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WATER RESOURCE ENGINEERING,
ENVIRONMENTAL MANAGEMENT
AND LAND PLANNING CONSULTANTS

PLANNING RATIONALE REPORT
ZONING BY-LAW AMENDMENT & SITE PLAN CONTROL

October 2026 (Revision #2)

2775 & 2785 Palladium Drive, 350 Culdaff Road

Blocks 243, 244, & 251 on Plan 4M-1687, Lot 2, Concession 1, Geographic Township of Huntley, City of Ottawa

Prepared for:
Palladium Resort Development Limited Partnership

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Table of Contents

1 Executive Summary 5
1.1 Supporting Studies 5
1.2 Consultation 6
Introduction 8
1.3 Background 8
1.4 Location 8
1.5 Surrounding Area 9
1.6 Site Conditions 10
1.7 Relationship to Landscape 12
1.8 Transportation Connections 12
1.9 Proposed Development 13
1.9.1 Site Design 13
1.9.2 Proposed uses 16
1.9.2.1 Hotel 16
1.9.2.2 Indoor Entertainment Facility 16
1.9.2.3 Restaurant 16
1.9.2.4 Parking lot 17
1.9.3 Active Transportation Facilities 17
1.9.4 Parking 18
1.9.4.1 Accessible Parking Spots 18
1.9.4.2 Loading Spaces 18
1.9.5 Landscaping 18
1.9.6 Servicing 19
1.9.6.1 Water 19
1.9.6.2 Sanitary 19
1.9.6.3 Stormwater 19
1.9.6.4 Winter Snow Removal 19
1.9.6.5 Waste Management 19
1.10 Land Use Compatibility 20
1.11 Official Plan Designation 20
1.12 Zoning By-law 21

1.13 Parks 21
2 Policy Justification 22
2.1 Provincial Planning Statement 22
2.2 Ottawa Official Plan 23
2.2.1 Section 2.1 – Big Policy Moves 23
2.2.2 Section 2.2 – Cross Cutting Issues 24
2.2.2.1 Intensification and diversifying housing options 24
2.2.2.2 Economic Development 24
2.2.2.3 Energy and Climate Change 24
2.2.2.4 Healthy and Inclusive Communities 25
2.2.2.5 Gender and Racial Equity 25
2.2.3 Section 3 – Growth Management 25
2.2.4 Section 4 City-wide Policies 26
2.2.4.1 Section 4.1 Mobility 26
2.2.4.2 Section 4.6 Urban Design 27
2.2.4.3 Section 4.7 Drinking Water, Wastewater and Stormwater Infrastructure 28
2.2.4.4 Section 4.8 Natural Heritage, Greenspace and the Urban Forest 29
2.2.5 Section 5 - Transects 29
2.2.5.1 Section 5.4 Suburban Transect 29
2.2.6 Section 6 - Designation 31
2.2.6.1 Section 6.2 – Corridors 31
2.2.6.2 Section 6.5 – Mixed Industrial 33
2.2.7 Secondary Plans and Area Specific Policies 36
2.2.7.1 Area Specific Policy 2 36
2.3 Zoning by-law 2008-250 37
2.3.1 Rationale for Site-Specific Exceptions Under By-Law 2008-250 37
2.3.1.1 Parking Lot Landscape Buffer 37
2.3.2 Proposed Site-Specific Exception Under By-law 2008-250 37
2.4 Zoning By-law 2026-50 37
2.4.1 Rationale for Site-Specific Exceptions Under By-Law 2026-50 38
2.4.1.1 Land Use 38
2.4.1.2 Building Height 38
2.4.1.3 One Lot for Zoning Purposes 38

2.4.1.4 Permitted Projections into Yards 39
2.4.1.5 Parking Lot Landscape Buffer 39
2.4.1.6 Landscaping Interior to Parking Lot 40
2.4.1.7 Waste Storage Location 41
2.4.1.8 Electric Vehicle Parking 42
2.4.2 Proposed Site-Specific Zone Under By-law 2026-50 43
3 Conclusion 44
JFSA Statement of Limitations 45

Table of Figures

Figure 1: Location of Site 9
Figure 2: Site Context 10
Figure 3: 2775 & 2785 Palladium Drive View from Culdaff Road 11
Figure 4: 350 Culdaff Road Viewed from Culdaff Road. 11
Figure 5: View from End of Culdaff Road 12
Figure 6: Site Plan - East (2775 & 2785 Palladium Drive) 14
Figure 7: Site Plan - West (350 Culdaff Road) 14
Figure 8: South and West Elevations 15
Figure 9: East and North Elevations 15
Figure 10: Site Shown on Schedule B5 (Suburban West) 21
Figure 11: View of the Proposed Development Showing Culdaff Road 31
Figure 12: Height Transition within Minor Corridor Designation 32
Figure 13: Distance from Proposed Hotel to Potential Heavy Industrial Uses 36
Figure 14: MTO Maintenance Yard Preliminary Design (Dec 2025) 42

Table of Tables

Table 1: Local Resident Consultation and Response 6
Table 2: Bicycle Parking Requirements Under By-law 2026-50 17
Table 3: Loading Space Requirements 18
Table 4: Excerpt from Table 6 of Ottawa Official Plan Section 5 29

1 Executive Summary

Palladium Resort Development Limited Partnership proposes to construct an indoor water park and family entertainment centre with associated restaurant facilities and ancillary hotel in the west end of Ottawa close to the Palladium Drive and Highway 417 interchange. This proposal will support the local economy, generate employment opportunities and provide a recreational destination for both residents and tourists from the region and beyond.

A zoning by-law amendment is required to permit the proposed uses on the site. Under Zoning By-law 2026-50 the proposed amendment will be from IM to IM[XXXX]. Site-specific modifications to the zoning provisions are proposed to facilitate the development, given its unique nature and scale.

A Zoning By-law Amendment is also proposed to address the remaining provisions of By-law 2008-250 that are still subject to appeals. Under Zoning By-law 2008-250, the proposed amendment will be from IP to IP[XXXX].

A review of the planning policy framework under the 2024 Provincial Planning Statement (PPS) and the Ottawa Official Plan has been completed. This Planning Rationale concludes that the proposed rezoning is consistent with the policies of the PPS, conforms to the policies of the Ottawa Official Plan, demonstrates compatibility with the surrounding area, represents appropriate development of the site, and overall, constitutes good land use planning.

The Zoning By-law Amendment was brought forward to the Planning and Housing committee on September 2, 2026, and City Council on September 9, 2026. The amendment was approved and is currently within the appeal period prior to finalization. This report retains the requested zoning supporting information for consistency.

1.1 Supporting Studies

The reports and plan itemized below support the proposed site plan control application and zoning by-law amendment and have been updated with this submission:

- Site Plan, prepared by McRobie Architects, dated October 2, 2026.
- Elevations, prepared by McRobie Architects, dated October 2, 2026.
- Geotechnical Investigation, prepared by LRL Associates Ltd., dated October 2026.
- Noise Impact Study, prepared by Englobe, dated October 2, 2026.
- Stormwater Management Report and Servicing Brief prepared by LRL Associates Ltd., dated October 2026.
- Civil Design Drawing Package, prepared by LRL Associates Ltd., dated October 2, 2026.
- Landscape Plan, prepared by NAK Design Strategies, dated October 2, 2026.
- Transportation Impact Assessment, prepared by CGH, dated October 2, 2026.
- Geotechnical Plan – Geotechnical Review memo, prepared by LRL, dated October 2, 2026.

The reports ands plans below have not been updated for this submission:

- Urban Design Brief prepared by McRobie Architects, dated July 16, 2026.
- Topographic Survey of Block 244, Plan 4M-1687, prepared by Annis, O'Sullivan, Vollebekk Ltd., dated May 6, 2026.

- Topographic Survey of Blocks 243 and 251, Plan 4M-1687, prepared by Stantec, dated January 23, 2023.
- Plan of Subdivision, 4M-1687, prepared by Stantec Geomatics Ltd, dated October 26, 2021.
- Environmental Site Assessment, Phase 1, prepared by LRL Associates Ltd., dated June 26, 2026.
- Environmental Site Assessment, Phase 2, prepared by LRL Associates Ltd., dated July 20, 2026
- Environmental Impact Statement Species at Risk Addendum Letter, prepared by Muncaster Environmental Planning Inc, dated, July 17, 2025.

Letters in support of the development were provided with the initial submission from:

- Ottawa Tourism, dated July 17, 2026.
- Broadstreet Properties, and Seymour Pacific Developments Ltd., owners of the adjacent properties at 425 Culdaff Road, and 2765 Palladium Drive, dated July 7.

1.2 Consultation

An initial consultation meeting was held with municipal staff on February 5, 2025.

A meeting with the councillor was held on May 9, 2025

A public consultation meeting with the councillor and local residents was held on June 10, 2025.

Table 1: Local Resident Consultation and Response

Themes/Issues	Response to Themes/Issues
Parking/Traffic - Concern over increased traffic - Concern over access via Derreen and Culdaff. Residents would prefer access to site from Palladium. - Questions about new road, or pedestrian connections to the neighbourhood? - Concerns over heavy vehicle traffic during construction and operation. - How many parking spots will there be?	- A Transportation Impact Assessment has been completed which concludes that the existing roads in the area have sufficient capacity to accommodate traffic from the development. - Due to Ministry of Transportation requirements, vehicle site access from Palladium Drive is not permitted - No new road or pedestrian connections are required due to this development. - Construction deliveries will be scheduled to avoid peak traffic times - 1-3 deliveries per day are expected during normal site operations. This is lower than other uses that could be proposed on the site such as warehousing or manufacturing. - **704** parking spaces are included, which will meet the forecasted parking requirements of **697** spaces

Themes/Issues	Response to Themes/Issues
Trees and Landscaping ⌖ Concerns over large amounts of surface parking amplifying heat island effect. ⌖ Request trees and landscaping be included.	⌖ The parking lots have been designed to accommodate a large number of large canopy trees within landscapes islands. ⌖ Additional landscaping has been included surrounding the development. ⌖ Tree planting on site will achieve **35.1%** canopy coverage
Transit ⌖ Curious about current and future transit connections to support the development.	⌖ Transit routes 62, 261, 263, & 266 are accessible within a short walk (9-12 minutes) from the site. ⌖ The Transportation Impact Assessment concludes that the existing transit service is sufficient for the development
Operational Questions ⌖ What activities will be on the site? ⌖ How large is the restaurant? ⌖ How tall will the building be? ⌖ Do you have to stay at the hotel to use the facility? ⌖ Will the property be fenced off?	⌖ The site will include an indoor water park, hotel, family entertainment centre, and restaurant. ⌖ The restaurant includes a full-service kitchen, indoor seating area, bar, and buffet space, supporting a range of dining experiences. It will be open to the general public. ⌖ The main water park structure will be **17.569** metres tall, which is consistent with the current zoning rules. The hotel will be **27.00** metres tall and has been located to the north side of the site away from the adjacent residential area. ⌖ Site visitors do not have to stay at the hotel to use the site. It will be open to all visitors. ⌖ The waterslide area on the Palladium Drive frontage will be fenced due to requirements for maintenance and security. The rest of the property will be unfenced.
Development Timeline ⌖ When will construction start? ⌖ How long will construction take? ⌖ When will the site be open?	⌖ Construction is expected to begin spring 2027 and take approximately 21 months ⌖ The site is expected to open in January 2029

Introduction

1.3 Background

2775 & 2785 Palladium plus 350 Culdaff Road are three large Mixed Industrial properties created through subdivision of 195 Huntmar Drive in 2018 (D07-16-16-0011). Zoning on the site was established in 2020 (D02-02-16-0055). The properties are currently vacant and are revegetating naturally following initial grading works associated with the original subdivision in 2019-2021.

Following an extensive search for a suitable location, this site has been selected as the future home of an indoor water park, hotel and entertainment centre designed as a tourist destination to provide year-round recreation. The proposed development will contribute to the City of Ottawa's economy by attracting visitors and supporting local and regional tourism. In addition to the water park, the development will include a **238**-room hotel and an indoor entertainment facility featuring a variety of activities, as well as an accessory restaurant. **704** parking spaces are proposed to serve the development, extending across the Palladium lands and adjacent 350 Culdaff Road property.

Through consultation with City staff, the Mixed Industrial designation was identified as the most suitable area to establish the use. The site represents an appropriate and strategic location for this type of use due to its proximity to Highway 417 and other prominent entertainment/recreational destinations such as the Canadian Tire Centre and Bell Sensplex.

This Planning Rationale has been prepared in support of a Zoning By-law Amendment application for the proposed development. The rezoning is intended to facilitate the development of an indoor entertainment facility, hotel, and restaurant, along with associated parking and site works. The requested zoning amendment will establish the uses on the site and introduce site-specific provisions for this unique development. An application for Site Plan Control is being submitted concurrently.

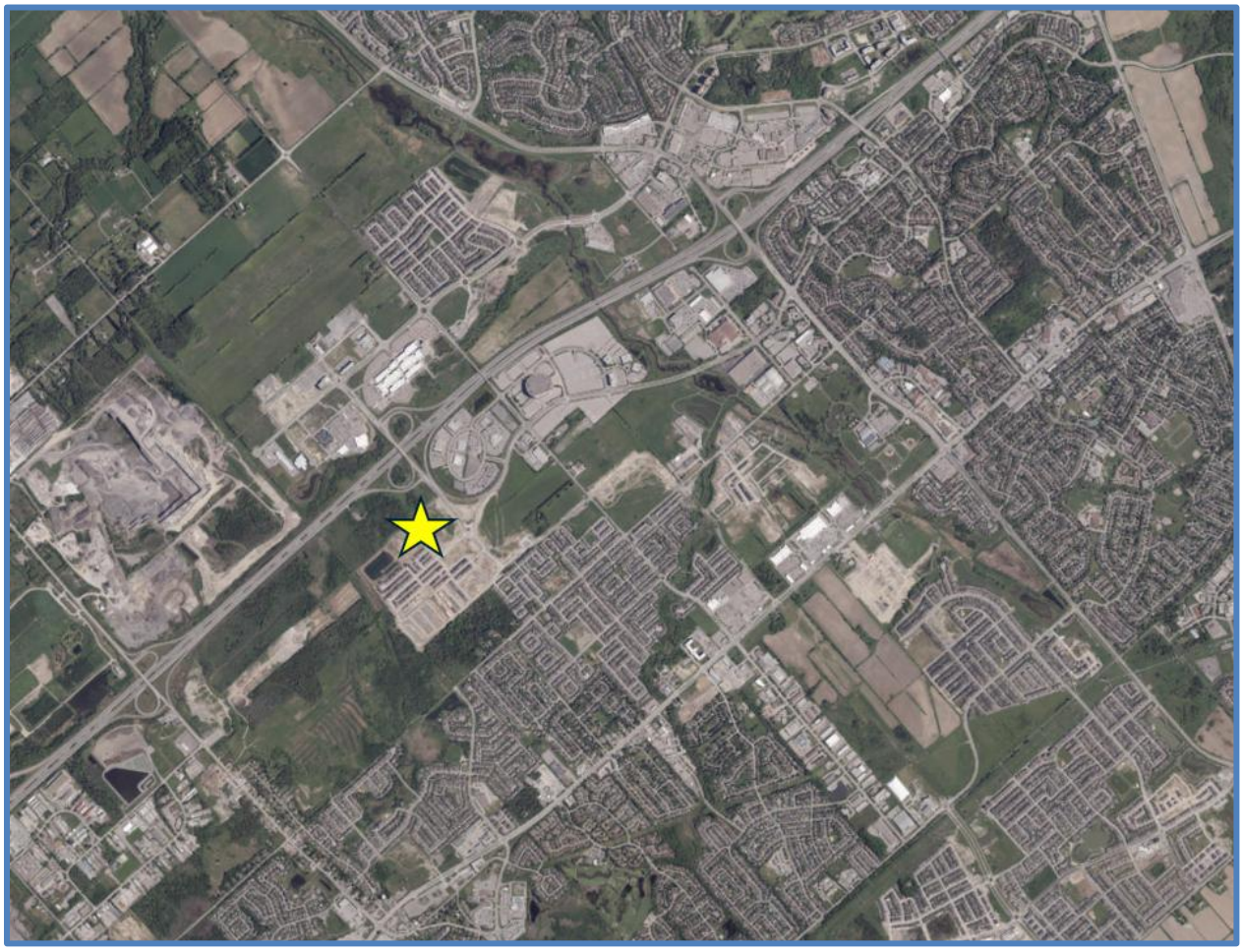
1.4 Location

The site is located in Stittsville, situated south of Highway 417 and west of Palladium Drive. The site comprises three properties: 2775 Palladium Drive, 2785 Palladium Drive, and 350 Culdaff Road. The lands are legally described as Blocks 243, 244, and 251 on Plan 4M-1687, Lot 2, Concession 1, in the Geographic Township of Huntley, City of Ottawa.

The two Palladium Drive properties are positioned between Palladium Drive and Culdaff Road, while the third parcel is located directly across Culdaff Road. Collectively, the three properties have an approximate total area of **5.3 hectares.**

The site is bounded by vacant lands owned by the Ministry of Transportation (MTO) to the north, Palladium Drive to the east, a stormwater management facility to the west, and a mix of recently developed residential lands and vacant lands to the south. Refer to **Figure 1** below.

Figure 1: Location of Site



1.5 Surrounding Area

The site is in the Suburban Transect on land designated as Mixed Industrial and Minor Corridor surrounded by developing residential communities, vacant land and commercial development. **Figure 2**

- North

  To the north of the site is a property owned by MTO, the future site of the Palladium West Ottawa Maintenance Patrol Yard. The Highway 417 interchange is located approximately 400 metres north of the site, and north of the highway is a large-format commercial area.

- East

  Palladium Drive forms the eastern boundary of the site. Directly across Palladium Drive is the Palladium Auto Park, composed of automobile dealerships operated by various companies, each occupying individual buildings. The future site a new high school at 195 Huntmar Drive is also east of the site.

- South

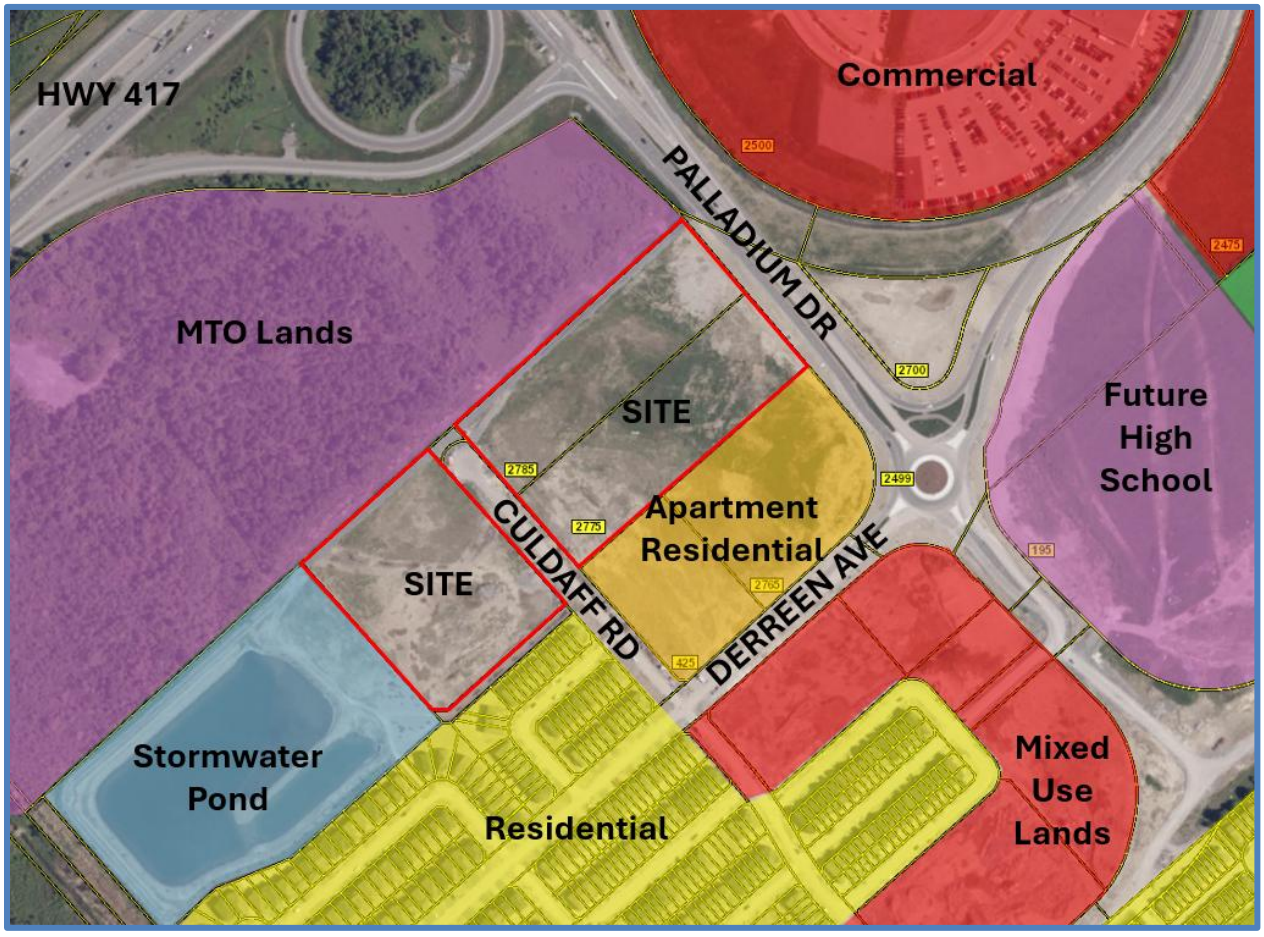
  To the south of the Palladium Drive properties, a recently approved six-storey apartment building is planned for construction at 425 Culdaff Road (D07-12-24-0140). Beside 425 Culdaff Rd, is 2765 Palladium Drive, the subject of a site plan application to develop three

six story apartment buildings (D07-12-26-0068). Beyond these lands and south of the Culdaff Rd property is a recently constructed residential neighbourhood, extending southward from Derreen Avenue to Stittsville Main Street.

- West

  To the west of the site is a municipally owned stormwater management facility. Beyond the pond are vacant lands designated for future development.

Figure 2: Site Context



1.6 Site Conditions

The site is vacant. Initial grades were established during subdivision development between approximately 2019 to 2021. Since that time the site has been revegetating naturally. There are no trees on the site. Refer to **Figures 3 to 5.**

Figure 3: 2775 & 2785 Palladium Drive View from Culdaff Road



Figure 4: 350 Culdaff Road Viewed from Culdaff Road.



Figure 5: View from End of Culdaff Road



1.7 Relationship to Landscape

The site is visually and physically connected to the surrounding neighborhood. Vacant commercial development land extends from Doreen across the site to Highway 417 to the north. The intended use of the site will serve a similar commercial function as the commercial properties on both the North and South sides of Highway 417 surrounding the Palladium interchange.

1.8 Transportation Connections

The site has frontage on both Palladium Drive and Culdaff Road. However, in accordance with MTO requirements, direct vehicular access to Palladium Drive is not permitted. Primary access to the site is from Culdaff Road, a local road as shown on Official Plan Schedule C4 – Urban Roads.

Access to the broader road network is available via Culdaff Road connecting southward to the local collector, Derreen Avenue and eastward to Palladium Drive, the nearest arterial roadway. Palladium Drive, in turn, provides direct access to Highway 417 via the interchange located northeast of the site, facilitating convenient regional connectivity.

Sidewalks and cycling facilities are currently provided on the west side of Culdaff Road, extending to approximately 10 metres south of the site property boundary. At present, no sidewalks or cycling infrastructure have been established on the east side of Culdaff Road between the site and Derreen Avenue.

A bus stop is located approximately 9-12 minutes walk from the site at the corner of Palladium Drive and Derreen Ave, northeast of the roundabout. Current transit connections to the site include four bus routes:

- Route 62 (Tunney's Pasture-Stittsville) offers service every 30 minutes all day.
- Routes 261, 263, & 266 (Tunney's Pasture-Kittiwake, Tunney's Pasture-Richmond, and Tunney's Pasture-Springbrook) are weekday peak period connection routes that provide service during the three-hour peak traffic period in the morning and evening.

A future O-Train station is intended to be constructed at the intersection of Cyclone Taylor Boulevard and Huntmar drive, approximately 750 metres from the site. This station is indicated on Official Plan Schedule B5 (Suburban West Transect) and Schedule C2 (Ultimate Transit Network).

1.9 Proposed Development

The applicant is proposing to develop a destination-oriented recreational facility on the site. The development will include a water park and a family entertainment centre, offering a wide range of recreational activities designed to appeal to families and visitors of all ages.

In addition to the recreational components, the proposal includes a hotel to accommodate out-of-town guests and support extended stays. Ancillary uses, including a variety of food and beverage options, are also proposed and would be defined as restaurants under the Zoning By-law. Accessory offices and support facilities for the indoor entertainment facility are also proposed. Parking for **704** vehicles is provided across the three properties to support the overall development.

The development is anticipated to serve as a significant contributor to tourism and economic development within the City of Ottawa. The project is expected to provide approximately 445 jobs during construction and approximately 270 full-time equivalent jobs once operational. By introducing a major recreational destination, the project is expected to attract visitors from across the region and beyond, contributing to Ottawa's profile as a destination for leisure and family-oriented activities.

1.9.1 Site Design

The overall site has been designed to create an integrated, multi-functional environment that is welcoming, intuitive, and easy to navigate for all users. The east side of the site plan includes the proposed water park, family entertainment centre, hotel, and accessory restaurant **Figure 6**. The west side of the site plan includes an accessory parking lot for facilities **Figure 7.**

Figure 6: Site Plan - East (2775 & 2785 Palladium Drive)

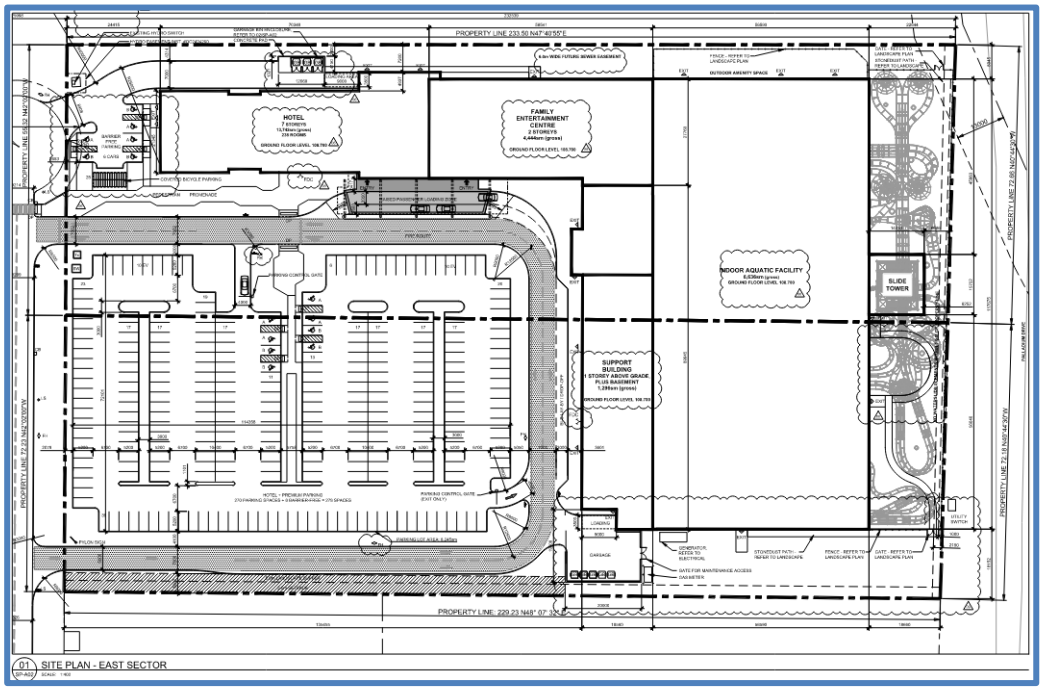
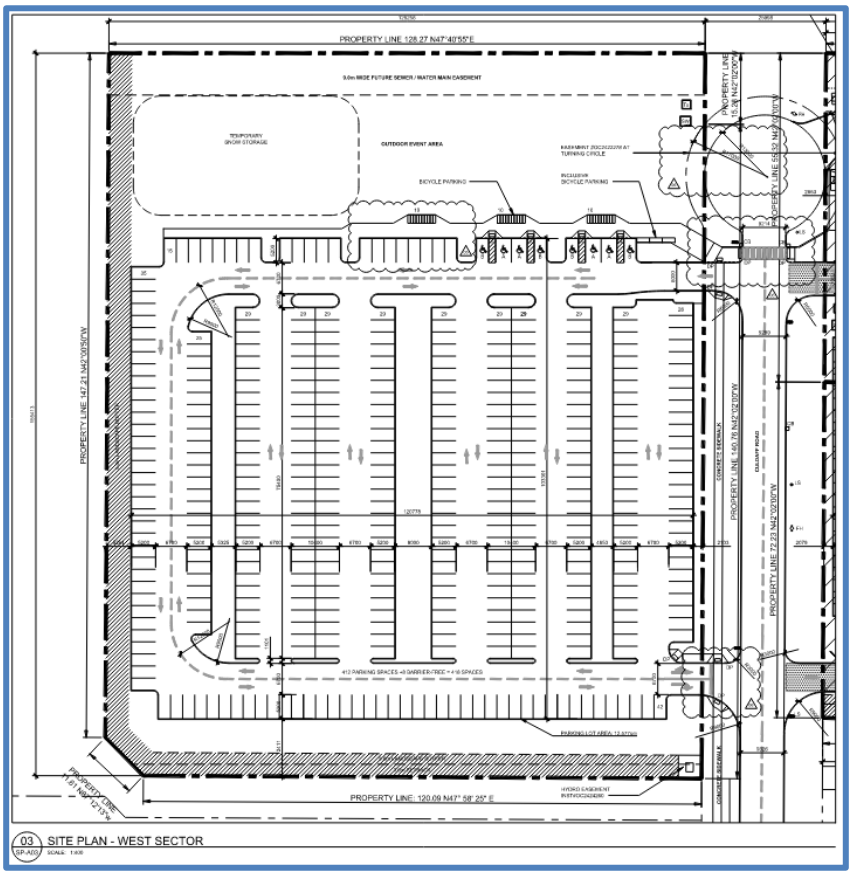


Figure 7: Site Plan - West (350 Culdaff Road)



A full architectural description of the site and all buildings is included in the urban design brief prepared by McRobie Architects (**July 16, 2026**). Elevations from the urban design brief are shown in **figures 8 and 9.**

Figure 8: South and West Elevations

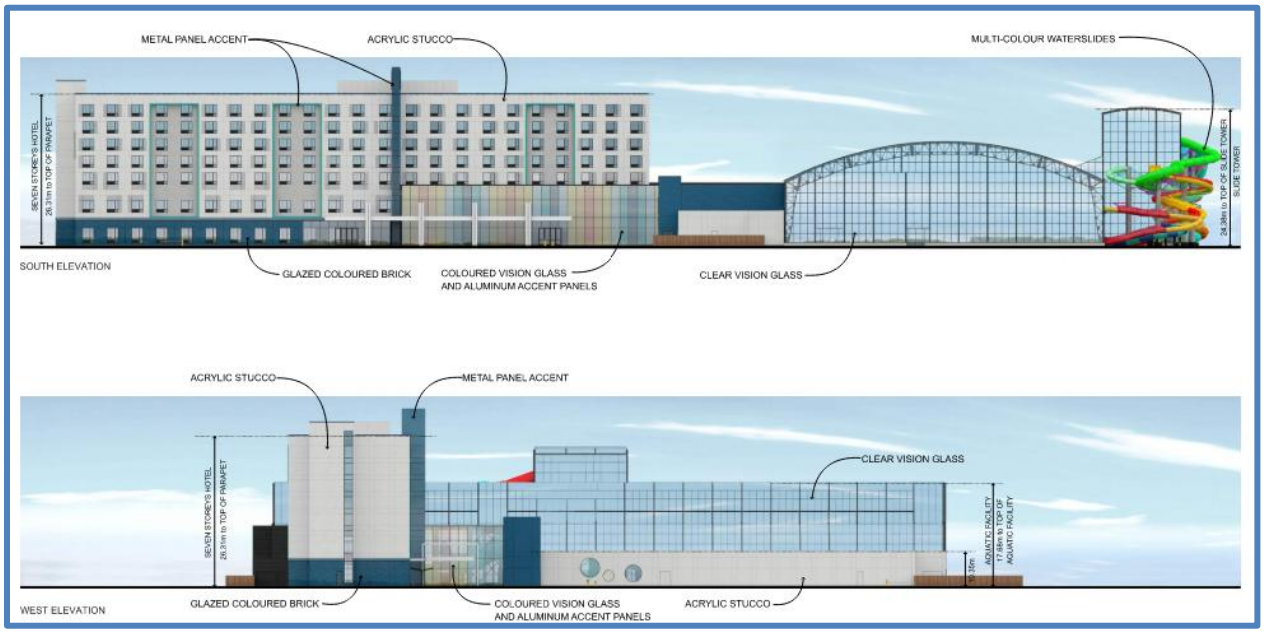
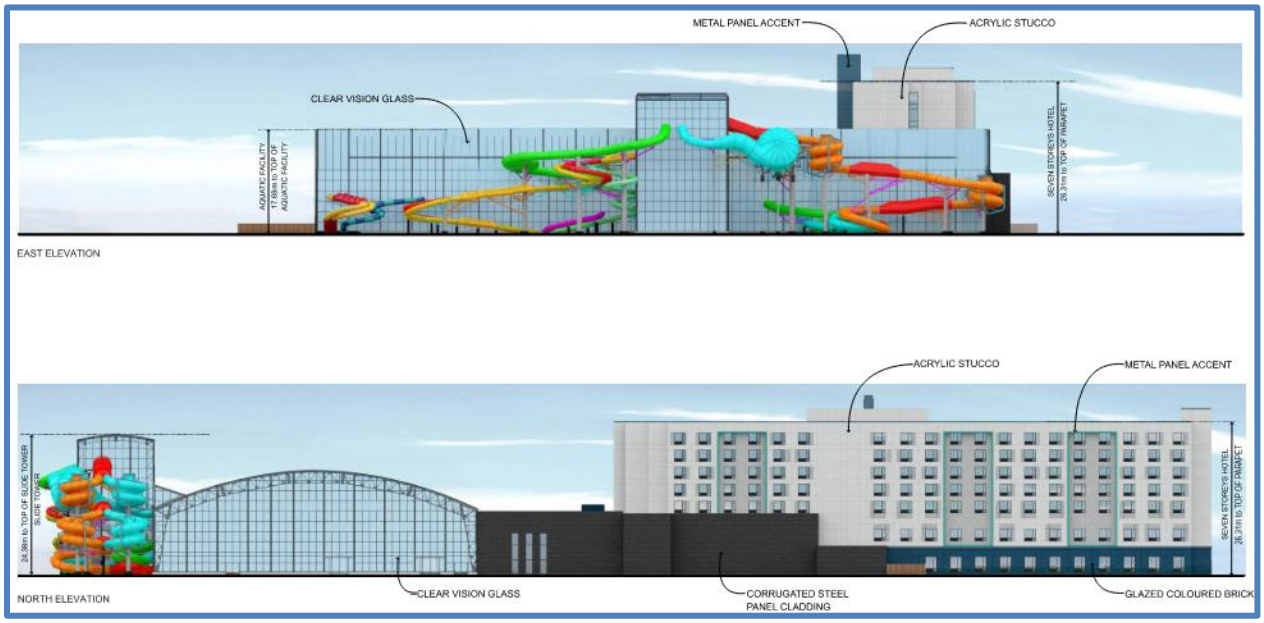


Figure 9: East and North Elevations



The proposed water park structure includes a retractable roof design that allows increased natural airflow during the summer months. This design element will significantly reduce the energy requirements for heating, cooling and ventilation throughout the year.

1.9.2 Proposed uses

Proposed uses on the site include a hotel, an indoor entertainment facility (including the indoor water park), a restaurant, and parking lot.

1.9.2.1 Hotel

The proposed hotel is intended to provide a convenient on-site accommodation option for patrons visiting the water park, particularly those traveling from outside the Ottawa area. While the hotel is expected to accommodate a broad range of guests, its primary market is anticipated to consist of visitors to the water park and associated entertainment facilities. As such, the majority of hotel patrons are expected to be directly utilizing the recreational amenities on-site.

The hotel will consist of **238** guest rooms distributed over seven storeys, with a total gross floor area of approximately **13,742** square metres and a building height of **27** metres.

Amenities within the hotel include a flexible hospitality space on the ground floor suitable for gatherings and events, a fitness centre, and an on-site restaurant. These facilities are intended to enhance the overall guest experience and support the hotel's role as an integral component of the recreational destination.

1.9.2.2 Indoor Entertainment Facility

The indoor entertainment facility represents the primary use of the site. This component includes both the water park and the family entertainment centre, forming the core recreational attraction of the development.

The indoor entertainment facility has a total gross floor area of **12,376** square metres. Of this, approximately **9,246** square metres are dedicated to areas accessible to the general public. These publicly accessible spaces include the main water park, family entertainment areas, a retail/gift shop, party rooms, and associated changing and shower facilities. The building height is **17.569** metres, except for the slide tower, which extends to **24.38** metres.

The water park includes waterslides that exit and re-enter the building. These are primarily accessed by the slide tower within the water park. The waterslides are a critical part of the operations of the water park and the exit and re-entry through the side of the building is a standard feature on these types of facilities due to the practical benefits of reducing non-functional floor space and providing an exciting visual public appeal.

An accessory support building is also included as part of the indoor entertainment facility. This area provides essential operational functions for the water park, including administrative offices, water treatment and circulation systems, and mechanical (HVAC) infrastructure. These support areas are larger than those typically found in conventional commercial developments, reflecting the technical requirements associated with treating and recirculating the water used for on-site recreational purposes.

1.9.2.3 Restaurant

A total of approximately **1,011** square metres of restaurant space is distributed across two locations within the site.

The primary restaurant is located within the hotel building and is designed to mainly serve hotel guests. However, it will also be open to the general public, allowing non-guests and visitors to dine at the facility. This restaurant will include a full-service kitchen, indoor seating area, bar, and buffet space, supporting a range of dining experiences.

A secondary food service component is provided in the form of a concession area located within the water park support building. This concession is intended exclusively for patrons of the water park and family entertainment centre. While it does not include a dedicated seating area, ample seating is provided throughout the water park and entertainment spaces to accommodate users.

Together, these food service offerings support the overall function of the site as a destination-oriented recreational facility by providing convenient and accessible dining options for both guests and visitors.

1.9.2.4 Parking lot

A total of **704** parking spaces are provided across the three properties. While parking is typically considered an accessory use when located on the same lot as the primary use, a portion of the supply is located on the 350 Culdaff Road property, which is separated from the main development by the Culdaff Road ROW.

Notwithstanding this separation, the Culdaff Road parking area is functionally integrated with and supports the overall development and is therefore considered an accessory use.

Due to its size and location, the Culdaff Road parking area has been designed to operate similarly to a principal use parking facility, incorporating an efficient layout, clear circulation patterns, and appropriate landscaping while maintaining safe and orderly operations.

1.9.3 Active Transportation Facilities

Active transportation facilities have been designed to reflect the anticipated level of use within the suburban context. A new sidewalk is proposed along the west side of Culdaff Road, extending the existing sidewalk currently located south of the site. These improvements will provide a continuous and direct connection to the primary east–west internal pathway linking the parking areas to the main building, establishing a logical and efficient route for pedestrians and cyclists accessing the recreational facility.

A total of **61** short-term bicycle parking spaces are proposed on-site, which exceeds the requirements of Zoning By-law 2026-50, (see **Table 2**). Of these spaces, three will be designed as enlarged, inclusive bicycle parking stalls to accommodate a range of active transportation devices.

Table 2: Bicycle Parking Requirements Under By-law 2026-50

Bike Parking 2026-50 - Section 613 – Table 613 A			
Use	**Requirements**	**GFA (m²)**	**Required**
Hotel	6 spaces with an additional 1 space per 250 m² of associated restaurant or assembly space above 1,000 m²	Restaurant + Assembly space (1162 m²)	7.0
Indoor Entertainment Centre	4 spaces with an additional 1 space per 250 m² above 1,000 m²	Water park, FEC, & support = 12376 m²	46.3
		Total (Rounded Up)	**54**

1.9.4 Parking

On the Palladium Drive properties, a one-way drive aisle circulation route provides access to a designated bus lay-by area as well as a pick-up and drop-off zone serving the water park and hotel components. From this area, patrons may proceed to the main visitor parking supply on the Culdaff Road property.

The developer of the site has undertaken a parking requirements analysis based on the uses proposed on the site and data from similar facilities. This study found that **697** parking spaces are recommended for the efficient operation of the proposed development. Parking is distributed across the properties located on both sides of Culdaff Road, with a total of approximately **704** parking spaces provided. Of these, **284** spaces are located on the Palladium Drive properties, while approximately **420** spaces are provided on the Culdaff Road property.

The parking areas on the Palladium Drive properties are intended to function as controlled or limited-access parking, primarily serving hotel guests. In contrast, the larger parking area on the Culdaff Road property is intended to accommodate general visitor parking for the broader recreational and entertainment uses on-site.

1.9.4.1 Accessible Parking Spots

Accessible parking spaces are distributed across both parking areas in proportion to the supply of spaces. The Palladium Drive properties provide a total of eight accessible spaces (comprising four Type A and four Type B spaces), while the Culdaff Road property provides twelve accessible spaces (including six Type A and six Type B spaces). Accessible parking has been provided on both sites because it would not be desirable to provide all the barrier free accessible parking in the area that is limited access on the Palladium site.

1.9.4.2 Loading Spaces

Normal site operations are anticipated to require 1-3 deliveries a day.

Loading spaces have been provided to accommodate delivery vehicles and busses. Two loading spaces are provided for deliveries, consistent with the requirements of zoning by-law 2026-50 (see **Table 3**).

Table 3: Loading Space Requirements

Loading spaces provision	Required	Proposed
By-law 2026-50 - Table 610A row v (all other non-residential uses)	GFA 25,000 m² and over (requires 2 spaces)	2

In addition to the formal loading spaces intended for deliveries, the site also includes a bus layby/dropoff area in front of the support building.

1.9.5 Landscaping

A comprehensive landscape plan has been prepared for the site, reflecting the thematic character and branding of the proposed water park development. The site design incorporates substantial areas of internal soft landscaping throughout the parking areas on both the Palladium Drive and Culdaff Road properties. These landscaped areas include a mix of tree species, with an emphasis on those native to the Ottawa region, contributing to both ecological function and visual quality. Decorative elements, including benches and wayfinding signage, are also integrated throughout the site to enhance the overall user experience.

A large open grassed area is proposed in the northern portion of the Culdaff Road property. This space is intended to accommodate temporary events associated with the water park while also functioning as a general-purpose area for informal activities such as picnicking and passive recreation. Additionally, it is intended to serve the dual function of seasonal snow storage during the winter months.

Tree planting throughout the site is designed to achieve significant canopy coverage over time. Canopy coverage at 40 years is projected to be **35.1%,** contributing toward the City of Ottawa's target of 40 percent urban tree canopy coverage as identified in the Official Plan. This represents a substantial improvement over existing site conditions, which currently lack vegetation. Increased canopy cover will also help mitigate urban heat island effects while enhancing overall site comfort and environmental performance.

1.9.6 Servicing

1.9.6.1 Water

The site will be served by two water service laterals that connect to the existing 305 mm watermain within Culdaff Road. The available water supply and fire flow in proximity to the site is sufficient to meet the forecasted demands.

1.9.6.2 Sanitary

The development will be serviced via two sanitary laterals connecting to the existing 250 mm diameter sanitary stubs on Culdaff Road: the north connection servicing the hotel and family entertainment centre, and the south connection servicing the support building and water park.

The existing sanitary system has sufficient reserve capacity to support the proposed development.

1.9.6.3 Stormwater

The site has two catchments, east and west of Culdaff. Independent quantity control is provided for each site using inlet control devices to achieve the desired release rates. Both sites ultimately discharge to Stormwater Pond 7 which provides enhanced quality control for the receiver.

1.9.6.4 Winter Snow Removal

A private contractor will undertake winter snow removal on an as needed basis. Snow will be cleared and stored on the Culdaff property.

1.9.6.5 Waste Management

Two waste enclosure areas are proposed on-site to support the operational needs of the development. The southern waste enclosure will serve as the primary waste collection point for the water park and family entertainment centre and is located adjacent to an associated loading dock to facilitate efficient operations.

The northern waste enclosure is intended to serve the hotel component and is similarly located adjacent to a dedicated loading area.

Both waste enclosures will be screened from public view and adjacent properties through the use of a 2.0-metre-high opaque fence, ensuring visual containment and minimizing potential impacts on surrounding land uses.

Waste materials will be stored in metal front-end loader containers within the enclosures. Collection will be conducted on a regular basis by a private waste management contractor, ensuring the safe and efficient removal of materials from the site.

1.10 Land Use Compatibility

The Mixed Industrial Designation permits a variety of uses including warehousing, manufacturing, and related employment uses. The site was originally anticipated to accommodate automobile dealerships as part of the 195 Huntmar Subdivision. However, the proposed recreational, hotel, and commercial uses provide a more attractive form of development and a higher concentration of employment opportunities.

Compared to the automotive dealerships that were planned to be established on the site, the proposed development is expected to generate fewer operational impacts. The use will require fewer truck deliveries and is less likely to produce noise, emissions, require outdoor storage, or other nuisances that would impact the public realm.

Additionally, the proposal is compatible with surrounding residential and commercial development and represents a less disruptive alternative to other uses that could be permitted within the Mixed Industrial designation, such as warehousing, manufacturing, and related employment uses.

1.11 Official Plan Designation

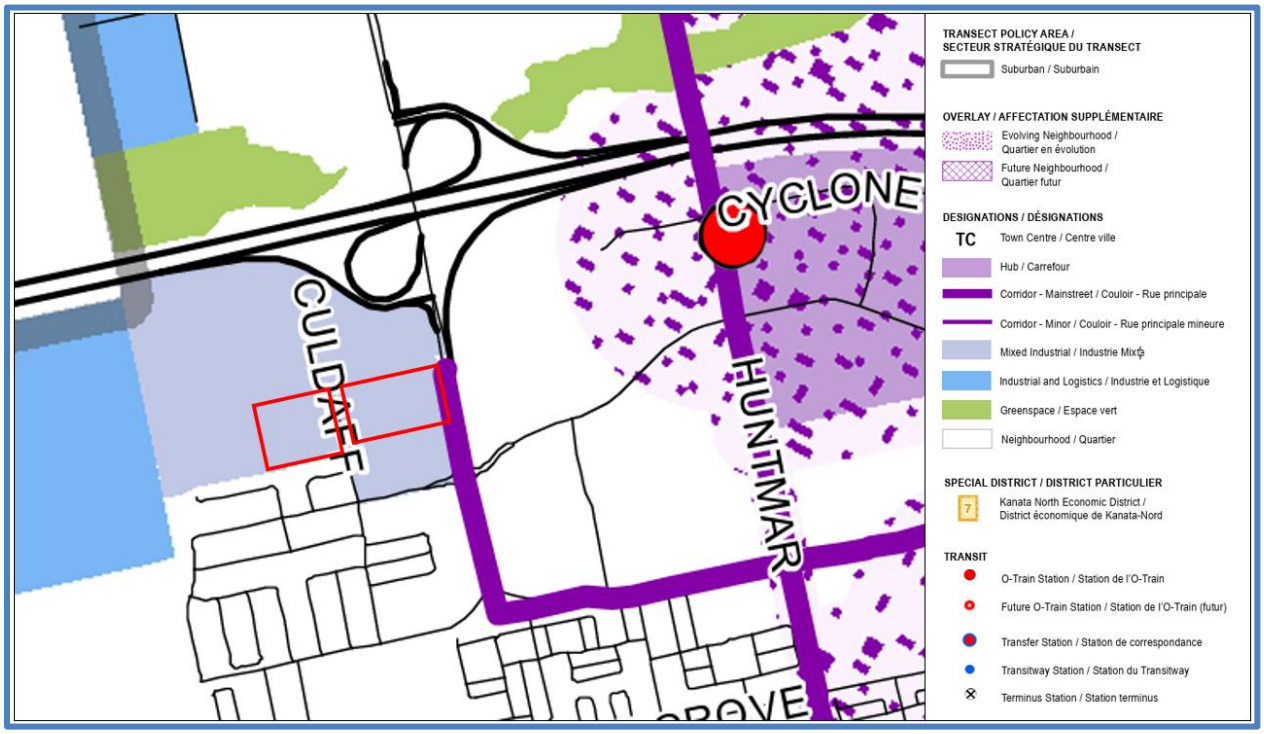
The subject lands are located within the Suburban (West) Transect as identified on Schedule B5 of the City of Ottawa Official Plan (**Figure 10)**. The lands are designated Minor Corridor along the Palladium Drive frontage to a depth of approximately 120 metres, with the remainder designated Mixed Industrial.

Corridors are described in section 6.2 of the Official Plan. The corridor designation applies to streets intended to accommodate higher-density, mixed-use development with enhanced levels of service. Minor Corridors are areas planned to support nearby residential communities and contribute to the evolution of complete, 15-minute neighbourhoods.

The Mixed Industrial designation permits a broad range of non-residential uses, including light industrial, commercial service, office, and indoor recreational uses. These areas are intended to accommodate lower-impact employment and commercial activities while providing a transition between more intensive employment areas and adjacent community uses.

Consultation with city staff established that the Mixed Industrial designation was the most desirable designation for the land uses proposed by this project.

Figure 10: Site Shown on Schedule B5 (Suburban West)



1.12 Zoning By-law

The new Zoning By-law 2026-50 was approved by Ottawa City Council on January 28, 2026, and enacted on March 11, 2026. The majority of zoning provisions are now in effect, with limited sections under appeal. Until appeals to the specific sections of the new by-law are cleared, Ottawa requires that provisions of those sections under both by-laws apply and development applications must consider both.

A Zoning By-law Amendment is required to permit the indoor entertainment facility, hotel, & restaurant. Site-specific zoning exceptions are also being requested to accommodate the unique nature and scale of the proposed development.

The site is currently zoned as Mixed Industrial (IM). This zone permits a parking lot and conditionally permits an indoor entertainment facility and restaurant. Hotel is not currently a permitted use.

1.13 Parks

Parkland dedication was provided for this area during the development of the subdivision of 195 Huntmar Drive in 2018 (D07-16-16-0011). Through the subdivision a district park was provided at 195 Huntmar Drive.

2 Policy Justification

2.1 Provincial Planning Statement

Under Section 3 of the Planning Act, the 2024 Provincial Planning Statement (2024 PPS) establishes policies to achieve the provincial goals for land use planning and development. Specifically, it promotes growth in urban areas for the efficient and optimized use of land, resources, infrastructure and public service facilities. The policies also seek to protect public health, safety and property, conserve the natural resources that support the long-term health and social well-being of communities, and the sustainability of natural features and systems in the environment.

The preamble of the PPS emphasizes the importance of land use planning in supporting a prosperous and successful Ontario. It highlights the need to accommodate a diverse and growing population and workforce over the long term.

The PPS envisions a strong and competitive economy that is investment-ready and recognized for its innovation, diversity, and ability to attract growth. Within this framework, Ontario's land use planning system is intended to guide the development of communities that provide convenient access to employment opportunities, services, and recreational amenities.

The proposed development aligns with this vision by contributing to a complete community that supports economic activity, tourism, and access to recreation, while enhancing the range of services available to residents and visitors

Chapter 2 of PPS 2024 focuses on building homes and sustaining strong and competitive communities. The proposed zoning by-law amendment is consistent with the following:

- Section 2.1.6 – The proposal will support complete communities by providing a source of employment and a major destination for recreational activities in the city of Ottawa.
- Section 2.4.1 – The minor corridor designation is considered a Strategic Growth Area under PPS 2024. The proposal will achieve the goal of focusing development in the Strategic Growth Area.
- Section 2.4.1 (3) - The proposal will permit development to support the achievement of complete communities by providing employment opportunities and a recreational destination proximate to residential areas.
- Section 2.8.1 (1) – The development will promote economic development and competitiveness by providing for an appropriate range of employment and contributing to the mix of land uses in the area. This will contribute to the diversified economic base in the City of Ottawa.
- Section 2.8.1 (1) – The proposed uses are appropriate for this site because they contribute to the compatibility of land use by providing appropriate transition to sensitive land uses such as the residential uses south of the site.

Chapter 3 of PPS 2024 sets out policies for the provision of Infrastructure and Facilities. The proposed zoning by-law amendment is consistent with the following:

- Section 3.3 (3) – The proposed development has considered the need for compatibility with the adjacent Planned Corridor (HWY 417). Early consultation with MTO coordinated appropriate site access to avoid negative impacts to the corridor. The developers of the site are continuing consultation with MTO regarding other site elements and will submit an application for MTO development permission to ensure that impacts to the corridor are acceptably minimized and mitigated.

- Section 3.5 – The site contributes to the separation of sensitive uses from nearby Major Facilities such as Highway 417. Providing land uses in the transition area between sensitive uses and major facilities that are compatible with both is highly desirable from a land use perspective.
- Section 3.6 (2) – The proposed development is on full municipal services as the preferred form of servicing for development within settlement areas.

Chapter 5 of PPS 2024 guides Protecting Public Health and Safety. The proposed zoning by-law amendment is consistent with the following:

- Section 5.1 (1) - Development is directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage and will not create new or aggravate existing hazards.

The proposed development is consistent with the above direction provided in the PPS 2024, as it is located within the urban boundary, and adds to the local mix of employment focused land uses, and recreational opportunities. It is in a developing mixed-use area, that can be efficiently serviced. The proposed development supports the future long-term economic growth and prosperity of the City of Ottawa.

2.2 Ottawa Official Plan

2.2.1 Section 2.1 – Big Policy Moves

The proposed development aligns with the “Big Policy Moves” outlined in Section 2.1 of the Official Plan. These “Big Policy Moves” are general statements on the intended direction of the development of the City and planning practices over the planning horizon of the Official Plan.

- *Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.*
- *Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.*
- *Big Policy Move 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.*
- *Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.*
- *Big Policy Move 5: Embed economic development into the framework of our planning policies.*

This project represents a significant opportunity to support both intensification and economic growth objectives within the City of Ottawa. As a destination-oriented recreational facility, it is expected to attract visitors from within the region and beyond, while generating a substantial number of permanent employment opportunities and contributing to the city’s economic base.

In addition to its economic benefits, the development has been designed to support sustainable and multimodal access. The inclusion of active transportation infrastructure provides opportunities for pedestrians and cyclists to access the site, aligning with broader municipal objectives to promote alternative transportation modes and reduce reliance on private vehicles.

A strong emphasis has also been placed on achieving a high-quality urban design. The site integrates well-designed buildings with coordinated landscaping and tree planting to create an

attractive and engaging environment. These elements contribute to a welcoming public realm and enhance the overall user experience.

The landscape strategy further supports environmental objectives by improving air quality, promoting health and well-being, and mitigating the urban heat island effect associated with large surface parking areas.

Overall, the development will serve as both a local amenity for residents and a regional attraction, contributing meaningfully to Ottawa's economic vitality while advancing key planning and urban design objectives.

2.2.2 Section 2.2 – Cross Cutting Issues

2.2.2.1 Intensification and diversifying housing options

The proposed rezoning will support land use intensification and contributes to the public realm amenities and services.

3) *Improve public amenities and services*

- Provides recreational and employment opportunities for nearby residents, thus supporting the development of 15-minute neighbourhoods.
- Enhances the urban tree canopy and provides equitable access to shade with a landscaping plan that projects **35.1%** canopy coverage at 40-years.

2.2.2.2 Economic Development

The proposed rezoning adds a significant new destination within the city, providing jobs and encouraging economic growth by encouraging tourism.

1) *Enhance Ottawa's high quality of life to attract a skilled workforce and businesses.*

- Liveability is one Ottawa's competitive advantages. The proposed development contributes to Ottawa's livability by providing a high-quality recreational opportunity that is desirable for people from all walks of life.
- The proposed development provides a mixed-use area with access to green space and is an excellent destination for family focused activities.

3) *Direct major employment to Hubs, Corridors and Special Districts.*

- The development is compatible with and can mix with adjacent residential uses making it an ideal land use to be located within the Minor Corridor and Mixed Industrial designations. This contributes to providing employment within a reasonable distance of residential uses.

4) *Integrate economic activities with residential and other land uses.*

- The development does not generate excessive noise, fumes, or other emissions that would suggest it could not integrate with adjacent residential uses. Therefore, the development should not be separated from residential uses and will contribute to a vibrant mixed-use environment where the workforce can enjoy a range of services activities and amenities in the context of a 15-minute neighborhood.

2.2.2.3 Energy and Climate Change

Providing efficient access to the site with the opportunity for active transportation and transit use contributes to the reduction of energy consumption. High-quality site design incorporating substantial trees and landscaping mitigates the effects of climate change.

1) *Plan a compact and connected city.*

- Efficient access to the wider transportation network is provided by the existing road network and bus routes as well as the nearby interchange of Palladium Drive and Highway 417.

2) Apply sustainable and resilient site and building design as part of development.

- The opening roof design provides a reduction to the required energy use during the summer months.
- Substantial tree plantings across the site will reduce the urban heat island effect.

3) Prioritize a shift to energy efficient transportation modes.

- On-site facilities are provided which enable active transportation including bicycling parking spaces, lockers, change rooms, and shower facilities.
- Electric vehicle charging stations are provided on the site which supports the transition to energy efficient electric vehicles.

5) Reduce the urban heat island effect and help protect the vulnerable from extreme heat.

- Increased canopy cover provides shade and passive cooling. The proposed development is a major improvement over existing conditions because there are currently no trees on the site.

2.2.2.4 Healthy and Inclusive Communities

The physical layout of the development and surrounding community enables and encourages healthy choices by residents.

1) Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

- The development is located within walking distance of residential uses in the surrounding community providing a local amenity opportunity and encouraging evolution towards a 15-minute neighbourhood.

2) Build accessible, inclusive communities, and design for all ages, including children and older adults.

- The development has been designed to be AODA compliant, ensuring that is it accessible to people of all ages and abilities.

4) Advance human health through decision-making on the built environment.

- Providing pedestrian and cycling connections on Culdaff Road provides opportunities for active transportation.
- The site provide provides trees and access to passive greenspace, contributing to the mental and physical health of residents in the area.

2.2.2.5 Gender and Racial Equity

The proposed rezoning supports gender and racial equity by providing amenities and jobs in a form that is accessible to a range of households and economically diverse compositions.

4) Improve access to amenities.

- The proposed development provides a high-quality amenity that meets the needs of families with children, as well as residents of all ages.

2.2.3 Section 3 – Growth Management

Section 3 of the Official Plan focuses on guiding responsible growth and development. The Official Plan provides very little guidance on the ideal location for large commercial uses with

significant amounts of surface parking. The proposed development and zoning by-law amendment will contribute to employment growth in the city and is supported by the following policies:

3.2 (6) Focus areas for the majority of employment growth and employment intensification are the Downtown Core, Hub, Corridor, Industrial and Logistics, Mixed Industrial and Special District designations as shown on Schedules B1 through B8.

- The proposed development is on land which is split designated as Minor Corridor and Mixed Industrial, making it an ideal location to provide employment growth

3.5 (1) Employment uses that can mix with residential uses are permitted within Hubs and Corridors.

- The proposed development has limited to no impacts on surrounding residential uses. As demonstrated by the noise impact assessment, environmental noise generation will be low and can be controlled by reasonable mitigation efforts such as maintaining a no idling policy and emergency generator enclosure. Truck deliveries are limited in frequency and are likely to be less impactful than many other permitted uses within the Mixed Industrial designation such as warehousing or manufacturing.

2.2.4 Section 4 City-wide Policies

Section 4 of the Official Plan sets out city-wide policies to guide development in Ottawa. The proposed re-zoning conforms with the following policies:

2.2.4.1 Section 4.1 Mobility

4.1.2 - Promote healthy 15-minute neighbourhoods

4.1.2 (6) New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

- A new sidewalk is proposed on the west side of Culdaff Road, providing a direct connection the sidewalk already established on that side of the street.

4.1.2 (9) Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

> *b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.*

- Bicycle parking is provided to meet city requirements as set out in the zoning by-law 2026-50.
- Bicycle parking has been located along the main pedestrian connection between the two halves of the site as a convenient and accessible location to access the development.

4.1.2 (11) During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:

> *c) Existing Locals in the Urban Area and Villages: sidewalks will be pursued where possible, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity and financial affordability. Where the addition of sidewalks results in trade-offs between modes, safety for vulnerable road users will be prioritized over vehicular capacity;*

- Culdaff Road is an existing local road in the urban area. Providing a sidewalk on one side of the street is the practical and logical solution that will allow for additional tree planting and landscaping on the opposite side.

4.1.3 - Support growth management and a greener and more resilient city

4.1.3 (6) New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

- Modifications to the Culdaff ROW propose tree planting on both sides which will contribute to the urban forest canopy, soften the interface between the street and the on-site parking, as well as create a pleasant experience of the public realm.

4.1.4 - Support the shift towards sustainable modes of transportation

4.1.4 (11) Surface parking lots should be designed to meet all of the following:

a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and

- Two vehicle entrances are proposed for each side of the parking lot to support safe and efficient vehicle movement throughout the site. These entrances have been located directly across from each other creating intersections that are less disruptive to the flow of traffic and pedestrians.

b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and

- An internal network of pedestrian pathways directs site users towards the northern path of travel and the main entrance of the site.
- A sidewalk has purposely been included only on the western side of Culdaff to encourage site users to use the crosswalk at the northern intersection which minimizes vehicle and pedestrian interactions.

c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and

- Internal landscaping areas have been proposed within the parking lot.

d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and

- Internal landscaped islands within the parking lot have been sized to accommodate large canopy trees, and stormwater infiltration infrastructure.

e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and

- The Culdaff property could support redevelopment, or future intensification in the future.

f) Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.

- Electric Vehicle charging infrastructure has been included on the Palladium property.

2.2.4.2 Section 4.6 Urban Design

Section 4.6 of the Official Plan sets out policies for urban design. The site is not within a design priority, or view protection area of the City, and is not abutting a scenic entry route identified on Schedule C13 of the Official Plan. The development adheres to the following policies:

4.6.4- Encourage innovative design practices and technologies in site planning and building design

4.6.4 (3) The installation of photovoltaic panels on expansive roof structures, such as large-format retail buildings and large-scale institutions and facilities are encouraged. Alternative rooftop designs or interventions that promote climate and energy resiliency such as greenhouses, green roofs or rooftop gardens are also permitted.

- The roof of the water park structure has been designed to open and close. This will significantly reduce the energy requirements of heating, cooling, and ventilation during some months of the year.

4.6.6 - Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

4.6.6 (1) To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

c) Within a designation that is the target for intensification, specifically:

ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

- The Palladium frontage is designated as a Minor Corridor. The proposed building height of the water park (**17.569** m) and slide tower (**24.38** m) is consistent with a six-storey mid-rise building. Mid-rise buildings are permitted in the Minor Corridor, and generally maximum building heights are directed to locations adjacent to the street that sets the corridor. Development on the site has been directed to the Palladium frontage and northern boundary of the site in locations furthest from the nearby residential low-rise neighbourhood.
- The proposed water park building in the Minor Corridor is consistent with building heights on surrounding properties such as the approved apartment building at 425 Culdaff Road, and the proposed apartment building at 2765 Palladium Drive

2.2.4.3 Section 4.7 Drinking Water, Wastewater and Stormwater Infrastructure

4.7.1 (1): To protect, improve or restore the quality and quantity of water in any receiving watercourse, development shall:

a) Conform to approved servicing plans including the Infrastructure Master Plan, the Strategic Asset Management Plan, the Wet Weather Infrastructure Master Plan, subwatershed studies or environmental management plans, approved master servicing studies and applicable local servicing studies; and

b) Not exceed the capacity of the existing infrastructure system.

- A servicing brief has been prepared by LRL Engineering. This report concludes that the development will be accommodated by the capacity of the existing infrastructure system for stormwater, drinking water and sanitary services.

Section 4.7.2 Policy 2: "Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services)."

- Full municipal services are available at the Culdaff frontage. Re-zoning of the property will not affect these connections.

2.2.4.4 Section 4.8 Natural Heritage, Greenspace and the Urban Forest

4.8.2 (2) - The City shall pursue an urban forest canopy cover target of 40 per cent with equity as a guiding principle, in part through the development of sub-targets based on evolving urban form, climate resiliency, and environmental factors."

- Tree canopy cover on the site is projected to be **35.1%** after 40 years. This contributes to the tree canopy coverage target in the Official Plan. The plan represents an improvement on the existing conditions, as there are currently no trees on the site.
- The 40% target in the Official Plan is a general target that is intended to be met city wide, including rural areas which may have much higher canopy coverage. It is not intended to function is a requirement on a site-specific basis.

2.2.5 Section 5 - Transects

The proposed development is within the Suburban Transect as shown on Schedule B5 and conforms with the general characteristics of the Suburban built form, as specified by Table 6 of the Official Plan **(Table 4).**

Table 4: Excerpt from Table 6 of Ottawa Official Plan Section 5

Suburban
Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances oriented to the public realm but set back from the street
Larger lots, and lower lot coverage and floor area ratios
Variety of building forms including single storey
Generous spacing between buildings
Informal and natural landscape that often includes grassed areas
Private automobile parking that may be prominent and visible from the street

2.2.5.1 Section 5.4 Suburban Transect

The Suburban transect consists of areas within the urban boundary located outside the Greenbelt. Development in these areas generally reflect the conventional suburban model described in **Table 4** and are characterized by the separation of land uses, stand-alone buildings, and generous setbacks.

Section 5.4 provides specific guidance for land use in designations within the Suburban Transect, such as Hubs, Corridors, and Neighbourhoods. However, no specific guidance is provided regarding land use within the Mixed Industrial designation in the Suburban Transect. The proposed development and zoning by-law amendment is consistent with the following polices:

5.4.1 Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods

3) *The Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be:*

b) Low-rise along Minor Corridors, however the following policy direction applies:

i) Mid-rise buildings, between 5 to 7 storeys, may be considered through a rezoning without an amendment to the Plan;

- The indoor entertainment facility is predominantly within the Minor Corridor lands. The main building height is **17.569** m, and the slide tower is **24.38** m. The slide tower is the highest point within the Minor Corridor designation and is sited adjacent to the street to provide maximum heights at the street.
- The indoor entertainment facility and slide tower are architecturally considered as single storey buildings. However, they are consistent with the height of 5 to 7 storey buildings which are permitted in the Minor Corridor designation.
- The proposed zoning amendment seeks to permit a maximum building height of **27.0** m to accommodate the 7-storey hotel.

5.4.4 Provide direction for new development in the Suburban Transect

1) Greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm

- Extensive landscaping and greenspaces on the site add to the overall attractiveness of the public realm in this location.
- The waterslides on the Palladium Drive frontage add a visually interesting focal point and will contribute to placemaking by providing a distinctive landmark within the community.

d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;

- The development will be connected to the pedestrian network by the sidewalk on Culdaff Road, which directly connects to the internal pedestrian network of the site.
- Bicycle parking facilities on site comprise of **61** spaces, three of which are inclusive for alternate forms of active transportation. Cycling access to the site is from Culdaff Road, a local dead-end road.
- End of trip facilities such as showers, change rooms, and lockers are provided and are available for employees or site users to support active transportation choices.

e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density *residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;*

- The proposed uses on site are appropriate for the Minor Corridor designation in the suburban transect as they supply a source of employment and recreation to the surrounding neighbourhood, as well as providing a destination for regional recreational needs.

i) Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures; and

- The parking lots have been screened from view by landscaping and setbacks. The largest parking lot setbacks are provided in areas of the site adjacent to residential areas along the southern boundary of the site.
- Reduced parking setbacks proposed on the Culdaff frontage are mitigated by additional landscaping on site and in the Culdaff right of way, contributing to the high-quality public realm surrounding this site. See **Figure 11.**

Figure 11: View of the Proposed Development Showing Culdaff Road



2.2.6 Section 6 - Designation

The development site is dual designated. The east portion of 2775 & 2785 Palladium Drive abutting the street is designated as Minor Corridor and the remaining area of the Palladium properties and the Culdaff property are designated as Mixed Industrial.

2.2.6.1 Section 6.2 – Corridors

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Palladium Drive is designated as a Minor Corridor to a depth of 120 metres from its centreline as specified by Section 6.2.1 policy 1.

The proposed uses including hotel, indoor entertainment facility, and restaurant, are generally permitted within Corridors as they add to the mix of services and employment opportunities in the city. The proposed development and zoning by-law amendment are consistent with the following polices:

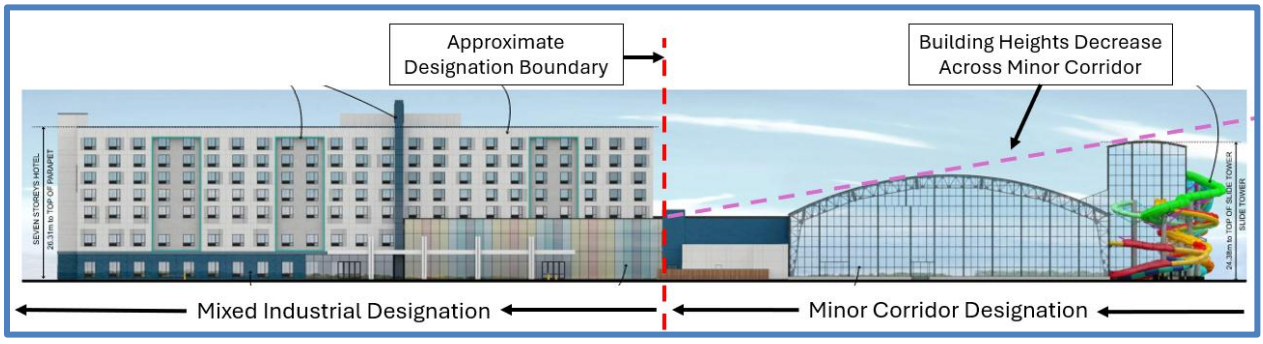
6.2.1 Define the Corridors and set the stage for their function and change over the life of this Plan

2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

- The tallest part of the development within the Minor Corridor is the slide tower. It is sited adjacent to Palladium Drive.
- Height transition is achieved within the corridor as the main building of the indoor entertainment facility has a lower height than the slide towner, and the support building has yet a lower height (see **Figure 12**). This pattern of development provides a gradual reduction in height across the Minor Corridor designation to the adjacent Mixed Industrial designation.
- The property to the south of the site (2765 Palladium) is also dual zoned as a Minor Corridor and Mixed Industrial designation. A site plan control application (D07-12-26-0068) has recently been submitted for three six-storey apartment buildings on the site similar to the approved building at 425 Culdaff Road, which has a height of 19.8 m (D07-12-24-0140). The proposed indoor entertainment facility is of a similar height to the six storey apartment buildings on both sites.

Figure 12: Height Transition within Minor Corridor Designation



c) For sites generally of greater than one hectare in area or 100 metres in depth:

i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and

- An enhanced pedestrian circulation network is provided within the site and in the Culdaff right of way. This provides improved access to the development and public realm for pedestrian, cyclists, and transit users.

d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

- The proposed uses do not generate any types of environmental emissions such as odour, fumes, dust, vibration, or glare that would impact surrounding land uses in the Minor Corridor. Although there will be some deliveries to the site, the number of deliveries is expected to be low, and appropriate for commercial development within a Minor Corridor.

- The proposed commercial uses generate some noise associated with delivery vehicles and HVAC systems, consistent with typical commercial developments that are permitted within the Minor Corridor designation. A noise study has been prepared and provides recommendations on mitigation actions. With appropriate mitigation strategies implemented there will be no environmental noise impacts to surrounding properties.

3) Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

- The proposed development consists of commercial land uses that provide employment, and a destination for recreational activities that can integrate within a dense mix-use environment.

4) Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors and Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and

b) Vehicular access shall generally be provided from the parallel street or side street.

- The Minor Corridor is addressed by siting the building adjacent to the corridor and providing a visually appealing frontage that adds to placemaking and the public realm.
- Vehicle access to the site is provided from Culdaff Road.

6.2.2 Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

2) In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

a) Include residential-only and commercial-only buildings;

b) Include buildings with an internal mix of uses, but which remain predominantly residential;

c) Include limited commercial uses which are meant to mainly serve local markets; or

d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

- The development includes commercial only buildings.
- The development provides a mix of commercial uses which provide recreational and employment opportunities to the surrounding neighbourhood, thus supporting the evolution of neighbourhoods towards 15-minute communities.

The development will also provide recreational and employment opportunities to the wider regional area, however the benefits to the neighbourhood will not be limited by virtue of the development also serving the wider area.

2.2.6.2 Section 6.5 – Mixed Industrial

Mixed Industrial areas are clusters of economic activity that are less impactful and provide a broader range of non-residential uses than Industrial areas. These areas can provide a transition between Industrial and Logistics areas and Neighbourhoods, Hubs or Corridors, and provide a

supply of land for non-residential sensitive uses and smaller-scale light industrial and commercial uses.

Mixed Industrial areas are characterized by uses including small-scale commercial service uses and non-residential uses such as indoor recreational uses that would otherwise not be permitted on lands designated Industrial and Logistics. Because the primary uses are not considered a nuisance or have high impacts, these areas can diversify more than Industrial and Logistics areas and can transition into surrounding neighbourhoods.

Consultation with city staff regarding the proposal identified the Mixed Industrial designation as the best location for the development.

The proposed uses will be a significant source of local employment which is desirable to locate in the Mixed Industrial designation. The proposed development and zoning by-law amendment is consistent with the following polices:

6.5.2 Act as a transition between Neighbourhoods and Industrial areas

> *1) Uses which are likely to generate noise, fumes, odours or other similar obnoxious impacts, or are hazardous should not be permitted.*

- The proposed uses do not generate any types of environmental emissions such as odour, fumes, dust, vibration, or glare that would impact surrounding land uses in the Mixed Industrial designation nor adjacent residential sites. Although there will be some deliveries to the site, the number of deliveries is expected to be low, and less than alternate permitted uses in the Mixed Industrial designation such as warehouses or light manufacturing.
- The proposed commercial uses generate some noise associated with delivery vehicles and HVAC systems, consistent with typical developments that are permitted in the Mixed Industrial designation. A noise study has been prepared and provides recommendations on mitigation actions. With appropriate mitigation strategies implemented there will be no environmental noise impacts to surrounding properties.

6.5.3 Permit small scale neighbourhood-based uses along the edge of Mixed Industrial areas where they interface with neighbourhoods

> *1) The following policies apply to commercial services that may be permitted in Mixed Industrial areas, in support of the 15-minute neighbourhood objectives:*
>
> > *c) Commercial service uses shall be located along the edge of the Mixed Industrial* area abutting residential neighbourhoods but no more than 600 metres from a residential zone;

- The majority of commercial uses including the water park and family entertainment facility are located within the Minor Corridor lands.
- Commercial uses on the site in the Mixed Industrial designation are within 600 metres of a residential area

> > *d) Developments shall demonstrate how the proposed use(s) achieves the 15-minute neighbourhood objectives; and*

- Providing employment and recreational opportunities within a short walking distance to the surrounding neighbourhood contributes toward the goal of building 15-minute communities.

> > *e) Appropriate cycling and pedestrian facilities may need to be provided where not currently available.*

- The development proposes to construct a new pedestrian connection on Culdaff, connecting the site to the wider pedestrian network. An internal network of pedestrian pathways provide access to the site. Adequate bicycle parking spaces are provided on the site consistent with the requirements of zoning by-law 2026-50.

2) In Mixed Industrial areas, sensitive uses (including private schools, community centres, licensed child care centres or places of worship) may be permitted through a site-specific amendment to the Zoning Bylaw if all of the following criteria are met:

a) There are no adverse health impacts from adjacent uses and the sensitive institutional use does not impede an existing Mixed Industrial use's ability to operate via a Ministry of the Environment, Conservation and Parks permit. The assessment will be guided by the Ministry of the Environment, Conservation and Parks Land Use Compatibility Guidelines, as amended.

- The hotel use would be considered as a 24-hour sensitive use under the MECP land uses compatibility guidelines because it is a facility where people sleep.
- There are no sources of environmental emissions such as odour, fumes, dust, vibration, or glare from the surrounding areas as none of the sites have been developed for industrial uses. Highway noise has been evaluated and was found to have no impact. The only potential consideration is noise generated from the development itself. A noise impact study has been undertaken and proposes appropriate mitigation measures which will ensure there are no negative noise impacts to the hotel.

b) There are no traffic impacts that would impede a Mixed Industrial use's operations;

- A traffic impact analysis has been prepared for the development and confirms that there are no negative traffic impacts associated with the development.

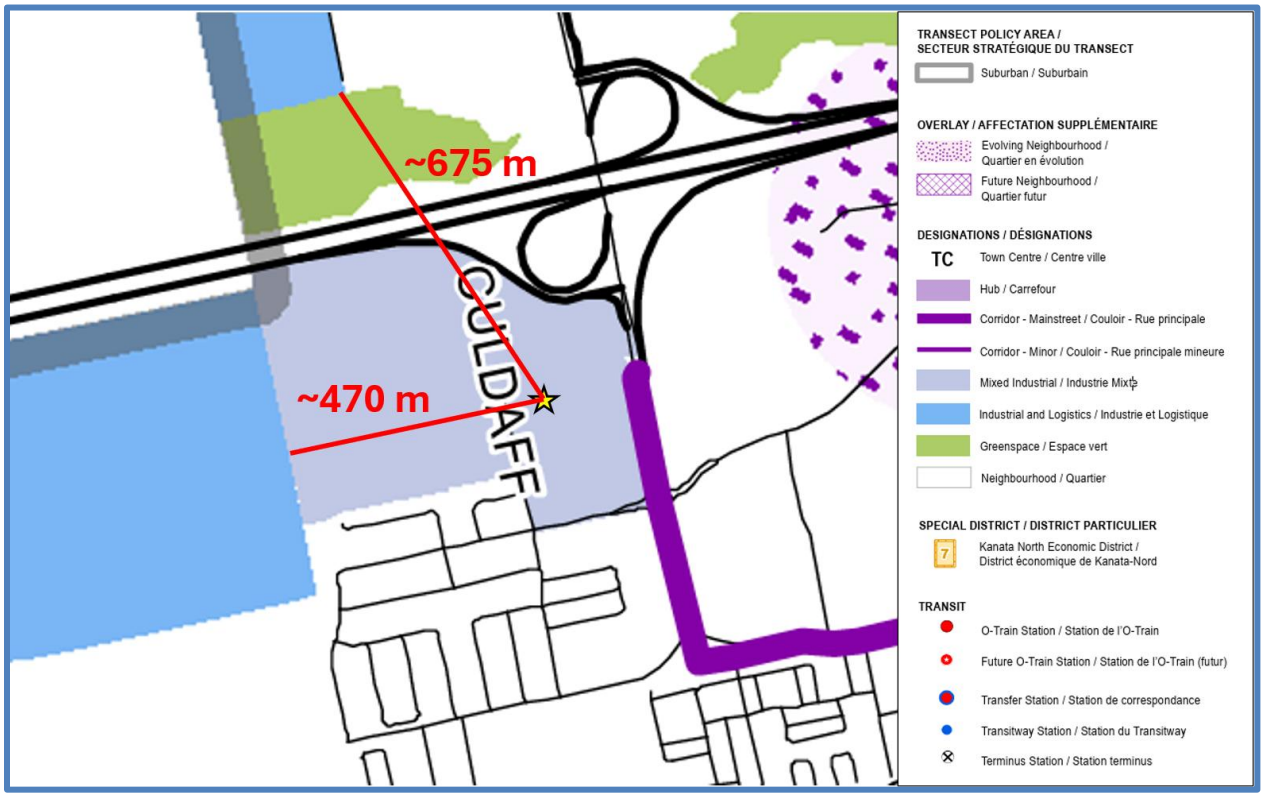
c) Is located within 600 metres of a residential zone; and

- The site is within 600 metres of a residential area.

d) Is located a minimum of 300 metres away from zones where heavy industrial land uses are permitted.

- The closest potential heavy industrial areas would be within the Industrial and Logistics Designation, which is over 470 metres from the location of the proposed hotel as shown **Figure 13**

Figure 13: Distance from Proposed Hotel to Potential Heavy Industrial Uses



2.2.7 Secondary Plans and Area Specific Policies

The site is not located within the geographic boundaries of any secondary plan established under the Official Plan.

2.2.7.1 Area Specific Policy 2

As shown on Annex 5 of the Official Plan the subject site is within the boundaries of Area Specific Policy 2 (Kanata West). The provisions of Area Specific Policy 2 are intended to enforce the remaining development goals of the Kanata West Concept Plan (2002) which expired when the new Official Plan was approved in 2022. These remaining provisions are:

- 2.1 – Landowners will enter into cost sharing agreements for major infrastructure.
- 2.2 – Provision of a district park at 195 Huntmar Drive.
- 2.3 – Outlining conditions to develop lands in proximity to the Carp River.
- 2.4 – Establish condition to lift holding zones relating to Carp River development.
- 2.5 – Define area for buildings of 15 and 6 storeys north of Highway 417.
- 2.6 – Define area for 21.9 ha of employment lands south of Highway 417.

With the exception of 2.1, the provisions of Area Specific Policy 2 do not impact the proposed development. It is understood that the city will include a condition of site plan approval relating to provision 2.1.

We note that the site is within the area referenced for employment uses in provision 2.6 and the proposed uses provide employment as is intended.

2.3 Zoning by-law 2008-250

The development proposal is supported by a zoning bylaw amendment to permit the proposed land uses at an appropriate scale. Site specific modifications to the provision of the zoning are sought to facilitate the development given its unique nature.

Amendments sought to the provisions of zoning by-law 2008-250 are limited to only those provisions which are still under appeal in the new zoning bylaw 2026-50.

2.3.1 Rationale for Site-Specific Exceptions Under By-Law 2008-250

25 sections of the new zoning bylaw are under appeal, however the only relevant section under appeal for a zoning amendment to support this development is the width of a parking lot landscaped buffer.

2.3.1.1 Parking Lot Landscape Buffer

Section 110(1), Table 110 of Zoning By-law 2008-250 requires a 3-metre landscaped buffer between a parking lot and a lot line. The purpose of this requirement is to enhance the public realm, provide opportunities for tree planting, and support the City's urban canopy objectives.

The proposed site functions as a unified development on both sides of Culdaff Road, creating a coordinated streetscape and landscaping treatment that extends across the entire project. As a result, the public realm experience along Culdaff Road is shaped by the integrated design of both properties rather than by the frontage of a single lot.

The landscape plan has been designed to maximize tree planting opportunities and provide substantial areas of soft landscaping throughout the site. Particular attention has been given to providing appropriate screening and landscape treatment adjacent to the residential lands located south of the Culdaff Road property. The proposed planting program is expected to achieve approximately **35.1%** canopy coverage at maturity, representing a significant improvement over existing conditions and making a meaningful contribution toward the City's 40% canopy cover target.

Given the comprehensive landscape strategy, substantial tree planting, and coordinated site design, the intent of the landscape buffer requirement is maintained. For all these reasons, a reduced 2.0-metre landscape buffer along Culdaff Road is appropriate on this site.

- **Despite section 110(1), a soft landscaping buffer provided between the perimeter of a parking lot and a lot line abutting Culdaff Road is required to be 2 metres.**

2.3.2 Proposed Site-Specific Exception Under By-law 2008-250

IP[XXXX]

- Despite section 110(1), a soft landscaping buffer provided between the perimeter of a parking lot and a lot line abutting Culdaff Road is required to be 2 metres.

2.4 Zoning By-law 2026-50

The development proposal is supported by a zoning bylaw amendment to permit the proposed land uses at an appropriate scale. Site specific modifications to the provision of the zoning are sought to facilitate the development given its unique nature

The site is currently zoned as Mixed Industrial (IM) under the new zoning by-law 2026-50. This zone permits a parking lot and conditionally permits an indoor entertainment facility and restaurant. Hotel is not currently a permitted use.

2.4.1 Rationale for Site-Specific Exceptions Under By-Law 2026-50

In addition to the base zoning, a series of site-specific exceptions to Zoning By-law 2026-50 are requested to enable the development, recognizing the unique scale and operational characteristics of the proposed use.

2.4.1.1 Land Use

Three modifications to the permitted uses are requested to facilitate development of this site. We note that that there are no reasonable alternative sites within the City of Ottawa that would permit this specific combination of uses within the Mixed Industrial Designation. The Mixed Industrial designation was identified as the best location for the proposed uses, therefore rezoning to permit the uses is appropriate.

- **Restaurant is a permitted use** – The current zoning permits restaurants only conditionally, subject to a maximum size of 300 m². The proposed restaurant is approximately **1,011** m². We note that the site is located across three properties, which if developed independently would each be permitted to have a 300 m² restaurant. When comparing to this alternate development scenario, the proposed increase to restaurant size is quite small.
- **Indoor Entertainment Facility is a permitted use** - The current zoning permits Indoor Entertainment Facility only conditionally, subject to a maximum size of 3000 m². The proposed Indoor Entertainment Facility is **12,376** m² however, the site does not operate similarly to other indoor entertainment venues. Due to the mechanical needs of the water park, a significant portion of the building is not accessible to the public. Approximately **9,246** square metres are dedicated for patron use.

  We note that the site is located across three properties, which if developed independently would each be permitted to have a 3000 m² Indoor Entertainment Facility. When comparing to this alternate development scenario, the proposed increase to Indoor Entertainment Facility size is quite small.
- **Hotel is a permitted use –**. There are no policies in the Official Plan suggesting that a hotel should not be located in the Mixed Industrial Designation or Minor Corridor Designation, and there are also no polices directing a hotel to be located in an alternate designation. A hotel provides a source of employment as is desirable in the Mixed Industrial designation. As per section *6.5.3* policy 2 of the Official Plan, a hotel would be considered a sensitive use that may be established on this site through an amendment to the zoning bylaw.

2.4.1.2 Building Height

The current IM zone permits a building height of 22 metres. The majority of the proposed development on site is less than 22 meters tall with the exception of the hotel and slide tower.

The seven-storey hotel is **27.0** metres tall. Under Official Plan policy 5.4.1 a seven-story building may be established through zoning amendment in the Minor Corridor designation. Additionally, there is no guidance regarding building height in the Mixed Industrial designation.

- **Permit maximum building height of 27 metres**

2.4.1.3 One Lot for Zoning Purposes

The site has been designed to function as a single entity. Features such as parking and landscaping are intended to be unified across the site. Parking on the Culdaff property is intended

to be an accessory use to the development; it is not intended to be a primary use parking lot. For these reasons it is desirable and necessary to clarify the site is a single lot of zoning purposes

Under section 144 of the zoning by-law:

> *"1) A group of occupancies located in a … IM – Mixed Industrial Zone … are considered as one lot for the purposes of applying zoning provisions and regulations subject to being:*
>
> *(a) designed, developed and managed, including site access and infrastructure servicing, as a unit … by a single owner"*

The site would be considered one lot for zoning purposes because the development is designed, developed and managed, including site access and infrastructure servicing, as a unit by a single owner.

Although the site complies with the provisions under section 144, an amendment to the zoning bylaw provision is sought for additional clarity to firmly establish that the ROW of Culdaff, which bisects the properties, does not change the interpretation of section 144. There are no qualifiers in section 144 which state that the presence of a ROW prevents a site from being considered as a single lot for zoning purposes. Therefore, the requested provision is appropriate and will not conflict with the zoning bylaw.

- **The site is one lot for zoning purposes**

2.4.1.4 Permitted Projections into Yards

Section 204 of the zoning by-law outlines rules for permitted projections into yard setbacks. Waterslides are an element of the building that extend beyond its envelope and do not form part of the footprint of the building; therefore, waterslides would be considered a projection. Section 204 does not contemplate waterslides because they are not a standard feature that is commonly included on buildings in Ottawa. However, waterslides are a standard feature of waterparks in many other locations.

In the case of this development, waterslides are a necessary and integral feature of the waterpark. The proposed waterslides are critical to the operation of the waterpark and their design as a projection from the building is a standard feature of waterparks as it minimizes the area of the building that is devoted to non-functional floorspace. From a planning perspective it is desirable to establish waterslides exterior to the building as they provide a unique and distinctive feature within the public realm, creating a distinct landmark that activates the frontage adjacent to the Minor Corridor of Palladium Drive.

Consultation with city staff indicated that the exception zone should consider the waterslides and any support structures.

An analysis of the projections currently considered in Section 204 identified balconies as the best analogous projections. Balconies are intended to be above the first floor and are also associated with human presence and use. 204(9)e which is intended to cover "all other cases", guides a permitted projection of 2 metres but no closer than 1 metre to a lot line.

- **Despite section 204 waterslides and associated support structures are permitted to project 2 metres into a required or provided yard, whichever is greater, but no closer than 1 metre to a lot line.**

2.4.1.5 Parking Lot Landscape Buffer

Section 607(7) requires a 5-metre landscaped buffer between a parking lot and a lot line. The purpose of this requirement is to enhance the public realm, provide opportunities for tree planting, and support the City's urban canopy objectives.

A number of parking lot design options were reviewed to provide the necessary number of parking spaces. The chosen design was selected because it allows for maximum soft landscaped area on the site. This design reduces the landscaping buffer to 2 metres but only on the frontage adjacent to Culdaff Road. The reduction to 2 metres prevents the parking lot from having to be significantly expanded north or south on the Culdaff property which reduces the total area of paved surfaces on the site. The requested reduction is necessary to provide additional landscaping elsewhere on the site.

A larger parking lot landscape buffer of **12.4 m** has been provided on the Culdaff Road property adjacent to the residential area to compensate for the reduction of landscape buffer adjacent to Culdaff Road. The area of this increased landscape buffer **(~900m²)** is larger than the area of the requested reduction adjacent to Culdaff Road **(~425m²).**

The proposed site functions as a unified development on both sides of Culdaff Road, creating a coordinated streetscape and landscaping treatment that extends across the entire project. As a result, the public realm experience along Culdaff Road is shaped by the integrated design of both properties rather than by the frontage of a single lot.

The landscape plan has been designed to maximize tree planting opportunities and provide substantial areas of soft landscaping throughout the site. Particular attention has been given to providing appropriate screening and landscape treatment adjacent to the residential lands located south of the Culdaff Road property. The proposed planting program is expected to achieve approximately **35.1%** canopy coverage at maturity, representing a significant improvement over existing conditions and making a meaningful contribution toward the City's 40% canopy cover target.

Given the comprehensive landscape strategy, substantial tree planting, and coordinated site design, the intent of the landscape buffer requirement is maintained. For all these reasons, a reduced 2.0-metre landscape buffer along Culdaff Road is appropriate on this site.

- **Despite section 607(7), a soft landscaping buffer provided between the perimeter of a parking lot and a lot line abutting Culdaff Road is required to be 2 metres.**

2.4.1.6 Landscaping Interior to Parking Lot

This section is still under appeal under in Zoning By-law 2026-50. Despite the appeal no exception under the former bylaw is requested because the proposed site plan complies with the required 15% landscaping internal to a parking lot. As measured under the old zoning bylaw rules the proposed parking lots would have a combined **32%** of landscaped area which includes the surrounding landscape buffers.

The way landscaping interior to a parking lot is calculated has been changed in the new zoning by-law. It no longer allows the required landscape buffer surrounding a parking lot to be included in the calculation. There has been an additional increase to the required landscaping percentage listed in section 607(8), from the previous guidance of 15% under the old zoning by-law to 20% under the new zoning by-law for parking lots with more than 100 spaces.

Taken together these changes present significant challenges to compliance when designing a parking lot for a large number of parking spaces. To provide the required number of parking spaces the parking lot area needs to be large. This increases the landscaping area requirements interior to the parking lot, which thus increases the overall parking lot area further. Increasing the parking lot area further reduces the total soft landscaping on the site. This would result in:

- Increase to paved surface area
- Decrease to the total area of soft landscaping on the site

- Decreases the opportunities for tree planting and ultimate canopy coverage

These outcomes are not desirable for development of the site as they would run counter to Ottawa's goals such as reducing the urban heat island effect and providing an urban forest with a tree canopy coverage target goal of 40%.

A 15% minimum landscaped area interior to a parking lot is proposed for this site because it balances the expansion of the parking lot with a reasonable area of soft landscaping devoted to tree planting and stormwater infiltration. The proposed landscaping plan which provides **35.1%** canopy coverage compensates for the minor reduction in landscaped areas interior to the parking lot.

- **Despite section 607(8), the minimum percentage of parking lot area consisting of soft landscaping is 15%**

2.4.1.7 Waste Storage Location

Section 217(4) & (5) specify that a waste storage area may be located outdoors in a rear yard. 2775 & 2785 Palladium is a through lot with frontage on both Palladium Drive and Culdaff Road. Because the Culdaff Road frontage is slightly shorter, as per the definition of a front lot line in the zoning by-law, it is the front lot line. Therefore, the frontage on Palladium Drive is the rear lot line and the area of the site between the waterpark and Palladium Drive is the rear yard.

Palladium Drive is a Minor Corridor and the Official Plan guides that the frontage along the corridor should be occupied by buildings and site features that contribute to establishing a high-quality public realm. The waterpark and associated waterslides have been proposed on this side of the site for those reasons. A waste enclosure is not a desirable feature to front directly on a Minor Corridor.

Furthermore, due the guidance of the Minor Corridor designation and the requirements of the Ministry of Transportation, access to the site is not permitted from Palladium Drive. Because site access must be from Culdaff Road, establishing the waste enclosure in the rear yard would require an unnecessary expansion to the drive aisles and hard surfaces on the site, thus reducing the opportunities for soft landscaping and tree planting.

Establishing the waste enclosure in the rear yard would negatively affect the operations of the site as waste would have to be carried through the waterpark. The most logical location to establish the waste enclosures is co-located with loading areas close to the kitchens in the hotel and support building. The proposed locations in the interior side yards will accommodate the intended operations of the site.

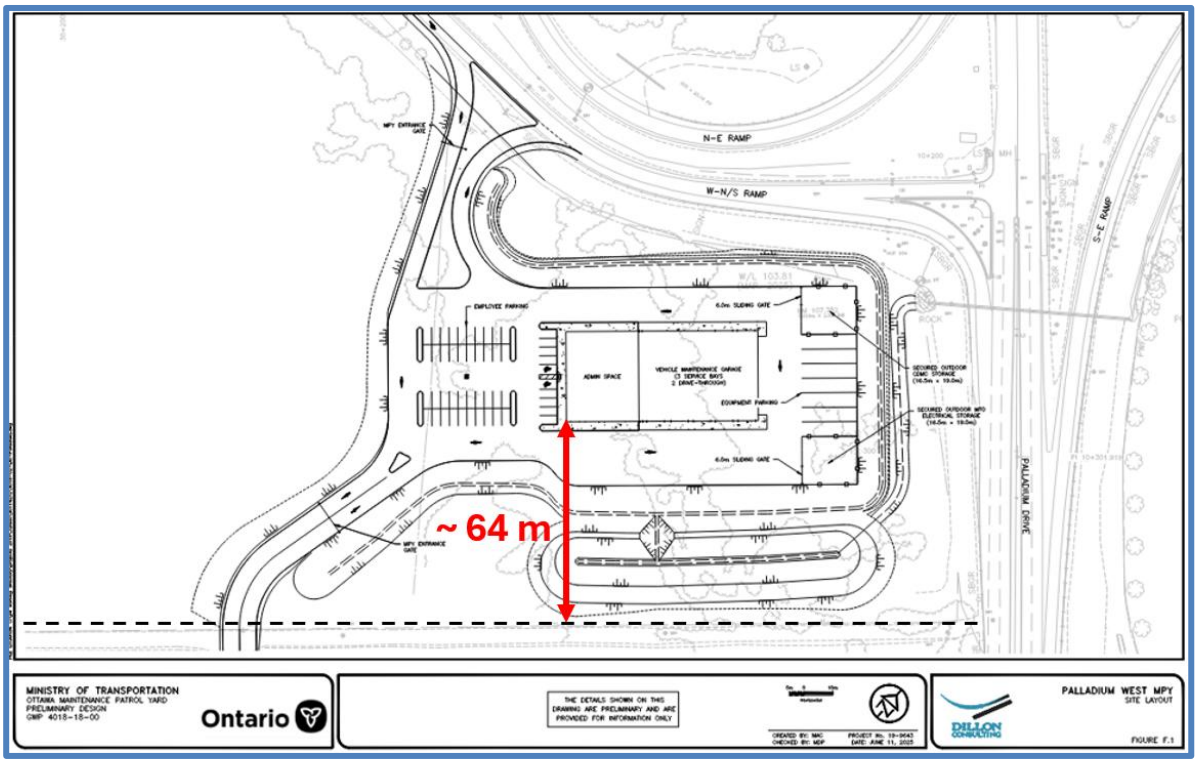
For all these reasons, it is not practical to locate the waste enclosure in the rear yard adjacent to Palladium Drive. It is necessary to establish the waste enclosures in the interior side yards with appropriate screening to minimize any impacts to adjacent sites.

Establishing the waste enclosure in the interior side yards is appropriate because there will be no impacts to adjacent sites. The owners of the property to the south have been consulted regarding the waste enclosure location and have provided a letter of support indicating that they have no concerns with the proposed location.

The property to the north is owned by the Ministry of Transportation and has been selected as the future site of their Palladium West Maintenance Patrol Yard. There is a significant grade change between the two sites (approximately 4 metres), which requires that any proposed constriction on the MTO site would be well away from the shared property line. The preliminary design of the maintenance patrol yard indicates that the proposed buildings are more than 60 metres from the property line (**Figure 14).** There is no reasonably foreseeable reason why

establishing a waste enclosure within the interior side yard would impact the non-residential use to the north.

Figure 14: MTO Maintenance Yard Preliminary Design (Dec 2025)



The waste enclosures are provided in the interior side yards and are screened from view in locations that minimize their impact to surrounding land uses.

- **Despite section 217(4), where waste or organics are to be stored in a metal front-end loader container, may be located outdoors in a rear yard or interior side yard.**
- **Despite section 217(5), required storage areas for recyclables may be located outdoors in a rear yard or interior side yard.**

2.4.1.8 Electric Vehicle Parking

Section 611 of the zoning by-law specifies that 15% of provided parking spaces are required to be fitted with equipment for electric vehicle charging.

On June 2, 2026, Bill 98, the *Building Homes and Improving Transportation Infrastructure Act,* received Royal Assent. Through bill 98 an update to the *Planning Act* was made including the following new provision:

> *34(1.1.1) Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain electric vehicle supply equipment in connection with parking facilities*

A similar amendment is included in section 41 of the *Planning Act.*

Due to these changes in provincial legislation, it is requested that the provisions related to electric vehicle parking spaces no longer apply.

- **Section 611 does not apply**

2.4.2 Proposed Site-Specific Zone Under By-law 2026-50

IM (Mixed Industrial) [XXXX]

- Indoor Entertainment Facility use Permitted (instead of conditionally permitted)
- Restaurant use Permitted (instead of conditionally Permitted)
- Hotel use Permitted
- Maximum Building Height of 27 metres
- Site is one lot for zoning purposes
- Despite section 204 waterslides and associated support structures are permitted to project 2 metres into a required or provided yard, whichever is greater, but no closer than 1 metre to a lot line
- Despite section 607(7), a soft landscaping buffer provided between the perimeter of a parking lot and a lot line is required to be 2 metres
- Despite section 607(8), the minimum percentage of parking lot area consisting of soft landscaping is 15%
- Despite section 217(4), where waste or organics are to be stored in a metal front-end loader container, may be located outdoors in a rear yard or interior side yard
- Despite section 217(5), required storage areas for recyclables may be located outdoors in a rear yard or interior side yard
- Section 611 does not apply

3 Conclusion

This Planning Rationale has been prepared in support of a zoning by-law amendment and site plan control application to facilitate the development of an indoor entertainment facility, hotel, and restaurant, including accessory parking at 2775 & 2785 Palladium Drive plus 350 Culdaff Road, on the west side of Culdaff Road.

Under zoning by-law 2026-50 the proposed amendment will be from IM to IM[XXXX]. Under zoning by-law 2008-250 the proposed amendment will be from IP to IP[XXXX]. Site-specific modifications to zoning provisions are proposed to facilitate the development given its unique nature and scale.

This rezoning will allow the development of a commercial recreation attraction that will provide employment and recreational opportunities in the local area. It will also establish a destination in the region that attracts tourists and adds to economic growth in the city.

Based on our review of the applicable policies and guidelines presented in this report, it is our opinion that the proposed zoning by-law amendment represents good land planning and is in the public interest. It is consistent with the Provincial Planning Statement and is in conformity with Ottawa's Official Plan.

We recommend approval of the proposed rezoning to the city. Should you have any questions please contact the undersigned.

Respectfully,



Tim Eisner, M.Pl., RPP, MCIP, LEED Green Associate

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