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## 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**

**Planning Rationale**

**in support of**

**Major Zoning By-law Amendment**

Prepared For:

**Zena Investment Corporation**

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

March / 13 / 2024

**Revised July / 30 / 2024**

**Revised December / 20 / 2024**

**Revised March / 16 / 2026**

Novatech File: 117074

Ref: R-2024-027

March 16, 2026

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

**Attention: Sean Moore, Manager – Development Review (West)**

Dear Mr. Moore:

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

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

The Planning Rationale revises the proposed zone for the property from General Industrial (IG) to General Mixed Use (GM) per the recommendation from the City included in their comment letter dated February 27, 2025. The revised Planning Rationale supports site specific height provisions. The list of proposed uses will permit various commercial, and employment uses (including automobile dealership) 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 Site 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 Site, 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**



Nicole Thomson, BES (Planning)  
Planner | Planning & Development

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## EXECUTIVE SUMMARY

Novatech has been retained by Zena Investment Corporation to prepare this Planning Rationale in support of a Major Zoning By-law Amendment application at 2175 Prince of Wales Drive (the “Subject Site”) to rezone the Subject Site from Development Reserve (DR) to General Mixed-Use (GM) and permit a maximum building height of 40 metres (12 storeys) with site-specific transition provisions.

The Planning Rationale has revised the proposed zone for the property from General Industrial (IG) to General Mixed Use (GM) per the recommendation from the City included in their comment letter dated February 27, 2025. The revised Planning Rationale supports site specific height provisions. The list of proposed uses will permit various commercial, and employment uses (including automobile dealership) 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 Site is located at the southeast corner of Prince of Wales Drive and West Hunt Club Road in the Knoxdale-Merivale Ward (Ward 9). The Subject Site is currently vacant and has not been developed. The Subject Site has approximately 180 metres of frontage along Prince of Wales Drive and an approximate area of 3,2316 square meters.

The Subject Site is located in an area primarily consisting of commercial, employment, and institutional uses with some low-rise residential uses to the north and south. Most of the uses in the surrounding area are restricted due to constraints related to the Ottawa International Airport and the Airport Operating Influence Zone (AOIZ) requirements. These requirements limit permitted building height and restrict sensitive land uses such as residential units from being developed in the surrounding area.

A Major Zoning By-law Amendment application is proposed to rezone the Subject Site to a General Mixed-Use zone and to permit a maximum building height to 40 metres (12 storeys) with site-specific transition provisions. For purposes of the proposed Zoning By-law Amendment, the rezoning application recommends new schedules to reflect proposed building heights and transitions subject to:

- Complying with the regulations of the Ottawa Macdonald-Cartier International Airport Zoning
- Providing appropriate transitions from the neighbouring residential uses to the south

The proposed *Zoning By-law Amendment* is consistent with the *Provincial Planning Statement (2024)* and efficiently uses land as it will facilitate the development of a vacant site with commercial and employment uses in an area where residential uses are prohibited. The proposed Zoning By-law Amendment respects restrictions imposed by the Airport Authority and will not impact airport functions.

The Subject Site is designated Neighbourhood within the Outer Urban Transect. The proposed Zoning By-law Amendment generally conforms to the policies of the Official Plan (2022). The Subject Site is located at the edge of a neighbourhood and is appropriately located for commercial and employment uses with an increased building height as it is at the intersection of two arterial

roads. The proposed maximum height respects the height restrictions imposed by the Ottawa Macdonald-Cartier International Airport Zoning Regulations. The Zoning By-law Amendment will provide appropriate setbacks from the Rideau River.

## **1.0 INTRODUCTION**

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) and a maximum building height of 40 metres (12 storeys) with site-specific transition provisions on the property municipally known as 2175 Prince of Wales Drive (the “Subject Site”).

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 Site is currently vacant and undeveloped. For purposes of the proposed Zoning By-law Amendment, the rezoning application recommends new schedule to reflect the proposed building heights and transitions and proposed zoning on the Subject Site.

The Planning Rationale has revised the proposed zone for the property from General Industrial (IG) to General Mixed Use (GM) per the recommendation from the City included in their comment letter dated February 27, 2025. Revised Planning Rationale supports site specific height provisions. The list of proposed uses will permit various commercial, and employment uses (including automobile dealership) 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 Site is designated ‘Neighbourhood’ on Schedule B3 (Outer Urban Transect) of the City of Ottawa’s Official Plan (OP). The property is zoned Development Reserve (DR) in the City of Ottawa’s Zoning By-law 2008-250 and is recommended to remain zoned Development Reserve (DR) in the Final Draft of the New City of Ottawa Zoning By-law (By-law No. 2026-50).

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 Site; and
- Maintains compatibility with the surrounding uses and community context.

## 1.1 Description of Subject Site

The Subject Site is located in Ward 9 (Knoxdale-Merivale) of the City of Ottawa. The Subject Site is located on the south-east corner of Prince of Wales Drive and West Hunt Club Road. The Subject Site is vacant and has never been developed. The Subject Site 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 Site



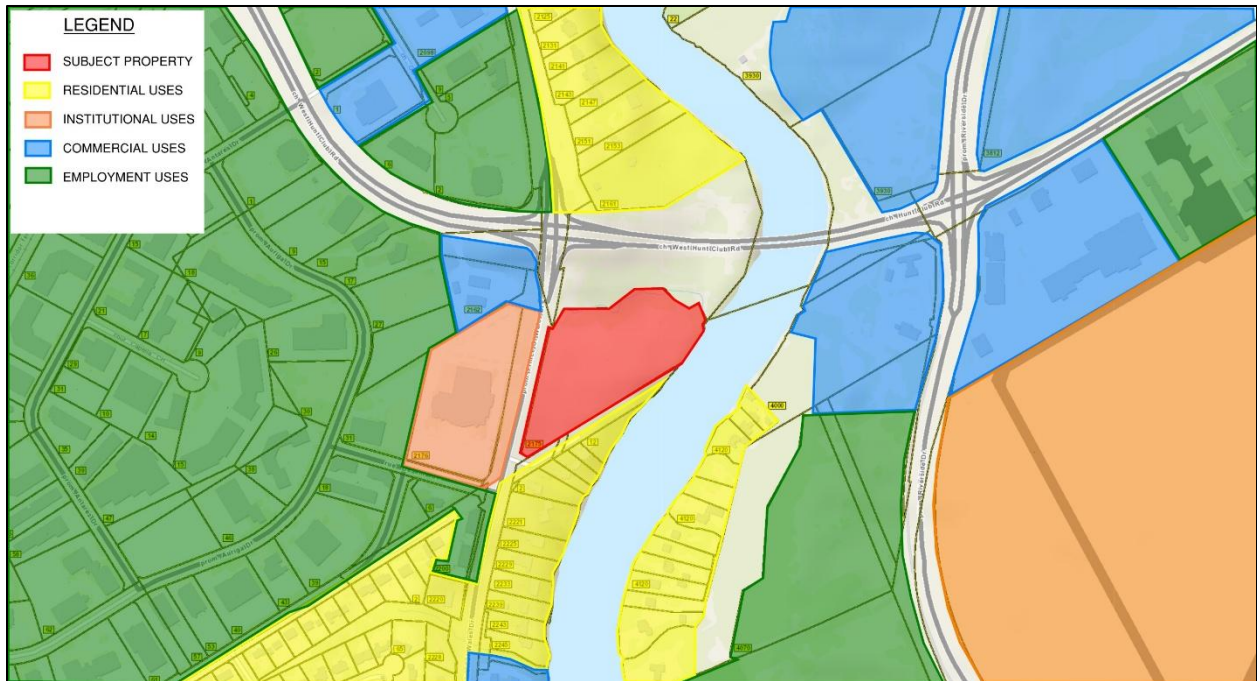
Topographically the Subject Site generally slopes from west to east, with the highest points adjacent to Prince of Wales Drive and the lowest points being located along the Rideau River waterfront along the east side of the property. The majority of the Subject Site has been used historically for agricultural 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.

## 1.2 Community Context and Connectivity

### 1.2.1 Community Context

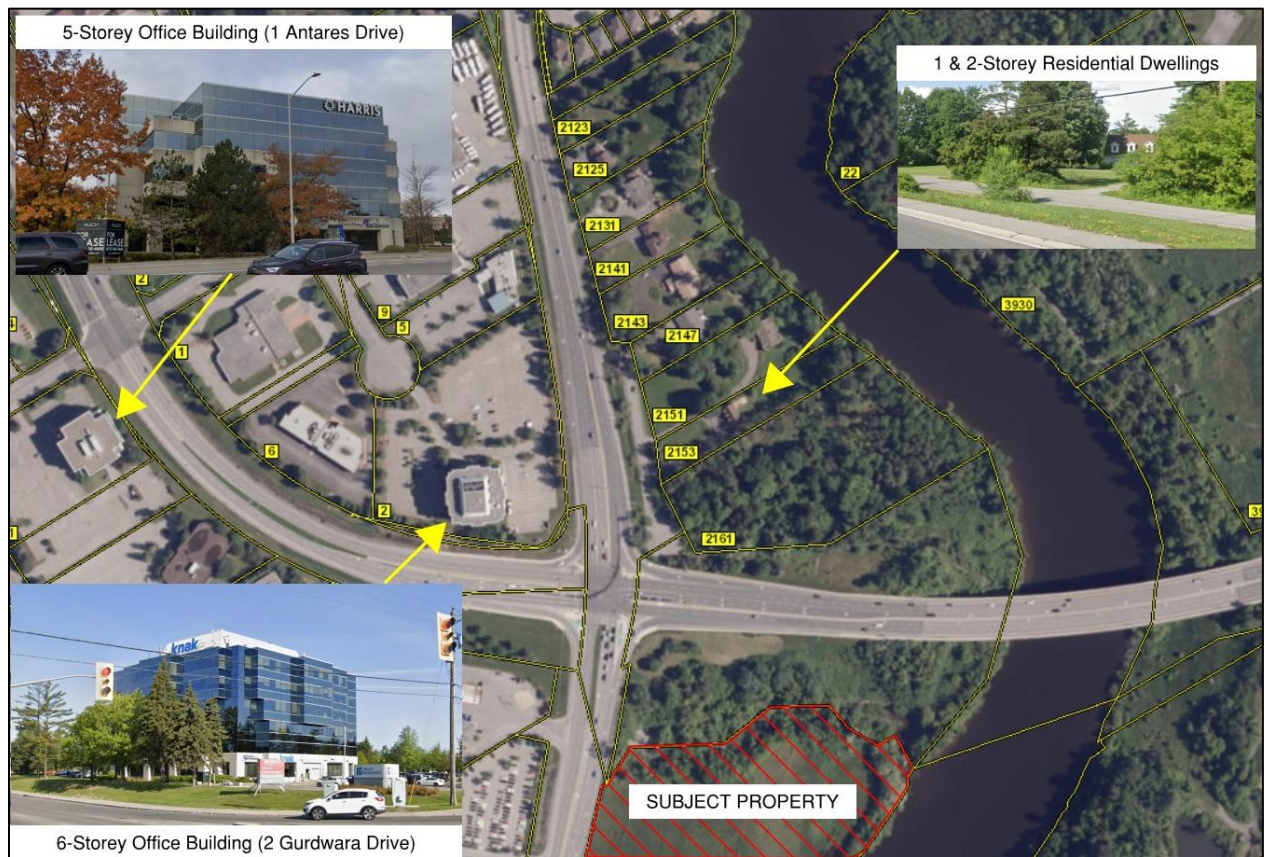
The Subject Site is located in an area that is primarily comprised of employment, commercial and institutional uses with some existing residential uses (see Figure 2). The use of the Subject Site and much of the surrounding area is restricted due to the constraints related to the Ottawa International Airport and the Airport Operating Influence Zone (AOIZ) requirements in the Official Plan (2022) which restrict sensitive land uses from being located within the Airport Operating Influence Zone. These restrictions have resulted in the lands west of the Subject Site being developed primarily for employment, commercial and institutional uses.

Figure 2: Land Use Categories in Vicinity of Subject Site



**North:** Immediately north of the Subject Site is the Michael Sheflin Bridge (also known as West Hunt Club Road), which is separated from the Subject Site by a municipal stormwater outlet and valley. 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 Site 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 Site**



**East:** Immediately east of the Subject Site is the Rideau River. On the opposite side of the Rideau River are commercial uses, including a gas bar, convenience store, a restaurant with a drive-through facility, and 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 Site**



**South:** Immediately south of the Subject Site are a series of large lot residential waterfront properties 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 Site**



**West:** Immediately west of the Subject Site is the Metropolitan Bible Church 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 Site**



### 1.2.2 Connectivity

The Subject Site has frontage on Prince of Wales Drive, West Hunt Club Road, and Waterbend Lane. However, the stormwater outlet within the road allowance of West Hunt Club Road restricts access from the Subject Site to West Hunt Club Road.

Local bus routes 116 and 117 provide transit service to the Subject Site. The closest bus stop is a four-minute walk from the Subject Site and is located to the west of the intersection of Prince of Wales Drive and West Hunt Club Road. Bus routes 116 and 117 provide transit connections to the Baseline and South Keys transit stations.

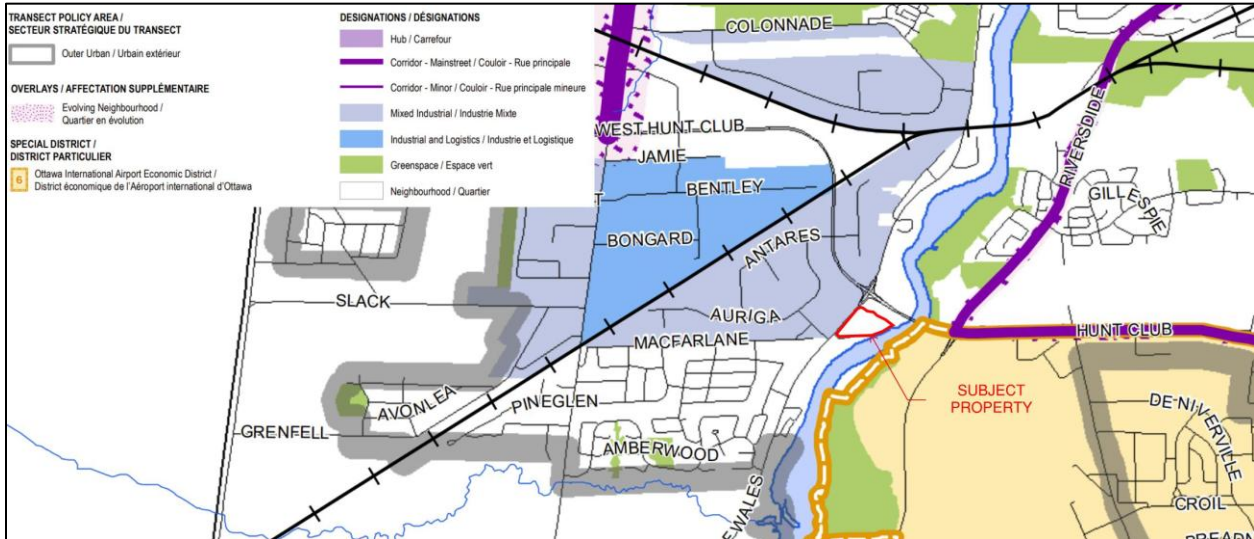
Bicycle lanes are located in proximity to the Subject Site along Prince of Wales Drive and West Hunt Club Road.

### 1.3 Planning and Regulatory Context

#### 1.3.1 Official Plan

The Subject Site is designated Neighbourhood within the Outer Urban Transect on *Schedule B3 – Outer Urban Transect* of the Official Plan (see Figure 7).

Figure 7: Official Plan Designation for the Subject Site



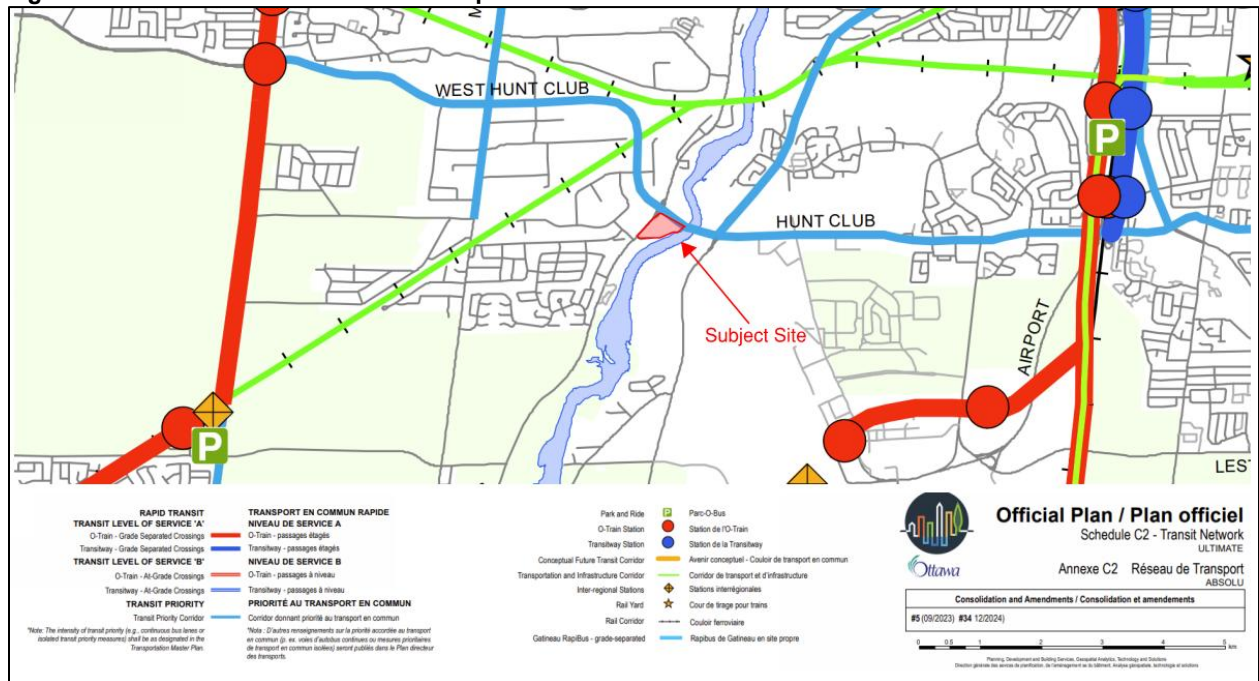
The Subject Site is located on the southeast corner of the intersection of West Hunt Club Road and Prince of Wales Drive, both of which are designated as existing arterial on *Schedule C4 – Urban Road Network* of the Official Plan (see Figure 8).

Figure 8: Official Plan Schedule C4 Excerpt



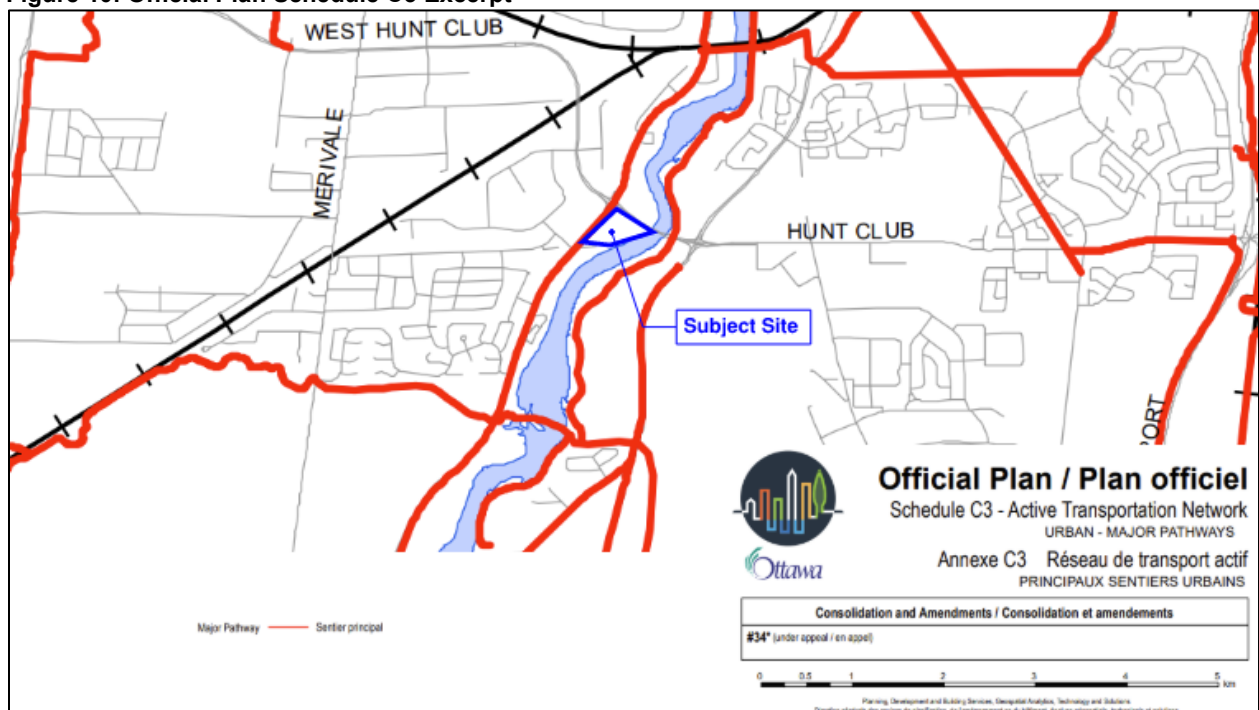
West Hunt Club is designated as a Transit Priority Corridor on *Schedule C2 – Transit Network* of the Official Plan (see Figure 9).

Figure 9: Official Plan Schedule C2 Excerpt



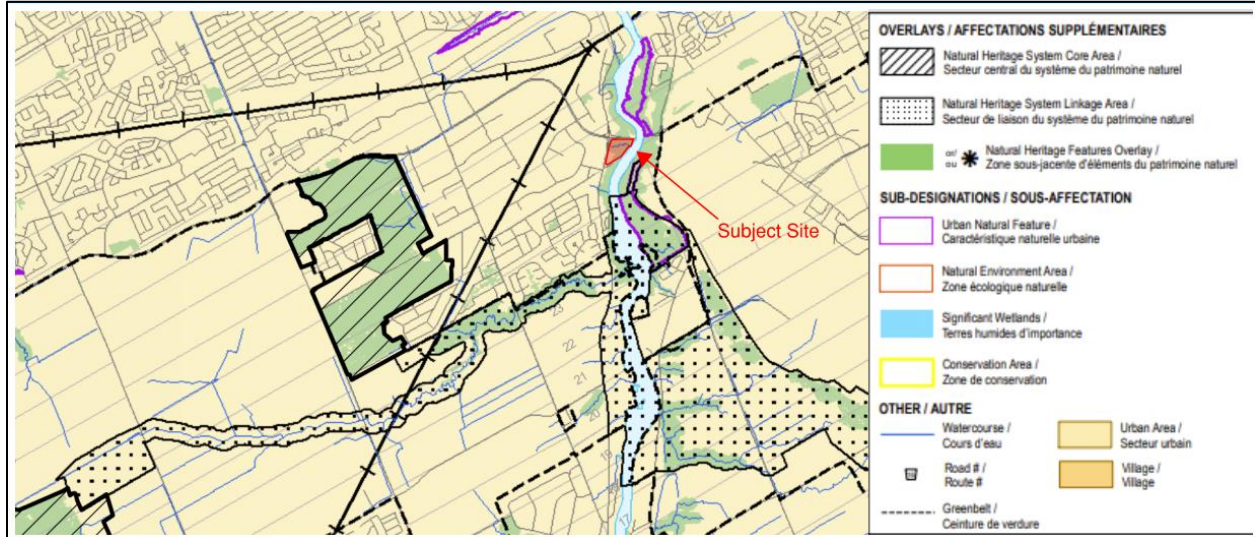
Prince of Wales Drive is identified as a Major Pathway on *Schedule C3 – Active Transportation Network* (see Figure 10).

Figure 10: Official Plan Schedule C3 Excerpt



A watercourse is identified adjacent to the Subject Site with the Natural Heritage Feature Overlay over a portion of the Subject Site on *Schedule C11C – Natural Heritage System (east)* (see Figure 11).

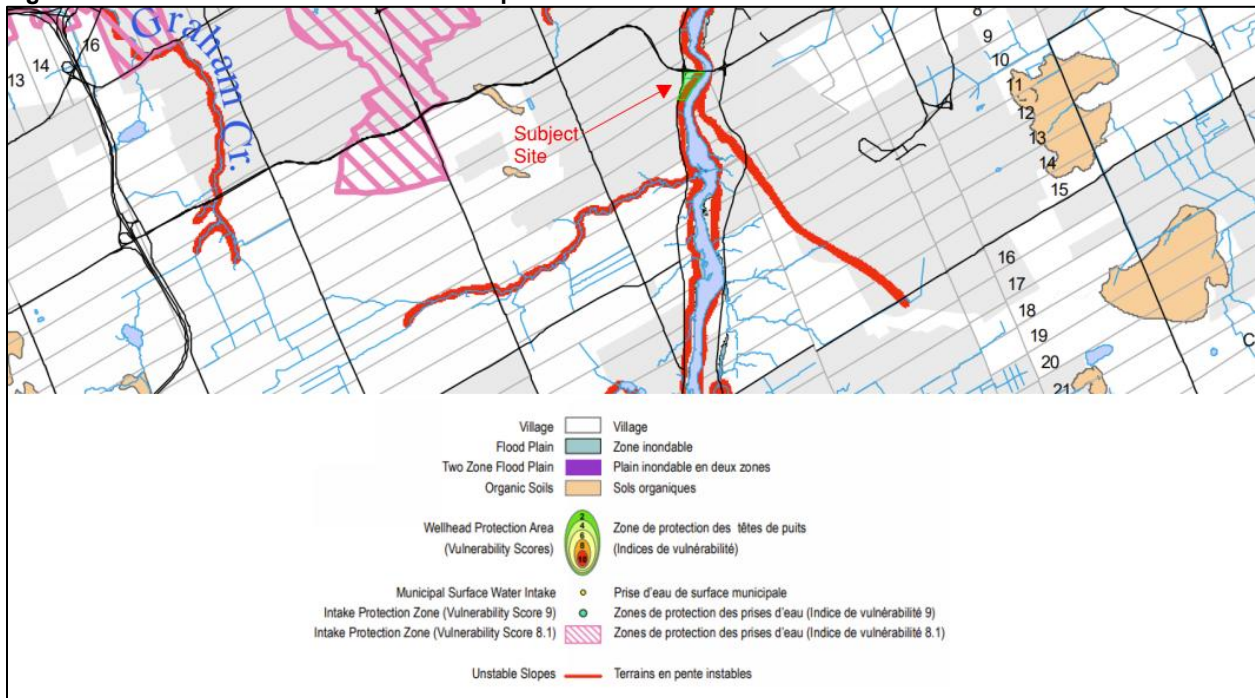
Figure 11: Official Plan Schedule C11-C Excerpt



*Schedule C12 – Urban Greenspace* does not identify any greenspace on the Subject Site.

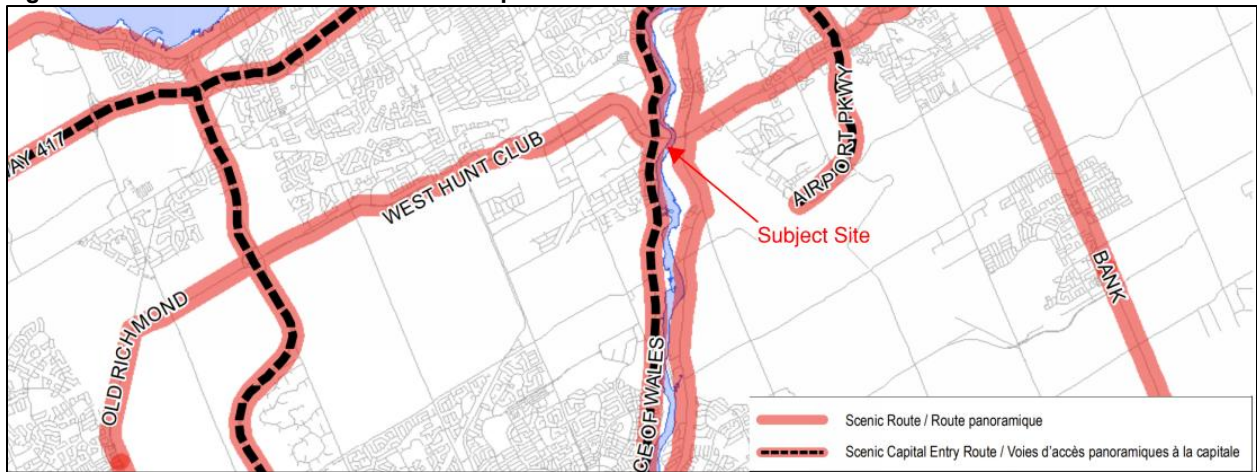
*Schedule C15 – Environmental Constraints* identifies unstable slopes along the Rideau River to the east of the Subject Site (see Figure 12).

Figure 12: Official Plan Schedule C15 Excerpt



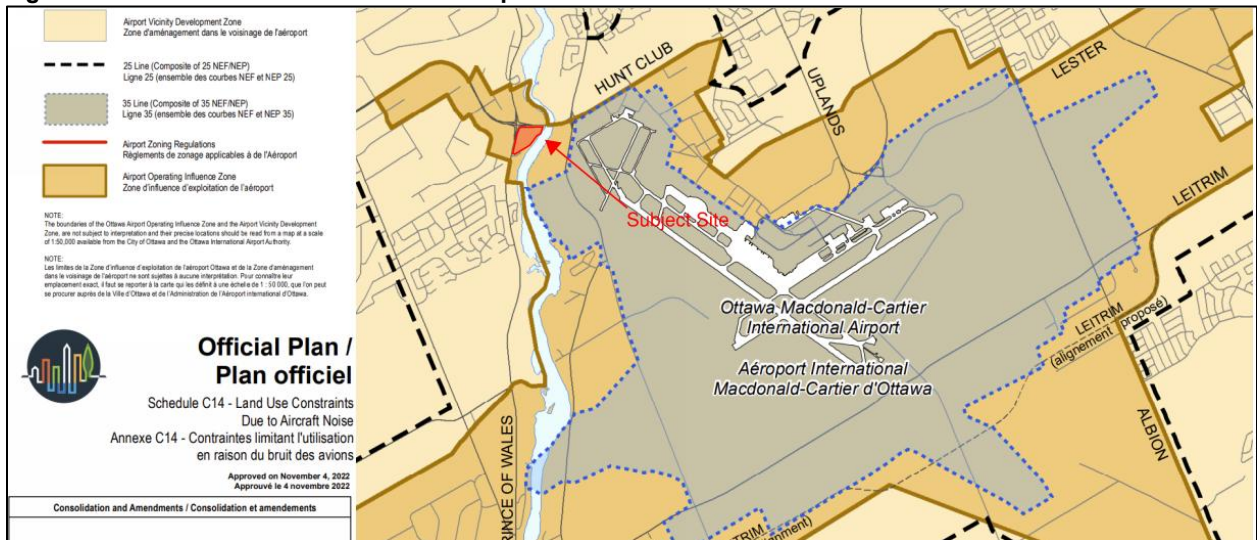
West Hunt Club Road is identified as a Scenic Route and Prince of Wales Drive is identified as a Scenic Capital Entry Route on *Schedule C13 – Scenic Routes* (see Figure 13).

Figure 13: Official Plan Schedule C13 Excerpt



The Subject Site is located within the Airport Operating Influence Zone on *Schedule C14 – Land Use Constraints Due to Aircraft Noise* (see Figure 14).

Figure 14: Official Plan Schedule C14 Excerpt



The Subject Site is not located within a Secondary Plan Area.

### 1.3.2 Zoning

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The Subject Site is recommended to remain zoned Development Reserve (DR) in the New Zoning By-law Final Draft (By-law No. 2026-50). The proposed Zoning By-law Amendment will rezone the site to General Mixed Use (GM) with site-specific exceptions.

Figure 15: Zoning for the Subject Site



## 2.0 DEVELOPMENT PROPOSAL

### 2.1 Description of Development Proposal

The proposed zoning will facilitate development of the Subject Site with various commercial and employment uses (including automobile dealership) and a maximum building height of 40 metres (12 storeys) with site-specific transition provisions. The ultimate form and use of development has not been determined at this time.

### 2.2 Details of Proposed Zoning By-law Amendment

2175 Prince of Wales Drive is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. The zone permits low scale and intensity of development. The range of permitted uses is limited to those that do not preclude future development options. Formal review comments on the previous Zoning By-law Amendment submission were received February 27, 2025. City Staff have made recommendations to revise the Zoning By-law Amendment application.

The City has recommended that the Subject Site be zoned General Mixed Use (GM), with site-specific provisions and a Parks and Open Space Zone, Subzone R (O1R) for land abutting the

Rideau River. The limit of the General Mixed Use subzone will be subject to the geotechnical findings and discussions with City Staff. A special exception to the Open Space Zone is proposed to allow for vehicle storage beyond the limit of development and will be identified as O1[XXXX]. The proposed exception will be subject to geotechnical findings and discussions with City staff. The proposed Zoning By-law Amendment will request permission for various commercial and employment uses on the Subject Site. The Zoning By-law Amendment will permit a maximum building height of 40 metres (12-storeys) subject to site specific transition and setback provisions.

Two draft zoning schedules are provided for the Subject Site as Appendix A and B to this report. The first draft schedule displays the zoning categories proposed for the Subject Site (**Appendix A**). The second draft schedule will establish the angular plane design (**Appendix B**).

The following site-specific zoning provisions are requested for the Subject Site.

- To permit the uses listed in Table 1.
- To permit a maximum building height of 40 m (12 storeys) with site-specific transition provisions.
- To require an increased corner side yard setback (Waterbend Lane).
- To permit vehicle storage within the Open Space Zone.

**Table 1 – List of Proposed Permitted Uses**

animal care establishment	medical facility
animal hospital	municipal service centre
automobile dealership	office
automobile rental establishment	personal service business
automobile service station	place of assembly
bank	post office
bank machine	production studio
bar	recreational and athletic facility
broadcasting studio	research & development centre
car wash	retail food store
catering establishment	retail store
drive-through facility	restaurant
garden nursery	technology industry
hotel	training centre
instructional facility	warehouse
library	

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

**Commercial Uses**

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

- animal care establishment
- animal hospital

- bank
- bank machine
- bar
- drive-through facility
- restaurant
- retail food store
- retail store

The 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. Bars 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.

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.

### **Employment Uses**

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

- catering establishment
- garden nursery
- instructional facility
- production studio
- technology industry
- warehouse

The employment 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. Employment 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, building setback, and height transition. 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.

### **Automobile-related Uses**

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

- 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 multiple gas bars, automobile dealerships and automobile service stations and/or body shops.

Automobile-related uses are generally permitted in the Neighbourhood designation as there are a number these uses along Hunt Club Road. These uses are consistent with the gas station west of the Subject Site 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 mitigated measures such as landscaping and building setback.

Outdoor storage will be required to support automobile-related uses. Outdoor vehicle storage for automobile-related uses are not dissimilar from standard outdoor parking for any other permitted use. It is anticipated that building design will provide visual mitigation for vehicle inventory from Prince of Wales Drive. Existing vegetation, along the north side of Waterbend Lane, the west side of the Rideau River and along the stormwater outlet on the north side of the Subject Site create a natural visual buffer for vehicle storage from other vantage points. Mitigation measures can be assessed 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 Site 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 Site 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 Mixed-Use zone permits a building height of 18.0 metres. The Zoning By-law Amendment proposes that the Subject Site be zoned General Mixed-Use and permit a maximum height of 40 metres (12 storeys) subject to transition provisions which will be set out in a schedule to the Zoning By-law.

As the Subject Site 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 Site 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 Site and approximately 1,250 metres to the furthest property line for the Subject Site.

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 Site is approximately 85.9 metres ASL. The elevation of the furthest limit of the Subject Site 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 Site and approximately 127.8 metres ASL at the furthest limit of the Subject Site.

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 Site from runway 14-32. The Zoning By-law Amendment proposes a maximum height of 40

metres with site-specific transition provisions and will be in conformity with the Airport Zoning Regulations.

### **Setbacks**

The General Mixed-Use (GM) zone contains standard yard setbacks as follows:

- Front yard setback (minimum): 3.0 metres
- Corner side yard setback (minimum): 3.0 metres
- Interior side yard setback (minimum): No minimum
- Rear yard setback (minimum): No minimum

With respect to the Subject Site, 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 Site be zoned General Mixed Use with standard setbacks applying to the front yard on Prince of Wales Drive and the corner side yard on Hunt Club Road.

The proposed Zoning By-law Amendment will establish a 7.5 metre corner side yard setback abutting Waterbend Lane. Mature trees and other vegetation provide natural buffering for the residential properties located opposite the property on Waterbend Lane. The increased corner side yard setback of 7.5 metres will ensure an adequate buffer and protect existing vegetation.

The interior yard closest to Hunt Club Road is subject to the proposed General Mixed Use (GM) zone. The GM zone provides interior side yard setback provisions for non-residential uses abutting residential zones and for residential use buildings. The Subject Site is not abutting a residential zone or proposing a residential use on site. For all other cases, no minimum standard interior yard setback is required in the GM zone. The Open Space (O1) zone abutting the northern lot line will provide an appropriate setback to Hunt Club Road.

The rear yard of the Subject Site abuts the Rideau River. There is no minimum required rear yard setback in the General Mixed Use (GM) zone. Watercourse setbacks of Section 69 of the Zoning By-law will prevail. The Slope Stability Study prepared by Paterson Group determined that a variable limit of development greater than 30 metres is required along the whole of the Rideau River frontage. The limit of development permitted by the proposed General Mixed Use Zone will be determined by the limit of development recommended by Paterson Group.

### **2.3 Previous Consultations, Applications, and Approvals**

A pre-consultation meeting was held on May 16, 2023 to discuss the proposed Zoning By-law Amendment. A Zoning By-law Amendment application was submitted on December 20, 2024 (File No. D02-02-08-0121), comments were provided by City of Ottawa staff dated February 27, 2025. The application proposed to rezone the Subject Site from Development Reserve (DR) to a General Industrial (IG) zone. In a comment letter from City staff, it was recommended that the Subject Site be zoned to a General Mixed Use Zone (GM) and Open Space Zone (O1).

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 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 Site 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 are prohibited due to the proximity of the Ottawa Airport, there are a variety of commercial and employment uses that can be supported by the existing infrastructure.

Section 2.3 of the PPS sets out policies for settlement areas. The Subject Site 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 Subject Site is located within a settlement area. The proposed Major Zoning By-law Amendment will encourage new development on a parcel that is currently vacant and undeveloped.

The Subject Site 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 Site will be accommodated through on-site quality control devices and will ultimately drain to the Rideau River.

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 Zoning By-law Amendment will promote a mix of commercial and employment uses in an area that cannot be developed for residential purposes. The Subject Site 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 Site in relation to the Ottawa Airport restricts development to the non-sensitive land uses included in the proposed Zoning By-law Amendment.

Section 3.4 of the PPS provides policy direction for Airports, Rail, and Marine Facilities. Policy 1 of Section 3.4 states:

*“Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*

- a) *their long-term operation and economic role is protected; and*
- b) *airports, rail facilities and marine facilities, and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5.”*

The proposed maximum height in the Zoning Schedule will respect the height restrictions of the Ottawa Macdonald-Cartier International Airport Zoning. The proposed uses and height will not impact the long-term operation and economic role of the Ottawa International Airport.

Policy 2 of Section 3.4 states:

- “Airports shall be protected from incompatible land uses and development by:*
- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
  - b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
  - c) prohibiting land uses which may cause a potential aviation safety hazard.”*

The proposed development will not include residential uses. The development of the Subject Site with commercial and employment uses will effectively use a vacant property where residential development is prohibited. The proposed heights in the Zoning Schedule respects the restrictions of the Ottawa Macdonald-Cartier International Airport Zoning and will not impact the function of the airport.

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

### **3.2 City of Ottawa Official Plan (2022)**

The Subject Site is designated Neighbourhood within the Outer Urban Transect in the City of Ottawa Official Plan (2022).

#### **3.2.1 Strategic Directions & Cross Cutting Issues**

Section 2 of the Official Plan (2022) provides Strategic Directions for the City. This includes five Big Policy Moves and six Cross-Cutting Issues.

The five Big Policy Moves provide broad policy directions and are the foundation of the Official Plan. The Big Policy Moves are:

- 1. Achieve, by the end of the planning period, more growth but intensification than by greenfield development.*
- 2. By 2046, the majority of trips in the city will be made by sustainable transportation.*
- 3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.*
- 4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
- 5. Embed economic development into the framework of our planning policies.*

These Big Policy Moves inform the six themes, or Cross-Cutting Issues, that are embedded throughout the policies and sections of the Official Plan. The Cross-Cutting Issues are:

- Intensification and Diversifying Housing Options
- Economic Development
- Energy and Climate Change
- Healthy and Inclusive Communities
- Gender and Racial Equity
- Culture

The proposed Zoning By-law Amendment application addresses the objectives of the following Cross-Cutting Issues:

#### *3.2.1.1 Intensification and Diversifying Housing Options*

Residential uses are not contemplated for the Subject Site as they are not permitted by the regulations of the Airport Authority. The Zoning By-law Amendment will permit the development of a vacant site within the built-up urban area.

#### *3.2.1.2 Economic Development*

The proposed Zoning By-law Amendment will support the development of commercial or employment use on the Subject Site. This will help contribute to a 25% increase in new jobs and support the City's Growth Management Framework.

#### *3.2.1.3 Energy and Climate Change*

The proposed development will efficiently use the Subject Site. The proposed development will respect the required setbacks from natural features including the Rideau River and will maintain vegetative buffers.

#### *3.2.1.4 Healthy and Inclusive Communities*

The proposed development will provide commercial uses in proximity to residential uses. This commercial development is located along two arterial roads which will be able to accommodate traffic from the Subject Site.

#### *3.2.1.5 Gender and Racial Equality*

The proposed commercial and employment use on the Subject Site are in proximity to residential uses. This will create easy access to these uses for a diverse range of residents, supporting gender and racial equality.

#### *3.2.1.6 Culture*

The proposed Zoning By-law Amendment will respect setbacks and viewplanes to the Rideau River, which is part of the Rideau Canal UNESCO World Heritage Site, as outlined in the Cultural Heritage Impact Assessment prepared by Commonwealth Historic Resource Management, dated December 2023 and the subsequent Addendum Letter dated March 12, 2026.

### 3.2.2 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 Site 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 Site’s isolated nature, being bounded by major arterials and the Rideau River, limits future expansion of uses and further intensification.

### 3.2.3 City-wide Policies

Section 4 of the Official Plan (2022) provides City-Wide policy direction.

#### 3.2.3.1 Section 4.5: Cultural Heritage and Archaeology

Section 4.5 of the Official Plan provides policy direction for conserving cultural heritage resources and archaeology.

Policy 4 of Section 4.5.2 states:

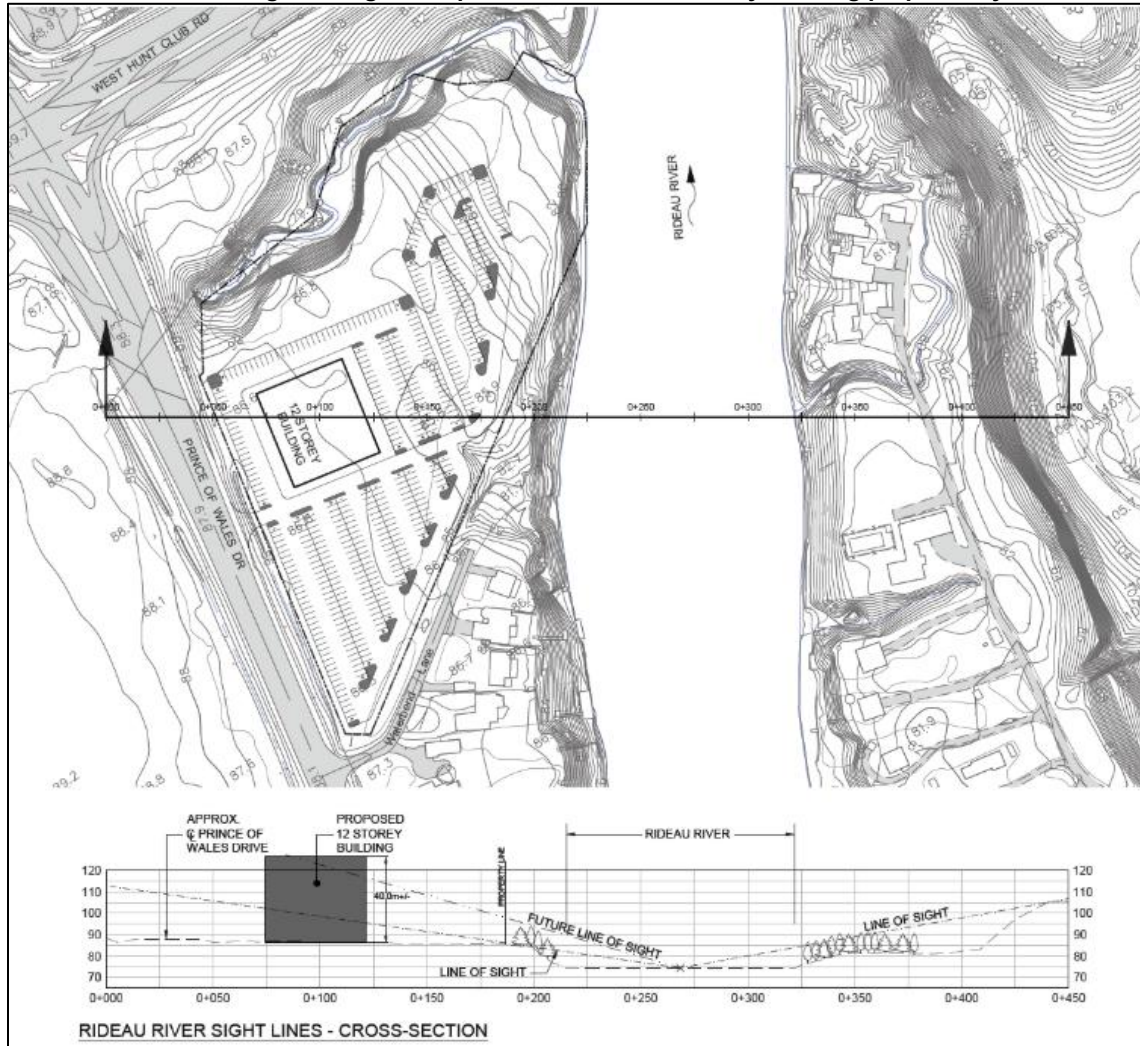
*“Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately- and publicly-owned heritage [Amendment 34, By-law 2024-506, Omnibus 2 item 12, November 13, 2024] buildings designated by the Federal Heritage Buildings Review Office. Development including or adjacent to, across the street from, or within 30 metres of [Amendment 34, By-law 2024- 506, Omnibus 2 item 12, November 13, 2024] 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.”*

The Subject Site is located along the Rideau River and has approximately 85 metres of frontage on the river. A Cultural Heritage Impact Assessment (HIA) was prepared by Commonwealth Historic Resource Management dated December 2023. The HIA assesses the potential impacts from the planning applications on the cultural heritage resources and values of the Rideau Canal National Historic Site and the UNESCO World Heritage Site. The HIA concludes that there would be no negative impact on the heritage function of the Rideau River in the vicinity of the Subject Site and that the proposal complies with the relevant heritage policies.

Cross sections of three potential developments were prepared as part of the HIA that are all located a similar distance from the Rideau River. An addendum letter prepared by Commonwealth Historic Resource Management dated March 12, 2026 proposes a fourth concept consisting of a 40 metre (12-storey) building (see Figure 16). The addendum letter concludes that “the construction of any of the four concepts positions the building and surface parking well outside the 30-metre management setback. The combination of distance from the river, topography, and

mature vegetation will ensure that the development as presented in the conceptual plan does not have a visual impact from the river, nor does it interfere with the shoreline, vegetation, or navigation on the Canal or the tributary.”

Figure 16: Site Plan showing the height and placement of the 12-storey building prepared by Novatech.



3.2.3.2 Section 4.6: Urban Design

Policy 4 of Section 4.6.2 of the Official Plan states:

“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.”*

Policy 5 of Section 4.6.2 of the Official Plan states:

*“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.”*

A future Site Plan Control submission to the City is required to facilitate development of the Subject Site, including building design, entrances, and landscaping. These features will be designed with the above policy in mind to ensure that an enhanced urban character is provided.

Policy 7 of Section 4.6.6 states:

*“Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:*

- a) *Frame the street block and provide mid-block connections to break up large blocks;*
- b) *Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;*
- c) *Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect;*  
*and*
- d) *Provide sufficient setbacks and step backs to:*
  - i) *Provide landscaping and adequate space for tree planting;*
  - ii) *Avoid a street canyon effect; and*
  - iii) *Minimize microclimate impacts on the public realm and private amenity areas.”*

The proposed increased building height permission of 40 metres (12 storeys) with site specific transition provisions is consistent with the Right-of-Way Protection of 40 to 48 metres for this section of Prince of Wales Drive in Schedule C16 of the Official Plan. The proposed Height Schedule will outline the appropriate building transitions subject to:

- Complying with the regulations of the Ottawa Macdonald-Cartier International Airport Zoning
- Providing appropriate transitions from the neighbouring residential uses to the south

### 3.2.4 Rideau River

The Subject Site 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). Cross sections of three potential developments were prepared as part of the HIA that are all located a similar distance from the Rideau River. An addendum letter prepared by Commonwealth Historic Resource Management dated March 12, 2026, proposes a fourth concept consisting of a 40 metre (12-storey) building. The HIA concludes that the Subject Site has no heritage significance and the combination of distance from the river, topography, and mature vegetation will ensure that there is little visual impact from the river or interference with the shoreline, vegetation, or navigation on the Canal or the tributary.

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 Site. 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 recommended a limit of development that is greater than 30 metres from the Rideau River. The results of the Slope Stability Analysis are 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. The recommended limit of development implemented through delineation of the proposed O1R zone.

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 recommended development limit implemented through delineation the proposed O1R zone.

### **3.2.5 Outer Urban Transect**

Section 5.3 of the Official Plan sets out general policies and guidance for proposed development within the Outer Urban Transect.

Policy 1 of Section 5.3.1 of the Official Plan 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.”*

The Subject Site 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. Residential development in the vicinity of the Subject Site features predominantly large lot waterfront residential lots along the east side of Prince of Wales Drive. The proposed commercial and employment uses fit into the established pattern of development within the area. The Subject Site is located at the edge of the neighbourhood and the proposed increase in building height will have a minimal impact on surrounding uses.

Policy 2 of Section 5.3.1 of the Official Plan states:

*“The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:*

- a) Low-rise within Neighbourhoods;*
- b) Low- to Mid-rise along Minor Corridors*
- c) Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and*
- d) Mid- or High-rise in Hubs.”*

Policy 3 of Section 5.3.1 of the Official Plan states:

“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 Site is located within the Neighbourhood designation and building height is limited to low-rise (four storeys). The Zoning By-law Amendment proposes a maximum building height of 40 metres (12 storeys) with site-specific transition provisions from the Rideau River and neighbouring land uses. The Zoning By-law Amendment is consistent with the corresponding application for an Official Plan Amendment (*City File No. D01-01-25-0014*) to permit the requested building height.

### 3.2.6 Neighbourhood Designation

Section 6.3 of the Official Plan sets out policies related to Neighbourhood designations. Neighbourhoods are planned for ongoing gradual, integrated, and sustainable development.

Policy 2 of Section 6.3.1 of the Official Plan states:

“*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 within the Neighbourhood designation.*”

Policy 3 of Section 6.3.1 of the Official Plan states:

“*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 Site is surrounded by employment, commercial, and institutional uses. While outside of the Neighbourhood designation, there is 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 Zoning By-law Amendment is consistent with the corresponding application for an Official Plan Amendment (*City File No. D01-01-25-0014*) to permit the requested building height.

Policy 4 of Section 6.3.1 of the Official Plan 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 Site is located within proximity to the Ottawa International Airport and is not permitted to be developed with residential uses. The proposed Zoning By-law Amendments seeks to permit a range of non-residential uses that are compatible with the existing residential uses surrounding the Subject Site.

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.

Policy 4 of Section 6.3.3 of the Official Plan 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 Site and maintain compatibility with the context of the surrounding area. The Subject Site has frontage on Prince of Wales Drive, which is a designated arterial road.

Policy 6 of Section 6.3.3 of the Official Plan states:

*“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 Site have been limited to those that would not be a nuisance to nearby residences.

### **3.2.7 Protection of Health and Safety**

Section 10 of the Official Plan provides policy direction for the protection of health and safety. 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 Site is appropriate.

The Subject Site 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 Site will be respected for all development. The topography of the Subject Site is such that there are steep slopes up to the edge of the waterfront that will be protected by the recommended limit of development, and the delineation of the O1R zone. Any proposed development on the Subject Site 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 determined that the development is required to be setback greater

than 30 metres along the Rideau River to avoid unstable slopes on the Subject Site. This buildable limit will be implemented through the delineation of the O1R zone for lands that are deemed undevelopable.

Some of the proposed uses being requested for the Subject Site 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 Stationary Noise Opinion Letter 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 Site without impacting residential properties in the vicinity. The Stationary Noise Opinion Letter 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.

Policy 1 of Section 10.2.2 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.”*

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.

The Subject Site 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 13).

Policy 2 of Section 10.2.2 of the Official Plan state:

*“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.**

### **3.3 City of Ottawa Zoning By-Law 2008-250**

The Subject Site 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. The Subject Site is recommended to remain zoned Development Reserve (DR) in the Final Draft of the New City of Ottawa Zoning By-law (By-law No. 2026-50).

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 commercial or employment uses on the Subject Site.**

### **4.0 CONCLUSION**

The Subject Site is designated Neighbourhood in the Outer Urban Transect of the City of Ottawa Official Plan (2022). The Subject Site is currently zoned *Development Reserve – (DR)* in the *City of Ottawa Zoning By-law 2008-250* and requires a Zoning By-law Amendment to facilitate the development of the Subject Site.

The proposed Zoning By-law Amendment is appropriate to facilitate the future development of the Subject Site. The proposed uses will provide new employment opportunities for the local population as well as servicing the greater area as the Subject Site 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 Major Zoning By-law Amendment application is consistent with the policies of the Provincial Planning Statement.

Site-specific zoning provisions are requested for the Subject Site as follows:

- To permit a site-specific list of permitted uses.
- To permit a maximum building height of 40 m (12 storeys) with site-specific transition provisions.
- To require an increased corner side yard setback (Waterbend Lane).
- To permit vehicle storage within the Open Space Zone.

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 Site which has remained vacant for decades. The requested Zoning By-law Amendment establishes an appropriate zone for the Subject Site with respect to uses that would be compatible with both the Ottawa Airport and the existing residential properties in the vicinity.

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

Yours truly,  
**NOVATECH**

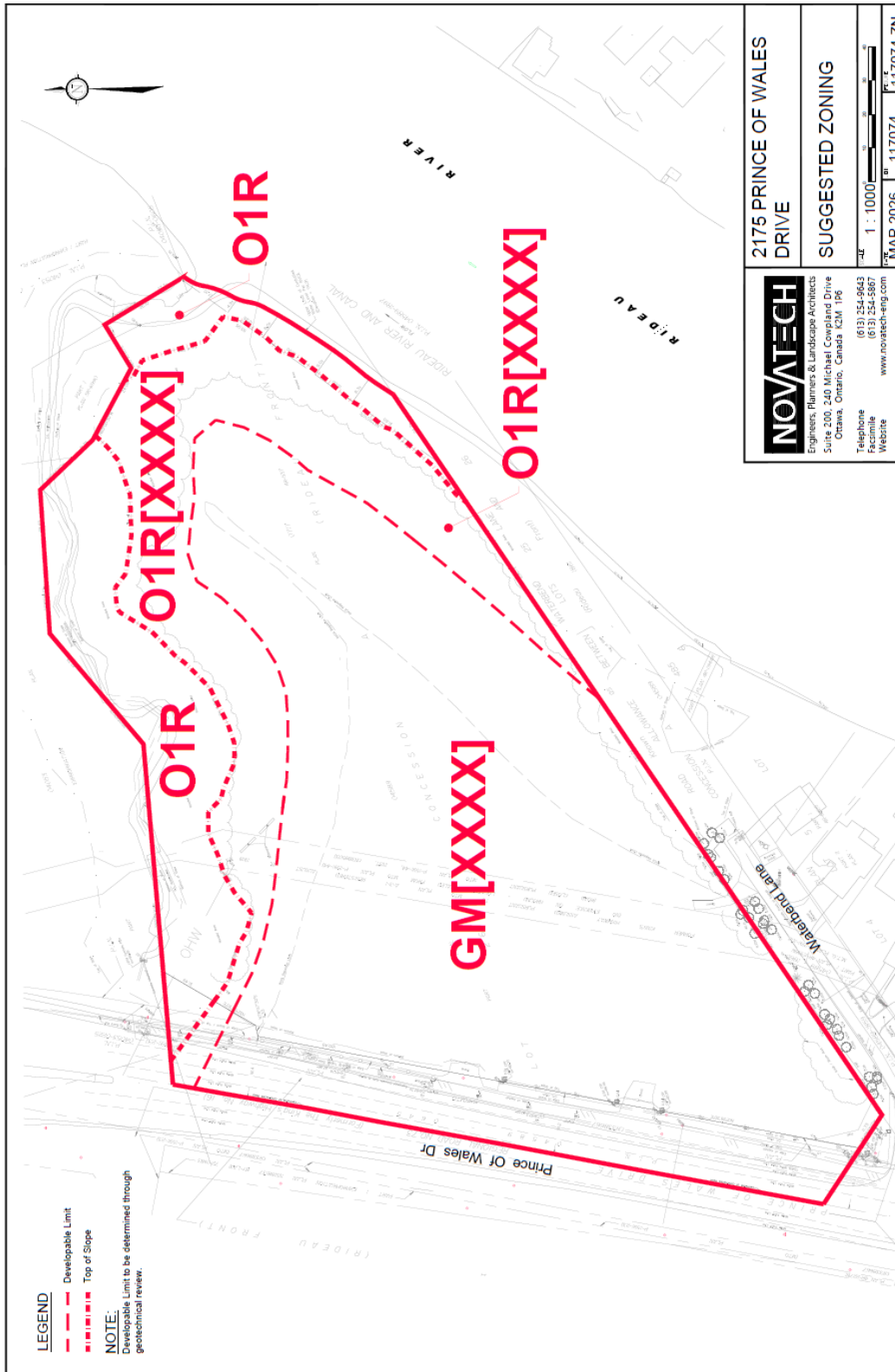


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APPENDIX "A"



APPENDIX "B"

