

2023-07-14



**MINOR VARIANCE APPLICATION
COMMENTS TO THE COMMITTEE OF ADJUSTMENT
PANEL 2**

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 1919, 1967 Riverside Drive
Legal Description: Part of Lots 15 and 16, Concession Junction Gore and Part of Road Allowance between Lots 15 and 16 Concession Junction Gore (Closed by By-Law 174-88, Inst. N451929) Geographic Township of Gloucester.
File No.: D08-02-23/A-00131
Report Date: July 13, 2023
Hearing Date: July 18, 2023
Planner: Justin Grift
Official Plan Designation: Outer Urban, Neighbourhood, Evolving Overlay
Zoning: I2 F(1.0)

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **has no concerns with** the requested variance applications.

BACKGROUND

At the July 4, 2023 hearing, the Committee of Adjustment adjourned the subject applications to the following Committee date, July 18, 2023, to allow members of the public an opportunity to review and provide comments.

Staff note the Site Plan Control application for the residential care home and retirement home was received by the City in October 2021 and has undergone several technical and planning review circulations. This included a period open to the public to provide comments on the proposed development. Staff note, apart for the variances requested, the proposed development meets the provisions of the Zoning By-law including the 15-storey height for the retirement home.

DISCUSSION AND RATIONALE

The subject site is located at the Riverside campus of the Ottawa Hospital and includes both municipal addresses, 1919 and 1967 Riverside Drive. The Riverside Rapid Transit

Station is located directly in front of the subject properties. Staff note, the proposed development includes modifying the existing parking lot of the 4-storey medical building.

The Official Plan designates portions of the properties as Neighbourhood, Minor Corridor (Riverside Drive) and Mainstreet Corridor (Smyth Road) in the Outer Urban Transect. The corridor designation applies to land along streets whose planned function combines a higher density of development, greater degree of mixed uses, and higher level of street transit service than adjacent Neighbourhoods. The site is also subject to the Evolving Overlay which supports intensification and encourages a gradual evolution of development towards an urban built form and density.

The subject properties also fall within the Alta Vista / Faircrest Heights / Riverview Park Secondary Plan area. Staff notes the Secondary Plan primarily focuses on providing direction for designated low-rise development along several of its streets which does not necessarily pertain to the subject site and development. However, the Plan does have policies that speak to ensuring the transportation network in the neighbourhood prioritizes walking, cycling and transit. The Plan specifies that motor vehicle access and movement should be accommodated without eroding the public realm and undermining the priority of pedestrians, cyclists, and transit users.

The property is zoned *Major Institutional Zone, with Floor Index of 1.0 - I2 F(1.0)*. The purpose of this zone is to impose regulations which ensure that the size and intensity of these uses is compatible with adjacent uses and to ensure that large scale, high traffic generating institutions are located only on large parcels of land, with direct access to an arterial road and near rapid transit stations. As discussed below, the applicant is seeking relief from several provisions in the *I2 F(1.0)* zone as well as parking provisions in Part 4 of the Zoning By-law.

Reduced Front Yard Setback and Landscape Buffer (variance a, b and c)

Staff does not have concerns with variances a, b and c. The zoning provisions for the *I2 F(1.0)* zone prescribe a 7.5 metre front yard setback. The intent of this setback is to maintain a consistent built form along a street and ensure an adequate buffer between buildings and the right of way. Staff notes the subject property is at a higher grade than Smyth Road. Staff is of the opinion that the grade difference acts as a buffer between the building and the vehicular traffic on Smyth. Further, it is the corner of the proposed building that is encroaching at the nearest point of 4.12 metres from the front lot line, and not the entire façade of the building. Staff is satisfied that this variance request is minor, and it is desirable for the proposed development.

The Zoning By-law also prescribes a 3-metre-wide landscape buffer along all lot lines, as well as parking lots that are abutting a street on the subject property. The intent of these provisions is to provide a buffer along institutional sites from adjacent properties, as well as to ensure there is a clear distinction between the parking lot and the street. Staff is of the opinion the reduction of the 3-metre buffer to 2.7-metre is minor and will not have adverse impacts on adjacent properties.

Increasing number of parking spaces with reduced dimensions (variance e and f)

Section 106 (3) of the Zoning By-law indicates that 50% of parking spaces in a parking lot may be reduced to a minimum of 4.6 metres in length and 2.4 metres in width for 'compact cars'. Note, the standard parking space dimensions are 5.2 metres in length and 2.6 metres in width. The provision specifies that compact spaces must be clearly identified on site, no required visitor parking space must be included in the count of compact spaces, and the spaces cannot abut a wall, column or similar surface that would obstruct the opening of a vehicle's doors. The intent of the 50% threshold for compact car spaces is to ensure there is adequate parking spaces for all vehicle types and sizes in a parking lot.

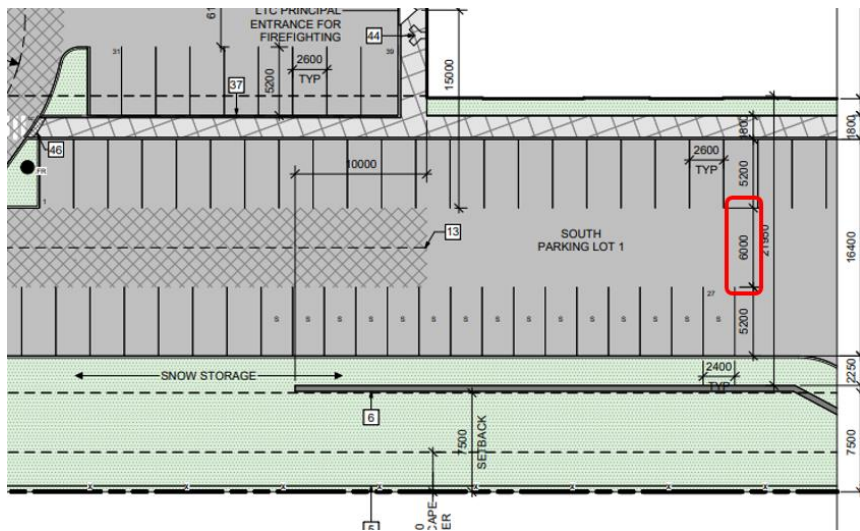
As seen in the plans provided, the applicant is proposing compact parking spaces in several of the new parking lots on the site. However, in the East Parking Lot 2, all 65 of the parking spaces are proposed to be compact car spaces and reduced from the standard parking dimensions in the Zoning By-law. The applicant is seeking relief to have 100% of the parking lot as 'compact car' spaces.

Staff does not have concerns with requested variances e and f. Considering there are a total of 311 new parking spaces being provided in the development and less than 120 will be 'compact car' spaces, Staff is of the opinion the intent of the Zoning By-law is being met and there are still adequate amounts of standard sized parking spaces available on site. Further, the applicant has confirmed that East Parking Lot 2 will be reserved entirely for on-site staff parking and will not be available for visitors. Therefore, the East Parking Lot 2 will have a management component to mitigate any issues with standard-sized vehicles attempting to park on this lot.

Reduced drive aisle width and reduce number of loading spaces (variance d, g and h)

The Zoning By-law prescribes a minimum aisle width of 6.7 metres for aisles providing access to parking spaces in parking lots. However, the Zoning By-law does differentiate that aisles serving parking spaces that are accessory to a residential use have a minimum aisle width of 6 metres as opposed to the 6.7 metres. The intent of a minimum aisle width is to ensure adequate space for vehicles to enter and reverse into parking spaces and mitigate any conflicts between vehicles and pedestrians.

As seen in the provided plans, the applicant is proposing to reduce the required 6.7-metre aisle width to 6 metres in several areas on the site. Staff does not have concerns with this proposed variance, as the areas where the 6-metre aisle width are primarily located either, where compact car spaces are located on one side of the aisle, or in areas dedicated to staff parking. Staff also recognizes the reduced aisle width allows additional space for other on-site features, such as landscape areas and pedestrian paths; therefore, is satisfied the requested variance to reduce the aisle width is desirable for the use and development of the property.



Lastly, the Zoning By-law has several provisions that relate to loading spaces. The applicant has demonstrated that the loading spaces for the new long-term care facility meet zoning provisions. However, because the parking lot for the existing medical building is being modified the applicant is now seeking relief for the number of spaces required and the minimum aisle width leading to its loading zone. According to the Zoning By-law, two loading spaces are required for the medical building as it exceeds a gross floor area of 2000 square metres. Considering the medical building is existing and has been functioning with a single loading space for some time, Staff does not have concerns with this variance request. Regarding the width of the aisle accessing the loading space, the zoning by-law sets a minimum aisle width of 9 metres to access a loading zone that is at a 90-degree angle. However, the applicant has provided Staff with turning templates demonstrating that the appropriate vehicles will be able to access the space safely. Staff has no concerns with this variance and is confident any issues regarding the aisle width has been reviewed and resolved during the Site Plan review process.

ADDITIONAL COMMENTS

Transportation Engineering Services

TES will continue to review this file as part of the Transportation Impact Assessment (TIA) review and Site Plan approval process.

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There are no protected tree related concerns associated with this minor variance application.

Right of Way Management

The Right-of-Way Management Department has **no concerns** with the proposed Minor Variance Application, as the property is subject to a Site Plan Control, which will address any private approach/driveway issue as part of that application process.



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