

March 20, 2025

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

**RE: Minor Variance Application**  
**2506 Innes Road, City of Ottawa**

**Committee of Adjustment**  
Received | Reçu le  
**Revised | Modifié le : 2025-03-21**  
City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

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Dear Mr. Bellemare,

Fotenn Consultants Inc. ("Fotenn") has been retained by the owners of 2506 Innes Road to assist with the enclosed Minor Variance application to the Committee of Adjustment. The intent of the application is to seek relief from minimum yard setbacks, maximum building height, minimum first floor height, projections into required yards, parking ratio and size, front yard frontage, and glazing.

The subject lands are also the subject of an active Site Plan Control application that relates to the development of the proposed two low-rise buildings in a Planning Unit Development (PUD) located at 2506 Innes Road. In order to facilitate the proposal, approvals are required from the Committee of Adjustment.

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

- / This Cover Letter explaining the nature of the application;
- / Complete Minor Variance application form related to the Minor Variances needed for the proposed construction of the entire PUD lands;
- / Survey;
- / Site Plan;
- / Building Elevations; and
- / Tree Information Report.

Sincerely,



Gillian Henderson, MUP  
Planner



Tim Beed, MCIP RPP  
Associate

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Concorde Properties to prepare this Cover Letter in support of a Minor Variance application for the property municipally known as 2506 Innes Road, in the City of Ottawa.

## 1.1 Application Overview

### 1.1.1 Summary

The purpose of the Minor Variance application is to facilitate the development of two low-rise, stacked townhouse buildings containing a total of 44 units.

To facilitate the proposed development, a Site Plan Control Application was submitted in Spring 2024 (D07-12-24-0038). The Site Plan Agreement will formalize technical attributes of the design such as access, landscaping, circulation, refuse collection, amenity locations, and other design elements. The Site Plan Review process is well underway with the application formally deemed complete, and no substantial changes expected in the future.

The Minor Variance application seeks to address nine (9) Zoning deficiencies related to the ultimate development condition proposed. The relief requested through this application is as follows:

1. Section 185 of the Zoning By-law for rear yard setback of 8.158m, where the Zoning By-law requires 10m.
2. Section 185 of the Zoning By-law for interior side yard setback of 3.5m (beyond first 20m, along the west property line), where the Zoning By-law requires 7.5m beyond the first 20m from the front lot line.
3. Section 185 of the Zoning By-law for building heights of 12.58m (Building B), where the Zoning By-law permits a maximum of 11m.
4. Section 185 of the Zoning By-law for first floor height of 3.05m, where the Zoning By-law requires a minimum of 4.5m.
5. Section 101 and 103 of the Zoning By-law for a resident parking ratio of 1.11/dwelling unit, where the Zoning By-law requires 1.2/dwelling unit.
6. Section 185 of the Zoning By-law for less than 50% glazing of the surface area of the ground floor façades of Building A and Building B, where the Zoning By-law requires at least 50%.
7. Section 185 of the Zoning By-law for front yard frontage of 32%, where the Zoning By-law requires 50%.

## Site Context and Surrounding Area

The subject site, municipally known as 2506 Innes Road, is located within the Outer Urban Transect in the Blackburn Hamlet neighbourhood within Orléans West (Ward 2). The subject site has approximately 70 metres of frontage along Innes Road, is 58 metres in depth, with a lot area of 3,948 square metres.

The subject site is currently occupied by a vehicle service station & garage with associated surface parking. The former use will be decommissioned and demolished to facilitate the proposed redevelopment program.

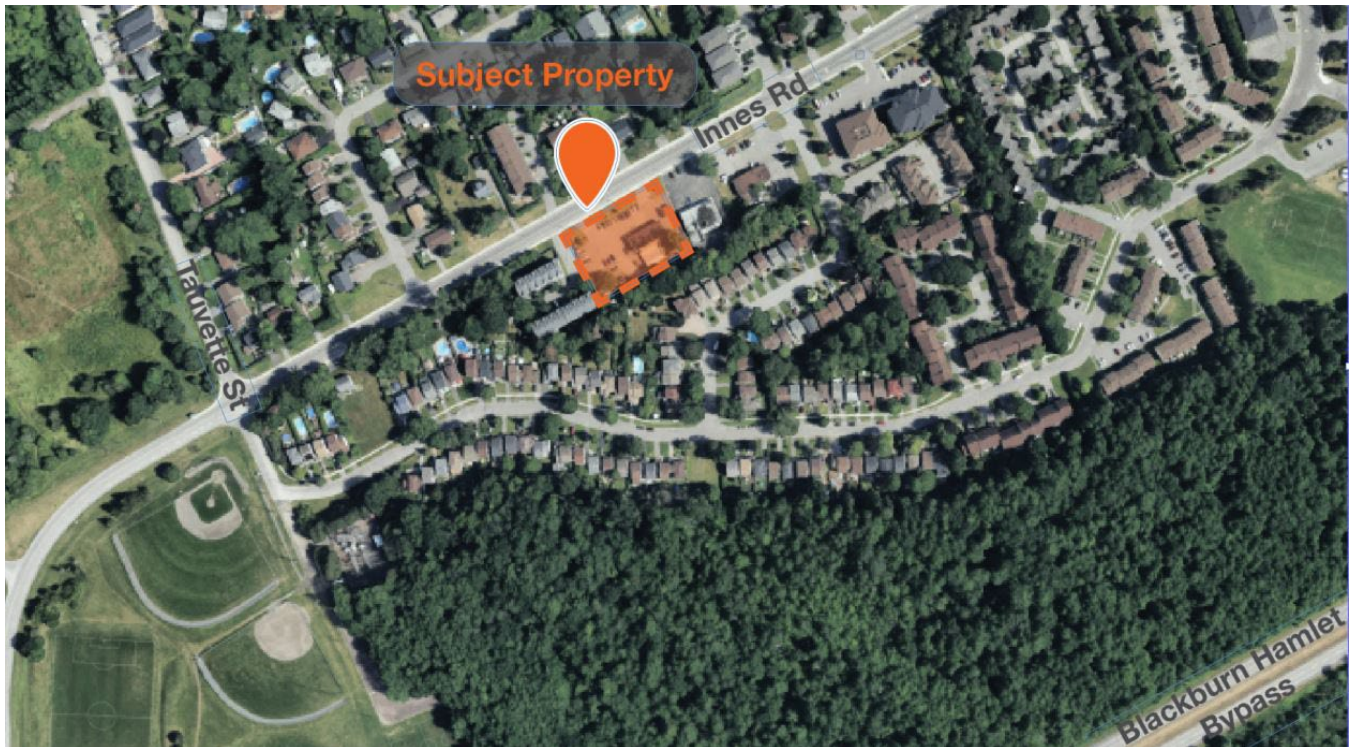


Figure 1: Aerial picture of the site context of the subject property.

**The area is generally characterised by a mix of low-rise residential and local commercial building typologies and uses. Blackburn Hamlet is an established and well served mixed-use community in close proximity to the City's major employment and service hubs with planned future rapid transit nearby along the Blackburn Hamlet Bypass.**

**North:** The subject site abuts Innes Road to the north. The northern side of the Major Collector road is developed with residential housing in townhouse and single-detached dwelling built forms. Glen Ogilvie Public School is approximately 500 metres north and Louis-Riel High School is approximately 1.1 kilometres north of the subject property.

**East:** A two-unit, low-rise commercial building and auto repair shop are located on the adjacent lots to the east. A two-and-a-half storey and a three-and-a-half storey multi-residential buildings are located to the east of Beddoe Lane. The Ottawa Public Library (Blackburn hamlet Branch), Blackburn Community Hall and arena, Sainte-Marie Catholic Elementary School, Good Shepherd Catholic School, Emily Carr Middle School, Blackburn Tennis Club, and Bearbrook Pool are all within 700 metres east of the subject property. Norman Johnston Secondary Alternative Program is approximately 1.6 kilometers east of the subject property.

**South:** Two streets of single-detached dwellings separate the subject site from the dense forested area to the south. The properties immediately to the south are mostly corner lots with large backyards and deep rear yard setbacks, helping minimize any potential impact from the proposed development.

**West:** To the west, Scotland Private is developed with 14 three-storey townhouses. The front units feature a similar setback from Innes Road as the proposed development.

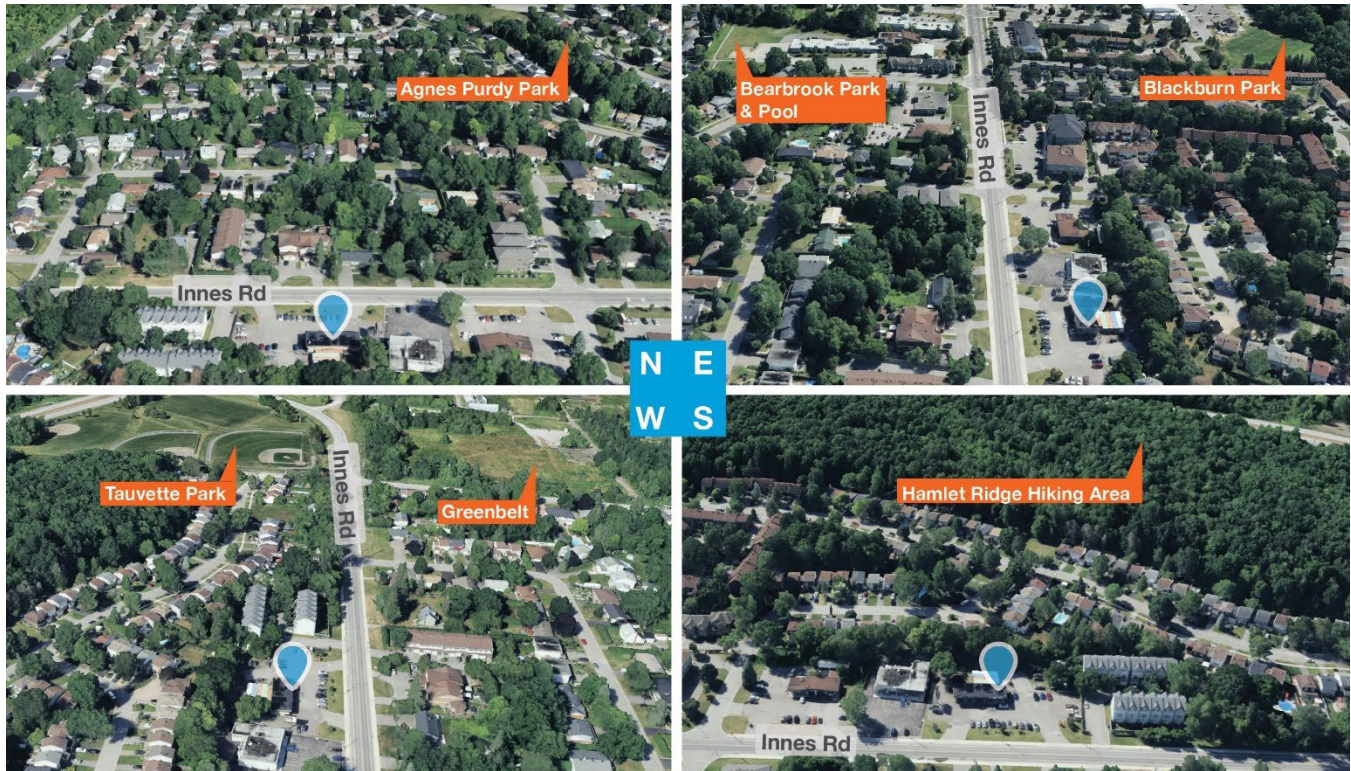


Figure 2: Aerial views of subject property and surrounding context.

The Blackburn Hamlet neighbourhood is very well served by amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The scored parcels closest to the subject property are scored at 8 out of 10. Overall, Blackburn Hamlet has a variable rating, with the subject property's rating being above average for the area, reflecting the following amenities:

- / Fourteen (14) bus stops;
- / One grocery store;
- / Six (6) retail stores;
- / Four (4) parks;
- / Two (2) Childcare facilities;
- / Eight (8) health services;
- / Three (3) elementary and secondary schools;
- / Four (4) indoor community centres, recreation facilities, and libraries.



Figure 3: Ariel view of the subject property, facing north, depicting the large backyards and deep rear yard setbacks of neighbouring properties to the south.



Figure 4: View of the western portion of the subject property and the neighbouring properties to the west, facing south.

## 2.1 Road Network

The subject site is located with frontage along Innes Road and is well connected with the existing and planned road network of the city, providing easy vehicular access to important circulation roadways. Schedule C4 (Urban Road Network) of the City of Ottawa Official Plan, designates the majority of Innes Road as an Arterial Road, however, the segment where the subject property is located is designated as a Major Collector Road. Innes Road runs east-west and diverges into the Blackburn Hamlet Bypass to the south, while a parallel continuation of Innes Road extends to the north. This segment of Innes Road has a 26 metres ROW to be protected.

Major collector roads connect communities and distribute traffic between the arterial and local road system. While Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and function as major public and infrastructure corridors in the urban communities.

To the west, Innes Road intersects with Highway 417, providing on- and off-ramps in both directions. Highway 417 serves as an important east-west corridor, facilitating efficient mobility within the city and the broader region.

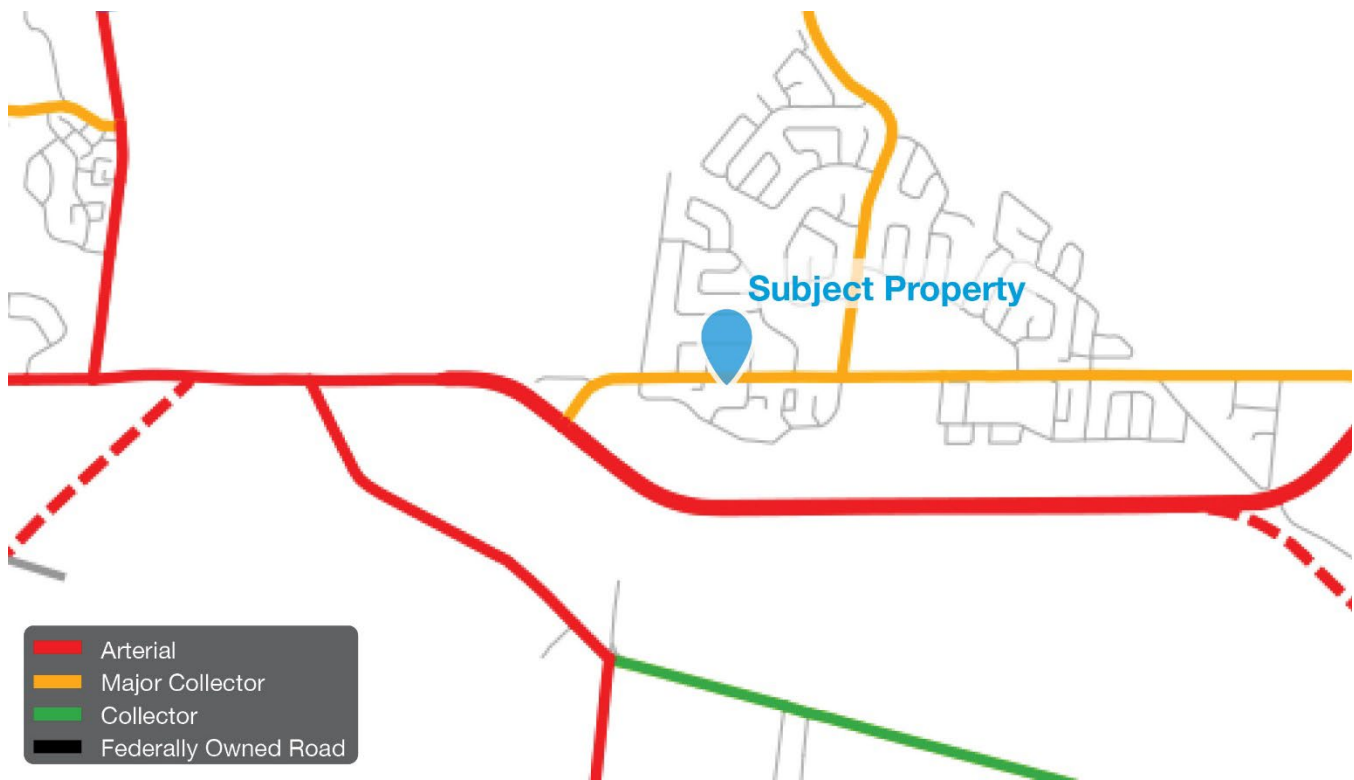


Figure 5: Road Classifications (Schedule C4 of the Official Plan).

## 2.2 Transit Network

Innes Road is designated as a Transit Priority Corridor in the Schedule C2 of the Official Plan. Transit Priority Corridors are key routes identified to provide efficient and high-capacity public transit service. The goal is to reduce traffic, improve accessibility and encourage more people to use public transportation, particularly in areas with higher population densities.

Additionally, a Transitway line is planned to run along Blackburn Hamlet Bypass and the subject property will be within a 600 metre radius to the future Blackburn Hamlet West station. The Transitway will provide frequent, fast connections to

central Ottawa. The current typical transit trip length to the Central Business District at morning peak is approximately 45 minutes, as compared to a typical drive of 20-40 minutes.

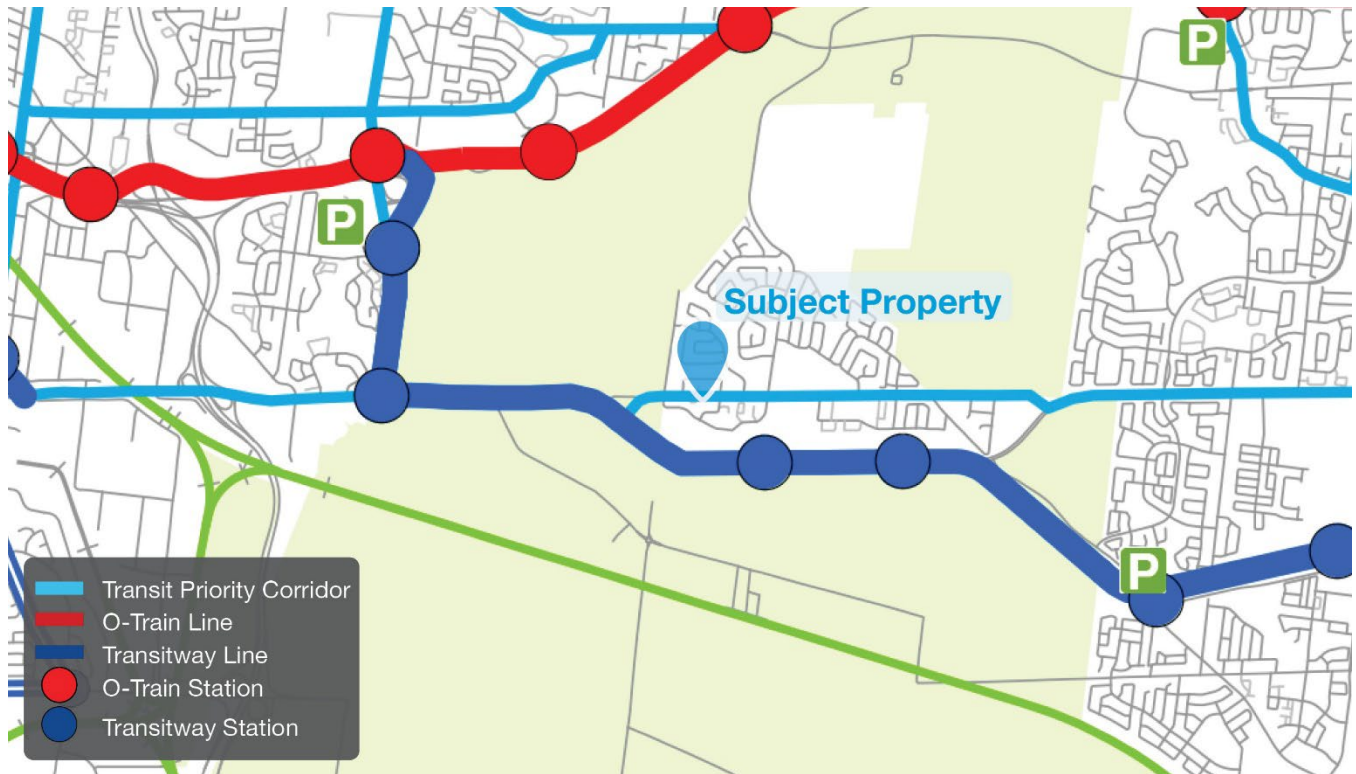


Figure 6: Ultimate Planned Transit Network (Schedule C2 of the Official Plan).

### 2.3 Active Transportation

The subject property is well served by the City's existing active transportation network, with planned infrastructure projects set to further enhance connectivity and cycling safety. Currently, the active transportation network near the subject property includes a designated bike lane along Innes Road and a paved shoulder that connects to the NCC's multi-use path (MUP). The NCC's network provides extensive access to active transportation routes throughout Ottawa.

The Transportation Master Plan aims to further expand cycling infrastructure in the area, with the Cross-Town Bikeway playing a key role in improving mobility options and strengthening the property's integration into the city's broader active transportation system.

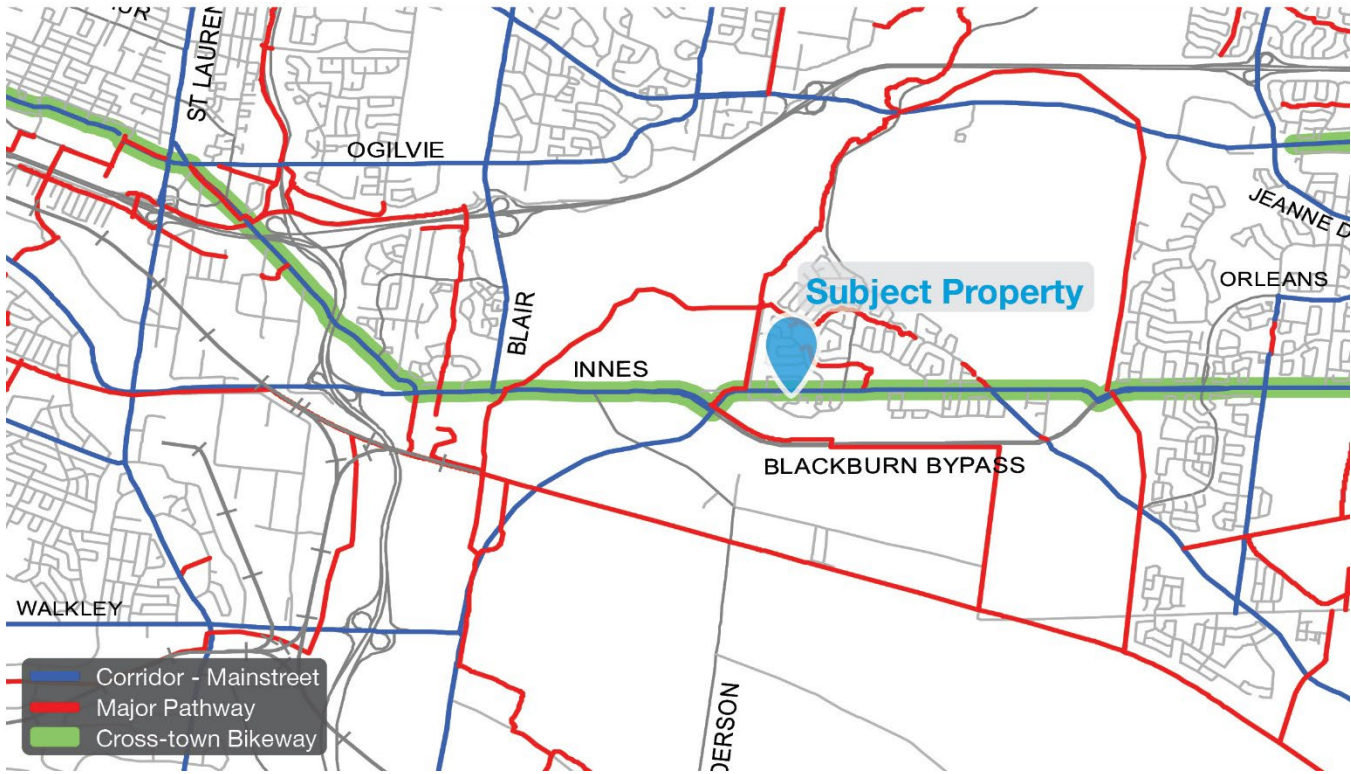


Figure 7: Active transportation network surrounding the subject property.



## 3.0 Minor Variance Application

### 3.1 Application Overview

The proposed redevelopment of the subject site consists of two three-storey stacked townhouse buildings.

The purpose of the enclosed Minor Variance application is to seek relief from rear and interior side yard setbacks, building height, first-storey height, projections into required yards, parking ratio and size, ground floor glazing, and front yard frontage. The proposal will result in the construction of two three-story, stacked townhouse buildings, providing 44 new residential units. The following is a summary of the requested Minor Variances:

1. **Permit a rear yard setback of 8.158m instead of the required 10m.** This provision ensures taller buildings do not overwhelm rear properties and provide sufficient backyard space. However, the three-storey development remains compatible with the two-storey buildings to its south, and the site includes ample backyard space. Additionally, the site was specifically oriented to have the majority of building massing fronting the streets to avoid adverse impacts on rear neighbours. This variance supports efficient, transit-oriented intensification with no adverse impacts.
2. **Permit an interior side yard setback of 3.5m (beyond first 20m, along west property line) instead of the required 7.5m.** While this setback is typically intended to buffer adjacent residences through landscaping and fencing, the proposed residential development aligns with neighboring uses and includes ample buffering along the side and rear. This variance supports transit-oriented intensification while ensuring appropriate separation with no anticipated impacts.
3. **Permit building heights of 12.58m (Building B), exceeding the 11m maximum.** The increased height optimizes land use and density while maintaining streetscape compatibility. Only the rear 11m of Building B exceeds the height limit, with most of the structure well within zoning allowances. The site design concentrates building mass along the street to minimize impacts on rear neighbors. Building B's north-south orientation limits non-compliance to a small portion of the lot width, ensuring minimal adverse effects.
4. **Permit a first-storey height of 3.05m, below the 4.5m minimum required.** This provision is generally intended to accommodate ground-floor retail, but as the proposed development is residential, the increased height is unnecessary and does not provide added benefit. While the individual floor height is below 4.5m, the combined height of the above-grade basement and first floor meets the intent of the requirement.
5. **Permit a resident parking ratio of 1.11 spaces per unit, below the required 1.2.** The reduction is appropriate given the site's proximity to rapid transit, a Transit Priority Corridor, and the NCC's MUP network. Additionally, the development adheres to the minimum requirements for visitor parking and bicycle spaces. This supports active and sustainable transportation, in line with City's policies and objectives.
6. **Permit less than 50% glazing on the ground floor façades of the buildings.** This provision is most applicable for commercial spaces, which are not proposed. The reduced glazing is appropriate for residential use, balancing privacy while maintaining an engaging streetscape with articulation, windows, doors, and front steps to meet the by-law's intent.
7. **Permit a front yard frontage of 32%, below the required 50%.** The design maintains the by-law's intent by accommodating front walkways, stairs, and balconies. While the buildings are set back slightly more than 3m (by less than 50cm in most cases) they still functionally comply to the intent of the by-law provision.

### 3.2 Proposed Development

In designing the proposed development, many components were considered in order to respond to the existing and planned context, and to ensure liveability for future residents of the development.

The proposed design features two three-story stacked townhouse buildings with an elevated basement level. Both buildings have a height of approximately 12.58 metres. Embracing a low-rise, residential design principle with pitched rooflines, the buildings seamlessly integrate with the established neighborhood character, particularly in areas with two- and three-story residential dwellings.

Building A is oriented fronting Innes Road containing 20 units within 2,144 square metres of floor area. Building B is oriented along the eastern interior lot line, containing 24 townhouse units with 2,573 square metres of floor area. The total development will feature 44 two-bedroom units and 4,716.8 square metres of floor area. Both buildings will feature shared porches, each serving four private entryways into the stacked townhouse units. To the rear of the property, 49 resident parking spaces and 9 visitor parking spaces will be accessed by a 6-metre shared private way entry between Building A and Building B, from Innes Road.

The proposal also provides 25 bicycle parking spaces dispersed around the parking area within two locations. A total of 450 square metres of amenity space is included throughout the development including 133 square metres of communal outdoor space to the south of Building B and 290 square metres of private balconies amenity areas. Setbacks are strategically planned to ensure connection and smooth transitions with adjacent properties. The design aligns with the prevalent low-rise architectural pattern in the neighborhood, aiming to enhance the community's visual appeal.

The development statistics of the site are as follows:

Provision	Proposed
<b>Lot Area</b>	3948 m <sup>2</sup>
<b>Lot Coverage</b>	30.3%
<b>Dwelling Units</b>	Building A: 20 units Building B: 24 units
<b>Building Area</b>	Building A: 2,144 m <sup>2</sup> Building B: 2,572.8 m <sup>2</sup> Total: 4,716.8 m <sup>2</sup>
<b>Building Height</b>	Building A: 12.58m (3 storeys) Building B: is 12.58m (3 storeys)
<b>Entrances</b>	Building A: 5 canopy covered porches Building B: 7 canopy covered porches
<b>Amenity Space</b>	Communal: 133 m <sup>2</sup> Private (balconies): 290 m <sup>2</sup>
<b>Vehicle Parking</b>	49 spaces
<b>Visitor Parking</b>	9 spaces

Provision	Proposed
<b>Bike Parking</b>	25 spaces
<b>Internal Sidewalks</b>	1.5 m wide



Figure 8: Ariel photos of proposed development.



Figure 9: Building elevations facing the front of the buildings (top images) and the rear (bottom images).



Figure 10: Side elevations of Buildings A and B.

The buildings are designed to maintain a sensible low-rise form tailored to the site's characteristics and to transition seamlessly towards neighbouring properties. The strategic placement of parking and communal amenity areas between the main building massing and rear property line, along with existing mature treelines to the rear, assists in buffering the transition from traditional single residential dwellings to three-storey townhomes. This design strategy aims to mitigate disruptions and ensure cohesive integration within the community's existing character.

Along Innes Road, the buildings are visually prominent and distinctive, featuring walkways, staircases, and marked entrances with cohesive motifs. Abundant fenestration and glazing create an open and inviting atmosphere, with carefully arranged trees framing the buildings aesthetically.

To minimize the impact of service areas and parking, a careful screening approach is employed by placing buildings close to the front property line. Landscaping plays a crucial role in softening the visual impact at street level. Pedestrian walkways are well-designed, connecting the street edge to residential unit entrances, enhancing connectivity between the public realm and private development. The parking entrance is positioned between the buildings to integrate with pedestrian flow.

The outdoor amenity spaces, both communal and private, are thoughtfully located. The communal amenity area is envisioned as a human-scaled environment, surrounded by trees to create a comforting ambiance and minimize traffic sounds. Private balconies are provided for the vast majority of units and designed for functionality and to reflect the surrounding built-form and community character. Overall, the proposed building design aims to create a distinctive and impactful residential presence along Innes Road while prioritizing aesthetics, functionality, and community integration.

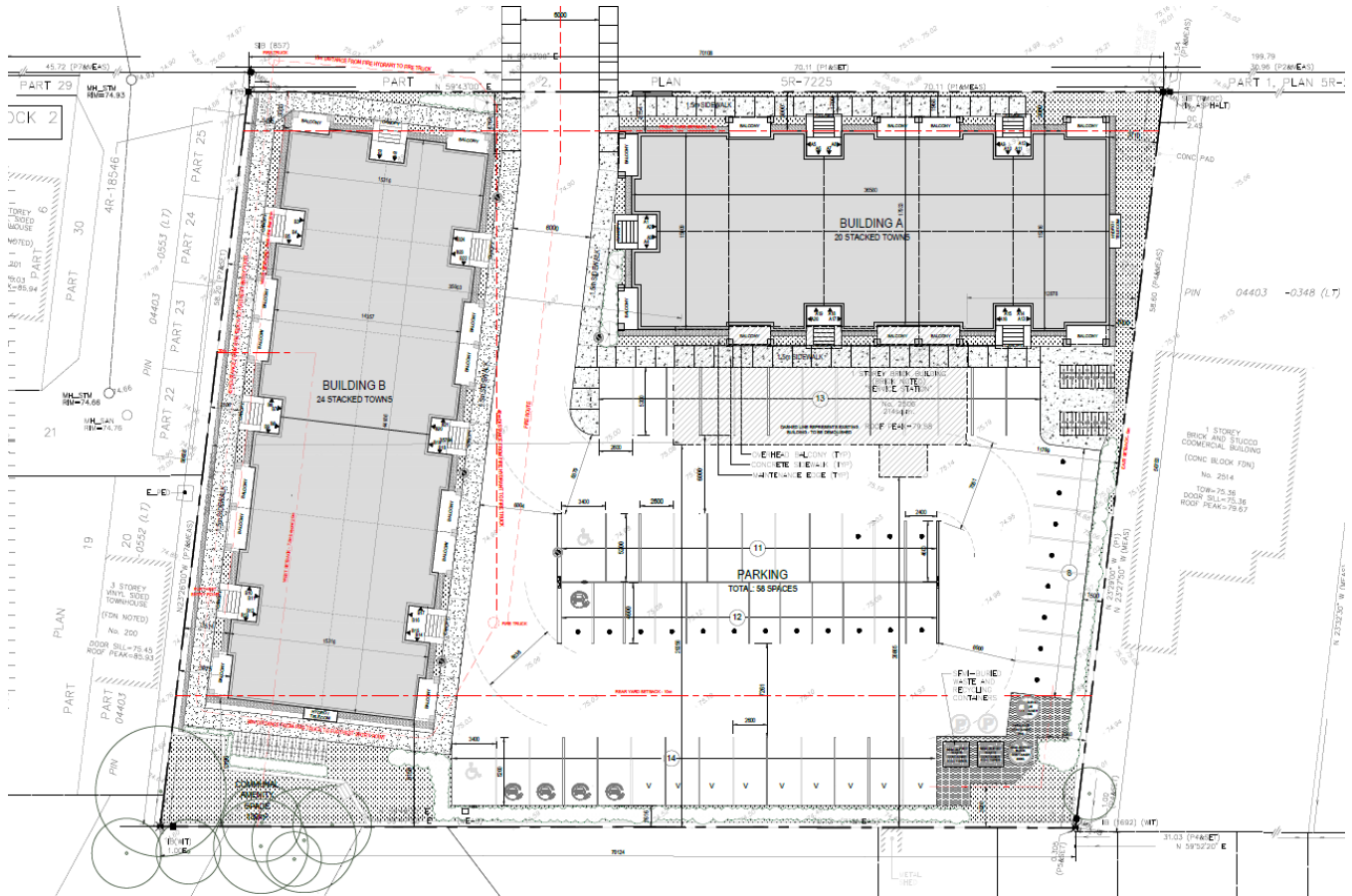


Figure 11: Site Plan excerpt.

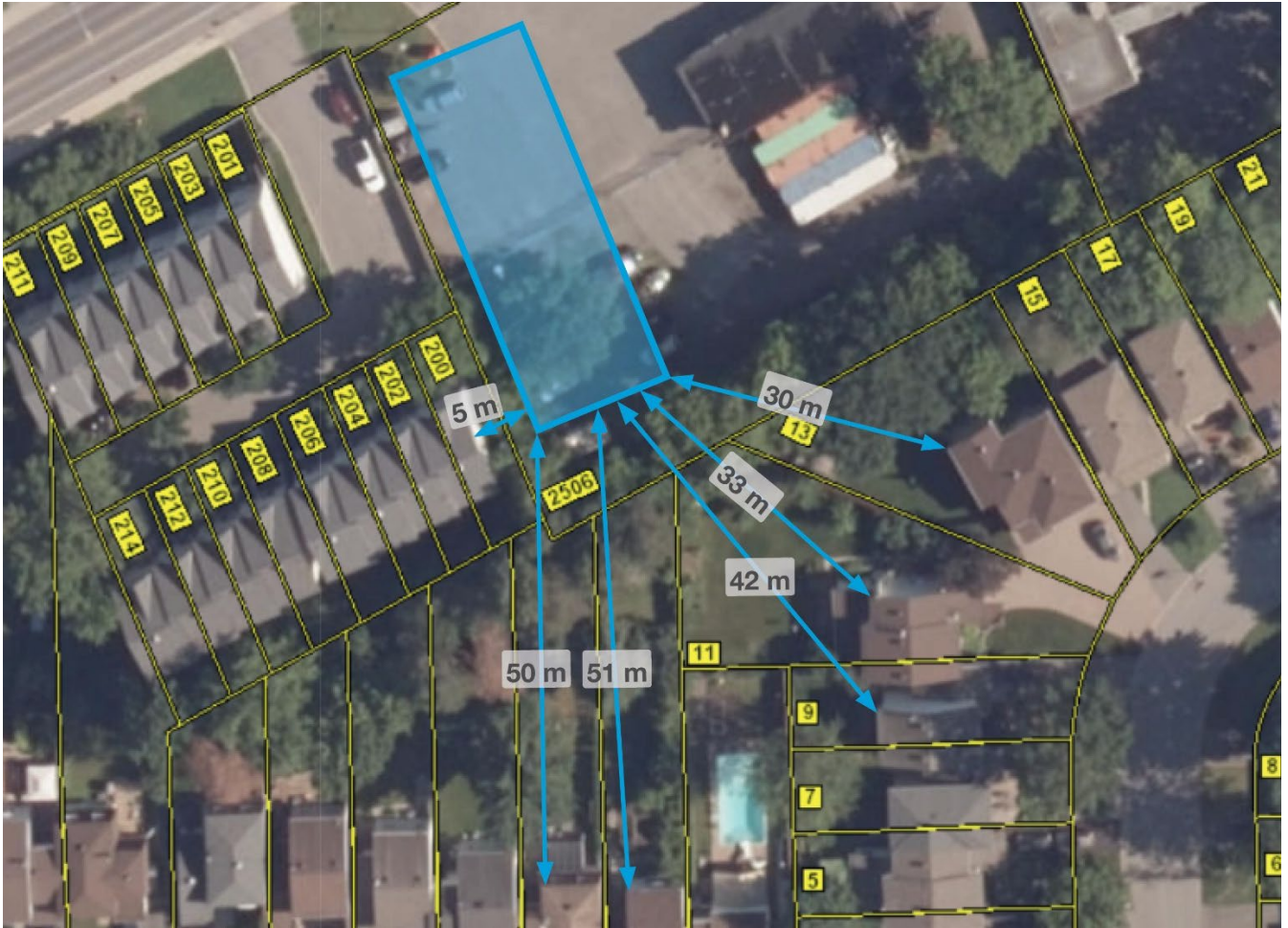


Figure 12: Approximate separation distance between proposed development (Building B) and neighbouring properties.

## 4.0 Policy and Regulatory Context

### 4.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Planning Statement is a policy statement issued under the authority of Section 3 of the *Planning Act* and came into effect on October 20, 2024 (PPS 2024). The *Planning Act* requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

The PPS (2024) is a consolidated statement of the provincial government's policies on land use planning and contains an updated policy direction on key land use planning issues including, but not limited to:

- Building more housing where it's needed;
- Making land available for development;
- Creating opportunities for economic development and job creation;

The PPS has emphasis on “the building of more homes for all Ontarians.” The vision also restates the Province's goal of getting at least 1.5-million homes built by 2031.

The PPS, 2024 also contains the following policies:

- / Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents by requiring transit-supportive development and prioritizing intensification (Section 2.2).
- / Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options to meet projected requirements of current and future residents (Section 2.3.1).

**The proposed Minor Variance application, which will permit two residential buildings with moderate residential density, is consistent with the PPS 2024 and aligns with its objectives of building a range of housing stock, efficient land use, housing intensification, and transit-supportive development. Located near a future station and along a Transit Priority Corridor, the proposed development reduces reliance on private vehicles and supports sustainable transportation choices. The requested variances will enable low-rise development that complements the character of the existing neighbourhood and aligns with the vision for its future growth. This proposal delivers critical, context-sensitive intensification and contributes to the planned vision for this area.**

### 4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa 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 how the city will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

#### 4.2.1 Outer Urban Area

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).



The subject property is located in the “Outer Urban Transect” on Schedule A - Transect Policy Areas and is designated Mainstreet Corridor, as shown in Schedule B3 – Outer Urban Transect of the Official Plan (Figure 8 below).

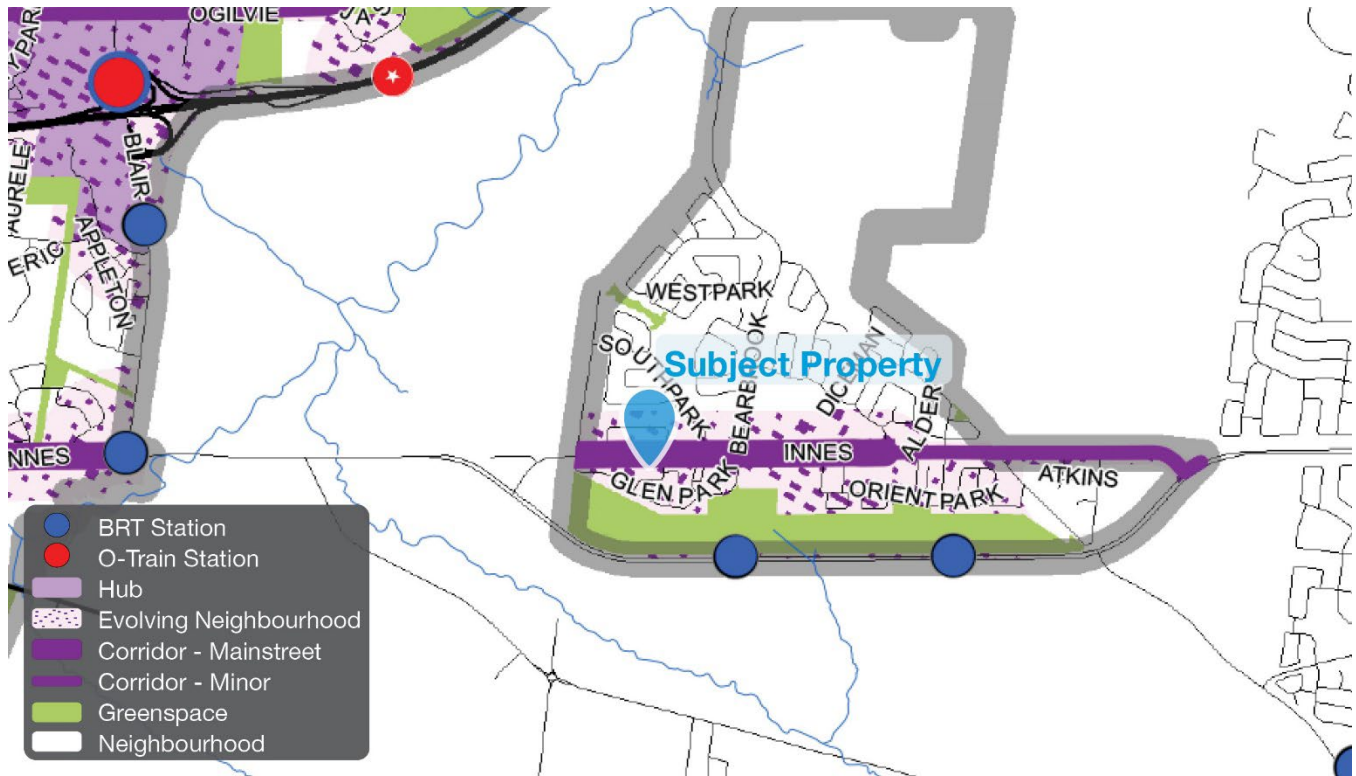


Figure 13: Schedule B3 - Outer Urban Transect.

#### 4.2.2 Transect, Designation and Overlay Policies

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century and is characterized by a classic suburban building forms, setbacks, and separation of land uses. The Official Plan aims to enhance mobility options, particularly active transportation, and street connectivity, while also providing direction to Hubs and Corridors and encouraging more diverse housing forms.

As per the Official Plan, the transect will evolve toward an urban 15-minute neighbourhood model and will experience a gradual replacement of detached housing with higher-density ground-oriented housing. Some mid- and high-rise buildings are also planned within transit hubs. The transect will also develop towards highly integrated areas with commercial, civic, institutional, and residential uses. This will include introduction of mixed-use urban developments close to rapid transit stations and targeted efforts towards Hubs and Mainstreets for mid-density and mixed-use development.

Specific policies that apply to this proposal include:

**Section 5.3.1 Policy 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 Mainstreets, 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 3** states that the Outer Urban Transect shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by targeting [...] selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

**Policy 4** states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in multi-unit dwellings [...] on Corridors.

**Section 5.3.3 Policy 3** states that, along Mainstreets with a ROW narrower than 30 metres, permitted building heights are generally up to 9 storeys.

**The proposed development conforms to the transect policies by complementing the surrounding low-rise neighbourhood while contributing to a moderate increase in density. It supports the gradual introduction of a more urban environment along the Mainstreet while maintaining existing scale. Additionally, it enhances housing diversity to better accommodate community needs.**

**Section 6.2.1 Policy 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 setbacks where appropriate. Further, development shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

**The proposed development aligns with the Corridor designation by concentrating density along the Mainstreet while maintaining a compatible scale with its surroundings.**

#### 4.2.3 Urban Design

**Section 4.6** of the Official Plan outlines the specific policies guiding the design and relationship between developments across the City, specifically emphasizing adequate transitions, complementary built forms, and existing neighbourhood design characteristics.

- / 4.6.6(6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**The City of Ottawa's Official Plan outlines the general strategies for growth and development across the region, detailing specific policies for both urban and rural areas. The Plan highlights key features related to residential development within the Outer Urban Transect and the role of the Mainstreet Corridor designation in accommodating the bulk of intensification proposed through this Plan. This review examined the policies as they apply to the proposed Minor Variance application on the subject property. The policies of the Official Plan were shown to be supportive of the proposed Minor Variance as the proposed development provides for compatible development that better utilizes the land, within the existing built-up area of the City.**

##### 4.2.3.1 Mainstreet Corridor within Design Priority Area

A few segments of Innes Road are designated as Mainstreet Corridor within Design Priority area, including the portion of Innes Road where the subject property is located. As the subject property is on a Mainstreet Corridor, it is a Tier 3 – Local (Major) Design Priority Area. Development in Design Priority Areas, per **Section 4.6.1**, are expected to demonstrate design excellence. However, it would not be subject to review by the Urban Design Review Panel, as it is a low-rise development.

The Official Plan requires that sites are designed to:

- / Respond to context, transect area and overlay policies;
- / Frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks;
- / Visual impacts associated with above grade utilities should be mitigated (**Section 4.6.5, Policy 2**);
- / Avoid and minimize conflict between vehicles and pedestrians, and to limit interruptions along sidewalks;

- / Preferentially locate parking below grade, and screen any surface parking from the public realm (**Section 4.6.5, Policy 3**);
- / Demonstrate universal accessibility in accordance with the City's Accessibility (**Section 4.6.5, Policy 4**); and,
- / Accommodate space on the site for trees (**Section 4.8.2, Policy 3**)

**The proposed development conforms to the design policies applicable to design priority areas by respecting its context, enhancing the streetscape, prioritizing pedestrian accessibility, and integrating landscaping.**

## 4.3 Urban Design Guidelines

### 4.3.1.1 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines established for Arterial Mainstreets are a Council-approved set of guidelines intended to provide urban design guidance at the planning application stage to assess, promote and achieve appropriate development along Arterial Mainstreets.

**The proposed development achieves the objectives of the design guidelines by fostering compatible development that locates building frontage along the Arterial Mainstreet and will contribute to the planned character of the street and achieve high-quality built form with a sense of identity and a human scale.**

### 4.3.1.2 Transit Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

**As the site is within 600 metres walking distance from the future Blackburn Hamlet West station, along a Transit Priority Corridor, and in close proximity to the NCC's MUP network, the proposed development strongly supports and encourages transit-use, walking and cycling for residents and visitors alike.**

**Parking will be provided in the rear of the buildings in order to minimize visual impacts and disruptions to the pedestrian realm. Garbage collection will be provided at the rear of the property and screened from the public realm.**

**Overall, the proposed development responds well to the applicable Transit-Oriented Development Guidelines.**

### 4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Arterial Mainstreet Subzone 11, Urban Exception 2208. The AM zone permits a broad range of residential and non-residential uses, including low-rise apartment dwellings, stacked dwellings, and townhouse dwellings.



The purpose of the AM – Arterial Mainstreet Zone is to:

- / accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- / impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Provision	AM11[2208] Requirement	Provided	Compliant?
<b>Lot Width</b> <i>Section 185, Table 185, Exception 2208</i>	No minimum	70.11m	Yes
<b>Lot Area</b> <i>Section 185, Table 185, Exception 2208</i>	No minimum	3948m <sup>2</sup>	Yes
<b>Front Yard Set Back</b> <i>Section 185, Table 185, Exception 2208</i>	3m	3m	Yes
<b>Interior Side Yard Setback</b> <i>Section 185, Table 185, Exception 2208</i>	0m	East Side: 2m (YES).	No

Provision	AM11[2208] Requirement	Provided	Compliant?
	Abutting a residential zone: 3m for the first 20m back from the street, 7.5m beyond 20m	<b>West Side:</b> 3.5m for the first 20m from street (YES), 3.5m beyond 20m (NO).	
<b>Rear Yard Setback</b> <i>Section 185, Table 185, Exception 2208</i>	10m	8.158m	<b>No</b>
<b>Maximum Building Height</b> <i>Section 185, Table 185, Exception 2208</i>	(i) In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m (iii) In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m (iv) In any area: a. outside of the areas identified in (i) through (iii) above; and, b. up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m (v) In all other cases: 30 m (By-law 2015-45)	Total building height is 12.58 metres. (i) 12.58 (NO, Building B) (iii) 12.58 (YES) (iv) a.b. 12.5 (YES) (v) 12.58 (YES)	<b>No</b>
<b>Minimum Height of First Storey</b> <i>Section 185, Table 185, Exception 2208</i>	4.5m	3.05 m	<b>No</b>
<b>Projections into Required Yards</b> <i>Balconies: Section 65(6)(c)</i>  <i>Canopies: Section 65(4)(a)</i>	Balconies are permitted to project (into a required or provided yard, whichever yard is lesser) 2 metres, but no closer than 1 metre from any lot line.  For residential use buildings other than low-rise apartment dwellings and mid-high rise apartment dwellings balconies are permitted to project 1.8 m (into a required or provided yard, whichever yard is lesser), but not closer than 0.6 m to a lot line	<b>Building A:</b> Balconies project 1m and not closer than 1m from lot lines (YES). <b>Building B:</b> Balconies project 1m and not closer than 1m from lot lines (YES).  <b>Building A:</b> Canopies project 1.3m into required front yard (YES). <b>Building B:</b> Canopy projects 1m into required front yard, (YES).	<b>Yes</b>
<b>Required Parking Spaces</b> <i>Section 101 and 103</i>	1.2 per dwelling unit spaces/dwelling unit: 53	49	<b>No</b>
<b>Visitor Parking spaces</b>	0.2 per space: 9	9	<b>Yes</b>

Provision	AM11[2208] Requirement	Provided	Compliant?
<i>Section 102</i>			
<b>Bicycle Parking</b> <i>Section 111, Table 111A</i>	0.5/ unit: 22	25	Yes
<b>Size of Space</b> <i>Section 105 and 106</i>	2.6m x 5.4 m with 50% (27) permitted to be 2.4 m and/or 4.6 m	23 (40%)	Yes
<b>Driveway Width</b> <i>Section 107</i>	6 m	6m	Yes
<b>Aisle Width</b> <i>Section 107</i>	6 m	6m	Yes
<b>Landscaping Buffer for Parking Lot</b> <i>Section 110</i>	1.5 m buffer and minimum of 15% of the area of any parking lot must be provided as landscaped area	1.5m and 1.6m buffers, and 28.5% (1125m <sup>2</sup> ) of site area provided as landscaped area	Yes
<b>Outdoor Refuse Collection</b> <i>Section 110</i>	At least 9 m from front lot line and 3 m from any other lot line	46m from front lot line, 3m from rear and side	Yes
<b>Amenity Space</b> <i>Section 137</i>	6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit. Minimum of 50% communal amenity area. (44 x 6m <sup>2</sup> = 264m <sup>2</sup> , 132m <sup>2</sup> communal)	290m <sup>2</sup> private (balconies) 133m <sup>2</sup> communal 423m <sup>2</sup> total	Yes
<b>Glazing</b> <i>Section 185, Table 185, Exception 2208</i>	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and customer or resident entrance access doors.	<b>Building A</b> Total area of measured from the average grade up to a height of 4.5 metres = 160sq.m. Total glazing: 50sq.m. or 31% <b>Building B</b> Total area of measured from the average grade up to a height of 4.5 metres = 64sq.m. Total glazing: 20sq.m. or 32%	No
<b>Front Yard Frontage Coverage</b> <i>Section 185, Table 185, Exception 2208</i>	At least 50% of the frontage along the front lot line must be occupied by building walls located within 3.0 metres of the lot line	32% of the building faces are at 3m.	No
<b>Planned Unit Development</b> <i>Section 131</i>	Minimum private way width: 6m	6m	Yes

Provision	AM11[2208] Requirement	Provided	Compliant?
	Minimum setback for any wall of a residential use building to a private way: 1.8m	2.5m	
	Minimum separation between buildings within a planned unit development: 1.2m	11.2m	
	All areas between the dwelling units and the private way must be soft landscaped	Yes	

## 5.0 Minor Variance – Four Tests of the Planning Act

In Ontario, a Minor Variance is deemed a small variation from the requirements of the applicable Zoning By-law. In essence, a Minor Variance approval is a certificate of permission, as it allows the property owner to obtain a building permit although their property does not comply precisely with performance standards and provisions of the Zoning By-law.

Under Section 45(1) of the Planning Act there are four tests a Minor Variance must meet:

1. Does the application conform to the general intent and purpose of the Official Plan?
2. Does the application conform to the general intent and purpose of the Zoning By-law?
3. Is the application minor?
4. Is the application desirable for the appropriate development of the lands in question?

These four tests as they apply to the proposal will be addressed in the subsequent and applicable sections of the report below.

It is our professional opinion that the proposed development constitutes good planning and meets the four (4) tests outlined in the Planning Act as discussed below.

### 5.1 Do the Minor Variances Maintain the General Intent and Purpose of the Official Plan?

**The proposed Minor Variance application aligns with the general intent and purpose of the Official Plan.**

The subject property is designated Mainstreet Corridor within the Outer Urban Transect in the City of Ottawa Official Plan. The proposed development and requested Minor Variances conform to the policies of the Outer Urban Transect, Mainstreet Corridor designation, as well as the growth management and urban design policies of the Official Plan.

The proposed reductions to rear and interior side yard setbacks align with the Official Plan by optimizing land use efficiency and enabling moderate intensification, significantly improving the site's current underutilization. The modest height increase at the rear of Building B further enhances site efficiency, allowing for more units. This strategic intensification, within 600 metres of a future rapid transit station, along a Transit Priority Corridor, and near the NCC's MUP network, supports the City's goals for transit-oriented development.

The reduced resident parking ratio and increased small parking spaces align with the Official Plan's emphasis on transit-supportive development. Locating parking at the rear minimizes visual impact and pedestrian conflicts, reinforcing a more walkable streetscape.

The development contributes to the vision of the Outer Urban Transect, with low-rise stacked townhouses that respect the existing neighbourhood character while advancing its planned evolution. The design supports critical intensification and a diverse housing mix near future rapid transit.

The proposed development is consistent with the designation policies, as it introduces residential intensification to a well-served existing neighbourhood within close proximity to retail, commercial, and employment uses, thereby contributing to the development of a 15-minute neighbourhood.

From an urban design perspective, the variation in front yard frontage enhances articulation and creates a more engaging streetscape. The reduced glazing is appropriate for residential use, balancing privacy while maintaining visual interest through windows, doors, and front steps. These variances align with the Official Plan's design guidelines, which promote strong street presence, articulation, and a well-integrated building design.



**The proposed variances allow for additional units and living space by permitting reduced yard setbacks and increased building height, enabling context-sensitive, low-rise infill housing in a well-serviced existing neighborhood with proximate access to amenities and transportation options. The variances also reduce car dependency by reducing the amount of parking spaces. The variances allow for a development that complements the surrounding low-rise neighbourhood while contributing to a moderate increase in density. It supports the gradual introduction of a more urban environment along the Mainstreet while maintaining existing scale.**

## 5.2 Do the Variances Maintain the General Intent and Purpose of the Zoning By-law?

**The Minor Variances requested meet the general intent and purpose of the Zoning By-law.**

The subject property is designated Arterial Mainstreet Subzone 11, Urban Exception 2208 in the City of Ottawa Comprehensive Zoning By-law. The intent of the AM zone is to accommodate a broad range of residential and non-residential uses, including low-rise apartment dwellings, stacked dwellings, and townhouse dwellings.

The Zoning By-law's yard setback provisions are intended to ensure appropriate separation distance between buildings on adjacent lots. The proposed setbacks maintain ample space from neighbouring properties. Residential properties to the west, on the north side of Scotland Private, will be over 16 metres away and properties on the south side of Scotland private will be at least 5 metres away. To the south, the properties are mostly corner lots with large backyards and deep rear yard setbacks, minimizing any potential impact. The proposed Minor Variances for interior side and rear yard setbacks uphold the Zoning By-law's intent by allowing a built form consistent with the zoning while avoiding adverse effects on adjacent properties or future residents.

The height provisions of the Zoning By-law are intended to ensure compatibility with surrounding buildings and streetscape cohesion. Building A fully complies with the Zoning By-law, while Building B is almost entirely compliant, with the exception of the rear 11 metres within 20m of the R3 zone to the south. Building B has been oriented north-south to minimize the portion of the building that is non-compliant, representing just a small percentage of the total lot width. The rest of Building B and all of Building A are well below the maximum permitted height. The proposed Minor Variance would allow a modest height increase to reduce basement depth, improving natural light and livability. The added height also accommodates a pitched roof, enhancing the building's appearance and complementing nearby residential buildings. This adjustment aligns with the Zoning By-law's intent by maintaining a compatible built form.

Resident parking and space dimension provisions aim to provide adequate parking suited to the site's use, number of residents, and location. The proposed Minor Variance for a slight reduction in resident parking reflects the site's proximity to future rapid transit. Increasing the number of small parking spaces aligns with the Zoning By-law's goal of balancing parking needs while minimizing impervious surfaces.

Frontage and glazing requirements are designed primarily for commercial uses, which are not proposed. The reduced glazing is appropriate for residential use, balancing privacy with an engaging streetscape through articulation, windows, doors, and front steps. The design meets the Zoning By-law's intent by incorporating front walkways, stairs, and balconies. While the buildings are set back slightly beyond 3 metres (by less than 50 cm in most cases), they remain functionally compliant with this provision.

## 5.3 Are the Variances Minor in Nature?

The requested variances are minor, involving modest adjustments that align with the intent of the Zoning By-law and the Official Plan. They support crucial intensification while enhancing neighborhood character and transit oriented development. In all instances, the deviations are marginal and are not expected to create undue adverse impacts on neighbouring properties.

The variance for maximum building height, from 11m to 12.58m, applies only to the rear 11 metres of Building B and exceeds the maximum in this limited location by just 1.58 metres. This allows for a more livable basement and a pitched roof that enhances the building's design and complements existing built form.

The Minor Variance for rear yard setback is only 1.8m less than required by the Zoning By-law, while the Minor Variance for interior side yard setback is only 4m less than required by the Zoning By-law. The variances are small, reasonable, and should not have any undue adverse effects on neighbouring properties.

The Minor Variance for permitted projections into required yards would allow balconies to project only 0.05m, 0.5m, and 5.1m beyond the maximums set in the Zoning By-law, and would allow canopies to project only 1.55m beyond the Zoning By-law limits. The balconies and canopies beyond the first 20m from the front yard setback on Building B appear to be projection far more than they actually are (5.1m for the balconies and 1.55m for the canopies), however, this is because of the interior side yard setback that requires a setback of 7.5m beyond the first 20m from the front property line. These balconies and canopies beyond the first 20m are actually only projecting 0.5m into the required yard, which is well below the maximums set out in the Zoning By-law (2m setback for balconies and 1.5m projection for canopies), therefore, they would be complying with the Zoning By-law if the Minor Variance for interior side yard setback was approved.

The resident parking ratio is only 7.5% less than required by the Zoning By-law, representing only 4 spaces fewer than required. This very modest reduction will not negatively impact the residents of the building. Additionally, the proposed development is surpassing the minimum requirement for visitor parking and bicycle parking. This extra parking space will help offset the slight reduction in resident parking spaces.

Additionally, the proposed variances are both minor in nature and affect only specific locations on the site while continuing to promote the overall objectives of the Official Plan, Design Guidelines, and Zoning Bylaw including appropriate building height along the public right-of-way, massing and scale, facilitating positive and vibrant framing of the public realm through active building facades that interface well with the street, and high-quality architecture and building articulation to further animate the public realm.

**The proposed variances are minor in nature, maintaining the property's scale, form, and function while avoiding adverse impacts on adjacent lands. They represent only slight and well-justified deviations from the minimum requirements of the By-law and are appropriate for the context of the site.**

#### 5.4 Are the Variances Desirable and Appropriate for the Appropriate Use of the Land?

The requested Minor Variances promote and accommodate a development that on the whole will significantly improve on the historical condition of the site and provide a more context appropriate development that increases residential density in the community. Further, the requested Minor Variances are desirable as they will allow for the development of a high-quality, purpose built residential-use development which, through the appropriate use of materiality, design features, landscaping elements, and overall building scale, will respect, and reflect, the intent of the Official Plan and Zoning By-law.

The variances are desirable as they allow for a design that better utilizes the property while evolving towards the future vision of the neighbourhood. The requested variances do not preclude the ability of the proposed development to meet other requirements in the Zoning By-law and will continue to allow the subject site and neighbouring properties to develop in a manner complimentary with the built form of the surrounding area. The variances are required to support a more desirable and sensitively designed development that includes critical densification and enhancement of the adjacent public realm. The variances are not expected to generate any undue adverse impacts on neighbouring properties and support the planned growth of a fully serviced community in proximity to transit, consistent with the 15-minute neighbourhood policies of the Official Plan.

In the Official Plan, the site is designated “Mainstreet – Corridor”, which, in the appropriate setting, is permitted to accommodate building heights up to 40-storeys. Given the policy context, the 3-storey building height proposed, in ground-oriented units, is exceptionally sensitive for the site.

Also, since the implementation of the AM11 zoning for this area, there has been a major paradigm shift at all three levels of government, with a substantial acknowledgement of the current housing crisis and the legislative and policy tools required to address the prevailing issues. Universally, it has been accepted that Ottawa must prioritize and accelerate new housing construction in the coming years to adequately address unmet housing demand. To do this in an efficient and sustainable fashion, Ottawa has established through its Official Plan that more growth must be achieved via intensification than by greenfield development and that the majority of trips in the city will be made by rapid and active transportation in the future.

Since the adoption of the Zoning By-law, the City of Ottawa has also established in its new Official Plan an overarching objective to establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt and that it must prioritize the location of residential growth to areas with existing municipal infrastructure, transit, neighbourhood facilities, and a diversity of commercial services.

While respecting, facilitating, and implementing the vast majority of zoning provisions of the AM11 zone, the proposal responds appropriately to the ongoing housing crisis and policy and legislative direction now established in the City, Province, and Country as a whole with the inclusion of building forms aligned with the current growth management context for the area and city.

**The proposed variances are desirable and appropriate for the use of the land.**

## 6.0 Conclusion

In our professional planning opinion, the proposed Minor Variances are necessary to enable the development of the proposed low-rise buildings, providing context-sensitive infill housing within a fully serviced, established neighborhood that is conveniently located near amenities and sustainable transportation options. Further, it is our professional planning opinion that the proposed Minor Variances permit development that represents good planning as:

- / The proposed development is consistent with the Provincial Planning Statement, which promotes efficient and appropriate development on lands within the urban boundary. The proposal capitalizes on an infill opportunity within a built-up area where services are readily available, promotes intensification and housing in an area that is close to public transit and active transportation routes, and promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types;
- / The proposed development conforms to the City of Ottawa Official Plan policies for the Mainstreet Corridor designation in the Outer Urban Transect by proposing an intensification of the subject property through a permitted use and contributes to a full range and choice of housing types in proximity to future high-order transit;
- / The proposed development conforms with the Urban Design objectives and compatibility criteria outlined in the Official Plan;
- / The proposed development meets the intent and purpose of applicable City of Ottawa Design Guidelines; Urban Design Guidelines for Development Along Arterial Mainstreets, Design Guidelines for Transit-Oriented Development and Bird-Safe Design Guidelines;
- / The proposed development complies with the general intent of the established Zoning framework; and
- / The proposed development is supported by technical studies submitted as part of the Site Plan Control application (D07-12-24-0038).
- / The proposed Minor Variances meet the four (4) tests as set out in the Planning Act.

Sincerely,



Gillian Henderson, MUP  
Planner



Tim Beed, MCIP RPP  
Associate

# 7.0 Appendix

This appendix contains two (2) graphics that depict the Minor Variances requested. See Figure 14 and Figure 15 below.

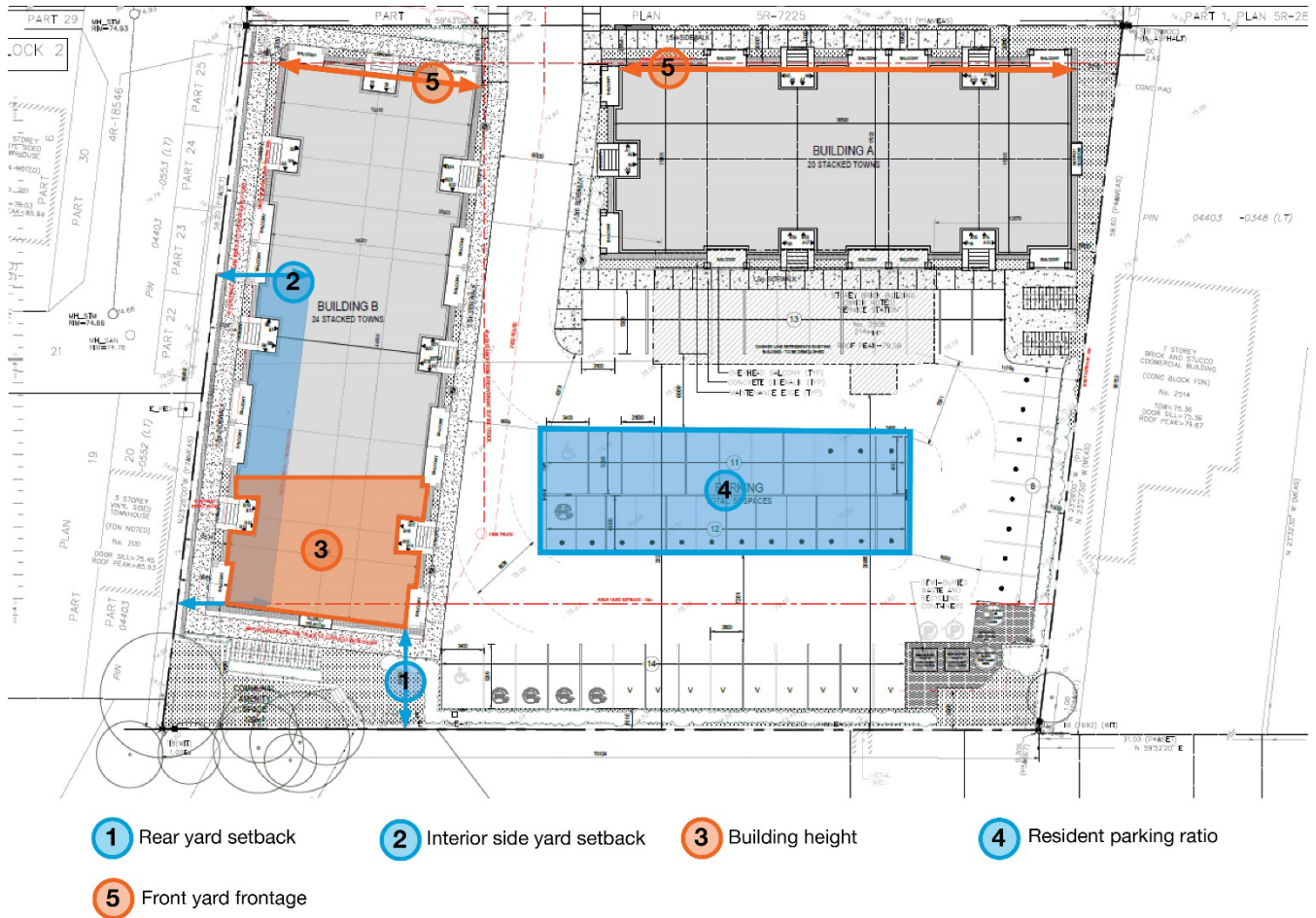


Figure 14: Site Plan showing five of the Minor Variances requested.



Figure 15: Elevations depicting two of the Minor Variances requested.