

December 4, 2024

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Committee of Adjustment
City of Ottawa
101 Centrepointe Drive
Ottawa, ON K2G 5K7

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Revised | Modifié le : 2024-12-05
City of Ottawa | Ville d'Ottawa
Comité de dérogation

Attention: Michel Bellemare, Secretary-Treasurer

**Reference: 425 Culdaff Road
Minor Variance Application
Novatech File: 123194**

This is a revised version of the letter dated November 28, 2024. The total number of provided and required parking spaces have been added to this page.

Novatech has been retained by 2856091 Ontario Ltd. (part of Seymour Pacific Developments), the owner of 425 Culdaff Road (the Subject Site), to prepare this letter in support of a minor variance to facilitate the development of a six storey apartment building on the Subject Site. Accordingly, please find enclosed:

- Completed application form
- Email from the Planning Forester dated November 22, 2024 confirming a TIR is not required
- Survey Plan by Stantec (4R-35406) deposited April 13, 2023
- Site Plan by Abele Architecture dated October 15, 2024
- Elevations (A3.00 and A3.01) by Abele Architecture dated October 15, 2024

One minor variance is required, to reduce the parking rate for residents of the apartment building. The current requirement is 1.2 resident parking spaces per dwelling unit (Table 101, Row R11, Column IV). It is proposed to reduce this to 1.0 resident parking spaces per dwelling unit.

The total number of car parking spaces being provided is 177 spaces and the total number of car parking spaces required by the Zoning By-law is 212 spaces.

The visitor parking will meet the Zoning By-law and does not require relief.

Existing Conditions

The Subject Site is a 9,725m² rectangular parcel on the northeast corner of Culdaff Road and Derreen Avenue. It is vacant of development and any significant vegetation. The legal description of the Subject Site is:

PART BLOCK 242, PLAN 4M1687, PART 1 AND 2 ON 4R35406; SUBJECT TO AN EASEMENT IN GROSS OVER PART 4, 4R34110 AS IN OC2424260; CITY OF OTTAWA

The Subject Site is subject to an easement for Hydro and Bell which is not affected by this application.



Figure 1: Subject Site and Surrounding Uses

Surrounding uses are: To the **northeast** is 2765 Palladium Drive a vacant parcel with the same GM zoning as the Subject Site. To the **east** across Derreen Avenue are vacant parcels zoned GM. Further **east** is the Palladium Auto Park. To the **north** and **west** are vacant parcels zoned IP. To the **south** are recently constructed townhouses, to the west

The Proposal

A six storey apartment building is proposed, with 177 units. The roughly U-shaped building addresses the two street frontages. Parking is primarily underground, with surface parking located behind the building, away from the public realm. Multiple direct pedestrian connections to the building are provided from both Culdaff Road and Derreen Avenue. A community garden and dog run are provided, in addition to grassed amenity areas.

Rationale

The minor variance meets the four tests for minor variances under Section 45(1) of the *Planning Act* which are:

1. The general intent and purpose of the Official Plan must be maintained;
2. The general intent and purpose of the Zoning By-law must be maintained;
3. The variance must be desirable in the opinion of the Committee for the appropriate development of the land, building, or structure; and
4. The variance must be a minor variance from the provisions of the Zoning By-law;

The first test for a minor variance is that the general intent and purpose of the Official Plan is maintained.

A key intent of the Official Plan is to reduce reliance on private automobiles and to encourage public transit and active transportation.

Big Policy Move 2 in the Official Plan is:

By 2046, the majority of trips in the city will be made by sustainable transportation.

Policy 3) *Prioritize a shift to energy efficient transportation modes* at Section 2.2.3 *Energy and Climate Change* provides:

The second highest source of emissions in Ottawa is transportation. In order to reduce greenhouse gas emissions, the reliance on the personal automobile needs to be replaced with active and zero emission transportation modes such as public transit, walking and cycling.

At City Wide Policy 4.1 Mobility:

As a result, the City will take a more deliberate approach to the allocation of space for automobiles and prioritize the role of public transit and active transportation.

The minor variance to reduce the resident parking rate from the required 1.2 spaces per dwelling unit to 1.0 spaces per dwelling unit reduces auto dependence and encourages residents to use public transit and active transportation.

Transit is available close to the Subject Site. There are two bus stops within 250 m walking distance to the east, on Palladium Drive, that access four routes – 62, 162, 261 and 263. Route 62 goes north to Tunney's Pasture, linking to the LRT there and south to Abbot Street East. Route 162 goes north to Terry Fox linking to the BRT there and south to the west part of Stittsville. Routes 261 and 263 are express/limited stop buses to Stittsville Main Street and Tunney's Pasture. It is convenient to use transit to access downtown and local services from the Subject Site. Bicycle parking is provided in excess of the Zoning By-law requirement. 89 spaces are required and 108 are provided. There is a bike lane on Derreen Avenue.

Although the Mixed Industrial designation does not support residential use, it is permitted in the zone.

The second test for a minor variance is that the general intent and purpose of the Zoning By-law maintained.

The Subject Site is zoned General Mixed Use with an exception (R4M [2654]) in the City of Ottawa Zoning By-law 2008-250. The purpose of the zone is to:

- (1) allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;*
- (2) limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;*
- (3) permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and*
- (4) impose development standards that will ensure that the uses are compatible and complement surrounding land uses.*

The requested minor variance facilitates the development of a low-rise apartment building, which is a permitted use under the GM zoning. The proposed development meets all other zoning provisions, including the visitor parking requirement. Bicycle parking is provided in excess of the Zoning By-law requirement. 89 spaces are required and 108 are provided.

The six storey built form is appropriate for the current and planned context of the area. The minor variance meets the general intent and purpose of the Zoning By-law 2008-250.

The third test for a minor variance is that the minor variance is considered desirable for the use of the property.

A reduced number of parking spaces is desirable for the use of the property. Providing the parking required by the Zoning By-law parking would make providing 177 rental units difficult on the Subject Site. Providing the additional spaces would either require costly additional underground parking levels or increased surface parking. Additional surface parking would reduce the amount of housing able to be provided within the height limit and/or reduce the various amenities provided to the residents. The approved Site Plan (enclosed) demonstrates how the site can be developed. The requested variance facilitates the development of appropriate and compatible housing in the neighbourhood.

The requested minor variance is considered desirable for the use of the property.

The fourth test for a minor variance is that the variance is considered minor in nature.

Except for the requested minor variance, the proposal complies with all zoning by-law provisions. The proposed reduction from 1.2 spaces per dwelling unit to 1.0 space per unit has proven to be a suitably minor reduction in suburban areas of the City. It reflects a consistent one parking space per unit (noting that visitor parking is provided separately, in accordance with the Zoning By-law). The developer owns and rents approximately 16,000 apartments nationwide. They have found that even in areas with low levels of transit service, they find that one resident space per dwelling unit is operationally sufficient for resident parking, with very limited offsite impacts.

The requested variance is considered minor in nature.

Conclusion

The proposed development maintains the general intent and purpose of the City of Ottawa Official Plan and Zoning By-law 2008-250. The requested variance is considered desirable for the use of the land and is minor in nature. The proposed development represents good land use planning.

Sincerely,

NOVATECH



James Ireland, MCIP, RPP
Project Manager