

1. KANATA NORTH URBAN EXPANSION STUDY AREA: INTEGRATED
OFFICIAL PLAN AMENDMENT AND ENVIRONMENTAL ASSESSMENT
- SECTEUR D'EXPANSION URBAINE À L'ÉTUDE DE KANATA-NORD :
MODIFICATION AU PLAN OFFICIEL ET ÉVALUATION
ENVIRONNEMENTALE INTÉGRÉES

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve:

1. the Kanata North Community Design Plan, the Transportation Master Plan, the Environmental Management Plan and the Master Servicing Plan, which are dated June 28, 2016, and were submitted under separate cover;
2. Official Plan Amendment No. XX of the City of Ottawa Official Plan, dated June 24, 2016, to implement the Community Design Plan;
3.
 - a. that Figure 3, the Fit Plan for the Community Park, be modified to show a location for a Field House of 2,500 sq. ft and the description for the Community Park amended to include a Field House in the park. Construction to be subject to funding for the Field House being resolved prior to construction of the park, failing which the site of the field house be reserved for construction at a later date if funding is obtained;
 - b. that the funding for the Field House is to include at least 50% raised through community support and fundraising, ward cash-in-lieu of parkland, area specific development charge or other alternative non-tax, non-general development charge sources;
 - c. that the proposal be conditional on the facilities master plan review; and

4. that the Kanata North Community Design Plan be amended to require the monitoring of traffic along Old Carp Road once approximately 750 units have been constructed on the west side of March Road within the CDP area.

RECOMMANDATION DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil approuve:

1. que le Plan de conception communautaire de Kanata-Nord, le Plan directeur des transports, le Plan de gestion environnementale et le Plan directeur de viabilisation, datés du 28 juin 2016 et déposés sous pli distinct;
2. que la modification no XX au Plan officiel de la Ville d'Ottawa, datée du 24 juin 2016, pour que soit mis en œuvre le Plan de conception communautaire;
3.
 - a) que la figure 3, soit le plan de conformité du parc communautaire, soit modifiée afin de prévoir un emplacement pour un pavillon de 2 500 pieds carrés et que la description du parc communautaire soit modifiée pour inclure un pavillon. La question du financement du pavillon doit être résolue avant la construction du parc, à défaut de quoi le site du pavillon sera réservé pour une construction à une date ultérieure, une fois le financement obtenu;
 - b) que le financement du pavillon provienne au moins à 50 % de fonds amassés dans le cadre d'activités de soutien communautaire et de financement, de fonds issus du règlement financier des frais relatifs aux terrains à vocation de parc du quartier, de redevances d'aménagement propres au secteur ou de sources autres que l'impôt ou les redevances d'aménagement générales;
 - c) que cette proposition soit conditionnelle à l'examen du Plan directeur des installations; et

- 4. que le Plan de conception communautaire (PCC) de Kanata-Nord soit modifié afin que la circulation sur le chemin Old Carp fasse l'objet d'une surveillance après la construction d'environ 750 logements du côté ouest du chemin March, dans le secteur du PCC.**

DOCUMENTATION / DOCUMENTATION

1. Acting Deputy City Manager's Report, Planning and Infrastructure, dated 11 June 2016 (ACS2016-PAI-PGM-0109).

Rapport du Directeur municipal adjoint par intérim, Urbanisme et infrastructure, daté le 11 juin 2016 (ACS2016-PAI-PGM-0109).
2. Extract of draft Minutes, Planning Committee, 28 June and 12 July 2016

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 juin et 12 juillet 2016.
3. Summary of Written and Oral Submissions (to be issued separately with the final Council agenda)

Résumé des observations écrites et orales (to be issued separately with the final Council agenda)

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
June 28, 2016 / 28 juin 2016**

**and Council / et au Conseil
July 13, 2016 / 13 juillet 2016**

**Submitted on June 11, 2016
Soumis le 11 juin 2016**

**Submitted by
Soumis par:
John L. Moser,
Acting Deputy City Manager / Directeur municipal adjoint par intérim,
Planning and Infrastructure / Urbanisme et Infrastructure**

**Contact Person
Personne ressource
John Smit, Acting Manager / Gestionnaire par intérim, Policy Development and
Urban Design/Élaboration de la politique et conception urbaine, Planning and
Growth Management / Urbanisme et Gestion de la croissance
(613) 580-2424, 13866, John.Smit@ottawa.ca**

**Report Author / Auteur du rapport:
Wendy Tse, Planner II / Urbaniste II, Development Review Suburban Services Unit
/ Unité examen des demandes d'aménagement services suburbains
(613) 580-2424, 12585, Wendy.Tse@ottawa.ca**

Ward: WEST CARLETON-MARCH (5)

File Number: ACS2016-PAI-PGM-0109

**SUBJECT: Kanata North Urban Expansion Study Area: Integrated Official Plan
Amendment and Environmental Assessment**

**OBJET: Secteur d'expansion urbaine à l'étude de Kanata-Nord : modification
au Plan officiel et évaluation environnementale intégrées**

REPORT RECOMMENDATIONS

That the Planning Committee recommend Council:

- 1. Approve the Kanata North Community Design Plan in Document 3, the Transportation Master Plan in Document 4, the Environmental Management Plan in Document 5 and the Master Servicing Plan in Document 6, which have been submitted under separate cover; and**
- 2. Approve Official Plan Amendment No. XX of the City of Ottawa Official Plan, as detailed on Document 2, to implement the Community Design Plan.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil :

- 1. d'approuver le Plan de conception communautaire de Kanata-Nord, document 3, le Plan directeur des transports, document 4, le plan de gestion environnementale, document 5, et le Plan directeur de viabilisation, document 6, qui ont été soumis séparément;**
- 2. d'approuver la modification au Plan officiel de la Ville d'Ottawa n° XX, comme l'explique en détail le document 2, pour permettre la mise en œuvre du Plan de conception communautaire.**

EXECUTIVE SUMMARY

Assumption and Analysis

As a result of the City's comprehensive review of the Official Plan (OP) in 2003, Council adopted Official Plan Amendment (OPA) 76 in June 2009. The lands were brought into an Urban Expansion Study Area designation through this amendment, and confirmed by Ontario Municipal Board (OMB) decisions dated July 9, 2012 and November 15, 2013 (OMB File No. PL100206). Urban Expansion Study Areas (UESA) were identified as the lands required to accommodate the projected population to the year 2031. These lands are intended to be developed primarily for residential purposes, with minor, non-residential uses to meet the needs of the future residents. The Kanata North Area (Area 1) was one of 11 areas identified as an Urban Expansion Study Area and shown in Document 1.

Section 3.11 of the OP is applicable to the Urban Expansion Study Area designation and requires the preparation of a Community Design Plan (CDP). Policy 4 in Section 2.5.6 also requires a Master Servicing Study (MSS), Environmental Management Plan (EMP), and Financial Implementation Plan to support the CDP. Additionally, a Transportation Master Plan (TMP) was prepared. The TMP, EMP, and MSS were undertaken to evaluate the lands for the desired use and met the requirements of Phases 1 and 2 of the *Environmental Assessment Act* where required. As the CDP and supporting documents are complete, an OPA is required to apply a General Urban Area designation to lands, as well as amendments to implement infrastructure, environmental and open space provisions of the approved plans. Once approved, the CDP becomes Council policy for public and private development in the Kanata North Urban Expansion Study Area.

The CDP translates the principles, objectives and policies of the OP to the Kanata North Urban Expansion Study Area. This plan provides a level of detail between the OP and development approvals so that the community is developed incrementally in an optimum and coordinated manner.

The Kanata North CDP outlines how the area will develop into an urban community of approximately 3,000 dwelling units, ranging from single detached dwellings to multi-unit residential buildings. The population anticipated is 8,300 residents. In addition to the location of the residential areas, the location of proposed schools, parks, a park and ride, fire hall and commercial sites and the natural heritage system have been identified. The CDP also identifies the public road network, municipal water and SWM and sanitary sewer infrastructure and protects for the future rapid transit. The CDP also includes design guidelines that provide direction to the overall identity and structure of the community and an implementation plan describing the mechanisms that will guide its administration of the CDP.

The proposed OPA, attached as Document 2, is required to implement the Kanata North CDP. The amendment makes revisions to a number of OP schedules as a result of the proposed changes in land use and transportation network proposed for the community. A new policy with respect to the unit mix and density is included to reflect the development proposed. The OPA also adds a new policy to require landowners to enter into private agreements to share and front-end the costs of major infrastructure and public amenities.

Three concurrent and integrated Class Environmental Assessment (EA) Studies/Master Plans were initiated to support the CDP including a TMP, EMP and MSS. The TMP provides for a road and transit network and a pedestrian and cycling plan. The EMP documents the existing natural conditions and outlines the recommendations to mitigate the effects of development. The MSS provides for the water, storm drainage and sanitary services to support the development of the CDP area.

This report seeks approval of the Kanata North CDP, TMP, EMP, MSS and the OPA to implement the CDP.

Financial Implications

The finalization of the Financial Implementation Plan will determine funding of the capital requirements. Funding will either be directly by the developers, or will be included in future capital estimates and DC Background Study.

Public Consultation/Input

Consultation was a key component in the preparation of the CDP and the Class EA process. Consultation was undertaken throughout the project using a variety of methods including:

- Meetings and a workshop at key points in the study process with the general public.
- Electronic information distribution through a City project website.
- Regular meetings with technical teams that included approval agencies.
- Regular meetings with the Public Advisory Committee of which the Councillors for Wards 4 and 5 were members.

RÉSUMÉ

Hypothèses et analyse

À la suite de l'examen approfondi du Plan officiel réalisé par la Ville en 2003, le Conseil a adopté la modification au Plan officiel n° 76 en juin 2009. Cette modification fait en sorte que les terrains visés sont ajoutés au secteur d'expansion urbaine à l'étude, ce qui est confirmé par les décisions de la Commission des affaires municipales de l'Ontario (CAMO) du 9 juillet 2012 et du 15 novembre 2013 (dossier de la CAMO n° PL100206). Les secteurs d'expansion urbaine à l'étude sont des terrains jugés nécessaires à la croissance de la population prévue d'ici 2031. Ces terrains serviront principalement à des fins résidentielles, bien que des utilisations non résidentielles mineures visant à répondre aux besoins des futurs résidents y seront aussi aménagées. Kanata-Nord (secteur 1) a été désigné comme l'un des 11 secteurs d'expansion urbaine à l'étude présentés dans le document 1.

La section 3.11 du Plan officiel vise la désignation de secteur d'expansion urbaine à l'étude et exige la préparation d'un plan de conception communautaire (PCC). La politique n° 4 de la sous-section 2.5.6 exige aussi que le PCC soit appuyé par un Plan directeur de viabilisation (PDV), un plan de gestion environnementale (PGE) et un plan de mise en œuvre financière. De plus, on a préparé un Plan directeur des transports (PDT). On a entrepris la mise en œuvre d'un PDT, d'un PGE et d'un PDV pour évaluer les terrains en vue de l'utilisation désirée et respecter les exigences des phases 1 et 2 de la *Loi sur les évaluations environnementales*, au besoin. Lorsque le PCC et les documents à l'appui seront achevés, il faudra apporter une modification au Plan officiel pour désigner les terrains comme secteurs urbains généraux, ainsi que des modifications visant à ajouter des dispositions sur les infrastructures, l'environnement et les espaces libres aux plans approuvés. Une fois approuvé, le PCC deviendra la politique du Conseil sur les aménagements publics et privés dans le secteur d'expansion urbaine à l'étude de Kanata-Nord.

Le PCC décrit les principes, les objectifs et les politiques du Plan officiel concernant le secteur d'expansion urbaine à l'étude de Kanata-Nord. Il permet d'obtenir des précisions sur la politique du Plan officiel et l'approbation des projets d'aménagement et, grâce à lui, les communautés peuvent s'établir graduellement, d'une façon coordonnée et optimale.

Dans le PCC de Kanata-Nord, on explique l'aménagement urbain du secteur en une collectivité comprenant environ 3 000 logements, qui vont des maisons unifamiliales aux immeubles résidentiels à logements multiples. On estime qu'elle comptera environ 8 300 résidents. Outre l'emplacement des zones résidentielles, on a déterminé les emplacements des écoles, des parcs, du parc-o-bus, de la caserne, des aménagements commerciaux et du système du patrimoine naturel projetés. Le PCC présente le réseau des voies publiques et les infrastructures municipales pour l'approvisionnement en eau potable et pour la gestion des eaux usées domestiques et des eaux pluviales, et prévoit des espaces pour le futur réseau de transport en commun rapide. Il comprend aussi des lignes directrices de conception au sujet de l'identité et de la structure générales de la collectivité, ainsi qu'un plan de mise en œuvre décrivant les mécanismes qui guideront l'administration du PCC.

La modification au Plan officiel proposée au document 2 est nécessaire à la mise en œuvre du PCC de Kanata-Nord. Cette modification apporte plusieurs corrections aux annexes du Plan officiel, en fonction des changements d'utilisation du sol et du réseau de transport proposés pour la communauté. Elle comprend une nouvelle politique sur la combinaison de logements et la densité qui reflète les aménagements proposés. Elle ajoute également une nouvelle politique qui oblige les propriétaires fonciers à conclure une entente privée afin de partager et de déboursier en premier les coûts associés aux grands projets d'infrastructure et aux services publics.

Trois plans directeurs et évaluations environnementales de portée générale intégrés ont été lancés simultanément pour appuyer le PCC : un PDT, un PGE et un PDV. Le PDT vise le réseau routier et de transport en commun, et comprend un plan sur la circulation piétonnière et à vélo. Le PGE fait état des conditions naturelles existantes et présente les recommandations pour atténuer les effets des aménagements. Le PDV concerne les services d'aqueducs, d'eaux pluviales et d'eaux usées des aménagements du secteur du PCC.

Le présent rapport vise à faire approuver le PCC de Kanata-Nord, le PDT, le PGE, le PDV et les modifications au Plan officiel pour mettre en œuvre le PCC.

Répercussions financières

Les propriétaires fonciers du secteur d'expansion urbaine à l'étude sont tenus de fournir les infrastructures sur place et hors site énoncées dans les recommandations du PDT, du PGE et du PDV.

Les quatre principaux propriétaires fonciers du secteur à l'étude ont retenu les services des ingénieurs, urbanistes et architectes-paysagistes de Novatech pour réaliser ou coordonner la préparation du PCC et des études à l'appui nécessaires, à leurs frais.

Consultation publique/commentaires

La consultation était essentielle dans le cadre du processus de préparation du PCC et de l'évaluation environnementale de portée générale. On a utilisé différentes méthodes de consultation tout au long du projet, par exemple :

- des réunions et un atelier offerts au public à des moments clés du processus d'étude;
- l'utilisation de médias électroniques au moyen d'un site Web de la Ville d'Ottawa consacré au projet;
- des réunions régulières avec les équipes techniques, y compris les organismes d'approbation;
- des réunions régulières avec le Comité de consultation publique, dont les conseillers des quartiers 4 et 5 faisaient partie.

BACKGROUND

As a result of the City's comprehensive review of the 2003 OP, Council adopted OPA 76 in June 2009. The purpose of the update was to meet the legislative requirements under Section 26(1) of the *Planning Act* to conduct a five year review of the OP and to address the 2005 Provincial Policy Statement (PPS). This included making provision for sufficient land to be made available to accommodate the projected land use needs for a time horizon of up to 20 years. The amendment, with modifications, was subsequently approved by the Ministry of Municipal Affairs and Housing in 2009. However, OPA 76 was subsequently appealed on various matters including the consideration of additional lands to be added to the existing urban

boundary. The resulting decisions of the OMB on the matter, issued July 9, 2012 and November 15, 2013 (OMB File No. PL100206) modified OPA 76 to designate a number of Urban Expansion Study Areas in Schedules A and B. The Kanata North Area (Area 1) was one of 11 areas identified as an Urban Expansion Study Area.

Section 3.11 of the OP is specific to the Urban Expansion Study Area designation, which requires a comprehensive study prior to bringing the lands into the urban area. For the Kanata North Urban Expansion Study Area, a CDP was deemed the appropriate mechanism to achieve the policies established in Section 3.11. The policy requires the adoption of an OPA to redesignate Urban Expansion Study Areas to General Urban Area in order to implement the land uses, infrastructure, environmental and open space provisions of the CDP to be approved for Kanata North.

Integrated Planning and EA Process

Prior to the consideration of an OPA, Policy 6 and 7 in Section 3.11 of the OP are required to be fulfilled. Generally, these policies require the preparation of studies and plans to identify the transportation (including transit) facilities, municipal services, natural heritage system, recreational pathways and other community facilities including schools. Policy 6e requires the mix of residential dwellings to be between 45 and 55 per cent single detached dwellings, at least 10 per cent apartments and the remainder multiples, other than apartments. The overall residential development is also to meet the average density target of 34 units per net hectare. The studies to support the plan are to meet the Phase 1 and 2 *Environmental Assessment Act* requirements where required. Further, Policy 7 requires the preparation of a Financial Implementation Plan that will detail whether the servicing and recreational pathways will be paid for through development charges or at the expense of the developer. It also identifies lands that will form part of the natural heritage system and be transferred to the City for \$1.

Background studies and reports to support the CDP were developed in accordance with the policies in Section 3.11 and included the following concurrent Class EA Studies/Master Plans:

- a. TMP to address and determine the road and transit networks, pedestrian and cycling needs.

- b. EMP to document the existing natural environment and provide recommendations to mitigate the impacts of development.
- c. MSS to address the water, stormwater and sanitary requirements.

The TMP, EMP and MSS were prepared following integration of the *Planning Act* provision with the requirements of the Municipal Class EA process. This integrated planning and EA process enables the OPA and approvals under the *Planning Act* and *Environmental Assessment Act*, provided the intent and requirements of both *Acts* are satisfied. As a result, the above studies, once approved, will have satisfied the requirements outlined in the Municipal Class EA process and therefore will not require additional EA approvals. The process for the preparation of the CDP and supporting studies was outlined, reviewed and accepted through the Terms of References.

Study Area

The study area for the Kanata North CDP is irregularly shaped and encompasses all of Area 1 Urban Expansion Study Area referenced in the OP, comprising of approximately 181 hectares (447 acres). The lands are generally located on either side of March Road, west of the CN rail corridor, east of the rural estate subdivisions known as Marchbrook Circle and Panandrick, north of the existing urban boundary and Brookside subdivision and south of Hillview subdivision. The location map is attached as Document 1.

The study area is predominantly rural in nature, consisting of agricultural uses, but also includes the existing St. Isidore Roman Catholic Parish and St. Isidore Catholic School toward the northern limit. Several existing rural residential and commercial uses are located on the west side of March Road.

Several branches of Shirley's Brook traverse through the study area and a ridge runs in a north/south direction generally midway between March Road and the CN rail corridor, dropping approximately 9 metres from west to east. Given the agricultural uses, much of the lands have been cleared of vegetation; however, existing vegetation exists on the east side of March Road between the southern boundary and Brookside subdivision. A wooded area is located between the western boundary and Panandrick subdivision. Forested areas are also located north of Marchbrook Circle, east and west of the CN rail corridor.

DISCUSSION

Kanata North Community Design Plan

The CDP begins with a description of the project location, a summary of the process, and overview of the consultation process. The authority and required components of the process and an overview of the existing conditions forming the basis of the plan are detailed. A description of the evolution of the land use plan is provided, including the role of public consultation and the structuring elements that provide the framework for the plan. The vision and guiding principles are presented along with the land use plan and a description of the various land uses, leading into a demonstration plan of how the community could develop over time. Specific design guidelines are then provided. Finally information is provided regarding how the plan will be achieved and the processes for amending it, if required.

Guiding Community Principles

The following guiding community principles were prepared in consultation with the various study teams, the Public Advisory Committee and the general public during the first open house. They represent the development desired in this community and are consistent with the policies of the OP.

- a. Respect existing adjacent communities and neighbourhoods.
- b. Create a sustainable, resilient, healthy and livable community.
- c. Respect existing significant natural heritage features.
- d. Create distinct, yet interconnected, livable neighbourhoods within Kanata North.
- e. Provide an opportunity for a mix of residential housing types and densities.
- f. Ensure timely and efficient of phasing of future infrastructure.

Provide a development pattern and efficient transportation system that accommodates and encourages walking cycling, and transit over automobile use.

Key Features of the CDP

The Kanata North CDP reflects the development of an urban community to accommodate approximately 8300 residents with approximately 3000 dwelling units. The land use plan has been created to achieve the policy direction of the General Urban Area designation of the OP by providing for the full range and choice of housing types supported by parks, schools, community facilities and opportunities to shop in close proximity. The Demonstration Plan provides further details of the local road, pedestrian and cycling network, providing connection between the residential development with the community facilities and other infrastructure such as the proposed park and ride, fire hall, stormwater ponds and natural heritage features. The elements of the Demonstration Plan are outlined below:

Residential

Approximately 45 per cent of the Kanata North CDP area is proposed to be developed for residential uses, consisting of single detached, semi-detached, townhouses (including street, stacked, back-to-back) and apartments. They may either front on a public street, private street or be part of a planned unit development. Single detached dwellings are to comprise between 30 and 55 per cent of the residential units, with at least 10 per cent apartments and the remainder multiple unit dwellings other than apartments. The minimum average density is 36 units per net hectare.

Mixed Use

Mixed Use areas are proposed on either side of March Road. A large Community Mixed Use area is located on the east side of March Road, bounded by the southern boundary of the CDP area and the creek tributary to the east and north. There are two components of the area, bisected in an east-west direction by a collector road. This area will allow for between 2800 square metres and 3700 square metres of commercial development including retail uses, restaurants, shopping centre, offices and institutional uses. Residential uses in the form of townhouses, stacked townhouses, back-to-back townhouses and low rise apartments will also be permitted either as stand-alone structures or above ground-floor commercial uses. Before this area can be developed, a master concept plan will be required to show the overall proposed development for the Mixed Use area. Consideration is to be given to the placement of buildings in relation to the street, pedestrian connections within the site, non-vehicular access to the site and

minimizing the impact of loading, garbage and other services from the street and public view.

A Neighbourhood Mixed Use Area is located on the east side of March Road, at the northern limit of the CDP area. This will allow for local commercial uses intended for the residents of the area and permit uses such as retail uses, offices, personal services, restaurants and shopping centre. In addition, this area will also permit residential uses in the form of townhouses, stacked townhouses, back to back townhouses and low rise apartment above ground floor commercial.

A number of Service Mixed Use areas are proposed on the west side of March Road, to recognize the existing commercial uses as well as to provide for development on a number of smaller parcels. These areas would permit offices, personal service establishments, restaurants and retail uses. Residential uses would also be permitted either as stand-alone buildings or above ground floor commercial.

Schools

The Land Use Plan accommodates four school sites (three elementary and one JK to Grade 12), as requested by each of the school boards. The precise location and configuration will be determined through the plan of subdivision. The sites will be zoned for both institutional and residential uses. This will allow for residential uses to be developed in the event the school board opts not to acquire the site, with priority given to non-profit, affordable housing.

Parks

The CDP outlines how the OP's target for parkland dedication is achieved. The final location and configuration of these parks will be determined through the plan of subdivision. The Land Use Plan has conceptually shown one community park on the west side of March Road, three neighbourhood parks (two on the east side of March Road and one on the west):

- a. Community park is centrally located within a 10 minute walk of most residential areas. It is adjacent to March Road and will front on two collector roads.
- b. Neighbourhood parks are to be located within a five minute walk of most residential areas. The park located in the north east quadrant allows the

preservation of some trees in the existing wood lot. In the south east quadrant, a park is located to take advantage of the creek and proposed pathway system. The park in the north west quadrant will allow for the preservation of a number of large trees.

An Area Parks Plan has been included in the CDP, identifying possible facilities to provide for a range of recreational activities in each of the parks to serve the community. These will be further refined during the subdivision process.

Community Facilities

The Kanata North Urban Expansion Study Area is proposed to be serviced by a new fire hall to be located at the intersection of March Road and the west side of the north collector. It is proposed that this will be adjacent to a 500 vehicle capacity park and ride to allow for the potential sharing of staff facilities. A library will also be located in the community, and pending further negotiations, could be part of a school or mixed use site. Natural Features within the CDP area, a 0.17 hectare woodlot will be conveyed to the City as an urban natural feature. Off-site Woodlot S23, located between the railway corridor and proposed stormwater pond, will also be conveyed to the City.

The creek corridors played a role in the development of the land use plan. Generally, they will be protected by a 40-metres wide corridor, 20 metres on either side of the centre line.

Greenspace Network and Pathway System

In addition to the environmental value offered by the creek corridors, they also provide an opportunity for open space, active transportation and passive recreational uses, contributing to a healthy and active community. In some cases, an additional 6 metres has been provided adjacent to a creek corridor to allow for a recreational pathway. The future March Road will contain sidewalks and cycle tracks on both sides, connecting into the community as well as providing access beyond. Multi-use pathways and sidewalks are proposed in locations that will encourage active transportation; in particular for utilitarian trips such as going to school, visiting neighbours and accessing community amenities such as the commercial areas or parks.

Stormwater Management Facilities

Conceptually shown on the land use plan are three SWM ponds. Two (ponds 1 and 2) are proposed to be located west of March Road and one is proposed outside of the Kanata North CDP area, between the rail corridor and March Valley Road. The ponds offer opportunities for recreational pathways, where appropriate and will be linked to the overall pathway system. The location and size of the ponds will be finalized at the plan of subdivision stage.

Community Design Guidelines

The design guidelines provide the framework to create the identity of Kanata North as a contemporary, master planned community with a vibrant well-defined mixed use core. They are also intended to guide developers, builders, designers and City staff during the various approval processes. These guidelines will be applied in conjunction with the design policies of the OP and other City design guidelines.

For the Mixed Use areas, the design guidelines will encourage buildings to locate close to the street, be cohesive in terms of architectural style, provide pedestrian connectivity, minimize the impact of parking, loading and garbage areas and establish opportunities for connections to the creek corridor and where appropriate, capitalize on opportunities to animate the corridor through public spaces or outdoor patios.

Other design guidelines speak of the transition and buffering provisions between the existing and planned development. Similar housing forms will back each other (single detached dwellings backing existing single detached, townhouses or singles detached dwellings backing existing townhouses). A tree conservation report will be prepared at the time of subdivision approval to identify existing trees to be retained and propose supplemental planting to create a natural buffer. Deeper lots will be provided to accommodate the buffer while still providing useable amenity space for the residential use.

Roads/Transit Network

The land use plan establishes the arterial, collector and proposed local road network. The existing arterial road, March Road, will continue as such. The location of the collector roads reflect the location of the creek corridors, location of the ridge and land

uses proposed. The local road network is further determined by the physical constraints and land uses, and will generally form a modified grid.

In the long term, a bus rapid transit corridor is expected to be extended along March Road. The collector roads have been shown as having potential to extend to areas outside the CDP area in the future.

Pedestrian and Cycling

The network of on-street and off-street pathways and sidewalks will provide connectivity within the community and to adjacent areas. Some of these will be incorporated into the greenspace system to provide safe and convenient pedestrian and cycling movement through the community.

Each school and park site is proposed to provide a sidewalk and multi-use pathway on at least one frontage, and a sidewalk on at least one side on a second frontage. A sidewalk and cycle track will be provided on either side of March Road.

If the City is able to acquire the inactive CN rail corridor along the eastern boundary of the CDP area, pursuant to Policy 43 in Section 2.3.1 of the OP, it may be converted to a recreational pathway on an interim basis and consideration for its continuation if a transportation or utility corridor is proposed in the future.

Density Targets

The OP establishes the requirement for new communities outside the Greenbelt to provide residential unit mix of between 45 and 55 per cent single detached dwellings, a minimum of 10 per cent apartments and the remainder multiple unit dwellings other than apartments. It also establishes a density target of at least 34 units per net hectare for residential uses.

The Land Use Plan proposes a mix that in the opinion of the major landowners, better reflects the market conditions. Therefore an OP amendment is proposed to allow for between 30 and 55 per cent single detached dwellings, 10 per cent apartments and the remainder to be multiple unit dwellings other than apartments. The density target would be increased to a minimum of 36 units per net hectare for residential uses.

Affordable Housing

The OP, through policies in Section 2.5.2 encourages approximately 25 per cent of all new housing to be affordable to households at or below the 30th income percentile for rental and at or below the 40th income percentile for ownership. Accordingly, the plan provides that at least 25 per cent of all housing is to be within the affordability ranges indicated in this policy, to be assessed at the time of subdivision approval. It is expected that the majority of the affordable units will be within the multi-unit residential designation, with some street-oriented townhomes.

Implementation

Although the CDP is to guide the development within the Kanata North area, some flexibility in the interpretation is permitted, provided the general intent of the policies and principles of the Plan are maintained.

Amendments to CDP and Master Plans

Minor changes to the Demonstration and Land Use Plans include adjustments to the local street network and the location, size and configuration of land uses. Provided they are consistent with the intent of the CDP, these changes can be made through the development review process.

Major changes may include fundamental changes in the collector road network, reduction in the overall parkland or the number of SWM ponds. These may require the approval of Planning Committee and will be processed concurrent with the development review process.

Depending on the nature of changes that affect the Master Plans, it may be required to follow any necessary approvals through the EA process for reapproval.

Development Approvals

Prior to construction, each landowner must submit applications for approval of a plan of subdivision, zoning and if necessary, site plan control. Other applications may be necessary depending on specific circumstances (part lot control, condominium approval). The existing master plans provide a significant amount of detail that can be used as the basis for site specific reports to support these applications. For a period of

generally 5 years, it is anticipated that these studies will be the foundation for site specific reports.

Development Charges

The adoption of the CDP will signify Council's intention to ensure that any increase in the need for service attributable to growth, based on the requirements outlined in the legislation, will be included in a future Development Charge Background Study. These items include:

- a. Oversizing of sanitary sewers above 375 millimetres.
- b. Upgrade to the Briar Ridge Pump Station.
- c. Upgrade to off-site 400 millimetres watermain.
- d. Land acquisition for the park and ride and fire station.
- e. Traffic signals north of the high school.

It is expected that during the next review of the TMP, the portion of March Road within the CDP area will be identified for road widening to four lanes.

The current DC by-law includes three of the four new signals identified in the CDP. The exception is the signal north of the high school.

Financial Agreements

Cost sharing agreement(s) is required between the landowners so that the development costs may be equitably shared between the benefitting landowners. Items included in the agreement(s) may include:

- a. Front ending of the widening of March Road between Old Carp Road and the northern limit of the CDP area.
- b. Extension of the March Road Sanitary Sewer and upgrade of the Shirley's Brook Drive Sewer.
- c. Extension of the existing watermain in March Road from Old Carp Road and Maxwell Bridge Road to a point south of Maxwell Road.

- d. Front ending of the upgrade to the Briar Ridge Pump Station and associated works.
- e. Extension of a sanitary sewer along the CN rail corridor and upgrade the sanitary sewer in Brookside Subdivision to 450 millimetres.
- f. Realignment of Shirley's Brook Main Branch through DND property.
- g. Off-site compensation of Blanding's Turtle habitat.
- h. SWM management facilities.
- i. Roadways shared between property owners.
- j. Intersection construction.
- k. Parkland dedication.

Prior to approval for a subdivision, site plan, condominium plan or severance, the City will require proof from the applicant that they have paid their fair share pursuant to the agreement(s).

In addition pursuant to Section 3.11 of the OP, a Financial Implementation Plan was submitted. This document is currently being reviewed by City Staff and must be to the satisfaction of Staff prior to the first approval being granted within the CDP area.

Infrastructure Staging

The Master Plans demonstrated that development can proceed from any direction, however, it is expected that it will begin close to March Road and proceed in the east and west direction incrementally as further infrastructure is installed.

The following is the infrastructure required at each development stage:

INFRASTRUCTURE REQUIREMENT	DEVELOPMENT STAGE
Sanitary Servicing Extension of March Road Trunk Sewer and upgrade to Shirley's Brook Drive	Required prior to any development serviced from March Road.

sanitary sewer to 600 millimetres.	
Briar Ridge Pump Station Upgrade	Servicing capacity is available up to 10 L/s of flow calculated from new development. Upgrade will be required for additional flow.
Extension of sanitary sewer along the rail corridor, and upgrade to sanitary sewer in Brookside Subdivision to 450 millimetres	Servicing capacity is available up to 46 L/s of flow calculated from new development. Upgrade will be required for additional flow.
Water Servicing Water services extended from off-site	Required prior to any development serviced from March Road.
Stormwater Management SWM facilities	Required concurrent with lands tributary to the facility.
Shirley's Brook realignment and outlet for Pond 3	Required concurrent with the lands tributary to the facility.
Transportation Signalization of intersections on March Road	Required concurrent with initiation of adjacent development
March Road upgrade to four lanes through the CDP limits	To be determined through future City TMP updates and subject to Front Ending Agreement between City and landowners
Kanata North Transitway BRT extension	To be determined through future City TMP updates. Development Monitoring.

Monitoring of development will be conducted to determine whether the policies of the OP and CDP are achieved over-time and may identify changes that may warrant a

review of the CDP, resulting in possible amendments. The density and unit types will be monitored for each quadrant as well as in the overall CDP area.

Building Better Smarter Suburbs

As the CDP was developing, the City-initiated Building Better and Smarter Suburbs (BBSS) project was also evolving. Although this project is on-going, a number of strategic directions were given and presented a valuable opportunity for the Kanata North CDP project to plan for the next generation of greenfield planning, design and development. Where appropriate, consideration was given to implementing these directions during the concept design and in supporting policies or guidelines, and ultimately, at plan of subdivision.

Efforts were made to implement the following BBSS policy directions and include:

- a. Better integration of school sites, parks, and other City facilities:
 - i. Two of the four school sites are located adjacent to proposed parks, this may allow the sharing of facilities and parking and the more efficient use of land.
 - ii. The fire station and park and ride are located beside each other to allow for the sharing of some staff facilities.
 - iii. The library will be negotiating with either a commercial site or the high school to co-locate in their facility so that a stand-alone facility will not be required.
- b. Identify pedestrian and cycling facilities and traffic calming measures (e.g. bulb-outs) to be included as draft plan of subdivision approval conditions so they are built as part of initial road construction:
 - i. Design direction has been given for this to occur and will be implemented through the subdivision process.
- c. Parking strategy to maximize the opportunities for on-street parking through:
 - i. Creating blocks of even numbered townhouse units to allow for the pairing of driveways.

- ii. Creating wide and shallow townhouse lots.
 - iii. Providing multi-unit residential uses with rear-access or basement level parking.
 - iv. Providing communal and visitor parking areas.
 - v. Mixing detached dwellings and townhouses.
- d. Retaining mature stands of trees or woodlots:
- i. This is proposed in the parks located in the northeast and northwest quadrants.

Given the direction provided by the CDP, these will be implemented at the plan of subdivision and/or site plan approval stage and where appropriate, included as clauses, through the resulting legal agreements.

Transportation Master Plan

The Kanata North TMP is a supporting master document to the Land Use Plan and is the analysis of the long term transportation infrastructure needs of the planned community. It outlines the collector road network, access locations, active transportation linkages and the cross sections for the interim and ultimate road conditions for March Road. This was prepared within the framework of the City of Ottawa's TMP approved in 2013.

The major conclusions are the following:

- a. Four signalized intersections are proposed along March Road at the following locations: Intersection with Maxwell Road; at each of the intersections with new collectors and north of the proposed high school site. These will collectively provide access to the community, particularly for north bound left turns, as well as connectivity for pedestrian and cycling crossings particularly in the vicinity of the high school, major commercial area and the community park. An existing signalized intersection with Maxwell Road and March Road is at the southern limit of the CDP area.
- b. March Road will be widened in two phases to accommodate the increase in vehicular traffic as well as the future median Bus Rapid Transit (BRT). A 44.5

metres right-of-way is to be protected within the CDP area. Prior to BRT, the interim condition, March Road will be widened to four lanes from the existing two. The timing of this is subject to development charges funding. The ultimate condition will see the extension of the BRT system.

- c. Intersection control within neighbourhoods will be determined at the subdivision stage when volume projections are more accurate. For the intersections of the collector roads in the northwest and southwest quadrants, roundabouts may be considered. In the northeast and southeast quadrants, stop controls or mini-roundabouts may be considered.
- d. On-street parking will be permitted on one side of collector roadways, with the exception of the midblock collector adjacent to the high school where parking will be permitted on both sides. Local roads will permit parking on both sides. Opportunities for suitable parking will be sought through the implementation of several Building Better and Smarter Suburbs directions.

Environmental Management Plan

The EMP documents the existing natural conditions and develops recommendations to mitigate the environmental impacts. The major conclusions are the following:

- a. The SWM facilities have been located and sized to provide quality, quantity and thermal control before eventually being released into Shirley's Brook.
- b. Natural heritage features to be conveyed to the City include the creek corridors, a portion of Woodlot S12 in the southwest quadrant and Woodlot S23, east of the rail corridor. Woodlot S23 is currently designated a Rural Natural Feature and at the time the SWM pond is designed and the woodlot shape is better defined, it will be redesignated from Rural Natural Feature to Natural Environment Area.
- c. The northwest branch of Tributary 2 of Shirley's Brook will be better defined and realigned from its current channel, resulting in an improved stream habitat.
- d. The main branch of Shirley's Brook, parallel to March Valley Road, will be relocated further east onto the Department of National Defence lands.

Master Servicing Study

The MSS provides a functional design of the servicing for the Kanata North CDP area and forms the basis of detailed design.

The major conclusions are the following:

- a. Storm drainage will consist of storm sewers for storm events while an overland flow network, using the road network and other defined routes will convey major storm event flows.
- b. Sanitary service will outlet to the existing March Pump Station through a gravity network within the road right-of-ways.
- c. The watermain will be extended along March Road to service the expansion area. Proposed secondary connections will be made to Old Carp Road at Halton Terrace and Celtic Ridge to provide redundancy.

Details of Official Plan Amendment

The proposed OPA in Document 2 is required to implement the Kanata North CDP. Revisions to the schedules are required to bring the lands into the Urban Boundary and to reflect the changes in land use and transportation network.

The following amendments to the OP will implement the Kanata North CDP:

- a. Volume 1, Schedule A - remove the Urban Expansion Study Area from the Rural Policy Plan.
- b. Volume 1, Schedule B - include the Urban Expansion Study Area into the Urban Policy Plan and designate the majority of the lands as General Urban Area and designate a portion of woodlot S12 and the creek corridors as Urban Natural Feature.
- c. Volume 1, Schedule C – reflect the cycling route along March Road and multi-use pathways identified in the CDP.
- d. Volume 1, Schedule D – reflect the location of the Transit Station and Park and Ride and extend the proposed BRT (Bus Rapid Transit) as identified in the CDP.
- e. Volume 1, Schedule E - extend March Road as an arterial road in the urban area and include the proposed collectors identified in the CDP.

- f. Volume 1, Schedule G – remove March Road as an arterial in the rural area.
- g. Volume 1, Schedule I – extend March Road as a Scenic Entry Route, include the Multi-use Pathway Cycling Route (City Wide, on-road) along Halton Terrace/Old Carp Road and Multi-Use Pathways (Community Route, off-road) abutting the Urban Expansion Study Area.
- h. Volume 1, Schedule J – remove the On-road Cycling Route along Halton Terrace/Old Carp Road abutting the Urban Expansion Study Area.
- i. Volume 1, Schedule L3 – amend the Natural Heritage System overlay to remove S20 and a portion of S12 and include the creek corridors.
- j. Volume 1, Add a new Policy to Section 3.6.1 – General Urban Area:

“City Council has approved a CDP for the Kanata North community (shown on Annex 5-Urban Areas Subject to a CDP or Policy Plan) to guide future development. Development is therefore to occur in keeping with the CDP and policies within this Plan, subject to the following:

- a. Residential development is to be at least 30 per cent single detached but not more than 55 per cent single detached dwellings, at least 10 per cent apartment dwellings and the remainder multiple dwellings, other than apartments.
 - b. The overall residential development will meet the minimum average density target of 36 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right-of-way and all non-residential uses.”
- k. Volume 1 - Add a new policy following 10 in Section 5.3 – Other Implementation Policies:
 - “11. Landowners within the Kanata North UEA shown on Annex 5 Urban Areas Subject to a Community Design or Policy Plan Approved by Ottawa City Council, shall enter into private agreement(s) to share the costs of the major infrastructure projects and associated studies and plans required for the development of the Kanata North UEA. In addition, the Landowners

within the Kanata North UEA shall enter into private agreement(s) to share the dedication and costs of development of parkland. Such agreement(s) are initiated by the landowners within the defined Kanata North UEA and provide for the fair sharing of costs among the benefiting parties, to complement or replace the provisions of a Development Charges By-law. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City will require the execution of the agreement(s) by each landowner prior to the approval of any application by the landowner for draft plan of subdivision or condominium, conditional approval of a severance, or approval of site plan control. The City shall include as a condition of approval for all plans of subdivision and condominium, site plan and severance applications in Kanata North UEA requiring notification from the Trustee of the Kanata North Landowners Group that the owner is party to the agreement(s) and has paid its share of any costs pursuant to the agreement(s)."

Provincial Policy Statement

The CDP and resulting amendments to the OP are consistent with Provincial Policy Statement, 2014.

RURAL IMPLICATIONS

There is existing rural development, both within and outside country lot subdivisions, which depend on on-site servicing, therefore the protection of this servicing is paramount. As such, an investigation of the hydrogeology of the lands was undertaken as part of the EA process to account for the existing hydrogeological conditions of the subject lands to address potential groundwater impacts of the future urban development on the existing wells and to provide a recommended course of action to mitigate the impacts.

An integrated multi-disciplinary approach to evaluate the water budget of the future development lands has been completed.

The revised Hydrogeological Existing Conditions Report (May 18, 2016) identifies seven sentry wells to be constructed within the CDP lands and the water levels will be monitored for a period of at least one year prior to construction and during construction. The developers will be sampling existing wells within about 250 metres of the CDP area boundary and if there are impacts to these wells, temporary water supplies will be provided for short-term impacts. For long term impacts the developers will either lower the well pumps or drill new wells.

CONSULTATION

Consultation was a key component in the preparation of the CDP and in the Class EA process. Consultation was undertaken throughout the project using a variety of methods including meetings and a workshop with the general public, electronic information distribution through a City project website, regular meetings with technical teams and approval agencies and the Councillors for Wards 4 and 5.

Four public meetings were held at key points in the study process:

Public Meeting No. 1 (Open House)

This open house was the first opportunity for the public to learn about the CDP process, review and comment on the existing conditions and background information. Approximately 90 members of the public attended.

Public Meeting No. 2

(Workshop)-At this workshop, the approximately 80 attendees participated in facilitated small groups to develop a concept plan using a base map of the CDP area and discussions about the location of various land uses (SWM ponds, schools, parks etc.) within required parameters (required frontages, lot areas etc.)

Public Meeting No. 3

(Open House)-Approximately 140 people attended this open house which presented the four land use plans based on the results of the workshop and alternative options for infrastructure.

Public Meeting No. 4

(Open House)-This last open house in the community presented the preferred land use plan for comment and to answer questions from the public. Approximately 200 people were in attendance.

Additionally, meetings were held with land owners and community groups as required.

A summary of the public comments is included in Document 9.

COMMENTS BY THE WARD COUNCILLORS

Councillor El-Chantiry provided the following comments:

“The Kanata North CDP is the culmination of comments from residents, input from a number of public meetings and the Kanata North Public Advisory Committee working with the City planning staff, residents, land owners and ward Councillors. The conveyance of woodlot S23 to permit a SWM pond in the rural area was achieved along with significant landscaping and fencing to provide a buffer to existing rural development. The proposed pathway network and parks connecting the entire community will encourage outdoor activity for residents and help form a connected community. The Kanata North CDP demonstrates a development that brings together the best elements of suburban neighbourhood living. I support the Kanata North CDP and I'm excited to continue to be involved as this plan is implemented in the coming years.”

Councillor Wilkinson provided the following comments:

“This plan is the result of input from many residents who have helped to put together a plan that, although unable to meet all matters brought forward, is a workable plan that can evolve as plans of subdivision are submitted. I am aware of the details of this plan and support it.”

LEGAL IMPLICATIONS

In the event that the Official Plan Amendment is adopted and appealed to the Ontario Municipal Board, it is anticipated that the appeal could be conducted within staff resources. The length of any hearing would depend upon the issues raised in the

appeal. As this is a City initiated amendment, there is no right to appeal should the amendment not be adopted.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

The finalization of the Financial Implementation Plan will determine funding of the capital requirements. Funding will either be directly by the developers, or will be included in future capital estimates and DC Background Study.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

ENVIRONMENTAL IMPLICATIONS

The Class EA studies prepared compiled an inventory of existing features and provided an evaluation of those features, considered the impacts of the land use activities on the features and developed a recommended strategy to mitigate the adverse effects to protect and restore the natural systems.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

1. Transportation and Mobility
 - a. TM2 – provide and promote infrastructure to support safe mobility choices.
 - b. TM3 – integrate the rapid transit and transit priority network into the community.
 - c. TM4 – improve safety for all users.
 - d. TM5 – ensure reliable, safe, accessible and affordable transit services.
2. Sustainable Environmental Services
 - a. ES1 – an environmentally sustainable Ottawa.

- b. ES2 – reduce long-term costs through planned investment and staging of diversion and conservation strategies.
- 3. Healthy and Caring Communities
 - a. HC2 – revitalize recreation services.
 - b. HC3 – create new affordable housing options.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Official Plan Amendment (issued separately)

Document 3 Kanata North Community Design Plan (issued separately)

Document 4 Transportation Master Plan (issued separately)

Document 5 Environmental Management Plan (issued separately)

Document 6 Master Servicing Study (issued separately)

Document 7 Public Consultation Report (issued separately)

Document 8 Consultation Details

DISPOSITION

1. City Clerk and Solicitor Department, Legislative Services to notify Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.
2. Legal Services to forward the implementing by-law for the Official Plan amendment to City Council.
3. Planning and Growth Management Department to issue the Notice of Decision within 15 days of Council adopting the implementing by-law for Official Plan Amendment No. XX.
4. Planning and Growth Management Department to revise Annex 5 of the Official Plan to indicate that the Kanata North Community Design Plan is a completed Policy Plan approved by City Council.

5. At the time the Ontario Municipal Board rules on Official Plan Amendment 150, Planning and Growth Management department and Legal Services to ensure the amendments are to be also implemented in the updated Official Plan.

Document 1 – Location Map



Document 8 – 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 Official Plan amendments.

Summary of Public Comments and Responses

Comment	Response
Protection of wells servicing existing lots	<ul style="list-style-type: none">• sentry wells are being offered at seven locations to monitor the water levels for a period of one year prior to construction and during construction• mitigation will include temporary water supply for short term impacts and the lowering of well pumps or drilling new wells for long term impacts
Increased traffic on Old Carp Road	<ul style="list-style-type: none">• The projected amount of traffic from the development area is expected to be minimal (TMP, Section 8.3) and is able to be accommodated.• A number of intersection configurations were examined and the resulting intersection has been designed to encourage traffic from the subdivision to use March Road• City staff has initiated the screening study to determine whether an Area Traffic Management (ATM) Study is warranted. If found warranted, the ATM may recommend various mitigation

	<p>methods, including items such as speed cushions or turn restrictions</p>
<p>Transition/buffering with existing development</p>	<ul style="list-style-type: none"> • Meetings were held with the immediately abutting neighbourhoods to discuss appropriate methods of transition and buffering with the proposed development. • New single detached dwellings will back onto existing single detached or townhouse dwellings and new townhouses will back onto existing townhouses. • The lots created will be deeper than a typical lot, to provide space for a landscaped buffer. • At the time of subdivision approval, a landscaping plan will be prepared to determine the existing vegetation which will be preserved and additional planting to be required to create an adequate buffer. The maintenance of the landscaping will be the responsibility of the future resident.
<p>Inability of March Road to accommodate increased traffic prior to the widening to four lanes</p>	<ul style="list-style-type: none"> • An intersection capacity analysis was completed to determine the amount of development which can take place before there are adverse impacts on March Road with the existing two-lane configuration. This analysis included an increase of background volumes to the 2026 projection. The conclusion was that approximately 1650 units can be

	<p>developed without adverse impacts.</p> <ul style="list-style-type: none"> • During the next review of the TMP, the urban portion of March Road is expected to be reviewed for inclusion into the affordable plan.
Insufficient intersections on the east side of March Road	<ul style="list-style-type: none"> • Although there are two intersections providing access to the east side, compared to six (signalized, unsignalized, existing and proposed), the TMP indicates that this is sufficient to provide access. • The additional intersections providing access to the west side will facilitate northbound left hand turns, which are not required on the east side.
Lack of vehicular connection to Hillsvew	<ul style="list-style-type: none"> • Through the subdivision approval for Hillsvew Subdivision, a road right of way was protected to potentially provide access to the Kanata North CDP area. The right-of-way will be protected on the CDP lands to allow for a future road, however, at this time is proposed to provide pedestrian/cycling access only. Designed properly, emergency vehicle access may also be provided.
Relocation of the Station 45 on Riddell to a location within the CDP area	<ul style="list-style-type: none"> • Council approved the Ottawa Fire Services 2015 Station Location Study on June 24, 2015 which recommended the relocation of Station 45. The relocation would not adversely impact public safety or service.

	<ul style="list-style-type: none"> • Through discussions with Fire Services, an acceptable site has been identified within the CDP area
Impact on Blandings turtles and other species at risk	<ul style="list-style-type: none"> • The EMP has provided details with respect to new habitat enhancement and compensation for Blanding's turtles which will be implemented at the plan of subdivision stage, and if appropriate during site plan. • Where butternut trees will be removed by development, compensation will be addressed through the development approval process. • Approval for the removal of barn swallow bird nesting structures has been received from MNR and compensation habitat in the form of artificial barn swallow nesting structures will be built northwest of the Kanata North CDP area.
All SWM ponds should be located within the urban boundary	<ul style="list-style-type: none"> • The initial position of the City was that the SWM ponds should be located within the urban boundary. Through discussions and technical information, the location for a pond east of the CN rail corridor was deemed acceptable. • This provided an opportunity to transfer S23 to the City and the potential for this to be integrated as a community feature.
Parks should have more natural areas	<ul style="list-style-type: none"> • The placement of the parks has considered the natural environment,

	<p>either by being adjacent to the creek corridor or through existing stands of trees.</p> <ul style="list-style-type: none">• Parks are to also offer programmed space to meet the needs of the residents.
Potential for substantial commercial development along March Road and the risk that this may develop into Merivale Road	<ul style="list-style-type: none">• Guidelines have been included with respect to the design of development along March Road, including locating buildings close to the street• The designations allow for both commercial and residential uses