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Planned Unit Development Block 21, Mattino Way

Planning Rationale

**PLANNED UNIT DEVELOPMENT
BLOCK 21, MATTINO WAY**

PLANNING RATIONALE
IN SUPPORT OF A SITE PLAN CONTROL APPLICATION

Prepared For:
Mattino Developments Inc.

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November 1, 2019
Novatech File: 112021
Ref: R-2019-181

November 1, 2019

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Ave. West, 4th Floor
Ottawa, Ontario
K1P 1J1

Attention: Kelby Lodoen Unseth, Planner II

**Reference: Planned Unit Development – Block 21, Mattino Way
Planning Rationale**

Our File No.: 112021

Novatech has prepared this Planning Rationale on behalf Mattino Developments Inc. (the owner and developer of the land) to support a Site Plan Control application for a planned unit development at Block 21, Mattino Way (Ward 3).

Mattino Developments intends to develop a planned unit development comprising five low-rise buildings containing a total of 88 stacked townhouses and 108 associated parking spaces. A pre-application consultation meeting was held with City Staff on September 9, 2019 to discuss the proposed development and application submission requirements.

Should you have any questions or comments, please do not hesitate to contact me.

Sincerely,

NOVATECH



James Ireland, BUPD
Project Planner

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1.0 | INTRODUCTION

Novatech was retained by Mattino Developments Inc. (the owner and developer of the land) to prepare a Planning Rationale in support of a Site Plan Control (SPC) application to allow for the development of lands known as Block 21 on Plan 4M-1527 (hereafter the 'subject site') and legally described as BLOCK 21, PLAN 4M1527 SUBJECT TO AN EASEMENT AS IN OC1651040 SUBJECT TO AN EASEMENT IN GROSS AS IN OC1651391 SUBJECT TO AN EASEMENT AS IN OC1651392 CITY OF OTTAWA. The application is for the development of 88 stacked townhouses across five buildings.

2.0 | CONTEXT ANALYSIS

2.1 SITE LOCATION AND LOCAL CONTEXT

The subject site is an existing block within a registered subdivision in the Longfields neighbourhood in Barrhaven. It has frontages in two locations onto Mattino Way; each one is 10.2m long. The total area of the site is 1.036 ha. The site is generally flat, cleared and vacant of development. It is situated within a mixed density residential subdivision with surrounding land uses as follows: to the north is a pathway and existing semi-detached dwellings, to the east is a 3.2ha block of land dedicated to the City of Ottawa as parkland, to the south are existing townhouses fronting Mattino Way, to the west is a multi-use pathway (MUP), a transitway, and a railway owned by the Canadian National Railway.



Figure 1: Subject site and surrounding land uses

2.2 PLANNING CONTEXT

2.2.1 CITY OF OTTAWA OFFICIAL PLAN

The Subject Site is designated as General Urban Area on “Schedule B: Urban Policy Plan” in the Official Plan. Per Section 3.6.1 of the Official Plan, the General Urban Area permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances.

Per “Schedule C – Primary Urban Cycling Network” in the Official Plan, the MUP along the transitway is designated as an off-road cycling route, as shown in Figure 2 below:



Figure 2: Excerpt of OP Schedule C indicating subject site relative to transitway off road cycling route

Per “Schedule D – Rapid Transit and Transit Priority Network” in the Official Plan, the subject site is within a 400-metre radius of the Longfields 2A Bus Rapid Transit Station (BRT), as shown on Figure 3 below:

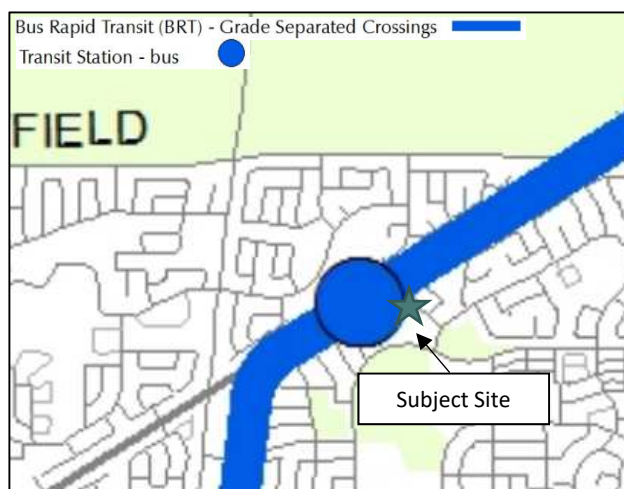


Figure 3: Excerpt of OP Schedule D indicating proximity of Subject Site to Longfields 2A BRT station

“Schedule E – Urban Road Network” in the Official Plan designates Mountshannon Drive as a collector road and Longfields Drive as a major collector road, as shown in Figure 4 below. Mattino Way is a local road with a 17-metre right-of-way and a sidewalk on the southern side.

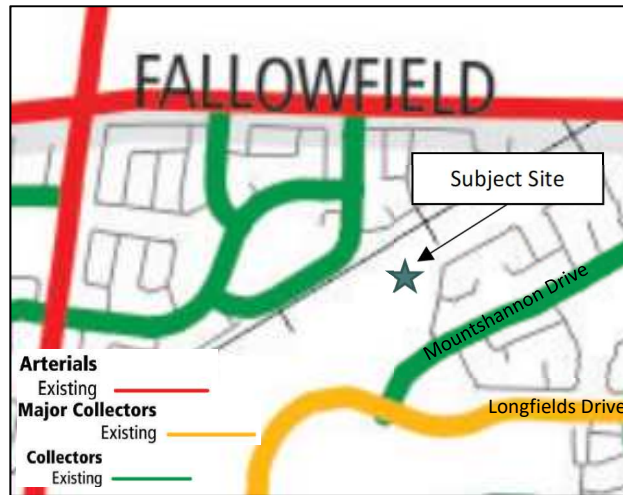


Figure 4: Excerpt of OP Schedule E indicating Subject Site in proximity to Mountshannon Drive (collector) and Longfields Drive (major collector)

Per *Official Plan* “Schedule K – Environmental Constraints”, the subject site is located within the airport vicinity development zone (ADVZ), as shown in Figure 5. It is subject to the policies at Section 4.8.6 of the Official Plan (Land-Use Constraints Due to Airport and Aircraft Operations).

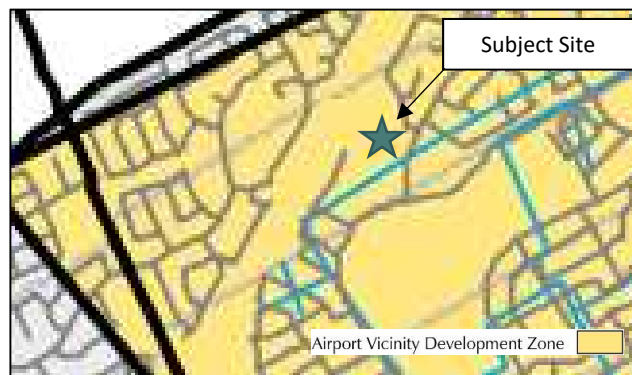


Figure 5: Excerpt of OP Schedule K indicating subject site with star

Per “Schedule L1 – Natural Heritage System Overlay (West)” in the *Official Plan*, no identified Natural Heritage System features are located on or adjacent to the Subject Site.

2.2.2 SOUTH NEPEAN SECONDARY PLAN (AREA 1)

The subject site is currently designated as 'mixed density residential' on Schedule A of the South Nepean Secondary Plan. The Plan provides guidelines for the future growth and development of the Nepean Community. The subject site is within Area 1 (Longfields) and the Land Use Plan (Schedule A) locates the site in a mixed density residential area, as shown in Figure 6 below.

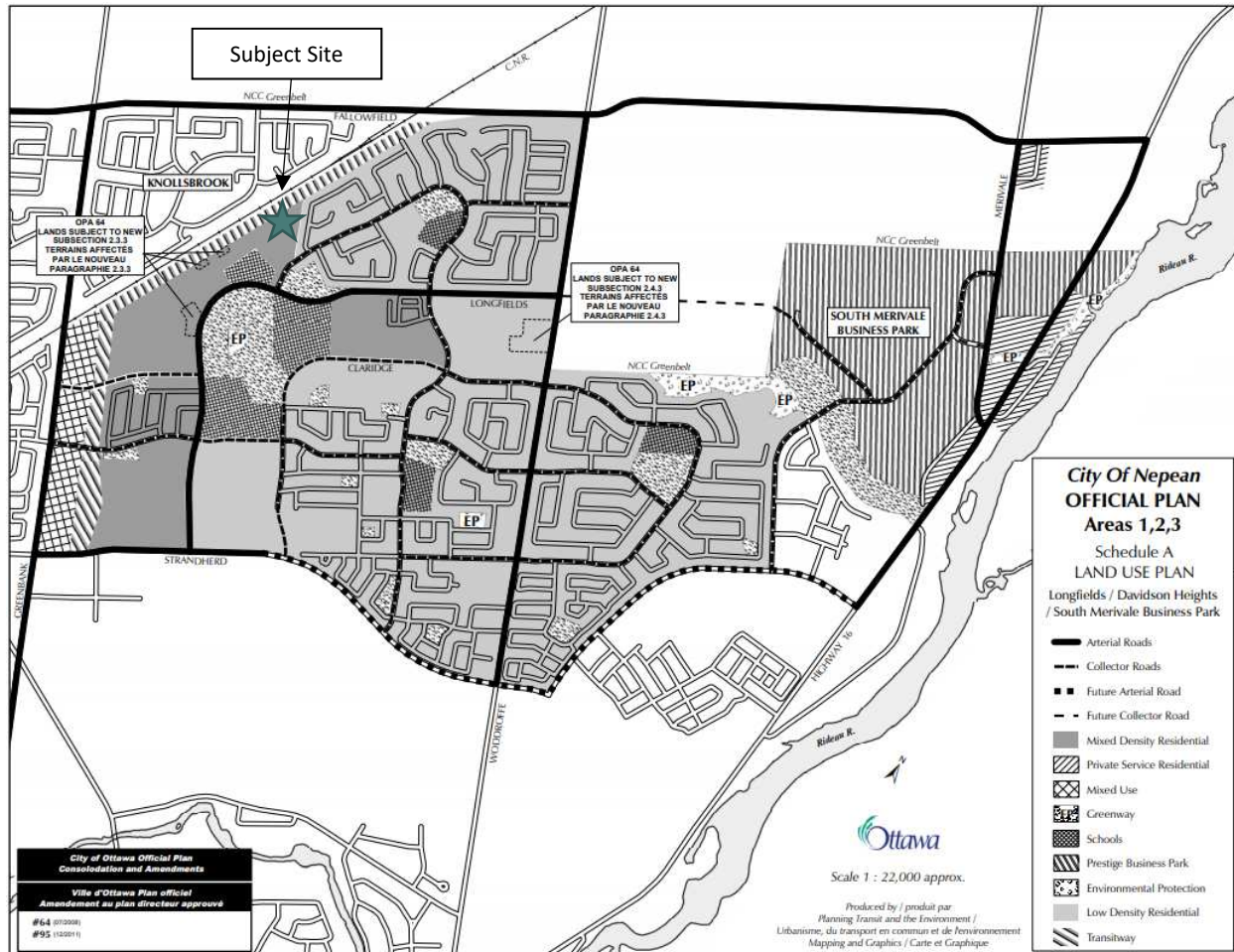


Figure 6: South Nepean Secondary Plan – Land Use Plan (Schedule A)

2.2.3 ZONING BY-LAW

The subject site is zoned as Residential Fourth Density (R4A), as show in Figure 7 below. The objectives of the zone are to:

1. allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;

3. *permit ancillary uses to the principal residential use to allow residents to work at home;*
4. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and*
5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*



Figure 7: Existing zoning for the subject site and surrounding area

The R4A Zone was initially adopted in 2010 and was further clarified through By-law 2014-329 in 2014 to implement the development of the subdivision. The R4A Zone permits Planned Unit Developments and Stacked Dwellings. A Planned Unit Development is defined in the City's Zoning By-law 2008-250 as two or more residential use buildings on the same lot. A Stacked Dwelling is defined in Zoning By-law as a residential use building of four or fewer storeys in height containing four or more principal dwelling units where the units in each pair are divided horizontally, and the pairs are divided vertically, and in which each dwelling unit has an independent entrance to the interior.

An exception (1640) applies to the site. The exception introduces site specific provisions relating to unit density, height, setbacks and parking provisions. An assessment of how the proposal complies with these provisions is provided at section 4.4 of this rationale.

3.0 | THE PROPOSAL

3.1 PRE-APPLICATION CONSULTATION

A pre-application consultation meeting was held with City Staff on September 9, 2019 to discuss the proposed development and application submission requirements. It was determined that an application for site plan control approval would be required. Following the meeting, the City confirmed the list of required studies to support the application and provided comments. These have been considered and integrated into the proposed design, as described below.

3.1 SITE PLAN

It is proposed to construct 88 units in five three-storey plus basement buildings. The buildings are arranged around a 'U' shaped private street that utilises the two accessway frontages. On three sides, the site is buffered from existing residential areas by a MUP, a pathway and a City park.

The two buildings that are closest to the existing townhouses to the south of the subject site are oriented with their most 'closed' facades (i.e. no balconies and limited glazing) towards this interface to minimise privacy issues. The articulation of the southern facades of the buildings, the use of varied materials and the pitched roofs all work to minimise the visual bulk of the proposal as viewed from the south. Refer to the submitted elevations for further detail.

Amenity areas are provided between the buildings, with a larger area of 584m² to the east of building five. Two garbage enclosures are centrally located for access by residents. Garbage collection will be by private contractor. Vehicle parking areas are located around the buildings to provide access as close as possible to each unit. Bicycle parking are also distributed throughout the site to provide convenient access for residents.

BUILDING DESIGN

Architect Pierre J. Tabet has designed three buildings comprising 16 units and two comprising 20 units. The buildings have similar layouts. Each unit is arranged over two levels, with two bedrooms on one level and the living areas opening onto a balcony on the other. The buildings have articulated facades with varied cladding materials of stone, brick and siding. The pitched roof design is in keeping with the typical built form in the neighbourhood.

SITE ACCESS AND PARKING

Access to the site from Mattino Way is via the 'U' shaped access driveway that utilises the two access-way frontages. The access is two way and sufficiently wide for it to be shared between motorists and pedestrians and cyclists. An additional pedestrian access directly to the multi-use path to the west of the site is provided adjacent to building 5.

Car and bicycle parking are provided in accordance with the City's Zoning By-law 2008-250. The existing zoning exception for the site requires parking at a rate of 1 car space per unit for residents and 0.2 car

spaces per unit for visitors, for a total requirement of 106 spaces for the 88 units. The 108 spaces provided are broken up into smaller sections or 'rooms' of 9 to 22 spaces that provide parking convenient to all the buildings. Bicycle parking is provided at the required rate of 0.5 spaces per unit; a total of 44 spaces for the development.

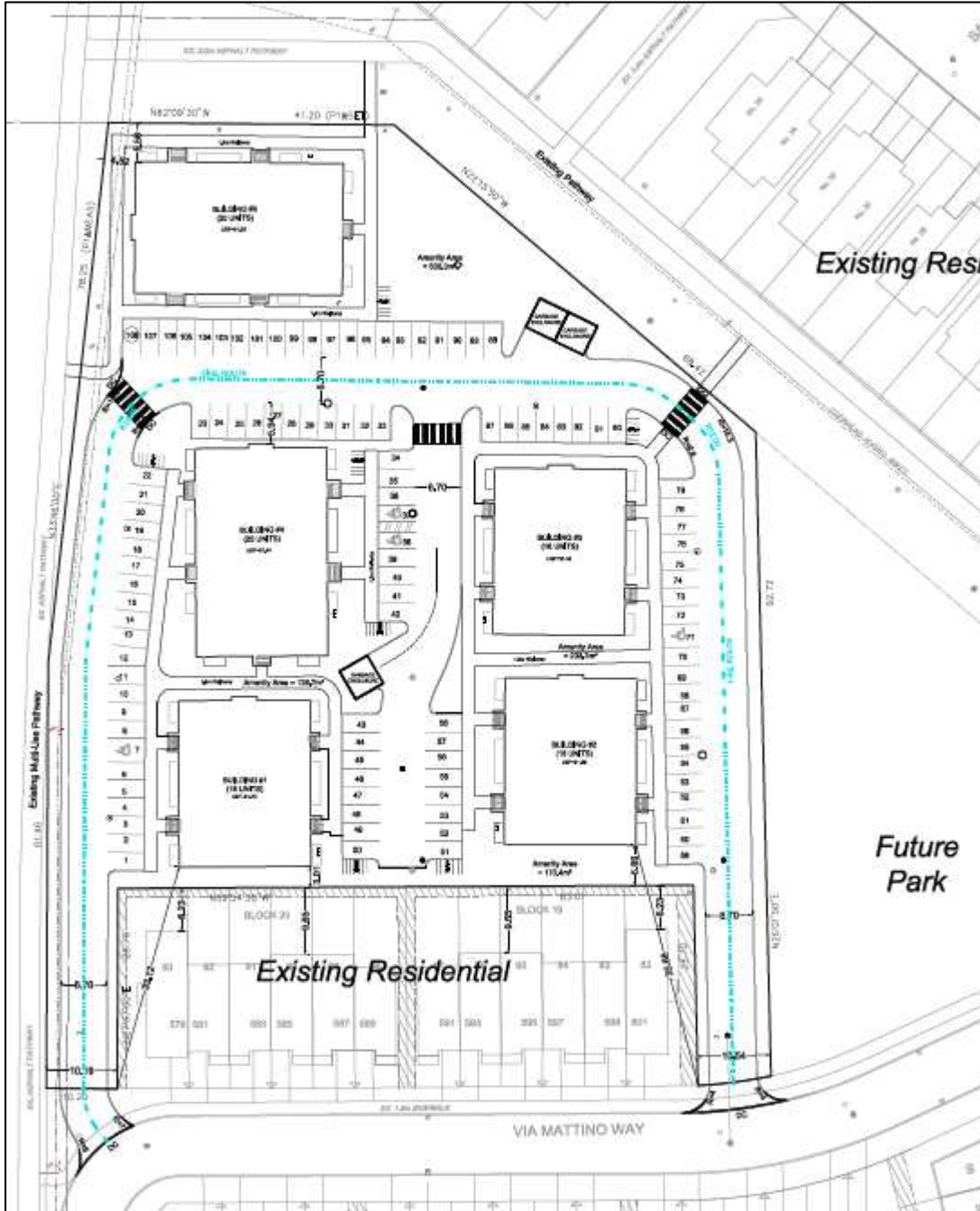


Figure 8: Excerpt from the proposed Site Plan prepared by Novatech

4.0 | POLICY JUSTIFICATION

4.1 PROVINCIAL POLICY STATEMENT

Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” the policies of the *Provincial Policy Statement* (PPS). The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following sub-sections explain how the proposed development is consistent with the applicable PPS policies.

4.1.1 BUILDING STRONG HEALTHY COMMUNITIES

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns. The relevant policies are addressed below:

Policy 1.1.1 *Healthy, liveable and safe communities are sustained by:*

- (a) Promoting efficient development and land use patterns which sustain the financial well-being 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 proposed development contributes to a healthy, liveable and safe community as described above because it:

- is a compact building form on a vacant lot within a developing area that minimizes land consumption and servicing costs;
- diversifies the housing choice in the area to cater to people of all ages and life stages; and

- does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 *Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

The subject site is in the Settlement Area.

Policy 1.1.3.2 *Land use patterns within settlement areas shall be based on:*

(a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. transit-supportive, where transit is planned, exists or may be developed; and*
- 6. are freight-supportive; and*

The proposed development efficiently uses land and resources by introducing a higher-density product to a vacant lot surrounded by developed and developing lands and supports transit use by increasing residential density close to a BRT station.

Policy 1.1.3.6 *New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed development is surrounded by existing residential development and increases the mix of residential types and densities available in the area. The location of the subject site at the edge of a residential subdivision (it is bounded by the transitway and a Canadian National Railway line) and near a BRT station uses is appropriate for the proposed density.

Section 1.4 of the PPS provides policies on housing. The relevant policies are addressed below:

Policy 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*

(b) permitting and facilitating:

- 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*

The proposed development improves the range of residential dwelling types available to accommodate various needs. Dwellings in the area are mostly detached houses and townhouses - the addition of two-bedroom dwellings intended for rental improves housing choice and affordability.

(c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

Appropriate levels of infrastructure and public service facilities exist to support the proposed residential development.

(d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed

The higher density of the proposed development represents an efficient use of land, resources and infrastructure and promotes the use of sustainable transport.

Section 1.5 of the PPS provides policies on public spaces, recreation, parks, trails and open space. The relevant policies are addressed below:

Policy 1.5.1 *Healthy, active communities should be promoted by:*

(a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

The proposal is setback from Mattino Way on a newly created private street, but it has two accesses onto the street which it activates as residents and visitors go to and from the site. A direct connection is made from the site to the MUP that runs along the western boundary of the site and to the City pathway network to the north. The subject site is situated in close proximity to various community amenities and facilities which are accessible by walking and cycling. The buildings address the adjacent park, providing passive surveillance and enclosure to it.

(b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources

When the subdivision that includes the subject site was finalized in 2014 (City file: D07-16-07-0014 P6), a 3.2 ha park immediately east of the subject site was dedicated to the City. It was proposed that the subdivision be developed for 209 dwelling units which would result in a parkland dedication requirement of 0.73 ha. The subject site is the last block in the subdivision to be developed. All the other blocks were developed as originally proposed. It is now proposed to have an additional 8 units on this final block (88 versus 80 originally proposed). The parkland dedication is still over and above the requirement, so it is not proposed to contribute further. A MUP and pathway are also adjacent to the site and link to the City's wider network.

Section 1.6 of the PPS provides policies on infrastructure and public service facilities.

Policy 1.6.3 *Before consideration is given to developing new infrastructure and public service facilities:*

(a) *the use of existing infrastructure and public service facilities should be optimized*

A *Servicing Design Brief* dated November 1, 2019 was prepared by Novatech for the proposed development and details how the site will be serviced.

Section 1.8 of the PPS provides policies on energy conservation, air quality and climate change.

Policy 1.8.1 *Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*

(a) *promote compact form and a structure of nodes and corridors;*

The proposed stacked townhouses are compact in form and achieve a net density of 85 units per hectare.

(e) *improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The proposed development contributes to a mix of housing uses in proximity to transit.

4.1.2 WISE USE AND MANAGEMENT OF RESOURCES

Section 2.1 of the PPS provides policies on Natural Heritage.

Policy 2.1.1 *Natural features and areas shall be protected for the long term.*

No natural features exist on or adjacent to the subject site.

Section 2.2 of the PPS provides policies on Water.

Policy 2.2.2 *Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored.*

No sensitive surface or ground water features exist on or adjacent to the subject site.

Section 2.3 of the PPS provides policies on Agriculture.

Policy 2.3.1 *Prime agricultural areas shall be protected for long-term use for agriculture.*

The subject site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum.

Policy 2.4.1 *Minerals and petroleum resources shall be protected for long-term use.*

No mineral or petroleum resources exist on or adjacent to the subject site.

Section 2.5 of the PPS provides policies on Mineral Aggregate Resources.

Policy 2.5.1 *Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.*

No mineral aggregate resources exist on or adjacent to the subject site.

Section 2.6 of the PPS provides policies on Cultural Heritage and Archaeology.

Policy 2.6.1 *Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*

No significant built heritage resources or cultural heritage landscapes exist on or adjacent to the subject site.

Policy 2.6.2 *Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

No significant archaeological resources or areas of archaeological potential exist on or adjacent to the subject site.

Policy 2.6.3 *Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.*

The subject site is not adjacent to protected heritage property.

4.1.3 PROTECTING PUBLIC HEALTH AND SAFETY

Section 3.1 of the PPS provides policies on Natural Hazards.

Policy 3.1.1 *Development shall generally be directed to areas outside of:*

- a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;*
- b. hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and*
- c. hazardous sites.*

The proposed development is not occurring within or adjacent to natural hazard lands or sites.

Section 3.2 of the PPS provides policies on Human-Made Hazards.

Policy 3.2.1 *Development on, abutting or adjacent to lands affected by mine hazards; oil, gas and salt hazards; or former mineral mining operations, mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measures to address and mitigate known or suspected hazards are under way or have been completed.*

Policy 3.2.2 *Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.*

The Subject Site is not affected by human-made hazards or contaminants, as confirmed in the Phase 1 Environmental Site Assessment prepared by Paterson Group (March 27, 2019) that forms part of this submission. Paterson Group confirmed that a Phase 2 Environmental Site Assessment was not required.

4.2 OFFICIAL PLAN

SECTION 4.2.1 – LAND USE DESIGNATION AND COMPATIBILITY

As stated in Section 2.2.1 of this rationale, the subject site is designated General Urban Area per Schedule B of the *Official Plan*. Section 3.6.1 of the *Official Plan* contains policies for this land use designation.

Policy 1 states that the *General Urban Area designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

The proposed residential use is permitted within the General Urban Area

Policy 2 states that the *evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*

The following demonstrates conformity with these policies of Sections 2.5.1 and 4.11.

SECTION 2.5.1 – URBAN DESIGN AND COMPATIBILITY

Section 2.5.1 of the *Official Plan* presents Design Objectives in the form of statements which express how the City wants to influence the built environment as the city evolves. The following is a list of the Design Objectives with a description below each regarding the proposed development:

To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development maintains the residential nature of the surrounding area while offering increased housing choice and increasing density around a transit station.

To define quality public and private spaces through development.

The proposed development is clearly defined as a private space by being a planned unit development on an internal lot. The future public park to the east of the subject site is defined by having buildings in the development address it.

To create places that are safe, accessible and are easy to get to, and move through.

The proposed development improves passive surveillance of the future park to the east and the MUP and pathway to the west and north. The site is permeable via the two street frontages, the connection directly to the MUP to the west (and, in turn, the BRT station 300m away) and the pathway to the north.

To ensure that new development respects the character of existing areas.

As part of the subdivision that created the subject site and surrounding lots, the subject site was intended as a multi-residential site. The zoning applied at the time, with its site-specific exception reflected this. The proposed design for the site has taken into consideration the surrounding existing development to maintain a consistent community identity. The proposed three-storey buildings provide increased density in the area while respecting the existing low and medium density built form of the community.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

The proposed development introduces an additional housing option (two bedroom stacked townhouses) to the community to increase variety and choice and affordability for residents of all ages and life stages.

To understand and respect natural processes and features in development design.

Insofar as it is applicable (no identified Natural Heritage System features are located on or adjacent to the Subject Site) the proposal has been designed with understanding of the existing natural conditions.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed buildings represent a compact form of residential development which reduces land consumption. The net density on the site is 85 units per hectare.

SECTION 4.11 - URBAN DESIGN AND COMPATIBILITY

In accordance with Section 4.11 of the *Official Plan*, development applications are evaluated against compatibility criteria to measure their appropriateness within the surrounding local context. The following is a compatibility analysis of the proposed development based on the relevant criteria:

Building Design

- 5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public***

realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a. Setbacks, heights and transition;***
- b. Façade and roofline articulation;***
- c. Colours and materials;***
- d. Architectural elements, including windows, doors and projections;***
- e. Pre- and post-construction grades on site; and***
- f. Incorporating elements and details of common characteristics of the area.***

The surrounding residential built form is primarily double storey detached, semi-detached and townhouse dwellings with pitched roofs and brick, stone or siding finishes. The finishes proposed for the buildings – brick, stone and siding – are designed to be compatible with this, as shown at Figure 9 below.



Figure 9: Rendering of the proposed 16 unit building

As the proposal is on an internal lot and a buffer provides a transition on three sides from existing residential development, the prevailing setbacks are not strictly applicable. Nonetheless, the proposal meets all the setback requirements in the zoning by-law and does not require any minor variances. The

height of the buildings is consistent with Policy 3 at 3.6.1 (General Urban Area) of the Official Plan which states that: *“Building height in the General Urban Area will continue to be predominantly Low-Rise”*. A minor variance to the zoning by-law is not required. The subject site is at approximately the same grade as the surrounding area and there is no plan to significantly change this.

6. The City will require that all applications for new development:

- a. Orient the principal façade and entrance(s) of main building(s) to the street.**
- b. Include windows on the building elevations that are adjacent to public spaces;**
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.**

In relation to a), the buildings have their principal facades and stone-accentuated entrances oriented to the private streets. In relation to b), Buildings #2 and #3 have their primary outlook towards the future public park to the east of the subject site. In relation to c), the building design uses stone cladding to accentuate the building entrances. Landscaping will also contribute to this.

- 8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.**

Mechanical equipment and utilities are integrated into the design of the building. Garbage is accommodated in accessory buildings.

Outdoor Amenity Areas

- 19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.**

The two buildings that are closest to the existing townhouses to the south are oriented with their most ‘closed’ facades (i.e. no balconies and limited glazing) towards this interface to minimise privacy issues. The articulation of the southern facades of the buildings, the use of varied materials and the pitched roofs all work to minimise the visual bulk of the proposal as viewed from the south.

SECTION 4.8.6 – LAND-USE CONSTRAINTS DUE TO AIRPORT AND AIRCRAFT OPERATIONS

As the subject site is located within the Airport Vicinity Development Zone (AVDZ), the following policies apply:

- 1. Development within the AVDZ must take into consideration the Council- approved Environmental Noise Control Guidelines and applicable provincial and federal guidelines and regulations.**

A Noise Impact Assessment (Novatech, 25 October 2019) consistent with the Council- approved Environmental Noise Control Guidelines and applicable provincial and federal guidelines and regulations forms part of this submission.

- 3. A Noise Control Study consistent with the Council approved Environmental Noise Control Guidelines is required as part of a complete application for any development proposal within the 25 NEF/NEP composite noise contour line as illustrated on Schedule K and Annex 10.**

- a. Within the AVDZ, noise-sensitive uses may be permitted between the NEF/NEP 25 composite noise contour line and the Ottawa Airport Operating Influence Zone subject to a detailed Noise Control Study or application of the prescribed measures to address airport noise as described in the Environmental Noise Control Guidelines.**

A Noise Impact Assessment (Novatech, 25 October 2019) consistent with the Council- approved Environmental Noise Control Guidelines forms part of this submission.

- 4. New development and redevelopment will comply with the Ottawa Airport Zoning regulations as enacted under the *Federal Aeronautics Act*.**

Complies. The City of Ottawa applied the AVDZ to the site as set out under the *Federal Aeronautics Act*. This section of the planning rationale outlines how the proposal meets the policy requirements in the AVDZ.

- 5. Development conditions and best practices may be required to reduce the risk of wildlife conflict with airport operations. Proposed land uses, municipal infrastructure projects and activities in the vicinity of the Ottawa International Airport will have regard to the Ottawa MacDonald-Cartier International Airport Authority Wildlife Management Plan.**

As medium density development in an urban area with necessarily limited landscaping and no ponds, it is not expected that the proposed development will increase the risk of wildlife conflict with airport operations.

- 6. Within the AVDZ the creation of open water habitat areas will be prohibited.**

Complies. No open water habitat areas are proposed to be created.

- 7. Throughout the city, land uses, activities and the use of building materials with potential to interfere with safe operation of aircraft, the performance of navigation aids, or telecommunication will be prohibited.**

Complies. The proposal is not high enough and will not use any building materials with the potential to interfere with safe operation of aircraft, the performance of navigation aids, or telecommunication.

4.3 SOUTH NEPEAN SECONDARY PLAN – AREA 1

The subject site is designated as ‘Mixed Density Residential’ on the South Nepean Secondary Plan Land Use Plan (excerpt at Figure 6). The proposal is a medium density development that is compatible in scale with existing low and medium density residential development in the community. The guidelines in the South Nepean Secondary Plan that are applicable to the proposed development are discussed below:

1.2 Design Principles

Most of the principles apply to subdivision layout and non-residential uses. One principle, *“Building forms within the communities must be designed at a human scale to promote pedestrian activity”* is applicable. The buildings do not front a street as it is an internal site. However, a MUP and a pathway runs along two sides of the site, a park is located to the east, and pedestrian movement takes place within the site. The buildings are three stories plus basement in height, with balconies and large areas of glazing. The massing of the buildings and their detailing is at a human scale to promote pedestrian activity.

1.3 Objectives

The relevant objectives are listed below, with a description of how the proposal furthers them.

1.3.1 Land Use

- *To encourage compact urban development forms that are pedestrian oriented and promote community interaction;*
- *To encourage development densities in locations that support the efficient and effective operation of the public transit system;*

The proposed stacked townhouses are a compact urban development form that provide a density of 85 units per net hectare whilst respecting the surrounding suburban built form. The site is located immediately adjacent to a transitway (the closest station is 300m from the site). Morning and evening peak services reach downtown (Mackenzie King Bridge) in 40mins. Increased density on the site will support this service.

1.3.2 Residential Development

- *To promote opportunities for a mixture of low, medium and high-density housing forms within the communities such that approximately 8,400 units can be accommodated at build out by 2016;*
- *To have regard for Provincial, and Municipal planning policies and initiatives when considering new residential development.*

The proposal is at the higher end of density for the community whilst remaining what is typically considered to be medium density (85 units per net hectare). It makes an important contribution to the goal of a mixture of housing forms while accommodating 8400 dwelling units in the community.

2.0.1 Land Use Designation

The subject site is in the 'Mixed Residential' area. The plan aims for a minimum density of 25 units per net hectare. Existing development in the area is mostly townhouses, so the introduction of stacked townhouses with a dwelling density of 85 units per net hectare will contribute to the area living up to its 'mixed density' designation and achieving its density goals.

This section goes on to specify policies for each land use, except mixed residential which is mentioned under the umbrella of 2.3 Mixed Use. Key points from the policy that the proposal is consistent with are:

- Stacked townhouse is a permitted use (2.3.1)
- Higher density housing forms are encouraged in locations proximate to the rapid-transit network, Arterial and Collector Roads and community facilities (i.e. schools, parks). Implementing zoning by-laws shall establish a transition in building heights from low profile to high profile building forms.
- Building heights shall not exceed four (4) storeys for all residential building types.

General urban design policies are set out at Section 3. Many of the policies relate to subdivision considerations such as street hierarchy and layout, transit and servicing. Others relate to streetscape, which is of limited relevance to this application as the subject site is an internal lot. The policy of relevance to this proposal relates to the interface between residential uses and pocket parks, which reads:

In residential areas adjacent to pocket parks, housing forms are encouraged to face the parks. Orienting housing forms this way will enhance the streetscape and may provide park users with a higher sense of security.

Two of the buildings face directly onto the future park to the east of the site and are setback approximately 18-20m. A total of sixteen units (eight in each building) look out towards the park, providing park users with a higher sense of security.

4.4 ZONING BY-LAW

It is not necessary to amend the existing zoning or to apply for any minor variations as the proposal is a permitted land use in the R4A zone and it complies with the provisions of the applicable urban exception [1640] as shown below:

Exception 1640 Provision	Compliance
The provisions for apartment dwelling, low rise and stacked dwelling are:	
minimum lot width: 30m	Complies - minimum lot width is 102.9m.
minimum lot area: 4046m ²	Complies - lot area is 10,355m ² .
maximum density 85 units per hectare	Complies - density is 84.98 units per hectare.
minimum front yard setback: 3.0m	Complies - front yard setback is 3m.
minimum side yard setback: 3.0m	Complies - minimum side yard setback is 4.52m.

minimum building separation distance: 4.5m	Complies – minimum building separation distance is 4.5m.
minimum rear yard setback: 7.5m	<i>Not applicable. Refer to minimum rear yard setback for Planned Unit Development.</i>
maximum building height: 13m or 4 storeys	Complies – building is three storeys plus basement.
minimum number of parking spaces required is: 1.0 spaces per unit	Complies – 88 resident parking spaces are provided (along with 18 visitor spaces).
maximum number of dwelling units permitted in a stacked dwelling: 16	<i>Not applicable – proposal is not stacked dwellings.</i>
minimum rear yard setback for Planned Unit Development: 5.5m	Complies – minimum rear yard setback is 5.56m.

5.0 | CONCLUSION

It is our assessment that the proposed development is consistent with the *Provincial Policy Statement*, conforms to the *City of Ottawa's Official Plan*, complies with the provisions of the *Zoning By-Law 2008-250* and respects the applicable urban design guidelines found in the *Official Plan* and *South Nepean Secondary Plan for Areas 1, 2 and 3*.

This planning rationale, along with the associated technical studies, supports the proposed development. The proposed development is compatible in scale with the existing residential development and functions well within the surrounding context. The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

Novatech

Prepared By:



James Ireland, BUPD
Project Planner

Reviewed By:

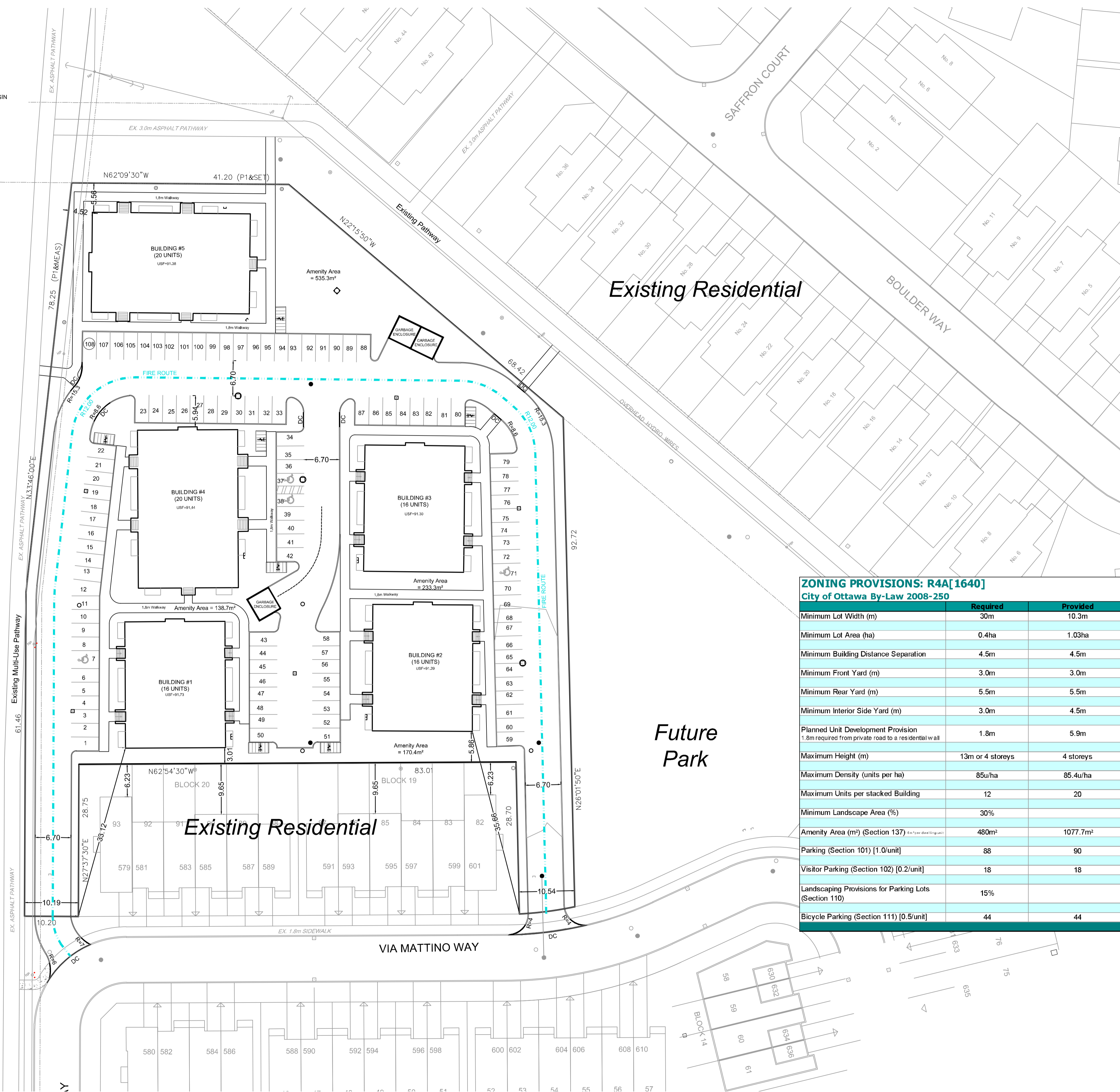


Gregory Winters, MCIP RPP
Senior Project Manager

**APPENDIX A:
SITE PLAN**

LEGEND

- SANITARY MANHOLE
- STORM MANHOLE
- HYD ○ HYDRANT
- ROAD CATCHBASIN
- REAR YARD CATCHBASIN
- LANDSCAPE TYPE CATCHBASIN
- BICYCLE PARKING



SITE PLAN

BLOCK 21

591 VIA MATTINO WAY

PART OF LOT 19
CONCESSION 2 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF NEPEAN
Now CITY OF OTTAWA
BLOCK 21, PLAN 4M-1527



ZONING PROVISIONS: R4A[1640]
City of Ottawa By-Law 2008-250

	Required	Provided
Minimum Lot Width (m)	30m	10.3m
Minimum Lot Area (ha)	0.4ha	1.03ha
Minimum Building Distance Separation	4.5m	4.5m
Minimum Front Yard (m)	3.0m	3.0m
Minimum Rear Yard (m)	5.5m	5.5m
Minimum Interior Side Yard (m)	3.0m	4.5m
Planned Unit Development Provision 1.8m required from private road to a residential wall	1.8m	5.9m
Maximum Height (m)	13m or 4 storeys	4 storeys
Maximum Density (units per ha)	85u/ha	85.4u/ha
Maximum Units per stacked Building	12	20
Minimum Landscape Area (%)	30%	
Amenity Area (m ²) (Section 137) <small>Excludes amenity</small>	480m ²	1077.7m ²
Parking (Section 101) [1.0/unit]	88	90
Visitor Parking (Section 102) [0.2/unit]	18	18
Landscaping Provisions for Parking Lots (Section 110)	15%	
Bicycle Parking (Section 111) [0.5/unit]	44	44



1	ISSUED FOR COMMENTS	AUGUST 16/19	JL
No.	REVISION	DATE	BY

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ISSUED
AUGUST, 2019

PROJECT No.
112021

DRAWING No.
112021-SP

NOTE:
THIS PLAN HAS BEEN COMPILED USING LEGAL INFORMATION OBTAINED FROM STANTEC GEOMATICS LTD., ONTARIO LAND SURVEYORS PLAN OF SUBDIVISION (4M-1527); DATED DECEMBER 09, 2014. PROJECT No. 161612370-132

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