

**RICHCRAFT GROUP OF COMPANIES**  
**146 Mountshannon Drive, Nepean**

**Addendum No. 2, Planning Rationale**  
**FoTenn Consultants Inc.**

**May 17<sup>th</sup>, 2011**

## 1.0 Introduction

FoTenn Consultants Inc. has been retained by the Richcraft Group of Companies (“Richcraft”) to submit a Secondary Plan Amendment (Official Plan Amendment) and Zoning By-law Amendment application for a property located in the South Nepean community. The subject property is municipally known as 146 Mountshannon Drive and legally described as Plan 4M-889 Block 108, part of a previously approved plan of subdivision that applies to the larger area.

Richcraft is now proposing to develop the 2.42 ha site with 182 apartment dwellings, distributed in fourteen (14) buildings with shared surface parking (224 spaces) and single vehicle access to Mountshannon Drive.

The following is an Addendum to the FoTenn Planning Rationale dated February 2010. The Addendum summarizes changes to the project, including the reduction of the number of units, and revisions to the proposed Concept Plan / Preliminary Site Plan prepared by David M. Blakely Architect Inc (see Appendix 1). It is FoTenn’s opinion that the findings of the February 2010 Planning Rationale still apply, in general and specific terms to the revised development proposals.

The revisions address comments provided by municipal Staff, the Ward Councillor and representatives of the public at a public information meeting held on May 6<sup>th</sup>, 2010 and technical comments provided by Staff on May 28<sup>th</sup>, 2010, February 24<sup>th</sup>, 2011, and March 22<sup>nd</sup>, 2011.

Significant changes to the Planning Rationale will be identified with sub-headings, retaining some portions of the original Rationale for continuity and references to key municipal policies.

## 2.0 Plan Improvements / Revisions

The following is an inventory of more significant revisions to the Concept Plan / preliminary Site Plan:

1. The overall project densities have been reduced from 211 units to 182 units, a total reduction of 29 units or 13 percent of the proposed units;
2. The proposed four (4) low-rise apartment buildings along Mountshannon Drive have been replaced by 22-street townhouses, similar to other townhouses dwellings in the area;
3. A portion of the proposed building height of the four (4) low-rise apartment buildings along the southern property line, closest to Daventry Crescent have been reduced from 13.5m to 9.8m;
4. The previous Concept Plan requested a reduction in the number of visitor parking spaces, a total reduction of 6 to 9 parking spaces. The Concept Plan has been revised to fully comply with the requirements of Section 110 of the Zoning By-law. A sufficient number of resident and visitor parking spaces will be provided, and;
5. A pedestrian link has been added on the north edge of the site, located mid-block to provide access to the well-used Mulligan Municipal Park and the St. Luke Elementary School and play yard.



### 3.0 Applications Requested

The Secondary Plan (Official Plan) Amendment would re-designated the lands from the “Low Density Residential” designation to “Mixed Density Residential” and insert Special Exception Policies as Section 2.3.3 (for Special Policy Areas 1, 2, and 3) which specifically state that the subject lands are designated “Mixed Density Residential” and are only subject to policies 2.3.1 and 2.3.2 of the *South Nepean Urban Area Secondary Plan*.

The intent of the Secondary Plan Amendment is to allow the development of the rear portion of the lands as low-rise apartment buildings at a maximum residential density of 75.2 units per hectare. The previous Concept Plan for the lands proposed a residential density of 87 units per hectare.

The Zoning By-law Amendment application would rezone the land from the current “R3Z (1193)” - Residential Third Density Zone, Subzone Z, Exception no. 1193 to the R4F- Residential Fourth Density, Subzone F Zone, with Exceptions.

The R4 allows a wide mix of residential building forms ranging from single-detached dwellings and street townhouse dwellings to low-rise apartment dwellings, up to four (4) storeys in height, and is appropriate in areas designated as General Urban Area in the Official Plan.

The Zoning Amendment would in affect:

- allow low-rise apartments (4 storey or less) on the lands;
- allow a maximum building height of 13.5m for the centre portions of the low-rise apartment buildings, whereas the By-law typically permits a height of 11m to 14.5m for the R4 Zone, for the entire area of a low-rise apartment building and;
- amend various zone provisions, as needed to allow development on a private, internal roadway with common / shared parking areas including the following:
  - Amend Note no.2 of Table 162B – Additional Provisions to allow a maximum of 20 units in the low-rise apartment building
  - Amend Section 55, Table 55 (7) to allow an accessory (amenity) building of 160m<sup>2</sup> (+/\_), for bicycle storage and waste collection, whereas the By-law permits a maximum building area of 55 m<sup>2</sup>.

The Concept Plan prepared by Richcraft complies with all other zone provisions including front, interior side and rear yard building setbacks and common open space and amenity areas and parking lot landscaped area.

### 4.0 Discussion of Revisions to Plan

The following section discussed, in greater detail the more meaningful revisions to the Concept Plan / preliminary Site Plan, and consistency with policy and regulatory documents.



#### 4.1 Project densities

Although the project densities have been reduced from 211 units to 182 units, a total reduction of 29 units, the project still provides reasonable infill to meet the City's targets for intensification in existing areas. In addition to the 22-street townhouses, nine (9) low-rise apartment buildings are proposed, ranging from 16 to 20 units, with common entrances.

The 182 residential unit proposal still conforms to the Provincial Policy Statement (2005). The proposal promotes an efficient, cost effective pattern of development, stimulates economic growth and takes full advantage of existing infrastructure (Preamble).

The proposal still promotes healthy, liveable and safe communities by encouraging a range of choice in housing types and densities within the neighbourhood (Policies 1.1.1a, b, d, and e).

The PPS (2005) promotes intensification and redevelopment opportunities within built up areas where existing or planned infrastructure can support development (Policies 1.1.3.3 and Policy 1.1.3.7). The proposal takes full advantage of an available opportunity to appropriately redevelop and revitalize lands within an established neighbourhood in the City of Ottawa.

The proposal is in conformity with the City of Ottawa Official Plan, including the General Urban Area designation policies. The designation encourages infill development, in this case low-rise apartments (Policy 3.1.1).

The proposed project fulfill the Official Plan's intent to sponsor intensification by connecting and using existing municipal infrastructure (water, sanitary and storm services and roads) and on the ability for the development to access and use existing community facilities and services (parks, schools, retail, etc.).

The proposed units contribute to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The Secondary Plan Amendment to allow low-rise apartments in addition to 22-street townhouse dwellings is consistent with the intent of the Secondary Plan Amendment and is reasonable and appropriate.

Schedule B: Longfields and Davidson Heights Communities and South Merivale Business Park encourages approximately 8,400 dwelling units in the Secondary Plan Area. More specifically, the lands are identified as a part of a larger area with a density target of 1500 units.

Section 2 notes that the targets are approximate and intended only to promote a distribution of residential units in relation to services and open space. Variation in density is permitted provided the general intent of the policies of the Plan are upheld.

The maximum residential density of 77 units per hectare, are supported by technical studies, and well-distributed within the community.



## **4.2 Street townhouses along Mountshannon Drive**

Raised as an issue by the Community, the low-rise apartment buildings along Mountshannon Drive have been replaced by 22-street townhouses, similar to other townhouses dwellings in the area. Although the previous Site Plan eliminated private driveways onto Mountshannon Drive, a collector roadway, the community considers street townhouses as a more recognized and appropriate transition for the public face of the project.

The main site entrance is aligned with Sutcliffe Terrace to minimize vehicle conflicts, and create a symmetrical, safe four-way intersection, with all four (4) segments of the intersection stop-sign controlled. The single access will maintain, to the greatest extent possible, a continuous building frontage along the street.

A 7.0m wide loop road will provide parking space access and an emergency, maintenance and service vehicle route. Noise and headlight glare impacts will be absorbed internally with fencing and a perimeter landscape buffer and mitigated on adjacent properties through the single entrance aligning with an existing roadway.

The building elevations will be a high-quality architectural and urban design treatment, constructed of high- quality materials and finishes, all to make a positive contribution to Mountshannon Drive.

The proposed internal sidewalks are distributed within the site to sponsor good internal links, and connect to the public sidewalk along Mounshannon Drive and Mulligan Park. The sidewalks are of sufficient width to safely accommodate pedestrian movements, and are typically located abutting landscape strips and parking lot islands.

The amenity building has been designed to accommodate enclosed resident garbage areas.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11, discussed in greater detail in the FoTenn February 2010 Planning Rationale (p 14-18).

## **4.3 Building heights**

The building height for portions of the four proposed (4) low-rise apartment buildings along the southern property line, closest to Daventry Crescent, have been reduced to address neighbor concerns related to over-looking and building massing. Specifically, the height of the southernmost 16.6m of each building (1/3 of the building length, measured from the southernmost edge of the low-rise apartment building) has been reduced from 13.5m to 9.8m, to create a staggered building height. The visual affect is that the portion of the building closest to the adjacent street townhouses is reduced to a comparable building height.

The reduced building height is also supplemented by a 4.6m side yard setback, in addition to a typical 7.5m rear yard setback for the abutting townhomes. The four (4) buildings have been sited to flank the existing rear yards of the townhouses along Daventry Crescent to reduce the visibility and mass of the building walls. There would be no visual impacts to the abutting properties to the north and east, a municipal park and school and play area.



The proposed building height of 13.5m for the centre portion of the buildings and 9.8m for the portions abutting existing homes is generally consistent with and lower than the permitted 11.0m in the current R3Z zone and adjacent zones and properties. In practical terms, an additional height for only a portion of the building is equivalent to half of a residential building floor and is not a significant or inappropriate departure from the zoning. The additional building height will have minimal visual and aesthetic impacts to adjacent properties. Sufficient building setbacks and separation will mitigate any perceived visual impacts.

From adjacent properties to the south and southeast, with the exception of surface parking areas, building setbacks and landscape and amenity areas will be similar as the adjacent dwellings (side yard to rear yard, rear yard to rear yard). Daventry and Whitegate Crescents are characterized by conventional street townhomes. A existing 1.8m high chain-link fence, supplemented by landscape materials to be installed along the three (3) property lines will screen the parking areas.

The neighbourhood is characterized as an established single-detached and street townhouse residential community. The proposed residential built form and building height is generally compatible with and provides an appropriate transition to the lower, but similar profile residential character of the area. In our opinion the proposed residential development is an appropriate and compatible use and built form to the existing adjacent uses and buildings.

#### **4.4 Parking calculations**

The project will include a total 224 surface parking spaces, including 192 shared (or assigned) spaces accessible from the internal roadway with single vehicle access from Mountshannon Drive.

At a rate of 1.2 parking space per unit, and 0.2 visitor parking spaces (1.4 total), the By-law would require 224 parking spaces, including 32 visitor spaces for the entire project.

The 22-street townhouses provide two (2) parking spaces per unit and satisfy the By-law for resident and visitor parking. The low-rise apartment units will comply with the minimum required number of parking spaces.

Given the size of the dwelling units, and the frequency of need for visitor parking, the By-law requires sufficient parking to serve the development. The development will not contribute to off-site, in-street parking.

The Richcraft lands are located approximately 875m (linear) from the Fallowfield Transit Station and transitway. The lands are well-served by several local and express bus routes by way of Mountshannon Drive, Earl Mulligan Drive, Oriska Way, Fallowfield Road and Woodroffe Avenue, all providing service to the larger Transit Station. As advised, additional and more frequent bus services is contemplated by the City on adjacent streets for improved service to the transit station.

#### **4.5 Private amenity space**

Staff provided technical comments related to additional on-site private amenity space, with a sketch provided to Richcraft on March 22<sup>nd</sup>, 2011.



Private, shared amenity space is distributed within the property, between buildings and along the perimeter of the property. Buildings have been oriented and organized to increase continuous amenity space.

From adjacent properties to the south and southeast, with the exception of surface parking areas, building setbacks and landscape and amenity areas will be similar as the adjacent dwellings (side yard to rear yard, rear yard to rear yard). Daventry and Whitegate Crescents are characterized by conventional street townhomes. A existing 1.8m high chain-link fence, supplemented by landscape materials to be installed along the three (3) property lines will screen the parking areas.

An amenity building is proposed on the easternmost portion of the lands, accommodating resident's garbage collection areas and 101 bicycle space parking stalls.

The Richcraft lands are located in close proximity to elementary and high schools, municipal parks and the National Capital Commission (NCC) Greenbelt lands providing recreational opportunities.

Given that the proposed development is located immediately abutting the well-used Mulligan Municipal Park and the St. Luke Elementary School and play yard, privately maintained and exclusive on-site amenity space beyond the amount currently proposed is deemed inappropriate and unnecessary. The intent is to provide enhanced access by way of a pedestrian connection, in addition to a connection from Mountshannon Drive to the public park, taking advantage of existing municipal facilities and services.

#### **4.6 Urban Design Guidelines for Low-Medium Density Infill Housing**

The Urban Design Guidelines for Low-Medium Density Infill Housing were approved by City Council on October 12<sup>th</sup>, 2005. The goal of the Design Guidelines is to help fulfill some of the design strategies as outlined in the Official Plan, mainly in Section 2.5.1 and Section 4.11. Infill is defined in the Design Guidelines as "new development in an established area, which is complementary to existing uses and is of a density similar to adjacent uses".

The proposed development, including the revisions to the Concept Plan is response to Community comments, continues to conform to the intent and provisions of the Urban Design Guidelines for Low-Medium Density Infill Housing. The proposed development will provide a more compact urban form and variety of housing choice, while achieving a good fit into the existing low-density neighbourhood in terms of building form and design.

Very similar to the existing adjacent dwellings, now including 22-street townhouses along Mountshannon Drive, the proposed building provides an infill opportunity that respects the pattern of development and character of the neighbourhood and achieves a good fit in terms of form and design.

#### **5.0 Additional studies / considerations**

In January 2011, CastelGlenn Consultants Inc. prepared an Addendum to the original Transportation Brief. The Brief and Addendum assess the existing road network and its potential to accommodate traffic generated by the proposed development. It was determined that the existing capacity of the



road network is sufficient to safely accommodate the traffic generated by the proposed development.

The site is well-served by collector and arterial roadways, functioning at acceptable Levels-of-Service (LOSs). The project is also well-served by local bus routes and is in proximity (875m, linear) to an existing (and future) transit station. The reduction of units further supports the conclusions of the original report.

The main site entrance is aligned with Sutcliffe Terrace to minimize vehicle conflicts, and create a symmetrical, safe four-way intersection, with four (4) segments of the intersection stop-sign controlled.

## **6.0 Conclusions**

In considering the proposed development, including the revisions noted in the Planning Rationale, the supporting studies, and applicable policy framework, it is FoTenn's professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

### **1) Consistent with Provincial Policy Statement**

The proposed development is consistent with the Provincial Policy Statement which promotes efficient development of serviced, underutilized lands located within the urban boundary. The development of the Mountshannon Drive property will achieve greater density and mix of land uses in a pattern that efficiently uses available infrastructure.

### **2) Conforms to the City of Ottawa Official Plan 2003, Consolidated January 2007**

The proposal is in conformity with the City of Ottawa Official Plan, including the General Urban Area designation policies. The designation encourages infill development, in this case low-rise apartments (Policy 3.1.1).

The proposed project fulfills the Official Plan's intent to sponsor intensification by connecting and using existing municipal infrastructure (water, sanitary and storm services and roads) and on the ability for the development to access and use existing community facilities and services (parks, schools, retail, etc.).

The proposed units contribute to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfill the compatibility objectives and principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11.



### **3) Meets Applicable Design Guidelines**

The proposed development conforms to the intent and provisions of the Urban Design Guidelines for Low-Medium Density Infill Housing. Although not identical to the existing adjacent dwellings, the proposed building provides an infill opportunity to achieve a good fit in terms of form and design.

### **4) Conforms with the policies of the South Nepean Urban Area Secondary Plan**

The Secondary Plan Amendment to allow low-rise apartments in addition to 22-street townhouse dwellings is consistent with the intent of the Secondary Plan Amendment and is reasonable and appropriate.

Schedule B: Longfields and Davidson Heights Communities and South Merivale Business Park encourages approximately 8,400 dwelling units in the Secondary Plan Area. More specifically, the lands are identified as a part of a larger area with a density target of 1500 units.

Section 2 notes that the targets are approximate and intended only to promote a distribution of residential units in relation to services and open space. Variation in density is permitted provided the general intent of the policies of the Plan are upheld.

The maximum residential density of 75.2 units per hectare, are supported by technical studies, and well-distributed within the community.

### **5) Maintains General Intent of the Zoning By-law**

The proposed development maintains the general intent of the City of Ottawa Comprehensive Zoning By-law 2008-250. The requested amendments will modify provisions to increase the conformity with the Official Plan's policies for General Urban Area and in particular the policies of the South Nepean Urban Area Secondary Plan. Aside from the provisions which will be amended as part of this application, the proposal will meet the vast majority of the zoning provisions that apply to the subject lands. The Amendment will have minimal impacts in terms of building height and parking requirements.

### **6) Supported by Studies**

A number of independent studies were completed evaluating: traffic generation and road capacity, servicing capacity. The studies did not identify any potential impacts/issues resulting from the proposed development.

### **7) Represents Good Planning**

Overall, the proposed development complies with and advances several key policy objectives at the Provincial and Municipal levels including: optimized use of serviced lands within the existing urban boundary, capitalizes on the proximity of public transit and park space, contributes to the range and availability of housing for all ages and incomes. The parking necessary to serve the development is located to have no visually impacts on the pedestrian experience. Based on this and the above analysis, the proposed development represents good planning and is therefore in the public interest.



