



**1117 Longfields Drive &
1034 McGarry Terrace**

Planning Rationale

March 21, 2019

Prepared for:

1897365 Ontario Inc.
(St. Joseph Developments)

Prepared by:

Stantec Consulting Ltd.



Table of Contents

1.0	INTRODUCTION.....	1.1
1.1	PROPOSED DEVELOPMENT AND BACKGROUND.....	1.1
	Proposed Secondary Plan Amendment.....	1.2
	Proposed Zoning By-law Amendment	1.3
2.0	SITE AND CONTEXTUAL ANALYSIS.....	2.4
3.0	POLICY AND REGULATORY FRAMEWORK.....	3.6
3.1	PROVINCIAL POLICY STATEMENT	3.6
	Building Strong Healthy Communities	3.6
	Wise Use and Management of Resources.....	3.8
	Protecting Public Health and Safety	3.8
3.2	OFFICIAL PLAN.....	3.8
	Managing Intensification Within the Urban Area	3.9
	Transportation	3.9
3.3	SOUTH NEPEAN SECONDARY PLAN (AREA 7).....	3.10
	South Nepean Town Centre Community Design Plan	3.12
3.4	ZONING BY-LAW 2008-250.....	3.12
4.0	CONCLUSION	4.14

LIST OF FIGURES

Figure 1:	Site Plan showing footprint of proposed building in orange (OPA Inc.).....	1.2
Figure 2:	South Elevation of development with location of additional floor in green.	1.3
Figure 3:	Subject site and surrounding uses.....	2.4
Figure 4:	Walking distances from Marketplace BRT Station to the site, and Phase 1 of the development.	2.5
Figure 5 (left):	Extract from Official Plan Schedule B. The site is designated Town Centre.	3.8
Figure 6 (right):	Extract from Official Plan Schedule B. The site is within a short walking distance of several rapid transit stations.....	3.8
Figure 7:	Walking distances from Marketplace BRT Station to the site, and Phase 1 of the development.	4.14

LIST OF APPENDICES

APPENDIX A: PROPOSED AMENDMENT TO THE SOUTH NEPEAN SECONDARY PLAN (AREA 7)
APPENDIX B: PROPOSED AMENDMENT TO URBAN EXCEPTION 2141



1.0 INTRODUCTION

Stantec has prepared this rationale on behalf of our client 1897365 Ontario Inc. (Saint Joseph Developments) in support of concurrent Official Plan and Zoning By-law Amendment applications for its property at 117 Longfields Drive and 1034 McGarry Terrace.

Our client is seeking to amend the South Nepean Secondary Plan to permit the construction of a ground-floor mezzanine within the first Phase of a mixed use development as part of a Site Plan Control application currently under review (City File No.: D07-12-18-0014). The mezzanine will be wholly contained within the building envelope and is consistent with the maximum permitted building height of 57m. A mezzanine is considered a separate floor and, as such, an amendment to the secondary plan is required to permit a building of up to 17 storeys, as opposed to the currently-permitted 16 storeys.

Our client is also seeking to amend the Zoning By-law to adjust the minimum parking requirement for an 'apartment dwelling' from 1.0 space per unit to 0.5 spaces per unit. The amendment will permit an 'apartment dwelling' in the mixed use building to have 0.5 spaces each, identical to the minimum parking rate were the building only residential. Required minimum parking rates for commercial uses are not being amended and will be provided in line with suburban area parking requirements.

The provision of abundant parking is linked to increased per person vehicle-kilometres travelled and higher rates of single-occupancy vehicle use; this results in greater strain on transportation infrastructure, increased congestion, production of pollutants such as fine particulate and greenhouse gasses, and entrenchment of auto-oriented land use patterns and built forms.

Promoting higher densities in mixed use, walkable environments with access to high-quality transit reduces the need to drive to perform many day-to-day activities and errands. Limiting parking in these areas improves affordability (by reducing overall construction costs), limits vehicle traffic and congestion (by reducing induced demand of abundant parking) and facilitates use of other forms of transportation such as walking, cycling and transit.

1.1 PROPOSED DEVELOPMENT AND BACKGROUND

In 2013 our client submitted concurrent Official Plan and Zoning By-law Amendments for the property (City File No.: D01-01-13-0017 & D02-02-13-0109). The amendments changed the property's designation in the Nepean South Secondary Plan, and South Nepean Town Centre CDP, to 'High Rise Mixed-Use', and rezoned the property from Development Reserve (DR) to Mixed Use Centre (MC[2141]-h) with a holding zone. These amendments were adopted by Council in July 2014.

In January 2018 we submitted a Site Plan Control application for the first phase of development (City File No.: D07-12-18-0014). The proposal was 16 storeys in height and included two residential towers over a mixed use podium. The proposal has proceeded through the Site Plan approvals process since that time, with some revisions and refinements based on input from City staff and the City's Urban Design Review



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Introduction
March 21, 2019

completed on the proposed high-rise building. As the design was refined and detailed topographic information was reviewed, it was determined that the second floor of the east tower and podium should be extended under the west tower to provide additional floor area for residential uses. Figure 2 below shows the proposed development's south elevation with floors marked in purple; the additional floor under the west tower is shown in green.

The additional floor will not result in a change to the amount of area proposed for ground-floor commercial.

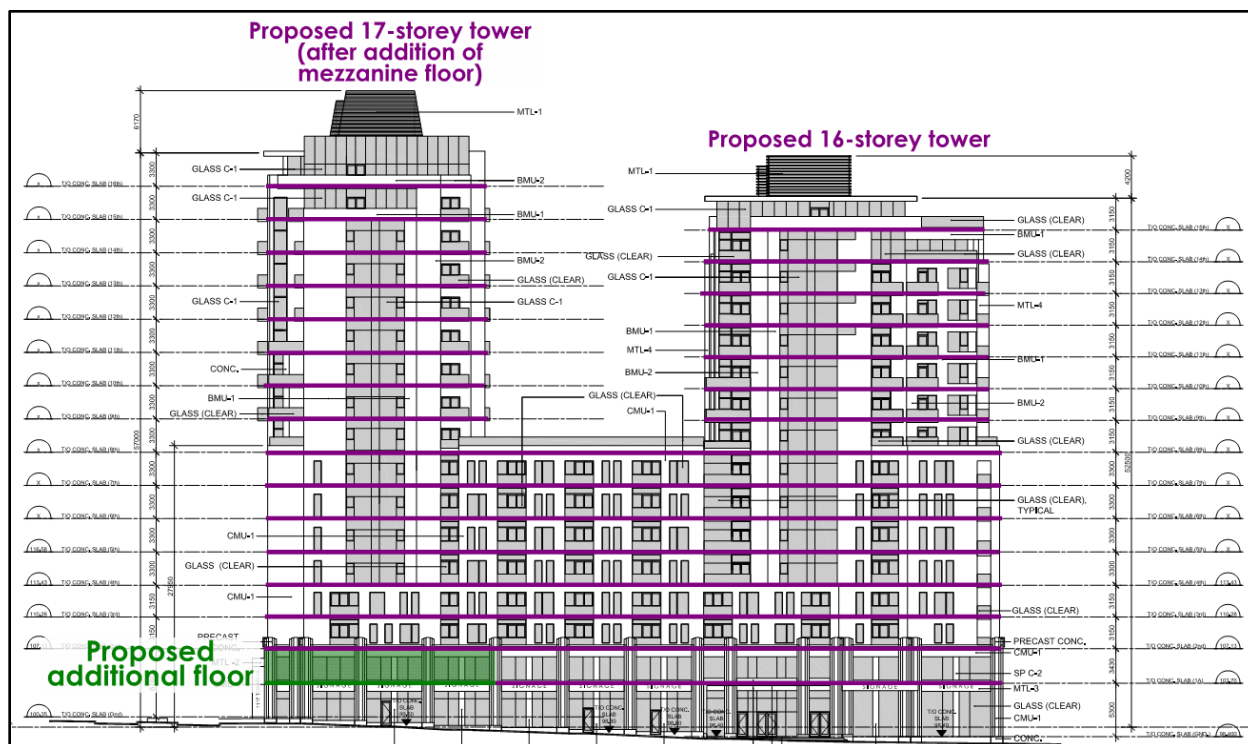


Figure 2: South Elevation of development with location of additional floor in green.

Proposed Zoning By-law Amendment

Comprehensive Zoning By-law 2008-250 states that residential-only buildings with an 'active entrance' within 600m of a rapid transit station are required to provide a minimum of 0.5 spaces per dwelling unit, whereas mixed use buildings are required to provide a minimum of 0.5 spaces per dwelling unit if within 400m of a rapid transit station. The closest active entrance on this phase of the Site Plan is 450m from Marketplace Station.

At the request of City staff, space for commercial uses was included on the ground floor of the building; however, the closest 'active entrance' of the proposed development is 450m from the centre of Marketplace BRT Station. As a result of the addition of commercial uses, minimum parking requirements for 'apartment dwellings' increase from 0.5 to 1.0 spaces per dwelling unit.



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Site and Contextual Analysis
March 21, 2019

The increased residential parking requirement is in addition to required parking for the commercial uses, which is being provided at suburban rates required by the Zoning By-law. It is important to note that this building is part of a phased development and located on the portion of the site farthest from Marketplace Station. If phasing had been reversed- with initial development occurring at the corner of Marketplace Avenue and the extension of McGarry Terrace- the entire site could be developed as with 0.5 spaces per dwelling unit as the closest active entrance of the second development phase will be less than 400m from Marketplace Station.

The Zoning By-law Amendment is proposed to correct a technical shortcoming of the Zoning By-law impacting the development due only to our client's proposed phasing.

2.0 SITE AND CONTEXTUAL ANALYSIS

The site is located in the Barrhaven (South Nepean) Town Centre at the northwest corner of Longfields Drive and Marketplace Avenue (Figure 3). The site has been assigned two municipal addresses: 1117 Longfields Avenue (PIN: 047322607) and 1034 McGarry Terrace (PIN: 047320003). As part of the Building Code Services review, the site has been assigned the municipal address 150 Marketplace Avenue.



Figure 3: Subject site and surrounding uses.



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Site and Contextual Analysis

March 21, 2019

The site is approximately rectangular with 43m of frontage on Longfields Drive to the east, 143m along Marketplace Avenue to the south, and 18m along the end of McGarry Terrace to the north. The site is both a corner and through lot, and has an area of 9,538m². The site was previously occupied by a dwelling and two outbuildings, all of which have been demolished. The property slopes downward towards Longfields.

The site is surrounded by the following uses:

North: An existing three-storey retirement residence is located at 111 Longfields Drive. A recently-approved 18-storey residential high-rise building with 228 units is located at 1024 McGarry Terrace, with construction beginning shortly.

East: École secondaire catholique Pierre-Savard is located on the opposite side of Longfields Drive. A planned unit development of four-storey stacked townhomes is located southeast of the site.

South: Two mixed use mid-rise buildings- eight and nine-storeys respectively, are under construction on the south side of Marketplace Avenue. When complete the development will include 298 dwellings and commercial frontages facing Marketplace Avenue.

West: Chapman Mills Marketplace is a large-format retail complex west of the site at the core of Barrhaven's Town Centre. There are limited retail uses fronting directly onto Marketplace Avenue west of the site with additional infill proposed. Marketplace Station is located 350m west from the closest corner of the property.



Figure 4: Walking distances from Marketplace BRT Station to the site, and Phase 1 of the development.



3.0 POLICY AND REGULATORY FRAMEWORK

Review of the policy and regulatory framework will be constrained to the revisions proposed through the Official Plan and Zoning Amendments. Matters relating to the appropriateness of the development have been addressed sufficiently in the Planning Rationale prepared by Stantec for the Site Plan Control application (dated July 24, 2018).

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.

Building Strong Healthy Communities

Section 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long term;*
- b) *accommodating an appropriate range and mix of residential (including second units, 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;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The addition of one storey to the proposed building will support efficient development and use of the land within the established urban boundary and in an area specifically designated for more intensive land use due to its proximity to a range of complementary uses and transit facilities. The additional floor area within the building’s envelope will minimize land consumption and servicing costs, and more efficiently use energy and resources than lower density forms of residential development.

The reduction in residential parking rates will reduce the need to provide below-grade structured parking; in combination with the site’s proximity to open space, commercial, education, employment and rapid



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Policy and Regulatory Framework
March 21, 2019

transit, this limits private vehicle use and facilitates increased use of transit, cycling, and walking. Alternative forms of transit produce fewer greenhouse gas and pollutants per person-kilometre travelled than private vehicles.

Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and land uses that efficiently use land and resources, efficiently use infrastructure and public service facilities, support active transportation, and are transit-supportive.

Policy 1.1.3.3 further states that opportunities for intensification and redevelopment shall be promoted where it can be accommodated based on matters such as suitable existing or planned infrastructure or public service facilities.

The inclusion of an additional floor and reduction in the amount of parking provided will more efficiently use the existing property and will support continued use and improvement of the City's transit network. The property is located within a short walk of commercial, institutional and employment uses, and can be supported by the surrounding transportation, water, sanitary, and stormwater infrastructure.

Section 1.4 - Housing states that a range and mix of housing types and densities to meet the social, health and well-being requirements of all current and future residents shall be provided.

The additional floor will provide space for additional apartment dwelling units in a community characterized by lower density forms of housing. Increasing the variety of housing types will accommodate residents from a range of demographics and economic means.

Policies 1.6.7.2 and 1.6.7.3 state that efficient use will be made of existing and planned infrastructure and a land use patterns and mix of uses should be promoted that minimizes the length and number of vehicle trips and promotes transit and active transportation use.

The site is uniquely located to take advantage of amenities, commercial, institutional, and employment uses all within walking or cycling distance. The site is also a short walk from Marketplace Station, part of the City's rapid transit network.

Policy 1.8.1 states that energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation should be supported through measures such as compact form, use of active transportation and transit, and mixing employment and housing uses to reduce commute distances.

Barrhaven (South Nepean) Town Centre is a mixed use district with several higher density mixed use and residential buildings being constructed in the immediate area, and ongoing commercial infill and intensification west of the site. This growing concentration of commercial and residential uses in proximity to commercial, institutional and employment uses continues to bolster the district's identity as a vibrant, compact mixed use area with access to transit, employment and a variety of housing types and forms. Higher density mixed use areas with access to transit and walkable environments generally consume less energy and produce fewer greenhouse gas emissions per capita than lower density areas with segregated land uses.



Wise Use and Management of Resources

Matters regarding the use and responsible management of natural and cultural resources have been appropriately addressed through the Site Plan Control process. The proposed Official Plan and Zoning By-law Amendments are consistent with Section 3.0 of the PPS.

Protecting Public Health and Safety

Matters regarding protection of public health from natural and human-made hazards have been appropriately addressed through the Site Plan Control process. The proposed Official Plan and Zoning By-law Amendments are consistent with Section 4.0 of the PPS.

3.2 OFFICIAL PLAN

The Official Plan provides a vision for the future growth of the City and direction in its physical development to the year 2036. The current Official Plan (OPA#180) was adopted by Council in January 2017 and is partially under appeal to the Local Planning Appeals Tribunal (formerly the Ontario Municipal Board).

The property is designated as Town Centre on Schedule B of the Official Plan (see Figure 5). Section 3.6.2 of the OP states that Mixed- Use and Town Centres occupy strategic locations on the Rapid-Transit network (Figure 6) and act as central nodes of activity within their surrounding communities and the city as a whole. The Official Plan states that these areas have the greatest potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

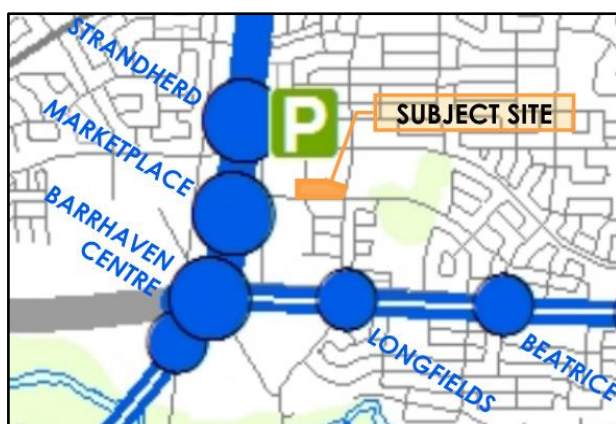
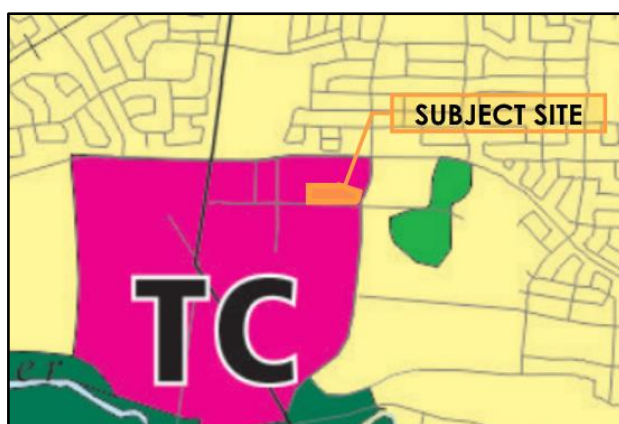


Figure 5 (left): Extract from Official Plan Schedule B. The site is designated Town Centre.

Figure 6 (right): Extract from Official Plan Schedule B. The site is within a short walking distance of several rapid transit stations.

Managing Intensification Within the Urban Area

Section 2.2.2 of the Official Plan discusses development within existing urban and suburban areas on vacant or underutilized lands. The proposed development is defined as residential intensification under Policy 1 of Section 2.2.2. Policy 4 states that areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B.

Policy 11 states that taller buildings should be located in areas that support the Rapid Transit and Transit Priority network, in areas with a mix of uses, and in areas that can accommodate large-scale intensification.

Policy 13 defines building height classes of low, mid, and high-rise and states that changes in building height will require an amendment to the Zoning By-law. Although an amendment is required to the secondary plan to permit an additional floor, there is no proposed change in the height of the building, since the additional floor will be located within the already-proposed building envelope. The building will remain classified as a 'high-rise' at 17 storeys.

Policy 18 states that the proponent of an Official Plan Amendment to increase building heights established in the OP or a secondary plan must demonstrate the impacts on the surrounding area, conformity with Policy 10 (noted above), and additional policies specific to high-rise buildings. Although the amendment to the secondary plan (part of the Official Plan) proposes an additional floor, there is no increase in the height of the building; since the height and envelope of the proposed building will not change as part of this amendment, there will be no impacts on the surrounding area (such as shadows, wind, or noise). The building will be located within a short walk of the City's rapid transit network and clustered with other high density tower developments currently under construction.

Policy 21 outlines measures the City will take to promote compact, mixed-use development in intensification target areas. Specifically, sub-policy d) states:

- (d) Establish maximum limits for the provision of on-site parking, consider waiving minimum parking requirements, maximize opportunities for on-street parking, and consider target designations as priorities for the creation of municipal parking structures;*

Transportation

Section 2.3.1 of the Official Plan discusses and states:

"The share of travel by sustainable modes—walking, cycling, transit and automobile passenger—is targeted to reach 50 per cent of the total trips in the city by 2031."

To reach this target the OP sets out a series of policies to promote higher density mixed use development in proximity to rapid transit infrastructure, encouraging reduction or complete removal of parking requirements in transit-supported intensification areas, and permitting short-term parking on streets. The intent of these policies is to reduce the amount of on-site parking developments are required to supply, to increase affordability and support alternative transportation modes.

- 32) The City will manage the supply of parking in areas with intensification requirements and other areas served by the Rapid Transit and Transit Priority Networks to achieve the following objectives:*



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Policy and Regulatory Framework
March 21, 2019

- a) *To produce short-term parking that supports the needs of local businesses, residents, institutions and tourism destinations;*
- b) *To limit the supply of long-term parking in a manner that balances transit ridership objectives with the needs of automobile users;*
- c) *To support intensification and minimize the amount of land devoted to parking through measures such as providing parking underground or in structures incorporating other uses and arrangements to share parking among land users;*
- d) *To continue to regulate both the minimum and maximum parking requirements for development within 800 metres walking distance of existing rapid transit stations and future rapid transit stations identified in an Environmental Assessment, or within 400 metres walking distance of the existing Transit Priority Network. Regulations may vary and respond to the requirements of specific sites and areas.*

Policy 35 further states:

35) *In intensification target areas, the City will:*

- a) *Establish maximum requirements for on-site parking and reduce or eliminate minimum requirements;*
- b) *Pursue on-street parking through such means as reducing the number, location and width of vehicle access routes and by combining access to parking and service areas from side streets or rear service lanes.*

The proposed reduction in the minimum parking rate is proposed for residential uses only (long-term parking); parking for ground floor commercial uses (short-term parking) will be provided at the required suburban parking rate. The proposed parking reduction is consistent with City policy.

3.3 SOUTH NEPEAN SECONDARY PLAN (AREA 7)

The South Nepean Secondary Plan was originally approved in 1997 to establish land use policies, residential densities, built form requirements, and urban design guidelines to determine the Town Centre's future development. Area 7 of the plan- encompassing the Town Centre, has remained the statutory planning document guiding development since that time after being re-adopted in the amalgamated City of Ottawa's Official Plan in 2003. '

The Secondary Plan begins with several goal statements and corresponding objectives for future development. Applicable to the proposed development, Official Plan, and Zoning Amendments are the following:

- *Goal 1: Development that reflects a dense, compact and transit-supportive built form.*
 - *Objective 2: To support the viability of transit by coordinating land use, transportation infrastructure and urban design in a mutually complementary manner;*
- *Goal 5: Provision of an efficient, multi-modal transportation network.*
 - *Objective 1: To incorporate rapid transit routes within a compact, urban built environment in order to increase public transit ridership and to reduce traffic congestion, energy costs and pollution.*



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Policy and Regulatory Framework
March 21, 2019

- *Goal 6: A logical progression of development from initial phases to a mature state reflecting the envisioned urban form.*
 - *Objective 4: To ensure that the establishment of the Town Centre as a transit focal point for South Nepean is maintained and protected.*

Reduction in parking fulfills all of these goals and objectives and is a logical progression in the development and evolution of the area into a compact, urban mixed-use and transit-supportive district.

In 2014, the Area 7 plan and policies were amended to change the subject site's designation to 'High Rise Mixed-Use'; text within Section '3.2- Policy Area – High Rise Mixed-Use' was also amended to state:

2. *The minimum building height is 6 storeys and the maximum building height is 12 storeys. For lands at 1117 Longfields Drive and 1034 McGarry Terrace, the maximum building height is 16 storeys.*

Since that time, an additional Official Plan Amendment (OPA# 2016) was approved for an adjacent parcel to permit an 18-storey residential building, adding the additional text: "For lands at 1012 and 1024 McGarry Terrace, the maximum building height is 18 storeys".

As discussed in Section 1.2 of this rationale, the amendment did not consider the additional mezzanine level under the west tower since only preliminary design work had been completed on the proposed high-rise building. As the design was refined and detailed topographic information was reviewed, it was determined that the second floor of the east tower and podium should be extended under the west tower to provide addition floor area for residential uses. This result in more efficient use of land and the proposed building envelope without increasing the proposed height of the building and will maintain higher ceiling for the ground-floor commercial uses (even with the additional floor, all commercial spaces will have ceiling clearances in excess of 4.2m).

The designation's policies encourage mixed commercial and residential development with ground-floor retail addressing the public rights-of-way. Single-use residential, office and retail space are also permitted in the designation.

The proposed development fulfills the intent of the designation by providing commercial-retail spaces with active frontages along Marketplace Avenue and Longfields Drive. The additional floor will not affect the proposed building height or envelope and will not affect other existing, or proposed, uses surrounding the site.

As part of a Planning Rationale in support of the Official Plan and Zoning Amendments in 2014, FoTenn provided a fulsome discussion of how the proposed development applied and implemented the Secondary Plan's policies and design guidelines. This was followed in 2017 by a Planning Rationale by Stantec as part of the Site Plan Control application and further details how the proposed development applies and implements the Secondary Plan's policies and design guidelines. The proposed adjustment to Section 3.2 of the Secondary Plan, to permit an additional floor within the currently proposed building envelop of a building under concurrent Site Plan Control review, is a minor and appropriate revision which achieves the overall goals and objectives of the Secondary Plan.



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Policy and Regulatory Framework
March 21, 2019

The South Nepean Secondary Plan (Area 7) states that all development must have regard for the urban design guidelines in Section 5.2 of the South Nepean Town Centre Community Design Plan, discussed in the following section.

South Nepean Town Centre Community Design Plan

The South Nepean Town Centre Community Design Plan (CDP) integrates the recommendations of the 2004 South Nepean Urban Design Strategy with several transportation infrastructure Environmental Assessments which had been completed since the Secondary Plan's creation in 1997. Although much of the CDP's language was integrated into the Secondary Plan, it also contains additional urban design guidelines and information. The CDP does not form part of the Official Plan, and no amendments to the CDP are warranted to permit the proposed development.

The Town Centre is planned to be a compact, urban, transit-supportive district within the broader South Nepean community. The highest densities are envisioned around a transit hub and along Greenbank Road north of Chapman Mills Drive.

Urban design guidelines for the Town Centre are outlined in Section 5.2 of the CDP. As discussed above, the proposed development's implementation of these guidelines has been thoroughly discussed as part of a previous Planning Rationale by Stantec as part of the Site Plan Control submission. The proposed additional floor and reduction in residential parking will not affect the building's proposed massing, envelope or location on the site. All proposed parking is below-grade and will be accessed from a ramp at the rear of the building.

Policies in Section 6.4 - Parking of the CDP are identical to those in Section 5.4 of the Secondary Plan discussed above.

The proposed development forwards the goals and objectives of the South Nepean Town Centre Secondary Plan and CDP and will be a positive addition to the Town Centre. The proposed amendment to the Secondary Plan to permit a building of up to 17 storeys at the site is a minor adjustment to the plan and will permit additional residential dwellings within a short walk of rapid transit and other day-to-day amenities. The proposed reduction in residential parking requirements through the Zoning By-law Amendment is also consistent with the goals and objectives of both plans and is an appropriate step in the evolution of the Town Centre into a compact, urban and transit-supportive district.

3.4 ZONING BY-LAW 2008-250

The property is zoned Mixed Use Centre- MC[2141]. The intent of the Mixed Use Centre zone is to ensure that areas designated Mixed Use Centre in the Official Plan accommodate a combination of transit-supportive uses- including commercial and medium to high-density residential uses, and permit these uses in a compact, pedestrian-oriented built form in mixed-use buildings. The proposed development conforms to all provisions of the MC parent zone and Urban Exception 2141.



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Policy and Regulatory Framework
March 21, 2019

Part 4 of the Zoning By-law provides vehicle parking, queuing and loading provisions. Part 4 determines minimum (and in some cases, maximum) parking rates for different land uses based on their proximity to transit facilities, existing urban context, and combination within a proposed development.

The subject site is located in 'Area C: Suburban' on Schedule 1A of the Zoning By-law; this requires land uses to provide greater amounts of parking than other areas of the city such as along mainstreets, inner urban communities and several more urban town centres accessed by rapid transit infrastructure.

However, Section 101(5) provides alternate, reduced parking rates for land uses within 300m of a rapid transit station on Schedule 2A (this including Marketplace Station). These reduced parking rates are also permitted if:

- A mixed-use building with an 'active entrance' located within 400m distance measured along public streets and paths, or:
- A residential building with an 'active entrance' located within 600m distance measured along public streets and paths.

As a result of this discrepancy in distances for residential versus mixed use buildings, the amount of required residential parking for the proposed development was doubled when the proponent agreed to provide ground-floor commercial uses at the recommendation of City staff.

As outlined in Section 1.3 of this Rationale, the closest 'active entrance' on Phase 1 of the proposed mixed use development is 450m from the centre of Marketplace Station as measured along public streets and paths (see Figure 7); this is a 50-metre difference- or less than a one minute walk.

This discrepancy creates a "double-standard" which penalizes mixed use development within a 5 to 10-minute walk (400 to 600m distance) from rapid transit stations by requiring them to carry the cost of providing twice as much parking for proposed residential units.

The proposed building is the first phase of a multi-phase development and is located on the east portion of the site farthest from Marketplace Station. If phasing had been reversed- with the initial development occurring on the west side of the property adjacent the extension of McGarry Terrace- the entire site could be developed with 0.5 spaces per dwelling unit since the closest active entrance of the second phase will be less than 400m from Marketplace Station.

The Zoning By-law Amendment is proposed to correct a technical shortcoming of the Zoning By-law impacting the development due only to our client's proposed phasing.



Conclusion
March 21, 2019

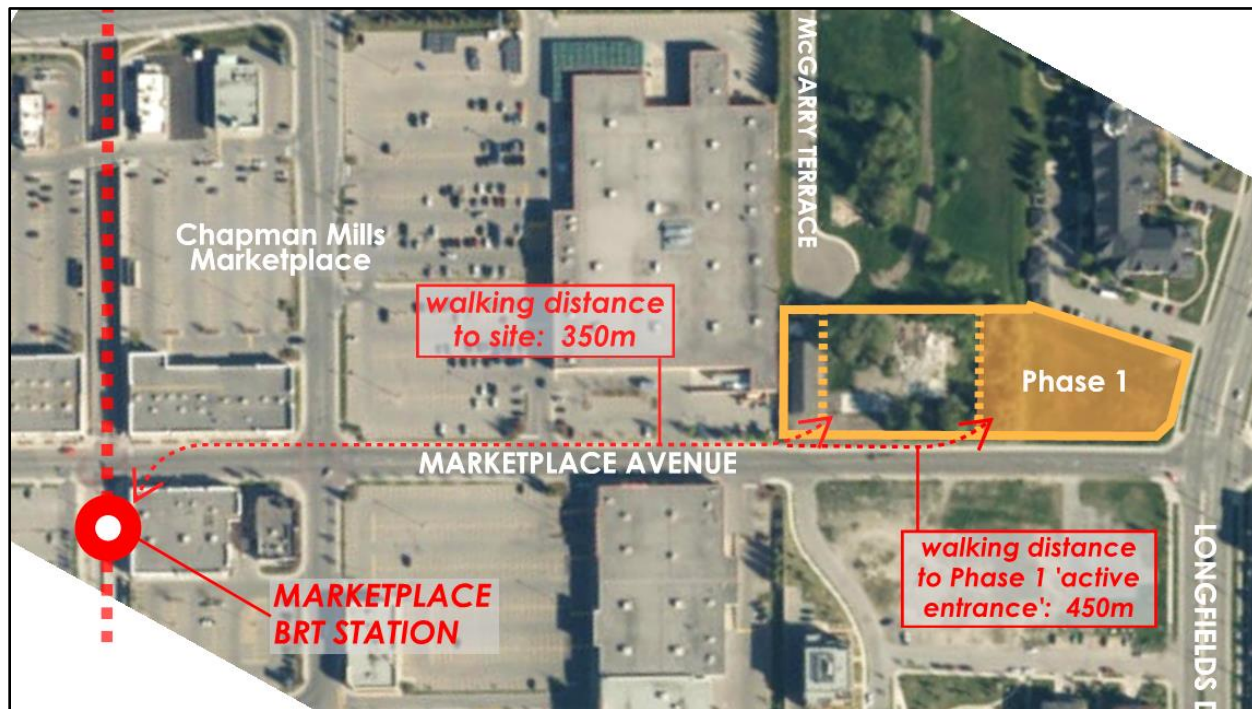


Figure 7: Walking distances from Marketplace BRT Station to the site, and Phase 1 of the development.

4.0 CONCLUSION

The amendments will facilitate the development of a mixed use high-rise building in an area designated for intensification and supported by rapid transit within walking distance of commercial, institutional and open space amenities. The proposed development will support the Town Centre's evolution into a compact, urban, transit-supportive district.

The proposed Official Plan Amendment and Zoning By-law Amendment are consistent with the Provincial Policy Statement, Official Plan, and Secondary Plan and are considered good planning.

Respectfully submitted,


Eric A. Bays MCIP, RPP
Intermediate Planner



APPENDIX B

Proposed Amendment to the South Nepean Secondary Plan (Area 7)

SOUTH NEPEAN SECONDARY PLAN (AREA 7)

3.2 POLICY AREA - HIGH RISE MIXED-USE

2. The minimum building height is 6 storeys and the maximum building height is 12 storeys. For lands at 1117 Longfields Drive and 1034 McGarry Terrace, the maximum building height is ~~16~~ 17 storeys. For lands at 1012 and 1024 McGarry Terrace, the maximum building height is 18 storeys.



APPENDIX B

Proposed Amendment to Urban Exception 2141



1117 LONGFIELDS DRIVE & 1034 MCGARRY TERRACE

Exception Number	Applicable Zones	Exception Provisions		
		Additional Land Uses Permitted	Land Uses Prohibited	Provisions
2141 (By-law 2018-252) (By-law 2014-228)	MC[2141]		<ul style="list-style-type: none"> • drive-through facility • nightclub • principal use parking garage • principal use parking lot • stacked dwelling • townhouse dwelling 	<ul style="list-style-type: none"> • maximum building height: 57m • minimum building height: 20m • only 50% of the building envelope must comply with the minimum building height • total cumulative gross floor area for all uses on the lot: 28,270 square metres • 50% of the ground floor of a building containing dwelling units must be occupied by non-residential uses • no more than 12 parking spaces may be provided at grade • Parking for residential uses will be calculated using the rates for Area X.

