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2175 Prince of Wales Drive

Planning Rationale

In Support of Zoning By-Law Amendment

Engineering excellence. Planning precision. Inspired landscapes.

2175 PRINCE OF WALES DRIVE

**PLANNING RATIONALE
IN SUPPORT OF
ZONING BY-LAW AMENDMENT**

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1.0 INTRODUCTION

This Planning Rationale is a revision and consolidation of a Planning Rationale, prepared by Novatech, dated November 20, 2008 and a Planning Rationale Addendum, prepared by Novatech, dated February 9, 2009. The previous Planning Rationales were submitted to the City of Ottawa in support of a Zoning By-law Amendment application (City File No. D02-02-08-0121). The application was submitted to the City on November 24, 2008 and proposes to rezone the lands known municipally as 2175 Prince of Wales Drive (herein referred to as the 'Subject Property').

The Subject Property is currently zoned "Development Reserve" (DR) in the City of Ottawa Zoning By-law (2008-250). The zoning by-law amendment being requested is intended to permit a range of commercial and industrial uses that are appropriate for the context of the Subject Property and compatible with surrounding uses.

The requested Zoning By-law Amendment would replace the 'DR' Zone with a 'General Industrial' (IG) Zone, with a list of site-specific permitted uses. The list of site-specific permitted uses omits uses that could be potentially incompatible with nearby residential properties, such as certain obnoxious industrial uses, and permits additional uses that are in keeping with the intent of the 'General Urban Area' designation in the Official Plan.

The purpose of the application is to establish an appropriate range of permitted uses on the Subject Property that will facilitate development of the land. There are no development plans or proposals associated with this application. The application is not intended to establish controls on built form. The performance standards in the General Industrial Zone are appropriate for the Subject Property.

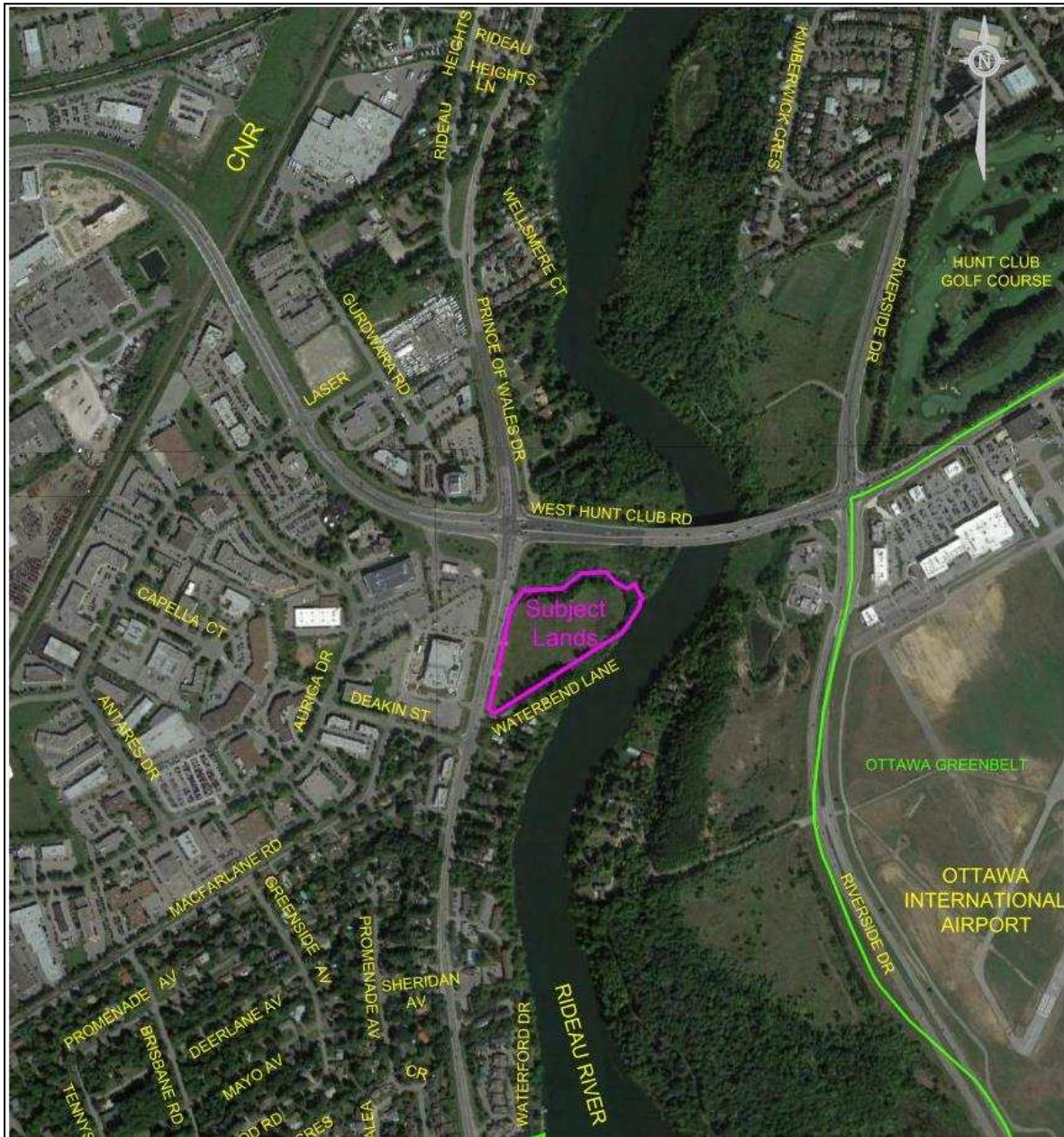
This Planning Rationale will demonstrate the various aspects of the proposal that support the zoning by-law amendment. This report will also demonstrate how the development will:

- Be consistent with the policies of the Provincial Policy Statement (2014);
- Conform to the policies of the City of Ottawa Official Plan (up to and including Official Plan Amendment 180 (2016));
- Be consistent with the land use requirements of Transport Canada publication TP-1247E titled "*Aviation: Land Use in the Vicinity of Airports*"; and
- Be compatible with surrounding uses.

2.0 LOCATION AND COMMUNITY CONTEXT

The site is located within the urban area of the City of Ottawa. The surrounding area contains a mix of uses, including residential, commercial, light industrial and institutional. The site is located southeast of the intersection of Prince of Wales Drive and West Hunt Club Road (see Figure 1).

Figure 1 – Site Location Aerial



Source: GoogleEarth / Novatech

Prince of Wales Drive was originally constructed as Highway 16. Prior to the completion of Highway 416, Highway 16 was the main highway corridor between the City of Ottawa and Highway 401 near Prescott, Ontario. Hunt Club Road was constructed through the 1980s as a major arterial road to carry east / west traffic between urban areas within the City of Ottawa.

The use of lands surrounding the Subject Property are mixed. In general terms, uses east of Prince of Wales Drive and west of the Rideau River are primarily residential. Most of the waterfront of the Rideau River was developed over time as single-family residential lots. Examples of non-residential uses along this corridor include a hotel (Ramada Ottawa on the Rideau) and a quick-service restaurant (Tim Hortons), both south of the Subject Property.

West of Prince of Wales Drive, the land uses are generally split at Deakin Street / MacFarlane Road. North of MacFarlane Road is the Rideau Heights Business Park, which contains a mix of service commercial uses, industrial uses, institutional uses, office uses and accessory retail uses. The Business Park is generally built out and has only a few land parcels available for development. Immediately west of the Subject Property is the Metropolitan Bible Church.

South of Deakin Street / MacFarlane Road is a residential community known as the Pineglen neighbourhood. This residential area was originally developed in the 1960s. Large lots and a mix of bungalow and two-storey dwellings characterize the Pineglen neighbourhood. 2200 Prince of Wales Drive has recently redeveloped as a office condominium complex.

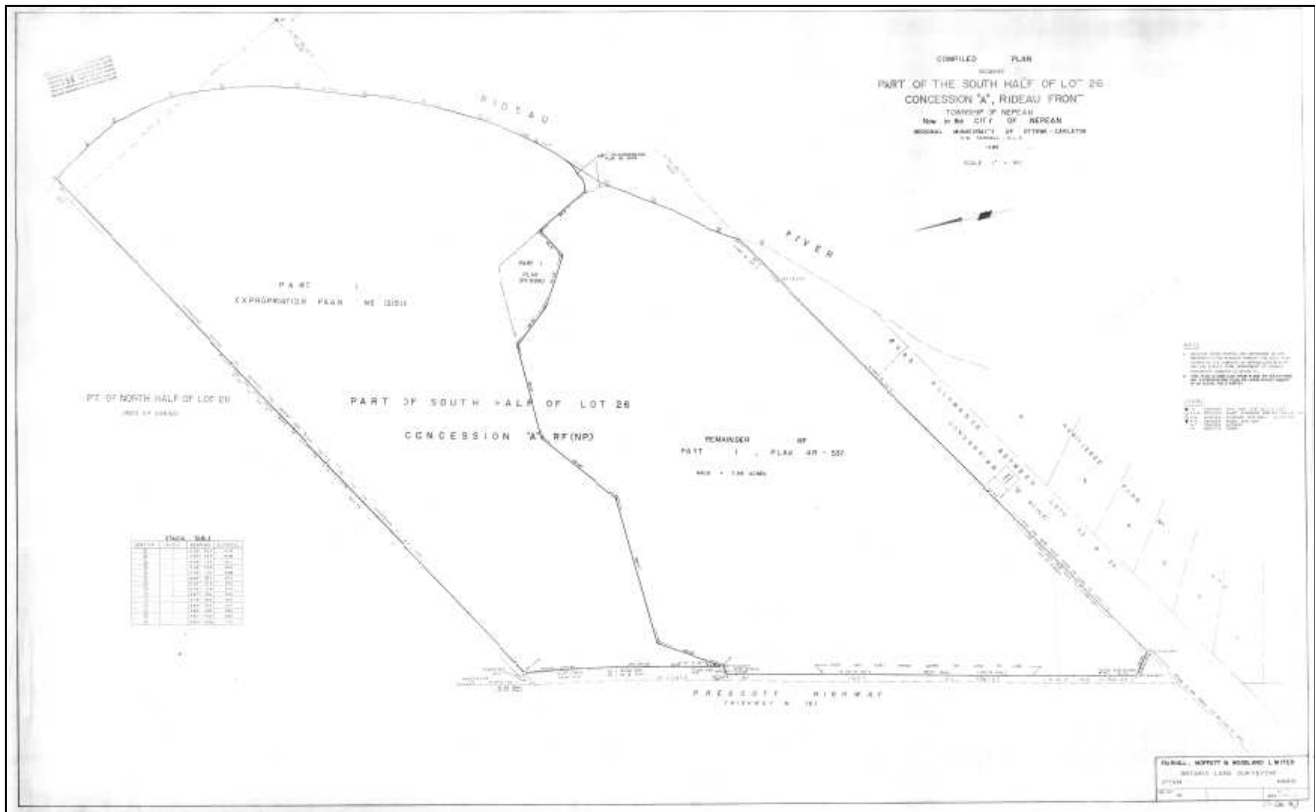
Directly east of the Subject Property is the Rideau River, which is part of the Rideau Canal system. The Rideau Canal was designated as a UNESCO World Heritage site in 2007. On the east side of the Rideau River, the predominant land use is the Ottawa International Airport (the Ottawa Airport). Uses and building heights for the Subject Property are limited by the proximity to the airport, and specifically Runway 14-32. Uses located between the Rideau River and the Airport are commercial in nature, including a gas bar, quick-service restaurants and a commercial shopping centre.

3.0 DESCRIPTION OF SUBJECT PROPERTY

The Subject Property is legally described as Part 1 on Plan 4R-537, Except Part 1 on Plan 5R-6990 and Part 1 on Expropriation Plan NS-131519, Part of Lot 26, Concession A (Rideau Front), Township of Nepean, now in the City of Ottawa (see Figure 2).

The Subject Property was originally part of a larger land holding. In July of 1983, the Regional Municipality of Ottawa-Carleton (predecessor of the City of Ottawa), expropriated a portion of the lands for the purposes of constructing a new bridge across the Rideau River, later built as the Hunt Club Bridge. The expropriated portion of the land included a drainage ditch (possibly a natural drainage channel) that outlets to the Rideau River. The lands not expropriated (the Subject Property) remain vacant.

Figure 2 – Legal Plan



Source: Fairhall, Moffatt and Woodland Limited

The property is currently vacant and there is no evidence to suggest that buildings ever existed on the site. The terrain of the west portion of the Subject Property is generally flat. On the east portion of the subject property, the terrain slopes downward until reaching the Rideau River.

4.0 PROPOSED ZONING BY-LAW AMENDMENT

The lands to the 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.

Through consultations with City of Ottawa staff, it has been determined that any amendment to the zoning for the Subject Property will have a 'holding' provision added to the zone. The 'holding' provision will require the submission and approval of the following reports and studies:

- Environmental Impact Statement
- Transportation Impact Statement
- Noise Study (for noise-sensitive uses only)

Lifting of the 'holding' provision will also require the approval of a Site Plan Application.

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:

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	place of worship
bar	post office
broadcasting studio	printing plant
car wash	production studio
catering establishment	recreational and athletic facility
cinema	research & development centre
convenience store	residential care facility
drive-through facility	restaurant
emergency service	retail food store
funeral home	retail store
garden nursery	retirement home
heavy equipment and vehicle sales, rental and servicing	service and repair shop
hotel	small batch brewery
instructional facility	technology industry
kennel	theatre
library	training centre
	warehouse

The uses in Table 1 are considered appropriate for the Subject Property as they are uses that can be complimentary to the area surrounding of 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 General Urban Area designation. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane. 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 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 General Urban Area 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 retail and 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 retail and 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. Retail and Service Commercial uses are permitted in the General Urban Area designation and are generally considered to be compatible land uses near residential uses.

Retail and Service Commercial uses are generally permitted in the General Urban Area designation. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane and are consistent with the Esso gas station west of the Subject Property and the retail uses east of the Rideau River. 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 in the Official Plan or in Transport Canada's TP1247E Guidelines. It is unlikely that noise generated from adjacent arterial roads would negatively impact these uses. Automobile-related uses are permitted in the General Urban Area designation. 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 General Urban Area designation. The uses listed above would be compatible with the residential uses on the south side of Waterbend Lane and are consistent with the Esso gas station west of the Subject Property and the Petro-Canada gas station on the east of the Rideau River. Any potential impacts resulting from these uses would be minimal and could be mitigated 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 a noise-sensitive use 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 a noise-sensitive use 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 General Urban Area 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."

The City of Ottawa Official Plan also references hotels in the context of the proximity to the Ottawa Airport. Section 4.8.7, Policies 3 and 4 state,

"3. Within the Ottawa Airport Operating Influence Zone, new residential development and other noise-sensitive land uses will be prohibited. [Amendment #36, November 30, 2005] [Amendment #76, September 09, 2011]"

4. Notwithstanding policy 3, exceptions may be considered to permit limited development under the following circumstances: [Amendment #76, September 09, 2011]"

- a. The redevelopment of existing residential and other noise-sensitive land use;*
- b. Infilling of residential uses; [Amendment #76, September 09, 2011]"*
- c. Hotels and motels. [Amendment #36, November 30, 2005]"*

Hotels are given special consideration in both policy documents 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) (Under Construction). 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 General Urban Area 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 these uses.

Funeral Homes are permitted in the General Urban Area 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 these uses 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 also 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 General Urban Area 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.

Residential Care Facility, Retirement Home, Retirement Home (converted)

Residential Care Facility, Retirement Home and Retirement Home, Converted are uses that are noted as being sensitive with respect to environmental noise. Transport Canada's TP1247E Guidelines uses the term "Nursing Home" to describe Residential Care Facility, Retirement Home and Retirement Home, Converted. The Guidelines state, with regards to Nursing Homes,

“These uses should not be approved unless a detailed noise analysis is conducted and the required noise insulation features are considered by the architectural consultant responsible for the building design.”

Noise from roads and airport would be mitigated in the design of the building. Official Plan policies note that a noise study may be required for certain uses. According to the Transport Canada Guidelines, a detailed noise study would be required as part of the Site Plan application, should a Residential Care Facility, Retirement Home and/or Retirement Home, Converted be proposed for the Subject Property.

The proposed wording for the zoning by-law amendment is attached at Appendix A to this report.

5.0 RELEVANT PLANNING DOCUMENTS

5.1 PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on April 30, 2014. This proposal is consistent with the policies in the Provincial Policy Statement. Section 1.1.3.2 of the PPS states:

“Land use patterns within settlement areas shall be based on:

(a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency; and*

(b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

This proposal is consistent with this section of the PPS given the location of the Subject Property. The Subject Property itself has been vacant for a considerable length of time compared to other properties in the vicinity. There are no servicing constraints to the development of the Subject Property, as there is adequate water and wastewater capacity in the area. The existing transportation network surrounding the site is well established as both Prince of Wales Drive and Hunt Club Road are major arterials and are capable of carrying a large volume of vehicles.

The development of the Subject Property does not reflect ‘intensification’ in the traditional sense in that there is no existing use of the property. Development potential of the Subject Property can be maximized through the zoning by-law amendment to ensure that resulting development efficiently utilizes the property and the surrounding infrastructure.

Section 2.0 of the PPS provides policies related to the use and management of resources. The subject site in this case adheres to the policies in Section 2.0 as follows:

- Relating to Section 2.1 (Natural Heritage) the Subject Property is not expected to contain significant wildlife habitats, wetlands, woodlots or ecological functions. The Subject Property is adjacent to the Rideau River,

- which is a fish habitat. In support of a Site Plan application, an evaluation may be required to demonstrate that there will be no negative impacts on the Rideau River;
- Relating to Section 2.2 (Water), other than the Rideau River discussed in the previous bullet, there are no water features on the Subject Property. Future development proposals for the Subject Property will be required to respect recommended setbacks from the Rideau River;
 - Relating to Section 2.3 (Agriculture), The Subject Property is within the urban designation in the Ottawa Official Plan; MDS Guidelines do not apply;
 - Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of mineral or petroleum potential;
 - Relating to Section 2.5 (Mineral Aggregate Resources), the Subject Property has no mineral aggregate potential;
 - Relating to Section 2.6 (Cultural Heritage and Archaeology), the Subject Property is adjacent to the Rideau River, which is part of the Rideau Canal system. The Rideau Canal was designated as a UNESCO World Heritage Site in 2007. In support of a Site Plan application, an evaluation may be required to determine that there are no negative impacts on the heritage attributes of the Rideau Canal. The Subject Property is identified as having possible archaeological potential, as shown on the City of Ottawa Archaeological Potential mapping. An archaeological assessment may be required in support of a site plan application. The PPS requires that if any archaeological resources are discovered, the resources are conserved by removal and documentation;

Section 3.0 of the PPS provides policies related to the protection of public health from natural and man-made hazards, such as areas prone to flooding, chemical hazards, contamination hazards and mine hazards. As discussed in reference to Section 2.1 of the PPS, the Subject Property is adjacent to the Rideau River.

The 1:100 year floodplain limit has been identified by the Rideau Valley Conservation Authority as 77.06 metres geodetic. The top of slope of the river bank is approximately 81.5 to 82.5 for the Subject Property. The floodplain limit does not exceed the top of bank and all development will be located outside of the designated floodplain. A Slope Stability Assessment prepared by Paterson Group, dated January 26, 2010 and updated on June 1, 2017 provides an

approximate limit of the hazard lands associated with the slope to the water's edge. Depending on the scale and layout of a potential development, slope stability and development setbacks along the Rideau River may be refined at the time of site plan approval.

The proposed Zoning By-law Amendment and the list of uses being requested is consistent with the Provincial Policy Statement. Approval of the requested zoning for the Subject Property will create development opportunities for an underutilized property with no negative impacts to natural heritage and features, transportation networks or cultural heritage resources, consistent with the PPS.

5.2 CITY OF OTTAWA OFFICIAL PLAN

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have since been numerous updates and amendments approved by City Council and the Ontario Municipal Board. For the purposes of this planning rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 180 (the 'Official Plan') was used for reference.

The Subject Property is located within the urban boundary of the City of Ottawa, as shown on the Urban Policy Plan (Schedule B of the Official Plan). Schedule B shows that the site location is within the General Urban Area designation (see Figure 3). The proposed zoning by-law amendment has taken into consideration the objectives of the Official Plan and the policies of the General Urban Area designation.

Section 3.6.1 of the Official Plan outlines the objectives and policies for a broad mix of urban uses permitted in the General Urban Area. Policy 3.6.1 (1) of the Official Plan states,

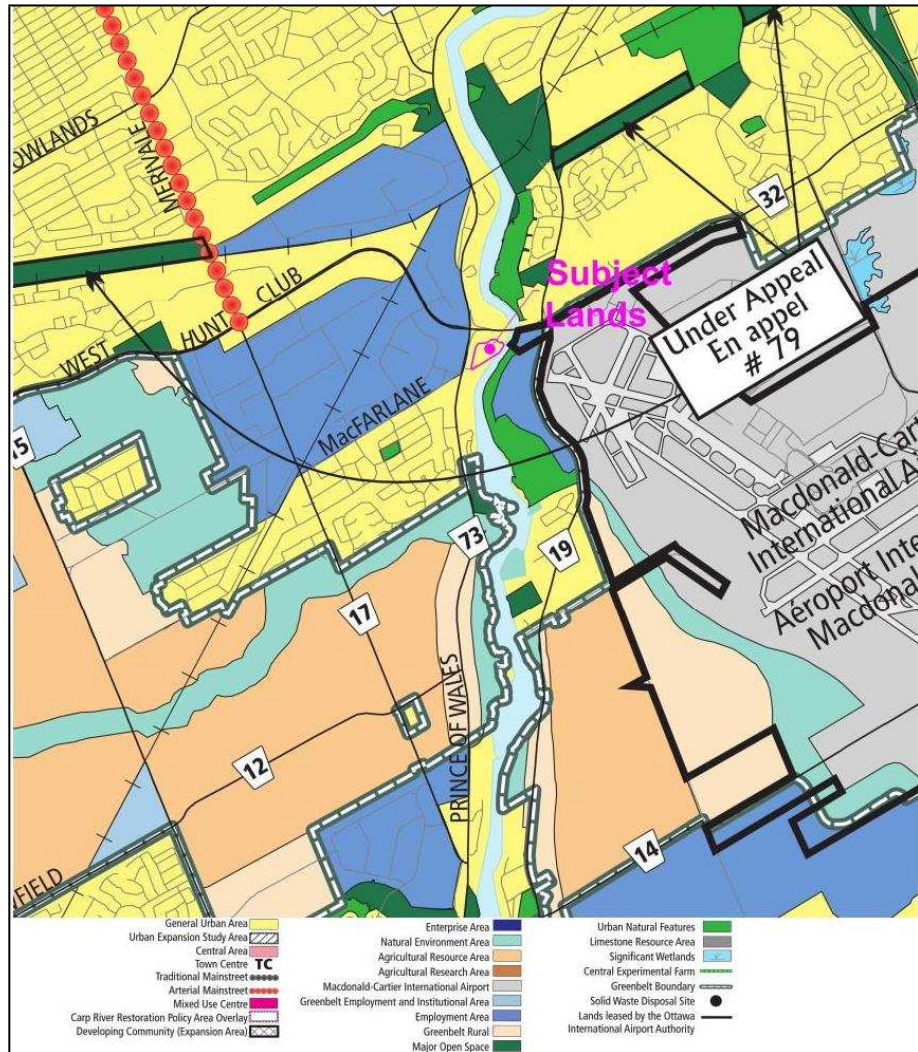
"The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace and institutional uses."

The intent of this policy is to permit a broad range of uses in areas designated 'General Urban Area' in order to facilitate the development of sustainable communities. To ensure that not all uses are permitted in all areas, the Zoning By-law provides further regulation.

Figure 3 – Ottawa Official Plan, Schedule B (Excerpt)

In addition to the Zoning By-law, the Official Plan contains policies intended to mitigate against the possibility of conflicting land uses within the General Urban Area. Policy 3.6.1 (7) of the Official Plan states,

“The General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from



broader areas. The City will ensure that anticipated impacts can be adequately mitigated or otherwise addressed. Such uses will be directed to:

- a) *Locations on the Rapid Transit and Transit Priority Network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;*
- b) *Suitable locations on the perimeter of, or isolated from, residential development or other sensitive uses . In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, natural and constructed buffering or the presence of features such as significant depths of mature forest may be taken into account.”*

The proposed zoning by-law amendment conforms to this policy, as the Subject Property is located on two major arterial roads. It is anticipated that traffic generated by the development of the Subject Property can be accommodated on the adjacent road network. A traffic impact assessment will be required to lift the holding provision at the time of site plan application. The traffic impact assessment will address road and intersection capacities and potential access locations based on a specific development proposal.

The Subject Property is not located within an established residential neighbourhood, but there are five residential dwellings on the south side of Waterbend Lane. The uses proposed in the Zoning By-law Amendment for the Subject Property respect the compatibility criteria of the Official Plan and have taken into consideration nearby residential properties.

The 'General Urban Area' designation permits a wide range of land uses, including industrial, and service commercial uses. To address potential conflicts with certain land uses, Policy 9 of Section 3.6.1 provides guidance for maintaining compatibility:

"Uses requiring large land areas for outdoor storage, 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 garden centre in association with a retail use) are generally discouraged in General Urban Areas. Development applications to permit such uses will be considered where the proposal meets the following criteria:

- a) The proposed use is compatible with and complements surrounding land uses, and will be in accordance with Section 2.5.1 and Section 4.11;*
- b) Direct access is provided to an arterial road with sufficient capacity to accommodate the proposed use which can provide a safe and efficient circulation;*
- c) Main buildings are situated so as to occupy the site's street frontage;*
- d) The visual impact of outdoor storage or parking on adjacent uses and from the street will be minimized through appropriate means;*
- e) Motor vehicle sales or leasing establishments will not place their goods for sale or display in the municipal right-of-way."*

The Subject Property is unique as it is located in vicinity to two arterial roads and the Ottawa Airport. The presence of these transportation facilities eliminates the potential for residential uses, which are the primary focus for issues of compatibility with other uses permitted in the General Urban Area designation. Outdoor storage is permitted under Policy 9. Where there is a potential for outdoor storage, any visual impact can be minimized by providing appropriate mitigation.

All proposed uses would require a Site Plan Control application before development could occur. The City and residents will have further opportunities to review and comment on any development proposal through the Site Plan Control review process. Any development proposal will be evaluated based on the above policies with respect to building location and street presence and buffering for any outdoor storage areas as required.

Policy 10 of Section 3.6.1 places further restrictions on certain uses that may negatively impact adjacent residential uses. Policy 10 states,

“Industrial uses that exhibit characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in areas designated General Urban Area, but will be directed to an appropriately zoned area within an Employment Area.”

In conformity with the above policy, the proposed list of uses for the Subject Property eliminates noxious uses that would normally be permitted in an industrial zone.

Section 4 of the Official Plan contains policies for consideration when evaluating development applications, including Zoning By-law Amendments. With respect to the Subject Property, the current application only seeks to establish appropriate land uses.

Any further proposals for the construction of buildings and associated structures will be subject to a Site Plan Control process. The following demonstrates how the proposed Zoning By-law Amendment conforms to the policies related to the evaluation of development applications.

Section 4.1 (Site-Specific Policies and Secondary Policy Plans)

Annexes 5 and 6 of the Official Plan show the boundaries of all Community Design Plans, Secondary Plans and Site-Specific policy areas. The Subject Property is not located within any of the identified areas.

Section 4.2 (Adjacent to Land-Use Designations)

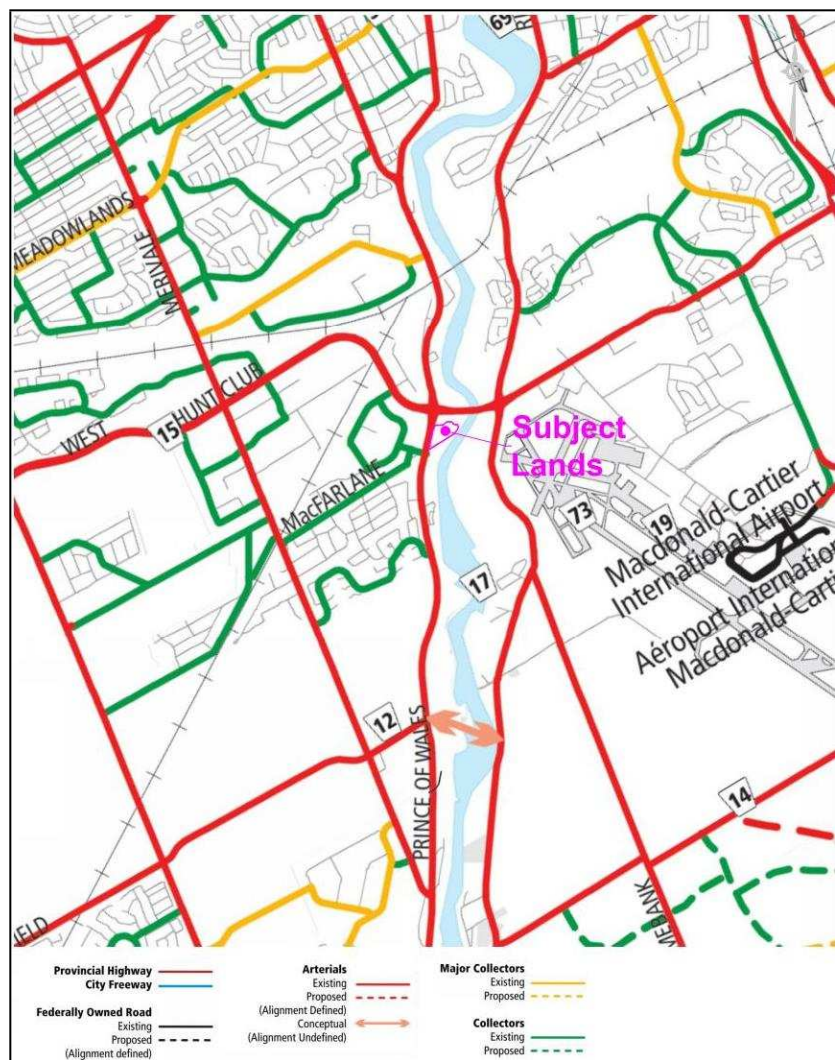
The Official Plan designates certain land features that are worthy of protection from development, including but not limited to: Significant Wetlands South and East of the Canadian Shield, Natural Environment Areas, Urban Natural Features, Greenbelt and the Central Experimental Farm, Limestone and Gravel Resource Areas, Quarries and Pits and Waste Disposal sites. Of the features identified in Table 4.2 of the Official Plan, the only feature identified is the Rideau Canal UNESCO World Heritage Site. Policies related to this cultural heritage feature are addressed later in this section.

Section 4.3 (Walking, Cycling, Transit, Road and Parking Lots)

Figure 4 – Ottawa Official Plan Schedule ‘E’ (Excerpt)

The Subject Property is located on the southeast corner of the intersection of Prince of Wales Drive and Hunt Club Road. These roads have been identified on Schedule ‘E’ (Urban Road Network) as existing arterial roads (see Figure 4). Prince of Wales Drive and Hunt Club Road are also designated as part of the Primary Urban Cycling Transportation Network on Schedule ‘C’ of the Official Plan. The Subject Property is served by seven-day transit service, OC Transpo Route 116, and peak service, Route 199, both along Hunt Club Road.

Policy 5 of Section 4.3 states that, “The City will require a transportation impact assessment report...to be submitted where the City determines that the



development may have an impact on the transportation network of the surrounding area.” As there is no development proposal associated with the Zoning By-law Amendment process, it has been determined through consultation with the City that it is appropriate to require a transportation impact assessment as a condition to lift a ‘holding’ provision that is to be applied to the new zone for the Subject Property. It is also noted that the City may request a transportation impact assessment in support of the Site Plan Control application that will accompany any future development plans.

Section 4.4 (Water and Wastewater Servicing)

All new developments proposed within the Public Service Area are to be on the basis of public services. To address the policies of Section 4.4, Novatech prepared a Serviceability Report, dated and submitted to the City on September 10, 2015. The Serviceability Report concludes that the proposed development can be serviced with public water supply and public wastewater services. There is an existing 600mm diameter watermain on Hunt Club Road, a 400mm diameter watermain on Prince of Wales Drive, a 300mm diameter watermain on Deakin Street, and a 150mm diameter watermain on Waterbend Lane. There are two hydrants along Prince of Wales Drive. There is an existing 525mm diameter sanitary sewer along Hunt Club Road and Prince of Wales Drive and a 250mm diameter sanitary sewer along Deakin Street.

There is an existing 1650mm diameter storm sewer that crosses Prince of Wales Drive from the west and outlets to the Rideau River via an existing ditch. This storm sewer and ditch are along the north property line of the Subject Property. It should be possible to outlet the stormwater from this site to existing facilities.

Section 4.6 (Cultural Heritage Resources)

The Official Plan includes policies that are intended to protect cultural heritage resources, such as architecturally significant buildings and structures, natural features that contribute to the history of the City and visual elements that help to provide an identity to the City.

The Subject Property is adjacent to the Rideau River, which is part of the Rideau Canal system. The Rideau Canal was designated a UNESCO World Heritage Site in 2007. Section 4.6.3, Policy 1 (a) states that the City will conserve cultural heritage by,

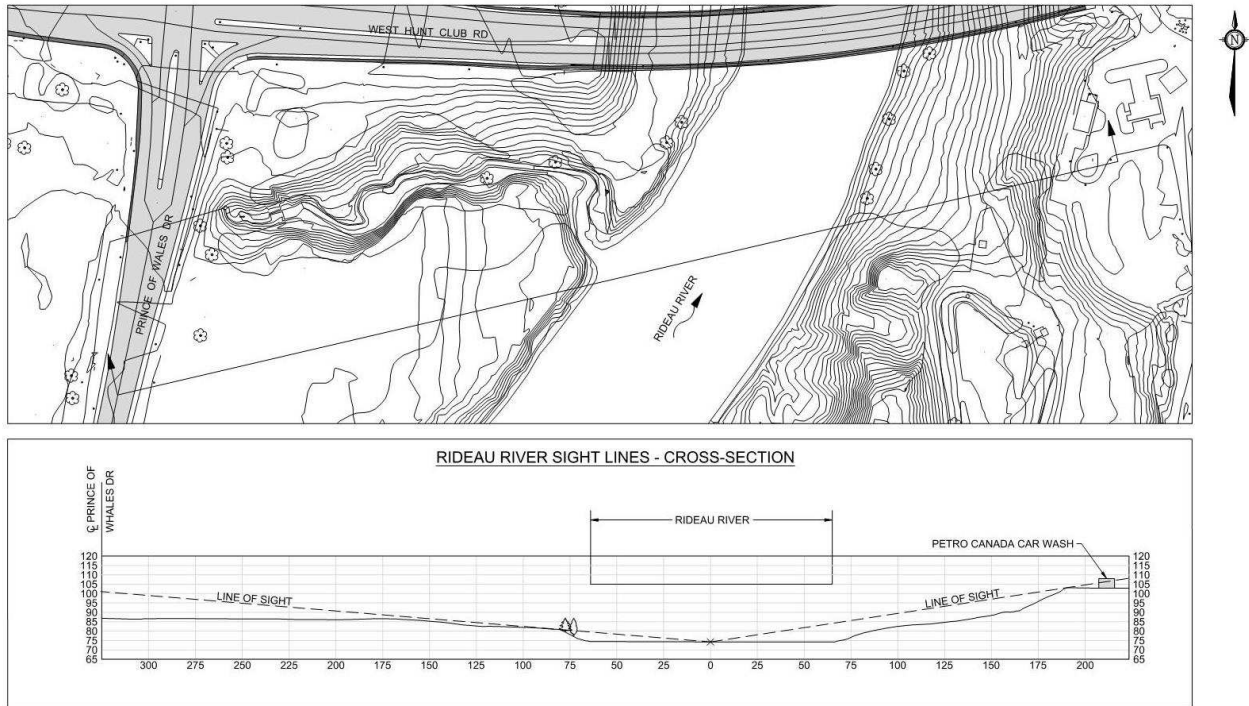
“Reviewing development applications adjacent to these rivers to ensure that the visual quality of the waterway and view from the waterway, as well as natural and cultural features, are evaluated. In this respect, a cultural heritage impact statement, as described in Section 4.6.1, may be required for any development application under the Planning Act within 30 metres of the Rideau Canal UNESCO World Heritage Site and its landscaped buffer in the urban area, which will be reviewed in consultation with Parks Canada and the National Capital Commission.”

Through the Site Plan approval process, development plans will be required to consider the historical context of the Rideau Canal.

Through discussions with City staff, it was requested that this Planning Rationale consider the visual plane from the Rideau River. It is noted that this discussion regarding visual plane is considered preliminary and only relates to the list of permitted uses being requested. Once a proposed built form has been established, a more detailed visual analysis may be required.

The Subject Property is located on the west bank of the Rideau River at an average elevation of approximately 86 metres (A.S.L.). The high water level of the Rideau River in the vicinity of the Subject Property is approximately 75 metres (A.S.L.). The topography of the riverbank is steepest closest to the River and levels out beyond the top of bank. As a result of the existing topography of the Subject Property, it is anticipated that there will be limited visibility of most forms of development, except where the built form exceeds 2 or 3 storeys. It is likely that most ground-level structures, including parking, outdoor storage and loading areas would be blocked from view by the change in grade. Visual impacts will also be minimized by existing vegetation along the waterfront which will further reduce the view of the Subject Property from the river. Figure 5 illustrates the visual plane from the Rideau River and compares the visual plane for the Subject Property with existing development on the east riverbank.

Figure 5 – Visual Plane Cross-Section of Rideau River



Source: Novatech

There are no heritage buildings or designated heritage areas on or in proximity to the Subject Property.

Section 4.6.2, Policy 2 of the Official Plan states,

“When reviewing plans of subdivision and condominium, site-specific official plan amendments and site plans involving large parcels of undisturbed land, the City will determine whether any portion of a proposal has the potential for the discovery of archaeological resources. The City’s Archaeological Resource Potential Mapping Study will form the basis for determining the archaeological potential.”

The City’s archaeological mapping shows that a large portion of the Subject Property has potential for archaeological resources. It is anticipated that an archaeological assessment will be required in support of a Site Plan Application for the Subject Property.

Schedule 'I' of the Official Plan identifies the Prince of Wales Drive and Hunt Club Road corridors as a Scenic Entry Routes. A Major Recreational Pathway is also identified along the east side of Prince of Wales Drive. This pathway is shown schematically on Schedule 'I' abutting the road, indicating that the pathway is intended to be within the Prince of Wales right-of-way in the vicinity of the Subject Property. It is understood that a 3.0-metre wide multi-use pathway is being incorporated into the design for the widening of Prince of Wales Drive along the frontage of the Subject Property.

Section 4.6.4 of the Official Plan contains policies related to the identification of and intended development pattern for Scenic Entry Routes. Policy 2 of Section 4.6.4 states,

“Guidelines for Scenic-Entry Routes that elaborate on the more general Arterial Road Corridor Design Guidelines, as updated from time to time, will be developed and implemented by the City.”

The City has not yet prepared design guidelines for Scenic-Entry Routes. It is understood that preparation of guidelines is not in the City's current work plan. In lieu of specific guidelines, Policy 2 states that development applications adjacent to these routes will be assessed against the following criteria,

- a) *“The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;*
- b) *Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;*
- c) *The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;*
- d) *Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;*
- e) *Any other items determined by the City.”*

Subpolicy (a) above addresses items that would be provided by the City as part of a comprehensive reconstruction of Prince of Wales Drive. Subpolicies (b) through (e) are design criteria that addresses the appearance of development from Prince of Wales Drive. Building orientation, outdoor storage, landscaping, fencing and lighting will all be reviewed through a Site Plan Control application. There are no conflicts with requested uses in relation to these policies

as there are no policies in Section 4.6.4 that limit permitted uses adjacent to a Scenic-Entry Route.

Policy 4.7 (Environmental Protection)

The Official Plan contains policies that are intended to maintain and protect environmental features, while also protecting new development from natural hazards.

The Subject Property is currently a vacant field with existing trees located along the perimeter. Vegetation is present along the north property line adjacent to a drainage ditch, directly adjacent to the Rideau River and along the frontage of Waterbend Lane. Through the Site Plan approval process, the applicant would be required to prepare a Tree Conservation Report.

As noted, the Subject Property abuts the Rideau River. Policy 2 in Section 4.7.3 of the Official Plan states,

“Where a Council-approved watershed, subwatershed, or environmental management plan does not exist, the minimum setback will be the greater of the following:

- (a) Development limits as established by the regulatory flood line (see Section 4.8.1);*
- (b) Development limits as established by the geotechnical limit of the hazard lands;*
- (c) 30 metres from the normal high water mark of rivers, lakes and streams, as determined in consultation with the Conservation Authority; or*
- (d) 15 metres from the existing top of bank, where there is a defined bank. [OMB decision #1754, May 10, 2006]”*

This policy provides the framework for determining an appropriate setback from the Rideau River. To provide an accurate assessment of the appropriate setback from the river, a Slope Stability Assessment has been completed for the Subject Property. A Slope Stability Assessment prepared by Paterson Group, dated January 26, 2010 and updated on June 1, 2017 provides an approximate limit of development associated with the slope to the water's edge. The preliminary analysis prepared by Paterson Group estimates the development setback to be in excess of 30 metres from the normal high water mark and in excess of 15 metres from the top of bank. For the Subject Property, the geotechnical limit of development is expected to set the required setback from the Rideau River. Depending on the scale and layout of a potential development, slope stability and development setbacks along the Rideau River may be refined at the time of site plan approval.

Section 4.7.8 of the Official Plan details the requirements and circumstances in which an Environmental Impact Statement (EIS) is required in support of new development. The Zoning By-law Amendment requested is only intended to establish a list of permitted uses that would be appropriate for the Subject Property.

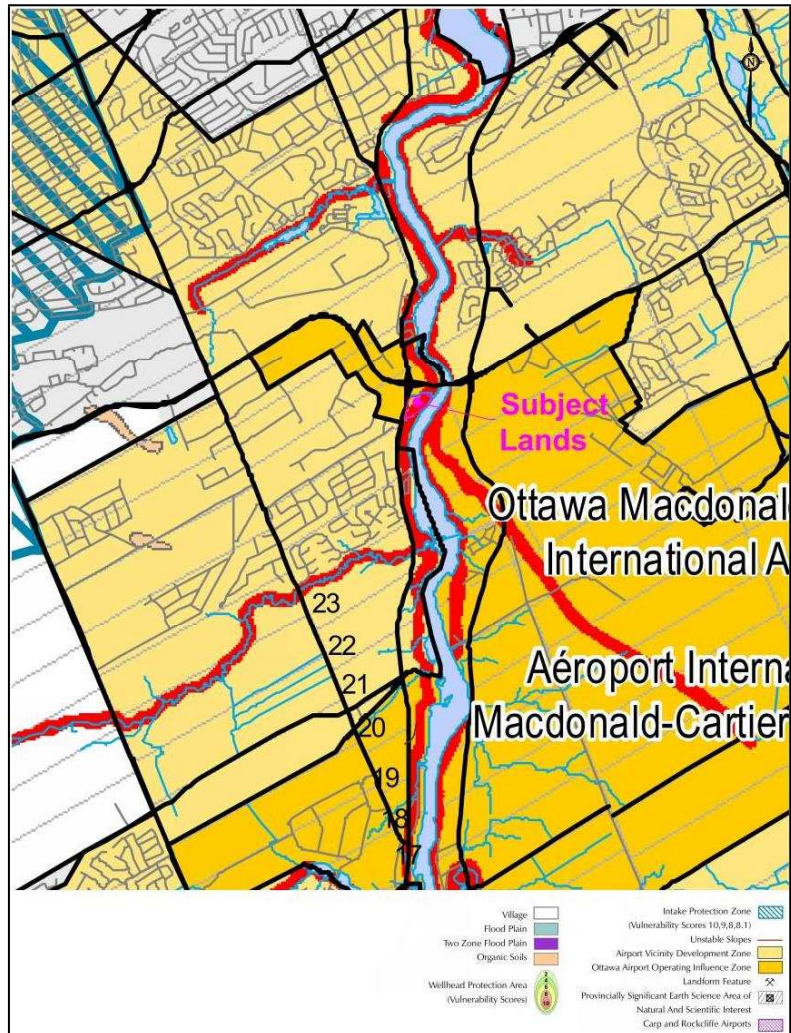
Policy 4.8 (Protection of Health and Safety)

Figure 6 – Ottawa Official Plan Schedule ‘K’ (Excerpt)

Schedule ‘K’ of the Official Plan (see Figure 6) provides the locations of many environmental hazards that exist in the City of Ottawa. The Subject Property has approximately 70 metres of waterfront along the Rideau River.

With respect to the Subject Property, Schedule ‘K’ shows that development will need to consider potential unstable slopes and the flood plain along the Rideau River. The Subject Property is also within the Airport Operating Influence Zone (AOIZ). Former or existing landfills, mines, quarries or railways do not affect the Subject Property.

Section 4.8.1 of the Official Plan contains policies related to flood plains. With respect to the Subject Property, the extent of the flood plain is minimal as the steep bank of the Rideau River prevents flooding of the Subject Property. It is anticipated that any structures associated with future development will be located outside the designated flood plain.



Section 4.8.3 of the Official Plan contains policies that address unstable slopes or bedrock. The banks of the Rideau River are identified as being unstable slopes. Policy 1 of Section 4.8.3 states,

“Applications for site plan, plan of subdivision, condominium and consent shall be supported by a geotechnical study to demonstrate that the soils are suitable for development.”

With respect to the current Zoning By-law Amendment application, the City requested a preliminary slope stability analysis to assess the potential for development setbacks from the Rideau River. In response to the City’s request, a Slope Stability Assessment was prepared by Paterson Group, dated January 26, 2010 and updated on June 1, 2017 that establishes an approximate limit of development for the Subject Property. It is anticipated that the implementing Zoning By-law Amendment will incorporate the recommendations of the Slope Stability Assessment.

Section 4.8.6 of the Official Plan includes policies related to land use constraints in the vicinity of the Ottawa International Airport. The Subject Property is located within the area identified as the Airport Operating Influence Zone (AOIZ). The Official Plan describes the AOIZ as *“the most restrictive of either the 30 NEF and NEP contours (the 30 NEF and NEP noise composite line)”*. With respect to development within the AOIZ, policies 3 and 4 of Section 4.8.6 state,

“3. Within the Ottawa Airport Operating Influence Zone, new residential development and other noise-sensitive land uses will be prohibited. [Amendment #36, November 30, 2005] [Amendment #76, September 09, 2011]

4. Notwithstanding policy 3, exceptions may be considered to permit limited development under the following circumstances: [Amendment #76, September 09, 2011]

- a. The redevelopment of existing residential and other noise-sensitive land use;*
- b. Infilling of residential uses; [Amendment #76, September 09, 2011]*
- c. Hotels and motels. [Amendment #36, November 30, 2005]”*

In accordance with the above policies, the list of uses being requested through the Zoning By-law Amendment does not include residential or other noise-sensitive uses. In conformity with Policy 4, ‘hotel’ has been included in the list of permitted uses being requested.

Policy 4 in Section 4.8.7 notes that a detailed noise study may be required for any new noise-sensitive development within 100 metres of an existing or proposed arterial or major collector roadway. The Subject Property is located adjacent to Prince of Wales Drive and is within 100 metres of Hunt Club Road. Some uses proposed in the zoning by-law amendment will not require a detailed noise study. Policy 4 only requires a detailed noise study for new noise-sensitive uses. As the Subject Property is also within the AOIZ limit for the Ottawa Airport, most noise-sensitive uses are not permitted. Uses that may require a detailed noise study in support of a Site Plan application could include uses where intruding noise may create an adverse effect, such as medical facilities, offices or restaurants. Other uses, such as but not limited to, automobile dealerships, light industrial uses, nightclub, service and repair shop, and warehouse would not be noise-sensitive and would not require a detailed study to assess road noise.

Policy 4.10 (Greenspace Requirements)

The *Planning Act* requires that 2% of the land area for non-residential developments be dedicated as parkland. Alternatively, cash-in-lieu of parkland can be required by the City in situations where dedication of parkland is not warranted or appropriate. Parkland requirements will be determined during the Site Plan approval process.

Policy 4.11 (Urban Design and Compatible Development)

Section 4.11 of the Official Plan discusses issues of urban design and compatibility within a community context. With respect to the current application for a Zoning By-law Amendment, Section 4.11 states,

“the Zoning By-law establishes more specific permitted use lists and development regulations within areas and on individual sites in a manner that achieves compatibility among proximate uses and built forms.”

In the context of the current application, the list of permitted uses being requested have been selected to represent uses that would be compatible with surrounding uses, with or without appropriate mitigation. Possible mitigation measures for specific uses are described in Section 3.0 of this Rationale.

The proposed Zoning By-law Amendment conforms to the policies and intent of the Official Plan. The list of uses being requested are permitted by the General Urban Area designation and represent appropriate uses for the Subject Property in the context of the surrounding uses and transportation network, including consideration of noise and land use conflicts with the Ottawa Airport. Mitigation of potential impacts with adjacent residential uses can be determined through a Site Plan Control process based on a defined built form. The Subject Property has

adequate access to major arterial roads, is serviceable based on existing infrastructure and can provide adequate geotechnical setbacks from the Rideau River. Visual impacts from the Rideau River are expected to be minimal and can be considered in greater detail at the time of Site Plan Control review.

5.3 MOE GUIDELINE D-6: COMPATIBILITY OF SENSITIVE USES

In determining which industrial uses can be considered for the Subject Property, it is beneficial to consider the Ministry of the Environment Guideline D-6 entitled “*Compatibility Between Industrial Facilities and Sensitive Land Uses*”. This guideline is a direct application of the Ministry of the Environment Guideline D-1, which provides the basis for the Ministry’s recommendations for separation distances between various types of potentially conflicting land uses.

The purpose of the Ministry of the Environment Guideline D-6 is to provide local approval authorities criteria with which to evaluate potential impacts between existing or potential sensitive land uses, such as residential dwellings, schools and campgrounds, and existing or potential industrial facilities. Section 1.1 of Guideline D-6 states,

“The objective of this guideline is to prevent or minimize the encroachment of sensitive land uses upon industrial land use and vice versa, as these two types of land uses are normally incompatible, due to possible adverse effects on sensitive land use created by industrial operations.”

Section 1.2.1 provides a general description of uses that would be considered sensitive in the context of Guideline D-6,

- *“Recreational uses which are deemed by the municipality or provincial agency to be sensitive; and/or*
- *Any building or associated amenity area (i.e. may be indoor or outdoor space), which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. For example, the building or amenity area may be associated with residences, senior citizen homes, schools, day care facilities, hospitals, churches and other similar institutional uses, or campgrounds.”*

Section 1.2.1 also notes that, “Residential Land use shall be considered sensitive 24 hours per day.”

For determining the impact to, and the impact from, industrial uses, Guideline D-6 divides industrial facilities into three distinct classes and provides a description of each. Section 2.0 contains definitions for the three classes,

“Class I Industrial Facility: A place of business for a small scale, self contained plant or building which produces/stores a product which is contained in a package and has low probability of fugitive emissions. Outputs are infrequent, and could be point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration. There are daytime operations only, with infrequent movement of products and/or heavy trucks and no outside storage.

Class II Industrial Facility: A place of business for medium scale processing and manufacturing with outdoor storage of wastes or materials (i.e. it has an open process) and/or there are periodic outputs of minor annoyance. There are occasional outputs of either point source or fugitive emissions for any of the following: noise, odour, dust and/or vibration, and low probability of fugitive emissions. Shift operations are permitted and there is frequent movement of products and/or heavy trucks during daytime hours.

Class III Industrial Facility: A place of business for large scale manufacturing or processing, characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.”

In relation to this zoning by-law amendment proposal, Class III and some Class II industries would be considered incompatible with adjacent residential uses. The amendment request therefore is limited to general and light industrial uses, rather than heavy industrial uses.

5.4 TRANSPORT CANADA LAND USE GUIDELINES (TP-1247E)

Transport Canada publication TP-1247E titled “Aviation: Land Use in the Vicinity of Airports” is a report that provides planners and legislators guidance in determining appropriate land uses in the vicinity of airports. Transport Canada publication TP-1247E provides guidance for implementing land uses, easements or zoning for properties near airports.

The Official Plan shows that the Subject Property is between the 35 NEF/NEP contour and the Ottawa International Airport Operating Influence Zone (known as the "AOIZ"). The AOIZ area is based on the more restrictive of either the 30 NEF or 30 NEP lines. The criteria for uses between the 35 and 30 NEF have been used to determine appropriate uses for the Subject Property. The following uses are considered acceptable without limitations:

- Auto Racetracks
- Beaches and Pools
- Electric Generating Plants
- Fairgrounds
- Gasoline Stations
- Gas and Oil Storage
- Golf Courses
- Marinas
- Outdoor Sales
- Park and Picnic Areas
- Parking Lots
- Playgrounds
- Retail Sales
- Tennis Courts
- Warehouses
- Sewer Treatment
- Water Storage
- And all forms of Light and Heavy Industrial

The uses above may be compatible with the Ottawa Airport, but not all of the uses are appropriate for the Subject Property. The uses requested through the zoning by-law amendment application are limited to those that are compatible with the adjacent residential uses.

Transport Canada publication TP-1247E provides a list of uses that may be acceptable in accordance with appropriate considerations and could be subject to limitations. These uses, and their particular limitations recommended in Transport Canada publication TP-1247E are as follows (see Table 2):

Table 2 – Airport Noise Considerations for Selected Land Uses

Potential Use	Considerations noted in TP-1247E
Athletic Fields	<i>“It is recommended that serious consideration be given to an analysis of peak noise levels and the effects of these levels on the specific land use under consideration.”</i>
Stadiums	
Horse Racetracks	
Offices	<i>“These uses should not be approved unless a detailed noise analysis is conducted and the required noise insulation features are considered by the architectural consultant responsible for building design.”</i>
Restaurants	
Indoor Theatres	
Schools	
Churches	
Hospitals	
Nursing Homes	
Auditoriums	
Libraries	
Community Centres	
Laboratories	
Hotels and Motels	<i>“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.”</i>
Cemeteries	<i>“This appears to be a compatible land use in all NEF zones.”</i>

It is anticipated that in support of Site Plan applications for any of the uses listed in the above table, a detailed noise analysis will be prepared in accordance with the requirements for each category.

Lastly, Transport Canada publication TP-1247E provides a list of uses that are not compatible with Airport Operations. These uses are:

- Residential (all forms)
- Outdoor Theatres
- Campgrounds

To be consistent with the Transport Canada publication TP-1247E, these uses are not being sought through the proposed Zoning By-law Amendment.

6.0 CONCLUSION

This Planning Rationale has been prepared in support of an application for Zoning By-law Amendment to permit future commercial and/or industrial development of the lands known municipally as 2175 Prince of Wales Drive. The intent of the zoning by-law amendment request is to establish permitted uses for the Subject Property in order to facilitate development of the property for an appropriate range of uses.

The proposed zoning by-law amendment is consistent with the Provincial Policy Statement in that the proposed use is compatible with its surroundings, promotes economic development and does not interfere with any agricultural or mineral resources. It is anticipated that further studies regarding natural and cultural features will be required in support of a subsequent application for Site Plan approval.

Schedule 'B' of the City of Ottawa Official Plan designates the subject land as "General Urban Area". The proposed zoning by-law amendment conforms to the policies in the City of Ottawa Official Plan. This Planning Rationale demonstrates that the permitted uses proposed are in keeping with the policies of the General Urban Area designation in the Official Plan.

The proposed zoning by-law amendment is consistent with the land use policies contained in Transport Canada publication TP-1247E titled "*Aviation: Land Use in the Vicinity of Airports*". The proposed permitted uses are compatible with the operations of the nearby Ottawa Macdonald-Cartier International Airport.

The proposed Zoning By-law Amendment proposes a list of uses that are appropriate for the Subject Property and represent good land use planning.

NOVATECH



Adam Thompson MCIP RPP
Senior Project Manager | Planning & Development

APPENDIX ‘A’

BY-LAW 2017-XXX

A by-law of the City of Ottawa to amend By-law Numbered 2008-250 of the City of Ottawa to change the zoning for the property known municipally as 2175 Prince of Wales Drive.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

(a) The Zoning By-law Map of By-law 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by rezoning the lands shown on Attachment No. 1 to this by-law as follows:

(a) Area A – rezoned from DR to IG[XXXX]

(b) Section 239 – Urban Exceptions of By-law No. 2008-250 entitled “City of Ottawa Zoning By-law” is amended by adding the following exception: in succession of the highest exception number:

Applicable Zones	Additional Land Uses Permitted	Land Uses Prohibited	Provisions
IG [XXXX]	<ul style="list-style-type: none"> – bar – cinema – funeral home – hotel – library – municipal service centre – nightclub – place of worship – residential care facility – retail store – retail food store – retirement home – retirement home, converted – theatre 	<ul style="list-style-type: none"> – leaf and yard waste composting facility – medical marihuana production facility – truck transport terminal – waste processing and transfer facility (non-putrescible) 	Subsections 199 (2) (b) and (c) shall not apply.

ATTACHMENT NO. 1

