



PLANNING RATIONALE & DESIGN BRIEF - SITE PLAN CONTROL AND ZONING BY-LAW AMENDMENT PHASED AND COMMON ELEMENTS CONDO

March 2024

3095 Palladium Drive

Block 14 on Registered Plan 4M-1566.

Concession 1, Part of Lot 3, Geographic Township of
Huntley, City of Ottawa

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1 Introduction

1.1 Background

This Planning Rationale has been prepared in support of a Site Plan Control and Zoning By-law Amendment application for 3095 Palladium Drive. This report provides the documentation and analysis of relevant policies which support the proposal. The subject site was created by Plan of Subdivision (D07-16-14-0003) in 2014 and has been the subject of two previous applications for Site Plan Control.

A Site Plan Control application (File No. D07-12-15-0016) for the Kanata West Retail Centre lands was approved on August 27, 2015. This Site Plan Agreement was registered on a portion of the property (the “Cabela’s Block”) to allow the Cabela’s store and associated parking and drive aisles to be constructed. This block is known municipally as 3065 Palladium Drive.

A subsequent Site Plan Control application (File No. D07-12-16-0122) was approved on September 21, 2016, and included plans for the balance of the Retail Centre lands (Block 1, 2, and 14 on Plan 4M-1566). Block 2 has been developed for several retail and commercial uses including Princess Auto, Structube, McDonald’s, and Tim Hortons. An additional site plan amendment (File No. D07-12-17-0064) that sought to change the site plan for blocks 1 & 14 was submitted but not completed.

The current Site Plan Control application proposes a new layout for Block 14, including commercial and retail uses on the northern two-thirds of the subject site and a car wash on the southern third. The purpose of the Zoning By-Law Amendment is to allow a site-specific zoning exception on this property to permit the car wash as an additional use.

Two applications for Plan of Condominium are being submitted concurrently with the Site Plan Control and Zoning Bylaw Amendment applications. The first application, a Common Elements Condominium, will include two (2) Parcels of Tied Land (POTL). POTL 1 consists of the commercial and retail uses on the northern two-thirds of the subject site. POTL 2 consists of the Car Wash on the southern third of the site. A phased condo is nested within POTL 1. The phased plan of condominium will divide the commercial and retail buildings into **149** units in two phases.

An application to lift part lot control for the subject property is being submitted separately.

1.2 Location

The subject site is located within the former Kanata West Concept Plan study area. The site is an approximately 1.77 ha irregularly shaped parcel, municipally addressed as 3095 Palladium and also identified as Block 14 on Registered Plan 4M-1566, Concession 1, Part of Lot 3, in the former Geographic Township of Huntley, City of Ottawa. The lands are bounded by Palladium Drive to the east, Campeau Drive to the north, and additional retail development lands to the south and west. Please refer to **Figure 1**.

Figure 1: Location of Site.



1.3 Consultation

A pre-consultation meeting regarding this site was held with the municipal planning file lead on February 9, 2023.

There are no adjacent residential occupancies that would benefit from a consultation process.

1.4 Supporting Studies

The reports itemized below support the Zoning Bylaw Amendment, Site Plan Control, Common Elements and Phased Condominium Applications and have been revised for this submission:

- ⊕ Photometric Plan – Tristar Engineering, revised date, February 20, 2024.
- ⊕ Site Plan – Allan Stone Architect, revised date, February 9, 2024.
- ⊕ Commercial Retail Elevations – Rossmann Architecture, revised date, January 25, 2024.
- ⊕ Draft Plan of Condominium., Stantec Geomatics Ltd, signed and dated March 6, 2024.
- ⊕ Geotechnical Investigation – GEMTEC, revised date, February 20, 2024.
- ⊕ Context Drawing Package – Rossmann Architecture, revised date, February 2024.
- ⊕ Transportation Impact Assessment – CGH Transportation, revised date February 2024.
- ⊕ Landscape Plan – James B. Lennox & Associates Inc., revised date February 9, 2024.
- ⊕ Servicing and Stormwater Management Report – Robinson Land Development., revised date March 2024.

- ⊕ Design Drawing Package, including plans for Servicing, Grading, Erosion and Civil Sediment Control, Existing Conditions and Removals, Sanitary Drainage Areas, and Storm Drainage Areas – Robinson Land Development., revised date March 2024.
- ⊕ Halo Car Wash Design Drawing Package, including plans for Erosion and Sediment Control, Grading and Drainage, Servicing, and Stormwater Management – LRL Engineering, revised date March 4, 2024.
- ⊕ Servicing Memorandum for HALO Car Wash – LRL Engineering, revised date, March 4, 2024.

The reports itemized below support the Zoning Bylaw Amendment, Site Plan Control, Common Elements and Phased Condominium Applications. They were previously submitted and have not been revised for this submission:

- ⊕ Site Lighting Certification Letter – Tristar Engineering, dated October 17, 2023.
- ⊕ HALO Carwash Elevations – McRobie Architects, dated October 25, 2023.
- ⊕ Survey Plan 4M-1566 – Stantec Geomatics Ltd., signed and dated June 7, 2016.
- ⊕ Tree Conservation Report – CSW Landscape Architects Ltd., dated Oct 13, 2023.
- ⊕ Phase 1 Environmental Site Assessment Update – Paterson Group, dated May 16, 2023.

The following reports were submitted with the application for subdivision (D07-16-14-0003) in 2014. The subject site is within the boundaries of the subdivision. Based on direction from municipal planning staff during pre-consultation, the reports itemized below were provided with the first submission for informational purposes only.

- ⊕ Environmental Impact Statement, Muncaster Environmental Planning Inc., dated January 2014.
- ⊕ Phase 1 Environmental Site Assessment, Paterson Group, dated January 8, 2014.

2 Context

2.1 Surrounding Area

The subject site falls within the Suburban transect and is designated as a Neighbourhood. It is surrounded by extensive retail spaces, as well as an office building, hotel and undeveloped lands earmarked for similar purposes.

⊕ North

Campeau Drive is directly to the north. Across Campeau is an office building, a hotel and additional development lands designated as Mixed Industrial. Beyond this are agricultural lands outside the Urban boundary.

⊕ East

Palladium Drive is directly to the east. Across Palladium is Tanger Outlet Mall, a large format retail development that generates significant amounts of traffic and is a regional retail destination. The property on the southeastern corner of Palladium and Campeau has recently been re-zoned for a gas bar and car wash.

⊕ South

To the south are additional retail lands currently occupied by large format retail such as Cabela's, Structube, Princess Auto, McDonalds and Tim Hortons. Beyond this is the 417 Provincial Highway. An interchange allows access on and off the 417 at Palladium Drive.

⊕ West

To the west are undeveloped lands that will be developed as large format retail. Beyond this are lands designated as Industrial and Logistics in the Official Plan.

Neighbourhood context is shown in **Figures 3 to 6** below.

Figure 2: Subject Site Context



Figure 3: Facing North from the Subject Site; Hotel Across the Intersection



Figure 4: Facing Northwest from the Subject Site; Office Across Campeau



Figure 5: Facing Northeast from the Subject site; Tanger Outlet Mall is Across Palladium



Figure 6: Facing Southwest from the Subject Site; Vacant Land, Cabella's and Princess Auto



2.2 Site Conditions

The site is currently vacant, and the existing conditions are best described as opportunistic revegetation following site works in 2015-2016. This work established preliminary grades on the site and included construction of the private right of ways to the west and south of the property as well as Campeau Drive to the north and the realignment of Palladium Drive to the east. Sidewalks and street trees were also added to the private and municipal right of ways at that time.

2.3 Relationship to Landscape

The subject site integrates into the developing retail area and extends the fabric of the existing surrounding uses. The buildout of the property will connect with the retail uses from Tanger Outlet Mall to Cabela's, Princess Auto and Structube.

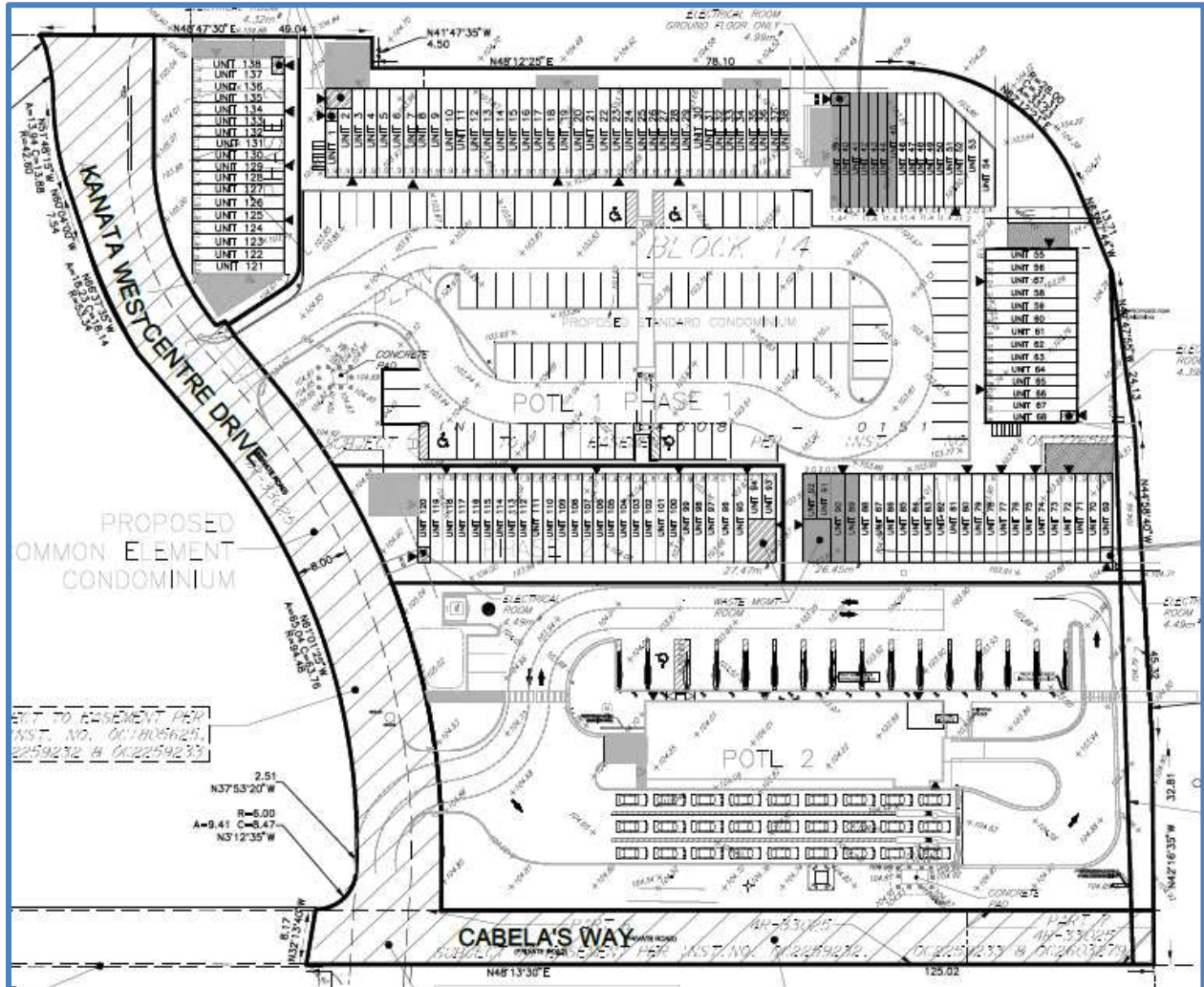
2.4 Transportation Connections

Campeau and Palladium are both existing arterial streets that provide direct access to the subject site. Sidewalks on both streets connect the site with the surrounding pedestrian network. A cycle track is located within the existing ROW on Campeau and Palladium, providing direct access to the city's cycling network. Transit stops are sited on both sides of Palladium adjacent to the site, providing consistent daily service every 30 minutes. The interchange at Highway 417 and Palladium provides immediate access to Ottawa's wider automobile transportation network.

3 Condominium Applications

Two applications for Plan of Condominium are being submitted concurrently with the Site Plan Control and Zoning Bylaw Amendment. The Common Elements Condominium will contain two Parcels of Tied Land (POTL) divided between the retail buildings on the northern two-thirds of the property and the car wash on the southern third of the property. A Phased Condominium divides the retail buildings into **149** units. The Draft Plan of Condominium is shown in **Figure 7**.

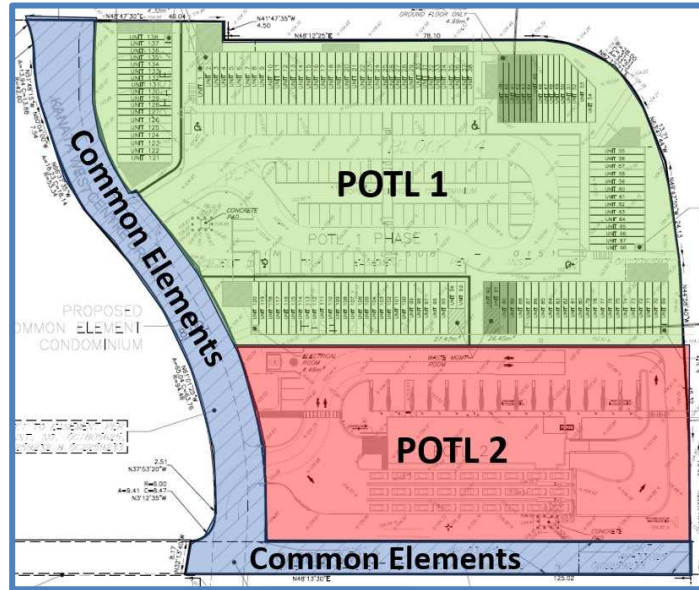
Figure 7: Draft Plan of Condominium



3.1 Common Elements Condominium

The Common Elements Condominium will contain two POTL's. POTL 1 consists of the retail buildings and their shared parking lot and landscaping. POTL 2 consists of the Car Wash with associated parking areas, stacking lanes and landscaping. The common elements consist of the private roads located adjacent to the south and west property lines (see **Figure 8**). A phased condo is nested within POTL 1.

Figure 8: Common Elements Condominium Boundaries

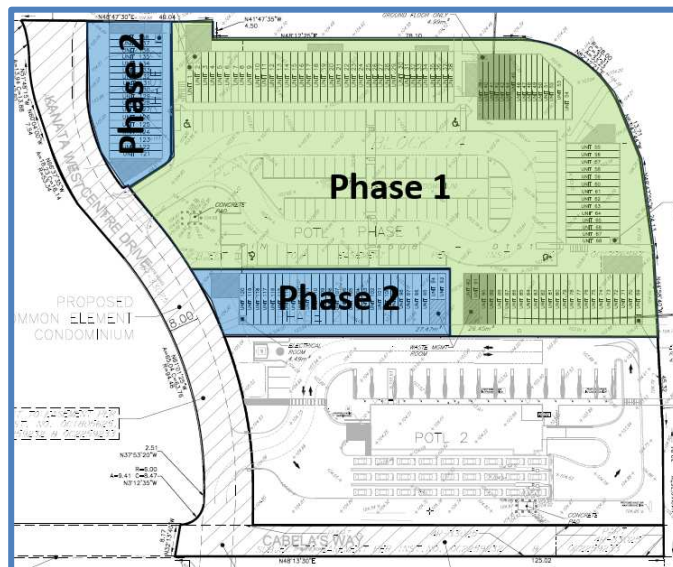


3.2 Phased Condominium

The Phased Plan of Condominium will divide the retail buildings on the northern two-thirds of the site into 149 units. 138 units on level 1 and 11 units on level 2. Individual occupancies will own multiple units depending on their space requirements. Phase 1 contains 4 buildings (units 1-92 level 1, plus units 1-11 level 2), and phase 2 contains 2 buildings (units 93-138, level 1).

The 149 retail units will share a central parking lot and will collectively be responsible for maintenance of site services, parking areas, landscaping, and the collection of garbage. Costs will be split between individual occupancies based on the proportional share of the number of units each occupy (see **Figure 9**).

Figure 9: Phased Condominium Boundaries



4 Proposed Development & Design Brief

The proposed retail shopping centre development is comprised of six (6) multi-tenant commercial buildings surrounding a shared parking lot. Gross Floor Area of the six buildings totals **3,460** square metres. The multi-tenant buildings are located along the outer edges of the property, framing the streets surrounding the site. A mix of retail and service uses will occupy the multi-tenant buildings providing neighbourhood level variety to the commercial mix.

As is typical for this type of development, leasing of the six multi-tenant buildings has not begun yet. The developer is aiming to have flexibility to fit out the building divisions based on market demand. For this reason, the size and layout of the internal occupancies cannot be confirmed at this time. Further, because the internal layout is subject to further revisions as the space is leased and/or sold many of the primary and secondary door locations cannot be confirmed either. Door locations have been marked as either “conceptual” or “confirmed” on the site plan. This is an appropriate way to design commercial retail structures, allowing flexibility for different tenant needs and evolution over time.

A HALO car wash is proposed on the southern third of the site, subject to approval of a zoning by-law amendment allowing it as an additional use. The car wash is identified as HALO in **Figure 10**, and totals **454** square metres of Gross Floor Area. The car wash is equipped with a high-speed dual belt conveyor system and an exterior parking area furnished with vacuum cleaners. The vacuum stations are oversized when compared to typical parking stalls because of the additional space needed to access the car when cleaning it.

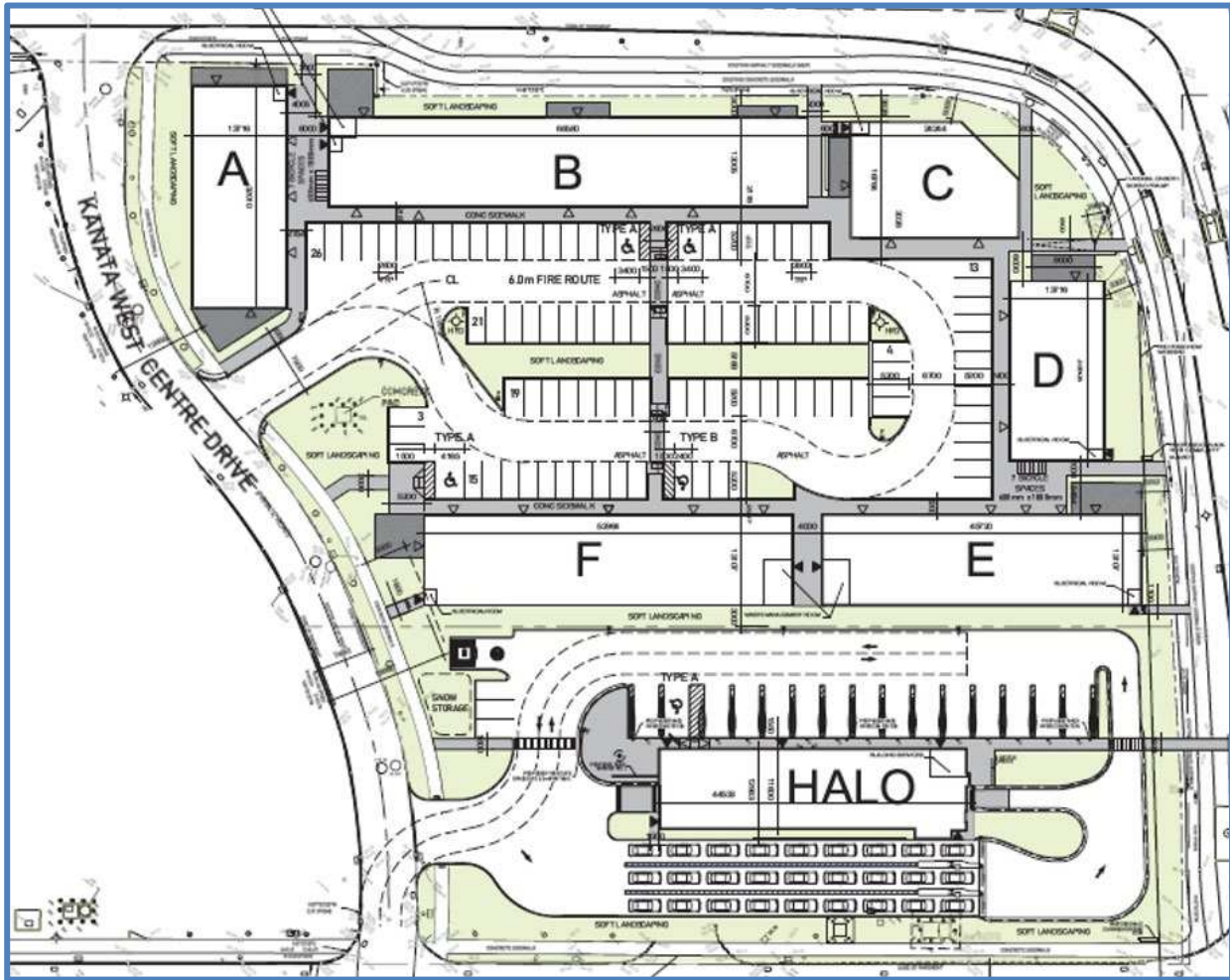
Three queuing lanes are on the south side of the car wash and the vacuum stations are on the north side. The provided number of queuing spots are required for peak demand times of day to ensure that no vehicles will be queuing outside of the Halo site. Halo carwash uses a highly efficient tunnel design that reduces vehicle idling times. Even when all three queuing lanes are full, expected wait times are no more than 10 minutes.

Vegetative screening and a 0.5 m berm are employed on the eastern and southern perimeter of the car wash to screen the site from the street. The HALO car wash model is built as a modern conveyor system that provides an alternative service to conventional individual carwashes. Other HALO washes are located in Ottawa at 3604 Innes Road and 6111 Hazeldean Road.

4.1 Site Plan

The site plan has been developed with attention to the Urban Design Guidelines for Large-Format Retail and Drive-Through Facilities as described in section 7. The proposed site plan is shown in **Figure 10** below.

Figure 10: Site Plan



4.2 Building Design

The six multi-tenant commercial buildings will be built with wood framed slab-on-grade construction. The choice to use wood framed construction will significantly reduce CO2 emissions when compared to similar retail developments. Roofs will use high albedo materials to reflect solar radiation and reduce the impact of the urban heat island effect.

The architectural style of the six multi-tenant commercial buildings share a unified aesthetic which can be described as follows. The overall design aesthetic is of Contemporary style. The main elevation is directed towards the center of the parking area, as it is expected that the majority of visitors will be arriving by car, similar to the surrounding developments. The design includes red brick and corrugated black metal as the dominant materials along with large spans of curtain wall to enhance natural lighting and decrease the opaque nature of the solid materials. The main elevation is further divided by delineation walls that break the form and introduce an interesting aspect between shops.

The back elevation facing the street is designed to be more pedestrian and street friendly by sloping the roof towards that side and locating outdoor terrace spaces between the buildings and the sidewalk. Public engagement is further enhanced through the addition of new materials and

colours to the back elevation such as wood slat metal panels & grey metal siding; creating a rhythm of materials along the length of each elevation.

The roofing material being used is of light asphalt colour that enhances lighting reflection and creates a better visual effect. Mechanical units will be housed within a screen louver that will serve the dual purpose of mounting rear facing retail store signage. The buildings will use wood frame construction as the base building material with the rain screen principle applied to either the brick veneer or metal panel. **Figures 11 & 12** demonstrate the overall design aesthetic of a representative building (A). A full set of architectural elevations are provided with the submission package.

The HALO car wash is designed as a stylish modern construction with distinctive feature walls and windows oriented to the southern facing side. This enhances visual interest of the development when viewed from the private right of way to the south of the property. Elevations of the south facing side are shown in **Figure 13**.

Figure 11: Building A East Elevation – Facing Parking Lot

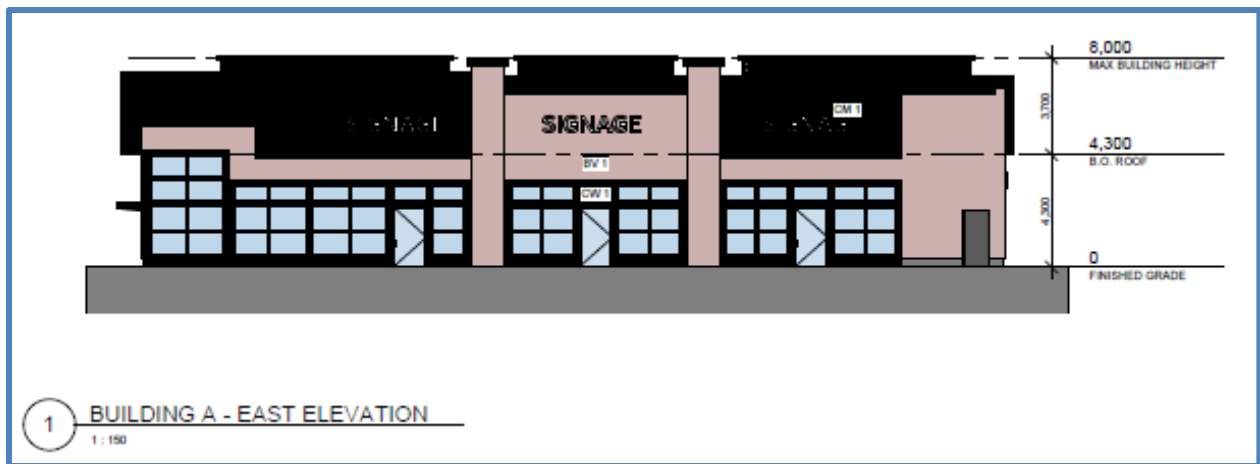
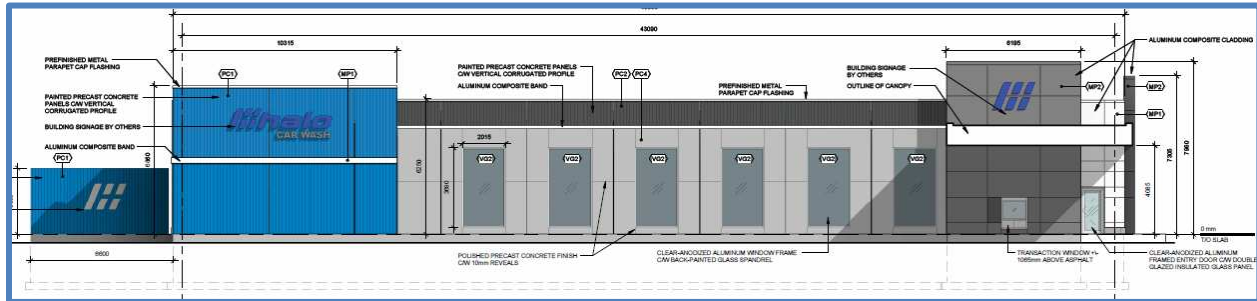


Figure 12: Building A West Elevation – Facing Street



Figure 13: Proposed HALO Car Wash Elevation as Viewed from Southern Right of Way



Building massing has been oriented to create as much active and engaging frontage as possible on exterior streets while still meeting minimum parking requirements for a commercial retail shopping centre use. Building massing as viewed from the corner of Palladium and Cabela's Way can be seen in **Figure 14**. Please see the context drawings package for additional views.

Figure 14: Proposed Building Massing Viewed from the Intersection of Campeau Drive and Palladium Drive



4.3 Zoning Compliance

4.3.1 One Lot for Zoning Purposes

As per Ottawa Zoning Bylaw (2008-250) section 93, One Lot for Zoning Purposes, where a group of occupancies are designed, developed and managed by a group of owners who share a group of parking lots, the group of occupancies shall be considered one lot for the purpose of applying zoning provisions and regulations. As this property is part of the Kanata West Retail Centre (D07-12-15-0016) it benefits from the provisions of section 93.

The supply of parking and lot line setbacks have been evaluated based on the understanding that the Kanata West Retail Centre will be evaluated as a single lot. **Figure 15** below shows these lot boundaries and defines our understanding of the lot lines. Any internal lot lines that are not labelled are considered to be interior side yard lot lines. This interpretation is based on conversations with Ottawa zoning by-law interpretation staff (Mitchell LeSage, July 5, 2022).

Please note that other calculations such as Building Height, Floor Space Index and Landscaped Areas have been provided based on the boundary of 3095 Palladium only. This distinction was used because the applicant has no control over the provision of these requirements in areas outside of the site plan boundary.

Figure 15: Lot Boundaries as Interpreted Through Section 93 of Zoning Bylaw.



4.3.2 Compliance

Based on review of the performance provisions for the GM[2167] zone, the proposed development is in compliance and no variances are required. **Table 1**

Table 1: Zoning Compliance

3095 Palladium Zoning Compliance GM[2167]			
Mechanism	Required	Proposed	Compliance
Minimum lot area	No Minimum	17,673 m ²	Y
Minimum lot width	No Minimum	132.2 m	Y
Minimum interior side yard setback	No Minimum	12.76 m	Y
Minimum Front Yard Setback	1.5 m	2.65 m	Y
Minimum rear yard setback	No Minimum	183.8 m	Y
Minimum Corner Side Yard	No Minimum	0.7 m	Y
Maximum Building Height	18 m	8.2 m	Y
Maximum Floor Space Index	2	0.22	Y
Minimum width of landscaped area	abutting a street: 3m	3 m	Y
	other cases : No Minimum	N/A	Y
Minimum area of landscaping in parking lot	15%	24% (1876 m ²)	Y
Minimum width of landscaping around a parking lot	3 m	6.4 m	Y
Parking Spaces	119	119	Y
Bicycle Parking Spaces	7	20	Y

4.4 Transportation

Access to the site is provided from both Palladium Drive and Campeau Drive. The access from Palladium Drive is provided as a left-in/right-in/right-out access. Vehicles travelling northbound on Palladium Drive are currently able to turn left into the site providing convenient access from Highway 417. Vehicles travelling southbound on Palladium Drive are able to access the site through a right-in entrance. Vehicles exiting the retail centre to Palladium Drive will be required to turn right and travel southbound on Palladium Drive. The Campeau Drive access is a full-movement stop sign controlled intersection.

Buildings **A through E** in **Figure 10** are oriented around a central parking area containing a total of **119** parking spaces. There are no designated loading spaces as it is anticipated that retail and service units will be served by surface loading of smaller items and quantities through the front door of each unit.

A total of **20** bicycle parking spaces in accessible and protected locations have been provided as part of the development to encourage alternative forms of transportation. The site plan supports access to the transit network through pedestrian connections (sidewalks and pathways). The transit stop located at the corner of Palladium and Campeau can be accessed directly from the site. This bus stop is serviced by Route 62 running every 30 minutes throughout the day and Route 162 running once per hour in the afternoon and evenings.

There are conditions within the subdivision agreement relating to the left turning lane on Palladium Drive. The eventual design of this access connection is outside of the purview of this site or these applications. The ultimate configuration of this access does not affect the design or functional operation of the subject site.

4.4.1 Parking

As specified in **section 4.2.1** of this report, this property is part of the larger Kanata West Retail Centre lands which are considered a single lot for the purpose of applying zoning provisions and regulations. As a result, parking has been designed with the understanding that the required parking at 3095 Palladium Drive and adjacent sites is accounted for through a balanced sharing arrangement. Mutual easement agreements have been registered on these lands to support shared customer parking throughout the Kanata West Retail Lands.

Parking has been calculated based on the rates provided in Table 101 of section 101 of the zoning bylaw (2008-250). There are **3,288** square metres of Gross Leasable Area in the six multi-tenant retail buildings. Based upon the shopping centre rate of 3.6 spots per 100m² of Gross Leasable Area, **119** spots are required for the proposed development. No spaces are required for the car wash use. See **Table 2**

119 parking spots are provided at 3095 Palladium Drive which meets the minimum required parking as per the guidance of the zoning bylaw. It is noted that should there ever be a need for additional parking, the remainder of the Kanata West Retail Centre lands has 735 parking spots but only requires 596 spots (**Table 2**). Reduced parking allows for additional internal soft landscaping in the parking lot, which supports site evolution towards 15-minute neighbourhoods that have a denser mix of uses and promotes transit or active transportation alternatives.

Table 2: Parking Provided.

Site element	Parking Space Rate (Area C - Table 101 from Zoning Bylaw)	Required	Provided
Car Wash	none	0	0
3095 Palladium Shopping Centre	3.6 per 100 m2 of gross leasable floor area	119	119
Remaining Kanata West Shopping Centre	3.6 per 100 m2 of gross leasable floor area	596	735
Total		715	852

4.5 Landscaping

Parking areas have been broken up with soft landscaping as much as possible. A large, landscaped island is provided in the centre of the parking lot to provide shade, stormwater infiltration and aesthetic appeal. This contributes towards the city's goal of increasing tree canopy throughout the city. Trees lining the private right of way on the west side of the site contribute to the character of the centre while islands have been incorporated to provide green areas throughout the site. In all, **24% (1,876 m²)** of landscaping is provided throughout the parking area.

The site positively contributes towards Ottawa's goal of providing 40% tree canopy cover in the city. It is understood that this goal is city-wide. Urban areas may not be able to achieve this target but will be offset by the greater tree canopy coverage possible in rural areas. Commercial shopping centres require large parking areas to operate as required by parking minimums in the zoning bylaw. These requirements are incompatible with providing 40% canopy coverage on shopping centre sites. Great care had been taken to minimize parking as much as possible and provide areas for planting trees. The trees planted under existing conditions would result in **3.5%** canopy cover at 40 years. The proposed development increased this to **13.6%** canopy cover, which is a significant improvement on the existing conditions. Please note that the reported canopy cover appears artificially low because the private roads on the property are included in the calculated site area. On a standard site, roads are not included, and canopy cover would appear higher.

Vegetation will be primarily composed of hardy indigenous species that are well suited to Ottawa's climate. Care has been taken to provide significant vegetation screening of the HALO site on the southern and east sides to lessen the impact of the stacking lanes as requested by urban design staff during consultation. A 0.5 metre berm is provided with supplemental screening provided by coniferous shrubs, interspersed by medium and large canopy deciduous trees.

4.6 Servicing

The site is municipally serviced through private on-site connections that are located along the private right of ways to the south and west. Kanata West Centre Drive is to the west of the subject site and Cabela's Way is to the south of the site. These services connect to full municipal services at Campeau Drive and Palladium Drive.

4.6.1 Water

The six multi-tenant buildings will receive water supply via a 203 mm diameter watermain connection to an existing 203 mm diameter private watermain on Kanata West Centre Drive. The Halo car wash site will receive water supply via a 102 mm diameter watermain connection to an existing 254 mm diameter private watermain on Cabela's Way. Sufficient capacity exists to serve the proposed development.

Water supply for fire protection will be provided by a new on-site hydrant and the existing private hydrants adjacent to the site.

4.6.2 Sanitary

Sanitary flows will be conveyed to the existing private sanitary sewer systems on Kanata West Centre Drive and Cabela's Way. Sanitary flows will be conveyed northward on Kanata West Centre Drive to connect to the municipal sanitary sewer at Campeau Drive. These sanitary sewers have been designed to have capacity to convey the peak design flows from this site.

An MECP Environmental Compliance Approval (Private Sewage Works) will be prepared and submitted for the proposed car wash prior to application for a building permit.

4.6.3 Stormwater

Stormwater from the multi-tenant retail buildings on the northern portion of the site will be captured independently from the stormwater on the HALO car wash site. Both storm systems connect to private storm sewers available along Cabela's Way. This ultimately outlets to the existing Pond 6 West Facility, which provides required quality control for the receiver, Feedmill Creek.

On site storage is provided for all storm events up to the 100-year design storm. Two infiltration galleries located under the northern parking lot and fed by roof drains, will be utilized to meet control targets for the site.

4.6.4 Refuse Collection

Refuse collection for the multi-tenant commercial buildings will be sited in two internal waste collection rooms in buildings E and F (**Figure 10**). A private commercial waste collection company will be contracted to collect waste at regular intervals. Waste will be stored in rolling bins which will be taken out of the refuse rooms when garbage is collected.

Refuse collection for the HALO car wash is an external waste enclosure in the parking lot that is screened from view. It will also be collected by a private commercial waste company.

4.6.5 Snow Collection

Snow Collection for the six multi-tenant commercial buildings will be undertaken by a private company and hauled to an offsite location. A snow storage location for the HALO portion of the site is noted on the site plan.

4.7 Sustainability

The proposed development offers significant environmental benefits through two key measures. First, the incorporation of high albedo roofs helps counteract the urban heat island effect by reflecting sunlight and reducing heat absorption. Second, the inclusion of additional landscaping in the parking lot further mitigates the heat island effect and promotes a cooler environment. This approach enhances comfort and decreases the demand for air conditioning, resulting in energy savings and lower greenhouse gas emissions. These measures collectively contribute to a sustainable and environmentally conscious building project.

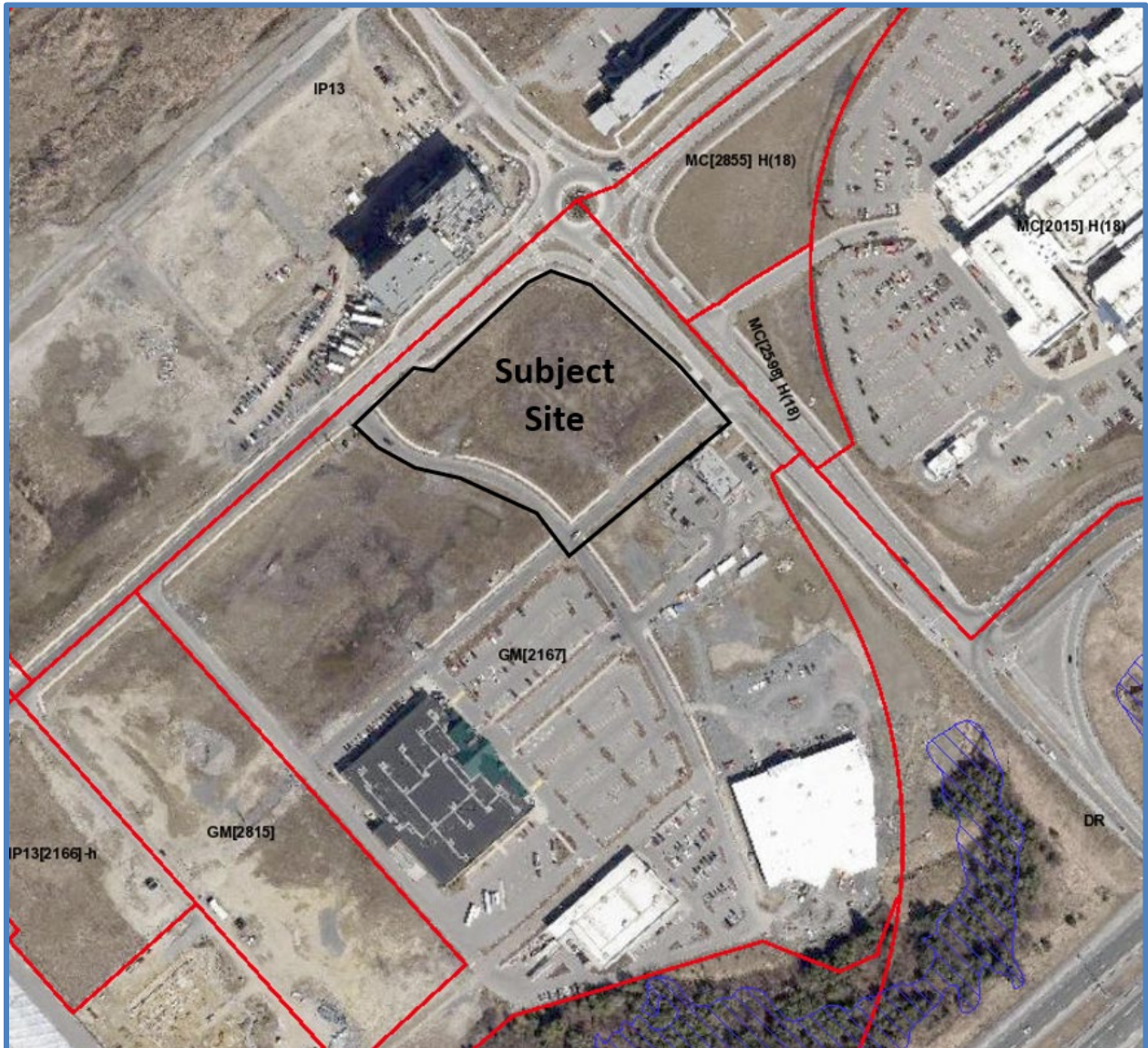
4.8 Contextual Analysis

The local context described in section 2 and consultation with municipal staff have influenced the layout of the site plan and the location of the land uses within. Views and focal points have been established in the layout to bring pedestrians into and through the site. The arrangement of the site plan and orientation of the proposed development is intended to address the relationship with the adjacent streets of Palladium and Campeau. Direct connections are provided to exterior sidewalks and the city's active transportation network.

5 Proposed Zoning By-Law Amendment

The subject site is currently zoned General Mixed-Use - GM[2167], in By-law 2008-250, (See **Figure 16**). The existing GM zoning allows for a wide variety of uses, while the exception zone [2167] prohibits all residential development and provides site specific exemptions to front, rear and corner side yard setbacks.

Figure 16: Existing Zoning



5.1 Details of Proposed Amendment

The lands shall be developed as a retail shopping centre on the northern two thirds of the property and a car wash on the southern third. The retail shopping centre use conforms with the existing zoning and a site-specific exception is sought to allow the car wash as an additional use. The

proposed zoning shall reflect this mix of uses and maintain the provisions of the existing exception zone [2167], as per **Figure 17**.

Figure 17: Proposed Zoning



The proposed zoning by-law amendment applies to 3095 Palladium Drive. The structural components of the plan include the following:

- ⊕ A shopping centre 6 comprising retail buildings with a total of **3,288** square metres GLA of commercial and service uses surrounding a single parking lot.
- ⊕ Parking for **119** cars
- ⊕ A conveyer belt car wash building with a separate entrance and three stacking lanes.

6 Supporting Policy

6.1 The Planning Act and Provincial Policy Statement 2020

Under Section 3 of the Planning Act, the Provincial Policy Statement 2020 (2020 PPS) establishes policies to achieve appropriate development and land management while protecting public resources. Specifically, it promotes growth in urban areas for the efficient use of land, resources, infrastructure, and public service facilities. The policies also seek to protect public health, safety and property, conserve the natural resources that support the long-term health and social wellbeing of communities, and the sustainability of natural features and systems in the environment.

6.1.1 Provincial Policy Statement 2020

The proposed site plan and zoning bylaw amendment support efficient and resilient development and land use land patterns in accordance with policies under Section 1.

- ⊕ Accommodates an appropriate range and mix of land uses to meet long-term needs.
- ⊕ Avoids environmental or public health and safety concerns.

The subject area is located in a settlement area as directed under Section 1.1.3.

- ⊕ New development in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Commercial retail uses provide by this site plan support long term economic prosperity as specified in section 1.7.

- ⊕ Provides opportunities for economic development and community investment-readiness.

The proposed development of the subject site is consistent with the above direction provided in the PPS 2020. It will provide for a diverse mix of retail services and enable land uses that will serve the needs of the travelling public. This fills an important need for the surrounding residential communities which are growing and are predominantly reliant on automobile transportation. The proposed site plan provides an opportunity for economic development in a manner consistent with provincial policy and is therefore in the public interest.

6.2 Ottawa Official Plan

The Official Plan provides a policy framework to guide the city's development through 2046. It provides guidance for the future growth of the city and addresses matters of provincial interest as defined by the *Planning Act* and the PPS.

The subject site is within the Suburban Transect as noted on Schedule A of the Official Plan. Further, it is designated as neighbourhood, as shown on Schedule B5. No secondary plan applies to the subject site, however, it is within Special Policy Area 2, as noted in Annex 5 of the Official Plan.

6.2.1 Suburban Transect

As per Section 5.4 of the Official Plan, 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.

As per Table 6 of the Official Plan, suburban built form is characterized by larger lots, generous spacing between buildings, and private automobile parking that may be visible from the street. The proposed site supports an evolution towards 15-minute neighbourhoods by minimizing excess parking and locating parking in the interior of the site plan while providing street framing buildings towards the property boundaries. Additional pedestrian and active transportation infrastructure is provided to link the proposed site to the surrounding neighbourhood.

Table 3: Suburban Built Form as Per Official Plan Table 6

SUBURBAN
Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances oriented to the public realm but set back from the street
Larger lots, and lower lot coverage and floor area ratios
Variety of building forms including single storey
Generous spacing between buildings
Informal and natural landscape that often includes grassed areas
Private automobile parking that may be prominent and visible from the street

Section 5.4.4 of the Official Plan provides direction to new development in the Suburban Transect.:

- c) Traffic flow and capacity may be permitted provided it minimizes negative impacts on the public realm, and maintains the priority of sustainable modes of transportation, and the safety of vulnerable road users;*
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;*
- g) Treed corridors, including arterial roads and collector streets that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses, including medium-density residential uses*

The proposed development will not generate traffic in excess of the amount planned for in the original development of the area. This area of the suburban transect is extremely car centric. However, the proposed development supports the transit system by providing access to the adjacent transit stop on Palladium and providing supporting infrastructure for active transportation through bicycle parking spaces. These elements assist the city’s goal of moving away from car-centric planning and towards 15-minute communities.

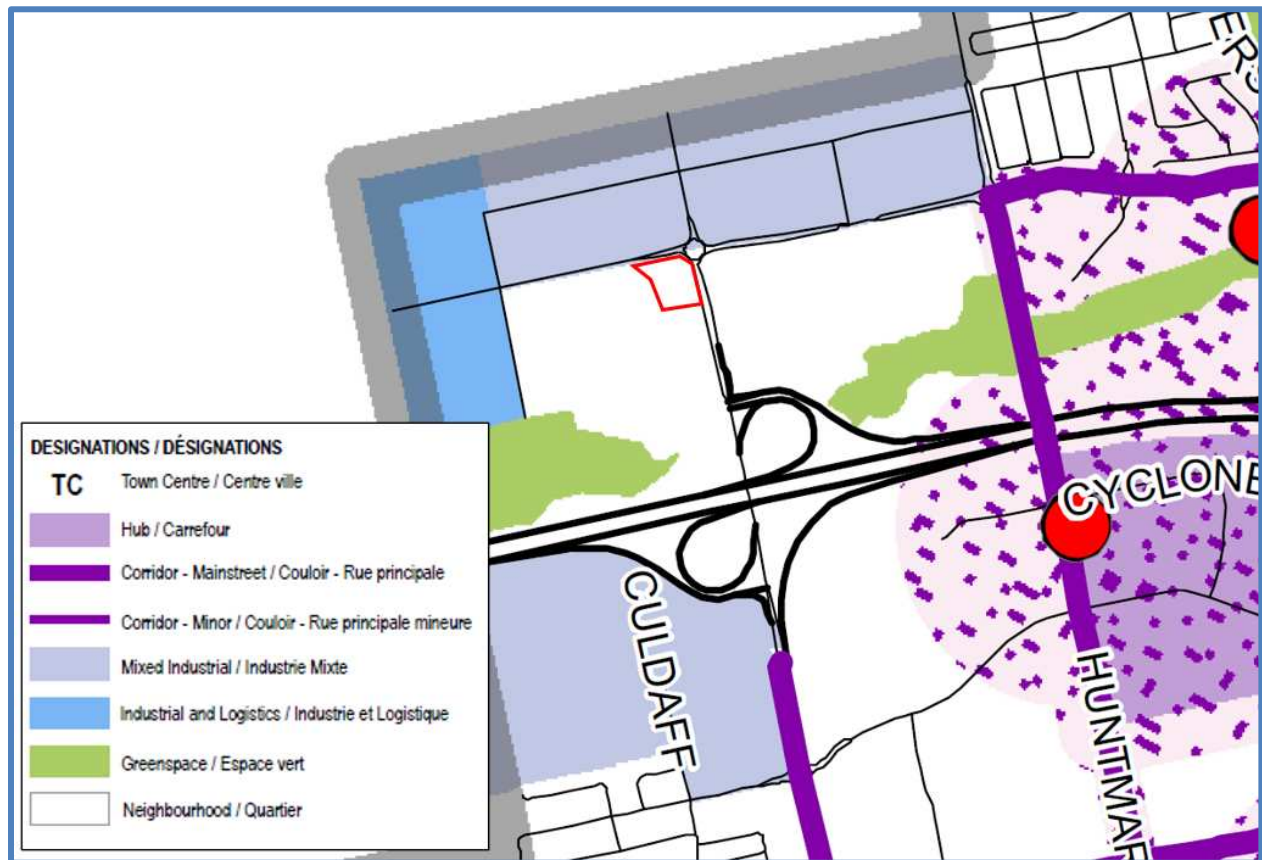
Street trees and low-rise commercial retail buildings on the edges of the subject site frame the arterial streets of Campeau and Palladium. The multi-tenant retail buildings provide a variety of commercial services to the surrounding area and offer flexible commercial occupancies for local businesses to grow over time.

6.2.2 Neighbourhood Designation S. 6.3

The subject site is located within the Suburban (West) Transect on land designated as “Neighbourhood” **See Figure 18**. Section 6.3 of the OP states that “*It is the intent of this plan that [Neighborhoods], along with hubs and corridors, permit a mix of building forms and densities.*” Further, “*Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context sensitive development.*”

The location of the proposed development, within the Kanata West Retail Centre, adjacent to Tanger Outlet, and in close proximity to a 400-series highway interchange, defines the neighbourhood context in this area. The surrounding uses are mostly large format retail, and the existing municipal and provincial transportation infrastructure supports car-centric development at this location. Based on the site context, the proposed development is in our opinion, an appropriate land use that complies with the directives of the neighbourhood designation in the Official Plan.

Figure 18: Subject Site Location on Official Plan Schedule B5



6.2.3 Define neighbourhoods and set the stage for their function and change over the life of this Plan - OP Section 6.3.1

As per Official Plan section 6.3.1 Policy 4

4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including:

d) *To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale nonresidential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*

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

ii) *Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*

iii) *Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*

iv) *May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;*

v) *May restrict or prohibit motor vehicle parking in association with such uses; and*

vi) *Limits such uses to prevent undue diversion of housing stock to non-residential use.*

e) *Limited large-scale non-residential uses and include office-based employment, greenspace, largescale institutions and facilities and other smaller institutional functions;*

- ⊕ There is no reasonable risk of nuisance to the closest residential uses which are approximately 730 metres from the proposed development and separated by Tanger Outlet Mall.
- ⊕ The proposed buildings are low rise commercial development and a car wash that match the existing context of the neighbourhood designation in this location.
- ⊕ Several site connections are provided to the surrounding sidewalks, integrating the proposed development with public realm and providing access to the nearby transit stop.
- ⊕ Motor vehicle parking is limited to the greatest degree possible as defined by practicality and the provisions of the zoning by-law.

In addition, it is noted that limited large scale uses are permitted in the neighbourhood designation as well as small scale non-residential uses.

6.2.4 Ensure that neighbourhoods form the cornerstone of liveability in Ottawa - OP Section 6.3.3

As per Official Plan section 6.3.3 Policy 1

1) The City shall allow, through the Zoning By-law, large-scale non-residential land uses where they exist as of the adoption of this Plan. Where a new large-scale non-residential land use is proposed, the City will evaluate such development based on meeting all of the following criteria:

- a) *The use is suitable to be located in the Neighbourhood designation and does not otherwise belong within a Hub or Corridor designation or within the Mixed Industrial designation, as per Subsection 6.3.3, Policy 3);*
- b) *The use can be adequately integrated within the Neighbourhood and contributes to the goals of the designation;*
- c) *The use is located on the rapid transit network or along a street where frequent street transit service is already provided; and*
- d) *A site design is provided in accordance with transect and overlay policies.*

The proposed Car Wash use is appropriate to be located in the neighbourhood designation when considering the unique context of the site in a retail centre rather than a residential area. Further, no specific direction is given in the Official Plan to direct this use to Hubs, Corridors or the Mixed Industrial designation rather than neighbourhoods. This use contributes to the goal of the designation by contributing to the density of services that are available to nearby residential areas, thus contributing to the long-term evolution toward 15-minute neighbourhoods. This is further supported by the location of nearby frequent street transit on Palladium Drive.

The proposed site design is consistent with suburban built form as described in Table 6 of the Official Plan. Elements of urban built form have been incorporated where possible to support the evolution towards 15-minute communities by reducing parking to the minimum allowed by the zoning by-law.

As per Official Plan section 6.3.3 Policy 4

4) Non-residential uses that are not explicitly mentioned as permitted in Subsection 6.3.1, Policy 4) shall be considered where the proposal meets all of the following criteria:

- a) *The proposed use is compatible with and complements surrounding uses;*
- b) *The property has frontage on a major street;*
- c) *The main buildings are situated to occupy the majority of site's major street frontage;*
- d) *The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate site design methods in accordance with transect and overlay policies;*
- e) *Large land areas for outdoor storage and sale or service of goods (other than uses that do not operate year-round and can be considered a common component of a permitted use, such as a seasonal garden centre in association with a retail use) are not provided; and*
- f) *Goods for sale or display are not placed in the municipal right of way.*

- ⊕ The proposed Car Wash use is compatible with the surrounding uses that consist almost entirely of large scale retail uses that are of an extremely car-centric nature. The proximity of the interchange at Palladium and HWY 417 further supports this use.
- ⊕ 3095 Palladium has frontage on two arterial streets, Campeau and Palladium. The proposed site has been designed to have the main buildings occupy the majority of street frontage. The Car Wash use is screened from the street frontage by vegetation as requested during consultation with city planning staff.
- ⊕ No outdoor storage is proposed, and there is no intention to place any goods for sale or display in the municipal right of way.

For all of the above mentioned reasons, it is our opinion that allowing a rezoning to permit a Car Wash as an additional use would represent good land use planning given the site specific context.

6.3 Area Specific Policy 2

As shown on Annex 5 of the Official Plan the subject site is within the boundaries of Area Specific Policy 2 (Kanata West). The provisions of Area Specific Policy 2 are intended to enforce the remaining development goals of the Kanata West Concept Plan (2002) which expired when the new Official Plan was approved in 2022. These remaining provisions are:

- ⊕ 2.1 – Landowners will enter into cost sharing agreements for major infrastructure.
- ⊕ 2.2 – Provision of a district park at 195 Huntmar Drive.
- ⊕ 2.3 – Outlining conditions to develop lands in proximity to the Carp River.
- ⊕ 2.4 – Establish condition to lift holding zones relating to Carp River development.
- ⊕ 2.5 – Define area for buildings of 15 and 6 storeys north of Highway 417.
- ⊕ 2.6 – Define area for 21.9 ha of employment lands south of Highway 417.

With the exception of 2.1, the provisions of Area Specific Policy 2 do not apply to the proposed development. It is understood that the city will include a condition of site plan approval relating to provision 2.1.

6.4 Zoning By-law

The subject site is currently zoned as General Mixed Use - GM[2167]. The purpose of the General Mixed-Use zone is to allow residential, commercial, and institutional mixed-use developments. The zone permits 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.

Exception zone 2167 adds many additional uses including, automobile service station, bank, bank machine, bar, cinema, convenience store, garden nursery, parking garage, parking lot, payday loan establishment, personal service business, nightclub, recreational and athletic facility, restaurant, retail store, retail food store, service and repair shop, sports arena, and theatre. The exception zone also excludes all residential uses from the subject site. Additionally, the exception zone sets site specific front yard, rear yard and corner side yard setbacks.

The proposed shopping centre consisting of a mix of commercial and service uses is allowed as-of-right in the GM[2167] zone. The purpose of the Zoning By-law Amendment is to add an additional use to allow a Car Wash to operate on the southern portion of the lot. The existing provisions of exception zone 2167 will be maintained with the additional Car Wash use allowed.

7 Relevant Documents

7.1.1 Urban Design Guidelines for Large Format Retail

The Urban Design Guidelines for Large-Format Retail were released by the City in May 2006. These guidelines implement both the design objectives and vision of the Official Plan and target the following six areas: Streetscape and built form, Pedestrians and cyclists, Vehicles and parking, Landscape and environment, Signs, and Servicing and utilities. The guidelines establish a range of design objectives with respect to large-format retail development. Specifically, this site plan and zoning proposal supports:

- ⊕ Sets buildings back 3.0 metres from the front property line, and the side property line, in order to define the street edge and provide space for pedestrian activities and landscaping;
- ⊕ Provides significant architectural or landscape features at the corner of corner sites to emphasize the public streets and enhance the streetscape;
- ⊕ Landscape the area in front of blank walls that faces public streets, and use projections, recesses, arcades, colour and texture to reduce the visual size of any unglazed walls;
- ⊕ Design the facade of buildings with multiple uses so that each use is defined separately through individual signage, individual entrances and individual canopies;
- ⊕ An internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. The internal circulation pattern provides direct pedestrian connections to the surrounding streets;
- ⊕ Provides direct, safe, continuous and clearly defined pedestrian access from public sidewalks, parking areas and transit stops to building entrances;
- ⊕ Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any facade with a customer entrance, along any facade adjacent to parking areas, and between the primary access and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide;
- ⊕ Site circulation is designed to minimize the conflict between pedestrians and vehicles. This is achieved by orienting car parking spaces to minimize the number of traffic aisles that pedestrians must cross;
- ⊕ Trees, shrubs, and other vegetation have been selected considering their tolerance to urban conditions;
- ⊕ Provides a minimum 3.0 metre wide landscaped areas along the edge of a site where parking areas, drive lanes, or stacking lanes are adjacent to a public street. Trees, shrubs and low walls are used to screen cars from view while allowing eye level visibility into the site;
- ⊕ Buildings are designed to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.

The proposed development generally complies with the intent and targets of the Urban Design Guidelines for Large-Format Retail.

7.1.2 Urban Design Guidelines for Drive Through Facilities

The Urban Design Guidelines for Drive-Through Facilities were approved by Council on May 24, 2006. These guidelines are intended to provide urban design guidance at the planning application

stage to assess, promote and achieve appropriate development of drive-through facilities. These guidelines are to be applied whenever a drive-through facility is proposed and are to work in conjunction with other design guidelines. The current design of the shopping centre provides opportunities for one (1) drive through at the HALO Car Wash. This site plan and zoning proposal supports:

- ⊕ Responds to the positive elements of the context through such means as building height, setbacks, building orientation and architectural styles;
- ⊕ Provides landscaping in combination with building orientation, to enhance the streetscape and define the street edge when setting buildings back from the street;
- ⊕ The majority of the pedestrian level facade facing the street is highly transparent with clear glass windows and doors that animate public streets and maximize views in and out of the building;
- ⊕ Architectural detail and character are coordinated with an overall design concept for all building sides and components;
- ⊕ Walkways are distinguished from driving surfaces by using varied paving treatments;
- ⊕ Provides customer entrance doors that are close to parking areas;
- ⊕ Provides customer entrance doors clearly visible and directly accessible from the public walkways;
- ⊕ Stacking lanes are located away from adjacent sensitive uses, such as residential and outdoor amenity areas, to reduce the impacts of noise and pollution that could be caused by stacking cars on such uses;
- ⊕ Stacking lanes are separated from parking areas and driveways using treatments such as landscaped islands, decorative pavement, pervious islands and painted lines;
- ⊕ Provides escape lanes and the appropriate number of queuing spaces as required by the Zoning By-law to create efficient stacking lanes and to minimize on-site conflicts
- ⊕ On-site circulation is designed to minimize the conflicts between pedestrians and vehicles;
- ⊕ Trees are planted along the public street;
- ⊕ Provides a minimum 3.0 metre landscape area along the edge of a site where parking areas, drive lanes or stacking lanes are adjacent to a public street. Trees, shrubs and low walls are used to screen cars from view while allowing eye level visibility into the site;
- ⊕ Divides large parking areas into smaller and well-defined sections using soft and hard landscaping in order to minimize the amount of paved area;
- ⊕ Buildings are designed to include defined spaces to accommodate signs that respect buildings scale, architectural features, signage uniformity and established streetscape design objectives;
- ⊕ Garbage enclosures are external to the building and wall height is sufficient to completely conceal garbage dumpsters;
- ⊕ Lighting is designed to ensure no light spillage, glare, or light cast over adjacent uses.

The proposed development generally complies with the intent and targets of the Urban Design Guidelines for Drive-Through Facilities.

8 Supporting Report Summaries

8.1 Transportation Impact Assessment

A transportation impact assessment has been prepared for this site by CGH Transportation (Revised Date February 2024). The report concludes that the proposed trip generation rates and mode shares are consistent with the surrounding area context and do not unduly impact the surrounding road network. It is recommended that, from a transportation perspective, the proposed development applications proceed.

8.2 Environmental Site Assessment

An ESA was initially Paterson Group in 2014 as part of the subdivision application (D07-16-14-0003). An update to the original report has been provided by Paterson Group (May 16, 2023) which concludes that no significant physical changes have been made to 3095 Palladium Drive and no new potential environmental concerns were identified with respect to the use of the site or the neighbouring properties. Based on the findings of this assessment, it is their opinion that a Phase II – Environmental Site Assessment is not required for the property.

8.3 Environmental Impact Statement

An EIS was prepared as part of the subdivision application (D07-16-14-0003) by Muncaster Environmental Planning Inc., January, 2014. During consultation with municipal planning staff, it was confirmed that no new EIS would be required for this submission provided that the recommendations of 2014 EIS had been conformed with. The applicant received confirmation that all EIS recommendations were followed by the previous owner, who was the applicant for the subdivision application.

8.4 Geotechnical Investigation

A Geotechnical Investigation of the subject site was undertaken by GEMTEC (Revised Date: February 20, 2024). The report is based on site investigations and documents geological and ground water subsurface conditions. Recommendations are provided regarding construction of the proposed development. Grade raise limits are deemed unnecessary on this site.

8.5 Servicing and Stormwater Management Report

A servicing and stormwater management report has been prepared by Robinson Land Development (Revised March 2024). The report concludes that the proposed development can be adequately serviced by existing water, sanitary and stormwater connections adjacent to the subject site.

8.6 Noise Study

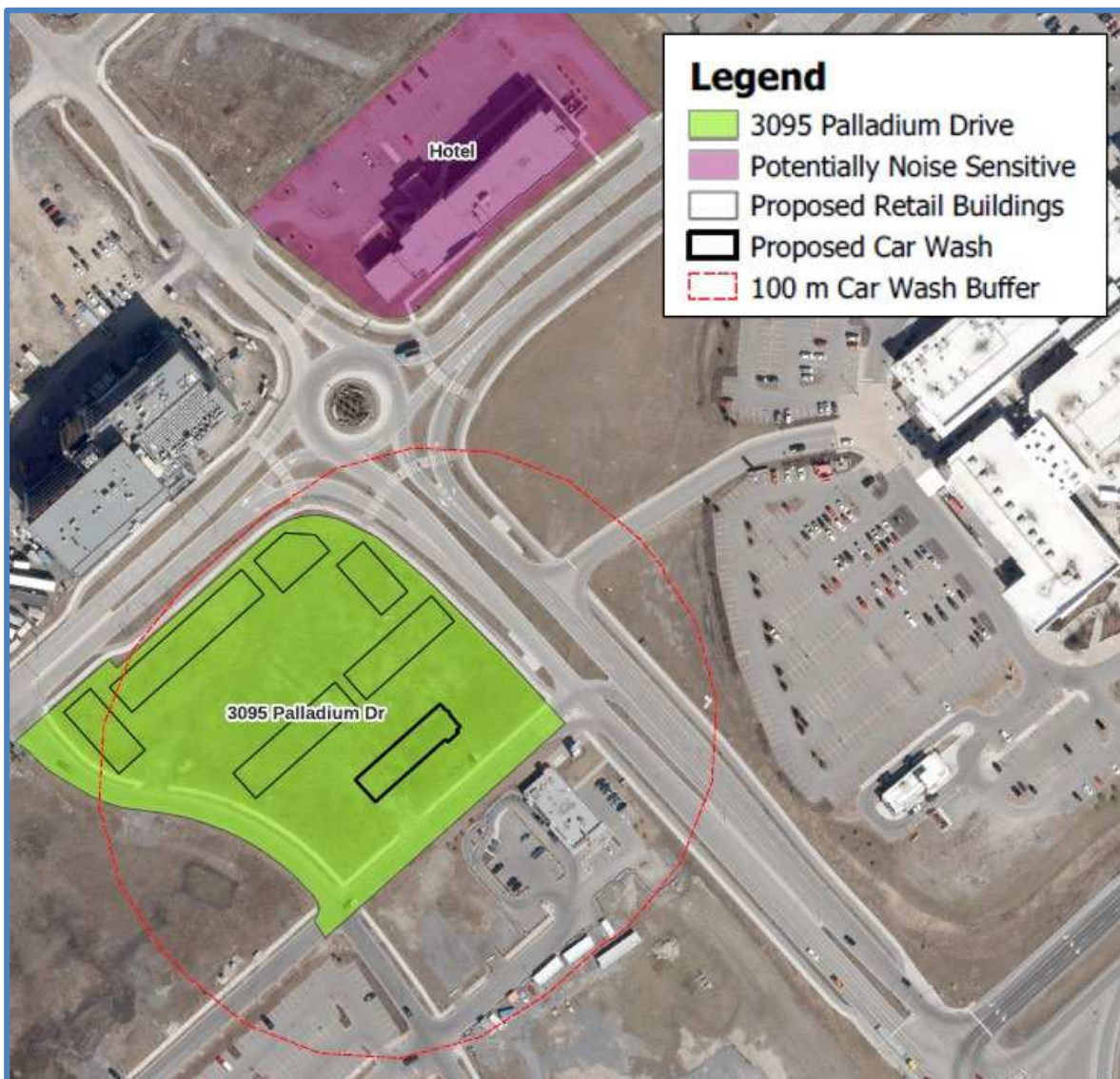
Although not listed in the required studies identified by municipal planning staff, a desktop study was undertaken to review if any sensitive receivers were close to the proposed development based upon the understanding that the Car Wash may meet the definition of a stationary noise source. As per the Environmental Noise Control Guidelines (2016) Issued by the City of Ottawa,

a noise study will be triggered if a new noise sensitive development is within 100 metres of an existing stationary noise source.

In this case, a new potential stationary noise source is being proposed (Car Wash). **Figure 19** shows a 100 metres buffer from the Car Wash. There are no noise sensitive land uses within that area. Further, there are no noise sensitive land uses close to the edge of the buffer either. The only potentially noise sensitive use nearby is a hotel (**see Figure 19**). The Environmental Noise Control Guidelines state that hotels are not generally considered to be noise sensitive, but good practice design should consider them. In this case, the hotel is outside the 100-metre buffer from the potential noise source.

For all of the above reasons, it is confirmed that a requirement for a noise study is not required.

Figure 19: 100 Metre Buffer of Potential Stationary Noise Source



9 Conclusion

Based on evaluation of the applicable policies and guidelines outlined in the Official Plan, it is our professional opinion that the proposed Site Plan and Zoning By-law Amendment, represent good land use planning. The proposed development is well-suited to the neighbourhood designation, taking into consideration the context of existing surrounding land uses which are recently established. Furthermore, the proposed development conforms with all the requirements of the GM[2167] zone, with the sole exception of the car wash which is proposed in the zoning bylaw amendment. The build out of the Kanata West Retail lands was intended to accommodate these uses in the proposed configuration with the design considerations that have been applied.

Should you have any questions, please do not hesitate to contact the undersigned at your earliest convenience.



Tim Eisner, M. Pl., LEED Green Associate
Planner, JFSA Canada

Reviewed by:



Jocelyn Chandler, M.PI., RPP, MCIP
Land and Water Resource Planner, JFSA Canada

10 JFSA Statement of Limitations

J.F. Sabourin and Associates Inc. (JFSA) has prepared this report, and performed the services described in this report, in a manner consistent with the level of care and skill normally exercised by members of the planning profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and financial and physical constraints applicable to the services. No other warranty, expressed or implied, is made. This report has been prepared for the exclusive use of the client representative, for the specific site, objective, and purpose described to JFSA by the client. The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location. Any change of site conditions, purpose and/or development plans may alter the validity of the report. The report, which specifically includes all tables, figures and appendices, is based on data and information assembled by JFSA, and is based on the conditions at the site and study area at the time of the work and on the information provided by others. JFSA has relied in good faith on all information provided and does not accept responsibility for any deficiencies, misstatements, or inaccuracies contained in the report as a result of omissions, misinterpretation, or fraudulent acts of the persons contacted or errors or omissions in the reviewed documentation and data. Any use which a third party makes of this report, or any reliance on, or decisions to be made based on it, are the responsibilities of such third parties. JFSA accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report