

1.0 INTRODUCTION

The following is a Demonstration Report that, as outlined in Section 4.7.2 of the Kanata West Concept Plan (KWCP) Report, is required in support of any application to subdivide and rezone lands within the KWCP area.

This Demonstration Report was prepared by FoTenn Consultants Inc. and provides an overview of studies and reports prepared by the following consultants:

- Adams Heritage;
- David S. McRobie Architects Inc.;
- Delcan Corporation;
- IBI Group;
- Muncaster Environmental Planning Inc.;
- Paterson Group Inc.; and
- Stantec Geomatics Ltd.

For the purpose of this report, the term Consulting Team refers to the above noted consultants.

2.0 DEVELOPMENT CONCEPT AND OVERVIEW OF APPLICATIONS

This Demonstration Report was prepared in support of a Plan of Subdivision, a Zoning By-law Amendment, and a future Site Plan Control application for lands located northwest of the intersection of Huntmar Drive and Highway 417 in Kanata (Figure 1). The subject lands, which are known municipally as 333 Huntmar Drive and 3001 Palladium Drive, have an area of 61.8 hectares (152.7 acres). Feedmill Creek runs across the entire length of the southern half of the subject lands.

Approval of these applications will permit West Ottawa Land Holdings, a joint venture property ownership (Taggart Realty/Trinity Development Group/Tanger Outlet Centers), to construct a mixed-use development incorporating retail, restaurant, hotel, and employment uses. More specifically, the eastern half of the subject lands is planned for a 31,587 m² (340,000 ft²) retail outlet mall (Tanger Outlet Centers) located north of Feedmill Creek as well as 2,230 m² (24,000 ft²) of restaurants and a 200-room hotel located south of Feedmill Creek.

The 1-2 storey retail mall buildings are oriented internally to the site, creating a pedestrian concourse/outdoor shopping mall linked with some building features and projections for weather protection. Parking is located and distributed along the perimeter of the property, reinforcing the central portion of the property as the focus of pedestrian activity. Approximately 1,963 parking spaces are provided for the retail outlet mall. The number of parking spaces reflects the vehicular-orientation of the outlet use (regional scale retail) and location abutting Highway 417, a highly visible transportation corridor. Two (2) full-movement access drives, with future signalization, are provided to Campeau Drive (north) and Street No. 3 (Palladium Drive) to service the retail outlet mall (Blocks



12, 13, and 21 on the Plan of Subdivision). Block 13, located south of Feedmill Creek, will be accessible via a vehicular and pedestrian bridge from the retail outlet mall lands. Additional right-in/right-out access is proposed to Huntmar Drive. The 9.33 acre (3.78 hectare) will accommodate a 3-storey hotel and four (4) free-standing restaurants. A total of 558 parking spaces are provided to service the hotel and restaurants.

The western half of the subject lands will accommodate an office/industrial park with up to approximately 92,903 m² (1,000,000 ft²) of space developed over a 10-year horizon starting in 2015. Each of the development blocks within the office/industrial park will be developed by way of independent Site Plan Control applications which address building placement, lot access, parking, and landscaping.



Figure 1. Subject Lands

2.1 Zoning By-law Amendment

The subject lands are currently zoned *Development Reserve Zone (DR)* in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 2). The purpose of this zone is to recognize lands intended for future urban development. The proposed Zoning By-law Amendment would rezone the eastern half of the lands from *Development Reserve Zone (DR)* to *Mixed-Use Centre Zone (MC)* and the western half of the site from DR to *Business Park Industrial Zone (IP)*.

The Mixed-Use Centre zoning would allow 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.

The Business Park Industrial zoning would permit mixed office, office-type uses, and light-industrial uses in a business park setting. A range of small-scale complementary



uses are also permitted such as convenience store, personal service business, recreational and athletic facility, and restaurant uses.

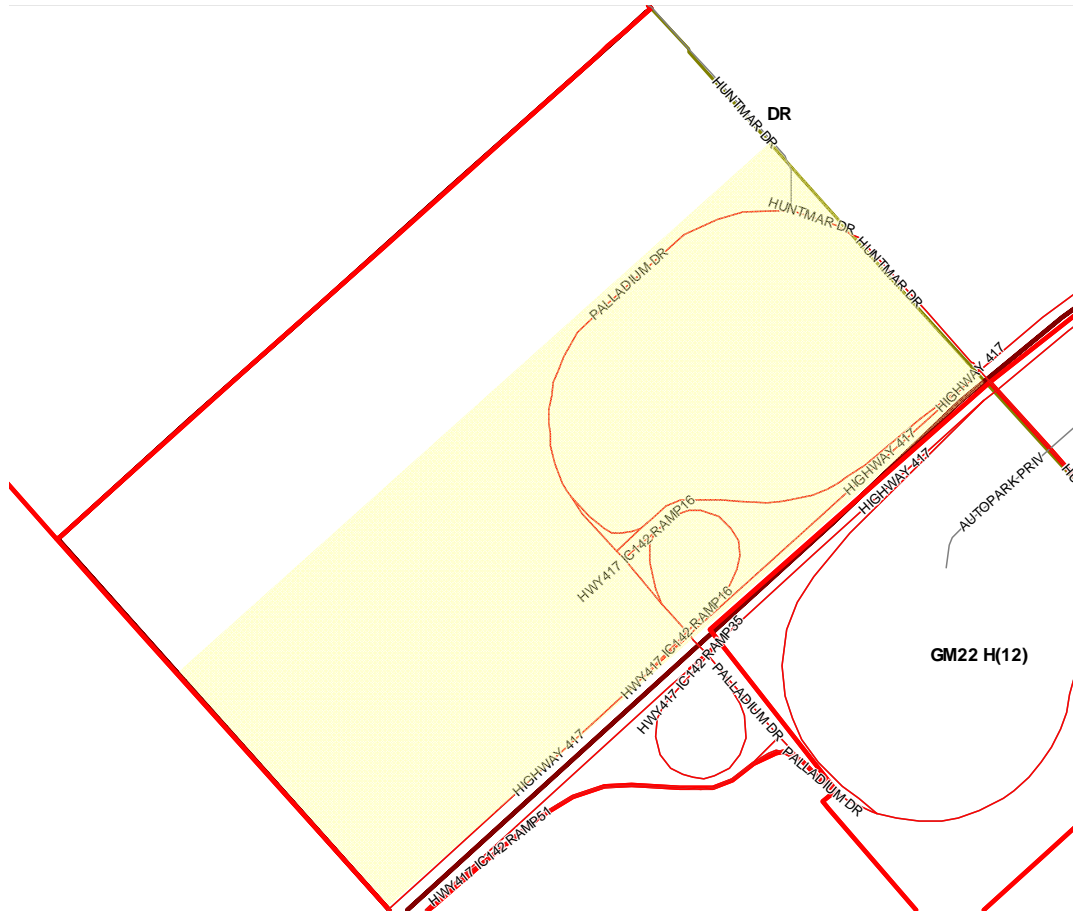


Figure 2. City of Ottawa Comprehensive Zoning By-law (2008-250)

2.2 Plan of Subdivision

A Plan of Subdivision is required for all development applications within the Kanata West Concept Plan area. The Plan of Subdivision will create development blocks (as per the Concept Plan), new public streets, and preservation blocks for the Feedmill Creek Corridor. The Plan of Subdivision will create the following parcels of land:

Table 1. Plan of Subdivision Blocks

Block Number	Area (m ²)	Area (acres)	Use
1	17,535.81	4.33	Office/Industrial Park
2	17,555.23	4.34	
3	33,997.25	8.40	
4	24,990.44	6.17	
5	25,408.40	6.28	
6	25,072.07	6.19	



Block Number	Area (m ²)	Area (acres)	Use
7	19,468.34	4.81	Office/Industrial Park
8	18,014.68	4.45	
9	17,427.26	4.30	
10	19,554.54	4.83	
11	23,186.07	5.73	
12	166,951.18	41.25	Retail Outlet Mall
13	37,755.65	9.33	Restaurants and Hotel
14	33,840.33	8.36	Feedmill Creek
15	33,406.14	8.25	
16	11,106.04	2.74	
17	15,809.95	3.91	Office/Industrial Park
18	888.30	0.22	Office/Industrial Park
19	1,843.60	0.46	Office/Industrial Park
20	4,950.61	1.22	Office/Industrial Park
21	13,413.66	3.32	Retail Outlet Mall
TOTAL	562,175.55	138.89	

In addition to the development blocks, the Plan of Subdivision creates three (3) new public streets. Street No. 1 is the proposed Campeau Drive extension, which runs westward from Huntmar Road. The northern portion of Street No. 1 is located on the abutting lands to the north. Street No. 2 divides the western half of the subject lands into development blocks, connecting with the proposed Campeau Drive extension at two (2) points. Street No. 3 is Palladium Drive, which will intersect with Campeau Drive at its north end.

FoTenn has been advised that the abutting land owner to the north (Denison lands) is in support and agreement with the location of the Campeau Drive extension (Street No. 1). The alignment of Street No. 1 is consistent with the Kanata West Transportation Environmental Assessment (EA) and the Delcan Community Transportation Study/Transportation Impact Study.

This Demonstration Report is accompanied by a Concept Plan prepared by Adams Associates Architecture. The Concept Plan generally depicts how the subject lands will be developed in compliance with the vision, guidelines and design principles of the Kanata West Concept Plan (KWCP), and in particular Chapter 4 *-Analysis and Implementation-* of the KWCP Report. The Concept Plan was used as the basis for the Plan of Subdivision.

The following is a list of studies and reports that will be submitted to the City of Ottawa in support of the Zoning By-law Amendment and Plan of Subdivision applications. These documents, which are summarized in Sections 8.0 through 12.0, demonstrate that the proposed development can be accommodated given existing site conditions, preserves valued environmental and cultural features, can be adequately serviced by existing and proposed infrastructure, and complies with the policies and requirements of the KWCP.



- A Draft Plan of Subdivision prepared by Stantec Geomatics Ltd. (revised December 15, 2011);
- A Concept Plan prepared by Adams Associates Architect (January 4, 2012);
- A Community Transportation Study/Transportation Impact Study prepared by Delcan Corporation (December 21, 2011);
- A Conceptual Site Servicing Plan, Stormwater Management Plan, and Erosion and Sediment Control Plan Report prepared by IBI Group (December 2011);
- An Environmental Impact Statement and Tree Conservation Report prepared by Muncaster Environmental Planning Inc. (November 2011);
- An Archaeological Assessment (Stage 1 to 3) by Adams Heritage (June 30, 2009) and an Addendum (August 25, 2009);
- A Phase 1 Environmental Site Assessment prepared by Paterson Group Inc. (October 19, 2006); and
- A Geotechnical Investigation prepared by Paterson Group Inc. (April 28, 2011).

2.3 Site Plan Control

In addition to the Zoning By-law Amendment and Plan of Subdivision applications, West Ottawa Land Holding will submit a Site Plan Control application for the subject lands. The Phase 1 site plan will include all of the lands located east of Palladium Drive (Street No. 3) to construct the Tanger Outlet Center. The Site Plan Control application may include the phased relocation of existing segments of the highway ramps, subject to required permitting by the City and the Ministry of Transportation.

The Site Plan Control application is discussed in this Demonstration Report and depicted in the Concept Plan. Should the rezoning and subdivision applications be approved, the site plan will be consistent with the resulting development requirements.

2.4 Pre-Application Consultation

Prior to application submittal, pre-application consultation took place with senior and technical staff from the planning, environmental services, and infrastructure approval branches and representatives of the Conservation Authority and the Ministry of Transportation. More specifically, meetings were held on the following dates:

- February 2008
- February 9, 2009
- February 27, 2009
- February 11, 2010



- November 9, 2011

Separate meetings were held with the Ward Councillor.

3.0 SITE CONTEXT AND ADJACENT USES

The subject lands are located within the northwest quadrant of the Kanata West Concept Plan (KWCP) study area. More specifically, the lands are bounded by the future Campeau Road extension to the north, Huntmar Drive to the east, and Highway 417 to the south. The lands consist of two (2) properties including 333 Huntmar Drive to the east and 3001 Palladium Drive to the west. Combined, the rectangular parcel of land has a total area of 61.8 hectares (152.7 acres).

As discussed in the Archaeological Assessment prepared by Adams Heritage (June 30, 2009), the majority of the subject lands are agricultural crop land that was most recently ploughed in the late autumn of 2008. Less productive lands are located adjacent to the Feedmill Creek valley and the lands closest to Highway 417. There are no buildings located on the subject lands, however, farm remains, such as debris, barn/stall foundations, and remnants of demolished buildings occupy portions of the site.

Surrounding land uses include future development lands and agricultural lands to the north, future development lands and the Carp River to the east, the Palladium Autopark, Scotiabank Place, and future development lands to the south, and mineral aggregate extraction lands to the west. 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 (1.2 miles) to the southeast; the community of Stittsville is located approximately 1.5 kilometres (0.9 miles) to the south; and the Carp Waste Management Facility is located 1.5 kilometres (0.9 miles) to the west. The subject lands are located 4-4.5 kilometres (2.5-2.8 miles) west of the Greenbelt, which commences on the east side of Eagleson Road.

4.0 REVIEW OF POLICY AND REGULATORY DOCUMENTS

4.1 City of Ottawa Official Plan (2003, Consolidated)

The following sections provide an inventory of existing policy documents. A more detailed discussion of compliance with the policy direction of the Official Plan and Kanata West Concept Plan is provided in Section 7.0.

Official Plan Designations

The City of Ottawa Official Plan (OP) designates the central portion Kanata West, namely the area bounded by the Carp River to the east, Maple Grove Road to the south, the Palladium Drive interchange to the west, and the future Campeau Drive extension to the north as *Mixed Use Centre* (Figure 3). 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 Official Plan designates an L-shaped area of land situated west and north of the Palladium Drive interchange as *Enterprise Area* (Figure 3). The purpose of the Enterprise Area designation is to ensure that sufficient areas of land are set aside primarily for places of business and economic activity. The Official Plan promotes the integration of medium- and high-density housing into Enterprise Areas in ways that do not detract from the area's main employment focus. Permitted land uses within the Enterprise Area designation include industrial and employment-generating uses such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional, and research and development uses. The construction of small-scale complementary uses such as health and fitness centres, child care establishments, and service commercial are also permitted. With regards to residential uses, only townhouses, stacked townhouses, and apartments are permitted.

As illustrated in Figure 3, the eastern half of the subject lands are designated Mixed Use Centre while the western half are designated Enterprise Area.

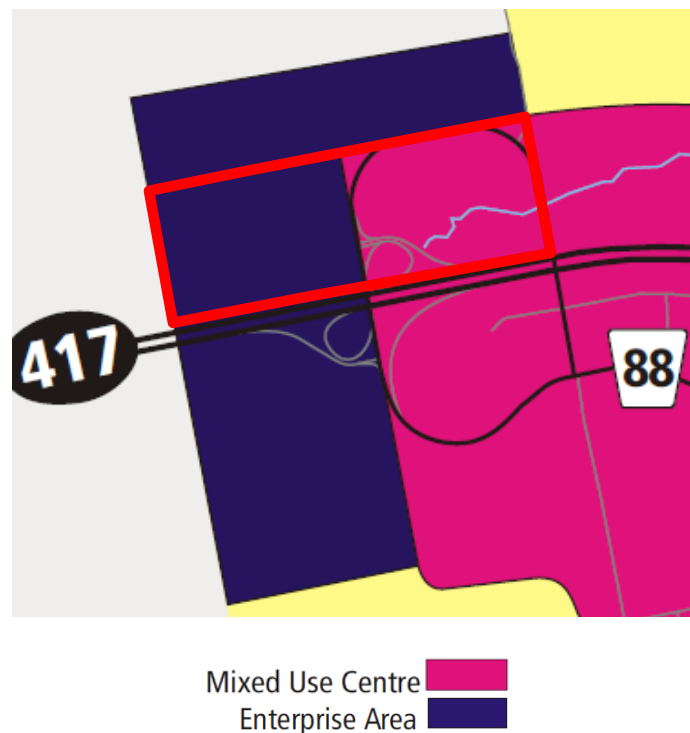


Figure 3. City of Ottawa Official Plan (2003, Consolidated)



4.2 Official Plan Amendment No. 76 (June 2009)

The City of Ottawa undertook a 5-year review of their Official Plan, which resulted in the passing of Official Plan Amendment (OPA) 76 on June 24, 2009. OPA 76 was subsequently approved by the Ministry of Municipal Affairs and Housing on December 24, 2009, subject to several modifications. Several appeals to the Official Plan Amendment have been filed with the Ontario Municipal Board; those sections that were not appealed or have been settled are now in effect.

Both of the designations noted above continue to apply to the subject lands and the policies associated with these designations have not been significantly altered. One change to the Mixed Use Centre designation through OPA 76 is the additional of Policy 7d in Section 3.6.2, which states:

Mixed-Use Centres will optimize the use of land through provisions for compact mixed-use development. The zoning by-law and community design plans will:

d. Require all development to meet the minimum target densities set out in Section 2.2.2, policy 7.

The subject lands are not located in an area which is included in Figure 2.3 of Section 2.2.2; therefore there are no applicable density requirements.

4.3 Kanata West Concept Plan (KWCP)

In the fall of 2000, the Kanata West area was brought into the Urban Area through Amendment 9 to the former Region of Ottawa-Carleton Official Plan (OP). Amendment 9 required that a Concept Plan be prepared to guide zoning, subdivision and public expenditures in the area. Further, the Concept Plan was to produce an innovative mixed use urban development where people will be able to live, work and play. The result of these objectives is the Kanata West Concept Plan (KWCP).

The general land use and development principles of the Kanata West Concept Plan were completed in September 2002 and approved by City Council on March 26, 2003. The KWCP is the outcome of input from two (2) Steering Committees, together with environmental, engineering, transportation, market feasibility, urban design and land use studies and a significant public consultation process involving various stakeholders.

The subject lands are designated (from east to west) *High Profile Employment, Entertainment and Leisure Hub*; *Intensive Employment Area*; and *Prestige Business Park*; as well as *River Creek Corridors* in the Kanata West Concept Plan (Figure 4).

High Profile Employment, Entertainment and Leisure Hub

The easternmost portion of the subject lands, located along the west side of Huntmar Drive, are designated *High Profile Employment, Entertainment and Leisure Hub* in the KWCP. This designation's employment focus takes advantage of the high visibility and



accessibility that result from being located close to both Highway 417 and the future transitway. The entertainment and leisure component reinforces the presence of the Scotiabank Place 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.

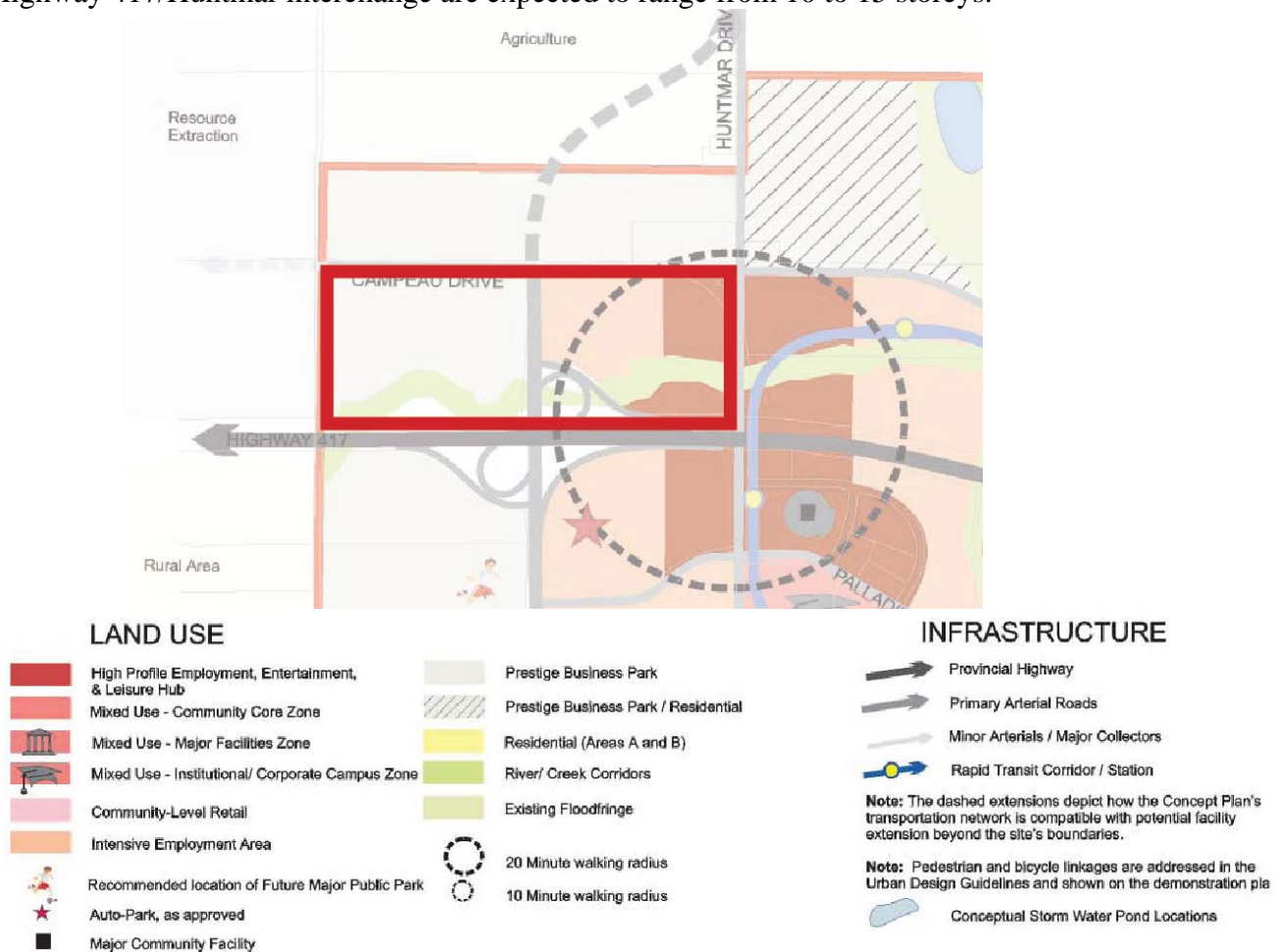


Figure 4. Kanata West Concept Plan (April 2005)

The KWCP encourages extending the visits of the expected working population and visitors to Scotiabank Place through the provision of urban amenities and recreation such as restaurants, nightclubs, and shopping. With these recreational uses and prime



highway/transit access, this area is expected to be a "bright lights" district which will serve as a catalyst for development of the other core areas.

In terms of urban design guidelines specific to this designation, the KWCP encourages compact development on an urban grid or modified grid block pattern. Additional design elements include the incorporation of semi-public spaces such as plazas and courts; the development of paths along the banks of Feedmill Creek, which are connected via a pedestrian bridge crossing the ravine; pedestrian accommodation through the provision of continuous sidewalks, tree plantings, and appropriate lighting; defined street corners by bringing buildings up to the lot line; and landscaping the area in between buildings.

The KWCP suggests that the intersection of Campeau Drive and Huntmar Road be articulated by building forms which create plazas on all four corners to given landmark identity and outdoor amenity to this location.

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

In between the High Profile Employment, Entertainment and Leisure Hub lands located along Huntmar Drive and Palladium Drive is an area designated *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.

The built form within Intensive Employment areas is intended to consist of medium profile (4-6 storey) buildings which address the street, creating a strong pedestrian environment which encourages connectivity with transit and the High Profile Hub. As in the High Profile Hub, it is anticipated that over time, surface parking lots will be redeveloped to more intensive uses.

In terms of design guidelines, the KWCP encourages an urban grid street pattern with a long east-west axis and blocks with lengths approximately twice their width. Regularly spaced connections across major streets are also supported to create porosity throughout the area. Similar to in the High Profile Hub, small "vest pocket" parks, entry plazas, and courts are desired to provide semi-public space and recreation paths along Feedmill Creek are encouraged. Further, to achieve a pedestrian friendly environment, the KWCP again promotes bringing buildings up to lot lines and street corners and providing appropriate sidewalk widths, tree plantings, and lighting.



Prestige Business Park

The portion of the subject lands located west of the Palladium Drive interchange is designated *Prestige Business Park* in the Kanata West Concept Plan. The intent of this designation is to encourage the development of high quality, traditional campus-style environments for Ottawa's high technology sector. More specifically, desired uses within this designation include research and development facilities, high tech offices, laboratories, and training centres. Supportive uses such as bank, day care, convenience store, and personal service business uses are also envisioned for lands within this designation.

Development within the Prestige Business Park designation is characterized by a low profile building form (up to four storeys, but likely one-to-two storeys) and generous landscaping, resulting in the lowest densities and the greatest open space ratios possible. The provision of public open space and natural features will provide both passive and active recreation opportunities for employees of the park and those living and working in the area.

The KWCP's design guidelines for the Prestige Business Park designation foster an organic block pattern which is orientated towards an internal greenway created by way of an easement running along the rear yards of properties. A recreational pathway is proposed along the easement, which would connect to surrounding streets, a sports park, and pathways along Feedmill Creek. The KWCP encourages situating buildings towards the rear of lots, close to the internal greenway, with parking lots occupying the area in between the buildings and the roads. Roads are envisioned to provide vehicular access to the parking lots and to contain drop-off loops which may be shared between buildings. It is anticipated that the aforementioned generous landscaping will be provided by way of generous side yards along parking lots, landscaped courts between buildings, informal groupings of trees, and the development of sports fields. Pedestrian connectivity via continuous path systems, in particular along the top of Feedmill Creek, and the provision sidewalks along internal streets are also stressed.

River Creek Corridors

Feedmill Creek runs through the entire length of the southern half of the subject lands. This stream corridor is a significant ecological feature which provides aquatic habitat as well as aesthetic and social benefits. More uniquely, Feedmill Creek has sensitive cold/cool water habitats and contributes significantly to the Carp River baseflow. The corridor designation includes the Creek, the stream valley banks on either side of the Creek, and an additional 5 metre wide buffer zone on either side. As discussed in the Environmental Impact Statement prepared by Muncaster Environmental Planning Inc. (November 2011), Feedmill Creek will be protected within a corridor between 80 and 100 metres in width.

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.

Demonstration Plan

The Kanata West Demonstration Plan is a scaled plan drawing which is conceptual in nature and serves to demonstrate the patterns of development that *could* occur with the application of the KWCP's principles and guidelines (Figure 5). Similar to in the Kanata West Concept Plan, the subject lands are designated *High Profile Employment, Entertainment and Leisure District, Intensive Employment Area, Prestige Business Park, Private Green Spaces*, and *Natural Lands and Watercourses* in the Demonstration Plan.

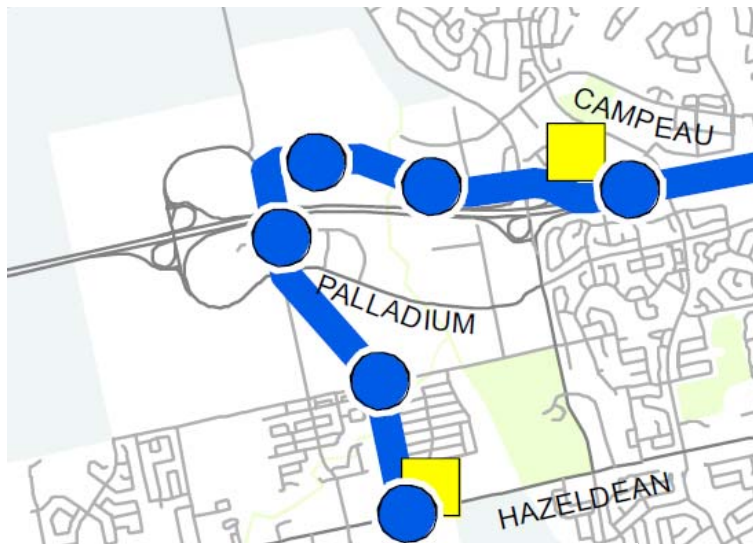



Figure 5. Kanata West Concept Plan Demonstration Plan (June 19, 2002)

4.4 Transportation Master Plan (2008)

The City of Ottawa Transportation Master Plan (TMP) was approved by Council on November 26, 2008. Map 4A of the TMP (Figure 6), which illustrates the City's rapid transit network in 2031, depicts a Bus Rapid Transit (BRT) line along Highway 417 with two (2) stop proposed in close proximity to the intersection of Huntmar Drive and Highway 417, prior to the transit line heading southwards. Map 4B (Figure 7), which illustrates the ultimate (beyond 2031) rapid transit network, depicts an extension of the City's Light Rail Transit (LRT) to Huntmar Drive, with Bus Rapid Transit continuing southwards from this location.





Bus Rapid Transit (BRT) 


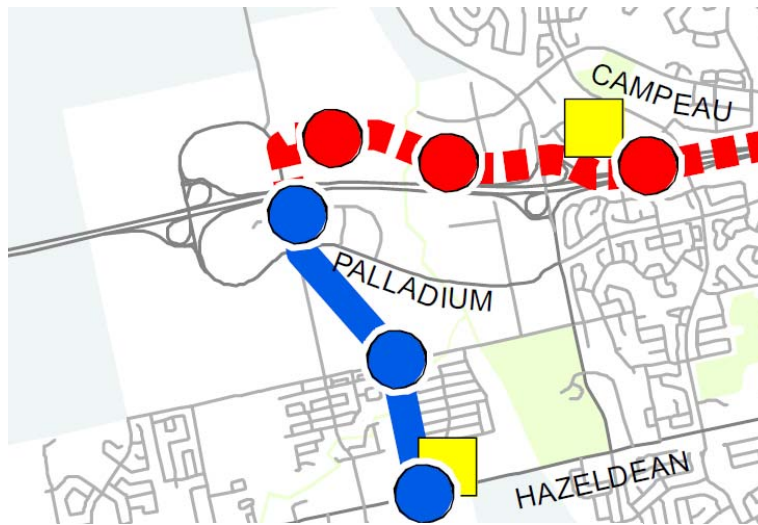


Transit Station - bus 


Figure 6. Map 4A of the Transportation Master Plan



Bus Rapid Transit (BRT) 

Transit Station - bus 

Light Rail Transit (LRT) Extension (See Note 1) 

Transit Station - rail 

Note:

- 1) Future extensions of the LRT network may occur at such time as Council has determined that the following conditions are met:
 - Development of corridors inside the Greenbelt first
 - Business case supports return on rail investment (ridership, capital and operating costs)
 - Achieving a minimum density target (stated in the updated Official Plan)
 - Availability of funding

Figure 7. Map 4B of the Transportation Master Plan



The Bus Rapid Transit and Light Rail Transit alignments in the Transportation Master Plan are consistent with the transit alignment and future station locations depicted in the Kanata West Concept Plan.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

The entire subject lands are zoned *Development Reserve Zone (DR)* in the City of Ottawa Comprehensive Zoning By-law (2008-250). The DR zoning restricts the development of the lands until a Zoning By-law Amendment, based on a development vision and Concept Plan, is submitted to the City and approved by City Council. The proposed Zoning By-law Amendment would rezone the eastern half of the subject lands to *Mixed-Use Centre Zone (MC)* and the western half to *Business Park Industrial Zone (IP)*, reflecting the proposed Concept Plan.

The Mixed-Use Centre Zone is intended for areas designated Mixed Use Centre in the City’s Official Plan. This zoning would allow for a range of transit-supportive such as offices, hotels, large institutional buildings, retail uses, entertainment uses, and service uses. Table 2 outlines the zoning provisions that are applicable to development within the MC zone.

Table 2. MC Zone Provisions

I ZONING MECHANISMS		II PROVISIONS
(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



I ZONING MECHANISMS		II PROVISIONS
		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	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	20 m
	(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		Must be completely enclosed within a building

The Business Park Industrial Zone is intended primarily for areas designated Enterprise Area in the City’s Official Plan. This zoning would permit mixed office, office-type uses and low impact, light industrial uses in a business park setting. A range of small-scale complementary uses are also permitted such as convenience store, personal service business, recreational and athletic facility, and restaurant uses. Table 3 outlines the zoning provisions that are applicable to development within the IP zone.



Table 3. IP Zoning Provisions

I ZONING MECHANISMS		II PROVISIONS
(a) Minimum lot area		750 m ²
(b) Minimum lot width		No minimum
(c) Maximum lot coverage		55%
(d) Minimum front yard and corner side yard		6 m
(e) Minimum interior side yard	(i) abutting a residential or institutional zone	6 m
	(ii) all other cases	3 m
(f) Minimum rear yard		6 m
(g) Maximum floor space index		2, unless otherwise shown on the zoning maps
(h) Maximum building height	(i) within 20 m from a residential or institutional zone	11 m
	(ii) in all other cases	22 m, or as shown otherwise by a suffix or on a schedule
(i) Minimum width of landscaping	(i) abutting a residential or institutional zone	3 m; may be reduced to one metre if a 1.4 metre high opaque screen is provided
	(ii) abutting a street	3 m
	(iii) in all other cases	No minimum
Accessory display and sales area		Must be within the same building as the use to which it is accessory and must not exceed 25% of gross floor area
Outdoor storage		Prohibited

The proposed Concept Plan complies with the zone provisions of both the Mixed-Use Centre and Business Park Industrial Zones.

5.0 THE ENVIRONMENTAL ASSESSMENTS (EAs)

In support of the restoration of the Carp River Corridor, as well as the servicing and transportation needs of the Kanata West development area, a series of Municipal Class Environmental Assessments (Class EAs) were completed with the City of Ottawa and the Kanata West Landowners Group Inc. as co-proponents. The Class EAs and supporting documents included:



- Flow Characterization and Flood Level Analysis: Carp River, Feedmill Creek and Poole Creek (CH2MHill, October 2005);
- Post-Development Flow Characterization and Flood Level Analysis for Carp River, Feedmill Creek and Poole Creek (CH2MHill, June 2006);
- Carp River, Poole Creek and Feedmill Creek Restoration Class Environmental Assessment (Totten Simms Hubicki, June 2006).
- Kanata West Master Servicing Study Volumes 1 and 2 (Stantec, June 2006); and
- Kanata West Transportation Master Plan (Delcan, June 2006).

In July 2006 and August/September 2010, 88 Part II Order requests were received by the Ministry of the Environment from local environmental groups, local community groups and members of the public asking that the City of Ottawa and Kanata West Owners Group (KWOG) be required to prepare an individual Environmental Assessment (EA) for 7 of the 22 projects listed in the EAs.

The City of Ottawa requested that the MOE postpone their review until the errors could be further reviewed. In response to these concerns and errors, the City of Ottawa initiated a Third Party Review (TPR) of the Carp River Restoration Plan and associated models. The Minister of the Environment subsequently issued an Order in June of 2008 in response to the Part II Order requests that outlined several conditions as a requirement for the seven (7) projects that led to the Third-Party Review and Updated Project Documentation and Notification. A response to the Minister's Order was compiled and accepted by the Ministry of the Environment in October 2009.

Greenland International Consulting Ltd. (Greenland) was commissioned to complete a Third Party Review (TPR) of the Carp River Restoration Plan for the City of Ottawa, based on the Terms of Reference that were approved by Council and reviewed by an Advisory Committee consisting of MOE, MTO, and MVC as well as City staff and an Academic Panel. The Review included all hydrologic and hydraulic models that were used to create the Carp River Restoration Plan and to support the recommendations of the Master Plans and the 22 projects. The TPR assignment also involved assessing various elements of the restoration plan pertaining to flood storage, sediment transport, two-zone floodplain policy application, and positioning of adjacent stormwater management (SWM) facilities.

Greenland also provided an opinion on the application of various provincial and municipal policies, and on impacts of the revised models on the 22 Class EA projects. The TPR was completed and the key findings of the TPR are:

- Modelling errors have been corrected; all missing hydrographs are now included and missing overland flow is now included;



- There is insufficient data to determine the appropriate run-off parameter for some upper rural catchments and the routing through tributaries;
- The maximum (worst case) scenario is a potential deficit of 85,600m³ of stormwater volume;
- Two storm events of 25 mm volume or greater over a two to six hour duration can be used to validate the models and remove the uncertainty;
- Until such a validation occurs, development can proceed if measures are implemented to account for the worst case volume; and
- The outcome from the corrected models does not affect the recommendations of the Environmental Assessments. Specifically, neither the seven (7) Class EA projects that were subject to the Part II order requests nor the other 15 Class EA projects are impacted by the model changes at the planning decision/EA level.

As part of the Minister's Order in response to the original Part II Order requests, the Carp River Restoration Plan EA was updated and new Notices of Completion were issued in June 2010. Additional Part II Order requests were received in response to the Notice of Completion. On March 30, 2011, the Minister of the Environment dismissed the Part II Order requests and confirmed that individual Environmental Assessments were not required for the seven (7) disputed projects. The Minister further directed that Stormwater Management Ponds 1, 2, and 5 not proceed until such time as the stormwater management models are calibrated and validated. In July 2011, the Model Validation Report was completed and subsequently filed with the Ministry of the Environment. The Models have been validated and it has been confirmed that the approach in the Environmental Assessments and the direction in the original Carp River Subwatershed Study were valid. Stormwater Management Ponds 1, 2, and 5 may proceed to design and construction. The Carp River Restoration Plan has now moved to the Final Design stage to be completed in 2012 with the first phase of construction anticipated in early 2013.

The City has initiated a Zoning By-law Amendment for the Carp River Corridor, in conjunction with construction works in the Corridor.

6.0 KANATA WEST LANDOWNERS

In response to the large infrastructure servicing costs and multiple ownership of the Kanata West lands, the Kanata West Landowners initiated discussions to form and manage a private land owners group. In April 2006, Ottawa City Council approved Official Plan Amendment (OPA) No. 39 to add a policy to the City Council-Approved Official Plan requiring the Kanata West landowners to enter into private agreements to share the costs of the major infrastructure projects and associated studies and plans required for the development of Kanata West.

The Kanata West Owners Group Inc. is the association of affected land owners, bound by an agreement in principle to cost share both hard (construction of infrastructure, etc.) and



soft (consultants, design review, etc.) costs associated with development in Kanata West. The membership of the Kanata West land owners group currently includes, but is not limited to, Shenkman Corporation and Andridge Capital Corporation, Driveway Realities Limited, Taggart Realty Management and Loblaw Properties Limited, Mattamy Development (Ottawa) Corporation, RONA, Tartan Land Corporation, North American Acquisition Corporation, West Kanata Development Corporation (Minto Development) and Trinity Development Group.

The Agreements facilitate the implementation of the major infrastructure projects required for Kanata West. The Kanata West Owners Group Inc. has finalized private cost-sharing agreements that describe the major infrastructure projects required for Kanata West, the estimated cost of each project, and each landowner's proportionate share of the estimated cost of each project. Costs are to be distributed fairly among the benefiting landowners. In addition to major roadways, water, stormwater and sanitary sewer projects, the Kanata West Concept Plan, the Carp River Watershed/Subwatershed Study, the draft Kanata West Infrastructure Master Servicing Study, and the draft Carp River, Poole Creek and Feedmill Creek Restoration Class Environmental Reports have identified the need for the restoration of the Carp River, Poole Creek and Feedmill Creek. The cost-sharing agreements are intended to include these projects in addition to the projects identified in Ottawa's 2009 Development Charges Background Study. The agreement between landowners are finalized and in effect, although to various degrees of implementation.

The City's current position, as envisioned by OPA #39, is that Zoning By-law Amendments will not be scheduled for Planning Committee (PC) and City Council and that the City will not issue notice of draft subdivision approval or Site Plan Approval if a landowner is not an active member of the Landowners Group and has not participated financially to the terms of the agreement. A letter of "good standing" is required from the group's trustee.

7.0 DEVELOPMENT PROPOSAL

As previously noted, the Concept Plan prepared by Adams Associates Architecture depicts how the subject lands will be developed. David S. McRobie Architects Inc. has also prepared some renderings which depict the office/industrial park proposed on the western half of the subject lands.

7.1 Retail Outlet Mall/Restaurant/Hotel Uses

A mixed-use development incorporating a retail outlet mall (Tanger Outlet Center), numerous restaurants, and a hotel is proposed on the easternmost portion of the subject lands. The proposed Tanger Outlet Center represents a unique style of retail development which is new to the Canadian market. All of the retail stores are outlet stores, a number of which are currently only found in the United States. Further, with an open-air, pedestrian-scale concept, Tanger Outlet Centers have a built form which differs from conventional enclosed and large format ("big box") shopping centres. As a result, the proposed Tanger



Outlet Center can be classified as a specialty commercial use which will be a destination for shoppers throughout the Ottawa area.

Uses

As previously noted, the eastern half of the subject lands are designated *Mixed Use Centre* in the Official Plan (OP) and *High Profile Employment, Entertainment and Leisure Hub* (closest to Huntmar Drive) and *Intensive Employment Area* (closest to Palladium Drive) in the Kanata West Concept Plan (KWCP). The proposed uses are permitted within the Mixed Use Centre OP designation, which encourages transit-supportive land uses. Similarly, the proposed uses are consistent with the uses envisioned in the KWCP. More specifically, both KWCP designations permit retail and theme/specialty commercial and the High Profile Employment, Entertainment and Leisure Hub 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 Scotiabank Place.

Site Design

The Tanger Outlet Center proposed on the subject lands is comprised of one- to two-storey retail outlet stores which have a total area of 31,590 m² (340,000 ft²). The stores are similar in height to traditional mainstreet stores as opposed to high-ceiling large format stores. The outlet stores are located in numerous multi-tenant buildings which are organized around a series of pedestrian-only walkways, portions of which are sheltered to provide protection from inclement weather. As shown in Figure 8, photographs of an existing Tanger Outlet Center in Pittsburgh, the walkways and internal areas are attractive and pedestrian-friendly as a result of features such as hard and soft landscaping, public art, benches, and lamp posts.

Surface parking encircles the outlet center, with shoppers led from the parking area into the outlet center at gateway points located around the perimeter of the development.

A free-standing building is proposed to the southwest of the Tanger Outlet Center, adjacent to Palladium Drive. This outparcel is expected to be occupied by a restaurant or retail store which will share the surface parking proposed around the perimeter of the outlet center.

A 1 hectare stormwater pond is proposed to the southeast of the Tanger Outlet Center, adjacent to Huntmar Drive.

Finally, a 3-storey, 200-room hotel and four (4) stand-alone restaurants, each with an area of 560 m² (6,000 ft²), are proposed on the eastern half of the subject lands, south of Feedmill Creek.





Figure 8. Tanger Outlet Center in Pittsburgh

The proposed Concept Plan for the eastern half of the subject lands fulfills policies 6, 7, 8, and 9 of Section 3.6.2- *Mixed-Use Centres* of the Official Plan in the following ways:

- A variety of uses are proposed in adjacent buildings, including a retail outlet mall, a hotel, and multiple restaurants. Employment uses are proposed on the western half of the subject lands. The subject lands are not assigned a density target in Figure 2.3 of Section 2.2.2- *Managing Growth Within the Urban Area* of the Official Plan.



- As demonstrated in Figure 8, the proposed retail outlet centre buildings are visually interesting. Notable features include a considerable amount of glazing, varied storefronts, and unobtrusive signage. The hotel and restaurant uses proposed south of Feedmill Creek will also be of a high standard of design.
- The interior of the retail outlet centre is pedestrian-friendly due to the scale of the retail buildings, the hard and soft landscaping proposed in between the buildings, the separation of pedestrians from vehicles, and the provision of public art, appropriate lighting, and gathering areas which have benches.
- With regards to the exterior of the retail outlet centre and the uses proposed south of Feedmill Creek, the pedestrian connections identified in the concepts prepared by City Staff are largely met, including both east-west connections between Palladium Drive and Huntmar Drive, and north-south connections across Feedmill Creek.
- Despite the Transportation Master Plan plans for transit stations in the area surrounding the subject lands, these stations are not yet identified on Schedule 2A or 2B of the Comprehensive Zoning By-law and therefore maximum parking space rates do not apply.
- The proposed surface parking areas do not preclude the intensification of the subject lands at a later date, which would improve pedestrian-, cyclist- and transit-accessibility and provide stronger street edges along the public roads.
- No outdoor storage is proposed.
- Given the low-rise (1-3 storey) nature of the proposed development, a transition to adjacent lands is not necessary.

The proposed retail outlet mall, hotel, and restaurant uses are permitted uses which serve to fulfill the vision of the KWCP to have a "bright lights" district in this area of Kanata West. However, the proposed design for this half of the subject lands represents a departure from the KWCP designation-specific guidelines. In particular, the proposed development is not set on an urban grid pattern of roads and proposed heights are significantly lower than the 10-15 storey range expected for the lands closest to Highway 417 and Huntmar Drive. This departure is a result of the unique nature of the Tanger Outlet Center, a use which was not specified when the Kanata West Concept Plan was completed in 2002 (beyond the parameter of a unique, specialty retail use), and from current market conditions. The proposed design incorporates a notable amount of surface parking and therefore does not preclude the future intensification of this area. A few of the High Profile Employment, Entertainment and Leisure Hub and Intensive Employment Area design guidelines which are fulfilled in the proposed Tanger Outlet Center include the provision of semi-private spaces such as plazas and courts, a pedestrian-friendly environment (which is provided internal to the outlet center), and appropriate lighting.



The proposed development on the eastern half of the subject lands will comply with the proposed Mixed-Use Centre (MC) Zoning.

Access

The proposed Tanger Outlet Center and associated outparcel are accessed via two (2) full-movement vehicular entrances off of Huntmar Drive and Campeau Drive as well as a right-in/right-out connection to Palladium Drive. At present, the subject lands are not served by transit.

The hotel and restaurants proposed on the south side of Feedmill Creek are accessed via a right-in/right-out vehicular connection to Huntmar Drive.

A two (2)-way vehicular and pedestrian connection/bridge is proposed across Feedmill Creek, directly south of the southeast corner of the Tanger Outlet Center.

A pedestrian pathway will be designed and constructed within the Feedmill Creek corridor, potentially overlapping on private lands.

7.2 Office/Industrial Park

As depicted on the draft plan of subdivision, the western half of the subject lands, west of Palladium Drive, is planned to be developed as an office/industrial park. The plan of subdivision creates a U-shaped road which connects to the Campeau Drive extension, along which eleven (11) development parcels are proposed.

Uses

It is intended that the office/industrial park would accommodate those uses encouraged in the applicable designations, including *Enterprise Area* in the Official Plan and *Prestige Business Park* in the Kanata West Concept Plan. The Enterprise Area designation permits a variety of industrial and employment-generating uses, such as warehousing and distribution, manufacturing, communications, storage, construction, office, institutional, and research and development uses. The *Prestige Business Park* designation encourages research and development facilities, high tech offices, laboratories, and training centres. Both designations permit supportive, secondary uses such as bank, convenience store and daycare uses.

Site Design

The rendering prepared by David S. McRobie Architects Inc. (Figure 9) illustrates how the lots depicted in the draft plan of subdivision could be developed. The renderings depict a low profile building form, which complies with the building heights envisioned for the Prestige Business Park designation in the KWCP. As promoted in the KWCP guidelines, a notable amount of greenspace is envisioned in the office/industrial park, namely at the south end of the site, adjacent to Highway 417.



The development parcels proposed in the draft plan of subdivision comply with the minimum required lot area of 750 m² under the proposed Business Park Industrial (IP) Zoning.

The proposed Concept Plan for the western half of the subject lands fulfills policies 2 and 3 of Section 3.6.5- *Employment Area and Enterprise Area* of the Official Plan as follows:

- It is intended that the development blocks that will be created through the proposed Plan of Subdivision will be developed with the industrial and employment-generating uses and supporting uses that are envisioned for the Enterprise Area designation.
- The subject lands were formerly used for agricultural purposes and are presently undeveloped. As such, the subject lands are not characterized by circumstances such as the presence of soil contamination; truck routes or other streets that carry high volumes of heavy equipment; the location of trunk sewer or other infrastructure that would interfere with or raise safety issues; or the presence of industrial uses that by virtue of the generation of noise, fumes, heavy equipment movement, or external storage of large amounts of materials, constitute incompatible neighbours to residential uses.

Access

The proposed office/industrial park is accessed via two (2) full-movement vehicular connections off of the Campeau Drive extension.

Similar to the eastern half of the subject lands, a pedestrian pathway will be designed and constructed within the Feedmill Creek corridor, potentially overlapping on private lands.

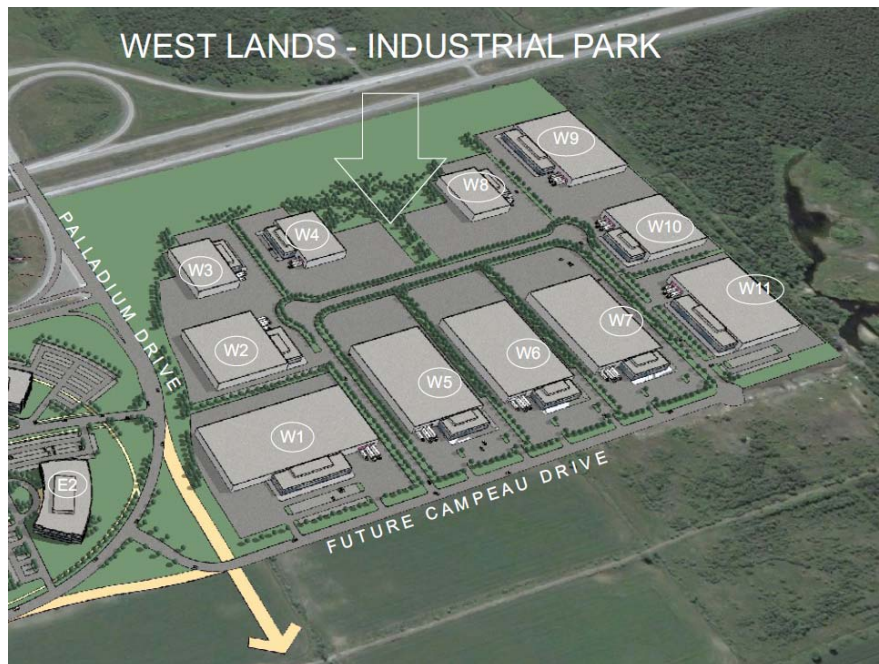


Figure 9. Rendering prepared by David S. McRobie Architects Inc.



7.3 Project Phasing

As outlined in the Transportation Impact Study prepared by Delcan (December 21, 2011), development of the proposed retail, restaurant, hotel, and office/industrial park uses is expected to occur in three (3) phases over the period from 2015 to 2024.

- Phase 1, to be completed by 2015, consists of the 200-room hotel, four (4) 2,230 m² (24,000 ft²) restaurants, and the 31,587 m² (340,000 ft²) retail outlet mall.
- Approximately 46,452 m² (500,000 ft²) of office/industrial park space is planned for Phase 2 (2019).
- Full build-out of the development (Phase 3), which includes an additional 46,452 m² (500,000 ft²) of office/industrial park space, is planned to be completed by 2024.

8.0 TRANSPORTATION

Delcan Corporation has prepared a Community Transportation Study/Transportation Impact Study (December 21, 2011) which supports the development of the subject lands with an approximately 31,587 m² (340,000 ft²) retail outlet mall, 2,230 m² (24,000 ft²) of restaurants, a 200 room hotel and 92,903.04 m² (1,000,000 ft²) of office/industrial space. As discussed above, this development is expected to occur in three (3) phases over a nine (9) year period from 2015 to 2024.

With traffic signal controls and auxiliary turn-lanes installed where recommended, it is projected that during Phase 3 of the development, study area intersections will operate with an overall Level of Service (LoS) 'B' or better during commuter peak hours and 'critical movements' are projected to operate with an acceptable LoS 'D' or better during the same peak hours.

Delcan's report notes that within the horizon of their study, a 37.5 m right-of-way for Campeau Drive from Huntmar Drive to Palladium Drive is sufficient. However, at full development of Kanata West, double left-turn lanes will likely be required at Huntmar and Palladium, necessitating a 41 m right-of-way. Delcan recommends that the additional 3.5 m be acquired from properties adjacent to the north.

The report concludes by stating that the proposed development is recommended from a transportation perspective.

9.0 SERVICING

IBI Group was retained to prepare a joint Conceptual Site Servicing Plan, Stormwater Management Plan, and Erosion and Sediment Control Plan (December 2011) in support of the proposed development. The specific public services reviewed by this report include



the major municipal infrastructure of water supply, wastewater disposal and collection and treatment of stormwater runoff.

The report indicates that there is available capacity in existing major municipal infrastructure adjacent to the subject site, including water supply and wastewater outlets, and that this infrastructure will be extended to service the proposed development, including stormwater collection and treatment. The report concludes by recommending that the City provide relevant draft conditions and that the planning and development review processes for the subject site move forward.

10.0 ENVIRONMENTAL

Environmental Impact Statement and Tree Conservation Report

Muncaster Environmental Planning Inc. has prepared an Environmental Impact Statement and Tree Conservation Report (November 2011) addressing the subject lands and proposed development. The report indicates that the majority of the subject lands are active corn fields, with the Feedmill Creek corridor the dominant natural heritage feature in the vicinity of the site. The natural features and functions of the thicket and young forest habitats outside of the corridor are limited. All of the community/landform types and flora and fauna species observed on the site are considered common on a local and regional basis. No Species at Risk were observed (or are anticipated) on or adjacent to the site. Further, no species of special concern or other rare species, significant woodlands, rare communities, significant wetlands, or steep slopes were observed on or adjacent to the site.

The report indicates that an environmental corridor will be established along Feedmill Creek, woody vegetation will be retained along the west edge of the site, and other tree and shrub retention may occur on-site by minimizing the work areas and careful siting of building envelopes. The report identifies many important mitigation measures for woody vegetation and associated wildlife habitat to be retained and protected.

The report concludes that the construction and operation of the proposed mixed-use development will not have a significant impact on the natural heritage features and functions of the site, including the Feedmill Creek corridor and Palladium Interchange Urban Natural Area.

Phase 1 Environmental Site Assessment

Paterson Group was retained to prepare a Phase 1 Environmental Site Assessment for the subject lands. The purpose of the Environmental Site Assessment was to research the past and current use of the subject lands and adjacent properties and to identify any environmental concerns with the potential to impact the lands.

The historical data review identified no significant concerns with the current or former use. The site inspection, which assessed existing potential areas of concern, did not identify any significant environmental concerns with the current conditions of the subject



lands or surrounding properties. The report concludes that a Phase II Environmental Site Assessment is not required for the subject lands at this time.

11.0 GEOTECHNICAL

Paterson Group was commissioned to conduct a geotechnical investigation for the proposed development. The investigation identifies the subsoil and groundwater conditions on the subject lands and provides geotechnical recommendations for the design of the proposed development.

12.0 ARCHEOLOGICAL ASSESSMENT

The City of Ottawa online mapping system (eMaps) identifies the subject lands as an area of archaeological potential. As such, Adams Heritage was retained to prepare a Stage 1 to 3 Archaeological Assessment. The resulting study (June 30, 2009) indicates that one archaeological site was discovered during field testing. This site is the Burroughs farmstead, which is located adjacent to Feedmill Creek and dates back to the 1840's. Stage 3 testing of the archaeological site, which has been designated as BhFx-40 of the National Archaeological sites database, resulted in the definition of the site area and the collection of a sample of artifacts.

Preservation of the archaeological site with a 15 metre buffer zone is recommended, including erecting and documenting a suitable fence during construction and protection through suitable legal means until the archaeological site has been excavated.

13.0 CONCLUSIONS

The proposed development complies with the applicable policy and regulatory framework, as described below:

- The eastern half of the subject lands is designated *Mixed Use Centre* while the western half is designated *Enterprise Area* in the City of Ottawa Official Plan (OP) (2003, Consolidated). The retail outlet mall, restaurants, and hotel proposed on the eastern half of the lands are permitted within the Mixed Use Centre designation, which encourages transit-supportive land uses. The office/industrial park proposed on the western half of the lands would accommodate those uses encouraged in the *Enterprise Area* designation.
- The subject lands are designated (from east to west) *High Profile Employment, Entertainment and Leisure Hub; Intensive Employment Area; Prestige Business Park; and River Creek Corridors* in the Kanata West Concept Plan (KWCP). Both the *High Profile Employment, Entertainment and Leisure Hub* and the *Intensive Employment Area* designations permit retail and theme/specialty commercial. The former designation also permits leisure and entertainment uses, which includes restaurants, as well as hotels and spas. 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 Scotiabank Place.

- The subject lands are zoned *Development Reserve Zone (DR)* in the City of Ottawa Comprehensive Zoning By-law (2008-250). The DR zoning restricts the development of the lands until a Zoning By-law Amendment is approved. The proposed Zoning By-law Amendment would rezone the eastern half of the subject lands to *Mixed-Use Centre Zone (MC)* and the western half to *Business Park Industrial Zone (IP)*, reflecting the proposed Concept Plan.

