ARCADIS

Cisco Systems Inc.

2000 Innovation Drive, Ottawa
Technology Industry Accessory Building

Urban Design Brief

December 15, 2025

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Contents

1 Introduction

Arcadis Professional Services (Canada) Inc. (“Arcadis” or the “Agent”) was retained by Cisco Systems Inc. (the “Client”) to prepare an urban design brief for the site municipally known as 2000 Innovation Drive (the ‘site’, or ‘subject site’). The site presently contains a technology industry building, as well as landscaping features in the rear yard. The site fronts onto Innovation Drive with side and rear lot lines abutting neighbouring industrial buildings along Innovation Drive. The proposal is to construct a new accessory building for the existing technology industry building on site to provide support systems for the interior building components and the required energy supply to the building as well as additional landscaping features.

The subject site, located within the Kanata North Business Park and Kanata North Economic District, is home to existing Cisco facilities at 2000 Innovation Drive and 3000 Innovation Drive. These facilities contain office, research, and development functions, as well as ancillary spaces such as computing laboratories, storage areas, and electrical and mechanical rooms. The existing two-story office and laboratory buildings developed in the late 1990s or early 2000s now require additional support in power, cooling, and other infrastructure to sustain their continued operations into the future. 2000 Innovation Drive and 3000 Innovation Drive are considered one lot for zoning purposes.

1.1 Project Overview

The subject site is located on the south-west corner of the lands encircled by Innovation Drive, east of the Richcraft Recreation Complex and west of Hines Road. The subject site is located on the northern side of Innovation Drive. The proposed development would add an accessory building to the existing technology industry on site to provide supportive mechanical, heating and cooling, and additional power to the existing building, as well as adding to existing landscaping features.

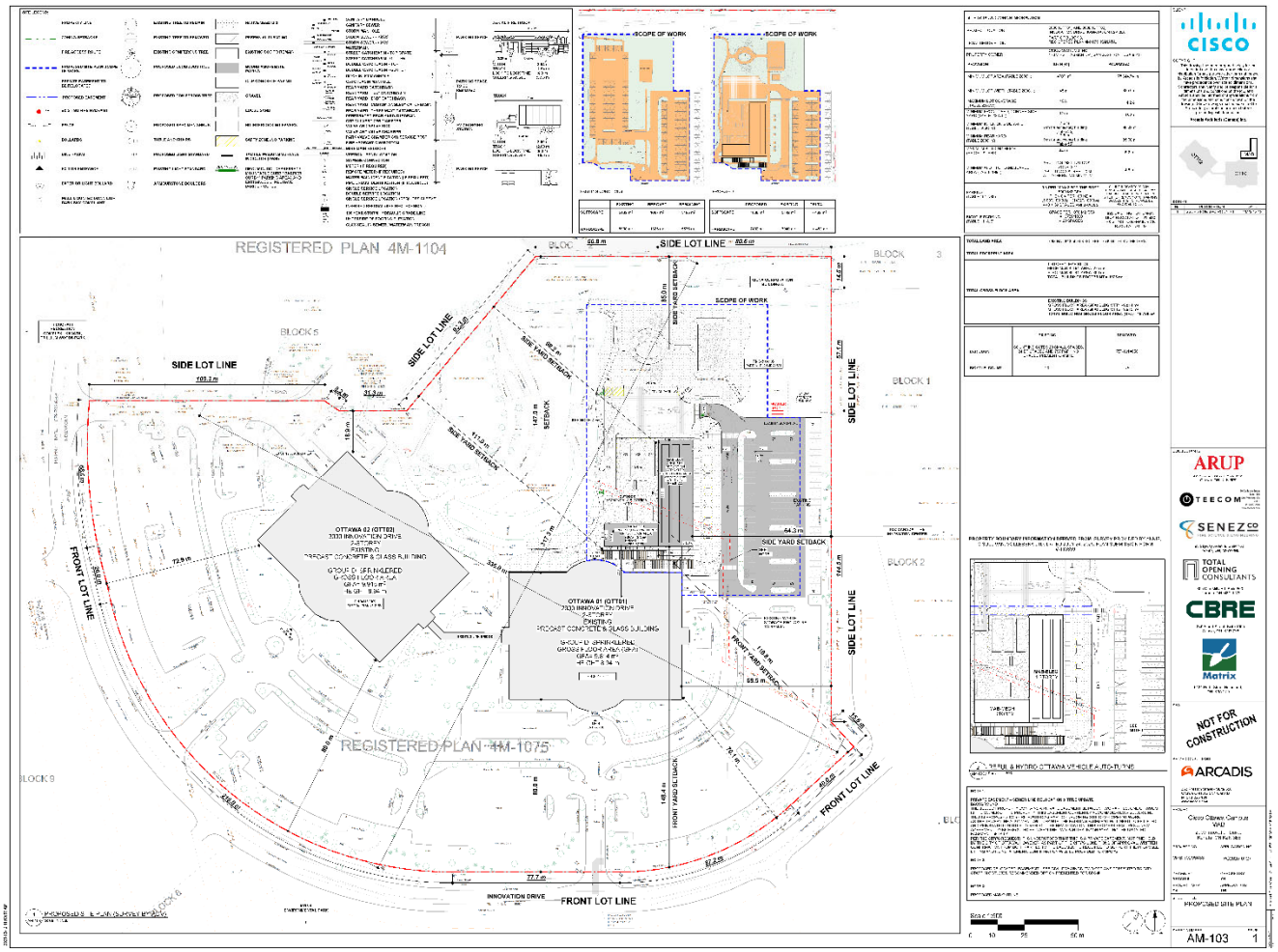
The proposed new accessory building is located approximately 8 m from the existing building at 2000 Innovation Drive (OTT01), and will impact some of the existing soft landscaping, outdoor amenity area, and parking spaces in immediate proximity. The landscaping and outdoor amenities are proposed to be relocated further north on the site, including the volleyball court and picnic area. As parking is already over provided on the site, the parking spaces removed are not proposed to be replaced. The overall parking reduction on the site reduces the over dedication of standard parking spaces from 757 to 656 spaces, including both parking removed for the MAB and the addition of new landscaped islands in the parking lot. Existing barrier free (24 spaces) and small parking spaces (20 spaces) will not be impacted. The parking provided on the site will still be significantly in excess of the required minimum of 99 parking spaces.

The new standalone accessory building consists of approximately 800 m2. The primary purpose of the new facility is to provide essential cooling, power, mechanical, electrical, and telecom infrastructure to support ongoing and future operations at the Cisco computing labs in the existing OTTAWA 1 (OTT01) building at 2000 Innovation Drive. Due to the weight of the equipment and cooling towers, it was not possible to add these elements to the rooftop of the existing building, therefore the new accessory building is located to the rear of the existing OTT01 building with minimal visibility from the public right-of-way.

The building’s L-shape screens the proposed cooling towers from the public realm and existing parking lot. The only equipment that is planned to be exposed to the exterior environment are four cooling towers and two emergency generators, which will be treated with acoustic louvres The remaining water-cooled chillers,

transformers, and pumps will all be located in the building's interior or in separate enclosures that are treated with acoustic louvres and screening. Solar panels are proposed on the rooftop of the proposed accessory building for on-site sustainable energy generation. Additional sustainability considerations include a high-performance building envelope, where IMPs provide thermal breaks for increased energy efficiency.

Figure 1: 2000 Innovation Drive MAB Site Plan



The site and development statistics are presented in Table 1 below. Renderings prepared by Arcadis are presented in Figure 1, below.

Table 1: Site and Development Statistics

Site & Development Statistics			
Lot Area	78,344.74 m2	Lot Coverage	14.2%
Lot Width	355 m	Building Height	6.2 m

Site & Development Statistics			
Gross Floor Area (new building)	1,075 m2	Total Parking Spaces	656 standard spaces, as well as 20 small parking spaces and 24 barrier free spaces
Front Yard Setback	118.8 m	Barrier Free Spaces	24 spaces
Interior Side Yard Setback	64.38 m (east) 98.04 m (west)	Bicycle Parking	40 spaces (20 in each building)
Rear Yard Setback	85.02 m		

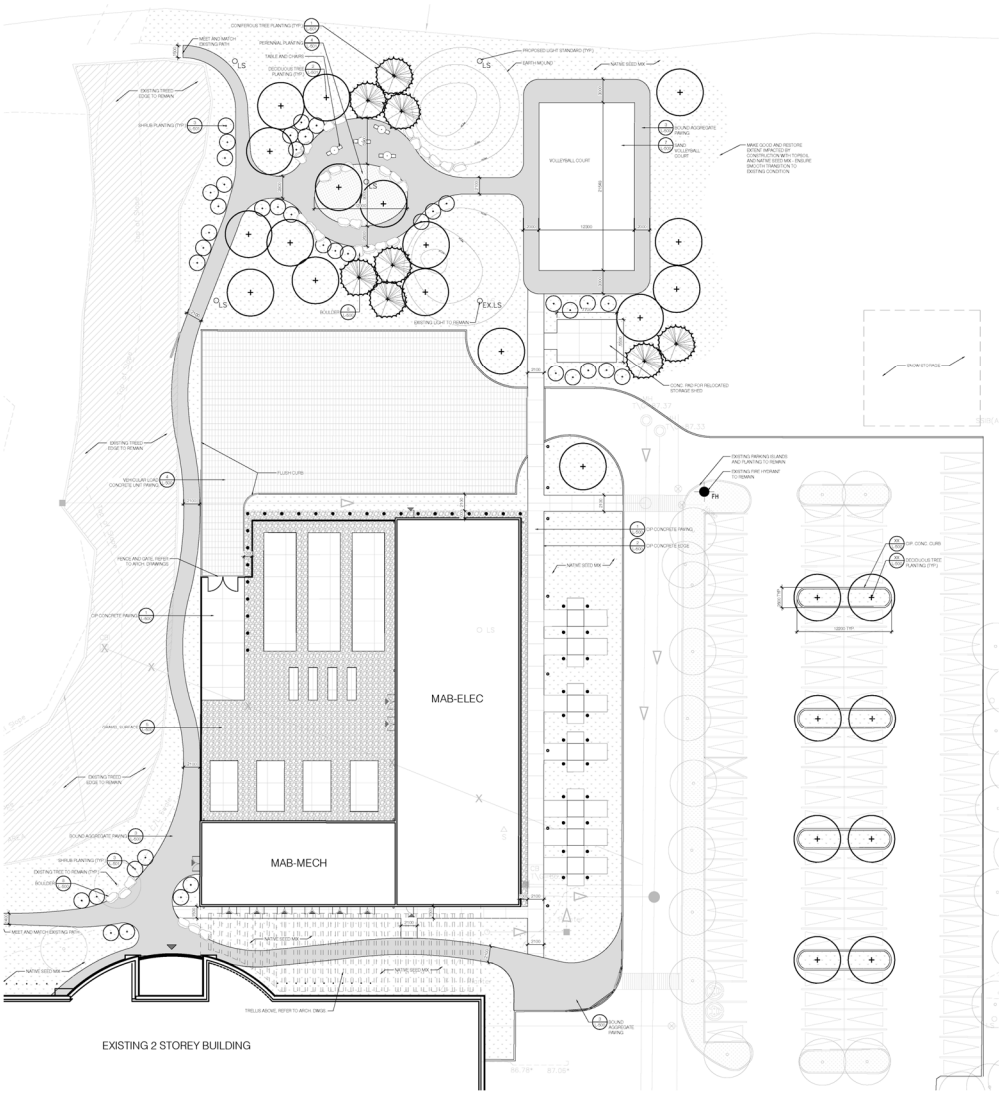
The renderings of the proposed architectural design are presented in Figure 2. The one-story building is proposed to be clad in perforated panels as part of a modular rainscreen cladding system. The perforated insulated metal panels (IMPs) in bronze tones provide an unobtrusive but varied façade and highly efficient building envelope. The variations in colour and texture between IMPs provide a sense of depth, while maintaining a contemporary aesthetic. The neutral tones, flat roof, and clean lines reflect the design of the existing OTT01 and OTT02 buildings on site.

Figure 2: Renderings of the proposed MAB in context

Landscape Plan

The landscape plan for the proposed development prioritizes soft landscaping and plantings, as well as the use of low impact materials for increased stormwater infiltration, such as porous pavement for the parking area north of the new accessory building. The existing outdoor eating area and volleyball court are proposed to be relocated further to the north of the proposed new building. The intent of this relocation and landscape redesign is to minimize the impact of new built features while still providing the same programmatic elements and facilities for employee use as existed previously. Two earth mounds are proposed between the seating area and the volleyball court to provide division between the two spaces.

Figure 3: 2000 Innovation Drive MAB Landscape Plan



To connect to the site's existing network of trails, a new pathway is proposed to be located to the west of the new building, linking the existing walkway adjacent to the north side of OTT01 up to the new seating area, volleyball court, and existing pathway to the north of the proposed development.

The proposed plantings include a mix of new coniferous and deciduous canopy trees for shade, as well as a native seed mix in place of sod/turf grass for reduced maintenance and water demand, as well as for increased biodiversity and pollinator attraction. The treed area to the west of the proposed pathway will not be altered.

Three additional parking lot islands are also proposed in the parking lot to the west of the new building. Each island would accommodate two new deciduous trees, providing shade and soft landscaping features to the existing hard surface. These islands would replace 6 existing parking spaces. However, due to the current over dedication of parking, this change will not require any additional parking dedication. The overall parking reduction on the site reduces the over dedication from 757 to 656 standard parking spaces, as well as 20 small parking spaces and 24 barrier free spaces, still significantly over the required minimum of 99 parking spaces.

2 Design Directives

2.1 Official Plan Design Policies

The proposed development adheres to the design policies set out in the Official Plan, as presented in the sections to follow. The subject site is located in the Suburban Transect. It is also located within the Kanata North Economic District, a Special District as designated under the Official Plan, as seen in Figure 4.

Figure 4: City of Ottawa Official Plan, Schedule B5 - Suburban (West) Transect

Section 2 - Strategic Directions

2.2.2 Economic Development

7) Support growth of important economic generators through Special District policies

The Kanata North Economic District and the Ottawa International Airport Economic District are major economic engines for the City and will continue to play an important role in the future. Kanata North is a nationally significant technology cluster and a major contributor to Ottawa's metropolitan economy. It is a large area of approximately 500 hectares of land with, as of 2020, more than 24,000 tech jobs and 540 companies.

These areas require their own unique and flexible planning regimes that allow them to adapt over time and be nimble enough to respond to new business and employment opportunities. Planning policies should focus less on land use and more on form and appropriate integration with their economic functions.

2.2.4 Healthy and Inclusive Communities

1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

Healthy, walkable, 15-minute neighbourhoods are compact, well-connected places with a clustering of a diverse mix of land uses; this includes a range of housing types and affordability, shops, services, access to food, schools and local childcare, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency and enable people to live car-light or car-free. 15-minute neighbourhoods allow people to walk to meet their daily or weekly needs by bringing destinations closer together. They enable easy, safe and enjoyable connections between destinations.

15-minute neighbourhoods are an important strategy for creating the conditions for healthier, more sustainable neighbourhoods. 15-minute neighbourhoods promote social and physical health as they help make the healthy choice the easier choice. They also foster health through supporting community identity, cultural expression, social connections and advance equity and inclusion goals. They help reduce greenhouse gas emissions through enabling the use of sustainable transportation modes and decreasing reliance on personal vehicles. 15-minute neighbourhoods support resiliency to major disruptors and events such as pandemics by promoting sustainability, social cohesion, ensuring that people have local access to goods and services within their community using sustainable transportation modes and opportunities for exposure to nature.

Urban Design:

a) *High-quality, human scale urban design that creates a sense of place. This includes a vibrant public realm, with streets, trees, gathering places and local amenities that are shaded and green. This will change the way the spaces on streets are allocated on a temporary basis through events or pilot projects and on a permanent basis where Council approves a permanent rebalancing, such as a woonerf, that is consistent with transportation plans; and*
b) *A public realm that fosters social connections by inviting people to be in, rather than only travel through places, in all seasons.*

- **The proposed development introduces a new accessory building under the existing technology industry use. The design of the accessory building provides appropriate integration with the existing technology industry building, screening the visual impacts of mechanical equipment and dampening sound through acoustic louvres in the case of the cooling towers and emergency transformers. The remaining water-cooled chillers, transformers, and pumps will all be enclosed within the building's interior or in separate enclosures treated with acoustic louvers. The proposed development preserves a large amount of soft landscaping area, including providing opportunities for planting new trees, as well as opportunities for outdoor on-site amenities and gathering places for staff on-site, including an outdoor patio and relocated volleyball court.**

Section 4 - City Wide Policies

Cultural Heritage and Archaeology

Section 4.5 provides direction on the conservation of cultural heritage and archaeology.

4.5.4 Conserve sites of archaeological value

1) The City shall conserve sites of archaeological value where the City's Archaeological Resource Potential Mapping Study indicates archaeological potential, an archaeological assessment will be required and reviewed as per provincial standards. Where sites of archaeological value are identified on federal lands, the National Capital Commission is the approval authority.

- **A Stage 1 and Stage 2 Archaeological Assessment has been completed and are currently waiting for review by the Minister of Citizenship and Multiculturalism. Based on Stage 1 and Stage 2 Assessments, a Stage 3 Assessment is not required for the site.**

Urban Design

The subject site is located within the Kanata North Economic District, a Tier 3 Design Priority Area (DPA). A Tier 3 DPA represents an emerging area that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. Policy relating to urban design includes:

4.6.1 Promote design excellence in Design Priority Areas

1) Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm.

> *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.*

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;

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 subject site is located within the Kanata North Economic District, a defined Design Priority Area. Review of the proposed development regarding Section 6.6.3.2 Kanata North Economic District is provided below. Review of the proposed development in line with the Kanata North Economic District Urban Design Framework and Guidelines is provided in Section 2.2 of this report.**
- **The proposed development includes opportunities for comfortable enjoyment of the site, including opportunities for additional tree plantings and soft landscaping, as well as an outdoor patio and volleyball court to the north of the proposed accessory building. The visual and acoustic impacts of the mechanical equipment proposed will be limited by locating the majority of equipment within the building or enclosures treated with acoustic louvres. The exterior equipment (emergency transformers and cooling towers) will also be treated with acoustic louvres.**

4.6.4 Encourage innovative design practices and technologies in site planning and building design

3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.

- **The proposed accessory building includes three solar panel (PV) arrays located on the roof. The intention of these features is to provide onsite sustainable energy generation options and provide energy resilience measures for the existing technology industry on site.**

Section 5 – Suburban Transect

The subject site is located in the Suburban Transect, as seen in Figure 4. Direction for new development in the Suburban Transect outlined in Section 5.4.4 includes:

1) 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;

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;

- **The proposed development will be largely screened from the public road, situated to the rear of the existing OTT01 building. The design of the proposed new building screens mechanical and electrical equipment from view from the road and much of the parking lot and includes additional plantings and amenity areas to enhance the public realm. The introduction of a new pathway to the west of the proposed accessory building integrates into the existing pathway network throughout the site and provides further active transportation linkages.**

Section 6 – Urban Designations

6.6.3.2 Kanata North Economic District

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.

6) The following applies to the land within the district outside of the activity centres and March Road:

a) Land uses should generally be focused on employment uses such as office and light industrial uses, research facilities and post-secondary institutions as well as ancillary uses.

7) The policies below will guide the review of development applications:

a) The design of the site will be assessed on its own merits to determine the contribution of one or more of one of the following: new pathways, walkway blocks, sidewalks, active transportation corridors and linkages to improve connectivity throughout the district, to activity centres, planned rapid transit stations on March Road, surrounding neighbourhoods, Trillium Woods and the Greenbelt;

- **The proposed development consists of an accessory building intended to provide additional power supply to the established Technology Industry use on the subject site. The location of the proposed development allows for further integration with the existing pathway network on the subject site, connecting across the site between green space and outdoor amenities, existing buildings, and public access from Innovation Drive.**

Section 10 – Protection of Health and Safety

10.3 Build resiliency to the impacts of extreme heat

The built environment should be developed to provide protection against extreme heat, reduce the urban heat island effect, build climate resiliency and safe outdoor recreation and active transportation.

1) Trees will be retained and planted to provide shade and cooling by:

a) Applying the urban tree canopy policies in Subsection 4.8 and other sections of the plan;

c) Encouraging and supporting maintenance and growth of the urban tree canopy on residential, commercial and private property

3) Office buildings, commercial shopping centres, large-format retailers, industrial uses and large-scale institutions and facilities, shall incorporate heat mitigation measures.

- **The proposed development includes opportunities for additional tree plantings and soft landscaping while protecting existing trees and soft landscaping areas where possible, adding to the urban tree canopy and providing additional heath mitigation measures and shade. Noise is dampened by locating much of the electrical and mechanical equipment within the building. Remaining external equipment, such as the cooling towers, will be treated with acoustic louvres.**

2.2 Kanata North Economic District Urban Design Framework and Guidelines

The subject site is located within the Kanata North Economic District, which lies within the Outer Area designation, as seen in Figure 5. The outer area is intended to consist of low and medium density employment use development that supports the district in developing a mix of uses, increasing connections across the district, becoming more flexible and adaptable, developing an inclusive innovation culture, and promoting sustainability.

Figure 5: Kanata North Economic District Urban Design Framework and Guidelines

Built Form Guidelines

1. Land Use

1.3 Outer Areas: For areas outside of Activity Centres and corridors, land uses should generally be focused on employment uses, with light industrial uses, such as research support facilities, allowed.

3. Building Height

3.3 Outer Areas: Minimum generally 2 storeys, Maximum 9 storeys for areas outside of Activity Centres and corridors

4. Parking

4.1 Development shall not require minimum parking, though it may be allowed as an interim measure as the area awaits the future development of the BRT system

4.3. Limited surface parking spaces may be considered for emergency services access, as well as for the accommodation of people with disabilities, but these should be located interior to a site near building side or rear entries

8 Building Base

8.8 Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade and that are unique and interesting to the eye, to reflect the innovation that is at the centre of the KNED economy.

8.9 Use bird-friendly best management practices in accordance with the City's guidelines. In particular, apply visual markers or use low reflectance materials on all exterior glazing within the first 20 m of the building above grade.

11. Architectural Materials and Details

11.1 Building Materials: Primary building materials should be high-quality and durable, including brick, granite, stone, metal, and glass. Flexibility should be provided for the specification of materials outside of these materials to allow for creativity and expression for the innovation ecosystem in the KNED.

- **The proposed development introduces a new accessory building of 6.2 m in height, in line with the existing Technology Industry building present on the subject site. The materiality of the accessory building consists of insulated metal panels, providing screening and buffering of visual and acoustic impacts from mechanical equipment contained within it. The façade of the building will provide both visual interest and visual markers consistent with bird-safe design, as well as grates sized to prevent small birds from entering, or getting trapped and injured. The remaining water-cooled chillers, transformers, and pumps will all be enclosed within the building's interior or in separate enclosures treated with acoustic louvres. External equipment will also be treated with acoustic louvres.**
- **The proposed development locates the new accessory building on the site of existing parking spaces, reducing the current over-dedication of parking on the site and allowing for the retention of existing trees and soft landscaping, as well as new opportunities for soft landscaping, where possible.**

Public Realm & Connectivity Guidelines

2. Block Standards

2.4 When a mid-block connection is on private lands, it should be properly signed and designed to welcome pedestrians and may be integrated into the lobby or atrium of a high-rise building.

4. Loading, Servicing, and Utilities

4.4 When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened

6. Public Realm Activation

6.5 In addition to the following guidelines, a broader winter city design approach should be developed and used as a guide for the buildout of the public realm network.

6.5.c Ensure that there are areas for respite from the sun in summer months located in the signature urban plaza, along the lifestyle street and corridors, and along local streets and paths.

- **The proposed development integrates into the existing pathway network on the subject site, introducing a walkway to the west of the new proposed building, connecting OTT01 to the relocated amenity area and existing pathway network to the north. The inclusion of this pathway provides an opportunity for further integration of pedestrian connections between green space and outdoor amenities, and existing buildings. The retention of existing trees to the west of the new building and the opportunity for new tree plantings throughout the proposed development will provide sources of shade during the summer months, particularly for the new seating area to the north of the new building. The existing pathway that will be located between OTT01 and the proposed new building is also anticipated to include a new shade structure to provide respite from the sun.**
- **The new accessory building proposed also provides appropriate visual and acoustic screening through the IMP façade treatment, locating much of the mechanical and electrical equipment within the new building. Exterior equipment, such as cooling towers, will be treated with acoustic louvres.**

2.3 Pre-Application Consultation Comment Responses

Table 2: Urban Design Comments from City of Ottawa Staff

Comment		Response
Urban Design		
11	The subject site is within a Design Priority area and the Urban Design Guidelines for the Kanata North Economic District apply. A high quality of design and landscaping is expected.	A review of the Kanata North Economic District Urban Design Guidelines in relation to the proposed development is addressed in Section 2.2. The design of the proposed new building reflects a high-quality design, with fine grained, visually interesting façade and sufficient visual and auditory screening of mechanical and electrical equipment. The proposed landscaping also includes pathway connections to integrate into the existing network on site, new planting opportunities, and a relocation of the seating area and volleyball court to retain the existing amenity uses.
12	A short design brief should be provided to describe the proposal, rationale based on the Official Plan and Design Guidelines, and to provide a response related to site circulation and landscaping.	A rationale in relation to Official Plan policies is provided in Section 2.1. The proposed new building is situated to minimize impact on site circulation. While parking spaces are proposed to be removed, this reduces the current over-dedication of parking but remains in excess of required parking minimums while introducing additional landscaping and trees. Proposed landscaping features relocate the outdoor amenity area to the north of the MAB, with additional tree plantings and soft landscaping features.
13	Please ensure that the proposed structure is sited to ensure that the trees within the amenity space are maintained.	The existing treed area to the west of the proposed development is to be retained as is. New plantings of trees, shrubs and native seed mix are proposed as well, adding to the shade and soft landscaping features. Additionally, three new landscaped islands are proposed in the parking lot to the east of the new building, each accommodating two deciduous trees.
14	Please ensure that these are well screened from the road – you may consider a incorporating similar concrete panel cladding to what is used on the existing building into the design.	The proposed development will be largely screened from the road, as it is situated to the rear of the existing OTT01 building. The design of the proposed new building itself screens mechanical and electrical equipment from view from the road and much of the parking lot, placing equipment into the space left at the centre of the L-shaped building.

Comment		Response
15	Please provide additional landscaping and screening along the building	Please refer to the Landscape Plan, Site Plan, and renders of the proposed development. Additional landscaping is provided throughout the proposed development area. The building façade provides screening of the majority of electrical and mechanical equipment. External equipment, such as cooling towers, will be treated with acoustic louvres.
16	As the parking area will not be able to be accessed with the addition of this new structure please remove this hard surface and provide additional landscaping.	The accessory building is proposed to be located on the site of existing landscaping. Landscaping is proposed to be relocated to the north of the new building.
17	It appears that the proposal will cut off the connection from the parking to the on-site trails and amenity area. Please reinstate a connection.	Please refer to the Landscape Plan. The proposed landscaping features include a pathway connection between the existing technology industry building and the relocated outdoor amenity area (seating area, volleyball court), as well as the pathway network to the north of the new building.
Environment		
30	Bird-Safe Design Guidelines - Please review and incorporate bird safe design elements where relevant. Some of the risk factors include glass and related design traps such as corner glass and fly-through conditions, ventilation grates and open pipes, landscaping, light pollution.	Bird safe design has been considered in material selection for the accessory building. Additional details are discussed in Section 3.4.
31	Please consider if there are features that can be added reduce the urban heat island effect (see OP 10.3.3). For example, this impact can be reduced by adding large canopy trees, green roofs or vegetation walls, or incorporating building with low heat absorbing materials.	The existing treed area to the west of the proposed development is to be retained as is. New plantings of trees, shrubs and native seed mix are proposed as well, adding to the shade and soft landscaping features. Additionally, three new landscaped islands are proposed in the parking lot to the east of the new building, each accommodating two deciduous trees.
Other		
41	The High Performance Development Standard (HPDS) is a collection of voluntary and required standards that raise the performance of new building projects to	Please refer to Section 2.4 for additional details on Bird Safe and Sustainable Design. The proposed development makes use of a thermally broken, high efficiency building envelope design, as well as

Comment		Response
	achieve sustainable and resilient design and will be applicable to Site Plan Control and Plan of Subdivision applications. a. The HPDS was passed by Council on April 13, 2022, but is not in effect at this time, as Council has referred the 2023 HPDS Update Report back to staff with the direction to bring forward an updated report to Committee at a later date. The timing of an updated report to Committee is unknown at this time, and updates will be shared when they are available. b. Please refer to the HPDS information at ottawa.ca/HPDS for more information.	incorporation of PV arrays on the building's roof. The building's façade is consistent with bird-safe design, employing non-reflective surfaces and grate openings small enough to prevent small birds from entering, getting trapped, or getting injured. Increased soft landscaping throughout the site, particularly via the new landscaped islands proposed within the parking lot, will provide additional shade and canopy cover to mitigate the urban heat island effect.
Additional Comments		
	There is an easement on the site for an outflow pipe for stormwater management overflow.	Please refer to the submitted drawings that illustrate the proposed realignment of the outflow pipe.

2.4 Bird Safe and Sustainable Design

Bird Safe Design Guidelines

The proposed development considers the impact of the new accessory building and additional landscaping on the subject site. Bird Safe Design Guidelines addressed through the proposed development include:

Guideline 1: Consider the environmental context

- **The proposed accessory building and additional landscaping are situated near the existing outdoor amenity space located in proximity to the development site, as well as the soft landscaping area at the rear of the site, where there is significant existing vegetation. The proposed development responds to the environmental context by retaining existing soft landscaping and preserving mature trees and soft landscaping wherever possible.**

Guideline 4: Consider other structural features

> *c) Avoid up-lighting rooftop antennas and tall equipment, as well as decorative architectural spires (see also Guideline 6 below).*
>
> *d) Grates should have a maximum porosity of 20 mm by 20 mm or 40 mm by 10 mm, or should be screened to prevent birds from falling through.*
>
> *e) Ensure that pipes, flues and vents are capped or screened to prevent wildlife entry.*

- **The design of the proposed accessory building minimizes the use of visual features that could impact birds. Reflective façade treatments and finishes are avoided. All grates are consistent with bird-safe design guidelines, preventing small birds from being able to enter or get trapped or injured.**

Guideline 5: Create safe bird-friendly landscaping

> *a) Design landscape plantings to minimize reflections of trees and shrubs in nearby buildings. In cases where landscape planting near a glazed building façade or other reflective surface is desirable for shading or other purposes, Guideline 2 must be applied to obscure habitat reflections.*
>
> *b) Avoid or minimize the number of linear landscape features leading directly into glass façades or doors. Where such features cannot be avoided, Guideline 2 must be applied.*
>
> *c) Avoid using plant species known to attract birds (e.g., those with abundant fruit or seed crops, or with flowers attractive to hummingbirds) in locations that could result in harmful collisions.*

Guideline 6: Design exterior lighting to minimize light trespass at night

> *a) Avoid up-lighting.*
>
> *b) Specify Dark Sky compliant, full-cutoff exterior fixtures to reduce light trespass.*

- **New plantings are proposed around the site, but are largely situated around the outdoor amenity area, away from the existing building or proposed new accessory building. The new building is not proposed to have significant glass façade treatments, nor are linear landscaping features proposed in close proximity. Site lighting is proposed to include both bollard landscape lights and building downlighting.**

Sustainable Design

While the HPDS have not yet been implemented, the proposed development addresses sustainable design through the incorporation of rooftop photo-voltaic panels and a highly efficient and thermally broken building envelope.

Additional landscaping features will protect and augment the tree canopy, native seed plantings increase biodiversity and provide species attractive to pollinators and provide shade to mitigate the urban heat island effect. The proposed accessory building and landscaping features also consider bird safe design to minimize the impact of the development on local wildlife.

3 Subject Site and Surrounding Context

3.1 Subject Site

The subject site is municipally known as 2000 Innovation Drive, where the proposed development is situated to the rear of the existing technology industry building on the site. 2000 Innovation Drive is located within Kanata, or more specifically in the Kanata North Economic District. The site is surrounded by additional general industrial development to the north, east and west, and forested vacant land to the south. The Richcraft Recreation Complex is located further to the west of the subject site.

Figure 6: View of 2000 Innovation Drive from Innovation Drive

Figure 7: View of site plan area from the rear, located in the rear yard behind the existing technology industry building

3.2 Surrounding Context and Uses

2000 Innovation Drive is located within the Kanata North Economic District, largely surrounded by low-rise industrial uses. The site lies within the General Industrial Zone (IG), zoned IG6 H(44) and IG6 H(44) S183. Surrounding zones to the north, south and similarly zoned under the IG zone (IG6), in addition to the Community Leisure Facility Zone (L1) to the west.

The proposed site plan area is located to the rear of the existing technology industry building present on the subject site, as seen in Figure 1 and Figure 8. To the west of the site plan area is an outdoor amenity area to serve the industrial and technology industry uses on site, with a gazebo, tables, and seating, connected through a series of

pedestrian pathways. Further to the west there exist industrial and technology industry buildings. To the north is a landscaped area, followed by surface parking and an existing industry building. Directly to the east of the site plan area is a landscaped area and volleyball court, followed by existing parking facilities serving the present Cisco technology industry building on the subject site. Further to the east is additional landscaping, followed by surface parking facilities serving the industrial building to the west. Directly to the south of the site plan area is the existing Cisco technology industry building on site. Further to the south are additional parking facilities, followed by Innovation Drive. Site photos illustrating the surrounding context can be found in Figures 9 through 18.

The proposed development, consisting of both the proposed accessory building and additional landscaping features, is compatible with the wider site context, as well as the area immediately surrounding the site plan area.

Figure 8: Location of proposed site plan on the subject site and surrounded uses with indicated viewpoints (Google Earth)

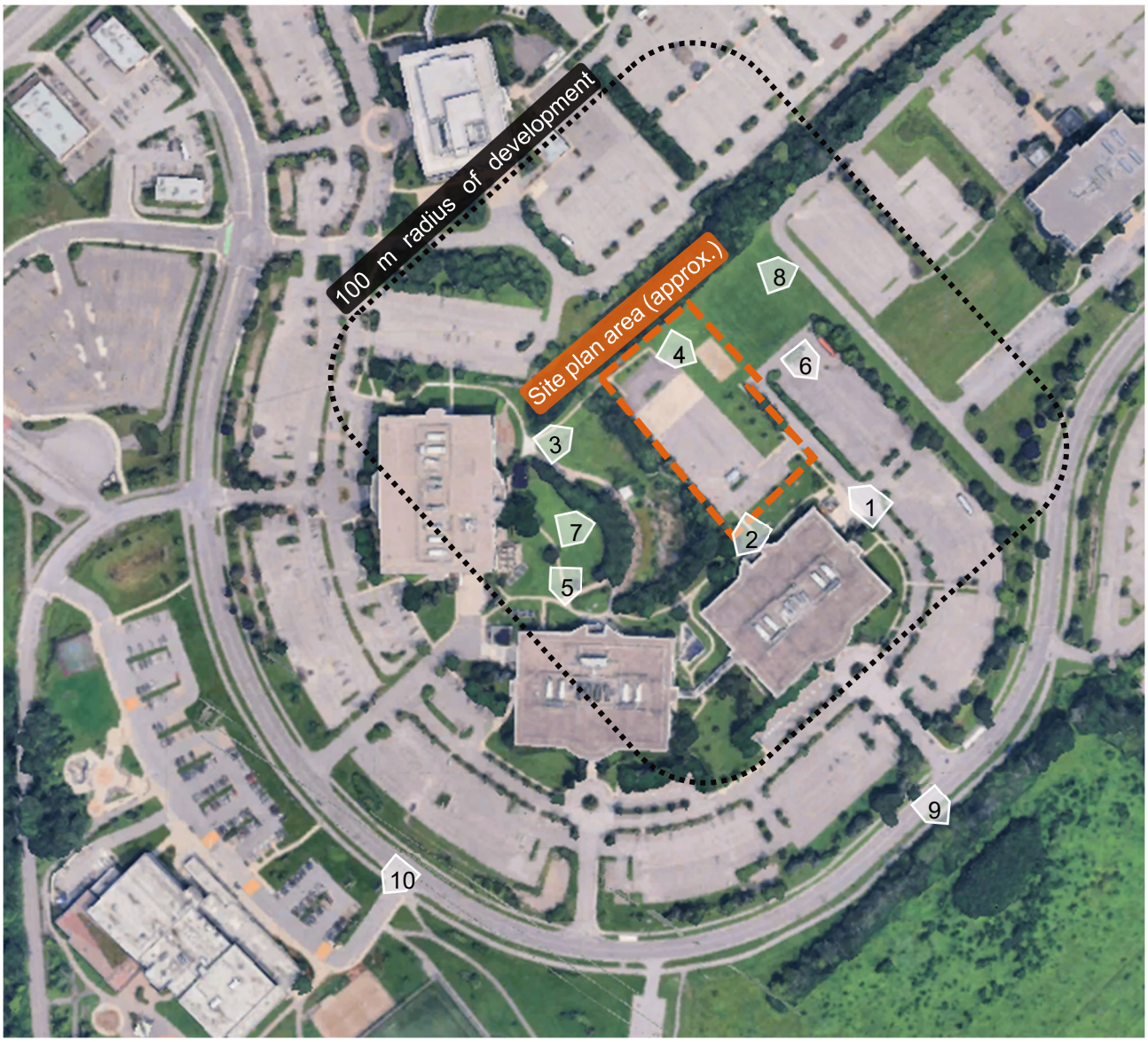


Figure 9: Looking north-west to the site plan area (Image 1 of Figure 5)

Figure 10: Looking south-west from the site plan area towards existing industrial and technology industry buildings (Image 2 of Figure 5)

Figure 11: Looking east towards the norther limit of the site plan area (Image 3 of Figure 5)

Figure 12: Looking south-west from the northern limit of the site plan area (Image 4 of Figure 5)

Figure 13: Looking south towards the existing industrial building located to the south-west of the site plan area (Image 5 of Figure 5)

Figure 14: Looking south across the surface parking located to the east of the site plan area (Image 6 of Figure 5)

Figure 15: Looking west towards the outdoor amenity spaces located to the west of the site plan area (Image 7 of Figure 5)

Figure 16: Looking east towards the surface parking and industrial building to the east of the subject site (Image 8 of Figure 5)

Figure 17: Looking south of the subject site from Innovation Drive towards forested vacant land (Image 9 of Figure 5)

Figure 18: Looking west of the subject site from Innovation Drive towards the Richcraft Recreation Complex (Image 10 of Figure 5)

4 Conclusion

As demonstrated in this report, the proposed development is appropriate when considering applicable land use and urban design policies set out in the City of Ottawa's Official Plan, Zoning By-law and Design Guidelines. The proposed development, including the proposed accessory building and additional landscaping, provides the ability to meet the energy and power needs of the subject site, while minimizing any impacts on the surrounding area.

Arcadis is of the opinion that this Site Plan Control application for the proposed development on the subject site is an appropriate use of the lands, is consistent with the policy direction of the Official Plan and represents good urban design.

Should you have any questions regarding the contents of this report, please contact the undersigned.

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