species and their habitat, and protection of stream corridors.

McKinley Environmental Solutions has prepared a combined Environmental Impact Statement and Tree Conservation Report (EIS/TCR) for the Northridge property. An update to the EIS/TCR confirms that the increased number of residential units proposed in this resubmission does not alter the conclusions or recommendations of the EIS/TCR and will not result in any environmental impacts that cannot be mitigated in accordance with the Official Plan, Kanata North Environmental Management Plan (EMP) and combined EIS/TCR.

### ***Geotechnical Investigation***

Section 4.8.3 of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for the proposed development. Schedule K of the Official Plan confirms that there are no unstable slopes within the Northridge property.

PatersonGroup prepared a Geotechnical Investigation Report in support of the original submission in March 2020, which confirms that there are no unstable slopes on the Northridge property. An update to that report, which accompanies this resubmission, has determined that the Northridge site is suitable for the proposed increase in the number of residential units.

### ***Environmental Site Assessment***

Section 4.8.4 of the Official Plan requires development applicants to document previous uses of a property to determine the potential for site contamination. A Phase I Environmental Site Assessment (ESA) prepared by Morey Associates identifies no potential sources of contamination and confirms that there are no anthropogenic hazards on or adjacent to the property. A Phase 2 ESA is not warranted.

### **Noise Impact Assessment**

Official Plan Section 4.8.7 requires noise studies where new noise sensitive development (e.g., residential) is proposed within 100 metres of existing or proposed arterial or collector roads. While the proposed development has been arranged to set noise sensitive residential uses back from March Road, certain dwellings are situated within 100 metres of the arterial and the two proposed collector streets within the development.

Gradient Wind Engineering has prepared a Noise Impact Assessment for the proposed development. In accordance with the recommendations of the Noise Impact Assessment, the subdivision is designed to set back sensitive land uses from March Road, orient building facades toward the collector streets, and buffer outdoor amenity areas from traffic noise. Noise attenuation barriers should not be required along March Road.

### **Parks and Greenspace Requirements**

Section 4.10 of the Official Plan establishes the parkland dedication requirements for new development and redevelopment. The location and size of the parks to be dedicated in Kanata North has been determined through the CDP. The location and area of the neighbourhood park on Block 289 within Northridge is consistent with the CDP and Kanata North Parks Master Plan.

### **Urban Design and Compatible Development**

Sections 2.5.1 and 4.11 of the Official Plan include Design Objectives and Compatibility Policies for new development and redevelopment.

The proposed development addresses the following relevant Design Objectives of Section 2.5.1.

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

The development is comprehensively designed as a complete community, with a range of residential uses, parks, schools, and commercial areas.

2. *To define quality public and private spaces through development.*

Façades will be oriented toward public streets, with consistent front and corner setbacks that will frame the public realm and provide passive surveillance. Private amenity spaces will be provided as rear yards or balconies for all dwellings. Public open spaces, including the neighbourhood park, realigned Tributary 2, woodlots, and pathways, will be connected within Northridge and beyond to the Kanata North system of parks, natural areas, and trails.

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

Northridge has been designed with an integrated road network that connects the community to March Road and the Brookline community to the south. The proposed system of sidewalks, pathway blocks, and recreational pathways will be integrated and coordinated with the active transportation networks in the surrounding neighbourhoods and natural areas.

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

The development design has been coordinated with the surrounding planned subdivisions. Buildings within the development will be of a consistent quality and character, which will establish a coherent community identity. The proposed street and lot layouts and widths are consistent with the other developing neighbourhoods within the Kanata North area.

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 proposed variety of detached, semi-detached, townhouse, and back-to-back townhouse dwelling types, along with the mix of commercial and residential uses on March Road, will provide a full range of housing options within the Northridge community.

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

The proposed development retains, enhances, and integrates several natural features within the new community. Shirleys Brook Tributary 2 will be realigned away from March Road within a naturalized corridor. A stand of white cedars in the centre of the community will be retained in the new neighbourhood park, while ownership of a woodlot to the east of the CNR right-of-way will be transferred to City.

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

Northridge will play an important role in making the broader Kanata North community and, by extension, the City of Ottawa more sustainable, adaptable, and resilient in the face of climate change, economic uncertainty, and social change. The proposed mix of uses, active transportation network, and access to public transit will facilitate the reduction of the community's carbon footprint. The redesign proposed in this resubmission reorients certain residential blocks on the east side and in the southwest corner of Northridge, which will enhance the potential for passive solar gain in those homes.

Urban Design and Compatible Development are also discussed in Section 4.11 of the Official Plan, which provides Compatibility Policies to guide the evaluation of development proposals with respect to views, building design, massing and scale, and outdoor amenity areas. Section 4.11 also addresses Design Priority Areas where the urban design merits of development proposals are to be reviewed by the City's urban design staff and the advisory Urban Design Review Panel. The following outlines how the proposed development meets the Official Plan criteria:

#### Views

Homes on top of and around the central ridge in the community will have attractive views of the Shirleys Brook valley, Shirleys Bay, the Ottawa River, and the Gatineau Hills.

#### Building Design

The proposed dwellings will be oriented to the street and will incorporate coherent and complementary architectural design elements. The height, massing, and placement of the buildings on the lots and blocks will complement the surrounding neighbourhoods.

### Massing and Scale

The zoning for most of the Northridge community will provide for low residential densities with low rise building profiles, which will be complementary and compatible with the surrounding neighbourhoods.

### Outdoor Amenity Areas

All residential development will have private rear yards or balconies. Residents and visitors will have access to sidewalks, parks and a network of walking paths connecting Northridge with the broader community.

### Design Priority Areas

The subject applications are not designated within a Design Priority Area under the Official Plan that was in force and effect when the applications were submitted. Nevertheless, the new Official Plan will include the mixed use blocks fronting onto March Road within a Design Priority Area. Future development applications on these mixed use blocks will be subject to review by the City's urban design staff and the advisory Urban Design Review Panel.

The proposed development is consistent with the Design Objectives in Section 2.5.1 and Compatibility Policies in Section 4.11 of the Official Plan.

## **4.3 City of Ottawa Official Plan Amendment #173**

These applications are required to address certain provisions in City of Ottawa Official Plan Amendment #173, which was ordered by the Ontario Municipal Board on January 11, 2016. The section of Amendment #173 that specifically pertains to Northridge is Special Policy 14 for the Kanata North CDP.

### ***Special Policy 14 from Official Plan Amendment #173:***

14. *City Council has approved a community design plan for the Kanata North community (shown on Annex 5-Urban Areas Subject to a Community Design Plan or Policy Plan) to guide future development. Development is therefore to occur in keeping with the community design plan and policies within this Plan, subject to the following:*
  1. *Residential development is to be at least 30 per cent single detached but not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.*
  2. *The overall residential development will meet the minimum average density target of 36 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right-of-way and all non-residential uses. [Amendment #173, OMB Order File #PL160875, January 11, 2017]*



### Applicant Discussion of Official Plan Amendment #173

Although Special Policy 14 refers to the CDP as a whole, the percentages of the different types of dwelling units and the net residential density of Northridge comply on their own with the requirements of Special Policy 14. The revisions to Draft Plan of Subdivision application D07-16-19-0020 and Zoning By-law Amendment application D02-02-19-0090 proposed in this resubmission meet the requirements of Special Policy 14 by providing for the following percentages of dwelling units and the net residential density within the Northeast Quadrant.

- The revised applications propose 264 single-detached dwelling units, representing 33.4% of the total 790 dwellings.
- 10% of the total number of dwelling units can be built as multi-unit residential development in the form of back-to-back townhouses or apartments.
- The net residential density resulting from the proposed development of 790 dwelling units on the low density residential lands within Northridge, which occupy a net area of approximately 21.2 hectares, will be slightly higher than 37 units per net hectare. This net residential density calculation excludes the combined area of the two mixed use blocks and any apartments that may be developed on those blocks.

#### **4.4 Kanata North Community Design Plan**

Reference is made to the Kanata North CDP throughout this Planning Rationale, particularly in Section 2. Rather than repeating the discussions of the CDP that appear elsewhere in this document and in the originally submitted Planning Rationale, this section concentrates on the key CDP policies that apply to the revisions proposed in this resubmission.

As discussed in Section 3 above, the revisions to the proposed subdivision include:

1. an increase in the total number of dwellings to 790 residential units;
2. a broader mix of housing types, including single-detached, semi-detached, townhouse, back-to-back townhouse, and possibly apartment dwellings on the mixed use blocks; and
3. the reconfiguration of city blocks and their surrounding streets in the southwest corner and on the east side of the plan.

#### ***Increased Number of Dwelling Units***

The increase in the number of dwelling units proposed in this resubmission not only complies with the policies of the CDP, but it also increases the likelihood that the overall intensity and balance of development in Kanata North will achieve the density targets and allocation of residential units among the four Quadrants that the CDP envisions.

To ensure that the density targets are met, Section 7.10 of the CDP requires that the development of Kanata North be monitored over time, by tracking the total number and mix of residential units in Kanata North as a whole and within each CDP Quadrant.

The monitoring of development over the entire CDP area is specifically addressed in the following paragraph in Section 7.10:

*“The development of the lands must achieve a minimum of 2,930 units to meet the proposed overall minimum average density of 36 units per net hectare for residential development. The total number of units that could develop based on the Demonstration Plan is 3,035 units. Additional density, in conformity with other policies regarding land use in the CDP, shall be encouraged.”*

This paragraph clearly requires a minimum overall density for Kanata North, while the tables accompanying Section 7.10 provide targets for each CDP Quadrant that will support the achievement of the required overall minimum of 2,930 residential units. Although the CDP does not require a maximum number of residential units for the entire Kanata North area or within each Quadrant, the servicing and transportation chapters of the CDP indicate that the servicing and transportation systems planned for the CDP can accommodate between 3,000 and 3,300 residential units.

A review of the most recently submitted development proposals in Kanata North confirms the numbers of dwelling units and residential densities that the developers other than Cavanagh Developments intend to achieve. **Table 3** presents and compares those proposed numbers of dwelling units for all four CDP Quadrants, including the Northeast Quadrant where Northridge is located.

**Table 3: CDP Dwelling Unit Targets and Recently Proposed Dwelling Units**

QUADRANT	CDP UNIT TARGETS	PROPOSED UNITS
NORTHEAST (NORTHRIDGE)	800	790
SOUTHEAST	770	928 <sup>1</sup>
SOUTHWEST	580	1,861 <sup>2</sup>
NORTHWEST	885	825
<b>TOTAL</b>	<b>3,035</b>	<b>4,404</b>

<sup>1</sup> approved                      <sup>2</sup> proposed

The proposed development of 790 dwelling units on the low density residential lands within Northridge, which will result in a net density of slightly more than 37 units per net hectare, essentially meets the CDP target of 800 dwelling units for the Northeast Quadrant and the minimum density for the overall CDP area.

Section 5.0 of the CDP assumes certain numbers of residents for each dwelling type in order to project the population of Kanata North once development is complete. Those assumptions estimate 3.3 persons per single-detached dwelling, 2.7 persons per townhouse, and an average of 2.25 persons per multi-unit residential unit, where the units are smaller than townhouses. Based upon the household formation assumptions of the CDP, **Table 4** presents the projected population of Northridge by dwelling type.

**Table 4: Northridge Population by Dwelling Unit Type**

DWELLING UNIT TYPE	PERSONS/UNIT	UNIT NUMBERS	POPULATION
Single-detached	3.3	264	872
Semi-detached	3.3	20	66
Townhouse	2.7	330	891
Back-to-Back Town	2.25	176	396
<b>TOTAL</b>		<b>790</b>	<b>2,225</b>

### ***Broader Mix of Housing Types***

The fifth Guiding Principle in Section 4.2 of the CDP specifically emphasizes the need for a wide variety of housing types in Kanata North:

“Provide an opportunity for a mix of residential housing types and densities

- *Design liveable, human scale, urban neighbourhoods.*
- *Provide a range of housing options and opportunity for a choice of housing tenure.*
- *Meet the diverse needs of people of different incomes and lifestyles, at various stages in the life cycle.*
- *Ensure a rich variety of architectural styles, with attention to detail – building massing, proportion, facade articulation, and materials.*
- *Create successful interfaces between private and public spaces.”*

The scale of development proposed within Northridge reflects the immediate context of each block. Single-detached dwellings are placed around the edges of the community, opposite the country residential lots in Hillview Estates to the north, adjacent to the CNR right-of-way to the east, and along the south property line that separates Northridge and the new community of Brookline. The perimeter of single-detached and semi-detached housing provides a low density interface with the rural and country residential character of the development surrounding Northridge and Kanata North. Single-detached and semi-detached dwellings are also found around the future school site and neighbourhood park, which take pride of place in the heart of the community.

The freehold townhouses are proposed in three general locations: close to the more intensive mixed use blocks on March Road; along the primary and secondary streets; and on a group of blocks in the east half of the community, which mirror the townhouse blocks on the west side close to March Road. Block 296 immediately south of mixed use Block 315 is where the proposed narrow lot townhouses are to be located. The density of these 4.5 metre wide townhouses will complement the medium density development on Block 315, while their residents will have direct access to the public pathway along the realigned tributary of Shirleys Brook. The photographs in **Figures 4.1 and 4.2** show existing townhouses in Ottawa that have widths of 4.5 metres.



Figure 4.1: Three Storey Narrow Lot Townhouses on Stroget Private, Ottawa

The townhouses shown in **Figure 4.1** have three storeys, shared front stairways, front facing garage doors, and enough private driveway depth and width to park a second vehicle. These townhouse lots are 4.57 metres wide and are mirrored on the opposite side of the private road by the same model of townhouses with the same lot widths. The right-of-way width for the private street is 6 metres (1/3 the width of the comparable street in Northridge), which is enough space for services and for vehicles to manoeuvre in and out of the driveways and along the street. As is the case with the narrow lot townhouses proposed for Northridge, these townhouses are located in a quiet part of the community where pedestrians and cyclists can safely and comfortably use the street.

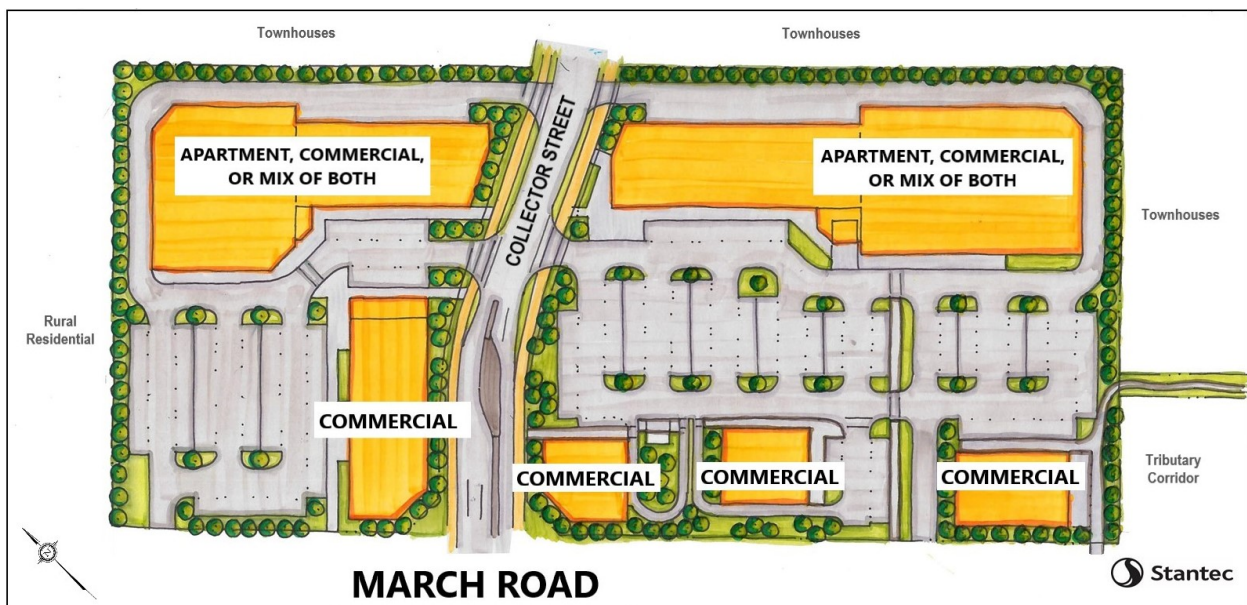


Figure 4.2: Two Storey Narrow Lot Townhouses on Festive Private, Ottawa



**Figure 4.3: Colour Front Elevation of Proposed Narrow Lot Townhouses**

The colour elevation in **Figure 4.3** illustrates the front façade of the narrow lot townhouses proposed for Northridge. The ground level incorporates garage doors that are recessed from the rest of the façade and set back significantly from the staircases and front edges of the landings. The main doors are in turn recessed farther into the building. The choice of colours and materials, combined with different window heights on each floor, creates relief in the façade.



**Figure 4.4: Concept for Northridge Mixed Use Blocks 315 and 316**

The plan in **Figure 4.4** is a very preliminary concept for mixed use Blocks 315 and 316. Numerous variations of this concept could be generated, which would demonstrate the feasibility of many different configurations of mixed use development on these blocks. The two blocks can accommodate multiple buildings to be used for residential, commercial, or a combination of residential and commercial development in the same building. Safe and comfortable pedestrian connections can be designed for the use of residents and business patrons. There is ample space on both sites for parking, either at grade or underground; however, future site plan applications for mixed use development on these blocks will be subject to the policies of the new Official Plan, which will require fewer parking spaces because of the site's adjacency to future Bus Rapid Transit service. Given the transition to the new Official Plan, which will provide significantly different design guidance for development on Blocks 315 and 316, it is without question premature at this time to consider any design that is more detailed than **Figure 4.4**.

The proposed mix of housing types will provide for a wide range of built forms and sizes that will attract the full spectrum of household types and demographic cohorts to Northridge. The result will be a liveable urban neighbourhood where every aspect of the built and natural environment will be integrated at a human scale. Both home ownership and rental housing tenure types will be available to meet the diverse needs of people of different incomes and lifestyles, at various stages in the life cycle. Complementary interfaces between private and public spaces, compatible building massing, appropriate proportions, attractive façade articulation, and high quality building materials will provide a rich variety of architectural styles, within the context of the overall neighbourhood character.

### ***Reorientation of Blocks***

The original layout of roads, lots, and blocks is almost completely retained, with minor exceptions involving the reorientation of a few rectangular blocks by 90 degrees so that their long sides will face north and south. The reoriented blocks include Blocks 294, 295, and 297, which were created by breaking up one large block in the southwest corner of the community. This redesign produces better roadway access, enhanced neighbourhood permeability, greater efficiency in the townhouse layouts, and more opportunities for the townhouses and their yards on Blocks 294 and 295 to benefit from natural light and passive solar energy. The north to south orientation of Block 297 will provide for direct access to sunlight on both sides of the back-to-back townhouses.

On the east side of the community, the city blocks including single-detached Blocks 154 through 158, townhouse Blocks 279, 280, and 282, and back-to-back townhouse Block 281 have all been reoriented by 90 degrees so that their long sides will face north and south. This reorientation will provide benefits similar to those achieved through the reorientation of the blocks in the southwest corner of the plan.

**4.5 Zoning By-law 2008-250**

The lands subject to Draft Plan of Subdivision application D07-16-19-0020 and Zoning By-law Amendment application D02-02-19-0090 are currently zoned Rural Residential RU (1020 March Road) and RU[114r] (1070 March Road). The revised Zoning By-law Amendments in this resubmitted application D02-02-19-0090 are required to permit the broader mix of housing types proposed in the revised Draft Plan of Subdivision. These proposed revisions to Zoning By-law Amendment application D02-02-19-0090 conform with the land use designations and policies of the Kanata CDP.

Sections 1, 3.2, and 3.6 of this Planning Rationale provide a thorough justification and explanation of these proposed revisions to Zoning By-law Amendment application D02-02-19-0090. **Table 5** presents the existing zoning on the subject lands and the new zoning proposed for these lands.

**Table 5: Existing and Proposed Zoning**

MUNICIPAL ADDRESS	EXISTING ZONING	PROPOSED ZONING
1020 March Road	RU	R3Z, R3Z[1319], I1A/R3Z, GM15, O1, EP
1070 March Road	RU[114r]	R1TT, R3Z, R3Z[1319], I1A/R3Z, GM15

## 5. Summary Opinion

It is the professional opinion of Don Schultz, MCIP, RPP that this resubmission of Draft Plan of Subdivision application D07-16-19-0020 and Zoning By-law Amendment application D02-02-19-0090 represents good land use planning and is appropriate for the subject site and its surroundings for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement policies with respect to the efficient use of land, infrastructure, and public facilities. This proposed development exemplifies cost-effective development patterns and standards, which will minimize land consumption and servicing costs.
- The proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to the City of Ottawa Official Plan, particularly in relation to promoting a full range of housing choices. The site location provides the opportunity to take advantage of transit, employment, retail, service, and institutional uses in the area. As the surrounding community continues to develop, the resident population of this development will support and use additional local commercial, retail, and public services, which will help to establish a complete and sustainable community.
- This application respects the policies and guidelines of the Kanata North Community Design Plan and will advance the realization of the CDP vision.
- This application meets the general purpose and intent of the Zoning By-law. The proposed Zoning By-law Amendment is of a scope and scale that respect the applicable permitted uses and provisions of the Zoning By-law.

### General Consistency and Conformity with Provincial Policy Statement and Official Plan

Notwithstanding the specificity of the foregoing, these Draft Plan of Subdivision and Zoning By-law Amendment applications demonstrate general consistency and conformity with the Provincial Policy Statement issued under Section 3 of the Ontario *Planning Act* on May 1, 2020. In addition, these Draft Plan of Subdivision and Zoning By-law Amendment applications exhibit overall consistency and conformity with the City of Ottawa Official Plan.

In conclusion, the proposal to develop an integrated residential and mixed use community on this site represents good land use planning and is in the public interest.

Please contact Don Schultz at (613) 913-4955 or [dschultz@thomascavanagh.ca](mailto:dschultz@thomascavanagh.ca) for responses to questions or clarification regarding the content of this Planning Rationale.

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