

Engineering

- Land/Site Development
- Municipal Infrastructure
- Environmental/Water Resources
- Traffic/Transportation
- Structural
- Recreational

Planning

- Land/Site Development
- Municipal
- Planning Documents & Studies
- Urban Design
- Expert Witness (OMB)
- Wireless Industry

**2175 Prince of Wales Drive
City of Ottawa Planning Rationale**



Prepared for the City of Ottawa

**2175 PRINCE OF WALES DRIVE
CITY OF OTTAWA**

PLANNING RATIONALE

Prepared for:

City of Ottawa
110 Laurier Avenue West
Ottawa, Ontario
K1P 1J1

Prepared By:

NOVATECH ENGINEERING CONSULTANTS LTD.
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

November 20, 2008

Novatech File: 107005-6
Ref. No.: R-2008-191

November 20, 2008

City of Ottawa
Planning Transit and the Environment Department
110 Laurier Avenue West
Ottawa, Ontario
K1P 1J1

Attention: Mr. Colin White
Program Manager, Development Review South

Reference: 2175 Prince of Wales Drive, Application for Zoning By-law Amendment
Planning Rationale
Our File No. 107005-6

The following Planning Rationale Report is prepared for the City of Ottawa in support of a zoning by-law amendment application for the above-mentioned property.

The following Planning Rationale Report has been prepared for the City of Ottawa in support of an application for Zoning By-law Amendment to permit future commercial and/or industrial development for 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 on the property.

Based on the findings of this Rationale, the proposed zoning is consistent with the Provincial Policy Statement, conforms to the policies in the City of Ottawa Official Plan, and is consistent with other relevant planning documents.

If you have any questions as you complete your review, please do not hesitate to contact me at your earliest convenience.

Sincerely,
NOVATECH ENGINEERING CONSULTANTS LTD.



Adam Thompson, MCIP RPP
Project Planner

cc: S. Thomson

CONTENTS

1.0 Introduction	2
2.0 Location and Community Context.....	3
3.0 Description of Subject Property	5
4.0 Relevant Planning Documents	
4.1 Provincial Policy Statement.....	6
4.2 City of Ottawa Official Plan	8
4.3 MOE Guideline D-6: Compatibility of Sensitive Uses....	16
4.4 Transport Canada Land Use Guidelines.....	18
5.0 Proposed Zoning By-law Amendment	20
6.0 Conclusion	23
Appendix 'A' – Proposed By-law Amendment.....	24

1.0 INTRODUCTION

Novatech Engineering Consultants Ltd. (Novatech) has prepared this Planning Rationale Report in support of an application for a Zoning By-law Amendment to rezone the lands known municipally as 2175 Prince of Wales Drive (herein referred to as the '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.

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

The zoning by-law amendment requested is to replace the 'DR' Zone with a 'General Industrial' (IG) Zone, with site-specific exceptions. The exceptions are proposed to remove uses that could be potentially incompatible with nearby residential properties and to permit additional uses that serve the general public, such as restaurants, hotels and entertainment venues.

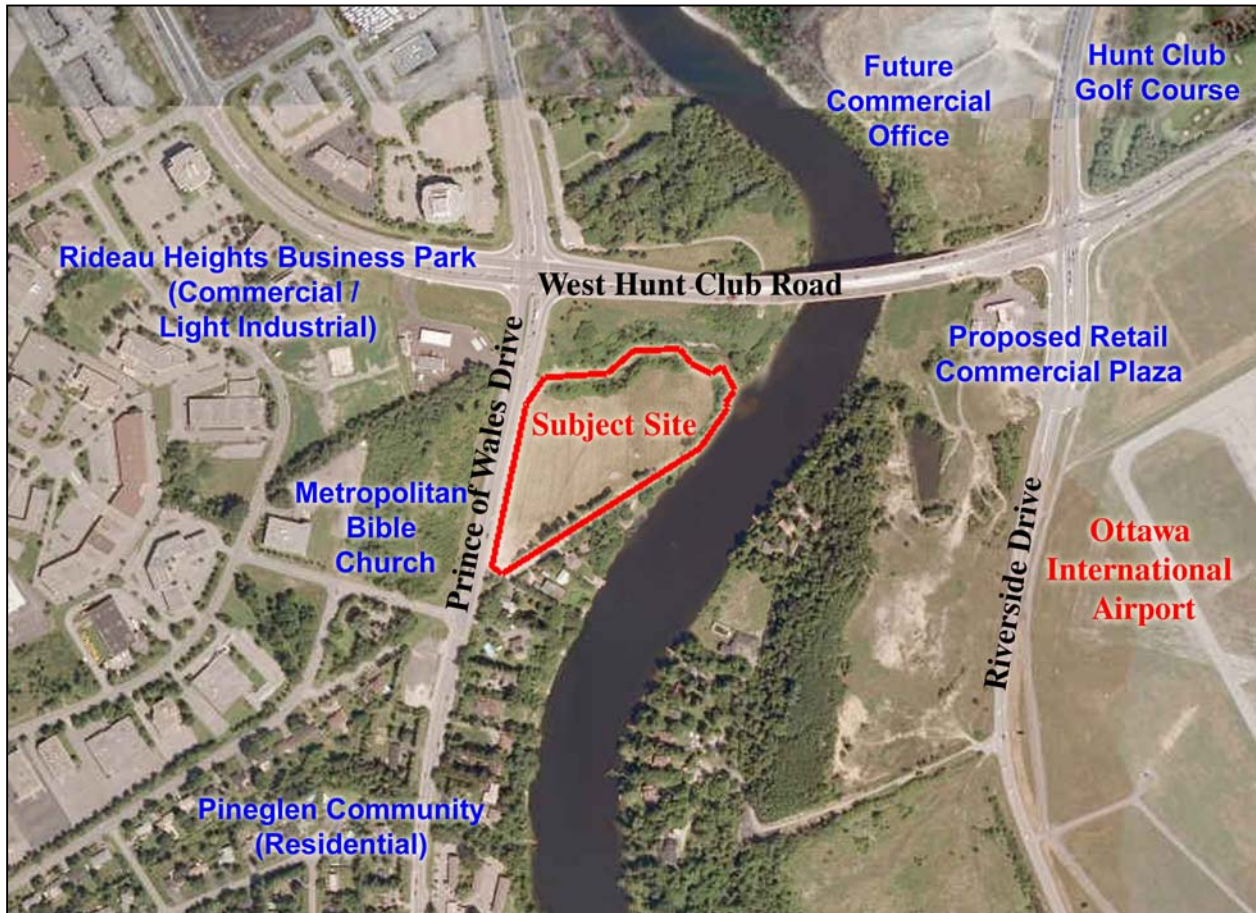
The purpose of the application is to establish permitted uses on the Subject Property in order to facilitate development of the land for an appropriate range of uses. There are no detailed development plans or proposals associated with this application. The application is not intended to establish controls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

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;
- Conform to the policies of the City of Ottawa Official Plan;
- 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).



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 Regional Municipality of Ottawa-Carleton (now the City of Ottawa).

The uses 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 other uses include a motel (Monterey Inn Resort) and a fast-food restaurant (Tim Hortons), both south of the Subject Property.

West of Prince of Wales Drive, the land uses are generally split at MacFarlane Road. North of MacFarlane Road is the Rideau Heights Business Park, which contains a mix of service commercial uses, industrial 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 recently completed Metropolitan Bible Church.

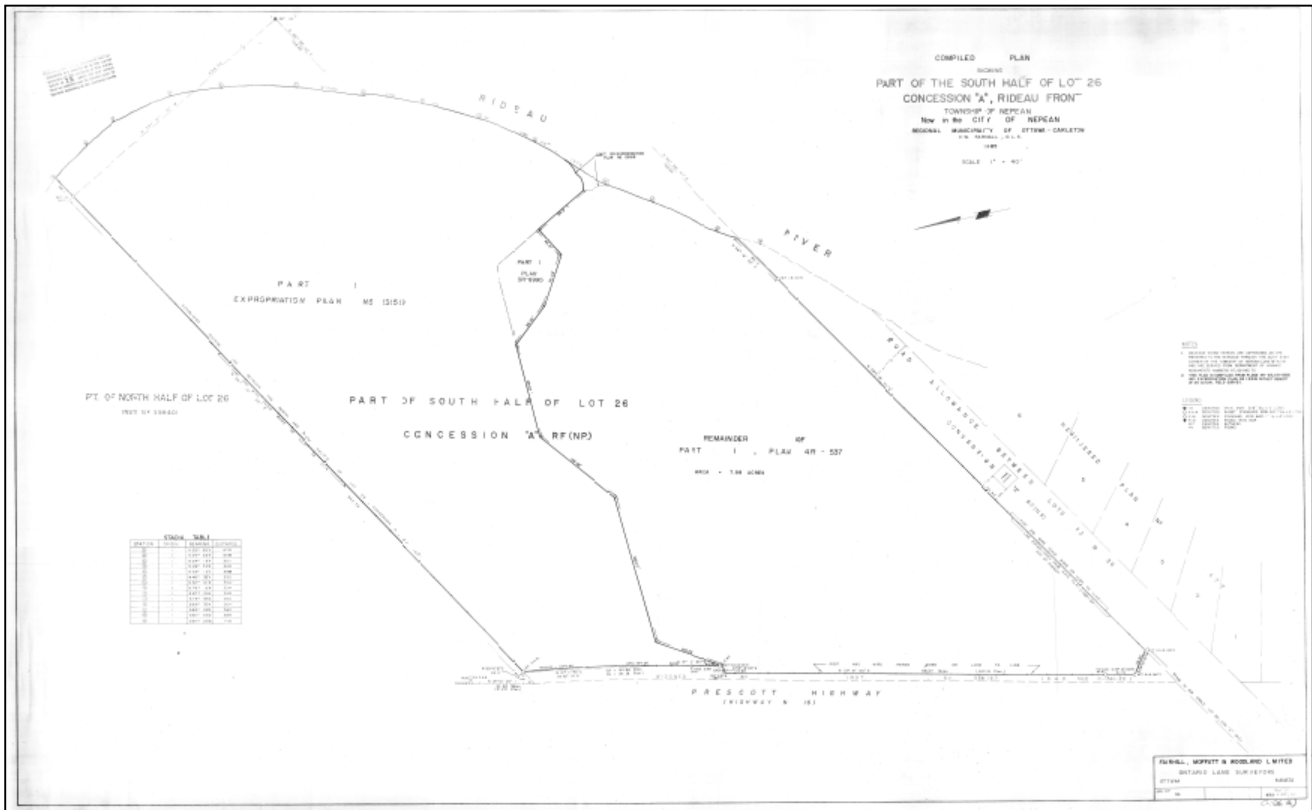
South of MacFarlane Road is a residential community known as the Pineglen neighbourhood. This residential area was originally developed in the 1960s. Large lots and a mix of bungalow and two-storey dwellings characterize the Pineglen neighbourhood.

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 Macdonald-Cartier International Airport. Uses and building heights for the Subject Property are limited by the proximity to the airport, and specifically Runway 14-32.

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 (Michael J.E. Sheflin). 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.



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 RELAVENT PLANNING DOCUMENTS

4.1 PROVINCIAL POLICY STATEMENT (2005)

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect on March 1, 2005. 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 in accordance with policy 1.8; and*

(b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.”

This proposal is consistent with this section of the PPS given the location of the Subject Property in relation to the City of Ottawa. 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 the end result 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 per the following:

- Relating to Section 2.1 (Natural Heritage) the Subject Property does not 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;
- Relating to Section 2.3 (Agriculture), The Subject Property is within the urban designation in the Ottawa Official Plan; therefore MDS Guidelines do not apply and the proposal is consistent with the PPS;
- 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 has recently been designated as a UNESCO World Heritage Site. In support of a Site Plan application, an evaluation may be required to determine that there is no affect 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;

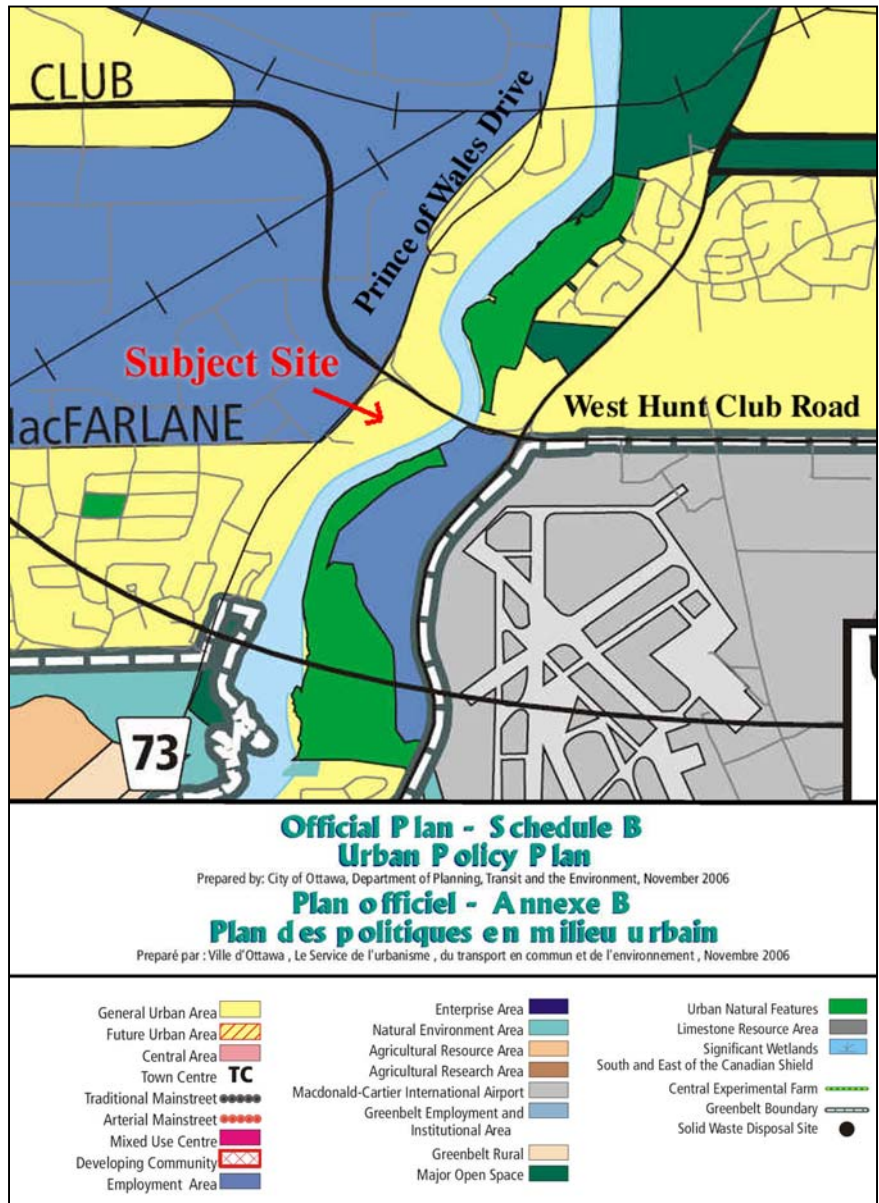
Section 3.0 of the PPS provides policies related to the protection of public health from natural and man-made hazards, such as areas prone to flooding, chemical hazards, contamination hazards and mine hazards. As discussed in reference to Section 2.1 of the PPS, the Subject Property is adjacent to the Rideau River. Site development of the Subject Property will be required to be outside of the 1:100 year floodplain. Depending on the scale and layout of a potential development, slope stability along the Rideau River may need to be assessed at the time of site plan approval.

4.2 CITY OF OTTAWA OFFICIAL PLAN (2007 Consolidation)

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 2007 Official Plan Consolidation (the 'Official Plan') was used for reference.

The subject site 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 all 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.

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 (5) 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 along the rapid-transit system, 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, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, 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 any additional traffic generation from the Subject Property can be accommodated on the adjacent road network. At the time of a site plan application for the Subject Property, a traffic impact assessment may be required to address road capacities and potential access locations.

The Subject Property is outside any established residential neighbourhoods, 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.

Recognizing that the General Urban Area designation contains broad permissions with respect to land use, the Official Plan also contains policies to address compatibility among the various permitted uses.

Section 4.11 of the Official Plan discusses issues of compatibility in reviewing planning applications. Policy 4.11 (1) of the Official Plan states,

“When evaluating compatibility of development applications, the City will have regard for the policies of the site’s land use designation and all applicable Community Design Plans, Secondary Plans, or site specific policies, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10.”

Section 2.5.1 of the Official Plan outlines objectives for the City with respect to urban design for all new development. The intent of these objectives and policies is to encourage new development to be designed in accordance with new urban standards to be determined by the City.

Sections 4.1 through 4.10 (inclusive) are similar to the policies of Section 2.0 in the Provincial Policy Statement (2005), in that they relate to the use and management of resources. The subject property adheres to the policies as per the following:

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 designated 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. None of the features, as identified in Table 4.2 of the Official Plan, are adjacent to the Subject Property.

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

The Subject Property is located at 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. 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 has access to a seven-day transit service route on Hunt Club Road. The Subject Property is accessible by car, bicycle and public transit.

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. The proposed development will 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.

As discussed in Section 2.2 of this Report, 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, will be required for any development application adjacent to the Rideau River and Canal, which will be reviewed in consultation with Parks Canada and the National Capital Commission.”

Through the Site Plan approval process, development plans should consider the historical context of the Rideau Canal. A Cultural Heritage Impact Study may need to be completed in support of a Site Plan application for the Subject Property.

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. An archaeological assessment may be required prior to any site alteration on the Subject Property.

Schedule ‘I’ of the Official Plan shows the Prince of Wales corridor designated as a Scenic Entry Route and also shows Major Recreational Pathway 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.

Policy 4.7 (Environmental Protection)

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

The Subject Property is currently a vacant field with very few existing trees. 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 provide additional detail on tree preservation.

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 setback requirement from the river, a Slope Stability Assessment may be completed in support of a Site Plan application for the Subject Property.

Policy 4.8 (Protection of Health and Safety)

Schedule ‘K’ of the Official Plan (see Figure 4) provides the locations of many environmental hazards that exist in the City of Ottawa. 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.

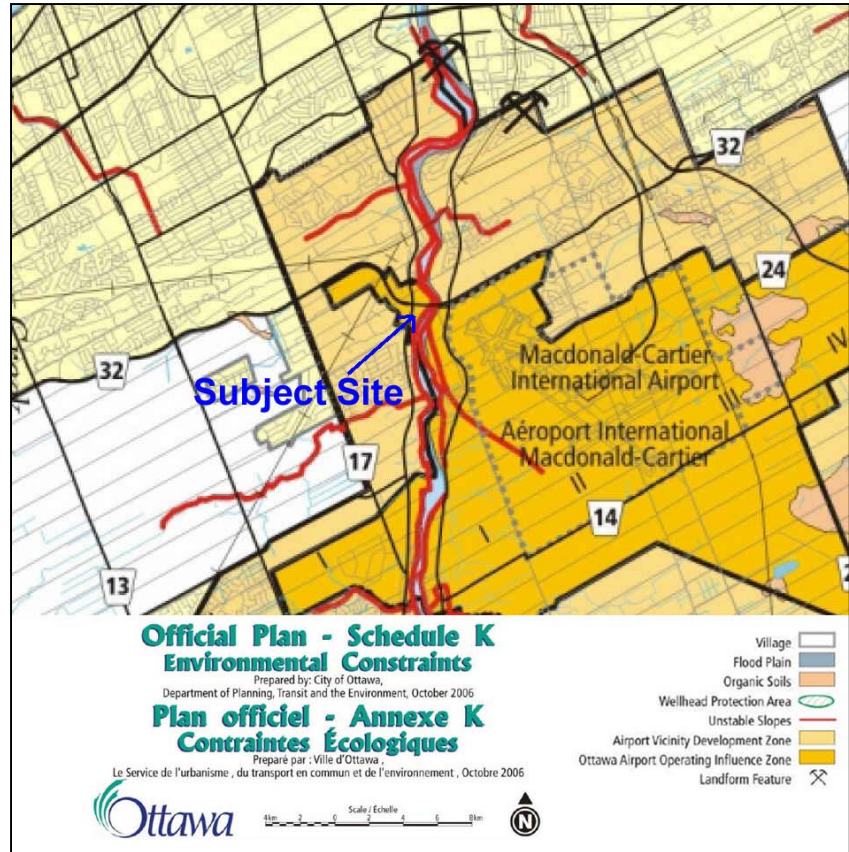
Similar to the review of the PPS, consideration of the Official Plan policies should include an assessment of the 1:100 year floodplain and the stability of slopes in proximity to the river prior to the development of the land. These studies should be completed in support of a site plan application for the Subject Property.

Official Plan Policy 2 in Section 4.8.7 notes that a detailed noise study may be required for any new development. Some uses proposed in the zoning by-law amendment application should not require a detailed noise study, such as, but not limited to: automobile body shop or service station, catering establishment, light industrial uses, printing plant and service and repair shop.

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.

As noted, the Subject Property is in close proximity to both the Ottawa Macdonald-Cartier International Airport and two major arterial roads, Hunt Club Road and Prince of Wales Drive. These transportation facilities generate a level of noise that may reduce the opportunity to develop some for noise-sensitive uses, such as residential uses or any uses where intruding noise may create an adverse effect. Should a detailed noise study be required in support of a Site Plan application for the Subject Property, the study may examine noise generation from both the airport and the arterial roads.

The Official Plan notes that where hotels and motels are proposed, these uses should require noise studies. Official Plan policy 4.8.7 (6) states,



“A detailed noise control study will be required for any redevelopment of existing residential and other noise-sensitive land uses and infilling of new residential uses. Development of hotels or motels will only be permitted where it can be demonstrated that such land uses are highly desirable in terms of the location and the attributes of the site.”

The location of the Subject Property on two arterial roads has the potential to attract uses that benefit from exposure to major roads, such as hotels, retail, restaurants and others. These uses in particular will require detailed noise studies in support of a Site Plan application for the Subject Property.

Policy 4.9 (Energy Conservation Through Design)

The Subject Property has the potential to take advantage of solar energy and other landscape features in its overall design. These elements should be considered when preparing an overall development plan.

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 agreed upon between the developer and the City in situations where dedication of parkland is not warranted or appropriate. Determination of parkland requirements may be reviewed during the Site Plan approval process.

Policy 4.11 (Compatibility)

Section 4.11 of the Official Plan discusses issues of compatibility in reviewing planning applications. Designations such as General Urban Area permit a broad range of uses. It is necessary for zoning by-laws to establish more specific uses permitted and performance standards. Policy 4.11.1 states that,

“When evaluating compatibility of development applications, the City will have regard for the policies of the site’s land use designation and all applicable Community Design Plans, Secondary Plans, or site specific policies, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10.”

With regard to the subject property, there are no Community Design Plans or Secondary Plans in effect. The design objectives in Section 2.5.1 of the Official Plan are not relevant in this case as there are no proposed buildings associated with the zoning by-law amendment application.

The proposed uses are similar to those in the adjacent Rideau Heights Business Park, although in the case of the Subject Property, the residential dwellings on the south side of Waterbend Lane also need to be considered. Uses that could be incompatible with residential uses, such as heavy manufacturing facilities, outdoor industrial facilities such as cement plants, or industries that involve the processing of chemicals, are not being sought in the zoning by-law amendment for the Subject Property.

4.3 MOE GUIDELINE D-6: COMPATIBILITY OF SENSITIVE USES

In determining which industrial uses should 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.

4.4 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. In consideration of the appropriate uses for the Subject Property, the criteria for uses between the 35 and 30 NEF have been used. 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 should consider these compatible uses, but also 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:

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>

In support of Site Plan applications for any of the uses listed in the above table, a detailed noise analysis should be completed according to 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

5.0 PROPOSED ZONING BY-LAW AMENDMENT

The first step for determining an appropriate zone for the Subject Property is to look at the surrounding zones. In this case, the industrial zones west of the Subject Property provide an indication of the zoning that should be considered, which is 'General Industrial, Subzone 5 (IG5)'. At the time of preparing this Rationale, the IG5 Zone is the subject of an appeal to the Ontario Municipal Board. As the requested zoning by-law amendment is expected to be site-specific, it is recommended to base the zoning on the General Industrial Zone (IG).

The uses permitted in the IG Zone are as follows:

- animal hospital
- automobile body shop
- broadcasting studio
- catering establishment
- crematorium
- day care
- drive-through facility
- emergency service
- garden nursery
- heavy equipment and vehicle sales, rental and servicing
- kennel
- leaf and yard waste composting facility
- light industrial uses
- medical facility
- office
- park
- parking garage
- parking lot
- place of assembly
- printing plant
- production studio
- research & development centre
- service and repair shop
- small batch brewery
- storage yard
- technology industry
- training centre

- truck transport terminal
- warehouse
- waste processing and transfer facility (non-putrescible)

The IG zone also permits uses that are generally ancillary to the uses listed above. These uses include the following:

- animal care establishment
- automobile dealership
- automobile rental establishment
- automobile service station
- bank
- bank machine
- car wash
- convenience store
- gas bar
- instructional facility
- personal service business
- post office
- recreational and athletic facility
- restaurant

The service commercial and retail uses listed above are subject to restrictions in floor area in Sections 199 (2) (b) and (c) of Zoning By-law 2008-250. Sections 199 (2) (b) and (c) are under appeal as of the date of this Rationale. The proposed zoning by-law amendment requests that Sections 199 (2) (b) and (c) do not apply to the Subject Property.

Of the uses generally permitted in the IG Zone, certain uses should be prohibited by site-specific exception in order to maintain compatibility with surrounding uses. These uses would have the potential to adversely affect nearby residential properties, due to odours, noise and other factors. The prohibited uses should be:

- leaf and yard waste composting facility
- truck transport terminal
- waste processing and transfer facility (non-putrescible)

Although the list of uses permitted in the IG Zone is wide-ranging, there are additional uses that should be considered for the Subject Property. These uses would be consistent with Transport Canada publication TP-1247E and would benefit from the Subject Property's prominent location on the corner of Price of Wales Drive and Hunt Club Road. Additional uses that should be permitted by way of site-specific exception are:

- bar
- cinema
- funeral home
- hotel
- library
- municipal service centre
- nightclub
- place of worship
- residential care facility
- retirement home
- theatre

The requested zoning by-law amendment does not propose to amend performance standards applicable to the IG zone with respect to the Subject Property.

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

6.0 CONCLUSION

This report has been prepared in support of an application for Zoning By-law Amendment to permit future commercial and/or industrial development for 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. Further studies regarding natural and cultural features should be completed during the Site Plan approval process.

Schedule 'B' of the City of Ottawa Official Plan (Consolidation 2007) 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 report 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.

APPENDIX ‘A’

BY-LAW 2008-XX

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:

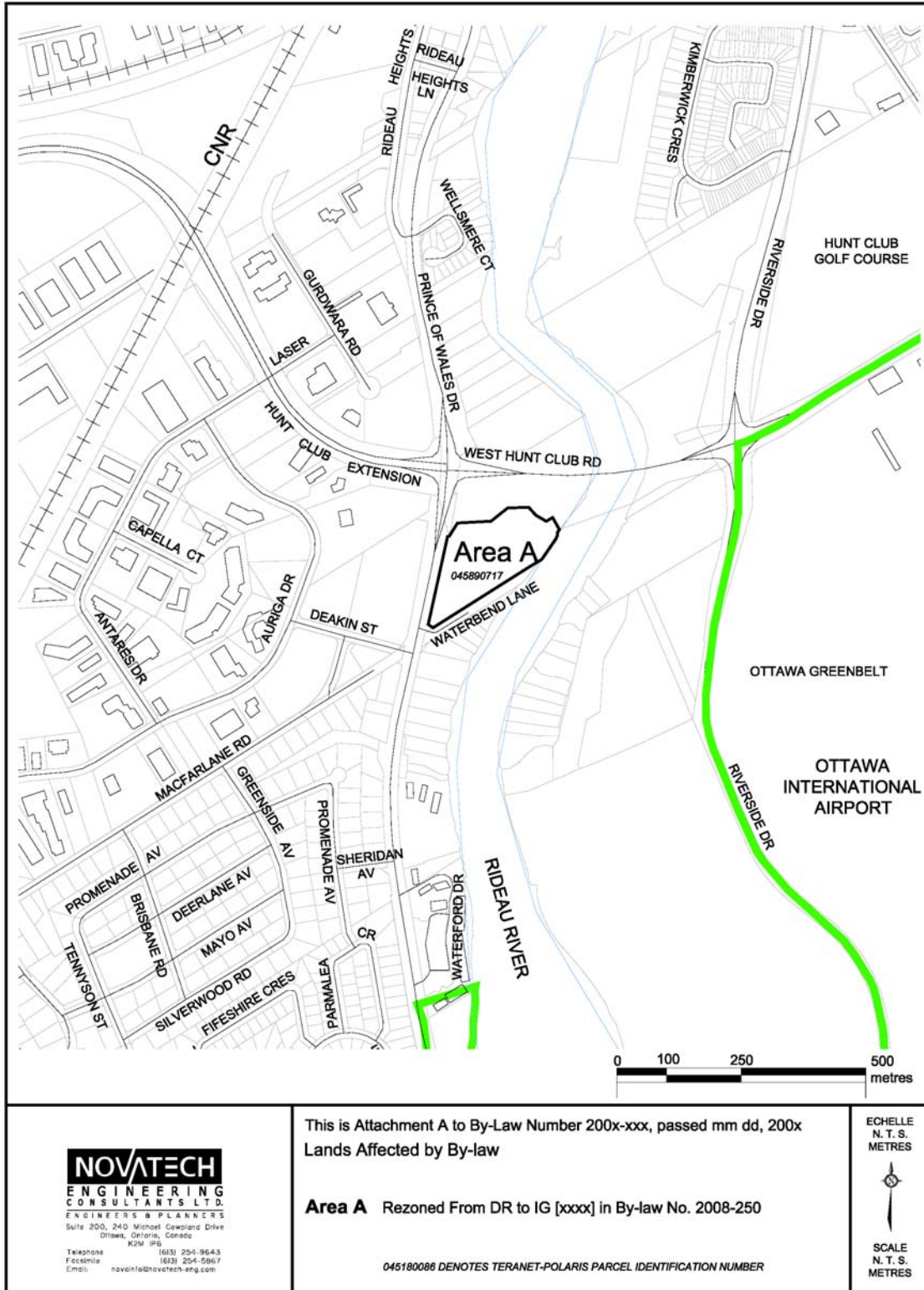
1. The Zoning By-law Map of By-law 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by rezoning the lands shown on Attachment No. 1 to this by-law as follows:

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

2. 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 [****]	<ul style="list-style-type: none"> – bar – cinema – funeral home – hotel – library – municipal service centre – nightclub – place of worship – residential care facility – retirement home – retirement home, converted – theatre 	<ul style="list-style-type: none"> – leaf and yard waste composting facility – truck transport terminal – waste processing and transfer facility (non-putrescible) 	Subsections 199 (2) (b) and (c) shall not apply.

ATTACHMENT NO. 1



NOVATECH
 ENGINEERING
 CONSULTANTS LTD.
 ENGINEERS & PLANNERS
 Suite 200, 240 Michael Cowpland Drive
 Ottawa, Ontario, Canada
 K2M 1P6
 Telephone: (613) 294-9643
 Facsimile: (613) 294-5967
 Email: novainfo@novatech-eng.com

This is Attachment A to By-Law Number 200x-xxx, passed mm dd, 200x
 Lands Affected by By-law

Area A Rezoned From DR to IG [xxxx] in By-law No. 2008-250

045180086 DENOTES TERANET-POLARIS PARCEL IDENTIFICATION NUMBER

ECHELLE
 N. T. S.
 METRES

 SCALE
 N. T. S.
 METRES