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April 9, 2024

Committee of Adjustment
City of Ottawa
101 CentrepoinTE Drive
Ottawa, ON, K2G 5K7

Attention: Michel Bellemare, Secretary - Treasurer

Dear Mr. Bellemare:

**Reference: 183 Woodroffe Avenue
Applications for Consent and Minor Variance
Our File No 123150**

**Committee of Adjustment
Received | Reçu le
2024-04-09
City of Ottawa | Ville d'Ottawa
Comité de dérogation**

Novatech has been retained by the owner of the property municipally known as 183 Woodroffe Avenue (the "Subject Site") to prepare and file applications for Consent and Minor Variance to sever the existing interior lot and construct two long semi-detached dwellings. The existing single-detached dwelling will be demolished.

This letter describes the existing conditions of the site and its surrounding context, the proposed development, and provides a rationale in support of the applications.

Figure 1: Location of the Subject Site. (Source: GeoOttawa).

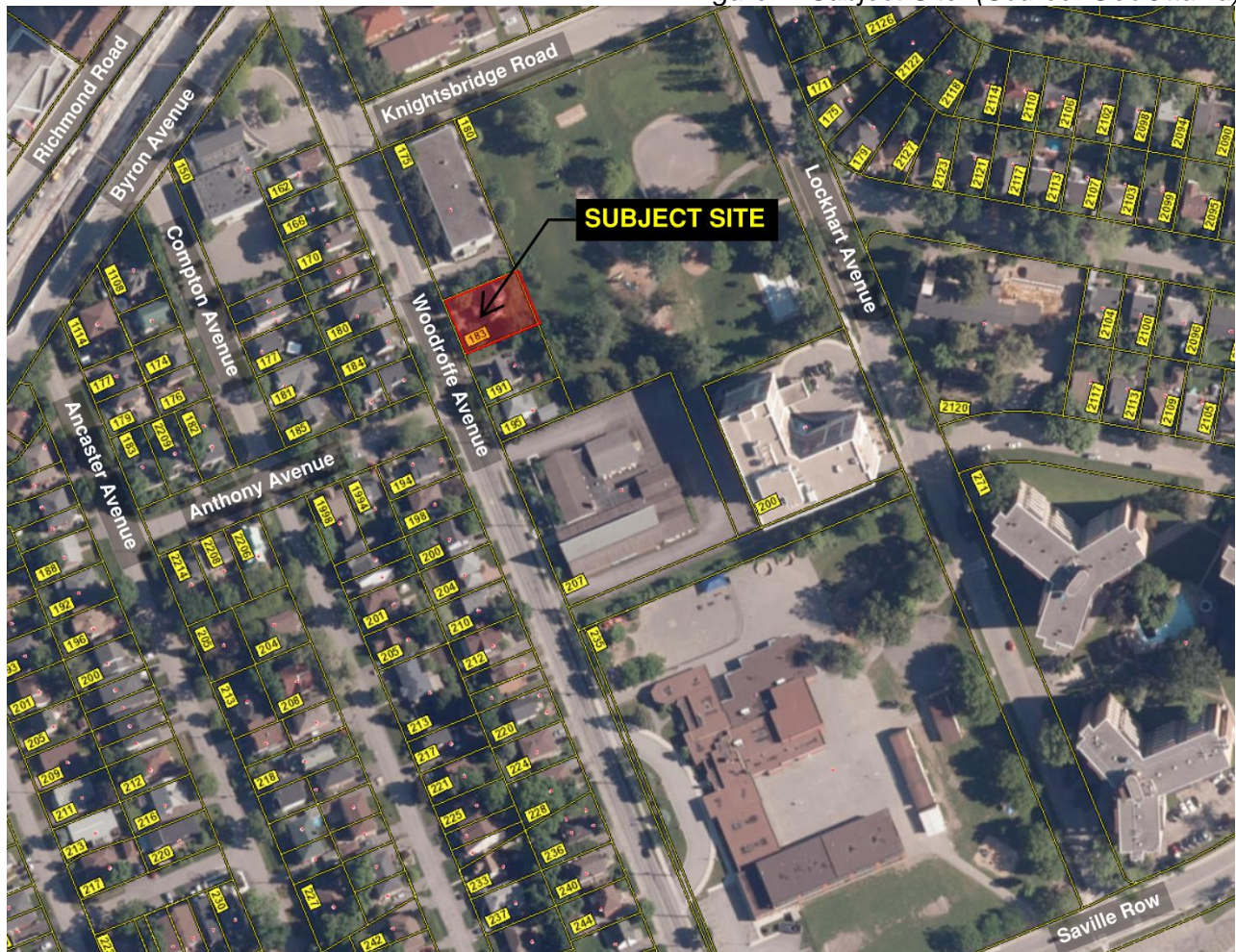


Site and Context

Site

The Subject Site is located in the Carlingwood neighbourhood within Ward 7 – Bay in the City of Ottawa. The Subject Site is an interior lot located on the east side of Woodroffe Avenue. The Subject Site is in a block that is bounded by Knightsbridge Road to the north, Saville Row to the south, Woodroffe Avenue to the west, and Lockhart Avenue to the east. The Subject Site has 22.86 metres of frontage along Woodroffe Avenue and a lot area of approximately 724.9 square metres. The Subject Site is identified as Lot 6 and Part of Lot 7 on Registered Plan 389.

Figure 2: Subject Site. (Source: GeoOttawa).



The Subject Site is designated Mainstreet Corridor within the Inner Urban Transect in the City of Ottawa Official Plan. The Subject Site is zoned R4D – Residential Fourth Density, Subzone D in the City of Ottawa Zoning By-law 2008-250. The site is subject to the Mature Neighbourhoods Overlay. The site is not subject to the Heritage Overlay or the Floodplain Overlay. The site is currently developed with a one-storey single-detached dwelling.

Figure 3: Existing Building on the Subject Site. (Source: Google Maps).



Surrounding Context

The abutting property to the north is developed with a three-storey low-rise apartment building. The abutting property to the south is developed with a one-storey detached dwelling. The property across the street to the west of the Subject Site is developed with a one-storey detached dwelling. Woodroffe Park abuts the property to the rear (east side). Other properties along Woodroffe Avenue are developed with a mix of residential and non-residential uses, including schools, places of worship, and a library. Residential uses along Woodroffe Avenue include detached dwellings, semi-detached dwellings, triplexes, and low-rise apartment buildings. Lot widths along Woodroffe Avenue vary, with 15.24-metre-wide lots and narrower 7.8-metre-wide lots along the west side of Woodroffe Avenue and larger lots on the east side of Woodroffe Avenue that accommodate a low-rise apartment building, two churches, and a school.

Woodroffe Avenue is a two-lane road with one lane of travel in each direction. There are sidewalks on both sides of the street. Woodroffe Avenue does not have any on-road cycling lanes. The Subject Site is within 400 metres of the proposed New Orchard LRT station and is within 600 metres of the proposed Sherbourne LRT station.

The Subject Site is within walking distance of a variety of commercial uses along Richmond Road and Carling Avenue, where there are grocery stores, restaurants, and retailers. The site is within 600

metres of Carlingwood Mall, which provides a wide variety of commercial uses within a short walk of the site. The Subject Site is within 600 metres of Westwood Park and abuts Woodroffe Park. The Subject Site is within 300 metres of Woodroffe Avenue Public School and Our Lady of Fatima School. Our Lady of Fatima Church, Woodroffe United Church, the Ukrainian Orthodox Cathedral, and the First Unitarian Congregation of Ottawa are located within 900 metres of the Subject Site. The Carlingwood branch of the Ottawa Public Library is located just over 300 metres from the Subject Site. The close proximity of commercial uses, parks, schools, and institutional uses to the Subject Site ensures that many daily trips can be completed by walking.

The Subject Site has good access to public transit, with Local and Frequent (15-minute service) bus routes within close proximity. Frequent bus Route 87 runs along Woodroffe Avenue between Baseline Station and Tunney’s Pasture LRT Station. Local bus Route 153 runs along Woodroffe Avenue. Other Frequent bus routes run along nearby streets. Frequent Route 11 runs along Richmond Road and connects between Bayshore and Tunney’s Pasture. Frequent Route 85 runs along Carling Avenue and connects between Bayshore and Promenade du Portage in Gatineau. Frequent Route 51 runs along Saville Row and connects between the Ron Kolbus Lakeside Centre in Britannia and Tunney’s Pasture Station. The Subject Site is within 600 metres of the future Sherbourne LRT station and within 400 metres of the future New Orchard LRT station. The transit network in proximity to the Subject Site connects the property to key destinations throughout the City and supports intensification. The property is located within 300 metres of on-road cycling lanes along Richmond Road.

Figure 4: Surrounding context map. (Source: Google Maps).

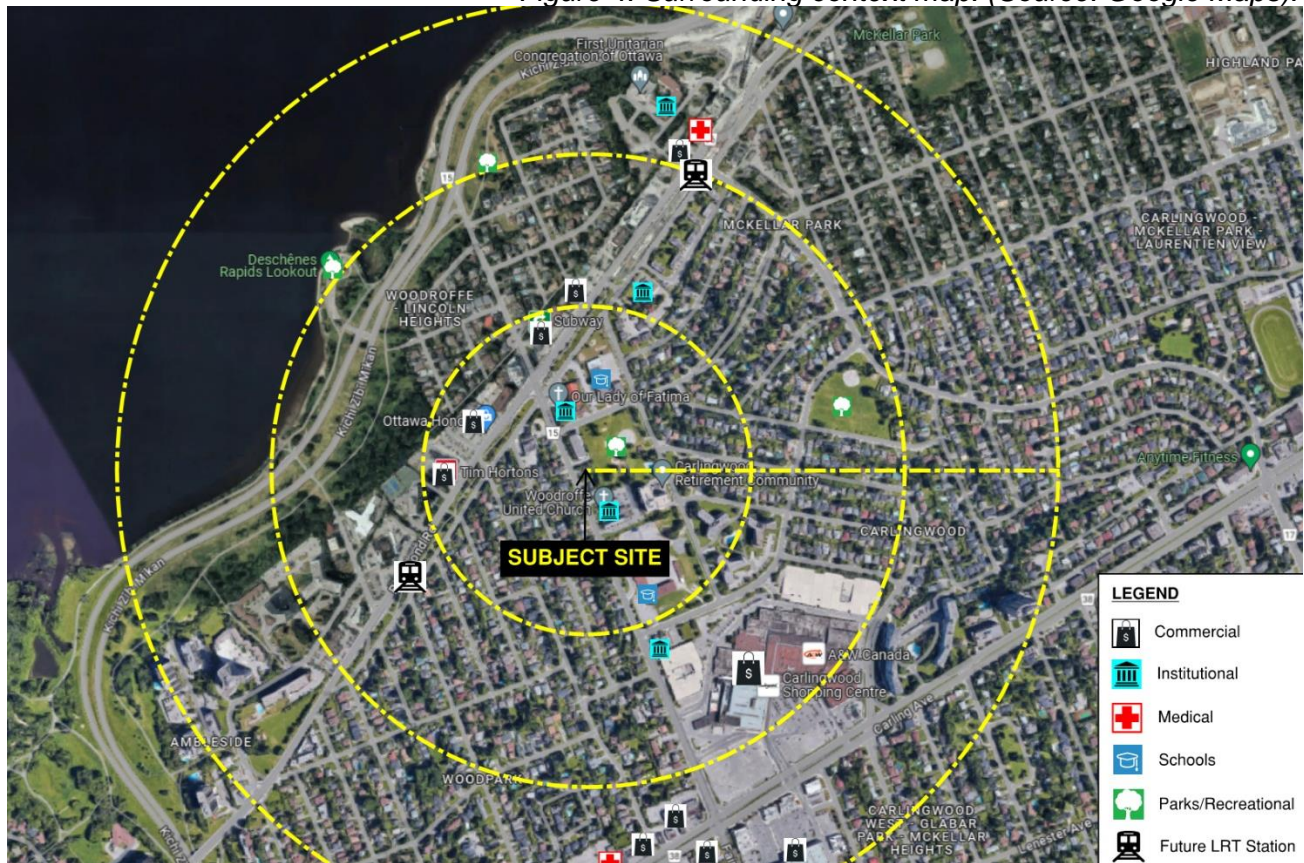


Figure 5: Transit Network. (Source: OC Transpo).

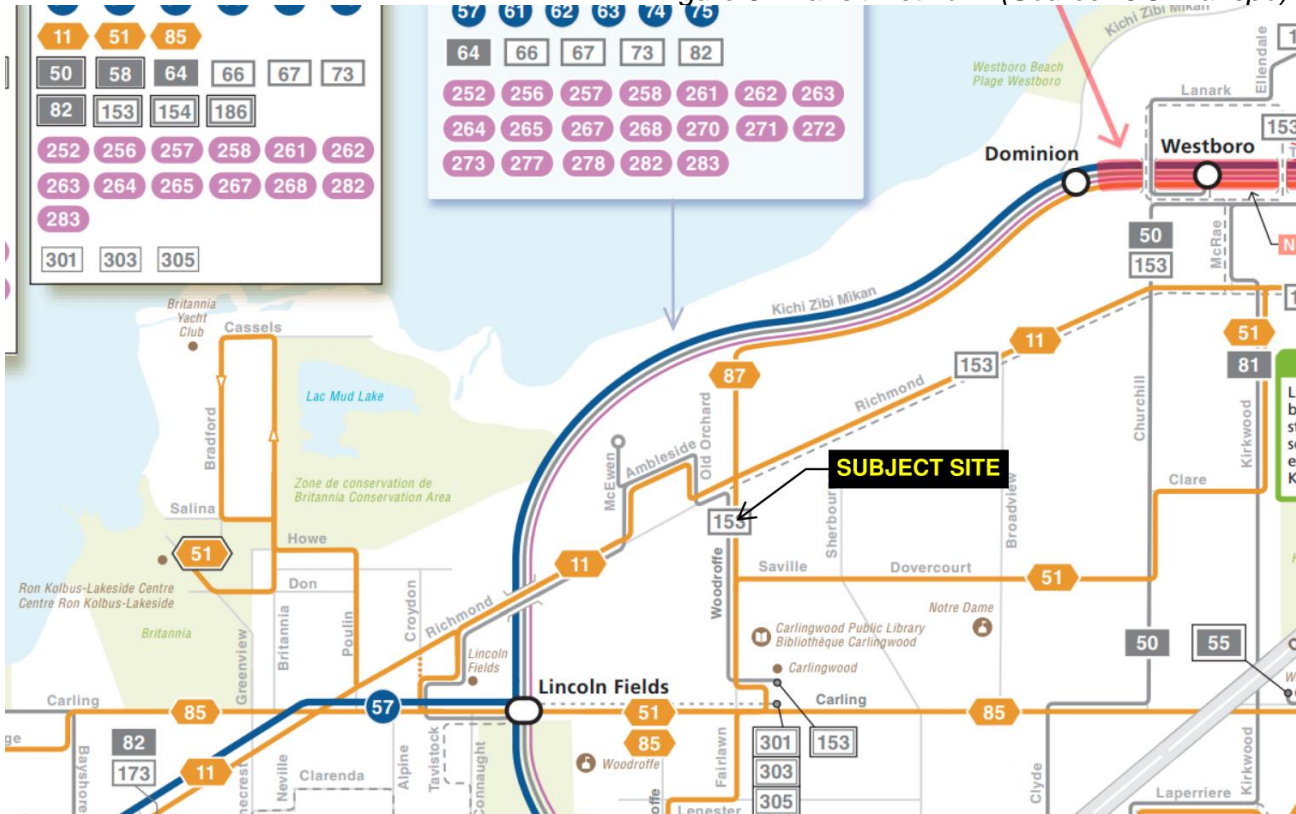
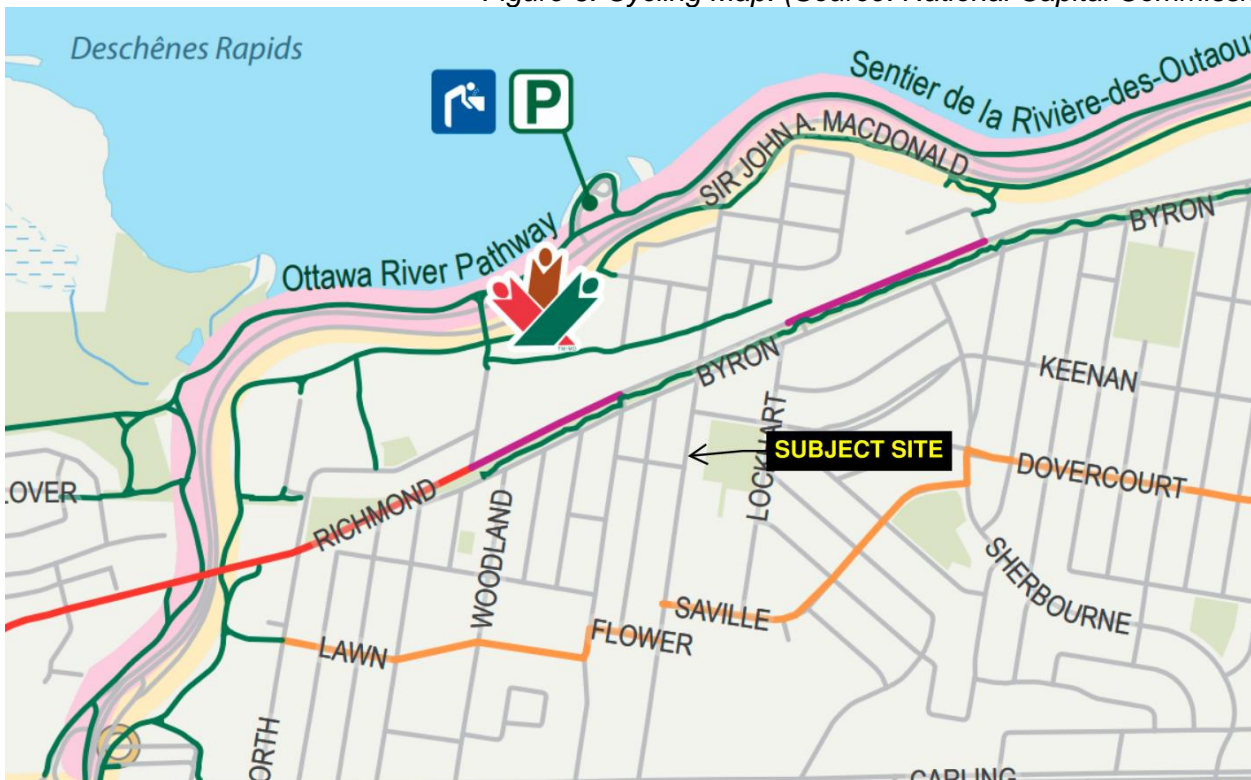


Figure 6: Cycling Map. (Source: National Capital Commission).



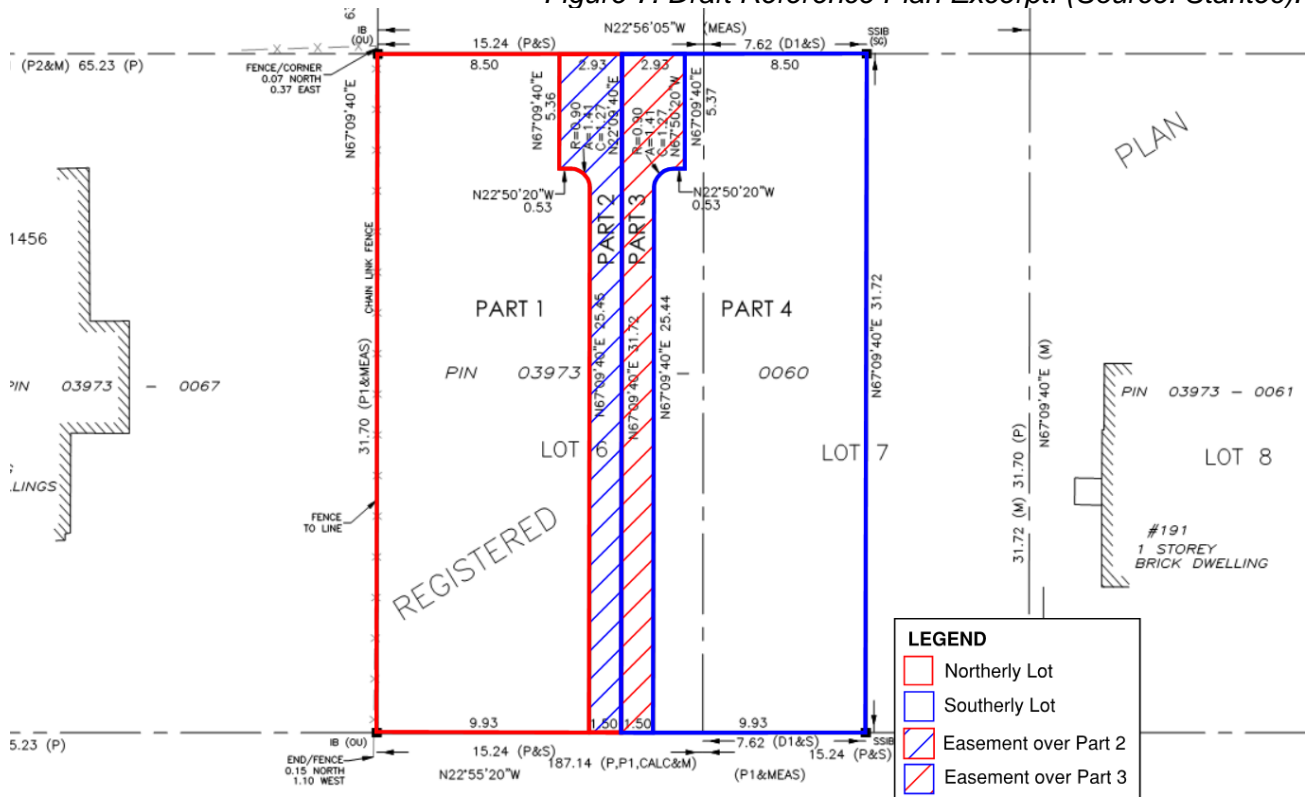
Proposed Development

The proposed Consent and Minor Variance applications seek to sever the existing lot at 183 Woodroffe Avenue and create one new parcel, resulting in two lots in total. Each lot will be developed with a long semi-detached building. Each long semi-detached dwelling will have one principal dwelling unit and two additional dwelling units in each half of the semi. Six units in total are proposed on each lot. The existing detached dwelling on the property will be demolished.

Reciprocal consent applications are required to create the two lots and to establish right-of-way easements for access over a shared driveway. The northerly lot (Part 1 and Part 2) has a lot width of 11.43 metres and a lot area of 362.4 square metres. The southerly lot (Part 3 and Part 4) has a lot width of 11.43 metres and a lot area of 362.5 square metres. A right-of-way easement over Part 2 in favour of Parts 3 and 4 and over Part 3 in favour of Parts 1 and 2 is proposed for the shared driveway access.

The proposed development meets the City's intensification goals by creating a new lot for residential development. The Subject Site is located close to commercial uses and public transit service and is an appropriate location for infill development in support of the City's 15-minute neighbourhood objectives.

Figure 7: Draft Reference Plan Excerpt. (Source: Stantec).



Severance Applications

Severance Application 1:

This application will create the northerly interior lot, identified as Part 1 and Part 2 on the Draft Reference Plan (Figure 7). The proposed lot width is 11.43 metres. The proposed lot depth is approximately 31.7 metres. The proposed lot area is 362.4 square metres.

This application requests a right-of-way easement over Part 2 in favour of Parts 3 and 4 for a shared driveway access.

Severance Application 2:

This application will create the interior lot, identified as Part 3 and Part 4 on the Draft Reference Plan (Figure 7). The proposed lot width is 11.43 meters. The proposed lot depth is approximately 31.72 metres. The proposed lot area is 362.5 square metres.

This application requests a right-of-way easement over Part 3 in favour of Parts 1 and 2 for a shared driveway access.

Severance Rationale

Planning Act

Subsection 53(1) of the Planning Act states:

“53(1) An owner, chargee or purchaser of land, or such owner’s, chargee’s or purchaser’s agent duly authorized in writing, may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this section, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality. 2021, c. 25, Sched. 24, s. 4 (1).”

The proposed severances and easements do not necessitate the construction of new public infrastructure, including roads and services. The proposed severances result in the creation of one new lot. The lots will have a shared driveway. A plan of subdivision is not required for the proper and orderly development of the municipality.

Subsection 53(12) of the Planning Act states:

“53(12) A council or the Minister in determining whether a provisional consent is to be given shall have regard to the matters under subsection 51 (24) and has the same powers as the approval authority has under subsection 51 (25) with respect to the approval of a plan of subdivision and subsections 51 (26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent. 1994, c. 23, s. 32.”

This rationale will speak to the following criteria outlined in subsection 51(24) of the Planning Act.

“51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,”

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

The proposed severances and easements have regard for the following matters of provincial interest:

- the development of healthy, safe, and liveable communities
- the provision of a full range and mix of housing types and densities

- the appropriate location of growth and development
- the efficient use of land and resources
- the promotion of sustainable development that supports efficient use of public transportation and infrastructure investments
- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management system

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

The Subject Site is located within the City of Ottawa’s urban boundary and is in a fully developed neighbourhood. The Subject Site is designated Mainstreet Corridor within the Inner Urban Transect in the City of Ottawa Official Plan. The Subject Site is ideally located for intensification, with proximity to commercial uses, parks, and schools and excellent public transit access. Other lots in the area are developed with higher density building types including low-rise apartments. Furthermore, there are semi-detached dwellings on smaller lots (7.62-metres-wide) than the proposed lots along Woodroffe Avenue at 176 Woodroffe Avenue, 178 Woodroffe Avenue, 215 Woodroffe Avenue, and 218 Woodroffe Avenue. The proposed severances and easements are not premature and are in the public interest.

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

The City of Ottawa Official Plan provides direction for intensification and infill development. A broad range of housing forms are supported to encourage the development of 15-minute communities.

Section 3 of the City of Ottawa Official Plan provides direction on managing growth in the City. Most growth is anticipated to occur within the urban area of the City. The majority of residential growth is expected to be accommodated through intensification and infill development.

Policy 3 of Section 3.2 states:

- 1) *“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.”*

The proposed severances contribute to 15-minute neighbourhoods by adding one new lot within an existing neighbourhood. The severances and easements contribute to the intensification of the site by facilitating the development of two long semi-detached dwellings with a shared driveway access and with one principal dwelling unit and two additional dwelling units in each half, for a total of six units per lot. The development meets the City’s objectives to accommodate residential growth through intensification.

Section 4.2 of the Official Plan provides direction on providing housing that meets needs across ages, incomes, and backgrounds.

Policy 2 of Section 4.2.1 states:

- 1) 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-minute neighbourhoods 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; and
 - c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed severances result in the creation of two parcels from the existing lot. The northerly interior lot will have a width of 11.43 metres and an area of 362.4 square metres. The southerly interior lot corner lot will have a width of 11.43 metres and an area of 362.5 square metres. The proposed lots facilitate the development of two new long semi-detached dwellings, with one principal dwelling and two additional dwellings in each half of the buildings, for a total of six units per lot. The proposed easements facilitate the construction of a shared driveway access for the two long semi-detached dwellings. The proposed lots are located within walking distance of commercial amenities including Carlingwood Mall and public transit service. The Subject Site is within 400 metres of a future LRT station and is in an appropriate location for additional density.

The proposed severances and easements conform to the policies of the City of Ottawa's Official Plan.

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

The proposed severances result in the creation of two equally-sized lots. Minor variances are required to permit reduced front yard setbacks and increased building heights. Minor variance applications have been filed in support of the consent applications. The severances result in two interior lots that are appropriately sized to accommodate long semi-detached dwellings. The proposed lots exceed the minimum lot width and lot area requirements. The proposed long semi-detached dwellings meet the interior side yard and rear yard setback requirements, the minimum aggregate front yard soft landscaped area requirement, and the minimum rear yard soft landscaped area requirement. The lots are approximately 3.8 metres wider than other lots along Woodroffe Avenue (176 Woodroffe Avenue, 178 Woodroffe Avenue, 215 Woodroffe Avenue, 218 Woodroffe Avenue) that are developed with traditional semi-detached dwellings. The land is suitable for the proposed severances and easements.

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

No affordable housing units are proposed.

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

The consent applications do not propose any new highways.

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

The proposed severances will result in the creation of two equally-sized lots. Each lot is adequately sized to accommodate a long semi-detached dwelling and conforms to interior side yard setback, rear yard setback, front yard aggregate soft landscaping, and rear yard soft landscaping requirements. The proposed severances result in lots that fit into the surrounding lot fabric, which is characterized by varied lot widths and lot areas to accommodate a range of dwelling types and land uses.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

There are no restrictions or proposed restrictions on the existing or proposed lots, beyond the provisions of the Zoning By-law.

(h) conservation of natural resources and flood control;

The Subject Site is not located in any floodplains or areas of natural interest.

(i) the adequacy of utilities and municipal services;

The Subject Site is within the urban boundary and has access to municipal sanitary, stormwater, and water servicing. The additional lot is not anticipated to have any negative impacts on the adequacy of utilities and municipal services.

(j) the adequacy of school sites;

The Subject Site is walking distance of Our Lady of Fatima School (JK-6) and Woodroffe Avenue Public School (JK-8). The proposed severances result in the creation of two lots and a total of four principal dwelling units and eight additional dwelling units. Approval of the consent applications is not anticipated to have an impact on the adequacy of school sites.

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

A road widening may be required along Woodroffe Avenue as a condition of consent approval.

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

Approval of the proposed severances and easements will result in a more efficient use of the Subject Site. The proposed severances and easements support infill development of the Subject Site with two long semi-detached dwellings, which contribute a total of four primary dwelling units and eight additional dwelling units, accommodating growth in the urban area. The proposed development will efficiently use existing infrastructure investments.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed development is not subject to site plan control.

The proposed severances meet the criteria set out in Section 51(24) of the Planning Act.

Provincial Policy Statement

Section 3(5) of the Planning Act states:

“A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

(a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision,”

A decision by the Committee of Adjustment with respect to a planning matter must be consistent with the Provincial Policy Statement (PPS). The Provincial Policy Statement provides policy direction on matters of provincial interest that are related to land use planning and development.

Policy 1.1.1 states:

“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 proposed development promotes efficient development by more optimally using the existing lot, creating a new lot through infill development. The Subject Site is located along Woodroffe Avenue and is in close proximity to Richmond Road to the north and Carling Avenue to the south. Woodroffe Avenue, Richmond Road, and Carling Avenue all have Frequent bus routes (15-minute service) which connect the site to the rest of the city. The Subject Site is within walking distance of two future LRT stations, with Sherbourne Station located within 600 metres of the site and New Orchard Station located within 400 metres of the site. The Subject Site is within walking distance of commercial uses, including Carlingwood Mall, and is close to parks, schools, and other amenities. The Subject Site is an ideal location for intensification, supporting growth where there is existing infrastructure and reducing pressure to expand the urban boundary.

183 Woodroffe Avenue is within the City of Ottawa’s “Settlement Areas” as defined in Section 1.1.3 of the PPS.

Policy 1.1.3.1 states:

“Settlement areas shall be the focus of growth and development.”

The proposed severances and easements are consistent with Policy 1.1.3.1 as they add an additional lot for residential development within the City of Ottawa’s urban area and facilitate the development of two long semi-detached dwellings.

Policy 1.1.3.2 states:

“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*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.”

The proposed severances and easements are an appropriate and efficient use of the land. By providing intensification within the urban area, the proposed development reduces the need for expansion of the urban area. The proposed development is transit-supportive as it is within walking distance of frequent bus service along Woodroffe Avenue, Richmond Road, and Carling Avenue and is close to future LRT stations. The Subject Site’s proximity to commercial uses, parks, schools, and transit makes the site an excellent location for gradual intensification.

The proposed severances and easements are consistent with the policies of the Provincial Policy Statement.

Minor Variance Applications

The proposed minor variances are listed below:

Part 1 and Part 2:

- a) To permit a reduced front yard setback of 4.5 metres, whereas the Zoning By-law requires a minimum front yard setback of 6 metres. (Section 162, Table 162A).
- b) To permit an increased building height of 10.7 metres, whereas the Zoning By-law permits a maximum building height of 8 metres. (Section 162, Table 162A).

Part 3 and Part 4:

- c) To permit a reduced front yard setback of 4.5 metres, whereas the Zoning By-law requires a minimum front yard setback of 6 metres. (Section 162, Table 162A).
- d) To permit an increased building height of 10.7 metres, whereas the Zoning By-law permits a maximum building height of 8 metres. (Section 162, Table 162A).

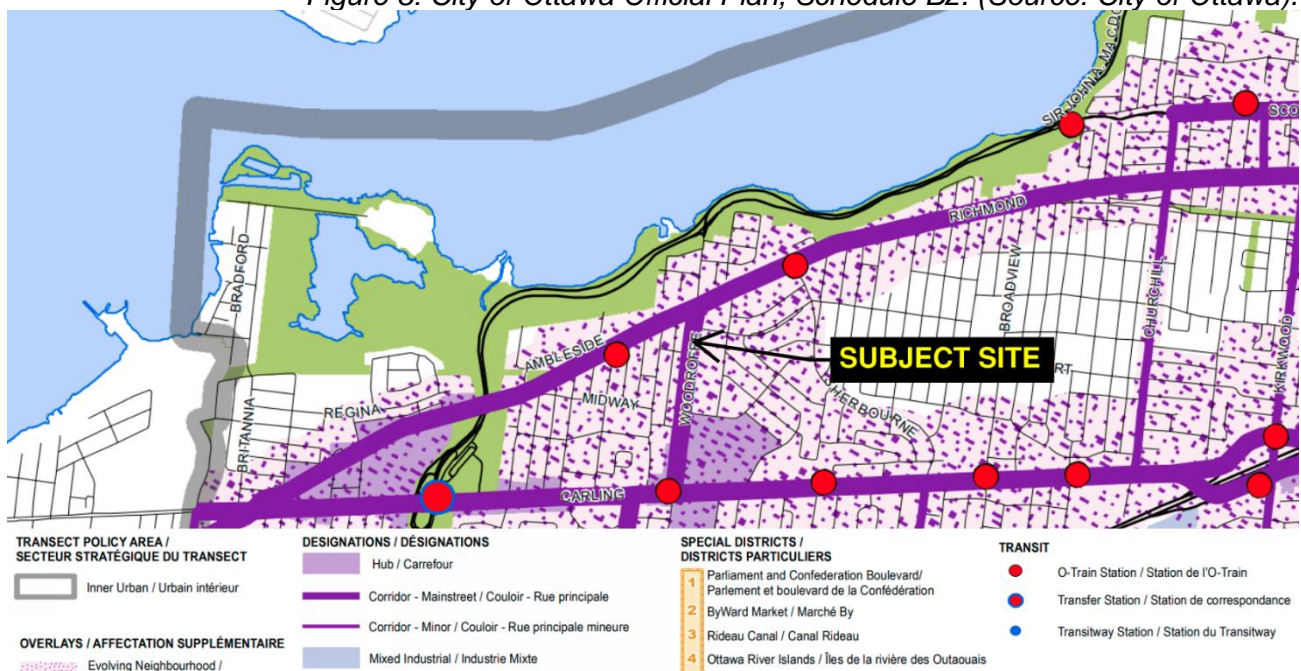
Minor Variance Rationale

Section 45(1) of the Planning Act sets out the four tests for minor variances.

The first test for a minor variance is that the general intent and purpose of the Official Plan is maintained.

The Subject Site is designated Mainstreet Corridor within the Inner Urban Transect in the City of Ottawa Official Plan.

Figure 8: City of Ottawa Official Plan, Schedule B2. (Source: City of Ottawa).



Inner Urban Transect:

Section 5.2 of the Official Plan sets out policies for the Inner Urban Transect. The Inner Urban Transect is comprised of pre-World War II neighbourhoods that immediately surround the Downtown Core and the earliest post-World War II areas directly adjacent to them. The older neighbourhoods reflect the urban built form, while post-war neighbourhoods reflect suburban characteristics.

Section 5.2.1 recognizes the urban and suburban characteristics of the Inner Urban Transect. The intended characteristic for the Inner Urban Transect is urban.

Policy 4 of Section 5.2.1 states:

- 4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:
- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
 - b) *Small, locally oriented services may be appropriately located within Neighbourhoods;*
 - c) *Existing and new cultural assets are supported, including those that support music and nightlife;*
 - d) *Larger employment uses are directed to Hubs and Corridors; and*
 - e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

The requested variances support the development of two long semi-detached dwellings on the Subject Site. Each half of each long semi-detached dwelling will have one principal dwelling unit and two additional dwelling units. A total of six dwelling units (two principal and four additional) are proposed per lot. The proposed development increases the residential density along a Mainstreet Corridor in support of 15-minute communities. Approval of the requested variances supports intensification of the Subject Site within a contextual low-rise built form. The development accommodates residential growth in support of Section 3 of the Official Plan while retaining a compatible built form and site design.

Policy 2 of Section 5.2.3 states:

- 2) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes:
- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and
 - c) *In all cases:*
 - i. *The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
 - ii. *The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.*

The proposed long semi-detached dwellings are 3.5 storeys. The requested building height is less than the 9 storeys permitted for Mainstreet Corridors in the Official Plan. The development aligns with the surrounding low-rise building context. The proposed long semi-detached dwellings will

provide a similar number of storeys as the low-rise apartment building on the abutting property to the north, which is 3.5 storeys. The requested building height meets the Official Plan direction for Mainstreet Corridors.

Corridors:

Section 6.2 sets out policies for Corridors, which are defined as bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and higher-level street transit than abutting Neighbourhoods, but lower than Hubs. The Corridors designation includes two sub-designations. The Subject Site is a Mainstreet Corridor.

Policy 2 of Section 6.2.1 states:

- 2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
 - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
 - c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
 - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

The proposed development provides a 3.5-storey building height. The requested building height provides an appropriate transition in height, with the building mass located closer to the Corridor. The proposed low-rise building height is compatible with the surrounding building heights.

Growth Management Framework:

Section 3 of the City of Ottawa Official Plan provides direction on managing growth in the City. Most growth is anticipated to occur within the urban area of the City. The majority of residential growth is expected to be accommodated through intensification and infill development.

Policy 3 of Section 3.2 states:

- 2) *“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8.”*

Approval of the requested variances contributes to 15-minute neighbourhoods by facilitating the development of two long semi-detached dwellings in an existing neighbourhood. The Subject Site is located along Woodroffe Avenue, which is a Mainstreet Corridor, and is within close proximity to

Richmond Road to the north and Carling Avenue to the south. Richmond Road and Carling Avenue have a wide variety of commercial uses and other amenities. The Subject Site is in close proximity to Carlingwood Shopping Centre, which has numerous commercial businesses. There are schools, parks, and institutional uses within walking distance of the Subject Site. Frequent transit routes are located along Woodroffe Avenue, Richmond Road, and Carling Avenue and two future LRT stations are located less than 600 metres from the Subject Site. The Subject Site is an ideal location for residential intensification. The requested variances facilitate residential intensification of the Subject Site. The proposed development with the requested variances meets the City's objectives to accommodate residential growth through intensification.

Housing:

Section 4.2 provides direction on providing housing that meets needs across ages, incomes, and backgrounds.

Policy 1 of Section 4.2.1 states:

- 3) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
- a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
 - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
 - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;
 - d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and
 - e) The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.

Approval of the requested variances supports the development of two long semi-detached dwellings. Each half of each long semi will have one principal dwelling unit and two additional dwelling units. A total of two principal dwelling units and four additional dwelling units will be provided on each lot. The development with the requested variances contributes to the diversity of unit sizes, densities, and tenure types in the area within a ground-oriented built form.

The requested variances maintain the intent and purpose of the City of Ottawa's Official Plan.

The second test for a minor variance is that the general intent and purpose of the Zoning By-law is maintained.

The Subject Site is zoned R4D – Residential Fourth Density, Subzone D in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;

- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- (3) permit 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 building form, 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 following uses are permitted in the R4 zone, as per Section 155 of the Zoning By-law:

- (1) The following uses are permitted uses subject to:
 - (a) the provisions of subsection 161 (2) to (15);
 - (b) a maximum of three guest bedrooms in a bed and breakfast; and
 - (c) a maximum of ten residents is permitted in a group home.

apartment **dwelling**, low rise
bed and breakfast, see Part 5, Section 121
detached **dwelling**
diplomatic mission, see Part 3, Section 88
duplex dwelling, see Part 5, Section 138 (By-law 2010-307)
group home, see Part 5, Section 125
home-based business, see Part 5, Section 127
home-based daycare, see Part 5, Section 129
linked-detached dwelling, see Part 5, Section 138 (By-law 2010-307)
park
planned unit development, see Part 5, Section 131
retirement home, converted see Part 5, Section 122
retirement home
rooming house
additional dwelling unit, see Part 5, Section 133
semi-detached dwelling, see Part 5, Section 138 (By-law 2010-307)
stacked dwelling, see Part 5, Section 138 (By-law 2010-307)
three-unit **dwelling**
townhouse dwelling, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) (By-law 2014-189)
urban agriculture, see Part 3, Section 82 (By-law 2017-148) (By-law 2018-206)

The zoning provisions that apply to the Subject Site are summarized in Table 1 below.

Table 1: Zoning Provisions

Provision	Required	Provided – Part 1 & 2	Provided – Part 3 & 4	Section
Minimum Lot Width (m)	10 m	11.43 m	11.43 m	S.162, Table 162A
Minimum Lot Area (m ²)	300 m ²	362 m ²	362 m ²	S.162, Table 162A
Maximum Building Height (m)	8 m	10.7 m	10.7 m	S.162, Table 162A

Minimum Front Yard Setback (m)	6 m	4.5 m	4.5 m	S.162, Table 162A
Minimum Rear Yard Setback (m)	25% of the lot depth which must comprise 25% of the lot area; need not exceed 7.5 m	7.5 m	7.53 m	S.162, Table 162B
Minimum Interior Side Yard Setback (m)	3 m total, one yard no less than 1.2 m	1.5 m/1.5 m (3 m total)	1.5 m/1.5 m (3 m total)	S.162, Table 162A
Minimum Aggregate Front Yard Soft Landscaping	35% (18 m ²)	24 m ²	24 m ²	S.139, Table 139(1)
Maximum Driveway Width	3 m	3 m (shared)	3 m (shared)	S.139, Table 139(3)
Maximum Walkway Width	1.2 m	1.2 m	1.2 m	S.139(4)(c)(ii)
Minimum Walkway Separation	0.6 m from driveway where walkway extends to ROW	7.03 m	7.03 m	S.139(4)(b)
Maximum Number of Walkways to ROW	1	1	1	s.139(4)(f)
Maximum Area of Parking, Driveways, Aisles in the Rear Yard	70% (60.06 m ²) 70% (60.27 m ²)	46.06 m ²	46.09 m ²	S.139(6)
Minimum Soft Landscaping in Rear Yard	15% (12.87 m ²) 15% (12.92 m ²)	13.5 m ² (15.7%)	13.7 m ² (15.9%)	S.139(7)
Minimum Parking Space Dimension	2.6 m x 5.2 m	2.6 m x 5.2 m	2.6 m x 5.2 m	S.106(1)
Minimum Setback from Rear and Interior Side Lot Line not Abutting Street (Accessory building)	In a rear yard: 0.6 m	0.6 m	0.6 m	S.55, Table 55
Maximum Size (Accessory building)	Not to exceed 50% of the yard, maximum cumulative floor area: 55 m ²	12.6 m ²	12.6 m ²	S.55, Table 55

Semi-detached dwellings are permitted in the R4 Zone. Section 145(1) states: “a long semi-detached dwelling is permitted on any interior lot in an R2, R3, and R4 zone where a semi-detached dwelling is permitted”. The Subject Site is an interior lot in the R4D Zone. A long semi-detached dwelling is a permitted use of the Subject Site. Minor variances are required to permit reduced front yard setbacks and to permit increased building heights.

Variance a) and Variance c) request reduced minimum front yard setbacks of 4.5 metres, whereas the Zoning By-law requires a minimum front yard setback of 6 metres. The intent of the minimum

front yard setback is to ensure that buildings are adequately separated from the street and to ensure that adequate space is provided between the building and the street for tree planting and soft landscaping. The proposed front yard setbacks request a reduction of 1.5 metres from the zoning requirement. Both proposed front yards exceed the minimum aggregate front yard soft landscaped area requirement of 18 square metres and ensure that most of the front yards are provided as soft landscaping.

Section 5, Table 6 of the Official Plan includes “*shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm*” as a general characteristic of urban built form. The proposed reduced front yard setbacks are in line with the general characteristics for urban built forms as outlined in Section 5, Table 6 of the Official Plan. There is an additional 5.68 metres of separation between the front lot line and the curb of the road, providing additional separation between the building and the street. The reduced front yard setback allows the building to better address the street, locating the building mass closer to the street, which is in line with Policy 2 of Section 6.2.1 of the Official Plan.

Variance b) and Variance d) request increased building heights of 10.7 metres, whereas the Zoning By-law permits a maximum building height of 8 metres. The intent of the maximum building height provision is to ensure the new development is appropriately-sized and fits into the existing built form of the neighbourhood. The surrounding context consists of low-rise residential buildings and some mid-rise residential buildings. There are a variety of building heights in the immediate area, especially along the east side of Woodroffe Avenue where there is a greater diversity of land uses including places of worship, a library, a school, and Carlingwood Shopping Centre.

The requested 10.7-metre building heights allow for the construction of two 3.5-storey long semi-detached dwellings, which fit into the mixed building height context of the area. The abutting building to the north is a 3.5-storey low-rise apartment building. The abutting building to the south is a one-storey detached dwelling. Further down the street, there is a church which has a tall gabled roof. Across the street, there are one-storey detached dwellings, a 2.5-storey triplex, and three-storey semi-detached dwellings. An eight-storey retirement home is located southeast of the site. The proposed 10.7-metre building height fits into the mixed height context of the area and is appropriate for the site, which is designated Mainstreet Corridor, a designation that permits up to nine storeys in building height.

Both buildings provide interior side yards and rear yards that exceed the zoning requirement. The abutting buildings to the north and south are setback approximately 11.57 metres and 11.02 metres from the shared property lines, respectively. The proposed building height will not impact the neighbouring buildings to the north and to the south. The proposed building height is less than the width of the right-of-way, which is approximately 20 metres wide. This contributes to an appropriate, human-scaled pedestrian experience along Woodroffe Avenue.

The requested variances maintain the general intent and purpose of the Zoning By-law 2008-250.

The third test for a minor variance is that the variance is considered desirable for the use of land.

The requested variances facilitate the development of two long semi-detached dwellings on the Subject Site. The Subject Site is designated and zoned to permit the development of low-rise infill housing. Each half of each long semi-detached dwelling will have one principal dwelling unit and two

additional dwelling units, resulting in a total of six units per lot. The required rear yard setback, interior setbacks, front yard aggregate soft landscaped area, and rear yard soft landscaped area are met or exceeded on both lots. The proposed lots exceed the minimum lot area and minimum lot width requirements for a long semi-detached dwelling and are adequately sized to accommodate the proposed dwellings.

Variances a) and c) request reduced front yard setbacks of 4.5 metres, whereas 6 metres is required. The reduced front yard setbacks support the development of two long semi-detached dwellings that address the street in line with the characteristics of urban built form identified in Section 5, Table 6 of the Official Plan. Adequately sized front yards are provided with suitable space for soft landscaping and tree planting.

Variances b) and d) request increased permitted building heights of 10.7 metres, whereas 8 metres is permitted. The increased building height facilitates the development of long semi-detached dwellings that are 3.5 storeys. The requested building heights are consistent with the low-rise context in the neighbourhood. The proposed long semi-detached dwellings are separated by more than 11 metres from the building walls of the dwellings on the abutting properties to the north and to the south, mitigating potential adverse impacts on those neighbouring buildings.

Approval of the requested variances will facilitate the development of the proposed long semi-detached dwellings. The proposed development more efficiently utilizes the site and contribute to housing choice in the neighbourhood. The proposed development with the requested variances increases density through gentle intensification near public transit service and commercial uses in support of 15-minute neighbourhoods. The Subject Site is an ideal location for the type of intensification proposed and the requested variances are suitable and desirable for the use of land.

The requested variances are considered desirable for the use of land.

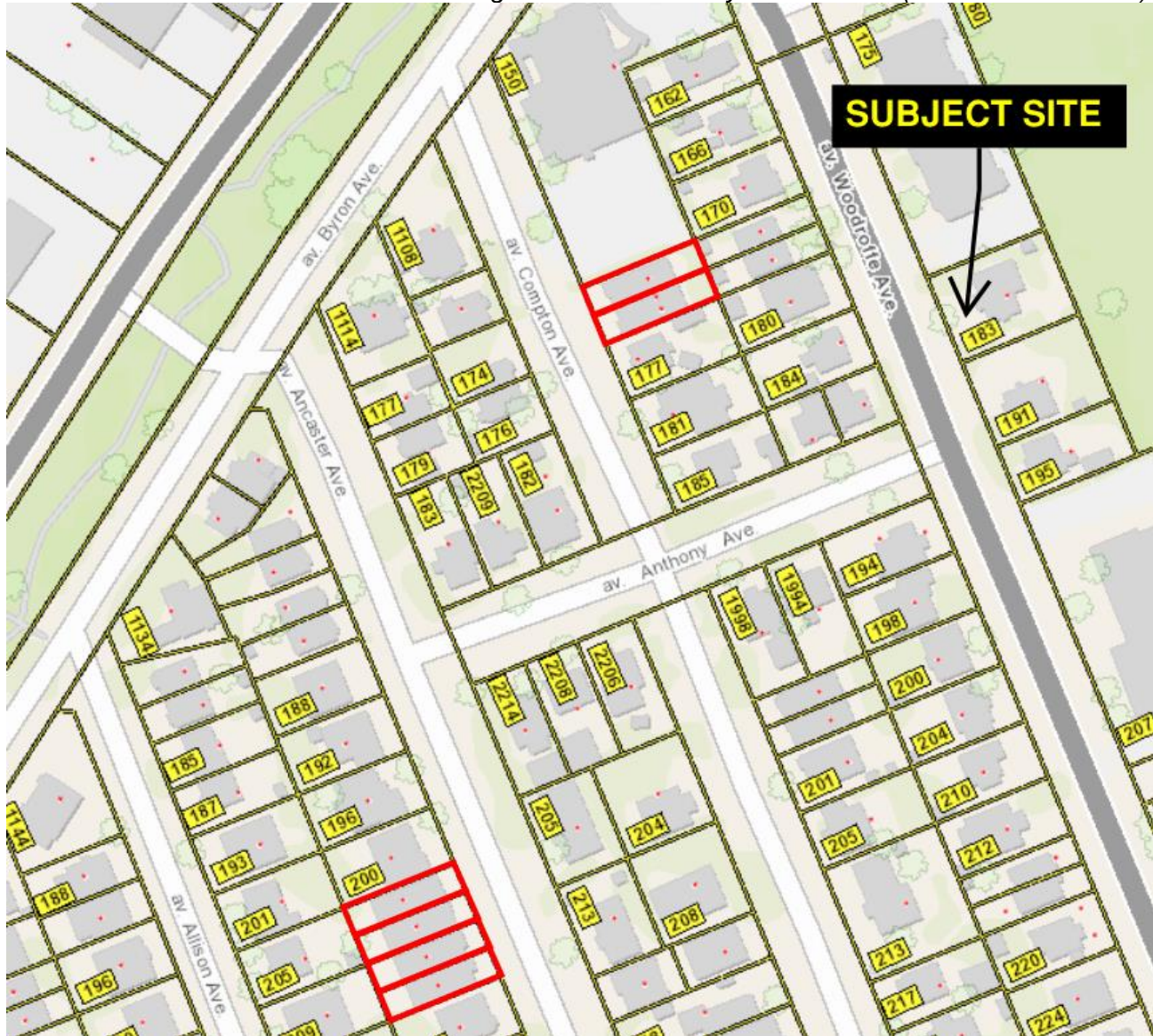
The fourth test for a minor variance is that the variance is considered minor in nature.

The proposed minor variances are for reduced front yard setbacks of 4.5 metres and increased building heights of 10.7 metres.

Variances a) and c) request reduced front yard setbacks of 4.5 metres. The proposed front yard setbacks are 1.5 metres less than the required 6 metres. There is 5.68 metres of separation between the curb of the road and the front lot line, further ensuring that the buildings are adequately separated from the street. Other lots in the area developed with semi-detached dwellings have similarly shallow front yard setbacks, as shown on Figure 9. The reduced front yard setbacks are appropriate for Mainstreet Corridors, where the maximum permitted heights and densities are to be located close to the Corridor and where buildings are to address the street. The 4.5-metre setbacks provide adequate separation from the front lot line.

The property today accommodates a semi-circular driveway that allows for front yard parking. The requested reduced front yard setbacks allow for buildings that better address the street. On-site parking has been relocated to the rear of the building. The proposed development improves the streetscape experience and public realm in the area.

Figure 9: Similar front yard setbacks. (Source: GeoOttawa).



Variances b) and d) request increased permitted building heights of 10.7 metres. The proposed building heights are 2.7 metres greater than the maximum permitted height. The additional building height supports the construction of two, 3.5-storey long semi-detached dwellings. The Subject Site is located along a Mainstreet Corridor, where up to 9 storeys is permitted. The proposed building height facilitates a moderate increase in height and the number of storeys, which is consistent with the direction for Mainstreet Corridors. Furthermore, the proposed buildings are well-separated from the abutting buildings, which are both more than 11 metres from the shared property line, mitigating impacts from the increased height. The proposed building is more than 10 metres from the curb of the road, ensuring that the proposed height contributes to a pedestrian-scaled streetscape.

The requested variances are considered minor in nature.

Conclusion

The proposed severances and easements at 183 Woodroffe Avenue meet the criteria of Section 51(24) of the Planning Act. The consent applications are consistent with the policies of the PPS. The requested variances meet the general intent and purpose of the City of Ottawa Official Plan and the City of Ottawa Zoning By-law 2008-250 by facilitating compatible intensification along a Mainstreet Corridor, contributing to more housing choice near commercial uses and public transit in support of 15-minute communities. The proposed development results in appropriately-sized lots to accommodate long semi-detached dwellings that meet the minimum lot width, lot area, interior yard setback, and rear yard setback requirements. The proposed minor variances for reduced front yard setback and increased building height meet all four tests under Section 45(1) of the Planning Act. The consent applications and minor variance applications represent good land use planning.

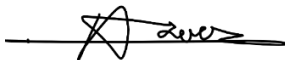
In support of the applications for consent and minor variance, please find enclosed:

- Cover Letter (one copy)
- Complete Consent Application Form 1 (one original copy)
- Complete Consent Application Form 2 (one original copy)
- Complete Minor Variance Application Form 1 (one original copy)
- Complete Minor Variance Application Form 2 (one original copy)
- Draft Reference Plan (one 8.5x11 copy and one 11x17 copy)
- Site Plan (one 8.5x11 copy and one 11x17 copy)
- Elevations (one 8.5x11 copy and one 11x17 copy)
- Parcel Abstract (one copy)
- Tree Information Report (one copy)
- Streetscape Character Analysis Concurrence Letter (one copy)

Should you have any questions regarding these applications, please do not hesitate to contact me.

Yours truly,

NOVATECH



Arjan Soor, M.PL
Planner