

# Urban Design Brief

in support of

## Application for Site Plan Control



**585 West Hunt Club Road  
City of Ottawa**

Prepared by:

**//LANDSCOPE LTD.**  
Land Development & Real Estate Consulting

May 16, 2025

Prepared for:



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*The document was prepared by LANDSCOPE LTD. for the sole use of its client, Halo Car Wash Inc., in support of an Application for Site Plan Control to the City of Ottawa. LANDSCOPE LTD. undertakes no duty to accept any responsibility to third parties may who may rely upon this document.*

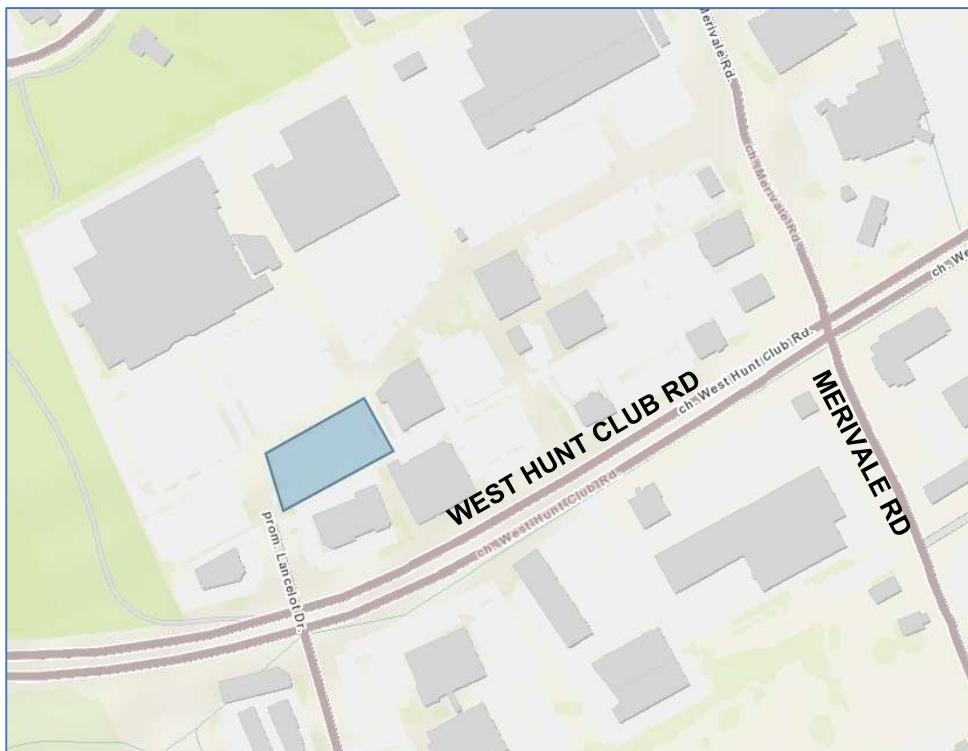
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## 1.0 Introduction

## 1.1 Background

Landscape Ltd. was retained by Halo Car Wash Inc. ("Halo") to prepare an Urban Design Brief (the "Design Brief") in support of the development of 3,641 m<sup>2</sup> of land located at the northern extremity of Lancelot Drive in the City of Ottawa (the "City"), as depicted in Exhibit "A" (the "Subject Property"). The Subject Property, municipally known as 585 West Hunt Club Road, is located within Knoxdale-Merivale Ward (Ward 9). It is currently a vacant parcel of land with asphalt paving. The registered owner of the Subject Property is 1427163 Ontario Inc.



**Exhibit "A": Location Map with Subject Property highlighted in blue (source: GeoOttawa)**

Halo proposes to develop the Subject Property with an automated conveyor-style car wash tunnel with outdoor vacuum bays (collectively, the “**Proposed Development**”).

In terms of planning context:

- The Proposed Development triggers an Application for Site Plan Control (Standard, Non-Rural) which in turn necessitates the preparation of this Design Brief.
- The City’s new Official Plan was adopted by City Council on November 24, 2021. The Ontario Ministry of Municipal Affairs and Housing approved the Official Plan with certain modifications, and it came into effect on November 4, 2022. The Subject Property is within the Outer Urban Transect and is designated Neighbourhood. This designation permits small-scale non-residential uses and services that are appropriately integrated with the street network and public realm.
- Please refer to Section 3.0 (Design Directives) of this Design Brief for an assessment of the Proposed Development within the context of the OP.
- The Subject Property is zoned AM10 – Arterial Mainstreet, Subzone 10. A car wash is a permitted use.

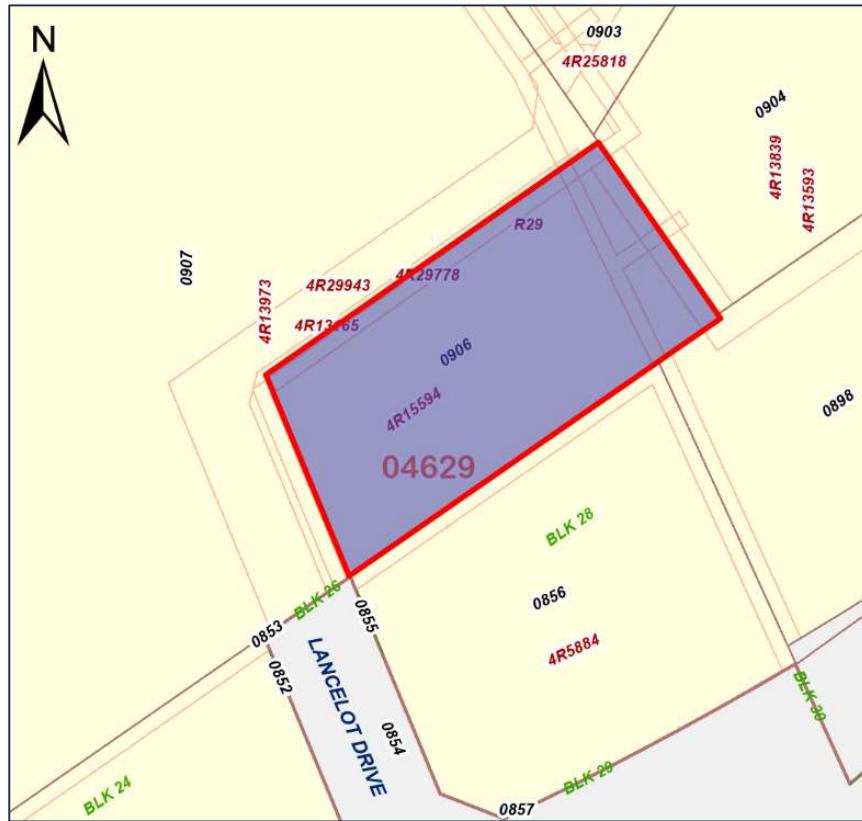
## 1.2 Description of Subject Property

The Subject Property, as depicted in **Exhibit “B”**, is roughly rectangular in shape. It is located on the north side of West Hunt Club Road but it does not enjoy any frontage on West Hunt Club Road as it is situated behind a two-storey office building that is municipally known as 575 West Hunt Club Road, as depicted in **Exhibit “C”**.

The Parcel Identifier Number for the Subject Property is 046290906. The legal description is:

PART OF LOT 28, CONCESSION 1, RIDEAU FRONT, NEPEAN BEING PARTS 1, 2, 3 AND 4 ON PLAN 4R-15594, OTTAWA. SUBJECT TO AN EASEMENT IN FAVOUR OF THE HYDRO-ELECTRIC COMMISSION OF THE CITY OF NEPEAN OVER PART 2 ON PLAN 4R-15594 AS IN LT1176238; SUBJECT TO AN EASEMENT OVER PARTS 9, 10 AND 11 ON 4R29778 AS IN OC1868150 SUBJECT TO AN EASEMENT AS IN OC1880904 TOGETHER WITH AN EASEMENT OVER PT 5 4R13839, PTS 1, 2 & 3 4R29778 AS IN OC1894191 TOGETHER WITH AN EASEMENT OVER PTS 6, 7 & 8 4R29778 AS IN OC1894192 TOGETHER WITH AN EASEMENT OVER PTS 10-24 4R25818 AS IN OC1894193 SUBJECT TO AN EASEMENT OVER PTS 9, 10 & 11 4R29778 IN FAVOUR OF PT 2 4R13593, PTS 1-10 4R13839, PTS 1-9, 25 4R25818, PTS 3, 4, 5 4R13165 EXCEPT PTS 1-9, 25 4R25818, PT 1 4R13165 EXCEPT PTS 1-4 4R15594 AS

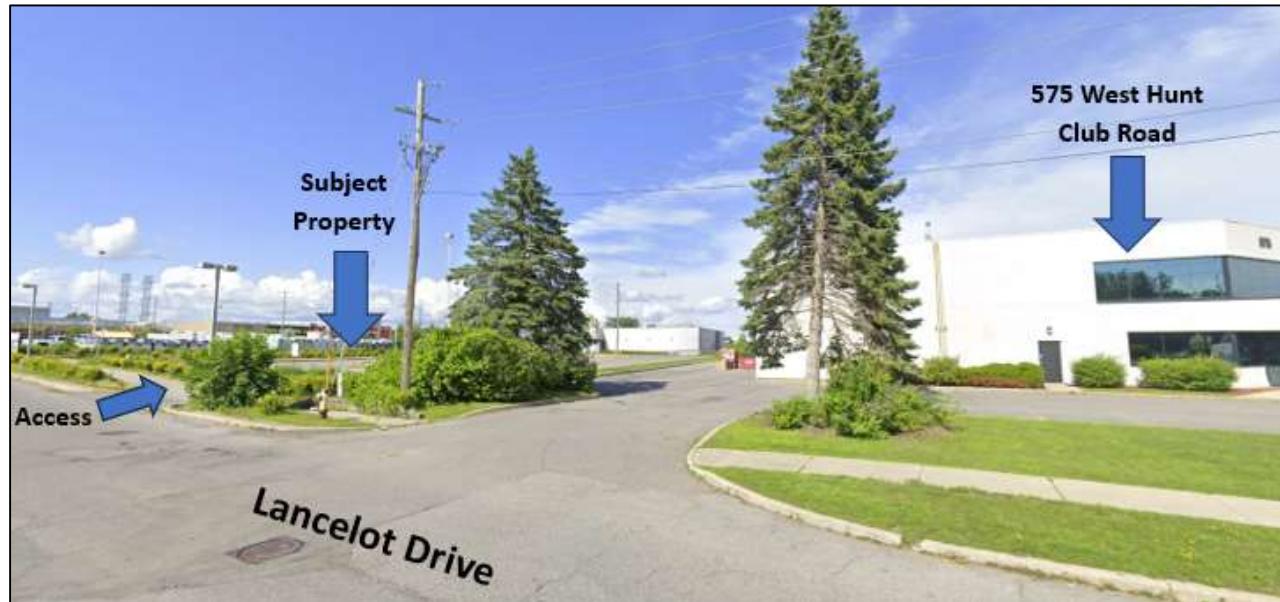
IN OC1894194 TOGETHER WITH AN EASEMENT OVER PT 3 4R14613 AS IN OC1894195 TOGETHER WITH AN EASEMENT OVER PT 5 4R29778 AS IN OC1894196 TOGETHER WITH AN EASEMENT OVER PTS 12-16 4R29778 AS IN OC1894197 CITY OF OTTAWA



**Exhibit "B":** Parcel Map with Subject Property highlighted in blue/outlined in red

Elevations of the Subject Property range from 87.50 near the southwest corner to 88.90 at the northeast corner. The Subject Property contains markings for parking stalls as its current use is to provide surplus parking for the surrounding commercial-retail development. There is one concrete island with grass located at the west end of the Subject Property.

The primary point of access to the Subject Property is at its southwest corner, off a private roadway that serves as an extension of Lancelot Drive. The east side of the Subject Property is accessible from the private roadway that runs in a north-south direction behind the LCBO store.



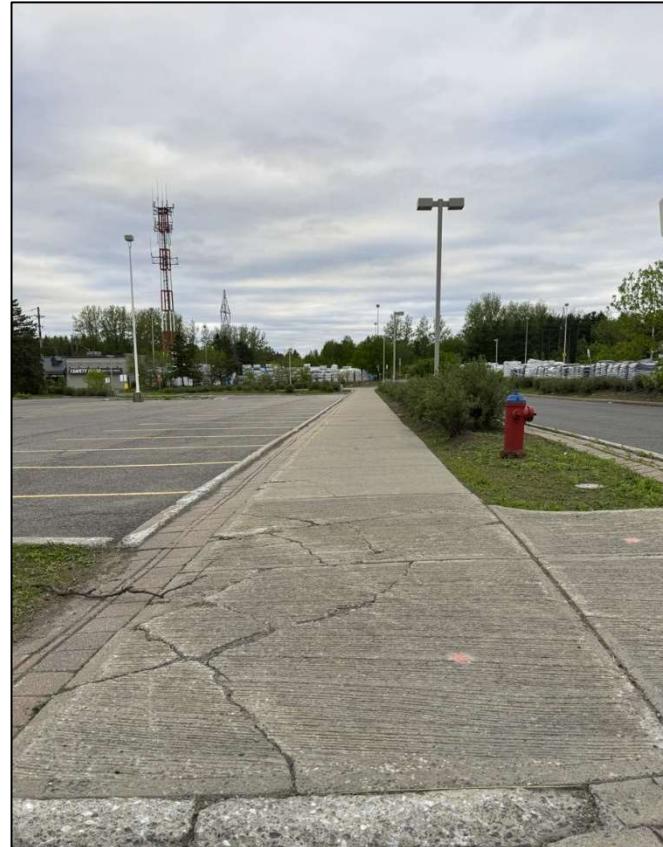
**Exhibit "C":** View of the Subject Property from Lancelot Drive (source: Google Maps)

The asphalt-paved surface of the Subject Property is bordered by concrete curbs with landscaped islands that contain shrubs. Raised concrete pathway runs along the north side and west side of the Subject Property providing continuous pedestrian connectivity from other parts of the Nepean Crossroads Centre. Please refer to [Exhibit "D"](#) and [Exhibit "E"](#).

Photographs from our site inspection are contained in [Exhibit "G"](#) with a corresponding key plan in [Exhibit "F"](#), below. Based on multiple inspection of the Subject Property at various dates and times, the surface parking was never observed to be in use, suggesting that it is surplus to the needs of the Nepean Crossroad Centre and could benefit from development in order to weave a denser and more dynamic pattern of development.



**Exhibit “D”:** Facing north along the existing pedestrian walkway on the west side of the Subject Property



**Exhibit “E”:** Facing west along the existing pedestrian walkway on the north side of the Subject Property



Exhibit "F": Key plan for photographs of Subject Property taken April 27, 2025



**Photo 1** – Facing east towards the Subject Property



**Photo 2** – Facing south towards the Subject Property



**Photo 3** – Facing west towards the Subject Property



**Photo 4** – Facing east northeast towards the Subject Property

**Exhibit “G”:** Photographs of Subject Property taken April 27, 2025

### 1.3 Site Context

The Subject Property is located in the large format retail development known as Nepean Crossroads Centre at the northwest quadrant of Merivale Road and West Hunt Club Road, both of which are divided arterial roadways with urban cross-sections. There is one point of vehicular access to Nepean Crossroads Centre from Merivale Road. It is signalized and features dedicated turning lanes for northbound and southbound traffic. There are two points of vehicular access to Nepean Crossroads Centre along West Hunt Club Road which are also signalized and offer dedicated turning lanes. The intersection of Lancelot Drive and West Hunt Club Road is depicted in [Exhibit "H"](#).



[Exhibit "H"](#): Facing north towards Lancelot Drive from the south side of West Hunt Club Road

Access to the Proposed Development is through a 9-metre-wide entrance on the west side of the Subject Property at the northern terminus of Lancelot Drive.

Nepean Crossroads Centre features anchor tenants such as Canadian Tire, RONA, The Brick, Mark's, Dollarama, LCBO as well as restaurants such as A&W, Burger King and Boston Pizza. Please refer to [Exhibit "I"](#) and [Exhibit "J"](#). While many of the smaller buildings are located close to the frontage of West Hunt Club Road and Merivale Road in an effort to define and animate the streetscape, the pattern of development within the Nepean Crossroads Centre is characterized by large format buildings separated by expansive

parking lots and an interior road network with pedestrian sidewalks. It is primarily a vehicle-oriented development with patrons travelling between stores with their vehicles. On our site visits we witnessed minimal pedestrian traffic.



**Exhibit "I":** Large format retail uses at Nepean Crossroads Centre, north of the Subject Property



**Exhibit "J":** Free-standing LCBO store located to the east of the Subject Property

The notable land uses, amenities and natural features in the vicinity of the Subject Property are illustrated in **Exhibit "K"** and are described below:



**Exhibit "K":** Notable land uses, amenities and natural features in the vicinity of the Subject Property

- To the north of the Subject Property is single-storey, large format retail hardware store (Rona) and a single-storey large format furniture store (The Brick) which abuts a Dollarama and an ethnic food store, Bombay Spices;
- The retail building immediately to the east of the Subject Property is a single-storey LCBO store;
- There is a two-storey office building, municipally known as 575 West Hunt Club Road, to the south of the Subject Property;
- A vacant single-storey retail building (21,860 square feet), formerly occupied by Upper Room Furnishings and municipally known as 545 West Hunt Club Road, is situated to the east of the LCBO;

- On the eastern portion of the Nepean Crossroad Centre are various retail and food users, all contained within single-storey free-standing structures. These uses are separated by expansive parking lots given that the predominant form of transportation within this complex is by vehicle;
- At the northeastern extremity of the Nepean Crossroads Centre is Canadian Tire which is municipally known as 1820 Merivale Road. This facility includes an automotive service centre;
- The land uses on the north side of West Hunt Club Road, on either side of Lancelot Drive are a retail strip mall and an office building which are depicted in [Exhibit "L"](#);
- The offices of the Ottawa Catholic School Board and a self-storage facility are located on the south side of Merivale Road, as shown in [Exhibit "L"](#);
- Greenspace that is zoned O1 – Parks and Open Space, is located to the west of the Nepean Crossroads Centre, on the north side of Merivale Road;
- A residential neighbourhood, known as Tanglewood-Hillsdale, is located north of the Nepean Crossroads Centre. It consists over 1,800 dwellings; 22% of these being single homes, 21% being semi-detached, 45% being townhouses and 12% being apartments (source: 2006 Ottawa Neighbourhood Study);
- A large format retail development is located at 1872 Merivale Road, on the southwest quadrant of Merivale Road and West Hunt Club Road, containing uses such as a furniture store (Mobilia), a lighting store (Multi-Luminaire), Party City and East Side Marios. These are all single-storey structures;
- At the southeast quadrant of Merivale Road and West Hunt Club Road is the Jamie Sector of the Rideau Heights Industrial Park which contains various light industrial and automotive uses. A 2-storey office/retail building, a motorcycle dealership and a series of automotive dealerships are aligned on the southern side of Merivale Road.
- On the northeast quadrant of Merivale Road and West Hunt Club are a Shell gas station, Tony Graham Toyota, PetSmart and Costco.



**595 West Hunt Club Road:** Strip plaza at the NW corner of West Hunt Club Road and Lancelot Drive



**575 West Hunt Club Road:** Two-storey office building at the NE corner of West Hunt Club Road and Lancelot Drive



**174 Cleopatra Drive:** Self-storage facility at the SW corner of West Hunt Club Road and Cleopatra Drive



**570 West Hunt Club Road:** Ottawa Catholic School Board headquarters at the SE corner of West Hunt Club Road and Cleopatra Drive

**Exhibit "L":** Photographs of land uses at the intersection of West Hunt Club Road and Cleopatra Drive / Lancelot Drive

## 2.0 Description of Proposed Development

The Proposed Development will consist of a 480 m<sup>2</sup> single-storey building (representing 13.2% lot coverage) 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 comfortably accommodate nine (9) vehicles. Fourteen (14) outdoor self-serve vacuum stalls are located to the north of the building. Three (3) parking spaces have been allocated to staff parking. A chain link fence is proposed along the northern boundary of the Subject Property for safety reasons so as to prevent pedestrians from walking through the Proposed Development. A garbage enclosure will be located at the west end of the site and it will be surrounded by landscaping features. An excerpt from the site plan for the Proposed Development is included below as [\*\*Exhibit “M”\*\*](#).

The design intentions, from an engineering perspective, are to connect sanitary, storm and water off existing infrastructure on Lancelot Drive.

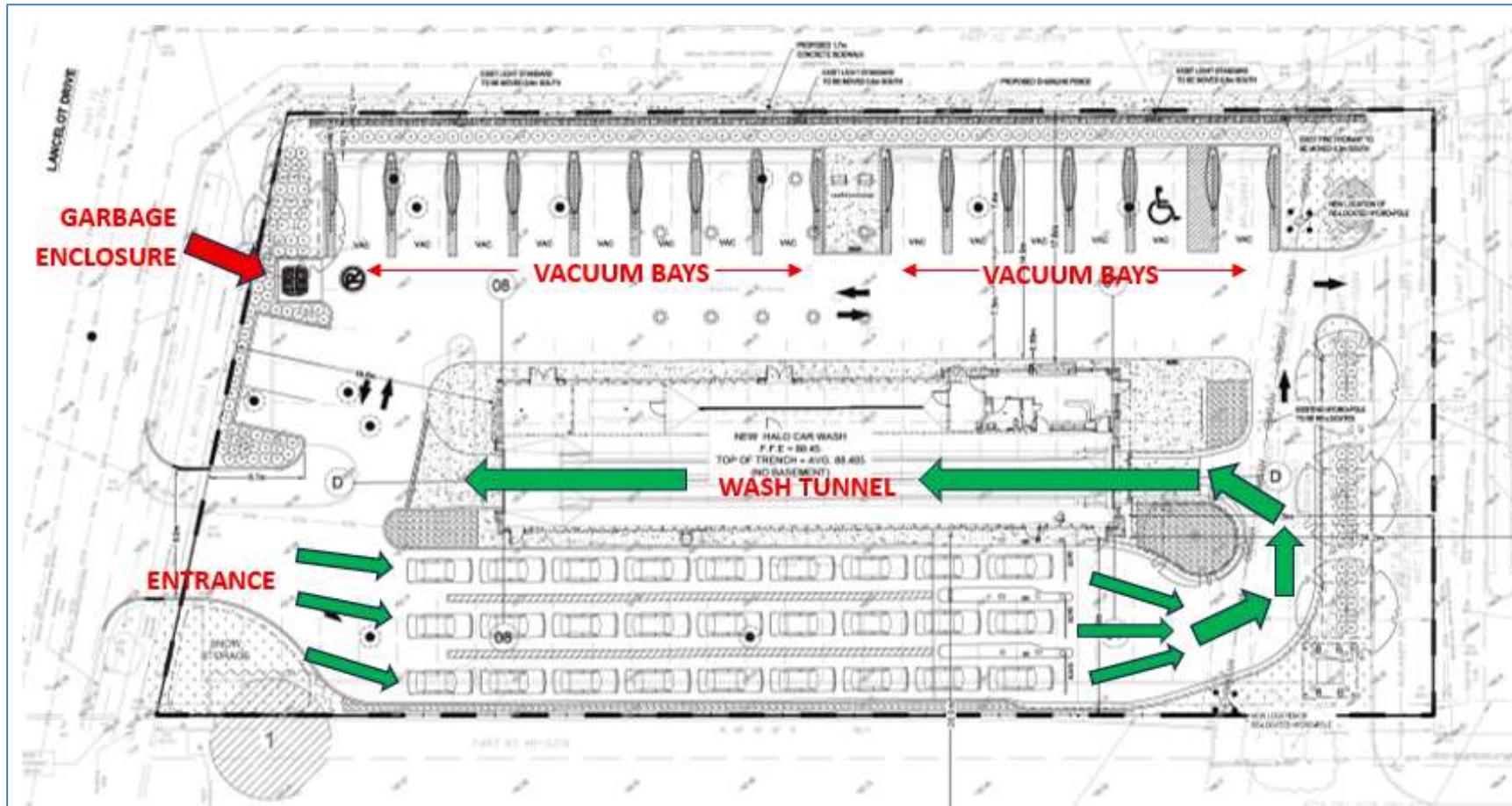
The Building wall assembly will consist of a variety of materials in Halo’s corporate colours including:

- Pre-cast concrete panels with a fluted rib profile, painted in blue and dark gray;
- Pre-cast concrete masonry units;
- Aluminum composite material (ACM) panels in gloss black and brushed aluminum finish; and
- Vision glass in aluminum framing.

All windows sills and trims will match the window frame finish. The prefinished metal parapet cap flashing will match the ACM panels. All exposed gas and service piping will be painted to match the adjacent wall finish.

Halo’s corporate logo will be featured on the east, west and north elevations of the Building.

Architectural elevation drawings are contained in [\*\*Exhibits “N”, “O”, “P” and “Q”\*\*](#).



**Exhibit "M":** Excerpt from Site Development Plan highlighting main features of Proposed Development



Exhibit "N": East Elevation (entrance side) of the Building

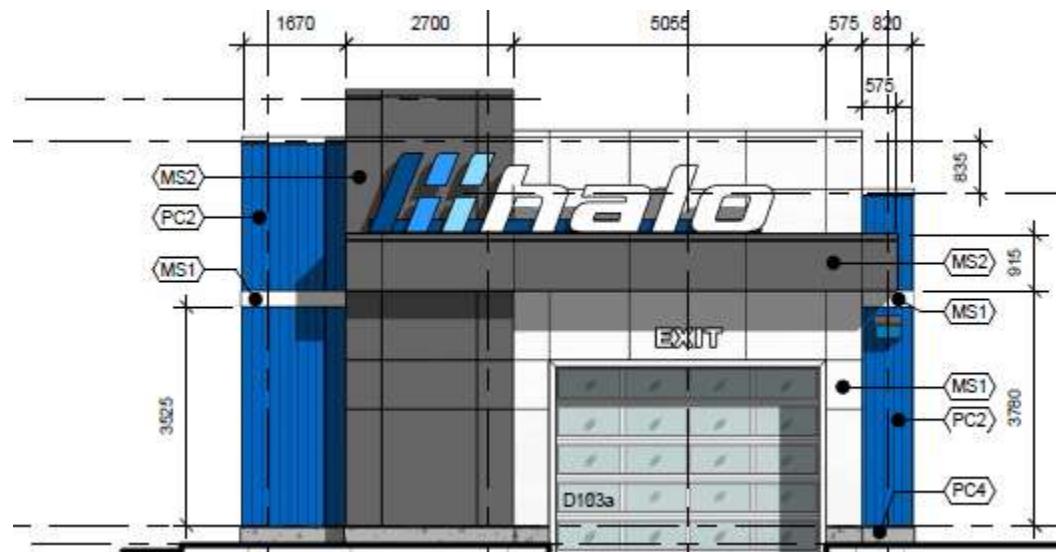


Exhibit "O": West Elevation (exit side) of the Building

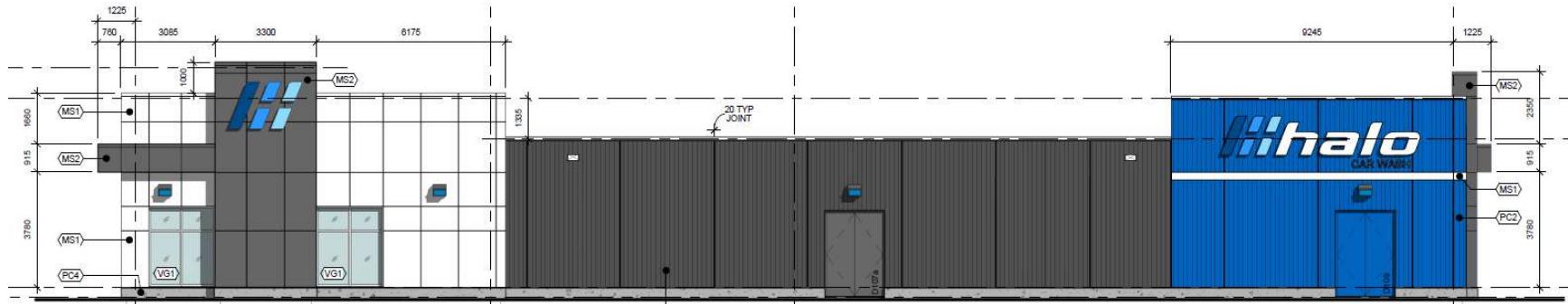


Exhibit "P": North Elevation of the Building

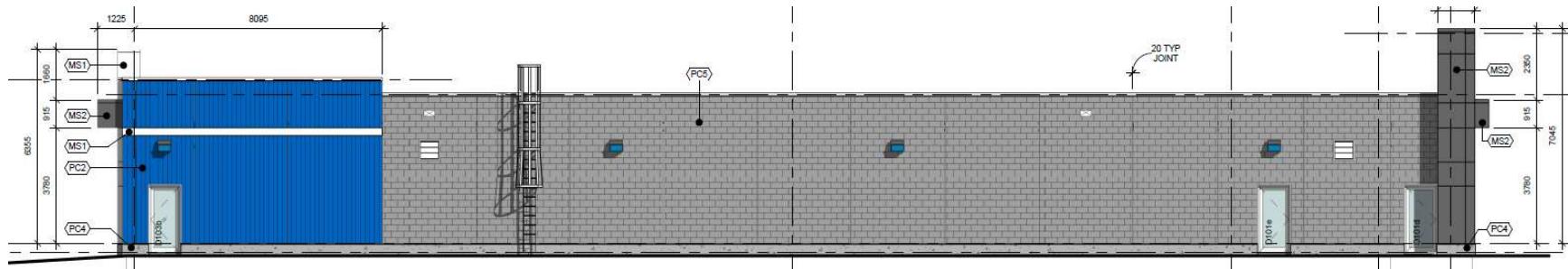


Exhibit "Q": South Elevation of the Building

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. New plantings include, as detailed on Plan L.1, (April 2, 2025) as issued by James B. Lennox & Associates Inc. include the following which are ideal for urban landscaping environments:

- One (1) Maidenhair tree, known for its fan-shaped leaves, drought and pollution resilience and low maintenance requirements;
- Four (4) Japanese Lilac trees, known for their fragrant, creamy-white flowers, attractive shape, low maintenance requirements and pollution tolerance;
- Ten (10) Sem False Spirea which are deciduous shrubs known for attractive foliage, white flowers and hardiness;

- Forty-two (42) Blue Lyme Grasses which have a silvery-blue foliage and are highly tolerant to salt, wind and poor soil conditions;
- Thirty-three (33) Feather Reed Grasses which has an upright form and is low maintenance;
- Thirty-two (32) Overdam Grasses which features striped foliage, an upright habit and ornamental flower plumes and has a demonstrated tolerance to urban pollution.
- Sixty-eight (68) Goldinger Potentilla, a deciduous flowering shrub valued for its bright yellow blooms and long flowering season, known for their low maintenance and tolerance of cold weather.

Three (3) existing trees will remain: a Colorado Spruce and a Trembling Aspen at the southwest corner of the Subject Property, and a Japanese Lilac at the northeast corner of the Subject Property.

## 3.0 Design Directives

### 3.1 The City of Ottawa Official Plan

The City adopted a new Official Plan on November 24, 2021 as By-law 2021-386 (the “OP”). The OP was granted final approval, with certain changes, by the Ministry of Municipal Affairs and Housing on November 4, 2022. The approval of the OP repeals and replaces the Official Plan that was adopted by the City in 2003, including all amendments thereto. The OP provides a policy framework to guide the City's development to the year 2046. It offers 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.

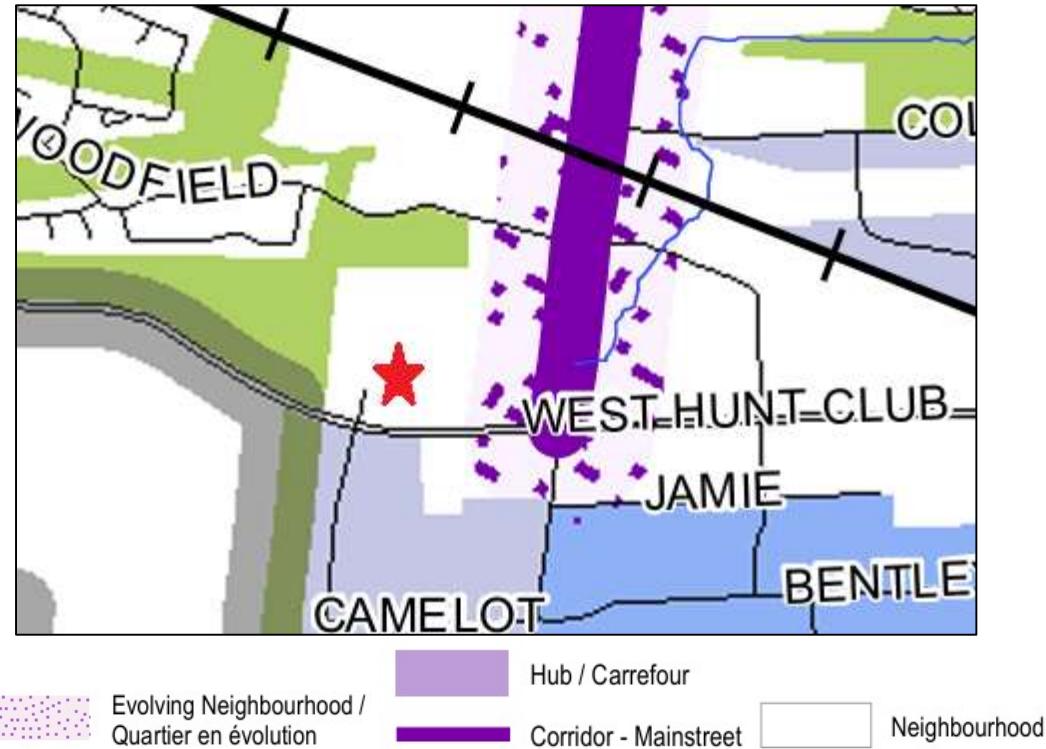
The Subject Property is located in the Outer Urban Transect, one of six concentric policy areas in the OP, as depicted in [Exhibit “R”](#). The Outer Urban Transect includes suburban areas developed after the 1970s, located outside the Greenbelt but within the urban boundary. These areas are expected to transition towards a more urban development pattern, with improved access to services and transit. The urban design policies of the Outer Urban Transect are intended to support a more urban character, with development proposals expected to align with long-term goals for density, sustainability and connectivity.



**Exhibit “R”:** The Six Policy Areas of the OP

As shown in [Exhibit “S”](#), the land use designation of the Subject Property is Neighbourhood. The OP aims to support a mix of building types and densities within Neighbourhoods with a view to promoting a gradual transition towards the model of 15-minute neighbourhoods. The Zoning By-law and approvals under the Planning Act provide that buildings in Neighbourhoods should be low-rise and shall contain a range of local services that are compatible with nearby residential uses with the application of “*site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met*”.

The Proposed Development is a small-scale non-residential use that is complementary to the surrounding uses and will offer a convenient service to residents in the surrounding community and transient traffic. The close proximity of the Subject Property to West Hunt Club Road, a busy arterial corridor, makes it an ideal site for a car wash. We are of the view that the built form of the Proposed Development is entirely consistent with the character and existing pattern of development in the Nepean Crossroads Centre and the broader community in the West Hunt Club Road / Merivale Road node.



**Exhibit "S":** Excerpt from Schedule B3 (Outer Urban Transect) to New OP; Subject Property marked by a red star.

### 3.2 Zoning By-law

The Subject Property is zoned AM-10 Arterial Mainstreet, Subzone 10 (**Exhibit "T"**), the stated purpose of which is to “*accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan*” and to “*impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*”

As per Section 185(1), a car wash is a permitted use within the AM Zone.

The metrics of the Proposed Development are contained below in **Exhibit "U"**.



**Exhibit "T":** Excerpt from GeoOttawa showing AM10 Zoning for Subject Property

DETAILS OF DEVELOPMENT			
DATA		REQUIRED	PROVIDED
ZONING		AM10	
SETBACKS	FY	0.0m	18.6m
	RY	0.0m	21.5m
	INT.SY	0.0m	17.8m
	EXT.SY	0.0m	12.6m
	NET LOT AREA ( sqm )	3641 sqm	
BUILDING COVERAGE		N/A	13.2%
BUILDING HEIGHT		11.0m (MAX)	8.0m
GROSS FLOOR AREA		480 sqm	
No. of UNITS		1	
LOADING SPACES		N/A	N/A
PARKING:		N/A	16 + 1 HC
No. OF STOREYS		1	

**Exhibit "U":** Excerpt from Site Development Plan as prepared by LRL Engineering

### 3.2 Design Commentary

Halo's vision for its premium 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 and its architectural features are intended to reflect this commitment to excellence.

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, Halo and its consultants considered the need to accommodate the unique dimensions of its car wash tunnel while also ensuring safe and efficient stacking movements.

Pedestrian traffic through the Proposed Development is anticipated to be minimal. It should be noted that vehicles will be stopped or moving very slowly throughout the Proposed Development and there should be minimal safety concerns with respect to the interaction of vehicle and pedestrian traffic. A raised concrete sidewalk will be retained around the western and northern perimeter of the Subject Property. Furthermore, a chain link fence is proposed on the northern border of the Subject Property to prevent pedestrians from traversing the site.

The materials and colours 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 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 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.

The most recently completed Halo Car Wash in Ottawa is at 6111 Hazeldean Road in Stittsville. Photographs are contained in **Exhibit "V"**, below. The contrasting colours, materials and vertical projections make for a visually stimulating aesthetic.



**Exhibit "V":** Halo Car Wash at 6111 Hazeldean Road

## 4.0 Conclusion

The Proposed Development represents an appropriate form of intensification for the Subject Property which is currently underutilized. The Subject Property is in close proximity to two heavily travelled arterial roadways and will encourage visitation to the Nepean Crossroads Centre, thus increasing its relevance and vitality as commercial-retail node.

It is our assessment that the Proposed Development complies with the design directives as set out in the OP. Halo has presented a site layout that is consistent with the directives of the City's planning and design policies. The attractive format and welcoming design of the Halo Car Wash will function seamlessly with the surrounding environment at this gateway development.

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, offering an incremental improvement to this urban retail node that is heavily reliant on automobiles for personal transportation and commerce.

Respectfully Submitted,

**LANDSCOPE LTD.**



Per: Jonah Bonn, MCIP, RPP

