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Institutional
Environmental
Restoration

2175 Prince of Wales Drive

Planning Rationale

in support of a Major Zoning By-law Amendment

Prepared for: Zena Investment Corporation



2175 Prince of Wales Drive

Ottawa, Ontario

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Major Zoning By-law Amendment

Prepared For:

Zena Investment Corporation

Prepared By:

NOVATECH

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Novatech File: 117074

Ref: R-2024-027

December 20, 2024

City of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th Floor
Ottawa, ON
K1P 1J1

Attention: Lily Xu, Manager – Development Review (South)

Dear Ms. Xu:

**Reference: Zoning By-law Amendment
2175 Prince of Wales Drive
City File No.: D02-02-08-0121
Our File No.: 117074**

The following Planning Rationale has been prepared in support of a Zoning By-law Amendment application (City File No. D02-02-08-0121) to zone the property at 2175 Prince of Wales Drive General Industrial (IG) with a site-specific list of permitted uses.

The Planning Rationale has been revised to address the 2024 Provincial Planning Statement now in effect. The list of proposed uses will permit various commercial and employment uses that are compatible with the surrounding land uses and appropriate for the location in proximity to the Ottawa Airport and major thoroughfares being Prince of Wales Drive and Hunt Club Road.

The Subject Property is designated Neighbourhood on Schedule B3 (Outer Urban Transect) of the City of Ottawa's Official Plan. The property is zoned Development Reserve (DR) in the City of Ottawa's Zoning By-law 2008-250.

This Planning Rationale examines the location and context of the Subject Property, outlines a conceptual development plan, reviews the planning policy and regulatory framework of the site, and makes recommendations on the proposed Zoning By-law Amendment application.

Should you have any questions regarding any aspect of this Planning Rationale, please do not hesitate to contact the undersigned.

Yours truly,
NOVATECH



Adam Thompson, MCIP RPP
Senior Project Manager | Planning & Development

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1.0 EXECUTIVE SUMMARY

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application to permit the development of various commercial and employment uses (including automobile dealership) on the property municipally known as 2175 Prince of Wales Drive (the “Subject Property”). The purpose of the Zoning By-law Amendment application is to establish a list of appropriate commercial and employment uses for the property. Detailed development plans will be submitted to the City at a later date in conjunction with a Site Plan application. The Subject Property is currently undeveloped.

The Subject Property is designated ‘Neighbourhood’ on Schedule B3 (Outer Urban Transect) of the City of Ottawa’s new Official Plan (OP). The property is zoned Development Reserve (DR) in the City of Ottawa’s Zoning By-law 2008-250.

This Planning Rationale demonstrates that the proposed Major Zoning By-law Amendment application is:

- Consistent with the policies of the Provincial Planning Statement (2024);
- Conforms to the policies of the City of Ottawa Official Plan (2022);
- Establishes appropriate Zoning standards for the Subject Property; and
- Maintains compatibility with the surrounding uses and community context.

2.0 INTRODUCTION

2.1 Description of Subject Property

The Subject Property is located on the south-east corner of Prince of Wales Drive and West Hunt Club Road. The property also has frontage along Waterbend Lane. The Subject Property is located within the Knoxdale-Merivale Ward (Ward 9) of the City of Ottawa. The Subject Property is vacant and has never been developed. The Subject Property is the remaining parcel of land which was created as a result of an expropriation for the Michael Sheflin Bridge (West Hunt Club Road) (see Figure 1).

Figure 1. Aerial Photo of Subject Property

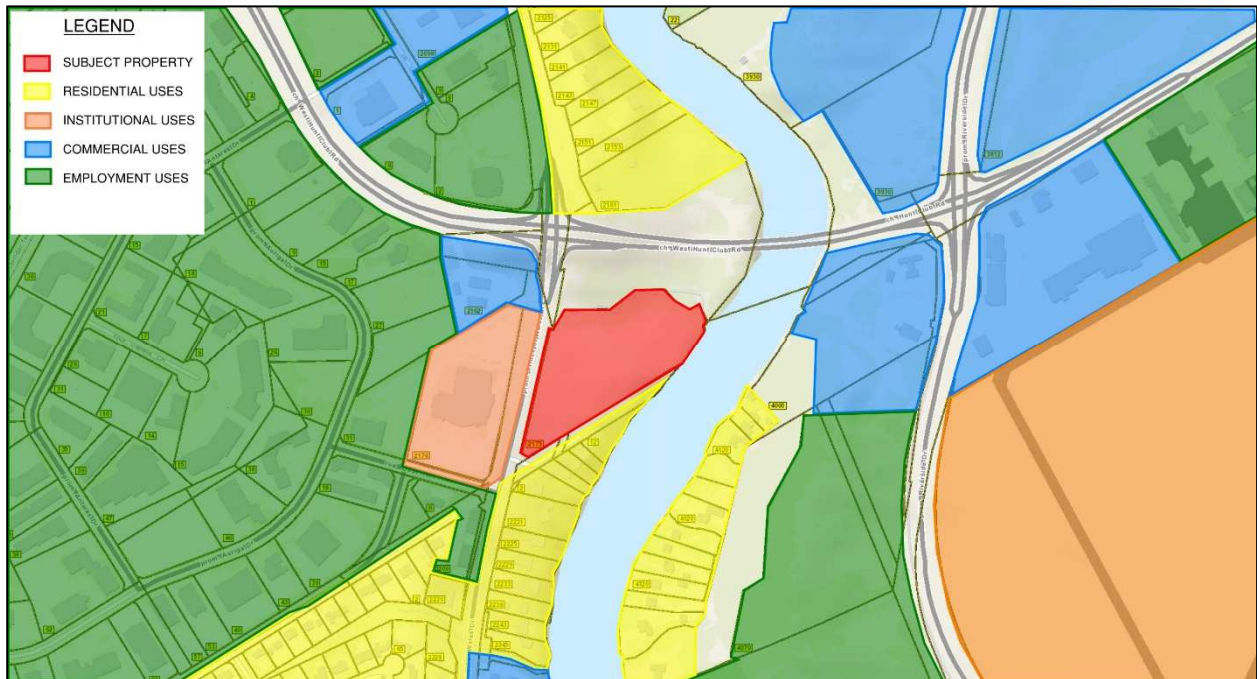


Topographically the Subject Property generally slopes from west to east, with the highest points adjacent to Prince of Wales Drive and the lowest points being located along the Rideau River waterfront along the east side of the property. The majority of the Subject Property has been used historically for agricultural purposes. In recent years, the land has not been used for cultivation and has only been maintained through periodic grass cutting. The perimeter of the site contains tree cover, particularly along the slopes located along the north and east property limits.

2.2 Site Location and Community Context

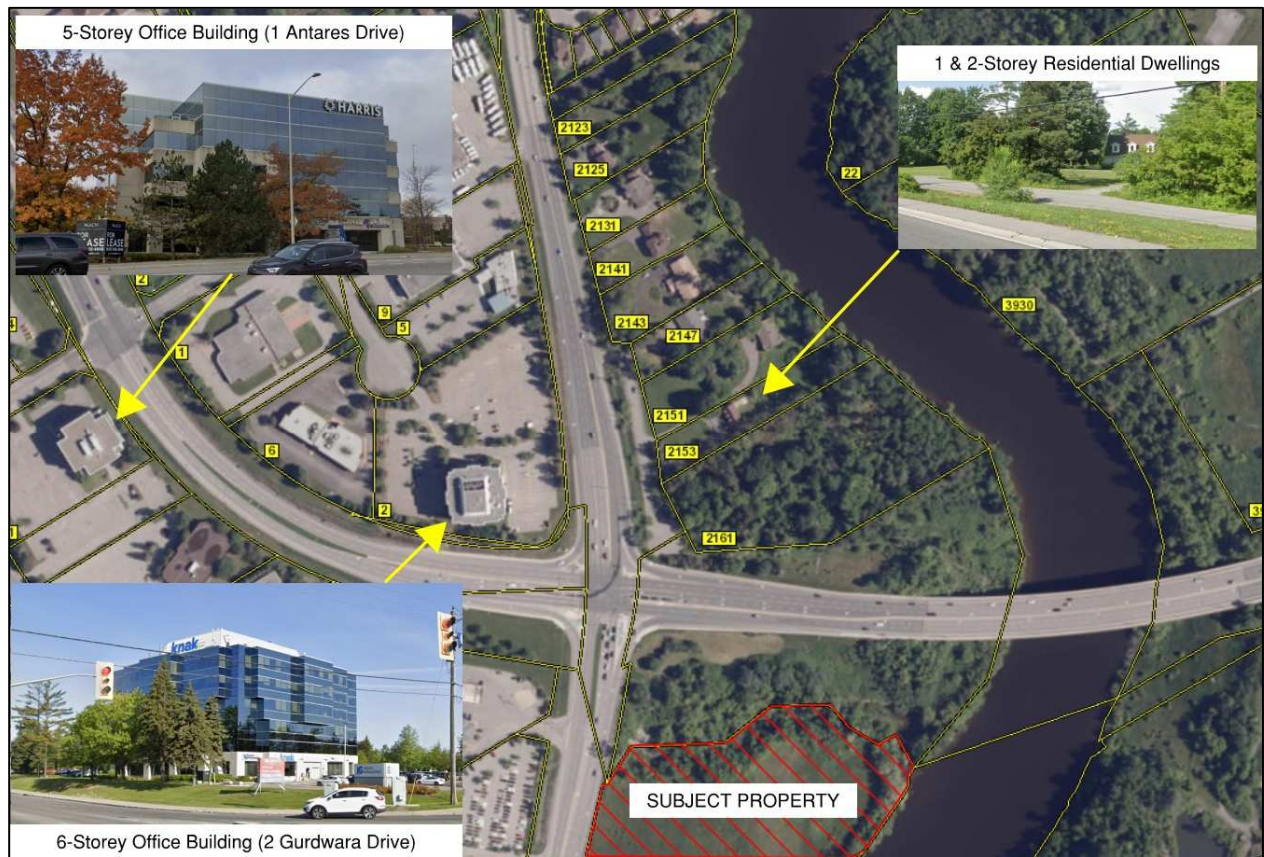
The Subject Property is located in an area that is primarily comprised of employment, commercial and institutional uses with some existing residential uses (see Figure 2). The use of the Subject Property and much of the surrounding area is restricted due to the constraints related to the Ottawa International Airport and the Airport Operating Influence Zone (AOIZ) requirements in the Official Plan which restricts sensitive land uses from being located within the north runway approach. These restrictions have resulted in the lands west of the Subject Property being developed primarily for employment, commercial and institutional uses.

Figure 2: Land Use Categories in Vicinity of Subject Property



North: Immediately north of the Subject Property is the Michael Sheflin Bridge (also known as West Hunt Club Road), which is separated from the Subject Property by a municipal stormwater outlet and valley. The land for the roadway and bridge structure were expropriated from the original land holding that included the Subject Property. North of the Michael Sheflin Bridge are a collection of large residential waterfront lots located between Prince of Wales Drive and the Rideau River. Northwest of the Subject Property is a six-storey office building (2 Gurdwara Drive), a five-storey office building (1 Antares Drive) and several two-storey office buildings (see Figure 3).

Figure 3: Land uses to the north of the Subject Property



East: Immediately east of the Subject Property is the Rideau River. The Rideau River is a significant natural feature for the City of Ottawa and is part of the Rideau Canal waterway. On the opposite side of the Rideau River are commercial uses, including a gas bar, convenience store and a restaurant with a drive-through facility. South of the commercial uses are a series of large residential waterfront properties located between the Rideau River and Riverside Drive (see Figure 4).

Figure 4: Land uses to the east of the Subject Property



South: Immediately south of the Subject Property are a series of large lot residential waterfront properties. There are a total of five residences that front onto Waterbend Lane. Waterbend Lane is a short dead-end lane that is discontinued at the Rideau River. Further south are more large residential waterfront properties located between Prince of Wales Drive and the Rideau River (see Figure 5).

Figure 5: Land uses to the south of the Subject Property



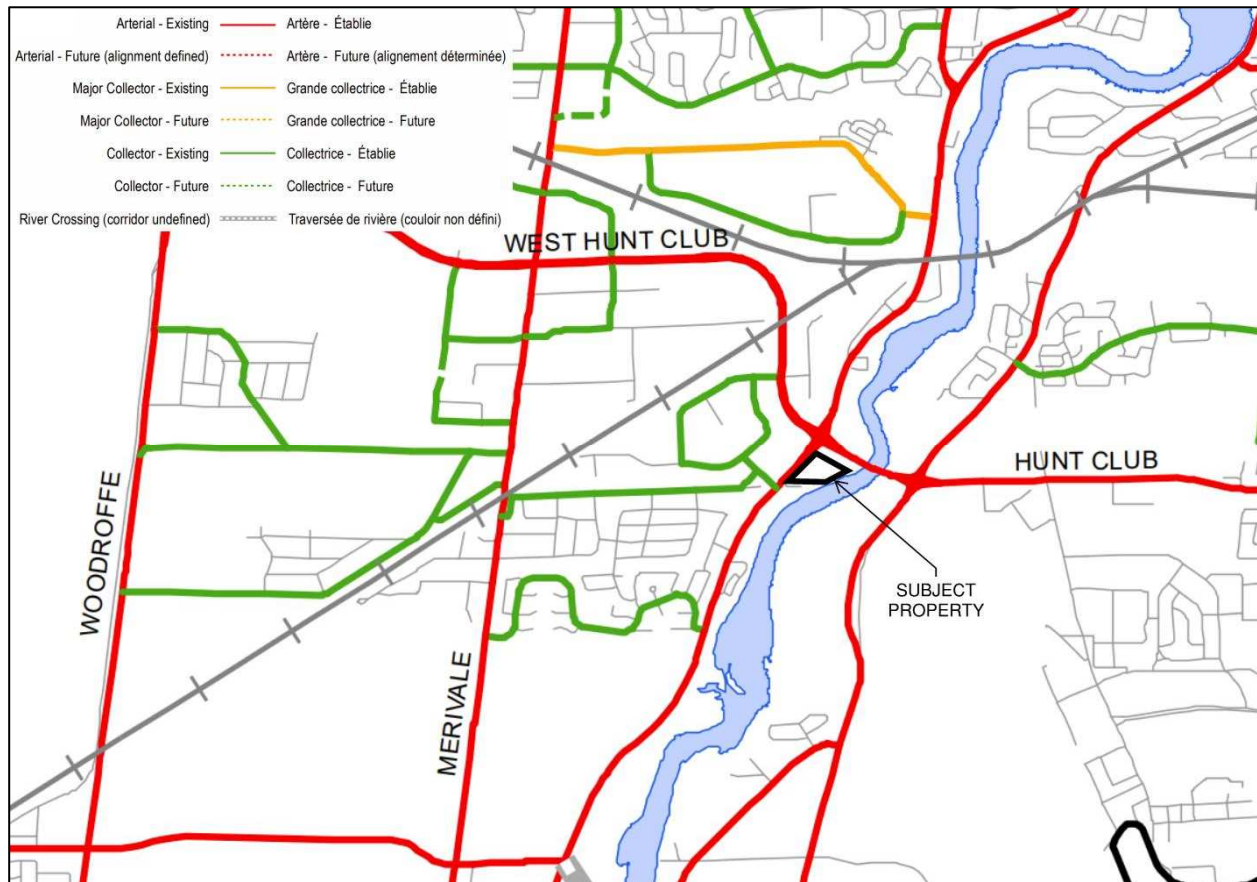
West: Immediately west of the Subject Property is the Metropolitan Bible Church (a large institutional use) and a gas bar with convenience store, drive-through facility and car wash. Further west is the Hunt Club-Antares Business Park which is a large area of employment uses (see Figure 6).

Figure 6: Land uses to the west of the Subject Property



The Subject Property has approximately 181 metres of frontage on Prince of Wales Drive and approximately 238 metres of frontage on along the Waterbend Lane road allowance (the Waterbend Lane right-of-way extends to the Rideau River but the constructed road does not extend past the driveway for 12 Waterbend Lane). The Subject Property technically has frontage on West Hunt Club Road as the limits of the right-of-way extend to the centreline of the stormwater outlet and valley. The stormwater outlet prevents the site from physically accessing West Hunt Club Road. Both Prince of Wales Drive and Hunt Club Road are designated as Existing Arterial Roads on *Schedule C4 – Urban Road Network* (see Figure 7). It is also noted that Deakin Drive, which intersects with Prince of Wales Drive south of the Subject Property is designated as an Existing Collector Road.

Figure 7: Official Plan Schedule C4 Excerpt



3.0 PROPOSED ZONING BY-LAW AMENDMENT

Lands west of the Subject Property are zoned 'General Industrial, Subzone 5 (IG5), which provides an indication of an appropriate parent zone. As the requested zoning by-law amendment is expected to be site-specific, it is recommended that the zoning be based on the General Industrial Zone (IG).

The reason for selecting a General Industrial Zone over a modified Mixed-Use Zone is that Mixed-Use Zones generally permit residential uses, which are incompatible with the land use restrictions associated with being within the Airport Operating Influence Zone. The use of a General Industrial zone will avoid any potential misconception about the intended uses for the Subject Property.

The proposed zoning for the Subject Property is General Industrial (IG) with a site-specific list of permitted uses. The full list of uses requested are included in Table 1.

Table 1 – List of Proposed Permitted Uses

animal care establishment	light industrial uses
animal hospital	medical facility
automobile body shop	municipal service centre
automobile dealership	nightclub
automobile rental establishment	office
automobile service station	personal service business
bank	place of assembly
bank machine	post office
bar	printing plant
broadcasting studio	production studio
car wash	recreational and athletic facility
catering establishment	research & development centre
cinema	retail food store
convenience store	retail store
drive-through facility	restaurant
emergency service	service and repair shop
funeral home	small batch brewery
garden nursery	technology industry
hotel	theatre
instructional facility	training centre
kennel	warehouse
library	

The uses in Table 1 are considered appropriate for the Subject Property as they are uses that can be complimentary to the area surrounding the Subject Property. Specific commentary on certain uses is provided as follows:

Light Industrial Uses

The light industrial uses being sought as part of the Zoning By-law Amendment are:

- catering establishment
- garden nursery
- kennel
- instructional facility
- light industrial uses
- printing plant
- production studio
- small batch brewery
- service and repair shop
- technology industry
- warehouse

The light industrial uses listed above are not noise-sensitive land uses in the Official Plan or in Transport Canada's TP1247E Guidelines. Noise generated from the Ottawa Airport and from adjacent arterial roads would not have a negative impact on these uses. Light industrial uses are permitted in the Neighbourhood designation provided they are compatible with surrounding uses. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane with appropriate mitigation measures such as landscaping. Any potential impacts can be identified and mitigated through the Site Plan Control process.

Office and Professional Uses

The office and professional uses being sought as part of the Zoning By-law Amendment are:

- broadcasting studio
- medical facility
- office
- post office
- research & development centre
- training centre

The office and professional office uses listed above have the potential to be noise-sensitive land uses based on the policies of the Official Plan or in Transport Canada's TP1247E Guidelines. Noise generated from the Ottawa Airport and from adjacent arterial roads has the potential to have a negative impact on these uses. Mitigation through building design may be considered to address any potential noise impacts.

Office/professional uses are generally permitted in the Neighbourhood designation. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane. Any potential impacts resulting from these uses would be minimal and could be mitigated through the Site Plan Control process.

Retail and Service Commercial Uses

The service commercial uses being sought as part of the Zoning By-law Amendment are:

- animal care establishment
- animal hospital
- bank
- bank machine
- convenience store
- drive-through facility
- personal service business
- recreational and athletic facility
- retail food store
- retail store

The service commercial uses listed above are not considered noise-sensitive land uses in the Official Plan or in Transport Canada's TP1247E Guidelines. It would also be unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact these uses. Service Commercial uses are permitted in the Neighbourhood designation and are generally considered to be compatible land uses near residential uses.

Service Commercial uses are generally permitted in the Neighbourhood designation. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane. Any potential impacts resulting from these uses would be minimal and could be mitigated through the Site Plan Control process.

Automobile-related Uses

The automobile-related uses being sought as part of the Zoning By-law Amendment are:

- automobile body shop
- automobile dealership
- automobile rental establishment
- automobile service station
- car wash

The automobile-related uses listed above are not considered noise-sensitive land uses in the Official Plan or in Transport Canada's TP1247E Guidelines. It is unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact these uses. Automobile uses are common along the Hunt Club Road / West Hunt Club Road corridor. Between Merivale Road and Conroy Road there are eight gas bars, 16 automobile dealerships and three automobile service stations and/or body shops.

Automobile-related uses are generally permitted in the Neighbourhood designation. These uses are consistent with the gas station west of the Subject Property and the gas station east of the Rideau River. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane with appropriate mitigation measures such as landscaping. Any potential impacts resulting from these uses would be minimal and could be mitigation can be determined through the Site Plan Control process.

Entertainment Uses

The entertainment uses being requested as part of the Zoning By-law Amendment are:

- bar
- cinema
- nightclub
- place of assembly
- restaurant
- theatre

Bars and Nightclubs are not considered noise-sensitive land uses in the Official Plan or in Transport Canada's TP1247E Guidelines. It would also be unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact these uses. Bars and Nightclubs are not specifically listed in Transport Canada's TP1247E Guidelines, but are closely related to 'Restaurants', which are a permitted use where noise mitigation is provided.

Cinemas and Theatres are not considered noise-sensitive land uses in the Official Plan or in Transport Canada's TP1247E Guidelines. It would also be unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact these uses. Cinemas and Theatres are considered acceptable uses in Transport Canada's TP1247E Guidelines, provided noise mitigation is designed into the building.

Entertainment uses are generally permitted in the Neighbourhood designation. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane. Any potential impacts resulting from these uses would be minimal and could be mitigated through the Site Plan Control process.

Hotel

With regards to Hotel uses, Transport Canada's TP1247E Guidelines state,

"Generally, these facilities should not be permitted in this zone. However, where it can be demonstrated that such a land use is highly desirable in a specific instance, construction may be permitted to proceed provided that a detailed noise analysis is conducted and the required noise insulation features are included in the building design."

Hotels are given special consideration in the Transport Canada Guidelines because of their economic connection to airports and the travelling public. There are three existing hotels located within the Airport Operating Influence Zone: Days Inn (366 Hunt Club Road), Hilton Garden Inn (2400 Alert Road) and Sandman Hotel (250 West Hunt Club Road). The Subject Property benefits the travelling public, both from the airport and those travelling by vehicle. The site is a prominent location and is highly visible, being on two arterial roads. It would also be unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact a hotel use.

Hotels are permitted in the Neighbourhood designation. A hotel on the Subject Property would be compatible with the residential uses on the south side of Waterbend Lane. Any potential impacts resulting from these uses would be minimal and could be mitigated through the Site Plan Control process.

Funeral Home

A Funeral Home is not a use considered by Transport Canada's TP1247E Guidelines. This use should not be considered a noise-sensitive use in relation to Official Plan policies and the Transport Canada's TP1247E Guidelines. It would also be unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact this use.

Funeral Homes are permitted in the Neighbourhood designation. A funeral home on the Subject Property would be compatible with the residential uses on the south side of Waterbend Lane. Any potential impacts resulting from this use would be minimal and could be mitigated through the Site Plan Control process.

Institutional

The institutional uses being requested as part of the Zoning By-law Amendment are:

- Emergency service
- Library
- Municipal service centre

Emergency services, Libraries and Municipal Service Centres are similar in building requirements to offices. It would be unlikely that noise generated from the Ottawa Airport and from adjacent arterial roads would negatively impact these uses. Libraries are considered acceptable uses in Transport Canada's TP1247E Guidelines, provided noise mitigation is designed into the building. Municipal Service Centres, considered 'Office' in Transport Canada's TP1247E Guidelines, are also accepted provided noise mitigation is designed into the building. Being located at the intersection of two major arterial roads benefits the use and the patrons.

The institutional uses listed above are generally permitted in the Neighbourhood designation. Institutional uses would be compatible with the residential uses on the south side of Waterbend Lane. Any potential impacts resulting from these uses would be minimal and could be mitigated through the Site Plan Control process.

Building Height

The General Industrial (IG) zone permits a building height of 22.0 metres, except within 20 metres of a property line abutting a residential zone where the maximum building height is 11.0 metres. The Zoning By-law Amendment proposes that the Subject Property be zoned General Industrial with the standard height provisions that apply to General Industrial zones throughout the City.

As the Subject Property is located within the flight path of Runway 14-32 (the north-south runway) of the Ottawa Airport, permitted building heights are restricted by the Ottawa Macdonald-Cartier International Airport Zoning Regulations as enacted under the federal *Aeronautics Act*. The maximum building height calculation based on the Airport Zoning Regulations is as follows:

The restricted airspace above the Subject Property is based on a 1:60 angular plane calculated from the end of the runway 14-32 (the north-south runway) for the Ottawa Airport. The end of runway 14-32 is documented by Transport Canada as being 107.0 metres above sea level (ASL). The end of the north-south runway is located approximately 1,070 metres to the nearest property line for the Subject Property and approximately 1,250 metres to the furthest property line for the Subject Property.

According to preliminary topographic information sourced from the City of Ottawa 1:1000 Series topographic mapping, the elevation of the nearest limit of the buildable area of the Subject Property is approximately 85.9 metres ASL. The elevation of the furthest limit of the Subject Property from the end of runway 14-32 is approximately 86.6 metres.

Calculated at an angular plane of 1:60 the corresponding maximum permitted height as per the Airport Zoning Regulations is approximately 124.8 metres ASL at the nearest developable limit of the Subject Property and approximately 127.8 metres ASL at the furthest limit of the Subject Property.

The maximum permitted building height according to the Airport Zoning Regulations would range from 38.9 metres at the nearest developable limit to 41.2 metres at the further limit of the Subject Property from runway 14-32. The standard provisions for building height in the General Industrial (IG) zone (maximum of 22 metres) will be in conformity with the Airport Zoning Regulations.

Setbacks

The General Industrial (IG) zone contains standard yard setbacks as follows:

- Front yard setback (minimum): 3.0 metres
- Corner side yard setback (minimum): 3.0 metres
- Rear yard setback (minimum): 3.0 metres

With respect to the Subject Property, the front lot line is along Prince of Wales Drive as it is the shortest lot line abutting a street. The front line is approximately 181 metres, whereas the lot line abutting Waterbend Lane is approximately 238 metres and the lot line abutting Hunt Club Road totals 274 metres. The Zoning By-law Amendment proposes that the Subject Property be zoned General Industrial with standard setbacks applying to the front yard on Prince of Wales Drive and the corner side yard on Hunt Club Road.

The rear yard of the Subject Property abuts the Rideau River. The standard rear yard setback in the General Industrial (IG) zone of 3.0 metres becomes moot as the watercourse setbacks of Section 69 of the Zoning By-law will prevail and require a greater setback than 3.0 metres. Similarly, the standard corner side yard setback in the General Industrial (IG) zone of 3.0 metres abutting Hunt Club Road will also be moot as the existing slope in the vicinity of the property line will require a greater setback in accordance with the findings of the Slope Stability Analysis prepared by Paterson Group.

The proposed amendment would provide a 7.5 metre corner side yard setback abutting Waterbend Lane. The southern property line of the Subject Property which abuts Waterbend Lane contains several mature trees and other vegetation that provides natural buffering for the residential properties located opposite the property on Waterbend Lane. The proposed corner side yard setback of 7.5 metres will ensure an adequate buffer and accommodate the conservation of existing vegetation.

4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (2024) (the 'PPS') provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on October 20, 2024. All decisions affecting planning matters "shall be consistent with" policies issued under Section 3 of the Planning Act.

Section 2.1 of the PPS provides policies to direct land use to achieve complete communities. Policy 6 states,

"Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options and multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society;*
- c) improving social equality and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups."*

In the context of the above policy, the PPS defines 'complete communities' as follows.

"Complete communities: means places such as mixed-use neighbourhoods or other areas within cities, towns and settlement areas that offer and support opportunities for equitable access to many necessities for daily living for people of all ages and abilities, including an appropriate mix of jobs, a full range of housing, transportation options, public service facilities, local stores and services. Complete communities are inclusive and may take different shapes and forms appropriate to their contexts to meet the diverse needs of their populations."

The proposed Zoning By-law Amendment for the Subject Property will promote the creation of a complete community by introducing a zone and list of permitted uses that will support nearby residents and the overall community. While residential uses cannot be permitted due to the proximity of the Ottawa Airport, there are a variety of commercial and light industrial uses that can be supported by the existing infrastructure.

Section 2.3 of the PPS sets out policies for settlement areas. The Subject Property is part of a settlement area, as it is within the urban boundary of the City of Ottawa. Policy 2.3.1(1) states,

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.”*

The proposed Zoning By-law Amendment for the Subject Property will contribute to the local neighbourhood by providing opportunities to develop new uses that will provide employment opportunities as well as services for the local population and the overall community. Facilitating the future development of the Subject Property will help to complete the neighbourhood by encouraging new development on a parcel of urban land that has remained vacant for decades despite being at a main intersection.

The Subject Property is an adequate size to support the proposed uses and can be adequately serviced utilizing existing municipal water and sanitary sewer connections. Stormwater management for the Subject Property will be accommodated through on-site quality control devices and will ultimately drain to the Rideau River. The Subject Property is also freight supportive as it is located adjacent to two arterial roads with access in all directions.

Section 2.8 of the PPS sets out policies for employment. Policy 2.8.1 (1) states:

“Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.”*

The Subject Property will promote a mix of commercial and light industrial land uses in an area that cannot be developed for residential purposes. The proposed development is also well located on two arterial roadways, which will support the various proposed uses. The Subject Property is adequate in size to support various forms of development and has access to the necessary municipal servicing infrastructure required to support development. The location of the

Subject Property in relation to the Ottawa Airport restricts development to the non-sensitive land uses included in the proposed Zoning By-law Amendment.

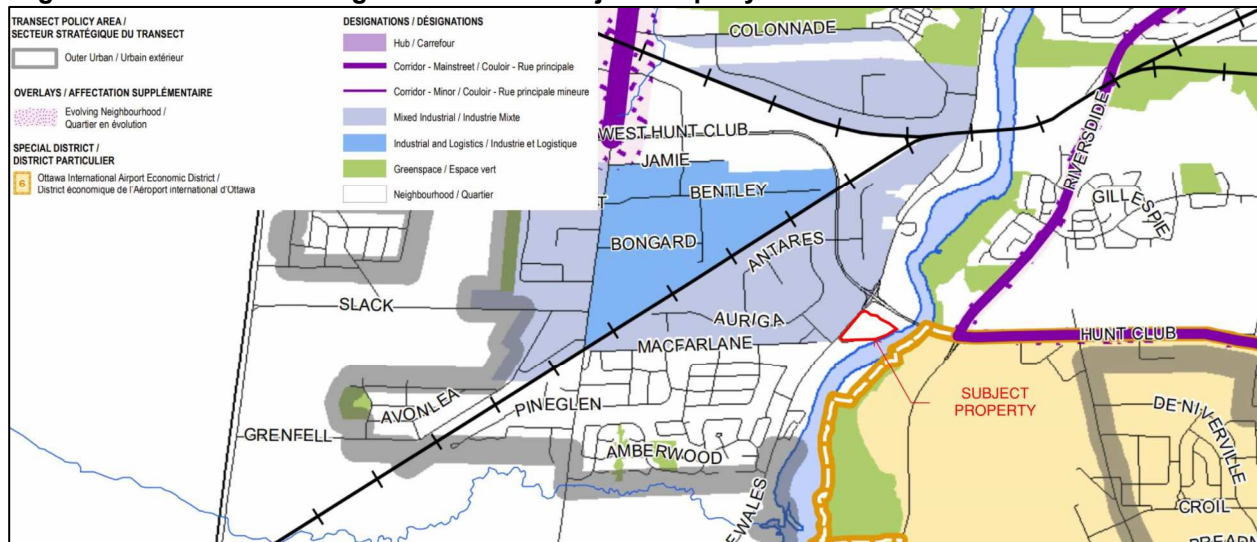
The proposed Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement (2024).

4.2 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan (2022) was approved by the Minister of Municipal Affairs and Housing on November 4, 2022.

The Subject Property is designated Neighbourhood within the Outer Urban Transect on *Schedule B3 – Outer Urban Transect* of the Official Plan (see Figure 8).

Figure 8: Official Plan Designation for the Subject Property



4.2.1 Growth Management Framework

Section 3 of the Official Plan (2022) provides a Growth Management Framework for the City of Ottawa. Section 3.5, Policy 2 states:

“Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.”

The Subject Property is designated Neighbourhood in the City’s Official Plan. The uses requested in the proposed Zoning By-law Amendment are generally of modest scale and intensity in order to be compatible with the existing residential uses in the vicinity of the site. The uses proposed will ultimately be limited in scale due to the size of the property and proximity to the Ottawa International Airport. The Subject Property’s isolated nature, being bounded by major arterials and the Rideau River, limits future expansion of uses and further intensification.

4.2.2 Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design. Although there are no development plans associated with the Zoning By-law Amendment application, future development would be designed to conform with the following policies of Section 4.6.2:

- 4) *Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:*
 - a) *Protecting the opportunity to view natural and cultural heritage features;*
 - b) *Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;*
 - c) *Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate; and*
 - d) *Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and*
 - e) *Managing the intensity and spill-over of lighting on adjacent parcels.*

- 5) *Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:*
 - a) *Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and*
 - b) *Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.*

In keeping with Policy 4.6.2 (4) (b) of the Official Plan, the proposed Zoning By-law Amendment includes a recommended **increase** of the required corner side yard setback abutting Waterbend Lane. Whereas the standard corner side yard setback in the requested General Industrial (IG) zone is 3.0 metres, it is recommended that the proposed zoning include a 7.5 metre corner side yard setback to Waterbend Land to preserve existing mature trees and vegetation along this property line.

4.2.3 Rideau River

The Subject Property is located adjacent to the Rideau River and has roughly 85 metres of waterfront along the east side of the property. With respect to the Official Plan, there are two main policy directions: recognizing the historical significance of the Rideau River and Canal system and protection of water resources.

Regarding the historical significance of the Rideau River and Canal, the Official Plan recognizes the waterway's status as a UNESCO World Heritage Site. Section 4.5.2, Policy 4 of the Official Plan states,

“Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately- and publicly-owned buildings designated by the Federal Heritage Buildings Review Office. Development including or adjacent to these sites shall have regard for their cultural heritage value, as defined in Federal designation

documentation and the City may require demonstration that development does not adversely impact these resources.”

To demonstrate that the proposed uses have regard for the cultural value of the Rideau River and Canal, the proponent retained Commonwealth Historic Resource Management to prepare a Cultural Heritage Impact Assessment (HIA). The HIA concludes that the Subject Property has no heritage significance and development in a built form consistent with the existing pattern of development would have no impact on the heritage function of the Rideau River in the vicinity of the Subject Property.

The Official Plan contains general policies with respect to watercourse setbacks where there is no established watershed plan. As this section of the Rideau River does not have an approved watershed plan, Section 4.9.3, Policy 2 applies for the Subject Property. Policy 2 states,

“Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority’s hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications;*
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
- d) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.”*

To determine the most appropriate setback from the Rideau River, Paterson Group was retained by the proponent to analyze the slopes on the site. Paterson Group have established a setback greater than 30 metres along the whole of the waterfront. The results of the Slope Stability Analysis is that a variable setback, greater than 30 metres, is required along the whole of the Rideau River waterfront which will conform to subpolicy (b) above.

Regarding the lands contained within the geotechnical setback to the Rideau River, Section 4.9.3, Policy 3 states,

“Lands within the minimum setback shall remain in a naturally vegetated condition to protect the ecological function of surface water features from adjacent land-use impacts, subject to the exceptions in Policies 6) and 7). Any natural vegetation that is disturbed due to development or site alteration activities shall be restored and enhanced, to the greatest extent possible, with native species and shall avoid non-native invasive species. Burial or complete encasement of a permanent surface water feature shall not be allowed.”

The lands that will remain undeveloped between the geotechnical setback and the Rideau River, as well as the lands between the geotechnical setback and the stormwater outlet located north of the Subject Property, will be left in a natural state and enhanced where possible at the time of Site Plan Approval.

4.2.4 Outer Urban Transect

The Subject Property is located within the Outer Urban Transect as identified on Schedule A of the Official Plan (2022). Section 5.3 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Rural Transect.

Policy 1 of Section 5.3.1 states:

The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually.”

Table 8: Suburban Built Form and Land-use Characteristics:

Classic (Post-war to 1980)	Conventional (1980 to present)	15-Minute (Beyond 2020)
Soft landscaping are prominent, buildings are secondary	Buildings and infrastructure, including highly programmed parks dominate the built landscape	Nature, buildings and infrastructure are harmonized with a continued emphasis on park amenity as part of an integrated urban fabric
Detached houses are dominant residential typology	Detached houses are the majority typology with a significant amount of semi-detached, townhouses and some low-rise apartments added to the housing mix	Smaller proportion of detached housing. Replaced with higher-density ground-oriented housing, with some mid- and high-rise buildings within transit hubs
Separated residential and non-residential land uses and moderate street connectivity	Isolated commercial centres, civic and institutional uses and residential uses with low to moderate street connectivity	Highly integrated commercial, civic and institutional uses with residential areas creating highly connected 15-minute neighbourhoods
Auto-oriented land-use patterns and site designs with little consideration for active transportation users	Auto-oriented land-use pattern with some integration of local transit, cycling and pedestrian infrastructure	Land-use patterns that focus on transit and connectivity, and a built environment that prioritizes the safety and convenience of active transportation

The Subject Property is located in an area that was primarily developed after 1980, with significant growth following the completion of the Michael Sheflin Bridge in the mid-1980s. The existing development pattern reflects Conventional characteristics as listed in Table 8 above. Residential development in the vicinity of the Subject Property generally is older than 1980s and is predominantly large lot waterfront residential lots along the east side of Prince of Wales Drive.

4.2.5 Neighbourhood Designation

The Subject Property is designated Neighbourhood on Schedule B3 – Outer Urban Transect of the Official Plan (2022). Section 6.3 of the Official Plan provides policy direction for potential development in the Neighbourhood designation.

With respect to building heights, Section 6.3.1 of the Official Plan states:

- 2) *Permitted building heights in Neighbourhoods shall be Low-rise, except:*
 - a) *Where existing zoning or secondary plans allow for greater building heights;*
or
 - b) *In areas already characterized by taller buildings.*
- 3) *Development in the Neighbourhood designation which seeks additional height beyond 4 storeys:*
 - a) *May be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions;*
and
 - b) *In all other cases, require an area-specific policy through an amendment to this Plan.*

The Subject Property is in a unique location where the majority of existing development in the vicinity is employment, commercial and institutional. Existing developments in the vicinity of the Subject Property include a six-storey office building on the north-west corner of Prince of Wales Drive and Hunt Club Road and a five-storey office building at the south-west corner of Hunt Club Road and Antares Drive. The standard height provision of 22.0 metres in the General Industrial (IG) zone is consistent with the height of taller buildings in the area.

With respect to permitted uses in the Neighbourhood designation, Policy 4 of Section 6.3.1 states:

“The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- a) *Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
- b) *Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);*
- c) *In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.*
- d) *To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:*
 - i) *Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;*
 - ii) *Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;*

- iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;*
- iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;*
- v) May restrict or prohibit motor vehicle parking in association with such uses; and*
- vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.”*

The Subject Property is in a unique situation being in a Neighbourhood designation that does not permit residential uses due to the proximity to the Ottawa Airport. The Subject Property cannot be utilized for the primary purpose of the Neighbourhood designation. The intent of the proposed Zoning By-law Amendment is to permit a range of non-residential uses that are generally compatible with the existing residential land uses in the vicinity of the Subject Property.

As residential uses are not permitted, the determination of what uses would be considered appropriate falls to Subpolicy (d) above which permits “compatible and complementary small-scale non-residential uses”. It should also be noted that, while the establishment of uses that would support a 15-minute neighbourhood is encouraged, additional uses that can take advantage of the location along two major arterials should also be considered.

For uses that are generally not listed in Section 6.3.1 Policy 4, Section 6.3.3 Policy 4 states:

“Non-residential uses that are not explicitly mentioned as permitted in Subsection 6.3.1, Policy 4) shall be considered where the proposal meets all of the following criteria:

- a) The proposed use is compatible with and complements surrounding uses;*
- b) The property has frontage on an arterial, major collector or collector;*
- c) The main buildings are situated to occupy the majority of site’s frontage;*
- d) The visual impact of outdoor storage or parking on adjacent uses and from the street is minimized through appropriate site design methods in accordance with transect and overlay policies;*
- e) Large land areas for outdoor storage and sale or service of goods (other than uses that do not operate year-round and can be considered a common component of a permitted use, such as a seasonal garden centre in association with a retail use) are not provided; and*
- f) Goods for sale or display are not placed in the municipal right of way.”*

The list of proposed uses can be established on the Subject Property and maintain compatibility with the context of the surrounding area. The Subject Property has frontage on Prince of Wales Drive, which is a designated arterial road. Any proposed development will be expected to be designed according to the above policies, with buildings generally oriented to the street and mitigation measures implemented along Waterbend Lane (such as landscaping and fencing).

Section 6.3.3, Policy 6 addresses the establishment of industrial uses in the Neighbourhood designation:

“Further to Policies 1) and 2), industrial uses likely to cause nuisance to nearby residential uses due to matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials:

- a) Will be prohibited in the Neighbourhood designation;*
- b) Existing such uses in the Neighbourhood designation will become legally nonconforming under the Zoning By-law; and*
- c) New such uses shall be directed to the Industrial and Logistics designation.”*

The requested industrial uses being sought for the Subject Property have been limited to those that would not likely be a nuisance to nearby residences. Large-scale industrial uses such as manufacturing and heavy industrial uses have not been included in the list of requested uses.

4.2.6 Protection of Health and Safety

Section 10 of the Official Plan contains a number of relevant policies that are applicable to the Subject Property. Factors such as proximity to the Rideau River, the Ottawa International Airport and adjacent arterial roads require that permitted uses and development of the Subject Property is appropriate.

The Subject Property is adjacent to the Rideau River and is partially (and minimally) impacted by a floodplain designation over the portions closest to the waterfront and along the municipal stormwater outlet and valley. Section 10.1.1, Policy 1 states, *“Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.”* The limits of the floodplain that impact the Subject Property will be respected for all development. The topography of the Subject Property is such that there are steep slopes up to the edge of the waterfront that will be protected from development because of geotechnical setbacks. Any proposed development on the Subject Property will be well outside of the floodplain limits on the property.

There are steep slopes along the Rideau River waterfront and along the north property line stormwater outlet and valley. Section 10.4.1, Policy 1 of the Official Plan states, *“Development shall generally be directed to areas outside of unstable soils or bedrock as defined as a Hazardous Site in the Provincial Policy Statement.”* In accordance with this policy, the proposed Zoning By-law Amendment is supported by a Preliminary Geotechnical Investigation prepared by Paterson Group (dated October 9, 2024 which includes slope stability recommendations. The Preliminary Geotechnical Investigation has established a buildable limit for the Subject Property that will be implemented through the Zoning By-law Amendment process.

Some of the proposed uses being requested for the Subject Property have the potential to become sources of stationary noise. In this respect, Section 10.2.1, Policy 8 of the Official Plan states,

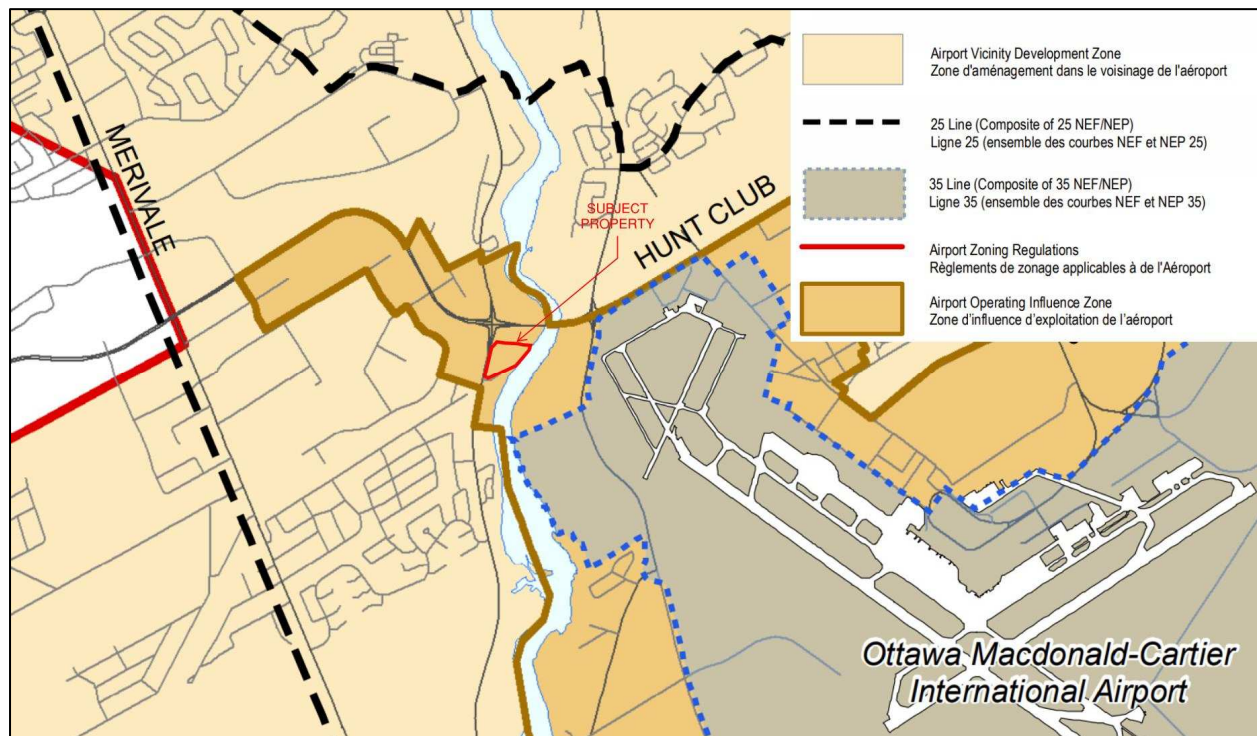
“Development proposals that introduce new sources of stationary noise in proximity to existing noise sensitive land uses shall require a noise feasibility study and/or noise control detailed study if within the following proximities of noise sensitive land uses:

- a) 100 metres for:*
 - i) New stationary noise sources; and*
 - ii) Lands to be zoned for a new industrial use”*

To address this policy, a Noise Control Study has been prepared by Gradient Wind, dated October 18, 2023, that demonstrates that proposed uses that have the potential to generate noise can be established on the Subject Property without impacting residential properties in the vicinity. The Stationary Noise Opinion concludes that it will be feasible to mitigate any noise impacts on the residences to the south, which are the closest noise sensitive uses in the area.

The Subject Property is located within the Airport Operating Influence Zone (AOIZ) as demonstrated on Schedule C14 – Land Use Constraints Due to Aircraft Noise of the Official Plan (see Figure 10).

Figure 9: Excerpt of Schedule C14 – Land Use Constraints Due to Aircraft Noise



Section 10.2.2, Policy 1 of the Official Plan states,

“Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.”

In this regard, the list of permitted uses being sought have been reviewed in the context of the land use requirements of Transport Canada publication TP-1247E titled *“Aviation: Land Use in the Vicinity of Airports”*. Publication TP-1247E is referenced accordingly throughout this Planning Rationale where applicable. The list of permitted uses being requested conform to the applicable federal guidelines for land uses in the vicinity of airports.

Section 10.2.2, Policy 2 states,

“A noise control study consistent with the Council-approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 Line (Composite of 25 NEF/NEP), as shown on Schedule C14.”

In regards with this policy, the uses being requested have been selected to be those that would be the least noise sensitive with respect to aircraft noise. It is anticipated that a full detailed noise control assessment will be undertaken through the Site Plan Control process upon which details such as air conditioning, window glazing and other noise mitigation techniques can be determined.

The proposed Major Zoning By-law Amendment application conforms to the policies of the City of Ottawa Official Plan.

5.0 CITY OF OTTAWA ZONING BY-LAW 2008-250

The Subject Property is currently zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250 (see Figure 10). The DR Zone is not intended to permit substantial development without a Zoning By-law Amendment to an appropriate zoning category. Interim uses that are permitted are generally agricultural-related or other low-impact uses that can be replaced by future development.

Figure 10: Zoning for the Subject Property



Sections 237 and 238 of the Zoning By-law provide the zoning provisions for the DR zone.

The purpose of the DR - Development Reserve Zone is to:

- (1) recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan;
- (2) limit the range of permitted uses to those which will not preclude future development options; and
- (3) impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

The proposed Zoning By-law Amendment is required to permit development of the Subject Property.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application to facilitate the future development of the property known as 2175 Prince of Wales Drive. The purpose of the Zoning By-law Amendment application is to establish a list of appropriate commercial and employment uses for the property. Detailed development plans will be submitted to the City in conjunction with a Site Plan application in the near future. The Subject Property is currently undeveloped.

The Subject Property is designated Neighbourhood in the Outer Urban Transect of the City of Ottawa Official Plan (2022). The Subject Property is currently zoned Development Reserve (DR) and requires a Zoning By-law Amendment to facilitate the development of the Subject Property.

The proposed Zoning By-law Amendment is appropriate to facilitate the future development of the Subject Property and support the growth of the City of Ottawa. The proposed uses will provide new employment opportunities for the local population as well as serving the greater area as the Subject Property is at the intersection of two major arterial roads, Hunt Club Road and Prince of Wales Drive. The proposed Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.

A site-specific provision would require a 7.5 metre corner side yard setback along Waterbend Lane, protecting existing mature vegetation and providing a substantial buffer to existing residential properties on the south side of Waterbend Lane.

The Zoning By-law Amendment conforms with the policies of the City of Ottawa Official Plan (2022). The proposal conforms with the Neighbourhood designation of the Official Plan, while recognizing land use restrictions due to the proximity of the Ottawa International Airport. The proposed Zoning By-law Amendment is intended to facilitate development that will effectively use the Subject Property which has remained vacant for decades. The requested Zoning By-law Amendment establishes an appropriate zone for the Subject Property with respect to uses that would be compatible with both the Ottawa Airport and the existing residential properties in the vicinity.

The Zoning By-law Amendment application proposed for the Subject Property is appropriate for the development of the Subject Property and represents good land use planning.

Yours truly,
NOVATECH



Adam Thompson, MCIP RPP
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