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PLANNING RATIONALE ADDENDUM #1

Fotenn Consultants Inc. (Fotenn) has been retained by Minto Communities (Minto) to submit and monitor a Zoning By-law Amendment and Draft Plan of Subdivision applications for the lands municipally known as 936 March Road in the Kanata North community of the City of Ottawa (subject lands).

In support of the above applications, Fotenn prepared and submitted a Planning Rationale dated December 2018. The purpose of the original Planning Rationale was to evaluate the proposed development with respect to the applicable policy and regulatory framework and to determine if the development is appropriate for the subject lands and compatible with the existing and planned function of the broader area. The applications were deemed complete in January 2019 and put on technical circulation. A public information meeting for the applications (as well as applications for lands in Kanata North owned by Claridge) was held on April 3rd, 2019.

Minto is proposing a subdivision consisting of 854 residential units, a school site, and associated parkland in the Kanata North Community Design Plan (CDP) area. The proposed Zoning By-law Amendment would rezone lands to Residential Third Density, Subzone ZZ, Exception [XXXX] (R3ZZ [XXXX]) to permit the proposed uses and building types. The Zoning By-law Amendment application also seeks to rezone the lands along March Road to General Mixed Use (GM) in support of a future commercial development, which is expected to be a neighbourhood shopping centre, with or without a retirement residence.

The following is an Addendum to the original Planning Rationale. The Addendum is not intended to replace the original Rationale, but rather itemizes significant revisions to the Development Concept Plan (Appendix A) and the Plan of Subdivision (Appendix B), discusses applicable changes to resubmitted documents, outlines the concept plans for the Metcalfe Realty lands along March Road, and reviews the proposed zoning and associated provisions.

2.0 REVISION TO THE PLAN OF SUBDIVISION

As demonstrated on the Development Concept Plan prepared by NAK (Appendix A) and Draft Plan of Subdivision prepared by Stantec (Appendix B), a broad mix of uses (including residential, commercial, institutional and open space) as well as residential building typologies (including detached, semi-detached, and townhouse units) are proposed on the subject lands. The subdivision is organized along major roadways, including a collector road that will link the subdivision to March Road to the west, and to the Valecraft residential lands to the north. The revised Development Concept Plan is shown in Figure 1 below.

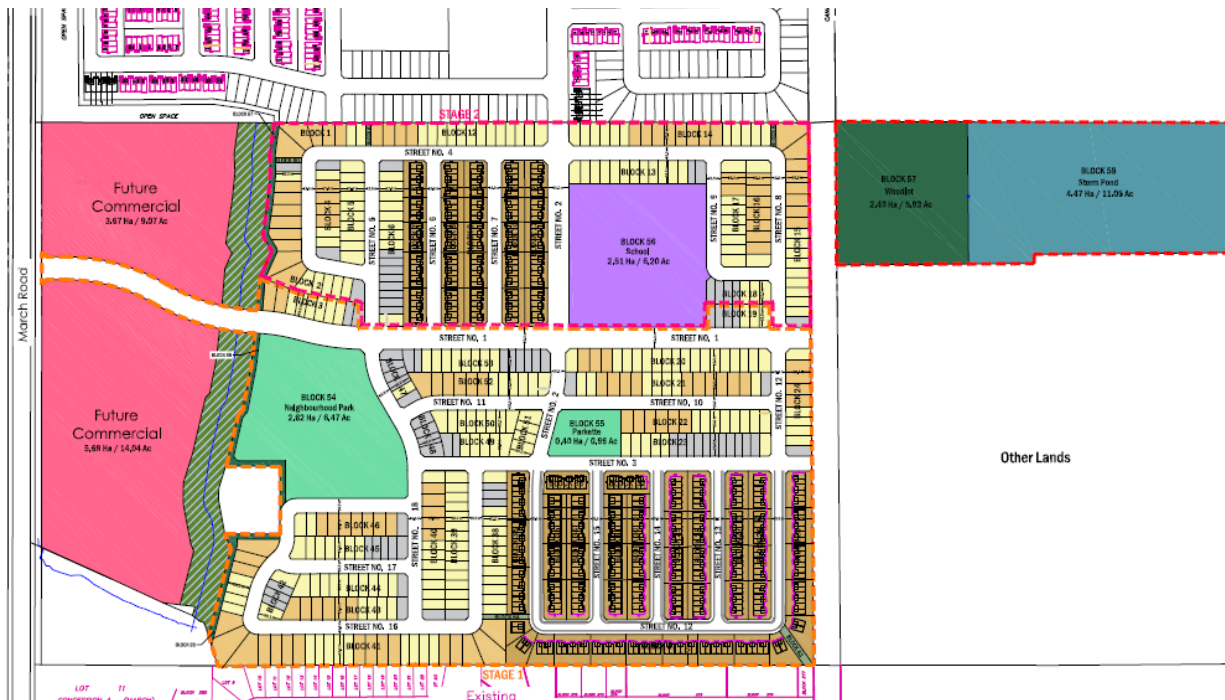


Figure 1: Revised Development Concept Plan

The following is a summary of the most significant changes to the Draft Plan of Subdivision:

- / The school site has been relocated to the north-western portion of the subject lands as a result of the Ottawa-Carleton District School Board (OCDSB) confirming that they would like three (3) street frontages for the 2.51-hectare elementary school site. This request is accommodated in the revised Development Concept Plan and Draft Plan of Subdivision
- / Additional townhouse blocks have been provided to contribute to a more balanced mix of unit types throughout the subdivision, which in turn has resulted in a higher overall net density (38.3 units/net hectare vs. 37 units/net hectare). The townhouse blocks along Street No. 12 provide a greater rear yard setback (35 metres) to provide adequate separation to the existing townhouses along Celtic Ridge Crescent to respond to the need for transition, as articulated in the Kanata North Community Design Plan (CDP).
- / The park blocks (previously blocks 61 and 62), now blocks 54 and 55) have been relocated and reconfigured slightly due to a change in the configuration of the townhouse blocks. The park relocation has increased the total area of parkland from 2.35 hectares to 3.02 hectares, with the Neighbourhood Park increasing in size from 1.95 hectares to 2.62 hectares and the Parkette increasing in size from 0.38 hectares to 0.4 hectares. The parks are strategically located to serve the amenity needs of the

surrounding townhomes and the greater community. The parks will function as “organizing-elements” to the residential community and are centrally located, with each having frontage on three (3) local streets.

The revised draft plan of subdivision includes a revised internal local road network. Local roadways have been reconfigured and re-aligned to better connect the residential uses with community uses (such as parkland and the school site) through a more porous street layout subdivision.

As a result of these changes, the table below provides a detailed inventory of the unit distribution and area of land uses within the Plan of Subdivision, including the original submission and the revised (July 2019) version of the Draft Plan of Subdivision.

Table 1: Inventory of Land Uses

Land Use	Original	Revised
Detached units	455 units	434 units
Townhome units	401 units	420 units
Total Residential Units	856 units	854 units
Residential Density	37 units per net hectare	38 units per net hectare
Parkland	2.35 ha	3.02 ha
School	2.51 ha	2.51 ha
Stormwater Management Pond	4.48 ha	4.48 ha

The chart below outlines the corresponding block numbers and their land use on the revised Plan of Subdivision:

Table 2: Blocks and Land Uses

Land Use	Corresponding Blocks
Detached units	Blocks 1 to 6, 12 to 22 and 38 to 53
Townhome units	Blocks 7 to 11 and 25 to 37
Parkland	Blocks 54 and 55
Natural Feature	Block 57
Stormwater Management Pond	Block 58
Pathway	Blocks 65 to 67
Schools	Block 56

3.0 RESPONSE TO CIRCULATION COMMENTS

The following discussion addresses the circulation comments relating to the Planning Rationale submitted in December 2018:

Please include some residential multi-unit block (in addition to townhomes) within the subdivision, ensure that the total breakdown meets the minimum density of 36 units per net hectare (not 34), and contain at least 30 percent single and 10% apartment as per the Official Plan policy 3.6.1 (14). Please revise the planning rationale to reflect the change.

The revised plans now reflect a minimum density of 38 units per net hectare, meeting the density targets contemplated in the Official Plan. The Plan of Subdivision generally reflects the Kanata North CDP Demonstration Plan and includes 420 townhouse units, defined as “multi-unit residential” in the CDP. As per section 4.3.2 in the KNCDP, the multi-unit residential designation has been defined as traditional townhouses, stacked and back-to-back townhouses along with low-rise apartments, contributing to the mix of uses in the area. While this Plan of Subdivision does not contain plans for multi-residential dwelling units such as apartments, there exists opportunities elsewhere in the expansion area to accommodate this built form, which would be more compatible with the neighbouring planned context.

Please include a proposed zoning map, including a chart listing the corresponding blocks and lots on the draft plan.

Please see Appendix A for a zoning map of lands.

Land Use	Corresponding Blocks	Proposed Zone
Detached units	Blocks 1 to 6, 12 to 22 and 38 to 53	R3ZZ [XXXX]
Townhome units	Blocks 7 to 11 and 25 to 37	R3ZZ [XXXX]
Parkland	Blocks 54 and 55	O1
Natural Feature	Block 57	EP
Stormwater Management Pond	Block 58	O1
Creek Corridor	Blocks 65 to 67	O1
Mid-block Connections	Blocks 59 to 64	R3ZZ [XXXX]
Schools	Block 56	I1/R3ZZ [XXXX]

The creek corridor and woodlot should be zoned EP.

The creek corridor and woodlot have been identified on the corresponding zoning map as EP.

Please confirm what exceptions are required from the R3Z zoning. If required, please include any required driveway width exception for corner units with double car driveway.

As a result of the current lot configuration, Minto is proposing the R3ZZ zoning with an exception similar to what was implemented in the Mattamy Lands in Kanata, South of Palladium Drive. The exception would include the following performance standards:

- / The minimum number of required parking spaces is 1 space per dwelling unit
- / Exterior parking spaces will have a minimum length of 5.5 m and a minimum width of 2.7 m
- / No more than 60% of the area of any front yard may be used as a driveway or parking space in the case of a home based business operating within a townhouse or semi-detached dwelling, the required parking space is only required if the business involves an outside employee

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- / Where access to a lot is provided by a street with sidewalks provided under the requirements of the plan of subdivision, the front yard setback for an attached garage will be measured from the garage to the nearest edge of the sidewalk, for a minimum setback of 6 m from the back edge of the sidewalk
 - / the front wall of an attached garage may not be located more than 2 m closer to the front lot line than either the front wall of the main building or the leading edge of a roofed porch
 - / the minimum distance between a driveway for a townhouse dwelling on a public lane and an intersection of two street lines is 3.5 m measured at the street line.
 - / outdoor amenity areas is permitted on top of garages in townhouse dwellings located on rear lanes

 - / **Zone requirements for detached dwellings:**
 - minimum lot area is 220 m²
 - minimum lot width is 8.8 m
 - minimum front yard setback is 3 m for the principle building and for an attached garage
 - minimum combined interior side yard setback is 1.8 m with a minimum of 0.6 m on one side
 - minimum corner side yard is 2.5 m
 - maximum lot coverage is 55%

 - / **Zone requirements for semi-detached and townhouse dwellings:**
 - minimum lot area is 137 m²
 - minimum lot width is 5.5 m
 - minimum front yard setback is 3 m for the principle building and attached garage
 - minimum side yard is 2.5 m
 - minimum rear yard setback is 6 m,
 - maximum lot coverage is 65%
 - maximum building height is 12 m

 - / A sill, belt course, cornices, eaves, gutters, chimneys, overhangs or pilasters may project 1 m into the required front and corner side yard and 1 m, but no closer than 0.2 m, into the interior side yard
 - / Balconies may project 2 m, but no closer than 1 m from the property line and no closer than 0 m from a property line abutting a sight triangle, into the front and corner side yard
 - / Open, roofed or unroofed porches and entrance features not exceeding one storey in height may project 2 m, but no closer than 1 m from the property line and no closer than 0 m from a property line abutting a sight triangle, into the front and corner side yard, and 1 m into a rear yard
 - / A deck may project 2 m, but no closer than 1 m from the property line, into a front and corner side yard; in a rear and interior side yard a deck may project to within 0.3 m of a lot line and an additional 0.3 m setback from every 0.3 m or portion thereof that is constructed above finished grade
 - / Steps attached to a porch may project 2.5 m, but no closer than 0.5 m from property line and no closer than 0 m from a property line abutting a sight triangle, into a front and corner side yard
 - / Air conditioning units may project 1 m, but no closer than 0.2 m to the interior property line, into a corner, rear and interior side yard
 - / Corner sight triangle distance reduced from 6 m. to 2.75 m
 - / Section 136 does not apply

The typical layouts are included below:

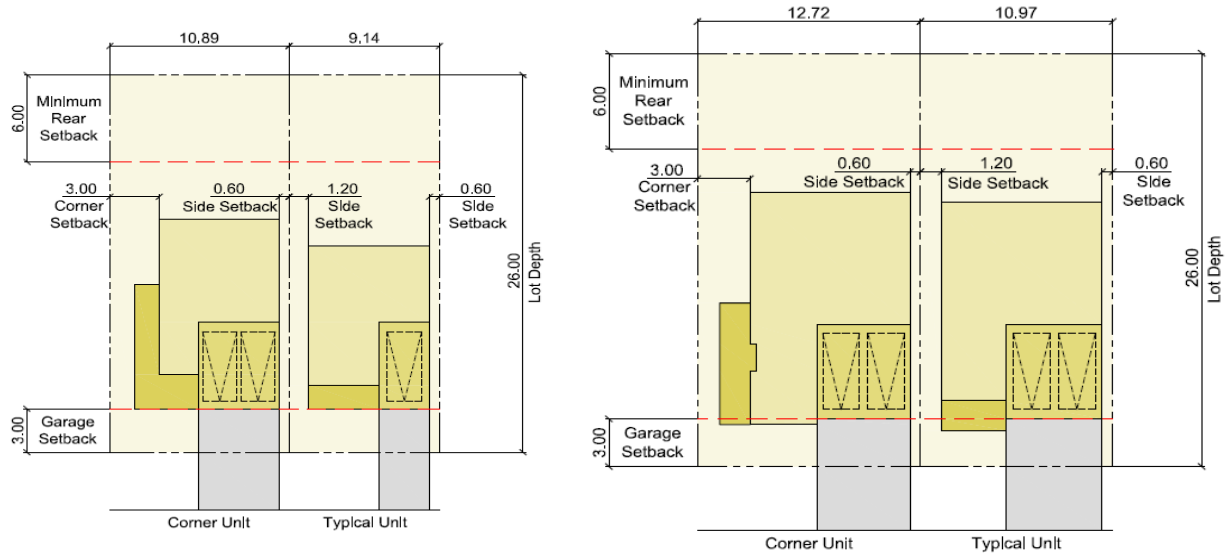


Figure 2: Typical Lotting Standard and Measurements: (Left) 30' Single Detached Homes (Right) 36' Single Detached Homes

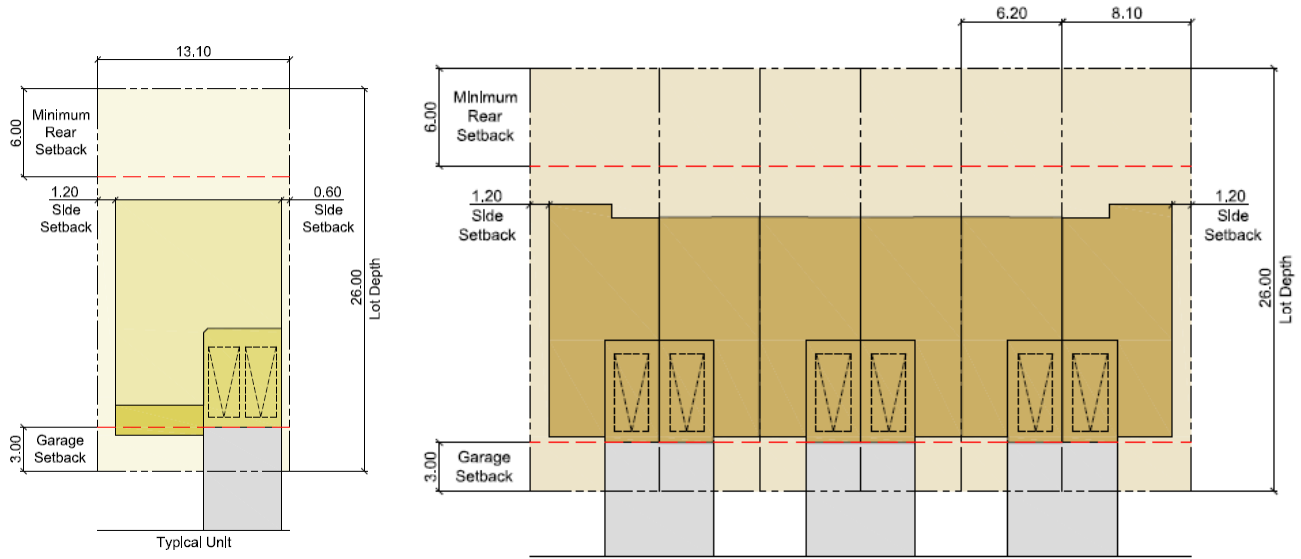


Figure 3: Typical Lotting Standard and Measurements: (Left) 46' Single Detached Homes (Right) Executive Townhomes

Concerns regarding use of the 16.5 m r.o.w throughout the community. The allowance for 16.5 m r.o.w is a consideration for extenuating circumstances; the local roads in Kanata North are intended to be 18 metres.

The use of the 16.5m rights-of-way (ROW) have been implemented throughout the community based on success in other subdivisions around the City. More specifically, the 16.5m ROW would serve three (3) functions for the Minto Subdivision:

/ **Increase Project Density:**

The reduced ROW width allows the subdivision to develop in a manner that would increase project density by creating shallower lots of 26 metres and allowing for a more intensive use of land, along with a greater number of units on the lands, helping the development increase density and unit types, and meet the density standards set out in the KNCDP.

/ **Respond to Land Constraints:**

The property has several constraints, including the environmental constraints from the creek, along with the irregular configuration of the property. The reduced ROW would allow Minto with some flexibility in increasing the total number of units and to account for the land constraints while developing the lands and providing the required school and park blocks.

/ **Design Considerations:**

The Minto Plan of Subdivision complies with the urban design objectives and is compliant with the policy directions of the CDP and the Building Better and Smarter Suburbs guidelines, including a modified street grid pattern. The CDP stipulates that “reduced right-of-way may only be considered where soil conditions will permit planting of street trees within the reduced right-of-way” Minto has accounted for this and will be exploring the possibility of street tree plantings in the reduced ROW.

The reduced 16.5m wide ROWs are not an attempt to market and allow for a larger, suburban product but rather to provide a product consistent with the small lot size, increase project densities and meet the design directions set out in the KNCDP.

Inclusion of BLK 61 as a park block does not conform to the Kanata North CDP, please include a paragraph in the planning rationale that explain this deviation.

The addition of Block 61 (now Block 474) (a Parkette) deviates from the CDP by providing additional parkland for the residents of the subdivision. The addition of this block is intended to provide residents better access to parkland within their community, particularly for the townhouse units in the immediate area. While there exists many opportunities and connections to the larger Neighbourhood Park and wood lot, the Parkette functions as a recreational space in closer proximity to the surrounding dwelling units. It is of our opinion that, despite the deviation from the CDP, an additional Parkette would be well-received by the neighbouring residents and would serve the broader community.

4.0 CONCEPT PLAN FOR LANDS ALONG MARCH ROAD 7

The following is a discussion of the proposed Concept Plan for the lands located along March Road, owned and to be developed separately by Metcalfe Realty. The current application requests a Zoning By-law Amendment to the General Mixed Use (GM) zone over this portion of the subject lands.

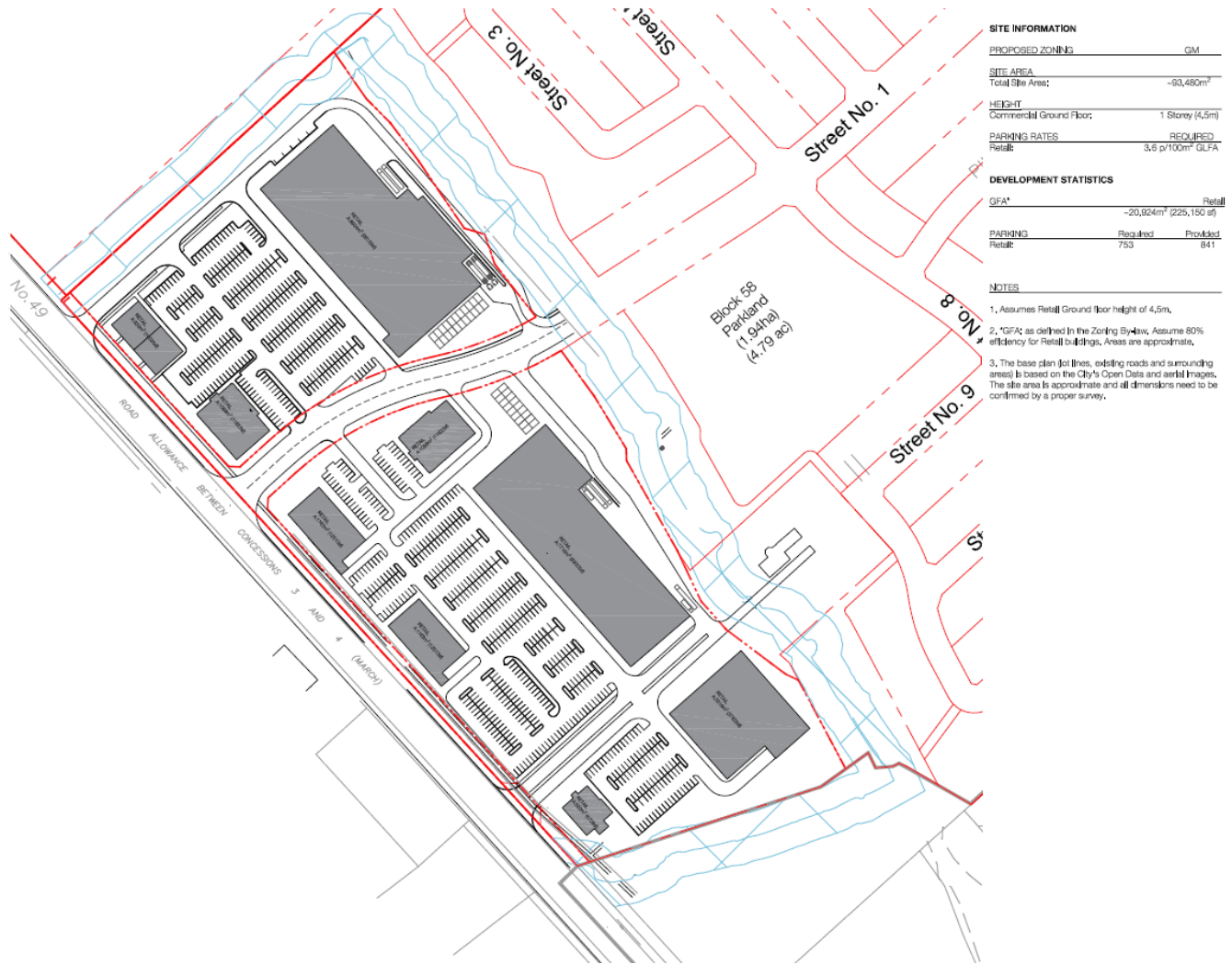


Figure 4: One Concept for the Metcalfe Lands

The Concept Plan proposes that the lands along March Road be developed as a large-format retail shopping centre. The shopping centre would service the surrounding planned subdivisions and contribute to the policy directions set out in the Kanata North CDP, where this portion of the subject lands has been defined as Community Mixed Use.

The Concept Plan proposes approximately 20,924m² of retail space, with 841 associated parking spaces. Two (2) additional accesses are proposed along the north and south of the site, with road cuts along the access to the Minto subdivision.

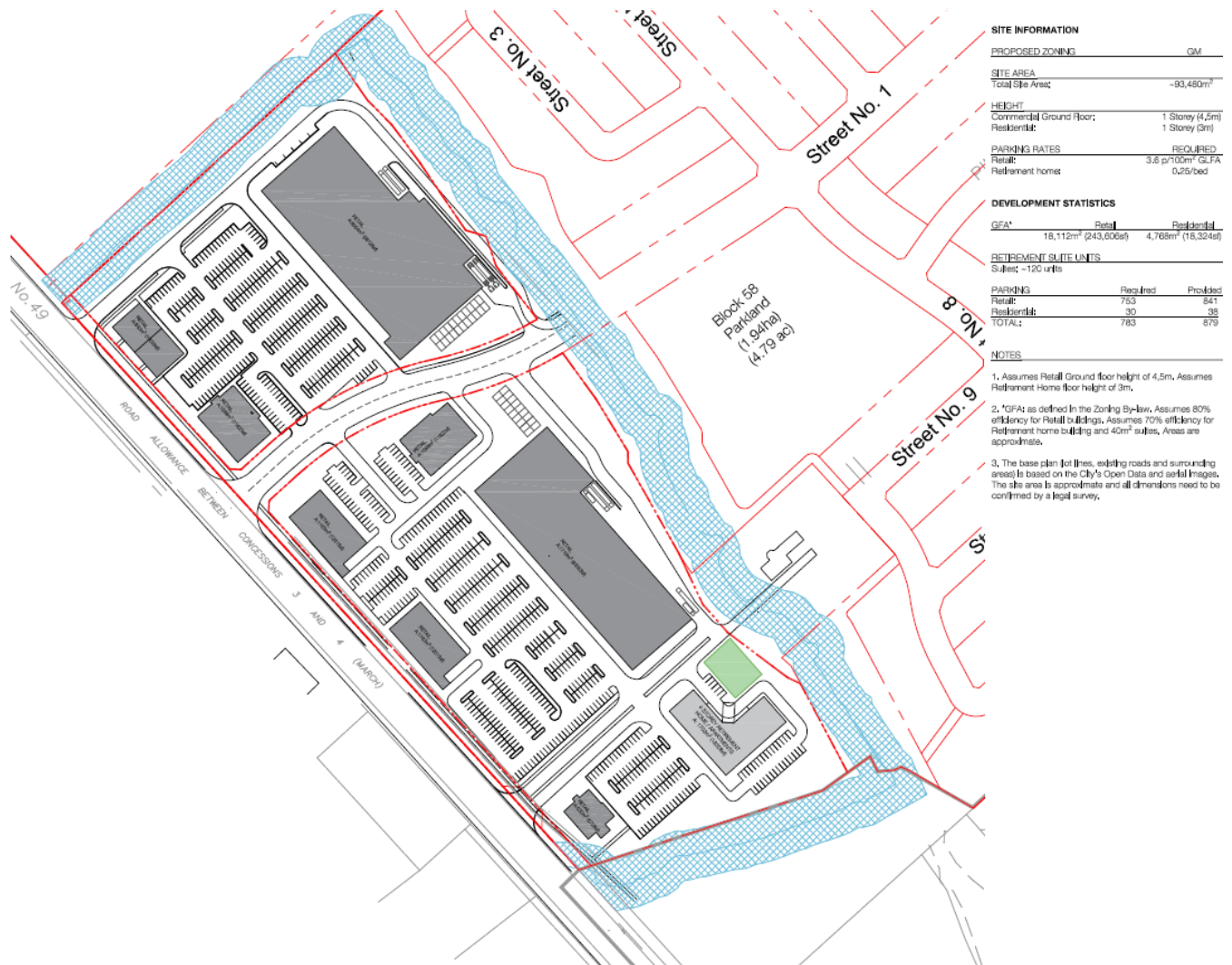


Figure 5: Alternate Concept Plan for the Metcalfe Lands

An alternate Concept Plan proposes a four (4) storey retirement home use in the south-west corner of the lands, along the Creek corridor. The additional retirement home use would contribute to the mixed-use nature of the CDP designation.

Further, the alternate Concept Plan proposes 18,112m² of retail Gross Floor Area (GFA) along with 4,769m² of residential GFA. This version provides 879 parking spaces, along with some green space at the rear of the retirement home. The concept plan also proposes two (2) additional accesses along March Road to the site, with the same cuts along the street connecting the residential subdivision to March Road.

5.0 CONCLUSIONS

Based on the information presented throughout this Planning Rationale Addendum and the original Planning Rationale dated December 2018, it is our professional planning opinion that the proposed Zoning By-law Amendment and Plan of Subdivision applications are appropriate and desirable when evaluated against the applicable policies and regulations, within the context of the subject lands. In summary:

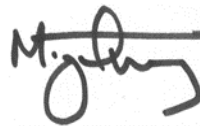
- / The plan of subdivision would allow for the development of vacant urban expansion area lands. This would allow for the efficient use of existing infrastructure, which is encouraged by the Provincial Policy Statement (PPS).
- / The proposed mix of uses (residential, commercial, institutional and open space) and densities generally conform to the Official Plan designations that are applicable to the subject lands. The range of residential built forms and supporting, neighbourhood commercial services is supported by the General Urban Area designation and will contribute to a complete and walkable community. Community lands uses, including parkland and an elementary school will serve the broader community.
- / The plan of subdivision would result in the creation of development blocks for commercial, low- to medium-density residential uses, parkland and an elementary school, along with the creation of an east-west Collector Road providing a connection to March Road. The Woodlot and Stormwater Pond will further contribute to the community and the CDP area.
- / The proposed land uses are organized in such a manner that allows for connectivity but also minimizes impacts resulting from land uses. Detailed site design for the Metcalfe Realty lands along March Road will be addressed at the Site Plan Control application stage.
- / Overall, the proposed development complies with and advances several key policy objectives at the Provincial and Municipal levels including: optimizes the use of serviced lands within the existing Urban Boundary, contributes to the creation of walkable and accessible communities, and contributes to the range and availability of housing for all ages and incomes. Based on the above, the proposed development represents good planning and is in the public interest.

Please feel free to contact the undersigned to discuss the contents of this Planning Rationale Addendum further.

Sincerely,



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