

FOTENN

8700 CAMPEAU
DRIVE



July 10, 2019

Planning Rationale &
Design Brief

Site Plan Control



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1.0 INTRODUCTION

Fotenn Planning + Design, acting as agents for Taggart Realty Management (“Taggart”), is pleased to submit the enclosed Site Plan Control Application for part of the lands municipally known as 8700 Campeau Drive in the Kanata West Business Park in the City of Ottawa.

1.1 Application History

The subject site forms part of the Kanata West Business Park, located north of Highway 417 and west of Huntmar Drive, approved through Official Plan and Zoning By-law Amendments (D01-01-14-0001 & D02-02-14-0018) in 2014. A Plan of Subdivision (D07-16-14-003) was draft approved in 2015 and phases 1 through 3 have now been registered. Phase 4 is currently in the process of being registered. The subject site will be located within Phase 5 of the subdivision, to be registered concurrent to the current Site Plan Control application.

1.2 Public Consultation

Based on the City of Ottawa’s “Site Plan Control Subtype Thresholds” summary, the proposed development consists of a “Complex – Manager Approval” subtype. This type of application requires public consultation. Public consultation will be directed through the City of Ottawa including the posting of signs on the subject site and posting of all development application plans and studies on the City of Ottawa’s “DevApps” development application search tool. The public is invited to submit their comments directly to staff which will be distributed as part of the technical circulation.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Site

The subject site is part of the lands municipally known as 8700 Campeau Drive and is located at the northwest corner of the roundabout intersection of Campeau Drive and Palladium Drive in the Kanata West Business Park in the City of Ottawa. The subject site is currently vacant as the Kanata West Business Park is currently under construction.



Figure 1: Aerial image of the subject site.

The subject site has frontage on three (3) municipal roads: Campeau Drive (south), Palladium Drive (east), and the planned extension of Upper Canada Street (north). The portion of Upper Canada Street adjacent to the subject site is to be developed in tandem with this Site Plan Control application and the registration of Phase 5 of the Business Park subdivision. Vehicular access to the subject site is to be primarily located along Upper Canada Street, with a secondary, limited movement access from Palladium Drive.

The subject site is also easily accessed via public sidewalks and dedicated cycling lanes along the south and east facades of the building, on Campeau Drive and Palladium Drive, respectively.

2.2 Surrounding Area

The surrounding land uses are as follows:

North: To the immediate north of the subject site is the planned extension of Upper Canada Street, which is to be constructed in tandem with the proposed development. Further north are other vacant lands in the Kanata West Business Park, followed by agricultural fields located outside the urban boundary.

South: To the south of the subject site are primarily vacant lands to be developed in the Kanata West Business Park. Some lots have already been developed and include a UPS warehouse, McDonald's, Cabela's and Princess Auto. Highway 417 is located at the south end of the Kanata West Business Park, accessed via an interchange along Palladium Drive.

East: To the east of the subject site are lots within the Kanata West Business Park that have been or will be developed, including a new hotel immediately across Palladium Drive from the subject site and office-type buildings, such as the Carpenters Training Centre. Located on the opposite corner of the intersection of Campeau Drive and Palladium Drive are the Tanger Outlets, an outdoor outlet mall.

West: To the west of the subject site are vacant lands to be developed within the Kanata West Business Park. Further west are agricultural fields and an aggregate extraction operation.

2.3 Transportation

The subject site is located at the intersection of two (2) arterial roads forming a roundabout constructed in 2016. East of the roundabout, Campeau Drive is an existing arterial road that becomes a proposed arterial road that will connect with the existing portion of Campeau Drive east of the Carp River. The portion of Palladium Drive to the south of the roundabout is shown as both an existing arterial and a part of the provincial highway due to the Palladium interchange at Highway 417.

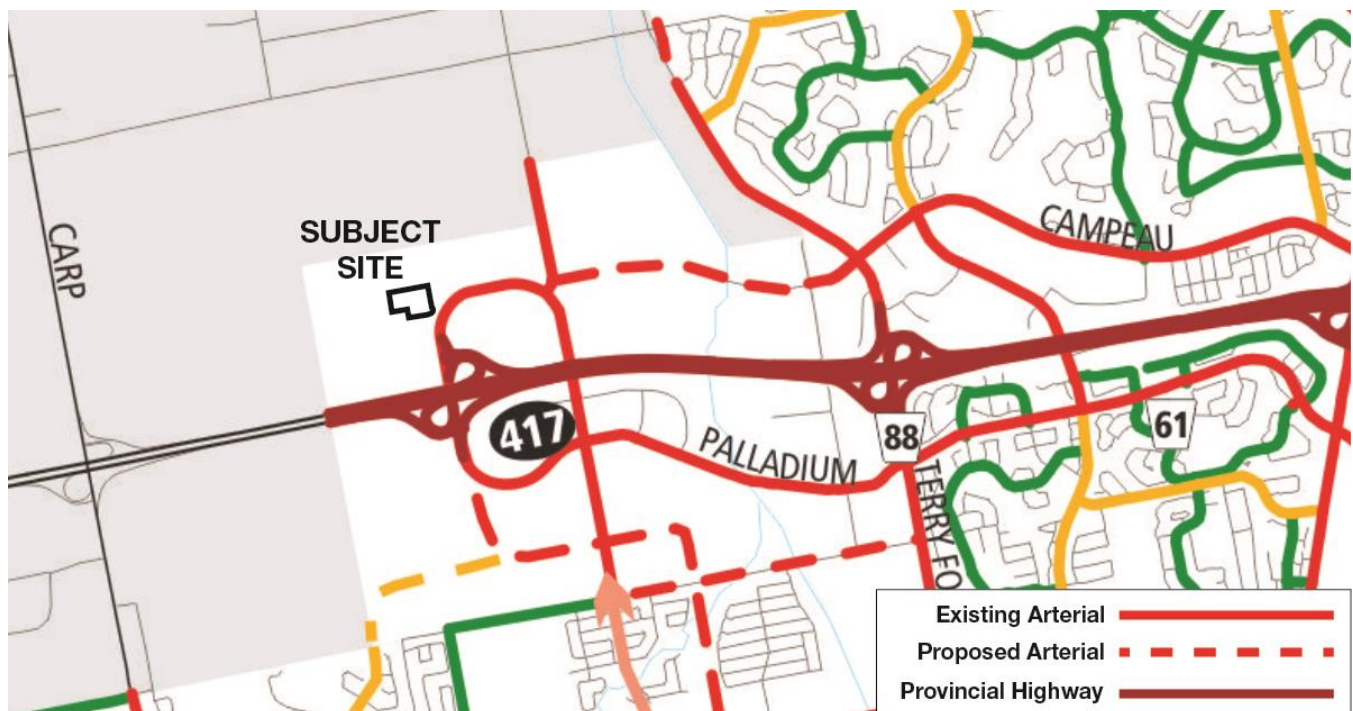


Figure 2: Excerpt of Schedule E - Urban Road Network, City of Ottawa Official Plan.

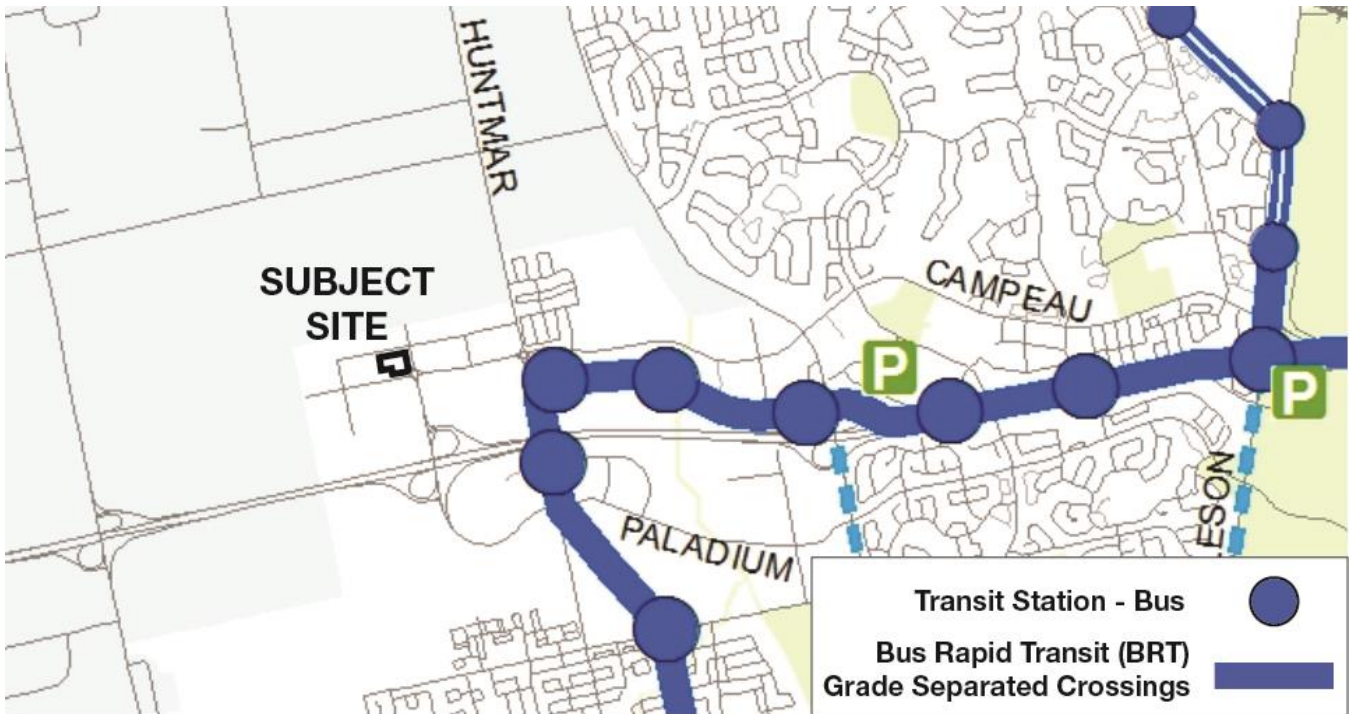


Figure 3: Excerpt from Schedule D - Rapid Transit and Transit Priority, City of Ottawa Official Plan.

The subject site is not located along a transit priority corridor, but it is in close proximity to the planned rapid transit network along Campeau and Huntmar Drive. The site has transit access along OC Transpo routes 62 and 162 (as of July 2019), which connects to Huntmar Drive and Palladium Drive, providing transit access to other major routes in the City of Ottawa.

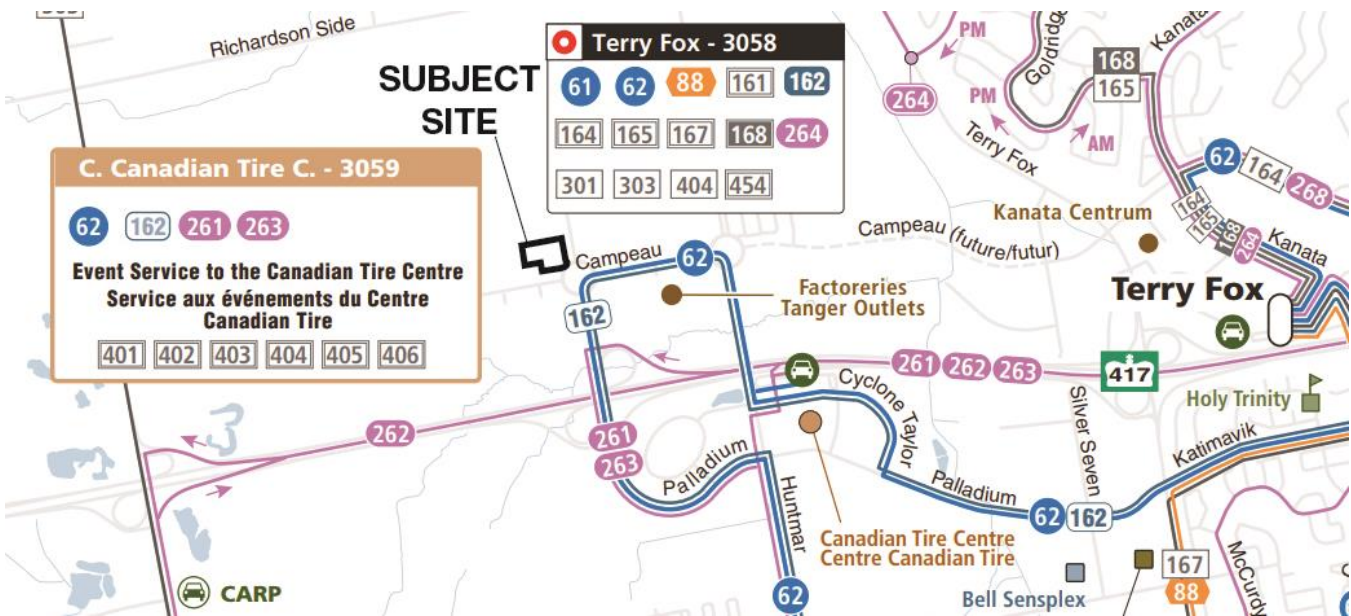


Figure 4: OC Transpo Route Map (as of July 2019).

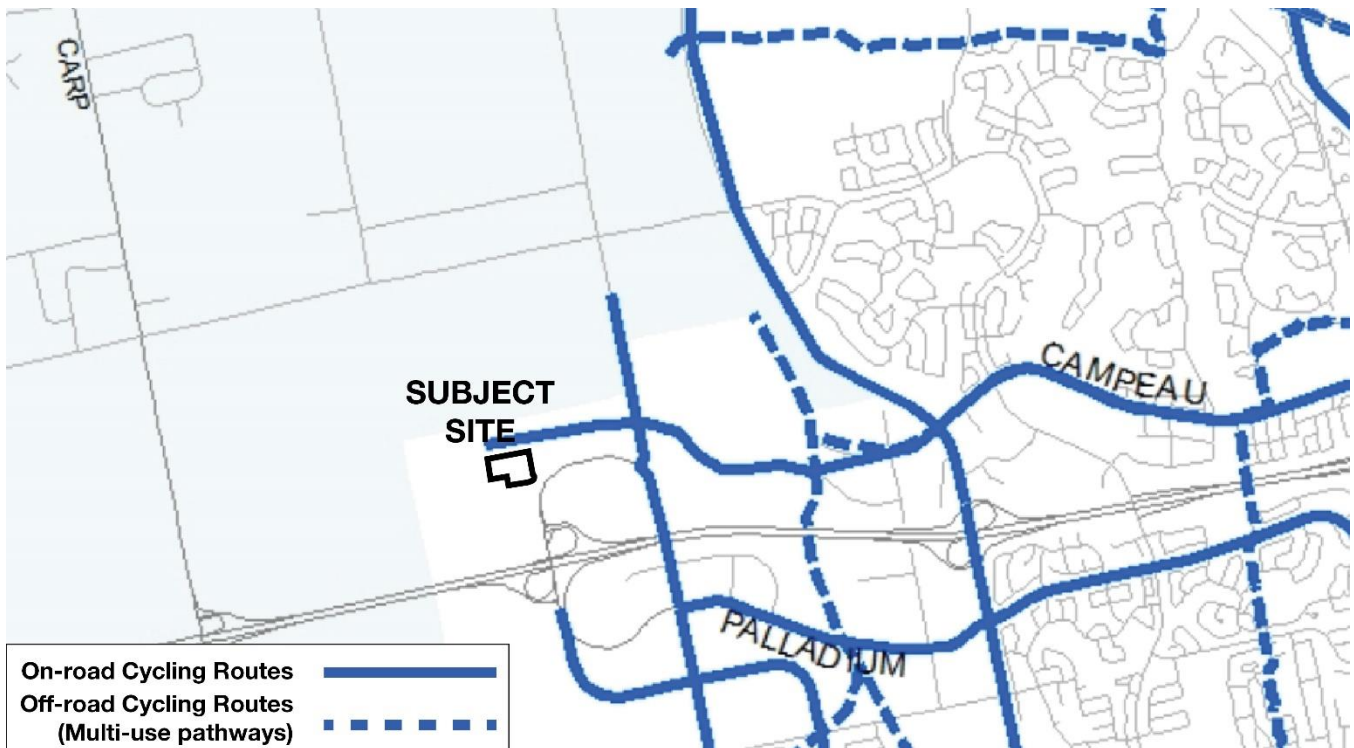


Figure 5: Excerpt from Schedule C - Primary Urban Cycling Network, in the City of Ottawa Official Plan.

The subject site is also well serviced by pedestrian and cycling infrastructure. As per Schedule C of the Official Plan, Campeau Drive is identified as being part of the larger on-road cycling network which connects to Huntmar Drive and Palladium Drive as well. The below aerial image shows the sidewalks and cycling lands at the roundabout intersection of Campeau Drive and Palladium Drive.



Figure 6: Aerial image showing public sidewalks and cycling lanes at the intersection of Campeau Drive and Palladium Drive.

3.0 DEVELOPMENT PROPOSAL

Taggart is proposing to develop a five (5) storey office building and associated surface parking lot on the subject site at the corner of Campeau Drive and Palladium Drive. The proposed building is to be located on the southeast corner of the subject site at the corner of Campeau Drive and Palladium Drive. The parking lot is to be located to the rear (north) of the proposed building and will contain a total of 540 parking spaces. The primary entrances to the parking lot are located along the new portion of Upper Canada Street, as shown on the Site Plan, to be completed as part of the existing Plan of Subdivision.

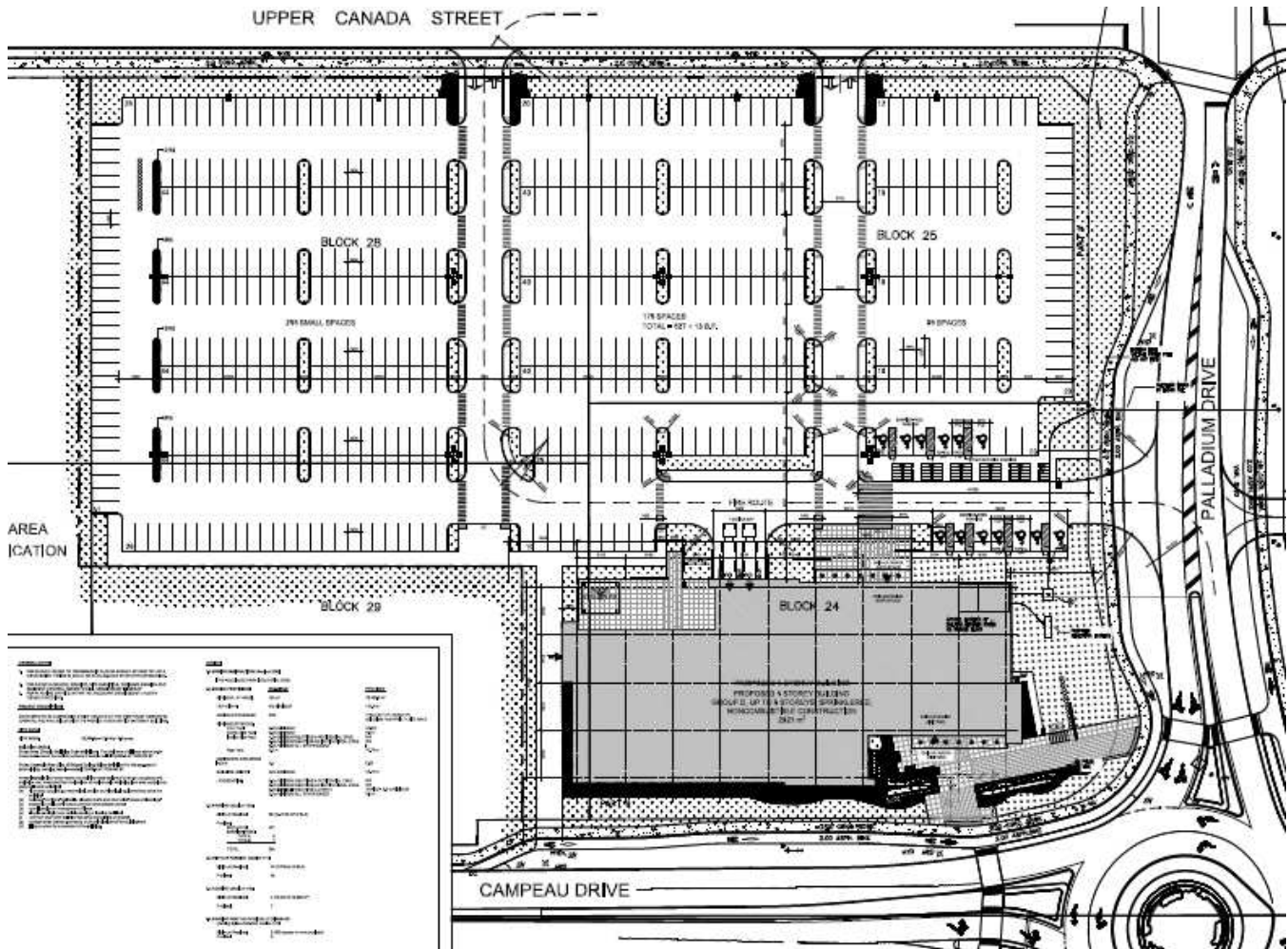


Figure 7: Site Plan.

The proposed building has a floorplate of 2,821 square metres and contains five (5) storeys with a total gross floor area of 15,084.5 square metres / 162,370 square feet, of which 14,249.5 square metres / 153,380 square feet is considered leasable area. The main façade faces Campeau Drive and is heavily landscaped, containing several trees and other plantings to ensure an attractive and inviting interface with the abutting public realm. The hard landscaping is designed to connect to the existing public sidewalks and cycling lanes located at the roundabout intersection for easy access from all modes of transportation.

The proposed building is highly fenestrated to provide a welcoming and ground-oriented façade along both Campeau Drive and Palladium Drive. The front entrance is anticipated to be used by employees and visitors arriving by the sidewalk or the cycling lanes, while employees or visitors arriving by car will use the rear entrance accessible from the parking lot via clearly marked pedestrian crossings.

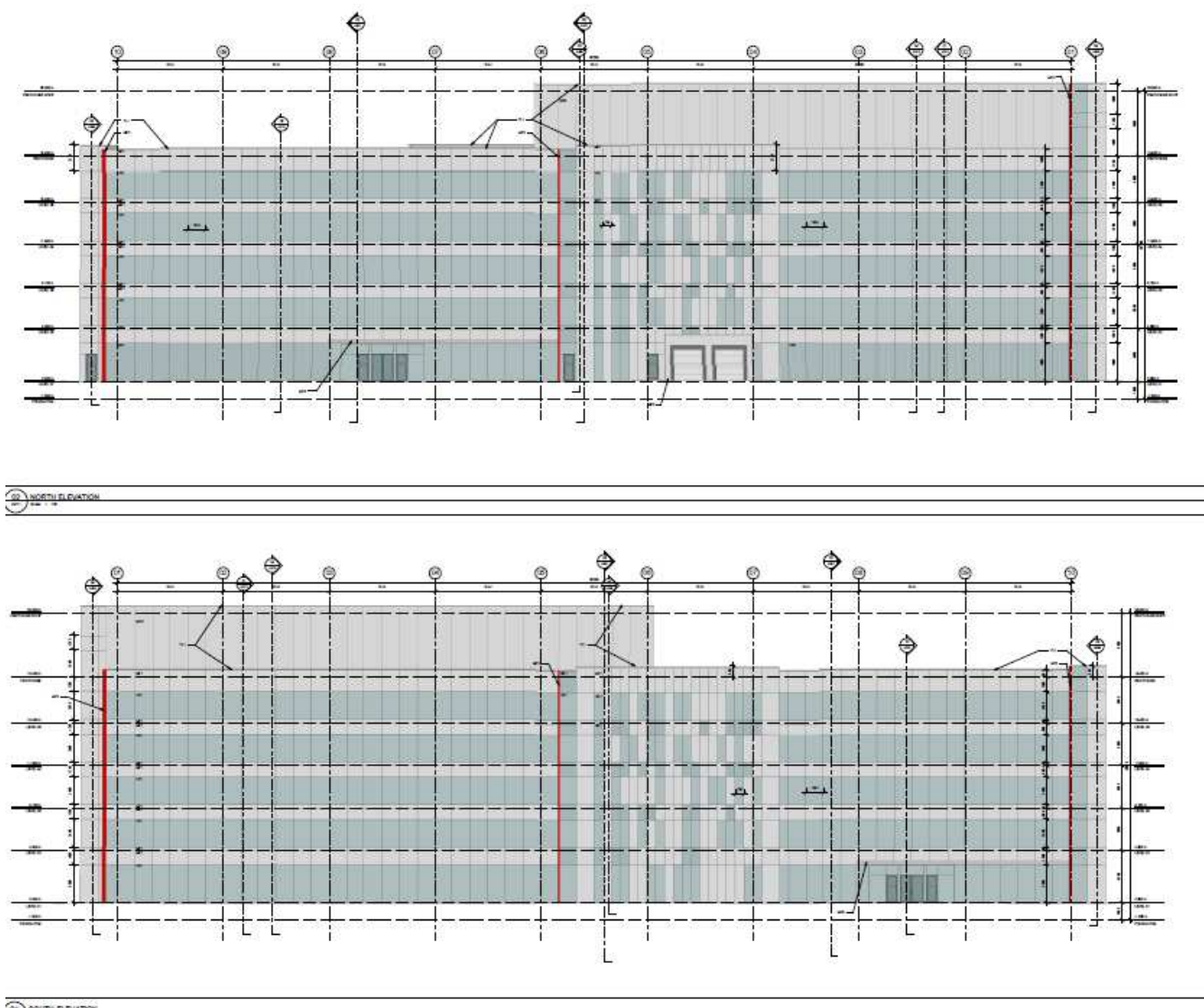


Figure 8: North (top) and south (bottom) elevations.

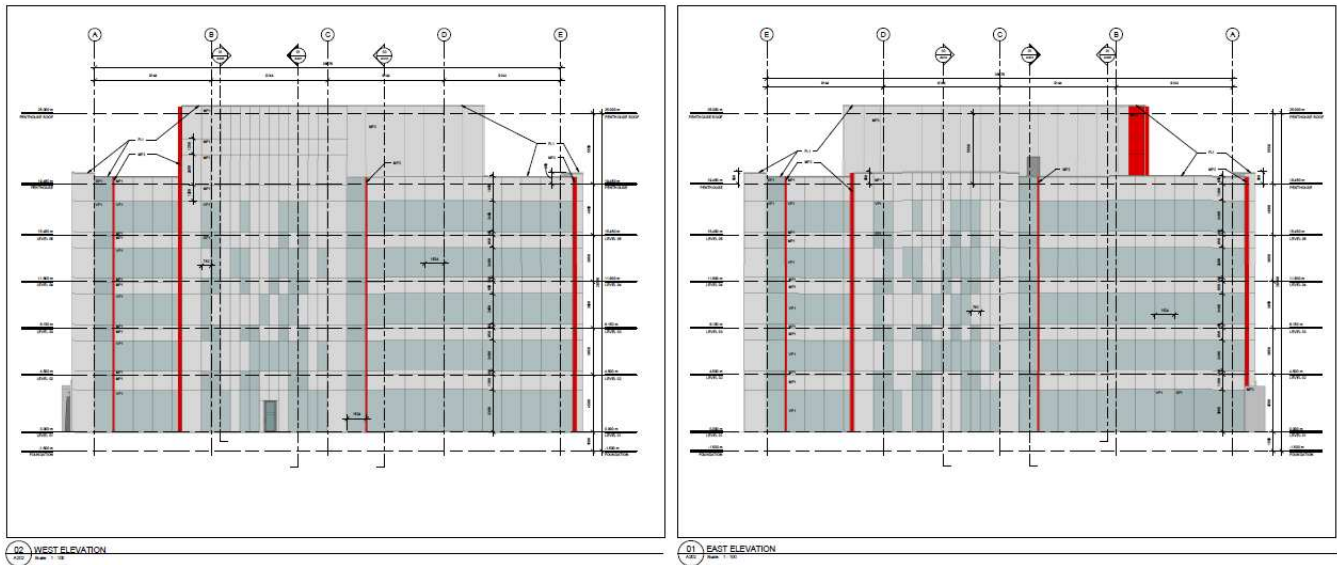


Figure 9: West (left) and East (right) elevations.



Figure 10: Rendering of the proposed building as seen from the roundabout at the intersection of Campeau Drive and Palladium Drive, looking northwest.

4.0

DESIGN STATEMENT

The following design statement was prepared by the project architect, McRobie Architects + Interior Designers:

Our proposed 150,000 square foot (gross) office building for Kinaxis is prominently sited in the Kanata West Business Park, immediately north of and with easy access to Highway 417.

The building occupies a strategic position at the corner of Campeau Drive and Palladium Drive, providing convenient access from primary roads within the office park, visibility from numerous points in Kanata West as well as the Queensway and the opportunity to promote Kinaxis' brand on corporate signage.

The building is comprised of five (5) floors, each of 30,000 square feet (gross) area, accessed by three (3) elevators within a central core and a generous enclosed central stair which is designed to encourage use by occupants to circulate easily between floors without dependence on the elevators. Two (2) fire stairs at the western and eastern limits of the typical floor plate ensure access to exits as prescribed by the Ontario Building Code for all anticipated workspace configurations. The central core contains, in addition to a generous stair for easy circulation between floors, washrooms for both male and female occupants incorporating barrier-free design compliance under the Ontario Building Code including Universal Washrooms on the ground floor.

The vertical dimension between typical floors is 3.66 metres (12 feet). To facilitate the outfitting of spaces and mechanical system demands where higher than average populations may gather for corporate events, the vertical dimension between the ground and second floors is increased to 4.5 metres (14 feet).

The building has two entrances at ground level, controlling access to upper floors by a single interior line of electronic security gates. The entrance from Campeau Drive is anticipated to provide access from a broad open "urban" plaza for staff and visitors arriving on public transit or in taxis.

The north entrance provides access from surface parking which can accommodate up to 540 vehicles. To reduce the impact of the large surface parking lot, trees and shrubs are planted at appropriate intervals. Sheltered bicycle parking is provided in close proximity to the north entrance.

The site plan indicates exterior spaces designed to provide a range of landscaped activity zones including a quiet contemplative exterior space for individual reflection at the ground floor.

The proposed building is wrapped in a curtainwall system, designed to mitigate the impacts of both summer heat and winter cold through the technology of its aluminum mullion system, incorporating aluminum spandrels and glass units on a 1.524 metre (5 foot) module. Exterior vertical mullions are co-ordinated with the module of the grid supporting ceiling tile on all floors to allow for flexible layout of partitions for enclosed spaces.

The image of the building is unique in its marriage of regular and tightly controlled horizontal glazing bands intersected by fields of random vertical glazing strips. This device is seen to promote the building's height from grade to a greater extent than normally would be evident in a five (5) storey building. Both south and east exposures are topped with Kinaxis' signage, capturing views from the Queensway, Canadian Tire Centre and points east. Kinaxis' brand is further promoted by a "corporate red" curtain wall cap panel which extends vertically to grade on all four building facades.

5.1 City of Ottawa Official Plan

The City of Ottawa’s Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. Two major Official Plan Amendments, No. 150 and No. 180, both affect the subject lands and have recently been adopted and incorporated into the Official Plan document aside from select ongoing site-specific appeals. The applicable policies of the OP have been reviewed below.

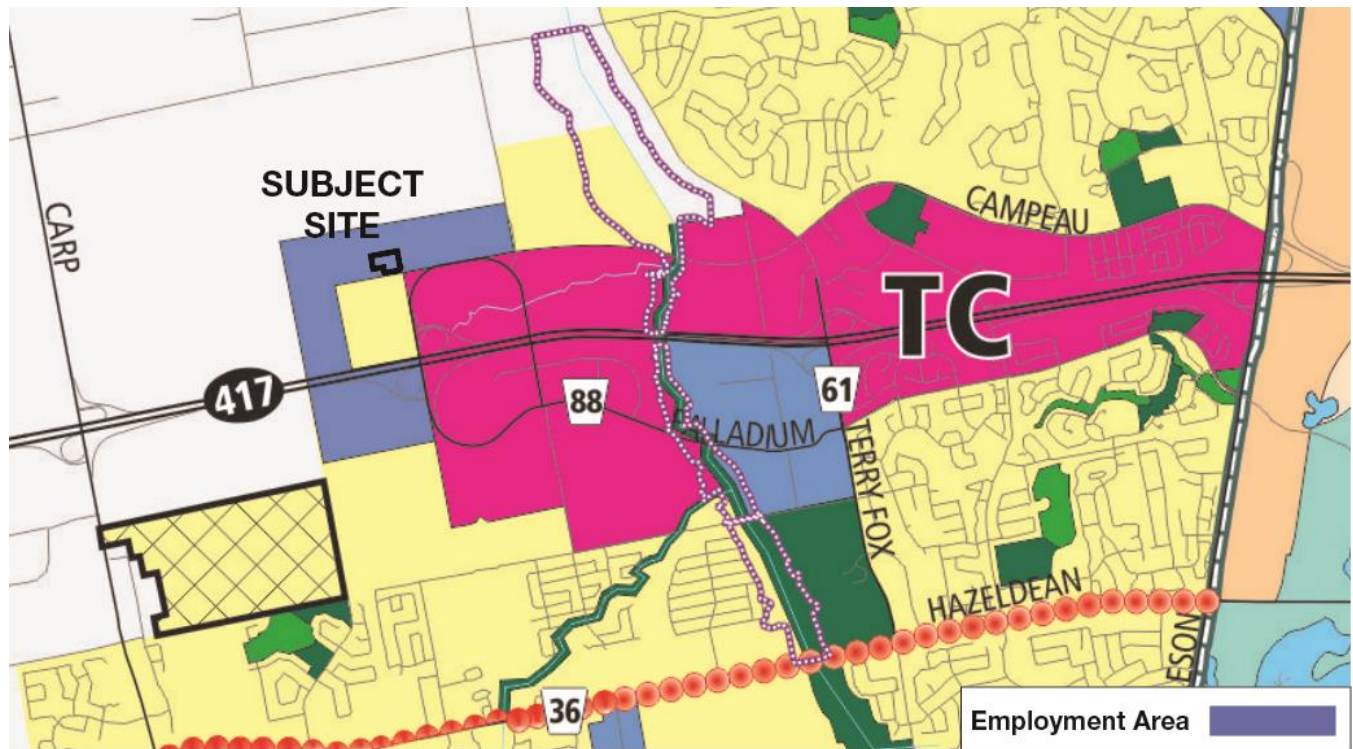


Figure 11: Excerpt from Schedule B - Urban Policy Plan of the City of Ottawa Official Plan.

The subject site is designated “Urban Employment Area” on Schedule B: Urban Policy Plan of the City of Ottawa Official Plan. The site is to the northwest of the Kanata West Mixed-Use Centre designation.

5.1.1 Urban Employment Area Designation (Section 3.6.5)

The policies of the Urban Employment Area designation generally support land uses that provide job-generating opportunities. Urban Employment Areas generally enable three land use scenarios:

- / Noxious industrial uses that require a buffer from other uses;
- / Non-noxious uses that are incompatible with other uses due to noise and functional impacts; and
- / Prestigious uses (office/clean industry) which intend to locate among similar uses.

The proposal reflects the third typology as a prestige office use. The proposed office use will integrate well with the other uses in the surrounding area and will support the surrounding business park uses.

5.1.2 City-Wide Employment Area Policies (Section 2.2.3)

Section 2.2.3 of the OP discusses general policies for employment areas within the City of Ottawa. Overall, the OP supports economic growth and diversity through upholding the purpose of employment area designations. Policy 1 directs that,

“Notwithstanding Schedule B of this Plan where lands are designated Prestige Business Park or Business Park in a Secondary Plan, the Urban Employment Area designation shall correspond to the more detailed land use schedule in the Secondary Plan.”

The subject site is within the Kanata West Concept Plan and the implementing Kanata West Secondary Plan. Accordingly, these policies are reviewed in the following section.

Policy 6 provides direction for Major Office Development, defined as buildings of over 10,000 square metres of gross leasable area. These buildings are to play a fundamental role in supporting and increasing transit ridership of the Rapid Transit and Transit Priority network by being located in areas adjacent to the transit network. Except where already permitted by existing zoning, Major Office Development will be located in key areas such as the Central Area, Mixed Use Centres, Town Centres and other areas in proximity to transit services.

The proposed development has a gross leasable area (as defined in the Zoning By-law) of approximately 12,579 square metres and is developable without variances within the existing zoning. The subject site is in close proximity to planned rapid transit and is currently served by local bus routes, as shown in Section 2.2 of this report. The proposed development is expected to support transit ridership within the Kanata West Business Park.

Development applications in the City of Ottawa will be evaluated according to the criteria of Section 2.5.1 – Designing Ottawa and Section 4.11 – Urban Design and Compatibility. The design has been discussed as it relates to these sections below.

5.1.3 Compatibility (Section 2.5.1)

Section 2.5.1 provides guidance on how to appropriately incorporate compatible development into new building projects. Compatible development is defined in the Official Plan as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within this section, various Design Objectives are outlined to guide development, of which the following principles are considered most applicable to the proposed development:

To define quality public and private spaces through development	The proposed development defines the street edge with a human-scaled, attractive development which frames the street corner with a contextually appropriate building setback. It will include street-fronting pedestrian access and no parking or automobile aisles are provided between the building and the front/corner property lines.
To create places that are safe, accessible and are easy to get to, and move through	Pedestrian and cyclist access is prioritized for the front access of the building, where there is a direct route from the sidewalk and cycle track to a street-fronting entrance. Automobile traffic and parking is routed to the rear of the site. Sheltered bicycle parking is provided in proximity to the building entrances and the dedicated cycling facilities along Palladium/Campeau Drive.
To ensure that new development respects the character of existing areas	The proposed five (5) storey office building respects the character of the existing area which includes a series of low-

	network can adequately support the development, and the trip generation can be handled by the existing infrastructure.
Vehicular Access	The access points are sufficiently separated from intersections without adverse impacts on adjacent properties. The eastern access along Palladium Drive has been designed to mirror the access to the new hotel across the street to ensure safety and compatibility. The parking lot has been designed with acceptable aisle widths to allow for safe use.
Parking Requirements	A total of 540 parking spaces have been provided on-site, consistent with the By-law requirements. The demand for vehicle parking can be supported on-site without a risk for overflow.
Outdoor Amenity Areas	The proposed development is not near residential development, nor is it near lands that are intended for residential uses. Therefore, no outdoor amenity areas are affected.
Loading Areas, Service Areas, and Outdoor Storage	Loading is provided on-site. It is located at the rear of the building, screened from the public realm and integrated into the proposed building. No outdoor storage is proposed.
Lighting	Lighting has been designed and will be installed to provide a safe and secure environment while meeting the City's requirements and ensuring no undue adverse impacts on adjacent properties.
Noise and Air Quality	A Noise Impact Study was undertaken by Gradient Wind in support of the Site Plan Control application. Its conclusions and recommendations have been incorporated into the building design to mitigate the potential impact of road noise.
Sunlight	There are no shadow impacts anticipated as a result of the proposed five (5) storey development.
Microclimate	No microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in proximity to a range of existing community amenities and services and will be adequately supported by them. Further, office workers from the proposed development will support the surrounding uses within the Kanata West Retail Centre and the Tanger Outlet Mall.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in section 2.5.1 and the compatibility criteria of Section 4.11.

5.2 Kanata West Concept Plan

The Kanata West Concept Plan is discussed in City policy through two (2) separate but related documents. The Kanata West Secondary Plan, located in Volume 2a of the OP, is the statutory implementation of the Concept Plan. Its key directive is to manage maximum building heights within the Secondary Plan Area. Schedule A of the Secondary Plan situates the subject site in Area D; therefore, not providing any specific building heights and directing the reader to the land use designation policies of Volume 1 of the Official Plan (discussed above).

The Kanata West Concept Plan is also discussed as a Site-Specific Policy. Although this document does not enact any binding influence on development in the study area, it provides guidelines for future development. As per the figure below, this property is located within the "Prestige Business Park" designation of the Concept Plan.



Figure 13: Excerpt from 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 banks, day cares, convenience stores, and personal service business uses are also envisioned for lands within this designation. From a design perspective, ground-oriented, four-storey masses on landscaped lots are intended for this area.

The proposed office use is intended to be occupied by Kinaxis, an Ottawa-based supply chain and logistics software company. The proposed development contributes to Ottawa's reputation as one of Canada's leading high technology sector communities and is consistent with the Kanata West Concept Plan. The building is five (5) storeys tall, considered a mid-rise building in the City of Ottawa, but falls within the allowable maximum height in the applicable zoning. The proposed building form and land use conform to the Prestige Business Park designation of the Concept Plan.

The area-wide urban design principles are outlined in Section 4.1.3 of the Concept Plan and the zone-specific design guidelines for the Prestige Business Park are outlined in Section 4.1.4(5). The guidelines recommend that buildings locate along the road edge and define corners. It also recommends that parking be situated behind buildings, and for trees to line the street frontage.

The proposed building will frame the street edge and the corner of Campeau and Palladium Drives. The site layout corresponds with the desire for surface parking areas to be located behind the building, away from the public realm. Per the landscape plan, trees and greenery are proposed along the frontages and within the parking area to break up the surface parking area, and to screen the view of the parking area from the surrounding streets.

5.3 Urban Design Guidelines for Greenfield Neighbourhoods

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by City Council on September 26, 2007. The goal of the Design Guidelines is to help fulfill some of the design strategies as outlined in the Official Plan, mainly in Section 2.5.1 and Section 4.11. A 'greenfield neighbourhood' in the context of these design guidelines refers to a large area of land within the Urban Area that has not been developed previously, or that has the potential to be extensively redeveloped. While recognizing that the guidelines do not apply to all contexts, the guidelines are intended to provide a framework for the development of greenfield neighbourhoods.

Two key guidelines for development non-residential buildings are the following:

- / **Guideline 47:** Locate community buildings and other non-residential buildings close to the street edge, with their primary face oriented to the street, and the front door directly accessible from the public sidewalk. Vary setbacks and projections, to provide visual interest along the streetscape.

The building has been designed with an attractive and inviting façade at the main entrance and is set close to the street edge. The main entrance is accessible from the public sidewalk and dedicated bicycle lanes.

- / **Guideline 48:** Locate on-site surface parking areas to the side or rear and not between the public right-of-way and the front of the building. Landscape these parking areas to screen views of cars while maintaining view for natural surveillance.

The on-site surface parking is situated to the rear of the building and does not interrupt pedestrian access to the building.

5.4 Building Better and Smarter Suburbs Initiative

On March 10, 2015, the City of Ottawa's Planning Committee approved the "Building Better and Smarter Suburbs: Strategic Directions and Action Plan". The report assesses the challenge of supporting land efficiency and functionality in new subdivisions, while at the same time improving urban design and long-term cost effectiveness. Building Better and Smarter Suburbs is now in its implementation phase.

Although this application is not for a plan of subdivision, it is a 'greenfield' development and can therefore draw from the four principles at the core of this report:

1. Land Efficient and Integrated

The size of the property is appropriate for the scale of the development. The entirety of the property is engaged in supporting the desired use without additional vacant land which could otherwise increase separation between future developments in an undesirable manner.

2. Easy to Walk, Bike, Bus or Drive

As noted in this Planning Rationale, the property is well-supported by dedicated cycling infrastructure and sidewalks abutting the corner frontages. Transit access is within a reasonable distance. Vehicle access is provided primarily at the rear with some limited access from Palladium Drive, without undue adverse impacts on the adjacent uses.

3. Well Designed

The building and overall site have been designed appropriately in relation to the guidelines set out in Section 2.5.1 and 4.11 of the Official Plan, in Section 4.0 of the Kanata West Concept Plan, and in the Greenfield Urban Design Guidelines.

4. Financially Sustainable

The proposed office building contributes to the stated goals of the prestige business park by providing a strong employment use that positively reflects Ottawa's character as one of Canada's high technology hubs.

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

The property is currently zoned "Business Park Industrial, Subzone 13 (IP13)" in the City of Ottawa Zoning By-law 2008-250. The purpose of the IP zone is to:

1. Accommodate mixed office, office-type uses and low impact, light industrial uses in a business park setting, in accordance with the Enterprise Area designations of the Official Plan or, the Employment Area or the General Urban Area designation where applicable;
2. Allow in certain Enterprise or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites as individual occupancies or in groupings as part of a small plaza, to serve the employees of the Enterprise, Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;
3. Prohibit retail uses in areas designated as Enterprise Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
4. Prohibit uses which are likely to generate noise, fumes, odours, or other similar obnoxious impacts, or are hazardous; and
5. Provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

The proposed development complies with the intended purpose of the IP zone by providing an appropriate use that does not cause significant noxious or incompatible impacts on nearby areas.

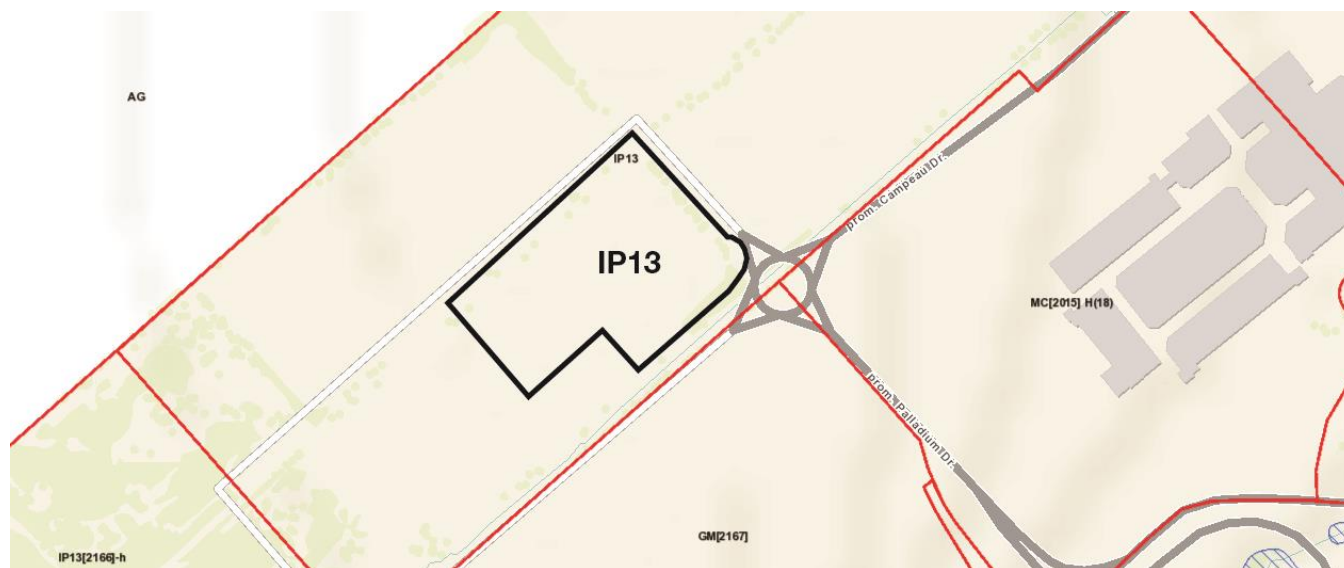


Figure 14: Zoning.

Permitted uses within the IP zone include automobile dealerships and rental establishments, day cares, drive-through facilities, hotels, light industrial uses, medical facilities, offices, service and repair shops, small batch breweries, warehouses and others.

Subzone 13 of the IP zone applies to the entire Kanata West Business Park and establishes a range of additional permitted uses and places limitations on the gross floor area of specific uses.

The proposed development is evaluated against the requirements of the IP13 zone in the table below:

Zoning Mechanism	Required/Permitted	Provided	By-law Compliance
Lot Area (min)	750m ²	23,505m ²	Yes
Lot Width (min)	No minimum	142.4m	Yes
Building Height (max)	22m	19.75m	Yes
Lot Coverage (max)	55%	12%	Yes
Front and Corner Yard (min)	6m	15.8m	Yes
Interior Side Yard (min)	4m	6.9m	Yes
Rear Yard Setback (min)	6m	>6.0m	Yes
Floor Space Index (max)	2	0.53	Yes
Landscape Buffer (min)	No minimum (does not abut residential or institutional zone)	Does not abut residential or institutional zone.	Yes
Parking - Office (2.4 spaces/100m² GFA)	302	540 spaces	Yes
Parking Space Dimensions	Regular spaces Width: 2.6m-2.75m Length: 5.2m or more	Regular spaces Width: 2.6m Length: 5.2m	Yes
Bicycle Parking (1 space/250m² GFA)	50	60	Yes
Loading Spaces	2	2	Yes
Loading Space Dimensions (Min)	Width 3.5m Length: 7m	Width: 4.92m Length: 10.66m	Yes
Parking Lot Aisle Requirements	6.7m for double traffic lane	6.7m	Yes

6.0 CONCLUSION

The proposed Site Plan conforms to the policy direction of the Official Plan and the design direction of the Kanata West Concept Plan and complies with the application Zoning By-law regulations. In our opinion, the proposed development represents good planning and is in the public interest.



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Planner



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Senior Planner