

Engineering

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- Commercial & Institutional
- Environmental Restoration

Draft Plan of Subdivision

555, 591, 595 and 603 March Road



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

Draft Plan of Subdivision
555, 591, 595 and 603 March Road

Prepared By:

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December 15, 2023

Novatech File: 122125
Ref: R-2023-177

December 15, 2023

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Planning, Real Estate and Economic Development
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Attention: Lisa Stern, Planner II

**Reference: Draft Plan of Subdivision Application – 555, 591, 595 and 603 March Road
Our File No.: 122125**

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

It is proposed to demolish the existing buildings and develop a mixed-use development on a new street network. Zoning By-law Amendment 2023-414 was approved on September 27, 2023 to suitably zone the Subject Site for the development. The next step and the subject of this Draft Plan of Subdivision application is to create the two proposed streets and set out the park block and development blocks based on the SvN Concept Plan presented in support of the Zoning By-law Amendment.

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

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Manager

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1.0 INTRODUCTION

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

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

2.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises 5.56 ha of land on the southwest corner of March Road and Terry Fox Drive in the Kanata North Economic District made up of four existing parcels. The Subject Site is generally flat. From south to north, 555 March Road is developed with a single storey building occupied by a commercial recreational athletic facility and a surface parking lot, 591 March Road is developed with a single storey strip mall, 595 March Road is undeveloped and 603 March Road is developed with a two storey office building and a surface parking lot. All these buildings have existed since the early 1990s and 603 March Road was extended around 2000. It is proposed to incrementally demolish all these buildings to make way for the development.

The legal descriptions of the parcels are:

555 March Road:

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

591 March Road:

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

595 March Road:

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

MUNICIPALITY OF OTTAWA-CARLETON OVER PART 6 PLAN 4R-24509 AS IN LT1082901. SUBJECT TO EASEMENT OVER PARTS 6 AND 7 PLAN 4R-24509 AS IN NS168649 CITY OF OTTAWA

603 March Road:

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

The Subject Site is at the northern edge of the Kanata North Business Park. Based on March Road running north-south, the surrounding uses are:

To the **north** across Terry Fox Drive is a residential area comprising detached and semi-detached dwellings on Acklam Terrace which is a window street to Terry Fox Drive. These dwellings were built in the late 1980s / early 1990s. Further north there is a commercial plaza at the intersection with Klondike Road.

To the **east** across March Road is 570 and 600 March Road which is developed with a mid-rise office complex occupied by Nokia with a large area of surface parking. A mixed use development including apartments, office and commercial uses is proposed for the site. Bus Rapid Transit is proposed for March Road, with a stop at the intersection of March Road and Terry Fox Drive.

To the **south** are two properties: 88 Hines Road is developed with a single storey office building and 525 March Road is a former dwelling that is now used as an office.

To the **west** are two properties. Directly west is 96 Hines Road which is part of a larger office campus occupied by Ciena, a technology company. A Multi-use Pathway (MUP) runs along the eastern edge of this parcel, immediately adjacent to the Subject Site and connecting Terry Fox Drive and Hines Road. 93 Hines Road is across Hines Road from the Subject Site and is developed with two buildings occupied by light industrial companies.

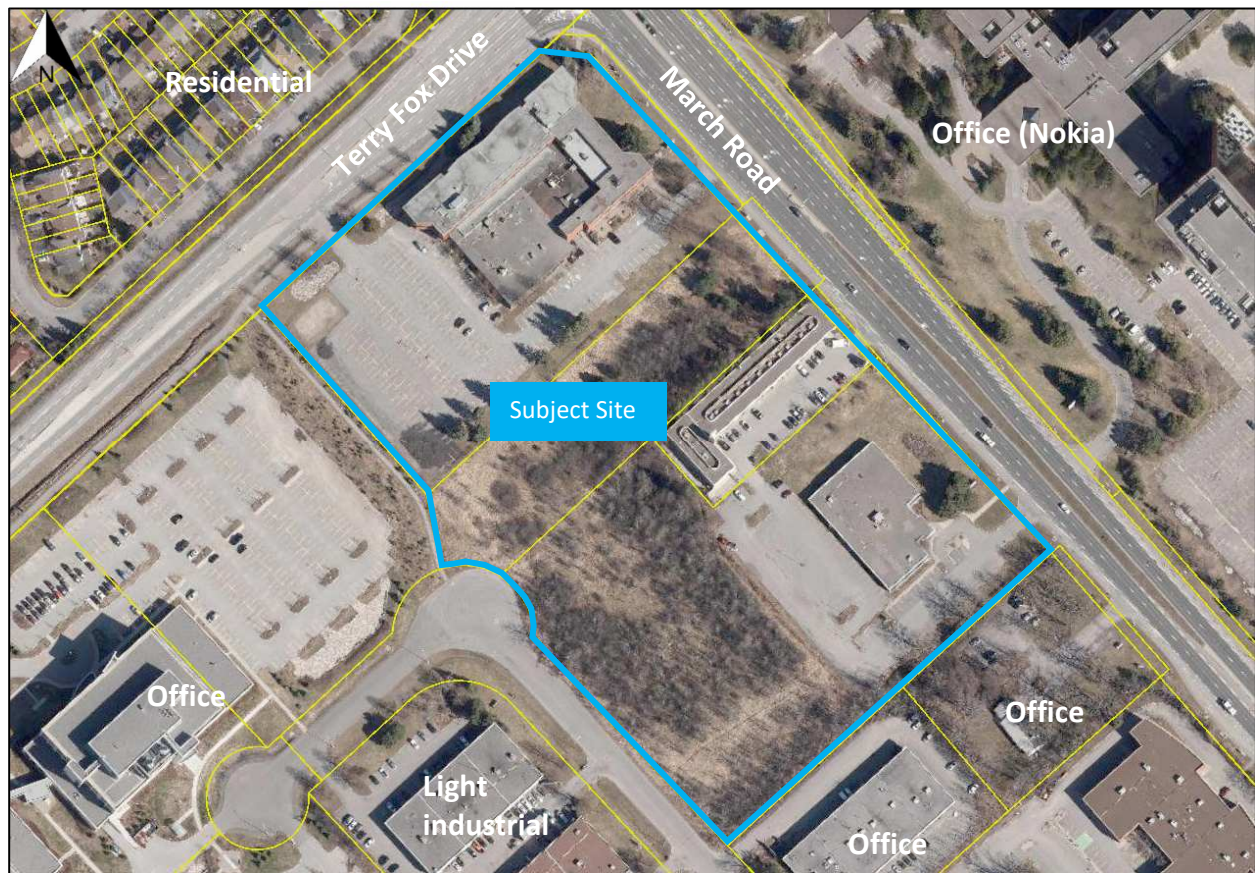


Figure 1: Subject Site and Surrounding Area

3.0 DEVELOPMENT PROPOSAL

3.1 Conceptual Mixed Use Development

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

Conceptually, four buildings front on to March Road – two office buildings (7 and 8 storeys) with commercial space at ground floor and the two tallest residential/mixed-use buildings (26 and 30 storeys). The central block comprises four residential/mixed-use buildings, one of which fronts the park. The northernmost buildings are mid-rise (6 storeys) to transition to the low-rise residential area to the north. The other three buildings are 24 and 25 storeys. The eastern most part of the site comprises three mid-rise buildings and the park. The existing buildings on the Subject Site will be demolished incrementally as required by the development phasing.

3.2 The Draft Plan of Subdivision

In support of the proposal described at Section 3.1, the Draft Plan provides:

- A 26 m wide right of way (ROW) for a public road running east-west along the southern edge of the Subject Site connecting March Road with Hines Road.
- An 18 m wide ROW for a private street running north-south and connecting the east-west road with Terry Fox Drive.
- Four blocks for development (Blocks 1 – 4). Block 4 in the southwest corner of the Draft Plan will be the first to be developed, with a Site Plan application to be filed soon. The remaining three blocks will be developed as per the phasing plan and as the existing buildings are vacated and demolished. It is likely that the larger Blocks 1 and 2 will be further divided at a later date when they are developed, via Part Lot Control, plan of condominium or severance.
- A park block (Block 5) with frontage to both Hines Road and the north-south private street. The size of the park is based on the parkland dedication calculation at Section 3.3 below.
- Block 7 as a 30 cm reserve along the south lot line. This will control access to the new public street from the properties to the south, with details of what is required to lift the reserve to be confirmed as part of the Draft Plan process.
- The final required road widenings adjacent to the Subject Site on March Road (Block 8) and on Terry Fox Drive (Block 9) in accordance with the Official Plan.

The table below details the blocks and streets that make up the Draft Plan:

Block Nos.	Proposed Land Use	Area
1 – 4	Mixed Use	3.9326 ha
5	Park	0.3596 ha
6	Private Street	0.5029 ha
7	30 cm Reserve	0.0056 ha
8 – 9	Road widening	0.0216 ha
Street	Street No. 1 (public)	0.4794 ha

3.3 Parkland Dedication

The calculations below are based on the in-effect City of Ottawa Parkland Dedication By-law 2009-385. In 2022 the City approved a new Parkland Dedication By-law 2022-280 which was subsequently appealed. The appeal has not been decided. The final calculations may be corrected by the outcome of the appeal resolution.

The parkland dedication requirement is set out in the table below:

Use	Area	Rate (as per Table 1 of the in-effect by-law)	Required
Commercial areas (based around office buildings)	0.57 ha	<i>Parkland requirement calculated as 2% of the gross land area of the site being developed.</i>	0.0114 ha
Residential	3.6 ha	<i>one (1) hectare for every three hundred (300)* dwelling units, but for apartments, as defined by the zoning by-law this parkland conveyance will not exceed a maximum of 10% of the land area of the site being developed.</i>	0.36 ha
Commercial GFA in mixed use buildings	0.21 ha	<i>Where land is developed for a mix of uses within a building, the parkland requirement for each use will be based upon the above rates prorated proportionally to the gross floor area allocated to each use.</i>	0.0042 ha
Credit	-0.8 ha	Credit for 2% of Block 1 on 4M-1104	- 0.016 ha
		TOTAL	0.3596 ha

* Recent changes to the Planning Act have made this rate one per six hundred, although the cap still governs in this case.

Rationale

The overall area of the Subject Site is 5.53 ha. All areas to be confirmed by an Ontario Land Surveyor prior to final registration. As per the in-effect Parkland Dedication By-law and City's Guideline for Parkland Dedication, the parkland is calculated on the area of the site being developed, which excludes:

- The public east-west street and the north-south private street. Removing these reduces the 5.53 ha area by 0.99 ha to 4.54 ha.
- The park itself. As the park block is both part of the calculation and the result of the calculation these two figures have been matched through an iterative process. The figure is 0.36 ha, reducing the area of the site being developed again to 4.18 ha.

The remaining area is 4.18 ha, which is used for the parkland calculation. As shown in the table above, this area is split into commercial and residential (including mixed-use) blocks based on

the Concept Plan. Note that this is approximate as it is challenging to calculate based on a Concept Plan rather than detailed numbers which will not be known until Site Plan. Using clause 1) for mixed use in the table above, we drew a somewhat arbitrary area around the two office buildings to which the 2% would apply. The remaining area is calculated using the 10% residential cap as this applied based on the density of the development, with an added area for the commercial GFA in the mixed use buildings based on clause 2) in the table above.

A parkland credit that has been applied. The Subdivision Agreement for 4M-1104 dated November 10, 2000 confirms that cash in lieu of parkland was paid at the time as per the Planning Act. As this was a commercial subdivision, it is assumed that it was paid at the commercial rate, being 2%. This applies to the portion of the Subject Site that was part of that subdivision, being the 0.8 ha Block 1 on 4M-1104.

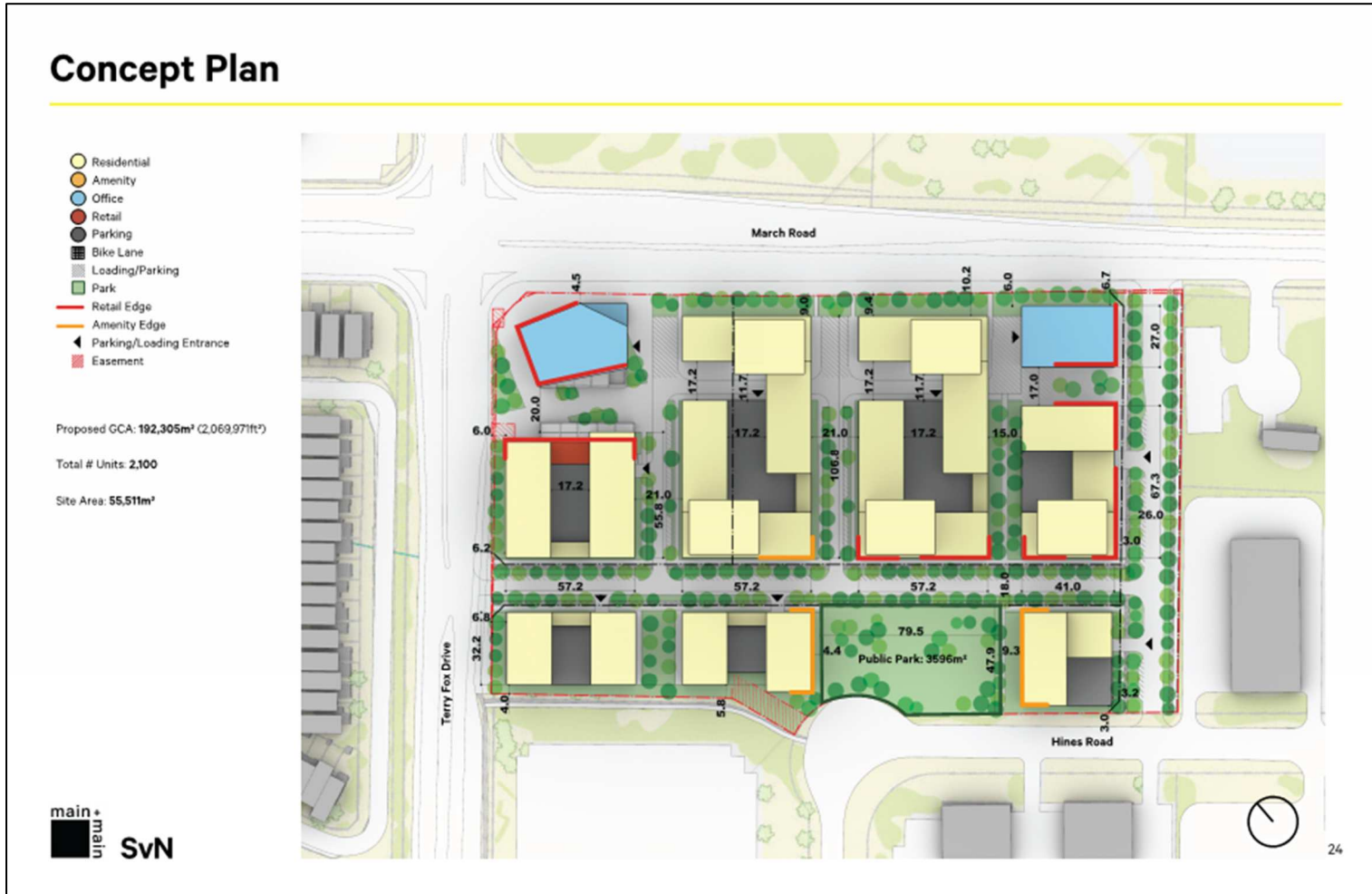


Figure 2: Excerpt of the Conceptual Plan of the Proposal by SvN Architects dated December 15, 2023

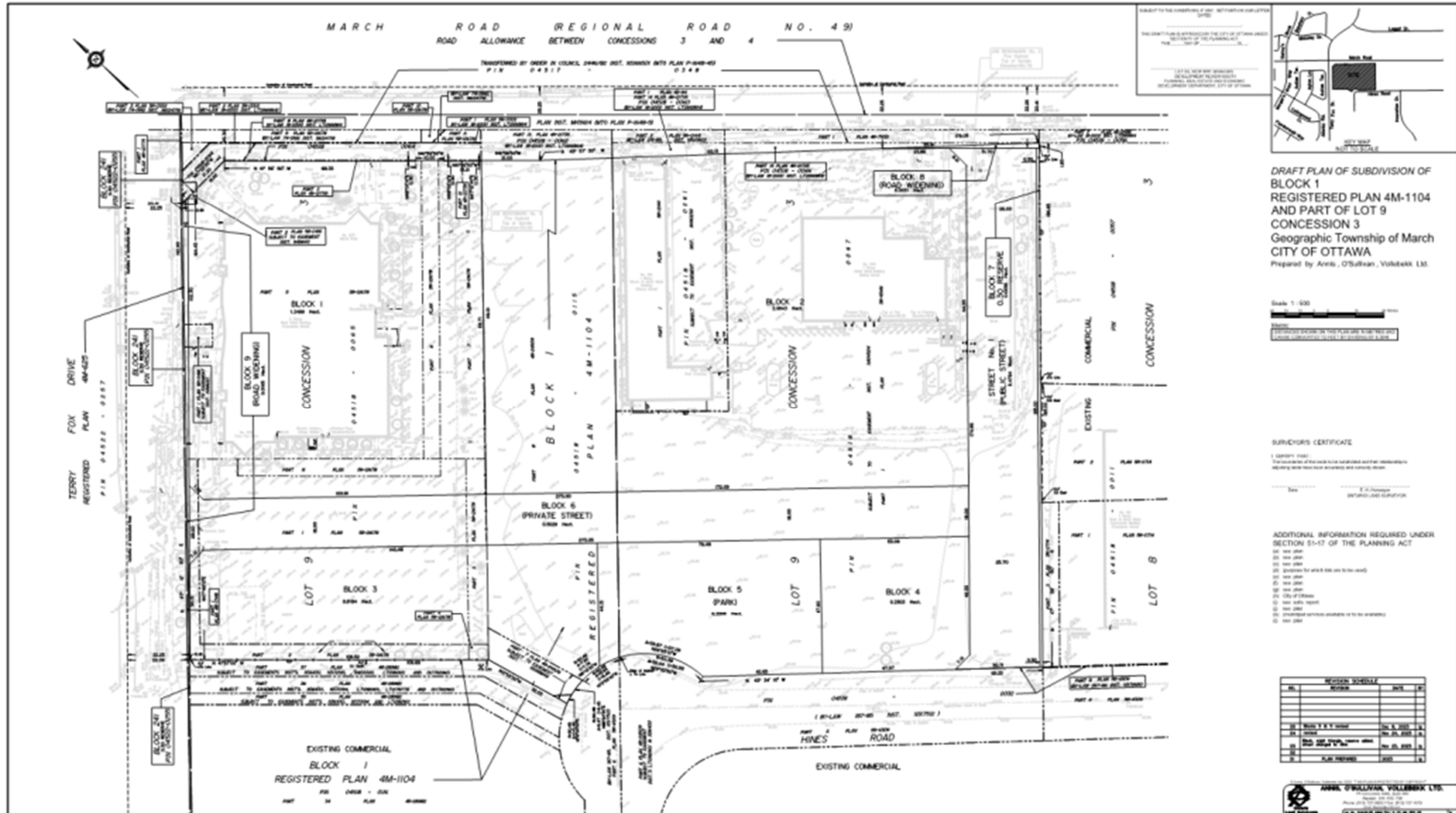


Figure 3: Excerpt of the Draft Plan by AOV dated December 8, 2023

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

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

Building Strong Healthy Communities

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

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

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

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

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

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

The Subject Site is in the Settlement Area.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage.

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

The Official Plan does not identify any natural features on or adjacent to the site. An EIS was not a submission requirement.

Section 2.2 of the PPS provides policies on Water.

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

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

Section 2.3 of the PPS provides policies on Agriculture.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Protecting Public Health and Safety

Section 3.1 of the PPS provides policies on Natural Hazards.

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

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

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

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

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

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

Phase 1 and Phase 2 Environmental Site Assessments by Omni-McCann form part of this application. Refer to the reports for further details.

4.2 City of Ottawa Official Plan

Designations in the Official Plan

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

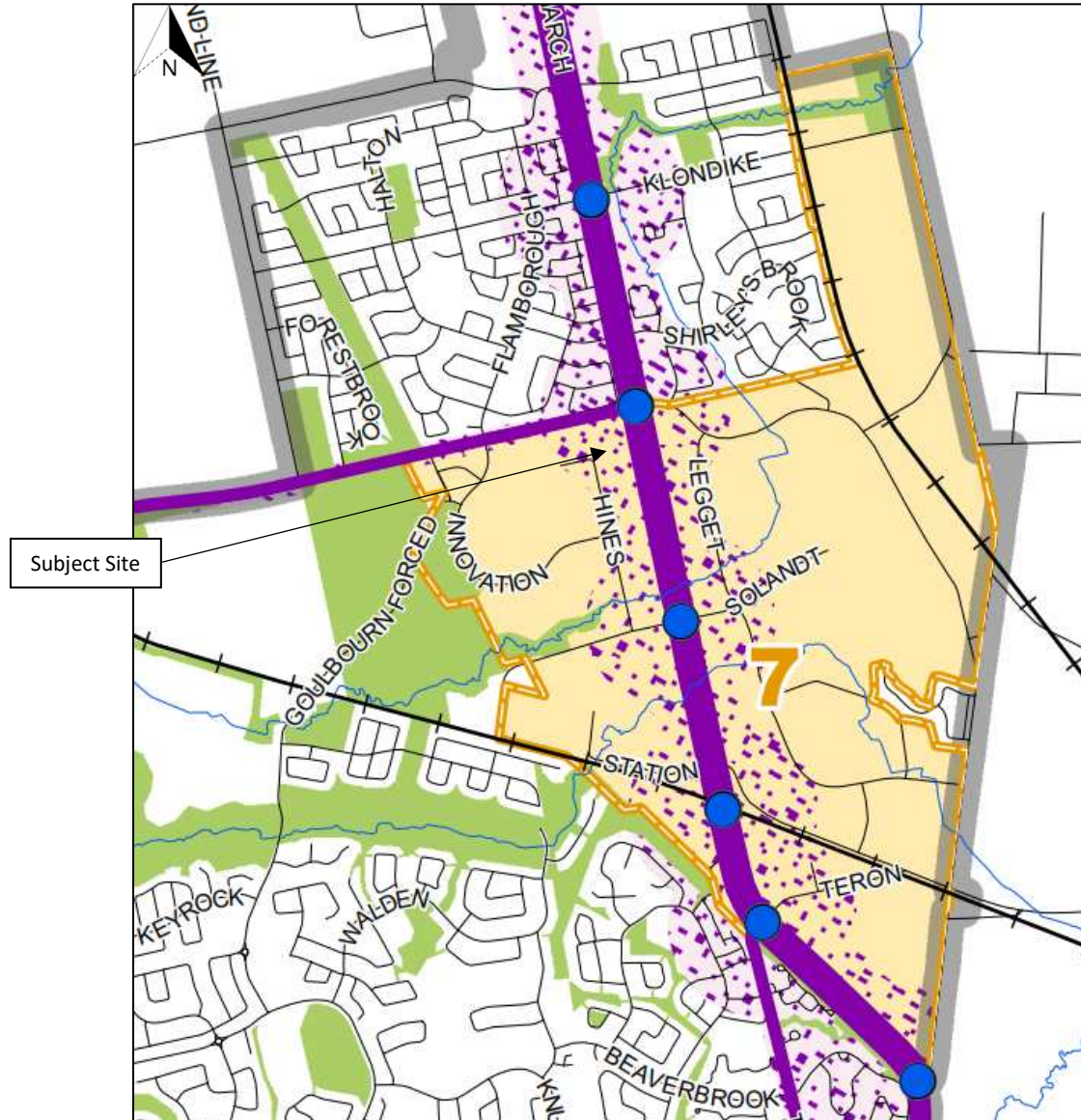


Figure 4 – Land Use Designations

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



Figure 5 – Transit close to the Subject Site

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

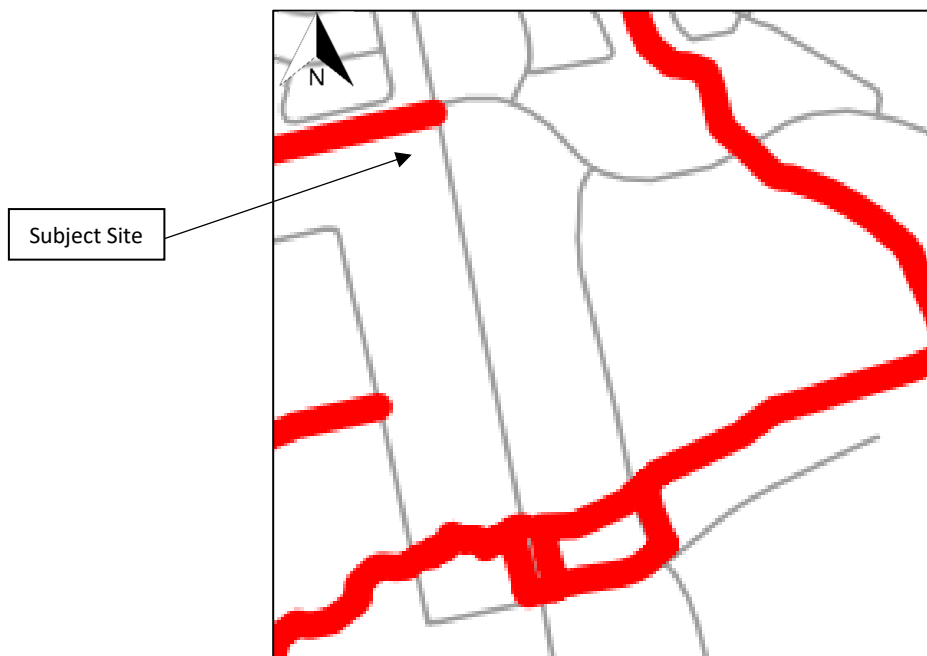


Figure 6 – Major Pathways close to the site

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

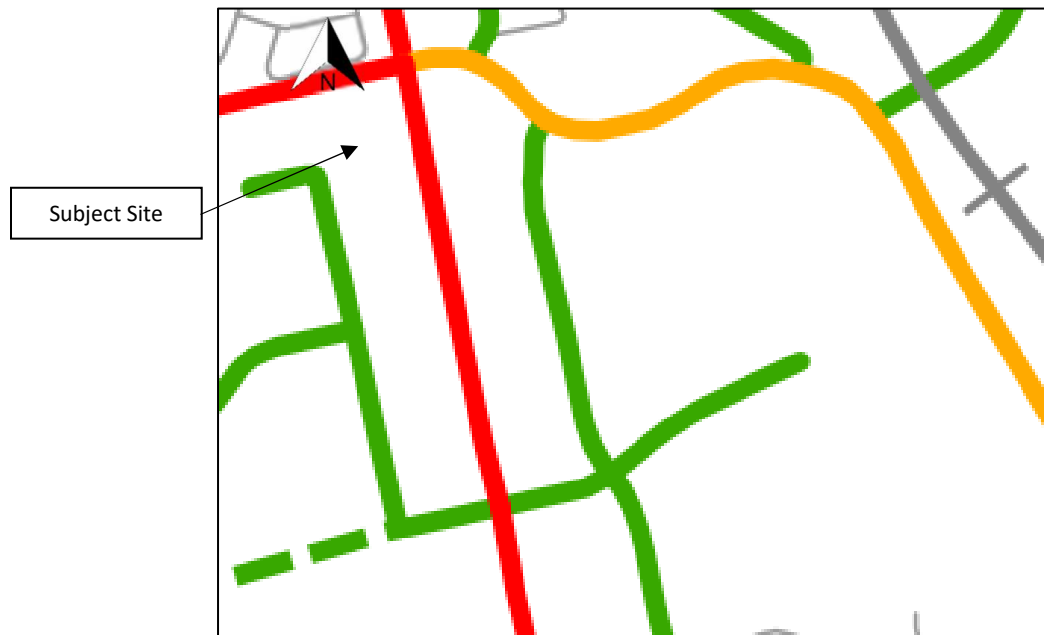


Figure 7 – Hierarchy of the surrounding roads

The following Schedules are not shown here:

- C7-A - Design Priority Areas – Urban includes the Subject Site. Pursuant to the OP provisions, this application will not be taking the option of UDRP review. There are no buildings proposed as part of this application.
- Schedule C11-A - Natural Heritage System (West) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace does not show any green space on or near the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.

Assessment against Section 6.2 Corridors

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

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density

than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

An assessment against the relevant policies is below:

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

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

The proposal conceptually concentrates the tallest buildings close to the March Road Corridor and an appropriate transition is provided (refer to Section 4.5 of this Rational). Numerous mid-block pedestrian connections are proposed as the site meets c). The proposed circulation network prioritizes the needs of pedestrians and cyclists and comprises sidewalks on both sides of the private street and the public street as well as cycle tracks on the public street.

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

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

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

Assessment against Section 6.6 Special Districts

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

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

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

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

Objective 1 outlines the broad direction for the District:

- 1) *To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:*
 - a) *Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice, it will reduce the need for a car for access and circulation;*
 - b) *In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add up to two thousand dwelling units within a 600 metres radius walking distance of these stations and to provide the density to support retail and commercial;*
 - c) *Recognize the importance of both March Road and Legget Drive as major connectors, each with their role to play in mobility and in distinct character:*

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

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

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

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

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

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

Objective 4 focuses on the Activity Centres:

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

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

b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional

at grade private spaces for cafes, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;

c) Encourage a broad range of dwelling sizes, including market and affordable housing;

d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;

e) Development shall not require minimum parking, and:

f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

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

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

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

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

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

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

The proposal includes a new intersection at March Road, connecting in the west to Hines Road and in the east to the Nokia site and Legget Drive. This intersection was located after extensive discussions regarding proximity to the existing March and Terry Fox intersection and to align with the proposed private street for 570 March Road (Nokia). Additional connections break up the block and are particularly numerous for pedestrians and cyclists.

Assessment against Section 4 City Wide Policies

The following policies at *Section 4.1.1 (Provide mobility options to safely and equitably navigate the city)* are applicable and are assessed below:

5) New subdivision development shall connect to existing pedestrian, cycling, transit and street networks and provide for the potential future extension of these networks up to abutting property boundaries, including those lands beyond an existing Urban boundary or Village boundary.

Buses currently run along the two of the streets bordering the Subject Site, making transit stops readily accessible on foot from all points of the site. Route 63 is a Rapid service that runs along March Road to downtown, stopping at LRT stations. Route 64 runs along Hines Road (south of Innovation Drive) to Tunney's Pasture LRT station. A number of other routes serve the local area. Schedule C2 (Transit Network Ultimate) shows Bus Rapid Transit (BRT) running past the Subject Site on March Road and a station at the intersection of March Road and Terry Fox Drive.

The proposed Draft Plan provides three street connections for cars, cyclists and pedestrians to the existing network – one each to March Road (arterial with cycle lanes and sidewalks), Terry Fox Drive (arterial with a MUP on the near side and a sidewalk on the far side) and Hines Road (collector). As individual blocks develop, additional cycle and pedestrian permeability and connectivity will be added. Note that the Subject Site is not close to the Urban Boundary.

16) The timing and phasing of:

a) New subdivisions should be coordinated with the timing and provision of transit service where feasible and where such transit is planned. The timing of City-funded transit infrastructure improvements shall be based on funding and affordability. Where a new subdivision, is proposed to be occupied before the provision of transit service, the City may request, but not require early service agreements with development proponents, to coincide with early stages of occupancy; and

b) Major development in the Downtown Core and Inner Urban transects, and along Mainstreets in the Outer Urban and Suburban transects will be considered by the City to ensure the provision of additional transit service frequency and, if needed, capacity as a priority means of addressing mobility needs and impacts.

As the Subject Site is within the urban area it has long been provided with transit service. March Road is a Mainstreet Corridor in the Suburban transect. BRT is proposed for March Road and this will be supported by the proposed development, however the development does not rely on the future provision of the BRT.

17) The street network in new plans of subdivision shall be capable of accommodating direct transit routes through the neighbourhood, with the potential for transit routes to be spaced such that 95 per cent of all households are within a 400-metre walking distance of a transit stop, in accordance with OC Transpo service policy

The nature of the Subject Site is that 100% of it is already within a 400-metre walking distance of a transit stop. Therefore it is not suggested that transit needs to go through the site.

The following policies at Section 4.1.7 (Protect and invest in rights of way) are applicable and are assessed below:

4) The City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium, as detailed in Schedule C16, and as identified in Environmental Assessments or approved road designs at no cost to the City. This may involve equal or unequal road widenings, and the use of easements for streets, to fulfil the requirement for additional land for measures such as corner triangles and auxiliary lanes at intersections, active transportation facilities, transit corridors, transit stops, utilities and related infrastructure, railway crossings, intersections or roundabouts.

Most of the road widenings on March Road and Terry Fox Drive have already been taken, including to accommodate the BRT on March Road. Two last blocks are identified for road widening on the submitted Draft Plan. Schedule C16 (Road Classification and Rights-of-Way Protection) does not identify ROW protection for Hines Road.

The following policies at Section 4.7.1 (Provide adequate, cost-effective drinking water, wastewater and stormwater infrastructure, and assist in meeting growth targets in the urban area) are applicable and are assessed below:

7) As part of a complete application, new applications for a plan of subdivision or condominium must demonstrate, to the satisfaction of the City and based on requirements identified in the Infrastructure Master Plan, that a legal and sufficient outlet can be established to support the proposed development

The Serviceability Report by Novatech dated December 15, 2023 confirms that legal and sufficient outlet can be established to support the proposed development. Refer to the report for details.

23) Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal:

a) Where adequate services do not exist or cannot yet be provided to support a development, the City may use holding provisions in accordance with Zoning By-law to regulate the timing of development; and

b) Where adequate services or servicing capacity do not exist to support a proposed plan of subdivision, the City will not issue draft plan approval.

The Serviceability Report confirms that adequate services are available and can be allocated to support the proposal. Refer to the report for details.

4.3 City of Ottawa Zoning By-law 2008-250

Zoning By-law Amendment 2023-414 was passed on September 27, 2023 to suitably zone the Subject Site for the development. It is now zoned General Mixed Use with an exception, a schedule and a hold – GM [2907] S484 -h.

The General Mixed Use zone does not set a minimum lot area or lot width – accordingly, the proposed Draft Plan complies with the zoning provisions.

5.0 CONCLUSION

It is our assessment that the proposal is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and complies with the City of Ottawa Zoning By-Law 2008-250.

The Draft Plan creates streets, development blocks and a park block to enable the development of a proposal that provides for increased density and diversification of uses in the Kanata North Economic District and provides much needed housing within walking distance of major employers.

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

NOVATECH

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