

Subject: Zoning By-law Amendment – 706 March Road

File Number: ACS2022-PIE-PS-0068

Report to Planning Committee on 9 June 2022

and Council 22 June 2022

**Submitted on May 26, 2022 by Lily Xu, Acting Director, Planning, Real Estate and
Economic Development**

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Ward: Kanata North (4)

Objet : Modification du Règlement de zonage – 706, chemin March

Dossier : ACS2022-PIE-PS-0068

Rapport au Comité de l'urbanisme

le 9 juin 2022

et au Conseil le 22 juin 2022

**Soumis le 26 mai 2022 par Lily Xu, Directrice par intérim, Direction générale de la
planification, des biens immobiliers et du développement économique**

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REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 706 March Road to permit a retail food store, a multi-tenant commercial building and a drive-through on the site, as detailed in Document 2.**
- 2. That Planning 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 June 22, 2022,” 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 l’urbanisme recommande au Conseil d’approuver une modification du Règlement de zonage 2008-250 visant le 706, chemin March, afin de permettre la présence sur l’emplacement d’un magasin d’alimentation au détail, d’un immeuble commercial à locataires multiples et d’un service au volant, comme l’expose en détail le document 2.
2. Que le Comité de l’urbanisme 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 municipal prévue le 22 juin 2022 », 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

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 706 March Road to permit a large format grocery store on the southern portion of the site, a single storey multi-tenant commercial building facing Shirley’s Brook Drive, and a drive through commercial unit on the site.

Applicable Policy

The subject lands are designated General Urban Area on Schedule B of the current Official Plan which permits many types and densities of housing, employment, retail uses, service, industrial, cultural, leisure, and greenspace. The proposed General Mixed Use (GM) zone provides the opportunity for a range of residential and commercial uses

to serve the surrounding residential community and uses in the Kanata North Economic District.

The Urban Design Guidelines for Large Format Retail and Transit Oriented Development apply to this site. Both aim to encourage the site and building design that promote walkability and transit use. The proposal's attributes relate well to the relevant guidelines.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. Consultation details are contained in Document 3.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande l'approbation de la modification du Règlement de zonage visant le 706, chemin March, afin de permettre la présence d'une épicerie à grande surface sur la partie sud de l'emplacement, d'un bâtiment *commercial* à locataires multiples donnant sur la promenade Shirley's Brook et d'un service au volant commercial.

Politique applicable

Le terrain visé est désigné Secteur urbain général dans l'annexe B du Plan officiel actuel, une désignation qui autorise de nombreux types de logement de densité variable, ainsi que des utilisations d'emploi, de vente au détail, de service, industrielles, culturelles et d'espace vert. La désignation proposée de Zone polyvalente générale (GM) offre diverses possibilités d'utilisations résidentielles et commerciales, à la disposition de la collectivité résidentielle environnante, sans oublier les utilisations du quartier économique de Kanata-Nord.

Les lignes directrices d'esthétique urbaine pour les magasins-entrepôts et celles pour les aménagements axés sur les transports en commun s'appliquent à cet emplacement. Elles visent toutes à permettre d'aménager les lieux et les bâtiments en favorisant les déplacements à pied et l'utilisation des transports en commun.

Consultation publique et commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement. Les détails de cette consultation figurent dans le document 3.

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

706 March Road

Owner

Metro Ontario Real Estate Ltd.

Applicant

Fotenn Consultants Inc.

Description of site and surroundings

The subject lands are located at 706 March Road, northeast of Terry Fox Drive and March Road, and are approximately 2.2 hectares (ha) in size and are currently vacant, as shown in Document 1. The site is located within 200 metres of a future Bus Rapid Transit station at Terry Fox Drive and March Road.

South of the site is an existing low rise commercial strip mall, further south beyond Terry Fox Drive are lands located within the Kanata North Economic District.

To the west, is an existing service station located at the corner of March Road and Shirley's Brook Drive. Across March Road, are low rise residential homes in the Morgan's Grant neighbourhood.

To the north, across Shirley's Brook Drive are rear yards of existing low rise residential homes.

To the east beyond McKinley Drive are low rise residential homes fronting Banchory Crescent and McKinley Park.

Summary of Proposal

The application will facilitate the development of a large format grocery store on the southern portion of the site, a single storey multi-tenant commercial building proposed to be divided into five commercial units facing Shirley's Brook Drive, and a drive through commercial unit. Four access points are proposed; full movement accesses are proposed on Shirley's Brook Drive and McKinley Drive; a right-in/right-out access onto March Road; and a left-in access on McKinley Drive. Trucks serving the supermarket are proposed to access the site via McKinley Drive, a collector roadway.

Summary of requested Zoning By-law amendment

The proposed Zoning Bylaw Amendment proposes to rezone the site from General Mixed Use Zone (GM[220]) and Local Commercial Zone (LC7[1516]) to General Mixed Use Zone (GM).

The purpose of the GM zone is to allow mixed use development that serves the broader community while imposing development standards that will ensure that the uses are compatible and complement surrounding land uses in the General Urban Area.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Comments were received from 25 residents during the application review process. A virtual public information meeting was held by the Councillor Sudds' Office on February 10, 2021 and attended by approximately 20 residents. Concerns were raised with respect to traffic, noise, and pedestrian impacts.

For this proposal's consultation details, see Document 3 of this report.

Provincial Policy Statement

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

Official Plan designation(s)

Current Official Plan

The subject lands are designated General Urban Area on Schedule B of the current Official Plan. March Road is identified as an arterial roadway on Schedule E of the Official Plan and a Transit Priority Corridor on Schedule D of the Official Plan.

Other relevant policies against which infill development within the City's Urban Area is evaluated include those for managing intensification within the urban area (Sec. 2.2.2), urban design and built form (Sec. 2.5.1 and 2.5.6), and compatibility (Sec. 4.11).

New Official Plan

The proposed new Official Plan (OP), adopted by Council in November 2021, has been developed to reflect the opportunities and challenges that face the City as it continues to evolve. The proposed new Official Plan introduces a new Transect framework to further direct growth to the appropriate locations of the city. Until the new Official Plan is approved by the Province, the policies in the new Official Plan are informative and not determinative.

The subject site abuts a Mainstreet Corridor within the Suburban Transect of the new Official Plan. The Suburban Transect speaks to the evolution of these areas into mixed use 15-minute neighbourhoods. The Mainstreet Corridor policies of the Suburban Transect permit high-rise buildings in proximity to transit, and on sites that are of sufficient size to allow for a transition in built form massing. The proposal meets the intent of the New Official Plan.

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. As noted, the proposal is within 200 metres of a planned BRT 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 Large Format Retail apply to the application. These guidelines aim to create a high-quality public realm and comfortable pedestrian experience.

Planning rationale

This application has been reviewed under the consolidated Official Plan (2003) and amendments in effect from Official Plan Amendment 150 (OPA 150).

The site is designated as General Urban Area (Section 3.6.1), which permits the development of a broad range of uses to facilitate the development of complete and sustainable communities.

Policy 3.6.1.1 outlines that the General Urban Area designation which permits many types and densities of housing, employment, retail uses, service, industrial, cultural, leisure, and greenspace. Building heights in the General Urban Area will continue to be predominantly low-rise (3.6.1.3). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. However, the plan notes that “new taller buildings may be considered for sites that front an Arterial Road which are within 800 metres walking distance of a Rapid Transit Station or within an area already characterized by taller buildings or sites zoned to permit taller buildings.”

Policy 3.6.1.7 outlines that the General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. The plan directs these uses to locations on the perimeter of existing residential communities and locations on Rapid Transit and Transit Priority Network.

The proposed General Mixed Use zone is appropriate as the site is located at the edge of the neighbourhood fronting March Road which is an arterial roadway and is within 200m of a future BRT station. The proposed GM zone provides the opportunity for a range of residential and commercial uses to serve the surrounding residential community and uses in the Kanata North Economic District.

Section 2.2.2 – Managing Growth Within the Urban Area

Section 2.2.2 of the Official Plan states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of

uses. As noted above, the site is located within close proximity to future rapid transit fronting an arterial roadway.

The Official Plan states that all intensification will occur in accordance with the provisions of Section 2.5.1 and 4.11, dealing with matters of urban design and compatibility.

Section 2.5.1 – Designing Ottawa

Tools and design objectives for new development are provided in Section 2.5.1 to guide compatibility and high quality of design. The application supports the Design Objectives of the plan listed below as follows:

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposal provides new commercial and retail opportunities for surrounding residents in a compatible built form that provides generous setbacks and landscaping.

2. To define quality public and private spaces through development.

The proposed GM zone requires a 3-metre landscaped strip along public roadways. The proposal creates a pleasant public realm by providing street trees along the public roadways. The applicant has provided the drive through restaurant internal to the site and away from existing residential uses in order to provide a pleasant and pedestrian oriented streetscape.

3. To create places that are safe, accessible and are easy to get to, and move through.

The proposal provides new sidewalks along the public roadways. In alignment with the Large Format Retail Guidelines, the proposal provides direct pedestrian connections through the site and to transit on Terry Fox Drive and Shirley's Brook Drive.

The loading areas for the buildings have been designed to minimize pedestrian conflicts.

4. To ensure that new development respects the character of existing areas.

The proposed development respects the character of the existing area by providing appropriate transitions to existing development. The proposed loading

area for the large format retail food store has been located to minimize noise on the residential neighbourhood to the east and designed to be integrated into the architecture of the building.

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

The proposed zoning provides the opportunity for a range of residential and commercial uses to be developed on the site to allow the site to evolve over time.

6. To understand and respect natural processes and features in development design.

There are no significant natural features on the subject lands.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposal provides an efficient use of municipal infrastructure and reduces car dependence. The development provides additional commercial opportunities for residents of surrounding residential communities and for future residents and employees within the Kanata North Economic District.

Section 4.11 – Urban Design and Compatibility

New development is reviewed and evaluated using the policies of Section 4.11, which address urban design and compatibility. The purpose of reviewing these design aspects is to ensure that new development is sensitive to and compatible with the existing context while providing appropriate transitions between densities and land uses.

Section 4.11 references compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, and location of loading facilities. The proposal supports the Official Plan by maintaining a high quality pedestrian environment by providing a high percentage of glazing facing Shirley's Brook Drive and ensuring that the loading areas are integrated into the building and well landscaped and screened. The height and scale of the building is consistent with development along March Road and is appropriately setback from residential development across McKinley and Shirley's Brook Drives.

The proposal supports the Transit Oriented Development Guidelines and the Large Format Retail Guidelines by providing well landscaped direct pedestrian connections

through the site to public roadways. The proposed retail food store has been located at the rear of the site to minimize pedestrian conflicts on the site.

In summary, the proposal to amend the zoning on the site from GM[220] and LC7[1516] to GM complies with the intent of the relevant policies to provide a wide mix of uses in close proximity to transit and contains appropriate zone provisions to permit the proposed commercial development. The proposed amendment and supporting site development are appropriate and represent good planning.

RURAL IMPLICATIONS

There are no rural implications.

COMMENTS BY THE WARD COUNCILLOR

Councillor Curry is aware this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications.

ASSET MANAGEMENT IMPLICATIONS

It has been confirmed that there is sufficient capacity in the existing water, wastewater, and stormwater infrastructure systems to accommodate the proposed development. The on-site infrastructure will remain under private ownership and therefore will not add to the City's inventory of assets to be managed.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new buildings 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 a future Site Plan Control application.

ENVIRONMENTAL IMPLICATIONS

The Tree Conservation Report (TCR) submitted in support of the application identifies that the property was cleared of vegetation in the 1960's and the site is not characterized by a cultural meadow condition with herbaceous vegetation interspersed with regenerating trees. Only 4 trees were identified which met the 10 cm threshold for a required permit. The site is proposed to be cleared for the proposed development, it has been confirmed that through a future Site Plan application, trees will be planted on the site and additional street trees will be provided along the public roadway frontages. The report concluded that there are no Species at Risk on the site.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Integrated Transportation.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0135) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexity of issues associated with engineering and transportation.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of recommended Zoning

Document 3 Consultation Details

Document 4 Proposed Site Plan

CONCLUSION

The proposed development introduces intensification in a manner which conforms to the Official Plan and is consistent with the relevant design guidelines. The development has been designed to encourage active transportation use and is located within walking distance of a future rapid transit station. The development fits within the existing and

planned context and is a compatible use. The Zoning By-law Amendment is recommended for approval.

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 Services Department (Mail Code: 26-76) of City Council's decision.

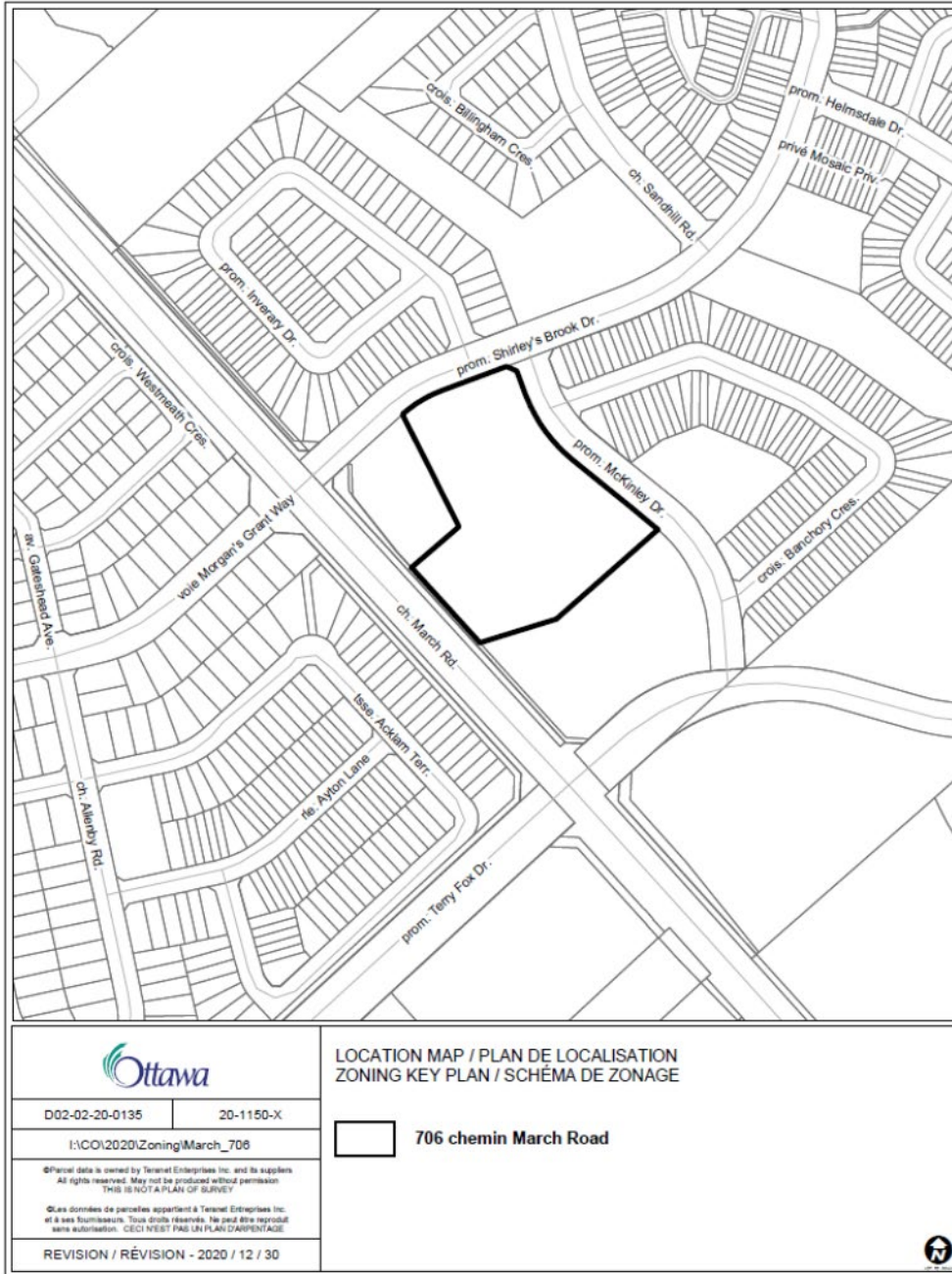
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 706 March Road:

1. Rezone the site from GM[220] and LC7[1516] to GM

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Comments were received from 25 residents during the application review process. A virtual public information meeting was held by the Councillor's Office on February 10, 2021 and attended by approximately 20 residents. Concerns were raised with respect to traffic, noise, and pedestrian impacts.

Traffic

- Concern about additional traffic on McKinley Drive and Shirley's Brook Drive, especially at the traffic signal at March Road.
- Concern about potential pedestrian conflicts on McKinley Drive.

Response:

In support of the application, a Transportation Impact Assessment (TIA) was submitted and reviewed by staff, who found the report to be satisfactory. An additional pedestrian crossing of McKinley Drive was not determined to be warranted as existing residents along Banchory Crescent are able to walk approximately 60 m to existing pedestrian crossings of McKinley Drive at either Shirley's Brook Drive or Terry Fox Drive.

Noise

- Concern about the loading of the grocery store facing McKinley Drive.

Response:

The loading area has been located at the rear of the site to minimize pedestrian conflicts on site. The applicant has submitted a noise study in support of the proposed development which evaluates noise associated with the operations of the grocery store and indicates that noise is within acceptable levels. Additionally, the loading area is integrated into the design of the building and screened with trees and landscape plantings.

Document 4 – Proposed Site Plan

