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# **Planning Rationale – Draft Plan of Subdivision**

## **927 March Road – Kanata North**



# Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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### 1.0 Introduction

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This revised Planning Rationale has been prepared in support of a Draft Plan of Subdivision application that is being submitted by J.L. Richards & Associates Ltd (JLR) on behalf of Brigil for the development of the subject lands, municipally known as 927 March Road. These lands were formerly a part of the Kanata North Community Design Plan (KNCDP), located within the Southwest Quadrant of this plan. This Planning Rationale is being submitted based on the adoption of the new Official Plan by the Minister of Municipal Affairs and Housing in November 2022 as well based on 1<sup>st</sup> round comments from Staff provided in May 2021.

As part of the 2<sup>nd</sup> submission package and revised planning rationale, our client has decided to only seek approval of the Draft Plan of Subdivision and not continue with the concurrent Zoning By-law Amendment. The zoning application will be a draft condition of Draft Approval and sought by Brigil at a later date. As well, Brigil is currently in discussions with the adjacent landowners to secure a 2<sup>nd</sup> road access, either along March Road or Old Carp Road. Our client would request that this second road connection, along with the rezoning of the subject lands be included as part of the Draft Conditions for Draft Approval.

The subject lands are in Part of Lot 12, Concession 3, Geographic Township of March, City of Ottawa. They are located within the Suburban Transect West and are currently designated as Mainstreet Corridor and Neighbourhood, within an Evolving Neighbourhood Overlay in the City of Ottawa Official Plan, 2022, and zoned “Rural Countryside (RU)” by Zoning By-Law No. 2008-250.

The proposed Draft Plan of Subdivision is located north of South March, west of the Southeast Quadrant of the CDP area (owned by Minto Communities), south of the Northwest Quadrant of the CDP area (owned by CU Developments Inc.), and east of rural lands, consisting of rural residential subdivisions and agricultural uses.

In November 2022, the Minister of Municipal Affairs and Housing approved the City of Ottawa Official Plan, 2022. The new Official Plan has not readopted the Kanata North CDP but has include reference to the CDP in Volume 2C, which covers Area-Specific Policies. As per the new Official Plan, Volume 2C, Policy 6.1:

*“Council has approved the Kanata North Community Design Plan (CDP) to guide future development. Development is therefore to occur in keeping with the CDP and policies within the Official Plan.”*

Any future development should follow the intent of the policies found in the CDP and the variety of plans and studies developed through this planning process. However, because of the New OP, an Official Plan Amendment (OPA) is not required on the subject lands to permit the previously requested OPA for the following:

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1. To permit the development of two (2) apartment dwelling mid-rise buildings (9 storeys) with mixed-use potential in the Mixed-Use Block along March Road.
2. A reduction in the minimum percentage of single detached dwellings for the entire CDP area from 30% to approximately 22.5.

The Kanata North CDP emphasis's an appropriate distribution of dwelling units and types, density targets and design considerations for environmental and servicing constraints for new greenfield development in this area of Kanata. At the adoption of the plan, the policies allowed for some interpretation and flexibility, and permit a range of minor changes to the demonstration plan without the need for the development approvals process. The new OP now allows for the development of mid and/or high-rise buildings along Mainstreet Corridors, including March Road, dependent on compatibility and transition. As well, there is no specific requirements for certain percentages of dwelling types that must be built on the subject lands. Therefore, it is our professional opinion no OPA is required for the proposed development.

The proposed development will maintain the existing land uses and layout set out in the demonstration plan of the CDP as approved by council. Notwithstanding that layout higher density residential is proposed in the current mixed-use block that fronts onto March Road, in the form of two high-rise buildings. The existing low-density residential, community park and school block all continue to exist as previously described in the first submission.

The Draft Plan of Subdivision, prepared by Annis O'Sullivan Vollebekk Ltd. (AOV) and proposed land uses which are being supported by various servicing and environmental studies, depicts the overall layout of the site, which will be:

- Consistent with the Provincial Policy Statement 2020 (PPS);
- Conform with the City of Ottawa Official Plan, 2022 (OP);
- Occur by keeping in line with the CDP policies the Kanata North Community Development Plan (CDP) as describe in Volume 2C, policy 6;
- Consistent with other applicable Design Guidelines adopted by the City of Ottawa; and
- Respectful of the existing character of adjacent residential neighbourhoods, as well as compatible with the future development in the Kanata North and transit plans along March Road.

As such, it is the overall intent of this Report to demonstrate that the proposed development and approval of the Draft Plan of Subdivision applications described herein is representative of good land use planning and in the public's interest.

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### 1.1 Purpose

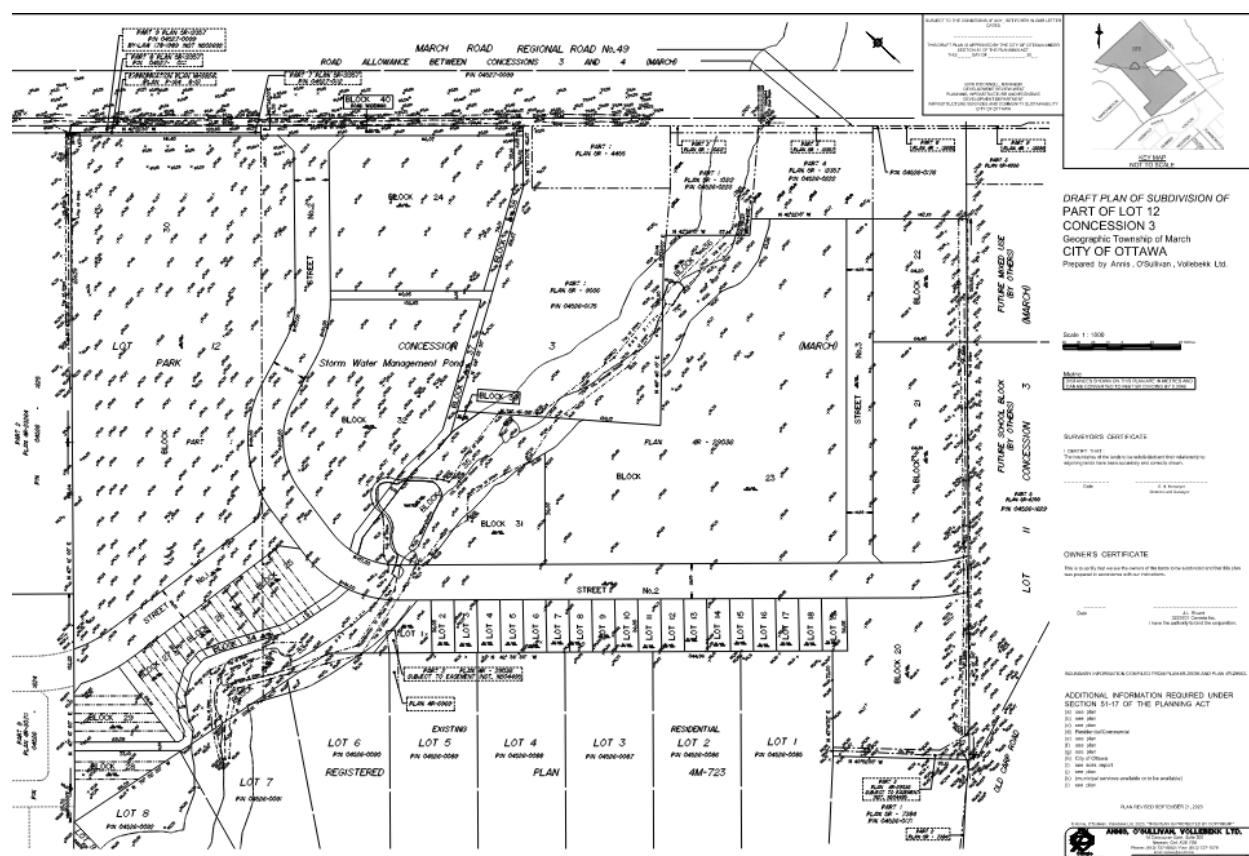
J.L. Richards & Associates Limited (JLR) has been retained by Brigil to prepare a Planning Rationale in support of the application noted above.

Various plans and studies have been prepared in support of these development applications in accordance with the Pre-Consultation meeting. As per the first round of comments, these plans have been updated according as directed by City Staff and based on the updated concept plan.

The future development of the Subject Property is to be accomplished through the City's Subdivision approval process. As outlined in **Figure 1** below, the Draft Plan of Subdivision consists of:

- Lot 1-19 for nineteen (19) single detached dwellings.
- Blocks 25-28 for thirty-two (32) townhouse dwellings.
- Block 20, 30 & 31 to be dedicated as parkland for a total of 5.61 ha.
- Block 21 for a future school.
- Block 24 for a Mixed-Use block with two high-rise buildings (15 storeys) and one mid-rise building (6 storeys).
- Block 23 for eight (8) low-rise residential buildings (4 storeys) and one (1) mid-rise building (6 storeys).
- Block 22 for two (2) mid-rise buildings (6 storeys).
- Block 33, 35, 36 & 39 for the enhanced creek corridor (1.6 ha)
- Block 34, 37 & 39 for the 6m pathway.
- Block 32 for a Stormwater Management (SWM) pond

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*Figure 1: Proposed Draft Plan of Subdivision*

Overall, the proposed development would represent a total of 1908 dwelling units on approximately 20 hectares (ha) of land, or a density of ninety-six (96) units per net hectare.

As previously mentioned, the proposed OPA that was being pursued is no longer required based on the policy direction of the new Official Plan. Mid and/or High-Rise development is allowed in the Mainstreet Corridor Designation, ensuring proper compatibility and transition. As well, there are no required percentages placed on the types of dwelling units that must be located on the subject lands.

## 1.2 Site Context

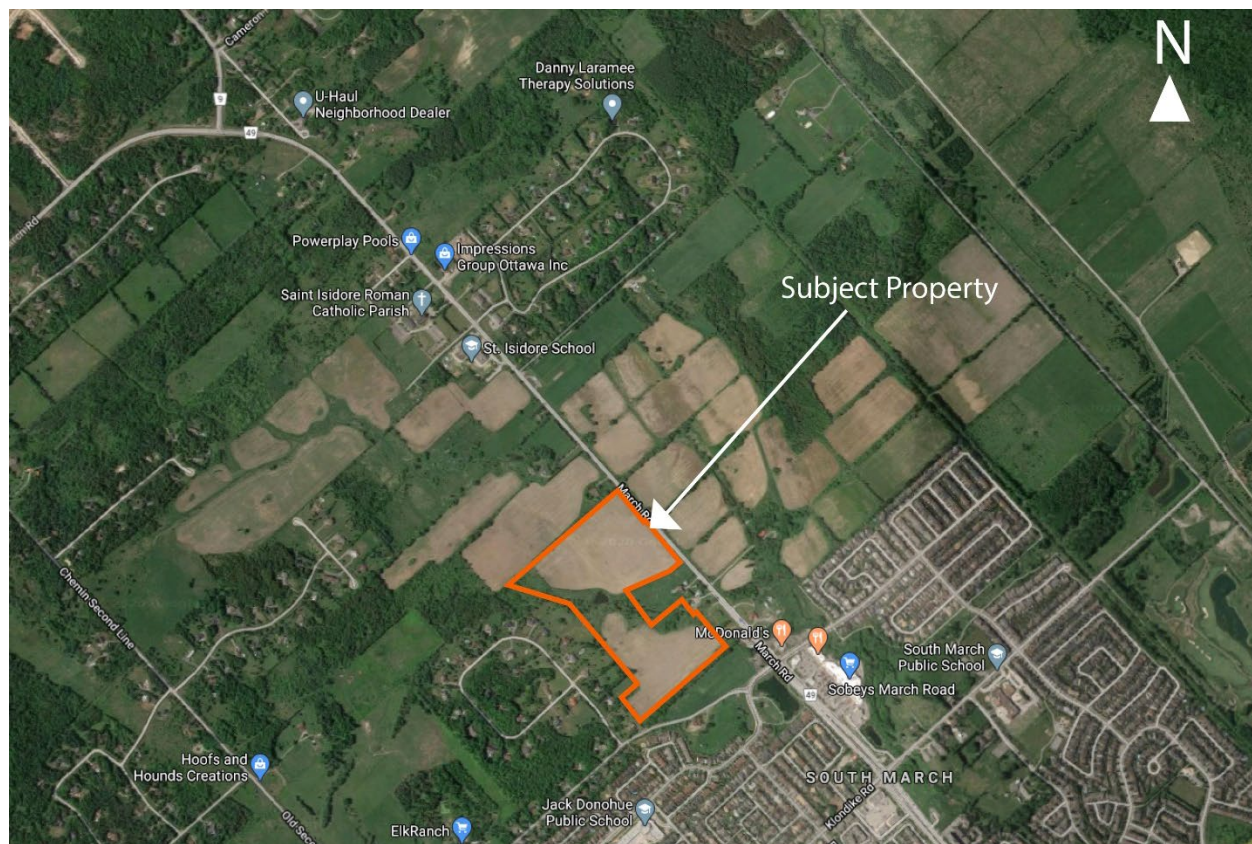
The following section provides an overview of the context of the proposed development at 927 March Road and the key features that are found within the surrounding lands.

### 1.2.1 Location and Site Description

The Subject Lands are located north of South March in Kanata North, approximately 20 kilometers west of downtown Ottawa via Highway 417, see **Figure 2**. The irregular shaped parcel includes a portion of the 927 March Road property, which was previously severed into several parts.

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*Figure 2: Location of Subject Property*

The lands consist of approximately 20 hectares of land, which are entirely located within the Southwest Quadrant of the former Kanata North CDP area. The lands have approximately 310 meters of frontage along March Road.

The Subject Property is in Part of Lot 12, Concession 3, Geographic Township of March, City of Ottawa.

The Subject Lands are relatively flat with areas that can be described as gently rolling hills with a few depressions scattered throughout. The lands are mostly vacant except for a collapsing barn, as the lands were previously cultivated and cleared for agricultural purposes. The lands can be viewed from along March Road to the east, from properties within the Marchbrook Circle Residential Subdivision to the west and along Old Carp Road to the south, as seen in Figure 2 above.

There are some distinct natural features which are located on the premises, including Tributary #3 and Tributary #4 of Shirley's Brook, a Stormwater Swale (pond), some deciduous hedgerows, a cultural thicket, small tree stands and several species at risk including their habitats, which are well documented within the Site and most notably present along the Creek Corridor. There are no forested areas or woodlots found on the site. The terrestrial, aquatic, tree inventory and



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environmental conditions of the site are explained further in the updated Tree Conservation Report and Environment Impact Statement (EIS) prepared by McKinley Environmental Solutions in support of these applications.

Shirley's Brook is a key ecological and natural element of the Subject Lands, which will remain a focal point of the proposed development, where some enhancements to the Creek Corridor will be made. Tributary #3 of Shirley's Brook flows east through the Subject Lands, towards March Road. This watercourse has a drainage area of approximately 235 hectares upstream of the CDP lands and serves as the drainage outlet for approximately 22 hectares of the CDP lands west of March Road. Tributary #3 merges with Tributary #2 immediately east of the Subject Property.

Tributary #4 of Shirley's Brook consists of a ditch, or otherwise referred to as a Stormwater swale, that is positioned in near the southwest corner of the subject property, adjacent to the residential subdivision at Marchbrook Circle. Tributary #4 flows along in an eastward direction toward March Road, before crossing March Road to join Tributary #2 of Shirley's Brook just downstream of where Tributaries 2 and 3 come to a confluence.

Appendix 'A' provides a copy of the proposed Plan of Survey prepared by Annis O'Sullivan Vollebakk Ltd. (AOV), depicting any existing structures and the overall terrain.

### 1.2.2 Adjacent Uses and Development Context

The surrounding lands consist of both undeveloped and developed lands used for a range of purposes. The undeveloped lands are generally located to the north and to the east of the Subject Lands. These lands represent the entirety of the area that was the Kanata North CDP area. It currently consists of mostly natural features, agricultural land and some other rural uses, which are currently privately serviced.

Eventually these lands will be transformed into a mixed-use community, providing a range of residential types and densities, commercial districts, community services and facilities, parks and open spaces and enhanced pedestrian and transit connections, all guided by the CDP.

Outside of the Subject Property, there are three additional quadrants which will be developed by their respective landowners, as follows (See also **Figure 3**):

- **Northwest Quadrant (CU Developments Inc.):** Addresses 1053, 1075 and 1145 March Road are currently awaiting approval to applications for Plan of Subdivision (D09-16-18-0023) and Zoning By-Law Amendment (D02-02-18-0076). The Plan of Subdivision is draft approved, and the Zoning By-Law Amendment has been approved by Council.

The development will consist of 825 total residential units, institutional facilities, a stormwater management pond, a park and open space. The development will be

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constructed in multiple phases and include 295 single detached dwellings, 314 townhouse dwellings, and 216 multi-unit residential dwellings.

CU Developments Inc. is proposing to rezone a portion of their lands to R4Z (Residential Multi-units). This includes Blocks 281, 305, 307 and 311 on Draft Plan of Subdivision.

- **Northeast Quadrant (Cavanagh Developments):** Addresses 1020 and 1070 March Road is current awaiting approval for their Zoning By-law Amendment application. (D02-02-19-0090). The Plan of Subdivision (D07-16-19-0020) is draft approved.

The development will lead to a mixed-use subdivision (778 total units), comprised of 297 detached dwellings, 315 townhomes, 116 back-to-back townhomes, two commercial mixed-use blocks, a future school block and various park and open space blocks. The development will be constructed in multiple phases.

- **Southeast Quadrant (Minto Communities):** 936 March Road is current awaiting approval for their Zoning By-law Amendment application (D02-02-18-0109) and the Plan of Subdivision (D07-16-18-0032). The Plan of Subdivision (D07-16-18-0032) has yet to be draft approved.

The development (856 total units) will consist of 455 single-detached homes, 401 townhomes, two parks, a school block, two commercial blocks, a woodlot and a stormwater management pond. The development will be constructed in multiple phases.

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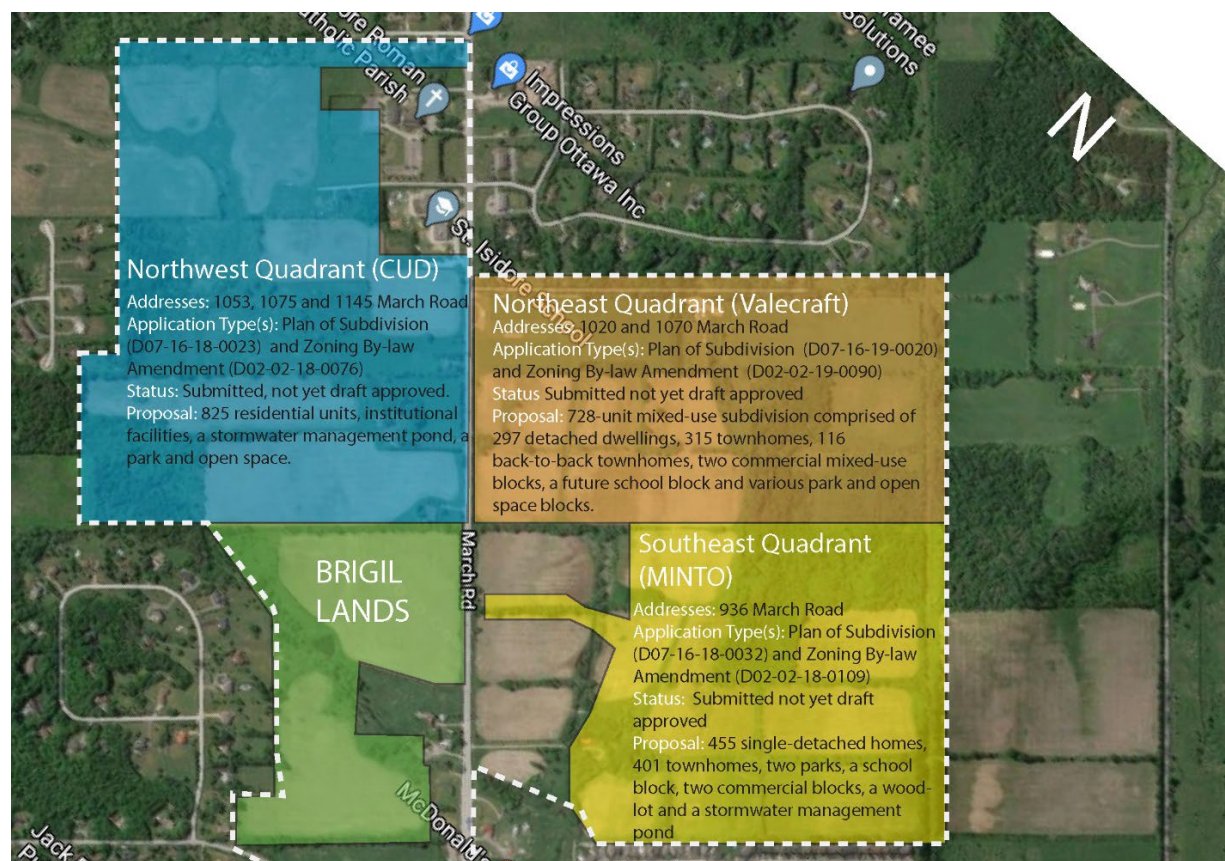


Figure 3: Adjacent Subdivision Applications

Previously developed lands are located immediately to the south and west of the subject site. There is a small retail commercial plaza located southeast of the Subject Property across March Road, which includes a grocery store, LCBO, fast food outlets and banking services. The lands are located only a short commute from the Kanata North Business Park, which are situated to the southeast of the subject lands along March Road. The expansion of transit along March Road will eventually bring future residents of the site closer to live, work, play options found in this business area.

While a small rural residential subdivision is located on the abutting lands to the west, there is a large residential subdivision located to the south, which includes the established communities of Morgan's Grant, Briarbrook, Brookside and others in the South March area. These lands contain a range of dwelling types, including single detached and townhouses. There are also small residential properties found on abutting lands to the east which are also located within the Kanata North CDP area.

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#### 1.2.3 Proximity to Community Amenities & Facilities

As alluded to in the previous section, the Subject Property benefits from being located in proximity to many existing and planned community amenities and community-supportive facilities.

The following amenities (and facilities) are located within approximately 1 km of the Subject Property:

- **Schools:** Jack Donohue Public School, Ecole Publique Julie Payette, St. Isidore School, South March, Public School.
- **Parks:** Louis Turner Park, Forestbrook Park, W.C. Bowes Park, Kanata North Community Garden, Gateshead Park, Dunollie Park, Shirley's Brook Park, McKinley Park, Ravenscroft Park, Brookshire Park, Klondike Road Park, and Juanita Snelgrove Park.
- **Trails and Paths:** South March Highlands Trail Network, as well as recreational trails, multi-use pathways, bike lanes and pedestrian paths along March Road and in Morgan's Grant, Brookside and Briarbrook residential communities.
- **Natural Features:** Shirley's Brook, Arbour Pond, Morgan's Grant Woods (Woodlot)
- **Historical Landmarks:** Old Town Hall
- **Other:** Saint Isidore Roman Catholic Parish, March Central Community Center, March Academy, St. John's Cemetery, St. John's Kanata Anglican Church

The future development of the Kanata North, including the Subject Lands, will result in the addition of schools, parks and institutions, which will complement and add to the existing stock of community amenities and facilities found on nearby lands.

Providing connections to existing amenities in addition to planned amenities will be implemented through the proposed Draft Plan of Subdivision. In particular, linkages to existing cycling and pedestrian facilities and parks will also be greatly improved through site development.

#### 1.2.4 Public Transit

Access to the Subject Property from the existing transportation network is sufficient and will be greatly enhanced through the proposed expansions to the City's Bus Rapid Transit Corridor along March Road, which is also an arterial road and cycling spine. Currently, the surrounding communities are serviced by daily local and express bus routes, as shown on **Figure 4**.

The BRT (Kanata North Transit Way) network will extend to the Kanata North CDP area. The expansion project will include the placement of a new station, intersection control and a new park

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and ride along March Road, within walking, cycling and driving distance of the proposed residential developments. Medium density development, including the proposed high-rise apartment dwelling residential buildings on a portion of the Subject Lands will be supported by these future transit plans.

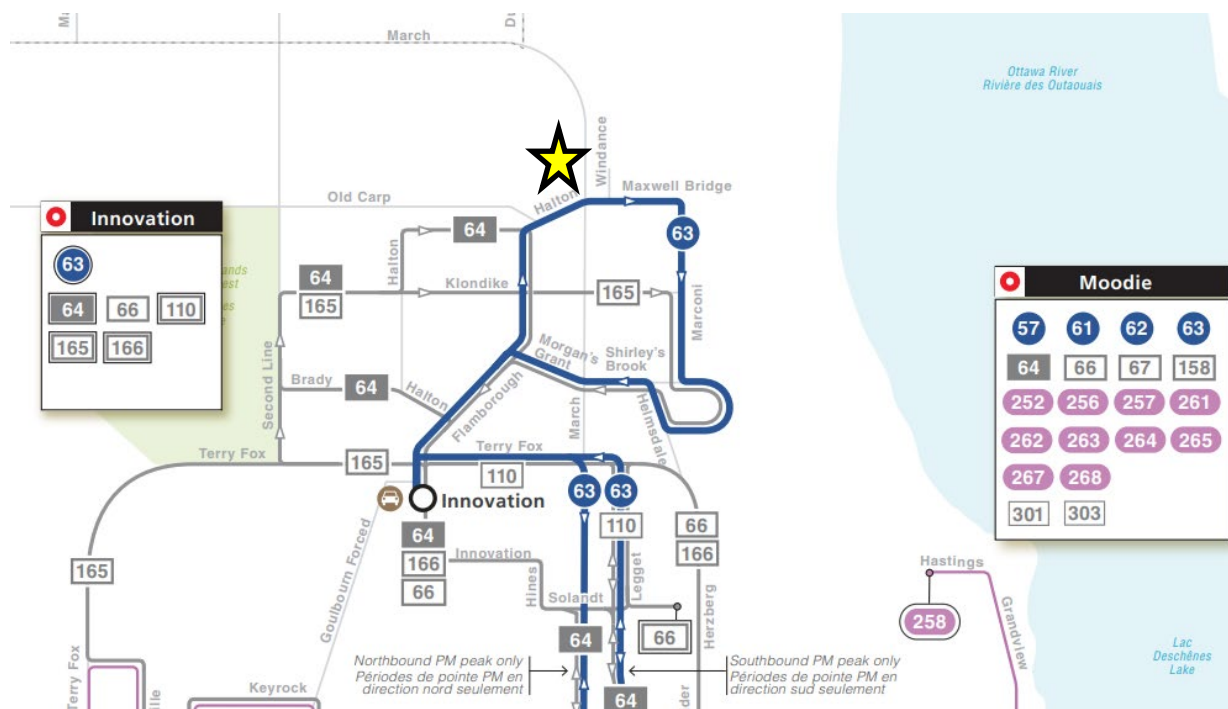


Figure 4: Approximate location of Subject Property is relation to active Bus Routes

As previously mentioned, in the residential subdivisions of Morgan's Grant, Brookside and Briarbrook, there is an abundant supply of recreational trails, walkways and other multi-use pathways which promote cycling and pedestrian activity. A multi-use pathway for pedestrian and cyclist travel is provided along proposed Collector roads throughout the CDP area, including the subject lands.

One of the nearby existing pathways provides a critical pedestrian and cycling connection from Old Carp Road to the OC Tanspo Park & Ride (Innovation Drive) and the Richcraft Recreation Complex located immediately south of Terry Fox Drive (west of March Road). Other cycling connections include:

- A Bike Lane along March Road, south of the intersection of Old Carp Road and March Road.
- A Bike Path adjacent to Terry Fox Drive, stopping at the intersection of March Road and Terry Fox Drive.
- A Paved Shoulder along March Road, north of the intersection of Old Carp Road and March Road, through the Kanata North CDP area.

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Expansions to the existing cycling network are planned for March Road and will include raised cycle tracks on both sides of the street.

These are just some of the many examples which demonstrate the suitability of the proposed development. In part, the subject lands can be viewed as an integral part of a larger transportation network. The development of the Subject Lands will capitalize on the existing transportation network and respond well to future transit plans by providing a comprehensive street network and intuitive pedestrian connections to transit and other amenities.



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### 2.0 Kanata North Community Design Plan

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Section 2.0 of this Planning Rationale provides an overview of the Kanata North Community Design Plan (KNCDP). As the CDP is not in affect in the City of Ottawa's New Official Plan, 2022, this section provides key details how the intent of the CDP was incorporated into the proposed Draft Plan of Subdivision (DPS).

#### 2.1 Background and History

The planning process for the Kanata North CDP was initiated by a group of landowners, known as the “Kanata North Land-Owners Group” (KNLOG). While the current group of landowners has changed slightly, they represent approximately 87% of the approximately 181 ha of land area, which is divided into four main quadrants.

The City of Ottawa, in conjunction with principal landowners, initiated the study of the potential urban lands and development of a CDP for the Kanata North Community. The subject lands were designated part of the Kanata North Urban Expansion Area (KNUEA) in 2009. Through Official Plan Amendment 76 (OPA 76) the lands were re-designated from ‘General Rural’ to ‘Urban Expansion Area’.

The CDP was completed, and council approved in 2016. The public consultation process for the Kanata North Community Design Plan was comprehensive. There were several public open houses and workshop sessions held between the summer of 2013 and spring 2016. A fourth and final public meeting was held in June 2016 to present the CDP, Official Plan Amendment and Master Plans to Planning Committee.

The community's involvement was integral to the results of the CDP study. Sessions helped to determine the community's preferred options for land use designations, streetscape design, placemaking and environmental protection. A Technical Advisory Committee (TAC) and a Public Advisory Committee (PAC) also helped to provide direction, as well as both local and professional knowledge and expertise of the lands.

After the adoption of both the required OPA's and CDP, most of the landowners in the four quadrants had filed both zoning bylaw amendments and draft plan of subdivision applications to implement the policy objectives of the CDP.

As part of the review for the City of Ottawa New Official Plan, both secondary plans and community design plans were adjusted where necessary to meet the new policy intent or were all together removed from the Official Plan. It was determined that the community design plan would not be carried forward in the new OP. However, Volume 2C, Section 6 still contains direction for the subject lands in Kanata North that:

*“Council has approved the Kanata North Community Design Plan (CDP) to*

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*guide future development. Development is therefore to occur in keeping with the CDP and policies within the Official Plan, subject to the following:*

- a) Residential development is to be not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments; and*
- b) 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.”*

City Staff have confirmed with the Project Team that the CDP is a guidelines document within the adopted framework of Volume 2C of the New Official Plan. As previously mentioned, since the CDP is now only a guideline document, an OPA is no longer required to support the future development of these lands.

### **2.2 Purpose as a Guiding Document**

As previously mentioned, and confirmed by City Staff, the Kanata North Community Design Plan is now only considered as a guideline document. Therefore, the future development of the subject property is not required to conform to the policies found in the CDP but follow the intent of this document.

It is important to note for context, that while the CDP provides very clear objectives and guidelines, Section 7.2 of the CDP does provide some flexibility as it pertains to the interpretation of the Plan and any potential amendment to the Plan as adopted by Council. Under Section 7.2.1, the CDP stipulates that some “minor” changes in land use designations are permitted as long as the changes are consistent with the general intent of the CDP. As it was first submitted, the proposed development was seeking some minor changes as well as some major changes, which had prompted the application for an Official Plan Amendment as part of the first submission.

As a result of the adoption of the New Official Plan and status of the CDP as only a guideline document, further changes have been proposed to the application to increase the residential density of the subject lands. However, the land uses and block layout of the proposed development are very similar to the demonstrate plan that is found in the CDP. The major change to the proposed development is an increase in residential density and building height for the units closest to March Road but the generally layout of the each of requested land uses in the CDP will remain the same.



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Figure 5 below shows the demonstrate plan and the proposed land uses for the subject lands.



Figure 5: Kanata North CDP Demonstration Plan

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This increase in building height for the residential uses that front along March Road is supported by the new Official Plan as March Road is designated as a Mainstreet Corridor. In the Suburban Transect, mainstreets are an area that can support an increase in height and density, including mid-rise and high-rise buildings, based on the local context. With this increase in density and overall unit count, the project team has confirmed there is existing capacity to service the development.

The table below outlines the guiding principles for the CDP and how the proposed plan of subdivision meets the intent of each of them.

<b>Guiding Community Principles</b>	<b>How this Proposal meets these Principles</b>
Respect existing adjacent communities and neighbourhoods.	The proposed blocks and lots adjacent to the existing development provide significant rear yards and buffering through the proposed MUP and landscaping, which will be confirmed at detailed design.
Create a sustainable, resilient, healthy and livable community.	The plan protects the existing environmental features and promotes sustainable, dense development.
Respect existing significant natural heritage features.	The proposed subdivision protects a 40m corridor + 6m pathway as well as measures to protect these features as outlined in the EIS & TCR.
Create distinct, yet interconnected, livable neighbourhoods within Kanata North.	The subject lands propose defined neighbourhoods, which have different densities and mix of uses, connected through streets and proposed MUPs.
Provide an opportunity for a mix of residential housing types and densities.	A mix of residential densities from, high, medium and low are proposed through a variety of unit types across the subdivision.
Ensure timely and efficient phasing of future infrastructure.	The proposed plan will be phased to ensure proper infrastructure is in place, both transportation and servicing.
Provide a development pattern and efficient transportation system that accommodates and encourages walking cycling, and transit over automobile use.	The increased density and mix of uses proposed throughout the subdivision (commercial, residential, institutional, recreational) will allow the use of active transportation, through the proposed network of roads and MUPs.

*Table 1: Review of CDP Guiding Principles*

Overall, the proposed development will still generally support the overall objectives of the CDP's Demonstration Plan and Intensity Targets, as well as the City's growth and housing policies, as provided in the City of Ottawa's Official Plan and supported by the Provincial Policy Statement (PPS) 2020. The Plan of Subdivision has been designed to locate higher density closer to the March Road transit corridor, which will ultimately mitigate the impacts of future residential on adjacent low-rise residential neighborhoods, increase land use compatibility and lead to transit-supportive development.

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### 3.0 Development Proposal Overview

As described in the initial Planning Rationale, Brigil intends to develop the Southwest quadrant in accordance with the general intent of the policies and design objectives associated with the Kanata North CDP. The approval of the proposed Plan of Subdivision will lead to the development of a mixed-use community which will compliment future developments on neighbouring lands in the formed Kanata North CDP area in order to achieve the desired densities and land use distribution. The figure below outlines the concept plan that will be implemented through the Draft Plan of Subdivision.

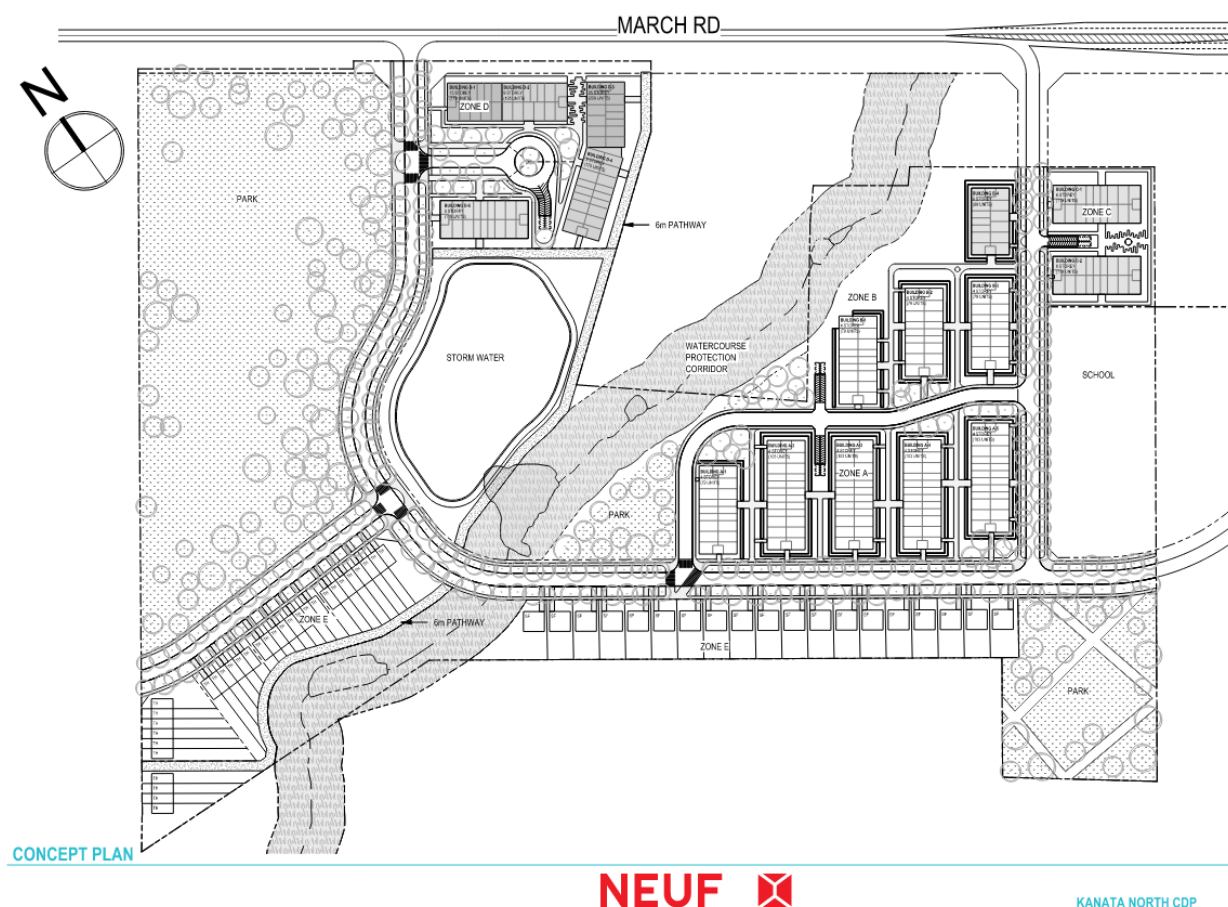


Figure 6: Proposed Development Concept

The site will be developed to accommodate five different zones of residential development. Zone A will be developed with five (5) low rise apartment buildings, with 491 units. Zone B will be developed with three (3) low-rise apartment buildings and one (1) mid-rise building, with 326 units. Zone C will be developed with two (2) 6 storey mid-rise buildings, with 238 units. Zone D will contain three (3) buildings that will be a mix of mid-rise and high-rise buildings for heights of 6, 9 and 15 storeys with a combine total of 802 units. Zone E will be developed with 32 townhouse dwellings and 19 single detached dwellings. The total proposed unit count of the proposed

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development is 1908 units. Both the mixed-use block and condo blocks are proposed to have underground parking, ranging from two-to-four (2-4) storeys in depth underground. Further details regarding the amount and details of the parking will be outlined at detailed design.

The proposed mid-rise and high-rise buildings located in Zone D, adjacent to March Road and the proposed stormwater pond will contain commercial uses in the podium of the building. These commercial uses will promote a mixed-use environment along March Road, activating the frontage along March Road that is present in this development. These uses will provide a variety of services within walking distance to the residents of the proposed subdivision.

These proposed mixed-use buildings follow the general intent of the CDP in providing local convenience commercial uses serving residents and the travelling public, while introducing higher-density residential uses that will support future transit and ultimately conform to the Official Plan, 2022.

Along with these residential uses, three (3) separate parks for a total of 5.61 hectares have been proposed to be dedicated to serve the future residents of the neighbourhood. This parkland dedication exceeds the requirements of parkland, by almost 2.5 ha. This was calculated based on the 1ha per 600 units as outlined in the Planning Act, as the City's Parkland By-law is currently under appeal. Prior discussions with City Staff have taken place regarding this parkland dedication approach.

A future block for a French school has been proposed at the southern limit of Brigil's property at the request of City Staff. Additional land will be dedicated to the City for Shirley's Brook Tributary 2 and a stormwater pond accommodate the required drainage.

The roads proposed consist of 24 m wide right-of-way (ROW) collector roads and 18 m wide ROW local roads. **Figure 7** demonstrates this in further detail:

# Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North



Figure 7: Proposed Land Use and Area

Together Table 2 below and Figure 7 shows the location of the proposed land uses and the approximate size of each land area.

Proposed Land Use Block	Land Area (hectares/acres)
Condo (2)	3.84 ha / 9.49 ac.
Mixed-Use	1.31 ha / 3.25 ac.
Townhouses	1.13 ha / 2.8 ac.
Singles	1.11 ha / 2.77 ac
School	1.00 ha / 2.46 ac.
Park	5.61 ha / 13.81 ac.
Storm Water Management (SWM) Pond	1.60 ha / 3.95 ac.
Creek	1.58 ha / 3.89 ac.
Roads	2.85 ha / 7.04 ac.
Road Widening (March Road)	0.17 ha / 0.41 ac.

Table 2: Proposed Land Use and Land Area

The implementation of the proposed development is subject to the approval of the application for Plan of Subdivision. As noted previously, it is our client's request the Zoning By-law Amendment to rezone the subject lands be a draft condition Draft Approval and will be sought at a later date. The concept and land use plan have been produced to provide City Staff with context for what the future buildout of the subdivision will look like. The concept plan will be refined through the rezoning of the subject lands after Draft Approval.

# **Planning Rationale – Draft Plan of Subdivision**

## **927 March Road – Kanata North**

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### **3.1 Supporting Plans and Studies**

As part of the 2<sup>nd</sup> submission, several supporting plans and studies have been included as a complete package to support the proposed development of Brigil's Land in Kanata. The updated plans and studies reflect the new concept and land use plan, as outlined above. As well, these plans, specifically the servicing and transportation, have been updated for the scenario with a second connection to March Road. Brigil is currently in discussions with these landowners to secure this second connection, as requested by City Staff. The timeline to secure is second connection is still ongoing and therefore we would request this been included as a Draft Condition. A summary of each of these plans and studies has been provided below.

#### ***Geotechnical Investigation – prepared by Paterson.***

A geotechnical investigation for the subject lands at 927 March Road was commissioned by Paterson. His was to determine subsurface soil and groundwater conditions and provide preliminary geotechnical recommendations for both the design of foundation and construction precautions for future build out of the site. The report recommends a variety of measures by undertaken related to construction and the type of development that is proposed. The proposed parking garages depth has also been reviewed and additional testing has been recommended at detailed design to ensure proper depth and footings. Adequate setbacks will be implemented for tree planting, as recommended by the City's Marine Clay Soils. The report concludes the proposed development can be supported from the geotechnical standpoint.

#### ***Transportation Impact Assessment (TIA) – prepared by Stantec.***

The Transportation Impact Assessment for the subject lands was prepared by Stantec in support of the Draft Plan of Subdivision application. The TIA has concluded there will be some intermediate delays on the existing road network, with the adjacent subdivisions buildout as well as Brigil's at 927 March Road, before March road can be fully build-out. During the ultimate horizon year of 2039 of March Road, with an envision 4-lane cross section, all study area intersections were found to operate acceptably. Additionally, the planned median BRT system on March Road, along with transit improvements in the vicinity of the study area will improvement the road conditions. Therefore, the development on the subject lands can be supported from a transportation perspective.

#### ***Site Servicing, Grading and Stormwater Management Plans and Report – prepared by Stantec.***

The Site Servicing plans and reports were prepared by Stantec for the subject lands and provide conceptual grading, site servicing and stormwater management for the plan of subdivision. As part of the previous CDP process, the site was previous outlined in the Kanata North Master Servicing Study (KNMSS) and the Kanata North Environmental Management Plan (KNEMP) in June 2016. The proposed plans demonstrate that the subject lands can serviced properly, in line



## **Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North**

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with the existing/future infrastructure that exists on March Road. City Staff have confirmed existing excess capacity is present in the current sewers on March Road for the increase in proposed density of the subdivision. These plans support the proposed draft plan of subdivision and indicated no conflicts in servicing the future development.

### ***Roadway Traffic Noise Feasibility Assessment – prepared by Gradient Wind.***

The Roadway Traffic Noise Feasibility Assessment was prepared by Gradient Wind for the subject lands. The report reviews the potential noise impacts from the proposed and existing roadways on the subject lands. The results conclude that blocks adjacent to March Road will require upgraded building components and air conditioning to allow windows to remain closed while maintaining a comfortable indoor environment. All other will require forced air heating with provision for air conditioning. A detailed roadway traffic noise study will be required at the time of subdivision registration to determine specific noise control measures for the development.

### ***Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) Addendum #1 – prepared by McKinely Environmental.***

The EIS and TCR for 927 March Road was prepared by McKinely Environmental. As outlined in the original report, significant environmental measures have been reviewed and proposed to be undertaken to support the proposed Draft Plan of Subdivision. This includes measures around and within the 40m wide watercourse corridor that crosses through the subject lands. Additionally, new field work has been completed this past year along updated status to the natural heritage related regulatory approvals and current conditions of the site. The EIS and TCR conclude the development of the site is not anticipated to impact the natural features and functions of the subject lands significantly negatively.

## **3.2 Response to 1<sup>st</sup> Round Comments**

As previously mentioned in the introduction, the initial application for the subject lands was submitted under the old City of Ottawa Official Plan, 2003. This included applications for an Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision.

The application was deemed complete by City Staff on February 23<sup>rd</sup>, 2021, in advance in Council's Adoption of the new Official Plan 2022. Our client has elected to resubmit the application in response to the first round of comments, based on the premise that no Official Plan Amendment would be required, and the Zoning By-law Amendment will be a condition of Draft Approval. In preparing this application for only a Plan of Subdivision, the applicable first round comments were reviewed, and changes were addressed where Staff had directed with the previous applications. This should hopefully help the review process with the application for only DPS.

As previously mentioned in the introduction, the Kanata North CDP has not been carried forward into the new OP. As per Volume 2C, Section 6, *"Council has approved the Kanata North*

## **Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North**

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*Community Design Plan (CDP) to guide future development. Development is therefore to occur in keeping with the CDP and policies within the Official Plan.*” Based on this and new designations from the new Official Plan, an OPA is not required. Therefore, this application on the subject lands have been resubmitted with only DPS.

The first round of comments for the OPA, ZBA & DPS were received by the project team on May 21<sup>st</sup>, 2021. The majority of the comments related to the OPA are not applicable anymore as we are not looking to amend the Official Plan. However, the generally comments around the increase in density have been included in this updated planning rationale.

The planning comments pertaining to the subdivision have been addressed and necessary changes as the project team saw fit have been included in this submission. A full comment response matrix (spreadsheet) has been included in this submission as a separate document.

Comments provided by other groups, including Urban Design, Parks and any other relevant groups have also been examined and revisions have been included within the planning rationale to address these issues.

The remaining members of the Project Team have updated their drawings and reports based on the updated concept plan and first round comments from City Staff. These updated drawings and reports are included within this 2<sup>nd</sup> submission package. The comment response matrix provided under a separate cover has provided answers to all comments from City Staff and other technical agencies.

### **3.3 Impacts on Density, Community Amenities and Infrastructure**

As outlined above, the revised Plan of Subdivision has increased the number of overall units through the increased density on the mixed-use block and condo block. The first submission had proposed closer to 1800 units, where the current submission proposes over 1900 units. As a result of this increase in units, two new parks have been provided within the proposed subdivision. This provides increased public space for the increase in this units.

As well, City Staff had previously confirmed that sufficient capacity exists in the water and sewers present along March Road to accommodate these extra units. As part of the second submission and previously detailed, Stantec has confirmed all of the proposed development can be adequately serviced. The SWM Pond can currently accommodate major storm events- while protecting the existing natural features found on the site.

Brigil is also in discussion with adjacent landowners to secure the second road connection to ensure all transportation modes have sufficient capacity and access to March Road and service connections. The Multi-Use Pathway has been moved within the subdivision to provide future residents connections to public roads on either ends. This ensures active transportation modes have additional options, on top of the proposed road networks.



## **Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North**

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Lastly, the PPS 2020 and City of Ottawa Official Plan, 2022, allow for the increased density on the subject lands, with a mix land uses in a pattern that achieves all types of housing options at a range of densities; is transit-supportive; and efficiently use available and planned services, infrastructure and facilities. The Plan of Subdivision responds to the new OP and the designations, while keeping in line with the Kanata North CDP as a guiding document.

# Planning Rationale – Draft Plan of Subdivision

## 927 March Road – Kanata North

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### 4.0 Policy and Regulatory Framework

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The following section of the report reviews the policy and regulatory framework that the subject lands are in relationship to the proposed development.

#### 4.1 Planning Act, R.S.O. 1990

The Planning Act sets the regulatory framework for planning in Ontario, as it regulates land use development and prescribes matters of provincial interest relating to environmental, resource, social, and economic objectives. Regulations are provided for local planning administration, the development, approval and amendment of official plans and zoning by-laws along with various other statutory planning tools.

It also establishes the process for the subdivision of land. Its regulations detail application procedures and prescribed materials, notice requirements, and public participation processes among other matters.

This application is in compliance with Section 34, Section 51(24) and Ontario Regulation 544/06 of the Planning Act. As per Section 51(24), the approval authority shall consider:

1. *The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*
2. *Whether the proposed subdivision is premature or in the public interest;*
3. *Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*
4. *The suitability of the land for the purposes for which it is to be subdivided;*
5. *The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;*
6. *The dimensions and shapes of the proposed lots;*
7. *The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*
8. *Conservation of natural resources and flood control;*
9. *The adequacy of utilities and municipal services;*
10. *The adequacy of school sites;*
11. *The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*
12. *The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*
13. *The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.*

## Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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### 4.2 Provincial Policy Statement, 2020

The Provincial Policy Statement was issued under the authority of Section 3 of the *Planning Act* and in effect since March 1<sup>st</sup>, 2005 and provides policies that are consistent with the matters of provincial interest that are related to land use planning. The Provincial Policy Statement (PPS) 2020 was adopted on May 1<sup>st</sup>, 2020.

PPS 2020 supports Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). The proposed development supports one of the fundamental components of the PPS, which is to promote cost-effective and land efficient development patterns. As per the PPS, cost-effective development is commonly associated with proposals that optimize density, capitalize on existing infrastructure and promote a mix of uses, including green spaces.

The following policies were reviewed in the context of the proposed development:

*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;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- i) preparing for the regional and local impacts of a changing climate.*

The proposed development is consistent with policy 1.1.1 by developing a land use patterns that efficiently develops the subject lands that provides for variety of land uses, creating a mixed-use community. Residential, commercial, institutional and parks and open space are all provided in the concept plan. A mix of residential types in a variety of built forms is proposed to accommodate a range of persons in the proposed development.

The necessary infrastructure including sewer and water have been confirmed by City Staff as having capacity. Furthermore, the proposed development provides the appropriate land for the widening of March Road to accommodate future mobility, including the March Road BRT. The necessary infrastructure will be planned for within the proposed subdivision, including water, sewer and roads.

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### *Policy 1.1.3 Settlement Areas:*

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

*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.*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

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

The proposed development is consistent with the above policies found in the PPS by focusing the new development within the settlement area. The proposed land use pattern of the subdivision provides for a variety of land uses and range of densities, which are transit-supportive and efficiently use land resources infrastructure and public service facilities that are planned or available in accordance with policy 1.1.3.1, 1.1.3.2 and 1.1.3.3.

## Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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The plan of subdivision also promotes a compact, form of intensification that is appropriate for the context of the site, given the proximity to future higher order transit. The development is adjacent to the current built-up area of Kanata North and provides a further mix of uses and density that allow for the most efficient use of land in the greenfield area.

### *Policy 1.4 Housing*

*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) 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.*

The PPS obligates planning authorities to 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* (Policy 1.4.3.), which includes permitting and facilitating all housing options and all types of residential intensification (Policy 1.4.3.b). The proposed development ranges from single detached dwellings to townhouse units to low-rise (4 storeys), mid-rise apartment buildings (6 storeys) and high-rise apartment buildings (15 storeys).

### *Section 2.0 of PPS 2020*

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed Draft Plan of Subdivision is consistent with these provisions regarding:

- Section 2.1 (Natural Heritage): The subject lands have identified Shirley Brook Tributary 2 as a natural heritage feature, which includes wildlife habitat. Buffers are being provided in

## Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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accordance with the policies of the Official Plan. Studies have been prepared to demonstrate the suitability of the proposed development and mitigation measures.

- Section 2.2 (Water): The Shirley Brook Tributary 2 has been identified on the site. It runs through the site in an east-west manner. The watercourse will not be altered. Studies have been prepared to demonstrate the suitability of the proposed development.
- Section 2.6 (Cultural Heritage and Archaeology): An archaeological assessment is being prepared in support of the proposed Plan of Subdivision to demonstrate that development is appropriate for the lands.

### *Summary of Planning Considerations in relation to PPS 2020:*

The proposed development supports the policies of the PPS by capitalizing on the creation of a new urban community that is planned, supported by local policies, and ready to be developed. The development will be consistent with the PPS by providing an appropriate range and mix of housing options and densities and by offering a mix of land uses that are compatible and appropriate within the City's urban area. The request for higher density for two (2) high-rise buildings (15 storeys) is considered to be appropriate and consistent with PPS policies.

The prioritization of existing natural features (e.g. Shirley's Brook Tributary) and supportive servicing elements (e.g. SWM pond) will help to create a community that is environmentally sustainable, self-reliant and resilient to the potential of climate change impacts.

The proposed development also responds to future transit plans and will ensure the appropriate and efficient use of infrastructure and public service facilities which are planned or available, as first identified in the supporting studies that were conducted during the CDP planning process. The subject lands will be serviced by municipal water services and municipal sanitary sewers as confirmed in the studies that had been submitted in support of this subdivision.

The proposal will also support wider growth and housing objectives within the Kanata North Community Area and the larger City of Ottawa. For the reasons provided herein, the proposed development will be consistent with PPS 2020 policies.

### **4.3 City of Ottawa Official Plan, 2022**

In November 2022, the Minister of Municipal Affairs and Housing approved the new City of Ottawa Official Plan, with 30 modifications to the Official Plan that was approved by Council in November 2021. The approval of City of Ottawa's new official plan, as modified, repeals and replaces the in-effect official plan adopted by the city in 2003 and all amendments thereto.

The new OP outlines a comprehensive land use policy framework to guide growth and development within the city to the year 2046, including policies and schedules that address housing and growth management; long-term planning for employment and infrastructure; protect

## Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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water resources, natural heritage and agricultural areas; manage non-renewable resources; plan for climate change; and safeguard public health and safety.

The new Official Plan is composed of 12 sections, each addressing a different aspect of the planned function of the City as a whole. The main sections considered in the context of this development proposal include:

- Section 2 Strategic Directions
- Section 3. Growth Management Framework
- Section 5. Transects
- Section 6. Urban Designations

In the policy context of the new Official Plan, the subject site is located within the Suburban West Transect Area, with a Mainstreet Corridor and Neighbourhood Designation and Evolving Neighbourhood Overlay.

### 4.3.1 Strategic Directions

Section 2 of the Official Plan 2021 provides Strategic Direction for growth and development in the City with five “Big Policy Moves”. This plan anticipates that Ottawa’s population will surpass 1.4 million by 2046, with 60% of growth occurring in the existing built-up area. As such, growth is directed to areas with a mix of housing, shopping, amenities and employment, areas easily accessed by transit, and which encourage walking.

In order to meet these goals and other objectives set out by the Official Plan, the City has committed to pursuing strategic directions in five key areas, all of which are applicable and relevant to this Proposal and include: Growth Management, Mobility, Urban and Community Design, Climate, Energy and Public Health and Economic Development.

The proposed development will meet the objectives of Section 2.0 of the Official Plan in the following ways:

#### ***Big Policy Move 1: Growth Management***

The proposed development will support the City’s growth management policy goal by developing the subject lands, which are located within the settlement area, as an undeveloped greenfield area. The proposed development follows the policies of the 15-minute neighbourhood and promotes a mix of housing supply to provide a variety of choices, in proximity to a variety of current public services and future services.

#### ***Big Policy Move 2: Mobility***

A variety of land uses are proposed in close proximity to the proposed residential land uses that supports active transportation options. As well, the development has frontage on March Road, where a future rapid transit corridor is planned. This reinforces the City’s goal to have more than

## **Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North**

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more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling by 2046.

### ***Big Policy Move 3: Urban and Community Design***

The proposed development is in accordance with the City's goals related to urban design by providing a variety of residential options in close proximity to other land uses, with high quality public space and green space to be enjoyed by residents. The proposal conforms to the policies outlined in the Suburban Transect, Mainstreet and Neighbourhood Designation and Evolving Neighbourhood Overlay, all working to develop a 15-minute neighbourhood.

### **Big Policy Move 4: Climate, Energy and Public Health**

In accordance with the City's bold policies on climate action, the development of the subject lands puts the concept of a 15-minute neighbourhood by providing a diverse mix of land uses within the draft plan of subdivision, including, residential, commercial, institutional, and open and park space.

### ***Big Policy Move 5: Economic Development***

The proposed development conforms to the City's goals related to economic development by providing a variety of land uses on the subject lands, that provide for the flexibility in changes to land uses designation to support changing economic conditions. Providing the mix of uses close to the current Special Economic District of the Kanata North Business Park, provides future residents and businesses the opportunity to benefit from this area.

#### **4.3.2 Growth Management Framework**

Section 3 of the Official Plan establishes overall policies for the City to meet its projected targets in terms of dwelling and employment needs by the end of the life of this Plan in 2046. Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 46 per cent of city-wide dwelling growth to the greenfield portion of the urban area.

In accordance with the Provincial Policy Statement, the Kanata North Urban Expansion Area (KNUEA) was new land brought into the urban boundary in 2009 through OPA 76 of the old Official Plan. This land is located within the urban area of the City of Ottawa and is ready for new greenfield development.

The proposed development provides sufficient density for both the Mainstreet and Neighbourhood designations. High-rise/Mid-rise buildings along the Mainstreet corridor provided increased residential density, along with several low-rise townhouse blocks located in the Neighbourhood designation provide further residential density. Single-detached dwellings are located on the far west of the site property to provide further variety in the types of units and provide transition between the increased residential density found and the rural subdivision.



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## 4.3.3 Transect Policy Areas

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different typology of urban form that is found in the City, starting with the downtown area and going outwards towards the rural areas. In traversing each transect, a gradation can be seen in the built form of the urban environment as well as the planning function of the lands found within them, from a highly urbanized context to rural farmlands and village cores. The subject site is located in the Suburban Transect, as seen in **Figure 8** below.

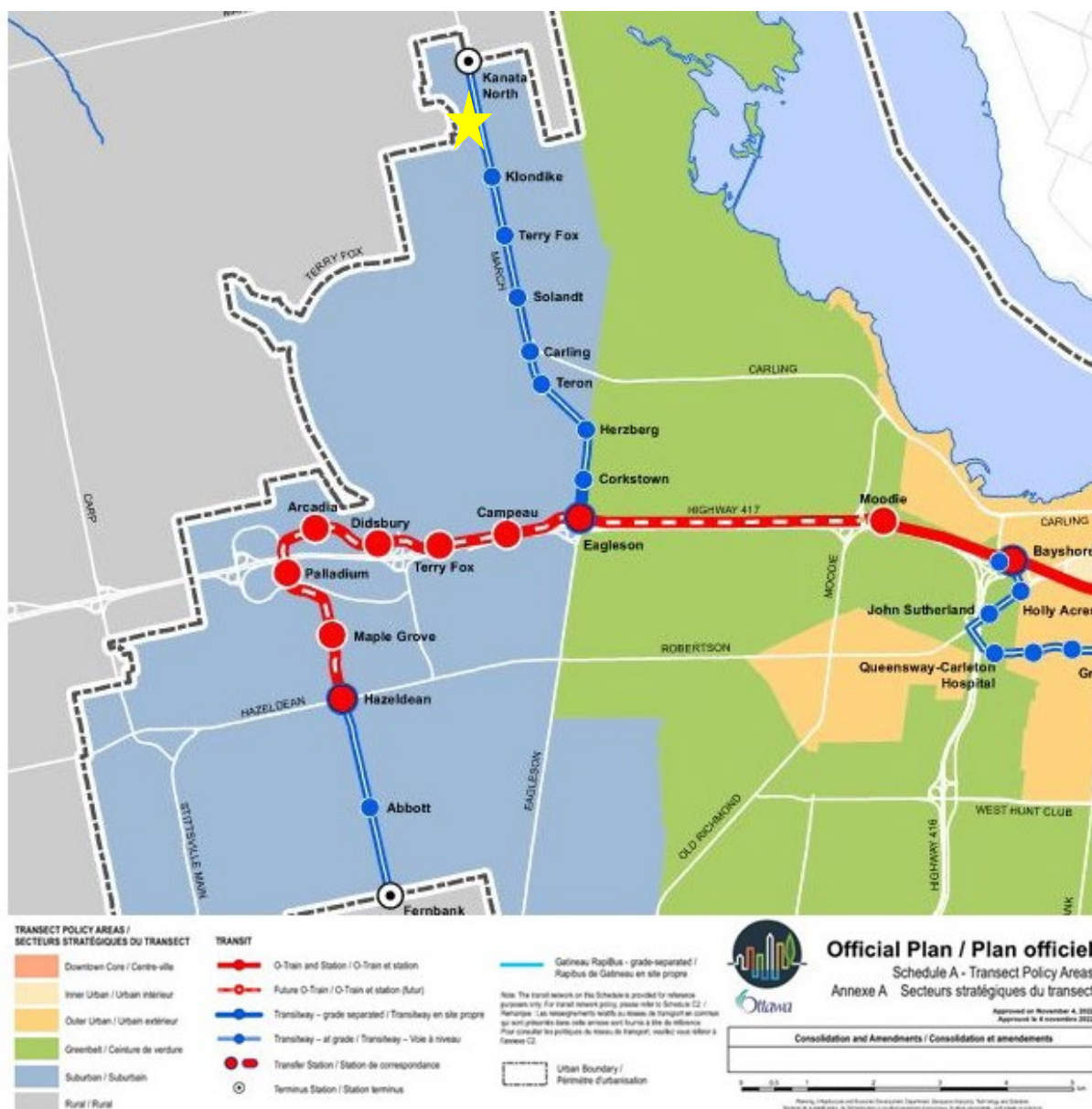


Figure 8: Excerpt of Schedule A – Transect Policy Areas

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Further to Schedule A, Schedule B5 (Figure 9) shows the subject site is located in the Suburban West Transect, which is formed by the former City of Kanata, Stittsville and a handful of other communities, just outside of the Greenbelt. These neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

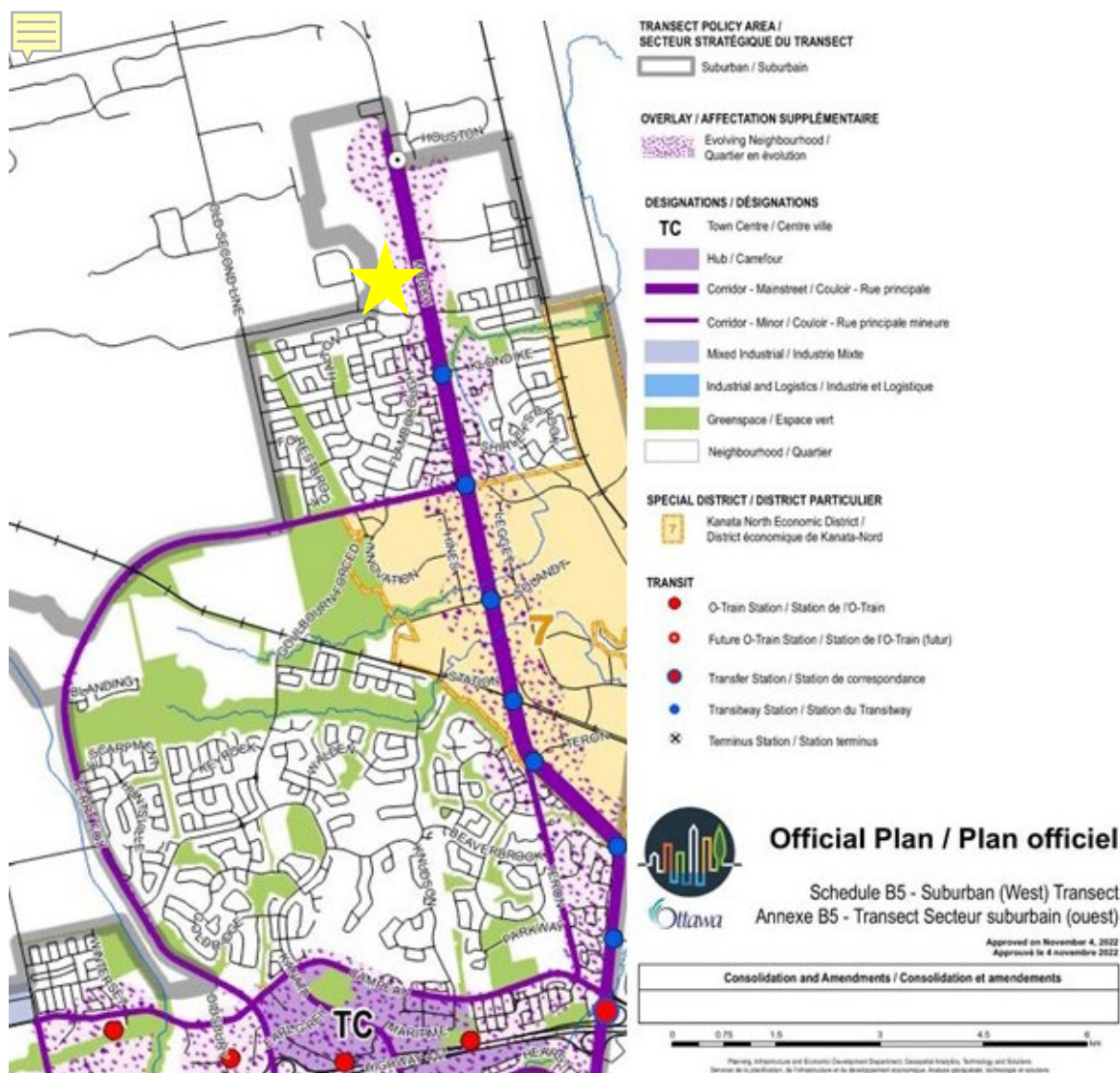


Figure 9: Excerpt of Schedule B5 – Suburban West Transect Area

The focus of new development in these areas is to develop these areas that support their gradual change and evolution towards becoming 15-minute neighbourhoods. This will be done by including further active transportation modes, including a further mix of use with commercial and employment in the Town centres, found in the urban context of the City and provide an increase variety and density of new housing to meet the changing demographic needs of the

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population. The proposed draft plan of subdivision for the subject lands conform to the City's goals of the Suburban Transect. The following is a review of the applicable policies.

Section 5.4.1 of the Official Plan provides policies for development in the Suburban Transect and the evolution towards 15-minute neighbourhoods

*2) The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*

- a) **Low-rise within Neighbourhoods and along Minor Corridors;***
- b) **Low-rise along Minor Corridors, however the following policy direction applies:***
  - i) **Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;***
  - ii) **Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and***
  - iii) **High-rise buildings may be permitted through a secondary plan.***
- c) **Mid-rise along Mainstreet Corridors, however the following policy direction applies;***
  - i) **Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;***
  - ii) **The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and***
  - iii) **The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; and***

*3) In the Suburban Transect, this Plan shall support:*

- a) **A range of dwelling unit sizes in:***
  - i) **Multi-unit dwellings in Hubs and on Corridors; and***
  - ii) **Predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes; and***
- b) **In Hubs and on Corridors, a range of housing types to accommodate individuals not forming part of a household***

### 5.4.2

*1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:*

- a) **Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations; and***

## Planning Rationale – Draft Plan of Subdivision

### 927 March Road – Kanata North

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The proposed plan of subdivision conforms to the policies in the suburban transect by locating the proposed multi dwelling units, in the form of high-rise and mid-rise buildings along the Mainstreet Corridor, March Road. Based on the large lot fabric and overall size of the subject lands, the proposed dwellings conform to both the stepback and transition requirements set out by the Official Plan and guideline documents.

Furthermore, the development proposes a variety of multi-unit dwellings in the neighbourhood designation, include ground-oriented blocks of singles detached dwellings and townhouse dwellings to accommodate different types of households. These units are located away from the Corridor designation and the future BRT along March Road. This will provide the gradual transition the City envisions from the Corridor designation to the existing rural subdivision to the west of the subject lands.

The plan of subdivision also supports policy 5.4.2 1 a) by locating the higher density, mixed-use buildings closest to March Road and the future rapid transit station north of the subject site. This enhances the urban environment and built form, creating for a public realm that is accommodating to all users

Section 5.4.4 of the Official Plan provides direction for new development in the Suburban Transect. These policies focus on new greenfield development being planned towards 15-minute neighbourhoods.

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;*
- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes*
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*

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- f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant.*

The proposed development conforms to the policies above by providing an arrangement of streets, blocks, buildings, parks and greenspaces that create a high-quality of public realm. The layout of the subdivision substantially follows the Kanata North CDP in creating a fully connected street network that encourages a variety of transportation modes. The proposed street network allows for the flow of traffic, while providing focus on future modes of sustainable transportation in the subdivision, and the future BRT corridor along March Road.

Also, the variety of proposed land uses integrates well the other surrounding uses that are proposed by the Kanata North CDP. These land uses conform to the Hub and Corridor designation by acting as a focal point of the proposed development with a mix of uses, while integrating with the adjacent low-rise neighbourhood and reinforces the neighbourhood designation found in the Official Plan.

#### 4.3.3.1 Evolving Neighbourhood Overlay

As part of the new Official Plan, there are a variety of new overlays which apply to complement the underlying designations, found in Section 4 of the Plan. These overlays provide additional policy direction to allow certain types of activities and provide built form guidance in evolving areas that is otherwise not included in the designation section of this Plan.

One of these overlays is the Evolving Neighborhood Overlay which is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification. This includes guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Section 5.6.1.1. of the Official Plan provides the following policies related to the Evolving Overlay

- 1) *The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. **The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station.** The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:*
- a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*

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- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.*

The subject lands are within 150m of a Mainstreet Corridor, March Road, and are also within a 400m radius of a future rapid transit station along the March Road BRT. The proposed development conforms to the policies of the Evolving Overlay by proposing new building typologies (high-rise and mid-rise) along the March Corridor. This development promotes a built form that supports evolution from a predominate suburban environment to an urban built form, that meets the goals of a 15-minute neighbourhood and focuses on a variety of transportation modes based on its location along a Corridor designation and future rapid transit corridor.

#### 4.3.4 Urban Designations

Section 6 of the Official Plan provides policies on land uses designations throughout the City of Ottawa. The subject lands have two different designations, Mainstreet Corridor and Neighbourhood.

##### *Mainstreet Corridor Designation*

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The designations of the subject lands are shown on Schedule B5. Section 6.2.1 outlines the policies for the corridor designation.

- 1. Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:**
  - a. Generally, a maximum depth of**
    - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;**
    - iii. Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and*
    - iv. Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;*
  - c. Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.**



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2. *Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:*
  - a. ***Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;***
  - b. ***May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;***
  - c. ***For sites generally of greater than one hectare in area or 100 metres in depth:***
    - i. ***Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and***
    - ii. ***Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and***
  - d. *Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.*

The proposed development on the subject lands extends greater than 220 metres from the centre line of the street that is a Mainstreet Corridor, March Road. Therefore, the subject property is designated “Mainstreet” for the first 220 metres and this portion of the property must conform to the policies set out for Mainstreets, with the remaining portion considered as “Neighbourhood”.

The proposed plan of subdivision conforms to the policies described in 6.2.1.2 by locating the buildings with the tallest heights and highest densities in Zone D, two 15-storey towers, abutting March Road. It provides appropriate transition from these high-rise buildings to the adjacent 9 and 6 storey mid-rise buildings through the orientation of the blocks and the separation distance between the two towers.

Furthermore, the proposed plan of subdivision provides an increase in density located in Zone C, the other portion of the property that abuts the Mainstreet Corridor designation along March Road. Based on the configuration of the proposed road and blocks within this area, three midrise buildings have proposed with a maximum height of nine (9) storeys. Based on the location of these midrise buildings, further setback from March Road and adjacent to existing low density uses, mid-rise buildings are appropriate at this location. They maintain the proposed transition between the existing uses on March Road and the proposed four storey low-rise apartment buildings in Zone A and B.

In providing this variety of heights and density, the proposed development provides transition from the most intense development to less intense through varying these building heights. This orientation and layout of the buildings itself acts as building setbacks, stepping away from the

## Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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Corridor Designation along March Road to the neighbourhood designation, further west into the subject site.

Mid-block connections are proposed that provide both pedestrian access to and from March Road and breathing room between the proposed buildings. As the subject lands are both greater than 1 hectare and more than 100 metres in depth, an enhance circulation network is proposed to support a variety of transportation modes that meet the intent of 15-minute neighbourhoods.

Section 5.4.3 of the Official Plan provides direction for Corridors that are located within the Suburban Transect.

3. *Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, stepbacks and angular planes, maximum building heights as follows:*
  - a. **Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however;**
  - b. **The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and**
  - c. *Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and stepbacks, permitted building heights are up to 4 storeys, however:*
    - i. *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;*
    - ii. *Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and*
    - iii. *Mid-rise or high-rise buildings may be permitted through a Secondary Plan.*

The proposed development conforms to policies above by adhering to the allowable heights in the Suburban transect, where the subject site is located, for both mid-rise and high-rise development. As per Schedule C16 of the new Official Plan, the proposed protected right-of-way for March Road is 44.5m. The proposed buildings fronting on March Road provide appropriate wall heights that are proportionate to the adjacent corridor of 9 and 15 storeys. This will enhance the public realm and be consistent with the urban design policies found in the Official Plan. Increased public realm, with ample parkland and public streets have been included in the subdivision for the proposed increased density. Further exceptions at the Zoning By-law Stage will be included to ensure sufficient public realm.



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### *Neighbourhood Designation*

The neighbourhood designation is given to the majority of the land located in the Urban Boundary of the City of Ottawa. They are described as contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

The neighbourhoods located in the City of Ottawa are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to grow future development into 15-minute neighbourhoods where those conditions do not currently exist.

The subject site is shown on Schedule B5 and is described with the Neighbourhood designation. The permitted heights in Neighbourhood designation shall be Low-rise, which is defined as 4 storeys or less, as described by policies 6.3.1 2) and 5.4.5 1).

Policy 5 in section 6.3.1. states the following regarding permitted densities in the neighbourhood

- a. Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;*
- b. Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and*
- c. Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).*

As outlined in the concept plan, the densities and building typologies vary within the neighbourhood designation by locating the blocks of low-rise apartment buildings adjacent to the proposed high-rise and mid-rise buildings along March Road. This location is ideal as they are able to provide transition in the built form between the proposed higher density buildings, but further away from the Corridor and rapid transit station. The ground-oriented townhouses and single detached dwelling units are located furthest away from the Corridor and are the ideal unit to provide transition to the rural subdivision from the new proposed development.

The location of each type of built form creates a gradual and appropriate transition with the highest and densest uses along March Road down to the low-rise and least dense housing typologies along the rear property line. This conforms to how the City envisions the built form between Corridor and Neighbourhood designations.

Specifically, the proposed townhouses in the north-west corner of the subject lands have been chosen over single detached dwellings to further support the mix and variety of dwellings that are found within the proposed subdivision. These townhouses will provide increase the current mix that is found within the proposed subdivision and balance out the higher density uses. As well, these townhouses will complement the adjacent townhouses that have been approved by council

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in the subdivision developed by CUD. These townhouses will still provide adequate transition and separation from the existing rural subdivision to the west, with similar scale and massing to the proposed single detached dwellings. The creek that travels through the subject site, is located in the majority of the rear yards of these townhouses, between the existing large lot single dwellings and these proposed dwellings. This environmental feature provides an inherent a setback that cannot be development as these features are protected by other policies.

Policy 2 in section 6.3.2 states that the Zoning By-law will regulate and establish the built form for development that is consistent with the direction provided by each Transect location, this case being the Suburban Transect. This regulation of the built form will focus on the height, setbacks, massing, floor area, roofline, material and landscaped areas. The zoning by-law amendment that will be a requirement of Draft Approval will ensure the proper form and functionality between the variety of built form proposed.

The proposed development conforms to the Official Plan policies, including those of the Suburban Transect, Mainstreet Corridor and Neighbourhood Designation, the Evolving Overlay and the remainder of policies herein.

### **4.4 Design Strategies and Guidelines**

The proposed development also has a variety of additional design guidelines that are applicable to the subject lands. These building better suburbs and urban design guidelines for greenfield neighbourhoods and high-rise buildings.

#### **4.4.1 Building Better and Smarter Suburbs (2015)**

The Building Better and Smarter Suburbs: Strategic Directions and Action Plan was approved by Planning Committee in March 2015. The document introduces a set of policies and guidelines that intend to improve efficiency and functionality of new suburban development, considering broad, strategic planning and design issues that contribute to the quality, safety, and functionality of a community.

Components of this document that are most relevant to the proposed development include:

#### **1. Street Network and Land Use:**

- Designing the road network as a modified grid to create legible districts and opportunities for a mix of land uses within walking distance from homes.
- Create a street system that promotes passive traffic calming and includes traffic calming features, such as bulb outs and pathway crossing signage, built into the initial designs for local and collector roads.
- Pedestrian priority measures along important pedestrian routes as part of initial street design and construction.

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### 2. Parks, Open Space & Vegetation:

- A well-connected system of parks and open spaces and appropriate tree planting measures along streets.

### 3. Stormwater Management & Utilities:

- Locate SWM ponds adjacent to parks and integrate pathways into a common network.
- Compliance with Ottawa Design Guidelines – Water
- Compliance with Ottawa Design Guidelines – Sewer

### 4. School Sites:

- Plan and design school sites as part of the open space system. Prioritize safe walking and cycling for children around schools by ensuring that plans of subdivision identify pedestrian and cycling facilities and traffic calming measures in appropriate locations in proximity to schools.
- Zoning By-Law Amendment, at a future date, to facilitate efficient use of land at school sites (Dual zoning).

### 5. Parking:

- Develop townhouse blocks with 4 or 6 units and paired driveways to facilitate on-street parking between driveways.

The proposed development has been designed to reflect the design objectives above and to provide a desirable community with appropriate land use, street layouts, parks, SWM facilities, school sites (by others) and parking.

#### 4.4.2 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods was approved by the City of Ottawa Council in September 2007. The purpose of these design guidelines is to provide guidance for new the development of new neighbourhoods within the urban area of the City of Ottawa, by providing guidance regarding the relationship between adjacent sites and between a site and the public street.

As per the guidelines, a greenfield neighbourhood is defined as follows:

*A “greenfield neighbourhood” in the context of these design guidelines refers to a large area of land within the Urban Area that has not been developed previously, or that has the potential to be extensively redeveloped. Generally planned from the outset as a separate entity to create many lots fronting onto one or more public roads, it could be a single subdivision with fewer than 50 residential dwellings within an existing urban neighbourhood, or it could be several neighbourhoods with over 1,000 dwellings that form part of a larger area of new development.*

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In the context of the subject lands, the proposed development is considered as a greenfield neighbourhood located in designated Urban Areas beyond the Greenbelt. These greenfield neighbourhoods are seen in the following context, with these potential challenges:

*These large, usually undeveloped, areas of land offer significant opportunity for innovative practices to achieve the Official Plan's direction for liveable communities, but they face issues of scale, phasing, compatibility as well as sensitivity to environmental carrying capacity, and natural and cultural features.*

The objectives of the Urban Design Guidelines for Greenfield Neighbourhoods are as follows:

- To protect and integrate the site's inherent environmental, topographic, and cultural features;
- To create a comfortable pedestrian and cycling environment and attractive streetscapes;
- To ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods;
- To encourage transit-oriented development;
- To establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.

The intent of the Greenfield Guidelines is to be applied to those developments that do not benefit from the work done through a CDP and are simply land that is included within the Urban Boundary and designated as "Neighbourhood". As the subject lands had originally completed a full community design plan and the CDP is now acting as a guideline document per Volume 2C Section 6 of the City of Ottawa Official Plan, 2022, the intent of this guideline will be met by this development. The lands located in Kanata North underwent substantial consultation and process to arrive at the detailed policies and provisions that are based on those in these guidelines. It is our opinion that the plan as proposed would meet the intent of objectives of the guidelines as described above.

### 4.4.3 Urban Design Guidelines for High-rise buildings (2018)

The Urban Design Guidelines for High-rise Buildings were approved by City Council on May 23, 2018. Per the City of Ottawa Official Plan, the proposed buildings are considered high-rise as they are above 9 storeys in height. The proposed development also meets the definition of a high-rise building in that it has three primary components that are integrated into the whole of the design: a base or podium; a middle or tower, and a top. The base is the primary interface with the city context of the street, people, and services. The tower is sized, shaped, orientated and clad to respond to functional and contextual requirements as well as the lifestyle of the residents. The top integrates the mechanical equipment and contributes to sky views.

The guidelines for high rise buildings are to be used during the preparation and review of proposed developments that include high-rise buildings to achieve the objectives of the Official

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Plan. The guidelines provide general policies that should be followed for all high-rise developments, but each proposal should take into account the context of the application and review under relevant guidelines and policies, as examined in this planning rationale.

The objectives of the High-Rise Guidelines are as follows:

- Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and
- Promote development that responds to the physical environment and microclimate through design.

The two 15 storey high-rise buildings that are proposed as part of the subject property are compatible with the planned context by providing appropriate and transition between the high-rise and mid-rise buildings. As well, the massing and bulk of the building is designed not to be infringing on the surrounding development. Appropriately sized tower floor plates and sufficient separation distance is provided, so that each tower does not encroach on the other, ensuring that views and shadows are minimized.

Emphasis on the design of the public realm in the internal courtyard as well as the public streets has been considered to activate both March Road and the internal roads within the subdivision. The coordination and integration of parking, services and utilities between the proposed high-rise buildings have been planned to ensure human scaled, pedestrian friendly environment that will not interfere with the public realm. The entrance to these services is proposed away from the public realm, towards the interior of the development. The frontage along March Road will implement the City's intent to provide for an attractive public realm that contributes to liveable, safe and healthy communities.

Lastly, the proposed development responds to the physical environment and microclimate through the design of the high-rise buildings by minimizing any potential impacts from wind, shadows and weather.

It is our opinion that the plan as proposed would meets the intent of objectives of the guidelines as described above.

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### 5.0 City of Ottawa Section 37 Requirements

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For the purposes of this application, we also reviewed the City of Ottawa's Section 37 requirements. The term Section 37 refers to the section of Planning Act which allows the City to ask for benefits to construct, fund or improve facilities when a development requires a Zoning By-law Amendment or Plan of Subdivision, which is the case in the subject application.

As a result of Bill 23, Section 37 of the Planning Act was revised in how these community benefits are charged and collected. As the subject lands, have not received passed a zoning by-law amendment or received approval of the Plan Subdivision, the current Section 37 rules and City of Ottawa Community Benefits Charge By-law apply.

The community benefits charged shall be imposed on the following development, as detailed in the By-law:

- a. *all development of a proposed building or structure of five or more storeys and ten or more residential units, and*
- b. *all redevelopment of a building or structure that has five or more storeys, after the redevelopment, and that adds ten or more residential units, occurring within the territorial limits of the City of Ottawa.*

As outlined in the planning rationale, the proposal includes three (3) buildings in the mixed-use block, all over five (5 storeys) and over 10 residential units. As well, three (3) buildings within the condo block are proposed to be six (6) storeys and over 10 residential units. These developments will be subject to the Community Benefits Charge.

The Community Benefits Charge as outlined in the By-law is 4% of the value of land that is the subject of development. This charge is paid out prior to the building permit issue.

At the time of detailed design, the confirmation of which parcels of land are required to pay this fee will be examined.

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### 6.0 City of Ottawa Zoning By-law, 2008

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As previously discussed in Section 1.0 of this report, our client has decided to seek the rezoning of the subject lands as a condition of Draft Approval. This Planning Rationale is therefore in support of only an application for Draft Plan of Subdivision.

This section of the Planning Rationale will review the existing zoning and proposed zoning a high level to provide City Staff information and context for the future Zoning By-law Amendment that will be sought once the application is Draft Approved.

#### 6.1 Existing Zoning

The subject lands are currently zoned Rural Countryside (RU). The purpose of the RU Zone is to:

1. *Accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa's countryside, in areas designated as **General Rural Area, Rural Natural Features and Greenbelt Rural** in the Official Plan;*
2. *Recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and*
3. *Regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.*

The above Zoning is no longer suitable for the proposed draft plan of subdivision application for the subject lands in considering the former Kanata North CDP.

#### 6.2 Future Proposed Zoning

The zoning that will be proposed after Draft Approval is generally that of similarity of other subdivisions that are being proposed in the Kanata North. The proposed zoning best represents the Draft Plan as submitted with this application and the implementation of the former Kanata North CDP.

The zoning that will be sought to implement the Draft Plan of Subdivision will roughly follow what is outlined below. At the time of first round comments, Staff had provided direction for certain special exceptions that should be included in the zoning by-law amendment. These will be considered in the future, at the time of rezoning and will be incorporated as seen by our Client.

- General Mixed-Use Zone, Urban Exception XXXX, (GM-XXXX) Zone for the mixed-use block and SWM pond;
- Residential Fifth Density, Subzone A, Urban Exception XXXX (R5A-XXXX) Zone for the "Apartment Dwelling, Mid-rise"
- Residential Fourth Density Subzone 'Z', R4Z, for the condo block(s);
- Residential Third Density, Subzone 'Z', R3Z, for the townhouse block;

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- Residential Third Density, Subzone 'Z', R3Z, for the single detached dwelling block;
- Minor Institutional Zone, Subzone 'A' (I1A) and Residential Second Density (R2B) Zone, Subzone 'B' for the school block; and
- Parks and Open Space Zone (O1) for the parkland and creek corridor blocks.

Figure 10 below provides a draft outline zoning will be implemented by the Draft Plan once the zoning by-law amendment is sought after Draft Approval.

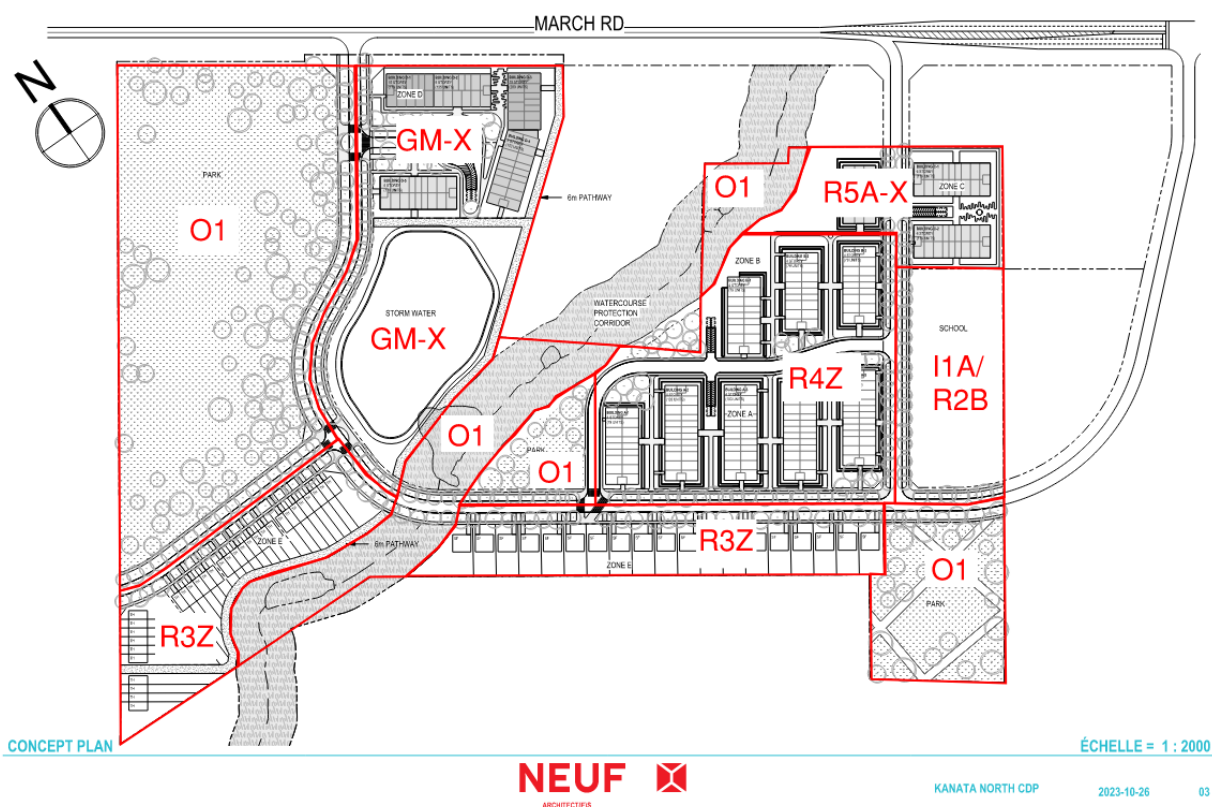


Figure 10: Overview of Future proposed Zoning

The draft plan application proposes two blocks that will contain both high-rise and mid-rise residential buildings of 15, 9 and 6 storeys each, which will be zoned accordingly.

The block within the subject lands fronting along March Road will be rezoned to General Mixed-Use Special Exception to permit both residential and commercial uses. Special exceptions will be used permit these high-rise and mid-rise buildings.

For the other block that was proposed an “Apartment Dwelling, Mid-Rise”, R5A Zone with an Urban Exception has been chosen to permit the development of the three mid-rise buildings at the southern portion of the property that has frontage along March Road. This zone will permit



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the development of the mid-rise buildings, with special exceptions to allow up to six-storeys in height.

The townhouse block will be rezoned to R3Z to permit the development of Townhouses. The proposed townhouses will comply with the R3Z zoning. Similar to the other rezoning applications in Kanata North, The R3Z will allow for proper setbacks, driveway locations and parking can be provided for the proposed units.

The single detached blocks will be rezoned to R3Z to permit the development of single detached dwellings. In the first round of comments, Staff had indicated the need have the single-detached dwellings zoned as R1. This was the case in the lands owned by Cavanagh Development where singles back on to an existing rural subdivision, as they have approved the zoning of R1TT. The R3Z zoning provides similar zoning provisions as outlined the R1TT zone and can still ensure proper transition and setbacks are still provide between the proposed dwellings and the existing dwellings located in the rural subdivision to west of the subject lands.

Specific exceptions to ensure sufficient rear-yard setbacks and transition between the proposed townhouse and single detached dwellings can be further examined with Staff at the time of rezoning to accompany the base R3Z zoning as outlined in the table below.

New tree planting and other buffering, including potential fencing will ensure further compatibility between the existing and new subdivision while mitigating impacts.

The proposed parkland in the subdivision in the form of one larger community park and two parkettes will be rezoned to “Parks and Open Space”, O1. The existing creek corridor that transfers the subject site will also be rezoned to O1.

At the request of City Staff, the future school block will be zoned as Minor Institutional Zone, Subzone ‘A’ (I1A) and Residential Second Density (R2B) Zone, Subzone ‘B’ to permit the use of a school.

At this time, the proposed rezoning of the subject lands is in line with uses proposed in the draft plan of subdivision. Further information at the rezoning stage will be examined to ensure it is consistent with the PPS 2020 and conforms to the City of Ottawa Official Plan, 2022.

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### 7.0 Summary of Planning Considerations

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In considering the proposed development, the supporting studies, and applicable policy framework, it is JLR's professional opinion that:

- The Plan of Subdivision will achieve land development that follows the Kanata North CDP, as a guideline document as outlined in the New Official Plan, Volume 2C and design guidelines, including Building Better Suburbs, Greenfield Development and the High-Rise Design Guidelines.
- The subdivision will be adequately serviced; ensuring compatibility with existing residential neighbourhoods; and respecting the environmental conditions of the site.

The proposed development represents good planning and is in the public interest for the following reasons:

1. *Consistent with Provincial Policy Statement, 2020:*

The proposed development is consistent with the Provincial Policy Statement which promotes the efficient development of underutilized lands located within the urban boundary. The proposed greenfield development will achieve greater density and a mix of land uses in a pattern that achieves all types of housing options at a range of densities; is transit-supportive; and efficiently use available and planned services, infrastructure and facilities.

2. *Conforms to the City of Official Plan, 2022*

As previous outlined, the first submission for the proposed development at 927 March Road for the lands owned by Brigil required an Official Plan Amendment to permit the development of two (2) apartment dwelling mid-rise buildings (9 storeys) and A reduction in the minimum percentage of single detached dwellings. With the new City of Ottawa Official Plan being approved by the Minister in November 2022, the subject lands no longer required an OPA as the Kanata North CDP was now only considered as a guideline document.

The new proposed development as described herein proposes higher-density residential and mixed-use development along March Road, in keeping in line with the Mainstreet Corridor designation found in the new OP. The rest of the subject lands are designated as Neighbourhood and the proposed development conforms to these policies, while keeping with the Kanata North CDP as a guiding document to guide development the portion of the property designated as Neighbourhood.

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The proposed development will conform to all other policies as outline in the new Official Plan as related to servicing, urban design, compatibility and transition and environmental protection, as described in the OP.

### 3. *Supported by Plans and Studies:*

As outline in Section 3.1 of this report, the proposed Plan of Subdivision and Zoning By-law Amendment is supported by several studies and plan that evaluated the proposed development. This includes:

- Existing environmental conditions (Phase 1 ESA),
- Traffic study,
- Site servicing capacity,
- Stormwater management,
- Erosion and sediment control,
- Grade control and drainage,
- Geotechnical conditions,
- Archaeological assessments,
- Environmental impact statement, and
- Tree conservation.

A detailed Integrated Environmental Review Statement (IERS) has been developed in support of the Applications to summarize the findings of these studies and plans and to demonstrate that development is appropriate for the lands.

The studies and plans did not identify any potential impacts/issues resulting from the proposed development that cannot be resolved through enhancement or mitigation measures. The plans meet the requirements of applicable plans, policies, guidelines and regulations.

The approval of the Draft Plan of Subdivision is therefore supported by appropriate plans and studies.

## Planning Rationale – Draft Plan of Subdivision 927 March Road – Kanata North

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### 8.0 Conclusion

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It is our opinion the proposed development at 927 March Road by Brigil is appropriate and consistent with the Provincial Policy Statement, 2020, conforms to the City of Ottawa Official Plan, 2022, and follows the general intent of the applicable guidelines.

The plan of subdivision optimizes the use of serviced lands within the existing urban boundary; the capitalization on the proximity of public transit; and the inclusion of a range and availability of housing for all ages and incomes. Based on this and the above analysis, the proposed development represents good planning and is, therefore, in the public's interest.

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