

August 17, 2023

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

**RE: Application for Minor Variance**  
**89 Richmond Road, Ottawa**

**Committee of Adjustment**  
Received | Reçu le

2023-08-24

City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

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Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by SAAISH Incorporated ("the Client") to prepare a Planning Rationale for a Minor Variance application to permit a reduction in required parking for a six (6) storey, 19-unit mixed-use building at 89 Richmond Road ("subject site") in the City of Ottawa.

The subject site is currently vacant and grassed. The proposed Minor Variances are required to revise the minimum required resident and visitor parking rate for the subject site. This variance has been assessed against the Four Tests of the Planning Act, and our determination is that the variance can satisfy these tests and is therefore appropriate and in the public interest.

Please find enclosed the following material in support of the application:

- / This cover letter explaining the nature of the application (1 copy);
- / Minor Variance application form (1 copy);
- / Building Elevation Drawings, prepared by Rossman Architecture (1 full-sized and 1 reduced copy);
- / Site Plan, numbered A-050 dated December 16<sup>th</sup>, 2022, prepared by Rossman Architecture (1 full-sized and 1 reduced copy); and,
- / Survey Plan, prepared by Annis O'Sullivan Vollebakk, dated January 26<sup>th</sup>, 2018 (1 full-sized and 1 reduced copy).

Please contact the undersigned with any questions or requests for additional materials.

Sincerely,



Jillian Simpson, M.PL  
Planner



Tim Beed, MCIP RPP  
Senior Planner

## 1.0 Background and Context

Fotenn Planning + Design (“Fotenn”) has been retained by SAAISH Incorporated (“the Client”) to prepare this Planning Rationale in support of a Minor Variance application for the subject site, municipally known as 89 Richmond Road in the City of Ottawa.

The subject site is located in the southwest portion of Kitchissippi Ward in the established community of Westboro. The property is an interior lot consisting of an area of 372 square metres with 12.2 metres of frontage along Richmond Road and a lot depth of 30 metres. The subject site is currently vacant and grassed and was previously occupied by a two (2) storey mixed-use building with a rear-yard surface parking lot.

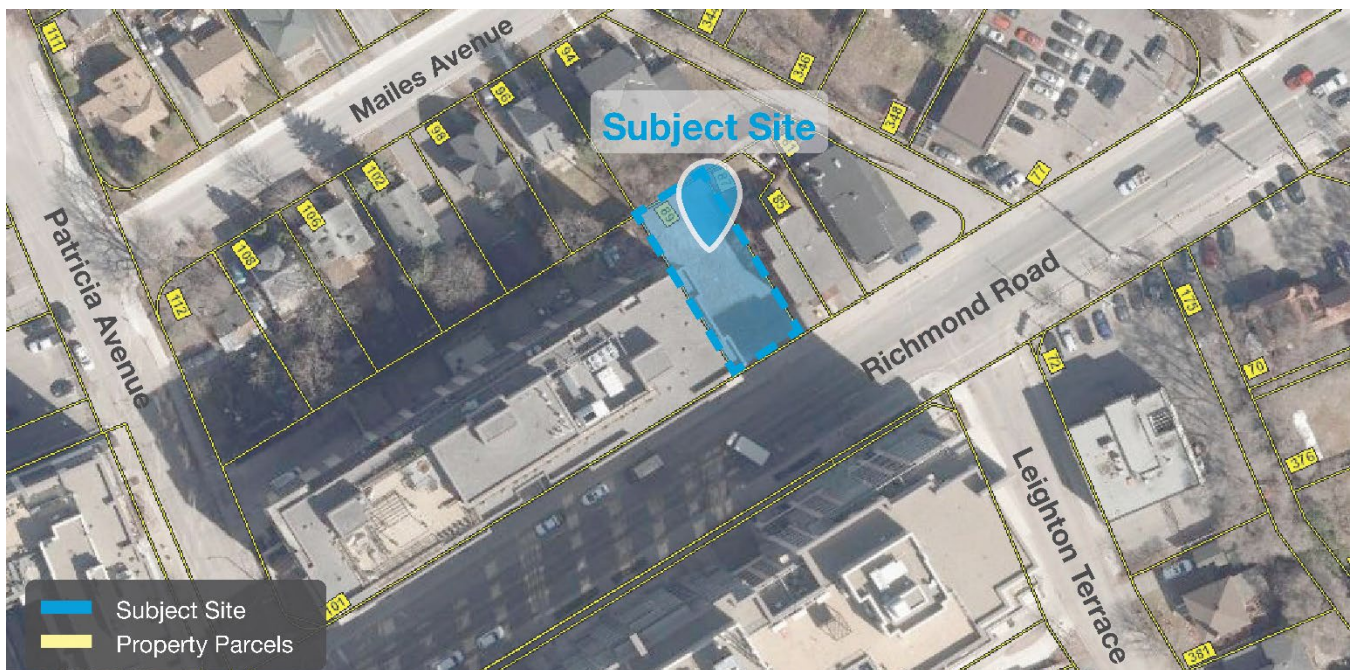


Figure 1: Subject Site and surrounding context

### 1.1 Surrounding Area

The surrounding community is characterized by a mix of land uses, including residential, institutional, and commercial. Richmond Road is designated as an Arterial Road on Schedule C4: Urban Road Network, a Transit Priority Corridor on Schedule C2: Transit Network, and a Mainstreet Corridor on Schedule B2: Inner Urban Transect of the Official Plan. The abutting street network provides access to a range of daily goods and services, employment opportunities, various residential communities, and access to the central downtown and business district by means of active, public, and private modes of transportation.

**North:** The neighbourhood to the north of the subject site is predominantly characterized by low-rise residential dwellings with key transportation routes including the Scott Street Corridor, Kichi Zibi Mikan Parkway and the Island Park Bridge to Quebec in close proximity. To the northeast of the subject site is Tunney’s Pasture; an important employment hub for the community and the region as a whole. The property immediately north of the subject site is a single-detached low-rise residential property.

**East:** The established Richmond/Wellington Traditional Mainstreet corridor is located east of the subject site. The neighbourhood to the east of the subject site contains low to medium density residential buildings within established neighbourhoods with higher density, medium-rise buildings located predominantly along the Richmond/Wellington corridor. The area east of the subject site also contains ample parks and community amenities. Immediately east of the subject site includes low-rise residential and commercial buildings, the Island Park/Richmond Road intersection, and a 12-storey residential building at 1451 Wellington Street West.

**South:** To the south of 89 Richmond Road is a residential community that is primarily composed of a range of detached and semi-detached low-rise dwellings. Approximately one (1) kilometre south of the subject site is access and egress to Highway 417. The Byron Avenue linear Park and Multi-use pathway is also 250 metres south of the subject site. Located on the south side of Richmond Road directly across from the subject site is an eight (8) storey mixed-use building.

**West:** Directly west of the subject site are two mid-rise mixed-use buildings of six (6) and seven (7) storeys. The established Richmond Road Mainstreet corridor, including a range of commercial and mixed uses, is located further west of the subject site. The existing Westboro BRT Station (Future LRT Station) is located 900-metres north-west of the property.

## 1.2 Transit Network

The subject site is well-connected with respect to bus rapid transit, cycling, and the pedestrian network. As indicated on Schedule C2 (*Transit Network - Ultimate*) of the Official Plan, the subject site is located within 750 metres of Westboro Station, a Bus Rapid Transit (BRT) station and future Light Rail Transit (LRT) Station (Figure 2). Further, the subject site is located approximately 1 kilometre walking distance of Tunney's Pasture Station, an LRT station. Similarly, OC Transpo serves the site with Routes 11, 51 and 153 running along Richmond Road (Figure 3). An OC Transpo bus stop is located within close proximity to the subject site at the intersection of Island Park Drive and Richmond Road. These routes connect the subject site to the greater transit network, eastbound through to the Downtown Core, and westbound to Lincoln Fields Station.

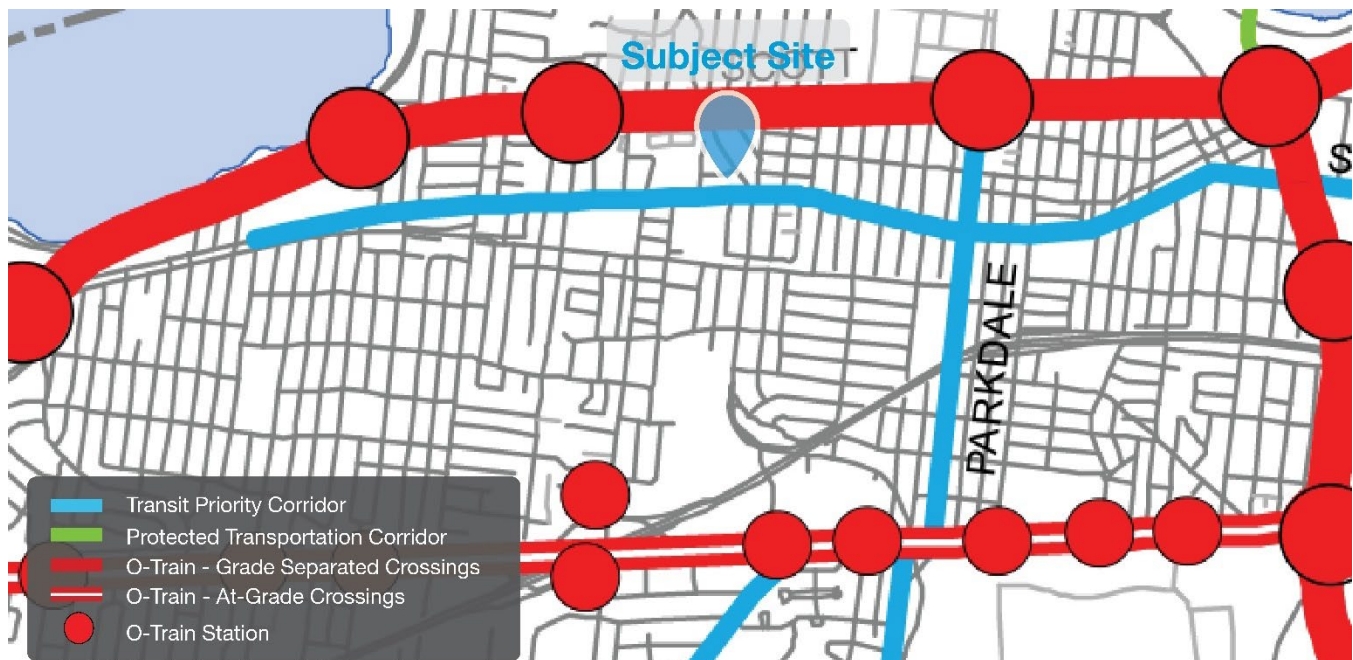


Figure 2: Schedule C2, Transit Network, City of Ottawa Official Plan, Subject site indicated.



Figure 3: OCTranspo Network Map, Subject site indicated.

## 2.0 Overview of Application

### 2.1 File History

In December 2019, Ottawa City Council approved Official Plan & Zoning By-law amendments pertaining to the proposed redevelopment of the subject property. The initial approvals referenced a six-storey, 14-unit, mixed-use building with 497 square metres of commercial area in the basement, first, and second floors.

The Official Plan Amendment, and Zoning By-law Amendment were crafted to address the specific details of the proposed building and provided relief for provisions relating to maximum building height, setbacks, and residential vehicle parking. At the time of approvals, relief from the visitor parking requirement was not triggered as the 14-units were below the threshold for provision.

Site Plan Control Approval was granted by the City of Ottawa on May 27<sup>th</sup>, 2020.

### 2.2 Proposed Minor Variance

As per the 2019 approvals, the property is zoned Traditional Mainstreet, Exception 2601, with a maximum height of 20 metres. While broadly complying with the applicable provisions, in order to proceed with the development, the following minor variances are required:

- / To remove both residential and visitor parking requirements on-site as indicated by the City of Ottawa’s Comprehensive Zoning By-law (2008-250).

The requested relief from the zoning provisions relating to resident and visitor parking was necessitated due to a re-configuration of the internal uses of the building with a reduction of commercial GFA leading to an increase in total residential units provided. The unit count has increased from the original total of 14, to the 19 units now considered. As the previously approved zoning provisions specifically referenced the 14-unit total and did not consider visitor parking requirements (visitor parking previously not required), the proposed minor variance will now address both.

An assessment of this variance in relation to the Four Tests of the Planning Act is provided below, following the policy and regulatory overview.

### 2.3 Proposed Development

The applicant is proposing a six (6) storey (18.9 metre) mixed-use building fronting onto Richmond Road containing 19 dwelling units, 482 square metres of commercial area, and 199 square metres of amenity space provided in the form of terraces on the 5<sup>th</sup> and 6<sup>th</sup> floors, as well as on the rooftop and a garden within the rear yard. The proposal does not provide vehicle parking spaces; however, it includes 22 bicycle parking spaces (1:1+ ratio) located within the ground floor of the building.

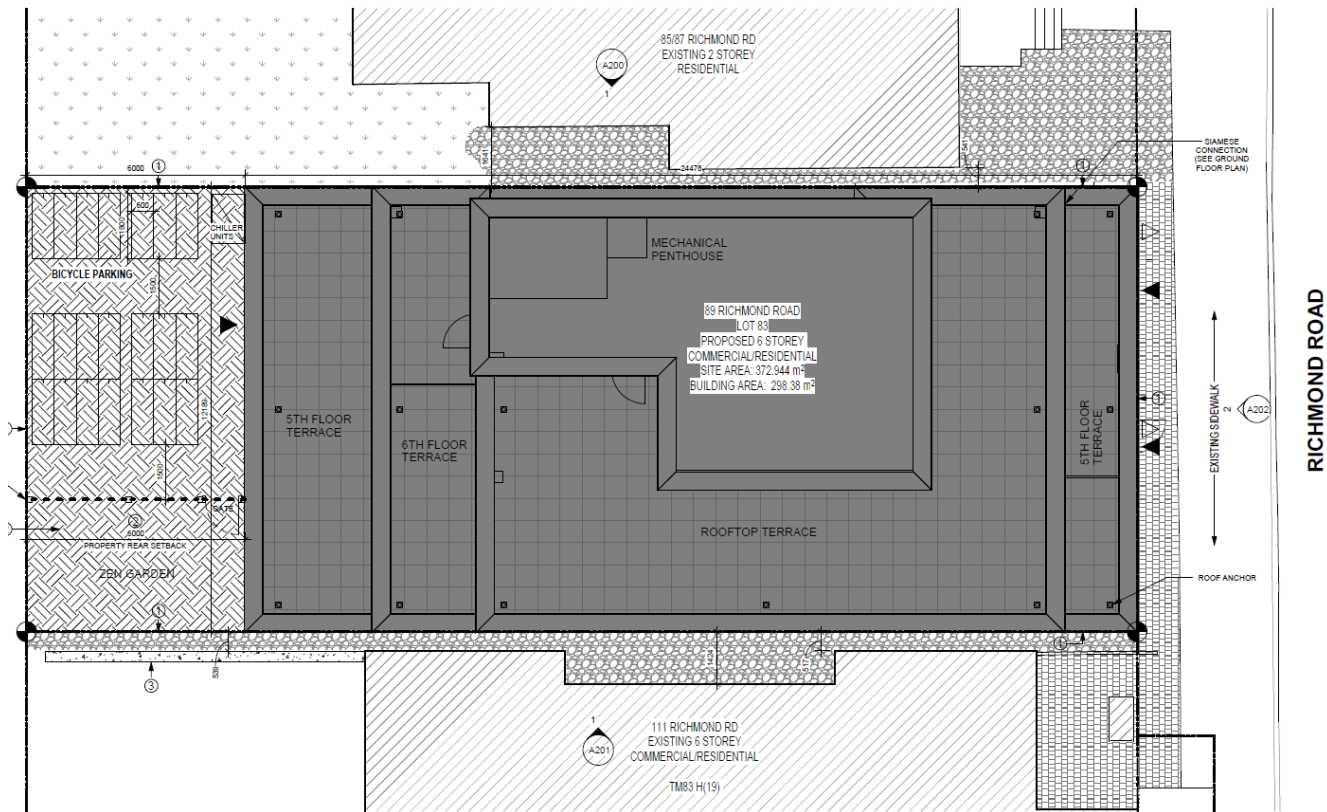


Figure 4: Site Plan of proposed development



Figure 5: North (left) and South (right) elevations of proposed development

## 3.0 Policy and Regulatory Review

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) establishes the high-level planning policies for land use planning in Ontario. The PPS is issued under Section 3 of the Planning Act and requires that all planning matters are consistent with the PPS, including decisions made by municipalities. Applicable policies for the proposed Minor Variance application include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - a) Promoting efficient development and land use patterns;
  - b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons);
  - c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
  - e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, 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; and,
  - g) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.
- / 1.1.3.1: Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure which are available;
  - f) Are transit-supportive, where transit is planned, exists or may be developed.
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas;
- / 1.1.3.4: Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.
- / 1.1.3.6: Requires that 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.
- / 1.4.3: requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires 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.

- / 1.6.7.2: Requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.
- / 1.8.1: Requires that 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, among other things:
  - a) Promote compact form and a structure of nodes and corridors;
  - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
  - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

**The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the re-development of the subject site offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the City's urban area, in close proximity to significant transit opportunities and important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use. Intensification of the underutilized property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit including the Richmond Road Transit Priority Corridor, Tunney's Pasture LRT station, and Westboro BRT station.**

**Through providing a 1:1+ bicycle parking ration within a well-served and walkable community, the proposed development will help to promote multi-modal transportation opportunities, and reduce reliance on personal vehicle ownership and usage.**

## 3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City's urban areas.

### 3.2.1 Inner Urban Transect

The subject site is located within the "Inner Urban Transect" of the Official Plan (Figure 6). The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form characteristics, including shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm. The focus in these areas will be to enhance or establish an urban pattern of built form, site design and mix of uses, while simultaneously prioritizing walking, cycling and transit within, and to and from the Inner Urban Transect.

- / Per Policy 3(a) of Section 5.2.1 of the Official Plan, the Inner Urban Transect is planned for mid- to high-density development, subject to proximity and access to frequent street transit or rapid transit.



- / Per Policy 5 of Section 5.2.1, the Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

The proposed development seeks to eliminate the required on-site parking requirement given the proximity to local and rapid transit and other amenities. The provision of a 1:1 bicycle parking ration, within a walkable and well-served community will ensure the project supports a reduction in personal vehicle ownership and use.



Figure 6: Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan, Subject site indicated.

### 3.2.2 Mainstreet Designation

The subject site is designated as “Mainstreet Corridor” within the Official Plan. 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.

- / Per Policy 5.2.3.2 a., Mainstreet Corridors within the Inner Urban Transect Area are required to provide generally a minimum two (2) storey building height up to a maximum high-rise built form.
- / Per Policy 5.2.3.4, all buildings along Mainstreet Corridors should have active entrances facing the Corridor.
- / Per Section 6.2.1, Policy 2, 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.
- / Per Policy 3, corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:
  - a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;

- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
  - c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.
- / Per Policy 4, unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:
- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
  - b) Vehicular access shall generally be provided from the parallel street or side street.
- / Per Section 6.2.2, Policy 1, the Mainstreet Corridor designation shall permit a mix of uses including offices. These uses are permitted throughout the building; however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

### 3.2.3 Evolving Overlay

An Evolving Neighbourhood Overlay is applied to the subject site and surrounding area. The area shall evolve to create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

**The proposed development conforms to the policies within the Inner Urban Transect, as it provides 19 residential units in close proximity (within one (1) kilometer) of rapid transit. No vehicle parking has been included in the site design to encourage sustainable modes of transportation. Further, the proposed development is six (6) storeys in height, which conforms to the height provisions for the Mainstreet designation. The Evolving Overlay is applied to the subject site and indicates the area is subject to gradual change in both built form and density, such as that proposed herein.**

**The proposed minor variance maintains the general intent and purpose of the Official Plan. The proposed development is within the height range of the Mainstreet designation, has been designed in a manner which intensifies the site, is in close proximity to transit and is within a target area for intensification.**

### 3.2.4 4.2.10 Support the shift towards sustainable modes of transportation

Section 4.1.4 of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions in the minimum parking requirements within proximity to transit.

**Policy 4.1.4.2** states that the City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations

- a) Hubs and Corridors;
- b) Within a 600 metre radius or 800 metre walking distance, whichever is greatest, to existing or planned rapid transit stations;
- c) Within a 300 metre radius or 400 metre walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;
- d) Other areas determined by Council.

**The subject site is located on a Mainstreet Corridor and along a Transit Priority Corridor, within an 900 metre walking distance of an existing rapid transit station. The subject site, and proposed development are well-suited to promote a modal-split that focuses on active transportation options and reduces vehicle owner and usage requirements for residents and visitors.**

### 3.3 Richmond Road / Westboro Secondary Plan

The subject site is located within the Richmond Road/Westboro Secondary Plan area, which is bounded on the north by the Ottawa River, on the east by Island Park Drive, on the south by Byron Avenue and on the west by Cleary Avenue. The Secondary Plan area as well as the planning sectors are described on Schedule A (Figure 7). The plan was approved by City Council with the adoption of the new Official Plan and is based on the Richmond Road/Westboro Community Design Plan, and Secondary Plan from 2009.

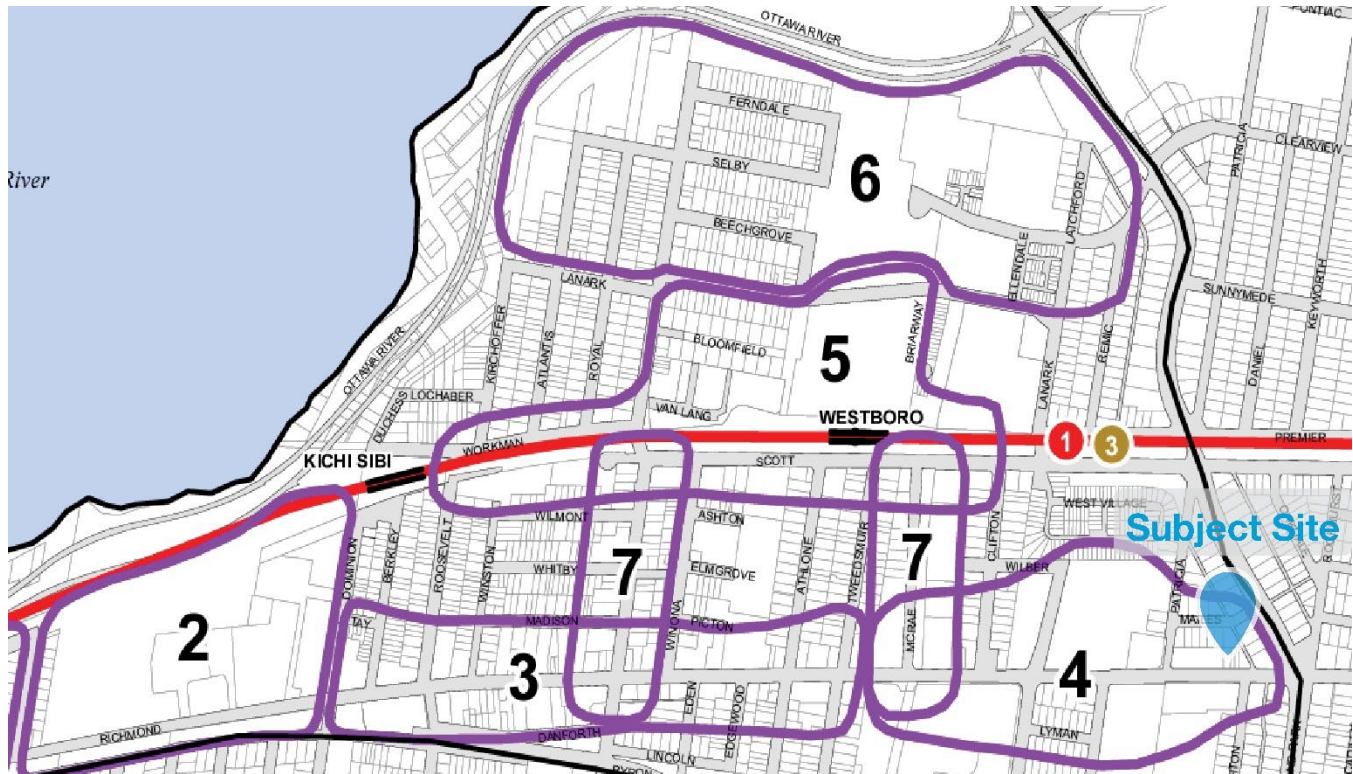


Figure 7 Schedule A - Planning Area Sectors

The objectives of the plan are to:

- / Encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites
- / Preserve, enhance and add to the green space network that provides access to the Ottawa River and serves local community needs, and,
- / Define the distinct urban character of each sector of Richmond Road.

Principles for intensification include:

- / Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;
- / Preserve and enhance the human scale (generally four to six storeys) of the Westboro Village traditional mainstreet, Richmond Road;
- / Achieve compatible infill and intensification by:
  - conforming to the maximum recommended building height ranges for each sector, where buildings higher than six-storeys will be limited to sites that are compatible with adjacent uses, such as the Ottawa River Parkway open space, have deeper lots, or have other natural or manmade separations enabling impacts associated with such development to be mitigated and where lesser heights abutting existing lower rise buildings can be provided; and,

- conforming to the Richmond Road/Westboro CDP design guidelines respecting built form, setbacks, relationship of the building to the adjacent neighbourhood’s character, and other criteria aimed at achieving compatible intensification/ infill development while minimizing impacts on adjacent residential neighbourhoods.

**The proposed Minor Variance, along with entirety of the re-development program promotes the Secondary Plan objective to continue to be an attractive and liveable transit-supportive, walkable, 15-minute neighbourhood.**

**3.3.1 Sector 4: East Village**

The subject site is located within Sector 4: East Village in the Richmond Road / Westboro Secondary Plan. Per Policy 8 of Section 5.4, the Secondary Plan encourages the evolution of the East Village to a Mainstreet Corridor character as an extension to Westboro Village and a link to the West Wellington traditional mainstreet east of Island Park Drive, recognizing the varying character of the existing buildings and lot and block sizes. Further, this sector aims to:

- a) Maintain maximum building heights at four storeys where lots are less than 45 metres in depth and about low-rise neighbourhoods, and generally up to six storeys, depending on lot depth and the application of built form policies in Section 4.6 of the Official Plan; and,
- f) Despite Schedule C - Maximum Building Height the maximum permitted height for the property municipally known as 89 Richmond Road is 20 metres or six storeys.

Further, the Richmond Road/Westboro Secondary Plan is supportive of mixed-use development and intensification of underutilized sites and supports building heights between four- and six-storeys at the subject site, per Figure 8 below.

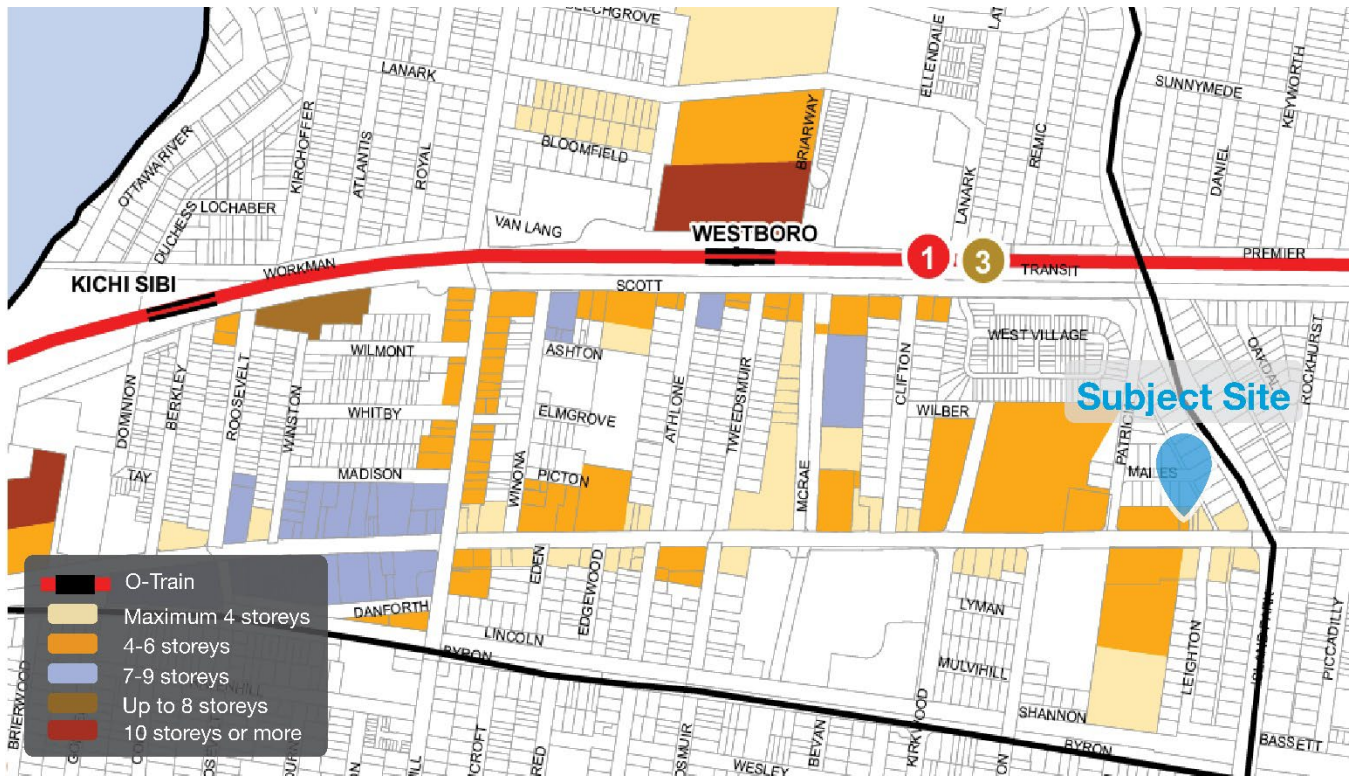


Figure 8 Schedule C - Maximum Building Height.

Within the East Village Sector of the Richmond Road / Westboro Secondary Plan, intensification is supported, with buildings in the four to six storey height range encouraged. The subject site has proposed a building height of six (6) storeys, which conforms to the maximum permitted height for the property. Further, the continuation of commercial at-grade at the subject site will support and enhance the character of the Mainstreet Corridor.

### 3.4 City of Ottawa Zoning By-Law (2008-250)

The subject site is zoned “Traditional Mainstreet, Exception 2601” with a maximum height of 20 metres (TM[2601] H(20)) in the City of Ottawa’s Comprehensive Zoning By-Law (2008-250) as shown on Figure 9.

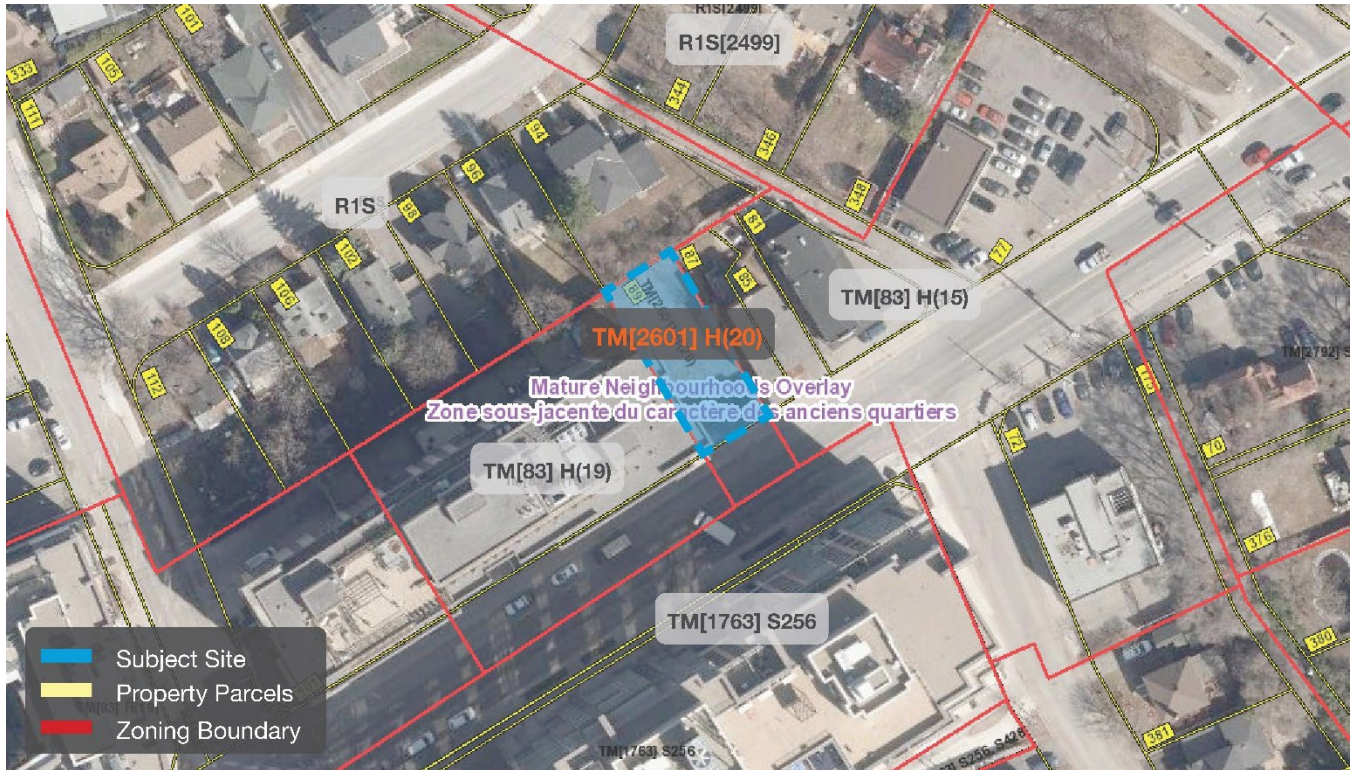


Figure 9 Zoning map of subject site and surrounding context

The purpose of this zone is to:

- / accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / recognize the function of Business Improvement Areas as primary business or shopping areas; and
- / impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

Table 1 below evaluates the proposed development against the applicable zoning provisions, confirming that the subject site can adequately accommodate the development.

Exception 2601, which was a result of the previous Council approved zoning by-law amendment established the following provisions:

- Maximum building Height: **20 Metres**
- Minimum Rear-Yard Setback: **6 metres**
- Resident Parking: **Despite Section 101(4)(b), where a residential use is located within a building of 5 or more storeys, no off-street motor vehicle parking is required to be provided for the first 14 residential units.**

Provision	Required	Provided	Compliance
<b>TM[2601] H(20)</b>			
<b>Minimum Lot Width</b> [Table 197]	No minimum	12.19 m	<b>Yes</b>
<b>Minimum Lot Area</b> [Table 197]	No minimum	372.94 m <sup>2</sup>	<b>Yes</b>
<b>Maximum Front Yard Setback</b> [Table 197]	2 m, subject to provisions of subsection 197(4), where:  d) any part of a building above 15 metres, for which a minimum front yard setback of 2 metres must be provided	2 m	<b>Yes</b>
<b>Rear Yard Setback</b> [Exception 2601]	As per Exception 2601: 6 m	6 m	<b>Yes</b>
<b>Interior Side Yard Setback</b> [Table 197]	<b>(i) Maximum:</b> 3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 metres where the driveway leads to a parking area of 20 or more spaces.	0 m	<b>Yes</b>
	<b>(ii) Minimum:</b> The maximum setback provisions of row (d)(i) above do not apply to the following cases and the following minimum setbacks apply:  (1) 3 metres for a non-residential use building or a mixed-use building abutting a residential zone, and  (2) 1.2 metres for a residential use building  (3) All other cases - no minimum	0 m	<b>Yes</b>

<b>Building Height</b> [Exception 2601]	<b>Maximum:</b> 20 m  <b>Minimum:</b> 6.7 metres for a distance of 20 metres from the front lot line as set out under subsection 197(5)	18.9 m (building height) + 1.08 (parapet height)	<b>Yes</b>
<b>Parking Requirements</b> (Area Y) [Schedule 1A]	<b>Residential:</b> As per Exception 2601: <ul style="list-style-type: none"> <li>- Despite Section 101(4)(b), where a residential use is located within a building of 5 or more storeys, no off-street motor vehicle parking is required to be provided for the first 14 residential units.</li> </ul> As per Section 101: <ul style="list-style-type: none"> <li>- 0.5 per dwelling unit: <math>5 \times 0.5 = 2.5 = 3</math></li> </ul> <b>3 resident parking space required</b>  <b>Commercial:</b> Within Area Y of Schedule 1A, in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided = 0 commercial parking spaces required  <b>Visitors:</b> 0.1 per dwelling unit - first 12 units: $19 - 12 = 7$ units. $7 \times 0.1 = 0.7 = 1$  <b>1 visitor parking spaces required</b>	0 vehicle parking spaces provided	<b>No</b>
<b>Bicycle Parking</b> [Sec. 111A]	<b>Residential Bicycle:</b> Dwelling unit in same building as non-residential use: 0.50 per dwelling unit = $19 \times 0.5 = 9.5 = 10$ residential bicycle parking spaces required  <b>Commercial Bicycle:</b> For a personal Service Use: 1 per 500 m <sup>2</sup> of gross floor area 497 square metres of commercial space	22 bicycle parking spaces provided	<b>Yes</b>

	= 1 commercial bicycle parking space required		
<b>Bicycle Parking Space Dimensions</b> [Sec. 111B]	Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m (max 50% of required spaces)	Horizontal: 0.6 m by 1.8 m Vertical: 0.5 m by 1.5 m	<b>Yes</b>
<b>Minimum Width of Landscaped Area</b> [Table 197]	<b>Abutting a residential zone:</b> 3 m; may be reduced to one metre where a minimum 1.4 m high opaque fence is provided.  <b>In all other cases:</b> No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped	6 m	<b>Yes</b>
<b>Frontage</b> [197.13]	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor.	Provided.	<b>Yes</b>
<b>Glazing</b> [197.1.c.]	A minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances; and where an active entrance is angled on the corner of the building, such that it faces the intersection of the main street and an intersecting side street, it is deemed to face the main street.	Provided.	<b>Yes</b>
<b>Amenity Space</b>	6 m <sup>2</sup> per unit = 6 m <sup>2</sup> x 19 units = 114 m <sup>2</sup> required	<b>Total:</b> 198.75 m <sup>2</sup>  <b>Private:</b> 102.36 m <sup>2</sup> <b>Communal:</b> 96.39 m <sup>2</sup>	<b>Yes</b>



## 4.0 The Four Tests of the Planning Act

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 on the basis of Four Tests. It is required to be demonstrated that a proposed variance satisfy the following tests:

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

It is our professional planning opinion that the application meets the “Four Tests” as follows:

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

The subject site is designated “**Mainstreet Corridor**” on Schedule B2 (Inner Urban Transect) of the Official Plan. The Mainstreet Corridor designation supports higher density 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 minimum built height is 2 storeys and up to high-rise to permit residential uses and non-residential uses that integrate with a dense, mixed-use urban environment. The intent of this designation is to ensure new development is functionally and aesthetically compatible and contributes to the reduction of reliance on private vehicles while furthering the establishment of 15-minute neighbourhoods.

**Policy 5.2.1.5** of the Official Plan states that the Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

Further, **Section 4.1.4** of the Official Plan supports the shift towards sustainable modes of transportation by permitting reductions or elimination of the minimum parking requirements within proximity to transit and along Corridors. .

As per policy **4.1.4** & **5.2.1.5** above, the proposed development seeks to eliminate the required on-site parking requirement given the proximity to transit and other amenities.

**The proposal meets the form and context of the Mainstreet Corridor designation, conforming to the intent of the Official Plan. Further, no vehicle parking has been provided, as the Official Plan supports the reduction/elimination of parking in close proximity to transit and in well-served, walkable, 15-minute communities.**

**The proposed variance to eliminate parking on-site supports the compact and urban form of development proposed for the site. The subject site is in close proximity to transit and incorporates the inclusion of a 1:1+ bicycle parking ratio further reducing need for personal vehicle use and ownership.**

**The height of the building also maintains the intent of the Official Plan which is to have a mid-rise built form (in this case 6 storeys). The applicable Evolving Overlay anticipates higher density forms of infill being introduced into this neighbourhood over time, such as that currently proposed.**

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

The subject site is zoned **Traditional Mainstreet** (TM[2601] H(20)) in the City of Ottawa's Comprehensive Zoning By-Law. The purpose of the TM zone is to allow a wide range of uses, including mixed use buildings, which foster and promote compact, mixed-use, pedestrian-oriented development. The proposal requires relief from the required minimum parking rates, as the intent of the of the development is to accommodate a more compact form of development through the introduction of a mix of commercial and residential uses.

The variance requested meets the general intent and purpose of the Zoning By-law, as the proposed building is mixed-use with commercial at-grade and introduces 19 residential units to the neighbourhood which promotes a compact, mixed-use, and pedestrian supportive condition. The request to remove parking from the site will not have a significant impact on the traffic and parking patterns in this area, as the development takes advantage of its location along Richmond Road; a Transit Priority Corridor in the Official Plan, and proximity to transit stations, local bus routes, and other local amenities and transportation routes (arterial and collector roadways, cycling and pedestrian facilities). Moreover, the area is well positioned with multiple options for groceries, schools, parks, shops, and other community amenities, reducing the need for personal vehicle trips. Further, including a driveway or parking space(s) would necessitate breaking up the continuous street frontage promoted for Traditional Mainstreet development patterns.

The original intent of the parking provision included in Exception 2601 was to accommodate the approved development which was not intended to include any vehicle parking for residents or visitors. Although proposing a slight increase in total unit yield, the proposed Minor Variance seeks maintain the previously approved approach.

## 4.3 Is the Proposal Desirable for the Appropriate Development or Use of the Land?

The proposed development consists of the establishment of a 6-storey mid-rise mixed-use building containing 19 units. As noted previously, the project is consistent with the intended function of the TM zone. Additionally, the proposal contributes to intensification goals of the TM zone by providing an increased supply of housing and commercial use on an infill site why ensuring the future building supports a compact, pedestrian supportive neighbourhood. The policies of the Inner Urban Transect of the Official Plan promote intensification, encouraging low- to high-rise mixed use buildings where they can be accommodated and fit within the local context. Further, policies within the PPS support the proposed development by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types;
- / promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

The proposed infill development makes efficient use of the land, proposes land uses that are compatible with the existing context of the surrounding community, makes use of underutilized land connected to services and in close proximity to transit, and positively contributes to provincial and municipal intensification goals. Overall, the proposed mixed-use development is desirable for the development and use of the subject lands.

The requested relief from the parking requirements ensures that:

- The development will be transit, cycling, and pedestrian supportive;
- Reduce reliance on personal vehicle use and ownership;
- Eliminates the need for disruptive curb-cuts to accommodate vehicle drive aisles; and

- Provides for additional residential density in a community well-suited to accommodate growth and promote multi-modal transportation opportunities.

#### 4.4 Is the Proposal Minor in Nature?

The establishment of the proposed development in minor in nature on the basis of the proposed minor variance is not anticipated to generate any undue or adverse impacts on adjacent properties. The proposed development is generally consistent with the provisions under the TM zone and capable of accommodating new development that is consistent with the existing mix of dwelling types in the area.

The variance being sought is minor in nature, deviating only marginally from the parking requirements under Exception 2601 of the By-law which facilitated the previous iteration of project with no parking provided. The continued elimination of parking on-site does not affect the overall character of the neighborhood, as the existing character supports sustainable modes of transportation. Further, this variance is not anticipated to produce an adverse impact on the public realm of Richmond Road, nor to adjacent properties. The variance supports the planned context of Richmond Road (a Transit Priority Corridor), the Mainstreet Corridor designation of the Official Plan, as well as the intent of the Traditional Mainstreet (TM) zone.

Under the existing zoning provisions, the project is already exempt from providing parking. The extra parking required due to the proposed 5 new units would require only 4 spaces total including resident and visitor parking. The proposed variance is therefore considered minor in nature.

## 5.0 Conclusion

It is our professional opinion that the Minor Variance described herein meets the Four Tests of the Planning Act and results in a development proposal which represents good planning principles and is in the public interest. The variance allows for the establishment of a compatible, mid-rise, and mixed-use building typology that contributes positively to the housing supply, the public realm, public transit, and active transportation objectives.

This report recognizes the following:

- / The proposal conforms to the direction of the Provincial Policy Statement (2020);
- / The proposal conforms to the policies and objectives of the "Mainstreet Corridor" Official Plan designation;
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law; and
- / The proposed minor variance meets the four tests, as set out in the Planning Act.

Should you have any further comments, please do not hesitate to contact the undersigned.

Sincerely,



Jillian Simpson, M.PL  
Planner



Tim Beed, MCIP RPP  
Senior Planner