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Request for Conversion of the Lands at The Northwest Corner of Johnston and Conroy Lands from Urban Employment Area to General Urban Area

Planning Rationale

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PLANNING RATIONALE

Request for Conversion of the Lands at The NW Corner of Johnston and Conroy Roads from Urban Employment Area to General Urban Area

Prepared By:

NOVATECH

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June 4, 2018
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Novatech File: 106137
Ref: R-2019-006

January 4, 2019

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

Attention: Royce Fu Planner III
Planning Infrastructure & Economic Development Department

Dear Mr. Fu:

**Reference: Planning Rationale Regarding OPA#180 and Request for Conversion of the Lands at Lands at the Northwest Corner of Johnston and Conroy Roads
Our File No.: 106137**

This Revised Planning Rationale has been prepared in support of a conversion request for the properties owned by Claridge Homes (Elgin) Inc., Conroy Road Developments Inc., and the Regional Municipality of Ottawa Carleton (now City of Ottawa) at the northwest corner of Johnston and Conroy Roads (the "Subject Properties"). A letter regarding OPA 180 was prepared by Janet Bradley (with Borden Ladner Gervais LLP) on behalf of Claridge Homes (Elgin) Inc. and Conroy Road Developments Inc. and sent to City Council on January 24th, 2017.

This revised rationale examines the site context and locations of the Subject Properties, and the proposed conversion of the properties from an Urban Employment Lands designation to a General Urban Area designation. The Provincial Policy Statement, City of Ottawa's Official Plan Amendment 180 and supporting documents are reviewed for changes in policies for the designation and conversion of employment lands. The rationale also addresses specific comments provided through the review by the City of Ottawa on November 26, 2018.

Yours truly,

NOVATECH



Gregory Winters, MCIP, RPP
Senior Project Manager | Planning & Development

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1.0 INTRODUCTION

Novatech has been retained by Claridge Homes (Elgin) Inc. and Conroy Road Developments Inc. to prepare a planning rationale in support of a request to convert the Official Plan designation of their lands from Urban Employment Area to General Urban Area. This rationale will demonstrate that the Subject Properties meet the conversion criteria in Policy 8 of Section 2.2.3 of the City of Ottawa Official Plan as amended by Official Plan Amendment 180, that that conversion is consistent with the Provincial Policy Statement, the lands are not suitable for employment uses, and are appropriate for development consistent with the General Urban Area designation.

1.1 Site Location and Context

The Subject Properties are in the City of Ottawa at the northwest corner of Johnston Road and Conroy Road, south of the Walkley rail corridor and north of the community of Greenboro (see Figure 1). The Subject Properties are vacant parcels with frontage along Johnston Road and Conroy Road. The northern half of the Subject Properties are covered with bushland. An area of the Subject Properties has been cleared north of Johnston Road. There is a vehicle access to the properties off Johnston Road. The Greenboro Turtlehead Natural Area is immediately west of the Subject Properties. The Walkley railyard is located northwest of the Subject Properties. The Walkley rail corridor is north of the properties. The Subject Properties are designated Urban Employment Area on Schedule B of the City of Ottawa Official Plan (OP). The properties are zoned Light Industrial (IL) in the City of Ottawa’s Zoning By-law 2008-250 (the “Zoning By-law”).

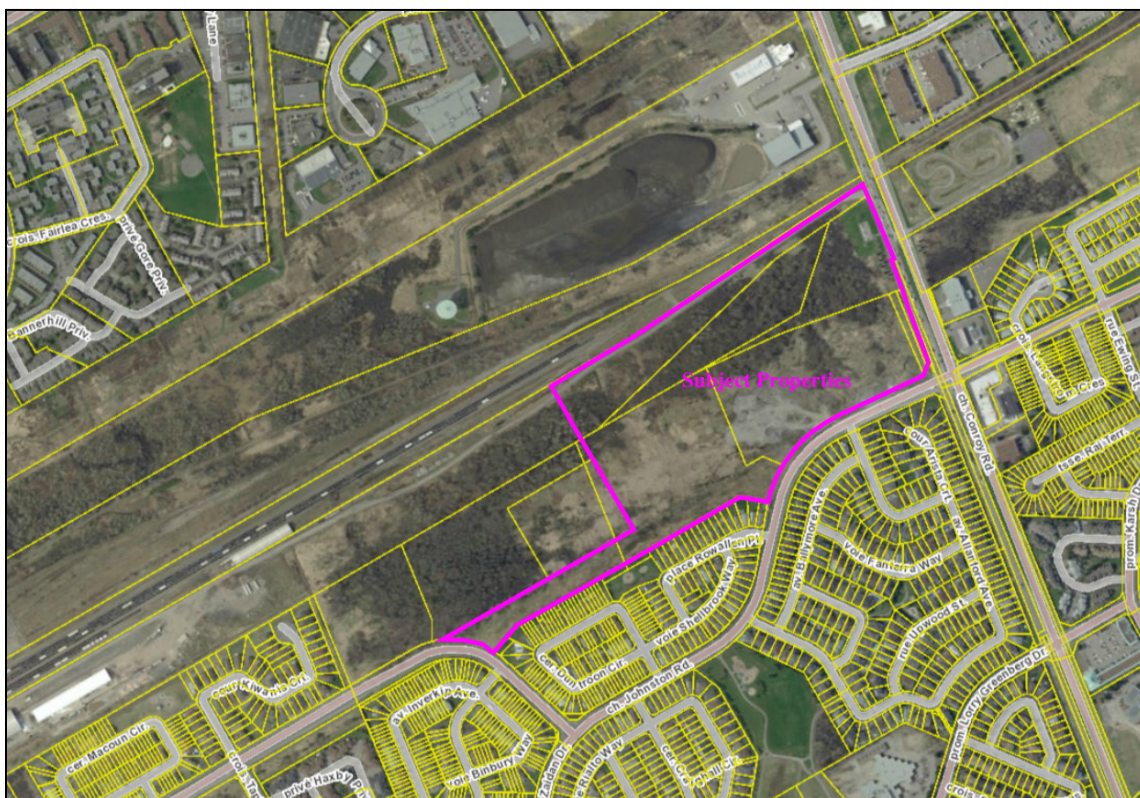


Figure 1: Aerial imagery of the Subject Properties (fuchsia) and surrounding uses. (Source: GeoOttawa)

1.2 Property Ownership and Conversion Request

Claridge Homes (Elgin) Inc. and Conroy Road Developments Inc. are the owners of the Subject Properties (see Figure 2 below). The Regional Municipality of Ottawa Carleton (now City of Ottawa) owns parcels included in the Subject Properties which front onto Conroy Road. Claridge Homes (Elgin) Inc., Conroy Road Developments Inc., and the City of Ottawa have owned the Subject Properties for the past 20 years. Over that time, Claridge Homes (Elgin) Inc. and Conroy Road Developments Inc. have been unable to develop these lands for employment uses.

The City also owns the properties inclusive of the Greenboro Turtlehead Natural Area immediately west of the Subject Properties. The Greenboro Turtlehead Natural Area is not included in the lands requested for conversion.

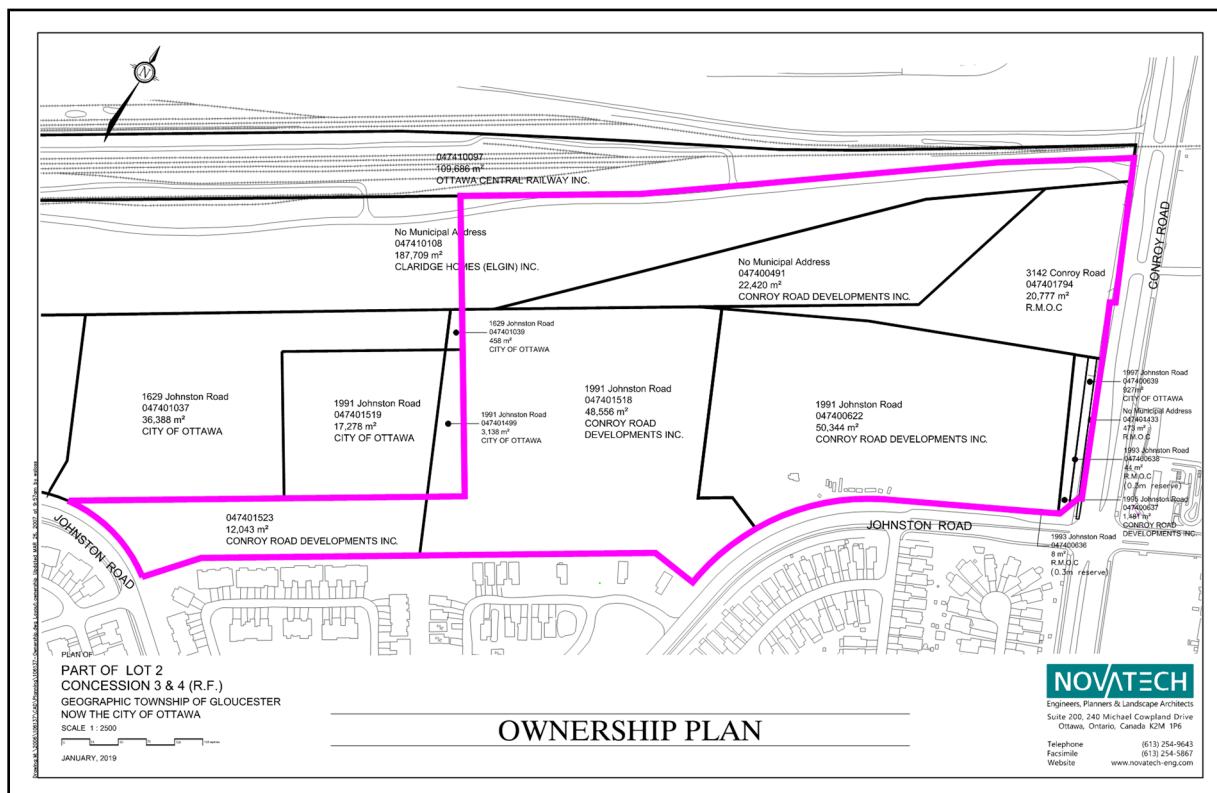


Figure 2: Ownership Plan of the subject properties.

The Subject Properties are proposed to be converted from Urban Employment Area to General Urban Area. The General Urban Area designation will provide more flexibility to develop the Subject Properties with a broader range of uses. The magenta coloured area on Figure 1 and Figure 2 shows the Subject Properties with an approximate area of 19.4 hectares (not including all of Claridge Homes (Elgin) Inc. lands) of land. It is contemplated that the portion of this land currently designated Urban Employment Area would be converted so that all of the area would be designated as General Urban Area.

2.0 OFFICIAL PLAN AMENDMENT 180

Ottawa City Council approved Official Plan Amendment 180 (OPA 180) on January 25th, 2017. OPA 180 updates the population, household, and employment projections Sections of the OP, and makes changes to policies and land designations with respect to Urban Employment Areas and Agricultural Resource Areas. OPA 180 implements the recommendations of two major studies, the Ottawa Employment Land Review Final Report: 2036 Employment Projection Update (the “OELR Report”), and the City of Ottawa Land Evaluation and Area Review for Agriculture. Based on the recommendations of the OELR Report, OPA 180 changes the designation of several properties from Urban Employment Area to General Urban Area. However, after receiving the OELR report, Council adopted further changes that increased the overall vacant supply to 832.9 ha. The supporting documents for OPA 180 including the OELR Report, and subsequent changes adopted by Council are discussed in the following sections.

2.1 Ottawa Employment Land Review Final Report: 2036 Employment Projections Update

The Ottawa Employment Land Review Final Report analyzes employment areas within the City of Ottawa and recommends OP policy amendments and land conversions for existing Employment and Enterprise Areas. The OELR Report is supported by the Vacant Industrial and Business Park Lands Inventory 2014-15 Update. The Subject Properties are included in the area identified as the South Walkley-Albion Industrial Area. The OELR Report identifies a potential surplus of employment lands to the 2036 planning horizon of the OP as it states:

“A reasonable total supply that the City should have to meet... to a 2036 horizon, the total land need identified is in the range of 3,493 to 3,583ha. This would require a range of 715 to 805 ha from the vacant supply. Deducting the vacant supply leaves a potential surplus of between 215 and 305 ha in the city at a 20-year planning horizon to 2036.”

Based on the potential 215 to 305 hectare surplus of employment lands, the OELR Report concludes that the total supply of employment lands within the City of Ottawa can be reduced. The OELR Report recommends the elimination of Enterprise Area as a land designation in the OP and re-designates all Enterprise Areas to other land designations. Other Employment Areas, primarily outside of the greenbelt, are recommended for conversion to other land designations. In total, 216.5 hectares of employment lands are recommended for conversion by the OELR Report.

“the proposed re-designations recommended above will result in a net reduction in the city’s total supply of vacant Employment Lands from 1,019.8 net vacant ha to 803.3 net vacant ha, a difference of 216.5ha. Under the City’s updated employment projections, this supply should be adequate to meet the projected demand for a twenty-year planning period to 2036, based on observed and anticipated employment densities.”

The conversions recommended by the OELR Report reduce the amount of employment lands in the City to slightly more than what is projected to be required to the 20-year planning horizon of

the Official Plan. The OELR Report states the future development of employment lands is expected to be at a higher density than the minimum density considered in the Report.

“While the updated supply of 803.3 ha is within 2 ha of the identified land need to 2036 at the low end of the density range, it is expected that average densities will be higher than the minimum contemplated, (especially) given the predominance of office employment in Ottawa, a trend expected to continue over the forecast horizon.”

If future development of employment lands in Ottawa is above the minimum density considered by the OELR Report, additional employment lands may be converted for other uses provided these lands meet the conversion criteria listed in Section 2.2.2 of the OP. Except for the Bells Corners Enterprise Area, the OELR Report does not recommend conversion of employment lands within the greenbelt. The OELR Report does not specifically address the conversion of employment lands in the South Walkley-Albion Industrial Area, including the Subject Properties. The OELR Report notes:

“The rail network in Ottawa also has had a major influence on the location of the city’s long-established industrial parks, such as Merivale, South Walkley-Albion, Hawthorne-Stevenage and Sheffield. As the movement of goods by truck has increased, the city’s network of highways and major roads has allowed a broad distribution of industrial uses, mostly along the Highway 417/Highway 174 corridor.”

The OELR Report identifies that increasingly industry is relying on trucks for the transportation of goods. The decrease in importance of railway transportation and increase in importance of trucks for the movement of goods impacts the desirability of the Subject Properties to be developed for employment uses. Converting the Subject Properties to General Urban Area would provide additional development opportunities.

2.2 Assessment of Candidate Conversion Areas and Conversion Requests

A report titled ‘Assessment of Candidate Conversion Areas and Conversion Requests’ (the “Assessment Report”), prepared by the Planning, Infrastructure and Economic Development Department in support of OPA 180, examines the candidate conversion areas identified by the OELR Report and conversion requests received by the City. The Subject Properties were not identified in the Assessment Report as a candidate conversion area. The Subject Properties were also not included as a conversion request in the Assessment Report due to the timing of the conversion request submitted to Ottawa City Council in January 2017.

Section 2.2 of the OP includes a list of conversion criteria to assess conversion requests for Urban Employment Areas at the time of a comprehensive review of the Official Plan. OPA 180 makes minor changes to the conversion criteria. The Assessment Report includes a list of conversion criteria as modified by OPA 180. The conversion criteria as modified by OPA 180 are considered in Section 3.2.1 of this rationale.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. All decisions affecting planning matters “shall be consistent with” policies issued under the authority of Section 3 of the Planning Act.

The 2014 Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The authority of the PPS is derived from Section 3 of the *Planning Act*, which states that all decisions affecting planning matters “shall be consistent with” the policies of the PPS. The PPS covers a wide variety matters as they affect the complex inter-relationships among environmental, economic and social factors in land use planning.

Part 3 of the PPS states that “It is to be read in its entirety and the relevant policies are to be applied to each situation”. Individual policies should not be read in isolation, but within the context of the entire statement.

Section 1.3.2 of the 2014 Provincial Policy Statement (PPS) includes policies on Urban Employment Areas. Policy 1.3.2.2 of the PPS states:

*“Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the **land is not required for employment purposes over the long term and that there is a need for the conversion.**” (Emphasis added)*

The OELR Report was prepared in support of a comprehensive review of the City of Ottawa’s Official Plan, leading to the adoption of OPA 180 by Ottawa City Council. Conversion requests, including proposed conversion of the Subject Properties to General Urban Area, were made to the City prior to adoption of OPA 180 by City Council, and are consistent with Policy 1.3.2.2 of the PPS.

Through further discussions with City staff, they requested additional rationale to demonstrate need for conversion to an alternative use. Claridge and Conroy Road Developments Inc. are seeking the conversion of the land to facilitate the development of a new community with a geothermal district energy system integrated into the community’s design. Further discussion of the proposed new community and alternative renewable energy system is provided in Section 5.0 of this Rationale.

Policy 1.3.2.3 of the PPS states: *“Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.”*

“major goods and movement facilities and corridors” is defined in the PPS as *“transportation facilities and corridors associated with the inter- and intra-provincial movement of goods.”* It is acknowledged the Subject Properties are proximate to the Walkley railyard and Walkley rail corridor. The OELR Report identifies an increased reliance on trucks for the transportation of goods. The OELR Report identifies the South Walkley-Albion Industrial Area developed as an

employment area based on the historical need for access to railway transportation. The OELR Report acknowledges industrial uses have decentralized throughout the city with the increasing role of trucks for the movement of goods.

The Subject Properties are no longer needed for uses related to the Walkley railyard and have no physical connection to the Walkley railway corridor. The Subject Properties are isolated from major 400 series highways. Because of changing methods of transporting goods in Ottawa, the Subject Properties are very unlikely to be developed for employment uses.

Policy 1.8.1 of the PPS states that:

“Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

f) promote design and orientation which:

2. maximizes opportunities for the use of renewable energy systems and alternative energy systems.”

A geothermal district energy system meets the PPS definition of a renewable energy systems and an alternative energy system. Development of the system aligns with PPS and a range of City Council directives to reduce greenhouse gas emissions and improve energy conservation and efficiency as discussed in Section 5.2 of this rationale.

Further discussion of the proposed new community and alternative renewable energy system is provided in Section 5.0 of this rationale.

The conversion of the Subject Properties from Urban Employment Area to General Urban Area is consistent with the policies of Section 1.3.2 of the Provincial Policy Statement.

3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was updated in January 2017 with the adoption of OPA 180 by City Council. The OP policies in the following sections are discussed as modified by OPA 180.

3.2.1 Urban Employment Area

Section 3.6.5 of the Official Plan includes policies for Urban Employment Lands in the city. OPA 180 revised Section 3.6.5 to remove the “Enterprise Area” designation from the OP, and to distinguish between Urban and Rural Employment Areas.

Section 3.6.5 of the OP states:

“Urban Employment Areas are designated to enable a variety of functions:

- Noxious industrial uses that impose constraints on other uses locating nearby and require a buffer between these and other uses;*
- Uses that, while not noxious, are incompatible with other uses because of noise, lights and around the clock operation, etc.;*
- Prestigious uses (usually office or combination of office/clean industrial) with a signature address and a desire to locate among other similar uses.”*

Development of the Subject Properties to accommodate noxious industrial and incompatible uses is inappropriate due to their proximity to the community of Greenboro and the Greenboro Turtlehead Natural Area. Policies regarding the development of prestigious uses, specifically Major Office Development, are included in Section 2.2.3 of the OP.

Policy 3 in Section 3.6.5 states: *“The City will discourage the removal of employment lands for other uses as set out in Section 2.2.3 of this Plan.”* The policies of Section 2.2.3 of the OP are discussed in the following Section.

3.2.2 City-wide Employment Area Policies

Section 2.2.3 of the OP includes policies for all Employment Areas in the City of Ottawa.

Policy 5 of Section 2.2.3 states:

“The City encourages intensification and renewal of employment uses within the Urban Employment Areas located inside the Greenbelt. Because of their central location these Employment Areas provide access to goods movement corridors and major transportation routes for workforce access. These locations also create stable operating environments for a wide variety of traditional industrial uses, which helps to diversify the local economy.”

The Subject Properties are not located on or adjacent to a major transportation route including 400 series highway. Johnston Road is designated an Existing Major Collector Road on Schedule E of the OP but is not a designated truck route. Traditional industrial uses are not appropriate on the Subject Properties due to adjacent residential uses and Urban Natural Features Area designation of the Greenboro Turtlehead Natural Area.

Policy 6 of Section 2.2.3 states:

“Major Office Development, consisting of buildings over 10,000 m² gross leasable area, will play a fundamental role in supporting and increasing the ridership of the Rapid Transit and Transit Priority Network and shall be located in areas adjacent to Rapid Transit and Transit Priority Network. Except where currently permitted by zoning, the City will only permit new Major Office Development in the following locations:

- a. Central Area;*
- b. Mixed Use Centres;*
- c. Town Centres;*
- d. On land fronting Traditional Mainstreets or Arterial Mainstreets that are Transit Priority corridors or where the development is within 800 metres walking distance of an existing or planned Rapid Transit station;*
- e. Urban Employment Areas where the majority of the site is within 800 metres walking distance of an existing or planned Rapid Transit station or 400 metres walking distance of a Transit Priority corridor.*

- f. *Kanata North and Kanata South Urban Employment Areas once a secondary plan for the Area or Areas has been adopted and identifies the preferred locations for Major Office Uses.*
- g. *General Urban Areas where:*
 - i. *the majority of the site is within 800 metres walking distance of an existing or planned Rapid Transit station or 400 metres walking distance of a Transit Priority Corridor on Schedule D; and*
 - ii. *The site is on an Arterial Road on Schedules E or F; and*
 - iii. *The immediate area is characterized by existing or planned commercial development; and*
 - iv. *The Design Objectives in Section 2.5.1 and the Urban Design and Compatible Development policies in Section 4.11 can be satisfied.”*

The Subject Properties are not within the Central Area and are not designated Mixed Use Centres or Town Centres. The Subject Properties do not front onto a Traditional or Arterial Mainstreet, are not within 800 metres of an existing or planned Rapid Transit station and are not within the Kanata North and Kanata South Urban Employment Areas.

Section 3.6.5 of the OP states that prestigious uses have “*a desire to locate among other similar uses.*” There are no existing prestigious uses adjacent to the Subject Properties. The isolation of the Subject Properties from prestige employment uses and from supportive ancillary uses makes them unlikely to develop to accommodate Major Office Development. The development of the Subject Properties for a Major Office Development use would not be consistent with the intended function of a prestigious use, and would not fulfill the intent of the City-wide Employment Area policies in Section 2.2.3 of the OP.

The Subject Properties are not suitable for the planned functions of the Urban Employment Area Designation, including the development of noxious industrial, incompatible, or prestigious uses. Given their location and context within the City, the Subject Properties are an ideal candidate for conversion.

Policy 7 of Section 2.2.3 states:

“The City plans, protects and preserves lands for current and future employment uses through a comprehensive review process and therefore discourages the removal of employment lands for other purposes on an individual basis. Applications to remove employment lands or to convert them to non-employment uses will only be considered at the time of the comprehensive review as required by the Planning Act. ... approval of proposals to remove or convert employment lands will be contingent upon the comprehensive review by the City that demonstrates that the land is not required for employment purposes over the long term and that there is a need for the conversion.”

Criteria for the conversion of employment lands at the time of a comprehensive review of the Official Plan is included in Policy 8 of Section 2.2.3. The conversion criteria are discussed in the following section.

3.2.3 Conversion Criteria

Policy 8 of Section 2.2.3 includes conversion criteria the City will consider when they receive a conversion request at the time of a comprehensive review of the OP to remove lands from an Employment Lands designation. The conversion criteria are discussed below.

“8. A comprehensive review to assess requests to convert employment lands to other purposes will consider such matters as:

- a. Whether the employment lands being proposed for conversion are **unsuited for employment purposes** and whether there are practical means to make them suitable; (Emphasis Added)*

The Subject Properties are isolated from the remainder of the South Walkley-Albion Industrial Area by the Walkley railway corridor and the Greenboro Turtlehead Natural Area. The Subject Properties have no existing connection to the Walkley railyard or the Walkley railway corridor, and lack supporting ancillary uses. Johnston Road is designated an Existing Major Collector road in Schedule E of the OP and is not a designed Truck Route for the movement of goods. There is an existing private service road along the northern edge of the Subject Properties that currently provides secondary access to some bulk good shipping located at 3138 Conroy Road. The private service road has through access from Conroy Road to Albion Road South running parallel to the rail yard and crossing several spur lines. The private access road was not design nor intended to be used as a connection to other industrial lands in the South Walkley-Albion Industrial Area. The private access road terminates at Conroy Road at an unsignalized right-in-right out located approximately 15 metres south of the level railway crossing on Conroy Road. This is an unsafe condition that would not be permitted under Transportation Association of Canada (TAC) standards.

The City of Ottawa’s approved Johnston Road Concept Plan propose two new local roads with one north and one south of the railway tracks. The City of Ottawa 2011 Report to Planning Committee and Council (2011 Report) regarding the Johnston Road Land Use Study noted that the roads were to be developer-initiated and implemented through the plan of subdivision approvals. The 2011 Report specified that the Subject Properties, being “near Conroy Road, south of the railway tracks, vehicular access to Johnston Road will be prohibited, with all vehicular access directed to the new local road”. The 2011 Report further specifies that the lands “near the west side of the concept plan, south of the railway tracks and abutting the north side of Johnston Road, buildings will face Johnston Road with parking lots in behind”. The result of this recommendation is to separate the Subject Properties near Conroy Road from the lands near the west end of the Concept Plan and south of the railway tracks. The only connection would be through a local road and a very narrow strip of land shown as “Light Industrial” adjacent to the Turtlehead Natural Area and the existing residential development of Kiwanis Court and Macoun Circle. There would be no connection from the Subject Properties to the lands north of the railway tracks other than along Conroy Road.

The residential community of Greenboro is immediately south of the Subject Properties. The proximity of sensitive residential land uses to the Subject Properties limit the number of compatible employment uses for the development of the Subject Properties. The isolation and inaccessibility of the Subject Properties, and their proximity to sensitive residential uses, make them unsuitable for employment purposes.

- b. Whether the lands are suitable for the uses being proposed and whether there is a need for those uses;*

The Subject Properties are proposed to be converted to General Urban Area. The community of Greenboro is immediately south of the Subject Properties. Greenboro includes a mix of residential uses, including apartment dwellings, townhouses, and detached dwellings. There are two schools and a community park within approximately 550 metres of the Subject Properties. Development of the Subject Properties to accommodate uses permitted in the General Urban Area will be compatible with the adjacent residential community of Greenboro.

Section 2.1 of the OP includes population projections for the City of Ottawa. The City's population is expected to grow *"by up to 32 per cent by 2036 compared to 2011, reaching an estimated 1.2 million people."* As a strategic direction for managing growth, Section 2.1 of the OP states: *"The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently."* Section 2.2 of the OP states:

"Growth will be distributed throughout the urban area to strengthen the city's livable communities through:

- Intensification and infill*
- Building new communities on vacant land"*

The conversion of the Subject Properties to General Urban Area will allow a wider variety of uses, including new residential uses, then what is currently permitted by the Employment Area designation. The conversion request supports the City's strategic direction for managing growth by directing it to the urban area. Conversion of the Subject Properties will result in intensification of the urban area, and the development of vacant land with a more appropriate use.

The *'Intensification Outside of Target Areas'* Subsection in Section 2.2.2 of the OP states:

"The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: ... sites that are no longer viable for the purpose for which they were originally used or intended;"

The isolation and inaccessibility of the Subject Properties and the decline of the use of railway transportation for the movement of goods results in the lands being no longer suitable for employment uses. The conversion of the Subject Properties to General Urban Area will permit uses compatible with the adjacent residential community to the south and will help meet the need to accommodate the projected future growth of the City within the urban area.

- c. The current supply of developable land within the urban boundary, its distribution within the city, and its potential to be developed for housing, employment, and other purposes;*

The City of Ottawa's Vacant Urban Residential Land Survey, 2015 Update states: *"Ottawa's vacant residential land supply of 2,068 ha at the end of 2015 had an estimated potential for approximately 80,711 housing units. Based on projected annual consumption, the total suburban land supply is sufficient to approximately 2039."* This annually updated survey is limited to examining the supply of vacant residential lands outside of Ottawa's greenbelt. The survey does not consider vacant residential lands within the Greenbelt.

As discussed above, the OELR Final Report identifies 1,019.8 net vacant ha of existing employment lands in the City and makes recommendations to reduce amount of vacant employment lands in the City to 803.3 net vacant ha. However, Council adopted further changes increasing the vacant supply to 832.9 net ha.

d. The distribution of employment land throughout the city;

OPA 180 removes the Enterprise Area designation from the OP and re-designates all Enterprise Areas to other designations. OPA 180 also distinguishes between Urban and Rural Employment Areas. The OELR Final Report states as a key finding: *“The city currently has an abundant supply of urban and rural lands for employment to meet the projected demand to 2041.”*

The Subject Properties are within the South Walkley-Albion Industrial Area. This industrial area is part of a larger Employment Area designation that includes the Ottawa South Business Park and the Hawthorne-Stevenage Industrial Area to the east. The removal of the Subject Properties from the Employment Lands Designation does not alter the distribution of employment land throughout the City.

e. The ability to provide sufficient opportunities for the clustering of areas of like employment;

The Subject Properties are isolated from other employment uses in the South Walkley-Albion Industrial Area by the Walkley railway corridor and the Greenboro Turtlehead Natural Area. Conversion of the Subject Properties to General Urban Area will not impact the ability of similar employment uses to cluster in employment areas within the City.

f. The sufficiency of the supply of optimum-sized employment land parcels for the range of employment uses anticipated by this Plan;

The conversion request will remove approximately 16.5 hectares from the Employment Area designation. In support of OPA 180 and the OELR Final Report, the City updated their inventory of vacant industrial lands. The updated inventory, titled *‘Vacant Industrial and Business Park Lands Inventory 2014-2015 Update’*, states:

“The 2014-2015 period was one of restrained consumption of the city’s supply of employment land. The supply of vacant industrial land remained steady in both amount and distribution throughout the city. Overall, the supply of vacant industrial land should be more than sufficient to meet demand for beyond the time horizon of the Official Plan.”

The updated vacant employment lands inventory identifies a steady amount and distribution of employment lands within the city at the end of 2015. It is not anticipated that the conversion of the Subject Properties will result in a deficiency in the availability of optimum-sized employment land parcels across the city for uses intended for Employment Areas.

The OELR Final Report addressed some of the issues related to availability of optimum-sized employment parcels. The OELR Final Report noted *“Ottawa’s oldest, more traditional industrial parks, where railways converge and the city’s heaviest industrial uses as well as light industry can be found are almost fully occupied”* (2016 OELR Final Report Part 1: Context and Analysis, Section 1.3 page 27). The same could be said for the potential of the Subject Properties.

The Subject Properties are fragmented into several parcels with different ownership and constrained surrounding uses. They are also isolated from the few remaining developable parcels north of the railway tracks and isolated from the west end of the Johnston Road Concept Plan as trucks are not permitted by the Johnston Road Land Use Study to connect using Johnston Road. Conversely, the OELR identified that other business parks such as the Kanata North Business Park, the Kanata West Business Park, 416 Business Park, and the employment area in Riverside South are not subject to the same level of fragmentation and constraints. The conversion of 16.5 hectares of fragmented and constrained land is not going to result in a deficiency of other optimum-sized designated employment lands elsewhere in the City.

- g. The preservation of lands for employment uses in areas proximate to 400-series highway interchanges or with accessibility to rail and airports, is intended to maintain opportunities that recognize the potential for the development of transport and freight handling uses;*

As discussed above, the OELR Final Report identifies the historical influence of railway transportation on the location of employment lands in Ottawa. The OELR Final Report states:

“As Ottawa’s economy has evolved, highway access has become more critical for both industrial areas and office parks. Increasingly, businesses in the former rely on goods movement by truck, while employers in the latter may draw their staff from across the region (when the city was mostly contained within the Greenbelt, commuting distances were shorted and highways were less vital for moving people).”

The OELR Final Report identifies the change from traditional rail in Ottawa to relying on truck transportation. Despite their proximity, the Subject Properties do not connect to the Walkley railyard or the Walkley railway corridor. Johnston Road is designated an existing major collector road in and is not a truck route designed for the movement of goods. The Subject Properties do not have access to a 400-series highway interchange or an airport.

- h. The preservation of lands for employment uses proximate to essential linkages, such as supply chains, service providers, markets, necessary labour pools, etc.;*

Similar to “g.” above, other than the adjacent railway corridor, the Subject Properties are not immediately adjacent to major transportation infrastructure such as water, rail, and or 400 series highway thereby making them less suitable as part of supply chains or for employers seeking a larger campus style location. Accordingly, the policy direction from the City of Ottawa emphasizes the desirability of employment land outside the Greenbelt in emerging employment areas such as the Kanata North Business Park, Kanata West, and the 416 Business Park. The OELR Final Report noted that, “However, since the supply of vacant Employment Land within the Greenbelt is limited, and most available parcels are constrained by their size, shape or accessibility, there is a need to maintain vacant Employment Lands outside the Greenbelt, particularly for industrial business and employers requiring large site” (2016 OELR Final Report Part 1: Context and Analysis, Section 1.6 page 53). The OELR states, “Since there is an excess supply of vacant Employment Land to meet the projected need city-wide to 2036 (and possibly to 2041), and given their access challenges, it is not vital to protect these areas for employment.”

The Subject Properties also lack any supporting ancillary uses due to their location and constraints from adjacent land uses. The Greenboro Turtlehead Natural Area is west of the Subject Properties. The Walkley railway line is immediately north of the Subject Properties. Further north is a municipal snow dump. The Subject Properties are also currently inaccessible

from Conroy Road. These adjacent land uses act as barriers to any potential essential linkage located proximate to the Subject Properties.

- i. The preservation of a diversity of Urban and Rural Employment lands for a variety of employment uses (e.g. light and heavy industrial, business park, research campus, etc.);*

The conversion of the Subject Properties from Employment Area to General Urban Area will not result in compromising the diversity of Ottawa's urban employment lands and their ability to accommodate a variety of employment uses. Similar to "h." above, the policy direction from the City of Ottawa emphasizes the desirability of employment land outside the Greenbelt in emerging employment areas such as the Kanata North Business Park, Kanata West, and the 416 Business Park. The OELR Final Report noted that, "However, since the supply of vacant Employment Land within the Greenbelt is limited, and most available parcels are constrained by their size, shape or accessibility, there is a need to maintain vacant Employment Lands outside the Greenbelt, particularly for industrial business and employers requiring large site" (2016 OELR Final Report Part 1: Context and Analysis, Section 1.6 page 54). The OELR states, "Since there is an excess supply of vacant Employment Land to meet the projected need city-wide to 2036 (and possibly to 2041), and given their access challenges, it is not vital to protect these areas for employment" (2016 OELR Final Report Part 1: Context and Analysis, Section 1.6 page 54). The Subject Properties are fragmented into several parcels with different ownership and constrained surrounding uses that would prohibit heavy industrial uses. They are also isolated from the few remaining developable parcels north of the railway tracks and from the west end of Johnston Road Concept Plan. This compromises the Subject Properties from being a desirable location for a business park and research campus.

- j. The demand that proposed non-employment use(s) will create for additional municipal amenities and services in addition to those required by employment uses and the cost of providing same, including any mitigation deemed necessary to address any negative effects on employment uses in matters such as those listed in 'k' below;*

Development of the Subject Properties to accommodate uses permitted within the General Urban Area is unlikely to increase demand for municipal amenities and services in the area. As discussed above, there are two schools and a community park within 550 metres of the Subject Properties. The City of Ottawa owns a parcel within the Subject Properties that fronts onto Conroy Road. This property currently is used as a skate-park and is accessible from the sidewalk along Conroy Road. As part of the redevelopment of the Subject Properties, the City may choose to redevelop their property to provide new municipal facilities or services.

Any future development of the Subject Properties will require filing planning applications with the City. Future planning application will be required to be supported by the preparation of background studies and reports. These supporting documents may include mitigation measures with respect to the proposed development and nearby employment uses.

- k. The impact the proposed use(s) would have on the viability of any remaining employment lands or existing employment uses with regard to matters such as:*

- i. Incompatibility of land use,*

The Subject Properties are isolated from adjacent employment lands and uses by the Greenboro Turtlehead Natural Area and the Walkley railway line. Due to the isolation of the Subject

Properties, the development of new uses permitted in the General Urban Area would not be incompatible with existing employment lands and uses.

Future proposals to develop the Subject Properties will be subject to municipal planning processes. Mitigation measures may be identified through the development application review process to address site specific issues regarding the compatibility of proposed and existing uses. The conversion of the Subject Properties to General Urban Area will not affect the viability of the adjacent employment lands or uses with respect to incompatibility of land uses.

- ii. The ability to provide appropriate buffering of employment uses from surrounding non-employment uses on and off-site,*

Future development of the Subject Properties will require filing municipal planning applications in support of the development of the land, including the preparation of supporting technical studies and reports. Potential mitigation measures regarding buffers from existing and proposed employment uses will be considered at the time of development application review. It is envisioned that a potential recreational arena and light employment uses would be considered on the site. These types of uses are co located throughout the City of Ottawa and no buffering would be required.

- iii. Affordability (e.g. land and lease costs) for employment purposes,*

There are no vacant employment land parcels identified by the Vacant Industrial Lands Inventory adjacent to the Subject Properties except for the Greenboro Turtlehead Natural Area. It is unlikely the Greenboro Turtlehead Natural Area will be developed in the future due to its designation as an Urban Natural Feature on Schedule B of the OP. Surrounding existing employment uses along the east side of Conroy Road include a gas station, a warehouse, and a go-cart/mini-putt business. The Walkley railway line is immediately north of the Subject Properties. Further north is a municipal snow dump. The development of the Subject Properties as General Urban Area will not adversely impact the railway line or snow dump regarding affordability of the land.

The Subject Properties are constrained due to the geotechnical issues with the underlying soils. A separate letter was prepared and submitted to the City of Ottawa by Paterson Group dated November 22, 2018 that addresses the geotechnical constraints. The Subject Properties have subsoil conditions that consists of firm to soft silty clay deposits and is poorly drained. The soil conditions create constraints for commercial/industrial developments from floor slab movement and settlement. The letter concludes that industrial/commercial buildings would require deep foundations, piles and lightweight fill and that, "Developing the site for commercial/industrial is not considered feasible based on managing long term settlements and non-conventional building foundations".

As discussed in Section 2.1 above, the OELR Report identifies a surplus of 215 to 305 hectares of employment lands in the City and recommends reducing the City-wide supply to the projected minimum required for the 20-year planning horizon of the OP based on the minimum considered density of development. The OELR Report anticipates that future development of employment lands will occur at a greater density than the minimum density considered. As Council adopted further changes resulting in 832.9 of net vacant ha, the removal of approximately 16.5 ha from

the Urban Employment Area designation will not affect the affordability of the remaining City-wide 816.4 ha of employment lands.

- iv. *Market acceptance/competitiveness (attractiveness of the employment lands in the marketplace for continued development for employment uses),*

The Subject Properties have remained vacant for 20 years. The proximity of the Subject Properties to the Walkley rail corridor makes them unlikely to be developed for prestige employment uses. Prestige employment uses locate in large business parks and near other similar and ancillary uses. Examples in Ottawa include Kanata North and 416 Business Park. The Walkley rail corridor isolates the Subject Properties from the remaining employment lands.

As noted in “iii.”, the Subject Properties are further constrained due to geotechnical issues with the underlying soils. Industrial/commercial buildings would require deep foundations, piles and lightweight fill and that make the site significantly less attractive due to the risks associated with long term settlement and the costs of non-conventional building foundations.

The Subject Properties proximity to sensitive residential uses and the Greenboro Turtlehead Natural Area make them unlikely to be developed for industrial uses consistent with the Urban Employment Area designation.

- v. *Removal of key locations for employment uses,*

The Subject Properties are isolated from the remaining lands within the South Walkley-Albion Industrial Area by the Greenboro Turtlehead Natural Area and the Walkley railway line. The existing employment uses within the South Walkley-Albion Industrial Area do not rely on the Urban Employment Area designation of the Subject Properties. The conversion request will not remove a key location of employment uses from the South Walkley-Albion Industrial Area.

- vi. *Reduction or elimination of visibility of employment lands or uses,*

The conversion and redevelopment of the Subject Properties for uses permitted within the General Urban Area will not reduce or eliminate the visibility of the existing employment uses along Conroy Road.

- vii. *Reduction in optimum size (of either individual employment land parcels or the overall Urban or Rural Employment Area),*

The proposed conversion of approximately 16.5 hectares of employment lands would reduce the area of employment lands to 816.4 hectares. This number is greater than the projected 805 hectares needed at the lower considered density of development to 2036, and well above the projected 715 hectares needed at the higher considered density of development. As noted in “f.” “g.” “h.” and “i.” above, the conversion of the Subject Properties consisting of fragmented and constrained land is not going to result in a deficiency of other optimum-sized designated employment lands elsewhere in the City.

- viii. *Interference with the function of the employment lands (e.g. restricting operating hours or delivery times or affecting the capacity of the transportation network due to characteristics of the employment uses such as noise or emissions or heavy equipment operation),*

Conversion of the Subject Properties to General Urban Area will not adversely affect adjacent employment uses ability to continue to function or maintain existing hours of operation.

ix. Accessibility to the employment lands,

Conversion of the Subject Properties to General Urban Area will not impact the accessibility of existing employment uses in the area. Any issues regarding site accessibility and the future development of the Subject Properties will be addressed through municipal development processes.

x. Ability to provide for a variety of employment options, parcels, and

The South Walkley-Albion Industrial Area, and adjacent Ottawa South Business Park and Hawthorne-Stevenage Industrial Area are currently developed with a variety of employment uses and parcels. Removal of the Subject Properties from the Urban Employment Area designation will not affect the remaining adjacent employment lands ability to provide a variety of employment options and parcels.

xi. Maintenance of the identity of the employment uses or area.

The identity of the South Walkley-Albion Industrial Area is primarily connected to the Walkley railyard. The historic transportation of goods by rail has influenced the development of the area as an employment area. The Walkley railyard will continue to be a focus of the Urban Employment Area. Conversion of the Subject Properties will not result in a loss of identity of the Urban Employment Area.

Based on the conversion criteria in Policy 8 of Section 2.2.3 of the Official Plan, the Subject Properties meet the criteria for conversion from Urban Employment Area.

3.2.4 General Urban Area

Section 3.6.1 of the Official Plan includes policies on the General Urban Area. The Subject Properties are proposed to be converted to the General Urban Area designation. Policy 1 states: *“The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”* A wide variety of uses are permitted within the General Urban Area designation. This designation will allow more flexibility to develop the Subject Properties than the existing Urban Employment Area Designation.

Policy 5 in Section 3.6.1 of the OP states:

“The City supports intensification in the General Urban Area where it will compliment the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. *Assess the compatibility of the new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open space;*
- b. *Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.”*

New residential are proposed to be incorporated into future proposals to develop the Subject Properties if the lands are converted to General Urban Area. The compatibility of the proposed development will be assessed against existing adjacent development. New residential uses on the Subject Properties would be generally compatible with the existing residential community of Greenboro to the south and may contribute to a balance of housing types in the area. It is somewhat premature to speculate on the unit type and sizes proposed but it is envisioned that the development of the site would consist of single detached or townhouse type units on a public road as discussed further in Section 6.0 of this rationale.

Policy 10 in Section 3.6.1 of the OP states:

“Industrial uses that exhibit characteristics that are likely to impact negatively on adjacent residential uses by virtue of matters such as noise, fumes, heavy equipment movement or external storage of large amounts of materials will not be permitted in areas designated General Urban Area, but will be directed to an appropriately zoned area within an Employment Area.”

The Subject Properties are not an appropriate location for new industrial uses which generate noise or fumes or require the movement of heavy equipment or external storage of large amounts of materials. These types of industrial uses are incompatible with the adjacent residential community of Greenboro, and the Greenboro Turtlehead Natural Area. Conversion of the Subject Properties to General Urban Area will prevent the introduction of incompatible industrial uses on the Subject Properties.

Based on the Policies in Section 3.6.1 of the Official Plan, the Subject Properties are appropriate for conversion to the General Urban Area designation.

4.0 PRINCIPAL MAIN LINE REQUIREMENTS

The Canadian National Railway Company (CN) has developed requirements for development applications on lands located in proximity to an active railway right-of-way. CN's "Principle Main Line Requirements" include requirements for the preparation of technical reports and legal documents during the planning application process. These requirements address site specific development issues including:

- Required setback from the railway right-of-way for all habitable buildings and the construction of a safety berm;
- The preparation of a noise analysis and specifications for a required noise attenuation barrier;
- The preparation of a vibration analysis report;
- The installation and maintenance of a chain link fence;
- A clause to be inserted into all development agreements, offers to purchase, and agreements of purchase and sale or lease within 300 metres of the railway right-of-way warning the signatory of the existing railway right-of-way and its possible future expansion;
- Required approval from the Railway for all changes to drainage patterns affecting the Railway's property, including the preparation of a drainage report;
- Notification to the public through restrictive covenants and all agreements of purchase and sale or lease the maintenance of the safety berm, fence, and noise attenuation measures are the responsibility of the Owner;
- The Owner entering into an agreement with CN that specifies how CN's concerns will be addressed;
- Requirement that the Owner grant CN an environmental easement for operational noise and vibration emissions.

The Principle Main Line Requirements include requirements for the location of residential dwellings, implementation of site-specific noise and vibration attenuation measures, and the preparation of certain legal documents. These requirements are typically addressed during a municipal planning application process. If converted to General Urban Area, the future development of the Subject Properties will most likely be through a Plan of Subdivision and/or Site Plan Control application filed with the City of Ottawa. Any future development proposals on the Subject Properties will address the site-specific design and legal requirements specified by CN during the municipal planning application process. Further detail on how the physical requirements may be addressed can be found in Section 6.0 of this rationale.

5.0 DEMONSTRATION OF NEED

In addition to demonstrating that land designated for employment is not needed in the long-term, section 1.3.2.2 of the PPS also states that there must be a need for the conversion from employment to other uses.

Conversion of the Subject Properties from Urban Employment Area to General Urban Area will enable Claridge and Conroy Road Developments Inc. to develop a new residential community to accompany the proposed ice arena facility. A geothermal district energy system will be integrated into the community's design. The system will reuse waste heat from the ice arena facility and geothermal energy to heat buildings within the new community.

Section 1.8.1 f) 2. of the PPS states that:

Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

f) promote design and orientation which:

2. maximize opportunities for the use of renewable energy systems and alternative energy systems.

A geothermal district energy system is consistent with the definitions of both an alternative energy system and a renewable energy system in section 6.0 of the PPS.

5.1 District Energy Systems

A district energy systems (DES) uses a network of closed-loop pipes to distribute thermal energy (usually warm water) to multiple buildings from a centralized facility. Thermal energy is extracted from the system with a heat exchanger by individual buildings and used to for climate control and/or water heating. Since heating and cooling is provided to each building from a central facility, a DES removes the need for private heating and cooling systems, much like the provision of municipal water and sanitary infrastructure removes the need for private wells and septic systems.

Many district energy systems use waste heat generated by other processes, such as power generation or industrial processes. Ice arena facilities, which use refrigeration underneath ice pads, produce significant waste heat.

A geothermal district energy system uses underground piping that is in contact with the earth to store and extract thermal energy. Systems that generate waste heat (such as an ice arena's cooling system) can expel heat into ground loops. In turn, dwellings draw heat from the ground loop as demonstrated in Figure 3.

Due to the centralized nature of energy production and the use of waste heat from other processes, DES are more efficient, use less energy and generate significantly lower greenhouse gas (GHG) emissions compared to conventional heating systems.

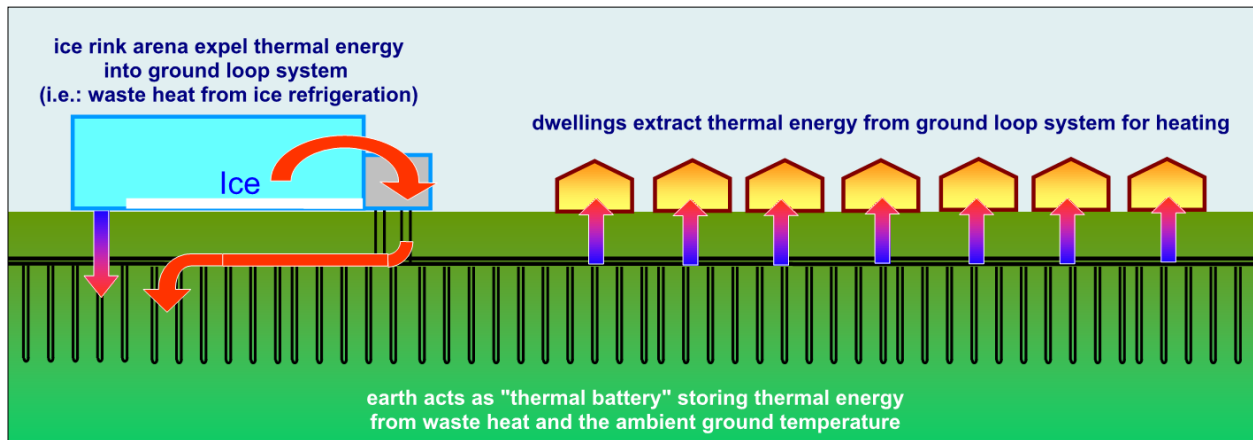


Figure 3: Major components of a geothermal district energy system (Source: Geo-Xergy Systems Inc.)

The technology behind geothermal district energy systems is well established. At its simplest, geothermal energy is being used by thousands of private dwellings, institutional, commercial and industrial buildings in Canada. In Vancouver’s Southeast False Creek neighbourhood, a DES has been developed which uses waste thermal energy captured from sewage to provide water and space heating for buildings. A ground-source heat pump system has been developed in Richmond, British Columbia’s Alexandra District to provide heating, cooling, and domestic hot water to a combination of residential, commercial, office and institutional users¹.

An identical, district-scale system to the current proposal is currently being expanded in the Town of Gibsons, British Columbia; the system will eventually meet the heating needs of 750 dwellings, commercial retail uses, two schools and an ice arena².

Geothermal systems require a minimum number of committed customers to ensure the system will be economically sustainable. There is a need for residential uses to support the DES and ensure a minimum customer based for the system. To permit residential uses on the Subject Properties, a conversion of the lands from Urban Employment Area to General Urban Area is required.

5.2 Supporting City of Ottawa Initiatives

Both district energy systems and ground-source heat pumps are supported and encouraged by City of Ottawa policies, strategies and Council decisions. The following is a summary of Council decisions and initiatives which will be advanced through the development of a geothermal district energy system.

¹ Pathway Study on District Energy in Ottawa, 2017, Leidos Canada Inc.

² District Geothermal Systems in Canada, 2010, Geo-Xergy Systems Inc.

5.2.1 Official Plan

Section 2.4.1- Air Quality and Climate Change of the Official Plan states that the City has made a commitment to reduce greenhouse gas emissions in both corporate operations and the community level.

Policy 1 of Section 2.4.1 states:

1. *The City will reduce GHG emissions in the development and building sector by:*
 - a. *Promoting compact urban form and an energy efficient pattern and mix of land uses through the strategic direction for managing growth and related intensification targets and community design plans.*
 - b. *Encouraging energy efficient and sustainable site and building design through subdivision and site plan approval.*
 - c. *Facilitating and encouraging use of renewable sources in development, and allowing for appropriate renewable energy utility and accessory use installations.*

The proposed system uses a combination of renewable geothermal energy and harvested waste heat to supplant the need for private natural gas heating systems.

5.2.2 District Energy System Memorandum of Understanding with Energy Ottawa

In 2003, City Council approved a Memorandum of Understanding between the City and Energy Ottawa to investigate the feasibility of Energy Ottawa establishing a DES in the City's downtown area (City Reference No.: ACS2003-DEV-POL-0020). While the type of DES contemplated differs from the current proposal, the report makes clear the benefits of DES and the City's desire to promote such systems.

The staff report cites several community benefits of implementing a DES, including a 62% decrease in electricity consumption by connected building, a decrease in GHG emissions by the equivalent of 41,000 tonnes CO₂, and reductions in NO_x and SO_x emissions. These benefits further advance motions passed by the former Regional government in 1991, and reaffirmed in 2005 by the City of Ottawa, to adopt the Kyoto Protocol's GHG reduction targets.

As mentioned above, the proposed system uses a combination of renewable geothermal energy and harvested waste heat to supplant the need for private natural gas heating systems. As a result, the proposed system development would emit significantly lower GHG emissions and NO_x and SO_x emissions.

5.2.3 Air Quality & Climate Change Management Plan

City Council adopted an updated Air Quality & Climate Change Management Plan in 2014 (City Reference No.: ACS2014-COS-ESD-0011). The Air Quality & Climate Change Management Plan (AQCCMP) is a local action plan establishing a framework for how Ottawa will mitigate and adapt to climate change over the next 20 years. The AQCCMP was subsequently identified as a strategic initiative in the 2015-2017 City Strategic Plan.

Among the AQCCMP's targets is a 20% reduction in equivalent CO₂ emissions per capita. This target was further advanced by a 2016 Council goal to reduce emissions by the year 2050 to 80% below 2012 levels (City Reference No.: ACS2016-CMR-ENV-0001).

The proposed community and DES will forward the following AQCCMP objectives:

1. Reducing energy demand
2. Reducing dependence on fossil fuels

According to the AQCCMP, 49% of Ottawa's CO₂e emissions are through energy use by buildings, the majority of which is used in temperature control. Geothermal district energy systems, by collecting waste heat and renewable geothermal energy, generate significantly fewer CO₂e than conventional heating systems.

5.2.4 Energy Evolution and Pathway Study on District Energy

On December 13, 2017, Ottawa City Council adopted Phase 1 of Energy Evolution: Ottawa's Community Energy Transition Strategy (City Reference No.: ACS2017-PIE-EDP-0048). Energy Evolution is a three-year plan seeking to manage energy consumption, promote the use of renewable energy and advance local economic development opportunities.

The staff report states that district energy and ground and air-source heat are two of three "large" impact renewable energy technologies which will support the city's 2050 GHG reduction target.

The Phase I Action Plan is broken down into several subsections based on types of renewable energy generation, including heat pumps and district energy. The strategy highlights several key constraints in the development of DES noted above, specifically that "their implementation requires dedicated planning and infrastructure coordination to ensure optimal system designs and economic viability". The report also states that: "*The most opportune time to build or expand DE systems is **when new buildings or developments are being planned and built***" (emphasis added).

The strategy recommends several short-term actions to be taken prior to 2020. These include:

"14. Work with a developer and possibly a district energy specialist or gas or electrical distributor to develop a ground source heating system in a new subdivision."

"19. Develop a new low-carbon district energy system that can be promoted as a high-priority economic impact project."

As part of the Energy Evolution initiative, Leidos Canada Inc. was retained to prepare a "pathway study" on district energy in Ottawa. The Leidos pathway study states that "*Ground-source heat pumps (GSHP) are an attractive option, in particular for small clusters of buildings with heating and cooling loads.*" The study already identifies opportunities to harvest waste heat from ice arena facilities as a potential catalyst project. The report considers "large new developments" to be excellent candidates from DES.

6.0 PROPOSED DEVELOPMENT

Claridge and Conroy Road Developments Inc. are seeking to build a new residential community and ice arena facility. The ice arena facility and residential uses likely consisting of single detached and/or townhouse type units that will be connected to a geothermal district energy system which will reuse waste heat from the ice arena facility and geothermal energy to heat buildings within the new community.



Figure 4: Conceptual layout of the proposed development, with residential uses (in yellow) to the south and the ice arena facility and office uses to the north.

The ice arena facility will be located along the north boundary of the subject properties in proximity to the existing CN rail line. Residential streets will be arranged in a modified grid pattern with window streets along Johnston Road and access from Conroy and Johnston Roads. Limited local commercial or office uses may be developed in the future and would also connect to the DES.

As discussed above, the implementation of a geothermal district energy system is supported by policy 1.8.1 of the PPS and actively forwards the priorities of the City of Ottawa and Council as discussed in several strategies, plans and resolutions.

Residential is an excellent use that meets both requirements of a geothermal district energy system by providing a consistent and sufficient number of net energy consumers to utilize the energy which will be expelled to the system by the proposed ice arena facility.

The Principal Main Line Requirements listed in Section 4.0 of this rationale can be addressed by the separation of the residential area from the railway with an arena and office uses. The setback would be further enhanced by the construction of a safety berm and fencing around the northern perimeter of the employment area as shown on Figure 4. The details of the elements would be worked out through the standard Plan of Subdivision and/or Site Plan Control applications filed with the City of Ottawa.

The site is ideally suited as it has a somewhat rare potential to co-locate an ice arena facility and residential uses in close proximity that would permit the implementation of DES. There are numerous examples throughout the City of Ottawa where arenas are located in close proximity to residential (i.e. Kanata Leisure & Wave Pool, Johnny Leroux Community Arena, Jack Charron Arena, Tom Brown Arena, Sandy Hill Arena, Bernard-Grandmaitre Arena, Ray Friel Arena, and the Richcraft Sensplex Arena) but few greenfield locations where there is the ability to combine the uses for the immediate and successful implementation of the DES.

7.0 CONCLUSION

The conversion of the Subject Properties from Urban Employment Area to General Urban Area is consistent with the Policies of the Provincial Policy Statement. The Subject Properties are not suitable for the planned functions of the Urban Employment Area designation and are an ideal candidate for conversion based on their context and location within the City. The Subject Properties meet the criteria for conversion from Urban Employment Area and should be converted to General Urban Area.

Based on the policies of the Provincial Policy Statement and the City of Ottawa's Official Plan as modified by OPA180, and on our analysis of the conversion criteria in Section 2.2.3 of the OP, the Subject Properties should be converted from Urban Employment Area designation to General Urban Area.

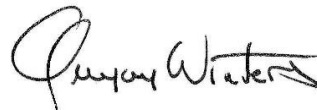
The proposed conversion from Urban Employment Area to General Urban Area is appropriate and desirable for the development of the lands and represents good planning.

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