FOTENN

BOREAL Hospitality Group

8600 CAMPEAU DRIVE APPLICATION FOR SITE PLAN CONTROL

March 08, 2018 Planning Rationale Site Plan Control

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March 08, 2018

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1.0
INTRODUCTION

Fotenn Consultants Inc., acting as agents for Boreal Hospitality Group ("Boreal"), is pleased to submit the enclosed Site Plan Control application for the lands municipally known as 8600 Campeau Drive and located within the Kanata West Business Park in the City of Ottawa. The subject lands are located on the northeast corner of the recently constructed traffic circle at Campeau Drive and Palladium Drive.

The lands are legally described as being Part of Lot 4, Concession 1, Geographic township of Huntley (PIN 04508-0133). The lands are within the Kanata West Business Park and are the development block is in the process of being registered through a separate process by others. The proposed development parcel has approximately 123 metres of frontage onto Campeau Drive and 65 metres of frontage onto Palladium Drive. The property has a total lot area of approximately 2.5 acres.

1.1 Development Proposal

Boreal is proposing to develop the subject site as a 4-storey hotel that will include 121 suites. The building will include an indoor pool annex as an amenity. A total of 123 vehicular parking spaces are provided, including 3 barrier-free spaces. The site will be accessed by a right-in/right-out from westbound Campeau Drive, and an all movement access onto Palladium Drive.

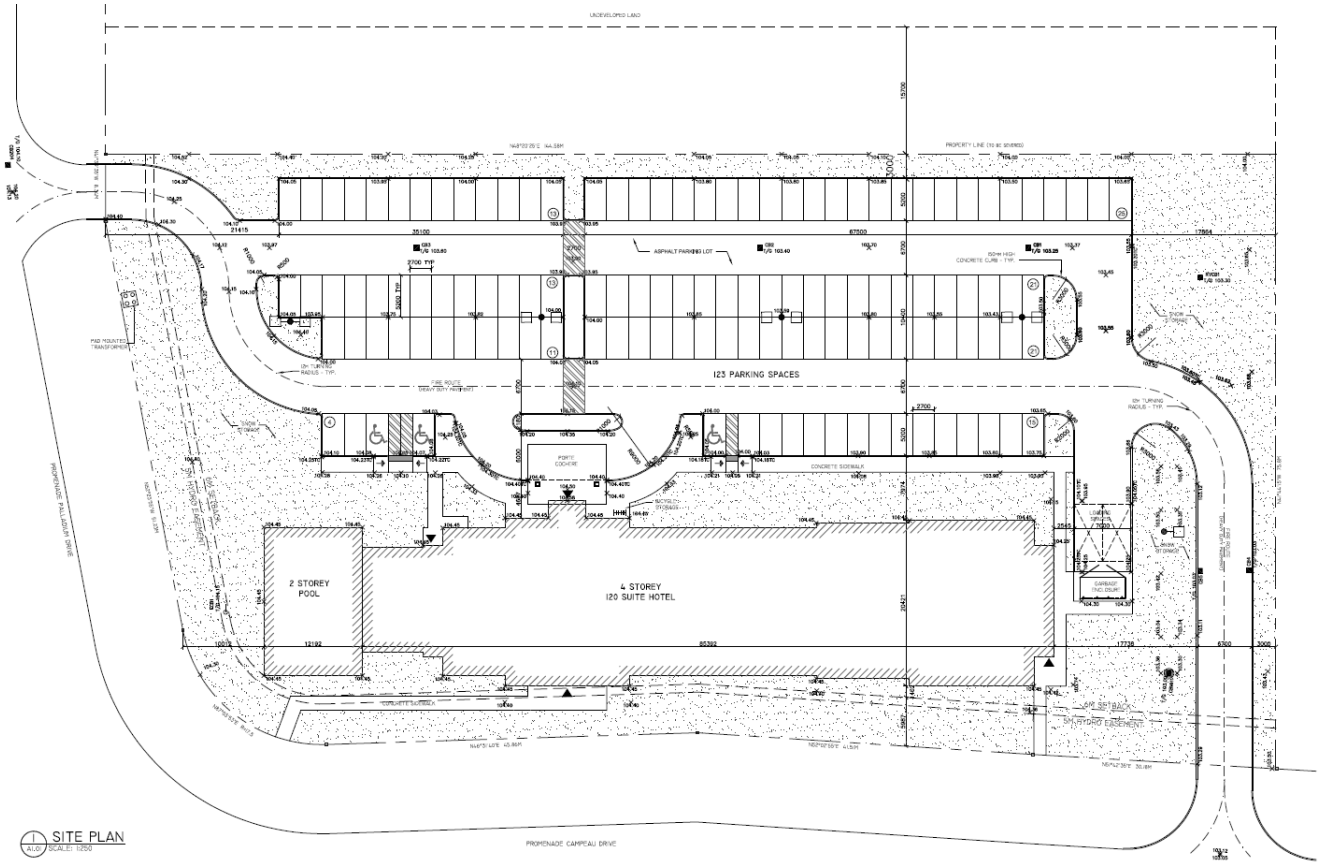

Figure 1: Proposed Site Plan

The hotel building is proposed to be constructed with quality finishes and building materials and an overall architectural design to create and foster interest and a sense of identity and presence. The proposed building elevations demonstrate prominent entrances, with substantial glazing where appropriate. Further, the building will be articulated into smaller sections to help distribute the massing and provide visual interest from the public realm.

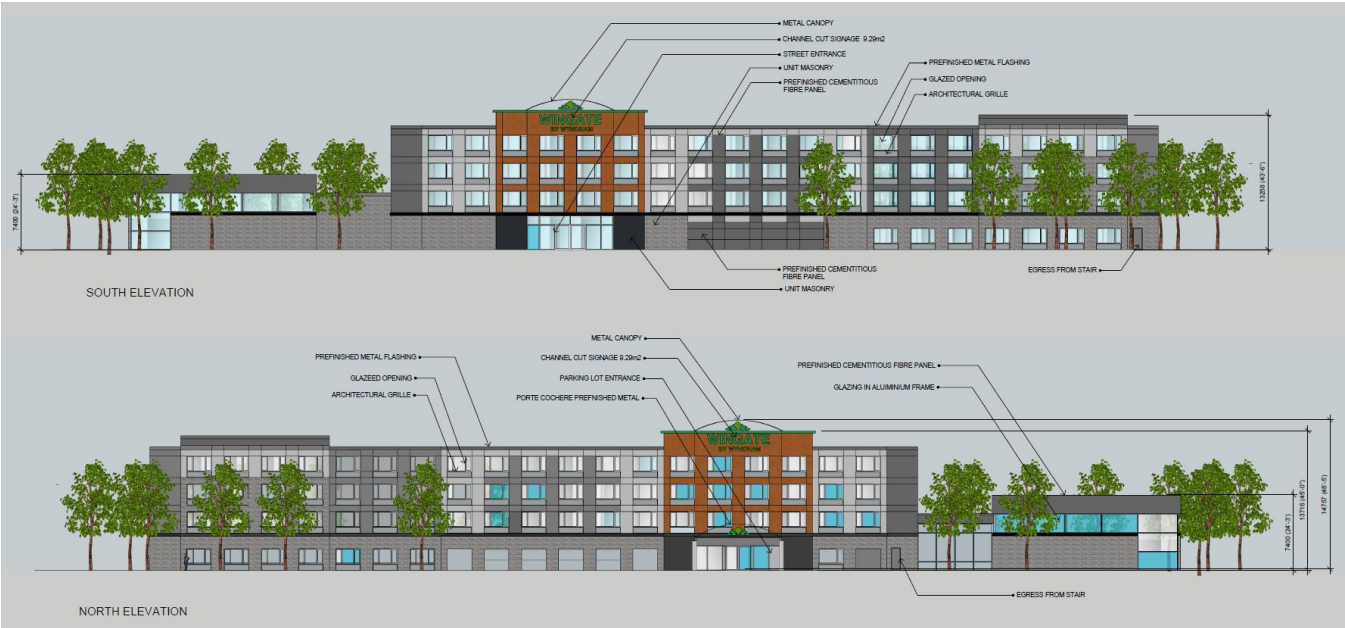

Figure 2: Proposed Building Elevations

The hotel is oriented in a compatible manner to the low-rise, ground-oriented context demonstrated by the Carpenter's Union to the east and the Tanger Outlet complex to the south. In addition to the vehicle access, the proposed building will include pedestrian and cycling connections to the sidewalk and cycle track on the north side of Campeau Drive.

1.2 Development Applications

In order to proceed with the development as proposed, Boreal is submitting the current Site Plan Control application. Site Plan Control is a tool used by the City to implement present policy and zoning standards in order to ensure that a given development is designed appropriately, safely, functionally, and will minimize potential impacts on neighbouring properties.

1.3 Supporting Studies, Reports, and Plans

In addition to this Planning Rationale, the following studies, reports and plans form part of this Site Plan Control submission:

Studies/Reports

- Site Servicing and Stormwater Management Study; prepared by IBI Group;
- Geotechnical Study, prepared by Paterson Group;
- Transportation Impact Brief, prepared by IBI Group;
- Phase 1 Environmental Site Assessment, prepared by Paterson Group;
- Phase 2 Environmental Site Assessment, prepared by Paterson Group;
- Noise Impact Study, prepared by IBI Group; and
- Site Lighting Certificate, prepared by Hammerschlag & Joffe.

Plans

- Site Plan, prepared by Parallel Architecture;
- Building Elevations, prepared by Parallel Architecture;

- / Survey Plan, prepared by Stantec;
- / Erosion Control Plan, prepared by IBI Group;
- / Grading Plan, prepared by IBI Group;
- / Site Servicing Plan, prepared by IBI Group;
- / Landscape Plan, prepared by Levstek Consultants; and
- / Photometric Plan, prepared by Hammerschlag & Joffe.

The studies/reports and plans identified above have been reviewed and support the proposed 4-storey hotel development.

2.0
SURROUNDING AREA AND SITE CONTEXT

The subject property is approximately 2.5 acres in area; constituting a rounded rectangular parcel on the northeast corner of Palladium Drive and Campeau Drive. Currently, the site is vacant. As noted, the site is included within the Kanata West Business Park, an employment centre that is currently under construction and includes lands to the north, east and west of the subject property. The first phase of the Business Park was constructed in 2016 and included the new Campeau Drive and Palladium Drive alignments and roundabout, and registered several blocks which are under development as a retail centre, and warehousing and distribution facility.

The subject property forms part of Phase 2 of the subdivision, currently being registered through a separate, concurrent process.

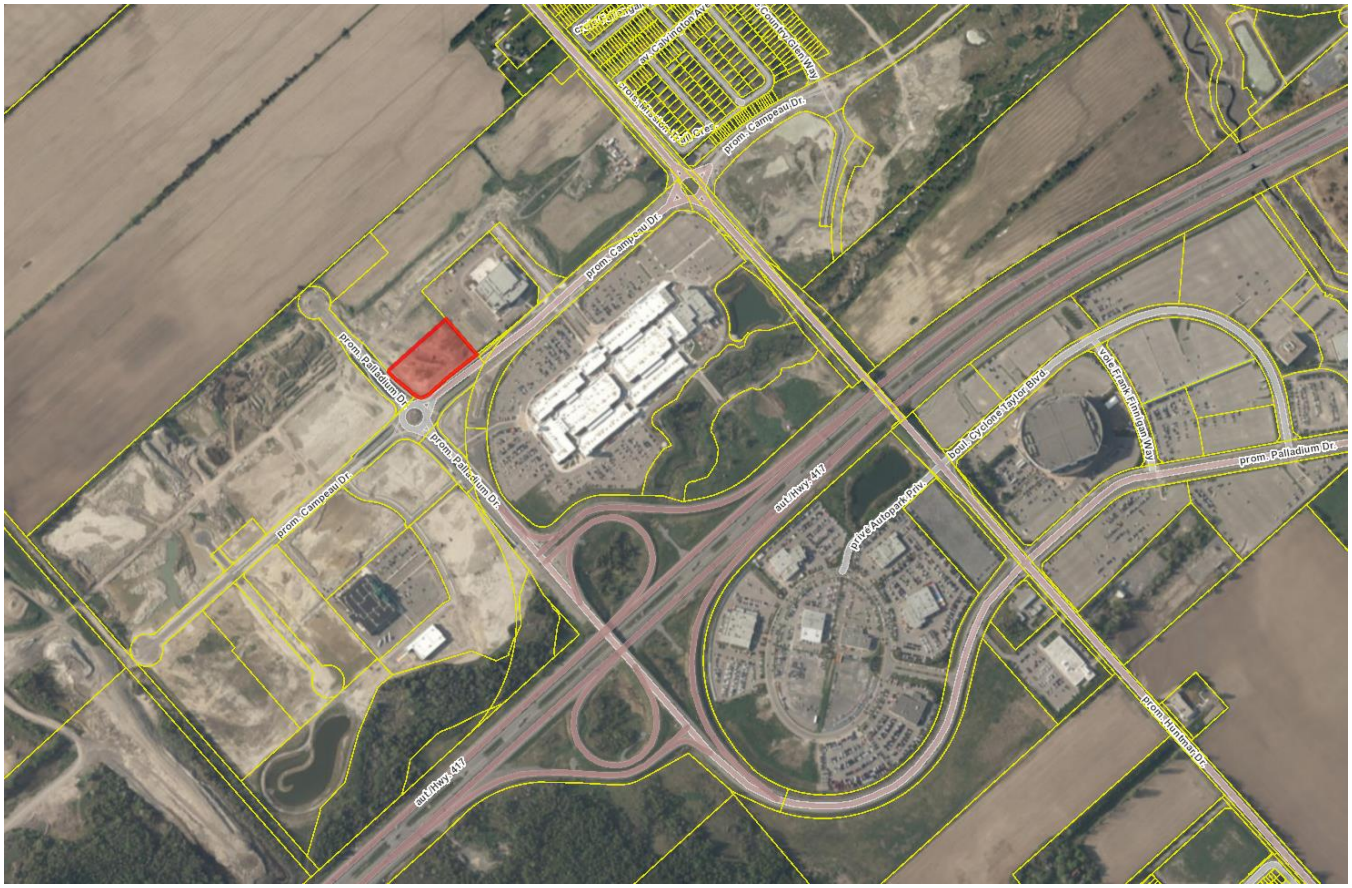

Figure 3: Satellite Photo, Property Identified in Red

The site is surrounded by the following uses:

- North: Vacant Business Park subdivision lands and the City of Ottawa's urban boundary. Beyond the boundary are actively farmed agricultural lands.
- East: Carpenter's Training Centre, vacant Business Park subdivision lands, and the Minto Arcadia low-rise residential subdivision.
- South: RioCan Tanger Outlets shopping centre and Highway 417. Further south is the Palladium Auto Park, the Canadian Tire Centre, and additional development lands in the Kanata West community.
- West: Vacant Business Park subdivision lands; to the southwest is the Kanata West Retail Centre (currently under construction) which includes Cabela's and Princess auto retail stores. Further west is a UPS warehouse and distribution facility.

The surrounding area is poised for significant growth and intensification in the coming years. Existing policy and zoning intend for this area to become characterised by employment uses, including office, retail and other commercial uses. Nearby land is typically either actively involved in the development approval process or otherwise being marketed for development.

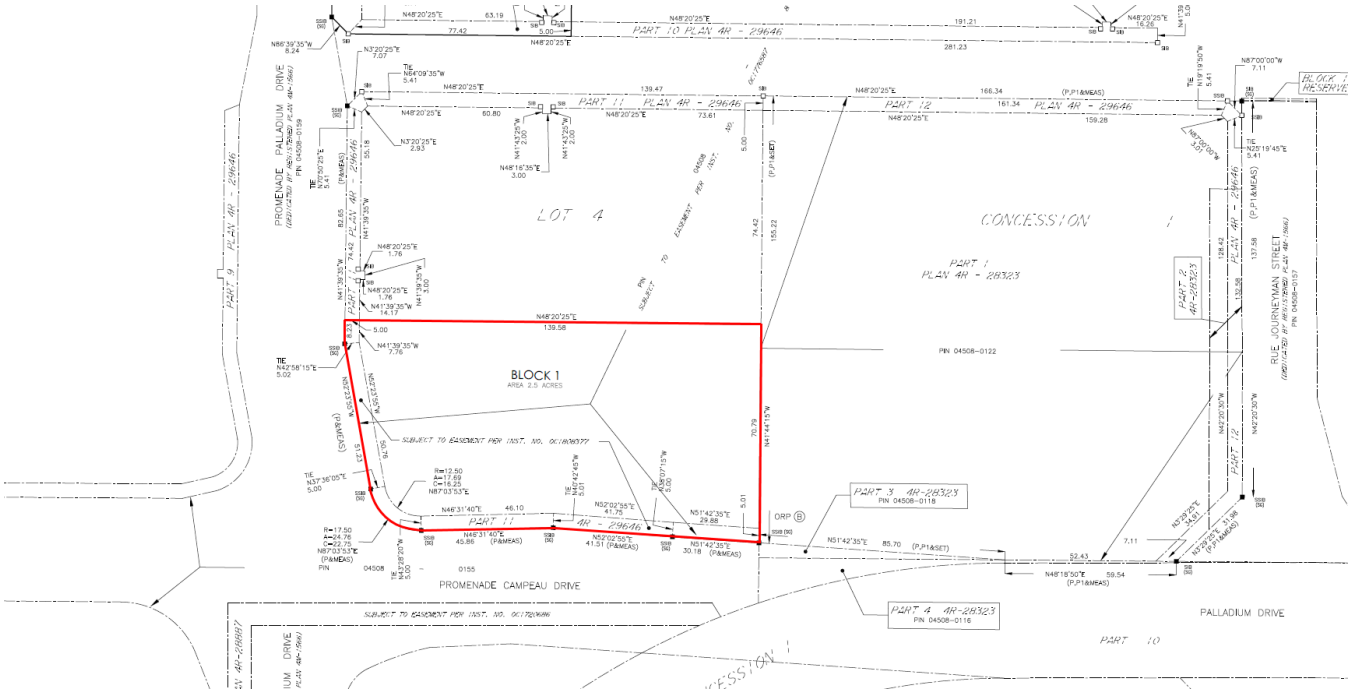

Figure 4: Subdivision Plan for Registration, Subject Property (Block 1) Outlined in Red

2.1 Road Network

The subject property is situated at the corner of two Arterial Roads – Campeau Drive and Palladium Drive (Figure 5). Traffic circulation at this intersection is by way of a roundabout constructed in 2016. Palladium Drive (N/S) provides access to a Highway 417 interchange approximately 550 metres south. Campeau Drive (E/W) extends west to the edge of the urban boundary, and extends east past Huntmar Drive. Campeau Drive will be extended further east in the coming years, crossing the Carp River to connect with Campeau Drive as it exists further east.

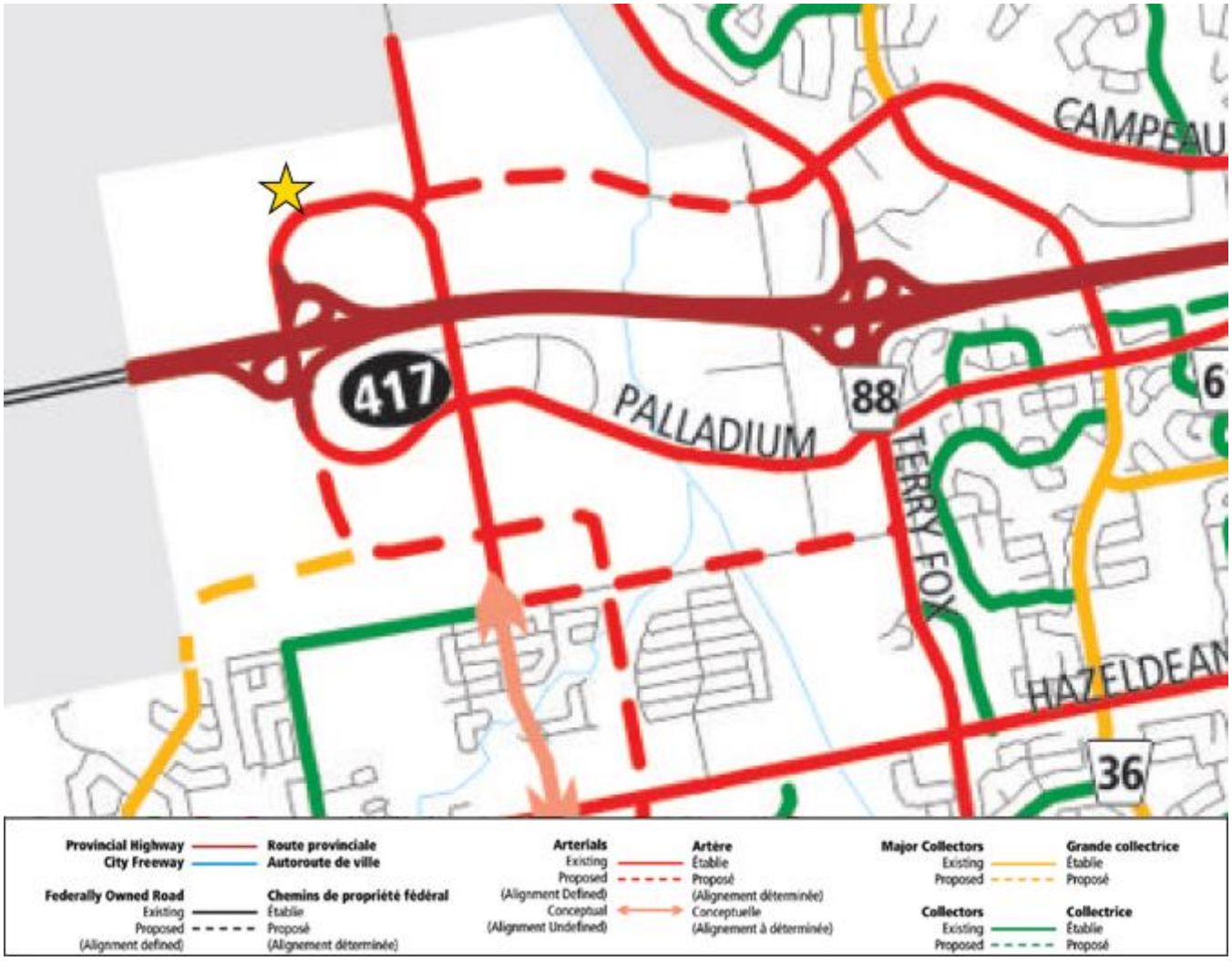

Figure 5: Schedule E of the Official Plan; Urban Road Network

2.2 Transit

The subject property is serviced by regular route 182 and express route 62 which run along Campeau Drive and south on Palladium Drive. The site is in close proximity to the Canadian Tire Centre and Terry Fox Park & Ride facilities (Figure 6), which will facilitate guest ability to access Ottawa's tourist areas without requiring them to drive great distances.

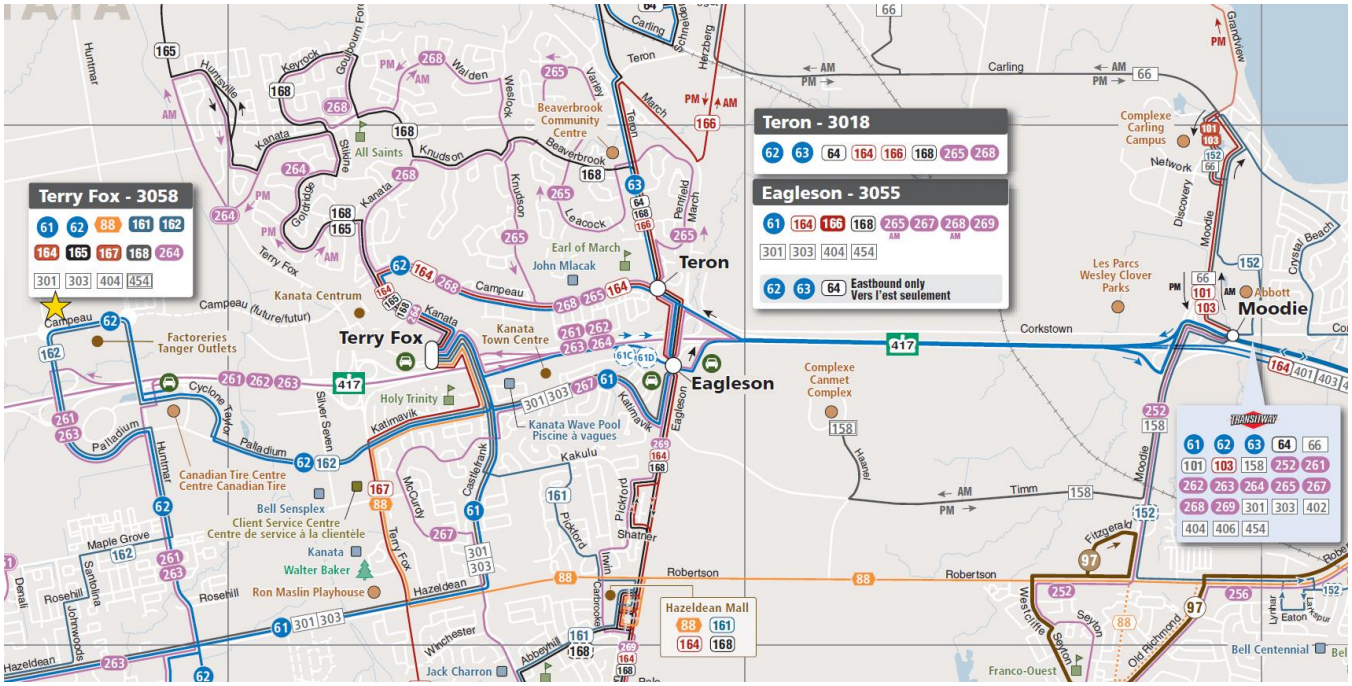

Figure 6: Transit Network; OC Transpo Systems Map

2.3 Bicycle Network

Campeau Drive has an on-road bike lane identified in the City's Official Plan, Schedule C - Primary Urban Cycling Network (Figure 8). This connects the site to the City's extensive on- and off-road cycling network. In its present built context, this site has cycle tracks on both sides of each road immediately abutting the sidewalk and fronting onto the subject property (Figure 9).

Figure 7: Schedule C of the Official Plan, Primary Cycling Network

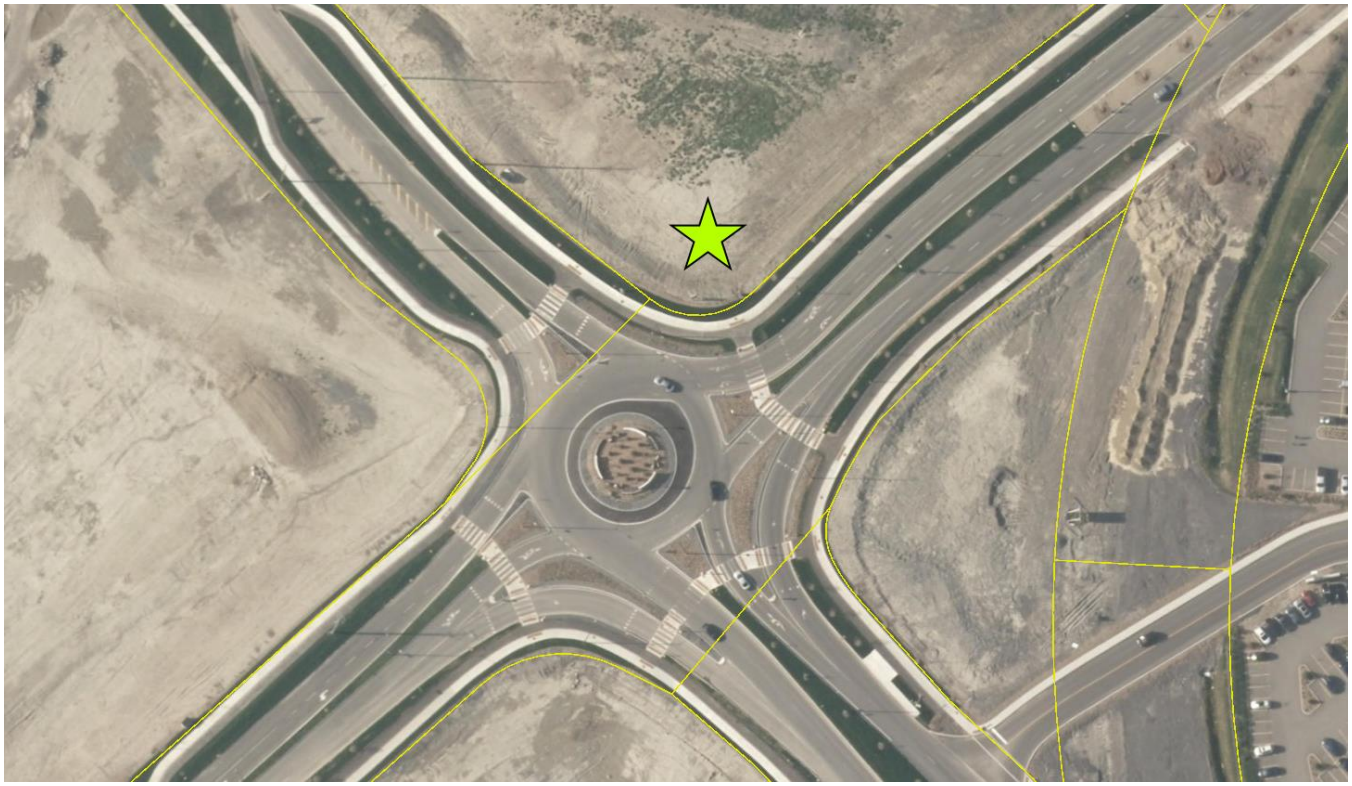

Figure 8: Intersection Close-Up, Showing Existing Cycle Tracks

3.0 POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities. The relevant policies to the subject application are as follows.

Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states:

> "*Healthy, liveable and safe communities are sustained by:*
>
> *a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
> **The proposal is efficient in that it makes use of vacant land which is serviced, within a development area, and intended for development as set out in the Official Plan and Zoning By-law.**
>
> *c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
> **This development does not create environmental or public health and safety concerns. It is appropriately setback where necessary to ensure traffic visibility. It is bordered by sidewalks and bike paths which encourage active transportation.**
>
> *e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
> **The proposed development is appropriately sized for the parcel of land. It does not leave excess vacant area that can be perceived as creating a sense of empty space.**
>
> *f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
> **Development of this site provides an opportunity to incorporate modern accessibility requirements into a prime location. The building will include barrier-free parking spaces and will meet the accessibility requirements set out by the City and Province.**
>
> *h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*
> **The proposal does not trigger any climate or biological concerns.**

The proposed development of the subject property with a hotel is consistent with the policies of the PPS.

3.2 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.

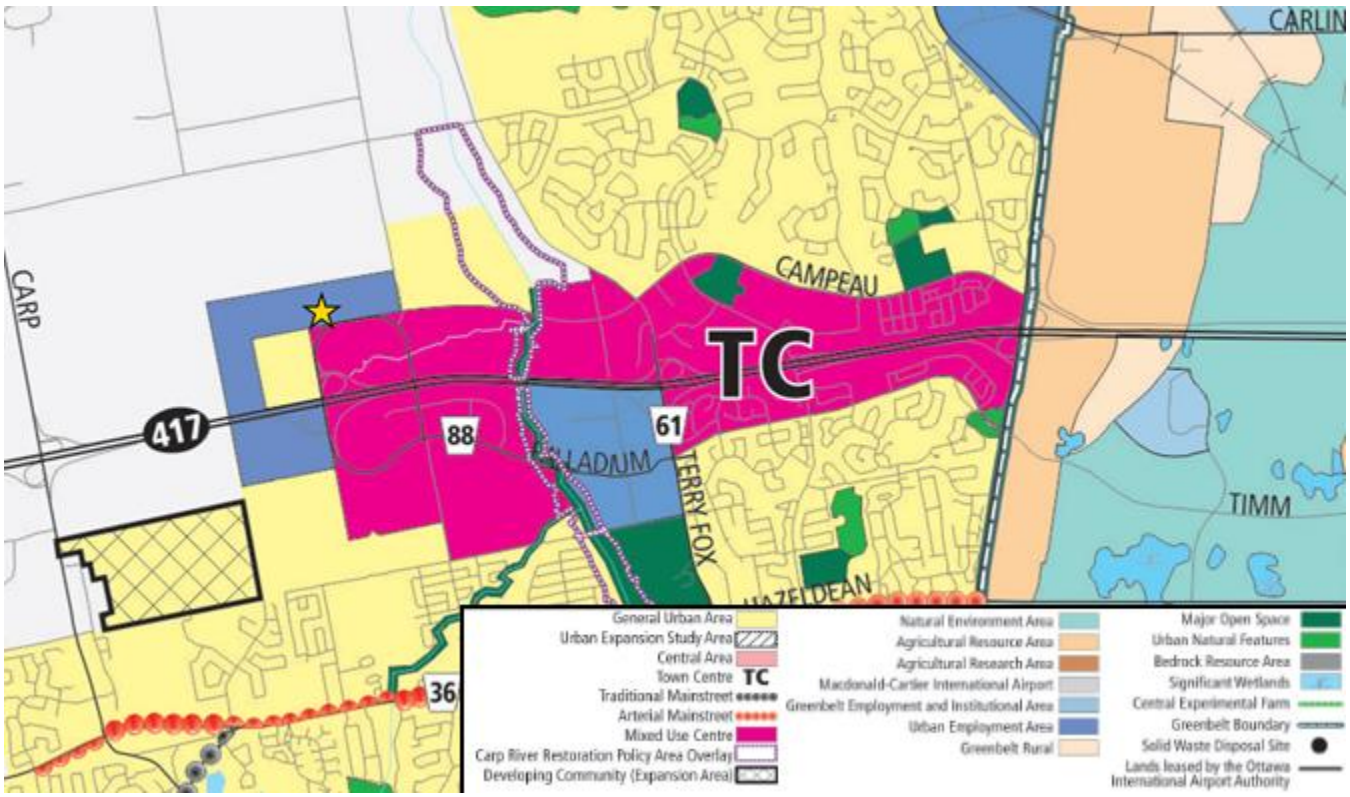

Figure 9: Schedule B of the Official Plan

The subject site is designated “Urban Employment Area” on Schedule B: Urban Policy Plan to the City of Ottawa Official Plan (Figure 9). The site is directly north of the Kanata West Mixed Use Centre designation.

3.2.1 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. The hospitality use will integrate well with the other uses in the surrounding area and will support the surrounding business park uses.

The proposal is expected to generate approximately 40 full- and part-time jobs. Further, hotels co-exist well with more traditional employment uses as they facilitate the achievement of inter-municipal, inter-provincial, and international business through the provision of close-proximity accommodations for visiting professionals. A similar example of this synergy is the Brookstreet Hotel at 525 Leggett Drive in Kanata, which also supports a prestige business park.

3.2.2 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, it 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 property is within the Kanata West Concept Plan and the implementing Kanata West Secondary Plan. Accordingly, these policies are reviewed in the following section. The remaining policies of Section 2.2.3 discuss policies for the provision of employment lands, rural employment lands, and major office development, which do not pertain to this proposal.

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. Please refer to the Design Statement by Parallel Architecture (Appendix A) for further information.

3.2.3 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 OP 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:

Define quality public and private spaces through development
The proposed structure 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.

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.

Ensure that new development respects the character of existing areas
The proposed development's building mass is broken down vertically to provide architectural interest. While the majority of the surrounding land is still vacant, the hotel design is in keeping with the predominantly ground-oriented, low-rise nature of Kanata West. Its balance of glazing and materials will pair favourably with the abutting Carpenter's Union building to the east and the Tanger Outlet mall to the south.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment
The proposed development will be built to modern building and design standards and represents responsible greenfield development. Its proximity to the street edge promotes a comfortable pedestrian realm. The property has been designed with generous landscaping and inclusion of trees which will assist in offsetting the building's carbon footprint (Figure 12).

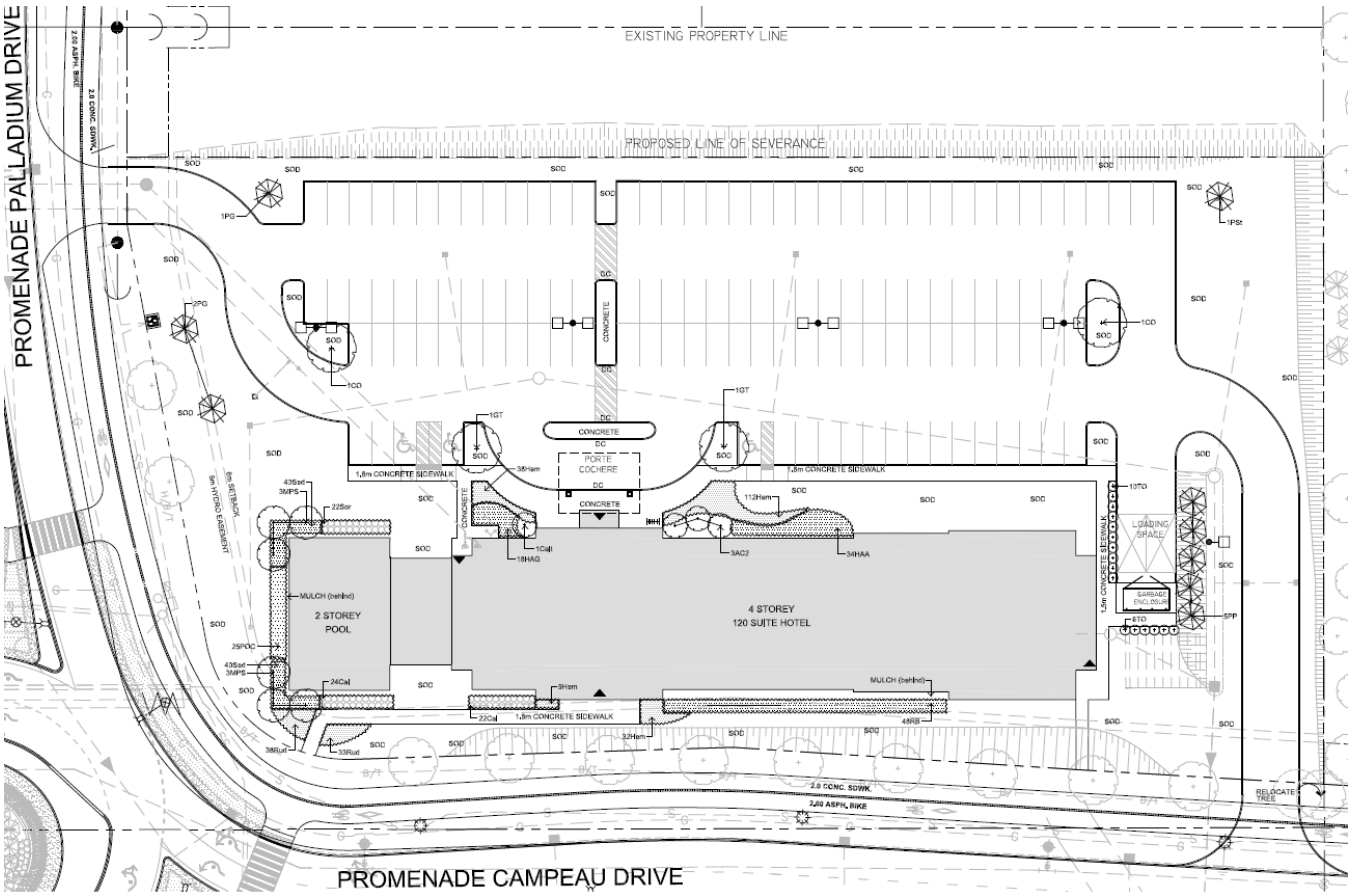

Figure 10: Proposed Landscape Plan

3.2.4 Urban Design and Compatibility (Section 4.11)

Compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Traffic	A Transportation Impact Assessment was prepared by IBI Group. The existing road 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 parking lot has been designed with acceptable aisle widths to allow for safe use.
Parking Requirements	A total of 123 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 a zone intended for such. Therefore, no outdoor amenity areas are affected.

Loading Areas, Service Areas, and Outdoor Storage	Loading is provided on-site. It is screened from the public realm and integrated into the site. 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 IBI Group in support of the Site Plan Control application. Its conclusions and recommendations have been incorporated into the building design to reduce noise impact where possible.
Sunlight	There are no shadow impacts anticipated as a result of the proposed four (4) storey development.
Microclimate	No microclimate impacts will occur as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in close proximity to a range of existing community amenities and services and will be adequately supported by them.

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

3.3 Kanata West Concept Plan

The Kanata West Concept Plan is discussed in City policy through two 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/Community Design Plan. Although this document does not enact any binding influence on development in the study area, it provides guidelines for future development. As per Figure 11, this property is located within the "Prestige Business Park" designation of the Concept Plan.

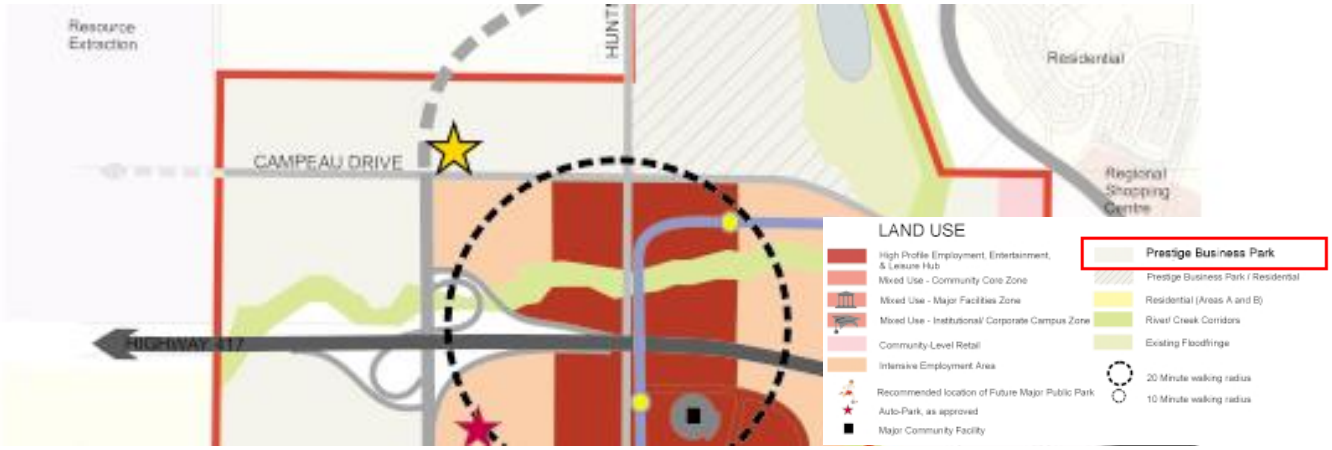

Figure 11: Kanata West Concept Plan

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 hotel use is a supportive use to the intended business park uses on the surrounding lands and the proposed site layout reflects the built form anticipated for the lands in 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 frontage.

3.4 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 proposed development is close to the street edge, with a door accessible from this frontage. The building has been vertically divided into different material characteristics to provide visual interest.

- **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.

3.5 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 cycle tracks and sidewalks abutting the corner frontages. Transit access is within a reasonable distance. Vehicle access is provided from both frontages 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 proposal intends to provide this prestige business park with an attractive and modern hotel. Hotels pair well with more traditional employment uses as they facilitate the achievement of inter-municipal, inter-provincial, and international business through the provision of walkable accommodations for visiting professionals. A key example of this is the Brookstreet Hotel at 525 Leggett Drive in Kanata, which also supports a prestige business park.

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

The property is currently zoned "Business Park Industrial, Subzone 13 (IP13)". 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 is in line with this purpose in providing an appropriate use that does not cause significant noxious or incompatible impacts on nearby areas.

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.

Subzone 13 does not have any implications on the proposed hotel use.

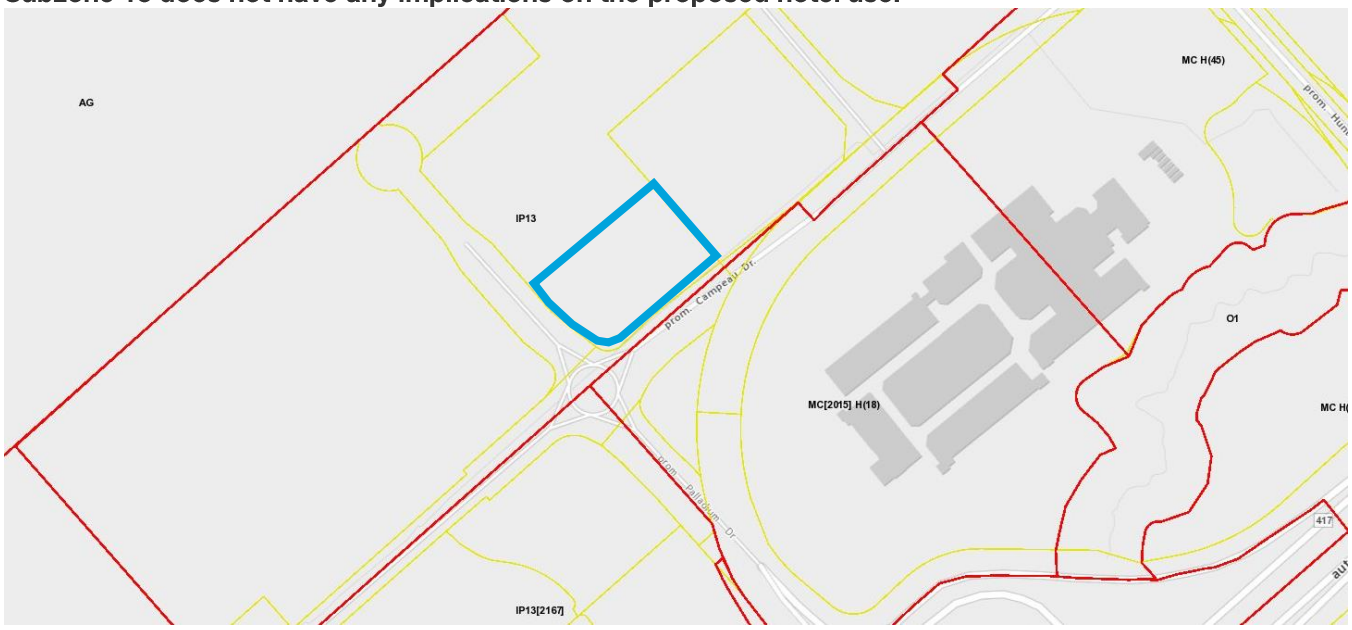

Figure 12: City of Ottawa Zoning By-law

The proposed development is compared to the requirements of the IP13 zone below:

Zoning Mechanism	Required/Permitted	Provided	By-law Compliance
Lot Area (min)	750m2	10,117m2	Yes
Lot Width (min)	No minimum	139.58m (irreg.)	Yes
Building Height (max)	22m	13.26 m	Yes
Lot Coverage (max)	55%	18.75%	Yes
Front and Corner Yard (min)	6m	6m	Yes
Interior Side Yard (min)	4m	27.44m	Yes
Rear Yard Setback (min)	6m	45.17m	Yes
Floor Space Index (max)	2	0.62	Yes
Landscape Buffer (min)	No minimum (does not abut residential or institutional zone)	3m	Yes
Hotel Parking (1 space/guest room)	121	123	Yes
Parking Space Dimensions	Width: 2.6m-2.75m Length: 5.2m or more	Width: 2.7m Length: 5.2m	Yes
Bicycle Parking	6	7	Yes

Zoning Mechanism	Required/Permitted	Provided	By-law Compliance
(1 space/1,000m2 GFA)			
Loading Spaces	2	2	Yes
Loading Space Dimensions (Min)	Width 3.5m Length: 7m	Width 3.5m Length: 7m	Yes
Parking Lot Aisle Requirements	6.7m for double traffic lane	6.7m	Yes

4.0 CONCLUSION

The proposed Site Plan is consistent with the Provincial Policy Statement, 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.

We look forward to the opportunity to discuss this application with your once you've had an opportunity to review the plans. Please don't hesitate to contact the undersigned should 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.

Scott Alain, M.Pl
Planner

Paul Black, MCIP, RPP
Senior Planner

parallel
architecture

Architectural Design

Siting

The building is situated at the limit of the setback from the arterial road, Campeau Drive and the intersection of Palladium Drive in accordance with the urban design initiatives of developing a streetline and the presence of a built form corner. In doing so, there are two distinct faces to the building, one supporting a pedestrian access from the existing pedestrian network which is facing Campeau Drive. The second face of the building is to support a vehicular access to the building and is related to the parking lot. Notwithstanding the vehicular character, there are considerable means by which pedestrian connections are strengthened from the parking side of the site, by a pedestrian connection from the main entrance to the sidewalk along Campeau Drive.

The vehicular access proposed is a right-in, right-out access along Campeau Drive with a full movement access from Palladium Drive.

Massing

The massing of the building is broken up into six distinct masses, to create a scale in lieu of a more monolithic building mass. The tallest portion of the building at 13.716m (45'-0") to the parapet marks the entrance.

Fig 1. Massing

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Architectural Facades

The architectural facades are consistent with the hotel use of the building. To reduce the repetitive nature of the expression, in addition to the massing variation there are material changes.

The building is broken down in to a series of elements in terms of its architectural treatment.

A base, which is primarily masonry along both facades, and on the eastern portion rises to the third floor of the eastern block and comprises much of the western massing block, which contains a swimming pool.

The building is also expressed into the massing blocks by the use of different colours of the exterior finish, which is proposed as a smooth cementitious fibre panel as manufactured by James Hardie or Certain-Teed. Sample material will be provided in due course. The main entrance tower, which is the tallest mass is capped by an architectural element which houses the corporate hotel logo, and will be lit from below during the night, to act as a non-light polluting marker for the hotel.

The fenestration on the building provides a level of consistent rhythm to the façade, while changes in material colour provide another level scale at a vehicular level as would be viewed on approach from a car. By breaking down the facades in addition to the massing, we are able to achieve a more finely grained building which is appropriate for the scale of the surrounding environment.

The vestibule from the main entrance on the Campeau Drive façade is recessed into the building to provide a measure of shelter.

Fig. 2. -- Campeau Elevation

Fig. 3 – Parking Lot Elevation

The parking lot elevation is similar in its expression save for the inclusion of an automobile scaled porte cochere, providing shelter for arriving and departing guests.

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Architectural Expression

The expression of the building at the pedestrian level fairly clearly expressed from many views, the distinctive massing of the building and the texture to provide scale at a number of level.

Fig. 4 – View from Parking Lot

Limited visibility into the interior pool and fitness areas provide a measure of transparency of the building, which is primarily comprised of private spaces, and a largely transparent vestibule provides visibility into the public lobby space.

Fig. 5 – View from Roundabout at Campeau and Palladium

Again, on the street side, glimpses into the pool are made available as well as view in to the public lobby through a glass vestibule.

In both cases, the intent of the visibility into the building is to provide a sense of animation to the building, and to express the use and character at a pedestrian scale.

Conclusion

In summary, the building has been designed to reflect the direction as provided by staff to develop the site to an urban context. By siting the building tight to the setbacks along the public roads, the streetline is defined. By varying the materials and massing, a more granular and scaled building is achieved to relate at a pedestrian level, particularly given the required front yard setback.