

PLANNING RATIONALE
1164-1166 HIGH CROFT
DRIVE

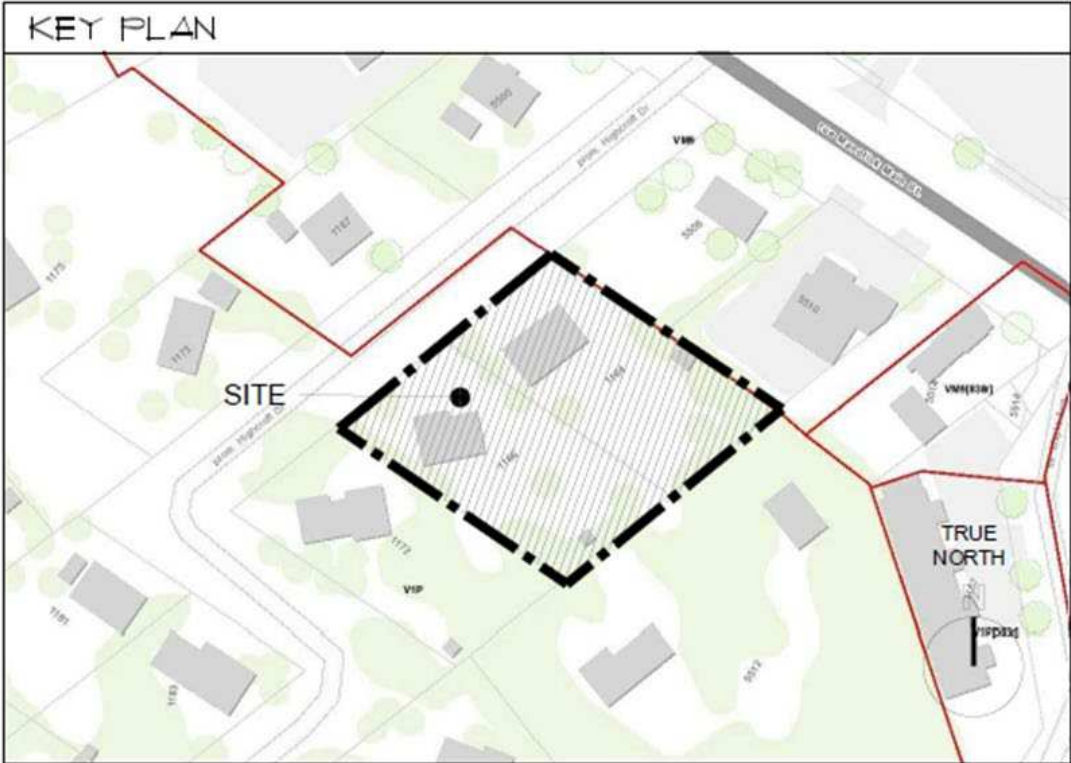




VIEW LOOKING EAST

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2. Context

The location and the typography of this project shaped the design initiative. The two properties are located on Highcroft Drive off Manotick Main Street.

The adjacent properties are a combination of single-family residences as well as light commercial (office) use. The introduction of an intensified single-family home development in this neighbourhood are appropriate forms and respects the residential nature of the community.



Facing 1164-1166 Highcroft Drive



Facing up Highcroft Drive (from Main Street)



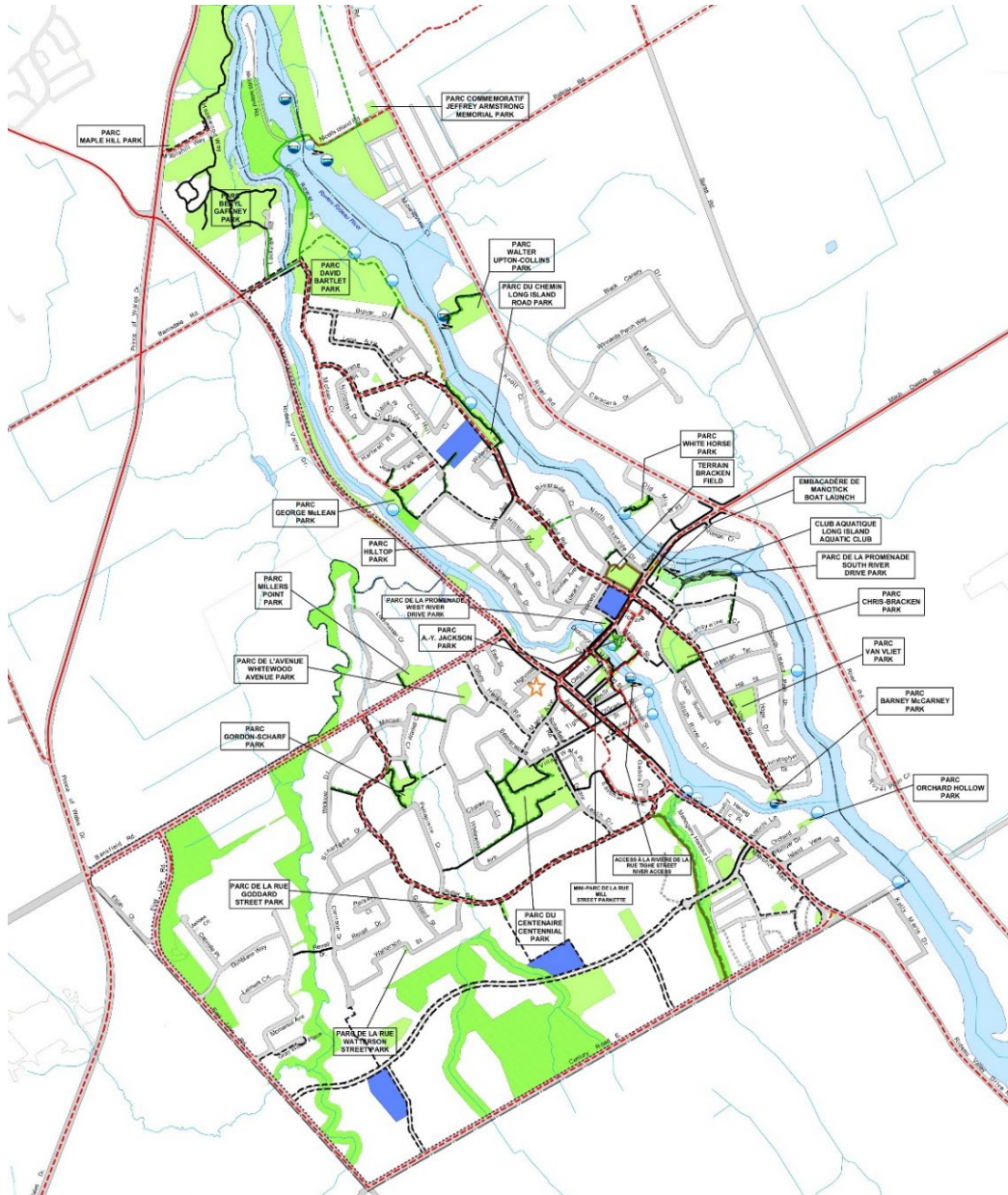
Facing down Highcroft Drive (towards Main Street)

The location is just steps away from the local transit service which takes you to Barrhaven and peak period connexions service which provides weekday peak period connection to the O train. The proposed development seeks to use the locational context to provide opportunity to move about the community on foot, by bike or using transit.

The figure below is the transit mapping into the Village of Manotick



The Village Secondary Plan connectivity schedule illustrates (with an orange star) the location of the proposed development as being literally in the heart of the Manotick community.



3. The Proposal

This rationale supports a development of 11 three storey single family freehold dwellings. Five of which will front onto Highcroft Drive with the remaining 6 units fronting on a private road.

The context and the typography of this project shaped the design initiative.

4. Design Strategy

The new residential development takes place in a designated growth area just outside the Village Core and occurs adjacent to an existing built-up area that has a mix of uses and densities. The introduction of 11 single family homes allows for the efficient use of land, infrastructure and public service facilities.

There are three distinct house designs ranging in gross floor area from 2400 sq. ft to 3000 sq. ft. distributed on three levels. Two of the house designs (8 dwellings) accommodate two car garages. All house designs have extended driveway lengths to accommodate visitor parking.

These freehold dwellings have individual landscaped rear yards accessed from walk out basements and/or above grade decks.

The current strategy for the exterior designs is to provide a variety of forms but incorporating common natural exterior materials such as stone, brick and wood.

We have introduced a landscape common community space.

The servicing and general maintenance of the common areas such as snow removal, garbage collection and community space will be contracted by the Board of Directors for the Common Element Corporation.

5. Adhering to Current Policies

The Official Plan and the Manotick Secondary Plan establish guidelines to achieve compatible form and function when introducing new development into existing areas.

The Plan provides guidance on measures that will mitigate these differences and help achieve compatibility of form and function and acknowledges that allowing some flexibility and variation that complements the character of existing communities is central to successful intensification.

Compatible development means development, that although not necessarily the same as existing buildings in the vicinity nonetheless enhances the community and coexists with existing development without causing undue adverse impact on surrounding properties. “It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it”. In keeping with the design objectives and principles set out in Section 2.5.1, the proposed development will achieve the following:

- Provide flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions;
- Create distinctive places and appreciate local identity in patterns of development, landscape and culture;
- Encourage a continuity of street frontages;
- Complement and enliven the surrounding area;
- Achieve a more compact urban form over time; and
- Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle

Compatibility

Section 4.11 of the Official Plan provides several evaluative criteria to assess the appropriateness of new development. The proposed development satisfies the criteria as follows:

Vehicular Access

One vehicular access to parking off Highcroft drive which is located within safe distance from the nearest intersection.

Parking Requirements

The number of parking spaces provided exceeds the required spaces in Zoning By-law 2008-250.

Building Height and Massing

The existing neighbourhood is a changing mixture of residential and commercial uses and scale. This three storey proposal fits in.

Pattern of the Surrounding Community

The proposed development will complement the existing surrounding context of commercial and residential buildings.

Outdoor Amenity Areas

Landscaping along Highcroft Drive will be in form of terraced green spaces, walkways and paved driveway surfaces

Lighting

Lighting on the site will be restricted to the exterior elevations and as such no significant impacts are anticipated as a result of this development.

Noise and Air Quality

No significant impacts related to the above are anticipated as a result of this development. Mechanical equipment will be housed in the basement with AC units located in the side yards.

Sunlight

The building is meeting the minimum height permitted in the currently applicable VZone. It is comparable in height to the surrounding 2-3 storey commercial/residential buildings. As such, no negative shadow impact on adjacent properties is anticipated.

Supporting Neighbourhood Services

The proposed development will support the surrounding community in close proximity to Main Street.

6. Policy Justification and Amendments

Provincial Policy Statement 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on Provincial interest related to land use planning. The PPS advocates the intensification of build up areas to take advantage of existing infrastructure services and facilities. This project meets this first principle of the PPS and does meet the following policy interests.

Section 1.3 speaks to Settlement Areas. Land use patterns within Settlement Areas shall be based on a density and mixed of land uses that are efficient and provide opportunities for intensification. The development proposed at 1164-1166 Highcroft Road represents a residential type that will add land use intensity in this area while maintaining the foundation character. There are other single dwellings in the area: this proposal will introduce a more intensive single unit development to this area of Manotick and add a density of dwellings that does not currently exist.

The development is considered an intensification of the current uses, is utilizing existing services efficiently, and thereby is consistent with the policies of the PPS.

City of Ottawa Official Plan

The site is governed by the Manotick Secondary Plan and Section 4.1 - Site-Specific Policies and Secondary Policy Plans of Volume 1 of the Official Plan outlines the Policy context when an area is governed by a Secondary Plan.

“There are a number of policies in the official plans or secondary plans of the former municipalities now making up the City of Ottawa that have been included in Volume 2. These plans contain the more detailed policies needed for the orderly and planned development of larger areas or site-specific properties.”

[Ottawa OP Volume 1 Section 4.1]

Policy 1 of Section 4.1 of the Primary Plan gives more direction to the evaluation of development applications when it states:

“Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site-specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan.” [Policy 1 Section 4.1 Ottawa OP Volume 1]

This development proposal falls under the Manotick Secondary Plan and therefore it is appropriate to review the proposal against the policies of the secondary plan.

Manotick Village Secondary Plan

The Manotick Secondary Plan designates the site as residential detached - low density. The site abuts 2 secondary plan character areas: Gaps at the rear and Main Street on the east.



Land Use Plan

The Secondary Plan policy for the subject site – residential detached – low density specifies the following land use policy:

The permitted use is limited to single detached dwelling built at a minimum density of 5 units per gross hectare to a maximum of 12 units per gross hectare. [Village Plan - 2.3.2 Residential Detached (Low Density)]

The Highcroft Proposal complies with Manotick Secondary Plan in all aspects except the density provisions which this proposal sets at 30.56 units per gross hectare. This large number may give pause however in an implementation context it is quite reasonable. The lot area of the proposed development is approximately 0.36 hectare which permits a density of 4.32 units which through this application would increase to 11 units. 5 of the proposed units will face Highcroft and the remaining units will be hidden in the interior of the lot.

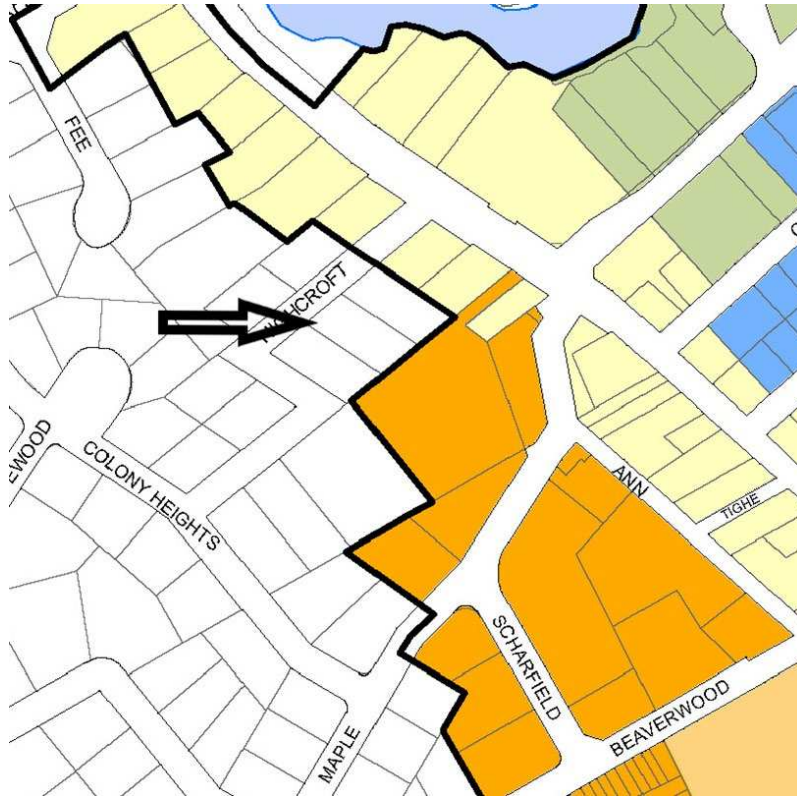
As a result, from a street fabric perspective the 5 units is only a slight increase over the 4.32 units the policy contemplates.

Secondary Plan Vision

The vision for Manotick is to maintain and enhance the village nature while respecting the community history and ensuring that new development, while predominately single homes, supports a pedestrian-oriented commercial core. Residents should have easy walking and cycling access community sidewalks, bicycle routes and multi-use pathways to reach the village's amenities, natural areas, and parks.

The Secondary Plan envisions a vibrant walkable community that supports new development that will ensure sustainability not only for the village core but the community as a whole. Within that context development at different densities, as long as they are single dwellings, supports the general goals and objectives of the secondary plan and the additional residents that a variety of densities allows takes strong steps to make the commercial activities of Main Street sustainable.

The site abuts 2 different character areas in the secondary plan, and it is appropriate to review those character areas as the specific policies should compliment the proposed development and not restrict it.



Character Area – Yellow Main Street – Orange – Gaps

The Gap area sees itself as a transition area that will support a variety of new uses: office, commercial, institutional, retail and residential apartments. The addition of the Highcroft proposal creates a true transition as the Gap area transitions from intensive uses to new Highcroft singles and then onto the more traditional residential areas. The establishment of the single-family home at a higher density reinforces the principle of transition and provides an additional buffer for the lower density community from the non-residential uses proposed in the Gap character area.

The Secondary Plan views the Main Street character area as the commercial spine in the Village. As a result, areas immediately surrounding this area should be developed or redeveloped in a manner that will support and sustain the commercial activities of the village. To add additional strength to this direction the policy framework is specific in the desire to create a lively pedestrian-oriented street.

The secondary plan direction for low density single home development can be considered at odds with the desire to create sustainable, lively pedestrian oriented commercial core areas. Experience tells us that lively commercial cores require a critical mass of residents to be sustainable. A critical mass of residents requires a variety housing forms and densities in locations that don't undermine the historic nature of the village.

The proposed development at Highcroft while at a higher density is exceptionally well designed and in a location that supports the goals and objectives of the secondary plan without compromising the broader community street fabric. As a result, an amendment to the secondary plan to allow a higher density single home community is appropriate and desirable as it supports the goals and objectives of the secondary plan and aids in the sustainability of the village commercial areas.

Zoning Proposals

ZONING: V1P – VILLAGE RESIDENTIAL FIRST DENSITY ZONE (BY-LAW 2008-250)			
Dwelling Type: PUD – 11 Single Units	Required	Proposed	Compliance
Proposing for Planned Unit Development			
Min. width of private driveway	6.0 m	6.0 m	Yes
Min. setback for any wall to a private way	1.8 m	1.5 m	No
Min. setback for garage	5.2 m	5.2 m	Yes
Min. separation area between buildings	1.2 m	2.4 m	Yes
Min. side yard affecting adjacent rear yard	6.5 m?	6.5 m?	yes
By-law 2008-250			
Setbacks Front yard	6.0 m	4.2 m	No
Rear yard	7.5 m	1.2 m	No
Interior side yard	3.0 m	1.2 m	No
Corner side yard	6.0 m	N/A	N/A
Max. Lot coverage	25.0%	31.8%	Yes
Min. lot width	30.0 m	60.858 m	Yes
Min. lot area	1,390 m ²	3,542 m ²	Yes
Max. building height [1448]	11.0 m	11.0 m	Yes
Resident parking space (1.0 space per unit)	11	19	Yes
Visitor parking space (0.2 space per unit)	3	11	Yes

Manotick Secondary Plan Amendment

This rationale proposes an amendment to the Manotick Secondary Plan by adding a 3rd policy to Section 2.3.2 Residential Detached (Low Density):

3. Notwithstanding Policy 1 above, development at 1164-1166 Highcroft Road will be allowed to develop single detached dwellings built at a density exceeding 12 units per gross hectare.

7. Public Consultation

Included as part of the approvals process is an overview of the public consultation process to ensure the development process is transparent and informative for residents in the community, and the larger public.

An initial Pre-Application Consultation Meeting took place on July 3rd, 2018 with the following City staff in attendance:

- Sarah McCormick, Planner II
- Harry Alvey, Project Manager

An update Pre-Application Consultation Meeting took place on May 22, 2019. City staff reviewed the revised documents and provided revised feedback and study notes.

City staff who provided comments:

- Sarah McCormick, Planner II
- Harry Alvey, Project Manager
- Matthew Hayley, Environmental Planner
- Amira Shehata, Transportation Engineer
- Eric Lalande, RVCA

PRE-CONSULTATION MEETING - FOLLOW-UP MEETING - OCTOBER 23, 2019

A Pre-Consultation follow-up meeting took place on October 23, 2019 to review the approach taken to proposed amendments of the Manotick Secondary Plan, Plan of Condominium, Site Plan application and the Zoning By-laws. Final review of the studies and reports required will be submitted with the various applications.

The following consultation correspondence and meetings will take place prior to the formal filing of the applications:

- Initial meeting: Manotick task force: April 17, 2018
- Official special meeting with MVCA and BIA meeting: May 17, 2018 (Councillor in attendance)
- Supporting Letter from MVCA: May 23, 2018
- Supporting Letter from BIA: June 18, 2018

After the filing of the necessary development applications the following meeting is planned:

- A Public Open House prior to the end of the Technical and Public Consultation Period.

The Public Meeting will occur at Planning Committee when the application is heard and interested parties can provide their input on the merits of the proposed development. The Planning Committee's recommendations then would be considered by City Council.

8. Conclusion

Based on a thorough review and understanding of the proposed development and the applicable policy, it is our opinion that the development represents good planning and is in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed development is consistent with the Provincial Policy Statement (PPS) by providing intensification in an existing urban area. It introduces a new density that will ultimately contribute to a compact community that will make use of existing and planned public infrastructure services and community amenities. The proposed development is in proximity to existing transit lines as well as cycling and walking infrastructure.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The proposed development is designated as residential detached low density in the Manotick Secondary Plan Centre. The proposed single detached dwellings are permitted in the designation and encouraged to support the sustainability of the Village.

The proposed development achieves the overall vision of Secondary Plan: it proposes single detached dwellings and will not generate undue impacts on the neighbouring properties and fulfills the compatibility and design principles of the Official Plan.

CONFORMS TO THE MANOTICK VILLAGE SECONDARY PLAN

The development adds to the diversity of the single-family home community abutting Manotick Main Street. The added density, in this specific location, adds to the sustainability of village and adds to the community in close proximity to transit, walking and cycling.

However, the density of the proposed development is higher than the currently permitted. Nonetheless, it maintains consistency with the surrounding community in that it maintains the single-family dwelling type surrounding the site.

MEETS THE INTENT OF THE CITY OF OTTAWA ZONING BY-LAW

The current Zoning By-law amendments for the proposed development seek to rezone the V1P zone to accommodate the proposed uses and performance standards and add a

planned unit development (PUD) as a permitted use. The proposed amendments, in turn, will support the City's Official Plan policies for intensification.

The proposed development advances policy objectives at both the Provincial and Municipal levels, which include intensification and encouraging growth within the village boundary and providing a range of density within proximity to public transportation.

In our opinion, the proposed development achieves the objectives of good planning principles and is in the public interest.

Sincerely,

Jack Stirling

Jack Stirling
The Stirling Group

Peter Hume

Peter Hume
HP Urban Inc.