

Longfields Station Community

2 Via Modugno Place
Block 14 Plan 4M 1463

Planning Rationale

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1. Introduction and Proposal

The proposal before you is a request to obtain site plan approval for the construction of a 1,361 square metre commercial building with 12 residential dwellings above and 16 stacked back to back townhomes on the property known as 2 Via Modugno Place. 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 Longfields station in Barrhaven near the new Longfields transitway station and is the second half of Block 14 of Plan 4M-1463. The property is northwest of the first half of Block 14 where The Station mixed use four storey building is located at 613-615 Longfields Drive. The property is L shape in configuration has frontage on both Via Modugno Place and Via Campanale Avenue.

Adjacent land uses include in Plan 4M-1463:

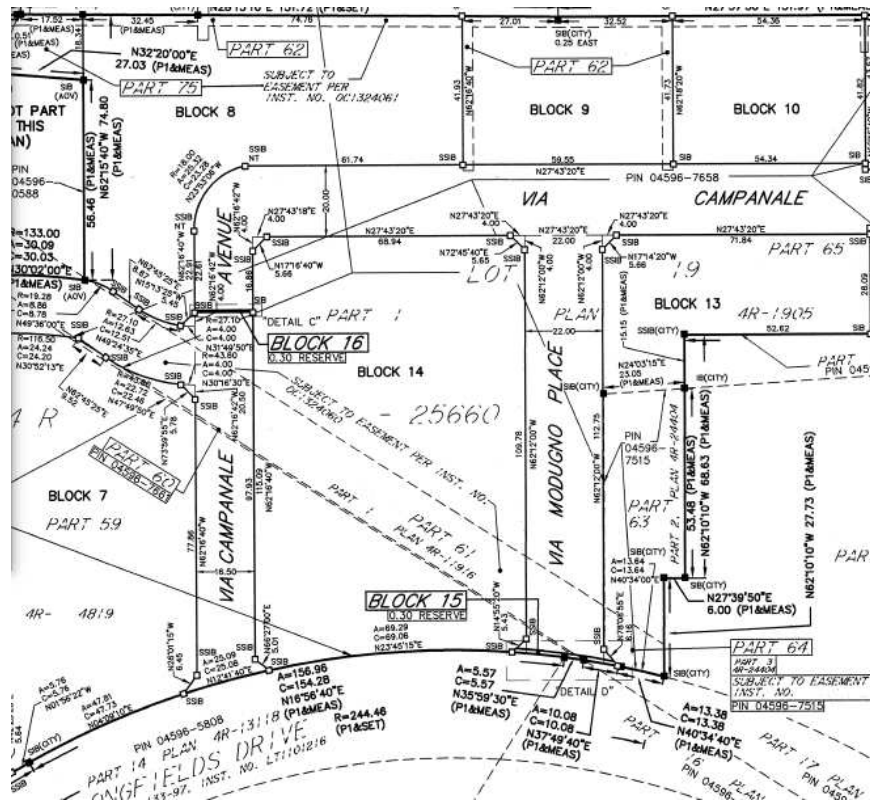
- North: MC Zoning Block 10, Vacant Land for future development, and Longfields Transit Station.
- South: MC Zoning Block 14, The Station mixed use building which is a four storey residential condominium building with ground floor commercial units;
- East: MC Zoning Block 13, Currently under construction commercial plaza Longfields Square
- West: R4 Zoning, Urban Terraces, stacked back to back terraces for rent.

Figure 1: Existing Land Use



The subject property is known as Block 14 of Plan 4M 1463; see excerpt on Figure 1: Plan 4M 1463). The subject property is flat and largely featureless. It has an area of 4778 square metres.

Figure 2: Plan of Subdivision 4M 1463



3. Planning Context

3.1 City of Ottawa Official Plan 2003

The subject property is designated General Urban in accordance with Schedule B of the City of Ottawa Official Plan. The General Urban Area designation “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”.

3.2 City of Ottawa Official Plan Amendment No. 150

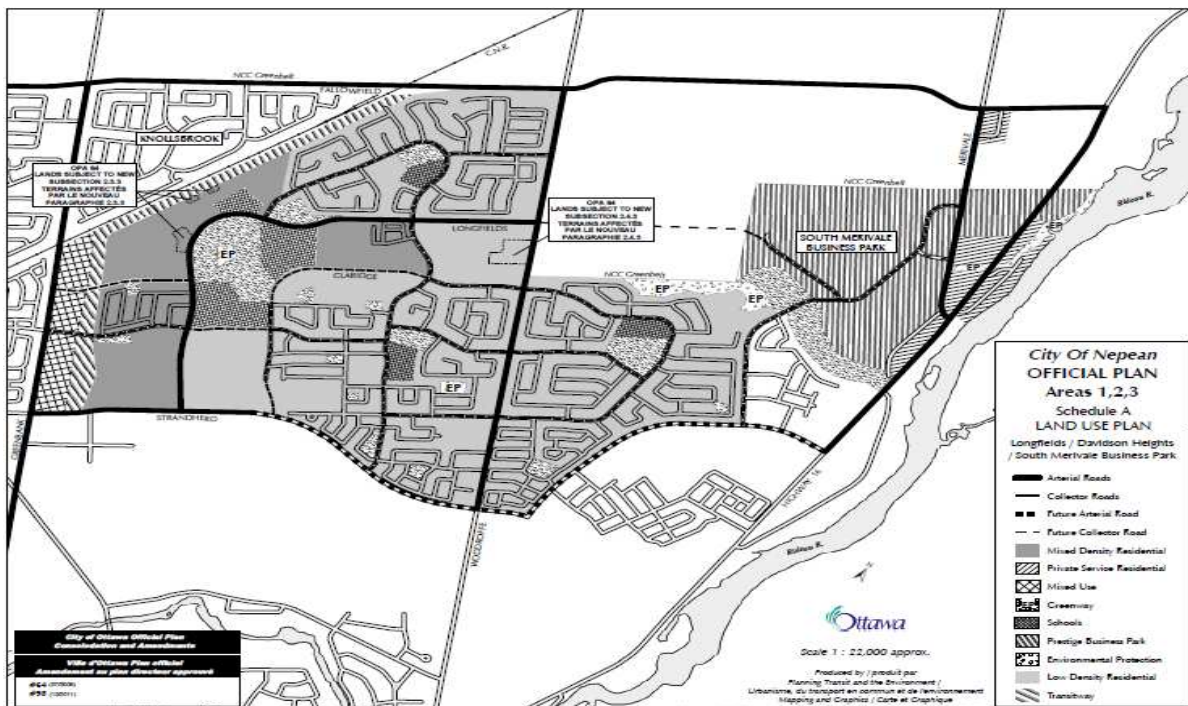
In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently appealed to the Ontario Municipal Board.

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 discussed above.

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 . The relevant policies of this designation are to be 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 in 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

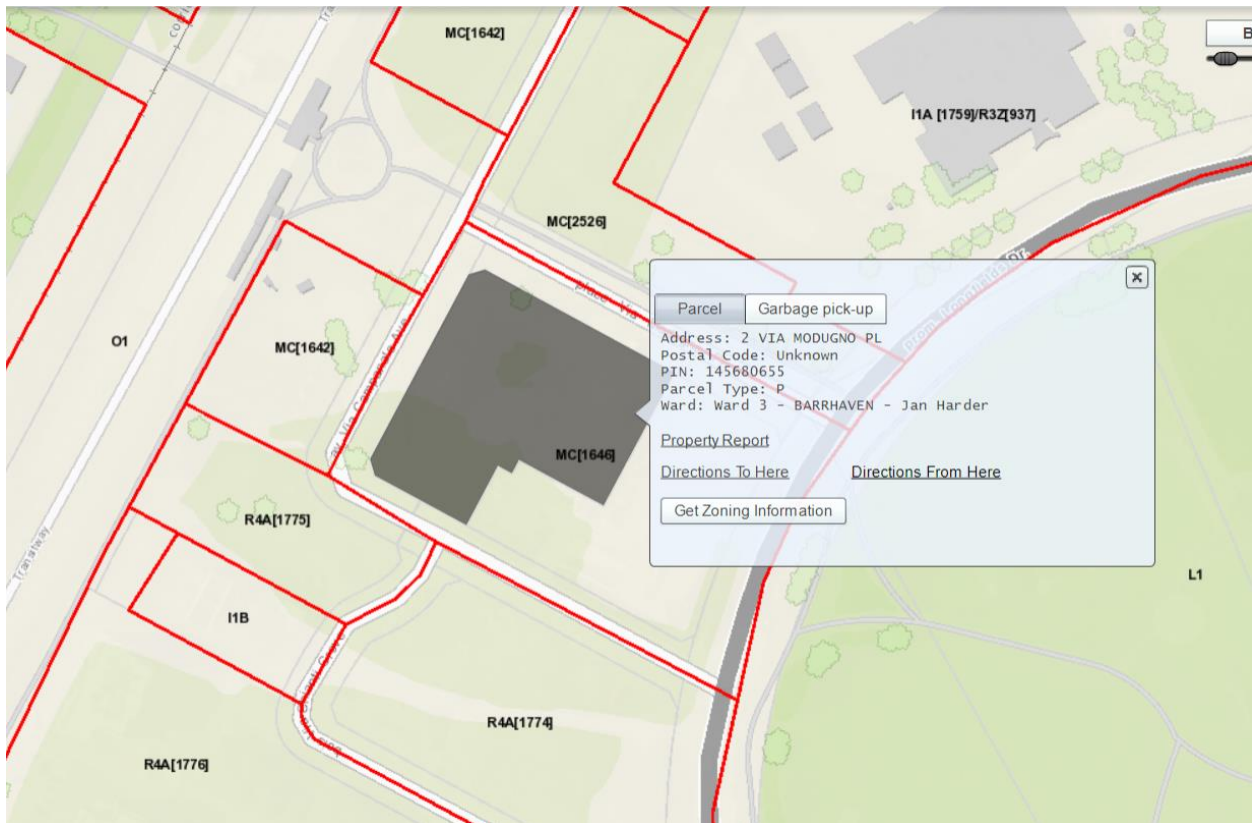
The proposed development of this site is subject to conditions of purchase and sale between Campanale Homes and the City of Ottawa, Real Estate Partnerships and Development Office.

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 2.

Figure 4: Zoning Bylaw 2008-250



The MC [1646] zone is mixed use zone that permits a variety of residential and nonresidential 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;
	<p> 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, <i>see Part 3, Section 82</i> community health and resource centre convenience store court house day care diplomatic mission, <i>see Part 3, Section 88</i> drive-through facility dwelling units emergency service group home, <i>see Part 5, Section 125</i> home-based business, <i>see Part 5, Section 127</i> home-based day care, <i>see Part 5, Section 129</i> hospital hotel instructional facility library medical facility municipal service centre museum nightclub office parking garage parking lot personal service business place of assembly place of worship planned unit development, <i>see Part 5, Section 131</i> post office post-secondary educational institution production studio recreational or athletic facility research and development centre residential care 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> </p>

			sports arena stacked dwelling, see Part 5, Section 138 (By-law 2010-307) technology industry theatre townhouse dwelling, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) training centre
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Zone Provisions

(2)	The zone provisions are set out in Table 191 below.
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TABLE 191 - MC ZONE PROVISIONS

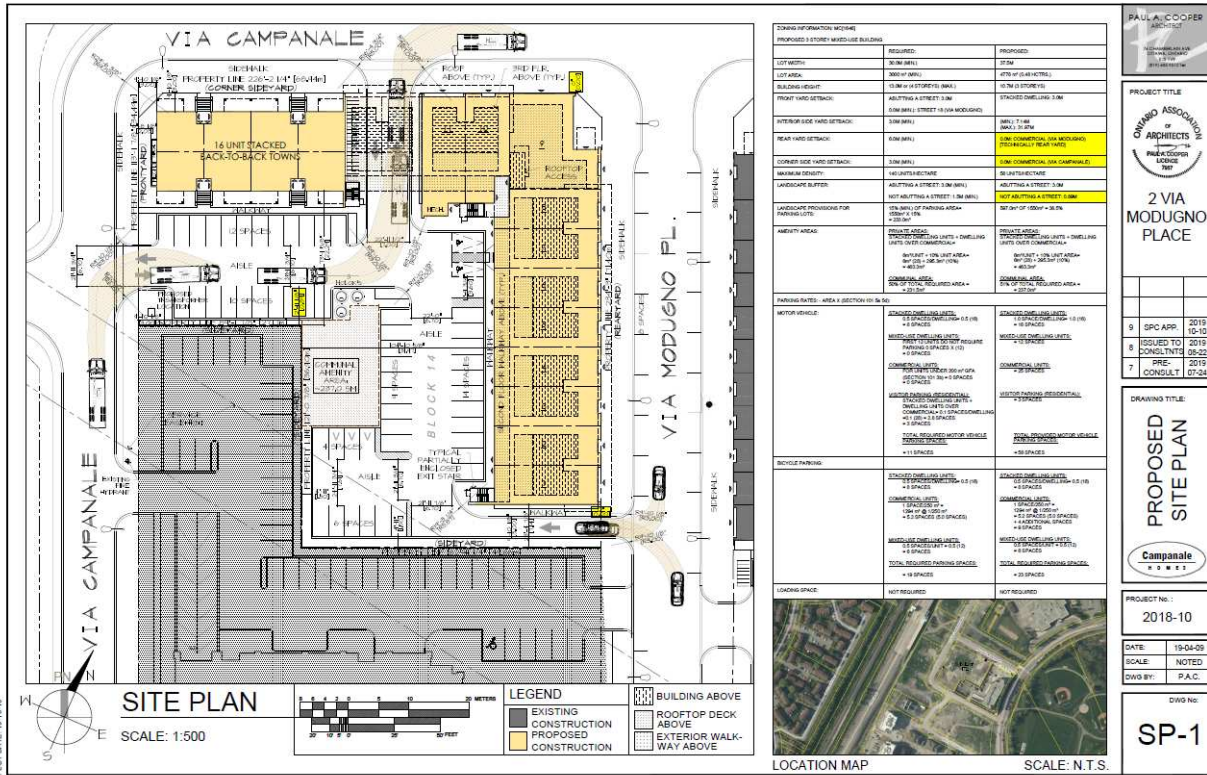
I ZONING MECHANISMS		II PROVISIONS
(a) Minimum lot area		No minimum
(b) Minimum lot width		No minimum
(c) Minimum front yard and corner side yard setback	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No minimum
(d) Minimum interior side yard setback	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No minimum
(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 1646 exception referred to in this zone is subject to the following provisions from Zoning Bylaw 2008-250:

<p>1646 (By-law 2016-249) (By-law 2016-131) (By-law 2015-307) (By-law 2014-292) (By-law 2010-312) (By-law 2008-290)</p>	<p>MC[1646]</p>	<ul style="list-style-type: none"> - apartment dwelling, mid rise -apartment dwelling, 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: 30m - minimum lot area: 3000m² - minimum front yard setback: 3.0m - minimum side yard setback: 3.0m - minimum rear yard setback: 6.0m - maximum building height: 13m or 4 storeys -maximum density 140 units per hectare -minimum front yard setback: 0m fronting Street 18 on approved Draft Plan dated October 9, 2009 -minimum building separation distance: 4.5m -maximum of 12 units per stacked dwelling building -maximum permitted cumulative gross floor area of non-residential uses is 2787m² 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: <ul style="list-style-type: none"> 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 maximum number of surface parking spaces for all non-residential uses must not exceed a limit of four spaces per 100 metres of gross floor area. -Residential visitor parking spaces may be used as provided and required parking for retail store, restaurant and personal service business uses located on the same lot.
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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 Place and Via Campanale Avenue and by designing a strong urban gesture in the form of a ‘bridge’ residential units along Via Campanale Avenue, rooftop patio above unit 9 with views of the clocktower located on the adjacent property in Block 13 of 4M-1463. Lastly, by providing significant overhangs that frame a dramatic vista of the transitway station at the end of the street, as well as providing “tighter building to street relationships as contemplated in the Longfields Urban Design Guidelines.

As recommended in the Longfields Urban Design Guidelines, the design style can be characterized as Neo-Traditional. This is evidenced by pitched roofs and canopy/cornice type projections. The design also includes a traditional hierarchical approach to the application of materials; in this instance the 1 storey continuous masonry skirt/wall that forms the base of the building. As seen in elevations 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. The exterior walkway is designed to compliment the building to provide an architectural appeal even at the back of the building. The stacked back-to-back elevations are designed to compliment the building with similar architectural style and materials.

Figure 6: Proposed via Modugno Place Elevation

A



Elevations to show 3 storey mixed use, 1st floor commercial, two-storey residential above. Corner unit with rooftop patio space above commercial unit 9

B



Mixed Use Commercial Plaza, Bridge residential units on the second and third floor, with 3.5 Storey Stacked Back to Back Terrace Homes

4. Required Approvals and Rationale

The proposal will require the approval of a site plan application with three minor variances.

Minor Variances include:

- **Minimum front yard setback: 0m fronting Street 18 on approved Draft Plan dated October 9, 2009** Change to minimum *rear* yard setback :0m fronting Street 18 on approved Draft Plan dated October 9, 2009.
 - o Rationale – This condition is a technicality in terminology.
- **Minimum sideyard setback: minimum 3m.** Change to minimum corneryard setback: 0m fronting Via Campanale Avenue.

- Rationale -The recently approved plan at Block 13 of 4M-1463 known as Longfields Square directly adjacent to the property has a 0m setback along Via Campanale. The purpose of the minor variance is to reflect the same L shape street character fronting Longfields station in order to maintain visual consistency in a walkable community.
- **Landscape Buffer not abutting a street: 1.5m.**
Change to minimum side yard setback landscape buffer not abutting a street 0.85m
 - Due to the required drive isle lengths and building footprints on the west portion of the lot an exception is deemed as necessary. The lot line adjacent to the proposed landscape buffer minor variance is abutting parking lot, the request for the minor variance can be considered of minimal disturbance.

5. Parking Rationale

Part 4 - Parking, Queuing and Loading Provisions From Table 101

- Due to the proximity to a Rapid Transit Station, the property is subject to the parking requirements of Area X.

(a) where a non-residential or mixed-use building has an active entrance located within 300 metres of a rapid-transit station shown on [Schedule 2A](#) or [2B](#):

(i) the minimum parking required by Table 101 is calculated using the rates for Area X; and

(ii) the provisions of (3)(a) and (3)(b) apply.

(b) despite clause 101(5) (a), where it can be shown that the walking distance along public streets and paths between the nearest active entrance and the rapid transit station is 400 metres or less, the minimum parking required by Table 101 for the non-residential use is calculated using the rates for Area X and the provisions of (3)(a) and (3)(b) apply.

(c) despite clause 101(5)(a), where the lot is separated from the rapid transit station by a highway, grade-separated arterial roadway, railway yard, watercourse, private lands or any other major obstacle such that the walking distance from the nearest active entrance to the rapid transit station is increased to beyond 400 metres, the reduced minimum parking requirements specified in (a) do not apply.

(d) where a residential use building has an active entrance located within 600 metres of a rapid-transit station shown on [Schedule 2A](#) or [2B](#), the minimum parking required by Table 101 for the residential use is calculated using the rates for Area X.

- With the conditions set out above, and a planned residential unit count of 28, the subject property is required 11 parking spots for the residential units.
- However, parking requirements for the commercial uses may vary depending on gross floor area as per clause 3b below.

(3) Despite Subsection (1), within the area shown as Area X on [Schedule 1A](#):

(a) In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.

(b) where a non-residential use located partly or entirely on the ground floor has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided. (By-law 2016-249)

- The plan for this subject property is to have all commercial uses under 200 square metres, however, there may be cases where future businesses conjoin the planned units to serve their business operations. Planning measures must be in place to accommodate the variety of scenarios

Figure 7 – Parking Compliance Scenarios

IN BREACH OF ZONING SCENARIO 1				ZONING COMPLIANT SCENARIO 2			
Units	SQM	CONJOINING UNITS FOR RESTAURANT USE IN SQM	REQUIRED PARKING. 5 per 100 sqm	Units	SQM	CONJOINING UNITS FOR RESTAURANT USE IN SQM	REQUIRED PARKING. 5 per 100 sqm
1	113	343	17.15	1	113	343	17.15
2	115			2	115		
3	115			3	115		
4	115			4	115		
5	115			5	115		
6	115			6	115		
7	115	426	21.3	7	115		
8	113			8	113		
9	198			9	198	448	22.4
10	120	250	12.5	10	120		
11	130			11	130		
1364				1364			
COMMERCIAL PARKING TOTAL WITH RESIDENTIAL REQUIREMENT			50.95	COMMERCIAL PARKING REQUIREMENT OVER 200SQM FOR RESTAURANT			39.55
TOTAL PARKING REQUIRED			11	TOTAL WITH RESIDENTIAL REQUIREMENT			11
TOTAL PARKING PROVIDED			61.95	TOTAL PARKING REQUIRED			50.55
TOTAL PARKING PROVIDED			56	TOTAL PARKING PROVIDED			56
OVER ZONING REQUIREMENT			-5.95	UNDER ZONING REQUIREMENT			5.45

- Ample parking is to be provided in the event there are multiple commercial uses over 200 sqm as seen above. Consideration for the uses must be considered throughout the planning and execution process.

6. Conclusion

6.1 The proposed development is consistent with the General Urban Area policies of the Official Plan.

- 6.2** The proposed site plan is appropriate given the intention of the area and its complementary features to the sister plan building known as Block 14 of 4M-1463 planning history of this area as contemplated when the draft plan of subdivision was prepared and approved, as well as the complimentary design to the recently 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 provides ample parking to accommodate future commercial uses.
- 6.5** The proposal is in compliance with the Longfields Urban Design Guidelines dated October 9, 2009.