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Zoning By-law Amendment

570 March Road (Parts 5 and 7 on Draft R-Plan)



Prepared for: Nokia Canada Inc.

Zoning By-law Amendment
570 March Road (Parts 5 and 7 on Draft R-Plan)

Prepared By:

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January 31, 2023

Novatech File: 121334
Ref: R-2023-009

January 31, 2023

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Attention: Krishon Walker, Planner II

**Reference: Zoning By-law Amendment
570 March Road (Parts 5 and 7 on Draft R-Plan)
Our File No.: 121334**

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. to support a Zoning By-law Amendment application on a property municipally known as 570 March Road. The amendment will apply only to the southern part of the property, shown as Parts 5 and 7 on the Draft R-Plan submitted with the application and hereafter known as the "Subject Site".

It is proposed to remove all residential uses from the zoning on the Subject Site. Now that a severance to accommodate project phasing has been approved (File Nos: D08-01-22/B-00352 to D08-01-22/B-00354) and the Site Plan for the Nokia office campus is being refined, Nokia are requesting this amendment in order to streamline the zoning, as the Subject Site will be developed for a mixed use office, retail and laboratory campus, with no residential uses proposed.

An Official Plan Amendment and Zoning By-law Amendment on 570 March Road were adopted by Council on August 31, 2022. These were to allow a mixed use development comprising the relocation of the existing Nokia offices to the southern end of the site and mixed use buildings on a new private street network on the northern part of the site.

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

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale on behalf of Nokia Canada Inc. to support a Zoning By-law Amendment application on a property municipally known as 570 March Road. The amendment will apply only to the southern part of the property, shown as Parts 5 and 7 on the Draft R-Plan submitted with the application and hereafter known as the “Subject Site”.

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2.0 DEVELOPMENT PROPOSAL

This application is limited to prohibiting residential uses on the Subject Site (i.e., Parts 5 and 7 on the Draft R-Plan) for the reasons described above. Notwithstanding, a brief description of the overall proposal as presented as part of the the previous Zoning By-law Amendment approved in 2022 is provided below.

The existing office building on the Subject Site no longer meets Nokia’s requirements and will be demolished and the large surface parking lot will be removed. A new office campus for Nokia is proposed at the southern end of the site. It will be subject of a separate Site Plan Control application. The current concept is for a building with a low-rise base with retail and a podium-top amenity area for occupants of the building, with a four storey and a 10 storey tower extending above this. Conceptually, 46,000m² of office and laboratory space is proposed, along with 3,200m² of ground floor retail/commercial.

The building will address a proposed pedestrian oriented street that will link March Road and Legget Drive and will also connect the office building with the rest of the site. Vehicle access to the new office building will be from March Road and Legget Drive via a driveway to the south of the building that is away from the main pedestrian access. Visitor vehicle access is to the west of the new office building from March Road.

North of the new Nokia office campus the Subject Site will be developed in the future and will be subject to future development applications. Conceptually, it is intended for this part of the site to be developed for 11 high-rise towers and a public park.

3.0 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 area of surface parking associated with a mid-rise office complex to the north that is occupied by Nokia. On January 11, 2023 the Committee of Adjustment approved a severance to provide a separate parcel for the office campus. This has not yet been completed, so the current legal description of the Subject Site is:

FIRSTLY: PT LT 8, CON 4 , PART 1 , 4R10610 ; SECONDLY: BLK 6, PL 4M-642 ; THIRDLY: SOUTHEAST HALF OF LOT 9, CONCESSION 4, DESIGNATED AS PART 4 ON 4R-5753, SAVE AND EXCEPT PARTS 1, 2 AND 3 ON PLAN 4R-11611 ; FORTHLY: PART OF LOT 8 CONCESSION 4, BEING PART 1 ON PLAN 4R7809 EXCEPT PARTS 1 AND 8 ON PLAN 4R10610 AND EXCEPT PART 1 ON PLAN 4R12588. FIFTHLY: BLOCK 1, PLAN 4M-642 SAVE AND EXCEPT PARTS 1, 2 AND 16 ON PLAN 4R-12735; SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION AS IN LT645983. SUBJECT TO AN EASEMENT IN FAVOUR OF KANATA HYDRO-ELECTRIC COMMISSION OVER PART 1 ON PLAN 4R-10618 AS IN LT936988. CITY OF OTTAWA

To the north of the Subject Site is the existing Nokia office building. 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 recently been approved further west, connected to the hotel.

To the south is a two storey office and light industrial building built in 2015 currently 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 four storey office building at 50 Hines Road, the parking lot at the rear of a one storey building fronting Hines Road and occupied by the Royal Canadian Legion (70 Hines Road), a two storey office building (84 Hines Road) and 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.

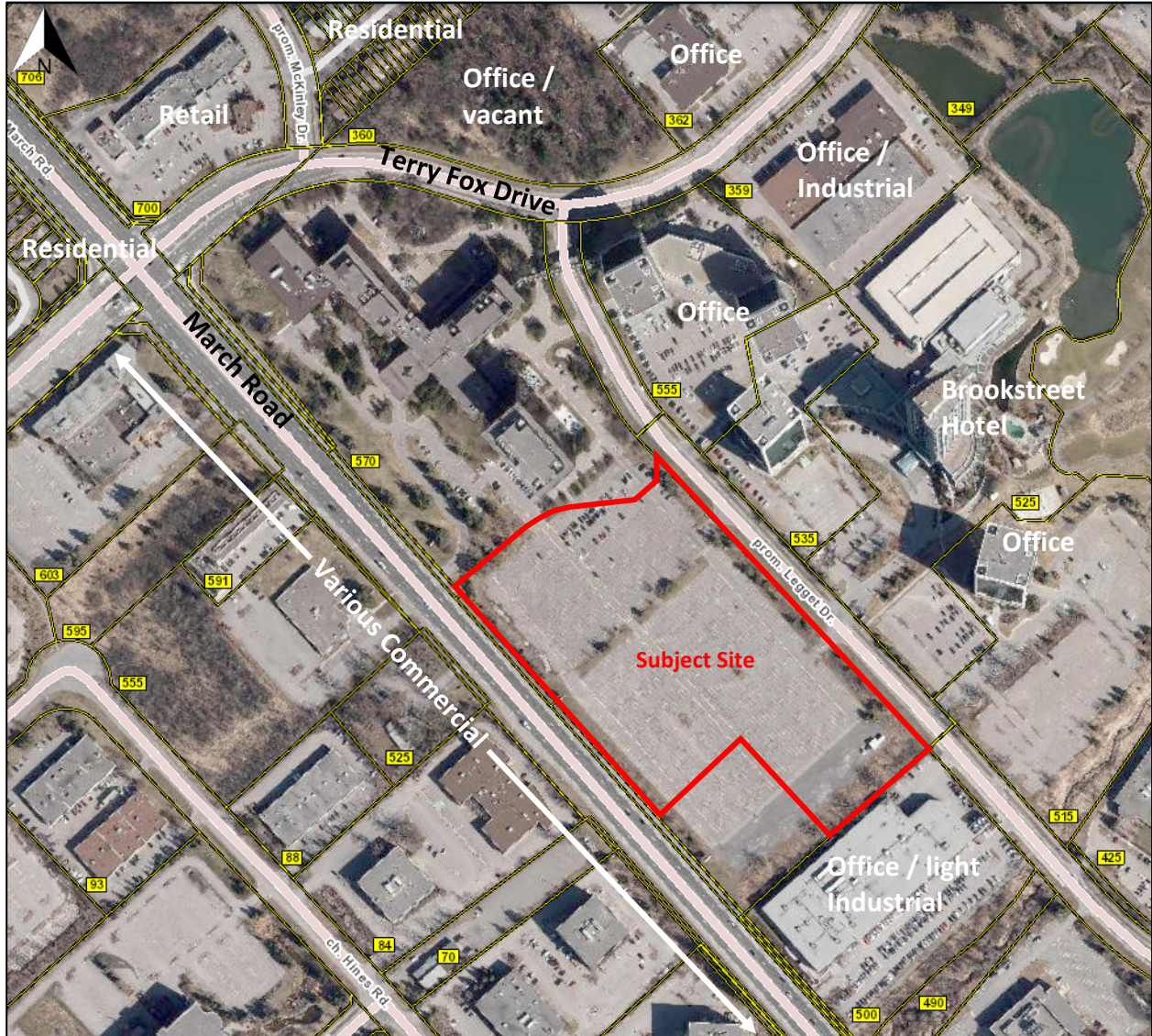


Figure 2: Subject Site (approximate) and Surrounding Area

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:**
 - uses a compact building form 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 efficiently uses land and existing infrastructure. The location is close to facilities and supports transit.**

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 Servicing Report prepared by CIMA+ and submitted with the previous Zoning By-law Amendment detailed how the proposed development will utilize municipal sewage, water and stormwater services. As this application is only administrative and does not change the proposal, this report still stands without the need for updating.**

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 is 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.

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 3 – Designations on and around the Subject Site

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:

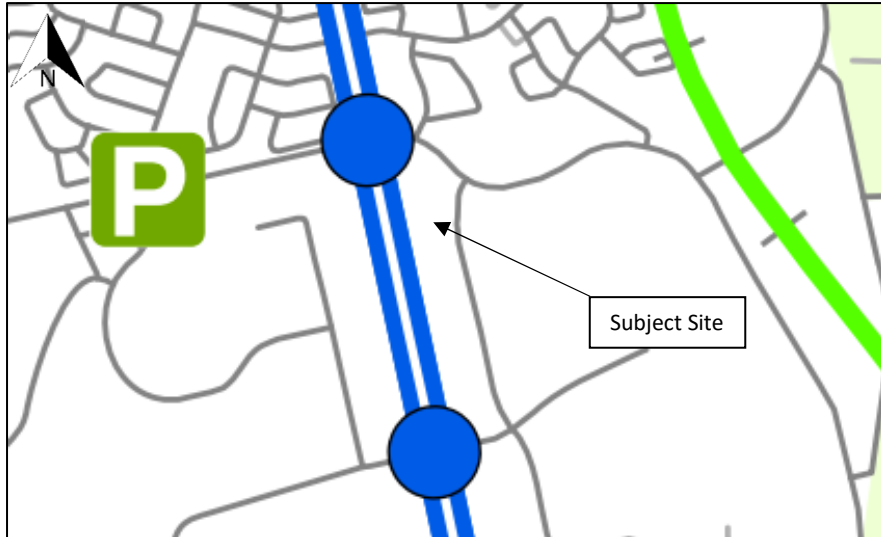


Figure 4 – Transit close to the Subject Site

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:

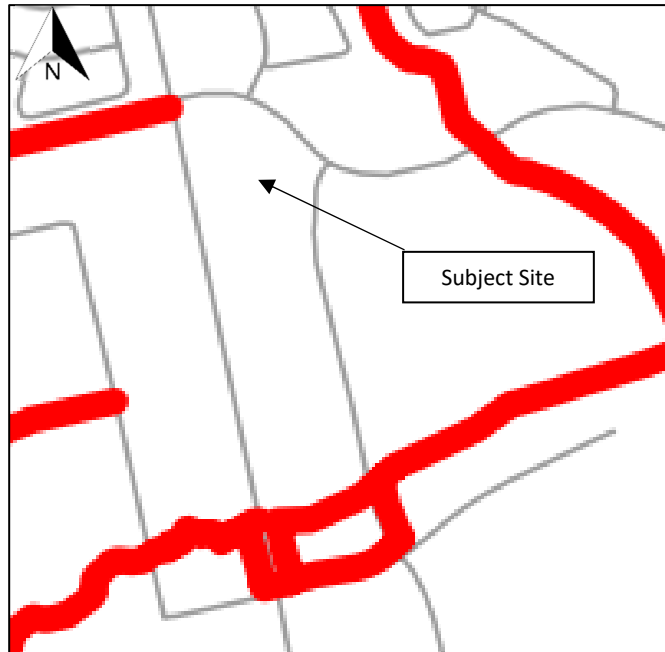


Figure 5 – Major Pathways close to the site

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 6 – Hierachy of the surrounding roads

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

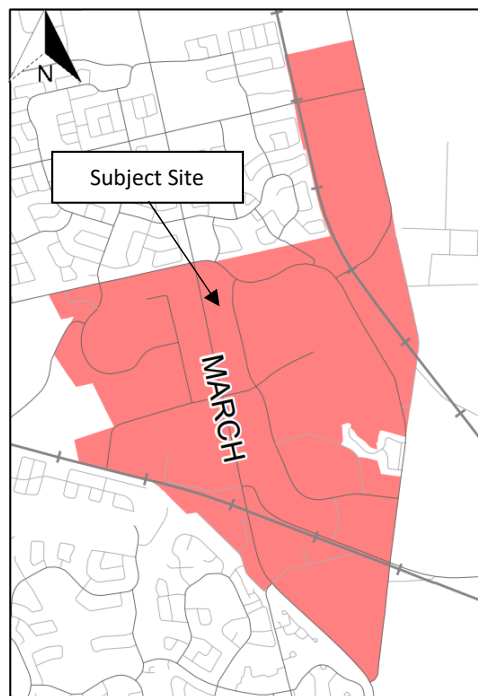


Figure 7 – Design Priority Areas

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 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 one, 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), b) and d), the Subject Site is within 600m of the future BRT stop at the intersection of March Road and Terry Fox Drive. 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. The same Concept Plan demonstrates consistency with the policies at c) and e).**

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 proposed Nokia office campus will provide a high density of jobs. 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 Urban Design Guidelines for High-Rise Buildings

Although a high-rise (10 storey) office building is proposed on the Subject Site, it is not the subject of this application. The purpose of the Zoning By-law Amendment is only to prohibit residential uses. On this basis, the guidelines are not applicable.

4.4 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). The exception introduces zoning provisions specific to the proposed development of the Subject Site and details the requirements for lifting the holding provision. The zoning provisions are not relevant to this application. The holding provision applies to all of 570 March Road and provides the following:

Removal of the holding symbol may occur following:

- 1. Approval of the first development application for residential purposes on any part of the redevelopment lands, being lands subject to this exception, with conditions to the satisfaction of the General Manager of Planning, Real Estate and Economic Development (PRED) or his/her designate.*
- 2. Dedication of parkland and terms for park development for the entire redevelopment site, being all lands subject to this exception, in accordance with the Parkland Dedication By-law, to the satisfaction of the General Manager, Recreation, Cultural and Facility Services Department (RCFS) or his/her designate.*
- 3. Notwithstanding the provisions above, the holding symbol shall not prevent an application to sever lands for non-residential purposes.*

4.5 Proposed Zoning By-law Amendment

Subject to discussion with City staff, Novatech recommends that a new zoning exception be applied to the part of 570 March Road that will be developed for the Nokia office campus. The area can be clearly defined using Parts 5 and 7 on the Draft R-Plan. The new exception would include all the provisions of the existing exception (2816) but also prohibit all residential uses.

It is also suggested that at the same time it is logical to lift the holding provision from the Subject Site as it only applies to residential use and this Zoning By-law Amendment prohibits all residential uses on the Subject Site. This does not prevent the payment of cash in lieu of parkland for the non-residential development on the Subject Site.

5.0 CONCLUSION

It is our assessment that the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and conform to the City of Ottawa's Official Plan. The Zoning By-Law Amendment to prohibit residential uses tailors the zoning to the proposal, as the Nokia office campus does not include residential uses.

This planning rationale supports the proposed amendment. The amendment is appropriate and desirable and represent good planning.

NOVATECH

Prepared by:

A handwritten signature in blue ink, appearing to read 'J. Ireland', is positioned below the text 'Prepared by:'.

James Ireland, MCIP, RPP
Project Planner