



planning + design

# PLANNING RATIONALE

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**Date:** November 8, 2023

**File:** 062923 - 90 Elm Street

**To:** Michel Bellemare, Secretary Treasurer  
Committee of Adjustment  
City of Ottawa, 101 Centrepointe

**Committee of Adjustment**  
Received | Reçu le  
  
2023-11-10  
  
City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

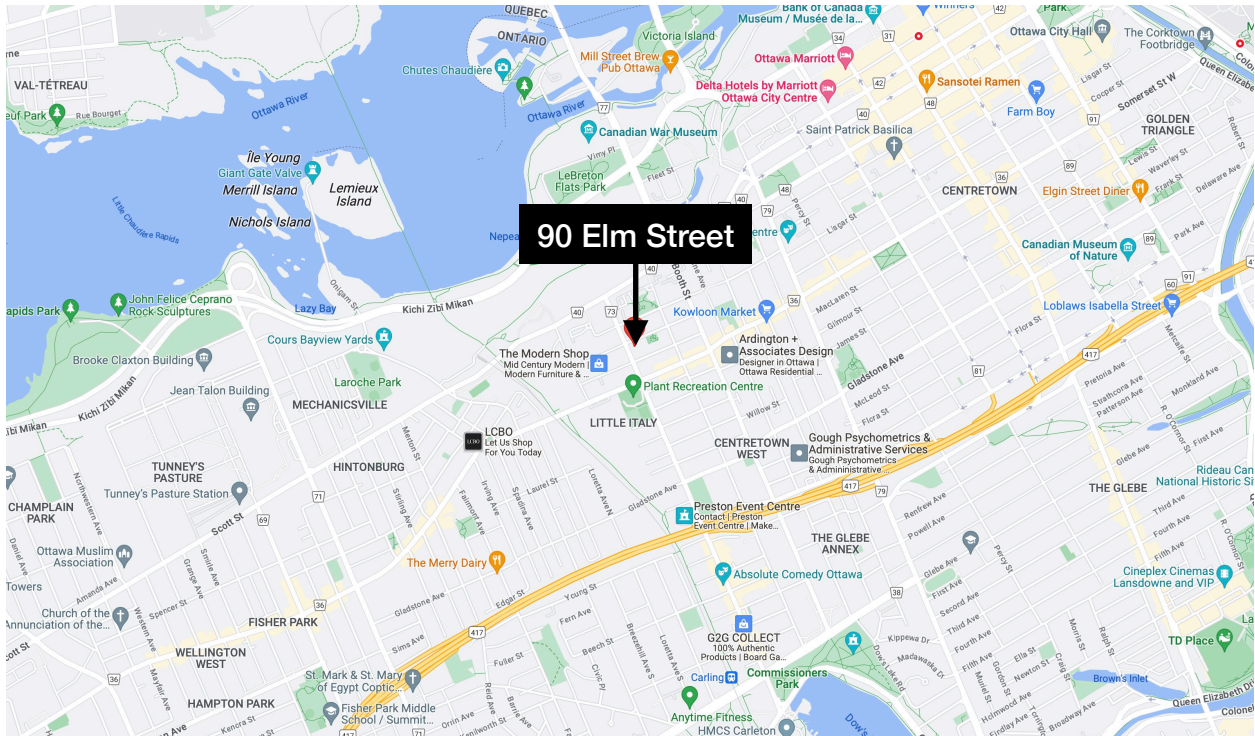
## RE: PROPOSED MINOR VARIANCE APPLICATION FOR 90 ELM STREET

This document is presented in the language it was provided.  
Ce document est présenté dans la langue dans laquelle il a été fourni.

Dear Mr. Bellemare,

Q9 Planning + Design have been retained by Cava Holdings to prepare a Planning Rationale in support of the requested minor variance applications required to permit a low-rise apartment building at 90 Elm Street.

The following represents the Planning Rationale cover letter required as part of the submission requirements for an application to the Committee of Adjustment.



## OVERVIEW

The subject site is a long and narrow, interior lot located on the south side of Elm Street in close proximity to Preston Street to the west. The subject site is located in Centretown West / Little Italy neighbourhood in Ward 14 - Somerset in the City of Ottawa. The Centretown West / Little Italy neighbourhood is characterized by deep lots with narrow frontages. The property is currently developed with a 2-storey single-detached dwelling. The context of Elm Street is primarily 2 and 3 storeys, a mix of single-detached dwellings, townhomes, and low-rise apartment dwellings.

Architectural style ranges from flat roofs to peaked roofs with a high proportion of red-brick materiality.

The requested minor variances will permit a low-rise apartment dwelling of four units in a 3-storey structure with front-facing balconies and a main front entrance. The proposed dwelling will adhere to all zoning by-law provisions with the exception of lot width and lot area.

The proposal supports the creation of new housing in accordance with the PPS and meets the Official Plan's intent to provide for housing choice and accommodate growth through intensification.

The development will more efficiently use the existing lot while proposing a compliant built form on a lot that can accommodate a four-unit building

Existing Lot	Use Proposed	Lot Width	Lot Depth	Lot Area
<b>90 Elm Street</b>	4-Unit Low Rise	8.84 m	30.18 m	266.7 m <sup>2</sup>

## **Minor Variances Requested**

The requested variances for these applications are identified below:

- (a) To permit a reduced lot area of 266.8 m<sup>2</sup> whereas the Zoning By-law requires a minimum lot area of 300 m<sup>2</sup>. (Section 162, Table 162A).
- (b) To permit a reduced lot width of 8.8 metres whereas the Zoning By-law requires a minimum lot width of 10 metres. (Section 162, Table 162A).

## **Documents Required and Submitted**

The following lists all required and submitted documents in support of the identified Committee of Adjustment application.

- [ Site Plan
- [ Elevations (not required but provided)
- [ Tree Information Report
- [ Survey
- [ Planning Rationale (this document)
- [ Fee
- [ Application Form

## SITE & CONTEXT

### Site

The subject site is a rectangular-shaped, long and narrow, interior lot located along the south side of Elm Street in the Centretown West / Little Italy neighbourhood. It is currently developed with a two-storey single detached dwelling. The lot is consistent in size with other residential lots east of Preston, which are generally long, narrow and rectangular.

To the east is a 2-storey single-detached residential, to the west is the 2-storey mixed use building that has frontage on Preston Street with the ground floor non-residential uses and second floor residential. To the north are the 3-storey townhomes, and to the south is the rear yard of the Preston Street property at #81 Preston Street which is a semi-detached dwelling with a rear yard parking garage.

- [ Lot frontage: 8.8 metres
- [ Lot depth: 30.19 metres
- [ Lot area: 266.8 square metres



Figure 2: Site Map



Figure 3: Street view of subject site (Source: Q9 Site Visit, Fall 2023)



Figure 4: Street view of subject site, showing rear structure (Source: Q9 Site Visit, Fall 2023)



Figure 5: Street view of subject site, looking west (Source: Google Streetview)

## Context

The subject site is located in a medium density, mixed-use area within Little Italy in Centretown West. The property is just east of Preston Street and west of Rochester Street and is therefore in close proximity to commercial and mixed-use buildings. The area is comprised of a variety of lot sizes, with more regular, rectangular lots along the south side of Elm Street and more narrow rectangular lots in the block to the north.

Most of the buildings along Preston Street are two-storey buildings with some single-storey, three-storey, and four-storey buildings. The residential streets that are east and west of Preston are characterized by longer more narrow residential properties. The area is generally characterized by low-rise buildings, with some mid-rise and high-rise buildings in the vicinity. The area is undergoing significant redevelopment and intensification, with large-scale mixed use developments being proposed in the area, including at 933 Gladstone Avenue and 145 Loretta Avenue.

The property is well-served by public transportation, with OC Transpo Route 85 providing north-south transit service from Bayshore Station to Pimisi Station and across Chaudière Bridge to Hull. OC Transpo Route 14 providing east-west transit service between Tunney's Pasture Station and St. Laurent Station. Additionally, the site is located near the Corso Italia LRT station under construction on the Trillium Line, which provides excellent transit connection with the rest of the City.

Bike lanes are not provided along either side of Preston Street near the site, while shared bike lanes are provided along Gladstone Avenue. Sidewalks are provided on both sides of Preston Street and Gladstone Avenue, both of which are bi-directional streets with a single lane of traffic in either direction. The relatively high densities in the area, along with the small blocks, grid street pattern, and at-grade commercial uses enhance the area's walkability, with a variety of parks, commercial uses, schools, and recreational facilities within walking distance and transit access close by.

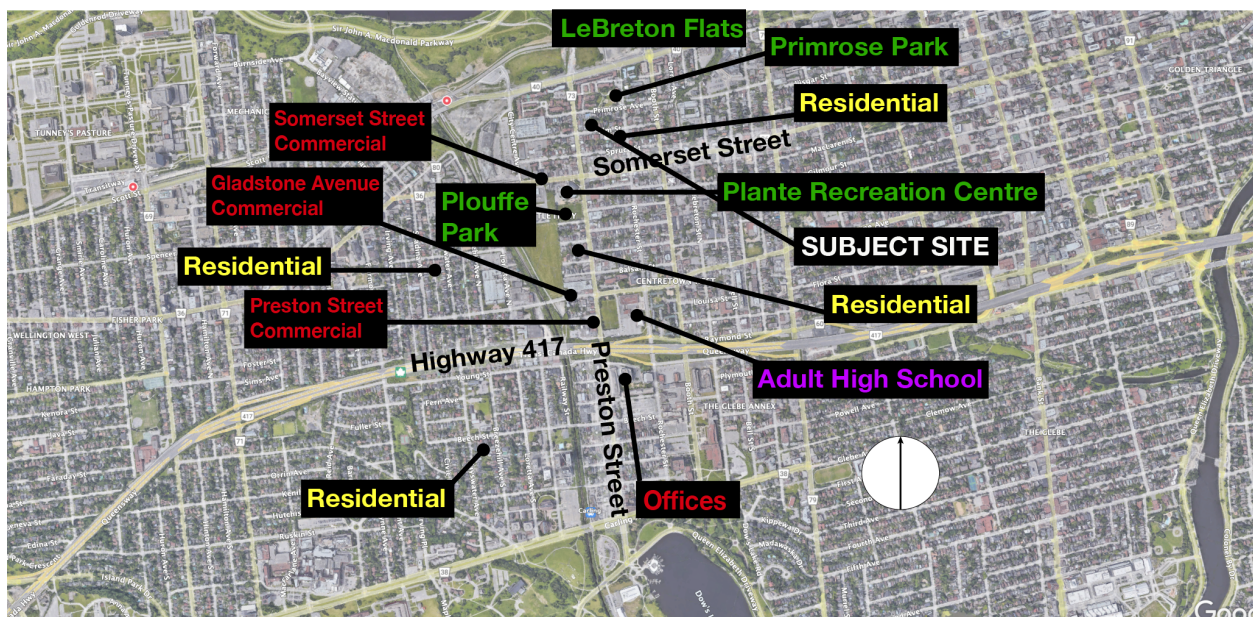


Figure 6: Context Map (Source: Google Maps)

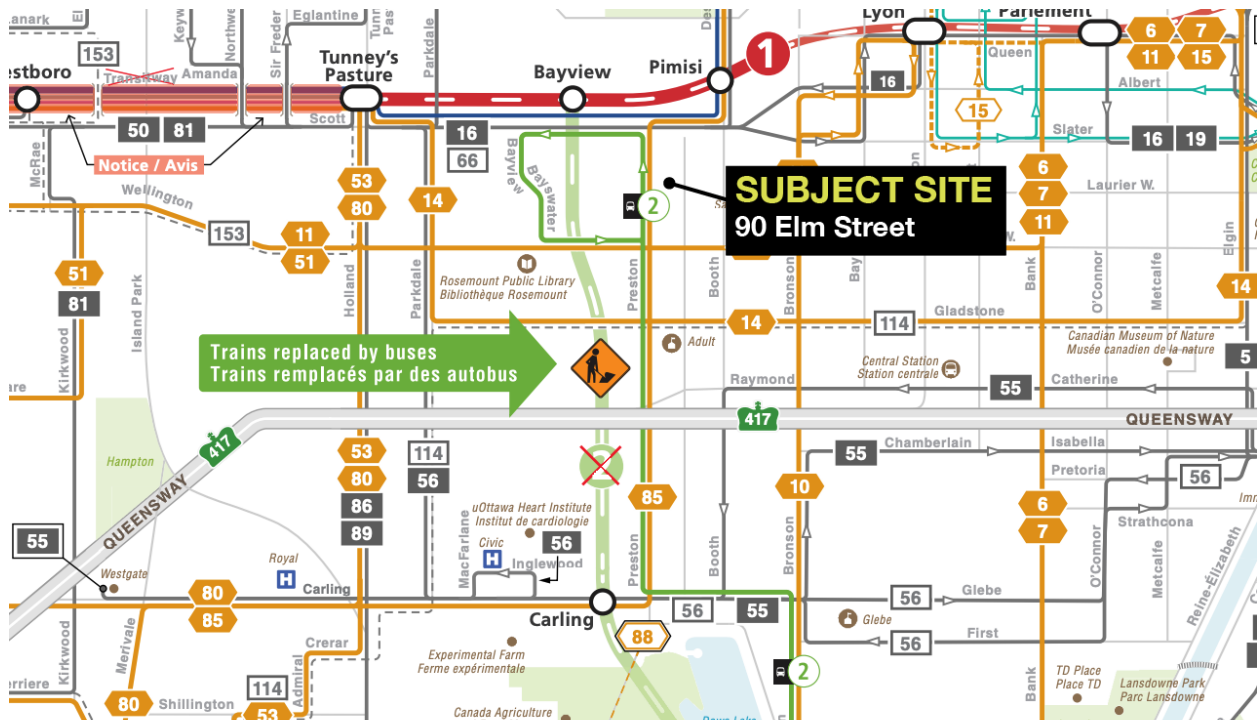


Figure 7: Public Transit Network (Source: OC Transpo)

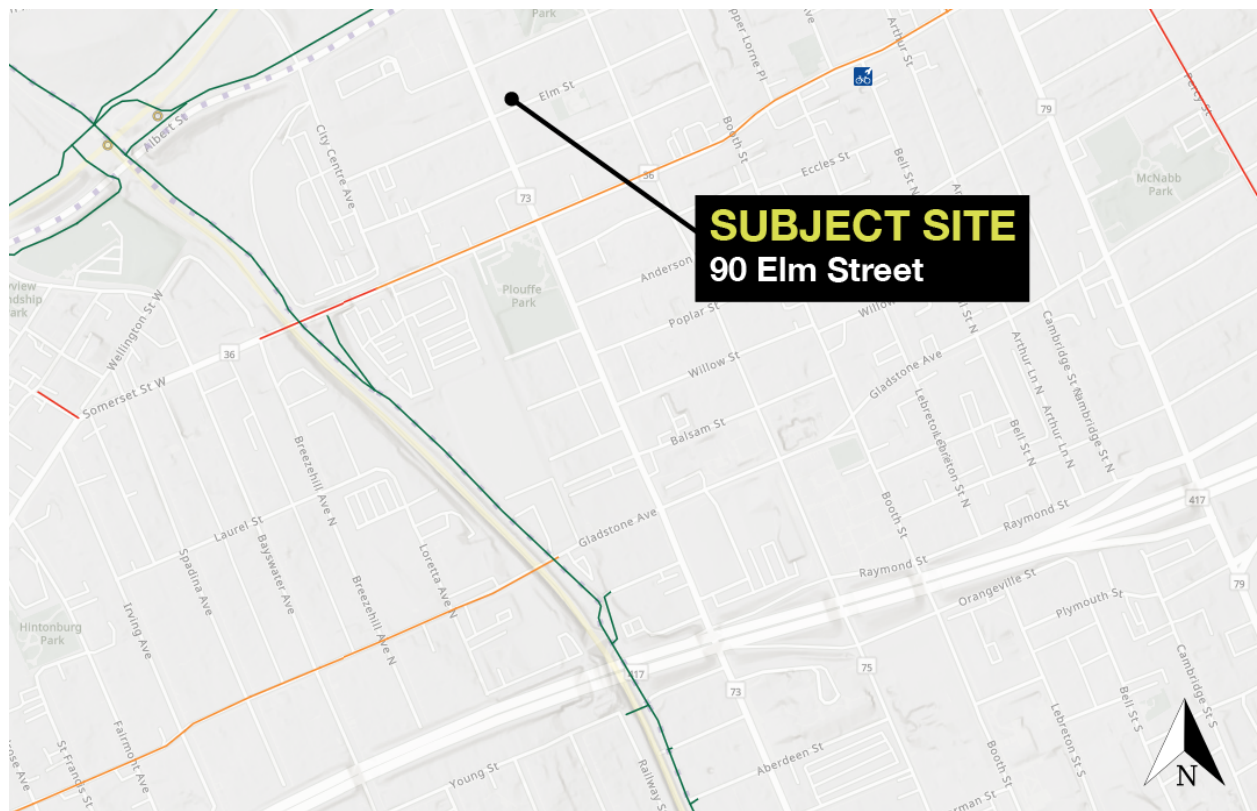


Figure 8: Cycling Network (Source: National Capital Commission)



## PROPOSED DEVELOPMENT

The proposed development is to demolish the existing two-storey structure and to construct a three-storey, four-unit low-rise residential rental apartment building.

An access facing the street is provided, along with access to units 1 and 2 along the west interior yard, and access to unit 4 at the rear of the site.

The proposed development meets all zoning performance standards and only requires zoning relief for lot area and lot width. Given this, elevations or renders are not required submission items. They have however been provided as informational components only and are not to be tied to a Committee of Adjustment decision.

All landscaping requirements are met, the large tree in the rear is being protected, and no on-site parking is being provided.

# SITE PLAN

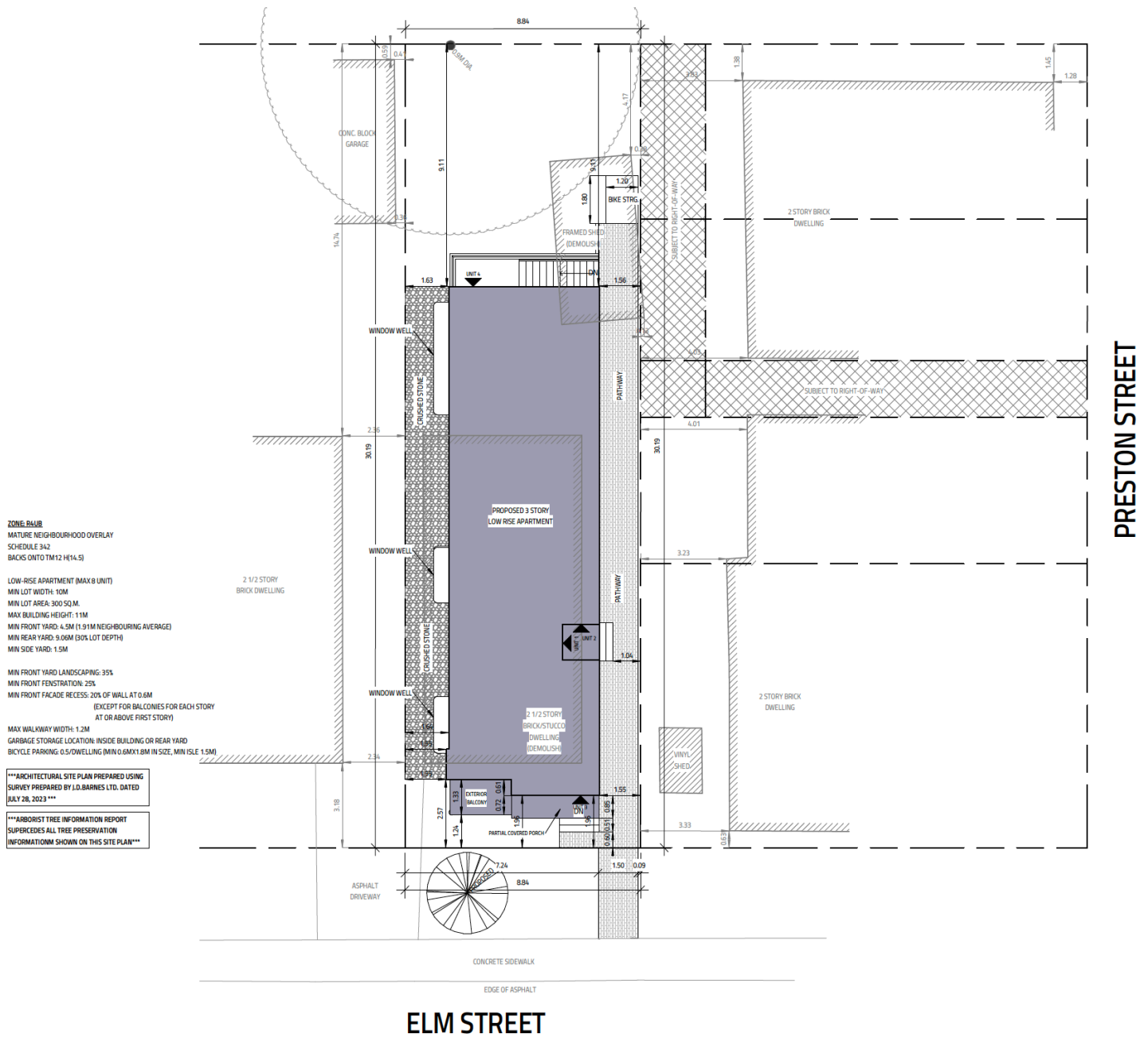
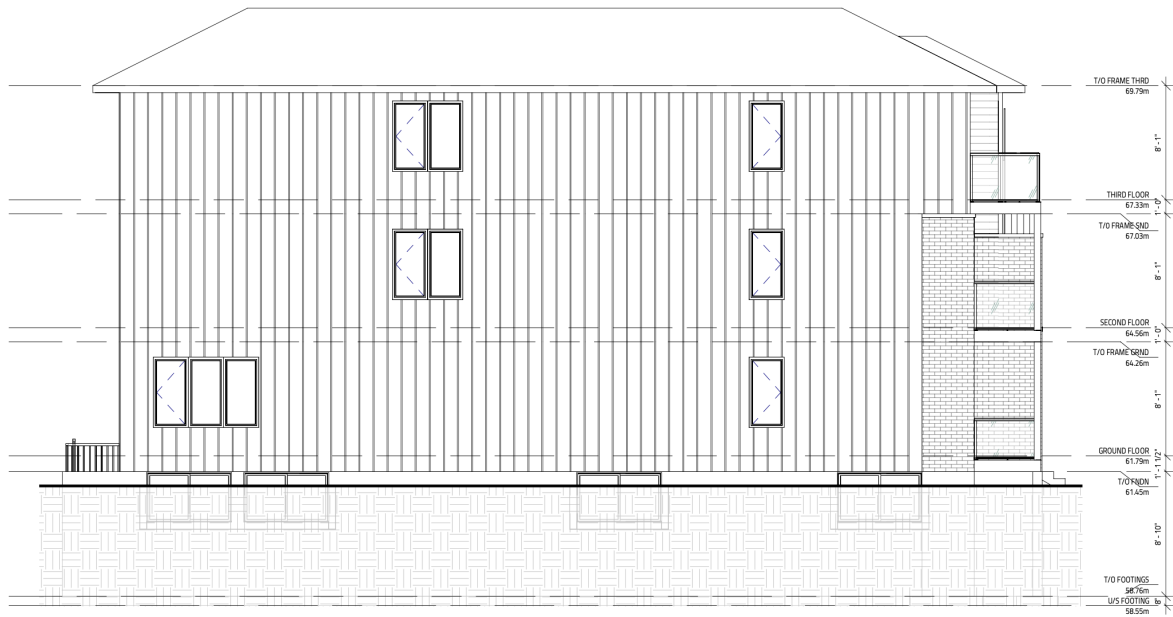


Figure 9: Site Plan (Source: Evolution Design & Drafting)

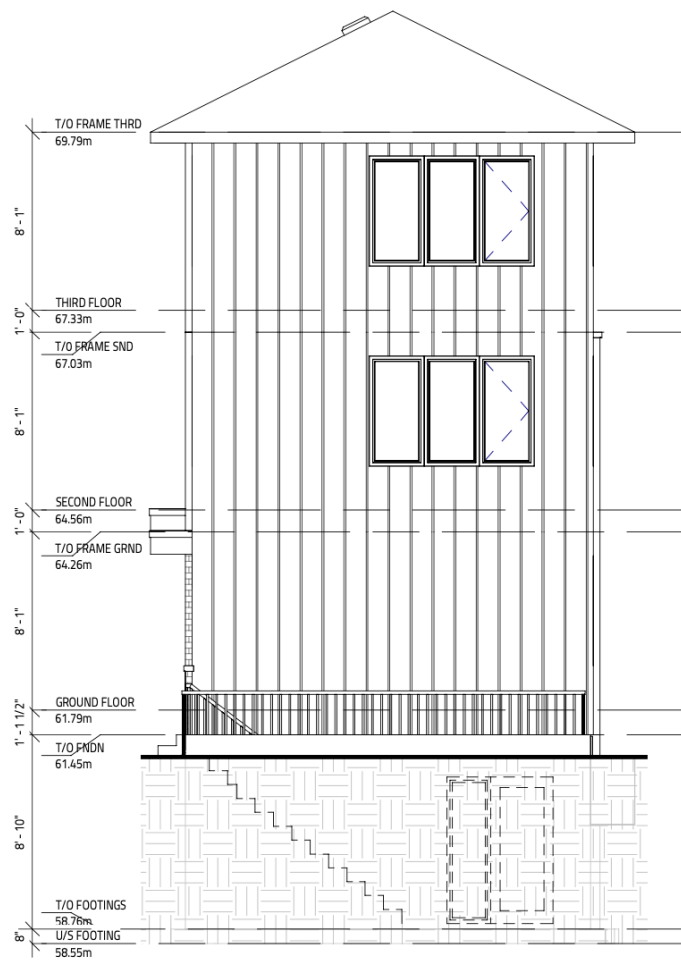
# ELEVATIONS







2 LEFT ELEVATION  
SCALE: 3/16" = 1'-0"



1 REAR ELEVATION  
SCALE: 3/16" = 1'-0"



## POLICY REVIEW

In order to obtain minor variance approval for the creation of a 4-unit low rise apartment building, a review of the relevant and applicable policies and provisions is required, these are discussed below.

### Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on matters of provincial interest related to land use planning and development. The Plan is intended to provide for appropriate development while protecting Provincial resources of interest, public health and safety, and the quality of the natural and built environment. The PPS is complemented by other Provincial plans as well as municipal plans such as Official Plans and Secondary Plans. All plans and decisions affecting planning matters “shall be consistent with” the PPS.

Section 1.0 intends to wisely manage change and plan for efficient land use and development patterns, which in turn help support sustainability through strong, liveable, healthy, and resilient communities.

#### 1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity;*  
*and*
- i) *preparing for the regional and local impacts of a changing climate.*

**Comment:** The proposed construction of a 4-unit low-rise apartment will add a three new units to the area by more effectively utilizing the available lot, resulting in a more efficient lot that maintains the prevailing low-rise context of the area.

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

**Comment:** The subject site is located within the urban boundary and supports intensification and an efficient use of land and infrastructure. By developing within an existing serviced area, the proposal supports a more optimal use of municipal infrastructure and public transportation services.

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

**Comment:** The proposed development represents a contextual form of intensification. The dwelling will contribute to the existing stock of rental housing in the area, help achieve housing targets and support existing transit and infrastructure investments in the area.



Section 2.0 of the PPS aims to ensure Ontario's long-term prosperity, environmental health, and social well-being through the wise management and conservation of natural resources. This includes policy direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources.

Section 3.0 of the PPS intends to provide for Ontario's long-term prosperity, environmental health, and social wellbeing by reducing potential natural and human-made hazards and threats to public safety. Development is to be directed away from natural or human-made hazards.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.**

## City of Ottawa Official Plan

**Designation:** *Downtown Core Transect, designated Neighbourhood with an Evolving Overlay*



Figure XX: Downtown Core Transect, City of Ottawa Official Plan (Source: Ottawa OP)

The City of Ottawa Official Plan was adopted by City Council on November 24th, 2021 and was approved by the MMAH on November 4th, 2022. The Plan is intended to manage growth and change in Ottawa to the year 2046.

Section 2 contains the overall strategic direction of the new Official Plan and is based around the Five Big Policy Moves, which are intended to make Ottawa the most liveable mid-sized City in North America. The Five Big Moves call for increased growth through intensification, sustainable transportation, context-based urban and community design,

environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development. Six cross-cutting issues have also been identified as essential to the achievement of liveable cities, which are related to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

**Comment:** The proposed development results in a net increase of three dwelling units through intensification of an existing site, contributing towards gentle intensification that maintains that character of the area.

Section 3 of the Official Plan provides a growth management framework that plans for growth across differing geographies in the City. Most growth is to occur in the urban area, which contains six different transect policy areas that have grown and are expected to grow in varying ways. The central link between all transect policies is the creation and connection of networks of 15-minute communities.

**Comment:** The proposed development of a new four unit low-rise apartment through infill of an existing lot contributes to the strategic direction of accommodating new housing units through intensification. It adds a three new units to the area in an existing building that fits contextually within the local neighbourhood.

Section 4 of the Official Plan provides policies applicable to development throughout the City. It includes policies for more sustainable modes of transportation and the design and creation of healthy, 15-minute neighbourhoods. This includes the provision of jobs, recreational amenities, and retail uses within a 15-minute walking distance of residential uses.

Section 4.6 provides policies that address urban design, which involves designing the built form and public realm in a manner that supports healthy, 15-minute neighbourhoods. It also emphasizes design excellence throughout the City, especially in Design Priority Areas.

**Comment:** The proposed development provides for compatible infill by creating additional density through the addition of a low-rise apartment. The proposed three storey height is compatible with the neighbouring detached dwellings, which range from 2 - 3.5-storeys and fit with the overall neighbourhood context of low-mid rise heights. The building contributes quality design to the area and constitute compatible infill of the subject site.

Section 5 provides detailed policies for each of the six transect policy areas within the City. Each of the transect policy areas recognize the existing development patterns and provide tailored approaches to transition towards healthier, more sustainable 15-minute communities. The subject site is located within the **Downtown Core Transect** and is designated **Neighbourhood**. It is also part of the Evolving Overlay.

Section 5.1 of the Official Plan contains policy direction for the Downtown Core Transect. The Downtown Core is characterized by a mix of uses, an urban built form pattern, and higher levels of density. It is also where the tallest buildings are planned to be located and has complex and unique planning challenges. Within the Downtown Core Transect, Neighbourhoods are planned for up to four storeys.

**Comment:** The proposed dwelling supports the gradual transition towards 15-minute neighbourhoods by gently increasing the subject property's density while retaining the existing context of low-rise, detached dwellings prevalent throughout the neighbourhood. It aligns with the planned height and density for Neighbourhoods within the Downtown Core Transect.

Section 5.6.1 provides policies for built form overlays, including the Evolving Overlay. The Evolving Overlay applies to areas in close proximity to Hubs and Corridors which will gradually evolve to support intensification, transitioning from a suburban to an urban character.

**Comment:** The proposed development supports a gradual intensification of the area while retaining the overall character of the neighbourhood, where low-rise, ground-oriented dwellings, most of which are single-detached, are prevalent. The proposal does not preclude the future evolution of the area towards a more urban character over time.

Section 6.0 contains policies specific to designations within the urban settlement area.

Section 6.1.2 provides policy direction for Protected Major Transit Station Areas (PMTSAs), including the prohibition of auto-oriented uses and the permission of mid-to-high density residential development and the full range of non-residential uses.

**Comment:** The proposal will provide additional dwelling units in a Protected Major Transit Station Areas (PMTSAs) thereby contributing to transit supportive densities in an urban area. The building has one existing parking space and no new parking is being provided. This will encourage building occupants to walk and take transit.

The proposed development will result in four (three net) new units through infill of an existing, under-utilized lot. No adverse shadowing or overlook impacts are anticipated, and the proposed building height aligns with the established 2 to 3.5-storey context of the neighbourhood and the abutting 2-storey homes. No adverse noise impacts or traffic will be generated as a result of the development, which constitutes a net gain of one dwelling unit. Furthermore, the proposal does not overdevelop the site, and is considerate of the surrounding context of detached dwellings.

Section 6.3 contains policies that pertain to Neighbourhoods, which are continuous areas that form the heart of communities. A mix of built forms and densities are permitted in Neighbourhoods, with the intent of creating and reinforcing 15-minute communities. Permitted building heights are generally 2-4 storeys, which includes a range of low-rise residential built form types and gradually transition in density towards Corridors and Hubs.

**Comment:** The proposed development provides 4 new rental units for a total net gain of 3 units in the area in a compatible built form that complies with all setbacks, heights, landscaping provisions and retains the existing tree in the rear yard. The proposal aligns with the planned height context for Neighbourhoods and provides an appropriate and compatible building type, density, and scale.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.**

## City of Ottawa Zoning By-law

The City of Ottawa zones this site as R4UB - Residential Fourth Density, Subzone UB in the City of Ottawa Zoning By-law 2008-250, as identified on the map below. The intent of the R4UB Zone is to allow for a wide mix of residential building forms ranging from detached to low-rise apartment dwellings. The performance standards in the zone seek to regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced. As the property is located within the Greenbelt, it is subject to the alternative provisions of Section 139 and 144. The table below provides an overview of the required provisions for this zone and the proposed development's compliance.

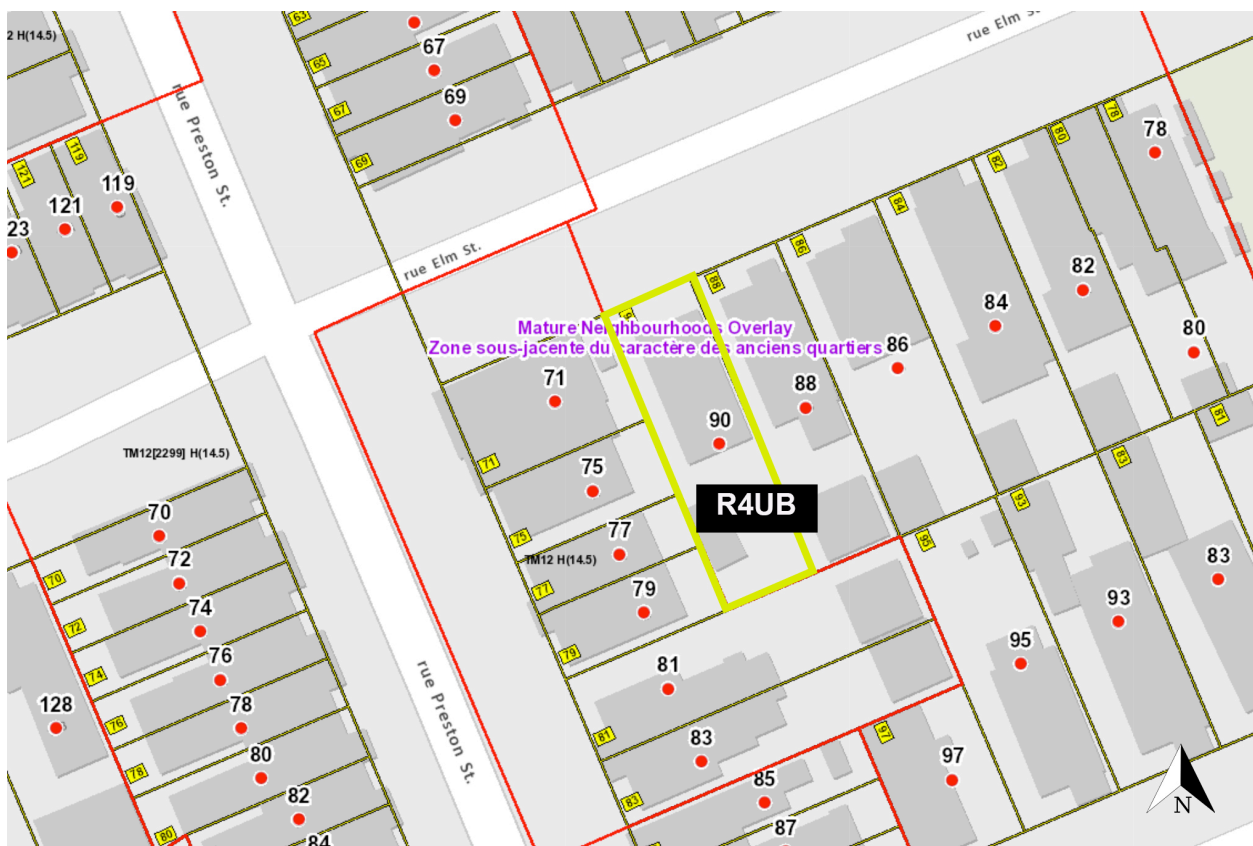


Figure XX: Zoning Map (Source: GeoOttawa)

EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
<b>Minimum Lot Width</b>	10 m	<b>8.84 m</b>	Section 162, Table 162A

EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
<b>Minimum Lot Area</b>	300 m <sup>2</sup>	<b>266.7 m<sup>2</sup></b>	Section 162, Table 162A
<b>Max Building Height</b>	11 m	11 m	Section 162, Table 162A
<b>Minimum Front Yard Setback</b>	Lesser of the average of abutting lots' corresponding FYS (~ 1.91 m) or 4.5 m	1.96 m	Section 144(1)(a); Section 162, Table 162A
<b>Minimum Rear Yard Setback</b>	30% of lot depth (9.06 m)	9.11 m	Section 144, Table 144A
<b>Minimum Rear Yard Area</b>	25% of lot area (66.72 m <sup>2</sup> )	80.53 m	Section 144(3)(a)
<b>Minimum Interior Yard Setback</b>	1.5 m	1.55 m & 1.55 m	Section 162, Table 162A
<b>Minimum Area of Soft Landscaping in Rear Yard</b>	On a lot less than 360 m <sup>2</sup> in area: 35 m <sup>2</sup>  Minimum aggregate area of 25 m <sup>2</sup> , with a longer dimension $\leq 2 \times$ shorter dimension	>35 m <sup>2</sup>	Section 161(15)(b)(i)  Section 161(15)(b)(iv)
<b>Minimum Aggregate Front Yard Soft Landscaped Area</b>	20%	Front Yard area = 17.13 m <sup>2</sup> (20% = 3.4 m <sup>2</sup> required). Provided is 9.15 m <sup>2</sup>	Section 161, Table 161
<b>Minimum Fenestration requirement</b>	Front facade: at least 25% windows	Exceeds	Section 161(15)(g)
<b>Minimum Front Facade Additional Recess</b>	20% an additional 0.6 m from the front setback line (except where balconies or porches are provided for each storey at or above the first storey)	20% an additional 0.61 m recess	Section 161(15)(h)
<b>Maximum Parking for Low-rise Apartment Dwelling in R4-UB</b>	No motor vehicle parking for lot < 450 m <sup>2</sup> in area	No parking	Section 161(16)(a)
<b>Maximum Walkway</b>	For a low-rise apartment: 1.8 m	1.56 & 1.63 m	Section 139(4)(c)(i)

EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
<b>Minimum Bicycle Parking</b>	0.5 per dwelling unit (2 spaces)	2 spaces	Section 111, Table 111A(b)

## PLANNING ACT REVIEW

### **Review of Section 45(1) Minor Variances**

*The Planning Act requires that minor variances are only to be permitted so long as they meet the four tests as set in Section 45(1). These tests are: whether the variance is minor; whether the variance meets the intent and purpose of the Official Plan; whether the variance meets the intent and purpose of the Zoning By-law; and lastly whether variance is suitable and desirable for the use of the land.*

#### **Are the variances minor?**

*The requested variances are to permit a reduced minimum lot areas of 266.8 square metres, whereas 300 square metres is required and for a reduced minimum lot width of 8.8 metres whereas 10 metres is required.*

*The requested variances for reduced minimum lot areas and reduced minimum lot widths are considered minor, as the proposed lots are still sufficiently-sized to accommodate the proposed development. The building is appropriately scaled to the lot, with all of required setbacks and all of the landscaped areas met. Furthermore, the consistency of lot widths in the area will be maintained, as the proposed lots are uniform and still provide landscaped amenity and soft landscaped spaces on the property. Currently the site contains a detached dwelling.*

*It is also noteworthy that many lots within the immediate neighbourhood are below the minimum lot area and width requirements in the zoning by-law and are similar in size to the proposed lots. Lots that are similar in size to the subject site are noted with a purple circle in the below graphic. As indicated by the graphic, there are a significant number of lots within the neighbourhood that are similar in area and width to the proposed lots.*

*Along Elm Street itself, between Preston Street and Rochester Street, there are approximately 21 lots that are similar in area and frontage to the subject property and >40 lots that meet this criteria in the greater neighbourhood. A narrow and deep lot is characteristic of this neighbourhood, thus the proposed reduction aligns with the character and planned intent for the neighbourhood.*

*Based on the evidence above, the proposed lot areas and lot width would not detract from the character of lots along Elm Street or in the neighbourhood as a whole, and would align with the gradual transition of the area that is already occurring. The variances should noted above should thus be considered minor.*

#### **Do the variances meet the intent and purpose of the Official Plan?**

*The intent and purpose of the current Official Plan as it applies to this property is to provide for a full range of dwelling types and housing choices, while ensuring that new development is compatible in built form type, height, and scale with the existing context. A mix of dwelling types are supported in the Downtown Core, Neighbourhood (Evolving), which is generally characterized by low-rise development.*



Figure XX: Adjacent residential lots that similar in size or smaller than the subject property (green)

The proposed development with the requested variances fulfills this intent by facilitating the infill development of a new low-rise apartment building. The proposal results in a gentle intensification of the site while retaining the characteristic detached built form of the neighbourhood by not providing any exterior changes to the recently constructed building. The building is compatible in massing, height, and scale with the abutting dwellings and does not result in any adverse impacts on neighbouring properties. All zoning performance standards will be met including all setbacks and provisions for soft landscaping. The existing tree will be retained on the subject property. No parking will be provided as the subject property is located in a transit supportive area.

### **Do the variances meet the intent and purpose of the Zoning By-law**

The intent of the minimum lot areas is to ensure that lots are appropriately sized to suitably accommodate proposed dwellings with sufficient landscaped area and setbacks. The intent of minimum lot widths is also to provide for appropriately-sized lots along with consistent and uniform lot widths along the street.



*The proposed lots are sufficient in area and width to accommodate the proposed low-rise apartment comfortably, while meeting or exceeding all required setbacks and landscaped areas. While the request is relief from lot area and width, it should be noted that increased front yard landscaping and rear yard amenity spaces are being provided. Thus the intent of the minimum lot area and width are met.*

***Are the variances suitable for the use of the land?***

*The development with the requested variances constitute a suitable and desirable use of land. The proposal results in four new dwelling units through intensification of an existing site while retaining a characteristic detached built form. All zoning performance standards will be met including all setbacks and provisions for soft landscaping. The development is consistent with the intent of applicable provincial and municipal policies, including the PPS, both Official Plans, and the Zoning By-law.*

## SUPPORTING STUDIES

### Tree Information Report

A Tree Information Report was prepared by Chris McIntyre, Certified Arborist ON-1219A, on October 12, 2023. The report noted that the tree identified as Tree 1 in the figure below to be a Manitoba maple in fair condition. The recommendation was to retain the tree, install critical root zone fencing as outlined in the diagram 18 feet from the trunk.

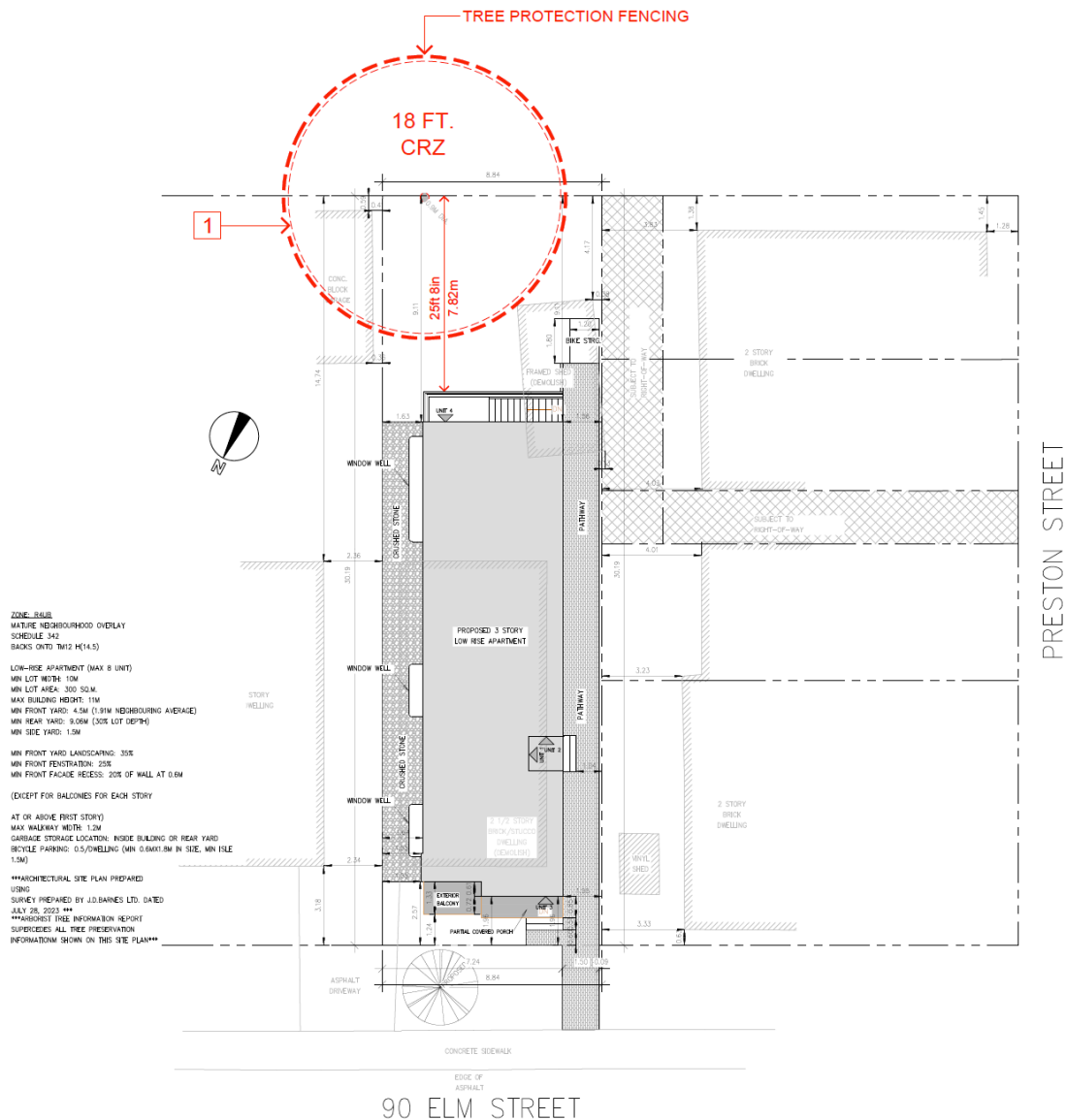


Figure XX: Excerpt from Tree Information Report

## CONCLUSION

As noted, the proposed minor variances to permit the development of a 4-unit low-rise apartment building will result in the net gain of 3 additional dwelling units through compatible and planned intensification.

The proposal supports the creation of new housing in accordance with the PPS and meets the Official Plan's intent to provide for housing choice and accommodate growth through intensification.

The proposed development requires variances for lot area and width only with all other performance standards met or exceeded.

As demonstrated in this cover letter, the proposed variances are minor in nature, with the proposed development being compatible with the context, built form, and character of the surrounding area.

The development with the proposed variances meets the intent of the Official Plan by contributing to housing choice in the City and accommodating growth through intensification.

Furthermore, the variances meet the intent of the Zoning By-law, with the proposed lot areas and lot widths providing sufficient space to accommodate the apartment dwelling along with compliant setbacks, soft landscaping, tree retention, and the provision of bicycle parking but no vehicle parking. Lastly, the proposed development is demonstrated to be a suitable and desirable use of land.

Collectively considered, the development with the requested variances meets the four tests required under Section 45(1) of the Planning Act.

It is the opinion of Q9 Planning + Design that the proposed minor variances are good land use planning and meet the required tests and criteria set out in the Planning Act.

Yours truly,



Christine McCuaig, RPP MCIP M.PI  
Principal Senior Planner + Project Manager

CC: Cava Holdings