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## 2175 Prince of Wales Drive Planning Rationale

Prepared for: Zena Investment Corporation

**2175 Prince of Wales Drive  
Ottawa, Ontario**

**Planning Rationale  
in support of  
Official Plan Amendment**

Prepared for:

**Zena Investment Corporation**

Prepared By:

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

May / 27 / 2025

Novatech File: 117074  
Ref: R-2025-45

May 27, 2025

City of Ottawa  
Planning, Development, and Building Services Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Kimberley Baldwin, Planner III, Development Review West**

**Reference: Official Plan Amendment Application  
2175 Prince of Wales Drive  
Our File No.: 117074**

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The following Planning Rationale has been prepared in support of an Official Plan Amendment application to increase the permitted building height in order to facilitate future commercial development at 2175 Prince of Wales Drive (the "Subject Site").

The Subject Site is designated Neighbourhood within the Outer Urban Transect of the City of Ottawa Official Plan (2022). The property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. A Zoning By-law Amendment application has been filed to rezone the Subject Site to a General Mixed Use (GM) zone with site-specific exceptions (D02-02-08-0121).

It is proposed to amend the Official Plan with an Area Specific Policy to permit additional height on the Subject Site. This will facilitate commercial development on the Subject Site, which will be further refined with the Zoning By-law Amendment application and a future Site Plan Control application.

This Planning Rationale examines the location and context of the Subject Site, provides a description of the proposed development, sets out the planning policy and regulatory framework of the Subject Site, and makes a recommendation on the Official Plan Amendment.

Should you have any questions regarding any aspect of this application please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Simran Soor, MCIP, RPP  
Project 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 an Official Plan Amendment to permit a maximum building height of 40 metres (12 storeys) on the Subject Site.

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 has an approximate area of 3.23 hectares with approximately 180 metres of frontage along Prince of Wales Drive and approximately 90 metres of useable frontage along Waterbend Lane. While the Subject Site technically has frontage on West Hunt Club Road, the stormwater outlet in this location prevents the site from physically accessing West Hunt Club Road.

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

It is proposed to develop the Subject Site with a commercial development. The type of use has not been determined at this time. The proposed Official Plan Amendment will create an Area Specific Policy for the Subject Site that will permit a maximum height of 40 metres subject to:

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

Details regarding the form of development and site design will be refined through the Zoning By-law Amendment and Site Plan Control processes.

The proposed Official Plan Amendment is consistent with the Provincial Planning Statement as it will facilitate the development of a vacant site with commercial and employment uses in an area that cannot be developed with residential uses. The Subject Site is well located and is an adequate size to support commercial and employment uses. The proposed Official Plan Amendment respects restrictions imposed by the Airport Authority. The proposal will not impact airport functions.

The Subject Site is designated Neighbourhood within the Outer Urban Transect in the City of Ottawa Official Plan. The Official Plan Amendment generally conforms to the policies of the Official Plan (2022), including the policies of Section 12.3 regarding the creation of Area Specific Policies. The Subject Site is appropriately located for a commercial use with an increased building height since the site is located at the intersection of two arterial roads and at the edge of the neighbourhood. The proposed height respects the height restrictions of the Ottawa Macdonald-Cartier International Airport Zoning Regulations and will meet the required setback from the Rideau River. The Official Plan Amendment will provide the necessary transition to neighbouring properties. These transitions and buffers will be refined as part of the Zoning By-law Amendment and Site Plan Control applications.

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250. As part of a separate Zoning By-law Amendment application, the Subject Site is proposed to be rezoned to a General Mixed Use (GM) zone.

The Official Plan Amendment application is appropriate for the development of the Subject Site and represents good land use planning.

## **1.0 INTRODUCTION**

Novatech has prepared this Planning Rationale in support of an Official Plan Amendment to permit an increased building height for a commercial development on the property municipally known as 2175 Prince of Wales Drive (the “Subject Site”).

The Subject Site is designated Neighbourhood in the Outer Urban Transect of the City of Ottawa Official Plan (2022). The property is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law. A Zoning By-law Amendment has been submitted to rezone the Subject Site to a General Mixed Use (GM) zone with a site-specific zoning exception (D02-02-08-0121).

This Planning Rationale will demonstrate that the proposed Official Plan Amendment will:

- Be consistent with the policies of the Provincial Planning Statement (2024);
- Generally conform to the policies of the City of Ottawa Official Plan (2022);
- Establish appropriate Area-Specific Policies as directed by Section 12.3 of the Official Plan; and
- Maintain compatibility with the surrounding uses and community context.

### **1.1 Site Location and Description**

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) of the City of Ottawa. The Subject Site also has frontage along Waterbend Lane to the south. The Subject Site is currently vacant.

The Subject Site has an approximate area of 3.23 hectares with approximately 180 metres of frontage along Prince of Wales Drive and approximately 90 metres of useable frontage along Waterbend Lane. The Subject Site technically has frontage on West Hunt Club Road as the limits of the right-of-way extend to the centreline of the stormwater outlet and valley. However, the stormwater outlet prevents the site from physically accessing West Hunt Club Road.

Figure 1: Aerial Photo of the Subject Site (Source: GeoOttawa, 2022)



Figure 2: Subject Site from Prince of Wales Drive (Source: Google Streetview, Oct 2024)



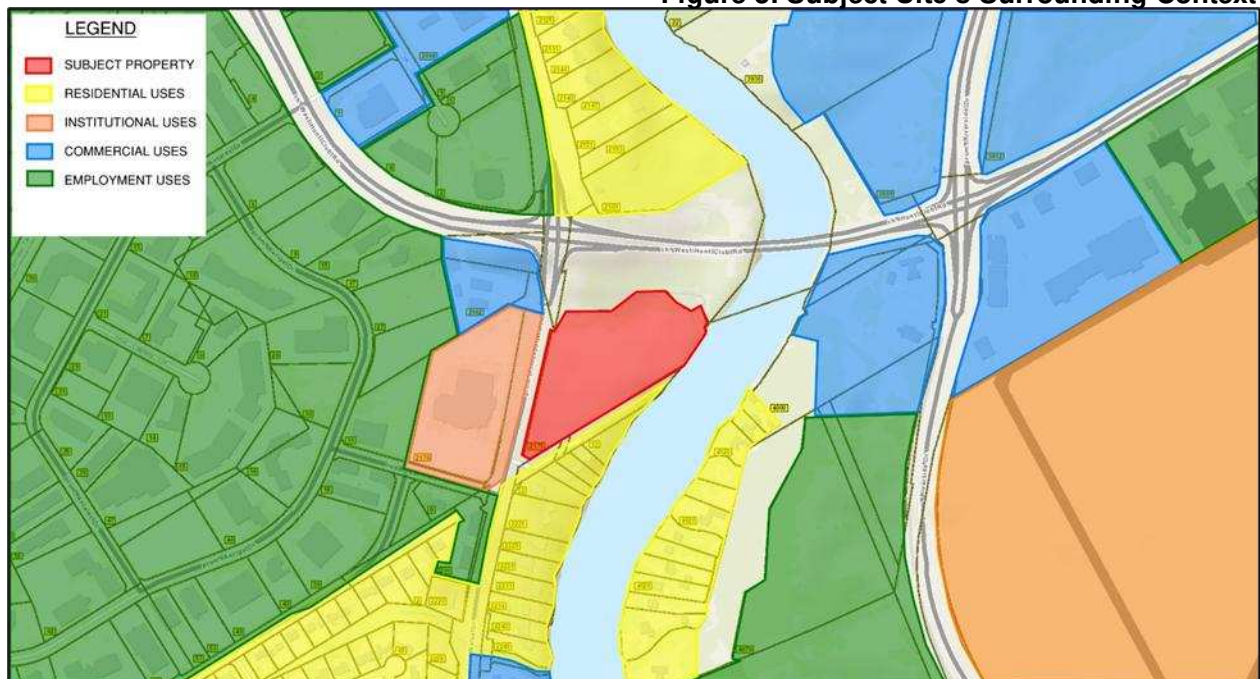
## 1.2 Community Context and Connectivity

### 1.2.1 Community Context

The Subject Site is located in an area primarily comprised of employment, commercial, and institutional uses with some residential uses to the north and south (see Figure 3). Most of the uses in the surrounding area are restricted due to the constraints related to the Ottawa International Airport and the Airport Operating Influence Zone (AOIZ) requirements. The AOIZ restricts sensitive land uses from being located within the north runway approach.

Directly to the north of the Subject Site there 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. Further to the north, there are a number of large waterfront residential lots located on the east side of Prince of Wales Drive and west of the Rideau River. There are also office uses to the northwest of the Subject Site, including a six-storey office building at the northwest corner of Prince of Wales Drive and West Hunt Club Road. Directly to the west of the Subject Site there is the Metropolitan Bible Church and a gas bar with a convenience store, drive-through facility, and a car wash. Further to the west, there is the Hunt Club-Antares Business Park, where a number of low-rise employment uses are located. Directly to the south of the Subject Site there are 5 residential lots which are developed with detached dwellings. Further to the south, there is a hotel and event space as well as residential uses along the Rideau River. Directly to the east of the Subject Site is the Rideau River. Further to the east is the Ottawa International Airport.

**Figure 3: Subject Site's Surrounding Context**



**Figure 4: Land uses to the north of the Subject Site (Source: Google Streetview, Oct 2024)**



**North:** Immediately north of the Subject Site across West Hunt Club Road are waterfront dwellings and a six storey office building.

**Figure 5: Land uses to the south of the Subject Site (Source: Google Streetview, Oct 2024)**



**South:** Immediately south of the Subject Site are detached dwellings.

Figure 6: Land uses to the west of the Subject Site (Source: Google Streetview, Oct 2024)



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

Figure 7: Land uses to the east of the Subject Site (Source: GeoOttawa, 2022)



**East:** Immediately east of the Subject Site is the Rideau River.

### 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.

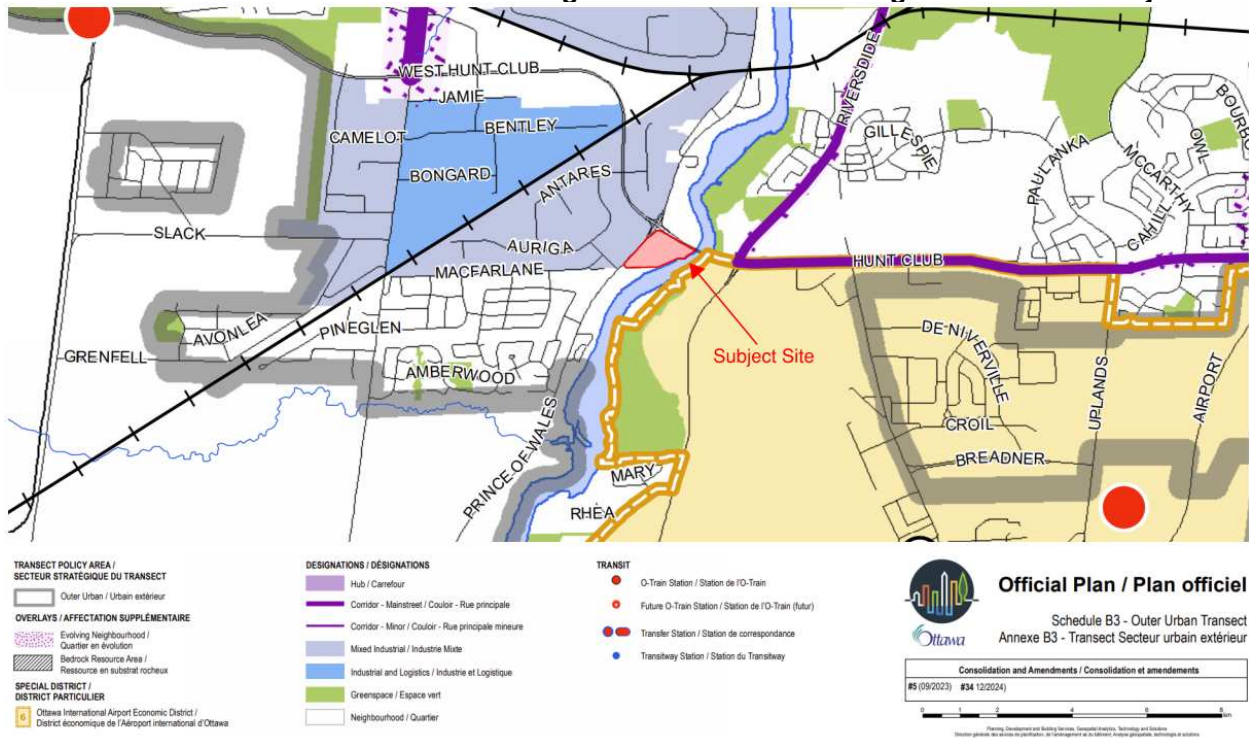
Local bus route 96 provides transit service to the Subject Site. The closest bus stop is a four minute walk from the Subject Site and is located to the west of the intersection of Prince of Wales Drive and West Hunt Club Road. This bus route provides transit connections to the South Keys LRT station.

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

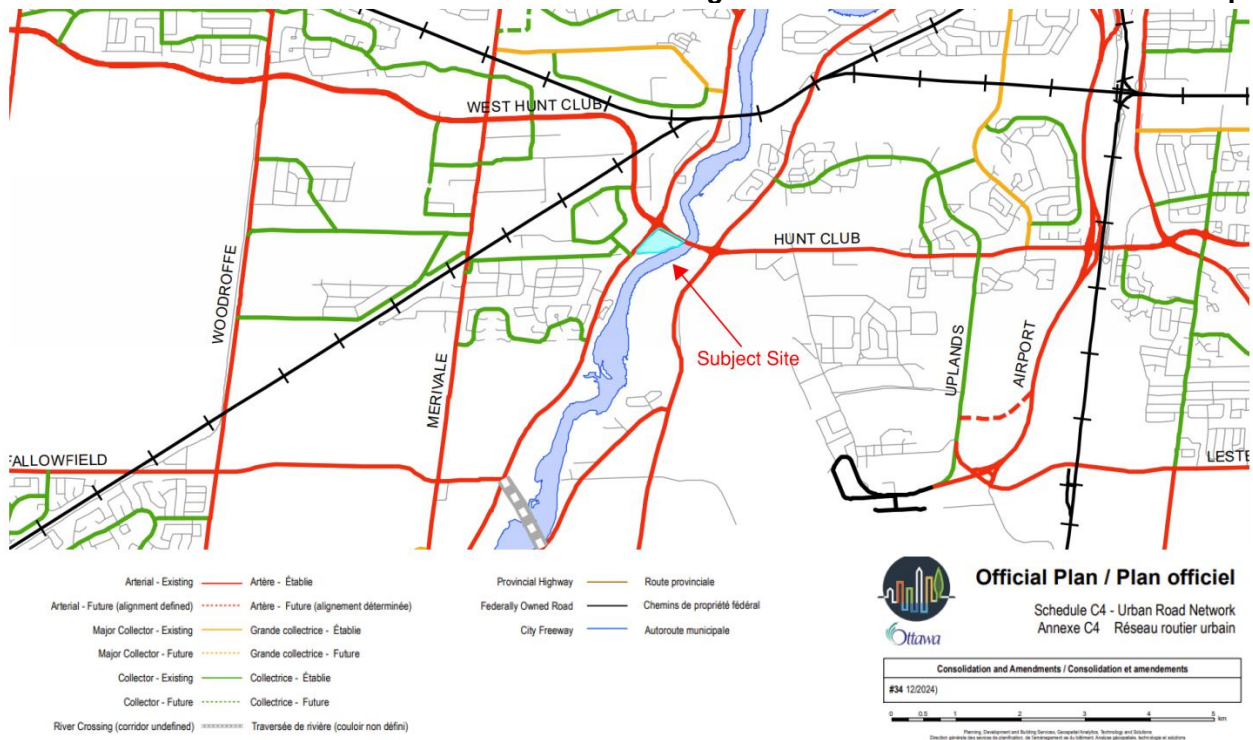
The Subject Site is designated Neighbourhood in the Outer Urban Transect on *Schedule B3 – Outer Urban Transect* of the City of Ottawa Official Plan (2022) (see Figure 8).

Figure 8: Official Plan Designation for the Subject Site



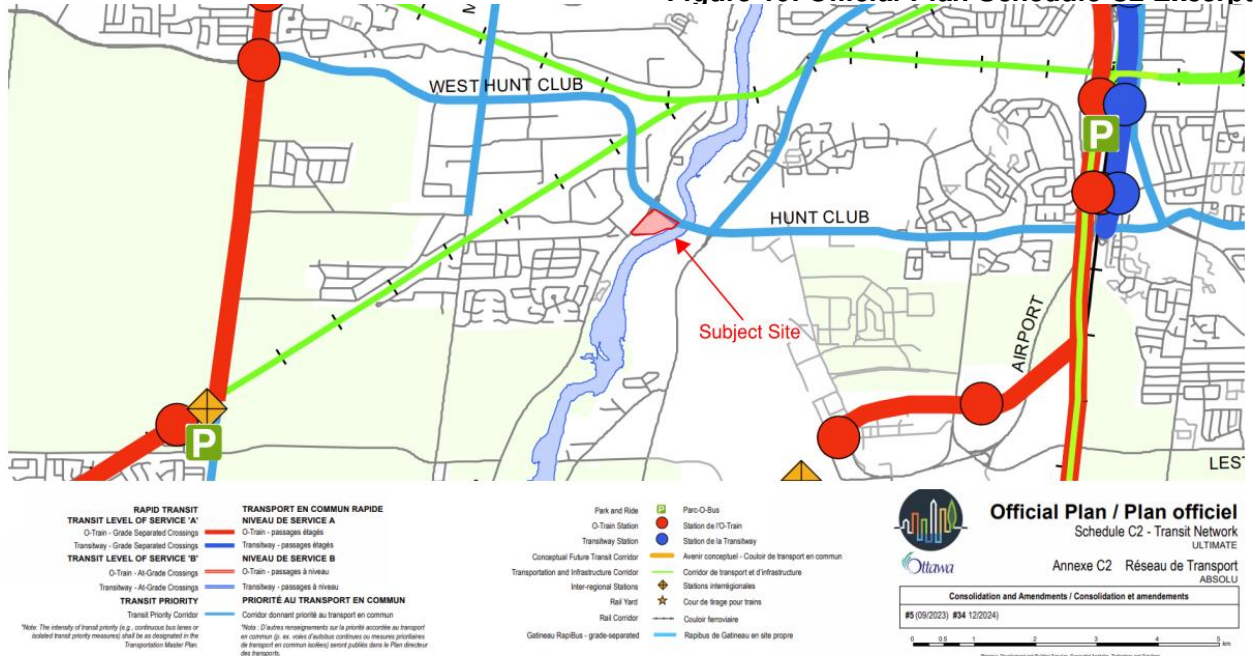
The Subject Site is located on the southeast corner of the intersection of West Hunt Club Road and Prince of Wales Drive, which are both designated as arterial road on *Schedule C4 – Urban Road Network* of the Official Plan.

Figure 9: Official Plan Schedule C4 Excerpt



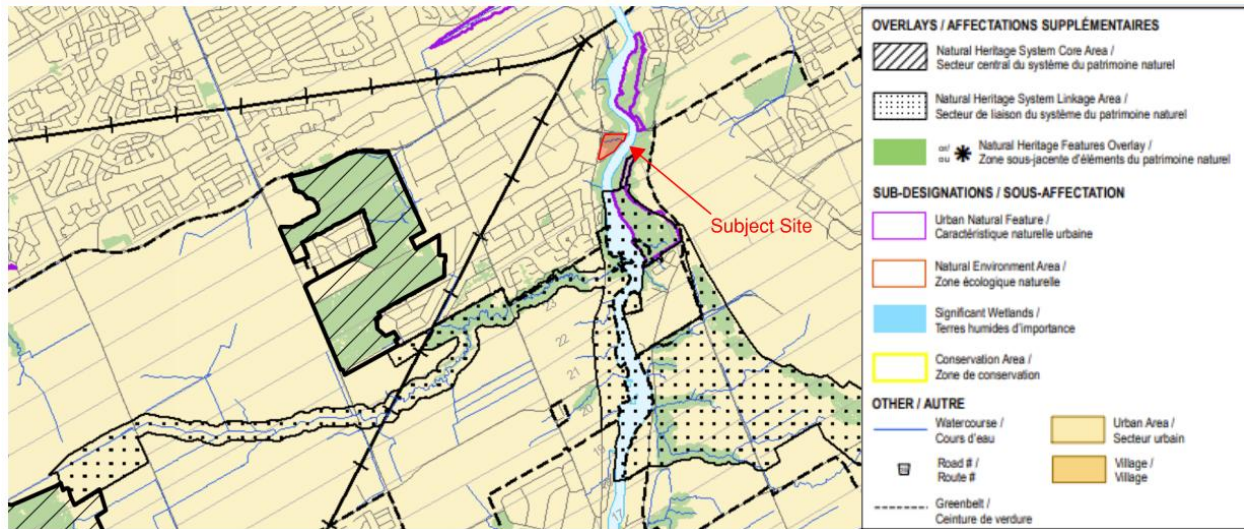
West Hunt Club Road is designated as a Transit Priority Corridor on Schedule C2 – Transit Network of the Official Plan (see Figure 10).

Figure 10: Official Plan Schedule C2 Excerpt



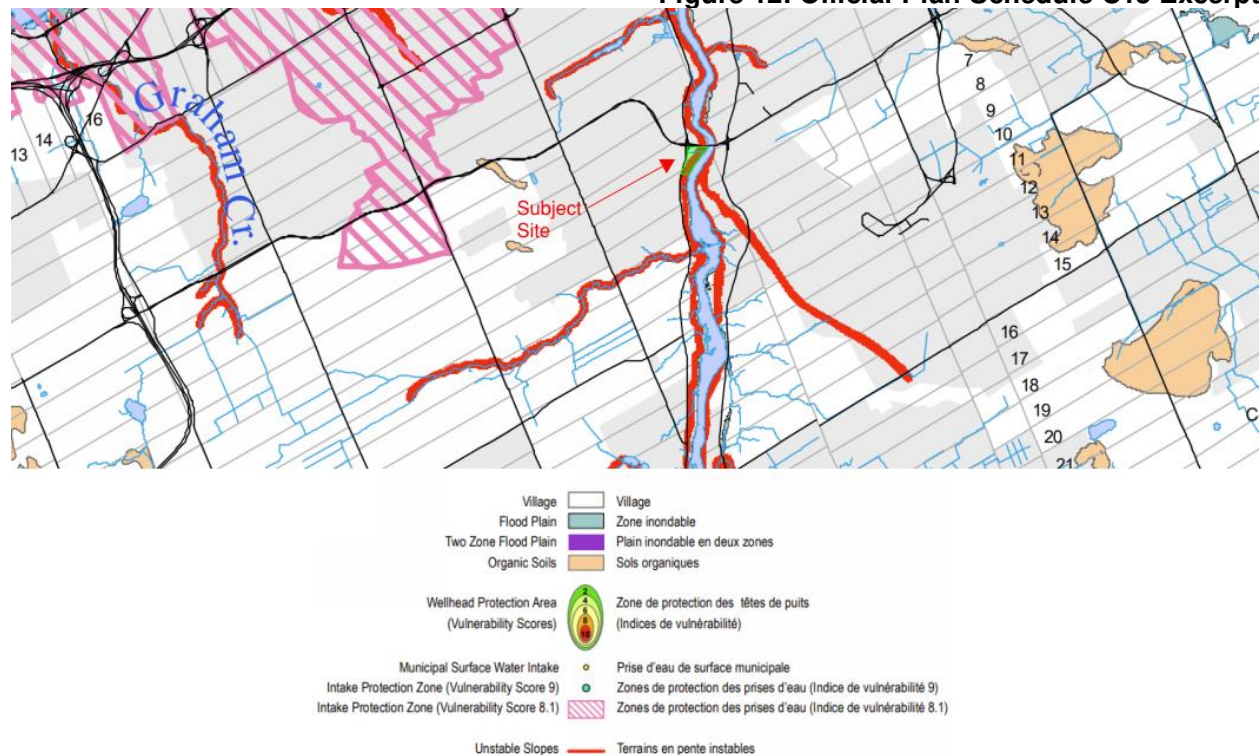
The Subject Site is located along a Major Pathway along Prince of Wales Drive as identified on *Schedule C3 – Active Transportation Network*. *Schedule C11C – Natural Heritage System (east)* identifies that there is a watercourse adjacent to the Subject Site, with the Natural Heritage Features Overlay over a portion of the Subject Site (see Figure 11).

Figure 11: Official Plan Schedule C11-C Excerpt



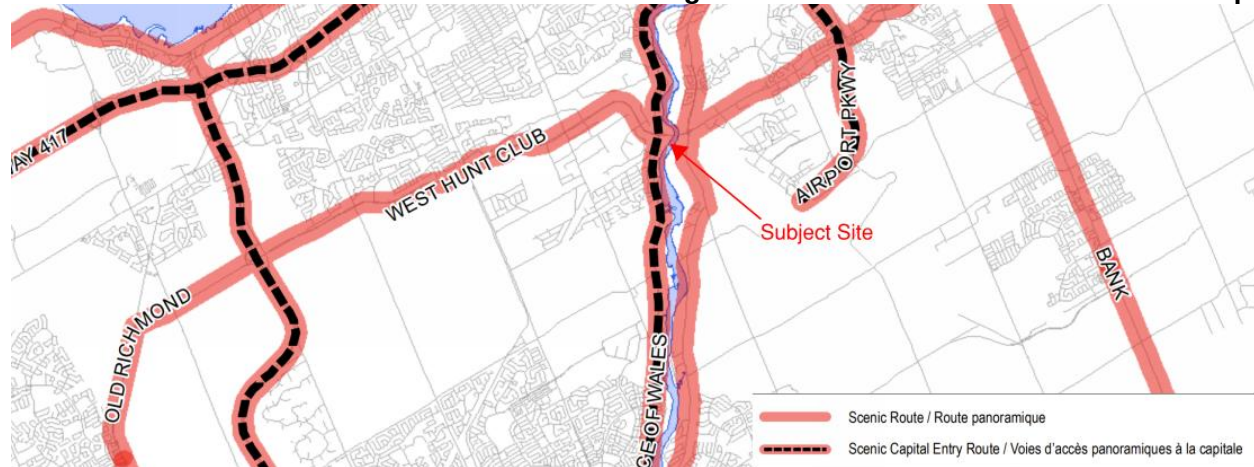
*Schedule C15 – Environmental Constraints* identifies unstable slopes along the Rideau River to the east of the Subject Site (Figure 12).

Figure 12: Official Plan Schedule C15 Excerpt



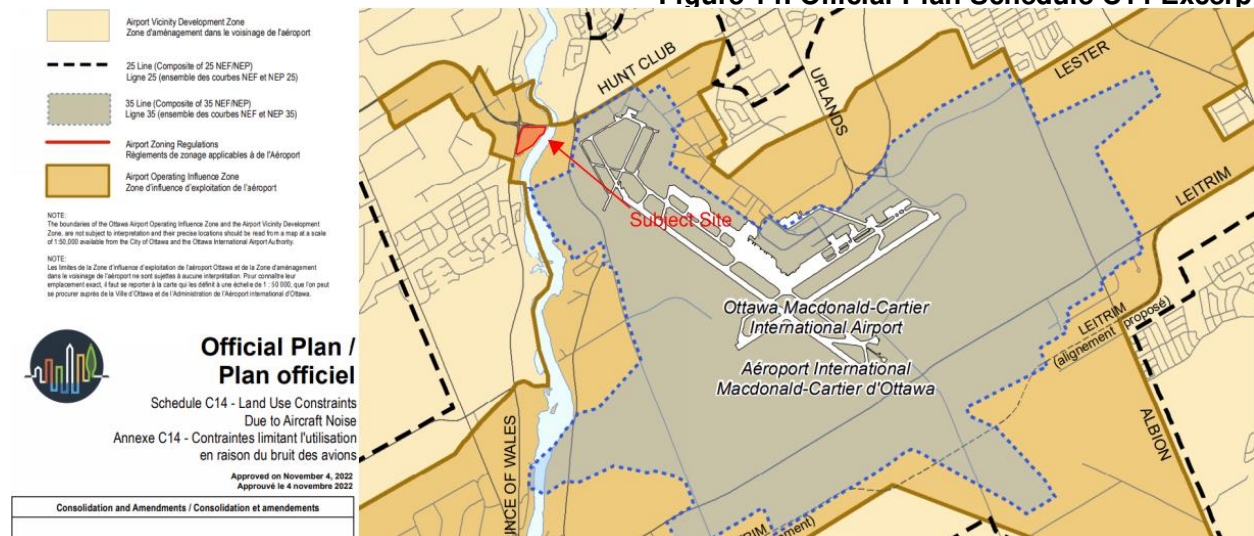
West Hunt Club Road is identified as a Scenic Route and Prince of Wales Drive is identified as a Scenic Capital Entry Route on *Schedule C13 – Scenic Routes*.

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*.

Figure 14: Official Plan Schedule C14 Excerpt



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

The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250 (see Figure 15). A Zoning By-law Amendment application has been submitted to rezone the Subject Site to a General Mixed Use (GM) zone with site-specific exceptions.

Figure 15: Zoning for the Subject Site



## 2.0 DEVELOPMENT PROPOSAL

### 2.1 Description of Development Proposal

It is proposed to develop the Subject Site with a commercial development. The development may include an automotive, retail, office or hotel use. The ultimate form of development has not been determined at this time. Details regarding the form of development and site design will be refined through the Zoning By-law Amendment and Site Plan Control processes.

### 2.2 Details of Proposed Official Plan Amendment

2175 Prince of Wales Drive is designated Neighbourhood in the Outer Urban Transect. This designation restricts the maximum permitted height on the Subject Site to four storeys. The proposed Official Plan Amendment will create an Area Specific Policy for the Subject Site that will permit a maximum height of 40 metres subject to:

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

The details of the proposed development and any transition measures that are proposed on the Subject Site will be refined through the Zoning By-law Amendment and Site Plan Control processes.

### 2.3 Previous Consultations, Applications and Approvals

The Subject Site is subject to a Zoning By-law Amendment application (D02-02-08-0121) to rezone the Subject Site from Development Reserve (DR) to a General Mixed Use (GM) zone. An informal meeting with City staff was held on March 25, 2025 to discuss the proposed Official Plan Amendment.

## 3.0 PLANNING POLICY JUSTIFICATION

### 3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) provides policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.1 of the PPS provides policy direction for Planning for People and Homes. 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 with 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; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.”*

The proposed Official Plan Amendment will support the future development of the Subject Site with commercial/employment uses. These uses will be appropriately located near other employment and commercial uses and will be complementary to the nearby airport use. The proposed increase in height will fit in with the neighbouring office uses and will comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations’s maximum height limit.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

*“Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.”*

The Subject Site is located within a settlement area. The proposed development will contribute to growth and development within the settlement area.

Policy 2 of Section 2.3.1 states:

*“Land use patterns within settlement areas should 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 Official Plan Amendment will facilitate the development of a vacant property within the urban area. The Subject Site is located at the intersection of two arterial roads and the Official Plan Amendment will allow the Subject Site to be efficiently used for commercial or employment purposes. The proposed increased height is located at the edge of the neighbourhood and will provide employment opportunities in the neighbourhood while minimizing the impact on the neighbourhood character. The Subject Site is located in proximity to the Ottawa International Airport and a number of office uses. The development of the Subject Site with employment or commercial uses will compliment these neighbouring uses.

Section 2.8 of the PPS provides policy direction for Employment areas. Policy 1 of Section 2.8 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 Official Plan Amendment will facilitate the development of the Subject Site with commercial and employment uses in an area that cannot be developed with residential uses. The Subject Site is well located to support employment uses since it is located at the intersection of two arterial roads and is in proximity to other office uses and the airport. The Subject Site is an adequate size to support employment uses. The restrictions imposed by the Airport Authority will be respected.

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 Area Specific Policy for the Subject Site 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 height in the Area Specific Policy respects the restrictions of the Ottawa Macdonald-Cartier International Airport Zoning and will not impact the function of the airport.

**The Official Plan Amendment application is consistent with the policies of the Provincial Planning Statement.**

## **3.2 City of Ottawa Official Plan**

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 Official Plan 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 Official Plan Amendment will permit the development of a vacant site within the built-up urban area.

#### *3.2.1.2 Economic Development*

The proposed Official Plan Amendment will support the development of a commercial or employment use on the Subject Site. This will support the City's Growth Management Framework and will help contribute to the 25% increase in new jobs within the Inner Urban and Outer Urban Transects that are anticipated by 2046.

#### *3.2.1.3 Energy and Climate Change*

The proposed development will more 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 appropriately located along two arterial roads which will be able to accommodate traffic from the proposed development.

#### *3.2.1.5 Gender and Racial Equality*

The proposal will support gender and racial equality by providing access to commercial and employment uses in close proximity to residential uses. By locating commercial and employment

uses close to residential dwellings, it will create easier access to these uses for a diverse range of residents.

### 3.2.1.6 Culture

The proposed Official Plan Amendment will remain respectful of the Rideau River, which is part of the Rideau Canal UNESCO World Heritage Site. Future development will respect the required setback from the river and viewplanes from the river, as outlined in the Cultural Heritage Impact Assessment prepared by Commonwealth Historic Resource Management, dated December 2023.

## 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 states:

*“Most of the employment growth will occur within the built-up portion of the urban area.”*

The Subject Site is located within the built-up portion of the urban area of the City and is an appropriate location for employment uses. The proposed Official Plan Amendment will support employment growth within the built-up portion of the urban area.

Section 3.5 provides policy direction for employment growth within the City. Policy 2 of Section 3.5 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. The proposed uses that are being considered at this time are modest and sensitive to the neighbouring office and residential uses. The proposed Official Plan Amendment to increase the height will have limited impact on the surrounding area as the Subject Site is located at the edge of the neighbourhood and is in proximity to other office-based employment uses, including a six-storey office building to the northwest. The height of the proposal will be limited by the regulations of the Ottawa Macdonald-Cartier International Airport Zoning Regulations.

## 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

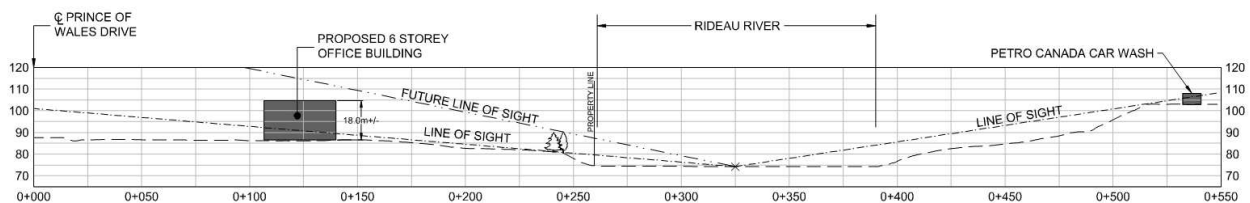
Section 4.5 of the Official Plan provides policy direction for conserving cultural heritage resources and archaeology.

Policy 4 of Section 4.5.2 states:

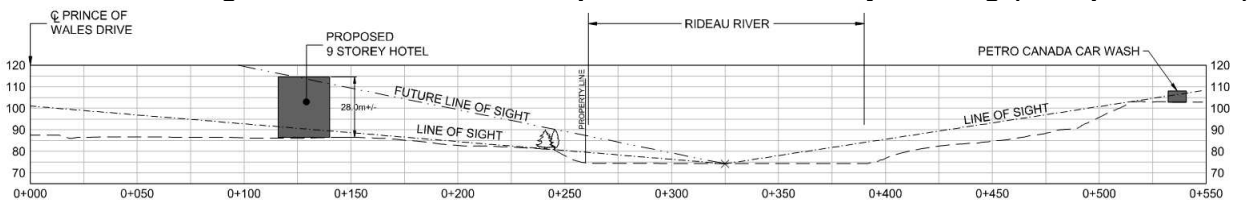
*“Ottawa is the site of the Rideau Canal World Heritage Site, many National Historic Sites, and both privately- and publicly-owned heritage [Amendment 34, By-law 2024-506, Omnibus 2 item 12, November 13, 2024] buildings designated by the Federal Heritage Buildings Review Office. Development including 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), dated December 2023, has been prepared by Commonwealth Historic Resource Management in support of the Zoning By-law Amendment application that was submitted for the Subject Site. 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. As part of this assessment, the report includes three cross sections illustrating the sightlines from the centre of the river looking west towards Prince of Wales Drive (see Figures 16 to 18) in response to Parks Canada’s “Principles for Good Waterfront Development”. 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.

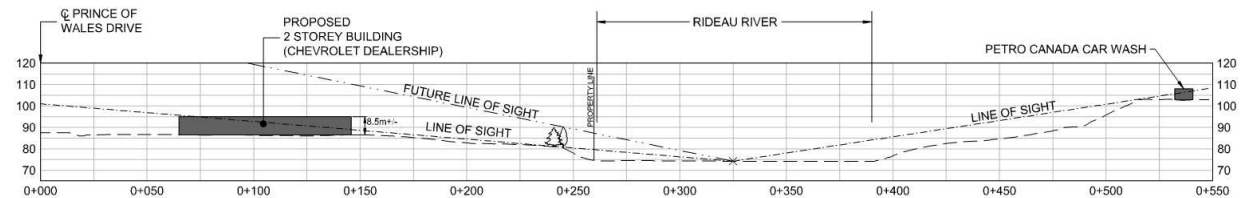
**Figure 16: Rideau River Viewplane for a Six Storey Building (excerpt from HIA)**



**Figure 17: Rideau River Viewplane for a Nine Storey Building (excerpt from HIA)**



**Figure 18: Rideau River Viewplane for a Two Storey Building (excerpt from HIA)**



The cross sections from the Heritage Impact Assessment show three development proposals that are all located a similar distance from the Rideau River. The location of the proposed building on

the Subject Site and the distance from the Rideau River will determine the permitted height of the proposed building. The proposed development will respect the viewplane from the Rideau River.

### 3.2.3.2 Section 4.6: Urban Design

Section 4.6 of the Official Plan provides policy direction on urban design.

Policy 4 of Section 4.6.2 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.*

The Subject Site is located along West Hunt Club Road, which is identified as a Scenic Route on Schedule C13. Prince of Wales Drive is identified as a Scenic Capital Entry Route on Schedule C13. The Official Plan Amendment will not impact opportunities to view natural and cultural heritage features. Existing vegetation adjacent to the stormwater outlet along West Hunt Club Road will not be impacted by development on the Subject Site. Existing vegetation along the north side of Waterbend Lane will be protected through provisions in the implementing Zoning By-law. Details related to the building orientation, screening, buffering, and landscaping will be addressed through a future Site Plan Control application.

Policy 5 of Section 4.6.2 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.”*

The Subject Site is located along Prince of Wales Drive, which is identified as a Scenic Capital Entry Route on Schedule C13 of the Official Plan. The Official Plan Amendment will not impact opportunities to view national symbols or cultural landscapes. Future development on the Subject Site will include landscaping that will contribute to the image of Ottawa as the Capital city. Details on the proposed landscaping will be addressed through a future Site Plan Control application.

Policy 2 of Section 4.6.6 states:

*“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by*

*providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”*

Future development on the Subject Site with a mid-rise or high-rise building height will provide appropriate transitions to the residential buildings south of Waterbend Lane. The details of these transitions will be set out in the Zoning By-law Amendment.

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) 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 remaining policies related to built form and site design will be addressed as part of the Zoning By-law Amendment and subsequent Site Plan Control application.

Policies 8 and 9 of Section 4.6.6 provide policy direction on built form and site design of high-rise buildings (greater than nine storeys) that will be addressed through the Zoning By-law Amendment and subsequent Site Plan Control applications if a high-rise building is proposed.

### *3.2.3.3 Section 4.9: Water Resources*

Section 4.9 provides policy direction to ensure that water resources are protected.

Policy 2 of Section 4.9.3 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.”*

The Slope Stability Study prepared by Paterson Group that was submitted with the Zoning By-law Amendment application has determined that a variable setback that is greater than 30 metres is required along the whole of the Rideau River frontage in order to conform to Policy 2(b). The Zoning By-law Amendment will establish the required setback from the Rideau River. This will not impact the proposed Official Plan Amendment or the requested building height permissions.

### **3.2.4 Outer Urban Transect**

Section 5.3 of the Official Plan (2022) sets out general policies and guidance for proposed development within the Outer Urban Transect.

Policy 1 of Section 5.3.1 states:

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

The proposed commercial uses will fit into the established pattern of built form and site design within the neighbourhood. The Subject Site is located at the edge of the neighbourhood and the increased building height will have a minimal impact on the neighbouring residential uses.

Policy 2 of Section 5.3.1 states:

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

- a) *Low-rise within Neighbourhoods; [Amendment 34, By-law 2024-506, Omnibus 2 item 16, November 13, 2024]*
- b) *Low- to Mid-rise along Minor Corridors [Amendment 34, By-law 2024-506, Omnibus 2 item 16, November 13, 2024]*
- 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.”*

The Subject Site is located within the Neighbourhood designation, which restricts the permitted building height to low-rise (up to four storeys). An Area Specific Policy will be required to amend this policy for the Subject Site and permit a building height of 40 metres (12 storeys).

### 3.2.5 Neighbourhood Policies

Section 6.3 of the Official Plan provides policy direction for development in the Neighbourhood designation.

Policy 2 of Section 6.3.1 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.”*

Policy 3 of Section 6.3.1 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 permitted height in the Neighbourhood designation is restricted to low-rise (up to four storeys). The Subject Site does not fall under the provisions of Subsection 6.3.1 Policy 2). An Area Specific Policy will be required to permit a building height of 40 metres.

Policy 4 of Section 6.3.1 states:

- “The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:*
- a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;*
  - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);*
  - c) In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.*
  - d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale nonresidential 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.*
- e) *Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and*
- f) *Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.”*

The Subject Site is located within proximity of the Ottawa International Airport and is not permitted to be developed with residential uses. The proposed development will include commercial or employment uses that will serve the nearby community and users of the nearby airport. Despite the increased height that is proposed for the Subject Site, future development will remain compatible with the neighbouring residential uses. Appropriate buffering and transition measures between a proposed building and neighbouring residential uses will be set out in the Zoning By-law Amendment.

### **3.2.6 Protection of Health and Safety**

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

Section 10.1.1 speaks to natural hazards such as flooding or erosion hazards. The Subject Site is located adjacent to the Rideau River and is partially impacted by a floodplain. Policy 1 of Section 10.1.1 states that “*Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.*” Any proposed development on the Subject Site will be located outside of the floodplain limits on the site.

Section 10.1.4 speaks to natural hazards such as unstable soils or bedrock. Policy 1 of Section 10.1.4 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.”*

A Slope Stability Study prepared by Paterson Group was submitted with the Zoning By-law Amendment application. This study has determined that the development needs to be setback greater than 30 metres along the Rideau River in order to avoid the unstable slopes on the Subject Site. The Zoning By-law Amendment will establish a limit of development to ensure that future development is located outside of unstable slopes.

Section 10.2.2 speaks to the protection of airport and aircraft operations.

Policy 1 of Section 10.2.2. states:

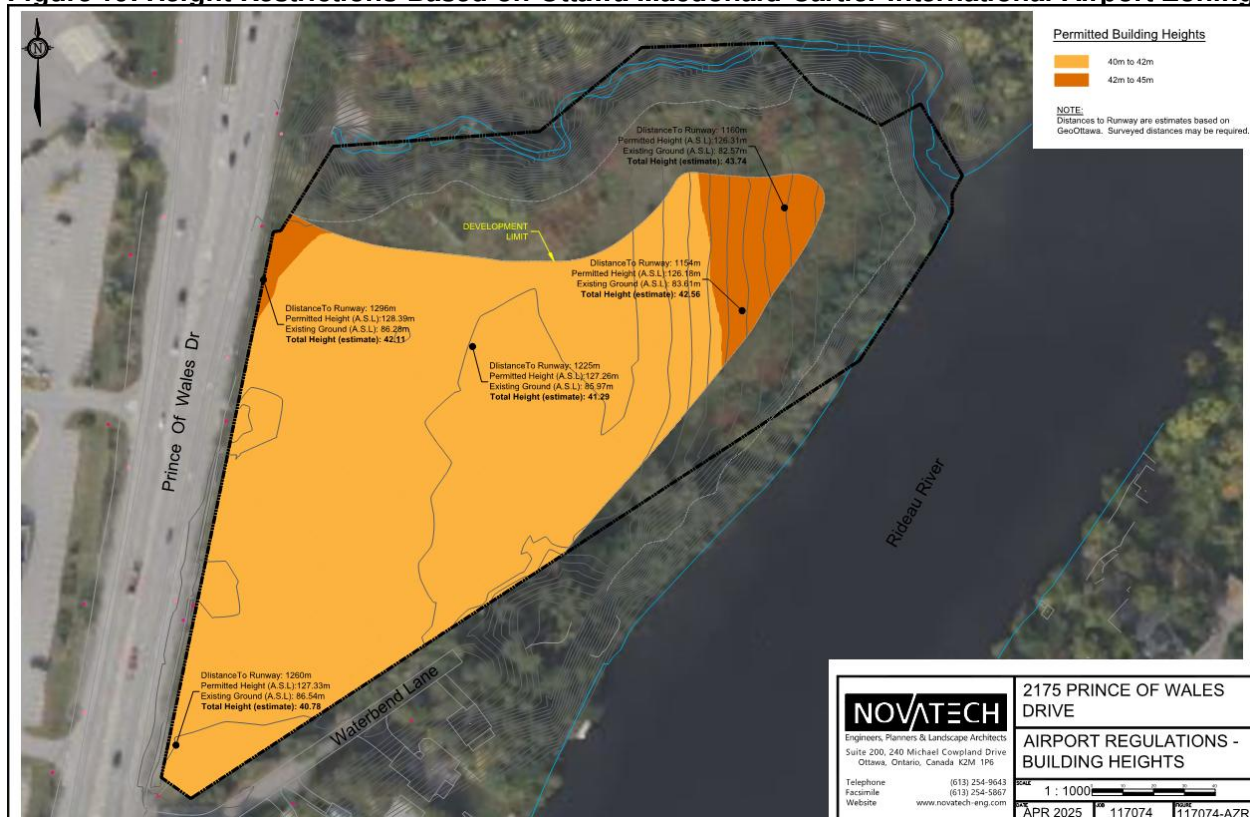
*“Development inside the Airport Vicinity Development Zone, as shown on Schedule C14, shall be consistent with applicable City, provincial and federal*

*guidelines and regulations. In the event of a variation between City, provincial or federal guidelines, the most restrictive provisions shall be applied.”*

The Subject Site is located within the Airport Operating Influence Zone (AOIZ) on Schedule C14 of the Official Plan. Development within the AOIZ is subject to federal regulations, including the Ottawa Macdonald-Cartier International Airport Zoning Regulations (SOR/2009-231). The future commercial/employment development on the Subject Site is consistent with the federal land use requirements of Transport Canada’s publication TP-1247E titled “*Aviation: Land Use in the Vicinity of Airports*” and does not propose residential uses in proximity to the airport.

The proposed increase to the permitted height on the Subject Site is consistent with the height restrictions of the Ottawa Macdonald-Cartier International Airport Zoning Regulations, as shown in Figure 19 below. Figure 19 shows the approximate permitted height on the Subject Site based on the Ottawa Macdonald-Cartier International Airport Zoning Regulations, which limits the permitted height based on a 1:60 angular plane taken from the elevation at the end of the runway. As seen in Figure 19, the permitted height on the Subject Site ranges from 40 metres (light orange) to 45 metres (dark orange). The proposed Area Specific Policy to permit a height of 40 metres will comply with the Ottawa Macdonald-Cartier International Airport Zoning Regulations.

**Figure 19: Height Restrictions Based on Ottawa Macdonald-Cartier International Airport Zoning**



**The proposed Official Plan Amendment is generally consistent with 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.

The purpose of the DR 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.*
4. *permit limited lot creation on existing public streets in villages that will not preclude future development options in the DR3 – Development Reserve Subzone 3. (By-law 2013-58).*

A Zoning By-law Amendment application has been submitted to rezone the Subject Site to a General Mixed Use (GM) zone, with site specific exceptions. This application is required to permit development on the Subject Site.

**The Official Plan Amendment application proposes permissions for the Subject Site that will be applied in conjunction with the previously submitted Zoning By-law Amendment application to permit appropriate development on the Subject Site.**

### 4.0 PROPOSED AREA SPECIFIC POLICY

The following Area Specific Policy is proposed for the Subject Site.

Notwithstanding Section 12.3, Policy 1(k), a maximum building height of 40 metres will be permitted on the Subject Site, subject to the following conditions:

- The proposal will comply with the regulations of the Ottawa Macdonald-Cartier International Airport Zoning
- The proposal will respect the viewplane from the Rideau River
- The proposal will provide appropriate transitions from the neighbouring residential uses to the south

#### 4.1 Section 12.3 Area Specific Policy Criteria

Section 12.3 of the Official Plan provides a number of criteria that are required to be provided in a planning rationale in support of the creation of an Area-Specific Policy. The criteria found in Policy 1 of Section 12.3 will be addressed in this section of the report.

*“The request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:*

- a) *Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;*

The Subject Site is designated Neighbourhood in the Outer Urban Transect. The proposed commercial development on the Subject Site will fit in well with the neighbourhood where there are several office and commercial uses nearby, including a six storey office building to the northwest. The Subject Site is located at the edge of the neighbourhood and the increased height will have a minimal impact on the neighbourhood. Appropriate transitions and buffering will be set out in the Zoning By-law Amendment. Please see Section 3.2 of this planning rationale for a more detailed review of the Official Plan policies.

- b) *The proposed type, scale and phasing of development of the site in its entirety is provided;*

A commercial development is contemplated for the Subject Site. This development is currently at a conceptual level. The scale of the proposal will be refined and addressed through the Site Plan Approval process.

- c) *A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;*

The development is currently at a conceptual stage and specific urban design comments cannot be provided at this time. Section 3.2.3.2 of this planning rationale provides a broad overview of the urban design policies, specifically the policies related to the Scenic Entry Routes. The details related to transitions, urban design, and streetscape design will be addressed through the Zoning By-law Amendment application and subsequent Site Plan Control application.

- d) *A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;*

The proposal will provide commercial uses that will provide for a greater diversity of uses in the neighbourhood and will support nearby residents. The Subject Site is located on the edge of the neighbourhood which will reduce impacts on low-rise residential uses and limit increased traffic from the proposed uses.

- e) *A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;*

The details of access points and circulation on the Subject Site will be addressed during the Site Plan Control application.

- f) *A housing approach that meets the intent of Subsection 4.2;*

No housing is proposed. This is not applicable.

- g) *A landscape concept plan that demonstrates how the existing trees may be retained and incorporated into the development and new tree planting that meets the urban forest canopy cover policies in Subsection 4.8;*

The Zoning By-law Amendment for the Subject Site will include a setback that is greater than 30 metres along the Rideau River and protection of the existing vegetation along Waterbend Lane. Further details on the landscaping treatment and buffering on the Subject Site will be provided in a Landscape Plan that will be part of a future Site Plan Control submission.

- h) *Identification of locations, sizes and shapes of future parks, as applicable; [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]*

This is not applicable.

- i) *Demonstration that the loss of gross floor area for the non-residential land uses at grade are minimized. [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]*

No gross floor area for non-residential uses will be lost.

- j) *Where building heights higher than permitted in this Plan are proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of existing or planned land uses and densities of the surrounding context. [OPA 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024 - Appeal OLT-24-001230]*

The Subject Site is located at the edge of the neighbourhood. This makes it an ideal location for an increased building height. The proposed building height will respect the building height restrictions of the Ottawa Macdonald-Cartier International Airport Zoning and the viewplane from the Rideau River.

- k) *Demonstration that, where a mid or high-rise building is proposed to be added as a permitted use, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station; [Amendment 34, By-law 2024-506, Omnibus 2 item 38, November 13, 2024]*

The Subject Site is not located near an existing or funded rapid transit station. However, the Subject Site is located along a Transit Priority Corridor on Schedule C2 of the Official Plan. The Subject Site has transit access to the South Keys LRT station. An exception to this provision has been included as part of the proposed Official Plan Amendment.

The Subject Site is still an ideal location for a commercial use with an increased building height. The Subject Site is located at the intersection of two arterial roads which will be able to better accommodate increased traffic from the proposed use. The Subject Site is also located at the edge of the neighbourhood where there will be minimal impact from the height on the neighbourhood. The Subject Site is also located in proximity to a number of other commercial and office uses, including a six storey building at the northwest corner of Prince of Wales and West Hunt Club Road. In addition, the Subject Site is located near the Ottawa International Airport. A

commercial use such as a hotel would be a complementary use to the airport, which is supported by the policies of the Ottawa International Airport Economic District.

- l) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;*

The details related to the site design and potential strategies to reduce private automobile use will be addressed as part of a future Site Plan Control application.

**With the exception of Section 12.3(1)(k), the proposed Area Specific Policy for the Subject Site meets the criteria of Section 12.3 and is appropriate for the Subject Site.**

## **5.0 PUBLIC CONSULTATION STRATEGY**

### **Prior to Submission**

An informal meeting was held with City staff on March 25, 2025.

### **Upon Submission**

The public will be consulted regarding the proposed Official Plan Amendment through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. At this time, neighbours will have the opportunity to comment on the proposal.

Immediately following the filing of the application, an information meeting will be coordinated with the Councillor's office. If necessary, a second public meeting will take place to discuss this development application with the community.

### **Virtual Open House (optional)**

<b>Who:</b>	Residents of the community
<b>Where:</b>	The Open House will be held virtually via Zoom, subject to coordination with the Community Association and Councillor's office.
<b>When:</b>	Soon after the City's circulation. This is to ensure that members of the public are aware of the project well in advance of any public meeting of Planning and Housing Committee.
<b>City rep:</b>	The File Lead may wish to attend, depending on the level of interest from the public. This meeting will be coordinated with the Ward Councillor.
<b>Follow up:</b>	Attendees wishing to receive follow-up information may email Novatech's file lead or the City's file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be considered by Planning and Housing Committee.

### **Community Heads Up**

A “Community Heads Up” notice will be circulated to the local Community Association, where applicable. The notice would be completed by the City of Ottawa during the application review process.

### **Statutory Public Meeting (Planning and Housing Committee)**

<b>Who:</b>	Members of Planning and Housing Committee, registered delegations
<b>Where:</b>	The Planning and Housing Committee meeting will be held in hybrid format (in-person and virtually via Zoom), subject to coordination with Committee staff.
<b>When:</b>	After staff review and comment on first submission, issue resolution and resubmission (if required) and final submission.
<b>City rep:</b>	The File Lead(s) will be in attendance. This meeting will be coordinated with Committee staff.
<b>Follow up:</b>	Attendees wishing to receive follow-up information may email Novatech’s file lead or the City’s file lead.

## **6.0 CONCLUSION**

This Planning Rationale has been prepared in support of an Official Plan Amendment application to permit a commercial/employment use with an increased building height of 40 metres (12 storeys), subject to complying with the regulations of the Ottawa Macdonald-Cartier International Airport Zoning, respecting the viewplane from the Rideau River, and providing appropriate transitions to the neighbouring residential uses.

The Subject Site is designated Neighbourhood in the Outer Urban Transect in the City of Ottawa Official Plan (2022). The Subject Site is zoned Development Reserve (DR) in the City of Ottawa Zoning By-law 2008-250 and is subject to a Zoning By-law Amendment to rezone the Subject Site to General Mixed Use, Subzone 12 (GM), with site-specific exceptions.

The proposed Official Plan Amendment will facilitate the development of a vacant site with commercial and employment uses in an area that cannot be developed with residential uses. The Subject Site is well located to support employment uses since it is located at the intersection of two arterial roads and is in proximity to other office uses and the airport. The Subject Site is an adequate size to support employment uses. The restrictions imposed by the Ottawa Macdonald-Cartier International Airport Zoning will be respected. The proposal will not impact airport functions. The requested Official Plan Amendment is consistent with the policies of the Provincial Planning Statement.

The Official Plan Amendment generally conforms to the policies of the City of Ottawa Official Plan (2022), including the policies of Section 12.3 regarding the creation of Area Specific Policies. The Subject Site is appropriately located for a commercial use with an increased building height. The Subject Site is located at the intersection of two arterial roads which will be able to accommodate the increased traffic from the proposed development. The Subject Site is located at the edge of the neighbourhood and will have a minimal impact on neighbouring residential uses. The proposed height respects the height restrictions from the Ottawa International Airport and will meet the required setback from the Rideau River. The Subject Site is appropriately sized to

provide the necessary transitions and buffers to neighbouring residential properties. The Zoning By-law Amendment for the Subject Site and the future Site Plan Control application will refine the details of the site design and Zoning requirements to ensure that there are minimal impacts, and that the proposal is appropriately designed and fits into the neighbourhood.

The Official Plan Amendment application is appropriate for the development of the Subject Site and represents good land use planning.

Yours truly,

**NOVATECH**

Prepared by:



Simran Soor, MCIP, RPP  
Project Planner | Planning & Development

Reviewed by:



Murray Chown, MCIP, RPP  
Director | Planning & Development