

March 1, 2024

**Mr. Michel Bellemare**  
Secretary-Treasurer  
Committee of Adjustment  
101 Centrepointe Drive, Fourth Floor  
Ottawa, ON K2G 5K7

**RE: Application for Minor Variance  
398, 402, and 406 Roosevelt Avenue, Ottawa**

**Committee of Adjustment**  
Received | Reçu le

2024-03-05

City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

Dear Mr. Bellemare,

Fotenn Planning and Design has been retained by ML Westboro Inc. -, 'the Owner', to prepare a Planning Rationale in support of a Minor Variance application for the properties at 398, 402, and 406 Roosevelt Avenue, 'the subject property', in the City of Ottawa.

The owner is proposing the redevelopment of the subject property with a six-storey multi-residential building containing 62 dwelling units. The building will have a mix of studio, one, two and three bedroom units. A Minor Variance application is required to permit a total of 15 resident vehicle parking spaces, whereas 25 are required in the Zoning By-law.

In addition to this Planning Rationale report, the following materials have been included as part of this submission:

- / Completed application forms;
- / Survey Plan;
- / Architectural Package, including Site Plans and Elevations;
- / Tree Information Report; and
- / A cheque in the amount of \$3,196.00, made payable to the City of Ottawa

Sincerely,



Jacob Bolduc, MCIP RPP  
Associate



Tyler Yakichuk, MPlan  
Planner

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# 1.0 Introduction

Fotenn Planning and Design, acting as agents on behalf of ML Westboro Inc. -, is pleased to submit this Planning Rationale in support of the enclosed Minor Variance application for the lands located at 398, 402, and 406 Roosevelt Avenue, in the City of Ottawa.

## 1.1 Application

The owner is seeking to reduce the total number of required resident parking spaces associated with the proposed development, which is currently in Site Plan Control pre-consultation stages. The following application is required:

- / **Minor Variance**
  - A Minor Variance is being sought to permit a total of 15 resident parking spaces, whereas Section 101 requires a total of 25 resident parking spaces for 62 dwelling units.

## 1.2 Concurrent Site Plan Control Application

The developer is actively engaged in the pre-consultation process (PC2023-0215) for a forthcoming Site Plan Revision Is it a Revision or an Amendment? application. The proposed development associated with the Site Plan Revision application contemplates a six-storey multi-residential building with 62 dwellings. Before proceeding to a Phase 3 Pre-application Consultation Meeting, it is necessary to ensure the proposed development is zoning compliant.

The application looks to revise the previously approved Site Plan Control application (D07-12-17-0171) which proposed a six-storey residential building containing 29 residential condominium units. Prior to the Site Plan Control approvals, a Zoning By-law Amendment application was approved, which established the existing zoning, R5B[2472] H(21.0), on the subject property.



Figure 1: Perspective image of the proposed development, looking west on Roosevelt Avenue.

# 2.0 Site Context and Surrounding Area

## 2.1 Subject Property

The regular and rectangular-shaped property is located in the Westboro community of the City of Ottawa, adjacent to the northwest corner of the intersection of Roosevelt Avenue and Richmond Road. The site is a consolidation of three existing lots, known as 398, 402, 406 Roosevelt Avenue. The site has a total lot area of 1,365 square metres and a total frontage along Roosevelt Avenue of 45.94 metres with an average depth of 29.7 metres. The site - previously had three (3) single detached dwellings. The subject property is located approximately 350 metres from the future Kichi Sibì LRT station.



Figure 2: Aerial image of the subject property and surrounding area.

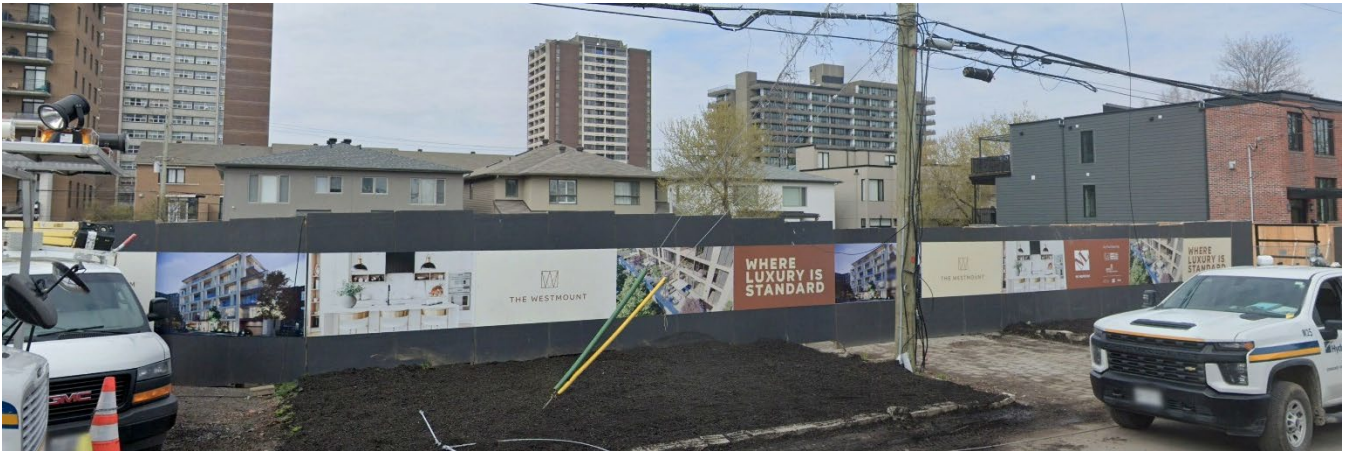


Figure 3: Streetview of subject property, looking west on Roosevelt Avenue.

## 2.2 Surrounding Area

The site is located on Roosevelt Avenue adjacent to the northwest corner of the intersection of Roosevelt Avenue and Richmond Road. The area surrounding the site is characterized by an eclectic mix of land uses and building typologies including mid-rise mixed-use buildings, large- and small-format low-rise commercial buildings, and low-rise single-detached dwellings. Richmond Road is designated a Mainstreet Corridor, with a range of daily goods and services while also providing more specialized functions and destinations that serve the needs of others living beyond the borders of the neighbourhood.

Roosevelt Avenue is a local road with a municipal sidewalk on the east side (opposite side of the site), above grade Hydro Ottawa poles and lines on the west side and street trees. The surrounding uses can be described as follows:

### North

Immediately north of the subject site is a mature neighbourhood comprising primarily of low-rise single- and semi-detached dwellings along Roosevelt Avenue. Further north is the Transitway, including a pedestrian bridge that provides access to Workman Avenue, the Ottawa River Pathway and Westboro Beach. New mid-to-high rise residential development is approved at the northern terminus of Roosevelt Avenue, but not yet under construction.



Figure 4: Street view looking north from the subject property on Roosevelt Avenue.

### East

Across the subject site to the east is Tubman Funeral Home, located on the northeast corner of the intersection of Roosevelt Avenue and Richmond Road, which is approved for new mid-rise mixed-use development. Further east along Richmond Road is a mix of low-rise mixed-use buildings containing uses typically found in the Traditional Mainstreet zone including residential, commercial and office.



Figure 5: Street view looking east from the subject property, present is the Tubman Funeral Home future development site and the east side of the corner of Roosevelt Avenue and Richmond Road.

**South**

Located immediately south of the site are low-to-mid rise mixed-use buildings along Richmond Road containing residential, commercial and office uses. Further south along Roosevelt Avenue beyond Byron Avenue, is a low-rise residential community comprised predominantly of single-detached and small multi-unit dwellings.



Figure 6: Looking south at the intersection of Richmond Road and Roosevelt Avenue, including the mid-rise buildings stepping down to 1-4 storeys along Richmond Road.

**West**

The site immediately abuts several semi-detached dwellings to the west along Berkley Avenue. Across Berkley Avenue is a mix of low-rise townhouse dwellings, semi-detached and single-detached dwellings. Further west along Richmond Road and on Dominion Avenue are mid- and high-rise mixed-use and residential buildings. The Kichi Sibi LRT station is located to the northwest of the site, approximately 450 metres walking distance from the subject property.



Figure 7: Looking west across the subject property, including the mid-to-high rise buildings along Richmond Road and Dominion Avenue.

# 3.0 Proposed Development

## 3.1 Development Statistics

ML Westboro Inc. is proposing to construct a six-storey multi-residential building on the subject property. The development includes 62 dwellings, 76 bicycle parking stalls located in the below grade parking level and 2 at grade on the exterior of the building, and 20 vehicle parking stalls (15 for residents and 5 for visitors). The total amenity space provided is 617 square metres.

With the exception of the proposed variance for the required resident parking, the proposed development is compliant with the existing R5B[2472] H(21.0) zone.

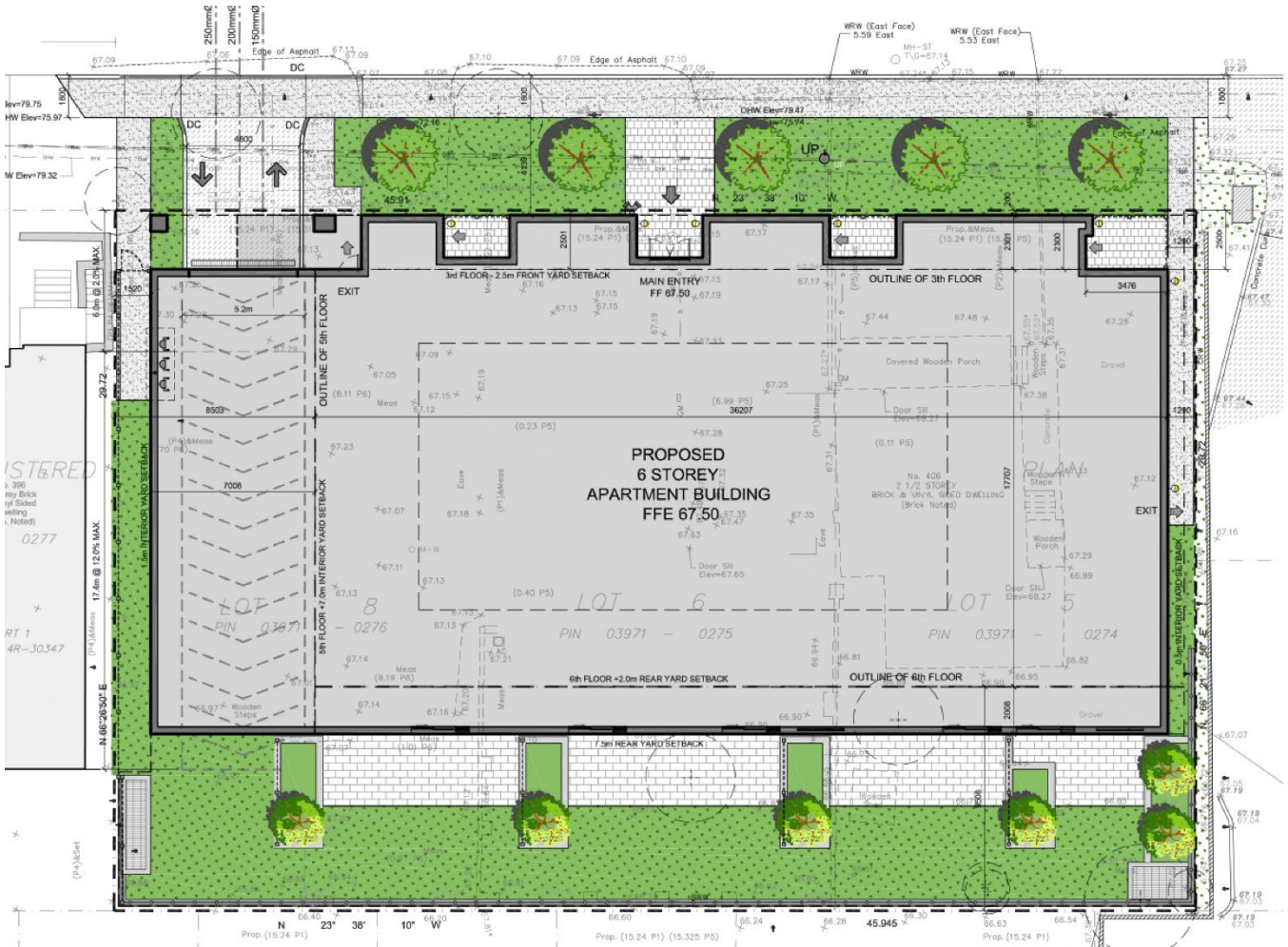


Figure 8: Site Plan of the proposed development.

## 3.2 Parking

The single underground storey of parking is accessed at the north end of the subject property and aligned with the portion of the building that drops to four-stories to better transition to the existing development to the north of the subject property. The location of the entrance remains the same as the existing approved design. The parking floor provides 20 vehicle stalls in addition to 76 bicycle parking spaces. Providing further parking, as required by the existing Zoning By-law, would require the development of a second below-grade parking floor, which was included in the previous iteration of the

development. As the building design has shifted from planned condos to purpose-built rentals, the underground parking has been revised.

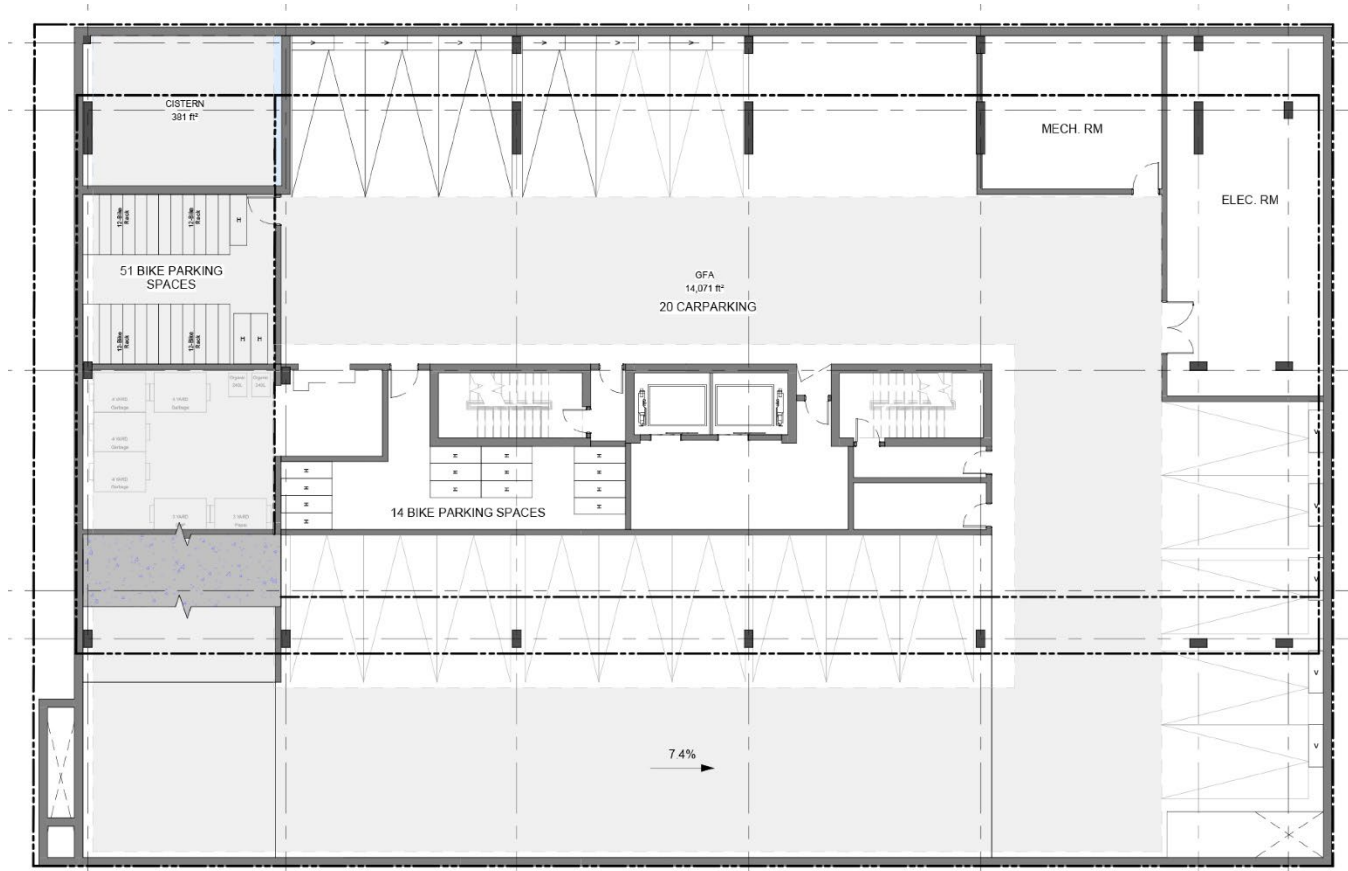


Figure 9: Floor Plan of the below grade parking floor.

### 3.3 Built Form and Landscaping

The approved built form through the previous Zoning By-law Amendment proposes a six-storey building height for the majority of the building, dropping to four (4) storeys on the north façade to provide a transition to the abutting low-rise residential dwellings. The rear of the building has no balconies. The rear yard of the development contains private amenity spaces for the larger ground-floor units, as well as a communal amenity space adjacent to the ground-floor amenity area in the southwest corner of the building.

The front yard has been revised from the previous design to recess the garage behind the front wall of the building, while existing tree planting opportunities within the right-of-way are maintained. To offer greater privacy to the neighbor to the immediate North, the Owner has pulled-in the southern elevation and relocated the emergency fire exit to this end adjacent to the adjacent commercial building versus the previous north end exit which was adjacent to residential neighbors.

Other small changes to the overall form include reducing the overall building height





Figure 10: East elevation drawing of the proposed development.

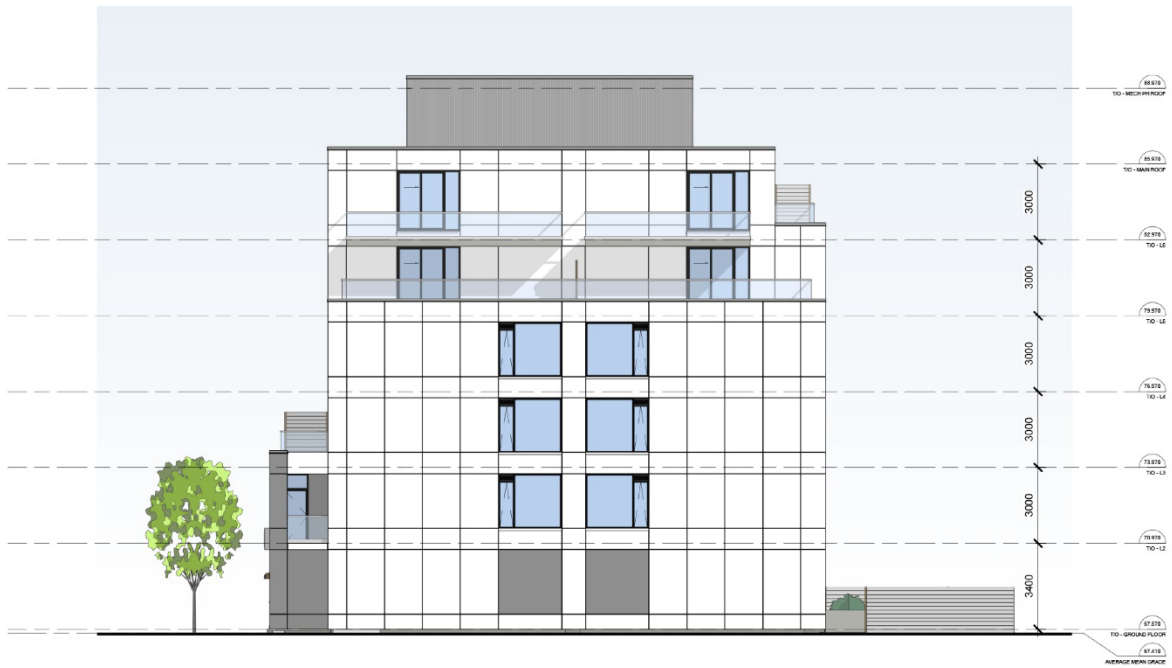


Figure 11: North elevation drawing of the proposed development.



Figure 12: West elevation drawing of the subject property.



Figure 13: South elevation drawing of the subject property.

## 4.0 Four Test of a Minor Variance

As per section 45(1) of the *Planning Act*, it is our professional opinion that the proposed development represents good planning and meets the four (4) tests as discussed below.

### 4.1 Does the Proposal Maintain the General Intent and Purpose of the Official Plan?

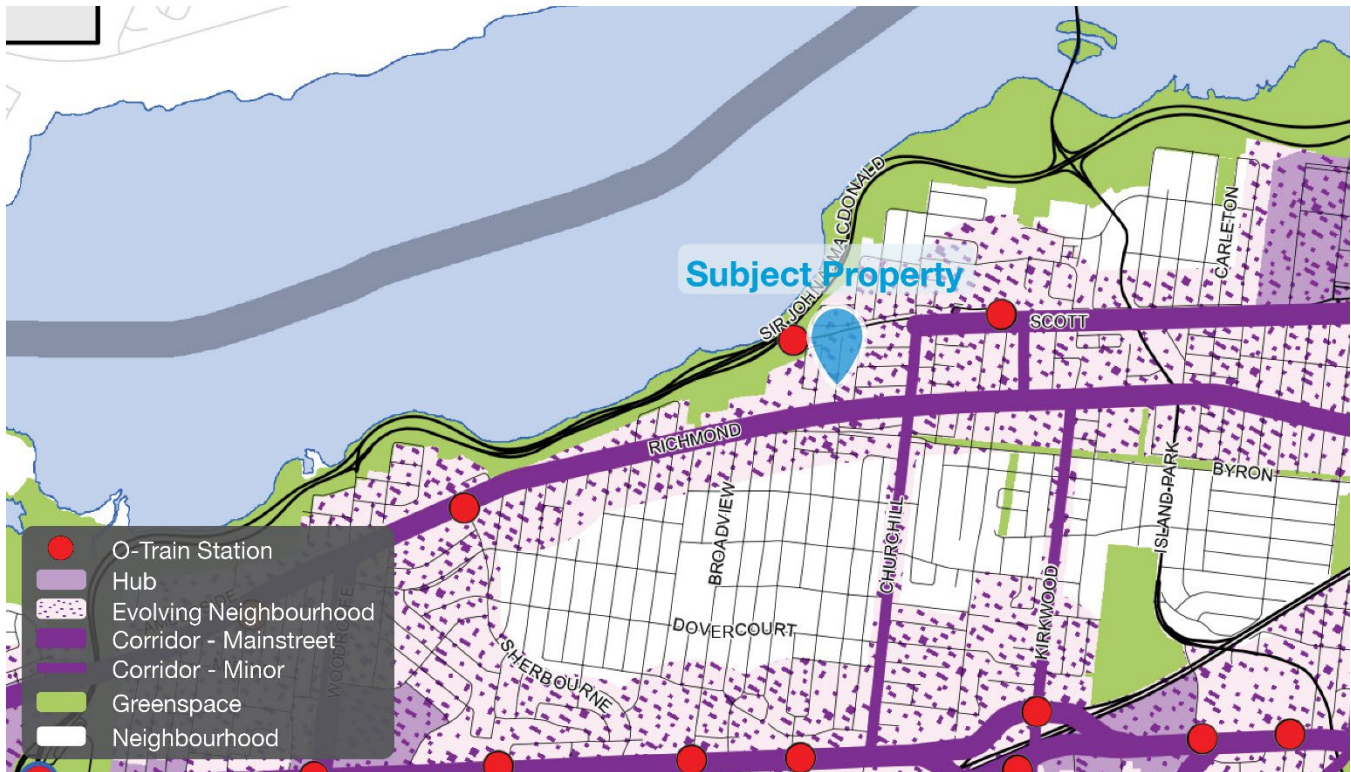


Figure 14: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 (Figure 13) of the City of Ottawa Official Plan, the subject property is located in the Inner Urban Transect and designated Neighbourhood, with an associated Evolving Neighbourhood Overlay.

The Minor Variance application is consistent with the policies related to the transect, designation, and overlay; as well as the Growth Management Framework (Section 3) and Urban Design (Section 4.6) sections of the Official Plan.

The proposed development contributes to the vision of the Inner Urban Transect as an area that is generally planned for mid and high-rise development in areas in close proximity to transit and where it can appropriately transition to low-rise development (§5.2.1.3). The proposed six-storey building is consistent with the existing built form of the surrounding area and is compliant with the existing height, as permitted in the subject property's zoning. Further, the built form of the proposed building transitions to four-storeys where the property abuts low-rise development to provide an adequate transition to the low-rise context.

The proposed development is consistent with the Neighbourhood designation policies, as it introduces a gradual context sensitive development that improves the area's 15-minute neighbourhood model (§6.3). Additionally, the six-storey height is appropriate within the immediate Neighbourhood context, given that the subject property is in an area that is characterized by mid and high-rise buildings (§6.3.1.2). Regarding the reduction of vehicle parking spaces, the Neighbourhood designation promotes the strengthening of 15-minute neighbourhoods in areas well served by Rapid Transit, which may include the reduction of parking (§6.3.1.4).

The Growth Management Framework section of the Official Plan notes that the City seeks to direct growth to built up area to capitalize on opportunities for sustainable and public transportation as a means to reduce greenhouse gas emissions (§3.2). A reduction in the required parking will promote alternative transportation methods in an area that is located close to local and rapid transit, as well as multi-use pathways and a road network which includes bicycle lanes.

Section 4.1.4 of the Official Plan concerns the shift towards sustainable modes of transportation. Policy 2 aims to minimize and gradually reduce the total land area of the City consumed by surface parking and provides guidance on the reduction or elimination of minimum parking requirements and/or the introduction of maximum parking limits, in strategic locations, including:

- / Hubs and Corridors;
- / Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations;
- / Within a 300 metre radius of 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit Route; and,
- / Other areas determined by Council.

The subject property is located 350 metres from the Kichi Sibi LRT station and 30 metres from Richmond Road, which is identified as a Transit Priority Corridor as well a Mainstreet Corridor. Due to the proximity of the subject site to both the LRT and local bus network, as well as the multi-use pathways along the Transitway, the subject site is well serviced by transit and alternative modes of transportation.

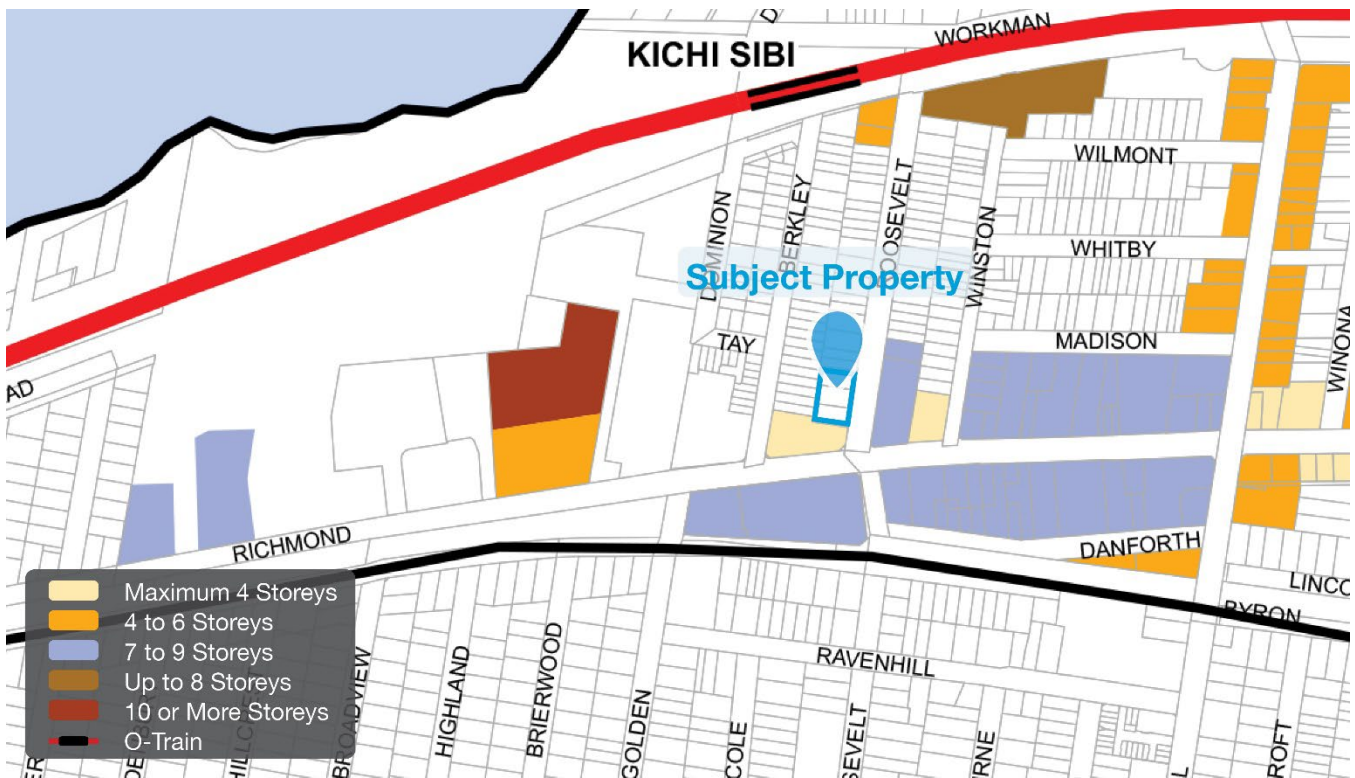


Figure 15: Schedule C – Maximum Building Height, Richmond Road / Westboro Secondary Plan.

As per the Richmond Road / Westboro Secondary Plan, the subject property is identified on Schedule C (Figure 15) as a property with no specific maximum height designation. It is generally understood, that when a property within a Secondary Plan does is not identified with a specific height limit, that the policy defers to the existing Official Plan designation. As noted above, the subject property is located within the Neighbourhood designation, which typically establishes a low-rise

built form (4-storeys) as the maximum height. However, the subject site benefits from a Zoning By-law Amendment which permits a six-storey building height.

The subject property is also identified as being within the Westboro Village planning sector. The purpose of the sector is to Reinforce the Mainstreet corridor character of Westboro Village. Policy 5.3.5 of the Secondary Plan notes that properties within the Westboro Village sector should generally be within the range of four to six-storeys in height and provide an appropriate transition to low-rise buildings. The proposed development contemplates a six-storey built form that reduces to four-storeys where it interfaces with abutting low-rise development to the north.

**The proposed minor variance application maintains the general intent and purpose of the Official Plan and Secondary Plan. The proposed variance will facilitate the construction of a new purpose-built rental residential infill development in an area characterized by taller buildings, while utilizing existing servicing, in a neighbourhood proximate to amenities and transportation options. The variance proposes the reduction of required residential parking from 25 spaces to 15 spaces, but maintains the required 5 visitor parking spaces to mitigate for potential spill-over traffic to the surrounding community. To provide for the required number of parking spaces, a second level of underground parking would be required, which comes with a substantial cost, or the number of total dwelling units would need to be reduced, which impacts the total density of units near a transit station. Given the direction under Policy 4.1.4, among others, the Official Plan is supportive of reducing or eliminating parking minimums in areas well serviced by transit. Given the subject property's proximity to the LRT corridor as well as Richmond Road, the proposed parking reduction maintains the general intent and purpose of the Official Plan.**

#### 4.2 Does the Proposal Maintain the General Intent and Purpose of the Zoning By-law?



Figure 16: Zoning map of the subject property and the surrounding area.

The subject property is zoned Residential Fifth Density, Subzone B, Urban Exception 2472, Maximum Height 21 metres – **R5B[2472] H(21)**. The R5 zone allows for a wide mix of residential building forms up to mid-high rise apartment dwellings

and provide additional housing choices within the fifth residential density area. The Urban Exception establishes site specific zoning provisions based on a Zoning By-law Amendment (D02-02-17-0125) approved in June 2018.

The following table outlines the relevant zoning provisions as the pertain to the subject property:

<b>Provision</b>	<b>Required</b>	<b>Provided</b>	<b>Compliance</b>
<b>Minimum Lot Area</b> <i>Table 164A</i>	675m <sup>2</sup>	1,365m <sup>2</sup>	Yes
<b>Minimum Lot Width</b> <i>Table 164A</i>	22.5 metres	45.9 metres	Yes
<b>Minimum Front Yard Setback</b> <i>Exception 2472</i>	0 metres  2.5 metre stepback above the 2 <sup>nd</sup> storey	0 metres + 2.5 metre stepback above 2 <sup>nd</sup> storey	Yes
<b>Minimum Interior Side Yard Setback</b> <i>Exception 2472</i>	North: 1.5 metres, with an additional 7 metres above the 4 <sup>th</sup> storey.  South: 0.5 metres	North: 1.5 metres + 7 metres  South: 1.2 metres	Yes
<b>Minimum Rear Yard Setback</b> <i>Table 164A + Exception 2472</i>	25% of lot depth does not exceed 7.5m  Stepback of 2 metres above the 5 <sup>th</sup> storey	7.5m  Stepback of 2 metres above the 5 <sup>th</sup> storey	Yes
<b>Maximum Building Height</b> <i>H(21)</i>	21m	18.4m	Yes
<b>Amenity Area</b> <i>Section 137</i>	6m <sup>2</sup> per/unit (62) = 372 m <sup>2</sup>	617 m <sup>2</sup>	Yes
<b>Minimum Parking Spaces</b> <i>Table 101 – Area X</i>	No parking required for first 12 units 62 - 12 = 50 units 50 x 0.5 = 25 spaces required	15 spaces	<b>NO</b>
<b>Minimum Visitor Parking Spaces</b> <i>Table 102 – Area X</i>	No parking required for first 12 units 62-12 = 16 50 x 0.1 = 5	5 spaces	Yes
<b>Minimum Bicycle Parking</b> <i>Table 111A</i>	0.5 spaces per unit  62 x 0.5 = 31 spaces	78 spaces	Yes

Table 1: Zoning provisions for the subject property.

As identified in the above zoning table (Table 1), the subject property is compliant with all relevant provisions except for minimum parking spaces for residents of the proposed building. The Minor Variance seeks relief from Section 101, Table 101, Row R12, of the Zoning By-law, to permit 15 parking spaces where 25 are required.

The variance to reduce required minimum parking is balanced by the provision of 78 total bicycle parking spaces, being more than twice the requirement under the Zoning By-law, as well as proximity to both light rail transit (LRT) and local OC

Transpo but routes. Residents of the subject property will have transportation choices between active and public transportation uses while maintaining the required visitor spaces for the regular function of the building, including maintenance vehicles and deliveries. The development maintains 15 resident parking spaces for tenants still requiring a personal vehicle, despite the transportation options available to them.

**The Minor Variance application meets the general intent and purpose of the Zoning By-law, by providing a mid-rise apartment building which offers a diversity of housing options for the broader community, in an area that provides alternative methods of transportation to automobiles. The proposed parking space reduction will facilitate the construction of the building with only one level of underground parking, balancing private car parking, including visitor parking, with a push towards 15-minute communities with access to transit and other modes of transportation.**

### 4.3 Is the Proposal Desirable for the Appropriate Development or Use of the Land?

The requested variance will enable the compatible intensification of 62 dwellings in a mid-rise built form that provides an appropriate transition to the established low-rise neighbourhood from the taller buildings located on Richmond Road. This type of development represents gentle intensification in an area identified in the Ottawa Official Plan for development of this type. This type of incremental, contextually sensitive, residential intensification capitalizes on existing infrastructure, including public transit routes on Richmond Road, in addition to the Kichi Sibì LRT station, located approximately 350 metres from the subject property.

The reduction of resident parking permits the proposed development to not require a second level of below-grade parking, in turn reducing the cost of construction. The proposed development will provide parking spaces for visitors, delivery, and servicing vehicles as required by the Zoning By-law and the general function of the building.

The redevelopment of the subject property is an appropriate development signalling the gradual transition of the low-density neighbourhood toward the 15-minute community goals of the Official Plan. Further, the redevelopment does not propose expanding the uses or seeking relief from any other existing zoning provisions therefore not altering the intended development of the site.

**The proposed Minor Variance is desirable and appropriate for the development of the property, given the proposed development keeps with the overall neighbourhood character, is located on a serviced parcel, is in close proximity to transit and other alternative modes of transportation, and meets all built form provisions of the Zoning By-law.**

### 4.4 Is the Proposal Minor in Nature

The requested Minor Variance does not inhibit the proposed development from meeting all other provisions within the Zoning By-law and will continue to allow the subject property and neighbouring properties to develop in a manner that is consistent with the built form of the area. The redevelopment represents appropriate levels of intensification abutting a Mainstreet Corridor and in close proximity to rapid transit. The surrounding area is projected to transition in the coming years to a denser built form to better serve the existing Dominion LRT station, as per policies of the Official Plan.

The subject property is located in an evolving area, characterized by varied residential densities and in proximity to numerous transit stops and commercial, institutional, and open space uses. The reduction in resident parking spaces in an area with varied public and active transportation options reduces car dependency supporting the goals of 15-minute community principles. The variance does not propose to reduce visitor parking, which will help alleviate potential congestion associated with a potential increase in on-street parking.

The proposed development is not expected to generate any undue adverse impacts on neighbouring properties. The proposed building form is fully compliant with existing zoning. Finally, the building provides an appropriate transition in built form between taller buildings and the predominantly low-rise built form of the area north of the subject property and brings important rental units to an area defined, in part, by its proximity to transit and other amenities.

**Therefore, the proposed Minor Variance is minor in nature.**

## 5.0 Conclusion

The proposed Minor Variance represents appropriate, orderly development, and function of 398, 402, and 406 Roosevelt Road. It is our professional planning opinion that the proposed Minor Variance application constitutes good planning as:

- / The proposal conforms to the Provincial Policy Statement (2020);
- / The proposal conforms to the policies and objectives of the Official Plan (2022);
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law; and
- / The proposed minor variances meet the four tests, as set out in the Planning Act

Sincerely,



Jacob Bolduc, MCIP RPP  
Associate



Tyler Yakichuk, MPlan  
Planner