

This document is presented in the language it was provided.  
Ce document est présenté dans la langue dans laquelle il a été fourni.

April 7, 2023

Mr. Michel Bellemare  
Secretary-Treasurer  
Committee of Adjustment (the “Committee”)  
101 Centrepointe Drive  
Ottawa, ON K2G 5K7

Committee of Adjustment  
Received | Reçu le

2023-04-21

City of Ottawa | Ville d'Ottawa  
Comité de dérogation

**Re: 3535 Borrisokane Road, Ottawa, ON  
Application for Minor Variance**

Dear Mr. Bellemare:

This is an update to our cover letter/planning rationale of May 30, 2022.

Holzman Consultants Inc. (“**HCI**”) was retained by Grant Castle Corp. (the “**Developer**”) to prepare this Planning Rationale (the “**Planning Rationale**”) in support of an Application for Minor Variance (the “**MV Application**”) related to the development of 5,328 m<sup>2</sup> 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**”).



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

The Developer proposes to develop the Subject Property with a 476 m<sup>2</sup> drive-through car wash operating under the Halo brand, complete with three (3) queuing lanes with self-serve payment kiosks and eighteen (18) outdoor vacuum bays (collectively, the “**Proposed Development**”). The Proposed Development triggers an Application for Site Plan Control – Standard, Non-Rural (the “**SPC Application**”). The SPC Application was submitted to Ms. Katie Morphet, Planner at the City on May 20, 2022. The SPC Application has since been assigned to Ms. Siobhan Kelly and has been subject to several rounds of comments.

While a car wash is a permitted land use under the Light Industrial zoning the Developer requires relief from Section 203(2)(c) which provides that the gross floor area (“**GFA**”) of a car wash cannot exceed 300 m<sup>2</sup>.

The MV Application was presented to Panel 2 of the Committee of Adjustment on July 20, 2022. While the Planning, Real Estate and Economic Development Department had no concerns with the application, the MV Application was adjourned sine die as there were concerns by Members of Panel 2 that certain components of the SPC Application were not sufficiently advanced. Since that time the SPC Application has been subject to several rounds of comments from City Staff and Ms. Kelly has advised us that it is now appropriate to submit the MV Application for Re-circulation.

Please find attached the following submission materials in support of the MV Application:

- One (1) copy of this Planning Rationale, explaining the nature of the application and an assessment of the requested variance;
- One (1) copy of the completed Minor Variance Application Form;
- One (1) full-sized copy and one (1) reduced copy of each of the Survey Plan, Site Plan and Building Elevations;
- Re-circulation fee by cheque, in the amount of \$662.00

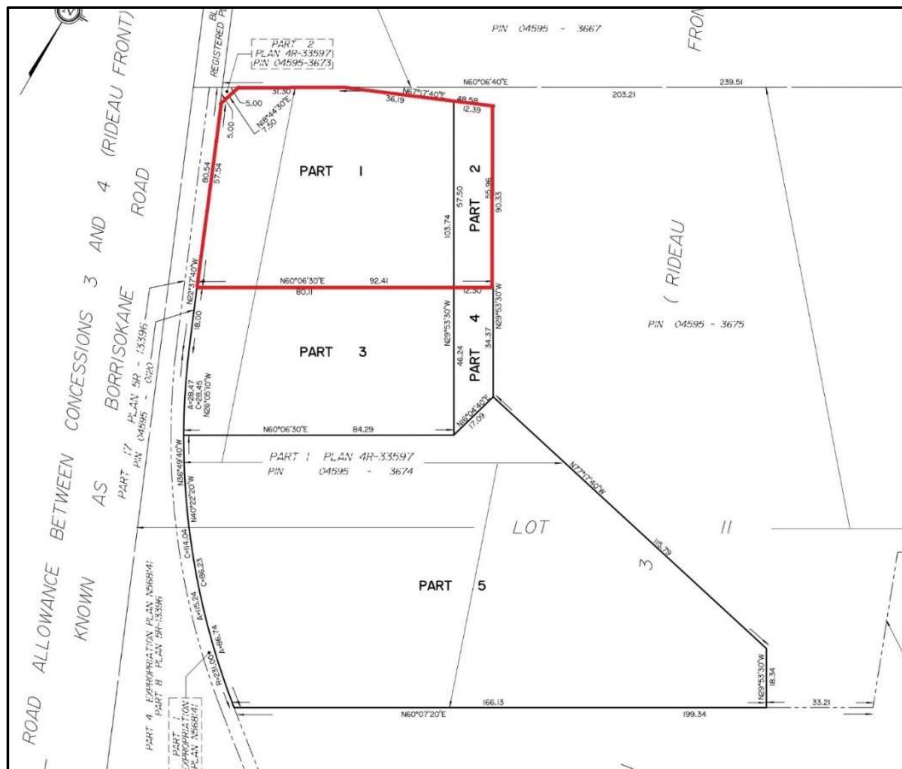
### **Background**

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**”). Please refer [Exhibit B](#).



**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.



**Exhibit C:** Excerpt from 4R-34600 of the Church Lands with the Subject Property (Parts 1 and 2) outlined in red

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. 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.

The following table 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)

At a hearing of Panel 2 of the Committee held on March 15, 2023, the Owner was granted servicing easements as follows:



1. Over Parts 2 & 4 in favour of Part 5 on Plan 4R-34600.
2. Over Part 2 in favour of Part 3 on Plan 4R-34600.

### **Description of Subject Property**

The Subject Property is somewhat irregular in shape with a total area of 5,328 m<sup>2</sup>. 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 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 newly created intersection of Flagstaff Drive and Borrisokane Road taken from the west side of Borrisokane Road



**Exhibit E:** Photograph facing west along Flagstaff Drive, with the Subject Property on the left side of the image

### **Site Context**

The Subject Property is located at the intersection of Borrisokane Road and Flagstaff Drive, approximately 400 metres north of Cambrian Road and approximately 1,400 metres south of Strandherd Drive. Borrisokane 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. There are utility poles along the eastern side of Borrisokane Road within the ditch.

Borrisokane Road has a pavement width of 7.0 metres. There are no sidewalks, no cycling facilities and no street lights. Flagstaff Drive is an 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 F](#).

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

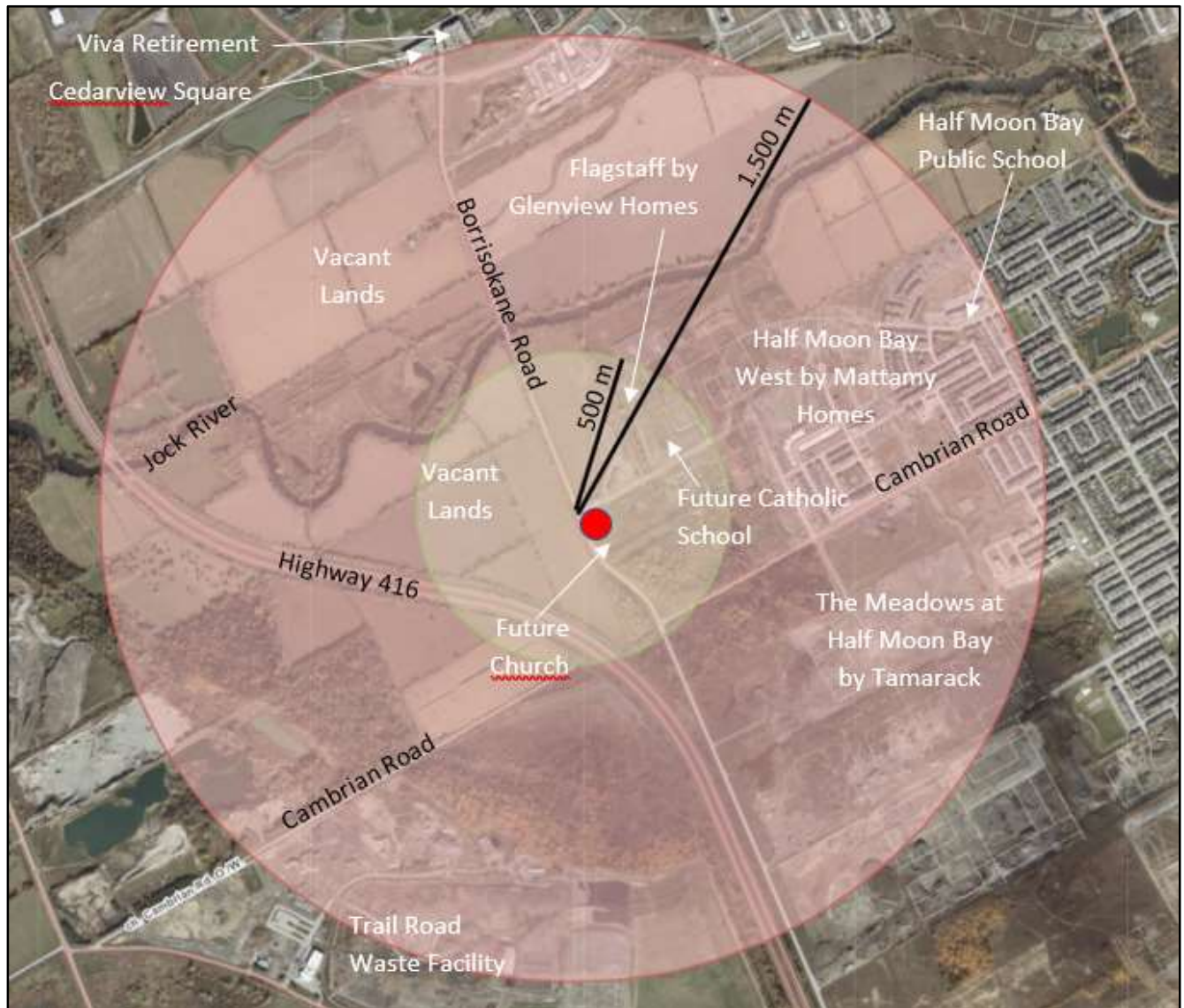
currently vacant, although a block of land at the northeast corner of Borrisokane Road and Flagstaff Drive enjoys commercial zoning (the “**Commercial Block**”).

- 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 m<sup>2</sup> 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 F:** Air photograph of land uses and features within 1,500 metres of the Subject Property





**Exhibit G:** Photograph facing west on Flagstaff Drive with recently constructed townhouses

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.
- 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.



**Exhibit H:** Photograph facing south on Borrisokane near the intersection with Flagstaff Drive

To the west of the Subject Property:

- Borrisokane Road abuts the western property line.
- The lands on the west side of Borrisokane 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.

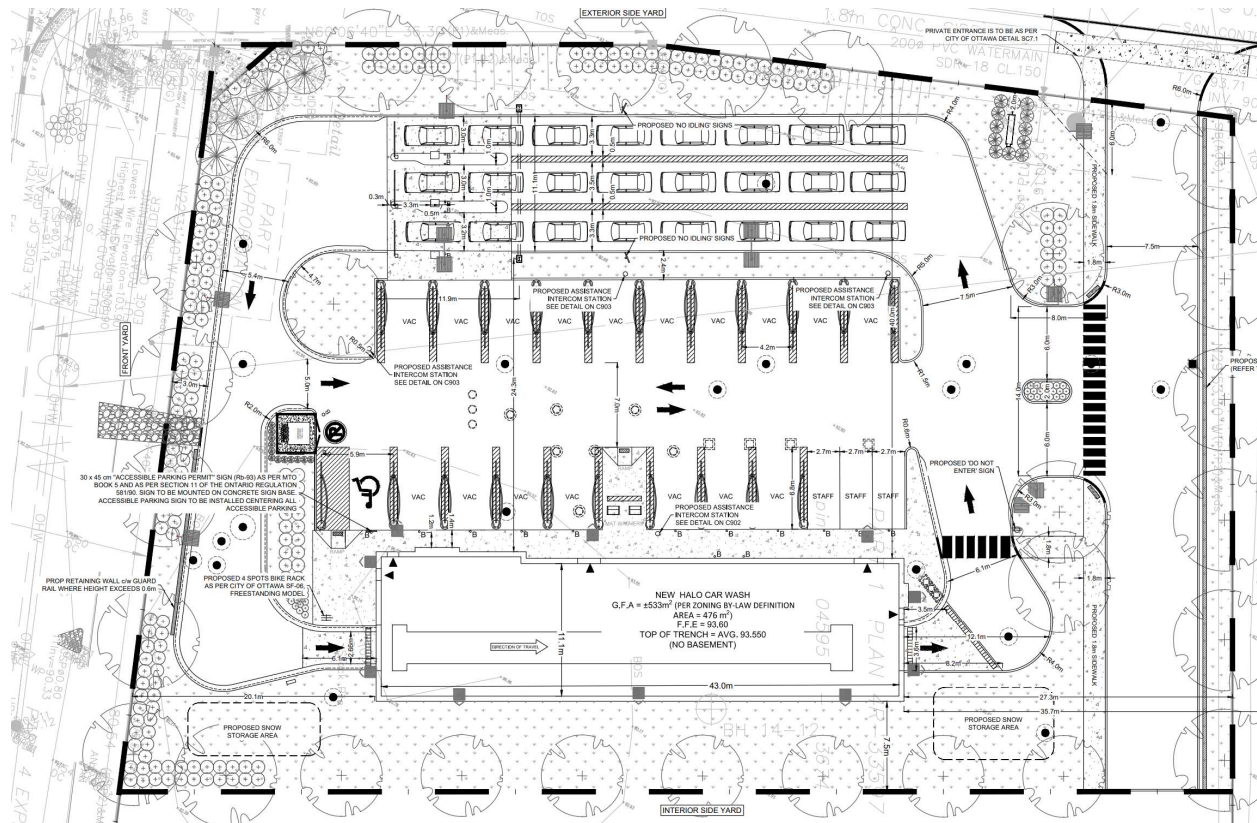
### **Description of Proposed Development**

The Proposed Development will consist of a 485 m<sup>2</sup> 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 size of the Building footprint is dictated by the nature of the prototypical conveyor-type car washing and drying machinery. The length of the Building allows for multiple vehicles to be inside

the car wash tunnel at the same time, thus increasing efficiency and minimizing excessive vehicle queuing outdoors.

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



**Exhibit I:** 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:

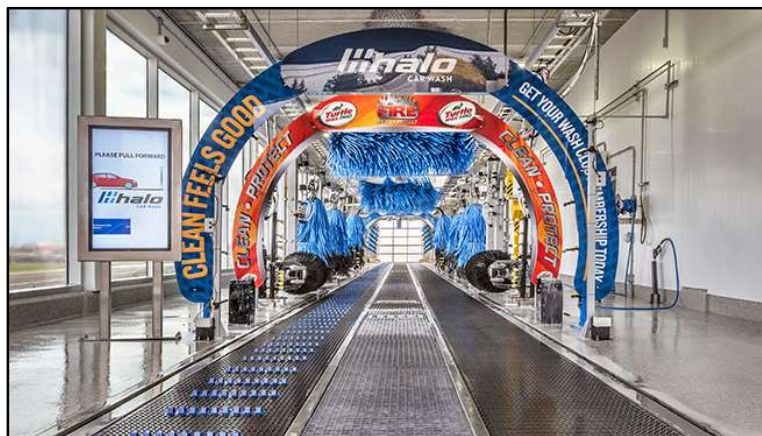
- Vertical, corrugated, galvanized metal in blue, black and grey
- Brushed aluminum;
- Aluminum composite material (ACM) in blue and gloss black



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.



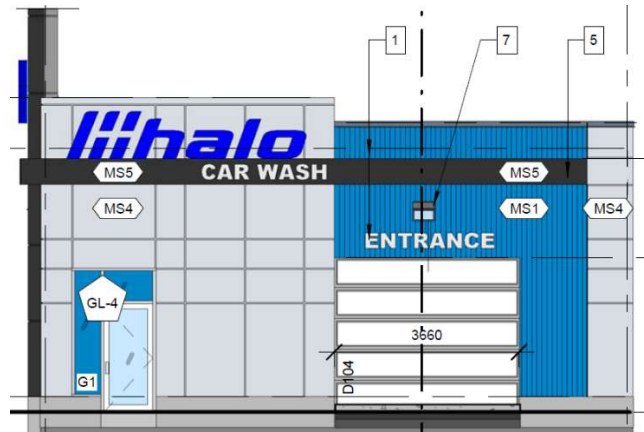
**Exhibit J:** Typical Halo Car Wash layout with three queuing lanes and entrance arch (foreground), wash tunnel and vacuum stalls (background)  
*(Pictured: 3604 Innes Road, Ottawa)*



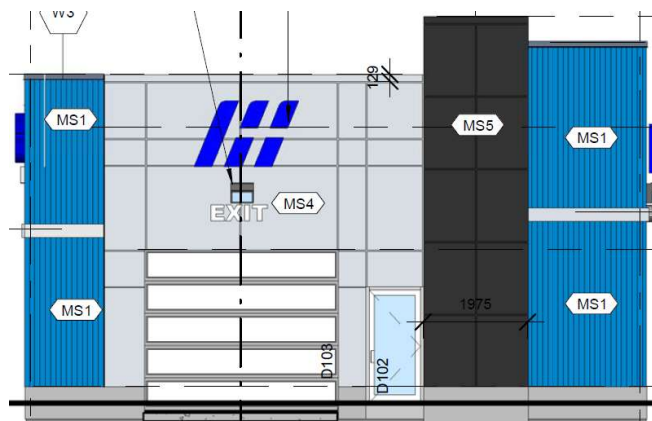
**Exhibit K:** Interior of typical Halo Car Wash tunnel with double-conveyor belt system



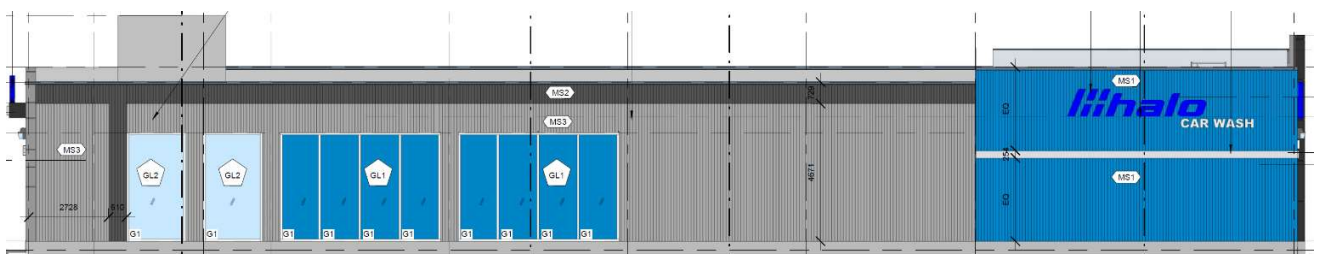
The Architect's elevation drawings are contained below in [Exhibits L, M, N and O](#).



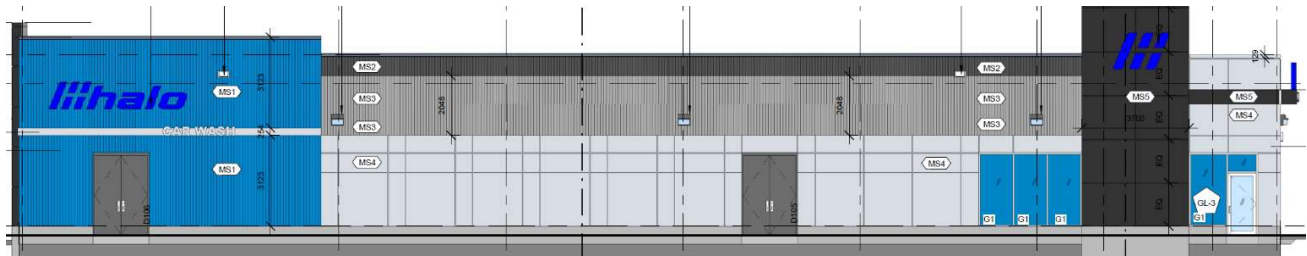
**Exhibit L:** West Elevation of the Building showing the entrance to the car wash tunnel and the vertical and horizontal projections on the west façade and north façade as well as the corporate branding



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



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



**Exhibit O:** 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	CONDITION	REMARKS
<b>TREES</b>						
CS	4	<i>Picea pungens</i>	Colorado Spruce	1.8m Ht.	B&B	Male tree
GB	4	<i>Ginkgo biloba</i>	Maidenhair Tree	60mm ø	B&B	
HB	5	<i>Celtis occidentalis</i>	Hackberry	60mm ø	B&B	
HL	7	<i>Gleditsia triacanthos</i>	Honey Locust	60mm ø	B&B	
RM	5	<i>Acer rubrum</i>	Red Maple	60mm ø	B&B	
SB	7	<i>Amelanchier canadensis</i>	Serviceberry	60mm ø	B&B	Single leader
<b>SHRUBS</b>						
RR	40	<i>Rosa rugosa</i>	Rugosa Rose	600mm ht.	Potted	Space 1000mm O.C.
MP	12	<i>Pinus mugo</i>	Mugo Pine	800mm spr..	Potted	
RA	83	<i>Rhus aromatica</i>	Fragrant Sumac	600mm ht.	Potted	
WC	12	<i>Thuja occidentalis</i> 'Clumps'	White Cedar Clumps	1.8m ht.	Bare root 3 trunks or more	
<b>PERENNIALS &amp; ORNAMENTAL GRASSES</b>						
DL	36	<i>Heemerocallis</i> 'Stella D'Oro'	Stella D'Oro Daylily	150mm pot	Potted	Space 400mm O.C.
LG	34	<i>Leymus arenarius</i>	Blue Lyme Grass	2 gallon pot	Potted	
SG	43	<i>Panicum virgatum</i>	Switch Grass	2 gallon pot	Potted	

**Exhibit P:** Proposed Plant List



## 1. General Intent and Purpose of OP

The City's new OP was approved by Council on October 27, 2021 and a revised version was adopted on November 24, 2021 as By-law 2021-386. The OP was granted final approval, with certain changes, by the Ministry of Municipal Affairs and Housing on November 4, 2022.

The OP provides a policy framework to guide the city's development to the year 2046. 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 Provincial Policy Statement.

The OP divides the city into six concentric policy areas called transects, as depicted in [Exhibit R](#).



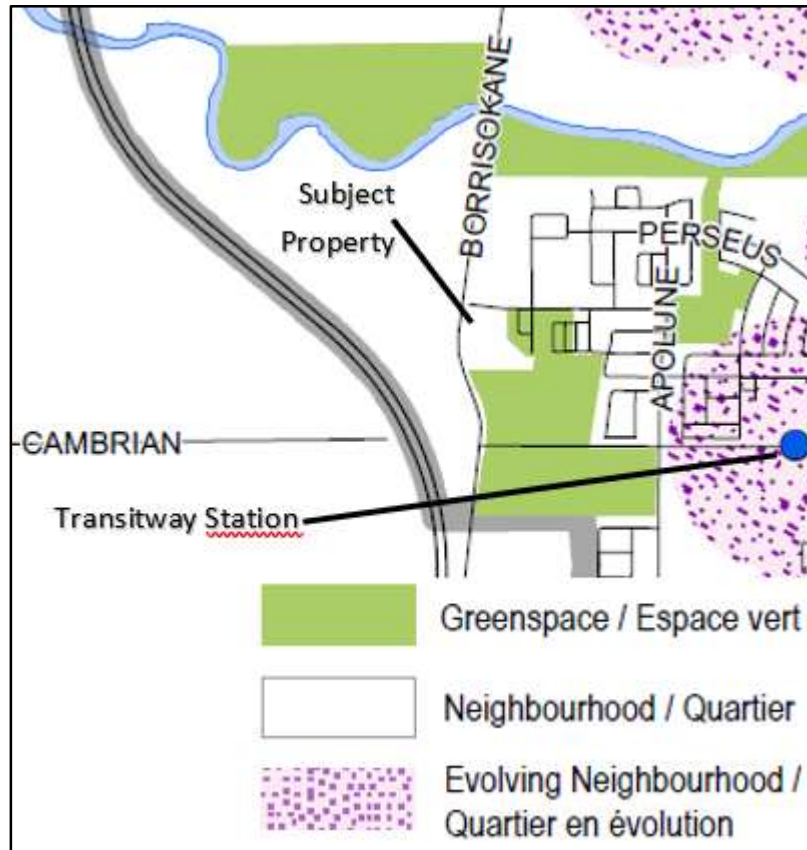
**Exhibit R:** The Transects of the New OP

The Subject Property is located within a policy area known as Suburban (Southwest) Transect, as shown in [Exhibit S](#), 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 S:** 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. The land use complies with the directives of the New OP and the variance being sought for the exceedance of the 300 m<sup>2</sup> limitation on GFA does not compromise the Proposed Development's conformance with the general intent and purpose of the New OP.

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, in a commercial block that is adjacent to an arterial roadway (Borrisokane Road), and a proposed collector roadway (Flagstaff Drive), as depicted in [Exhibit T](#), below. Furthermore, the Transportation Master 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.



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

The proposed land use will offer convenient access to vehicular traffic that is entering or leaving the neighbouring residential communities. 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 impact of noise, light and traffic is mitigated by the design features and large separation distance from the low-density housing to the east

As such, in our professional land use planning opinion, the requested variance conforms to the general intent and purpose of the OP.

## 2. General Intent and Purpose of the Zoning By-law

As depicted in [Exhibit U](#), 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 U:** GeoOttawa map identifying the IL[30] 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 m<sup>2</sup> and each use not exceeding 300 m<sup>2</sup> of GFA:

- animal care establishment
- amusement centre **(300 m<sup>2</sup> of GFA does not apply)**
- amusement park **(300 m<sup>2</sup> 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 m<sup>2</sup> 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 m<sup>2</sup> limitation on the GFA of a car wash.

<b>Mechanism</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
Minimum lot area	2,000 m <sup>2</sup>	5,342 m <sup>2</sup>	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.

<b>Building / Use</b>	<b>Required Min. Parking Space Rate</b>	<b>Total parking required</b>	<b>Total parking provided</b>	<b>Compliance</b>
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.

The proposed variance facilitates the development of vacant lands that conforms to the general intent and purpose of the Zoning By-law. The relief being sought with respect to Section 203(2)(c) of the Zoning By-law is required to facilitate the development of Halo's prototypical car wash tunnel and related equipment. The use consists of low site coverage and provides for safe and convenient access to a service-commercial use for the rapidly growing neighbouring residential communities.

### 3. Desirable

The proposed variance is desirable in nature as it will permit the development of vacant lands at a gateway site, providing opportunities for employment and offering services to the neighbouring communities which are highly reliant on transportation by automobile. The design of the building

incorporates a range of materials, architectural details and colours that will result in an inviting façade that will result in a significant improvement to the streetscape.

The variance is key to the Applicant’s proposal as the functionality of the car wash tunnel would be highly constrained without such relief.

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 retail fuel outlets.



**Exhibit V:** 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.

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.

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.

Overall, we are confident that the Proposed Development will constitute a desirable and aesthetically pleasing land use and accordingly permission for the exceedance of the 300 m<sup>2</sup> limitation on GFA should be granted.

#### 4. Minor in Nature

The concept of a variance being “minor” in nature is not a mathematical test but rather a test of impact. As such, it is our opinion that in evaluating whether a variance is minor in nature, its impact on the subject site and surrounding land uses must be examined. The Building that is to be erected as part of the Proposed Development will result in a low site coverage of 9.1%. As outlined previously in this Planning Rationale, the Building and associated landscaping and lighting will be visually pleasing and the exceedance of GFA is, in our opinion of negligible impact, particularly in light of the sparsely developed landscape along Borrisokane Road.

It is also worthwhile to consider that Halo’s prototypical car wash building has been specifically designed to ensure an efficient and continuous flow of traffic on the site and through the tunnel. If the building footprint were to be reduced it would result in traffic congestion on the site which would be an undesirable outcome.

The Proposed Development satisfies all other performance standards of the Zoning By-law and it represents a step forward in the transition of the Barrhaven South community to a more urban fabric of development.

#### Summary and Conclusions

In conclusion, it is our professional planning opinion that all four tests of the *Planning Act* are met and that the requested relief should be granted by the Committee as it will result in an incremental improvement to the Barrhaven South community as it transitions to a more urban fabric. The Proposed Development will be sensibly located at the intersection of an arterial road and a collector road on the perimeter of a rapidly growing community, adjacent to other commercial uses. We are of the view that the Proposed Development will be compatible with and complementary to the future land uses in the immediate vicinity and that it represents good and defensible land use planning.

We trust that you will process this application expeditiously for the next available hearing of the Committee. If you have any questions or require clarification on any matters, please do not hesitate to contact the undersigned.

Holzman Consultants Inc.



Per: Jonah Bonn, MCIP, RPP  
[jbonn@firstbay.ca](mailto:jbonn@firstbay.ca)