

May 21, 2025

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

**RE: Application for Minor Variance and Consent  
1330, 1340, 1350, 1360, 1370, and 1380 Ogilvie Road**

Dear Mr. Bellemare,

CSV Architects ("CSV") have retained Fotenn Consultants Inc. ("Fotenn") to prepare and submit Consent and Minor Variance applications on behalf of Better Living Residential Co-Operative Inc. ("Better Living") for their properties at 1330, 1340, 1350, and 1360 Ogilvie Road ("subject site").

The intent of the Minor Variance application is to seek relief from various performance provisions of the Zoning By-law to permit the construction of a four (4) storey low-rise apartment building to replace a stacked dwelling that burned down in a fire in 2022.

The application for Consent is required because the Planning Act otherwise prohibits leases in Ontario from having a term longer than 21 years. This approach is consistent with the existing leases granted to Better Living, as well as their on-site neighbours, CommunityWorks Non-Profit Housing Corporation ("CommunityWorks"), and Birchwood Meadow Housing Co-Operative Inc. ("Birchwood Meadow").

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

- / This cover letter explaining the nature of the application (1 copy);
- / Application forms:
  - Minor Variance application form (2 copies);
  - Consent application form (2 copies);
- / Architectural Drawings prepared by CSV Architects, dated March 17, 2025:
  - Overall Site Plan, drawing A100;
  - Proposed Site Plan, drawing A110;
  - Underground Parking, drawing A200;
  - Elevations, drawing A302; and
- / Landscape Plan and Tree Conservation Report prepared by James B. Lennox & Associates Landscape Architects dated March 26, 2025;
- / Letters of Support from:
  - Birchwood Meadow, dated January 22, 2025
  - Community Works, dated December 2, 2024;
- / Parcel Abstract Pages:
  - 04264-0028;

**Committee of Adjustment**  
Received | Reçu le

**Revised | Modifié le : 2025-05-22**

**City of Ottawa | Ville d'Ottawa**  
**Comité de dérogation**

**Ottawa**

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fotenn.com

**FOTENN**

- 04264-0029;
- 04264-0030;
- 04264-0031;

/ Survey Plans:

- Topographic Plan of Survey of Blocks C, D, and L Registered Plan 4M-172 City of Ottawa, prepared by Annis, O'Sullivan, Vollebekk Ltd. dated May 15, 2023 and amended July 5, 2023;
- Plan 4R-6335, Plan of Survey of Block C, D, and L Registered Plan M-172 City of Gloucester Regional Municipality of Ottawa-Carleton, prepared by R. J. Jordan, O.L.S., dated June 29, 1998; and

/ Transportation Demand Management (TDM) Checklist, dated April 2, 2025.

Please contact the undersigned at [nahal@fotenn.com](mailto:nahal@fotenn.com) with any questions or requests for additional material.

Sincerely,



Scott Alain, RPP MCIP  
Senior Planner



Tamara Nahal, RPP MCIP  
Planner



Gabi Amos, RPP MCIP  
Planner

## 1.0 Background and Context

On behalf of CSV and their client Better Living Residential Co-operative Inc. (“Better Living”), Fotenn has prepared the enclosed Minor Variance and Consent applications to permit redevelopment of a low-rise apartment building.

The proposed four (4) storey apartment building will replace a former stacked dwelling, Block 3, within a larger residential community. Block 3, 1360 Ogilvie Road, burned down following a fire in 2022 and has since been demolished. A new low-rise apartment building is proposed to replace the building. Construction of this building will create 39 new units, which will allow residents who lost their homes to the fire to return to the co-op. As well, the creation of additional units will assist the co-op in financing the replacement building, permitting new residents to join the co-op, and the new unit mix will allow existing residents to downsize to smaller units and age in place.

A Minor Variance application is required to seek relief from certain provisions of the Zoning By-law including permitted setbacks, façade requirements, and parking lot design and supply.

A Consent application to permit a new long-term lease for Better Living. The Consent application will not have the effect of creating a new parcel and it will not impact the enclosed Minor Variance application; it is required primarily for legal and financing reasons.

### 1.1 Subject Site and Existing Development

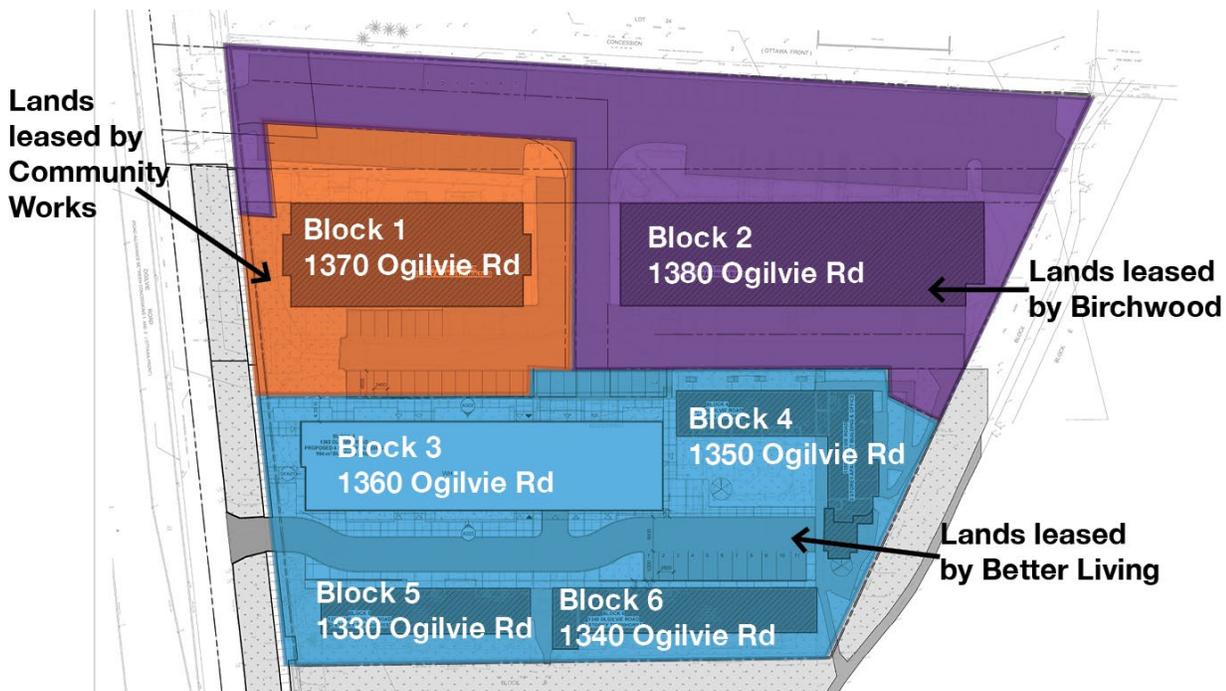


Figure 1: Organization of Blocks and their associated municipal addresses, with lands shown in orange being leased by CommunityWorks, lands shown in purple being leased by Birchwood Meadow, and lands shown in blue being leased by Better Living.

Throughout this planning rationale, we refer to two entities:

1. The “entire site”, which is municipally known as 1330, 1340, 1350, 1360, 1370, and 1380 Ogilvie Road. The entire site is held by a common trust – the Ogilvie Land Trust – and leased by three (3) separate housing entities,

CommunityWorks Non-Profit Residential Co-Operative (“CommunityWorks”), Birchwood Meadow Housing Co-Operative (“Birchwood Meadow”), and Better Living Housing Co-Operative, Inc. (“Better Living”), as shown in Figure 1. The entire site includes 32 parts and six (6) blocks. Plan 4R-6335 identifies the parts, blocks, parcels, and sections of each, which are summarized in Table 1, below.

2. The “subject site”, which refers to the lands leased by Better Living, including 1330, 1340, 1350, and 1360 Ogilvie Road.

The entire site is located in the Beacon Hill- Cyrville Ward of the City of Ottawa.

Table 1: Leased lands on the entire site

Block	Address	Building Type	Leased By
Block 1	1370 Ogilvie Road	Five (5) storey mid-rise apartment building	CommunityWorks
Block 2	1380 Ogilvie Road	Six (6) storey mid-rise apartment building	Birchwood Meadow
Block 3	1360 Ogilvie Road	Demolished, destroyed by fire; building to be replaced with a four (4) storey low-rise apartment building	Better Living
Block 4	1350 Ogilvie Road	Two and a half (2 ½) storey and three (3) storey stacked dwelling and office	
Block 5	1330 Ogilvie Road	Two and a half (2 ½) storey stacked dwelling	
Block 6	1340 Ogilvie Road	Two and a half (2 ½) storey stacked dwelling	

The entire site has been developed. CommunityWorks leases 1370 Ogilvie Road, occupied by a five (5) storey apartment building. Birchwood Meadow leases 1380 Ogilvie Road, which is occupied by a six (6) storey apartment building. Better Living leases 1330, 1340, 1350, and 1360 Ogilvie Road, which is currently occupied by three (3) buildings: two (2) two and a half (2 ½) storey stacked dwellings, and one (1) building comprised of a two and a half (2 ½) and three (3) storey stacked dwelling and office. A four (4) storey low-rise apartment building is proposed on the leased lands.

The site is developed as per the Site Plan Agreement, registered on title in 1988, and the majority of the site development retains legal non-conforming rights. A copy of the 1988 Site Plan which is part of the agreement registered on title has been enclosed in support of this application. Together with the enclosed Overall Site Plan prepared by CSV (drawing A100), legal non-conforming rights with respect to all aspects of the CommunityWorks and Birchwood Meadow portions of the site, except parking, are demonstrated. The retained Blocks 4, 5 and 6 on the Better Living portion of the site also benefit from non-conforming rights with respect to building orientation and layout.

Over time, parking has been removed due to oversupply. In some instances, parking spaces have been de-striped and used for snow storage during the winter. This is discussed further in section 3.1. Whereas the 1988 approved site plan required 251 parking spaces, a Topographic Survey identified 167 parking spaces, a decrease of 37%.

Table 2 summarizes the originally approved, currently existing, and proposed parking for the entirety of the subject property.

Table 2: Zoning – Required vs provided parking table

Part	Original #units	1988 Site Plan Approved Parking*	Proposed # units	Zoning By-law Parking Requirement**	Proposed Parking
Community Works (Block 1)	45	68	45	Res: 54 Vis: 9 Total: 63	Res: 25 (0.55/ unit) Vis: 14 (0.31/ unit) Office: 4

Part	Original #units	1988 Site Plan Approved Parking*	Proposed # units	Zoning By-law Parking Requirement**	Proposed Parking
					Total: 43
<b>Birchwood Meadow (Block 2)</b>	70	107	70	Res: 84 Vis: 13 Total: 98	Res: 52 (0.74/ unit) Vis: 13 (0.18/ unit) Office: 2 Total: 67
<b>Block 3 (replaced, subject site)</b>	12	19	39	Res: 91 Visitor: 15 Total: 106	Res: 43 (0.55/ unit)
<b>Block 4 (retained)</b>	13	20	14		Visitor: 7 (0.09/ unit)
<b>Blocks 5 + 6 (retained)</b>	25	39	24		Total: 50***
<b>TOTAL</b>	165	251	192	Res: 230 (1.2/ unit) Visitor: 38 (0.2/ unit) Total: 268	Res: 120 (0.6/ unit) Visitor: 34 (0.17/ unit) Office: 6 Total: 154

\* 1988 Required Parking: 1.5/ unit for one (1) and two (2) bedroom units, 1.6/ unit for three (3), four (4), and five (5) bedroom units.

\*\* Required Parking: Residential: 1.2/ unit for mid- and low-rise apartment building and stacked. Visitor: 0.2/unit.

\*\*\* Seven (7) spaces leased from CommunityWorks included in the parking rate. A total of 43 parking spaces are provided on Better Living leased lands: 11 surface and 43 underground parking spaces.

The resulting reduction in parking therefore does not benefit from legal non-conforming rights, and zoning relief for minimum vehicular parking rates is requested for the entirety of the site. Otherwise, requested zoning relief is limited to the proposed new building, and, where applicable, the part of the subject site leased by Better Living.

The site has multiple easements granting access from one leaseholder to another, which is shown below in Figure 2. The proposed development utilizes an existing easement shown in Figure 2 as a dashed, black outlined area, and described in text as: "The easement for pedestrian and vehicular access and to maintain sanitary and storm sewers and water supply lines for benefit for Better Living, Birchwood Meadow, and CommunityWorks." The existing easement runs along CommunityWorks lands (identified in orange) and Birchwood Meadow lands (identified in purple).

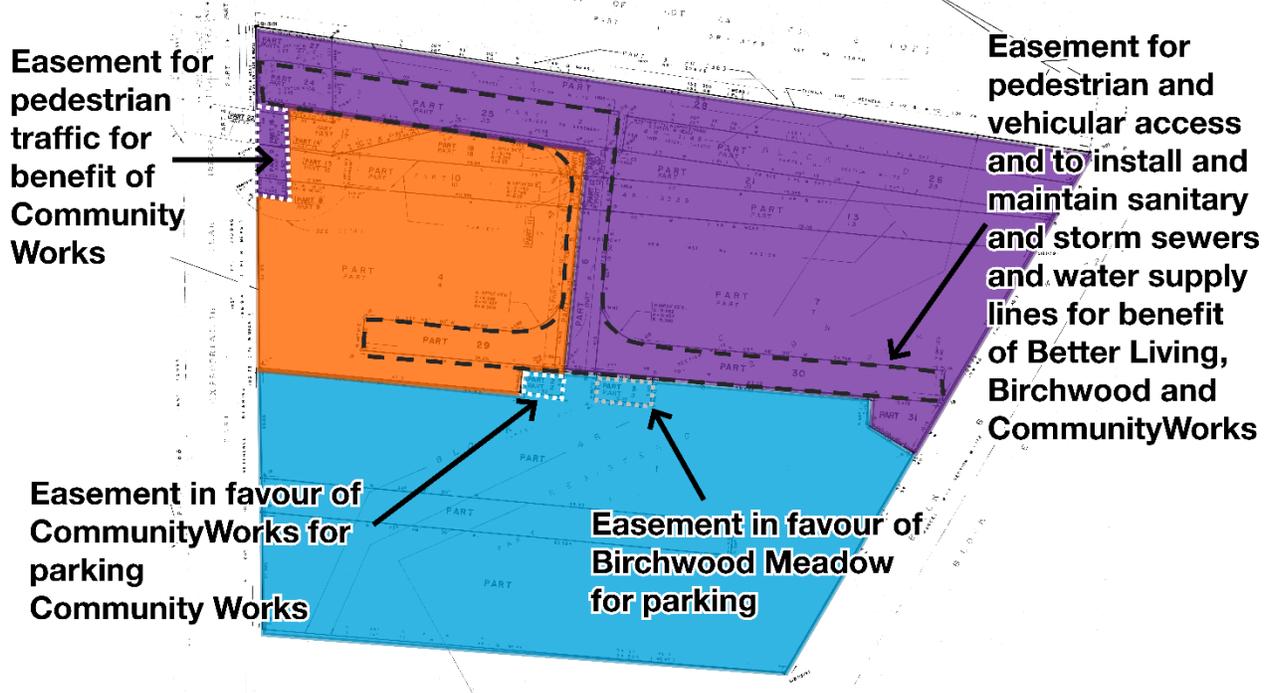


Figure 2: Easements between leaseholders per 4R-6335 (note that some city easements, e.g., for drainage and/ or sewer, are not shown for simplicity)



Figure 3: Subject site, with demolished Block 3 in the midground



Figure 4: The demolished building of Block 3 in the foreground, with the subject site in the background

## 1.2 Timing of Applications

The proposed development is also subject to an ongoing Site Plan Control (SPC) application (application number: D07-12-24-0061). The application underwent an extensive pre-consultation process; two (2) SPC submissions have been made. Minor comments during the second SPC phase have been received and will be addressed following the resolution of this application.

Throughout the pre-consultation and formal SPC phases, modifications have been made to the plans in response to City staff comments. Due to the complexity of the proposed development and the complexity of the ownership structure of the subject site, the proposed development has undergone multiple adjustments and redesigns to achieve buy-in from all stakeholders.

In addition to collaboration with Development Review and Committee of Adjustment staff, the City of Ottawa Strategic Housing Projects Branch supports the project given it is an affordable housing development.

## 1.3 Consultation and Collaboration with Adjacent Leaseholders

Due to the structure of the leaseholder agreement, the project team, including Better Living, New Commons Development, the Development Manager, and Fotenn Planning + Design, engaged with the other two leaseholders, CommunityWorks and Birchwood Meadow, throughout the project history. In addition to the ongoing communication over email, the project team met with the other two leaseholders in person three (3) times during the project history:

1. November 12, 2024: with the board members of Birchwood Meadow and the CommunityWorks and Ogilvie Land Trust Manager;
2. November 25, 2024: with the board members and Manager of CommunityWorks; and
3. January 22, 2025: with the board members of Birchwood Meadow.

These communications were essential in better understanding the needs of the other two leaseholders, and helped provide invaluable history and context of how the sites have evolved over time. As discussed further in section 3.1 Parking, understanding the context of how much parking is required for all three leaseholders was an important consideration since the proposed minor variance affects the site as a whole, not just the Better Living leased lands. The meetings provided an opportunity for the project team to present the proposed development and solicit feedback. Following the three (3) meetings, parking rates were adjusted and refined to reflect the on-the-ground reality compared with the historic 1988 survey and topographic survey.

Included with this application is a Letter of Support from Birchwood Meadow and Community Works, dated January 22, 2025.

## 1.4 Existing Frontage and Site Context

The proposed development has frontage onto Ogilvie Road, a four (4) lane arterial road with painted bike lanes, grass centre median, and grass boulevard separating the road and bike lane from the sidewalk. Overhead hydro wires run along the frontage, shown in Figure 5, below:



Figure 5: Ogilvie Road frontage, with the overhead hydro wires shown

The portion of the subject site leased by Better Living is presently occupied by three (3) stacked dwellings ranging in height from two (2) to three (3) storeys. Moving east, lands leased by CommunityWorks front onto Ogilvie Road and are occupied by a five (5) storey mid-rise apartment building. To the southeast, lands leased by Birchwood Meadow contain a six (6) storey mid-rise apartment building. Access to both the CommunityWorks and Birchwood Meadow lands is provided via a private drive aisle on the east side of the site.

The stretch of Ogilvie Drive around the subject property was developed largely in the 1980s to early 1990s. The vast majority residential developments on Ogilvie Road between Highway 174 and City Park Drive have rear yards or blank side wall conditions facing the Mainstreet.

The grading on the subject site slopes up from Ogilvie Road along the drive aisle.

## 1.5 Area Context

The subject site is located in the Carson Grove-Carson Meadows neighbourhood on the south side of Ogilvie Road in Ottawa. It is located approximately 800 metres northeast of the existing Cyrville Light Rail Transit (LRT) Station, which is part of Line 1.

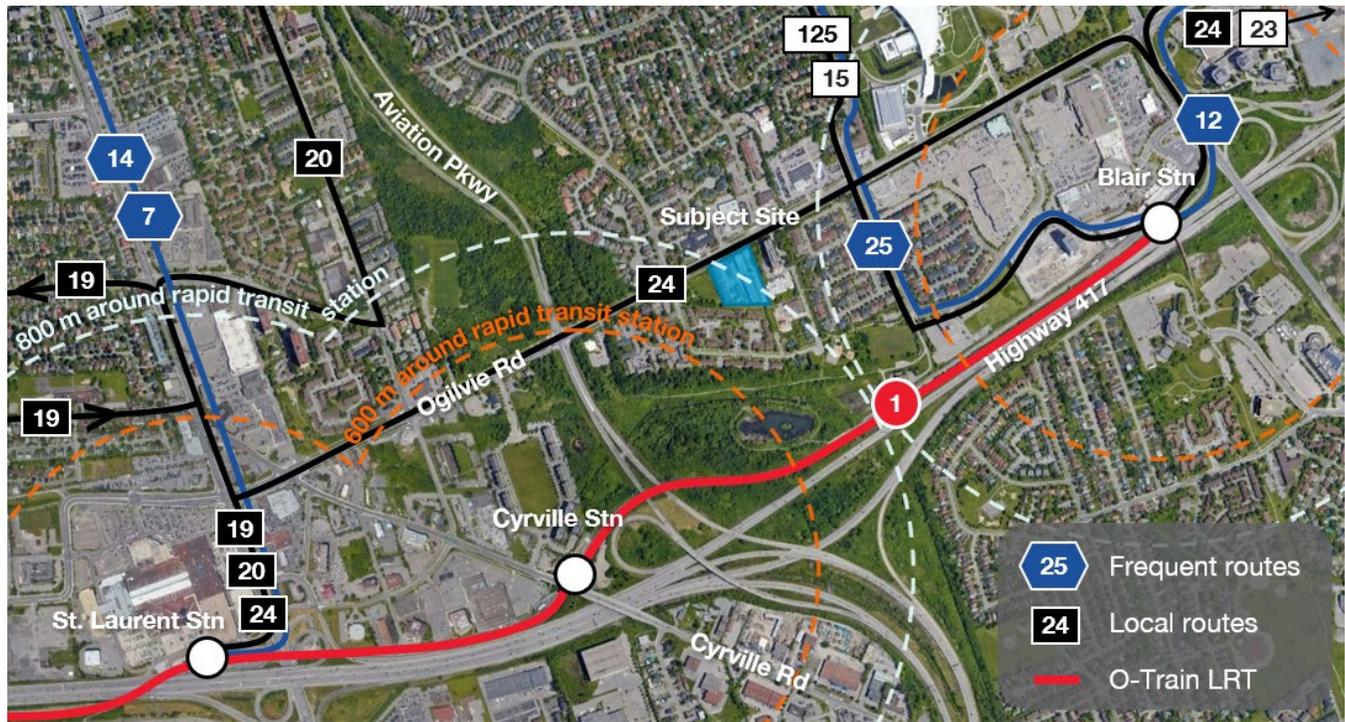


Figure 6: Site Location and public transit context, showing nearby bus routes and LRT Line 1 with a 600 metre and 800 metre radii. Routes per OC Transpo's "New Ways to Bus" Planned Network Map dated September 8, 2024.

The site is served by public transit delivered by OC Transpo; bus routes include: route #24 on Ogilvie Road, providing connections to St. Laurent Station and Blair Station, and then beyond to Beacon Hill. Other nearby bus routes within walking distance will include route #25, #15, and #125.

As shown in Figure 7, below, the site is also connected to routes supporting active transportation, including bike lanes on Ogilvie Road, multi-use paths (MUP) connecting the neighbourhood, an MUP on Aviation Parkway, as well as a suggested cycling route on City Park Drive to the east.

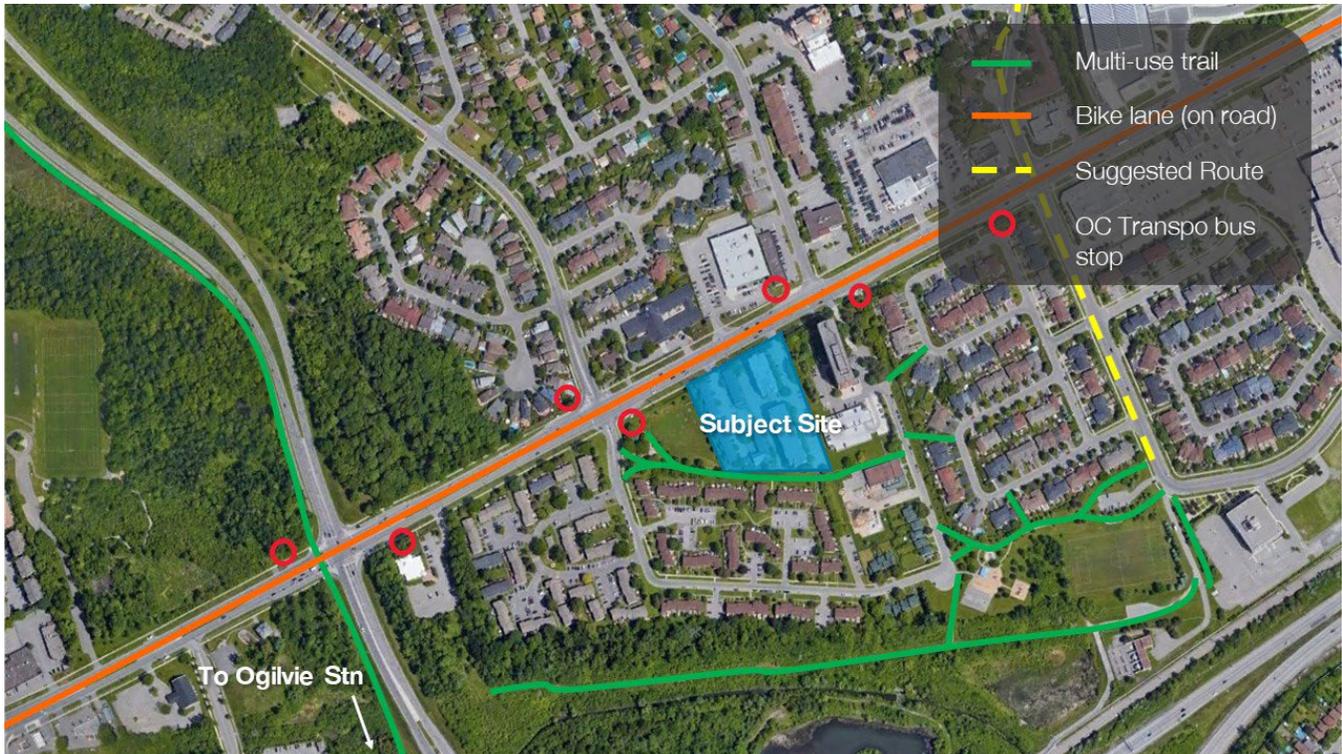


Figure 7: Site Location and context, with nearby cycling and active transportation routes and OC Transpo bus stops shown

More specifically, surrounding uses include:

**North:**

- / To the immediate north of the subject site is Ogilvie Road, this arterial road is a separated four (4) lane with central streetlights and hydro lines along the north and south sides of the right-of-way.
- / The two (2) storey Ogilvie Retirement Community faces the subject site with a townhouse development north of the retirement home.
- / A two (2) storey commercial indoor play center and its associated surface parking lot and transit stop is the east of the retirement home.
- / The greater Carson Grove-Carson Meadows neighbourhood context surrounding the uses fronting Ogilvie Road are residential local streets populated by single detached dwellings.

**East:**

- / Ogilvie Towers, a twelve (12) storey apartment building, animates the corner of Ogilvie Road and Halmont Drive.
- / To the rear of the site is a two (2) storey parking structure servicing the residents of the apartment building.
- / Further east of the apartment building are two-storey townhouses accessed from Wilbury Road via City Park Drive.

**South:**

- / An extension of Palmerston Park extends along the rear lot line of the subject site connecting the park to the Pat Clark Community Centre and Halmont Drive.
- / A townhouse development comprised of a series of two (2) storey townhouse rows lies to the south of the pathway.
- / This residential area is separated from Queensway by a neighbourhood walking path extending east-west from the Epiphany Church to City Park Drive and a forested open space.

**West:**

- / Palmerston Park is adjacent to the west lot line of the subject site. This public park features a flexible open space with a baseball backstop fence for various passive and active recreation activities, a playground, washrooms, and a mature tree canopy.
- / The nearest transit stop to the subject site is situated along Ogilvie Road along the park's frontage.
- / At the corner of Palmerston Drive and Ogilvie Road is a two (2) storey townhouse development is oriented around Perez Crescent.
- / The Epiphany Anglican Church lies to the west of the townhouses.

## 2.0 Overview of Applications

### 2.1 Minor Variance Application

Relief is required from several provisions of the Zoning By-law. In general, the relief sought falls into two categories.

- / Relief from Arterial Mainstreet Subzone 10 provisions, due to the existing conditions of the site:
  - An increase in the maximum front yard setback from 4.5 metres to 6.1 metres, to accommodate required minimum safety setbacks from overhead hydro wires;
  - Relief from the provision requiring a minimum façade frontage within 4.5 metres of the street, to reflect required hydro setbacks and the existing buildings on the subject site; and
  - A reduced minimum glazing ground floor glazing requirement to 10% from 50%, to reflect requirements for the residential use.
- / Relief from minimum vehicular parking requirements, to reflect residents actual and anticipated parking need, and the site’s location on a Transit Priority Corridor, within one kilometre of two rapid transit stations:
  - Whereas resident vehicular parking is required at a rate of 1.2 spaces per unit, a rate of 0.6 vehicles per unit is proposed;
  - Whereas a visitor parking rate of 0.2 spaces per unit is required, a rate of 0.17 spaces per unit is proposed;
- / Relief to permit a private way that is 4 metres in width, rather than the required 6 metres;
  - Note that access controls are proposed for one-way vehicle movements and that this is being requested out of an abundance of caution, as we believe that this entrance to the parking garage is compliant with the required minimum driveway width of 3 metres for a single traffic lane, whereas 4 metres is provided.

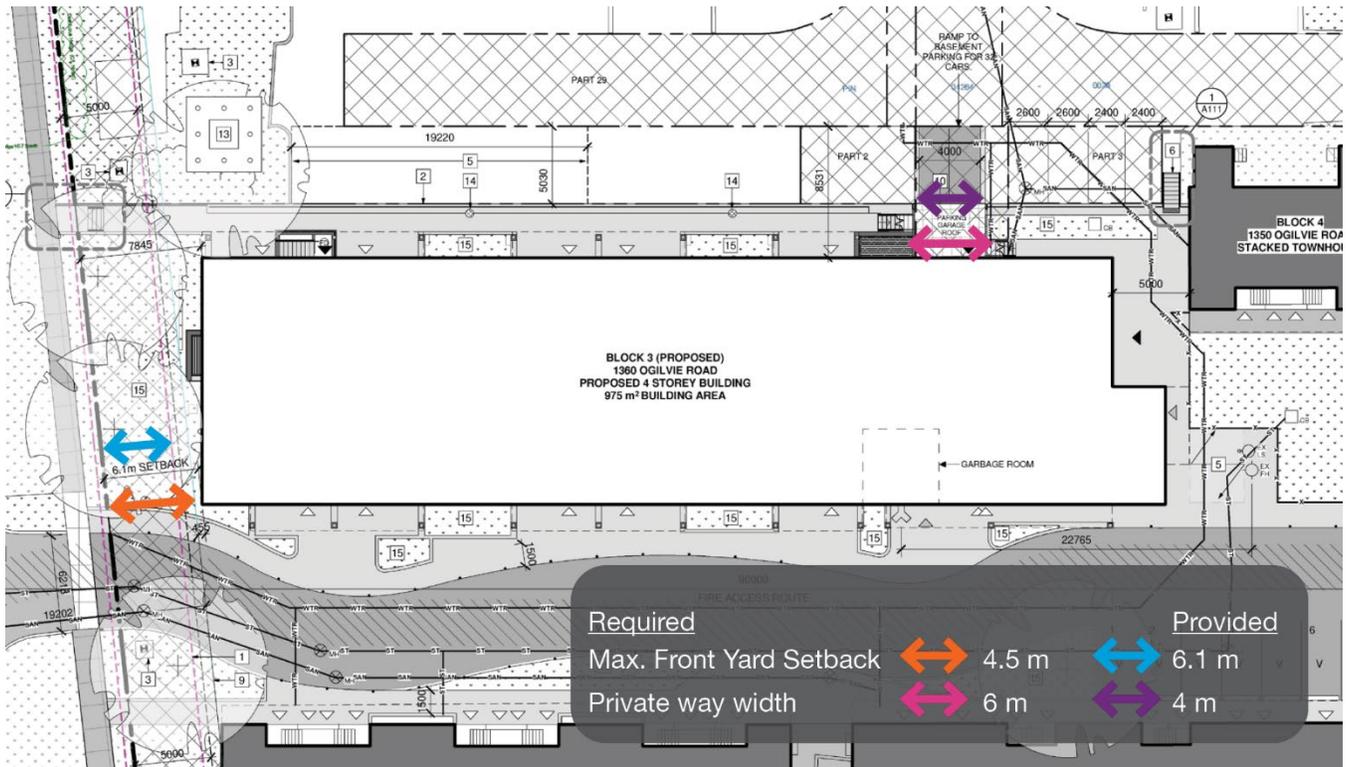


Figure 8: Two (2) of the requested minor variances represented graphically: the required versus provided maximum front yard setback and private way width leading to a parking garage annotated on the Site Plan, prepared by CSV Architects. Note that diagrams are approximate visual representations to aid in comprehension.

## 2.2 Consent Application – Consent for a land lease greater than 21 years

The Planning Act prohibits leases in Ontario from having a term longer than 21 years; therefore, a consent is required to seek a lease greater than 21 years. This is consistent with the existing leases granted to Better Living, CommunityWorks, and Birchwood Meadow. This is discussed in greater detail in section 6.0, below.

### 3.0 Proposed Development

A four-storey low rise apartment building containing 39 new residential units is contemplated on Block 3 of the subject site. The building has a footprint of 975 square metres and a total gross floor area (GFA) of 3,044 square metres. It is orientated north-south and perpendicular to Ogilvie Road. The unit breakdown of the building is as follows:

Table 3: Unit breakdown of Block 3

Unit type	Number of Units	% of Units
One (1) bedroom	26	66%
Two (2) bedroom	4	10%
Three (3) bedroom	9	23%
<b>Total</b>	<b>39</b>	

The 39 new units will increase the overall unit count of the subject site to 77 units. In addition to the 39 units in the new apartment building, an existing underutilized rental office in Block 4 is proposed to be converted into one (1) residential unit, increasing the total number of units in Block 4 from 13 to 14. The office will be relocated to the new proposed building in Block 3.

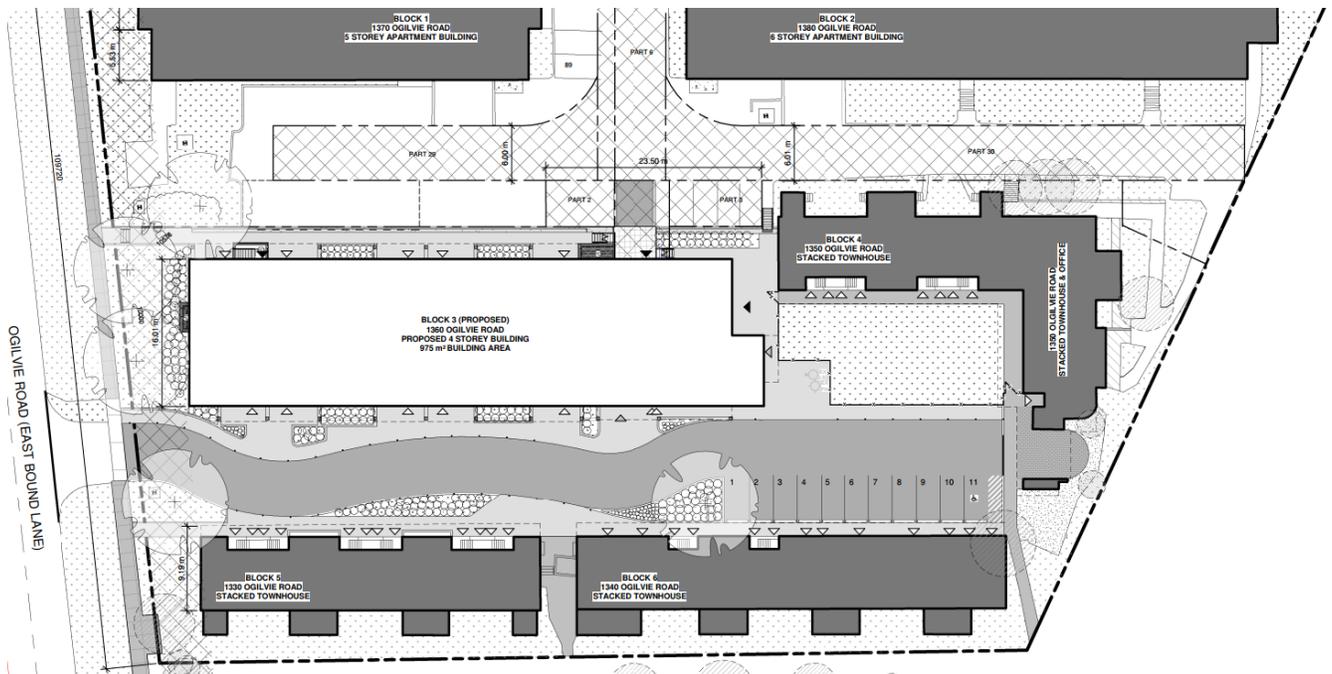


Figure 9: Site plan, prepared by CSV Architects

#### 3.1 Parking

Since the 1988 survey, parking has been reduced over time on the entire site. On the CommunityWorks and Birchwood Meadow sites, the 1988 survey shows that 170 parking spaces are required; however, today, 110 spaces are in use. On the subject site, 78 parking spaces were required per the 1988 survey, whereas 43 are proposed on the site plus seven (7) rented spaces, for a total of 50 parking spaces, which will be available for use year-round.

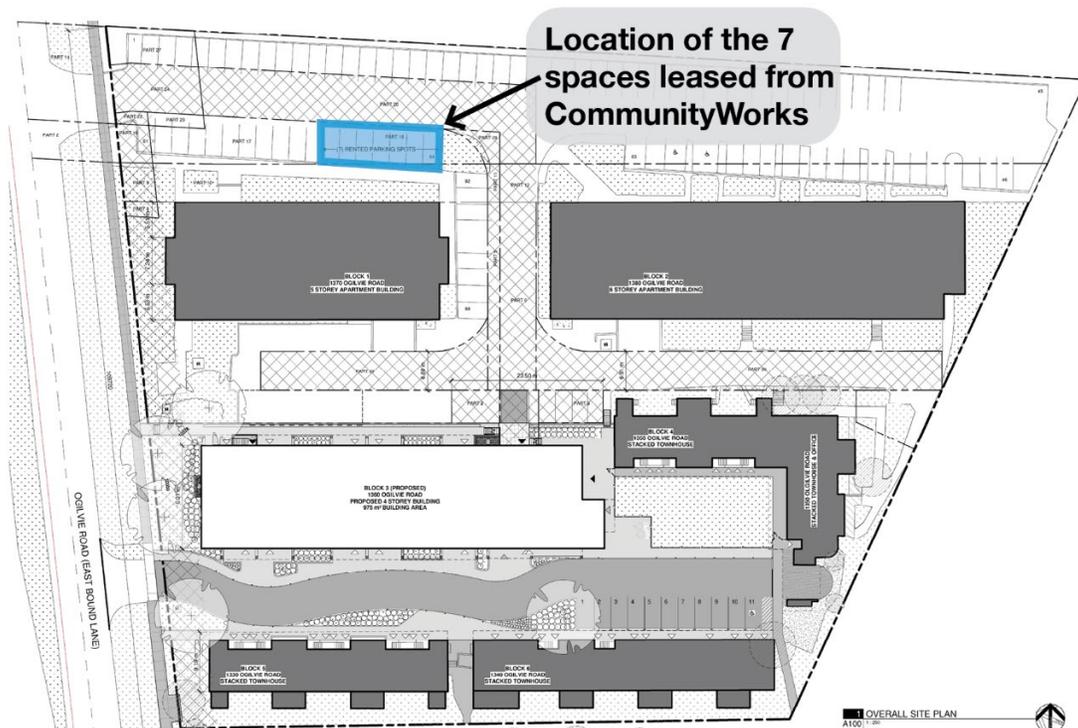


Figure 10: Location of the seven (7) parking spaces Better Living leases from CommunityWorks, annotated on the Site Plan prepared by CSV Architects

Discussions with the client revealed that demand for parking is lower than might be expected compared to other residential development projects, as residents are lower income and cannot always afford a vehicle. Therefore, the proposed parking rate seeks to provide a balance to ensure that there is sufficient parking for residents who need it, while also recognizing that not every tenant owns a car.

On the Better Living site, 15 parking spaces have been converted to year-round garbage and recycling storage and snow storage during the winter (shown below in Figure 11). The proposed redevelopment will internalize garbage and recycling in the new building, improving the at-grade experience for both the existing residents of all three (3) leaseholders and future residents of the new building.

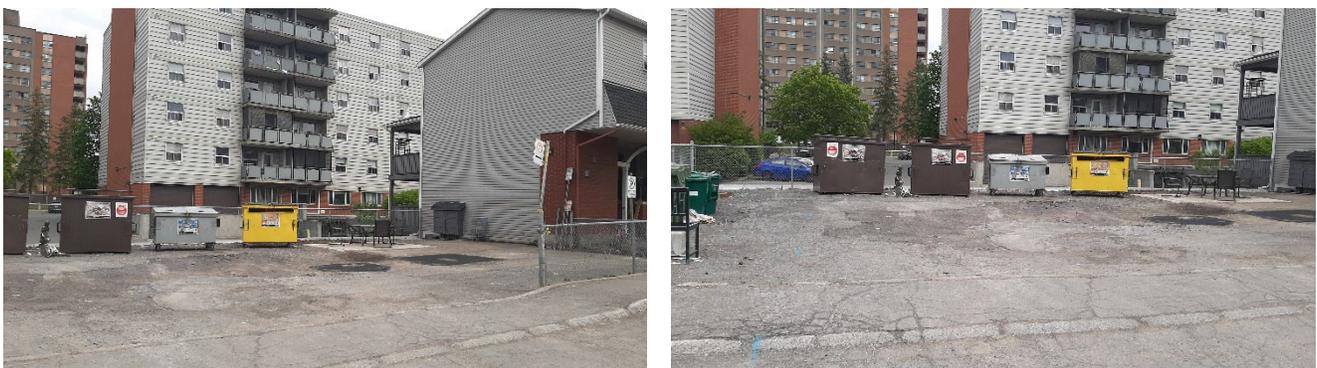


Figure 11: Photos of the garbage and seasonal winter storage area

On both the CommunityWorks and Birchwood Meadow sites, parking spaces have long been de-striped and used for snow storage. Nine (9) parking spaces at the southeast corner of the Birchwood Meadow leased lands are used for snow storage.

Eight (8) parking spaces at the northwest corner (of the CommunityWorks leased lands are used for snow storage. As well, Better Living presently rents seven (7) spaces from CommunityWorks.

Spaces used for snow storage can be used in the summer months as “additional parking”, which is defined in the zoning by-law as follows: “additional parking means parking provided in addition to the parking required by this by-law for the use in question. These parking spaces are defined as “additional parking” so that the parking rate during the summer is not used, which would result in a situation of non-compliance during the winter.

The project team met with their fellow leaseholders three (3) times during the project history:

1. November 12, 2024: with the board members of Birchwood Meadow and the CommunityWorks and Ogilvie Land Trust Manager;
2. November 25, 2024: with the board members and Manager of CommunityWorks; and
3. January 22, 2025: with the board members of Birchwood Meadow.

During these meetings, the other leaseholders reviewed the draft site plan and identified multiple locations where parking was no longer utilized. This is why counting the parking spaces on the survey yields a different result from the site plan: the site plan shows the parking on the Birchwood Meadow and CommunityWorks lands as they are used in actuality, whereas the survey shows the paint markings that exist. Through discussions with the other leaseholders, the actual utilized parking rate is the proposed parking rate to be established through this minor variance application.

The proposed development contributes to the vision of a higher-density, urban development form with a reduction to the amount of vehicular parking.

To assist with transportation demand management (TDM) best practices and in recognition of the already well-utilized amount of bicycle parking on site, bicycle parking is provided in excess of the required minimum under the zoning by-law. 39 bicycle parking spaces are required, and 44 bicycle parking spaces are provided. There are also seven (7) existing bicycle parking spaces on the site, however, these do not count toward the total provision under the zoning by-law as they are not size compliant.

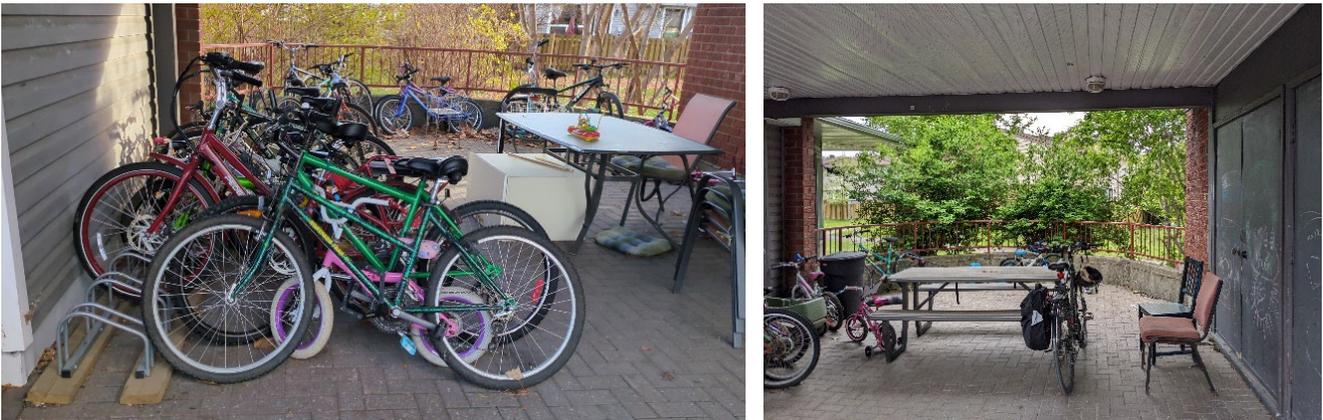


Figure 12: Photos of existing bicycles and bicycle parking at the Better Living site

As part of Better Living’s application, multiple other TDM measures are proposed. The TDM checklist has been completed as part of the SPC application and is described further in section 3.2. There is frequent bus service on Ogilvie Road and the site is proximate to the LRT. During site visits, existing bike parking was observed to be well used (see Figure 12, above), and people were observed cycling on Ogilvie Road, which has painted bike lanes, as well as the sidewalk. The natural reduction

in parking over time, lower demand due to income, TDM measures, bike lanes, and proximity to transit all justify the parking reduction.

The proposed redevelopment features a shared driveway that will provide access to the parking garage and surface parking lot. The driveway will also be used for garbage removal and emergency services. Pedestrian access will be provided by three (3) walkways, of which two (2) will be barrier-free. At present, there is one (1) pedestrian walkway available for use and it has two (2) steps. The other pedestrian walkway is fenced off due to the fire and has three (3) steps. As a result, the site is not currently safely accessible for wheelchair users, as presently, they can only utilize the driveway.



Figure 13: Entrance to the Better Living site, with the two (2) pathways visible, one (1) of which has been fenced off due to the fire; note the staircases leading to the pathways to the right and left of the drive aisle.

## 3.2 Transportation Demand Management

A completed Transportation Demand Management Checklist is included as part of the SPC application and has been reproduced below, for convenience. Better Living has committed to undertaking multiple items on the checklist as well as additional initiatives that are tailored to their residents' needs. TDM measures that will be undertaken include:

- / Designate an internal coordinator, or contract with an external coordinator;
- / Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress;
- / Display local area maps with walking/cycling access routes and key destinations at major entrances;
- / Offer on-site cycling courses for residents, or subsidize off-site courses;
- / Display relevant transit schedules and routemaps at entrances;
- / Unbundle parking cost from monthly rent;
- / Provide a multimodal travel option information package to new residents; and
- / Offer personalized trip planning to new residents.

Additional measures, inspired by or modifying the TDM checklist or by residents' anticipated needs, include:

- / Will provide information on how to access real-time arrival info for nearby bus stops;
- / Provide information/applications for OC Transpo Community Bus Program. Assign community champion to assist with application;
- / Investigate e-scooter sharing as an option; and
- / Continue conversations with CommunAuto to implement car-sharing.

### 3.3 Amenity Space

A total of 552 square metres of amenity space is proposed across the portion of the subject site leased by Better Living for the use of their co-op members. This is an improvement in both area and quality compared to the existing condition, which is a fenced-in area containing an aging children’s play structure. As part of the redevelopment, the co-op plans to replace the play structure and re-organize the outdoor amenity area so that it serves all residents, adults and children alike.

The proposed amenity area will include private at-grade terraces for ground-oriented units in Block 3, balconies, an amenity room in the proposed development, and landscaped area, with new plantings as outlined in the Landscape Plan. This will provide future tenants with not only private amenity space in the form of terraces but also an indoor amenity room, which presently does not exist.



Figure 14: Existing play structure on the site

### 3.4 Sustainability and Building Performance

Sustainability has been an important consideration during the redevelopment process. Ensuring that the proposed development is thermally efficient will aid the co-op in providing affordable housing options to tenants. The windows in the

proposed development have been sized to maximize both resident quality of life and minimize energy loss. The proposed window to wall ratios are consistent with best practice for high-performance, affordable housing developments.

### 3.5 Relationship to the Street

The proposed development replaces a stacked dwelling that had burnt down with a low-rise apartment building. All existing and previous building do not address the street: i.e., no building has a primary entrance facing Ogilvie Road. Originally, the building proposed for Block 3 was oriented with the main entrance facing west, toward the internal drive aisle. Pre-consultation feedback from city staff requested that the building be brought as close as possible to Ogilvie Road and “attempt to maximize the street facade with windows and access doors, wherever possible, to provide a more pedestrian friendly public realm.” The design was thereafter revised to provide at-grade entrances to two (2) of the units facing north toward Ogilvie Road, with the main building entrance remaining facing west, toward the internal drive aisle. Upon receipt, Urban Design staff reversed their recommendation in recognition that orienting grade-related entrances toward an arterial road was not desirable. All other buildings on the entire site are oriented perpendicular to Ogilvie Road and facing the internal drive aisle, so the proposed development will be consistent with the surrounding context. Nonetheless, the proposed development will add eight (8) new units that look out onto the road, increasing the “eyes on the street”, an important Crime Prevention Through Environmental Design (CPTED) principle.

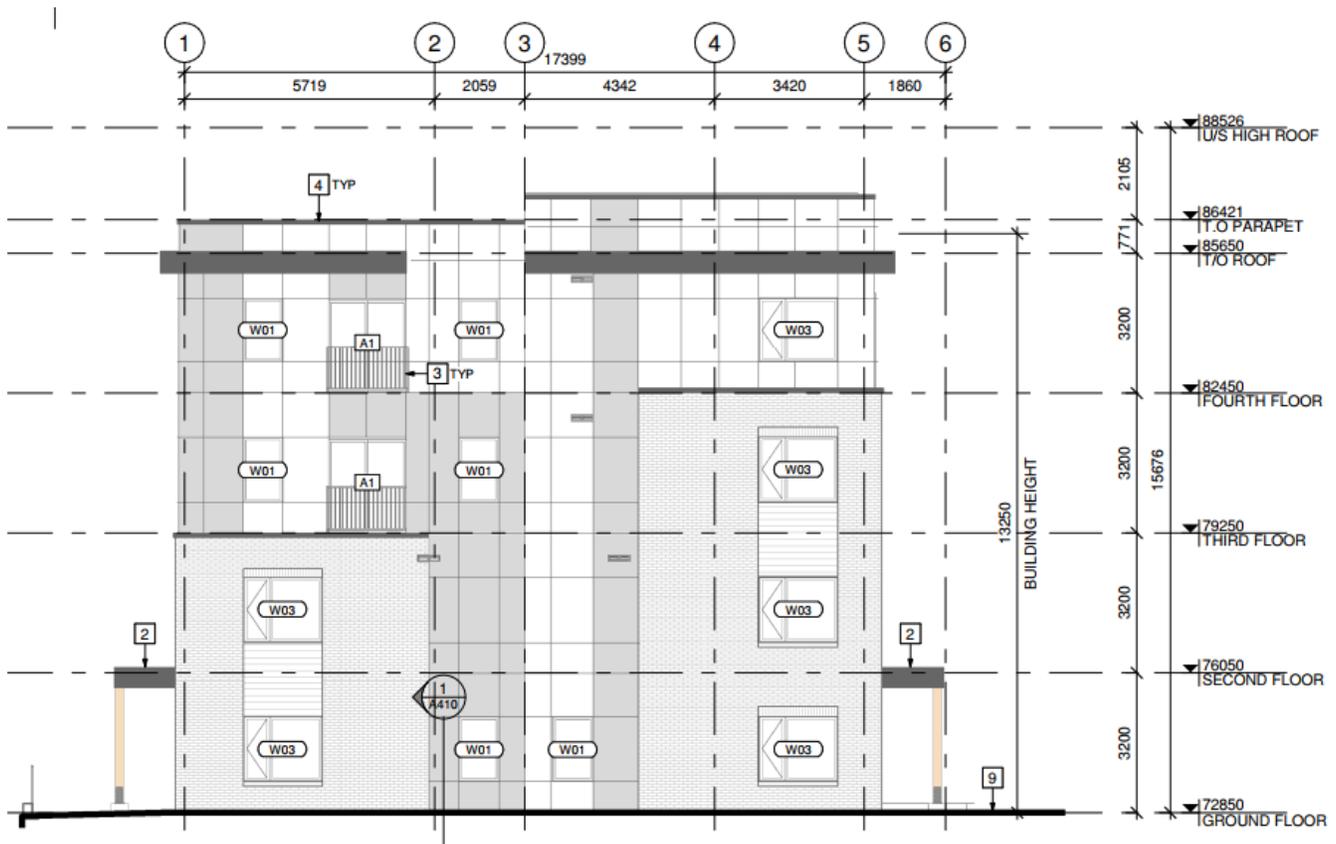


Figure 15: North elevation of the proposed development, prepared by CSV Architects

In the present design, two (2) units on the third and fourth floors facing Ogilvie Road have Juliette balconies, as shown in Figure 15, above. As well, the proposed development will continue to have a strong interaction with the pedestrian realm, as grade-related entrances are proposed on the east and west sides of the building. On the east side of the building, eight (8) building entrances are proposed: five (5) grade-related entrances and three (3) emergency exits for the building. On the

west side of the building, seven (7) entrances are proposed: five (5) grade-related entrances, one (1) main building entrance, and one (1) garbage room entrance. As with the existing stacked buildings on the Better Living site, the proposed development will similarly have a strong interaction with the pedestrian realm at-grade.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Planning Statement (PPS) (2024)

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following statements from Section 1 – Vision are applicable to the subject site, among others:

- Para 2 Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. Every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come
- Para 4 Prioritizing compact and transit-supportive design, where locally appropriate, and optimizing investments in infrastructure and public service facilities will support convenient access to housing, quality employment, services and recreation for all Ontarians.
- Para 5 Ontario’s vibrant agricultural sector and sensitive areas will continue to form part of the province’s economic prosperity and overall identity. Growth and development will be prioritized within urban and rural settlements that will, in turn, support and protect the long-term viability of rural areas, local food production, and the agri-food network.

**The proposed development increases the supply and mix of housing options for Better Living, offering a low-rise apartment housing typology and smaller-bedroom units, in an area characterised by a mix of residential development types and heights, ranging up to mid-rise. The proposed development introduces one (1), two (2), and three (3) bedroom units; the one (1) bedroom units will allow existing Better Living residents to downsize and age in place while remaining with the co-op, which they previously could not do, as only two (2) to five (5) bedroom units were available, thereby increasing the mix of housing options to support an aging population. The proposed development will increase the supply of affordable housing units.**

**The proposed development is an example of compact, transit-supportive design, as it is proposed on a transit priority corridor and within walking distance (90 metres) of multiple bus stops. It is located within an urban area.**

The following PPS policies are applicable to the subject site, among others:

- 2.1.6 Planning authorities should support the achievement of complete communities by:
- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
  - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- 2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:
- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
  - b) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
  - c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
  - d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
- 2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
  - b) optimize existing and planned infrastructure and public service facilities;
  - c) support active transportation;
  - d) are transit-supportive, as appropriate [...]
- 2.3.1.3 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 and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- 2.3.1.4 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.
- 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas,

based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas

- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- a) to accommodate significant population and employment growth;
  - b) as focal areas for education, commercial, recreational, and cultural uses;
  - c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
  - d) to support affordable, accessible, and equitable housing.
- 2.4.1.3 Planning authorities should:
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

**The proposed development supports the development of complete communities by diversifying the housing stock, introducing a four (4) storey low-rise apartment building on a site with a mix of mid-rise apartment buildings and stacked dwellings. The proposed development includes accessible and affordable units, which will allow existing Better Living residents to downsize and age in place.**

**The proposed development contributes to meeting the city's minimum housing targets for the Outer Urban Transect and Mainstreet Corridors. The proposed development efficiently uses land, resources, infrastructure, and public transit by proposing a development on a serviced lot within the urban boundary, in a strategic growth area, on a site that is identified as a transit priority corridor.**

- 3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.
- 3.3.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit, and electricity generation facilities and transmission systems to meet current and projected needs.
- 3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

**The proposed development utilizes the existing public transit system and further, integrates TDM strategies into the proposed redevelopment, which are outlined further in section 3.2. The proposed development supports multimodal transportation by including new, secure, indoor bicycle parking, which will assist residents in getting around using a mix of transportation modes, including active and public transportation. The siting of the proposed building respects the right-of-way protection policies for Ogilvie Road, and increases the setback of the proposed building compared to the previous (now demolished) building. Per policy 4.1.2(3), all reconstructed streets in the Urban area shall include**

pedestrian and cycling facilities appropriate for their context, as specified in the Transportation Master Plan (TMP) and associated plans. Policy 7-2 of the TMP concurs, stating: “In line with the Official Plan, cycling facilities are to be provided on all new [...] arterial streets within the Urban Area[...] [A]rterials [...] are to be upgraded to include dedicated cycling facilities in both directions at the time of reconstruction and redevelopment, and where feasible during resurfacing, in line with the City’s Complete Streets policy.” The proposed development is compatible with and supportive of the long-term vision of transforming Ogilvie Road into a complete street.

In conclusion, the proposed consent and minor variance are required to facilitate a residential intensification project that makes efficient use of land and municipal services in an area that is currently well-served by neighbourhood amenities and transit. The development will replace the previous 12-unit building that was burnt down in a 2022 fire. The replacement and inclusion of additional units responds to the policy direction to provide affordable housing to meet the economic needs of previous tenants displaced by the fire and expand the available co-op units. The additional units will also help the co-op finance the overall project. A variety of family and tenant compositions will be accommodated, as a mix of unit sizes are proposed, ranging from one (1) to three (3) bedroom units.

The proposed development is therefore consistent with PPS.

## 4.2 City of Ottawa Official Plan (2022)

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 set out the policies to guide the development and growth of the City.

Section 4.2 (Housing) supports the creation of diverse housing with priority for affordable and missing-middle housing with a target to achieve 20% of all residential development in the form of affordable housing.

### 4.2.1 Transect and Designation

As shown in Figure 16, below, the subject site is located in the Outer Urban Transect and is designated Mainstreet Corridor on Schedule B3 of the Official Plan. To the west, south, and east of the subject site, the lands within 150 metres of St. Laurent Boulevard, are also subject to the Evolving Neighbourhood Overlay.

The Outer Urban Transect has an established pattern of built form and site design that is suburban. Over the medium to long term, this area is planned to evolve toward an urban (15-minute neighbourhood) model. The Plan allows for and anticipates that this evolution will occur gradually within a fundamentally suburban pattern. Section 5.3 of the Official Plan dictates that the Outer Urban Transect is generally characterized by low- to mid-density development and new development shall be:

- / Low-rise within Neighbourhoods and along Minor Corridors;
- / 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; and
- / Mid- or High-rise in Hubs.

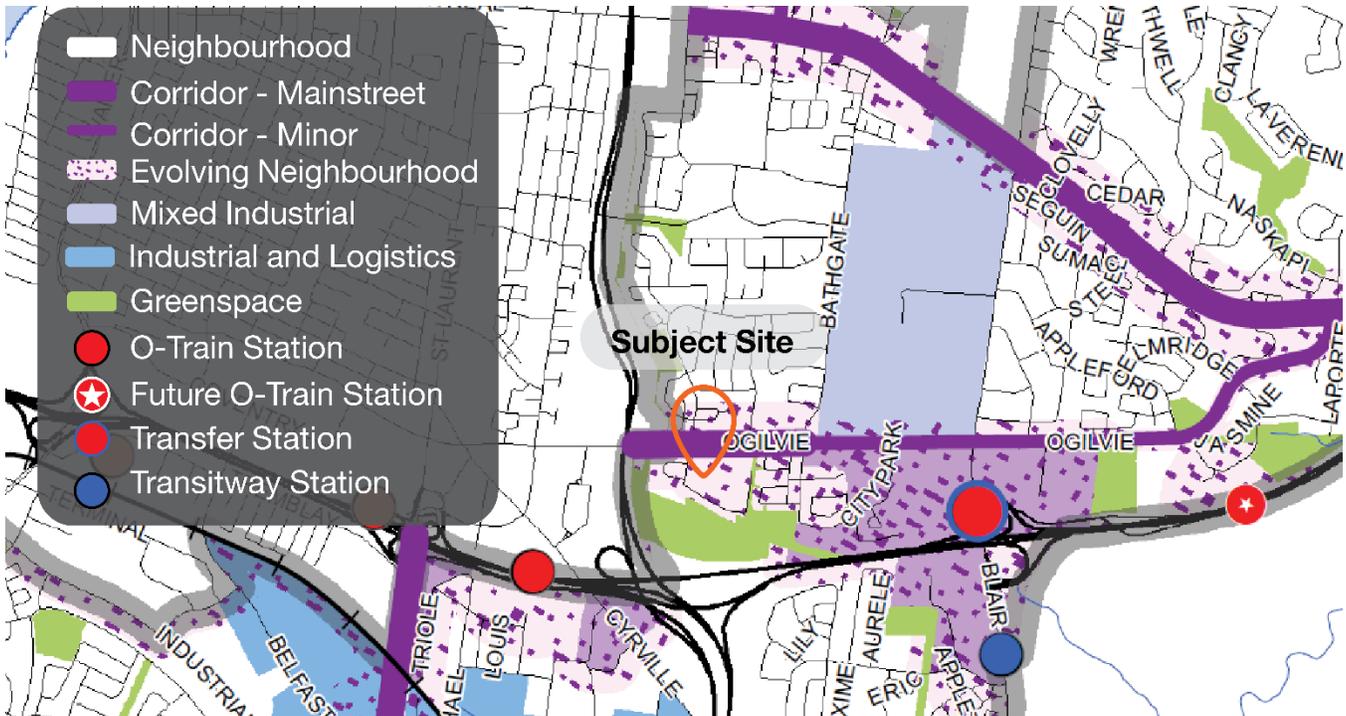


Figure 16: Schedule B3 – Outer Urban Transect (City of Ottawa Official Plan, 2022)

In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of this Plan, by:

- / Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and,
- / Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Along Mainstreets, permitted building heights are based on the width of the abutting mainstreet and subject to appropriate height transitions, stepbacks and angular planes. As the subject site abuts Ogilvie Road, which has a width greater than 30 metres (protected width is 44.5 metres), heights of at least two (2) storeys and up to high-rise (40 storeys) are permitted (policy 6.2.1.1a).

**The proposed development conforms to the Outer Urban policies of the Official Plan, proposing low-rise residential development, which is consistent with the existing dwelling heights in the subject site.**

Policy 1 of section 6.2.1 states that Corridors are bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs.

The Corridor designation applies to any lot abutting the Corridor, subject to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. Development within the Corridor designation shall establish buildings that locate taller buildings and higher densities closer to the Corridor, subject to building stepbacks, where appropriate. The development shall ensure appropriate transitions in height, use of land, site design and development character through the site, where the Corridor designation meets abutting designations.

**The entirety of the subject site is located within 220 metres of the centreline of Ogilvie Road, therefore, the entire site is designated Mainstreet Corridor. Residential uses in a low-rise profile are permitted in this designation.**

Per Policy 2, 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;
- / May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- / For sites generally of greater than one hectare in area or 100 metres in depth:
  - Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- / Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Per Policy 3, Corridors generally permit residential and non-residential uses that integrate within a dense, mixed-use urban environment.

**The proposed development is set as close as possible to the front yard, subject to the required setback due to the presence of the overhead hydro wires running along Ogilvie Road. The proposed development represents an increase in building height closest to the Corridor, as compared to the previous/existing condition. The proposed building typology will accommodate relatively higher residential densities, within a low-rise built form, which is permitted in the Mainstreet Corridor designation.**

**The subject site has a depth greater than 100 metres; pedestrian circulation has been carefully considered as part of this application. Sidewalks provide access throughout the site and around the proposed development.**

#### **4.2.2 Mobility**

Section 4.1 of the Official Plan provides direction on Mobility and section 4.1.4 indicates how to support the shift towards sustainable modes of transportation. Policy 1 states that Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.

**A completed Transportation Demand Management (TDM) Checklist is enclosed as part of this application and is discussed further in section 3.2, above.**

Policy 2 states that “The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:

- / Hubs and **Corridors**;
- / Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- / **Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route;** and
- / Other areas determined by Council.

**The subject site is designated as Corridor under the Official Plan, thereby demonstrating the appropriateness for a reduction in parking. The site is approximately 800 metres from Cyrville Station and approximately a 1.2 km walk to Blair Station or Cyrville Station. The bulk of the parking proposed for the subject site is underground, with 11 parking spaces retained at-grade. The proposed development reduces the amount of land used for at-grade parking on the subject site and makes more efficient use of existing at-grade parking on the entire site, which is presently underutilized.**

According to Policy 3, the City shall review requirements, permissions and minimum dimensions for vehicle parking in enclosed spaces and on small lots that cannot reasonably accommodate surface parking and loading and lay-by areas, without unduly compromising site functionality or with the land-use context or the public realm.

**As the proposed development is an example of infill development, there are limited opportunities for providing parking, as underground parking can only be provided below the building proposed to replace Block 3. 11 at-grade parking spaces have been retained, and we are of the opinion that the amount of parking provided is reasonable given the constraints, existing demand, and opportunity for leasing parking from other leaseholders.**

Per Policy 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.

**There are multiple ways in which the proposed development provides active transportation options and facilities beyond what is required by the zoning by-law: bicycle parking is provided above the minimum requirement per the Zoning By-law, outreach is currently underway to provide carshare and scooter share, and various informational TDM measures will be undertaken, such as designating an internal coordinator, undertaking surveys of travel behaviour, and providing information, such as maps and transit information.**

Policy 11 states that surface parking lots should be designed to meet all of the following:

- / Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and
- / 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
- / Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and
- / 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; and
- / Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and
- / Encourage the provision of electric vehicle charging spaces and dedicated car share spaces

**The 11-space surface parking lot has been designed to provide safe, direct, and well-defined pedestrian connections between the public street and all buildings. An important consideration as part of the design of this development has been to improve the accessibility of the site; previously, all pedestrian connections from Ogilvie Road included steps, which made them inaccessible to people using a wheelchair or mobility device. The proposed development will include a barrier-free pedestrian connection into the site. As well, landscaping has been carefully considered to retain as many trees as possible; a Landscape Plan is enclosed as part of this application.**

Section 4.1.7 speaks to how the city intends to protect and invest in rights of way. Policy 1 notes that under the provisions of the Planning Act, the City may require the dedication of lands for pedestrian or bicycle pathways and road and public transit rights of ways as a condition of development approval, and at no cost to the City.

**Per Schedule C16, Ogilvie Road has a protected right of way (ROW) of 44.5 metres. Conveyance to the City is anticipated and shown on the Site Plan included with this application. However, it is noted that the road widening cannot be fully taken at this time, as it overlaps with Block 5, which has an existing building.**

#### **4.2.3 Growth Management Framework**

Section 3 of the Official Plan outlines a growth management framework, which is premised on the ability to provide sufficient development opportunities and an appropriate range of choices, locating and designing growth so as to increase sustainable transportation mode shares and use existing infrastructure efficiently, while reducing greenhouse gas emissions.

The Official Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 per cent of that growth is to occur within the existing urban area as it existed on July 1, 2018. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.

Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:

- / Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
- / Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.

**The proposed development is an example of residential intensification occurring within the built-up area with existing servicing, including water and sewer services, and will support the commercial uses in the adjacent Corridor, thereby contributing to the development of a 15-minute neighbourhood. 23% of the new units in the proposed development are 3-bedroom units. The inclusion of one (1) bedroom units supports the diversification of dwelling unit sizes, as the overall unit mix once completed will be: 33.8% one (1) bedroom, 29.9% two (2) bedroom, 33.7% three (3) bedroom units, 1.3% four (4) bedroom units, and 1.3% five (5) bedroom units.**

#### **4.2.4 Urban Design**

Section 4.6 outlines policies related to Urban Design. Policy 4.6.5 provides the following direction for development of Mainstreet Corridors:

- / Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to 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.
- / 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.

- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

**The proposed development meets the urban design policies contained in the Official Plan. The buildings are sited and oriented to include active uses with individual entrances to units facing Ogilvie Road, which represents an improvement to the previous condition, which was oriented around the internal drive aisle. The proposed development improves the relationship to the public realm and also orients the main shared entrance internal to the site.**

**Conflicts between vehicles and pedestrians has been minimized with careful building siting and locating of the drive aisle. A mix of underground and surface parking is proposed, with one (1) underground level underneath the proposed low-rise apartment building complemented by 11 at-grade surface parking spaces. Surface parking is located away from the street entrance, minimizing the impact of parking on the street and adjacent properties.**

Per Schedule C7-A – Design Priority Areas – Urban, the subject site is entirely within a Design Priority Area (DPA) bounded by Aviation Parkway, Ogilvie Road, Blair Road, and Queensway. DPAs are vibrant neighbourhoods across the City of Ottawa focused on pedestrian activity and expected to experience significant growth. The subject site a Tier 3 – Local DPA, areas characterized by neighbourhood commercial and planned areas of intensification and serviced by rapid transit. The UDRP considers Zoning By-law applications requesting an increase to height or density and Site Plan Control applications, proposed within Design Priority Areas (DPAs) where the application would result in a building, or an addition to a building, which is greater than four storeys.

**Although the subject site is located within a Design Priority Area (DPA), since the proposed development is four (4) storeys in height, it is not required to proceed to the Urban Design Review Panel (UDRP).**

Section 4.6.6 contains policies to ensure 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 indicates 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:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
  - / Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - / Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**The proposed development introduces a four (4) storey low-rise apartment building, which is within the same built form category as the existing two (2) and three (3) storey stacked dwellings. The planned function for Mainstreet Corridors accommodates a wide range of heights, up to high-rise. The proposed low-rise apartment building fits well with the adjacent mid-rise buildings to the east as well as the high-rise buildings beyond them.**

Policy 4 directs that amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential development:

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and

- / With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

**The proposed development includes amenity space for existing and future residents of the subject site, which includes a mix of private amenity space on terraces and balconies, as well as communal amenity space, including an amenity room, landscaped area, and rooftop amenity space. As part of this development, the existing outdoor amenity area will be upgraded to serve residents better.**

Policy 6 states that 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.

**Soft landscaping has been retained to the extent possible and balconies have been included in the design of the proposed low-rise apartment building. The design of the proposed development is well integrated with the existing Better Living buildings.**

### 4.3 Urban Design Guidelines for Low-Rise Infill Housing (2022)

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing is a series of design guidelines for low-rise residential infill that will help achieve Ottawa's intensification objectives outlined in the Growth Management section of the Official Plan, which directs most of the residential growth to occur within built up areas by 2026, and to provide ground-oriented housing options for larger households. The design of low-rise residential infill will be important as Ottawa's neighbourhoods evolve to meet contemporary planning challenges and the strategic directions outlined in the Official Plan.

The objectives of these Infill guidelines are to help create infill development that will:

- / Enhance streetscapes;
- / Protected and expand established landscaping;
- / Create a more compact urban form to consume less land and natural resources;
- / Achieve a good fit into an existing neighbourhood, respecting its character and its architectural and landscape heritage;
- / Provide new housing designs that offer variety, quality and a sense of identity;
- / Emphasize front doors and windows rather than garages;
- / Include more soft landscaping and less asphalt in front and rear yards;
- / Create at-grade living spaces that promote interaction with the street; and
- / Incorporate environmental innovation and sustainability.

The proposed development adheres to the guidelines, a selected amount of which are highlighted below:

- / Contributes to an inviting, safe, and accessible streetscape by emphasizing the ground floor and street façade of infill buildings. Locates principal entries, windows, porches and key internal uses at street level (Guideline 1.1);
- / Designs accessible walkways from private entrances to public sidewalks (Guideline 1.6);
- / As the soft surface boulevard in the right-of-way is limited, identifies alternative areas for soft landscaping that can accommodate tree-planting (Guideline 2.2);
- / Designs buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties and on the infill site. (Guideline 2.3);
- / Ensures that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security (Guideline 3.1.1);

- / As there is no uniform setback, locates the infill building at roughly the same distance from the property line as the buildings along the abutting lots (Guideline 3.1.5);
- / Designs all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoids large blank walls that are visible from the street, other public spaces, or adjacent properties (Guideline 3.3.1);
- / In order to minimize paved surface area and pedestrian/vehicular conflicts at the sidewalk, and to maximize room for soft landscaping and on-street parking, builds shared underground parking that is contained within the site when multiple units are proposed (Guideline 4.3);
- / Integrates service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces (Guideline 6.1); and
- / Respects safety clearances and setbacks from overhead and underground services and utilities (Guideline 6.5).

**The proposed development is consistent with the Urban Design Guidelines for Low-rise Infill Housing.**

#### 4.4 Zoning By-law (2008-250)



Figure 17: Zoning of subject site and surrounding area, with the subject site shown in orange and the entire site outlined in dashed blue

The subject site is zoned “Arterial Mainstreet, Subzone 10, Height Limit 40 metres (AM10 H(40)).” 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.

A very wide range of non-residential uses are permitted. Permitted residential uses include:

/ apartment dwelling	/ home-based business	/ retirement home, converted
/ low rise apartment dwelling	/ home-based day care	/ rooming house
/ mid rise apartment dwelling	/ planned unit development	/ stacked dwelling
/ bed and breakfast	/ retirement home	/ townhouse dwelling
/ dwelling unit group home		

An evaluation of the zoning by-law with the subject site's proposed development are shown in Table 4, below. Except where otherwise noted, the table applies only to the proposed building, and not the subject site as a whole. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 4: Zoning compliance

AM10 H(40)	Required	Provided	Compliance?
<b>Minimum Lot Area</b> Table 185(a)	No minimum	5,323.54 m <sup>2</sup>	✓
<b>Minimum Lot Width</b> Table 185(b)	No minimum	47.68 m	✓
<b>Front Yard Setback</b> s. 186(10)(b)	Minimum: 0 m	6.1 m	✗
	At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within:  4.5 m of the frontage for a Residential use building	43.5 m of building walls / 109.7 m of entire frontage = 39% of frontage	
<b>Minimum Interior Side Yard Setback</b> s. 186(10)(c)	No minimum	N/A	✓
<b>Minimum Rear Yard Setback</b> s. 186(10)(d)	7.5 m	N/A	✓
<b>Minimum Building Height</b> s. 186(10)(e)	Any portion of a building located within 10 m of a front lot line:  / the minimum building height required is 7.5 metres, and must contain at least two storeys	14.15 m and 4 storeys	✓
<b>Maximum Building Height</b> s. 186(10)(j)(v)	40 metres	13.25 m	✓
<b>Ground façade activation</b> s. 186(10)(g)	The ground floor façade facing a public street of a building located within 4.5 m of the front lot line must include:  / a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot	Building is located within 5 m of the front lot line  One active entrance for each individual occupancy faces Ogilvie Road	✗

AM10 H(40)	Required	Provided	Compliance?
	<p>line in the case of non-residential uses; and</p> <p>/ a minimum of one active entrance in the case of a residential use building;</p> <p>where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street intersecting the arterial mainstreet, it is deemed to face both streets;</p>		
<b>Minimum glazing of ground floor façade</b> s. 186(10)(h)	50% of the surface area of the ground floor façade facing Ogilvie, from the average grade up 4.5 metres, must be comprised of transparent glazing and active customer or resident entrance access doors	7.7 m <sup>2</sup> / 72 m <sup>2</sup> = 10.7% glazing	✘
<b>Minimum Landscaped Area</b>	No minimum	349.5 m <sup>2</sup>	✓
<b>Minimum Landscaped Area for a Parking Lot</b> s. 110(1)	<p>A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area</p> <p>Parking area: 660 m<sup>2</sup> (15% of 660 m<sup>2</sup> = 99 m<sup>2</sup>)</p>	<p>Landscaped area provided: 220 m<sup>2</sup></p> <p>(220 m<sup>2</sup> / 660 m<sup>2</sup>) *100 = 33.3% of area of the parking lot is provided as landscaped area</p>	✓
<b>Minimum Required Width of a Landscaped Buffer of a Parking Lot, 10-100 spaces</b> s. 110(2)	Abutting a street: 3 m	> 3 m of landscaped area provided	✓
	Not abutting a street: 1.5 m	> 1.5 m	✓
<b>Amenity Area</b> Table 137(3)  <i>Calculated for the Better Living development area</i>	Total amenity area: 6 m <sup>2</sup> per dwelling unit 6 m <sup>2</sup> *77 dwelling units = 462 m <sup>2</sup>	Amenity room: 83m <sup>2</sup> Terraces: 227 m <sup>2</sup> Playground: 242 m <sup>2</sup> Total: 552 m <sup>2</sup>	✓
	Communal amenity area: A minimum of 50% of the required total amenity area aggregated in areas of 54 m <sup>2</sup>  50%*438 m <sup>2</sup> = 231 m <sup>2</sup>	Amenity Room: 83 m <sup>2</sup> Playground: 242 m <sup>2</sup> Total: 325 m <sup>2</sup>	✓
	Layout of communal amenity area: Aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup>	Communal amenity exceeds minimum of 54 m <sup>2</sup> :  Amenity Room: 83 m <sup>2</sup> Playground: 242 m <sup>2</sup>	✓

AM10 H(40)	Required	Provided	Compliance?
<b>Parking Provisions</b>			
<p><b>Minimum Number of Resident Parking Spaces</b> Area C on Schedule 1A s. 101, Table 101, row R11 <i>Calculated for the Better Living development area and the property as a whole</i></p>	<p>1.2 parking spaces per dwelling unit</p> <p>Better Living (1330, 1340, 1350, and 1360 Ogilvie): 77 units * 1.2 = 92 resident parking spaces</p> <p>CommunityWorks + Birchwood Meadow (1370 and 1380 Ogilvie): 115 * 1.2 = 138 parking spaces</p> <p>Total: 230 resident parking spaces</p> <p>Please see section 4.4.1, below, for a detailed breakdown</p>	<p>Proposed site-wide resident parking rate: 0.7 / dwelling unit</p> <p>Total: 137 spaces</p> <p>Breakdown by leaseholder provided in section 4.4.1 below.</p>	✘
<p><b>Minimum Number of Visitor Parking Spaces</b> s. 102, Table 102</p>	<p>0.2 parking spaces per dwelling unit</p> <p>Better Living: 77 units * 0.2 = 15 visitor parking spaces</p> <p>CommunityWorks + Birchwood Meadow: 115 * 0.2 = 23 parking spaces</p> <p>Total: 165 * 0.2 = 38 visitor parking spaces</p>	<p>Proposed site-wide visitor Parking Rate: 0.16 visitor parking spaces/ dwelling unit</p> <p>Total: 32 visitor parking spaces</p> <p>Breakdown by co-op tenant provided in section 4.4.1 below.</p>	✘
<p><b>Parking Space Dimensions</b> s. 106 (1)</p>	<p>Min. 2.6 m wide Max. 3.1 m wide Min. 5.2 m long</p>	<p>Min. 2.6 m wide Min. 5.2 m long</p> <p>11 at-grade parking spaces compliant 32 below-grade parking spaces compliant, of which 3 are Type B accessible</p>	✔
<p><b>Parking Space Dimension Reduction</b> s. 106(3)</p>	<p>Up to 50% of the parking spaces in a parking lot or parking garage may be reduced to a minimum of 4.6m long and 2.4m wide, provided that any such space:</p> <ul style="list-style-type: none"> <li>/ Is visibly identified as being for a compact car</li> <li>/ Is not a visitor parking space required under Section 102</li> <li>/ Is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a parked vehicle or limits access to a parking space, in which case the minimum width is 2.6 metres.</li> </ul>	<p>No parking spaces are proposed to be reduced in size</p>	✔

AM10 H(40)	Required	Provided	Compliance?		
<b>Driveway width</b> s. 107(1)(a)(i) to (iii)  s. 107(1)(aa)	Minimum: 3 m for a single traffic lane 6 m for a double traffic lane	Parking lot: 6 m for a double traffic lane  Parking garage: 4 m for a single traffic lane leading to the parking garage, wherein the drive aisle is subsequently 6 m	✓  ✓		
	Maximum: Less than 20 parking spaces: 3.6 m 20 or more parking spaces: 6.7 m	The driveway width would be superseded by the PUD provisions, specifically Table 131(1)	✓		
<b>Drive Aisle, Parking Garage and Parking Lot</b> s. 107(1)(c)	An aisle providing access to parking spaces in a parking garage, minimum: 6.0 m	6 m	✓		
<b>Bicycle Parking Requirements</b> Table 111A	0.50 per dwelling unit (stacked dwelling without garage or carport, low-rise apartment building) $0.5 * 77 = 39$ bicycle parking spaces	44 bicycle parking spaces proposed: 12 stacked, 18 vertical, 14 horizontal	✓		
<b>Minimum Bicycle Parking Space Dimensions</b> Table 111B, s. 111(8)(b)		Width	Length	New bicycle parking: Horizontal: 0.6 x 1.8 m Vertical: 0.5 x 1.5 m Stacked: 0.37 m	✓
	Horizontal	0.6 m	1.8 m		
	Vertical	0.5 m	1.5 m		
	Stacked	0.37 m	Not specified		
<b>Bicycle Parking Space Provisions</b> s. 111(9-11)	A bicycle parking space must have access from an aisle having a minimum width of 1.5 metres.	2.2 m aisle (parking garage) > 1.5 m aisle (outdoor)	✓		
	Where four or more bicycle parking spaces are provided in a common parking area, each bicycle parking space must contain a parking rack that is securely anchored to the ground and attached to a heavy base such as concrete.	Bicycle parking racks provided will be securely anchored	✓		
	A minimum of 50% of the bicycle parking spaces required by this by-law must be horizontal spaces at ground level.  $39 * 50\% = 20$ bicycle parking spaces required to be horizontal at ground level	14 horizontal bicycle parking spaces 6 lower level of stacked parking spaces = 20 horizontal bicycle parking spaces	✓		
<b>Outdoor Garbage Collection Accessed Via a Parking Lot</b> s. 110(3)	Must be:  / Located at least 9.0 metres from a lot line abutting a public street;	Garbage provided indoors	n/a		

AM10 H(40)	Required	Provided	Compliance?	
	<ul style="list-style-type: none"> <li>/ Located at least 3.0 metres from any other lot line; and</li> <li>/ Screened from view by an opaque screen with a minimum height of 2.0 metres.</li> </ul> <p>Where an in-ground refuse container is provided, the screening requirement of Section (3)(c) above may be achieved with soft landscaping.</p>			
<b>Planned Unit Development Provisions</b>				
<b>Minimum width of private way</b> Table 131(1)	6 m		Parking garage: 4 m	✘
			Parking lot: 6.2 m	✔
<b>Minimum setback for any wall of a residential use building to a private way</b> Table 131(2)	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres		Better Living, Block 3: > 1.8 m CommunityWorks: 4.99 m Birchwood: > 1.2 m (legal non-conforming)	✔
<b>Minimum setback for any garage or carport entrance from a private way</b> Table 131(3)	5.2 m		Better Living, Block 3: > 5.2 m	✔
<b>Minimum separation area between buildings within a planned unit development</b> Table 131(4)	Height of abutting buildings within the PUD is ≤14.5 metres	1.2 m	Separation between proposed development (1360 Ogilvie) and other building: varies, minimum 2.4 m	✔
	All other cases	3 m	Separation between proposed development (1360 Ogilvie) and CommunityWorks and Birchwood Meadow buildings: varies, minimum of 3 m is exceeded	✔

#### 4.4.1 Site-Wide Parking

The subject site is located in Area C for parking. However, as shown in Figure 18, the site is in close proximity to Area Z, where no resident parking is required. The subject site is located only 175 metres outside the 600-metre radius around transit stations. Within 600 metres of transit stations, 0.5 resident spaces per unit are required.

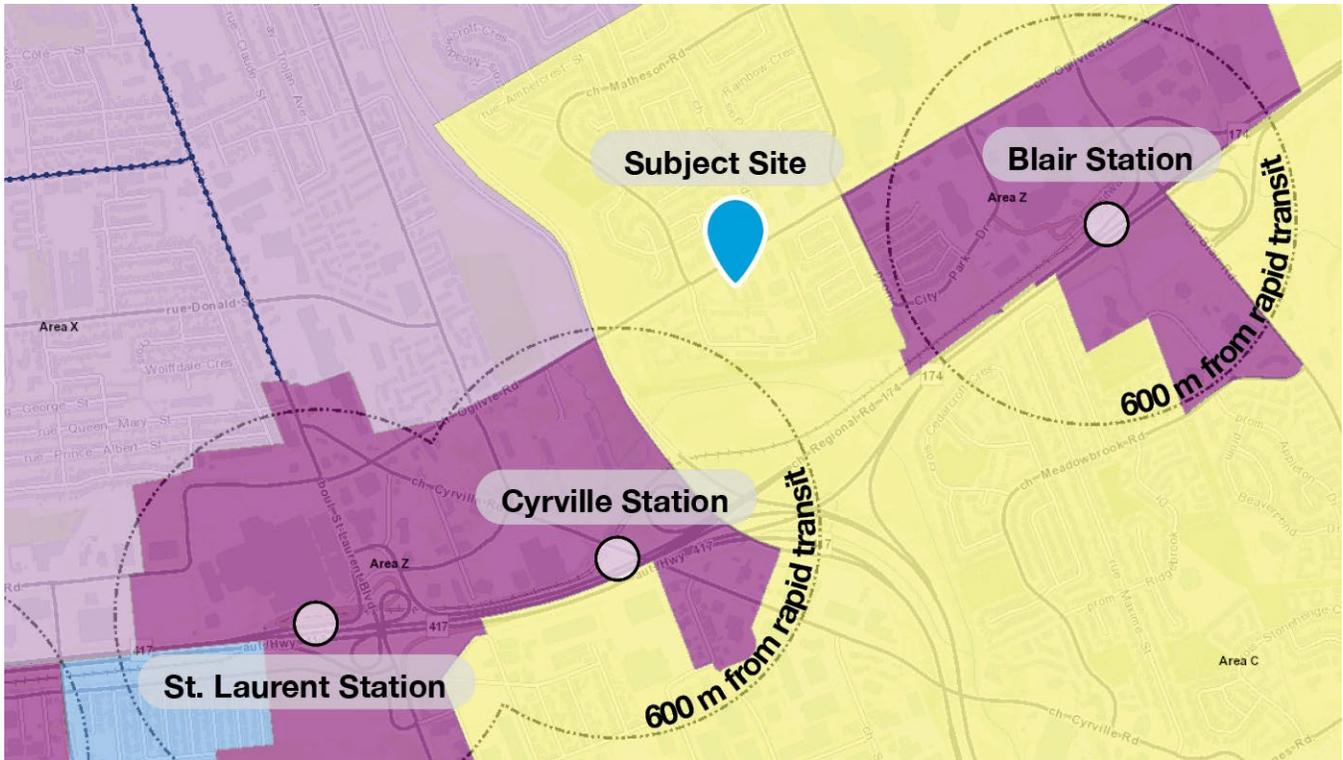


Figure 18: Extract from GeoOttawa showing Schedule 1A and a 600-metre radius around nearby rapid transit stations.

Due to the complexity of the existing and proposed parking arrangements on the site, the following two table is offered for informational purposes and serve to complement the zoning table, above.

Additionally, Table 5, below, compares the proposed parking spaces for residents and visitors:

Table 5: Total Proposed Parking, broken down by resident versus visitor parking

	# Units	Resident Parking	Visitor Parking	Office
<b>Community Works (Block 1)</b>	45	25	14	4
<b>Birchwood Meadow (Block 2)</b>	70	52	13	2
<b>Better Living (Blocks 3-6)</b>	76	36 + 7 leased = 43	7	0
<b>Total</b>	192 units	120 resident parking spaces	34 visitor parking spaces	6 office parking spaces
<b>Rate</b>	--	0.6 resident parking spaces/ dwelling unit	0.17 visitor parking spaces/ dwelling unit	--

**4.4.2 Required Zoning Relief**

The proposed development conforms with the majority of the applicable zoning provisions. However, several variances proposed as follows:

- / **Front yard setback:** 39% of the frontage along the front lot line is provided, however, due to the presence of overhead hydro wires, a setback of 6.1 metres is provided whereas a maximum of 4.5 metres is required;
- / **Ground façade activation:** No active entrances fronting onto Ogilvie Road are provided due to the arterial nature of the street and the residential nature of the low-rise apartment building. A setback of 6.1 metres is provided at present, although this will be functionally lower once the road widening is realized;
- Minimum glazing of ground floor façade:** 10% of glazing is provided, whereas 50% is required. Reduced glazing is required for building energy performance and affordability, and is generally consistent for residential dwellings;
- / **Minimum number of resident parking spaces:** 230 are required at a rate of 1.2 per dwelling unit whereas 120 at a rate of 0.6 are provided;
- / **Minimum number of visitor parking spaces:** 38 are required at a rate of 0.2 per dwelling unit, whereas 34 at a rate of 0.17 per dwelling unit are provided;
- / **Minimum width of a private way in a PUD:** A driveway of 6 metres is generally provided except for the entrance leading to the parking garage; whereas, 4 metres is provided.
  - 6 metres is required for double width driveways. The driveway leading to the parking garage will be a single lane, which has a minimum required width of 3 metres;
  - A signal-controlled single access lane is proposed, which will allow for an efficient parking layout;
  - Relief is requested out of an abundance of caution.

Section 5.0, below, discusses how these requested minor variances meet the four *Planning Act* tests.

## 5.0

# Minor Variance Application: The Four Tests

## 5.1 Does the Proposal Maintain the General Intent and Purpose of the Official Plan?

The subject site is located in the Outer Urban Transect and is designated Mainstreet Corridor in the City of Ottawa Official Plan. The proposed minor variance application maintains the general intent and purpose of the Official Plan. The minor variance application conforms with the policies related to the transect and designation; as well as mobility, growth management framework, and urban design.

**The proposed variances will permit the construction of a new building that will replace and expand upon low-rise, affordable residential infill development in a serviced, existing neighbourhood proximate to amenities and transportation options. The proposed development will introduce 39 new units in a mix of one (1), two (2), and three (3) bedroom units contributing to expanding housing choice, diversity, and affordability.**

In the Mobility section of the Plan, the City “the City shall review requirements, permissions and minimum dimensions for vehicle parking in enclosed spaces and on small lots that cannot reasonably accommodate surface parking and loading and lay-by areas, without unduly compromising site functionality or with the land-use context or the public realm.”

**The proposed development contributes to the vision of the Outer Urban higher-density, urban development forms with a reduction to the amount of vehicular parking. The site is located near two LRT stations, with connections provided by bus. Further, the site’s location near Aviation Parkway makes it accessible by bicycle. TDM has been contemplated as part of this proposed development and a completed TDM checklist is enclosed as part of this application and is discussed further in section 3.2, above. Outreach is underway to establish carshare and scootershare on the site.**

**The site’s context as infill development means that there are limited opportunities to provide parking, and the majority of the proposed parking is located in the underground parking garage. As well, the co-op has advised us that demand for parking is not as high as expected, as residents tend to be lower income and may not be able to afford a vehicle.**

As discussed in the Growth Management Framework, the city seeks to direct growth to the built-up area to capitalize on opportunities for sustainable and public transportation and to reduce greenhouse gas emissions.

**The site’s proximity to rapid transit, location within the built-up urban area, and existing municipal servicing all provide the rationale for directing growth to this area. The proposed development also introduces a new typology of residential intensification, adding a four (4) storey low-rise apartment building, providing a transition from the five (5) and six (6) storey mid-rise apartment buildings to the east and the two (2) and three (3) storey stacked dwellings to the west. The proposed development also introduces a range of dwelling unit sizes, including 64% one (1) bedroom units, 3% two (2) bedroom units, and 33% three (3) bedroom units, thereby providing a range in unit size choice for future and returning residents. At present, the high rate of large-bedroom dwellings is a barrier to residents aging in place. The introduction of one (1) bedroom units will allow existing residents to downsize while remaining members of the co-op and remaining residents of the community.**

The Urban Design section of the Official Plan provides direction related to development in Corridors, such as framing the adjacent street, providing appropriate setbacks within the street context, minimizing conflict between personal vehicles and sustainable and/ or active modes of transportation. As well, the Official Plan seeks to improve the attractiveness of the public realm, including by internalizing servicing and utilities, and by expanding universally accessible places to provide a healthy, equitable and inclusive environment.

**The proposed development proposes a mixture of communal and private amenity spaces, including private terraces and balconies and a communal amenity room and landscaped area. The proposed amenity space is an improvement to the existing, which is a play area for children. This existing outdoor amenity area will be upgraded to better serve residents of all age groups.**

Soft landscaping has been retained as much as possible and balconies have been included in the design of the proposed low-rise apartment building. The design of the proposed development is well integrated with the existing Better Living buildings.

In summary, the proposed development has been designed to respond to the site-specific context and Plan policies. The proposed development will improve the subject site’s overall achievement of the Official Plan’s urban design objectives for Corridors and will provide a home for displaced residents.

5.2 Does the Proposal Maintain the General Intent and Purpose of the Zoning By-law?

The proposed development is permitted in the AM10 subzone. However, relief is required from certain provisions.

Table 6: Type of variances requested

Residential building in mixed-use zone	Parking and Driveway Provisions
<b>Front yard setback</b> s. 186(10)(b)	<b>Minimum number of resident parking spaces</b> s. 101, Table 101
<b>Ground façade activation</b> s. 186(10)(g)	<b>Minimum number of visitor parking spaces</b> s. 102, Table 102
<b>Minimum glazing of ground floor</b> s. 186(10)(h)	<b>Minimum width of Private Way in a Planned Unit Development (PUD)</b> s. 131, Table 131(1)

Relief is required for the minimum percentage of frontage, which is calculated as follows:

/ Entire site: 43.5 m of building walls / 109.7 m of entire frontage = 39% of frontage

Relief required from the front yard setback would be required for any kind of redevelopment due to the presence of overhead hydro wires, which dictate a setback that is greater than what is permitted under the AM10 subzone. This too is a consequence of a residential use being proposed on lands zoned AM10, which generally contemplate mixed-uses, despite permitting low- and mid-rise apartment buildings. As well, the required minimum glazing cannot be achieved both because this is generally intended for commercial uses and also due to sustainability goals; high levels of glazing reduce thermal efficiency, which is increasingly a priority for new developments. Reduced energy consumption results in reduced costs for operating a co-op.

5.2.1 Parking and Access

The general intent of the Zoning By-Law as it pertains to minimum parking requirements is to ensure that there is adequate parking supply to appropriately serve each land use on a site, while ensuring that minimum parking rates do not result in the construction of excess parking, which undermines the Official Plans' affordability, transportation, and climate change goals. Through this application process, the amount of parking has been carefully considered. Existing versus anticipated future required parking has been evaluated from both the perspective of the entire site and the subject site.

Relief is required for the following provisions:

- / **Minimum number of resident parking spaces** – 230 are required at a rate of 1.2 per dwelling unit whereas 120 at a rate of 0.6 are provided
- / **Minimum number of visitor parking spaces** – 38 are required at a rate of 0.2 per dwelling unit, whereas 34 at a rate of 0.17 per dwelling unit are provided;

- / **Minimum Width of a Private Way in a PUD** – the entrance to the parking garage is 4 metres wide, which complies with the minimum required driveway width for a single traffic lane, whereby the required minimum width is 3 metres. However, in an abundance of caution and in the event that this driveway is interpreted as a private way in a PUD, relief is requested; 4 metres is provided, whereas 6 metres is required.

The Zoning By-law provides multiple mechanisms to reduce minimum parking rates, including section 101(5)(d), which permits sites with active entrances located within 600 metres of a rapid transit station to utilize Area X rates, which are among the lowest in the city in Table 101. Although the subject site is not within 600 metres of a rapid transit station, it is located on a Corridor and approximately 800 metres from Cyrville Station, as shown above in Figure 18. Despite this reduction mechanism not applying to the site, the subject context carries many characteristics that are aligned with what the By-law identifies as a basis for reducing parking requirements for developments proximate to public transit.

Area X requires a resident parking rate of 0.5 per dwelling unit for low-rise and stacked dwellings, and the proposed development has a resident parking rate of 0.6, which is greater than the minimum rates for Areas X, Y and B, but lower than the rates for Area D (1 per dwelling unit) and Area C (1.2 per dwelling unit).

For visitor parking, Area X, Y, and Z have a required minimum rate of 0.1 per dwelling unit and Areas B, C, and D have a required minimum rate of 0.2 per dwelling unit. The proposed development will have a rate of 0.17 per dwelling unit, which is a minor reduction.

The proposed rates fall between the required rates under the Zoning By-law, and are not lower than the rates required for Areas X and Y, which are generally well-supported by transit. Therefore, the requested relief is appropriate.

**The overall intent of the zoning can be met despite the deficiencies described above, including those related to both parking and outside of parking.**

**Relief is required from certain mixed-use zoning provisions. However, if we compare this with a low-rise apartment building for the subzone Residential Fourth Density, Subzone UB (R4UB), which is the nearest R4-zone, the front yard setback is a minimum, required at 4.5 metres. The remaining two zoning performance standards, ground façade activation and ground floor glazing, are typical requirements for a commercial development, as the intent is to increase the transparency of a commercial building. In contrast, privacy is more highly-valued for a residential building, hence the required relief. Therefore, the requested relief maintains the intent of the zoning by-law – it requests relief from provisions intended for other land uses, and the building is consistent with the required zoning performance standards for a typical subzone (e.g., R4UB).**

**For the parking and driveway provisions, the requested relief for the resident and parking space rates is consistent with requests across the city. In general, development applications are seeking lower rates than the minimum in the zoning by-law. Yet, parking is still proposed, demonstrating that the application meets the general intent of the zoning by-law: i.e., providing parking to both residents and visitors at different rates, recognizing that parking is more frequently demanded by residents than visitors. Relief from the minimum width of the private way providing access to the parking garage is requested out of an abundance of caution. It is our zoning interpretation that this can be identified as a “driveway”, in which case, since it provides one-way vehicular traffic access, the provided 4 metres exceeds the required 3 metres. However, in the event that it is also or alternatively identified as being a private way, then it may be considered deficient, as private ways in a PUD require a minimum width of 6 metres. In any case, potential adverse impacts are mitigated with a traffic signal. The intent of the zoning by-law is to permit two (2) vehicles to pass one another in a drive aisle. Vehicle movements will instead be managed with a traffic signal. Within the parking garage, all drive aisles are provided at the required 6 metre width. For the proposed development, drive aisle widths are all zoning compliant.**

### 5.3 Is the Proposal Desirable for the Appropriate Development or Use of the Land?

The requested zoning relief will permit the construction of a 39-unit low-rise apartment building with a height of four (4) storeys. The building form, height, and density are compatible with the existing buildings and density on the Better Living site, which are similarly low-rise dwellings, and shorter still compared with the five (5) and six (6) storey buildings to the east on the other leaseholders' lands. A low-rise apartment building is a compatible building typology to the existing stacked dwellings and the proposed use is permitted per the Official Plan and Zoning By-law. Whereas the Official Plan generally contemplates greater heights on sites designated as Mainstreet Corridors, since the proposed development is replacing one building, and does not contemplate redevelopment of the entire site, the proposed development is appropriate given its context.

The proposed development is an example of incremental but desirable densification within the urban boundary. The proposed development contributes to meeting the city's minimum housing targets for the Outer Urban Transect and Mainstreet Corridors. The proposed development efficiently uses land, resources, infrastructure, and public transit by proposing a development on a serviced lot within the urban boundary, in a strategic growth area, on a site that is identified as a transit priority corridor. The proposed development is an example of compact, transit-supportive design, as the subject site is within walking distance – approximately 90 metres – of multiple bus stops, providing connections to two (2) LRT Stations. TDM strategies are integrated into the proposed development; active transportation is encouraged with increased bicycle parking, and micromobility and carshare services are being solicited.

The unit mix contemplated in the proposed development diversifies Better Living's overall unit mix and will allow residents to downsize and age in place in affordable housing units.

The proposed variances do not modify the lot shape or size, the building shape or height, and are primarily technical in nature, and will not generate undue impacts on the broader community. The proposed design of the building and parking arrangement has been developed over time in collaboration and consultation with the adjacent leaseholders.

The requested vehicular parking reductions are appropriate and will result in a provision of parking that appropriately serves the existing and future residents. The existing parking rates significantly exceed what is appropriate or necessary for this proposal, as demonstrated by the gradual disappearance of provided parking over time. Further, should reductions in vehicular parking not be granted, the feasibility of increasing the number of units on the subject site would be seriously compromised, missing a key opportunity to add modest density in the form of affordable housing.

**The proposed variances are desirable and appropriate for the development of the property.**

### 5.4 Is the Proposal Minor in Nature?

The requested variances do not preclude the ability of the subject site or the entire site 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 consistent with the built form of the surrounding area. As described in section 5.2, above, variances required are required to:

- / adjust the zoning performance standards for a residential building in a mixed-use zone;
- / reduce requirements for parking, which is generally encouraged given the site's proximity to transit, as well as due to the subject site and entire site's history of excess parking supply and lower demand; and
- / seek relief from provisions related to PUDs that are generally contemplated for townhouse development projects.

The impacts of the requested parking rate variance are expected to be minor, based on the existing parking requirements of co-op members, the anticipated requirements of future members, and measures implemented through the proposed development to support alternative and sustainable modes of transportation. Finally, any

potential impacts can be managed through shared parking management between the three (3) leaseholders of the site, as sharing and leasing of parking spaces already occurs today.

**Therefore, the variances are not expected to generate any undue adverse impacts on neighbouring properties and the proposed variances are minor in nature.**

## 6.0 Ontario Planning Act: Consents

The *Planning Act* outlines the powers and criteria for land conveyance in Ontario. Per Section 53(12), in determining if a consent is to be given, a council (or Committee of Adjustment) shall have regard to the criteria under subsection 51 (24).

The proposed Consent meets the applicable criteria established in Section 51(24):

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

**The proposed application for Consent to Sever is consistent with the matters of provincial interest and the Provincial Policy Statement. The proposed Consent would establish a lease greater than 21 years, which is consistent with the current leases held by Better Living as well as neighbouring Birchwood Meadow and CommunityWorks as well.**

- b) whether the proposed subdivision is premature or in the public interest;

**Better Living Residential Co-operative Inc. will maintain ownership and operation of the units to provide affordable units for rent through a co-op housing model. The proposal seeks to reinstate 12 co-op units back to the site after a fire destroyed the previous building in 2022 and increase the overall supply of affordable housing, a main priority of the Government of Ontario. Since the stacked dwelling on Block 3 burned down and is proposed to be replaced by a low-rise apartment building, a Consent application is required to ensure that this is captured in the long-term lease. A Site Plan Control (SPC) application is currently underway to handle site design details and has advanced through a second resubmission. Key site plan issues have been largely addressed; therefore, the proposed Consent application is not premature and is indeed in the public interest.**

- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

**The Consent application for a long-term lease is technical in nature. The Official Plan does not provide guidance on Consent applications for long-term leases. The proposed Consent application maintains the existing leased areas and easements. The subject site and entire site are of a sufficient size given the land uses existing and proposed. The proposed low-rise apartment building and the existing stacked dwellings are appropriate given the size of the entire site and subject site. Therefore, the plan conforms to the City of Ottawa Official Plan (2022).**

- d) the suitability of the land for the purposes for which it is to be subdivided;

**The application will not adjust or change the leased lands or any easements. As described above, the proposed low-rise apartment building and existing stacked dwellings are appropriate given the lot shape, area, and frontage on Ogilvie Road. The land will continue to be used for residential uses.**

- d.1) If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

**The proposed development includes affordable housing units. The exact level of affordability is to be determined, but will support existing affordable housing units in the co-op.**

- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

**The proposed development will have frontage on a public road and a private way. The subject site will continue to have frontage on public roads.**

- f) the dimensions and shapes of the proposed lots;

**The Consent is associated with a lease only; the lot shape is not proposed to change as a result of this application.**

- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

**There are no known restrictions on the subject site preventing the proposed development. The proposed development utilizes an easement for pedestrian and vehicle access for the benefit of Better Living.**

- h) conservation of natural resources and flood control;

**No negative effects to the natural heritage of the surrounding area are anticipated as a result of the proposed development.**

- i) the adequacy of utilities and municipal services;

**A Site Plan Control application is currently underway. No issues have been identified related to adequacy of utilities or civil servicing, including water, stormwater, or wastewater.**

- j) the adequacy of school sites;

**The subject property is located in close proximity to a number of public schools including Carson Grove Elementary School, Innovation Catholic High School, Our Lady of Mount Carmel School, Lester B. Pearson High School, and St. Brother André School located within 2.5 kilometres of the subject property.**

- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes; and,

**The proposed development accommodates right-of-way (ROW) protection for Ogilvie Road, which includes a road widening. No other land is proposed to be conveyed or dedicated for public purposes.**

- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy;

**A 10-kilowatt solar system installed in partnership with the Ottawa Renewable Energy Co-op (OREC) is currently installed on the roof of one of the buildings. The panels produce 12 megawatt-hours of electricity per year and reduce 1.6 tonnes of greenhouse gases (GHG) per year according to the OREC webpage on the project. Additionally, the proposed development will be designed to be a high-performance, energy-efficient building.**

**In conclusion, the proposed Consent for a land lease longer than 21 years application satisfies the applicable criteria for a Consent in the Planning Act.**

## 7.0 Conclusion

The proposed Minor Variance and Consent Application represents appropriate, orderly development, and function of 1330, 1340, 1350, and 1360 Ogilvie Road. It is our professional planning opinion that the proposed Minor Variance and Consent constitute good planning with consideration of the following:

- / The proposal conforms to the Provincial Planning Statement (2024);
- / The proposal conforms to the policies and objectives of the Mainstreet Corridor designation of the City of Ottawa Official Plan (2022);
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law (2008-250);
- / The proposed minor variances meet the four tests, as set out in the *Planning Act*; and
- / The proposed Consent meets the applicable evaluation criteria established in the *Planning Act*.

Sincerely,



Scott Alain, RPP MCIP  
Senior Planner



Tamara Nahal, RPP MCIP  
Planner



Gabi Amos, RPP MCIP  
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