



380 Hunt Club Road

Planning Rationale
Zoning By-law Amendment

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Prepared for:

Skyline Commercial Real Estate
Holdings Inc.

Prepared by:

Stantec Consulting Ltd.



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0	Initial Author	E Bays		M Smith		N/A	



Table of Contents

1.0	INTRODUCTION	1.1
1.1	SITE LOCATION AND SURROUNDING USES	1.1
2.0	DEVELOPMENT PROPOSAL	2.2
2.1	PARKING SUPPLY AND REQUIREMENTS	2.3
3.0	POLICY AND REGULATORY FRAMEWORK	3.4
3.1	PROVINCIAL POLICY STATEMENT	3.4
3.1.1	Land Use Compatibility	3.4
3.1.2	Sewage, Water and Stormwater.....	3.4
3.1.3	Transportation Systems	3.4
3.1.4	Airports, Rail and Marine Facilities	3.4
3.1.5	Wise Use and Management of Resources	3.5
3.1.6	Protecting Public Health and Safety	3.5
3.2	OFFICIAL PLAN.....	3.5
3.2.1	Site Specific Policies and Secondary Plan Policies	3.5
3.2.2	Transportation.....	3.6
3.2.3	Water and Wastewater Servicing	3.6
4.0	CONCLUSION	4.7



380 HUNT CLUB ROAD

Introduction

1.0 INTRODUCTION

Stantec Consulting Ltd. has been retained by Skyline Commercial Real Estate Holdings Inc. (Skyline) to prepare this Planning Rationale in support of a Zoning By-law Amendment applications for their leased site at 380 Hunt Club Road. The property is leased from the Ottawa International Airport Authority (OIAA).

Skyline is seeking to add 'medical facility' and 'retail store' as additional uses to the current T1A- Air Transportation Facility zone to permit a 465 m² (5,000 ft²) medical office and 93 m² (1,000 ft²) ancillary pharmacy. The new uses would be accommodated within the existing building envelope and no new construction is warranted. For the purposes of this rationale, the building and supporting parking areas will be referred to as "the site".

1.1 SITE LOCATION AND SURROUNDING USES

The site is located on the south side of Hunt Club Road east of Riverside Drive and west of Uplands Drive. The land is owned by the Ottawa International Airport Authority (OIAA) and leased to Skyline who, in turn, owns and maintains the existing building. While the site has been assigned the civic address of 380 Hunt Club Road, the leased lands are not legally described and are identified as 1000 Airport Parkway Private on GeoOttawa.

The site is occupied by a two-storey building with a Gross Leasable Area of 4,726 m² (50,868 ft²) housing professional offices accessed by a shared atrium. The site has 235 surface parking spaces accessed from Billy Bishop Private to the west and a right-in right-out driveway onto Hunt Club Road.

The properties are surrounded by the following uses:

- North: Hunt Club Road, an arterial with a posted speed limit of 80 km/h, bounds the site to the north. On the opposite side of Hunt Club Road is the Ottawa Hunt and Golf Club.
- East: Billy Bishop Private bounds the site to the east. On the opposite side of Billy Bishop Private is a two-storey office building with surface parking.
- South: Lands to the immediate south are vacant, with facilities and housing managed by the Department of National Defence further south (Canadian Forces Support Unit (Ottawa) - Uplands Site).
- West: A restaurant (The Keg) is located immediately west of the site. Further west is a combination of commercial, hotel, and institutional uses.



380 HUNT CLUB ROAD

Development Proposal

The property is designated 'Ottawa International Airport Authority' on Schedule M of the Official Plan and zoned T1A- Air Transportation Facility by Zoning By-law 2008-250.



Figure 1: Aerial image of subject site (orange) and surroundings. Lands to the east and west of the site are also under stewardship of the Ottawa International Airport Authority.

2.0 DEVELOPMENT PROPOSAL

Skyline has been approached to lease 558 m² of space for a medical office with ancillary pharmacy; however, these uses (defined as a medical facility and retail store by the Zoning By-law) are not permitted in the T1A zone. Skyline is proposing to add 'medical facility' and a 'retail store' as additional permitted uses on the site in order to lease a portion of the building to the prospective tenant. The new tenant would not require any physical development or changes to the site or adjacent streets.

The OIAA is aware of Skyline's request to add the additional land uses and concurs with the application.



380 HUNT CLUB ROAD

Development Proposal

Stantec prepared a memorandum assessing traffic generation and parking requirements for the proposed new land uses. The memo concluded that the total new traffic generation equates to 22 and 19 vehicular trips during the AM and PM peak hours respectively. As per the City of Ottawa TIA guidelines, the trip generation threshold to require a TIA is 60 person trips. A Transportation Screening Form has been attached to the transportation memo.

Stantec has also prepared an Adequacy of Services Report to determine whether existing water, sanitary, and stormwater infrastructure can support the proposed new land uses. The report confirms that the proposed land uses can be serviced by existing infrastructure and no improvements or changes are warranted.

2.1 PARKING SUPPLY AND REQUIREMENTS

The City of Ottawa Zoning By-law requires a minimum number of vehicular parking spaces for various land uses based on their gross floor area (GFA). Due to the building's multitenant configuration with a number of common spaces (atriums, washrooms, etc.) the gross leasable floor area (GLFA) of each tenancy can be used as an equivalent to GFA.

The following table summarizes parking requirements under Zoning By-law 2008-250 (Schedule 1A, Area C- Suburban) for the proposed uses and remaining leasable office spaces (both occupied and vacant).

Table 1: Zoning By-law Parking Requirements

Use and Gross Leasable Floor Area	Land Use (as per Zoning By-law)	Required Vehicular Parking Rate	Minimum Required Vehicular Parking
Proposed Medical Office GLFA: 465 m ²	Medical Facility	4.0 spaces/ 100 m ² GFA	18.6 spaces
Proposed Pharmacy GLFA: 93 m ²	Retail Store	3.4 spaces/ 100 m ² GFA	3.2 spaces
Remaining Occupied and Vacant Leasable Spaces GLFA: 4,168 m ²	Office	2.4 spaces/100 m ² GFA	100.0 spaces
TOTAL GLFA: 4726 m²	TOTAL REQUIRED VEHICULAR PARKING:		122 spaces
	TOTAL EXISTING VEHICULAR PARKING:		235 spaces

Whereas 235 parking spaces are identified on the current Site Plan, only 122 vehicle parking spaces are required to support the proposed uses and remaining occupied and vacant office spaces.



3.0 POLICY AND REGULATORY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS.

The following is a brief review of how the proposed Zoning By-law Amendment is consistent with the PPS. It should be noted that, since the City’s Official Plan is also required to be consistent with the PPS, the proposed amendment will by extension, be consistent with the PPS if it conforms to the Official Plan.

3.1.1 Land Use Compatibility

Section 1.2.6 of the PPS provides direction related to compatible development in proximity to major facilities (such as airports). The proposed uses are not considered sensitive land uses within the definition in the PPS, and as such these policies do not apply.

3.1.2 Sewage, Water and Stormwater

Section 1.6.6 of the PPS states that infrastructure shall be provided in a coordinated, efficient, and cost-effective manner to accommodate projected needs. The proposed development will continue to be serviced by municipal water and wastewater infrastructure. Stantec has prepared an Adequacy of Servicing Report for the proposed amendment and confirmed that there is sufficient water and wastewater capacity, and no impact on stormwater infrastructure.

3.1.3 Transportation Systems

Section 1.6.7 states that transportation systems should be safe, energy efficient, facilitate the movement of people and goods, and appropriate to address projected needs; transportation and land use considerations shall be integrated at all stages of the planning process.

Stantec has prepared a Transportation Assessment Brief to examine any potential impacts to the existing transportation network due to changes in trip demand or frequency.

3.1.4 Airports, Rail and Marine Facilities

Section 1.6.8 of the PPS states that land uses in the vicinity of airports shall be undertaken to protect their long-term operations. Airports shall be protected from incompatible land uses by prohibiting residential or other sensitive land uses and discouraging uses which may cause a potential aviation safety hazard.

The additional proposed land uses are not sensitive to existing or planned airport operations. As no change to the building or site are proposed, no potential aviation safety hazards are to be introduced.



380 HUNT CLUB ROAD

Policy and Regulatory Framework

3.1.5 Wise Use and Management of Resources

Section 2.0 of the PPS provides further policies related to the protection of natural resources. There are no identified natural heritage features, surface or groundwater features, prime agricultural land, or specialty crop area, known or potential mineral or petroleum resources, mineral aggregate resources, or significant built heritage resources, cultural heritage landscapes, and archaeological resources on or in proximity to the site.

3.1.6 Protecting Public Health and Safety

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards. There are no known or potential natural or human-made hazards on or in proximity to the site that would negatively affect the proposed additional uses.

3.2 OFFICIAL PLAN

The property is designated as 'Ottawa Macdonald-Cartier International Airport' on Schedule M of the Official Plan (see Figure 3). Section 3.10.1 of the OP states that while the designation is primarily intended for a civilian or military airport with a broad range of aviation related uses, employment uses, hotels, and related commercial uses are also permitted.

Specifically, Policy 1 states (emphasis added):

1. *On land designated Ottawa Macdonald–Cartier International Airport on Schedule B and Schedule M, the following uses will be permitted:*
 - a. *Civilian or military airport with a broad range of aviation related uses including: a commercial civilian airport; a general aviation aerodrome; air cargo distribution centres*
 - b. *Uses permitted in Employment Areas, as described in Section 3.6.5*
 - c. *Hotels and related commercial uses.*

The proposed uses are supported by the Official Plan and are consistent with other professional offices, medical facilities, and retail stores east and west of the site within the same designation.

3.2.1 Site Specific Policies and Secondary Plan Policies

Section 4.1 of the OP states that site-specific policies may be applicable to certain parts of the City and shall conform to the Official Plan while providing additional detail and guidance.

The YOW 2038 Master Plan was prepared by the OIAA in May 2018 to determine future airport operation requirements and development opportunities for airport-owned lands. The site is designated 'Aviation/Non-Aviation Commercial Area' on Figure 5.1 of the Master Plan. The designation permits "aviation and non-aviation related commercial, industrial warehousing and employment uses" including community-oriented commercial areas and provides the following list of example uses:



380 HUNT CLUB ROAD

Policy and Regulatory Framework

- Offices
- Light manufacturing
- Restaurants
- Research and development
- laboratories
- Personal service establishments
- Athletic and indoor recreational centres
- Retail establishments

While a medical office is not explicitly noted in the list of example uses it is similar in operation and impact to other noted uses (such as personal service establishment) and is compatible with existing surrounding uses such as offices, retail, and restaurants.

3.2.2 Transportation

Section 4.3 of the OP outlines policies related to the city's mobility systems and vehicle parking requirements. As discussed in Section 2 of this rationale, no changes are proposed to the amount, configuration of parking or access to the site. Stantec prepared a memorandum assessing traffic generation and parking requirements for the proposed new land uses. The memo concluded that the total new traffic generation equates to 22 and 19 vehicular trips during the AM and PM peak hours respectively. As per the City of Ottawa TIA guidelines, the trip generation threshold to require a TIA is 60 person trips.

3.2.3 Water and Wastewater Servicing

Section 4.4 of the OP outlines policies regarding the provision of water and wastewater services. The proposed development is located within the City's Public Service Area and serviced by municipal water and wastewater services.

Stantec has prepared an Adequacy of Services Report to demonstrate that the proposed development can be adequately served by municipal water, wastewater, and stormwater infrastructure.



Conclusion

4.0 CONCLUSION

This rationale has demonstrated that the proposed additional uses are consistent with the Provincial Policy Statement, conforms to the City of Ottawa's Official Plan, and to the YOW 2038 Master Plan. The medical office and pharmacy will broaden the range of uses on the property without impacting the surrounding transportation network or servicing infrastructure. The uses are compatible with existing uses in the building as well as the surrounding context and adjacent airport operations.

Respectfully,

Stantec Consulting Ltd.



Eric A. Bays MCIP, RPP
Intermediate Planner
Eric.Bays@stantec.com

