

Engineering

Land/Site
Development
Municipal
Infrastructure
Environmental/
Water Resources
Traffic/
Transportation
Recreational

Planning

Land/Site
Development
Planning Application
Management
Municipal Planning
Urban Design
Expert Witness
(LPAT)
Wireless Industry

Landscape Architecture

Streetscapes &
Public Amenities
Open Space, Parks &
Recreation
Community &
Residential
Commercial &
Institutional
Environmental
Restoration

Future Mixed-Use and Institutional Blocks

1015 March Road

Ottawa, Ontario

Planning Rationale & Integrated Environmental
Review Statement



Prepared for: 13533441 Canada Inc.

**FUTURE MIXED-USE AND
INSTITUTIONAL BLOCKS
1015 MARCH ROAD
OTTAWA, ONTARIO**

**PLANNING RATIONALE AND
INTEGRATED ENVIRONMENTAL REVIEW STATEMENT
IN SUPPORT OF APPLICATIONS FOR
PLAN OF SUBDIVISION AND ZONING BY-LAW AMENDMENT**

Prepared For:

13533441 Canada Inc.

Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

January 31, 2022

Novatech File: 121247
Ref: R-2021-135
Revision 2: August 10, 2022

August 10, 2022

City of Ottawa
Planning, Real Estate, and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Lisa Stern, MCIP, RPP – Planner II

**Reference: Future Mixed-Use and Institutional Blocks
Planning Rationale and Integrated Environmental Review Statement In
Support of Applications for Plan of Subdivision and Zoning By-law
Amendment
1015 March Road
City File No.: D02-02-22-0013 and D07-16-22-0002
Our File No.: 121247**

Novatech has been retained by 13533441 Canada Inc. to prepare this revised Planning Rationale and Integrated Environment Review Statement in support of applications for *Plan of Subdivision and Zoning By-law Amendment* for their property municipally known as 1015 March Road in Ward 5 – West Carleton March, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

13533441 Canada Inc. is proposing to subdivide the Subject Site to consist of one (1) future mixed-use block, one (1) future institutional block, and extend Street No. 10 to March Road. The extension of Street No. 10 to March Road will connect with the street segment also known as Street No. 10 as shown on the Draft Plan of Subdivision for CU Developments’ subdivision (*City File No.: D07-16-18-0023 and D02-02-18-0076*) located west of the Subject Site. One (1) future road widening block shown as Block 1 on the Draft Plan of Subdivision will be dedicated to the City of Ottawa at the time of registration.

The future mixed-use and institutional blocks will be subject to *Site Plan Control* applications at a later date when proposals are advanced for their development. The purpose of these *Plan of Subdivision and Zoning By-law Amendment* applications are to facilitate the creation of the blocks for future development, rezone the Subject Site to permit the future land uses as well as ensure adequate servicing is in place to serve the future development. The land uses proposed for the Subject Site are in accordance with the approved *2016 Kanata North Community Design Plan* as envisioned throughout the planning process.

This Planning Rationale and Integrated Environment Review Statement outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa’s Official Plan* and *Kanata North Community Design Plan*, and generally complies with the provisions of the *Zoning By-law 2008-250*.

Yours truly,

NOVATECH



Robert Tran, M.PL.
Planner, Planning & Development

Table of Contents

1.0 INTRODUCTION AND PROPOSED DETAILS	1
1.1 Site Description and Surrounding Uses.....	1
1.2 Proposed Development	3
2.0 ADDITIONAL REPORTS	4
3.0 PLANNING POLICY AND REGULATORY FRAMEWORK	5
3.1 Provincial Policy Statement (PPS)	5
3.2 City of Ottawa Official Plan	7
3.2.1 Existing Official Plan	8
3.2.2 New Official Plan	12
3.2.3 Kanata North Community Design Plan.....	17
3.3 Zoning By-law 2008-250	17
3.3.1 Existing Zoning	17
3.3.2 Suggested Zoning.....	18
4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT	20
5.0 PUBLIC CONSULTATION STRATEGY.....	22
6.0 CONCLUSION	23

Figures

Figure 1: Subject Site and surrounding uses.....	3
Figure 2: Excerpt from Draft Plan of Subdivision prepared by J.D. Barnes Limited dated October 29, 2021.....	4
Figure 3: Excerpt from current City of Ottawa Official Plan Schedule B – Urban Policy Plan.....	9
Figure 4: Excerpt from current City of Ottawa Official Plan Schedule E – Urban Road Network..	10
Figure 5: Excerpt from Kanata North Community Design Plan – Cross Section for March Road - Interim.....	11
Figure 6: Excerpt from Kanata North Community Design Plan – Cross Section for March Road - Ultimate.....	11
Figure 7: Excerpt from new City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect.	13
Figure 8: Excerpt from new City of Ottawa Official Plan Schedule C4 – Urban Road Network. ...	15
Figure 9: Excerpt of the Subject Site’s existing zoning from GeoOttawa.	18
Figure 10: Excerpt from Suggested Zoning Key Plan prepared by Novatech.	20

1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by 13533441 Canada Inc. to prepare this revised Planning Rationale and Integrated Environment Review Statement in support of applications for *Plan of Subdivision and Zoning By-law Amendment* for their property municipally known as 1015 March Road in Ward 5 – West Carleton March, Ottawa, Ontario. The herein will be referred to as the ‘Subject Site’.

13533441 Canada Inc. is proposing to subdivide the Subject Site to consist of one (1) future mixed-use block, one (1) future institutional block, and extend Street No. 10 to March Road. The extension of Street No. 10 to March Road will connect with the street segment also known as Street No. 10 as shown on the Draft Plan of Subdivision for CU Developments’ subdivision (*City File No.: D07-16-18-0023 and D02-02-18-0076*) located west of the Subject Site. One (1) future road widening block shown as Block 1 on the Draft Plan of Subdivision will be dedicated to the City of Ottawa at the time of registration.

The future mixed-use and institutional blocks will be subject to *Site Plan Control* applications at a later date when proposals are advanced for their development. The purpose of these *Plan of Subdivision and Zoning By-law Amendment* applications are to facilitate the creation of the blocks for future development, rezone the Subject Site to permit the future land uses as well as ensure adequate servicing is in place to serve the future development. The land uses proposed for the Subject Site are in accordance with the approved *2016 Kanata North Community Design Plan* as envisioned throughout the planning process.

This Planning Rationale and Integrated Environment Review Statement outlines the proposed development, summarizes the required technical studies, and demonstrates that the proposal is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa’s Official Plan* and *Kanata North Community Design Plan*, and generally complies with the provisions of the *Zoning By-law 2008-250*.

1.1 Site Description and Surrounding Uses

The Subject Site is situated on the west side of March Road in the community of Kanata North as shown on **Figure 1**. The Subject Site currently has frontage on March Road and has a total area of 4.9 hectares.

The Subject Site is currently developed with a single detached dwelling and accessory structure which dates back to the mid 1970’s based on a review of historical aerial photography. The remaining portion of the Subject Site have been tilled for agricultural related purposes and were largely undeveloped. It is anticipated that the existing single detached dwelling and accessory structure will be removed on the Subject Site at a later date for the construction of the commercial block.

The Subject Site is situated within the study area of the approved *Kanata North Community Design Plan*. The *Kanata North Community Design Plan* “provides a level of direction between *Official Plan* policy and development approvals and will be used as guide for the preparation and review of future applications for development”. A review of the proposed development and how it is in conformity with the policies *Kanata North Community Design Plan* guidelines will be discussed further below in this report in Section 3.2.3.

The following describes the land uses adjacent to the Subject Site as shown in **Figure 1**. For the purposes of describing the adjacent land uses below, March Road is oriented in a north-south direction.

North: A single detached dwelling is situated at 1035 March Road abutting the Subject Site to the north. CU Developments is proposing to subdivide the land at 1053, 1075, and 1145 March Road that will consist of five hundred ninety (590) detached and townhouse dwellings north of the Subject Site (*City File Nos.: D07-16-18-0023 and D02-02-18-0076*). The future residential development will also include a portion of land dedicated for the school block proposed on the Subject Site, neighbourhood park, OC Transpo park and ride, and open space for the realignment of the Shirley's Brook (Tributary 2). A future emergency service (fire station) is also planned further north of the Subject Site.

East: Cavanagh Developments is proposing to subdivide the land at 1020-1070 March Road that will consist of seven hundred ninety (790) detached, semi-detached and townhouse dwellings east of the Subject Site (*City File Nos.: D02-02-19-0090 and D07-16-19-0020*). The future residential development will also include a school, neighbourhood park, as well as neighbourhood mixed use for the lands fronting March Road. Open space blocks for realignment of the Shirley's Brook (Tributary 2) also forms part of these applications. Minto Communities (*City File Nos.: D02-02-18-0109 and D07-16-18-0032*) is proposing to subdivide the lands at 936 March Road that will consist of eight hundred fifty-four (854) detached, semi-detached and townhouse dwellings. The future residential development will include a school, neighbourhood park, and community mixed use for the lands fronting March Road.

South: Brigil is proposing to subdivide the land at 927 March Road that will consist of one thousand eight hundred sixty-one (1,861) detached, townhouse, and apartment dwellings (*City File Nos.: D01-01-20-0027, D02-02-20-0138, D07-16-20-0034*). The future development will also include a school, neighbourhood park, open space for the Shirley's Brook (Tributary 3), and community mixed use for the lands fronting March Road.

West: Future land to be developed as part of the CU Developments subdivision abut the Subject Site to the west. A combination of country lot estate subdivisions and rural lands are situated further west of the Subject Site.



Figure 1: Subject Site and surrounding uses.

The Subject Site is currently legally described as follows:

PART OF LOT 13 CON 3 MARCH, BEING PART 2 ON PLAN 4R-23264; EXCEPT MINING RIGHTS AS IN CT187758

1.2 Proposed Development

As previously discussed, 13533441 Canada Inc. is proposing to subdivide the Subject Site to consist of one (1) future mixed-use block, one (1) future institutional block, and extend Street No. 10 to March Road as shown in **Figure 2**. The applicant is proposing to develop a commercial and retail plaza on the mixed-use block. The extension of Street No. 10 to March Road will connect with the future street segment also known as Street No. 10 as shown on the Draft Plan of Subdivision for CU Developments’ subdivision located west of the Subject Site. The land uses proposed for the Subject Site, pedestrian network, and road pattern are in accordance with the approved *2016 Kanata North Community Design Plan* as envisioned throughout the planning process and Demonstration Plan.

The future mixed-use block identified as Block 2 on the Draft Plan of Subdivision will provide future residents of the Kanata North community with convenient access to local services and retail once fully constructed. This will contribute to principles of a 15-minute neighbourhood through a diverse mix of land uses where the daily and weekly needs of future residents can be achieved within a short walk. The mixed-use block will be rezoned to accommodate a range land uses to supplement the growth of the surrounding residential community.

It is anticipated that the future institutional block shown as Block 3 on the Draft Plan of Subdivision will be developed as a future school by Conseil des écoles publiques de l'Est de l'Ontario (C.E.P.E.O). The future secondary school will accommodate grades ranging from 7-12. The future school will provide an additional institutional facility within the overall Kanata North community as envisioned throughout the *Kanata North Community Design Plan* process.

Pedestrian sidewalks will be provided on both sides of the Street No. 10 extension which will connect with the future pedestrian sidewalks of the CU Developments subdivision located to the west. The pedestrian sidewalks will provide for accessible and contiguous connections throughout the neighbourhood and greater Kanata North community. Street No. 10 will serve as a future collector road with a 24.0 metre Right-of-Way and will be designed in accordance with the *2016 Kanata North Community Design Plan – Transportation Master Plan*. One (1) future road widening block shown as Block 1 on the Draft Plan of Subdivision will be dedicated to the City of Ottawa at the time of registration of the subdivision to accommodate the interim and ultimate road widening of March Road.

A full size of the Draft Plan of Subdivision is provided in **Appendix A** of this report.

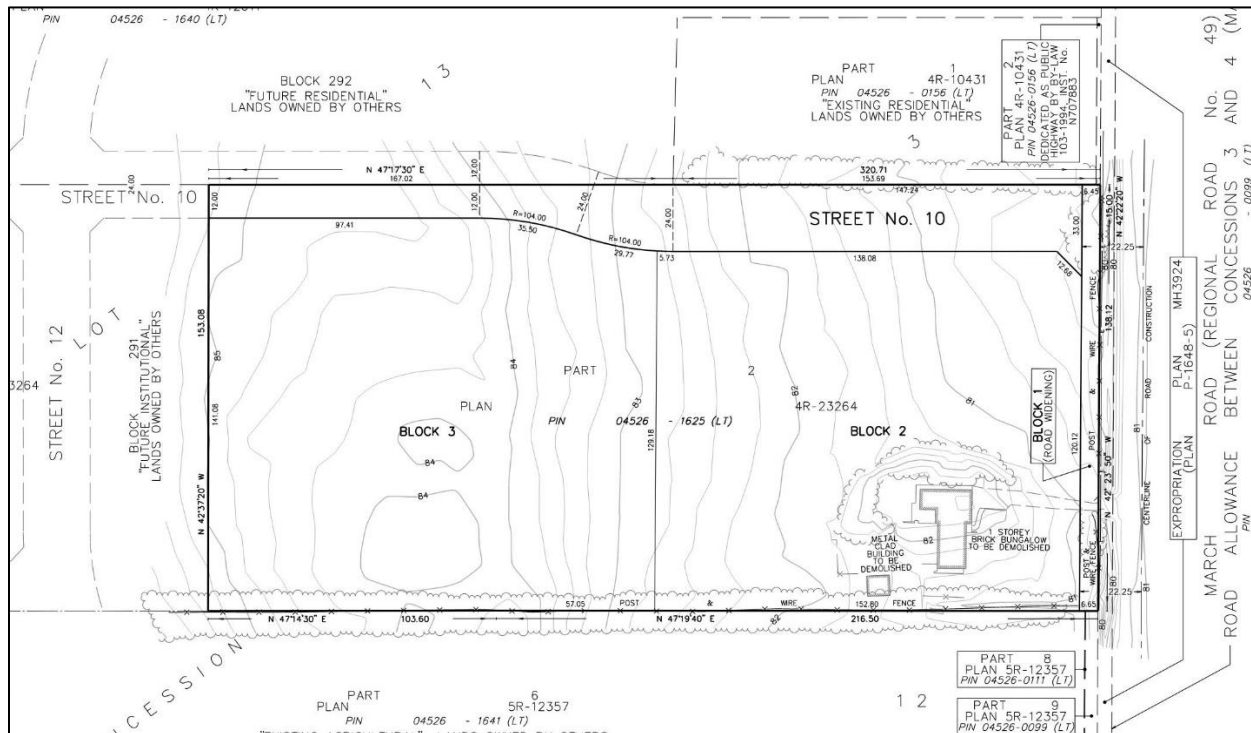


Figure 2: Excerpt from Draft Plan of Subdivision prepared by J.D. Barnes Limited dated October 29, 2021.

2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the reports and plans prepared by Novatech, Paterson Group, GEMTEC, and J.D. Barnes Limited in support of the proposed development:

- Draft Plan of Subdivision prepared by J.D. Barnes Limited dated October 29, 2021.
- Revised Site Servicing and Stormwater Management Report, Report R: 2022-010, prepared by Novatech dated August 10, 2022.

- Revised Transportation Impact Assessment, Report Ref: R-2021-133 prepared by Novatech dated August 2022.
- Environmental Impact Assessment and Tree Conservation Report, Project: 101242.001 – V02 and 101246.001 – V02, prepared by GEMTEC dated December 22, 2021.
- Revised Geotechnical Investigation, Report: PG5014-1 Revision 1, prepared by Paterson Group dated June 28, 2022.
- Phase 1 Environmental Site Assessment, Report: PE4677-1, prepared by Paterson Group dated December 7, 2020
- Stage 2 Archaeological Assessment, Report: PA1156-REP.01, prepared by Paterson Group dated October 2020.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (PPS)

The *Provincial Policy Statement (PPS) 2020* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in *Section 2* of the *Planning Act*. The decisions that affect all planning matters “*shall be consistent with*” relevant policy statements under the authority of *Section 3* of the *Planning Act*. The following is an overall review of the applicable *PPS* policies.

Building Strong Healthy Communities

Section 1.1 of the *PPS* speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that “*healthy, liveable, and safe communities are sustained by*”:

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

- **The future institutional and mixed-use blocks once built out will achieve an efficient land use pattern that contributes to a complete community as envisioned through the *Kanata North Community Design Plan* process.**
- **The Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services as well as an existing and planned road network as noted in the revised Site Servicing and Stormwater Management Report dated August 10, 2022, and revised Transportation Impact Assessment dated August 2022 prepared by Novatech.**
- **The Subject Site will be accessible by various modes of sustainable transportation including walking, cycling, and public transit. A future Bus Rapid Transit (BRT) corridor is planned in the ultimate build out of March Road and will provide convenient public transit access to and from the Subject Site for the Kanata North community.**

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that settlement shall be the focus of growth and development.

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

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed.*

Policy 1.1.3.6 states that new development taking place in *designated growth areas* should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

- **The Subject Site is situated on lands designated as settlement area with the overall Kanata North experiencing growth and development as evident in the current active development applications under review with the City of Ottawa.**
- **As previously discussed, the Subject Site will be accessible by various modes of sustainable transportation including walking, cycling, and public transit. A future Bus Rapid Transit (BRT) corridor is planned in the ultimate build out of March Road and will provide convenient public transit access to and from the Subject Site for the Kanata North community.**

Section 1.6.6 addresses sewage, water, and stormwater services.

Policy 1.6.6.2 notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

- **The Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services.**

Wise Use and Management of Resources

Section 2.0 of the *PPS* speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

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

Policy 2.1.7 states that site alteration shall not be permitted in the habitat of endangered and threatened species, except in accordance with provincial and federal requirements.

- **The proposed development has been designed to respect the Subject Site's surrounding natural and environmental features to ensure their long-term protection and prosperity.**
- **A combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by GEMTEC dated December 22, 2021. Detailed information and findings can be found in the EIS/TCR and Section 4.0 of this report.**

Protecting Public Health and Safety

Section 3.0 considers the Province's long-term prosperity, environmental health and social wellbeing which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- **A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated December 7, 2020. Based on the results of the assessment, a Phase II Environmental Site Assessment (ESA) was not required for the Subject Site.**
- **Detailed information and findings can be found in the Phase I ESA report which will accompany this submission.**

3.2 City of Ottawa Official Plan

The City of Ottawa's new *Official Plan* was approved by Planning Committee and the Agricultural and Rural Affairs Committee on October 14, 2021, and subsequently adopted by Ottawa City Council on November 24, 2021. It is noted that at the time this report was prepared, the new *Official Plan* did not receive approval from the Province of Ontario's Ministry of Municipal Affairs and Housing. This report will address the existing *Official Plan* and new *Official Plan* in regard to the proposed development as per *Official Plan Document 6 – Transition of In-Stream Applications*.

As per Document 6, the following applies to Zoning By-law Amendment applications (emphasized section underlined),

“If a complete application is received by no later than the day before the new Official Plan is adopted (October 27, 2021), it will be processed on the basis of existing Official Plan policy provided it is consistent with the 2020 Provincial Policy Statement.

For complete applications received after the day before the new Official Plan is adopted on October 27, 2021, but before Ministry approval of the Official Plan, any reports going forward to Committee and Council under this circumstance must be evaluated against the existing Official Plan and must also include an evaluation of the application against the Council approved new Official Plan (and the new Secondary Plan, where applicable). In the period between Council approval of the New OP and the Minister’s approval of the New OP, City staff will apply whichever provision, as between the Current and New OP, is more restrictive.

Zoning By-law amendments that conform to the new Official Plan but not the current Official Plan

Council can pass the by-law after the new Official Plan is adopted but it only comes into force if the relevant policies authorizing it are approved by the Minister. Pursuant to the Planning Act, section 24, subsections (2) and (2.1) Council may pass a by-law that does not conform with the official plan but will conform to the new Official Plan once it comes into effect. If the new Official Plan does not come into effect the by-law has no force and effect”.

3.2.1 Existing Official Plan

The Subject Site is designated under the existing *Official Plan* as a *General Urban Area* as per *Schedule B – Urban Policy Plan* as shown on **Figure 3**. As per *Section 3.6.1* of the *Official Plan*, 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 *General Urban Area* designation includes a range of uses such as ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along *Mainstreets* or *Transit Priority Corridors*, from a dwelling or corner store to a shopping centre or office.

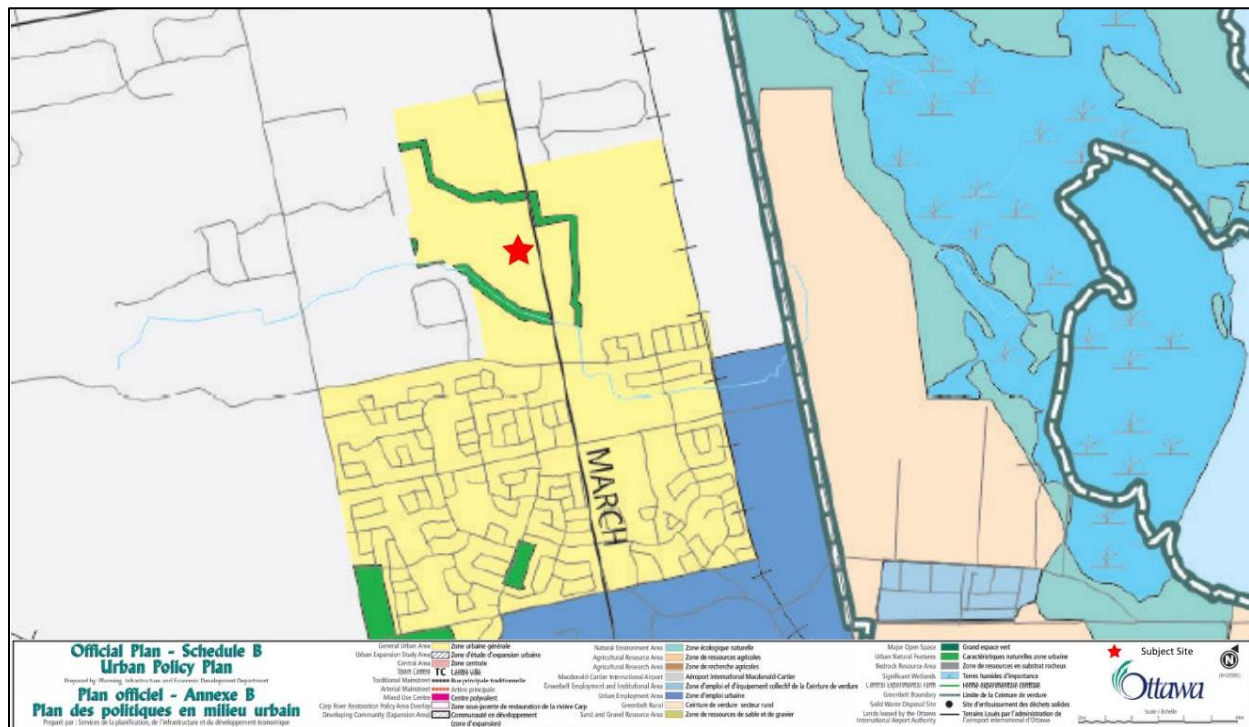


Figure 3: Excerpt from current City of Ottawa Official Plan Schedule B – Urban Policy Plan.

The applicable policies under Section 3.6.1 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

- 1) *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.*
- 3) *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.*
- 8) *Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:*
 - a) *Are compatible and complement surrounding land uses;*
 - b) *Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;*
 - c) *Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;*
 - d) *Are situated to take advantage of pedestrian and cycling patterns;*
 - e) *Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.*

- The future institutional and mixed-use blocks once built out will provide convenient access to services within walking and cycling distance that will serve the future Kanata North community.
- A range of compatible and complementary land uses will contribute to a complete community as envisioned through the *Kanata North Community Design Plan* process.
- Vacant land proposed for future development adjacent to the Subject Site and along the March Road corridor north of Halton Terrace/Maxwell Bridge Road are already zoned or are anticipated to be rezoned for future commercial and retail.

Section 4.3 – *Walking, Cycling, Transit, Roads and Parking Lots* speaks to evaluating “the adequacy of the transportation network to meet the needs of the proposed development”. The section outlines policies regarding proposed developments in relation to modes of transportation such as walking, cycling, transit, and automobile.

- The Subject Site fronts onto March Road which is an existing 2-lane arterial roadway with the future Street No. 10 identified as a future collector as shown in Figure 4.
- March Road is currently designed as a rural cross section but is planned to be widened in the interim to a 4-lane urban cross section as shown on Figure 5. The ultimate widening will include the median Bus Rapid Transit (BRT) system.
- The road widening shown as Block 1 on the Draft Plan of Subdivision will ensure that a 44.5 metre Right-of-Way along March Road is protected for the ultimate widening which will include sidewalks and raised cycle tracks as shown on Figure 6. The future extension of Street No. 10 to March Road which is a future collector roadway will be designed with a 24.0 metre Right-of-Way.



Figure 4: Excerpt from current City of Ottawa Official Plan Schedule E – Urban Road Network.

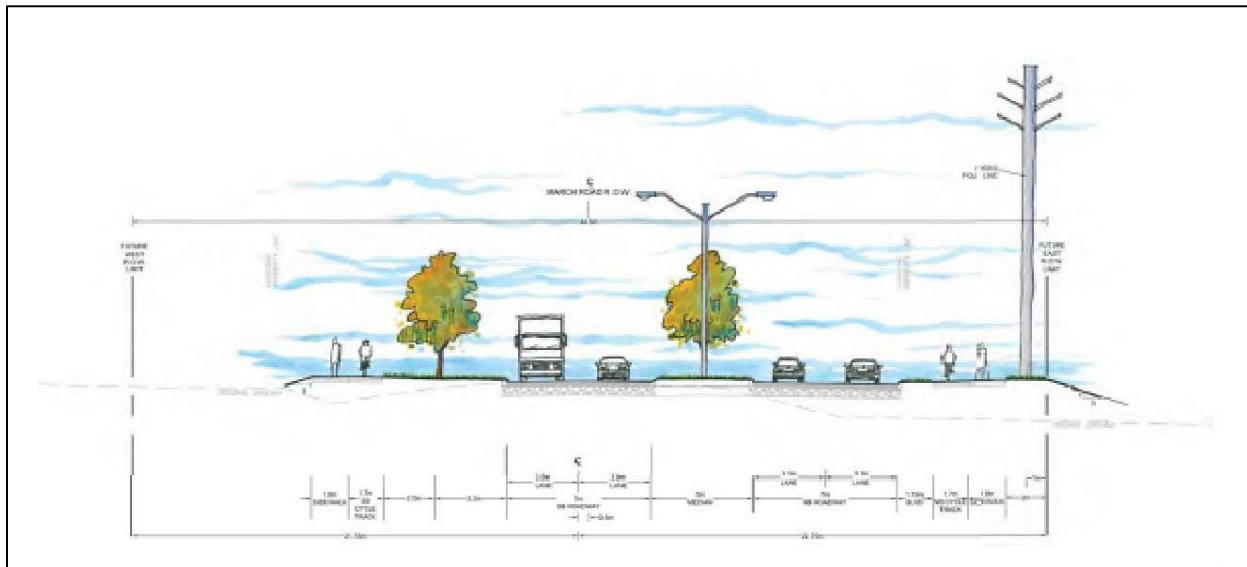


Figure 5: Excerpt from Kanata North Community Design Plan – Cross Section for March Road - Interim.

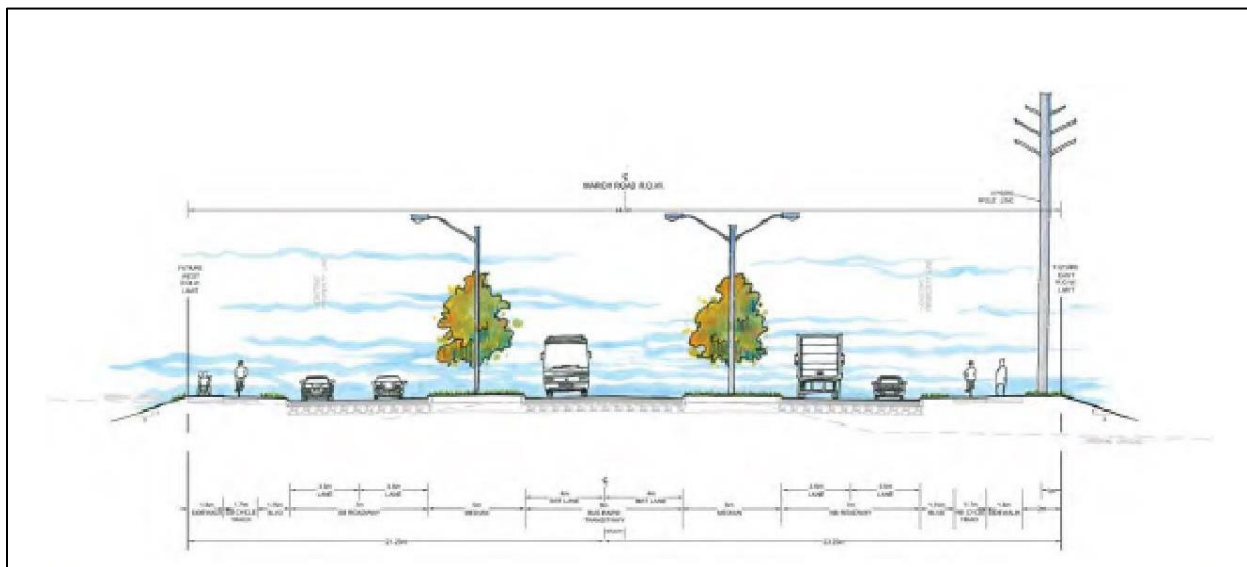


Figure 6: Excerpt from Kanata North Community Design Plan – Cross Section for March Road - Ultimate.

Section 4.4 – *Water and Wastewater Servicing* states that development within Public Service Areas will be on the basis of public services and requires an assessment of the adequacy of public services to support the development.

- As previously discussed, Subject Site will be served by future municipal infrastructure including water, stormwater, and sanitary services.
- A revised Site Servicing and Stormwater Management Report was prepared by Novatech dated August 10, 2022 and outlines the details of how the proposed development will be serviced.

Section 4.6.2 – Archaeological Resources outlines policies for where development is proposed on land where archeological potential exists as identified on the City of Ottawa map of *Areas of Archaeological Potential*.

- **A Stage 2 Archaeological Assessment was prepared by Paterson Group dated October 2020. Based on the results of the Stage 2 investigation it is recommended that no further work is required.**
- **Detailed information and findings can be found in the Stage 2 Archaeological Assessment report which will accompany this submission.**

Section 4.7.8 – Environmental Impact Statement speaks to “development within or adjacent to woodlands, wetlands, and other natural features has potential to impact the feature and its functions by removing vegetation, increasing the amount of paved or other impermeable surfaces, changing the grading of the site, or making other changes”.

- **A combined Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) was prepared by GEMTEC dated December 22, 2021.**
- **Detailed information and findings can be found in the EIS/TCR which will accompany this submission.**

Section 4.8.3 – Unstable Soils or Bedrock speaks to policies with regarding “unstable soils or bedrock could be unsafe or unsuitable for development and site alteration due to natural hazards or risk of damage to the structures built on these soils or bedrock”.

- **A revised Geotechnical Investigation was prepared by Paterson Group dated June 28, 2022. The finding from the report notes that from a geotechnical perspective, the Subject Site is considered adequate for development.**
- **Detailed information and findings can be found in the revised Geotechnical Investigation report which will accompany this submission.**

Section 4.8.4 – Contaminated Sites states that to prevent adverse effects relating to human health, ecological health, or the natural environment, it is important prior to permitting development on these sites, to identify these sites and ensure that they are suitable or have been made suitable for the proposed use in accordance with provincial legislation and regulations.

- **As previously discussed, a Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated December 7, 2020. Based on the results of the assessment, a Phase II Environmental Site Assessment (ESA) was not required for the Subject Site.**
- **Detailed information and findings can be found in the Phase I ESA report which will accompany this submission.**

3.2.2 New Official Plan

Under the new *Official Plan*, the Subject Site is now designated as a *Corridor – Mainstreet* measured 220 metres from the centreline of March Road with the remaining portion designated as *Neighbourhood*. The eastern portion of the Subject Site is also subject to the *Evolving Overlay*. The Subject Site is located within the *Suburban (West) Transect* of *Schedule B5* as shown on

Figure 7. The applicable policies under the relevant sections of the new *Official Plan* are listed below. A description of how the proposal responds to the policies then follows.

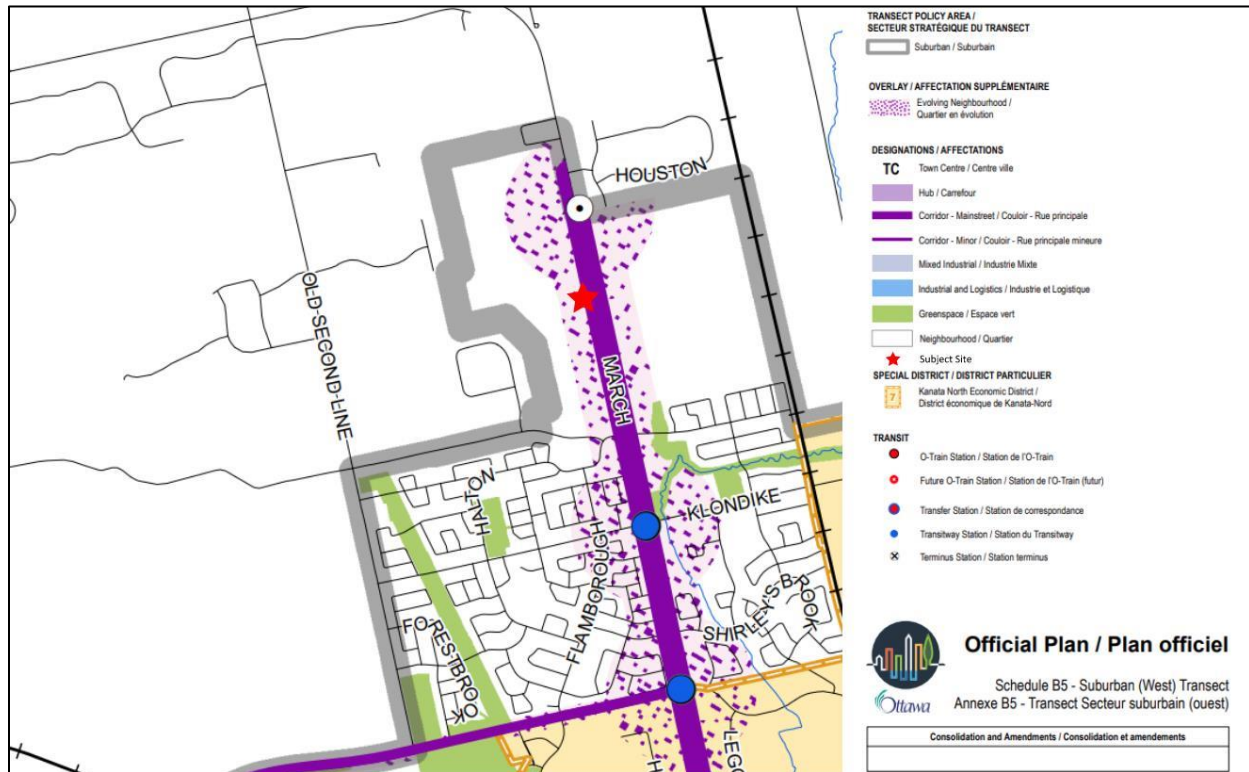


Figure 7: Excerpt from new City of Ottawa Official Plan Schedule B5 – Suburban (West) Transect.

The *Suburban Transect* comprises neighbourhoods within the urban boundary located outside the *Greenbelt*. The objectives of the *Suburban Transect* as per *Section 5.4* of the *Official Plan* include an evolution towards 15-minute neighbourhoods, enhancing mobility options and street connectivity, provide direction for *Corridors*, and provide direction for new development.

Section 5.4.1(2) states that “the *Suburban Transect* is generally characterized by *Low- to Mid-density development*”.

Development shall be:

- a) *Low-rise within Neighbourhoods and along Minor Corridors;*
- b) *Mid-rise along Mainstreet Corridors, however the following policy direction applies;*
 - i. *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;*
 - ii. *The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - iii. *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition; and*

Section 5.4.3(3) states “along *Mainstreet Corridors*, permitted building heights, except where a secondary plan or area specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows”

- a) *Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area specific policy specifies greater heights;*
 - b) *The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - c) *Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and stepbacks, permitted building heights are up to 4 storeys.*
- **The design details including the height of the future buildings will be provided at a later date when proposals are advanced for their development subject to *Site Plan Control* applications.**

Section 5.4.4(1) states that “Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:”

- a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
 - d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
 - e) *Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
 - f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*
 - g) *Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;*
- **The Subject Site fronts onto March Road which is an existing 2-lane arterial roadway with the future Street No. 10 identified as a future collector as shown in Figure 8.**
 - **March Road is currently designed as a rural cross section but will be widened in the interim to a 4-lane urban cross section. The ultimate widening will include the median Bus Rapid Transit (BRT) system as shown previously.**
 - **The road widening shown as Block 1 on the Draft Plan of Subdivision will ensure that a 44.5 metre Right-of-Way along March Road is protected for the ultimate widening which will include sidewalks and raised cycle tracks. The future extension of Street No. 10 to March Road which is a future collector roadway will be designed with a 24.0 metre Right-of-Way.**
 - **The future institutional and mixed-use blocks once built out will contribute to principles of 15-minute neighbourhoods through a diverse mix of land uses where the daily and weekly needs of future residents can be achieved within a short walk.**



Figure 8: Excerpt from new City of Ottawa Official Plan Schedule C4 – Urban Road Network.

As per Section 5.6.1, the *Evolving Overlay* is “applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land”.

Section 5.6.1.1(2) states that where an *Evolving Overlay* is applied:

- a) The *Zoning By-law* shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and
- The future development of the Subject Site will result in a change to the rural character and landscape to a more urbanized built form that will include a greater diversity of land uses that are compatible and complementary to surrounding land uses.
 - Accordingly, the Subject Site will be rezoned from the existing rural land uses to permit future institutional and mix of commercial and retail land uses that are considered more urban in nature. The proposed land uses are consistent with the *Kanata North Community Design Plan*.

The *Corridor* designation applies to “bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The *Corridor* designation includes two sub-designations, *Mainstreet Corridors* (also referred to as *Mainstreets*) and *Minor Corridors*” per Section 6.2.

Section 6.2.1(1) states that *Corridors* “are shown as linear features in the B-series of schedules. The *Corridor* designation applies to any lot abutting the *Corridor*, subject to”:

- a) Generally, a maximum depth of:
 - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
 - iii. Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and
 - iv. Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;
 - b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block;
- **As previously discussed, the Subject Site is primarily designated as a Corridor – Mainstreet measured 220 metres from the centreline of March Road with the remaining portion designated as Neighbourhood.**

Section 6.2.1(3) notes that Corridors “will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law”:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- **As previously discussed, the eastern portion of the Subject Site will be rezoned to permit a mix of commercial and retail uses on Block 2 as shown on the Draft Plan of Subdivision. The suggested commercial and retail uses will contribute to a greater diversity of land uses that are compatible and complementary to the surrounding land uses.**
 - **The proposed land uses will provide convenient access to a range of services within walking and cycling distance that will serve the future Kanata North community and contribute to principles of 15-minute neighbourhoods.**

As per Section 6.3, the Neighbourhoods designation is applied to “contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities”.

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

- e) Limited large-scale non-residential uses and include office-based employment, greenspace, large-scale institutions and facilities and other smaller institutional functions;
- **The western portion of the Subject Site designated as Neighbourhood and shown as Block 3 on the Draft Plan of Subdivision will be split zoned as a future institutional as well as residential in accordance with the Kanata North Community Design Plan.**
 - **It is anticipated that this portion of the Subject Site will be developed as a future secondary school by the C.E.P.E.O as previously discussed.**

3.2.3 Kanata North Community Design Plan

The Subject Site is situated within the Northwest Quadrant of the *Kanata North Community Design Plan (Kanata North CDP)* as shown on the *Kanata North CDP – Land Use Plan* in **Appendix B**. The *Kanata North CDP* was adopted in June of 2016 as part of *Official Plan Amendment (OPA) 173* and establishes a community-wide land use framework for the Kanata North Urban Expansion Area (KNUEA) that reflects the principles, objectives and policies for community development as directed by the *Official Plan*. The Subject Site is designated as a *Service Mixed Use* for the portion abutting March Road and *School* for the portion off of the future Street No. 10.

As per *Section 4.3.2 – Mixed Use*, the *Service Mixed Use* designation is “intended for local convenience commercial uses serving residents and the travelling public”. The commercial uses permitted within this designation include but are not limited to banks or other financial services; business, medical and professional offices; gas bar; offices; personal service businesses; restaurants; and retail and convenience stores.

- **The future mixed-use block will be developed to include a variety of local commercial uses to serve residents and the travelling public.**
- **Following the build out of the future mixed-use block, residents of the surrounding Kanata North community will have access to a variety of commercial uses within close proximity. This will contribute to principles of 15-minute neighbourhoods where the daily and weekly needs of future residents can be achieved within a short walk.**

As per *Section 4.3.3 – Institutional Land Uses*, a future school on the Subject Site was requested by one of the four area School Boards (C.E.P.E.O) during the *Kanata North CDP* process. The guidelines state that the location and size of the school sites have been conceptually illustrated on the *Kanata North CDP – Land Use Plan* and reflect the general locational criteria, approximate area required, and minimum lot frontages as site configuration standards of each School Board.

- **Once built, the future secondary school by C.E.P.E.O will provide an additional educational facility in Kanata North community to accommodate the needs of future residents.**

3.3 Zoning By-law 2008-250

3.3.1 Existing Zoning

The Subject Site is currently dual zoned *Rural Commercial Zone, Rural Exception 338 – RC[338r]* and *Rural Countryside Zone – RU* under the *City of Ottawa’s Zoning By-law 2008-250* as shown on **Figure 9**.

To facilitate the future proposed development as shown on the Draft Plan of Subdivision, a *Zoning By-law Amendment* will be required to change the zoning to urban uses that would permit an institutional use and to increase the range of permitted uses on the commercial to match the approved land uses in the approved *2016 Kanata North Community Design Plan*.



Figure 9: Excerpt of the Subject Site’s existing zoning from GeoOttawa.

3.3.2 Suggested Zoning

It is suggested to rezone the Subject Site from *Rural Commercial Zone, Rural Exception 338 – RC[338r]* and *Rural Countryside Zone – RU* to *General Mixed-Use Zone – GM* for the future mixed-use block as shown on **Figure 10**. The suggested *General Mixed-Use Zone – GM* will permit a range of commercial and retail land uses that will enable and support principles of 15-minute neighbourhoods while ensuring consistency with the policies of the *Kanata North CDP*.

The purpose of the *General Mixed-Use Zone – GM* is to:

1. allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
2. limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
3. permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
4. impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

It was always suggested that the Subject Site would be rezoned to a *General Mixed-Use Zone – GM*. Further discussion is warranted with City of Ottawa staff on the list of permitted land uses within this zone.

For the future institutional block, it is suggested to rezone this portion from *Rural Countryside Zone – RU* to a split zone *Minor Institutional, Subzone A – I1A/Residential Third Density, Subzone Z – R3Z*. The purpose of a split institutional and residential zone is to permit a future residential development should a future school no longer be considered on the Subject Site. Under the *Planning Act*, school sites are reserved for a period of seven (7) years. As a standard, the City of Ottawa typically requires a split zone, but it is anticipated that the institutional block will be purchased by the C.E.P.E.O. Further discussion is warranted with City staff on whether a special exception is required. This is consistent with the guidelines of *Section 4.3.3* of the *Kanata North CDP* which states, “*school sites shall be zoned for both institutional and residential use in order, in the event that no School Board acquires a school site, the lands shall be developed for residential land uses*”.

The purpose of the *Minor Institutional Zone – I1* is to:

1. *permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and*
2. *minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character.*

The purpose of the *Residential Third Density Zone – R3* is to:

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

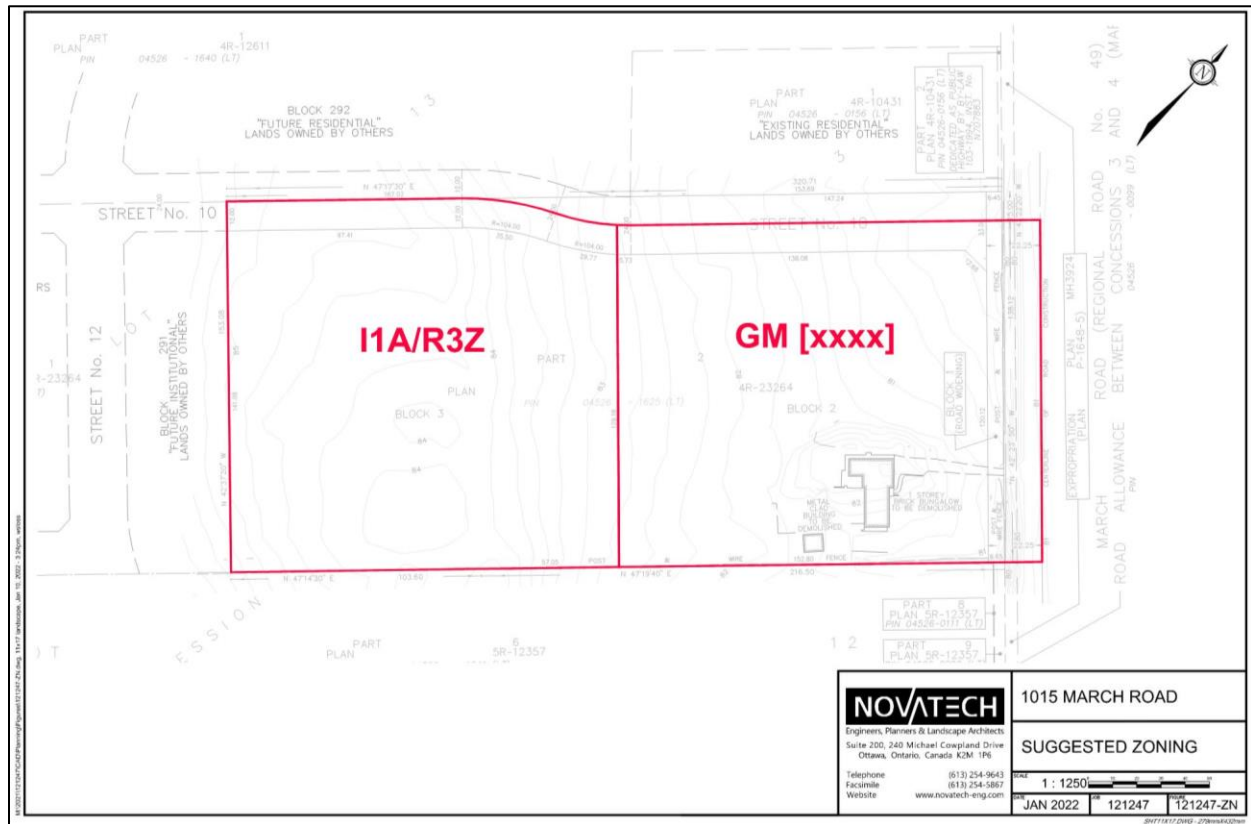


Figure 10: Excerpt from Suggested Zoning Key Plan prepared by Novatech.

4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

Under Section 4.7.1 of the existing *Official Plan* policies, “a comprehensive understanding of the relationship between the natural environment and the built environment is the foundation of site design and subdivision planning, as well as planning for the larger areas subject to community design plans”. The Integrated Environmental Review considers as a whole the significant findings from individual studies and ensures that development design complies with the environmental policies of the *Official Plan* design principles with nature have been applied. An Integrated Environmental Review was identified as a requirement on the “*Applicant’s Study and Plan Identification List*” following the pre-application consultation held with City staff on September 17, 2021.

Site Servicing and Stormwater Management Report

A revised Site Servicing and Stormwater Management Report was prepared by Novatech dated August 10, 2022. The report has evaluated the servicing (storm, sanitary, and water servicing) for the Subject Site within the northwest quadrant of the KNUEA. The findings and conclusions from the report include:

- The 1015 March Road site reflected in this Site Serviceability Report can be adequately serviced by extending existing municipal water, sanitary and storm infrastructure. Also, the CU development stormwater management facility can be utilized to service the west half of the Subject Site. March Road will service the east half of the site with the existing

ditches in the interim condition and future storm sewers to SWM Pond 3 in the 936 March Road (Minto Lands) for the ultimate condition when March Road is urbanized.

- The proposed servicing strategy for the 1015 March Road development is generally consistent with the recommendations of the KNUEA Environmental Management Plan and the KNUEA Master Servicing Study. Any deviations from the KNEMP and KNMSS are considered minor and will not require an amendment to the EA.

Environmental Impact Statement and Tree Conservation Report

A combined Environmental Impact Statement and Tree Conservation Report (EIS/TCR) was prepared by GEMTEC dated December 22, 2021. The objectives of the EIS were to identify and evaluate the significance of any natural heritage features, as defined in the *PPS* on the Subject Site and broader study area as well as to assess the potential impacts from the proposed zoning amendment and future development on any natural heritage features identified and to recommend mitigation measures to ensure the long-term protection of any identified natural features. The purpose of the TCR was to identify trees to be retained and protected under future development and where feasible, to offset the loss of trees that cannot be retained or contribute to the City's forest cover targets. The findings from the combined report include:

- No significant negative impacts to natural heritage features identified on-site, including significant wildlife habitat, fish habitat and habitats of species at risk, from future commercial construction are anticipated.
- Blanding's turtles habitat were identified on the site and as such an Information Gathering Form has been submitted to the Ministry of the Environment, Conservation and Parks for consultation and approval.
- The proposed project complies with the natural heritage policies of the *Provincial Policy Statement*.
- The proposed development complies with the natural heritage policies of the City of Ottawa new *Official Plan*.
- As noted above details of the future development will be provided during *Site Plan Control* applications. At this time no site, grading, servicing or landscaping plans are known. Following draft plan approval and finalization of development details, including grading, servicing and site plans an addendum to this TCR may be required.
- None of the 69 trees present on-site are protected under the Endangered Species Act, Ontario 2007, represent exceptional native tree specimens, or provide any significant conservation value.
- Further details on the findings and recommendations are found within the report.

Geotechnical Investigation

A revised Geotechnical Investigation, Report: PG5014-1 Revision 1 was prepared by Paterson Group dated June 28, 2022. The objectives included determining the subsurface soil and groundwater conditions at the site by means of boreholes and provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design. The findings from the report include:

- From a geotechnical perspective, the subject site is considered adequate for development.

- It is expected that low rise commercial buildings can be founded by conventional style shallow foundations placed on undisturbed, stiff to hard silty clay or glacial till bearing surface.

Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment, Report: PE4677-1 was prepared by Paterson Group dated December 7, 2020. The purpose of the Phase I-ESA was to research the past and current use of the subject site and the Phase I Study Area and to identify any environmental concerns with the potential to have impacted the Phase I Property. The findings from the report include:

- According to the historical research, the Phase I Property was originally developed circa 1977 with the existing residential building. The property has always been used as agricultural land as well as a residence. Historical land use of the neighbouring properties included residential and agricultural areas with no potentially contaminating activities (PCAs) being identified within the study area.
- Neighbouring land use in the Phase I Study Area consists of residential dwellings and agricultural lands and no PCAs were noted with the current use of the subject site or surrounding properties.
- Based on the results of the assessment, it is our opinion that a Phase II-Environmental Site Assessment is not required for the subject property.

Stage 2 Archaeological Assessment

A Stage 2 Archaeological Assessment, Report: PA1156-REP.01 was prepared by Paterson Group dated October 2020. The previous Stage 1 assessment was prepared by Paterson Group in 2003 concluded that there was potential for both pre-contact Aboriginal and historic Euro-Canadian archaeological resources within the study area, requiring a Stage 2 Assessment. The findings from the report include:

- Based on the results of the Stage 2 investigation it is recommended that: no further work is required in the area defined on Map 1.

5.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy will involve a variety of methods as follows:

- Signage posting on the Subject Site which provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or questions.
- Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage (<https://devapps.ottawa.ca/en/>).
- Public consultation will also be conducted with the local ward councillor.
- Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff.

6.0 CONCLUSION

It is our assessment that the proposed development to subdivide the Subject Site for future development is consistent with the *Provincial Policy Statement*, conforms with the *City of Ottawa Official Plan*, *Kanata North Community Design Plan*, and generally complies with *Zoning By-law 2008-250*. This revised Planning Rationale and Integrated Environment Review Statement, along with the associated technical studies supports the proposed development to subdivide the Subject Site lands for future development.

The proposed development is an appropriate and desirable addition to the Kanata North community and represents good planning.

Yours truly,

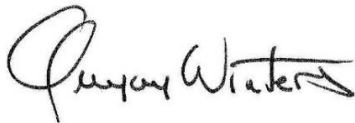
NOVATECH

Prepared by:



Robert Tran, M.PL.
Planner, Planning & Development

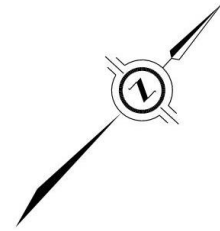
Reviewed by:



Greg Winters, MCIP, RPP
Director, Planning & Development

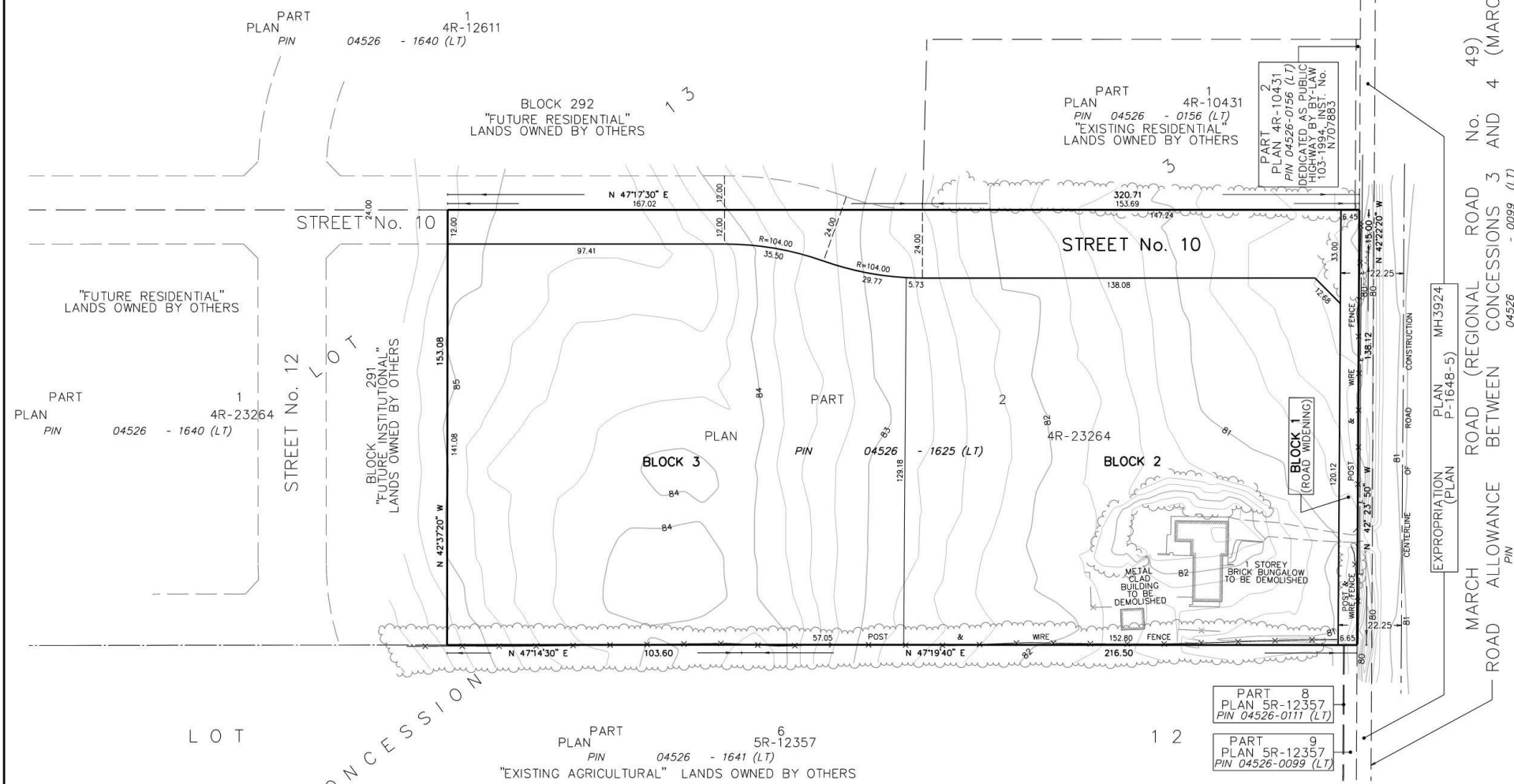
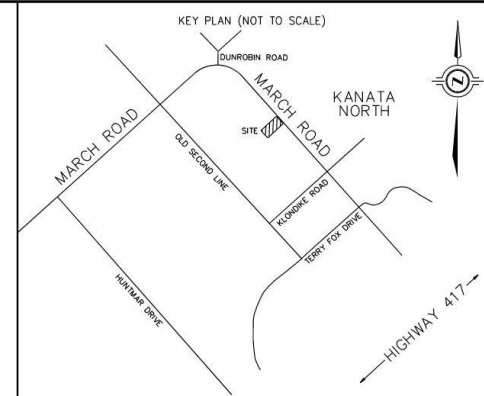
**Appendix A
Draft Plan of Subdivision
Prepared by J.D. Barnes Limited
Dated October 29, 2021**

SCHEDULE OF LAND USE		
LAND USE	BLOCK	AREA (sq. m)
COMMERCIAL	2	19,681.8
INSTITUTIONAL	3	22,357.5
ROAD WIDENING	1	1,002.5
STREET	'10'	5,994.4
TOTAL:		49,036.2



SUBJECT TO THE CONDITIONS, IF ANY, SET FORTH IN OUR LETTER DATED.....THIS DRAFT PLAN IS APPROVED BY THE CITY OF OTTAWA UNDER SECTION 51 OF THE PLANNING ACT THIS DAY OF, 2021.

ERIN O'CONNELL, M.O.P. R.P.P. MANAGER
DEVELOPMENT REVIEW WEST
PLANNING, INFRASTRUCTURE AND ECONOMIC DEVELOPMENT DEPARTMENT,
CITY OF OTTAWA



DRAFT PLAN OF SUBDIVISION OF
**PART OF LOT 13
CONCESSION 3**
(GEOGRAPHIC TOWNSHIP OF MARCH)
NOW IN THE
CITY OF OTTAWA
SCALE 1 : 1000
METRIC DISTANCES AND/OR COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.
J.D. BARNES LIMITED
© COPYRIGHT 2021

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT.

(a)(b)(e)(f)(g)(j) and (l) - As shown on this Plan.
(c) - As shown on this Draft and Key Plan.
(d) - Land to be used in accordance with the Schedule of Land Use.
(h)(k) - Full Municipal Services to be available
(i) - See Soils Report
Ottawa Formation, limestone

NOTES
DISTANCES ARE GROUND
ALL DISTANCES ON CURVES ARE ARC DISTANCES UNLESS OTHERWISE SPECIFIED

ELEVATION NOTE
ELEVATIONS SHOWN ON THIS PLAN ARE RELATED TO GEODETIC DATUM AND ARE DERIVED FROM MINISTRY OF TRANSPORTATION CONTROL MONUMENT 0011968U001 HAVING A PUBLISHED ELEVATION OF 78.945 METRES.

LEGEND

-E- DENOTES OVERHEAD UTILITY CABLE (HYDRO)
CONTOUR INTERVALS ARE SHOWN AS 1.00m FOR MAJOR AND 0.25m FOR MINOR
DENOTES MAJOR CONTOUR
DENOTES MINOR CONTOUR

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

SEPTEMBER 8th, 2021 DATE
SHAWN LÉROUX
ONTARIO LAND SURVEYOR

J.D. BARNES LIMITED SURVEYING MAPPING GIS
LAND INFORMATION SPECIALISTS
62 STACIE DRIVE, SUITE 103, KANATA, ON K2K 2A9
T: (613) 731-7244 F: (613) 254-8659 www.jdbarnes.com

OWNER'S CERTIFICATE
THUY THI THANH PHAM, BEING A REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZES J. D. BARNES LIMITED TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE _____ THUY THI THANH PHAM _____

OWNER'S CERTIFICATE
HING TRONG WONG, BEING A REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZES J. D. BARNES LIMITED TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE _____ HING TRONG WONG _____

OWNER'S CERTIFICATE
CHING KIM MACDONELL, BEING A REGISTERED OWNER OF THE SUBJECT LANDS HEREBY AUTHORIZES J. D. BARNES LIMITED TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

DATE _____ CHING KIM MACDONELL _____

DRAWN BY: NS CHECKED BY: SL REFERENCE NO.: 21-10-109
PLOTTED: 10/29/2021 DATED: 09/01/2021

FILE: G:\21-10-109\00\Drawing\Draft Plan\21-10-109-00 Draft Plan.dgn

Appendix B
Kanata North Community Design Plan
Land Use Plan
Prepared by Novatech

