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# Hunt Club Road Rental Apartment 1026-1054 Hunt Club Road Ottawa, Ontario

## Planning Rationale

**HUNT CLUB ROAD RENTAL APARTMENT  
1026-1054 HUNT CLUB ROAD  
OTTAWA, ONTARIO**

**PLANNING RATIONALE  
IN SUPPORT OF AN APPLICATION FOR  
SITE PLAN CONTROL AND LIFTING HOLDING ZONE**

Prepared For:



Prepared By:



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May 8, 2020

Novatech File: 117036  
Ref: R-2020-061

May 8, 2020

City of Ottawa  
Planning, Infrastructure, and Economic Development Department  
110 Laurier Ave. West, 4<sup>th</sup> Floor  
Ottawa, Ontario  
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**Attention: Jean-Charles Renaud, Planner II**

**Reference: Hunt Club Road Rental Apartment  
Planning Rationale in Support of Applications for Site Plan Control and  
Lifting Holding Zone  
1026-1054 Hunt Club Road  
Our File No.: 117036**

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Novatech has been retained by Claridge Homes ('Claridge') to prepare this Planning Rationale in support of applications for *Site Plan Control* and *Lifting Holding Zone* for their properties municipally known as 1026, 1038, 1040, 1050, and 1054 Hunt Club Road, Ottawa, Ontario. The properties, with exception of 1026 Hunt Club Road, bisect the municipal ward boundaries of both Ward 16 – River and Ward 10 – Gloucester-Southgate. The municipal properties herein will be referred to as the 'Subject Site'.

Claridge is proposing to develop a seven-storey mid-rise residential apartment building that will consist of seventy-seven (77) rental apartment units at various sizes. A total of seventy-eight (78) parking spaces will be provided for the development which includes both surface and underground parking. The proposed development will be served by a private drive aisle with right-in/right-out ingress and egress off of Hunt Club Road. Development for the Subject Site is divided in two phases – Phase 1 being the retirement home currently under construction and Phase 2 being the residential apartment building. Previous plans for Phase 2 included the proposal to construct a one hundred fifty (150) unit hotel, which was added as a permitted use through an amendment to the previous zoning by-law provisions.

This proposed residential development ensues an approved application for a retirement home currently under construction consisting of one hundred forty-five (145) units as part of Claridge's "Riverstone Retirement Communities". The application for *Site Plan Control* #D07-12-17-0068, received approval on May 26, 2017. The implementing applications for *Official Plan Amendment* #D01-01-17-0010 and *Zoning By-law Amendment* #D02-02-17-0049 were adopted by Council on January 31, 2018.

This Planning Rationale will demonstrate that the proposed development is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa's Official Plan*, complies with the provisions of the *Zoning By-Law 2008-250* and respects the applicable urban design guidelines found in the *Official Plan*.

Yours truly,

**NOVATECH**



Robert Tran, M.P.L.  
Planner, Planning & Development

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## 1.0 INTRODUCTION AND PROPOSED DETAILS

Novatech has been retained by Claridge Homes ('Claridge') to prepare this Planning Rationale in support of applications for *Site Plan Control* and *Lifting Holding Zone* for their properties municipally known as 1026, 1038, 1040, 1050, and 1054 Hunt Club Road, Ottawa, Ontario. The properties, with exception of 1026 Hunt Club Road, bisect the municipal ward boundaries of both Ward 16 – River and Ward 10 – Gloucester-Southgate. The municipal properties herein will be referred to as the 'Subject Site'.

Claridge is proposing to develop a seven-storey mid-rise residential apartment building that will consist of seventy-seven (77) rental apartment units at various sizes. A total of seventy-eight (78) parking spaces will be provided for the development which includes both surface and underground parking. The proposed development will be served by a private drive aisle with right-in/right-out ingress and egress off of Hunt Club Road. Development for the Subject Site is divided in two phases – Phase 1 being the retirement home currently under construction and Phase 2 being the residential apartment building. Previous plans for Phase 2 included the proposal to construct a one hundred fifty (150) unit hotel, which was added as a permitted use through an amendment to the previous zoning by-law provisions.

This proposed residential development ensues an approved application for a retirement home currently under construction consisting of one hundred forty-five (145) units as part of Claridge's "Riverstone Retirement Communities". The application for *Site Plan Control* #D07-12-17-0068, received approval on May 26, 2017. The implementing applications for *Official Plan Amendment* #D01-01-17-0010 and *Zoning By-law Amendment* #D02-02-17-0049 were adopted by Council on January 31, 2018.

This Planning Rationale will demonstrate that the proposed development is consistent with the *Provincial Policy Statement (PPS)*, conforms to the *City of Ottawa's Official Plan*, complies with the provisions of the *Zoning By-Law 2008-250* and respects the applicable urban design guidelines found in the *Official Plan*.

### 1.1 Site Description and Surrounding Uses

The Subject Site is situated at the southwest corner of Hunt Club Road and the Airport Parkway which abuts the Greenbelt to the south and southeast areas of the property as shown on **Figure 1**. The Subject Site has approximately 130 metres of frontage on Hunt Club Road and a total area of approximately 0.92 ha.

Prior to the redevelopment of the Subject Site by Claridge, the properties were previously developed with a series of detached residential dwellings and a small scale contractor office/storage yard at 1054 Hunt Club Road. Presently, all previous structures on the properties have been demolished for the construction of the approved retirement home and proposed residential apartment building.



Figure 1: Subject Site and surrounding uses.

The following describes the land uses adjacent to the Subject Site as shown on **Figure 1**:

**North:** Hunt Club Road, an existing Arterial roadway abuts the Subject Site to the north. A residential subdivision comprising of detached dwellings and townhouses on both private and private streets is situated to the north and northwest of the Subject Site.

**East:** The Airway Parkway and Hunt Club Road southbound ramp are situated immediately east of the Subject Site.

**South:** A forested and treed area that forms part of the Greenbelt owned by the National Capital Commission (NCC) is situated to the south and southeast areas of the Subject Site. The Lester Road Wetland Complex is situated southwest of the Subject Site and is contained within the naturalized area of the NCC lands.

**West:** The Church of Perfect Liberty abuts the Subject Site immediately to the west.

The municipal properties that comprise the Subject Site are legally described as follows:

1. **1026 Hunt Club Road:** *PT LT 6 CON 3 RIDEAU FRONT GLOUCESTER AS IN NS174428 ; GLOUCESTER*
2. **1038 Hunt Club Road:** *PART LOT 6 CONCESSION 3 RIDEAU FRONT GLOUCESTER, PARTS 2, 3, 4 & 5 4R8783; SUBJECT TO NS279126; NEPEAN*
3. **1040 Hunt Club Road:** *PT LT 6 CON 3 RIDEAU FRONT GLOUCESTER PTS 1 & 6, 4R8783, S/T NS279126 ; NEPEAN*
4. **1050 Hunt Club Road:** *PART LOT 6 CONCESSION 3 RIDEAU FRONT GLOUCESTER, PARTS 2 & 3 5R3947; SUBJECT TO CT234967; NEPEAN*
5. **1054 Hunt Club Road:** *PART LOT 6 CONCESSION 3 RIDEAU FRONT GLOUCESTER, PART 1 5R3947; SUBJECT TO N560288; NEPEAN*

## 1.2 Proposed Development

As previously discussed, development for the Subject Site is divided in two phases – Phase 1 being the retirement home currently under construction and Phase 2 being the proposed residential apartment building. The initial development proposal for Phase 2 of the Subject Site featured an eight-storey hotel with one hundred fifty (150) units and included both surface and underground parking. The hotel was added as a permitted use through an amendment to the previous zoning by-law provisions which prohibited a hotel use at the time.

Presently, Claridge is proposing to develop a seven-storey mid-rise residential apartment building that will consist of seventy-seven (77) rental apartment units at one and two-bedroom sizes as shown on **Figure 2**. Future residents will have access to private amenity space through unit balconies which provide for passive surveillance and views of the NCC Greenbelt and Airport Parkway. The proposed development will be served by various local and community amenities and services that are located within walking distance such as the South Keys Centrum Shopping Centre.

A total of thirty-nine (39) bicycle parking stalls will be provided for the proposed development which satisfies the bicycle parking requirements and promotes an active and sustainable mode of transportation. A total of seventy-eight (78) parking spaces will be provided for residents and visitors of the development which includes both surface and underground parking. The proposed development will be served by a private drive aisle with right-in/right-out ingress and egress off of Hunt Club Road.



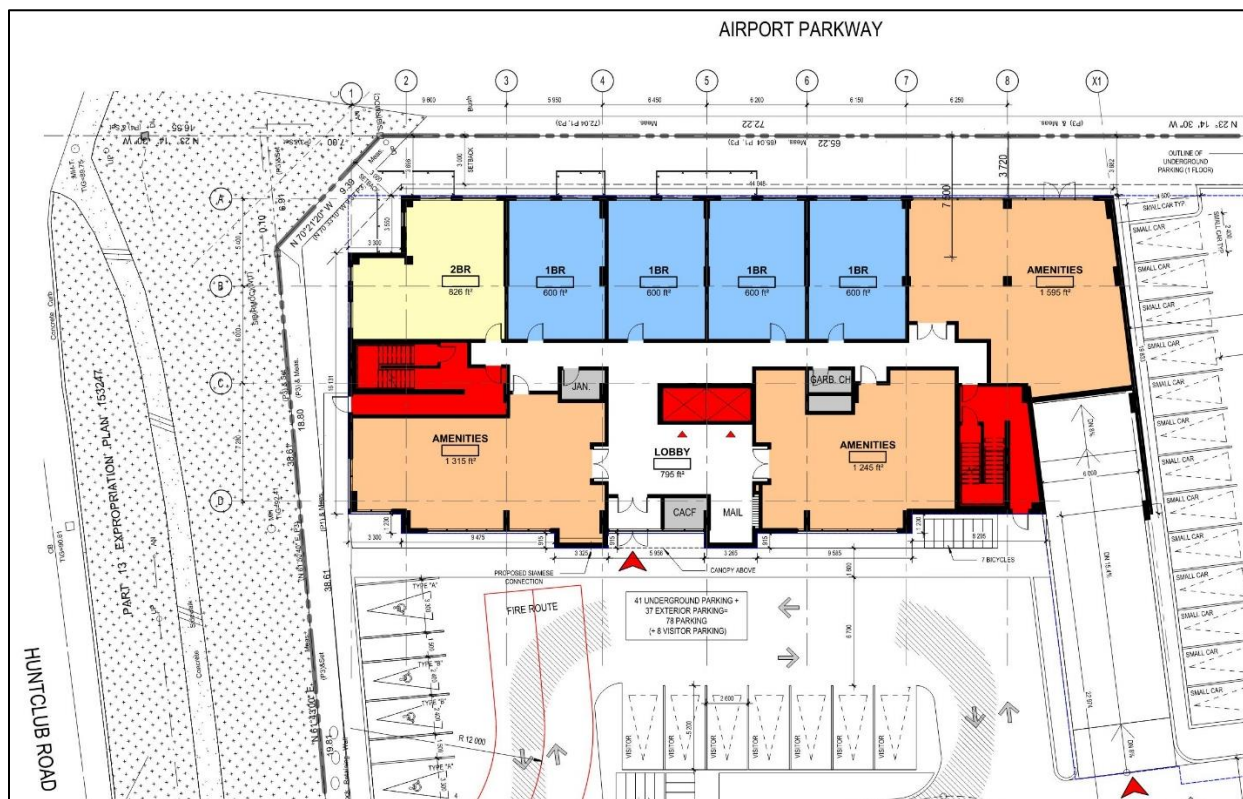


Figure 2: Excerpt from Site Plan prepared by NEUF Architects, Drawing D, dated April 1, 2020.

## 2.0 ADDITIONAL REPORTS

This report should be read in conjunction with the following reports and plans prepared by Novatech, NEUF Architects, Paterson Group, and James B. Lennox & Associates Landscape Architects in support of the proposed development:

- Site Plan and Building Elevations prepared by NEUF Architects, Drawing No. D., dated April 1, 2020
- Geotechnical Investigation, Report: PG4091-2, prepared by Paterson Group, dated March 30, 2020.
- Landscape Plan and Tree Conservation Report (TCR), Drawing L.1, prepared by James B. Lennox Landscape Architects, dated May 6, 2020.
- Phase I Environmental Site Assessment (ESA), Report: PE3951-LET.03, prepared by Paterson Group, dated February 7, 2020.
- Noise Impact Assessment Report, Ref No.: R-2020-062, prepared by Novatech, dated May 8, 2020.
- Impact on Servicing and Stormwater Management Design Summary, prepared by Novatech, dated April 29, 2020.

Following the submission of the Traffic Impact Assessment (TIA) screening form, it was determined by City staff that a TIA report would not be required for Phase 2 of the proposed development. A Transportation Impact Study (TIS) dated May 2017 and subsequent Addendums dated September 2017 and January 2018, were completed for the retirement home currently

under construction, and previously proposed hotel. Based on the revision in the proposed development from a hotel to a residential apartment building, there is anticipated to be an overall reduction in the total number of person and vehicle trips generated during peak hours. As such, the City determined that the intersection analysis presented in the May 2017 TIS provides a highly conservative analysis of the operations at the study area intersections. Detailed information as well as confirmation that no further TIA reports are required was provided by City staff in an email correspondence dated April 23, 2020.

### **3.0 PLANNING POLICY AND REGULATORY FRAMEWORK**

#### **3.1 Provincial Policy Statement (PPS)**

The *Provincial Policy Statement (PPS)* provides policy direction on land use planning and development matters of provincial interest by setting the policy foundation for regulating the development and use of land as set out in Section 2 of the *Planning Act*. The decisions that affect all planning matters “shall be consistent with” relevant policy statements under the authority of Section 3 of the *Planning Act*. The PPS comes into effect May 1, 2020 and replaces the Provincial Policy Statement 2014. The following is an overall review of the PPS:

##### ***Building Strong Healthy Communities***

Section 1.1 of the PPS speaks to managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 states that healthy, liveable, and safe communities are sustained by:

- 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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.*

- The proposed development will achieve an efficient land use pattern in urban area by maximizing the Subject Site's existing land resources for redevelopment. The proposed development will be served by municipal infrastructure including water, stormwater, and sanitary services as well as an existing road network and access to rapid transit. The proposed development will be served by various local and community amenities and services that are located within walking and cycling distance such as the South Keys Centrum Shopping Centre.
- The proposed development will respect the Subject Site's surrounding natural and environmental features including the Lester Road Wetland Complex. The distance between the proposed Phase 2 – Apartment Building development area and the Lester Road Wetland Complex will ensure that the functions of the wetland and naturalized area remain undisturbed.

Section 1.1.3 speaks to settlement areas which are urban areas and rural settlement areas, and include cities, towns, villages and hamlets. The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities.

Policy 1.1.3.1 requires that settlement shall be the focus of growth and development.

Policy 1.1.3.2 notes that 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;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed.*

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

- The proposed development will achieve a medium-high density which efficiently utilizes the urban area for redevelopment. The proposed development will be served by municipal infrastructure as well as an existing road network.
- The proposed development is located within 600 metres walking distance to the South Keys Rapid Transit Station

Policy 1.4.3 requires that planning authorities shall provide for an appropriate range and mix of *housing options* and densities to meet projected market-based and affordable housing needs of current and future residents of the *regional market area* by:

- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;*

- c) *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;*
- The proposed development will provide rental apartment units at one and two-bedroom sizes to meet the socio-economic needs of future residents.
- As previously discussed, the proposed development will be served by municipal water, stormwater, and sanitary services and an existing road and rapid public transit network.

Section 1.6.6 addresses sewage, water, and stormwater services.

Policy 1.6.6.2 notes that *municipal sewage services* and *municipal water services* are the preferred form of servicing for *settlement areas* to support protection of the environment and minimize potential risks to human health and safety. Within *settlement areas* with existing *municipal sewage services* and *municipal water services*, *intensification* and *redevelopment* shall be promoted wherever feasible to optimize the use of the services.

- The Subject Site is situated in a settlement area that is served by municipal water, stormwater, and sanitary services.

Section 1.6.9 speaks to airports, rail, and marine facilities.

Policy 1.6.9.1 requires that 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.*

Policy 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; and*
- c) *discouraging land uses which may cause a potential aviation safety hazard.*
- The proposed development will not have any negative implications on the long-term function/operation and economic prosperity of the Ottawa MacDonald-Cartier International Airport.
- A noise study in relation to the airport was not required for the proposed development as the Subject Site is situated outside the '25 Line (Composite of 25 NEF/NEP)' as per *City of Ottawa Official Plan Annex 10 – Land Use Constraints Due to Airport Noise*.

### ***Wise Use and Management of Resources***

Section 2.0 of the PPS speaks to conserving biodiversity and protecting the health of Great Lakes, natural heritage, water, agriculture, mineral aggregate, petroleum, cultural heritage and archaeological resources for the long-term prosperity, environmental health, and social well-being of Ontario.

Policy 2.1.1 requires that natural features and areas shall be protected for the long term.

Policy 2.1.2 notes 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*.

- The proposed development will respect the Subject Site's surrounding natural and environmental features including the Lester Road Wetland Complex located southwest of 1026 Hunt Club Road to ensure the long-term protection.
- Further information regarding the Subject Site's surrounding natural features is provided in the previously approved reports for the Phase 1 – Retirement Home.

### ***Protecting Public Health and Safety***

Section 3.0 considers the Province's long-term prosperity, environmental health and social well-being which are dependent on reducing the potential for public cost or risk to Ontario's residents from natural or human-made hazards. Development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health, safety, property damage and not create new or aggravate existing hazards.

- A Geotechnical Investigation was prepared by Paterson Group dated March 30, 2020 to obtain subsurface soil and groundwater information by means of boreholes completed within the subject site and provide geotechnical recommendations for the proposed development including construction consideration which may affect the design. Detailed information and findings can be found in the Geotechnical Investigation.
- A Phase I Environmental Site Assessment (ESA) was prepared by Paterson Group dated February 7, 2020. The purpose of the Phase I ESA was to provide an update to the previously approved Phase I and II ESA reports completed by Paterson for the Phase 1 – Retirement Home development. A Phase II ESA was not required for the Subject Site. Detailed information and findings can be found in the Phase I ESA which will accompany the *Site Plan Control* application.
- Based on the information provided in the reports, there are no concerns regarding natural or human made hazards.

### 3.2 City of Ottawa Official Plan

The Subject Site is designated as General Urban Area on the *City of Ottawa Official Plan Schedule B – Urban Policy* as shown on **Figure 3**. As per Section 3.6.1 of the Official Plan, General Urban Area designation “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The General Urban Area designation includes a range of uses such as ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

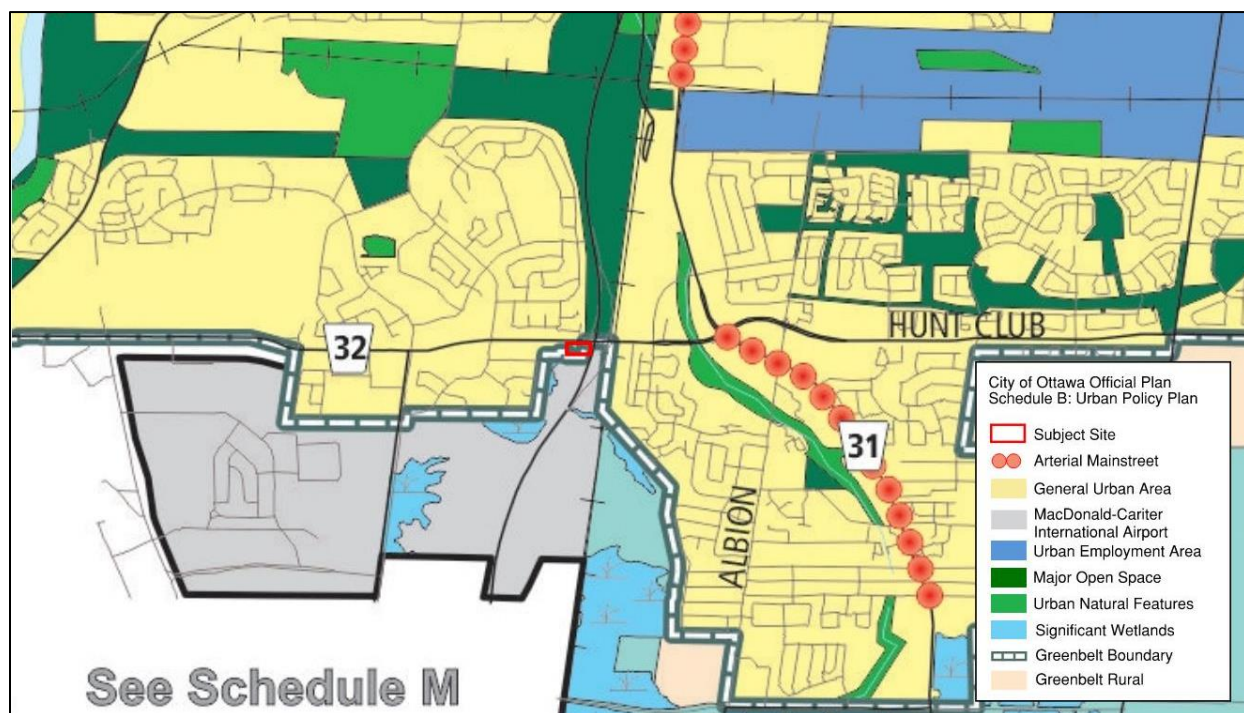


Figure 3: Excerpt from City of Ottawa Official Plan Schedule B.

The applicable policies under Section 3.6.1 are listed below with key sections highlighted. A description of how the proposal responds to the policies then follows:

1. *General Urban Area areas are designated on Schedule B. 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. [Amendment #150, October 19, 2018]*
2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*
3. *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, **changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.***

4. Notwithstanding Policy 3, **new taller buildings may be considered for sites that:**
    - a) **front an Arterial Road on Schedules E or F** of this Plan and which are:
      - i. **within 800 metres walking distance of a Rapid Transit Station** on Schedule D of this Plan, or
      - ii. on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;
    - b) are in an area already characterized by taller buildings or sites zoned to permit taller buildings. [Amendment #150, LPAT October 22, 2018]
  5. The City supports **intensification in the General Urban Area where it will complement 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 new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form** and open spaces;
    - 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; [Amendment #150, LPAT July 18, 2019]
- The proposed development which features a medium-high density contributes to a greater range of residential densities within the area which generally consist of low-medium densities.
  - As previously discussed, *Zoning By-Law Amendment* and *Official Plan Amendment* applications accompanied the initial *Site Plan Control* application for the Phase 1 – Retirement Home development. The applications were adopted by Ottawa City Council on January 31, 2018 and permits a maximum building height of up to 26 metres from 18 metres as well as incorporates site-specific policies within the *Hunt Club Secondary Plan* for the Subject Site which exempt future development from low-density residential requirements.
  - The proposed development will feature a seven-storey mid-rise residential apartment that will front Hunt Club Road, an Arterial roadway as shown on **Figure 4** and is located within 600 metres walking distance to the South Keys Rapid Transit Station as shown on **Figure 5**.
  - The proposed development will complement the existing pattern and scale of development of the area by introducing a taller building located on an existing Arterial roadway at the edge of an urban area. Further discussion on the design details is provided below in this report.





Figure 4: Excerpt from City of Ottawa Official Plan Schedule E.



Figure 5: Excerpt from City of Ottawa Official Plan Schedule D.



Section 2.5.1 of the *Official Plan – Designing Ottawa* is concerned with how buildings, landscapes, and public spaces look as well as function together. Design elements should work together to complement and enhance the unique aspects of a community's history, landscape, and its culture. Further, it is noted that "encouraging good urban design and quality as well as innovative architecture can also stimulate the creation of lively community places with unique and distinct character while attracting people and investment to the City". Compatible development speaks to enhancing the features of an established community and coexisting with existing development without causing undue adverse impacts on surrounding properties. Section 4.11 which also speaks Urban Design and Compatibility will be reviewed in conjunction with Section 2.5.1.

The following is a review of the design objectives and summary of how the proposed development is consistent with these objectives:

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*
  - The proposed development will enhance the sense of community by contributing to a greater range of housing tenure for the area which will aim to meet the socio-economic needs of future residents.
2. *To define quality public and private spaces through development.*
  - Future residents of the proposed development will have access to private unit balconies which provide for passive surveillance with some units backing directly onto the adjacent NCC forested area and woodlot and other units internal to the site. The proposed development will feature three (3) communal amenity rooms located on the ground floor of the apartment building.
3. *To create places that are safe, accessible and are easy to get to, and move through.*
  - Internal walkways and the separation with drive aisles will allow for safe pedestrian movement throughout the site.
4. *To ensure that new development respects the character of existing areas.*
  - The proposed development will consist of a building height and massing that is similar in design to the approved Phase 1 – Retirement Home currently under construction by Claridge. This will ensure a cohesive design throughout the Subject Site which will allow the development to fit in appropriately with the streetscape character for the area.
5. *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 Subject Site is situated in an area that is evolving rapidly but will unlikely undergo further change due to its location on the urban boundary and constraints of the adjacent federal lands.
6. *To understand and respect natural processes and features in development design.*

- The proposed development will respect the Subject Site's surrounding natural and environmental features including the Lester Road Wetland Complex . The location and siting of the proposed Phase 2 – Apartment Building development area will ensure that the functions of the wetland and naturalized area remain undisturbed.
  - The area to be redeveloped consists of land that has already been disturbed through previous human development.
7. *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 will feature large windows which allows for the passing through of natural light and reduces the need for resource consumption. The location of local neighbourhood amenities such as the South Keys Centrum Shopping Centre and access to public transit within walking and cycling distance will encourage future residents to reduce their overall carbon footprint while encouraging alternative modes of transit.

Section 4.11 of the *Official Plan* also refers to Urban Design and Compatibility and works in conjunction with the policies found in Section 2.5.1 as previously reviewed. The policies within this section focus on urban design and compatibility at a more localized scale for neighbourhoods and individual properties. Although it is important to consider all policies in the design aspects, the policies that are relevant to the proposed development are reviewed below.

## Views

*“Depending on its location, the mass or height of new development may enhance or impact the views visible from public viewpoints, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view”.*

- The proposed apartment building has been oriented to ensure that views visible from the public streetscape are not detracted from.
- The proposed development will not impact the views of any public monuments, bridges, civic spaces, landforms, and other valued spaces.

## Building Design

*“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors”.*

- The proposed apartment building will feature a neutral colour palette that is compatible with the character of the surrounding built and natural environment as shown on **Figures 6 and 7**. Building design details such as large unit windows will allow for the passing through of natural light while reducing the need for energy resource consumption. Private balconies will accentuate building design details while providing some future residents with view of the

adjacent forested area and woodlot and others with views onto Hunt Club Road and the Airport Parkway. The building design will feature architectural elements similar to the Phase 1 – Retirement Home currently under construction by Claridge which provides for a cohesive and compatible design on the Subject Site.



Figure 6: Rendering of the proposed apartment building prepared by NEUF Architects.



Figure 7: Rendering of the proposed apartment building prepared by NEUF Architects.

## Massing and Scale

*“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings”.*

- Similar to the design and architectural elements of the Phase 1 – Retirement Home, the massing and scale of the Phase 2 – Apartment Building will be identical in nature and features seven-storeys. The similarity in massing and scale will ensure a cohesive and compatible design for the Subject Site while appropriately integrated into the character of the surrounding community. As demonstrated on the Site Plan Drawing D prepared by NEUF Architects dated April 1, 2020, the site coverage will occupy 27% of the total site area with 26% dedicated to landscaped areas.

Section 4.6.4 of the *Official Plan* outlines policies with respect to the City of Ottawa’s Scenic-Entry Routes which “form a network that links major tourist, recreation, heritage and natural environment destinations in and beyond Ottawa”. The Scenic-Entry Routes include those that follow historic routes, as well as others that follow rivers and many are attractive to cyclists and pedestrians. Scenic-Entry Routes include a variety of roads, such as highways, parkways, arterial roads and local streets. The policies within this Section include that will promote safe and attractive environment for travellers; an emphasis on building orientation, access and egress, landscaping details to create an aesthetically pleasing streetscape; and the protection of sensitive views including natural and cultural heritage features.

- The Subject Site is located along two Scenic-Entry Route corridors Hunt Club Road and the Airport Parkway as identified on the *City of Ottawa Official Plan Schedule I – Scenic Entry Routes - Urban* as shown on **Figure 8**.
- The proposed seven-storey apartment building has been oriented on the Subject Site to enhance the views from the public streetscape while ensuring that the applicable policies within Section 4.6.4 are maintained. Landscaping details through the Subject Site will promote an aesthetically pleasing streetscape and foster an attractive environment for travellers.





Figure 8: Excerpt from the City of Ottawa Official Plan Schedule I.

Section 4.8.6 of the *Official Plan* speaks to policies on Land-Use Constraints Due to Airport and Aircraft Operations. The Ottawa Macdonald-Cartier International Airport plays a pivotal role in the economic well-being of the City of Ottawa, the National Capital Region, and areas of Eastern Ontario by facilitating commercial and passenger aviation as well as aviation related businesses and research and development facilities. The policies for lands within the Airport Vicinity Development Zone (AVDZ) include development that must take into consideration the Council-approved Environmental Noise Control Guidelines as well as other provincial and federal guidelines and regulations. New development and redevelopment are required to adhere to the Ottawa Airport Zoning regulations while land uses and use of building materials that may interfere with aircraft related activities are prohibited.

- The Subject Site is situated within the Airport Vicinity Development Zone (AVDZ) as identified on the *City of Ottawa Annex 10 – Land Use Constraints Due to Airport Noise* and as shown on **Figure 9**.
- A noise study in relation to the airport was not required for the proposed development as the Subject Site is situated outside the '25 Line (Composite of 25 NEF/NEP)' as per *City of Ottawa Official Plan Annex 10 – Land Use Constraints Due to Airport Noise*.

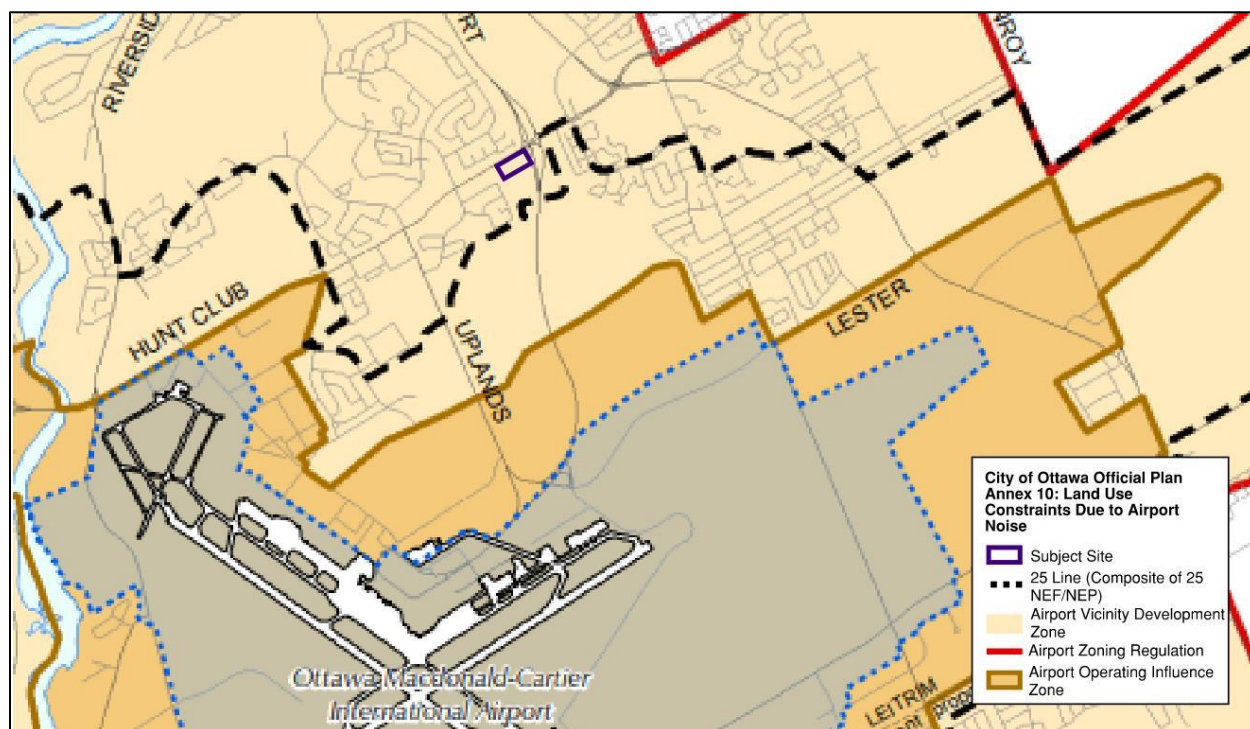


Figure 9: Excerpt from City of Ottawa Annex 10.

### 3.2.1 Hunt Club Secondary Plan

The Subject Site is situated within the *City of Ottawa's Hunt Club Secondary Plan* as shown on **Figure 10**. The *Hunt Club Secondary Plan* was developed in 1994 and includes policies for land uses, development standards, and implementation. It should be noted that the policies within the *Hunt Club Secondary Plan* are outdated and do not necessarily reflect the direction and policies of the current *Official Plan*.

Although the Subject Site is situated on lands designated as 'Low Density Residential Area' on the *Hunt Club Secondary Plan: Land Use Plan*, an *Official Plan Amendment #D01-01-17-0010* was adopted by Council on January 31, 2018 as part of the Phase 1 – Retirement Home development to permit non-low density residential uses for the Subject Site. These non-low density residential uses included the previously proposed Phase 2 – Hotel, now a seven-storey apartment building. The proposed development will achieve a medium-high density which efficiently utilizes the urban area for redevelopment. The Subject Site is exempt from the provisions of Policy 4.3.10 'Low Density Residential Area', as described below:

*"The Low Density Residential Area category is intended to include mainly row dwelling units at a density of between 100 and 173.0 persons per net hectare (40 and 70m persons per net acre), and single family, semi-detached, and duplex dwellings. Related and complementary accessory uses are also permitted. For lands described municipally as 1026, 1038, 1040, 1050 and 1054 Hunt Club Road, residential, institutional and commercial uses shall be permitted and are not subject to the density requirements of the Low Density Residential Area". [Amendment #203, March 1, 2018]*

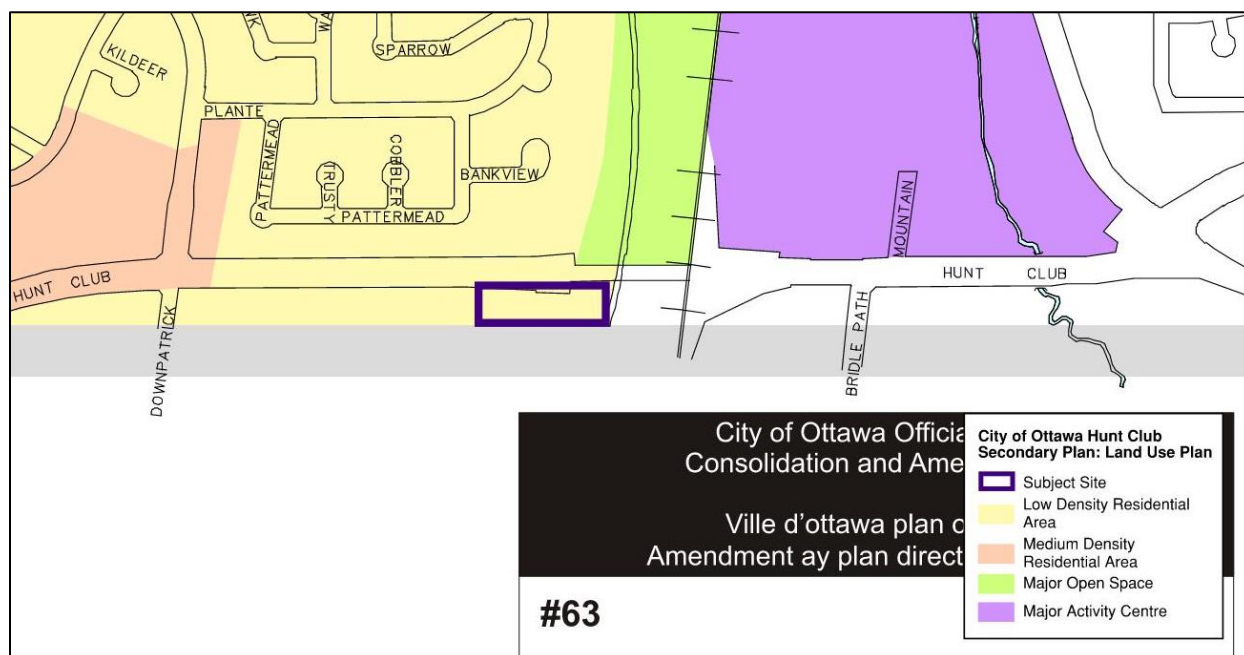


Figure 10: Excerpt from the Hunt Club Secondary Plan: Land Use Plan.

### 3.3 Zoning By-law 2008-250

The Subject Site is currently zoned *General Mixed Use Zone, Urban Exception 2443, Holding Zone – GM[2443]-h* as shown on **Figure 11**. The purpose of the GM – General Mixed Use Zone is to:

1. allow residential, commercial and institutional uses, or mixed-use development in the **General Urban Area** and in the **Upper Town, Lowertown and Sandy Hill West Character Areas** of the **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.

The proposed development to construct a mid-rise residential apartment building is a permitted use within the *General Mixed Use Zone*.





Figure 11: Excerpt from GeoOttawa Zoning By-law 2008-250.

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2443 (By-law 2018-21)	GM[2443]-h	-hotel	-apartment dwelling, mid rise and apartment dwelling, low rise until such time as the holding symbol is removed.	-The lot line abutting Hunt Club Road is considered to be the front lot line. -maximum building height: 26m -minimum interior side yard setback for a residential building higher than 11m: 2.8m -maximum total area for the eighth floor of the easternmost building: 600m <sup>2</sup> -The holding symbol may only be removed at such time as the acceptance of a traffic study for the apartment confirming no adverse impacts in the operation of the road network, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.

Figure 12: Excerpt from the City of Ottawa Zoning By-law 2008-250, Urban Exception 2443.

As demonstrated above in **Figure 12**, the Subject Site is also conditioned to the site specific provisions including a holding provision. As previously discussed, a *Zoning By-law Amendment #D02-02-17-0049* was adopted by Council on January 31, 2018 as part of the Phase 1 – Retirement Home development. To ensure that future development would not have any adverse impacts in the operation of the road network, a holding symbol would remain in place until such time that a traffic study was deemed satisfactory by City staff.



Following the submission of the Traffic Impact Assessment (TIA) screening form on April 23, 2020, it was determined by City staff that a TIA report would not be required for Phase 2 of the proposed development. A Transportation Impact Study (TIS) dated May 2017 and subsequent Addendums dated September 2017 and January 2018, were completed for the retirement home currently under construction, and previously proposed hotel. Based on the revision in the proposed development from a hotel to a residential apartment building, there is anticipated to be an overall reduction in the total number of person and vehicle trips generated during peak hours. As such, the City determined that the intersection analysis presented in the May 2017 TIS provides a highly conservative analysis of the operations at the study area intersections. Detailed information as well as confirmation that no further TIA reports are required was provided by City staff in an email correspondence dated April 23, 2020.

#### **4.0 CONCLUSION**

It is our assessment that the proposed development is consistent with the Provincial Policy Statement, conforms with to the City of Ottawa Official Plan, and complies with Zoning By-Law 2008-250. This planning rationale, along with the associated technical studies, supports the development of the seven-storey residential apartment building.

The proposed development is an appropriate and desirable addition to the River and Gloucester-Southgate Ward communities and represents good planning.

Yours truly,

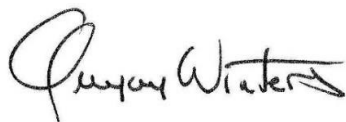
**NOVATECH**

Prepared by:



Robert Tran, M.PL.  
Planner, Planning & Development

Reviewed by:



Greg Winters, MCIP, RPP  
Senior Project Manager, Planning & Development

**Appendix A:  
Site Plan Drawing D  
Prepared by NEUF Architects  
Dated April 1, 2020**



KEY PLAN

ZONE GM 243		
PROVISION		
Min Lot Width	no minimum	
Min Lot Area	no minimum	
Min Building Height	3m	+/- 29m
Min Front Yard Setback	3m	3.7m
Min Rear Yard Setback	7.5 m	20.2m
Min Interior Side Yard Setback	2.5m	23 m

AREA OF SITE		
SITE COVERAGE :	+/- 3 831 m <sup>2</sup>	
GROUND PARKING AREA :	+/- 983 m <sup>2</sup> = 27.1 %	
LANDSCAPED AREA (EXCLUDING PARKING) :	+/- 1 803 m <sup>2</sup> = 48.7 %	
	+/- 958 m <sup>2</sup> = 28.4 %	

FOR EXISTING SITE CONDITIONS, SEE SURVEY PLAN BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., SUBMITTED SEPARATELY.	
FOR NEW GRADES AND SITE SERVICES, SEE CIVIL ENGINEERING PLAN BY NOVATECH ENGINEERING CONSULTANTS, SUBMITTED SEPARATELY.	
FOR PROPOSED VEGETATION AND LANDSCAPE INFORMATION, SEE LANDSCAPE ARCHITECTURE PLAN BY JAMES B. LENNOX & ASSOCIATES, SUBMITTED SEPARATELY.	

PROPOSED GROSS FLOOR AREA :	
BASEMENT G.F.A. :	0m <sup>2</sup>
GROUND FLOOR G.F.A. :	+/- 207m <sup>2</sup>
UPPER FLOORS G.F.A. (2nd to 7th floor) :	+/- 4 855 m <sup>2</sup>
PRIVATE AMENITY AREA :	+/- 39 m <sup>2</sup>
COMMUNAL AMENITY AREA (G.F.A.) :	+/- 387m <sup>2</sup>
NUMBER OF FLOORS AND BUILDING HEIGHT :	7 FLOORS + MECH. +/- 25.51m
DWELLING UNITS :	77
PARKING STALLS :	78 (41 INSIDE / 37 OUTSIDE) + 8 VISITOR
PROVIDED BICYCLE STALLS :	39 (24 INSIDE / 15 OUTSIDE)

NUMBER OF SUITES REQUIRED TO BE BARRIER-FREE :	
77 UNITS + 12 UNITS HAVE TO BE BARRIER-FREE	
THEY WILL BE DISTRIBUTED BETWEEN THE 7 FLOORS	



GROUND FLOOR PLAN

1:150

1

A201

NOTES GÉNÉRALES General Notes

1. Ces documents d'architecture sont à proprement parler des documents d'architecture et ne sont pas des documents de construction. Ils ne sont pas destinés à être utilisés pour la construction et ne doivent pas être utilisés à cette fin. Les dimensions indiquées dans ces documents sont des dimensions d'architecture et ne sont pas des dimensions de construction. Elles ne doivent pas être utilisées pour la construction et ne doivent pas être utilisées à cette fin.
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CIVIL CIVIL

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SCEAU / Seal



CLIENT Client



PROJETS Project

12370 HUNT CLUB RENTAL

EMPLACEMENT Location

OTTAWA

NO. PROJET No.

12370.00

NO. REVISION

A

B

C

D

FOR COMMENTS

FOR COMMENTS

FOR COMMENTS

FOR UDRP

DATE (aa-mm-jj)

2020.03.10

2020.03.12

2020.03.30

2020.04.01

DESSINE PAR Drawn by

MT/PTV

VERIFIE PAR Checked

LH

DATE (aa-mm-jj)

FEB 2020

ÉCHELLE Scale

1 : 150

TITRE DU DESSIN Drawing Title

SITE PLAN AT GROUND FLOOR LEVEL

REVISIONS Revisions

D

NO. DESSIN Drawing Number

A201