

**PLANNING RATIONALE**  
**DRAFT PLAN OF SUBDIVISION, ZONING BY-LAW AMENDMENT & OFFICIAL**  
**PLAN AMENDMENT**

**BRIGIL**  
**KANATA NORTH**  
**(March Road)**

December 2020

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# PLANNING RATIONALE

## BRIGIL KANATA NORTH – 927 MARCH ROAD

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### 1.0 INTRODUCTION

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This Planning Rationale report has been prepared in support of applications that are being submitted on behalf of Brigil for the development of certain lands within the Southwest Quadrant of the Kanata North Community Design Plan, municipally known as 927 March Road. The applications include:

- A Draft Plan of Subdivision;
- A Zoning By-Law Amendment; and
- An Official Plan Amendment.

The subject lands are part of the Kanata North Community Design Plan (CDP) area and are subject to the plans, policies and design guidelines, including supporting master plans and studies, in which regulate and control the design and development of the lands. The proposed Draft Plan of Subdivision is located north of South March, west of the Southeast Quadrant of the CDP area (owned by Minto Communities), south of the Northwest Quadrant of the CDP area (owned by CU Developments Inc.), and east of rural lands, consisting of rural residential subdivisions and agricultural uses.

The subject lands are in Part of Lot 12, Concession 3, Geographic Township of March, City of Ottawa. They are currently designated “General Urban Area” by Schedule ‘B’ of the City of Ottawa Official Plan (OP) and zoned “Rural Countryside (RU)” by Zoning By-Law No. 2008-250.

Kanata North CDP policies, which emphasize the appropriate distribution of dwelling units and types, density targets and design considerations for environmental and servicing constraints, allow for some interpretation and flexibility. Similarly, the CDP permits a range of minor changes (Section 7.2.1) which could be approved by the City of Ottawa development approvals process, as well as major changes (Section 7.2.2) subject to approval by Planning Committee and external agencies as required.

An Official Plan Amendment (OPA) is being pursued in order to permit the development of two (2) apartment dwelling mid-rise buildings (9 storeys) with mixed-use potential in the Mixed-Use Block along March Road. The OPA will also include a reduction in the minimum percentage of single detached dwellings for the entire CDP area from 30% to approximately 22.5%. Even though the overall single detached dwellings proposed in the CDP will be close to the CDP’s demonstration plan target of 30%, the proposed density on the subject property, in the form of other unit types, will reduce the share of single detached dwellings.

The CDP includes a minimum density of 36 units per net hectare which is being met by this development proposal. No OPA is required for the proposed increase in density, as the unit types are all permitted per the CDP Demonstration Plan and the increase in density is considered to be appropriate.

The portion subject lands will also be rezoned to General Mixed Use to also accommodate potential mixed use associated with an apartment dwelling mid-rise. All remaining lands will be rezoned appropriately and in accordance with the CDP in order to accommodate the proposed development.

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Section 37 is triggered because the proposed development of two (2) mid-rise apartment dwellings represents a 55% (approx.) increase in density. This proposed development will adhere to the City's Section 37 requirements.

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

- consistent with the Provincial Policy Statement 2020 (PPS);
- in conformity with the City of Ottawa Official Plan (OP);
- consistent with the vision, land use designations and design guidelines and principles of the Kanata North Community Development Plan (CDP) – noting the proposed OPA;
- consistent with other applicable Design Guidelines adopted by the City of Ottawa; and
- respectful of the existing character of adjacent residential neighbourhoods, as well as compatible with the future development in the Kanata North CDP Area and transit plans along March Road.

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

### 1.1 Purpose

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

Various plans and studies have been prepared in support of these development applications in accordance with the Pre-Consultation meeting.

The future development of the Subject Property is to be accomplished through the City's Subdivision approval process. The Draft Plan of Subdivision consists of:

- two (2) mid-rise residential buildings (9 storeys) – on mixed use block only
- nine (9) low-rise residential buildings (4 storeys)
- thirty-three (33) townhouses
- twenty-eight (28) single detached dwellings
- an enhanced creek corridor (1.6 ha)
- one (1) block of parkland and open spaces (4.3 ha)
- one (1) block for a Stormwater Management (SWM) pond
- one (1) school block

Overall, the proposed development represents a total of 1,861 dwelling units on approximately 20 hectares (ha) of land, or a density of ninety-three (93) units per net hectare.

An Official Plan Amendment (OPA) is being pursued in order to permit the development of two (2) apartment dwelling mid-rise buildings (9 storeys) in the Mixed-Use Block along March Road and with mixed-use potential. Policy 3.6.1 (3) of the Official Plan (OPA #150), limits the heights for any residential building proposed in General Urban Area designation to a maximum of four (4) storey low-rise. An Official Plan Amendment is therefore required to permit the two (2) apartment

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dwelling mid-rise buildings of nine (9) storeys, where only low-rise residential buildings (4 storeys) are currently permitted by the General Urban Area land use designation and the CDP.

The OPA will also include a reduction in the minimum percentage of single detached dwellings for the entire CDP area from 30% to approximately 22.5%. Even though the overall single detached dwellings proposed in the CDP will be close to the CDP’s demonstration plan target of 30%, the proposed density on the subject property, in the form of other unit types, will reduce the share of single detached dwellings.

The CDP includes a minimum density of 36 units per net hectare which is being met by this development proposal. No OPA is required for the proposed increase in density, as the unit types are all permitted per the CDP Demonstration Plan and the increase in density is considered to be appropriate.

The Zoning By-Law Amendment is required in order to permit the proposed development and rezone the lands, Table 1, from Rural Countryside Zone (RU) to:

- Residential Fourth Density (R4) Zone for the condo block(s) containing the nine (9) low-rise residential buildings (4 storeys);
- General Mixed-Use Zone (GM) Zone for the mixed-use block containing the two (2) mid-rise buildings (9 storeys);
- Residential Third Density, Subzone ‘Z’ (R3Z) for the townhouse block;
- Residential Third Density, Subzone ‘Z’ (R3Z) for the single detached dwelling block;
- Minor Institutional Zone, Subzone ‘A’ (I1A) and Residential Second Density (R2B) Zone, Subzone ‘B’ for the school block; and
- Parks and Open Space Zone (O1) for the parkland, SWM pond and creek corridor blocks.

**Table 1: Proposed Land Use and Zoning based on Land Area**

Proposed Land Use Block	Proposed Zoning	Land Area (hectares / acres)
Condo Block	Residential Fourth Density (R4) Zone	4.31 ha / 10.65 ac.
Mixed-Use	General Mixed-Use Zone (GM) Zone	1.31 ha / 3.25 ac.
Townhouses	Residential Third Density, Subzone ‘Z’ (R3Z)	1.13 ha / 2.8 ac.
Singles	Residential Third Density, Subzone ‘Z’ (R3Z)	1.77 ha / 4.37 ac.
School	Minor Institutional Zone, Subzone ‘A’ (I1A) and Residential Second Density (R2B) Zone, Subzone ‘B’	1.00 ha / 2.46 ac.
Park	Parks and O1	4.26 ha / 10.52 ac.
Storm Water Management (SWM) Pond	General Mixed-Use Zone (GM) Zone	1.6 ha / 3.95 ac.
Creek	Parks and Open Space Zone (O1)	1.58 ha / 3.89 ac.

As per the Applicant’s required studies and plan identification list provided by City staff following the January 22, 2018 pre-consultation meeting, the following materials are being submitted in support of these Applications:

- Electronic version of the Site Servicing Plan prepared by Stantec Inc.

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- Electronic version of the Assessment of Adequacy of Public Services (Site Servicing Study) prepared by Stantec Inc.
- Electronic version of the Grade Control and Drainage Plan prepared by Stantec Inc.
- Electronic version of the Geotechnical Study / Slope Stability Study prepared by Paterson Group
- Electronic version of the Transportation Impact Assessment prepared by Stantec Inc.
- Electronic version of the Stormwater Management Report prepared by Stantec Inc.
- Electronic version of the Hydraulic Watermain Analysis prepared by Stantec Inc.
- Electronic version of the Noise / Vibration Study prepared by Gradient Wind Engineering Inc.
- Electronic version of the Draft Plan of Subdivision prepared by Annis O’Sullivan Vollebakk Ltd. (AOV)
- Electronic version of the Planning Rationale prepared by JL Richards & Associates Limited
- Electronic version of the Concept Plan Showing Proposed Land Uses and Landscaping prepared by Brigil
- Electronic version of the Archaeological Resource Assessment prepared by Paterson Group
- Electronic version of the Survey Plan prepared by Annis O’Sullivan Vollebakk Ltd. (AOV)
- Electronic version of the Phase 1 Environmental Site Assessment prepared by Paterson Group
- Electronic version of a combined Tree Conservation Report and Environment Impact Statement (EIS) prepared by McKinley Environmental Solutions.

*(Due to COVID-19, the above is being submitted electronically.)*

It is important to note that while the City has required a Phase 2 Environmental Site Assessment, the outcomes of the Phase 1 Environmental Site Assessment have deemed the completion of a Phase 2 study to be unnecessary.

Also, a detailed Integrated Environmental Review Statement has been prepared as a separate document to demonstrate the suitability of the proposed development from an environmental and site servicing perspective in relation to the objectives of the Kanata North master plans and servicing studies. The Integrated Review Statement confirms that the proposed development can be adequately serviced and that environmental impacts can be avoided and, where necessary, mitigated.

City of Ottawa Development Approval's staff were consulted and have provided input in the preparation of these applications and supporting studies.

The intent of the Planning Rationale is to describe how the proposed development implements the Kanata North Community Design Plan (CDP) which was approved by City Council in 2016, in accordance with Official Plan (OP) and Provincial Policy Statement (PPS) policies.

The approval of this CDP resulted from a preceding City Council and Ontario Municipal Board approved decision to pass Official Plan Amendment 76, which established the Kanata North Urban Expansion Area (KNUEA) and changed the land use designation for the Subject Lands from “General Rural” To “Urban Expansion Study Area”. Policy 3.11 of the OP was later developed to recognize the suitability of the lands for urban development and formally change the land use designation for the Subject Lands from “Urban Expansion Study Area” to “General Urban Area”.



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Section 37 is triggered because the proposed development of the two (2) mid-rise apartment dwellings represents a 55% (approx.) increase in density. This proposed development will adhere to the City's Section 37 requirements.

This Report will demonstrate that the applications noted above also conform to the current policies of the City's OP and are consistent with the PPS 2020.

### 1.2 Site Context

#### 1.2.1 Location and Site Description

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



**Figure 1: Location of Subject Property**

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The lands consist of approximately 19.81 hectares of land, which are entirely located within the Southwest Quadrant of the Kanata North CDP area. The lands have approximately 310 metres of frontage along March Road.

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

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

However, there are some distinct natural features which are located on the premises, including Tributary #3 and Tributary #4 of Shirley's Brook, a Stormwater Swale (pond), some deciduous hedgerows, a cultural thicket, small tree stands and several species at risk including their habitats, which are well documented within the Site and most notably present along the Creek Corridor. There are no forested areas or woodlots found on the site. The terrestrial, aquatic, tree inventory and environmental conditions of the site are explained further in the combined Tree Conservation Report and Environment Impact Statement (EIS) prepared by McKinley Environmental Solutions in support of these applications.

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

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

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

### 1.2.2 Adjacent Uses and Development Context

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

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

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Outside of the Subject Property, there are three additional quadrants which will be developed by their respective landowners, as follows (See also Figure 2):

- **Northwest Quadrant (CU Developments Inc.):** Addresses 1053, 1075 and 1145 March Road are currently awaiting approval to applications for Plan of Subdivision (D09-16-18-0023) and Zoning By-Law Amendment (D02-02-18-0076). The Plan of Subdivision is not yet draft approved.

The development will consist of 825 total residential units, institutional facilities, a stormwater management pond, a park and open space. The development will be constructed in multiple phases and include 295 single detached dwellings, 314 townhouse dwellings, and 216 multi-unit residential dwellings.

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

- **Northeast Quadrant (Valecraft Homes Ltd.):** Addresses 1020 and 1070 March Road are currently awaiting approval to applications for Plan of Subdivision (D07-16-19-0020) and Zoning By-law Amendment (D02-02-19-0090). The Plan of Subdivision is not yet draft approved.

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

- **Southeast Quadrant (Minto Communities):** 936 March Road is current awaiting approval to applications for Plan of Subdivision (D07-16-18-0032) and Zoning By-law Amendment (D02-02-18-0109). The Plan of Subdivision is not yet draft approved.

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

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**Figure 2: Location of Subject Property**

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

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

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### 1.2.3 Proximity to Community Amenities & Facilities

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

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

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

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

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

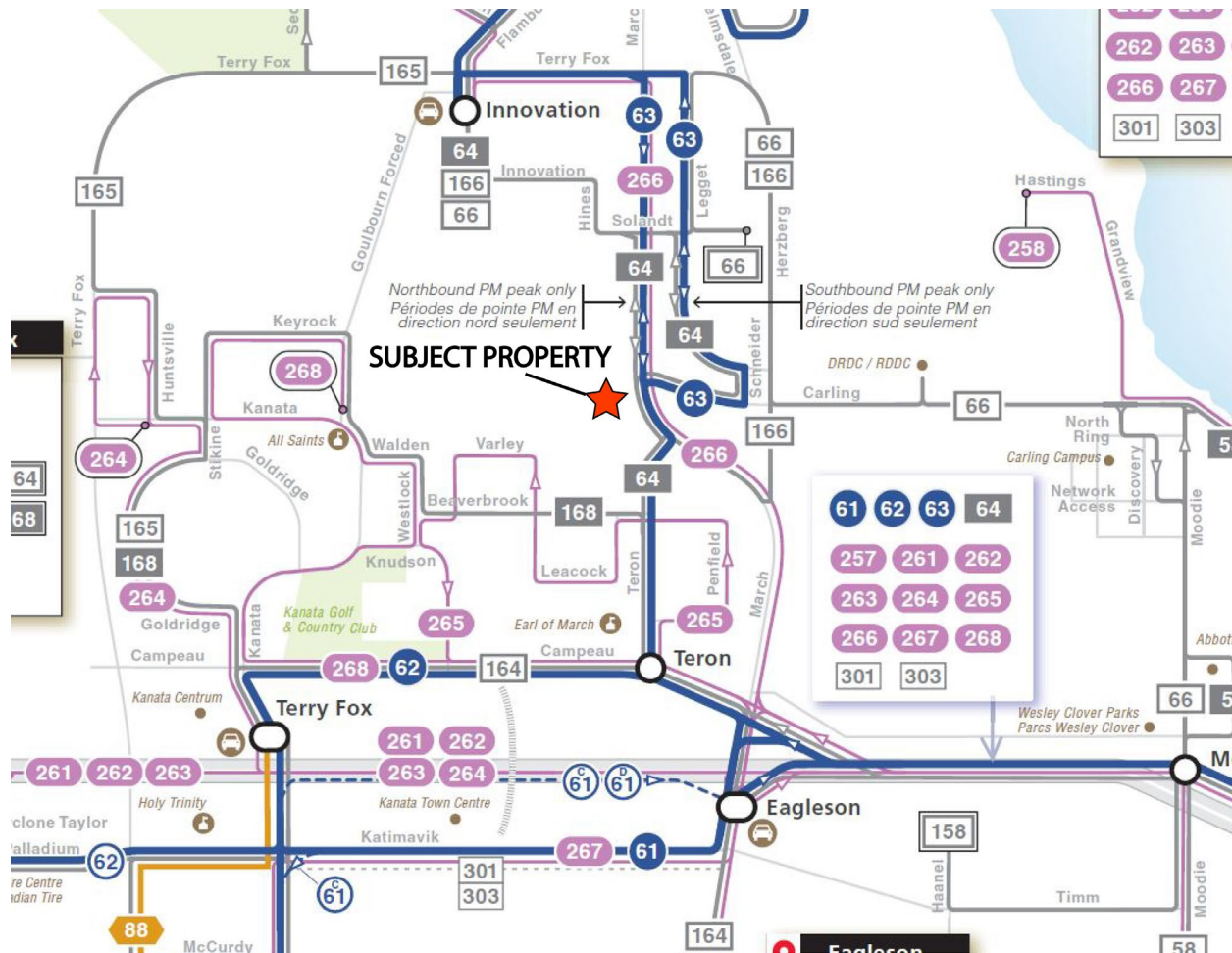
### 1.2.4 Public Transit

Access to the Subject Property from the existing transportation network is sufficient and will be greatly enhanced through the proposed expansions to the City's Bus Rapid Transit Corridor along March Road, which is also an arterial road and cycling spine. Currently, the surrounding communities are serviced by daily local and express bus routes, as shown on **Figure 3**.

The BRT (Kanata North Transit Way) network will extend to the Kanata North CDP area. The expansion project will include the placement of a new station, intersection control and a new park and ride along March Road, within walking, cycling and driving distance of the proposed residential developments. Medium density development, including the two (2) nine (9) storey apartment dwelling residential buildings on a portion of the Subject Lands will be supported by these future transit plans.

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**Figure 3: Approximate location of Subject Property is relation to active Bus Routes**

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

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

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

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

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

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### 2.0 KANATA NORTH COMMUNITY DESIGN PLAN (KNCDP)

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Community Design Plans are intended to translate the direction and policies of the Official Plan to the community level. They are comprehensive in nature and incorporate the planning policy context of the Official Plan, infrastructure servicing, transportation, environmental and economic impacts. Principles, policies and guidelines established in the CDP provide the direction required for the preparation and review of development applications within the community.

#### 2.1 Background

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

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

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

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

Since that time most of the landowners have filed zoning amendments and draft plan of subdivision applications in order to implement the policy objectives of the CDP and the overall intent of their design guidelines. The properties were then added to the City’s urban area in 2016 (Policy 3.11).

The development of the lands in accordance with the policy objectives of the CDP will contribute to the provision of sufficient urban land to support the residential demands of the projected urban population growth. The lands will be developed to establish a mixed-use community that concentrates commercial uses along March Road and residential uses throughout. Environmental and habitat features will be well preserved and protected through the proposed development. The CDP for Kanata North establishes a wide range of design guidelines and development principles with respect to land uses, street system, parks and greenspace, community services and facilities, mixed use, institutional uses, and residential densities, lot and building configuration (Figure 4).



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The CDP contains the following four major components:

1. The overall vision and guiding principles that aim to support development that is appropriate for the land and should be adhered to during the preparation and review of development submissions;
2. The plans for the study area, including definitions for each land use designation, the, demonstration plan, parks and pathways plan;
3. The community design guidelines that provide design direction for built form, streetscape and corridor enhancement; and
4. An Implementation strategy that outlines the perimeters of future land use planning initiatives, including plan interpretation, amendments to the Plan and development approvals.

### 2.2 Supporting Plans and Studies

The CDP also attempts to link policy and design objectives to the relevant supporting studies, which include an Environmental Management Plan (EMP), a Master Servicing Study (MSS) and a Transportation Master Plan (TMP) among others. These further provide environmental, servicing and infrastructure recommendations which are specific for each land use designation and reflect the conditions of each of the four quadrants. Each quadrant has existing conditions which are unique and need to be addressed through the Plan of Subdivision process.

The Kanata North Environmental Management Plan (EMP) examines the existing natural conditions of the Subject Lands. The Report provides recommendations for compensation and mitigating the potential environmental impacts of any proposed development, including appropriate setbacks and buffers from Shirley's Brook Tributaries, the enhancement of creek corridors to preserve natural heritage features, and site servicing options based on low-impact design and sustainability principles. Environmental compensation and mitigation relate specifically to species at risk, headwater drainage features, and stream corridors.

The Kanata North Master Servicing Study (MSS) provides the conceptual servicing design to assist in the development of future detailed design work which will be required at the development approvals stage. A key objective of this Study was to identify the existing infrastructure conditions and implementation strategies that provide the best possible servicing options for the site in accordance with the projected distribution of land uses and increase in density. The Study covered topics such as stormwater drainage, sanitary servicing and water servicing.

The Kanata Transportation Master Plan (TMP) examines the existing conditions of the transportation network and establishes the road hierarchy for the CDP, including potential pedestrian and cycling connections throughout the site. The TMP builds upon the work conducted for the City of Ottawa 2013 Transportation Master Plan and identifies opportunities to support the expansion plans for the BRT along March Road. The TMP also serves as the Environmental Assessment document for the proposed transportation and transit infrastructure.

An Integrated Environmental Review Statement has been prepared in support of the Applications. The document demonstrates how various servicing and environmental measures support the objectives and requirements of these master plans and studies.

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### 2.3 Amendments to the CDP

The implementation of the objectives of the CDP relies upon the individual landowner's submission of development applications in the form of a rezoning and a Plan of Subdivision. While the CDP provides very clear objectives and guidelines, Section 7.2 of the CDP does provide some flexibility as it pertains to the interpretation of the Plan and any potential amendment to the Plan.

Under Section 7.2.1, the CDP stipulates that some "minor" changes in land use designations are permitted as long as the changes are consistent with the general intent of the CDP. Minor changes include adjustments to the local street network and the size and location of multi-unit residential blocks, parkland and stormwater management ponds. In the proposed development, most of the proposed changes are deemed to be minor in accordance with Section 7.2.1 of the CDP.

Section 7.2.2 demonstrates that major changes that potentially impact the policies of Land Use Plan or Official Plan will require an applicant to file the appropriate development applications, including a Planning Rationale. In the case of the proposed development, this Planning Rationale is in part being prepared to support an application for Official Plan Amendment to permit two (2) mid-rise residential buildings (9 storeys), which exceed four (4) storeys in height in the land use designation. The OPA will further reduce the share of single detached dwellings for the entire CDP area from 30% to 22.5%.

Furthermore, Section 7.4.2 requires the following:

- A Plan of Subdivision to establish the necessary road network, servicing infrastructure and parkland dedication.
- A Zoning Amendment to permit the development established by the Land Use Plan.

This Report was developed to support the Applications for Draft Plan of Subdivision, Zoning By-Law Amendment and Official Plan Amendment.

It is our opinion that allowing the proposed mid-rise buildings (9 storeys) in the General Urban Area designation and reducing the share of single detached dwellings will not significantly diverge from the overall intent of the Kanata North CDP. Many of the proposed buildings will conform to Official Plan policies and achieve the desired land use distribution.

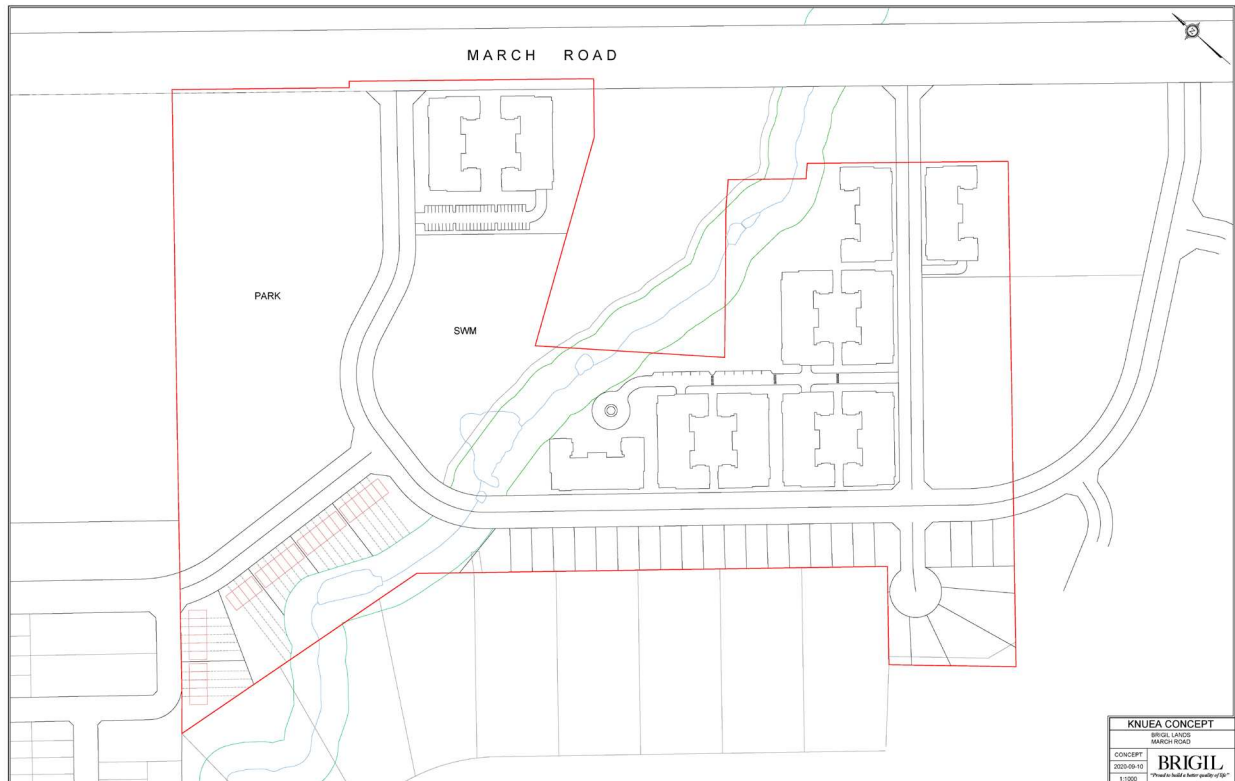
The proposed development will still generally support the overall objectives of the CDP's Demonstration Plan and Intensity Targets, as well as the City's growth and housing policies, as provided in the City of Ottawa's Official Plan and supported by the Provincial Policy Statement (PPS) 2020. The Plan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

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### 3.0 DEVELOPMENT PROPOSAL OVERVIEW

Brigil intends to develop the Southwest quadrant in accordance with the general intent of the policies and design objectives associated with the Kanata North CDP. The approval of the proposed Plan of Subdivision will lead to the development of a mixed-use community which will compliment future developments on neighbouring lands in the Kanata North CDP area in order to achieve the desired densities and land use distribution.



**Figure 4: Brigil Concept**

The Site will be developed to accommodate nine (9) blocks, including two (2) nine (9) storey mid-rise residential apartments (600 units); nine (9) four (4) storey low-rise residential apartments (1200 units); townhouses (33 units); single detached dwellings (28 units); a stormwater management pond (SWM); a school site; and a creek corridor. The two (2) nine (9) storey apartment dwelling residential buildings will be placed on the mixed-use block only.

The roads proposed consist of 24 m wide right-of-way (ROW) collector roads and 18 m wide ROW local roads. **Figure 5** shows more:

# PLANNING RATIONALE

## BRIGIL KANATA NORTH – 927 MARCH ROAD

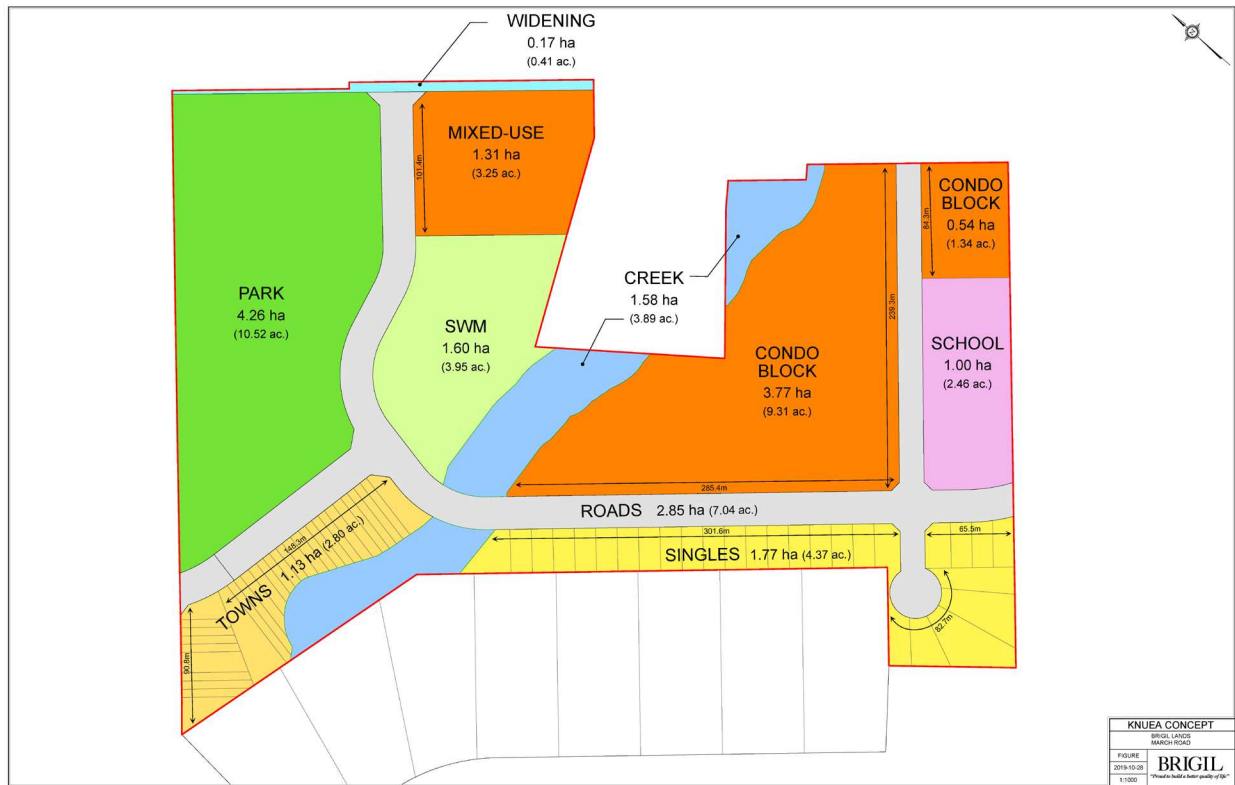


Figure 5: Land Use Areas

Together Table 2 and Figure 5 show the location of the proposed land uses and the approximate land areas.

Table 2: Proposed Land Use and Land Area

Proposed Land Use Block	Land Area (hectares/acres)
Condo (2)	4.31 ha / 10.65 ac.
Mixed-Use	1.31 ha / 3.25 ac.
Townhouses	1.13 ha / 2.8 ac.
Singles	1.77 ha / 4.37 ac.
School	1.00 ha / 2.46 ac.
Park	4.26 ha / 10.52 ac.
Storm Water Management (SWM) Pond	1.6 ha / 3.95 ac.
Creek	1.58 ha / 3.89 ac.
Roads	2.85 ha / 7.04 ac.
Road Widening (March Road)	0.17 ha / 0.41 ac.

The implementation of the proposed development is subject to the approval of applications for Plan of Subdivision, Zoning By-Law Amendment and Official Plan Amendment, which were described in Section 1.1 of this report.

# PLANNING RATIONALE

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### 4.0 COMPARATIVE ANALYSIS: CDP & THE PROPOSED DEVELOPMENT

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In general terms, the proposed development will achieve the overall vision of the Kanata North CDP, which is described as a “*contemporary master-planned community, with a range of housing options and a vibrant, well-defined mixed-use core.*” The CDP also emphasizes an appropriate distribution of housing types; the protection and restoration of Shirley’s Brook and its tributaries; a functional and well-connected road network; comprehensive pedestrian and cycling connections; and the appropriate distribution of community facilities, parks and green spaces.

As previously mentioned, the proposed development will provide a range of housing options at a range of densities and include a substantial SWM pond (adjacent to the creek system), park, school and the enhancement of the creek corridor for ecological and passive recreational uses.

The following sections of the report will attempt to demonstrate how the components of the proposed development will meet the objectives of the CDP, including the intent of the Land Use Designation, the Plan’s recommended land use distribution and density targets, and all relevant design and implementation guidelines.

#### 4.1 Guiding Principles

Guiding principles provide the foundation to land use planning and design development in the Kanata North CDP area. The proposed development meets the objectives of each guiding community principle, as follows:

##### 1. *Respect existing adjacent communities and neighbourhoods*

- The proposed development will promote good built form that is also sensitive to surrounding land uses.
- Lower density development is concentrated along the westerly property line which abuts an existing rural residential neighbourhood to ensure that an appropriate transition between residential areas is achieved. Higher density will be concentrated closer to the easterly property lines along March Road.
- The proposed development will be adequately serviced and provide substantive buffers to existing natural features and existing adjacent neighbourhoods.

##### 2. *Create a sustainable, resilient, healthy and livable community*

- The provision of sidewalks, parks, private amenity spaces, schools, SWM facilities and a naturally landscaped and enhanced creek corridor will promote a sustainable, resilient, healthy and liveable community.
- The building orientation of condo and mixed-use blocks will provide sufficient private amenity space that will be well connected to parking, nearby parks, the creek corridor and encourage social behaviour.
- Pedestrian connections in multiple locations will provide adequate access to a future transit station at March Road and other transportation amenities, including a future park and ride as well as planned cycle tracks.

## **PLANNING RATIONALE**

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#### *3. Respect existing significant natural heritage features*

- Potential impacts to natural heritage features, as well as terrestrial and aquatic habitats, will be mitigated through the proposed Plan of Subdivision.
- Tributary 3 of Shirley's Brook will be mostly unaffected by site development, as no realignment is being proposed.
- The proposed development will complement the environmental value of the existing creek corridor through the implementation of appropriate building setbacks and the promotion of activities that are compatible.
- A SWM is being proposed adjacent to Tributary 3 to mitigate the potential impacts associated with the provision of on-site drainage and increase the aesthetic value of the creek system.
- Green and open spaces are scattered throughout the proposed development and on-site vegetation, habitats and other features will be enhanced where possible.

#### *4. Create distinct, yet interconnected, livable neighbourhoods within Kanata North*

- The proposed Community Park block will be the largest of the parks found in the Kanata North CDP area and will be a gathering place for future residents and a destination for the general public.
- Pathways and sidewalks are designed to provide connections between parks and open spaces, as well as schools and the adjacent neighbourhoods.

#### *5. Provide an opportunity for a mix of residential housing types and densities*

- The development of the Subject Lands will lead to an appropriate mix of residential housing types and densities, including single detached dwellings, townhouses, low-rise residential buildings (4 storeys) and two (2) mid-rise residential buildings (9 storeys).
- Building design will be oriented toward the street and be designed to human scale.
- Building location will accommodate the site's users first and foremost and create successful interfaces between private and public spaces.

#### *6. Ensure timely and efficient phasing of future infrastructure*

- The development of the Subject Lands will maximize the use of existing service connections and ensure that the servicing demands of the site's potential users are adequately met.
- Each building will be served adequately as it pertains to water, sewage, and sanitary.
- SWM ponds and facilities will be provided to support proper drainage throughout the site and reduce pressure on the capacity of the Shirley's Brook tributaries.
- The proposed development will be appropriately phased and constructed over time.

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

- The provision of a mixed-use block, school block, park block and creek corridor supports a well-connected and walkable community.
- Road access will be provided to ensure that the proposed development will be connected to existing residential communities to the South via an extension to Old Carp Road; to the future development to the North; and to March Road via three entry points, which will also be gateways to the Community.
- Pedestrian and cycling connections to a future BRT transit station is encouraged through the site's design.
- There will be a collector road that meanders throughout the site and will be properly designed in accordance with the applicable streetscape guidelines, including the provision of pedestrian infrastructure and street trees.
- Driveways will provide access to multiple residential buildings and lead to parking areas that will be appropriately designed and are mostly located to the rear of buildings and hidden from street view.

#### 4.2 Land Use Designation

The Kanata North CDP proposes a mix of land uses to achieve a balanced community where residents can live, work, learn and play. Brigil's development is consistent with the conceptual layout of the proposed land uses as shown on Figures 1 and Figure 2.

**Figure 4** shows the location of the land use designation as outlined in the CDP. Figure 2 shows the proposed land use designations.

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Figure 6: CDP Land Use Figure



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According to the Kanata North CDP the subject lands are suitable for several land use designations, including: residential (multi-unit), residential (street-oriented), service mixed use, a Community Park, a school, a creek corridor, and a SWM pond. **Table 3** below provides descriptions for each land use designation:

**Table 3: CDP Land Use Designation**

<b>Land Use Designation</b>	<b>Description (Section 4.3 of the Kanata North CDP)</b>
Residential, Multi-Unit	<i>Multi-Unit Residential land uses will be distributed throughout the community to provide a variety of housing types, creating diverse and attractive neighbourhoods. Dwellings within the Multi-Unit Residential designation will have a <u>maximum height of four storeys</u> and may include, Townhouses, Stacked Townhouses, Back-to-Back Townhouses and Low Rise Apartments.</i>
Residential, Street Oriented	<i>Street Oriented Residential areas make up the majority of the Preferred Land Use Plan and will consist of single detached, semi-detached and townhouse dwellings with a maximum height of three storeys.</i>
Service Mixed Use	<i>The Service Mixed Use designation is intended for local convenience commercial uses serving residents and the travelling public. The following residential uses will be permitted within the Service Mixed Use designation, in standalone buildings or in mixed use buildings above ground floor commercial: Townhouses, Stacked townhouses, Back-to-Back townhouses and Low rise apartments.</i>
School	<i>The Land Use Plan will accommodate three new elementary schools and a high school which may be JK to grade 12, as requested by each of the four area School Boards (OCDSB, OCSB, CEPEO, CECCE). School sites shall be zoned for both institutional and residential use in order that, in the event that no School Board acquires a school site, the lands shall be developed for residential land uses. The type and range of residential uses shall be in accordance with the Street Oriented and Multi-Unit Residential land use designations as described in Section 4.2.1.</i>
SWM Pond	<i>The Stormwater Management designation provides lands to accommodate the stormwater management infrastructure requirements. This designation includes three stormwater management ponds, two located west of March Road within the KNUEA, and one located east of the CN rail line on adjacent land. Recreational pathways will also be provided within this designation. Pond 2 will outlet to Tributary 3 just upstream (west) of March Road. Ponds 1 and 2 will provide water quality, erosion, and peak flow control for the development area west of March Road.</i>
Community Park	<i>The Community Park is located on the west side of March Road, adjacent to the high school, with frontage on the southern and western collectors. The central location of the Community Park ensures that it will be located within a 10-minute walking distance</i>

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	<i>of most residential areas. The park will include a combination of active and passive recreation facilities.</i>
Creek Corridor	<i>The existing watercourses provide initial structuring elements to an open space network through the KNUEA. Not only do these corridors have environmental value, they also provide open space and safe active and passive recreational amenities and will contribute to a healthy community. Tributaries 2 and 3 of Shirley's Brook will be protected by a 40m wide corridor providing a 20m setback from the centreline of the watercourse. In some locations, an additional 6m outside of the creek corridors will accommodate a multi-use recreational pathway.</i>

The proposed development meets the objectives of each land use designation in the following ways:

**1. Residential, Multi-unit:**

- Low rise apartments (residential) of 4 storeys are appropriately being proposed within areas designated as “Multi-Unit Residential”.
- A variety of housing types will be provided in the land use designation.
- The designation does not support mid-rise developments, or apartments exceeding four (4) storeys. An Official Plan Amendment is being pursued to permit the proposed use in the land use designation and address the proposed reduction in the share of single detached dwellings for the entire CDP area.

**2. Residential, Street Oriented:**

- Single detached dwellings and townhouses are appropriately being proposed within areas designated as “Low rise Residential” and will not exceed three (3) storeys in height.
- Single detached dwellings will be placed closest to the rural residential community on abutting lands to the west, to ensure a proper transition between residential areas.

**3. Service Mixed Use:**

- Stand-alone residential buildings are permitted within the “Service Mixed Use” residential.
- Two nine (9) storey mid-rise residential buildings are being proposed in the land use designation, which is not permitted and therefore requires an Official Plan Amendment.

**4. School:**

- A portion of the lands designated for a School will be used for such purposes but will be developed by others.
- To accommodate the School, a portion of the Subject Property will be rezoned from Rural Countryside (RU) zone to a dual-zone (Residential and Institutional), in accordance with the intent of Section 4.3.3 of the CDP.

**5. SWM pond**

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- A SWM pond will be provided adjacent to Tributary 3, but not within the CDP designated area.
- The SWM pond will be placed in the block west of the Service Mixed-Use designation, in the current Multi-unit residential designation.
- The relocation of the SWM pond is permitted as a minor change under section 7.2.1 of the CDP.
- The proposed pond will outlet to Tributary 3 and will provide water quality, erosion, and peak flow control for the development area west of March Road.

#### 6. *Community Park*

- A Community Park is proposed where currently permitted by the Land Use Plan of the CDP.

#### 7. *Creek Corridor*

- The existing creek corridor will be enhanced and supported by the adjacent SWM pond.
- All development will adhere to the setback requirements established in Section 4.3.7 of the CDP.
- Creek corridor enhancements and habitat mitigation measures are planned along the creek corridor.
- The creek will not need to be realigned.

### 4.3 Demonstration Plan and Density Targets

Section 5.0 of the Kanata North CDP provides a Demonstration Plan which is described as:

*The Demonstration Plan does not require landowners to develop their lands precisely as shown. The purpose of the Plan is to:*

- *Provide an illustration as to how the Kanata North community could develop over time;*
- *Provide guidance for addressing specific development forms and character;*
- *Illustrate how the specific City of Ottawa and Kanata North CDP objectives could be achieved and,*
- *Provide a means for establishing and monitoring development targets.*
- *The Demonstration Plan is intended to provide guidance for the implementation of the Land Use Plan.*

*The Demonstration Plan is intended to provide guidance for the implementation of the Land Use Plan. The Demonstration Plan is conceptual and the lands do not have to develop precisely as shown. Changes that respect the overall vision and intent of the CDP can be made without the need for an Official Plan Amendment or update to the CDP.*

The Demonstration Plan outlines density targets for residential lands, as well as land area targets for mixed-use designations, parkland areas and greenspaces. This demonstration plan should be considered as a guideline.

The Demonstration Plan provides a total “net” residential area for the Kanata North CDP of 80.1 ha. Net residential density is defined as being the area of land in exclusively residential use,

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including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.

The CDP further establishes a residential unit count target of 2965 units for 80.1 ha of land, or a minimum density of 36 units per net hectare. Based on our assessment of nearby developments, the total units currently being proposed on CDP lands, without the proposed development, is 2459 residential units, or 41 units per net hectare.

The following represents the guiding principles of the Demonstration Plan, as per Section 5.0 of the CDP:

*a) Residential development is to be at least 30 per cent single detached but not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.*

*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.*

Development on adjacent lands will already contribute to 1047 single dwelling units, which represents approximately 36% of the share of residential unit types and exceeds the minimum requirement of 30 per cent single detached dwellings based on 2965 units. The proposed development will add 28 single detached dwelling units.

The shares of dwelling types for the proposed development is shown in the **Table 4** below:

<b>Category</b>	<b>Units</b>	<b>Share</b>
Singles	28	1.3%
Townhouses	33	1.5%
Low-Rise Apartments (4 Storeys)	710	32.1%
Mid-Rise Apartments (9 storeys)	1440	65.1%
<b>Totals</b>	<b>2211</b>	<b>100%</b>

Even though the overall single detached dwellings proposed in the CDP will be close to the CDP’s demonstration plan target of 30%, the proposed density on the subject property, in the form of other unit types, will increase the overall amount of dwelling units in the CDP area to 4320 units and therefore reduce the share of single detached dwellings. The proposed OPA aims to reduce the minimum percentage of single detached dwellings for the entire CDP area from 30% to approximately 22.5%.

Development on the Subject Property will lead to 1861 residential units, or a density of approximately 93 upha, as shown in the Table below:

<b>Type of Development</b>	<b>Number of Units</b>	<b>Land Area (ha / ac.)</b>	<b>Density*</b>
Condo Block (4 storeys)	1200	4.31 ha / 10.65 ac.	279

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Mixed-Use (9 storeys)	600	1.31 ha / 3.25 ac.	531
Townhouses	33	1.13 ha / 2.8 ac.	29
Singles	28	1.77 ha / 4.37 ac.	16
<b>Overall</b>	<b>1861</b>	<b>8.52 ha**</b>	<b>93</b>

\*Units per net hectare (approximate)

\*\*net residential area

Based on the total area of the CDP lands, 4320 residential units represents approximately 54 units per net hectare. An increase in density by 18 units per net hectare is minimal and suitable for the CDP area (General Urban Area), as the 36 units per hectare is only a minimum requirement and can be exceeded.

The proposed development provides a 4.26 ha parkland as well as adequate green and open spaces, including 1.60 ha SWM pond, along the creek corridors and in private amenity areas. The size and location of parkland may be adjusted in accordance with Section 7.2.1 of the CDP.

While the proposed density will reduce the share of single detached dwellings, the proposed development will lead to only a minimal increase in overall residential density for the CDP lands and enough parkland and landscaped areas will be provided.

#### 4.4 Community Design Guidelines

Section 6.0 of the Kanata North CDP provides the design guidelines and design criteria for built-form, streetscape, parks and open spaces. These guidelines help to implement the vision and objectives related to the guiding principles and land use designations of the Kanata CDP.

According to the CDP, *“The purpose of design guidelines is to assist developers, builders, designers and City staff in achieving high quality design standards that will be applied consistently throughout the community building process.”*

Guidelines are provided for Mixed-Used Commercial Sites, School Sites, Residential Transitions and Buffers, Streetscape, Gateways/ Entrance Features, and Creek Corridors. The proposed development will achieve the objectives of the Community Design Guidelines in the following ways:

1. *Mixed-Use Commercial Sites (6.2.1):*
  - **Built-form:** two (2) mid-rise buildings (9 storeys) will be located on a corner lot and close to an arterial road (March Road), which will support greater connections to transit, a strong pedestrian environment and a desirable built-form.
  - **Pedestrian Realm/ Connectivity:** pedestrian access and walkways will be clearly defined and provided within proximity to sidewalks, cycling facilities and transit stops (along March Road). Private amenity areas will be provided in between residential buildings.
  - **Landscape and Parking:** surface parking areas will be provided to the side or rear area of proposed residential buildings and will be visually softened. Parking and loadings areas will generally be located where impacts on the public realm are mitigated. Underground parking will be provided for centralized loading and parking systems. Landscaped areas will be provided in the Mixed-Use designation area.

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- **Loading/ Screening/ Garbage:** loading areas for garbage will be screened from public view and mechanical equipment and utilities will be architecturally integrated into building design.
  - **Proximity to Creek:** the mixed-use area is conveniently located next the creek corridor and SWM pond, which will naturally animate the creek corridor and encourage connections.
2. *School Sites (6.2.2)*
- This development proposal only includes plans to rezone the lands designated for the School. The design of these lands will not be impacted by the Draft Plan of Subdivision.
  - However, safe pedestrian and vehicular access will be provided in the area immediately surrounding the school lands.
3. *Residential Transitions and Buffers (6.2.3)*
- The proposed development meets the CDP's objective to provide an appropriate transition between existing residential subdivisions and new development.
  - Generally, Building Heights and Residential Density scale upward in an eastward direction toward March Road. Low density residential dwellings are located closer to the westerly property lines, where compatibility between residential areas is most important.
  - **Street Oriented Residential areas:** deeper and wider lots containing single detached dwellings will be provided along the westerly property lines to provide transition between residential areas and opportunities for Tree preservation. Lots have been designed to match the existing scale and size of the adjacent rural residential subdivision (March Brook Circle) to the west. As required by Section 6.2.3, a Tree Conservation Report (TCR) has been prepared in support of the application for Plan of Subdivision.
  - **Multi-unit Residential areas:** as previously mentioned, multi-unit residential development will be located away from the March brook Circle neighbourhood and the creek corridor.
4. *Streetscape (6.2.4)*
- Due to the parcel's configuration, much of the proposed development will not front onto March Road. Of course, the exception is the proposed Mixed-Use block, where there is also a proposed road widening along March Road as per the Plan of Subdivision.
  - **March Road Design Guidelines:** The proposed development will align with the intent of the streetscape guidelines for March Road, which will include widened sidewalks, raised cycle tracks, road widening (2 to 4 lanes) and the BRT (down the median of the road).
  - The proposed development will align with the intent and specifics of City Standards and the local and collector road design guidelines provided in the CDP, including the provision of sidewalks and multi-use pathways where applicable.
5. *Gateways/ Entrance Features (6.2.5)*
- Gateway features provide a sense of arrival and identity and can help to tie together a design theme for the community.

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### BRIGIL KANATA NORTH – 927 MARCH ROAD

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- Community Gateway features should be located along March Road at prominent locations to welcome people to the community.
- Neighbourhood Gateway features can be located on collector roads at the entrance to individual neighbourhoods.
- 1 potential community gateways and 1 potential neighbourhood gateway location are identified on the subject lands.
- The proposed development will align with the objectives of gateways and entrance features.

#### 6. *Creek Corridors (6.2.6)*

- Section 6.2.6 encourages the rehabilitation of Shirley's Brook Tributaries, including the preservation of views, provision of opportunities for recreational use of the creek corridor and co-location with SWM ponds.
- The proposed development will align with the guidelines described herein, especially by co-locating a SWM pond next to the creek corridor and providing enhancements to existing natural features.

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### 5.0 POLICY AND REGULATORY FRAMEWORK

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#### 5.1 Ontario Planning Act, R.S.O. 1990, c. P.13

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

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

This application is in accordance, and in compliance with Sections 22(1) and Section 51 (16) and Ontario Regulation 544/06 of the Planning Act. The Planning Act also requires that decisions affecting planning matters ‘be consistent with’ policy statements issued under the Act, which includes the Provincial Policy Statement.

#### 5.2 Provincial Policy Statement (PPS) 2020

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

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

The PPS 2020 further promotes development that includes a range of densities and a mix of land uses which are transit-supportive and efficiently use land resources infrastructure and public service facilities that are planned or available in accordance with Policy 1.1.3.3.

The PPS also obligates planning authorities to provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* (Policy 1.4.3.), which includes permitting and facilitating all housing options and all types of residential intensification (Policy 1.4.3.b). The proposed development ranges from single detached dwellings to townhouse units to low-rise (4 storeys) and mid-rise apartment buildings (9 storeys).

These housing options will be located within a planned urban community that will have existing and planned infrastructure and public facilities, and will include parks, recreational and open spaces, which are in proximity to existing and future commercial uses. The proposed development will be easily accessible by the local transportation network, including existing and planned routes, pedestrian connections and cycling facilities.



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The following PPS 2020 policies were reviewed in the context of the proposed development:

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

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- i) preparing for the regional and local impacts of a changing climate.*

*Policy 1.1.3 Settlement Areas:*

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed.*

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

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

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

*1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses*

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*and densities that allow for the efficient use of land, infrastructure and public service facilities.*

### *Policy 1.4 Housing*

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

*b) permitting and facilitating:*

*1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*

*2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.*

### *Section 2.0 of PPS 2020*

Section 2.0 of the 2014 PPS provides policies related to the use and management of resources. The proposed Draft Plan is consistent with these provisions regarding:

- Section 2.1 (Natural Heritage): The subject lands have identified Shirley Brook Tributary 2 as a natural heritage feature, which includes wildlife habitat. Buffers are being provided in accordance with the CDP and the policies of the Official Plan. Studies have been prepared to demonstrate the suitability of the proposed development and mitigation measures.
- Section 2.2 (Water): The Shirley Brook Tributary 2 has been identified on the site. It runs through the site in an east-west manner. The watercourse will not be altered. Studies have been prepared to demonstrate the suitability of the proposed development.
- Section 2.6 (Cultural Heritage and Archaeology): An archaeological assessment is being prepared in support of the proposed Plan of Subdivision to demonstrate that development is appropriate for the lands.

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

The proposed development supports the policies of the PPS by capitalizing on the creation of a new urban community that is planned, supported by local policies, and ready to be developed.

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The development will be consistent with the PPS by providing an appropriate range and mix of housing options and densities and by offering a mix of land uses that are compatible and appropriate within the City's urban area. The request for higher density for two (2) mid-rise buildings (9 storeys) is considered to be appropriate and consistent with PPS policies.

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

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

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

#### 5.3 City of Ottawa Official Plan

The City of Ottawa Official Plan provides a vision for the future growth of the city and a policy framework to guide the city's physical development to the year 2031. It is a legal document that addresses matters of provincial interest defined by the Planning Act and the Provincial Policy Statement. It also serves as a basis for a wide range of municipal activities.

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

- Section 2 – Strategic Directions
- Section 3 – Designations and Land Use
- Section 4 – Review of Development Applications
- Section 5 – Implementation

Several studies and plans have been prepared in support of the proposed Applications to demonstrate the overall suitability of the proposed development and conformity to Official Plan policies. Generally speaking, the proposed development will conform to the policies provided for Waste and Wastewater Servicing (Section 4.4.), Archaeological Resources (Section 4.6.4), Environmental Protection (4.3) and the Protection of Health and Safety (Section 4.8).

Various studies have been prepared in support of the proposed Applications conforming with the following Official Plan policies:

- **Section 4.4.1** requires an assessment of the adequacy of public services to support the development.
- **Section 4.6.2** requires that an archaeological resource assessment be conducted where archaeological potential exists.

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- **Section 4.7.6** requires a stormwater site management plan to support the subdivision and Site Plan applications.
- **Section 4.8.3** of the Official Plan requires that applications for plan of subdivision be supported by a geotechnical study to demonstrate that the soils are suitable for the proposed development.
- **Section 4.8.4** of the Official Plan requires applicants to document previous uses of a property subject to a development application to determine the potential for site contamination.
- **Section 4.8.7** states that the City will require a noise study where new noise sensitive development is proposed within 100m of an existing or proposed arterial or collector road.

Policies relevant to the applications for Plan of Subdivision, Zoning By-Law Amendment and Official Plan Amendment are discussed in the following sections of the report.

### 5.3.1 Official Plan Background

The City's Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board (OMB). In June 2009, City Council adopted Official Plan Amendment (OPA) 76 which included a series of amendments based on a comprehensive 5-year review of the Official Plan as required by the *Planning Act*. OPA 76 was subject to numerous appeals to the OMB, which were concluded by June 2012. OPA 76 brought these lands into the Urban Settlement Area.

The City initiated Official Plan Review 2013 resulted in the adoption of: Official Plan Amendments #141, 142, 150 and 180. OPA #150 included a series of amendments based on the City's second 5-year statutory review. OPA #150 was subject to numerous appeals to the OMB, which have yet to be concluded. OPA #180 was approved by the Minister on August 8, 2017 and is partly under appeal. In some cases, Official Plan Amendment #180 changes originally proposed modifications introduced by OPA #150.

Official Plan Amendment #150 proposes limiting building heights within the General Urban Area to low-rise buildings (4 storeys), which are defined as buildings 4-storeys in height.

Although OPA #150 and #180 are partly under appeal, the new policies relevant to the proposed development have been taken into consideration as the intended direction of City Council. Policies and schedules, which came into force on November 8, 2017, have already been incorporated into the online version of the City's Official Plan which was reviewed in preparation of this rationale.

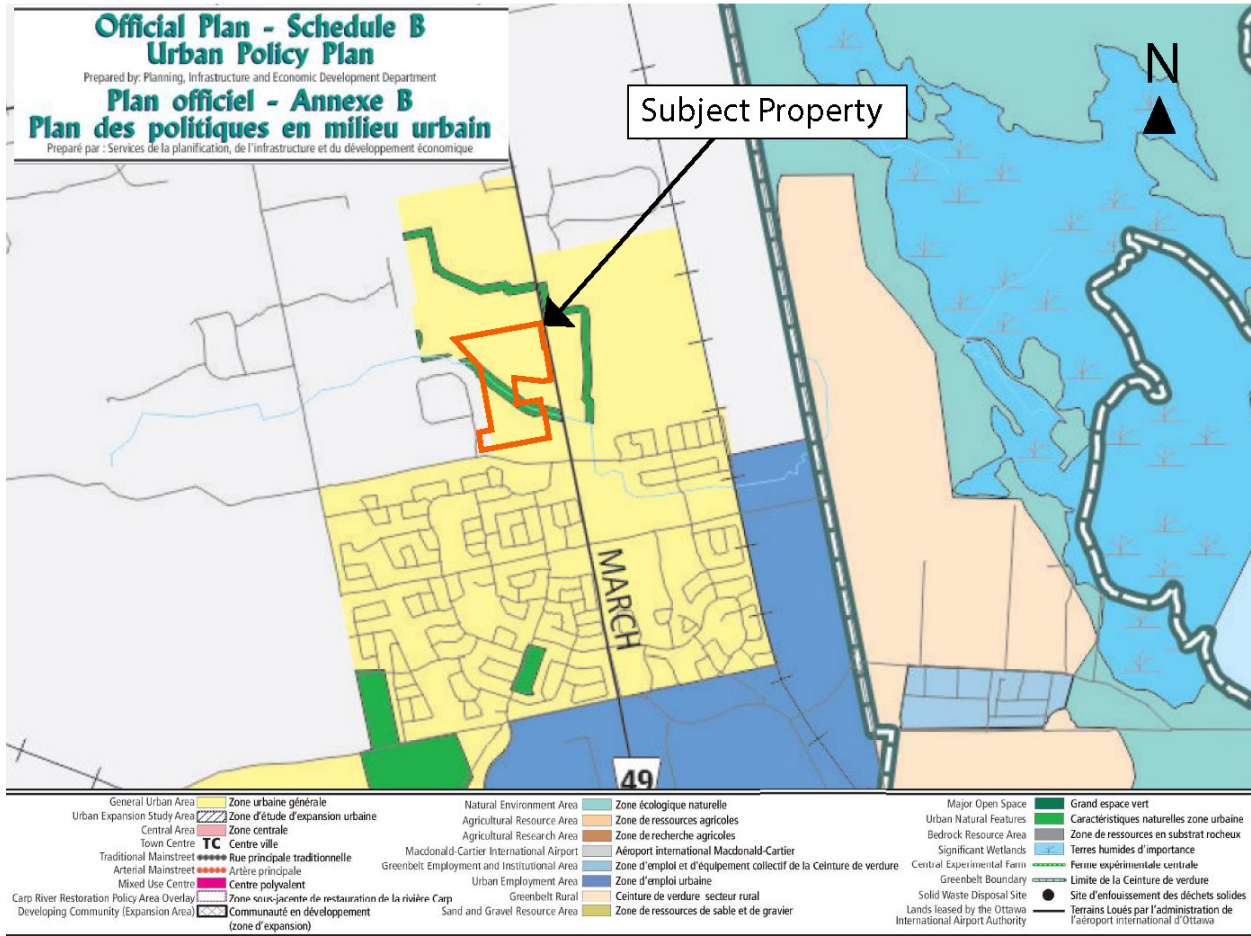
### 5.3.2 Official Plan Schedules

The formulation of this development proposal is intended to be considered in the context of the Official Plan's Schedules, which highlight and identify the features that are unique to an individual site in relation to wider planning context.

The following schedules are relevant to the Subject Lands:

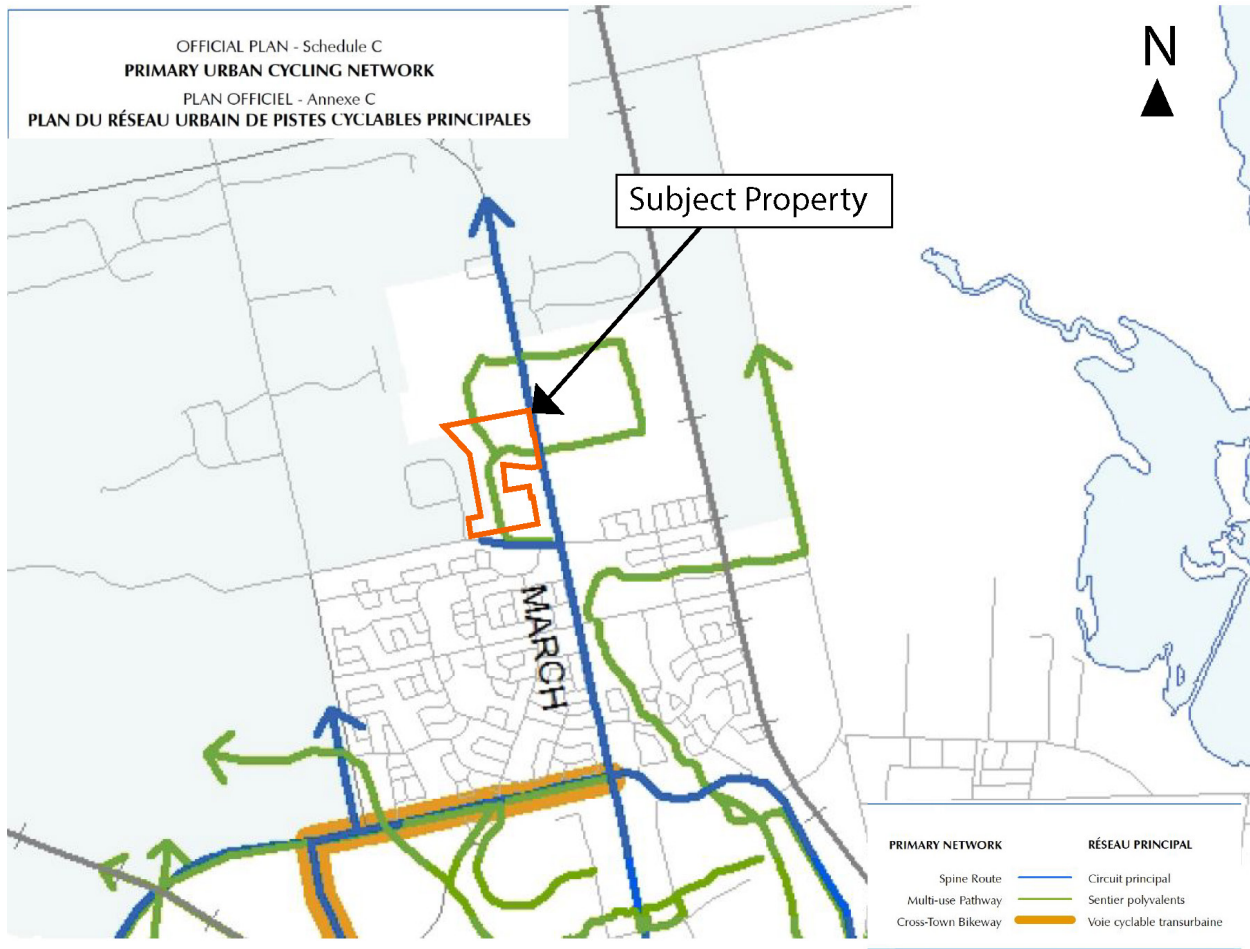
# PLANNING RATIONALE BRIGIL KANATA NORTH – 927 MARCH ROAD

Schedule 'B' – Urban Policy Plan: General Urban Area Land Use Designation and Urban Natural Features present.



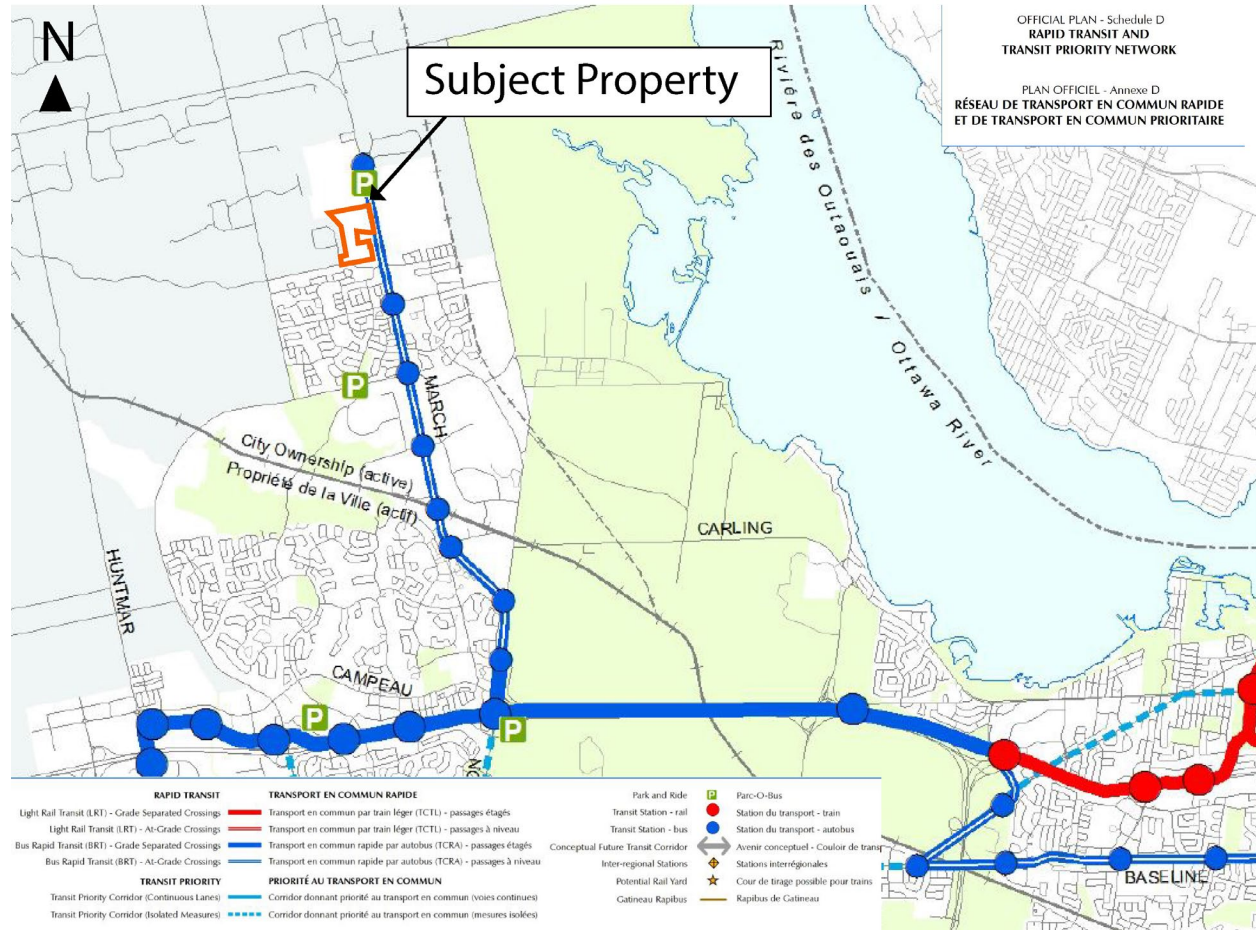
# PLANNING RATIONALE BRIGIL KANATA NORTH – 927 MARCH ROAD

**Schedule 'C' – Primary Urban Cycling Network:** Spine Route along March Road and Multi-use Pathway along Collector Roads throughout the subject lands.



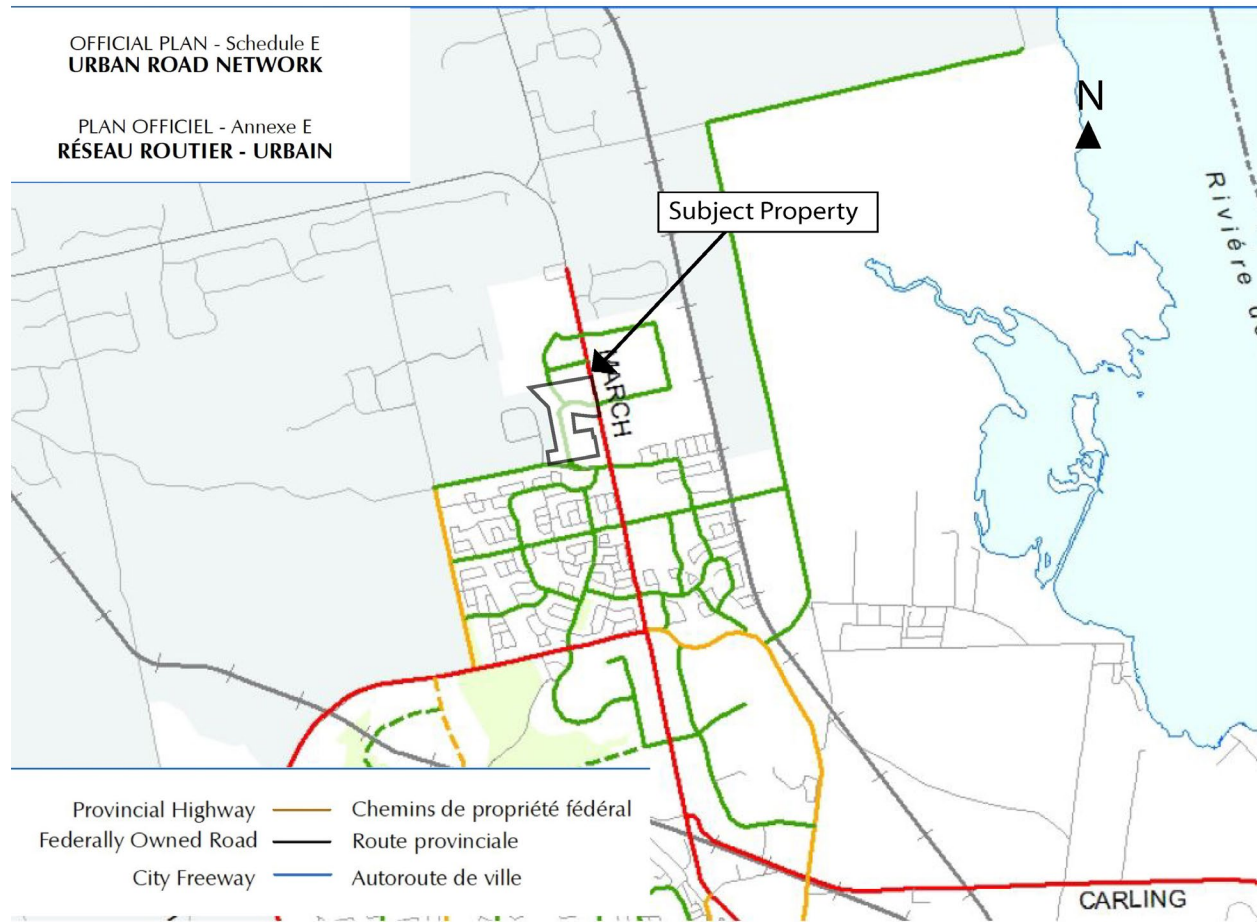
# PLANNING RATIONALE BRIGIL KANATA NORTH – 927 MARCH ROAD

**Schedule 'D' – Rapid Transit Network:** A Bus Rapid Transit (BRT) with at-grade crossing is proposed for March Road. A Park and Ride is proposed along March Road at the end of the BRT line (north of the subject lands).



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## Schedule 'E' – Urban Road Network: March Road (Arterial), Collector Road

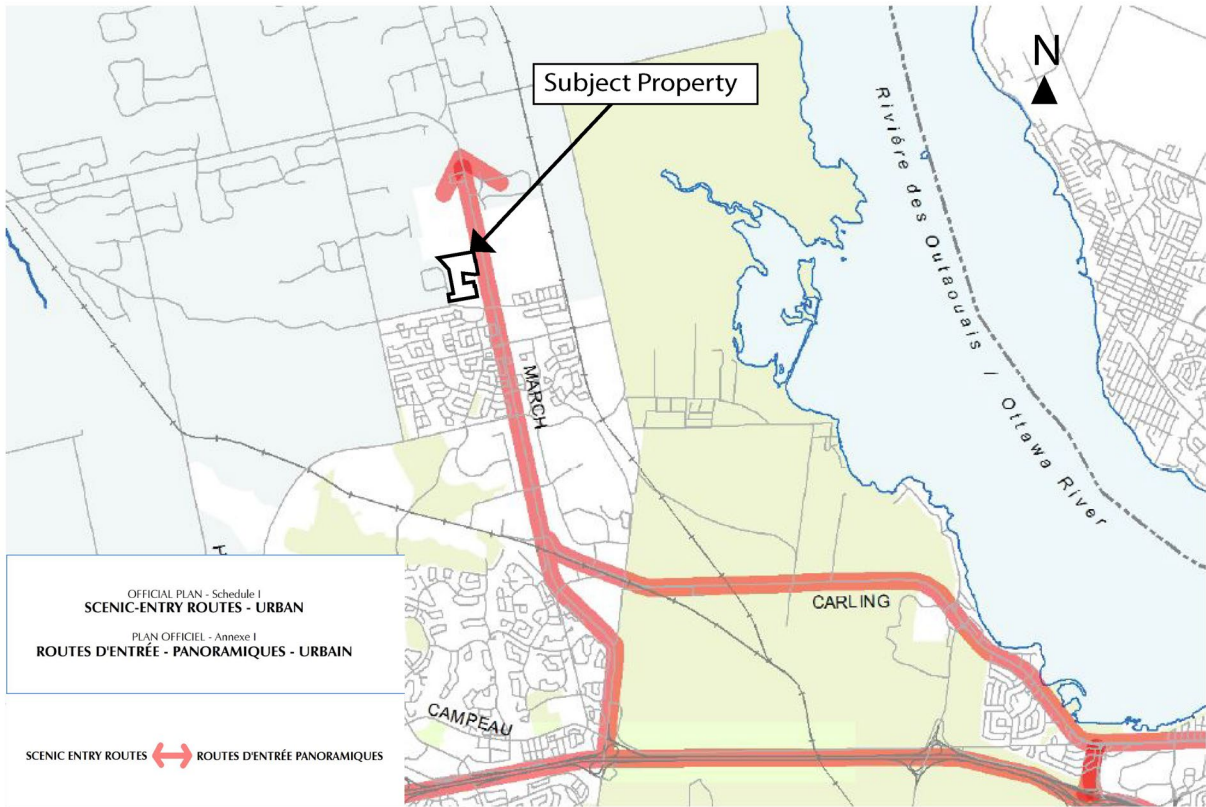




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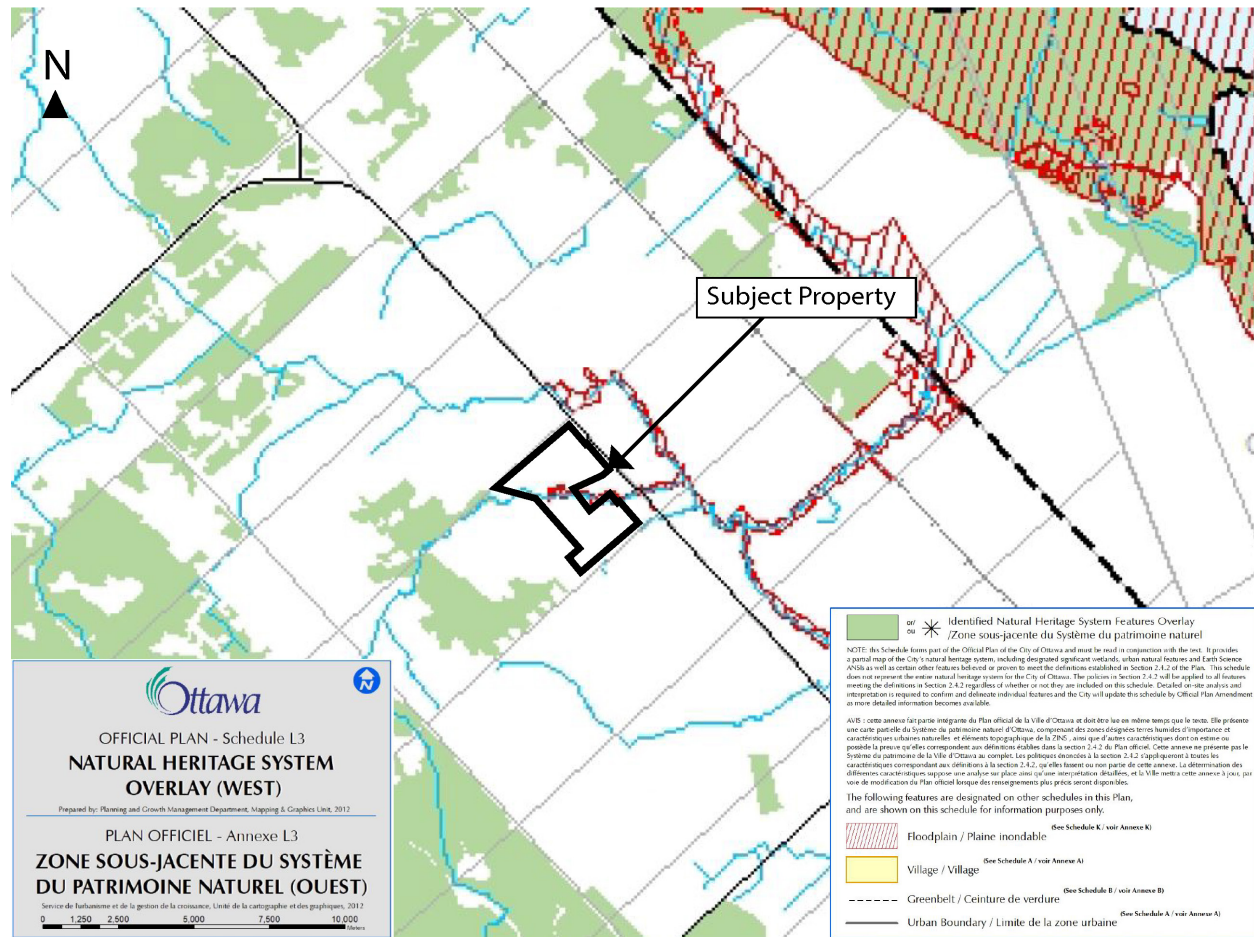
## BRIGIL KANATA NORTH – 927 MARCH ROAD

**Schedule 'I' – Scenic Entry Routes:** March Road is designated as a Scenic Route. Section 4.6.4 of the Official Plan states that scenic-entry routes form a network linking major tourist, recreation, heritage and natural environment designation in and beyond Ottawa.



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## Schedule 'L3' – Natural Heritage System Overlay (West): natural features present



### 5.3.3 Strategic Directions

Section 2 of the Official Plan 2003 provides Strategic Direction for growth and development within the City. The Plan anticipates that about two-thirds of the added housing stock will be located outside of the City's Greenbelt with over 50 per cent (OPA 76) being either townhouses or apartments. As such, growth is directed to areas with a mix of housing, shopping, amenities and employment, areas easily accessed by transit and which encourage walking.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four key areas, all of which are applicable and relevant to this Proposal and include: Managing Growth, Providing Infrastructure, Maintaining Environmental Integrity and Building Liveable Communities.

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

1. *Managing Growth (Section 2.2):*

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- The proposed development will support the City's objective to manage growth by directing it to the urban areas where services already exist or where they can be provided efficiently.
- The proposed development will support the City's objective to manage growth by directing it to the urban areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
- Section 2.2.2 states that the following housing mix and density provisions apply:

*At least 45% single detached but not more than 55 percent single-detached, at least 10% apartment dwellings, and the remainder being multiple dwellings other than apartments.*

*An overall minimum average density of 34 units per net hectare for residential development. Net residential density is defined as being the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.*

#### 2. *Providing Infrastructure (Section 2.3):*

- The proposed development will emphasize the use of alternative modes of transportation and have services that reinforce the City's commitment to compact urban areas and safe healthy communities.

#### 3. *Maintaining Environmental Integrity (Section 2.4):*

- In accordance with the City's objective, the proposed development will preserve natural features and provide green spaces that will be valued and protected for long-term purposes.

#### 4. *Building Liveable Communities (Section 2.5):*

- The proposed development is designed with strong urban design principles in mind and will align with the policy objectives to create well-balanced communities that are complete, support growth and provide a high quality of life.
- Section 2.5.3 emphasizes the importance of schools and community facilities to the establishment of complete communities. The School site is proposed as a part of the Plan of Subdivision and will be consistent with applicable policies.
- Section 2.5.4 outlines a Strategy for Parks and Leisure Areas. The provision of linkages to existing and planned parks, greenspaces and recreational trails is integral to the site's design.

#### 5.3.4 General Urban Area Designation (Schedule B)

The subject lands are designated *General Urban Area and Urban Natural Area* on Schedule B – Urban Policy Plan of the Official Plan (Figure X) and some Urban Natural Features are present. These lands will develop primarily for residential purposes at a range of building types, heights and densities. OPA #150 and #180 maintain this designation for the subject lands.

The General Urban Area designation permits:

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*'the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.'*

The proposed residential uses are permitted under this designation, with the exception of the proposed mid-rise residential buildings (9 storeys).

Policy 3.6.1(3), which relates to OPA 150, states that:

*Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.*

As previously mentioned, OPA 150 limits building heights to four (4) storeys, except on streets near rapid transit or on transit priority corridors where the plan will permit buildings to a maximum height of six (6) storeys.

The proposed Official Plan Amendment seeks to permit two (2) mid-rise residential buildings on the proposed Plan of Subdivision.

While the proposed development of mid-rise apartments (9 storeys) is a departure from Official Plan policy the increase in density is considered to be appropriate considering the BRT expansion plans proposed for March Road and the fact that the site can be adequately serviced. Residential transition areas are also provided to mitigate impacts on adjacent existing low-rise neighbourhoods.

#### **5.3.5 Urban Natural Features Designation (Section 3.2.3)**

Section 3.2.3 outlines the policies of the Urban Natural Features, which are identified on Official Plan Schedule 'B'. The Urban Natural Features are considered woodlands, wetlands, watercourses and ravines that provide a valuable contribution to biodiversity and wildlife habitat in the urban area and provide an amenity to residents, including Tributary #3 of Shirley's Brook. This designation is intended to preserve natural features that are currently managed for conservation or passive leisure uses.

Section 3.2.3(5) of the Official Plan prescribes that *"Development and site alteration will not be permitted within 30 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates that there will be no negative impacts on the natural features within the area of their ecological functions."*

A combined Environment Impact Statement and Tree Conservation Report has been prepared in support of the proposed Applications to demonstrate the suitability of the lands for development. The proposed development will not result in any negative impacts to the Creek Corridor and mitigation measure will be implemented where applicable.

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### 5.3.6 Transportation (Section 4.3)

Section 4.3 of the Official Plan provides policies that support improved access to walking, cycling, transit and road infrastructure amenities. As previously discussed, Schedule C, D and E of the Official Plan highlight the existing and planned transportation network.

Schedule C of the Official Plan identifies the cycling network found on the subject lands and in the immediately surrounding area. The proposed development will be well-connected to cycling facilities, including the proposed raised cycle tracks along March Road and the multi-use pathways proposed on collector roads through the site.

Schedule D of the Official Plan identifies the extension of the Bus Rapid Transit (BRT) corridor northward along March Road, within the proximity to the Subject Lands. A future transit station will be located near the intersection of Klondike and March Roads, where a Park & Ride will also be appropriately developed. Eventually, transit access from the site will be reliable and convenient.

The City's Transportation Master Plan (TMP) provides further direction on this segment of the BRT/Kanata North Transitway, including two options for consideration: the City's Ultimate Network Concept and the City's Affordable Network. The Ultimate Network Concept option would lead to a development of the full BRT expansion and Park & Ride, while the Affordable Network option would end the BRT line approximately 3 km south of the subject property.

As per Schedule E, the subject lands include a mix of Collector and local roads which will be connected to March Road, a designated arterial road. March Road is main thoroughfare that will provide future residents with immediate access to planned commercial districts, nearby employment lands and Provincial Highway 417. The Plan of Subdivision accounts for the future road widening of March Road.

Policy 4.3(3) also promotes development that is supportive of the City's planned transit network:

*The City encourages proponents of new development or redevelopment in close proximity to existing and proposed future transit stations to take into consideration and to demonstrate how the City's Transit Oriented Development Guidelines have been addressed. To promote increased transit usage, private and/or public proponents of any development or redevelopment within 600 metres of a transit station or major transit stop along the rapid transit network shown on Schedule D will:*

- 1. Ensure that convenient and direct access between the proposed development and the transit station is provided or maintained; rapid-transit stations and where possible, transit stops are integrated into the development; and that in such cases, extended hours of public access through the buildings and quality linkages from stations and building entrances to sidewalks on nearby streets are provided;*
- 2. Locate any proposed high-density employment and residential development close to transit stations;*
- 3. Provide a pedestrian-friendly, weather-protected (where possible) environment between the access point(s) of the rapid-transit station or major transit stop and the principal entrances to adjacent buildings;*
- 4. Minimize walking distances from buildings to stations/major transit stops;*

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5. *Provide adequate, secure and highly visible bicycle parking at rapid-transit stations/major transit stops.*

The proposed development will conform to the policies of Section 4.3 of the Official Plan that support greater access to transit via cycling and pedestrian connections, as well as the location of development next to transit corridors and stations. A Transportation Impact Assessment (TIA) has also been prepared in support of the proposed applications to demonstrate the site's proposed street network and transit connections. The transportation needs of future residents will be adequately met.

#### **5.3.7 Urban Design Compatibility (Section 2.5.1 and 4.11)**

Policies that support good urban design principles are provided in multiple locations within the Official Plan. Sections 2.5.1 and 4.11 of the Official Plan are most relevant to the proposed development.

Section 2.5.1 of the Official Plan establishes guidelines for introducing new development into existing areas in an effort to achieve compatible form and function. Compatibility is not limited to new development mimicking the existing building form but enhancing or coexisting without causing adverse impacts on surrounding properties. In this way, the proposed development will be compatible with existing and future development.

The proposed development will achieve the Design Objectives of Section 2.5.1 in multiple ways:

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
  - The site will be developed in accordance with the themes, guiding principles and design intent of the Kanata North CDP, which will ultimately help to create a new community that reflects broader social, transportation and environmental policy goals of the City.
2. *To define quality public and private spaces through development.*
  - Through a comprehensive internal road network, building orientation and improved pedestrian and cycling connections, the Site will have activated public and private spaces that are well-connected to parks, amenity spaces and recreational spaces along Creek Corridors.
3. *To create places that are safe, accessible and are easy to get to, and move through.*
  - The proposed development will consider streets as public spaces and the continuity of street frontages, which will inevitably promote safe travel and movement throughout the site.
4. *To ensure that new development respects the character of existing areas.*
  - Residential areas have been designed in accordance with the CDP policies in order to ensure the proper transition between residential areas.
  - Development will achieve a more compact form and complement the existing and future development context.
  - Low-rise residential uses, such as single detached dwellings, are placed on the portions of the subject property that immediately abut existing residential

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neighbourhood to ensure that the character of existing communities is not compromised. Higher density apartments are situated closer to March Road.

5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
  - Site development is being proposed in anticipation of the expansion of the Kanata North BRT, including road allowance, and by proposing a higher density closer to March Road.
  - Site development will be conducted over multiple phases to ensure that subject lands adapt and evolve easily over time.
  - Residential stock will reflect the projected housing needs of the City.
  - SWM Pond and creek corridor enhancement will meet the servicing needs of future residents.
  
6. *To understand and respect natural processes and features in development design.*
  - The proposed development emphasizes the protection of natural features and integrates Tributary 3 of Shirley Brook as a focal point of the future community, where connections to development will be made and a SWM pond will help to enhance views of the creek corridor and support the long-term servicing plans of the site.
  - The creek corridor will be enhanced through the addition of culverts and the removal of existing weir structures.
  
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*
  - Building design, streetscape design and SWM management facilities will emphasize sustainability and ensure the efficient use of existing and planned infrastructure.

Section 4.11 of the Official Plan provides evaluative criteria for new development, including: traffic, vehicular access, parking requirements, building height and massing, pattern of surrounding community, outdoor amenity areas, loading areas, service areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate and supporting neighbourhood services.

Policy 1 of Section 4.11 states that when evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation and all applicable plans, such as Community Design Plans. The development proposed on the subject lands conforms to Official Plan policies, including most of the General Urban Area policies.

Policy 2 of Section 4.11 identifies a number of compatibility criteria used to evaluate development applications. The proposed development satisfies the Compatibility criteria as follows:

- The proposed development has access to urban collectors and urban arterial roads with sufficient capacity to accommodate the anticipated traffic generated.
  
- The location and orientation of vehicle access and egress will address matters such as impact of noise, headlight glare and loss of privacy on adjacent development.

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- The proposed development will provide adequate on-site parking to minimize the potential for spillover parking on adjacent areas. Parking areas will be located underground and to the rear or side of proposed buildings to ensure an active street frontage.
- Built height and massing will be appropriately designed to ensure that human scale is achieved and that taller buildings are located away from existing residential neighbourhood and closer to March Road where transit is being proposed.
- The outdoor amenity areas will be well-connected to public parks and open spaces, as well as placed between buildings where they will be seamlessly integrated with the public realm. The development will respect the privacy of residential units and minimize any undesirable impacts through the siting and design of buildings.
- Loading areas and service areas will be visually screened. SWM facilities will add to the aesthetic quality of the site.
- No adverse lighting, noise, air quality impacts, sunlight and microclimate effects are anticipated.
- The Subject Property benefits from proximity to a number of existing and proposed amenities, including schools, paths and parks, all of which are located either within or in proximity (1km +/-) of the subject lands. The site will be well-connected to future transit and the local road system will provide convenient access to shopping and employment areas, such as the Kanata North Business Park (via March Road).

### 5.4 Design Strategies and Guidelines

The proposed development must also conform to several other design studies and plans relevant to emerging urban communities on greenfield sites, such as the Kanata North CDP lands. Building Better and Smarter Suburbs (2015).

#### 5.4.1 Building Better and Smarter Suburbs (2015)

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

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

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

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



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

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

### 3. Stormwater Management & Utilities:

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

### 4. School Sites:

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

### 5. Parking:

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

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

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

*The Guideline for Greenfield neighbourhoods defines them as follows:*

*“Greenfield neighbourhoods located in designated Urban Areas beyond the Greenbelt. These large, usually undeveloped, areas of land offer significant opportunity for innovative practices to achieve the Official Plan’s direction for liveable communities, but they face issues of scale, phasing, compatibility as well as sensitivity to environmental carrying capacity, and natural and cultural features.”*

The lands within the Kanata North CDP area are subject to specific policies related to the Community Design Plan. The Greenfield Guideline is to be applied to those developments that do not benefit from the work done through a CDP and are simply in the Urban Area Designation. It is clear that the intent of this guideline will be met by this development as the detailed policies of the CDP replicate and reinforce the provisions. It is our opinion that the plan as proposed would meet the intent of the Guideline.

### 5.5 City of Ottawa Section 37 requirements

For the purposes of this application, we also reviewed the City of Ottawa’s Section 37 requirements. The term Section 37 refers to the section of Planning Act which allows the City to

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ask for benefits to construct, fund or improve facilities when a development requires a Zoning By-law amendment.

Section 4.1 of the City's Section 37 requirements states:

*Section 37 applies to development applications on a city-wide basis, which meets the following development threshold:*

- a. a proposed building of at least 7,000 m<sup>2</sup>; and*
- b. where the requested density represents a minimum 25 per cent increase from the permitted as-of-right zoning.*

*This threshold avoids proposed building designs that increase the height by redistributing the as-of-right density in a way that is consistent with the City's Official Plan policies, and any applicable Secondary Plan, CDP and design guidelines.*

The permitted as-of-right zoning (DR Zone) for mixed use or apartment dwelling is four (4) storeys. The proposed development includes two (2) mid-rise apartment dwellings at nine (9) storeys.

Section 37 is triggered because the proposed development of the two (2) mid-rise apartment dwellings (9 storeys) represents a 55% (approx.) increase in density. This proposed development will adhere to the City's Section 37 requirements.

### 5.6 City of Ottawa Zoning By-Law 2008-250

The Zoning By-law regulates the location, scale and type of land use in accordance with the provisions of the Official Plan. Within neighbourhoods, the Zoning By-law will allow those uses that provide for local, everyday needs of the residents, including shopping, recreation and services. Section 7.4.2 of the CDP requires a Zoning Amendment in order to permit the development established by the Land Use Plan.

#### 5.6.1 Existing Zoning

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

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

The above Zoning is no longer suitable for the proposed Land Use Plan of the Kanata North CDP, which will be adhered to by the proposed development.

#### 5.6.2 Proposed Zoning

While a clear planning framework is important to influence action, zoning by-laws need to be flexible (e.g., flexible range of uses, performance-based standards) to be able to respond to the market complexities and demand over time.

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The zoning that is proposed will generally match that of other areas in this CDP as it appears to best represent the Draft Plan as submitted with this application and the implementation of the Kanata North CDP.

However, the block that will have the two (2) mid-rise residential buildings (9 storeys) will need to be rezoned accordingly in order to, firstly, permit the mid-rise apartments, and, secondary, the proposed building heights (9 storeys).

According to Section 54 of the Zoning By-Law *“the **Apartment Dwelling, Mid Rise** means a residential **use building** that is more than four storeys but less than ten storeys in height”*.

The request for zoning of Brigil’s Draft Plan of Subdivision is to permit:

- Residential Fourth Density Special Exception (R4-X) Zone for the condo block(s);
- General Mixed-Use Zone (GM) Zone for the mixed-use block and SWM pond;
- Residential Third Density, Subzone ‘Z’ (R3Z) for the townhouse block;
- Residential Third Density, Subzone ‘Z’ (R3Z) for the single detached dwelling block;
- Minor Institutional Zone, Subzone ‘A’ (I1A) and Residential Second Density (R2B) Zone, Subzone ‘B’ for the school block; and
- Parks and Open Space Zone (O1) for the parkland and creek corridor blocks.

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### 6.0 SUMMARY OF PLANNING CONSIDERATIONS

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

- The Plan of Subdivision will achieve land development that meets the intent of Kanata North CDP directing policies and design guidelines at the same time as being adequately serviced; ensuring compatibility with existing residential neighbourhoods; and respecting the environmental conditions of the site.
- The request for Zoning By-Law Amendment will implement a land use plan that is in accordance with the Kanata North CDP, responds well to the demonstration plan and permits the proposed range of uses described herein.
- The request for Official Plan Amendment is appropriate considering the proposed transit plans for March Road and the adequate provision of servicing, parks and open spaces and an efficient road network to meet the needs of future residents.

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

1. *Consistent with Provincial Policy Statement:*

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

2. *Conforms to the City of Ottawa Official Plan:*

While the proposed development requires an amendment to the Section 3.6.1(3) Official Plan in order to permit two (2) mid-rise apartments (9 storeys), the proposed heights and density are considered appropriate, as the City's Official Plan does encourage proponents of new development or redevelopment in close proximity to existing and proposed future transit stations, which will likely include the proposed BRT station along March Road.

The OPA will also include a reduction in the minimum percentage of single detached dwellings for the entire CDP area from 30% to approximately 22.5%. This amendment to the share of single detached dwellings for the CDP area is considered appropriate based upon the proposed density.

The proposed development will conform to all other policies related to servicing, urban design and compatibility and environmental protection, as described herein.

## PLANNING RATIONALE

### BRIGIL KANATA NORTH – 927 MARCH ROAD

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#### 3. *Maintains General Intent of the Zoning By-law:*

The proposed development maintains the general intent of the City of Ottawa Zoning By-law Comprehensive Zoning By-law 2008-250. The proposed zoning will permit the range of housing types proposed for these lands, including single detached dwellings, townhouses, low-rise apartments (4 storeys) and mid-rise apartments (9 storeys).

The proposal will provide residential uses in accordance with development standards that will ensure that the size and scale of the proposed development is consistent with that of the surrounding residential area and the land use plan objectives of the Kanata North CDP, which are both related to the rezoning process.

#### 4. *Supported by Studies and Plans*

A number of independent studies and plans were completed evaluating:

- existing environmental conditions (Phase 1 ESA),
- traffic study,
- site servicing capacity,
- stormwater management,
- erosion and sediment control,
- grade control and drainage,
- geotechnical conditions,
- archaeological assessments,
- environmental impact statement, and
- tree conservation.

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

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

The approval of the Draft Plan of Subdivision, the rezoning to implement the plan, and the Official Plan Amendment is therefore supported by appropriate plans and studies.

# PLANNING RATIONALE

## BRIGIL KANATA NORTH – 927 MARCH ROAD

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### 7.0 CONCLUSION

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Overall, Brigil Developments, complies with key policy objectives at the Provincial and Municipal levels including optimized use of serviced lands within the existing urban boundary; the capitalization on the proximity of public transit; and the inclusion of a range and availability of housing for all ages and incomes. Based on this and the above analysis, the proposed development represents good planning and is, therefore, in the Public's interest

This report has been prepared for the exclusive use of Brigil for the stated purpose, for the named facility. Its discussions and conclusions are summary in nature and cannot be properly used, interpreted or extended to other purposes without a detailed understanding and discussions with the client as to its mandated purpose, scope and limitations. This report was prepared for the sole benefit and use of Brigil and may not be used or relied on by any other party without the express written consent of J.L. Richards & Associates Limited.

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