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SerenVita Site 2505 and 2707 Solandt Road Planning Rationale

Prepared for: Silk Development Group

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SerenVita Site
2505 and 2707 Solandt Road
Ottawa, Ontario
Planning Rationale in support of
Major Zoning By-law Amendment and Site Plan Control

Prepared for:

Silk Development Group

Prepared By:

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January / 29 / 2026

Novatech File: 124150A
Ref: R-2025-105

January 29, 2026

City of Ottawa
Planning, Development and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: John Bernier, Planner II, Development Review, All Wards

**Reference: 2505 and 2707 Solandt Road
Major Zoning By-law Amendment and Site Plan Control Applications
Our File No.: 124150A**

The following Planning Rationale has been prepared in support of applications for Major Zoning By-law Amendment and Site Plan Control to facilitate the development of the parcels located at 2505 and 2707 Solandt Road (the “Subject Site”).

The Subject Site is within the Suburban Transect and is designated Kanata North Economic District on Schedule B5 of the City of Ottawa Official Plan. The Subject Site is comprised of separate parcels under common ownership with independent zoning. 2505 Solandt is zoned Business Park Industrial, Subzone 6, height limited to 44 metres (IP6 H(44)) and 2707 Solandt is zoned Business Park Industrial, Subzone 6, exception 1548, height limited to 44 metres (IP6[1548] H(44)) in the City of Ottawa’s Zoning By-law 2008-250.

It is proposed to construct a three-storey personal service facility on the Subject Site. The proposed use includes a spa with accessory outdoor amenity areas and personal service buildings located west of the main spa building. The main personal service building will include a restaurant. The Subject Site will be accessed via a driveway off Solandt Road. A Major Zoning By-law Amendment application is required to add “personal service business” and “restaurant” as permitted uses on the Subject Site. Rezoning to Mixed-use Centre (MC) is suggested to establish consistent zoning with neighbouring properties to the north and west. Site specific zoning provisions will establish the minimum required number of parking spaces for the proposed development.

Council adopted the new City of Ottawa Zoning By-law on January 28, 2026. Provisions of the by-law are anticipated to be in-force as early as July 2026. The Subject Site is zoned Kanata North Economic District, Subzone 2 (EDK-2) in the new Zoning By-law. “Personal Service Business” and “Restaurant” are listed as permitted conditional uses in the EDK-2 zone, with each use limited to 300 square metres of gross floor area. Suggested zoning under the EDK-2 zone would include site-specific provisions for “Personal Service Business” and “Restaurant” uses that exceed the maximum permitted gross floor area.

A surface parking lot is proposed east of the main personal service facility building providing 218 parking spaces for employees and visitors. The parking spaces will be accessible via a driveway off Solandt Road. A separate elevated ramp is provided to the drop off area at the main entrance. Walkways from March Road are proposed along the south property line. A pedestrian connection

will be provided from the Subject Site to the Brookstreet Hotel. The proposed walkways will facilitate access for pedestrians and bicycles off March Road via Solandt Road to building entrances and bicycle parking located in front of the building. No impacts to traffic or existing land uses surrounding the Subject Site are anticipated as a result of the proposed development. A concurrent site plan control application is included with the complete submission package to facilitate the proposed development of the Subject Site.

This Planning Rationale examines the location and context of the Subject Site, the planning policy and regulatory framework applicable to the site and makes recommendations on the Major Zoning By-law Amendment application required to facilitate the proposed development on the Subject Site.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH

Prepared by:



Jeffrey Kelly, MCIP, RPP
Project Manager | Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by Silk Development Group to prepare this Planning Rationale in support of a Major Zoning By-law Amendment application to facilitate the development of a low-rise, personal service facility, including a spa, restaurant and accessory uses at 2505 and 2707 Solandt Road (the “Subject Site”).

The Subject Site is located in Ward 4 (Kanata North) in the City of Ottawa. The Subject Site is comprised of two parcels, located in an area bounded by Terry Fox Drive to the north, Solandt Road to the south, and Legget Drive to the west (see Figure 1). 2505 Solandt contains a surface parking lot and 2707 Solandt is currently vacant. The Subject Site is an interior lot with an approximate area of 4.08 hectares and approximately 171 metres of frontage on Solandt Road.

The Subject Site is located in an area with a range of land uses including the Marshes Golf Club, the Brookstreet Hotel, office, light industrial and surface parking lots. Within walking distance of the Subject Site, there are a range of commercial and employment uses primarily located along the March Road corridor. The area consists primarily of employment and supporting commercial uses in a range of different forms. The Subject Site is within a 10-minute walk of bus stops along the frequent transit network and within a 15-minute walk from a planned BRT station at the intersection of March Road and Solandt Road.

It is proposed to construct a three-storey personal service facility on the Subject Site. The proposed use includes a spa with accessory outdoor amenity areas and personal service buildings located west of the main building. A restaurant is proposed as an ancillary use within the main building. The Subject Site will be accessed via a driveway off Solandt Road. A Major Zoning By-law Amendment application is required to rezone the Subject Site from “IP6” to “MC” to permit “personal service business”, “restaurant” and other proposed uses on the Subject Site. A site-specific zoning provision will establish no minimum parking for the proposed development.

Council adopted the new City of Ottawa Zoning By-law on January 28, 2026. The Subject Site is zoned Kanata North Economic District, Subzone 2 (EDK-2) in the new Zoning By-law. “Personal Service Business” and “Restaurant” are listed as permitted conditional uses in the EDK-2 zone, with each use limited to 300 square metres of gross floor area. Suggested zoning under the EDK-2 zone would include site-specific provisions for “Personal Service Business” and “Restaurant” uses that exceed the maximum permitted gross floor area.

The proposed development is consistent with the Provincial Planning Statement as it will provide a mix of personal service and ancillary uses in a location within walking distance of existing frequent bus transit and a planned rapid transit station. The proposed development will more efficiently use the existing site and contribute to a more diverse range of uses, including employment opportunities, that complement the surrounding context.

The proposed development is appropriate to support growth objectives and economic within the urban area of the City of Ottawa. The proposed Major Zoning By-law Amendment application will have no negative impacts to natural heritage features, natural resources, or cultural heritage resources. The requested Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

The Major Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal is consistent with the Kanata North Special Policy District designation and meets the City’s development objectives while maintaining a form

and land use that is complementary to the surrounding context. The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the proposed building and permits development that implements the vision and land use framework for the Kanata North Special Economic District.

The Major Zoning By-law Amendment application is appropriate for the development of the Subject Site and represents good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment and Site Plan Control to facilitate the development of the parcels located at 2505 and 2707 Solandt Road (the “Subject Site”). It is proposed to construct a three-storey wellness facility on the Subject Site. The proposed development comprises a personal service facility including a spa and restaurant within the main building with accessory buildings and outdoor amenity areas located west of the main building. The Subject Site will be accessed via a driveway off Solandt Road. 218 surface parking spaces are provided for the proposed development. Pedestrian access is proposed from Solandt Road.

The Subject Site is within the Suburban Transect and is designated Kanata North Economic District on Schedule B5 of the City of Ottawa Official Plan. The Subject Site is comprised of separate parcels under common ownership with independent zoning. 2505 Solandt is zoned Business Park Industrial, Subzone 6, height limited to 44 metres (IP6 H(44)) and 2707 Solandt is zoned Business Park Industrial, Subzone 6, exception 1548, height limited to 44 metres (IP6[1548] H(44)) in the City of Ottawa’s Zoning By-law 2008-250.

This Planning Rationale will demonstrate that the proposed Major Zoning By-law Amendment will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Be consistent with the community vision and development framework for Kanata North;
- Adhere to the Kanata North Economic District Urban Design Framework and Guidelines; and
- Implement appropriate land uses and zoning standards for the Subject Site in proximity to Activity Centres;

1.1 Site Location and Description

Figure 1: Aerial Photo of Subject Site



The Subject Site is located in Ward 4 (Kanata North) in the City of Ottawa. The Subject Site is comprised of two parcels, located in an area bounded by Terry Fox Drive to the north, Solandt Road to the south, and Legget Drive to the west (see Figure 1). 2505 Solandt contains a surface parking lot and 2707 Solandt is currently vacant. The Subject Site has an approximate area of 4.08 hectares and approximately 171 metres of frontage on Solandt Road (see Figure 2).

Figure 2: Subject Site from Solandt Road looking North



1.2 Community Context and Connectivity

1.2.1 Community Context

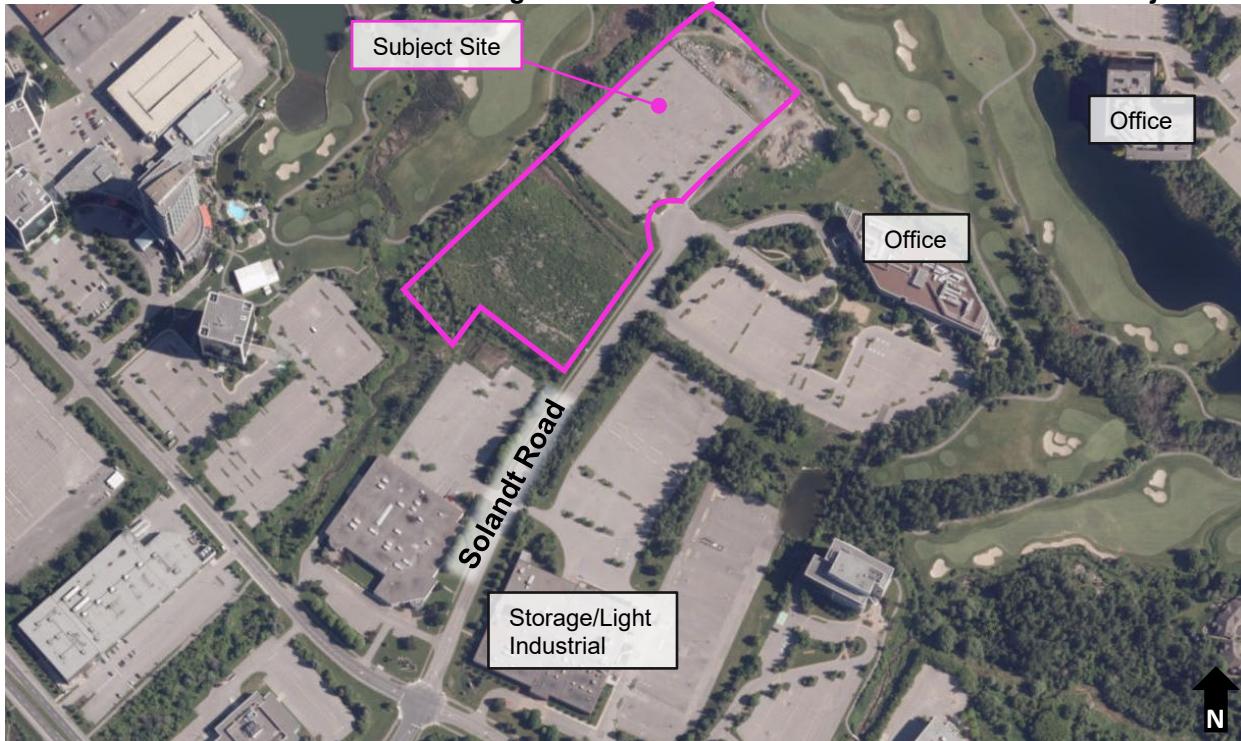
Figure 3: Land uses to the north of the Subject Site



To the north of the Subject Site is the Marshes Golf Course and the Brook Street Hotel. Figure 3 provides a view looking from Terry Fox southwest across the golf course toward the Subject Site.

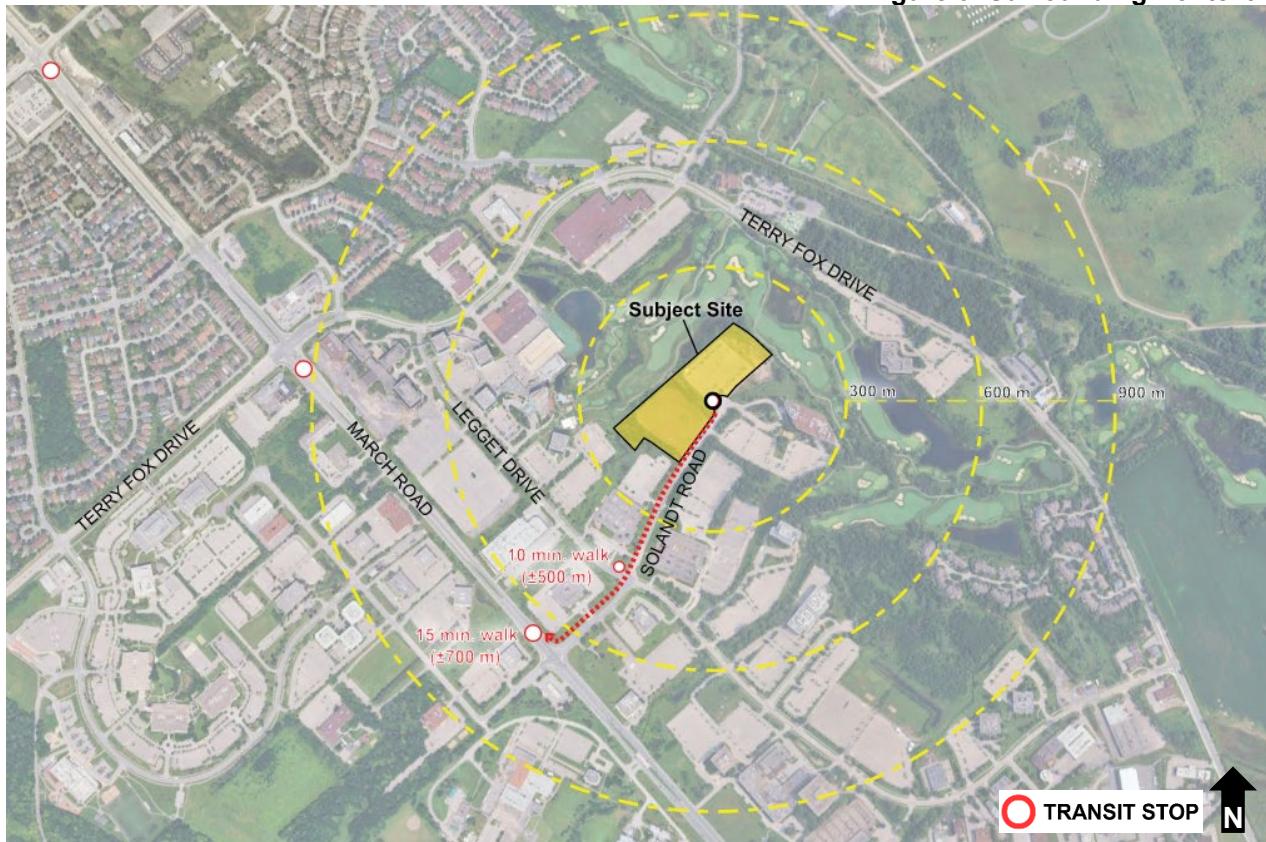
Figure 4: Land uses to the west of the Subject Site

To the west of the Subject Site are office towers and the Brookstreet Hotel. An office converted to an apartment building at 535 Legget Drive is located further to the west (see Figure 4).

Figure 5: Land uses to the south and east of the Subject Site

To the south and east of the Subject Site are office and light industrial uses with surface parking lots (see Figure 5).

Figure 6: Surrounding Context

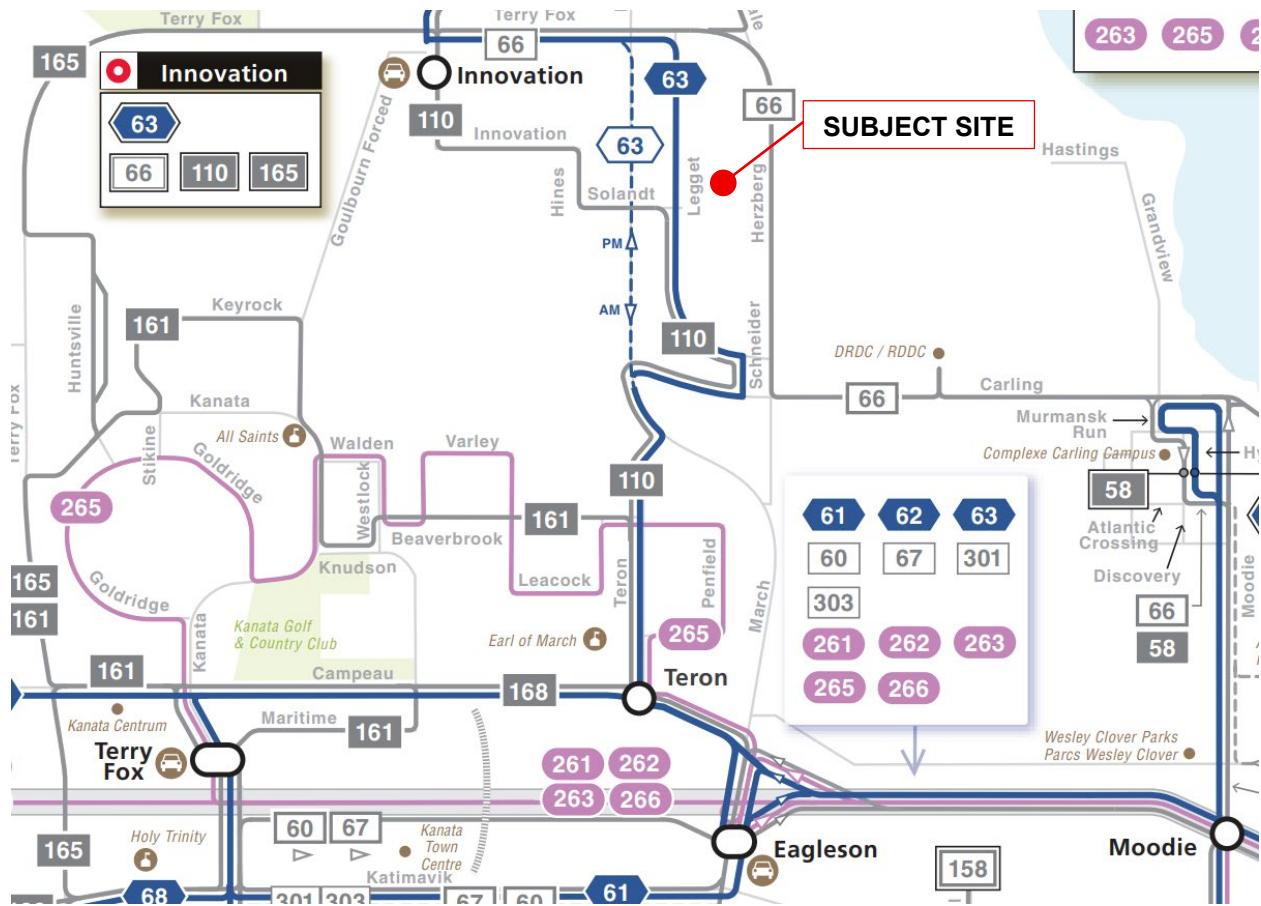


Within 300 meters of the Subject Site is the Marshes Golf Club, office uses and surface parking lots. Within 600 meters of the Subject Site is Legget Drive and Terry Fox Drive, the Brookstreet Hotel, several offices and light industrial uses and surface parking lots. A range of commercial and employment uses are located along the March Road corridor. The area consists primarily of employment and supporting commercial uses in a range of different forms. Within 900 meters of the Subject Site are a number of employment uses and commercial amenities along March Road (see Figure 6).

1.2.2 Connectivity

The Subject Site has frontage on Solandt Road. Solandt Road is designated as a collector road on *Schedule C4 – Urban Road Network* of the Official Plan.

Figure 7: OC Transpo Route Map Excerpt

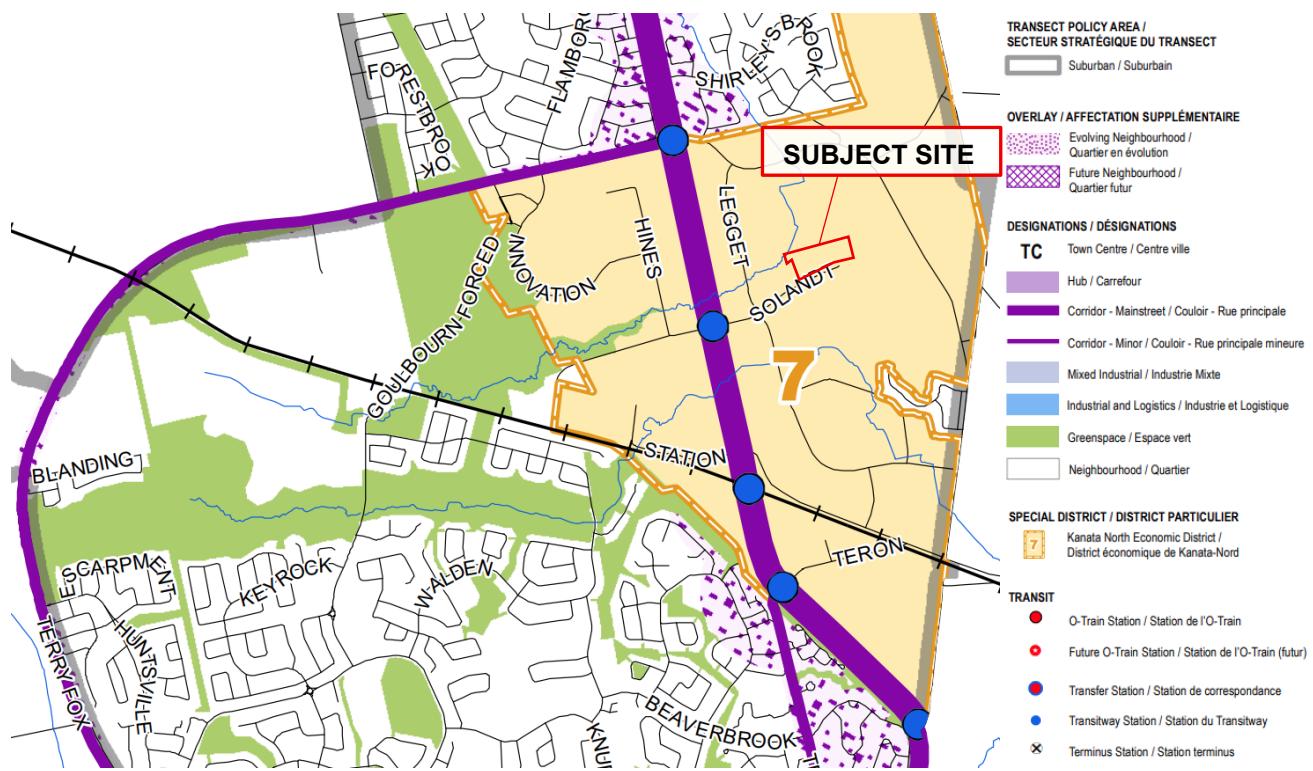


Bus transit routes are available in the immediate area (see Figure 7). Bus route 63 services the Subject Site with a bus stop provided on the north side of Legget Drive, immediately west of Solandt Road. This bus stop is a seven-minute walk from the Subject Site and provides frequent service with connections to Moodie Station. March Road is planned as a future BRT route with at grade crossings as shown on *Schedule C2 – Transit Network Ultimate* of the Official Plan. A BRT station is planned at the intersection of March Road and Solandt Road representing a ten-minute walk from the main building entrance on the Subject Site.

1.3 Planning and Regulatory Context

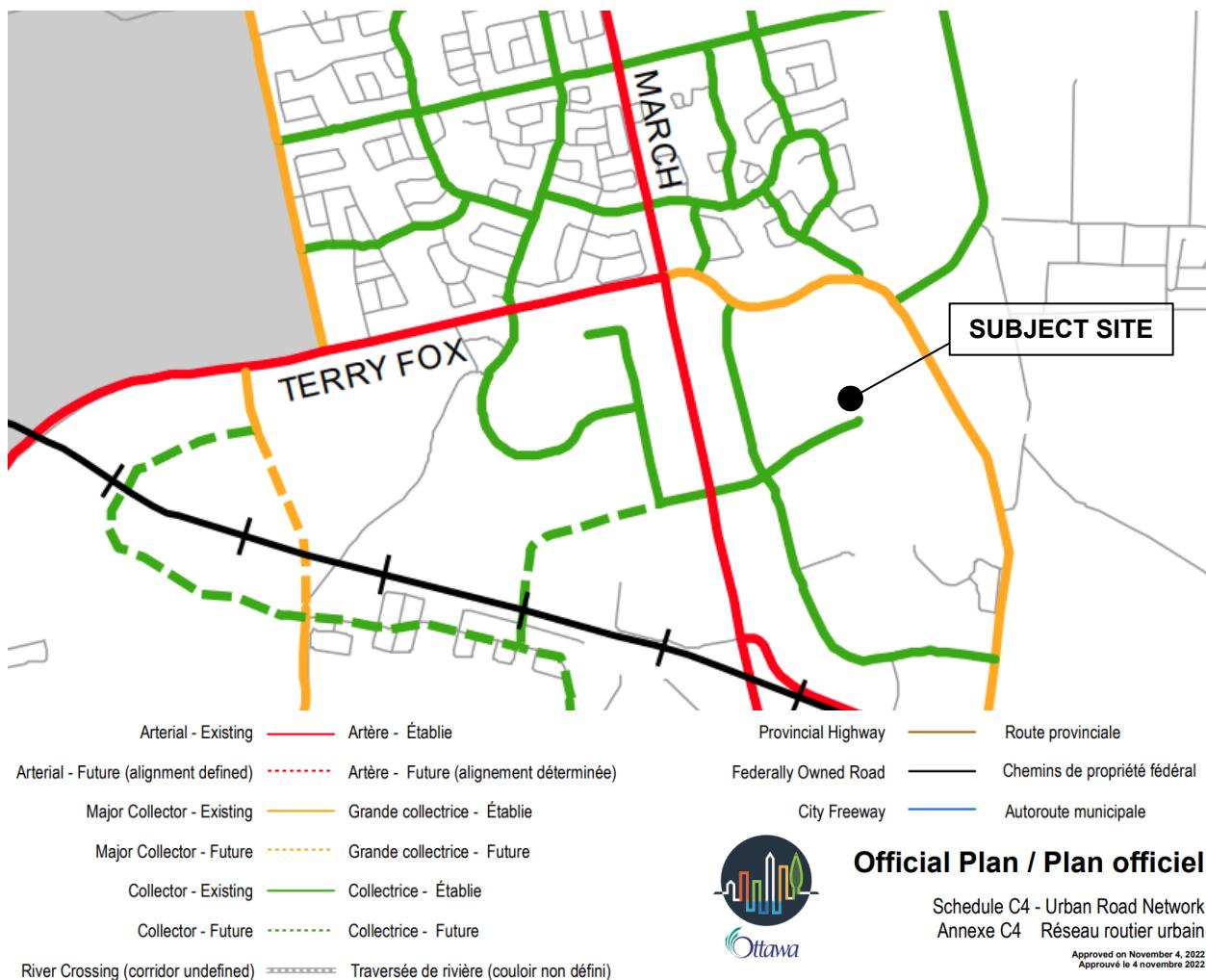
1.3.1 Official Plan

Figure 8: Official Plan Schedule B5 Excerpt



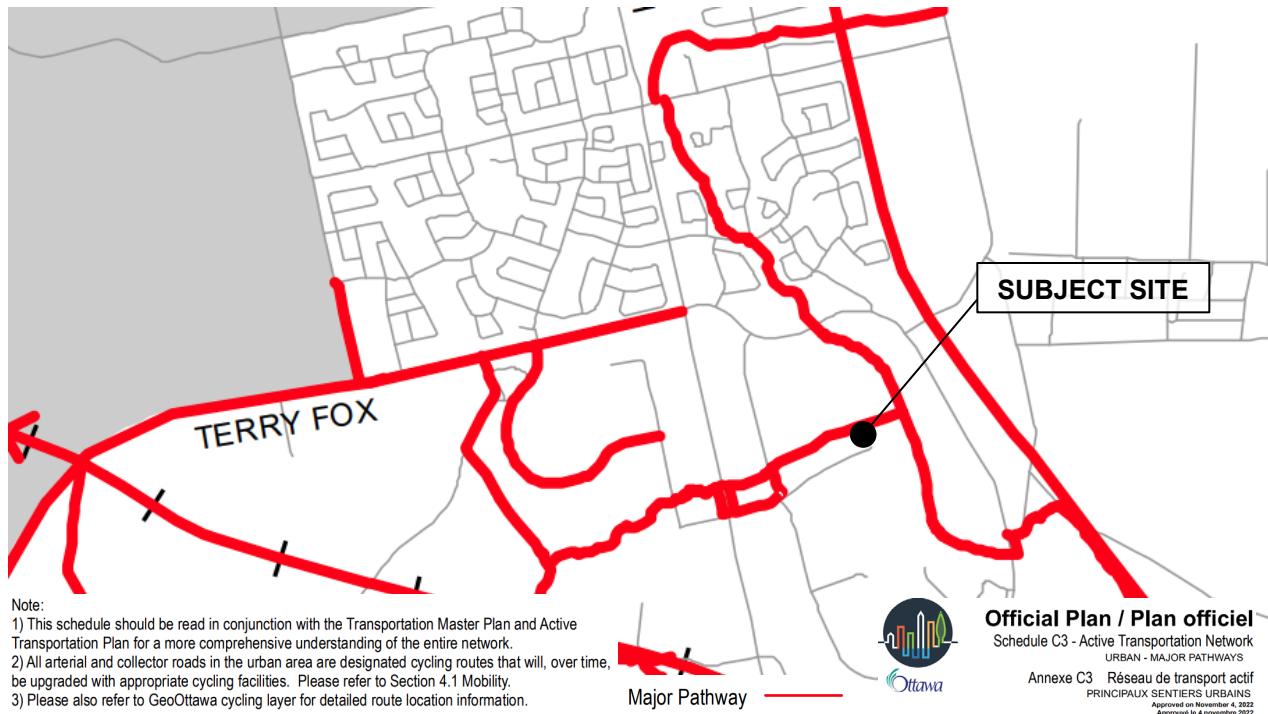
The Subject Site is designated Kanata North Economic District in the Suburban (West) Transect on Schedule B5 of the City of Ottawa Official Plan (2022) (see Figure 8).

Figure 9: Official Plan Schedule C4 Excerpt



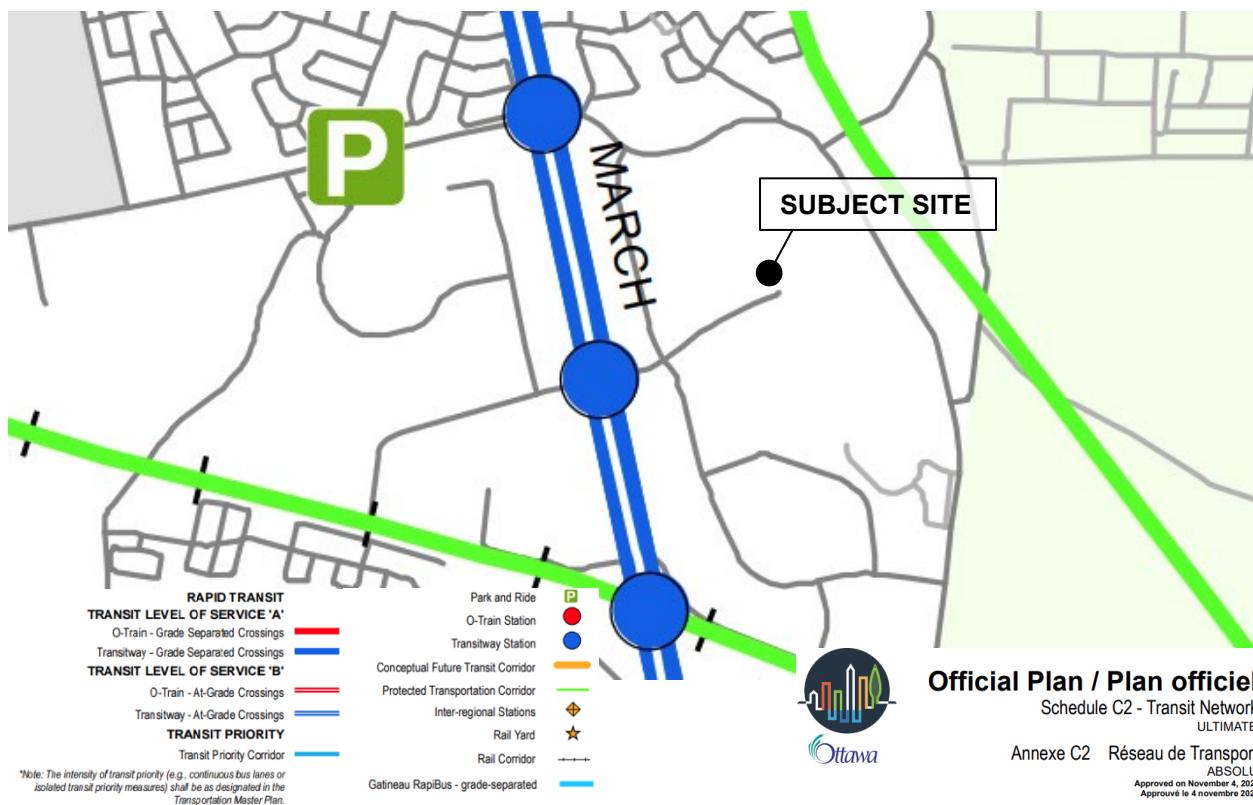
Solandt Road is designated as an existing collector road on *Schedule C4 – Urban Road Network* of the Official Plan (see Figure 8). All Arterial and Collector roads in the urban area designated cycling routes that will be upgraded with appropriate cycling facilities over time as shown on *Schedule C3 – Active Transportation Network* of the Official Plan (see Figure 9).

Figure 10: Official Plan Schedule C3 Excerpt



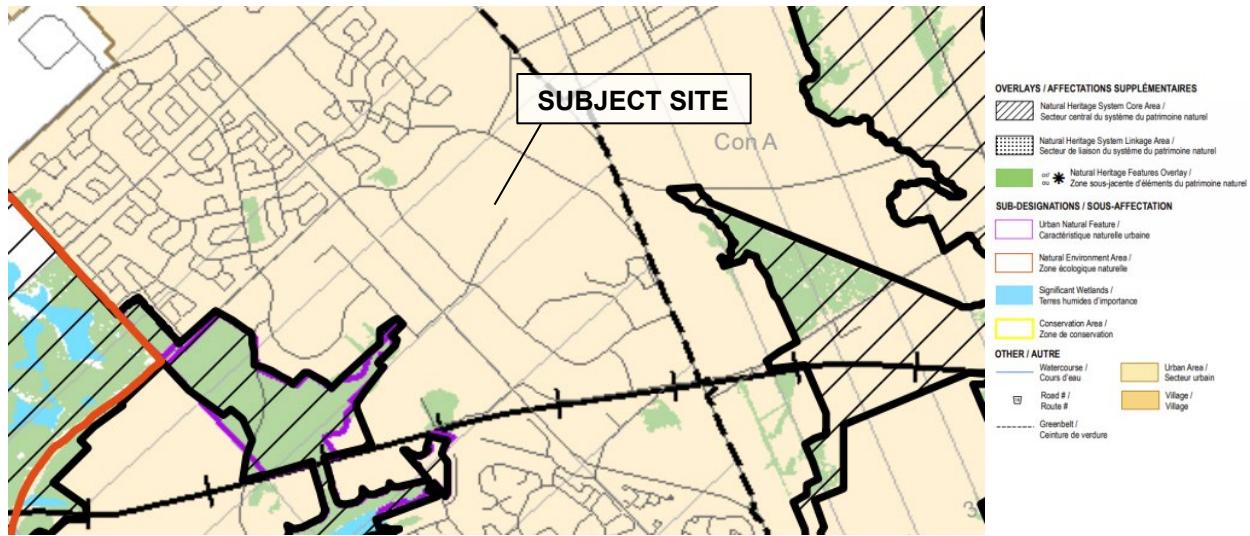
The Subject Site is located to the north of Solandt Road, east of Legget Drive and west of Terry Fox Drive. Major Pathways on Schedule C3 of the Official Plan (see Figure 10). There is a public sidewalk located along the north side of Solandt Road. Vehicular access is proposed off Solandt Road. Active Transportation options off Solandt Road are intended to facilitate pedestrian and bicycle access to the personal service facility.

Figure 11: Official Plan Schedule C2 Excerpt



The intersection of March Road and Solandt Road is located within 600 metres radius from the boundary of the Subject Site. March Road is designated as Transit Level of Service "B" (Transitway crossings at-grade). A Transitway Station is proposed at the intersection of March Road and Solandt Road as shown on Schedule C2 of the Official Plan (see Figure 11).

Figure 12: Official Plan Schedule C11-C Excerpt



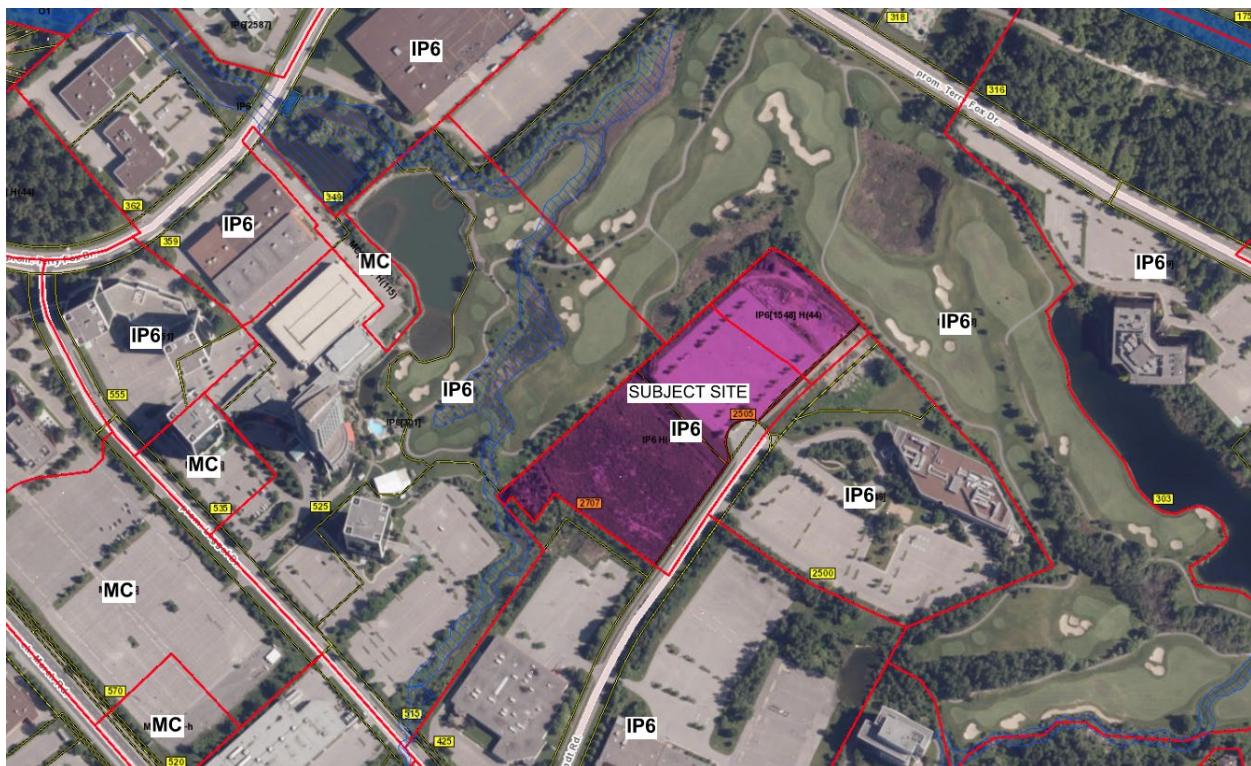
Schedule C11C – Natural Heritage System (east) identifies the Subject Site as an Urban Area with no Natural Heritage designations (see Figure 12).

Schedule C12 – Urban Greenspace does not identify any greenspace on the Subject Site. Schedule C15 – Environmental Constraints does not identify any environmental constraints on the Subject Site. Schedule C6A – Views, Viewsheds, and View Sequences of the Parliament and other National Symbols does not identify a protected viewshed on the Subject Site.

The Subject Site is not located within a Secondary Plan Area.

1.3.2 Zoning

Figure 13: Zoning for the Subject Site



The Subject Site is comprised of separate parcels under common ownership with independent zoning. 2505 Solandt is zoned Business Park Industrial, Subzone 6, height limited to 44 metres (IP6 H(44)) and 2707 Solandt is zoned Business Park Industrial, Subzone 6, exception 1548, height limited to 44 metres (IP6[1548] H(44)) in the City of Ottawa's Zoning By-law 2008-250 (see Figure 13).

“Personal Service Business” is not a permitted use in the IP6 zone. Properties located to the north, east, west and south are zoned IP6. Lots further to the west of the Subject Site abutting Legget and March Road (359 Terry Fox Drive, 525 and 535 Legget Drive and 570 March Road) are zoned Mixed Use, (MC) with site-specific provisions.

The Subject Site is zoned Kanata North Economic District, Subzone 2 (EDK-2) in the new Zoning By-law. “Personal Service Business” and “Restaurant” are listed as permitted conditional uses in the EDK-2 zone, with each use limited to 300 square metres of gross floor area.

2.0 DEVELOPMENT PROPOSAL

2.1 Description of Development Proposal

It is proposed to construct a three-storey personal service facility on the Subject Site. The proposed use includes a spa with accessory outdoor amenity areas and personal service buildings located west of the main building. A restaurant is proposed as an ancillary use within the main building. The Subject Site will be accessed via a driveway off Solandt Road. A Major Zoning By-law Amendment application is required to rezone the Subject Site from “IP6” to “MC”

to permit “personal service business”, “restaurant” and other proposed uses on the Subject Site. A site specific zoning provision will establish no minimum parking for the proposed development.

Suggested zoning under the new Zoning By-law in the EDK-2 zone would include site-specific provisions for “Personal Service Business” and “Restaurant” uses that exceed the maximum permitted gross floor area.

Figure 14: Proposed Site Plan Excerpt



A total of 218 surface parking spaces are proposed with access off Solandt Road. Although the suggested MC zoning will have no minimum parking requirement, the nature of the proposed use and range of visitors anticipated to the property will require some surface parking to be provided to service visitors travelling to the Subject Site via automobile. Eighteen bicycle parking spaces will be provided. Bicycle parking spaces will be located within the front yard near access to the lower floor entrance. Two loading spaces will be located within the rear yard along the north side of the main building with access from the parking lot. A common outdoor amenity area with controlled access has a range of commercial and personal service buildings containing a range of treatment rooms, sauna facilities, pools and food service spaces are provided to the west of the main building (see Figure 14).

A large outdoor amenity area with accessory buildings and recreational amenities for the main personal service use are provided in the western interior yard. Secure access is provided off Solandt Road via the main building lobby. Security fencing with vegetated screening will be located along the periphery of the Subject Site to provide privacy and safety for visitors and guests.

Figure 15: Proposed Site Plan (Enlarged)

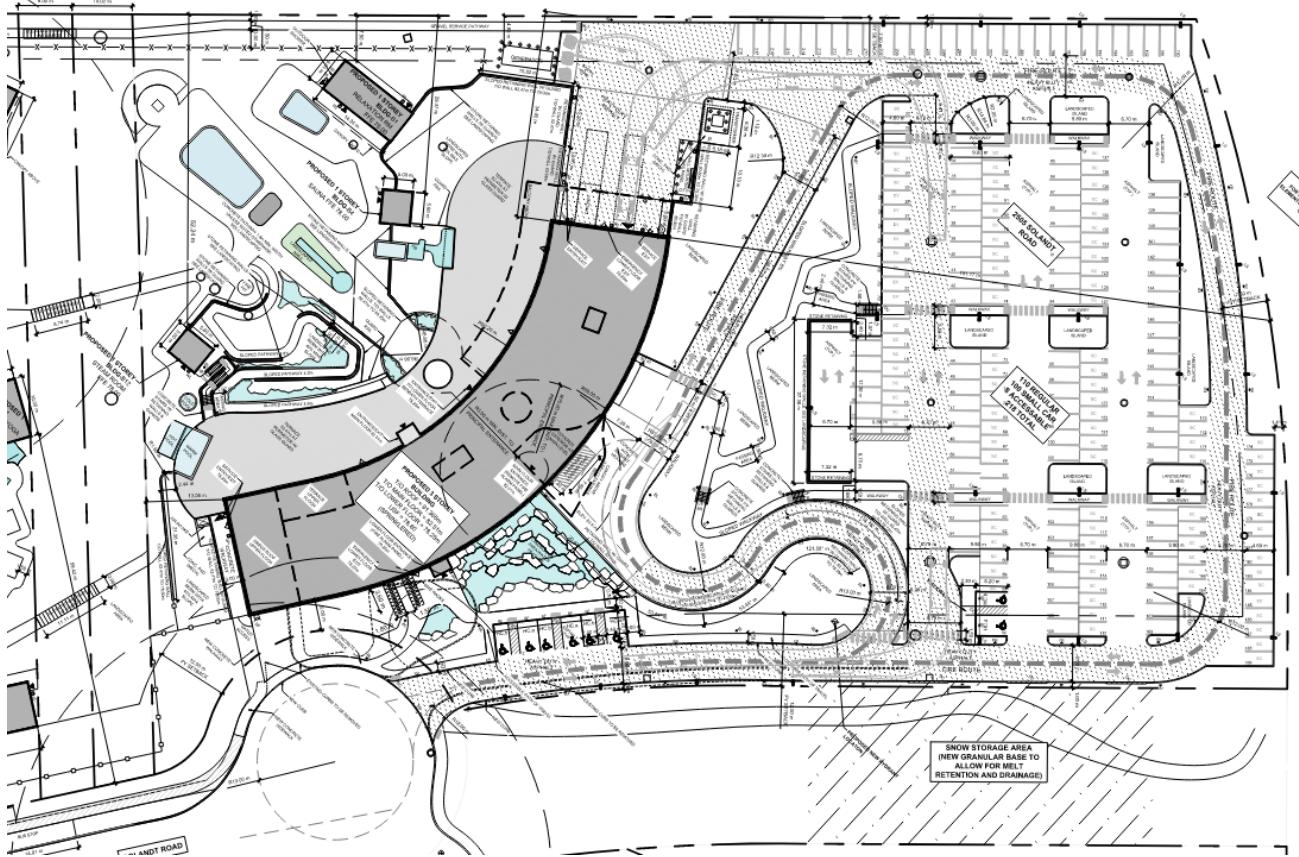


Figure 16: Front Elevation (facing east)



2.2 Details of Proposed Amendment(s)

The Subject Site is comprised of separate parcels under common ownership with independent zoning. 2505 Solandt is zoned Business Park Industrial, Subzone 6, height limited to 44 metres (IP6 H(44)) and 2707 Solandt is zoned Business Park Industrial, Subzone 6, exception 1548, height limited to 44 metres (IP6[1548] H(44)) in the City of Ottawa's Zoning By-law 2008-250. The proposed development is a Personal Service Business which is not listed as a permitted use in the IP6 zone. The Subject Site is proposed to be rezoned from IP6 to MC [XXXX] to permit a three-storey personal service facility, ancillary restaurant and accessory structures on the Subject Site. The proposed MC zone will align the zoning for the Subject Site with other recently zoned properties in the area (395 Terry Fox, 525 and 535 Legget Drive). Additional Site-specific provisions are required as described below.

Council adopted the new City of Ottawa Zoning By-law on January 28, 2026. Provisions of the by-law are anticipated to be in-force as early as July 2026. The Subject Site is zoned Kanata North Economic District, Subzone 2 (EDK-2) in the new Zoning By-law. "Personal Service Business" and "Restaurant" are listed as permitted conditional uses in the EDK-2 zone, with each use limited to 300 square metres of gross floor area. Suggested zoning under the EDK-2 zone would include site-specific provisions for "Personal Service Business" and "Restaurant" uses that exceed the maximum permitted gross floor area.

Proposed Site-Specific Provisions

Based on recently approved provisions for MC zoned properties in the area (395 Terry Fox, 525 and 535 Legget Drive), the following site-specific provision is proposed for the Subject Site.

- No minimum parking rate is required

2.3 Previous Consultations, Applications and Approvals

A pre-consultation meeting was held on October 10, 2025 to discuss a proposal for a three-storey personal service facility, complete with associated outdoor amenity areas and personal service buildings on the Subject Site.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS sets out policies to plan for people and homes.

Policy 2.1.6 of the PPS states (emphasis added):

"Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service*

facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

- b) *improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”*

The proposed development on the Subject Site will provide a mix of personal service and accessory commercial uses in a location within walking distance of existing frequent bus transit and a planned rapid transit station. The proposed development will contribute to a more diverse range of uses, including employment opportunities, that complement the surrounding context.

Section 2.9 of the PPS provides policy direction related to energy conservation, air quality, and climate change.

Policy 2.9.1 states (*emphasis added*):

“Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) *support the achievement of compact, transit-supportive, and complete communities;*
- b) *incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) *support energy conservation and efficiency;*
- d) *promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) *take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.”*

The proposed development meets the climate change objectives and policies of the PPS by providing a personal service and commercial uses in proximity to active transportation routes and planned rapid transit. The introduction of personal service and accessory commercial uses in proximity to bus stops on existing frequent routes and planned rapid transit routes increases opportunities for visitors to reach the facility by walking, cycling, or taking transit.

Section 3.2 of the PPS sets out policies for transportation systems.

Policy 3.2.1 states (*emphasis added*):

“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low- emission vehicles.”

The proposed development of a personal service facility complements and integrates with surrounding land uses and is within proximity of planned rapid transit at the intersection of March Road and Solandt Road, establishing a “Node” of activity in the area. The scale and function of the proposed personal service facility will introduce a level of density that promotes the viability of active transportation and transit use and contributes to the efficient movement of visitors to and from the Subject Site.

Section 3.3 of the PPS sets out policies for transportation and infrastructure corridors.

Policy 3.3.3 states (emphasis added):

"New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities."

The Subject Site is located with frontage on Solandt Road, east of March Road and Legget Drive and west of Terry Fox Drive. Solandt Road, March Road, Legget Drive and Terry Fox Drive are each designated as cycling routes on Schedule C3 and Schedule C4 of the Official Plan. Transit stops along route 63 of the transit network are located within proximity of the Subject Site. The proposed development of a personal service facility on the Subject Site is compatible with the existing and planned use of the March Road corridor and the surrounding area, will be transit-supportive and designed to create no negative impacts on the existing or planned function of transportation corridors in the area.

Section 3.6 of the PPS sets out policies for Sewer, Water and Stormwater.

Policy 3.6.1 of the PPS states (emphasis added):

"Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services."

The proposed development on the Subject Site represents growth from the current use (surface parking and vacant land). The proposed development of a personal service facility has been designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Site.

Section 5 of the PPS sets out general policies for Protecting Public Health and Safety.

Policy 5.1.1 of the PPS states:

"Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards."

The proposed development on the Subject Site will not be subjected to any known human-made hazards and will be directed away from any potential natural hazard.

The Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

3.2 City of Ottawa Official Plan

The Subject Site is designated 'Kanata North Economic District' (KNED) within the Suburban Transect in the City of Ottawa Official Plan (2022).

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

1. *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
3. *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment application addresses the objectives of the following Cross-Cutting Issues:

3.2.1.1 Economic Development

The proposed Zoning By-law Amendment application will facilitate the development of a personal service facility with accessory commercial and recreational uses on the Subject Site, which supports the City's Growth Management Framework. The proposed development on the Subject Site will also support local businesses in the surrounding community and increase opportunities for visitors to use transit and active transportation along Legget Drive and March Road.

3.2.1.2 Energy and Climate Change

The proposed development will more efficiently use the Subject Site and will contribute to establishing a more complete community. Providing personal service, restaurant and ancillary uses on the Subject Site will support increased transit options in the area with existing connections along Legget Drive and planned connections to the BRT station along March Road. The proximity to commercial, retail, employment and recreational opportunities along with incorporation of residential uses in the surrounding area will provide options that could reduce the use of private motor vehicles to complete daily tasks. Bicycle parking stalls are provided to support the use of active transportation options in the area.

3.2.1.3 Healthy and Inclusive Communities

The proposed development comprises a personal service facility, restaurant and ancillary uses in proximity to frequent transit service to the west along Legget Drive and planned BRT service along March Road. Bicycle parking is proposed to facilitate the use of active transportation options in the neighbourhood. The Subject Site's location and the provision of bicycle parking will promote options to use transit or active transportation for travel to the proposed wellness centre. This will support the development of healthy, walkable 15-minute neighbourhoods.

3.2.1.4 Gender and Racial Equality

The proposed development has been designed to reduce potential safety impacts on women and racialized communities. The design includes substantial glazing and direct points of access along the Solandt Road frontage to provide "eyes on the street". A perimeter fence with embedded vegetated screening provides enclosure for the western yard with secure access from the main building. The proposed building and connecting pathways to accessory buildings in the west yard have been designed to be accessible.

3.2.1.5 Culture

The proposed development is located with frontage on Solandt Road, in proximity to Legget Drive and March Road providing visitors with opportunities to engage in cultural and social activities at the personal service facility and within walking distance of the Subject Site.

The main building contains three levels within its curved form, with the main level at the middle floor, located one floor above the level of the surrounding existing grade. Although the building primarily faces east, its curve addresses the property's unique siting, avoiding a definitive front edge. The curved façade allows the building to avoid turning its side directly against Solandt Road. The curve was derived from the aim to provide an arrival area off Solandt Road, create a sense of enclosure to the outdoor service area, and an expression of the flow of water. This is a design approach that is carried throughout the property.

In the yard at the west side of the main building, accessory structures provide a range of personal services in an outdoor setting. Its design is based on a naturalistic approach, creating unique spaces out of a landscape of sculpted earth. Along the west edge of the main building, a wide and curved terrace at the main level allows a direct connection between outdoor and indoor, while overlooking the pools, outdoor landscape area and water features. The proposed development has been designed to fit within the planned context and advance the community vision for "Activity Areas" in the KNED.

3.2.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states (emphasis added):

The spatial relationship between places of residence, places of work and places of education, commercial and retail services, leisure, worship, entertainment and other needs will continue to influence future transportation needs. As a strategic direction, the City aims to guide the evolution of growth to create a city of

proximities as opposed to a city of distance. Where distances need to be covered, the City shall prioritize sustainable transportation modes (notably transit, and access to stations or stops by cycling and walking) over the use of private vehicles. The transect-based policy framework will provide a policy basis for transportation policies that are tailored to each context based on its current realities and on appropriate measures to increase sustainable transportation mode shares based on those realities.”

The proposed development of a personal service facility on the Subject Site will contribute to the growth management framework through establishing a more complete community with a mix of uses including personal services, restaurant, and commercial in proximity to transit, a broad range of employment uses and planned increases to residential densities in the immediate area. Providing personal service and commercial uses on the Subject Site will support the option for increased transit use in the area with existing connections along Legget Drive and planned connections to the BRT station along March Road.

Policy 4 of Section 3.2 states (emphasis added):

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Site is underutilized, located within the built-up urban area and has access to municipal water and sewer service. The proposed development will conform with the appropriate transect and land use designation policies regarding intensification on the Subject Site.

3.2.3 City-wide Policies

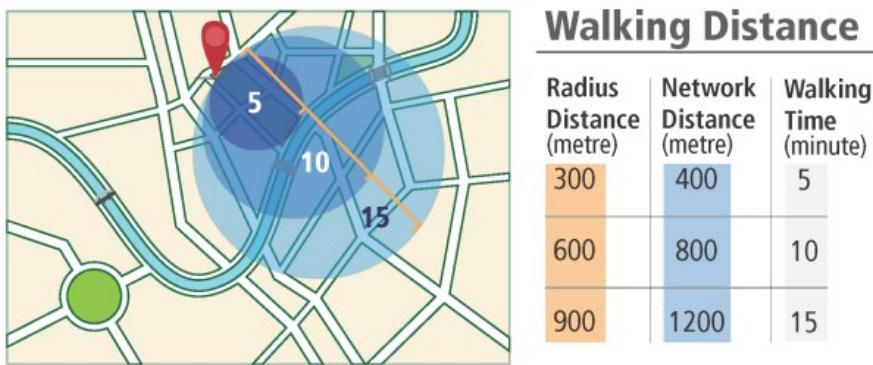
Section 4 of the Official Plan sets out city-wide policies to be considered where all new development is proposed.

Policy 1 of Section 4.1.2 of the Official Plan sets out the framework for establishing 15-minute neighbourhoods across the City and states that:

“1) In general, this Plan equates a walking time of:

- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
- c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.”

Figure 17 – Official Plan Figure 11



The Subject Site is located fully within 600 metres radius and within 500 metres network distance of an existing transit stop along frequent bus route 63 on Legget Drive with a stop located to the west of the Subject Site. Frequent bus route 63 provides connections to the Moodie rapid transit station. Further to the west, March Road is planned as a future BRT route with at grade crossings providing connections fully within 900 metres radius and within 800 metres network distance to stations along the broader O-Train network. The proximity of the proposed development to existing rapid transit options in the immediate area represents a walking distance of 10 minutes or less for visitors and employees to access existing frequent street transit options from the Subject Site and 15 minutes or less to the planned rapid transit station along March Road (see Figure 17).

3.2.3.1 Urban Design

Section 4.6 of the Official Plan sets out policies related to Urban Design and is intended to promote design excellence in Design Priority areas, encourage innovation in site planning and building design, support the objectives of Corridors, Hubs and Neighbourhoods and enable integration of new development with existing communities.

The Kanata North Economic District is designated as a “Tier 3 – Local (Major)” Design Priority Area on Table 5 of the Official Plan. The Subject Site is consistent with the Tier 3 description as it is located in an area *“that represent hubs of significant economic activity”* and *“commercial streets reflecting a suburban built form that may transition into a more walkable environment.”*

Policy 3 of Section 4.6.5 of the Official Plan states:

“Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm”

Based on the site context, it is anticipated that visitors will primarily arrive by automobile and access the main building via the surface parking area or vehicular drop-off at the main entrance. For visitors using active transportation or transit, direct pedestrian access to the Subject Site is provided from the lower-level building entrance off the public sidewalk along Solandt Road. Motor

vehicle access to loading areas is provided along the north side of the Subject Site to screen loading activities and movements from Solandt Road. A combination of soft and hard landscaping treatments and street trees are provided along Solandt Road and within the surface parking area to provide shade cover and screening from the street. Extensive soft landscaping including trees and low plantings and water features are provided in the western yard.

Further details regarding Urban Design are provided in Section 4.

3.2.4 Special Economic District Policies

Section 6 of the Official Plan sets out site specific policies for Special Economic Districts to be considered where new development is proposed.

Section 6.6.3.2 of the Official Plan sets out the land use framework for the Kanata North Economic District (KNED) and states (emphasis added):

- 1) *"To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:*
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 dwelling units within a 600 metres radius walking distance of these stations to provide people and jobs to support retail and commercial; [Amendment 5, By-law 2023-403, Omnibus 1 item 25, September 13, 2023]*
- 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, and March Road should generally be focused on employment and ancillary uses; and [Amendment 33, By-law 2024-396, September 18, 2024]*

Policies of the Official Plan state that the KNED permits a wide range of uses and does not limit use based on location. The policies state that land uses located outside of the “activity centres” should generally be employment and ancillary uses while not prohibiting other uses to maintain flexibility.

Section 6.6.3.2, Policies 2 and 4 of the Official Plan state (emphasis added):

- 2) *The intent is that wherever possible, land use changes that support the district's economic role will not require an Official Plan amendment. The Zoning By-law will broaden land use permissions, reduce required setbacks, reduce on-site parking requirements and establish minimum/maximum floor space index ratios. With this Special Economic District also subject to the Community Planning Permit pilot study, the Zoning By-law provisions will eventually be replaced by a district specific Community Planning Permit By-law. This should uphold the shared vision for redevelopment, support the ability to readily adapt to rapidly changing technology and market conditions, and streamline the development review process*

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. Buildings should generally have a minimum height of four storeys; [Amendment 33, By-law 2024-396, September 18, 2024]*

Policies of the Official Plan state that land use changes supportive of KNED's economic role will not require an Official Plan amendment and that the Zoning By-law will increase the range of permitted land uses and establish more flexible performance standards to facilitate redevelopment. The Subject Site is generally within 600 metres radius and 900 metres network distance of a future BRT station at the intersection of Solandt Road and March Road (see Figure 6). The proposed personal service facility fulfills the intent of KNED policies to plan for a greater degree of mixed uses near rapid transit and is consistent with the intent to establish a "play" component in the activity centre.

Section 6.6.3.2, Policy 7 of the Official Plan sets out policies to guide the review of development applications and states (emphasis added):

- a) *The design of the site will be assessed on its own merits to determine the contribution of one or more of one of the following: new pathways, walkway blocks, sidewalks, active transportation corridors and linkages to improve connectivity throughout the district, to activity centres, planned rapid transit stations on March Road, surrounding neighbourhoods, Trillium Woods and the Greenbelt;*

Direct connections to Solandt Road provide access to existing frequent transit service at Legget Drive and a planned BRT station at March Road.

- c) *Blank walls along streets are prohibited. Buildings should be street-oriented with entrances facing the street, highly transparent ground-floor façades and site design should integrate pedestrian-oriented features such as shade trees, bicycle/scooter parking, outdoor seating areas and street furniture;*

The proposed development on the Subject Site provides a curved building form with a well articulated façade, high quality building materials and generous glazing to avoid a blank facade fronting Solandt Road. The design is based on a naturalistic approach, creating unique spaces within the landscaped setting. Along the west edge of the main building, a wide and curved terrace at the main level allows a direct connection between outdoor and indoor, while overlooking the pools, outdoor landscape area and water features. The proposed development has been designed to fit within the planned context and advance the community vision for Activity Areas in the KNED.

- d) *To minimize the impact on the public realm, service areas such as parking, loading, vehicle access and service entrances should be at the rear of the building;*

Parking, drop-off and loading areas will be provided to the east of the main building, accessed off a common entrance from the existing cul-de-sac at the end point of Solandt Road. Loading and service entrances are located at the rear of the main building.

f) Reduce the impact of parking on the public realm by promoting shared parking within adjacent properties, accommodating on-street parking and providing stacked, underground parking or above ground levels that are lined with active uses. Where surface parking is provided, integrate shaded landscaped pathways that connect pedestrians across the entire site to the main entrance; and

A combination of soft and hard landscaping treatments and street trees are provided along Solandt Road and within the surface parking area to provide shade cover and screening from the street. Extensive soft landscaping including trees and low plantings and water features are provided in the western yard.

Section 6.6.3.2, Policy 8 of the Official Plan sets out policies to guide the review of development applications and states (emphasis added):

8) The evolution of Kanata North Economic District would benefit from the preparation of guiding documents. These may be prepared by the Kanata North Business Association, property owners or the City, as appropriate. Regardless of who is leading the preparation of guiding documents, City approval of the document or its terms of reference may be required. Collaboration with the surrounding community and consultation with other interested parties will be in keeping with the policies of this Plan. This may yield different types of studies and reports, including but not limited to:

a) Concept plans with respect to development patterns, locations of proposed land uses, including retail uses, building density and heights;

Leading up to final approval of the new Official Plan the City of Ottawa and Kanata North BIA collaborated on a document entitled Kanata North Special Economic District Conceptual Planning January 14, 2021. Highlighted in the document is an interview with Steve Willis, the General Manager of Planning Infrastructure and Economic Development of the City at the time. The interview quoted Mr. Willis stating that *"The designation in the City's Official Plan would spark a review and update of development standards with the goal of introducing more flexible land-use policies and greater density".* The document included a Mission Statement, as follows (emphasis added):

As a Special Economic District, Kanata North would benefit from regulatory flexibility to enable the district to adapt to rapidly changing technologies and business models. In contrast to the office park, the KNED would encourage a broader range of uses--including a diverse range of housing; broader mix of retail, food, arts, culture, breweries and similar uses that brings streets to life and promote community; and greater range of densities that take advantage of proximity to new transit and support enhanced vitality.

In keeping with the Mission Statement of maintaining regulatory flexibility, an Official Plan Schedule to define land uses and specific distances was deliberately excluded from KNED policies as it would trigger the potential requirement for future Official Plan Amendments despite

the proposed use fulfilling the intent of the area. Recognizing that a separate Land Use Schedule for the KNED was not desirable as part of the Official Plan, the City of Ottawa and the Kanata North BIA did include some direction on the location of the “activity centres” and “nodes” to help with interpretation and understanding of the intent of the planned policies.

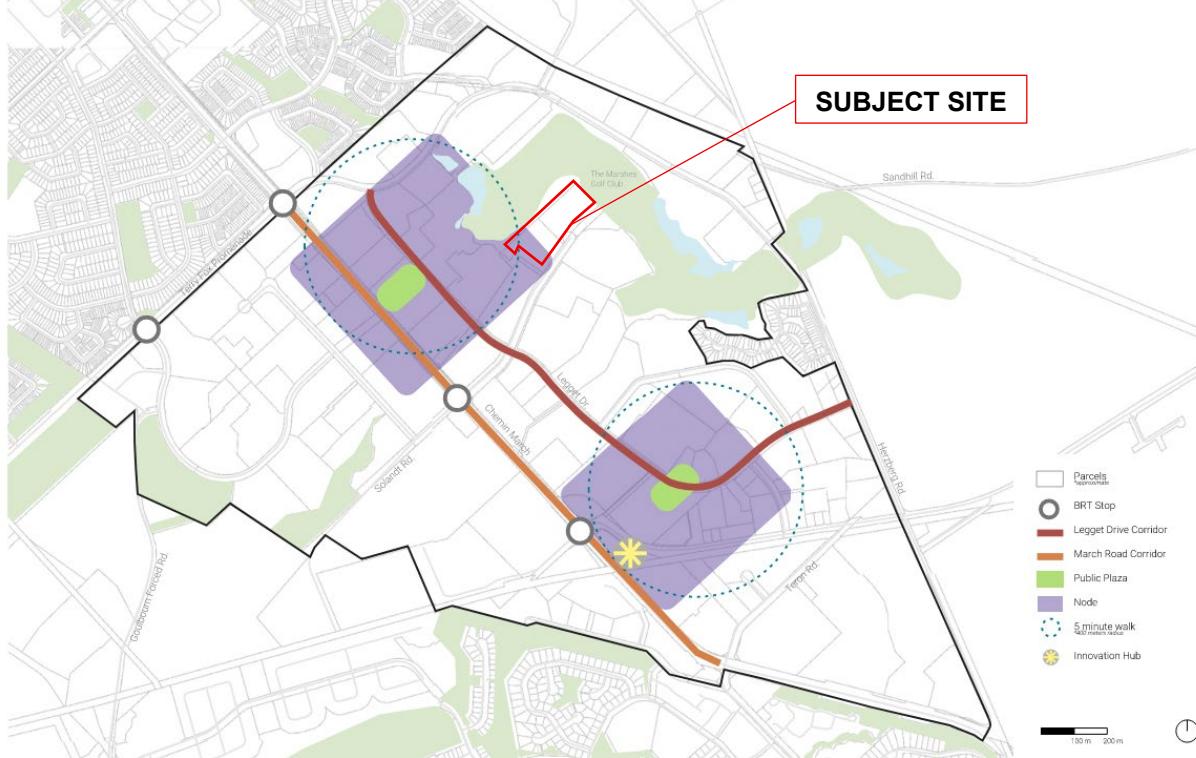
The report includes a description of “activity centres” and “nodes” within the section entitled “Nodes” that states (*emphasis added*):

“A compact critical mass of mixed-use development with sufficient density to support lively streets and signature activity centers. They would represent the heart of the KNED’s innovation economy and culture and unlock the district’s ability to emerge as a globally significant live, work, play, learn, innovate environment. Initially two nodes are envisioned, each located adjacent to BRT stations. To build on and reinforce the centers of activity that have already emerged across KN, one would be anchored by the BrookStreet Hotel and other by an emerging cluster of retail and entertainment activities close to Legget Drive and Schneider Road. Together the nodes would anchor the northern and southern ends of Legget Drive, which will emerge as the KNED’s principal walkable street. They would each maintain a face to March Road, which will emerge as the KNED’s “front door”.

The nodes, as depicted on page 24, would represent the initial focus for greater density and height within the KNED in order to speed the process of creating the critical mass of housing, innovation space, and other uses to support the intense mix of active uses necessary to bring streets and signature spaces to life”

A copy of the “nodes” is shown on Figure 18 below. It is important to note the general location of the “Node” (highlighted in purple) captures greater than half the lot area of 2707 Solandt Road, representing a large portion of the Subject Site.

Figure 18: “Nodes” (Source: Kanata North Special Economic District Conceptual Planning Jan.14, 2021)

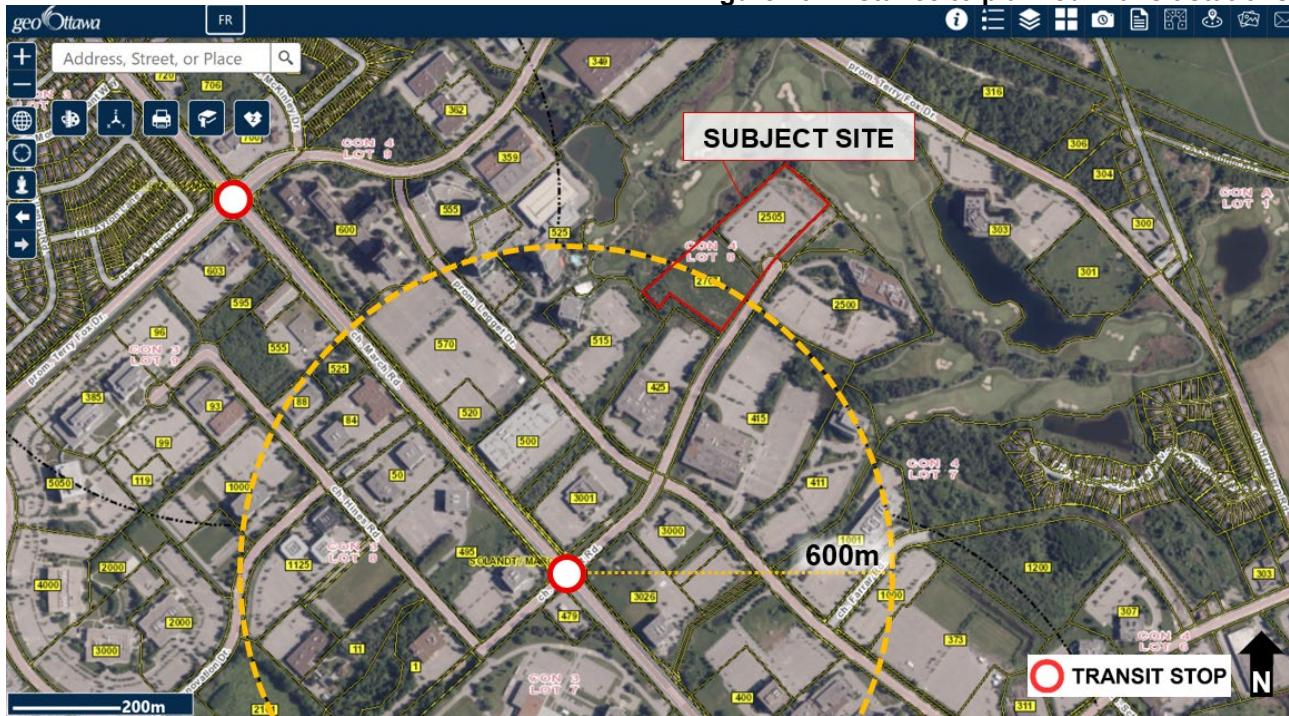


The report also clarifies the intent of uses generally within 600 metres of a future transit stop:

“A dense mix of live, work, play, learn and innovate uses located within a five-minute walk of each square ($\pm 400m$) and less than a seven to eight-minute walk from a BRT stop ($\pm 600m$).”

The draft policy noted above states that uses for “play” be located within an eight-minute walk from a BRT stop (± 600 metres). This highlights that the 600 metre radius was intended as a general guideline rather than an absolute limit.

Figure 19: Distance to planned Transit stations



As shown on Figure 19, a portion of the Subject Site boundary is within 600 metres from the planned transit station at Solandt Road and March Road keeping with the policy intent for KNED (*emphasis added*):

"The zoning by-law will reflect the need for this area to be flexible in land use permissions and be consistent with the objectives in the visioning document. The intent is that wherever possible, land use changes that are in accordance with the Urban Design Guidelines to be developed and support the district's economic role will not require an Official Plan Amendment."

The Subject Site is located in proximity to the existing Marshes Golf Course and the Brookstreet Hotel and Conference facilities. The addition of a personal service facility including spa, restaurant and other personal service uses is complimentary to the existing land use context and will contribute to the objective of making the KNED a world class destination for business and lifestyle. The project aligns with the City's Economic Development Strategy and Action Plan, and the Ottawa Destination Stewardship Plan, which specifically supports the Kanata North Special Economic District.

The Subject Site is not immediately within the core of the "activity centre". A portion of the Subject Site is within 600 metres radius of planned transit at Solandt Road and March Road and is captured within the general location of the "Node" shown in the report. The proposed personal service facility will include a main building, numerous outdoor pools, amenity areas and accessory buildings. While the proposed development complements and integrates with surrounding land uses and is within the intended "Node", the scale and function of the proposed personal service facility is best suited to the edge of the March Road "activity centre". To note, the proposed Nokia campus occupies a large area within the "activity centre". It is necessary to rely on the "regulatory

flexibility" envisioned in the Official Plan to allow the personal service facility to be located within the edges of the "activity centre" boundary while maintaining the purpose and intent of Official Plan policies for the KNED.

3.2.5 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Sections 10.1.1 to 10.1.5 speak to natural hazards such as flooding, unstable soils or bedrock, and wildfires. The Subject Site is not within a floodplain and does not have unstable soils or bedrock.

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff requested a Phase 1 Environmental Assessment to be completed as part of the application.

A Phase 1 ESA has been completed by Gemtec dated January 15, 2026. The report concluded that *"Based on the identification of APECs associated with the Site, a Phase Two Environmental Site Assessment (ESA) is recommended in general accordance with Ontario Regulation 153/04 to further evaluate subsurface environmental conditions and to determine whether any contaminants of potential concern are present at concentrations exceeding the applicable site condition standards."*

Section 10.3 speaks to building resiliency to the impacts of extreme heat. Policy 1 of Section 10.3 states:

"Trees will be retained and planted to provide shade and cooling by:

- a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;*
- b) Prioritizing them in the design, and operation of parks and the pedestrian and cycling networks and at transit stops and stations for users wherever possible; and*

Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property."

The Landscape Plan provided with the submission package shows that existing trees on the Subject Site will be retained where possible. New trees are proposed as part of the development, including new trees throughout the outdoor personal service area, in the surface parking lot and along the Solandt Road frontage. A combination of soft and hard landscaping treatments and street trees are provided along Solandt Road and within the surface parking area to provide shade cover and screening from the street. Extensive soft landscaping including trees and low plantings are provided in the western yard. The proposal will be designed to meet the City's policies and objectives regarding tree canopy by providing increased canopy coverage as part of the concurrent site plan application.

Section 10.4 speaks to enhancing personal security through design. Policy 1 of Section 10.4 states:

"When reviewing development, the City will consider measures to enhance safety and security through such means as:

- a) *Provision of outdoor lighting in spaces intended for public use after dark that is sufficient to support the activities planned for that space;*
- b) *An overall pattern of design that avoids creation of enclosed areas or areas such as narrow recesses between buildings that could be used to entrap persons passing through a space;*
- c) *Preservation of unobstructed sight lines for persons passing through public spaces and opportunities for public spaces to be overlooked by people in adjacent buildings or other public spaces;*
- d) *Provision of a mix of uses on corridors that promotes activity and social interaction at various times of the day and night and are served by transit routes; and*
- e) *Where there are overpasses and tunnels, provide alternative routes at grade, where possible; and*
- f) *Provision of pedestrian and cycling connections between neighbourhoods and across barriers shall be designed for passive supervision and wayfinding, where possible."*

The proposed development does not include any enclosed spaces or narrow recesses between buildings that could present safety concerns for residents or visitors. The proposed personal service facility provides a mix of personal service and commercial uses, located within proximity of office, hotel, recreational and residential uses to promote a variety of activity at all times of the day. Numerous windows are provided facing the street and at grade level and direct connections to the public realm are provided to establish "eyes on the street" and enhance safety for all users.

The proposed Major Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is comprised of separate parcels under common ownership with independent zoning. 2505 Solandt is zoned Business Park Industrial, Subzone 6, height limited to 44 metres (IP6 H(44)) and 2707 Solandt is zoned Business Park Industrial, Subzone 6, exception 1548, height limited to 44 metres (IP6[1548] H(44)) in the City of Ottawa's Zoning By-law 2008-250.

"Personal Service Business" is not a permitted use in the IP6 zone. The Subject Site is proposed to be rezoned from IP6 to MC [XXXX] to permit a three-storey, personal service facility with accessory structures on the Subject Site. The proposed development will require a site-specific provision for reduced parking.

The purpose of the MC zone is to:

- (1) *ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service*

uses such as restaurants and personal service businesses, and high- and medium-density residential uses;

- (2) allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- (3) impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

A three-storey, personal service facility including personal services, a restaurant, and commercial uses is proposed for the Subject Site. The proposed development will include a range of accessory structures and amenity areas in the western yard. The proposed development incorporates a mix of personal service, restaurant and commercial uses in proximity to the Legget Drive and March Road corridors with bus stops on the existing and planned frequent transit network. This proximity to frequent transit options will contribute to a more pedestrian-oriented public realm where visitors can access daily needs by walking, cycling, or taking transit. The proposed development is consistent with the purpose of the MC zone.

Section 191 (1) of the Zoning By-law lists a number of permitted non-residential uses for the MC zone including retail store, personal service business, restaurant and office. The proposed development of a personal service facility on the Subject Site is consistent with provisions of the suggested MC zone. A complete list of proposed accessory uses and floor sizes is provided on the site plan included with the submission package.

Table 1 below summarizes zoning provisions for the Subject Site. Site Specific Provisions are shown in orange.

Table 1: Zoning Provisions

Zoning Provision	MC Zone	Provided
Minimum Lot Area (m ²)	No minimum	40,754 m ²
Minimum Lot Width (m)	No minimum	308 m
Min. Front Yard Setback (m)	No minimum	5 m
Min. Interior Yard Setback (m)	No minimum	28.86m / 101.7m
Minimum Rear Yard Setback (m)	No minimum	7.5 m
Maximum Building Height (m)	No maximum, or as shown by the suffix "H", on a zoning map, or specified in a subzone or exception where applicable: 44m per (H) suffix	12.3 m
Maximum Floor Space Index	No maximum	n/a
Minimum Width of Landscaped Area (m)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	n/a

Table 2: Parking Provisions

Parking Requirements Area C: Suburban		
	Required	Provided
Minimum Parking Spaces	No Minimum (Exception XXXX (MC/XXXX))	218 spaces
	Small: <50% Standard: >50%	Small: 100 spaces (45.9%) Standard: 118 spaces (54.1%)
Minimum Barrier Free Parking Spaces	4 Type A space 4 Type B space (per Section 3.1.2, Table 3 of Accessibility Design Standards)	4 Type A space 4 Type B space
Bicycle Parking Requirements		
Minimum Bicycle Parking Spaces – Personal Service (4,392m ²)	18 (1 space per 250 m ² gross floor area)	18 bicycle spaces total

The Subject Site is located in Area C on Schedule 1A of the Zoning By-law. The proposed development fully conforms with the requested minimum lot width, lot area, front, interior side and rear yard setbacks, minimum required bicycle parking spaces and maximum building height. A major rezoning application is required to zone the Subject Site Mixed Use Centre (MC) and to establish a site specific zoning provision to remove minimum parking requirements on the Subject Site. For the purpose of parking calculations, the gross floor area of the main building has been used, excluding the gross floor area of proposed ancillary uses on the Subject Site.

The Subject Site is zoned Kanata North Economic District, Subzone 2 (EDK-2) in the new Zoning By-law. “Personal Service Business” and “Restaurant” are listed as permitted conditional uses in the EDK-2 zone, with each use limited to 300 square metres of gross floor area. Suggested zoning under the EDK-2 zone would include site-specific provisions for “Personal Service Business” and “Restaurant” uses that exceed the maximum permitted gross floor area.

3.3.1 Proposed Zoning for the Subject Site

The following site-specific provisions are requested for the Subject Site.

- No minimum parking requirement

Conclusion

To facilitate the proposed development of a three-storey personal service facility with accessory buildings on the Subject Site, this major rezoning application is required to zone the Subject Site Mixed Use Centre (MC) and to establish a site specific zoning provision to remove minimum parking requirements on the Subject Site.

Suggested zoning under the EDK-2 zone would include site-specific provisions for “Personal Service Business” and “Restaurant” uses that exceed the maximum permitted gross floor area.

The proposed development will allow for development of a vacant property within a special economic district near existing and planned rapid transit in the urban area. The proposed building

will provide a variety of personal service, restaurant and accessory commercial uses to an underutilized site. The suggested zoning is appropriate to facilitate the proposed development on the Subject Site.

The proposed Major Zoning By-law Amendment application is consistent with the purpose of the Mixed-Use Centre zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2008-250. The Major Zoning By-law Amendment is appropriate for the Subject Site.

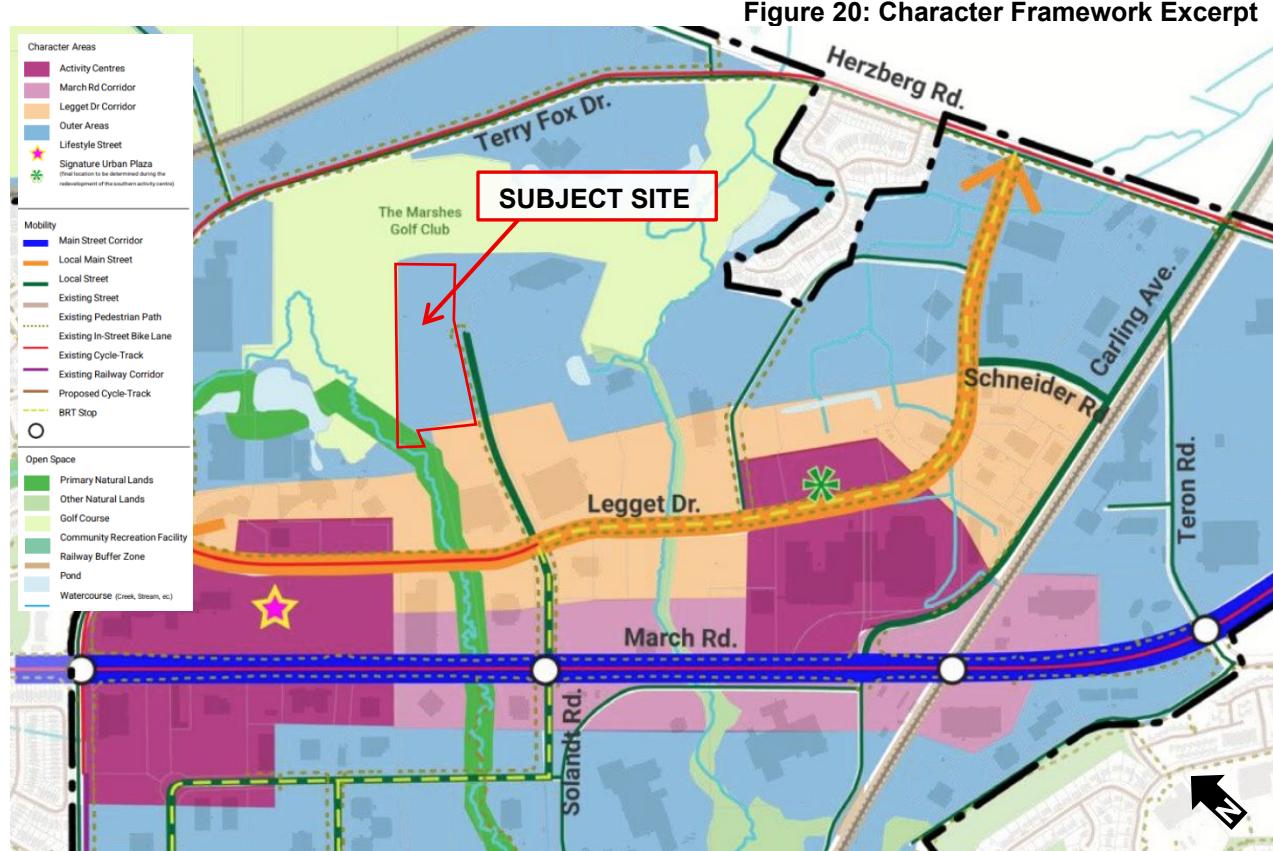
4.0 URBAN DESIGN GUIDELINES

The City of Ottawa's Urban Design Guidelines provide guidance in order to promote and achieve appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all of the direction provided will apply to the proposed development. The Urban Design Guidelines are non-statutory documents and are intended to supplement the policies and regulations of the Official Plan and Zoning By-law.

4.1 Kanata North Economic District Urban Design Framework and Guidelines

The Urban Design Guidelines for the Kanata North Economic District were approved by Council on September 18, 2024. These guidelines provide urban design guidance for new developments in the Kanata North Special District. The primary objectives of the guidelines applicable to the proposed development are summarized as follows:

- Create a Walkable Core: Transform Legget Drive into a pedestrian-friendly main street connecting two compact Activity Centres at Terry Fox Drive and Solandt Road with vibrant public spaces.
- Enhance Connectivity: Establish a network of green streets, pedestrian paths, and bikeways linking Activity Centres to the broader innovation district, adjacent communities, and natural areas.
- Support Transit-Oriented Development: Integrate transit options (including future innovative models like on-demand or autonomous transit) to enable “park once” mobility and reduce car dependency.
- Develop 15-Minute Neighbourhoods: Position Activity Centres as lively, amenity-rich destinations serving residents, employees, and visitors within a five-minute walk of the Legget Drive corridor.
- Celebrate Public Realm and Placemaking: Design signature public plazas, lifestyle streets, and shared spaces that reflect the KNED’s global innovation identity and enhance quality of life.
- Position KNED as a Global Innovation Hub: Create a “community of the future” that attracts global talent, drives economic growth, and delivers social, environmental, and technological benefits



Solandt Road is identified as a Local Street, Legget Drive is identified as a Local Main Street and March Road is identified as a Main Street Corridor on “Figure 2.6 – Mobility Framework” of the Urban Design Guidelines. The Subject Site is identified as Outer Areas on “Figure 2.7 – Character District Framework” of the Urban Design Guidelines.

The KNED design guidelines state (emphasis added): Outer areas are represented by those areas in the District that are not in an Activity Centre or Corridor designation. They are characterized by low- to medium-density uses that support the District's overall goals, such as flex and maker spaces, small businesses or startups, and other commercial and retail opportunities.

Section 3 sets out guidelines for built form.

Regarding land use:

- Guideline 1.3 states: “Outer Areas: For areas outside of Activity Centres and corridors, land uses should generally be focused on employment uses, with light industrial uses, such as research support facilities, allowed.”

The proposed development is located in the “Outer Area” and is supportive of the district's economic role by establishing an increased range of permitted land uses on the Subject Site.

The Subject Site is located in proximity to the existing Marshes Golf Course and the Brookstreet Hotel and Conference facilities. The addition of a personal service facility including spa, restaurant and other personal service uses is complimentary to the existing land use context and will contribute to the objective of making the KNED a world class destination for business and lifestyle. The project aligns with the City's Economic Development Strategy and Action Plan, and the Ottawa Destination Stewardship Plan, which specifically supports the Kanata North Special Economic District.

The Subject Site is not immediately within the centre of the “activity centre” but a portion of the Subject Site is within 600 metres radius of planned transit at Solandt Road and March Road and is captured within the general location of the “Node” shown on Figure 15. The proposed personal service facility will include a main building, numerous outdoor pools, amenity areas and accessory buildings. While the proposed development complements and integrates with surrounding land uses and is within the intended “Node”, the scale and function of the proposed personal service facility is best suited to the edge of the March Road “activity centre”.

To note, the new Nokia office building occupies a large area within the “activity centre”. It is necessary to rely on the “regulatory flexibility” envisioned in the Official Plan to allow the personal service facility to be located within the edges of the “activity centre” boundary while maintaining the purpose and intent of Official Plan policies including flexibility in the KNED design guidelines.

Regarding parking:

- Guideline 4.1 states: *“Development shall not require minimum parking, though it may be allowed as an interim measure as the area awaits the future development of the BRT system.”*

The proposed Major Rezoning application requests no minimum parking requirement for the Subject Site. The suggested zoning is consistent with the relevant design guideline.

Figure 21: Massing



Regarding massing of low-rise buildings:

- Guideline 5.1 states: “*Building articulation should be used to create interest in the building and enhance the pedestrian experience. Blank walls of more than 8 m in length should be avoided.*”, and;
- Guideline 5.2 states: “*Create a variety of horizontal and vertical planes through a variation of building materials or color to break up the mass of buildings and to create visual interest along the façade.*”

The main personal service facility building is curved across the Solandt frontage, with the principal entrance oriented to the east. The three-storey form has a driveway off Solandt Road rising up to the second floor, surrounded by water features and landscape screening to establish visual separation between the street and main entrance, having the building read as built into the landscape. A series of vertical breaks extends across the entire façade with generous proportions of glazed surfaces providing a high-quality interface with the public realm (see Figure 21).

Regarding Architectural Materials and Details

- Guideline 11.1 sets out direction for Building Materials: “*Primary building materials should be high-quality and durable, including brick, granite, stone, metal, and glass. Flexibility should be provided for the specification of materials outside of these materials to allow for creativity and expression for the innovation ecosystem in the KNED.*”

The proposed development is designed to fit into and enhance the existing landscaping abutting the Subject Site with the integration of a three-storey building fronting on Solandt Road.

Landscape forms, rock walls, waterfalls, and nature-oriented landscape design work together to evoke a natural condition, and to soften the junction between the building and its site. A nature-oriented design approach applies to both the personal service facility, spa and restaurant, as well as accessory buildings and features located in the western yard. In addition, façade articulation, a soft colour palette and natural material finishes of the proposed three-storey building are designed to create visual interest along the site frontage (see Figure 22).

A variety of wood clad exterior one-storey buildings intended for personal services are arranged around a series of pathways, landscape areas, pools and water features in the western yard of the property, screened from Solandt Road. Walkways are provided around the personal service facility and provide connections to parking areas. The proposed building materials have been selected to be high-quality aesthetically and ensure compatibility with the design vision for the KNED.

Figure 22: Main Entrance



5.0 REVIEW OF SUPPORTING STUDIES

Phase 1 ESA

A Phase 1 ESA has been completed by Gemtec dated January 15, 2026. The report concluded that *“Based on the identification of APECs associated with the Site, a Phase Two Environmental Site Assessment (ESA) is recommended in general accordance with Ontario Regulation 153/04 to further evaluate subsurface environmental conditions and to determine whether any contaminants of potential concern are present at concentrations exceeding the applicable site condition standards.”*

Geotechnical Report

A Geotechnical Report for the Subject Site has been prepared by Gemtec, dated January 19, 2026. The report provides direction and recommendations on existing subsurface conditions and potential foundation options to support the proposed development.

Site Servicing Study and Adequacy of Public Services Report

A Site Servicing and Stormwater Management Report has been prepared by Novatech, dated January 29, 2026. The report addresses how the proposed development will be serviced by watermain, sanitary sewer, storm sewers, and the stormwater management approach. On-site stormwater management will be implemented to meet the requirements of the City of Ottawa and the Mississippi Valley Conservation Authority (MVCA). A complete Grading and Drainage Plan, Site Servicing Study and Stormwater Management Report have been combined into one report with detailed drawings and is included as part of the Site Plan Control submission to the City.

Tree Conservation Report and Environmental Impact Study

An Environmental Impact Study has been prepared by Muncaster Environmental, dated January 23, 2026. The report concludes that *“The fish habitat in Shirley’s Brook and potential Blanding’s turtle habitat are the significant natural heritage features, as identified in the City of Ottawa Official Plan and the Provincial Planning Statement, associated with the site. As assessed above, the proposed development is not anticipated to impact these features with a 30 metre natural setback retained from the normal high water mark of the channel.”*

6.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on October 10, 2025 to solicit feedback on the proposed development.

Upon Submission

The public will be consulted regarding the proposed development through the legislated public consultation requirements. This includes a signed posted on the site and the posting of the application on the City's 'DevApps' website. At this time, local stakeholders will have the opportunity to comment on the proposal.

Community Heads Up

A "Community Heads Up" notice will be circulated to the local Community Association and Business Improvement Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

Statutory Public Meeting (Planning and Housing Committee)

Who:	Members of Planning and Housing Committee, Registered Delegations
Where:	The Planning and Housing Committee Meeting will be held in hybrid format (in-person and electronically via Zoom), subject to coordination with Committee staff.
When:	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
City rep.:	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead.

7.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment to facilitate the development of a three-storey, personal service facility on the Subject Site. The Subject Site is within the Suburban Transect and is designated Kanata North Special District on Schedule B5 of the Official Plan. The Subject Site is comprised of separate parcels under common ownership with independent zoning. 2505 Solandt is zoned Business Park Industrial, Subzone 6, height limited to 44 metres (IP6 H(44)) and 2707 Solandt is zoned Business Park Industrial, Subzone 6, exception 1548, height limited to 44 metres (IP6[1548] H(44)) in the City of Ottawa's Zoning By-law 2008-250.

The Subject Site is zoned Kanata North Economic District, Subzone 2 (EDK-2) in the new Zoning By-law. "Personal Service Business" and "Restaurant" are listed as permitted conditional uses in the EDK-2 zone, with each use limited to 300 square metres of gross floor area. Suggested zoning under the EDK-2 zone would include site-specific provisions for "Personal Service Business" and "Restaurant" uses that exceed the maximum permitted gross floor area.

The purpose of this application is to facilitate the proposed development of a three-storey personal service facility on the Subject Site through a major rezoning application to Mixed-Use Centre (MC) and to establish site specific zoning provisions for the Subject Site for no minimum parking requirement. Approval of the proposed development will permit a range of personal service uses, a restaurant, and ancillary uses on the Subject Site. The Subject Site will be accessed via a driveway off Solandt Road. 218 surface parking spaces are provided for the proposed development. Pedestrian access is proposed from Solandt Road. A three-storey, wellness facility including personal services, a restaurant, and commercial uses is proposed for the Subject Site.

The proposed development is appropriate to support growth objectives and economic within the urban area of the City of Ottawa. The proposed Major Zoning By-law Amendment application will have no negative impacts to natural heritage features, natural resources, or cultural heritage resources. The requested Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

The Major Zoning By-law Amendment and proposed development conform with the policies of the City of Ottawa Official Plan (2022). The proposal is consistent with the Kanata North Special Policy District designation and meets the City's development objectives while maintaining a form and land use that is complementary to the surrounding context. The requested Major Zoning By-law Amendment establishes appropriate zoning provisions for the proposed facility and permits development that implements the vision and land use framework for the Kanata North Special Economic District.

The Major Zoning By-law Amendment application is appropriate for the development of the Subject Site and represents good land use planning.

Yours Truly,

NOVATECH

Prepared by:



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Appendix A:

Proposed Site Plan

