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Residential

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400 Hunt Club Road Planning Rationale

Prepared for: Otto's BMW Group

400 Hunt Club Road

Ottawa, Ontario

Planning Rationale

In support of

Major Zoning By-law Amendment &

Site Plan Control Applications

Prepared By:

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May / 12 / 2021

Novatech File: 111177

Ref: R-2021-064

May 12, 2021
City of Ottawa
Planning Infrastructure and Economic Development Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON, K1P 1J1

Attention: Sarah Ezzio, Planner I, Planning Services

**Reference: 400 Hunt Club Road
Major Zoning By-law Amendment & Site Plan Control Applications
Our File No.: 111177**

The following Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 400 Hunt Club Road (the "Subject Property"). 400 Hunt Club Road is part of a larger parcel of land that is owned by the Federal Government and includes the Ottawa Macdonald-Cartier International Airport facilities and runways.

The Subject Property is designated Ottawa Macdonald-Cartier International Airport on Schedule M of the City of Ottawa Official Plan. The property is zoned Air Transportation Facility, Subzone A (T1A) by the City of Ottawa's Zoning By-law 2008-250. A "parking lot" is a permitted use in the T1A subzone. A "storage yard" is not a permitted use in the T1A subzone.

It is proposed to develop the Subject Property to accommodate an employee parking lot and a storage yard for storing inventory. The parking lot and storage yard are in support of the automobile dealership at 660 Hunt Club Road. A zoning amendment is required to permit a "storage yard".

The Subject Property is to be leased from the Airport Authority. The ultimate area to be leased is approximately 1.57 hectares (3.88 acres) and includes 79 employee parking spaces, and 377 storage spaces. The lands to be leased will be accessed via 660 Hunt Club Road. The site access will traverse a watercourse. The access, parking lot, and storage yard have been designed to accommodate the circulation movements of car carriers.

This Planning Rationale examines the location and context of the Subject Property, the proposed parking lot and storage yard, the proposed Major Zoning By-law Amendment, the planning policy and regulatory framework of the site, and makes recommendations on the proposed Major Zoning By-law Amendment and development.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

NOVATECH


Ryan Poulton, M.PL.
Planner

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1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a parking lot and storage yard at 400 Hunt Club Road (the “Subject Property”). The Subject Property is designated Ottawa Macdonald-Cartier International Airport on Schedule M of the City of Ottawa Official Plan. The property is zoned Air Transportation Facility, Subzone A (T1A) by the City of Ottawa’s Zoning By-law 2008-250. The Subject Property is proposed to be leased from the Airport Authority by 2382227 Ontario Inc. (Otto’s BMW Group) located east of the Subject Property at 660 Hunt Club Road. The Subject Property will be developed to provide 79 employee parking spaces, and 377 storage spaces for inventory in support of the existing automobile dealership.

This Planning Rationale will demonstrate the proposed Major Zoning By-law Amendment and Site Plan Control application will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies in the City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Conform to the YOW 2038 Airport Master Plan;
- Establish appropriate zoning standards for the Subject Property; and
- Be compatible with surrounding development.

1.1 Description of Subject Property

400 Hunt Club Road is located in River Ward (Ward 16) of the City of Ottawa. The Subject Property is part of a larger parcel of land that is owned by the Federal Government and includes the Ottawa Macdonald-Cartier International Airport facilities and runways. The property to be leased has an approximate area of 1.57 hectares (3.88 acres), and approximately 137 metres of frontage along Hunt Club Road. The Subject Property is currently vacant. A majority of the Subject Property is forested as a red pine tree plantation. A watercourse runs along the eastern limit of the property.

Figure 1. Aerial Photo of Subject Property



1.2 Site Location and Community Context

North: North of the Subject Property across Hunt Club Road is the Ottawa Hunt and Golf Club and a residential community.

Figure 2. Ottawa Hunt and Golf Club



South: South of the Subject Property are Federal lands operated by the Ottawa Airport Authority (the “airport lands”) and includes the Ottawa Macdonald-Cartier International Airport.

Figure 3. Airport Lands



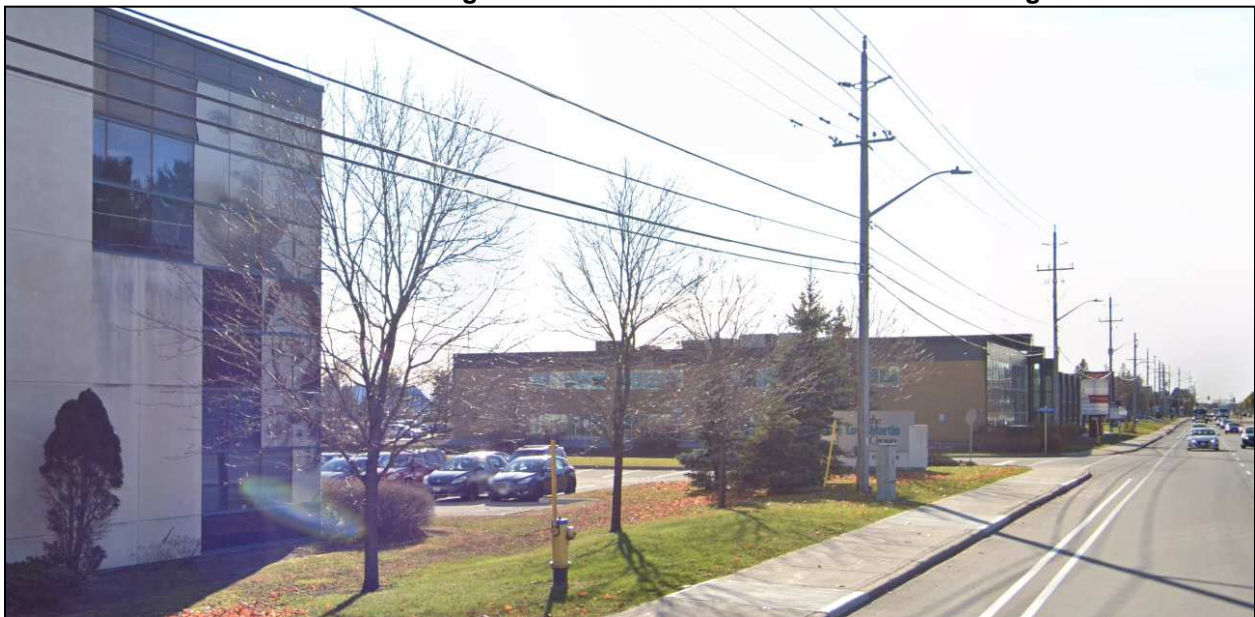
East: Immediately east of the Subject Property and also on federal lands is a triangle-shaped parking lot. This parking lot supports the automobile dealership at 660 West Hunt Club Road. A watercourse separates the Subject Property from the triangle-shaped parking lot. Further East along Hunt Club Road is a mix of automotive-oriented commercial uses. There is a residential neighbourhood south of the commercial uses and east of the Subject Property.

Figure 4. Commercial Uses along Hunt Club Road



West: West of the Subject Property is also federally owned lands operated by the Ottawa Airport Authority. Further west on the south side of Hunt Club Road is a mix of commercial and light industrial uses.

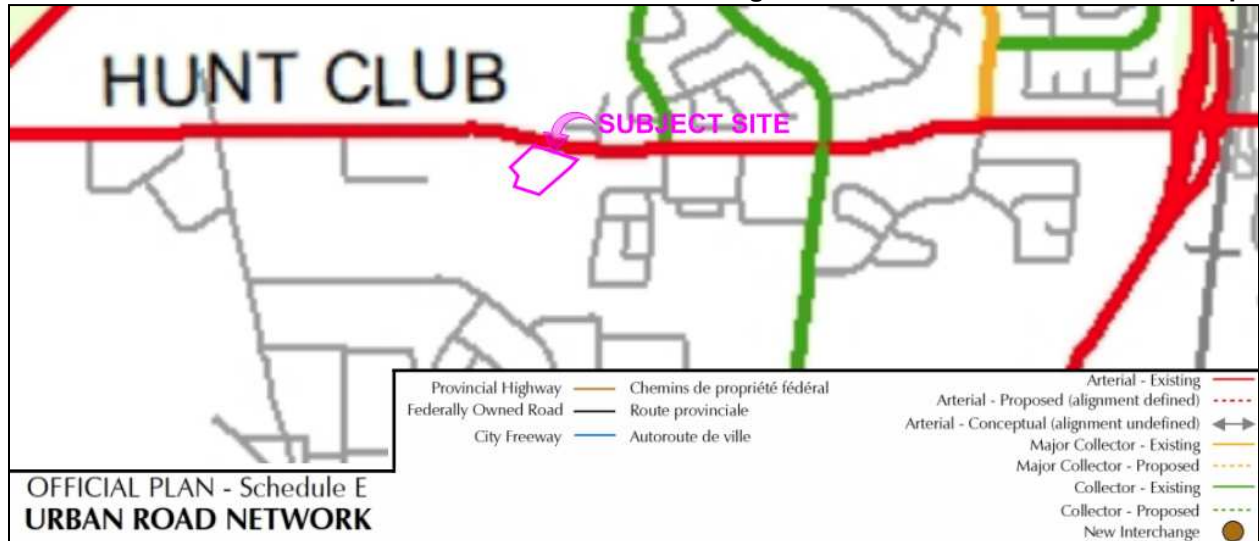
Figure 5. Commercial and Industrial Uses along Hunt Club Road



1.3 Linkages and Transportation Framework

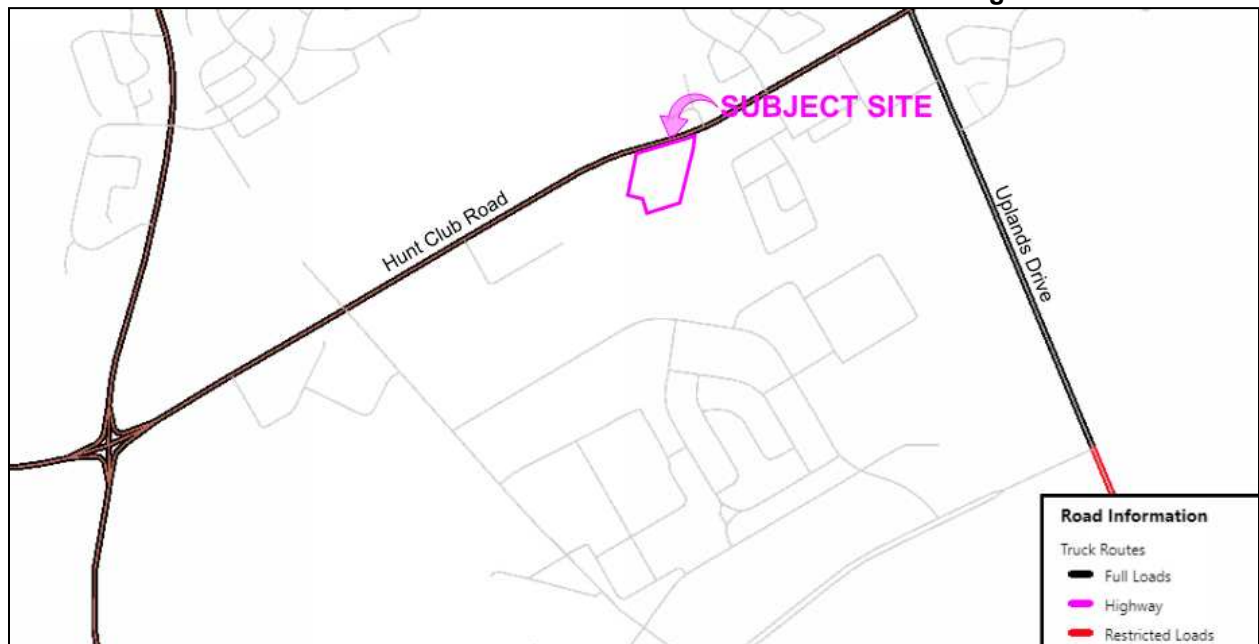
400 Hunt Club Road has frontage along the south side of Hunt Club Road. Hunt Club Road is designated an arterial road on Schedule E of the Official Plan (see Figure 6.) Hunt Club Road is designated a transit priority corridor (isolated measures) on Schedule D of the Official Plan.

Figure 6. Official Plan Schedule E Excerpt



Hunt Club Road and Uplands Drive are designated truck routes (see Figure 7). There is no direct access proposed from Hunt Club Road to the Subject Property. Access is proposed from the existing car dealership at 660 Hunt Club Road. The access will be designed to accommodate employee parking and car carriers that will deliver inventory to the storage yard.

Figure 7. Truck Routes



2.0 PROPOSED DEVELOPMENT

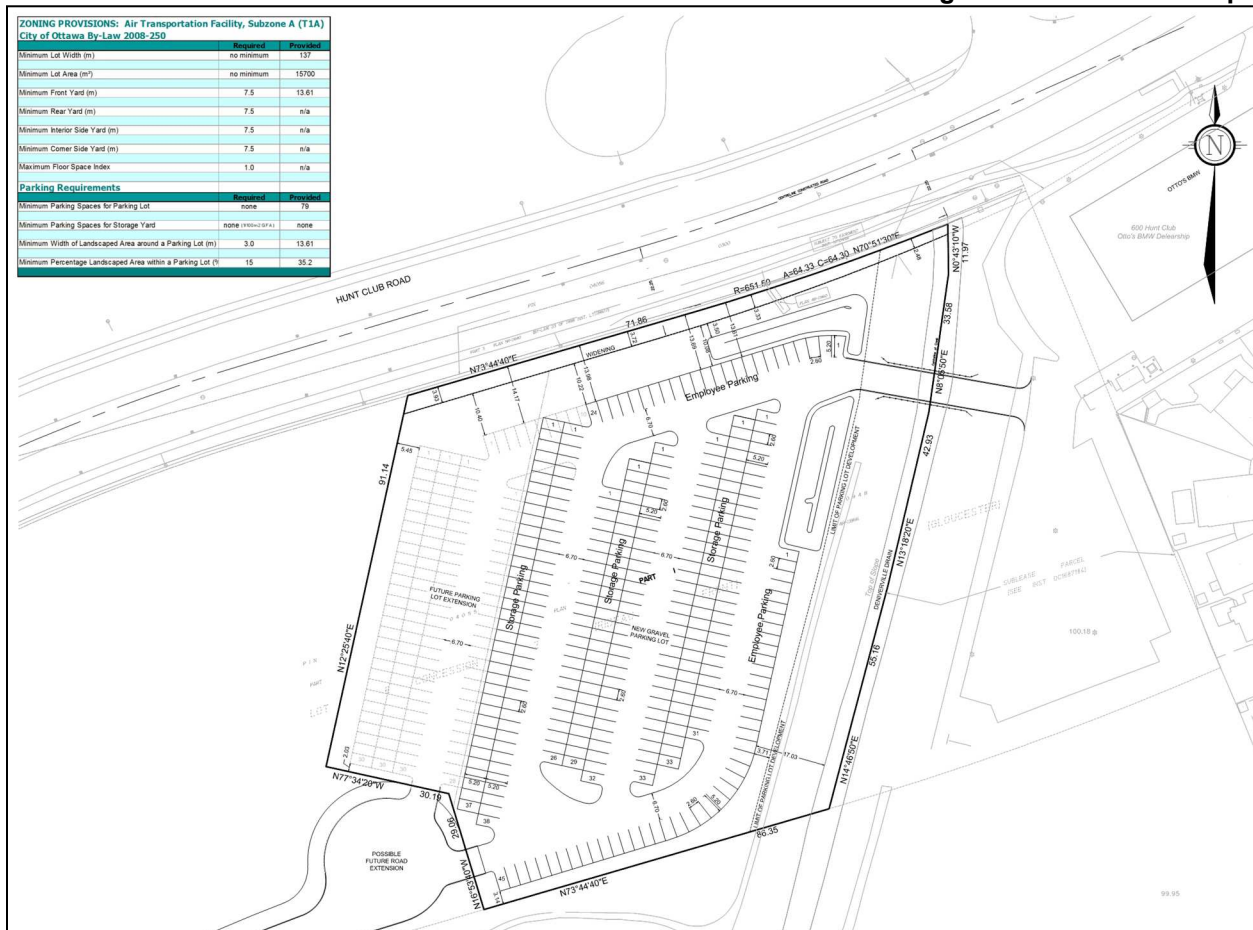
400 Hunt Club Road is proposed to be developed as a parking lot and storage yard (see Figure 8). An 11x17 version of the Site Plan is attached as Appendix A.

The proposed parking lot is a permitted use and will provide employee parking spaces for the automobile dealership at 660 Hunt Club Road. The proposed storage yard will be used to store inventory. Employee parking spaces are proposed to be located along the north, south, and east perimeter of the site. Storage yard spaces are located within the interior of the site. The site will be accessed from 660 Hunt Club Road.

The development of the parking lot and storage yard is proposed in two phases. The initial area to be leased is approximately 1.25 hectares (3.1 acres) and includes 69 employee parking spaces, and 259 storage spaces. The ultimate area to be leased is approximately 1.57 hectares (3.88 acres) and includes 79 employee parking spaces, and 377 storage spaces.

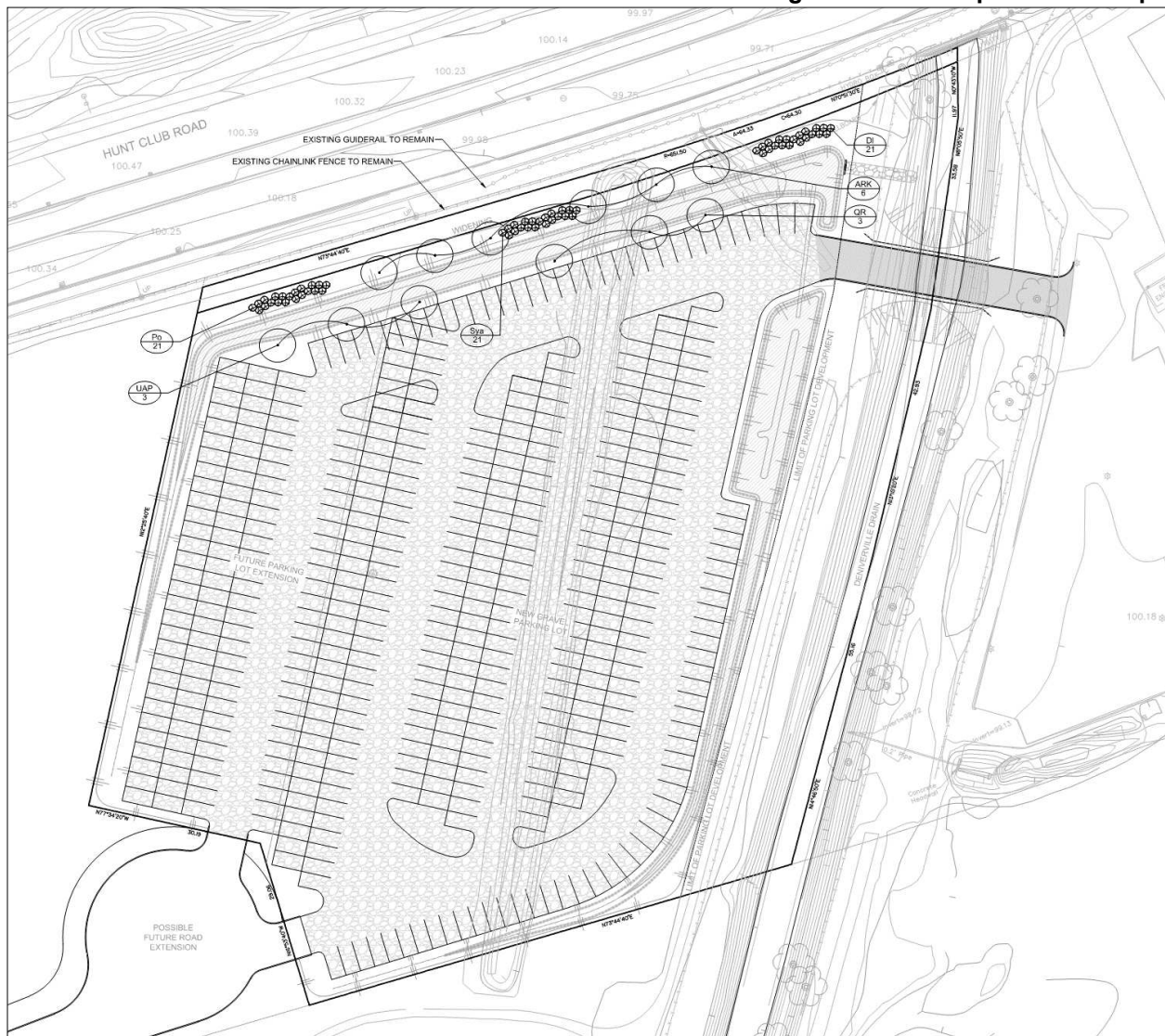
The parking lot and storage yard have been designed to accommodate the movement of car carriers throughout the site. The proposed access crosses a watercourse that runs along the east side of the Subject Property. The access and watercourse crossing have been designed to accommodate the movement of car carriers, and to provide pedestrian access for employees between the parking lot and 660 Hunt Club Road.

Figure 8. Site Plan Excerpt



The proposed parking lot and storage yard is setback more than 13 metres from Hunt Club Road. The frontage along Hunt Club Road will be fully landscaped (See Figure 9). Swales are proposed along the northern, southern, and eastern perimeter of the parking lot for stormwater management purposes. Deciduous trees and shrubs will be located between the parking lot and Hunt Club Road. The trees and shrubs will contribute to screening the parking lot and storage yard from view along Hunt Club Road. The surface of the parking lot and storage yard will be gravel.

Figure 9. Landscape Plan Excerpt



3.0 PROPOSED ZONING BY-LAW AMENDMENT

400 Hunt Club Road is currently zoned Air Transportation Facility, Subzone A by the City of Ottawa’s Zoning By-law 2008-250 (T1A). The T1A subzone permits a “parking lot”. The T1A zone does not permit a “storage yard” on the Subject Property. The Zoning By-law Amendment application proposes to rezone the Subject Property with a new urban exception that will permit a storage yard on the property.

The proposed new urban exception provision will add “storage yard” as a permitted principle use of the Subject Property.

The Zoning By-law Amendment does not seek to change the underlying Air Transportation Facility zone of the Subject Property. The requested rezoning is considered appropriate for the Subject Property. Processing of a Zoning By-law Amendment application includes a review by various agencies and will require a statutory public meeting. The proposed wording for the Zoning By-law Amendment is attached as Appendix B.

4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “*Shall be consistent with*” policies issued under Section 3 of the Planning Act.

Section 1.1.3 of the PPS sets out policies related to settlement areas. Policy 1.1.3.1 states: “*Settlement areas shall be the focus of growth and development.*” The Subject Property is located within the Urban Area of the City of Ottawa and is considered within a settlement area. The proposed parking lot and storage yard will support the existing automotive dealership east of the Subject Property.

Policy 1.1.3.2 states:

“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;”*

The proposed parking lot is a permitted use on the Subject Property. The Zoning By-law Amendment proposes to permit a storage yard use on the Subject Property. The storage yard will be used to store vehicles for a nearby automotive dealership, and will be integrated with the proposed parking lot. The proposed development will use currently vacant airport lands, and does not require additional site services.

Section 1.3 of the PPS sets out policies for employment uses. Policy 1.3.1 states:

“Planning authorities shall promote economic development and competitiveness
by:

- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;”*

The proposed development supports an existing commercial use along Hunt Club Road. The design of the parking lot and storage yard will allow greater flexibility for employee parking and the storage of vehicles at a location near the dealership property. The proposed applications support the existing automotive dealership east of the Subject Property.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.1 states:

“Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.”

Hunt Club Road and Uplands Drive are designated truck routes. Using existing truck routes, vehicles are currently delivered to the automobile dealership several times a week. “Car carrier” vehicles currently off-load vehicles directly on the property at 660 Hunt Club Road. The proposed storage yard is designed to allow car carrier vehicles to access the storage yard, off-load vehicles, and return through 660 Hunt Club Road. The proposed storage yard simplifies truck turning movements for the car carriers. The proposed development improves the safety and movement of car carriers through the property and is appropriate for the operation of the automobile dealership.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.2 of the PPS states: *“Major goods movement facilities and corridors shall be protected for the long term.”*

Policy 1.6.8.3 of the PPS states:

“New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

The proposed development is adjacent to a transportation corridor – Hunt Club Road. Hunt Club Road is designated an arterial road, and transit priority corridor (isolated measures), and is a truck route.

There is currently no site access off Hunt Club Road. No new site access is proposed off Hunt Club Road. The frontage along Hunt Club Road will be landscaped with deciduous trees and shrubs, and used for stormwater management. The movement of vehicles along Hunt Club Road will not be affected by the proposed development. Site access is proposed from 660 Hunt Club Road. 660 Hunt Club Road is accessed from Paul Anka Drive to the east of the property. 660 Hunt Club Road also has a private egress out onto Hunt Club Road that is designed for car carriers.

Section 1.6.9 of the PPS sets out policies for airports, rail and marine facilities. Policy 1.6.9.1 of the PPS states:

“Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

- a) their long-term operation and economic role is protected; and*
- b) airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6.”*

The Ottawa Airport Authority is leasing the Subject Property to the automotive dealership to develop the property as a parking lot and storage yard. The proposed development is not considered a sensitive use, and does not constrain the continued or economical operation of the airport. The lease agreement provides financial flexibility and supports the continued operation of the airport.

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed development adheres to the policies in Section 2.0 as follows:

- Relating to Section 2.1 (Natural Heritage), the Subject Property is identified as part of the natural heritage system features overlay on Schedule L1 of the Official Plan. An environmental impact statement and tree conservation report has been prepared in support of the proposed development;
- Relating to Section 2.2 (Water), a watercourse is adjacent to and runs along the eastern limits of the Subject Property. A hydrologic and hydraulic analysis of the watercourse and the watercourse crossing has been prepared in support of the proposed development;
- Relating to Section 2.3 (Agriculture), the Subject Property is within the urban settlement area and is designated ‘Ottawa Macdonald-Cartier International Airport’ by the City of Ottawa Official Plan. The Subject Property is not considered an agricultural resource;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of mineral or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), there are no lands on or near the Subject Property designated Mineral Aggregate Resource Areas;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the PPS requires that if any archaeological resources are discovered, the resources are conserved by removal and documentation;

The proposed Major Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

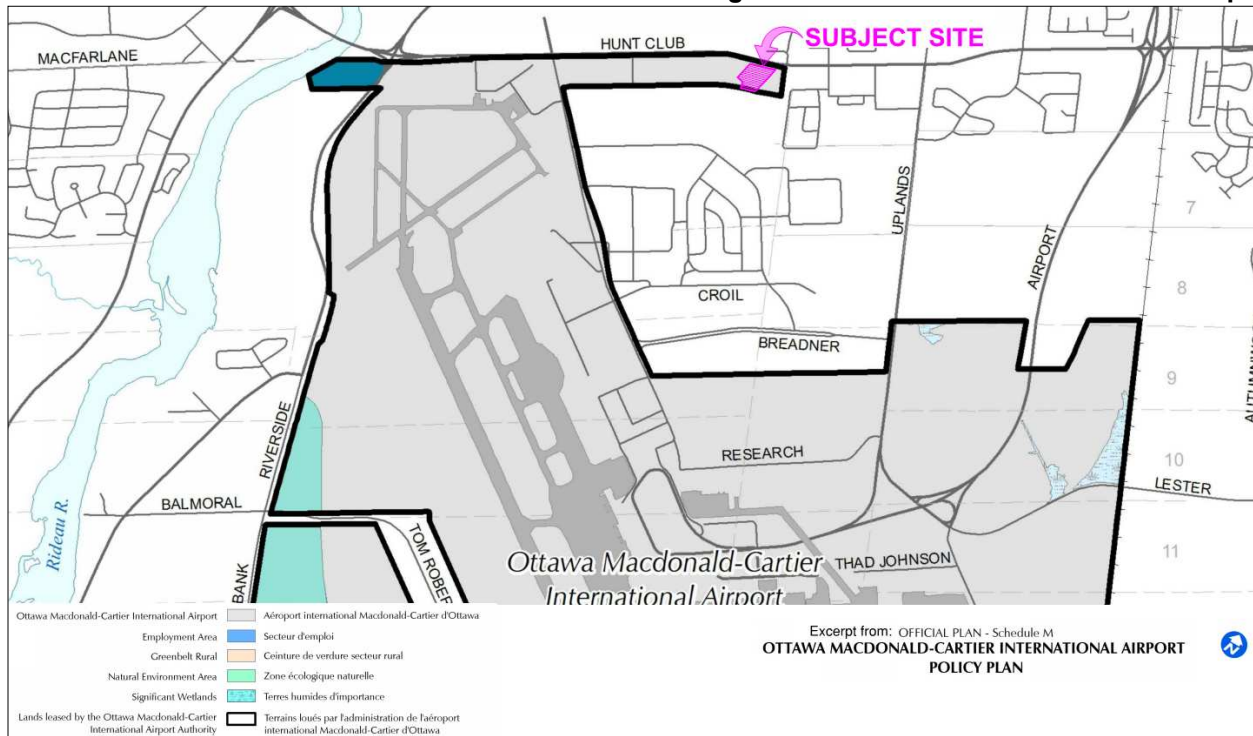
4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 254 (the “Official Plan”) was used for reference.

4.2.1 Ottawa Macdonald-Cartier International Airport

400 Hunt Club Road is designated ‘Ottawa Macdonald-Cartier International Airport’ on Schedule M of the Official Plan (see Figure 10).

Figure 10. Official Plan Schedule M Excerpt



Section 3.10 of the Official Plan sets out policies for airports in Ottawa. Section 3.10 of the Official Plan states:

“The City will work with the Ottawa Macdonald-Cartier Airport Authority and other airport operators in the development of their land use and servicing plans to ensure sufficient flexibility is provided to respond to market changes in the demand for air travel and services, and to support the role of the airports in the local economy.”

The proposed Zoning By-law Amendment and Site Plan Control application will facilitate the leasing and development of airport lands to support the automobile dealership adjacent to airport lands along Hunt Club Road. Approval of the rezoning and Site Plan Control applications will support the role of the airport in the local economy.

Section 3.10.1 sets out policies for the Ottawa Macdonald-Cartier International Airport. Section 3.10.1 states:

“The diversity of aviation and business activity at the airport and on airport lands stabilizes the financial viability of airport operations through economic downturns and shocks to the aviation industry, and directly enhances the airport’s role as a key economic multiplier within the City.”

The proposed Zoning By-law Amendment will facilitate the leasing of airport lands, development of the property, and support an existing commercial use adjacent to the airport property. The proposed development provides a financial opportunity for the Ottawa International Airport Authority to use currently vacant airport lands more efficiently. The proposed use of airport lands is compatible with the continued operation of the airport.

Policy 1 of Section 3.10.1 of the Official Plan states:

“On land designated Ottawa Macdonald–Cartier International Airport on Schedule B and Schedule M, the following uses will be permitted:

b. Uses permitted in Employment Areas, as described in Section 3.6.5;”

Uses permitted on lands designated employment areas are also permitted on the Subject Property. Section 3.6.5 of the Official Plan sets out policies for Urban Employment Areas. Policy 2 states:

“In Urban Employment Areas, the Zoning By-law will:

- a. Permit traditional industrial uses such as manufacturing, warehousing, distribution, storage, communications, construction;*
- b. Permit uses that store most products outdoors and require large land areas devoted to external storage, sale or service of goods or for vehicle sales and service;*
- g. Distinguish uses with characteristics that are likely to impact negatively on surrounding areas (e.g., industrial uses that produce odours, dust, smoke, heavy equipment movement, large areas of outdoor storage, or noise) from those uses that are likely to have negligible such impacts (e.g., offices or research and development facilities);”*

The Urban Employment Area designation permits a wide variety of industrial uses and specifically permits storage, and uses that require large areas of outdoor storage. Policy 1 also requires the zoning by-law to distinguish between uses that may have a negative impact on the surrounding area from uses that may have negligible impacts.

The proposed parking lot and storage yard are permitted uses on lands designated Urban Employment Area. These uses are also permitted on lands designated Ottawa Macdonald-Cartier International Airport, including the Subject Property. The proposed parking lot and storage yard are adjacent to Hunt Club Road, vacant airport lands, and another parking lot to the east. The proposed development will be set back more than 13 metres from Hunt Club Road, and screened from view with deciduous trees and shrubs. The proposed development will have a negligible impact on surrounding areas. The proposed development conforms to the policies of the Ottawa Macdonald-Cartier International Airport designation.

4.2.2 Designing Ottawa

Section 2.5.1 of the Official Plan sets out design objectives for how the City wants to influence the built environment as the City matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa. These design objectives are addressed below.

- To enhance the sense of community by creating and maintaining places with their own distinct identity.

400 Hunt Club Road is currently vacant. A red pine plantation covers the majority of the site. Trees and shrubs line both sides of Hunt Club Road west of the Subject Property. The red pine plantation will be replaced with a wide landscaped area between the road and the parking lot. Deciduous trees and shrubs will be planted within the landscaped area. These trees will screen the proposed development from view, and contribute to maintaining the green identity of this stretch of Hunt Club Road.

- To define quality public and private spaces through development.

The Subject Property will be developed as a private space for parking and storage of vehicles. This private space will be buffered from Hunt Club Road by a wide landscaped area including planting of deciduous trees and shrubs.

- To create places that are safe, accessible and are easy to get to, and move through.

The proposed development is designed to facilitate delivery and storage of vehicles for the automobile dealership to the east of the Subject Property. The access over the watercourse is designed to accommodate employees walking between the parking lot and automobile dealership.

- To ensure that new development respects the character of existing areas.

The parking lot and storage yard is similar to the existing triangle-shaped parking lot east of the Subject Property, and surface parking lots associated with commercial development along Hunt Club Road. Trees and shrubs are proposed along the frontage of the property that are in character with the vacant airport lands and nearby golf course along Hunt Club Road.

- To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed parking lot and storage yard are in support of an existing commercial use along Hunt Club Road. Should the airport authority wish to develop the property in the future, the proposed parking lot and storage yard can be easily redeveloped.

- To understand and respect natural processes and features in development design.

The proposed development is designed to control stormwater on site. Swales are proposed along the perimeter of the site. These swales direct stormwater and control the quantity and quality of runoff entering into the adjacent watercourse. An Environmental Impact Statement has been prepared by McKinley Environmental Solutions in support of the proposed development. The Environmental Impact Statement states: "*A 15 m wide setback will be maintained from Hunt Club Creek. Existing vegetation within the 15 m wide setback will be retained.*" The existing vegetation on the east side of the property between the adjacent watercourse and the proposed parking lot will be maintained.

- To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development supports an existing commercial use along Hunt Club Road.

4.2.3 Review of Development Applications

Section 4 of the City of Ottawa's Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies and related studies and plans were identified through a formal pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified as relevant and have been prepared in support of the Site Plan Control application. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots:

Section 4.3 of the OP states that when reviewing development applications, the City will assess the adequacy of the transportation network to meet the needs of the proposed development. Through email correspondence subsequent to a formal pre-application consultation meeting, City staff confirmed no Transportation Impact Assessment is required in support of the Zoning By-law Amendment and Site Plan Control applications.

Policy 9 of Section 4.3 of the Official Plan states: *"The City will require that parking areas for motorized vehicles be screened from the street with low shrubs, trees, landscaped berms, decorative walls and fences."* A landscaped buffer greater than 13 metres wide is proposed between Hunt Club Road and the parking lot. Deciduous trees and shrubs will be planted within the landscaped area to screen the parking lot and storage yard from view along Hunt Club Road.

Relating to Section 4.6 – Cultural Heritage Resources:

Section 4.6.4 of the Official Plan sets out policies for Scenic-entry Routes. The section of Hunt Club Road fronting onto the Subject Property is designated a Scenic-entry Route on Schedule I of the Official Plan.

Policy 3 of Section 4.6.4 of the Official Plan states:

"Until such time as the guidelines for Scenic-Entry Routes are prepared, development applications adjacent to these routes will be assessed against the criteria listed above, in addition to other requirements of this Plan."

Policy 2 of Section 4.6.4 sets out guidelines that will be developed by the City of Ottawa for Scenic-entry Routes. These guidelines include:

“a. The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;

No changes are proposed to the design of Hunt Club Road. The Subject Property will be largely cleared of existing trees. No access to Hunt Club Road currently exists, and no new site access is proposed off Hunt Club Road. Development within the right-of-way will remain unchanged.

b. Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;

The proposed parking lot and storage yard are setback more than 13 metres from the right-of-way of Hunt Club Road. No building is proposed on the site. The property will be accessed via a private access from 660 Hunt Club Road. The proposed landscaping along Hunt Club Road will contribute to an aesthetically pleasing streetscape.

c. The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;

The Subject Property is within the Natural Heritage Features Overlay identified on Schedule L1 of the Official Plan. The Subject Property is currently forested with red pine tree plantation. An Environmental Impact Assessment and Tree Conservation Report has been prepared by McKinley Environmental Solutions in support of the proposed development. Deciduous trees and shrubs are proposed to be planted within the large landscaped area between the parking lot and Hunt Club Road.

d. Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;

No changes are proposed to the existing transportation infrastructure within the right-of-way along Hunt Club Road. A large landscaped area is proposed between the right-of-way and the parking lot.

e. Any other items determined by the City.”

No other criteria were identified by City staff for consideration with regard to Hunt Club Road designated as a Scenic-entry Route.

Relating to Section 4.7 – Environmental Protection:

Policy 1 of Section 4.7.2 of the OP requires applications for Site Plan Approval will be supported by a Landscape Plan and Tree Conservation Report. A Landscape Plan has been prepared by Novatech, dated May 4, 2021, in support of the Site Plan Control application. A Tree Conservation

Report has been prepared by McKinley Environmental Solutions, dated May 2021, in support of the Site Plan Control application.

Section 4.7.6 of the Official Plan states the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Hydrologic & Hydraulic Analysis (Stormwater Management Report) has been prepared by J.F. Sabourin and Associates Inc. in support of the Site Plan Control application. A Grading, Servicing and Erosion & Sediment Control Plan has been prepared by Novatech, dated May 3, 2021, in support of the Site Plan Control application. The Hydrologic & Hydraulic Analysis (Stormwater Management Report), and the Grading, Servicing and Erosion & Sediment Control Plan are consistent with the relevant policies in Section 4.7.6 of the Official Plan.

Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the OP states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Site Plan Control application, a Geotechnical Investigation has been prepared by GEMTEC, dated May 3, 2021.

Section 4.8.6 of the Official Plan sets out policies for land-use constraints due to airport and aircraft operations. The Subject Property is on airport lands and is within the Airport Operating Influence Zone (AOIZ). Policy 2 of Section 4.8.6 prohibits new noise-sensitive uses within the AOIZ with some exceptions. The proposed development is not considered a noise-sensitive use. Policy 4 states new development will comply with the Ottawa Airport Zoning regulations. The Ottawa Airport Zoning regulations are discussed in Section 4.3 of this Rationale.

Relating to Section 4.11 – Urban Design and Compatibility:

Section 4.11 of the Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the Official Plan. Policies in Section 4.11 of the OP are organized under the following subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.

Policies on Views regard high-rise buildings and protecting the views of the Parliament Buildings. These policies on Views do not apply to the proposed development. There are no new buildings proposed. The Official Plan policies on Building Design, Massing and Scale, and High-rise Building do not apply to the proposed development. There is no adjacent residential development, and no new residential development proposed on the Subject Property. The policies on Outdoor Amenity Areas do not apply to the proposed development. The policy on Public Art does not apply to the proposed development. The Subject Property is not within a design priority corridor. The Design Priority Areas policies do not apply to the Subject Property. The policy on First Nations Peoples Design Interests applies to public lands. The Subject Property is airport lands to be leased to a private company for the development of a parking lot and storage yard.

The proposed Major Zoning By-law Amendment and Site Plan Control application conform to the policies of the City of Ottawa Official Plan.

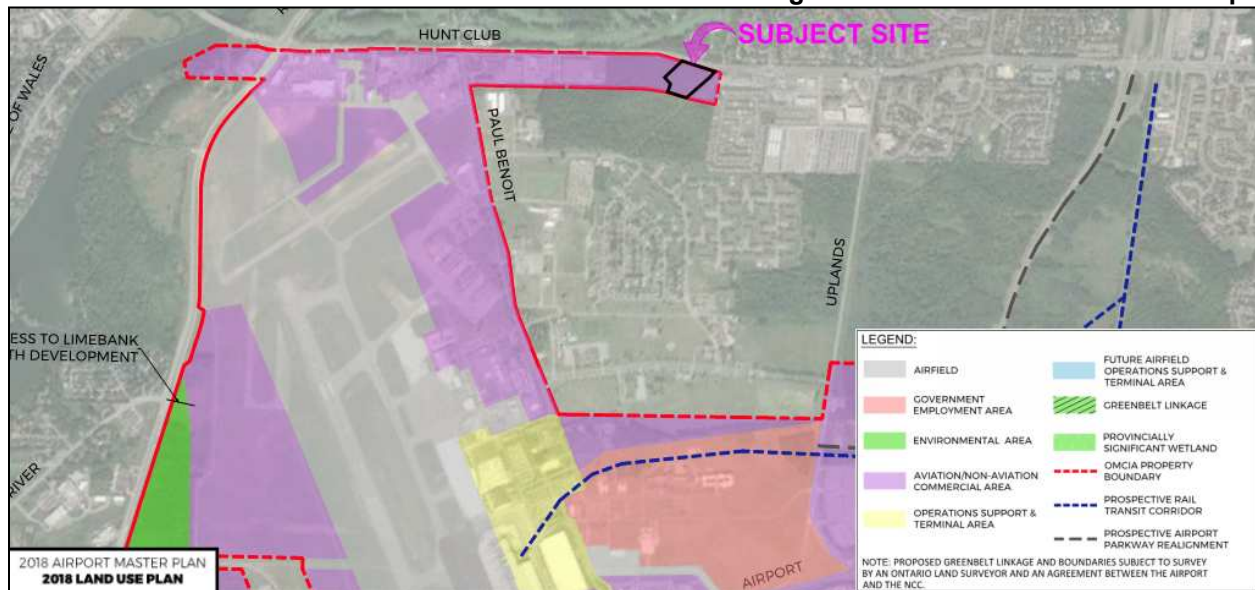
4.3 Ottawa Macdonald-Cartier International Airport Zoning Regulations

The Ottawa Macdonald-Cartier International Airport Zoning Regulations set out zoning provisions for development near the Ottawa International Airport (the “Airport Zoning Regulations”). The Airport Zoning Regulations restrict the type and height of proposed uses on and in the vicinity of airport lands. The proposed development has no building height as there is no proposed building. The proposed development is not considered a sensitive use. The proposed development does not create a bird hazard for aviation safety. The requested Zoning By-law Amendment to permit a storage yard on the Subject Property is consistent with the Airport Zoning Regulations.

4.4 YOW 2038 Master Plan

400 Hunt Club Road is designated ‘Aviation/Non-aviation Commercial Area’ on Figure 5.1 ‘2018 Land Use Plan’ of the YOW 2018 Master Plan (see Figure 11). The intent of the Aviation/Non-aviation Commercial Area designation is to “provide flexibility of development options on the designated lands”. The Aviation/Non-aviation Commercial Area permits non-aviation related commercial uses. The proposed development is considered non-aviation related commercial use of the Subject Property. The proposed development conforms to the policies of the YOW 2018 Master Plan.

Figure 11. 2018 Land Use Plan Excerpt



4.5 City of Ottawa Zoning By-law 2008-250

400 Hunt Club Road is zoned Air Transportation Facility, Subzone A (T1A) in the City of Ottawa’s Zoning By-law 2008-250. The purpose of the Air Transportation Facility zone is to:

- “(1) permit air transportation facilities and aviation-related uses in areas designated as Ottawa Macdonald-Cartier International Airport and Carp Airport in the Official Plan, and
- (2) permit a range of employment uses and airport-related commercial and industrial uses at the Ottawa Macdonald-Cartier International Airport.”

Sections 207 and 208 of the Zoning By-law set out provisions for the T1A subzone. Provisions 1 of Section 207 permits a “parking lot” as a principle use in the T1A subzone. The proposed parking lot is a permitted use of the Subject Property. The proposed storage yard will be used to store inventory for the automobile dealership at 660 Hunt Club Road. Vehicles will be stored within the storage yard. Both the parking lot and the storage yard will be used to park vehicles on the Subject Property. There is no difference between the use of the Subject Property as a parking lot already permitted under the T1A subzone and as a storage yard for the outdoor storage of vehicles. A Major Zoning By-law Amendment is required to permit the proposed storage yard as a principle use of the Subject Property. The proposed Zoning By-law Amendment is attached to this Rationale as Appendix B.

The Subject Property is adjacent to Hunt Club Road to the north, undeveloped airport lands to the south, airport lands developed as a parking lot to the east, and undeveloped airport lands to the west. The proposed parking lot and storage yard will have no impacts on adjacent lands. The proposed development is compatible with surrounding uses.

Table 207 of the Zoning By-law sets out performance standards for the T1A subzone. The minimum required front, rear, and interior side yard setbacks in the T1A subzone are 7.5 metres, “*all of which must be landscaped area*”. No buildings or structures are proposed on the Subject Property. The proposed parking lot and storage yard are setback further than the required 7.5 metres from Hunt Club Road. The lands between the parking lot, storage yard, and Hunt Club Road will be fully landscaped.

The Subject Property is located in Area C on Schedule 1A of the Zoning By-law. Row N63 in Table 101 of the Zoning By-law requires no parking spaces for a parking lot. Row N88 of Table 101 of the Zoning By-law requires the provision of 1 parking space for 100 square metres of gross floor area for a storage yard use in Area C of Schedule 1A.

Section 20 of the Zoning By-law states: (***emphasis added***):

“Except in the case of determining the number of required parking spaces for a storage yard use, where a use does not take place within a building but a regulation imposes a requirement premised on that use being in a building, the requirement applies as though the actual area occupied by the use is in a building, so that the true spirit, intent and meaning of the by-law is implemented.”

Based on Section 20 of the Zoning By-law, gross floor area does not apply to areas of outdoor storage associated with a storage yard for the purposes of determining required parking spaces. No parking is required for the proposed storage yard. There are no parking requirements for the proposed parking lot and storage yard on the Subject Property.

The proposed Major Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Air Transportation Facility zone, and the relevant provisions of the City of Ottawa Zoning By-law.

5.0 CONCLUSION

This Planning Rationale has been prepared in support of a Major Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a parking lot and storage yard at 400 Hunt Club Road. The Subject Property will be leased from the Ottawa Airport Authority. The ultimate area to be leased is approximately 1.57 hectares (3.88 acres) and includes 79 employee parking spaces, and 377 storage spaces. The site will be accessed via 660 Hunt Club Road.

The proposed Major Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement, and conform to the policies of the City of Ottawa Official Plan. The requested Zoning By-law Amendment permits a storage yard to store inventory for an automotive Dealership. The proposed development is compatible with surrounding uses.

The proposed Major Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represents good land use planning.

NOVATECH

Prepared by:


Ryan Poulton, M.PL.
Planner

Reviewed by:


Murray Chown, RPP, MCIP
Director | Planning & Development

Appendix A

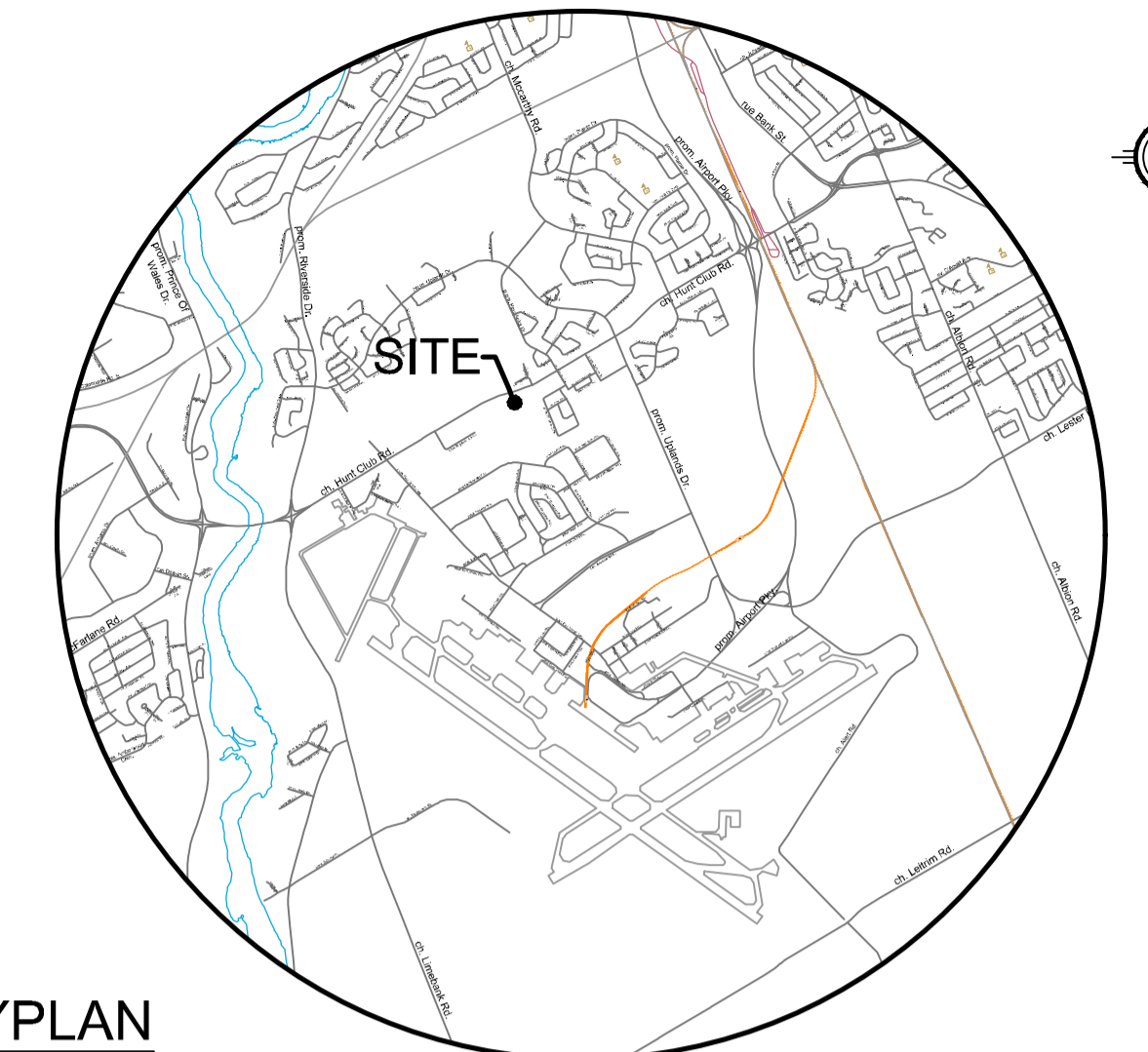
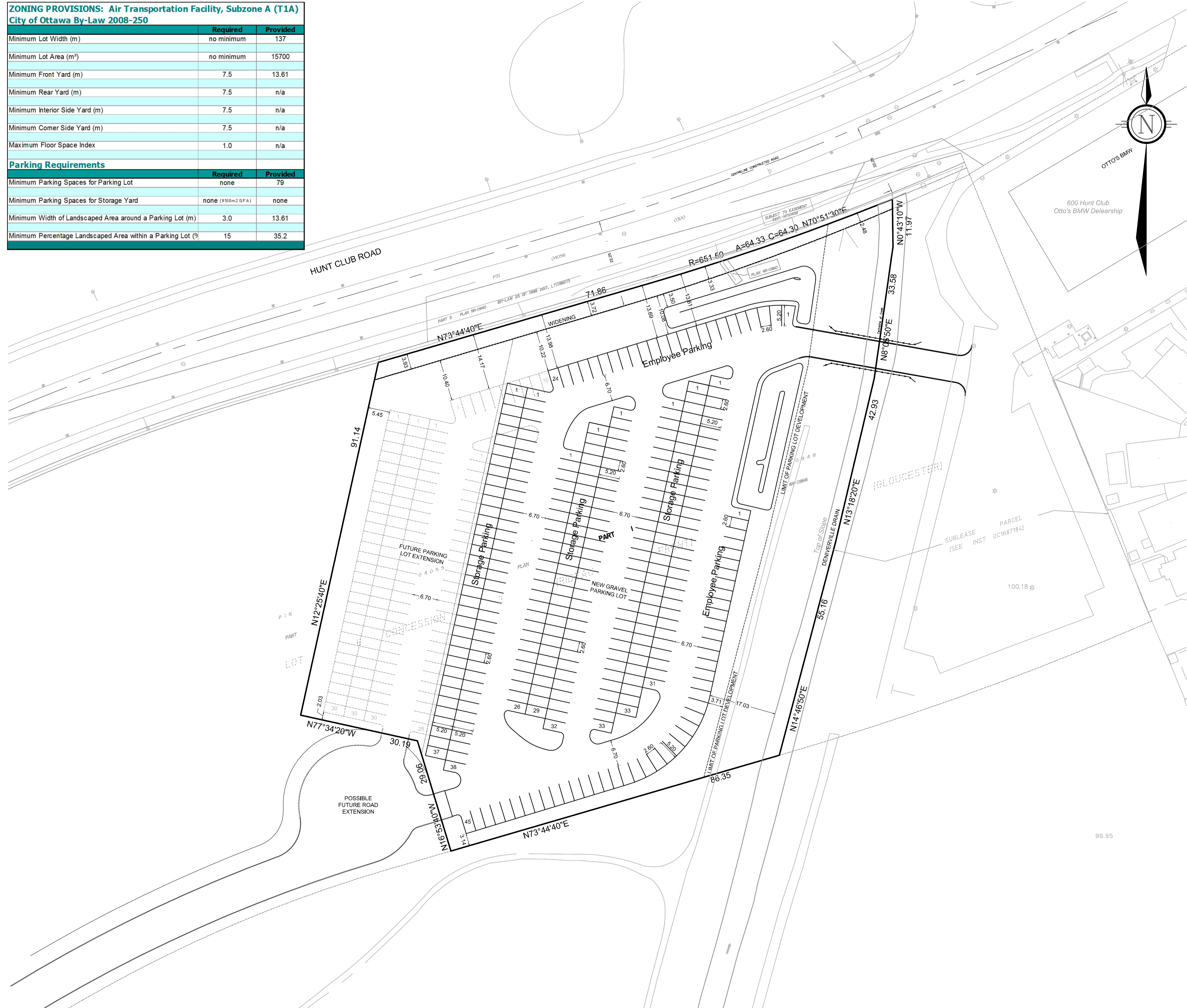
Site Plan

**ZONING PROVISIONS: Air Transportation Facility, Subzone A (T1A)
City of Ottawa By-Law 2008-250**

	Required	Provided
Minimum Lot Width (m)	no minimum	137
Minimum Lot Area (m ²)	no minimum	15700
Minimum Front Yard (m)	7.5	13.61
Minimum Rear Yard (m)	7.5	n/a
Minimum Interior Side Yard (m)	7.5	n/a
Minimum Corner Side Yard (m)	7.5	n/a
Maximum Floor Space Index	1.0	n/a

Parking Requirements

	Required	Provided
Minimum Parking Spaces for Parking Lot	none	79
Minimum Parking Spaces for Storage Yard	none (1:100=2 GFA)	none
Minimum Width of Landscaped Area around a Parking Lot (m)	3.0	13.61
Minimum Percentage Landscaped Area within a Parking Lot (%)	15	35.2

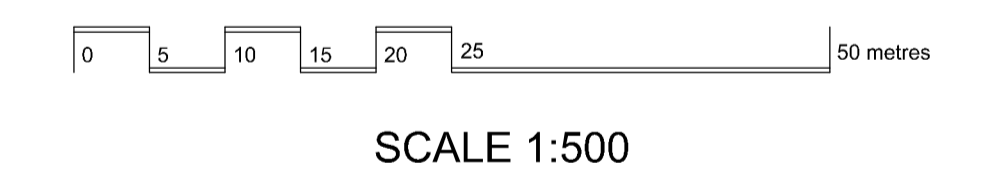


KEYPLAN
NOT TO SCALE

SITE PLAN

400 HUNT CLUB ROAD

PART OF LOT 6
CONCESSION 2 (RIDEAU FRONT)
Geographic Township of Gloucester
CITY OF OTTAWA



No.	REVISION	DATE	BY
1	ISSUED FOR SITE PLAN APPLICATION	X	RP

NOVATECH
Engineers, Planners & Landscape Architects
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Ottawa, Ontario, Canada K2M 1P6
Telephone: (613) 254-9643
Facsimile: (613) 254-5867
Website: www.novatech-eng.com

ISSUED
APRIL, 2021
PROJECT No.
111177
DRAWING No.
111177-SP

NOTE:
THIS PLAN HAS BEEN COMPILED USING LEGAL INFORMATION OBTAINED FROM
ANNIS, O'SULLIVAN VOLLEBEKK LTD., ONTARIO LAND SURVEYORS
PRELIMINARY PLAN OF SURVEY(4R-xxxx); DATED APRIL 23, 2021
JOB No. 20433-21

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Appendix B
Proposed Zoning By-law Amendment

APPENDIX ‘B’

BY-LAW 2018-XXX

A by-law of the City of Ottawa to amend By-law Numbered 2008-250 of the City of Ottawa to change the zoning for the property known municipally as 400 Hunt Club Road.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

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

(a) Area A – rezoned from T1A to T1A[xxxx]

(b) Section 239 – Urban Exceptions of By-law No. 2008-250 entitled “City of Ottawa Zoning By-law” is amended by adding urban exception [xxxx] as follows:

Applicable Zones	Additional Land Uses Permitted	Land Uses Prohibited	Provisions
T1A [xxxx]	- Storage Yard		

ATTACHMENT NO. 1

