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IGP REALTY ADVISORS INC

REALTY ADVISORS - STRATEGIC PLANNING - PROJECT MANAGEMENT

December 19, 2025

City of Ottawa Committee of Adjustment
101 Centrepointe Avenue, 4th Floor
Ottawa, Ontario K2G 0B5

RE: 4000 Riverside Drive, Ottawa – Minor Variance Application

Suncor Energy Inc., has engaged I.G.P. Realty Advisors Inc., to manage and co-ordinate the Site Plan Application process for the site located at 4000 Riverside Drive, Ottawa, ON. As part of the Site Plan Application, a Minor Variance Application is being submitted for the drive-through queuing lanes. Petro-Canada, the owner of the lands and operator of the automobile service station, is proposing the addition of the A&W take-out restaurant to the existing convenience store building located on the property. The automobile service station and convenience store have existed at this location since 2003, which are allowed uses in the current City of Ottawa Zoning By-law 2008-250.

The proposed development will not change the existing building footprint, keeping the total gross floor area at 148.7 meters square, where the A&W take-out restaurant will take up 54.4 metres square of the GFA, and 94.3 metres square of GFA for the convenience store. The proposal will reconfigure the existing site for the restaurant queuing lane, shifting the existing car wash queuing lane to the south, removing the garbage enclosure and replace it with Earthbins, and adding additional parking spaces to the north of the site. A new pedestrian walkway and painted crosswalk will connect the proposed restaurant to the existing sidewalk on Riverside Drive, with TWSI indicators at each ramp. A new patio area and bike parking will be added to the site.

A pre-consultation request was submitted to the City of Ottawa, with comments received that required 7 queuing spaces before the order board, for a total of 11 spaces. Modifications and subsequent changes were made to the proposed site plan's queuing spaces.

Initial preliminary review from the committee through the City's assigned planner confirmed that we were able to submit a Minor Variance Application to support the proposed 9 queuing spaces.

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Comité de dérogation

Our traffic consultant, BA Group, has completed a Transportation Impact Assessment of the property for the Site Plan Application, which includes a summary of the adequate provision of queuing spaces. The report outlines support for 3 spaces between the pickup window and ordering board, and 6 spaces up to the ordering board. Preliminary review by the Planning Forester indicated that the Tree Conservation Report prepared as part of the Site Plan Application is acceptable for the Minor Variance Application. The removal of 2 trees for the redevelopment is supported by the proposed additional landscaping to the site.

Minor Variance Application

The current City of Ottawa Zoning By-law 2008-250 Consolidation zones the property IL- Light Industrial with permitted restaurant and drive-through facility uses. Section 112 of the By-law requires 7 spaces before/at the order board and a minimum total of 11 spaces. As such, a Minor Variance Application is required for the 9 total queuing spaces. The following four tests, as per the Planning Act subsection 45(1), demonstrates the appropriateness of the proposal.

1. The proposal maintains the general intent and purpose of the Official Plan.

The City of Ottawa's Official Plan designates the lands as Outer Urban – Ottawa International Airport Economic District. Under this designation, policy 5.3.1 aims to recognize a suburban pattern of built form and site design, where the proposal maintains the low-rise nature of the surrounding area. Policy 5.3.2 aims to enhance mobility options and street connectivity in the Outer Urban Transect, where the City's improved bike infrastructure to Riverside and Hunt Club is supplemented by the proposed bike parking on the site. The Official Plan's policies for the Ottawa International Airport Economic District, Policy 6.6.3.1, aims to develop the economic role of the area, where the proposal's take-out restaurant with drive-through will help by offering commercial uses to the area.

2. The proposal maintains the general intent and purpose of the Zoning By-law.

The proposed restaurant and drive-through uses are allowed as per Section 203-204 of Ottawa Zoning By-law 2008-250. A total of 14 parking spaces and 6 bicycle parking spaces conforms to the Zoning By-law. The 11 car queuing spaces for the existing car wash are appropriate, with the reduced 9 queuing spaces for the restaurant. As per the Transportation Impact Assessment, the provision of 9 queuing spaces, 6 between the entrance and order board, and 3 between the order board and pickup window, are sufficient for the expected maximum queue forecast of 2 vehicle or less behind the order board.

3. The proposal is desirable for the appropriate development and use of the land.

The proposed take-out restaurant addition is a desirable use of the land as it conforms to the Zoning By-law and will offer additional employment opportunities to the Ottawa Airport area. Similar developments exist in the vicinity of the property, with a restaurant to the south and retail and restaurant options to the east opposite Riverside Drive. The existing gas bar use will continue to offer options for motorists, while the connection to the sidewalk along Riverside Drive and

proposed bicycle parking will offer alternative modes for the restaurant. The City's Urban Design Guidelines have been used to adjust the proposal's offering, where the proposal maintains an appropriate setback from the street and its built form is appropriate and blends with the surrounding developments. The proposed landscaping provides additional screening to the street, adjacent property, and Rideau River.

4. The proposal's variance is minor in nature.

The reduction of 11 to 9 queuing spaces will continue to offer the best customer experience for the restaurant. The proposed queuing of 3 spaces between the pickup window and ordering board, and 6 spaces up to the ordering board is a minor change to the requirements of the Zoning By-law. The restaurant's drive-through use will not cause adverse impacts on the adjacent road network and properties and will provide adequate queuing spaces for the projected maximum queuing as demonstrated in the Transportation Impact Assessment.

Conclusion

The proposed development at 4000 Riverside Drive meets section 45(1) of the Planning Act. The addition of a restaurant will offer a pedestrian-oriented use, while maintaining the availability of a gas bar in the area. In our professional opinion, its improved desirability to the area and queuing options for the restaurant represent good planning.

The Permission Application to the Committee of Adjustment is supported by the attached Site Plan, Floor Plans, Elevation Drawings, Tree Information Report, Plan of Survey, Transportation Impact Assessment, CoA Initial Queuing Review, and CoA TIR Confirmation.

Sincerely,

IGP Realty Advisors Inc.
19 Galsworthy Ave
Scarborough, ON