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Planning Rationale + Design Brief

3075 PALLADIUM DR., OTTAWA

Site Plan Control Application

December 20th, 2024

Prepared by: TAES Architects Inc

For: Sunny Foodmart / Caimion Development

Contents

Executive Summary

Taes Architects Ltd. ("TAES") is retained by 1000514608 Ontario Inc. (i.e. Sunny Food Mart, the Owner) for the purpose of preparing this planning rationale and design brief in support of a Site Plan Control application for a proposed commercial development on the vacant land described municipally as 3075 Palladium Dr in the City of Ottawa. The noted vacant land is located at the northwest corner of Palladium Dr and Kanata West Centre Dr (private road), which represents an area of approximately 25,764 square metres. The proposal consists of four commercial retail buildings with total building area of 7,768.08 square meters, a screened waste storage area, surface parking (237spaces, including 7 accessible parking spaces), bicycle parking (28 spaces), drive aisles, and a mix of hard and soft landscaping (25 trees to be planted).

	Building Area	**Use**
Building A	5,535.95 m^2	A grocery store with in door playground and a few other commercial units.
Building B	687.43 m^2	Commercial units
Building C	729.10 m^2	Commercial units
Building D	815.57 m^2	Commercial Units
Total Building Area	**7,768.08 m^2**	

Two applications for Plan of Condominium are being submitted concurrently with the Site Plan Control. The first application, a Common Elements Condominium, will include two (2) Parcels of Tied Land (POTL). POTL 1 consists of the grocery store and retail uses on the western portion of the subject site. POTL 2 consists of the three commercial building on the eastern of the site. A phased condo is nested within POTL 2. The phased plan of condominium will divide the commercial and retail buildings into 93 units in three phases.

The existing path way along west edge of the property is a common element for the whole Kanata West Center commercial and will be retained as the service road.

Parkland dedication is to be satisfied as cash-in-lieu of parkland at the commercial rate of 2% of the value of the land area being developed.

The development has been designed to conform with applicable planning policy, Kanata West Concept Plan and to generally meet the intent of applicable regulations under the Ottawa's Zoning By-law (No. 2008-250). On August 29th, 2023, a stage-2 pre-consultation was held and comments from City was received. The stage-3 pre-consultation documents and drawings were submitted on February 2024, which addressed the comments received on stage-2 pre-consultation. On March 22nd, 2024, the stage-3 pre-consultation was held and the third-round comments were received, at same time, we received the letter from Mississippi Valley Conservation Authority stating that MVCA has no concern with the proposed development.

As demonstrated through this report and in the technical material required with the application, the proposed development represents an appropriate use of vacant shopping centre land, as it will help to infill the property with a land use and site design that aligns with the intent of applicable planning policy and regulations. Accordingly, we recommend the application for approval.

1. Introduction

1.1 Background

The subject property is owned by 1000514608 Ontario Inc. (ie. Sunny Food Mart, the Owner). The following report has been prepared by **TAES Architects** in supporting a Site Plan Control application for 3075 Palladium Dr. This report provides the documentation and analysis of relevant policies which support the proposal. The subject site was created by Plan of Subdivision (D07-16-14-0003) in 2014 and has been the subject of two previous applications for Site Plan Control.

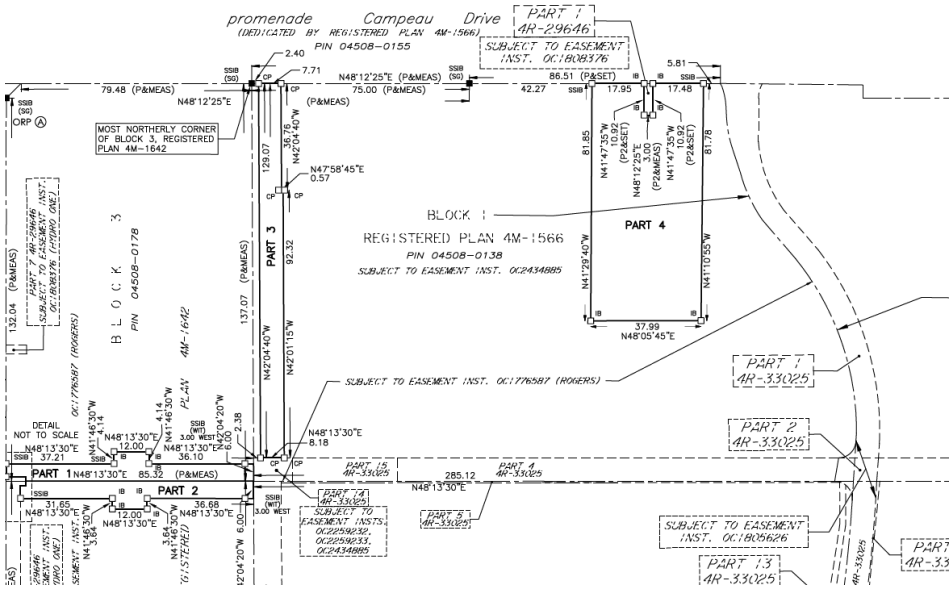
A Site Plan Control application (File No. D07-12-15-0016) for the Kanata West Retail Centre lands was approved on August 27, 2015. This Site Plan Agreement was registered on a portion of the property (the "Cabela's Block") to allow the Cabela's store and associated parking and drive aisles to be constructed. This block is known municipally as 3065 Palladium Drive.

A subsequent Site Plan Control application (File No. D07-12-16-0122) was approved on September 21, 2016, and included plans for the balance of the Retail Centre lands (Block 1, 2, and 14 on Plan 4M-1566). Block 2 has been developed for several retail and commercial uses including Princess Auto, Structube, McDonald's, and Tim Hortons. An additional site plan amendment (File No. D07-12-17-0064) that sought to change the site plan for blocks 1 & 14 was undertaken but not completed.

1.2 Description of Subject Property

The subject site is located within the former Kanata West Concept Plan study area. The site is an approximately 2.576 ha irregularly shaped parcel, municipally addressed as 3075 Palladium and also identified as Block 1 on Registered Plan 4M-1566, Concession 1, Part of Lot 3, of the former Geographic Township of Huntley, City of Ottawa. Refer to **Figure 1** for the Plan of Survey.

Figure 1: Plan of Survey



Part 4 of 4R-35309 (the "Reference Plan") is part of the subject property and owned by the same owner. The Reference Plan schedule below confirms that Part 3 and Part 4 in the Reference Plan is Part of Block 1 in 4M-1566, which is consistent with the legal description stated in the title search page attached.

SCHEDULE			
PART	BLOCK	PLAN	PIN
1	PART OF BLOCK 3	4M-1642	PART OF 04508-0178
2	PART OF BLOCK 4		PART OF 04508-0179
3	PART OF BLOCK 1	4M-1566	PART OF 04508-0138
4			
5	PART OF BLOCK 14		PART OF 04508-0151
6			

There are easements related to the property. Please refer to the **Appendix A** for further clarification prepared by Metcalfe, Blainey & Burns LLP.

1.3 Site Context

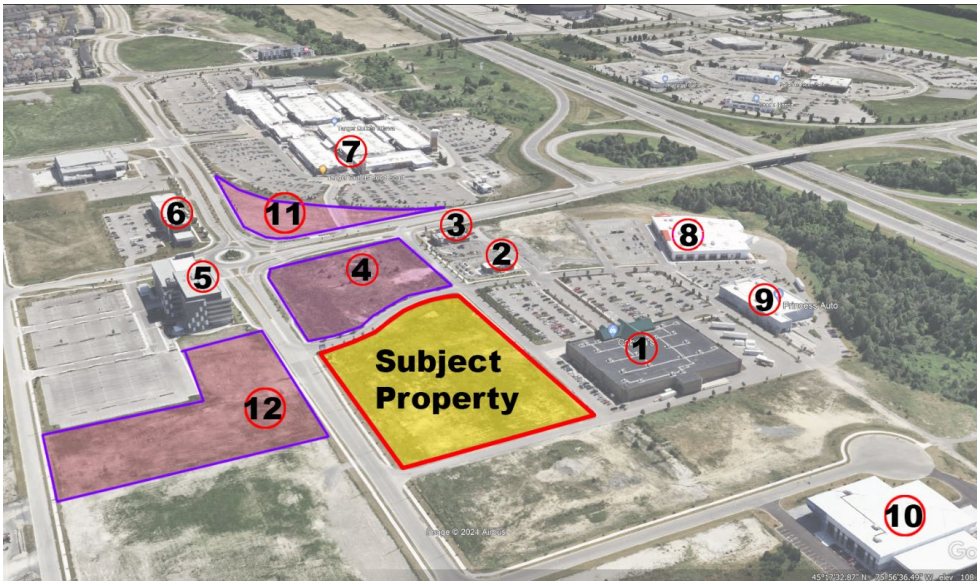
The Subject Property is located approximately 500 metres north of the intersection of Palladium Drive and Highway 417. Please refer to **Figure 2.** Campeau Drive and Palladium Drive are both four (4) lane divided roads with urban cross-sections. The lands are bounded by Kanata West Center Dr to the east, Campeau Drive to the north, and additional retail development lands to the south. Please refer to **Figure 3.**

Figure 2: Location of Site

Figure 3: Boundary Roads

The subject property is surrounded by multiple established and under-development commercial, mixed light industrial properties. Refer to **Figure 4.**

Figure 4: Surrounding Properties



1- **Cabela's;**
2- **Tim Horton's**
3- **McDonald's;**
4- **Future commercial development including a car wash and multiple retail buildings;**
5- **Kinaxis building**
6- **Wingate Hotel**
7- **Tangers Outlets**
8- **Structube**
9- **Princess Auto**
10- **HVAC Supplying Store**
11- **Future commercial development including a gas bar and restaurant.**
12- **Future light industry building**

Figure 5: Street views

1.4 Consultation

The formal Site Plan Control application was filed on August 1st, 2024 with drawings and study reports to address the comments received on March 22, 2024.
There are no adjacent residential occupancies that would benefit from a consultation process.

1.5 Supporting Studies

The reports itemized below support the Site Plan Control Application:

1) Survey Plan of PART OF BLOCKS 1 AND 14 REGISTERED PLAN 4M-1566 AND PART OF BLOCKS 3 AND 4 REGISTERED PLAN 4M-1642 - Stantec Geomatics Ltd., dated Feb 23, 2023.
   *Replaces by PLAN OF SURVEY SHOWING TOPOGRAPHIC DETAIL OF BLOCK 1REGISTERED PLAN 4M-1566, CITY OF OTTAWA - **J.D. BARNES LIMITED**, dated December 9, 2024.*
2) Site Plan – TAES Architect, dated December 18, 2024.
3) Site Plan -Phasing Plan – TAES Architect, updated on December 18, 2024.
4) Building Elevations – TAES Architect, updated on December 18, 2024.
5) Perspectives – TAES Architect, updated on December 18, 2024.
6) Transportation Impact Assessment – WPE Engineering, updated on December 18, 2024.
7) Servicing and Stormwater Management Report – WPE Engineering, updated on December 18, 2024.
8) Civil Drawings – WPE Engineering, updated on December 18, 2024.
9) Site Lighting Certification Letter –PANVIEW DESIGN & ASSOCIATES, dated Aug 19, 2024.
10) Photometric Plan – PANVIEW DESIGN & ASSOCIATES, dated July 18, 2024.
11) Landscape Plan – James B. Lennox & Associates Inc., updated on December 17, 2024.

12) Tree Conservation Report - CSW Landscape Architects Ltd., updated on September 18, 2024.
13) Geotechnical Investigation – Yuri Mendez Engineering, updated on November 11, 2024.

2. Proposed Development

2.1 Site Plan

As shown in Figure 6, the Applicant proposes to develop the Subject Property to establish a commercial plaza features a multi-culture commercial complex building with grocery store, in-door playground and multiple tenant spaces, and three strip retail buildings with multiple commercial units. The GFA of proposed development is 7,910.24 square meters. Following parking spaces are provided:

PARKING	EXISTING	PROPOSED	REQUIRED	SECTION
TOTAL PARKING		237 SPACES	3.6 per 100 m^2 of GLA = 237	TABLE 101
INCLUDING ACCESSIBLE PARKING		7 SPACES		
BICYCLE PARKING SPACE		28 SPACES	Building A (Retail): 1 per 250 m^2 of GFA = 23 Building B, Builidng C, Building D (Shopping Centre): 1 per 500 m^2 of GFA = 5	TABLE 111A

The development will be in two phases as shown in **Figure 7**. Potential future condo plan application will be filed separately at a later stage.

Figure 6: Site Plan

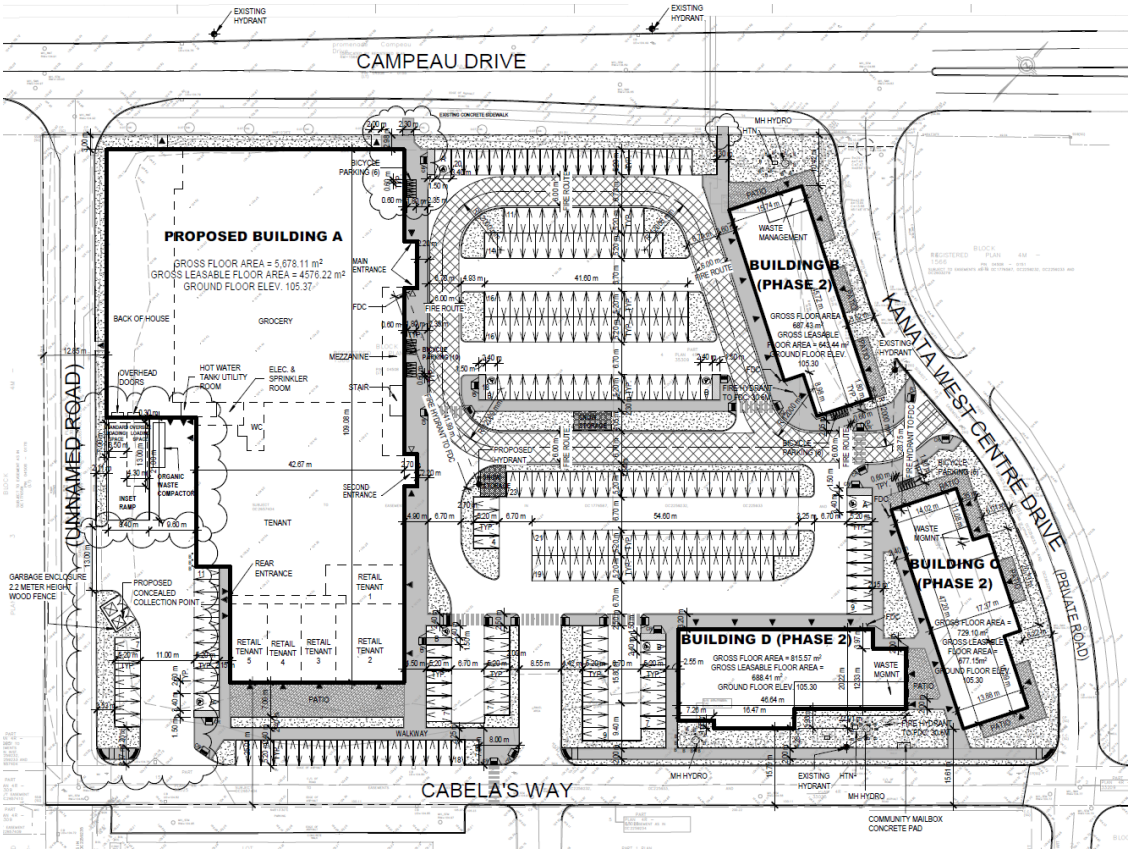
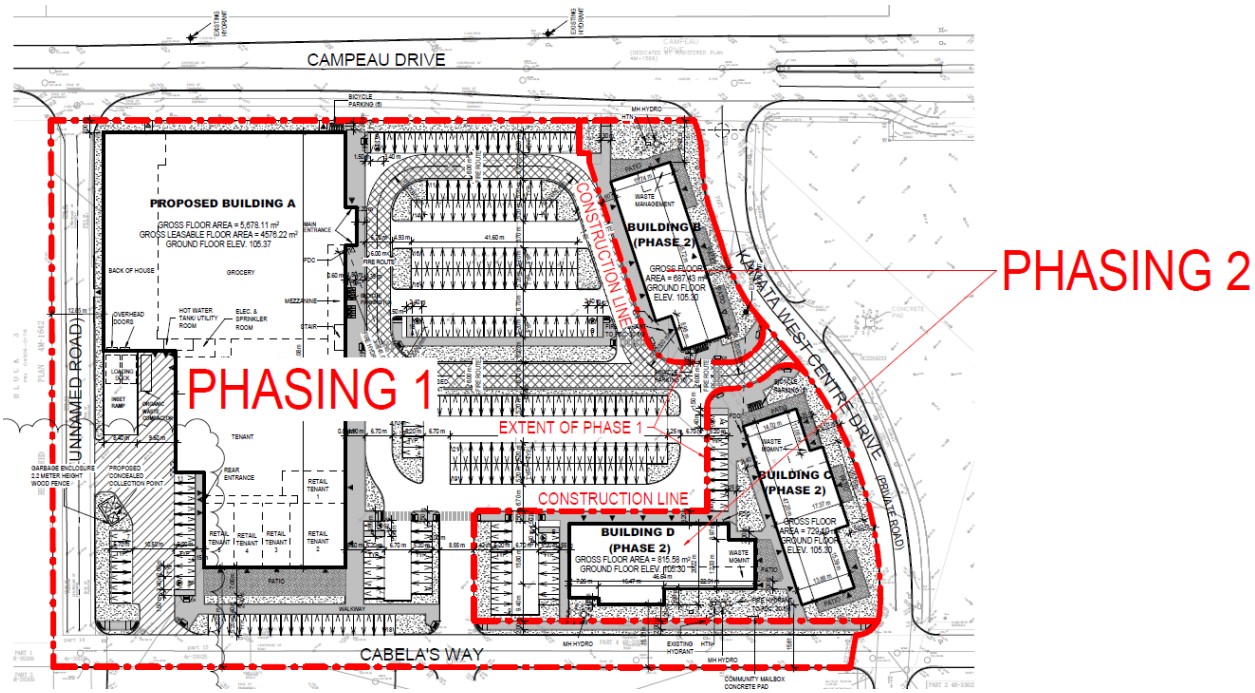


Figure 7: Phasing Plan



2.2 Building Design

The massing design of the proposed development involves careful planning to create a cohesive, functional, and aesthetically pleasing environment. The large anchor commercial building is positioned prominently at the west end of the property. The three free-standing strip retail buildings are arranged along the south and east boundary to form consistent and articulating streetscape. At same, the arrangement of the three buildings also contributes to variety of landscaped space and interesting pedestrian pathways.

Figure 8: 3D Massing


Sunny Kanata Center
SIGNAGE


SIGNAGE
SIGNAGE
SIGNAGE
SIGNAGE
SIGNAGE


SUNNY FOODMART
SIGNAGE
SIGNAGE
SIGNAGE

The building design utilizes contemporary design language and mix of durable and attractive materials, such as aluminum composite panel, glass, concrete site-cast panel and accent materials, to provide a sophisticated look and durability. Articulate the façade to reflect the different tenant spaces and segmented design effectively divides the large building format into more appealing human scale sections. Each section of the building has unique features that indicate the type of business inside, while maintaining overall coherence. The anchor commercial building and other three strip commercial building are tied together by unified architectural style, while allowing each to have a distinct identity.

To enhance the building's articulation and interact with the surrounding commercial structures, a signage tower has been added to the southeast corner of Building A, featuring consistent materials and geometric shapes. Additionally, the retail tenant unit facades have been upgraded with aluminum panel frames and wood plank accents. These enhancements will significantly enrich the architectural character of the entire development.

Figure 9: Building Elevations (Building A)

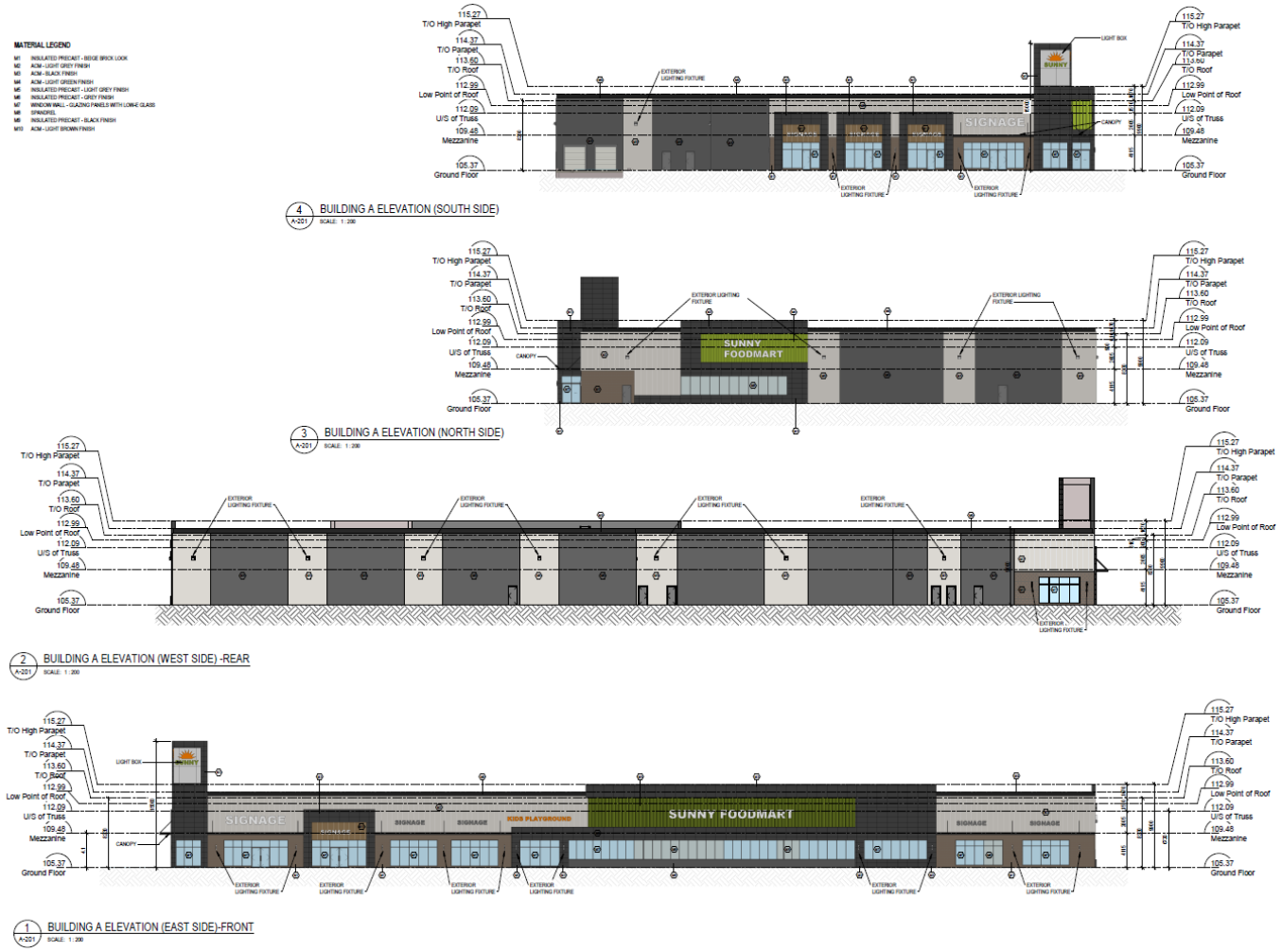
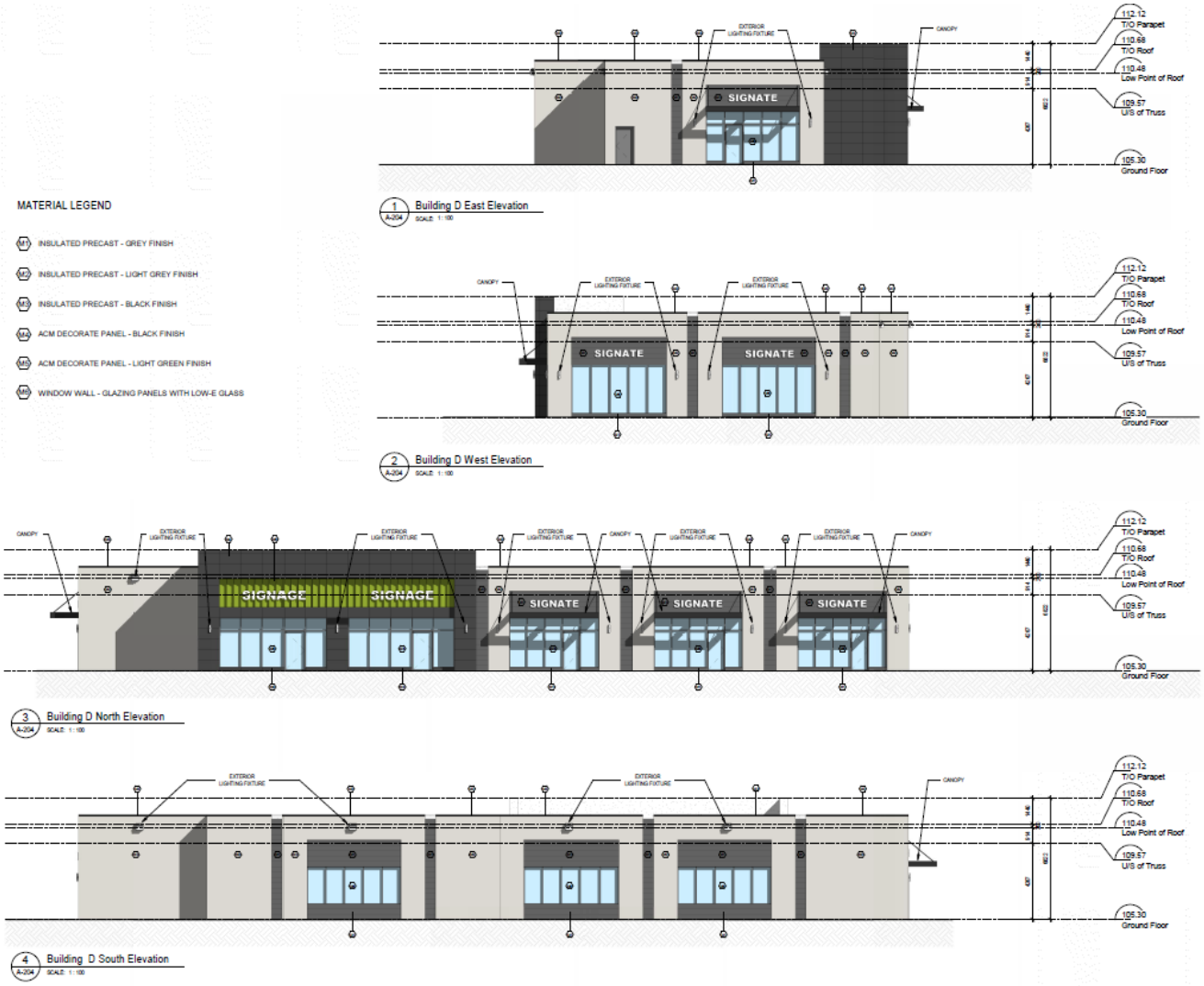


Figure 10: Building Elevations (Building B)

Figure 11: Building Elevations (Building C)

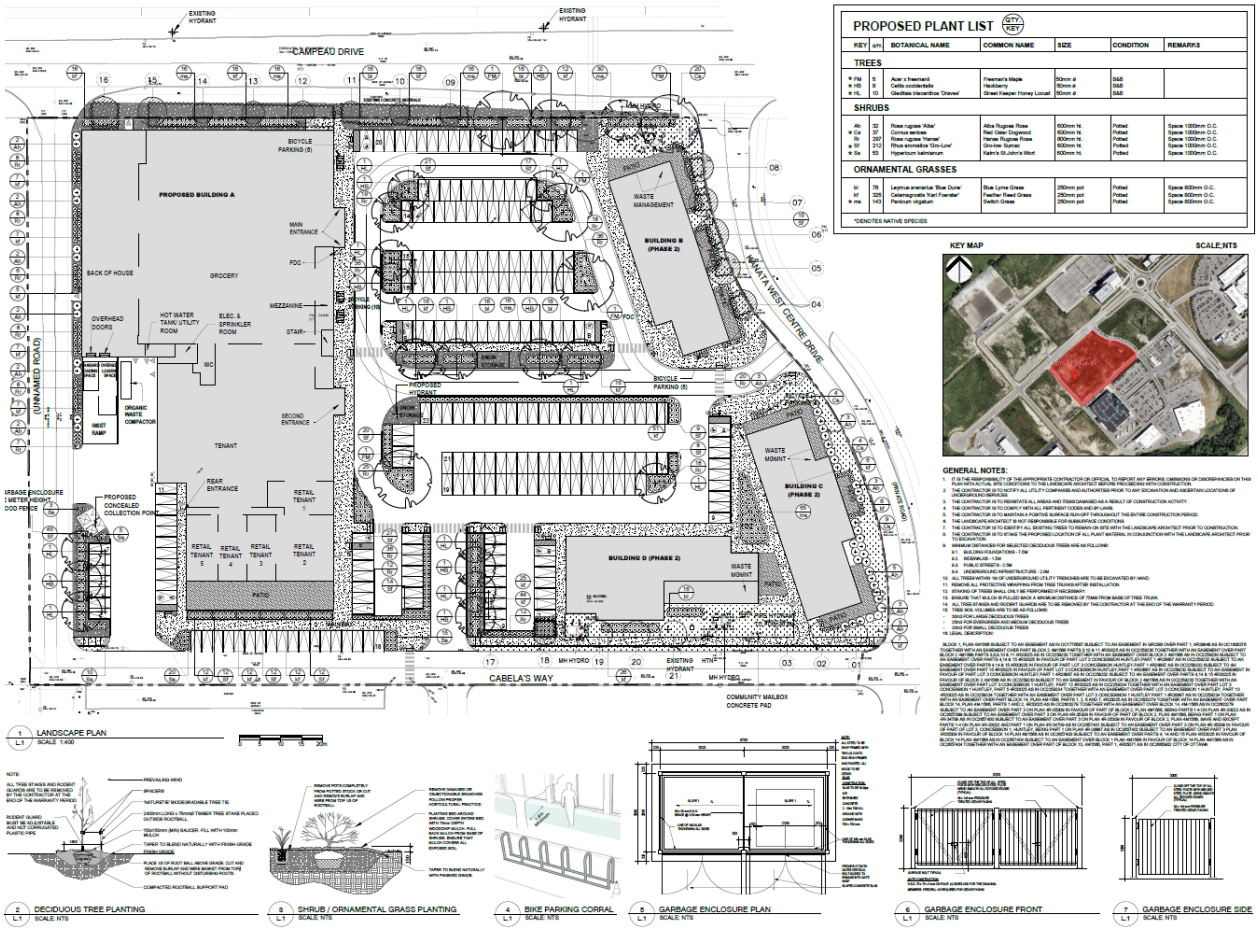
Figure 12: Building Elevations (Building D)



2.3 Landscaping

Landscaping features, including deciduous and coniferous trees, shrubs, grasses along the building street front soften the building's appearance and create more inviting environment. The existing trees are preserved as much as possible and more trees are planted. Parking areas have been broken up with soft landscaping as much as possible. Large, landscaped islands are provided in the parking lot to provide shade, stormwater infiltration and aesthetic appeal. This contributes towards the city's goal of increasing tree canopy throughout the city. Except softscapes, several exterior patio spaces, seating areas are provided.

Figure 10: Landscape Plan



2.4 Site Servicing

2.4.1 Sanitary Servicing

New private sanitary sewers are necessary to accommodate the needs of the subject site. A 200 mm diameter sanitary sewer extension will be constructed within the unnamed road, originating from EXMH 22A on Cabela's Way, in accordance with the approved IBI servicing design. Sanitary flows from Building A will be directed through a new 200 mm diameter service line to connect to the newly constructed 200 mm diameter private sanitary sewer located within the unnamed road.

For Buildings C and D, a new 200 mm diameter sanitary sewer connection will be established to link with the existing 200 mm diameter private sanitary sewer on Cabela's Way, upstream of EX MH14A.

Building B's sanitary flows will be conveyed via a new 200 mm diameter sanitary service line, connecting to the existing 300 mm diameter private sanitary sewer on Kanata West Centre Drive, upstream of MH11A.

All proposed sanitary sewers have been meticulously designed to accommodate the peak design flows and ensure compliance with acceptable full flow velocity ranges.

Refer to Section 4.1 of **FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT (updated on December 18, 2024).**

2.4.2 Storm Servicing

Stormwater runoff from the majority of the subject site, including the parking area east of Building A and building roofs, will be managed by a proposed storm sewer system. This system will convey runoff to a new manhole on Cabela's Way, located approximately 25 meters upstream of EXMH 32.

Additionally, a proposed storm sewer system will be installed within the unnamed road, directing runoff to EXMH22 on Cabela's Way as per the approved IBI design. This system is designed to capture and convey flows from the unnamed road and adjacent drainage areas. Runoff from the loading/parking areas west of Building A will also be directed to this proposed storm sewer system.

Roof runoff from Building A will be controlled by roof drains designed by the Mechanical Engineer, and conveyed internally through the building to proposed building storm services. Roof drain controls shall be designed at a discharge flow rate of 40 L/s/ha. To accommodate the size of the roof area, three 250 mm diameter storm services will be provided to convey roof flows. The roof flows will be collected and conveyed to an infiltration gallery located within the parking lot. To prevent any potential back flow from the infiltration galleries, a backflow check valve is proposed on each storm connection. Refer to Dwg. C-03 for locations of backflow check valves. Although infiltration is expected, the storm sewer system is designed with capacity to handle the full 5-year peak flow from the roof area.

Similarly, roofs of Buildings B, C, and D will utilize trough systems designed by the Mechanical Engineer to collect roof runoff. Each building will have a 250 mm diameter storm service to convey roof flows. Building C will utilize an existing 250 mm storm service stub. The storm sewer system has been designed to manage the full 100-year peak flow from the roof areas without causing surcharging.

Refer to Section 4.2 of **FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT (updated on December 18, 2024).**

2.4.3 Water Servicing

The proposed buildings will receive their domestic water supply through connections to the private water mains located on Kanata West Centre Drive, Cabela's Way, and the unnamed access road.

- Building A will connect to a new 152 mm diameter service line from a new 203 mm diameter private water main to be installed within the unnamed road.

- Building B will connect via a new 152 mm diameter service line to the existing 203 mm diameter water main on Kanata West Centre Drive.

- Buildings C and D will be serviced by a new 152 mm diameter connection to the existing 203 mm diameter water main on Cabela's Way.

- For fire protection, the existing 203 mm diameter water main stub located west of Building D will be extended to provide adequate coverage.

Additionally, a new 203 mm diameter water main will be installed within the unnamed road, linking the existing stubs between Campeau Drive and Cabela's Way. In line with the approved IBI servicing design, two fire hydrants will also be installed along the unnamed road to ensure sufficient fire protection.

Refer to Section 4.3 of **FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT (updated on December 18, 2024).**

2.4.4 Refuse Collection

Building A: Next to the loading dock, an organic waste compactor is provided for grocery store. A concealed exterior garbage collection point is located close to service entrances of retails. Building B, C, D: Internal waste collection room is provided inside each building for refusal collection of multi-tenant commercial buildings. Locations refer to **Figure 6: Site Plan.** A private commercial waste collection company will be contracted to collect waste at regular intervals. Waste will be stored in rolling bins which will be taken out of the refuse rooms when garbage is collected.

2.4.5 Snow Collection

Two on site temporary snow storage areas are provided. Snow Collection will be undertaken by a private company and hauled to an offsite location.

2.5 Sustainability

A durable, sustainable building envelope is a primary focus for the proposed development. This development is following the precepts of CAN/CSA S478:19 and Part 5 of the Ontario Building Code, considering materials, lifecycle value, and the season in which the construction will take place. Tilt-up construction will be adopted for exterior walls. This construction method effectively reduces carbon footprint by:

- lower level of permeability of air as well as loss of conditioned indoor air;
- Proven insulation systems provide uncompromised, continuous insulation layers and maximum energy efficiency;
- Through exposed concrete interior surfaces, indoor air quality can be improved by reducing VOCs and lowering maintenance requirements;

- Local material acquisition and the use of the building site for production can reduce the carbon footprint and carbon dioxide emissions.

A flat roof is used to conserve storm water with a high albedo surface to reduce heat-island effects. This approach allows for better site water management and control of storm water runoff to reduce the impact on municipal storm sewers.

3. Planning and Policy Context

3.1 Provincial Planning Statement 2024

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" the policies of the Provincial Planning Statement (PPS). The new Provincial Planning Statement 2024 came into effect October 20, 2024 and replaces the Provincial Policy Statement that came into effect on May 1, 2020. The following analysis is provided to understand the Proposed Development's alignment with the province's updated direction for matters related to land use planning, and more specifically, **Infrastructure and Facilities**.

Chapter 3: Infrastructure and Facilities

3.1 General Policies for Infrastructure and Public Service Facilities

2. 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; and

   b) opportunities for adaptive re-use should be considered, wherever feasible.

A Serviceability Report prepared by WPE Engineering and included in this submission details how the proposed development will utilize municipal sewage, water and stormwater services. Refer to the reports for details.

4. Public service facilities should be planned and co-located with one another, along with parks and open space where appropriate, to promote cost-effectiveness and facilitate service integration, access to transit and active transportation.

The subject commercial plaza development is part of the Kanata West Centre commercial development, sharing existing services as well as transit and transportation system with neighbouring commercial tenants.

Chapter 4: Wise Use and Management of Resources

4.1 Natural Heritage

The subject development is not on or adjacent to any natural heritage site.

4.2 Water

2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

4.3 Agriculture

4.3.1 General Policies for Agriculture

2. As part of the agricultural land base, prime agricultural areas, including specialty crop areas, shall be designated and protected for long-term use for agriculture.

4.4 Minerals and Petroleum

4.4.1 General Policies for Minerals and Petroleum

1. *Minerals and petroleum resources* shall be protected for long-term use.

4.5 Mineral Aggregate Resources

4.5.1 General Policies for Mineral Aggregate Resources

1. *Mineral aggregate resources* shall be protected for long-term use and, where provincial information is available, *deposits of mineral aggregate resources* shall be identified.

4.6 Cultural Heritage and Archaeology

1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.

2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

None of the above exist on or adjacent to the subject site.

Chapter 5: Protecting Public Health and Safety

5.2 Natural Hazards

2. Development shall generally be directed to areas outside of:

a) hazardous lands adjacent to the shorelines of the Great Lakes -St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;

b) hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and

c) hazardous sites.

The proposed development is not occurring within natural hazard lands or sites.

5.3 Human-Made Hazards

1. Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.

2. Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.

A Phase 1 Environmental Site Assessment by Paterson Group dated September 12, 2024 forms part of this application.

3.2 Ottawa Official Plan

The Official Plan provides a policy framework to guide the city's development through 2046. It provides guidance for the future growth of the city and addresses matters of provincial interest as defined by the *Planning Act* and the PPS.

As shown on **Figure 11**, the subject site is within the Suburban Transect as noted on Schedule A of the Official Plan. No secondary plan applies to the subject site, however, it is within Special Policy Area 2, as noted in Annex 5 of the Official Plan (**Figure 12**). Further, it is designated as neighborhood, as shown on Schedule B5 (**Figure 13**).

Figure 11: Subject Site Location on Official Plan-Transect Policy Areas

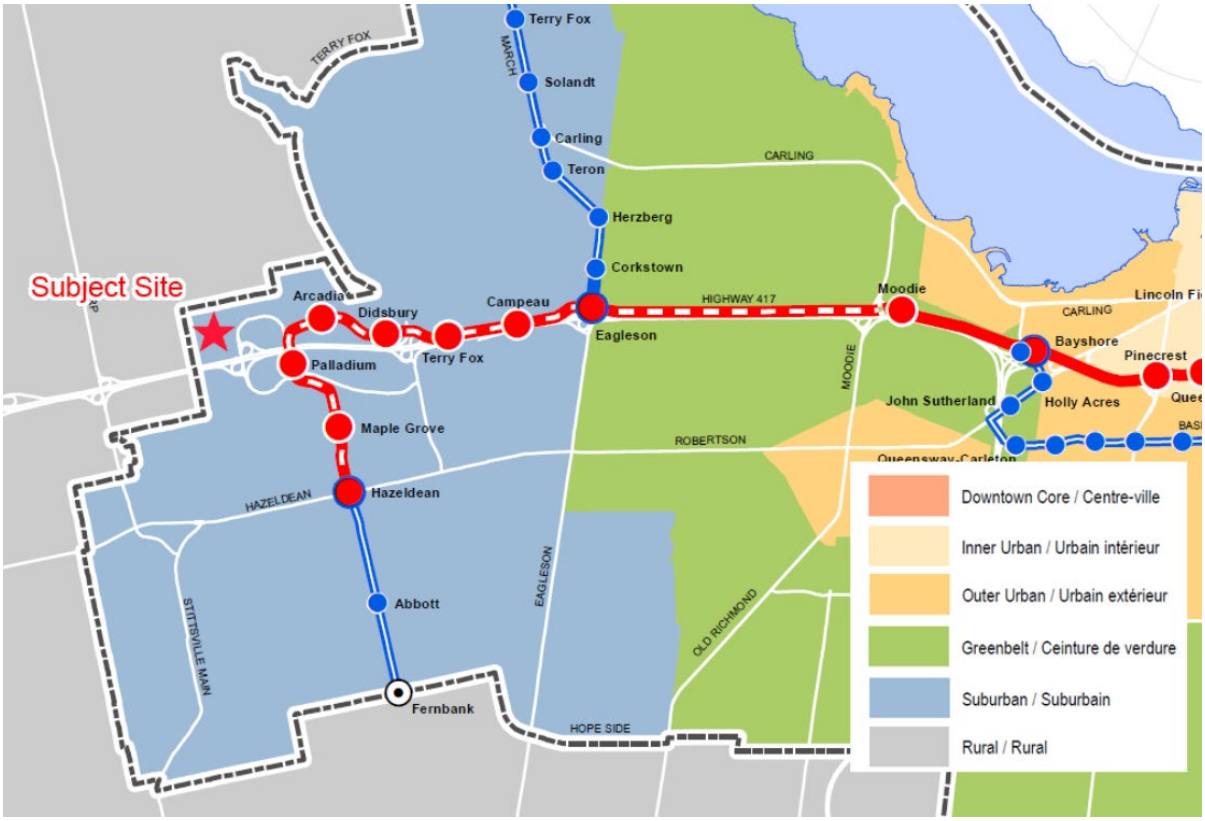
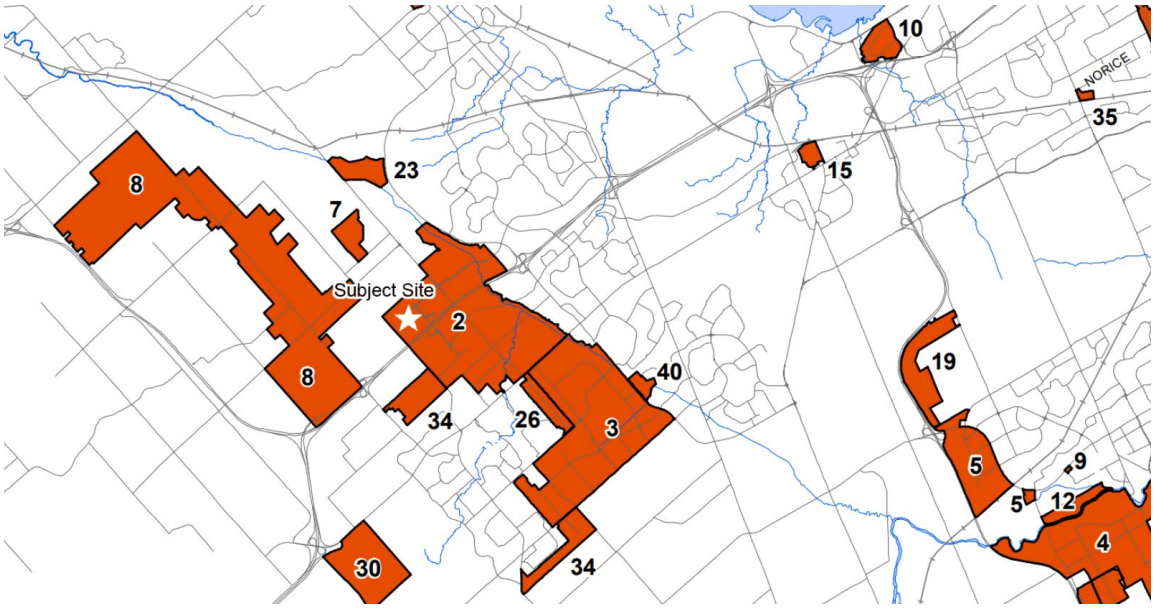


Figure 12: Subject Site Location on Official Plan-Special Policies



3.2.1 Suburban Transect

As per Section 5.4 of the Official Plan, the Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The Suburban Transect is generally characterized by low- to mid-density development. The objectives are to "recognize a suburban pattern of built form and site design while supporting an evolution towards a 15-minute neighbourhood", to provide direction for development (with a focus on hubs and corridors) and to encourage street connectivity.

As per Table 6 of the Official Plan, suburban built form is characterized by larger lots, generous spacing between buildings, variety of building forms including single storey, and private automobile parking that may be visible from the street. The proposed site supports an evolution towards 15-minute neighbourhoods by minimizing excess parking and locating parking in the interior of the site plan while providing street framing buildings towards the property boundaries. Additional pedestrian and active transportation infrastructure is provided to link the proposed site to the surrounding neighbourhood.

Section 5.4.4 of the Official Plan provides direction to new development in the Suburban Transect:

c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;

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;

g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses

The proposed development will not generate traffic in excess of the amount planned for in the original development of the area. This area of the suburban transect is extremely car centric. However, the

proposed development supports the transit system by providing access to the adjacent transit stop on Palladium and providing supporting infrastructure for active transportation through bicycle parking spaces. These elements assist the city's goal of moving away from car-centric planning and towards 15-minute communities.

The multi-tenant retail buildings provide a variety of commercial services to the surrounding area and offer flexible commercial occupancies for local businesses to grow over time.

3.2.2 Neighbourhood Designation Section 6.3

The subject site is located within the Suburban (West) Transect on land designated as "Neighbourhood" (**See Figure 13**). Section 6.3 of the OP states that "It is the intent of this plan that [Neighborhoods], along with hubs and corridors, permit a mix of building forms and densities." Further, "Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context sensitive development."

Figure 13: Subject Site Location on Official Plan-

Suburban (West) Transect

The location of the proposed development, within the Kanata West Retail Centre, and in close proximity to a 417 Highway interchange, defines the neighbourhood context in this area. The surrounding uses are mostly large format retail, and the existing municipal and provincial transportation infrastructure supports car-centric development at this location. Based on the site context, the proposed development represents appropriate land use that complies with the directives of the neighbourhood designation in the Official Plan.

3.2.3 Kanata West Concept Plan

As shown on Annex 5 of the Official Plan the subject site is within the boundaries of Area Specific Policy 2 (Kanata West). The provisions of Area Specific Policy 2 are intended to enforce the remaining development goals of the Kanata West Concept Plan (2002) which expired when the new Official Plan was approved in 2022. These remaining provisions are:

2.1 – Landowners will enter into cost sharing agreements for major infrastructure.
2.2 – Provision of a district park at 195 Huntmar Drive.
2.3 – Outlining conditions to develop lands in proximity to the Carp River.
2.4 – Establish condition to lift holding zones relating to Carp River development.
2.5 – Define area for buildings of 15 and 6 storeys north of Highway 417.
2.6 – Define area for 21.9 ha of employment lands south of Highway 417.

With the exception of 2.1, the provisions of Area Specific Policy 2 do not apply to the proposed development. It is understood that the city will include a condition of site plan approval relating to provision 2.1.

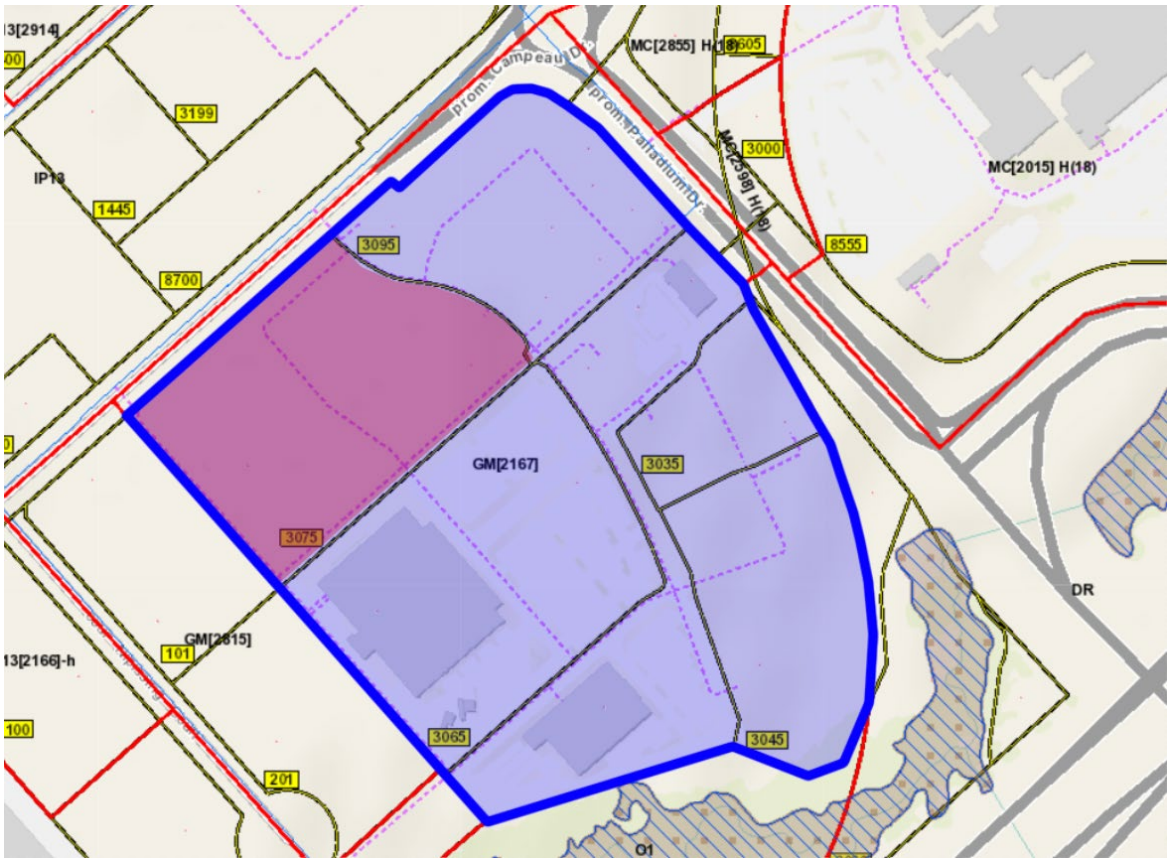
3.3 Zoning Compliance

3.3.1 One Lot for Zoning Purposes

As per Ottawa Zoning Bylaw (2008-250) section 93, One Lot for Zoning Purposes, where a group of occupancies are designed, developed and managed by a group of owners who share a group of parking lots, the group of occupancies shall be considered one lot for the purpose of applying zoning provisions and regulations. As this property is part of the Kanata West Retail Centre (D07-12-15-0016) it benefits from the provisions of section 93.

The supply of parking and lot line setbacks have been evaluated based on the understanding that the Kanata West Retail Centre will be evaluated as a single lot. **Figure 14** below shows these lot boundaries and defines our understanding of the lot lines in blue. Any internal lot lines that are not labelled are considered to be interior side yard lot lines. Please note that other calculations such as Building Height, Floor Space Index and Landscaped Areas have been provided based on the boundary of 3075 Palladium only (red overlay in **Figure 14**). This distinction was used because the applicant has no control over the provision of these requirements in areas outside of the site plan boundary.

Figure 14: Zoning Map



3.3.2 Compliance

The subject site is zoned GM[2167], which allows variety of non-residential uses. The proposed mixed-use commercial plaza does not include those uses unpermitted. Based on review of the performance provisions for the GM[2167] zone, the proposed development is in compliance and no variances are required.

Table 1: Zoning Compliance

075 Palladium Zoning Compliance GM[2167]			
Mechanism	**Required**	**Proposed**	**Compliance**
Principal Land Uses GM[2167]	• Animal care establishment • animal hospital • artist studio • automobile service station • bank • bank machine • bar • catering establishment • cinema • click and collect facility • community centre	Shopping Centre Including: • Retail Food Store • Retail Store • Restaurant • Personal Service Business • Instructional Facility Leasing is still underway. Future occupants will be	Y

	• community health and resource centre • convenience store • day care • diplomatic mission • drive-through facility • emergency service • garden nursery • funeral home • home-based business	consistent with the uses permitted in the Gm[2167] zone.	
Minimum lot area	No Minimum	25,764 sm	Y
Minimum lot width	No Minimum	132.2 m	Y
Minimum interior side yard setback	No Minimum	3 m	Y
Minimum required corner side yard setback along Campeau Drive;	0 m	2.98m	Y
Minimum required front yard setback along Palladium Drive	1.5 m	5.52 m (To the east Kanata West Centre Dr)	Y
Minimum required rear yard setback along Nippissing Court	0 m	12.85 m (to the west property line)	Y
Maximum Building Height	18 m	8.2 m	Y
Maximum Floor Space Index	2	0.3	Y
Minimum width of landscaped area	3 M (i) ABUTTING A STREET	3 m	Y
Minimum area of landscaping in parking lot	15%	26%	Y
Minimum width of landscaping around a parking lot	3 m	3 m	Y
Parking Spaces	237	237	Y
Bicycle Parking Spaces	28	28	Y

3.4 Urban Design Guidelines

The Urban Design Guidelines for Large-Format Retail were released by the City in May 2006. These guidelines implement both the design objectives and vision of the Official Plan and target the following six areas: Streetscape and built form, Pedestrians and cyclists, Vehicles and parking, Landscape and environment, Signs, and Servicing and utilities. The guidelines establish a range of design objectives with respect to large-format retail development. Specifically, this site plan and zoning proposal supports:

Guideline 1: Set new buildings back by 3.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.

Guideline 2: Provides significant architectural or landscape features at the corner on corner sites to emphasize the public streets and enhance the streetscape.

Guideline 3: The Building B, C, D are planned with long sides along the primary accessing streets.

Guideline 4: Along the internal pedestrian circulation in combination of external street front pedestrian circulation, use clear windows and doors to allow exposures of interior commercial activities. Locate active uses at grade, such as restaurants, specialty in-store boutiques, food concessions and waiting areas.

Guideline 5: 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 6: Landscape the area in front of a blank wall that faces public streets, and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls.

Guideline 7: Design the façade of buildings with multiple uses so that each use is defined separately through individual signage, individual entrances and individual canopies.

Guideline 8: Provide site furnishings, such as benches, bike racks and shelters, at building entrances and amenity areas.

Guideline 10: Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets.

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 14: Provide unobstructed pedestrian walkways that are a minimum 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary access and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.

Guideline 15: Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.

Guideline 16: Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.

Guideline 18: Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites.

Guideline 20: Design the site circulation to minimize the conflict between pedestrians and vehicles. This can be achieved by orienting car parking spaces to minimize the number of traffic aisles that pedestrians must cross.

Guideline 22: Provide only the minimum number of parking spaces required by the Zoning By-law.

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 31: Landscape any area between the building and the sidewalk with foundation planting, trees, street 4 furniture, and walkways to public sidewalks.

Guideline 34: Use sodded areas and shrub beds within parking areas to collect, store and filter

stormwater in order to improve groundwater recharge.

Guideline 37: Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.

Guideline 45: Enclose all utility equipment within buildings or screen it from both the public street and private properties to the rear and ensure that noise is attenuated. This includes utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.

Guideline 47: Design garbage enclosures that are external to the building with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters.

Guideline 48: Provide lighting that is appropriate to the ground floor use and focuses on pedestrian areas.

Guideline 49: Use efficient white light sources on site to reduce energy costs and to create a natural colour balance for safety and security.

Guideline 52: Plan the site to include areas for temporary snow storage without conflicting with site circulation, landscaping and utility boxes.

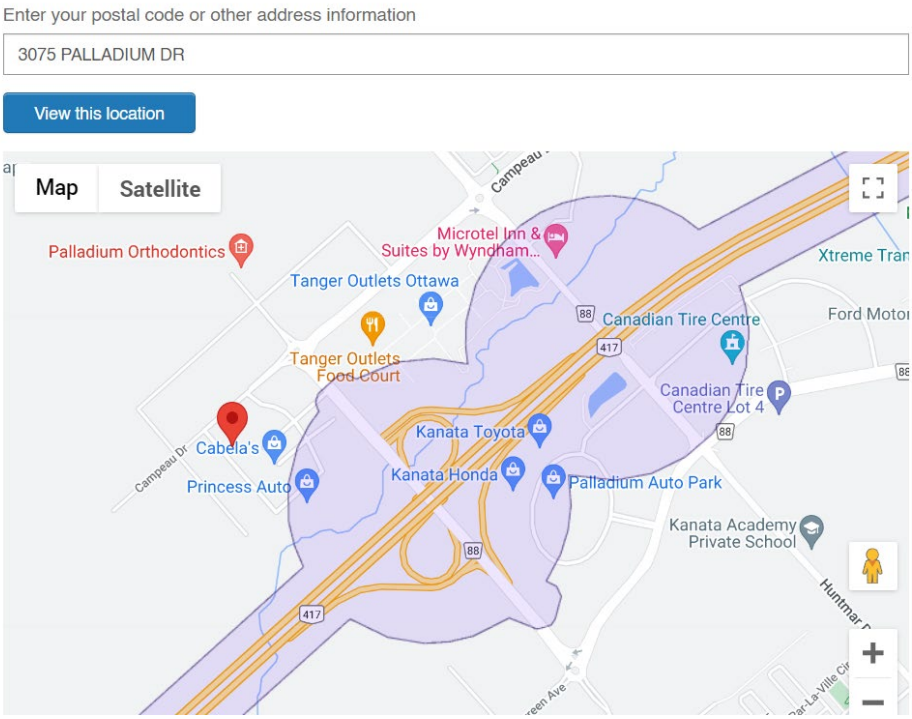
The proposed development generally complies with the intent and targets of the Urban Design Guidelines for Large-Format Retail.

4. Supporting Studies

4.1 Transportation Impact Assessment

This property is outside The MTO Permit Controlled Area. Please refer to **Figure 15.**

Figure 15: MTO Permit Controlled Area Map



A transportation impact assessment has been prepared for this site by WPE Engineering Ltd (July 15, 2024). The report concludes:

- **Proposed Development Trip Generation and Distribution**

  The proposed development will generate 190 and 273 two-way vehicle trips during P.M. and SAT. peak hour respectively. The trip distribution and assignment are assumed as 15% northbound, 30% southbound, 50% eastbound, and 5% westbound.

- **Parking Supply**

  The current parking supply for both vehicle and bicycle satisfies the City of Ottawa's Zoning By-law requirements.

- **Transportation Demand Management (TDM)**

  A TDM measure that provides a multi-modal travel option package to new or relocating employees should be considered

- **Intersection Control Optimization**

  - The total future traffic conditions of all target intersections are expected to operate similarly to background conditions and the westbound right-turn movement of the westbound ramp of Highway 417 at Palladium Drive will exceed its capacity during SAT. peak hour other than the westbound left-turn movement at Campeau Drive at Journeyman Street.
  - To mitigate the traffic flow conditions at Campeau Drive at Journeyman Street during SAT. peak hour, it is recommended to shift 9.6 seconds from the minor phase (Journeyman Street) to the major phase (Campeau Drive) to accommodate the westbound left-turn drivers.
  - To mitigate the traffic flow conditions at the westbound ramp of Highway 417 at Palladium Drive during SAT. peak hour, it is recommended to shift 3 seconds from the major phase (Palladium Drive) to the minor phase (WB ramp of Hwy 417) to accommodate the southbound left-turn and westbound right-turn drivers to and from the westbound ramp of Highway 417.

4.2 Environmental Site Assessment

An ESA was initially prepared by Paterson Group in 2014 as part of the subdivision application (D07-16-14-0003). An update to the original report has been provided by Paterson Group (July, 2024) which concludes: A review of more recent environmental records, in conjunction with a visual inspection of the property, generally confirmed the information and findings contained in the initial 2014 Phase I ESA report completed by Paterson. The ESA report was then updated in September, 2024 by including all responses for the historical records update. Since that time, no significant physical changes have been made to the Phase I Property and no new potential environmental concerns were identified with respect to the use of the site or the neighboring properties. Based on the findings of this assessment, it is our opinion that **a Phase II – Environmental Site Assessment is not required for the Phase I Property.**

4.3 Geotechnical Investigation

A Geotechnical Investigation of the subject site was undertaken by Yuri Mendez (July 09, 2024). The report is based on site investigations and documents geological and ground water subsurface conditions.

Recommendations are provided regarding construction of the proposed development. The report was updated on November 11, 2024 by adding the sections to addressing the Permit to Take Water, requirements for clay seals and functioning of infiltration gallery.

4.4 Servicing and Stormwater Management Report

A servicing and stormwater management report has been prepared by WPE Engineering Ltd (July 15, 2024). The report details the strategies to comply with stormwater management requirements, and outlines the proposed site servicing methods, as per City of Ottawa guidelines and the IBI Report for the KWRC. The report concludes that the proposed development can be adequately serviced by existing water, sanitary and stormwater connections adjacent to the subject site. The site servicing and storm water management report were updated in September and December to address the comments received on September 4th and October 31st respectively.

5. Response to City Comments

Table 2: Comments Received on March 22, 2024

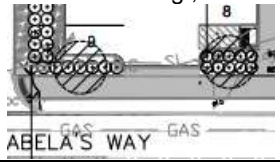
	COMMENTS RECEIVED	ADDRESSING
PLANNING		
1.	Please indicate the location of snow storage. Please note the snow storage area should not interfere with the location of any trees.	Provided. Please refer to the site plan dated on July 25, 2024
2	Please include design details for bicycle parking	Provided. Please refer to the site plan dated on July 25, 2024
3	Is it possible to provide an accessible parking space closer to Building D?	Provided. Please refer to the site plan dated on July 25, 2024
4	Please include the agent and surveyor in the list of consultants	Please refer to Section 1.5
5	Please include a Key Plan showing the location of the site.	Provided. Please refer to the site plan dated on July 25, 2024
6	Please include a legal description	Provided. Please refer to the site plan dated on July 25, 2024
7	It appears the doors on Building A Elevation (West Side) - Rear do not match the site plan.	It's been revised. Refer to updated Site Plan and Elevations.
8	There is a discrepancy between the number of revisions and label on Building A Elevation drawing the order on the table jumps from 3 to 5, please revise.	It's been revised. Refer to updated Site Plan and Elevations.
9	Is Part 4 as shown in the Reference Plan owned by someone else? Would that have an impact on the proposed Building B and the future severance?	Please refer to Appendix A
10	Are there any easements on the property. If yes what is the nature of the easement?	Please refer to Appendix A
11	Please explain why the bicycle parking rate for a shopping centre is used as opposed to retail food store and retail store	One lot for zoning purpose. this property is part of the Kanata West Retail Centre
12	Staff appreciate the efforts to improve the landscape on site, however, Staff encourages the applicant to find opportunities to provide more trees within the parking lot.	Please refer to updated Landscape Plan.
SITE PLAN		
13	Please identify walkway width throughout the site	Provided. Please refer to the site plan dated on July 25, 2024
14	Please identify the width of walkway where the bike racks are near Building A. Circled below.	Provided. Please refer to the site plan dated on July 25, 2024

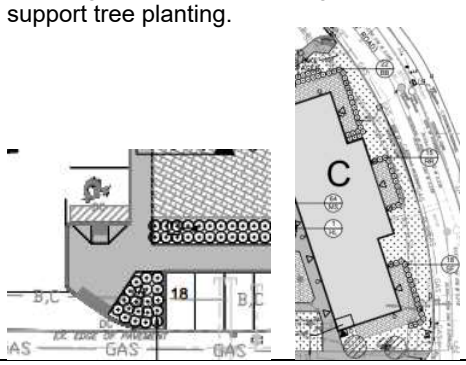
15	Please identify the width of walkway where the building façade articulates outwards to the edge of drive aisle (north and south of the screenshot above).	Provided. Please refer to the site plan dated on July 25, 2024
16	Please include the Landscape Architects in the list of consultants.	Please refer to Section 1.5
ELEVATION		
17	The building elevations for Building C do not match door locations on the Site Plan. There is a door missing on the north-east elevation.	It's been revised. Refer to updated Site Plan and Elevations.
18	Should there not be signage signs on the west side of Building B and C?	Signage signs have been added to the west side of Building B and C.
19	A Design Brief has not been submitted. Please provide a document will all highlighted TOR in a single package with applicable analysis/discussion.	Provided.
LANSCAPE		
20	Please include an additional tree on the north end of Building B, west of the utilities.	Please refer to updated Landscape Plan.
21	Understanding that the available permeable space around Build C has utilities and prevents tree planting, please include a more robust planting plan. Similarly, around Building B and D include a more robust planting plan, this is in keeping with the previous KWCP.	Please refer to updated Landscape Plan.
22	Can the applicant please confirm that there is only one location for waste pickup?	There is one outdoor waste pickup for Building A. Three waste management rooms are located inside Building B, C, D separately and waste from these buildings will be collected curbside during the nighttime. Please refer to updated Site Plan.
23	Where is the main entrance for Sunny Foodmart? The elevations could be articulated further to emphasize the main entrance to the foodmart and then to the supplementary units on the south end of the building (include space for signage).	The elevations design has been updated to emphasize the main entrance to Sunny Foodmart, and it has been marked on site plan. Refer to updated Elevations.
24	Please have the building façade of Building A relate to Building B-D. Building B-D have architectural articulation and glazing that should be consistent throughout this plaza.	The elevations of the four buildings were redesigned to achieve unified style.
ENGINEERING		
25	Section 5.6, page 11, please have the architect confirm that the type of construction for Building A will be – Non-combustible Construction as assumed in the fireflow calculations of the report. Pages 20, 21 of the FUS, 2020 can be used as guidance to determine the C value.	The proposed buildings are non-combustible Construction. Pages 20, 21 of the FUS, 2020 can be used as guidance to determine the C value.
26	A 50% sprinkler credit requires confirmation from the mechanical engineer that the monitoring system to be in accordance with FUS requirements.	The automatic sprinkler systems is to be electrically fully supervised with a monitoring system. It is confirmed by the mech engineer that a 50% sprinkler credit requires that the monitoring system to be in accordance with FUS requirements, is to be satisfied.
27	As per OSDG Section 8.3.8.4, since control flow roof drains will be used, please provide the following information: Type and number of control device proposed, maximum flow rate (at maximum head), depth and volume of flow depth.	1) Zurn "control-flo" roof drain is applied. 2) 10 roof drain to be used. Two control notch per drain. 3) Maximum flow rate 15 gpm per notch. Use 3" leader. Max depth is 2". Each roof drain handles 14,653 Litre rainfall.
28	Additionally, as per OSDG Section 8.3.11.3, please provide the following information on the design drawings: rooftop storage volume, depth of flow depth, location of roof drains, number of roof drains, flow per roof drain, total flow from roof.	1) Roof storage volume is 146,529.25 Litres. 2) average depth is 1.1". 3) 10 roof drain is located as shown in dwg M8.0. 4) each Controlled roof drain flow is 30gpm. Use 2 notch for flow control per roof drain. Total controlled flow of roof is 30x10=300gpm.

29	Has the option of connecting the infiltration gallery to the existing stub at Building A or to existing MH23 in Cabela's Way been considered? Also consider separating the infiltration system from the parking lot system to avoid possible cross contamination. Please review, and revise if you deem this servicing approach appropriate.	At the outlet location of the infiltration gallery, a storm backflow preventer is proposed. This approach ensures avoiding possible cross contamination. Refer to servicing plan C-03 for locations of backflow check valves.
30	Section 6.10, page 15 states that the final design details for the service installations were not available at the time of reporting. Given the infiltration gallery and the requirement for clay seals at horizontal spacings of no more than 100 meters (per Section 6.10.7), it is recommended that the Geotech be provided with the servicing and grading plans for review/comment/make recommendations.	The updated servicing and gradings plans have already been shared/submitted to Geotechnical Engineer for his review /comment/making any recommendations. As a result, the recommended locations of clay seals are shown in the updated servicing and grading plans. Refer to DWG C-02 and C-03 for more details. The updated servicing and gradings plans have already been shared/submitted to Geotechnical Engineer for his review /comment/making any recommendations. As a result, the recommended locations of clay seals are shown in the updated servicing and grading plans. Refer to DWG C-02 and C-03 for more details.
31	Confirm existing sanitary pipe material on Kanata West Centre Dr. at Building B connection. If existing pipe is concrete, a MH will be required to make a connection to existing sewer. Provide connection invert.	Addressed, 300 PVC SAN. BUILDING B SAN INV @ SAN PLUG = 102.84m.
32	Please revise CICB1 and CICB2 to individual connections to STMH21 due to CICB2 having inlets at less than 90 degrees apart.	ADDRESSED; refer to servicing plan C-03.
33	Please revise line type of sewers in Unnamed Road to black as the sewers are not existing.	WPE: Addressed refer to servicing plan C-03.
	GRADING	
34	Please provide major overland flow arrows on all roads surrounding the subject site, including the unnamed road. Ensure that the major overland flow does not spill onto adjacent properties.	WPE Addressed" Refer to grading plan C-01.
35	Please update Note 17 with: "Clay Seals shall be installed at a horizontal spacing of no more than 100 meters as per Geotechnical Report recommendations."	WPE ADDRESSED, REFER TO GENERAL NOTES PLAN
	Supportability Comments	
	Servicing and Stormwater Management Report	
36	Please update the date of the Geotechnical Investigation Report to the latest Geotechnical report available, if providing a date.	The geotechnical investigation date has been updated to the latest geotechnical report available (June, 2024). Refer to the latest FSR and SWM report.
	Servicing Plan	
37	Infiltration gallery bypass invert is higher than storm invert at Building A. Please provide a storm backflow preventer at Building A per City spec S14. Also there is a discrepancy on the overflow pipe size in the Infiltration Gallery Typical Section to the overflow pipe size mentioned in the report. Please review and revise.	A Storm backflow preventor is provided at Building A as per City spec S14. The overflow pipe size is also modified in the typical cross section. Refer to Servicing Plan Dwg C-03.
38	Please update the drawing to show a 90-degree connection from CB3 and the storm sewer.	Addressed, refer to servicing plan Dwg C-03
39	Please show the existing storm and sanitary MH inverts and T/G on Kanata West Park Drive and Cabela's Way to which the subject site's storm and sanitary sewers will connect to.	Addressed, refer to servicing plan Dwg C-03. Existing info along Kanata West Park Drive and Cabela's Way
40	Please consider changing CB8 to a CBMH as it is recommended to avoid connecting catch basins in series.	Addressed, refer to servicing plan Dwg-C-03.
	Notes & Details	

41	Please update Note 13 with: “Refer to Geotechnical Investigation Prepared by GEMTEC.”	ADDRESSED
	Transportation	
	Section 2.2.2 Existing Intersections:	
42	“The existing signalized area key intersections within one kilometre” change wording by removing the word “signalized”.	Comment has been incorporated. Revised wordings can be found in section 2.3 (p.8).
43	Please include discussion of pedestrian and cycling crossings at study area signalized intersections, wherever notable. For example, it should be noted that there is not pedestrian crossing on the south leg of the Palladium Drive and Highway 417 Westbound Ramp intersection.	Extended discussions regarding pedestrian and cycling crossings at signalized intersections are provided in the description of Campeau Drive at Journeyman Street intersection and Palladium Drive at Westbound Ramp of Highway 417 intersection in section 2.3 (p.9).
44	The southbound approach of the Campeau Drive and Journeyman Street intersection is the same as the northbound approach (i.e., it consists of an auxiliary left-turn lane, a through lane, and a right-turn lane).	Acknowledged and corrected in section 2.3 (p.8).
45	The description of the Palladium Drive at Cabela’s Way intersection states that the northbound U turn is restricted. However, no signage or other evidence of this restriction is visible on Google Street View. Please confirm U-turn restriction.	There is no restriction on U-turn movements at this intersection. Revised in section 2.3 (p.8).
46	The description of the Palladium Drive at Highway 417 Eastbound Ramp describes the westbound approach. Revise to “eastbound approach”.	Description has been revised in section 2.3 (p.9).
	Section 2.3.1 Changes to the Area Transportation Network:	
47	Update the statement, “The EA including the Stittsville Main Street is expected to be completed in 2023.”	Description has been revised in section 3.1 (p.21).
	Section 5.2 Trip Generation:	
48	Clarify if there is a supermarket planned for Building A.	Building A consists of a grocery store.
	Section 7.1 2027 Future Background Operations:	
49	Figure 17 shows the 417 eastbound ramp is signalized in 2027. However, the text stating the assumption that this intersection will be signalized only appears in Section 7.2. The first sentence of Section 7.2 should be replicated in Section 7.1.	Acknowledged and supplemented the relative information in section 3.1 (Changes to the Area Transportation Network) (p.21).
50	The Synchro worksheets in the appendices indicate that all future traffic analysis evaluates the intersection of Palladium Drive and the Highway 417 Eastbound Ramp with double eastbound left-turn lanes. This is inconsistent with the design provided in Appendix E. Please review and revise, if necessary.	Addressed. Refer to latest Transportation Study-Apprentice E
51	The Sidra worksheets are not included in Appendices G to J. They are included in Appendix C only. Please add Sidra worksheets.	Addressed. Refer to latest Transportation Study-Apprentice E
	Section 7.3 2027 Future Total Operations:	
52	The discussion surrounding the overcapacity westbound left-turn movement at the Campeau Drive and Journeyman Street intersection states the percentage of westbound vehicle volume associated with the proposed development. However, the deterioration in the permissive westbound left-turn movement is caused by the increase in opposing eastbound traffic (i.e., westbound left-turning traffic have a more difficult time finding gaps due to the higher eastbound volumes). Please revise discussion in Section 7.3 and Section 7.4.	Addressed and revised in section 7.2 and 7.3 (p.48 and p.52).
	Section 6.3 Other Developments:	

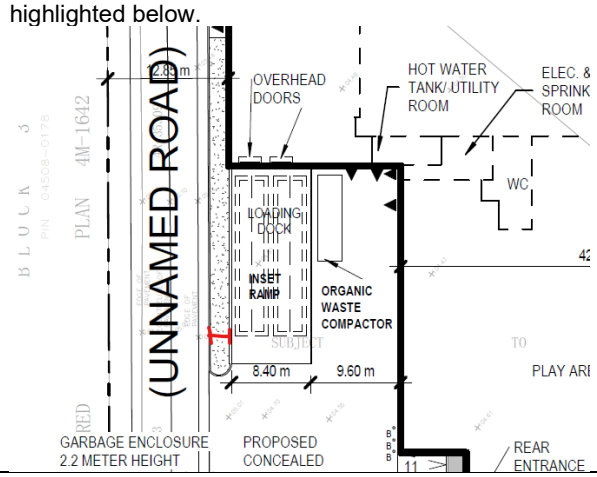
54	Recommend provision of a concrete sidewalk on the west side of Kanata West Centre Drive between the Cabela's Way and Campeau Drive. Without this sidewalk there is poor pedestrian connectivity between the patios for Building B and Building C.	Primary pedestrian circulation is directed to the other side of Building B and Building C considering all retail entrances are only accessible from one side of the buildings. There is no functional necessity to have pedestrian connection between those patios.
55	The straight path of the sidewalk on the north side of Cabela's Way (private road) is interrupted by the 18 parking stalls to the south of building A. Consider options to improve the intuitive navigability of this sidewalk.	TAES: The sidewalk next to the intersection of the Cabela's Way and the entrance to the site parking lot on the east side of building A has been widened to provide a smoother pedestrian flow.
56	Consider provision of a crossing of Cabela's Way between Building A and the front of the Cabela's store.	TAES: A crossing between Building A and the front of the Cabela's store has been provided accordingly.
57	The location of a couple of the depressed curbs for accessible parking spaces could be located a better position to provide a direct connection to the access aisle: a. The accessible parking stall closest to the northwest corner of Building B b. The accessible parking stall closest to the 10 bicycle parking spaces in the middle of Building A.	TAES: The depressed curbs have been relocated accordingly.
58	Provide a description of the location of the bicycle parking spaces.	TAES: 28 bicycle parking spaces are provided on the site plan, located as follows: 10 in front of the main entrance of Sunny Foodmart. 6 at the northeast corner of Building A. 6 at the southeast corner of Building B. 6 at the northwest corner of Building C.
59	Pave the area around the six bicycle parking spaces at the northeast corner of Building A so that these bicycle parking spaces are more usable.	TAES: Paving has been added on site plan accordingly.
	Section 10 Boundary Street Design:	
60	For an enterprise area, local streets have no BLOS target (per Exhibit 22 of MMLOS Guideline). Please correct.	Addressed and removed.
	Section 11.1 Location and Design of Access:	
61	Consider revising the west access to Campeau Drive to meet City standards by extending the concrete sidewalk on the south side of Campeau Drive across the access.	There is an existing concrete sidewalk on the south side of Campeau Dr.
	Traffic Signal Design	
62	If there are any future proposed changes in the existing roadway geometry that require signalizing of an intersection or changing an existing signalized intersection, the City of Ottawa Traffic Signal Design Unit is required to complete a traffic signal plant design and will need to be engaged in reviews during the functional design stage.	No signalization or change is required at current unsignalized intersections within the horizon years.
	Please contact Christopher Geen: 613-227-0674 or Christopher.Geen@ottawa.ca and Diana Barrett: 613-807-3035 or Diana.Barrett@ottawa.ca to discuss traffic signal design related requirements.	
63	Please ensure the files sent to us meet the following criteria: a. Drawings to be in NAD83 coordinates b. Drawings should not include any x-references within design c. Drawings must be in model space d. Drawings to be in CAD format (.dwg) e. Drawings to be in 2D (.dwg) f. Include: proposed geometry, proposed pavement markings and signage,	No signalization or change is required at current unsignalized intersections within the horizon years.

	AutoTURN vehicle templates, proposed and/or existing utilities (only within project limits), existing base mapping/topo (only within project limits), proposed landscape/streetscape if available.	
	Traffic Engineering	
64	In a few of the synchro analysis at Campeau Drive & Journeyman Street intersection, make corrections to the phase numbers; the phase 2/6 mainstreet is Campeau Drive. To fill-in the grey colour on the splits and phases diagram at Palladium Drive & Highway 417 Westbound Ramp intersection, maximize the southbound phase 6 green splits to 59 seconds.	Addressed in Traffic Report prepared by WPE
65	Please provide in-depth analysis for Kanata West Centre & Cabela's Way all-way stop control intersection. This intersection is key to the operation of the adjacent Palladium Drive & Cabela's Way intersection.	Addressed in Traffic Report prepared by WPE
	Feel free to contact Neeti Paudel, Transportation Project Manager, for follow-up questions.	
	Forestry	
	Tree Conservation Report	
66	Trees 1-3 and 19-21 are listed as in poor condition with 80% crown dieback. Please remove and replace these trees for a better chance at long term survival post-development.	CSW addressed. Refer to updated TCR drawing.
67	Please ensure the ownership of all trees is listed correctly in the table (trees 9-16 are City-owned).	CSW addressed. Refer to updated TCR drawing.
68	Both the Landscape Plan and TCR must show the tree protection fencing area around all existing trees and ensure that any additional landscaping, hardscaping etc. is designed outside of the tree protection areas. For example, what appears to be entrances on the east side of building B including paving and new landscaping right to the trunks of existing trees, as well as proposed parking directly adjacent to tree 17 & 18. Please revise both plans to provide appropriate setbacks from the existing trees.	CSW addressed. Refer to updated TCR drawing. For trees to the east of building B, the offset distances from paving has been shown. As these trees are all less than 10cm DBH, the existing rootballs are not anticipated to be very big at this stage. The completed landscape design shows a continuous soil volume along Kanata West Centre Drive and these trees will provide an a shade canopy over proposed patios. Tree 18 has been shown to be removed; however there is sufficient soil volume available for tree 17 and 1.2m between the trunk of the tree and proposed paving. We believe tree 17 can be retained and protected as shown.
	Landscape Plan	
69	Please include all required items listed within the Landscape Plan Terms of Reference on the Landscape Plan. The soil volume calculations must be demonstrated on the plans to ensure that all greenspace with sufficient soil includes a tree and that all trees are provided with sufficient soil volume.	Please refer to updated Landscape Plan.
70	Confirm that the soil volume provided around the existing trees is not only sufficient for the protection through construction, but also to support their long-term growth and survival. E.g., trees 17 & 18 	Tree 17 is removed and replace with new trees. Please refer to updated Landscape Plan.
71	Please label the existing trees on the Landscape Plan as per the TCR for ease of reference.	Please refer to updated Landscape Plan.

72	The projected canopy cover for the site is 11%. It appears that there is space to plant additional trees east of building C, to improve both the canopy cover and streetscape in this area. In other areas, consider expanding some of the parking lot islands/boulevards or reducing the sidewalk coverage or # of parking spaces to support tree planting. 	Addressed. Please refer to updated Landscape Plan.
73	As per the direction of the Official Plan, Section 4.8.2 Policy 3, it is strongly recommended to provide additional space within the site to plant trees to increase the canopy cover projection and to decrease the urban heat island effect from the large amount of parking.	Additional trees are provided. Please refer to updated Landscape Plan.
74	Please consider replacing proposed vegetation with invasive tendencies (e.g. Euonymus alatus) with native or non-invasive species.	Addressed. Please refer to updated Landscape Plan.
75	Updates to the Landscape Plan and Tree Conservation Report are required prior to a Site Plan Control submission.	Addressed. Please refer to updated Landscape Plan.
	Feel free to contact Nancy Young, Forester, for follow-up questions.	
	Zoning Examination	
76	As per geoOttawa it looks like this property is within the MTO boundaries. Please check with MTO to see if a permit is required.	It is not within the MTO jurisdiction map and no permit required from MTO.
77	The minimum parking space rate reviewed were for shopping centre rate in Area C as per Schedule 1A the required parking is based on 3.6 per 100 m2 of gross leasable floor area. As per my estimated gross floor area without having floor plans to verify all 4 buildings are roughly 77770.94 m2 as such for shopping centre a minimum of 280 spaces are required and only 244 are being provided as per the site plan. Please revise.	TAES: According to latest site plan, the GLA area totals 6586 square meters. Per table 101 By Law 2008-250, 237 parking spaces are required and the site plan provide 237 proposed spaces accordingly.
78	Accessible spaces required from 251-300 spaces is 8. 4 type A spaces and 4 type B spaces. Only 3 type B spaces where provided, please revise site plan to add 1 addition Type B parking space.	TAES: Per table 11 By Law2008-250, 237 parking space on the site require 3 Type A spaces and 4 Type B Spaces. The site plan has been updated to include the necessary accessible spaces accordingly.
79	Refuse collection is located in the rear yards, please provide a detail of how it will be screened in. Outdoor refuse collection as per section 110(3) must have an opaque screen of minimum 2m in height.	TAES: A drawing of plan and elevations for garbage enclosure has been added to the site plan. According to the design, the opaque screens are 2.2 meters high.
80	Bicycle parking for retail food store and retail store is 1 per 250m^2 of GFA. With the GFA of all buildings being 7770.94m^2 the required amount of bicycle parking spaces is 31, at the moment only 26 spaces are showing, please revise, also please show the dimension of the spaces. Horizontal spaces must be 0.6m x 1.8m.	TAES: Per table 111 By Law 2008-250, 28 parking spaces are required and the site plan provide 28 proposed spaces accordingly. The Typical dimensions of bicycle spaces have been marked on site plan.
81	Loading spaces are required for the retail food store, because of the gross floor area 2 loading spaces are required, please identify those loading spaces and make	TAES: 2 Loading space has been provided on site plan.

	sure they comply with all provisions of Section 113 of the zoning by-law.	
	Traffic management	
82	Will there be any encroachments needed on City ROW – sidewalk closures? Lane closures? Will need traffic control plans showing the limits and location of the request – as well a timeline for the duration of the closure, anything 20 days or more is subject to Councillor approval.	Will be addressed by contractor
83	Will there need to be site servicing/road cut impacts? – this needs to also have a dimensioned site plan and TCP to show the impact. a. Please note: No construction work will be allowed on Weekends on the roadway for Campeau Drive or Kanata West Centre Drive.	Will be addressed by contractor
84	Please identify the truck haul route to and from site.	Please refer to updated Site Plan.
85	Is the proposed temporary access going to be the permanent access as well? A temporary access will need to be applied beforehand.	Will be addressed by contractor
86	Will there be any crane swing impacts on adjacent properties including the City ROW (if any).	To be determined during construction.

Table 3: Comments Received on September 04, 2024

	ITEM	RESPONSE
	Executive Summary is missing.	It's added in this new Design Brief
	Site Plan	
1	Please add a scale bar.	A scale bar has been added on Site Plan.
2	Zoning table indicates the Front setback 1.5 m as per table 187, however the requirement is from exception 2167. Please revise.	The Zoning table has been revised accordingly.
3	The minimum required corner side yard setback along Campeau Drive is 0 m, as per exception 2167, please revise the zoning table.	The Zoning table has been revised accordingly.
4	Please include the rate of required bicycle spaces in the zoning table.	The rate of required bicycle spaces has been added in zoning table.
5	Please indicate whether there will be snow storage on site.	The two snow storage areas have been annotated on site plan.
6	Please include the length of the loading spaces.	The length of loading spaces has been indicated on site plan.
7	Please include the dimensions of the landscape area highlighted below. 	A dimension of the landscape strip has been added on site plan.
	Landscape Plan	

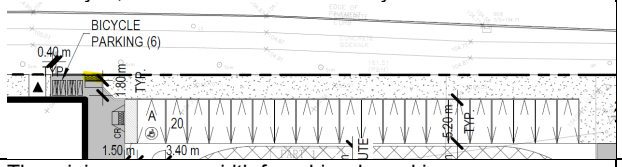
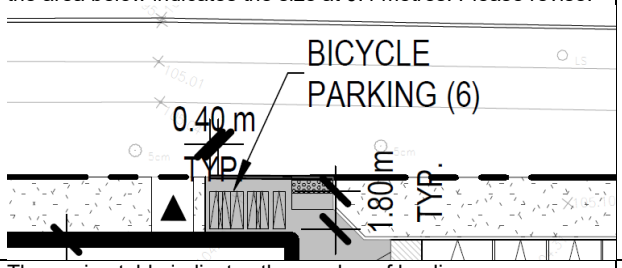
8	Please include the name of the surveyor in the Landscape Plan.	Name of Surveyor (Stantec Geomatics LTD) has been added to our title block as the surveyor consultant.
9	Legal description and easements, if any, are missing from the Landscape Plan.	Legal Description has been added to our title block as the surveyor consultant.
10	The legend on the Landscape Plan indicates trees, 1, 2, 3, 17, 19, 20 and 21 are to remain, however as per the TCR those trees are to be removed. Please also include in the legend whether trees 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 and 16 are to remain or be removed.	We have changed the legend icon indicating the trees to remain as trees to be removed. To confirm, trees 1, 2, 3, 17, 19, 20, and 21 are to be removed per the latest Tree Conservation report and are now noted as such. The other trees are okay to remain. We have added an accurate 'existing trees to remain' icon to our legend to help clarify which ones are remaining.
	Elevations	
11	Building C East elevation does not match the number of entrances shown in the Site Plan, please revise.	The building elevation has been updated to match the site plan.
Urban Design		
	Deficiencies	
12	The Site Plan is missing the list of consultants on the project, as a repeat comment from before, please include the landscape architect, civil engineer, surveyor, etc. If this is included on the next submission that is suitable.	The list of consultants has been added on site plan.
13	The Landscape Plan does not include bicycle parking on the plan.	Locations for the bike racks are now visible on plan at three different locations to make up a total of 22 parking spaces
	Comments	
14	The north end façade of Building A should have additional architectural articulation facing Campeau Road. The varied materiality is appreciated but please include additional articulation to provide interest along the Campeau façade.	The north elevation of Building A has been revised with more articulation characters accordingly.
15	Is there any opportunity to shift the west side of Building A east so that a row of trees can be planted? Or shift the alignment of the road slightly? We would be looking for the trees to provide a 'buffering' effect from the visuals of the building façade and loading area. Typically, trees can be planted within a 3m landscape strip but please consult with the LA on the project.	To make tree planting possible in this location we would need 6 meters of landscape space between the road curb and the building foundation. 4.5 meters away from the foundation is a minimum. Without major shifting of the building footprint or the road, a tree buffer is not possible. Instead, we have proposed a new arrangement of shrubs to deliver an interesting variability in plant heights that should complement the West façade. As discussed with Molly, we revised the plant of the shrubs along west side of Building A to diversify the heights and appearances of the shrubs.
16	Similar to the comment above, consider planting trees near the patio spaces in addition to the shrubs, if possible. Trees can provide a more comfortable and intimate impact on outdoor patio spaces.	We have proposed trees where possible on the current plan. We have changed some species of proposed shrubbery around the patios to have a more vertical form, which will deliver the enclosed/comfortable feeling that you describe.
17	As a repeat comment that was not addressed, is there only one central waste pick-up area? What is the strategy for waste pick-up?	Please refer to section 2.4.4 Design Brief. Building A: Next to the loading dock, an organic waste compactor is provided for grocery store. A concealed exterior garbage collection point is located close to service entrances of retails. Building B, C, D:

		Internal waste collection room is provided inside each building for refusal collection of multi-tenant commercial buildings. A private commercial waste collection company will be contracted to collect waste at regular intervals. Waste will be stored in rolling bins which will be taken out of the refuse rooms when garbage is collected.
Engineering		
	Deficiencies	
	Phase 1 – Environmental Site Assessment Update	
18	Please include all responses for the historical records update. This includes but not limited to, MECP instruments, MECP submissions and HLUI Database.	Please refer to the updated ESA dated on September 12, 2024.
	Geotechnical Report	
19	Please provide a section in the report that speaks to a Permit to Take Water. The report mentions that water influx in excavations is expected to be significant. Please further discuss any impacts or considerations to expect and estimated amount of water to be pumped.	Please refer to section 12.2 in the updated Geotechnical report dated on September 19, 2024.
20	Please provide a section in the report that discusses the requirement for clay seals.	Please refer to section 12.1 in the updated Geotechnical report dated on September 19, 2024.
	Servicing and Stormwater Management Report	
21	Please provide an email confirmation from the Architect confirming the parameters used in the FUS calculations. Parameters such as building coefficient, sprinkler system, etc. must be confirmed. Please have the email appended to the report.	Architect confirmation email - Non-combustible construction is provided in FSR Appendix C.
22	Please provide the following information on the design drawings: rooftop storage volume, depth of flow depth, location of roof drains, number of roof drains, flow per roof drain, total flow from roof.	Rooftop stormwater flow rate, ponding, storage and roof drains are provided in FSR Table 5A, Dwg.C-01 & C-02, and mechanical designs in Appendix E
23	Please provide the 5-year and 100-year roof ponding limits.	Rooftop stormwater ponding, storage and roof drains are provided in mechanical designs in FSR Appendix E
24	Extraneous sanitary flows should be calculated using 0.33 as per updated Sewer Design Guidelines. Please revise accordingly.	The extraneous flow rate of 0.28 L/s is consistent with IBI's master servicing plan for KWRC. Please note that the sanitary flow rate is still conservative as the previous high daily flow of 50000L/ha/day (instead of 28000L/ha/day) is sued.
25	Please indicate in Section 4.1.2 what is the allocated sanitary flows from the IBI design.	2.80 L/s. Refer to FSR Section 4.1.2.
26	Storm sewer design sheet shows a value 743.71 L/s for STM12. Please review and revise if incorrect.	The calculation of 100-yr peak flow rate - 743.71 L/s is reviewed and confirmed. However, the quantity control retains flow up to and including 100-yr storm. The flow rate is provided for reference only.
27	Table 5 should indicate the 100-year peak flows to demonstrate that the within the allocated 5-year design peak flows.	Table 5 is updated.
28	According to the Geotechnical Report, the GW elevation is at 102.85-103.5m elevation which corresponds to depths between 0.9m to 1.55m. Would the infiltration gallery not be sitting in a depth within groundwater?	Based on the latest groundwater table measurement, the groundwater is 2.3m below ground, and the infiltration section on Dwg. C-03 is updated.
	Servicing Plan	
29	Infiltration gallery bypass invert is higher than storm invert at Building A. Is this not a risk for backups at Building A?	As indicated on Dwg.C-03, backflow check valves are proposed to prevent potential backflow.

30	Please provide the springline elevations of the mainline sewers as well the invert of the connecting service lateral. This is required to demonstrate that all connections are made above the springline elevation of the mainline sewer.	Complied. Refer to dwg. C-03.
	Feel free to contact Mohammed Fawzi, Infrastructure Project Manager, for follow-up questions.	
	Transportation *(Deficiencies)*	
31	Synchro files are required.	Synchro files are included in the current submission
Forestry		
	Tree Conservation Report **Landscape Plan**	
	TCR *(Deficiencies)*	
32	Please clarify what is proposed with tree #7. It is listed in the table for retention, but no protection is shown on the plan. Please revise the table and/or plan.	#7 is to be retained, the tree protection is added to the new drawing dated on September 18, 2024
33	The reason for removal of trees 1-3 and 19-21 should be due to their condition of >80% dieback.	Addressed, please refer to updated table in TCR 1.3
34	As per the TCR guidelines the following information is required (if known).	
35	Information to be included with Tree Conservation Report.	Added
36	The name, address (municipal/email) and telephone number of the owner.	Added
37	The name, address (municipal/email) and telephone number of the applicant, if different from the owner, and the owner's written consent to the application.	Added
38	The name, address (municipal/email), telephone number and qualifications of the professional hired by the owner or applicant to complete the report.	Added
39	The name, address and telephone number of the contractor implementing the TCR, if applicable.	N/A
40	The municipal address and legal description of the land upon which trees are proposed to be protected, injured or destroyed.	Added
41	A schedule of the proposed works, including the start and end dates of construction.	To be determined
42	Confirmation of any other applications affecting the land upon which trees are to be protected, injured or destroyed.	N/A
	Landscape Plan Deficiencies	
43	Please differentiate between existing trees to remain and to be removed, including in the legend.	We have changed the legend icon indicating the trees to remain as trees to be removed. To confirm, trees 1, 2, 3, 17, 19, 20, and 21 are to be removed per the latest Tree Conservation report and are now noted as such. The other trees are okay to remain. We have added an accurate 'existing trees to remain' icon to our legend to help clarify which ones are remaining.
44	It appears that trees 1-3 and 19-21 are shown for removal, but without replacement in the area they will be removed from. Please provide trees where space allows within the southeast corner of the site in proximity to buildings D and C, to improve the streetscape in this area. Please increase the diversity from the 3 species already proposed. Information from LP TOR which must be included.	The trees we have removed have been compensated for in locations that are suitable for optimal tree growth. The mentioned corner along the southeast in proximity to buildings D and C do not provide enough space for even small tree species. Especially due to the underground services along Cabela's Way. As mentioned above, we need at a minimum 4.5 meters of space away from building foundations and ideally 1.5 meters away from a public road curb.

45	Indication of whether the species is native or non-native (i.e., Native? Yes/No),	We have indicated whether a species is native through an Asterix (*) which denotes that the species is native. A note is adjoined to the bottom of the list to express that.
46	Any other relevant specifications, for example spacing. Please confirm the units of measurement.	We believe all specifications for the LP TOR are provided at this time. Spacing for trees has been provided to trees who are directly adjacent to one another. Stand-alone trees have not been dimensioned in terms of spacing. To confirm, we use millimeters as units of measurement for spacing and plant sizes.
47	The planting details refer to topsoil specifications, but these don't appear to be provided. Please include these on the plan.	A list of all specifications will be submitted after the Site Plan Control application is approved and complete. For now, we have removed the references of specification from our details.
Parkland		
	Deficiencies	
48	None	
	Comments	
49	The amount of parkland dedication that is required is to be calculated as per the City of Ottawa Parkland Dedication By-law No 2022-280. For commercial and Industrial development, parkland dedication is required to be provided at the rate of 2% the gross land area.	
50	Parks & Facilities Planning is requesting Cash in Lieu of for this proposal. The value of the property will be determined by market appraisal approved by the City prior to planning approval for the site plan.	
51	Based on the information submitted the site is 25754.81 m² in size and at the rate of 2% the parkland dedication amount is 505 m².	
52	If parkland dedication for the parcel has been satisfied previously, please provide Parks & Facilities Planning with the supporting documentation. Parkland dedication is not addressed in submission. Pre-consultation notes request confirmation if parkland dedication was previously provided for the site as either land or Cash in Lieu.	
	Feel free to contact Anissa.mcalpine@ottawa.ca, Parks Planner, for follow-up questions.	
Other		
53	Site Plan requires a note stating where property boundary & topographic information was derived from.	Property boundary & topographic information were done from Stantec Geomatics Ltd, which information is included on the site plan.
54	Property limits does not show on the R-plan.	Please see markup on the R-plan. The boundary is determined by legal description and other legal documents from the lawyer.

Table 4: Comments Received on October 31st, 2024

	ITEM	RESPONSE	BY
Planning			
	Site Plan		
1	There is no Gross Leasable Floor area for buildings B, C and D. Please provide to ensure the total number of required parking spaces is met.	The Leasable Floor Area for Building B, C, and D has been added on Site plan and in Site Statistics table.	TAES
2	Please clarify what the highlighted markup on the drawing symbolizes, it is not included in the legend. Is it a depressed curb? If yes, it should connect to the City's sidewalks. 	It is a depressed curb. The sidewalks have been tied to the Current City's sidewalks.	TAES
3	The minimum space width for a bicycle parking spaces as per Section 111, table 111B is 0.60 metres. The bicycle parking in the area below indicates the size at 0.4 metres. Please revise. 	The bicycle parking has been relocated to the ease façade of the grocery store, 0.6 meters per parking space.	TAES
4	The zoning table indicates the number of loading spaces required is as per table 101, however, the correct table is 113. Please revise.	The zoning table has been revised accordingly.	TAES
5	Please remove PC2024-0078 from the title page.	It is removed.	TAES
6	The section 3.1 Provincial Policy Statement should be updated to reflect the new Provincial Planning Statement which came into effect on October 20, 2024.	Please see revised Section 3 in design brief.	TAES
7	A zoning confirmation report has not been submitted, however, should you wish to include the report as part of Section 3. Compliance of the Planning Rationale, please ensure all the requirements as per the Term of Reference are included. For example, the current zoning compliance table is missing the corner side yard setback requirement.	Please see revised Section 3.3.2 in design brief	TAES
8	Please clarify the intent of the "play area" use and whether it is contemplated in the GM zone. If the use is not permitted, a Zoning By-law Amendment (major) application will be required to accommodate the use. Alternatively, please remove the reference to "play area" from the drawings should you not wish to pursue a rezoning.	The play area is currently considered for kids oriented recreational uses, such as rock climbing, table soccer, playground, trampoline, etc. Because tenant is not confirmed yet, we don't have the information of more specific uses. As instructed, the "play area" is removed. If non-complying uses be added in future, we will file a zoning amendment.	TAES
9	Please consider relocating the bicycle parking to the east façade of the grocery store to provide a clear path between the side entrance and the sidewalk.	The bicycle parking has been relocated accordingly.	TAES
10	Section 113 (6) states that a portion of the required loading spaces must be provided as oversize vehicle loading spaces as per Table 113 C and must comply with the space provisions as per Table 113B. It is not clear on the site plan whether that provision is met.	One oversize loading space has been noted on the site plan, and the aisle has been revised accordingly.	TAES
11	A Private Roadway Street Naming application to BCS is required for any internal private road network. The private roadway approval process is three months.	N/A	N/A
12	Please tie sidewalks within the site to City sidewalks along Campeau Drive (2 connections).	The sidewalks have been tied to the Current City's sidewalks.	TAES

13	Please be aware that any landscape elements outside of property lines will be required to enter into a Maintenance and Liability Agreement (sidewalks, pavers, plantings, etc.) as part of the Site Plan Agreement.	Duly noted.	TAES
ENGINEERING			
	Geotechnical		
14	The report still does not provide an estimate of the amount of water expected to be pumped. Section 7 provide estimates of infiltration, permeability, and percolation rates – these parameters should be used to clearly determine if a Permit to Take Water is expected and the approximate amount of water to be pumped. Furthermore, the report should discuss the possible short term and long-term impacts with respect to groundwater lowering due to pumping to the surrounding properties.	Has been addressed. Refer to Section 12.2 of the updated Geotechnical Report.	Yuri
15	Please provide a section in the report that speaks to the proposed infiltration gallery, specifically with respect to the elevation of the groundwater table and the depth of the gallery. Will the infiltration gallery still be effective given that there is less than 1.0m of separation?	Has been addressed. Refer to Section 7.1 of the updated Geotechnical report.	Yuri
	Civil		
16	The email confirmation from the Architect must confirm that the buildings are serviced by a supervised automatic sprinkler system. This is required given that the FUS calculations indicate a 50% reduction for sprinkler protection. Furthermore, the email indicates that Buildings A, B, C and D are non-combustible with structural steel framing and precast panel claddings, while the FUS calculations show Buildings B, C, D to be constructed by wood frame construction. Please clarify and revise accordingly.	Updated architect's email confirmation is provided in Appendix C. Per discussion with the City on Nov. 4, 2024, the water demand calcs for Bldg. B, C & D are conservative, and not required to update. Refer to discussion details in Appendix A and FSR Section 4.3.5.	WPE
17	Please provide the 5-year and 100-year roof ponding limits.	Refer to Grading plan C-01 & C-02.	WPE
18	Extraneous sanitary flows should be calculated using 0.33 as per updated Sewer Design Guidelines. Please revise accordingly.	Both sanitary flow rate of commercial development and extraneous flow are updated as per City's Technical Bulletin ISTB-2018-01. Refer to calculations in Appendix D and FSR Section 4.1.1.	WPE
19	Storm sewer design sheet shows a value 743.71 L/s for STM12. Please review and revise if incorrect.	Clarified and accepted by the City during a discussion on Nov. 4, 2024. Details of discussions and City's responses are provided in Appendix A.	WPE
20	Infiltration gallery bypass invert is higher than storm invert at Building A. Is this not a risk for backups at Building A?	A backwater check valve is provided. Refer to Dwg.C-03 for location of check valves. This option is proposed for other development and generally accepted.	WPE
21	Please provide a sanitary monitoring manhole on private property for Building B.	Complied. Refer to Dwg.C-03.	WPE
22	Please provide the springline elevations of the mainline sewers as well the invert of the connecting service lateral. This is required to demonstrate that all connections are made above the springline elevation of the mainline sewer.	Complied. Refer to Dwg.C-03.	WPE
	Transportation		
23	Clarify whether Unnamed Road is meant to be private or public. If private, extend the sidewalk across the private approach.	It is a private access. No pedestrian side walk is proposed on the private access.	WPE
	TCR		
24	All previous comments and deficiencies have been addressed. This TCR is approved.	NOTED	
25	A permit is not required for the removal of trees identified in the TCR, as they are on private property.	NOTED	
26	Tree protection fencing must be installed and approved by the Planning Forester prior to any excavation on site. Please contact Nancy.young@ottawa.ca when the fencing is installed.	NOTED	
	Landscape		
27	Please confirm why no trees are proposed within the Cabela's Way or Kanata est Centre Dr, in proximity to buildings C & D. Planting of trees in locations where there is sufficient space	Trees have been located to respect available soil volumes and setbacks from the building and underground	JLA

	should be prioritized, with services located to provide sufficient space.	services. There are existing services in the Cabela Way frontage and Kanata West Centre Drive.	
28	15.2% canopy cover is very low. Providing even small trees in this area would help to improve the canopy cover and user experience of the site, especially in proximity to the sidewalk.	Additional canopy cover would require removal of parking lot spaces. The Owners do not want to reduce the number of parking lot spaces. Note that the canopy coverage has been adjusted to 14.57%, as we made a miscalculation on the first submission.	JLA
29	Page 7 of the Landscape Plan Terms of Reference requires applicants to submit a digital, georeferenced CAD or GIS file of the final approved LP. Please follow this link to review the submission requirements: https://documents.ottawa.ca/sites/documents/files/landscape_tor_en.pdf . The file can be sent to the Planning Forester or Planning File Lead.	We don't have the ability to provide the landscape plan with georeferencing for the trees.	JLA
30	The Site Plan requires a note stating where property boundary & topographic information was derived from.	The property boundary & topographic is derived from J.D. Barnes Limited, which is listed on the architectural, landscape and civil site plan.	

6. Conclusion

Based on evaluation of the applicable policies and guidelines outlined in the Official Plan, it is our professional opinion that the proposed Site Plan and Zoning By-law Amendment, represent good land use planning. The proposed development is well-suited to the neighbourhood designation, taking into consideration the context of existing surrounding land uses which are recently established. Furthermore, the proposed development conforms with all the requirements of the GM[2167] zone. The build out of the Kanata West Retail lands was intended to accommodate these uses in the proposed configuration with the design considerations that have been applied. Should you have any questions, please do not hesitate to contact the undersigned at your earliest convenience.

TAES Architects Inc.

Shenshu Zhang
Principal, Dr-Ing. OAA. LEED-AP/BD+C