

RIOCAN-TANGER OUTLET MALL

PHASE 02

SITE PLAN CONTROL APPLICATION

PLANNING RATIONALE

DECEMBER 2014



PREPARED FOR:

RIOCAN MANAGEMENT INC.
YONGE EGLINTON CENTRE
2300 YONGE STREET, SUITE 500
P.O. BOX 2386
TORONTO, ON M4P 1E8

WWW.RIOCAN.COM

PREPARED BY:

FOTENN CONSULTANTS INC.
223 MCLEOD STREET
OTTAWA, ON K2P 0Z8

WWW.FOTENN.COM



FOTENN Consultants Inc. has been retained by RIOCAN Management Inc. to prepare a Planning Rationale in support of a Site Plan Control application for a portion of the lands located at 333 Huntmar Drive. This Site Plan Control application would allow for the development of the southern half of the subject lands with a hotel and six (6) free-standing restaurant buildings.

The application would allow the construction of the second phase of the Tanger Outlet Centre, a regional, specialty shopping centre that was completed and opened in the fall of 2014. The hotel and restaurant uses on the south side of Feedmill Creek were always intended as the second phase of the development, in support of the tourist and regional shopping destination.

1.0 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. The applications also contemplated 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 (D07-12-13-0027) was submitted February 20, 2013 and subsequently approved in August 2013. A Site Plan Revision application (D07-12-14-0121) was submitted on July 23, 2014 to address design changes to certain buildings within the retail centre and revise landscape areas. The application was approved on September 9, 2014. The retail outlet centre opened in fall 2014.

2.0 SUBJECT LANDS AND SURROUNDING AREA

The subject phase 2 lands, which have a total area of 3.23 hectares (7.99 acres), are bound by the Feedmill Creek to the north and west, Huntmar Drive to the east, and Highway 417 to the south (Figure 1).

Land uses surrounding the subject lands include:

NORTH

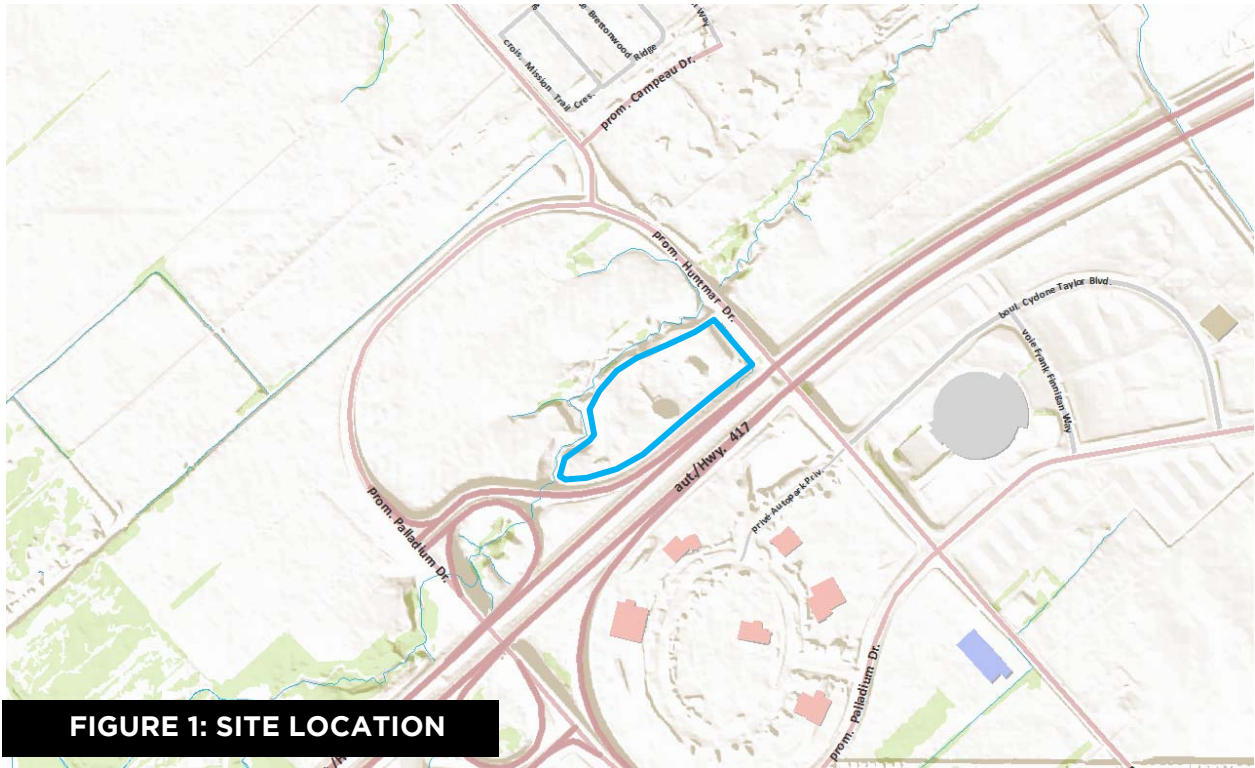
Directly north of the subject property is phase 1 of the Tanger Retail Outlet Centre which opened in the fall of 2014. On the north side of the Campeau Drive extension are future development lands and agricultural lands.

EAST

East of the subject property is additional future development lands and the Carp River. These lands are currently being developed as a low-rise residential subdivision by Minto Communities, supplemented by future commercial and employment lands. A recently approved multi-building retail shopping centre is proposed on the east side of Campeau Drive.



Further east, employment and residential lands are located on the east side of the Carp River. The Kanata Centrum large-format retail centre is on the east side of Terry Fox Drive.



SOUTH

To the south of the subject lands are the Palladium Autopark, Canadian Tire Centre, and future development lands. Further south are low and medium-density residential subdivisions currently under development by Mattamy Homes and the community of Stittsville.

WEST

Immediately west of the site are future development lands that will be zoned to develop as a business park and to include a retail shopping centre (proposed for the west side of Palladium Drive). Mineral aggregate extraction lands are located further west.

3.0 PROPOSED DEVELOPMENT

The proposed development is the second phase of the Tanger Outlet Centres development on the south side of the Feedmill Creek corridor. The development will consist of six (6) free-standing pads intended for restaurants, and one (1) six-storey hotel. The buildings are designed around a primary access driveway that connects Huntmar Drive in the east with the Creek crossing in the west. The hotel building is located at the south edge of the site, adjacent to the highway. Restaurants have



generally been oriented along the north edge of the drive aisle, adjacent to the creek corridor to preserve opportunities for interaction with the natural feature of the site.

The hotel is six (6) storeys and will contain approximately 134 rooms. The hotel has been centred on the Feedmill Creek Crossing, a private roadway linking the Tanger project, to create a vista for vehicles and pedestrians travelling south across the creek crossing. A similar design approach was taken with the retail centre buildings in Phase 1 to create a vista from the crossing.

The six (6) restaurant buildings have areas ranging from 365 square metres to 517 square metres. Each restaurant building has the opportunity to provide an outdoor patio space, subject to tenant specifications and requirements.



Associated surface parking areas have been oriented by the primary drive-aisle that runs along the north end of the parking area. Parking spaces extend to the south, towards Highway 417. In all, 420 parking spaces have been provided. An additional 22 bicycle parking spaces have been provided.

The site provides a strong pedestrian connection to the retail centre to the north across the creek crossing. This vehicle and pedestrian connection continues south to the hotel and also along the north side of the drive aisle to serve the restaurant uses. A 3 metre wide multi-use pathway has also been provided along the south side of Feedmill Creek connecting to Huntmar Drive in the east and terminating at the creek crossing in the west. Multiple pedestrian connections are envisioned between the restaurant buildings adjacent to the creek.

On the west side of the creek crossing, historical building foundations identified in the archaeological report prepared by Adams Heritage will be preserved and featured



through a landscape treatment on the site. This area will include a pathway and seating area with limited plantings.



As mentioned above, the site can only be directly accessed from Huntmar Drive. A secondary access is provided through the first phase of the Tanger Outlet Centre. The Huntmar entrance is proposed as a full-movement intersection with a dedicated left-turn lane from the site onto Huntmar Drive. The entrance will also feature a dedicated northbound left-turn lane from Huntmar Drive.

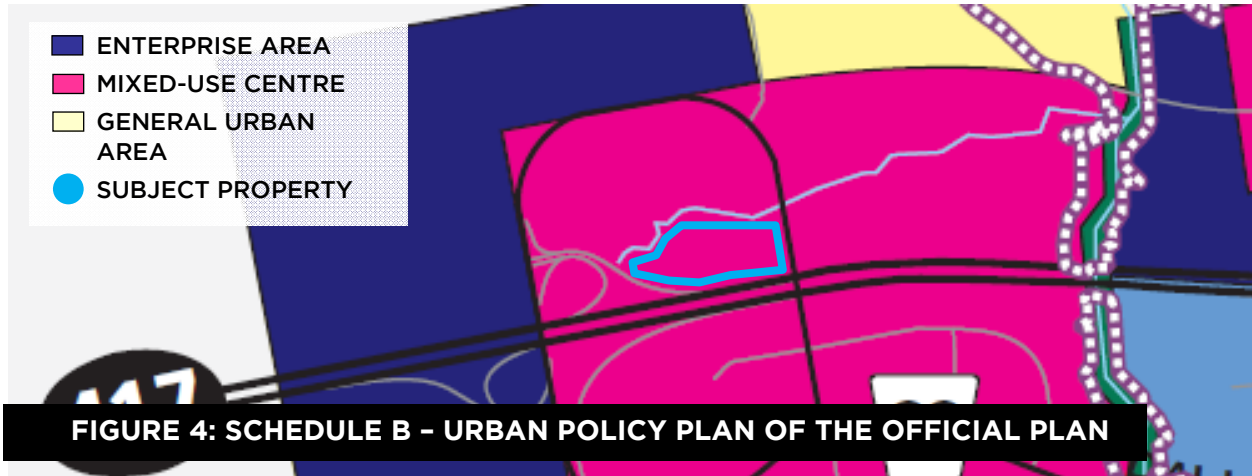
4.0 POLICY AND REGULATORY FRAMEWORK

4.1 CITY OF OTTAWA OFFICIAL PLAN

The subject lands are designated “Mixed Use Centre” in the City of Ottawa Official Plan (OP) (2003, Consolidated) (Figure 4). The Mixed Use Centre designation is applied to lands that are strategically located along major roads and the City’s rapid-transit network. It is intended that these areas undergo substantial growth in the form of compact, mixed-use development and that they become focal points of activity at both the local and regional scales.

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

The proposed development conforms to the policies and objectives of the Mixed-Use Centre designation. The proposed restaurant and hotel elevations incorporate many of the design features from Phase 1 of the development including the use of wood and glazing to create high-quality, facades. The south portion of the centre provides wide pedestrian sidewalks and provides excellent connectivity to Huntmar Drive in the west, and the Tanger Outlet Centre to the north.



4.2 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.

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.

No changes are proposed through Official Plan Amendment No. 150 that impact the subject property. Single-storey retail/restaurant buildings are permitted, as well as a 6-storey hotel.

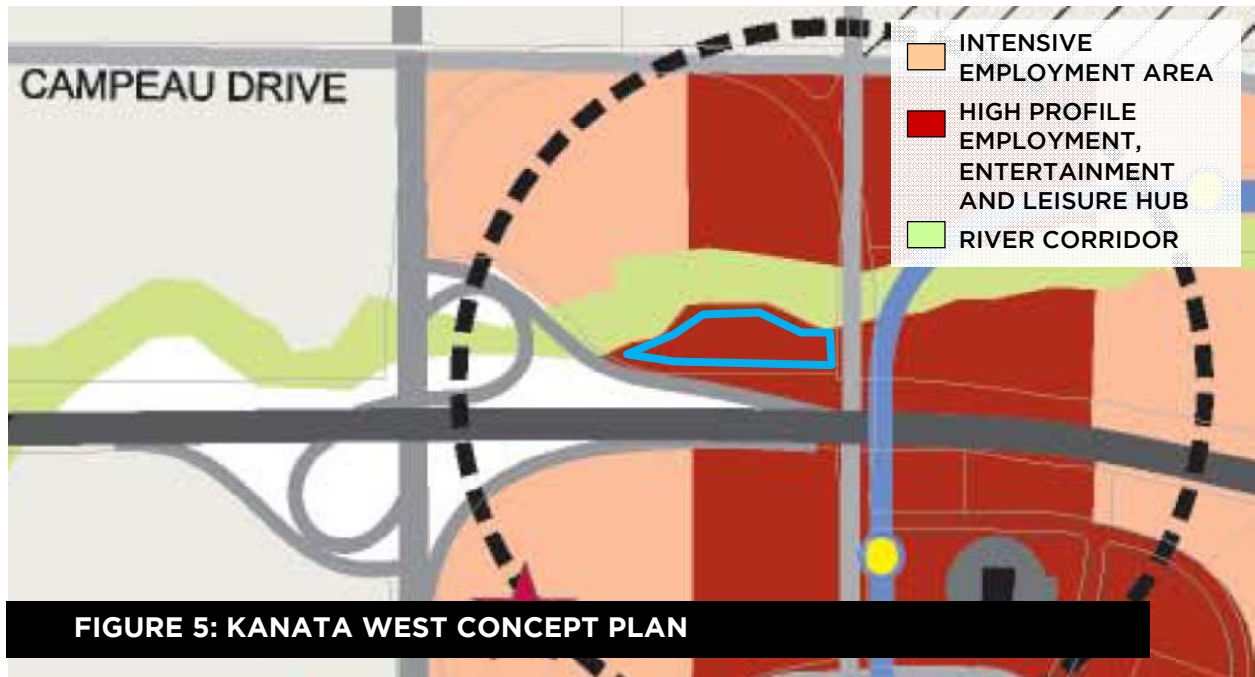
4.3 KANATA WEST CONCEPT PLAN (2003)

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

High Profile Employment, Entertainment and Leisure Hub

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

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



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

The “High Profile Employment, Entertainment and Leisure Hub” designation 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. They do not preclude the opportunity for the site to develop further over time and maintains the urban design guidelines that were incorporated into the Site Plan for the Phase 1 lands. These include the provision of semi-private spaces such as plazas, seating areas, and courtyards between buildings, a



pedestrian-friendly environment including access to the south side of Feedmill Creek, and appropriate lighting.

4.4 URBAN DESIGN GUIDELINES FOR LARGE FORMAT RETAIL (2006)

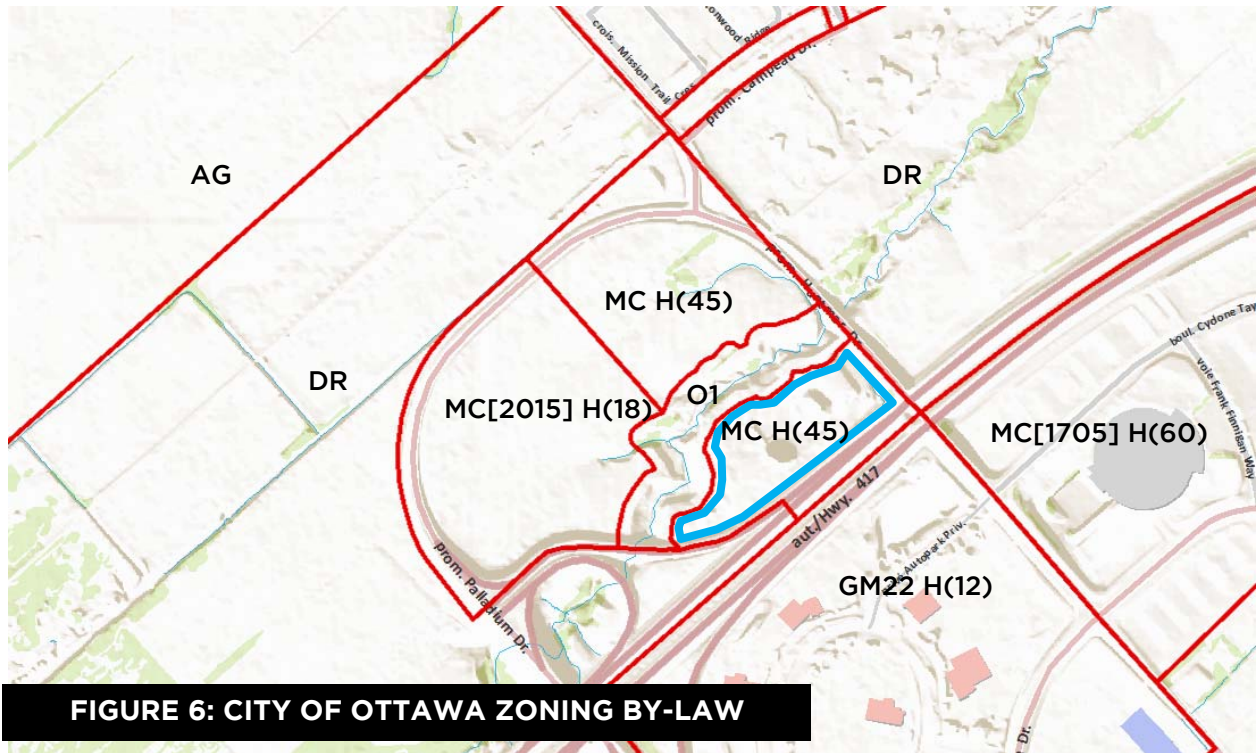
The City of Ottawa Urban Design Guidelines for Large Format Retail Development (May 2006) provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development of large format retail stores. The guidelines establish a range of design objectives 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, Maximum Building Height 45 metres (MC H(45))” in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 6).



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, entertainment uses, and service uses such as restaurants and personal service businesses.

The following table outlines the zoning provisions that are applicable to development within the MC zone and how these provisions are met by the proposed Site Plan.

MC ZONING MECHANISMS		REQUIRED	PROVIDED
Minimum lot area		No minimum	3.2ha
Minimum lot width		No minimum	85.9m
Minimum front yard and corner side yard setback	(iii) other cases	No minimum	11.7m



MC ZONING MECHANISMS		REQUIRED	PROVIDED
Minimum interior side yard setback	(iii) other cases	No minimum	0.4m
Minimum rear yard setback	(iii) other cases	No minimum	0.5m
Minimum building height	(ii) other cases	No minimum	18m
Maximum building heights	(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	18m
Storage		Storage must be completely enclosed within a building	No outdoor storage is proposed
Minimum Parking Space Rate		Hotel: 1 per guest unit [134 spaces] Restaurant (including fast food and full service): 10 per 100m ² of gross floor area [263 spaces] [397 spaces total]	420 spaces (an additional 93 spaces are provided within the MTO setback – see below)

Ministry of Transportation (MTO) guidelines restrict essential site development within the first 14 metres, measured from the shared property line with a 400 series highway. The intent of the guideline is to discourage drive aisles, fire lanes, building loading areas, and required parking that could be impacted in the event of a widening of Highway 417. For the phase 2 Tanger lands, only overflow vehicle parking above and beyond the By-law requirement is located within the 14 metre setback.

Also, as required, RIOCAN will apply for a land use permit from the MTO, prior to finalizing the municipal approval for the Site Plan Control application.

CONCLUSION

It is our professional opinion that the proposed Site Plan meets 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 of any of the submitted materials are required.

Thank you in advance for your consideration,

Miguel Tremblay, MCIP RPP
Manager, Development Planning
FOTENN Consultants Inc.

Paul Black, MCIP RPP
Planner
FOTENN Consultants Inc.