

City of Ottawa Committee of Adjustment
101 Centrepointhe Drive, 4th Floor
Ottawa, ON K2G 5K7

Attn: Mr. Michel Bellemare
Secretary Treasurer

Committee of Adjustment

Received | Reçu le

2025-04-14

City of Ottawa | Ville d'Ottawa
Comité de dérogation

April 10th, 2025

Re: 2104 Roger Stevens Dr. (Minor Variance applications) - Ward 21
Ottawa Sivan Temple c/o Kula Sellathurai
Part of Lot 21, Concession 3, Geographic Township of North Gower, City of Ottawa

On behalf of our clients, we are submitting the enclosed Minor Variance application for the property located at 2104 Roger Stevens Dr. This application will allow the property owner to develop the lands for a Hindu Temple (Place of Worship) and a dwelling unit as the priest residence. The subject property is zoned RI3 [608r] - Rural Institutional subzone 3 with rural exception [608r] in the City of Ottawa Zoning By-Law 2008-250, as amended. Rural exception [608r], prohibits uses other than a school, Place of Worship or a dwelling unit accessory to these uses. The property is located in the Rural transect and is designated as a Village as per the City of Ottawa Official Plan.

The proposed development consists of a one-storey building for the temple and a two-storey building for the priest's residence. The project will be built out in phases. In Phase 1, the priest's residence will temporarily serve as the temple until the existing building is demolished in Phase 2, making way for the construction of the actual temple in Phase 3.(Fig.3.)

This property is subject to Site Plan Control approval and is currently being reviewed through the pre-consult process (file no. PC2024-0449). Approval for Site Plan Control will require the approval of this Minor Variance application. Therefore, a formal Site Plan Control submission will be made shortly.

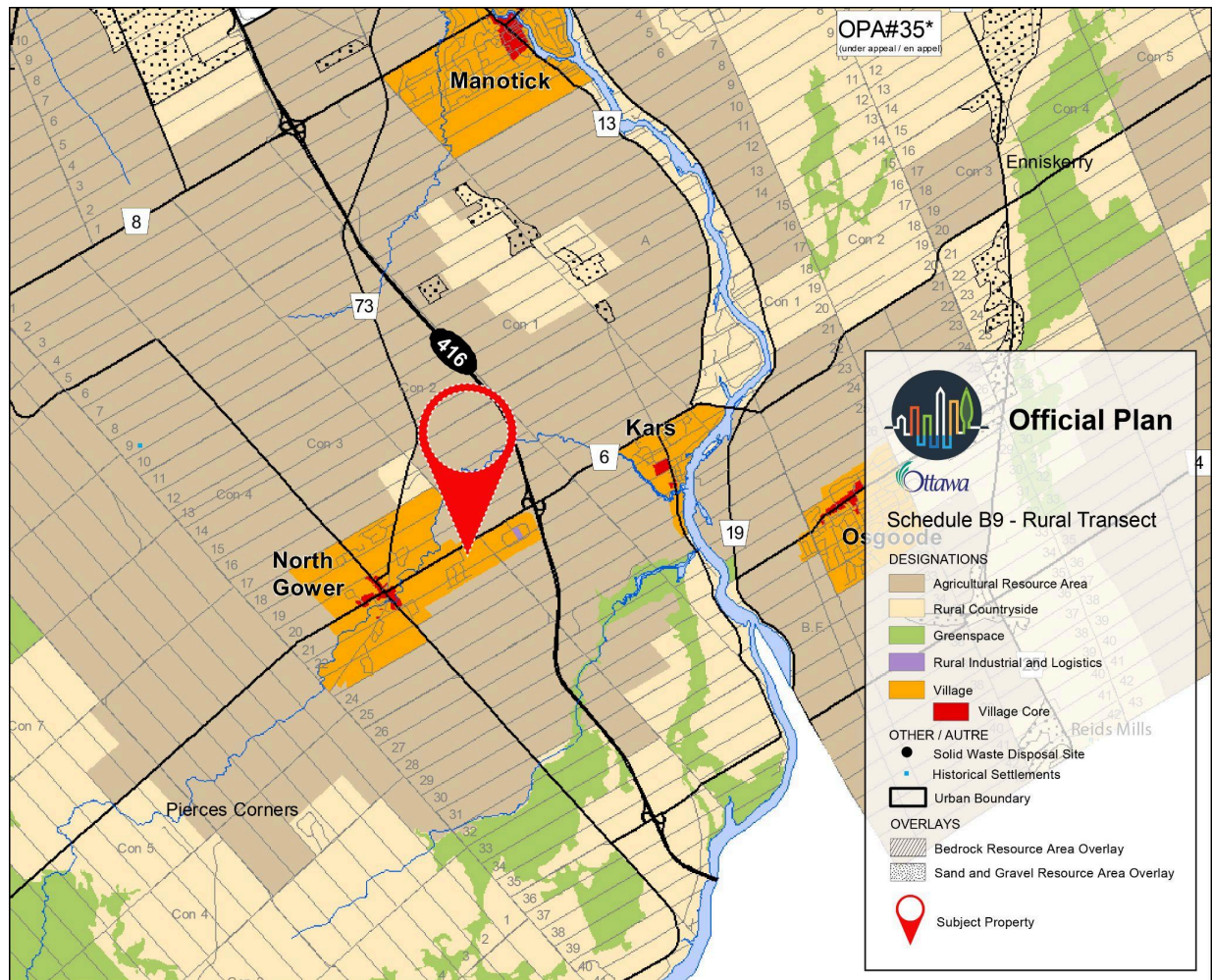


Fig.1. Schedule B9 - Rural Transect, City of Ottawa Official Plan.



Fig.2. Aerial imagery showing the surrounding context of the subject site, Google Maps.

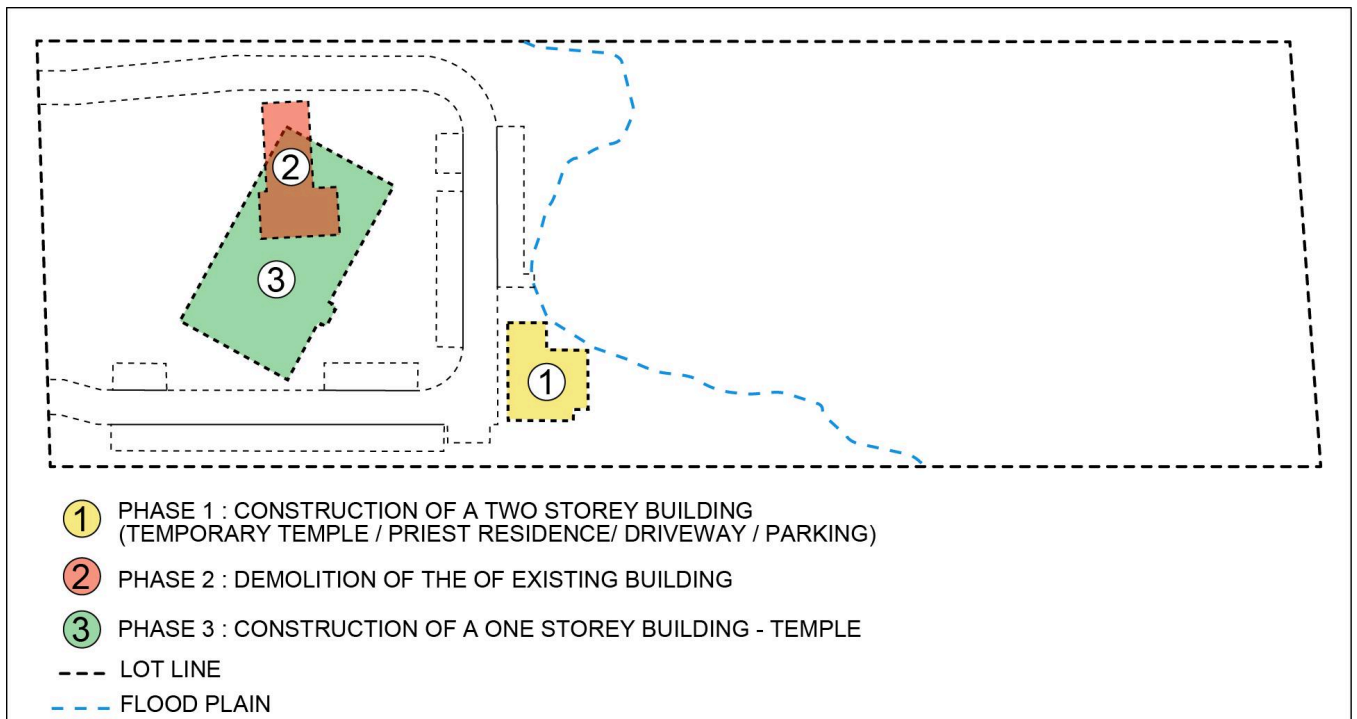


Fig.3. Phasing Diagram by P-Squared Inc.

The proposal requires relief from the following Zoning By-Law sections:

- a) Parking Space Rate. The proposed number of parking spaces is 5.6 spaces per 100 m² (60 spaces), whereas the minimum parking space rate for the Place of Worship is 10 per 100 m² of gross floor area of the assembly area (107 spaces) (T.101, N66, (V), Zoning By-Law 2008-250, as amended).
- b) Loading Space. There is no loading space provided, whereas the minimum number of loading spaces required is 1 space (T.113A, (a), (IV), Zoning By-Law 2008-250, as amended).

The zoning relief proposed in this application relates only to the parking spaces and loading spaces requirements. All other zoning provisions are met by this proposal including the yard setbacks, building height, lot coverage, lot area, driveway width, soft landscaping area, and bike parking requirements.

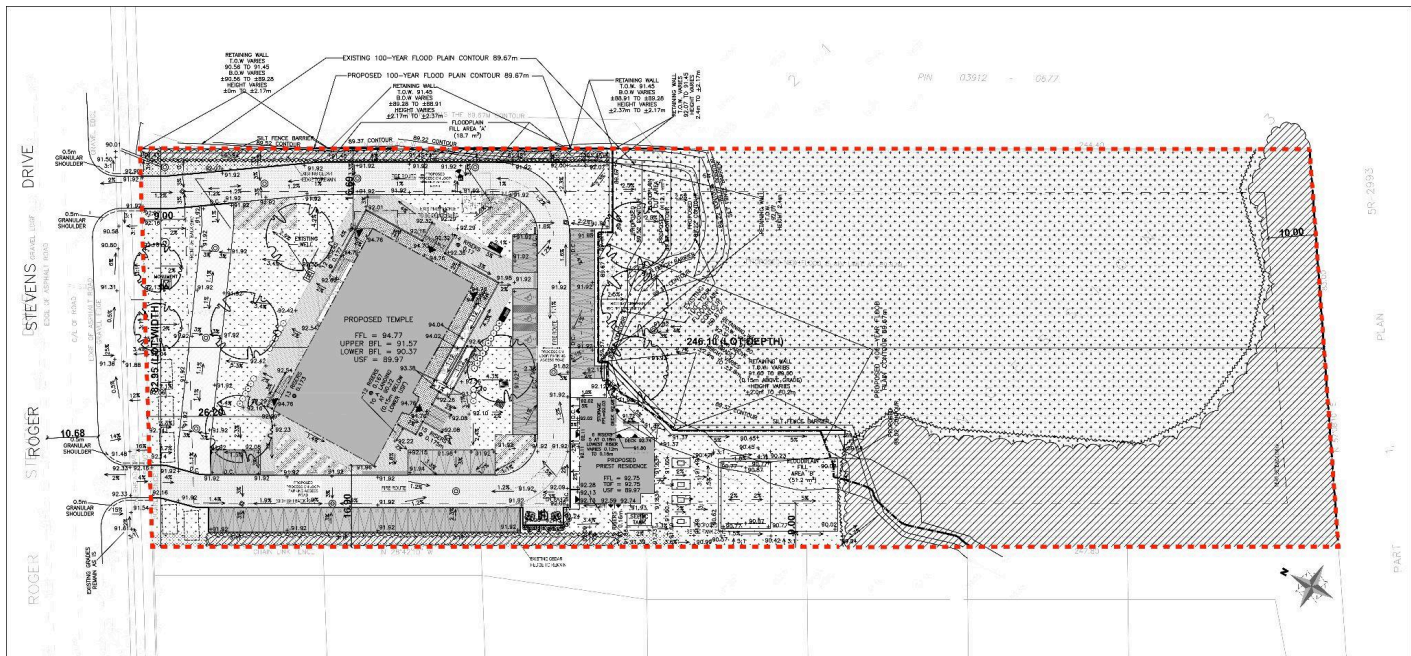


Fig.4. Site Plan by P-Squared Inc.

The four tests of a **Minor Variance** application from Section 45 (1) of the Planning Act are that the variances are minor in nature, are desirable for the appropriate development or use of the land and building, and maintain the general intent and purpose of the Zoning By-Law and Official Plan.

1. The variances are minor in nature

The requested variances for parking and loading space reductions are minor in nature as they do not create any adverse impacts on the surrounding area, nor do they compromise the functionality of the proposed development. The intent of this Minor

Variance application is to minimise the parking spaces and loading spaces required for the Place of Worship (Hindu Temple).

Variance A requests a reduction in the number of parking spaces from 107 to 60 spaces. This is justified due to the unique site constraints, including the presence of a flood plain and the need for significant landscaped areas to mitigate environmental impacts. Technically, the total provided number of parking spaces is 61; however, 1 parking space is dedicated to the priest residence. The requested variance only relates to the 60 spaces dedicated to the temple function. The Traffic Brief conducted for this site by CIMA+ indicates that the existing temple occupancy is very low for most of the year, with fewer than 5 vehicles visiting daily for approximately 325 days (89% of the year). During festival events, the maximum recorded occupancy ranges between 20 and 50 vehicles, occurring on only 10 days per year (3% of the year). This historical pattern demonstrates that the demand for parking spaces remains significantly lower than the By-Law requirement and is not expected to change substantially with the upgraded temple. Additionally, carpooling is common among temple visitors, further reducing individual vehicle trips.

The proposed 60 parking spaces are more than sufficient to accommodate the maximum anticipated vehicle volume, ensuring safe and efficient on-site parking without impacting traffic flow or parking availability in the surrounding area. Furthermore, the proposed two driveway access would still maintain current traffic patterns without introducing congestion concerns. Additionally, the proposal exceeds the minimum bicycle parking requirement, supporting alternative transportation options for visitors who may choose to bike to the temple. Considering the site's rural context, historical traffic volumes, and sustainable transportation considerations, the requested parking reduction is minor and does not negatively impact site operations or the surrounding community.

Variance B requests a reduction in the number of loading spaces from 1 to 0 spaces. The omission of a loading space is reasonable given the nature of the land use. The temple's primary function does not involve frequent deliveries requiring a dedicated loading area, and any occasional deliveries can be accommodated within the existing parking layout without disrupting site circulation or accessibility.

Overall, the variances are minor as they do not introduce significant impacts on the subject site, or adjacent properties. The development will function effectively while maintaining compatibility with the surrounding village and rural character.

2. Desirable and appropriate for the development or use of land and building

Although the lot is large (20,395 m²), a significant portion of the southern part of the site lies within the 1 in 100-year flood plain overlay, restricting development in that area. As a result, the proposed lot coverage is only 6% (1,309.56 m²), well below the maximum

permitted 30% (6,118.50 m²) under the City of Ottawa Zoning By-Law. To further mitigate flood risks, 94% of the lot (19,085.44 m²) is dedicated to retained and proposed landscaping—far exceeding the minimum required 20% (4,079 m²).

Beyond these site constraints, the remaining developable area must accommodate essential elements, including the fire route, required setbacks, snow storage, and parking areas that are visually screened from the street. The landscape buffer also exceeds zoning requirements (required: 3m abutting the street, 1.5m elsewhere; provided: 11.94m abutting the street, 3.02m elsewhere), ensuring an attractive and well-integrated design. Given these site characteristics, the proposal includes 60 temple parking spaces (instead of the required 107), strategically placed in the side and rear yards and screened with vegetation and the building itself.

Additionally, given that the temple is located within the Rural Transect and designated as a Village, the frequency of loading activities is expected to be low. The nature of operations for a Place of Worship typically involves minimal deliveries, primarily limited to occasional supplies or event-related needs. As such, a dedicated loading space is not essential, and any required loading or unloading activities can be efficiently accommodated within the proposed parking area without disrupting site circulation or functionality. Therefore, the proposed number of parking spaces and loading spaces is a practical and unique solution for the subject property.

3. The variances maintain the intent of the Official Plan

The subject property is located within the Rural transect designated as a Village. It is approximately 1.7 km from Roger Stevens Dr / Fourth Line Rd intersection which is designated as a Village Core. There are two bus stops (Roger Stevens / Trailwood and Roger Stevens / Third Line), one fire station, two institutional uses (North Gower / Marlborough Public School, and North Gower Cooperative Nursery School), one grocery store, and one Recreation Centre within a 2.4 km radius (32 minute walking distance) of the subject property. The site is approximately 1.4 km to Highway 416 which is identified as a provincial highway, as per Schedule C4 of the Official Plan. The following section features applicable excerpts from the Official Plan and how they are addressed by the proposal:

City of Ottawa Official Plan

2.2.3 Energy and Climate Change

- 6) Build resilience to future flood risks and increased stormwater runoff. Resilience to floods and the ability to manage increased stormwater runoff will be strengthened by:
 - Restricting development in flood plains and mitigating risks in areas vulnerable to flooding under future climate conditions;
 - Implementing stormwater management practices and designing infrastructure

that is resilient to future climate conditions, including extreme weather events.

Response: The proposal entails various flood mitigation strategies like extensive landscaping, permeable parking surfaces, stormwater management facilities like storm/catch basins, and tree and shrub planting/retention

10.1.1 Natural Hazards: Flooding Hazards and Erosion Hazards.

- 1) Development and site alteration shall not be permitted in the 1 in 100 year flood plain or in an erosion hazard area.

Response: The proposed development conforms to the Official Plan's flood resilience policies by excluding the 1 in 100 year flood plain area from the area of development. The site coverage is just 6%, which is much less than the 30% allowable in the Zoning By-Law, and thus a considerable part of the site will be kept vegetated and permeable to accommodate natural stormwater infiltration and reduce flood hazards.

- 8) Proposals that include significant reductions in on-site parking below what is required in the Zoning By-law may be required to provide active transportation facilities beyond the minimum requirements in the Zoning By-law or as specified in City policy adopted by Council outside of this Plan.
- 11) Surface parking lots should be designed to meet all of the following:
 - a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and
 - b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and
 - c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and
 - d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible.

Response: The proposed parking spaces accommodates 60 cars, short of the 107 required by Zoning By-Law. However, in a Traffic Brief by CIMA+, it is stated that a majority of temple visitors come in cars with two or three passengers—something that will likely continue. Moreover, according to Fig. 5, only fewer than 20 cars park at the temple during 97% of the year (89% of the year less than 5 cars, and 8% of the year between 5 and 20 cars), and even during festival activities occupying 3% of the year, it has a peak occupancy rate between 20 and 50 cars. Under this historic utilization trend, the 60 parking spaces offered to visitors are more than sufficient to accommodate demand without a necessity for extra parking or public transport use. Additionally, the proposal goes beyond minimum bike parking requirements by providing three spaces to encourage and support active transportation options for visitors.

The proposed parking layout has been designed to minimize disruption to pedestrian movement while ensuring a safe and functional circulation system for vehicles and pedestrians. The parking areas located in the side and rear yard are visually screened with extensive landscaping buffers (including a 11.94m buffer abutting the street and a 3.02m buffer elsewhere), and the Temple itself.

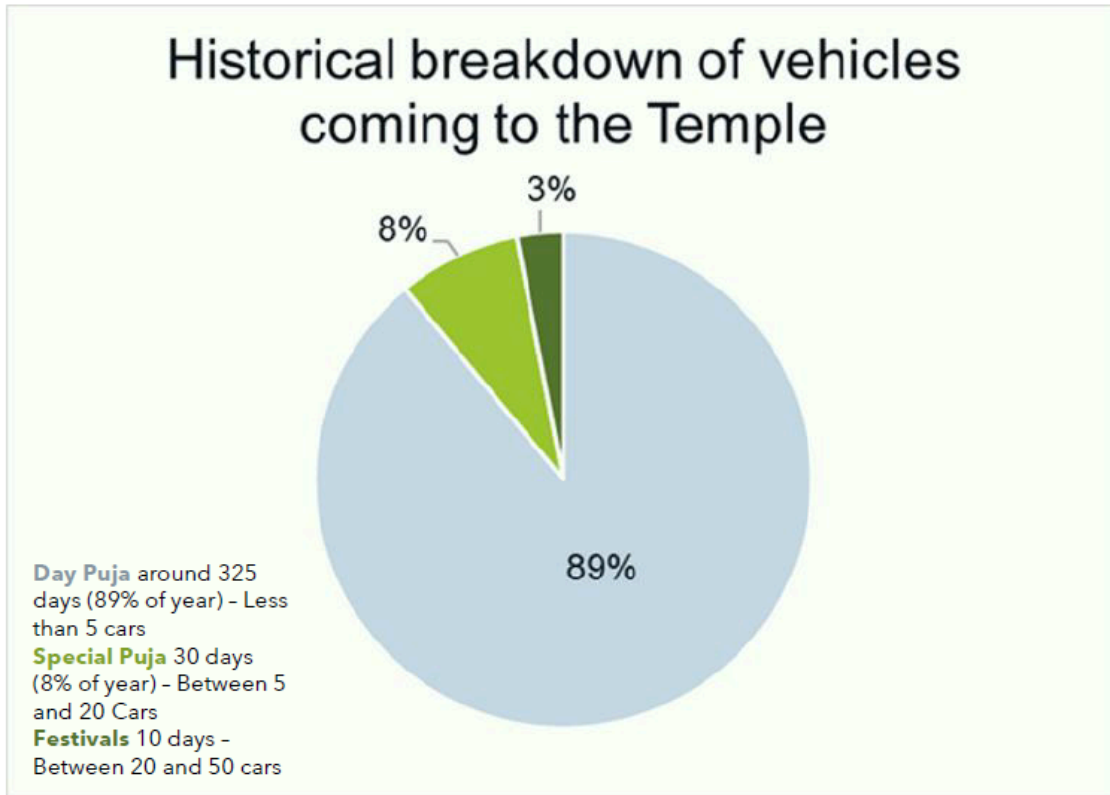


Fig.5. Existing Traffic Patterns by CIMA+

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Response: The proposed design for the site effectively avoids pedestrian-vehicle conflicts by eliminating the need for on-street parking, thereby ensuring sufficient parking on site for the congregation. This directly improves safety, particularly in consideration of a posted speed limit of 80 km/h along Roger Stevens Drive, as stated

in the Traffic Brief by CIMA+. Further, a lack of a dedicated loading space does not hinder usability in the site because deliveries will be made in the parking lot, thereby internalizing service activities and avoiding interference with pedestrian spaces. Finally, landscaping and buffers around the parking lot significantly enhance the visual appeal of the site, ensuring that the development does not contradict rural village character while producing a safe and functional space for visitors.

9.4.1 Consider villages as rural neighbourhoods that should evolve into 15-minute neighbourhoods, particularly those that are fully serviced.

- 2) The distribution of land uses and permitted development within a Village shall be identified b) Based on the ability to support development on private water and wastewater services or on municipal services where such services exist.

Response: The proposed development can function efficiently in existing rural infrastructure with private water and sewage services in harmony with the Village designation. Low-density and extensive landscaping in the land ensures that it does not impose a heavy burden on local services or require additional municipal infrastructure investments.

9.4.2 Ensure all development maintains rural and village character, and to facilitate the use of active transportation for short trips within each Village.

- 1) The following are generally permitted uses within Villages unless otherwise prescribed by a secondary plan: c) Institutional uses such as schools, care facilities, recreation and community facilities and places of worship.

Response: The proposal aligns directly with this policy by creating a Place of Worship in a situation where use by institutions is permissible and acceptable. The scheme preserves the rural character of the village by ensuring low coverage of the site (6%), preserving extensive landscaping, and by screening car parking to minimize visual impacts.

4. The variances maintain the intent of the Zoning By-Law

The purpose of the RI – Rural Institutional Zone is to:

- (1) permit a range of **community-oriented** and emergency **service uses** which serve the needs of the rural population in areas designated primarily as Village in the Official Plan;
- (2) permit a limited range of educational and **religious-related institutional uses** where they exist in areas designated General Rural Area and Agricultural Resource Area in the Official Plan, and,
- (3) ensure that future development will have a **minimal impact on adjacent land uses** and will respect the character of the surrounding village or rural areas.

The intent of the parking space requirement is to prevent on-street parking congestion

and ensure that sufficient on-site parking is available for visitors. The proposed 60 parking spaces align with this objective while considering the actual parking demand based on existing traffic data. As outlined in the Traffic Brief by CIMA+, the current temple receives fewer than 20 vehicles for 97% (89% of the year less than 5 cars, and 8% of the year between 5 and 20 cars) of the year, demonstrating that the required 107 parking spaces far exceed actual demand. The upgraded design provides marked parking spaces that ensure all visitors can park on-site, eliminating the previous practice of parking on local streets and walking to the temple. This directly improves pedestrian safety, particularly given the 80 km/h speed limit on Roger Stevens Drive, where pedestrian-vehicle interactions posed potential risks. Additionally, the rural setting and low population density of the village naturally result in lower traffic volumes, meaning that fewer parking spaces are necessary compared to an urban or suburban location. The ample landscaped areas (94% of the lot area) enhance aesthetic appeal and site permeability. The landscape buffers (9.34m abutting the street and 3.02m elsewhere) further ensure that the parking area is well-integrated into the site, minimizing visual and noise impacts on adjacent properties. Overall, the proposed reduction in parking spaces does not compromise accessibility, functionality, or traffic flow, and it fully maintains the intent of the Zoning By-Law by providing a safe, efficient, and well-planned parking layout that meets the realistic needs of the temple and its visitors.

The loading space requirement is generally intended to facilitate deliveries and ensure safe site operations. However, given the temple's operational model, large-scale deliveries are infrequent, and any necessary loading activities can be accommodated within the existing parking area without creating conflicts.

We request the Committee of Adjustment authorise the requested variances in accordance with the plans filed as they relate to the variances being requested.

At this time we are submitting the following in support of the application:

- Completed application form for the Minor Variance application;
- Property owner's authorization for submission of the applications;
- Site Plan showing the entirety of the proposed site;
- Elevations from all four sides;
- Application fees;
- Survey plan of the entire property.

When the notification signs are ready for this application please email the undersigned and we will arrange for their installation on the property.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 695 0192 or via email at planning@p2concepts.ca.

P-Squared Concepts Inc.

A handwritten signature in black ink, appearing to read 'J. Paoloni'.

Jasmine Paoloni, Planner

B.A.S, LEED® Green Associate™