

Subject: Official Plan and Zoning By-law Amendments – 570 and 600 March Road

File Number: ACS2022-PIE-EDP-0022

Report to Planning Committee on 25 August 2022

and Council 31 August 2022

Submitted on August 10, 2022 by Don Herweyer, Director, Economic Development and Long Range Planning, Planning, Real Estate and Economic Development

Contact Person: Krishon Walker, Planner II, Economic Development Services

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Ward: Kanata North (4)

Objet : Modifications du Plan officiel et du Règlement de zonage – 570 et 600, chemin March

Dossier : ACS2022-PIE-EDP-0022

Rapport au Comité de l'urbanisme

le 25 août 2022

et au Conseil le 31 août 2022

Soumis le 10 août 2022 par Hon Herweyer, Directeur, Développement économique et planification à long terme, Direction planification, de l'immobilier et du développement économique

Personne ressource : Krishon Walker, Urbaniste II, Services de développement économique

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Quartier : Kanata Nord (4)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to the Official Plan, Volume 1, for 570 and 600 March Road, to permit Major**

Office Development and residential uses, and to allow retail store and retail food store as ancillary uses, as detailed in Document 2.

2. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 570 and 600 March Road to rezone 5.26 hectares of land from 'Business Park Industrial Zone, Subzone 6, Maximum Building Height 44 metres' and 5.3 hectares of land from 'General Industrial Zone, Subzone 6,' to 'Mixed-Use Centre Zone, Exception xxx1, Holding Zone', as detailed in Documents 3 and 4.
3. That Planning Committee recommend Council direct staff to incorporate the Amendments to the Official Plan, Volumes 1, as detailed in Document 2, into Schedule B5 – Suburban (West) Transect of the new Official Plan as part of the new Official Plan being considered for approval by the Ministry of Municipal Affairs and Housing.
4. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of August 31, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification apportée au volume 1 du Plan officiel pour les 570 et 600, chemin March, afin de permettre l'aménagement de grands espaces de bureaux et des utilisations résidentielles, et d'autoriser les établissements de vente au détail et les magasins d'alimentation au détail comme utilisations auxiliaires, comme il est décrit dans le document 2.
2. Que le Comité de l'urbanisme recommande au Conseil d'approuver la modification du Règlement de zonage (no 2008-250) visant les 570 et 600, chemin March afin de faire passer le zonage du terrain de 5,26 hectares de « Zone de parc d'affaires et industriel, sous-zone 6, hauteur maximale de bâtiment de 44 mètres » et celui du terrain de 5,3 hectares de « Zone d'industrie générale, sous-zone 6 » à « Zone de centres polyvalents,

exception XXXX, zone d'aménagement différé », comme l'indiquent les documents 3 et 4.

- 3. Que le Comité de l'urbanisme recommande au Conseil demander au personnel d'intégrer les modifications apportées au volume 1 du Plan officiel, comme le décrit le document 2, à l'annexe B5 – transect du secteur de banlieue (ouest) du nouveau Plan officiel, dans le cadre de son examen pour approbation par le ministère des Affaires municipales et du Logement.**

- 4. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d'explication” aux termes de la *Loi sur l'aménagement du territoire* à la réunion du Conseil municipal prévue le 31 août 2022 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan and Zoning By-law amendments for 570 and 600 March Road to facilitate a mixed-use development (residential, commercial and office) that proposes to relocate the existing office complex to the southern end of the site. The proposal aligns with the City's strategic direction for building livable communities, intensification, redevelopment of brownfields and efficient development of serviced, underutilized lands located within settlement areas. The amendments would facilitate the redevelopment of the site from a car-oriented business park to a mixed-use innovation district. The proposed development aligns with the goals and objectives of the City's new Official Plan and would implement the policies of that Plan. It is staff's opinion that the proposal represents good planning and orderly development of the area.

Applicable Policy

The following policies support this application:

Section 2.2.3 (City-wide Employment Area Policies) supports the protection of business and economic activity clusters at strategic locations close to major goods movement facilities and corridors.

Section 2.5.1 (Building Liveable Communities) supports the development of lively and complete mixed-use communities within the urban area that respects the established characteristics of the community. In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties.

Section 4.11 (Urban Design and Compatibility) states that at the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop.

Section 6.6.3.2 of the new Official Plan (Kanata North Economic District) provides direction on development within Kanata North Economic District. Its designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator. Development should be focused on enhancing mobility options, mixed-use development and urban design that 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.

Public Consultation/Input

A virtual information session was held on June 7, 2022, on Zoom at 6:00 pm that was attended by 13 residents. At the time of writing this report, 20 individuals were on the notification list for the proposal. Most were supportive, only one individual expressed some concerns and the remainder asked to be kept informed or had questions or comments.

RÉSUMÉ

Recommandation du personnel

Le personnel de la planification recommande l'approbation du Plan officiel et des modifications du Règlement de zonage pour les 570 et 600, chemin March, afin de faciliter un aménagement polyvalent (utilisations résidentielles, commerciales et de bureaux) visant le déplacement du complexe de bureaux à l'extrémité sud du site. La

proposition est conforme à l'orientation stratégique de la Ville qui a trait à la construction de quartiers où il fait bon vivre, à la densification, au réaménagement de la friche industrielle et l'aménagement efficace des terrains viabilisés et sous-utilisés dans les zones d'établissement. Les modifications faciliteraient le réaménagement du site, le faisant passer d'un parc d'affaires (favorisant les déplacements en voiture) à un district d'innovation polyvalent. L'aménagement proposé cadre avec les objectifs du nouveau Plan officiel de la Ville et entraînerait l'application des politiques de ce dernier. Le personnel est d'avis que la proposition représente une bonne planification et un aménagement ordonné du secteur.

Politiques applicables

Les politiques suivantes cadrent avec cette demande :

La section 2.2.3 (politiques relatives aux secteurs d'emploi sur tout le territoire de la ville) favorise la protection des pôles d'activités commerciales et économiques à des endroits stratégiques situés près des installations et des couloirs importants de transport de biens.

La section 2.5.1 (création de collectivités où il fait bon vivre) favorise l'aménagement dans le secteur urbain de quartiers polyvalents dynamiques et complets qui respectent les caractéristiques existantes des environs. En gros, un aménagement compatible, bien qu'il ne doive pas forcément être identique ou similaire aux bâtiments avoisinants, peut améliorer une communauté établie par des concepts innovateurs et de qualité et coexister avec les constructions existantes sans avoir d'effets négatifs sur les propriétés avoisinantes.

La section 4.11 (conception urbaine et compatibilité) indique qu'à l'échelle de la ville, les questions de compatibilité sont abordées dans le Plan officiel au moyen de la désignation appropriée des terrains et de politiques connexes précisant où et comment certaines catégories d'utilisation du sol devraient être autorisées.

La section 6.6.3.2 du nouveau Plan officiel (le quartier économique de Kanata-Nord) comporte des directives sur l'aménagement dans le quartier économique de Kanata-Nord. Sa désignation de district particulier permet, grâce à l'aménagement du territoire, de maintenir sa fonction de moteur économique. L'aménagement devrait être axé sur l'amélioration des options de mobilité, les aménagements polyvalents et le design urbain qui contribue à la qualité de vie des personnes qui habitent, travaillent, étudient et se divertissent dans Kanata-Nord, en plus de renforcer la capacité de ce quartier de rivaliser dans l'attraction des talents.

Consultation publique/commentaires

Une séance d'information virtuelle a eu lieu le 7 juin 2022, à 18 h, sur la plateforme Zoom. Treize résidents y ont participé. Au moment de la rédaction du présent rapport, 20 personnes figuraient sur la liste de diffusion pour les avis sur la proposition. La plupart appuyaient la proposition, une seule personne a exprimé certaines réserves. Les autres personnes ont demandé d'être tenues au courant ou avaient des questions ou des commentaires.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

570 and 600 March Road

Owner

Nokia Canada Inc.

Applicant

Colliers Strategy & Consulting Group, (Attn: Aaron Clodd)

Description of site and surroundings

The subject lands are located south of Terry Fox Drive, between March Road to the west and Legget Drive to the east. To the north of the site across Terry Fox Drive is a one and two storey commercial/office building, low-rise residential community, and a wooded area. To the east across Legget Drive are four office buildings and the Brookstreet Hotel. To the south of the site is a two-storey office and light industrial building. To the west of the site across March Road are a number of commercial and office buildings.

The subject site is currently predeveloped with a mid-rise office complex occupied by Nokia Canada Inc. (Nokia) with a large area of surface parking. The site comprises of 10.57 hectares of land with approximately 610 metres of frontage along March Road, 300 metres of frontage along Terry Fox Drive, and 480 metres onto Legget Drive

Summary of Requested Official Plan and Zoning By-law Amendments

The Owner applied for an amendment to the Official Plan and Zoning By-law 2008-250 to facilitate a mixed-use development (residential, commercial and office) that proposes to relocate the existing office complex to the southern end of the site. The proposed mixed-use development aligns with the policies of the City's new Official Plan which was approved by Council in the Fall of 2021 and is currently being considered the Ministry of Municipal Affairs and Housing. The master concept plan (see Document 6) shows an office 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. Additionally, it shows 11 potential towers of 13 to 29 storeys in height with podiums of six to eight storeys, park space, and a signature urban plaza (Lifestyle Street).

The subject property is currently designated 'Urban Employment Area' on Schedule B of the Official Plan. An amendment to the Official Plan is required to permit Major Office Development and residential use without the need for a Secondary Plan and to allow retail store and retail food store as ancillary uses. The property will remain designated as 'Urban Employment Area' on Schedule B of the Official Plan. The Official Plan Amendment is intended to bridge a timing gap while the Ministry of Municipal Affairs and Housing considers the new Official Plan, as the new Official Plan supports the proposal.

The subject property is currently zoned 'Business Park Industrial Zone, Subzone 6, Maximum Building Height 44 metres' (IP6 H(44)) and 'General Industrial Zone, Subzone 6' (IG6).

The Zoning By-law amendment seeks to rezone 10.57 hectares of the land from IP6 H(44) and IG6 to 'Mixed-Use Centre Zone, Exception xxx1, Holding Zone' (MC[xxx1]-h) with an exception to prohibit 'Drive-through Facility', 'Heavy Industrial Uses', 'Light Industrial Uses', 'Parking Lots', 'Service and Repair Shop', and 'Townhouse Dwellings' as site-specific prohibited uses and to prohibit residential uses until the holding provision is removed. The amendment also seeks to add site-specific performance standards to the lands. A holding symbol is also proposed to prohibit residential development on the lands until specific conditions are met. Removal of the holding provision may be phased.

DISCUSSION

Public consultation

A virtual information session was held on June 7, 2022, on Zoom at 6:00pm that was attended by 13 residents.

At the time of writing this report, 20 individuals were on the notification list for the proposal. Staff received written comments from four members of the community. Most were supportive and one individual expressed some concerns.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation(s)

The subject site is designated Urban Employment Area on Schedule B – Urban Policy Plan of the Official Plan. Section 3.6.5 (Urban Employment Area) states that the intent of the Official Plan is to ensure that, over the long term, sufficient areas of land are reserved primarily for places of business and economic activity. Uses that support this function consist predominantly of offices, manufacturing, warehousing, distribution, research and development facilities and utilities. Maintaining a sufficient supply of land for this range of activities is key to the long-term economic health of the city and its ability to attract and retain new investment and talent. Typically, Urban Employment Areas provide large parcel sizes, reflective of user needs for storage, parking and building floor plate, and they are usually well situated with respect to major roads.

Section 2.2.3 (City-wide Employment Area Policies) supports the protection of business and economic activity clusters at strategic locations close to major goods movement facilities and corridors.

Section 2.5.1 (Building Liveable Communities) supports the development of lively and complete mixed-use communities within the urban area that respects the established characteristics of the community. In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties.

Section 4.11 (Urban Design and Compatibility) states that at the City-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop. At the neighbourhood or individual property scale, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at

compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification.

Schedule C – Primary Urban Cycling Network identifies both March Road and Terry Fox Drive as spine routes for cyclists. Additionally, it is at the end of the Cross-Town bikeway for Kanata.

Schedule D – Rapid transit Network identifies March Road as a Bus Rapid Transit route with a stop at the March Road and Terry Fox Drive intersection.

Schedule E – Urban Road Network designates March Road as an existing Arterial Road, Terry Fox Drive as an existing Arterial Road (west of March Road) and an existing Major Collector (east of March Road), and Legget Drive as an existing Collector Road.

New Official Plan

The subject site is designated as a Special Economic District and is intended to support the City's economic development and growth. Section 6.6 states that Special Districts are parts of the city that are important internationally, nationally and to the metropolitan area. They define the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. They are distinct areas that transcend the role and function of Hubs, Corridors and Neighbourhoods, and warrant unique planning approaches.

The subject site is designated Kanata North Economic District on Schedule B5 – Suburban (West) Transect of the new Official Plan. Section 6.6.3.2 (Kanata North Economic District) states that Kanata North Economic District is a globally significant technology innovation cluster and a major contributor to Canada and Ottawa's respective economies, as it represents Canada's largest research and innovation cluster. 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.

The intent of this designation is to permit a wide range of uses within the district. These include residential, employment, commercial and institutional land uses. 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. 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.

Schedule C1 – Protected Major Transit Station Areas and Schedule C2 – Transit Network Ultimate identifies March Road as a Transitway with planned BRT stations located at Terry Fox Drive and Station Road.

Schedule C3 – Active Transportation Network shows Major Pathways along Terry Fox Drive, to the west of March Road.

Schedule C4 – Urban Road Network designates March Road as an existing Arterial Road, Terry Fox Drive as an existing Arterial Road (west of March Road) and an existing Major Collector (east of March Road), and Legget Drive as an existing Collector Road.

Schedule C7-A - Design Priority Areas – Urban identifies the site as a Design Priority Area.

Planning rationale

In considering the proposed Official Plan and Zoning By-law amendments, the key policy considerations are found within Volume 1 of the Official Plan as well as Volume 1 of the new Official Plan.

Building Liveable Communities

Section 2.5.1 of the Official Plan provides direction with respect to compatible development practices and new building projects. It notes that the City will provide for a wide range of economic activities in suitable locations and will work with the federal government and private sector to provide a balance of jobs both inside and outside the Greenbelt.

Compatible development is defined in the Official Plan as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It fits well within its physical context and ‘works well’ among those functions that surround it. Various design objectives are outlined to guide development. The proposed development responds to the following design objectives:

- To enhance the sense of community by creating and maintaining places with their own distinct identity,
- To define quality public and private spaces through development, and
- To create places that are safe, accessible and are easy to get to, and move through.

In addition to the built form and compatibility policies found in Section 2.5.1 of the Official Plan, additional objective compatibility criteria and policies can also be found in Section 4.11, Urban Design and Compatibility. At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. An assessment of the compatibility of new development will involve not only consideration of built form, but also of operational characteristics, such as traffic, access, and parking.

Section 4.11.6 states that the City will require that all applications for new development:

- A) Orient the principal façade and entrance(s) of main building(s) to the street.
- b) Include windows on the building elevations that are adjacent to public spaces;
- c) Use architectural elements, massing, and landscaping to accentuate main building entrances.

The compatibility considerations contained in Section 4.11 will be addressed through the Site Plan Control process.

Kanata North Economic District

Section 6.6.3.2 of the new Official Plan provides direction on development within Kanata North Economic District. Its designation as a Special District will provide opportunity, through land use planning, to maintain the district as an economic generator.

Development should be focused on enhancing mobility options, mixed-use development and urban design that 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. The proposed development aligns with the objectives of the new Official Plan by:

- A) Contributing to the transformation of the district from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused around sustainable modes of transportation;
- b) Creating a critical mass to support mixed-uses by proposing a high-density of development within one of two emerging activity centre, located generally within 600 metres of the planned Transitway stations located at Terry Fox Drive;
- c) Proposing a wide range of uses including residential, employment, commercial and institutional land uses; and
- d) Creating a finer grid block pattern and increase intersection density by breaking up a very large, impenetrable block with a network of private streets and pedestrian routes.

Section 6.6.3.2.4 of the new Official Plan provides direction on the planned function of the activity centres, which is to concentrate a diversity of uses, a higher density of development and a greater degree of mixed uses near 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. 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 cafés, restaurants and other arts, entertainment and makerspaces. The proposed development responds to this by including a proposed pedestrian oriented street (lifestyle street) that will link March Road and Legget Drive and will also connect the office building with the rest of the site.

The proposed Official Plan Amendment is intended to bridge a timing gap while the Ministry of Municipal Affairs and Housing considers the new Official Plan, as the new Official Plan supports the proposal.

Parkland Dedication

The Owner is required to dedicate parkland in accordance with the City's Parkland Dedication By-law. The location and size of the required parkland will be determined at the time of Site Plan Control for the proposed residential towers on the site and will be calculated based on the rate specified in the parkland dedication by-law.

Based on the concept plan (see Document 6), the anticipated base parkland dedication requirement for the proposed development will be approximately 1.525 acres (0.617 ha). This calculation is based on 1,900 residential units on 15.25 acres (6.171 hectares) and does not include the 11.15 acres (4.51 hectares) of the site to be developed as office uses.

Staff recommend that a Holding Symbol be placed on the portion of the site to ensure the location and configuration of parkland is functional within the overall site design, as well as make parkland available to future residents in the early stages of development. As such, the following requirement will be established through the Site Specific Exception in order to remove the Holding Symbol:

- 1) Approval of the first development application for residential purposes, 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 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 or development of the lands for non-residential purposes.

The Holding Symbol is being applied to restrict residential until the aforementioned conditions are met. It is understood by staff that the parkland dedication required for the office use component of the development may have been satisfied or be credited as part of the approval for the existing office complex. It is the responsibility of the Owner to demonstrate that the above-noted parkland requirements have been met. Staff have no

concerns with this approach as parkland dedication would primarily provided as cash-in-lieu of parkland for the office component of the development, should the Owner be unable to demonstrate that Parkland Dedication was previously satisfied.

Future Development Applications

Although no concurrent applications have been submitted, more detail on site and building design and on the operations of a specific land use will be available through future development applications under the *Planning Act*.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with these applications.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is supportive of the application. The community consultations and feedback has been positive. The community is excited to see the “live” part of the “Live, Work, Play, Learn” mantra of the Kanata North Tech Park come to fruition. The change in zoning to Mixed Use Centre to suit the conceptually proposed buildings makes sense for the long-term vision of the Kanata North Tech Park and the current large parcel of land. This development, as an entrance and significant corner of the Kanata North Tech Park, will begin the positive transformation of the entire park as a place to live, work, play and learn. The traffic concerns on March Road are the main concern for the community. Carling Avenue, as the other route to the Tech Park will need to be included in the vision as the Tech Park grows and changes; however, with the LRT station at Moodie Drive, this is excellent timing for the consideration of transportation planning to and from the Tech Park in the update to the City’s Transportation Master Plan. The only other concerns raised were site plan issues which can be discussed as the conceptual plan transforms.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with these applications.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

It has been confirmed that there is sufficient capacity in the existing water, wastewater and stormwater infrastructure systems to accommodate the proposed development. Servicing capacity requirements to be confirmed at time of site plan.

Assets acquired through development of these lands will add to City's inventory for operations and maintenance, as well as lifecycle renewal and replacement in the long term

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with these applications.

ECONOMIC IMPLICATIONS

The proposed development has been identified as a High Economic Impact Project (HIEP) as it is a significant development initiative that support the economic development strategy and city building priorities. The proposal has both direct and indirect economic impacts to the city. These include:

- Delivering a significant number of construction jobs (approximately 3,800 job years of construction) and full-time permanent jobs (approximately 2,200 research and development focused jobs) and contributing to Ottawa's overall economic growth;
- Being of a significant scope (total project investment in excess of \$50M); and
- Being in alignment with the City's Economic Development priorities of Knowledge-Based Industries and Urban Services.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Integrated Transportation
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D01-01-22-0006 and D02-02-22-0034 were not processed by the "On Time Decision Date" established for the processing of Official Plan amendments and Zoning By-law amendment applications due to the time required for consultation and issue resolution.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Zoning Key Map

Document 5 Consultation Details

Document 6 Concept Plan

CONCLUSION

The Official Plan and Zoning By-law amendments requested by the Nokia Canada Inc. for the lands shown in Document 1 support the City's goals for building livable communities, intensification, redevelopment of brownfields and efficient development of serviced, underutilized lands located within settlement areas. The amendments would facilitate the redevelopment of the site from a car-oriented business park to a mixed-use innovation district. The proposed development aligns the goals and objectives the City's new Official Plan and would implement the policies of that Plan. The proposal represents good planning, and the Planning, Real Estate and Economic Development

Department recommends that the proposed amendments to Volume 1 of the Official Plan and to Zoning By law 2008-250 be approved.

DISPOSITION

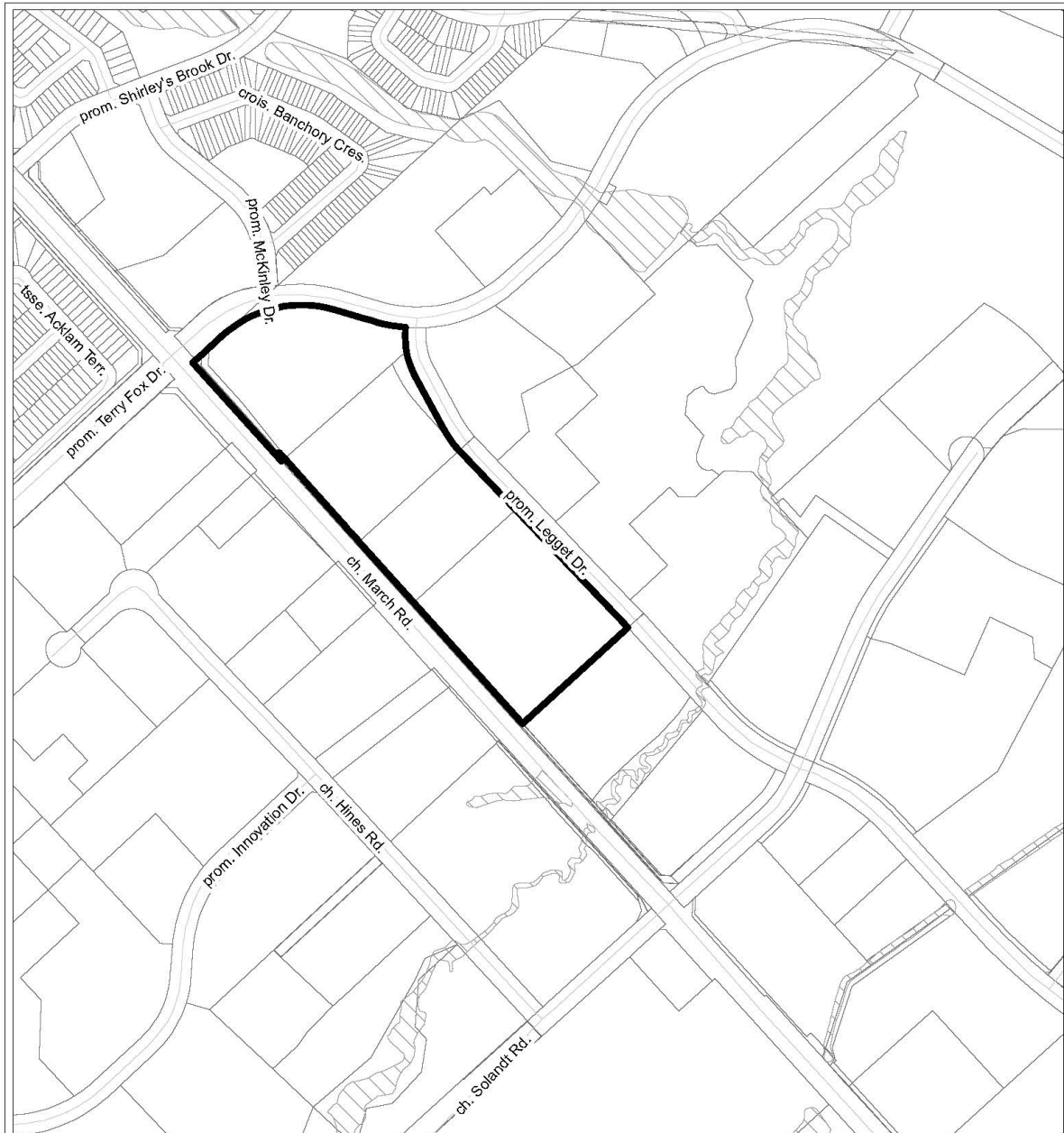
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



D02-02-22-0034	22-0434-D
D01-01-22-00XX	
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REVISION / RÉVISION - 2022 / 05 / 06	

LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE
OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

	570, 600 ch. March Road
	Existing Flood Plain (Section 58) / Plaine inondable (Article 58)

Document 2 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX to the

Official Plan for the

City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

Schedule A of Amendment XX – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment to Volume 1 of the Official Plan is to permit Major Office development and residential use without the need for a Secondary Plan and to allow retail store and retail food store as ancillary uses.

2. Location

The subject lands are located south of Terry Fox Drive, between March Road to the west and Legget Drive to the east.

3. Basis

The amendment to Volume 1 of the Official Plan was requested by the applicant to facilitate a mixed-use development (residential, commercial and office) on the subject site that proposes to relocate the exiting office complex to the southern end of the site.

Rationale

The proposed Official Plan Amendment to Volume 1 of the Official Plan is consistent with the Provincial Policy Statement which promotes efficient development of serviced, underutilized lands located within settlement areas. The redevelopment of the site will add both housing and employment in a location that is well-served with current and proposed transit as well as active transportation networks. Redevelopment of these lands to add residential and commercial uses will contribute to meeting policies and objectives of the City's new Official Plan. The proposed amendment will encourage high quality urban design, protection of existing trees and natural features, where possible, and a compatible built form. Site specific design details will be reviewed as part of future development application review processes.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

2.1 Volume 1, is hereby amended by modifying Section 3 - Designations and Land Use, Section 3.6.5 – Urban Employment Area to add a new Site Specific Exception as follows:

“16. Notwithstanding any provisions of this Plan that prohibit Major Office development and residential uses on lands designated Urban Employment Area, for the lands identified by Parcel Identification Numbers 04517-0813, 04517-0699, 04517-0467, and 04517-0809, Major Office development, residential and retail uses are permitted, and the following applies:

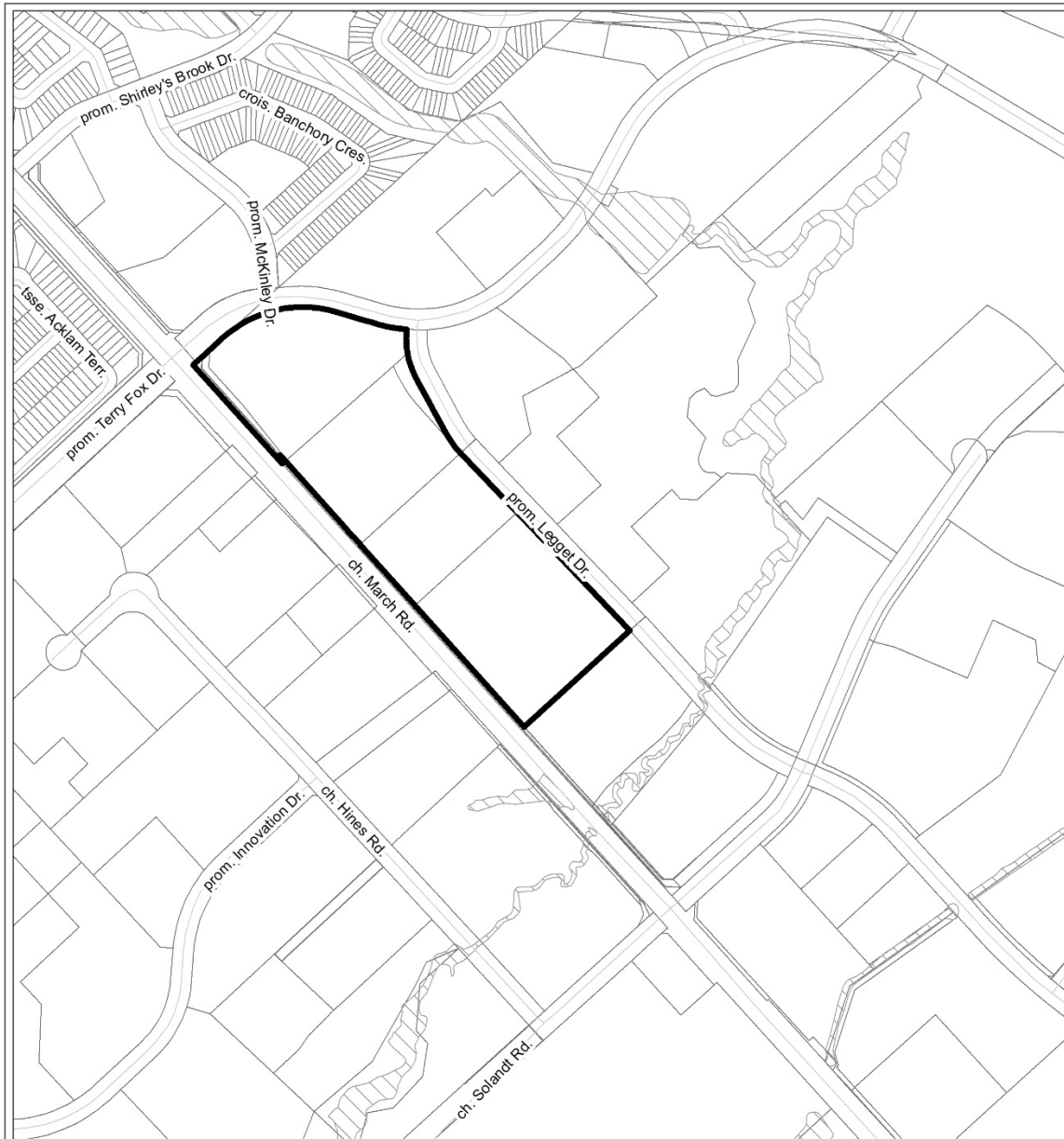
- a. These lands shall be developed with jobs and housing at high densities, in accordance with applicable Urban Design Guidelines. Residential and mixed-use buildings shall have a minimum height of four (4) storeys and a maximum height of forty (40) storeys.***
- b. Visible surface parking is discouraged from March Road and Legget Drive and as development occurs, phasing out existing visible parking is encouraged. Where new surface parking lots are unavoidable, they shall be located to the rear of buildings, the interior to the site, or adequately screened from the street.***
- c. A signature urban plaza should be provided, which may be a privately owned public space and will be framed by buildings with additional at grade private spaces for cafés, restaurants and other arts, entertainment and makerspaces***





- i. The signature urban plaza is in addition to the Parkland Dedication requirement.*
- d. Industrial uses that exhibit characteristics that are likely to have a negative health impact on adjacent uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials shall not be permitted.*
- e. Outdoor storage is prohibited.”*

Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

SCHEDULE A



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-22-0006	22-0727-A		
I:\CO\2022\Zoning\March_570_600_OP			
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<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CE CI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2022 / 07 / 18		 570, 600 ch. March Road	 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)
			

Document 3 – Details of Recommended Zoning

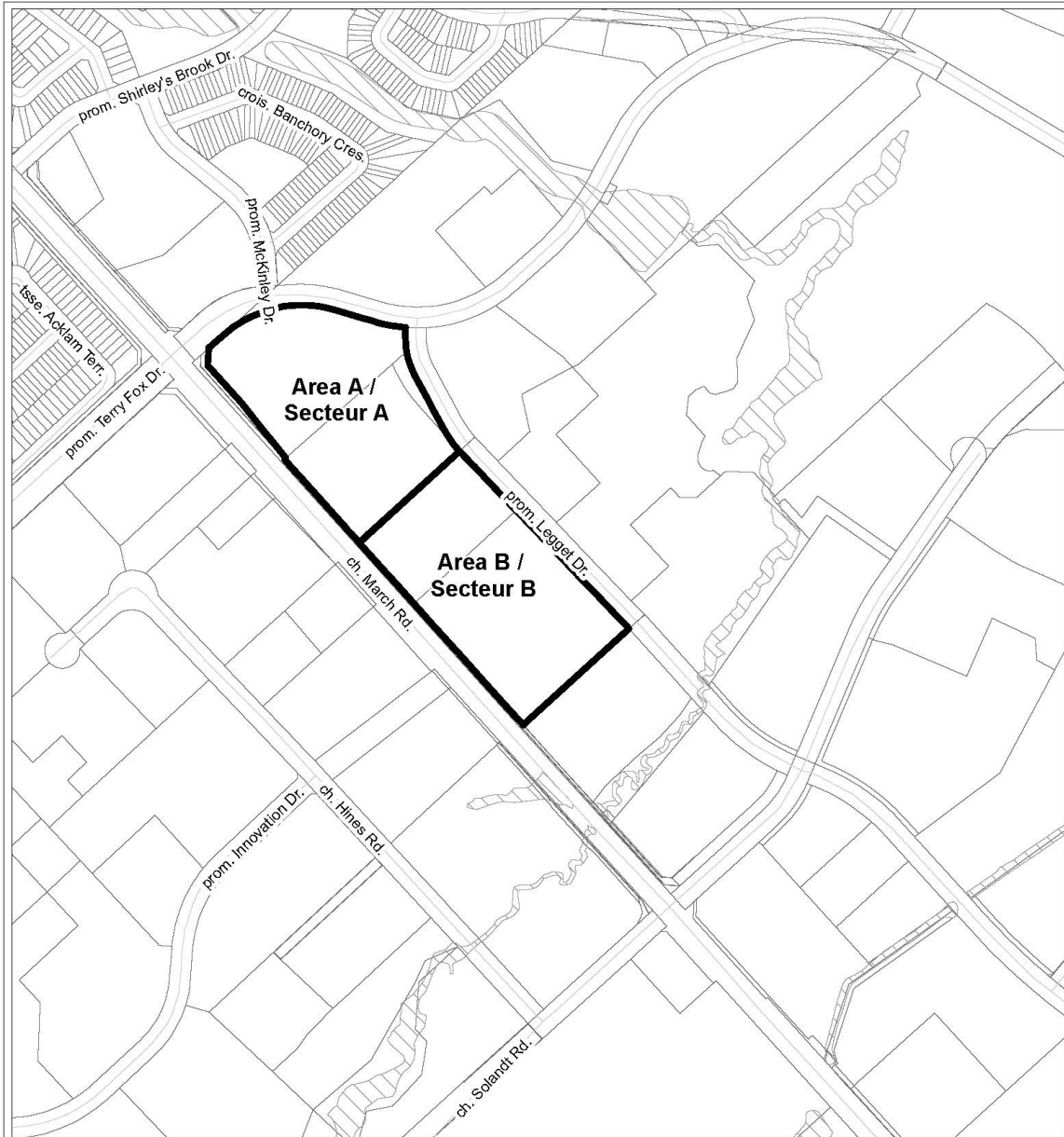
The proposed changes to Zoning By-law 2008-250 for 570 and 600 March are as follows:






1. Rezone the lands as shown in Document 4, as follows:
 - a. Area A from IP6 H(44) to MC[xxx1]-h
 - b. Area B from IG6 to MC[xxx1]-h
2. Add a new exception [xxx1] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text, “MC[xxx1]-h”
 - b. In Column IV, Exception Provisions – Land Uses Prohibited, add the following text:
 - i. Drive-through Facility
 - ii. Heavy Industrial Uses
 - iii. Light Industrial Uses
 - iv. Parking Lots
 - v. Service and Repair Shop
 - vi. Townhouse Dwellings
 - vii. Residential Uses until the holding provision is removed
 - c. In Column V, Exception Provisions – Provisions, add the following text:
 - i. Minimum Building Height for residential and mixed-use buildings: four (4) storeys or 14 metres
 - ii. Maximum Building Height for residential and mixed-use buildings: thirty (30) storeys or 94 metres
 - iii. Notwithstanding (c)(i), Minimum Building Height does not apply to above grade parking structures.
 - iv. No Minimum Parking Space Rate

- v. A minimum separation of 23 metres between towers is required
- vi. A minimum setback of 11.5 metres is required from the side and/or rear property lines when a tower abuts another high-rise building (between 10 and 40 storeys)
- vii. A minimum separation of 25 metres is required between a tower over 30-storeys and a neighbouring tower
- viii. Minimum side or rear yard setback for a tower exceeding 30 storeys in height abutting another tower exceeding 30 storeys in height: 12.5 metres
- ix. Minimum side or rear yard setback for a tower exceeding 30 storeys in height when abutting another tower of up to 30 storeys in height: 13.5 metres.
- x. Buildings abutting Legget Drive and internal private streets shall have a maximum podium height of four (4) storeys or 14 metres.
- xi. Towers are required to have a step back from the podium of the building:
 - a. For a building abutting the signature urban plaza, Legget Drive, or a public park, minimum step back required, including balconies: 3 metres; and
 - b. In all other cases, minimum step back required, including balconies: 1.5 metres.
- xii. Notwithstanding Section 65 for permitted projections, balconies are not permitted to project beyond the front wall of the podium.
- xiii. The holding symbol applies to prohibit residential development only. Removal of the holding symbol may occur following:
 - 1. Approval of the first development application for residential purposes, 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 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 or development of the lands for non-residential purposes.

Document 4 – Zoning Key Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-22-0034	22-0434-D	570, 600 ch. March Road  Area A to be rezoned from IP6 H(44) to MC[XXX1]-h Le zonage du secteur A sera modifié de IP6 H(44) à MC[XXX1]-h  Area B to be rezoned from IP6 to MC[XXX1]-h Le zonage du secteur B sera modifié de IP6 à MC[XXX1]-h	
D01-01-22-0006			
I:\CO\2022\Zoning\March_570_600		 Existing Flood Plain (Section 58) / Plaine inondable (Article 58)	
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REVISION / RÉVISION - 2022 / 08 / 03			

Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan and Zoning By-law amendments.

A virtual information session was held on June 7, 2022 and was attended by approximately 13 members of the public.

At the time of writing this report, 20 individuals were on the notification list for the proposal. Staff received written comments from four members of the community. Most were supportive and one individual expressed some concerns.

Public Comments and Responses

Comments were submitted during the review period for the subject proposal. The comments were all supportive with the exception of one resident whose concerns are as follows:

Concern: Proposed building heights are much taller than the existing building heights.

Response: The purpose of the proposal is to implement the policies which Council approved in the City's new Official Plan. The heights shown on the concept plan are very much conceptual and intended to depict what the overall development of the site could look like. When the individual towers are being developed, the Owner(s) will be required to submit a Site Plan Control application and would need to comply with the City's policies and guidelines. At that time, staff will ensure that adequate separation between new and existing buildings is provided.

Concern: Increased traffic and parking along Banchory Crescent. Will there be a traffic light installed at McKinley Drive and Terry Fox Drive?

Response: A Transportation Impact Assessment has been provided and reviewed by staff. At this time, a traffic light at McKinley and Terry Fox is not warranted and is not being proposed. As the overall site is developed, staff will continue to monitor whether there is a need for one. As it relates to measures to address any current concerns with safety at the intersection and street parking along Banchory Crescent, staff would encourage you to contact 311 and/or your local Councillor.

New Campus Site Plan

Residential Retail Office

