



URBAN DESIGN BRIEF

Project 2500 Palladium Drive

Date 2025-06-25

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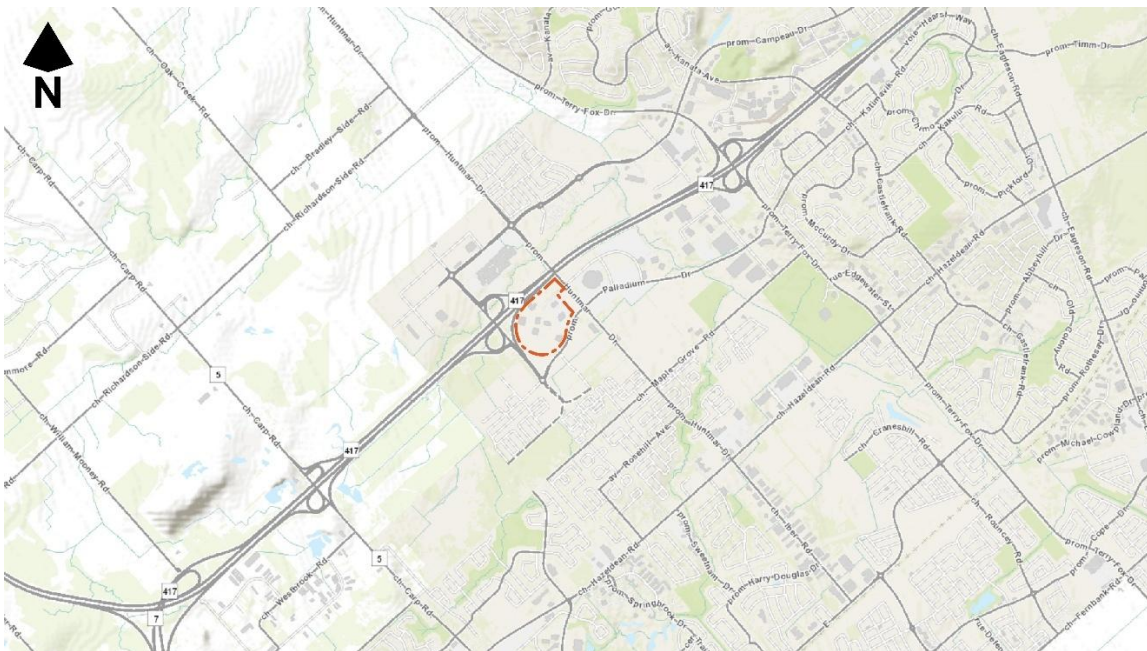


1.0 Project Description

1.1 Brief Description of Design Intent / Rendering

This Urban Design Brief has been prepared to describe the urban design vision and principles of the development proposed for the property located at 2500 Palladium at the intersection of Huntmar Drive.

The lot subject of this UDB is part of a condominium property and is identified as Unit 4, as shown in the Survey and Condominium plans by FSD surveyors, attached to this Site Plan Control Application.



The Official Plan and Zoning By-Law with its amendments (Zoning GM22 [2423] H(12)) support the development of the subject property with the proposed industrial F2 – Automobile Service use, for car predelivery inspections.

The proposed development project will enable the company to perform work and complete preparations on vehicles that have been sold. It is worth noting that there will be no public access to this facility.

The Design intent of the new building will reflect the architectural characteristics of the existing structures on the property, ensuring visual continuity and cohesion. Due to the functional requirements of the program, the building's form will consist of a clean and efficient rectangular volume topped with a single-slope metal roof.

The exterior will feature metal cladding, incorporating strategically placed metal insulated panels and glazing to accentuate the office area and main entrance. A canopy will also be installed above the front door, further highlighting the entryway and providing shelter.

The color palette will align with the company's branding to reinforce identity and consistency across the site.



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1.2 Project Statistics / Zoning Confirmation Report

The lot has an area of 19,022.80 m² that fronts onto Autopark Private, a private road to access the different units of the Condominium. The back of the lot faces the ramp onto the 417 Highway and Palladium Drive. The proposed building has a total gross floor area of 933 m².

ZONING CONFIRMATION REPORT

A. Project Information			
Review Date:		Official Plan designation:	Suburban (West) Transect
Municipal Address(es):	Unit 4, 2500 Palladium Dr., Ottawa, ON, K2V 1E2	Legal Description:	Part of Lot 2 Concession 1, Huntley, Part 1 Plan 4R19829
Scope of Work:			
Existing Zoning Code:	GM22 [2423] H(12)	By-Law Number:	2008-250
Schedule 1 / 1A Area:	C: Suburban	Overlays Applicable¹:	N/A

¹ Mature Neighbourhoods Overlay, Floodplain Overlay, and/or Heritage Overlay.

B. Zoning Review			
For Zoning By-law Amendments, please use the proposed zone and subzone requirements, if different than existing.			
Proposed Zone/Subzone: (Zoning By-law Amendments only)	N/A		
Zoning Provisions ¹	By-law Requirement / Applicable Section / Exception / Schedule Reference	Proposal	Compliant (Y/N)
Principal Land Use(s)	General Mixed-Use	General Mixed-Use	Y
Minimum Lot Area	1800 m ²	19,022.80 m ²	Y
Minimum Lot Width	30 m	126.66 m	Y
Front and Corner Yard Setback²	9 m	15 m	Y
Interior Yard Setback	2 m	19.5 m	Y
Rear Yard Setback	7.5 m	38.5 m	Y



Yard Setback from Highway 417	14 m	38.5 m	Y
Maximum Building Height³	12 m	7.8 m	Y
Minimum Width of Landscaping	3 m	3 m	Y
Required Parking Spaces Section 101 & 103	2 per Service Bay	26	Y
Visitor Parking Spaces Section 102	N/A	N/A	N/A
Size of Space Section 105 & 106	2.6 x 5.2 m	2.7 x 5.5	Y
Driveway Width Section 107	6.0 m	6.5 m	Y
Aisle Width Section 107	6.7 m	6.7 m	Y
Bicycle Parking Rates Section 111	1 per 500 m ² GFA	2	2
Other Applicable Provision(s)			

¹ This template represents a small selection of applicable provisions. Please consider the lot's geography (i.e. corner/through lot, proximity to water, inside/outside Greenbelt) and proposed land use (i.e. drive through operation, outdoor commercial patio, Planned Unit Development, long semi) and consult the by-law to determine which other sections of the By-law must be met. This can be attached in a separate document.

² Note that different performance standards apply to low-rise residential development inside the Greenbelt. Please reference Section 144 for these standards, where applicable.

³ This includes maximum building height, minimum building height and stepback provisions, where they exist.

C. Comments / Calculations

No customers attend this facility. Parking in surplus of the 26 required is for company use only.



2.0 Design Directives

2.1 Summary and Response to City's Design Directions Provided at Pre-Consultation

In response to the design directions and concerns identified by the City at the pre-consultation meeting and through the City's feedback form, a series of measures have been taken to address comments as follows:

- This site application focuses on the first phase of the project only. There will be armoustone located where this first phase ends.
- Parking at the lot frontage will be designated solely for employee parking and will not be counted towards the 25% frontage allowance for vehicle display
- Undeveloped portion of the yard will remain a grassed area, as it was before this first phase of development.
- Asphalt area was reduced by adding islands at the ends and in the middle of most parking rows.
- Snow storage area is identified in the plan.
- There is already a line of existing trees along the back of the property that faces the 417 Highway ramp and Palladium Dr., which will be reinforced with some low bushes to improve the screening of the site from that side.
- Landscaped islands mentioned earlier also help reduce the heat island effect.
- Extra spaces within the parking area have been identified for new landscaping.
- Proposed development is non-noise sensitive use, therefore possible noise coming from Highway 417 and from Palladium Dr. will not affect the normal operation.
- Proposed development does not encroach upon the 44.5m Right-Of-Way protected by Schedule C16 of the Official Plan
- All AODA requirements are incorporated to meet the accessible parking and sidewalk requirements.
- For the Bird-Safe design approach, see section 4.6 of this Urban Design Brief.
- For the Engineering comments see the attached Civil plans and reports.
- For the Forestry comments, see Landscape plans and reports.



3.0 Site, Context, and Analysis

3.1 Surrounding Area & Photos of Existing Conditions

The subject property and its lot are irregularly shaped. The lot's frontage on Autopark Private extends approximately 154 m, and its average depth is about 90 m.

The lot's front faces North-East. Existing curb cuts will be closed, and a new one opened on the east side of the lot will provide access to parking areas on both sides of the building.

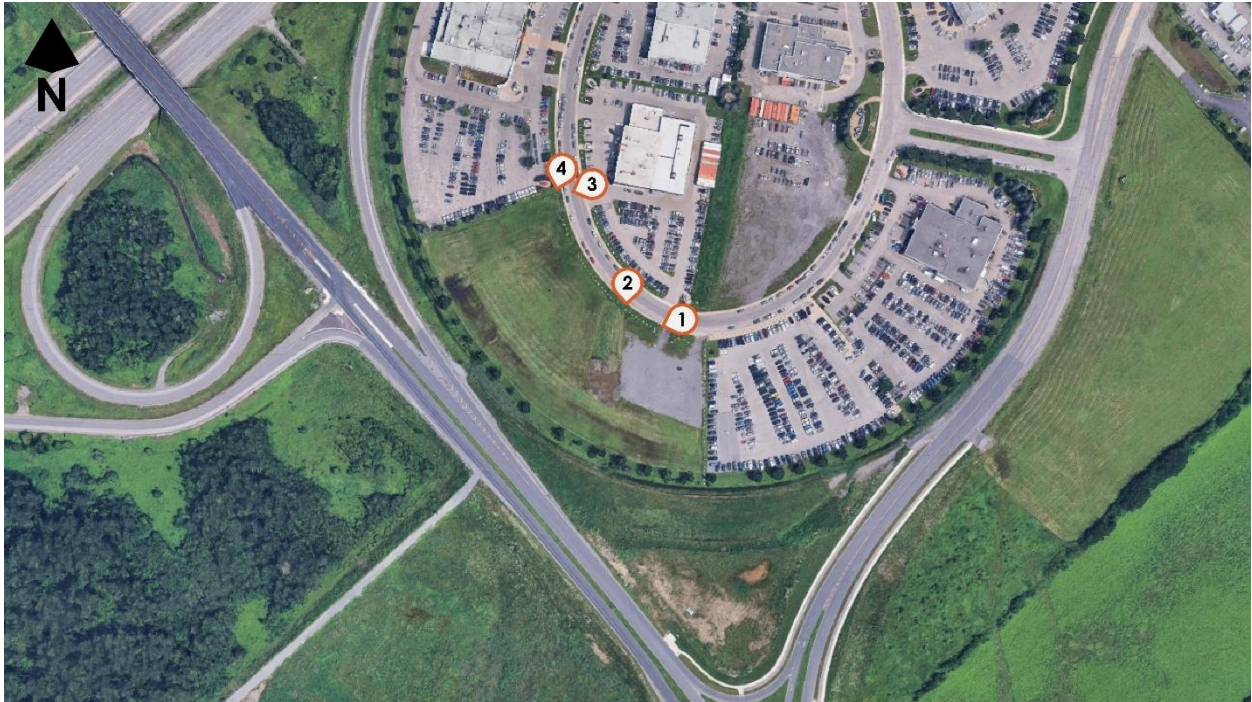
Part of the 2500 Palladium condominium, the lot has automobile dealerships on either side and directly in front, all belonging to the same condominium property.

The site is bordered by vacant land to its South-East and South-West, across Palladium Drive. To the North-West, directly across Highway 417, is the Tanger Outlets commercial development. Across Huntmar Drive, to the North-East, lies a Mixed-Use Centre Zone home to the Canadian Tire Centre arena.

The building is located on the east side of the lot, surrounded by parking. Although the minimum requirement for this type of facility is 2 parking spots per bay, totaling 26 spaces, we've provided 115 parking spaces. The surplus beyond the 26 required by zoning will be used by the company to store cars before inspection.

There are no existing parks surrounding or immediate to the property. The closest park is located more than 1 km away.





Existing Conditions Reference Map



Existing Conditions View 1



Existing Conditions View 2



Existing Conditions View 3



Existing Conditions View 4



3.2 Urban Pattern, Land Uses & Characteristics of Adjacent Streets

Adjacent lots are irregular in shape and size, with most being substantial in area, which aligns with their existing industrial and commercial applications. Approximately 500 meters to the South-East, a more regular pattern of rectangular lots characteristic of residential developments with rowhouse blocks begins to appear.

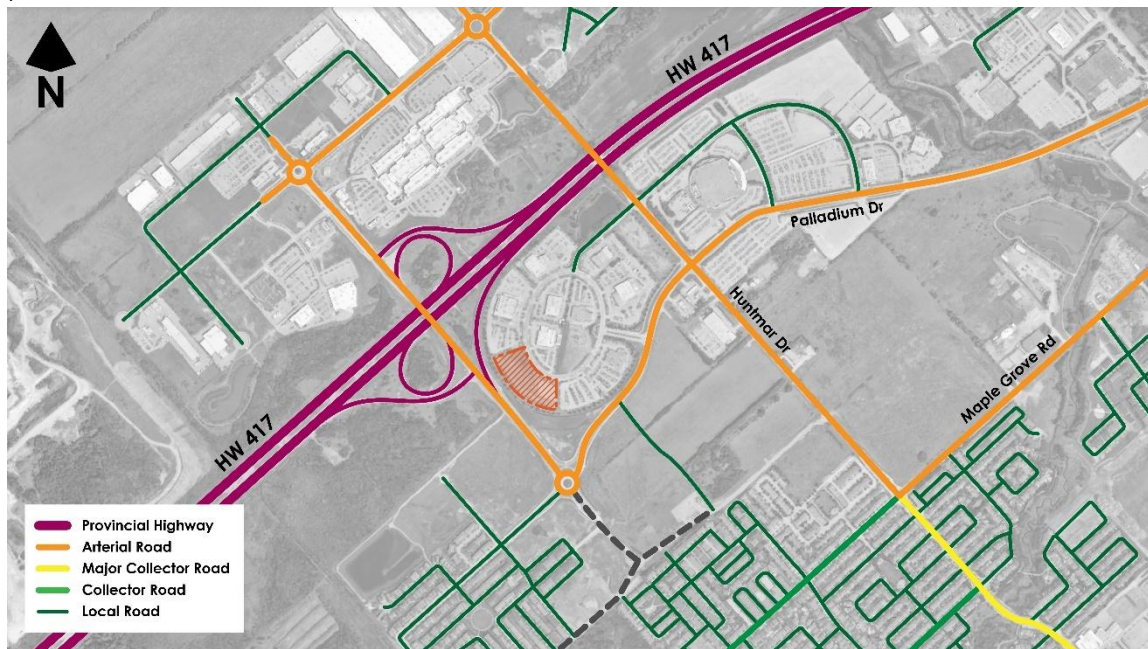


With zoning classifications of GM, MC, O1, IP, and DR, the adjacent properties are designated for larger industrial and/or commercial developments, aligning with the nature of the subject property.



3.3 Mobility Network

As per the road classification of the Official plan, Huntmar Dr. and Palladium Dr. are classified as Arterial Roads, and on the North-East side of the property there is the 417 Provincial Highway. The private road that serves the condominium is classified as a Local Road.



Neither Huntmar Dr. in front of the site or Palladium Dr. at the South-East of the site are served by bike lanes as of this moment. However, Huntmar Dr. has a paved shoulder South-East of Palladium, and there is a cycle track along Campeau Dr., North of the 417 Provincial Highway.





4.0 Design Research

The design process for the proposed building was informed by a comprehensive analysis of site conditions, context, and programmatic needs. This section outlines the key research components and exploration steps that guided the final design.

4.1 Diagrams & Sketches

Initial concept sketches and diagrams explored spatial relationships, access points, and circulation patterns within the site. These visual studies also examined how the proposed form could align with the existing architectural language of the surroundings.

4.2 Alternative Site Plan Options

We evaluated a few site plan configurations to optimize building orientation, service access, parking layout, and pedestrian connectivity, all while considering a possible future second phase. Key considerations included minimizing site disruption, enhancing entrance visibility, and aligning with future circulation patterns on the property.

4.3 Massing

A massing study was conducted to assess scale, proportion, and volumetric simplicity in response to the functional program. This study ultimately favored a clean, rectangular form with a single-slope roof for its clarity and efficiency.

4.4 Design Evolution

The design evolved through iterative feedback and refinement. Key developments included adjustments to facade treatments, strategic placement of glazing to emphasize the entry, and the integration of a canopy to enhance the building's street presence. Material and color studies were also conducted to ensure alignment with corporate branding.

4.5 Massing of the Proposed Development in the Existing Context

The proposed building's massing complements the existing built environment across the condominium property. Its scale and form maintain continuity, reinforcing the cohesive Auto-Park setting. Simple geometry ensures the building integrates seamlessly, providing a distinct yet complementary presence.

4.6 Approach to Bird-Safe Design as per City's Guidelines

The design adheres to the City's bird-safe building guidelines by incorporating strategies such as limiting reflective surfaces near vegetation and minimizing transparent corners by having corner mullions. These measures help reduce the risk of bird collisions while maintaining the desired level of transparency and natural light.



5.0 Conclusion

This Urban Design Brief has been prepared by Vandenberg & Wildeboer Inc. in support of the Site Plan Control application to permit the development of Unit 4 of the condominium property located at 2500 Palladium.

It is our opinion, as outlined in this UDB, that the proposed development provides good urban design and is well suited to the existing developments within the condominium.

Malcolm Wildeboer
Principal
B. Arch., OAA, MRAIC

