

FOTENN

ZONING BY-LAW AMENDMENT + PLAN OF SUBDIVISION APPLICATIONS



December 11, 2018

Planning Rationale

Zoning By-law
Amendment and Plan of
Subdivision



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CONTENTS

- 1.0 Introduction2
- 1.1 Overview.....2
- 1.2 Site and Application History2
 - 1.2.1 Urban Boundary Expansion2
 - 1.2.2 Applications for Consent and Minor Variances.....2
- 2.0 Surrounding Area and Site Context.....4
 - 2.1 The Site.....4
 - 2.2 Site Context.....4
- 3.0 Proposed Development6
- 4.0 Policy and Regulatory Framework.....8
 - 4.1 Provincial Policy Statement (2014).....8
 - 4.2 City of Ottawa Official Plan (2003, as amended).....9
 - 4.3 City of Ottawa Official Plan Amendment No. 150 16
 - 4.4 Kanata North Community Design Plan 17
 - 4.4.1 Guiding Principles..... 18
 - 4.4.2 Land Use Designations..... 18
 - 4.4.3 Demonstration Plan and Density Targets..... 19
 - 4.4.4 Master Plans and Studies..... 20
 - 4.4.5 Community Design Guidelines 20
 - 4.5 Urban Design Guidelines for Greenfield Neighbourhoods..... 22
 - 4.6 Buildings Better and Smarter Suburbs 23
 - 4.7 City of Ottawa Zoning By-law 2008-250 (consolidated 2003)..... 24
- 5.0 Conclusion 26

Fotenn Consultants Inc., acting as agents for Minto Communities, is pleased to submit the enclosed Zoning By-law Amendment and Plan of Subdivision Applications for the lands municipally known as 936 March Road, located in the Kanata North Area, in the City of Ottawa.

1.1 Overview

Minto Communities is proposing a subdivision consisting of 818 residential units, a school site, and associated parkland in the Kanata North Expansion Area. The proposed Zoning By-law Amendment would rezone lands to Residential Third Density, Subzone Z (R3Z) to permit the proposed uses as building types. The Zoning By-law Amendment application also seeks to rezone the lands along March Road to General Mixed Use (GM) for future commercial development, a neighbourhood shopping centre.

The zoning is intended to permit a flexible range of ground-oriented low- to medium-density residential dwelling typologies (single-detached and townhouses), parkland and a school, consistent with the Council-approved Kanata North Community Design Plan.

1.2 Site and Application History

1.2.1 Urban Boundary Expansion

OPA no. 76, a comprehensive, City-wide Official Plan Amendment designated a number of Urban Expansion Study Areas in Schedules A and B of the Official Plan. The Kanata North Area was one of 11 areas identified as an Urban Expansion Study Area. Section 3.11 of the Official Plan is specific to the Urban Expansion Study Area designation, which requires a comprehensive study prior to bringing the lands into the urban area. For the Kanata North Urban Expansion Study Area, a Community Design Plan (CDP) was deemed the appropriate mechanism to achieve the applicable policies for the Kanata North lands. As a result, the developer and City-initiated Kanata North Urban Expansion Study was prepared to address the policy requirement of the Official Plan (OP), and create area-specific policies to manage growth, land uses, public facilities, and building typologies.

The subject lands are now included in the City of Ottawa Urban Boundary, and have been designated General Urban Area in the City of Ottawa Official Plan. The General Urban Area designation supports and allows a Plan of Subdivision and a Zoning By-law Amendment application to permit a range of commercial and residential uses on the lands, in keeping with the policy direction of the Kanata North CDP's land use plan.

1.2.2 Applications for Consent and Minor Variances

In June 2018, the Committee of Adjustment approved joint consent to sever and minor variance applications by 2559688 Ontario Inc (vendor and property owner) and Minto Communities (purchaser). The severance facilitated the transfer of ownership of the easternmost portion of the lands now subject to the Plan of Subdivision application to Minto Communities. The severance and required minor variances allowed the immediate conveyance of portions of the lands, prior to draft plan approval and subdivision registration.

Metcalfe Realty retained the lands east of an existing creek corridor and abutting March Road for commercial development. Similar to the Minto lands, the Metcalfe lands are subject to the Zoning Amendment application.

In support of the severance application, the minor variance application address zoned provisions of the applicable Rural – RU zoning, prior to the now submitted Zoning By-law Amendment application. The minor variance was to reduce the required lot frontage width and reduced various building setbacks for existing

accessory buildings to the farmhouse. Special consideration was given to future access to the existing farmhouse lot, including existing trees surrounding the property and the forecourt of the house.

The applications were granted, without any appeals to LPAT and are now registered.

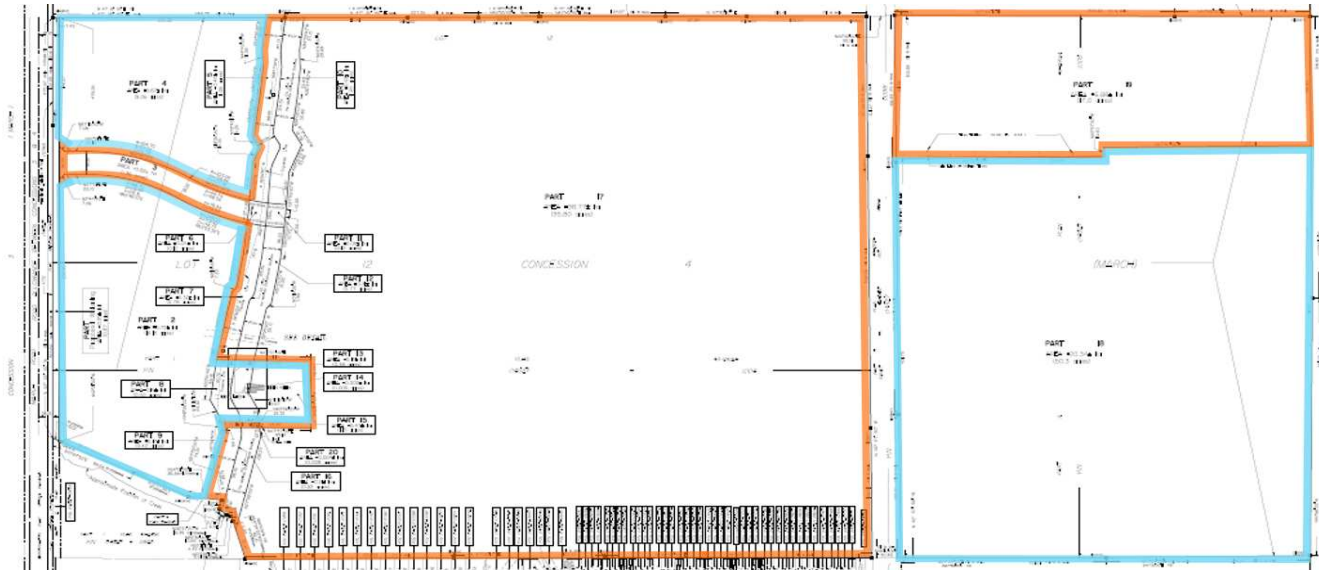


Figure 1: Severances (Minto lands in Orange)

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 The Site

The subject lands are located within the Kanata North Community Design Plan (CDP) Study Area, which consist of the Kanata North Urban Expansion Area. The area extends along both sides of March Road from the existing urban area of Kanata and excludes existing country-lot subdivisions. It is generally bounded by Old Carp Road, Murphy Court, Nadia Court and an existing abandoned rail corridor. The subject property is located east of March Road and west of the rail line. More specifically, the subject property has been identified as being Service Mixed Use (Metcalf Lands) and Residential (Minto Communities lands) within the demonstration plan of the CDP.

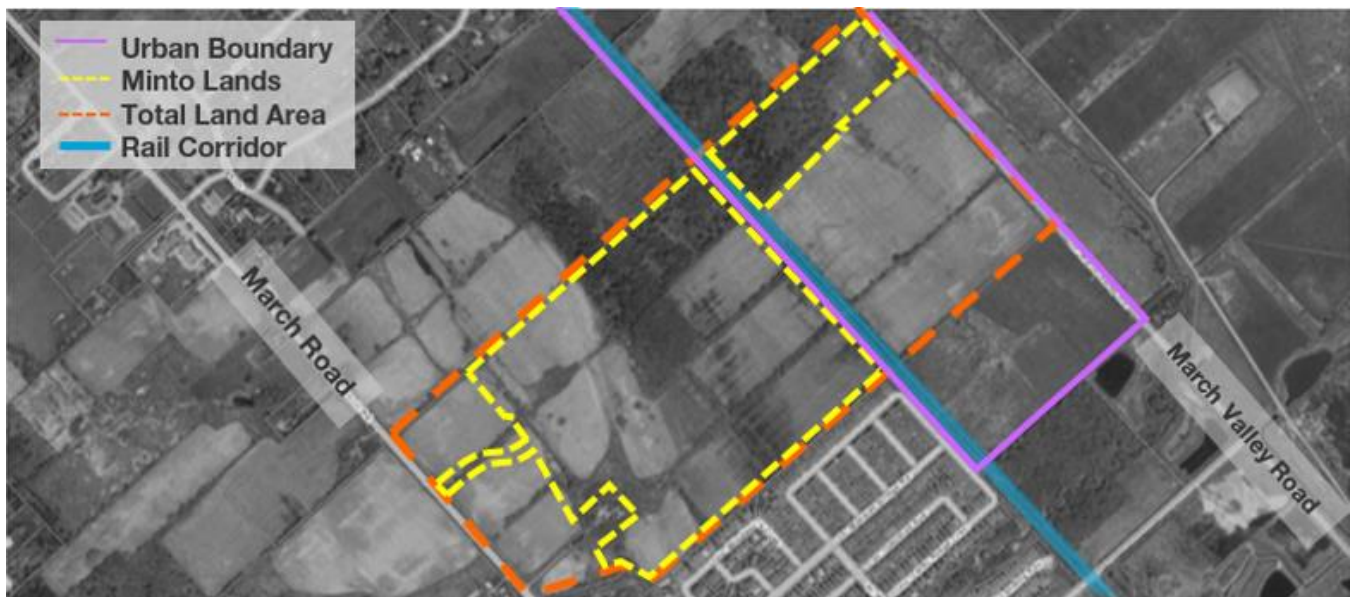


Figure 2: Total Land Area to be Subdivided and Rezoned

Currently the lots are comprised of vacant farmed land, and an owner-occupied farmhouse. A creek that runs through the property parallel to March Road, already creates development blocks along March Road, of a suitable depth for a neighborhood shopping center. The Minto “flag-shaped” lands have a combined area of 79.05 hectares and have a frontage of 479.25 metres along March Road, with 26m of frontage along March Road. The lands to be subdivided have an area of 46.32 hectares. The property is divided to the east due to the Beechburgh rail corridor, the lands east of the corridor were partially conveyed to Minto, which will ultimately be used for a storm water pond and designated woodlot as designated in the CDP.

Figure 2 shows the lands subject to the applications. The Kanata North CDP assigned land uses and residential building types (single-detached, townhouses, multi-attached dwellings), commercial uses (shopping centre), identifies a municipal park and stormwater pond block locations and a main road alignment.

2.2 Site Context

As a new area within the Urban Boundary of the City, the Kanata North CDP area is a mix of developed and developing lands, at various stages of planning approvals. Land uses surrounding the subject lands include:

/ North:

North of the property are lands currently used for agricultural purposes. The lands are part of the CDP area and are anticipated to be develop as residential subdivisions (Valecraft Homes), with commercial uses along March Road. Further north-west of the site is a country lot subdivision along with lands used for agricultural

purposes. Northeast of the property is the Beechburg rail corridor, a decommissioned, open rail corridor. Beyond March Valley Road are lands zoned as Rural Countryside, lands owned by the Department of National Defense along with the Ottawa River and associated floodplain.

/ **South:**

Immediately south of the subject property is a dwelling not currently identified in the CDP area. Along March Road is a McDonald's restaurant and a retail centre which is comprised of a grocery store, a bank and other retail establishments. Further south of March Road, there are the low-rise residential neighbourhoods of March South and Morgan's Grant, the neighbourhoods are mainly comprised of detached and semi-detached dwellings

/ **East:**

Directly east of the lands is a vacant property which fronts onto March Valley Road. South east of the lands is a low-rise residential subdivision comprised of single- and semi-detached dwellings. North-west are lands used for agricultural purposes as Shirley's Bay, a provincially significant wetland. Considerably east of the lands is the Marches Golf Club along with the Connaught Ranges and Primary Training Centre, a shooting range and training centre operated by the Canadian Armed Forces as well as the Dominion of Canada Rifle Association.

/ **West:**

West of the property are lands included in the Kanata North CDP Study area, to be developed for residential purpose. Currently the lands are used for agricultural purposes. Further to the west are a variety of country-residential lots with associated dwelling units. Considerably south-west of the property is the South March Highlands Conservation Forest, a protected greenspace area.

3.0 PROPOSED DEVELOPMENT



Figure 3: Concept Plan for the Plan of Subdivision

Minto Communities is proposing to subdivide the subject lands into lots intended to accommodate 455 detached dwelling units and 401 townhouse units, the community will be phased over 5 years. Additionally, the proposal includes a 2.51-hectare school block, a 1.95-hectare municipal parkland block and a 0.40-hectare parkland block, all intended to meet the future needs of the new residents.

Access to the residential subdivision will be provided via Street 1 from March Road, providing a signalized intersection and connection to March Road, an 15m arterial road. The new 26m wide collector roadway will also provide access to the future commercial lands north and south of the roadway. Connections to the north will be accommodated in the future. The internal street network is intended to facilitate slow traffic speeds to enhance pedestrian safety. Minto Communities is proposing 16.5m rights of way to accommodate for the density and mix of housing stock in the area.

A 2.51-hectare school block is proposed to be located along the southwestern edge of the subdivision. The area of the school block meets the size and location requirements defined in the CDP. The school block location remains in close proximity to March Road, is accessible by the internal collector road and is in close proximity to the surrounding neighbourhood.

A 1.95-hectare Neighbourhood Park is proposed in the west of the subject lands, abutting the creek corridor and multi-use pathway. The size and shape of the park is consistent with the CDP, an strategically located abutting the creek corridor, contributing to an integrated park network. A second 0.38-hectare park block is proposed in proximity to the townhomes at the south-east corner of the site.

A 2.4-hectare Woodlot and 4.48-hectare storm pond will also be provided as part of the Plan of Subdivision application and conveyed to the City as part of the planning process. The woodlot and pond are located on lands designated as General Rural Area within the City of Ottawa Official Plan.

The proposed Draft Plan of Subdivision creates roadways, a park, a school block and residential lots and blocks for detached and townhouse units. The large blocks will provide flexibility for marketing purposes. The larger single-detached and townhouse blocks along the south edge of the property benefit from a greater lot depth (34.9m) to contribute to the transition between the neighbouring subdivision to the south, as contemplated in the Kanata North CDP.

Minto Communities is proposing 16.5m wide local road cross-sections. The Ottawa Council-approved alternate cross-section is permitted in town centres and areas of design interest including lands subject to Community Design Plans. The reduced cross-section will allow for increased density in the subdivision. The reduced ROW would allow for a more intensive use of the land, consistent with the goals and policies of the Official Plan, discussed in the following section. The reduced ROW will also respond to land constraints arising from the creek corridor and the rail line. The 16.5m ROW will ultimately allow the subdivision to meet the city's urban design objective of enhanced residential streetscapes and meet the design requirements of the CDP.

Metcalf Realty intends to develop the parcels located west of the creek corridor, along March Road, as a neighbourhood commercial shopping centre, providing a range of retail, service and restaurant use. A Site Plan Control application for the future commercial and mixed-use development will be submitted at a later time.

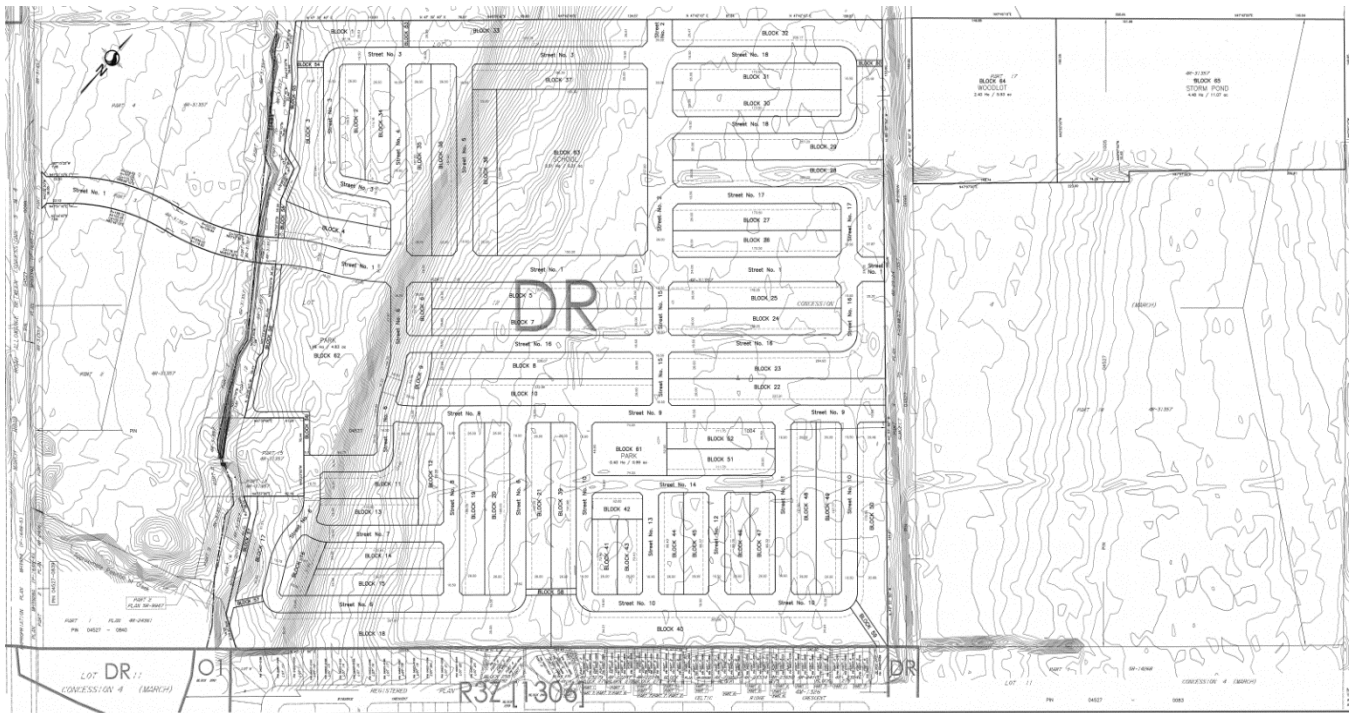


Figure 4: Draft Plan of Subdivision

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that settlement areas shall be the focus of growth and development. To this end, the PPS promotes the creation of “healthy, liveable and safe communities” through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit- and freight-supportive, and include a range of uses and opportunities for redevelopment.

Building Strong Healthy Communities

The relevant policies in Section 1.1 – *Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns* of the PPS include:

- Healthy, liveable and safe communities are sustained by (Policy 1.1.1):
 - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. (Policy 1.1.1.a)
 - Accommodating an appropriate range and mix of residential (including second units, 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. (Policy 1.1.1.b)
- Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. (Policy 1.1.3.1)
- New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. (Policy 1.1.3.6)

Housing

The relevant policies in Section 1.4 – *Housing* of the PPS include:

- Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by (Policy 1.4.3):
 - Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households (Policy 1.4.3.a);
 - 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. (Policy 1.4.3.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. (Policy 1.4.3.d)

The PPS promotes wise use and management of resources (Section 2.0) through conservation policies with respect to natural heritage, water, agricultural, mineral and archaeological resources. These policies aim to protect environmental health by mitigating undue adverse impacts from land development.

Further to this, Section 2.1 contains policies specific to Natural Heritage protection. This is accomplished by:

- Protecting the natural features of the area; and,
- Maintaining and identifying provincially significant natural features, systems, waters and agricultural areas.

The proposed Plan of Subdivision and requested rezoning are “consistent with” the PPS (2014). The proposed subdivision supports one of the fundamental objectives of the Provincial Policy Statement, which is to promote cost-effective development patterns that stimulate economic growth. The PPS heavily emphasizes densities and a mix of land uses which efficiently use land and resources and 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.

Development of the subject lands would fill the vacant lands that currently exist within the Kanata North Urban Expansion Area. This will allow for the logical extension and efficient use of existing infrastructure, such as water, stormwater, and wastewater infrastructure and roads.

Further, the proposed development would introduce a broad range of uses to the area, including residential, employment, commercial, institutional and parkland uses that would provide a well-balanced and livable community.

Various forms of residential development are proposed, including single-detached dwellings and townhomes. This range of built form would serve to accommodate residents of all ages and incomes in one area. With an overall density of approximately 34.5 units/gross hectare, the proposed residential development makes efficient use of land and existing infrastructure.

The commercial blocks proposed along March Road would serve the retail needs of existing and future residents in the area and would also offer full- and part-time employment opportunities. Given its location adjacent to residential uses, residents would be able to walk and cycle to these establishments. The addition of retail in the area will contribute to services in proximity to a residential area that will increase the community’s viability.

Studies have been prepared to further support the protection of natural heritage along the creek corridor. The proposed Plan of Subdivision will convey the corridor as well as a woodlot to the City of Ottawa to adequately maintain this natural system.

4.2 City of Ottawa Official Plan (2003, as amended)

The majority of the lands are designated as General Urban Area on the City of Ottawa Official Plan Schedule B (Urban Policy Plan), as illustrated in the Figure below. The portion of the lands located west of the rail corridor are designated General Rural Area, and as anticipated in the Kanata North CDP will be conveyed to the City of Ottawa for the development of a stormwater pond and a woodlot. The subject site is bordered by the urban boundary along the east side, and the other lands within the CDP boundary are all designated as General Urban Area within the Official Plan. The creek running along the west side of the property has been designated as Urban Natural Feature in Schedule K – Environmental Constraints of the Official Plan.

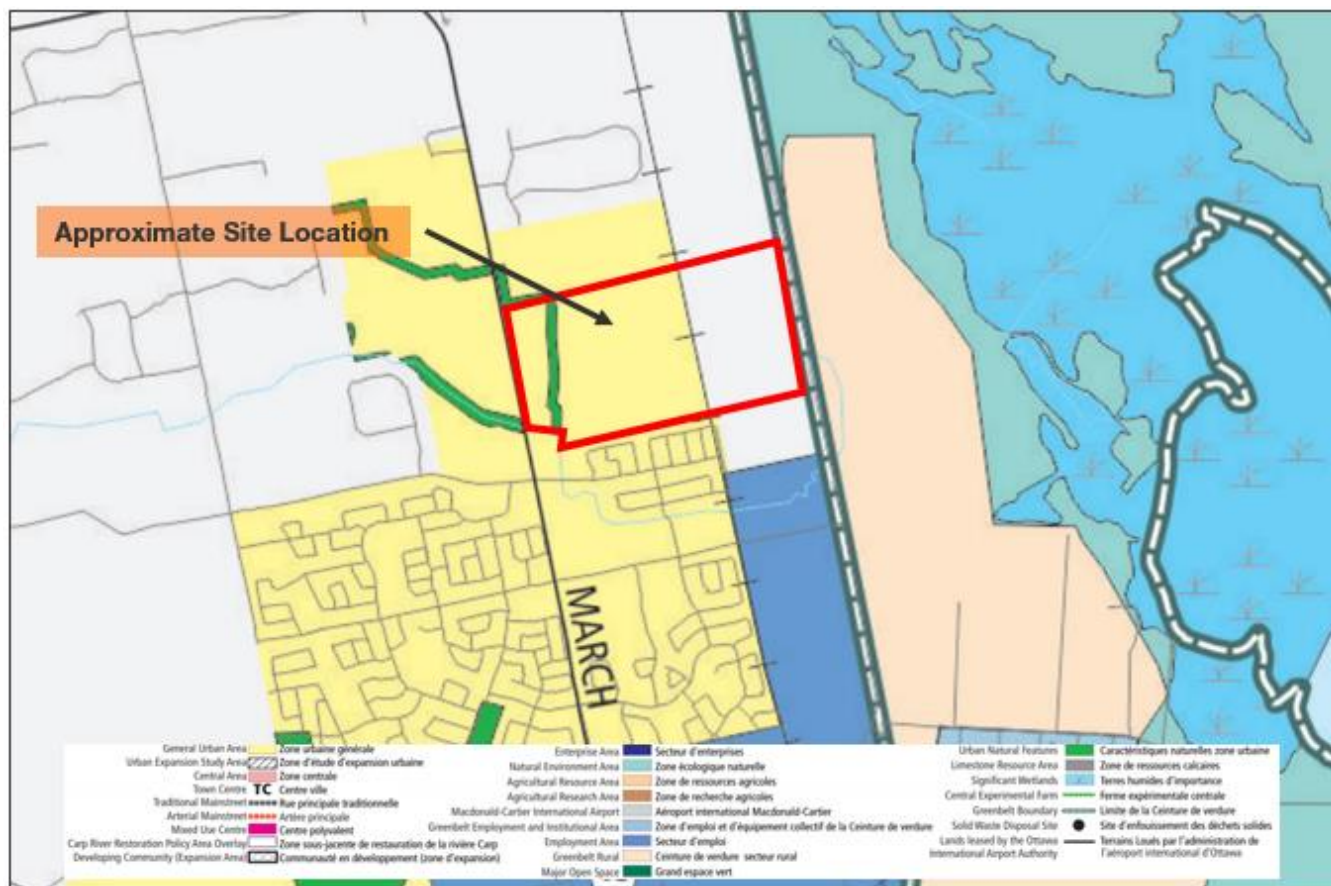


Figure 5: City of Ottawa Official Plan Schedule 'B'

Section 3.6.1 – General Urban Area

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The evaluation of development applications for lands within the General Urban Area must be in accordance with the policies of Sections 2.5.1, 3.6.1 and 4.11 of the Official Plan.

The proposed land uses are permitted under the General Urban Area designation and the applications meet the policies of Section 3.6.1. The distribution of single-detached and townhouse dwellings will supplement existing housing options in Kanata North, in proximity to existing roads and services. The community-serving retail and restaurants lands will expand and support existing commercial and employment uses along March Road, and service new residents. The increased density of the proposed development recognizes the planned function of March Road as the north-south arterial and main corridor of the Kanata North Urban Expansion Area.

Section 2.2.2 – Managing Growth Within the Urban Area

The Official Plan states that for lands located outside of the Greenbelt which are subject to a Community Design Plan approved by Council, as is the case with Kanata North, the following housing mix and density provisions apply:

-
- / *At least 45% single detached but no more than 55% single detached, at least 10% apartment dwellings and the remainder multiple dwellings, other than apartments.*
 - / *Overall residential development will meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of the land in exclusively residential use, including lands and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.*

The above policies are reflected in the Kanata North CDP and will be discussed below. The density of 34 units per net hectare is achieved by the proposal.

Section 3.2.3 – Urban Natural Features

Both Schedule B: Urban Policy Plan and Schedule K: Environmental Constraints of the Official Plan identify a portion of the existing Shirley's Brooke creek corridor as a Urban Natural Features designation and waterway. is located within the west section of the site along the, The ultimate determination of the creek corridor boundary will be confirmed with the supporting studies for the Plan of Subdivision application and the established with the boundaries of the Zoning By-law Amendment application approved by Council.

The intent of the Urban Natural Features designation is to preserve natural features that are currently managed for conservation or passive leisure uses. Land uses within the designation are restricted to those that do not adversely affect the natural characteristics of the area. Additionally, Policy 5 of the OP prohibits development and site alteration within 30 metres of the designation boundary, unless an Environmental Impact Statement (EIS) demonstrates that there will be no negative impacts on the natural features within the area or their ecological functions. An EIS has been prepared in support of the application which identifies mitigation measures to protect the creek corridor.

The proposal will not result in any negative impacts to the Creek Corridor running north-south through the development. The location of the park block provides additional opportunities for conservation measures and to integrate recreation and multi-use pathways into the natural feature.

Section 2.5.3 – Schools and Community Facilities

Section 2.5.3 emphasizes and encourages the establishment of complete communities which can accommodate a variety of land uses, including institutional uses. A significant element of complete communities is access to schools, which are recognized as forming part of the building blocks of any community.

A school site is proposed as part of the Plan of Subdivision, consistent with the policy direction of the Kanata North Community Design Plan.

Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways:

Enhancing the sense of community by creating and maintaining places with their own distinct identity

The proposed development responds to the suburban context of the neighbourhood and focuses on creating a new community with its own distinct identity. The new development proposes a residential community adjacent to an existing and planned neighbourhood near an arterial road with access to various community amenities, along with introducing a range of housing types. The proposed lot fabric transitions well to abutting country lot subdivisions. The subdivision will contribute to the sense of community and will provide opportunities for recreation and education within the community.

Defining quality public and private spaces through development

The development clearly defines and connects public and private spaces through a network of streets, a mix of dwelling units, parkland and a school. The school block has frontage on two streets and is easily accessed from key east-west connections. The proposed parks will provide additional outdoor space for new and existing residents, supported by the school block. The ground-oriented, street-fronting units contribute to a more pleasant pedestrian realm.

Creating places that are safe, accessible and are easy to get to, and move through.

Careful attention has been paid to providing a well-connected and accessible street network that is easy to move through for multiple modes of transportation. The park and school blocks have substantial street frontage and Street No. 1 provides access to March Road and future neighbourhood commercial development sites, connecting new residents to transit and commercial uses.

Ensuring that new development respects the character of existing areas.

This new development is located within the Kanata North GDP area and Expansion Area. It will be located within a growing community in the Kanata North Area and will connect to existing residential subdivisions to the south via March Road and a pedestrian pathway. The proposed subdivision complements and respects the character of the surrounding areas, balancing the context with the goals and objectives of the City for urban areas within the City. The proposed built form maintains a low-rise character that is respectful of the future and current adjacent developments.

Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The range of development forms, including detached and townhouse units will allow residents to continue to live within the community as they move through their lifecycle. The proposed subdivision also recognizes the potential of adjacent properties to evolve over time by maintaining the potential for street connections.

The proposed development respects natural processes and features in development design.

The proposed development integrates well with the abutting land's natural features. In particular, the location of the proposed park provides a buffer from existing farmhouse, while providing a connection to the creek corridor.

Access to the existing farmhouse and surrounding yards and accessory buildings will be protected from the future commercial lands by way of a single, private connection over Shirley's Book.

Section 4.11 – Urban Design and Compatibility

Section 4.11 builds upon the general principles of compatibility outlined in Section 2.5.1 by providing the following evaluative criteria: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas, and outdoor storage, lighting, noise and air quality, sunlight, microclimate, and supporting neighbourhood services. The compatibility criteria have been evaluated in relation to the proposed development for the Plan of Subdivision application.

Table 1: Urban Design and Compatibility

Criteria	Evaluation
Traffic	
Vehicular Access	Vehicular access to the first phase of the development will occur by way of a connection from March Road (Street No.1). Future phases will have additional vehicular and pedestrian access through abutting lands.

	The commercial lands along March Road will also have access to the internal Street No.1 collector road and the signalized intersection, Secondary access will also be provided directly to March Road.
Parking Requirements	Parking will be provided on each individual property. Park and school blocks are sized sufficiently to allow adequate on-site parking facilities.
Outdoor Amenity Areas	The residential units will be designed with enough private outdoor amenity space in rear yards. Furthermore, the development also benefits from a neighbour park, and a smaller parkette.
Loading Areas, Service Area, and Outdoor Storage	Loading, service, and outdoor storage areas are not requirements for most of the proposed land uses. The development of the commercial parks and the school will require Site Plan Control approval, at which time these elements will be analyzed.
Lighting	Lighting for the development will be compliant with City of Ottawa standards.
Noise and Air Quality	Noise and air quality impacts are not anticipated from the proposed land uses.
Sunlight	The low-profile building forms proposed will preserve access to sunlight for surrounding uses.
Microclimate	Microclimate impacts are not anticipated, particularly given the amount of open landscaped space and private amenity areas.
Supporting Neighbourhood Services	The development will further support the use of proposed parks and schools both within this development and adjacent development. The proposal will also support commercial uses to be provided along March Road.

Section 2.5.4 – A Strategy for Parks and Leisure Areas

The Official Plan recognizes that park and leisure areas are important and necessary elements of complete communities, providing the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace. The Official Plan also recognizes that good park and leisure areas are well-distributed within communities, easily accessible from homes and well-connected to the Greenspace Network.

Parks and leisure areas will be linked to the Greenspace Network through such means as developing these areas in conjunction with other facilities such as schools, stormwater management facilities and other public lands that permit public access. They must be easily accessible via active transportation and visible from many vantage points in the community. Further, they must have significant street frontage relative to their size.

The proposed park has substantial street frontage and is easily accessible from the school. The park backs onto the creek corridor, providing a buffer to the natural feature and creating opportunities for integration with any proposed passive recreational features or a Multi-Use Pathway. The location of the park on the west side of the Subdivision is appropriate given that the location was originally identified in the City’s CDP process approved by council.

Section 2.4.2 – Natural Features and Functions

Ottawa’s natural heritage system is identified and protected through designations on Schedules L1 – L3 which have associated policies to ensure that development does not result in negative impacts on natural features or their functions.

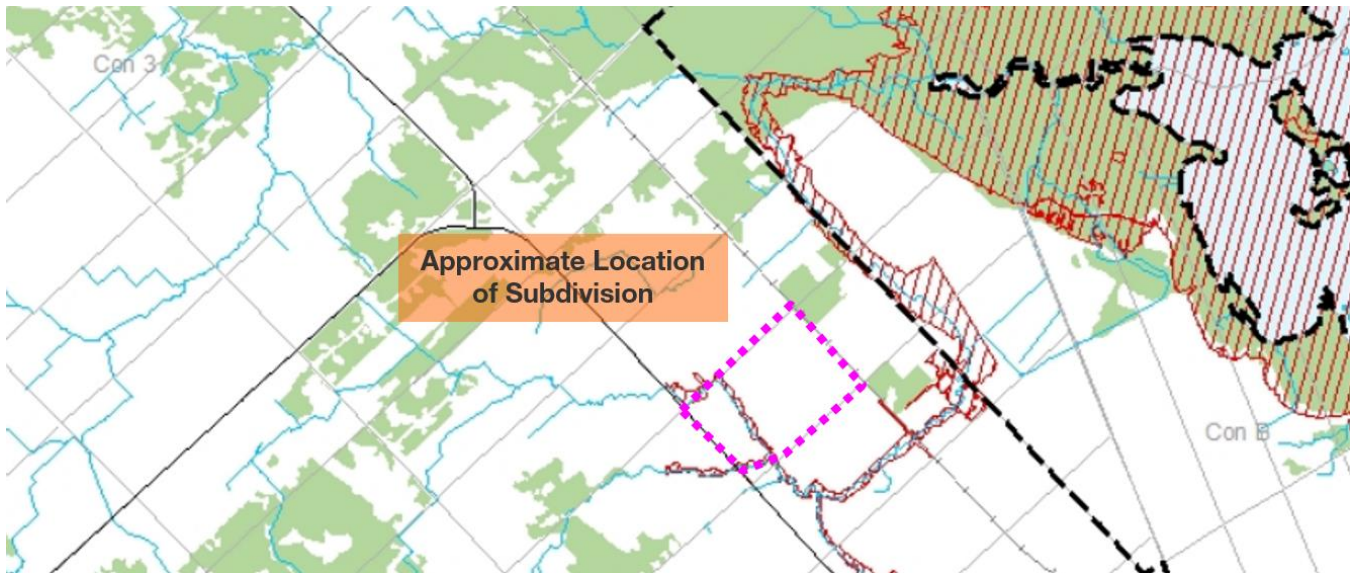


Figure 6: Schedule L3 - Natural Heritage Systems Overlay of the City of Ottawa Official Plan

The lands are identified as part of the Natural Heritage System, but, these lands will be conveyed to the City and Zoned for Environmental Protection as part of further approval processes.

Transportation Network

Road Network

Schedule E of the City of Ottawa’s Official Plan designates March Road as an Arterial Road and March Valley Road as a Collector Road.



Figure 7: Schedule E - Urban Road Network

Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. March Road is a four (4) lane median divided roadway with dedicated left turn lanes at a signalized intersection, beyond Maxwell Bridge Road and along the front of the property the road narrows to two lanes. The Plan of Subdivision accounts for the future road widening of March Road.

Collector Roads connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than do arterials. Collector roads are the principal streets in urban and village neighbourhoods and are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians. March Valley Road is a two (2) lane roadway that runs parallel to March Road. There are no sidewalks along the road, as it serves as a rural north-south connection, March Valley Road eventually merges into Terry Fox Drive at Herzberg Road.

Transit

As per Schedule D: Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan, the subject property is located in close proximity to the Kanata North Transitway, a proposed, at-grade, bus rapid transit corridor that would feature a station at the intersection of Klondike and March Roads with the terminal Park and Ride Station along March Road, north of the site. The City's Transportation Master Plan (TMP) identifies the Kanata North Transitway as an opportunity to provide high quality transit access between the 417 Highway and the major employment area in Kanata North along March Road.

The City's TMP identifies two versions of future rapid transit, transit priority and road networks for Ottawa in 2031: the Network Concept and the Affordable Network. The Kanata North Transitway is part of the City's 2031 Network Concept, which include the infrastructure that achieves the Transportation Master Plan's targets for travel behaviour and level of service for roads and transit. In the Network Concept, a Park-and-Ride would be located at the south corner of the site.

The alternative Affordable Network, which includes a strategic subset of the 2031 Network Concept that are affordable, would end the Kanata North Transitway approximately 3km south of the subject property. Despite this, the City remains committed to improving transit service to Kanata North in the future, as the Affordable Network would call for transit signal priority and queue jump lanes along March Road north of Carling Avenue.

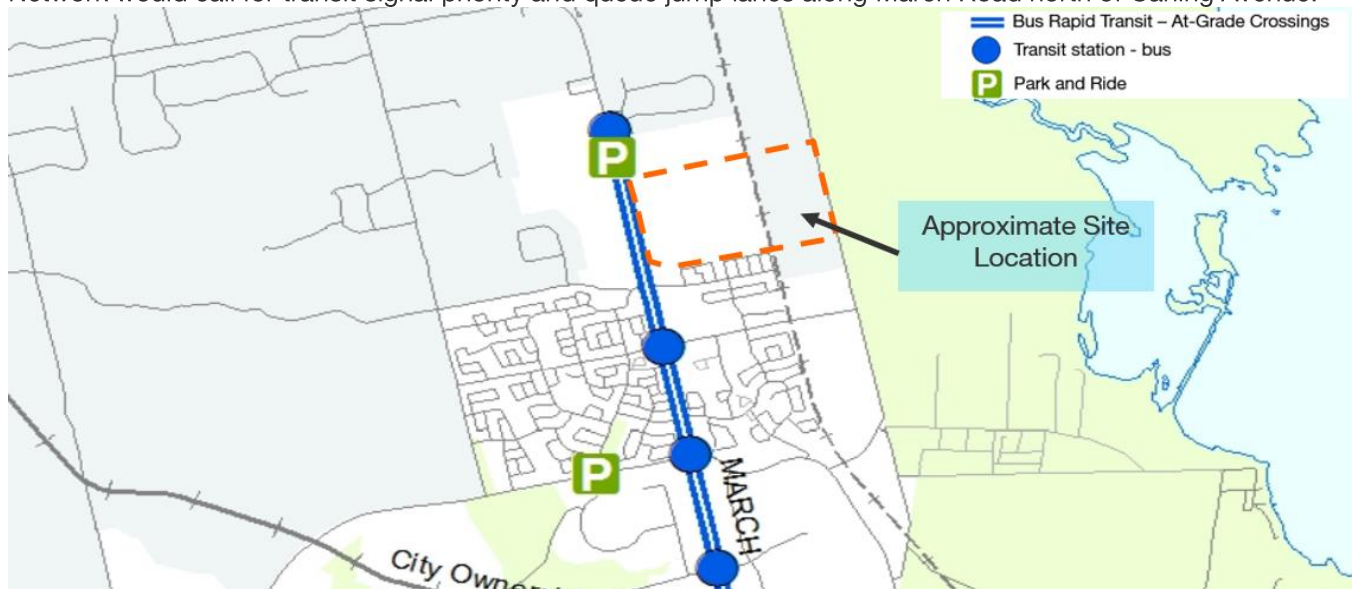


Figure 8: Schedule D - Rapid Transit and Transit Priority

Cycling

As per Schedule C: Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 6), the subject property is located in close proximity to two (2) existing cycling paths: existing on-road bicycle lanes along both sides of March Road and an on-road cycling path along March Valley Road. An off-road cycling path (multi-use pathway) is running through the site and will be integrated into the detailed design of the Plan of Subdivision.



Figure 6: Excerpt from Schedule C: Primary Urban Cycling Network of the City of Ottawa Official Plan

4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan, which resulted in numerous changes to policy references and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH).

A pre-hearing held in early 2018 resolved many of the outstanding appeals, meaning several of the policies of OPA 150 are now in force and effect. Other policies remain under appeal at the time of application submission.

The subject lands retain their designation as General Urban Area in OPA 150. The most significant change to the policies of the General Urban Area through OPA 150 is the limitation of building heights to four (4) storeys or less, except in particular cases. The proposed building height of all dwellings is less than four (4) storeys.

New design criteria are also incorporated into revised policies of Section 4.11, many of which relate to high-rise buildings. None of the changes have a significant impact on the proposed development.

The proposed development conforms to the policy revisions proposed through OPA 150.

4.4 Kanata North Community Design Plan

The Kanata North Community Design Plan (CDP) is a council-approved document guiding to the development of the Kanata North Urban Expansion Area. The plan was prepared as collaboration between the City of Ottawa and the Kanata North Land Owners Group (KNLOG) to demonstrate how development of the Kanata North Urban Expansion Area (KNUEA) will achieve the requirements of the Official Plan. The CDP provides a level of direction between Official Plan policy and development approvals and is used as a guide for the preparation and review of future applications for development. The CDP and accompanying documents for the lands provide the lands use, servicing and transportation structure for Kanata North.

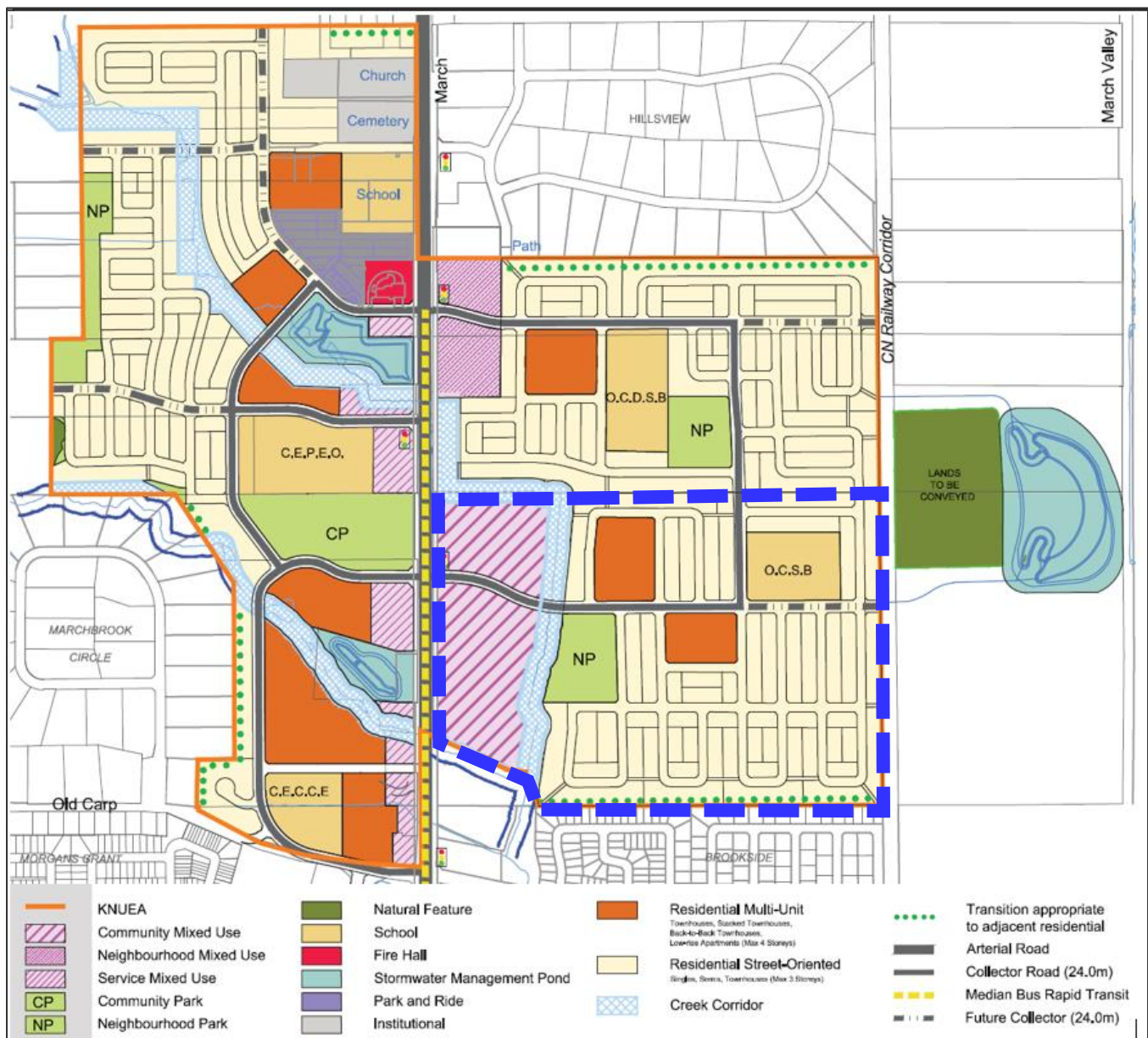


Figure 9: Kanata North CDP Demonstration Plan (Subject site outlined in blue)

The subject lands are designated Community Mixed use, Neighbourhood Park, Residential Multi-Unit and Residential Street-Oriented in the Demonstration Plan and CDP document. The intent for the Community Mixed-Use area designation is to meet the commercial and residential needs of the community to create complete and walkable communities. A mix of residential and commercial uses will be encouraged to create an animated and vibrant community. The Residential Multi-Unit and Street-Oriented uses help the area reach optimal target densities while providing a mix of housing stock in the area.

4.4.1 Guiding Principles

The guiding principles were created through a consultative process to establish a framework for the Land Use Plan. Guiding principles for the Kanata North Community are outlined below:

- / Respect existing adjacent communities and neighbourhoods
- / Create a sustainable, resilient, healthy and livable community
- / Respect existing significant natural heritage features
- / Create distinct, yet interconnected, livable neighbourhoods within Kanata North
- / Provide an opportunity for a mix of resident housing types and densities
- / Ensure timely and efficient phasing of future infrastructure
- / Provide a development pattern and efficient transportation system that accommodates and encourages walking cycling, and transit over automobile use

The proposed zoning by-law amendment and plan of subdivision application are consistent with and implement the guiding principles of the CDP. By subdividing the vacant land in an approach in keeping with the CDP design, the development will respect and enhance adjacent communities, while creating a distinct and sustainable and livable community with schools, parks and a variety of housing types. The development provides a street pattern that will promote multi-modal transportation.

The community will be phased over 5 years in order to ensure timely and efficient phasing of future infrastructure such as the necessary storm water facilities. The future commercial developments along March Road will support the community through the addition of local amenities.

4.4.2 Land Use Designations

The CDP's Land Use Plan includes a mix of street-oriented and multi-unit residential land uses, commercial, institutional and open space land uses to create a balanced community. The subject site includes the following uses:

- / **Residential Street Oriented:** The residential streets will include a mix of single-detached or townhouse dwellings, creating a diversity of unit types. The buildings will have a maximum of three storeys in height and will have individual entrances oriented to the street.
- / **Residential Multi-Unit:** Residential Multi-Unit land uses will be distributed throughout the community to provide a variety of housing types, creating diverse and attractive neighbourhoods. While the concept plan does differ slightly from the Land Use Plan in terms of housing type location, adequate amounts of multi-unit residential dwellings will be provided through the planning area. The Land Use Plan contemplated a larger number of single-detached dwellings and two (2) multi-unit blocks. The Minto approach is a softer, and more even distribution of executive townhomes for a better mix of units, while maintaining density targets. While townhomes are now proposed along the south property line abutting the country lot subdivision, the blocks and lots have an oversized depth of 35.18m, a sufficient transition.
- / **Neighbourhood Park:** The distribution of parkland is intended to ensure that all residential areas are well served by neighbourhood and community parks. The southeast quadrant neighbourhood park has been located adjacent to the creek corridor, Multi-Use Pathway and collector road. This will allow all residents of the new neighbourhood to be in proximity to a park.

- / **School:** The Land Use Plan will accommodate school in the north-central area of the Subdivision. The location and size of the school were conceptually illustrated in the plan and reflect School Boards locational criteria, required area and lot frontage and configuration. The school block includes connections to the collector road running through the property.
- / **Community Mixed Use:** The Community Mixed Use designation is intended primarily for community wide commercial uses such as a shopping centre and other future developments. The Zoning By-law Amendment proposed to rezone the two (2) commercial blocks to General Mixed Use (GM) to permit a broad range of commercial uses (retail, retail food store, restaurant, service use,...) and multi-unit residential uses (stacked townhouse, low-rise apartment, ...), all in keeping with the policy direction of the KNCDP, future Site Plan Control application will be required to develop the blocks.
- / **Creek Corridor:** The identified creek corridor will be protected by a 40m wide corridor providing a 20m setback from centreline of the watercourse. The creek corridor will be provided through the Plan of Subdivision application. The CDP further identifies recreational pathways along the corridor that will provide access to open space and integrate the natural features. A pathway block will be provided as part of the Plan of Subdivision.

The proposed development meets the Land Use designations set out in the CDP. While the blocks are not in the exact locations as proposed by the CDP, the Plan of Subdivision has regard for and is providing the suggested the housing typologies, park location and school location. The zoning by-law amendment will facilitate the development of the lands to be consistent with the Land Use requirements of the CDP.

4.4.3 Demonstration Plan and Density Targets

The Demonstration Plan includes an example of a possible internal road network and lot pattern. This road network and lot layout provides the estimate for dwelling units that could be accommodated in the area. The Demonstration Plan does not require landowners to develop their lands precisely as shown. The plan intends to show how the community could develop over time, provide guidance for addressing specific development forms and character and illustrate how City of Ottawa and CDP objectives could be achieved.

Official Plan policy requires that developing communities in Urban Expansion Areas establish a mix of residential dwellings with at least 45% single detached but not more than 55% single-detached, at least 10% apartment dwellings, and the remainder being multiple dwellings other than apartments. For the KNUEA, an alternative benchmark of 30% single detached dwellings has been set. The minimum average density for entirety of the KNUEA has been increased to a minimum of 36 units per net hectare.

The proposed subdivision will provide 856 units, as shown in Table 1 below. The units noted below represent a proposed density of 37 units per gross hectare, achieving the target density. The proposed unit breakdown for the lands is outlined below.

Table 1: Unit Type Split

Unit Type	Units	Percentage of Total Units
Single-Detached Dwellings	455	53%
Townhouses	401	47%
Total	856	100%

The Demonstration Plan also sets out the parkland requirements for the CDP area. For the south-east quadrant, it is anticipated 2.12ha of parking will be provided.

The total park areas provided in the proposed plan of subdivision is 2.35 hectares in two (2) parks. The neighbourhood park has been provided adjacent to the creek corridor with an additional park located along Street No. 10.

4.4.4 Master Plans and Studies

The purpose of the Environmental Management Plan (EMP) is to document the existing natural conditions for the KNUEA and develop recommendations for mitigating any environmental impacts associated with the proposed development.

The proposed development has regard for the EMP and studies have been provided as part of this application to provide additional support to environmental management.

The Master Servicing Study (MSS) provides a functional design for the servicing of the Kanata North Community. An expansion and upgrade of the municipal infrastructure system was evaluated as the best servicing alternative to the achieve the land use objectives.

The proposed development will be achieving the servicing design and objectives as set out in the MSS. A Servicing plan and study has been provided in support of the applications.

The Transportation Master Plan (TMP) analyzes the long-term transportation infrastructure needs of the new community, including the road network, access locations, provisions for pedestrian and cycling linkages and interim and ultimate road cross sections.

A transportation study has been prepared as part of the submission requirements and addresses the transportation infrastructure for the Plan of Subdivision, including the road network and pedestrian and cycling linkages.

4.4.5 Community Design Guidelines

The following is a comprehensive overview of the design principles that inform the Community Design Plan (CDP) for Kanata North Urban Expansion Area. The CDP establishes design guidelines which address a range of land uses. The majority of the design guidelines will be addressed at the detailed design stage, the Concept Plan for the lands establishes the framework within which these guidelines can be met. The italicized formation of each subsection below represents and excerpt from the CDP.

/ **Community Mixed-Use**

The intent is to provide guidance specific to the context of the Community Mixed-Use, Neighbourhood Mixed Use and Service Mixed-Use in the following areas:

- *Built Form*
- *Pedestrian Realm/Connectivity*
- *Landscape and Parking*
- *Loading/Screening/Greenspace*
- *Proximity to Creek*

While most of the guidelines will be met at the detailed design phase, the concept plan has regard to the guidelines focusing on creek proximity, built form, and the pedestrian realm and connectivity.

/ School Sites

Exploring opportunities for better integration between schools, parks and other City facilities is a priority of the Building Better and Smarter Suburbs (BBSS) initiative, the community guidelines have been written to address this integration by:

- Considering the placement of facilities such as playing fields and parking lots to facilitate sharing of facilities;
- Explore opportunities to align park pathways and school access points to provide direct access through parks to abutting school sites;
- Ensure safe pedestrian crossings and encourage active transportation;
- Integrate transit in the ROW adjacent to schools;
- Primary Frontage should be long enough to accommodate lay-bys;
- Where possible, place vehicular pick-up/drop-off on a different frontage from bus bays, preferably in road allowance with pick-up/drop-off directly onto a sidewalk;

The proposed school has frontages on two (2) streets, on-site bus lay-bys and car drop-offs will be contemplated at the detailed design stage; and, the school block is appropriately sized for the needs of the school board.

/ Residential Transitions and Buffers

Appropriate transition between the existing residential subdivisions and new development is part of achieving the vision of the CDP and of successfully integrating the new development with the existing community. This is achieved through:

- Street-oriented residential;
 - o Deeper lots will be provided adjacent to existing development to accommodate healthy trees and supplemental plantings;
 - o TCR's and landscape plans will be prepared to confirm healthy trees that can be retained or to propose supplemental plantings

Deeper lots have been provided along the southern portion of the lands, adjacent to existing development in order to provide a buffer between the planned development and the existing residential neighbourhood. A TCR has been provided as part of this submission.

/ Streetscape Guidelines

The Streetscape Guidelines for the KNUEA CDP has guidelines and cross-section for collector roads, arterials (Street 1) and local roads. This is achieved through recommended cross-sections. In terms of local roads, the CDP stipulates that A 16.5m right-of-way may only be considered where soil conditions will permit planting of street trees within the reduced right-of-way

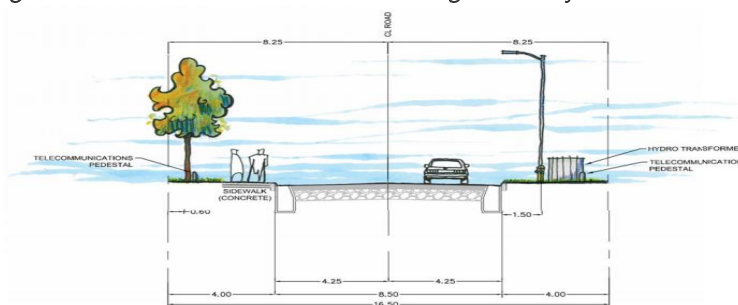


FIGURE 35 | Local Road - Typical 16.5m ROW Cross Section

Figure 10: 16.5M cross-section in CDP

Streetscape design will be completed through the streetscape plans at the time of the detailed engineering submission. Conditions of draft approval will provide from the design. The proposed, Council-approved 16.5m wide ROWs will be implemented for local roads; whereas the collector road (Street 1) will be 26m wide, with municipal sidewalks.

/ Gateway/Entrance Features

The CDP stipulates that all gateway features for Kanata North should have a coordinated design theme determined and agreed upon by the by the Kanata North Landowner's Group. The Minto Lands are suggested to have a neighbourhood gateway feature.

The gateway/entrance feature will be designed at the detail design stage of the development.

/ Creek Corridor Guidelines

The CDP identifies guidelines for the 40m creek corridor running through the site to accommodate for environmental constraints in the area. Open frontage to the corridor is to be encouraged when possible, along with the opportunities to accommodate a multi-use pathway.

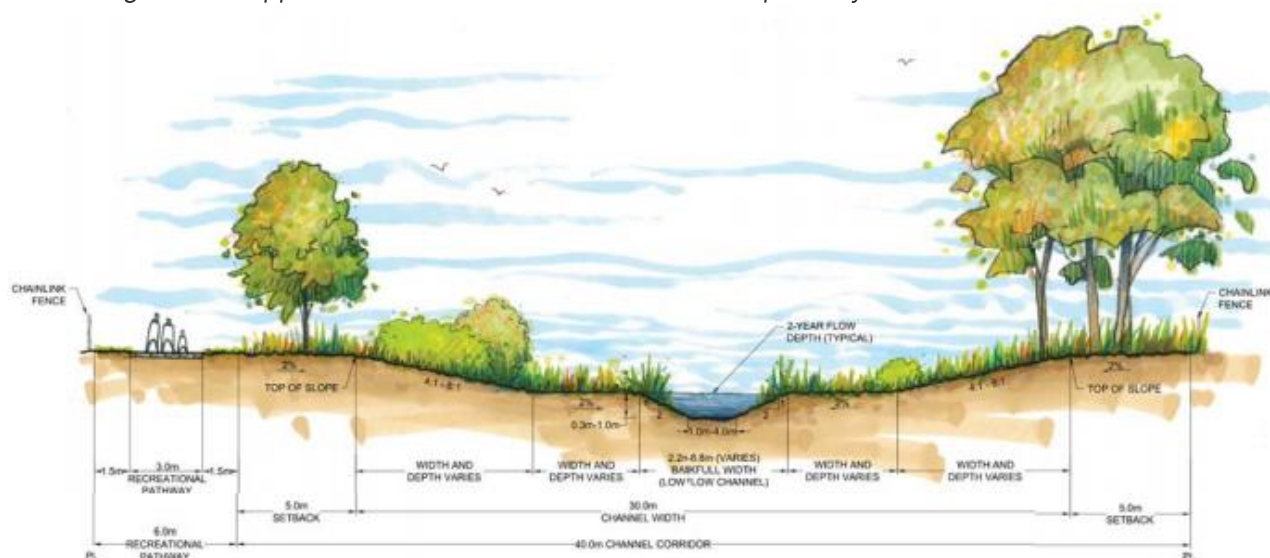


Figure 11: Creek Corridor Cross-Section

The proposed Plan of Subdivision addresses the Creek Corridor as per the CDP guidelines. A block has been reserved to accommodate a recreational pathway and environmental considerations will be put in place to address any environmental concerns.

Access to the creek corridor will be enhanced by the abutting neighbourhood park and its visibility through the exiting farm house block and driveway over the creek. Walkway blocks are also proposed between internal local roads to provide additional pedestrian access to the creek corridor.

4.5 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the

subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool to implement the design objectives and principles of the Official Plan.

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

The proposal meets several of the guidelines, including:

- / Plans and builds a new community based on the inherent capacity of the natural landscape to sustain the community over time;
- / Considers natural features in community design;
- / Locates parks adjacent to other natural features;
- / Concentrates higher-density residential uses in strategic locations;
- / Selects the most suitable zoning setback and road right-of-way width for the land use context and the road function;
- / Incorporates sidewalks that connect to commercial areas, schools, and parks;
- / Connects new streets to existing streets in adjacent developments and plans for future connections to land that has yet to be developed;
- / Designs collector streets to be direct and continuous through the neighbourhood;
- / Limits the length of many development blocks to be between 150 and 250 metres;
- / Locates the school site facing two roads;
- / Locates a park of sufficient size with substantial frontage on a local street;
- / Utilizes window streets to avoid rear yards backing onto an Arterial Road.

The proposed Plan of Subdivision and Zoning By-law Amendment advances several of the Urban Design Guidelines for Greenfield Neighbourhoods.

4.6 Buildings Better and Smarter Suburbs

The City launched the Building Better and Smarter Suburbs (BBSS) initiative in the fall of 2013. The intent of the study is to identify challenges associated with new, dense suburban communities and to develop solutions to resolve these issues and conflicts. Completed BBSS Initiatives include the following:

- / Arterial Road Cross-Sections: Street No.1 will be a collector road, there will not be any arterial roads as part of the Plan of Subdivision application. Currently BBSS is reviewing the Collector Road Cross-Section guidelines.
- / Traffic Calming and Pedestrian Priority Measures: The proposed street network provides efficient access to the proposed uses in a manner that also facilitates active transportation through neighbourhood connections.
- / Zoning By-law Amendment to facilitate efficient use of land at school sites: The new zoning requirements will be applied to the school site through the design of the school and reviewed through the Site Plan Control application process.
- / Updated Park Development Manual: The manual will be applied to the ultimate plans for the park, provided at the detailed design stage.
- / Mini-Roundabout Guidelines: There are no mini-roundabouts proposed in the subdivision.
- / Pedestrian Crossovers information for new subdivisions: Pedestrian crossovers will be evaluated through detailed design of the subdivision.

4.7 City of Ottawa Zoning By-law 2008-250 (consolidated 2003)

The subject property is zoned as Rural Countryside (RU). This RU zone aims to accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa's countryside, in areas designated as General Rural Area, Rural Natural Features and Greenbelt Rural in the Official Plan. The RU zone permits agricultural-related uses such as animal care, equestrian establishments and forestry operations, the zone also permits detached and secondary dwellings along with retirement homes. As the site is now designated General Urban Area and is designated for residential purposes in the CDP, it is appropriate for the RU zoning to be replaced with zoning that would facilitate the development of the proposed Plan of Subdivision.

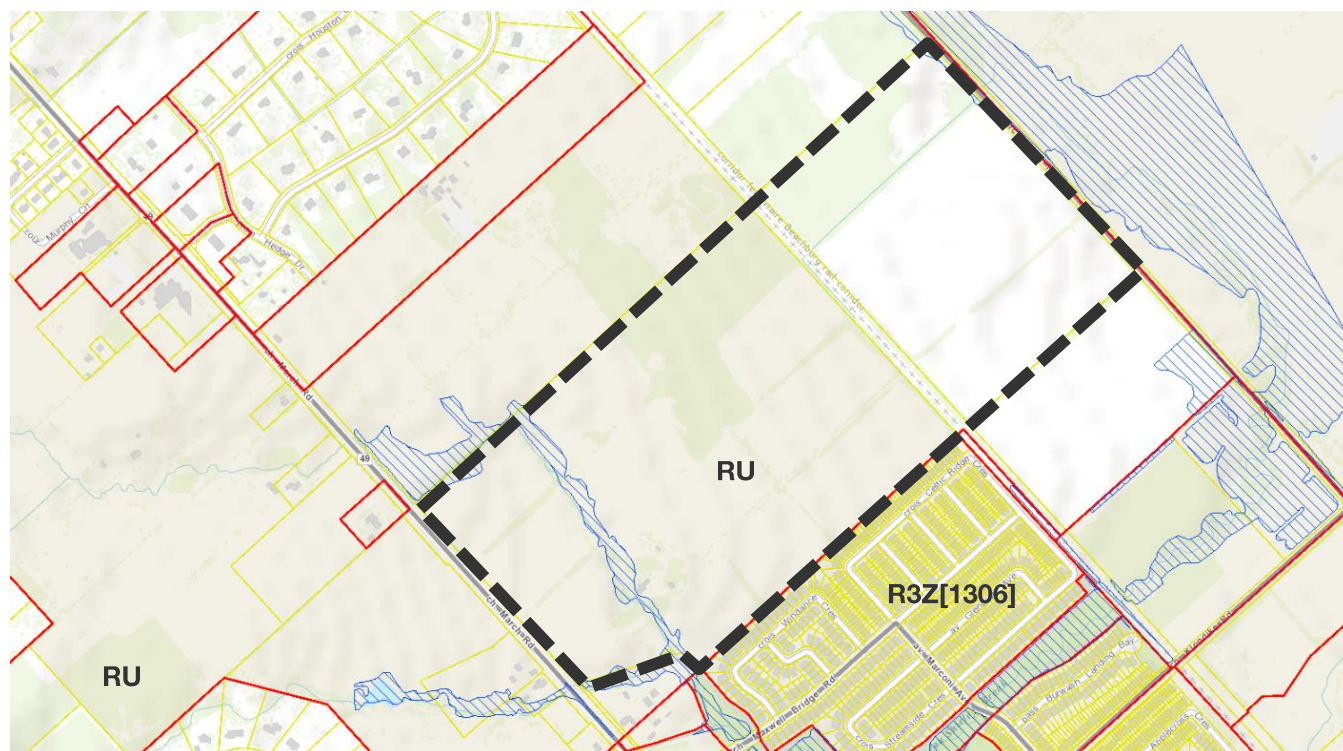


Figure 12: Subject Lands Current Zoning (taken from GeoOttawa)

The proposed Zoning By-law Amendment seeks to rezone the subject lands to:

- / General Mixed Use (GM) to permit the development of commercial or mixed-use development in the parcels along March Road. This will be subject to further applications for Site Plan Control.
- / Residential Third Density Subzone Z (R3Z), Exception XXXX to permit the proposed detached dwellings and executive townhouses;
- / Open Space Subzone 1 (O1) to permit the development of the proposed parks; and
- / A dual-zoned R3Z/Minor Institutional Zone (I1A) to permit the development of the proposed school, or alternatively, residential uses in the event that the school block is not required for that purpose.

The purpose of the proposed R3Z zone is to allow a range of ground-oriented low- to high-density residential dwelling types ranging from detached to townhouse dwellings on lands designated General Urban Area in the Official Plan. Permitted uses within the R3Z zone include detached dwellings, semi-detached dwellings, and

townhouses dwellings. The subzone features alternative performance standards intended to promote efficient land use and compact form. An exception will be required to permit

The R3Z zone has the following performance standards:

Zoning Standard	Detached	Townhouse
Lot Width	9m	6m
Lot Area	240m ²	150m ²
Building Height	11m	11m
Front Yard Setback	3m	3m
Corner Side Yard Setback	3m	3m
Rear Yard Setback	6m	6m
Interior Side Yard Setback	Minimum total Interior side yard: 1.8m One minimum yard no less than 0.6m	1.2m

The Zoning By-law Amendment proposed to rezone the two (2) commercial blocks to General Mixed Use (GM) to permit a broad range of commercial uses (retail, retail food store, restaurant, service use,...) and multi-unit residential uses (stacked townhouse, low-rise apartment, ...), all in keeping with the policy direction of the KNCDP, future Site Plan Control application will be required to develop the blocks. The farmhouse – currently owned by the Fuller Family will be re-zoned to GM in order to allow the farmhouse to be used for commercial purposes once it is no longer inhabited.

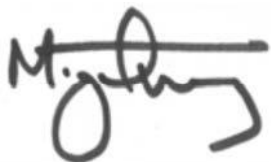
The Open Space, Subzone 1 (O1) zone is intended to permit parks, open space and related uses in areas designated General Urban Area in the Official Plan. Permitted uses include park, environmental preserve and urban agriculture. This zone will allow the construction of the park at the north-west portion of the site.

The Minor Institutional (1A) zone's purpose is to permit a range of community uses, institutional accommodation and emergency service uses in areas designated as General Urban Area in the Official Plan. Permitted uses include, but are not limited to, community centre, day care, school and park. This zone was selected based on the typical Institutional zone in the Kanata North area and will subsequently permit the development of the elementary school. The zoning standards can be modified based on the development of the site. The combination of the I1A and R3Z zone will allow the developer to construct residential dwellings on the lands, should they not be required by the School Board.

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

- / The development is consistent with the Provincial Policy Statement in that it seeks to develop an area within the City of Ottawa’s Urban Area in a manner that contributes to the range of housing types within the community. The site also utilizes existing public service facilities planned for the Kanata North Urban Expansion Area.
- / The proposal conforms to the goals, objectives, and policies of the Official Plan. The lands are designated General Urban Area, which permits a range of uses including the proposed uses. The proposed development is compatible with the surrounding context and character of the adjacent areas.
- / The proposal conforms to the policies of Official Plan Amendment No. 150 and the revised policies of the General Urban Area. The proposed low-rise development form is permitted within the General Urban Area and the development remains compatible with adjacent land uses.
- / The development is consistent with the goals and objectives of the Kanata North CDP and the Design Guidelines for Greenfield Neighbourhoods. The proposed development helps to achieve the densities and objectives of the CDP.
- / The proposed Zoning By-law Amendment is consistent with the policy designation and reflects the intended land uses. The R3Z zone in particular permits a range of residential dwelling types and densities. Whereas the GM zone will permit the development of the commercial lands by a separate landowner, keeping with the intention of the CDP.
- / The proposed Plan of Subdivision is appropriate for the scale and context in which it is planned.

Based on the above discussion, it is our professional opinion that the proposed development is compatible with the existing and planned land uses in the surrounding area, conforms to the policies, goals, and objectives of the Official Plan, is consistent with the vision and guidelines of the Kanata North Community Design Plan, and that the proposed Zoning By-law Amendment and Plan of Subdivision are appropriate for the future development of the site.



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