



333 Huntmar Drive, Ottawa

Planning Rationale + Design Brief
Site Plan Control
March 17, 2023



Prepared for RioCan

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1.0 Introduction

Fotenn Planning + Design has been retained by RioCan to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to permit a new drive-through restaurant on the Tanger Outlets shopping centre property in Kanata North.

1.1 Application History

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

A Site Plan Control application (File No. D07-12-13-0027) was submitted February 20, 2013 and subsequently approved in August 2013. A Site Plan Revision application was submitted in April 2014 (D07-12-14-0121) and was approved in August 2014. A Site Plan Control application for the Phase 2 lands (south of the Feedmill Creek) was submitted in December 2014 (D07-12-14-0200) and was later put on hold. A Site Plan Revision was submitted in February 2016 (File No. D07-12-16-0012) and was approved in May 2016. The first phase of the centre opened to the public in October 2014 with two subsequent expansions on the east side of the main centre.

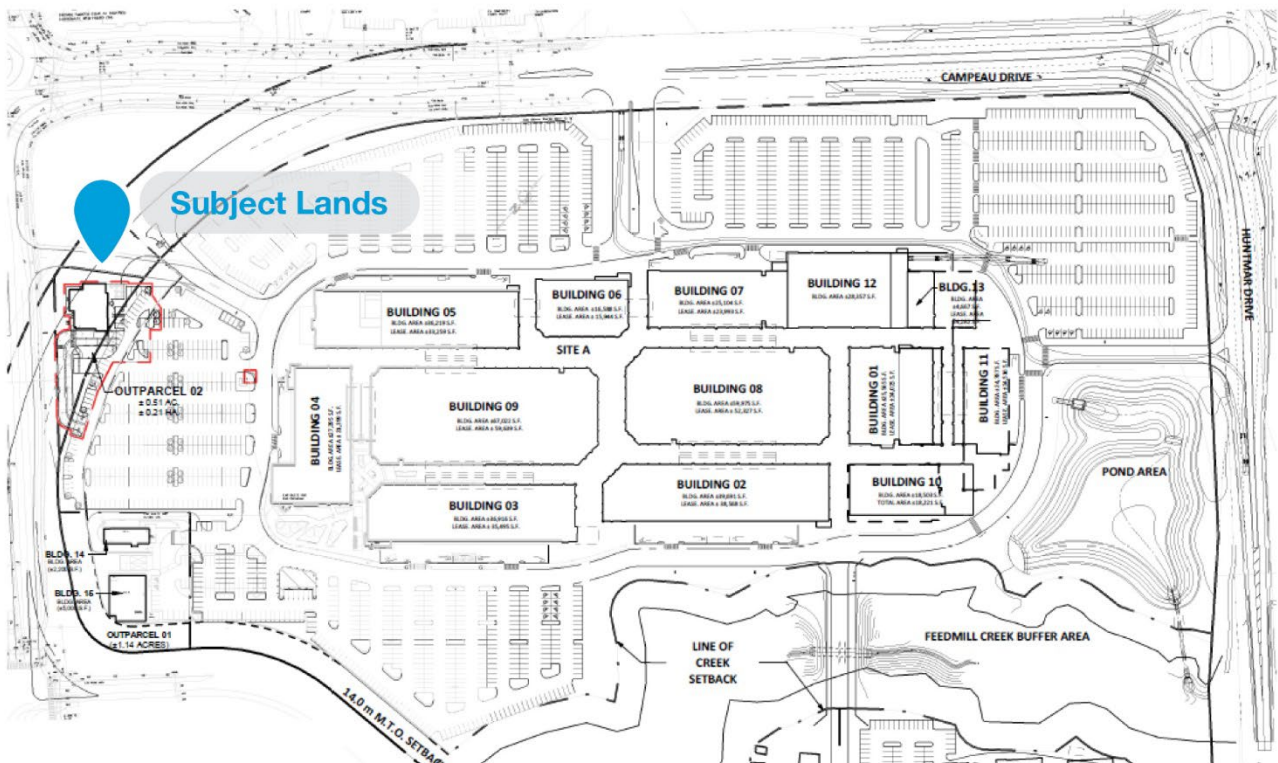


Figure 1: Overview of the Phase 1 lands and their current state of development. (Subject lands identified)

Most recently, a Site Plan Revision application was submitted in February 2018 seeking to add two (2) free standing retail buildings in the southwest corner of property. The proposal sought to construct a Starbucks with a drive-through, a

second restaurant and the associated parking lot. The application was approved, and construction of the first building (Starbucks) is complete.

1.2 Subject Lands

The subject property, known Municipally as 333 Huntmar Drive, is in the Kanata North neighbourhood in the City of Ottawa and has a total area of approximately 24.17 hectares. The property is occupied by the Tanger Outlet Mall and its associated surface parking lot as well as a stand-alone Starbucks, constructed in 2019. The property is also defined by the Feedmill Creek which runs parallel to Highway 417, separating the Phase 1 mall area from future development lands to the south (adjacent to Highway 417).

Through construction of the Kanata West Business Park and the Tanger Outlets, the road network surrounding the site has been revised to square off previously rounded roads with roundabouts. The resulting change to the road network meant that the City and the Ministry of Transportation (MTO) each had surplus lands from the old road alignment which were disposed of. The property subject to the current application was once such parcel, obtained by RioCan and added to the shopping centre property.

The purpose of this application is to develop a portion of the property (the “subject lands”), located along Palladium Drive and the west boundary of the site, immediately south of the access driveway to the shopping centre from Palladium Drive. The subject lands have a total area of approximately 0.21 hectares.



Figure 2: Subject lands and surrounding context.

1.3 Surrounding Context

The area surrounding the subject lands has seen increasing development activity in recent years. Recent developments on the lots surrounding the subject property have not been captured in aerial imagery but will be mentioned as appropriate. The surrounding land uses and activity are as follows:



Figure 3: Images of the surrounding context.

North: Immediately north of the subject lands is a recently approved gas station, restaurant and drive-through for other lands that were made available following the realignment of Palladium Drive and Campeau Drive. Further north are lands within the Kanata West Business Park which are in various stages of development and approvals but includes a mix of warehousing, office, medical, and hotel uses.

East: Immediately east of the subject lands is the Tanger Outlet Mall. The major retail node is served by surface parking areas. Further east is the Minto Arcadia subdivision and retail area, east of Huntmar Drive. The residential subdivision is well under construction whereas the retail block has been developed with only a hotel, currently. Additional retail and employment lands are located south of the Feedmill Creek along the north edge of Highway 417. Further east is the Carp River, and additional development lands.

South: South of the subject lands is the Starbucks completed in 2019 within the Tanger property. South of Highway 417 the Palladium Autopark and the Canadian Tire Centre. Further south are additional residential lands currently being developed.

West: West of the subject lands is the Kanata West Retail Centre, currently under construction, and additional Kanata West Business Park lands. The Kanata West Retail Centre is presently occupied by a Cabela's retail store, a Princess Auto retail store, a McDonald's Restaurant, a Tim Horton's restaurant, and a Structube furniture store. Further west are mineral aggregate extraction lands (along Carp Road).

Proposed Development

The proposed development seeks to develop the subject lands at the western edge of the shopping centre property with a one (1) storey restaurant and associated two-lane drive through facility. The proposed structure has a total area of 458 square metres with the main entrance and an outdoor patio facing east. The proposed building has been set back beyond the Ministry of Transportation's (MTO's) 14-metre setback requirement from the protected highway limit for new development.



Figure 4: 3D Perspective of the proposed development and outdoor patio area looking west.

The proposed development includes a two (2) lane drive-through facility that is a distinct feature of the prospective tenant and is found across many of their other locations in North America. The drive-through facility is unique in its operation as staff members are positioned along the drive-through lane to take the order to the customers as they approach the pickup window. This unique ordering system negates the need for an "order board", as identified in the Zoning By-law (Section 112). The ordering operation also helps to mitigate any potential impacts of queuing beyond the entrance of the drive-through lanes as the 'order board' employee can adjust their location along the queue to expedite the order process and ensure cars are processed efficiently. A large canopy covers the drive-through lanes as they pass adjacent to the proposed building.



Figure 5: Exterior perspective of the proposed development looking north.

No new site accesses from the surrounding public streets are proposed as a result of the revision. The subject lands will utilize existing shopping centre access points including the full-movement access to Campeau Drive, and right-in/right-out access from Palladium and Huntmar Drives. Minimal reconfiguration of the existing parking layout in the area of the subject lands will be required to accommodate the proposed development.

The proposed reconfiguration of the parking area has presented opportunities for additional landscaping on the subject lands and within the parking lot. Trees are proposed within three (3) affected parking lot islands as part of the redevelopment, in addition to four (4) new trees proposed along Palladium Drive. Together, the change in grade from Palladium Drive into the site and landscaping in and around the drive-through facility will mitigate its impacts on the adjacent street. Additional landscaping is proposed on the north and west sides of the proposed building.



Figure 6: Exterior perspective of the proposed development and drive-through facility looking north.

3.0 Design Brief

The proposed development seeks to integrate architecturally into the context of the existing shopping centre through specific design elements and site layout. The architectural style of the mall and neighbouring outbuilding to the south (Starbucks) are continued in this proposal using two (2) taller towers extending above the roofline for signage and similar materiality choices to that of the surrounding context.

3.1 Urban Design



Figure 7: East and West elevations of the proposed development.

The Official Plan establishes a set of urban design strategies aimed at encouraging excellence in the design of both new developments and the public realm, contributing to the overarching vision of this Plan. Specific policies related to low-rise development highlight context-sensitivity, amenity space provisions, accessibility, and the development’s relationship to the public realm. The Plan’s overall aim of creating 15-minute neighbourhoods is encouraged through the intensification of existing residential areas along Corridors and within Hubs, acknowledging the role of good urban design in making these spaces walkable, inviting, and supportive of growing communities.



Figure 8: North and South elevations.



Figure 9: Exterior perspective of the proposed development looking west.

The applicable provisions of this plan, as they relate to urban design, are outlined below:

Provision	Response
Section 4.6.5	
Development throughout the City shall demonstrate that the intent of applicable Council-approved plan and design guidelines are met;	The proposed design aligns with the applicable design guidelines, including the Urban Design Guidelines for Drive-Through Facilities and the Urban Design Guidelines for Large-Format Retail, as discussed below.
Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment, and utilities into the design of the building, and by accommodating space on the site for trees, where possible;	<p>The drive-through vehicular entrance is sited opposite the pedestrian entrance in order to minimize the direct conflict between the two building functions.</p> <p>Trees are provided along the western boundary of the lands abutting Palladium Drive as well as in between the drive-through lanes and the parking area. Additional trees are also providing on the revised islands within the parking lot.</p>
Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards.	The proposed development provides a barrier-free access to the building as required by the City's Design Standards.
Section 4.6.6	
<p>Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:</p> <ul style="list-style-type: none"> / Locating buildings and store entrances along public streets; / Establishing an internal circulation pattern that supports future intensification; 	The proposed development develops a public right-of-way fronting portion of the shopping centre property. The development is located along the street edge as well as along the access into the site. The location of the building permits the continuation of the internal transportation network while minimizing disruptions from the drive-through facility proposed.
Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade. Buildings shall integrate architecturally to complement the surrounding context.	The proposed development features at-grade entrances and exits and is supported by the existing context of the mall area. Material and fenestration choices are guided by the existing context of the mall allowing for the integration of the two (2) stand-alone buildings.

3.2 Urban Design Guidelines for Drive-Through Facilities (2006)

The City of Ottawa approved the Urban Design Guidelines for Drive-Through Facilities in 2006 to promote compatible development within the existing and planned context surrounding proposed facilities. The Guidelines emphasize built form improvements as well as transportation and vehicular movement within the site to ensure a safe pedestrian experience. The proposed development adheres to the applicable guidelines as follows:

- / **Guideline 1:** Respond to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles;
- / **Guideline 2:** Locate buildings close to the street to help define the street edge;
- / **Guideline 3:** Provide ample landscaping, in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street is unavoidable;
- / **Guideline 4:** Provide weather protection at the main building entrance, for areas close to public transit stops, bicycle parking, walkways, and in places with pedestrian amenities;
- / **Guideline 5:** Locate public amenities close to the building entrances;
- / **Guideline 6:** Locate interior uses such as seating areas, employee rooms, offices, waiting areas and lobbies, which have the potential for clear windows, along street-facing walls;
- / **Guideline 7:** Make the majority of the pedestrian level façade facing the street highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building;
- / **Guideline 8:** Landscape the area in front of blank walls that face public streets and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- / **Guideline 9:** Coordinate architectural detail and character within an overall design concept for all building sides and components;
- / **Guideline 12:** Provide customer entrance doors that are close to parking areas;
- / **Guideline 14:** Provide an unobstructed 2.0-metre wide pedestrian walkway between the public sidewalk (and/or parking areas) and building entrances;
- / **Guideline 17:** Locate surface parking areas and stacking lanes at the side or rear of buildings;
- / **Guideline 18:** Minimize the number and width of driveways from the public street while ensuring they meet the requirements of the Private Approach By-law;
- / **Guideline 19:** Locate vehicular access points to the sites as far away as possible from street intersections. Locate vehicle access points to corner sites on the secondary street;
- / **Guideline 21:** Locate the start point to the stacking lane at the rear of the site so that queued vehicles do not block traffic along the public streets or the movement of other vehicles on site;
- / **Guideline 22:** Avoid locating the stacking lane between the building and the public street;
- / **Guideline 23:** Provide escape lanes and the appropriate number of queuing spaces as required by the Zoning By-law to create efficient stacking lanes and to minimize on-site conflicts;
- / **Guideline 24:** : Separate stacking lanes from parking areas and driveways using landscaped islands, decorative pavement, pervious islands and painted lines;
- / **Guideline 27:** Provide only the minimum number of parking spaces required by the Zoning By-law;
- / **Guideline 30:** Provide a minimum 3.0 metre wide landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street;
- / **Guideline 38:** Use pavement markings and directional signs to enhance clarity of movement patterns on site;
- / **Guideline 42:** Design garbage enclosures that are external to the building with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters;
- / **Guideline 43:** Enclose all utility equipment within buildings or screen them from both public streets and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps, and air conditioner compressors;

- / **Guidelines 46:** Design lighting so that there is no light spillage, glare or light cast over adjacent uses. Direct and/or shield lighting sources away from adjacent residential properties and provide screening as necessary;
- / **Guideline 48:** Plan the site to include areas for temporary snow storage without conflicting with site circulation, landscaping and utility boxes; and,
- / **Guideline 49:** Provide views and clear sightlines between the site and surrounding uses to ensure sufficient safety and comfort levels.

The proposed development aligns with the applicable design guidelines as highlighted above, providing a drive-through facility that is conscious of pedestrian movement on the site, and ensuring the internal transportation movement provides for a safe pedestrian environment. The siting of the drive-through entrance at the rear of the lands seeks to ensure minimal disruptions to the egress entering the subject property or the internal transportation network within the mall parking lot. Additionally, site layout and landscaping elements are utilized to enhance the visual and ecological harmony of the proposed development within the greater context of the shopping centre.

3.3 Urban Design Guidelines for Large-Format Retail (2006)

The City of Ottawa approved the Urban Design Guidelines for Large Format Retail in 2006 with the goal of ensuring an enhanced built form and relationships to the surrounding context of proposed large format retail developments. Additionally, the guidelines seek to promote patterns of development that do not limit future opportunities for intensification on these sites.

The applicable guidelines and their relationship to the proposed development are as follows:

- / **Guideline 1:** Set new buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping;
- / **Guideline 3:** Orient the long side of each building to be parallel to the public street;
- / **Guideline 6:** Landscape the area in front of a blank wall that faces public streets, and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- / **Guideline 8:** Provide site furnishings, such as benches, bike racks and shelters, at building entrances and amenity areas;
- / **Guideline 10:** Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets;
- / **Guideline 18:** Link access drives and parking lots of adjacent properties in order to allow for the circulation of vehicles between sites;
- / **Guideline 19:** Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape;
- / **Guideline 24:** Plant street trees between 7.0 and 10.0 metres apart along public streets and along the length of internal pedestrian walkways. Plant trees in permeable surface areas, with approximately 10.0 square metres of soil area per tree;
- / **Guideline 26:** Provide a minimum 3.0 metre wide landscaped area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site;

- / **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 30:** Provide a minimum 2.5 metre wide landscape area along the site's side and rear yards in order to provide screening and enhance site environmental benefits.
- / **Guideline 34:** Use sodded areas and shrub beds within parking areas to collect, store and filter stormwater in order to improve groundwater recharge;
- / **Guideline 35:** Plant trees, shrubs, ground cover etc. on any unbuilt portions of the site that are not required to meet minimum parking requirements. This includes any areas reserved for future phases of development;
- / **Guideline 40:** Design sign illumination to be task-oriented and avoid glare/light spillover toward adjacent land uses;
- / **Guideline 45:** Enclose all utility equipment within buildings or screen it from both the public street and private properties to the rear and ensure that noise is attenuated;
- / **Guideline 47:** Design garbage enclosures that are external to the building with the same materials as the building and ensure that the wall height is sufficient to completely conceal garbage dumpsters
- / **Guideline 48:** Provide lighting that is appropriate to the ground floor use and focuses on pedestrian areas;
- / **Guideline 49:** Design lighting so that there is no light spilling, glare or light cast over adjacent uses; and,
- / **Guideline 50:** Design secondary doors, such as emergency exit doors, to blend in with the building façade.

The proposed development aligns with many of the guidelines aimed towards large format retail. Although not large-format retail itself, the proposed development lends itself to the overall context of the shopping centre area, while improving the built form and landscaping appeal from Palladium Drive.

4.0 Policy & Regulatory Framework

4.1 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

4.1.1 Transect and Land Use Designation

The subject lands are located in the "Suburban Transect" of the Official Plan. This Transect comprises neighbourhoods within the urban boundary that are located outside the Greenbelt and generally reflect the conventional suburban model of development.

The subject lands are designated "Neighbourhood" on Schedule B5 (Figure 8) of the Official Plan. Per policy 6.3.1.4, a range of residential and non-residential built forms are permitted within the Neighbourhood designation including retail and service uses.

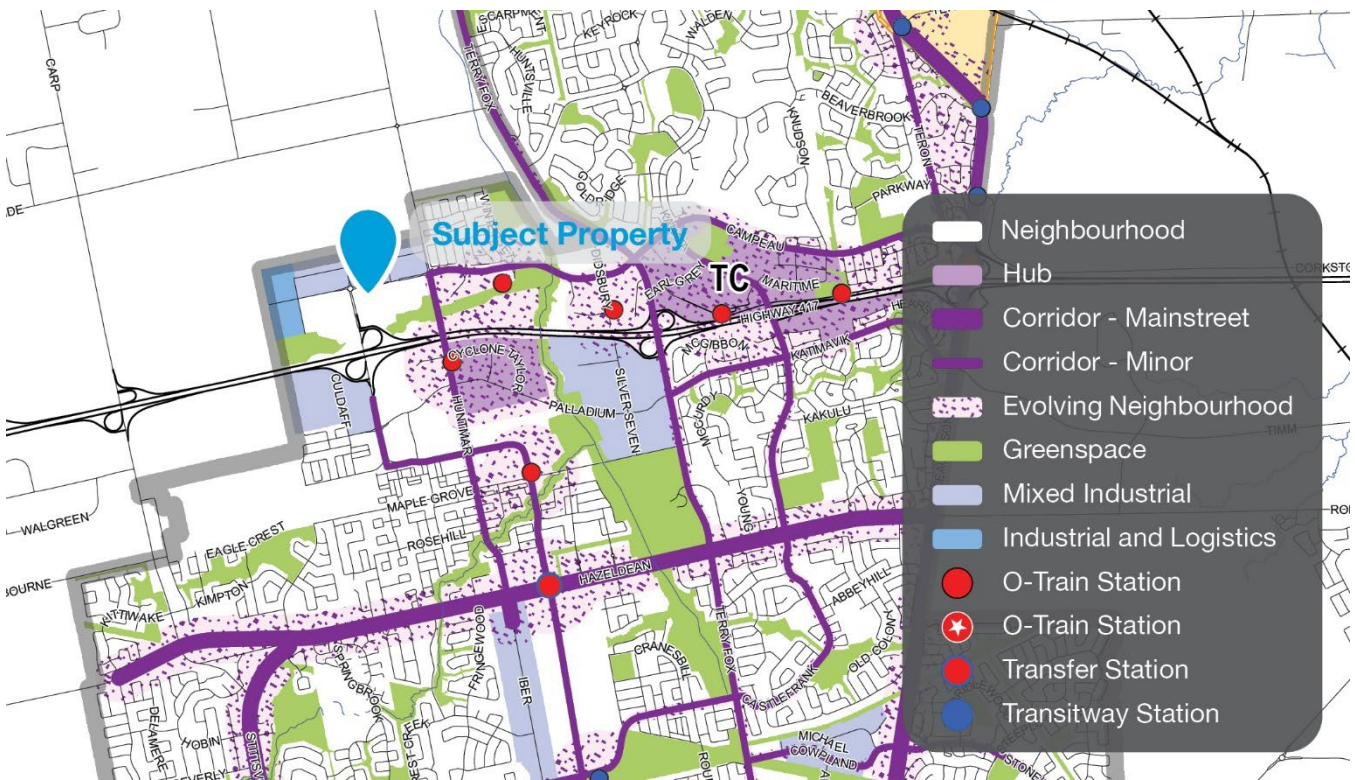


Figure 10: Schedule B5 - Suburban (West) Transect

The subject lands are designated "Neighbourhood" in the Suburban Transect of the City of Ottawa Official Plan (2022). The applicable policies outline the desired planned context for the area, emphasizing the existing suburban character. The policies of the Plan permit a range of non-residential uses including retail and service commercial uses.

Urban design policies from Section 4.6 are discussed in Section 3.0 of this report.

4.2 Kanata West Area Specific Policy

An Area-Specific Policy for the Kanata West area, including the subject lands, is in Volume 2C of the Official Plan. The applicable policies relate to the Kanata West Landowners Group and the requirement for developments to contribute to major infrastructure projects.

The subject lands were subject to this at the time of subdivision and all contributions have been made.

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

The subject property is zoned Mixed-Use Centre Zone, Urban Exception 2598, Height limit of 18 metres (MC[2598] H(18)) in the City of Ottawa's Comprehensive Zoning By-law. The purpose of the MC Zone is to ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses including retail uses, entertainment uses, and service uses such as restaurants. The lands were previously designated "Mixed-use Centre" in the City's former Official Plan.

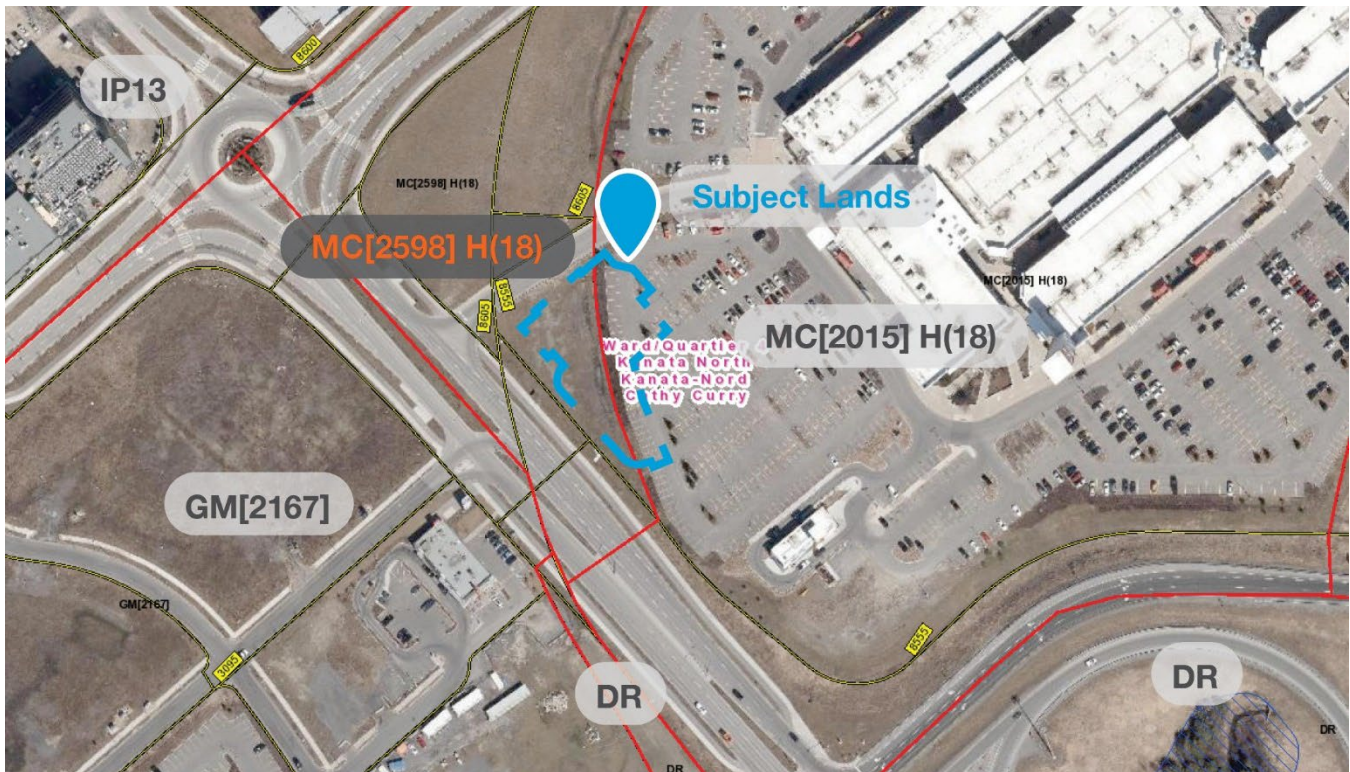


Figure 11: Zoning graphic depicting the subject lands and the applicable zoning in the surrounding context.

Permitted uses on the subject property include restaurant and drive through facility. Exception 2598 permits a gas bar and automobile service station and architectural towers to project beyond the 18 metre height maximum to a maximum of 23 metres.

The proposed development is compared to the applicable zoning in the table below:

MC[2598] H(18)		Required	Provided	Compliance
Minimum Lot Area		No minimum	53.18 hectares	YES
Minimum Lot Width		No minimum	632 metres	YES
Minimum Front Yard Setback (Huntmar)		No minimum	>500 metres	YES
Minimum Interior Side Yard Setback (North side of drive aisle)		No minimum	16 metres	
Minimum Interior Side Yard Setback (417 Ramp)		No minimum	>150 metres	YES
Minimum Rear Yard Setback (Palladium)		No minimum	5 metres	YES
Minimum Building Height		No minimum	6.1 metres	YES
Maximum Building Height		18 metres	9.5 metres	YES
Minimum Landscaped Area		No minimum, except where yard is provided and not used for required parking, aisles, driveways, outdoor patio, whole yard must be landscaped.	N/A	YES
Minimum Required Width of Landscape Buffer of a Parking Lot (100+ spaces)	(a) Abutting a street	3 metres	>3 metres	YES
	(b) Not abutting a street	3 metres	N/A	YES
Minimum Landscaped Area Within a Parking lot		15%	>15%	YES
Minimum Parking Requirements Restaurant – Fast Food: 10 spaces/100m ² of GFA Where a restaurant use operates in combination with a drive-through facility, the parking required for the restaurant may be reduced by 20% Area C on Schedule 1A		37 spaces	>37 spaces	YES
Minimum Bicycle Parking 1 per 250m ² of GFA		2 spaces	4 spaces	YES
Drive-Through Queuing Spaces – No order board		4 spaces before/at service window	12 for each lane	YES
Queuing Space Minimum Dimensions		3 metres wide 5.7 metres long	>3 metres wide > 5.7 metres long	YES

5.0 Summary of Technical Studies

5.1 Geotechnical Study

A geotechnical investigation of the subject lands in relation to the proposed development was conducted by Paterson Group (“Paterson”), dated March 5, 2023. Paterson completed a field investigation at the subject property on January 26th and 27th, 2023, by advancing a total of five (5) boreholes advanced to a maximum depth of 6.7 metres below the existing ground surface. The report provides general recommendations and considerations based on the findings and concludes that, from a geotechnical perspective, the subject site is considered suitable for the proposed development.

5.2 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was completed by Paterson Group (“Paterson”) on February 8, 2023. The ESA examined the past and present uses of the subject lands in order to identify any potential environmental concerns. Based on the findings of the assessment, a Phase II Environmental Site Assessment is not required for the subject lands.

5.3 Civil Engineering Design Brief

IBI Group was retained to review the servicing requirements for the proposed development and develop a report outlining their conclusions in support of this application. This report has demonstrated sanitary and storm flows from and water supply to the subject site can be accommodated by the existing infrastructure. Also, the proposed servicing criteria has been established in accordance with MECP and City of Ottawa current level of service requirements. The use of lot level controls, conveyance controls and end of pipe controls outlined in the report will result in effective treatment of surface stormwater runoff from the site. Adherence to the sediment and erosion control plan during construction will minimize harmful impacts on the adjacent environment. Prior to construction, existing sewers are to be CCTV inspected to assess their condition. Based on the information provided in the report, the proposed development can be serviced to meet City of Ottawa requirements.

6.0 Conclusion

It is our professional opinion that the proposed Site Plan Control application to facilitate the construction of a restaurant and drive-through facility at 333 Huntmar Drive in the City of Ottawa constitutes good planning and is in the public interest. The proposed development is supported by all applicable policies of the Provincial Policy Statement, City of Ottawa Official Plan, and the City of Ottawa Comprehensive Zoning By-law, as well as by the supporting plans, studies, and reports accompanying this application.

Please do not hesitate to contact the undersigned should you have any questions or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.

Sincerely,



Evan Saunders, M.Pl
Planner



Paul Black, MCIP RPP
Associate, Planning