

FOTENN

1026-1054
HUNT CLUB ROAD



May 25, 2017

Planning Rationale

Official Plan
Amendment, Zoning
By-law Amendment and
Site Plan Control



Prepared for:



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May 25, 2017

Fotenn Planning + Design (“Fotenn”) has been retained by Claridge Homes (“Claridge”) to assist in the preparation and submission of an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control application for the properties municipally known as 1026, 1038, 1040, 1050, and 1054 Hunt Club Road in the City of Ottawa (“the subject properties”). Claridge proposes to construct a retirement home and a hotel in two separate buildings on the subject properties.

While Claridge intends to develop the retirement home following approval of the applications, the hotel will be developed in the future, pending finalization of building concepts and appropriate market conditions. Once ready to proceed, Claridge will submit the appropriate Planning Act applications for final approval of the hotel, as required.

1.1 Purpose of the Amendments / Applications

An amendment to the Hunt Club Secondary Plan in the City of Ottawa Official Plan is required to permit the proposed development. The subject properties are designated Low Density Residential Area on Schedule I of the Hunt Club Secondary Plan. The Official Plan Amendment application would apply a site-specific exception to the subject properties to permit the proposed uses.

A site-specific Zoning By-law Amendment is being requested to permit the proposed development. The subject properties are currently split-zoned as Residential First Density Subzone MM (R1MM) and Minor Institutional Zone Subzone A (I1A). The Zoning By-law Amendment application proposes to rezone the subject properties to the General Mixed Use Zone, Special Exception Zone (GM [XXXX]).

A Site Plan Control application is submitted to allow the development of the retirement home following approval. While the proposed hotel is shown on the submission materials, development of the hotel will not proceed until building concepts are finalized and market conditions are appropriate.

1.2 Site Context

1.2.1 Subject Properties

The subject properties are located on the south side of Hunt Club Road at the southwest corner of the intersection with the Airport Parkway. The five properties have approximately 130 metres of frontage on Hunt Club Road and collectively have a total area of 0.925 hectares (2.27 acres).

The lands are currently developed with single-detached dwellings on lots with numerous tree plantings along Hunt Club Road. The dwelling at 1054 Hunt Club Road is currently used as a contractor office and yard. The individual parcels range from 1,400 m² to 2,400 m². The dwellings currently operate on private well and septic services, reflecting the development practices in this area at the time of construction.

The subject properties are located in proximity to rapid transit service, with the Hunt Club Transitway station located approximately 200 metres to the east. Local bus service routes include #87, 116, 146, 147, 189, and 199, which run along Hunt Club Road.

1.2.2 Surrounding Context

The area south of Hunt Club Road is developed with a mix of uses, including low-density residential, a place of worship, and a retirement home. North of Hunt Club Road is a low-density residential neighbourhood known as the Hunt Club East (Western Community). Immediately south of the subject properties is the Ottawa Greenbelt, an area prohibited from urban development.

Within the Greenbelt to the south is the Lester Road Wetland Complex, including an evaluated wetland approximately 35 metres southwest of the subject properties. The properties are located within the Rideau Valley Conservation Authority Regulation Limit surrounding the wetland.

Internal to the residential neighbourhood southwest of the subject properties is Windsor Park Gloucester, an open space and recreational area featuring an outdoor rink, basketball court, public tennis courts, baseball diamond, volleyball diamond, and play structures. Other parks in proximity to the subject properties include Paul Landry Park and Cahill Park to the northwest and West Bridle Path Park and Trappers Park to the east.

Bayview Public School and Holy Family School are located approximately 700 metres north of the subject properties, with Uplands Catholic School and Elizabeth Park Public School located approximately 1.8 kilometres to the southwest. Children's Castle Daycare is located approximately 500 metres east of the subject properties.

Figure 1 illustrates the subject properties in the local context.



Figure 1: Subject Properties and Surrounding Context

1.2.3 Road Network

The subject properties are located at the intersection of Hunt Club Road and the Airport Parkway, two designated Arterial Roads on Official Plan Schedule E (Urban Road Network). Arterial Roads are designed to carry large volumes of traffic over the longest distances.



Figure 2: Extract from Official Plan Schedule E (Urban Road Network)

2.0 PROPOSED DEVELOPMENT

Claridge proposes to redevelop the subject properties as a retirement home and hotel, to be constructed as separate buildings and in successive phases. The retirement home is proposed to be developed following approval of the submitted applications, whereas the hotel is proposed to be developed at a later time.

The retirement home is proposed to be eight storeys in height, containing approximately 145 units. The development will include associated surface parking spaces, as well as separate underground parking. A total of 16 parking spaces are proposed adjacent to the retirement home, with an additional 22 parking spaces proposed underground. A total of 15 bicycle parking spaces are proposed above grade, with 21 additional spaces located in the underground parking garage. Separate above- and below-grade parking facilities will be developed in the future to serve the future hotel development.

The underground parking garage for the retirement home is proposed to contain bike storage, laundry room, garbage room, staff room, and pool equipment.

Figure 3 shows a rendering of the proposed development.



Figure 3: Proposed Development, Bird's Eye View Looking Southeast

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment.

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable and safe communities are sustained, including:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) Accommodating an appropriate range and mix of residential, employment, institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
 - 1. Efficiently use land and resources;
 - 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
 - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. Support active transportation;
 - 5. Are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents,

as well as all forms of residential intensification and redevelopment. Additionally, the policy requires directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

Section 1.6.6 of the PPS contains policies for sewage, water, and stormwater services. Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Policy 1.6.6.4 further specifies that in settlement areas, private services or private communal services may only be used for infilling and minor rounding out of existing development.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.6.9 contains policies that direct land use in proximity to airports. Policy 1.6.9.1 requires that planning for land uses in the vicinity of airports shall be undertaken so that:

- a) Their long-term operation and economic role is protected; and
- b) Airports and sensitive land uses are appropriately designed, buffered, and / or separated from each other.

Further, Section 1.6.9.2 states that airports shall be protected from incompatible land uses and development by:

- a) Prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF / NEP.
- b) Considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF / NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport.
- c) Discouraging land uses which may cause a potential aviation safety hazard.

Policy 1.8.1 of the PPS requires 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, among other things:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
- e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

Section 2.1 of the PPS contains policies related to natural heritage. Policy 2.1.1 states that natural features and areas shall be protected for the long term. Policy 2.1.2 states that the diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features. Further, policy 2.1.8 states that development and site alteration shall not be permitted adjacent to significant wetlands, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.

The proposed development is consistent with the policies of the PPS. The proposal includes a limited expansion of public water, sanitary, and stormwater services to properties within a settlement area, which does not represent an uneconomical expansion. The subject properties are served by an existing road network and are in proximity to existing rapid transit services. Submitted studies confirm that the development will not result in negative impacts on the adjacent wetlands or their ecological functions.

3.2 City of Ottawa Official Plan (2003, as amended)

The subject properties are designated General Urban Area on City of Ottawa Official Plan Schedule B – Urban Policy. The designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

Policy 3 of Section 3.6.1 states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will, among others:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11; and
- c) 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.

Policy 1 of Section 2.2.2 defines intensification as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes redevelopment. Policy 3 states that all intensification will occur in accordance with the provisions of Sections 2.5.1 and 4.11.

Policy 14 supports intensification throughout the urban area, including in areas designated General Urban Area. The City will promote opportunities for intensification on lands within 600 metres of future or existing rapid-transit stations.

Section 2.5.1 establishes a set of Design Objectives and Principles to ensure compatibility in urban design. The proposed development meets the objectives and principles as follows:

- / Enhances the sense of community by proposing a quality building with a mix of building materials in proximity to a major intersection and public transit, with orientation towards the public street.
- / Defines quality public and private spaces through development by orienting the proposed retirement home to the public street and providing convenient pedestrian access to the public sidewalk along Hunt Club Road.
- / Creates places that are safe, accessible and are easy to get to, and move through by proposing two vehicular accesses from the adjacent Arterial Road and providing a pick-up / drop-off area at the main entrance.
- / Respects the character of existing areas by proposing a mix of residential, institutional, and commercial uses in an area characterized by a range of uses, particularly along Hunt Club Road.
- / Considers adaptability and diversity by intensifying development on lands within proximity to a rapid transit station.
- / Understands and respects natural processes and features in development design by ensuring no negative impacts on the adjacent wetlands.

Policies 1 and 2 of Section 4.7.8 require an Environmental Impact Statement for development proposed within 120 metres of a Significant Wetland, which must demonstrate no negative impact on the natural feature. The precise scope of the Environmental Impact Statement is to be determined through pre-consultation with the City of Ottawa.

Policy 2 of Section 4.11 contains criteria for evaluating the compatibility of proposed developments. The proposal meets the applicable criteria:

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- / **Traffic:** As outlined in the Transportation Report, there is available capacity along Hunt Club Road to accommodate the vehicular traffic anticipated to be generated by the proposed uses. Additionally, the proximity of the subject properties to the rapid transit station will encourage many users of the proposed development to use public transportation to access the proposed development.
 - / **Vehicular Access:** Two points of ingress and egress to the proposed development are proposed at the northern edge of the subject properties along Hunt Club Road. As Hunt Club Road contains a median in the centre of the roadway, both access points will be right-in / right-out.
 - / **Parking Requirements:** The proposed development contains surface and underground parking and proposes to exceed the minimum parking requirement.
 - / **Outdoor Amenity Areas:** The subject properties are isolated from neighbouring residential uses, and are not anticipated to create overlook impacts on nearby outdoor amenity areas.
 - / **Loading Areas, Service Areas, and Outdoor Storage:** One delivery space is proposed at the front of the retirement home. The space is reserved at the west side of the front parking area to minimize disruption. A preliminary delivery space is also proposed adjacent to the future hotel.
 - / **Lighting:** Lighting impacts from the proposed uses on adjacent development are not anticipated.
 - / **Noise and Air Quality:** Noise or air quality impacts from the proposed uses are not anticipated.
 - / **Sunlight:** The majority of shadowing falls on Hunt Club Road in the north. Some minimal shadowing impacts on residential properties on the north side of Hunt Club Road are projected for early morning hours around the winter solstice, when use of amenity areas is uncommon.
 - / **Microclimate:** The proposed development is not anticipated to result in microclimate impacts on adjacent properties.
 - / **Supporting Neighbourhood Services:** The subject properties are located in an established urban area with a variety of commercial and recreational amenities. The properties are within walking distance of a rapid transit station, providing convenient access to downtown Ottawa and other destinations in the city.

Section 4.6.4 contains policies for Scenic-Entry Routes. While respecting the primary function of the road, the Scenic-Entry Route overlay is intended to promote:

- / 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;
- / Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- / The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- / 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.

Section 4.8.6 of the Official Plan contains policies intended to protect the integrity of the functioning of the Ottawa Macdonald-Cartier International Airport, as well as the protection of nearby sensitive uses. The boundaries of the Airport Influence Zone are shown on Schedule K and Annex 10 of the Official Plan.

The subject properties are located within the Airport Vicinity Development Zone (AVDZ) on Schedule K and Annex 10. The AVDZ is based on the more restrictive of either the 25 NEF and NEP contours (the 25 noise composite line) as well as the “Outer Limitation” and “Bird Hazard Zone” boundaries as defined by the Ottawa Airport Zoning Regulations.

Due to the location of the subject properties, the Airport Authority will be circulated on the application for comment. As the property is outside the 25 NEF / NEP line, no further special studies are required.

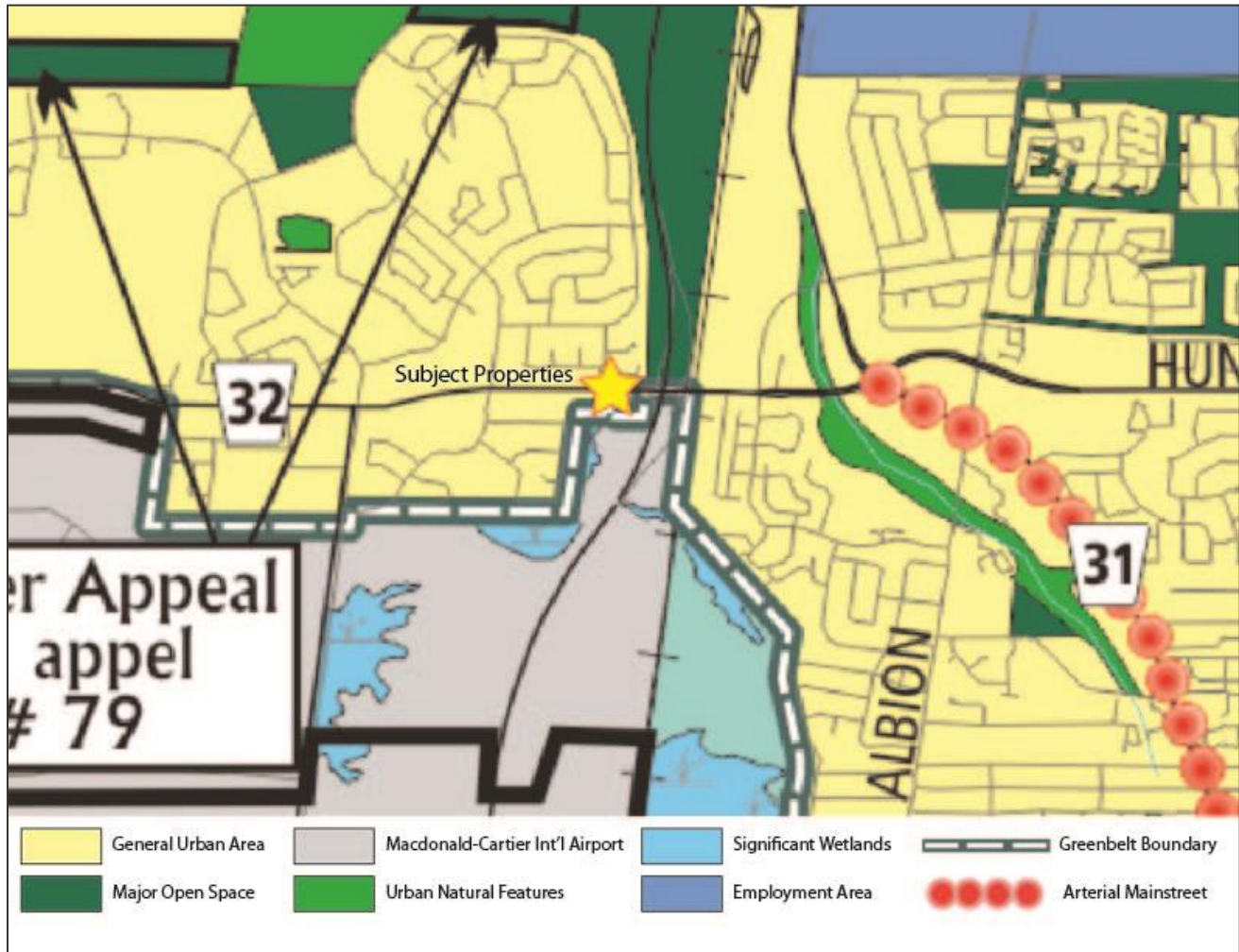


Figure 4: Extract from Official Plan Schedule B (Urban Policy)

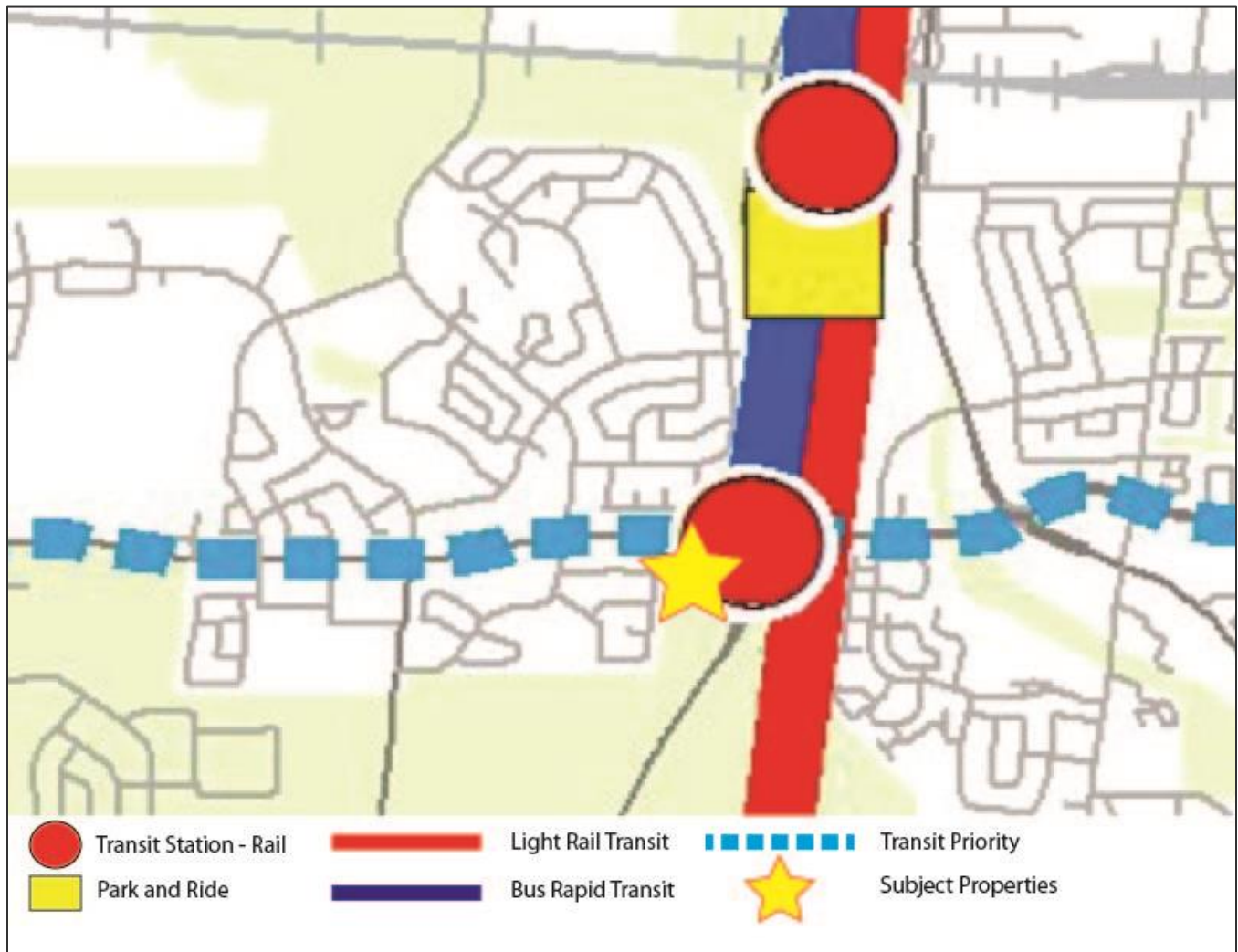


Figure 5: Extract from Official Plan Schedule D (Rapid Transit)

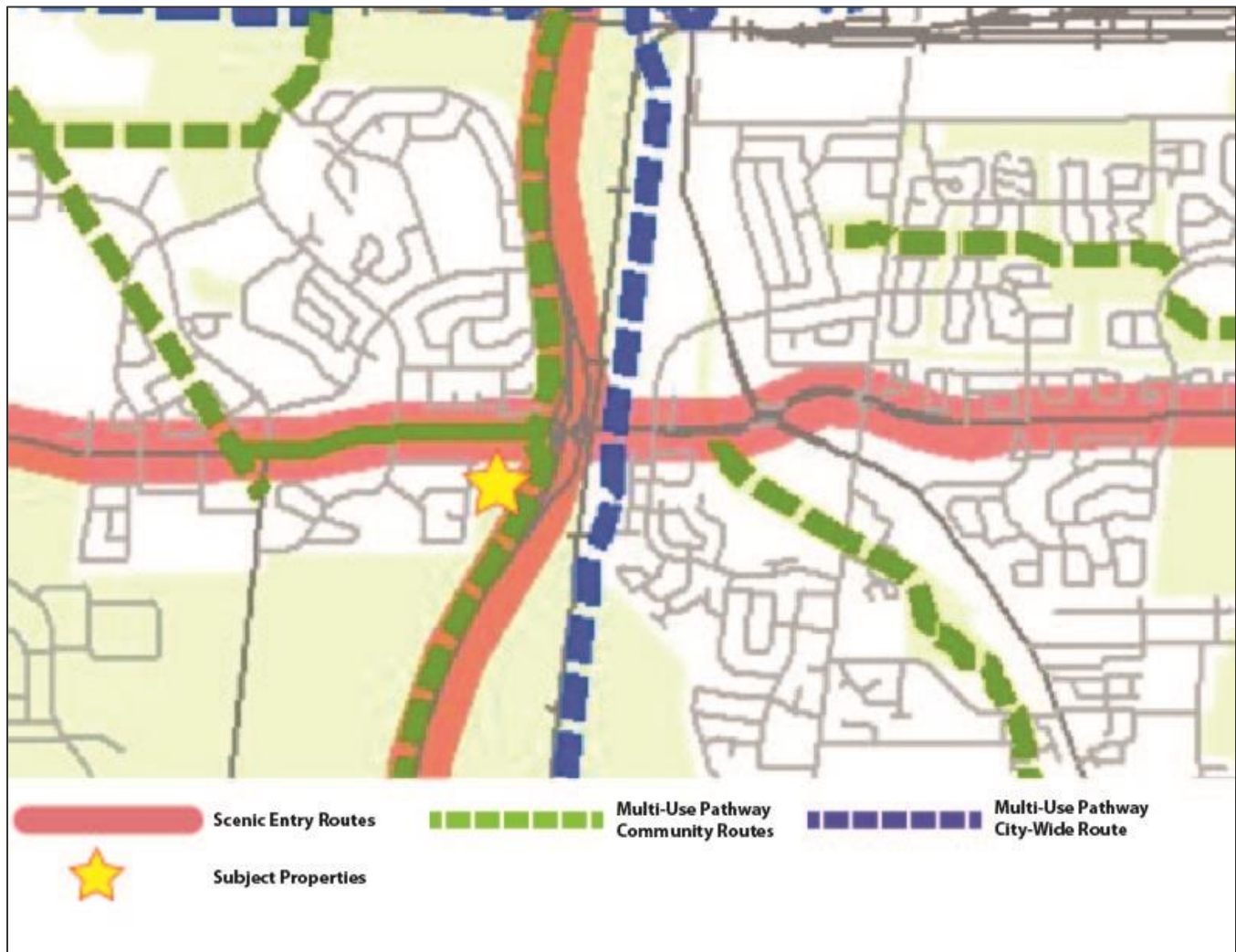


Figure 6: Extract from Official Plan Schedule I: Multi-Use Pathways and Scenic/Entry Routes (Urban)

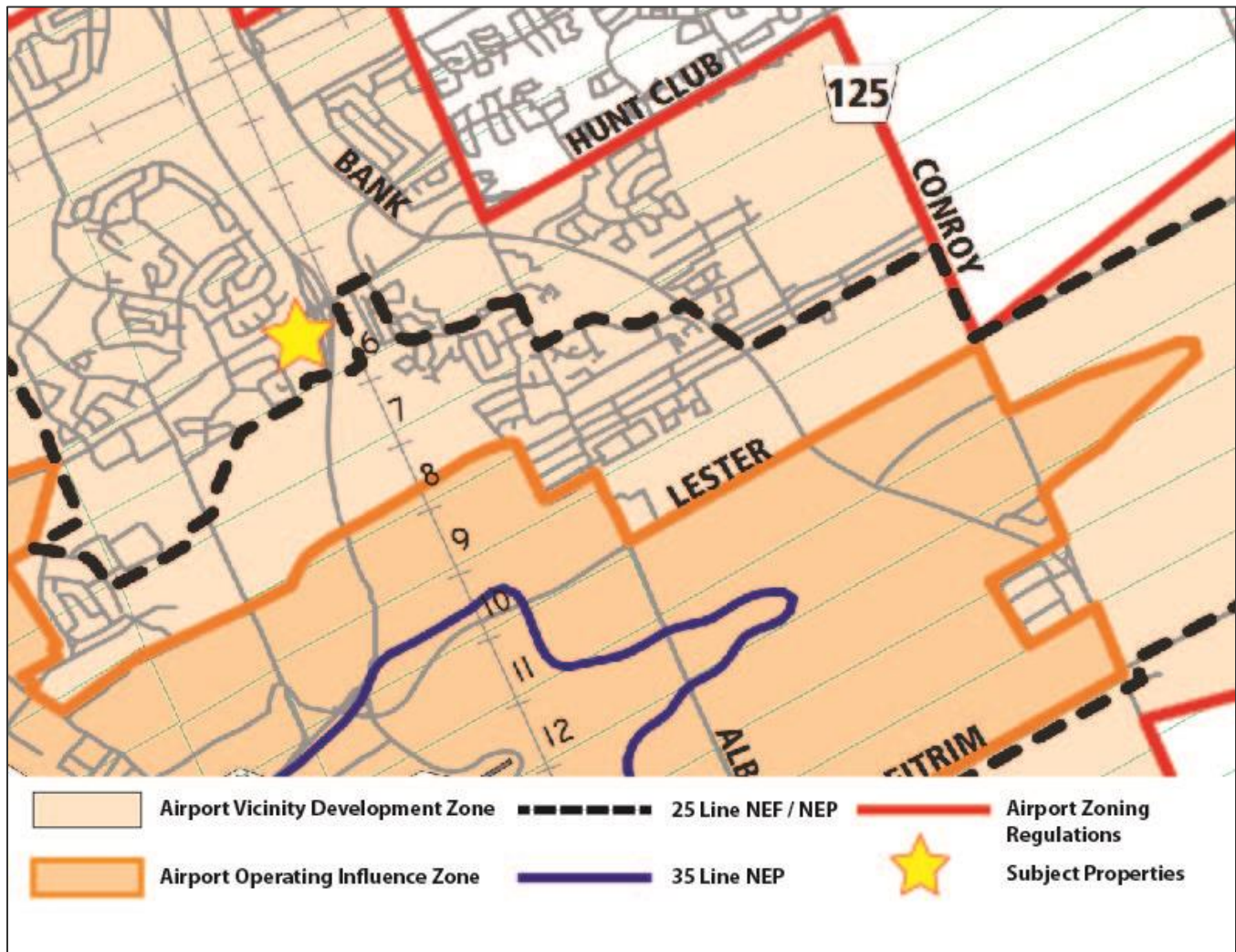


Figure 7: Extract from Annex 10 (Land Use Constraints Due to Aircraft Noise)

3.3 Hunt Club Secondary Plan

The Hunt Club Secondary Plan was prepared in 1994 for the area north of Hunt Club Road, east of Riverside Drive, west of Bank Street and south of the railway corridor.

The subject properties are designated Residential – Low Density on Secondary Plan Schedule I (Hunt Club Land Use). Section 4.3.10 of the Secondary Plan states that the designation is intended to include mainly row dwelling units at a density of between 100 and 173 persons per net hectare, and single-family, semi-detached, and duplex dwellings. Related and complementary accessory uses are also permitted.

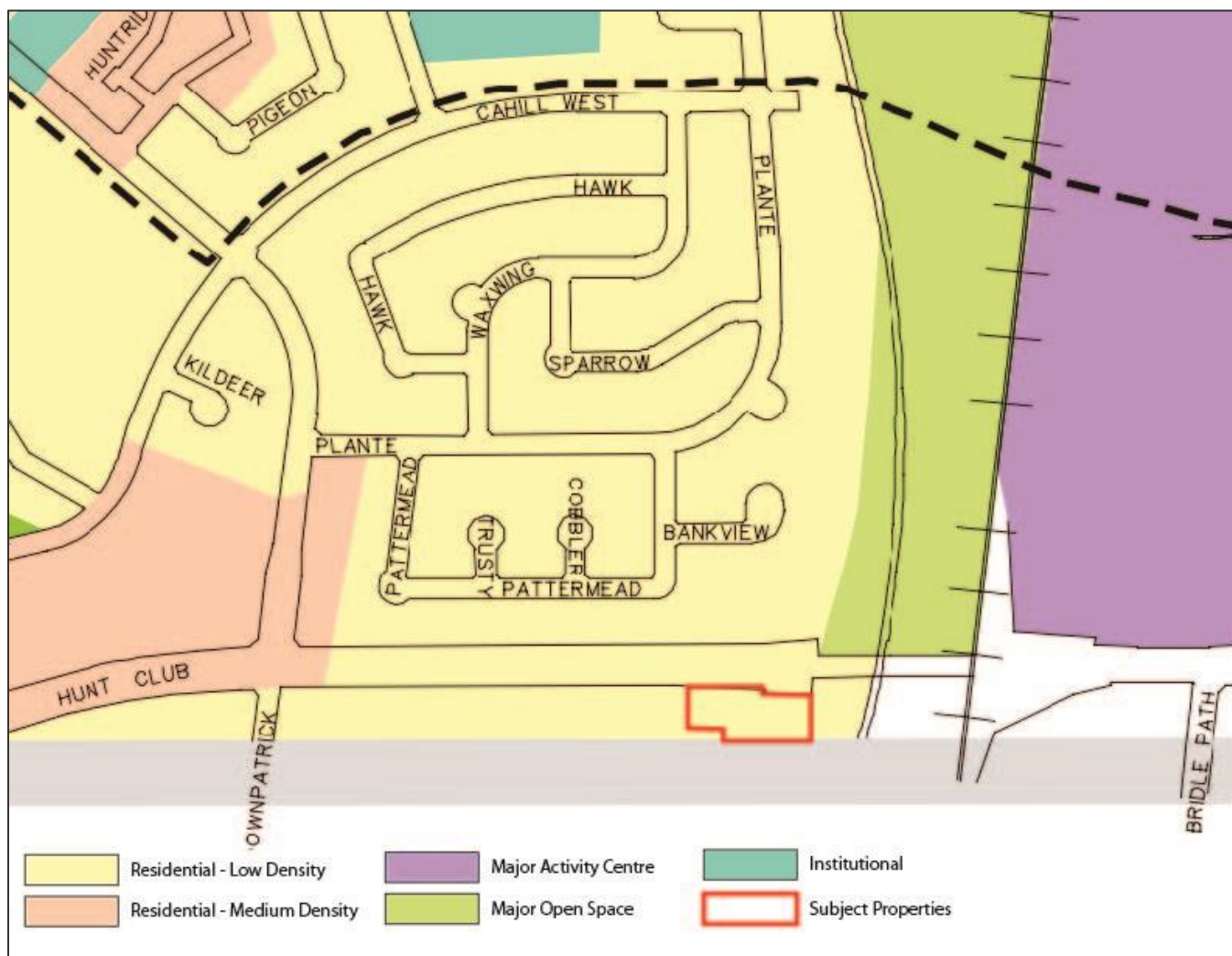


Figure 8: Extract from Schedule I: Hunt Club Land Use of the Hunt Club Secondary Plan

3.4 Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa updated its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of OPA 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). Until the OMB renders its decision, the current policies of the City of Ottawa Official Plan 2003, as amended, remain in full force and effect.

Revisions to Section 3.6.1 states that development in the General Urban Area shall be four storeys or less, with changes in height evaluated based on the compatibility with the existing context and the planned function of the area. The tallest buildings will be encouraged to locate on properties fronting Arterial Roads, or adjacent to existing taller buildings.

Policy 4 of revised Section 3.6.1 allows greater heights in the following circumstances:

- a) Up to six storeys where the property fronts on and has vehicular access to an Arterial Road and is located:

- i. Within 800 metres walking distance of a Rapid Transit Station;
 - ii. On a Transit Priority Corridor
- b) Subject to a zoning amendment for infill up to a height that does not exceed the height permitted by adjacent existing development or planned function and where all of the following criteria are met:
 - i. The site is within 800 metre walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority corridor; and
 - ii. The site is between two properties within the General Urban Area, and adjacent to or across a public street from at least one property that has existing zoning or a building that exceeds four storeys.
- c) Existing zoning that permits buildings of greater height.

Revisions to Section 4.11 introduce new policies related to urban design and compatibility. Specifically, the policies provide direction for design elements such as building orientation, setbacks, building heights, architectural elements, and transitions.

Although the proposed development does not meet the policies in OPA 150 regarding building height in the General Urban Area, the subject properties are located within 600 metres of a rapid transit station. Under the revised policies, building heights of six storeys would be permitted.

As OPA 150 is currently under appeal, the current Official Plan policies prevail for the applications.

3.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by City Council on September 26, 2007, and provide guidance for development design in areas around rapid transit stations. The proposed development meets several of these guidelines, including:

- / Proposes transit-supportive land uses within a 600 metre walking distance of a rapid transit station.
- / Designs pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous, and barrier-free that leads directly to transit.
- / Provides convenient and attractive bicycle parking that is close to building entrances.
- / Locates the surface parking lot at the rear of the building and not between the public right-of-way and the functional front of the building.
- / Designs access driveways to be shared between facilities.
- / Proposes underground parking so as to reduce impediments to pedestrian flows.

3.6 City of Ottawa Zoning By-law 2008-250

The subject properties are currently split-zoned as Residential First Density Subzone MM (R1MM) and Minor Institutional Zone Subzone A (I1A). As the proposed uses are either prohibited or permitted only on a portion of the lot, a Zoning By-law Amendment is required to permitted the proposed development.

The Zoning By-law Amendment application proposes to rezone the subject properties to General Mixed Use Zone, Special Exception Zone (GM [XXXX]). The purpose of the GM Zone is to:

1. Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and Central Area designations of the Official Plan.

2. Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
3. Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
4. Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

Permitted uses in the GM Zone include:

Animal care establishment	Animal hospital
Artist studio	Bank
Bank machine	Catering establishment
Click and collect facility	Community centre
Community garden	Community health and resource centre
Convenience store	Daycare
Diplomatic mission	Drive-through facility
Emergency service	Funeral home
Home-based business	Home-based day care
Instructional facility	Library
Medical facility	Municipal service centre
Office	Personal service business
Place of assembly	Place of worship
Post office	Recreational and athletic facility
Research and development centre	Residential care facility
Restaurant	Retail food store
Retail store	Service and repair shop
Shelter	Small batch brewery
Technology industry	Training centre
Apartment dwelling, low-mid rise	Bed and breakfast
Dwelling unit	Group home
Planned unit development	Retirement home
Rooming house	Rooming unit
Stacked dwelling	Townhouse dwelling

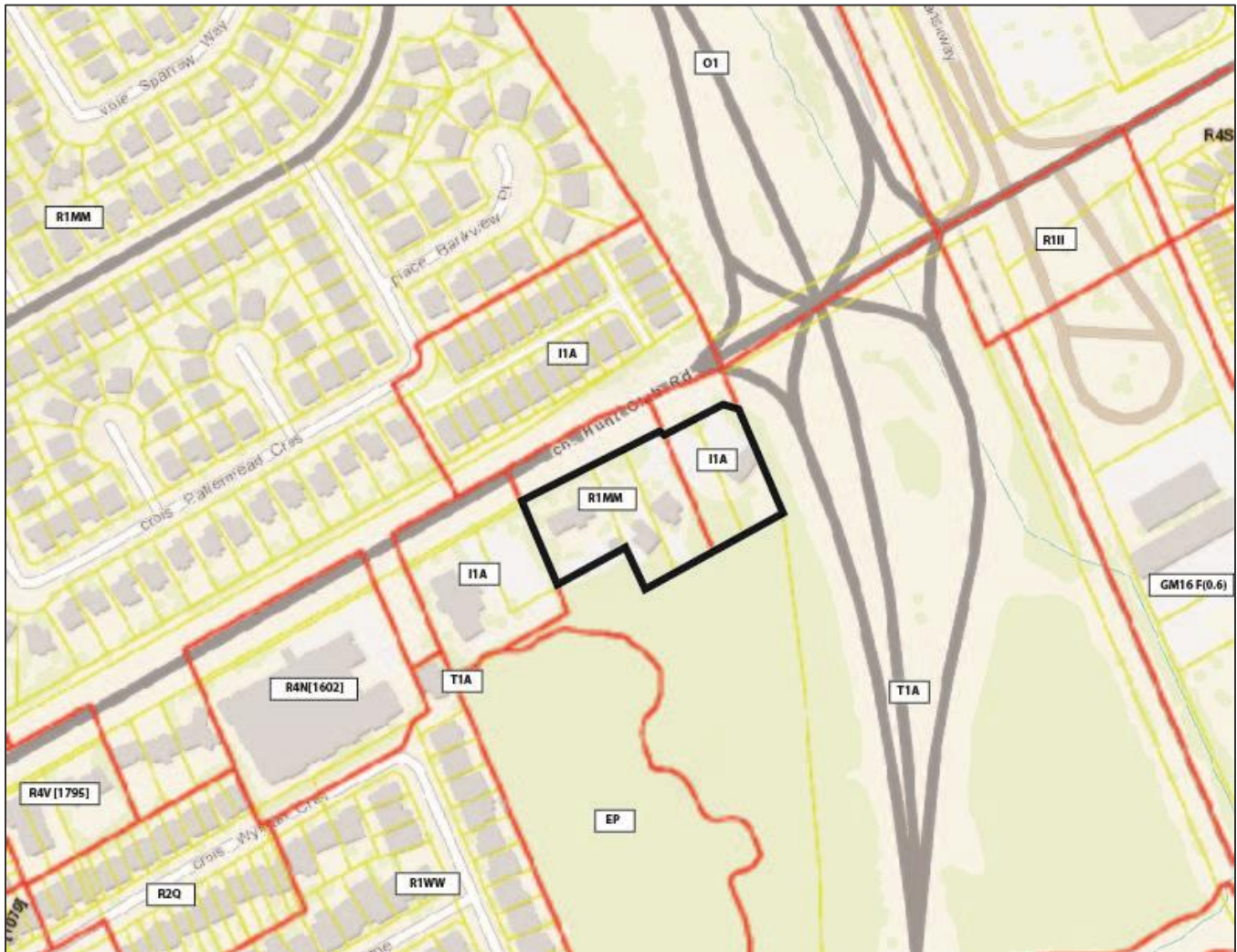


Figure 9: Extract from Zoning Map of Comprehensive Zoning By-law 2008-250

Table 1 below evaluates the proposed development against the applicable performance standards in the GM Zone:

Table 1: Zoning Evaluation

Mechanism	Provision	Proposal	Compliance
Minimum lot area	No minimum	0.925 ha	✓
Minimum lot width	No minimum	130 m	✓
Minimum front yard and corner side yard setbacks	3 m	19.3 m	✓
Minimum interior side yard setback	No minimum	4.18 m	✓
Minimum rear yard setback	No minimum	~27 m	✓

Mechanism		Provision	Proposal	Compliance
Maximum building height		18 m	26 m	✗
Maximum floor space index		2	1.2	✓
Minimum width of landscaped area	Abutting a street	3 m	3 m	✓
	Abutting an institutional zone	3 m	4.18 m	✓
	Other cases	No minimum	-Varies-	✓
Minimum required parking spaces	Retirement home	0.25 per dwelling unit or rooming unit plus 1 per 100 m ² of gross floor area used for medical, health or personal services 145 x 0.25 = 36 spaces 110 m ² for medical, health, or personal services = 1 space	38 spaces total	✓
Minimum parking space dimensions		2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Minimum driveway width	Double traffic lane (parking lot)	6.7 m	6.7 m	✓
	Double traffic lane (parking garage)	6.0 m	6.7 m	✓
Minimum width of landscape buffer	Abutting a street (>10 spaces)	3 m	3 m	✓
	Not abutting a street (>10 spaces)	1.5 m	2 m	✓
Minimum required bicycle parking spaces	Retirement home	0.25 per dwelling unit or rooming unit 145 x 0.25 = 36 spaces	36	✓
Minimum number of vehicle loading spaces required		None required for residential uses	1	✓
Amenity Area		6m ² per dwelling unit	792 m ²	✓

Mechanism	Provision	Proposal	Compliance
	<p>10% of the area of each rooming unit</p> <p>A minimum of 50% of the required total amenity area must be communal, aggregated into areas up to 54 m², and where more than one aggregated area is provided, at least one must be a minimum of 54m²</p>		

4.0 REQUESTED AMENDMENTS

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Amendments to the Hunt Club Secondary Plan and the Zoning By-law are required to permit the proposed development. Details of the proposed amendments are summarized below:

4.1 Official Plan Amendment

An amendment to the Hunt Club Secondary Plan in the City of Ottawa Official Plan is required to permit the proposed development. The Official Plan Amendment application would add a site-specific exception to the Policy 4.3.10 to permit the proposed uses on the subject properties, with wording similar in effect to the following:

A mix of residential, institutional, and commercial uses are permitted on the properties municipally known as 1026, 1038, 1040, 1050, and 1054 Hunt Club Road.

4.2 Zoning By-Law Amendment

A site-specific Zoning By-law Amendment is being requested to permit the proposed development. As summarized in Table 1 above, an Exception Zone is requested to provide relief from the following zoning provisions:

- / Permit a hotel use on the property, whereas the use is not permitted in the GM Zone;
- / Increase the maximum building height to 26 metres, whereas the maximum building height in the GM zone is 18 metres.

The Zoning By-law Amendment application proposes to rezone the subject properties to General Mixed Use Zone, Special Exception Zone (GM [XXXX]).

5.0 SUPPORTING STUDIES

The following studies are submitted in the application package:

5.1 Site Servicing and Stormwater Management Report

A Site Servicing and Stormwater Management Report was conducted by Novatech Engineering which confirms that the development can be adequately served with storm sewer, sanitary sewer and watermain.

5.2 Transportation Impact Study

A Transportation Impact Study was conducted by Novatech Engineering. The proposed accesses are restricted to right-in, right-out as a result of the median on Hunt Club Road. Additional U-turns are anticipated as a result, which can occur nearby in a safe and efficient manner. All access and egress will occur via an Arterial Road and the development is not anticipated to impact nearby local and collector roads. The parking, accesses and arterial road are sufficient to accommodate the traffic to be generated by the proposed development.

5.3 Noise Impact Assessment Report

The Noise Impact Assessment Report was conducted by Novatech Engineering in order to assess the impact of traffic noise from Hunt Club Road and the Airport Parkway. Noise from aircraft was not assessed as the site is located outside of the 25 NEF/NEP line. Noise levels were determined to exceed ENCG guidelines and attenuation measures are proposed.

5.4 Geotechnical Investigation

The Geotechnical Investigation was conducted by Paterson Group. The Investigation determined that the site is adequate for the development proposed.

5.5 Phase I Environmental Site Assessment (ESA)

The Phase 1 Environmental Site Assessment was conducted by Paterson Group. A Phase II ESA is recommended and will be forthcoming.

5.6 Environmental Impact Statement (EIS) & Tree Conservation Report (TCR)

An EIS and TCR were prepared by McKinley Environmental Solutions. The report concludes that the subject properties do not provide any significant natural vegetative communities and redevelopment of the properties is not anticipated to contribute significantly to the cumulative loss of natural habitats or forest cover. Furthermore, the proposed buildings are setback sufficiently from wetland boundaries.

6.0 CONCLUSION

It is our professional planning opinion that the Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development meets the policies established in the 2014 Provincial Policy Statement (PPS).
- / The proposed development is consistent with the policies of the General Urban Area designation in the Official Plan, as well as the urban design and compatibility objectives and criteria established in Sections 2.5.1 and 4.11.
- / A range of studies confirm that the proposed development is functional appropriate.

Sincerely,



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