



1020 & 1070 March Road

Planning Rationale
Zoning By-law Amendment
July 2, 2024



Prepared for Mattamy

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July 2024

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Mattamy Homes (“Mattamy”) to submit this Planning Rationale in support of a Major Zoning By-law Amendment application for the property municipally known as 1020 & 1070 March Road (“the subject lands”) in the Kanata North community of the City of Ottawa. The intent of the Zoning By-law Amendment application is to establish a primarily residential subdivision on the subject lands with an elementary school and other supporting non-residential uses.

1.1 Application History

Plan of Subdivision (file no. D07-16-19-0020) and Zoning By-law Amendment (file no. D02-02-19-0090) applications were submitted in 2019 on behalf of Valecraft Homes (Figure 1). Cavanagh Developments acquired the subject lands from Valecraft Homes in May 2021, with a resubmission in November 2021 proposing a revised subdivision layout and increased diversity of units (Figure 2).

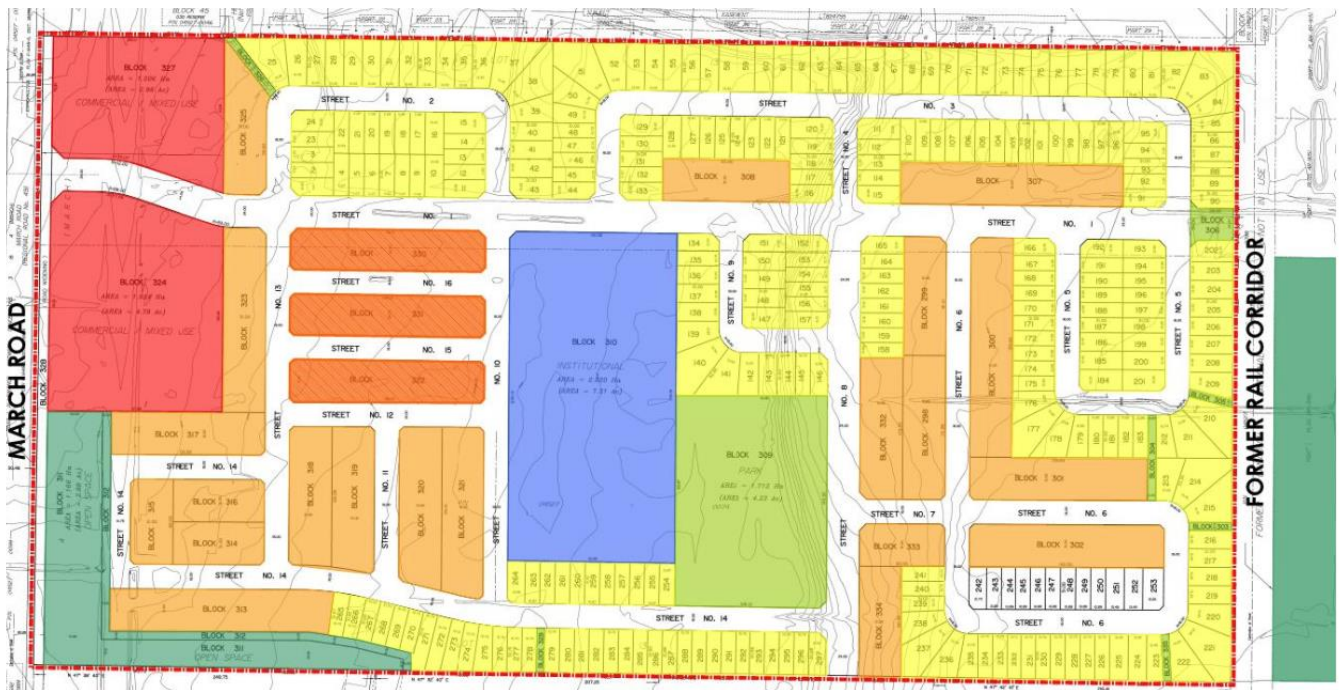


Figure 1: Draft Concept Plan submitted by Valecraft Homes Inc. in 2019



Figure 2: Concept Plan submitted by Cavanagh Developments in 2021

Cavanagh received Draft Plan of Subdivision approval from the City for the subject lands in April 2023. The detailed engineering design of the subdivision has also progressed and will be submitted in July 2024.

Mattamy has since recently acquired the subject lands from Cavanagh Developments and is proposing revisions to the proposed layout and number of dwelling units. City staff have confirmed that a Draft Plan of Subdivision Amendment application will not be required; however, a revised Planning Rationale is required to support the proposed rezoning of the subject lands.

This resubmission proposes 827 total residential units compared to 790 total residential units proposed by Cavanagh and 728 units originally proposed by Valecraft Homes. The proposal by Mattamy intends to alter the Draft Plan to increase density while providing a smooth transition to the adjacent lots to the north of the subject lands. Changes to the previous proposal are as follows:

- / The number of dwelling units is increased through the introduction of more back-to-back townhouses, townhouses, and detached dwellings on small lots. Semi-detached dwellings are no longer proposed on the subject lands.
- / There is a minor modification proposed for the elementary school lot to accommodate additional housing units. The school block continues to meet the lot size requirements for a school.
- / The neighbourhood park lot size is similarly modified but the existing woodlot continues to be retained at an appropriate size is.
- / Blocks on the west side of the development are realigned to accommodate Mattamy's typical housing products, simplifying the street layout and maintaining pedestrian connectivity while increasing density and mix of housing types.

- / The street layout on the east side of the development is modified to accommodate more townhouses and back-to-back townhouses, increasing density and maintaining circulation within and through the subject lands.



Figure 3: Draft Concept Plan prepared by Mattamy Homes, 2024

1.2 Site Context and Surrounding Area

1.2.1 Subject Lands

The subject lands at 1020 and 1070 March Road are located in the City's Urban Boundary, within the Kanata North Urban Expansion Area (Figure 4). The subject lands have historically been used for agriculture and are bounded by March Road and an abandoned railway corridor owned by the Canadian National Railway (CNR). As the subject lands' orientation to cardinal directions is somewhat irregular, within the following report it is assumed that March Road is a north-south arterial road and the west boundary of the subject lands, and the CNR is the east boundary. The subject lands front onto March Road for 458.8 metres and have a total area of approximately 40 hectares. Figure 5 below shows an aerial view of the subject lands and the surrounding area.

The legal descriptions for the subject lands are as follows:

1020 March Road: Pin 04527-0074 (Lt): Part of Lot 13, Concession 4, March, as in Instrument CT189425, Lying West of CNR; Kanata
 1070 March Road: Pin 04527-0071 (Lt): Part of Lot 13, Concession 4, March, as in NS129365; Kanata



Figure 4: Subject lands identified on the Kanata North Urban Expansion Area (KNUEA) Context and Location map from Kanata North Community Design Plan

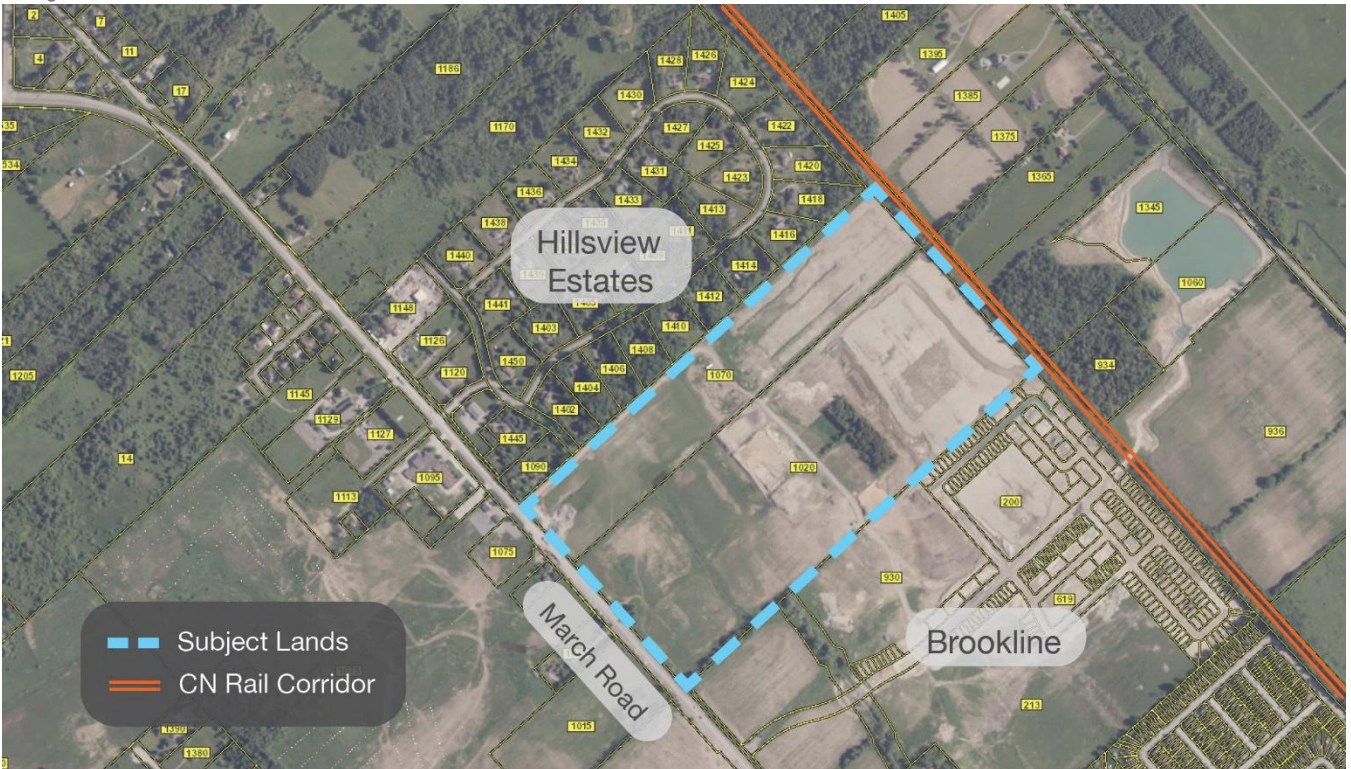


Figure 5: Aerial view of subject lands and surrounding land parcels

1.2.2 Surrounding Area

- / **North:** The subject lands are on the north boundary of the Kanata North Community Design Plan. To the north of the subject lands is a country lot subdivision called Hillside Estates which is zoned RR3, Rural Residential Zone. The subdivision is characterized by large lots with detached dwellings. Beyond the subdivision are large, forested land parcels.
- / **South:** To the south of the subject lands is a residential subdivision known as Brookline that is being developed with detached dwellings and townhouses. There is a water course that runs along the south-western corner of the subject property and through the Brookline subdivision. Further south are the low-rise suburban communities of Morgan's Grant, Briarbrook, and Brookside.
- / **East:** East of the subject lands is the abandoned CNR corridor. Further east are rural lands consisting of agricultural uses, a woodlot and a stormwater pond.
- / **West:** The west boundary of the subject lands is March Road. Lands to the west of March Road are in the process of being developed with a primarily residential subdivision. St. Isidore Catholic Elementary School and St. Isidore Roman Catholic Church and cemetery are located northwest of the subject lands. Country lot subdivisions are located further to the southwest of the subject lands.

1.3 Transportation Network

1.3.1 Urban Road Network

As per Schedule C4 - Urban Road Network of the Official Plan the subject lands are adjacent to an arterial road (March Road) and there are two (2) future collector roads running through the site (shown below in Figure 6). Arterial roads are roads that serve through-travel between points not directly served by the road itself and limited direct access is provided to only major parcels of adjacent lands. Terry Fox Drive, another arterial road is also located near the subject lands. March Road is a two (2) lane roadway with a rural cross-section that becomes a four (4) to six (6) lane, median-separated urban roadway further south; and Terry Fox Drive is typically a two (2) lane roadway with street lighting and an adjacent sidewalk or pathway with additional lanes near intersections, such as at March Road. Terry Fox Drive also expands to a larger roadway further south of the subject lands. Collector roads are ones that serve neighbourhood travel to and from major collector or arterial roads and usually provides direct access to adjacent lands. The future collector roads on the subject lands would facilitate connection with March Road and the abutting development that is under construction to the south.

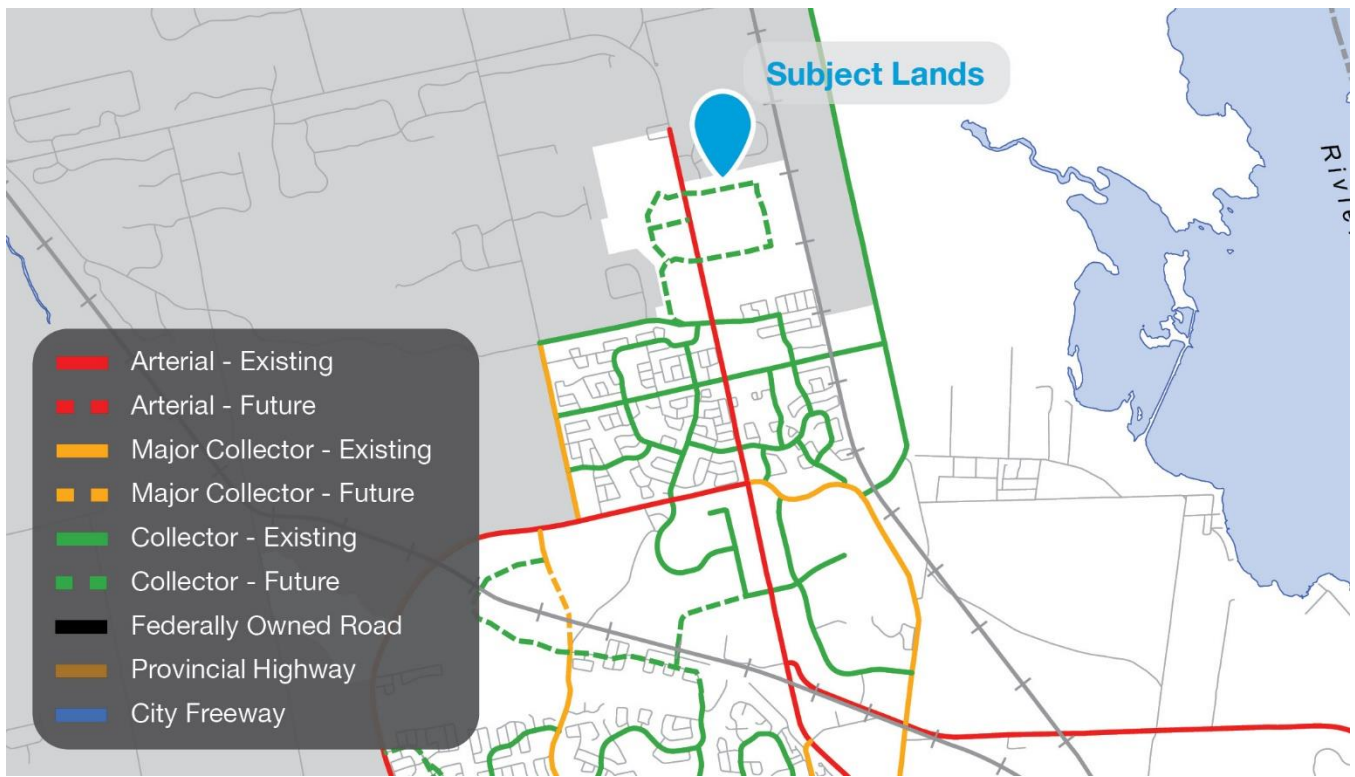


Figure 6: Excerpt from Schedule C4 - Urban Road Network of the Official Plan

The Kanata North Community Design Plan outlines the planned expansion of March Road to accommodate development within the expansion area. There is a protected 44.5-metre right-of-way along the March Road corridor to expand the current two (2) lane road into four (4) lanes and accommodation for a median Bus Rapid Transit (BRT) system. Sidewalks and raised cycle tracks will be provided along both sides of March Road as part of the planned widening from two to four lanes. Future collector roadways will have a 24-metre right-of-way but be built as local roads in the short term. Figure 7 through Figure 9 below show the design plan for arterial and collector roads in Kanata North.

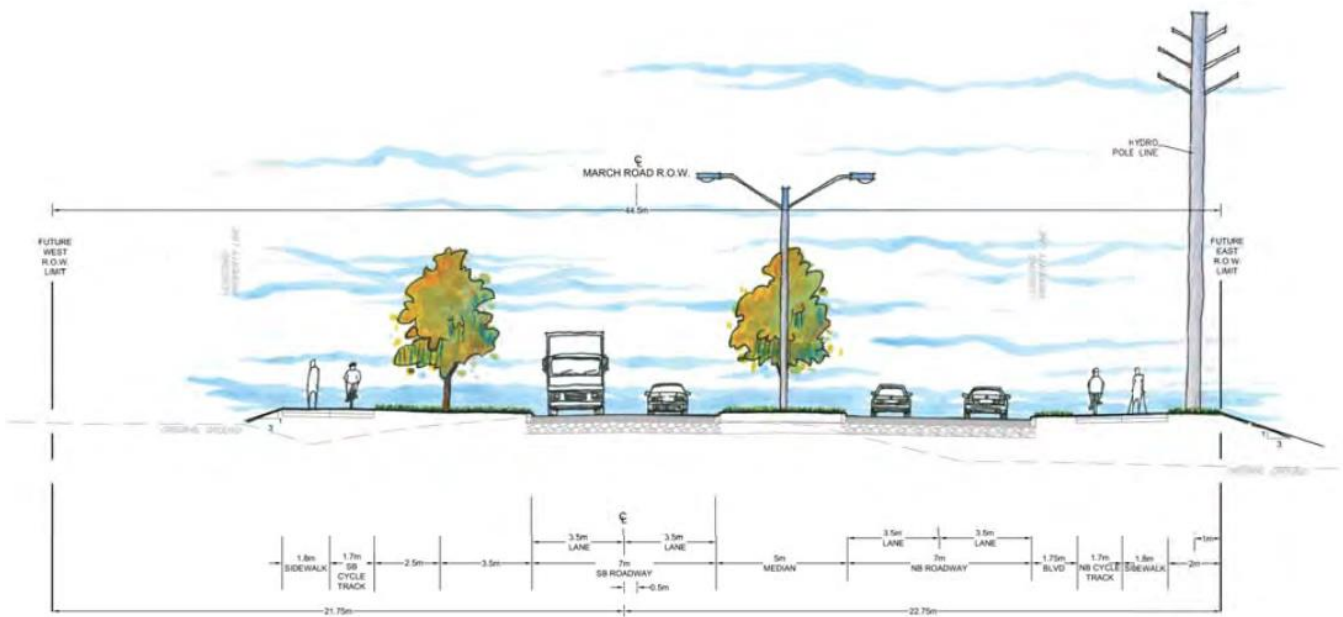


Figure 7: Cross-section of interim plan for March Road from Kanata North CDP

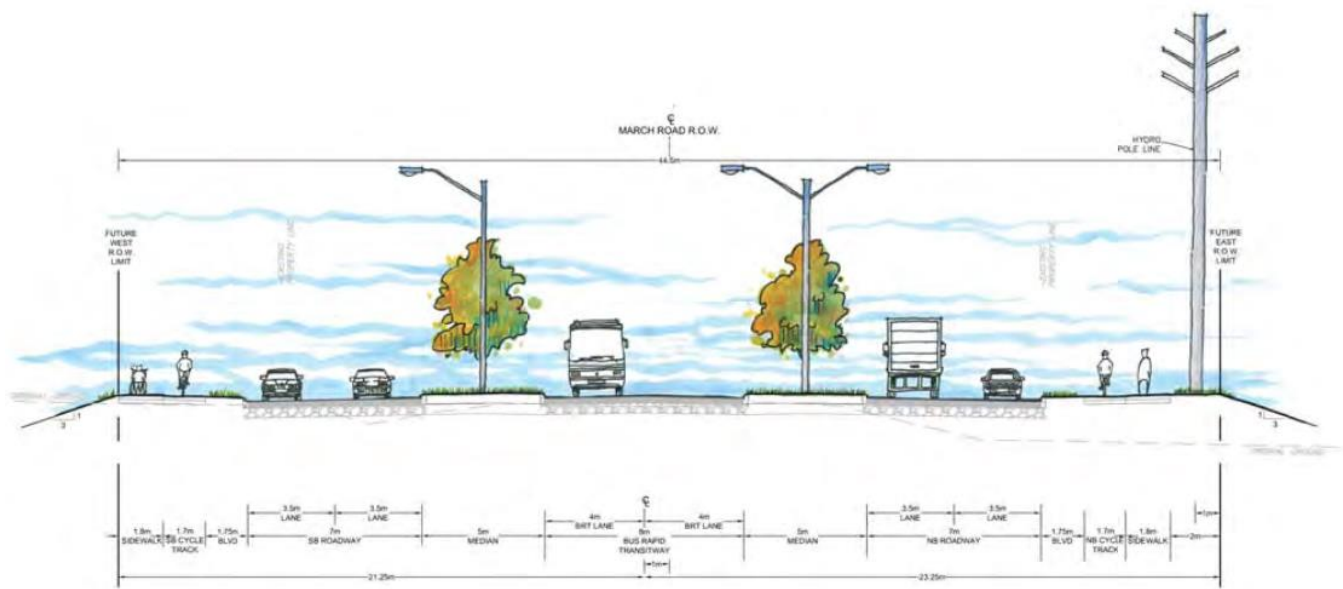


Figure 8: Cross-section of ultimate plan for March Road from Kanata North CDP

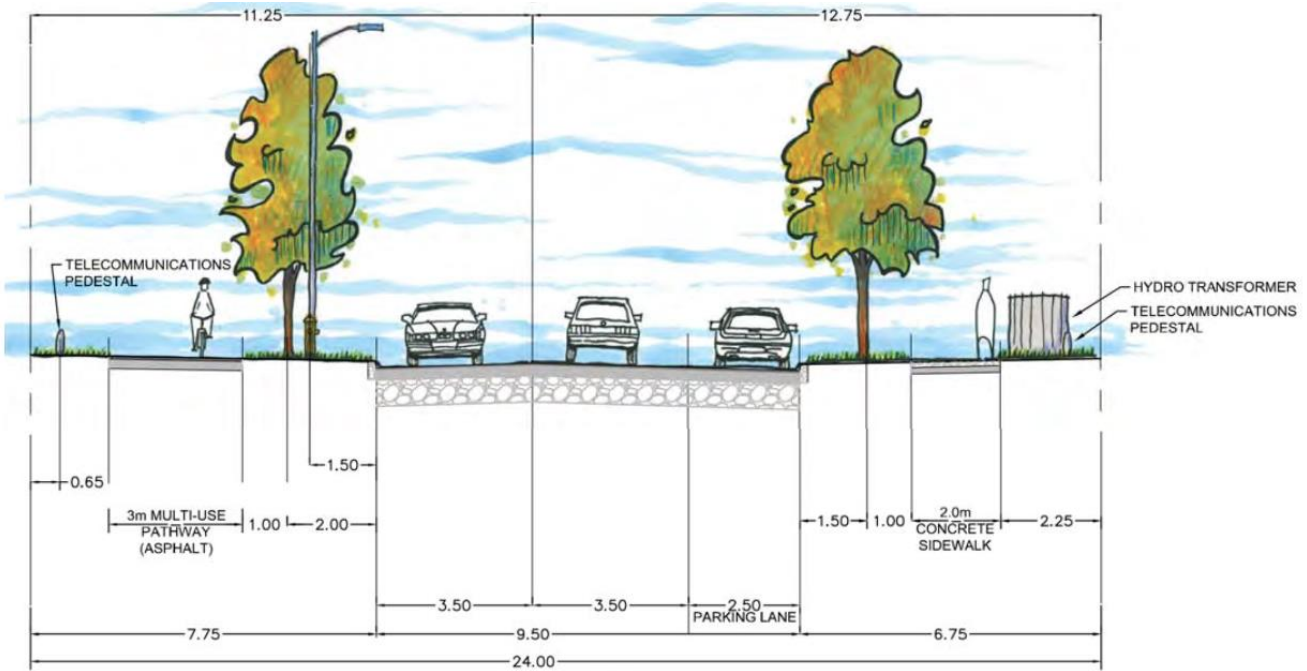


Figure 9: Cross-section for typical collector road from Kanata North CDP

Schedule C13 below shows that March Road, which bounds the subject lands, is a scenic route connecting to Cameron Harvey Drive in the north and Carling Avenue and Highway 417 to the south (Figure 10).

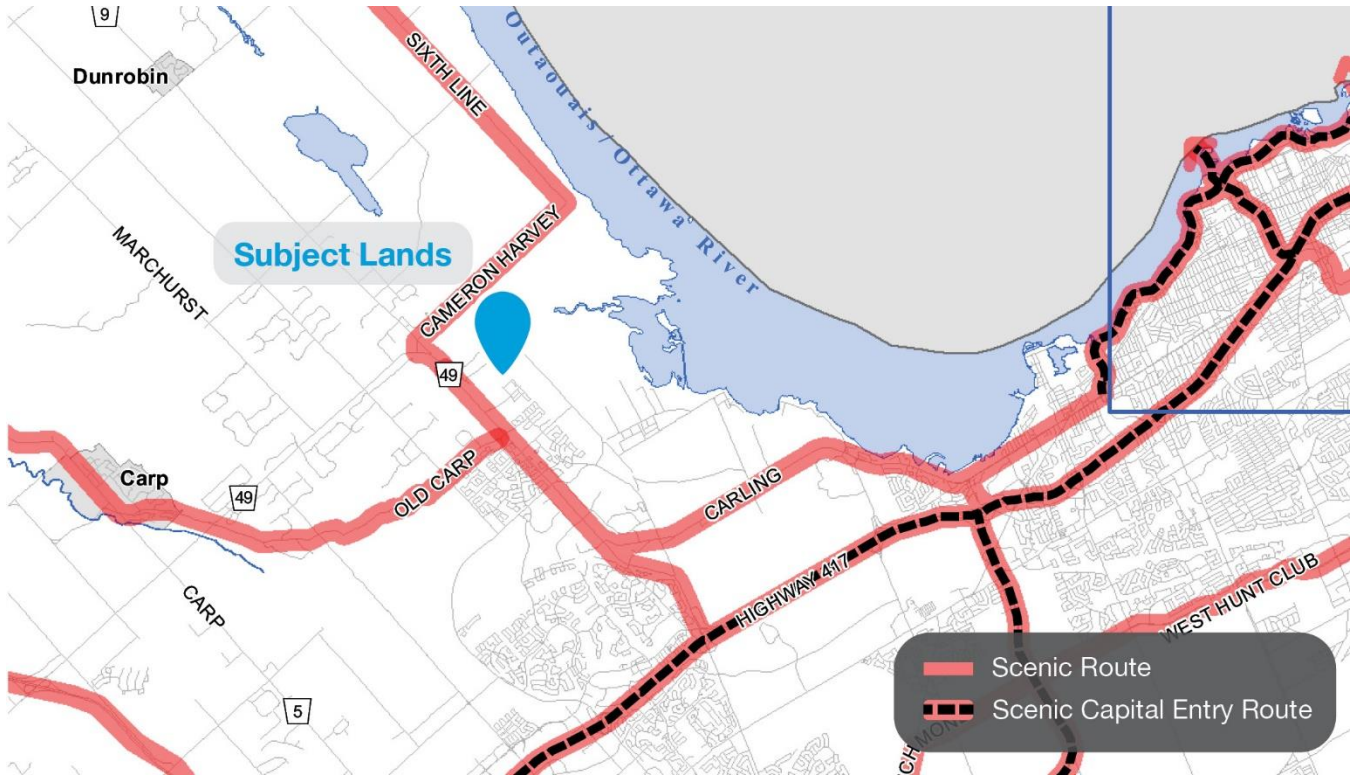


Figure 10: Excerpt from Schedule C13 - Scenic Route of the Official Plan

1.3.2 Rapid Transit

As per Schedule C2 - Transit Network of the Official Plan (Figure 11), the subject lands are located between a future BRT Transitway with at-grade crossings (March Road) and a Protected Transportation Corridor (the CNR corridor). Several future Transitway stations are proposed around the subject lands, notably one immediately to the west of the subject lands along March Road. A future Park and Ride is located at the proposed location for the northern-most Transitway station, immediately west of the subject lands.

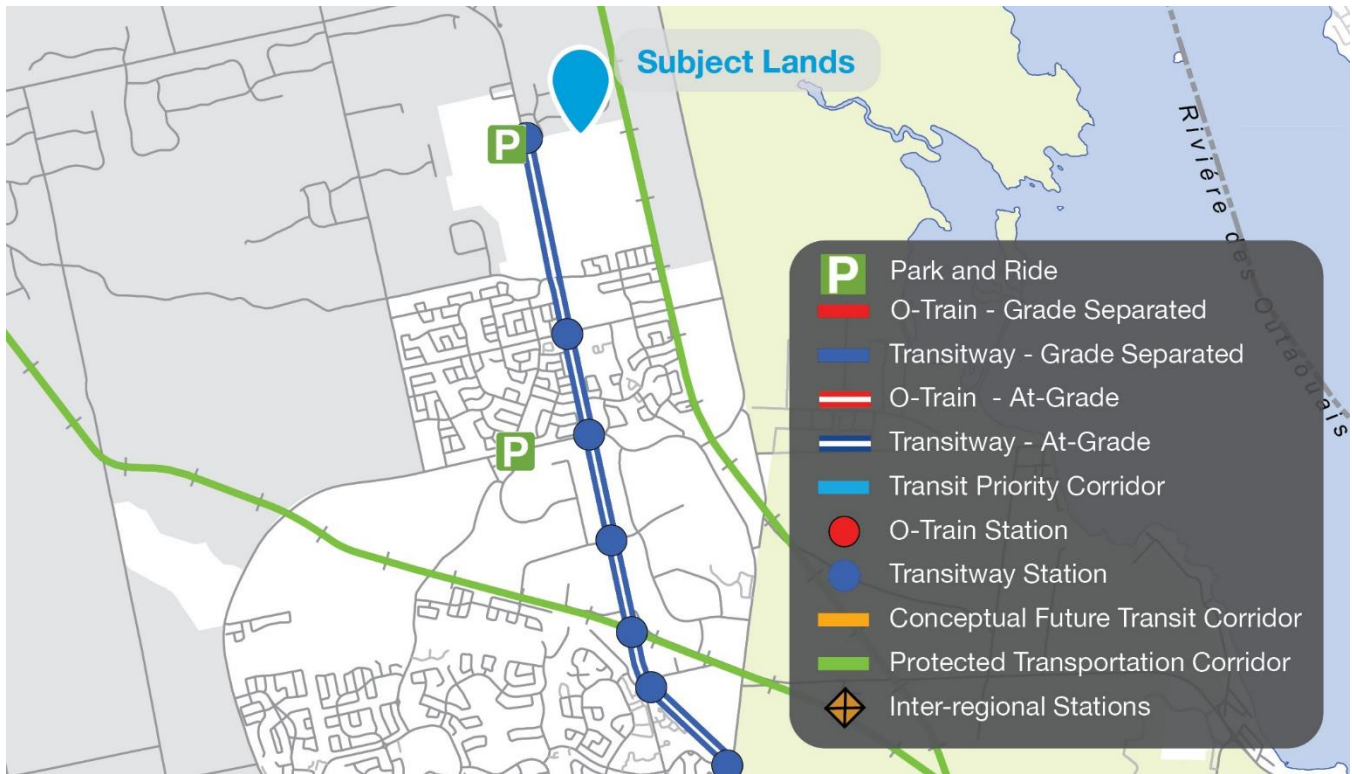


Figure 11: Excerpt from Schedule C2 - Transit Network of the Official Plan

1.3.3 Active Transportation

There is currently little active transportation infrastructure around the subject lands; however, March Road has paved shoulders which can support cycling. Figure 12 below depicts the existing cycling infrastructure in Kanata North. As noted above, the planned expansion of March Road and construction of collector roads would provide raised pedestrian and cycling pathways alongside the roads. Schedule C3 – Active Transportation Network of the Official Plan (Figure 13) below shows planned active transportation routes through the subject lands and along the CNR corridor.

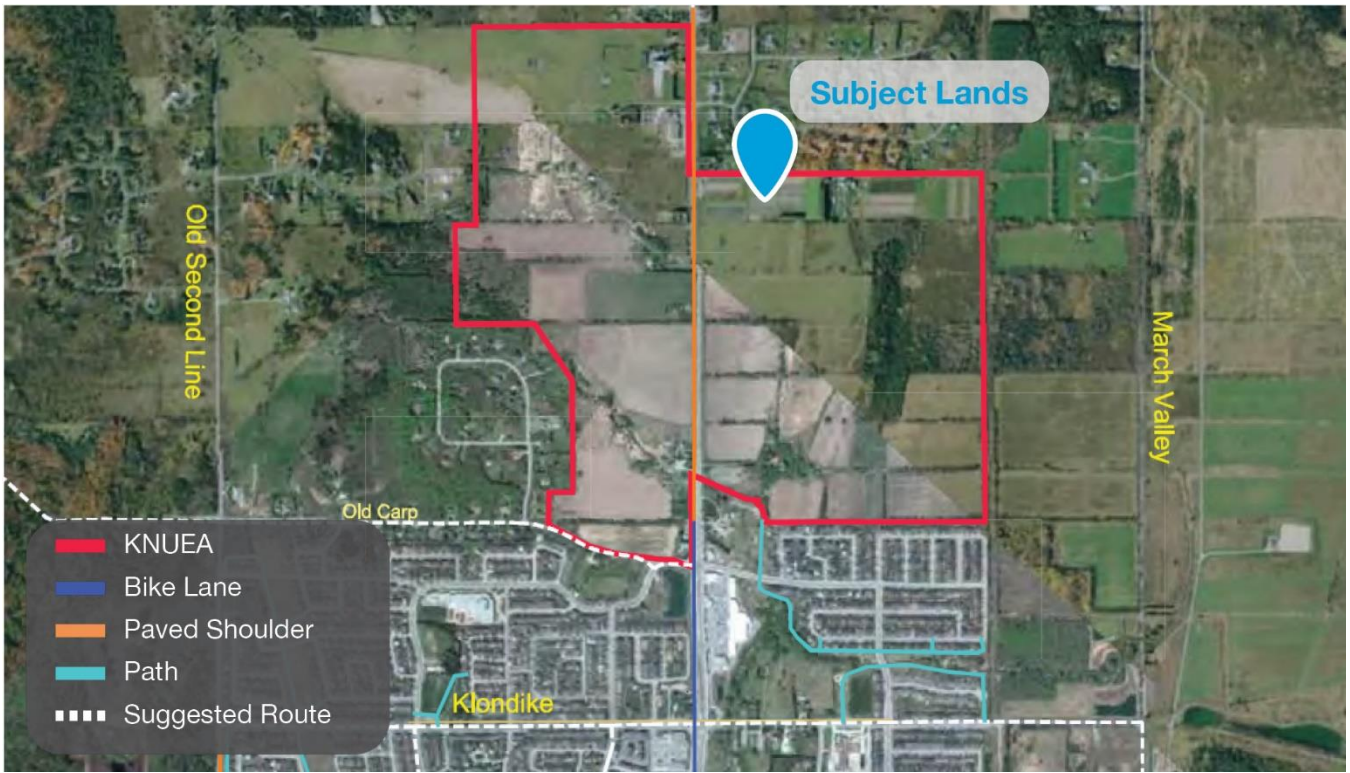


Figure 12: Excerpt from Existing Cycling Conditions map from Kanata North Community Design Plan

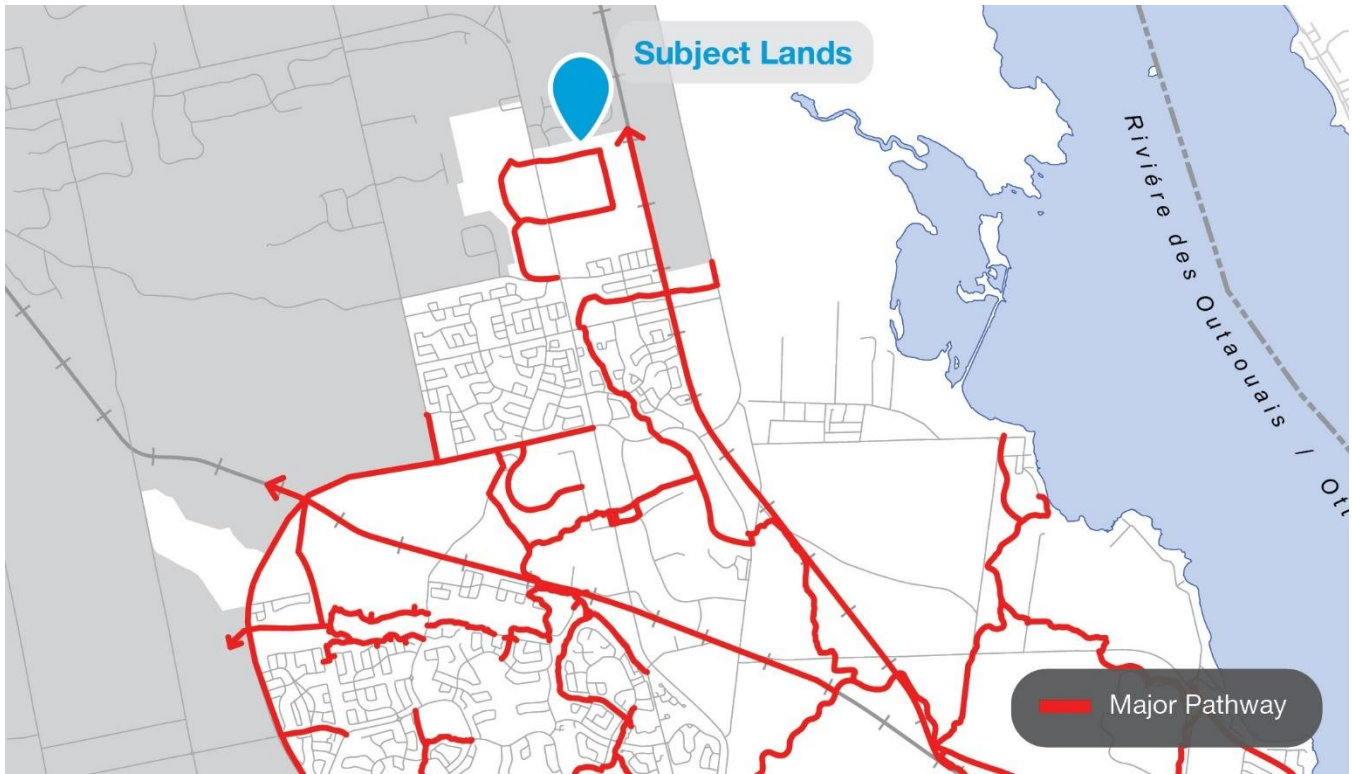


Figure 13: Excerpt from Schedule C3 - Active Transportation Network of the Official Plan

2.0 Proposed Development

The proposed development, known as Northwoods, is a 39.5-hectare mixed-use subdivision with predominantly residential development. Table 1 below shows the land uses proposed and the respective amount of land dedicated to each use as well as the residential unit breakdown. The original land uses and layout of roads, lots and blocks is largely unchanged with some minor block reorientation on the west side of the development to facilitate increased density, increase the permeability of the street grid, and better accommodate Mattamy’s typical development products.

Table 1 Land use of Northwoods development

Proposed Uses	Number of Residential Units	Number of Lots or Blocks	Area in Hectares
Residential			
Single-Detached	354	354	12.09
Townhouse	473	88	8.05
Non-Residential			
Institutional	0	1	2.84
Commercial	TBD (mixed-use blocks)	2 (mixed-use blocks)	2.95
Parks and Open Space		9 (1 park, 8 trails/paths)	2.15
Roads		17	10.22
Other		1 (Natural Heritage site)	1.17
TOTAL	827	472	39.467

2.1 Residential Development

Mattamy intends to develop the subject lands as a primarily residential subdivision with 827 dwelling units, consisting of the following unit mix:

- / Back-to-Back Townhouse – 168 Units
- / Townhouse – 305 Units
- / 30 foot wide Single Detached – 130 Units
- / 30 foot wide Corner Single Detached – 33 Units
- / 36 foot wide Single Detached – 129 Units
- / 43 foot wide Single Detached – 62 Units

Additional dwelling units will likely be proposed as part of two (2) mixed-use blocks, to be confirmed through future Site Plan Control applications.

The residential development proposed for Northwoods includes a range of designs for each dwelling typology. Some renderings of typical Mattamy products are shown below in Figure 14 and Figure 15. Residential dwellings are arranged together with consideration for the scale, dwelling type, and land use of the surrounding block. Single detached dwellings of varying lot widths are grouped together and provide a mix of unit types along several streetscapes. Single detached dwellings on smaller lots (30 feet (9.14 metres)) or townhouses are typically located on the outer edges of

blocks, and detached dwellings are typically located along the outer edges of the subdivision, namely along the north, east and west boundaries. The perimeter of detached housing provides a lower-density interface with the rural and country lot residential character of Hillsview Estates to the north of Northwoods and Kanata North generally. Of particular note, larger-width detached dwellings (on 43-foot (13.1 metres) and 36-foot (10.97 metres) wide lots) are proposed to almost exclusively about the country lot subdivision to the north.

Townhouses are arranged in blocks of three (3) to seven (7) units, and back-to-back townhouses are arranged in blocks of six (6) to twelve (12) units. Back-to-back townhouses exclusively occupy entire blocks. Townhouses are proposed as a transition between the mixed-use blocks and the interior of the subdivision.

As shown in the preliminary unit renderings below, the designs of single detached dwellings and townhouses relate to each other through the use of similar materials, styles, and general form.



Figure 14: Renderings of typical detached dwellings developed by Mattamy



Figure 15 Renderings of typical townhouse and back-to-back townhouse dwellings developed by Mattamy

2.2 Mixed-Use Blocks

Two (2) mixed-use blocks on the northwest portion of the subject lands are proposed to accommodate commercial uses that will serve the subdivision and introduce high-density residential uses in proximity to March Road, a designated Mainstreet Corridor. The preliminary plans are presented below (see Figure 16 below); however, the blocks will be subject to further analysis to determine their final form and design, as they will likely be subject to Site Plan Control. Preliminary concept plans for the mixed-use blocks incorporate a total of three (3) low-rise mixed-use buildings with ground floor commercial space and upper floor dwelling units in proximity to March Road, as well as eight (8) back-to-back, stacked townhouse blocks each with twelve (12) dwelling units. Relevant site statistics based on the preliminary Concept Plans include the following:

- / Apartment dwelling units (mixed-use blocks) – 76 units;
- / Stacked back-to-back townhouse units – 96 units;
- / Commercial Gross Floor Area – 2,324.5 square metres;
- / Amenity area – 0.27 hectares;
- / Parking: 367 spaces.

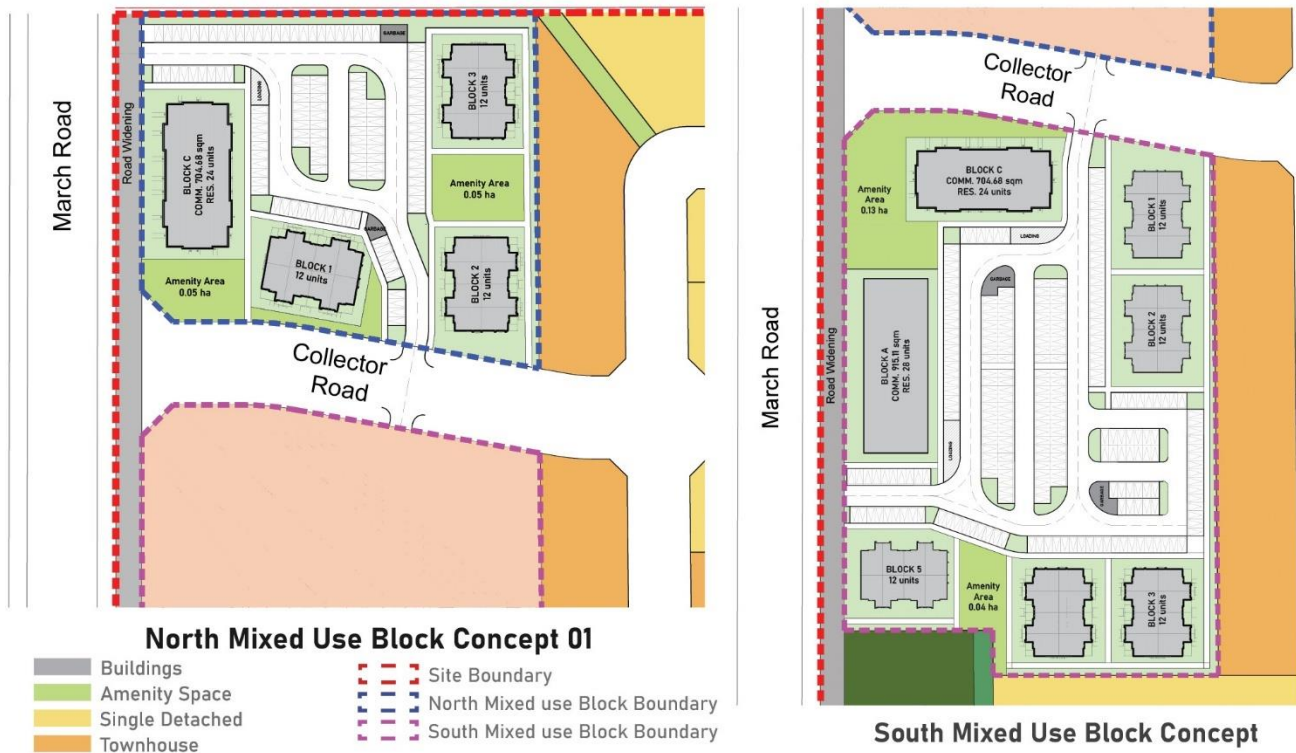


Figure 16 Mixed use block concepts

The mixed-use blocks, which are located along March Road and on both sides of a future east-west collector road, frame the primary entrance to Northwoods. The blocks are comprised of both mixed-use and residential buildings organized around the perimeter of the blocks with parking arranged in the middle. Amenity space and pedestrian pathways are allocated on both blocks. The mixed-use blocks are intended to address commercial needs of the subdivision as well as those of the surrounding neighbourhoods.

2.3 School Block

In keeping with previous plans for the subject lands, a 2.835-hectare (7-acre) block in the central part of the Northwoods subdivision is proposed to be developed with an elementary school. The school block is located at the corner of a future collector road planned for the subject lands and a proposed local road to facilitate bus queuing and drop-off. The school is an anchor point in the subdivision with the proposed road network facilitating efficient connection to the site from all residential units and with the planned subdivision to the south. The Kanata North CDP criteria state that the lot for an Ontario-Carleton District School Board (OCDSB) elementary school will be a 2.83 hectare site. The school block is slightly reduced in area (2.84 hectares compared to 2.92 hectares) and its shape is slightly altered compared to the draft approved Plan of Subdivision; however, the proposed school block has been confirmed to be sufficient through discussions with the (OCDSB).

2.4 Parkland Dedication

Adjacent to the elementary school is a 1.78 hectare dedicated parkland block, which is consistent with the previous plan submitted by Cavanagh, with a minor increase in size (0.07 hectares). The Kanata North CDP proposes a 1.72-hectare neighbourhood park for the Northwoods subdivision area which is met by proposed park block. The park is southeast of the school in the location identified in the CDP and will retain a portion of the existing woodlot on the subject lands. The original proposed zoning for municipal park is retained.

2.5 Environmental Lands

The environmental protection area for a realigned section of Tributary 2 of Shirley's Brook is preserved along the southwest edge of the subject lands in alignment with the Kanata North CDP Environmental Management Plan. The proposed channel and buffer are in place on the subject lands to support stream functions based on fish habitat sensitivity and geomorphic characteristics. The tributary has been realigned to run parallel to March Road within a 41-meter-wide corridor along the lower west boundary of the subdivision then east along the south edge of the site before continuing onto the Brookline lands. The corridor along the south edge of the site will be approximately 20 metres wide. A 6-metre buffer along the environmental lands between the tributary corridor and residential dwellings will provide a pedestrian pathway along the tributary.

2.6 Street Layout, Rights-Of-Way, and Pathways

The revised Concept Plan proposes alterations to the draft approved Plan of Subdivision's street layout and blocks to better accommodate Mattamy's products and slightly increase the proposed residential density. The blocks subject to revision are predominately on the west side of the subdivision, some of which have been reoriented to accommodate back-to-back townhouses. Some blocks on the east side of the development have also been adjusted to accommodate Mattamy's products and increase density. Consistent with the draft approved Plan of Subdivision, the planned rights-of-way throughout the subject lands are 18 metres wide, with the exception of the future collector roads identified in the Official Plan (Figure 6) which are 24 metres wide.

The road design for Northwoods includes sidewalks on most of the road segments in the subdivision on at least one side of the street. Along local roads there is a 2-metre-wide concrete sidewalk whereas along the collector roads there is a 3-metre-wide asphalt multi-use pathway and a 2-metre-wide concrete sidewalk. At every intersection with a pedestrian crossing there are single- or double-sided bulb-outs. The proposed sidewalks and multi-use paths connect to March Road, the CNR corridor, and the subdivision to the south of Northwoods. Other traffic calming measures include speed humps on the local roads and mid-block narrowing.

Blocks allocated for pathways between dwellings, which are generally retained from the draft approved Plan of Subdivision, will help facilitate pedestrian connection between blocks, with the surrounding subdivisions, and with the CNR right-of-way to the east of the subject lands. The Preliminary Road Design Drawing plan preserves a future road connection to or through the CNR corridor and includes a spatial allocation for potential future bus stops. The street and multi-use pathway would facilitate connection with the CNR corridor on the northeastern edge of the subject lands, as is identified in the Kanata North CDP Land Use Plan. The designated right-of-way would thus facilitate active transportation connection with regional parks and trails.

2.7 Revisions to Draft Approved Plan of Subdivision

The revised development plan preserves the general form of the draft approved Plan of Subdivision. The primary point of access to Northwoods is maintained on March Road and detached dwellings on larger lots are concentrated along the north edge of the subject lands adjacent to Hillview Estates. The locations of the mixed-use blocks, elementary school, dedicated parkland and tributary channel are consistent with the previously submitted plans. The proposed revisions to the draft approved Plan of Subdivision are as follows:

- / The current proposal increases density, providing almost 40 additional units. The proposed development eliminates semi-detached dwellings and instead proposes more detached dwellings on a range of lot sizes (predominately 30-foot (9.14 metre) lots), townhouses, and back-to-back townhouses.
- / The revised concept proposes the realignment of blocks on the west side of the development, simplifying the street layout while increasing density and mix of housing types.
- / The street layout on the east side of the development is slightly revised to accommodate more townhouses and back-to-back townhouses.

- / The block allocated for the elementary school is reshaped to an approximate square rather than a long rectangular shape, which accommodates a significant increase in units along the south edge of the school block. The revised school block continues to meet the size and configuration requirements for an elementary school site.

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under Section 3 of the *Planning Act*, came into effect May 1, 2020, replacing the PPS that was issued on April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The proposed development meets the following policies of the PPS, including:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons addressing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- h) promoting development and land use patterns that conserve biodiversity; and
- i) preparing for the regional and local impacts of a changing climate.

1.1.3 Settlement Areas

Policy 1.1.3.1 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;

- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

According to **Policy 1.1.3.3** of the PPS, 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.

Policy 1.1.3.6 of the PPS notes that 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.

1.4 Housing

Policy 1.4.3 of the PPS states that 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:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

1.5 Public Spaces, Recreation, Parks, Trails and Open Space

Policy 1.5.1 of the PPS states that healthy, active communities should be promoted by:

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

- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

1.6.7 Transportation Systems

Policy 1.6.7.2 of the PPS states that efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Policy 1.6.7.3 of the PPS states that as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.

Policy 1.6.7.4 of the PPS states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

2.1 Natural Heritage

Policy 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The proposed development is “consistent with” the PPS (2020). The subject lands are in a settlement area of the City of Ottawa which has existing and planned infrastructure and public service facilities. The proposed subdivision supports one of the fundamental objectives of the Provincial Policy Statement, which is to promote cost-effective development patterns that stimulate economic growth.

Development of the subject lands would intensify the vacant lands that currently exist within the Kanata North Urban Expansion Area. This will allow for the logical extension and efficient use of existing infrastructure, such as roads, water, stormwater, and wastewater infrastructure. The proposed development efficiently uses land and is transit supportive. The development of the subject lands is therefore consistent with the policies of the PPS.

3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and sets out policies to guide the development and growth of the City.

3.2.1 Strategic Directions

Section 2.1 of the Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa’s existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa’s current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.

Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

3.2.2 Cross-Cutting Issues

Section 2.2 of the Official Plan states that some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

3.2.3 Transect and Land Use Designation

The subject lands are designated 'Suburban' in Schedule A - Transect Policy Areas of the Official Plan (Figure 17 below). Within Schedule B5 - Suburban (West) Transect the subject lands are located along a Mainstreet Corridor and are partially comprised of an evolving neighbourhood and neighbourhood designation as shown below in Figure 18. The Suburban Transect is characterized by its location outside the Greenbelt and conventional suburban model of the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

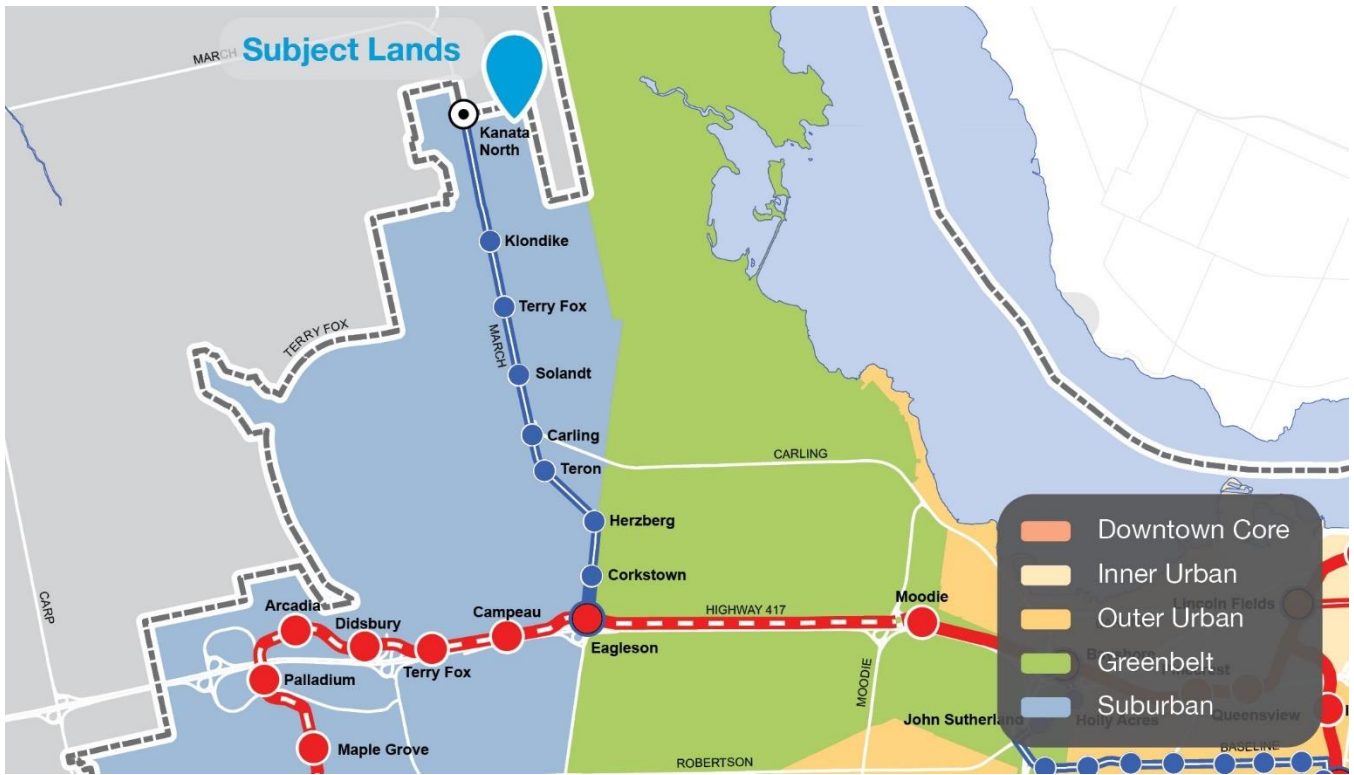
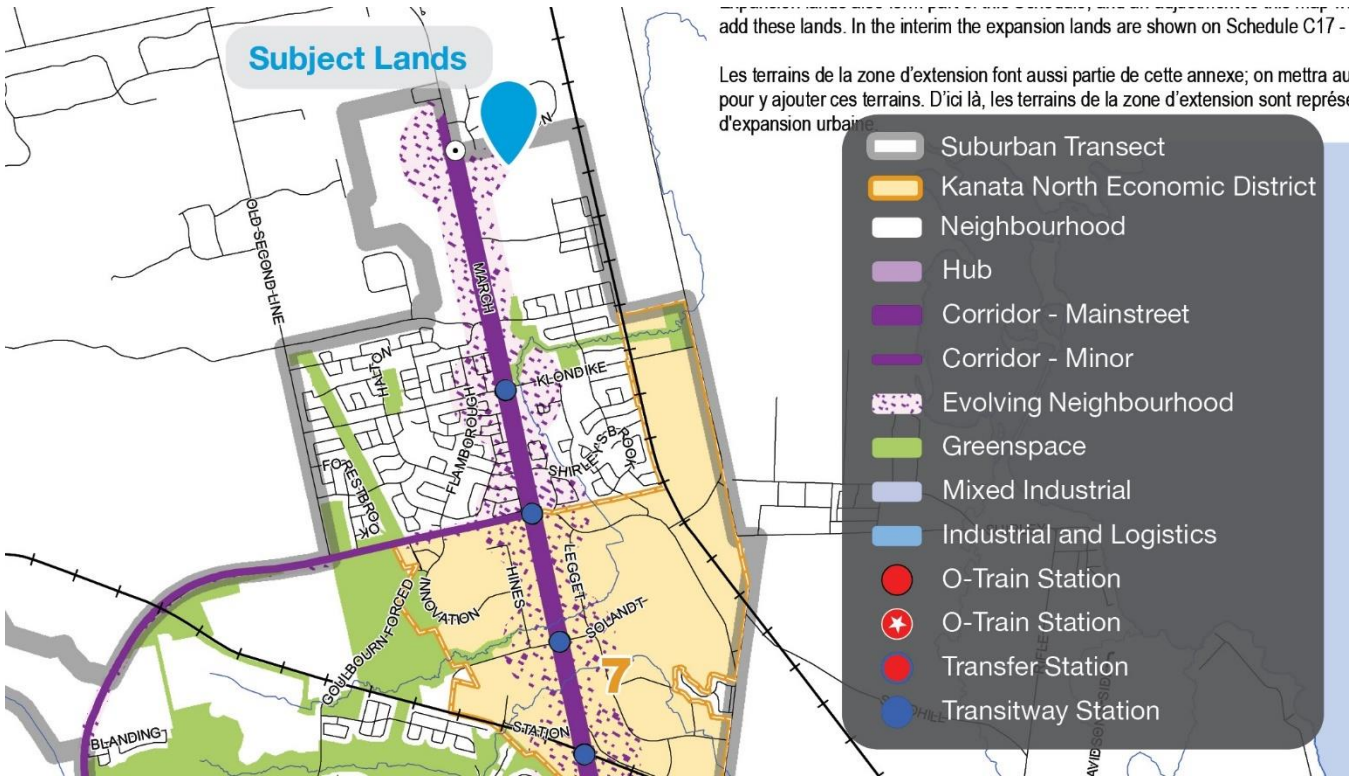


Figure 17 Excerpt from Schedule A - Transect Policy Areas of the Official Plan



add these lands. In the interim the expansion lands are shown on Schedule C17 -

Les terrains de la zone d'extension font aussi partie de cette annexe; on mettra au pour y ajouter ces terrains. D'ici là, les terrains de la zone d'extension sont représentés

Figure 18 Excerpt from Schedule B5 - Suburban (West) Transect from the Official Plan

Section 5.4 of the Official Plan identifies these lands as having potential to support an evolution towards 15-minute neighbourhoods, relying on the existing transit network, arterial roads and trunk drinking water and wastewater distribution systems for orderly cost-efficient development. Increasing public transit connections, active mobility options, and encourage more diverse housing forms to meet the changing needs of an evolving demographic.

Section 5.4.4 of the Official Plan provides direction for new development in the Suburban Transect.

Section 5.4.1, Policy 2 states that development within the Suburban Transect shall be generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Mid-rise along Mainstreet Corridors, however the following policy additional direction applies;
 - i) Generally not less than 2 storeys;
 - ii) Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
 - iii) The stepback requirements fronting the street 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);

Section 5.4.1, Policy 3 states that 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.

Section 5.4.3, Policy 3 states that 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 except the Zoning By-law may restrict buildings to a Low-rise category as per 5.4.1 policy 2 c)
- 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:

Section 5.4.4, Policy 1 states that greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- 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;
- 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;
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;
- h) Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;
- i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and
- j) Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy.

The proposed development on the subject lands is permitted in the Suburban designation and Evolving Neighbourhood Overlay where it applies. The proposal provides for diverse housing forms including ground-oriented, low-rise detached dwellings and multi-unit dwellings. A fully connected, modified grid street network with short blocks is proposed on the subject lands to facilitate pedestrian and vehicular travel, with active transportation infrastructure to support a high quality public realm.

Section 5.6 directs development within the Evolving Neighbourhood Overlay. **Section 5.6.1, Policy 1** stipulates that the overlay applies to properties with a lot line along a Minor Corridor, lands within 150 metres from a Hub boundary or Mainstreet designation, and lands within 400 metres of a transit station. The aim of the overlay is to achieve an urban form in terms of use, density, built form and site design. On the subject lands, the greatest onsite density is anticipated to be located in the western part of the subdivision where the overlay applies, particularly the two mixed-use blocks and back-to-back townhouse blocks.

Outlined in **Section 6.2** of the Official Plan, the Corridor designation applies to a strip of land along a roadway 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.

Section 6.2.1, Policy 2 states that 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.

Section 6.2.2, Policy 1 of the Official Plan states that in the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

Section 6.2.2, Policy 3 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

The mixed-use blocks proposed along March Road are consistent with the Official Plan Corridor policies, directing a greater degree of mixed uses and higher densities closest to the Mainstreet Corridor. Both residential and non-residential uses are proposed for the blocks and incorporate a transition from the lower density dwellings within the interior of the subject lands.

Per **Section 6.3** of the Official Plan, neighbourhoods permit a mix of building forms and densities. Recognizing that neighbourhoods are not all at the same stage of development, maturity and evolution, the Official Plan states that neighbourhoods are to be planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

Subsection 6.3.1 of the Official Plan states the development should define neighbourhoods and set the stage for their function and change over the life of this Plan.

Subsection 6.3.1, Policy 2 states that permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or
- b) In areas already characterized by taller buildings.

Section 6.3.1, Policy 4 states that the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and

- vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

The proposed development incorporates a range of low-rise housing options in accordance with the Neighbourhood designation. The proposal defines the subject lands as a new neighbourhood with an emphasized entrance and compatible site design and is integrated with the surrounding developments. The proposed development will contribute to the establishment of a 15-minute neighbourhood, relying on existing and proposed transit, and integrating the pedestrian network with the surrounding developments. The Northwoods proposal includes lots for an elementary school, a park, and a natural linkage area with an abutting pathway.

3.2.4 Urban Design

Section 4.6 of the Official Plan states that the urban design aim for the city are:

- 1) Promote design excellence in Design Priority Areas

Table 5 – Design Priority Areas in Section 4.6 of the Official Plan identifies the portion of the subject lands designated as Mainstreet Corridor as a Tier 3 – Local (Major) Design Priority Area. It states that Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment.

Tier 3 areas also represent emerging areas that may contribute to defining Ottawa’s local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

A review of the seasonal comfort, pedestrian amenities, and beauty of the site will be conducted through the Site Plan Control process for the mixed-use blocks in accordance with Policy 5 of Section 4.6.1.

- 2) Protect views and enhance Scenic Routes including those associated with national symbols

Schedule C13 identifies that a portion of the subject site abuts a Scenic Route, along March Road. Section 4.6.2, Policy 4 dictates that development abutting scenic routes must contribute to conserving or creating a desirable context. The proposal enhances the natural conditions along March Road by realigning Tributary 2 with the roadway. Direct pedestrian access is accommodated at the entrance to the subject lands. Additional design considerations will be considered at a later stage, through a more detailed design process.

- 3) Ensure capital investments enhance the City’s streets, sidewalks and other public spaces supporting a healthy lifestyle

Per Policy 1, of Section 4.6.3, the public realm will be enhanced throughout the Northwoods proposal, incorporating curb extensions, wide pedestrian walkways and landscaping. Traffic calming features are proposed along local roadways. Opportunities to enhance the pedestrian realm on the mixed-use blocks will be explore further through the Site Plan Control process.

- 4) Encourage innovative design practices and technologies in site planning and building design

The proposed development will incorporate “Energy Star” certified homes.

In accordance with Policy 4 of Section 4.6.4, the elementary school and neighbouring park, which will function as outdoor children’s play areas, is located away from March Road at the centre of the subject lands to minimize the impacts of noise and air pollution. As noted previously, March Road is identified as an Arterial Road on Schedule C4.

- 5) Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

Following the policies of Section 4.6.5, the Northwoods proposal supports the objectives of the Mainstreet Corridor designation as it applies along March Road and the Neighbourhood designation as it applies to the

interior of the subject lands. Per Policy 1, Northwoods is planned and designed to fulfill the intent of the applicable guidelines and policies. Following Policy 2, the pedestrian entrance to the subject lands shall be framed by the mixed use blocks and greenspace is preserved at the centre of the neighbourhood. The CNR will border the east portion of the subject lands and pedestrian access will be provided via public sidewalks.

- 6) Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

In alignment with Policy 6 of Section 4.6.6, the proposed dwellings are designed to respond to the Suburban transect policies and character, including soft landscaping on all residential lots, locating building entrances at grade, and providing front porches and/or balconies where appropriate. The designs of different dwelling types are complementary to each other and the overall site design compliments the surrounding context.

3.2.5 Mobility

To promote healthy 15-minute neighbourhoods, **Subsection 4.1.2, Policy 6** of the Official Plan states that new developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

Subsection 4.1.2, Policy 11 of the Official Plan states that the City shall require the provision of pedestrian and cycling facilities through new development, road construction, road reconstruction, and in transportation infrastructure renewal projects, as outlined in the following table:

Street Type	Sidewalks & Multi-Use Paths
Arterials, Major Collectors, and Collectors (Urban Areas & Villages)	Sidewalk on both sides Multi-use paths are allowed within Greenbelt Transect and may be considered elsewhere for improved continuity and/or safety
New Local Streets (Outer Urban, Suburban Transects , & Villages)	Sidewalks on at least one side, both sides when required for direct connections to destinations such as transit stops or stations, schools, parks, pathways, public buildings, public institutions and commercial areas

This proposal includes sidewalks on at least one side of all new local streets A multi-use pathway and sidewalk are proposed along both planned collector roads.

Subsection 4.1.2, Policy 16 of the Official Plan states that the timing and phasing of:

- a) New subdivisions should be coordinated with the timing and provision of transit service where feasible and where such transit is planned. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision, is proposed to be occupied before the provision of transit service, the City may request, but not require early service agreements with development proponents, to coincide with early stages of occupancy; and
- b) Major development in the Downtown Core and Inner Urban transects, and along Mainstreets in the Outer Urban and Suburban transects will be considered by the City to ensure the provision of additional transit service frequency and, if needed, capacity as a priority means of addressing mobility needs and impacts.

Section 4.1.3 of the Official Plan outlines policies to support growth management and a greener and more resilient city. **Policy 1 of Section 4.1.3** states that the street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.

This proposal includes infrastructure and design to support multi-modal travel. The proposed road and pathway network facilitates efficient multi-modal connection within Northwoods and with a future proposed pathway corridor

(CNR corridor), the neighbouring subdivisions and arterial road (March Road). The proposed development will help fund future transit development and improvements, which are detailed in the Kanata North Community Design Plan. The proposed development is adjacent to the future at-grade BRT Transitway along March Road identified on Schedule C2 of the Official Plan. The future collector roads on the subject lands are designed to accommodate buses, such that transit services can be extended to Northwoods to serve the future residents.

3.2.6 Housing

Section 4.2 states that housing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being as well as attracting and retaining highly skilled labour and new businesses. Healthy communities include a variety of housing types. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today.

This proposal includes a range of dwelling types and sizes which accommodate a variety of housing needs. Dwellings will be suitable for a diversity of ages, incomes, and households.

Subsection 4.2.1, Policy 2 states that the City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

A significant portion of dwelling units in this proposal are low-rise multi-unit housing in the form of townhouses, back-to-back townhouses, stacked back-to-back townhouses, and mixed-use apartment buildings. The proposal provides for integration between detached dwellings and multi-unit dwellings and concentrates mid-density housing closest to the proposed rapid-transit station.

3.3 Area Specific Policies

Volume 2C – Area-Specific Policies of the Official Plan includes a Kanata North policy area, identified on Annex 5. As shown on Figure 19, Policy 6 applies to the subject lands. **Policy 6.1** states that 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, 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.

Figure 19: Excerpt from Annex 5 – Urban and Rural Areas Subject to Area-Specific Policies

This proposal allocates for 57 percent of the residential development be multi-unit dwellings (townhouses and back-to-back townhouses). The mixed use blocks will include additional multi-unit dwellings such as apartments or stacked townhouses.

With 827 dwelling units proposed in a net area of 20.14 hectares, the proposed development represents a density of 41 units per net hectare, excluding the mixed-use blocks. It is anticipated that the net residential density will be even higher with the inclusion of mixed-use blocks.

Policy 6.2 in Volume 2C of the Official Plan states that Landowners within the boundary of the Kanata North Community Design Plan, approved by Council, shall enter into private agreement(s) to share the costs of the major infrastructure projects and associated studies and plans required for the development of the Kanata North Urban Expansion Area (UEA). In addition, the landowners shall enter into private agreement(s) to share the dedication and costs of development of parkland.

Such agreement(s) are initiated by the landowners within the defined Kanata North UEA and provide for the fair sharing of costs among the benefiting parties, to complement or replace the provisions of a Development Charges By-law. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City will require the execution of the agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval of site plan control. The City shall include, as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in Kanata North UEA, requiring notification from the Trustee of the Kanata North Landowners Group (KNLOG) that the owner is party to the agreement(s) and has paid its share of any costs pursuant to the agreement(s).

Upon acquisition of the subject lands from Cavanagh Developments, Mattamy became a fully participating member of KNLOG and signatory to all the KNLOG agreements.

3.4 Kanata North Community Design Plan

The Kanata North Community Design Plan (CDP) has been prepared as collaboration between the City of Ottawa and the Kanata North Land Owners Group (KNLOG) to demonstrate how development of the Kanata North Urban Expansion Area (KNUA) will achieve the requirements of the Official Plan. The CDP was approved by City Council on July 13, 2016.

The CDP provides a level of direction between Official Plan policy and development approvals, and will be used as a guide for the preparation and review of future applications for development.

3.4.1 Vision & Guiding Principles

The Kanata North Community Design Plan (CDP) **Section 4.1** envisions the Kanata North Community as a contemporary master-planned community, with a range of housing options and a vibrant, well-defined mixed-use core. Design of this community is rooted in an integrated open space system embracing the existing natural heritage features and structured around the creek corridors. Protection and restoration of Shirley's Brook and its tributaries will both contribute to ensuring the continued function of the natural system, and create a significant amenity for the community.

The community is structured around a transit supportive street network laid out as a modified grid. March Road functions as the spine of the community which will connect the community to the wider road and transit network. Currently a two lane rural cross section, March Road will eventually accommodate four vehicle travel lanes and two bus only lanes in the median (Bus Rapid Transit), pedestrian sidewalks and a cycle track along both sides of the road.

Neighbourhoods will be connected by a comprehensive pathway system providing additional connectivity to transit and community facilities. Each neighbourhood will have a park, school and other amenities within walking and cycling

distance. Well-designed streetscapes and built form will be responsive to the context, location and intensity of land uses throughout the community.

The Northwoods subdivision plan addresses each section of the CDP vision. The proposal includes a modified grid street network for circulation within the subject lands and between neighbourhoods. Preserving the creek corridor on the southeast corner of the subject lands will support the natural heritage features within Kanata North and provide additional open space for residents. A school, park, and diverse housing options will support a vibrant community. Pedestrian infrastructure and transit connections will support active and public transportation use.

Section 4.2 of the Kanata North CDP outlines the guiding community principles which are as follows:

Respect existing adjacent communities and neighbourhoods

- / New development should be sensitive and responsive to existing communities surrounding the CDP Area.
- / Ensure that water quality and quantity of adjacent wells on rural properties will not be impacted by development.
- / Provide appropriate buffers between new and existing development.
- / Ensure the character and qualities of existing communities are not diminished by development within the KNUEA.

This proposal will realign and naturalize the watercourse onsite and provide appropriate buffers between existing and planned developments, ensuring appropriate vehicle and pedestrian access between neighbourhoods. The development considers both existing and new communities.

Create a sustainable, resilient, healthy and livable community

- / Recognize the interconnection of society, culture, the economy and environment and position Kanata North for long term prosperity as part of a sustainable City of Ottawa.
- / Promote pedestrian, cycling and transit usage in order to reduce energy consumption and promote health and wellbeing.
- / Create a well-connected community with access to parks and pathways, mixed use centres and transit.

Cycling, pedestrian, and public transit infrastructure are proposed throughout the subject lands to connect with existing and planned infrastructure in Kanata North. Circulation within the subject lands will support active transportation and facilitate connection with surrounding neighbourhoods and the City of Ottawa infrastructure.

Respect existing significant natural heritage features

- / Seek to minimize negative impacts on the environment and lead towards a restorative approach for natural systems of water, air and soil.
- / Protect and enhance Shirley's Brook and its tributaries.
- / Provide connections to and links between the greenspace network.
- / Consider opportunities to leave parks in a natural state.
- / Recognize the environmental value, active/passive recreational value, and contribution of the natural heritage system to creating a healthy community.

Preservation of natural heritage features on the subject lands are proposed for the subdivision through the tributary realignment. Greenspace network connections are incorporated into the site design and the neighbourhood park will include a partial preservation of an existing white cedar woodlot.

Create distinct, yet interconnected, livable neighbourhoods within Kanata North

- / Design distinct neighbourhoods around identifiable focal points such as parks, schools, or mixed use centres.
- / Distribute amenities throughout the community to be accessible both on foot or bicycle.
- / Design a pathway network connecting greenspaces and community facilities.

The proposed dwellings are oriented towards the elementary school and park facilities. The development is planned as an independent subdivision but also facilitates connections with the surrounding neighbourhoods, arterial road and former railway corridor via roads and pedestrian pathways.

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

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

The proposed dwellings constitute a mix of housing types and densities. Single detached dwellings are located around the edges of the community to create a buffer with adjacent neighbourhoods, the CNR right-of-way, and the school. Higher density dwellings such as back-to-back townhouses are positioned in the interior of the subdivision or in proximity to March Road, a designated Mainstreet Corridor.

Ensure timely and efficient of phasing of future infrastructure

- / Make effective use of existing infrastructure.
- / Provide new servicing infrastructure in an efficient and optimal manner.
- / Consider alternative development standards where such standards can achieve a quality community while maintaining appropriate operating and maintenance standards.
- / Ensure that servicing infrastructure proceeds in concert with development.
- / Consider opportunities for alternative means of financing.

The proposed development is located adjacent to lands that are in the process of being built up and thus allows for the efficient extension of existing and planned infrastructure. The Kanata North Landowners Group, of which Mattamy is a member, has installed servicing upgrades within the March Road right-of-way to accommodate all CDP development including the subject lands.

Provide a development pattern and efficient transportation system that accommodates and encourages walking cycling, and transit over automobile use

- / Accommodate all modes of transportation within a development pattern that emphasizes walking, cycling and transit over automobile travel.
- / Design a modified grid road system, with a high degree of permeability and accessibility throughout the community.
- / Support a diverse range of land uses and modes of transportation.
- / Provide road and pathway links to important roads around the community and with the wider pedestrian and cycling network.
- / Extend public transit (including bus rapid transit) to support and serve the community.

The modified grid road pattern will facilitate active transit, public transit, and private vehicle use. The planned collector roads will accommodate public transit use and a sufficient right-of-way width has been provided for the extension of the Bus Rapid Transit network along March Road. The proposed local road network includes high pedestrian permeability. Infrastructure in the pedestrian network includes traffic calming measures, sidewalks, multi-use paths, bulb-outs, and pedestrian crossings.

3.4.2 Land Use Designations

The Land Use Plan from the Kanata North Community Design Plan is shown below in Figure 20. The subject lands are identified by a dashed blue line.

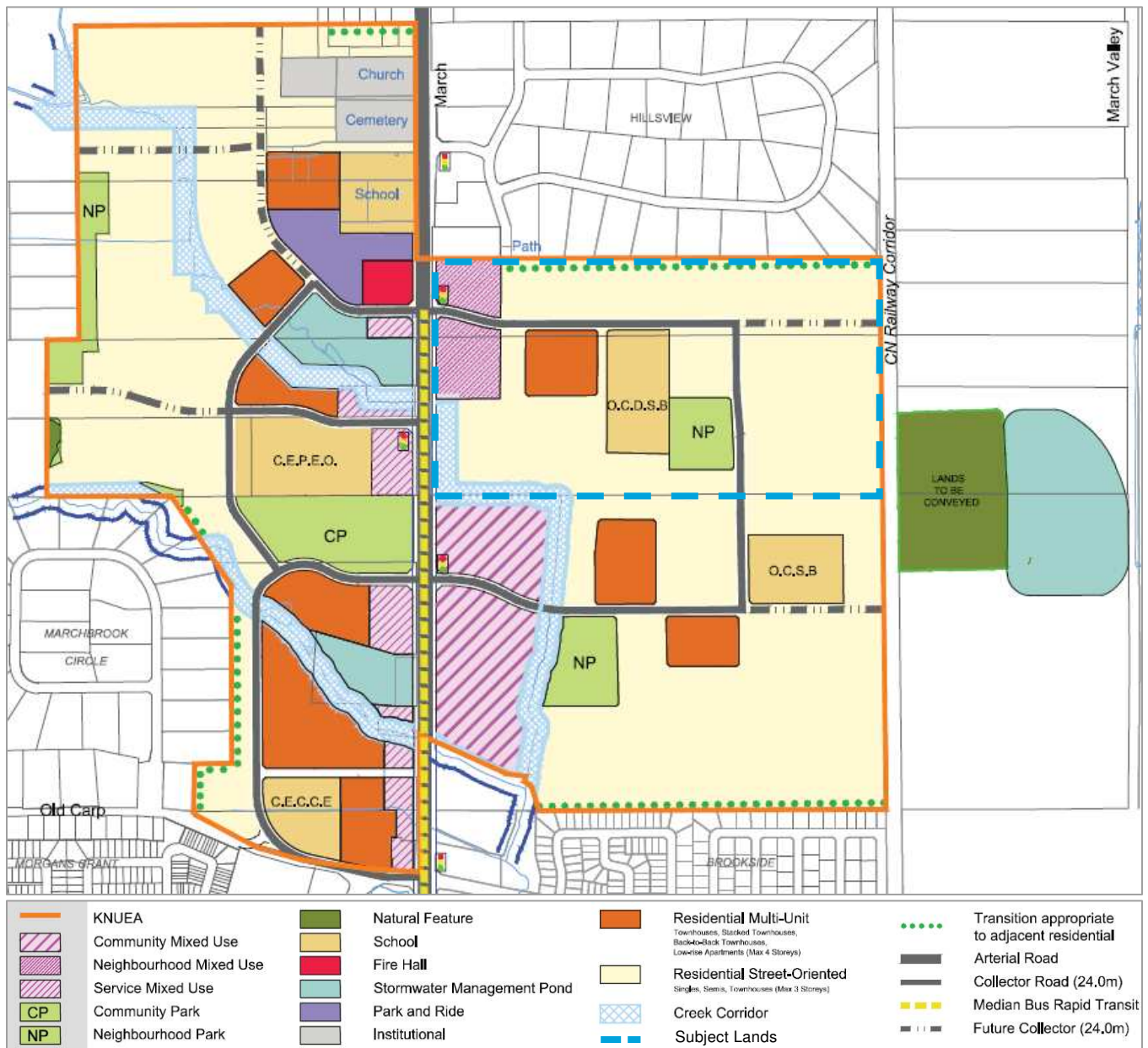


Figure 20: Kanata North Land Use Plan as shown in the Community Design Plan (subject lands outlined in blue)

Residential Land Uses

The Kanata North CDP designates the majority of Northwoods as a Residential Street-Oriented area. The dwellings must be a maximum of three storeys and have individual entrances oriented to the public street. The designation includes detached, semi-detached and townhouse dwellings. The Residential Multi-Unit designation also applies to a portion of the subject lands, just to the south of the proposed school block. Permitted uses in the Residential Multi-Unit designation include townhouses, stacked townhouses, back-to-back townhouses and low-rise apartments.

The proposed residential development adheres to the above designations, orienting low-rise, street-oriented dwelling units towards public streets and locating back-to-back townhouses. The proposed development includes back-to-back townhouse blocks in the Residential Street-Oriented designation; this is considered appropriate given the back-to-back townhouses will have individual entrances oriented to the public street and will respect the maximum height limit.

Mixed Use

A portion of the subject lands is designated Neighbourhood Mixed Use which is intended to provide local commercial services primarily to residents of the area. In addition to a mix of permitted commercial uses including but not limited to retail and convenience stores, community uses, office type uses and business or medical offices, the designation permits townhouses, stacked townhouses, back-to-back townhouses and low-rise apartments.

The proposed mixed-use blocks along March Road adhere to the prescribed uses and location designated on the CDP. The conceptual low-rise mixed-use apartment buildings and back-to-back stacked townhouses are in keeping with the CDP's direction for this designation.

Institutional Land Use

The Kanata North CDP Land Use Plan designates a portion of the subject lands as School, specifically for an Ottawa Carleton District School Board (OCDSB) elementary school. The school site is co-located with a neighbourhood park which is reflected on the Northwoods Concept Plan. The CDP states that the school site should be zoned for both institutional and residential uses, so that if the land is not developed by a school it may be developed according to the Street Oriented or Multi-Use Residential designations.

The proposed development meets this designation by proposing a school block that is roughly in keeping with the location outlined by the CDP Land Use Plan. The proposed school block is proposed to be dual zoned so that low-rise residential uses will be developed within the block if it is not developed with a school.

Creek Corridors

Tributary 2 of Shirley's Brook is located partially in the southeast area of the subject lands. As stated in the Kanata North CDP, Tributary 2 will be realigned along March Road and protected by a 40-meter wide corridor providing a 20-meter setback from the centreline of the watercourse. The Plan designates a 6-metre buffer outside the corridor for a recreational path.

The proposed development incorporates the realigned Tributary 2 along with required buffer widths into its design.

Parks

The designated neighbourhood park on the Northwoods site is co-located with the OCDSB elementary school site, fronting on a collector road. The park is located on the north-south ridge through the subject lands providing unique views toward the Ottawa River. Public consultation identified preserving a portion of Woodlot S20 on the site which contains mature cedar trees as important to the public. The CDP identifies that the park be designed for active recreation, passive recreation, and preservation of the woodlot.

The proposed development meets this designation by proposing a park block that is in keeping with the location outlined by the CDP Land Use Plan.

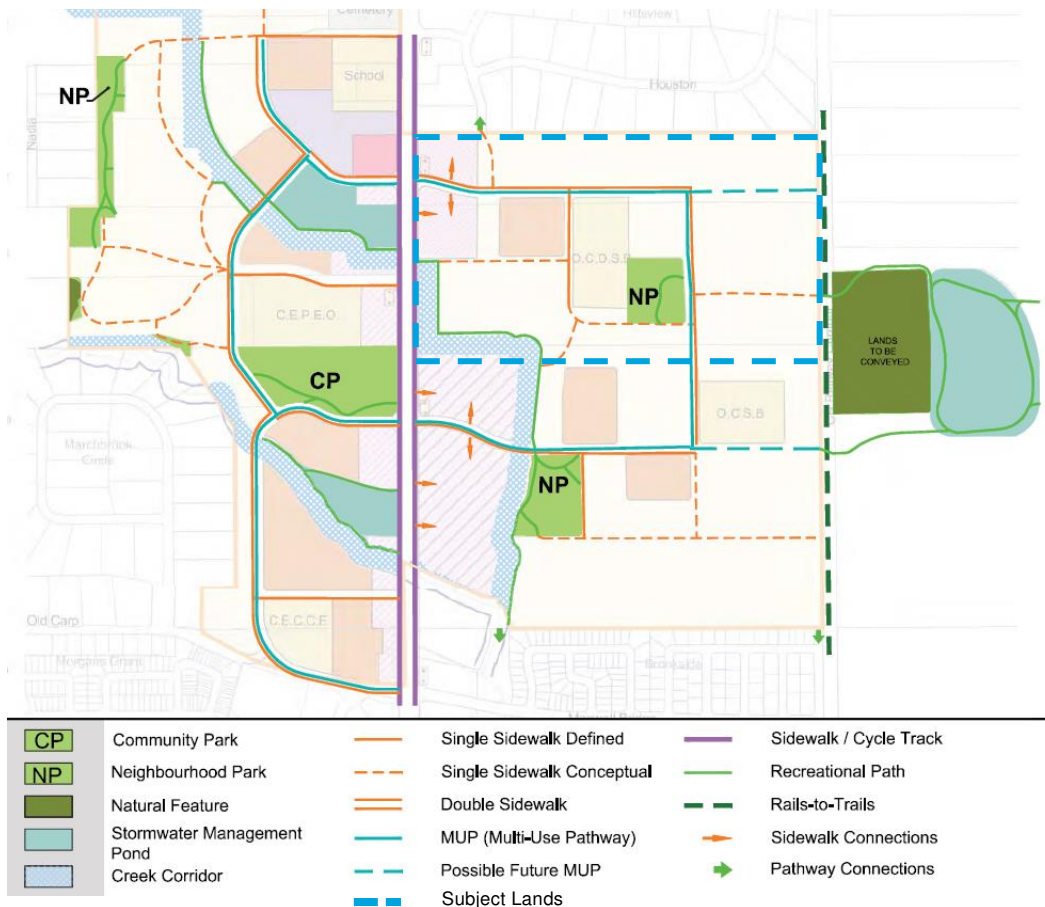


Figure 21: Kanata North Parks and Open Space Plan as shown in the Community Design Plan (subject lands identified in blue)

Pathway System

The Kanata North CDP Parks and Open Space Plan (Figure 21 above) designates a pathway network including multi-use pathways, recreational pathways, cycling facilities, sidewalks and pathway corridors to facilitate pedestrian and cyclist movement within the subject lands and Kanata North. Sidewalks and raised cycling paths are designated along March Road. Multi-use pathways and sidewalks are designated along collector roads and recreational paths are designated along creek corridors. Pathway blocks are required to increase the permeability of the street grid for pedestrians and cyclists, providing direct connection within the subject lands and between Northwoods and the surrounding developments.

The proposed development aligns with the pathway systems as outlined in the CDP supporting an active transportation network. Notably, a multi-use pathway is proposed connecting March Road with the CNR right-of-way, identified as Rails-to-Trails on Figure 21 above, which would contribute to building an active transportation network in Kanata North.

3.4.3 Design Guidelines

The Kanata North CDP's Design Guidelines (**Section 6.2**) further the City of Ottawa's design guidelines for greenfield development which are presented in Section 3.5 of this document. The CDP design guidelines provide site specific recommendations to help shape Kanata North as a distinctive and unique place.

The proposed development meets several of the CDP's design guidelines, including the following:

MIXED-USE COMMERCIAL SITES

Built Form

- / Locate buildings on corner sites close to the street to reinforce their focal role.

Pedestrian Realm/Connectivity

- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances.

Landscape and Parking

- / Surface parking areas should be visually softened by introducing trees, planters and clearly defined pedestrian routes.

Proximity to Creek

- / Establish opportunities for community connections to and enhancement of the creek corridors.

SCHOOL SITES

- / Ensure safe pedestrian crossings to school sites to encourage active transportation.
- / Primary frontage should be long enough to accommodate bus lay-bys in the right-of-way.

RESIDENTIAL TRANSITIONS AND BUFFERS

Street-Oriented Residential

- / Deeper lots will be provided adjacent to existing development to accommodate healthy trees and supplemental planting. Average lot depths within the KNUEA will range from 28-32m. Lots adjacent to existing development will range from 34 to 38m to provide deeper rear yards with screening vegetation.
- / Similar housing forms will back onto existing housing, with single detached dwellings backing onto existing singles and townhouses or singles backing existing townhouses.

STREETSCAPE GUIDELINES

Collector Road Design Guidelines

- / The internal collector road network will include sidewalks and multi-use pathways (MUPs) to encourage the use of active transportation modes for utilitarian trips such as shopping, attending school, and visiting neighbours.
- / Create a street system that promotes passive traffic calming and includes traffic calming features, such as bulb outs and pathway crossing signage, built in to the initial designs for local and collector roads.

Local Road Design Guidelines

- / The local road pattern will be designed as a modified grid.
- / Sidewalks will be provided along select local roadways connecting residential areas and other land uses.

CREEK CORRIDOR GUIDELINES

- / Provide pathway connections to the creek corridor.
- / Multi-Unit residential blocks should address the creek, preserve views, and locate amenity areas along the creek corridors and consider possible opportunities for public access.

3.5 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the

development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is a Greenfield Neighbourhood as defined by the guidelines.

The proposal meets several of the guidelines, including:

- / Guideline 1: Plan and build new communities based on the inherent capacity of the natural landscape to sustain the community over time. Consider soils, landforms, natural and cultural features, habitats, watercourses and climate.
- / Guideline 2: Create a connected network of parks, greenspaces and public lands that is structured by existing natural features and connected by pathways and sidewalks. Make this network easily accessible on foot or bike from homes throughout the neighbourhood.
- / Guideline 3: Conserve natural features such as woodlots, wetlands and creeks, and the natural connections between them, to sustain healthy habitats for plants and animals. When they are connected to other greenspaces, ensure that public use does not detract from the ecological functions and characteristics.
- / Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.
- / Guideline 10: Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.
- / Guideline 11: Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed.
- / Guideline 12: Layout collector streets to be direct and continuous through the neighbourhood so homes are within 400 metres of transit and other destinations along them.
- / Guideline 16: Locate elementary school sites on sites of approximately 2.5 hectares that have at least two road frontages, one of which faces a collector street, and are near a neighbourhood park or greenspace. Consult with school boards.
- / Guideline 26: Construct sidewalks on both sides of streets that serve key destinations, such as transit stops, greenspaces, or to community facilities like schools. Select the correct road right-of-way standard to allow for sufficient space for sidewalks and all streetscape elements.
- / Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.

3.6 Building Better and Smarter Suburbs

The City of Ottawa Planning Committee approved the Building Better and Smarter Suburbs (BBSS) initiative in 2015. The intent of the study was to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. The BBSS plans consider broad, strategic planning and design issues that contribute to the quality, safety, and functionality of a community. The proposed developments meets several BBSS Strategic Directions as follows:

- / **Street Network and Land Use:** Local streets will have an 18-metre right-of-way and collector roads will have a 24-metre right-of-way. The roads have been arranged in a modified grid pattern of smaller blocks to facilitate pedestrian and vehicular movement. Traffic calming features including shorter blocks, bulb-outs and mid-block narrowing are proposed throughout the site. The site design purposes a highly connected road network within the site and with the arterial road and surrounding developments. (Strategic Directions 1, 2, 3, 5, 6, 9)

- / **Parks and Open Space:** The proposed park is in alignment with the Kanata North CDP. The 1.78-hectare space has an existing woodlot with a stand of white cedar trees that will be preserved. Located beside the school, the park is well connected to the community. The creek corridor is to be realigned and naturalized, with a buffer between the corridor and residential lots which will provide open space in the neighbourhood. (Strategic Directions 3, 4)
- / **School Sites:** The school site is consistent with the Kanata North CDP and fronts onto two public streets. Co-located with the park and sidewalk network to support active transportation. (Strategic Directions 1, 2, 3, 4)
- / **Parking:** No significant changes to previous parking plan are proposed. Interruption to pedestrian flow on sidewalks will be minimized. Street parking will be permitted throughout the site. (Strategic Direction 2, 4)
- / **Road Right-of-Way:** No changes to previous road right-of-way plan are proposed. Streets will conform to the City of Ottawa and Kanata North CDP right-of-way standards. (Strategic Direction 3, 7)
- / **Trees:** A stand of white cedars will be retained and integrated into the design of the neighbourhood park. (Strategic Direction 3, 4)

3.7 City of Ottawa Zoning By-law (2008-250)

3.7.1 Existing Zoning

The lands are currently zoned Rural Countryside (RU) with Rural Exception 114r applying to 1070 March Road. The purpose of the RU zone is to:

- / 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;
- / recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and
- / regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.

The following uses are permitted in the RU zone:

- | | |
|---|---|
| / agricultural use | / equestrian establishment |
| / agriculture-related use | / environmental preserve and educational area |
| / animal care establishment | / forestry operation |
| / animal hospital | / group home |
| / artist studio | / home-based business |
| / bed and breakfast | / home-based day care |
| / Cannabis Production Facility, limited to outdoor and greenhouse cultivation | / kennel |
| / cemetery | / on-farm diversified use |
| / detached dwelling | / retirement home, converted |
| | / additional dwelling unit |

Exception 114r additionally permits a storage yard limited to the outdoor storage of recreational vehicles and imposes development standards related to a storage area.

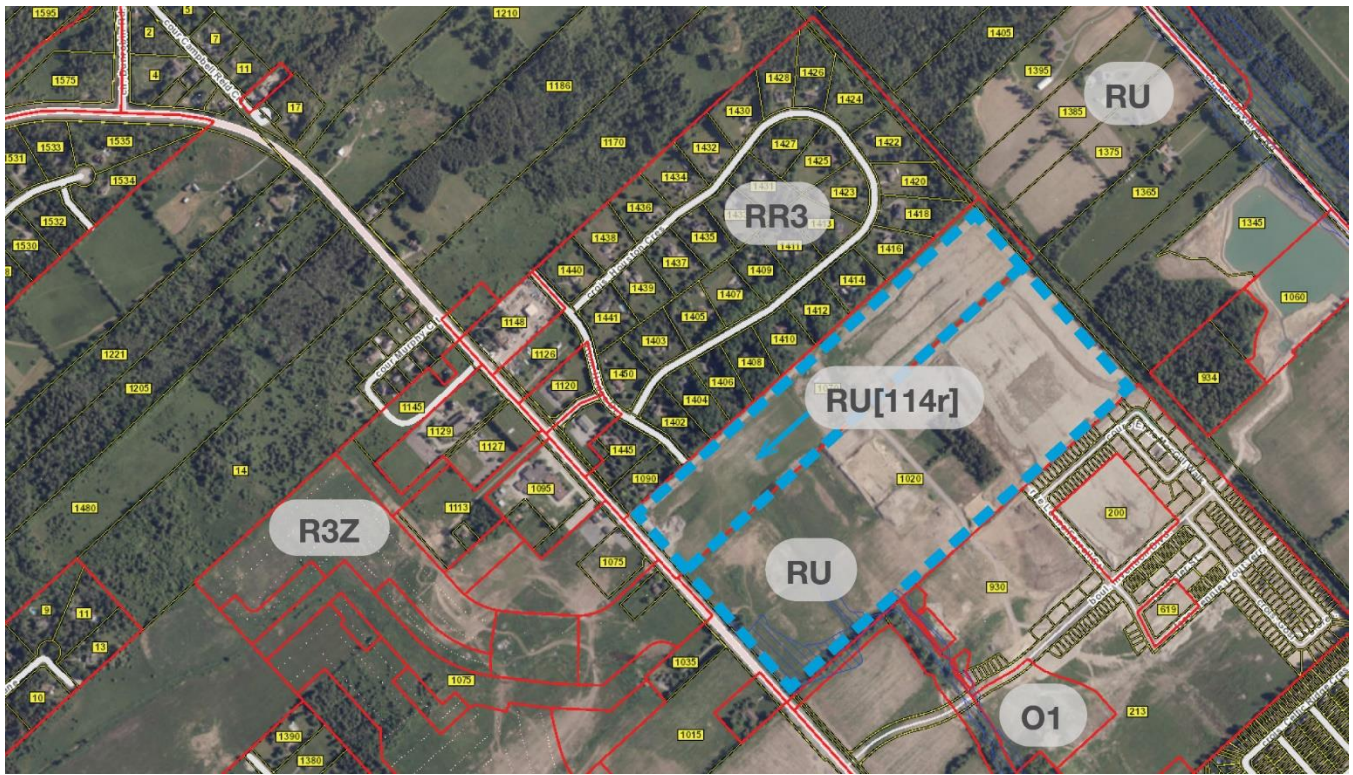


Figure 22: Zoning of subject lands and the surrounding properties

It should also be noted that a Flood Plain Overlay currently applies to a southwest portion of the subject lands. It is our understanding that the Flood Plain Overlay will no longer be necessary as a result of the realignment of Tributary 2 and associated grading works.

A Zoning By-law Amendment is required to reflect the proposed development of the subject lands, which are within the City's urban boundary.

3.7.2 Proposed Zoning

The originally proposed Zoning By-law Amendment is being slightly modified to reflect the revisions to the draft Plan of Subdivision and accommodate Mattamy's typical low-rise residential products. The proposed zoning for the subject lands is outlined in the table below and in Figure 23, and is discussed in further detail below.

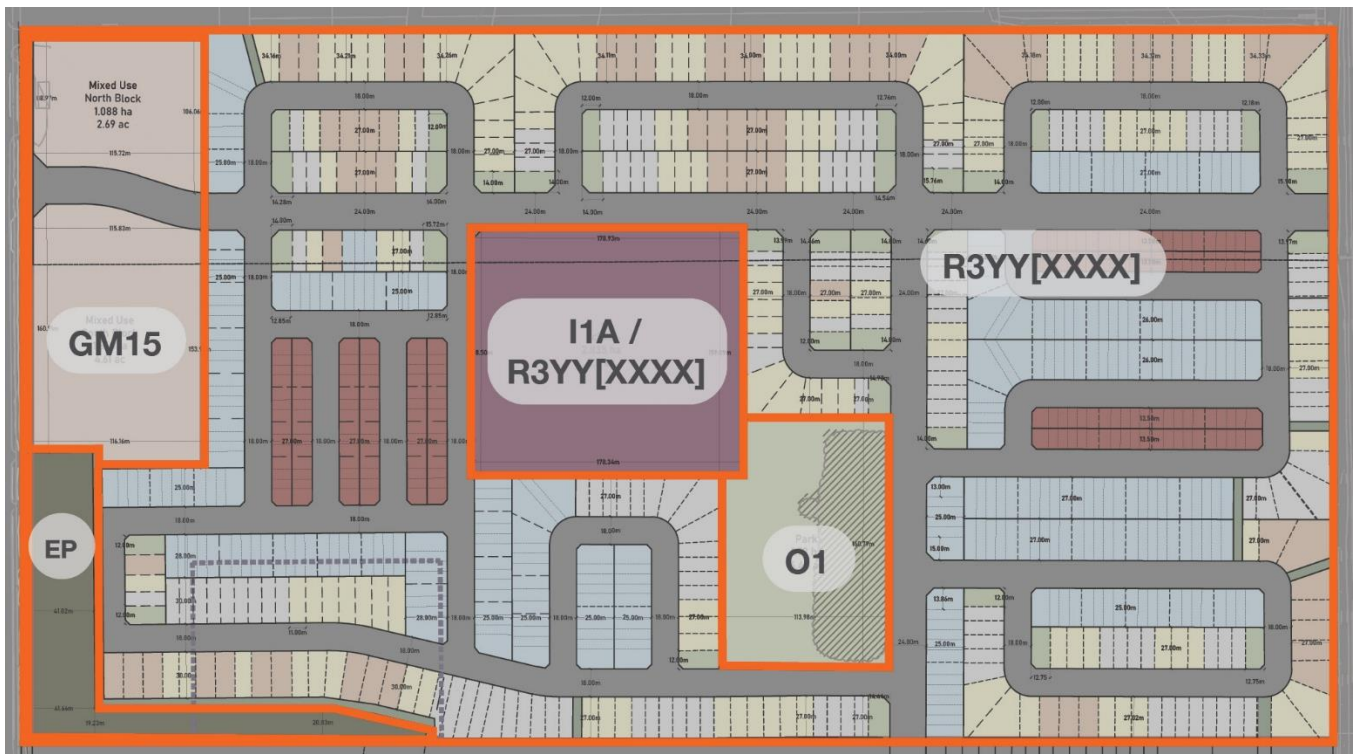


Figure 23: Proposed zoning of the subject lands

Table 2 Existing and Proposed Zoning

Municipal Address	Zoning	
	Existing	Proposed
1020 March Road	RU	R3YY [XXXX], GM15, I1A, O1, EP
1070 March Road	RU[114r]	R3YY [XXXX], GM15, I1A

R3YY: The Residential Third Density Zone, Subzone YY, Exception XXXX is proposed for the majority of the subject lands, which will be developed with low-rise residential uses including detached dwellings of various lot widths, townhouse dwellings, and back-to-back townhouse dwellings.

The purpose of the R3 zone is to:

- / allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / allow ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

Permitted uses in the R3 zone include:

- / bed and breakfast
- / detached dwelling
- / diplomatic mission
- / duplex dwelling
- / group home
- / home-based business
- / home-based daycare
- / linked-detached dwelling
- / park
- / planned unit development
- / retirement home, converted
- / additional dwelling unit
- / semi-detached dwelling
- / three-unit dwelling
- / townhouse dwelling
- / urban agriculture

The requested Urban Exception [XXXX] would borrow from Urban Exception 2739, which applies to other residential neighbourhoods developed by the developer (Mattamy). It is tailored to Mattamy’s current products, including those proposed in this application. A new site-specific exception is proposed so as not to carry forward language in Urban Exception 2739 related to a holding provision, which is not required for the subject lands.

The provisions that would apply to the portions of the subject lands zoned R3YY[XXXX], particularly as they relate to the proposed detached dwelling and townhouse uses, are outlined below.

Table 3: Proposed zoning provisions

R3YY [XXXX] Zoning Provisions							
R3YY Zone							
<i>Unit Type</i>	<i>Min. Lot Width (m)</i>	<i>Min Lot Area (m²)</i>	<i>Max. Building Height (m)</i>	<i>Min. Front Yard Setback (m)</i>	<i>Min. Corner Side Yard Setback (m)</i>	<i>Min. Rear Yard Setback (m)</i>	<i>Min. Interior Side Yard Setback (m)</i>
Detached	9	240	12	6	4.5	6	1.8 total, 0.6 for one side yard
Townhouse	6	150	12	6	4.5	6	1.2
Urban Exception XXXX							
<ul style="list-style-type: none"> / A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required front, corner side or interior side yard but no closer than 0.2 m to the lot line; / Balconies and porches may project to within 0 m of a corner lot line; / An air conditioning condenser unit may project 2 m into a corner and interior side yard, and 2 m into a rear yard, but no closer than 0.2 m to a lot line and may not be located in a front yard; / No more than 60% of a front yard may be used as a driveway or parking space; / In the case of a home-based business operating within a townhouse, the required parking space is only required if the business involves an outside employee; / Section 57 does not apply; 							
/ The requirements for detached dwellings:							

R3YY [XXXX] Zoning Provisions

R3YY Zone

1. minimum lot area is 220 m²
2. minimum lot width is 8.8 m
3. minimum front yard setback is 3 m for the principal building and 3.5 m for an attached garage
4. minimum combined interior side yard setback is 1.8 m with a minimum of 0.6 m on one side
5. minimum corner side yard setback is 2.5 m
6. minimum rear yard setback is 6 m
7. maximum lot coverage is 55%
8. maximum building height is 12 m

/ The requirements for townhouse dwellings:

1. minimum lot area is 137 m²
2. minimum lot width is 5.5 m
3. minimum front yard setback is 3 m for the principal building and 3.5 m for an attached garage
4. minimum interior side yard setback is 1.5 m
5. minimum corner side yard setback is 2.5 m
6. minimum rear yard setback is 6 m
7. minimum rear yard setback where dwellings are attached back-to-back: 0 m
8. maximum lot coverage is 65%
9. maximum building height is 12 m

As indicated above, the recommended zoning is generally applicable to the subject lands as it accommodates the Mattamy's products and aligns with the Kanata North CDP objectives.

I1A: The purpose of the I1 – Minor Institutional zone is to permit a range of community uses, institutional accommodation and emergency service uses to locate in designated areas, and to minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character. The proposed Minor Institutional Zone, subzone A (I1A) permits a school as a use and provides direction on minimum setbacks for different areas of the City as outlined in Schedule 1. It is proposed that the school lot be dual-zoned to both I1A and R3YY[XXXX] in the event that the lot is not used by the Ottawa-Carleton District School Board, so that it may instead be developed into additional residential units.

O1: The purpose of the Parks and Open Space (O1) zone is to permit parks, open space and related, compatible uses in designated areas, and ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands. The O1 designation is proposed for the neighbourhood park beside the school.

EP: The purpose of the Environmental Protection (EP) zone is to recognize lands which are designated in the Official Plan as Significant Wetlands, Natural Environment Areas and Urban Natural Features that contain important environmental resources which must be protected for ecological, educational and recreational reasons; permit only those uses which are compatible with and assist in the protection of the environmental attributes of these lands, or are in keeping with applicable Official Plan policies; and regulate development to minimize the impact of any buildings or structures within

these environmental areas. Shirley's Brook was identified as a valuable environmental asset in Kanata North and as such an EP zone is proposed by Mattamy along the tributary corridor.

GM15: The purpose of the General Mixed-Use zone is to allow residential, commercial and institutional uses, or mixed use development in areas designated by the Official Plan; limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas; permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The uses which relate to the proposed mixed-use block include planned unit development, stacked dwelling, townhouse, and a variety of potential commercial uses. The GM zone permits a wide variety of non-residential uses, allowing for future onsite flexibility. Furthermore, Subzone 15 permits automobile service station, car wash, gas bar as additional uses and thus allows for additional onsite flexibility to accommodate various commercial uses. The maximum building height for the proposed GM15 zone is 18 metres, which is an appropriate height along the March Road Mainstreet corridor.

4.0 Conclusion

In considering the Zoning By-law Amendment application and the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement (2020) in that it seeks to develop an area within the City of Ottawa's Urban Boundary in a manner that contributes to the increased range of housing types within the community. The proposed development also utilizes public service facilities planned for the Kanata North Urban Expansion Area.
- / The proposed development conforms to the goals, objectives, and policies of the Official Plan. The lands are designated Neighbourhood and Mainstreet Corridor, which permit the proposed uses. The proposed development is compatible with the surrounding context and character of the adjacent areas and meets the minimum density requirements as outlined in Area Specific Policy 6.
- / The proposed development is consistent with the goals and objectives of the Kanata North CDP, the Design Guidelines for Greenfield Neighbourhoods and the Building Better and Smarter Suburbs initiative. The proposed development helps to achieve the densities and objectives of the CDP.
- / The proposed Zoning By-law Amendment would apply a Residential Third Density, Subzone YY, Urban Exception XXXX (R3YY[XXXX]) zoning to the majority of the subject lands, which ensures efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and neighbourhood context. The proposed Zoning By-law Amendment will also apply Institutional, Open Space, Environmental Protection, and Mixed-Use zones that are in keeping with the direction of the Kanata North CDP Land Use Plan.

Sincerely,



Nico Church, MCIP RPP
Senior Planner



Genessa Bates, M.PL
Planner