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Site Plan Control Application Office Parking Lot

600 March Road (Parts 1, 2 and 3 on 4R-35453)



Prepared for: Nokia Canada Inc.

Site Plan Control Application
Office Parking Lot
600 March Road (Parts 1, 2 and 3 on 4R-35453)

Prepared By:

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November 9, 2023

Novatech File: 121334
Ref: R-2023-134

November 9, 2023

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Attention: Krishon Walker, Planner II

**Reference: Site Plan Control Application – Office Parking Lot
600 March Road (Parts 1, 2 and 3 on 4R-35453)
Our File No.: 121334**

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. (“Nokia”) to support a Site Plan Control application on a property municipally known as 600 March Road (the Subject Site).

The existing office building on the Subject Site no longer meets Nokia’s requirements so it proposed to build a new office campus on the property to the south. It will be the subject of a separate Site Plan Control application.

In the interim period whilst the new office campus is built the existing office building will be used by Nokia and some parking needs to be provided. It is proposed to construct a new parking lot immediately to the west of the existing office building as an interim solution and this is the purpose of this Site Plan Control application.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Manager

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1.0 INTRODUCTION AND BACKGROUND

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. (“Nokia”) to support a Site Plan Control application on a property municipally known as 600 March Road (the Subject Site).

The existing office building on the Subject Site no longer meets Nokia’s requirements so it is proposed to build a new office campus on the property to the south. It will be the subject of a separate Site Plan Control application. The current concept is for an office and laboratory building with a low-rise base with retail and an amenity area for occupants of the building, with a tower extending above this.

In the interim period whilst the new office campus is built the existing office building will be used by Nokia and some parking needs to be provided. It is proposed to construct a new parking lot immediately to the west of the existing office building as an interim solution and this is the purpose of this Site Plan Control application.

2.0 SITE DESCRIPTION AND SURROUNDING USES

The Subject Site comprises 5.18 ha of land bounded by March Road, Terry Fox Drive and Legget Drive. The south boundary of the Subject Site is irregular and approximately 50 m south of the office building. The Subject Site is currently occupied by a mid-rise office building occupied by Nokia. The legal description of 600 March Road is Parts 1, 2 and 3 on 4R-35453.

To the **north** of the Subject Site across Terry Fox Drive is a one and two storey strip mall, two storey townhouses on Banchory Crescent and a wooded section of 360 Terry Fox Drive which is also developed with a two storey office building.

To the **east** across Legget Drive are four office buildings at 555, 535 and 515 Legget Drive and the 18 storey Brookstreet Hotel at 525 Legget Drive. A 30 storey apartment building has recently been approved further west, connected to the hotel.

To the **south** are Parts 5, 7 and 8 on the same 4R plan, 4R-35453. The lands are a large surface parking lot that historically served the Nokia office building. It has approximately 1,400 parking spaces. These will be redeveloped with the new Nokia office campus. Further south is a two storey office and light industrial building occupied by Sanmina, a high-tech manufacturer. The building is oriented to March Road and surface parking is provided to the south of the building.

To the **west** across March Road are a number of low-rise commercial buildings. Moving south to north there is a former dwelling now used as an office (525 March Road), a gym and strip mall (555 and 591 March), a vacant parcel and, at the junction with Terry Fox Drive, a two storey office building. To the northwest is a low-rise residential neighbourhood.



Figure 1: Subject Site (approximate) and Surrounding Area

3.0 DEVELOPMENT PROPOSAL

This application is limited to an office parking lot for the reasons described in the introduction and background section. The proposed parking lot replaces existing parking and access driveways on the west side of the existing Nokia building, between it and March Road. A total of 659 new spaces will be provided, bringing the total parking on the Subject Site to 712 spaces. There are no changes to the eastern part of the Subject Site.

Electric vehicle and accessible spaces are provided with pathway access between these spaces and the building entry. A new pedestrian pathway provides direct access from March Road to the building entry. Such access is not provided in the current layout. Efforts have been made to preserve trees in the parking lot, and additional areas for landscaping have been provided.

The parking lot will only be available for use by Nokia employees and visitors. It is not a public parking lot. This interim solution represents an approximate 50% reduction in the surface parking provided.

4.0 PLANNING ASSESSMENT

4.1 Provincial Policy Statement 2020

Section 3 of the Planning Act requires that decisions affecting planning matters “*shall be consistent with*” the policies of the Provincial Policy Statement (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following subsections explain how the proposed development is consistent with the applicable PPS policies.

Building Strong Healthy Communities

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 1.1.1 Healthy, liveable and safe communities are sustained by:

- (a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term*
- (b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- (d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- (h) promoting development and land use patterns that conserve biodiversity; and*
- (i) preparing for the regional and local impacts of a changing climate.*

- **The proposed development contributes to a healthy, liveable and safe community because it:**
 - **reduces surface parking which minimizes land consumption and servicing costs, and replaces a large surface parking lot;**
 - **does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.**

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development.*

- **The Subject Site is in the Settlement Area.**

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
 - b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - d) *prepare for the impacts of a changing climate;*
 - e) *support active transportation;*
 - f) *are transit-supportive, where transit is planned, exists or may be developed; and*
 - g) *are freight-supportive; and*
- **The proposed development reduces the parking and efficiently uses land and existing infrastructure.**

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

(a) the use of existing infrastructure and public service facilities should be optimized

- **The proposed office parking lot does not require municipal sewage and water services. The Servicing Report prepared by Novatech and submitted with this application details how stormwater will be managed for the proposed development.**

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

- **The proposed development reduces the parking on the Subject Site and efficiently uses land and existing infrastructure.**

Wise Use and Management of Resources

Section 2.0 of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario. Sections 2.2 to 2.6 reference water, agriculture, minerals and petroleum, mineral aggregate resources, and cultural heritage and archeology. None of these features were identified on the Subject Site.

Protecting Public Health and Safety

Section 3.0 considers the Province's long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards. The proposed development is not occurring within natural hazard lands or sites.

4.2 City of Ottawa Official Plan

Schedule B5 - Suburban (West) Transect in the Official Plan (OP) designates the Subject Site as part of the Kanata North Economic District (KNED, yellow). March Road is a Mainstreet Corridor with Transitway Stations (blue). This corridor extends 220m from the centre of March Road, taking in the entirety of the Subject Site. Although the Subject is mapped with the Evolving Overlay, this only applies beyond the 220m Mainstreet designation so does not apply to the Subject Site.

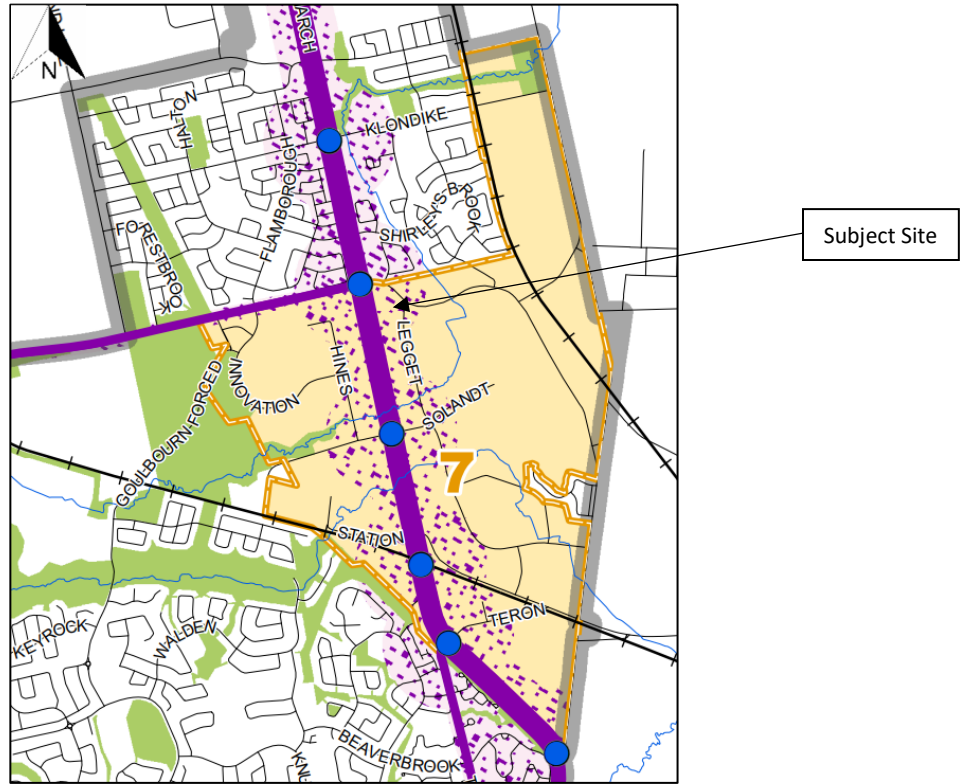


Figure 4 – Schedule B5

Schedule C2 – Transit Network shows Transitway Stations (blue) on the March Road BRT line at the intersections of March Road and Terry Fox Drive and March Road and Solandt Road:



Figure 5 – Excerpt of Schedule C2

Schedule C3 - Active Transportation Network shows Major Pathways (red) on Terry Fox Drive to the west of March Road and to the south of the Subject Site:

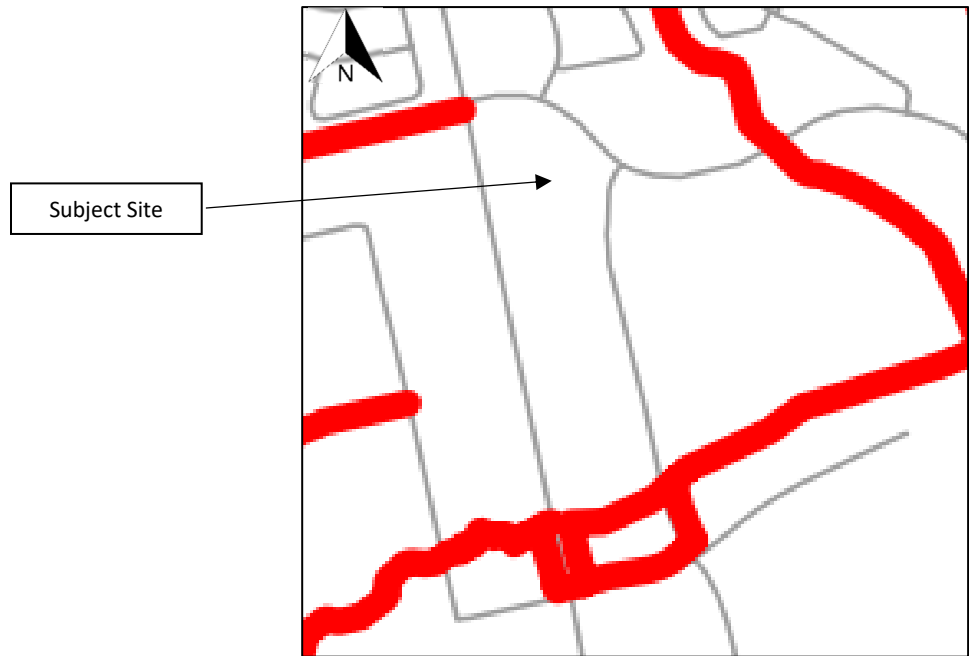


Figure 6 – Excerpt of Schedule C3

Schedule C4 – Urban Road Network designates March Road as an arterial (red), Terry Fox Drive as a Major Collector (yellow) and Legget Drive as a Collector (green):



Figure 7 – Excerpt of Schedule C4

C7-A - Design Priority Areas – Urban includes the Subject Site (pink):

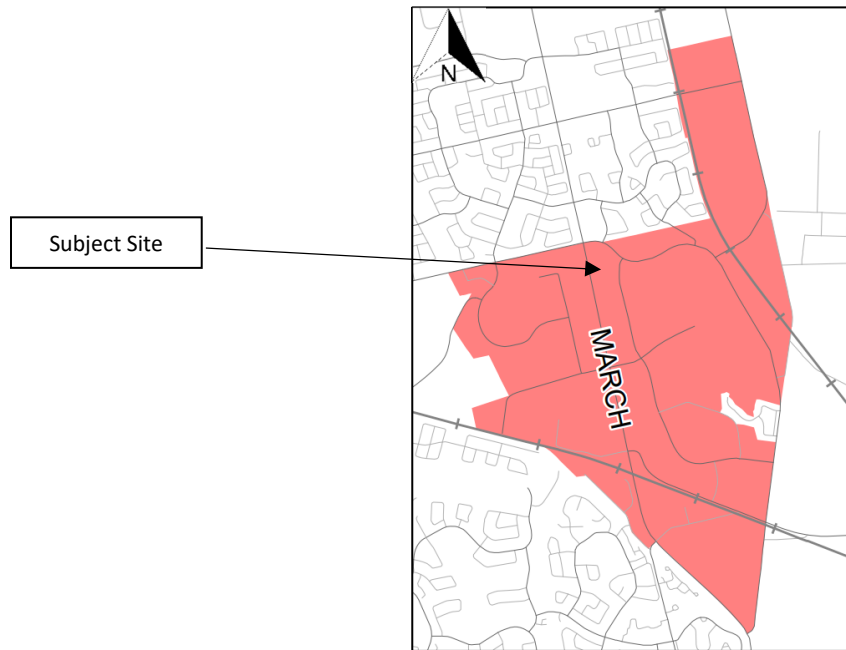


Figure 8 – Excerpt of Schedule C7A

The following Schedules are not shown here:

- Schedule C11-A - Natural Heritage System (West) designates the Subject Site as Urban Area. It is not affected by any of the Overlays or Sub-Designations which represent Natural Heritage features.
- Schedule C12 - Urban Greenspace does not show any green space on or near the Subject Site.
- Schedule C15 - Environmental Constraints does not designate the Subject Site as having any environmental constraints.

Assessment against Section 4.6 City Wide Policies – Urban Design

Section 4 of the new OP sets out City Wide Policies. Section 4.6 covers Urban Design. Relevant policies are addressed below:

4.6.1 Promote design excellence in Design Priority Areas

The proposal is in a Design Priority Area. Policy 1) c) is applicable:

c) Development review within the Kanata North Economic District will be guided by applicable policies of the Plan, including the Special Economic District policies contained in Section 6.6.3.2, and use of the UDRP will be optional.

- **The application will not make use of the UDRP.**

Assessment against Section 6.6 Special Districts

The Subject Site is in one of two Special Economic Districts detailed in Section 6.6, entitled the KNED. The importance of the district and its planning challenges are at Section 6.6.3.2:

KNED is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies. As of 2020, it represents Canada's largest research and innovation cluster, with approximately 500 hectares of land and over 24,000 tech jobs and over 540 companies. It was developed in the 1970s and followed the leading planning concepts of the day for greenfield office parks.

Kanata North has sustained growth since its inception, but in order to maintain its competitiveness, a number of planning-related challenges require solutions. Enhancing mobility options, mixed-use development and urban design will contribute to the quality of life for those who live, work, learn and play in Kanata North and boost its ability to compete for talent. Allow for the potential consideration of pilot projects that promote the district as a living lab, such as autonomous vehicles. Designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator over the next 25 years.

- **Policy sets out two Activity Centres in the District. The Subject Site is in the northern Activity Centre, defined as within 600m of the future BRT station at the intersection of Terry Fox Drive and March Road.**

Objective 1 outlines the broad direction for the District:

1) To promote growth and competitive position for talent, jobs and investment, the following goals and objectives will apply:

a) Transform over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice, it will reduce the need for a car for access and circulation;

b) In order to create a critical mass to support mixed uses, the highest densities shall be focused on two emerging activity centres located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road. The objective is to add up to two thousand dwelling units within a 600 metres radius walking distance of these stations and to provide the density to support retail and commercial;

c) Recognize the importance of both March Road and Legget Drive as major connectors, each with their role to play in mobility and in distinct character:

i) March Road, as the main mobility corridor that moves people to and beyond the district and which is designated as a Mainstreet, shall evolve to be a prominent, multi-modal grand street with bus rapid transit that presents the district as an innovation cluster and a living lab;

ii) Legget Drive shall evolve to support a more compact built-form, mid- and low-rise, pedestrian-oriented experience and a human scale place; and

iii) Where March Road and Legget Drive intersect or overlap with the activity centres which includes the areas generally within 600 metres of the planned Transitway stations located at Terry Fox Drive and Station Road, Subsection 6.6.8 Policy 4) shall apply;

d) Permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. However, the land outside of the activity centres, March Road and Legget Drive should generally be focused on employment and ancillary uses; and

e) Opportunities will be explored through development applications to create a finer grid block pattern and increase intersection density. Introducing new private or public streets and walkways on larger parcels will allow for improved connectivity and public realm. Where feasible, blocks should generally be one hectare in size with intersections about 150 to 180 metres apart.

- **In relation to a), the proposal represents a transition away from car-oriented development. It reduces the number of parking spaces from approximately 1,400 to 712, a 50% reduction. In relation to the remaining policies, the Concept Plan that the previous Zoning By-law Amendment was based on shows how the site will develop at higher densities with a mix of uses.**

Objective 4 focuses on the Activity Centres:

The planned function of the activity centres is to concentrate a diversity of uses, a higher density of development, and a greater degree of mixed uses near the rapid transit. The goal of encouraging these complete communities is to invite residents of all income levels, to have places to live, work, learn and play and to access daily needs without a car.

The following activity centres policy is relevant::

a) Each of the activity centres includes the area generally within 600 metres of the planned Transitway stations at Terry Fox Drive and Station Road. These areas shall develop high densities of jobs and housing and permit up to high-rise buildings consistent with applicable Urban Design Guidelines. Residential and mixed-use buildings should generally have a minimum height of four storeys;

- **The Nokia office campus proposed to the south of the Subject Site will provide a high density of jobs. This application is a key part of that project proceeding. This will encourage retail and services both on the Subject Site itself and KNED. It is likely that some of the future workers will live in the KNED and will be able to walk or cycle to work.**

4.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned Mixed Use Centre with an exception and a holding provision (MC [2816] -h). Office is a permitted use in the zone. The exception introduces zoning provisions for the proposed future high-rise mixed use development of the Subject Site and details the requirements for lifting the holding provision. The exception is generally not relevant to this application save for the provision that there is “*No Minimum Parking Space Rate*”. Accordingly, the provisions of Section 101 Minimum Parking Space Rates are not applicable.

Section 106 – Parking Space Provisions is applicable.

1. *Any motor vehicle parking space must be*
 - (a) *At least 2.6m wide*
 - (b) *Not more than 3.1m wide*
 - (c) *At least 5.2m long*

 3. *Despite Subsection (1), up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space:*
 - (a) *Is visibly identified as being for a compact car*
 - (b) *Is not a visitor parking space required under Section 102*
 - (c) *Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.*
- **Of the 659 newly constructed spaces, 201 or 31% are compact car spaces and meet the requirements of 3). The remaining spaces meet the requirements of 1).**

Section 107 – Aisle and Driveway Provisions is applicable.

- **All the spaces are located at 90 degrees to the aisles. The aisle widths meet the requirements of Table 107 and are 6.7 m wide or wider.**

Section 109 – Location of Parking is applicable:

2. *In the LC, GM, AM and MC Zones, no person may park a motor vehicle: (By-law 2017-302)*
 - (a) *in a required front yard;*
 - (b) *in a required corner side yard; or*
 - (c) *in the extension of a required corner side yard into a rear yard.*
- **The Mixed Use Centre has no required yards as there are no minimum setbacks. Accordingly, this provision is met.**

Section 110 – Landscaping Provisions for Parking Lots is applicable. It requires that 15% of the parking lot be landscaped and this can include the required 3 m wide landscaped buffer around the parking lot.

- **The proposed parking lot has a minimum 3 m landscape buffer to all lot lines. A total of approximately 15 % of the parking lot is landscaped.**

5.0 CONCLUSION

It is our assessment that the proposed office parking lot is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan and complies with the City of Ottawa Zoning By-law 2008-250.

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