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File: 010224 - 370 Athlone Avenue

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

Committee of Adjustment
Received | Reçu le

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City of Ottawa | Ville d'Ottawa
Comité de dérogation

PROPOSED MINOR VARIANCE APPLICATION FOR 370 ATHLONE AVENUE

Q9 Planning + Design have been retained by Jersey Developments Inc. to prepare a Planning Rationale regarding the minor variance application in order to construct a new low-rise apartment building on the subject site at 370 Athlone Avenue.

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

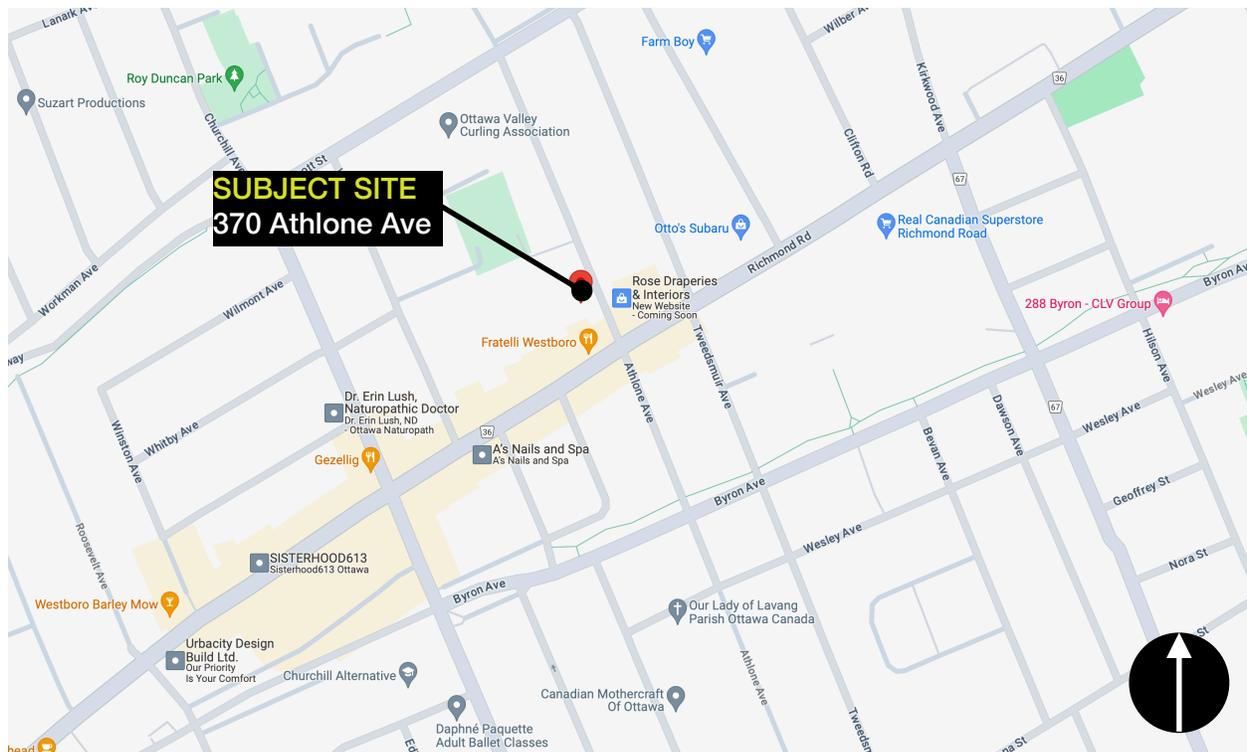


Figure 1: Location Plan

EXECUTIVE SUMMARY

The subject site is a rectangular, interior lot located on the west side of Athlone Avenue in Westboro, within Ward 15 - Kitchissippi in the City of Ottawa. The neighbourhood is characterized by a mix of uses and many different residential dwelling types, including single-detached homes, low-rise apartments, three-unit buildings, semi-detached, and mid-rise buildings and high-rise buildings within the community area owing to the proximity of Richmond Road and within 400 m of Westboro Station.

The proposed development is to demolish the existing 1-storey single-detached dwelling and construct a 3-storey, 16-unit low-rise apartment dwelling. No vehicular parking is proposed and 16 bicycle parking spaces are provided.

The proposed development requires minor variances as detailed below. As this report concludes, the proposed minor variances meet the four tests as required under the Planning Act and the resulting development enabled by the variances is considered good land use planning.

Minor Variances Requested

The requested variances are identified below:

Low-rise Apartment Dwelling (370 Athlone Avenue)

- (a) To permit a low-rise apartment dwelling to contain 16 dwelling units whereas the maximum number of dwelling units is identified as 12 dwelling units (S.162, Table 162A)
- (b) To permit 0 resident parking spaces whereas 2 parking spaces are required. (S.110)
- (c) To permit an accessory structure to be 0.15 m from the rear property line whereas the minimum setback for an accessory structure to the rear property line is 0.6 m (S.55, Table 55 (3)(II)(ii)).
- (d) To permit an accessory structure to be 0.55 m from the interior property line whereas the minimum setback for an accessory structure to an interior property line is 0.6 m (S.55, Table 55 (3)(II)(ii)).

Documents Required and Submitted

The following lists all required and submitted documents in support of the identified Committee of Adjustment applications. Please note that as per Appendix A, no Tree Information Report was required.

- [Site Plan
- [Elevations
- [Survey
- [Planning Rationale (this document)
- [Fee
- [Application Form

Public Consultation

The owner printed a copy of the Site Plan and Elevations and circulated it to the immediate neighbours in the community. Prior to submission, the design package was also provided to Councillor Leiper's office and the Community Association.

SITE & CONTEXT

Site

The subject site is a rectangular interior lot located along the west side of Athlone Avenue in Westboro. The property is currently developed with a small single-storey detached dwelling with white siding and a peaked roof.

- [Lot frontage: 15.24 m
- [Lot depth: 33.47 m
- [Lot area: 508.17 m²



Figure 2: Site Map (Source: GeoOttawa)

Context

The subject property is located in an established residential neighbourhood consisting of a variety of residential dwelling types ranging from single-detached dwelling, semi-detached, three-unit dwellings, low-rise apartment dwellings. There are mid-rise and high-rise apartment dwellings in the community due to Richmond Road and the proximity of Westboro Station.

Within the applicable block, the west side of Athlone Avenue moving north from Richmond Avenue is a mix of 1 and 2-storey residential dwellings with a range of materials and colours.

On the east side of Athlone Avenue, there is a mid-rise apartment at the corner of Scott Street, followed by 2-storey single-detached dwellings, semi-detached dwellings, and two 3-storey residential apartments. Architectural style is a mix of the older pre-war styles with more modern newly developed sites.

- [**South:** 1-storey dwelling (+ ADU) | 3-storeys permitted
- [**North:** 1-storey dwelling | 3 storeys permitted
- [**West:** Rear of commercial property at 294 Richmond Road | 6 storeys permitted
- [**East:** 2-storey dwelling, 3-storey apartments | 3 storeys permitted

Majority of the lots on Athlone are rectangular in shape and vary in size from ~530 m² to ~250 m². A number of lots on the east side of Athlone Avenue have been severed. Some dwellings have garages, both rear detached and front attached. Older homes have peaked roof style whereas newer dwellings tend to be flat-roof style.

Athlone Avenue is a two-lane local road with a sidewalk on the west side of the street. The subject site is located ~50 m from Richmond Road where there is access to a number of amenities and OC Transpo Routes 153, 11, 51. Moving north on Athlone Avenue to Scott Street, there is access to Westboro Station which provides access to several routes. Please see the extract of the OC Transpo Route Map on the following page.

There are a series of connected bike lanes in the vicinity of the subject site as shown on the extract of the cycling map from GeoOttawa. There are dedicated bike lanes, multi-use pathways, and the network of NCC pathways in close proximity to the subject site.

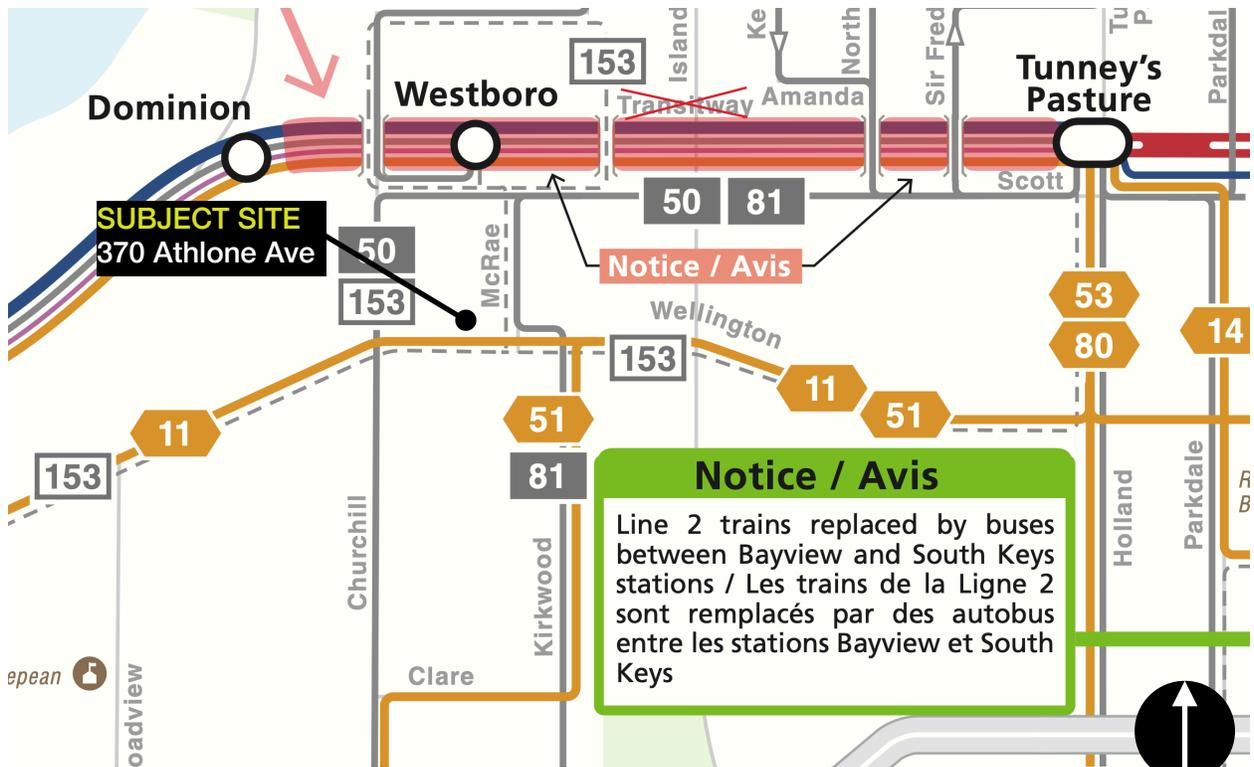


Figure 3: Extract of OC Transpo Route Map (Source: OC Transpo)



Figure 4: Cycling Map (Source: GeoOttawa)

PROPOSED DEVELOPMENT

The proposed development is to demolish the existing 1-storey dwelling along with the existing 2 accessory structures in the rear and construct a 3-storey, 16-unit low-rise apartment dwelling. The proposed development proposes 16 bicycle parking spaces, zero vehicular parking spaces, a 1.8 m walkway from the sidewalk directly to the front door. There is also a paver path along the north side of the building to provide access to the refuse shed and cycling shed in the rear yard.



Figure 5: Proposed Site Plan, Colour (Source: Grant Henley Design Group)

The built form features a 4.5 m front yard setback, a 1.5 m south interior yard setback, a 1.5 m north interior yard setback, and a 7.5 m rear yard setback. There is a 25 m² soft landscaped area in the rear yard for tree planting as well as other integrated soft landscaped in all areas except where walkways provide access to the refuse shed and bike storage.

The proposed accessory structures have been combined to ensure that the balance of the rear yard landscaped area can be maximized. Further, as there is no residential to the west, the proposed accessory structures will not impact any rear neighbours. Further, the proposed accessory structures are significantly smaller than the existing accessory structures. See image to the right. The light grey is the existing accessory structures and the red is the proposed.

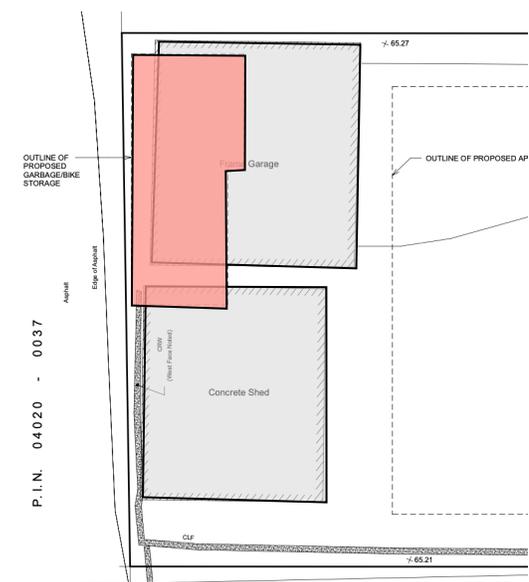


Figure 6: Rear Accessory Structure Comparison

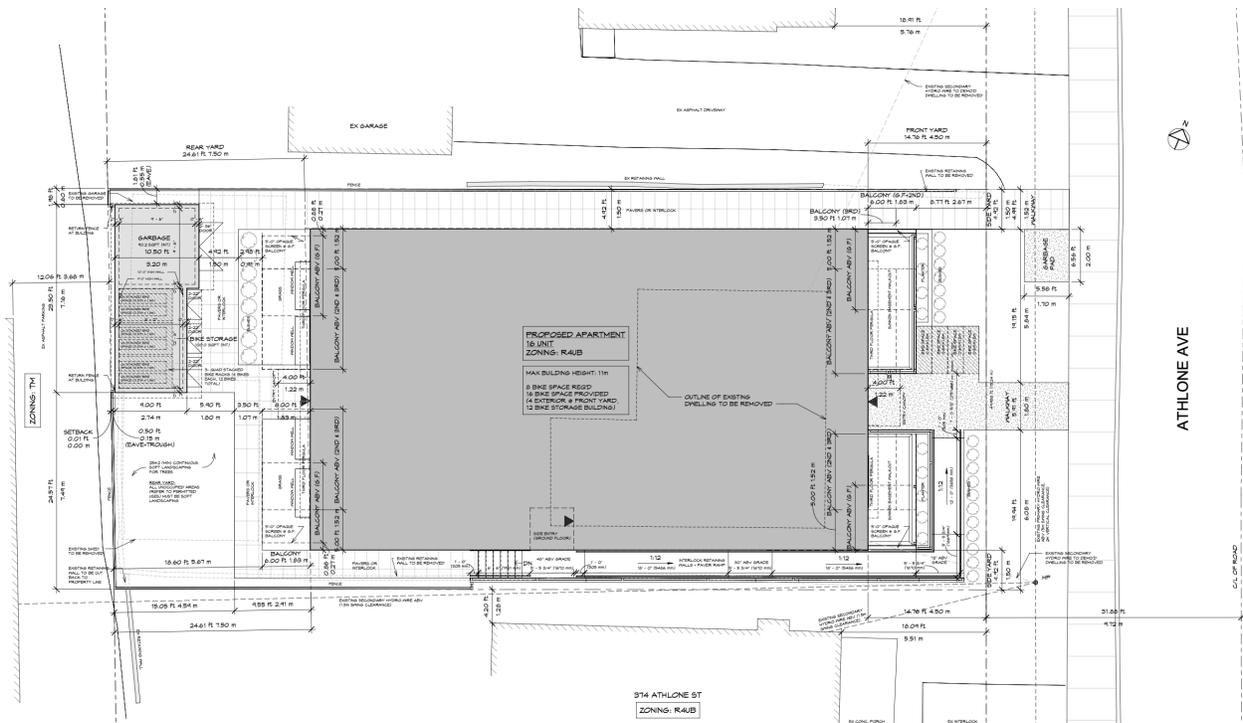


Figure 7: Proposed Site Plan (Source: Grant Henley Design Group)



Figure 8: 3D View of Proposed Building (Source: Grant Henley Design Group)



Figure 9: Left Elevation (Source: Grant Henley Design Group)

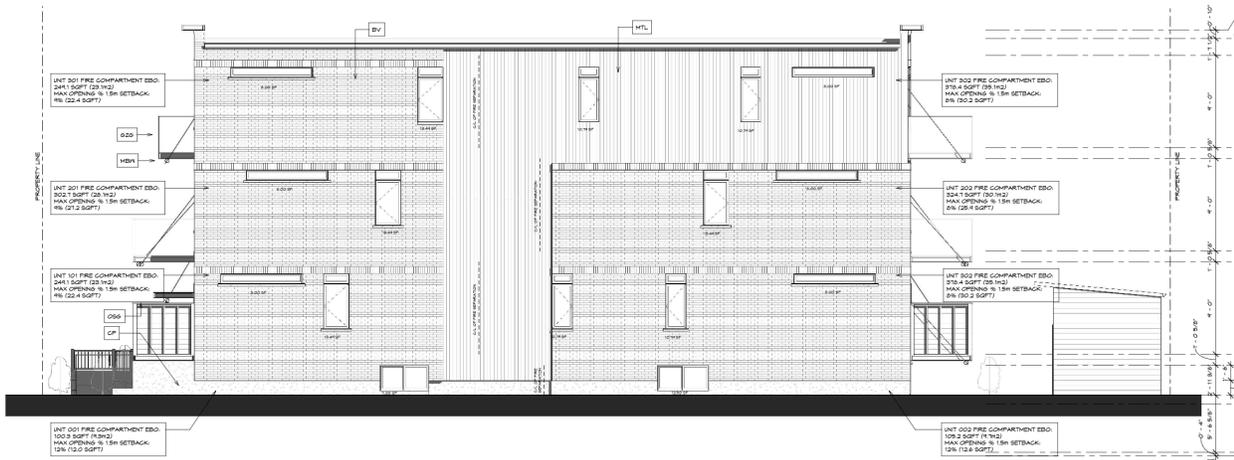


Figure 10: Right Elevation (Source: Grant Henley Design Group)



Figure 11: Front Elevation (Source: Grant Henley Design Group)

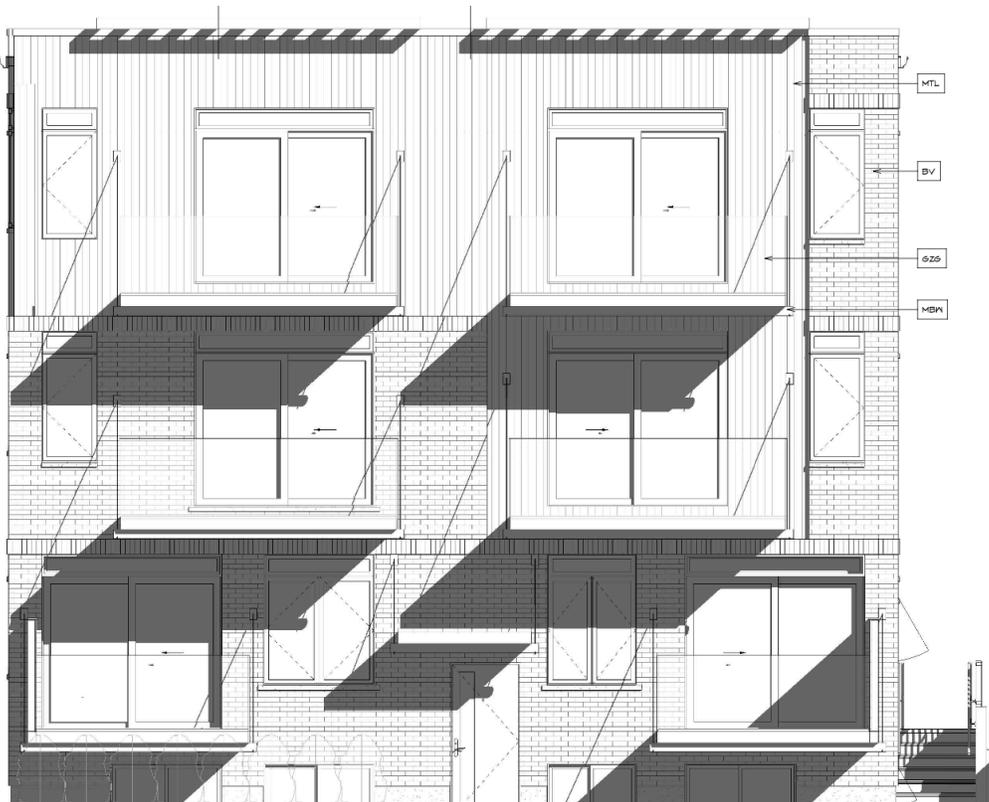


Figure 12: Rear Elevation (Source: Grant Henley Design Group)



POLICY REVIEW

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 16-unit low-rise apartment will add critical housing rental units to the area by effectively utilizing the available lot, resulting in a more efficient lot that maintains the prevailing low-rise context of the area and supports transit-supportive development and active transportation development by proposed 1:1 ratio of bicycle parking spaces and 0 vehicle parking spaces.

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, within 400 m of a transit station, supports intensification, and is an efficient use of land and infrastructure. By developing within an existing serviced area, in an area identified for intensification and growth, the proposal supports 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, maintaining a typical 1.5 m interior yard setback, three storeys in height comparable to the low-rise apartments across the street and is a suitable location for intensification and new

housing as there is appropriate levels of infrastructure and where active transportation and transit can be supported. The rental apartment building will contribute to the rental units available 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. The proposed development supports long-term prosperity, environmental health, and social well-being and does not impact any natural 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. Development has been directed away from natural and / 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: *Neighbourhood, Evolving Overlay, Inner Urban Transect*

The City of Ottawa Official Plan was adopted by City Council on November 24th, 2021 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 15 dwelling units through intensification of an existing site, contributing towards intensification that is planned for areas within proximity to transit and within proximity of Mainstreet Corridors.

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 16-unit, 3-storey low-rise apartment through infill of an existing lot contributes to the strategic direction of accommodating new rental housing units through intensification.

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 construction of a low-rise apartment. The proposed three storey height is compatible with the area where two-storey heights are common, and three-storey heights already exist. It is noted that three-storey heights are permitted in the applicable designation. The building contributes quality design to the area and constitute compatible infill of the subject site. The site focuses on green space, and active modal access. The design integrates a combination of materials and balconies to provide interest facing the public realm.

Section 4.6 provides policies aimed at regulating the design of built form and the public realm in a manner that supports 15-minute neighbourhoods. It emphasizes design excellence throughout the City, especially in Design Priority Areas. The subject site is not located within a Design Priority Area.

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 **Inner Urban Transect** and is designated **Neighbourhood**. It is also part of the **Evolving Overlay** due to proximity to Richmond Road.

Section 5.2 provides policies for the Inner Urban Transect, which represents pre-war neighbourhoods surrounding the Downtown Core and the adjacent post-war neighbourhoods. The intent of Section 5.2 is to enhance the existing urban built form pattern, site design, and mix of uses. It is generally planned for mid-to-high density development, subject to transit proximity and secondary plans or area-specific policies. Within Neighbourhoods, between two and four storeys is permitted.

Comment: The proposed 3-storey, 16-unit low-rise rental apartment represents an ideal example of the planned built form and intensification targeted for the Evolving Overlay area. The proposed design contributes to the quality of the urban design on the street, provides appropriate built form setbacks and massing with interest created through materiality and balconies.

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 aligns with the planned 2-4 storey height context for Neighbourhoods within the Inner Urban Transect, while also retaining a built form pattern and lot-to-structure ratio that is typical of a low-rise rental apartment in urban neighbourhoods within the Inner Urban area. It contributes to the character of the neighbourhood and results in a degree of intensification that maintains an appropriate built form but offers a quantity of rental units that acknowledges the site's proximity to a major transit station and a Mainstreet Corridor.

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

Section 6.3 contains policies that pertain to Neighbourhoods. These are contiguous urban areas that form the heart of communities and consist of a mix of densities and built forms. Neighbourhoods are noted as being at different types and stages of development, maturity, and evolution. A variety of dwelling types and densities are permitted in Neighbourhoods, with the intent of creating and reinforcing 15-minute communities through gradual, context-sensitive development. Permitted building heights are generally 2-4 storeys, which transition in height and density from the neighbourhood interior towards Corridors and Hubs.

Comment: The proposed development is a representation of this transition and evolution within the neighbourhood moving from a 1-storey single detached residence to a 3-storey low-rise rental apartment. Two and three-storeys in height are present in alone Athlone Avenue.

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, 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.

Lot Details:	<ul style="list-style-type: none"> [Lot frontage: 15.24 m [Lot depth: 33.47 m [Lot area: 508.17 m² [Rear Yard Area: 114.3 m²
Unit Details:	<ul style="list-style-type: none"> [Studio: 4 [1-Bedrooms: 8 [2-Bedrooms: 4 [Total: 16

EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
Unit Max Low-Rise Apartment	Maximum 12 units	Maximum 16 units	Section 162, Table 162A
Minimum No. of 2-Bedroom Units	25%	25%	Section 161(16)(b)(i)
Minimum Lot Width	15 m	15.24 m	Section 162, Table 162A
Minimum Lot Area	450 m ²	508.17	Section 162, Table 162A
Max Building Height	11 m	10.85 m	Section 162, Table 162A
Minimum Front Yard Setback	Lesser of the average of abutting lots' corresponding FYS (~ 5.5 m) or 4.5 m	4.50 m	Section 144(1)(a); Section 162, Table 162A
Minimum Rear Yard Setback	Lot line does not abut an R1-R4 zone. 25% of the lot depth and need not exceed 7.5 m	7.5 m	Section 144, Table 144A

EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
Minimum Interior Yard Setback	1.5 m	1.5 m	Section 162, Table 162A
Minimum Area of Soft Landscaping in Rear Yard	On a lot less than 450 m ² in area or greater: 50% of yard = 57.15 Minimum aggregate area of 25 m ² , with a longer dimension <= 2 x shorter dimension	58.9 m ² (51%) Min. Aggregate: 25 m ²	Section 161(15)(b)(i) Section 161(15)(b)(iv)
Minimum Aggregate Front Yard Soft Landscaped Area	40%	47.8%	Section 161, Table 161
Minimum Fenestration requirement	Front facade: at least 25% windows	40%	Section 161(15)(g)
Minimum Front Facade Additional Recess	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)	Balconies provided.	Section 161(15)(h)
Parking: Area X			
Minimum Number of Parking Spaces (Resident)	S110(3)(a) Parking only required for units > 12: 4 units @ 0.5 spaces per d/u = 2 spaces	0 spaces	Section 110
Minimum Number of Parking Spaces (Visitor)	S.102(2) 0 spaces <= 12 spaces Table 102: 0.1 spaces per d/u @ 4 units = 0.4 (0 Spaces)	0 spaces	Section 102
Maximum Parking Near Transit Station	Max 1.75 per d/u combined resident and visitor: 28 spaces	0	Section 161(16)(a)
Maximum Walkway	For a low-rise apartment: 1.8 m	1.8 m	Section 139(4)(c)(i)
Minimum Bicycle Parking	0.5 per dwelling unit : 8 spaces	16 spaces	Section 111, Table 111A(b)
Accessory Structure			

EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
Rear Yard Setback	0.6 m	0.15 m	Section 55, Table 55 (3)(II)(ii)
Interior Yard Setback	0.6 m	0.55 m	Section 55, Table 55 (3)(II)(ii)
Maximum Height	3.6 m	3.2 m	Section 55, Table 55 (5)
Maximum Size	Not exceed 50% of yard and not exceed 55m ²	21.12 m ²	Section 55, Table 55 (6)
Maximum Number of Accessory Buildings	2	1	

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?

Variance A : Unit increase from 12 to 16

Variance (a) is to permit an increase in the number of permitted units from 12 units to 16 units. The increase in units does not alter the proposed built form. The proposed built form is fully compliant with the performance standards of the zone. The increase in units is for the sole purpose of recognizing that the built form can accommodate a total of 16 units at an appropriate and desired unit breakdown where the minimum number of 2-bedroom units is met at 25%. The proposed development provides studios, 1-bedroom units, and 2-bedroom units. The total number of units provided, whether 12 or 16, necessitates suitable refuse area and bicycle parking. The subject site is able to accommodate a garbage shed and a 16-unit bicycle parking garage. All landscaping requirements are met. As the increase in unit count does not result in a change to built form and as waste management and bike parking can be accommodated without compromising the provision of landscaping, **the proposed variance is considered minor.**

Variance B: Resident Parking Spaces Reduction

The Zoning By-law indicates that no resident parking is required for low-rise apartments that do not exceed 12 units. As the proposed development exceeds 12 units, a resident parking rate is applied to the units in excess of 12. Applying the required rate, the project results in a resident vehicle parking space requirement of 2 spaces. Providing 2 spaces would not be an efficient use of the subject lot which is in close proximity to Richmond Road, a Mainstreet Corridor, with a significant number of amenities, as well as being within 400 m of a major transit station being Westboro Station. There is no impact expected as the proposed residents of the rental building will be made aware that there are no dedicated parking spaces on site and that there are suitable active transportation options and public transit options available in the area. The project is providing 1:1 ratio of bicycle parking and with the growing popularity of e-bikes and e-scooters, the subject property is ideally located to offer to zero vehicular parking. Due to the subject site's location and the provided bike parking ratio, the minor variance to provide 0 vehicle parking spaces whereas 2 are required **is considered minor.**

Variance C: Accessory Structure Setback Reductions (Rear and Interior Yard)

Together, these variances are to permit a proposed accessory structure that is significantly smaller in size from the existing two accessory structures. The garbage shed and bike garage have been merged, and setbacks reduced in order to both acknowledge the advance in building materiality and unique maintenance strategies (i.e. repairs from the interior) - these adjustments consolidate the accessory structure and reduce its impact on

the rear yard area allowing greater, uninterrupted areas of landscaping. The reduced setbacks do not impact neighbouring properties, they maximize the use of the rear yard, and due to durable building materials, there is no longer a need to maintain a 0.6 m strip of space. For these reasons as noted, the proposed variances relating to the accessory structure **are considered minor.**

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

The intent and purpose of the Official Plan as it applies to this property is to accommodate a wide range of ground-oriented, low-rise residential dwelling types within Neighbourhoods in order to promote the creation of 15-minute communities. The proposal achieves this intent by providing a low-rise rental apartment in a permitted 3-storey building.

The proposed developments meets the intent and purposes of the new Official Plan by supporting the following sections of the Official Plan and relevant policies within.

Section 2: Strategic Directions

The proposed development complies with the policies of Section 2.0 - Strategic Directions by supporting intensification within a built-up urban area, support for sustainable transportation through a minor variance to reduce vehicle parking, good urban design, compact built form in support of sustainability, mix of rental unit types to support the cross-cutting issues identified in Section 2.2 and focusing on 1- and 2-bedroom unit types in apartment form near corridors and hubs.

Section 3: Growth Management Framework

Section 3 of the Official Plan provides a renewed growth management framework that directs various types and intensities of growth to appropriate areas, ensuring that adequate land is provided to accommodate new growth. The proposed development aligns with the planned direction for growth management in urban areas as a larger dwelling supports large family households, life cycle adjustments for growing families, and multi-generational families.

Section 4: City-Wide Policies

Section 4.6 provides policies aimed at regulating the design of built form and the public realm in a manner that supports 15-minute neighbourhoods. It emphasizes design excellence throughout the City. The proposed development contributes a well-designed low-rise rental apartment building which provides an increase in units in the community which is a means of addressing the housing crisis both in terms of availability and affordability. The proposed materials and balconies contribute to quality urban design and the focus on active transportation has resulted in no portion of the site being used for vehicle parking. Landscaping and pedestrian/cycling access is prioritized.

Section 5: Transect

Section 5 of the Official Plan provides direction for transect areas and identifies that the Inner Urban Context supports enhancement of the urban built form and supports heights of 2 to 4 storeys. The proposed development is consistent with the general characteristics of the urban pattern of built form identified in Table 6. The proposed development complies

with the permitted 3-storey height limit identified in Table 7 (Section 5.2.4(1)). The inner urban transect is geared towards enhancing urban pattern of built form, prioritizing walking, cycling and transit use, and providing direction to neighbourhoods within the Inner Urban Transect.

Section 5.2.4(1)(d) states “Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration.” and (e) “in appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.”

Section 6: Urban Designations

Section 6 of the Official Plan sets out the policies for the urban designations, including Neighbourhood. The intent of this designation is to support a range of densities and built form and acknowledges that neighbourhoods are in various stages of transition. The proposed development conforms to the policies of the applicable Neighbourhood designation.

The proposed development contributes an attractive form of intensification that meets the intent and purpose of the Official Plan by prioritizing active and public transportation, intensification near amenities and transit, and supporting compact built form that is compatible and supports needed rental. **The intent and purpose of the Official Plan is met.**

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

Variance A : Unit Increase from 12 to 16

The intent and purpose of the limitation on units was to ensure that the site can developed in a manner that supports the units without compromising landscaping, the ability to accommodate waste storage, and bike parking. The proposed development is suitably able to accommodate the 16 units and provide 1:1 bike parking and provide an exterior refuse shed while still providing the required landscaped areas. For these reasons, the intent and purpose of the Zoning By-law is met.

Variance B: Resident Parking Spaces Reduction

Parking is only required for units 13-16. This results in a 2-space requirement. The intent and purpose of the required parking spaces is to address larger apartment dwellings have a certain degree of parking so that there is no negative impact on the surrounding community. The By-law does not require parking for the first twelve units acknowledging that smaller apartment buildings do not require vehicle parking and it is not an efficient use of the lot area to support vehicle parking for smaller apartment buildings. In this situation, the proposed 16 unit low-rise apartment is considered a small apartment building and due to the location in close proximity to both public transit and active transportation modes, the proposed variance to provide 0 resident parking spaces where 2 are required is entirely supportable as the loss of 2 spaces will not result in any undue or adverse impact. The bicycle parking rate has been increased from 0.5 per unit to 1.0 per unit to ensure every unit has a dedicated bike parking space. As the proposed building is considered a small apartment building and provides 1:1 bicycle parking and the site is located in proximity to active transportation routes and within 400 m of a transit station and other public transit routes, the elimination of resident parking is highly supportable and will therefore have no

undue or adverse impacts. **The proposed variances meets the intent and purpose of the By-law.**

Variance C: Accessory Structure Setback Reductions (Rear and Interior Yard)

The intent and purpose of the accessory structure lot line setbacks is to ensure adequate space for maintenance. The proposed accessory structures are being designed with materials that will not require maintenance for the life of the buildings. The proposed 0.55 m space to the interior yard is sufficient for access to the portion of fence at the back corner and no additional space is required. The fence has been removed along the rear portion of the accessory structure to ensure that no maintenance of the fence would be needed. There is no identified reason to provide additional space at the rear. Reducing the rear setbacks eliminates wasted space on a lot and prioritizes the useable space and landscaped areas. The proposed variance, due to improved materials and the removal of the fence, ensures that there are no maintenance requirements and **therefore the intent and purpose of the By-law is 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 to support the need for new housing in a manner that is compatible with the surrounding area and strongly supports the policies and direction of the Official Plan as well as provincial direction with regards to housing support. The increase in units is supportable without compromising other aspects of the site or built form, the removal of vehicle parking is done in reflection of the increase bike parking rate and the site's noted location in proximity to amenities, transit, and active transportation routes, and lastly, the variances to shift the accessory structure closer to the property line is a more efficient use of space and acknowledged advancements and improvements in building materials and construction methods.

The proposed development is desirable for the suitable use and development of the land.

CONCLUSION

The proposed development, to construct a 16-unit, 3-storey rental apartment building is considered to be an appropriate development, built form, and level of intensification suitable for the subject location.

The variances to increase the unit count by 4 units, to reduce the required vehicle parking to 0 spaces, and to permit minimal setbacks for an accessory structure are highly supportable, deemed to be minor in that they result in no undue or adverse impacts, strongly support the intent and purpose of the Official Plan and By-law, and are desirable for the appropriate use and development of the land. The proposed variances, individually and collectively, meet the four tests as set out in Section 45(1) of the Planning Act. Further, the variances and the resulting project have regard to matters of provincial interest as set out in Section 2 of the Planning Act.

This project will contribute to the provision of rental housing in the area without compromising greens space, while supporting public and active transportation modes.

The project is considered good land use planning and the minor variances are recommended for approval for land use planning perspective.

Yours truly,



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



CC: Dave Aston, Jersey Developments Inc.

APPENDIX A



Dendron Forestry Services

www.dendronforestry.ca

613.805.WOOD (9663)

info@dendronforestry.ca

Tree Information Report

Submitted as part of Building Permit Application for the City of Ottawa

Address: 370 Athlone Avenue

Date: September 15, 2023

Prepared by: Kevin Myers, ISA Certified Arborist ®

Prepared for: Jersey Developments Inc.; dave@astonpropertymanagement.com

Site Visit: September 14, 2023

A site visit revealed that there are no trees protected under City of Ottawa tree by-laws on this property. There are also no adjacent city trees, or trees greater than 30 cm on adjacent properties that will be impacted by the development, and, therefore, no Tree Information Report is required.

The undersigned personally inspected the property and issues associated with this report on September 14, 2023. On Behalf of Dendron Forestry Services,

A handwritten signature in black ink, appearing to read "Kevin Myers". The signature is written in a cursive, flowing style.

Kevin Myers, MFC, R.P.F. in Training

ISA Certified Arborist ®, ON-2907A

Dendron Forestry Services

info@dendronforestry.ca

(613) 805-9663 (WOOD)

From: Young, Nancy Nancy.Young@ottawa.ca 
Subject: RE: 370 Athlone
Date: December 7, 2023 at 5:53 PM
To: David Aston dave@jerseydevelopments.ca
Cc: Committee of Adjustment Trees/Comité de Dérogation Arbres cofa_trees@ottawa.ca



Hi David,

My apologies for the delay!

Thank you for providing the letter from your arborist confirming that there are no protected trees on site – you can submit this to the COA with your application. No further TIR is required, though I do recommend providing a planting plan with your application, showing where space will be provided to plant trees to contribute to the Official Plan target of 40% canopy cover.

Please note that there are existing trees along the shared property line. Though these may not be protected under the Tree By-law, you will need to obtain permission from the shared owners if they are to be removed or impacted by the proposed development.

Please let me know if you have any further questions.

Thanks,
Nancy



Nancy Young, RPF
Planning Forester
Natural Systems and Rural Affairs, PRED
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