

June 2, 2023

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 CentrepoinTE Drive, Fourth Floor
Ottawa, ON K2G 5K7

**RE: Application for Minor Variance
1919, 1967 Riverside Drive**

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by Schlegel Villages to prepare a Planning Rationale in support of a Minor Variance application to permit the proposed development of a Seniors Continuum of Care community at the Ottawa Hospital Riverside Campus, municipally known as 1919 and 1967 Riverside Drive.

The proposed development is currently subject to an active Site Plan Control application (D07-12-21-0170). Please find the following materials enclosed in support of the minor variance application:

- / Minor Variance application form;
- / Plan of survey, prepared by AOV, dated March 30, 2023;
- / Site Plan, prepared by CSV architects, dated March 13, 2023;
- / Tree Conservation Drawing, prepared by CSV architects, May 18, 2023;
- / Tree Conservation Report, prepared by IFS Associates, dated September 30, 2021;
- / A cover letter prepared by Fotenn for the Tree Conservation Report and Tree Conservation Drawing, dated May 31, 2023; and
- / Elevation drawings, prepared by Cornerstone Architecture, dated October 25, 2021.

Sincerely,



Thomas Freeman, B.URPL
Planner



Bria Aird, MCIP RPP
Senior Planner

Committee of Adjustment
Received | Reçu le
2023-06-07
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1.0 Site Context and Surrounding Area

The subject lands are located within the Riverside Campus of The Ottawa Hospital. As shown in Figure 1 below, the Riverside Campus is a large parcel, approximately 7.76 hectares in area, which extends from Smyth Road in the North to the Beachburg Subdivision Rail Corridor ('VIA line') to the East, Sarah Billings Place to the South, and Riverside Drive to the West. The Transitway partially bisects the Riverside Campus, but stratified ownership connects the campus into one contiguous parcel for zoning purposes.

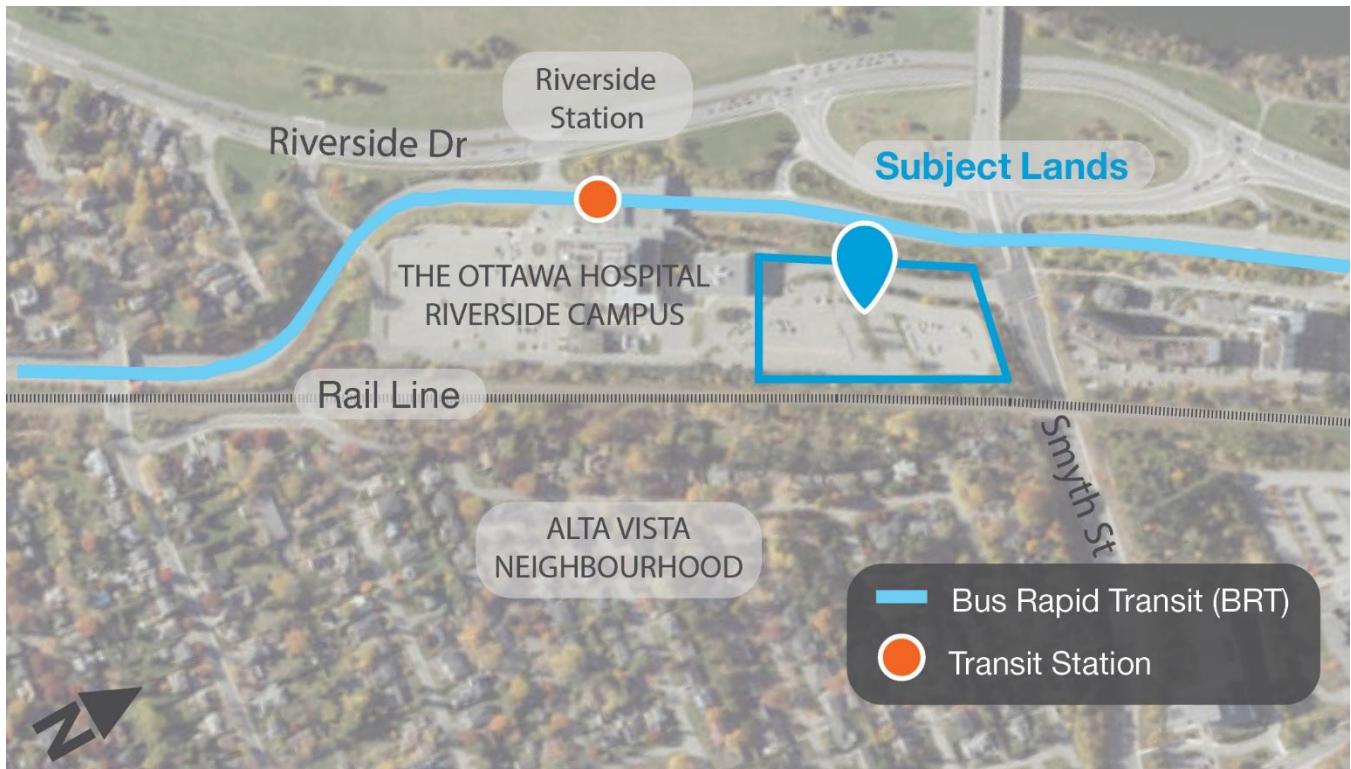


Figure 1: Site Context

The Ottawa Hospital's services are currently consolidated in a single building at the centre of the Campus ('Hospital Building'), with an above-grade link to a separate medical office building ('Medical Building'). The existing Riverside bus rapid transit ('BRT') station is integrated into the Hospital Building, which projects over the Transitway.

The two portions of the Riverside Campus west of the Transitway are not currently developed, and are landscaped with lawn, mature trees and shrubs. The majority of the remainder of the Riverside Campus is largely occupied by surface parking lots.

A private driveway connects Smyth Road and Riverside Drive through the existing campus. A bicycle route runs along part of the driveway, before connecting to a multi-use pathway ('MUP') that crosses the VIA line to Billings Avenue. Existing pedestrian connectivity across the Campus is limited, although pedestrian access to the campus from Riverside Drive is provided along the private driveway and through the Riverside BRT Station and Hospital Building.

The Riverside Campus is characterized by significant grade changes, from a high of approximately 69 metres above sea ('ASL') level adjoining the VIA line, to a low of approximately 63 metres ASL along the Transitway. Some of the most dramatic grade changes are found along Smyth Road, where the land steeps slowly upwards from the municipal sidewalk towards the top of slope near the edge of the parking area. Vegetation on the subject lands consists of lawn and trees on the perimeter of the property, as well as trees lining the drive isles and within parking islands.

The subject lands, intended for redevelopment, are located on the north easternmost portion of the Riverside Campus, fronting Smyth Road, as shown in Figure 1. A stand-alone Medical Building is located immediately south of the subject lands, and the main hospital building is located further south. The medical building is currently served by a 14-space parking lot, which is located within the proposed development area. The aisle in the existing parking lot is currently deficient, with a width of less than six metres. In total, the subject lands currently accommodate 386 parking spaces in 4 access-controlled lots.

One key feature of the subject lands are municipal services which bisect the development area from east to west. Municipal water and wastewater services and hydro lines are located on the property, the legacy of an unopened road allowance across the Riverside Campus.

1.1 Land Use Context

The surrounding community is characterized by a mix of land uses, including residential, institutional, and open space. The Riverside Campus is located between the Rideau River and the neighbourhood of Alta Vista. Along this stretch of land between the Rideau River and Alta Vista there are several high-rise residential bar buildings, highlighted in orange in Figure 2, similar scale to the proposed development. To the east is a predominantly low-rise residential community with few commercial uses.

The Riverside Campus benefits from a view overlooking the Rideau River and adjacent open space. This open space provides access for residents to the Rideau River multi-use pathway (MUP) and an ecological corridor through the city.



Figure 2: Site Context Showing Building Corridor

The following land uses surround the Riverside Campus:

North: To the north of the Riverside Campus, across Smyth Rd is a twelve storey (12) residential building zoned Fifth Residential - R5.

East: On the other side of the VIA rail line is a residential community with single detached dwellings zoned First Residential - R1.

South: To the south on the other side of the Hospital building, the lands are zoned First Residential - R1.

West: The lands to the immediate west, between the Riverside Campus and the Rideau River are zoned Open Space – O1.

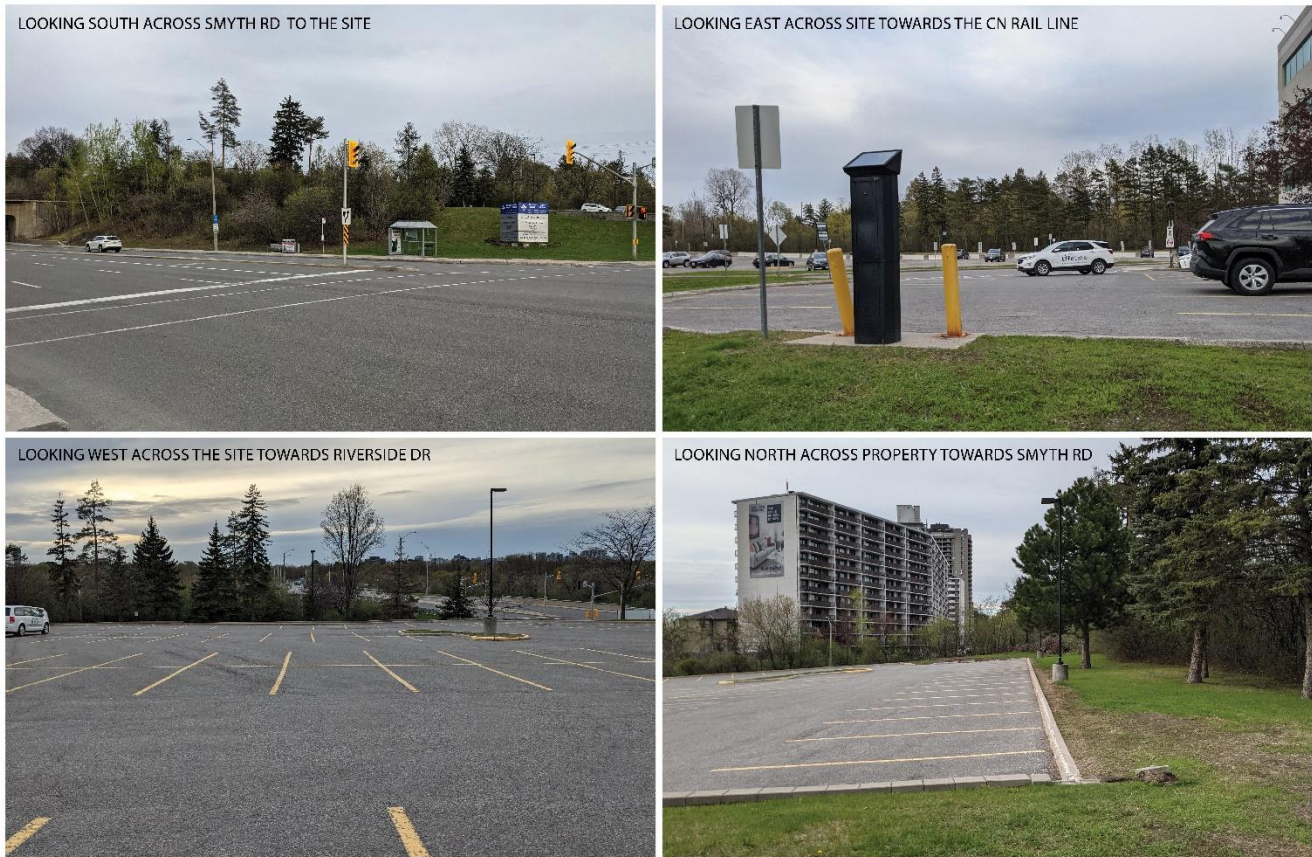


Figure 3: Site Photos

2.0

Proposed Development and Application Overview

2.1 Application Context and History

Fotenn submitted a Site Plan Control Application (D07-12-21-0170) for the proposed development on Schlegel Village's behalf in Fall 2021. Since then, through the Site Plan Control approval process, the applicant team and City staff have worked extensively to refine the proposed site plan. Key outcomes from this process include:

- / Creation of a new municipal park through parkland dedication along the west property line;
- / Improved cycling access across the subject lands, through creation of a new MUP through the new municipal park and the Ottawa Hospital Lands to connect to the existing cycling path along the retained drive aisle;
- / More direct pedestrian access to the Transitway Station via the new MUP and new pedestrian sidewalks; and
- / Design for the re-location of municipal services from the subject lands to the Smyth Road right-of-way.

The proposed Long Term Care home is a crucial component of the proposed development. Long Term Care homes are approved and funded through the Ministry of Long Term Care, and the development of new Long Term Care homes to address acute community need has been identified as a provincial priority. To accelerate the development of these facilities, the Province has set a funding deadline that requires building permit approval by August 31st, 2023.

The Ottawa Hospital and Schlegel Villages have an agreement to enter into a long-term lease for the subject lands. A Consent application will be submitted in the future to seek Consent for a lease with a term exceeding 21 years.

2.2 Proposed development

Schlegel Villages Inc. is proposing to develop a seniors retirement community that will include an eight (8) storey, 256-bed Long Term Care Home and an adjoining fifteen (15) storey Retirement Home with 270 suites. Under the City of Ottawa Comprehensive Zoning By-law (2008-250), a Long Term Care Home is classified as a "Residential Care Facility".

The proposed Long Term Care Home and Retirement Home are based on the Schlegel Villages model that has been developed across Ontario over the past 30 years. The model incorporates Long Term Care with Retirement Care in a "village" setting that is aimed at enhancing social interaction between residents, family members, and the surrounding community. The proposed design of the building has been shaped around a central "main street" design to connect residents to amenity spaces, the adjacent hospital and medical building.

The proposed site layout and location of the buildings (Figure 4) is shaped by the Schlegel Villages model and the need to provide a setback and additional safety measures to the adjacent rail corridor to the east. While the significant grade change and angled frontage along Smyth Road make a traditional streetwall approach unfeasible, the frontage along Smyth Road is proposed to be terraced and landscaped to provide an attractive street frontage.

Consideration for multi-modal access strongly shaped the site design. The existing private driveway that connected through the entire Riverside Campus will be removed, and replaced with a new multi-use path (MUP) which provides improved pedestrian and cyclist access to the Transitway station. The main vehicular access for the Retirement Home and visitors to the Long Term Care Home will be provided from Smyth Road.

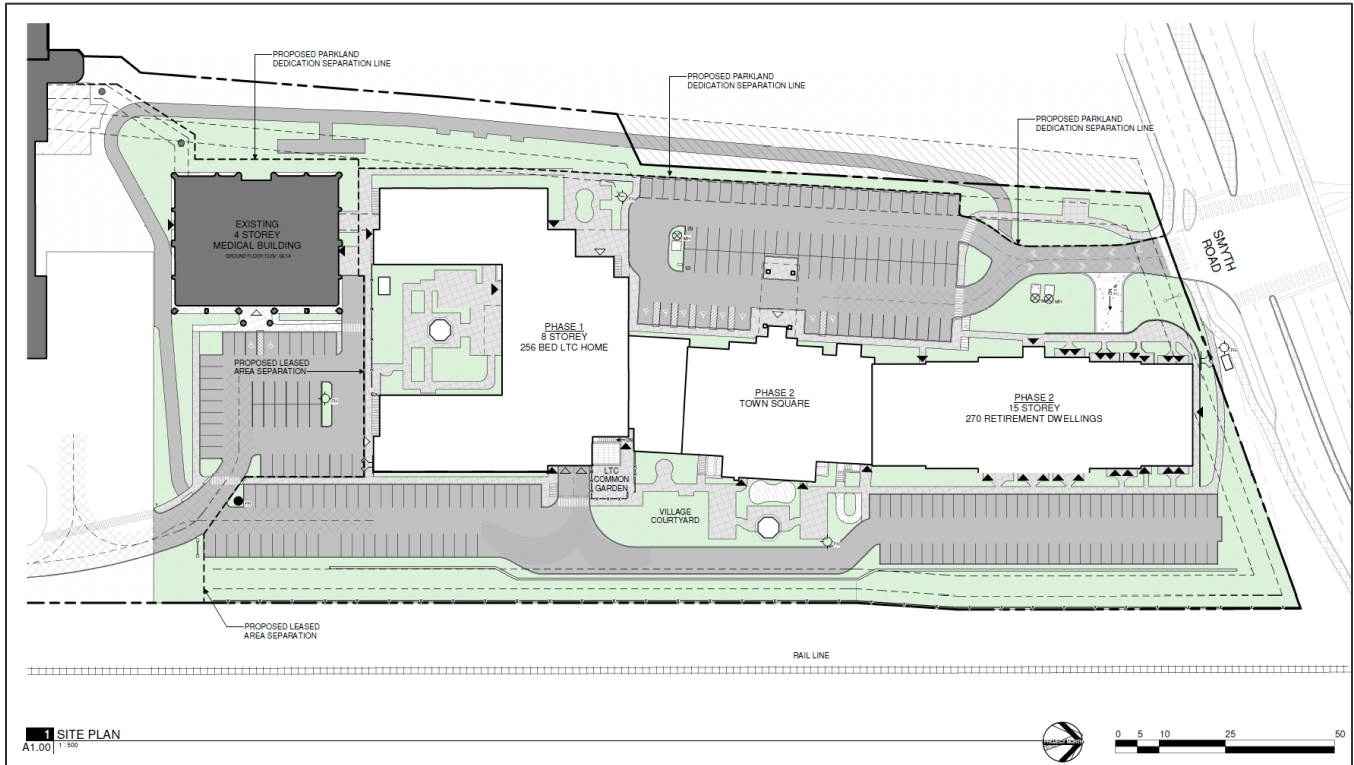


Figure 4: Site Plan, prepared by CSV Architects

In order to enable the project, existing parking associated with the Medical Building will be removed, and replaced with a new parking lot located at the main entrance to the Medical Building. Vehicular access to this lot, as well as to staff parking lots (East Parking Lot 1 and East Parking Lot 2) will be provided via the private way that connects to Riverside Drive. The parking needs of Schlegel Village's continuum of care communities are typically relatively high, reflecting the high staffing ratios for both the Long Term Care and Retirement Home components of the community, including overnight shifts, as well as the desire to provide easy access for visitors who may be travelling from across the region to visit loved ones. In recognition of the close proximity to transit, Schlegel Villages has proposed a parking rate that is lower than their typical standards. Several minor variances, detailed below, are being sought to maximize the efficiency of the parking layout within the constraints of the site.

2.3 Minor Variances

The proposed development complies with the vast majority of the zoning provisions and the intent of the I2 Zone. However, to facilitate the proposed development, relief from several provisions of the Zoning By-law is required. The required variances are illustrated in Figure 5, below.

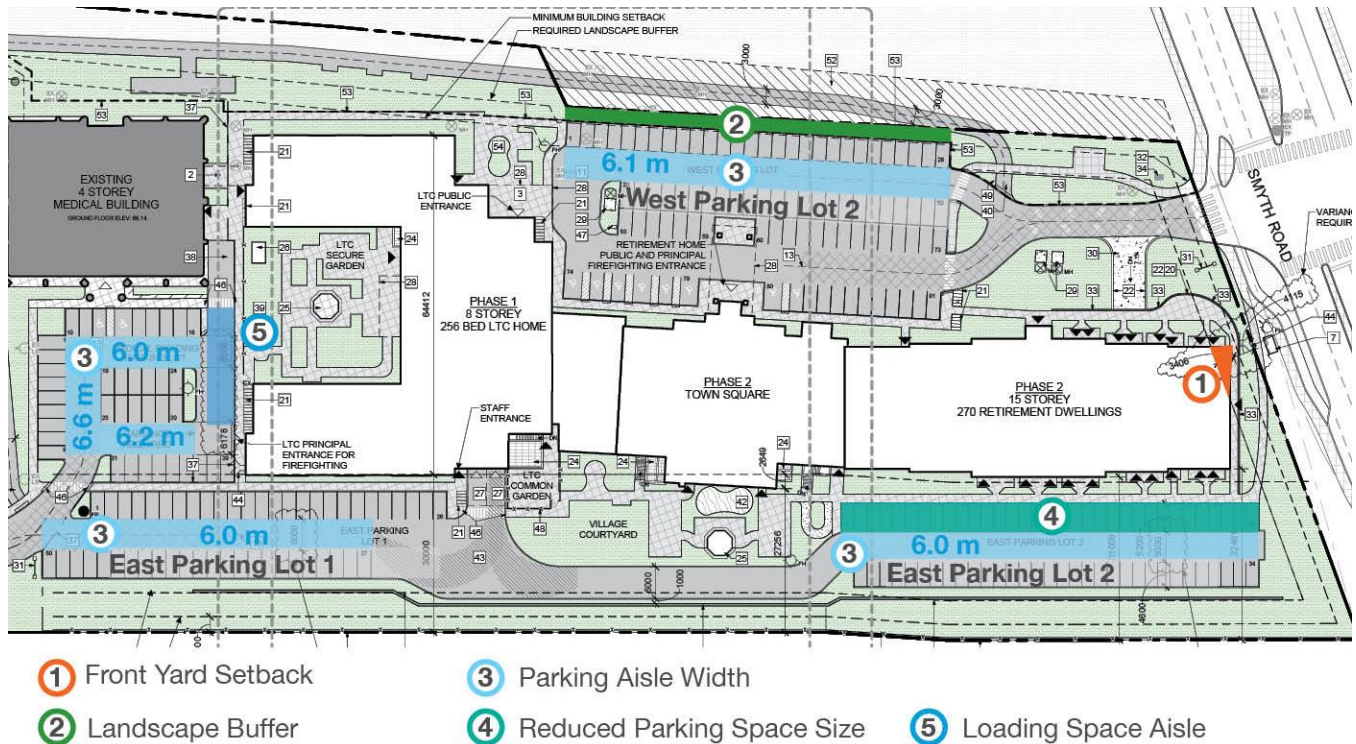


Figure 5: Extract from Site Plan with Minor Variances Highlighted

The relief sought can be summarized as follows:

1. **Front Yard Setback:** A small portion of the Retirement Home projects beyond the required \ minimum 7.5 m front yard setback, due to the angled front lot line.
2. **Landscape Buffer:** A 2.7 metre-wide landscape buffer is proposed between the west property line and the west parking lot, whereas the zoning requires a three (3) metre landscaped buffer around the entire property. The entirety of the width of this buffer will be dedicated as parkland.
3. **Parking Aisle Width:** Reduced aisle widths of between 6.6 and 6.0 metres are proposed, whereas the Zoning By-law requires a minimum aisle width of 6.7 m for non-residential uses.;
4. **Reduced Parking Space Size:** Reduced size spaces are proposed in the West Parking Lot, East Parking Lot 1 and East Parking Lot 2. The majority of these reduced spaces comply with Section 106 (3) of the Zoning By-law, which permits up to 50% of the spaces in a parking lot to be reduced in size provided that they are not required visitor parking spaces. However, all of the spaces in East Parking Lot 2 are reduced in size, requiring zoning relief
5. **Loading Space Aisle:** The Medical Building has a GFA of 3,380 square metres, which means that two loading spaces are required. A minimum aisle width of 9 metres is required for a loading space that is 90 degrees from the aisle. Currently the facility is served by a single loading space, which is proposed to be re-oriented with access from a 6.0 metres-wide aisle.

3.0 Policy and Regulatory Context

3.1 City of Ottawa Official Plan (2022)

The Riverside Campus is designated Mainstreet Corridor in the Outer Urban Transect. The planning objective for this Transect is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. **Policy 5.3.1.2** states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be generally Mid- or High-rise along Mainstreet Corridors, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted.

Policy 5.3.1.3 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the Official Plan, by supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and by targeting selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Section 6.2 of the official Plan outlines policies for lands designated Corridor. **Policy 6.2.1.2** states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development shall ensure appropriate transition in height to abutting designation, and sites generally of greater than one hectare in area or 100 metres in depth shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users.

Policy 6.2.1.3 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense urban environment. **Policy 6.2.2.1** states that in the Mainstreet Corridor designation, a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods shall be permitted.

The subject lands are within the **Alta Vista / Faircrest Heights / Riverview Secondary Plan**. Section 2 Policy 3 of the Secondary Plan directs that on Mainstreets, the Zoning By-law shall prohibit new automobile-oriented land uses.

3.2 City of Ottawa Zoning By-law (2008-250)

The subject lands are zoned “I2 - Major Institutional Zone” in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 11. The purpose of the I2 zone is to:

- / Ensure that major institutional uses such as hospitals, colleges and universities are located at appropriate locations within areas designated as General Urban Area in the Official Plan;
- / Ensure that these large scale, high traffic generating institutions locate only on large parcels of land, with direct access to an arterial road and near rapid transit stations;
- / Impose regulations which ensure that the size and integrity of these uses is compatible with adjacent uses; and
- / Permit minor institutional uses and provide for a range of ancillary uses.

A Hospital, Residential Care Facility and a Retirement Home are all permitted uses within the I2 Zone.

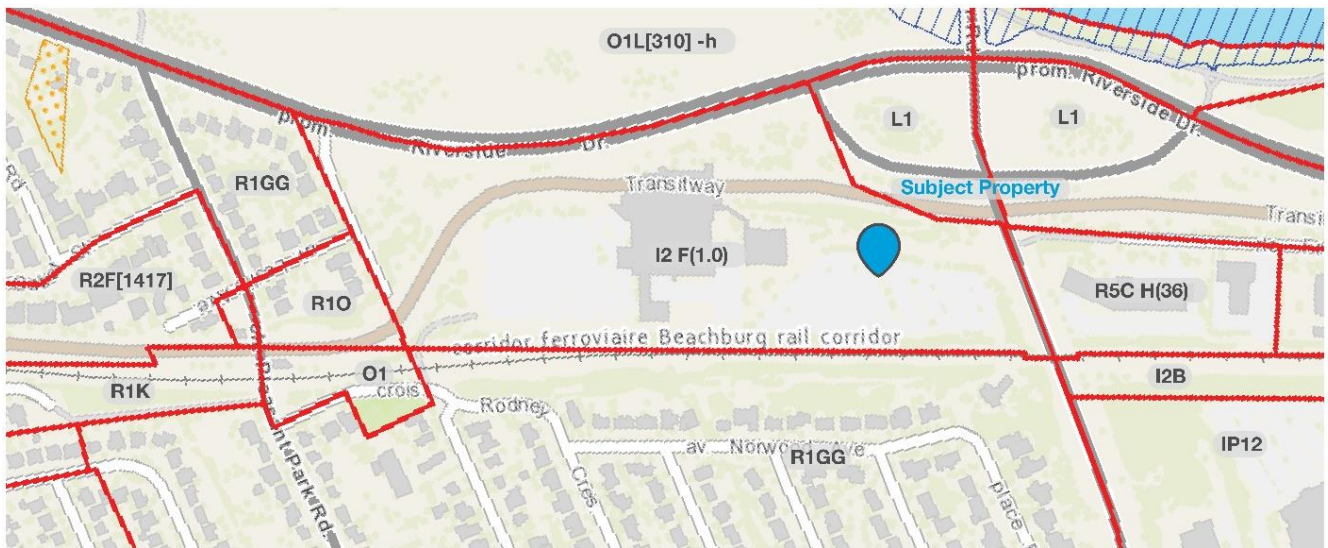


Figure 6: The Riverside Campus is zoned I2 F(1.0) in the City of Ottawa’s Consolidated Zoning By-law 2008-250

The proposed development complies with the majority of the applicable zoning provisions, as demonstrated in the following table:

Provision	Required	Proposed	Conformity
Minimum lot width <i>Table 171</i>	No minimum	100.5 m	Yes
Minimum lot area <i>Table 171</i>	No minimum	21423 m ²	Yes
Minimum front yard setback <i>Table 171 (3)</i>	7.5 m	4.12 m	No
Minimum rear yard setback <i>Table 171</i>	7.5 m	Existing	Yes
Minimum Interior Side Yard Setback <i>Table 171</i>	7.5 m	10.48 m 27.92 m	Yes
Minimum Landscape Buffer <i>Table 171 (8)</i>	3 m	2.7 m	No
Parking Lot Buffering <i>Table 110 & Table 171(8)</i>	Abutting a street: 3 m Not abutting street, 100+ spaces: 3 m Not abutting street, 10-99 spaces: 1.5 m	Abutting a street: 8 m West parking lot (91 spaces) not abutting a street: 2.7 m	Yes
Maximum Height <i>Table 171</i>	W/i 12 m of an R1, R2 or R3 zone: 15 m Otherwise: no maximum	52.6 m	Yes

Maximum Floor Space Index	1.0	0.80	Yes
Amenity Area <i>Table 137</i>	<p>Retirement Home 6m² per dwelling unit, and 10% of the gross floor area of each rooming unit = 270 x 6 = 1,620 m²</p> <p>Residential Care Facility 10% of the gross floor area of each rooming unit = 1,010 m²</p> <p>Total: 2,360 m²</p>	2,847 m ²	Yes
Minimum Vehicle Parking Spaces <i>Area X as per S.101. 5. a) and d)</i> <i>Table 101</i>	<p>Retirement Home 0.25 per dwelling unit or rooming unit plus 1 per 100 m² of GFA used for medical, health or personal services = (270x0.25) + (350/100)= 71 spaces</p> <p>Residential Care Facility 0.125 per dwelling unit or rooming unit plus 0.5 per 100 m² of gross floor area used for medical, health or personal services = (256-12)x 0.125 + (350/700) = 33 spaces</p> <p>Total (Schlegel Villages): 104</p> <p>Medical Building 2 per 100 m² of GFA = (3,338/100x2) = 68</p> <p>Hospital 0.7 per 100 m² of GFA = (29,922/100x0.7) = 209</p> <p>Total (site-wide): 381</p>	<p>West Parking Lot (Visitor parking): 91</p> <p>East Parking Lots 1 and 2 (staff parking): 115</p> <p>Underground (resident parking): 66</p> <p>New Medical Building Parking Lot: 39</p> <p>Total (New Development): 311</p> <p>Existing Retained spaces: 393</p> <p>Total (site-wide): 704</p>	Yes
Minimum Visitor Parking Spaces <i>Table 102</i>	<p>Retirement Home: 270 units x 0.1 = 27</p> <p>Residential Care Facility (not a residential use): 0</p>	91 spaces (Provided within West Parking Lot)	Yes
Minimum Aisle Width <i>Table 107 (d)</i>	<p>Accessory to residential use: 6.0 m</p> <p>Accessory to other uses: 6.7 m</p>	6.0 m	No
Reduced Parking Space Dimensions and Amount <i>S. 106. 3 (b)</i>	<p>Up to 50% spaces in a parking lot (except required visitor spaces) can be reduced to 2.4m wide and 4.6m long. (311-51) x 0.5 = 130</p>	<p>West Parking Lot: 30% (28 spaces) reduced length and width</p> <p>East Parking Lot 1: 30% (15 spaces) reduced width only</p>	No

		East Parking Lot 2: 100% (65 spaces) reduced width only. No <i>required</i> visitor spaces are reduced.	
Bicycle Parking Spaces <i>Table 111A</i>	Retirement Home 0.25 per dwelling unit or rooming unit: 270x0.25 = 68 Residential Care Facility 1 per 1500 m ² of GFA = 6	76 (46 surface, 30 below-grade)	Yes
Location of Bicycle Parking <i>S.111. 12.</i>	25% of required total must be located within a building or structure, if total required spaces is > 50: 68x0.25 = 17	30 spaces are provided in a secure room in the basement.	Yes
Minimum Required Loading Spaces <i>Table 113A</i>	Long Term Care Home (other non-residential use): 10,100 m ² = 2 spaces Medical Facility (other non-residential use): 3,380 m ² GFA = 2 spaces	LTC home: 2 spaces Medical Facility: 1 space	Yes
Minimum Driveway Width Accessing a Loading Space <i>Table 113B</i>	6 m double lane traffic	6 m	Yes
Loading Space Dimensions <i>Table 113B</i>	Non-parallel spaces: 3.5 m x 7 m with 4.2 m vertical clearance	3.5 m x 7 m	Yes
Minimum width of an Aisle accessing a loading space	Angle of space between 60 to 90 degrees: 9 m	6 m	No

The following relief is being sought:

- / Whereas Section 171, Table 171 (3) of the Zoning By-law requires a minimum 7.5 m front yard setback, a 4.12 metre front yard setback is being sought for a portion of the building;
- / Whereas Section 171, Table 171 (8) of the Zoning By-law requires a minimum 3 m width of landscape area along all lot lines, a 2.7-metre wide landscape buffer is being sought along a portion of the west interior side lot line;
- / Whereas Section 107, Table 107 (d) of the Zoning By-law requires a minimum parking aisle width of 6.7 m for non-residential uses, a reduction in aisle widths to a minimum of 6.0 metres is being sought for several parking aisles;
- / Whereas Section 106 (1) of the Zoning By-law requires minimum parking space dimension of 2.6 by 5.2 metres, but Section 106 (3) allows up to 50% of the spaces in a parking lot to be reduced to 2.4 by 4.6 metres provided that none of the reduced spaces are required visitor spaces, a variance to permit 100 percent of the provided parking within East Parking Lot 2 to be reduced to a width of 2.4 metres is requested.
- / Whereas Section 113, Table 113A(d) of the Zoning By-law requires two loading spaces to be provided for non-residential uses that are not otherwise listed, that have an area of over 2,000 square metres GFA, and whereas the Medical Building has 3,380 square metres GFA and is currently served by a single loading space, a variance is requested to permit a reduction to one provided loading space.
- / Whereas Section 113, Table 113B (d) (iii) of the Zoning By-law requires a minimum aisle width of 9 metres for a loading space that is 90 degrees from the aisle, an aisle width of 6.0 metres is being sought.

4.0 Minor Variance Application

Section 45 of the *Planning Act*, R.S.O. 1990 provides the Committee of Adjustment with the ability to grant Minor Variances by weighing their appropriateness based on the “Four Tests”. The *Act* requires that an application for a variance demonstrates that it satisfies the following:

1. Is it in keeping with the general intent and purpose of the Official Plan?
2. Is it in keeping with the general intent and purpose of the Zoning By-law?
3. Is it desirable for the appropriate development or use of the land, building or structure?
4. Is the application minor in nature?

It is our professional opinion that the proposed development constitutes good planning, and the requested Minor Variances meet the four tests outlined in the *Planning Act* as discussed below.

4.1 Does the Variance Maintain the General Intent and Purpose of the Official Plan?

The Riverside Campus is designated Mainstreet Corridor within the Outer Urban Transect of the City of Ottawa Official Plan. The requested reduction in front yard setback will permit the tallest building to be located closer to the Mainstreet, in conformity with the policies of the Mainstreet Corridor designation. The requested parking and loading variances allow for a more efficient parking layout, which allows for more space to be provided for landscaping and pedestrian pathways, as supported by the Official Plan.

Together, the proposed minor variances maintain the general intent and purpose of the Official Plan, and permit a development that helps to achieve the intent of the Official Plan. The proposed development of an eight (8) storey residential care facility and 15 storey long term care home is appropriate for the subject lands and is permitted within the Mainstreet Corridor designation within the Outer Urban Transect.

4.2 Does the Variance Maintain the General Intent and Purpose of the Zoning By-law?

The subject lands are zoned “I2 - Major Institutional Zone” in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the I2 zone is to ensure that major institutional uses such as hospitals, colleges and universities are located at appropriate locations and ensure that these large scale, high traffic generating institutions locate only on large parcels of land, with direct access to an arterial road and near rapid transit stations. The proposed applications will permit the development of a Residential Care Facility and Retirement Home which are both permitted uses under the Zoning By-law. The subject lands are in an appropriate location for the proposed development with direct access to an arterial road and near a rapid transit station.

A zoning compliance table has been provided in 3.2 of this rationale and summarizes the provisions of the zone. The minor variances requested meet the general intent and purpose of the zoning by-law. The proposed applications will permit the development of a Residential Care Facility and Retirement Home which are both permitted uses under the Zoning By-law.

4.3 Are the Variances Minor in Nature?

The proposed variances are minor as they do not result in any tangible adverse impact on any abutting lands or on the users of the proposed development.

4.3.1 Reduced Front Yard Setback.

The proposed front yard setback is appropriate and minor in nature given the parcel shape, which has an angled front lot line. The lot line abutting Smyth Road is angled such that the reduced setback is only required for one corner of the

building, and the average setback of the façade approaches the required 7.5 metres. The policy context encourages buildings that are located close to the street, and no negative impacts are associated with the requested reduction.

4.3.2 Reduced Landscape Buffer surrounding a Parking Lot.

The proposed width of the landscape area of 2.7 m is only being sought along the west property line that abuts the transitway. The reason for this reduction is the narrow nature of the subject lands which is exacerbated by the required safety setback from the rail line to the east. Originally, a 1.5 metre buffer was proposed, but the parking spaces immediately abutting the buffer were reduced to the permitted 4.6 metre length, and a variance to permit their access aisle to be 6.0 metres is being sought, so that the magnitude of the requested variance is only 0.3 metres.

The abutting Transitway lands are characterized by wide landscaped area and grade separation, and the adjacent existing use is not sensitive. Furthermore, the area along this portion of the parking lot is proposed to be conveyed to the City to form part of a proposed linear park and MUP that transverses the site. The 2.7 metre buffer will form part of a vegetated buffer between the new MUP and the proposed parking.

4.3.3 Reduced Aisle width for a non-residential Parking Lot.

The Zoning By-law permits reduced aisle widths of 6.0 metres for non-residential uses. In order to achieve an efficient parking layout, that minimizes impact on adjacent landscaped spaces and pedestrian pathways, it is requested to permit reduced aisle widths for the following aisles:

- / The aisle in the West Parking Lot, which will provide access to compact car parking spaces as well as typical spaces;
- / The Medical Building Parking Lot, which will relocate and expand the existing zoning non-compliant parking lot serving the medical building, to provide better access for clients of the Medical Building; and
- / The East Parking Lots, which are intended for staff use.

The reduced aisle widths are consistent with what the City permits for residential-use parking lots. The proposed context and function of the proposed parking lots with reduced aisle widths are similarly supportive of reduced aisle widths.

4.3.4 Permit 100 percent of the spaces in East Parking Lot 2 to be reduced in size

The Zoning By-law allows for up to 50 percent of spaces (except required visitor spaces) in any parking lot to be reduced to 4.6 by 2.4 metres. Across the three surface parking lots serving Schlegel Villages, approximately 40 percent of spaces are proposed to be reduced in size. However, all the spaces in East Parking Lot 2 are proposed to be reduced. This lot will be reserved for staff parking, which allows for closer management of parking issues. Schlegel Villages can accommodate staff with larger vehicles in East Parking Lot 1, avoiding any impacts associated with the reduced parking space sizes.

4.3.5 Medical Building Loading Space

The Medical Building currently operates with one loading space, and there are no concerns with the current function. The proposed development will re-orient the loading space to have access from a parking drive aisle. The design team has run turning templates to confirm that the appropriate vehicles will be able to safely access the loading space. There are no anticipated impacts from the provision of one loading space, rather than the required two spaces, or from the proposed change to the access aisle.

4.4 Are the Variances Desirable for the Appropriate Development or Use of the Land?

The proposed variances are appropriate and desirable for the development of the lands, as they will enable a design that fosters a more vibrant and engaging street frontage in a built form that supports improved internal programming as well as accessibility objectives without encroaching on existing developments. The proposed variances provide for a more efficient development on an underutilized site within proximity to rapid transit and complimentary uses. The proposed minor variances are appropriate for the use of land.

5.0 Conclusion

The proposed variances represent the appropriate, desirable and orderly development of the subject lands. It is our professional planning opinion that the proposed Minor Variances constitute good planning as:

- / The proposal conforms to the policies and objectives of the Mainstreet Corridor designation of the Official Plan;
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law;
- / The proposed minor variances meet the four tests, as set out in the Planning Act.

Sincerely,



Thomas Freeman, B.URPL
Planner



Bria Aird, MCIP RPP
Senior Planner