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Residential
Commercial &
Institutional
Environmental
Restoration

Zoning By-law Amendment

555, 591, 595 and 603 March Road

Prepared for: March & Main Developments Inc. and
591-595 March Road Developments Inc.



Zoning By-law Amendment
555, 591, 595 and 603 March Road

Prepared By:

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November 15, 2022

Novatech File: 122125
Ref: R-2022-150

November 15, 2022

City of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1
By email only: lisa.stern@ottawa.ca

Attention: Lisa Stern

**Reference: Zoning By-law Amendment – 555, 591, 595 and 603 March Road
Our File No.: 122125**

Novatech has prepared this Planning Rationale on behalf of March & Main Developments Inc. and 591-595 March Road Developments Inc. (hereafter “March and Main”) to support a Zoning By-law Amendment application on a site with four municipal addresses – 555, 591, 595 and 603 March Road (together the “Subject Site”).

March and Main proposes to incrementally demolish the existing buildings and to construct a mixed use development with buildings ranging from six to thirty storeys on a new street network.

Office is a permitted use in the current Industrial Business Park and General Industrial zoning on the Subject Site. A Zoning By-law amendment is required to permit the proposed residential and commercial uses and to establish suitable zoning provisions.

The proposal is supported by the City of Ottawa Official Plan which was approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

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

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of March and Main to support a Zoning By-law Amendment application on a site with four municipal addresses – 555, 591, 595 and 603 March Road (together the “Subject Site”).

March and Main proposes to incrementally demolish the existing buildings and to construct a mixed use development with buildings ranging from six to thirty storeys on a new street network. The overall vision is for a dense mixed-use development close to future transit, consistent with the Official Plan (OP) policies for the Kanata North Economic District.

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

2.0 DEVELOPMENT PROPOSAL

As conceptually shown on the plans by SvN Architects, a mid and high-rise mixed use development is proposed, comprising mixed use buildings on a modified grid network of streets and arranged around a new park. All the streets are intended to genuinely address the needs of all users with more space and consideration given to pedestrians.

Conceptually, four buildings front on to March Road – two office buildings (7 and 8 storeys) with commercial space at ground floor and the two tallest residential/mixed-use buildings (26 and 30 storeys). A public plaza would surround the northern office building and a pedestrian walk would run into the site from north of the southern office building. The central block comprises four residential/mixed-use buildings, one of which fronts the park. The northernmost buildings are mid-rise (6 storeys) to transition to the low-rise residential area to the north. The other three buildings are 24 and 25 storeys. The eastern most part of the site comprises three mid-rise buildings, a plaza and the park. Approximately 2,100 residential units are proposed.

The public realm Concept Plan by SvN Architects shown below provides a 3,450m² public park and 4,684m² of privately owned public space including three plazas and a fully pedestrianized street. For the balance of the development, it is proposed to pay cash-in-lieu of parkland for any outstanding requirements as part of future Site Plan applications when unit numbers are confirmed. Parkland cannot be required for a Zoning By-law Amendment under provincial legislation.

The existing buildings on the Subject Site will be demolished incrementally as required by March and Main’s development phasing.



Figure 1: 3D Render looking northeast

- Residential
 - Amenity
 - Office
 - Retail
 - Parking
 - Bike Lane
 - Loading/Parking
 - Park
 - Retail Edge
 - Amenity Edge
 - Parking/Loading Entrance
 - Easement
- Proposed GCA: 192,305m² (2,069,971ft²)
- Total # Units: 2,100
- Site Area: 55,511m²



Figure 2: Excerpt of the Conceptual Plan of the Proposal by SvN Architects dated November 14, 2022

South-West View

- Residential
- Amenity
- Office
- Retail
- Parking

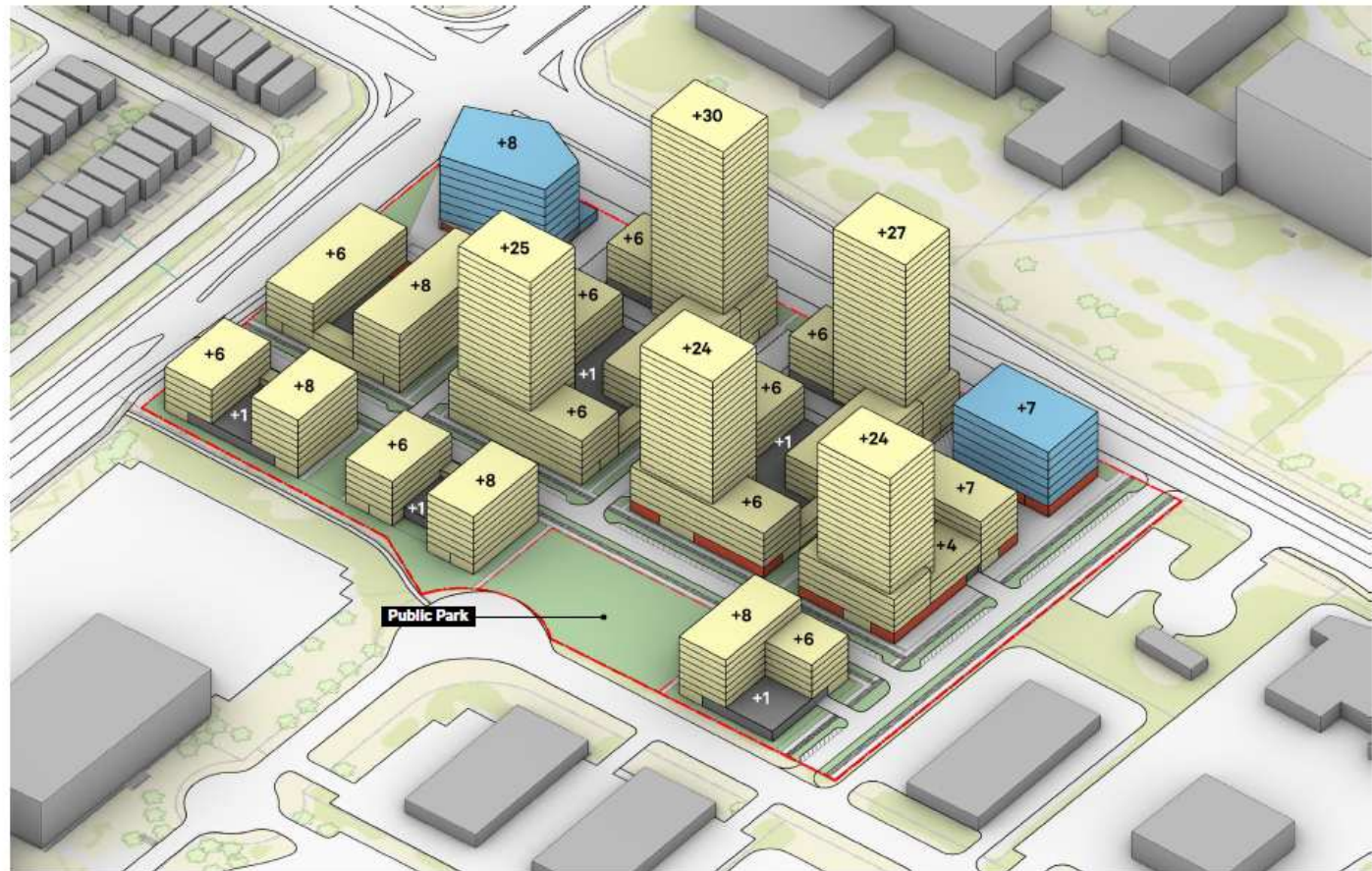


Figure 3: 3D Massing looking northeast by SvN Architects dated November 14, 2022

3.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises 5.55 ha of land on the southwest corner of March Road and Terry Fox Drive in the Kanata North Economic District made up of four existing parcels. The Subject Site is generally flat. From south to north, 555 March Road is developed with a single storey building occupied by a commercial recreational athletic facility and a surface parking lot, 591 March Road is developed with a single storey strip mall, 595 March Road is undeveloped and 603 March Road is developed with a two storey office building and a surface parking lot. All these buildings have existed since the early 1990s and 603 March Road was extended around 2000. It is proposed to incrementally demolish all these buildings to make way for the development.

The legal descriptions of the parcels are:

555 March Road:

PART OF LOT 9 CONCESSION 3, PART 1 PLAN 5R9546 EXECPT PART 1 PLAN 4R7933, PART 15 PLAN 4R12735. SUBJECT TO AN EASEMENT IN FAVOUR OF THE KANATA HYDRO-ELECTRIC COMMISSION AS IN N404524 CITY OF OTTAWA

591 March Road:

PART OF LOT 9, CONCESSION 3, PART 1, PLAN 5R12441, SAVE AND EXCEPT PART 1, PLAN 4D94; KANATA. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION, AS IN N490230.

595 March Road:

PART OF BLOCK 1, PLAN 4M1104, BEING PARTS 6, 7 AND 8 ON PLAN 4R-24509. SUBJECT TO AN EASEMENT IN FAVOUR OF THE CITY OF KANATA OVER PART 6 PLAN 4R-24509 AS IN N364311. SUBJECT TO AN EASEMENT IN FAVOUR OF THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON OVER PART 6 PLAN 4R-24509 AS IN LT1082901. SUBJECT TO EASEMENT OVER PARTS 6 AND 7 PLAN 4R-24509 AS IN NS168649 CITY OF OTTAWA

603 March Road:

PART OF LOT 9, CONCESSION 3 BEING PARTS 1 TO 8 ON PLAN 5R-12678 SAVE AND EXCEPT PARTS 1, 2 AND 3 ON PLAN 5R-13312 AND PARTS 8 TO 12 ON PLAN 4R-12735, KANATA. TOGETHER WITH AN EASEMENT OVER PART 1 ON PLAN 5R-6798 AS IN NS168649. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION OVER PART 1 ON PLAN 5R-11481 AS IN N486411.

The Subject Site is at the northern edge of the Kanata North Business Park. To the north across Terry Fox Drive is a residential area comprising detached and semi-detached dwellings on Acklam Terrace which is a window street to Terry Fox Drive. These dwellings were built in the late 1980s / early 1990s. The closest dwelling is approximately 55m from the Subject Site. Further north there is a commercial plaza at the intersection with Klondike Road.

To the east across March Road is 570 and 600 March Road which is developed with a mid-rise office complex occupied by Nokia with a large area of surface parking. A Zoning By-law Amendment has recently been approved to rezone the site to Mixed Use Centre with a height limit of 30 storeys (City file no.: D02-02-22-0034). A mixed use development including apartments, office and commercial uses is proposed. Bus Rapid Transit is proposed for March Road, with a stop at the intersection of March Road and Terry Fox Drive.

To the south are two properties: 88 Hines Road is developed with a single storey office building and 525 March Road is a former dwelling that is now used as an office. These properties are also designated Kanata North Economic District in the Official Plan. Under the current zoning they could be redeveloped up to seven storeys.

To the west are two properties. Directly west is 96 Hines Road which is part of a larger office campus occupied by Ciena, a technology company. A Multi-use Pathway (MUP) runs along the eastern edge of this parcel, immediately adjacent to the Subject Site and connecting Terry Fox Drive and Hines Road. 93 Hines Road is across Hines Road from the Subject Site and is developed with two buildings occupied by light industrial companies. These properties are also designated Kanata North Economic District in the OP. Currently they could be redeveloped up to seven storeys. Further west is a commercial plaza at Innovation Drive, a Park and Ride and the Richcraft Recreation Complex which one of the largest recreation complexes in Ottawa.

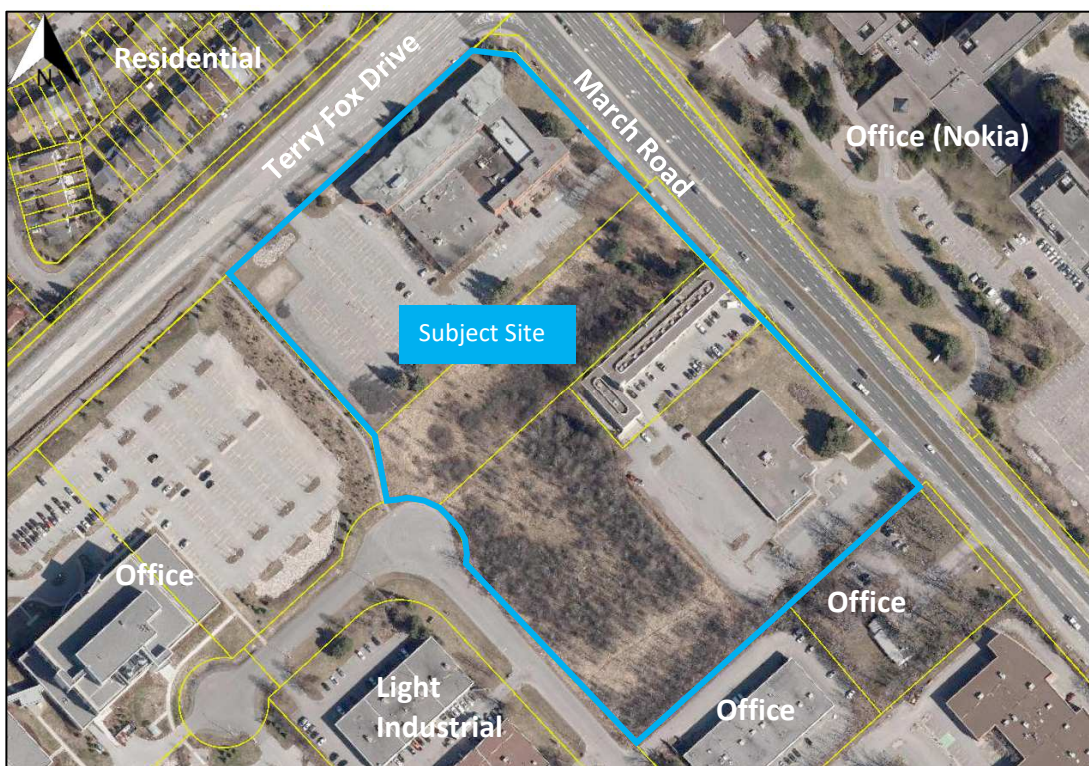


Figure 4: Subject Site and Surrounding Area

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

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

Building Strong Healthy Communities

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

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

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

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

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

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

The Subject Site is in the Settlement Area.

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

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

The proposed development efficiently uses land and existing infrastructure by proposing greater intensity infill development on an adequately serviced site. The location is close to facilities and supports transit.

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

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

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

Although subject to future Site Plan applications, the large amount of residential will allow for a broad range of apartments to accommodate the various needs of future residents of different ages and at different life stages.

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

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

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

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

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

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

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

A Servicing Report prepared by Novatech dated November 2022 and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the report for details.

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

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

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

A compact residential built form is proposed in an existing employment area based on a future BRT station at the intersection of March Road and Terry Fox Drive.

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

The proposed development provides around 2,100 dwellings within 600m of a future BRT station.

Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

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

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

Section 2.2 of the PPS provides policies on Water.

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

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

Section 2.3 of the PPS provides policies on Agriculture.

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

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

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

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

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

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

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

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

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

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

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

An Archaeological Resource Assessment was not required by City staff for this application as the Subject Site is not identified as having archaeological potential.

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

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

Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

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

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

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

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

Policy 3.2.1 Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

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

A Phase 1 Environmental Site Assessment by Omni-McCann dated August 30, 2022 forms part of this application.

4.2 City of Ottawa Official Plan

A new Official Plan was adopted by Council on 24 November, 2021 (By-law 2021-386) and approved by the Minister of Municipal Affairs and Housing on 4 November, 2022.

Designations in the Official Plan

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

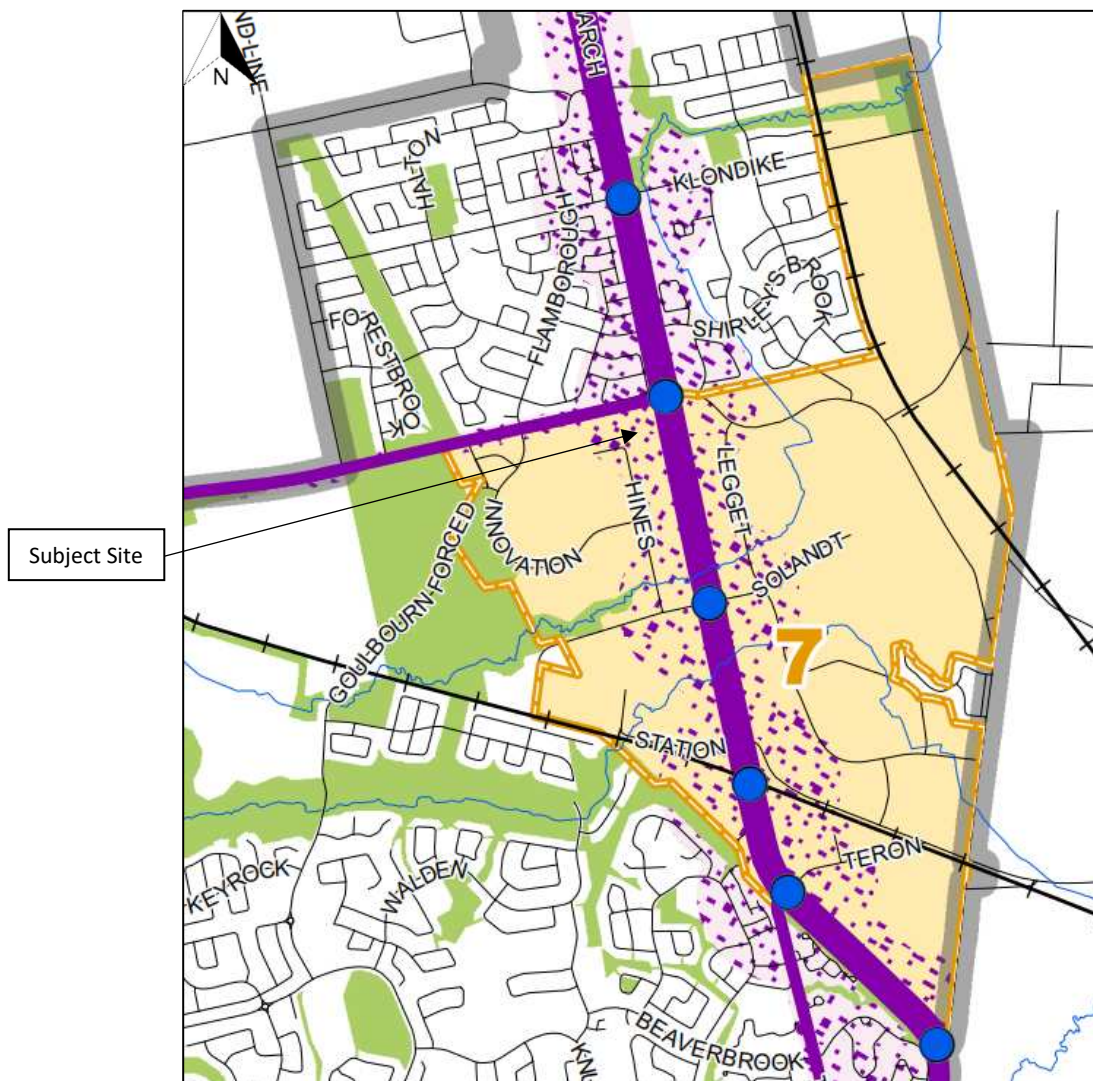


Figure 5 – Land Use Designations

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



Figure 6 – Transit close to the Subject Site

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



Figure 7 – Major Pathways close to the site

Schedule C4 – Urban Road Network designates March Road and Terry Fox Drive as arterials (red) and Hines Road as a Collector (green):

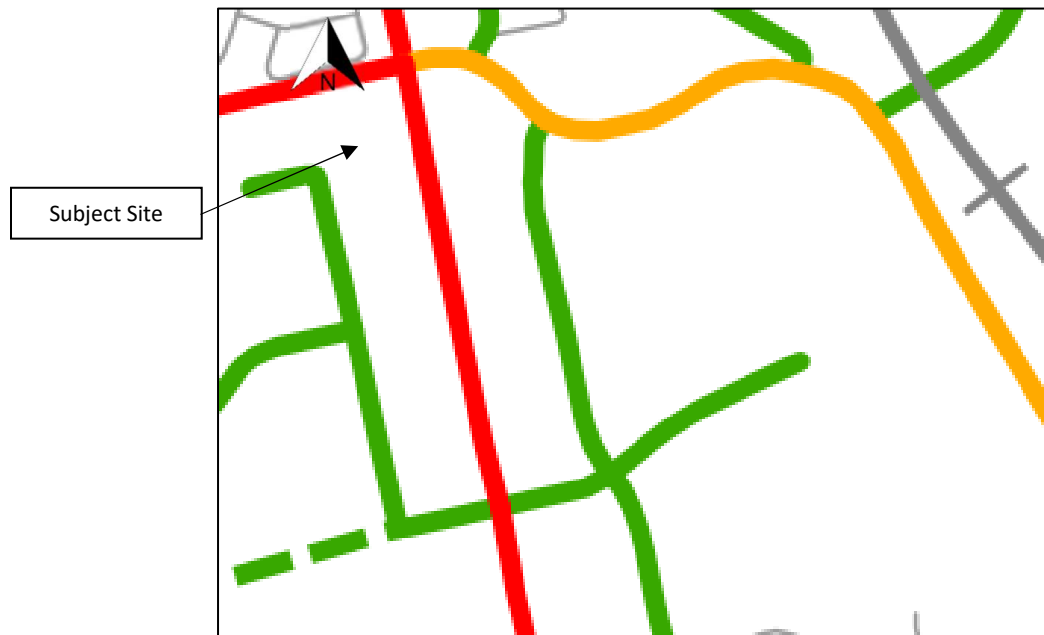


Figure 8 – Hierarchy of the surrounding roads

The following Schedules are not shown here:

- C7-A - Design Priority Areas – Urban includes the Subject Site. This application will not be taking the option of UDRP review.
- Schedule C11-A - Natural Heritage System (West) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace does not show any green space on or near the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.

Assessment against Section 6.2 Corridors

The whole of the Subject Site is designated a Mainstreet Corridor:

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

An assessment against the relevant policies is below:

2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

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

The proposal conceptually concentrates the tallest buildings close to the March Road Corridor and an appropriate transition is provided (refer to Section 4.5 of this Rationale). Numerous mid-block pedestrian connections are provided as the site meets c). The proposed circulation network prioritizes the needs of pedestrians, cyclists and transit users.

3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.*

The proposal would have residential uses along with non-residential uses (office and ground floor commercial) that integrate with a dense, mixed-use urban environment. The minimum height of the proposal is six storeys.

Assessment against Section 6.6 Special Districts

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

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

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

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

Objective 1 outlines the broad direction for the District:

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

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

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

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

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

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

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

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

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

In relation to a), b) and d), the Subject Site is immediately adjacent to the future BRT stop at the intersection of March Road and Terry Fox Drive and is all within 400m walking distance from the stop. The concept plan takes the opportunity to illustrate how the site will develop at higher densities with a mix of uses— residential, office/employment and retail. In relation to c), the proposed built form reinforces March Road as a “*multi-modal grand street*”, with taller buildings and greater setbacks. In relation to e), the conceptual proposal breaks up a large, impenetrable site that is currently 300m long and over 5.5 ha in area with a network of streets and pedestrian routes that creates blocks consistent with the policy.

Objective 4 focuses on the Activity Centres:

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

a) Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;

b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafes, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;

- c) Encourage a broad range of dwelling sizes, including market and affordable housing;*
- d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;*
- e) Development shall not require minimum parking, and:*
- f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.*

The conceptual proposal illustrates an excellent and ground-breaking example of what the above policies are trying to achieve in the Activity Centres and more broadly in the Special District. It represents high density development of up to 30 storeys at an infill location that is close to future transit. The proposal will also contribute to a catchment area of residents that will encourage retail and services both on the Subject Site itself and Kanata North Economic District. It is likely that many of the future residents of the buildings will work in the Kanata North Economic District and will be able to walk or cycle to work. Although subject to future Site Plan applications, the amount of residential will allow for a broad range of apartment sizes that will cater to a wide range of people and budgets.

Objective 5 focuses on development on March Road (and Legget Drive). The relevant policies are addressed below:

5) March Road and Legget Drive are important streets that define the character of the Kanata North Economic District. The following should apply to development on March Road and Legget Drive:

- a) On March Road, engage visitors, residents and employees through the combination of right of way and elements within the front yard setback such as double rows of trees, lighting, signage, furniture, a variety of digital, interactive and other forms of public art, and the definition provided by adjacent landscaping and buildings. This corridor will be enhanced overtime with the introduction of bus rapid transit, cycling lanes separated from vehicles, and over time replacing surface parking adjacent to the street;*

The conceptual layout and massing plans by SvN show the northern and southern most (office/retail) buildings on March Road setback approximately 6m with the intervening residential buildings setback 9-10m. Specific details of the frontage and ROW will be determined at Site Plan application stage, but the generous setbacks and mixed use lay the foundation for an appropriate interface with March Road.

- e) Locate buildings close to each other and to the front of the street to encourage continuous frontage and ease of walking between buildings and to public transit. Encourage distinctive corner treatments of the buildings at intersections;*

The conceptual layout and massing plans by SvN show the buildings on March Road setback approximately 6-10m. The buildings will be built as close together as possible, consistent with the tower separation distance in the Urban Design Guidelines for High-Rise Buildings.

f) The transformation of the Kanata North Economic District to appeal to pedestrians is an essential part of making the area more attractive and competitive. On both streets, the quality of the design of pedestrian spaces are a priority. All sidewalks and walkways will be constructed to a minimum of 2 metres and publicly-accessible pedestrian walkways, particularly those that lead to and from planned rapid transit stations and to building entrances, are required;

Specific details of the frontage and ROW will be determined at Site Plan application stage, but the greater setbacks and mix of uses lay the foundation for an appropriate interface with March Road.

g) Consider new connections to reduce the block length including exploring one or more new intersections between Solandt/March Road and Terry Fox/March Road; and

The proposal includes a new intersection at March Road, connecting in the west to Hines Road and potentially in the east to the Nokia site. Additional connections break up the block and are particularly numerous for pedestrians and cyclists.

h) Development shall not require minimum parking. Visible surface parking is discouraged from March Road and Legget Drive and as development occurs, phasing out existing visible parking is encouraged. Where new surface parking lots are unavoidable, they shall be located to the rear of buildings or interior to the site. Surface parking lots should not be located between the right of way and the main entrance of the building. For buildings on corner sites, surface parking lots shall not be located within the exterior side yard.

The Zoning By-law Amendment seeks no minimum parking rate, consistent with the Official Plan. Surface parking will effectively be limited to on-street parking only, on internal streets generally not visible from March Road. The proposal replaces existing surface parking.

Assessment against Section 4.6 City Wide Policies – Urban Design

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

4.6.1 Promote design excellence in Design Priority Areas

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

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

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

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

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

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

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

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

4) *Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*

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

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

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

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

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

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

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

4.3 City of Ottawa Zoning By-law 2008-250

Moving south to north, 555 March Road is zoned Industrial Business Park subzone 6 with an exception, a 12m height limit and a schedule – IP6 [1084] H(12) S183. 591 March Road is zoned the same with the same height limit and schedule, but a slightly different exception being 1149. Both 595 and 603 March Road are zoned General Industrial subzone 6 with the same S183 schedule – IG6 S183.

Exceptions 1084 and 1149 introduce the same zoning provisions:

- *minimum rear yard setback: 3.8 m*
- *Section 205 (2) (b) and (c) does not apply*
- *minimum lot width is 40 m*
- *maximum lot coverage is 40%*

Exception 1084 adds the following permitted uses:

- *animal care establishment*
- *animal hospital*
- *automobile service station*
- *bar*
- *car wash*
- *convenience store*
- *drive through facility*
- *gas bar*
- *instructional facility*
- *post office*
- *personal service business*
- *recreational and athletic facility*
- *restaurant, full service*
- *restaurant, take out*
- *retail store*
- *retail food store*

Exception 1149 permits the above uses, except for automobile service station, car wash and gas bar.

Schedule 183 prohibits the drilling of wells, which will not be required for this proposal.

The proposed office use is permitted across the Subject Site but the other proposed uses are not. The height limit does not permit the proposed tallest building heights. Accordingly, a Zoning By-law Amendment is required (refer to Section 4.4 below).

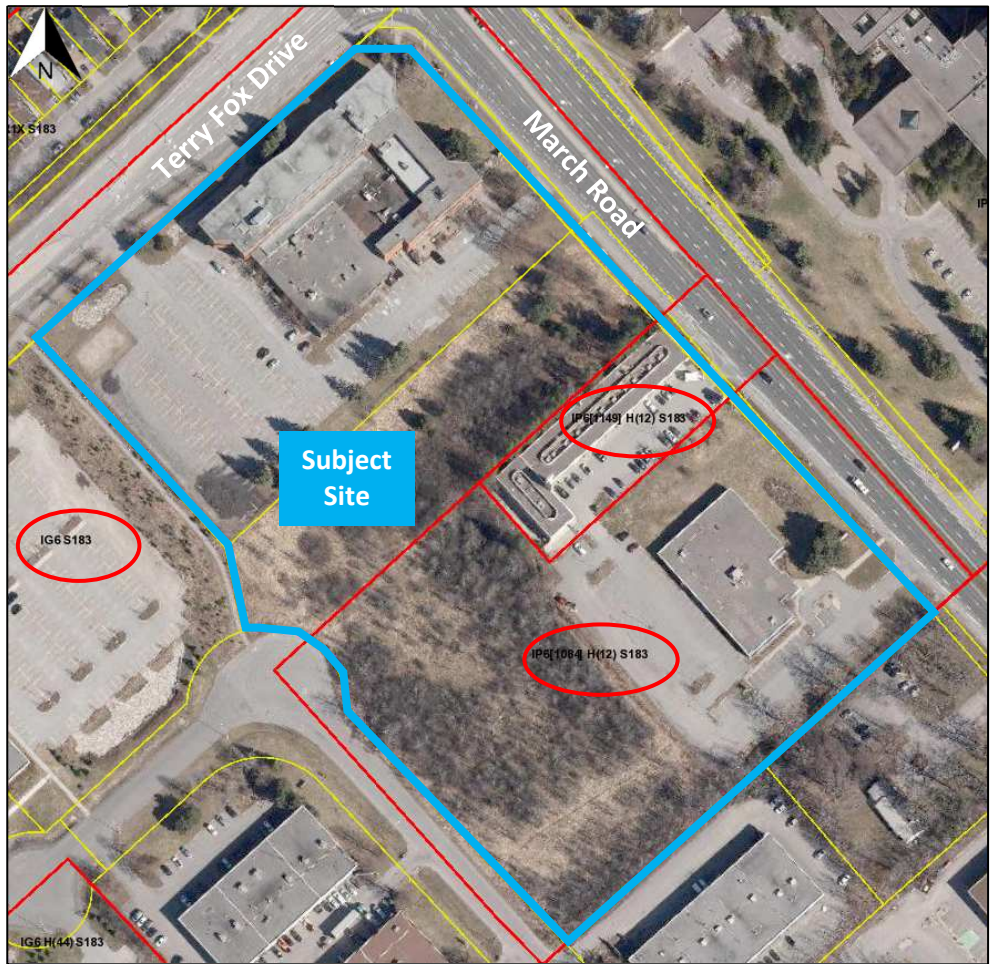


Figure 9: Existing zoning on the Subject Site

4.4 Proposed Zoning By-law Amendment

Subject to discussion with City staff, Novatech recommends that the Zoning By-law 2008-250 be amended to rezone the Subject Site to Mixed Use Centre (MC) with ‘H’ height limits to suit the conceptual buildings. The Park should be zoned Open Space (O1).

Based on the proximity of the future BRT and consistent with the similar approved development on the Nokia site to the east across March Road (City file no.: D02-02-22-0034), we suggest that the zoning should not have minimum parking rate.

The MC zone permits the proposed uses including high-rise apartment and office along with a broad range of commercial/retail uses. Planned Unit Development is also a permitted use in this zone. The standard MC zone provisions suit the proposal.

4.5 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential buildings are proposed.

The Concept Plan for this proposal shows mostly mid-rise development with five buildings defined as high-rise that the guidelines apply to. Note that Site Plan applications are anticipated for the proposed buildings. As such, only the guidelines most relevant to the Zoning By-law amendment are assessed below. Further details will be provided and further assessment will occur during the Site Plan Control process.

1. Context

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

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

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

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

As the Subject Site is considered to be an infill site, the relevant property lines to measure the plane from are illustrated in Diagram 1-6, reproduced below. The diagram takes the angular plane from the property line of the stable low-rise neighbourhood. The only nearby low rise residential neighbourhood is the townhouses to the north of Terry Fox Drive on Acklam Terrace. The closest dwelling is 55m north of the Subject Site. Development in other directions is commercial and office and is either approved for high-rise residential development (Nokia site to the east) or has the potential to be developed at densities higher than low-rise (seven storey height limit to the south and west). Accordingly, the 45 degree plane is only measured to the north.

The 45 degree angular plane is achieved with the low-rise development, as shown in the Site Sections in the Design Brief by SvN Architects.

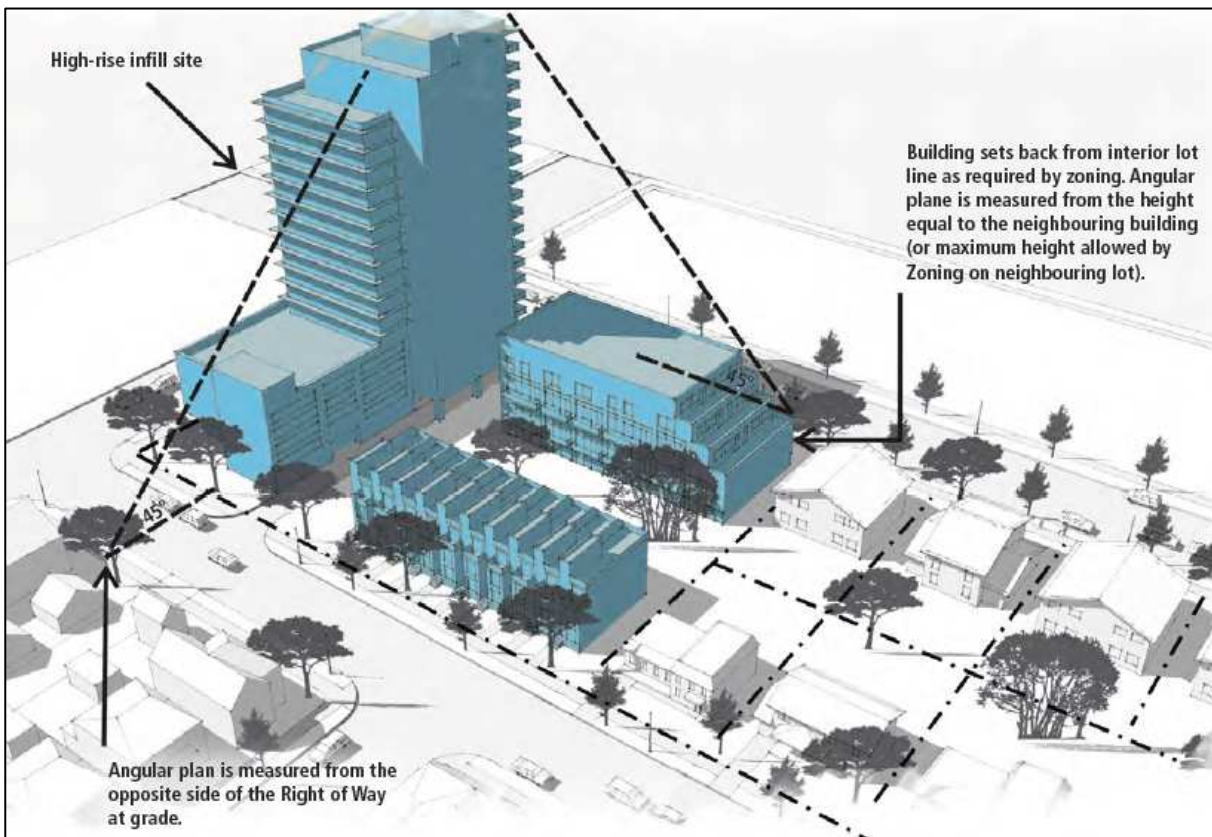


Figure 10: Diagram 1-6 from the Urban Design Guidelines for High-Rise Buildings

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

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

The policy goes on to list minimum lot sizes. The existing Subject Site is much larger than these at 5.5 ha. The Subject Site may be developed as a Planned Unit Development (permitted in the proposed zoning) or be subdivided into appropriately sized blocks. Either way, tower separation, setback and step back have been considered in the siting of the proposed buildings. The only abutting property where high-rise is permitted is the Nokia site across March Road. The width of the March Road right of way alone (40-55m) ensures there will be adequate tower separation (the Urban Design Guidelines require a minimum of 23m).

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

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

- a. in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties (Diagram 1-5); and
- b. in other areas, the lot should be of sufficient size to establish a gradual height transition on site by generally following an angular plane, typically 45° (Diagram 1-6).

Section b) is applicable. As detailed above, the angular plane is achieved with the low-rise development.



Figure 11: Permitted Heights on Surrounding Properties

2. Built Form

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

Base-middle-top

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

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

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

Placement:

2.13 *Place the base of a high-rise building to form continuous building edges along streets, parks, and*

a. where there is an existing context of streetwall buildings, align the facades of the base with adjacent building facades;

b. in the absence of an existing context of streetwall buildings, create a new streetwall condition to allow for phased development and evolution.

The proposal presents a continuous building edge to the surrounding streets, public spaces and Privately Owned Public Space (POPS). Due to the low-density nature of the existing business park, there is generally no consistent existing streetwall context. As a higher density development consistent with current policy, the proposal creates a streetwall to both the proposed internal streets and the existing surrounding streets.

Articulation and materials:

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

a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context (Figure 2-13);

b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes (Figure 2-14); and

c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

The conceptual proposed high-rise buildings avoid long facades as they match the fine-grained street network. The majority of the buildings have multiple frontages which will likely result in multiple entrances. Podium heights are conceptually shown as six storeys.

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

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

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

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

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

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

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

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

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

3. Pedestrian Realm

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

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

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

The proposal is assessed against the relevant policy sections below:

Space between curb and building face

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

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

The Concept Plan shows the high-rise buildings on March Road setback approximately 9m. The high-rise buildings fronting the new north-south street will be setback a minimum of 6m from the curb.

Policy for public spaces is at 3.4:

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

The Subject Site is part of an emerging downtown district. The public realm Concept Plan by SvN Architects shown below provides a 3,450m² public park and 4,684m² of privately owned public space including four plazas.

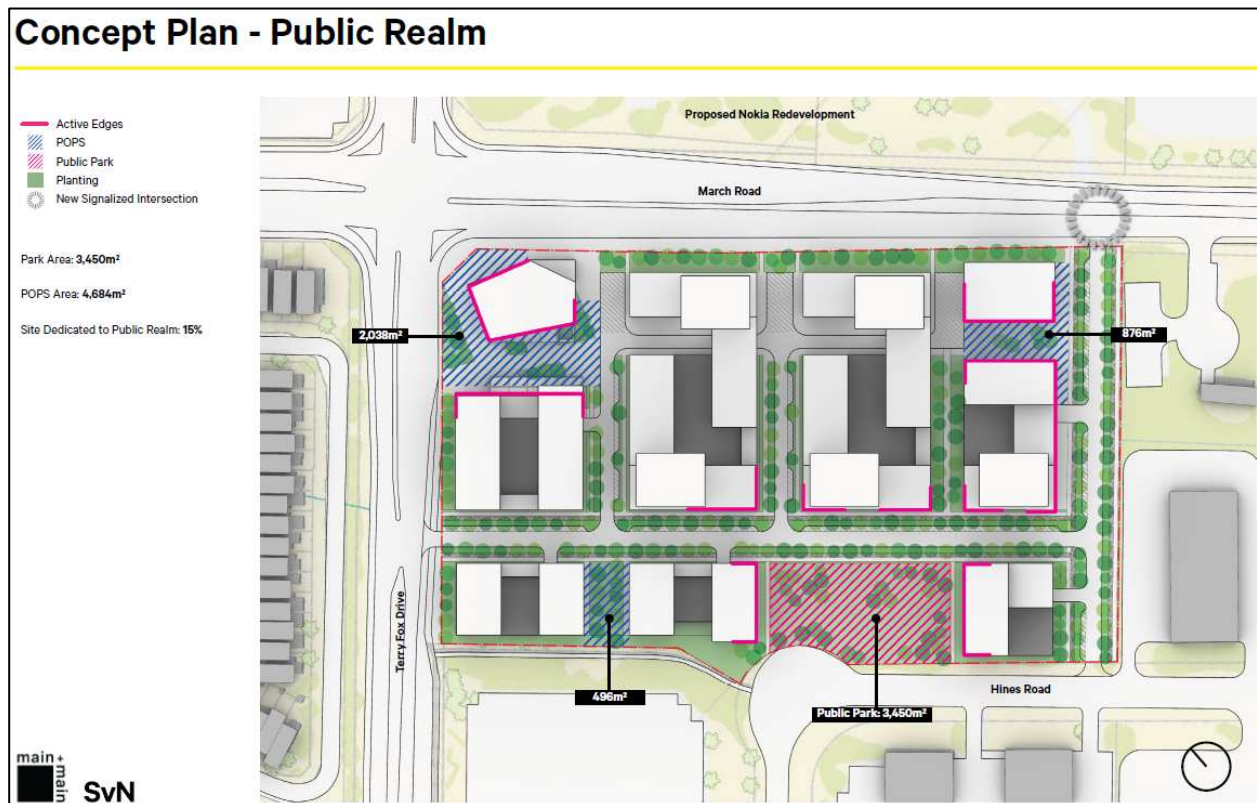


Figure 12: Public Realm Concept Plan by SvN Architects showing Public Park and POPS dated November 14, 2022

Design details are set out in the sections below:

3.5 The public spaces should:

- complement and be integrated into the existing network of public streets, pathways, parks, and open space;
- provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;
- support the proposed high-rise development particularly at grade functions;
- allow for year-round public use and access; and
- maximize safety, comfort and amenities for pedestrians.

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

3.6 When a public space is privately owned, it should:

- be perceived as a public space not as a private space; and
- be properly signed to welcome the public where appropriate.

The proposed plazas are clearly perceivable as accessible public space. In relation to mid-block connections, sections 3.8 and 3.9 provide:

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

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

The Subject Site is currently a 5.5 ha block that is over 300m long and currently has no public permeability. The proposal introduces multiple pedestrian entry points which break it up into smaller pieces, making it permeable in all directions (except directly south where there is no connection available).

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

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

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

The buildings will have direct access from the sidewalk.

Animation of the public realm is set out at 3.12:

Animate the streets, pathways, parks, open spaces, and POPS by:

- a. introducing commercial and retail uses at grade on streets with commercial character (Figure 3-12);*
- b. incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character (Figure 3-13);*
- c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time;*
- d. providing a minimum of 50% of clear bird-friendly glazing on the portions of the ground floor that face the pedestrian realm;*
- e. providing a range of amenities appropriate to the context to meet the needs of a diversity of potential uses, including seniors and children, residents and employers, local people and visitors; and*
- f. providing public arts that suits the scale and character of the high-rise building and the surrounding pedestrian realm.*

In relation to a), commercial uses will be concentrated in the buildings fronting March Road, which has a commercial character. It is intended that these will provide amenities as required by e). In relation to b), c), d) and f) these will be investigated in future Site Plan applications.

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

Locate parking underground or at the rear of the building.

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

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

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

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

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

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

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

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

The majority of parking will be underground with some visitor parking at-grade. Drop-off and pick up areas will be on private lands with their location to be confirmed in future Site Plan applications, although it is noted many of the buildings do not have a rear as they have street frontage on all sides. Although servicing, loading, and other required utilities are to be finalized as part of future Site Plan applications, the intention is that access and services are internalized wherever possible. Any elements not able to be internalized will be integrated into the building design. In relation to transit, the BRT on March Road will have stops in the central median of March Road, with the stop at March Road and Terry Fox Drive immediately adjacent to the Subject Site.

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

5.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the Subject Site that provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or ask questions. Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>). A consultation will be held with the local Councillor. A public meeting will be held when the application goes to the City of Ottawa's Planning Committee. Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff. Full details are available under 'Community and Neighbourhood Notification' on the City's website.

6.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official and respects the Urban Design Guidelines for High-rise Buildings. The proposed amendment to Zoning By-Law 2008-250 to accommodate the new uses and proposed zoning provisions can be approved as it is consistent with policy and allows for increased density and diversification of uses in the Kanata North Economic District and provides much needed housing within walking distance of major employers.

This planning rationale, along with the associated Design Brief and technical studies, supports the proposed development. The proposed development is compatible in scale with the existing development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

NOVATECH

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