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June 27, 2023

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Committee of Adjustment
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2023-06-27

City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: 817 Roseview Avenue - Minor Variance Application

On behalf of the landowner 817 Roseview Inc., please find enclosed a Minor Variance application for the proposed development at 817 Roseview Avenue. A cheque for the total application fees of \$2,868 is enclosed. Finally, hard copies of the following mandatory submission requirements:

- Cheque in the amount of \$2,868 for the Minor Variance Application fee;
- Completed application form (1 copy);
- Planning Rationale, June 2022 - Prepared by WSP (1 copy);
- Services and Grading Plan, June 2023 – Prepared by Arch-Nova Design Inc. (1 copy);
- Site Plan A1, June 6, 2023 – Prepared by unPoised Architecture Inc. (1 copy);
- Landscape Plan, L1, June 7, 2023 – Prepared by John K. Szczepaniak (1 copy);
- Tree Conservation Report, September 14, 2021 – Prepared by IFS Associates (1 copy);
- Surveyor's Property Report, May 20, 2021 – Prepared by Ontario Land Surveyor (1 copy);
- Survey Plan, May 20, 2021 – Prepared by Annis, O'Sullivan, Vollebakk (1 copy); and
- Copy of email correspondence with City Forester, June 12, 2023

Please feel free to contact me at Nadia.De-Santi@wsp.com or (613) 690-1114 if you have any questions regarding this submission.

Sincerely,

Nadia De Santi, MCIP, RPP
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Fernando Matos, Soma Studios
Grace Maxner, Planner, WSP Canada Inc.



June 27, 2023

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

**Subject: Application for Minor Variance
817 Roseview Avenue, Ottawa, ON, K2B 6J3**

WSP Canada Inc. (“WSP”) is pleased to submit a Minor Variance Application on behalf of 817 Roseview Inc., the Owner of the property municipally known as 817 Roseview Avenue (“the site”) in the City of Ottawa. The purpose of the requested Minor Variance is to enable the construction of a new four-storey, low-rise apartment dwelling (“the proposed development”). The new apartment dwelling is proposed to have 24 units, ranging in size from studio units to 2-bedroom units. The proposed development would have a mix of affordable and market rental units (6 will be affordable units and the remaining 18 will be market units). The development would replace the existing one-storey detached dwelling on the site.

In 2022, the site was rezoned from (AM[2181] H(11)) Arterial Mainstreet, Urban Exception [2181], with a height limit of 11 metres to AM[2828] (Arterial Mainstreet, Exception 2828) in the City of Ottawa Zoning By-law. By-law 2022-373, was adopted by Council on November 9, 2022. The rezoning was accompanied by a concurrent Site Plan Control application which is still in progress.

Through the Site Plan control process, a drainage issue was raised by the City. As a result of this issue the transformer had to be relocated from the front of the building to the rear of the property to ensure the minimum distance from the window well of the basement is met; and to accommodate the sites drainage. The relocated transformer results in the loss 1 required parking space, therefore a minor variance is needed. Conversations with City staff on the technical change needed was agreed upon, leading to this request for a minor variance.

Requested Minor Variance

The proposed minor variance is to item 2 in Exception 2828 to enable the construction of the proposed development the following minor variance is requested:

- 1 To permit a reduction in the minimum parking spaces for a low-rise apartment building from 14 spaces to 13 spaces.

1.0 Site Location and Community Context

The site is legally described as Part 1, Part of Lot 1 Registered Plan 523 City of Ottawa. It is municipally known as 817 Roseview Avenue and is located in Ward 7 (Bay), on the east side of Roseview Avenue, as shown in **Figure 1**. A stormwater pipe easement in favour of the City of Ottawa is registered against the site as described by Instrument CR462929. The site has frontage of approximately 20 m along Roseview Avenue (a Local road running north-south), with a total lot area of approximately 1,100 m² (11,840 ft²), or 0.110 hectares (0.272 acres). It is generally rectangular in shape. The site is currently occupied by a vacant, one-storey single-detached house.

Figure 1: Site location and Neighbourhood Context (geoOttawa, 2023)

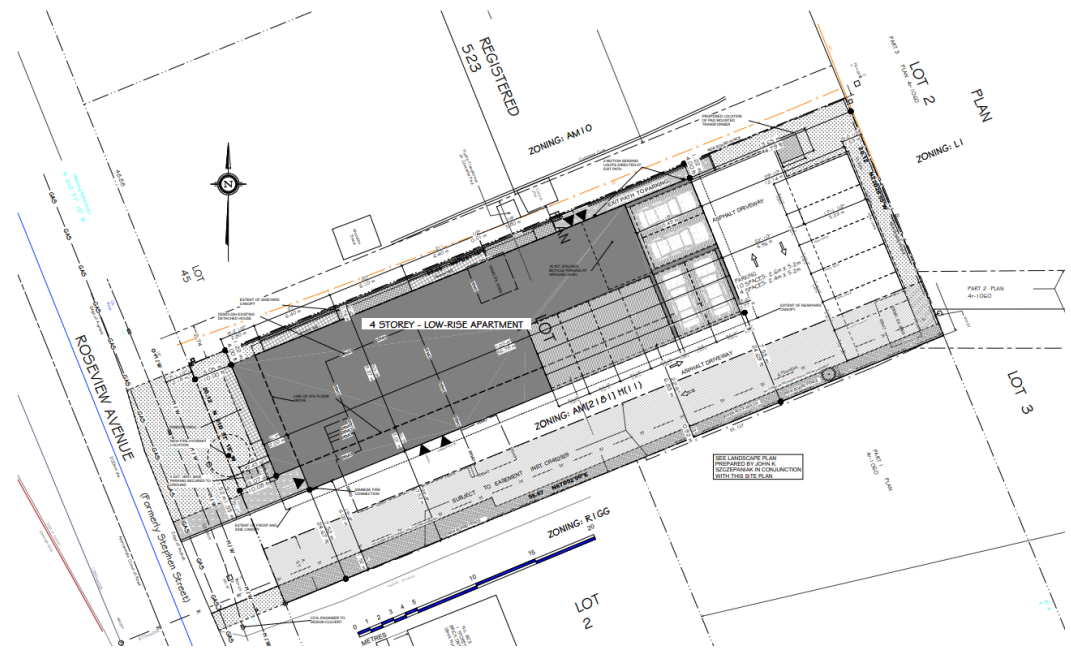


The site is located within the Michele Heights neighbourhood, which is primarily comprised of a mix of low, medium, and high-density residential uses. A variety of commercial uses exist in the vicinity of the site, and immediately abutting the north property line, due to its location south of Carling Avenue. Along Carling Avenue there are a range of retailers, restaurants and entertainment options, including Cineplex Ottawa to the west of the site. A range of neighbourhood parks exist in proximity to the site, including Michele Park, which includes the Michele Heights Community Centre, Judge Park and Bayshore Park.

2.0 Proposal Summary

The proposed development consists of a four-storey low-rise apartment dwelling, consisting of 24 units and a proposed gross floor area of approximately 1,355 m² (14,585 ft²), to be located on the east side of Roseview Avenue, between Carling Avenue and Michele Drive, as shown in the Site Plan excerpt in **Figure 2**. The full Site Plan is available in **Appendix A**. The dwelling units would be rental in nature.

Figure 2: Proposed site plan (excerpt) (June 6, 2023, prepared by Unpoised Architecture Inc.)



A vacant one-storey single-detached house exists on the site, along with a standalone shed in the southeast corner of the site. The existing house and shed are proposed to be demolished to enable the construction of the proposed development.

The low-rise apartment dwelling is proposed to have 24 units, ranging from studio units to 2-bedroom units. The proposed development would have a mix of affordable and market rental units (6 will be affordable units and the remaining 18 will be market units). The affordable units will be priced according to the current “affordable rate” set by the Canadian Mortgage and Housing Corporation (CMHC) based on the size of the unit.



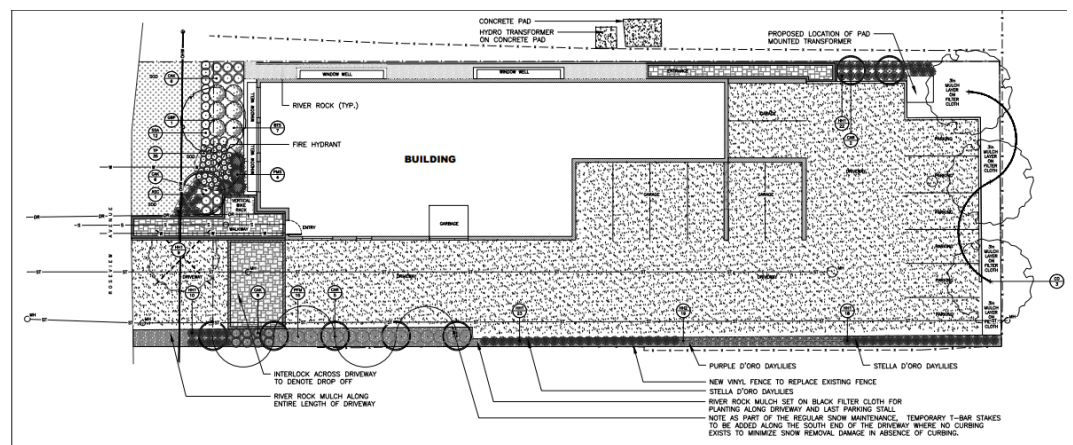
The proposed development will feature private balconies and walk-out porches for a portion of the dwelling units. A communal rooftop patio is proposed with a gross floor area of approximately 138 m² (1,484 ft²). The rooftop patio will be accessible via a staircase that projects from the roof. Together, the private balconies, walk-out porches and rooftop patio will serve as outdoor amenity area for residents as well as contribute to the overall design of the building by adding interest to its exterior.

The low-rise apartment building would front onto Roseview Avenue. One vehicle access is proposed from Roseview Avenue. A total of 14 parking spaces would be provided, consisting of 13 parking spaces for residents and 1 parking spaces for visitors. A total of 20 bicycle parking spaces are proposed, which will be located inside a designated bicycle storage room in the basement.

The site will feature landscaping along the site's perimeter to create a buffer between the development and the adjacent properties, as shown in the conceptual landscape plan in **Figure 3**. A mix of shrubs and plants will be located along the south, west, and east property lines. Two trees are proposed in the front yard, which will replace the existing that will be removed to allow for the building footprint.

A Tree Conservation Report (TCR) (September 14, 2022, prepared by IFS Associates) was completed for the proposed development in accordance with the City of Ottawa's Tree Protection By-Law (By-Law No. 2020-340). The TCR includes an assessment of the trees located on the site. As per the TCR, there are five distinct groups of trees on the property and a single tree located on City of Ottawa property. Under the current site plan no existing trees can be retained, including the one on city property.

Figure 3: Conceptual Landscape Plan (June 7, 2023, prepared by John K. Szczepaniak)





A fire hydrant is proposed to be added to the front of the building with an additional tree added. The planting is essentially just perennial and will readily adapt in the event of access issues and will not interfere with visibility.

According to the emails exchanged with the Planning Foresters, a Tree Information Report is not required for this application, a Tree Conservation Report and Landscape Plan are sufficient.

3.0 City of Ottawa Official Plan

Ottawa City Council adopted the City of Ottawa Official Plan (OP) on November 24, 2021 and the OP was approved by the Ministry of Municipal Affairs and Housing on November 4, 2022 with modifications. The OP sets the vision for how the city will grow and develop to 2046.

3.1 Strategic Directions

Section 2 of the OP, Strategic Directions, outlines the broad policies that will govern the growth and development of Ottawa over the next 25 years.

Section 2.1 – The Big Policy Moves outlines five broad policy directions to shape Ottawa as a liveable, mid-sized city.

- a) Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- b) Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.
- c) Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
- d) Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of planning policies.
- e) Big Policy Move 5: Embed economic development into the framework of planning policies.

Section 2.2 Cross Cutting Issues identifies six policy direction categories that span a range of topics related to achieving the City of Ottawa's goal of becoming a livable City. The relevant cross-cutting issues are described as follows.

Section 2.2.1 directs residential growth within the built-up urban area towards 15-minute neighbourhoods. This direction supports the creation of 15-minute neighbourhoods by locating daily and weekly needs in proximity to Hubs,



Corridors and surrounding Neighbourhoods. Promoting intensification is a key part of achieving this goal. The OP's definition of intensification includes developing a property at a higher density than currently exists through the expansion or conversion of existing buildings. To support the City's intensification goal of 60 per cent by 2046, the City will direct residential intensification to Hubs, Corridors and residential neighbourhoods within a short walking distance of those Hubs and Corridors.

Section 2.2.3 promotes the development of a compact urban form with a mix of land uses and housing options to ensure both energy efficient and sustainable patterns of development are created.

Section 2.2.4 is intended to support healthy and inclusive communities through the development of walkable 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods support the development of a range of housing types and affordability.

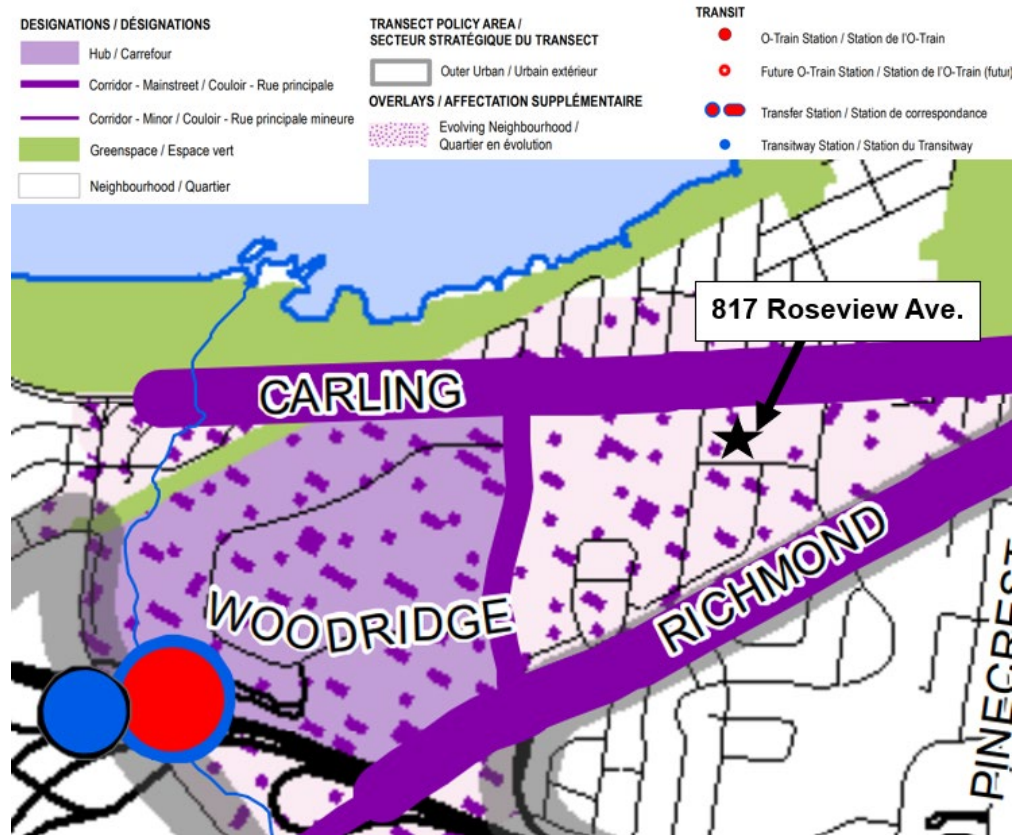
The proposed development supports the Strategic Directions of the OP by providing residential intensification within the outer urban area. The proposed development contributes to the development of healthy, inclusive 15-minute neighbourhoods by adding housing options to the neighbourhood that are within walking distance of amenities such as community facilities, schools, and transit. Importantly, the proposed development contributes to the City's affordable rental housing stock.

3.2 Land Use Designation

In the OP, the site is located within the Outer Urban Transect as per Schedule A Transect Areas. It is designated as Neighbourhood as per Schedule B3 Outer Urban Transect, and is subject to the Evolving Neighbourhood Overlay as shown in **Figure 4**.

The Neighbourhood Designation is intended to permit a mix of building forms and densities and encourage the evolution of 15-minute neighbourhoods through guiding their development based on the context, location, age, maturity and needs of existing neighbourhoods. Policy 6.3.1 states Neighbourhoods are intended to be generally low-rise and support the development of housing options that support the development of 15-minute neighbourhoods.

Figure 4: Schedule B-3 Outer Urban Transect (Excerpt), Ottawa Official Plan



The Outer Urban Transect is comprised of predominantly residential, low-rise neighbourhoods. This Area aims to encourage more viable public transit and active mobility options and encourage more diverse housing forms. The main goals for this area are to:

1. Recognize a suburban pattern of built form and site design;
2. Enhance mobility options and street connectivity in the Outer Urban Transect;
3. Provide direction to the Hubs and Corridors located within the Outer Urban Transect; and
4. Provide direction to Neighbourhoods located within the Outer Urban Transect

Policy 5.3.3 provides guidance on parking in the Outer Urban Transect Area through the goal to provide direction to the Hubs and Corridors located within the Outer Urban Transect. Section 5.3.3(2a) states “Minimum parking requirements may be reduced or eliminated”.

The proposed development conforms with the policies of the OP as it is a residential use that will support the use of public transit and active



mobility options, while also providing more housing options to meet the needs of the community.

3.3 Housing Policies

Section 4.2 in the Official Plan contains the City Wide Policies for Housing, which ensures that there is sufficient housing available that is safe and affordable and meets the needs across all ages, incomes and backgrounds and supports accessibility needs. This is key to the health and well-being of residents.

The intent of the City Wide Housing policies is to:

1. Enable greater flexibility and an adequate supply and diversity of housing options throughout the city;
2. Maximize the ability to provide affordable housing throughout the city;
3. Direct attention to the needs of those households with the lowest 40% of income levels, as well as other vulnerable groups; and
4. Implement Inclusionary Zoning

Policy 4.2.1(1) of the Official Plan supports the development of diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
- e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

The proposed development conforms with the policies of the OP as it is a residential use that is permitted in the Neighbourhood designation and would maintain the low-rise, residential character of the neighbourhood by



replacing the existing detached dwelling with a new apartment dwelling. The proposed development would maintain the existing housing stock in the neighbourhood and is proposed to be designed in with a height and massing that is appropriate in the local context.

3.3 Growth Management Framework

Section 3 of the New OP contains the City's Growth Management Framework, which ensures that there are sufficient development opportunities and a range of choices of where to locate growth and how to design it. The Growth Management Framework supports growth that increases sustainable mode shares and uses existing infrastructure efficiently while reducing greenhouse gas emissions. Growth is to be concentrated within the urban area with a majority of residential growth to occur in the built-up area through intensification. The intent of the Growth Management Framework policies is:

- f) "To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- g) To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- h) To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- i) To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- j) To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

3.4 Road Classification and Rights-of-Way

As per Section 4.1.7 of the OP, the City may acquire land for rights of way or the widening of rights of way through conditions of approval for a plan of subdivision, severance (severed and retained parcels), site plan or a plan of condominium.

Schedule C16, Table 1 of the New OP sets forth the ROW widths that the City may require. Table 1 does not contain general ROW protection requirements for local streets or a specific ROW protection requirement for Roseview Avenue.

There is no existing right-of-way protection on Roseview Avenue in the OP.

4.0 City of Ottawa Zoning By-law 2008-250 (September 8, 2021 web consolidation)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Web Consolidation September 8, 2021), the site is zoned Arterial Mainstreet, Urban Exception 2828, (AM [2828]), as illustrated in **Figure 5**. The surrounding properties are zoned for commercial, residential and leisure uses.

Figure 5: Current site zoning, (geoOttawa, 2023)



4.1 Zoning Provisions

The general purpose of the AM 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.

The AM Zone generally permits a range of residential building types, including low-rise apartment dwellings. Exception 2828 permits the following:

- Maximum height: 14.32 m
- Minimum parking spaces for a low-rise apartment building: 14 spaces.



*This is the zoning provision that is the subject of the proposed Minor Variance application. *

- Minimum parking spaces for visitor parking: 1 space
- Minimum landscape buffer for a parking lot containing more than 10 but fewer than 100 spaces: 0.94 m
- Canopies and awnings may project into a side yard up to 0.91 m but may be no closer to the lot line than 0.3 m.

Based on the site plan prepared by Unpoised Architecture, dated June 6, 2023, **Table 1** provides a detailed compliance analysis of how the proposed development meets the Zoning By-law provisions for the AM [2828] Zone.

Table 1: Zoning Compliance for Arterial Mainstreet, Urban Exception 2828 Zone, (AM [2828]) (Sections 185)

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum lot width – Sec. 185, Table 185 (II)	No minimum	N/A	N/A
Minimum lot area – Sec. 185, Table 185 (II)	No minimum	N/A	N/A
Minimum front yard setback – Sec. 185, Table 185 (II)	3.0 m	N/A	Yes - 3.05 m
Minimum interior side yard setback – Sec. 185,	(i) Abutting a residential zone: 7.5 m	N/A	Yes - 7.52 m
	(ii) All other cases: No	N/A	Yes - 1.22 m



Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Table 185 (II)	minimum		
Minimum rear yard setback – Sec. 185, Table 185 (II)	No minimum	N/A	Yes - 13.65 m
Maximum building height, Exception [2828] (By-law 2022-373)	14.32m	N/A	Yes- 14.32m

4.2 Amenity Area Provisions

The Zoning By-law contains provisions for the required amenity area, as set out in **Table 2**.

Table 2: Provisions for Required Amenity Areas (Section 136)

Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Minimum required amenity area Low-rise Apartment Dwelling of more than 4 units in any zone other than a Residential Zone. – Sec. 136, Table 137 (3)	Total Amenity Area: 6 m ² per dwelling unit	Total Amenity Area Required = 24 units x 6 m ² per dwelling unit = 144 m ²	Yes – 115 m ² (Private Amenity) + 138 m ² (Communal) = 212.5 m ² - Yes
	Communal Amenity Area: A minimum of 50% of the required total amenity area	Communal Amenity Area Required = 50% x 144 m ² = 72 m ²	Yes - 138 m ² (Communal Rooftop Patio) Balcony)
	Layout of Amenity Area: Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²		Yes – 138 m ²

4.3 Parking Provisions

The Zoning By-law contains provisions for parking, as set out in **Table 3**. The site is within Area C on Zoning By-law Schedule 1A, as illustrated in **Figure 6**.

Figure 6: Schedule 1A – Areas for Minimum Parking Space Requirements, City of Ottawa Zoning By-law (via GeoOttawa, 2023)

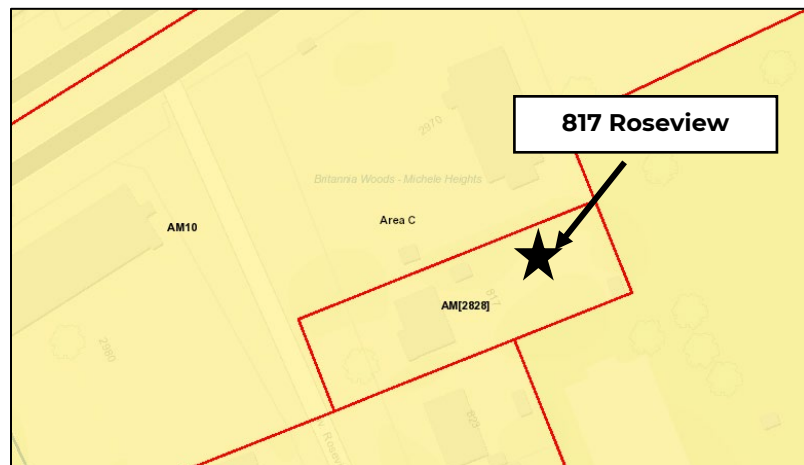




Table 3: Zoning Compliance for Parking, Queuing and Loading Provisions Part 4

Zoning Provision		Requirement	Calculation (if applicable)	Compliance (Yes or No)
Dimension requirements for a motor vehicle parking space – Sec. 106(1)	(a) Width	Minimum width of 2.6 m; maximum width of 3.1 m	N/A	Yes - 2.6 m Yes - 5.2 m
	(b) Length	Minimum length of 5.2 m	N/A	
Maximum number of reduced size motor vehicle parking spaces – Sec. 106(3)	(a) up to 40% of the required and provided parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres		20 parking spaces x 0.4 = 8 parking spaces	Yes - 4 parking spaces
Minimum number of bicycle parking spaces for apartment building, low-rise – Sec. 111(2), Table 111A(b)(i)		0.50 per dwelling unit	24 units x 0.50 = 12 spaces	Yes - 20 bicycle parking spaces
Minimum number of barrier-free parking spaces - Sec. 111, Table 112, Ottawa Traffic and Parking By-law 2017-301		0 spaces for public parking areas with 1-19 parking spaces	N/A	Yes - 0 parking spaces
Minimum width of driveway providing access to a parking lot – Sec. 107(1)(a)(ii)		6.0 m for a double traffic lane	N/A	Yes - 6.0 m
Minimum aisle width – Sec. 107, Table 107		6.7 m for angle of parking that is 90 degrees	N/A	Yes – 12.14 m
Minimum width of a private way, Sec. 131, Table 131(1)		6 m	N/A	6.0 m - Yes



Zoning Provision	Requirement	Calculation (if applicable)	Compliance (Yes or No)
Landscaping Provisions for Parking Lots – Sec. 110(1), Table 110	Minimum 15% of the parking lot area must be provided as perimeter or interior landscaped area comprised of: (a) a landscaped buffer between the perimeter of the parking lot and a lot line; a driveway may cross the landscaped buffer	Total Landscaped Area Ratio = 17.6%	Yes – 17.6%
Minimum landscape buffer - Exception [2828] (By-law 2022-373)	Minimum landscape buffer for a parking lot containing more than 10 but fewer than 100 spaces: 0.94 m	N/A	Yes – 0.94 m
Minimum parking space rate - Exception [2828] (By-law 2022-373)	Minimum parking spaces for a low-rise apartment building: 14 spaces	N/A	No – 13 spaces
	Minimum parking spaces for visitor parking: 1 space	N/A	Yes – 1 space

The proposed development complies with the general intent of the Zoning By-law, and the proposed low-rise apartment dwelling. The Minor Variance application to permit a reduction in 1 parking space from 14 spaces to 13 spaces will not result in negative impacts to the site or adjacent landowners. The proposed development will be similar in scale to the



surrounding properties and will match the low-rise character of the neighbourhood.

5.0 Summary of Requested Minor Variances

To permit the proposed development, the following Minor Variance is required to permit the proposed low-rise residential apartment dwelling:

1. To permit a reduced minimum parking space rate for low-rise apartment building of 13 spaces, whereas the Zoning By-law Exception 2828 requires a minimum parking space rate of 14.

5.1 Four Tests under the Planning Act for Variances

In our opinion, the proposed variances satisfy the four tests under Section 45(1) of the Planning Act, which states that the variances are to be minor in nature, desirable for the appropriate development or use of the land and maintain the general intent and purpose of the Zoning By-laws and the Official Plan. The following outlines how the requested variance meets the four tests.

1. Is the variance minor?

The variance for reduced parking requirements to 13 parking spaces from 14 parking spaces is required to accommodate the location of the transformer on the site. The transformer location is required to be in the rear yard to accommodate the drainage of the site appropriately. This parking space reduction would not result in negative impacts to the development or surrounding residents.

2. Is the variance desirable for the appropriate development of the land in question?

The requested variances for reduced parking space requirements would enable the development of the site a built form that adds visual interest to the street while maintaining a compatible massing and scale. Through relocating the transformer to the rear of the site, it would not be visible from the street, which would help maintain the visual appearance of the development. The location of the transformer had to be relocated from its original location in the front of the building to ensure the minimum distance from the window well of the basement is met and to accommodate the sites drainage. The requested variances support the redevelopment of the site in a manner that does not result in adverse impacts on adjacent properties or on the character of the area.

3. Does the variance maintain the general intent and purpose of the Zoning By-law?

The intended use of the site and general form of the detached dwelling



complies with the general intent and purpose of the Zoning By-law. The site is zoned Arterial Mainstreet, Exception 2828 (AM [2828]). The general intent of the AM Zone is to accommodate a broad range of uses including residential uses and impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The proposed development complies with the majority of the applicable provisions in the AM [2828] Zone. The proposed development has been designed to reflect a compatible scale, massing and built form that fits in with the street. The requested variance for a reduction in 1 parking space is a technical request in response to a City staff comment on the Site Plan. Since the proposed location of the transformer at the front of the building didn't meet the minimum distance from the basement window well, and it didn't accommodate site drainage, the transformer is being located to the rear of the building, which addresses these 2 technical issues, but results in the loss of 1 parking space.

4. Does the variance maintain the general intent and purpose of the Official Plan?

The proposed variances maintain the intent of the Current Official Plan. The site is designated Neighbourhood and Evolving Neighbourhood Overlay in the Official Plan, which is intended to permit a mix of building forms and densities and encourage the evolution of 15-minute neighbourhoods through guiding their development based on the context, location, age, maturity and needs of existing neighbourhoods.

The proposed development maintains the existing residential character of the established neighbourhood by maintaining the residential use and the detached dwelling typology. The proposed detached dwelling has been designed to fit in with the surrounding context and is compatible with the adjacent properties.

The proposed variances maintain the intent of the OP by maintaining the provisions of the Outer Urban Transect and the Neighbourhood designation. The proposed development would result in residential development that respects the low-rise built form of the area while enhancing the appearance of the street through an updated design. Further, Policy 5.3.3(2a) of the OP supports the reductions of parking requirements in the Outer Urban Transect.

Given the above, the proposed variances maintain the intent of the OP.

6.0 Summary of Opinion

It is the professional opinion of WSP that the four-storey low-rise apartment dwelling, at 817 Roseview Avenue, represents good land use planning and is appropriate for the site for the following reasons:



- The proposed development supports and is consistent with the Provincial Policy Statement 2020.
- The proposed development is permitted in the applicable land use designations and conforms to the strategic directions and policies of the Official Plan.
- The proposed development is compatible with adjacent development and the Compatibility criteria of the Official Plan.
- The proposed development complies with the general intent and purpose of the Zoning By-law.

In conclusion, the Minor Variance approval being sought to support the proposed development at 817 Roseview Avenue represents good planning and is in the public interest.

Please feel free to contact me at Nadia.De-Santi@wsp.com or 613-690-1114 if you have any questions or require additional information.

Yours truly,

WSP

Nadia De Santi, MCIP, RPP
Practice Lead

Grace Maxner, BCD
Planner

Appendix

A

Site Plan