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Residential

Commercial &
Institutional

Environmental
Restoration

375 Didsbury Road

Planning Rationale

Prepared for: FCRI Properties LP

375 Didsbury Road

Ottawa, Ontario

Planning Rationale

in support of

Zoning By-law Amendment Application

Prepared for:

FCRI Properties LP

Prepared By:

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July / 14 / 2026

Novatech File: 125105
Ref: R-2026-069

July 14, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Jocelyn Cadieux, Planner, Development Review West

**Reference: Zoning By-law Amendment and Site Plan Control Applications
375 Didsbury Road
Our File No.: 125105**

The following Planning Rationale has been prepared in support of a Zoning By-law Amendment application to permit the future development of commercial uses at 375 Didsbury Road (the "Subject Site").

The Subject Site is designated Minor Corridor and Neighbourhood within the Suburban Transect of the City of Ottawa Official Plan (2022). The Subject Site is also subject to Area-Specific Policy 2. The property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The property is zoned Development Reserve (DR) in the new City of Ottawa Zoning By-law 2026-50.

It is proposed to rezone the Subject Site to the Mixed Use Centre (MC) zone under Zoning By-law 2008-250 and to rezone the Subject Site to Neighbourhood Mixed-Use, Subzone 2 (NMU2) zone under Zoning By-law 2026-50 in order to permit the potential development of a variety of residential and commercial uses on the Subject Site. Site-specific exceptions will be required to permit a gas bar and a reduced bicycle parking rate under Zoning By-law 2008-250. Site-specific exceptions will be required to permit a reduced landscape rate for a parking lot under Zoning By-law 2026-50.

This Planning Rationale examines the location and context of the Subject Site, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Zoning By-law Amendment.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Simran Soor, MCIP, RPP
Project Planner | Planning & Development

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EXECUTIVE SUMMARY

Novatech has been retained by FCRI Properties LP to prepare this Planning Rationale in support of a Zoning By-law Amendment application to rezone the Subject Site in order to facilitate the future development of the Subject Site with commercial uses.

The Subject Site is located at the northwest corner of Campeau Drive and Didsbury Road in the Kanata North Ward (Ward 4). The Subject Site is currently vacant. The Subject Site has approximately 202 metres of frontage along Campeau Drive, approximately 276 metres of frontage along Didsbury Road, and an area of 7.3 hectares.

The Subject Site is located in an area comprised of a mix of residential uses and large-format retail uses. This includes a La-Z-Boy and Brick to the south, a Canadian Tire to the southeast, and multiple automobile dealerships to the east. The Carp River is located to the west of the Subject Site. There is a bus stop in front of the Subject Site along Campeau Drive, which is serviced by a frequent bus route.

The proposal for the Subject Site is to rezone the site to permit a range of residential and commercial uses. There is no specific site plan proposed for the Subject Site at this time but it is anticipated that the future development of the Subject Site will include multiple commercial buildings with a gross floor area of approximately 18,000 square metres. The future development of the Subject Site with a commercial use will require a Site Plan Control application. The proposed Zoning for the Subject Site is Mixed-Use Centre, with site-specific exceptions (MC [XXXX]) under Zoning By-law 2008-250 and Neighbourhood Mixed-Use, Subzone 2, with site-specific exceptions (NMU2 [XXXX]) under Zoning By-law 2026-50.

The proposed rezoning is consistent with the Provincial Planning Statement as it will support the achievement of complete communities by permitting the development of commercial uses in proximity to residential uses. The proposed rezoning will contribute to the mix of land uses in the neighbourhood and is appropriately located near other similar commercial uses. In addition, the proposed rezoning will facilitate a more efficient and logical use of a serviced property within the urban boundary as well as facilitating potential future employment opportunities in the neighbourhood.

The Subject Site is designated Minor Corridor and Neighbourhood within the Suburban Transect in the City of Ottawa Official Plan (2022). The proposed Zoning By-law Amendment will support employment growth within the built-up portion of the urban area by providing commercial uses within the suburban area. The future development will maintain a low-rise or mid-rise built form that is consistent with the policies of the Suburban Transect and Minor Corridor & Neighbourhood designations. The proposed rezoning to permit large-scale commercial uses is consistent with the neighbouring area, which is characterized by a number of large-scale commercial uses.

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2026-50. The Subject Site is proposed to be rezoned to MC[XXXX] under Zoning By-law 2008-250, with site-specific exceptions to add “gas bar” as a permitted use and permit a reduced bicycle parking rate of 1 space per 275 square metres of gross floor area. The Subject Site is proposed to be rezoned to NMU2[XXXX] under Zoning By-law 2026-50, with site-specific exceptions to permit a reduced landscaping rate in a parking lot of 16% of the parking lot area. The proposed site-specific exceptions are appropriate for the Subject Site. A gas bar use is appropriate for the

surrounding context, where there are other gas bars located within 600 metres of the Subject Site. The reduced bicycle parking rate will allow for the future development of the Subject Site to be consistent with the new bicycle parking rate that is proposed for retail uses over 1,000 square metres under Zoning By-law 2026-50. The reduced landscaping rate for a parking lot will minimally impact the amount of soft landscaping provided on the Subject Site as a whole and will be consistent with the landscaping rate that would be applied to the Subject Site under Zoning By-law 2008-250.

The Zoning By-law Amendment application is appropriate for the Subject Site and represents good land use planning.

1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Zoning By-law Amendment application to permit the future development of commercial uses on the property municipally known as 375 Didsbury Road (the “Subject Site”). The Subject Site is currently vacant.

The Subject Site is designated Minor Corridor and Neighbourhood in the Suburban Transect of the City of Ottawa Official Plan (2022). The Subject Site is also subject to Area-Specific Policy 2. The property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Subject Site is zoned Development Reserve (DR) in the new City of Ottawa Zoning By-law 2026-50.

This Planning Rationale will demonstrate that the proposed Zoning By-law Amendment application will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with the surrounding uses and community context.

1.1 Site Location and Description

The Subject Site is located at the northwest corner of Campeau Drive and Didsbury Road in the Kanata North Ward (Ward 4) in the City of Ottawa. The Subject Site is located in an area bounded by Terry Fox Drive to the north and east, Campeau Drive and Highway 417 to the south, and the Carp River to the west. The Subject Site has approximately 202 metres of frontage along Campeau Drive, approximately 276 metres of frontage along Didsbury Road, and an area of 7.3 hectares. The Subject Site is currently vacant.

Figure 1: Aerial Photo of the Subject Site



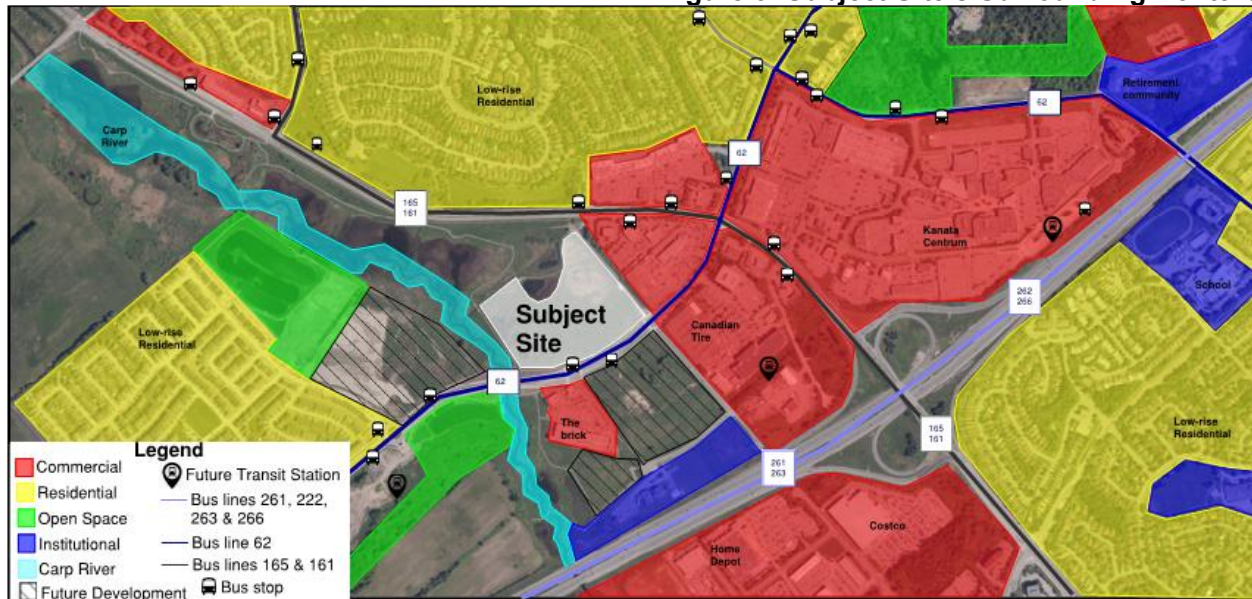
Figure 2: Subject Site from the Street

1.2 Community Context and Connectivity

1.2.1 Community Context

The Subject Site is located in an area comprised of a mix of residential uses and large-format retail uses. Directly to the north of the Subject Site, there are stormwater ponds and trails connecting to the Carp River. Further to the north, there are residential dwellings, including detached dwellings and townhouse dwellings as well as the Signature Centre retail complex. To the west of the Subject Site is the Carp River. Further to the west is a newer residential subdivision consisting of detached dwellings and townhouse dwellings. Directly to the south of the Subject Site, there is a retail complex (Kanata Commons) which contains a La-Z-Boy and Brick and a vacant site where a Site Plan Control application for a six-storey mixed-use building has been submitted. Further to the south is Highway 417. To the southeast of the Subject Site, there is a retail complex which includes a Canadian Tire, Dymon Storage, and Staples. Directly to the east of the Subject Site, there are two automobile dealerships (Kanata Ford and Donnelly Kia) and a sporting goods store (Play It Again Sports). Further to the east is the Kanata Centrum Shopping Centre, which includes a range of commercial uses, including large-format retail stores such as Walmart and Loblaws, restaurants, a cinema, and indoor entertainment uses.

Figure 3: Subject Site's Surrounding Context

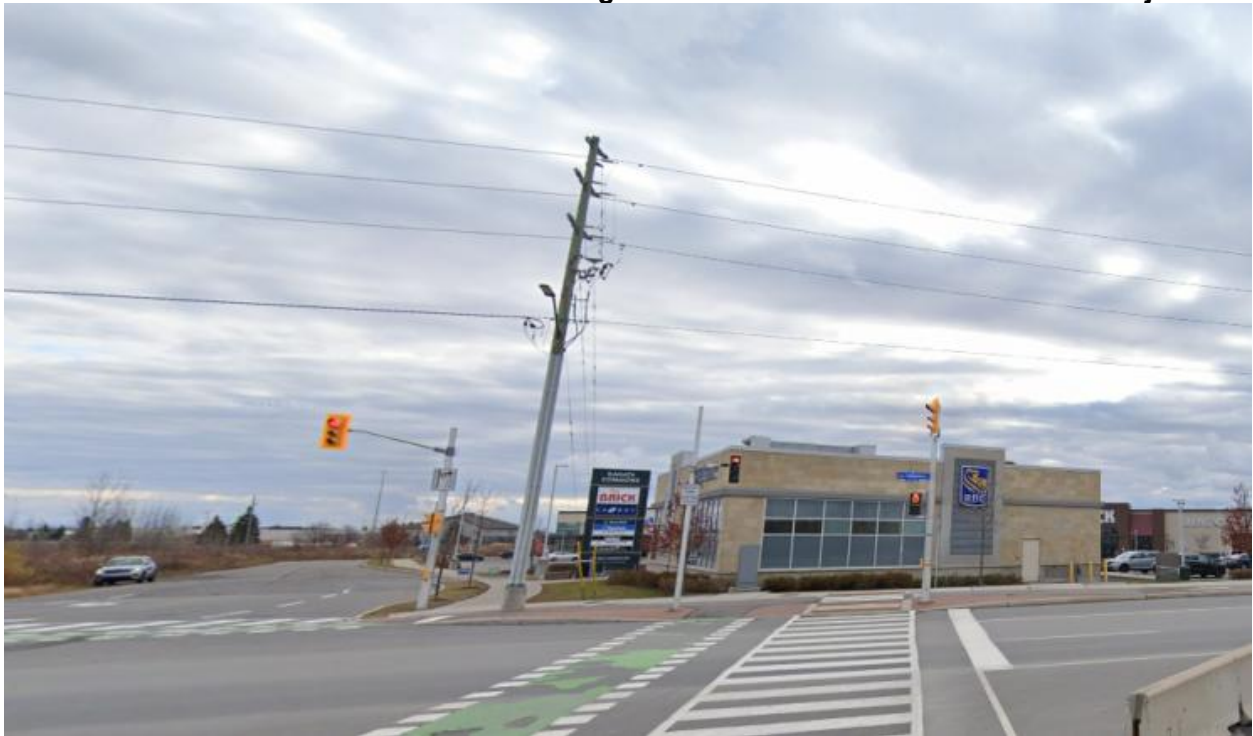


Most of the neighbouring area was developed in the 1990s, with the area continuing to develop over the past 30 years.

Figure 4: Land uses to the north of the Subject Site



North: Immediately north of the Subject Site are stormwater ponds and trails.

Figure 5: Land uses to the south of the Subject Site

South: Immediately south of the Subject Site across Campeau Drive is a retail plaza containing a Brick and La-Z-Boy.

Figure 6: Land uses to the west of the Subject Site

West: Immediately west of the Subject Site is the Carp River.

Figure 7: Land uses to the east of the Subject Site

East: Immediately east of the Subject Site are two automobile dealerships.

1.2.2 Connectivity

The Subject Site is located at the northwest corner of Didsbury Road and Campeau Drive. The Subject Site is also located within proximity to Terry Fox Drive. Campeau Drive is designated as an arterial road and future arterial road on *Schedule C4 – Urban Road Network* of the Official Plan. Terry Fox Drive is also designated as an arterial road.

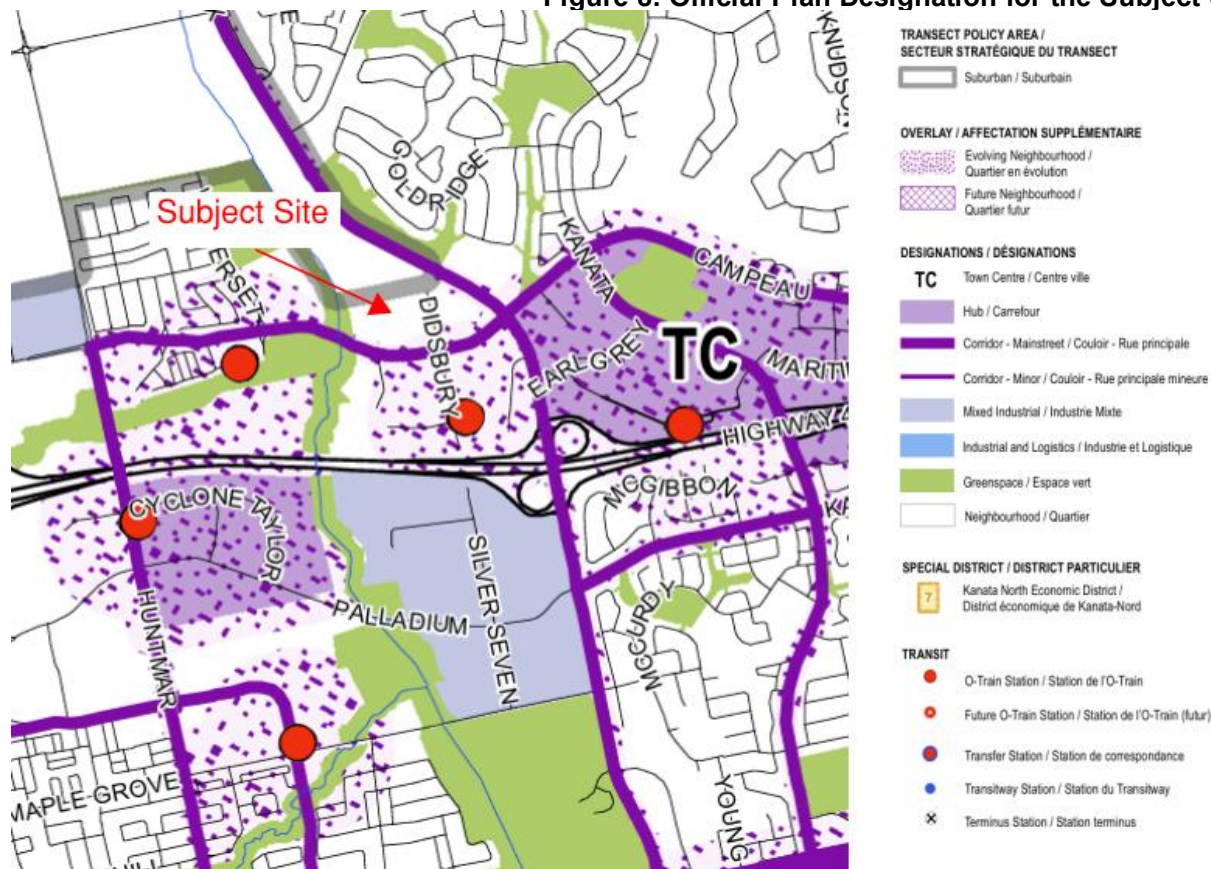
The Subject Site is located in proximity to several bus transit options. There is a bus stop located in front of the Subject Site along Campeau Drive that is serviced by the frequent bus route 62. This route provides transit service every 15 minutes on weekdays and provides a connection to the Terry Fox bus station. Local bus routes 161 and 162 are also within walking distance of the Subject Site. Schedule C2 of the Official Plan identifies a future LRT station on Didsbury Road, which would be within walking distance of the Subject Site.

There are bicycle lanes and sidewalks located along Campeau Drive as well as a pathway system along the Carp River to the west of the Subject Site.

1.3 Planning and Regulatory Context

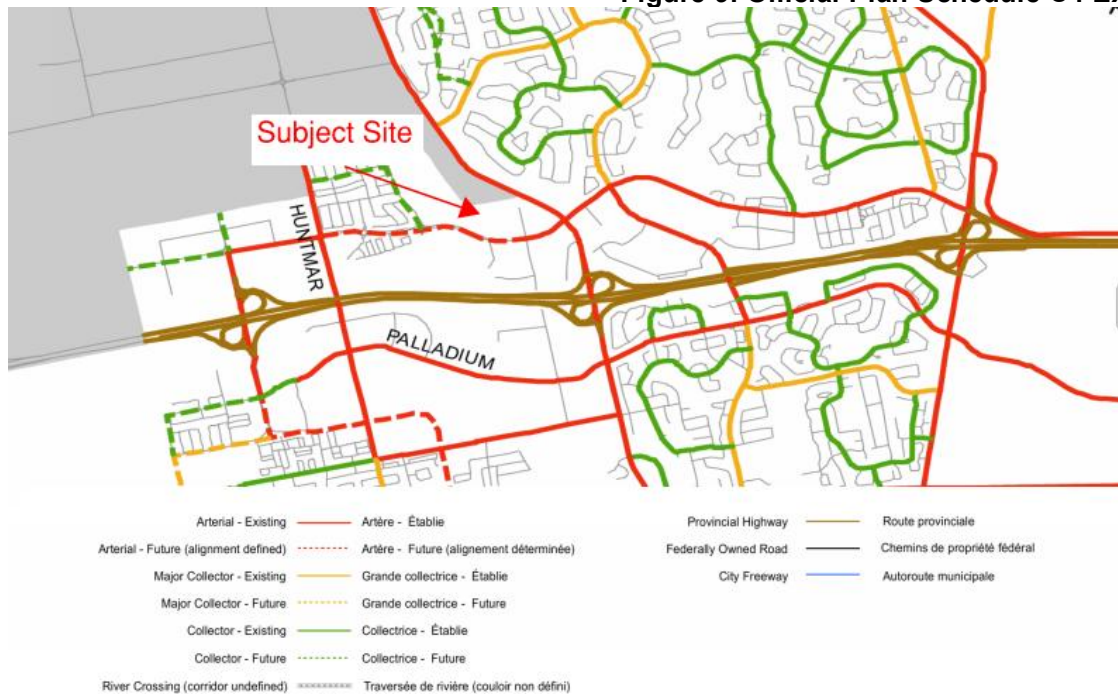
The Subject Site is designated Minor Corridor and Neighbourhood in the Suburban Transect on *Schedule B5 – Suburban (West) Transect* of the City of Ottawa Official Plan (2022) (see Figure 8).

Figure 8: Official Plan Designation for the Subject Site



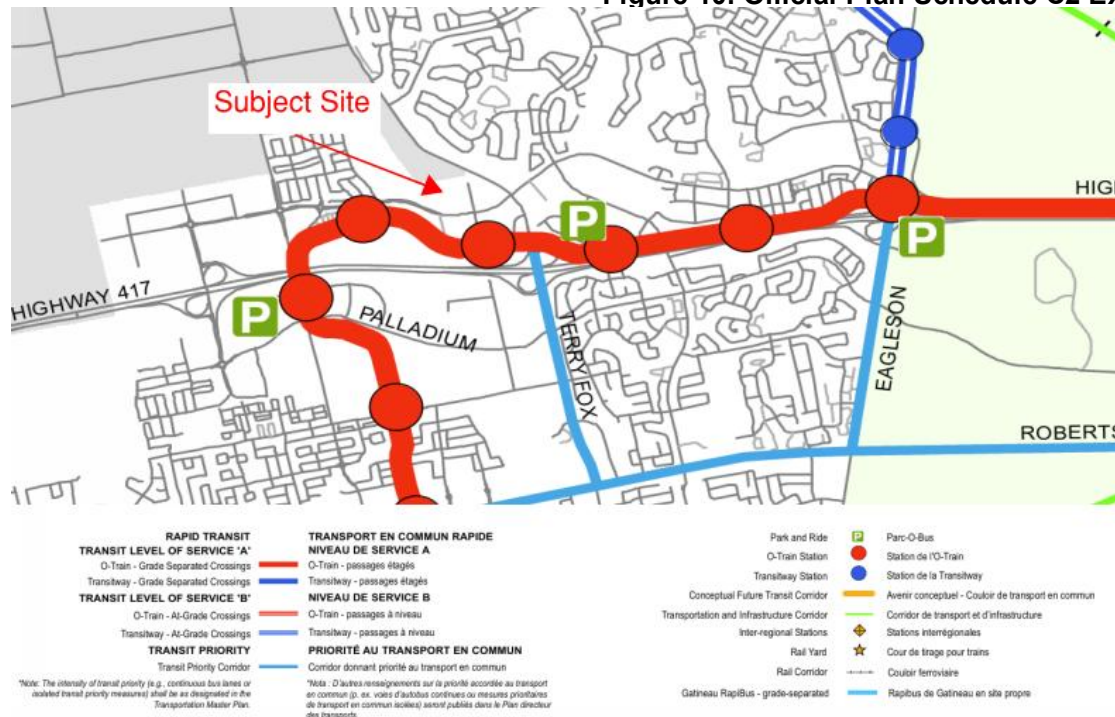
The Subject Site is located to the west of Terry Fox Drive, which is also designated as a Minor Corridor. Campeau Drive is designated as an arterial road and a future arterial road on *Schedule C4 – Urban Road Network* of the Official Plan. Terry Fox Drive, which is located to the east of the Subject Site, is designated as an arterial road. Highway 417, which is designated as a Provincial Highway, is located to the south of the Subject Site.

Figure 9: Official Plan Schedule C4 Excerpt



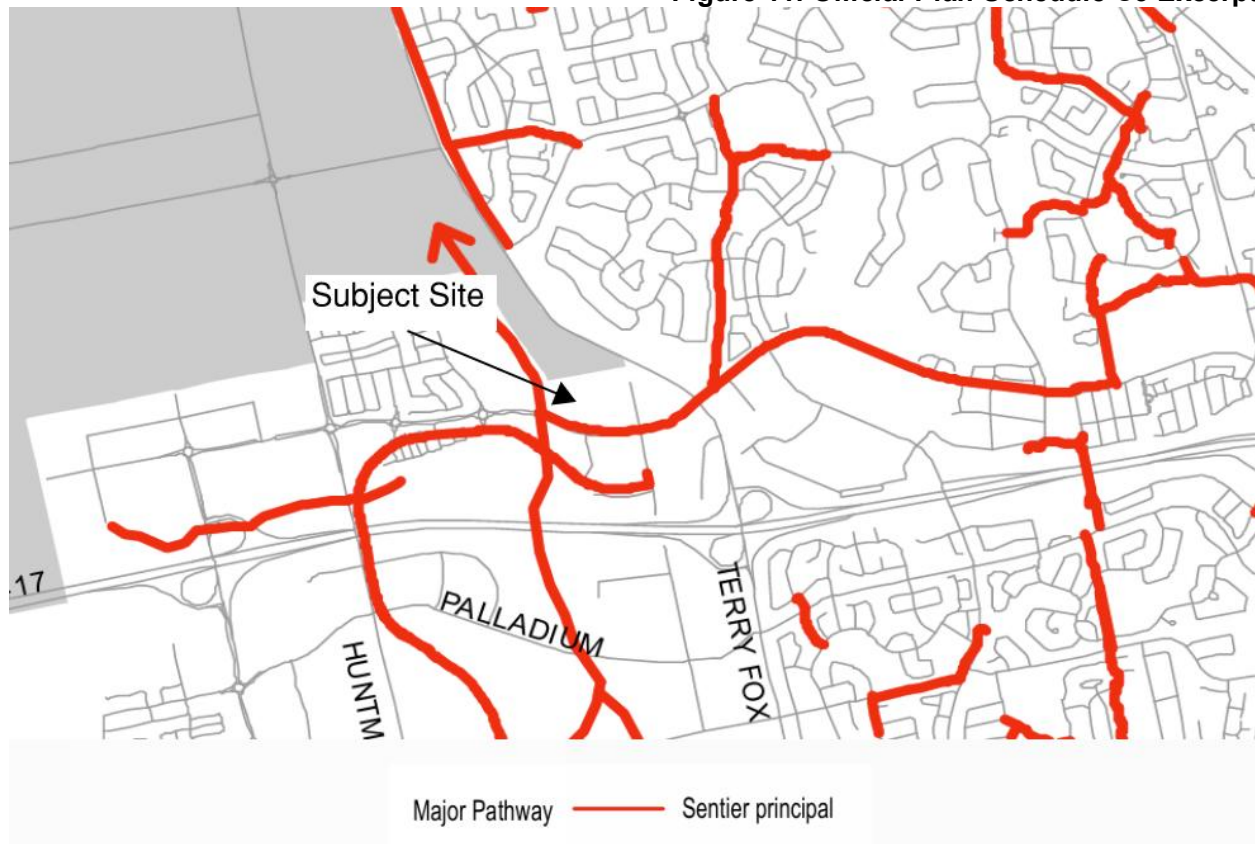
Schedule C2 – Transit Network of the Official Plan identifies a future O-Train Station to the south of the Subject Site at Didsbury Road and Roger Neilson Way (see Figure 10). The portion of Terry Fox Drive further to the south of the Subject Site is also designated as a Transit Priority Corridor on Schedule C2.

Figure 10: Official Plan Schedule C2 Excerpt



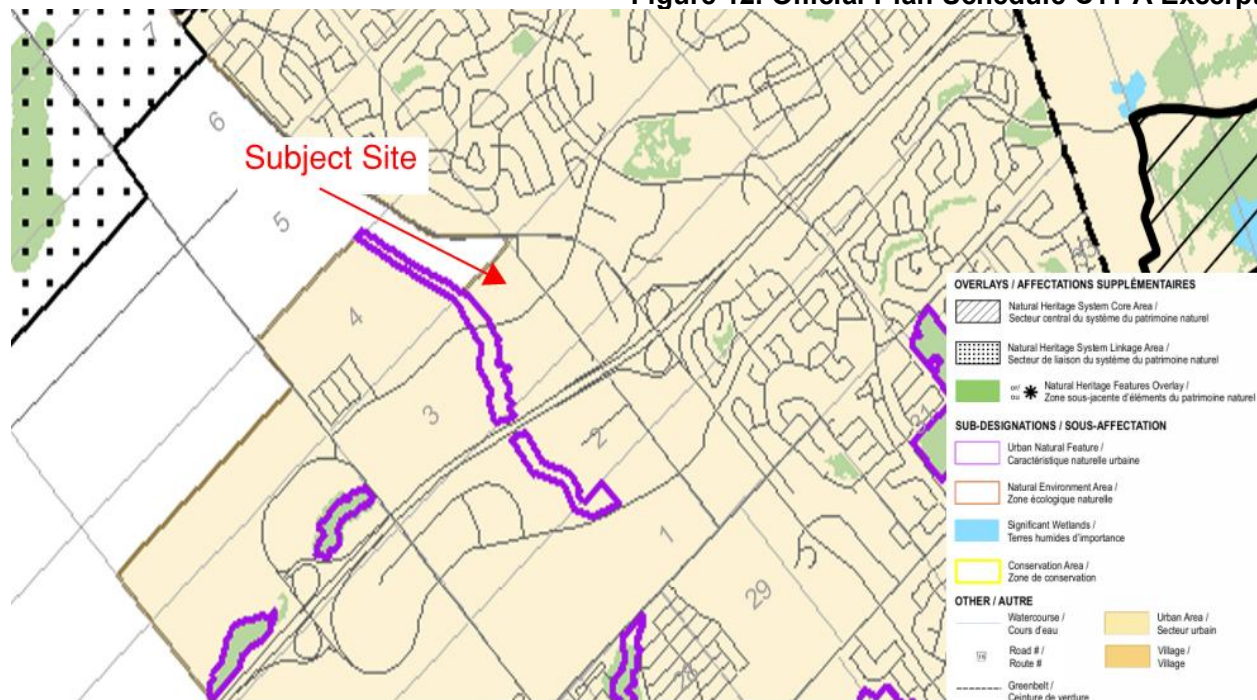
The Subject Site is located along a Major Pathway on Campeau Drive as identified on *Schedule C3 – Active Transportation Network*. A Major Pathway is also located to the west of the Subject Site along the Carp River.

Figure 11: Official Plan Schedule C3 Excerpt



Schedule C11A – Natural Heritage System (west) identifies an Urban Natural Feature located to the west of the Subject Site. This is the Carp River Corridor.

Figure 12: Official Plan Schedule C11-A Excerpt



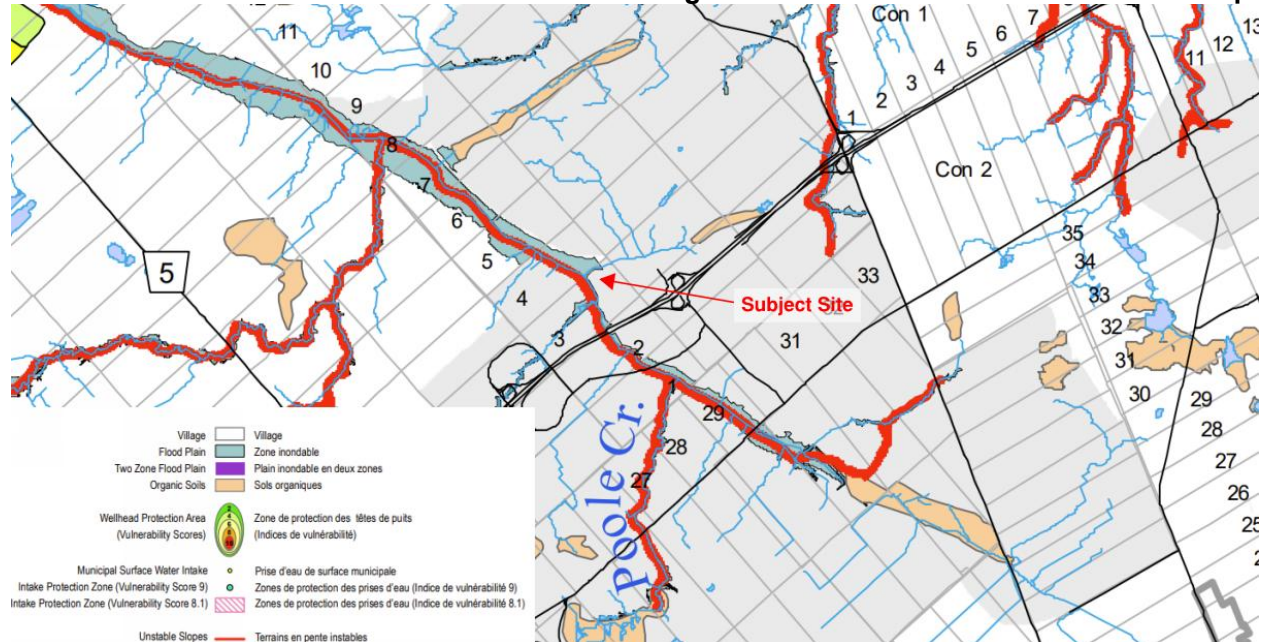
Schedule C12 – Urban Greenspace identifies an Urban Natural Feature to the west of the Subject Site. This is the Carp River.

Figure 13: Official Plan Schedule C12 Excerpt



Schedule C15 – Environmental Constraints identifies an unstable slope and floodplain to the west of the Subject Site.

Figure 14: Official Plan Schedule C15 Excerpt



The Subject Site is not within a protected viewshed as identified on *Schedule C6A – Views, Viewsheds, and View Sequences of the Parliament and other National Symbols*.

The Subject Site is not located within a Secondary Plan Area.

The Subject Site is subject to Area-Specific Policy 2.

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250 (see Figure 15). The Subject Site is zoned Development Reserve (DR) in the new City of Ottawa Zoning By-law 2026-50 (see Figure 16). The stormwater pond to the north of the Subject Site is subject to the Floodplain Overlay.

Figure 15: Zoning for the Subject Site Under Zoning By-law 2008-250

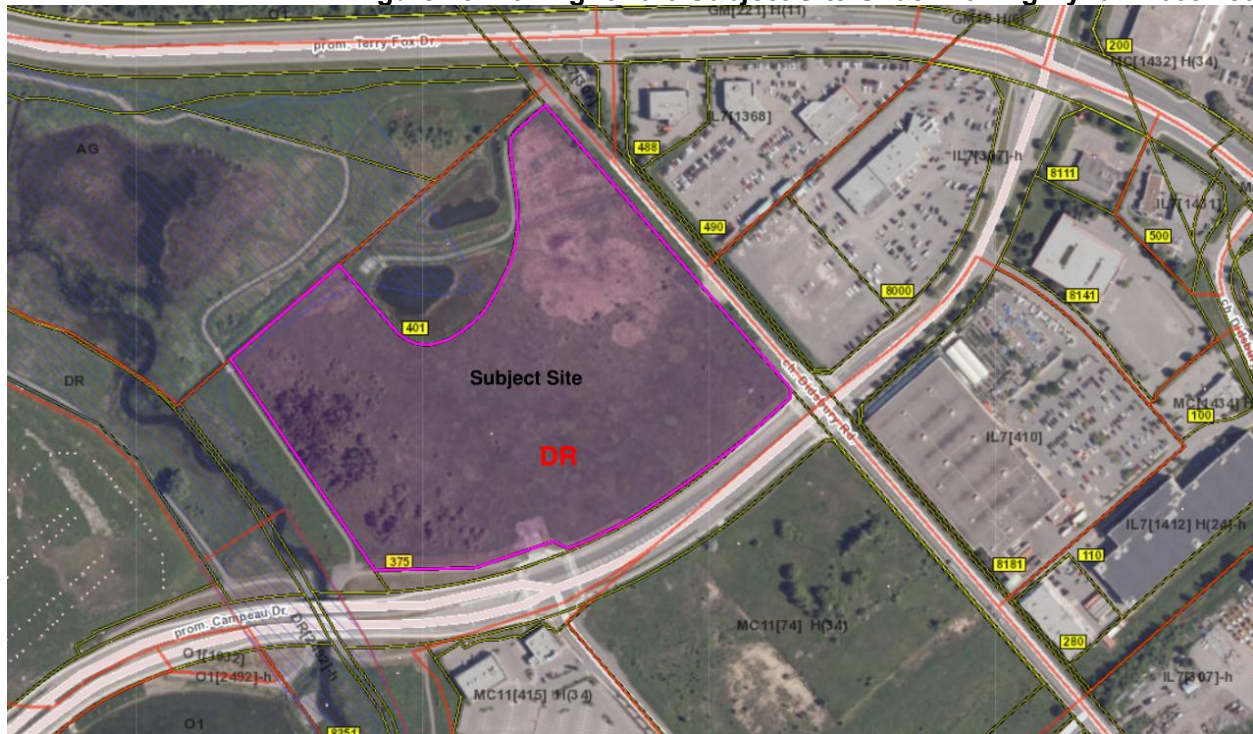


Figure 16: Zoning for the Subject Site Under Zoning By-law 2026-50



2.0 DEVELOPMENT PROPOSAL

The proposal for the Subject Site is to rezone the site to permit a range of residential and commercial uses. There is no development proposed for the Subject Site at this time. It is anticipated that the future development of the Subject Site will include multiple commercial

buildings with a gross floor area of approximately 18,000 square metres. The future development of the Subject Site will require a Site Plan Control application.

2.1 Details of Proposed Zoning By-law Amendment

375 Didsbury Road is currently zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Subject Site is zoned Development Reserve (DR) in the new City of Ottawa Zoning By-law 2026-50. The DR zone does not permit the development of commercial uses and most residential uses. In order to permit a greater variety of uses on the Subject Site, the Subject Site is proposed to be zoned Mixed-Use Centre (MC) in Zoning By-law 2008-250 and Neighbourhood Mixed-Use, Subzone 2 (NMU2) in Zoning By-law 2026-50. Site-specific exceptions will be required to permit a gas bar and a reduced bicycle parking rate under Zoning By-law 2008-250 and to permit a reduced landscaping rate for a parking lot under Zoning By-law 2026-50.

2.2 Previous Consultations, Applications and Approvals

A pre-consultation meeting was held on November 18, 2025 to discuss the proposal for a large-format retail use on the Subject Site.

The Subject Site was previously part of a Zoning By-law Amendment and Plan of Subdivision application submitted by RONA Inc in 2007 to permit the development of a large format retail store, restaurant/retail store, future business park development, and conservation area around the Carp River. The Plan of Subdivision application proposed to create five parcels of land, including a parcel for a RONA store which would be accessed from the Campeau Drive extension and from a secondary access along Didsbury Road.

3.0 PLANNING POLICY JUSTIFICATION

3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS provides policy direction for Planning for People and Homes. Policy 6 states:

“Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*

- c) *improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed Zoning By-law Amendment will support the achievement of complete communities by permitting the development of commercial uses in proximity to residential uses. The proposed rezoning will contribute to the mix of land uses in the neighbourhood and is appropriately located near other commercial uses. In addition, the proposed rezoning will facilitate potential future employment opportunities in the neighbourhood.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

“Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.”

Policy 2 of Section 2.3.1 states:

“Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation*
- d) *are transit-supportive, as appropriate; and*
- e) *are freight-supportive”*

The Subject Site is located within a settlement area. The proposed rezoning is consistent with Policy 2.3.1(2) as it will facilitate a more efficient use of a serviced property within the urban boundary. The proposed rezoning will better utilize vacant land by permitting the development of commercial uses on the site that will support the surrounding residential neighbourhood. There is a bus stop located in front of the property that is serviced by the route 62 frequent bus route. The property is located in proximity to a future LRT station.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas. Policy 2 of Section 2.4 states:

“To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) *to accommodate significant population and employment growth;*
- b) *as focal areas for education, commercial, recreational, and cultural uses;*
- c) *to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) *to support affordable, accessible, and equitable housing.”*

The proposed rezoning will accommodate population and employment growth by permitting the development of a commercial use in proximity to residential dwellings and supporting employment growth in the neighbourhood. The Subject Site is located in proximity to Kanata Centrum Shopping Centre, which is a focal area for commercial uses in Kanata. The proposed rezoning will allow the Subject Site to contribute to this commercial area. The proposed rezoning will also facilitate better utilization of a vacant site in proximity to a future LRT station.

The Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement.

3.2 City of Ottawa Official Plan

The Subject Site is designated Minor Corridor and Neighbourhood within the Suburban Transect in the City of Ottawa Official Plan (2022).

3.2.1 Strategic Directions & Cross Cutting Issues

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

1. *Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
2. *By 2046, the majority of trips in the city will be made by sustainable transportation.*
3. *Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
4. *Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
5. *Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment and Site Plan Control applications address the objectives of the following Cross-Cutting Issues:

3.2.1.1 Intensification and Diversifying Housing Options

The proposed Zoning By-law Amendment will rezone the Subject Site to the Neighbourhood Mixed Use Zone. This zone permits the development of commercial uses and residential units on the Subject Site. This will allow for the Subject Site to be better utilized for commercial services that support housing in the neighbourhood.

3.2.1.2 Economic Development

The proposed Zoning By-law Amendment will support economic development in the City by permitting the development of commercial uses on the Subject Site. The potential development of the Subject Site with commercial uses will provide employment opportunities in proximity to residential uses. In addition, the commercial uses will help integrate economic activities with residential uses and will support the creation of 15 minutes neighbourhoods.

3.2.1.3 Energy and Climate Change

The proposed Zoning By-law Amendment will permit a more efficient use of the Subject Site. The rezoning will allow for the development of commercial uses on the Subject Site, which will contribute to the creation of a complete community by providing commercial uses within a walking distance of residential uses. The Subject Site is also located in proximity to a planned O-Train station and a Town Centre. The development of the Subject Site will support access to commercial uses and a Town Centre through alternative modes of transportation such as walking, cycling, or transit.

3.2.1.4 Healthy and Inclusive Communities

The proposed Zoning By-law Amendment will facilitate the future development of the Subject Site with commercial uses. This will help encourage the creation of healthy, walkable, 15 minute neighbourhoods by providing commercial uses within walking distance of residential uses and a planned transit station.

3.2.1.5 Gender and Racial Equality

The proposed Zoning By-law Amendment will permit the development of commercial uses in proximity to residential uses. This will help improve access to amenities for women and racialized communities.

3.2.1.6 Culture

The Subject Site is located in proximity to the Kanata Centrum Shopping Centre, which is shown as a Town Centre on Schedule B5 of the Official Plan. Hubs and Town Centres are the vibrant centre of a community and create spaces for residents to engage in cultural and social activities. The proposed rezoning will permit commercial uses which will support the vibrancy of this Town Centre.

3.2.2 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3 states:

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. Most of the employment growth will occur within the built-up portion of the urban area”

Policy 3 of Section 3.1 states:

“The urban area and villages shall be the focus of growth and development.”

The Subject Site is located within the urban area of the City and will accommodate employment growth within the built-up portion of the urban area by providing commercial uses within the suburban area. The proposed rezoning will support growth and development in the urban area, as per Policy 3.

Section 3.5 provides policy direction for employment growth in the City. Policy 1 of Section 3.5 states:

“Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.”

The Subject Site is designated Minor Corridor and is in proximity to a planned O-Train station. The proposed rezoning to the Neighbourhood Mixed-Use zone will permit a number of non-residential, employment uses that are compatible with residential uses. This includes office-based uses such as a medical facility, research and development centre, or office as well as retail-focused facilities such as a bank, restaurant, or retail store. The Subject Site is an appropriate location for employment growth.

3.2.3 City-wide Policies

Section 4 of the Official Plan (2022) provides City-Wide policy direction.

3.2.3.1 Section 4.6: Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 2 of Section 4.6.5 states:

“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”

The proposed rezoning is appropriate for the neighbouring context and aligns with the policies of the Suburban Transect and the Minor Corridor and Neighbourhood designations, as discussed in Sections 3.2.4, 3.2.5, and 3.2.6 of this Planning Rationale. The future development of the Subject Site with commercial uses will require a Site Plan Control application. At this time, the proposal will be designed to meet these policies and frame the Corridor.

3.2.3.2 Section 4.9: Water Resources

Section 4.9 of the Official Plan provides policy direction for water resources.

Policy 2 of Section 4.9.3 states:

“Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority’s hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
- b) Development limits as established by the geotechnical hazard limit in keeping with Council approved Slope Stability Guidelines for Development Applications;*
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
- d) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.”*

The Subject Site is locating adjacent to the Carp River. Any future development of the Subject Site will provide a 30 metre setback from the top of bank of the Carp River and will be located outside of the Carp River Restoration Area.

3.2.4 Suburban Transect

Section 5.4 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Suburban Transect.

Policy 2 of Section 5.4.1 states:

“The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods; [Bill 162, Schedule 3, Item 8, Modification 12, May 16, 2024]*
- b) Low-rise along Minor Corridors, however the following policy direction applies:*
 - i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;*
 - ii) Mid-rise buildings above 7 storeys may be permitted through an area-specific policy or secondary plan; and*

- iii) *High-rise buildings may be permitted through a secondary plan. [Bill 162, Schedule 3, Item 8, Modification 12, May 16, 2024]*
- c) *Mid-rise along Mainstreet Corridors, however the following policy additional direction applies;*
 - i) *Generally not less than 2 storeys;*
 - ii) *Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted; [OPA 5, By-law 2023-403, Omnibus 1 item 16]*
 - iii) *The building setback should be no taller than the corresponding width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and [Amendment 5, By-law 2023-403, Omnibus 1 item 16, September 13, 2024] [Amendment 34, By-law 2024-506, Omnibus 2 item 17, November 13, 2024]*
 - iv) *The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.*
- d) *In Hubs, the following heights will apply:*
 - i) *High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station;*
 - ii) *Mid-rise in the periphery of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 800 metres of a rapid transit station; and*
 - iii) *Low-rise buildings may be required in the Zoning By-law for a Hub, including Town Centre, on lots which are too small to accommodate an appropriate height transition towards a Low-rise area."*

The Subject Site is designated Minor Corridor. The future development of the Subject Site will maintain a low-rise or mid-rise built form, which is in line with the permitted heights for Minor Corridors in the Suburban Transect as well as the maximum height in the Neighbourhood Mixed-Use zone.

Policy 3 of Section 5.4.3 states (*emphasis added*):

"Along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:

- a) *Generally, not less than 2 storeys and up to 9 storeys except where a secondary plan or area-specific policy specifies greater heights; however*
- b) *The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
- c) *Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition. Along Minor Corridors, subject to appropriate height transitions and setbacks, permitted building heights are up to 4 storeys, however:*

- i) *Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without amendment to this Plan;*
- ii) *Mid-rise buildings above 7 storeys may be permitted through an Area-Specific Policy or Secondary Plan; and*
- iii) *Mid-rise or high-rise buildings may be permitted through a Secondary Plan. [Amendment 5, By-law 2023-403, Omnibus 1 item 18, September 13, 2023]"*

The Subject Site is located along a Minor Corridor. The permitted height is 4 storeys, while 5 to 7 storeys may be permitted subject to a Zoning By-law Amendment. The future development of the Subject Site will maintain a low-rise or mid-rise built form and will be consistent with the permitted building heights in the Neighbourhood Mixed-Use zone.

Policy 1 of Section 5.4.4 states:

"Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) *A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;*
- b) *A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments. The Tewin community will be structured on a fine-grained, fully-connected street network that reflects Algonquin placekeeping and design principles;*
- c) *Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
- d) *Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
- e) *Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*
- f) *Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;*
- g) *Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses;*

- h) *Avoiding rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets) and rear lanes for properties along arterials;*
- i) *Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and*
- j) *Planned design which optimizes the available supply, means of supplying, efficient use and conservation of energy."*

At this time, there are no streets proposed on the Subject Site. With respect to Subsection c), a Transportation Impact Assessment has been provided as part of the Zoning By-law Amendment submission. The Transportation Impact Assessment prepared by BA Group, dated July 13, 2026, details the expected impact on traffic flows from the proposed Zoning By-law Amendment and concludes that *"with the network improvements in place, all intersections in the study area, including site accesses, are anticipated to operate acceptably under future conditions in 2033"*. As part of a future Site Plan Control application, the site layout will be designed to ensure that traffic flow within the Site is managed appropriately and will have minimal impacts on the public realm.

With respect to Subsection e), the proposed rezoning will allow for the development of commercial uses on the Subject Site. These commercial uses will cater to both neighbourhood and regional needs and will contribute to creating a focal point leading to the Kanata Centrum Town Centre.

3.2.5 Minor Corridor Policies

Section 6.2 of the Official Plan provides policy direction for development in the Corridor designations.

Policy 1 of Section 6.2.1 states:

"Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

- a) *Generally, a maximum depth of:*
 - i) *In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;*
 - ii) *In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;*
 - iii) *Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and*
 - iv) *Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;*
- b) *Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and*

- c) *Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.*

The Subject Site is designated a Minor Corridor. As per Subsection 6.2.1(1)(a)(ii), the Minor Corridor designation applies to a maximum depth of 120 metres. The Subject Site has a depth of approximately 276 metres from the Minor Corridor. The Minor Corridor designation applies to the 120 metres of depth closest to Campeau Drive while the remaining 156 metres of depth is designated Neighbourhood.

Policy 2 of Section 6.2.1 states:

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

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

The future development of the Subject Site will be designed to locate the building close to the Corridor. This will contribute to an enhanced public realm and provide separation from the stormwater pond to the rear of the property. The internal site circulation will be determined as part of a future Site Plan Control application. This site circulation will provide pedestrian connections and will be designed to minimize impacts to the pedestrian experience.

Policy 3 of Section 6.2.1 states:

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

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*

- c) *Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.”*

Non-residential uses are permitted in Mainstreet and Minor Corridors. The development of the Subject Site with commercial uses is an appropriate use of the Subject Site and will contribute to creating a greater mix of uses in the neighbourhood. The future development will maintain a low-rise built form that is similar to surrounding uses.

Policy 2 of Section 6.2.2 states:

“In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;*
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;*
- c) Include limited commercial uses which are meant to mainly serve local markets; or*
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.”*

The proposed Zoning By-law Amendment will permit the development of a variety of uses including residential and commercial uses. The proposed rezoning will support the evolution of the neighbourhood towards a 15-minute neighbourhood by providing commercial uses within walking distance of residential uses. The proposed Zoning By-law Amendment is consistent with Policy 2 of Section 6.2.2, which permits commercial-only buildings.

3.2.6 Neighbourhood Designation

Section 6.3 of the Official Plan provides policy direction for development in the Neighbourhood designation.

Policy 2 of Section 6.3.1 states:

“Permitted building heights in Neighbourhoods shall be Low-rise, except:

- a) Where existing zoning or secondary plans allow for greater building heights; or*
- b) In areas already characterized by taller buildings within the Neighbourhood designation. [Amendment 34, By-law 2024-506, Omnibus 2 item 26, November 13, 2024]”*

The future development of the Subject Site will maintain a low-rise built form, which is consistent with the permitted height in Policy 6.3.1(2).

Policy 4 of Section 6.3.1 states:

“The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.
- e) Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- f) Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.”

The proposed Zoning By-law Amendment will facilitate the development of the Subject Site with non-residential uses that are compatible with residential uses and will serve residents within walking distance. The proposed NMU zone will permit a number of retail and service uses that will complement the neighbouring residential uses. The future development will maintain a low-rise form and will orient development towards the Corridor.

Policy 1 of Section 6.3.3 states:

“The City shall allow, through the Zoning By-law, large-scale non-residential land uses where they exist as of the adoption of this Plan. Where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) *The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation, as per Subsection 6.3.3, Policy 3);*
- b) *The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;*
- c) *The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and*
- d) *A site design is provided in accordance with transect and overlay policies.”*

The proposed Zoning By-law Amendment will facilitate the development of a mix of retail uses, including large-scale retail uses on the Subject Site. The proposed retail uses are appropriate for the Neighbourhood designation as they will provide complementary uses that will support the neighbouring residential uses and contribute to creating walkable 15-minute neighbourhoods. A portion of the Subject Site is designated Minor Corridor and the future commercial developments will be oriented to have the greatest density of uses in proximity to the Corridor.

The Subject Site is located in proximity to a number of large-scale retail uses, as shown on Figure 17. This includes the Kanata Commons commercial plaza to the south with a Brick and a La-Z-Boy and another commercial plaza to the southeast which contains a Canadian Tire, Staples, and Dymon Storage facility. Further to the east of the Subject Site, there is Kanata Centrum, which contains a number of big box stores and retail plazas, as well as two automobile dealerships across Didsbury Road to the east of the Subject Site. To the northeast is the Signature Centre commercial plaza, which contains a FarmBoy, LCBO, Shoppers Drug Mart, and a drive-through restaurant.

Figure 17: Neighbouring Large-Scale Retail Uses



The Subject Site is also located in proximity to existing and future frequent transit access. A frequent bus route is available along Campeau Drive that provides bus service every 15 minutes. In addition, the Subject Site is located within a 15 minute of a future O-Train station to the south of the Subject Site along Didsbury Road. The future development of the Subject Site will be designed in accordance with the relevant transect and overlay policies.

The proposed rezoning to facilitate the development of a large-scale retail use meets the criteria of Policy 6.3.3(1) and is appropriate for the Subject Site.

Policy 6 of Section 6.3.3 states:

“Further to Policies 1) and 2), industrial uses likely to cause nuisance to nearby residential uses due to matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials:

- a) Will be prohibited in the Neighbourhood designation;*
- b) Existing such uses in the Neighbourhood designation will become legally nonconforming under the Zoning By-law; and*
- c) New such uses shall be directed to the Industrial and Logistics designation.”*

The future development of the Subject Site with a mix of retail uses, including large-scale non-residential uses, will not include industrial uses likely to cause nuisance to nearby residential uses. The proposed zoning for the Subject Site is the Neighbourhood Mixed-Use zone, which would not permit the development of industrial uses on the Subject Site.

3.2.7 Protection of Health and Safety

Section 10 of the Official Plan provides policy direction for the protection of health and safety.

Section 10.1.1 speaks to flooding and erosion hazards. Policy 1 of Section 10.1.1 states:

“Development and site alteration shall not be permitted in the 1 in 100 year floor plain or in an erosion hazard area.”

The area to the north of the Subject Site containing stormwater management ponds and the area around the Carp River is shown as part of the Floodplain Overlay in the City of Ottawa Zoning By-law 2026-50. No development is proposed within the Floodplain Overlay.

Section 10.1.2 and 10.1.3 speak to the two-zone floodplain and areas vulnerable to flooding under climate change. The Subject Site is not within a two-zone floodplain.

Section 10.1.4 speaks to unstable soils or bedrock. An unstable slope is located next to the Subject Site along the Carp River. Policy 1 of Section 10.1.4 states:

“Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.”

There are no unstable slopes located within the property boundaries of the Subject Site. The unstable slope indicated on Schedule C15 of the Official Plan is associated with the Carp River Corridor directly to the west of the Subject Site. The future development will respect the setback from the Carp River that is provided in the Carp River Restoration Area owned by the City of Ottawa.

Section 10.1.5 speaks to areas vulnerable to wildfires. The Subject Site is not within an area vulnerable to wildfires

Section 10.1.6 speaks to contaminated sites and requires development to only take place on sites where the environmental conditions are suitable for the proposed use. Policy 1 of Section 10.1.6 requires environmental site assessments and remedial or risk assessment/risk management activities reports to be completed as part of a development application. City staff identified the need for a Phase 1 Environmental Assessment to be completed as part of the application. A Phase 1 ESA has been completed by Gemtec dated November 19, 2025. The report concludes that *“no APECs were identified at the Phase One Property. Based on the identification of the APECs associated with the Site, a Phase Two ESA would not be required”*.

Section 10.2.1 speaks to environmental noise control. Policy 2 of Section 10.2.1 requires a Noise Study to be prepared as part of a complete application. City staff have not requested that a Noise Study be prepared as part of the application.

The proposed Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.

3.3 Area Specific Policy 2 – Kanata West

The Subject Site is within the Area Specific Policy 2 – Kanata West on Annex 5 of the Official Plan.

Policy 2.1 states:

“Landowners within the Kanata West policy area, shall enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans (including but not limited to Infrastructure Planning, Environmental Assessments and Restoration Plans) required for the development of Kanata West, and the costs shall be distributed fairly among the benefiting landowners. Each agreement shall contain a financial schedule describing the estimated costs of the major infrastructure projects and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of approval for all plans of subdivision and condominium, site plan and severance applications in Kanata West, requiring notification from the Trustee of the Kanata West Owners Group Inc. that the owner is party to the agreements and has paid its share of any costs pursuant to the agreements.”

Any obligations to the Kanata West Owners Group will be addressed through the conditions of approval for a future Site Plan Control application.

Policy 2.3 states:

“Lands in the vicinity of the Carp River between Hazeldean Road and a point north of Campeau Drive are shown on Schedule 2.A - Carp River Restoration Policy Area, Volume 2C - Official Plan. The extent of the flood plain lands to which the Carp River Restoration Policy Area applies will be determined by consulting the implementing Zoning By-law and Conservation Authority flood plain maps. The purpose of the Restoration Policy Area designation is to recognize that proposed channel modifications and restoration works will occur and allow for development

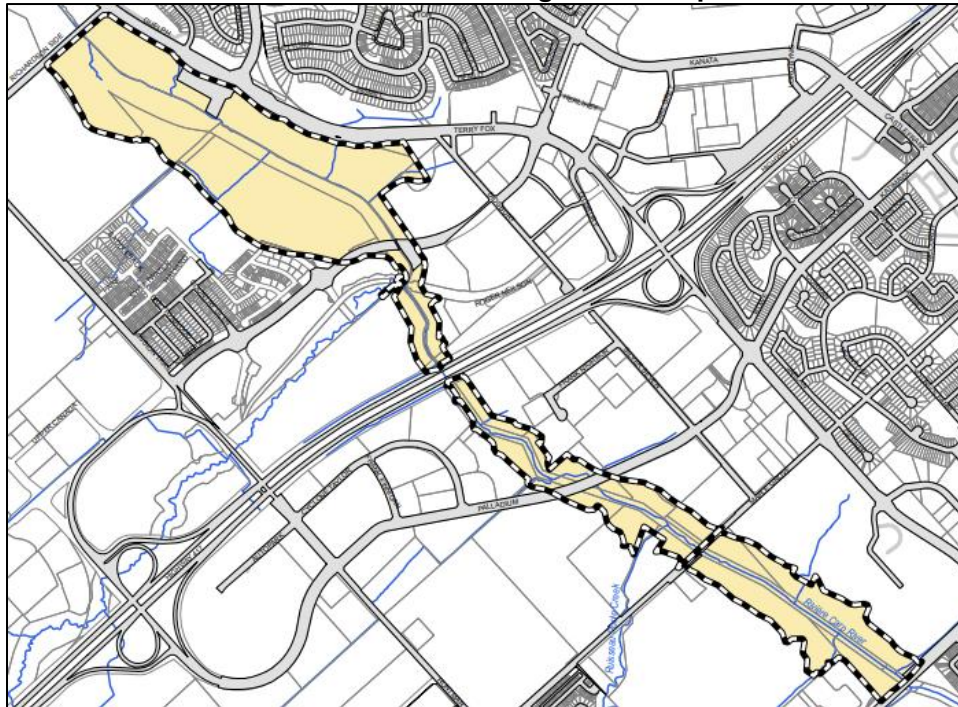
of part of this area following implementation. However, a number of conditions must be met before development is allowed to proceed:

Conditions

- a) The Ministry of Environment, Conservation and Parks will have approved the Carp River, Poole Creek and Feedmill Creek Restoration Class Environmental Assessment (EA); and
- b) The Kanata West Landowners Group, or the City, will have commenced the physical construction of Phase I of the Carp River restoration works; and
- c) Mississippi Valley Conservation Authority will have issued a permit under Section 28 of the Conservation Authorities Act for the placement and removal of fill in accordance with the Carp River Restoration Plan and the EA; and
- d) Filling of the property and an as-built survey will have been completed to demonstrate that the area is entirely removed from the flood plain; and
- e) At all times, the flood storage capacity of the corridor will be maintained at or above existing conditions"

The Subject Site abuts the Carp River Restoration Policy Area, as shown in Figure 18. The Carp River, Poole Creek and Feedmill Creek Restoration Class Environmental Assessment (EA) and the Carp River Restoration Plan have both been undertaken. The future development of the Subject Site will respect the recommendations of the Restoration Plan. All required permits for works on the Subject Site will be obtained prior to development.

Figure 18: Carp River Restoration Policy Area



The proposed Zoning By-law Amendment application is consistent with Area Specific Policy 2.

3.4 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Development Reserve zone does not permit commercial development on the Subject Site.

The policies of the City of Ottawa Official Plan support residential and commercial development on the Subject Site. A Zoning By-law Amendment is proposed to rezone the Subject Site to Mixed-Use Centre (MC) in order to facilitate the future development of the Subject Site with commercial uses.

At this time, both the City of Ottawa Zoning By-law 2008-250 and the new Zoning By-law 2026-50 are in effect. The provisions of both Zoning By-laws apply, with the most restrictive provisions prevailing. On July 2, 2026, the OLT made an oral decision ordering that the parts of Zoning By-law 2026-50 not included in the filed appeals may come into force. In an abundance of caution, the Zoning By-law Amendment application for the Subject Site speaks to both Zoning By-law 2008-250 and Zoning By-law 2026-50.

3.4.1 Proposed Zoning for the Subject Site

It is proposed to rezone the Subject Site to Mixed-Use Centre (MC) in order to facilitate the future development of the Subject Site with commercial uses. Figure 19 shows the proposed Zoning for the Subject Site. The proposed rezoning will include the stormwater management pond to the north of the Subject Site in order to ensure that there is not a remnant parcel of land zoned DR after the Zoning By-law Amendment on the Subject Site is submitted and approved.

Figure 19: Proposed Zoning for the Subject Site under Zoning By-law 2008-250



The Subject Site is located in an area characterized by residential and commercial uses. As shown in Figure 17, there are a number of commercial uses in the neighbouring area, including two commercial plazas to the south and southeast of the Subject Site. In addition, a number of neighbouring properties are zoned Mixed-Use Centre, including the two properties directly across the street from the Subject Site as well as Kanata Centrum located within 600 metres of the Subject Site (see Figure 20). The Mixed-Use Centre zone is appropriate for the future development of the Subject Site.

Figure 20: Properties Around the Subject Site Zoned Mixed-Use Centre (MC)



The purpose of the MC zone is to:

1. *ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (Bylaw 2015-293)*
2. *allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and*
3. *impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.*

The future development of the Subject Site is anticipated to include a variety of retail and service uses. These uses will be located in proximity to existing and future transit connections and will support the surrounding residential uses. The proposed Zoning By-law Amendment is consistent with the purpose of the MC zone.

Section 191(1) lists a number of permitted non-residential uses on the Subject Site. This includes a number of commercial uses that could be developed on the Subject Site, including a “bank”, “office”, “personal service business”, “restaurant”, “retail food store”, “retail store”, or “drive-through facility”.

As part of the site-specific exception for the Subject Site, it is proposed to add “gas bar” as a permitted use. A gas bar use is appropriate for the Subject Site as it is located along an arterial road. The Subject Site is also located in proximity to other gas bar uses, including two gas stations at the intersection of Terry Fox Drive and Campeau Drive and two gas bars at the intersection of Didsbury Road and Terry Fox Drive. This also includes a gas bar associated with the Canadian Tire to the southeast of the Subject Site. A potential gas bar on the Subject Site would be located away from residential uses.

Table 1 below summarizes the applicable zoning provisions for the Subject Site under the MC zone.

Table 1: Zoning Provisions for the Subject Site under Zoning By-law 2008-250

Zoning Provision	Required	Provided
Minimum Lot Area (m ²)	No minimum	7.3 ha
Minimum Lot Width (m)	No minimum	276 m
Minimum Front Yard Setback (m)	No minimum	21.4 m
Minimum Corner Yard Setback (m)	No minimum	10 m
Minimum Interior Side Yard Setback (m)	No minimum	6.8 m
Minimum Rear Yard Setback (m)	No minimum	20.1 m
Maximum Floor Space Index	No maximum	0.24
Minimum Building Height (m)	No minimum	4 m
Maximum Building Height (m)	No maximum	9.75 m
Minimum Setback of an Outdoor Refuse Collection Area (m)	9 m	9 m
Parking Requirements		
Minimum Parking Spaces (for a retail store)	613 spaces (3.4 spaces per 100 m ² of GFA)	949 spaces
Minimum Bicycle Parking Spaces	72 spaces (1 per 250 m ² of GFA)	30 spaces
Minimum Number of Loading Spaces	2 spaces	5 spaces
Minimum Landscaping in a Parking Lot	15%	16%
Minimum Landscape Buffer Around a Parking Lot	3 m	5 m

The future development of the Subject Site is anticipated to meet the minimum required setbacks in the MC zone. Site-specific relief is being requested for a reduced bicycle parking rate and a reduced minimum landscape buffer around a parking lot.

The following site-specific relief is requested for the Subject Site.

- To add “gas bar” as a permitted non-residential use.
- To permit a bicycle parking rate of 1 space per 250 square metres to a maximum of 30 spaces, whereas Table 111A(e) requires a bicycle parking rate of 1 space per 250 square metres of gross floor area.

Reduced Bicycle Parking Rate

Section 111, Table 111A(e) requires a bicycle parking rate of 1 space per 250 square metres of gross floor area. Site-specific relief for a parking rate of 1 space per 250 square metres to a maximum of 30 spaces is required in order to facilitate the future development of the Subject Site. This parking rate aligns with the parking rate under the new Zoning By-law 2026-50. The proposed reduction in the bicycle parking rate would move towards what will be required under the new Zoning By-law once it comes into full force and effect.

The proposed Zoning By-law Amendment application is consistent with the purpose of the Mixed-Use Centre zone and will establish appropriate Zoning standards for the Subject Site.

3.5 City of Ottawa Zoning By-law 2026-50

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2026-50. The Development Reserve zone does not permit commercial development on the Subject Site.

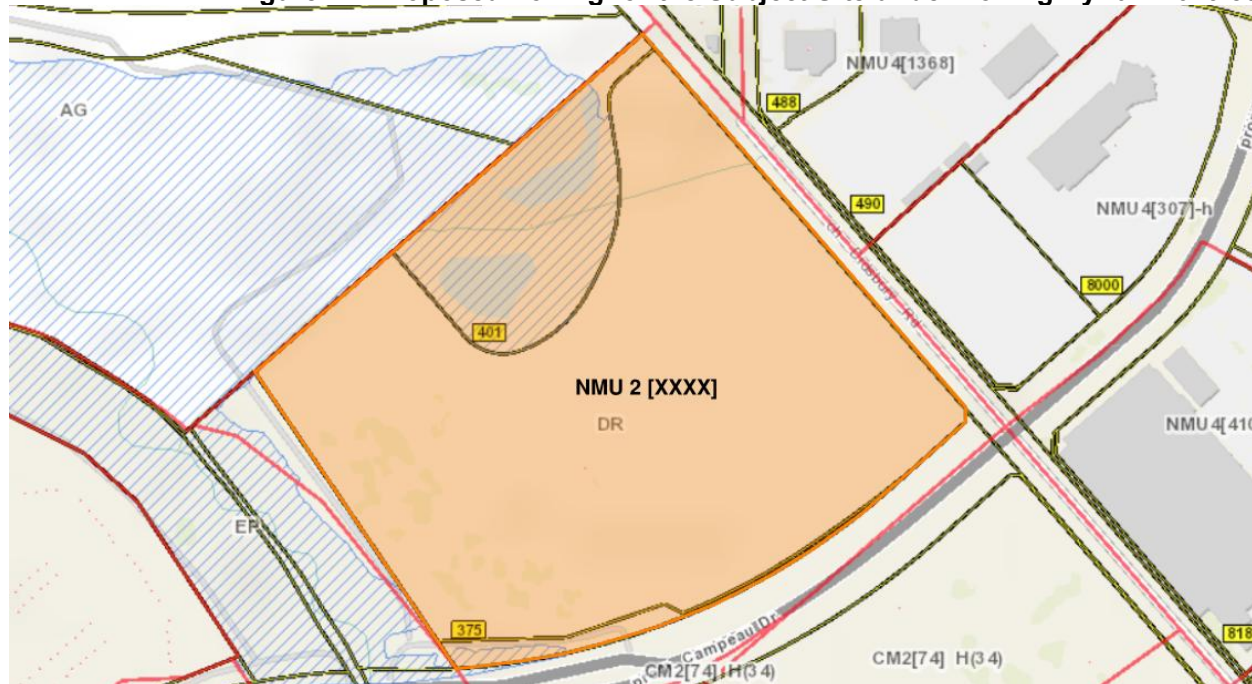
The policies of the City of Ottawa Official Plan support residential and commercial development on the Subject Site. A Zoning By-law Amendment is proposed to rezone the Subject Site to Neighbourhood Mixed-Use, Subzone 2 (NMU2) in order to facilitate the future development of the Subject Site with commercial uses.

3.5.1 Proposed Zoning for the Subject Site

It is proposed to rezone the Subject Site to Neighbourhood Mixed-Use, Subzone 2 (NMU2) in order to facilitate the future development of the Subject Site with commercial uses.

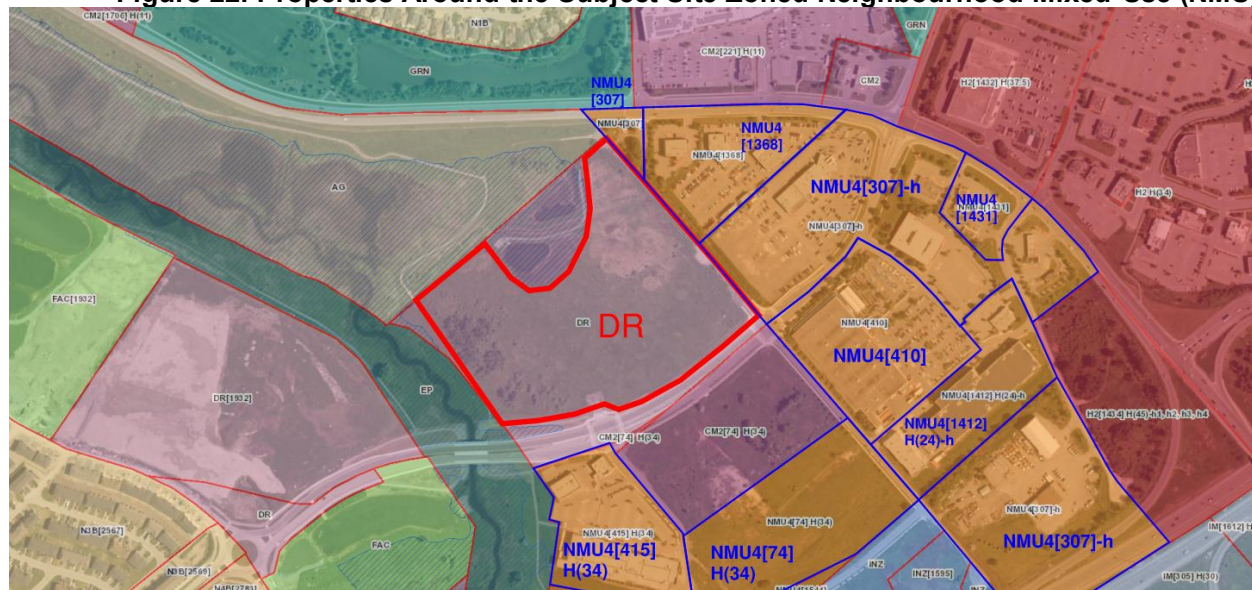
Figure 21 shows the proposed Zoning for the Subject Site. The proposed rezoning will include the stormwater management pond to the north of the Subject Site in order to ensure that there is not a remnant parcel of land zoned DR after the Zoning By-law Amendment on the Subject Site is submitted and approved.

Figure 21: Proposed Zoning for the Subject Site under Zoning By-law 2026-50



The Subject Site is located in an area characterized by residential and commercial uses. The neighbouring commercial uses, including the abutting properties to the east and a number of properties across the street from the Subject Site have been zoned Neighbourhood Mixed Use, Subzone 4 (NMU4) under the new Zoning By-law 2026-50 (see Figure 22). The future development of the Subject Site is anticipated to include similar commercial uses to these neighbouring properties. The proposed rezoning of the Subject Site to the NMU2 zone would permit a similar form of development that exists on these properties and would allow for compatible development that supports the surrounding residential uses.

Figure 22: Properties Around the Subject Site Zoned Neighbourhood Mixed-Use (NMU)



A portion of the Subject Site is designated Minor Corridor in the Official Plan. A Minor Corridor (CM) zone was considered for the Subject Site. However, it was determined that the NMU2 zone would be more appropriate for the Subject Site as it would balance the requirements of both the Minor Corridor and Neighbourhood designations while allowing the Subject Site to be rezoned to one zone rather than two. The Neighbourhood Mixed-Use Zone is appropriate for the future development of the Subject Site.

The purpose of the NMU zone is to:

- *Strengthen locally oriented services and amenities in support of 15-minute neighbourhoods.*
- *Provide for flexible and adaptable space for residential and non-residential use.*
- *Support mixed-use development in appropriate locations in the Neighbourhood designation and recognize existing non-residential uses.*
- *Establish zoning requirements that create contextually appropriate development for the surrounding area.*

The future development of the Subject Site is anticipated to include a variety of retail and service uses that will support 15 minute neighbourhoods by being located within walking distance of residential uses. The proposed Zoning By-law Amendment will establish appropriate zoning standards for the future development of the Subject Site, which will be contextually appropriate and compatible with the surrounding commercial uses. The proposed Zoning By-law Amendment is consistent with the purpose of the NMU zone.

Section 908(1) lists a number of permitted uses in the NMU zone. This includes a number of commercial uses that could be developed on the Subject Site, including a “bank”, “drive-through facility”, “hotel”, “office”, “personal service business”, “restaurant”, or “retail store”. Section 908-2(1) provides additional permitted uses, including a “gas bar” and a “hotel”.

Table 2 below summarizes the applicable zoning provisions for the Subject Site under the NMU2 zone.

Table 2: Zoning Provisions for the Subject Site Under Zoning By-law 2026-50

Zoning Provision	Required	Provided
Minimum Lot Area (m ²)	No minimum	7.3 ha
Minimum Lot Width (m)	No minimum	276 m
Minimum Front Yard Setback (m)	3 m	21.4 m
Minimum Corner Yard Setback (m)	3 m	10 m
Minimum Interior Side Yard Setback (m)	No minimum	6.8 m
Minimum Rear Yard Setback (m)	No minimum	20.1 m
Maximum Building Height (m)	18 m	9.75 m
Minimum Setback of an Outdoor Refuse Collection Area (m)	9 m	9 m

Parking Requirements		
Minimum Bicycle Parking Spaces	30 spaces (1 space per 250 m ² of GFA, to a maximum of 30 spaces)	30 spaces
Minimum Inclusive Bicycle Parking Spaces	5% of total bike parking	2 spaces
Minimum Number of Loading Spaces	2 oversized spaces	4 spaces
Minimum Size of an Oversized Loading Space	Width – 4.3 m Length – 13 m	Width – 4.3 m Length – 35.4 m
Minimum Landscaping in a Parking Lot	20%	16%
Minimum Landscape Buffer Around a Parking Lot	5 m	5 m
Minimum Width of a Soft Landscaped Median in a Parking Lot	3.5 m	4.1 m

The future development of the Subject Site is anticipated to meet the minimum required setbacks in the NMU2 zone. Site-specific relief is being requested for a reduced minimum landscape buffer around a parking lot.

The following site-specific relief is requested for the Subject Site.

- To permit a reduced minimum landscaping rate for a parking lot of 16% of the parking lot area, whereas Section 607(8)(a)(ii) requires a minimum landscaping rate of 20%.

Reduced Minimum Landscaping Rate for a Parking Lot

Section 607(8)(a)(ii) requires a minimum landscaping rate for a parking lot of 20% of the parking lot area. Site-specific relief is required for a reduced landscaping rate for a parking lot of 16% of the parking lot area. The proposed landscaping rate constitutes a reduction of 4% and will have a minimal impact on the public realm or abutting properties. Despite the reduced landscaping rate within the parking lot, there will be adequate soft landscaping provided on the Subject Site. This includes a riparian corridor on the north side of the Subject Site between the Subject Site and the watercourse to the north. In addition, a 5 metre landscape buffer is expected to be provided around the parking lot, which will minimize any impact on the public realm from the parking lot.

In addition, the proposed landscaping rate for the parking lot exceeds the required landscaping rate under Zoning By-law 2008-250. At this time, the minimum landscaping rate for a parking lot under the new Zoning By-law is under appeal. While the most restrictive provision would apply, the requested relief would permit the landscaping rate from Zoning By-law 2008-250 to be carried forward and applied to the Subject Site. The landscaping rate from Zoning By-law 2008-250 is appropriate to ensure adequate landscaping in a parking lot.

The proposed Zoning By-law Amendment application is consistent with the purpose of the Neighbourhood Mixed Use zone and is generally consistent with the relevant provisions of the City of Ottawa Zoning By-law 2026-50. The Zoning By-law Amendment is appropriate for the Subject Site.

4.0 REVIEW OF SUPPORTING STUDIES

Stage 1 & 2 Archaeological Assessment

A Stage 1 Archaeological Assessment for the Subject Site has been prepared by Matrix Heritage, dated December 17, 2025. The report concludes that *“the study area has both pre-contact Indigenous as well as historical Euro-Canada archaeological potential”*. The report recommends that *“a Stage 2 archaeological assessment be conducted”*.

A Stage 2 Archaeological Assessment for the Subject Site was prepared by Matrix Heritage, dated May 2026. The report concludes that *“nothing of archaeological significance was found in the study area”* and that based on this, *“no further archaeological work is required for the study area”*. The Stage 2 Archaeological Assessment has been submitted to the Ministry for review.

Phase 1 ESA

A Phase 1 ESA for the Subject Site has been prepared by Gemtec, dated November 19, 2025. The report concludes that *“[b]ased on the information obtained and reviewed as part of this Phase One ESA which is considered as fulfilling the specific objectives and requirements of Parts II through V of Schedule D to O. Reg 15/304, no APECs were identified at the Phase One Property. Based on the identification of the APECs associated with the Site, a Phase Two ESA would not be required.”*

Geotechnical Report

A Geotechnical Report for the Subject Site has been prepared by Paterson Group, dated June 22, 2026. The report concludes that *“the subject site is considered suitable for the proposed commercial development, from a geotechnical perspective”*. The future development of the Subject Site will be consistent with the type of development that can be supported by the soil conditions on the Subject Site.

Environmental Impact Statement

An Environmental Impact Statement for the Subject Site has been prepared by Gemtec, dated July 14, 2026. The assessment identified local wetlands, floodplain, fish habitat, significant wildlife habitat for habitat of special concern and rare wildlife species and species at risk on-site or within 120 metres of the study area. The report states that *“[p]otential effects to the environment of the site from the proposed development outlined in Section 5 include: a potential loss of woodlands and cultural meadow habitat, a potential increase in impervious surface, a potential increase in stormwater generation, a potential increase in night lighting, a potential increase in noise and litter/refuse generation”*. The report includes a number of recommended mitigation measures, including natural buffers and providing exclusion fencing to provide protection to significant wildlife habitat and species at risk.

Transportation Impact Assessment

A Transportation Impact Assessment for the proposed Zoning By-law Amendment has been prepared by BA Group, dated July 13, 2026. The assessment analyzed the travel demand forecast and proposed network improvements to determine the potential impacts on traffic operations in the surrounding area. The report indicates that the *“site is anticipated to generate*

930 and 1,130 gross vehicle trips during the weekday afternoon and Saturday midday peak hours, respectively". The report discusses a number of network improvements and major road works in the surrounding area and concludes that *"with the network improvements in place, all intersections in the study area, including site accesses, are anticipated to operate acceptably under future conditions in 2033."*

Serviceability Report

A Serviceability Report for the Subject Site has been prepared by Novatech, dated July 13, 2026. The report outlines a conceptual servicing design for the Subject Site. The report concludes that *"stormwater runoff from the site would be captured by an onsite storm sewer system"* and that stormwater pumping will be required. The report also concludes that the *"onsite sanitary sewer system would outlet to the existing sanitary sewer on the Didsbury Road"* and that the Subject Site would be *"served by onsite watermains that would be looped from existing connection on the Campeau Drive to the Didsbury Road"*. The report confirms that there is capacity in the system to support the future development of the Subject Site.

5.0 PUBLIC CONSULTATION STRATEGY

Prior to Submission

A formal pre-application consultation meeting was held with City staff on November 18, 2025.

Upon Submission

The public will be consulted regarding the proposed Zoning By-law Amendment through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Community Heads Up

A "Community Heads Up" notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

Statutory Public Meeting (Planning and Housing Committee)

Who:	Members of Planning and Housing Committee, registered delegations
Where:	The Planning and Housing Committee meeting will be held in hybrid format (in-person and electronically via Zoom), subject to coordination with Committee staff.
When:	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
City rep:	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
Follow up:	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Zoning By-law Amendment application to rezone the Subject Site in order to permit commercial uses for the future development of the Subject Site. It is expected that the future development of the Subject Site will consist of multiple commercial buildings with a total gross floor area of approximately 18,000 square metres.

The Subject Site is designated Minor Corridor and Neighbourhood in the Suburban Transect in the City of Ottawa Official Plan (2022). The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Subject Site is zoned Development Reserve (DR) in the new City of Ottawa Zoning By-law 2026-50.

The proposed rezoning is appropriate to support the growth and development of the settlement area of the City of Ottawa. The proposed rezoning will support the creation of complete communities by providing commercial uses in proximity to residential uses. The proposal will provide for employment uses within a settlement area and will allow for a more efficient use of the Subject Site. The requested Zoning By-law Amendment is consistent with the policies of the Provincial Planning Statement.

The Zoning By-law Amendment conforms with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the policies of the Minor Corridor and Neighbourhood designations by providing non-residential uses in an appropriate location. The Subject Site is located in proximity to existing and future transit, which makes it an ideal location for large-scale commercial uses. The development of the Subject Site with commercial uses will support the City's 15 minute neighbourhood goals. The requested Zoning By-law Amendment under both the current Zoning By-law 2008-250 and the new Zoning By-law 2026-50 will permit a range of commercial uses that are compatible with the surrounding neighbourhood, which includes several retail plazas.

The Zoning By-law Amendment is appropriate for the development of the Subject Site and represents good land use planning.

Yours truly,

NOVATECH

Prepared by:



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