

Planning Rationale & Design Brief

in support of

Application for Site Plan Control



**3535 Borrisokane Road
City of Ottawa**

Prepared by:



May 17, 2022

Prepared for:

Grant Castle Corp.

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The document was prepared by Holzman Consultants Inc. for the sole use of its client, LRL Associates Ltd. on behalf of Grant Castle Corp. in support of an Application for Site Plan Control to the City of Ottawa. Holzman Consultants Inc. undertakes no duty to accept any responsibility to third parties may who may rely upon this document.

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1.0 Introduction

1.1 Background

Holzman Consultants Inc. (“**HCI**”) was retained by LRL Associates Ltd. (“**LRL**”) on behalf of its client Grant Castle Corp. (the “**Developer**”) to prepare a Land Use Planning Rationale (the “**Planning Rationale**”) in support of the development of 5,328 m² of land located on the east side of Borrisokane Road, approximately 400 metres north of Cambrian Road in Barrhaven (Ward 3) of the City of Ottawa (the “**City**”), as depicted in [Exhibit A](#), municipally known as 3535 Borrisokane Road (the “**Subject Property**”). The Developer proposes to develop the Subject Property with a drive-through car wash operating under the Halo brand, complete with three access lanes and vacuum bays (the “**Proposed Development**”). The Proposed Development triggers an Application for Site Plan Control – Standard, Non-Rural.



Exhibit A: Location Map with Subject Property highlighted in orange (source: GeoOttawa)

The Subject Property is part of a larger parcel of land that is owned by the Trustees of the Ottawa Korean Community Church (the “**Owner**”) that is described as:

Part of Lot 11, Concession 3 (Rideau Front) Geographic Township of Nepean, Part 1 on Ref. Plan 4R-33597, PIN 045953674 (the “**Church Lands**”)



Exhibit B: Air Photo of the Church Lands, outlined in yellow (source: Purview)

The Subject Property (as outlined in red in **Exhibit C**, below) was conditionally sold by the Owner to the Developer, pursuant to an Agreement of Purchase and Sale dated August 31, 2021.

On March 2, 2022 the Owner attended a hearing of the Committee of Adjustment (the “**Committee**”) to seek consent of the Committee for conveyances and grants of easements / rights-of-ways to facilitate the subdivision of the Church Lands into three parcels to create new lots for future development. On March 11, 2022 the Committee granted provisional consent, subject to certain conditions which must be fulfilled within a two (2) year period from the date of the decision date. No appeals were filed and the decision of the Committee is now final and binding.

The conditions of the consent are as follows:

1. The Owner must provide evidence to the City that both the severed and retained parcels have their own independent water, sanitary and sewer connection and that these services do not cross the proposed severance line and are connected directly to City infrastructure.
2. The Owner shall provide evidence that the parcels have access to sufficient services with adequate capacity.

3. The Owner shall enter into an Agreement with the City (to be registered on Title) to deal with the notices warning purchasers and/or tenants of expected noise levels due to the existing source of environmental noise (arterial, highway, airport, etc.).
4. The Owner file with the Committee a copy of the registered Reference Plan that must conform substantially to the Draft Reference Plan filed with the application for consent.
5. Upon completion of the above conditions that the Owner files with the Committee, the “electronic registration in preparation documents” for the Conveyances and Grants of Easements/Rights-of-Way for which the Consent is required.

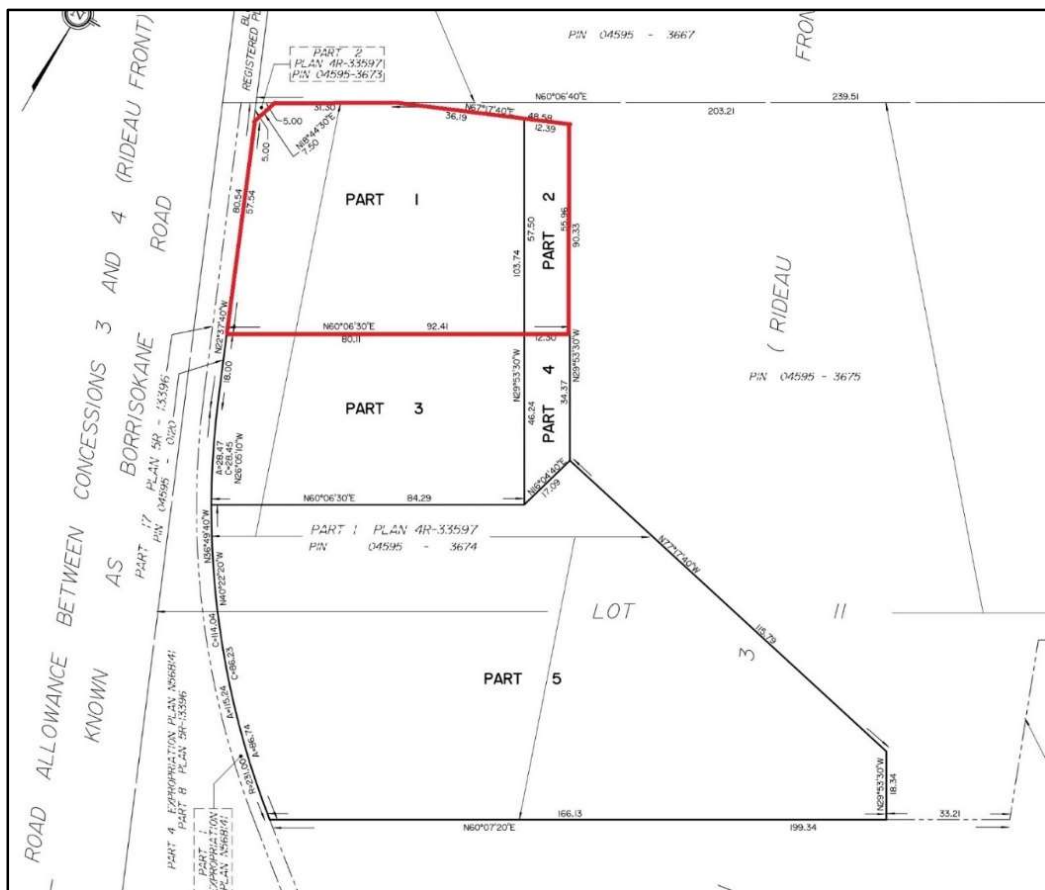


Exhibit C: Excerpt from the Draft R-Plan of the Church Lands with the Subject Property (Parts 1 and 2) outlined in red

There will be an easement/ right-of-way over Part 2 for access for the benefit of Parts 3 & 4 and Part 5. Additionally, there will be an easement /right-of-way over Part 4 for the benefit of Part 5. Here is an excerpt from the Decision of the Committee, dated March 11, 2022 which describes the new parcels of land to be created with the Subject Property outlined in red:

File No.	Frontage	Depth	Area	Part No.	Municipal Address
B-00541	46.47 m	92.41m (Irreg.)	4320 sq. m	3 & 4	3545 Borrisokane Road (vacant parcel)
B-00542	86.74 m	116.13 m (Irreg.)	12,734 sq. m	5	3555 Borrisokane Road (vacant parcel)
B-00543	57.54 m	92.41 m (irreg.)	5328 sq. m	1 & 2	3535 Borrisokane Road (vacant parcel)

1.2 Description of Subject Property

The Subject Property is somewhat irregular in shape with a total area of 5,328 m². It was historically used for agricultural purposes but was left fallow for several years. Recent aerial photographs indicate that the majority of the site has been stripped of vegetation. A stockpile, 3 – 4 metres in height, is located at the north-west section of the Subject Property. Excluding the stockpile, the terrain is relatively flat.

The subdivision design produced by David Schaeffer Engineering Ltd. indicates the following infrastructure within Flagstaff Drive: 200 mm diameter PVC watermain stub and a 200 mm diameter PVC sanitary sewer. There are roadside ditches on both the east and west sides of Borrisokane Road.

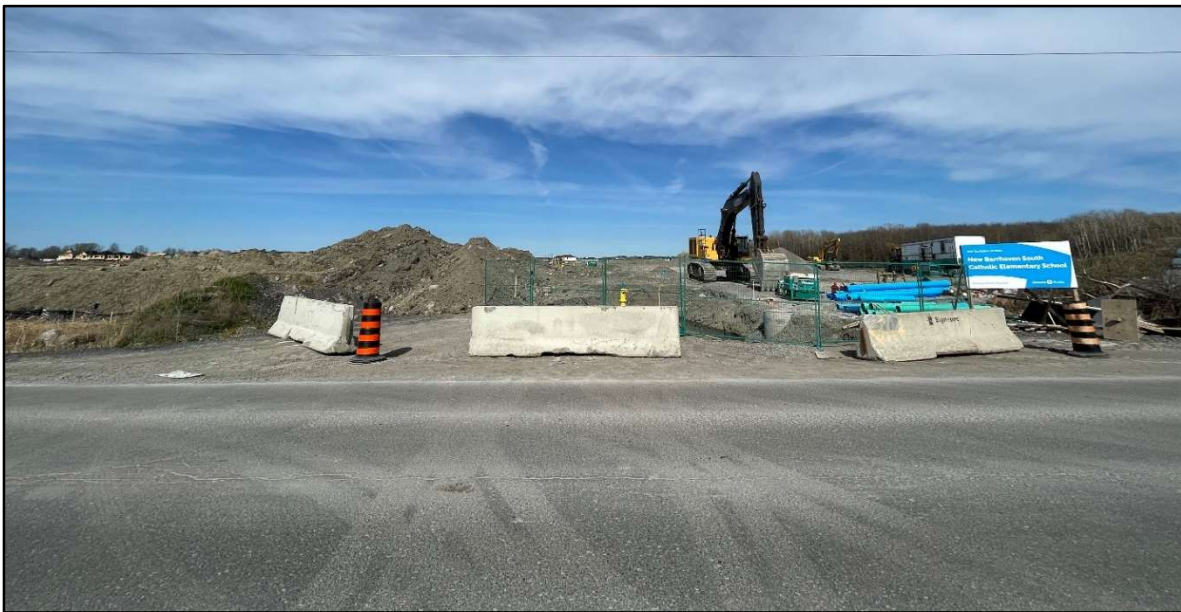


Exhibit D: Photograph of the future intersection of Flagstaff Drive and Borrisokane Road taken from the west side of Borrisokane Road



Exhibit E: Photograph facing east along the future extension of Flagstaff Drive, with the Subject Property to the right of the open servicing trench.

1.3 Site Context

The Subject Property is located at the future intersection of Borrissokane Road and Flagstaff Drive, approximately 400 metres north of Cambrian Road and approximately 1,400 metres south of Strandherd Drive. Borrissokane Road which is identified as an arterial road in the City's Transportation Master Plan, is a two-lane undivided roadway bordered by a narrow gravel shoulder with ditches on its eastern and western sides. The posted speed limit is 80 km/h in the vicinity of the Subject Property. As depicted in **Exhibit F** there are utility poles along the eastern side of Borrissokane Road within the ditch.



Exhibit F: Photograph facing north on Borrissokane Road with the future intersection with Flagstaff Road on the right and vacant lands on the west side of Borrissokane Road

Borrisokane Road has a pavement width of 7.0 metres. There are no sidewalks, no cycling facilities and no street lights. Flagstaff Drive is under construction. It will be a future east-west urban collector road with pedestrian sidewalks. There is no transit service within a 400 m walk of the Subject Property.

The notable land uses, amenities and natural features within 500 metres and 1,500 metres of the Subject Property are shown in [Exhibit G](#).

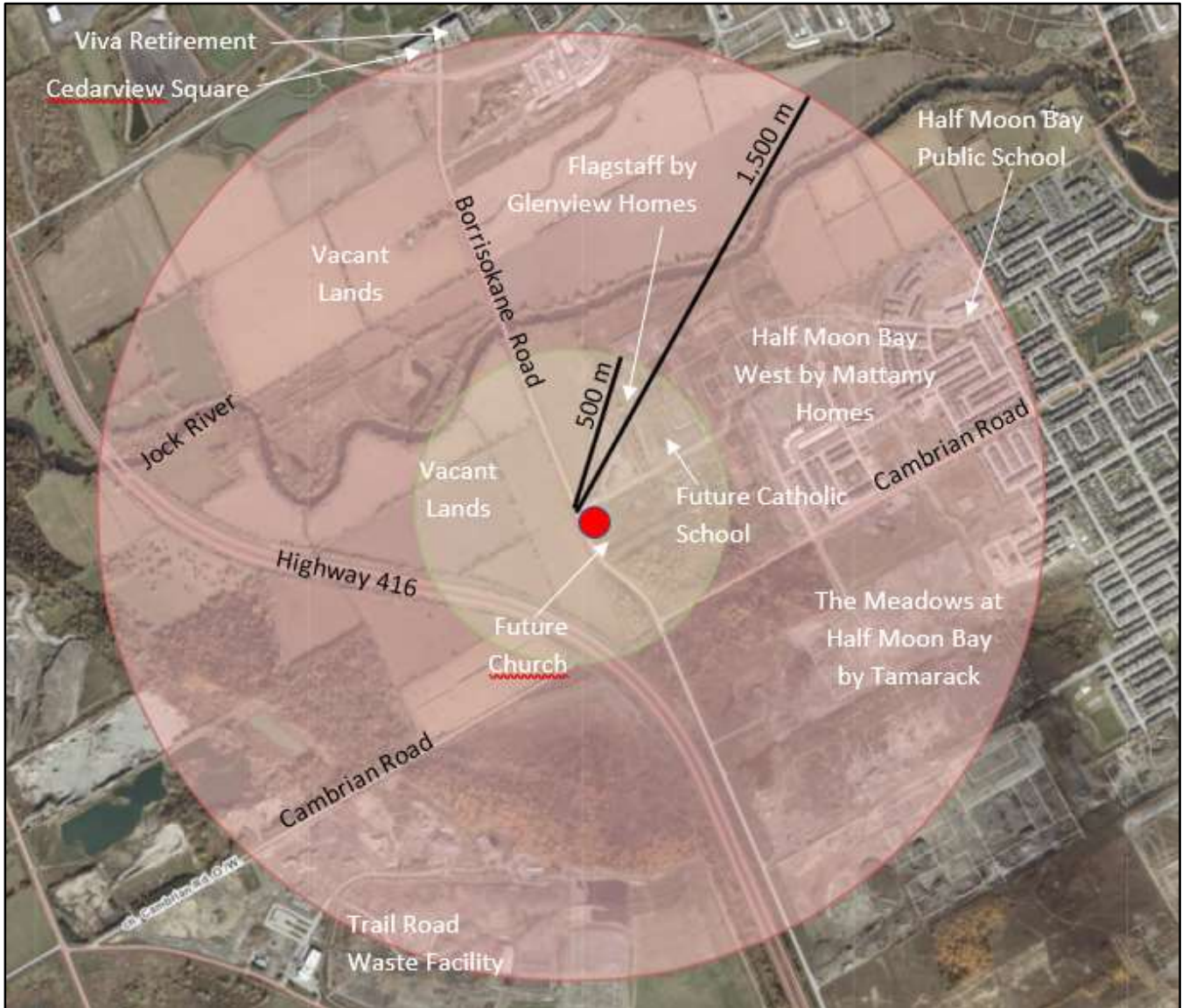


Exhibit G: Air photograph of land uses and features within 1,500 metres of the Subject Property

The land uses to the north of the Subject Property are as follows:

- The northern property line of the Subject Property abuts the Flagstaff Drive extension which is currently under construction. The lands on the north side of Flagstaff Drive are currently vacant,

although a block of land at the northeast corner of Borrisokane Road and Flagstaff Drive enjoys commercial zoning (the “**Commercial Block**”).

- The Jock River and associated floodplain / parkland are located to the north of the Commercial Block.
- North of the Jock River, (on both the east and west side of Borrisokane Road) approximately 88 hectares of have been draft plan approved (Application D07-16-20-0021) for a mix of detached dwellings, townhouse dwellings and one higher density block for a total of approximately 1,450 units. The plan proposes 45 streets, 13 lanes, 9 walkway blocks and 5 parks. in area. The existing site conditions comprise primarily of former and fallow agricultural lands, extending to the banks of the Jock River to the south, the Fraser-Clarke Creek to the east and north, and the Foster Creek to the west.
- A two-storey plaza with two free-standing pads (Royal Bank and The Royal Oak) is located at 4100 Strandherd Drive, at the northwest intersection of Strandherd Drive and Tartan Drive (which is an extension of Borrisokane Drive). This is approximately 1.5 kilometres north of the Subject Property. A seniors’ living facility, known as Viva Retirement is located at 275 Tartan Drive, across the street from the plaza.

To the east of the Subject Property:

- The Ottawa Catholic School Board has submitted an Application for Site Plan Control (D07-12-21-0206) for a 4,647 m² single storey elementary school and child care centre (the “**Catholic School**”) to be located on the north side of Flagstaff Drive at Main Halyard Lane.
- Low-rise residential uses are being developed by Glenview Homes to the west and north of the Catholic School. There is existing low-rise residential development by Mattamy Homes to the east of the Catholic School.



Exhibit H: Photograph facing west on Flagstaff Drive with recently constructed townhouses by Mattamy

To the south of the Subject Property:

- The Owner is retaining the land to the south for the construction of the Ottawa Korean Community Church.
- South of the future church lands is a City-owned woodlot known as Cambrian Woods.



Exhibit I: Photograph facing south on Borriskane Road showing the future intersection with Flagstaff Drive in the foreground, Cambrian Woods in the background and vacant lands on the west side of Borriskane Road.

- Cambrian Road is an east-west arterial road located 450 metres south of Flagstaff Drive. It is a two-lane road with a rural cross-section consisting of a 7.0 m pavement width with gravel shoulders. It does not have any cycling facilities. The road has a posted speed limit of 70 km/h.
- A low-rise residential community known as The Meadows is being developed by Tamarack on the south side of Cambrian Road. Further south, and still within the Urban Area, are subdivisions by Caivan, Mattamy, and Minto which are in various stages of approval and development.

To the west of the Subject Property:

- Borriskane Road abuts the western property line.
- The lands on the west side of Borriskane Road and to the east of Highway 416 are vacant.

- The Trail Road Waste Facility (“TWF”), which opened in 1980 as a municipal solid waste disposal facility, is located approximately 1,500 metres to the southwest. We are given to understand that the fill pattern for TWF is proceeding in stages, from east to west, thus receding away from the Barrhaven South community.

2.0 Description of Proposed Development

The Proposed Development will consist of a 485 m² single-storey building equipped with a high-speed dual belt conveyor system that carries vehicles through a tunnel equipped with automated washing, rinsing and drying equipment (the “Building”). The approach to the wash tunnel will be controlled through three (3) queuing lanes equipped with self-serve payment kiosks. Each queuing lane is designed to accommodate eight (8) vehicles. Eighteen (18) outdoor self-serve vacuum stalls are located to the north of the building. Three (3) parking spaces have been allocated to staff parking.

The Proposed Development will have one access point onto Flagstaff Drive, approximately 95 metres east of Borrisokane Road as depicted in [Exhibit J](#), below.

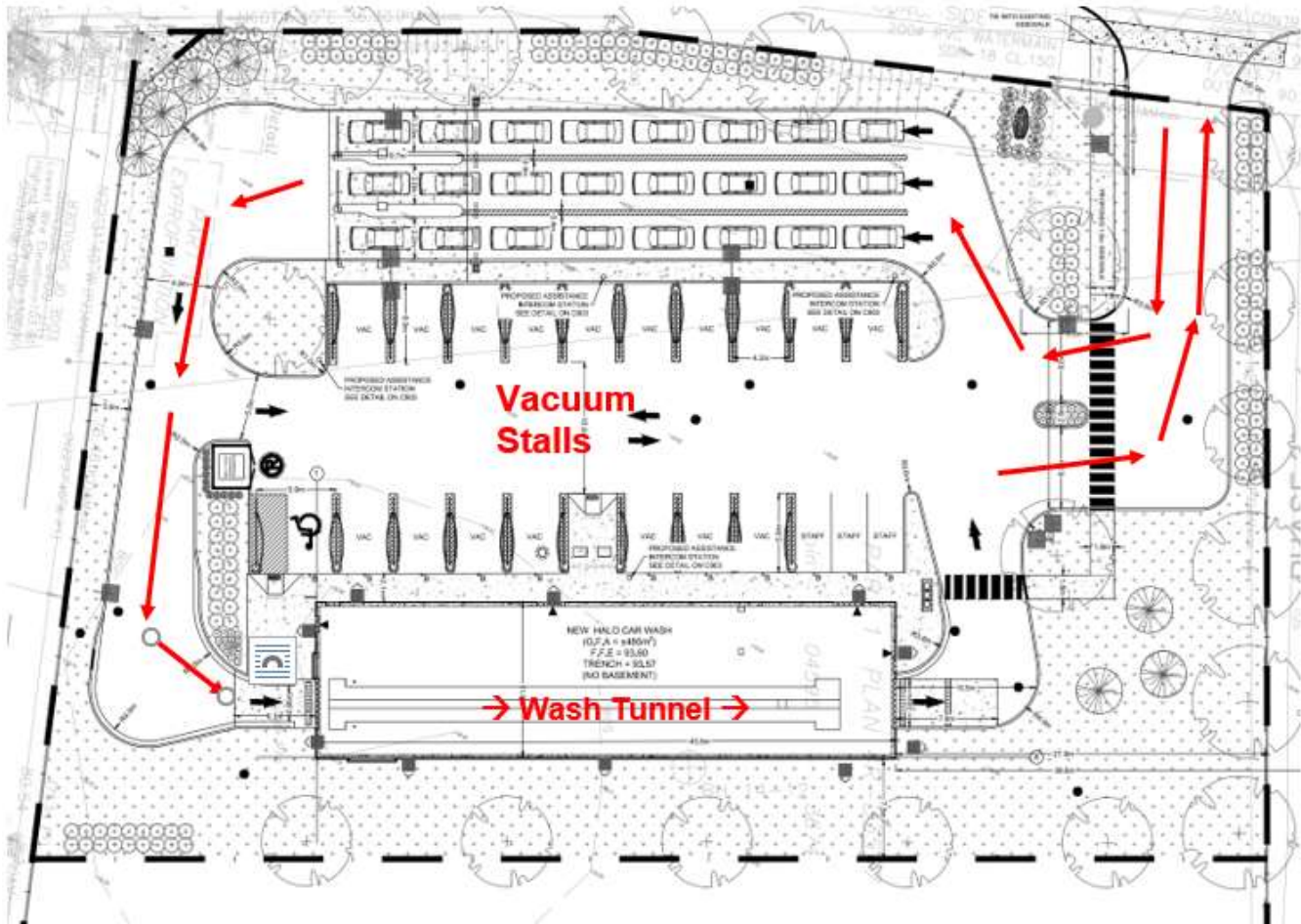


Exhibit J: Excerpt from Site Development Plan

The site access will be a private road which will be a full movement intersection controlled by a stop sign.

Ground-mounted pylon signage will be located at the entrance to the Proposed Development and will conform to the established corporate branding of Halo Car Wash. A garbage enclosure will be located at the west end of the site and it will be surrounded by landscaping features.

The Building wall assembly will consist of a pre-finished Murox panel system (produced by Canam Buildings) as follows:

- Vertical, corrugated, galvanized metal in blue, black and grey
- Brushed aluminum;
- Aluminum composite material (ACM) in blue and gloss black

The window systems will be aluminum-framed. A drone photograph of a typical Halo Car Wash site is captured below, showing the corporate branding and colour scheme, façade finishes and both the vertical and horizontal projections.



Exhibit K: Typical Halo Car Wash layout with three queuing lanes and entrance arch (foreground), wash tunnel and vacuum stalls (background)
(Pictured: 3604 Innes Road, Ottawa)



Exhibit L: Interior of typical Halo Car Wash tunnel with double-conveyor belt system

The Architect's elevation drawings are contained below in Exhibits M, N, O and P.

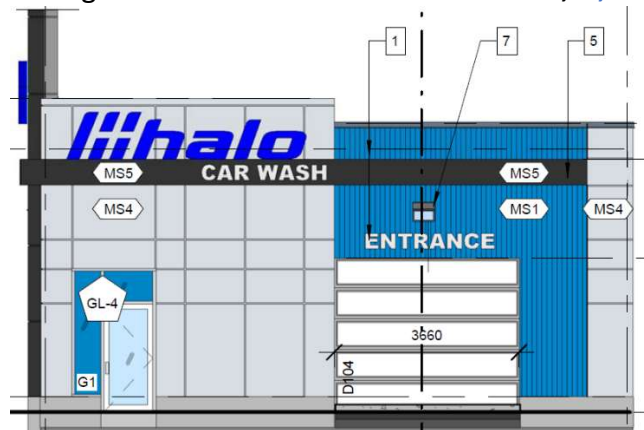


Exhibit M: West Elevation of the Building showing the entrance to the car wash tunnel and the vertical and horizontal projections on the west façade and north façade as well as the corporate branding

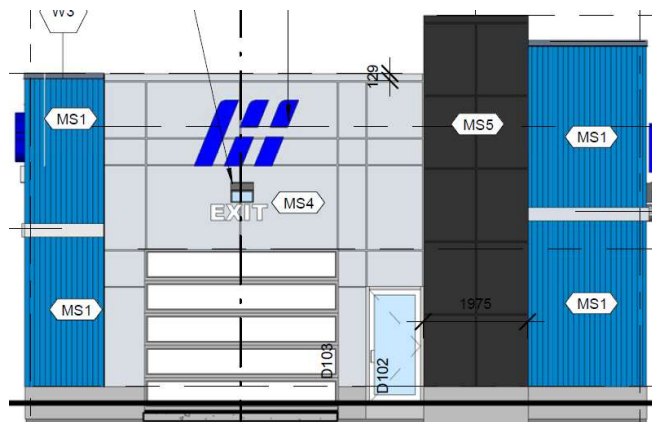


Exhibit N: East Elevation of the Building showing the exit from the car wash tunnel, the vertical projections on the east façade and the corporate logo

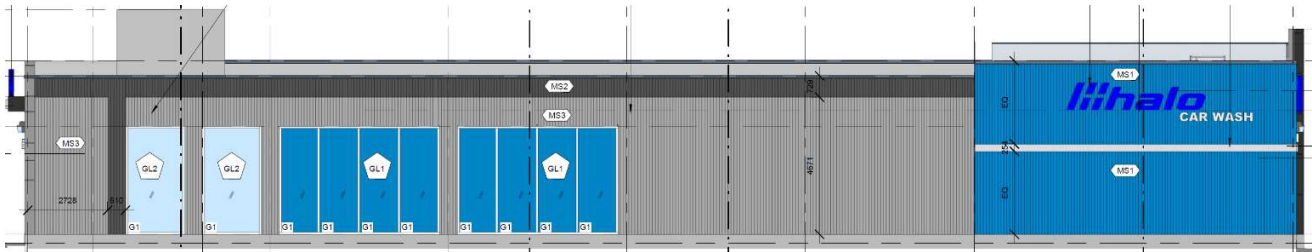


Exhibit O: South Elevation of the Building showing the varied colour palette, the vertical and horizontal projections and plentiful glazing

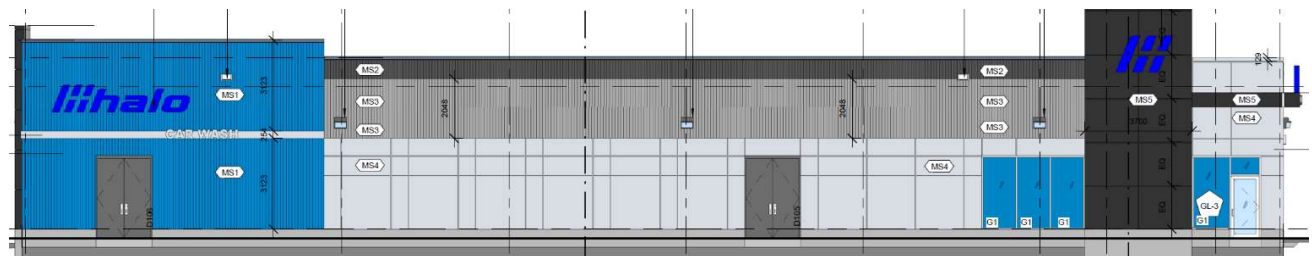


Exhibit P: North Elevation of the Building demonstrating the varied materials, colours, the articulated roofline and the corporate branding

A generous amount of landscaping is planned for the Proposed Development in order to soften the visual impact of the vehicle-intensive use and to offer environmental benefits.

KEY	QTY.	BOTANICAL NAME	COMMON NAME	SIZE
TREES				
CS	7	<i>Picea pungens</i>	Colorado Spruce	1.8m Ht.
GB	3	<i>Ginkgo biloba</i>	Maidenhair Tree	60mm ø
HB	4	<i>Celtis occidentalis</i>	Hackberry	60mm ø
HL	4	<i>Gleditsia triacanthos</i> 'Draves'	Street Keeper Honey Locust	60mm ø
JL	2	<i>Syringa reticulata</i>	Japanese Tree Lilac	60mm ø
SB	6	<i>Amelanchier canadensis</i>	Serviceberry	60mm ø
SHRUBS				
HY	12	<i>Taxus x media</i> 'Hicksii'	Hick's Yew	600mm ht.
RA	65	<i>Ribes alpinum</i>	Alpine Currant	800mm ht.
WC	11	<i>Thuja occidentalis</i> 'Clumps'	White Cedar Clumps	1.8m ht.
PERENNIALS & ORNAMENTAL GRASSES				
DL	36	<i>Heemerocallis</i> 'Stella D'Oro'	Stella D'Oro Daylily	100mm pot
KF	52	<i>Calamagrostis x acutiflora</i> 'Karl Foerster'	Feather Reed Grass	250mm pot
FG	46	<i>Miscanthus sinensis</i> 'Purpureoens'	Flame Grass	2 gallon pot
SG	36	<i>Panicum virgatum</i> 'Shenandoah'	Shenandoah Switch Grass	250mm pot

Exhibit Q: Proposed Plant List

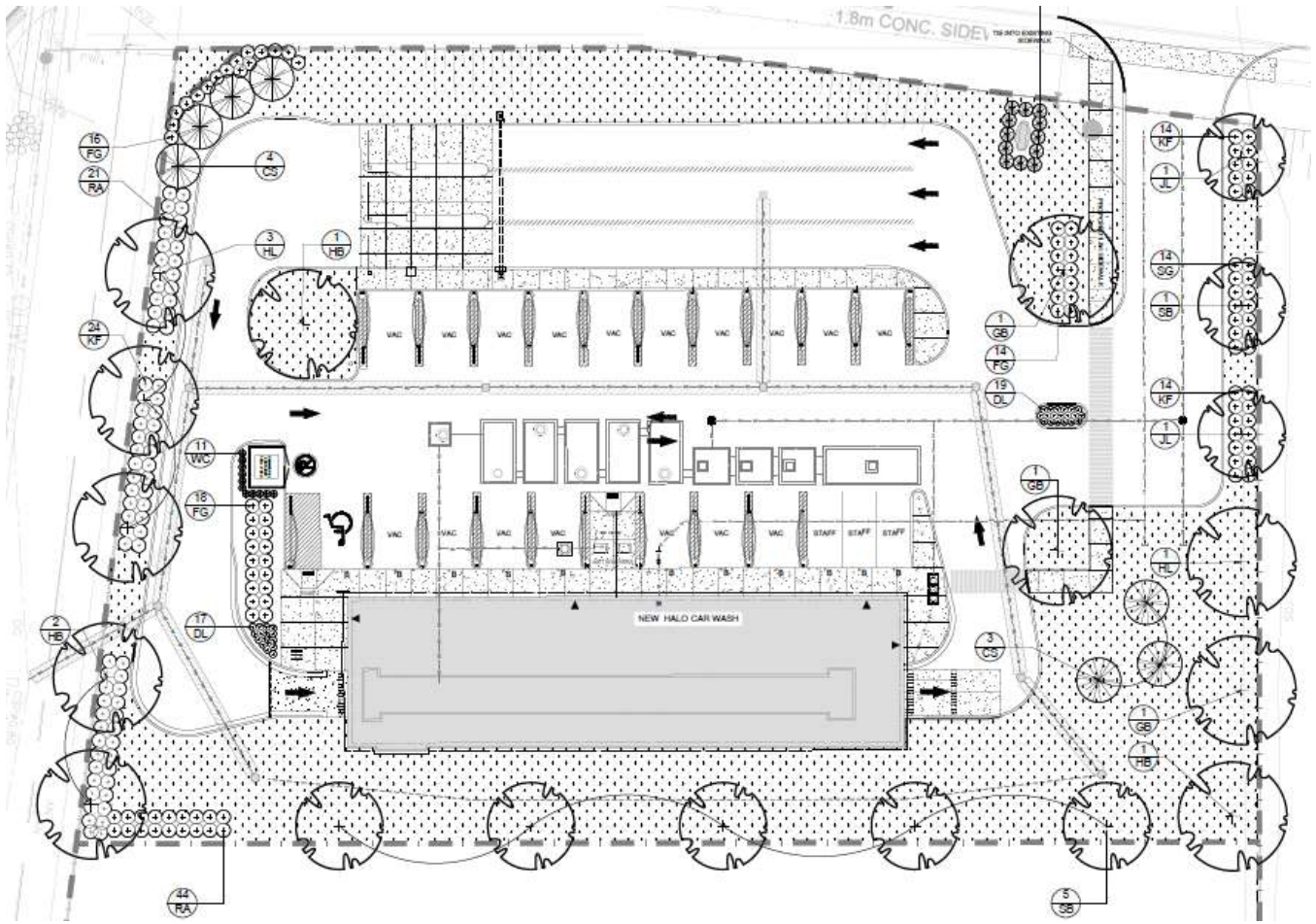


Exhibit R: Excerpt from Landscape Plan

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 the travelling public. This is of critical importance to the surrounding residential communities that are growing and that are predominantly reliant on the automobile for transportation. The site is laid out in an efficient manner and there is opportunity for intensification of the retained Church lands to the south with complementary uses.

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 S](#), the Subject Property is designated General Urban Area (“GUA”) which is intended to “*facilitate the development of complete and sustainable communities*”.

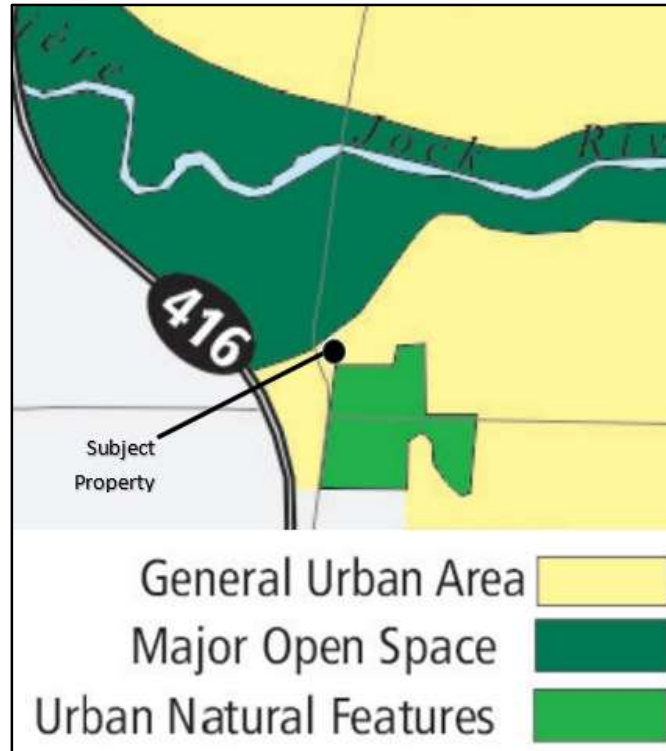


Exhibit S: Excerpt from Urban Policy Plan (Schedule B to the OP)

Amongst the policies of GUA (Section 3.6.1), the following are of particular relevance to the Subject Property and the Proposed Development:

- The permitted uses include *“many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses”*;
- Development applications are to be evaluated in accordance with Section 2.5.1 (Designing Ottawa) and Section 4.11 (Urban Design and Compatibility);
- Uses that *“that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community”* are permitted provided that *“anticipated impacts can be adequately mitigated or otherwise addressed”*.

It is our view that the Subject Property is a suitable location for the Proposed Development given its location on the perimeter of residential development, adjacent to an arterial roadway (Borrisokane Road) and a proposed collector roadway (Flagstaff Drive), as depicted in [Exhibit T](#), below. The proposed land use will offer convenient access to vehicular traffic that is entering or leaving the neighbouring residential communities. Furthermore, it is our opinion that the size and scale of the car wash will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.



Exhibit T: Excerpt from Urban Road Network (Schedule E to the OP)

We have also examined the Master Transportation Master Plan due to the proximity of the Highway 416 corridor. That plan calls for a future interchange at the Cambrian Road intersection, currently where an extension of both the east and west legs of Cambrian would extend to and through the highway.

Schedule K to the OP highlights areas of environmental constraint. A relevant excerpt is included below as **Exhibit U**. A flood plain overlay is located to the north of the Subject Property. The Rideau Valley Conservation Authority has confirmed that this flood plain area does not impact the Subject Property. An error exists on the City’s GeoOttawa online mapping system which incorrectly reflects a flood plain overlay extending to the south side of the Flagstaff Drive extension. We have been advised that City’s mapping will be corrected.

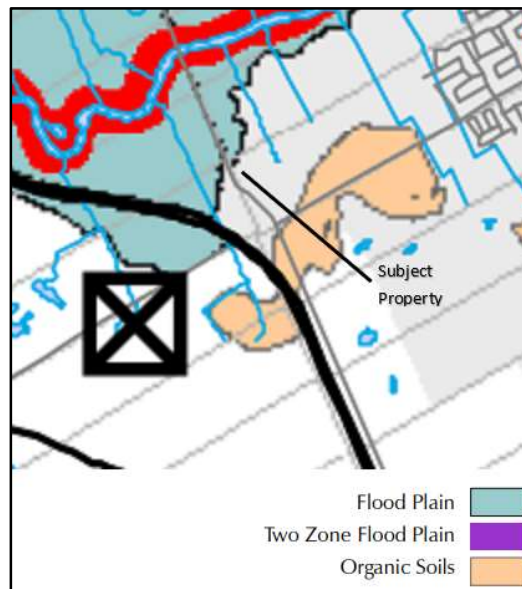


Exhibit U: Environmental Constraints (Schedule K to the OP)

3.3 Barrhaven South Community Design Plan

City Council approved a community design plan (“CDP”) for the Barrhaven South Community in June 2006, the purpose of which was to provide a framework for future development, setting specific objectives for the community and providing the land use concept as well as the servicing and transportation structure for such development.



Exhibit V: Barrhaven South CDP Study Area outlined in white; Subject Property marked by a red circle.

The key natural feature of the Barrhaven South CDP is the Jock River which forms the northern edge of the CDP study Area. The CDP study area consists of approximately 500 hectares of land that is bounded on the west by Highway 416 and on the east by Greenbank Road, as illustrated in [Exhibit V](#), above.

As depicted in [Exhibit W](#), below, the Subject Property is designated as Employment in the Barrhaven South CDP land use plan. Employment lands constitute only 2.4% (11.8 hectares) of the study area with the largest component being residential (36.6% or 136 hectares).



Exhibit W: Excerpt from Barrhaven South CDP Land Use Plan; Subject Property marked by a white star

The stated purpose of the Employment land use designation is *“to provide enough land for employment generating uses within the community in order to meet the Official Plan’s jobs-to-housing balance targets.”* The location of the Employment land is strategically located at the western periphery of the community which permits easy access to the arterial road network and Highway 416. The CDP provides that *“industrial uses, warehouse uses, automotive uses, offices, and retail uses are all permitted within the Employment land use category.”*

The transportation component of the Barrhaven South CDP shows a potential Highway 416 interchange at Cambrian Road. As well, Borrisokane Road is noted as candidate for potential road widening.

We are of the opinion that the Proposed Development is a suitable land use for the Subject Property and is consistent with the directives of the CDP. In particular, the Proposed Development incorporates high quality architecture with thoughtful consideration to landscaping features and building placement. The Proposed Development will contribute to forming an attractive gateway to the community.

3.4 Design Commentary

The Developer’s vision for the Halo car wash brand is to offer a modern, efficient and attractive facility to improve the car wash experience. The quality of the Halo car wash is considered to be superior to the offerings of the wash facilities that are often constructed as part of major fuel retail outlets.

It should be noted that the while City Council approved “Urban Design Guidelines for Drive-Through Facilities” in May 2006, a car wash is not included in the definition of a drive-through facility. That being said, we recognize that car wash facilities can pose certain urban design challenges. In the arriving at a final site development plan, the Developer and its consultants considered the need to accommodate the unique dimensions of a car wash tunnel while also ensuring safe and efficient stacking movements.



Exhibit X: Various photographs of Halo car wash facilities recently constructed in Ontario, showcasing a high quality of architecture with tasteful corporate signage and appropriate site lighting, ensuring a safe and attractive environment.

Given the nature of the conveyor-style car wash, the equipment that must be contained within the building envelope and given the preferred on-site turning movements, the orientation of the Building along the street edge was not feasible. In order to mitigate the impact of having the stacking lanes adjacent to Flagstaff Drive, landscaping features have been supplemented. It should also be considered that there are no residential uses abutting the Proposed Development so the possibility of conflict is minimal.

Although pedestrian traffic through the site is anticipated to be minimal, a raised concrete sidewalk/slab will be constructed around the northern perimeter of the Building. Where pedestrian traffic intersects drive aisles, pathways will be delineated with paint markings. It should be noted that vehicles will be stopped or moving very slowly at these intersections and there should be minimal safety concerns. A

raised concrete sidewalk is proposed at the eastern end of the Subject Property and this will tie into the infrastructure along Flagstaff Drive, which is currently being constructed.

The Developer has provided for the stacking of twenty-four (24) vehicles across three (3) queuing lanes which should be more than sufficient to prevent queued vehicles from backing up onto Flagstaff Drive. Furthermore, multiple vehicles can be serviced within the car wash tunnel at the same time such that there is a consistent flow of traffic. The time to traverse the wash cycle is relatively short given the modern washing and drying machinery.

The materials that have been selected for the Building are consistent with those that have been used at the other Halo car wash sites in Ontario. The façades will be clad in pre-finished corrugated metal panels and ACM panels in the corporate colours of black, blue and grey. The colourful wash tunnel will be visible to passing traffic given the generous amount of glazing incorporated into the design. The architect has designed a roofline with articulations in order to add an element of visual interest. The clean, modern lines of the Building, the high-quality materials and the generous landscaping treatment will contribute to the attractiveness of this gateway site.

The signage at the Proposed Development will consist of a ground-mounted pylon and building-mounted lettering that will conform to the tasteful corporate branding that has previously been approved within Ottawa and other communities in Ontario. Sharp cut-off lighting will be used throughout the Proposed Development.

Garbage and recycling facilities will be concealed within an enclosure and located on the west side of the Proposed Development so as to minimize visual clutter.

3.5 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 below.



Exhibit Y: The Transects of the New OP

The Subject Property is located within a policy area known as Suburban (Southwest) Transect, as shown in [Exhibit Z](#), below

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 land use designation for the Subject Property is Neighbourhoods. 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.*”

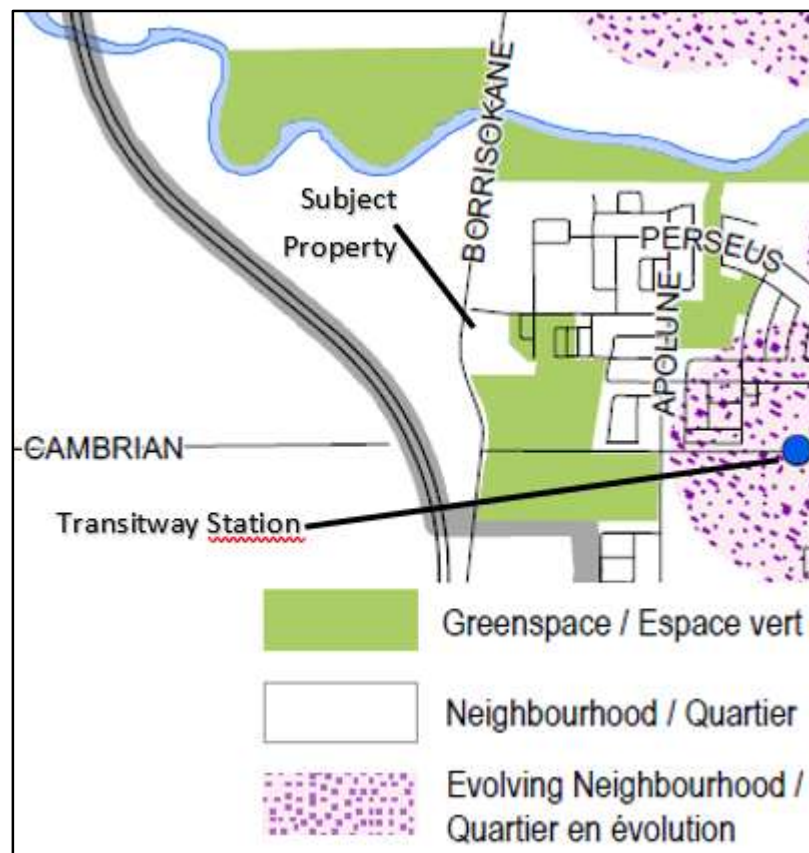


Exhibit Z: Excerpt from the Suburban (Southwest) Transect (Schedule B6 of the New OP)

The location of the proposed Development at this gateway intersection is, in our opinion, an appropriate land use given the context and the land use complies with the directives of the New OP.

3.6 Integrated Environmental Review (“IER”)

Pursuant to Section 4.7.1 of the OP, a “comprehensive understanding of the relationship between the natural environment and the built environment is the foundation of site design”. The objectives of the IER are to:

- contemplate the substantive findings the various studies supporting the Proposed Development;
- ensure that Proposed Development proceeds in keeping with the recommendations of any watershed and subwatershed studies and environmental assessment documents, where applicable;
- demonstrate how all the supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the OP.

While an IER was not specifically requested as part of the application submission requirements, it is helpful to summarize the technical reports that were prepared in support of the Proposed Development:

- Geotechnical Investigation: A Geotechnical Investigation, dated March 2022, was prepared by LRL for the Developer. The completion of a drilling program consisting of four (4) boreholes was carried out in order to identify the subsurface conditions across the Subject Property. This report provides guidelines on the geotechnical engineering aspects of the design of the project, including construction considerations.
- Environmental Impact Study (“EIS”): A Scoped EIS, dated April 27, 2022 was prepared by Palmer. A previous EIS was completed in 2019 by Kilgour & Associates for a larger parcel which included the Subject Property. Palmer reviewed the report by Kilgour, carried out its own field work and conducted an assessment of the ecological data, as well as the current natural heritage policy requirements. Palmer’s EIS concludes that the Subject Property does not contain any natural features that require removal for the Proposed Development. Adjacent features (within 120 metres) were identified, including a wetland and woodland to the south and a drainage feature conveying north to the Jock River. Palmer indicates that *“indirect impacts to adjacent and off-site features are considered to be the most significant potential effects of the proposed development to be considered, as the cultural meadow has been identified as supporting mainly non-native species and provides limited and low-quality wildlife opportunities.”*
- Stormwater Management Report and Servicing Brief (the “Brief”): The Brief, dated April 22, 2022 indicates that the design intentions are to continue the water and sanitary services on Flagstaff Drive through the Subject Property. The Subject Property will be serviced via a 100 mm diameter water line to be connected to the 200 mm stub located within Flagstaff Drive at the northeast corner of the Subject Property. The 200 mm sanitary sewer on Flagstaff Drive will be extended along the south extent of the Subject Property and stubbed. A network of storm sewers is

proposed to service the site. The proposed stormwater management quantity control for this development will be accomplished using an Inlet Control Device in the storm sewer. The storm outlet will be directed to the Borrisokane roadside ditch and outlet to the existing ditch along Borrisokane Road which will ultimately outlet to the existing 800mm culvert crossing. An Environmental Compliance Approval (ECA) will likely be required for installation of the proposed storm and sanitary sewers. Consultation with The Rideau Valley Conservation Authority will be required in order to obtain municipal approval for site development; however, approval requirements from other regulatory agencies are not anticipated.

- **Transportation Impact Assessment (“TIA”)**: The firm of D. J. Halpenny & Associates Ltd. (“**Halpenny**”) was retained to prepare a TIA Transportation Impact Assessment which conforms to the City’s of Ottawa *Transportation Impact Assessment Guidelines (2017)*. Halpenny completed a Screening Form dated March 9, 2022. While the Proposed Development did not satisfy the Location Trigger, Halpenny concluded that it satisfied the Trip Generation and Safety Triggers and thus the TIA was advanced to the Scoping stage. The Scoping report and then a Forecasting Report were prepared by Halpenny. The TIA Strategy Report, dated May 16, 2022, indicates that the Halo Car Wash will generate a relatively low volume of peak hour trips during the PM period on the adjacent roads, with approximately half of the trips as by-pass trips generated from traffic already travelling along the adjacent roads. The expected trip demand will have a minor impact on the surrounding roadway network. The trip demand will not result in an issue with capacity of the intersections within the study area. The Flagstaff/Borrisokane intersection will be constructed and monitored for traffic signals by the City.

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

As depicted in [Exhibit AA](#), the Subject Property is zoned IL [304] Light Industrial, Exception 304.

The stated purpose of the IL Zone is to:

1. *“permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the Employment Area designation of the Official Plan or, the General Urban Area designation where applicable;*
2. *allow in certain Employment Areas or General Urban Areas, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees of the Employment or General Urban Area, the general public in the immediate vicinity, and passing traffic;*
3. *prohibit retail uses in areas designated as Employment Area but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;*

4. *prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and*
5. *provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas."*

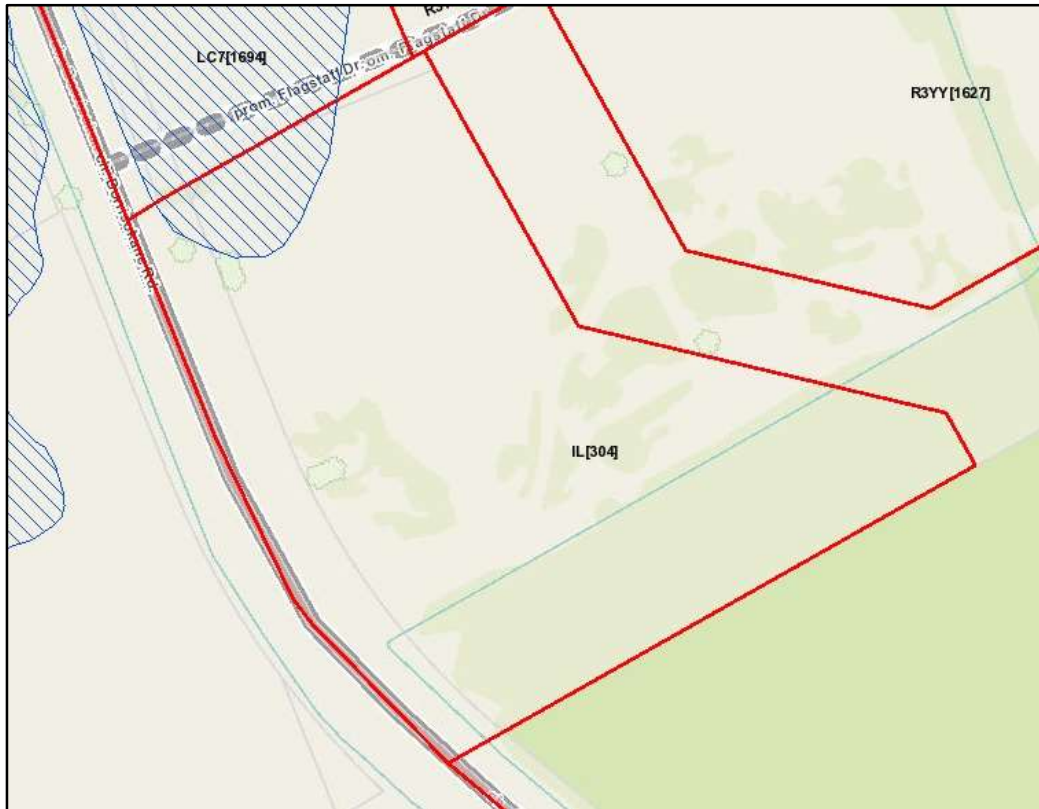


Exhibit AA: GeoOttawa map identifying the IL[304] zoning for the Subject Property

A broad range of uses are permitted within the IL Zone, including (but not limited to):

- animal care establishment
- animal hospital
- automobile dealership
- automobile rental establishment
- drive-through facility
- heavy equipment and vehicle sales, rental and servicing
- light industrial uses
- medical facility
- office
- parking garage
- parking lot
- place of assembly

- printing plant
- service and repair shop
- technology industry
- truck transport terminal
- warehouse

The following uses are also permitted subject to their cumulative total gross floor area (“GFA”) not exceeding 2,999 m² and each use not exceeding 300 m² of GFA:

- animal care establishment
- amusement centre (300 m² of GFA does not apply)
- amusement park (300 m² of GFA does not apply)
- automobile service station
- bank
- bank machine
- bar
- car wash
- convenience store
- gas bar
- instructional facility
- personal service business
- recreational and athletic facility (300 m² of GFA does not apply)
- restaurant

Exception 304 permits a place of worship as a permitted land use.

Based on our review of the performance provisions for the IL zone, the Proposed Development conforms with the exception of the 300 m² limitation on the GFA of a car wash. The Developer intends to submit an Application for Minor Variance to the Committee to seek relief from the GFA limitation. We are of the view that the Minor Variance will satisfy the four tests as set out under the Planning Act. A separate planning rationale will be prepared in support of such application.

Mechanism	Required	Provided	Compliance
Minimum lot area	2,000 m ²	5,342 m ²	Yes
Minimum lot width	No provisions		
Maximum lot coverage	65%	9.0%	Yes
Minimum front yard and corner side yard setback	7.5 m	18.9 m (front) and 39.9 m (corner)	Yes
Minimum interior side yard setback	7.5 m	7.5 m	Yes
Maximum floor space index	2.0	0.09	Yes
Maximum building height	18.0 m	8.0 m	Yes

As per Section 101 of the Zoning By-law, no parking spaces are required for the Proposed Development, which is located within Area C (Suburban) of Schedule 1A.

Building / Use	Required Min. Parking Space Rate	Total parking required	Total parking provided	Compliance
Car wash	None	None	3 + 1 accessible	Yes

With respect to the queuing spaces, the Zoning By-law requires space for 10 queued vehicles before the tunnel and 1 space after the tunnel. The Proposed development has room for 24 vehicles in the three stacking lanes and will be in compliance.

5.0 Conclusion

The Proposed Development is an appropriate use of the Subject Property given its frontage on an arterial roadway and a collector road, at one of the future gateway intersections to the Barrhaven South community. Borrisokane Road is a well-travelled corridor which is primarily oriented to vehicle traffic from the rural areas to the south and from the neighbouring residential developments which continue to grow at rapid pace. Future intensification of the surrounding lands with low-density residential, institutional and commercial development will drive demand for the car wash facility.

It is our assessment that the Proposed Development complies with the policies of the PPS as well as the directives of the OP and the New OP. The Developer has presented a site layout and building designs that are consistent with the City's urban design and compatibility objectives. The proposed use is permitted under the existing zoning designation and 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 and will represent a desirable outcome for the Subject Property and will offer an incremental improvement to the Barrhaven South community and will serve to induce the transition of the area to a more urban development fabric.

Sincerely,

Holzman Consultants Inc.



Per: Jonah M. Bonn, MCIP, RPP