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Nokia Campus Site Plan Control Application

570 March Road



Prepared for: Nokia Canada Inc.

Nokia Campus Site Plan Control Application
570 March Road

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1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. to support a Site Plan Control application on a property municipally known as 570 March Road (the Subject Site). A mixed use development is proposed, comprising a new office and research and development (R&D) building for Nokia Canada Inc. and retail fronting onto a new 'Lifestyle Street' that will connect March Road and Legget Drive. Site Plan Control approval is required for the new building.

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

2.0 INTRODUCTION

2.1 Background

An Official Plan Amendment (D01-01-22-0006) and Zoning By-law Amendment (D02-02-22-0034) were approved on August 31, 2022 and apply to the Subject Site as well as the neighbouring properties 600 March Road and 520 March Road. These amendments facilitated the proposed office campus on the Subject Site, a mixed use development on 600 March Road and future development on 520 March Road. A severance (D08-01-22/B-00352 to D08-01-22/B-00354) was approved on January 20, 2023 to create the parcels referred to above. A second Zoning By-law Amendment (D02-02-23-0006) was approved on March 8, 2023 to further tailor the zoning to the office development on the Subject Site.

2.2 Site Description and Surrounding Uses

The Subject Site comprises 4.49 ha of land between March Road and Legget Drive. It is currently occupied by a large surface parking that was being used by the old Nokia office building to the north on 600 March Road. This parking is no longer required as a new parking lot on the 600 March Road property itself is nearing completion (Site Plan Control approval D07-12-23-0138).

The legal description of the Subject Site is Parts 5 and 7 on 4R-35453.

To the **north** of the Subject Site is 600 March Road. It is currently occupied by a mid-rise office building occupied by Nokia. Further north 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 been approved further west, connected to the hotel.

To the **south** is 500 March Road, 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. Also the south is 520 March Road, which was created as part of the severance that created the Subject Site, as a vacant future development parcel. The southern access to the Subject Site from March Road crosses 520 March Road, so an access easement will be required to accommodate the driveway.

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 and Surrounding Area

2.3 Development Proposal and Statistics

A mixed use campus with a gross floor area (GFA) of 55,110m² is proposed, comprising interconnected components as follows:

- An eight storey tower providing 21,042m² of office space for Nokia;
- A five storey section of the building providing 31,948m² of research and development (R&D) space for Nokia;
- A 'work yard' to house the large batteries used to power the building;
- A 'social café' on the ground level of the building opening onto;
- An outdoor amenity area;
- A three storey section of the building for car parking spaces, and:
- Single storey retail totalling 2,120m² facing the lifestyle street.
- A private 'lifestyle street' connecting March Road and Legget Drive.

The building is for the exclusive use of Nokia employees and their visitors except for the retail which is open to the general public. Access is restricted for corporate security reasons. Access to the parking garage is via two separate right-in right-out accesses on March Road and a full movement access on Legget Drive. The northern access on March Road also provides access to an at-grade visitor parking and drop-off area and fire truck access. The southern access on March Road crosses Part 8 on 4R-35453 which is not part of the Subject Site, so an access easement will be required to accommodate the driveway. Pedestrian access is available at all the above points, in addition to the pedestrian access from the lifestyle street. There is a loading dock below ground accessed separately from Legget Drive that will service both the office and the retail.

Gensler Architects have designed a contemporary campus with large glazed areas in the office tower and social café and articulated cladding for the parking garage and research and development section where glazing is not suited to these building functions. The office tower appears to hover on tall pilotis above the ground level retail and foyer which also provides a weather-protected main entry.

The lifestyle street was proposed in the Concept Plan for the greater 570 March Road site as part of its rezoning in 2021. The lifestyle street falls on the Site Plan Subject Site and so is part of this application. The intention of the lifestyle street is to improve connectivity and permeability and provide a low-speed pedestrian friendly street to access the campus, particularly the retail. It will also provide future access to 600 March Road to the north. The street has two lanes shared by vehicles and cyclists, with large paved pedestrian areas between it and the proposed retail.

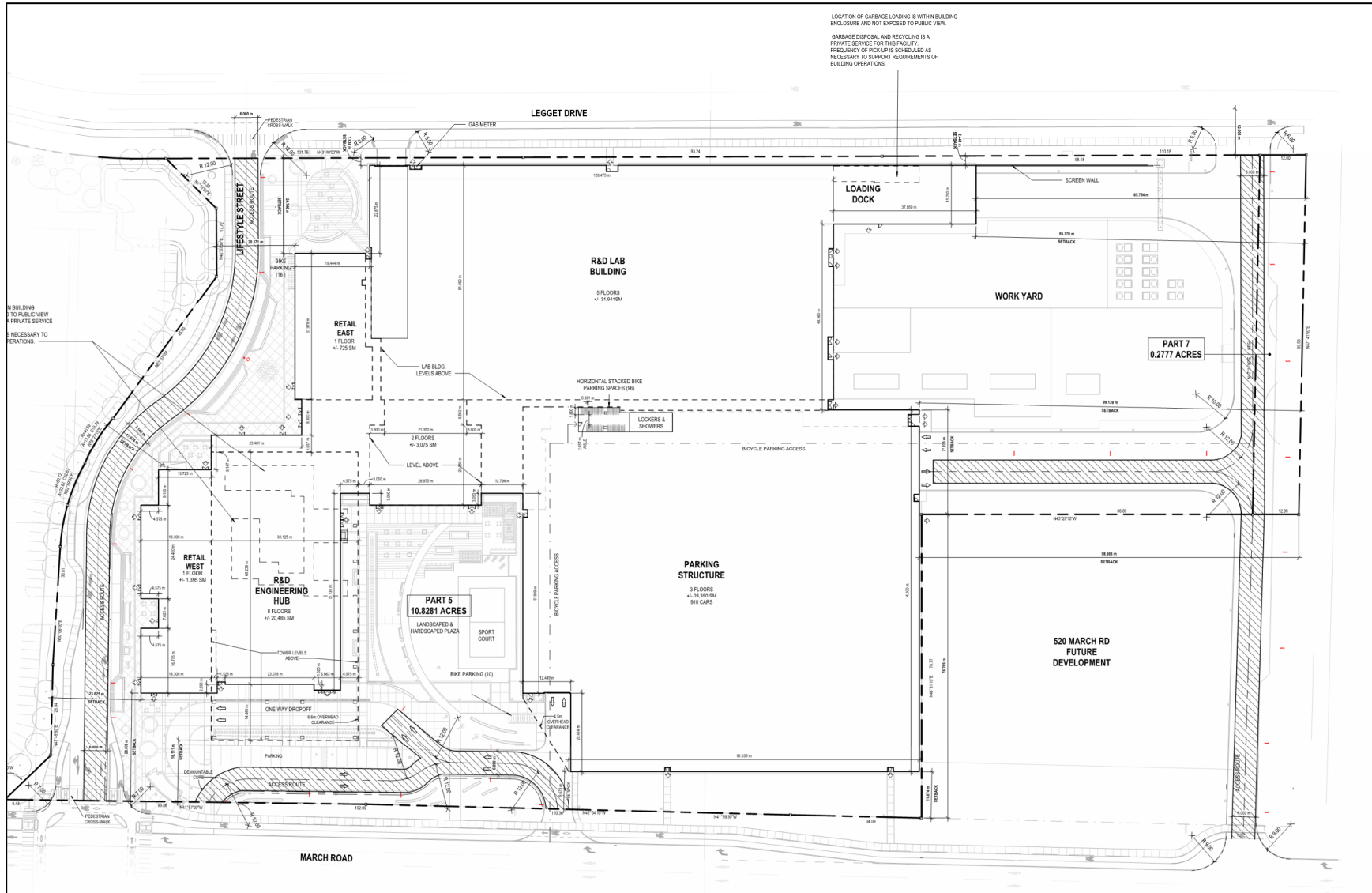


Figure 2: Excerpt of Site Plan by Gensler Architects dated October 23, 2024

3.0 PLANNING ASSESSMENT

3.1 Provincial Policy Statement

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 sub-sections 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 is a compact building form which minimizes land consumption and servicing costs, diversifies the housing choice in the area to cater to people of all ages and life stages and 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:*

- efficiently use land and resources;*
 - 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;*
 - minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - prepare for the impacts of a changing climate;*
 - support active transportation;*
 - are transit-supportive, where transit is planned, exists or may be developed; and*
 - are freight-supportive; and*
- **The proposed development efficiently uses land and existing infrastructure. The location is close to facilities and supports transit.**

Section 1.3 of the PPS provides policies on employment. The relevant policies are addressed below:

1.3.1 *Planning authorities shall promote economic development and competitiveness by:*

- providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
 - providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
 - facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
 - encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and*
 - ensuring the necessary infrastructure is provided to support current and projected needs.*
- **The proposal provides modern, customized space for a large existing employment use, ensuring its long term contribution to the Kanata North Business Park. A compact mixed-use development is proposed. The new office campus takes up a smaller portion**

of the historical Nokia property and the remaining lands will be developed in the future for housing in support of policy d).

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

- **A Servicing Report prepared by Novatech dated September 6, 2024 and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.**

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;

- **A compact built form is proposed at a node based on a future BRT station.**

b) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

- **The proposed development provides a large employment use within 600m of a future BRT station.**

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.

3.2 City of Ottawa Official Plan

Strategic Directions

Section 2 of the Official Plan outlines strategic directions for development within the City. In particular, the proposed development promotes the strategic directions related to non-residential development, being Economic Development, Intensification and Energy and Climate Change. The proposal supports energy efficient modes of transportation by being within walking distance of transit and future BRT and it connects to the cycle and pedestrian network. The proposal intensifies by replacing a massive surface parking lot with a 55,110m² mixed use building which will accommodate around 2,200 jobs.

Growth Management

Section 3 of the Official Plan describes the City of Ottawa's Growth Management Framework to support growth and development to the year 2046. The proposal is consistent with the statement that: *"Most of the employment growth will occur within the built-up portion of the urban area."* The proposal will provide a job density well in excess of the requirement in Table 3a (Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling), being 120 jobs per hectare in a Mainstreet Corridor. Nokia Canada Inc. employs around 2,200 people at its Ottawa office, who will move to the new office campus.

Official Plan Designations

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 2 – 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:

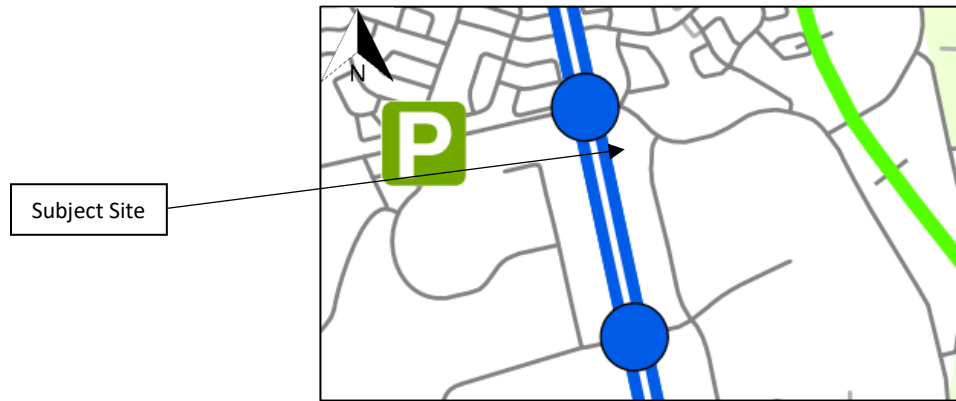


Figure 3 – Schedule C2

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 4 – 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):

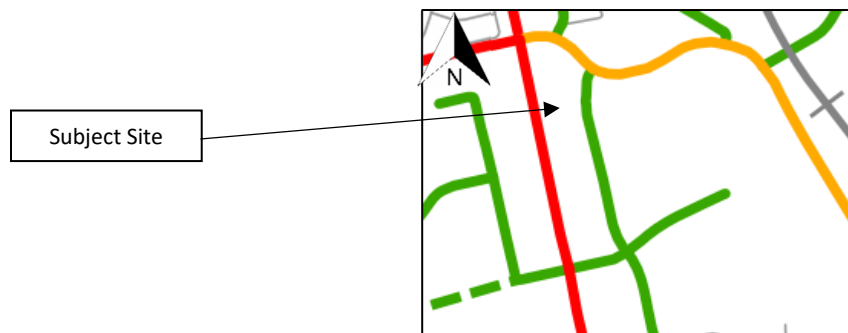


Figure 5 – Excerpt of Schedule C4

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

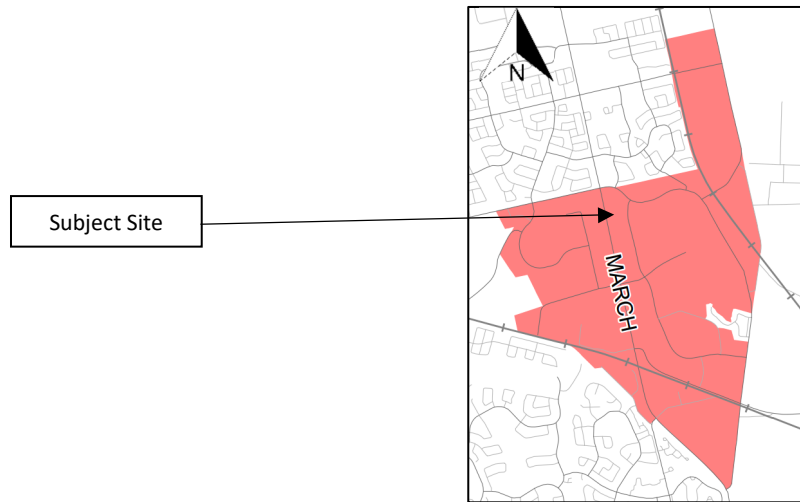


Figure 6 – Excerpt of Schedule C7A

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 6.6 Special Districts

The subject site is in one of two Special Economic Districts, entitled the Kanata North Economic District (KNED). The importance of the district and its planning challenges are at Section 6.6.3.2:

Kanata North Economic District 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.

Over-arching policy is at 1):

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 dwelling units within a 600 metres radius walking distance of these stations to provide people and jobs 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) and b), parking on the Subject Site is much reduced and is no longer surface parking. The intent is to capitalize on the future BRT in March Road. In relation to c)i), the building addresses March Road, presenting the district as an innovation cluster. In relation to c)ii), the built form to Legget Drive is lower, with a pedestrian oriented plaza at the intersection of Legget and the Lifestyle Street. In relation to d), office and retail are proposed. In relation to e), the proposed Lifestyle Street breaks up a previously large block.**

Policy sets out two Activity Centres in the District. The subject site is in the northern one, defined as within 600m of the future BRT station at the intersection of Terry Fox Drive and March Road.

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 policies apply to activity centres:

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;

b) Each of the activity centres should include a signature urban plaza which may be a privately-owned public space and will be framed by buildings with additional at grade private spaces for cafes, restaurants and other arts, entertainment and makerspaces. Through the development application process, the urban plazas will be planned, designed and programmed to celebrate the Kanata North Economic District. Locate the highest density and mixed uses as close as possible to signature urban plazas and within walking distance of transit stations;

c) Encourage a broad range of dwelling sizes, including market and affordable housing;

d) In addition to the establishment of urban plazas, as the number of residents increase through development, additional public parks as part of parkland dedication may be required. Their design shall suit the scale of development and include amenities that reflect the culture of the Kanata North Economic District and meet recreation needs of residential developments;

e) Development shall not require minimum parking, and:

f) Prohibit new non transit-supportive land uses that are oriented primarily to the automobile such as automotive parts, repair and service, car dealerships, car washes, drive-through facilities, gas/service stations.

- **The proposal is an excellent example of what the above policies are trying to achieve in the Activity Centres and more broadly in the Special District. It is a high density mixed use development for one of the longest established anchor technology companies in the Kanata North Business Park. In addition to providing the required office and R & D space for Nokia, it introduces a privately owned public space, the lifestyle street with retail opening onto it. The proposal is close to future transit and existing facilities such as the Brookstreet Hotel and the small commercial cluster at 555 Legget Drive Blackwood Business Centre.**

Policy 5 expands on the role of March Road and Legget Drive:

5) March Road and Legget Drive are important streets that define the character of the Kanata North Economic District. The following should apply to development on March Road and Legget Drive:

a) On March Road, engage visitors, residents and employees through the combination of right of way and elements within the front yard setback such as double rows of trees, lighting, signage, furniture, a variety of digital, interactive and other forms of public art, and the definition provided by adjacent landscaping and buildings. This corridor will be enhanced overtime with the introduction of bus rapid

transit, cycling lanes separated from vehicles, and over time replacing surface parking adjacent to the street;

b) On Legget Drive, outside of the activity centre areas and if included in the development, small scale retail, cafés, restaurants and other services are desirable at grade level and should be oriented to the street level. Create a complete street where every user feels safe and is accommodated with sidewalks, street trees, cycle tracks and streetscaping. On-street parking should be facilitated;

- **On March Road, a double row of trees is provided. The articulated west facade of the building frames the street and provides visual interest. A separated cycle track will be provided.**
- **Small scale ground level retail and cafés are concentrated on the Lifestyle Street which is accessed from Legget Drive via a plaza at the intersection of the streets. A sidewalk and landscaping will be provided on Legget Drive.**

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.**

Policy 3) is not applicable as the City has not yet produced a Public Realm Master Plan. Policy 4) is not applicable as there are no cultural heritage resources such as buildings, streetscapes and landscapes on or near the Subject Site.

Policy 5 is applicable:

5. Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) *The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;*

- **The Landscape Plan by CSW includes high quality and coordinated surface treatments, bollards, seating, sculpture and planting elements.**
 - b) *Lighting that is context appropriate and in accordance with applicable standards and guidelines; and*
- **The Lighting Plan by Smith and Anderson shows context appropriate lighting.**
 - c) *Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.*
- **The Landscape Plan by CSW includes trellis and solid shade structures along with planting. Southern exposure is maximized in the building design.**

Policy 4) at 4.6.2 (Protect views and enhance Scenic Routes including those associated with national symbols) are applicable as March Road is a Scenic Route identified on Schedule C13.

- 4) *Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:*
 - a) *Protecting the opportunity to view natural and cultural heritage features;*
 - b) *Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;*
 - c) *Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and*
 - d) *Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and*
 - e) *Managing the intensity and spill-over of lighting on adjacent parcels.*
- **The proposal does not prevent the viewing of the features at a). The proposal replaces surface parking and includes extensive landscaping, meeting b). The building is oriented to the scenic route, c). The parking lot is screened, d). The lighting plan limits lighting overspill to the Subject Site only, e).**

Policy 2) at 4.6.3 (Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle) is applicable:

- 2) *Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:*

- a) *Fit into their context, providing a meaningful contribution to existing and planned connections;*
 - b) *Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;*
 - c) *Respond to the needs of the community with consideration for neighbourhood character and local demographics;*
 - d) *Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;*
 - e) *Be designed in a coordinated manner with the associated building(s); and*
 - f) *Bring nature into the built environment, where appropriate.*
- **The broad paved spaces along the proposed lifestyle street provide a POPS. It is part of the strategically located, human scaled and activated lifestyle street. It is designed to integrate with the proposed building.**

Policy 1) at 4.6.6 (Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its considering liveability) is applicable:

- 1) *To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:*
 - a) *Between existing buildings of different heights;*
 - b) *Where the planned context anticipates the adjacency of buildings of different heights;*
 - I. *Within a designation that is the target for intensification, specifically: Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and*
 - II. *Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.*
- **The Urban Design Guidelines for High-Rise Buildings do not apply to the proposal as it is mid-rise. The recently applied zoning for the Subject Site includes transition requirements consistent with the above.**

3.3 City of Ottawa Zoning By-law 2008-250

The Subject Site is zoned Mixed Use Centre with an exception (MC[2854]. Office is a permitted use in the zone as are the likely commercial uses such as bank, bar, convenience store, day care, post office, restaurant, retail food store and retail store (not an exhaustive list). The base Mixed Use Centre zone has no minimum lot area, lot width or width of landscaped area. For the Subject Site the zone has no minimum building height or minimum setbacks and no maximum FSI. The provisions of the exception are:

- *Minimum building height: 4 storeys and 14 m*

- *Maximum building height: 30 storeys and 94 m*
- *Minimum building height does not apply to above grade parking structures.*
- *No parking is required*
- *For the purpose of the below provisions, a tower is defined as the portion of the building above the podium.*
 - *Minimum separation between two towers 32 metres in height or greater: 25 m.*
 - *Buildings on lots that share a lot line with Legget Drive or an internal private street shall have a maximum podium height of 4 storeys and 14 m.*
 - *Towers are required to have a step back from the podium of the building:*
 1. *For a building abutting privately owned public space, Legget Drive, or a public park, minimum step back required, including balconies: 3 m; and*
 2. *In all other cases, minimum step back required, including balconies: 1.5 m.*
 - *Notwithstanding Section 65 for permitted projections, balconies are not permitted to project beyond the front wall of the podium.*

Refer to the enclosed Zoning Compliance Report for an assessment of zoning compliance.

3.4 Parks

Parkland dedication will be provided as cash-in-lieu at the commercial rate of 2%.

3.5 Integrated Environmental Review

In accordance with the Planning Rationale Terms of Reference, an Integrated Environmental Review is not required as the project does not require an Environmental Impact Study.

4.0 PUBLIC CONSULTATION STRATEGY

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign on the Subject Site that provides members of the public with details of the proposed development and means of contacting the file lead to provide comments and/or ask questions. Digital copies of all required supporting studies and plans will be made available for public viewing through the City of Ottawa's Development Applications webpage <https://devapps.ottawa.ca/en/>. Consultation with the local Councillor will continue. A public meeting will be held if the application goes to the City of Ottawa's Planning Committee. Community organization(s) will be notified of the details of the proposed development through a 'heads up' by City staff. Full details are available under 'Community and Neighbourhood Notification' on the City's website. In addition, Nokia Canada Inc., have provided information on the project on their website: [Nokia chooses Ottawa, ON, tech cluster to build world-leading, sustainable ICT and cyber security R&D hub | Nokia](#)

5.0 CONCLUSION

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan and complies with the Zoning By-Law 2008-250. The proposal provides modern space for a long standing technology firm in the Kanata North Business Park and allows for diversification of uses.

This planning rationale, along with the associated architectural plans and technical studies, supports the proposed development. The proposed development is compatible in scale with the existing development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the neighbourhood and represents good planning.

NOVATECH

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