

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

File Number: ACS-2023-PRE-PS-0111

Report to Planning and Housing Committee on 20 September 2023

and Council 27 September 2023

**Submitted on September 8, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Kanata North (4)

**Objet: Modification du Règlement de zonage - 555, 591, 595 et 603, chemin
March**

Dossier: ACS-2023-PRE-PS-0111

Rapport au Comité de la planification et du logement

le 20 septembre 2023

et au Conseil le 27 septembre 2023

**Soumis le 8 septembre 2023 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource: Lisa Stern, Urbaniste III, Examen des demandes
d'aménagement ouest**

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Quartier: Kanata-Nord (4)

REPORT RECOMMENDATIONS

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 555, 591, 595, and 603 March Road, as shown in Document 1, to rezone the lands from various industrial zones to General Mixed Use Zone with a site-specific exception and schedule and a holding provision (GM[XXXX] SYYY-h), as detailed in Documents 2 and 3, to permit a high-rise mixed-use development.**

2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of September 27, 2023” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification au Règlement de zonage 2008-250 visant les 555, 591, 595 et 603, chemin March, des biens-fonds illustrés dans le document 1, en vue d’attribuer à ces terrains de diverses désignations industrielles une désignation de Zone d’utilisations polyvalentes générale, assortie d’une exception et d’une annexe propres à l’emplacement ainsi que d’une disposition d’aménagement différé (GM[XXXX] SYYY-h), comme l’exposent en détail les documents 2 et 3, et ainsi permettre la réalisation d’un aménagement polyvalent de grande hauteur.
2. Que le Comité de la planification et du logement donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la Loi sur l’aménagement du territoire, à la réunion du Conseil du [date de la réunion du Conseil à laquelle la question sera débattue] », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 555, 591, 595 and 603 March Road to facilitate a mixed-use development (including residential, commercial and office uses) consisting of mid- and high-rise buildings and a public park. The proposal aligns with the City’s strategic directions for building 15-minute neighbourhoods, intensifying on underutilized, serviced land within the urban boundary,

supporting future transit expansion, and promoting a high standard of urban and community design. The proposal supports the approach for promoting growth and maintaining competitiveness for talent, jobs and investment attraction within the Kanata North Economic District in the Official Plan by shifting away from a car-oriented employment district, by adding density to support a mix of uses, by supporting the evolution of March Road to be a prominent, multi-modal grand street with bus rapid transit, by expanding the range of uses, and by introducing a finer grid block pattern for improved connectivity.

The redevelopment concept requires new zoning to:

- Prohibit land uses, such as drive through facilities and townhouse dwellings, that do not support the vision for the Kanata North Economic District.
- Permit mid- and high-rise development with maximum floor space indexes and maximum tower heights, as shown in the Details of Recommended Zoning (Document 2) and on Schedule SYYY (Document 3); and
- Establish required step backs from active frontage streets for high-rise buildings.
- Establish required setbacks from the proposed public park and from public and private streets.
- Set out maximum and minimum podium heights for high-rise buildings.
- Set out requirements for ground floor glazing, the orientation of building entrances and minimum ground floor height along Terry Fox Drive, March Road, and future active frontage streets within the site.
- Eliminate minimum parking requirements, while maintaining visitor parking and also limiting the amount and location of surface parking.
- Establish a holding symbol requiring issuance of a commence work notice which includes a Remedial Action Plan, a public road and a public park.

Applicable Policy

The following policies support this application:

- Policy 2.2.4.1. supports the development of compact and connected communities on a City-wide basis that support the goals of creating 15-Minute Neighbourhoods. Combined with the Nokia redevelopment, this development will create the mix of uses and density necessary to support local services and retail while providing safe and convenient access to transit.

- Policy 6.6.3.2 provides a vision for the future of the Kanata North Economic District. The March Road and Terry Fox intersection area is to be an activity centre with enhanced mobility options, mixed-use development and high-quality urban design. The highest residential densities are to be located near future BRT Stations. This development would provide a mix of uses and additional density across from the proposed mixed-use redevelopment of the Nokia site. Policy 6.6.3.2.7 provides the criteria for reviewing development proposals in the Kanata North Economic District.
- Policies 8 and 9 of Section 4.6.6 of the Official Plan provide specific direction on how to enable the sensitive integration of new high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all. A height schedule limits heights in the northern part of the site to provide a transition to the low-rise, residential neighbourhood on the other side of Terry Fox Drive.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public meeting was held virtually by the Councillor's office on March 7, 2023.

Comments were received from 61 residents during the application review process, and some residents sent multiple comments. Concerns included traffic, parking and building height. More detail on public comments and staff responses can be found in Document 4.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la demande de modification du Règlement de zonage visant les 555, 591, 595 et 603, chemin March, afin de permettre un aménagement polyvalent (comprenant des logements, des locaux commerciaux et des bureaux) constitué d'immeubles de moyenne et grande hauteur et d'un parc public. Le projet correspond aux orientations stratégiques de la Ville pour la création de quartiers du quart d'heure, la densification sur des terrains viabilisés mais sous-utilisés dans les limites urbaines, le soutien au prolongement du réseau de transport en commun et la promotion d'une norme rigoureuse d'esthétique urbaine et de conception communautaire. Le projet est favorable à la promotion de la croissance et au maintien de la concurrence dans la recherche de talents, d'emplois et

d'investissements dans le district économique de Kanata-Nord défini dans le Plan officiel, grâce à l'abandon du principe d'un district d'emploi axé sur l'automobile, à une densification favorable à une variété d'utilisations, au soutien de l'évolution du chemin March vers une voie dominante et multimodale desservie notamment par un transport rapide par autobus, à l'élargissement de la portée des utilisations et à la création d'un quadrillage de rues plus fin améliorant la connectivité.

Ce projet de réaménagement nécessite une modification de zonage aux fins suivantes :

- Interdire certaines utilisations du sol, comme les installations de service au volant et les habitations en rangée, qui ne soutiennent pas la vision du district économique de Kanata-Nord;
- Permettre les aménagements de hauteur moyenne et élevée présentant des rapports plancher-sol et des hauteurs de tour maximaux, comme l'indiquent les Détails du zonage recommandé (document 2) et l'annexe SYYY (document 3);
- Fixer des marges de recul pour les façades actives des immeubles de grande hauteur.
- Fixer des retraits devant le parc public proposé et devant les rues publiques et privées.
- Établir des hauteurs maximale et minimale pour les socles des immeubles de grande hauteur.
- Établir des exigences en matière de fenestration des rez-de-chaussée, d'orientation des entrées d'immeuble et de hauteur minimale des rez-de-chaussée le long de la promenade Terry Fox, du chemin March et des futures façades actives sur l'emplacement.
- Supprimer les exigences minimales de stationnement, tout en préservant celles destinées aux visiteurs, et limiter le nombre et la localisation des places de stationnement de surface.
- Imposer un symbole d'aménagement différé exigeant l'émission d'un avis de lancement des travaux faisant état d'un plan de mesures correctives, d'une rue publique et d'un parc public.

Politiques applicables

Les politiques suivantes justifient cette demande :

- La politique 2.2.4.1. soutient la création de collectivités regroupées et reliées à l'échelle de la ville, favorables aux objectifs de création de quartiers du quart d'heure. Conjugué au réaménagement de l'emplacement de Nokia, ce projet apportera la variété d'utilisation et la densité nécessaires au soutien des services et des commerces de détail du secteur, tout en offrant un accès sûr et pratique au transport en commun.
- La politique 6.6.3.2 offre une vision d'avenir pour le district économique de Kanata-Nord. Le croisement du chemin March et de la promenade Terry Fox est destiné à devenir un centre d'activité offrant de bonnes options de mobilité et accueillant des aménagements polyvalents avec une esthétique urbaine de qualité. Les densités résidentielles les plus élevées se retrouveront près des stations du TCRA. Cet aménagement offrirait une variété d'utilisations et une densité supplémentaire en face du projet de réaménagement polyvalent de l'emplacement de Nokia. La politique 6.6.3.2.7 énonce les critères d'examen des projets d'aménagement dans le district économique de Kanata-Nord.
- Les politiques 8 et 9 de la section 4.6.6 du Plan officiel prévoient des directives précises sur les moyens d'assurer l'intégration adaptée des nouveaux immeubles de grande hauteur pour s'assurer qu'Ottawa atteigne ses cibles de densification en tenant compte de l'habitabilité pour toutes et pour tous. Une annexe de hauteur limite les hauteurs dans la partie nord de l'emplacement afin d'offrir une transition vers le quartier résidentiel à profil bas situé de l'autre côté de la promenade Terry Fox.

Consultation et commentaires du public

La notification et la consultation du public se sont déroulées conformément à la Politique sur les avis publics et sur la consultation publique approuvée par le Conseil municipal pour les modifications du Règlement de zonage. Une réunion publique virtuelle a été animée par le bureau du conseiller municipal le 7 mars 2023.

Pendant l'examen de la demande, 61 résidents, dont certains ont soulevé plusieurs questions, ont déposé des commentaires. Les préoccupations émises concernaient notamment la circulation, le stationnement et la hauteur de bâtiment. On peut obtenir dans le document 4 plus de détails sur ces commentaires et les réponses du personnel.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

555, 591, 595, and 603 March Road

Owner

March & Main Development Inc. and 591-595 March Road Developments Inc.

Applicant

Novatech (James Ireland)

Architect

SvN Architects

Description of site and surroundings

The subject lands measure 5.55 hectares (13.7 acres) and are located at the south side of the intersection of Terry Fox Drive and March Road in the Kanata North Business Park. The site is currently occupied by two single-storey commercial sites, a two-storey office building, and surface parking.

Surrounding land uses include:

- Primarily detached and semi-detached low-rise residential dwellings north of Terry Fox Drive
- The Nokia office complex to the east across March Road, which was subject to Zoning By-law application D02-02-22-0034, which approved a high-rise mixed-use development; and
- A mix of low-rise office and industrial uses to the south and west.

Summary of proposed development

The development application proposes multiple mixed-use, residential, and commercial buildings, with building heights ranging from six to 30 storeys, with a public park located in the southwest of the subject site. Approximately 2,100 residential units are proposed.

Summary of requested Zoning By-law amendment

The subject lands are currently zoned:

- 555 March Road: Business Park Industrial Zone, Subzone 6, Urban Exception 1084, Maximum height 12 metres, Schedule 183 (IP6 [1084] H(12) S183)

- 591 March Road: Business Park Industrial Zone, Subzone 6, Urban Exception 1149, Maximum height 12 metres, Schedule 183 (IP6 [1149] H(12) S183)
- 595 and 603 March Road: General Industrial Zone, Subzone 6, Schedule 183 (IG6 S183)

The applicant proposes to rezone the site to General Mixed Use Zone with a site-specific exception, a schedule to regulate building heights and a holding provision (GM[XXXX] SYYY-h).

The site-specific exception proposes to:

- Limit auto-oriented and low-density residential uses
- Require podiums with a maximum height of 20 metres or six storeys for high-rise buildings
- Require active frontages and minimum amount of transparent glazing along public and private street frontages
- Require no minimum parking, but require visitor parking when residential parking is provided
- Limit the amount and location of surface parking
- Include a schedule which identifies areas of maximum permitted building heights and maximum floor spaces indexes
- Establish a holding zone provision to ensure that future development applications provide a Remedial Action Plan, a public road and a public park.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. In addition, a virtual public information meeting was held by the Councillor's Office on March 7, 2023.

Approximately 60 residents provided comments on the applications. Residents had concerns about increased traffic along Mach Road, an increase in density in advance of the March Road Bus Rapid Transit line being funded, impact of increased heights of the buildings, and a lack of amenities in the area to support the proposed development.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

The subject site is designated Kanata North Economic District on Schedule B5 – Suburban (West) Transect of the Official Plan and is intended to support the City's economic development and enhance competitiveness for talent, jobs and investment attraction. Section 6.6 states that Special Districts are parts of the city that are important internationally, nationally and to the metropolitan area. They define the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. They are distinct areas that transcend the role and function of Hubs, Corridors and Neighbourhoods, and warrant unique planning approaches.

Section 6.6.3.2 (Kanata North Economic District) states that Kanata North Economic District is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies, as it represents Canada's largest research and innovation cluster. 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. The intent of this designation is to permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. 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 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.

Schedule C1 – Protected Major Transit Station Areas and Schedule C2 – Transit Network Ultimate identifies March Road as a Transitway with planned BRT stations located at Terry Fox Drive and Station Road.

Schedule C7-A - Design Priority Areas – Urban identifies the site as a Design Priority Area.

March Road is identified as a Scenic Route on Schedule C13. Development abutting scenic routes shall orient buildings towards the Scenic Route, provide direct pedestrian access and screen surface parking lots.

Other applicable policies and guidelines

The Urban Design Guidelines for Transit Oriented Development apply to all development within a 600-metre walking distance of a transit station. These guidelines state that people are more likely to choose transit if they can easily walk between destinations at the beginning and end of their trip. This can be achieved through providing increased densities, mixed-uses and pedestrian-oriented design within easy walking distances of high-quality transit. The guidelines speak to land use, site layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and the environment.

The Urban Design Guidelines for High-Rise Buildings aims to promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city, while creating human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities.

Urban Design Review Panel

Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the Urban Design Review Panel (UDRP) will be optional (4.6.1). The applicant chose not to have the proposal peer reviewed by the Panel.

Planning rationale

This application has been reviewed under the Official Plan (2022).

The Official Plan directs that a larger share of future growth occur within existing built-up areas to avoid or delay expansions to the urban boundary. The Plan envisions directing residential intensification towards the built up area to support an evolution towards 15-minute neighbourhoods. (Policies 2.2.1.1, 3.2.3).

The proposal supports the Official Plan by providing high-density, mixed-use development in close proximity to planned rapid transit along March Road. Shopping and employment uses along March Road and in the Kanata North Economic District to provide for daily needs within a quick walk.

The Kanata North Economic District is a major economic engine for the City and will continue to play an important role in the future. Special Districts require their own unique and flexible planning regimes that allow them to adapt over time and be nimble enough to respond to new business and employment opportunities. Planning policies should focus less on land use and more on form and appropriate integration with their

economic functions (2.2.2.7). Livability and housing and mobility affordability are key to the City's continued economic vitality and competitiveness. Jobs that are compatible and can mix with residential uses will be located within Special Districts (2.2.2.1, 2.2.2.4).

6.6.3.2 Kanata North Economic District

Kanata North Economic District, Section 6.6.3.2, of the new Official Plan provides direction on development within Kanata North Economic District. The proposed development meets the Special District goals of enhancing mobility options, mixed-use development and high quality urban design that 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. The proposed development aligns with the objectives of Policy 1 of this Section Official Plan by:

- a) Contributing to the transformation of the district from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation;
- b) Creating a critical mass to support mixed-uses by proposing a high density of development within one of two emerging activity centres;
- c) Proposing a wide range of uses including dwellings, offices, retail stores and parks; and
- d) Creating a finer grid block pattern and increase intersection density by breaking up a very large, impenetrable block with a network of private streets and pedestrian routes.

Policy 4 of Section 6.6.3.2 of the Official Plan provides direction on the planned function of the activity centres, which is to concentrate a diversity of uses, a higher density of development and a greater degree of mixed uses near rapid transit. The proposed development responds to this by including a proposed pedestrian-oriented public street that will link the proposed development to the Nokia site to the east and connect to Legget Drive as well and providing connectivity within the site. No parking minimums are required in the proposed zoning and new non-transit supportive uses, such as drive through facilities and outdoor storage, are prohibited. Townhouses are also prohibited as they may not have the necessary density to support rapid transit.

Policy 5 of Section 6.6.3.2 provides direction on land uses, design and function of March Road. The proposed zoning treats March Road as an Active Frontage Street with requirements for windows, entrance and other design treatments to ensure a high quality public realm.

Policy 7 of Section 6.6.3.2 guides the review of development applications in the Special District and have informed the zoning requirements for avoiding blank walls, parking and loading along public streets and reducing surface parking. These policies will also be used to inform the review of future plan of subdivision and site plan control applications.

The proposed height schedule introduces maximum heights that ensure at least a 45 degree angular plane from neighbourhoods to the north providing an appropriate transition in alignment with the Urban Design policies of the Official Plan and the High-Rise Building guidelines.

The proposed zoning exception includes a requirement for windows and active entrances to be provided along surrounding public roadways and major streets within the site. The setbacks provided are appropriate to ensure that street trees can be planted along perimeter roadways and within roadways internal to the site.

Active frontage streets and the requirement to wrap above grade parking will foster a pedestrian-oriented public realm within the development.

As noted above, requirements for entrances and glazing facing public and one private street are included in the proposed zoning exception. Surface parking is limited and required to be screened from view. A small amount of surface parking is permitted.

The proposed zoning permits an exception for front yard parking for a retail food store with a GFA above 1,000 square metres. by establishing a maximum setback of 25 metre. This would allow a small amount of front yard parking for a use that is identified as “a basic requirement” of a 15-Minute Neighbourhood (4.11.1)). As the surrounding context remains suburban, it would likely prove difficult to attract grocery stores to the site without some surface parking. These provisions allow for the flexibility necessary to potentially attract a grocery store to the site as a key element of supporting a mixed use community.

The proposed zoning will not require minimum parking, but will require visitor parking when residential parking is provided. A mixture of below grade and above grade parking is proposed, with a requirement to wrap a minimum of 50 per cent above grade parking with other uses. In acknowledgement of the lengthy development timeline and the transition from a suburban to an urban built form, 250 surface parking spaces are proposed to be permitted within the subzone, but must be screened from active frontage streets.

Urban Design

Section 4.6 of the Official Plan sets out Urban Design guidance with the intent of achieving design excellence and innovation, while also being sensitive to the integration of new developments within existing neighbourhoods. These policies seek to minimize impacts on neighbouring properties and on the public realm. High-rise buildings are intended to be designed to respond to the context and transect area policies, and be designed to have a well-designed base, middle and top. The proposal responds to the Official Plan and Guidelines for High-Rise Buildings by providing appropriate transitions and building separations. The high-rise provisions within Section 77 of the Zoning Bylaw apply and require a 23 metre separation between towers to ensure that sufficient light and sky views are maintained. Staff are recommending a maximum building floor plate size for buildings ten storeys and higher of 750 square metres. The proposed zoning for the site ensures that active frontages and appropriate podium heights are provided to ensure that an attractive and pedestrian-oriented public realm is provided.

Transportation

The Transportation Impact Assessment provided with the application indicates that the development is estimated to generate 611 vehicle trips and 287 transit trips in the AM peak hour and 662 vehicle trips and 279 transit trips in the PM peak hour at the culmination of the expected 15 year build out. The City's Affordable Network (2023) includes at-grade median bus rapid transit (BRT) on March Road south of Solandt Road, and transit signal priority and queue jump lanes north of Solandt Road. An Environmental Assessment was also completed for the BRT north of Solandt Road. The anticipated construction date of this transit infrastructure is currently unknown as the project is unfunded at this time.

Prior to the site's anticipated full build out in 2037, depending on the pace of development, a new traffic signal on March Road and a westbound auxiliary lane on Terry Fox Drive will both be needed to mitigate the impact of the site-generated traffic on the overall network. These facilities will be at the benefitting developers' costs, depending on timing, unless added to the Affordable Plan as part of the Transportation Master Plan review.

Servicing and Stormwater Management.

There is adequate municipal sanitary and water capacity to service the proposed development at full build out. The proposed redevelopment can be accommodated by constructing new on-site storm sewers and providing new connections to the nearby municipal storm sewers.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications to this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Curry provided the following comments:

Community consultations indicated support for the concept of residential options within the newly designated Special Economic District (SED), in which this development falls. Talent attraction for the 540 companies within the Kanata North Technology Park is paramount. Having both residential options to attract future technology workers, along with community amenities that create a village feel with nightlife attractions, is what other successful Technology Parks have to offer young talent. This development has the potential to create this concept in a residential and business area of the SED. Of community interest as well are the interior roads and pathways that will be created as the small subdivision is built out with open space for the community. The zoning change, to begin, is supported by the community. As the area is built out, the community looks forward to working with the developer to integrate the area into the entire Briarbrook, Brookside, and Morgan's Grant community as it eventually connects to the Eco-District planning of the Kanata North Hydro Corridor.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

There are no Asset Management Implications resulting from this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. The Accessibility for Ontarians with Disabilities Act requirements for site design will also apply and will be reviewed through future development applications.

ECONOMIC IMPLICATIONS

The subject application supports the goal of ensuring that the Kanata North Economic District remains competitive by providing a mix of uses and additional housing options in close proximity to jobs to attract employees and new investment.

CLIMATE IMPLICATIONS

The developer, Main and Main, proposes to build a resilient community and apply innovation in sustainability through a combination of building and landscaping strategies. High performance, low carbon building systems and mass timber construction are proposed for the buildings, in addition to the overall mixed-use, high density concept, which aims to reduce automobile dependency and create conditions for 15 minute neighbourhoods, reducing energy needed for travel.

ENVIRONMENTAL IMPLICATIONS

Phase One and Phase Two Environmental Site Assessments were provided and remediation of volatile organic compounds (VOC) found in groundwater samples is recommended prior to redevelopment. A holding zone provision has been added to the proposed zoning to address this.

TERM OF COUNCIL PRIORITIES

This project addresses the following 2023-2026 Term of Council Priorities:

- A city that has affordable housing and is more liveable for all;
- A city that is more connected with reliable, safe and accessible mobility options;
- A city that is green and resilient;
- A city that has a diversified and prosperous economy.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0108) was not processed by the "On Time Decision Date" established for the processing of Zoning By-

law amendments due to the complexity of issues relating to appropriate building massing.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Consultation Details

Document 5 Concept Plan

CONCLUSION

The Zoning By-law amendments required to implement the development concept shown in Document 5 support the City's goals for promoting growth and competitive position for talent, jobs and investment within the Kanata North Economic District. Additionally, the proposed zoning for the development concept supports building livable communities, intensification, redevelopment of brownfields and efficient development of serviced, underutilized lands located within settlement areas. The amendments would facilitate the redevelopment of the site from a car-oriented business park to a mixed-use innovation district. The proposed zoning conforms with the City's new Official Plan and aligns with the City's guidelines for Urban Design Guidelines for Transit Oriented Development and Urban Design Guidelines for High-Rise Buildings. Future applications for plan of subdivision and site plan approval will provide additional detail for implementation. The proposal represents good planning, and the Planning, Real Estate and Economic Development Department recommends that the proposed amendments to Zoning By law 2008-250 be approved.

DISPOSITION

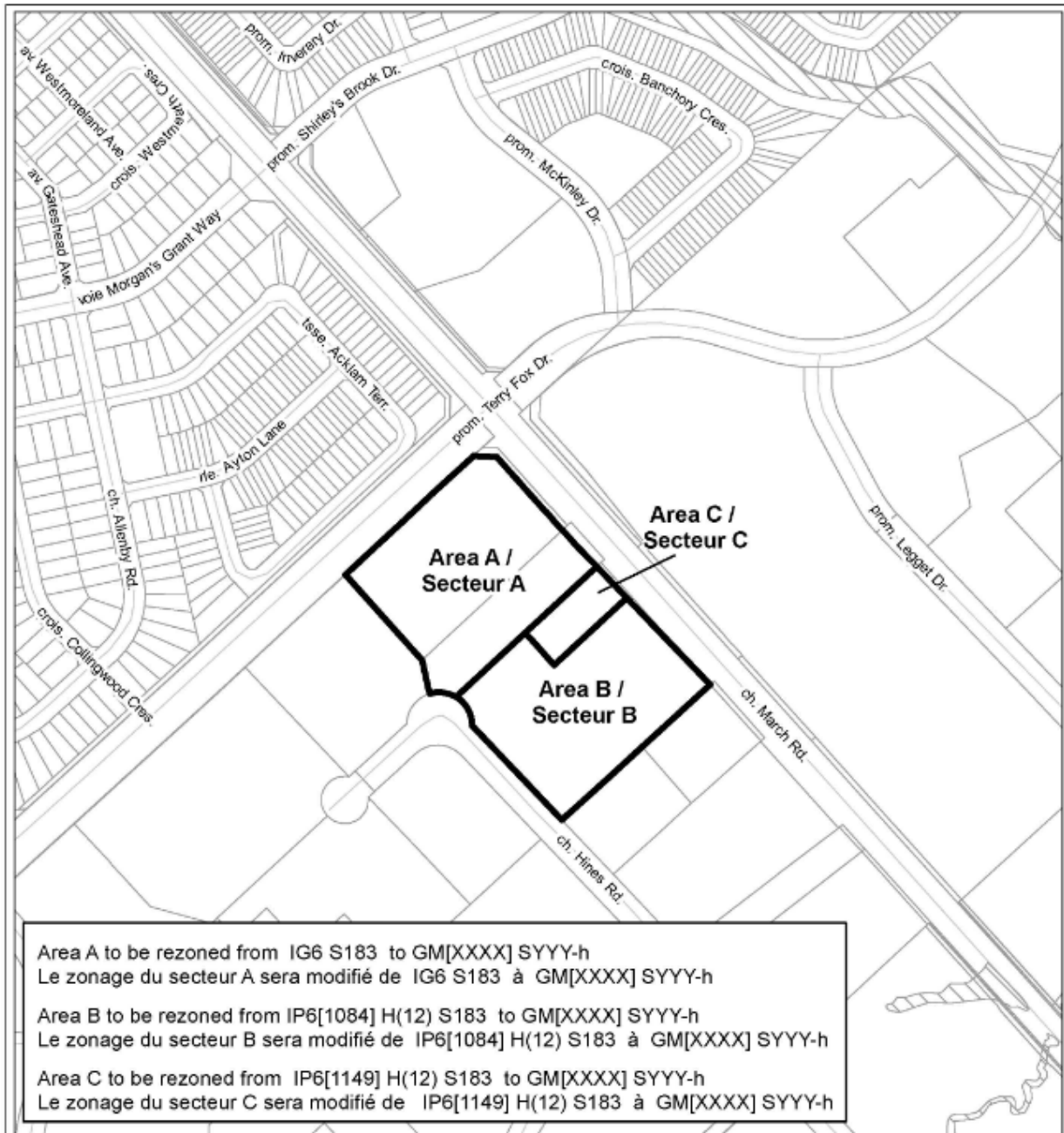
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.





Document 1 – Location Map



Area A to be rezoned from IG6 S183 to GM[XXXX] SYYY-h
 Le zonage du secteur A sera modifié de IG6 S183 à GM[XXXX] SYYY-h

Area B to be rezoned from IP6[1084] H(12) S183 to GM[XXXX] SYYY-h
 Le zonage du secteur B sera modifié de IP6[1084] H(12) S183 à GM[XXXX] SYYY-h

Area C to be rezoned from IP6[1149] H(12) S183 to GM[XXXX] SYYY-h
 Le zonage du secteur C sera modifié de IP6[1149] H(12) S183 à GM[XXXX] SYYY-h

		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-22-0108	23-0810-X	 555, 591, 595, 603 chemin March Road	
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REVISION / RÉVISION - 2023 / 09 / 07			

Document 2 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law No. 2008-250 for 555, 591, 595, and 603 March Road are as follows:

1. Rezone the lands as shown in Document 1.
2. Add a new Schedule as shown in Document 3 to Part 17 – Schedules.
3. Add a new exception [XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text, “GM[XXXX] SYYY-h”
 - b. In Column III, Exception Provisions – Additional Land Uses Permitted, add the text:
 - i. Park
 - ii. Hotel
 - iii. Apartment dwelling, high rise
4. In Column IV, Exception Provisions – Land Uses Prohibited, add the text:
 - a. Drive through facility
 - b. Townhouse dwelling
5. In Column V, Exception Provisions – Provisions, add the following text:

Building Height and Built Form

- i. Maximum building heights in accordance with Schedule SYYY.
- ii. In Area A of Schedule SYYY, maximum floor space index: 2.6
- iii. In Area B of Schedule SYYY, maximum floor space index: 3.1
- iv. For the purpose of this by-law, floor space index means the ratio of the gross floor area of a building to the total area on Schedule SYYY on which the building is located.
- v. Maximum height for a podium for a high-rise building is 20 metres and six storeys
- vi. Notwithstanding the above, a retail food store with a minimum GFA of 1,000 square metres is permitted in a single-storey standalone building or as a single-storey portion of a larger building.

Setbacks and Permitted Projections

- vii. Minimum building setback from March Road or Terry Fox Drive: 3 metres
- viii. Minimum building setback from a private way, or a public street other than March Road or Terry Fox Drive: 0.5 metres
- ix. Minimum rear yard setback: 0.5 metres
- x. Minimum interior side yard setbacks: 0 metres
- xi. Towers are required to have a minimum step back from the front wall of the podium:
 - a. For a building fronting on a private street or POPs: 1.5 metres;
 - b. For a building fronting on an Active Frontage Street or a public park: 3 metres.
 - c. In all other cases, 1.5 metres.
- xii. Table 187 (h) does not apply.
- xiii. Notwithstanding Section 65 for permitted projections, balconies are not permitted to project beyond the front wall of the podium.
- xiv. Maximum front yard setback for a retail food store with a minimum GFA of 1,000 square metres is: 25 metres.

Active Frontage Streets

- xv. Active Frontage Streets are:
 - Terry Fox Drive
 - March Road
 - New and existing public roads
 - Private roads in locations immediately abutting or opposite a public park
- xvi. Where buildings are located abutting Active Frontage Streets:
 - a. At least 50 per cent of the lot width measured at the minimum building setback along the Active Frontage Street must be occupied by one or more building walls;

- b. A minimum of 35 per cent of the surface area of the ground floor façade of buildings facing an Active Frontage Street must be comprised of transparent glazing;
- c. The ground floor façade of buildings facing an Active Frontage Street must include at least one pedestrian entrance to each individual occupancy;
 - i. Notwithstanding the above, where an active entrance is angled on the corner of the building, such that it faces the intersection of the Active Frontage Street and a side street intersecting the Active Frontage Street, it is deemed to face both streets.
- d. Minimum ground floor height in mixed-use or non-residential buildings: 4.5 metres.
- e. The minimum building height required for 80 per cent of the building frontage is 14 metres and must contain at least four storeys.
- f. Except for a retail food store with a minimum GFA of 1,000 square metres no person may park a motor vehicle in a required and provided front or corner side yard abutting an Active Frontage Street.
- g. In the case of a retail food store, parking lots must be buffered from Active Frontage Streets with a minimum buffer strip of 3 metres of soft landscaping.
- h. Loading spaces are prohibited abutting an Active Frontage Street unless screened from view.

Parking and Loading

- xvii. Section 101 and 102 do not apply.
- xviii. Where parking is provided for residential uses, visitor parking shall be required at a rate of 0.2 space per space provided, up to a maximum of 30 spaces per building.
- xix. A maximum of 250 surface parking spaces are permitted within the lands subject to this exception. Surface parking spaces located within a private street or associated with a Retail Food Store shall not be counted towards the maximum.
- xx. Above-grade parking garages are only permitted as follows:
 - a. Located in the same building as a permitted non-residential use; and

- b. Provided that 50 per cent of the ground floor fronting on a street or a private way, excluding any related mechanical room or pedestrian or vehicular access, is occupied for a depth of three metres by other uses permitted to be located on the ground floor.

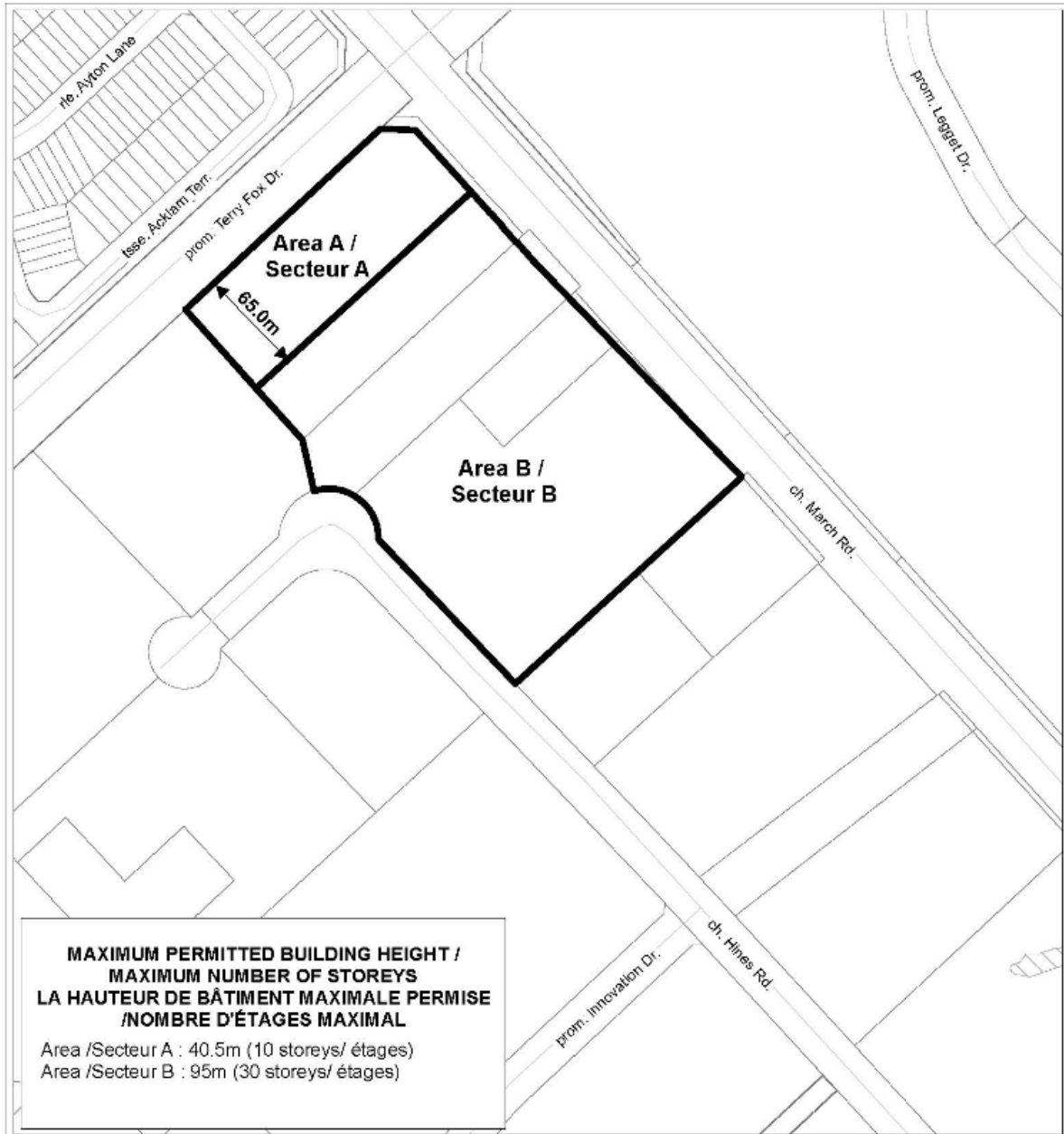
Other

- xxi. Outdoor storage is prohibited.

Holding Zone Provision

- xxii. The holding symbol may only be removed following issuance of Commence Work Notice associated to a development application addressing:
 - a. Acceptance of a Remedial Action Plan to achieve a Record of Site Condition (RSC), to the satisfaction of the General Manager of the Planning, Real Estate, and Economic Development Department;
 - b. Acceptance of a plan showing an east-west public roadway connection from Hines Road to March Road with a minimum 26 metre right of way, to the satisfaction of the General Manager of the Planning, Real Estate, and Economic Development Department;
 - c. The size, location and servicing of parkland required as per Bylaw 2022-280 to implement a Facility Fit Plan, to the satisfaction of the General Manager of the Recreation, Cultural and Facility Services Department.
- xxiii. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above.
- xxiv. Despite the holding symbol, buildings existing as of the date of passing of this by-law may continue to be used and/or converted into permitted uses and are not subject to the holding symbol.
- xxv. Where one or more high-rise buildings with floorplates larger than 750m² are proposed, the applicant will provide a demonstration plan with supporting studies for the entire area of the exception, illustrating that there are no undue adverse impacts of a larger tower floorplate on the public realm, to the satisfaction of the General Manager of the Planning, Real Estate, and Economic Development Department.

Document 3 - Zoning Schedule



**MAXIMUM PERMITTED BUILDING HEIGHT /
 MAXIMUM NUMBER OF STOREYS
 LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE
 /NOMBRE D'ÉTAGES MAXIMAL**

Area /Secteur A : 40.5m (10 storeys/ étages)
 Area /Secteur B : 95m (30 storeys/ étages)




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**This is Schedule XXX to Zoning By-law No. 2008-250
 Annexe XXX au Règlement de zonage n° 2008-250**

This is Attachment ___ to By-law Number ____, passed ____, 2023
 Pièce jointe n° __ du Règlement municipal n° ____, adopté le ____, 2023



Document 4 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public meeting was held virtually by the Councillor's office on March 7, 2023.

Comments were received from 61 residents during the application review process, and some residents sent multiple comments.

Public Comments and Responses

Transportation and Parking Comments:

- There is not enough transit to support this significant redevelopment.
- This development will cause traffic impacts on surrounding roadways including March Road.
- There is not enough parking for the proposed development.

Response:

In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the impacts across all modes of travel to the overall transportation network to be satisfactory.

The Official Plan encourages intensification and development where there are opportunities to support alternative modes of travel from the car. The site is located within walking distance of the Innovation transit station, and the future Terry Fox/March Road bus rapid transit station. The Official Plan policies for the Kanata North Economic District specify that no minimum parking shall be required for new developments.

Building Height

- The proposed buildings are too tall.
- Concerns about shadowing and privacy.
- Concern that the proposed intensity of development is not in keeping with existing development in Kanata that is low rise in nature.

Response:

The height and scale of the proposed buildings were reviewed in accordance with the Official Plan and design guidelines as discussed in this report. The proposal supports the direction of the Kanata North Economic District policies by providing higher densities of development and a greater mix of uses near rapid transit in order to attract employees and increase the competitiveness of the area.

The proposed zoning schedule will limit building height to 10 storeys (40.5 metres) for the north portion of the site. This will provide an adequate transition to the low-rise residential neighbourhood to the north. The maximum permitted height falls within a 45-degree angular plane drawn from the north side of Terry Fox Drive. Additionally, Acklam Terrace, which is located north of Terry Fox Drive, is a window street with a line of trees along Terry Fox Drive, providing additional distance and privacy.

The Shadow Study within the Design Brief shows limited shadowing impacts to neighbouring residential properties.

Other concerns:

- This development will create a lot of noise for this generally quiet neighbourhood.
- There are insufficient local services to support a development of this scale.

Response:

Noise studies will be prepared as part of future Plan of Subdivision or Site Plan Control applications. Construction noise will be subject to the Noise By-law. It is not expected that the development will create any noise beyond what is typically associated with residential development and would be less than many uses currently permitted by the various industrial zones.

Similar to the Nokia redevelopment across March Road, this is a mixed-use development that will include services and retail for residents and visitors. As with all development over five storeys in the City of Ottawa, a Community Benefit Charge will be collected at the time of future building permit issuance. In addition to Development Charges and Parkland Dedication fees, Community Benefit Charges are imposed to recover the cost of municipal services needed due to development. Additionally, through the future plan of subdivision application, a public park will be provided on the subject lands to serve current and future residents of the area.

Document 5 Concept Plan

Concept Plan

- Residential
 - Amenity
 - Office
 - Retail
 - Parking
 - Bike Lane
 - Loading/Parking
 - Park
 - Retail Edge
 - Amenity Edge
 - Parking/Loading Entrance
 - Easement
- Proposed GCA: 192,306m² (2,069,971ft²)
- Total # Units: 2,100
- Site Area: 55,511m²

