

57 Muriel Street

Planning Rationale & Design Brief

Minor Variance Application

May 18, 2023

Committee of Adjustment

Received | Reçu le

2023-05-18

City of Ottawa | Ville d'Ottawa

Comité de dérogation

1.0 Introduction

1.1 Application Overview

This minor variance application for 57 Muriel Street is to support the redevelopment of a single lot by demolishing the single detached dwelling and a detached garage and constructing a new, 256 square metre (2758 square foot) Long Semi-detached dwelling with a rooftop terrace.

The property is zoned R3P, Exception 1474, and currently has an older single detached dwelling built in 1942. The replacement structure is a “Long Semi” permitted as-of-right as per Table 160A in Zoning By-Law 2008-250, Part 6, Sections 159-160, with a secondary dwelling unit in the basement of each principal unit. The proposal includes a detached garage at the rear of the property.

The minor variances being sought are required to allow the owners to develop the lot for the use identified above. The current lot dimensions are 9.32 m x 32.02 m (30.57' by 105.05'). In order to accomplish the Long Semi, the following minor variances are being sought:

1. LOT WIDTH:

- Required Lot Width: 10 metres
- Variance requested to permit a reduced Lot Width of 9.32 metres, representing a variance of 0.68 metres (2.23 ft)

2. LOT AREA:

- Required Lot Area: 300 square metres
- Variance requested to permit a reduced Lot Area of 294.29 square metres, representing a variance of 5.71 square metres (61.46 sq. ft)

3. PORCH PROJECTION:

- To permit the front covered porch and overhang to project 0.23 metres to the front lot line, whereas the By-law permits a maximum projection of no closer than 1 metre to any lot line (By-law 2008-250, Section 65, Table 65, (6)), representing a variance of 0.77 metres (2.53 ft)

4. STEPS PROJECTION:

- To permit the front stairs to project 0.00 metres to the front lot line, whereas the By-law permits a maximum projection of no closer than 0.6 metres to any lot line (By-law 2008-250, Section 65, Table 65, (5)), representing a variance of 0.6 metres (1.97 ft)

The above minor variances are minimal in our opinion and are compatible with the surrounding residences.

1.2 Public Consultation

Public consultation was undertaken by the applicants with the Glebe Community Association, Ward 17 councillor Shawn Menard, and surrounding residents on Muriel Street and Gordon Street. Letters were distributed on April 13, 2023, to all neighbours generally within 60 metres of the lot. At the time of filing this application,

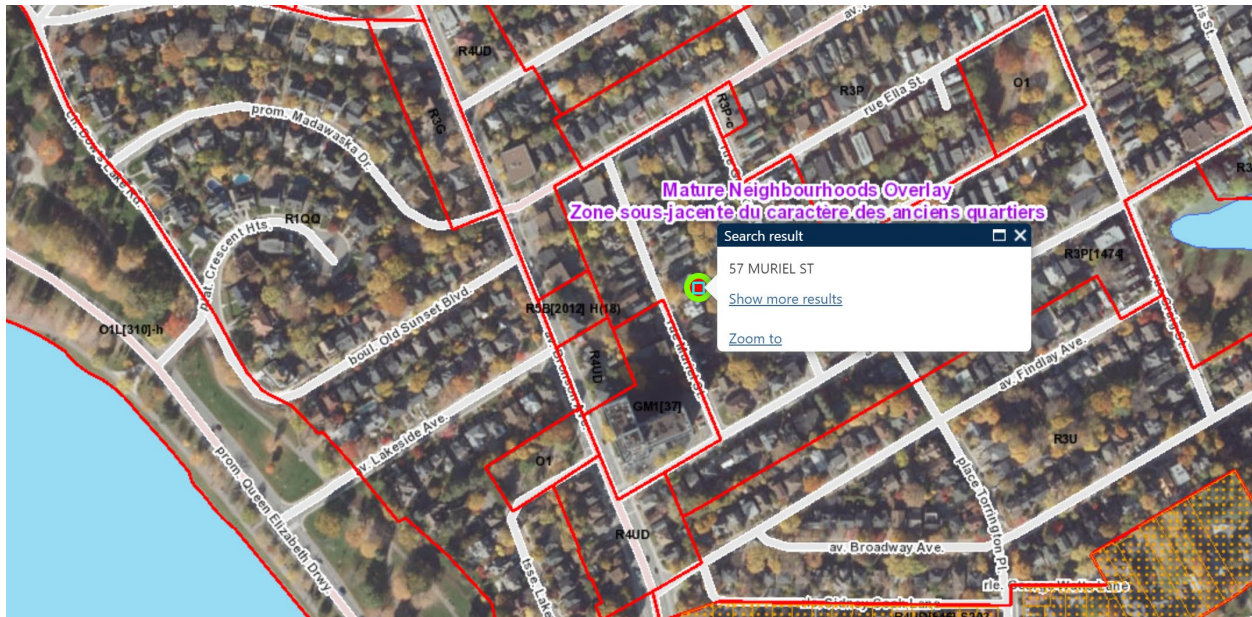
the following comments were received from two residents in the area:

- What are the estimated timelines for the proposed development
 - Response: We anticipate that demolition and building will be under way by late summer/early fall of this year.
- What variances are you seeking?
 - Response: The variances we are seeking are a reduced lot width (9.32 m whereas the By-law requires 10 m), a reduced lot area (294.29 m² whereas the By-law requires 300 m²), and encroachment of stairs in the front yard (0.23 m from the lot line whereas the By-law requires no closer than 1 m).
- Is the new building going to extend into the backyard?
 - Response: No, the backyard will fully comply with the Zoning By-law.
- How many units will be included in the entire building?
 - Response: There will be 2 principal dwelling units, each containing a basement apartment.
- Offer of a pre-construction assessment of abutting home's basement
 - Response: This offer will be considered based on feedback from our contractor.

2.0 Site Context and Surrounding Area

The subject property is located on the east side of Muriel Street in the Glebe, between Fifth Avenue and Holmwood Avenue, and one block east of Bronson Avenue.

Figure 1: Site Location



The subject property has a lot area of 294.29 square metres (3167.71 square feet) and a lot width of 9.32 metres (30.58 feet).

2.1 Surrounding Area

The use of the lands surrounding the subject property are described as follows:

North: Immediately to the north of the subject property are detached dwelling uses located within the Mature Neighbourhoods Overlay.

South: Immediately to the south of the subject property, on the east side of Muriel Street, are two (2) semi-detached dwellings units, and further south are single detached dwelling units.

East: Abutting the REAR LOT LINE to the east of the subject property are single detached dwelling units fronting onto Gordon Street.

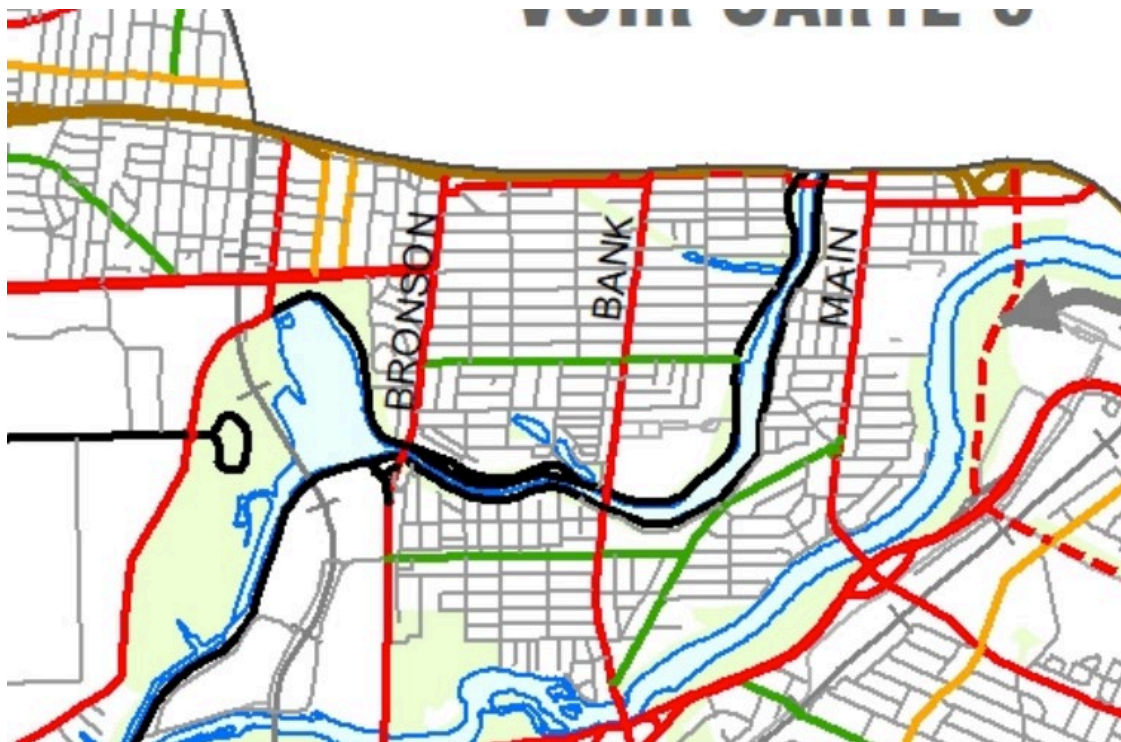
West: Immediately across the street and the to south-west are properties zoned for general commercial uses.

52 Muriel Street, also addressed as 963 Bronson is a pet care service called “Wizard of Paws”, and the larger lot, addressed as 963 Bronson, is occupied by The Colonel-By Towers, which is an 11-storey rental apartment building also zoned GM – General Commercial. To the north-west of the subject property, are single detached dwellings units also within the Mature Neighbourhoods Overlay in the zoning by-law.

2.2 Transportation

Subject Property

Figure 2: Extract from Official Plan Schedule C4 - Urban Road Network (subject property indicated by black dot)



Muriel Street is a local road in Schedule C4 of the City of Ottawa's Official Plan (Figure 2). It is connected to two streets, Holmwood Avenue to the south and Fifth Avenue (Collector road) to the north. These provide access to Bronson Avenue and Bank Street, both of which are Arterial roads.

Bus Route 10 is available on Bronson Avenue and Bus Routes 6 and 7 are available on Bank Street. These routes provide service to Carleton University and the University of Ottawa also serve as connections to the greater rapid transit network of the Confederation and Trillium LRT Lines.

The property is well-serviced by cycling infrastructure along Queen Elizabeth Drive and the Rideau Canal which can be easily accessed via the local street network. This network provides connections to the greater cycling network in the City and to various facilitates via multi-modal and active transportation.

3.0 Proposed Development

3.1 Project Overview and Design Brief

The proposal is to construct a “Long Semi” detached dwelling on the lot currently occupied by a single detached dwelling. The front semi-detached unit will include a basement apartment unit or secondary dwelling unit (SDU) as defined in Zoning By-law 2009-250, as amended.

The development will have one main entrance to the street-facing semi-detached unit on Muriel Street and a second separate entrance to the rear-facing semi-detached unit from the rear yard. A stairwell midway along the south wall, between the two Semi units, will provide access to the basement secondary dwelling unit.

A detached garage is proposed to be located at the rear closer to the south-east corner of the lot.

The front yard will include landscaping in the area between the lot line and the building, including at the rear of the lot. Although no minimum amenity space

requirements are required, these will be provided at grade and by way of a rooftop terrace for each of the units.

Please see the attached Site Plan and Elevations document for a visual representation of the proposed development.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (PPS) (2020)

The existing Provincial Policy Statement supports and encourages residential intensification and redevelopment where these can be accommodated and in areas where there is suitable and available existing infrastructure and public service facilities (Section 1.1.3.3). A major tenet of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. In addition to meeting the fundamental tenet of the PPS of concentrating growth within the urban area where hard and soft infrastructure is available, the proposed development meets the following Provincial Policy interests:

- 1.1.1 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.

- 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;
 - e) f) support active transportation and area transit supportive.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs
- 1.4.1 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
- 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;
- 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.

Bill 109 More Homes for Everyone Act, 2022 and Bill 23 More Homes Built Faster Act

In an effort to increase the supply of market housing, and in support the PPS, the Province enacted Bill 109 and Bill 23 which proposes a number of changes to streamline the Planning Approval process. The main objective of these Bills is to allow for the quicker delivery of market housing. A new Provincial Policy Statement in support of the above changes is expected in the fall of 2023.

City of Ottawa Official Plan

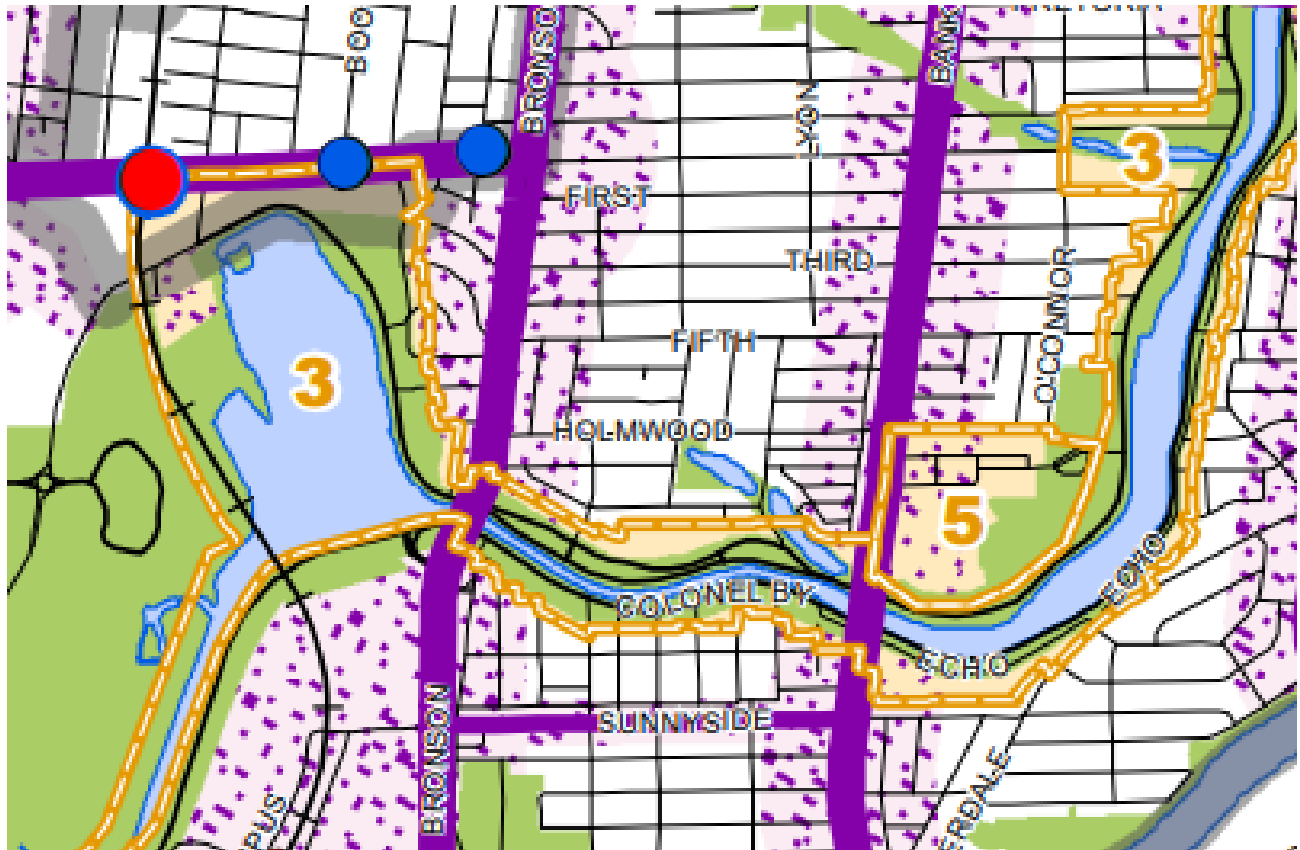


Figure 3: Excerpt from OP Schedule B2: Inner Urban Transect

The subject property is within the Inner Urban Transect in an area subject to the Inner Urban designation with an Evolving Neighbourhood overlay in the recently approved Official Plan . The Inner Urban Transect policies support increases in existing residential densities with a range and choice of housing types to meet the need of all ages, incomes, and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses and within easy access to transit.

Section 5.6.1.1. of the Inner Urban Transect policies supports infill and new building forms and typologies and other intensification within the Evolving Neighbourhood Overlay in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city. While a variety of land uses are supported in the Official Plan, within the

Evolving Overlay, the zoning by-law is the legislative mechanism by which the uses and their compatibility are evaluated, and the building envelope established. Long Semi-detached units meet the intent of Official Plan and are permitted in the R3P zone applicable to the subject site.

Under Section 3: Growth Management Framework, intensification is one of five goals supported by the Official Plan. Specifically 3.2: Support Intensification, promotes compatible development should respect the predominant form of development and intensification should enhance the established character of a community and coexist with existing development without causing undue adverse impact on surrounding properties. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form;
- b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area; [Amendment #150, LPAT July 18, 2019]

PROPOSAL ATTRIBUTES:

The proposed development successfully achieves the following:

1. The proposed building will accommodate a modest increase in the population on a short street. Successful communities and streets require a minimum threshold of population base to facilitate regular neighbourhood interaction and communal interest.
2. The development proposal orientates the principal façade and main entrance of the building to the street.

3. The development proposal uses architectural elements to accentuate the main entrance and façade.
4. The proposed building provides occupants with quality amenity space in the rear yard and rooftop terrace.
5. At two (2) storeys in height, the development proposal has been designed to be sensitive to the adjacent buildings with complimentary materials and setbacks that match the surrounding units, including the use of a variety of material finishes including brick, concrete and glazed doors at the front entrances.
6. The development proposal preserves native trees and plant species will be complimented with the planting of new trees. In fact, the rear detached garage has been located near the southern lot line to protect and preserve the mature tree on the north-east corner of the lot.

As depicted in the Streetscape Character Analysis (SCA) attached to this report, surrounding buildings typically range between two (2) to four (3) storeys in height, with an eleven (11) storey apartment building diagonally across the street from 57 Muriel Street. There is a variety of uses, sizes and architectural styles of buildings along the street. Materials such as siding, brick and corrugated steel are used on surrounding buildings. Muriel Street is a two-way, two-lane street with a sidewalk on both the west and east sides adjacent to the street. The lot fabric is fairly uniform and occupied by many residential dwellings located on narrow lots. Street trees line the west and east side of Muriel and are typically located between the sidewalk and the homes. Parking is generally located in the rear and side yards, while 2 homes have parking garages included in their front façades. The proposed development fits with the existing lot fabric and improves the street wall condition by massing the buildings to address the street with the proposed front yard setback.

The proposed residential building will be articulated with significant glazing, and a variety of materials. The front yard setback along Muriel Street is consistent with the adjacent properties which will define the street edge. Lighting for the proposed building will be strategically located and oriented to ensure safety for pedestrians at all points of ingress and egress. The proposed development respects the street's

character and establishes a strong standard for new infill development with high-quality design.

There are two (2) main entrances, one fronting Muriel and the other at the rear of the building, as well as an entrance/exit stairwell along the south façade of the building for access to the secondary dwelling unit.

The front entrance is articulated by a variety of architectural features including a feature door, a stairway, and columns for visual interest. The entrances are in keeping with the surrounding character of the neighbourhood and will animate the Muriel Street streetscape. The proposal balances the planned function of the area with sensitive and appropriately scaled building design that responds to the existing built context.

The proposal builds upon desirable established patterns (rear garage, street presence, high architectural design standards) and built form and contributes to the variety of housing options available in the neighbourhood. Furthermore, the development is in close proximity to several neighbourhood services and has direct access to transit and cycling routes, rendering it an ideal location for infill and intensification.

Compatibility with Existing Development

In accordance with Section 5:6 Overlays, specifically Policy 5.6.1.1 of the Official Plan, direction is provided for the built form where intensification is anticipated for low-rise infill housing. The Evolving Overlay applies to areas that are in a at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. A careful design response was employed to appropriately address any impacts generated by the development. The proposed development meets the compatibility criteria as follows:

Built Form/Massing and Scale	<p>Proposal conforms and closely matches the prevailing building heights, massing, setbacks, building separation and landscaped areas as demonstrated by aerial photograph. The front porch and steps are at a compatible setback with existing homes and creates a similar edge condition.</p> <p>Architectural Elements use high quality materials and colours</p>
Streetscape	<p>Location of front door faces Muriel Street and at a grade matching existing homes thereby presenting an active street level façade that is human scale and contributes to “sociability” of the street</p>
Landscaping	<p>Green front to be maintained and match surrounding uses</p>
Parking and garage	<p>2 parking spaces are provided by way of a rear-detached garage in keeping with the neighbourhood character and to keep vehicles off the street and comply with the zoning and design requirements that require garages to be further setback and not occupy the dominant façade.</p> <p>Notwithstanding, there are 4 units on Muriel Street that have front-facing garages</p> <p>There is an existing garage at the rear of the lot with similar locational attributes as the proposed.</p>
Outdoor Amenity Areas:	<p>Amenity space is proposed in the rear yard and rooftop terrace.</p>
Lighting:	<p>Lighting will be designed and installed to provide a safe and secure environment while meeting the City’s requirements and ensuring no significant impacts on adjacent properties</p>

Noise and Air Quality: No anticipated impacts related to noise or air quality are expected as a result of the proposed development.

Sunlight and Views: The height of the proposal matches those of abutting homes and therefore is not anticipated to have any shadow impact on surrounding properties.

Supporting Neighbourhood Services: The proposed development is located in close proximity to several neighbourhood amenities including Lansdowne Park, Bank Street commercial strip, Dows Lake and Carleton University.

Bicycle lanes on Holmwood and Fifth Avenue provide cycling options for access into different parts of the neighbourhood and the City’s Central Business District. Several bus stops are in close proximity along Bronson Avenue, one block to the west and provide access to the City’s Transitway.

Zoning By-law 2008-250

The subject lot is zoned R3P (Exception 1474) and is located inside of Area A identified by Schedule 342. Exception 1474 stipulates that the minimum front yard setback is 1.5 metres, and the maximum front yard setback is 3 metres.

USE	LOT WIDT H	LOT AREA	Bldg Height	Front Yard Setback	Corner Yard Setback	Rear Yard Setback	Interior Yard Setback
Long Semi	10	300	10 (6)	3	3	Varies (2)	1.8 m total, 0.6 m for one side yard

Notes 2 and 6 below are not relevant to the application before the committee but are presented for informational purposes.

2: For lots located within S. 342 and whose rear lot line abuts an R1, R2, R3 or R4 zone, see Part V, Section 144 – Alternative Yard Setbacks for Low-rise

Dwellings in the Greenbelt. In all other cases the minimum rear yard setback is 25% of the lot depth which must comprise at least 25% of the area of the lot, however it may not be less than 6.0 m and need not exceed 7.5 m, except on lots with depths of 15 metres or less, in which case the minimum rear yard setback is 4 m. (By-law 2022-103)

- 6: For lands within the Schedule 342, where a building has a peaked roof having a slope of 1 in 3 (4/12 pitch) or steeper, the maximum building height is 11 metres. Where the property is located outside of Area A on Schedule 342, or where the building has a peaked roof having a slope of 1 in 3 (4/12 pitch) or steeper, the maximum building height is 12 m in the R3YY subzone, or 11 m in any other subzone. (By-law 2020-288)

The purpose of the R3 - Residential Third Density Zone is to:

- 1) allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan (By-law 2012-334);
- 2) allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- 3) allow ancillary uses to the principal residential use to allow residents to work at home;
- 4) regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- 5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The intent of the Residential Third Density Zone is to limit development to detached dwellings and support a range of residential choices.

The subject property has historically housed a single detached residential dwelling. However, the proposed development seeks to change the footprint of the dwelling, by developing a Long Semi, to bring it closer to the street and to make it conform to the existing zoning provisions respecting the Long Semi use.

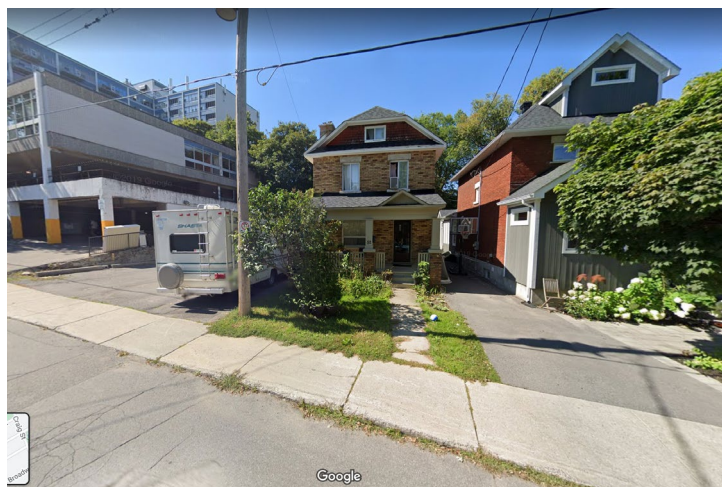
Precedent Minor Variance Decisions in the Neighbourhood and Compatibility

The following precedent minor variance decisions have been granted in the area and are similar to those being requested:

- ❖ 34 Muriel (formerly 32 Muriel): Permitted reduced Front Yard from 6.0m to 1.21m to permit landing and steps to project to the lot line.
- ❖ 39 Muriel: Permitted to allow eaves to project to 0.068m of the lot line, whereas by-law permits eaves to project 1.0m into required yard, but no closer than 0.3m to lot line. Permit reduced Lot Area of 164.1 sq.m. whereas by-law requires 270 sq.m.
- ❖ 42 Muriel: Permitted eave to encroach to 25.4cm into required yard whereas required is 60cm.
- ❖ 50 Muriel: Permitted reduction in Lot Width from 15.24m to 9.14m, and reduction in Lot Area from 464 sq.m. to 292.6 sq.m. Permitted reduced Front Yard setback of 0.36m, whereas By-law requires a minimum of 1.5m and maximum of 3m.
- ❖ 52 Muriel: Application to Regularize existing single detached dwelling. Permitted Lot Width of 9.62, whereas by-law requires 15m. and reduced Lot Area of 305.2 sq.m. whereas by-law requires 464 sq.m.
- ❖ 338 Fifth: Permitted reduced Lot Width of 10.48m, whereas by-law requires 12m.
- ❖ 348 Fifth Avenue: Permitted projections into yards, reduced Lot Area, reduced Side Yards, reduced Front Yard and reduced Lot Width.
- ❖ 350 Fifth: Minor Variances granted for a non-conforming apartment use to permit reductions in Lot Area (557 sq.m to 464 sq.m) and Lot Width (18m to 15m).

- ❖ 10 Gordon Street: Variances granted to addition to encroach into FRONT YARD with setback of 2.42m from 6.0m (existing) and allow front porch to 0.839m from lot line. A canopy was also allowed to project to within 1.12m of the FRONT LOT LINE whereas the by-law permitted a 2m projection.
- ❖ 40 Gordon: Variance granted to permit FRONT YARD of 2.1m, whereas By-law requires 3m.
- ❖ 42 Gordon: Minor Variance granted to permit a carport to extend to within 29.52cm of the southerly lot line, with its eaves to project no closer than 10.16cm to the lot line, whereas By-Law permits a minimum of 60cm for carports and 30cm for eaves. (Rear neighbour of 57 Muriel)
- ❖ 46 Gordon: Permission granted to recognise existing LOT AREA of 252.96 sq.m, whereas By-law requires 464 sq.m. and recognize existing LOT WIDTH of 8.22m, whereas By-law requires 15m.
- ❖ 52 Gordon: Minor Variance permission granted for new construction of a dwelling with a reduced FRONT YARD of 1.0m, whereas By-law requires 3.0m, and permit eaves to project to within 0.5m to lot line whereas By-law requires 0.6m.
- ❖ 58 Gordon (and 287 Holmwood): Minor Variances granted to permit a FRONT YARD of 1.5m on Gordon Street, whereas By-law requires 2.19m (average of 2 abutting lots), to permit a main floor entry canopy to project to within 0m of the FRONT LOT LINE, whereas the By-law permits a maximum projection of 1.8m into a required yard, but no closer than 0.6m.
- ❖ 291 Holmwood Avenue: Minor Variance permission granted to allow garage to project to 0m to westerly lot line, whereas the By-law requires a setback of 0.60 metres in a required side yard for an accessory building.
- ❖ 308 Holmwood: Minor Variance permission granted for LOT AREA and FRONT YARD setback to permit a 3-unit dwelling.
- ❖ 52, 66, 963 and 969 Bronson & 315 Holmwood; Several minor variances were sought and granted for the apartment building at the SW corner of Muriel and Holmwood to allow the addition of more units in the building and relief from yards abutting the residential area to the north, including relief from required landscape areas, namely to permit reduced interior side yards, rear yard,

reduced landscaped areas and driveway width providing access to a parking garage and reduced parking garage double lane width and an increased building height for the conversion of a portion of the existing building at 66 Muriel St. and a portion of the existing parking garage from commercial offices into residential units. The remaining portion of the existing parking area will be reconfigured so as to create 18 new parking spaces. The proposed conversion will result in 12 new residential apartment units within the existing building.



These precedent minor variance decisions are also depicted in Appendix I to demonstrate the density of minor variances in the immediate area.

CONCLUSION

In our opinion, the variances meet the criteria (often called “the four tests”) as set out at Section 45(1) of the Planning Act, namely that a variance must be minor, desirable for the appropriate development or use of the property and maintain the general intent and purpose of both the Zoning By-law and of the Official Plan.

The proposed dwelling seeks to achieve the goals of the Provincial Policy and Official Plan relative to increasing housing access, more housing choices, more efficient use of existing services and infrastructure. Furthermore, the direction given by the Provincial Policy Statement and the City’s Official Plan encourages residential intensification and infill development throughout the urban area provided the proposal is compatible.

The proposed development conforms with the policies of the Official Plan that seek to encourage additional housing choices within the existing urban boundary and that make more efficient use of existing infrastructure, represent compatible infill by respectfully integrating and enhancing the existing character of established neighbourhoods.

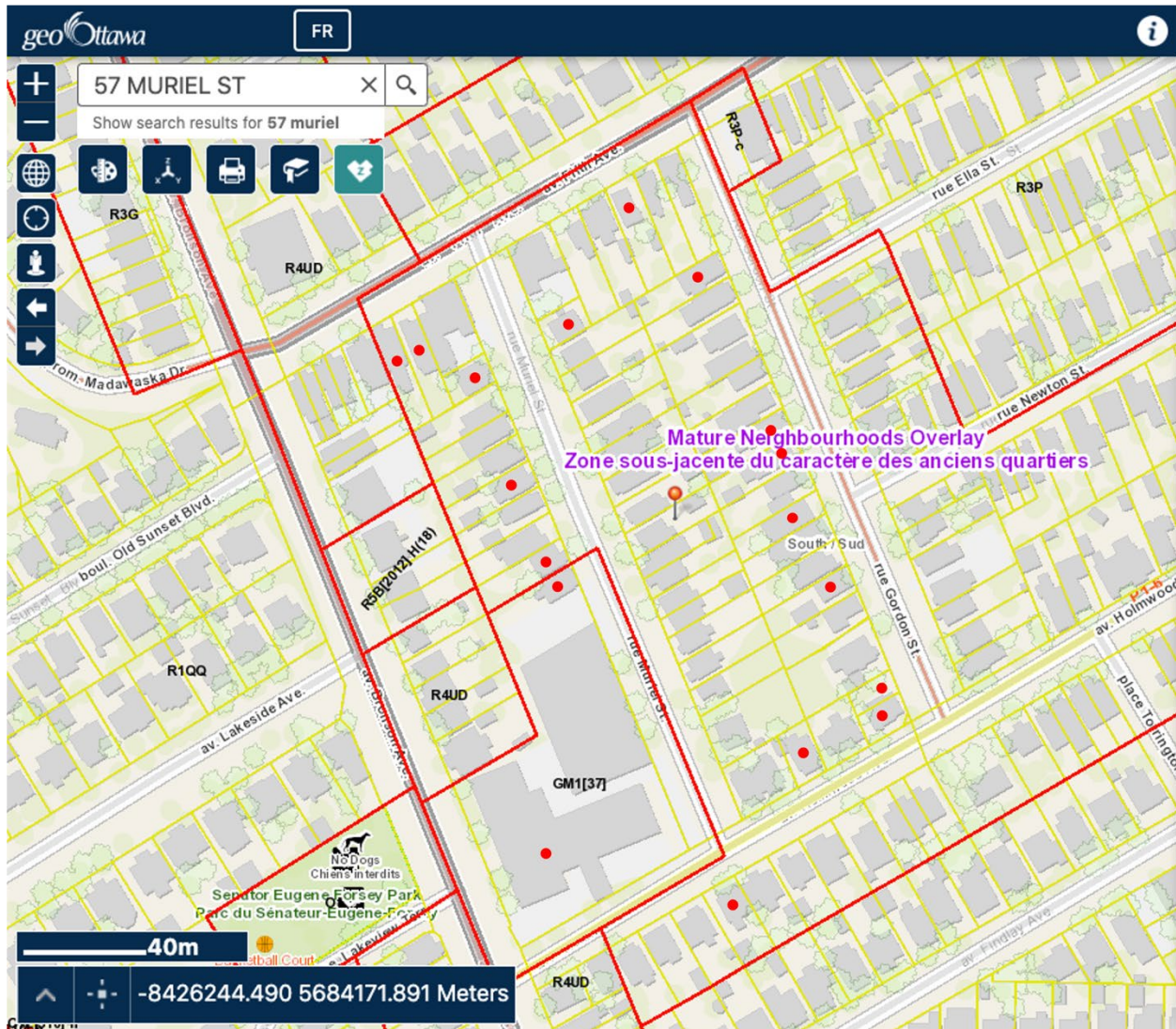
The proposed development is allowed under the R3P zone provisions of Zoning By-law 2008-250 and is compatible in terms of scale and massing with the existing built fabric in the neighbourhood, which consists of primarily low rise, single and semi-detached units on Muriel Street, with an apartment building to the southwest at Muriel Street and Holmwood Avenue.

The building form offers the best of both intensification and built form, whereby it intensifies the use of the space on the lot, while maintaining the appearance and dominant character of the street by appearing like a single detached dwelling from the street. The Committee should also note that the photographs, renderings, and elevation drawings presented clearly demonstrate that the proposed construction is similar to and compatible with the existing built fabric in the neighbourhood, particularly in terms of scale, bulk, and massing.

The variances being sought will not negatively impact on the existing surrounding uses. The front yard setback will fit in with the surrounding units, and the 1.5 metre front yard setback is compatible with the buildings immediately to the north and south and will enhance the already pedestrian-friendly streetscape. The Lot Width and Lot Area variances seek to regularize the existing lot conditions.

In our opinion, the variances being sought are very minor in nature and will facilitate a superior building design, and a well-integrated development in line with smart growth development principles and the type of infill development supported and encouraged by the Official Plan and Zoning By-law. Overall, we feel the proposal represents good planning and should be supported.

Appendix I – Precedent Minor Variance Decisions in the Neighbourhood



*Red dots indicate lots where minor variances have been previously allowed