

Variance Rational

Chris Jalkotzy

Modulink, Planning & Design

25 October 2023

Contents:

1.0 INTRODUCTION and PROJECT OVERVIEW:	Page 2
2.0 SITE OVERVIEW & COMMUNITY CONTEXT:	Page 2
3.0 DEVELOPMENT PROPOSAL	Page 10
4.0 POLICY AND REGULATORY FRAMEWORK:	Page 13
5.0 CONCLUSION:	Page 17

Committee of Adjustment
Received | Reçu le

Revised | Modifié le : 2023-10-26

City of Ottawa | Ville d'Ottawa
Comité de dérogation

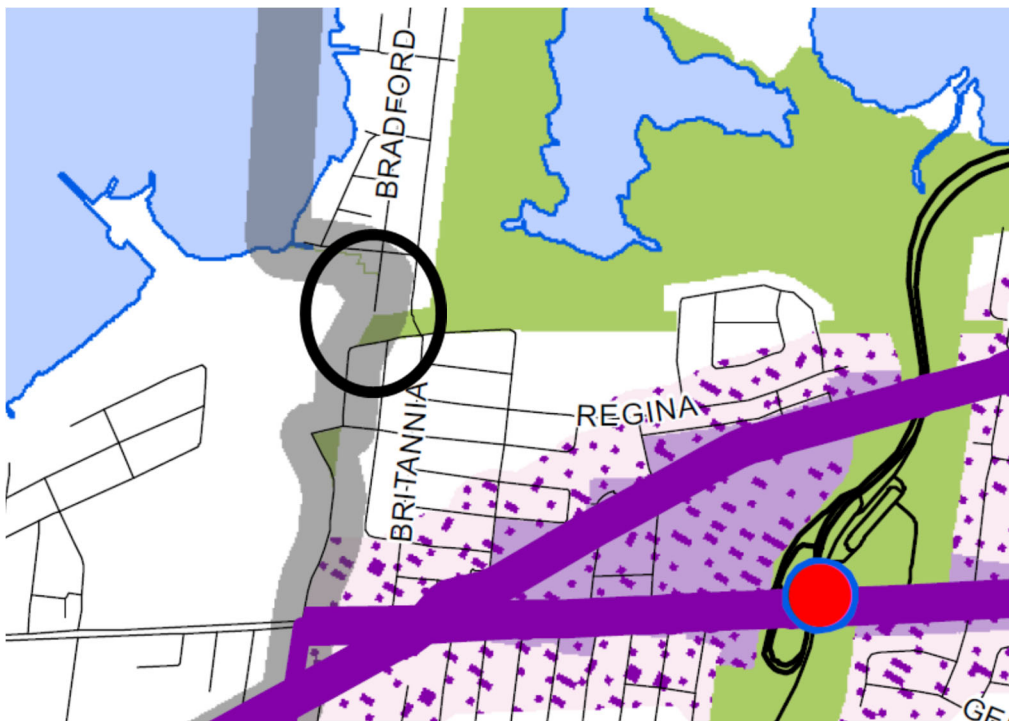
1.0 INTRODUCTION and PROJECT OVERVIEW:

This report has been prepared in support of the application for variance(s) and consent to sever to construct two 10 dwelling unit low rise apartment building with the demolition of a two-storey 3 dwelling unit townhouse building. The proposed variance(s) and consent to sever would permit the construction of a two three storey, 520 sqm gross floor area per building above grade low rise apartment buildings, each with 10 units with parking for 1 bicycle spot for each dwelling unit and parking for 6 cars. The unit mix includes 6 studio units, 6 - 1 bedroom and 8 - 2 bedroom units. The property is located at on the south dead end of Bradford south of the intersection with Salina Street. The variances requested are for parking only. The property is rated as an 8 in Service and Amenity Access. The streets in the area between the site and local amenities, bicycle/walking pathways and transit are all local roads and are unrated in terms of Pedestrian Safety and Enjoyability, but given their character with low speed limits, sidewalks on the routes to services and natural environment would rate as High. The property is directly adjacent to It is zoned LC[772].

2.0 SITE OVERVIEW & COMMUNITY CONTEXT:

The property is currently occupied by two-storey 3 dwelling unit townhouse building constructed in the 50's. This building will be demolished. The property is in the City of Ottawa. It has a street frontage width of 31.29m (north/south) and a depth of 30.18m (east/west). It has a lot area of 821.22 sqm. The zoning is LC[772].

It is located in the Schedule B2 - Inner Urban Transect Bradford Street that is a local road. The site is in a designated neighbourhood.



Surrounding Land Uses:

The property is bounded by detached dwellings on the North, a commercial store to the East and parkland to the West and South. The properties to the north are zoned as Residential R1D. The property to the East has the same zoning as the subject property.

Subject Site



1) The Streetscape looking to the North



2) The Streetscape looking to the South



3) Existing Subject Site



4) Buildings in Google Earth



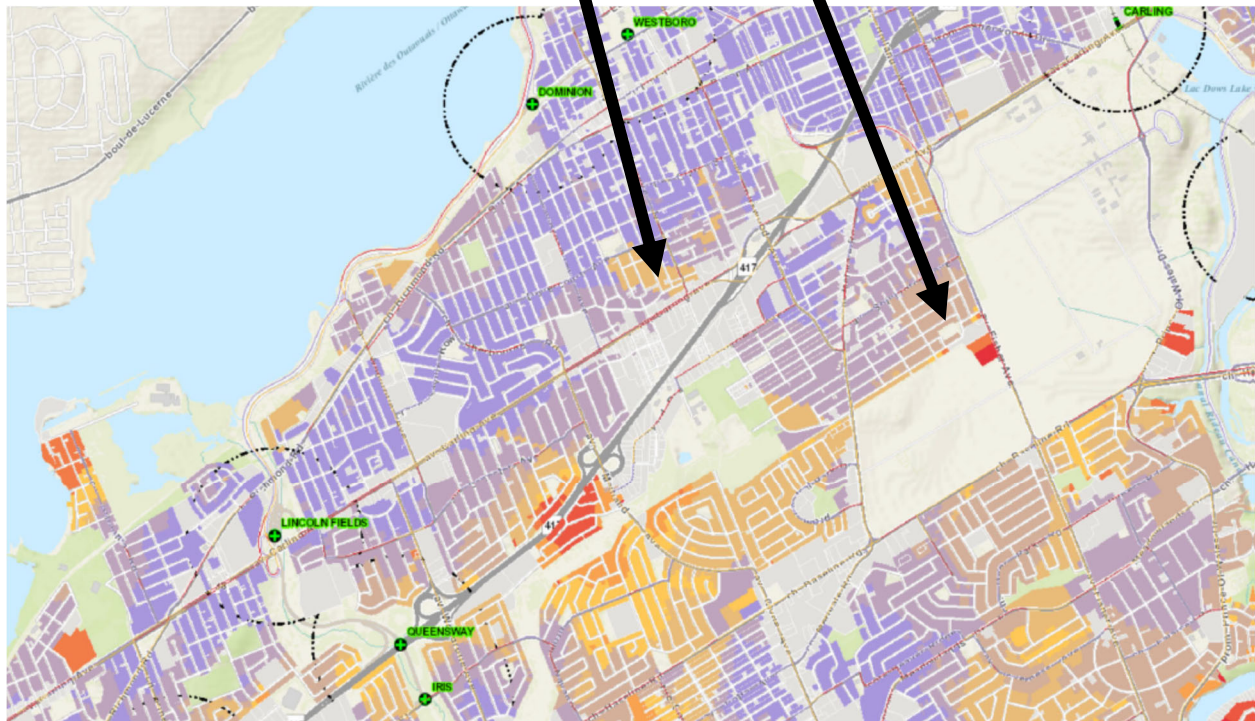
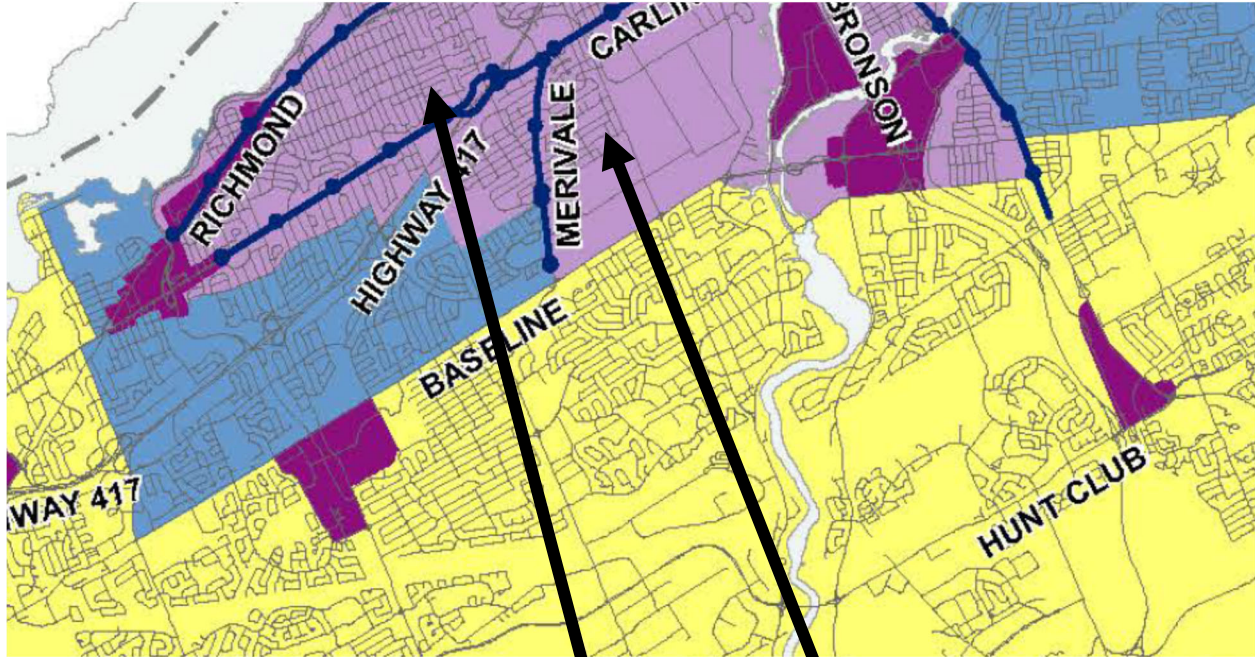
Road Network:

Bradford is a local road leading to intersection with Salina Street. Following Salina Street leads you to Britannia Road which connects to Richmond Road and Carling which are collector streets.

Bicycle Network:

The site is directly adjacent to a major pathway that connects to Lincoln Fields Transit station without travelling along any roads.

There are areas of Ottawa where access to services and amenities is lower than at this location, rated as 5, 6 and 7 compared with 8 at this location. These areas are within Area X where there is no requirement for off street parking for low rise apartment building of 12 units or less.



15 Min Neighbourhood:

The site is classified as an 8 out of 9 for access to community services and walkability



Service and Amenity Access

Community Services:

The site is located within easy walking distance to numerous schools, many restaurants, shops, parks and is in a quintessentially 15 min walking neighbourhood.

3.0 DEVELOPMENT PROPOSAL AND VARIANCES

The proposed building takes a site that has 3 townhouses and converts it to 2 low rise 10 unit missing middle apartment buildings with a total of 28 bedrooms in 20 dwellings units. The unit mix is 6 – studio units, 6 – 1-bedroom units and 8 – 2-bedroom units. 2 – 1-bedroom accessible units are at grade. Parking is provided for 2 cars per 10-unit building. Access to the parking is at grade through a stratified easement.

Zoning Table

Address: 243-245-247 Bradford Street
Zoning LC[772], SCHEDULE 1 AREA: AREA 'B', SCHEDULE 1A AREA: AREA 'C', Part 1
Low Rise Apartment Building, 10 Units Building Gross Floor Area 520 sqm

Zoning Mechanism	Requirement	Proposed	Comments	
Minimum Lot Frontage	none	12.84	comply	
Minimum Lot Area	none	388 sqm	comply	
Minimum Front Yard Setback	3 metres	3m	comply	
Minimum Rear Yard Setback	7.5m	8.11m	comply	
Minimum Interior Side Yard Setback	1.2 metres	1.21, 1.21	comply	
Minimum Exterior Side Yard Setback	NA	NA		
Maximum Building Height	11.0 metres	10.75	comply	
Amenity Area	6 sqm per unit	Total 72 sqm,	Comply, 38 sqm communal, 5 x 3 sqm decks 15 sqm, 2 x 9.75 decks 19.5 sqm total 34.5sqm	
Front Aggregate Landscaping	NA	NA		
Maximum Lot Coverage	NA	NA		
First Floor Habitable Space	NA	NA		
Rear Landscaped				
Front facing windows in front facade	25%	30.2 %	26.1 / 86.374 m2 = 30.2% comply	
Street façade recessed 0.6m or porch/decks	20%,	Decks on each floor	comply	
Transportation				
Parking	Dwelling Units parking	1.2 per unit 12	3	Does not comply
	Visitor parking	0.2 per unit 2	0	Does not comply
Bicycles	0.5 per dwelling unit	5	10	comply
Private Approach (By-law No. 2003-447)	width	Min 2.6		comply
	grade	2% within 6m of road edge		comply
Waste Collection				
Solid Waste Management (By-law No. 2012-370)	Path Garbage Room Size Based on unit count	1.2 metres See comments	Easement 3.0m 3.2 sqm linear	comply Residential Properties of Six (6) or More Units Per Building For residential properties with six (6) units or more the collection Schedule shall be containerized collection as outlined in Schedule "C". complies

Address: 243-245-247 Bradford Street

Zoning LC[772], SCHEDULE 1 AREA: AREA 'B', SCHEDULE 1A AREA: AREA 'C', Part 2

Low Rise Apartment Building, 10 Units, Building Gross Floor Area 520 sqm

Zoning Mechanism	Requirement	Proposed	Comments
Minimum Lot Frontage	none	17.1	comply
Minimum Lot Area	none	435 sqm	comply
Minimum Front Yard Setback	3 metres	3m	comply
Minimum Rear Yard Setback, 30%	7.5m	8.11m	comply
Minimum Interior Side Yard Setback	1.2 metres	0.92, 1.21	Does not comply
Minimum Exterior Side Yard Setback	NA	NA	
Maximum Building Height	14m	10.76	comply
Amenity Area	6 sqm per unit	Total 70 sqm,	Comply, 36 sqm communal, 5 x 3 sqm decks 15 sqm, 2 x 9.75 decks 19.5 sqm total 34.5sqm
Front Aggregate Landscaping	NA	NA	
Maximum Lot Coverage	NA	NA	
First Floor Habitable Space	NA	NA	
Rear Landscaped			
Front facing windows in front facade	25%	30.2 %	26.1 / 86.374 m2 = 30.2% comply
Street façade recessed 0.6m or porch/decks	20%,	Decks on each floor	comply
Transportation			
Parking	Dwelling Units parking	1.2 per unit 12	3 Does not comply
	Visitor parking	0.2 per unit 2	0 Does not comply
Bicycles	0.5 per dwelling unit	5	10 comply
Private Approach (By-law No. 2003-447)	width grade	Min 2.6 2% within 6m of road edge	comply comply
Waste Collection			
Solid Waste Management (By-law No. 2012-370)	Path Garbage Room Size Based on unit count	1.2 metres See comments	Easement 3.0m 3.2 sqm linear Residential Properties of Six (6) or More Units Per Building For residential properties with six (6) units or more the collection Schedule shall be containerized collection as outlined in Schedule "C". complies

The requested variances are as follows:

Part 1

- 1) Permit a low-rise apartment building with 3 parking spaces whereas the bylaw requires 12 parking spaces.
- 2) Permit a low-rise apartment building with 0 visitor parking spaces whereas the bylaw requires 1 parking space.

Part 2

- 1) Permit a low-rise apartment building with 3 parking spaces whereas the bylaw requires 12 parking spaces.
- 2) Permit a low-rise apartment building with 0 visitor parking spaces whereas the bylaw requires 1 parking space.

The reduction in parking variances are minor because the parking requirements they represent are similar to other areas of the City of Ottawa where they would not be required or even prohibited. The City of Ottawa Official Plan promotes the encouragement of alternative modes of travel from the car.

Section 2. Strategic Directions

Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

Increasing the share of trips by sustainable modes of transportation is urgently needed to meet the City's climate change goals, given that 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Supporting active transportation and transit is also crucial to creating a healthier and more equitable and inclusive city, where anyone can get to work, to school and to daily activities without needing a car. As a result, safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities that support economic activity and social interaction throughout the day and evening.

The proposal to reduce parking on the site to 3 cars per 10 unit building and increase bicycle parking to 10 per building encourages the use of the existing and proposed transit system. The location of the property within a 15 min neighbourhood rated as 8 out of 9 in access to services and friendly to walking and cycling makes it the perfect candidate to encourage alternative transportation alternatives.

4.0 POLICY AND REGULATORY FRAMEWORK:

Provincial Policy Statement (2020)

The Provincial Policy Statement is issued under the authority of section 3 of the Planning Act and came into effect on May 1, 2020. In respect of the exercise of any authority that affects a planning matter, section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Under the PPS, settlement areas are intended to be the primary focus of growth in the province.

Policy 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.

The subject lands are situated within the urban boundary of the City of Ottawa and constitute a settlement area. Accordingly, the lands are a logical and preferred location for new development. Within settlement areas, the PPS encourages land use patterns that make efficient use of land, effective use of infrastructure and public services, support active modes of transportation and are transit-supportive (Policy 1.1.1).

City of Ottawa Official Plan

The Ottawa Official Plan has been reviewed. The site is designated General Urban Area on Schedule B of the City of Ottawa Official Plan. Lands within this designation are meant to provide a full range and choice of housing options in combination with conveniently located employment, retail, service, entertainment and institutional uses. The project site does not fall within any of Schedule C7-A - Design Priority Areas – Urban. It is classified as “Neighbourhood” under Schedule B2 - Inner Urban Transect

The Proposal supports 15 min neighbourhood through the following:

- a) Only 3 car parking spaces have been provided so there will be little traffic impact.
- b) Amenity space is provided in the rear yard, as well as 7 private balconies.
- c) Lighting will be for safety purposes and will respect the dark skies initiative.
- d) The building will not generate additional noise.
- e) The building height is less than 14m
- f) The additional people living in the neighbourhood will increase the number of commercial services that might chose to locate in the area as well as better utilize transit services.

OP Section 3. Growth Management Framework

OP 3.2 Support Intensification

Table 3b

“Housing density

Inner Urban Transect 60 to 80, Within the Neighbourhood designation: Within the Neighbourhood designation: Existing lots with a frontage approximately 15 metres or wider: - Target of 50 per cent for Low-rise buildings;”

This project helps move the Inner Urban Transect closer to 80 to 120 units per hectare with a net density of 250 units per hectare.

OP Section 4. City-Wide Policies

OP 4.2 Housing

“4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minuteneighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law;”.

OP Section 5. Transects

- a) OP 5.1.5 Provide direction to the Neighbourhoods located within the - Inner Urban Transect
“Table 7 – Minimum and Maximum Height Overview Based on Official Plan
Inner Urban Transect: Policy 5.2.4(1) Neighbourhoods Low-rise: minimum 2 storeys, generally permit 3 storeys, allow built height of up to 4 storeys where appropriate”
- b) 5.2 Inner Urban Transect
 - 5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect
 - 3) Motor vehicle parking in the Inner Urban Transect shall be managed as follows:
 - a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
 - d) Where new development is proposed to include parking as an accessory use, such parking:
 - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The proposed reductions in parking are fully supported by the City Official Plan

Urban Design Guidelines for Low-rise Residential Buildings

The proposed buildings adopt the designs required for low rise apartment building in R4U zones

City of Ottawa Comprehensive Zoning By-law 2008-250:

Purpose of the Zone

The property is currently LC[772]:

Purpose of the Zone

The purpose of the LC – Local Commercial Zone is to:

1. allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;
2. restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;
3. provide an opportunity to accommodate residential or mixed uses development; and
4. impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.

The low-rise apartment building at a height less than permitted by the bylaw supports purpose 4

5.0 CONCLUSION:

The proposed development has been designed to meet the current planning framework. It is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan.

- 1) The proposed variance should be considered minor for the following reasons:
 1. They are minor and desirable.
 - a. They reflect the current character of the neighbourhood
 2. The general intent and purpose of the Zoning By-law is maintained
 - a. the intent of the bylaw is to permit the low rise dwellings/apartments.
 - b. The intent of the bylaw that the new infill properties respect the existing character of the neighbourhood.
 3. The general intent and purpose of the Official Plan is maintained;
 - a. The official plan supports this kind of gentle intensification of land uses compatible with the current urban fabric.
 4. The Ontario Planning Act supports intensification in residential urban areas
- 2) The Consent to Sever without a plan of subdivision complies with the Planning Act in that it represents orderly development
 - a. Adequate services, sewer, hydro, water and transportation are available
 - b. No new public infrastructure is created
 - c. No changes in land use are being made