

February 2, 2018

Ms. Laurel McCreight

Planner, Development Review West
City of Ottawa

**RE: RioCan-Tanger Site Plan Revision
Buildings 14 and 15
8555 Campeau Drive, Ottawa**

Dear Ms. McCreight,

Fotenn Consultants Inc., acting as agents on behalf of RioCan Management Inc., is pleased to submit this Site Plan Control Revision application for the lands located at 8555 Campeau Drive in Kanata.

The proposed Site Plan Revision proposes to add two (2) new free-standing retail buildings in the southwest corner of the Phase 1 lands (located north of Feedmill Creek). The proposed revision will also add associated parking areas, and a drive-through facility.

We look forward to the opportunity to discuss this application further with you once you've had the opportunity to review the enclosed plans and studies. Please don't hesitate to contact us if you have any questions regarding any aspect of the application.

Sincerely,



Paul Black, MCIP RPP
Senior Planner



Emilie Coyle, M.Pl
Planner

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1.1 Application History

On December 23, 2011, Plan of Subdivision (D07-16-11-0024) and Zoning By-law Amendment (D02-02-11-0128) applications were submitted to the City of Ottawa in support of the development of the subject lands with a retail outlet center, hotel, and restaurant uses as well as the development of the lands located to the immediate west with an office/industrial park. In the fall of 2012, the applications were narrowed to only apply to the subject lands. The Zoning By-law Amendment was approved on February 27, 2013 (By-law No. 2013-55) and the Draft Plan of Subdivision was subsequently approved on April 3, 2013.

A Site Plan Control application (File No. D07-12-13-0027) was submitted February 20, 2013 and subsequently approved in August 2013. A Site Plan Revision application was submitted in April 2014 (D07-12-14-0121) and was approved in August 2014. A Site Plan Control application for the Phase 2 lands (south of the Feedmill Creek) was submitted in December 2014 (D07-12-14-0200) and is currently on hold. A final Site Plan Revision was submitted in February 2016 (File No. D07-12-16-0012) and was approved in May 2016.

The first phase of the centre opened to the public in October 2014 with two subsequent expansions on the east side of the main centre.

1.2 Surrounding Area and Site Context

1.2.1 Site Context

The subject lands have a total area of 23.86 hectares and are bounded by Campeau Drive to the north, Huntmar Drive to the east, Highway 417 to the south, and Palladium Drive to the west (Figure 1). Feedmill Creek runs in an east-west direction across the subject lands, creating two parcels of land.



Figure 1: Site Context

The proposed Site Plan Revision seeks approval to add two (2) restaurant pads (Buildings 14 and 15) in the southwest corner of the subject property.

1.2.2 Surrounding Context

The area surrounding the subject property has seen increasing development activity in recent years. Since the construction and opening of Tanger Ottawa, development approvals for the lands adjacent to the site have resulted in modifications to the road network.

The surrounding land uses and activity are as follows:

North: To the north and west is the Kanata West Business Park. The Business Park lands are currently under development with several road improvements completed in 2016/2017. Only one property is currently developed north of the site, an office building. Planned uses within the park include office and light industrial uses. Further north, beyond the urban boundary are agricultural lands.

East: The Minto Arcadia Retail development is proposed on the east side of Huntmar Drive, south of the Campeau Drive extension and north of the Feedmill Creek Corridor. Additional retail/employment lands are located south of the Feedmill Creek along the north edge of Highway 417. Further east is the Carp River, and additional development lands.

South: On the south side of Highway 417 is the Palladium Autopark and the Canadian Tire Centre. Further south are additional development lands currently proceeding through Plan of Subdivision approvals.

West: West of the subject property is the Kanata West Retail Centre, currently under construction, and additional undeveloped Kanata West Business Park lands. The Kanata West Retail Centre is presently occupied by a Cabela's retail store and a Princess Auto retail store. Phases 2 and 3 of this development were approved in 2017 with construction anticipated to begin in 2018. Further west are mineral aggregate extraction lands (along Carp Road).

2.0 PROPOSED DEVELOPMENT

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The proposed development includes two (2) new restaurant pads in the southwest corner of the Tanger Shopping Centre site. The main shopping centre, which is a collection of 13 buildings with interior pedestrian pathways and plazas, is located in the centre of the subject property, with parking areas around the periphery. The location of the proposed development was always contemplated for future development in the original site plan approval. The location was not developed with parking spaces and is currently vacant.

The first building (Building 14) is a one-storey restaurant with a drive-through facility. The building has an area of approximately 2,200 square feet and an outdoor commercial patio of 450 square feet. The proposed drive through loops around the north, west and south sides of the building. Building 15, located just to the south, is a single storey restaurant with an area of approximately 5,000 square feet and an outdoor patio of approximately 350 square feet.

The proposed plan removes 43 currently existing parking spaces and proposes a total of 103 new spaces. No new accesses to the parking are proposed as a result of the revision. The subject property has a full movement access to Campeau Drive in the north and right-in/right-out accesses to Palladium Drive and Huntmar Drive on the west and east sides. A future vehicular and pedestrian connection is also planned to connect to the Phase 2 lands located south of Feedmill Creek.

The proposed development respects the Ontario Ministry of Transportation's 14 metre required setback and keeps all development outside of the setback area. This area will be landscaped as a treed buffer space planted with a mix of evergreen and deciduous trees.

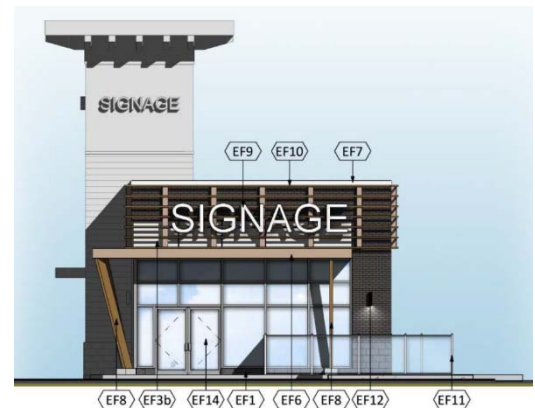


Figure 2: Building 14 Front (East) Elevation

A direct pedestrian connection between the proposed restaurant pads and the larger shopping centre between the pedestrian access between Buildings 3 and 4. A raised 2 metre pedestrian sidewalk provides access from the front doors of both new buildings to the shopping centre.



Figure 3: Building 15 Front (East) Elevation

The elevations of the proposed buildings continue the architectural theme of the shopping centre, utilizing taller towers for signage, brick, EIFS panels, and metal slats to create a warm material palette for the site. Significant glazing wrapping the front of the buildings provide animation towards the shopping centre.

POLICY AND REGULATORY FRAMEWORK

3.1 City of Ottawa Official Plan (2003, Consolidated)

The subject lands are designated “Mixed Use Centre” in the City of Ottawa Official Plan (OP) (Figure 4). The Mixed Use Centre designation is applied to lands that are strategically located along major roads and the City’s rapid-transit network. It is intended that these areas undergo substantial growth in the form of compact, mixed-use development and that they become focal points of activity at both the local and regional scales.

Transit-supportive land uses are permitted in the Mixed Use Centre designation, including offices, schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services, high- and medium-density residential uses and mixed-use development involving any of the above.

The proposed development conforms to the policies and objectives of the Mixed-Use Centre designation contributing to the mix of uses within the district and contributing to the opportunities for people to shop and play in proximity to their homes. The proposed development promotes pedestrian connectivity within the site and animated frontages on the new buildings.

The proposed restaurant use is permitted within the Mixed Use designation. The addition of building 14 and 15 on the subject property contributes to the compact and mixed-use nature of the overall development.

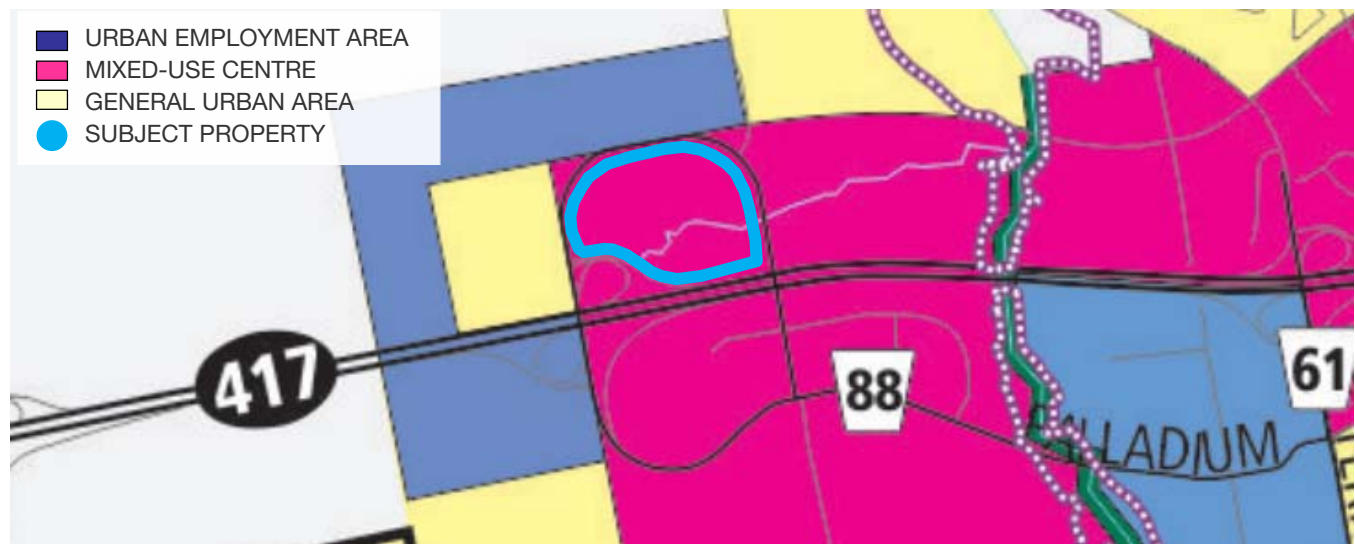


Figure 4: City of Ottawa Official Plan – Schedule B

3.2 Kanata West Concept Plan (2003)

The subject lands are designated “High Profile Employment, Entertainment and Leisure Hub”, “Intensive Employment Area”, and “River/Creek Corridor” in the Kanata West Concept Plan (KWCP) (Figure 5).

High Profile Employment, Entertainment and Leisure Hub

This designation reflects the close proximity of both Highway 417 and the future Transitway. The entertainment and leisure component reinforces the presence of the Canadian Tire Centre sports and entertainment complex, which is located southeast of the subject lands. A range of uses are recommended within this designation, including employment, personal and community-servicing uses, leisure and entertainment uses, retail and theme/specialty commercial, hotels and spas, and apartments.

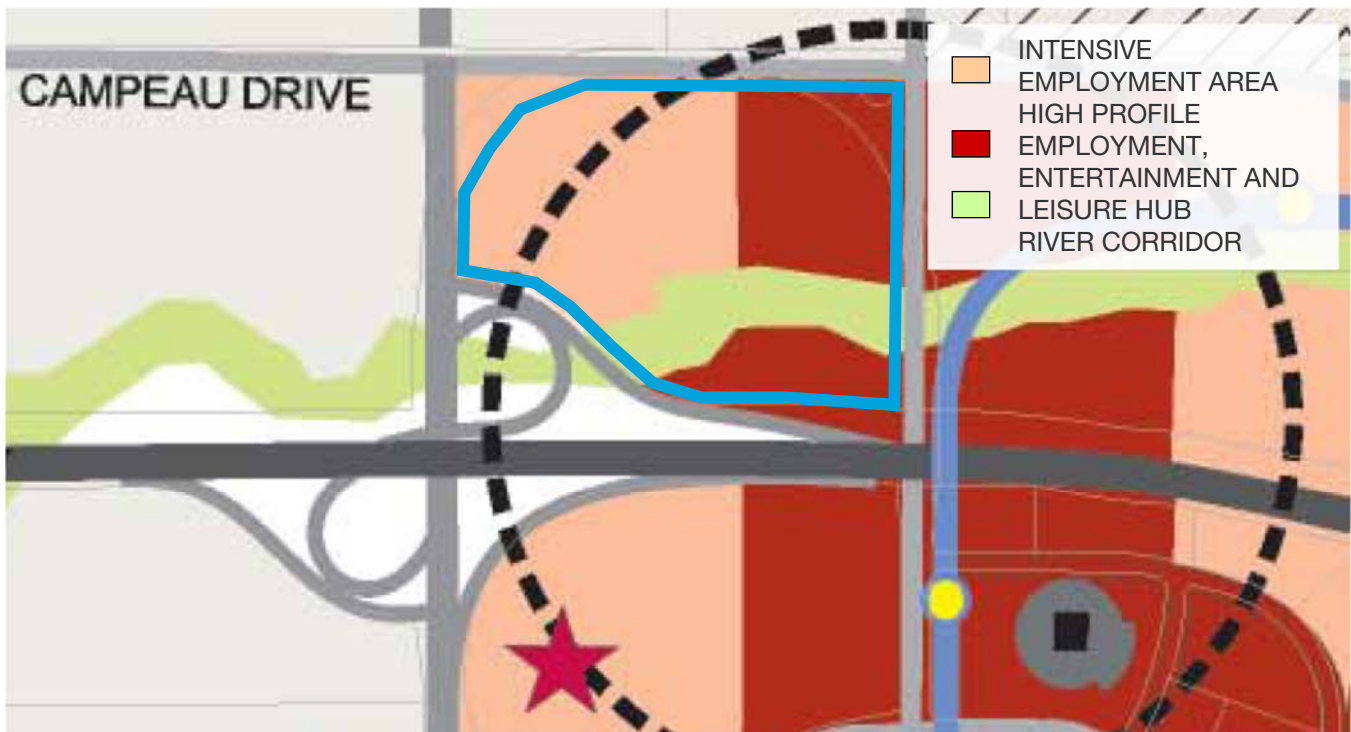


Figure 5: Kanata West Concept Plan – Land Use

It is intended that the highest intensity uses, such as offices, hotels and high-rise apartments, will be located at the Highway 417/Huntmar Drive interchange, in order to create a visual gateway to the area. Outward from this high intensity centre, free standing, lower profile uses with a strong pedestrian orientation to the street are encouraged. Both sub-areas are expected to intensify over time, particularly on sites initially used for surface parking, resulting in an urban profile. At full build-out, building heights at the Highway 417/Huntmar interchange are expected to range from 10 to 15 storeys.

Buildings with entertainment and leisure uses are expected to have very clear entrances and convey a sense of the urban recreation which is available within a cluster of these types of buildings, creating a unique character and distinctive marketing attraction for the district. In order to encourage evening activity, a theme of pedestrian light standards, building lighting, and animated signs is encouraged.

Intensive Employment Area

The intent of this designation is to provide a high quality environment for the high technology sector and supporting uses. Uses recommended in this designation include employment uses (high technology offices, research and development centres, laboratories, and training centres), personal and community-servicing uses (banks, community health and social services, convenience stores, day care facilities, personal service businesses), and retail and specialty commercial.

River Creek Corridors

The aim of the River Creek Corridors designation is to protect and restore the existing vegetation and water quality of Poole Creek, Feedmill Creek, and the Carp River. In order to achieve these goals, the KWCP contains a number of guidelines related to general environmental management, terrestrial features, aquatic features, the creeks, and the river.

The “High Profile Employment, Entertainment and Leisure Hub” and the “Intensive Employment Area” KWCP designations both permit retail and theme/specialty commercial and the former designation also permits leisure and entertainment uses, which includes restaurants, as well as hotels and spas. Further, the proposed uses fulfill the KWCP intent to have urban amenities and recreation, such as restaurants and shopping, in this area in order to extend the visits of local employees and visitors to Canadian Tire Centre.

The proposed plan revisions are consistent with the direction of the Kanata West Concept Plan for the subject property. The amendments do not preclude the opportunity for the site to develop further over time and maintains the urban design guidelines that were incorporated into the original Site Plan. These include the provision of semi-private spaces such as plazas and courts, a pedestrian-friendly environment (provided both internal to the larger centre and as proposed between the shopping centre and the proposed restaurant buildings), and appropriate lighting.

3.3 Urban Design Guidelines for Large Format Retail Development (2006)

The City of Ottawa Urban Design Guidelines for Large Format Retail Development (May 2006) provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of large format retail stores. The guidelines establish a range of design objectives with respect to large format retail development, including the following:

- / Guideline 8: Provide site furnishings, such as benches, bike racks and shelters, at building entrances and amenity areas;
- / Guideline 12: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances.
- / Guideline 13: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.
- / Guideline 15: Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.
- / Guideline 25: Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt and heat. Give preference to native species of the region that are of equal suitability.
- / Guideline 28: Plant trees in landscaped islands in parking areas, with at least two trees together and at least 10.0 square metres of soil area per tree.
- / Guideline 34: Use sodded areas and shrub beds within parking areas to collect, store and filter stormwater in order to improve groundwater recharge.

The proposed development generally complies with the intent and targets of the Urban Design Guidelines for Large-Format Retail.

3.4 Urban Design Guidelines for Drive-Through Facilities (2006)

The City of Ottawa Urban Design Guidelines for Drive-Through Facilities (May 2006) provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of large format retail stores. The followings guidelines apply the proposed development:

- / Guideline 1: Respond to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles
- / Guideline 2: Locate buildings close to the street to help define the street edge.
- / Guideline 5: Locate public amenities close to the building entrances
- / Guideline 6: Locate interior uses such as seating areas, employee rooms, offices, waiting areas and lobbies, which have the potential for clear windows, along street-facing walls
- / Guideline 7: Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building.

- / Guideline 10: Provide an unobstructed 2.0 metre wide sidewalk in the public right-of-way, across private access driveways. Ensure little or no change in elevation
- / Guideline 12: Provide customer entrance doors that are close to parking areas
- / Guideline 17: Locate surface parking areas and stacking lanes at the side or rear of buildings.
- / Guideline 25: Design the on-site circulation to minimize the conflicts between pedestrians and vehicles.
- / Guideline 30: Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site.
- / Guideline 43: Enclose all utility equipment within buildings or screen them from both public streets and private properties to the rear.

The proposed development generally complies with the intent and targets of the Urban Design Guidelines for Drive-Through Facilities.

3.5 Zoning By-Law

The subject lands are currently zoned “Mixed-Use Centre, Urban Exception 2015, Maximum Building Height 18 metres (MC[2015] H(18))”, “Mixed-Use Centre, Maximum Height 45 metres (MC H(45))”, and “Open Space (O1)” in the City of Ottawa Comprehensive zoning By-law (2008-250) (Figure 6). Specifically, the area where revisions are proposed is zoned MC[2015] H(18).

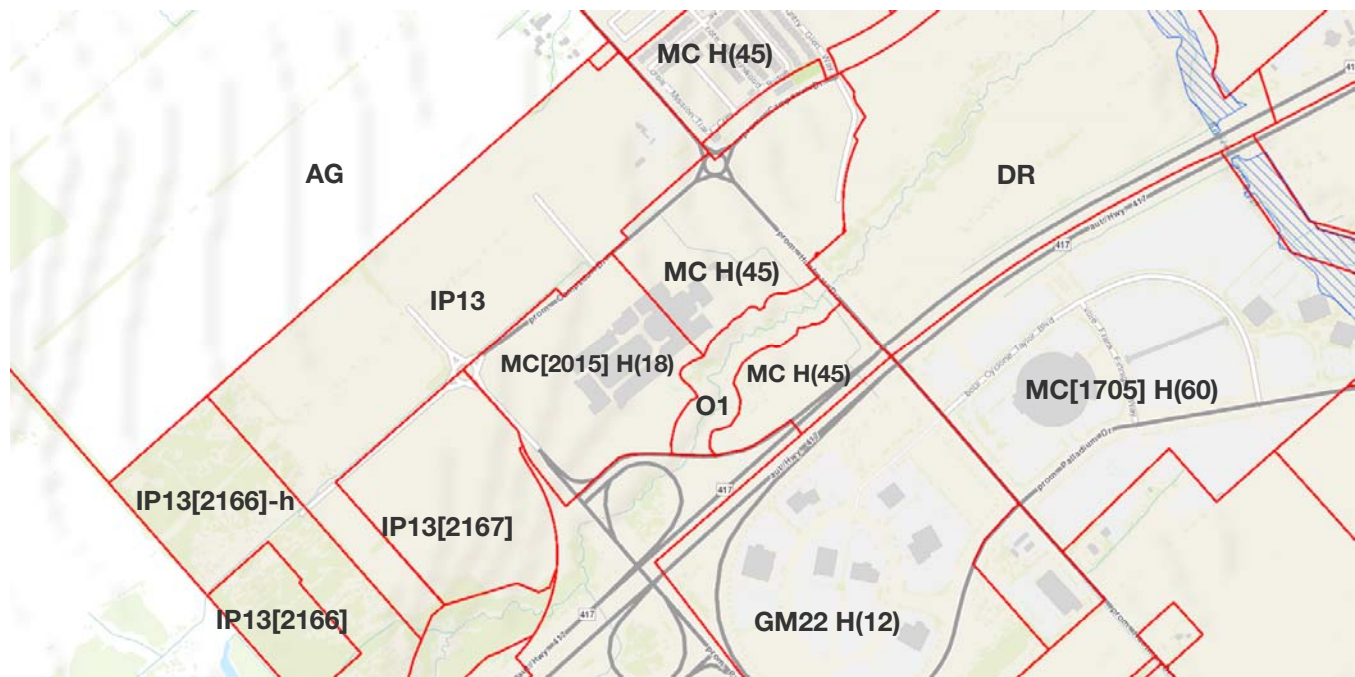


Figure 6: Zoning By-law

The Mixed-Use Centre Zone is intended for areas designated Mixed Use Centre in the City’s Official Plan and allows for a range of transit-supportive uses such as offices, hotels, large institutional buildings, retail uses, including a regional outlet mall, entertainment uses, and service uses such as restaurants and personal service businesses.

Exception 2015 permits architectural towers with no leasable floor area above 18 metres to project above the maximum height limit to a maximum of 23 metres.

The following table outlines the zoning provisions that are applicable to development within the MC zone. All provisions are met by the proposal.

Zoning Provision	Required	Provided
Minimum Lot Area	No minimum	21.32ha
Minimum Lot Width	No minimum	Approx. 375m
Minimum Front and Corner Side Yard Setback	Abutting a lot in a residential zone: 3m Abutting the rapid transit corridor: 2m Other cases: No minimum	Front (Huntmar): Approx. 117m Corner (Campeau): Approx. 86m
Minimum Interior Side Yard Setback	Abutting a lot in a residential zone: 3m Abutting the rapid transit corridor: 2m Other cases: No minimum	Outlet Centre: 75m
Minimum Rear Yard Setback	Abutting a lot in a residential zone: 6m Abutting the rapid transit corridor: 2m Other cases: no minimum	Approx. 113 m
Building Height	For all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception: 6.7m min Other: No minimum	Min. Building Height: 7.3m
Minimum Parking Requirements	Restaurant (including fast food and full service): 10 per 100m ² of gross floor area Shopping Centre: 3.4 per 100m ² of gross leasable floor area Total required: 1295 spaces	1,950 spaces
Minimum Bicycle Parking Required	1 space per 500m ² of gross floor area Total required: 72 spaces	80 spaces

The proposed development complies with the performance standards identified in the MC [2015] H(18) zone.

3.5.1 Zoning By-law Provisions for Drive-Through Operations

Provisions for Drive-through facilities are set out in section 112 of the City of Ottawa Comprehensive Zoning By-law 2008-250. As noted in the Zoning By-law, where a drive-through facility is a listed permitted use, and is provided on a site, off-street motor vehicle queuing space must be provided for that drive-through facility leading both to and from each service bay, window, kiosk or booth.

The following performance standards are required for the drive-through proposed on Outparcel 1 of the site:

Provisions	Required	Provided
Minimum Number of Spaces	11 Spaces	16 Spaces
Minimum Number of Spaces Before/At The Order Board	7 Spaces	7 Spaces

Provisions	Required	Provided
Minimum Queuing Space Width	3m	3m
Minimum Queuing Space Length	5.7m	5.7m

The proposed drive-through restaurant use (Building 14) conforms to the performance standards required in Section 112 of the Zoning By-law.

It is our professional opinion that the proposed changes to the Site Plan conform to the intent and policies of the Official Plan and the Kanata West Concept Plan, appropriately addresses the applicable Urban Design Guidelines, and complies with the zone provisions of Zoning By-law. It is our opinion that the addition of two restaurant uses on the subject property will complement the land uses in and around the Shopping Centre.

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Paul Black, MCIP, RPP
Senior Planner

A handwritten signature in black ink, appearing to read 'Emilie Coyle', with a large, stylized flourish at the end.

Emilie Coyle, M.P.I
Planner