



December 2024

Committee of Adjustment
101 CentrepoinTE Drive
Ottawa, Ontario
K2G 5K7

Committee of Adjustment
Received | Reçu le

2024-12-11

City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: Application for Minor Variance

3817 – 3843 Innes Road

PINS: 04413-0212, 04413-0387, 04413-0389, 04413-0399

Owner: BRIDOR DEVELOPMENTS; 12133229 CANADA INC.; OCS HOLDINGS GROUP INC.;

Dear Committee Members:

The Stirling Group has been retained by the Property Owner to assist with a Minor Variance application for the properties located at 3817, 3835, and 3843 Innes Road. The development area is comprised of four properties but three have civic addresses. Property Identification Numbers for the subject parcels include: 04413-0212, 04413-0387, 04413-0389, and 04413-0399. It is important to note that the process to merge these properties into one is underway.

The four separate properties form a rectangular shape and reside within the Orleans West – Innes Community, Ward 2. The property owner is proposing to build two low-rise apartment buildings (4 storeys) with 58 units in each building. Parking is provided by way of one underground level of parking and additional parking at grade. The properties are presently vacant.

The subject properties are zoned Residential Fourth Density, subzone Z (R4Z) and designated Mainstreet Corridor on Schedule B8 – Suburban (East) Transect of the City of Ottawa Official Plan (2022).

The properties have been subject to a Zoning By-Law Amendment (File Number: D02-02-09-0062) and a Site Plan Control Application (File Number: D07-12-20-0164). To proceed with the development as proposed, a Minor Variance application is required to amend the Minimum Parking Space Rates and the Interior Side Yard Setback.

SITE LOCATION

The subject properties are municipally known as 3817, 3835, and 3843 Innes Road. As noted on the cover page, four legal PINS form the subject properties but only three have civic addresses. Combined, the four properties form a large rectangular lot located on Innes Road between Frank Bender Street and Viseneau Drive in the Orleans Community. The combined lots are approximately 7267.07 m².

Figure 1 shows an aerial view of the subject properties outlined in Orange. Noted in the aerial photo is the fourth property that is a sliver of land located along Innes Road with no civic address. As shown in the aerial photo, the properties are surrounded by residential uses to the North and West and Commercial uses to the South and East.

A copy of the Site Plan is provided on the subsequent page – Figure 2.



Figure 1 – Aerial View of Subject Property

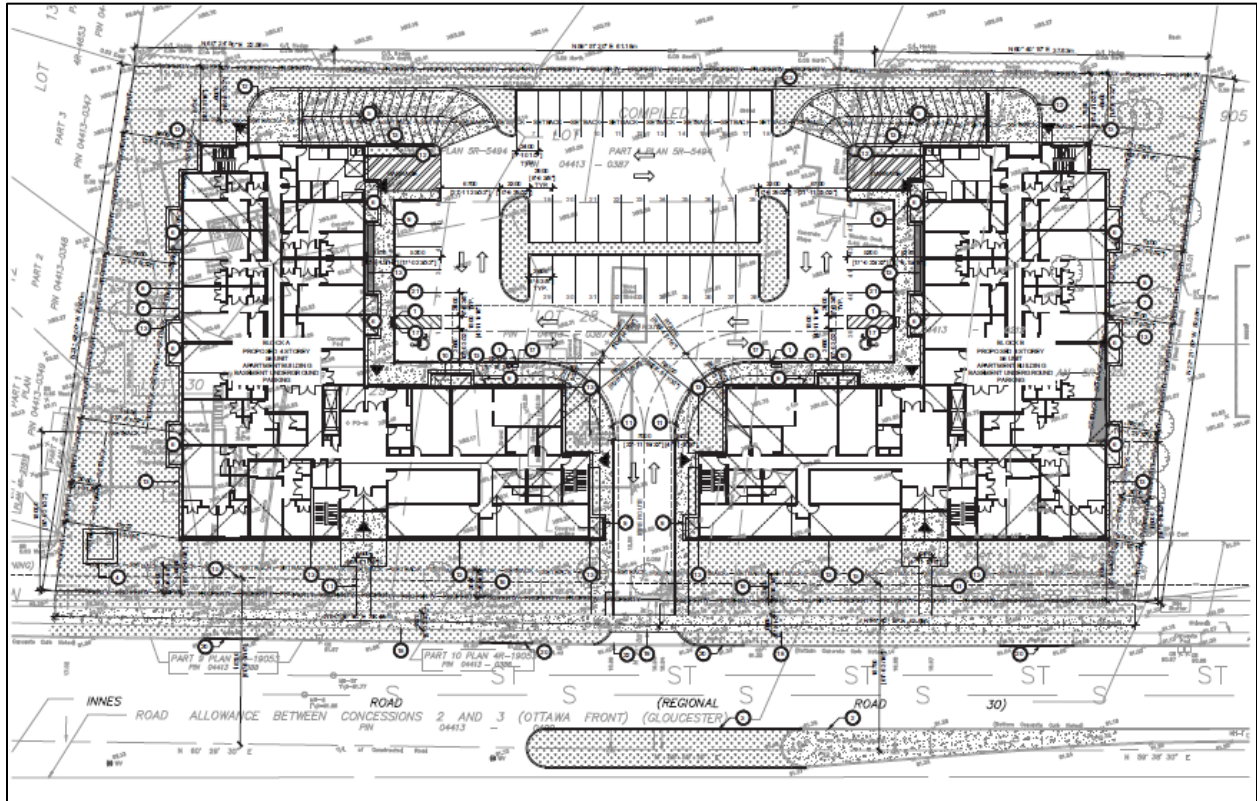


Figure 2 – Proposed Site Plan



PROVINCIAL POLICY STATEMENT, 2024

The Provincial Planning Statement was issued under section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020. The PPS sets the policy foundation for regulating the development and use of land province-wide, helping achieve the provincial goal of meeting the needs of a fast-growing province while enhancing the quality of life for all Ontarians.

Section 2.2 notes that “Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market by:

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
 - *The proposed development efficiently uses land, existing resources and infrastructure. It is well positioned within the City for residents to use active transportation modes; Innes Road is designated as a Mainstreet Corridor within the City of Ottawa Official Plan Schedule B8. Further, Innes Road is considered a “Transit Priority Corridor” on Schedule C2 of the Official Plan. Innes Road is well serviced by alternative transportation modes – the Transitway (BRT) operates south of the subject site while the O-Train runs north of the subject site. OC Transpo routes run locally to provide additional service to Innes Road.*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
 - *As noted, the proposed development would see the introduction of 116 rental units on a lot where a few single residential dwellings were located. The subject property is in close proximity to transit and is designated as a Mainstreet Corridor.*

Section 3.1 speaks to General Policies for Infrastructure and Public Service Facilities and Policy 2. a) notes “the use of existing infrastructure and public service facilities should be optimized”

- *The proposed development would utilize existing services along Innes Road that have the capacity to serve this development.*

As demonstrated above, the proposed development and subsequent minor variance application aligns with the Provincial Policy Statement (2024).



CITY OF OTTAWA OFFICIAL PLAN, 2022

The Official Plan sets forth broad policies that will help govern growth and change in Ottawa, as well as specific policies dependent upon land use designations. Schedule B8 – Suburban (East) Transect – of the Official Plan identifies the land designation for the subject property as Mainstreet Corridor.

The City of Ottawa’s Growth Management Framework is set out in Section 3 of the Official Plan. It focuses on the goal of providing sufficient development opportunities to increase sustainable transportation mode shares and use of existing and planned infrastructure, while reducing greenhouse gas emissions.

The intent of the City’s Growth Management Framework is:

- To provide an appropriate range and mix of housing that considered the geographic distribution of new dwelling types and/or sizes to 2046;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and,
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed minor variance application at 3817 – 3843 Innes Road which would allow for intensification on the subject site meets the following Growth Management Framework policies among others:

- **Policy 3 in Section 3.2** states that the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors, and adjacent Neighbourhoods.
 - *The subject property is designated Mainstreet Corridor, and the proposal seeks to provide for intensification of the subject properties.*
- **Policy 4 in Section 3.2** states that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.
 - *The subject property has municipal water and sewer services along Innes Road.*
- **Policy 8 in Section 3.2** states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.
 - *The proposed development seeks to develop the subject site with two low-rise apartment buildings with 58 units in each building. Unit types include 1 bed and 2 bed units.*



As defined in the Official Plan... *“Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.”*

Section 6.3.2 1) further notes that *“The Zoning By-law and approvals under the Planning Act will allow innovative buildings forms, including in the missing middle housing category, in order to strengthen, guide towards or seed conditions for 15- minute neighbourhoods. Innovative building forms include, but are not limited to:... development of a single lot or a consolidation of lots to produce missing middle housing;”*

- *As noted throughout this Letter, if approved, these applications would allow for the creation of missing middle housing units on a property that is a consolidation of four properties and allows for intensification from former single detached dwellings to low-rise apartment buildings.*

As demonstrated above, the proposed development and subsequent minor variance comply with and are supported by the policies found within the City of Ottawa Official Plan (2022).



CITY OF OTTAWA ZONING BY-LAW, 2020-288

The Zoning By-Law sets forth specific policies that will help govern growth and change in Ottawa dependent upon specific land designations. As noted on Page 1, the subject site is zoned Residential Fourth Density, Subzone Z (R4Z).

As mentioned earlier in this letter, the subject properties are in the process of being merged into one. Therefore, the proposed development is considered a Planned Unit Development. A Planned Unit Development means two or more residential buildings on the same lot. As shown on the provided Site Plan, two apartment buildings are proposed on one lot.

The below table outlines how the proposed development meets the R4Z zoning provisions for a Planned Unit Development as provided by Table 162A / 162B.

R4Z - PUD	Required	Provided
Minimum Lot Width	18m	120.93m
Minimum Lot Area	1,400 m ²	7267.07 m ²
Building Height	As per Dwelling type – 15m	14.87m
Minimum Front Yard	3m	6.066m
Minimum Rear Yard	6m	7.959m
Minimum Interior Side Yard	Up to 18m from the front lot line: 3 m More than 18 m: 7.5 m	West side - Up to 18m from the front lot line: 11.453m More than 18m: 7m East side - Up to 18m from the front lot line: 4m More than 18m: 5.528m
Minimum Landscape Area	30%	62%
Resident Parking	1.2 spaces per unit = 140 spaces	0.9 spaces per unit = 104 spaces
Visitor Parking	0.2 spaces per unit = 24 spaces	0.2 spaces per unit = 24 spaces
Bicycle Parking	58 spaces	62 spaces

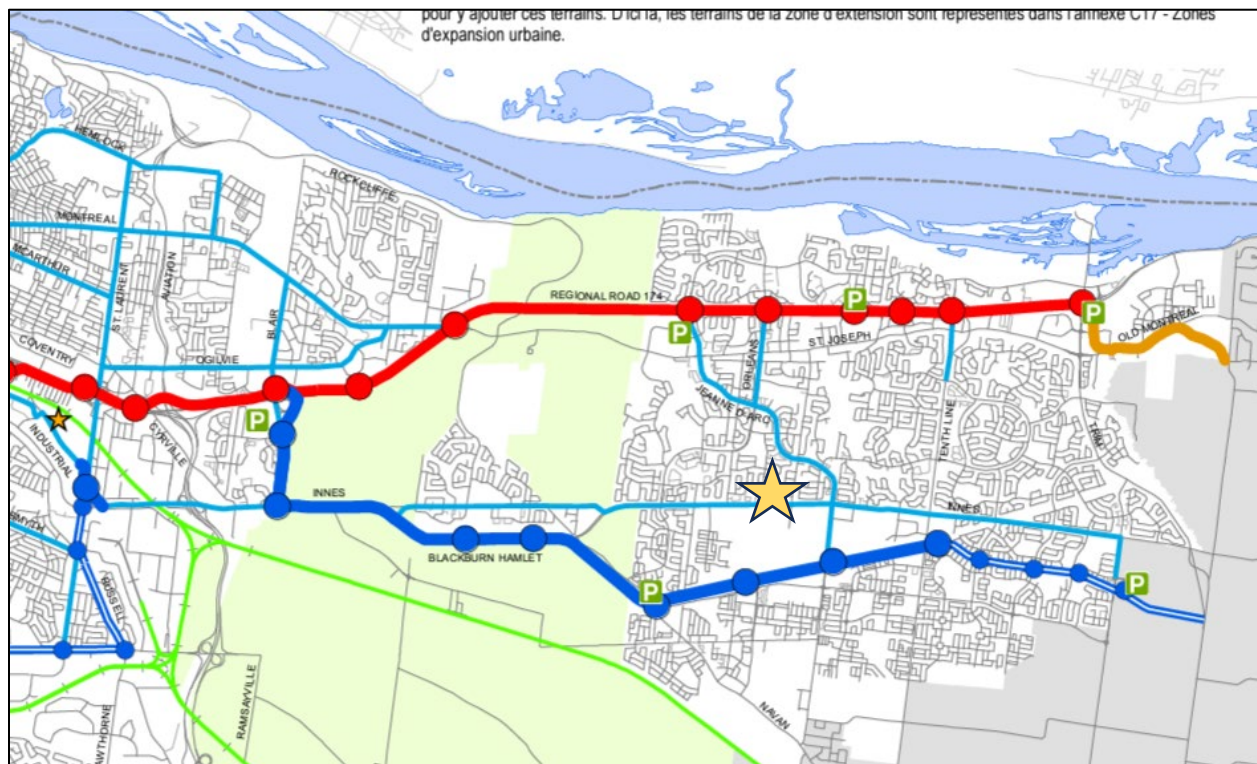
As shown above, the proposed development complies with the R4Z zoning provisions for a PUD but requires a variance to the Minimum Parking Space Rates (Section 101) and the Interior Side Yard Setback provisions of the Zoning By-Law.

DISCUSSION

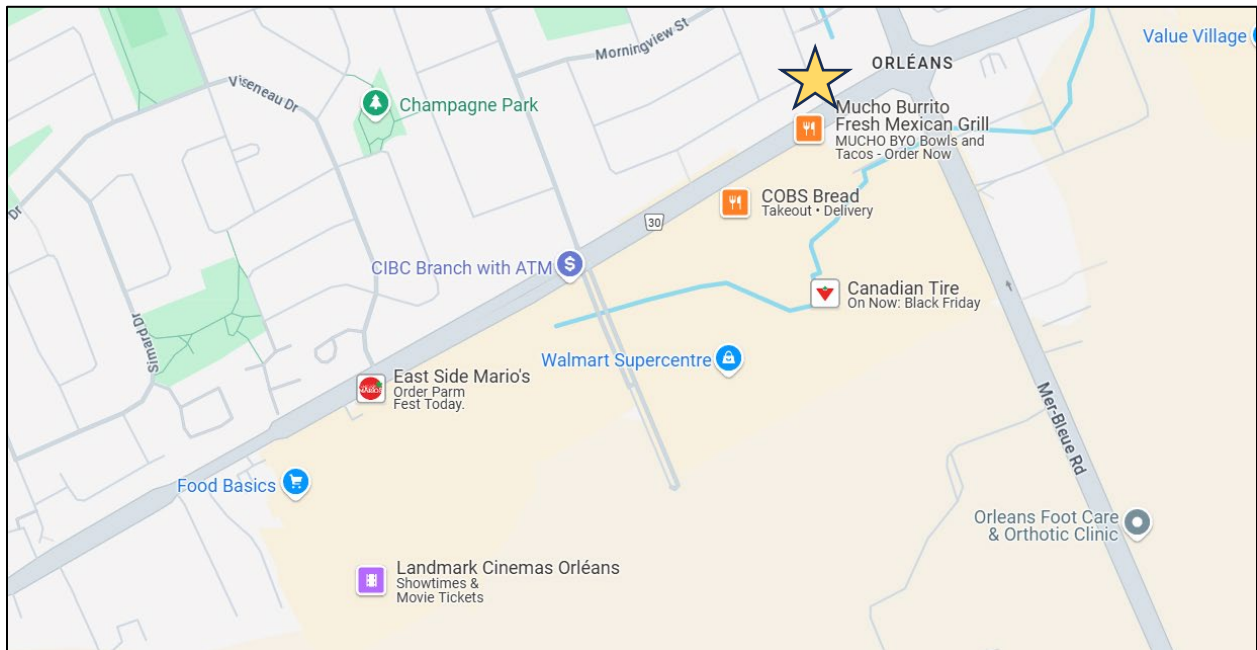
To proceed with the development as proposed, a Minor Variance is required to amend the Minimum Parking Rate (Section 101) and the Interior Side Yard Setback as defined by Table 162A and 162B in the City of Ottawa Zoning By-Law (2020-288).

As noted in the City of Ottawa Official Plan (2022), the subject property falls within the Suburban (East) Transect, Schedule B8. The subject properties are designated Mainstreet Corridor and are well serviced by other Corridors – both Major and Minor – including Jeanne D’Arc, Tenth Line, and St. Joseph Boulevard.

Schedule C2 of the City of Ottawa Official Plan – Transit Network – designates Innes Road as a “Transit Priority Corridor”. Transit Priority Corridors complement the rapid transit network by providing improved city-wide transit access to major employment, commercial and institutional land uses. As a Transit Priority Corridor, Innes Road is well serviced by transit. A snapshot of Schedule C2 – shown below – illustrates surrounding transit options for the subject site. South of the subject site is the Transitway where Bus Rapid Transit (BRT) is provided. North of the subject site is the O-Train. The approximate location of the Subject Site is identified by a star.



The subject property is within walking distance of numerous shops and services, banks, fast-food, restaurants, health and wellness facilities, grocery stores, medical offices. The subject property is directly across the street from a commercial plaza. The figure below shows just a handful of stores and shops within walking distance to the subject property identified by a star.

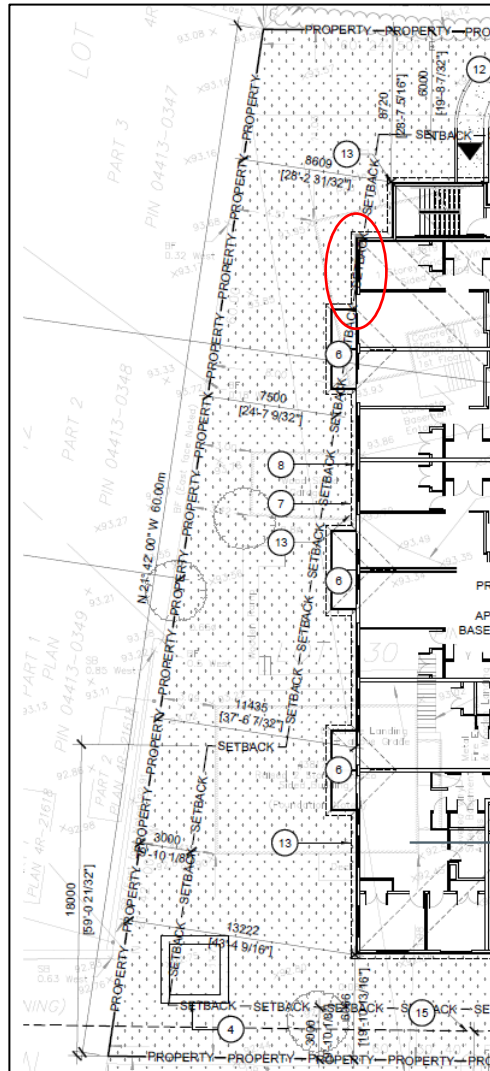


Based on the above, it is clear that the request to reduce the Minimum Parking Rates from 1.2 parking spaces per unit to 0.9 parking spaces per unit is appropriate given the proximity to alternative transportation modes and existing services that residents of the future buildings will access. 116 residential units will continue to be well served by the proposed 102 parking spaces and 24 visitor parking spaces.

The Minimum Interior Side Yard is also requested to be varied. As per the Zoning By-Law, the interior side yard setback increases the further back you get from the front lot line. For the first 18m of the lot, the interior side yard setback is 3m and for the balance of the lot, it increases to 7.5m. Along the western property boundary – adjacent existing residential rear yards – the building is set back 11.453m for the first 18m and decreases to 7m for the balance of the lot whereas 7.5m is required.

The figure below shows the western interior side yard of the site. The variance requested for the Interior Side Yard Setback is circled in red. As shown, this is an incredibly minor variance from the required setback. This western property boundary is adjacent to an existing residential neighborhood and their rear yards back on the subject property. Given the increased side yard setback for the first 18m of the property – 11.453m whereas 3m is required – it is clear that the

Owner has done everything possible to ensure minimal impact on the neighboring residential properties.



The eastern interior side yard setback requires a variance as well. Along this property boundary – adjacent a gas station – the building is set back 4m for the first 18m and decreases to 5.528m for the balance of the lot whereas 7.5m is required. The figure below shows the eastern interior side yard of the site. The variance requested for the Interior Side Yard Setback is circled in red. As noted, the neighboring property on this eastern side is a gas station and the requested reduction will have no impact on the adjacent landowner.



FOUR TESTS

Based on the rationale provided, the proposed variance meets the four tests of a minor variance as described in Section 45 of the Planning Act.

1. The variance is minor.
 - The requested variance is minor in nature and will have no impact on adjacent properties.
2. The variance is desirable for the appropriate development or use of the property.
 - The requested variance is appropriate so that gentle intensification can be constructed to assist the City of Ottawa's housing goals and contribute to a density that supports the 15-minute neighbourhood.
3. The general intent and purpose of the Zoning By-law is maintained.
 - The proposed Planned Unit Development consisting of two low-rise apartment dwellings is permitted within the R4Z zone. The requested variance to the Minimum Parking Rates and Interior Side Yard setback are incredibly minor and ensure the intent and purpose of the Zoning By-Law is maintained.
4. The general intent and purpose of the Official Plan is maintained.
 - The site is designated Mainstreet Corridor and as such, the construction of housing in a low-rise form is consistent with the strategic direction of the Official Plan.



SUMMARY

The applicant is seeking a minor variance for the properties located at 3817 – 3843 Innes Road to permit the development of two 4-story, low-rise, apartment buildings. This will allow for the development of 116 residential rental units.

The proposed development and subsequent variances are consistent with the policies in the 2024 Provincial Policy Statement, the City of Ottawa Official Plan, and comply with most of the Zoning By-Law requirements of the Residential Fourth Density, subzone Z (R4Z) zone.

Please contact us if you require any additional information.

Alison Clarke

Alison Clarke
The Stirling Group