

January 20, 2025

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Mr. Michel Bellemare

Secretary-Treasurer
Committee of Adjustment
101 Centrepointhe Drive, Fourth Floor
Ottawa, ON K2G 5K7

**RE: Applications for Minor Variance
609 Longfields Drive, Ottawa**

Committee of Adjustment
Received | Reçu le

Revised | Modifié le : 2025-01-21

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Consultants Inc. ("Fotenn") has been retained by the owners of 609 Longfields Drive to assist with the enclosed Minor Variance application to the Committee of Adjustment. The intent of the application is to seek relief from maximum building height and projections into height limit. The proposal includes the construction of a 9-storey mixed use, mid-rise building, containing primarily residential uses with commercial retail uses at grade, fronting the public realm.

As part of the application package a copy of the following materials is included:


- / Minor Variance application form;
- / Parcel Abstract;
- / Site Plan (including ultimate condition of Transit Plaza);
- / Site plan indicating the extent of works proposed as part of current Site Plan Control application;
- / Parking garage and ground floor plans;
- / Building Elevations; and
- / Survey.

Please note that a Tree Information Report is not included or required, as no trees are present on site and the City forester has confirmed through the Site Plan Control submission that no tree permits will be required, and that the planting plan meets City standards.

Sincerely,



Gillian Henderson, MUP
Planner



Thomas Freeman, RPP, MCIP
Planner



Bria Aird, RPP, MCIP
Senior Planner

Site Context and Surrounding Area

1.1 Subject Site

The subject site, municipally known as 609 Longfields Drive, is located in the Old Barrhaven East Neighbourhood, abutting the Transitway. The entirety of the subject site is located within a 100-metre radius of the existing Longfields Transitway Station. The subject site is rectangular in shape and has a total area of approximately 2,270 square metres. The subject site fronts onto Via Campanale Avenue, with a lot frontage/width of approximately 54 metres and a lot depth of approximately 42 metres. The site is currently undeveloped. Between the subject site and the transitway runs a Multi-Use Pathway (MUP) that connects to the City's active transportation network and provides for cycling, walking and other forms of active transportation throughout the neighbourhood and Barrhaven. Immediately north of the transitway runs an active rail line operated by Via Rail.

The subject site abuts and relates to the Longfields Station Transit plaza, which provides connections to Longfields Station from Via Campanale Avenue and Via Modugno Place. The Plaza is currently unimproved except for asphalt pathways.

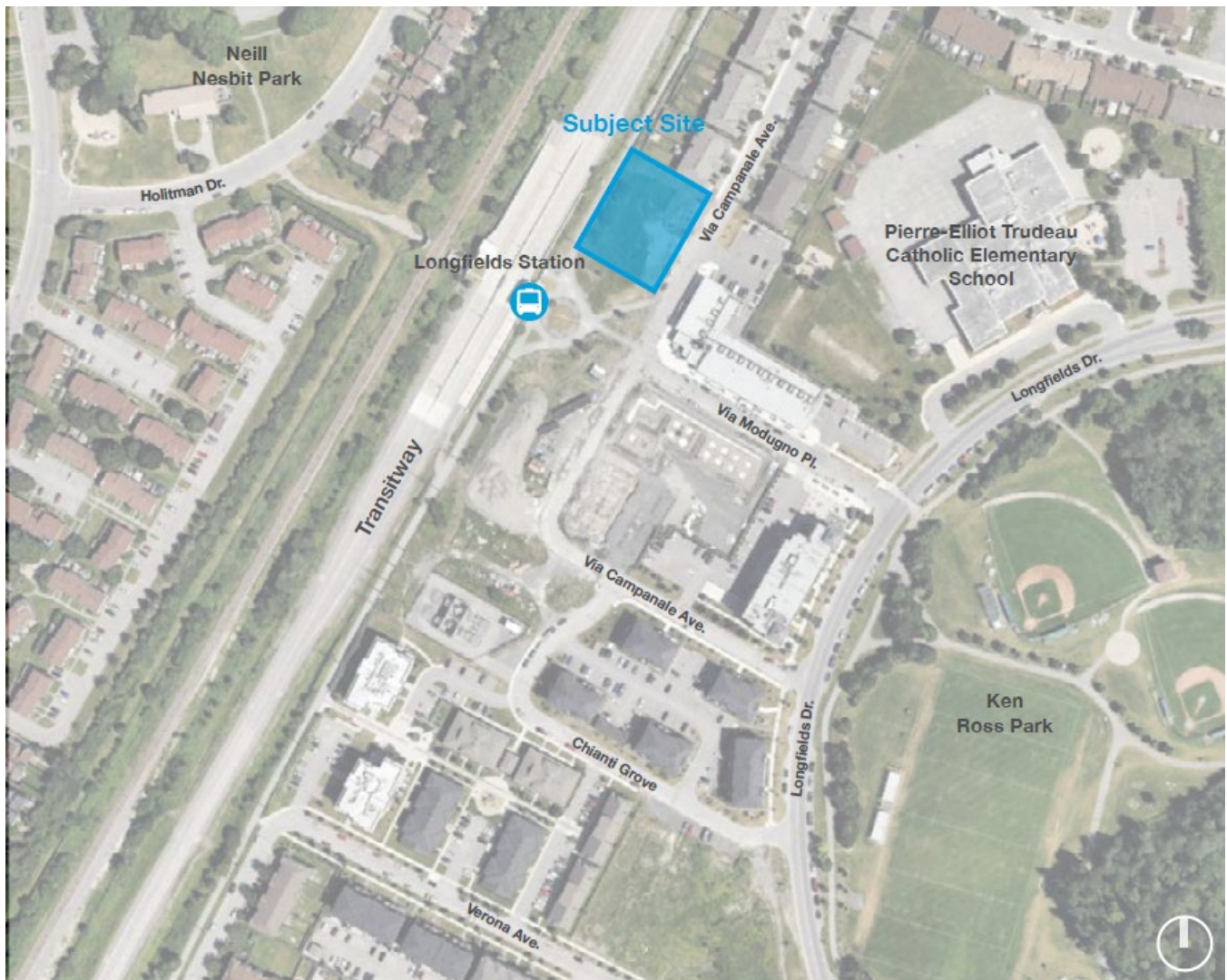


Figure 1: Aerial view of the subject site.



Figure 2: Perspective view of the subject site.

1.2 Surrounding Context

The subject site is located in the Old Barrhaven East Neighbourhood of the City of Ottawa on Via Campanale Avenue, approximately 150 metres west of Longfields Drive and abutting the Transitway.

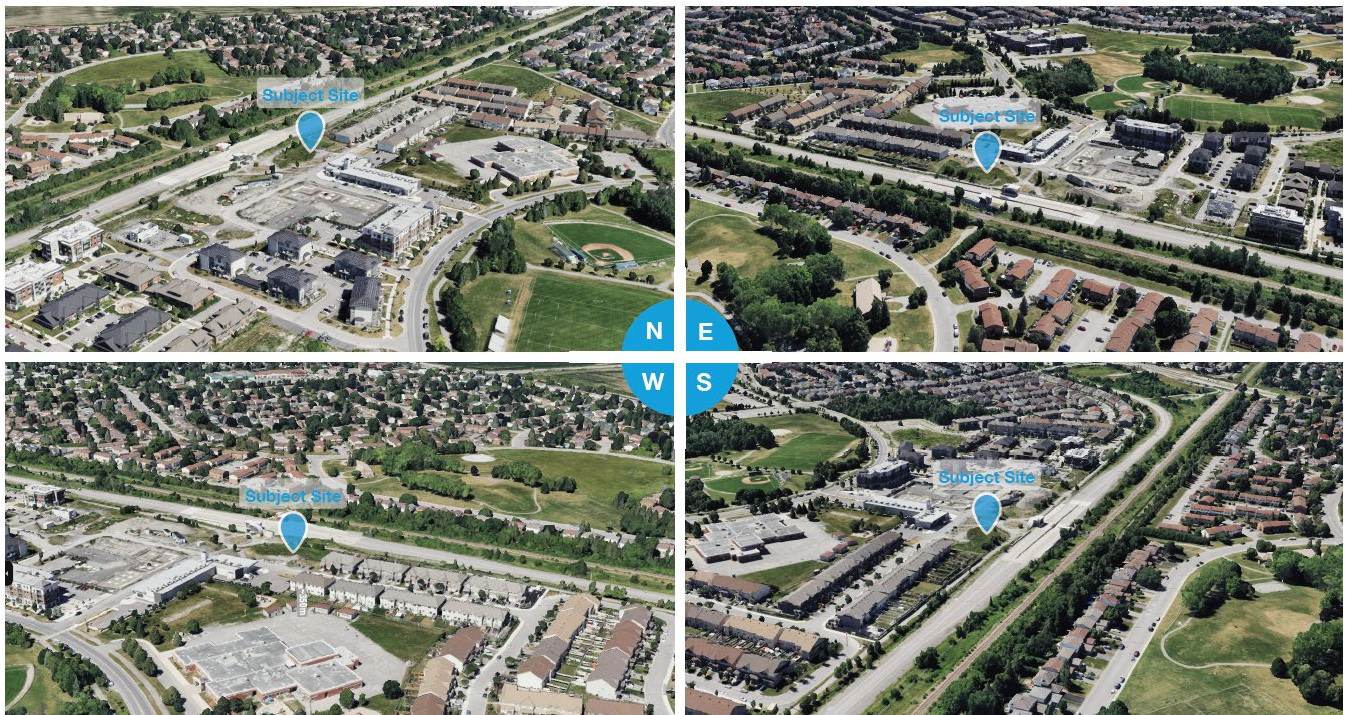


Figure 3: Aerial views of subject site and context

The surrounding uses are characterized as follows:

North: Approximately 150 metres northwest of the subject site, across the Transitway at Holitman drive and Foxfield Drive, is Neil Nesbit Park. This is an approximately 3.6-hectare park which features a playground, basketball court, baseball diamond, and soccer field. Surrounding Neil Nesbit Park is a low-rise residential neighbourhood which includes detached, semi-detached, as well as townhouse dwellings. North of Fallowfield is the Greenbelt.

East: Via Campanale Avenue east of the subject site is developed with townhouse dwellings. Further east of the subject site, fronting onto Longfields Drive is Pierre-Elliott Trudeau Catholic Elementary School. Even further east, approximately 350 metres from the subject site, is Utman Park, a 2.7-hectare park which features a playground, baseball diamond, and soccer field. South of Utman Park is St. Mother Teresa High School.

South: Immediately south of the subject site is a commercial building called Longfields Square at 605 Longfields Drive, which features a variety of small commercial uses. Businesses include a convenience store, chiropractic clinic, coffee shop, several restaurants, and a dental clinic. A mixed-use commercial and residential building is located at 2 Via Moduno Avenue. Further south along Longfields Drive is a four (4) storey mixed use building called The Station, also developed by Campanale Homes. On the ground floor abutting Longfields Drive there are a variety of small businesses including a pharmacy, medical clinic, toy store, and restaurant. South of Longfields Drive, approximately 200 metres from the subject site, is Ken Ross Park, a 15-hectare district park which features three (3) baseball diamonds, a soccer field, football field, woodlot and playground. South of Ken Ross Park is Longfields-Davidson Heights Secondary School and Berrigan Elementary School. Approximately 350 metres south of the subject site is the Highbury woodlot, a 2.3-hectare woodlot owned by the City of Ottawa.

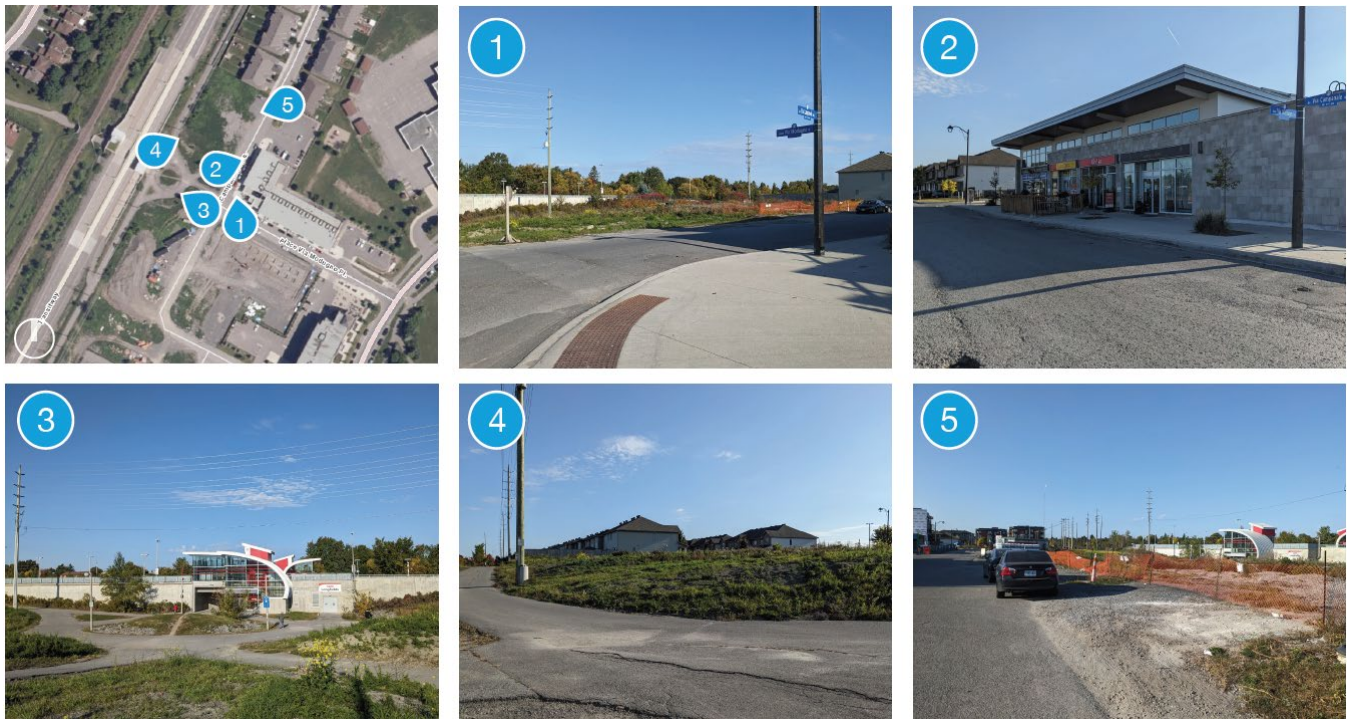


Figure 4: Photographs of Site and Context

West: Immediately west of the subject site is the future Longfields Station Plaza which will be developed by Campanale Homes as part of the development of the subject site. The Plaza is proposed to include public bicycle parking, seating areas,

public art, all connected by walkways and stairs that lead to the entrance to Longfields Station. A conceptual design was prepared for the Plaza as part of the active Site Plan Control application for the proposed development. The eastern portion of the Plaza will be constructed as part of the proposed development, while the remainder will remain in its current state until development of 617 Longfields Drive, a currently vacant site that is proposed to be developed by Campanale Homes. 617 Longfields abuts the west side of the Plaza. Further west is a Hydro transformer station operated by Hydro Ottawa. The areas further west of the subject site include a mix of low-rise apartment buildings and back-to-back townhouse blocks.

1.3 Road Network

The subject site is well integrated with the existing and planned road network of the city and provides easy vehicular access to important circulation roadways. Via Campanale Avenue is designated as a Local Road on Schedule C4 (Urban Road Network) of the City of Ottawa Official Plan and connects to Longfields Drive, designated as a Major Collector Road. Major collector roads connect communities and distribute traffic between the arterial and local road system. Longfields Drive runs south, where it turns into an Arterial Road at Strandherd Drive (an east-west Arterial Road). 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.

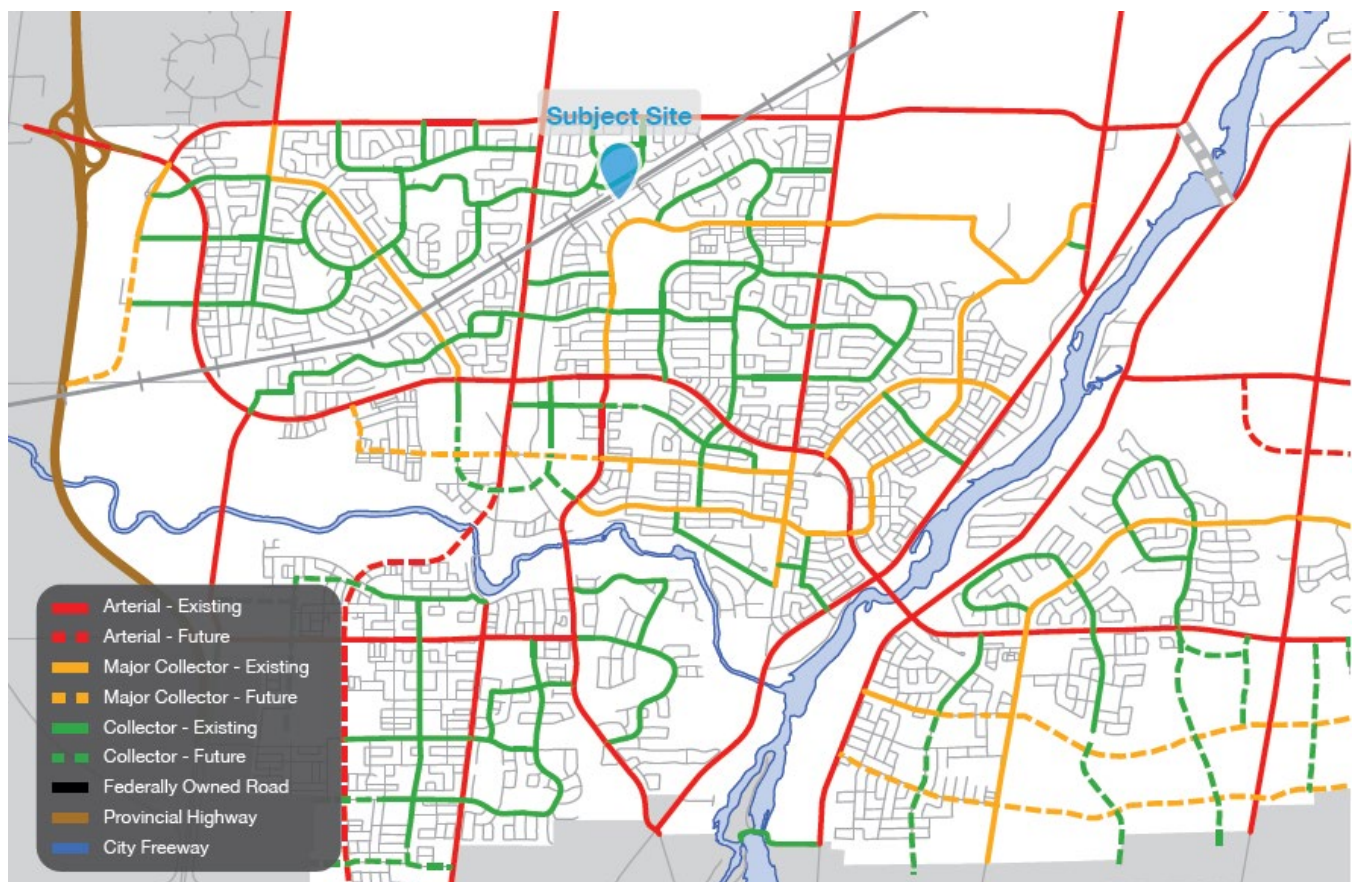


Figure 5: Urban road network in the area surrounding the subject site.

Greenbank Road, a north-south Arterial Road is located west of the subject site. This north-south road runs north through the Greenbelt to Nepean and south to downtown Barrhaven. Highway 416 runs north-south west of Barrhaven and is the main north-south vehicular circulation corridor that serves the City of Ottawa and the broader region. It can be accessed from Strandherd Drive (approximately 4 kilometers west of the subject site).

1.4 Transit Network

The subject site is located within 100 metres of Longfields Station, which is a stop on the Transitway. The Transitway is a Bus Rapid Transit (BRT) line that provides dedicated, protected infrastructure for multiple bus routes. Longfields Station is served by rapid route #75 and several peak-hour routes providing connections to the O-Train. These routes provide direct connections to multiple transit stations.

Longfields Station is identified as a future LRT grade separated O-Train Station, with the transitway being converted to LRT from Baseline to downtown Barrhaven. The subject site is also therefore located within the Development Zone of Influence. Development within the Development Zone of Influence shall protect land for rapid transit stations and corridors identified in environmental assessments. Land within and adjacent to the Development Zone of Influence may be subject to temporary or permanent easements for construction of the corridors, stations and related facilities including maintenance access and active transportation corridors.

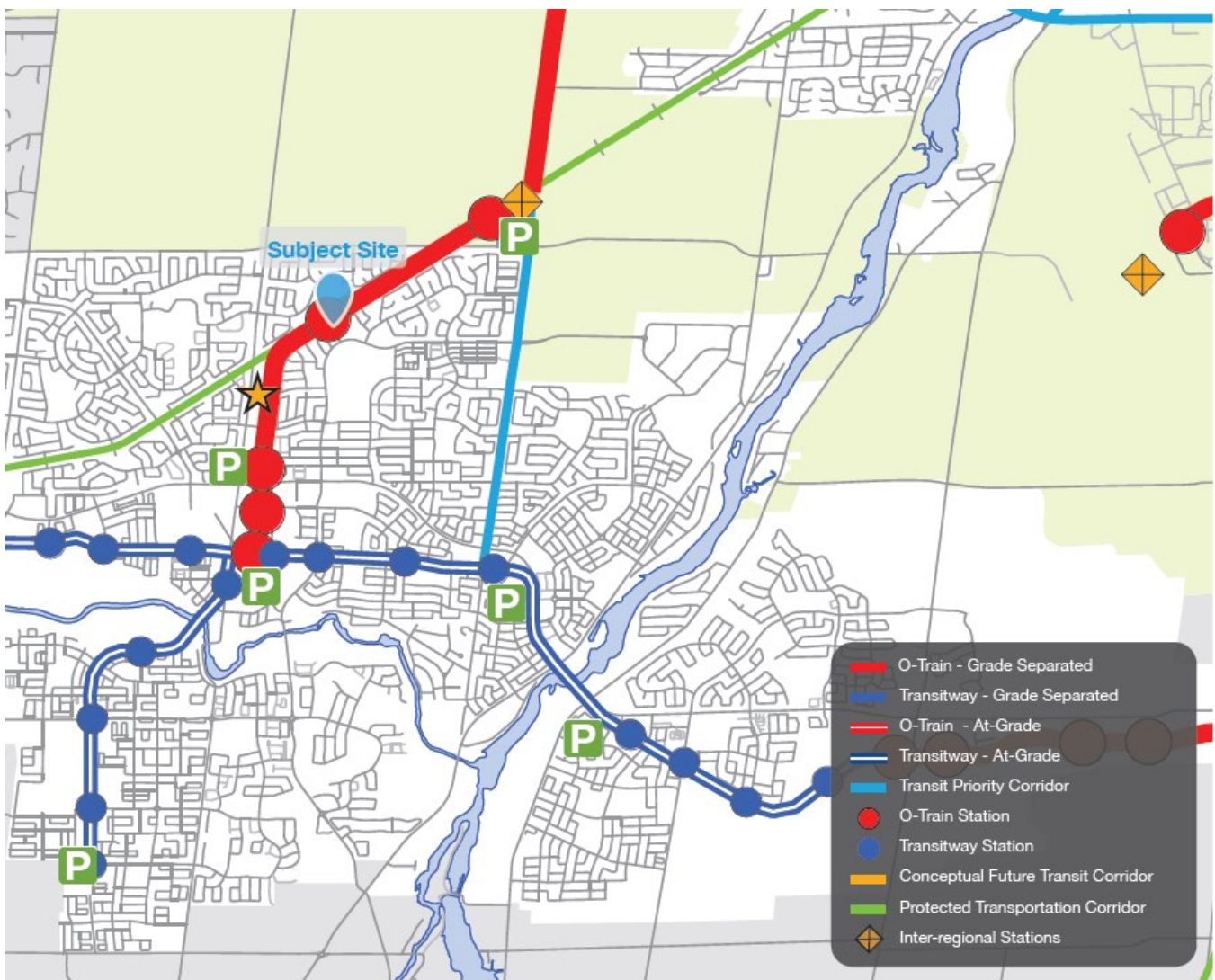


Figure 6: Transit network serving the subject site.

1.5 Active Transportation

The subject site is well served by the greater cycling network, as shown in Figure 5 below. A MUP runs along the transitway from Strandherd to Fallowfield Station where it continues through the Greenbelt to Prince of Wales Drive. This MUP provides direct access to a larger commercial node at Strandherd and Greenbank within an approximate 15 to 20-minute walk or 5-minute bicycle trip.

Longfields Drive features painted bicycle lanes from Berrigan Drive to Woodroffe Avenue.



Figure 7: Active transportation network servicing the subject site.

2.0

Minor Variance Application

2.1 Application Overview

The purpose of the enclosed minor variance application is to seek relief from maximum building height and projections into height limit. Minor relief will also be required from the maximum density imposed through a provision in the site-specific exception. The proposal will result in the construction of a 9-storey mixed use, mid-rise building, containing primarily residential uses with commercial retail uses at grade, fronting the public realm. The following is a summary of the requested minor variances:

Increased maximum building height from 24 metres or 8 storeys to 27 metres and 9 storeys.

The increased building height relative to the permitted height is largely due to a taller ground floor. This taller ground floor will support a high-quality retail space, which will result in a more active commercial public realm facing Via Campanale Avenue. To the rear of the building, the added height is efficiently occupied by a storage mezzanine stacked above bicycle parking. Although this mezzanine does not contribute to the gross floor area (GFA) of the building, it is defined in the Zoning By-law as a storey. The building will therefore look and function like an 8-storey building with a taller ground floor.

An indoor rooftop amenity space with height of 4 metres and area of 160 square metres projects above the height limit.

Section 65 of the Zoning By-law provides direction for permitted projections above the height limit. Permitted projections include mechanical and service equipment penthouses, stairway penthouses, and rooftop patios, gardens and terraces, but enclosed interior amenity areas are not considered a permitted projection above the height limit as per Section 65.

The proposed development includes a rooftop mechanical penthouse with an area of approximately 140 square metres as a permitted projection. This minor variance application seeks to permit an extension of this built form to include a 160 square metre indoor amenity space with a kitchen and barrier-free washroom. The enclosed rooftop amenity space will enhance the functionality of the exterior rooftop amenity space and provide year-round use for residents.

Allow a maximum density of 405.63 units per net hectare whereas the density is currently capped at 400 units per hectare.

The site-specific zoning for the subject site sets a density range of 300 to 400 units per hectare, reflecting the policy direction at the time that the area immediately around Longfields Station should be developed at a density that supports transit and a complete communities. Since that time, the policy framework only increased the direction to permit and encourage high densities where infrastructure and services can accommodate it. Given that, the proposed development was designed to fall at the high end of the permitted densities. As the design progressed, an opportunity was identified to accommodate two additional dwelling units within the same built form, and therefore a minor variance to the density cap is requested.

Allow an extension of the foundation to project in the interior and rear yard setbacks to act as a retaining wall and provide a walkway connection to the Transit Plaza.

While it is Fotenn's opinion that the extension of the foundation as shown in the plans is compliant with the Zoning By-law, out of an abundance of caution, minor relief from the rear yard and interior side yard setbacks is also being sought. Whereas a rear yard setback of 6 metres and an interior side yard setback of 3 metres is required by the site-specific exception, to address grade changes a 1.8 metre-wide portion of the foundation extends to within 0 metres of the interior side lot line to provide a level walking surface at the finished grade of the majority of the adjacent plaza, and a portion of the foundation extends at curb height as a retaining wall to within 0.4 metres of the interior side lot line and 0.7 metres of the rear lot line.

2.2 Proposed Development

The proponent seeks to develop the subject site with a nine-storey mixed use, mid-rise building. The proposed development will be predominantly residential in nature with commercial retail uses at grade fronting onto the public

realm. The proposed development will contain 92 dwelling units, 10 of which will be bachelor units, 48 of which will be one (1) bedroom units, 26 of which will be two (2) bedroom units, and eight (8) of which will be three (3) bedroom units. Of these, 14 will be barrier-free units. The proposed development will also feature 441 square metres of ground floor commercial space which will contribute to a mix of uses at the subject site and enhance the surrounding streetscape.

The proposed building has been designed with a base-middle-top approach. The design incorporates a two (2) storey podium which serves as the primary interface at the street level. The podium's materiality consists of a mix of red brick, textured stone, metal flashing, and glazing. The podium's materiality helps to establish a strong visual base and distinguishes it from the upper portion of the building. The middle portion of the building, which extends from the third storey to the ninth story, includes a façade of white and black flashing. The top portion of the building is then stepped back further, which includes indoor and outdoor communal amenity areas as well as a mechanical penthouse.

The proposed development's ground floor will serve several purposes, with space allocated for a lobby, mail room, residential and commercial garbage rooms, gym, and commercial space fronting onto Via Campanale Avenue. The proposed development's ground floor will feature significant glazing and will be taller in height in order to enhance the at-grade experience along the subject site's Via Campanale Avenue frontage to the south.

The residential lobby will have two primary entrances – one to Via Campanale Avenue and one that faces the Transit Plaza. The building and site have been designed so that most residents and residential visitors will use the Plaza to enter the building, animating this public space, as shown in Figure 8.



Figure 8: Rendering of the proposed development, showing the building from the street view, facing north.

In addition to this strong relationship to the public realm, the proposed development includes generous, multifunctional communal amenity space. An indoor exercise room (55 square metres) is proposed at-grade, overlooking the Transit Plaza and MUP. A bike repair station and dog washing station are also located on the ground floor.

The remainder of the communal amenity area is proposed to be located on the roof, in the form of a large outdoor terrace that faces towards the Transit Plaza, Transitway and street, and a smaller (90 square metre) indoor amenity area that will enhance the use of the outdoor terrace. Inclusion of a barrier-free washroom and a small indoor party room with a kitchen allows for a much wider range of uses of the outdoor amenity space and will facilitate ease of access for residents and guests with disabilities.



Figure 9: Rendering of rooftop amenity area, looking east, with indoor and outdoor space.

As part of this development, a portion of the Transit Plaza will be developed, as shown in Figure 10. Pedestrian and cyclist access to the Transit Station and MUP will be maintained by slightly shifting existing paths, and the construction of an elevated hardscaped plaza with large landscape planters will create a useable, attractive public space in the Plaza in the interim condition until full construction of the Plaza can occur, concurrent with development to the west.



Figure 10: Aerial perspective of interim condition for the Transit Plaza

3.0

Policy and Regulatory Context

3.1 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.

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 a mixed use development with a high 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 adjacent to a major transitway that is slated for future conversion into an LRT station, the proposed development reduces reliance on private vehicles and supports sustainable transportation choices. The requested variances will enable mid-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.

3.2 City of Ottawa Official Plan (2022, as amended)

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

The subject site is located within the Suburban (Southwest) Transect and designated Neighbourhood with the Evolving Neighbourhood Overlay applied as shown on Schedule B6 - Suburban (Southwest) Transect of the Official Plan (Figure 8 below).

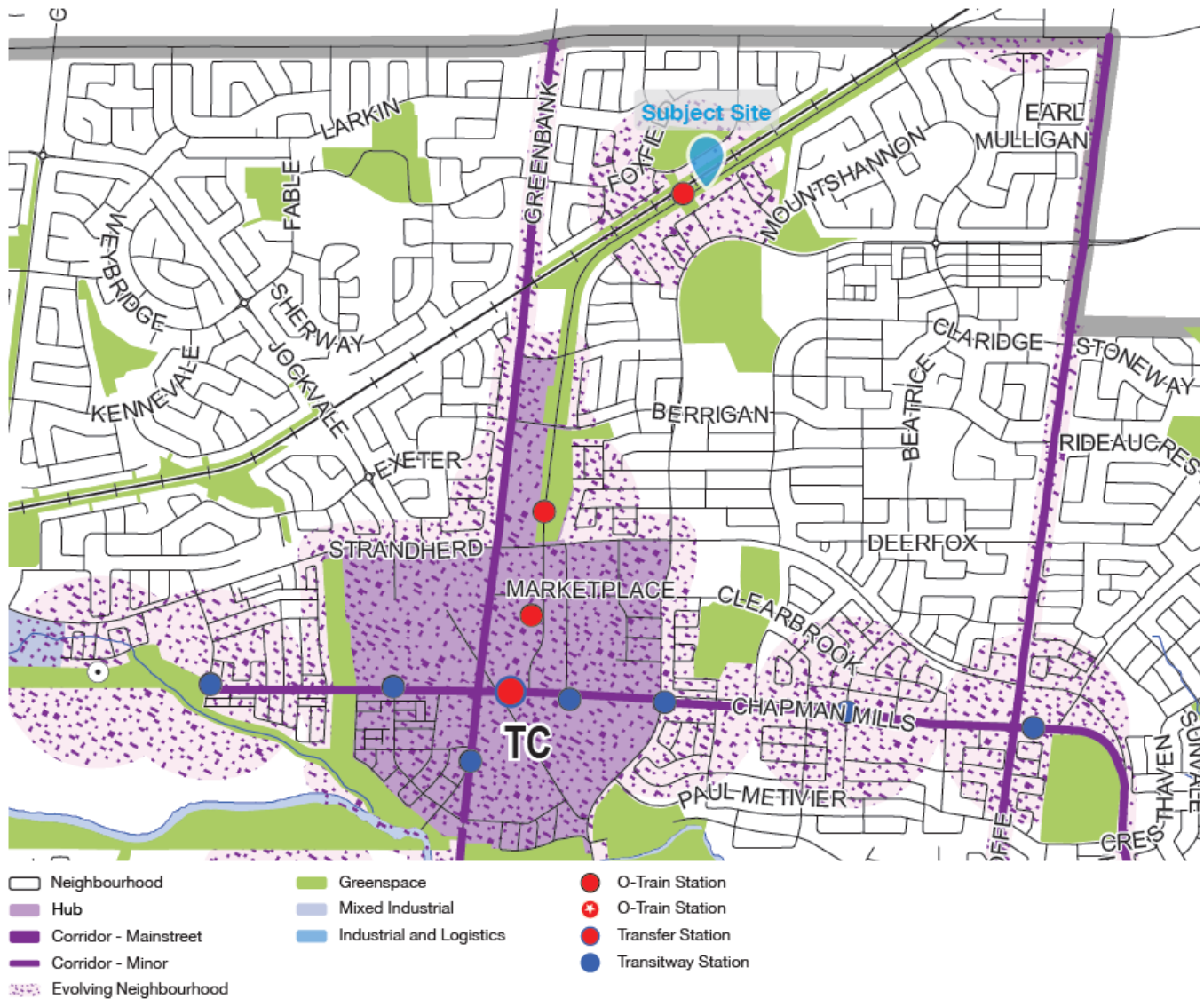


Figure 11: Schedule B6 - Suburban (Southwest) Transect.

3.2.1 Transect, Designation and Overlay Policies

The Suburban Transect's built form and design is generally suburban, reflective of the conventional model characterized by stand alone low-rise buildings, isolated land uses, and car-oriented land-use patterns. Future neighbourhoods, accommodating growth in the suburban transects, will be built on sustainable design attributes for dense and connected networks, that:

- / Support a gradual evolution to becoming 15-minute cities
- / Introduce more viable public transit and active mobility options neighbourhood wide
- / Help functional local hubs and corridors to emerge and develop and encourage more diverse housing forms to meet the changing needs of an evolving demographic

Policy 1 of Section 5.4.2 states that the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.

The proposed development supports the rapid transit system by introducing a higher-density mixed-use building less than 100 metres from the Longfields rapid transit station. The requested minor variance to increase building height will allow for a more urban built form, by permitting a taller commercial ground floor.

Policy 1 of Section 5.4.4 states greenfield development in the Suburban Transect will contribute to the evolution towards 15-minute neighbourhoods to the extent possible by incorporating:

- a) A planned arrangement of streets, blocks, buildings, parks, public art, greenspaces, active transportation corridors and linear parks that create a sense of place and orientation, by creating view corridors, focal points and generally framing a high-quality public realm;
- b) A fine-grained, fully-connected grid street network with short blocks that encourage connectivity and walkability and define greenspaces. All streets shall be access streets. Rear lanes shall be encouraged where appropriate to improve urban design and minimize curb cuts across sidewalks in order to support safer and more comfortable pedestrian environments.;
- d) Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- e) Hubs and corridors that act as the focal point of the neighbourhood, consisting of higher-density residential, office employment, commercial services catering to neighbourhood, as well as neighbourhood or regional needs, and community infrastructure such as recreational facilities or institutional uses;
- f) Hubs and corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods, are oriented to reinforce the neighbourhood-focus function of streets, and that can be conveniently accessed by public transit, including rapid transit where relevant;

The proposed development is a greenfield development that will greatly contribute towards a 15-minute neighbourhood with a strong sense of place and high-quality public realm. The development will encourage connectivity to the adjacent MUP and transit station, creating an appealing and safe pedestrian and active transportation environment. Although the development is not located within a designated Hub or Corridor, it acts like a 'mini' Hub due to the transit station and the commercial uses at grade, serving as a focal point for the for the neighbourhood that can be conveniently accessed by rapid transit. By permitting a taller ground floor, which helps to attract a range of retail tenants, the requested minor variance will support the introduction of additional commercial uses which are critical to a 15-minute community.

Policy 2 of Section 5.4.1 states that development shall be generally low-rise within neighbourhoods. Policy 6.3.1, in the Neighbourhood section of the Official Plan, recognizes that taller buildings are permitted in neighbourhoods where existing zoning allows for greater heights.

Policy 1 of Section 5.4.5 states that neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy as outlined in Subsection 3.2, Table 3. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan[.]

Policy 4 of Section 6.3.1, which addresses Neighbourhoods, directs the Zoning By-law and planning approvals to consider prohibiting low-density housing forms near transit, and permit compatible and complementary non-residential uses and

services that primarily serve residents within walking distance. Per Policy 5, higher densities shall be allowed in locations closer to rapid transit stations.

Section 6.3.2 of the Official Plan contains policies encouraging a shift to form-based regulation, which includes a shift away from strict regulation of density or number of units towards a more flexible approach that regulates a desirable urban form and does not cap densities.

The mid-rise built form is permitted by the zoning, notwithstanding the policy direction for low-rise developments in the Neighbourhood designation – the mid-rise heights permitted on the subject site and other nearby parcels reflects the ‘mini’ Hub character and function of the Longfield Station Area. The minor variance seeks to slightly exceed the density threshold set by the zoning. This minor increase will further help to achieve the policy direction to exceed target densities, in a built form that fits well in the area’s planned function.

The subject site is also subject to the Evolving Neighbourhood Overlay, which is intended to signal an evolution over time towards a denser, more urban character, for locations closer to transit, Hubs and Corridors. Section 5.6.1, Policy 1 states that “The Evolving Neighborhood Overlay will apply to areas that are in a location or **at stage of evolution that create the opportunity to achieve an urban form** in terms of use, density, built form and site design [emphasis ours]”

Where this overlay is applied, 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 requested minor variances, particularly with respect to building height and density, follow the direction given in the Evolving Neighbourhood overlay.

3.2.2 Urban Design Policies

Section 4.6.6 of the Official Plan sets forth policies designed to enable the sensitive integration of new development of low-rise, mid-rise, and high-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.

Policy 1 states that to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- a) Between existing buildings of different heights; and
- b) Where the planned context anticipates the adjacency of buildings of different heights.

Policy 2 states that transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Policy 7 states that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below; and
- d) Provide sufficient setbacks and step backs to:
 - a. Provide landscaping and adequate space for tree planting;
 - b. Avoid a street canyon effect; and

- c. Minimize microclimate impacts on the public realm and private amenity areas.

Figure 16

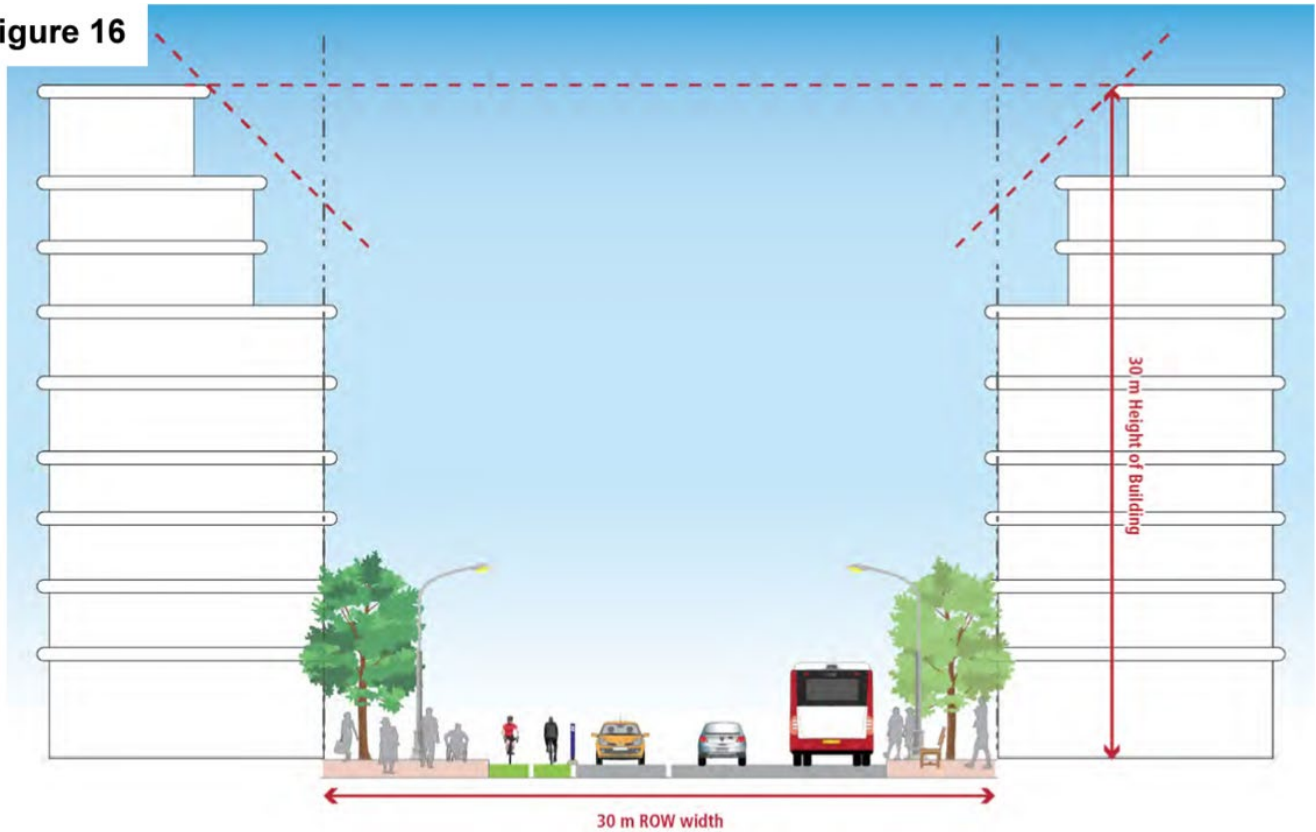


Figure 12: Policy 7c, mid-rise buildings shall be designed generally proportionate in height to the width of the right of way.



Figure 13: Built form transition between the proposed development and the surrounding area.

The proposed development has been designed to minimize impacts on the neighbouring low-rise properties by providing a gradual change in height and massing. Relative to the existing zoning, which would permit a 24-metre height within three metres of the front and side lot lines, the proposed development steps down the buildings towards the neighbouring low-rise properties and public realm. The application of an angular plane is shown in Figure 10. The proposed development also frames the street, provides a mid-block connection, and was designed with a base-middle-top approach. It relates to the scale and character of the surrounding buildings as well as the planned future context.

Policy 4.6.6.4 states that amenity areas shall be provided that serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. For mid-rise residential, amenity areas shall provide protection from heat, wind, extreme weather, noise and air pollution.

The requested minor variance to permit an indoor amenity area as a projection above the height limit will support achievement of the Official Plan's policies for amenity areas, by improving year-round useability of the outdoor amenity space. The inclusion of a bathroom at the rooftop level will improve accessibility for all ages, but particularly for children, the elderly, and people with disabilities.

The proposed Minor Variance application conforms with the policies of the City of Ottawa Official Plan, including neighbourhood designation and the policies in Section 11.5 which provide direction to the Committee of Adjustment. The proposed development aligns with the plan for the Suburban (Southwest) Transect by providing context sensitive intensification that aligns with the vision of the neighbourhood and contributes to the provision of additional housing that efficiently uses existing resources and infrastructure. The proposed development respects the Official Plan's policies on 15-minute neighbourhoods and contributes to an urban fabric that prioritizes walking, cycling, and transit.

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

The subject site is zoned MC[1642] Mixed-Use Centre Zone, as shown on Figure 11 below.

The purpose of the MC zone is to:

- / ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (By-law 2015-293)
- / allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- / impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

Urban exception 1642 sets out a number of site-specific provisions.



Figure 14: Zoning Map (GeoOttawa)

3.3.1 Zoning Performance Standards

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Principal Land Use(s)	Apartment dwelling, mid-rise	Apartment dwelling, mid-rise	Yes
Lot Width <i>Section 191 (exception 1642)</i>	30 m	54.34 m	Yes
Lot Area <i>Section 191 (exception 1642)</i>	2,000 m ²	2,270 m ²	Yes
Minimum Front Yard Set Back <i>Section 191 (exception 1642)</i>	3.0 m	3 m	Yes
Minimum Corner Side Yard Setback <i>Section 191</i>	N/A		Yes
Minimum Interior Side Yard Setback <i>Section 191 (exception 1642)</i>	3.0 metres	3.0 m	Yes
Minimum Rear Yard Setback <i>Section 191 (exception 1642)</i>	6.0 m	9.1 metres	Yes
Lot Coverage Floor Space Index (F.S.I.)	No maximum	2.78	Yes

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
Section 191			
Building Height Section 191 (exception 1642)	Maximum: 24 m or 8 storeys Minimum: 6 storeys	26.8 metres and 9 storeys	No
	Minimum: 6 Storeys		Yes
Density Exception 1642	Minimum: 300 units per hectare Maximum: 400 units per hectare	405.63 units per hectare	No
Maximum non-residential GFA Exception 1642	2,787 m ² across multiple zones		
Accessory Buildings Section 55	N/A	N/A	Yes
Permitted projections into Height Limit Section 64	Landscaped areas, roof-top terraces and associated safety guards and access structures	Indoor rooftop amenity space of 160 m ² projects 4m above the top floor of the building.	No
Rooftop Terrace Provisions Section 55, Table 55	Rooftop terraces at or below the 4 th storey: <ul style="list-style-type: none"> Where <25% of the GFA of adjacent storey, no setbacks apply Where adjacent to a rear yard, 1.5 m screen is required. 	3 rd storey rooftop terraces: GFA = 173 m ² , or 15% of 3 rd storey GFA, and not located adjacent to rear yard	Yes
Projections into Required Yards Section 65	N/A	N/A	Yes
Required Vehicular Parking Spaces Section 101 and 103 Exception 1642 *Area C but subject to Area X rates given <300 m distance to transit station.	Residential: 92 units @ 0.5 spaces / unit after the first twelve units = 40 spaces	84 spaces	Yes
	Instructional Facility: 1.7 spaces per 100 m ² GFA; Office: 1.2 / 100 m ² GFA; Medical Facility: 2.6 / 100 m ² GFA; Personal Service Business: 1.7 / 100 m ² GFA;	Maximum required based on a total GFA of 441 m ² Instructional Facility: 7 Office: 5 Medical Facility: 11 s Personal Service Business: 7 Restaurant: 21	Yes

Zoning Provisions	By-law Requirement or Applicable Section, Exception or Schedule Reference	Proposal	Compliant (Y/N)
	Restaurant: 2.1 spaces for the first 50 m ² GFA plus 5 spaces / 100 m ² GFA thereafter; Retail Store: 1.7 / 100 m ² GFA;	Retail Store: 7 Provided: 9 spaces	
Visitor Parking spaces <i>Section 102</i>	0.1 spaces / unit = 16 spaces	18 spaces Residential visitor parking spaces may be used as provided and required parking for retail store, restaurant and personal service business uses located on the same lot.	Yes
Maximum surface parking for non-residential uses <i>Exception 1642</i>	4 spaces / 100 m ² GFA	7 surface parking spaces = 1.5 spaces / 100 m ² GFA	Yes
Size of Space <i>Section 105 and 106</i>	2.6m x 5.2 Up to 50% of spaces may be reduced to 4.6 by 2.4 m	2.6m x 5.2m (typical) 20 reduced-size spaces	Yes
Aisle Width <i>Section 107</i>	6.0 m	6.0 m	Yes
Location of Parking <i>Section 109</i>	no person may park a motor vehicle: in a required and provided front yard;	Parking is entirely located in the rear yard or building footprint.	Yes
Refuse Collection <i>Section 110</i>	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: located at least 9.0 metres from a lot line abutting a public street	Internal to the building	Yes
Bicycle Parking Rates <i>Section 111</i>	0.5 spaces / unit 45 spaces	116 spaces	Yes
Amenity Space <i>Section 137</i>	6.0 m ² per dwelling unit Total: 552 m ² Communal: 276 m ²	Total: 942 m ² Communal: 435 m ²	Yes

The proposed development complies with vast majority of the zoning performance standards for the MC[1642] zone, but does not comply with respect to maximum building height and projections into height limit. Additionally, whereas the site-specific exception requires a residential net density of between 300 and 400 units per hectare, a density of 405 units per hectare is proposed. The proposal therefore requires relief from these provisions of the City of Ottawa Zoning By-law (2008-250) and minor variances are requested to facilitate the proposed development. A summary of the minor variances requested for the subject site are listed in the table below:

By-law Requirement or Applicable Section	Requirement	Proposed
Maximum Building Height <i>Exception 1642</i>	Maximum Building Height: 24 m or 8 storeys	27 metres and 9 storeys <i>**note that 1 storey is mezzanine accommodating storage lockers, occupying only 160 square metres of the floorplate</i>
Projections into Height Limit <i>Section 64</i>	Enclosed interior amenity areas are not considered a permitted projection above the height limit as per Section 64 of the Zoning By-law.	Enclosed interior amenity area projects 3.05 metres above the height limit.
Density <i>Exception 1642</i>	Minimum: 300 units per hectare Maximum: 400 units per hectare	405 units per hectare
Rear Yard and Interior Side Yard <i>Section 191 (exception 1642)</i>	Minimum rear yard setback: 6m Minimum interior side yard setback: 3m	For an extension of the foundation to serve as curbing/retaining wall/ support for walkway access: <ul style="list-style-type: none"> – Rear yard setback: 1m – Interior side yard setback: 0.4m

Minor Variance – Four Tests

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

The subject site is designated Neighbourhood within the Suburban (Southwest) Transect and subject to the Evolving Neighbourhood Overlay in the City of Ottawa Official Plan. The proposed development and requested minor variances conform to the policies of the Suburban Transect, Neighbourhood designation, and Evolving overlay, as well as the growth management and urban design policies of the Official Plan.

The proposed modest increase in height maintains the intent of the Official Plan in multiple respects. The increase in height is due almost entirely to a taller ground floor, which includes a 160 square metre storage mezzanine counted as a storey by the Zoning By-law. The increased ground floor height accommodates a more desirable commercial space which will help to activate public realm at grade. This commercial space on the first floor further enhances the mixed-use nature of the area and contributes to its function as a mini 'Hub' for the neighbourhood.

From an urban design perspective, the visual impact of the increased height is more than mitigated by the introduction of additional step-backs beyond those required in the zoning. Step-backs above the second storey, facing the Transit Plaza and Via Campanale Avenue help to frame a pedestrian-scale, fine-grain public realm, while stepbacks at the second and sixth storey facing the adjacent low-rise development provides an appropriate built-form transition. The design of the mechanical/elevator penthouse, which includes an enclosed amenity room, reinforces the base-middle-top building design.

The proposed development contributes to the vision of the Suburban (Southwest) Transect. The proposed mixed use mid-rise building complements the character of the existing neighbourhood while evolving towards the future vision of the neighbourhood. The building design builds upon the existing neighbourhood context and contributes to the provision of critical intensification, with a range of housing options, adjacent to rapid transit.

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

The Neighbourhood designation is intended to support housing in a compact, mixed-use environment. The intent of this designation is to ensure new development is functionally and aesthetically compatible and contributes towards the reduction of reliance on private vehicles while furthering the establishment of 15-minute neighbourhoods. The slight increase to the permitted density aligns with the direction in the Neighbourhood designation and Evolving overlay towards form-based codes, as well as the strong underlying support throughout the Official Plan to increase density where it supports and is supported by infrastructure, transit, and the elements of a 15-minute community.

The proposal further aligns with the Official Plan's vision of creating a vibrant, sustainable, and healthy community by incorporating shared rooftop amenity spaces. These spaces provide residents with opportunities to enjoy an indoor communal area, outdoor patio, and communal barbecue area, while encouraging social interaction and a sense of community. This design also maximizes the efficient use of urban space, enhancing the overall livability of the development.

The proposed Minor Variance application maintains the general intent and purpose of the Official Plan. The proposed variances will permit the construction of an additional storey and rooftop amenity space, that provides for mid-rise, context sensitive infill housing in a serviced, existing neighbourhood proximate to amenities and transportation options.

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

The subject site is designated Mixed-Use Centre Zone with urban exception 1642 in the City of Ottawa Comprehensive Zoning By-law. The intent of the MC zone is to accommodate a combination of transit-supportive uses such as offices, schools, retail uses, high- and medium-density residential uses, and more. The MC zone intends to accommodate these

uses in a compact and pedestrian-oriented built form in mixed-use buildings and ensure medium to high profile development.

Urban Exception 1642 is designed to permit and encourage higher-density, mid-rise mixed-use development that align with urban intensification goals, and the specific context of the Longfields station area as a neighbourhood node. By allowing a minimum density of 300 units per hectare and a maximum of 400 units per hectare, along with building heights ranging from 6 storeys to a maximum of 24 meters (or 8 storeys), the exception encourages compact, efficient land use and supports the creation of vibrant, walkable communities. The slight increase to permitted density, from 400 to 405.63 units per hectare, is consistent with the direction of the site-specific exception.

The provisions of the Zoning By-law with respect to height and the permitted projections above the height limit are intended to accommodate a limited number of uses on the rooftops of new buildings, while also mitigating their visual impact. The enclosed rooftop amenity space will provide additional amenity space for residents that complements existing outdoor amenity spaces on the property. The enclosed space provides year-round use for residents and is less visually and acoustically intrusive to abutting properties.

A zoning compliance table has been provided in section 3.4.1 of this rationale and summarizes the provisions of the MC[1542] zone. The proposed Minor Variances seek to permit the development of a mid-rise, mixed-use building that is compatible with the future vision of the area and enhances the residential character of the neighbourhood.

The variances maintain the Zoning By-law's intent by meeting the vast majority of the performance standards while ensuring that the proposed development contributes to the area's future vision. They respect the zoning framework's goals of increasing density, efficient land-use, and creating transit-supportive development. The variances support a consistent streetscape and contribute to sustainable growth.

The minor variances requested meet the general intent and purpose of the Zoning By-law.

4.3 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 access to amenities. The deviations are marginal and are not expected to create undue adverse impacts on neighbouring properties.

The variance for maximum building height from 24 m (or 8 storeys) to 27 metres (and 9 storeys) only exceeds the maximum by 3 metres and allows for the creation of a more active commercial public realm at grade and a mezzanine, providing each dwelling unit with a storage locker and occupying only 160m² of the floorplate. This facilitates the supply of appropriate amenities for residents, while enhancing the neighbourhood's character and maintaining the Zoning By-law's purpose and the MC zone's intent. Impact from the increase in height is appropriately mitigated by the provision of greater setbacks than are required by the current zoning.

The variance for projections into height limit would facilitate the construction of an indoor rooftop amenity space of 160m². This projection is on the west side of the roof, behind the permitted mechanical room, when facing the front façade of the building and is not visible from the street. There are no buildings to the west of the site and no future development will occur here since the subject site abuts the transitway. It is setback from the storey below and was designed with the application of the angular plane guideline. The variance for projections into height limit does not impact neighbouring properties and is not expected to pose any undue adverse impacts on the surrounding area.

The proposed increase in density, from 400 to 405.63 units per hectare, equates to approximately 1.2 units, and will have no negative impacts on the serviceability, function or built form of the proposed development.

The proposed variances to the rear and interior side yard setbacks (if required) are minor as they address site-specific grade changes without causing adverse impacts on neighboring properties. They ensure a level walking surface at the finished grade of the adjacent plaza and incorporate a retaining wall to manage grades effectively. These adjustments are localized, practical, and maintain compatibility with the surrounding area.

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.

4.4 Are the Variances Desirable and Appropriate for the Appropriate Use of the Land?

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.

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

Conclusion

In our professional planning opinion, the proposed minor variances are necessary to enable the development of the proposed mid-rise building, 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 proposal is consistent with the Provincial Planning Statement (2024);
- / The proposal conforms with the policies and objectives of the Neighbourhood designation and overall policies of the Official Plan (2022);
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law (2008-250); and
- / The proposed Minor Variances meet the four (4) tests as set out in the Planning Act.

Sincerely,



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