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April 17, 2026

Committee of Adjustment
City of Ottawa
101 CentrepoinTE Drive
Ottawa, ON, K2G 5K7

Attention: Michel Bellemare, Secretary - Treasurer

Dear Mr. Bellemare:

**Reference: 2055 Robertson Road
Application for Minor Variance
Our File No: 125128**

Committee of Adjustment
Received | Reçu le

2026-04-23

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Novatech has been retained by the owner of the property municipally known as 2055 Robertson Road (the "Subject Site") to prepare and file an application for Minor Variance in order to facilitate the construction of an addition to the existing hotel use. A Site Plan Control application to facilitate the construction of the addition has been submitted.

This letter describes the existing conditions of the site and its surrounding context, the proposed development, and the rationale in support of the applications.

Site and Context

Site

2055 Robertson Road is located in the Bells Corner neighbourhood and is within the City of Ottawa's College Ward (Ward 8). The Subject Site is in an area bounded by the Queensway to the north, Moodie Drive to the west, Old Richmond Road to the southeast, and Stinson Avenue to the east (Figure 1).

Figure 1: Location of the Subject Site



Figure 3: Existing Building on the Subject Site (Google Streetview, Oct 2024)

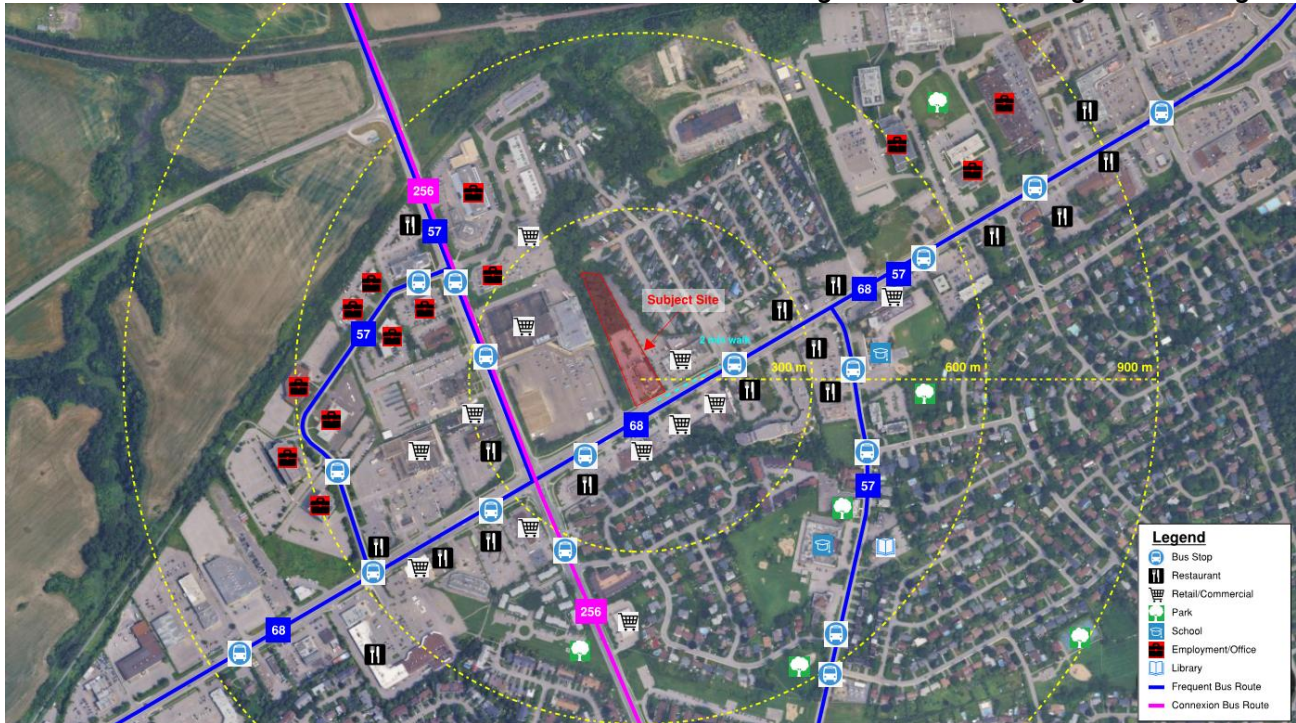


Surrounding Context

The Subject Site is primarily surrounded by commercial uses along Robertson Road. There is a mobile home park located to the northeast of the Subject Site and residential neighbourhoods located further to the south from the Subject Site.

Within a 300 metre radius of the Subject Site, there are a number of commercial uses and restaurants along Robertson Road. There are also bus stops along Robertson Road and Moodie Drive within a five minute walk of the Subject Site, including a bus stop that is around a 2 minute walk from the Subject Site. These bus stops provide access to Route 57 and 68 frequent bus routes and the 256 Connexion route, which provides direct connections to the O-Train during peak hours. Within a 600 metre radius of the Subject Site, there are a variety of office buildings, commercial uses, and residential uses. Our Lady of Peace School, Bells Corner Public School, George Wilson Park, Williams Park, and the Ottawa Public Library – Centennial are also located within 600 metres of the Subject Site. Within a 900 metre radius of the Subject Site, there are office, commercial, and residential uses. The Greenbelt is also within 900 metres of the Subject Site.

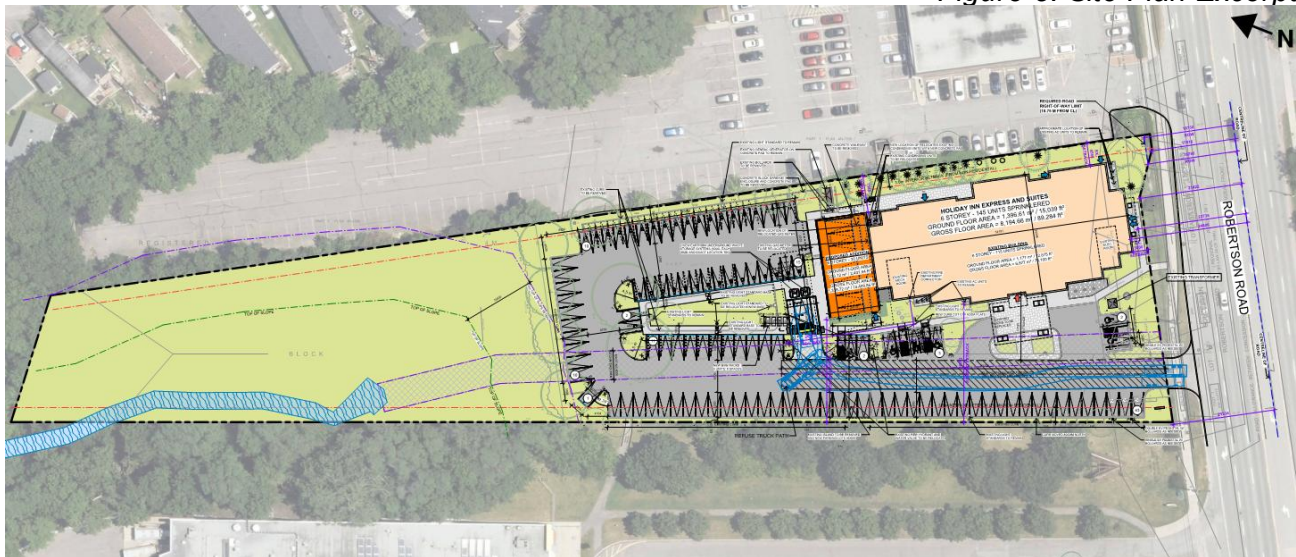
Figure 4: Surrounding Context Figure



Proposed Development

The proposed minor variance application will facilitate the development of a six storey addition to the existing six storey hotel on the Subject Site (see Figure 5). The proposed addition will add 30 units to the hotel, bringing the total number of units to 145 units. In order to accommodate the proposed addition, the rear yard parking lot will be reconfigured to provide 108 parking spaces. Landscaped buffers and medians will be provided within the parking lot.

Figure 5: Site Plan Excerpt



Minor variances for a reduced minimum parking rate and a reduced landscape buffer on the western side of the parking lot are required under Zoning By-law 2008-250. Minor variances for a reduced landscape buffer on the western and eastern sides of the parking lot are required under Zoning By-law 2026-50.

Minor Variance Application

The proposed minor variances are listed below:

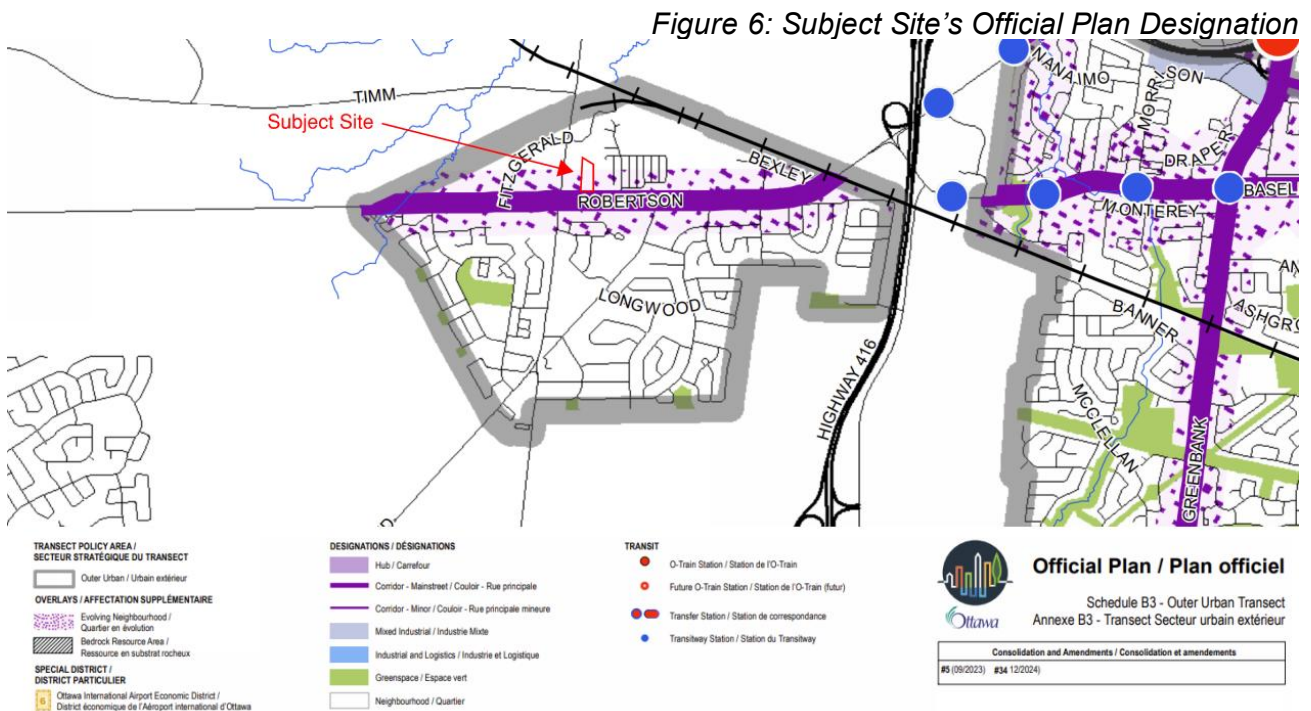
- a) To permit a reduced minimum parking space rate of 0.74 spaces per guest unit; whereas Table 101, Row N44 of Zoning By-law 2008-250 requires a minimum parking space rate of 1 space per guest unit.
- b) To permit a reduced minimum soft landscape buffer of 3 metres along the eastern lot line; whereas Section 607(7)(c) of Zoning By-law 2026-50 requires a minimum soft landscape buffer of 5 metres.
- c) To permit a reduced minimum soft landscape buffer of 1 metre along the western lot line; whereas Section 607(7)(c) of Zoning By-law 2026-50 requires a minimum soft landscape buffer of 5 metres.

Minor Variance Rationale

Section 45(1) of the Planning Act sets the four tests that a minor variance is required to meet in order to be permitted.

The first test for a minor variance is that the general intent and purpose of the Official Plan is maintained.

2055 Robertson Road is designated Mainstreet Corridor in the Outer Urban Transect of the City of Ottawa Official Plan (2022).



City-Wide Policies

Section 4.9 of the Official Plan provides policy direction on water resources. The Subject Site contains the Stillwater Creek watercourse on the rear portion of the Subject Site.

Policy 2 of Section 4.9.3 states:

“Where a Council-approved watershed, subwatershed or environmental management plan does not exist, or provides incomplete recommendations, the minimum setback from surface water features shall be the greater of the following:

- a) Development limits as established by the conservation authority’s hazard limit, which includes the regulatory flood line, geotechnical hazard limit and meander belt;*
- b) Development limits as established by the geotechnical hazard limit in keeping with Council-approved Slope Stability Guidelines for Development Applications;*
- c) 30 metres from the top of bank, or the maximum point to which water can rise within the channel before spilling across the adjacent land; and*
- d) 15 metres from the existing stable top of slope, where there is a defined valley slope or ravine.”*

The proposed addition will respect the 15 metre setback from the existing top of slope of Stillwater Creek. Stillwater Creek and the required setback take up more than a third of the Subject Site, which limits the area available for the hotel use and accessory uses such as the parking lot. As part of the proposed addition, the parking lot has been reconfigured to ensure that the 15 metre watercourse setback is protected while increasing the landscaped buffer provided around the parking lot from 1.46 metres to 3 metres on the eastern property line. In addition, the creek and associated landscaping will provide for adequate soft landscaping on the Subject Site despite the reduced landscape buffer around the parking lot.

Outer Urban Transect

The Outer Urban Transect is characterized by neighbourhoods within the Greenbelt that were built in the last third of the twentieth century and represent the classic suburban model in terms of built form and character. Policy 1 of Section 5.3.1 states:

“The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15-minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually.”

The existing hotel and proposed addition exhibit characteristics of a suburban model. The Subject Site is located along a commercial Mainstreet that is a prime location for a gradual shift away from vehicle-oriented development. The proposed variances will support a shift from vehicle-oriented development towards development that supports the use of public transit and active transportation modes.

Policy 3 of Section 5.3.1 states:

“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:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and*
- b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.”*

The Subject Site is located along Robertson Road, which is designated as a Transit Priority Corridor on Schedule C2 of the Official Plan. The proposed variances will support a shift from vehicle-oriented development towards transit supportive development.

Policy 1 of Section 5.3.2 states (*emphasis added*):

“The transportation network for the Outer Urban Transect shall:

- a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;*
- b) Further to a), introducing mid-block connections to, from and within residential areas, particularly where doing so would materially reduce walking and cycling distances imposed by discontinuous street networks; and*
- c) Reducing automobile trips into the Inner Urban and Downtown Core Transects while improving first and last-kilometre transportation options at the Outer Urban trip ends by:
 - i) Establishing park-and-ride facilities at strategic locations near rapid transit stations; and*
 - ii) Maximizing direct pedestrian access from residential areas to street transit stops.”**

The proposed development and variances acknowledge the existing automobile-dependent built form while taking the opportunity to encourage other modes of transportation such as walking, cycling, and public transit. The Subject Site is located on a Transit Priority Corridor and is within a two minute walk of frequent transit service. The requested variance for a reduced parking rate will allow parking to be provided on site while encouraging guests to make their trips by transit, walking, or cycling. The proposal will meet the minimum bicycle parking rate requirements of both Zoning By-law 2008-250 and Zoning By-law 2026-50, which will allow guests or employees to access the site by biking.

Policy 3 of Section 5.3.3. states:

“Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks and angular planes:

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of*

- sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise; and*
- b) *On sites that front on segments of streets whose right-of-way is narrower than 30 metres as identified in Schedule C16 for the planned street context, generally, up to 9 storeys except where a secondary plan or area-specific policy specifies different heights.”*

The proposed building height is six storeys. This conforms to Policy 3 of Section 5.3.3.

Mainstreet Corridor Designation:

The Subject Site is designated Mainstreet Corridor on Schedule B3 of the Official Plan. Section 6.2 provides policy direction for development on Mainstreet Corridors and describes the planned function of the designation as “*combin[ing] 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 nearby Hubs.*”

The proposed development with the requested variances will meet this intent by encouraging guests and employees of the hotel to use alternative modes of transportation such as cycling or transit rather than vehicles.

Policy 1 of Section 6.2.2 states:

“In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.”

The existing hotel and proposed addition will provide for a mix of uses in the neighbourhood and is consistent with Policy 1.

The proposed development with the requested variances will encourage the use of active transportation and transit to access the Subject Site, which is encouraged along Mainstreet Corridors and Transit Priority Corridors. The proposal prioritizes the protection of Stillwater Creek over vehicle parking by providing the required 15 metre setback from the creek. The creek and setback will provide for adequate soft landscaping on the Subject Site despite the reduced landscaping buffers around the parking lot.

The minor variances maintain the general intent and purpose of the City of Ottawa Official Plan.

The second test for a minor variance is that the general intent and purpose of the Zoning By-law is maintained.

The Subject Site is zoned Arterial Mainstreet (AM) and Business Park Industrial, Subzone 1 (IP1) in the City of Ottawa Zoning By-law 2008-250. The IP1 zone applies to the rear portion of the Subject Site that contains Stillwater Creek and the setback requirement. This portion of the Site will not be developed.

The purpose of the AM zone is to:

1. *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*
2. *Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*

The following non-residential uses are permitted in the AM zone, as per Section 185 of the Zoning By-law:

<i>Amusement centre</i>	<i>Medical facility</i>
<i>Amusement park</i>	<i>Municipal service centre</i>
<i>Animal care establishment</i>	<i>Museum</i>
<i>Animal hospital</i>	<i>Nightclub</i>
<i>Artist studio</i>	<i>Office</i>
<i>Automobile dealership</i>	<i>Park</i>
<i>Automobile rental establishment</i>	<i>Parking garage</i>
<i>Automobile service station</i>	<i>Payday loan establishment</i>
<i>Bank</i>	<i>Personal brewing facility</i>
<i>Bank machine</i>	<i>Personal service business</i>
<i>Bar</i>	<i>Place of assembly</i>
<i>Broadcasting studio</i>	<i>Place of worship</i>
<i>Car wash</i>	<i>Post office</i>
<i>Catering establishment</i>	<i>Production studio</i>
<i>Cinema</i>	<i>Recreation and athletic facility</i>
<i>Click and collect facility (By-law 2016-289)</i>	<i>Research and development centre</i>
<i>Community centre</i>	<i>Residential care facility</i>
<i>Community health and resource centre</i>	<i>Restaurant</i>
<i>Convenience store</i>	<i>Retail food store</i>
<i>Day care</i>	<i>Retail store</i>
<i>Diplomatic mission</i>	<i>School</i>
<i>Drive-through facility</i>	<i>Service and repair shop</i>
<i>Emergency service</i>	<i>Sports arena</i>
<i>Funeral home</i>	<i>Storefront industry</i>
<i>Gas bar</i>	<i>Technology industry</i>
<i>Hotel</i>	<i>Theatre</i>
<i>Instructional facility</i>	<i>Training centre</i>
<i>Library</i>	<i>Urban agriculture</i>

The following residential uses are permitted in the AM zone.

- (2) The following residential uses are permitted:
- apartment **dwelling**, low rise
 - apartment **dwelling, mid rise** (By-law 2014-292)
 - bed and breakfast**, see *Part 5, Section 121*
 - dwelling** unit
 - group home**, see *Part 5, Section 125*
 - home-based business**, see *Part 5, Section 127*
 - home-based daycare, see *Part 5, Section 129*

planned unit development, see Part 5, Section 131
retirement home
retirement home, converted see Part 5, Section 122
rooming house
stacked dwelling, see Part 5, Section 138 (By-law 2010-307)
townhouse dwelling, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) (By-law 2014-189)

The existing hotel use is permitted in the AM zone.

The zoning provisions that apply to the Subject Site under Zoning By-law 2008-250 can be found in Table 1.

Table 1: Zoning Provisions Under Zoning By-law 2008-250

Zoning Provision	Requirement	Provided
Minimum Lot Width (m)	No minimum	61 m
Minimum Lot Area (m ²)	No minimum	10,084 m ²
Maximum Building Height (m)	30 m but in no case greater than 9 storeys	6 storeys
Minimum Front Yard Setback (m)	No minimum	3 m
Minimum Corner Side Yard Setback (m)	No minimum	N/A
Minimum Rear Yard Setback (m)	No minimum	165.2 m
Minimum Interior Side Yard Setback (m)	No minimum	4.5 m / 24.5 m
Maximum Floor Space Index	None	N/A
Minimum Number of Parking Spaces	1 space per guest unit (145 spaces)	0.74 spaces per guest unit (108 spaces)
Minimum Driveway Width (m)	6 m	6.7 m
Minimum Parking Lot Landscaping	15% of parking lot area (435 m ²)	30% of parking lot area (892 m ²)
Minimum Landscape Buffer Around a Parking Lot	3 m	Eastern parking buffer – 3 m Western parking buffer – 1 m Rear parking buffer – 109.1 m
Minimum Number of Bicycle Parking Spaces	1 per 1000 m ² of gross floor area (1.3 spaces for addition)	8 spaces

The proposed development will require relief from Zoning By-law 2008-250 for a reduced vehicle parking rate and a reduced minimum landscape buffer on the western side of the parking lot.

The Subject Site is zoned Mainstreet Zone 2 (MS2) and Neighbourhood Mixed-Use, Subzone 4 (NMU4) in the new City of Ottawa Zoning By-law 2026-50. The NMU4 zone applies to the rear portion of the Subject Site that contains Stillwater Creek and the setback requirement. This portion of the Site will not be developed.

The purpose of the MS2 zone is to:

1. *Permit a broad range of mixed-use development along wider mainstreets with larger lot fabric, including high-rise development where street context and lot fabric can support it, in accordance with Official Plan policies for Mainstreet Corridors.*

The following non-residential uses are permitted in the MS2 zone, as per Section 905 of the new Zoning By-law:

<i>Amusement park</i>	<i>Instructional facility</i>
<i>Animal care establishment</i>	<i>Library</i>
<i>Artist studio</i>	<i>Medical facility</i>
<i>Automobile dealership</i>	<i>Micro-distribution facility</i>
<i>Automobile rental establishment</i>	<i>Museum</i>
<i>Automobile service station</i>	<i>Nightclub</i>
<i>Bank</i>	<i>Office</i>
<i>Bed and breakfast</i>	<i>Parking garage</i>
<i>Broadcasting and production studio</i>	<i>Payday loan establishment</i>
<i>Car wash</i>	<i>Personal service business</i>
<i>Catering establishment</i>	<i>Place of assembly</i>
<i>Community centre</i>	<i>Place of worship</i>
<i>Courthouse</i>	<i>Post-secondary educational institution</i>
<i>Day care</i>	<i>Recreation and athletic facility</i>
<i>Drive-through facility</i>	<i>Research and development centre</i>
<i>Emergency service</i>	<i>Restaurant</i>
<i>Funeral home</i>	<i>Retail store</i>
<i>Gas bar</i>	<i>School</i>
<i>Government service centre</i>	<i>Sports arena</i>
<i>Hospital</i>	<i>Storefront industry</i>
<i>Hotel</i>	<i>Theatre</i>
<i>Indoor entertainment facility</i>	

A dwelling unit is also a permitted use in the MS2 zone.

The existing hotel use is permitted in the MS2 zone.

The zoning provisions from Zoning By-law 2026-50 that apply to the Subject Site can be found in Table 2.

Table 2: Zoning Provisions Under Zoning By-law 2026-50

Zoning Provision	Requirement	Provided
Minimum Lot Width (m)	No minimum	61 m
Minimum Lot Area (m ²)	No minimum	10,084 m ²
Minimum Building Height	6 m	6 storeys
Maximum Building Height (m)	100 m	6 storeys
Minimum Front Yard Setback (m)	Portion of building 15 m or less above grade – No minimum	3 m

	Portion of building more than 15 m above grade – 1.5 m Portion of building more than 30 m above grade – 3 m	
Minimum Corner Side Yard Setback (m)	Portion of building 15 m or less above grade – No minimum Portion of building more than 15 m above grade – 1.5 m Portion of building more than 30 m above grade – 3 m	N/A
Minimum Rear Yard Setback (m)	No minimum	165.2 m
Minimum Interior Side Yard Setback (m)	No minimum	4.5 m / 24.5 m
Minimum Ground Floor Height	4 m	
Minimum Ground Floor Glazing	40% of ground floor façade	
Minimum Driveway Width (m)	6 m	6.7 m
Minimum Parking Lot Landscaping	20% of parking lot area (580 m ²)	30% of parking lot area (892 m ²)
Minimum Landscape Buffer Around a Parking Lot	5 m	Eastern parking buffer – 3 m Western parking buffer – 1 m Rear parking buffer – 109.1 m
Minimum Width of a Soft Landscaped Median Within a Parking Lot	3.5 m	3.5 m
Minimum Number of Bicycle Parking Spaces	6 spaces with an additional 1 space per 250 m ² of associated restaurant or assembly above 1,000 m ² (6 spaces)	8 spaces

The Subject Site will require relief from Zoning By-law 2026-50 for a reduced landscape buffer along the western and eastern sides of the parking lot.

Variance a) requests a reduced parking rate of 0.74 spaces per guest unit for a hotel where Zoning By-law 2008-250 requires 1 parking space per guest unit to be provided. Despite the reduced number of parking spaces, the proposal meets the intent of the parking space provision by providing an appropriate number of parking spaces to meet the anticipated demand while also encouraging the use of alternative modes of transportation. The Subject Site is located within a two-minute walk of bus stops that are serviced by frequent transit routes providing connections to the Baseline and Terry Fox Park & Ride stations, Kanata Centrum, Bayshore Shopping Centre, and Tunney's Pasture LRT station. In addition, the proposal will provide eight bicycle parking spaces, which exceeds the bicycle parking requirement for the proposed addition. This will support the use of bicycles to access the Subject Site and reduce the need to access the site by automobile.

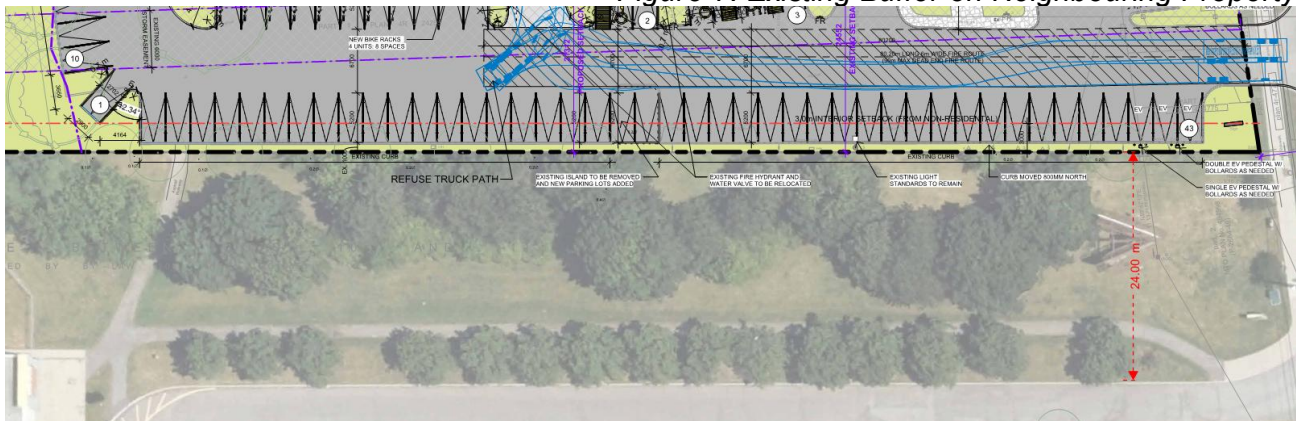
Variance b) requests a reduced minimum landscape buffer of 3 metres along the eastern side of the parking lot where Zoning By-law 2026-50 requires a minimum landscape buffer of 5 metres. Variance

c) requests a reduced minimum landscape buffer of 1 metre along the western side of the parking lot where Zoning By-law 2008-250 requires a minimum landscape buffer of 3 metres and Zoning By-law 2026-50 requires a minimum landscape buffer of 5 metres.

The intent of the soft landscaping buffer around the parking lot is to ensure that there is adequate separation between the parking lot and neighbouring properties and to provide for adequate soft landscaping in order to reduce potential runoff impacts from the increased hardscaping of a parking lot.

Despite the reduced landscape buffer, there will be adequate space provided between the parking lot and the neighbouring properties. The property to the west of the Subject Site, where the proposed landscape buffer is one metre, contains a landscape buffer of around 24 metres along the shared property line (see Figure 7). This means that there will be at least 25 metres of soft landscaping between the parking lot on the Subject Site and the driveway on the neighbouring property to the west. This will provide adequate buffering between the parking lot on the Subject Site and the driveway on the neighbouring property. The proposed reconfiguration of the parking lot on the Subject Site will also result in an increased buffer along the eastern lot line compared to the existing condition. In addition, while the proposed landscape buffer on the eastern lot line does not meet the requirement under the new Zoning By-law 2026-50, it does meet the requirement of Zoning By-law 2008-250.

Figure 7: Existing Buffer on Neighbouring Property



The proposal will also provide adequate soft landscaping on the Subject Site which will help reduce potential runoff impacts. The proposal will include over 5,000 square metres of soft landscaping which represents over 50% of the Subject Site as soft landscaping. The proposed parking lot configuration respects the 15 metre setback from Stillwater Creek while providing a greater soft landscape buffer than the existing condition. With respect to soft landscaping, the proposed reconfiguration will result in an improvement compared to the existing condition.

The minor variances maintain the general intent and purpose of the Zoning By-law 2008-250 and Zoning By-law 2026-50.

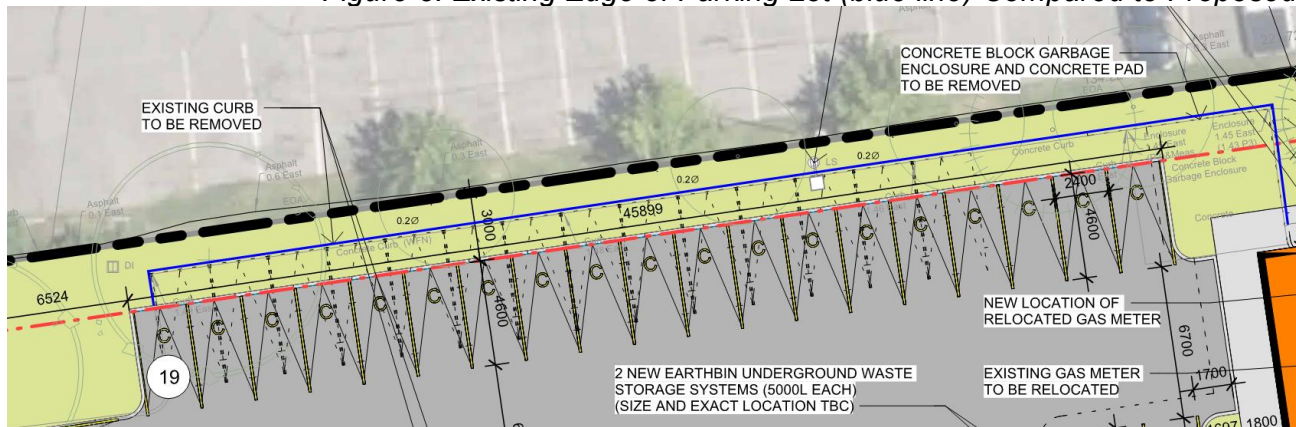
The third test for a minor variance is that the minor variance is considered desirable for the use of land.

The requested variances are considered desirable for the use of the land as they will allow for the expansion of the existing hotel use on site while protecting Stillwater Creek to the rear of the Subject

Site. The requested variance for the reduced parking rate is required due to the site constraints posed by the 15 metre setback from Stillwater Creek. The parking lot has been reconfigured to allow for the proposed addition, to respect the required setback from Stillwater Creek, and to provide a larger landscape buffer around the parking lot than what exists today.

Despite the variance for the reduced landscape buffer around the parking lot, the proposal will provide a larger landscape buffer than the existing condition, as shown on Figure 8. This is a more desirable use of the Subject Site and will provide more buffering than the existing parking lot. The proposed development and parking configuration is an improvement from what exists today.

Figure 8: Existing Edge of Parking Lot (blue line) Compared to Proposed



The minor variances are considered desirable for the use of land.

The fourth test for a minor variance is that the variance is considered minor in nature.

The proposed development requires variances to permit a reduced parking rate and a reduced landscape buffer on the western and eastern sides of the parking lot.

Variance a) proposes a reduced parking rate of 0.74 parking spaces per unit where Zoning By-law 2008-250 requires a minimum parking rate of 1 parking space per unit for a hotel. The requested variance would constitute a reduction of 0.26 parking spaces per unit or a total of 37 spaces. Despite the reduced number of parking spaces, there will be minimal impacts on the neighbourhood or on the ability for users to access the Subject Site. The Subject Site is located along Robertson Road where frequent bus transit runs every 15 minutes. In addition, eight bicycle parking spaces will be provided, which exceeds the required number of bicycle parking spaces for the proposed addition. These alternative modes of transportation will alleviate the demand for parking and encouraging users to access the site through more sustainable modes of transportation, in line with the City's direction.

In addition, the new Zoning By-law 2026-50 has removed parking minimums across the City. Under the new Zoning By-law, no parking would be required to be provided on the Subject Site. This is in line with the City's direction towards less vehicle-oriented development. The requested relief for the minimum parking rate is only required as the most restrictive provisions between Zoning By-law 2008-250 and Zoning By-law 2026-50 apply. Once the new Zoning By-law 2026-50 comes into force and effect, the proposed number of parking spaces would be fully conforming.

Variance b) proposes a reduced landscape buffer of 3 metres along the eastern side of the parking lot where Zoning By-law 2026-50 requires a minimum landscape buffer of 5 metres around a parking lot. Variance c) proposed a reduced landscape buffer of 1 metre along the western side of the parking lot where Zoning By-law 2026-50 requires a minimum landscape buffer of 5 metres around a parking lot. The requested variances would constitute a reduction of 2 metres and 4 metres respectively.

Despite the reduced landscape buffer, the proposal will have minimal impacts on neighbouring properties. The proposed landscape buffers around the parking lot represent an increase in buffering compared to what exists today. The proposal will provide more buffering between the proposed parking lot and the parking lot to the east of the Subject Site. In addition, the neighbouring property to the west has an approximately 24 metre landscape buffer between the driveway and the shared property line. This means that there will be approximately 25 metres of buffering between the neighbouring driveway and the proposed parking lot on the Subject Site. This will have no more impact than the existing condition.

The reduced landscape buffers are also expected to have minimal stormwater runoff impacts. The proposed development will maintain over 50% of the Subject Site as softly landscaped area. This includes a large landscape area to the rear of the property within the 15 metre setback from Stillwater Creek. Additionally, the proposed expansion of the hotel will be constructed in an area that was formerly part of the parking lot on the Site. This means that the proposed addition is not expected to add additional hardscaping on the Subject Site. The parking lot has also been reconfigured to provide a larger landscape buffer than what exists today. This will help minimize any potential runoff impacts.

The variances are considered minor in nature.

Provincial Planning Statement (2024)

Section 3(5) of the Planning Act states:

“A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

(a) Subject to a regulation made under subsection (6.1), shall be consistent with the policy statement issued under subsection (1) that are in effect on the date of the decision; and”

A decision by the Committee of Adjustment with respect to a planning matter must be consistent with the Provincial Planning Statement (PPS). The Provincial Planning Statement provides policy direction on matters of provincial interest that are related to land use planning and development.

Policy 6 of Section 2.1 of the PPS states:

“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.”*

The proposed development will support the achievement of complete communities by contributing to the mix of land uses in the neighbourhood. The proposed variances will facilitate the expansion of an existing commercial use and will support a transition towards transportation options with multi-modal access.

Section 2.3 of the PPS provides policy direction for settlement areas. Policy 2 of Section 2.3.1 states:

“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; and*
- e) are freight-supportive.”*

The proposed development will more efficiently use the Subject Site by expanding the existing hotel use and reconfiguring the existing parking lot to provide a larger landscape buffer on the east side of the parking lot while respecting the 15 metre setback from Stillwater Creek. The proposed reduction of the parking rate will support active transportation and transit use by encouraging the use of alternative modes of transportation to access the site. The proposal will include bike parking that exceeds the minimum requirement for the proposed addition. This will support active transportation use in the neighbourhood. The Subject Site is also located along a Transit Priority Corridor where frequent bus service is available. The proposed reduction in the number of parking spaces is transit-supportive and will support a transition away from vehicle use.

The variances are consistent with the Provincial Planning Statement (2024).

Conclusion

The proposed development at 2055 Robertson Road maintains the general intent and purpose of the City of Ottawa Official Plan (2022) by encouraging the use of active transportation and transit to access the Subject Site, in line with the policies of Mainstreet Corridors and Transit Priority Corridors. The proposal will provide the required setbacks from Stillwater Creek which will contribute to providing adequate soft landscaping on the Subject Site.

The proposed development maintains the intent of both Zoning By-law 2008-250 and Zoning By-law 2026-50. The proposed reduction in parking will meet the intent of the minimum parking provisions and will not impact access to the Subject Site. The Subject Site is located along a Transit Priority Corridor and is a two minute walk away from frequent bus transit. In addition, bike parking is proposed on the Subject Site to support access to the Site through alternative modes. Minimum parking rates have also been removed from the new Zoning By-law 2026-50. The proposed number of parking spaces will conform with the new Zoning By-law. The proposed reduction to the minimum landscape buffer around the parking lot will also meet the intent of the Zoning By-law to ensure that adequate buffering and soft landscaping is provided. With the proposed development, more than 50% of the Subject Site will be softly landscaped. The proposed development proposes to increase the

landscape buffers compared to the existing condition, which will provide for increased separation between the parking lot on the Subject Site and neighbouring properties.

The proposed development is a desirable use of the land as it will allow for the expansion of the existing hotel while respecting the 15 metre setback from Stillwater Creek. The proposed reconfiguration of the parking lot will allow a larger setback to be provided on the east side of the parking lot.

The requested variances are minor in nature as they will have minimal impacts on neighbouring properties. The Subject Site is well located along a Transit Priority Corridor where frequent bus transit is available. The proposal will also provide bike parking in excess of what is required under both Zoning By-laws for the proposed additions. This will help mitigate any potential impacts from a reduced parking rate while supporting the use of alternative modes of transportation. The reduced landscape buffers will have a minimal impact on neighbouring properties compared to the existing condition and will maintain over 50% of the Site as soft landscaping, which will minimize any potential runoff impacts from the parking lot.

As all four tests under Section 45(1) of the Planning Act have been met and the proposal is consistent with the Provincial Planning Statement, the proposed development represents good land use planning.

In support of the application for minor variance, please find enclosed:

- Cover Letter (one copy)
- Complete Minor Variance Application Form (one original copy)
- Site Plan (one 8.5x11 copy and one 11x17 copy)
- Survey Plan (one 8.5x11 copy and one 11x17 copy)
- Tree Conservation Report (one copy)

Should you have any questions regarding these applications, please do not hesitate to contact me.

Yours truly,

NOVATECH



Simran Soor, MCIP, RPP
Project Planner | Planning & Development