



## URBAN DESIGN BRIEF

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**Project** Lexus Parking Building

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**Address** 299 West Hunt Club, Ottawa, On, K2E 1A6

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**Date** 2025-08-28

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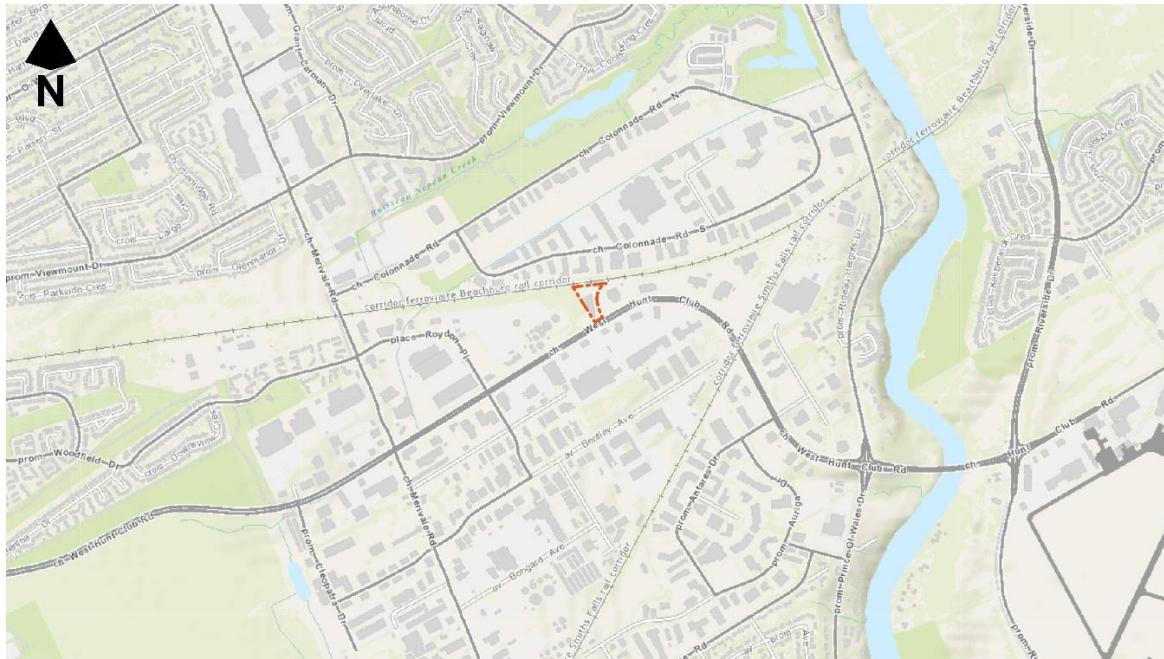
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## 1.0 Project Description

### 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 299 West Hunt Club Rd.



The site is located, as per Schedule B3 of the Official Plan, in the Outer Urban Transect and is designated as Neighbourhood.

Although the proposed use is not explicitly identified under the Neighbourhood designation, City staff indicated at the pre-consultation meeting that they had no concerns or objections to the proposed Industrial F2 – Automobile Service use for car pre-delivery inspections, as this use is permitted within the GM23 subzone under the categories of "Automobile Dealership" and "Automobile Service Station."

The proposed development will allow the company to perform work and complete preparations on vehicles that have already been sold. There will be no public access to this facility.

The building will include underground parking, accessible only via a ramp, for employee use; a ground floor with detailing bays and storage space; and a second floor and roof designed as an open-air parking garage for inventory vehicles.

The design will reflect the architectural character of the surrounding area, ensuring visual continuity. In line with functional requirements, the building will take the form of a clean, efficient rectangular volume topped with a flat roof. The exterior will feature painted concrete panels with expanded metal mesh cladding—evoking car grilles—extending from the second floor to the roof parapet, reinforcing the building's identity. The color palette will align with the company's branding to ensure a consistent and recognizable appearance across the site.





## 1.2 Project Statistics / Zoning Confirmation Report

The lot has an area of 7,909.70 m<sup>2</sup> that fronts onto West Hunt Club Road, and access through Hunt Club Road. The back of the lot abuts the Beachburg Rail Corridor, an active rail corridor operated by CN Railway. The proposed building has a total gross floor area of 4124 m<sup>2</sup>.

### ZONING CONFIRMATION REPORT

| <b>A. Project Information</b> |   |   |   |
|-------------------------------|---|---|---|
| <b>Review Date:</b>           |   | <b>Official Plan designation:</b>       | B3 – Outer urban Transect / Neighbourhood   |
| <b>Municipal Address(es):</b> | 299 West Hunt Club, Ottawa, On, K2E 1A6 | <b>Legal Description:</b>               | Part of Lot 29 Concession A (Rideau Front), Geographic Township of Nepean, City of Ottawa |
| <b>Scope of Work:</b>         |   |   |   |
| <b>Existing Zoning Code:</b>  | GM23 H(22)                              | <b>By-Law Number:</b>                   | 2008-250  |
| <b>Schedule 1 / 1A Area:</b>  | C: Suburban                             | <b>Overlays Applicable<sup>1</sup>:</b> | N/A   |

<sup>1</sup> 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.

|  |   |                       |                        |
|--|---|-----------------------|------------------------|
| <b>Proposed Zone/Subzone:</b><br>(Zoning By-law Amendments only) | N/A   |                       |                        |
| <b>Zoning Provisions<sup>1</sup></b>                             | <b>By-law Requirement / Applicable Section / Exception / Schedule Reference</b> | <b>Proposal</b>       | <b>Compliant (Y/N)</b> |
| <b>Principal Land Use(s)</b>                                     | General Mixed-Use   | Industrial            | Y                      |
| <b>Minimum Lot Area</b>  | No Minimum  | 7909.7 m <sup>2</sup> | Y                      |
| <b>Minimum Lot Width</b>   | No Minimum  | N/A                   | Y                      |
| <b>Front and Corner Yard Setback<sup>2</sup></b>                 | 3 m   | 3 & 6 m               | Y                      |
| <b>Interior Yard Setback</b>                                     | No Minimum  | 3 m                   | Y                      |



|   |                              |           |     |
|---|------------------------------|-----------|-----|
| <b>Rear Yard Setback</b>                            | No Minimum                   | 3 m       | Y   |
| <b>Maximum Building Height<sup>3</sup></b>          | 22 m                         | 8.4 m     | Y   |
| <b>Minimum Width of Landscaping</b>                 | 3 m/1.5 m                    | 3 m       | Y   |
| <b>Required Parking Spaces</b><br>Section 101 & 103 | 1 per Service Bay            | 24        | Y   |
| <b>Visitor Parking Spaces</b><br>Section 102        | N/A                          | N/A       | N/A |
| <b>Size of Space</b><br>Section 105 & 106           | 2.6 x 5.2 m                  | 2.7 x 5.5 | Y   |
| <b>Driveway Width</b><br>Section 107                | 6.0 m                        | 6.5 m     | Y   |
| <b>Aisle Width</b><br>Section 107                   | 6.7 m                        | 6.7 m     | Y   |
| <b>Bicycle Parking Rates</b><br>Section 111         | 1 per 500 m <sup>2</sup> GFA | 4         | 4   |
| <b>Other Applicable Provision(s)</b>                |                              |           |     |
|   |                              |           |     |

<sup>1</sup> 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.

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

<sup>3</sup> This includes maximum building height, minimum building height and stepback provisions, where they exist.

## C. Comments / Calculations

No customers will attend this facility, and all parking beyond the 60 spaces required by zoning will be reserved exclusively for company use.



## 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, the following measures have been taken to address the comments:

- All the required studies were done; outcomes support the proposed use and location of the building.
- The existing parking spaces are dashed on the site plan to show which ones are affected by the new building.
- A bus standard shelter pad has been included where indicated in the Pre-consultation meeting feedback form.
- The underground ramp was adjusted to reflect the comments. It is now a 15% slope down with transition slopes at both the top and the bottom to prevent vehicles from bottoming out.
- For Engineering comments, see the attached Civil plans and reports.
- For Forestry comments, see the attached Landscape plans and reports.



### 3.0 Site, Context, and Analysis

#### 3.1 Surrounding Area & Photos of Existing Conditions

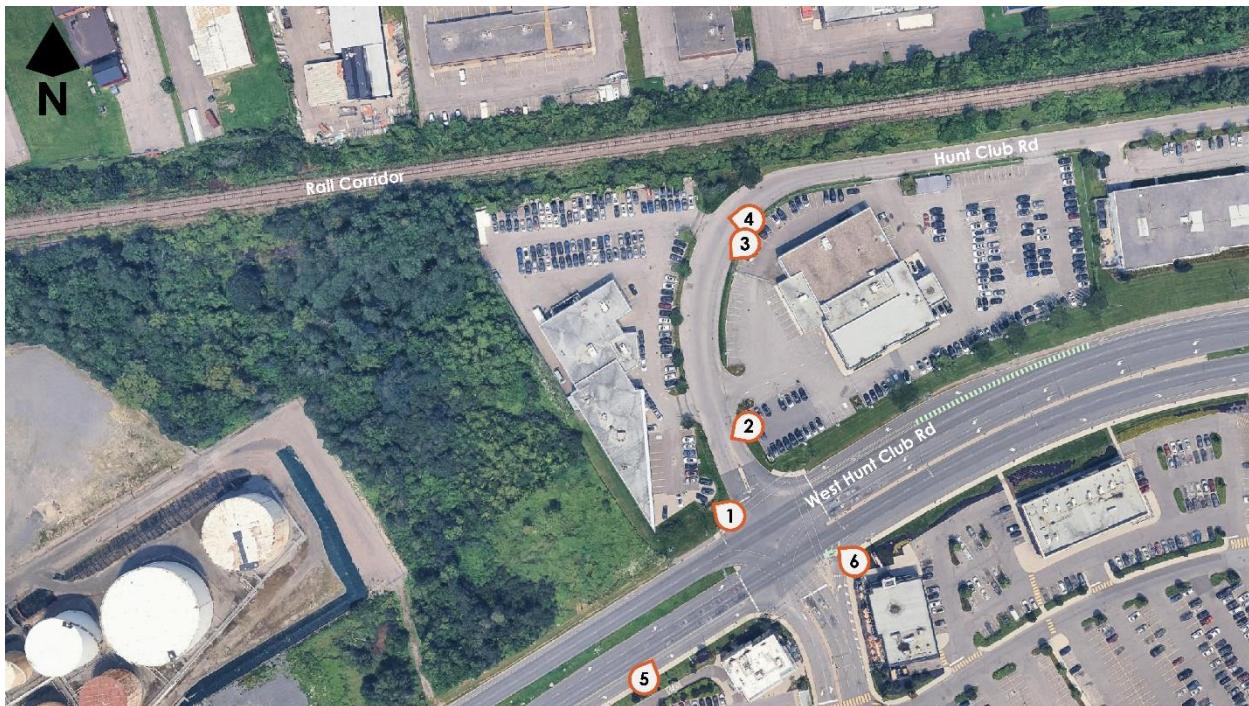
The subject property is an irregularly shaped lot with approximately 34 m of frontage on West Hunt Club Road and an average depth of about 129 m. The lot fronts southeast, and existing curb cuts will be retained.

To the southwest, the site is bordered by vacant land; to the south, across Hunt Club Road, there is commercial development; and to the east, across the private access road, there is an automotive dealership.

The proposed building is situated on the north side of the property, with parking located to the south and east, and a 3 m landscaped buffer along the north and west edges. While zoning requires 60 parking spaces (2 per bay plus those required for the existing building), the site will provide 154 spaces. The surplus will be used for vehicle storage prior to inspection and for employee parking.

There are no parks directly adjacent to or near the site; the closest parks are more than 1 km away.





Existing Conditions Reference Map



Existing Conditions View 1



Existing Conditions View 2



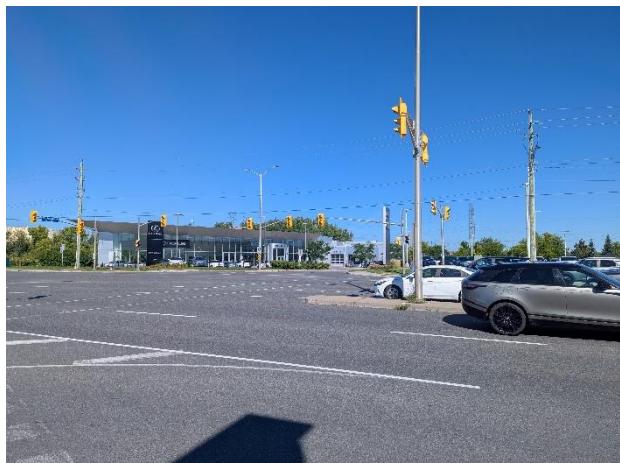
Existing Conditions View 3



Existing Conditions View 4



Existing Conditions View 5



Existing Conditions View 6



### 3.2 Urban Pattern, Land Uses & Characteristics of Adjacent Streets

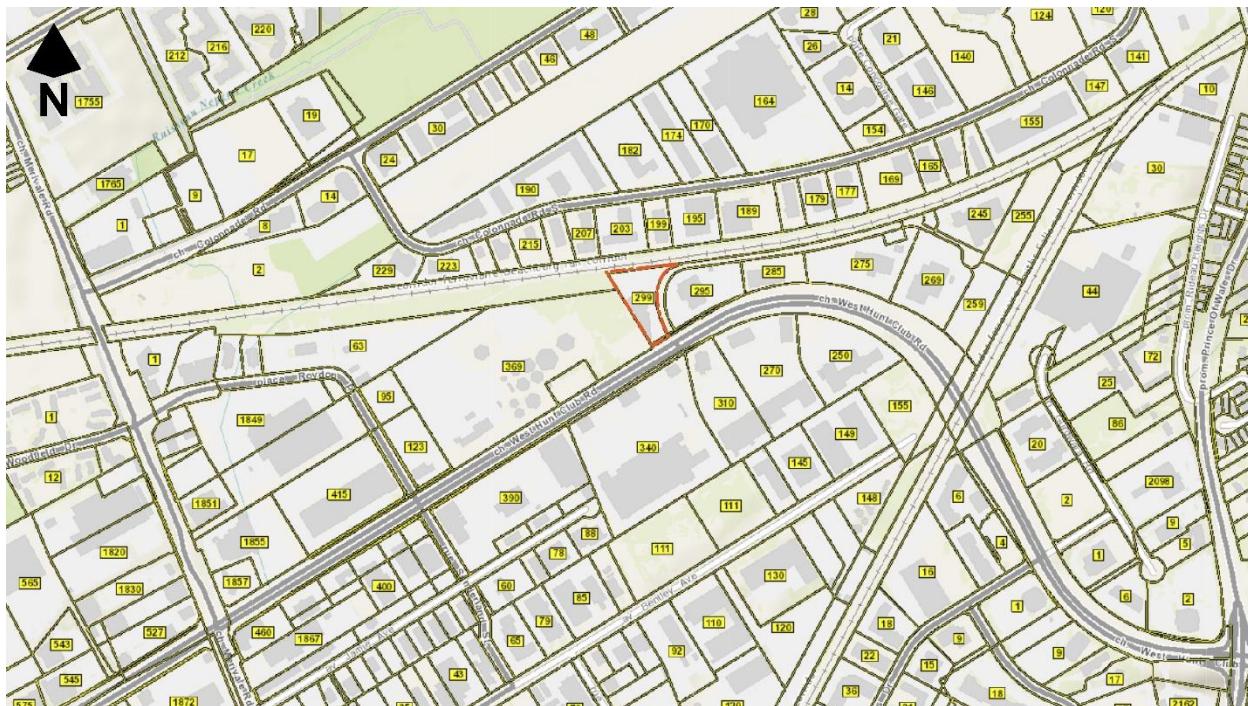
The subject lot and lots East of the site are irregular in shape and size, given they are between West Hunt Club Road and the Beachburg and Smith Falls rail corridors.

The lots South and West of the subject property are more regular in size and larger lots, consistent with their current Industrial and Commercial uses.

With zoning classifications of GM, IG, O1P, and AM, the surrounding properties are designated for larger industrial and/or commercial developments, aligning with the nature of the subject property.

The closest Residential developments are approximately 800m to 1000m North and South from the site, showing a pattern characteristic of planned residential developments.

Importantly, there is no direct road or pedestrian connection between the subject site and these residential zones. This physical separation helps to maintain a clear distinction between the industrial/commercial area and the residential neighbourhoods, minimizing potential land use conflicts and supporting compatibility between different urban functions.





### 3.3 Mobility Network

As per the road classification of the Official plan, West Hunt Club Road is classified as an Arterial Road. The private road that gives access to this lot and all the lots to the East has no classification per the Official Plan.



With regard to existing cycling infrastructure, there is a designated bike lane along West Hunt Club Road, which supports safer cycling along that corridor. However, the private road that provides direct access to the site lacks any dedicated cycling facilities.





## 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

Several site plan configurations were explored to optimize building orientation, service access, parking layout, and pedestrian connections. The key considerations were to minimize site disruption, improve entrance visibility, and align with existing circulation patterns. Since the Pre-consultation meeting, the Site Plan has been refined by reducing the building footprint and adjusting its location to improve site flow and create additional space for garbage storage and small delivery truck access.

### 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 flat roof for its clarity and efficiency, also providing a roof that can be used for cars parking.

### 4.4 Design Evolution

The design progressed through iterative feedback and refinement. Key updates included adjustments to façade treatments, strategic glazing placement to highlight the entry, and the addition of expanded metal mesh that enhances street presence while referencing the facility's purpose by evoking car grilles. Material and color studies were also undertaken to ensure consistency with corporate branding.

### 4.5 Massing of the Proposed Development in the Existing Context

The proposed building's massing complements the surrounding built environment, harmonizing with both the existing structure on the lot and the buildings across Hunt Club Road. Its scale and form maintain visual continuity, while its simple geometry allows it to integrate seamlessly, offering 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. 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 for the development of 299 West Hunt Club Road.

As outlined in this brief, it is our opinion that the proposed development demonstrates strong urban design principles and is well suited to its surrounding context.

Malcolm Wildeboer  
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B. Arch., OAA, MRAIC

