

Planning Rationale & Design Brief (Updated)

in support of

Application for Site Plan Control & Zoning By-law Amendment



**8605 Campeau Drive
City of Ottawa**

Prepared by:

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Land Development Consultants

Updated – September 2, 202
(September 24, 2021)

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1.0 Introduction

1.1 Background

The following report constitutes an update to the land use planning rationale dated September 24, 2021 prepared by Holzman Consultants Inc. (“**HCI**”) for Suncor Energy Products Partnership (the “**Applicant**”) in support of the development of the property municipally known as 8605 Campeau Drive (the “**Subject Property**”) located at the southeast corner of Campeau Drive and Palladium Drive in Kanata North (Ward 4) of the City of Ottawa (the “**City**”) as depicted in [Exhibit A](#).

Based on a report by the J.D. Barnes Limited, the Applicant’s surveyor, the Subject Property is composed of parts of three (3) parcels registered as PINs 04508-0143 (LT), 04508-0108 (LT), and 04508-0181 (LT).

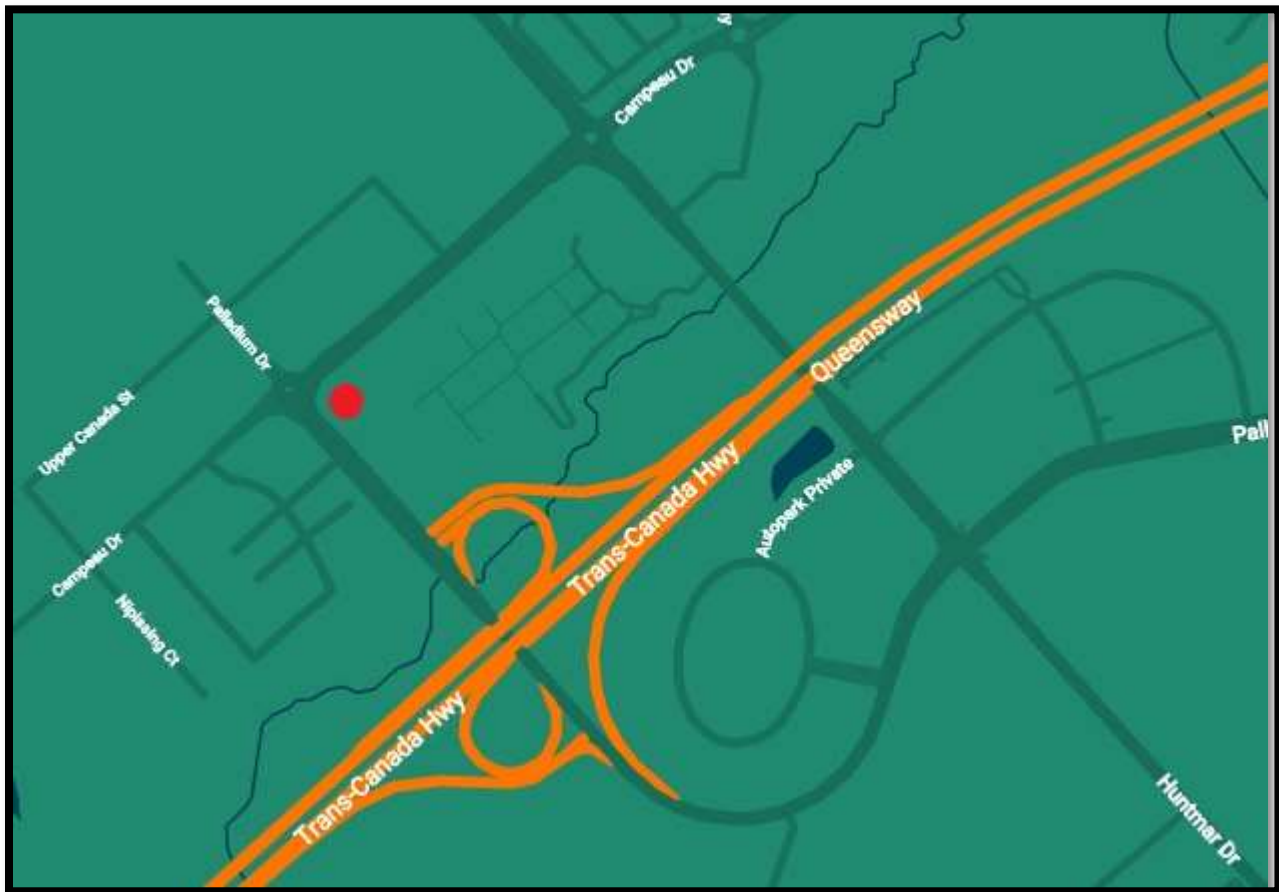


Exhibit A: Location Map; Subject Property marked by a red dot

The Subject Property consists of approximately 9,064 m² (2.24 acres) of land (the “**Development Site**”) that will be leased by the Applicant from Kanata West Centre Inc. for a term of twenty (20) years with four (4) options to renew of five (5) years each. Please refer to [Exhibit B](#). The lease transaction is conditional on the Applicant obtaining Site Plan Approval to develop the Subject Property with a gas station, convenience store, fast-food restaurant with a drive-through facility and a car wash (collectively, the

“Proposed Development”). Furthermore, as a car wash is not a permitted land use under the City of Ottawa Zoning By-law, the Applicant is submitting an Application for Zoning By-law Amendment.

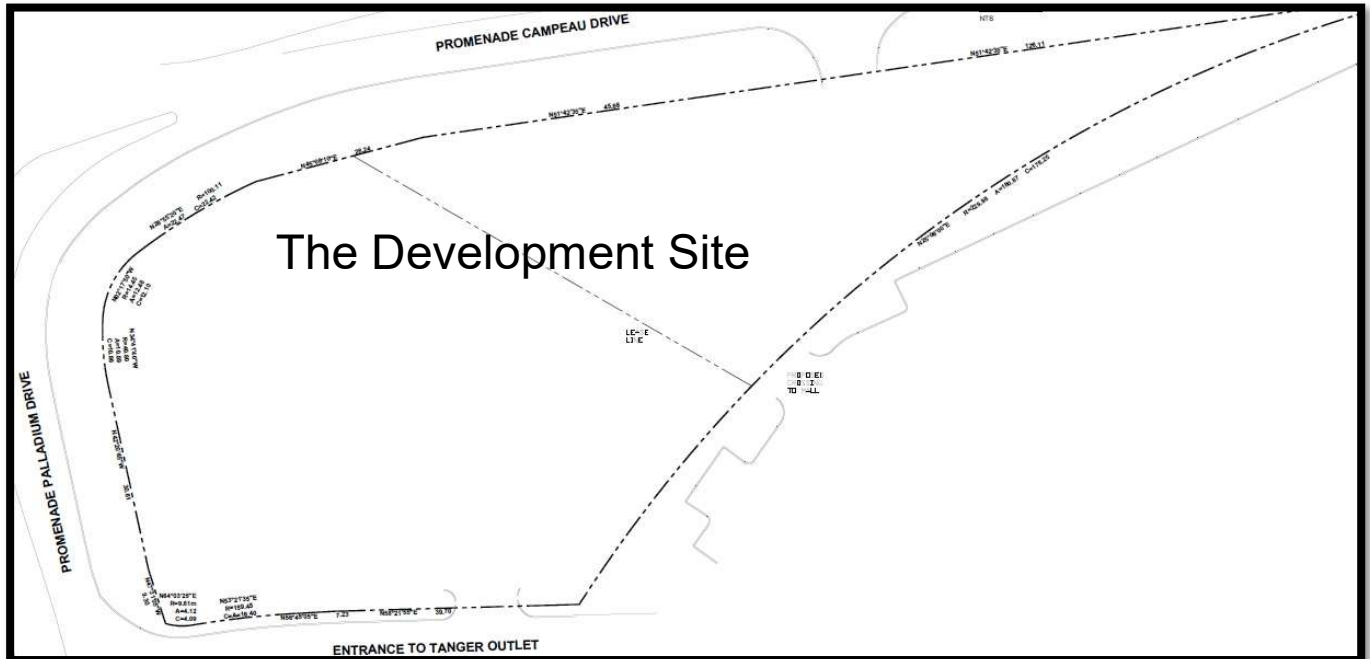


Exhibit B: The Development Site

We are given to understand that the Applicant consulted with City of Ottawa Staff in April 2020. The Proposed Development triggers an Application for Site Plan Control – Application for New Development, Complex, Manager Approval, Public Consultation (the “Site Plan Application”). The Applicant’s decision to amend its plans for the Development Site by adding a car wash, triggers an Application for Zoning By-law Amendment (the “Re-zoning Application”).

This report is intended to serve as the rationale/design brief in support of the Re-Zoning Application as well as the Site Plan Application.

1.2 Description of Subject Property

The Subject Property is an irregular-shaped parcel of vacant land that is bounded by Campeau Drive to the north, Palladium Drive to the west and the Tanger Outlets mall to the east and south. Based on our review of aerial photography records on the GeoOttawa website dating back to 1976, the Subject Property has not been developed in the past 45 years.

The vegetation is limited to short wild grass and weeds with young trees planted around the perimeter. The Subject Property appears to be relatively flat, but a closer examination of the existing topography reveals that drainage occurs in the southeast direction into an existing swale as shown in Exhibit C.

There are currently no service connections into municipal infrastructure; however, there is an existing 200mm watermain along the Tanger Outlets driveway entrance teeing off a 250mm watermain along Palladium Drive and there is an existing 300mm sanitary pipe along Campeau Drive fronting the Subject Property.



Exhibit C: View of the Subject Property from its eastern extremity with the drainage swale in the foreground and the Kinaxis office building and the Wingate by Wyndham on the north side of Campeau Drive

1.3 Site Context

The Subject Property is located approximately 500 metres north of the intersection of Palladium Drive and Highway 417. Campeau Drive and Palladium Drive are both four (4) lane divided roads with urban cross-sections. Their intersection is controlled by a traffic circle, as shown in **Exhibit D** and **Exhibit E**. A concrete pedestrian pathway is paired with an asphalt bike route around the east side of Palladium Drive and the south side of Campeau Drive which bound the Subject Property. The boulevards in the centreline of the roadways contain street lights and there is supplementary lighting for the pedestrian/bike paths.



Exhibit D: View of the Subject Property from the traffic circle at the intersection of Campeau Drive and Palladium Drive with Tanger Outlets in the background



Exhibit E: Facing north from the traffic circle at the intersection of Campeau Drive and Palladium Drive, marking the entrance to the Kanata West Business Park

The uses immediately surrounding the Subject Property, as shown in **Exhibit F** are as follows:

- On the north side of Campeau Drive, located directly across from the Subject Property, there is a newly opened 4-storey, 122-room hotel branded as Wingate by Wyngate.
- To the east of the Wingate is the 65,000 ft² (6,031 m²) training centre of the Carpenters' Union Local 93.
- On the north side of Campeau Drive, just west of the intersection with Palladium Drive, there is the newly constructed Kinaxis office building: a 5-storey, 170,000 ft² (15,794 m²) structure with surface parking. The Kinaxis building stands at the gateway to the Kanata West Business Park.
- To the south and east of the Subject Property is Tanger Outlets, a 340,963 ft² (31,676 m²) unenclosed shopping centre with 86 retail units.
- A retail development at the southwest corner of Palladium Drive and Campeau Drive, known as Kanata West Centre, is anchored by Cabela's, Princess Auto, Structube and McDonald's.
- The Canadian Tire Centre (the "CTC"), a 19,000-seat entertainment facility which is home to the Ottawa Senators, is located on the south side of Highway 417.
- To the west of the CTC is the Palladium Auto Park, a collection of 8 car dealers on approximately 100 acres of land.



Exhibit F: Google Earth Air Photo (June 2018); Subject Property marked by a red star

2.0 Description of Proposed Development

As shown in [Exhibit G](#), the Applicant proposes to develop the Subject Property with a Petro-Canada retail fuel outlet with three (3) pump islands, an overhead canopy and a free-standing building containing a convenience store, an A&W restaurant with a drive-through facility (the “**Building**”) and a free-standing car wash (the “**Car Wash**”) (collectively, the “**Proposed Development**”). The gross area of the Building is approximately 288 m² as shown in [Exhibit H](#).

Garbage containers are proposed to be an “EarthBin” type system which consists of partially in-ground bins that are known to be highly effective at keeping pests out and preventing the spread of odours.

A patio will be located on the west side of the Building. The menu board, order station and queuing lane for the A&W will be located on the south side of the Building. Pylon signs are proposed:

- Along Campeau Drive, just west of the access to the Proposed Development; and
- On the south side of the A&W queuing lane, adjacent to the Palladium Drive entrance to Tanger Outlets

Parking for the Proposed Development is located in a pocket on the south side of the Building as well as in front of the Building and on the south side of the Car Wash, adjacent to the vacuum bays. There are a total of twenty-one (21) parking spaces, inclusive of one (1) space for electric vehicle charging and one (1) accessible space.

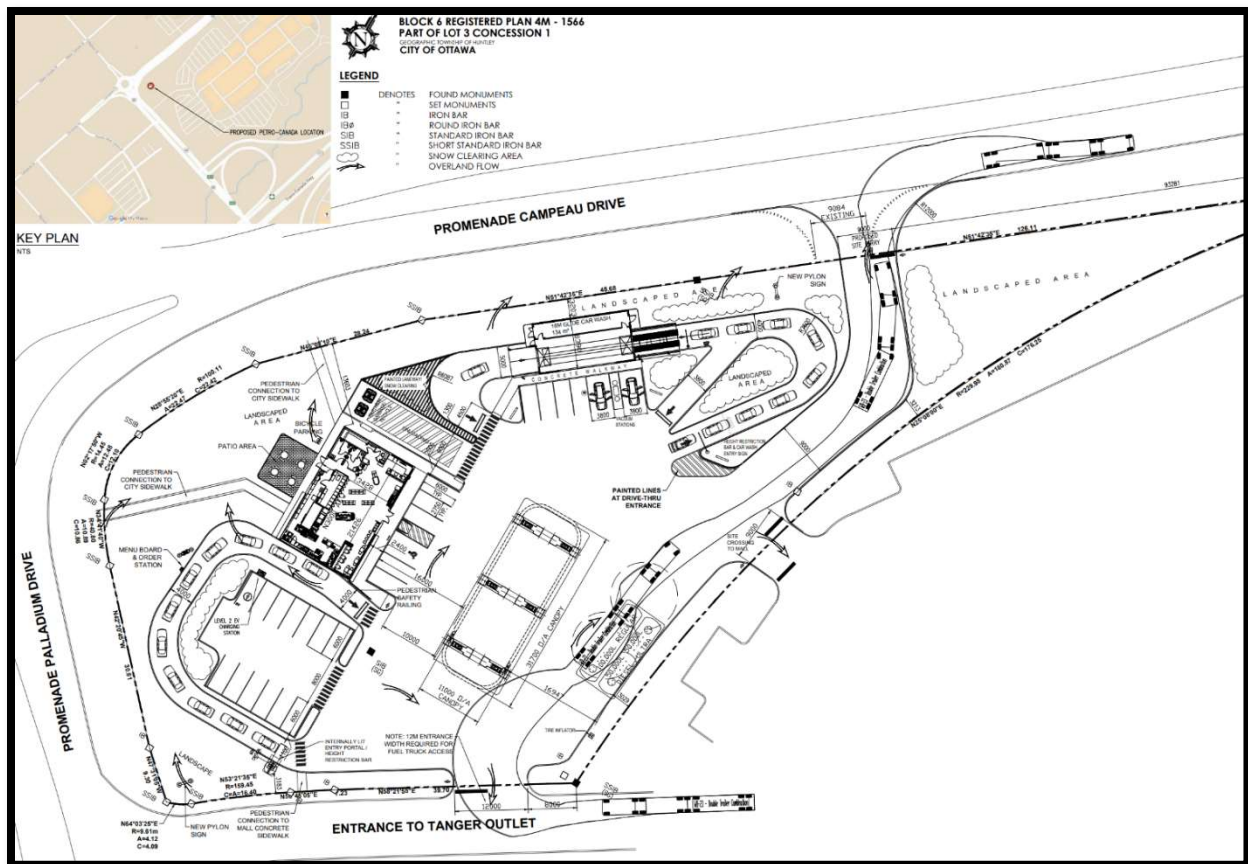


Exhibit G: Excerpt from Site Plan

Fuel storage is proposed to consist of underground storage tanks for 100,000 L of regular grade fuel, 50,000 L of premium grade fuel and 50,000 L of diesel.

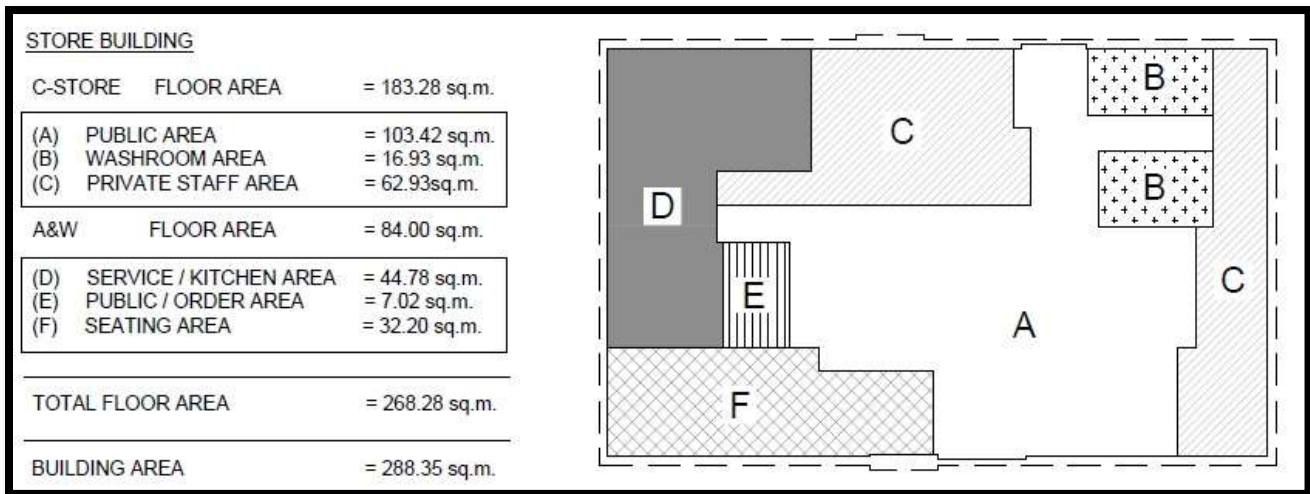


Exhibit H: Proposed Floor Plan of Building containing convenience store and A&W

Pedestrian connectivity is well defined within the Proposed Development and between the Proposed Development and the City sidewalks.

The Car Wash, which is oriented along the Campeau Drive frontage, has a gross area of 134m². Various iterations of the site layout were considered by the design team in order to ensure that the queuing lanes for each of the Car Wash and the A&W drive-through facility would not conflict with each other or pose any risk of spillage off the Development Site. While the City’s urban design staff suggested that we consider different orientations of the Building and the Car Wash, the Applicant’s operational experience with such sites was critical in settling on the final layout. One of the key considerations is that the convenience store staff must have line of sight visibility to the gas bar canopy while also remaining within reasonable proximity of the Car Wash.

Access to the Proposed Development will be through:

- one (1) full movement entrance via the Tanger Outlets westerly driveway (which connects to a right-in / right-out entrance on Palladium Drive), as shown in [Exhibit I](#);
- one (1) right-in / right-out entrance located on Campeau Drive, as shown in [Exhibit J](#); and
- one (1) full movement entrance from within the Tanger Outlets parking lot.



Exhibit I: Facing south on Palladium Drive with the entrance to Tanger Outlets marked by a red arrow



Exhibit J: Facing east on Campeau Drive with the entrance to the Subject Property marked by a red arrow

The façade of the Building will be finished with an ACM (aluminum composite) panel system, cultured stone, pre-finished wood grain panels and an extensive amount of aluminum-framed thermal glazing. There will be signage on the Building for each of A&W and the Neighbours convenience store in styles that conform to their respective corporate branding. Light fixtures will be affixed to all façades to accent

the architecture and to ensure the safety of pedestrian traffic. Elevations of the Building are contained below in [Exhibit K](#), [Exhibit L](#), [Exhibit M](#) and [Exhibit N](#).

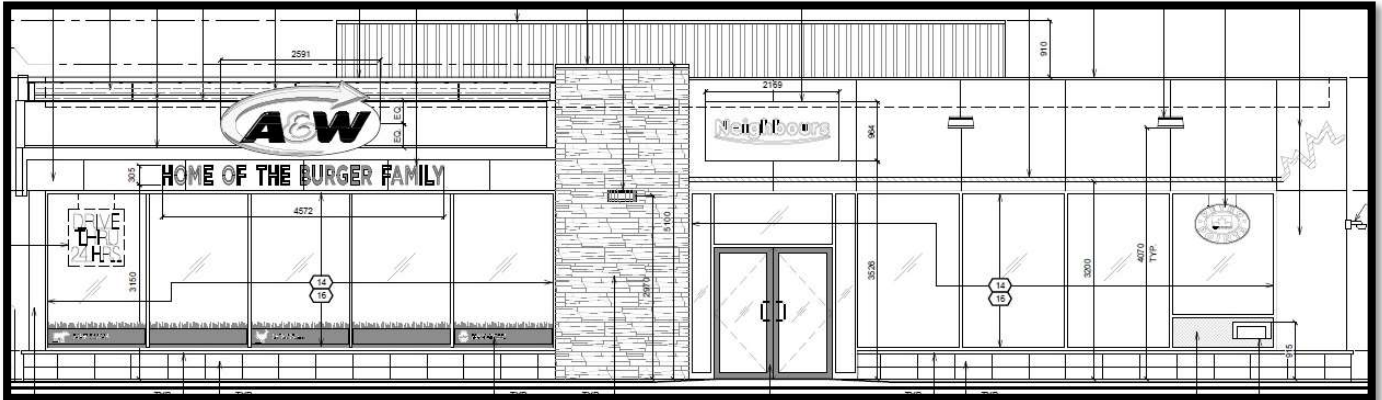


Exhibit K: East Elevation of the Building

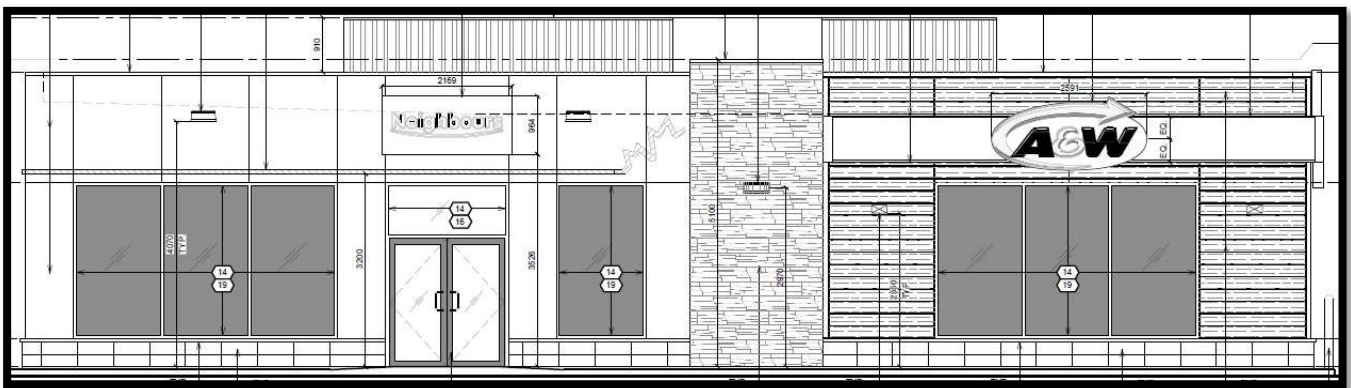


Exhibit L: West Elevation of the Building

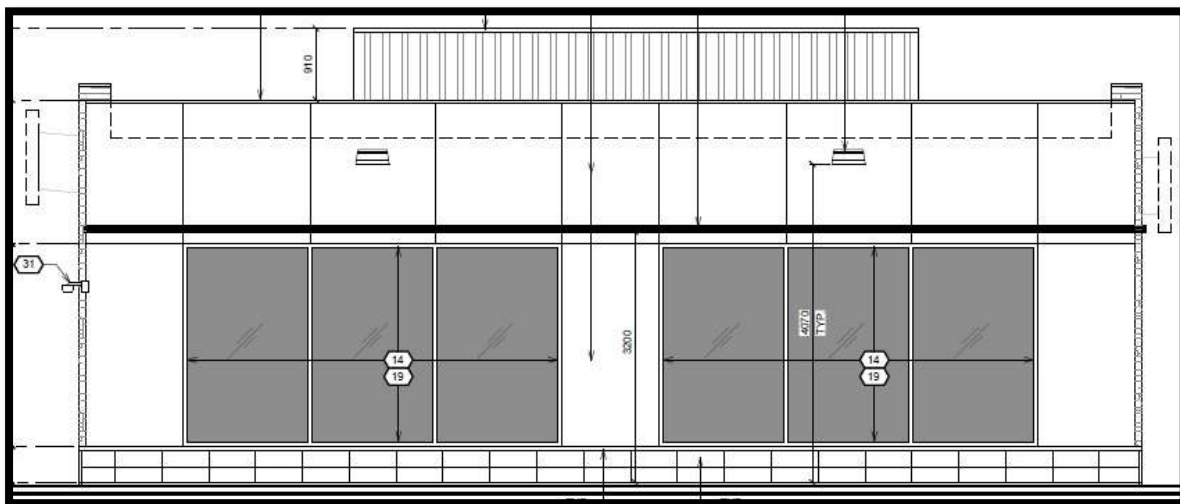


Exhibit M: North Elevation of the Building



Exhibit N: South Elevation of the Building

The gas bas canopy will be finished in accordance with Petro-Canada's corporate branding, consisting of a fibre reinforced plastic half-round face with reveal, integrated LED light strip and its logo. The vertical posts will be encased in white ACM metal panels. Please refer to **Exhibit O** and **Exhibit P** for two sample elevations.

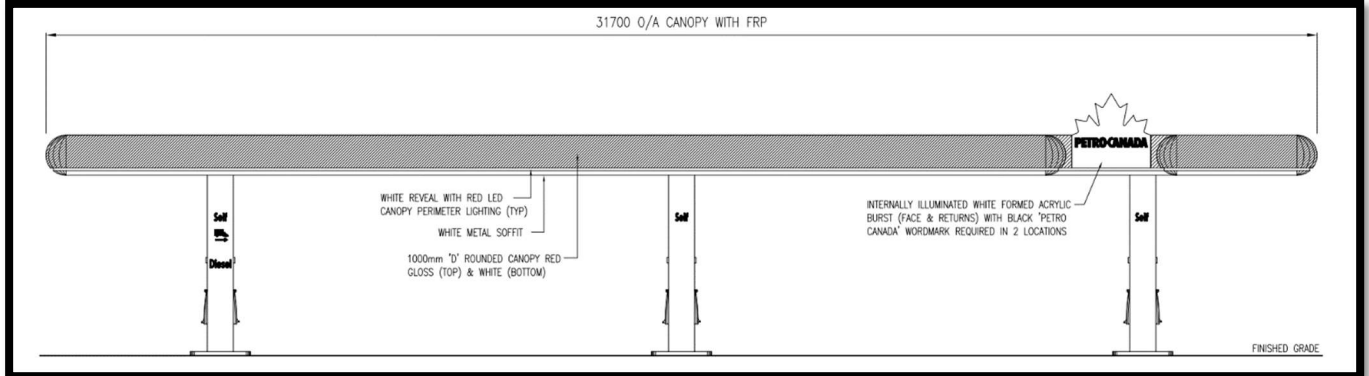


Exhibit O: East Elevation of Canopy

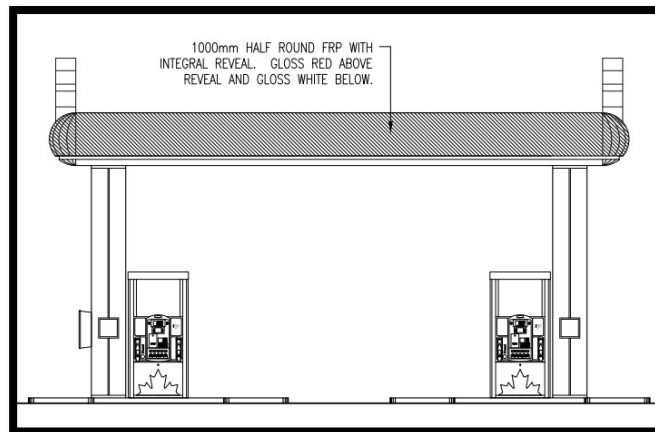


Exhibit P: South Elevation of Canopy

The car wash consists of a 16 metre long tunnel that is 134 m² in area. It is referred to as a glide wash as the vehicle remains idle in the tunnel while the wash equipment glides back and forth over the vehicle to complete the washing and rinsing. Air dryers are located at the exit of the wash. The south façade of the building consists of two large windows that are surrounded by gray ACM panels. Above the window line the finishes consist of white and grey ACM panels that are accented by a red band. The balance of the Car Wash tunnel is finished with architectural wall block.

The Applicant’s “GlideWash” corporate branding is illuminated. It is fixed to the upper portions of the south and west façades as depicted in **Exhibit Q** and **Exhibit S**.



Exhibit Q: South Elevation of Car Wash

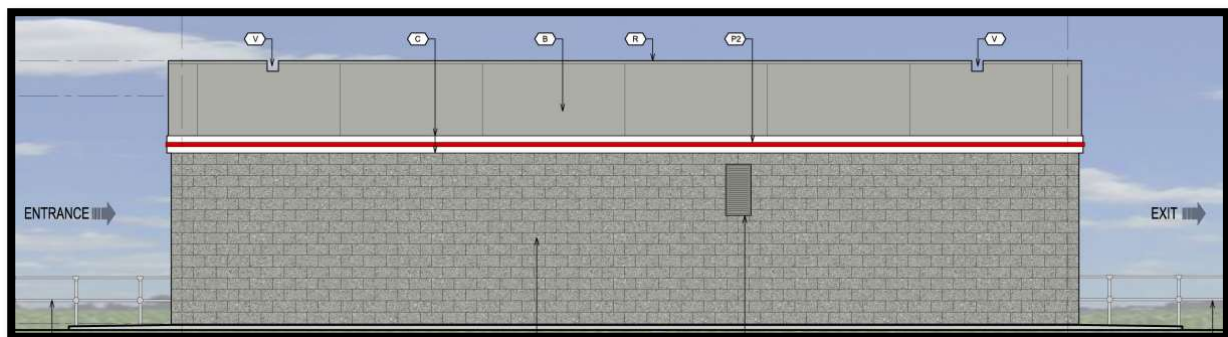


Exhibit R: South Elevation of Car Wash

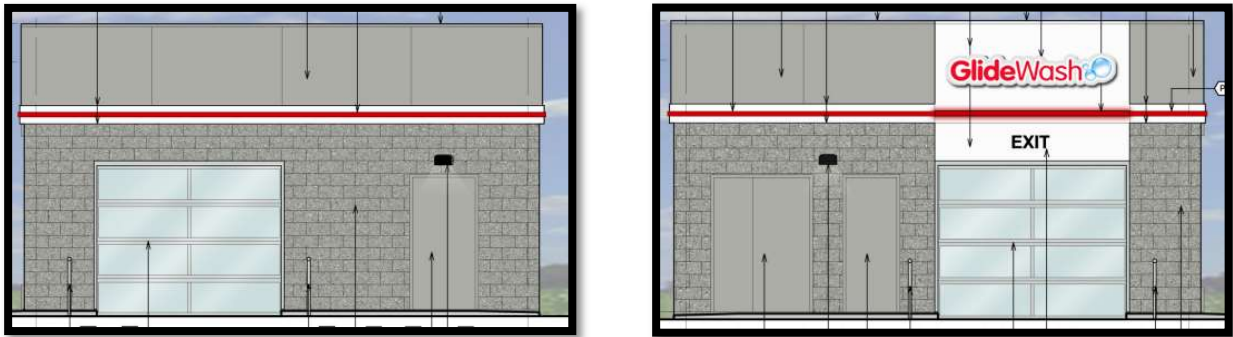


Exhibit S: East Elevation (L) and West Elevation (R) of Car Wash

The following technical studies and plans have been prepared in support of the Proposed Development:

Report / Plan	Consultant	Date	Revised
Servicing Plan	J+B Engineering Inc.	February 11, 2021	August 5, 2022
Functional Servicing Report	J+B Engineering Inc.	July 22, 2021	August 25, 2022
Grading Plan	J+B Engineering Inc.	February 11, 2021	July 28, 2022
Pre-Post Drainage Plan	J+B Engineering Inc.	July 28, 2022	
Geotechnical Study	Terrapex Environmental Ltd.	January 24, 2020	
Erosion and Sediment Control Plan	J+B Engineering Inc.	February 11, 2021	July 28, 2022
Stormwater Management Report	J+B Engineering Inc.	December 18, 2020	August 5, 2022
Phase I ESA	Paterson Group	September 9, 2021	

Site Lighting Plan	Red Leonard Associates	December 17, 2020	
Transportation Impact Assessment	Nextrans Consulting Engineers	December 17, 2020	July 26, 2022

3.0 Planning and Policy Context

3.1 Provincial Policy Statement, 2020 (the “PPS”)

The PPS is issued under the authority of Section 3 of the Planning Act and came into effect May 1, 2020, replacing the Provincial Policy Statement issued April 30, 2014. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system.

According to the PPS, the vision for Ontario’s land use planning system is to carefully manage land to ensure appropriate development to satisfy current and future needs. In addition, land planning must promote efficient development patterns, which promote a mix of housing, employment, open spaces and multimodal transportation. The PPS ultimately aims to encourage communities that are economically strong, environmentally sound, and that foster social wellbeing. The PPS sets a time horizon of up to 25 years during which time there should be a sufficient supply of land for housing, employment opportunities and other uses to meet the demand of communities. The supply of land is to be controlled through three mechanisms: redevelopment, intensification and designation of growth areas.

Section 1.1.1 of the PPS provides that “healthy, liveable and safe communities” can be sustained by promoting “*efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term*”.

According to Section 1.1.3.1 of the PPS, “*settlement areas shall be the focus of growth and development*”. Settlement areas are defined as “*urban areas and rural settlement areas within municipalities (such as cities, towns, villages and hamlets)*” that are “*built-up areas where development is concentrated and which have a mix of land uses*”. Section 1.1.3 of the PPS provides that “*the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.*”

According to Section 1.1.3.2, land use patterns within settlement areas shall be based on densities and a mix of land uses which

- “*efficiently use land and resources*”;
- “*are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*”;

According to Section 1.7.1 long-term prosperity should be “*supported by...promoting opportunities for economic development*”.

It is our opinion that the Proposed Development conforms to, and promotes, the policies of the PPS by introducing a land use that will service the needs of residents in the surrounding communities, patrons of the retail facilities in the area and the patrons and employees of the Kanata West Business Park. The Proposed Development is laid out in an efficient manner that ensures safe movement for vehicles, cyclists and pedestrians.

The next section of this Planning Rationale addresses the Proposed Development in the context of the Official Plan, which according to Section 4.6 of the PPS, is the most important vehicle for implementation of the directives of the PPS.

3.2 City of Ottawa Official Plan (the “OP”)

The OP provides a policy framework to guide the city's development to the year 2031. It provides a vision for the future growth of the city and it specifically addresses matters of provincial interest as defined by the Planning Act and the PPS.

As depicted in [Exhibit T](#), the Subject Property is designated Mixed Use Centre in the OP.

According to the Section 3.6.2 of the OP, Mixed Use Centres are critical to the growth management strategy of the City given “*their potential to achieve high densities and compact and mixed-use development oriented to rapid transit*”. The long-term goal of the City is to facilitate the evolution of Mixed Use Centres into “*complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide*”.

Mixed Use Centres are intended to “*become more transit-supportive destinations through intensification and development of vacant land*.” That being said, the OP acknowledges that transit-oriented development means “*more than density and transit*”. The OP provides that transit-oriented development entails, among other things:

- “*Creating public areas that are visually interesting, well-designed and edged by buildings with doors and windows opening onto pedestrian areas and greenspace that make these attractive places to live;*
- “*Encouraging a mix of transit-supportive uses such as offices, shops and services that provide for the needs of residents and workers and reduce the need to travel outside the area for everyday needs;*
- “*Carefully managing traffic and the supply of parking.*”

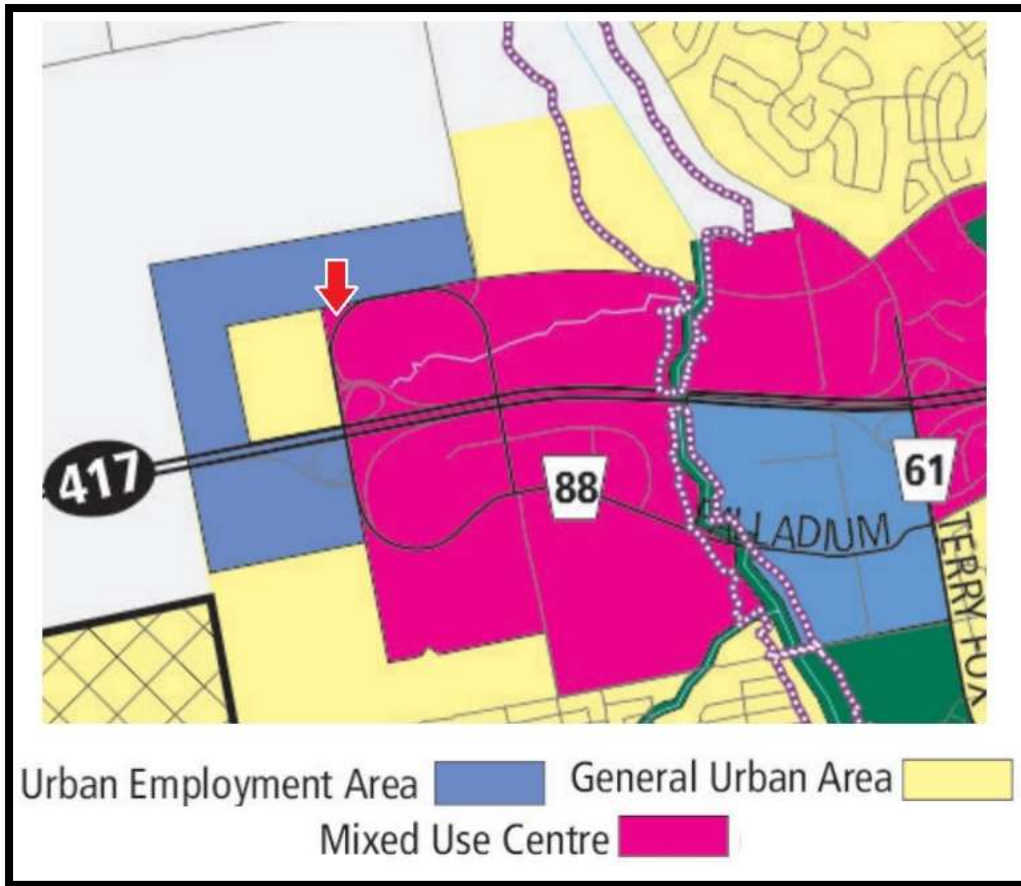


Exhibit T: Excerpt from Urban Policy Plan (Schedule B to the OP), with the location of the Subject Property marked by a red arrow

The Mixed Use Centre policies permit a “*broad variety of land uses at transit-supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.*”

It is our view that the Proposed Development conforms to the objectives and policies of the OP by introducing a land use that is consistent with and complementary to the evolving fabric of development at this node.

The Subject Property is accessible from two roads that are designated as existing arterials and it is within close proximity to an interchange with Highway 417, designated as a Provincial Highway. Please refer to **Exhibit U**.

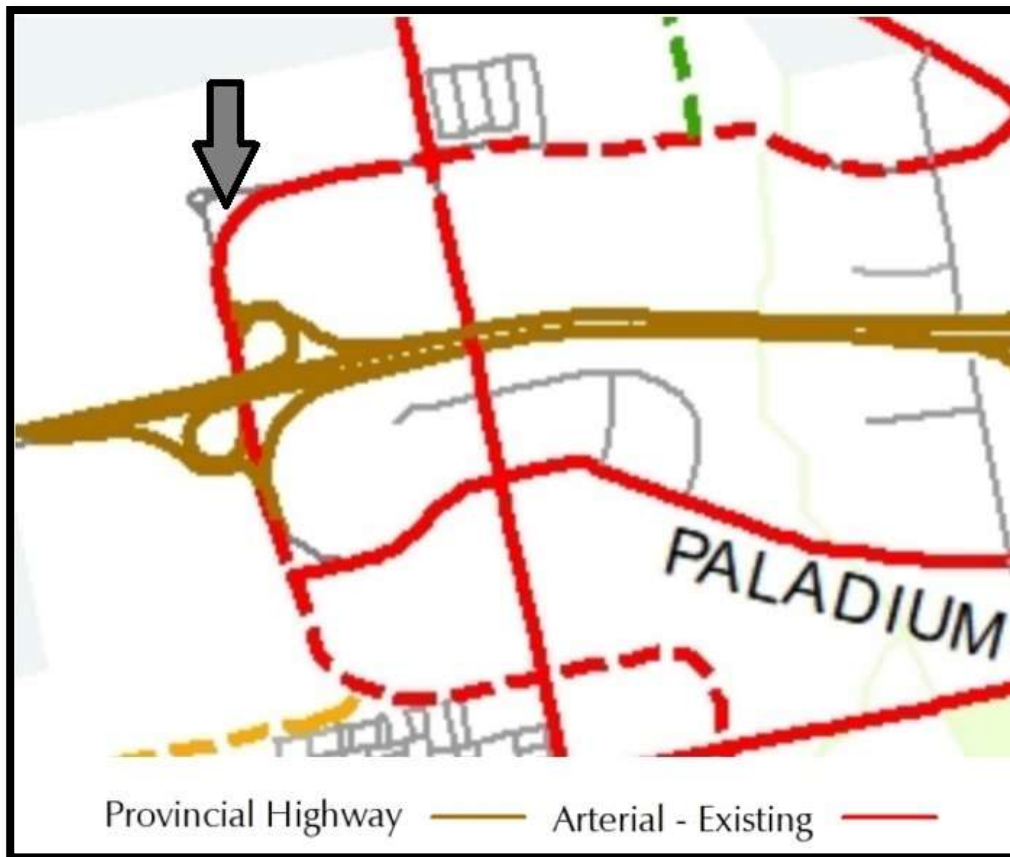


Exhibit U: Excerpt from Urban Road Network (Schedule E to the OP), with the location of the Subject Property marked by a grey arrow

Development applications for Mixed-Use Centres will be reviewed in the context of the Design Objectives and Principles in Section 2.5.1 and the criteria set out in Section 4.11 of the OP. The key objectives are to achieve “a compact, mixed-use, transit-oriented, pedestrian-friendly environment and creating a place with visual interest”.

3.2.1 Design Objectives

The OP offers guidance on mitigating differences between existing and proposed development which, in turn will ensure compatibility of form and function. Compatible development, according to Section 2.5.1 of the OP, means development that, “although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties”.

Section 2.5.1 sets out a number of qualitative statements, which are termed “Design Objectives” and they are intended to influence the evolution of the built environment. These Design Objectives are as follows:

1. “To enhance the sense of community by creating and maintaining places with their own distinct identity.

2. *To define quality public and private spaces through development.*
3. *To create places that are safe, accessible and are easy to get to, and move through.*
4. *To ensure that new development respects the character of existing areas.*
5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*
6. *To understand and respect natural processes and features in development design.*
7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”*

Our response to these Design Objectives, with respect to the Proposed Development, is as follows:

- The development of the Subject Proposed, as proposed by the Applicant, will assist in defining and animating the intersection of Palladium Drive and Campeau Drive, at the entrance to the Kanata West Business Park;
- The Proposed Development respects the character of the area and will offer services to the patrons of the surrounding office and retail developments, as well as the residents of the nearby subdivisions.
- There are currently no gas stations or car wash facilities in the sector bounded by Highway 417 to the south, Richardson Side Road to the north, Carp Road to the west and Huntmar Drive to the east. Accordingly, a critical land use is being introduced which serves to add variety and choice to consumers.
- The Proposed Development offers clearly defined connectivity with the City sidewalks which will encourage a safe flow of pedestrian traffic. This serves as an improvement to the area which is heavily oriented in support of transportation by vehicle.

3.2.2 Urban Design and Compatibility

Section 4.11 of the OP, entitled Urban Design and Compatibility, sets out objective criteria to evaluate compatibility in order to ensure high quality urban design.

Policy 5 of Section 4.11 of the OP addresses building design and provides that *“compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.”*

The following is our assessment of the Proposed Development in the context of the City’s directives for new developments, as set out under the heading of Building Design:

1. The design of the Proposed Development, in our view, constitutes a suitable use of the Subject Property and fits within character and planned function of the surrounding area with respect to:
 - a. Setbacks, heights and transition: The proposed location of the Building, the Car Wash and the canopy over the fuel pumps was selected so as to create the maximum amount of visual interest at the southeast intersection of Campeau Drive and Palladium Drive. The height of the Building, the Car Wash and the canopy are compatible with the existing development in the immediate vicinity and will not pose any conflict.

- b. Façade and roofline articulation: In order to introduce an element of visual interest the Building design and canopy incorporate articulations in both the roofline and the façade.
 - c. Colours and materials: A combination of masonry, aluminum framed windows and composite siding are proposed for the façades of the Building and the Car Wash. The Building, Car Wash and canopy over the fuel pumps utilize corporate branding with a vibrant colour palette.
 - d. Architectural elements, including windows, doors and projections: Given the prominence of the Building at the traffic circle, its façade incorporates a generous amount of glazing as well as horizontal and vertical projections, creating a structure of visual interest.
2. The Building and patio are oriented to address the traffic circle, thereby defining the street edge.
 3. The elevations of the Building that are adjacent to public spaces have glazing and a variety of architectural finishes to provide visual relief and to soften the interface with the public realm.
 4. Landscaping features, including deciduous and coniferous trees, shrubs, grasses and a decorative metal fence will be installed along all frontages to soften the appearance of the Proposed Development and to buffer the drive-through lane from the street and the public and private pedestrian pathways.
 5. The modest supply of surface parking will be shielded from view, to the greatest extent possible, by placing it behind the Building and landscaping features. The Building will be serviced by rooftop-mounted HVAC units and electrical/utility rooms will be internal. Garbage and recycling facilities will be handled through in-ground container systems.

The successful integration of a new development is dependent upon massing and scale which refer to the form of the structures, height, lot coverage and positioning.

1. The height, massing and scale of the buildings at the Proposed Development are consistent with the planned function of the area and are similar to other commercial buildings that front on the Palladium Drive and Campeau Road. Therefore, there is no issue with respect to transition in form and massing.
2. The proposed setback of the Car Wash and the Building have been minimized to create an inviting streetscape.
3. The Proposed Development has plentiful landscaped areas along its frontages. Particular attention has been paid to create a healthy buffer around the drive-through queuing lane and the in-ground garbage containers.

3.3 Urban Design Guidelines for Gas Stations

The Urban Design Guidelines for Gas Stations were approved by City Council on May 24, 2006. The objectives of these guidelines are to:

- Promote compatible gas station development that improves its existing or planned context
- Protect and enhance the character and quality of the districts and neighbourhoods where gas stations are located
- Enhance the public streets and contribute to a high-quality public space
- Create safe and controlled traffic circulation that balances the needs of vehicles and pedestrian
- Minimize impacts on adjacent land uses that could be caused by on-site activities

Our assessment of the Urban Design Guidelines for Gas Stations in the context of the Proposed Development is as follows:

1. Streetscape and Built Form:

- a. The Building which contains the convenience store and fast-food restaurant is located within close to the property line, adjacent to a pedestrian sidewalk and bike path and within proximity to the public street edge;
- b. The landscape plan proposes that trees be planted adjacent to the southern property line of the Subject Property to soften the visual impact of the Building and the canopy over the fuel pumps;
- c. The modern canopy design is consistent with Petro-Canada's high quality corporate design that is utilized in all markets.

2. Pedestrians and Cyclists

- a. Pedestrian connections between the Proposed Development and the sidewalks along Palladium Drive and Campeau Drive are clearly defined. It is important to note that the Proposed Development consist of uses which are primarily oriented to automobile traffic and accordingly it is not practical to have a network of internal pedestrian pathways which will inevitably conflict with vehicle flow at the drive-through facility and the fuel pumps. Bicycle storage racks have been provided near one of the Building entrances.

3. Vehicles and Parking

- a. The main entrance to the Proposed Development from Palladium Drive will be through a shared vehicular access with Tanger Outlets, thus reducing the extent of interruption along the sidewalk. The entrance to the Proposed Development from Campeau Drive will be located at the eastern extremity of the Subject Property. A third entrance will be constructed from the Tanger Outlets parking lot, thus permitting circulation of vehicles between the two sites.
- b. Surface parking has been located at front entrance of the Building on its south side.
- c. A consistent width of landscape and pedestrian areas is provided across the front of the Proposed Development.

4. Landscape and Environment

- a. Trees, shrubs and other vegetation have been selected in consideration of their resiliency to urban conditions.
- b. A generous buffer of landscaping is proposed around the drive-through queueing lane and around the garbage containers and this will be complemented by a decorative metal fence with masonry posts.

5. Signs

- a. The Applicant proposes two (2) pylons signs; one at the shared access with Tanger Outlets facing Palladium Drive and the other located to the north of the Building, facing traffic on Campeau Drive.
- b. The building-mounted signs proposed for the Car Wash, Neighbours and A&W will be in accordance with their respective corporate branding and comparable to their other locations. It is our opinion that this signage complements the visual appeal of the Building.

6. Servicing and Utilities

- a. HVAC systems for the Building will be roof-mounted. Garbage and recycling facilities will be within partial in-ground enclosures and will furthermore be screened from the arterial roadways with extensive landscaping features.
- b. The proposed site lighting design will comply with the City of Ottawa standards pertaining to full cut-off classification fixtures and minimal light spillage.

3.4 Urban Design Guidelines for Drive-Through Facilities

The Urban Design Guidelines for Drive-Through Facilities were approved by City Council on May 24, 2006. It should be noted that within these guidelines a drive-through facility does not include a car wash. Therefore, only A&W at the Proposed Development is subject to these guidelines.

Drive-through facilities pose several urban design challenges, *“including respecting the urban context while designing prototypical drive-through facility sites and buildings; supporting a pedestrian friendly environment along public streets; using landscape areas effectively to improve the overall environmental and visual quality of the area; and designing efficient stacking movements on site.”*

Our assessment of the Urban Design Guidelines for Drive-Through Facilities in the context of the Proposed Development is as follows:

1. Streetscape and Built Form:

- a. The Building is oriented such that there are entrances on the eastern and western facades, inviting both pedestrian traffic from the parking lot and fuel pumps of the Proposed Development and from the pedestrian and bike paths along Campeau Drive and Palladium Drive. A drive-through service window has been incorporated into the south façade of the Building.

2. Pedestrians and Cyclists

- a. Pedestrian pathways have been incorporated into the Proposed Development, connecting to each of Palladium Drive and Campeau Drive.
- b. A bicycle storage rack is provided on a concrete pad on the south side of the Building.
- c. Access to the parking area on the south side of the Building requires pedestrians to cross the exit to the drive-through lane; however, vehicles would be either stopped or moving very slowly at this point and there should be minimal safety concerns. The cross-walk will be delineated with paint markings. There is also a row of parking in front of the Building thus providing direct access to the front entrance of the Building.

3. Vehicles and Parking

- a. Customer parking is available immediately in front of the Building as well as in the parking lot to the south of the Building.
- b. The drive-through stacking lane and parking area on the south side of the Building is buffered from the street edge by landscaping in the form of trees, shrubs, ornamental grasses and a decorative fence. The likelihood of queued vehicles backing up onto the street is essentially non-existent to the significant separation distance from the entrances to the Subject Property.

4. Landscape and Environment

- a. The stacking lane, parking area and garbage containers are shielded from view by landscaping. This not only provides visual screening but also offers environmental benefits.

5. Signs

- a. Ground-mounted pylon signage will be located on both the Campeau Drive and Palladium Drive frontages of the Subject Property and these will be complemented by building-mounted signs and an order board that will conform to the corporate branding of the users. These have been accepted in other developments within Ottawa.

6. Servicing and Utilities

- a. Garbage and recycling facilities will be concealed within partial in-ground containers and will be accessible to staff in the Building without having to cross a parking lot.
- b. Sharp cut-off lighting will be used throughout.
- c. Given that there are no abutting residential communities, the order board speakers should not pose any noise disturbance.

3.5 Kanata West Concept Plan

As depicted in [Exhibit V](#), the Kanata West Concept Plan (“**KWCP**”) area straddles Highway 417 and was, for the most part, previously used for agriculture. Concept planning for this area began in January 2001 following the approval and enactment of Regional Official Plan Amendment #9 (“**ROPA 9**”) which expanded Ottawa’s urban area by approximately 725 hectares (1,791 acres). Through ROPA 9 landowners within the urban expansion area were given the opportunity to take responsibility for developing a vision and concept plan for the area known as Kanata West.

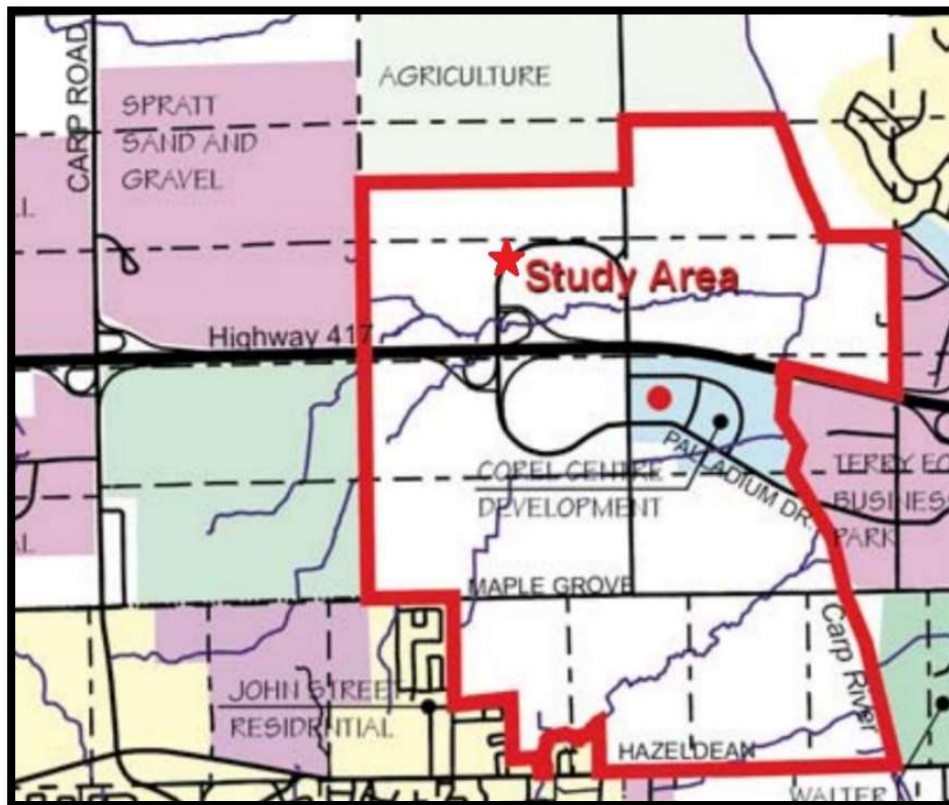


Exhibit V: Kanata West Concept Plan Study Area outlined in red with the location of the Subject Property marked by a red star

As depicted in [Exhibit W](#), the Subject Property is designated as Intensive Employment Area within the KWCP. The Intensive Employment Area is intended to “provide a quality environment for high technology, and supporting use, set in a medium profile (up to 6 storeys) urban environment.”

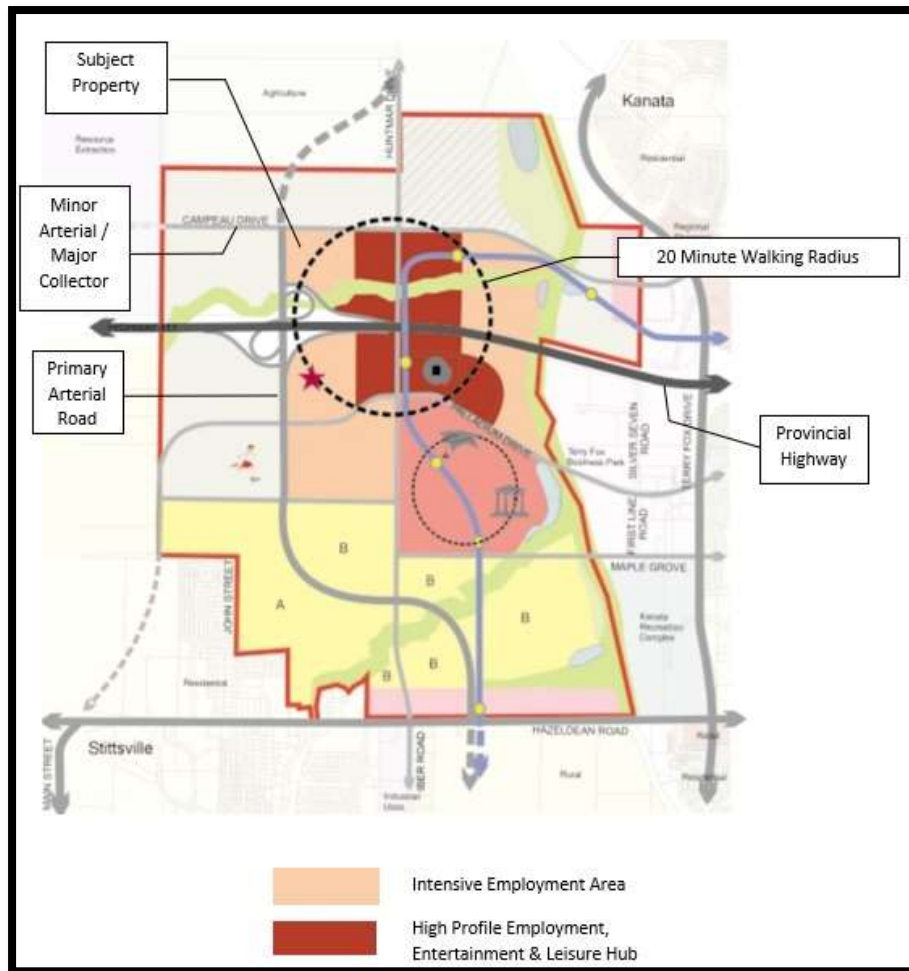


Exhibit W: Land Uses within the Kanata West Concept Plan

The recommended land uses under this designation are set out in Appendix F of the KWCP include, among other things:

- bank;
- computer data centre;
- convenience store;
- office;
- recreational and athletic facilities;
- research and development centre;
- restaurants, full service, fast food and take-out; and
- retail food store.

It is our view that the land uses at the Proposed Development, including the car wash, are consistent with the objectives of the KWCP.

3.6 The New Official Plan

The New Official Plan (the “**New OP**”) The New OP was approved by City Council on October 27, 2021 and a revised version was adopted by City Council on November 24, 2021 as by-law 2021-386. The New OP is still waiting on approval by the Ministry of Municipal Affairs and Housing (the “**MMAH**”) at which point it will be implemented for use by the City of Ottawa. We are given to understand that until the MMAH grants final approval, development applications submitted to the City will be reviewed on the basis of the policies within the existing and the New OP. The New OP divides the city into six concentric policy areas called transects, as depicted in [Exhibit X](#).



Exhibit X: The Transects of the New OP

As per Section 5.4 of the New OP, the Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The Suburban Transect is generally characterized by low- to mid-density development. The objectives are to “*recognize a suburban pattern of built form and site design while supporting an evolution towards a 15-minute neighbourhood*”, to provide direction for development (with a focus on hubs and corridors) and to encourage street connectivity.

The Subject Property is located within a policy area known as the Suburban (West) Urban Transect and the land use is designated as “Neighbourhood” as depicted in [Exhibit Y](#). Neighbourhoods are intended, along with hubs and corridors, to permit a mix of building forms and densities. Section 6.3 of the New OP provides that “*Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development.*”

The location of the Proposed Development, adjacent to the Kanata West Business Park and Tanger Outlet, and within close proximity to a 400-series highway interchange, is in our opinion, an appropriate land use that complies with the directives of the New OP. The non-residential built form that is proposed for the Development Site will provide a range of local services and promote the emergence of a 15-minute neighbourhood. In areas designated Neighbourhoods, the “*Zoning By-law may permit compatible and complementary small scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that...*”

- Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;

- Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
- Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
- May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met.”



Exhibit Y: Excerpt from Schedule B5 (Suburban West Transect); Subject Property marked by a green star

We are of the opinion that a car wash (along with gas bar, convenience store and drive-through restaurant) are appropriate given the site context and are consistent with the directives of the Neighbourhoods designation.

3.7 City of Ottawa Zoning By-law (the “Zoning By-law”)

As depicted in **Exhibit Z**, the Subject Property is zoned MC[2598] H(18), Mixed Use Centre, Exception 2598 with a height restriction of 18 m.

Exception 2598 permits a gas bar and automobile service centre as additional permitted land uses. The same exception also provides that “architectural towers with no leasable floor area above 18 m are permitted to project above the maximum height limit to a maximum of 23 m”

The stated purpose of the MC Zone is to:

1. “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 such as offices,

secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;

2. *allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and*
3. *impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.”*

The MC zone permits a wide range of residential and non-residential uses. The non-residential uses include, but are not limited to:

- apartment dwelling (low rise, mid rise and high rise)
- bank
- convenience store
- drive-through facility
- hotel
- medical facility
- restaurant (includes a fast-food restaurant, full-service and take-out)
- retail food store
- retail store

The land uses proposed within the Development Area are thus in conformity with the Zoning By-law, save for the car wash which requires an amendment to the Zoning By-law by way of an Exception.

In addition, based on our review of the performance provisions for the MC zone, the Proposed Development is in compliance and no variances are required. Please refer to the table below:

Mechanism	Required	Compliance
Minimum lot area	No minimum	Yes
Minimum lot width	No minimum	Yes
Minimum front yard corner and side yard setback	No minimum	Yes
Minimum interior side yard setback	No minimum	Yes
Minimum rear yard setback	No minimum	
Maximum floor space index	No maximum	Yes
Minimum building height	No Minimum	
Maximum building height	18 m	Yes
Minimum width of landscaped area	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	Yes



Exhibit Z: GeoOttawa map identifying the MC[2598] H(18) zoning for the Subject Property, highlighted in green

As per Section 101 of the Zoning By-law, the parking space rates for the Proposed Development, which is located within Area C (Suburban) of Schedule 1A, are as follows:

Building / Use	Required Min. Parking Space Rate	Total parking required	Total parking provided	Compliance
Convenience Store	3.4 per 100 m ² of GFA	6 spaces	21 (including 1 wheelchair accessible)	Yes
Fast Food Restaurant	10 per 100 m ² of GFA	8 spaces		

Gas Bar	None	N/A		
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4.0 Conclusion

The Proposed Development is an appropriate use of the Subject Property given its frontage on two arterial roadways, located within the urban area of the City of Ottawa and within close proximity to a large retail centre and the rapidly evolving Kanata West Business Park.

It is our assessment that the Proposed Development complies with the policies of the PPS and the OP. More specifically, the Applicant has presented a site layout and building designs that are consistent with the Urban Design Guidelines for Gas Stations and Drive-Through Facilities.

Except for the car wash, the proposed uses are all permitted under the existing zoning designation. The car wash is complementary to the gas bar and there is sufficient land to accommodate all operations in a compact, yet safe, manner. There is support for the feasibility of the Proposed Development by the supporting technical studies.

It is our professional opinion that development of the Subject Property with the Proposed Development constitutes sound land use planning. This well-designed, context-sensitive plan will represent a desirable outcome for the Subject Property and will offer an incremental improvement to the area by reinforcing the transition to a more urban development fabric.

Sincerely,

Holzman Consultants Inc.



Per: Jonah M. Bonn, MCIP, RPP