

2 February 2016

Mr. David Wise
Program Manager
Development Review, Suburban West
Planning & Growth Management Department
City of Ottawa
110 Laurier Avenue West
Ottawa, Ontario K1P 1J1

**RE: Site Plan Revision Application
RioCan-Tanger Outlet Centre - Phase 1 Expansion
333 Huntmar Drive, City of Ottawa**

Dear Mr. Wise,

FOTENN Consultants Inc., acting as agents on behalf of RioCan Management Inc., is pleased to submit a Site Plan Control Revision application for the lands located at 333 Huntmar Drive in Kanata.

This Site Plan revision application would revise building areas and footprints, adjusts landscape plans for the site including paving changes, modifies building elevations for specific blocks, re-orientates some entrances to the development and revising loading locations.

APPLICATION HISTORY

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

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

The first phase of the centre opened to the public in October 2014.

SUBJECT LANDS AND SURROUNDING AREA

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

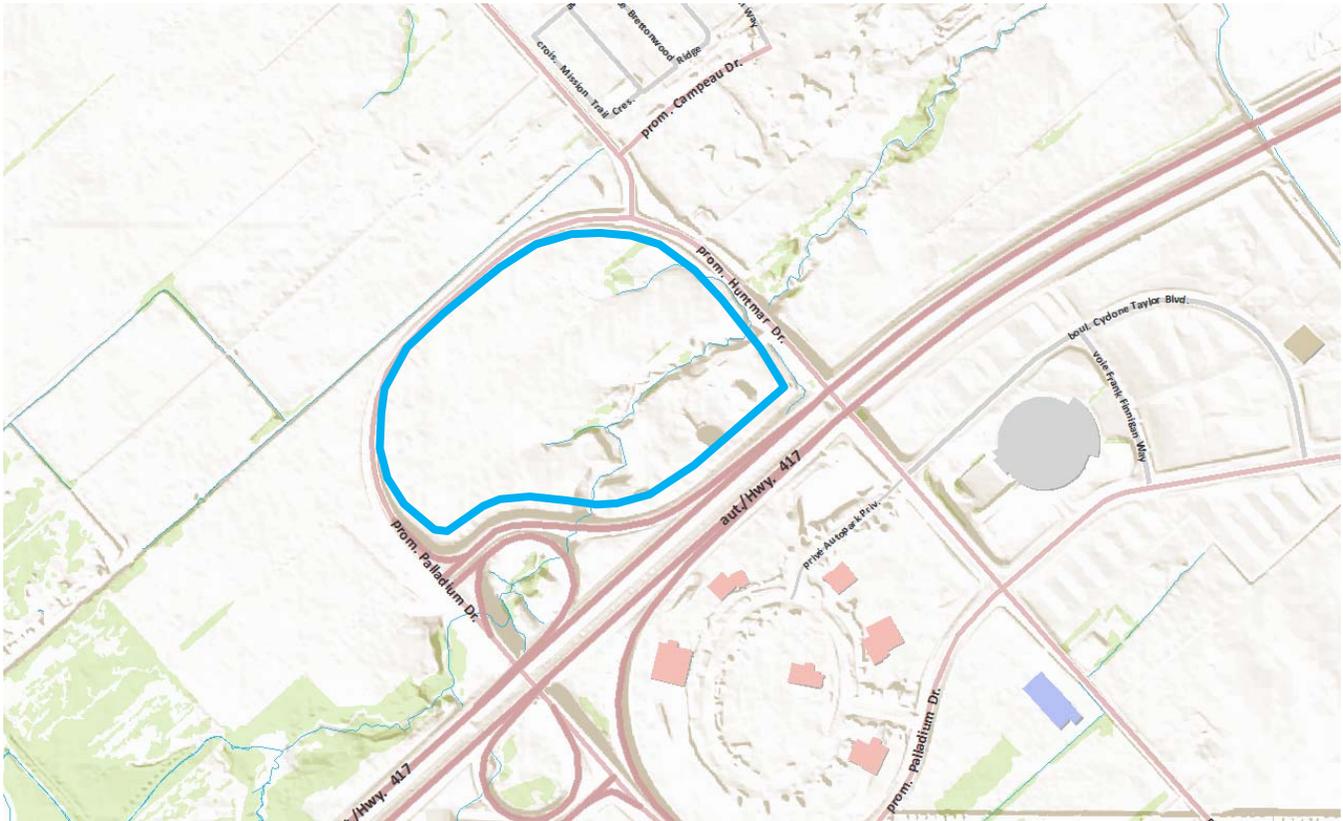


FIGURE 1: SITE LOCATION

Land uses surrounding the subject lands include:

NORTH

A business park development is proposed to the immediate north, with additional agricultural lands located outside the urban boundary further to the north.

EAST

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

SOUTH

On the south side of Highway 417 is the Palladium Autopark and the Canadian Tire Centre. Further south are additional development lands.

WEST

Finally, to the west is the Kanata West Retail Centre, currently under construction, and the future Kanata West Business Park lands. Further west are mineral aggregate extraction lands (along Carp Road).

Further abroad, employment and residential lands are located to the east of the Carp River, north of Highway 417; the Kanata Town Centre is located 2 kilometres to the southeast; the community of Stittsville is located approximately 1.5 kilometres to the south; and the Carp Waste Management Facility is located 1.5 kilometres to the west. The subject lands are located 4-4.5 kilometres west of the Greenbelt, which commences on the east side of Eagleson Road.

REVISED SUBMISSION

The following is a discussion of the proposed revisions to the plans, as compared to the previously approved Site Plan application (from August 2014). This summary has been included to provide context for the plans, but cannot be considered an exhaustive list of all changes.

- / The floor area of Building 10 has been increased from approximately 15, 030 square feet, to 18,503 square feet;
- / Portion of Building 01 has been subdivided into five (5) units and expanded. Proposed unit floor area: Unit 1 3,164 square feet, Unit 2 1,364 square feet, Unit 3 1,511 square feet, Unit 4 1,367 square feet, Unit 4 3,100 square feet. An increase of 93 square feet;
- / The floor area of Building 11 has been increased from approximately 13,904 square feet to 24,715 square feet;
- / The floor area of Building 13 has been reduced from approximately 11,776 square feet to 4,647 square feet;
- / Overall, the building area in this Phase has increased by 17,115 square feet.

POLICY AND REGULATORY CONTEXT

CITY OF OTTAWA OFFICIAL PLAN (2003, CONSOLIDATED)

The subject lands are designated “Mixed Use Centre” in the City of Ottawa Official Plan (OP) (2003, Consolidated) (Figure 2). The Mixed Use Centre designation is applied to lands that are strategically located along major roads and the City’s rapid-transit network. It is intended that these areas undergo substantial growth in the form of compact, mixed-use development and that they become focal points of activity at both the local and regional scales.

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

The proposed development conforms to the policies and objectives of the Mixed-Use Centre designation. The revisions will not impact the considerable glazing, varied storefronts, and unobtrusive signage that were originally proposed for the Centre. The pedestrian-friendly interior of the Centre will be maintained through the revisions and pedestrian connections to the surrounding pedestrian network will be preserved and/or improved as a result of the proposed changes.



FIGURE 2: CITY OF OTTAWA OFFICIAL PLAN - SCHEDULE B

CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO. 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014. Appeals of the Plan have been filed with the MMAH and are currently before the OMB.

For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan 2003, Consolidated May 2013 remain in full force and effect and have been reviewed and analysed for the proposed development. Although OPA 150 is not yet in full force and effect, the new policies relevant to the proposed development have been taken into consideration as the intended direction of City Council and are described below.

No changes are proposed through Official Plan Amendment No, 150 which impact the subject property.

KANATA WEST CONCEPT PLAN (2003)

The subject lands are designated “High Profile Employment, Entertainment and Leisure Hub”, “Intensive Employment Area”, and “River/Creek Corridor” in the Kanata West Concept Plan (KWCP) (Figure 3).

High Profile Employment, Entertainment and Leisure Hub

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

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

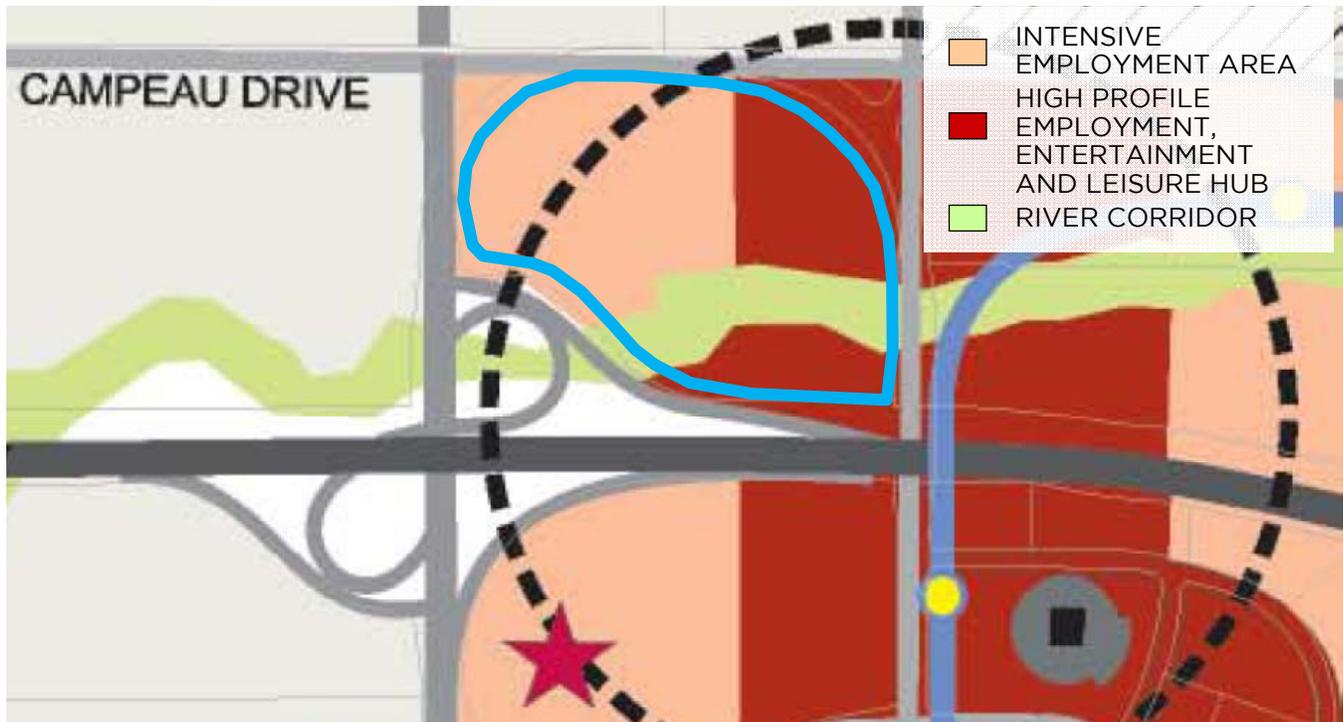


FIGURE 3: KANATA WEST CONCEPT PLAN

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

Intensive Employment Area

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

River Creek Corridors

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

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

The proposed plan revisions are consistent with the direction of the Kanata West Concept Plan for the subject lands. The amendments do not preclude the opportunity for the site to develop further over time and maintains the urban design guidelines that were incorporated into the original Site Plan. These include the provision of semi-private spaces such as plazas and courts, a pedestrian-friendly environment (which is mainly provided internal to the outlet center but also in the parking lot areas), and appropriate lighting.

URBAN DESIGN GUIDELINES FOR LARGE FORMAT RETAIL (2006)

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

- / Guideline 8: Provide site furnishings, such as benches, bike racks and shelters, at building entrances and amenity areas;
- / Guideline 12: Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances.
- / Guideline 13: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.
- / Guideline 15: Distinguish walkways from driving surfaces by using varied paving treatments and by raising walkways to curb level.
- / Guideline 16: Provide weather protection at building entrances, close to transit stops, and in areas with pedestrian amenities.
- / Guideline 17: Provide sheltered bicycle parking in visible locations near building entrances and pedestrian walkways. Ensure that these locations do not conflict with pedestrian circulation.
- / Guideline 24: Plant street trees between 7.0 and 10.0 metres apart along public streets and along the length of internal pedestrian walkways.
- / Guideline 25: Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt and heat. Give preference to native species of the region that are of equal suitability.
- / Guideline 28: Plant trees in landscaped islands in parking areas, with at least two trees together and at least 10.0 square metres of soil area per tree.
- / Guideline 34: Use sodded areas and shrub beds within parking areas to collect, store and filter stormwater in order to improve groundwater recharge.
- / Guideline 36: Use green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches.

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

COMPREHENSIVE ZONING BY-LAW (2008-250)

The subject lands are currently zoned “Mixed-Use Centre, Urban Exception 2015, Maximum Building Height 15 metres (MC[2015] H(18))”, “Mixed-Use Centre, Maximum Height 45 metres (MC H(45))”, and “Open Space (O1)” in the City of Ottawa Comprehensive zoning By-law (2008-250) (Figure 4). Specifically, the area where revisions are proposed is zoned MC H(45).

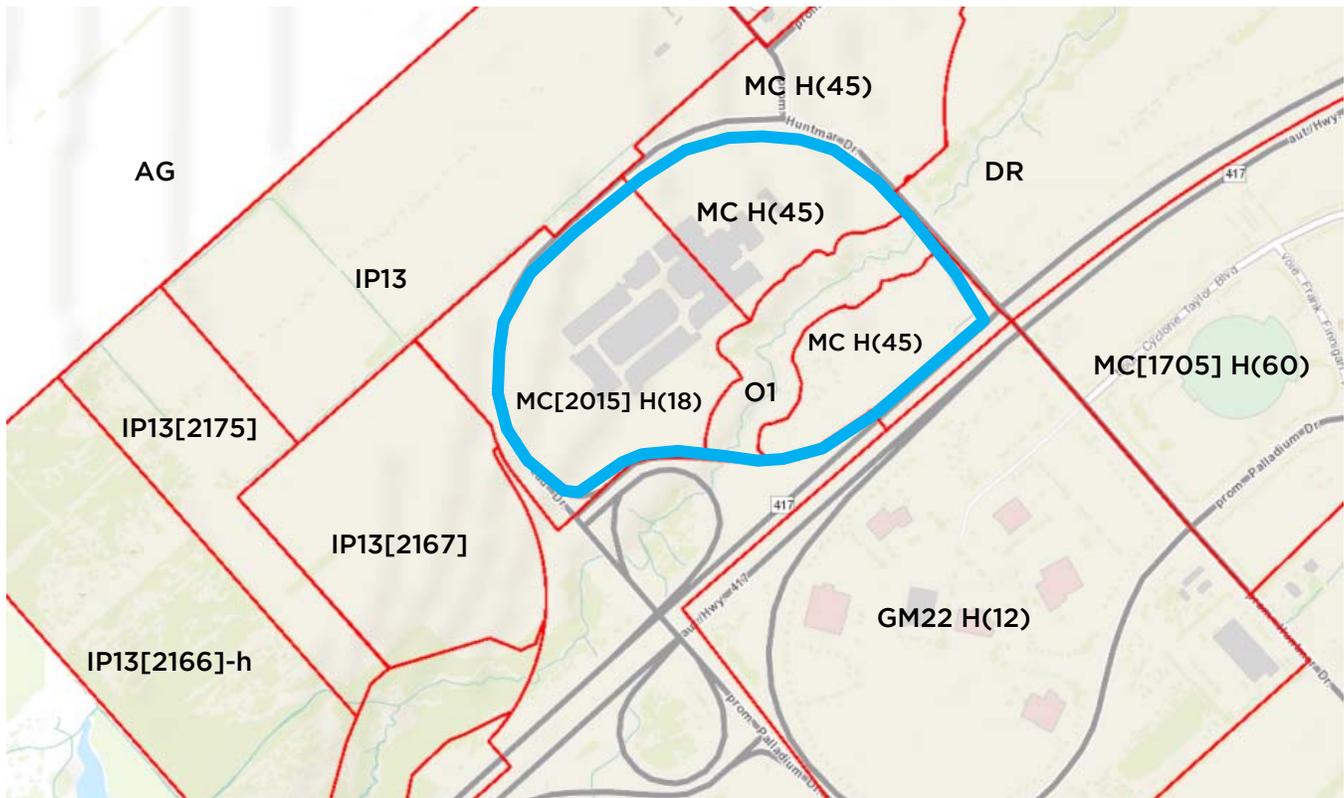


FIGURE 4: CITY OF OTTAWA ZONING BY-LAW

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

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

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

MC ZONING MECHANISMS		REQUIRED
(a) Minimum lot area		No minimum
(b) Minimum lot width		No minimum
(c) Minimum front yard and corner side yard setback	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No minimum
(d) Minimum interior side yard setback	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No minimum
(e) Minimum rear yard setback	(i) rear lot line abutting a lot in a residential zone	6 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No minimum
(f) Maximum floor space index		No maximum; unless otherwise shown on the zoning map
(g) Minimum building height	(i) for all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception	6.7 m
	(ii) other cases	No minimum
(h) Maximum building heights	(i) in any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)	11 m
	(ii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone (By-law 2011-124)	20 m

MC ZONING MECHANISMS

REQUIRED

(iii) in all other cases

No maximum, or as shown by the suffix "H", on a zoning map, or specified in a subzone or exception where applicable

(i) Minimum width of landscaped area

No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped

Storage

Storage must be completely enclosed within a building

Minimum Parking Space Rate

Hotel: 1 per guest unit
Restaurant (including fast food and full service): 10 per 100m² of gross floor area
Shopping Centre: 3.6 per 100m² of gross leasable floor area

CONCLUSION

It is our professional opinion that the proposed changes to the Site Plan meet the intent and policies of the Official Plan, meets the intent and direction of the City's applicable Urban Design Guidelines for Large Format Retail, and complies with the zone provisions of the Comprehensive Zoning By-law.

We look forward to the opportunity to discuss this application further with you once you have had the opportunity to review the revised plans. Please do not hesitate to contact us if you have any questions regarding any aspect of the application. Please advise us in writing off the timelines for the technical circulation of the application materials. Please also advise if additional copies are required.

Thank you in advance for your consideration,

Sincerely,



Paul Black, MCIP RPP
Planner

FOTENN Consultants Inc.



Molly Smith, M.Pl
Planner

FOTENN Consultants Inc.