

Engineering

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- Commercial & Institutional
- Environmental Restoration

Official Plan Amendment and Zoning By-law Amendment

570 and 600 March Road



Prepared for: Nokia Canada Inc.

Official Plan Amendment and Zoning By-law Amendment
570 and 600 March Road

Prepared By:

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Ottawa, Ontario
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May 5, 2022

Novatech File: 121334
Ref: R-2022-070

May 5, 2022

City of Ottawa
Planning, Real Estate and Economic Development
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Attention: Krishon Walker, Planner II

**Reference: Official Plan Amendment and Zoning By-law Amendment
570 and 600 March Road
Our File No.: 121334**

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. to support Official Plan Amendment and Zoning By-law Amendment applications on a site with two municipal addresses – 570 and 600 March Road (together the “Subject Site”).

Nokia proposes a mixed use development comprising the relocation of the existing Nokia offices to the southern end of the Subject Site and mixed use buildings on a new private street network.

An Official Plan Amendment to allow Major Office Development and residential use without the need for a Secondary Plan and to allow retail store and retail food store as ancillary uses is required. The Official Plan Amendment is intended to bridge a timing gap while the Ministry of Municipal Affairs and Housing considers the new Official Plan, as the new Official Plan supports the proposal.

Office is a permitted use in the current Industrial Business Park and General Industrial zoning. A Zoning By-law amendment is required to permit the proposed residential and commercial uses and to establish building heights, setbacks, floor space indexes and parking rates.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. to support Official Plan and Zoning By-law Amendment applications for a site on two municipal addresses – 570 and 600 March Road (together the “Subject Site”).

Nokia proposes a mixed use development comprising the relocation of the existing Nokia offices to the southern end of the Subject Site and mixed use buildings and a park on a new private street network.

Note that this Planning Rationale should be read together with the Design Brief by Gensler Architects to fully comply with the Terms of Reference for the Design Brief.

2.0 DEVELOPMENT PROPOSAL

The existing office building on the Subject Site no longer meets Nokia’s requirements and will be demolished and the large surface parking lot will be removed. A new office campus for Nokia is proposed at the southern end of the site. It will be subject of a separate Site Plan Control application. The current concept is for a building with a low-rise base with retail and a podium-top amenity area for occupants of the building, with a four storey and a 10 storey tower extending above this. Conceptually, 46,000m² of office and laboratory space is proposed, along with 3,200m² of ground floor retail/commercial, for an approximate Floor Space Index (FSI) of 1.06. A total of 1,344 car parking spaces are proposed for the Nokia office building.

The building will address a proposed pedestrian oriented street (‘Lifestyle Street’ on the plans) that will link March Road and Legget Drive and will also connect the office building with the rest of the site. Vehicle access to the new office building will be from March Road and Legget Drive via a driveway to the south of the building that is away from the main pedestrian access. Visitor vehicle access is to the west of the new office building from March Road.

North of the new Nokia office campus the Subject Site will be developed in the future and will be subject to future development applications. Conceptually, it is intended for this part of the site to be developed for 11 towers of 13 to 29 storeys with podiums of six to eight storeys. The two towers in both Buildings C and D share a podium. Across the broader site 1,900 residential units and an FSI of 3.0 are conceptually proposed. A total of 4,500m² of retail is conceptually proposed for this northern part of the site, along with a total of 2,410 car parking spaces.

The building are conceptually arranged around the edges of the site with the internal part of the site available for a north south pedestrian oriented private street, public parkland and extensive landscaping. The pathway around the site’s perimeter with access into the site at multiple points provides a high level of pedestrian permeability. A signature urban plaza provides a primary, ‘gateway’ pedestrian access directly from the future Bus Rapid Transit (BRT) stop at the intersection of March Road and Terry Fox Drive immediately to the northwest of the Subject Site. Vehicular entrances are limited to the north-south street and the east-west street separating this

part of the site from the Nokia office campus. Except for limited on street parking, parking is undercover.

Two new private streets are proposed. One runs east-west between March Road and Legget Drive ('Lifestyle Street' on the plans). The second runs north-south connecting the Lifestyle Street with Terry Fox Drive. These streets are intended to function well for all users and have conceptual cross-sections designed to serve all users.

Sections prepared by CSW Landscape Architects show a conceptual design for these streets. Excerpts are provided below (the full cross-sections are provided in the enclosed Design Brief by Gensler dated April 2022):

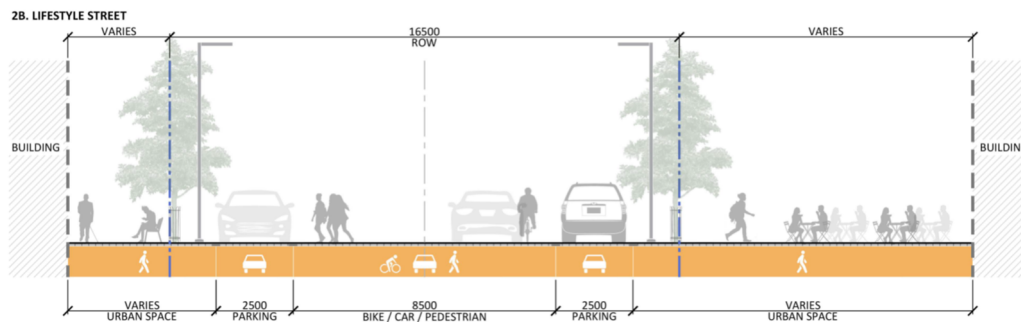


Figure 1: East-west (Lifestyle Street) Private Street Cross-Section

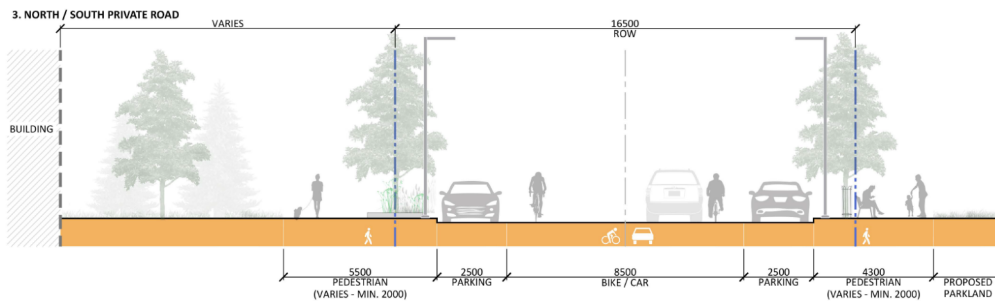


Figure 2: North-South Private Street Cross-Section

Parkland, Section 37 and Community Benefit Charge

A public park is proposed adjacent to Legget Drive and provides a link through to the north-south private street. The area of the parkland dedication is conceptually shown to reflect the number of units conceptually proposed but will be confirmed as Site Plan Control applications are filed for the Nokia office building and the residential / mixed use buildings. Only at this stage will the number of units be confirmed. Section 37 would have applied to future Site Plan applications, but by the time these are filed, it will be replaced with the Community Benefit Charge. Again, this will be calculated at Site Plan application stage.

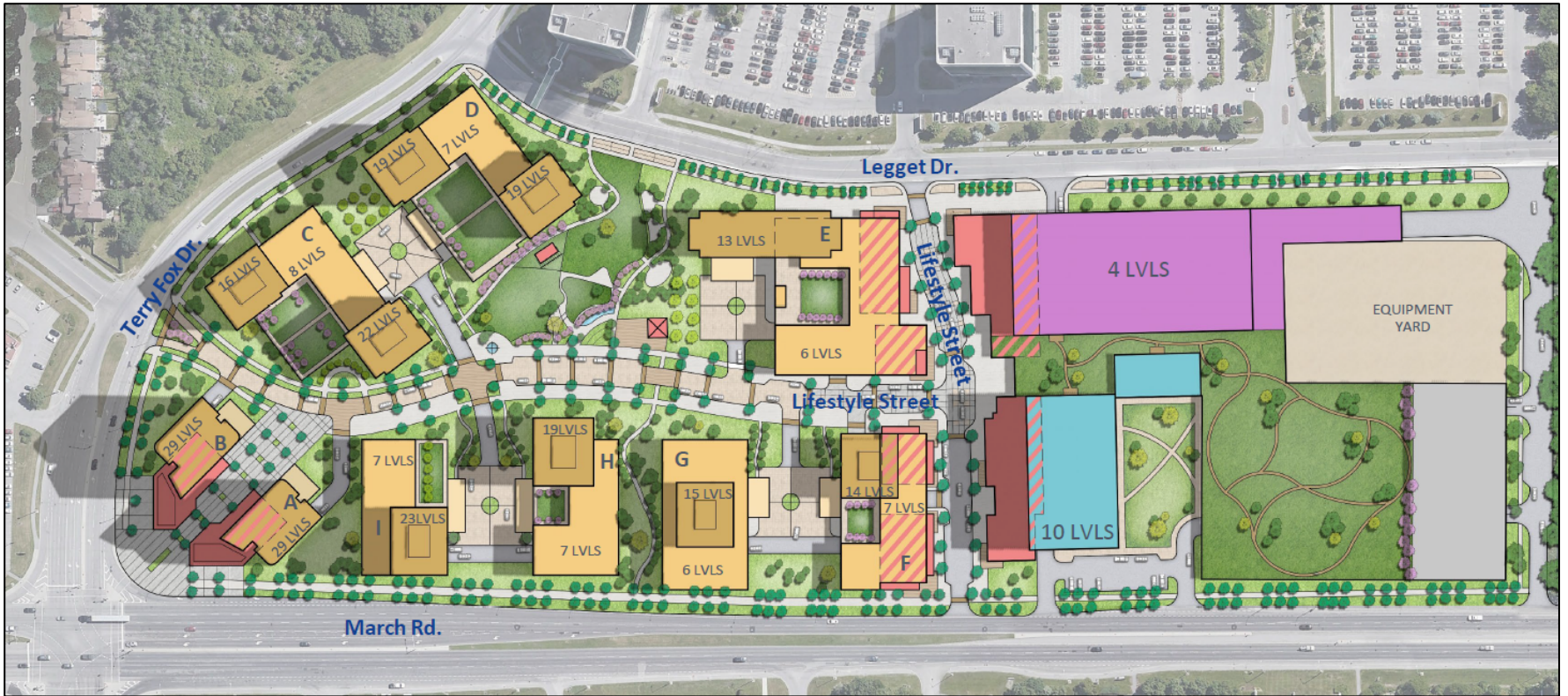


Figure 3: Excerpt of the Concept Plan of the Proposal

3.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises 10.57 ha of land between March Road, Terry Fox Drive, Legget Drive and an existing building. It is currently occupied by a mid-rise office complex occupied by Nokia with a large area of surface parking. The building was one of the first developed in the business park in the early 1990s. It was extended to its current footprint later in the 1990s. Trees planted around the building are now well established.

The Subject Site comprises five parcels across two municipal addresses. The legal descriptions of the parcels are:

600 March Road (parcels listed north to south):

BLOCK 1, PLAN 4M-642 SAVE AND EXCEPT PARTS 1, 2 AND 16 ON PLAN 4R-12735, KANATA. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION AS IN LT645983. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION OVER PART 1 ON PLAN 4R-10618 AS IN LT936988

PCL 6-1, SEC 4M-642 ; BLK 6, PL 4M-642 ; KANATA

SOUTHEAST HALF OF LOT 9, CONCESSION 4, DESIGNATED AS PART 4 ON 4R-5753, SAVE AND EXCEPT PARTS 1, 2 AND 3 ON PLAN 4R-11611 ; KANATA

PCL 8-3, SEC MARCH-4 ; PT LT 8, CON 4 , PART 1 , 4R10610 ; KANATA

570 March Road:

PART OF LOT 8 CONCESSION 4, BEING PART 1 ON PLAN 4R7809 EXCEPT PARTS 1 AND 8 ON PLAN 4R10610 AND EXCEPT PART 1 ON PLAN 4R12588

To the north of the Subject Site across Terry Fox Drive is a one and two storey strip mall, two storey townhouses on Banchory Crescent and a wooded section of 360 Terry Fox Drive which is also developed with a two storey office building. The current zoning here permits maximum heights of approximately six storeys, four storeys and 14 storeys at these locations respectively. In particular, the undeveloped section of 360 Terry Fox could be developed for a mixed use development up to 14 storeys.

To the east across Legget Drive are four office buildings at 555, 535 and 515 Legget Drive and the 18 storey Brookstreet Hotel at 525 Legget Drive. There are current Zoning By-law Amendment and Site Plan Control applications for a 30 storey apartment building further west, connected to the hotel. There is an existing raised covered footbridge over Legget Drive that connects the existing Nokia office building and 555 Legget Drive.

To the south is a two storey office and light industrial building built in 2015 currently occupied by Sanmina, a high-tech manufacturer. The building is oriented to March Road and surface parking is provided to the south of the building.

To the west across March Road are a number of low-rise commercial buildings. Moving south to north there is a four storey office building at 50 Hines Road, the parking lot at the rear of a one storey building fronting Hines Road and occupied by the Royal Canadian Legion (70 Hines Road), a two storey office building (84 Hines Road), a former dwelling now used as an office (525 March Road), a gym and strip mall (555 and 591 March), a vacant parcel and, at the junction with Terry Fox Drive, a two storey office building. To the northwest is a low-rise residential neighbourhood.

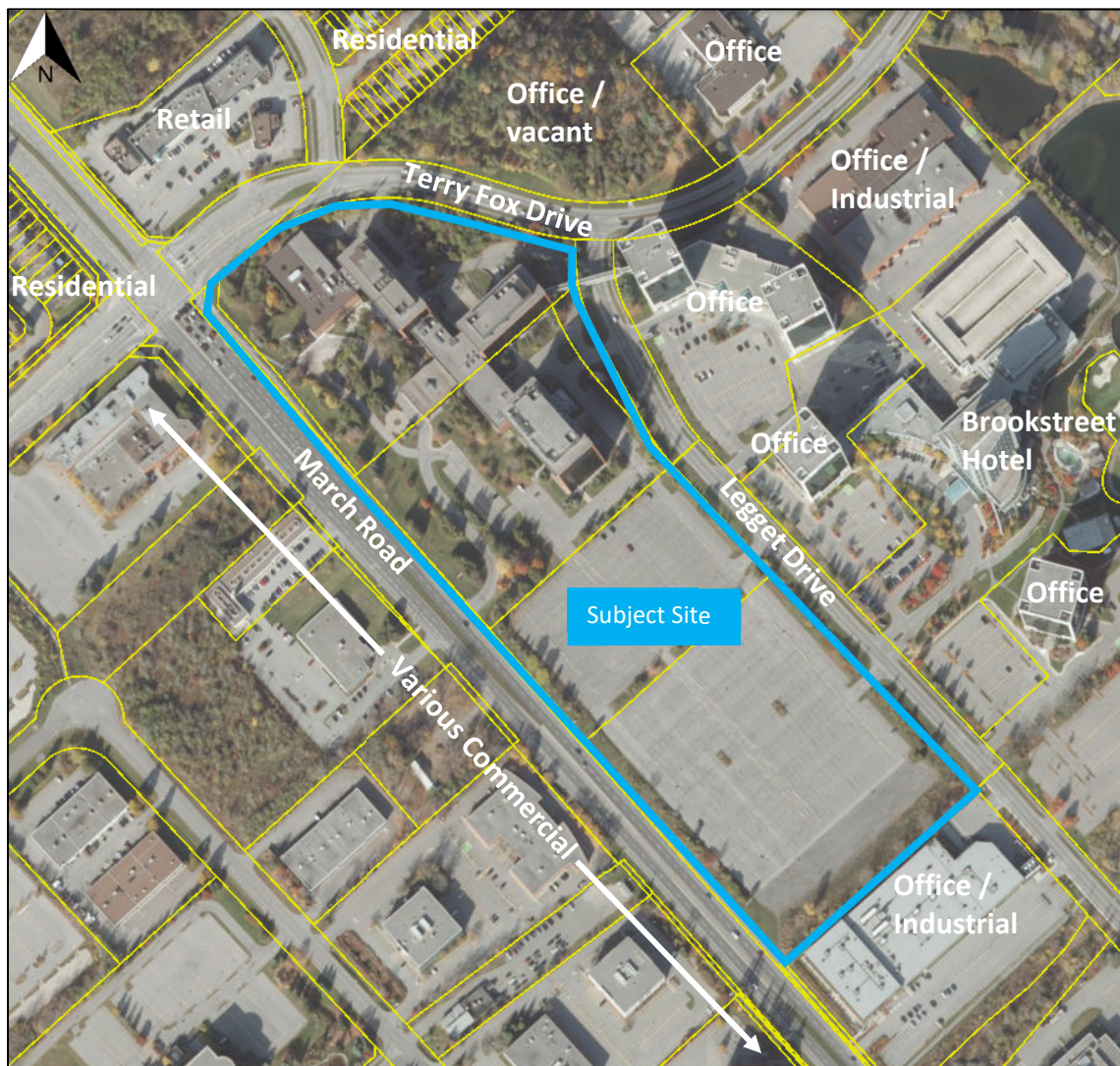


Figure 4: Subject Site and Surrounding Area

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” the policies of the Provincial Policy Statement (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following subsections explain how the proposed development is consistent with the applicable PPS policies.

Building Strong Healthy Communities

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 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;*
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- (d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- (e) promoting 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;*
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- (h) promoting development and land use patterns that conserve biodiversity; and*
- (i) preparing for the regional and local impacts of a changing climate.*

The proposed development contributes to a healthy, liveable and safe community because it:

- uses a compact building form which minimizes land consumption and servicing costs, and replaces a large surface parking lot;
- diversifies the housing choice in the area to cater to people of all ages and life stages; and:
- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

The Subject Site is in the Settlement Area.

Policy 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; and*
- g) are freight-supportive; and*

The proposed development efficiently uses land and existing infrastructure. The location is close to facilities and supports transit.

Section 1.3 of the PPS provides policies on employment. The relevant policies are addressed below:

1.3.2.2 At the time of the official plan review or update, planning authorities should assess employment areas identified in local official plans to ensure that this designation is appropriate to the planned function of the employment area.

1.3.2.4 Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

As part of the approval process for the new Official Plan the City of Ottawa undertook a comprehensive review of employment lands. The *Industrial and Logistics Land Strategy* was adopted by Council on February 10, 2021. City staff have confirmed (in a May 4, 2022 email) that this satisfies the requirement for a comprehensive review. The redesignation in the new Official Plan of the Subject Site and surrounding area from Urban Employment Area to Kanata North Economic District was made on the basis of this comprehensive review. As the intent of this Official Plan Amendment is to implement some of the policies of the Kanata North Economic District, insofar as this could be considered a conversion of employment lands, it is supported by a comprehensive review. Accordingly, these policies are satisfied.

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

Policy 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: 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;*

Although subject to future Site Plan applications, the large amount of residential will allow for a broad range of apartments to accommodate various needs.

(b) 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;

Appropriate levels of infrastructure and public service facilities exist to support the proposed residential development.

(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

The density of the proposed development represents an efficient use of land, resources and infrastructure and supports the proposed rapid transit station within walking distance at the intersection of March Road and Terry Fox Drive.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- (a) the use of existing infrastructure and public service facilities should be optimized*

A Servicing Report prepared by CIMA and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the report for details.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

A compact residential built form is proposed at a node based on a future BRT station.

b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

The proposed development provides approximately 1900 dwellings within 600m of a future BRT station.

Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 Natural features and areas shall be protected for the long term.

The Official Plan does not identify any natural features on or adjacent to the site.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

No sensitive surface or ground water features exist on or adjacent to the Subject Site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 Prime agricultural areas shall be protected for long-term use for agriculture.

The Subject Site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 Minerals and petroleum resources shall be protected for long-term use.

No mineral or petroleum resources exist on or adjacent to the Subject Site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.

No mineral aggregate resources exist on or adjacent to the Subject Site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Policy 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.

An Archaeological Resource Assessment was not required by City staff for this application.

Policy 2.6.3 Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

The Subject Site is not adjacent to protected heritage property or area of archaeological potential.

Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 Development shall generally be directed, in accordance with guidance developed by the Province (as amended from time to time), to areas outside of:

- a) hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c) hazardous sites.*

The proposed development is not occurring within natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate

operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

Policy 3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment by GHD dated March 17, 2022 forms part of this application. It identified Areas of Potential Environmental Concern associated with the site. Accordingly a Phase 2 Environmental Site Assessment will be required and will be provided in a subsequent submission.

4.2 City of Ottawa Current Official Plan (2003)

The proposal is assessed against the relevant sections of both the current Official Plan (2003) and the Council approved new Official Plan (OP). The purpose of the Official Plan Amendment (OPA) is to allow in the current Official Plan a development that is supported by the policies in the new OP, specifically those for the Kanata North Economic District (KNED).

Schedule B – Urban Policy Plan of the current OP designates the Subject Site as Urban Employment Area. Per Section 3.6.5 these areas are intended to meet one of the key objectives of the OP which is:

...to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities.

The proposed 46,000m² office campus for Nokia Canada Inc. supports this objective.

Although residential use is not listed in the objective above, Policy 9 is applicable:

Notwithstanding any provisions of this Plan that prohibit residential uses on lands designated Urban Employment Area, the lands bounded by Legget Drive on the west and south, Herzberg Road and the rail line on the east, and the properties fronting onto the north side of Terry Fox Drive on the north, in addition to the permitted uses in Policy 2 above, residential uses may be permitted by an amendment to the Zoning By-law, provided the following criteria are met...

The keystone requirement in this policy is the Secondary Plan process as outlined at 9) b):

b) A Secondary planning process has been prepared to the City's satisfaction and includes the items identified in Policy 5 of Section 2.5.6 of the Official Plan

There is currently no Secondary Plan for the site, so to meet this requirement one would need to be prepared. The new OP introduces new policies that support the proposal. The development of these policies included extensive public consultation by the City of Ottawa. This was substituted for the Secondary Plan process. Therefore, satisfying this requirement of the current OP is considered unnecessary as the Council approved new OP removes the requirement. Accordingly, removing this requirement from the current OP is one aspect of the OPA.

With the exception of Schedule B – Urban Policy Plan, the Schedules in the new OP are generally updated versions of the comparable schedule in the current OP. In the interests of clarity, the other schedules in the current OP have been jettisoned in this rationale in favour of the schedules in the new OP. Similarly, the updated urban design policies in the new OP are assessed here in favour of those in the current OP.

4.3 City of Ottawa New Official Plan

Schedule B5 - Suburban (West) Transect in the OP designates the Subject Site as part of the KNED (yellow). March Road is a Mainstreet Corridor with Transitway Stations (blue). This corridor extends 220m from the centre of March Road, taking in the entirety of the Subject Site. Although the Subject is mapped with the Evolving Overlay, this only applies beyond the 220m Mainstreet designation so does not apply to the Subject Site.

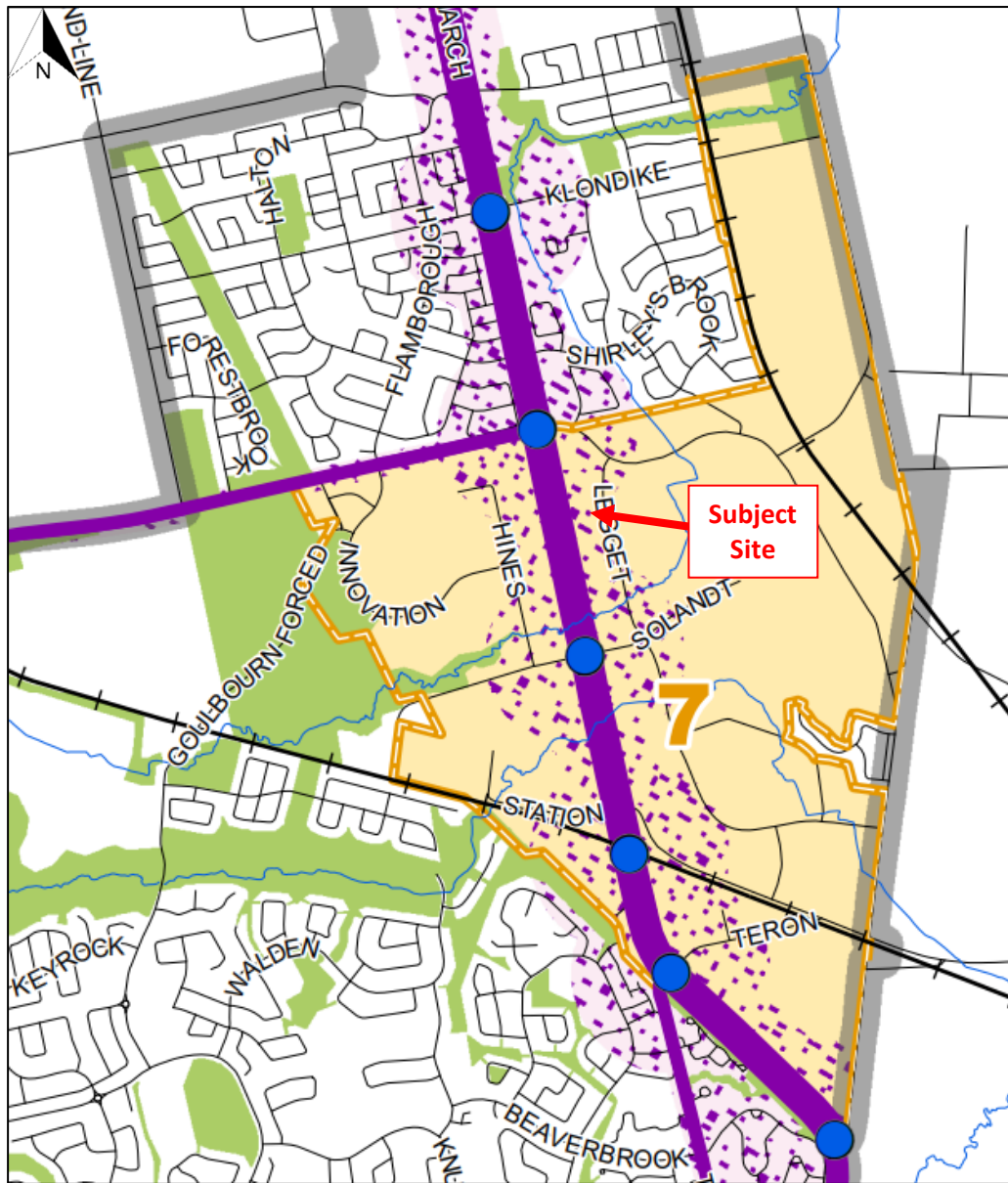


Figure 5 – Designations on and around the Subject Site

Schedule C2 – Transit Network shows Transitway Stations (blue) on the March Road BRT line at the intersections of March Road and Terry Fox Drive and March Road and Solandt Road:

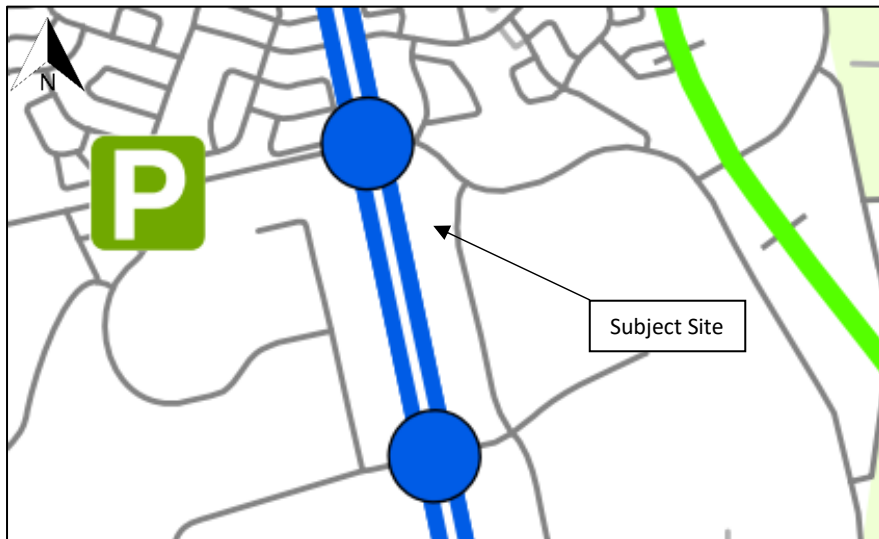


Figure 6 – Transit close to the Subject Site

Schedule C3 - Active Transportation Network shows Major Pathways (red) on Terry Fox Drive to the west of March Road and to the south of the Subject Site:

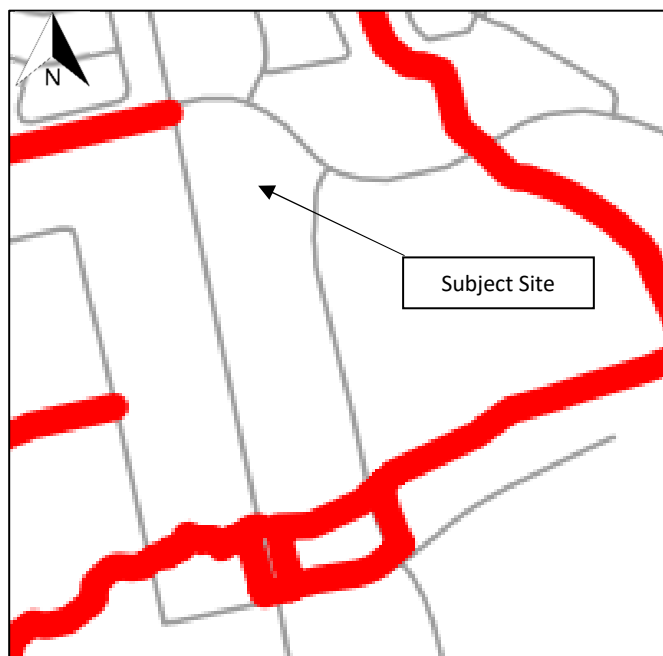


Figure 7 – Major Pathways close to the site

Schedule C4 – Urban Road Network designates March Road as an arterial (red), Terry Fox Drive as a Major Collector (yellow) and Legget Drive as a Collector (green):

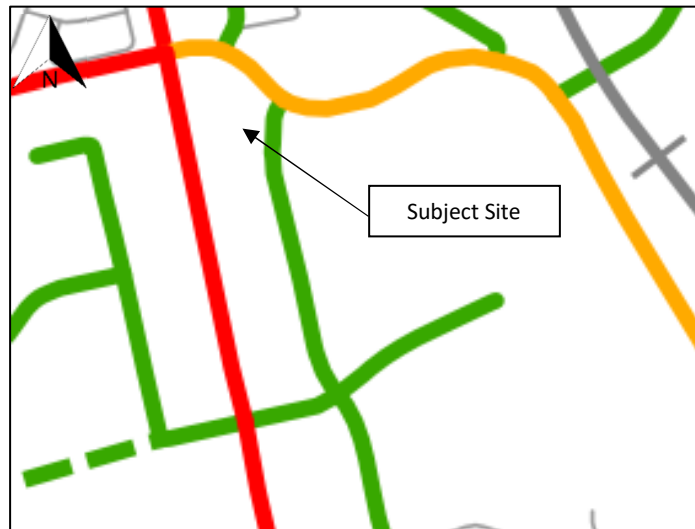


Figure 8 – Hierarchy of the surrounding roads

C7-A - Design Priority Areas – Urban includes the Subject Site (pink):

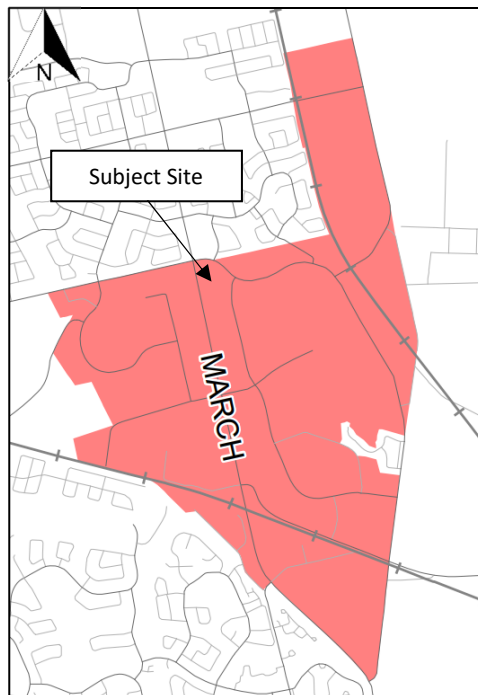


Figure 9 – Design Priority Areas

The following Schedules are not shown here:

- Schedule C11-A - Natural Heritage System (West) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace does not show any green space on or near the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.

Assessment against Section 6.6 Special Districts

The Subject Site is in one of two Special Economic Districts detailed in Section 6.6, entitled the KNED. The importance of the district and its planning challenges are at Section 6.6.3.2:

KNED is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies. As of 2020, it represents Canada's largest research and innovation cluster, with approximately 500 hectares of land and over 24,000 tech jobs and over 540 companies. It was developed in the 1970s and followed the leading planning concepts of the day for greenfield office parks.

Kanata North has sustained growth since its inception, but in order to maintain its competitiveness, a number of planning-related challenges require solutions. Enhancing mobility options, mixed-use development and urban design will contribute to the quality of life for those who live, work, learn and play in Kanata North and boost its ability to compete for talent. Allow for the potential consideration of pilot projects that promote the district as a living lab, such as autonomous vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

Policy sets out two Activity Centres in the District. The Subject Site is in the northern one, defined as within 600m of the future BRT station at the intersection of Terry Fox Drive and March Road.

Objective 1 outlines the broad direction for the District:

1) To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:

a) Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice, it will reduce the need for a car for access and circulation;

b) In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add up to two thousand dwelling units within a 600 metres

radius walking distance of these stations and to provide the density to support retail and commercial;

c) Recognize the importance of both March Road and Legget Drive as major connectors, each with their role to play in mobility and in distinct character:

i) March Road, as the main mobility corridor that moves people to and beyond the district and which is designated as a Mainstreet, shall evolve to be a prominent, multi-modal grand street with bus rapid transit that presents the district as an innovation cluster and a living lab;

ii) Legget Drive shall evolve to support a more compact built-form, mid- and low-rise, pedestrian-oriented experience and a human scale place; and

iii) Where March Road and Legget Drive intersect or overlap with the activity centres which includes the areas generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road, Subsection 6.6.8 Policy 4) shall apply;

d) Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of the activity centres, March Road and Legget Drive should generally be focused on employment and ancillary uses; and

e) Opportunities will be explored through development applications to create a finer grid block pattern and increase intersection density. Introducing new private or public streets and walkways on larger parcels will allow for improved connectivity and public realm. Where feasible, blocks should generally be one hectare in size with intersections about 150 to 180 metres apart.

In relation to a), b) and d), the Subject Site is immediately adjacent to the future BRT stop at the intersection of March Road and Terry Fox Drive and extends 600m walking distance from the stop. The Concept Plan takes the opportunity to illustrate how the site will develop at higher densities with a mix of uses – residential, office/employment and retail. In relation to c), the proposed built form reinforces March Road as a “multi-modal grand street”. The Legget Drive frontage will be pedestrian oriented, with some retail at ground floor and predominantly mid-rise built form, particularly at the location of the retail section. In relation to e), the conceptual proposal breaks up a very large, impenetrable block that is currently 600m long and over 10 ha in area with a network of private streets and pedestrian routes that break it up into blocks consistent with the policy.

Objective 4 focuses on the Activity Centres:

The planned function of the activity centres is to concentrate a diversity of uses, a higher density of development, and a greater degree of mixed uses near the rapid transit. The goal of encouraging these complete communities is to invite residents of all income levels, to have places to live, work, learn and play and to access daily needs without a car. The following policies apply to activity centres:

- a) *Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;*
- b) *Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafes, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the KNED. Locate the highest density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;*
- c) *Encourage a broad range of dwelling sizes, including market and affordable housing;*
- d) *In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the KNED and meet recreation needs of residential developments;*
- e) *Development shall not require minimum parking, and:*
- f) *Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.*

The conceptual proposal illustrates an excellent and ground-breaking example of what the above policies are trying to achieve in the Activity Centres and more broadly in the Special District. It represents high density development of up to 29 storeys at a location that could be considered infill (the buildings will be mostly built on a large existing at-grade parking lot) and is close to future transit. It will also contribute to a catchment area of residents that will encourage retail and services both on the Subject Site itself and KNED. It is likely that many of the future residents of the buildings will work in the KNED and will be able to walk or cycle to work. Although subject to future Site Plan applications, the amount of residential will allow for a broad range of apartment sizes will cater to a wide range of people and budgets.

Assessment against Section 4.6 City Wide Policies – Urban Design

Section 4 of the new OP sets out City Wide Policies. Section 4.6 covers Urban Design. Relevant policies are addressed below:

4.6.1 Promote design excellence in Design Priority Areas

The proposal is in a Design Priority Area. Policy 1) c) is applicable:

c) Development review within the KNED will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.

The application will not make use of the UDRP. An assessment is made against the applicable policies of the Plan below.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability

1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights;*
- b) Where the planned context anticipates the adjacency of buildings of different heights;*
 - I. Within a designation that is the target for intensification, specifically: Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - II. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*

2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The applicable design guidelines referred to in 1) are the Urban Design Guidelines for High-Rise Buildings that were approved by City Council in 2018. An assessment against these is made in Section 4.5 of this Rationale, with particular attention to the transition provisions in the guidelines. The majority of the surrounding area is commercial, office and industrial which is less affected by overshadowing. An appropriate angular plane is provided to low-rise residential areas.

4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of

all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*

The proposal conceptually provides communal indoor and outdoor amenity areas. Although subject to future Site Plan applications, private balconies will be provided for the apartments. Amenity areas will comply with the Zoning By-law. A Wind Analysis and a noise study have not been completed for this application as they are more appropriately considered through the detailed design of buildings via future Site Plan Control applications.

8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23 metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The towers are well setback from March Road, Terry Fox Drive and Legget Drive. Due to the relatively flat site and the proximity of existing buildings, grading changes are minimal. Although subject to future Site Plan applications, it is envisaged that the architecture will be in keeping with the architectural style of the KNED.

10) Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposal does not affect the potential for 41+ storeys on adjacent lots, subject to Zoning By-law Amendments (noting that 525 Legget Drive is already developed with a high-rise building, the Brookstreet Hotel).

4.4 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently in two zones as shown below. The northern half is zoned Industrial Business Park subzone 6 with a 44m height limit (IP6 H44). The uses proposed for this part of the Subject Site (residential, retail store, restaurant, among others) are not permitted. The southern half is zoned General Industrial subzone 6 (IG6). The proposed office use is permitted but the other proposed uses listed above are not permitted. The height limits in both zones do not permit the proposed tallest building heights.

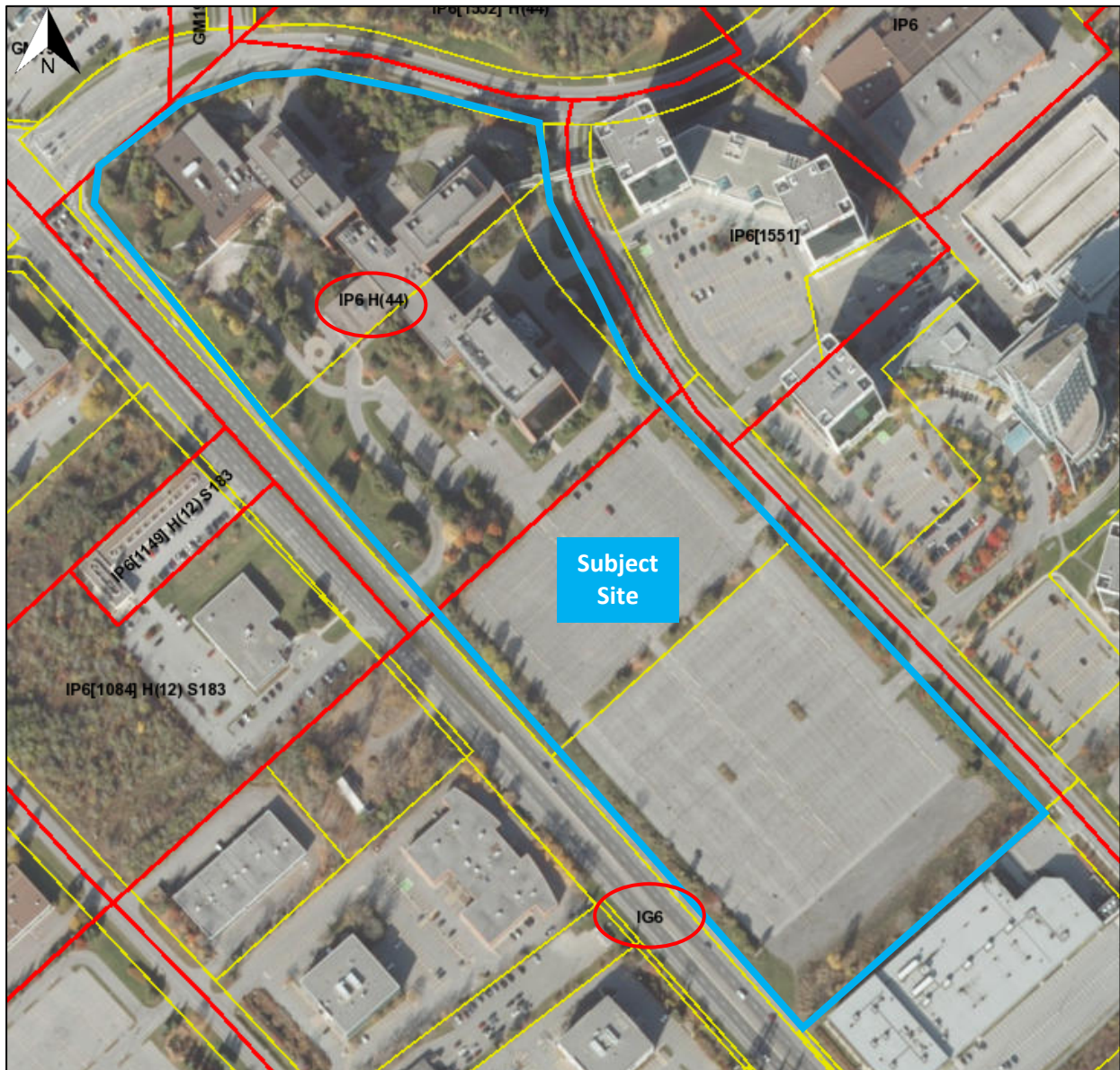


Figure 10: Existing zoning on the Subject Site

4.5 Proposed Official Plan Amendment

Subject to discussion with City staff we recommend that the current OP be amended as set out in this section. Notwithstanding, it is also requested that wording also be included along the lines of: *'Notwithstanding other policies in this Official Plan...'* This will ensure that the intent of the OPA is not compromised by any ancillary policies.

Again, it is noted that the proposal is broadly supported by the KNED policies in the new OP. However, it is not intended to replicate these policies in the OPA. It is only intended to make minor changes to the current OP to allow the proposal.

Policies in Sections 2.2.3 and 3.6.5 of the OP require that a Secondary Plan be prepared in advance of a Major Office Development and residential use on the Subject Site. These policies should be amended to remove this requirement. In addition, the policy in Section 2.2.3 should be amended to allow retail store and retail food store in the Urban Employment Area as ancillary uses.

Section 2.2.3 City-wide Employment Area

The requirement for a Secondary Plan before a Major Office Development can be approved in Kanata North would be removed by rewording Policy 6 at Section 2.2.3 City-wide Employment Area Policies to delete 'Kanata North Employment Area' from subsection f) and to re-insert it below 'Town Centres' at c) as another standalone location of Major Office Development. These changes are shown below in red:

6. *Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will play a fundamental role in supporting and increasing the ridership of the Rapid Transit and Transit Priority Network and shall be located in areas adjacent to the Rapid Transit and Transit Priority Network. Except where currently permitted by zoning, the City will only permit new Major Office Development in the following locations:*
 - a. Central Area;
 - b. Mixed Use Centres;
 - c. Town Centres;
 - d. *Kanata North Urban Employment Area*
 - e. *On land fronting Traditional Mainstreets or Arterial Mainstreets that are Transit Priority corridors or where the development is within 800 metres walking distance of an existing or planned Rapid Transit station;*
 - f. *Urban Employment Areas where the majority of the site is within 800 metres walking distance of an existing or planned Rapid Transit station or 400 metres walking distance of a Transit Priority corridor.*
 - g. *~~Kanata North and~~ Kanata South Urban Employment Areas once a secondary plan for the Area or Areas has been adopted and identifies the preferred location for Major Office Uses.*
 - h. *General Urban Areas where:*

- i. The majority of the site is within 800 metres walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority Corridor on Schedule D; and
- ii. The site is on an Arterial Road on Schedules E or F; and
- iii. The immediate area is characterized by existing or planned commercial development; and
- iv. The Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies in Section 4.11 can be satisfied.

3.6.5 – Urban Employment Area

The designation of the Subject Site as Urban Employment Area will not change. Policy 9 in this section requires that a Secondary Plan be prepared before residential use is permitted. This policy should be amended to include the Subject Site in the area the policy applies to and to remove the Secondary Plan requirement. It is also suggested that permissions for ancillary retail uses be added to this policy. These changes are set out below in red:

9. Notwithstanding any provisions of this Plan that prohibit *retail and residential uses on lands designated Urban Employment Area, the lands bounded by March Road Leggett Drive on the west and Carling Avenue on the south, Herzberg Road and the rail line on the east, and the properties fronting onto the north side of Terry Fox Drive on the north, in addition to the permitted uses in Policy 2 above, retail and residential uses may be permitted by an amendment to the Zoning By-law, provided the following criteria are met:*
 - a. At least 50 per cent of the lands identified above will be devoted to employment uses;
 - ~~b. A Secondary planning process has been prepared to the City's satisfaction and includes the items identified in Policy 5 of Section 2.5.6 of the Official Plan~~
 - c. The proposed housing is in the form of townhouses, stacked townhouses or apartments.
 - d. Residential uses are linked to adjacent areas by roads and pathways;
 - e. Any demand that residential uses will create for additional amenities and services has been assessed and the means of addressing such demands has been identified;
 - f. The applicable policies in Section 4 have been satisfied;
 - g. The amelioration of potential adverse impacts from adjacent non-residential lighting, noise, odour, dust or traffic can be achieved on-site as part of the development;
 - h. Ancillary uses within a building containing a permitted use, such as café, restaurant, retail store, retail food store and other arts, entertainment and makerspaces are in the area generally within 600m of the planned transitway station at Terry Fox Drive.*

The changes above are consistent with the policy directions for the KNED in the new OP.

4.6 Proposed Zoning By-law Amendment

Subject to discussion with City staff, Novatech recommends that the Zoning By-law 2008-250 be amended to rezone the entire Subject Site to Mixed Use Centre (MC) with 'H' height limits to suit the conceptually proposed buildings. A site-specific exception will be required for a reduced parking rate for apartments (low, mid and high-rise) of 0.8 spaces per unit for residents (visitor rate to remain at 0.2 per unit). This rate is appropriate given the proximity of the future BRT.

The MC zone permits the proposed uses including high-rise apartment and office along with a broad range of commercial/retail uses. Planning Unit Development is also a permitted use in this zone. The standard MC zone provisions relating to lot area and width, floor space index and setbacks suit the proposal.

4.7 Urban Design Guidelines for High-Rise Buildings

Approved by City Council in 2018, the City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential buildings are proposed. For this proposal, the guidelines apply to all the proposed buildings. Following is an assessment of the proposal against the applicable sections of the guidelines.

1. Context

As this is a Zoning By-law Amendment application only, the most relevant sections of the guidelines relate to Transition in Scale, outlined as:

The Official Plan requires an effective transition in height and massing when proposed high-rise developments are taller and larger than the surrounding existing or planned buildings or adjacent to parks and open space. Built form transition typically means a gradual rather than abrupt change from one pattern to the other. Transition in height and massing, which can be accomplished in different ways, nevertheless means to achieve a gradual change in these two aspects, and such gradual change may occur at different scale levels depending on the context.

Section 1.13 of the Guidelines sets out the chief mechanism used, the 45 degree angular plane:

An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

As the Subject Site is considered to be an infill site, the relevant property lines to measure the plane from are illustrated in Diagram 1-6, reproduced below.

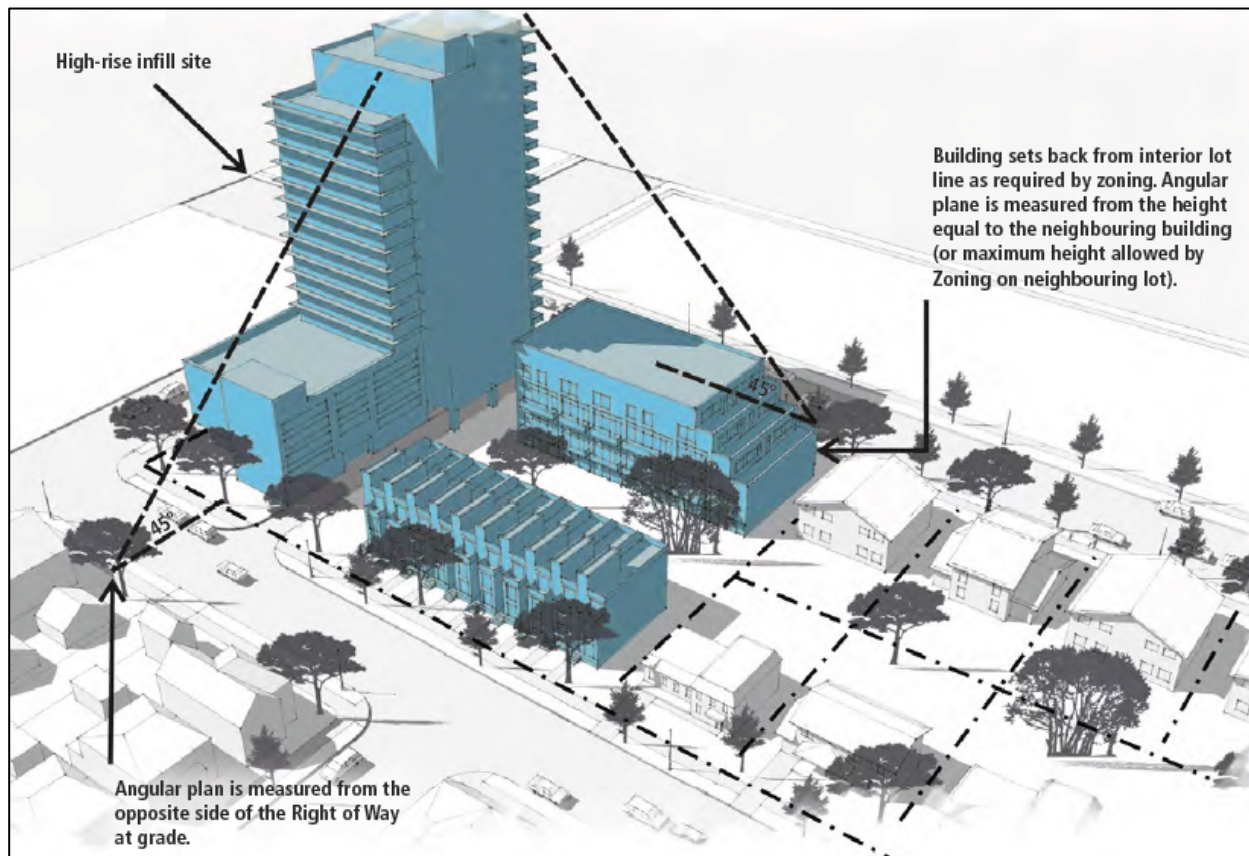


Figure 11: Diagram 1-6 from the Urban Design Guidelines for High-Rise Buildings

Diagram 1-6 takes the angular plan from the property line of the stable low-rise neighbourhood. The closest low rise residential development is the townhouses to the north of Terry Fox Drive on Banchory Crescent. Only one townhouse abuts the shared ROW (Terry Fox Drive), being 145 Banchory Crescent which is an irregular, large triangular lot. The townhouse itself is 23m from the point at which the lot abuts Terry Fox Drive.

The excerpt below is taken from the Design Brief and shows the angular plan in the context of the proposed development:

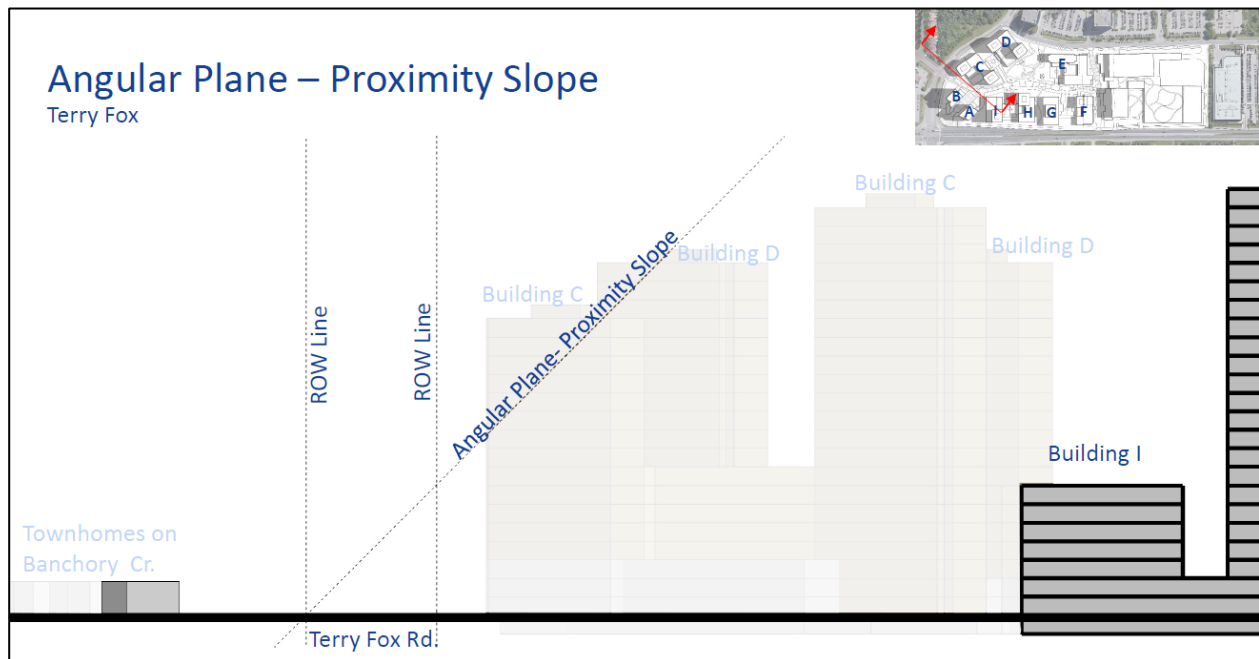


Figure 12: Excerpt from the Design Brief showing the Angular Plane

The associated provisions in the policy (Sections 1.16 and 1.17) relating to ‘Minimum Lot Area’ are also applicable. They set out the appropriate interface with existing development on neighbouring properties, based on two potential situations as outlined below:

1.16 When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back:

The policy goes on to list minimum lot sizes. The Subject Site is much larger than these at over 10 ha, but nonetheless tower separation, setback and step back have been considered in the siting of the proposed buildings. This is relevant to both the existing abutting properties that permit high-rise development being 525 Legget Drive to the east and 360 Terry Fox Drive to the north and within the Subject Site as the proposed buildings may be located on separate parcels in the future and would therefore abut properties that permit high rise development

Policy 1.17 sets out the approach when abutting properties permit only low-rise development.

When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:

a. in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and

b. in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

Section b) is applicable. As shown in Figure 12, the angular plane is achieved with the low-rise development in Banchory Crescent. This is the closest abutting property limited to low-rise development; the residential area kitty-corner on Acklam Terrace is more distant.



Figure 13: Permitted Heights on Surrounding Properties

2. Built Form

As this is a Zoning By-law Amendment, some of the policies in Section 2 are more relevant to future Site Plan applications. Applicable policies are addressed below:

Base-middle-top

2.3 *Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions:*

- a. high-rise building that includes three distinctive and integrated parts – base, middle, and top is generally accepted as a good approach to built form design in order to effectively achieve many urban design objectives.*

The conceptual proposed buildings have a base, middle, and top consistent with this policy.

Placement:

2.13 *Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):*

- a. where there is an existing context of streetwall buildings, align the facades of the base with adjacent building facades;*
- b. in the absence of an existing context of streetwall buildings, create a new streetwall condition to allow for phased development and evolution.*

The proposal presents a continuous building edge to the surrounding streets. Due to the low-density nature of the existing business park, there is no consistent existing streetwall context. As a higher density development consistent with current policy, the proposal creates a streetwall to the surrounding streets whilst remaining appropriate within the business park context. Setbacks are deeper than they typically would be on a downtown site, allowing for pedestrian paths and landscaping.

Articulation and materials:

2.20 *Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:*

- a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context (Figure 2-13);*
- b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes (Figure 2-14); and*
- c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.*

The conceptual proposed buildings are well spaced and tend to present their shortest façades to the street. The generous spacing and extensive landscaping is consistent with the character of the existing business park whilst increasing the density on the site consistent with current policy direction. Podium heights are six to eight storeys.

- 2.24 *Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces (Figure 2-15):*
- a. *the maximum tower floor plate for a high-rise residential building should be 750m² (Diagram 2-8);*

Although subject to design refinement through Site Plan applications, the floor plates of the proposed residential buildings are less than 750m².

- 2.29 *Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:*
- a. *a step back of 3m or greater is encouraged.*
- b. *the minimum step back, including the balconies, should be 1.5m; and*

Although subject to design refinement through Site Plan applications, the towers are stepped back from the podiums consistent with this policy.

- 2.35 *The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.*

Although subject to design refinement through Site Plan applications, the design intent is that the tops of the buildings reflect the shape of the building but are smaller and lighter.

- 2.36 *Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.*

All services and signage will be integrated into the building form.

Sections 2.38 to 2.44 address external illumination of buildings. Details of illumination will be finalized through future Site Plan applications, consistent with the guidelines.

3. Pedestrian Realm

Section 3 of the Guidelines sets out guidelines for how the proposed buildings interact with the pedestrian realm. They are relevant to an application of this scale, although some matters will be covered at Site Plan stage. The importance of the pedestrian realm is set out in the introduction:

The Official Plan promotes pedestrian-oriented development and requires adequate pedestrian infrastructure for all developments. The provision of an enhanced pedestrian environment is expected in intensification target areas. A successful high-rise development must be easily accessible by transit, bicycle, and foot, and requires a

sufficient pedestrian realm. This could include a network of dense street grid and pathways, generous pedestrian spaces, and well positioned public spaces of different forms, characteristics, and ownership. Together, these elements will make high-rise developments accessible and livable to support the City's intensification strategy.

The proposal is assessed against the relevant policy sections below:

Space between curb and building face

3.1. Provide a minimum 6m space between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way (ROW) and the building setback area:

- a. the pedestrian clearway must be within the ROW;*
- b. on a street with commercial character, introduce hard surfaces between the curb and the building face to maximize the walkable area and provide flexible spaces to accommodate seasonal uses such as outdoor patios, where appropriate; and*
- c. on a street with residential character, introduce landscaping and/or residential patios between the sidewalk and the building face to allow for public-private transition.*

As the proposal has a predominantly residential character, landscaping is introduced between the sidewalk and the building face to allow for public-private transition. The cross-sections prepared by CSW Landscape Architects that form part of this application show a variable space between the curb and building face. This is to allow flexibility. As illustrated in the overall plan, the intention is for this to be around 6m.

Policy for public spaces is at 3.4:

Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.

A public park is provided as part of the proposal. In addition, privately owned public space is provided with the signature plaza at the north west corner of the site, in the smaller plazas between the buildings and on the new private streets in the development.

Design details are set out in the sections below:

3.5 The public spaces should:

- a. complement and be integrated into the existing network of public streets, pathways, parks, and open space;*
- b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;*
- c. support the proposed high-rise development particularly at grade functions;*

- d. allow for year-round public use and access; and*
- e. maximize safety, comfort and amenities for pedestrians.*

The spaces integrate into the existing streets. There are no existing pathways, parks or open space on the Subject Site.

- 3.6 When a public space is privately owned, it should:*
- a. be perceived as a public space not as a private space; and*
 - b. be properly signed to welcome the public where appropriate.*

The proposed plazas and private streets are clearly perceivable as accessible public space.

In relation to Mid-block connections, sections 3.8 and 3.9 provide:

Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall pedestrian accessibility and walkability of the area.

When a mid-block connection is on private lands, it should be properly signed and designed to welcome pedestrians, and may be integrated into the lobby or atrium of a high-rise building.

The Subject Site is currently a 10.57 ha block that is over 600m long and has no public permeability. The proposal introduces multiple pedestrian entry points which break it up into smaller pieces. For example, six new pedestrian or mixed use entrances are introduced along the longest western side of the site.

In relation to building access, sections 3.10 and 3.11 suggest:

Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.

Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk.

The buildings will have access from the new private street through the site via both pedestrian pathways and plazas.

Animation of the public realm is set out at 3.12:

- Animate the streets, pathways, parks, open spaces, and POPS by:*
- a. introducing commercial and retail uses at grade on streets with commercial character (Figure 3-12);*

- b. incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character (Figure 3-13);*
- c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;*
- d. providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;*
- e. providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and*
- f. providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.*

In relation to a), commercial uses will be introduced in the buildings fronting the new east-west street, Legget Drive and at the north west corner of the site. It is intended that these will provide amenities as required by e). In relation to b), c) and d), these will be explored as part of future Site Plan applications.

Parking, loading, and servicing is at sections 3.14 to 3.18:

Locate parking underground or at the rear of the building.

Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.

Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.

Locate and co-locate access to servicing and parking appropriately, ideally from the rear of the building, a public lane, or a shared driveway, to minimize the visual impacts and interference with the pedestrian realm.

Recess, screen, and minimize the size of the garage doors and service openings visible from streets and other public spaces.

Design elements such as the screen, garage doors and service openings as integral parts of the building and use high quality finishings.

Locate ventilation shaft, grades, and other above grade site servicing equipment away from public sidewalk and integrate these elements into the building and landscape design.

Coordinate, and where possible integrate, public transit stop elements such as benches and shelters within the site and building design.

The majority of parking will be underground with some visitor parking at-grade. Drop-off and pick up areas are on private lands. As the residential buildings have two frontages, there is no rear to the property. Although servicing, loading, and other required utilities are to be finalized as part of future Site Plan applications, the intention is that they are internalized. Access to parking and servicing is shared between buildings with garage door located away from the street frontages. In relation to transit, the BRT on March Road will have stops in the central median of March Road.

In relation to 3.24, this master planned development will develop streetscape design standards for the proposed private streets. Consistent with 3.26 and 3.27, wind studies will be completed for future Site Plan applications and a shadow study forms part of this submission. For pedestrian weather protection (3.28 to 3.31) buildings are provided with a large weather canopy at the entry.

5.0 CONCLUSION

It is our assessment that the proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Policy Statement and conform to the City of Ottawa's new OP. The Official Plan Amendment effectively introduces some of the KNED policies to the current OP, bridging a timing gap while the Ministry of Municipal Affairs and Housing considers the new OP. The Zoning By-Law Amendment to accommodate the new uses and proposed heights can be approved as it is consistent with policy and allows for increased density and diversification of uses in the KNED and provides much needed housing within walking distance of major employers. The proposal respects the Urban Design Guidelines for High-rise Buildings.

This planning rationale, along with the associated Design Brief and technical studies, supports the proposed amendments. The proposed amendments are compatible in use and scale with the existing development and function well within the surrounding context. The amendments are consistent with the Council approved new OP, are appropriate and desirable and represent good planning.

Sincerely,

NOVATECH

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