PROPOSED ZONING BY-LAW AMENDMENT

Planning Rationale

Prepared for:
958740 Ontario Inc. (Palladium Auto Park Co-Tenancy #2)
OCVLC Plan No. 690 and the individual land unit owners
Tony Graham Motors

Prepared by:
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File No.: 1538
Date: April 4, 2017

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1. INTRODUCTION

Lloyd Phillips & Associates Ltd. has been retained by the below list of property owners (the “Owners”) to prepare a Planning Rationale Report in support of an Application for a Minor Zoning By-law Amendment with respect to the lands known municipally as 2499 Palladium Drive, 2500 Palladium Drive, and 675 Autopark Private (the “subject sites”).

- 2499 Palladium Drive: 958740 Ontario Inc. (Palladium Auto Park Co-Tenancy #2)
- 2500 Palladium Drive: OCVLC Plan No. 690 and the individual land unit owners
- 675 Autopark Private: Tony Graham Motors

In general, the three sites are located in the southeast quadrant of the Highway 417 and Palladium Drive interchange. This area of the City is regarded as Kanata West, which historically was a large agricultural area before the development of a number of high tech industries and a National Hockey League arena in the early 1990s. These early developments were accompanied by the establishment of the Palladium Auto Park at 2500 Palladium Drive.

Kanata West is a developing area north and south of Highway 417 between Kanata and Stittsville. In recent years, a wave of commercial and residential development has provided the majority of growth to the Kanata West area, especially north of the 417 Highway where Tanger Outlets and Cabelas are located. There are large areas of residential development underway and completed, and a new road system is emerging.

The proposal for a Minor Rezoning is for the purpose of removing a zoning provision which currently limits the growth of four permitted uses in the zone containing the three subject sites. The original Palladium Auto Park opened in 2005 and has several auto dealerships.

The owners of 2499 Palladium Drive intend to develop their land into a subdivision of luxury auto dealers to be known as the Palladium Luxury Auto Mall (the “PLAM”). The required planning applications for that proposal will be submitted separately from the Minor Rezoning Application.

The following report represents the required Planning Rationale for the Application of a Minor Zoning By-law Amendment for the lands known municipally as 2499 Palladium Drive, 2500 Palladium Drive, and 675 Autopark Private.
1.1 History of Kanata West

Kanata West is situated between Stittsville and Kanata, and straddles Highway 417 between the approximate boundaries of Terry Fox Drive to the east, Carp Road to the west, Hazeldean Road to the south, and Richardson Side Road to the north. The total land area of Kanata West is approximately 725 hectares (1791 acres), with the majority of it located to the south of Highway 417. The land is comprised of a number of different land owners who make up the Kanata West Owners Group (the “KWOG”), which oversees the cost-sharing for the strategic development of the Kanata West lands (see Figure 2). An expansion of this urban area south of Hazeldean Road to Fernbank Road is also being developed; however, that area is not part of the KWOG.

Currently, most of the Kanata West land has been developed with residential and commercial uses, with future plans to further develop the area into a mixed-use community. There are a few key terrestrial and aquatic natural environments within and running through the Kanata West area, which include: a local White Pine and ancient Eastern Hemlock grove; a White Cedar grove; Poole Creek; Feedmill Creek; and, the Carp River. None of these features are located on the subject site.

The recommended concept plan for Kanata West shown in Figure 1 was prepared in 2002 as part of the overall Kanata West Concept Plan (the “KWCP”), and then revised in 2006. This recommended plan establishes the framework to guide the future development of Kanata West, and focuses on a mix of the following uses: office, housing, retail, institutional, entertainment and leisure activities. This mix of proposed uses provides a shift from the traditional single-focus business parks of the past.

The land uses are mixed within distinctive land use districts, which include: High Profile Employment, Entertainment, and Leisure Hub; Mixed-Use Area; Intensive Employment Area; Auto-Park; Prestige Business Park; Residential (Areas A and B); Prestige Business Park / Residential Area; and, Community Level Retail. This Plan would provide for approximately 25,000 jobs, 5,000 residential units, and a number of supporting services, including transit facilities, all set within a framework of natural corridors and waterways.

1.2 Kanata West Owners Group (KWOG)

The KWOG was established to have the costs shared in an equitable way for major infrastructure, roads and parkland. It was also set up to fund major technical studies and Environmental Assessments. Developments that were pre-approved or existing before the KWOG are exempt from this. Some major examples are the original Palladium Auto Park, including both VLC 690 and 675 Autopark Drive, as well as the Canadian Tire Centre and related lands.

The lands at 2499 Palladium Drive, owned by Palladium Auto Park Co-Tenancy #2 (PAP2) are part of the KWOG and have signed onto the various cost sharing agreements. Figure 2 shows the major ownerships of the KWOG.
Figure 1. Revised Kanata West Concept Plan (subject sites outlined in solid black)
Figure 2. Kanata West and its current-day land ownership structure (black outline = sites subject to the Minor Rezoning; orange fill = site subject to the future PLAM development)
1.3 History of Palladium Auto Park

The community called Kanata West was pre-dated by two principal initiatives:

- The National Hockey League (the “NHL”) arena (currently known as the Canadian Tire Centre) and associated future development; and,
- The Palladium Auto Park.

In the late 1980’s and early 1990’s Terrace Investments proposed a new mixed-use community west of the Carp River. The centre piece of this development, called West Terrace, was to be an arena to accommodate a revived Ottawa Senators NHL franchise. The OMB Decision to allow the arena significantly scaled back the area of land.

Around the same time, a group of auto dealers (Tony Graham, Fern Turpin, and John Mierins) purchased 40.47 hectares of land from Terrace Investments. This property was located south of Highway 417 and west of Huntmar Drive. Approvals were obtained from the Regional Municipality of Ottawa Carleton (ROP A 3) and the Township of West Carleton (LOPA 64) for the creation of the Palladium Auto Park, in 2000. The zoning, which was still under the Township of West Carleton Zoning By-law 266 of 1981, was HC - Highway Commercial.

The original layout of the Palladium Auto Park was to accommodate twelve automobile dealerships. Lots were configured in two concentric rings located inside of the curve of Palladium Drive. The internal road is a privately maintained and publicly accessible condominium road.

The original plan of condominium (OCVLC 690) was registered in 2004. The plan has been modified subsequently to relocate lot lines between units. Figure 3 shows the existing conditions of the Auto Park, including the layout of each automobile dealership.

The land at 2499 Palladium Drive is located south of Palladium Drive and is the remainder of the original lands purchased by the group of auto dealers. Parts of the property were sold and developed as the ESSO gas station at 225 Huntmar Drive, and the Ottawa Police station at 211 Huntmar Drive.

Figure 3 displays the existing land uses within and surrounding the original Palladium Auto Park.
Figure 3. Existing Conditions Plan
2. SITE AND SURROUNDING CONTEXT

2.1 The Subject Sites
The two Palladium Drive sites are irregular in shape, whereas the 675 Autopark Private site has the general shape of a rectangle. Currently the only site of the three that isn’t vacant is 2500 Palladium Drive, which contains the Palladium Auto Park, a condominium made up of eleven existing units (various auto dealers) and common elements.

There are no buildings or structures existing on the other two sites. The existence of vegetation at 675 Autopark Private is limited to periphery landscaping which includes grass and young trees planted along its street frontage. The remainder, and majority, of 675 Autopark Private, consists of surface parking on a gravel base.

Vegetation at 2499 Palladium Drive consists of a mix of fallow grasses, with the presence of young and mature trees along the southwest corner of the site. The site is relatively flat, with a westward gradual increase in elevation. The site does not appear to have been subject to any previous development, aside from farming activities related to crop cultivation. The owners of the site intend to construct an auto mall of luxury auto dealers. In order to proceed with these plans, a minor rezoning is required to remove the zoning caps currently limiting the growth of a number of uses, including automobile dealerships within the GM22 H(12) Zone.

The three sites contain the following legal descriptions and property specifications:

- **2500 Palladium Drive – Palladium Auto Park**
  - PIN: 156900000
  - Ottawa-Carleton Vacant Land Condominium Plan 690 Level 1 Units 1,2,4 to12 (inclusive)
  - Area: 53.37 ac
  - Frontage: (Palladium Drive: 582.81 m); (Huntmar Drive: approximately 121 m)

- **2499 Palladium Drive – vacant land**
  - PIN: 044871112
  - HUNTELEY CON 1 S PT LOT 2 RP; 4R21121 PT PART 4
  - 7.8 hectares with approximately 650 m of frontage on the south side of Palladium Drive
  - Area: 19.37 ac
  - Frontage: 650.35 m

- **675 Autopark Private – vacant land**
  - PIN: 044871644
  - Ottawa-Carleton Vacant Land Condominium Plan 690 PT Common Elements: RP 4R23679 Part 1
  - Area: 3.77 ac
  - Frontage: (Palladium Drive: approximately 85 m); (Huntmar Drive: approximately 196 m); (Autopark Private: approximately 83 m)
Figure 4 displays the three sites (in bold yellow) subject to the proposed minor rezoning.

*Figure 4. The three subject sites shown within the GM22 H(12) Zone*
The following figures display streetview images of the sites that are subject to the proposed minor rezoning.

Figure 5. View facing southeast towards 2500 Palladium Drive (left) and 2499 Palladium Drive (background)

Figure 6. View facing southeast towards 2499 Palladium Drive

Figure 7. View facing south towards the southern corner of 2499 Palladium Drive
Figure 8. View facing east towards the south eastern property boundary of 2499 Palladium Drive

Figure 9. View facing northeast along Palladium Drive (2500 Palladium Drive on the left and 2499 Palladium Drive on the right)

Figure 10. View facing southeast along the property line between 2499 Palladium Drive and the gas bar and police station
**Figure 11.** View facing east towards 2500 Palladium Drive from the Highway 417 and Palladium Drive interchange

**Figure 12.** View facing northwest towards 2500 Palladium Drive

**Figure 13.** View facing west towards 675 Autopark Private from the Palladium Drive and Huntmar Drive intersection
Figure 14. View facing the Ultramar gas bar (left) and 675 Autopark Private (right) from the Palladium Drive and Huntmar Drive intersection

Figure 15. View facing south towards 675 Autopark Private from the intersection of Huntmar Drive and Autopark Private

Figure 16. View facing south towards 675 Autopark Private (left) and 2500 Palladium Drive (centre) from the Huntmar Drive and Highway 417 overpass
2.2 Surrounding Context
The site is located in the Kanata West area of Ottawa that falls under Ward 6 – Stittsville. In a general context, the site is situated south of Highway 417, north of Maple Grove Road, west of Huntmar Road, and east of Carp Road and the proposed North-South Arterial extension. This area benefits from excellent highway access, proximity to the City-proposed North-South Arterial Road, Huntmar Drive, and rapid transit services.

The parcels located within the GM22 H(12) Zone include the following (see Figure 4):
- Subject to the Minor Rezoning
  1. 2500 Palladium Drive
  2. 2499 Palladium Drive
  3. 675 Autopark Private
- Not subject to the Minor Rezoning
  1. 225 Huntmar Drive (Ultramar gas bar)
  2. 211 Huntmar Drive (Ottawa Police Kanata Station)

The land located to the west and south of the GM22 H(12) Zone is vacant land that forms part of the Kanata West development area. These portions of land are addressed as 195 Huntmar Drive and are currently subject to a development application proposing primarily residential land uses. The existing general land use along Palladium Drive and Huntmar Drive is a mix of business park, commercial, entertainment, industrial, office, employment, and residential.

Figure 17. Location Plan
2.3 Palladium Drive Re-alignment

As shown in the Kanata West Concept Plan, the City of Ottawa is planning a re-alignment of Palladium Drive (see Figure 18). This would create a new t-intersection, with the existing curve to be removed and a new North-South Arterial Road created.

This new arterial would run from the Palladium Drive and Highway 417 interchange southwards to Main Street in Stittsville. The development of the arterial is scheduled in the City of Ottawa Transportation Master Plan for 2020-2025. The future arterial is to be a two-lane local subdivision road 37.5 m in width. In accordance with the re-alignment between Palladium Drive and the proposed North-South Arterial Road, the portions of Palladium Drive along the site are to be widened to a width of 44.5 m from their existing width of approximately 43 m.

![Figure 18. Palladium Drive re-alignment as shown in the Revised Kanata West Concept Plan](image)

The final configuration of this alignment will be established in the future. The City Transportation Master Plan calls for this re-alignment to be done no earlier than 2025.

It should be noted that the final configuration of the alignment may be different from the current configuration due to recent concerns raised by the Ministry of Transportation Ontario in response to a proposed subdivision to the south. This will require discussions among the affected parties and a process for revising the alignment.

The proposed zoning amendment is requested to be based on the existing property and Palladium Drive configurations, and if revisions to the zone boundary are needed for the future, these can be done through a future zoning amendment process.
3. PROPOSED ZONING BY-LAW AMENDMENT

The proposed zoning by-law amendment is intended to remove the caps on gross floor area that currently restrict the development of the lands within the GM22 H(12) Zone.

3.1 Zoning By-law 2008-250 – Current Zoning

The subject sites are zoned GM22 H(12) – General Mixed Use Zone, Subzone 22, height limit of 12 m.

The purpose of the GM – General Mixed-Use Zone is as follows:

(1) *allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area* designations of the Official Plan;

(2) *limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas*;

(3) *permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed*; and

(4) *impose development standards that will ensure that the uses are compatible and complement surrounding land uses*.

This zone permits a variety of uses and densities. Among other uses, the GM22 Subzone permits automobile dealership, automobile rental establishment, and automobile service station.

The following table sets out the provisions of the GM22 Subzone:

<table>
<thead>
<tr>
<th>Table 1. GM22 Subzone Provisions</th>
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<tbody>
<tr>
<td><strong>TABLE 188E – GM22 SUBZONE PROVISIONS</strong></td>
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<tr>
<td></td>
</tr>
</tbody>
</table>
(d) Minimum interior side yard setbacks 2 m
(e) Minimum rear yard setback 7.5 m
(f) Minimum yard setback from Highway 417 14 m
(g) Maximum cumulative gross floor area for automobile dealership 21,135 m²
(h) Minimum width of landscaped area No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped
(i) Minimum width of landscaped area around a parking lot see Section 110 – Landscaping Provisions for Parking Lots
(j) Parking Space Location Despite (i) above and Section 110, Table 110(a), each dealership may use up to 25% of its frontage for display of vehicles, which may be located no closer than 1.5 metres to any public street, provided the balance of the frontage is landscaped. (By-law 2012-33)

The proposal is in conformity with the applicable Sections and Provisions of Zoning By-law 2008-250, save and except the provisions of the GM22 H(12) Zone which are subject to the proposed Minor Rezoning, and described in Section 3.2 of this report.

3.2 Application: Minor Zoning By-law Amendment
On August 16, 2016, City of Ottawa Planning and Growth Management staff confirmed that the cumulative gross floor area (GFA) of automobile dealership use within the GM22 H(12) Zone, as of that date, was 20,269 m².

A proposal for a new Nissan dealership at 2500 Palladium Drive, in addition to the subdivision proposal for 2499 Palladium Drive, would necessitate either a minor variance or a minor rezoning in order for the GM22 H(12) Zone to accommodate the anticipated increase in cumulative GFA of automobile dealership use. The Nissan dealership was granted a minor variance to permit relief from the maximum GFA of automobile dealership use.

On September 27, 2016, City staff advised that the preferred option for dealing with the development cap would be to apply for a minor rezoning that would remove the cap entirely from the GM22 H(12) Zone.
Although the GM22 Subzone encompasses a number of sites in addition to the subject sites, the proposed rezoning would only be subject to the following lands:
- 2499 Palladium Drive
  - Owner: 958740 Ontario Inc. (Palladium Auto Park Co-Tenancy #2)
- 2500 Palladium Drive
  - Owner: OCVLC Plan No. 690 and the individual land unit owners
- 675 Autopark Private
  - Owner: Tony Graham Motors

The zoning provisions of the GM22 H(12) Subzone that are subject to the proposed Minor Rezoning are outlined in Table 2 and listed below:
- Remove the following zoning caps:
  - Section 188(22)(a)(i)
  - Section 188(22)(a)(ii)
  - Section 188(22)(a)(iii)
  - Section 188, Table 188E(g)

Table 2. GM22 H(12) Zone provisions subject to the proposed Minor Rezoning

<table>
<thead>
<tr>
<th>GM22 SUBZONE</th>
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<tbody>
<tr>
<td>(22) In the GM22 Subzone:</td>
</tr>
<tr>
<td>(a) the uses listed under subsections 187(1) and (2) are not permitted and the following uses only are permitted subject to:</td>
</tr>
<tr>
<td>(i) a limit of two restaurants for a cumulative total gross floor area of 930 m²; REMOVE (22)(a)(i)</td>
</tr>
<tr>
<td>(ii) the farmer’s market being limited to a combined maximum gross floor area and outdoor space of 3,720 m²; and REMOVE (22)(a)(ii)</td>
</tr>
<tr>
<td>(iii) bank and accessory uses to an automobile dealership being limited to a cumulative total gross floor area of 11,150 m²; REMOVE (22)(a)(iii)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>automobile dealership</th>
<th>automobile rental establishment</th>
<th>automobile service station</th>
<th>bank</th>
<th>bank machine</th>
<th>broadcasting studio</th>
<th>car wash</th>
<th>drive-through facility</th>
<th>emergency service</th>
<th>gas bar</th>
<th>medical facility</th>
<th>office</th>
<th>parking garage</th>
<th>parking lot</th>
<th>production studio</th>
<th>research and development centre</th>
<th>restaurant</th>
<th>retail food store, limited to a farmer’s market</th>
<th>technology industry</th>
</tr>
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</table>

(b) The subzone provisions are set out in Table 188E below.

**TABLE 188E – GM22 SUBZONE PROVISIONS**

<table>
<thead>
<tr>
<th>ZONING MECHANISMS</th>
<th>PROVISIONS</th>
<th>PROPOSED PROVISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Minimum lot area</td>
<td>1,800 m²</td>
<td>Carry over</td>
</tr>
<tr>
<td>(b) Minimum lot width</td>
<td>30 m</td>
<td>Carry over</td>
</tr>
<tr>
<td>(c) Minimum front yard and corner side yard setbacks</td>
<td>9 m, except in the case of a parking space, which may be located no closer than 6.0 m to any public street (By-law 2012-33)</td>
<td>Carry over</td>
</tr>
<tr>
<td>(d) Minimum interior side yard setbacks</td>
<td>2 m</td>
<td>Carry over</td>
</tr>
<tr>
<td>(e) Minimum rear yard setback</td>
<td>7.5 m</td>
<td>Carry over</td>
</tr>
</tbody>
</table>
(f) Minimum yard setback from Highway 417  
14 m  

(g) Maximum cumulative gross floor area for automobile dealership  
21,135 m²  

(h) Minimum width of landscaped area  
No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped  

(i) Minimum width of landscaped area around a parking lot  
see Section 110 – Landscaping Provisions for Parking Lots  

(j) Parking Space Location  
Despite (i) above and Section 110, Table 110(a), each dealership may use up to 25% of its frontage for display of vehicles, which may be located no closer than 1.5 metres to any public street, provided the balance of the frontage is landscaped. (By-law 2012-33)  

Figure 19. Land subject to the proposed Minor Rezoning
The provisions limiting the below listed uses in the GM22 (H)12 Subzone is a result of forecasted sanitary capacity issued in a 1998 Sanitary and Watermain Servicing Study prepared by J.L. Richards.

- automobile dealership use (maximum cumulative GFA of 21,135 m²)
- restaurant use (maximum cumulative GFA of 930 m²)
- farmer’s market use (combined maximum GFA and outdoor space of 3,720 m²)
- bank and accessory uses to an automobile dealership (maximum cumulative GFA of 11,150 m²)

The servicing study was based on general industry metrics for calculating the expected sanitary demand of the Palladium Auto Park development. The development caps in the GM22 H(12) Zone were instituted as a measure of limiting development to the anticipated cumulative GFA proposed in the servicing study for the above listed uses. This connection between the zoning development caps and the servicing study is demonstrated below:

- automobile dealership use
  - ZONING: maximum cumulative GFA of 21,135 m²
  - STUDY: maximum anticipated GFA of 227,500 ft² (21,135 m²)
- restaurant use
  - ZONING: maximum cumulative GFA of 930 m²
  - STUDY: maximum anticipated GFA of 10,000 ft² (929 m²)
- farmer’s market use
  - ZONING: combined maximum GFA and outdoor space of 3,720 m²
  - STUDY: maximum anticipated GFA and outdoor space of 40,000 ft² (3,716 m²)
- bank and accessory uses to an automobile dealership
  - ZONING: maximum cumulative GFA of 11,150 m²
  - STUDY: maximum anticipated GFA of 120,000 ft² (11,148 m²)

The original Palladium Auto Park has since been developed to roughly 60% of the land area, and according to an updated Sanitary and Watermain Servicing Study prepared by Stantec Consulting, the demands of the existing uses within the GM22 Subzone, are substantially less than the expected demands forecasted in the 1998 Study by J.L. Richards.

Therefore, it is expected that the proposed Minor Zoning By-law Amendment to remove the development caps outlined in provisions (a)(i), (a)(ii), (a)(iii), and (g) of the GM22 H(12) Subzone would be justified as per the updated Sanitary Watermain Servicing Study prepared by Stantec Consulting. The proposed Minor Rezoning would permit the full build-out of the proposed PLAM for 2499 Palladium Drive.

The proposed Minor Rezoning complies with the intent and purpose of the existing zoning because no additional uses are sought and no changes to the performance standards are sought.
4. PROVINCIAL POLICY STATEMENT, 2014

The Provincial Policy Statement, 2014 (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the Provincial Planning Policies. The proposed Minor Rezoning for the subject sites in the GM22 H(12) Zone are consistent with the policies of the PPS, 2014, as demonstrated below.

Policies:

Subsection 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these are: to promote efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promote cost-effective development patterns; improve accessibility for persons with disabilities and older persons by identifying, preventing, and removing land use barriers which restricts their full participation in society; ensuring there is necessary infrastructure; and, promoting development and land use patterns that conserve biodiversity.

In the above list of criteria, there is a large emphasis on efficient development that is safe, respects the natural environmental, uses available infrastructure, and provides for the needs of the community both in the short term and long term.

Subsection 1.3.1 of the PPS states that planning authorities shall promote economic development and competitiveness by:

- providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- ensuring the necessary infrastructure is provided to support current and projected needs.

Subsection 1.6.6 of the PPS states that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing: municipal sewage services and municipal water services.

Subsection 1.7.1 of the PPS states that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness.

The proposed Minor Rezoning will remove four development caps from the GM22 H(12) Subzone, that for the purpose of zoning regulations, will then permit additional development yields for four specific uses, including automobile dealership.
The provisions limiting the four permitted uses in the GM22 (H)12 Subzone are a result of forecasted sanitary capacity issued in a 1998 Sanitary and Watermain Servicing Study prepared by J.L. Richards.

This study calculated the expected sanitary demand of the lands within the GM22 H(12) Zone, which included the Palladium Auto Park, the Ultramar gas bar, and the Kanata Police Station, all of which have since been developed.

According to an updated Sanitary and Watermain Servicing Study by Stantec Consulting, the demands of the existing automobile dealerships within the GM22 H(12) Subzone, are substantially less than the expected demands forecasted in 1998. Therefore, a Minor Zoning By-law Amendment for relief from provisions (a)(i), (a)(ii), (a)(iii), and (g) of the GM22 H(12) Zone is justified as per the updated Sanitary Watermain Servicing Study prepared by Stantec Consulting. The proposed Minor Rezoning would permit the full build-out of the proposed PLAM for 2499 Palladium Drive, which represents an efficient use and optimization of existing municipal sewage and water services.

The proposed PLAM would fill in an undeveloped vacant lot fronting Palladium Drive and adjacent to the Highway 417 and Palladium Drive interchange. The subdivision of the lot will create new lots that will animate the future intersection of Palladium Drive and the proposed North-South Arterial, both of which will be highly visible from Highway 417. The site has the capability to connect to available city services and infrastructure; these services include water, sanitary sewers, and stormwater sewers and attenuation ponds.

The location and proposed land use will allow for an efficient use of land that is compatible with the existing land uses to the north (automobile dealerships), east (gas bar, police station, entertainment stadium, and various light industrial and employment uses), south (vacant lands), and west (vacant lands).

The site will also be compatible with the future land uses to the south and west, which will be supported through a number of planned vehicle and pedestrian connections as well as appropriate landscaping and design measures. The site is also within approximately 600 m from the Canadian Tire Centre Transit Station, and approximately 150 m from an existing bus rapid transit corridor (Huntmar Drive) that contains transit stops that service Bus No. 92, 162, 261, and 263 within 400 m from the site.

The proposed Minor Rezoning is based on an efficient development pattern in regards to resources and infrastructure, and would also promote future development that sustains the financial well-being of the City over the long term.

The proposal is consistent with the applicable policies of the PPS, 2014.
5. CITY OF OTTAWA OFFICIAL PLAN

Schedule B of the City of Ottawa Official Plan designates the subject sites as Mixed Use Centre, as shown in Figure 24. The general character of this designation is described in Section 3.6.2 of the Official Plan, and summarized as such: strategic urban areas of the City located on the rapid-transit network and along major roads, and that act as focal points with the potential to accommodate substantial growth through compact and mixed-use development.

Mixed Use Centres permit a broad scale of uses, all of which are further regulated through the zoning by-law to ensure an appropriate fit, scale and use of land. Some of these permitted uses include: commercial, office, institutional, community recreation and leisure centres, retail uses, entertainment uses, services, high- and medium-density residential uses and mixed-use development.

Figure 20. Official Plan – Schedule B
Section 3.6.2 – Mixed Use Centres
The proposed Minor Rezoning to remove the development caps from the GM22 H(12) Zone conforms to the policies of Section 3.6.2 of the Official Plan.

The Mixed-Use Centre designation in this Plan applies to areas that have been identified as strategic locations on the rapid-transit network and lie adjacent to major roads. They act as focal points of activity, both within their respective communities and within the larger municipal structure.

Policies
1. Mixed-Use Centres are designated on Schedule B. They are strategically located with respect to the transportation system and accessible by transit, walking, cycling and automobile. They are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element in this Plan’s strategy to accommodate and direct growth in the city.

4. A Community Design Plan will be required for each Mixed-Use Centre based on the criteria contained in this section. Development is generally permitted prior to the approval of a Community Design plan subject to these policies. […].

11. Existing developments in Mixed-Use Centres that do not exhibit the characteristics planned for such areas shall be encouraged to redevelop over time in a manner that is more compact, dense, and transit-oriented. For such requirements, the use of flexible zoning controls, reduced parking requirements, and other incentives may be considered on a case-by-case basis to assist in facilitating redevelopment that better meets the objectives for Mixed-Use Centres. [Amendment #28, July 13, 2005]

Prior to amalgamation, the Official Plan for the former Township of West Carleton designated the subject sites as “Marginal Resource – Highway Commercial” which reflected the approved Palladium Auto Park development (including 675 Autopark Private) and the future development of the 2499 Palladium Drive lands.

• Permitted uses included the uses subject to the proposed Minor Rezoning
• The site was to be used primarily for automobile dealerships and ancillary uses

The Comprehensive Zoning By-law for the Township of West Carleton zoned the subject sites as HC – Highway Commercial, which also permitted the uses subject to the proposed Minor Rezoning.

Section 2.5.1 – Urban Design Compatibility
Section 2.5.1 of the Official Plan regarding urban design and compatibility generally deals with patterns and locations of land use, relative densities, street networks, and the allocation of community services and facilities. Urban design is more concerned with the details relating to how buildings, landscapes and adjacent public spaces look and function together. Section 2.5.1
also deals with matters of compatibility regarding new development, and how new development can be made to ‘fit well’ and ‘work well’ with the surrounding context.

The proposed Minor Rezoning does not directly influence matters of urban design and compatibility as outlined in Section 2.5.1 of the Official Plan. The proposal is not requesting a change in land use, but instead, is requesting the removal of zoning development caps which exist on uses already permitted within the GM22 H(12) Zone. Any future proposed development within the GM22 H(12) Zone, such as the PLAM, would need to demonstrate conformity with the policies of Section 2.5.1.

The proposal complies with the design objectives of Section 2.5.1 of the Official Plan.

Section 4.1 – Site-Specific Policies and Secondary Policy Plans
The site is subject to the Kanata West Concept Plan, as well as the Palladium Auto Park Design Guidelines (2003).

Section 4.2 – Adjacent Land Use Designations
There are no land use designations as shown on Schedule B of the City of Ottawa Official Plan in proximity to the subject property that would trigger specific requirements for this type of application.

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots
The provisions of this Section are not applicable to the proposed Minor Rezoning.

Section 4.4 – Water and Wastewater
The anticipated water and wastewater demands of future development related to the uses subject to the Minor Rezoning have been confirmed as being within adequate capacity of the City’s piped infrastructure for the area.

Section 4.5 – Housing
The provisions of this section are not applicable to the proposed Minor Rezoning.

Section 4.6 – Cultural Heritage Resources
An archaeological Resource Assessment is not required through this rezoning process.

Section 4.7 – Environmental Protection
The subject sites are not affected by environmental constraints on Schedule K of the Official Plan, including flood plains, well-head protection or unstable soil, save and except the presence of a small watercourse along the south property line of 2499 palladium Drive (addressed in Section 5.3 of this report). A Tree Conservation Report and an Environmental Impact Statement were prepared for the site. The recommendations are discussed in Section 7 of this report.

Section 4.8 – Protection of Health and Safety
There are no Protection of Health and Safety issues related to the proposed Minor Rezoning.
Section 4.9 – Energy Conservation Through Design
The provisions of this section are not applicable to the proposed Minor Rezoning.

Section 4.10 – Green Space Requirements
The provisions of this section are not applicable to the proposed Minor Rezoning.

Section 4.11 – Compatibility
Section 4.11 of the Official Plan relates, more specifically, to the compatibility of future proposed development with the surrounding context and community. The future proposed PLAM upholds the intent of this section, as it is a development that complements the existing Palladium Auto Park, and that fits well and works well within the overall context of development adjacent to Highway 417 and between Palladium Drive and Terry Fox Drive.

Annex 1 – Road Classification and Right-of-Way (ROW)
The Official Plan indicates that the City will protect rights-of-way for the development of the transportation network of the City. In particular, this involves identifying where lands will be acquired for new rights-of-way or the widening of existing rights-of-way.

As per Table 1 - Road of Right-Of-Way Protection, of the Official Plan, Palladium Drive is to be protected for a total width of 44.5 m and Huntmar Drive is to be protected for a total of 37.5 m. These measurements are typically taken from the midpoint of the road and extended to each side of the road for a total road width.

The current total width of Palladium Drive is approximately 43 m. The current total width of Huntmar Drive along 675 Autopark Private and 2500 Palladium Drive appears to range from approximately 21 m to 54.5 m. It is expected that the subject sites would be subject to future road widenings to be taken at the time of a Site Plan Control Application.

The proposed Minor Rezoning will provide opportunity for future development that can contribute to existing and proposed services and amenities at a scale that is appropriate for the needs and character of the area. By removing the development caps from the GM22 H(12) Zone it will allow for a large portion of vacant land to be developed into uses that are permitted for the site. The future proposal of the PLAM at 2499 Palladium Drive will provide products and services that are currently absent within Kanata West’s automobile sales market.

The proposal achieves the intent and purpose of the Policies of Section 4 of the Official Plan.

5.1 Rapid Transit
As indicated on Schedule D – The Rapid Transit Network in the City of Ottawa Official Plan, the subject sites are located adjacent to a rapid transit (bus) corridor and station (Canadian Tire Centre Station). The bus numbers that service this area and that are within 400 m of the subject sites, include: 92, 162, 261, 263.
5.2 Urban Road Network
The subject sites are well serviced with respect to the existing road network. As per Schedule E – Urban Road Network in the Official Plan, Palladium Drive and Huntmar Drive, the roads that the subject sites fronts onto, are arterial roads that connect to a Highway 417 interchange and a number of other arterials within Kanata West.

5.3 Environmental Considerations
The southern edge of 2499 Palladium Drive site is located along a small creek as shown in Schedule K – Environmental Constraints of the Official Plan (see Figure 21). Aside from the small watercourse, the three subject sites are not subject to any other environmental constraints with respect to Schedule K.

On September 9, 2016 the Mississippi Valley Conservation Authority (MVCA) confirmed that the watercourse contains no classification data and that it is not designated as a municipal drain. The MVCA further confirmed that the watercourse would be regulated under Ontario Regulation 153/06 and that written permission would be required from the MVCA prior to any alteration, changing, straightening or interfering in any way with the existing channel of the watercourse. Figure 22 demonstrates the approximate area that drains into the watercourse (catchment basin) as generated by the Ontario Flow Assessment Tool (OFAT III).

![Figure 21. Official Plan Schedule K – Environmental Constraints and the OFAT III generated catchment basin](image)
6. KANATA WEST CONCEPT PLAN (KWCP)

The subject sites are located within the KWCP, which establishes the framework to guide future development in Kanata West. This plan has the same status as a Community Design Plan (CDP). This design-based document does not have the same legislative authority as a Secondary Plan, which is authorized under the Planning Act and is part of an Official Plan.

The aim of the KWCP is to incorporate planning practices and a mix of complementary land uses at densities that make efficient use of the land and transit. As such, the KWCP calls for a mix of uses in distinctive land use areas.

The KWCP, as approved, designates the subject sites as Intensive Employment Area, Auto Park, and High Profile Employment, Entertainment & Leisure Hub. As part of Regional Official Plan Amendment 3 (ROPA 3) and Section 5.1.3 of the KWCP Handbook (Appendix D of the KWCP), these designations permit the four land uses subject to the proposed Minor Rezoning on the 34 hectares (84.02 acres) of land west of the NHL arena and in the vicinity of the Palladium Drive and Highway 417 interchange. This 84.02 acres of land is made up entirely by the land at 2500 Palladium Drive (53.37 ac), 675 Autopark Private (3.77 ac), 2499 Palladium Drive (19.37 ac), 211 Huntmar Drive (6.0 ac), and 225 Huntmar Drive (2.22 ac).

Figure 22. KWCP – Land Use Plan
The planned future PLAM at 2499 Palladium Drive is designated Intensive Employment Area, which serves the purpose of providing a quality environment for employment uses and supporting uses in a medium profile setting (up to six storeys in height). It is expected that this employment area be highly accessible to transit, and characterized by a pedestrian friendly urban environment where buildings immediately address the street (i.e., have parking and servicing located at the rear).

Design Principles have been developed to enhance standard design elements and to establish an opportunity to redevelop the Kanata West area in a more intense manner. The KWCP Urban Design Principles are illustrated below in the Demonstration Plan.

Figure 23. KWCP – Demonstration Plan – designates the subject site as Intensive Employment Area
Section 4.7.2 of the KWCP recommends that a demonstration plan accompany rezoning applications for lands within the KWCP. The intent of this policy is to ensure that applications for development of the lands within the KWCP is supportive of the Plan’s vision.

The proposed minor rezoning does will not change the permitted uses within the GM22 H(12) zone. The minor rezoning is for the removal of development caps that limit the gross floor area of specific uses within the zone as per a 1998 sanitary sewer study that projected maximum flow capacities for the area at full build-out. As previously discussed, the removal of these caps has been justified through an updated sanitary sewer study.

There are three sites subject to the minor rezoning, and these are described below:

1. The condominium that exists at 2500 Palladium Drive (Palladium Auto Park) is close to reaching full build-out based on the approved VLC 690 Plan, and has been designed in accordance to the policies of the KWCP and the Palladium Auto Park Design Guidelines.

2. The land at 675 Autopark Private remains vacant and is not subject to any development applications aside from the minor rezoning. This vacant land should be designed in conjunction with, or following, the arrival of the future LRT, as any design for the site before such time, would be premature.

3. The land at 2499 Palladium Drive is currently vacant and is not subject to any development applications aside from the minor rezoning. The Owners of this site intend for it to be developed as a future luxury auto mall.

A concept plan for this site, which demonstrates a block and building layout for a future luxury auto mall, is provided in two separate phases as shown in Figure 24 and Figure 25. The conceptual luxury auto mall has been designed in accordance with the City’s approved plans for the re-alignment of Palladium Drive. However, the block and building layouts may be revised in tandem with possible revisions to the Palladium Drive re-alignment.

Since no immediate development is planned at this time, it is proposed that the zoning amendment be applied to the current property configuration. The zoning can be revised in the future if necessary, to reflect the final property and re-alignment road configuration.

The future development of these lands as a luxury auto mall will be designed to account for the principles and objectives of the Palladium Auto Park Design Guidelines and the policies of the KWCP.

The proposed minor rezoning complies with the Kanata West Concept Plan, and all of its applicable polices.
Figure 24. Concept plan demonstrating the Phase 1 lot and building layout for a luxury auto mall at 2499 Palladium Drive
Figure 25. Concept plan demonstrating the Phase 2 lot and building layout for a luxury auto mall at 2499 Palladium Drive
7. RATIONALE FOR THE PROPOSED ZONING BY-LAW AMENDMENT

7.1 Development caps of the GM22 H(12) Zone

The present zoning limits the full buildout of the Palladium Auto Park lands (2500 Palladium Auto Park and 675 Autopark Private) and the Palladium Auto Park Co-Tenancy Lands (2499 Palladium Drive). The caps are based on estimates of the sanitary sewer capacity in a 2002 report by J.L. Richards & Associates Ltd.

Since then, the typical size of auto dealership buildings has grown and the Palladium Auto Park reached the limit on GFA in the zoning before the intended full buildout. Concerns about the adequacy of the sanitary sewer capacity have been addressed by detailed sanitary monitoring programs that were funded by the owners, and a comprehensive sanitary sewer capacity analysis completed by Stantec Consulting in 2016.

The Stantec study confirmed that there is ample sanitary sewer capacity for the full buildout of the original Palladium Auto Park, the vacant land at 675 Autopark Private, and the development of the future PLAM at 2499 Palladium Drive.

This analysis also included the Ultramar station at 225 Huntmar Drive and the Ottawa Police station at 211 Huntmar Drive. Both of these properties were originally part of the lands which became the Palladium Auto Park, 675 Autopark Private, and 2499 Palladium Drive (the future PLAM).

The caps on the GFA are obsolete and should be removed from the GM22 H(12) Zone.

7.2 The Canadian Tire Centre

The sanitary sewer capacity available to the Canadian Tire Centre and the future development of its lands is not affected by the removal of the GFA caps in the zoning of the subject lands. This is demonstrated in the Stantec Consulting Ltd. report.

7.3 The future development and infrastructure plans of the Kanata West area are not affected

The infrastructure planning and cost sharing for the Kanata West area have already excluded the Palladium Auto Park and PAP2 lands from the sanitary sewer system that is part of the overall Kanata West plan because they already have an established sanitary sewer outlet that is shared with the Canadian Tire Centre.

Eventually, this outlet will be decommissioned and flows will be directed to the future Kanata West Pump Station, that is scheduled to be operational in 2019.
7.4 **The removal of the GFA caps will enable 675 Autopark Private to be developed in a higher density transit-oriented use**

The City is planning to eventually extend the western LRT line to Kanata and have a new station on the west side of the Canadian Tire Centre area.

A proposed hotel for 675 Autopark Private was abandoned because of the concerns about the adequacy of the sanitary sewer capacity.

The completion of the sanitary sewer capacity monitoring program and the comprehensive capacity analysis by Stantec has addressed this concern.

7.5 **The removal of the GFA caps will facilitate the long-term planned function of mixed use development and employment, as envisioned by the Official Plan and the Kanata West Concept Plan**

The auto dealer uses were established before the current planning directions, and are therefore seen as mid-term land uses in the overall City plans. The removal of the caps will enable future redevelopment to more intensive and mixed-use forms.
8. CONCLUSION

The proposed Minor Zoning By-law Amendment will remove the development caps of four permitted uses within the GM22 H(12) Zone.

Currently, there are two large vacant lots (2499 Palladium Drive and 675 Autopark Private) within the GM22 H(12) Zone which are unable to develop the four permitted uses subject to the proposed Minor Rezoning as a result of the zone’s existing development caps.

The development caps were put in place to contain development within the zone in accordance with the anticipated sanitary demands of forecasted development which was published in a 1998 Sanitary and Watermain Servicing Study prepared by J.L. Richards & Associates Ltd. A recent Site Servicing Study prepared by Stantec Consulting has confirmed that the existing sanitary infrastructure is capable of accommodating additional growth on the subject sites within the GM22 H(12) Zone.

As such, the proposed Minor Rezoning would provide opportunity for large lots, two of which are vacant, within an area highly accessible by the travelling public, to accommodate highway interchange development that respects the prevailing context and character of the area, including its variations in land use, density, topography, and the road and pedestrian network. The proposed Minor Rezoning will allow for a more efficient use of land on the subject sites within the GM22 H(12) Subzone.

The proposed Minor Rezoning is consistent with the Provincial Policy Statement, 2014, and conforms to the policies of the City of Ottawa Official Plan. The proposal demonstrates compliance with the City of Ottawa Zoning By-law 2008-250, save and except the provisions subject to the proposed Minor Rezoning. The proposed Minor Rezoning is recommended for approval.

Sincerely,

Lloyd Phillips & Associates Ltd.,

Barrett L. Wagar, M.PI LEED GA

Lloyd Phillips, MCIP RPP
APPENDIX A

Evaluation of Impact to March 2016 Sanitary Analysis
Reference: Palladium Auto Park Rezoning – Evaluation of impact to March 2016 sanitary analysis

Stantec has reviewed the March 2016 sanitary analysis completed for the lands known municipally as 2500 Palladium Drive, 2499 Palladium Drive, 675 Autopark Private, 225 Huntmar Drive and 211 Huntmar Drive (the "site"). This analysis was prepared in accordance to the proposed rezoning for the lands known municipally as 2500 Palladium Drive, 2499 Palladium Drive and 675 Autopark Private. It is understood that the proposed rezoning would remove caps on the building sizes for four (4) of the proposed land uses within the development area including automobile dealership use, restaurant use, farmer’s market use, and bank and accessory uses to an automobile dealership. It is noted that each of these land uses would be considered commercial use and as such, commercial design flow generation rates would apply to these lots.

The March 2016 sanitary analysis a completed by Stantec assumed that the Palladium Auto Park site was largely commercial use, apart from the Co-tenancy 1 area (see attached correspondence for reference) which included a hotel. The rates applied in the analysis are summarized in Table 1 below.

Table 1: Summary of Unit Flow Rates for Ultimate Flow Calculations

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Unit flow rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Commercial</td>
<td>10,000 l/d/gross ha (approved monitored rate)</td>
</tr>
<tr>
<td>Future Commercial</td>
<td>28,000 l/d/gross ha</td>
</tr>
<tr>
<td>Extraneous Flow</td>
<td>0.28 l/s/gross ha (excluding building footprint area)</td>
</tr>
<tr>
<td>Commercial Peaking Factor</td>
<td>1.5 (per Guidelines)</td>
</tr>
<tr>
<td>Hotel Peaking Factor</td>
<td>4.15 (per MMM 2013 report)</td>
</tr>
</tbody>
</table>

It is noted that all commercial areas applied a flow generation rate per gross hectare and are not a function of building footprint area. As such, any increase in building area would not result in an increased design flow rate for the development. Conversely, the extraneous flow assumptions do use the net area after subtracting the building footprint area from the gross area, however an increased footprint would reduce the net area and result in a reduced extraneous flow contribution.

Any areas that have developed since the 2016 analysis was completed would still have the “Future Commercial” flow rates applied since they would not have been reflected in the sanitary flow monitoring which was used to confirm the rates for the existing areas. So, the final flows from these areas would be unchanged.
Reference: Palladium Auto Park Rezoning – Evaluation of impact to March 2016 sanitary analysis

Therefore, upon review, the March 2016 analysis is sufficiently conservative to support the serviceability of the site without any updates to reflect the proposed zoning changes.

STANTEC CONSULTING LTD.

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Amanda.Lynch@stantec.com

Attachment: Description of proposed zoning changes

c. Peter Moroz - Stantec
Attachment: Description of proposed zoning changes

The rezoning will only be subject to 2500 Palladium Drive, 2499 Palladium Drive and 675 Autopark Private (excludes the gas bar and police station properties along Huntmar Drive which are also within the zone).

The rezoning will remove all 4 development caps from the GM22 H(12) Subzone:

1. Automobile dealership use: maximum cumulative GFA of 21,135 m²
2. Restaurant use: maximum cumulative GFA of 930 m²
3. Farmer’s market use: combined maximum GFA and outdoor space of 3,720 m²
4. Bank and accessory uses to an automobile dealership: maximum cumulative GFA of 11,150 m²

The excerpt on the following page is of Appendix 1 from the March 2016 Sanitary Analysis Report prepared by Stantec Consulting Ltd. Unit 10A (future Nissan) and Unit 2 have since been developed (currently used for parking/outdoor storage) and the phasing plans for 2499 Palladium Drive have shifted lot lines and building templates as shown in Figure 24 and Figure 25 of the Planning Rationale Report.