

4. ZONING BY-LAW AMENDMENT – 605, 609, 613 AND 617 LONGFIELDS DRIVE

MODIFICATION AU RÈGLEMENT DE ZONAGE – 605, 609, 613 ET 617, PROMENADE LONGFIELDS

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 605, 609, 613 and 617 Longfields Drive to reduce the parking performance standards and introduce a maximum surface parking limit for non residential uses, as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage no 2008-250 pour les 605, 609, 613 et 617, promenade Longfields visant à réduire les normes de rendement en matière de stationnement et incorporer une limite maximale de stationnement en surface, et ce, aux fins d'utilisations non résidentielles, comme il est détaillé dans le document 2.

DOCUMENTATION / DOCUMENTATION

1. Acting Deputy City Manager's Report, Planning and Infrastructure, dated 1 September 2015 (ACS2015-PAI-PGM-0153).

Rapport du Directeur municipal adjoint par intérim, Urbanisme et infrastructure, daté le 1 septembre 2015 (ACS2015-PAI-PGM-0153).

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
September 22, 2015 / 22 septembre 2015**

**and Council / et au Conseil
October 14, 2015 / 14 octobre 2015**

**Submitted on September 1, 2015
Soumis le 1 septembre 2015**

**Submitted by
Soumis par:
John L. Moser,
Acting Deputy City Manager / Directeur municipale adjoint par intérim,
Planning and Infrastructure / Urbanisme et Infrastructure**

**Contact Person / Personne ressource:
Lee Ann Snedden, Acting Chief / Chef par intérim,
Development Review Services / Services d'Examen des projets d'aménagement,
Planning and Growth Management / Urbanisme et Gestion de la croissance
(613) 580-2424, 25779, LeeAnn.Snedden@ottawa.ca**

**Report Author / Auteur du rapport:
Mary Ellen Wood, Planner II / Urbaniste II, Development Review Suburban
Services Unit / Unité examen des demandes d'aménagement services suburbains
(613) 580-2424, 16482, Maryellen.Wood@ottawa.ca**

Ward: BARRHAVEN (3)

File Number: ACS2015-PAI-PGM-0153

SUBJECT: Zoning By-law Amendment – 605, 609, 613 and 617 Longfields Drive

**OBJET: Modification au Règlement de zonage – 605, 609, 613 et 617,
promenade Longfields**

REPORT RECOMMENDATION

That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 605, 609, 613 and 617 Longfields Drive to reduce the parking performance standards and introduce a maximum surface parking limit for non-residential uses, as detailed in Document 2.

RECOMMANDATION DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage no 2008-250 pour les 605, 609, 613 et 617, promenade Longfields visant à réduire les normes de rendement en matière de stationnement et incorporer une limite maximale de stationnement en surface, et ce, aux fins d'utilisations non résidentielles, comme il est détaillé dans le document 2.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

605, 609, 613 and 617 Longfields Drive.

Owner

Campanale Homes.

Applicant

Paquette Planning Associates Ltd. c/o Daniel Paquette.

Description of site and surroundings

The site is located on the north side of Longfields Drive between Via Campanale Avenue and Via Modugno Place, as shown in Document 1. The parcels are legally described as Blocks 10, 14 and part of Blocks 8 and 13 on Plan 4M-1463, and are within the community of Longfields-Davidson Heights in Barrhaven. Currently the lots are vacant and have a combined area of approximately 15,600 square metres. Via Campanale Avenue and Via Modugno Place are under construction, with a temporary

pedestrian walkway leading from Longfields Drive to the Longfields Transit Station. Pierre-Elliott Trudeau Elementary School is east of the site. The South Nepean District Park is south of the property. The surrounding Longfields-Davidson Heights community primarily consists of low to medium density residential land uses.

Summary of requested Zoning By-law amendment proposal

The applicant is requesting a Zoning By-law amendment for properties known as 605, 609, 613 and 617 Longfields Drive to amend parking performance standards. The applicant is seeking to reduce the non-residential parking requirements to reflect an inner city area parking standard rather than the current suburban area standard. The amendment would result in a reduction of required parking. Parking standards are described as Area B (Inner City Area) and Area C (Suburban Area) standard, as provided in Section 101, Table 101 of Zoning By-law 2008-250. The proposed inner city area parking standards would apply to all permitted non-residential uses with the exception of a few uses that would have a reduced parking rate from the Area B parking standards. Details of the recommended zoning are provided in Document 2.

Proposed Development

The conceptual Commercial Parking Plan for this development is provided in Document 4. The owner anticipates developing these properties in phases with five mixed-use, medium density buildings ranging from four to eight storeys in height. The building fronting Longfields Drive, known as Longfields Station Building, is currently under construction with underground parking, commercial at-grade and three storeys of residential uses on the upper floors. The remaining buildings are conceptual at this time, no site plan applications have been submitted for these buildings.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by Council for Zoning By-law amendments.

Written comments from the public were received in response to the application circulation. A concern was raised in relation to overflow parking on neighbouring streets as a result of the proposed amendment.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designations

The site is designated as General Urban Area pursuant to Schedule B of the Official Plan. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

This requested Zoning By-law amendment has been reviewed with regard to the Official Plan as amended by Official Plan Amendment 150 (OPA 150); which is currently under appeal and, therefore, not yet in effect.

Under OPA 150, Section 2.3.1 Transportation seeks to plan for walking, cycling and transit and managing the supply of parking so that enough is provided without negatively affecting transit use. The City will manage the supply of parking in areas served by the Rapid Transit and Transit Priority Networks to achieve the following objectives:

- 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.
- To continue to regulate both minimum and maximum parking requirements for development within 800 metres walking distance of existing rapid transit stations.
- The City may undertake reviews of the Zoning By-law with respect to parking requirements, appropriate to implement the broader goals of this Plan.

In Section 2.3.1 Transportation, Policy 31 indicates that in establishing requirements for on-site parking, the City will have regard to the current provision of rapid transit and transit priority measures in the area and to the potential impacts on the use of nearby roads with respect to: increases in demand for on-street parking and the adequacy of the supply; the need to facilitate local shopping and economic activity; and the ability to provide new cycling facilities.

Policy 33 of the above section also indicates that outside intensification target areas, the City may establish maximum requirements for on-site parking and reduce or eliminate minimum parking requirements within 800 metres walking distance of a rapid transit station.

Section 4.3.4 of the Official Plan reiterates that the City may reduce or eliminate minimum parking requirements for uses located within 800 metres of a rapid-transit station.

The Official Plan further requires that development applications be assessed against design and compatibility criteria set out in Section 2.5.1 and Section 4.11. Relevant consideration from Section 2.5.1, Urban Design and Compatibility, include creating places that are safe, accessible and are easy to get to, and move through, accommodate the needs of a range of people of different incomes and lifestyles at various stages, and maximizing opportunities for sustainable transportation modes.

Other applicable policies and guidelines

Official Plan Secondary Plan – South Nepean Areas 1, 2 and 3

The site is designated as Mixed Density Residential in the Secondary Plan for South Nepean Areas 1, 2 and 3. The designation permits higher density housing forms in locations in close proximity to the rapid-transit network. Neighbourhood commercial uses are also permitted provided that they maintain the residential character of the area.

Planning rationale

Provincial Policy Statement (PPS)

The Provincial interests that apply to this site include the appropriate location of growth and development and the promotion of development that is designed to be sustainable to support public transit and to be oriented to pedestrians. The recommended Zoning By-law amendment is considered consistent with the matters of Provincial interest and is in keeping with the PPS by promoting efficient use of land for development in close proximity to existing rapid transit (Longfields Rapid-Transit Station) and in proximity to community services and amenities.

Official Plan Policies

As discussed above, this proposed Zoning By-law amendment has been evaluated with regard to the policies of the current Official Plan and those policies as proposed by OPA 150, and has been found to conform with all applicable policies.

With regards to providing infrastructure, specifically parking, the development area has specific attributes that supports the proposed amendment. The properties are immediately adjacent to the Longfields Rapid-Transit Station. These properties are

anticipated to accommodate residential densities in the form of medium to high density residential with commercial units at-grade planned. Through the registration of the Plan of Subdivision, Plan 4M-1463, specific street cross-sections were approved to accommodate on-street parking on Via Modugno Place, Via Campanale Avenue, and Longfields Drive. The street cross-sections also accommodated at least one sidewalk on each street, creating a pedestrian friendly environment for residents to easily walk to the proposed commercial uses.

The requested amendment calls for the use of Area B (as opposed to Area C) parking standards per Table 101 of Zoning By-law 2008-250 given the area is planned to develop as a higher density mixed use community compared to the standard suburban neighbourhood. Access to these properties is supported by other modes of transportation. The properties are not solely reliant on the use of automobiles. Under Schedule C – Primary Off-Road Cycling Network, the properties are adjacent to a multi-use pathway providing easy access for cycling to and from the site. Schedule I illustrates both city-wide and community routes for multi-use pathways. The transitway supports the off-road multi-use pathway and Longfields Drive is designated as a Community cycling route. Both these routes provide an alternative option to accessing the area by walking or cycling verses arriving by vehicle.

With regards to design objective and compatibility policies, the proposal respects the character of this developing community. The area is easily accessed by public transportation with the Longfields Rapid-transit Station immediately adjacent to the site. The streets in the development provide both on-street parking and a sidewalk on at least one side of the street. These attributes contribute to a safe, accessible and pedestrian oriented neighbourhood. Individual properties will be subject to Site Plan Control approval, at which time further design details will be addressed.

Finally, the proposed zoning satisfies the policies of the Secondary Plan, South Nepean Area 1, 2 and 3 by encouraging a dense mixed-use community to occur that is pedestrian oriented. The proposed mixed use buildings fosters neighbourhood level commercial uses, and introducing a maximum surface parking limit encourages sufficient use of land adjacent to the rapid transit station.

Proposed Zoning

The applicant has requested a modified parking standard for the following specific non-residential uses: instructional facility, office, personal services business, restaurant, retail store and medical facility. All other non-residential uses will be calculated at the

rate for Area B in Table 101, despite being in Area C as identified in Schedule 1 of the zoning by-law. The availability of on-street parking and proximity to transit supports the modified parking standards. As illustrated in Document 4, the conceptual Commercial Parking Plan identifies a total of 73 available on-street parking spaces directly in front of the potential commercial units. Utilizing the modified parking standard, as detailed in Document 2, the developer anticipates approximately 1955 square metres of commercial space could be built based on the concept plan resulting in 54 on-site parking spaces and utilizing 28 of the 73 on-street parking spaces. It should be noted that if the amount, and or type of commercial space developed exceed the amount of parking available, the developer would be responsible to provide additional on-site parking.

In keeping with the direction of Section 2.3 in support of minimizing the amount of land devoted to parking, the proposed Zoning By-law amendment will also include a provision that specifies a maximum amount of surface parking. Additional efforts to reduce surface parking will also be included through the arrangement to share parking among land users. The proposed amendment will allow combining the required residential visitor parking with the required commercial use parking. Since it is expected that the peak times for residential visitor parking and commercial parking differ, and considering that their needs are for short term parking, as well as the ability of people to use alternative forms of transportation, there is the opportunity to share required parking between these uses.

The applicant is also requesting to remove the residential parking provision as outlined in Section 239, Urban Exceptions 1642, 1646 and 1760 which requires a minimum of one parking space per unit for residential uses. This exception for residential parking was introduced prior to the opening and operation of the Longfields Rapid Transit Station. Given the properties are adjacent to the now active transit station, the parent zone provisions for residential parking within 600 metres of a rapid transit station are appropriate to apply. Residential units for mid-high rise and low rise apartments and stacked dwellings will be required to provide 0.5 parking spaces per dwelling unit, and 0.75 parking spaces per townhouse dwelling.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Harder is aware of the application related to this report.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendation outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications

ACCESSIBILITY IMPACTS

At time of site plan approval, all proposed buildings will be required to meet the accessibility criteria contained within the Ontario Building Code. Depressed curbs will be constructed in accordance with City standards. Barrier free parking will be required and illustrated through associated site plans.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

EP2 – Support growth of local economy.

TM3 – Integrate the rapid transit and transit priority network into the community.

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the On Time Decision Date established for the processing of Zoning By-law amendments due to the time it took to resolve details of requested zone provisions.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Process

Document 4 Concept Plan

Document 5 Overview Data Sheet

CONCLUSION

The proposed development is located in the General Urban Area and complies with relevant Official Plan policies including reducing or eliminating parking requirements within 800 metres walking distance of a rapid transit station. The proposal makes use of easy access to and from the Longfields Rapid-transit station, availability of on-street parking and options for alternative modes of transportation through the multi-use pathway and community routes immediately adjacent to the proposed development. The proposed amendment complies with the Official Plan policies and, as such, the department is recommending the Zoning By-law amendment be approved.

DISPOSITION

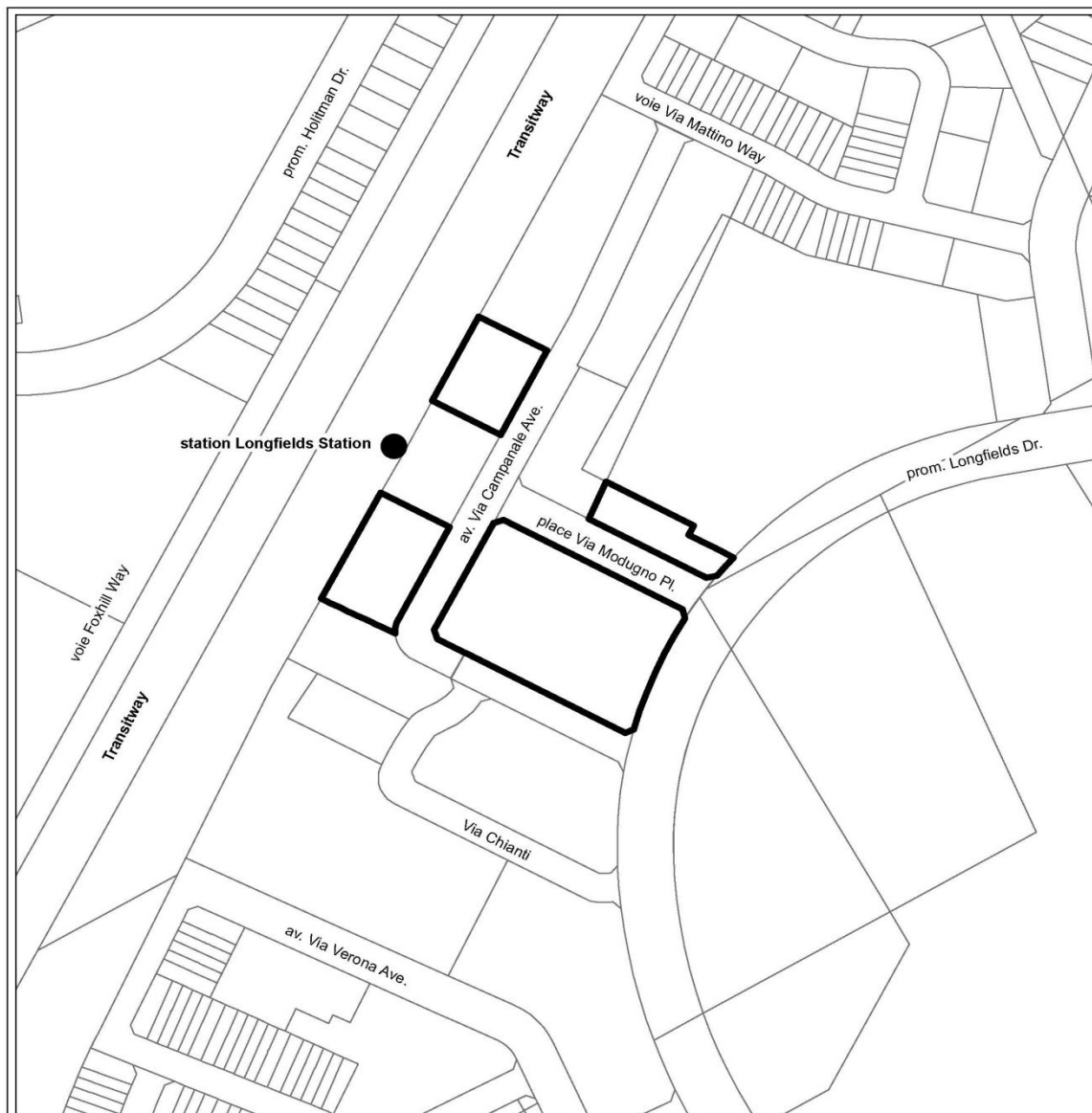
City Clerk and Solicitor Department, Legislative Services, to notify the owner, applicant, Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Scott Templeton, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

Planning and Growth Management Department to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

Legal Services Department to forward the implementing by-law to City Council.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa



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15-1006-X

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REVISION / RÉVISION - 2015 / 06 / 08

LOCATION MAP / PLAN DE LOCALISATION
ZONING KEY PLAN / SCHÉMA DE ZONAGE



605, 609, 613 & 617 promenade Longfields Drive



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 605, 609, 613, 617 Longfields Drive is by adding new provisions to Section 239, Urban Exceptions 1642, 1646 and 1760, similar in intent to the following:

- a. In Column IV, add the text, “parking lot”
- b. In Column V, add the text:
 - “Despite the property being located in Area C on Schedule 1 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:
 - 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 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.”
- c. In Column V, delete the text, “minimum number of parking spaces for residential use is: 1.0 space per unit.”

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses

Comment:

The department received one comment from a resident on Holitman Drive (located north of the Longfields Rapid-Transit Station). Their concern with reducing the commercial parking requirements within this area is that it may cause an increase in on-street parking within their neighbourhood.

Response:

Longfields Drive, Via Modugno Place and Via Campanale Avenue was designed with on-street parking, these streets are in closer proximity to the proposed commercial development than Holitman Drive. It was also noted that on-street parking on Holitman Drive is limited to three hours; this is a city-wide standard. Monitoring vehicle use of on-street parking could be carried out during post construction to determine if there is a potential need to reduce the timeframe of on-street parking. The permitted three hours on-street parking could be reduced to two or one hour parking to ensure a higher turn-over in available parking.

Document 4 – Concept Plan: Commercial Parking Plan

