



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

March 14, 2024

Attention: Mr. Michel Bellemare
Committee of Adjustment, Secretary-Treasurer

Committee of Adjustment
Received | Reçu le
2024-03-18
City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Re: Combined Applications for Minor Variances & Consents
7 & 11 Bradley Street, Ottawa

JD Planning has been retained by Stephen and Brenda Hawkins (the 'Owners') to submit Combined Applications for Minor Variance and Consent for the properties municipally known 7 and 11 Bradley Street (the 'sites'). The sites are presently two separate lots and municipal addresses, under the same ownership, and both contain a one-storey single-detached dwelling. The proposal is to retain the existing dwellings on each of the lots and sever the lots to create two new equally sized lots between the existing dwellings for future infill development. Three of the four newly created lots will not be in conformity with the zoning by-law, and minor variances for reduced lot width will be required. The existing dwellings will be fully zoning compliant, and the driveways and other applicable site conditions will be reconfigured to comply with all zoning requirements. One of the four lots (Lot D) is fully zoning compliant. No new development is proposed with this application.



Figure 1. Subject sites and surrounding context (GeoOttawa, 2022)

PROPOSED CONSENTS & MINOR VARIANCES

The proposed applications for consent and minor variance to Committee of Adjustment area set out below.

7 BRADLEY STREET

1. Primary Combined Applications for Consent & Minor Variance

- Sever Part 1 (Lot A) from Parts 2 & 3
- Retain Parts 2 & 3
- Minor variance to permit reduced lot width for Lot A

2. Secondary Combined Applications for Consent & Minor Variance

- Lot addition of Part 3 to Part 4 (Lot C)
- Retain Part 2 (Lot B)
- Minor variance to permit reduced lot width for Lot B (Part 2)

11 BRADLEY STREET

3. Combined Applications for Consent and Minor Variance

- Sever Part 4 (Lot C, including lot addition of Part 3)
- Minor variance to permit reduced lot width for Lot C (Parts 3 & 4)
- Retain Part 5 (Lot D) with no minor variances required for Lot D

Three of the four proposed lots require minor variances, to permit a reduced lot width, while the fourth lot (Lot D) is fully zoning compliant. The required minor variances are as follows:

Lot A: Part 1

- a) To permit a reduced lot width of 17.69 metres whereas the by-law requires 20.0 metres.

Lot B: Part 2

- b) To permit a reduced lot width of 13.98 metres whereas the by-law requires 20.0 metres.

Lot C: Parts 3 & 4

- c) To permit a reduced lot width of 13.98 metres whereas the by-law requires 20.0 metres.

Lot D: Part 5

- Zoning compliant following proposed removal of carport and front yard driveway

SITE & SURROUNDING CONTEXT

The sites are each large interior lots situated on the northeast side of Bradley Street in Stittsville neighbourhood in Ward 6 – Stittsville. Stittsville is a large suburban neighbourhood generally situated southeast of Highway 417, west of Richmond, generally northwest of Fernbank Road, and southwest of Terry Fox Drive. The neighbourhood is predominantly comprised of low-rise residential uses including single-detached dwellings, with some areas of semi-detached and townhouse dwellings in a variety of sizes, styles, and ages. There are a mix of commercial and residential uses situated along Stittsville Main Street which travels generally northeast-southwest, connecting from Flewellyn Road to the south and just past Hazeldean Road to the north.

The immediate site context along Bradley Street is comprised of a mix of low-rise single-detached and semi-detached dwellings on large lots, characterized by paved driveways, attached front-facing garages, or detached garages in the rear yards. The immediate surrounding residential neighbourhood is comprised of a mix of large lots with mature trees. Just to the southeast, the streetscape is generally comprised of smaller lots and tighter built form. To the north of the community is the Trans Canada Trail which is a multi-use pathway traveling generally northeast-southwest. Stittsville Main Street is located 3 blocks to the east and has a mix of low-rise commercial, retail and restaurant uses.

The property to the immediate north of 7 Bradley Street contains a one-storey single-detached dwelling, and to the immediate south of 11 Bradley Street is a one-storey dwelling with a detached garage in the rear. Immediately opposite the sites are a one-storey single-detached dwelling with detached garage, and a one-storey single-detached dwelling with a two-storey attached garage. Figure 2 below demonstrates aerial mapping of the immediately surrounding context.

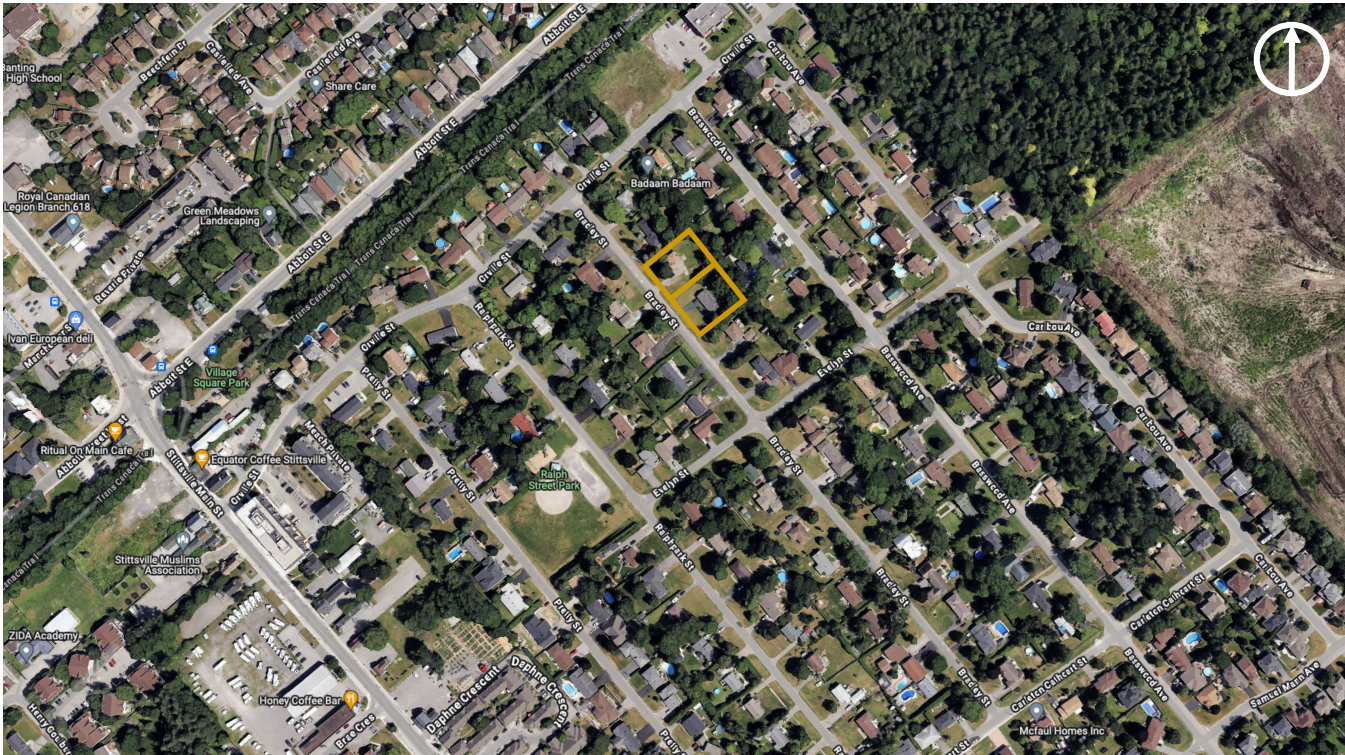


Figure 2. Aerial mapping showing surrounding residential uses and nearby commercial at Stittsville Main Street

EXISTING SITE CONDITIONS

The subject sites are large lots which each contain a single-detached dwelling and driveway leading to the dwelling, with large front and rear yards, and generous side yard setbacks. Both lots are well treed in the rear yards. The site conditions for each are described below:

7 Bradley Street

The site municipally known as 7 Bradley Street contains a one-storey single-detached dwelling and driveway leading to interior yard parking along the south side of the building and a shed which has been removed. There are some mature trees situated in the front of the dwelling and along the north side yard and rear yard. The site is otherwise landscaped with grass. To facilitate the severance, the driveway will

be removed, reinstated with grass, and reinstalled along the north side lot line. The existing site conditions are presented in Images 1 and 2 below (Google Streetview, 2019).



Image 1. 7 Bradley Street looking northeast from Bradley Street



Image 2. 7 Bradley Street looking northeast from Bradley Street

11 Bradley Street

The site municipally known as 11 Bradley Street presently contains a one storey single-detached dwelling and attached carport. The existing driveway is circular with access and egress from the north and south sides of the lot, and on the north the driveway leads along the north side yard to the carport. The portions of the driveway along the north side lot line and between the front façade of the dwelling and the front lot line will be removed and reinstated with grass. The carport will also be removed. The existing driveway along the south side lot line will remain and will be extended to the interior yard on the south side of the dwelling. The existing site conditions are presented in Images 3 and 4 below (Google Streetview, 2019).



Image 3. 11 Bradley Street looking northeast from Bradley Street



Image 4. 11 Bradley Street looking north from Bradley Street

The sites consist of the following specifications and legal description, with the topographic survey shown in Figure 3 below.

Table 1. Existing site statistics

Site Specifications	7 Bradley	11 Bradley
Area	1,556.9 m ²	1,556.4 m ²
Frontage	34.14 m	34.14
Depth	+/- 45.61 m	+/- 45.58 m
Legal Description	Lot 40, Registered Plan 715	Lot 39, Registered Plan 715
PIN	04452-0143	04452-0142

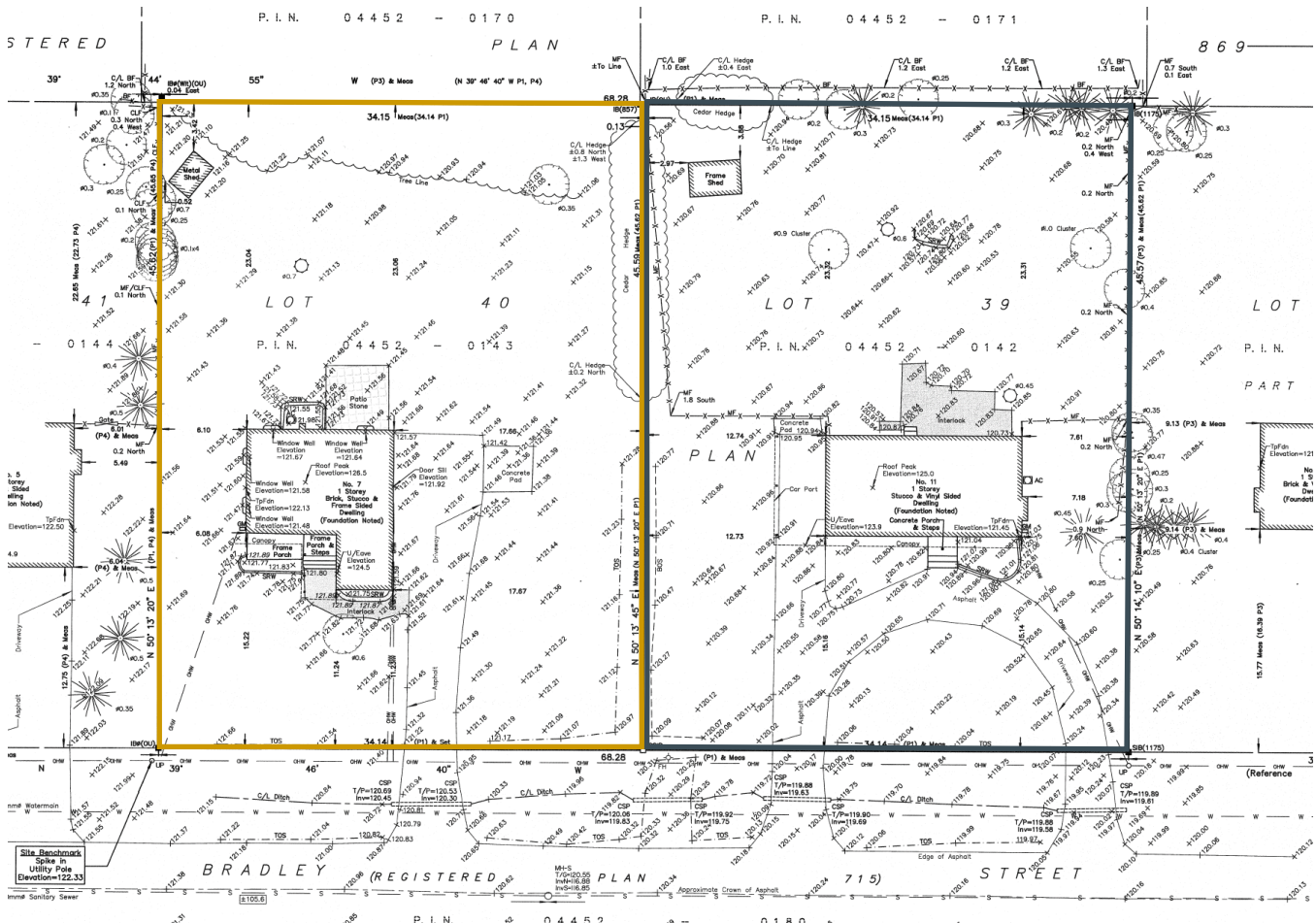


Figure 3. Plan of survey prepared by Farley, Smith & Denis Surveying Ltd. with added mark-up showing property lines

STREETSCAPE CONDITIONS

Images 5 through 9 below represent Google Streetview (2019) imagery of the immediately surrounding conditions along Bradley Street, which is comprised of single-detached dwellings in a variety of styles and sizes.



Image 5. Dwellings opposite sites looking west from Bradley Street



Image 6. Dwellings opposite sites looking southwest from Bradley Street



Image 7. Dwelling immediately adjacent to southeast lot line of 11 Bradley Street looking northeast



Image 8. Dwellings immediately adjacent to northwest lot line of 7 Bradley Street looking northeast

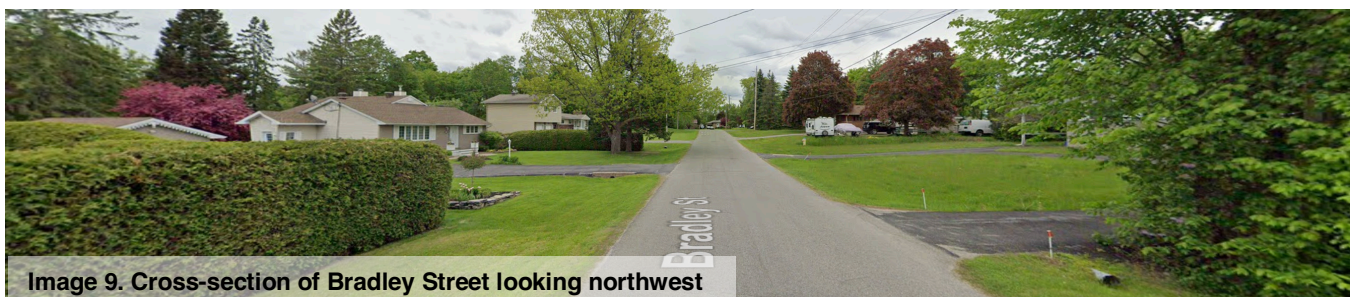


Image 9. Cross-section of Bradley Street looking northwest

PROPOSED CONSENTS & LOT CONFIGURATIONS

The proposed application for consents will ultimately result in the creation of a total of four new lots where there are presently two. The two newly created lots will be situated on the south side of 7 Bradley Street, and the north side of 11 Bradley Street, between the two existing dwellings on each parcel, which will each remain. The two new lots will be vacant for future development, which are intended to be zoning compliant and will require a building permit prior to any construction. No new development or construction is proposed with this application. The proposed applications to committee and required site conditions changes to facilitate the consents are detailed below.

LOT A: PART 1

- Sever Part 1 from Parts 2 & 3
- Retain Parts 2 & 3

MV A: To permit a reduced lot width of 17.69 metres whereas the by-law requires 20.0 metres.

Proposed Site Conditions:

- Lot A contains the existing single-detached dwelling municipally known as 7 Bradley Street which will remain;
- Lot area exceeds zoning requirements and existing dwelling setbacks are zoning compliant along the proposed severance line;
- Existing driveway and concrete pad on the south side of the building will be removed and reinstated with grass;
- New driveway will be installed along the north side lot line and will be zoning compliant.

LOT B: PART 2

- Lot addition to convey Part 3 to Part 4 (Lot C)
- Retain Part 2

MV B: To permit a reduced lot width of 13.98 metres whereas the by-law requires 20.0 metres.

Proposed Site Conditions:

- Portion of driveway and concrete pad from removed shed to be removed;
- Lot B will be vacant for future development;
- Lot area exceeds zoning requirements and lot width is sufficiently sized to support future development of a new single-detached dwelling.

LOT C: PARTS 3 & 4

- Sever Part 4 from Part 5
- Benefits from lot addition of Part 3 (part of Lot 40) to Part 4

MV C: To permit a reduced lot width of 13.98 metres whereas the by-law requires 20.0 metres.

Proposed Site Conditions:

- Portion of driveway, carport, and fence to be removed from existing dwelling at 11 Bradley to ensure no structure crosses the proposed property line;

- Lot C will be vacant for future development;
- Lot area exceeds zoning requirements and lot width is sufficiently sized to support future development of a new single-detached dwelling.

LOT D: PART 5

- Retain Part 5
- Lawyer’s letter confirming no abutting lands for Part 5 (Lot D)

Proposed Site Conditions:

- Lot D contains the existing single-detached dwelling municipally known as 11 Bradley Street to remain;
- Existing carport on north side façade of the dwelling will be removed to ensure the building setbacks comply with zoning requirements along the northern interior side severance line and do not cross the proposed property line;
- Portion of existing circular driveway situated between the front wall of the dwelling and the street to be removed and reinstated with soft landscaping, bringing lot into zoning compliance;
- Portion of second driveway leading to carport to be removed to not cross proposed severance line;
- Lot area and lot width exceeds zoning requirements.

The proposed lot schedule include parts, areas and descriptions per the Draft Reference Plan are presented in Table 2, whereas the proposed new lot fabrics are presented in Table 3. An extract of the Draft Reference Plan showing the proposed lot configurations is presented in Figure 4, with the required site changes shown in Figure 5. Figure 6 presents an example concept plan of the permitted building envelopes per site zoning requirements for the two new lots. Note that this is for information and reference purposes only and is not to scale nor representative of a proposed development plan. Building plans have not yet been designed and the proposed new lots are to be vacant for future development.

Table 2. Lot schedule per Draft Reference Plan

Address	Part	Area (m ²)	Frontage (m)	Lot	Plan	PIN
7 Bradley Street	1	807.1	17.69	All of 40	715	All of 04452-0143
	2	637.4	13.98			
	3	112.4	2.465			
11 Bradley Street	4	525.1	11.52	All of 39		All of 04452-0142
	5	1,031.3	22.62			

Table 3. Proposed new lot fabrics

	PARCEL A	PARCEL B	PARCEL C	PARCEL D
Parts of Draft R-Plan	1	2	3 & 4	5
Lot Area (m ²)	807.1 m ²	637.4 m ²	637.5 m ²	1,031.3 m ²
Lot Frontage (m)	17.69 m	13.98 m	13.98 m	22.62 m
Lot Depth (m)	~ 45.61 m	~ 45.60 m	~ 45.59 m	~ 45.58 m
Lot Width (m)	17.69 m	13.98 m	13.98 m	22.62 m
Description	Lots 39 & 40, Registered Plan 715, City of Ottawa			
PIN	All of 04452-0143 & All of 04452-0142			

Current Lot Configuration
 7 Bradley Street
 Parts 1, 2, 3
 11 Bradley Street
 Parts 4, 5

Proposed Lot A
 Part 1
 Sever Part 1 from Parts 2 & 3
 Retain Parts 2 & 3

Proposed Lot B
 Part 2
 Lot addition to convey Part 3
 to Part 4
 Retain Part 2

Proposed Lot C
 Parts 3 & 4
 Sever Part 4 from Part 5
 Lot addition of Part 3 to Part 4

Proposed Lot D
 Part 5
 Retain Part 5
 Lawyer's letter confirming no
 abutting lands for Part 5 enclosed

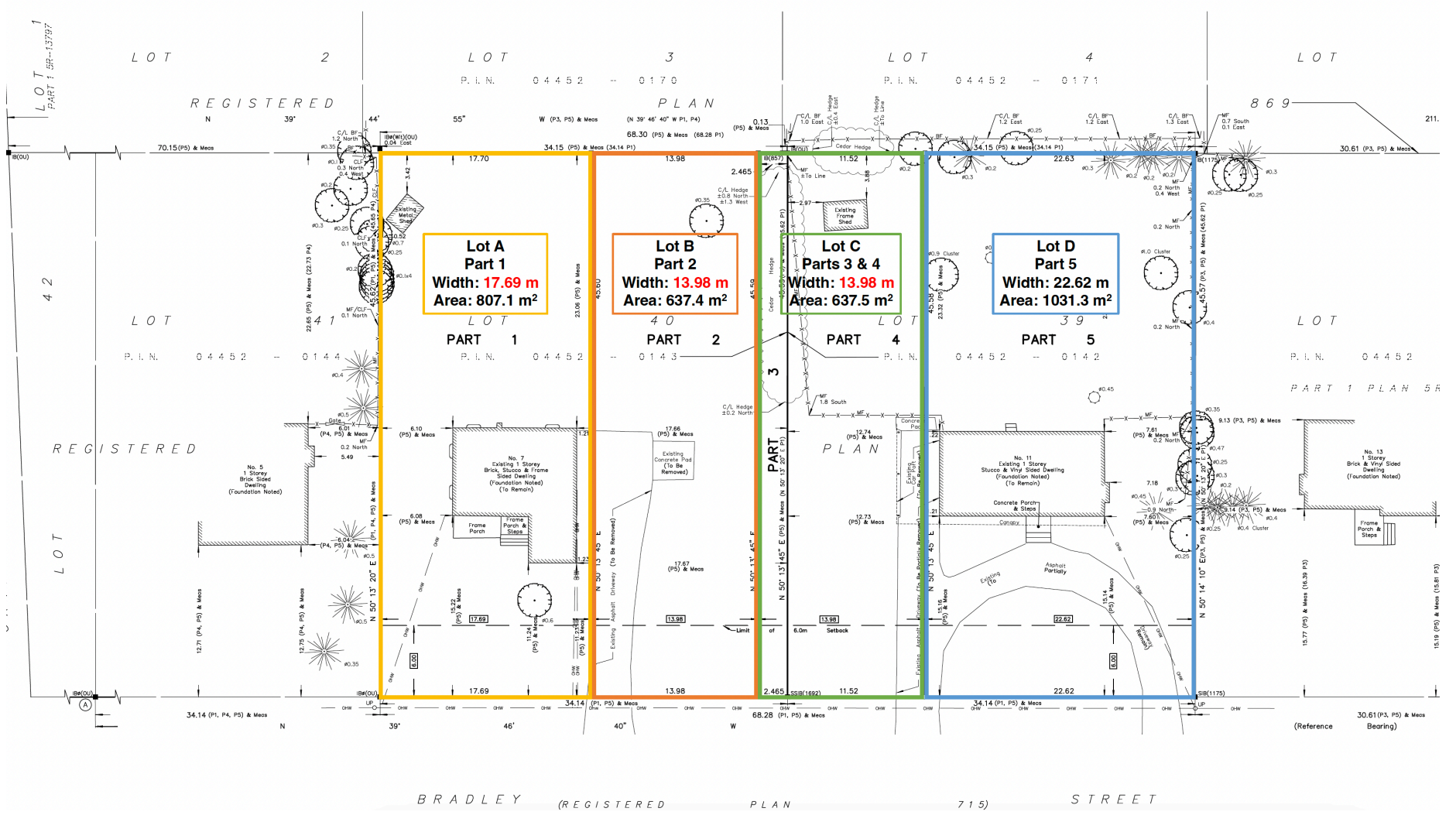


Figure 4. Draft R-Plan with added mark-up showing proposed lot configurations

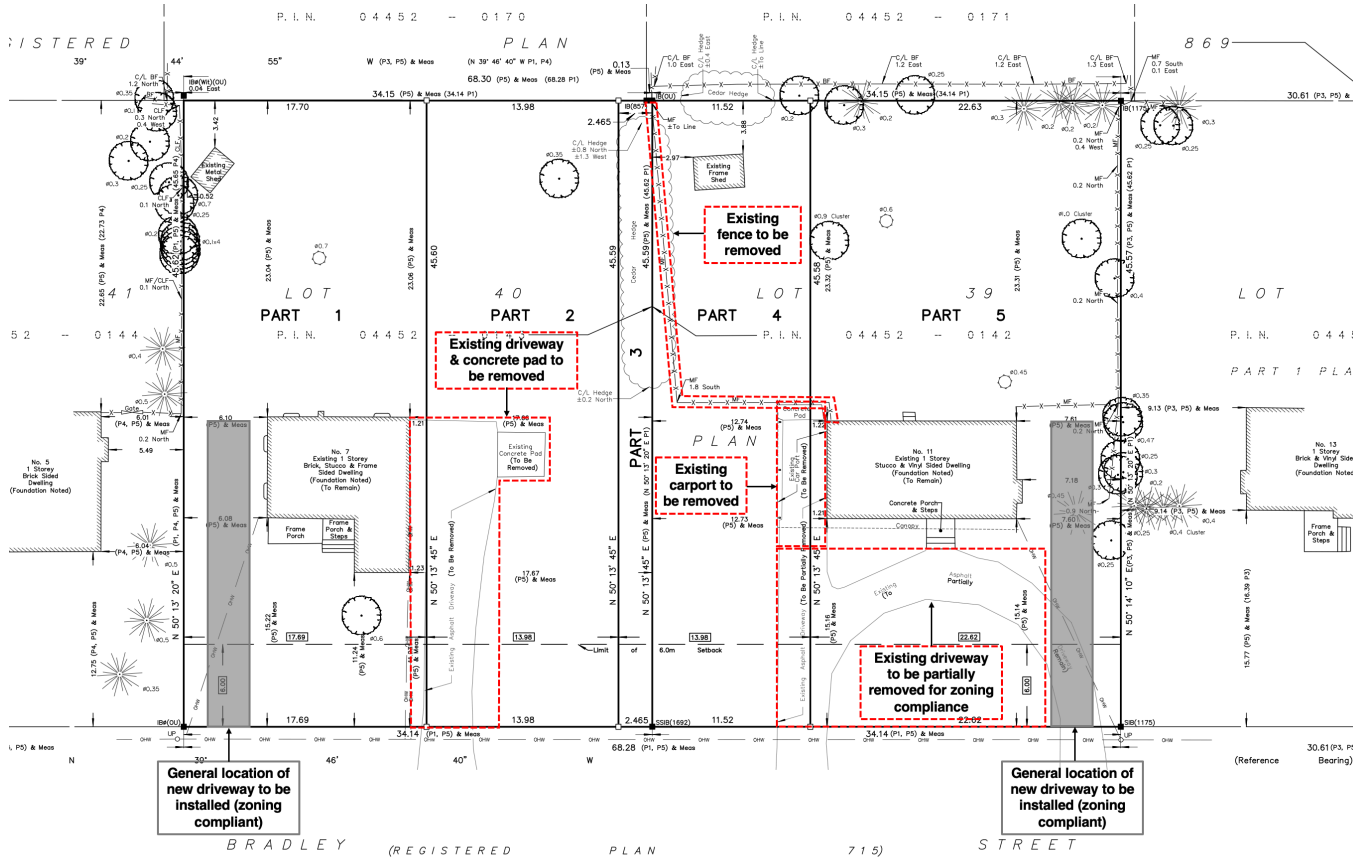


Figure 5. Draft R-Plan with added mark-up showing site changes to facilitate consents

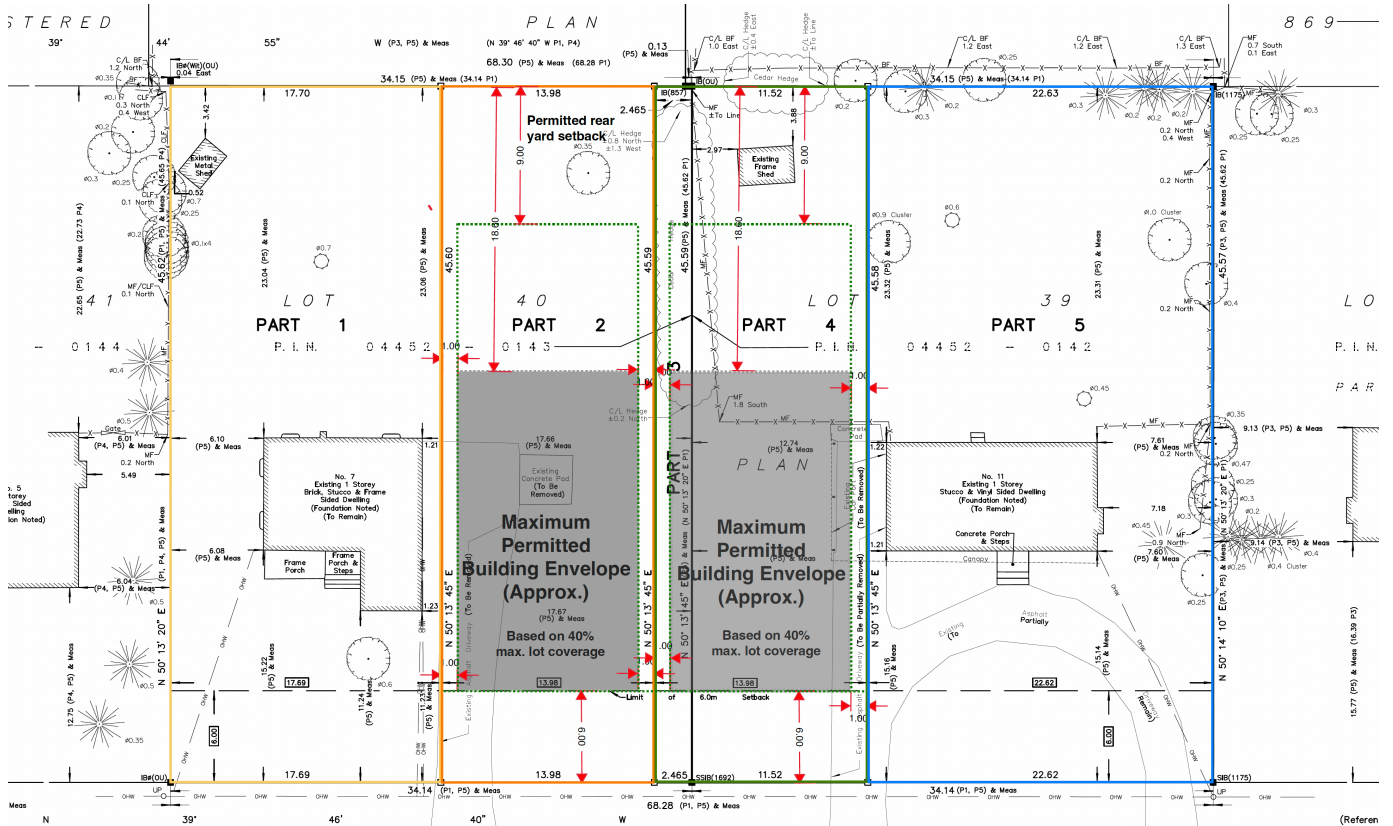


Figure 6. Draft R-Plan with added mark-up showing example of permitted building envelopes and setbacks for proposed new lots for future development (note: for information purposes only and not to scale)

NEIGHBOURHOOD LOT FABRIC & BUILT FORM

The surrounding lot fabrics are generally characterized by large, under-developed lots with single-detached dwellings situated on the centre of the lots. However, there are several examples of lots that are smaller in area comparable to the lot areas for the proposed severances, ranging from 600 square metres or less to 650 square metres. There is also an example of a lot to the south (11A and 11B Carleton Cathcart Street) that was severed in half to accommodate two new single-detached dwellings, resulting in two undersized lot widths but compliant lot areas, similar in size and configuration to the proposal. Though the lots are narrower than others in the area, the reduced width is offset by the generous lot depths resulting in compliant areas. An extract of GeoOttawa mapping showing comparable lot configurations is presented in Figure 7 below.

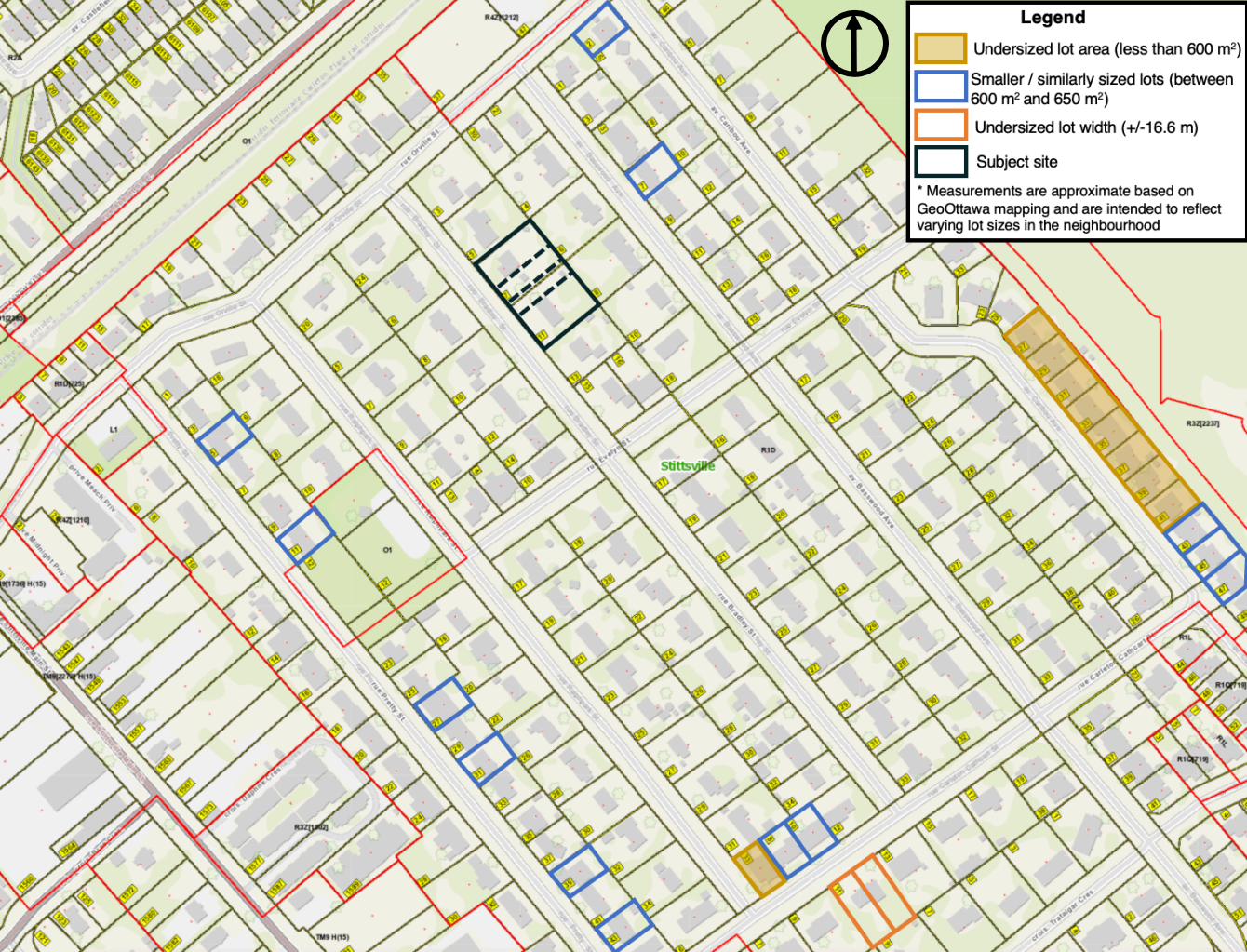


Figure 7. Neighbourhood lot fabric showing examples of similarly-sized lots in gold (GeoOttawa, 2022)

PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the Provincial Planning Policies. The proposed residential development is consistent with the applicable policies of the PPS, as demonstrated below.

Section 1.1.1 of the PPS states that healthy, livable, 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) [...] to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;”...

Section 1.4.1 of the PPS states that “to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) “maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans”.

→ In the above PPS policies, there is a significant emphasis on efficient development that is safe, respects the natural environment, uses available infrastructure, and provides for the needs of the community in both the short- and long-term. The proposed consents and variances to facilitate the creation of two new vacant infill lots for future residential development is an appropriate and compatible form of intensification within the urban boundary.

→ Each lot will be of size and shape that is appropriate for the development of a new single-family home on each, and the lots exceed zoning standards for lot area. Though undersized in lot width, the proposed widths are still sufficient to support a reasonably sized home in the future, that can comply with the existing zoning standards. The proposed widths of 13.98 and 17.69 metres are not less than many other permitted lot widths in other R1 subzones across the City. As such, it is evident that the proposed dimensions can support new development in the future.

- The severances will allow for intensification of two suburban serviced lots through future infill development, while retaining two existing single-detached dwellings. The proposal makes highest and best use of two presently underutilized lots, while still providing sufficient area for open space, amenity area, soft landscaping, and tree retention upon future development. Given the depth of the block, the lot areas are zoning compliant and consistent with the sizes of others in the community. The existing and new lots will each have independent municipal servicing, and the development will bring Lot D into zoning compliance by removing the driveway between the front façade and the street and reinstating with grass.
- Given the policy direction encouraging infill intensification in serviced areas to accommodate much-needed housing, this is a form of development that fits and works well and is supported by provincial and municipal policies. The proposed consents and variances to facilitate the creation of two additional vacant lots for future development represent a form of development permitted by existing policy, save for the variances for reduced lot width for three of the four lots. The proposal meets the intent of the PPS.

OFFICIAL PLAN

The subject site is designated Neighbourhood in the Inner Urban Transect Policy Area in the New Official Plan, as shown in Figure 8 below.

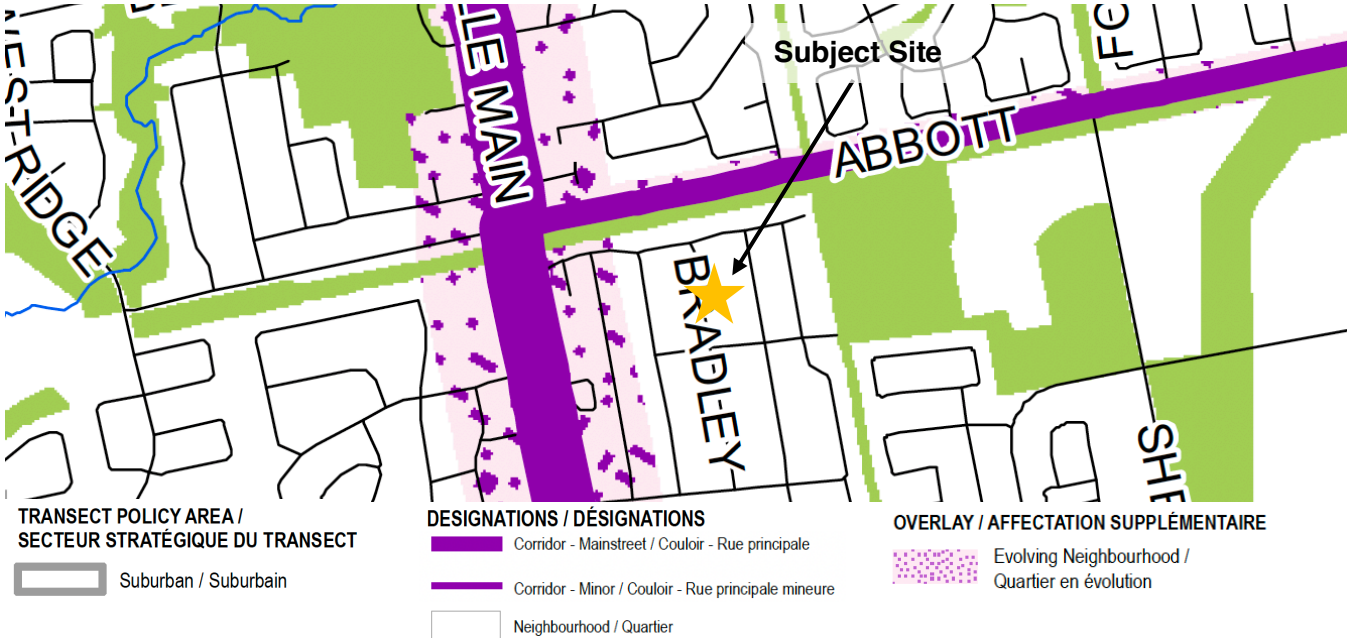


Figure 8. Extract of Official Plan - Suburban (West) Transect Policy Area, Schedule B5

Section 2.2.1 Intensification and Diversifying Housing Options sets out policy intent for provision of housing options. Subsection ii) states that “[m]uch of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. However, opportunities to provide for these dwelling types are limited within areas that are already developed. There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. This will provide

more choices for housing with three or more bedrooms within the developed built-up portions of the urban area.” Subsection (iii) provides for policies related to improvement of public amenities and services, and to achieve 60% intensification target by 2046, the City will:

- *Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;*
 - *Require an appropriate proportion of housing with three or more bedrooms that will provide more housing choices for larger households*
 - *Protect and enhance the urban tree canopy and provide equitable access to greenspace that will provide shade and opportunities to promote mental and physical health and wellbeing;*
 - *Provide guidance on the appropriate integration of new and different types of housing with the*
 - *Encourage a variety of housing typologies, including some that do not exist today, to meet the needs of diverse households and provide a sufficient supply of housing that is affordable.”*
- The proposed new lot creation for future infill development allows opportunity for future ground-oriented single-detached dwellings and retention of two existing dwellings, which provides more housing choice in the urban area for larger households. The properties are within a 450 metre walk to a Mainstreet Corridor (Stittsville Main Street) which is a desirable location for future infill intensification. Further, the future development of these lots will allow for adequate tree retention. By creating two additional lots for future infill development, this is providing additional opportunity for single-detached housing within the developed area.

Section 3: Growth Management Framework states that: “[t]he City has two distinct areas, an urban area and a rural area. The urban area is comprised of a built-up area where existing development is located, and a greenfield area of vacant lands at the periphery of the urban area. The urban area is a settlement area for the purposes of the Provincial Policy Statement, where growth is to be concentrated and where roads, transit networks and municipal piped services are the appropriate form of infrastructure. Within the urban area there are distinct contexts, which this Plan defines as transect policy areas, based on location, and except for the Greenbelt, maturity of development and the degree to which each area functions as a network of 15-minute neighbourhoods. The urban area is defined by the urban boundary.” Applicable policy intent set out in Section 3 is as follows:

- To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- 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 service...

Section 3.2: Support Intensification sets out policies for intensification throughout the urban area, as follows:

- 4) *“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.*
- 8) *“Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:*

- a) *Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and*
 - b) *Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.*
- 10) *The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.”*
- The proposed lot creation to allow for the retention of two existing single-detached dwellings, and development of two new single-detached dwellings in the future is an appropriate and permitted form of intensification within the urban area, contributing to the density targets set out in the OP.

Section 4: City-Wide Policies sets out policy intent that is to be applied throughout the City. **Section 4.2.1: Enable greater flexibility and an adequate supply and diversity of housing options throughout the city**, per the following policies:

- 1) “A 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...”
- As noted, the provision of larger dwelling units in the urban area is supported by the Official Plan policies. The proposed minor variances to permit a slightly reduced lot width to create a total of four new infill lots in the urban area is appropriate as it allows for retention of good housing stock, while introducing opportunity for two new dwellings in the future. This optimizes the available supply and diversity of housing in the City.

Section 5: Transects sets out policies for the City’s six transects areas which represent the evolution of built form and planned function of the areas. The Suburban Transect neighbourhoods are generally reflective of a conventional suburban model, however, the focus of the OP is to “complete those neighbourhoods in a way that supports their gradual evolution to becoming 15-minute neighbourhood”. The Suburban Transect is generally characterized by low- to mid-density development, including low-rise development within Neighbourhoods. **Section 5.4.1(3)** supports a range of dwelling unit sizes in “predominantly ground-oriented housing forms in Neighbourhoods...” Further, **Section 5.4.4(2)** states that “[n]et residential densities shall strive to approach the densities of the Inner Urban Transect over

time”. Neighbourhoods shall accommodate residential growth and support a wide variety of housing types, and allow generally up to 3 storeys in height, and an emphasis on maximum built form envelope (Section 5.4.5(1)).

→ The overall character of the suburban area is a conventional suburban model; however, the OP encourages creating complete 15-minute neighbourhoods in these communities and supports gradual intensification in the form of low-rise, low-density housing in Neighbourhoods. Given the proximity to Mainstreet Corridor areas along Stittsville Main Street and the available open space and land area on these lots, the proposed consents to facilitate two new vacant infill lots are in line with the intent of the OP policies and direction for the Suburban Transect.

Section 6.3 Neighbourhoods encourages the evolution of existing communities towards 15-minute neighbourhoods with “ongoing gradual, integrated, sustainable and context-sensitive development”. The OP sets out policies to ensure neighbourhoods are livable and allow a range of residential built forms and housing options.

→ The provision of two new lots within the suburban area supports the housing and intensification policies of the OP, and proximity to Mainstreet Corridor areas is an appropriate location for modest and gentle intensification, supporting the principles of “15-minute neighbourhoods”. Overall, the proposed consents and variances which create four new lots, each of which can be conveyed separately, meets the intent and purpose of the Official Plan.

ZONING BY-LAW 2008-250

The site is zoned Residential First Density, Subzone D in the City of Ottawa’s Zoning By-law 2008-250, as demonstrated in Figure 9 below. The Residential First Density zone permits low-rise residential development with one principle dwelling unit in the format of detached dwellings. The purpose of the R1 – Residential First Density zone is to restrict building form to detached dwellings, with other residential and ancillary uses permitted, and to regulate development that is compatible with existing land use patterns to maintain or enhance the residential character of a neighbourhood.



Figure 9. R1D zoning with subject site shown blue (GeoOttawa 2022)

The applicable zoning provisions are set out in Table 4 below. Existing conditions for the two dwellings to be retained are included; however, only the lot area and lot width requirements for newly created Parcels B and C are provided. Any future development is required to comply with the provisions of the zoning by-law prior to obtaining a building permit.

Table 4. Zoning provisions

R1D					
Single-detached dwelling	Required	Provided		Lot C	11 Bradley Lot D
		7 Bradley Lot A	Lot B		
Minimum Lot Width (Table 156A)	20.0 m	17.69 m	13.98 m	13.98 m	22.62 m
Minimum Lot Area Table 156A)	600.0 m ²	807.1 m ²	637.4 m ²	637.5 m ²	1,031.4 m ²
Maximum Building Height Table 156A)	11.0 m	< 11.0 m 1 storey	Vacant lot for future development	Vacant lot for future development	< 11.0 m 1 storey
Minimum Front Yard Setback (Table 156A)	6.0 m	11.23 m			15.14
Minimum Rear Yard Setback (Table 156A)	9.0 m	23.04 m			23.31 m
Minimum Interior Side Yard Setback (Table 156A)	1.0 m	1.21 m / 6.08 m			1.21 m / 7.18 m
Maximum Lot Coverage (Table 156A)	40%	~ 11%			~ 10%
Minimum Driveway Width (s.107(2))	2.6 m	≥ 2.6 m			≥ 2.6 m
Maximum Driveway Size (s.107(3))	< 50% of the yard or 2.6 x yard depth	< 50% front yard / 2.6 x yard depth			< 50% front yard / 2.6 x yard depth

RATIONALE FOR CONSENT

In Section 51(24) of the Planning Act, 1990, a series of criteria are presented that state in the case of any subdivision of land, regard shall be had to:

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

The consent supports the following matters of provincial interest: “the orderly development of safe and healthy communities, the adequate provision of a full range of housing, the appropriate location of growth and development”. The proposed consent and variances allow for the creation of two new lots for the purpose of constructing two new single-detached dwellings in the future, one per new lot, while retaining the two existing single-detached dwellings, for a total of four dwellings where there are currently only two. The lots are located within the urban boundary and provide infill intensification in the suburban area, contributing to the provision of additional housing within the serviced area.

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

The proposed consent is in the public interest as it supports the City’s policies for intensification and an efficient use of residentially zoned land. The proposed severances are not premature as the site zoning and Official Plan designations permit single-detached development and the severance of lands to support infill intensification where there is available municipal servicing. The development is in the public interest as it supports the introduction of new infill development and housing choice in the suburban area on lots that are presently underdeveloped.

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

The proposed severances to permit the creation of a total of four lots with two existing single-detached dwellings and two new vacant lots for future development conform to the applicable City of Ottawa Official Plan policies for development, intensification, and compatibility as discussed through the Official Plan section of this report. The Official Plan supports intensification in the urban area on lots that have available municipal servicing, and that are within proximity to areas designated “Mainstreet Corridor” or “Minor Corridor”. The sites are within a 450 metre walk to Stittsville Main Street (designated Mainstreet Corridor) and 550 metre walk to Abbott Street East (Minor Corridor) and is therefore an excellent location for modest and gentle infill intensification.

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

The land is suitable for the proposal with surroundings that consist of single-detached dwellings on a range of lot sizes. The proposed lot sizes can appropriately accommodate the proposed severances and existing/future built form. The depth of this block results in four large lots that exceed the zoning requirements. The reduced lot width for three of the four new lots still allows for an appropriate building footprint for future development and zoning compliant setbacks for the existing dwellings. The existing unsevered lots are underutilized, and this type of infill intensification is desirable within the suburban area in order to focus intensification within the urban boundary and provide much-needed housing in the City.

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

N/A

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

No new roadways are proposed as part of the consents. The proposed development and severances will have adequate frontage to an open public municipal roadway (Bradley Street). Bradley Street connects to Orville Street to the northwest, which connects to Stittsville Main Street to the west.

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

The dimensions and rectangular shape of the proposed lots are functional and appropriate for the proposed consents. The proposed lot lines were strategically aligned to ensure the existing dwellings at 7 and 11 Bradley Street can be retained while complying with the zoning requirements for all side yard

setbacks. The reduced lot width at 7 Bradley Street is minimal given the existing dwelling can be retained and fully zoning compliant, with a new driveway to permitted parking proposed. The property at 11 Bradley is fully zoning compliant. Though the newly created lots B and C are smaller than permitted by the zoning by-law, the lot areas are each exceeded and are similar to other R1 zones in the City, thereby demonstrating that they are sufficiently wide to accommodate a single-detached dwelling in the future.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land; There are no known existing restrictions on the land and no new restrictions proposed.

(h) conservation of natural resources and flood control; Both sites contain several mature trees which are to be retained. Based on the prepared and enclosed Tree Information Report, future “as of right” development is possible on the two vacant lots B and C without impacting existing tree cover. The sites otherwise contain ample soft landscaping. There are no flooding concerns with the properties.

(i) the adequacy of utilities and municipal services; Municipal services are available and will be independently provided for both lots. A site servicing plan will be prepared as a condition of consent and prior to the issuance of any future building permits for development on the new vacant lots.

(j) the adequacy of school sites; There are several schools within proximity of the site: Holy Spirit School, A. Lorne Cassidy Elementary School, Sacred Heart High School, and Frederick Banting Secondary Alternate Program to the northwest and northeast, and Guardian Angels School and Westwind Public School to the southeast.

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

N/A

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

The proposal allows for retention of two existing single-detached dwellings, as well as future gentle intensification on two new vacant residential lots within the urban area. The proposed severances will facilitate the future infill intensification of two new ground-oriented, family-sized single-detached dwellings on two parcels of land. It is appropriate and desirable to focus residential intensification within the urban area, and in particular within the suburban communities that have historically been the result of sprawl-type development. Encouraging lot creation near public open space (Trans Canada Trail) and retail uses (Stittsville Main Street) is an efficient use of the land, and retention of existing dwellings conserves available resources. This is an appropriate and encouraged form of density increase and will optimize the use of existing available municipal services.

- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25 Sched. 4, s.9(2).

The proposed creation of four new lots including two new vacant parcels for future single-detached residential development is not subject to the Site Plan Control By-law and therefore an application for Site Plan Control is not required.

Overall, the proposed severance applications demonstrate regard for the criteria of Section 51(24) of the Planning Act.

RATIONALE FOR MINOR VARIANCES

To facilitate the development, three minor variances to the Zoning By-law are required in total, one for proposed Lot A, proposed Lot B, and proposed Lot C. Proposed Lot D is fully zoning compliant.

VARIANCE A: To permit a reduced lot width of 17.69 metres whereas the by-law requires 20.0 metres

VARIANCES B & C: To permit a reduced lot width of 13.98 metres whereas the by-law requires 20.0 metres

The following reviews the variance against the four tests as presented in Section 45(1) of the Planning Act. Note that the rationale for variances for each of the lots have been reviewed together.

IS THE VARIANCE MINOR?

The proposed variance to permit a 17.69 metre lot width for Lot A to facilitate the consents is minor in this case. The proposed severance line for the 7 Bradley lot allows for a 1.2 metre interior side yard setback along the southeast lot line, and a 6.08 metre side yard setback along the north. The existing dwelling will remain, and the driveway will be reoriented to the north side yard to provide a permitted and compliant parking space. The proposed lot width is comparable to other undersized lots in the community, and there will be ample space on site for the existing dwelling to continue functioning appropriately.

The proposed variance to permit a 13.89 metre lot width for Lots B and C are minor considering the generous lot depth resulting in larger areas than required under the zoning by-law, with 600 square metres provided and 637 square metres provided, respectively. As such, the newly created lots will still provide sufficient space on site for future zoning compliant residential development, and the impacts of development can be appropriately managed on each of the sites. Despite the reduced lot width, it is feasible to construct a new single-detached dwelling on each in the future given the lot areas are exceeded, and the lot width is not less than the minimum required lot widths for other R1 subzones across the City. Though the proposal will result in a slightly more compact urban lot fabric than what presently exists, the site is otherwise underutilized and contributes positively to the community with the provision of additional housing choice in the urban area. The lot areas are comparable to others within the

neighbourhood with many examples of 600 square metre to 650 square metre lots, and the lot creation is a typical rectangular shape that is appropriate for future infill development. Further, the fourth lot created (Lot D) is fully zoning compliant and allows for retention of good housing stock. Lot D will also now have zoning conformity with the removal of the carport and circular front yard driveway, and replacement with a permitted and compliant parking space along the south interior side yard.

The proposed new vacant lots for future development are also oriented within the interior of the two exiting lots, therefore minimizing any potential impacts to the existing neighbouring properties to the north and south as those built form conditions will remain unchanged. All new future development will be oriented between the existing dwellings which are both under the ownership of the present applicant. Overall, the proposed applications for reduced lot width for three of the four allow for the creation of two new appropriately sized lots for future residential development that exceed lot area and provide sufficient space for zoning-compliant setbacks. As such, the sought relief is minor.

DOES THE VARIANCE MEET THE INTENT AND PURPOSE OF THE OFFICIAL PLAN?

The intent and purpose of the Official Plan is to support infill intensification and densification through the provision of a wide variety of housing typology and built form. The OP specifically sets out the need for ground-oriented, larger, family-sized units with three or more bedrooms, and emphasizes the importance of building livable, 15-minute, and healthy communities. The proposed development contributes to the housing targets of the Official Plan. The site is situated in the suburban neighbourhood which supports larger, ground-oriented development and gentle intensification towards a more urban built form. The site is also within walking distance to both a Mainstreet Corridor and Minor Corridor (Stittsville Main Street and Abbott Street East) which is a desirable and appropriate location for intensification. The proposed consents and variances allow for the creation of a total of four new lots to be conveyed individually. The application also allows for the retention of good housing stock, as the two existing dwellings will be retained. The two newly created lots will be intended for future residential development, contributing to the housing targets of the Official Plan. Future development on those lots will be otherwise compliant with the zoning by-law and are a permitted use under the Official Plan. The lots are sufficiently large to support this form of modest intensification, while retaining adequate tree coverage and retention, open space, and contributes to the livability of this Stittsville community. Finally, directing lot creation to existing suburban communities is an important step in the gradual shift towards “urbanizing” the suburban environment, adding much-needed housing to the urban serviced area, rather than contributing to sprawl. The proposed variances to permit reduced lot width to allow this lot creation meets the intent and purpose of the Official Plan.

DOES THE VARIANCE MEET THE INTENT AND PURPOSE OF THE ZONING BY-LAW?

The intent and purpose of the lot width provision of the zoning by-law is to ensure that appropriate separation between buildings is maintained with an appropriate lot fabric for the community, and to ensure that there is sufficient area on the lot to accommodate a dwelling and open space without overdeveloping the site. The proposed reduction of lot width in this case meets the intent and purpose of the zoning by-law considering the proposed Lot A is sufficiently wide to provide zoning compliant side yard setbacks along both interior side yards for continued access, maintenance, and light and air filtration to the existing dwelling. The proposed reduction of lot width for the vacant lots, B and C, meets the intent

and purpose of the zoning by-law as the future residential dwellings are to be constructed with full adherence to the requirements of the zoning by-law for all yard areas and setbacks. Though narrower than permitted by the zoning presently, due to the generous lot depth, the properties can be subdivided while still exceeding the lot area requirements across all four lots. The three lots requiring a lot width reduction are still sufficiently wide to accommodate existing and future development without impacting any adjacent properties. Further, the proposed smallest lot width at 13.89 metres is still not less than permitted in other R1 subzones across the City, which demonstrates that a lot width that width can appropriately accommodate a single-detached dwelling. There are also some examples of this type of infill intensification beginning to occur in the area, with recently approved undersized lots to the south along Carleton-Cathcart Street, as well as existing zones that permit lot width of 12.0 metres to the southeast (i.e. R1Q zoning along Caribou Avenue and Samuel Mann Avenue). Considering these factors, the proposed reduction in lot width to facilitate the creation of a total of four new lots, two of which will retain existing single detached dwellings and two of which are intended for future development, meets the intent and purpose of the zoning by-law.

IS THE VARIANCE DESIRABLE FOR THE APPROPRIATE DEVELOPMENT OR USE OF THE LAND?

The proposed variances for reduced lot width for three of the four newly created lots are desirable for the appropriate future development and use of this residentially zoned land. The variances will facilitate the retention of two existing dwellings and creation of two additional new vacant lots for future residential infill development, which contributes to the City's existing and new available housing stock. The existing and future residential single-detached dwellings are a permitted of the land, and each of the lots will be fully zoning compliant for lot area. The two existing dwellings will be in conformity with the zoning by-law, and Lot D will be brought into zoning compliance with the removal of front yard parking and replacement with soft landscaping, which is desirable and appropriate for this site. The Official Plan encourages added density in the format of low-rise, ground-oriented dwellings with three or more bedrooms for a diversity of housing type and choice. The severance of this lot to facilitate the future development of two new single detached dwellings that can be conveyed separately supports this policy intent. Further, per the OP policies and the general direction of provincial policy to address the ongoing housing issues across the city and province, there is likely to be a gradual shift towards lot creation on existing under-utilized lots, which allows for gentle intensification and infill development within the urban serviced area. The general intention of the Suburban Transect area of the Official Plan is to encourage the suburban area to become more urbanized, comparable to the outer and inner urban transect areas. Overall, it is desirable and appropriate to introduce a wider choice of housing types through modest and gentle infill intensification, including future ground-oriented single-detached dwellings, within the urban boundary that has municipal servicing and proximity to both Mainstreet and Minor Corridor areas. As such, the proposed variances for reduced lot width only are desirable for the appropriate residential development and use of the land.

CONCLUSION

The proposed applications for consent and minor variance at the properties municipally known as 7 and 11 Bradley Street will facilitate the creation of a total of four lots, including two vacant lots for future residential development and two lots containing the existing single-detached dwellings. The proposed

creation of four new lots for residential use whereas there are presently only two is a desirable use of this residentially zoned land.

The proposed configuration and size of the lots is appropriate and though three of the four lots are narrower than permitted by the zoning, their lot areas exceed the by-law requirements and still allow for ample space to retain the existing dwelling and construct two new single-detached dwellings on the vacant lots in the future. The proposed lot fabrics, though narrower than permitted, are still a comparable overall size and area to those in the community due to the generous lot depths. The proposed lot sizes are consistent with other subzones in the R1 zoning across the City and within the surrounding area, demonstrating the feasibility of constructing an appropriately sized dwelling with adequate building separation, access, open space and tree retention on each vacant lot in the future.

The proposed minor variances and consents are consistent with the Provincial Policy Statement, 2020 conform to the policies of the City of Ottawa Official Plan and comply with the City of Ottawa’s Zoning By-law 2008-250 save for the minor variances for reduced lot width for three of the four newly created parcels of land. The lots and existing dwellings will otherwise be fully zoning compliant. The consents meet the criteria as set out in Section 51(24) of the Planning Act and the proposed minor variances meet the four tests under Section 45(1) of the Act. The proposed lot creation for future residential development represents good land use planning and is recommended for approval.

Respectfully submitted,



Jessica D’Aoust, MCIP RPP M.PI
Principal + Senior Planner