

December 21, 2017

BY EMAIL

City of Ottawa
Planning, Infrastructure and Economic Development Department
4th Floor
110 Laurier Avenue West
Ottawa, Ontario
K1P 1J1

Attention: Mary Dickinson, Planner

Dear Ms. Dickinson,

**Re: Planning Rationale Addendum in support of Zoning By-law Amendment Application
2175 Prince of Wales Drive
City File: D02-02-08-0121
Our File: 107005-6**

Further to your email of December 11, 2017, we have considered your comments and provide the following as an addendum to our Planning Rationale (Ref No. R-2017-041), dated June 2, 2017.

Outdoor Storage and Large Paved Areas

Section 4.6.3 (River and Canal Corridors) of the Official Plan provides policy direction for lands adjacent to the Ottawa River, Rideau River and Rideau Canal. Policy 4.6.3(1)(d) states, ***“The City will conserve the natural environment, cultural heritage, scenic qualities, and recreational potential of the Ottawa River, Rideau River and Rideau Canal World Heritage Site by: (d) Prohibiting land uses that require outside storage or large paved areas or that produce noise, fumes and dust;”***

The Subject Property is approximately 7.95 acres (3.22 ha). The developable area is estimated to be approximately 5.5 acres (2.23 ha) or 69% of the total land area available. The significant difference between the amount of developable versus undevelopable lands is that the Subject Property is affected by valley lands along the north property line and the Rideau River along the eastern property line. Watercourse and slope stability setbacks are required along these two property lines. Before development setbacks and landscaped areas are taken into consideration, the Subject Property will 31% remain undeveloped.

The majority of the undeveloped portion of the property will be within the natural corridor along the Rideau River, which will be in excess of 30 metres in width, as well as along the north property line which is centred on a natural valley. The protection of these natural buffers will ensure that the natural environment, cultural heritage, scenic qualities and recreational potential of the Rideau River will not be impacted by the parking areas that will be required for the development of the Subject Property.

With respect to outdoor storage, at the time a Site Plan Control application is prepared, the intended use and built form of the Subject Property will have been established. All uses proposed will require some form of outdoor storage, such as waste receptacles. The Site Plan Control process will provide the City of Ottawa the ability to ensure that these types of required facilities are properly screened from view. Outdoor storage is not defined in the Zoning By-law but is generally interpreted as the storage of a large volume of materials or goods in an unenclosed area on the property.

Many zones, including industrial zones that permit light industrial uses, prohibit outdoor storage associated with permitted uses. Regulating outdoor storage associated with uses such as 'light industrial uses' would be reasonable to implement with the rezoning of this property. Regulating outdoor storage should not apply to all requested uses, such as the storage of inventory and customer vehicles associated with an automobile dealership or landscaping materials for a garden nursery.

Large paved areas required for the parking of vehicles will be required regardless of use. Required parking rates that are similar to the number of parking spaces proposed in early concepts for the Subject Property would be associated with:

- **15,800 square metres (170,000 square feet) of office space.** An office building developed on a 40,000-square foot floorplate would represent a building of between four and five storeys. This height limit is anticipated to be well below the maximum height required by the Airport Zoning Regulations.
- **A 300-room hotel complex with restaurant.** A hotel with 75 rooms per floor would represent a five-storey building with four floors of hotel rooms and a ground floor of common amenities such as a restaurant (parking would be calculated at the restaurant rate), banquet rooms, pool and exercise rooms.
- **3,800 square metre (40,900 square feet) of a place of assembly or recreational and athletic facility.** A place of assembly (such as a convention centre) or recreational athletic facility with a 40,900-square foot floorplate may only be one-storey in height.

The above examples are all reasonable densities for the development of this property, strategically located at Hunt Club Road and Prince of Wales Drive.

Potential for Noise, Dust and Fumes

For the list of uses requested in the Zoning By-law Amendment application, noise, dust and fumes are not a concern. The main source of noise and fumes for some of the industrial and automobile-related uses requested relate to the equipment and processes needed to perform a service, such as the servicing of vehicles or the light manufacturing of products. Modern industrial buildings, including automobile dealerships and warehouses are often climate-controlled and ventilated which requires that overhead doors to remain closed during normal operation. Equipment noises and fumes from mechanical or preparatory processes (such as light manufacturing or repair of goods) would be generated exclusively indoors and would have minimal impact on adjacent properties. Dust is not a concern as the Zoning By-law requires all parking areas, loading areas and drive aisles be hard surface.

Drive-through Facility as a Permitted Use

With respect to the request for “drive-through facility” as a permitted use, evidence accepted by the Ontario Municipal Board in its decision issued December 4, 2009 (PL080959), the City acknowledged that “a 20% reduction of parking spaces for restaurant drive-throughs is appropriate, given that people in drive-throughs don’t occupy parking spaces”. The methodology is that vehicles utilizing a drive-through service will be on the property for a shorter period of time than if the same service required the customer to park and enter the building. Providing a drive-through facility associated with one of the uses being requested would have the net affect of requiring less parking and could increase the amount of landscaped space provided on the property.

Slope Stability Setbacks

With respect to slope stability setbacks, it is understood that the City’s position is generally to require that setbacks to watercourses and unstable slopes be established at the greatest of the following setbacks:

- 30 metres to the normal highwater mark;
- 15 metres to the top of bank; or
- A recommended geotechnical limit of hazard lands through a slope stability analysis.

The Slope Stability Analysis prepared by Paterson Group has identified that the geotechnical limit of hazard lands is greater than the setbacks required to the normal highwater mark and the top of bank. The identified geotechnical limit includes a 6-metre allowance for safe access to the slopes on the north and east sides of the property. The recommendation from Paterson Group is to utilize this setback as the appropriate development setback for this property. Through a Site Plan Control process, it is recommended that the 6-metre safe access area be utilized to provide space for parking and drive aisle while ensuring a stable surface if shoreline and slope maintenance is required.

Uses adjacent to Environmentally Sensitive Areas

With respect to locating industrial and/or automobile-related uses adjacent to environmentally sensitive areas, such as river corridors, the Subject Property benefits from having a significant buffer to the Rideau River due to the standard and required development setbacks described above. The buffer along the Rideau River is greater than 30 metres along the entire waterfront. It is understood that the City is considering zoning this section of the property as Open Space, which would prevent other uses from encroaching closer than would be otherwise permitted. The Subject Property will also be required to undergo a Site Plan Control application, which would further identify the developable limits of the property and could establish any further restrictions through clauses in the Site Plan Control Agreement registered on title.

In addition to setbacks, development of the property will be subject to a stormwater management design. All stormwater runoff be directed to a treatment system that will ensure that stormwater discharging from the site is properly treated to City and Conservation Authority standards for water quality and quantity. Oil and lubricants, which are generally associated with automobile repair and service, will be contained within the buildings and are subject to MOECC regulations for handling and storage which ensures that the potential for spills and contamination are limited and contained.

We trust this addresses the comments raised in your email. If you have any questions or comments, please do not hesitate to contact myself.

Yours truly,
NOVATECH



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

cc. Thomson Family
Zena Investments