

**Subject: Official Plan Amendment - Kanata North Economic District**

**File Number: ACS2024-PDB-PS-0086**

**Report to Planning and Housing Committee on 11 September 2024**

**and Council 18 September 2024**

**Submitted on August 30, 2024 by Derrick Moodie, Director, Planning Services,  
Planning, Development and Building Services Department**

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**Ward: Kanata North (4)**

**Objet : Modification du Plan officiel – Quartier économique de Kanata-Nord**

**Dossier : ACS2024-PDB-PS-0086**

**Rapport au Comité de l'urbanisme et du logement**

**le 11 septembre 2024**

**et au Conseil le 18 septembre 2024**

**Soumis le 30 août 2024 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale des services de la planification, de l'aménagement et du  
bâtiment**

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**Quartier: Kanata-Nord (4)**

## REPORT RECOMMENDATIONS

That the Planning and Housing Committee recommend Council:

1. Approve the Kanata North Economic District Urban Design Guidelines, as detailed in Document 3.
2. Approve and adopt Official Plan Amendment 33, an amendment to the Kanata North Economic District, as detailed in Document 2.
3. 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 18, 2024,” subject to submissions received between the publication of this report and the time of Council’s decision.

## RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement recommande au Conseil municipal :

1. d’approuver les lignes directrices sur l’esthétique urbaine du quartier économique de Kanata-Nord, comme l’expose en détail le document 3.
2. d’approuver et d’adopter la modification 33 du Plan officiel, une modification du quartier économique de Kanata-Nord, comme l’expose en détail le document 2.
3. Que le Comité de la planification et du logement approuve 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 greffe 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 municipal prévue le 18 septembre 2024 », sous réserve

**des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **EXECUTIVE SUMMARY**

This report includes two Recommendations, both of which pertain to development in the Kanata North Economic District (KNED).

Recommendation 1 is to approve the KNED Urban Design Guidelines. These have been completed as part of the Community Planning Permit (CPP) pilot study's initial phase requiring the creation of a shared vision for the redevelopment of Canada's largest high-tech business park. These will help guide development and aid in the creation of the upcoming KNED CPP By-law.

Recommendation 2 is to approve and adopt a city-initiated Official Plan Amendment to correct some inconsistencies, errors and omissions between the KNED policies of Section 6.6.3.2 and other parts of the Official Plan, and to correct two Schedules affecting lands in the KNED.

As part of the undertaking of the CPP pilot study, staff has found discrepancies in the application of some Official Plan policies that do not reflect the principal intent of this special District, which is to allow for the transformation of this 1970's suburban business park into a globally-renowned urban innovation district where people live, work, play and learn and where innovation industries are able to remain competitive at national and global scales.

Specifically, the recommended Official Plan Amendment will align development permissions along March Road within the District, with land use and height permissions for the Mainstreet Corridor designation generally, and with the March Road Mainstreet Corridor located outside and north of the KNED specifically. The effect will be to permit high-rise buildings, up to 40 storeys, along that portion of the March Road Mainstreet Corridor located within the District, which is also the location of the future Kanata Transitway.

Minimum height along that portion of March Road between the District's two hubs, referred to in Section 6.6.3.2 of the Official Plan as Activity Centres, is recommended to be increased generally to four storeys from a general minimum of two storeys, to match the minimum height required within the two Activity Centres, recognizing the principal role this road will play in urbanizing the District. The application of this four-storey

minimum height would apply generally to all buildings, and not only to mixed-use and residential buildings, which amends the current policy applicable to Activity Centres.

Two Schedules are recommended for amendment, the first, by adding the March Road Mainstreet Corridor designation in the KNED to Schedule C7-A to match that which is identified on Schedule B5; and the second, by removing the Evolving Neighbourhood Overlay from Schedule B5 as this area is designated as a special Economic District with its own dedicated policies in Section 6.6.3.2.

The proposed amendments help to achieve the Big Policy Moves noted in Section 2.1 of the Official Plan. Together, they align with Big Policy Move 1 by encouraging intensification within Ottawa's existing built-up area; with Big Policy Move 2 by tying land use permissions to the City's investments in sustainable modes of transportation; and with Big Policy Move 3 by promoting high-quality urban design that is appropriate for an innovation district.

The proposed amendments to the March Road Mainstreet Corridor within the District align with the vision, goals, and objectives of the Official Plan Corridor designation in Section 6.2, by encouraging a comparatively higher density of development, greater degree of mixed uses, and higher level of transit service, which currently applies to the March Road Mainstreet Corridor located outside and north of the District. An increase in the general minimum height along March Road in the District is also recommended to ensure the minimum appropriate urban built form is developed along the rapid transit corridor.

The proposed amendments align with the intent of Special Districts in Section 6.6.1, as well as with the Kanata North Economic District policies in 6.6.3.2.

## **RÉSUMÉ**

Ce rapport comprend deux recommandations relatives au développement du quartier économique de Kanata-Nord (QEKN).

La première recommandation vise l'approbation des Lignes directrices sur l'esthétique urbaine du QEKN. Ces lignes directrices ont été réalisées dans le cadre de l'étape initiale de l'étude pilote sur les permis d'aménagement communautaire (PAC), qui exige la création d'une vision commune pour le réaménagement du plus grand parc d'affaires dans le domaine de la haute technologie au Canada. Elles permettront d'orienter le développement et d'aider à la création du futur règlement sur les PAC du QEKN.

La deuxième recommandation vise l'approbation et l'adoption d'une modification du Plan officiel proposée par la Ville afin de corriger certaines incohérences, erreurs et omissions entre les politiques de la section 6.6.3.2 du QEKN et d'autres parties du Plan officiel ainsi que de corriger deux annexes qui concernent des terrains dans le QEKN.

Dans le cadre de l'étude pilote sur les PAC, les membres du personnel ont constaté des divergences dans l'application de certaines politiques du Plan officiel qui ne reflètent pas le but principal de ce quartier spécial, qui est de permettre la transition de ce parc d'affaires suburbain des années 1970 en un quartier d'innovation urbaine de renommée mondiale où les gens vivent, travaillent, se divertissent et apprennent et où les industries innovantes sont en mesure de rester concurrentielles à l'échelle nationale et mondiale.

Plus précisément, la modification du Plan officiel proposée harmonisera les permis d'aménagement le long du chemin March dans le quartier, avec les désignations de l'aménagement du territoire et les autorisations de hauteur pour la désignation des couloirs de rues principales en général, et avec le couloir de rue principale du chemin March situé à l'extérieur et au nord du QEKN en particulier. Cela permettra d'autoriser la construction d'immeubles de grande hauteur, jusqu'à 40 étages, le long de la partie du couloir de rue principale du chemin March située dans le quartier, qui est également l'emplacement du futur Transitway de Kanata.

Il est recommandé d'augmenter la hauteur minimale générale (de deux à quatre étages) le long de la partie du chemin March située entre les deux carrefours du quartier, appelés centres d'activités dans la section 6.6.3.2 du Plan officiel, afin de correspondre à la hauteur minimum requise dans les deux centres d'activités, reconnaissant ainsi le rôle principal que jouera ce chemin dans l'urbanisation du quartier. La hauteur minimum de quatre étages s'appliquerait de manière générale à tous les bâtiments, et pas seulement aux bâtiments résidentiels et à vocation mixte, ce qui modifie la politique actuelle applicable aux centres d'activités.

La modification de deux annexes est recommandée; la première en ajoutant la désignation du couloir de rue principale du chemin March dans le QEKN à l'annexe C7-A pour qu'elle corresponde à celle qui est identifiée dans l'annexe B5; et la seconde en supprimant la superposition du quartier en évolution de l'annexe B5, car cette zone est désignée comme un quartier économique spécial avec ses propres politiques énoncées dans la section 6.6.3.2.

Les modifications proposées contribuent à la réalisation des grands changements dans le cadre des politiques énoncés dans la section 2.1 du Plan officiel. Ensemble, elles s'inscrivent dans le cadre du premier grand changement en encourageant la densification dans le secteur bâti existant d'Ottawa; du deuxième grand changement en associant les autorisations d'utilisation du sol aux investissements de la Ville dans les modes de transport durables; du troisième grand changement en favorisant un urbanisme de qualité qui est adapté à un quartier d'innovation.

Les modifications proposées concernant le couloir de rue principale du chemin March à l'intérieur du quartier respectent la vision, les buts et les objectifs de la désignation des couloirs énoncés dans la section 6.2 du Plan officiel; en favorisant une plus grande densité d'aménagement, un degré supérieur de mixité dans l'aménagement du territoire et un niveau supérieur de service de transport en commun, qui s'appliquent actuellement au couloir de rue principale du chemin March situé à l'extérieur et au nord du quartier. Une augmentation de la hauteur minimum générale le long du chemin March dans le quartier est également recommandée afin d'assurer le développement d'une forme bâtie urbaine appropriée le long du couloir de transport en commun rapide.

Les modifications proposées s'alignent sur le but des secteurs spéciaux énoncé dans la section 6.6.1, ainsi que sur les politiques du quartier économique de Kanata-Nord énoncées dans la section 6.6.3.2.

## **BACKGROUND**

### SITE LOCATION

The Kanata North Economic District Kanata, Ottawa

### DESCRIPTION OF SITE AND SURROUNDINGS

The Kanata North Economic District (KNED) is in Ward 4—Kanata North. It is generally bounded by Trillium Woods and Kimmins Court Park to the west, Herzberg Road and March Valley Drive to the east, March Road and Herzberg to the south, and Terry Fox Drive to the north, except at the northeast edge, where it is bounded by Klondike Road so as to include the Marshes Golf Club. The District is south of the Kanata North Urban Expansion Area Community Design Plan.

Figure 1 herein identifies the KNED subareas, including the Activity Centres, March Road and Legget Drive corridors and the Outer Areas, discussed in this Report.

## SUMMARY OF PROPOSED RECOMMENDATIONS

### Recommendation 1

The initial phase of the Community Planning Permit (CPP) pilot study has been to create a shared vision for the redevelopment of this innovation district, developed through a series of urban design workshops held with local stakeholders, and complies with the KNED Official Plan policies of Section 6.6.3.2. The KNED Urban Design Guidelines, attached as Document 3, are the result of this shared vision. Staff are seeking approval of these, which will help guide the redevelopment in the District and provide guidance in the creation of the KNED CPP By-law, expected in 2025.

### Recommendation 2

The KNED designation and policies of Section 6.6.3.2 were adopted by Council as part of the new Official Plan in October 2021. As part of the CPP pilot study currently underway, staff found discrepancies in the application of some Official Plan policies that do not reflect the principal intent of this special District, which is to allow for the redevelopment and transformation of this 1970's suburban business park into a globally -renowned urban innovation district, where people live, work, play and learn and where innovation industries are able to remain competitive at the global scale. This city-initiated Official Plan amendment resolves these discrepancies and errors and omissions on some of the Schedules to ensure the effective implementation of the policies. More specifically, these recommended amendments to the Official Plan result in aligning development permissions along March Road within the District, with land use and height permissions for the Mainstreet Corridor designation generally, and with the March Road Corridor located north of Terry Fox Drive specifically.

Further, the recommended minimum height on March Road will recognize the principal role that the March Road Mainstreet Corridor will play in urbanizing the District.

This report recommends the following changes:

- Permit high-rise buildings along the March Road Mainstreet Corridor within the District, thus aligning with the land use permissions along the same Mainstreet Corridor outside of and north of the District.
- Show March Road as “Corridor – Mainstreet within Design Priority Areas” within the Kanata North Economic District on Schedule C7-A for consistency with the March Road Mainstreet Corridor shown on Schedule B5

- Remove the Evolving Neighbourhood Overlay adjacent to the March Rd Mainstreet Corridor within the District on Schedule B5
- Increase the general minimum height required on March Road outside of the Activity Centres in the District from two to four storeys
- Apply the general minimum height of four storeys applicable in the Activity Centres and proposed to be applied on March Road outside of them, to all buildings, and not only to residential and mixed-use buildings.

## DISCUSSION

The Kanata North Economic District is a significant technology innovation cluster and a major regional and national economic generator. Its designation as an Economic District will enable Canada's largest technology park to remain competitive on a global scale, to be able to attract and retain talent, and include flexibility that enables existing and new knowledge-based businesses to grow and adapt to ongoing and rapid change in their innovation industries.

Figure 1. Areas within the Kanata North Economic District

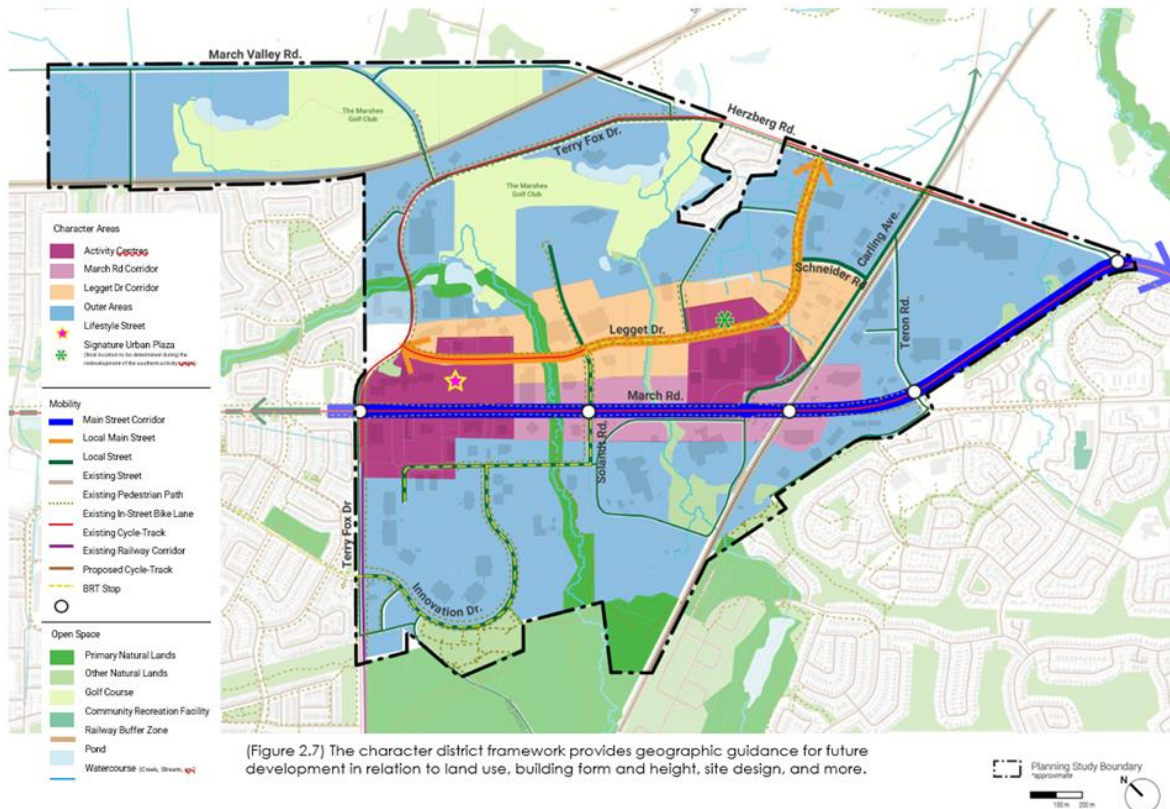




Figure 1, reproduced from the KNED Urban Design Guidelines (Document 3), shows that the District is anchored by two emerging Activity Centres, one focused on March Road and Terry Fox Drive, the other on Legget Drive. Both Activity Centres are located within close proximity of future bus rapid transit stations. The Activity Centres will enable a wide variety of uses, providing a vibrant array of office, residential, commercial, institutional, leisure and entertainment uses with sufficient density to support lively streets and daily activities. The Activity Centres represent the heart of the District's innovation economy and culture. They are envisioned as vibrant communities where daily needs can be accessed without a car and where creative collisions, those happenstance meetings that can lead to innovation, are encouraged.

March Road is designated as a Mainstreet Corridor that will act as the gateway into, and grand street through, the Economic District. It is the location of the future bus rapid transit (BRT) corridor. Legget Drive will function as the principal, walkable local main street.

To ensure that the District remains primarily for office, research and development and similar uses required by the innovation industries, high-rise buildings containing residential units will be focused in the Activity Centres, and along the March Road Mainstreet Corridor.

There is strong development interest in Ward 4, with both the development of the Kanata North Urban Expansion Area north of the District, as well as recently approved large-scale redevelopment projects that will introduce some 4,300 residential units, additional office, commercial and ancillary uses in the District's northern Activity Centre, located within 600 metres of the future March Road – Terry Fox Drive Bus Rapid Transit Station.

More than 20 post-secondary educational facilities have an interest in developing, running, and expanding student programs in the District. In turn, students learn in a vibrant and collaborative environment where new ideas are formed and tested in concert with the innovative businesses.

Finally, all three levels of government have shown significant interest in building on the success of Canada's largest technology park by providing funding for its redevelopment. Most recently, the Provincial government has made a commitment to providing its share of the capital cost to build the Kanata North Transitway.

## PUBLIC CONSULTATION

A virtual public information session was held on August 6, 2024. Approximately twenty residents and community representatives, the Kanata North Business Association representatives, businesses, landowners and development industry representatives attended the meeting as well as the Ward Councillor.

Staff presented the proposed Official Plan Amendment followed by a -question-and-answer period. Comments and questions pertained to the allowance of high-rise buildings on March Road north of Klondike Road (outside of the KNED) and whether this should be revisited; the timing of the future Kanata North Transitway in the absence of any connection to the LRT; sequencing plans and the order of operations being needed for the build-out of Ward 4 in respect of both development and mobility; the need to consider the longer-term future expansion of the District beyond 2046; and too much focus on density, rather than on transportation planning and affordable housing in Kanata.

Transportation-related comments were forwarded to staff working on the Transportation Master Plan. The Official Plan's special designation of the business park as a transit-oriented Economic District permits residential units in mid- and high-rise mixed-use buildings in the Activity Centres, which will bring new high-density housing supply to Kanata North. The Official Plan Amendment, recommended herein, will increase opportunities for affordable housing, that is more affordable relative to ground-oriented housing within the urban expansion area, along the March Rd Mainstreet Corridor by allowing for high-rise mixed-use buildings along the Kanata North Transitway. In addition, the Community Planning Permit pilot project will streamline planning approvals, with one all-inclusive development application that replaces zoning, site plan and minor variance approval processes, and office-to-residential conversions will be considered as part of the overall affordable housing strategy.

### PLANNING RATIONALE

Planning staff recommend approval of the Official Plan Amendment for the Kanata North Economic District to update policies within Section 6.6.3.2, Schedule B5 and Schedule C7-A and to ensure equal opportunity for mixed-use high-rise buildings of up to 40 storeys, generally within 600 metres of future BRT Stations along the March Road Mainstreet Corridor within the District, that matches the Corridor's permission north of the KNED.

The proposal conforms to the Ottawa Official Plan. The proposed amendments help to achieve the Big Policy Moves of Section 2.1 the Official Plan. Together, they align with Big Policy Move 1 by encouraging intensification within Ottawa's existing built-up area; with Big Policy Move 2 by tying land use permissions to the City's investments in sustainable modes of transportation; and with Big Policy Move 3 by promoting high -quality urban design that is appropriate for an innovation district.

The proposed amendments to the March Road Mainstreet Corridor within the District align with the vision, goals, and objectives of the Official Plan Corridor designation in Section 6.2, by encouraging a comparatively higher density of development, greater degree of mixed uses, and higher level of transit service, which currently applies to the March Road Mainstreet Corridor located outside and north of the District. An increase in the general minimum height along March Road in the District is also recommended to ensure the minimum appropriate urban built form is developed along the rapid transit corridor.

The proposed amendments align with the intent for Special Districts in Section 6.6.1, as well as with the Kanata North Economic District policies in 6.6.3.2. Details regarding the rationale for each amendment are contained in Document 2.

Identification of March Road as a Mainstreet Corridor on Schedule C7-A is appropriate to ensure it is identified along with other Mainstreet Corridors that lie within Design Priority Areas, of which the KNED is designated as a Tier 3 Design Priority Area.

Removal of the Evolving Neighbourhood Overlay on lands adjacent to March Rd. and on adjacent local roads, as shown on Schedule B5, clarifies the intent that the KNED is a special Economic District, and not a residential neighbourhood, that is subject to area--specific policies and urban design guidelines.

### PROVINCIAL POLICY STATEMENT

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

### **PUBLIC CONSULTATION**

Ward 4 community associations and groups, the Kanata North Business Association and its members, and stakeholders interested in the CPP pilot study affecting the KNED were notified of the proposed City--initiated Official Plan Amendment with a request for comments.

An advertisement was placed in Le Droit and the Ottawa Citizen outlining the proposed Official Plan Amendment and advising of the date of the public meeting. Notice was also included on the CPP pilot study Engage Ottawa webpage.

A virtual public information session was held on August 6, 2024. Approximately twenty (20) residents and community representatives, businesses, landowners, and development industry representatives attended the meeting as well as the Ward Councillor. Following a staff presentation, stakeholders were invited to participate in a question-and-answer period. The following comments and questions were raised:

<b>Comment</b>	<b>Response</b>
Why would high-rise buildings, up to 40 storeys, be permitted north of Klondike Road on March Road? This may need to be revisited.	The Official Plan envisions the introduction of more viable public transit and for suburban corridors to emerge and meet related transit densities. The Official Plan suburban transect generally permits mid-rise along Mainstreet Corridors but permits high-rise where the lot fabric can provide a suitable transition to abutting low-rise areas.
In advance of the Moodie LRT Station being operational, there is no way to connect the Kanata North Transitway to the LRT	Moodie Station is the western terminus of the LRT, expected to be operational before the Kanata North Transitway is constructed. Transit bus service will continue to Kanata on shoulder bus lanes which would connect with the future Kanata North Transitway.
Everything is too focused on density. Other work should be undertaken such as a transportation plan, bringing affordable housing to Kanata	This Official Plan Amendment is intended to add high-rise buildings as an appropriate building form and density along the March Road Mainstreet Corridor. This reflects the land use permission along the remainder of the Corridor, as well as along all Mainstreet Corridors. High-rise buildings are permitted up to 40 storeys which is substantially higher than the current maximum 9 storey permission along the Corridor within the KNED, per policies 5 and 6 of Section 6.6.3.2.

Comment	Response
	<p>Policies on Mainstreet Corridors allow for up to high-rise mixed-use buildings on suitably sized lots, which will allow for residential units along the March Road Corridor, in addition to allowing these in the two Activity Centres, as noted in Section 6.6.3.2.</p> <p>Introducing high-density residential will bring residents to the KNED, where there have been no residential units in the past. It is intended that residential units will be restricted to mid- and high-rise buildings which will bring some affordable housing to Ward 4.</p> <p>The TMP Capital Infrastructure Plan is currently being prepared. It will identify transit and road infrastructure projects to accommodate growth and intensification in Kanata North to 2046. Transportation modeling will be based on population and employment projections for Kanata North that align with the Official Plan. The City will also be reviewing the local multi-modal mobility networks and identifying connectivity improvements, in line with the Official Plan policies in section 6.6.3.2.</p>

Comment	Response
<p>Sequencing - the order of operations is needed for the build-out of Ward 4 for both development and for mobility</p>	<p>The City is looking at both land use and transportation in the redevelopment of the KNED.</p> <p>The Official Plan allows for the redevelopment of the area, transforming it into an urban innovation district that will focus a wide range of uses, including employment uses and residential units, at high densities in two emerging Activity Centres and along the March Road Corridor, all of which will be served by four future BRT Stations along March Road in the KNED. An EA (Environmental Assessment) – Addendum for the Kanata North Transitway is underway, to reflect the latest planning context in the corridor and to incorporate the latest design standards, in anticipation of funding being available to proceed with the detailed design and construction of the BRT system in the KNED. See <a href="#">Kanata Transitway EA - Addendum</a></p> <p>Local multi-modal mobility networks are also being reviewed as part of this project. An order of operations is not a condition of approval for development within the Mainstreet Corridor designation of the Official Plan. Each development proposal must be supported by required planning, engineering and environmental studies and reports, including a Transportation Impact Assessment. Development projects, that conform to the Official Plan and the Zoning or future CPP By-law, should be permitted to proceed provided all approvals have been obtained, and not held back given this area is a significant economic generator at the local, regional and national levels and the need of the innovation industries to remain competitive at the global level.</p>
<p>Where will the expansion of the KNED go after 2046?</p>	<p>The planning horizon for the Official Plan and the Transportation Master Plan is 2046. Post-2046</p>

Comment	Response
	considerations can be reviewed through the next OP and TMP review that extends the planning horizon beyond 2046

## COMMENTS BY THE WARD COUNCILLOR

The city-initiated OPA for the Kanata North Special Economic District ensures that high-rise buildings, of up to 40 storeys, will be allowed along March Road which makes sense as it is a Mainstreet Corridor and will match permissions to the north on March Road. All will be consistent. Given the overall vision for the KN Special Economic District, introducing a minimum height requirement outside of the “Activity Centres” (noted on the map) ensures that the area achieves its vision for a grand street. The other details in the amendment serve to do the same thing to ensure that the overall vision is achieved and there isn’t a piecemeal or haphazard look and feel to one of the city’s two special Economic Districts. Built into the language is also some flexibility given the types of technologies that are currently in the KNED and ones that may locate there. Overall, the OPA is in sync with what the overall vision for the Kanata North Economic District is to become.

## LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendations in this report.

## RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

## ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications identified with the Kanata North Economic District Urban Design Guidelines or the proposed Official Plan Amendment. Subsequent development proposals will need to consider capacity remaining in the available municipal services and may need to consider slope stability and other environmental hazards.

## FINANCIAL IMPLICATIONS

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

There are no accessibility impacts related to the approval of this report.

## **ECONOMIC IMPLICATIONS**

This Official Plan Amendment supports many of Council's strategic priorities including economic diversification, economic growth, business attraction and talent attraction.

Council's designation of the Kanata North Business Park as a special Economic District recognizes its stature as the largest high-tech business park in Canada and its ongoing significant contribution to the local, regional and national economy, attracting many headquarters of globally-recognized companies. It also indicates Council's continuing support for the development of additional economic opportunities by encouraging the transformation of the suburban tech park into a 21<sup>st</sup> Century, urban innovation district that will continue to attract and retain talent by encouraging a vibrant mixed-use environment, where businesses will thrive and be enabled to collaborate, to innovate and to respond to rapid changes in innovation technologies.

As detailed in the Economic Development Strategy and Action Plan ([Economic Development Strategy](#)), Council is committed to strengthening and diversifying of the City's knowledge-based industry ecosystems through continuing support with the City's key economic development partners including Invest Ottawa, post-secondary institutions, and business groups for innovation, entrepreneurships, investment attraction, talent attraction/retention and cluster development.

## **TERM OF COUNCIL PRIORITIES**

The Kanata North Economic District Urban Design Guidelines and the Official Plan Amendment consider all the 2023-2026 Term of Council Priorities:

- A city with a diversified and prosperous economy, attracting people to Ottawa to live, work, play, invest, learn and visit
- 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



## **SUPPORTING DOCUMENTATION**

Document 1 – Location Map

Document 2 – Details of Recommended Official Plan Amendment 33

Document 3 – Kanata North Economic District Urban Design Guidelines

## **DISPOSITION**

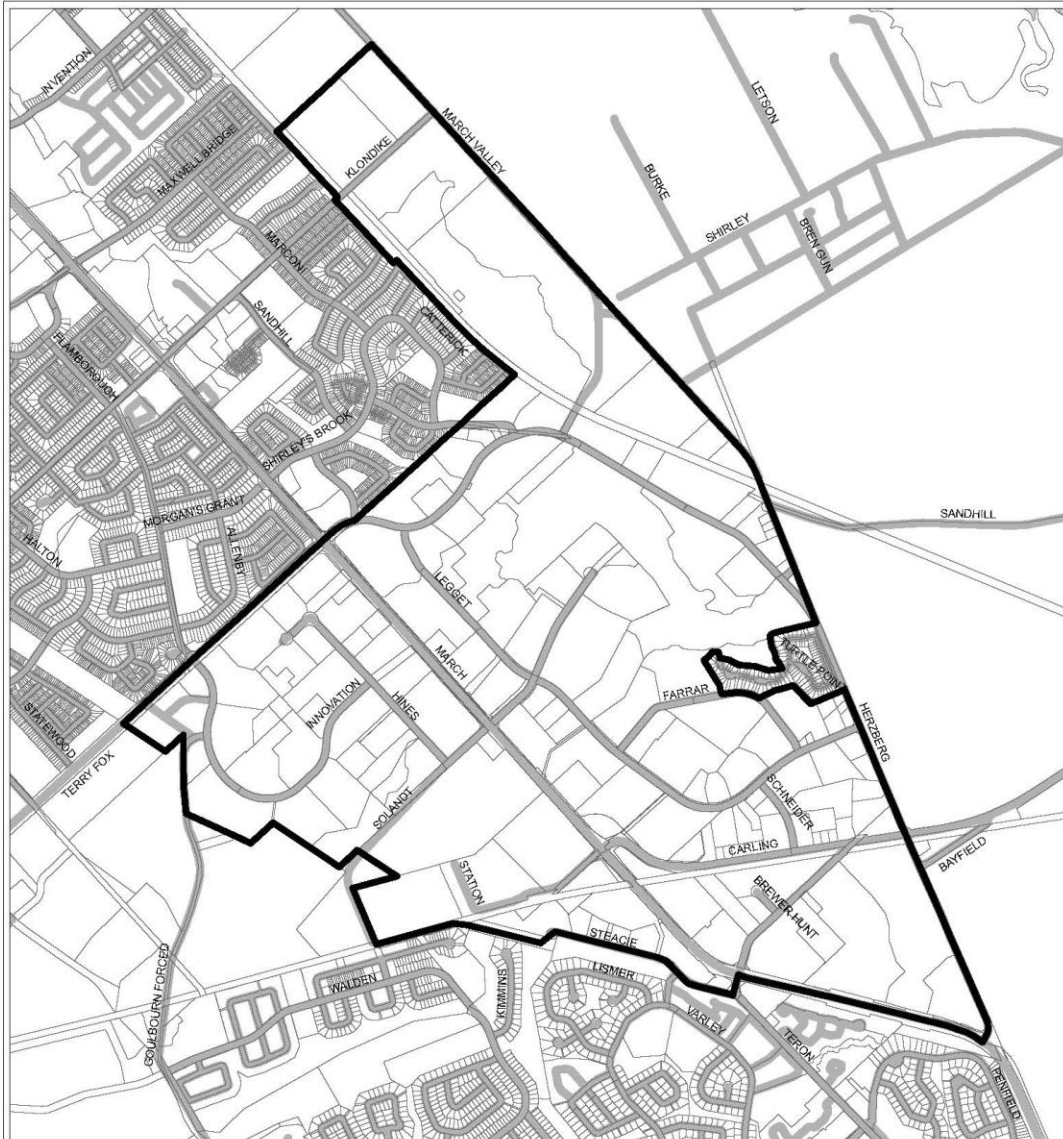
Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.


Legal Services, City Manager's Office to forward the implementing bylaw to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Planning Operations to update the consolidated version of the Official Plan, including schedules, as applicable.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-24-0012	24-0627-A	 <b>Kanata North Economic District / District économique de Kanata-Nord</b>	
I:\CO\2023\OPA\Kanata North Economic District			
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REVISION / RÉVISION - 2024 / 06 / 10		 <small>NOT TO SCALE</small>	

**Document 2 – Details of Recommended Official Plan Amendment 33**

**Official Plan Amendment 33 to the**

**Official Plan for the**

**City of Ottawa**

**INDEX**

**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE** introduces the actual amendment but does not constitute part of Amendment No. 33 to the Official Plan for the City of Ottawa.

**PART B – THE AMENDMENT** constitutes Amendment 33 to the Official Plan for the City of Ottawa.

**PART A – THE PREAMBLE**

**PURPOSE**

**LOCATION**

**BASIS**

**PART B – THE AMENDMENT**

**INTRODUCTION**

**DETAILS OF THE AMENDMENT**

**IMPLEMENTATION AND INTERPRETATION**

**SCHEDULE A OF AMENDMENT 33 – OFFICIAL PLAN FOR THE CITY OF OTTAWA**

**SCHEDULE B OF AMENDMENT 33 – OFFICIAL PLAN FOR THE CITY OF OTTAWA**

**PART C – THE APPENDIX**

## **PART A – THE PREAMBLE**

### 1. Purpose

The purpose of Official Plan Amendment 33 is to update the Kanata North Economic District policies in Section 6.6.3.2, and Schedules B5 and C7-A of the Official Plan. The updates intend that the Economic District develops as a special urban mixed-use, transit-oriented area focused primarily on innovation industries, while allowing high-rise buildings containing residential units in both the Activity Centres and along the March Road Mainstreet Corridor.

### 2. Location

The Amendment affects the entirety of the Kanata North Economic District located in part of Ward 4 Kanata North, as shown in Schedule A herein.

### 3. Basis

The amendments intend that the development permissions and regulations of the Kanata North Economic District will transform from a car-oriented, suburban business park into an urban, mixed-use innovation district. The Amendment considers the role of the March Road Mainstreet Corridor inside the Economic District relative to its role north of the District. In addition, several of the modifications included as part of this Amendment intend to provide consistency and clarity within the Official Plan.

### **Background**

The Kanata North Economic District policies were adopted by Council as part of the new Official Plan in October 2021. During the Community Planning Permit pilot study, a number of discrepancies, errors and omissions were discovered between various policies and Schedules in the Official Plan that require correction. This resulted in less development permissions inside the special District, where development should be most encouraged.

### **Rationale**

The rationale for each amendment is presented in Part C – Appendix.

## **PART B – THE AMENDMENT**

### 1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitutes Amendment No. 33 to the Official Plan for the City of Ottawa.

### 2. Details

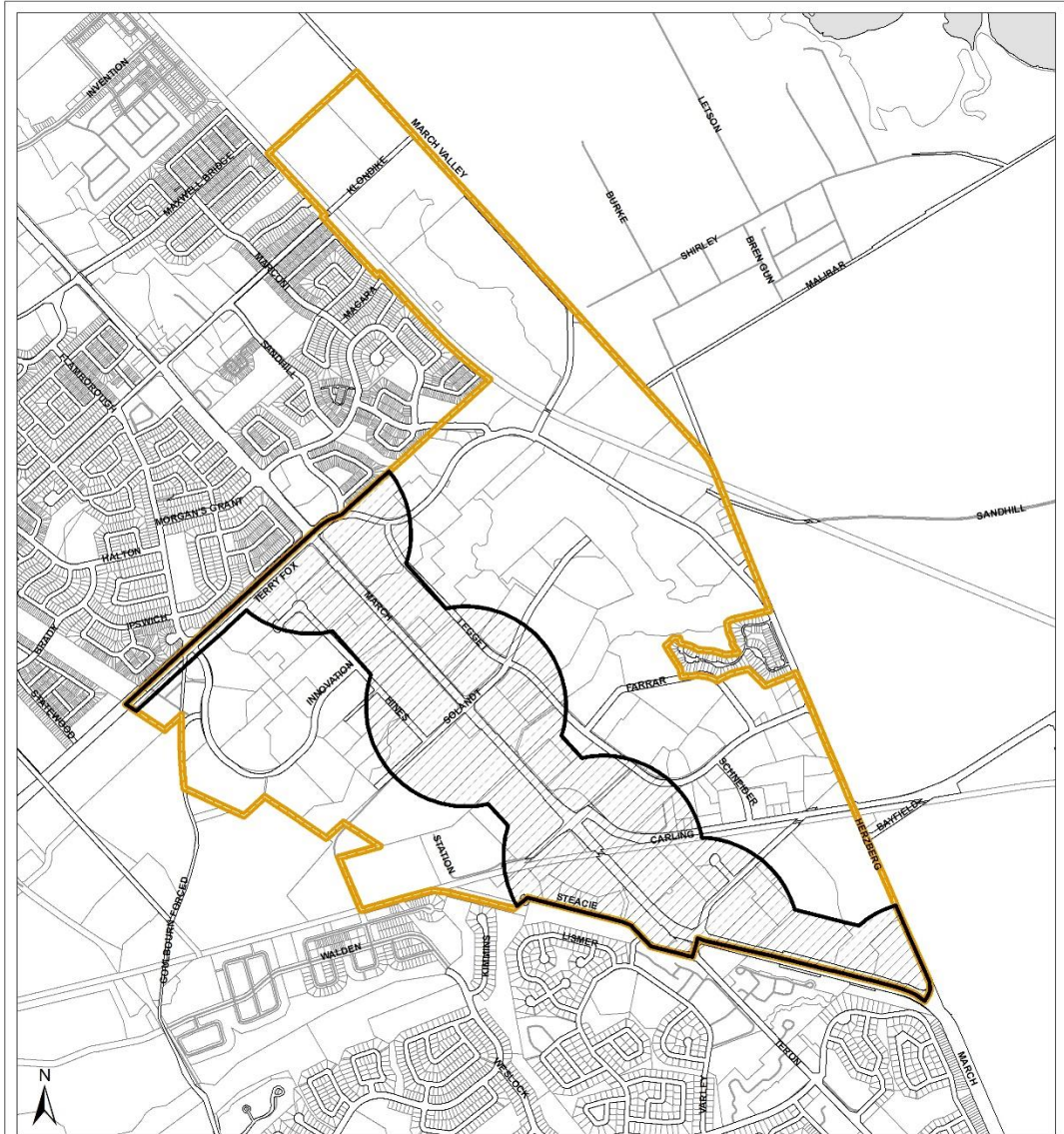
The following changes are hereby made to the Official Plan for the City of Ottawa:

4. See Part C: Appendix A column title Amendment Details

### 3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

**SCHEDULE A**



Prepared by: Planning, Infrastructure and Economic Development Department  
 Services de la planification, de Géoplat-Analyse, Technologie et Solutions



Préparé par: l'infrastructure et du développement économique,  
 Analyse géoplat, technologie et solutions

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**Revision:**

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Scale - N.T.S. / Echelle N.A.E.

**SCHEDULE A to  
 AMENDMENT NO. 33**

to the OFFICIAL PLAN  
 for the CITY OF OTTAWA

Amending Volume 1  
 Schedule B5 - Suburban (West) Transect



LANDS TO BE REMOVED FROM "EVOLVING NEIGHBOURHOOD OVERLAY" DESIGNATION /  
 LES TERRAINS SERONT RETIRÉS DE LA DÉSIGNATION DE «AFFECTATION SUPPLÉMENTAIRE DE QUARTIER  
 EN ÉVOLUTION»



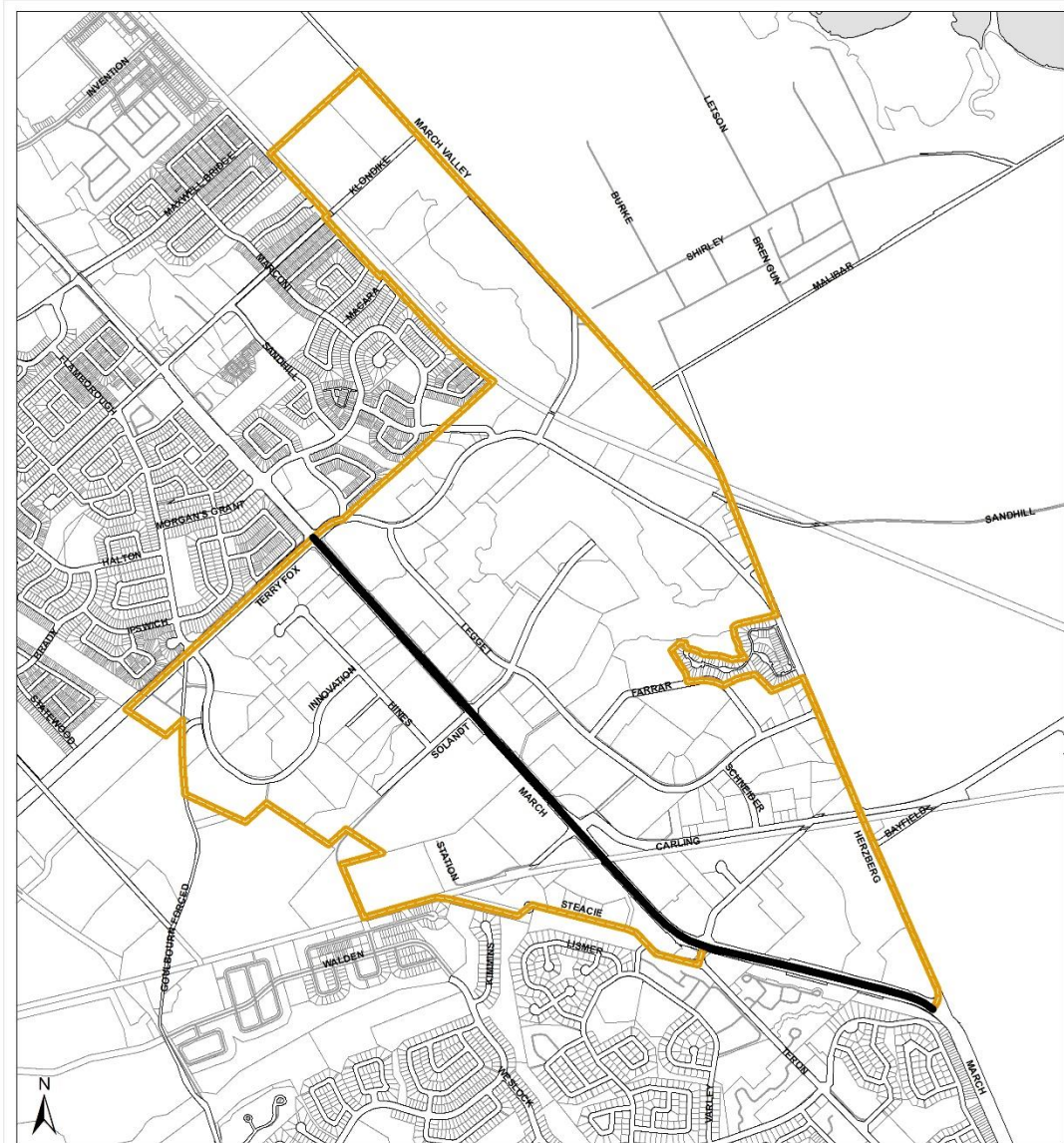
Kanata North Economic District /  
 District économique de Kanata-Nord

**ANNEXE A de  
 L' AMENDEMENT No. 33**

au PLAN OFFICIEL  
 de la VILLE D'OTTAWA

Modification du volume 1  
 Annexe B5 - Transect Secteur suburbain (ouest)

**SCHEDULE B**



Prepared by: Planning, Infrastructure and Economic Development Department  
Services de la planification, de Géospatial-Analytique, Technologie et Solutions



Préparé par: l'infrastructure et du développement économique,  
Analyse géospatiale, technologie et solutions

D01-01-24-0012 24-0858-A

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**SCHEDULE B to  
AMENDMENT NO. 33**  
to the OFFICIAL PLAN  
for the CITY OF OTTAWA  
Amending Volume 1  
Schedule C7-A - Design Priority Areas - Urban

**ANNEXE B de  
L' AMENDEMENT No. 33**  
au PLAN OFFICIEL  
de la VILLE D'OTTAWA  
Modification du volume 1  
Annexe C7-A - Secteurs prioritaires  
de conception - Urbain

LANDS TO BE DESIGNATED "CORRIDOR - MAINSTREET WITHIN DESIGN PRIORITY AREA" /  
TERRAINS À DÉSIGNER « COULOIR - RUE PRINCIPALE DANS UN SECTEUR PRIORITAIRE DE CONCEPTION »

Kanata North Economic District /  
District économique de Kanata-Nord

## PART C – THE APPENDIX

Amendment Number	Volume, Section, Policy, Schedule	Rationale	Policy Modifications ( <del>Strikeout</del> indicates removal; <b><u>bold underline</u></b> indicates new text)
1	Volume 1, Section 6.6.3.2 Policy 1) c) iii)	Replace incorrect reference to Subsection 6.6.8 Policy 4)	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 <del>6.6.8</del> <b>6.6.3.2</b> Policy 4) shall apply;
2	Volume 1, Section 6.6.3.2 Policy 1) d)	<p>First, the wording of this policy, that lands outside of the “activity centres, March Road and Legget Drive”, suggests that only lands outside of March Road and Legget Drive should generally be focused on employment and ancillary uses.</p> <p>The principal intent of the Economic District designation is to ensure lands continue to be developed primarily for employment purposes and ancillary uses, with residential units focused primarily in the Activity</p>	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, <b>and</b> March Road <del>and Legget Drive</del> should generally be focused on employment and ancillary uses; and



Amendment Number	Volume, Section, Policy, Schedule	Rationale	Policy Modifications ( <del>Strikeout</del> indicates removal; <b>bold underline</b> indicates new text)
		<p>Centres, while employment uses would locate outside of the Centres. The wording of Policy 6 reflects this intent by including the word “on” following the words “activity centres” stating that lands outside of the activity centres on March Road and Legget Drive should generally be focused on employment uses.</p> <p>Second, the designation of March Road as a Mainstreet Corridor indicates that residential uses in buildings up to high-rise may also be permitted, which is appropriate in the District given it is also the transitway corridor.</p>	
3	Volume 1, Section 6.6.3.2 Policy 4) a)	All buildings in the Activity Centres should have the same general policy on minimum height, regardless of the	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

Amendment Number	Volume, Section, Policy, Schedule	Rationale	Policy Modifications ( <del>Strikeout</del> indicates removal; <b>bold underline</b> indicates new text)
		type of uses contained therein	areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. <del>Residential and mixed-use</del> <b>Buildings</b> should generally have a minimum height of four storeys;
4	Volume 1, Section 6.6.3.2 Policy 5) c)	<p>Allowing up to high-rise buildings should be permitted because March Road is designated as a Mainstreet Corridor, where this use is otherwise allowed. This will match the land use permission, and by extension the maximum height permitted, on other Mainstreet Corridors, and in particular, along March Road north of the Kanata North Economic District.</p> <p>Increasing the minimum height generally required along March Road from two to four storeys matches the minimum required in the Activity Centres and will result in</p>	<p>a) Outside of the activity centres, building heights:</p> <ul style="list-style-type: none"> <li>i) <b>on March Road may be up to high-rise building height, and should generally be a minimum of 4 storeys, and</b></li> <li>ii) <b>on Legget Drive and in the remaining outer areas, should generally may be up to mid-rise building height-, and should generally be a minimum of two storeys.</b> <del>Building height should generally be a minimum of two storeys and the maximum nine storeys;</del></li> </ul>

Amendment Number	Volume, Section, Policy, Schedule	Rationale	Policy Modifications ( <del>Strikeout</del> indicates removal; <b>bold underline</b> indicates new text)
		<p>an appropriate urban form to match the role of March Road as the grand street that travels through the District.</p> <p>No change is proposed to the other areas outside of the Activity Centres, including Legget Drive, with the change being to the formatting.</p>	
5	Volume 1, Section 6.6.3.2 Policy 6)	<p>This policy should not conflict with Policy 1) d), as proposed to be amended, and should state that lands outside of the Activity Centres and March Road should be focused generally on employment uses.</p> <p>Building heights are identified in Policy 5 c), as proposed to be amended, and should not be repeated in Policy 6).</p>	<p>6) The following applies to the land within the District outside of the activity centres <del>on</del> <b>and</b> March Road <del>and Legget Drive</del>:</p> <p>a) Land uses should generally be focused on employment uses such as office and light industrial uses, research facilities and post-secondary institutions as well as ancillary uses;</p> <p><del>and b) Building heights up to nine storeys will generally be permitted.</del></p>
6	Volume 1, Schedule B5	The designation of the business park as a special Economic District	Delete the Evolving Neighbourhood Overlay adjacent to March Road within the Kanata

Amendment Number	Volume, Section, Policy, Schedule	Rationale	Policy Modifications ( <del>Strikeout</del> indicates removal; <b>bold underline</b> indicates new text)
		<p>indicates that it is not a neighbourhood in the traditional sense of the term which applies to residential communities.</p> <p>It is a special district, with area-specific Official Plan policies, in which the principal purpose is to redevelop the suburban business park into an urban, mixed-use area that encourages continued growth and development of the innovative industries that have made it a success over the past 50 years.</p> <p>As part of the continued success of this District, a wider mix of uses, including the introduction of residential units, will help to transform the business park into a vibrant mixed-use innovation district that will help keep it competitive at the global scale in terms of both attracting and retaining talent.</p>	<p>North Economic District on Schedule B5 – Suburban (West) as shown on Schedule A to this amendment.</p>

<b>Amendment Number</b>	<b>Volume, Section, Policy, Schedule</b>	<b>Rationale</b>	<b>Policy Modifications</b> ( <del>Strikeout</del> indicates removal; <b>bold underline</b> indicates new text)
7	Volume 1, Schedule C7-A	<p>The Kanata North Economic District is a Design Priority Area.</p> <p>Reflect the March Road Mainstreet Corridor designation, shown on Schedule B5.</p>	<p>Show March Road within the Kanata North Economic District as “Corridor – Mainstreet within Design Priority Area” on Schedule C7-A – Design Priority Areas – Urban as shown on Schedule B to this amendment.</p>