

Longfields Station Community

**605 Longfields Drive
Block 13 Plan 4M 1463**

Planning Rationale Report

December 2017

Prepared for

Campanale Homes

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1. Introduction

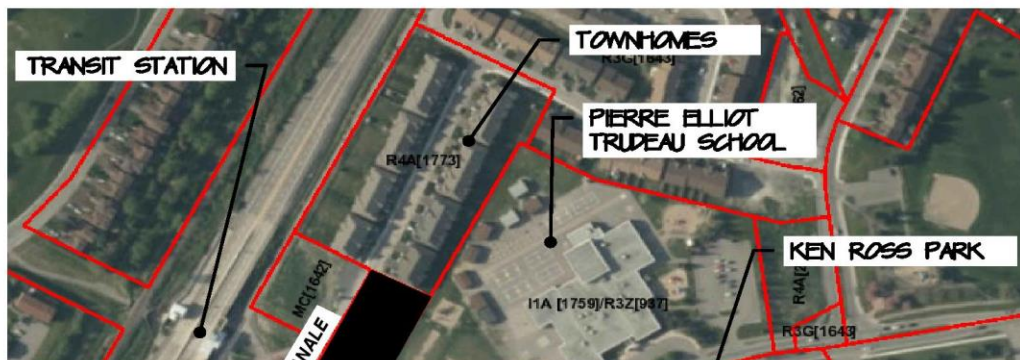
The proposal before you is a request to obtain zoning and site plan approval for the construction of a 1,619 square meter commercial building on the property known as 605 Longfields Drive. The following provides a description of the project and supporting planning rationale.

2. Site Context and Existing Land Use

The subject property is located in the community of Barrhaven near the new Longfields transitway station and immediately north of the new Station mixed use building located at 615 Longfields Drive. The property is L shape in configuration and, notwithstanding its municipal address, also has frontage on both via Modugno Place and via Campanale Avenue. Adjacent land uses include:

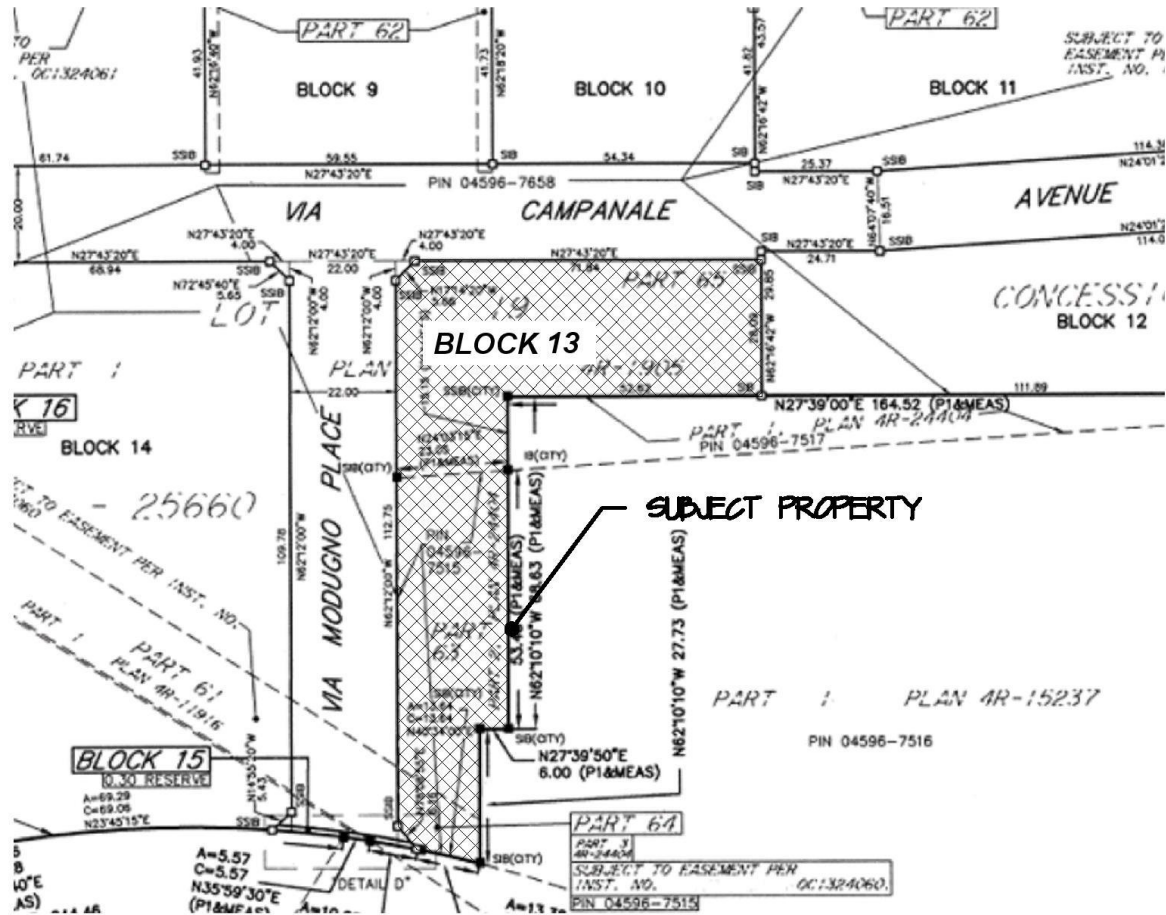
- North: townhouses along via Campanale Avenue and the Pierre Elliot Trudeau Elementary French Catholic School operated by the Conseil des écoles catholiques du Centre-Est;
- South: vacant future development land as well as the new Station mixed use building which is a four storey residential condominium building with ground floor commercial units;
- East: Longfields Drive and Ken Ross Park;
- West: the Longfields transitway station as well as vacant future development land.

Figure 1: Existing Land Use



The subject property is known as Block 13 of Plan 4M 1463 (see Figure 2). The subject property is flat and largely featureless. It has an area of 1.03 acres.

Figure 2: Plan of Subdivision 4M 1463



3.2 City of Ottawa Official Plan Amendment No. 150

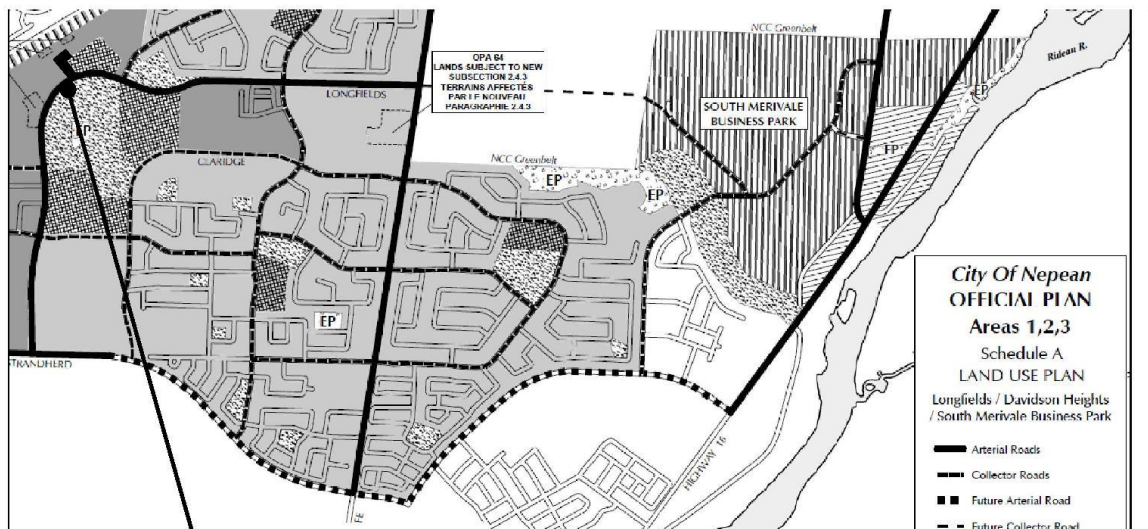
In 2013, the City of Ottawa initiated a review of its Official Plan which resulted in numerous changes to policy and land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes of this review which was subsequently appealed to the Ontario Municipal Board.

While OPA 150 is not in full force and effect, it is understood that none of the policy changes contemplated in OPA 150 alter the applicable policies of the 2003 Official Plan as they generally relate to the proposal before you.

3.3 Secondary Plan: Former City of Nepean Official Plan Areas 1,2,3

According to this document, the subject property is designated Mixed Density Residential as shown on Figure 3. The relevant policies of this designation are found within policy 2.3.2 of this Secondary Plan which in turn states that 'Neighbourhood level commercial uses may be permitted provided that they maintain the residential character of the area'.

Figure 3: Former City of Nepean Official Plan Areas 1,2,3



3.4 Plan of Subdivision

The subject property was draft approved on September 11, 2008. The approval was subject to a number of draft conditions which are part of City File:D07-16-07-0014. Following draft approval, the subject property was subdivided via Plan 4M 1463.

3.5 Longfields Urban Design Guidelines

The proposed development of this site is subject to conditions of purchase and sale between Campanale Homes and the City of Ottawa, Real Estate Partnerships and Development Office. One of these conditions requires Campanale Homes to adhere to the Longfields Urban Design Guidelines prepared by Paquette Planning Associates Ltd. and dated October 9, 2009. The guidelines, in turn, include a number of urban design and architectural measures to be incorporated in the development of lands referred to in the draft plan of subdivision described above including the subject property. Section 4 of this report explains how the proposal satisfies these guidelines.

3.6 Zoning Bylaw 2008-250

The westerly portion of the subject property is zoned Mixed Use /Commercial MC [2343] while the easterly portion of the subject property is zoned R4A [1760] as shown on Figure 4.

Figure 4: Zoning Bylaw 2008-250



The MC [2343] zone is mixed use zone that permits a variety of residential and non residential uses. The following is an excerpt from Zoning Bylaw 2008-250 regarding the MC zone.

Permitted Uses

(1)	The following uses are permitted subject to:	
	(a)	the provisions of subsections (2) to (4); and
	(b)	principal use parking lots other than rapid-transit network park and ride facilities, being located at least 600 metres from a rapid transit station;
		amusement centre animal care establishment animal hospital apartment dwelling, low rise <i>apartment dwelling, mid-high rise (Subject to By-law 2014-292)</i> artist studio bank bank machine bar broadcasting studio cinema click and collect facility (By-law 2016-289) community centre community garden, see Part 3, Section 82 community health and resource centre convenience store court house day care diplomatic mission, see Part 3, Section 88 drive-through facility dwelling units emergency service group home, see Part 5, Section 125 home-based business, see Part 5, Section 127 home-based day care, <i>see Part 5, Section 129</i> hospital hotel instructional facility library medical facility

		restaurant retail food store retail store retirement home retirement home, converted , <i>see Part 5, Section 122</i> rooming house , rooming house, converted , <i>see Part 5, Section 122</i> school service and repair shop shelter , <i>see Part 5, Section 134</i> small batch brewery , <i>see Part 3, Section 89</i> sports arena stacked dwelling , <i>see Part 5, Section 138 (By-law 2010-307)</i> technology industry theatre townhouse dwelling , <i>see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307)</i> training centre
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Zone Provisions

(2)	The zone provisions are set out in Table 191 below.		

TABLE 191 - MC ZONE PROVISIONS

I ZONING MECHANISMS		II PROVISIONS
(a) Minimum lot area		No minimum
(b) Minimum lot width		No minimum
(c) Minimum front yard and corner side yard	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m

(e) Minimum rear yard setback	(i) rear lot line abutting a lot in a residential zone	6 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No minimum
(f) Maximum floor space index		No maximum; unless otherwise shown on the zoning map
(g) Minimum building height	(i) for all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception	6.7 m
	(ii) other cases	No minimum
(h) Maximum building heights	(i) in any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)	11 m
	(ii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone (By-law 2011-124)	20 m
	(iii) in all other cases	No maximum, or as shown by the suffix "H", on a zoning map, or specified in a subzone or exception where applicable
(i) Minimum width of landscaped area		No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped

The 2343 exception referred to in this zone is subject to the following provisions from Zoning Bylaw 2008-250:

Exception 2343

I Exception Number	II Applicable Zone	Exception Provisions		
		IV Land Uses Prohibited	V Provisions	
2343 (By-law 2016-131)	MC[2343]	<ul style="list-style-type: none"> - apartment dwelling mid-high rise - broadcasting studio - cinema - courthouse - diplomatic mission - drive-through facility - emergency service - hospital - hotel - research and development centre - sports arena 	<ul style="list-style-type: none"> - minimum lot width: 30 metres. - minimum lot area: 3000 square metres. - minimum front yard setback: 3.0 metres. - minimum side yard setback: 3.0 metres. - minimum rear yard setback: 6.0 metres. - maximum building height: 13 metres or four storeys - minimum number of parking spaces for residential use is: 1.0 space per unit - maximum density 140 units per hectare - minimum front yard setback: 0 metres fronting Street 18 on approved Draft Plan dated October 9, 2009 - minimum building separation distance: 4.5 metres. - maximum of 12 units per stacked dwelling building - maximum permitted cumulative gross floor area of non-residential uses is 2787 m² which may be distributed among the following zones: MC[1642], MC[1646], R4A[1760] and MC[2343] 	

The R4A [1760] zone is a medium density residential zone which also permits a variety of commercial uses though exception 1760. The R4A zone is subject to the following provisions per Zoning Bylaw 2008-250:

Permitted Uses

		The following uses are permitted uses subject to:	
	(a)	the provisions of subsection 161 (2) to (15);	
	(b)	a maximum of three guest bedrooms in a bed and breakfast; and	
	(c)	a maximum of ten residents permitted in a group home.	
		apartment dwelling , low rise bed and breakfast , <i>see Part 5, Section 121</i> community garden , <i>see Part 3, Section 82</i> detached dwelling diplomatic mission , <i>see Part 3, Section 88</i> duplex dwelling , <i>see Part 5, Section 138</i> (By-law 2010-307) group home , <i>see Part 5, Section 125</i> home-based business , <i>see Part 5, Section 127</i> home-based daycare, <i>see Part 5, Section 129</i> linked-detached dwelling , <i>see Part 5, Section 138</i> (By-law 2010-307) park planned unit development , <i>see Part 5, Section 131</i> retirement home, converted <i>see Part 5, Section 122</i> retirement home rooming house , converted <i>see Part 5, Section 122</i> rooming house , secondary dwelling unit , <i>see Part 5, Section 133</i> semi-detached dwelling , <i>see Part 5, Section 138</i> (By-law 2010-307) stacked dwelling , <i>see Part 5, Section 138</i> (By-law 2010-307) three-unit dwelling townhouse dwelling , <i>see Part 5, Section 138</i> (By-law 2012-334) (By-law 2010-307) (By-law 2014-189)	

TABLE 162A – R4 SUBZONE PROVISIONS (OMB Order File N°: PL150797, issued July 25, 2016 - By-law 2015-228)

I Sub-Zone	II Prohibited Uses	III Principal Dwelling Types	IV Minimum Lot Width (m)	V Minimum Lot Area (m ²)	VI Maximum Building Height (m)	VII Minimum Front Yard Setback (m)	VIII Minimum Corner Side Yard Setback (m)	IX Minimum Rear Yard Setback (m)	X Minimum Interior Side Yard Setback (m)	XI End- notes (see Table 162B)
A	Retirement Home, Rooming house	Planned unit development	na	1,400	11 ^{18,20}	3	3	varies ¹	varies ¹	1,18
		Apartment dwelling, low rise ²	18	540	11 ^{18,20}	3	3	varies ³	varies ³	2,3,18
		Stacked ²	22	660	11 ^{18,20}	3	3	varies ³	varies ³	2, 3,18
		Three Unit	18	540	11 ^{18,20}	3	3	varies ⁴	varies ⁵	4,5,18
		Detached, Duplex, Linked- detached	15	450	11 ^{18,20}	3	3	varies ⁴	1.2	4,18
		Semi- detached	9	270	11 ^{18,20}	3	3	varies ⁴	1.2	4,18
		Townhouse	6	180	11 ^{18,20}	3	3	varies ⁴	1.2	4,18

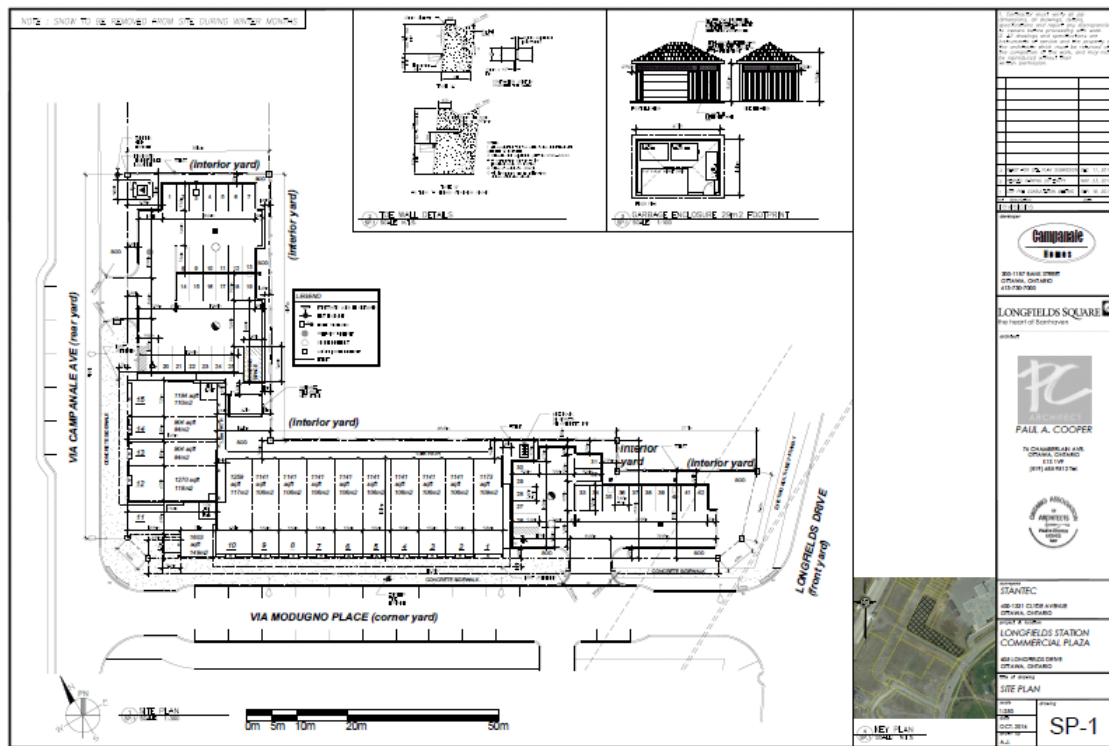
The 1760 exception referred to in this zone is subject to the following provisions from Zoning Bylaw 2008-250. Of particular relevance is the number of commercial uses permitted in this zone as well as the applicable parking standards for these commercial uses.

Exception 1760

I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
				<p>For apartment dwelling, low rise and stacked dwelling uses:</p> <ul style="list-style-type: none"> -minimum lot width: 30m -minimum lot area: 1600 m2 -minimum front yard setback: 0m -minimum rear yard setback: 5m -minimum side yard setback: 3.0m -maximum density: 100 units per hectare -minimum building separation distance: 4.5m -maximum building height: 13m or 4 storeys -maximum of 12 units per stacked dwelling building -maximum permitted cumulative gross floor area of non-residential uses is 2787 m2 which may be distributed among the following zones: MC[1642], MC[1646], R4A[1760] and MC[2343] - Despite the property being located in Area C on Schedule 1A the minimum parking rates for non-residential uses in Area B of Table 101 apply. -Notwithstanding the previous provision the following non-residential uses have the following minimum parking rates, where permitted: <p>Instructional Facility: 1.7 parking spaces per 100 square metres of gross floor area;</p> <p>Office: 1.2 parking spaces per 100 square metres of gross floor area;</p> <p>Medical Facility: 2.6 parking spaces per 100 square metres of gross floor area;</p> <p>Personal Service Business: 1.7 parking spaces per 100 square metres of gross floor area;</p>
		<ul style="list-style-type: none"> -artist studio -bank -day care -instructional facility -medical facility -office -personal service business -service and repair shop 		

The proposal calls for the construction of a 1,619 square meter commercial building intended to accommodate 15 units to be marketed as commercial condominiums. See proposed site plan on Figure 5 revision 3 dated December 11, 2017.

Figure 5: Proposed Site Plan



According to the project's architect Paul Cooper, the primary inspiration for the building is two-fold; first, to provide a sense of destination, a meeting place that borrows from the transitway station vernacular and brings the experience of arrival/departure into the wider context of the Longfields Drive and the transitway station; and second, to create a human scaled connection to the street level. This was achieved by pulling back the building at the corner of via Modugno

forms the base of the building. As seen in the elevation presented in Figure 6, the window expression is ‘punched opening’, as opposed to the larger expanses of glass typical of modern designs. As felt from the street, the massing is broken down through the lower masonry wall, recesses at the storefronts and further recessing at the shop entry doors. Here, a fine line had to be walked between weakening the strength of the architectural moves (roof and masonry front wall) and providing a broken down, more human scaled mass.

Figure 6: Proposed via Modugno Place Elevation



The proposed Landscape Plan is also consistent with the Longfields Urban Design Guidelines through the proposed use of a black metal picket fence and plantings along the street edge and the proposed parking areas. In addition the landscape plan proposes to cover the existing chain link fence running along the school’s property adjacent to the site with a black Diamond lock privacy screen; this detail has been reviewed by the *Conseil des écoles catholiques du Centre-Est* who have indicated their support for the idea subject to entering into a maintenance and liability agreement with Campanale Homes.

5. Required Approvals and Rationale

The proposal will require the approval of a zoning bylaw amendment application and a site plan application.

Based on a review of the proposed site plan, the zoning conformance tables presented in Appendices A and B were utilised as a basis for determining the required zoning changes. To this end, the proposal calls for the following amendments to Zoning Bylaw 2008-250:

- **Recognize site specific zoning provisions** to ensure conformance with the proposed site plan; please note that additional zoning changes may be required following staff's review of the proposed site plan.

5.1 Rezone that part of the property zoned R4A to MC

This zoning change will permit additional commercial uses on the subject property in an area intended to accommodate a commercial node to serve both the existing and future residents of this area as well as the patrons using the nearby Longfields transitway station.

The original Planning Rationale Report for the overall Longfields subdivision prepared by Paquette Planning Associates Ltd. in June 2007 contemplated the following: 'the creation of a mixed use (commercial-residential) area between Longfields Drive and the future transit way to serve as a focal point in the new community'; to this end, the implementing zoning bylaw included an allowance for up to 2,787 square meters of commercial space on those parcels zoned CM [1642], CM [1646], CM [2343] and R4A [1760].

When the original zoning bylaw was prepared, as amended in 2010, the R4A [1760] parcel was zoned to permit a limited range of commercial uses for the following reasons:

- the appetite for commercial space had yet to be tested in this area and the uses assigned to the R4 [1760] portion of the subject property appeared sufficient given this anticipated need;
- the commercial uses assigned to the R4[1760] portion of the subject property appeared well suited for integration into the residential building form (i.e. stacked town housing) which was contemplated for this property at the time.

The current proposal to rezone the entire property MC, which would allow a greater range of commercial uses, is supported by the following observations:

- The market demand for commercial space at this location has exceeded original expectations and as such the owner seeks to accommodate a wider variety of uses to satisfy this demand at this location;
- The proposed commercial space being 1619 sq. meters when combined with the existing 981 sq. meters commercial space in the Station building adds up to 2700 sq. meters which is less than what is permitted.

During our pre consultation meeting with staff on June 22, 2017, Ottawa Planning staff asked that the Planning Rationale Report address the impact the proposal would have on the residential yield expectations for this area. To this end, the original Campanale concept plan which was the basis for the approved plan of subdivision 4M-1463 was reviewed. As shown in Figure 7, the said concept plan contemplated 60 residential units for Block 13 (shown as part of Block 319 on concept plan) and a total of 653 units proposed for the entirety of the area subject to the said concept plan. The loss of residential units on Block 13 however is somewhat offset by an increase in residential units recently approved for Block 7 (shown as Block 322 and 323 on the concept plan); specifically Block 7 is now intended to accommodate 64 units whereas it was originally planned to accommodate only 30 units. Based on the above, the loss of residential development of Block 13 when compared to the gain of residential development on Block 7 will result in a net loss of 26 units which represents less than then 4 % of the residential yield of 653 units contemplated in the said concept; such a loss is viewed as insignificant especially when weighed against the following two additional observations:

- 1) The loss of 26 residential units may be offset by additional residential units in the future as approximately only 50% of Campanale's lands have yet to be developed; and
- 2) that original concept plan (per Figure 7) only contemplated 1800 square meters of commercial development on the Campanale property (given the unknown market demand for such space) whereas the Zoning Bylaw currently permits 2787 sq. meters of commercial development on the Campanale lands. Block 13 is proposed to accommodate additional commercial development as contemplated in the Zoning Bylaw thus displacing some of the residential development contemplated in the original concept plan.

Figure 7: Original Campanale Concept Plan and Chart



BLOCK #	ZONING	GOVERNING RESTRICTIONS	AREA / m ²	PERMITTED # OF UNITS	PROPOSED # OF UNITS
314	R4A (1640)	4 Storeys max 85Units p/ha max	5692	48	20 TOWNHOUSES
315	MC (1642)	8 Storeys max max non residential 464.5m ²	2450	148	114 435m ² non residential Underground Parking
317	MC (1642)	8 Storeys max max non residential 464.5m ²	2453	148	114 435m ² non residential Underground Parking
318, 321,	R3G (1639)	55% coverage max 6 Units p/Bldg max	3535	17	50 units Underground Parking

5.2 Allow the commercial parking standards permitted within exception 1646 to apply to the entire property.

Alternative parking standards, intended to apply to all of the permitted commercial space contemplated for this area, were approved by Council on October 14, 2015. These alternative standards are listed as follows:

Instructional Facility: 1.7 parking spaces per 100 square metres of gross floor area;
Office: 1.2 parking spaces per 100 square metres of gross floor area;
Medical Facility: 2.6 parking spaces per 100 square metres of gross floor area;
Personal Service Business: 1.7 parking spaces per 100 square metres of gross floor area;
Restaurant: 2.1 parking spaces for the first 50 square metres of gross floor area plus 5 parking spaces per 100 square metres of gross floor area over 50 square metres of gross floor area;
Retail Store: 1.7 spaces per 100 square metres of gross floor area.

The above noted alternative parking standards applicable to the uses permitted in the R4A zone are recognized in exception 1760 whereas none of these alternative parking standards were incorporated within the MC (2343) zone. The staff report in connection with the City initiated amendment which created zone MC [2343] does not speak as to why the alternative commercial parking standards of the adjacent commercial zones were not included in zone MC [2343]. The author of this report assumes this was an oversight as it was the intent to apply these alternative standards to all the commercial space permitted.

Therefore the proposal calls for the use of these alternative standards on the entire subject property which is consistent with the intent of the zoning amendment approved on October 14, 2015.

5.3 Recognize specific yard locations and applicable setbacks

Given the irregular configuration and multiple street frontages of the subject property, it is requested that the amending zoning bylaw recognize specific yard locations and setbacks so as to avoid any confusion during zoning review prior to the issuance of a building permit. These yard locations were confirmed for use by City planning staff in an email received from Mary Ellen Wood on October 26, 2017.

To this end the following yard locations and setbacks are requested:

Section 65: The provision of this section, which currently limits canopies and awnings to ‘no closer than 0.6 m to a lot line’, will need to be deleted as the canopy is proposed to encroach into the road allowance.

Section 110: The provision of this section which requires a 1.5 meter minimum ‘landscape buffer of a parking lot not abutting street (m)’ will need to be amended as some portions of this buffer are proposed to be 1 meter in two locations as shown on the site plan.

Section 110: The provision of this section which requires a 3 meter minimum ‘landscape buffer of a parking lot abutting street (m)’ will need to be amended as the block depth is insufficient to meet this requirement; to this end, the proposal calls for a 2 meter buffer instead. Please note that the reduction in buffer width along via Modugno Place will have a negligible impact given the oversized boulevards planned for this street.

Section 110: The provision of this section which states that ‘all outdoor loading and refuse collection areas contained within a parking lot must be located at least 3 m from any Lot Line’ will need to be amended as the proposed refuse collection area is proposed to be located 1.5 meters from the lot line. To mitigate any impact on the neighbouring property, the refuse area will be completely enclosed and will only be accessible from the side furthest away from the said neighbouring property.

Section 113: This section does not permit the location of a loading space within a required yard abutting a residential zone. The abutting school property is dual zoned I1A/R3Z and the subject property is proposed to be subject to a 3 meter side yard setback adjacent to this residentially zoned property; in turn, the loading space is proposed to be 1.1 meters from this property and thus the required amendment.

Section 191: This section requires a ‘Minimum Building height (m) within 400 meters of a rapid transit station’ of 6.7 meters whereas the proposed building is intended to be 5.7 meters. The proposed building will however have a clock tower which will be 13.4 meters in height which may require an exception given that the maximum height is 13 meters.

5.5 Conforms to the City of Ottawa Official Plan

- *Policy 4.2 (Adjacent to Land-Use Designations)*

Comment: The subject property is not adjacent to any significant land use feature identified in this policy;

- *Policy 4.3 (Walking, Cycling, Transit, Road and Parking Lots):*

Comment: The subject property is well served by all identified transportation considerations identified in this policy. The subject property is within walking distance to the new Longfields Transit way station, is near cycling facilities along the transit way corridor and is served by adjacent double sidewalk streets.

Policy 4.4 (Water and Wastewater Servicing):

Comment: The subject property is planned to be connected to municipal water and wastewater facilities. The proposed services are understood to be adequate in order to accommodate the proposed development.

- *Policy 4.5 (Housing):*

Comment: Not applicable

- *Policy 4.6 (Cultural Heritage Resources),*

Comment: Not applicable

- *Policy 4.7 (Environmental Protection),*

Comment: Not applicable

- *Policy 4.8 (Protection of Health and Safety):*

Comment: A noise study addressing all relevant sources of noise has been submitted with this application.

- *Policy 4.9 (Energy Conservation Through Design)*

• *Policy 4.11 (Urban Design and Compatibility)*

1. *When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Subject to Amendment #113, November 14, 2012]*

Comment: The proposed development of this site is subject to the Longfields Urban Design Guidelines prepared by Paquette Planning Associates Ltd. and dated October 9, 2009. The guidelines, in turn, include a number of urban design and architectural measures to be incorporated in the development of the subject property. Section 4 of this report explains how the proposal satisfies these guidelines.

2. In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]

- a. Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;

Comment: According to the Transportation Impact Assessment Report submitted in support of these applications, the proposed development is recommended from a transportation perspective.

- b. Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on

including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal calls for vehicular and bicycle parking in full compliance with proposed zoning requirements as discussed in this report.

- d. Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;

Comment: The proposed development is not required to provide amenity space according Zoning By-law 2008-250.

- e. Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible;

Comment: A loading area is proposed to be located on the north side of the building; the building configuration and proposed landscaping will screen the view of this loading area from the abutting streets.

- f. Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;

Comment: On site lighting will be designed to not spillover onto adjacent properties.

- g. Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.

- i. Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;

Comment: The scale of the proposal is not anticipated to create any adverse microclimate.

- j. Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area. [Amendment #28, July 13, 2005] [OMB decision #2649, September 21, 2006]

Comment: The proposal represents a use that will contribute to the service and amenity needs of this existing and future neighbourhood.

- 3. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context. [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal is viewed as being in keeping with the applicable objectives and principles of this policy.

- 4. Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is no established building fabric along the street, new buildings will occupy gaps in the streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.[Amendment #76, OMB File #PL100206, August 18, 2011]

6. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: A courtyard is proposed at the corner of via Modugno Place and via Campanale Avenue.

7. The following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:

- a. Low-Rise – a one to four storey building;
- b. Medium-Rise – a five to nine storey building;
- c. High-Rise – a building 10 storeys or more.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged

8. High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met:

- a. Central Area;
- b. Mixed-use Centres and Town Centres;
- c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and
- d. Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.

- b. Within 600 metres of a rapid transit station as identified on Schedule D, or;
- c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
- e. Within areas where a built form transition as described in policy 12 below is appropriate.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

10. Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 9 above. [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

11. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;

Comment: Not applicable

12. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

13. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction

proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

6. Conclusion

- 6.1** The proposed development is consistent with the General Urban Area policies of the Official Plan.
- 6.2** The proposed zoning changes are reasonable given the planning history of this area as contemplated when the draft plan of subdivision was prepared and approved.
- 6.3** The proposed development is in keeping with the block configuration and street pattern envisaged in subdivision plan 4M 1463.
- 6.4** The proposal is in compliance with the Longfields Urban Design Guidelines dated October 9, 2009.

Appendix A: Zoning Compliance Chart

Appi

Block 13
Assumini
...and zo
sections

assumes
Front ya
Corner s
Rear yar
Interior

Section :
Minimum
Minimum
Maximum
Minimum
Minimum
Minimum
Minimum
Minimum
Minimum
Maximum
Minimum

Sections
Minimum
...Instruc
...office
...medica
...person
...restaur
...retail
Maximum

Section :
Parking sf
Parking s
Minimum

Section :
Drivewa
Drivewa

Section :
In the M
...in a rec
...in a re
...in the €

Section :
Minimum
Minimum
...if fewe
Minimum
(3) all ou
.....(a) Lo
...(b) Loc
...(c) Scr

Section :

art

ated Dec 11 2017 for 1619 sq. meters of commercial space
46

October 26 2017. Zoning should state as such.

ential block.

	Requirement	Proposed
	30 3000	17.21 4157
	13	5.93
ation	6.7	5.93
	0	42
	no minimum	0
	3	3.64
	6	0
	4.5	Not applicable as only one bld'g
	2787	2700 (see note A)
	no minimum	Not applicable

ception 1646	1.7 1.2 2.6 1.7	1.7 1.2 2.6 1.7
	2.1 for first 50 sq. m then 5per 100 sq. m.	2.1 for first 50 sq. m then 5per 100 sq. m.
ption 1760	1.7 4	1.7 2.71

0% spaces for parking lots with more than 20 spaces

2.4	no spaces of this width proposed
2.6 min 2.75 max	2.6
5.2	5.2

3	Not applic. As no one way aisle proposed
6.7	7

as stated	complies (see note B)
as stated	complies (see note B)
as stated	Not applicable

butting street (m)	15% of parking lot area	37%
ting street (m)	1.5	1
n a parking lot must be	3	2
	9	9 plus
ight of 2 m	3	1.5
	as stated	screen provided

TABLE 1:

bank, co
library; n
medical
all other

t; retail food store; retail store
; or repair shop

1 per 250 sq. m. gfa
1 per 500 sq. m. gfa
1 per 1000 sq. m. gfa
1 per 1500 sq. m. gfa
not applicable

Section :

Minimum
... for 10i
Minimum
Minimum
Minimum
Minimum
...Paralle
...Other

L3A [c]
ouble traffic lane
le of Loading Space:standard size at 60 to 90 degrees

1
6
9
3.5
9
7
4.2

Not applicable

Not applicable

Not applicable

Permitte
...Permitte

ard, or in a required yard abutting a residential zone

3 m to school site which is zoned I1A/R3Z

1.13

Section :

Minimum
Minimum
Minimum
...Abuttii
...Not at
Minimum
Maximum

d for principal bid'g)
ot Line abutting a street

Not applicable given location of accessory bid'g
15 m plus

1.5

Not applicable

2.24

3.9

Not applicable

.6 m to school site which is zoned I1A/R3Z

0

0

no restriction

Appendix B: Parking and Bicycle Parking Requirements

Appl

Bycycle ParkingRequirements

Block
Base

Site Pan rev 3 dated Dec 11 2017
By-law 2008-250 as amended by Exception 1646

unit r

id use	applicable use per Table 101 (2008-250)	parking standard per Bylaw 2008-250	parking required
restaurant	take-out restaurant	5 per 100 m2 gfa	5.45
service business	personal service business	1.7 per 100 m2 gfa	1.802
service business	personal service business	1.7 per 100 m2 gfa	1.802
service business	personal service business	1.7 per 100 m2 gfa	1.802
service business	personal service business	1.7 per 100 m2 gfa	1.802
service business	personal service business	1.7 per 100 m2 gfa	1.802
service business	personal service business	1.7 per 100 m2 gfa	1.802
service business	personal service business	1.7 per 100 m2 gfa	1.802
office	medical facility	2.6 per 100 m2 gfa	2.756
office	medical facility	2.6 per 100 m2 gfa	2.756
service business	personal service business	1.7 per 100 m2 gfa	1.989
nt	restaurant	2.1 for first 50 m2 gfa	2.1
nt	restaurant	5 per 100 m2 gfa over 50 m2	4.95
service business	personal service business	1.7 per 100 m2 gfa	2.006
service business	personal service business	1.7 per 100 m2 gfa	1.428
service business	personal service business	1.7 per 100 m2 gfa	1.428
service business	personal service business	1.7 per 100 m2 gfa	1.87
Total			37.545
Provi			44
Balan			-6.455

Block
aggre

Based on Table 111A Part 4 Zoning By-Law

	parking standard	spaces required
tore, bank, retail food store	1 per 250 m2 gfa	1
business, service shop, shopping centre	1 per 500 m2 gfa	2
medical facility, technology industry	1 per 1000 m2 gfa	1
Total		4

area

Appendix C: Letter from Conseil des écoles catholiques du Centre-Est

Le 11 avril 2016

Carol Ruddy, MCIP, RPP
Service de l'urbanisme et gestion de la croissance
Ville d'Ottawa
110, ave Laurier Ouest, 4^e étage
Ottawa, ON K1P 1J1

Objet : Omnibus Amendments Q2 2016
En relation avec le dossier : D02-02-15-0057

Madame,

Nous avons remarqué que les préoccupations du CECCE en ce qui a trait au changement de zonage d'une partie du 605, promenade Longfields, soit un terrain adjacent à l'école élémentaire Pierre-Elliott-Trudeau, ont été mentionnées dans votre rapport au Comité de l'urbanisme et au Comité de l'agriculture et des affaires rurales. Cependant, nous constatons que l'opinion du personnel administratif de la municipalité d'Ottawa indique que les usages non résidentiels planifiés pour ce terrain auront des impacts limités sur l'école, car la devanture ne sera pas visible de la propriété scolaire.

En planification d'installations scolaires, nous savons par expérience que les parents des élèves ainsi que les enseignants et administrateurs des écoles perçoivent très négativement qu'un bar ou une boîte de nuit soient situés à proximité d'une école (dans ce présent cas, immédiatement à côté de l'école). À un degré moindre, une structure inesthétique telle qu'un garage de stationnement ne cadre généralement pas dans l'environnement immédiat d'une école.

Conséquemment, le CECCE désire donc réitérer à nouveau son opposition aux usages ci-dessous.

- un bar ;
- une boîte de nuit ;