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Secretary-Treasurer
Committee of Adjustment, City of Ottawa
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Received | Reçu le

2024-05-15

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Date: May 14, 2023

Re: Application for Minor Variance at 37 Ella Street, Ottawa to permit a new long semi-detached dwelling

Arcadis Professional Services (Canada) Inc. has been retained by LSC Developments Ltd. (the 'Owner') to submit an Application for Minor Variance for the property municipally known as 37 Ella Street (the 'site'). The site is an interior lot with frontage on the north side of Ella Street, and presently contains a one-storey single-detached dwelling with a detached accessory building in the rear yard, to be demolished. The proposal is to construct a new three-storey long semi-detached dwelling with two primary dwelling units and two additional dwelling units in each. Each half of the long semi-detached dwelling is to be retained as one lot, with no intention to sever the primary units in a front-back configuration. To facilitate the development, authority of the Committee of Adjustment is required for three minor variances, as discussed in the Application Summary section below.



Figure 1. Proposed front rendering prepared by Justin Seguin Architecture + Interiors

APPLICATION SUMMARY

The proposed development of a new long semi-detached dwelling with two primary dwelling units and associated Additional Dwelling Units (ADUs) in each requires authority of the Committee of Adjustment for relief to the following zoning provisions:

VARIANCE A: To permit a reduced lot area for a long semi-detached dwelling of 271.5 square metres whereas the by-law requires 300.0 square metres;

COMMENT: The proposed long semi-detached is a permitted use under the zoning by-law and the reduction of 28.5 square metres is nominal in this case. The proposed introduction of a long semi-detached dwelling on this site will not alter the existing lot fabric as the units will be retained as one lot and will not be severed into a front-back configuration. The dwelling will appear as though it is a single-detached dwelling from the streetscape and will remain compatible with the existing built form. The building and added density can be appropriately managed on site.

VARIANCE B: To permit a reduced rear yard setback of 22% of the lot depth or 5.60 metres whereas the by-law requires 30% of the lot depth or 7.72 metres;

COMMENT: The proposed rear yard setback is required in part due to the angled front and rear lots lines on the site, which results in a rear yard setback that is more generous at the easterly corner of the rear wall and becomes more restrictive progressing towards the westerly corner. The proposed new rear wall and setback is similar to the existing building and generally comparable to the rear walls of the existing dwellings to the immediate east and west. The requested variance is for the most restrictive setback and varies across the rear wall.

VARIANCE C: To permit a reduced rear yard area of 22% of the lot area or 59.73 square metres whereas the by-law requires 25% of the lot area or 67.88 square metres.

COMMENT: The proposed reduction of rear yard area of just over 8 square metres will have negligible impact on site functionality and will still allow for greenspace and amenity area for future tenants, as well as waste storage in a rear yard accessory building. The proposal also removes an existing detached accessory building which presently occupies the majority of the rear yard, resulting in a similar remaining rear yard space to the existing conditions.

SITE & SURROUNDING CONTEXT

The site is an interior lot municipally known as 37 Ella Street, located on the north side of Ella Street in the block bounded by Fifth Avenue to the north, Craig Street to the east, and Gordon Street to the west. The site is located in the Glebe – Dow’s Lake neighbourhood in Ward 17 – Capital, which is generally situated south of Highway 417, east of Lebreton Street South and Dow’s Lake, and bordered by Queen Elizabeth Driveway and the Rideau Canal to the south and east. The neighbourhood is characterized by a mix of older, low-rise residential uses with newer infill development gradually occurring throughout. Bank Street intersects the neighbourhood travelling generally north-south and features various mixed-use buildings, including ground floor retail and commercial and upper-level

residential uses. TD Place / Lansdowne Park which contains the TD Place Arena and various commercial/restaurant uses is located to the southeast of the neighbourhood, bordered by the Rideau Canal. The immediate site context along Ella Street is generally comprised of a mix of one-and-a-half to three-storey single-detached residential dwellings, with some either duplex or multi-unit configurations, in a range and mix of ages, sizes and styles. Many of the existing sites are characterized by shallow front and rear yard setbacks with some soft landscaping, and driveways leading to side yard or rear yard parking and detached garages.

The site is situated just to the northwest of Capital Park and is within two blocks of Brown’s Inlet Park. The Rideau Canal and adjacent open space is to the south, within walking distance of the site. Fifth Avenue Parkette and the Gelebe Community centre and James Tennis Courts are located within two or three blocks to the northeast. There are several schools within proximity to the site: Mutchmor Public School, Corpus Christi School and Glebe Montessori School to the northeast, Glebe Collegiate Institute to the north, Blyth Academy to the southeast, and Ottawa Montessori School to the east. The site is situated less than 1.5 kilometers southeast of the Carling transit station and future Dow’s Lake LRT station. The site is within walking distance to the extensive network of multi-use pathways along the Rideau Canal. In terms of highway access, the site is located between Bronson Avenue to the west and Bank Street to the east, which provide access to Highway 417 to the north, and the downtown core area.

The following building types and land uses about the site, with the property parcels and configurations shown in Figure 2 below.

- **North (rear yard)** Two-storey single-detached dwellings with rear yard accessory buildings
- **East (side yard)** Two-and-a-half storey pitched roof single-detached; three-storey flat roof single-detached
- **South (front yard)** Two and two-and-a-half storey pitched roof single-detached dwellings
- **West (side yard)** Two-storey single-detached dwelling

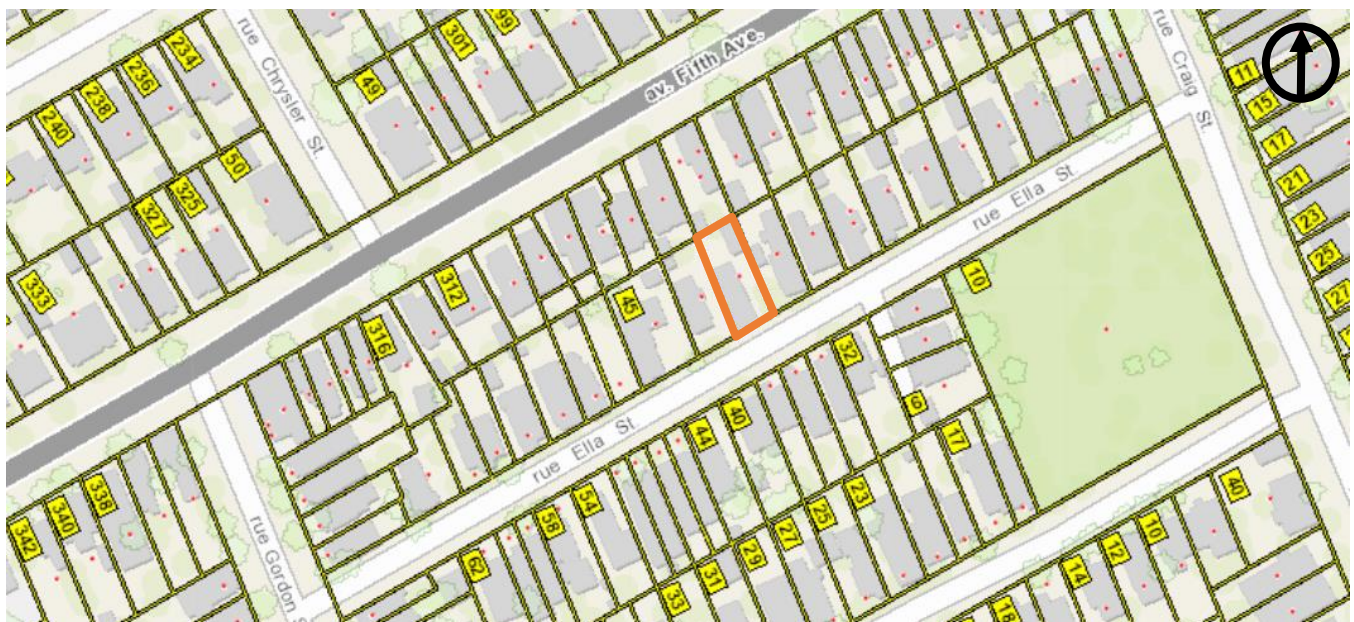


Figure 2. GeoOttawa mapping showing building footprints and parcel configurations of surrounding block (2022)

The site is a slightly irregularly shaped lot with angled side lot lines, and is comprised of the following specifications and legal description:

| | | | |
|-----------------|-----------------------|--------------------|------------------------------------|
| Area | 271.5 m ² | PIN | 04141 – 0053 |
| Frontage | 10.71m on Ella Street | Legal | Part of Lot 20 (North Ella Street) |
| Depth | ~ 25.73 m | Description | Registered Plan 36, City of Ottawa |

The existing site survey extract prepared by Farley, Smith & Denis Surveying Ltd. is presented in Figure 3 below.

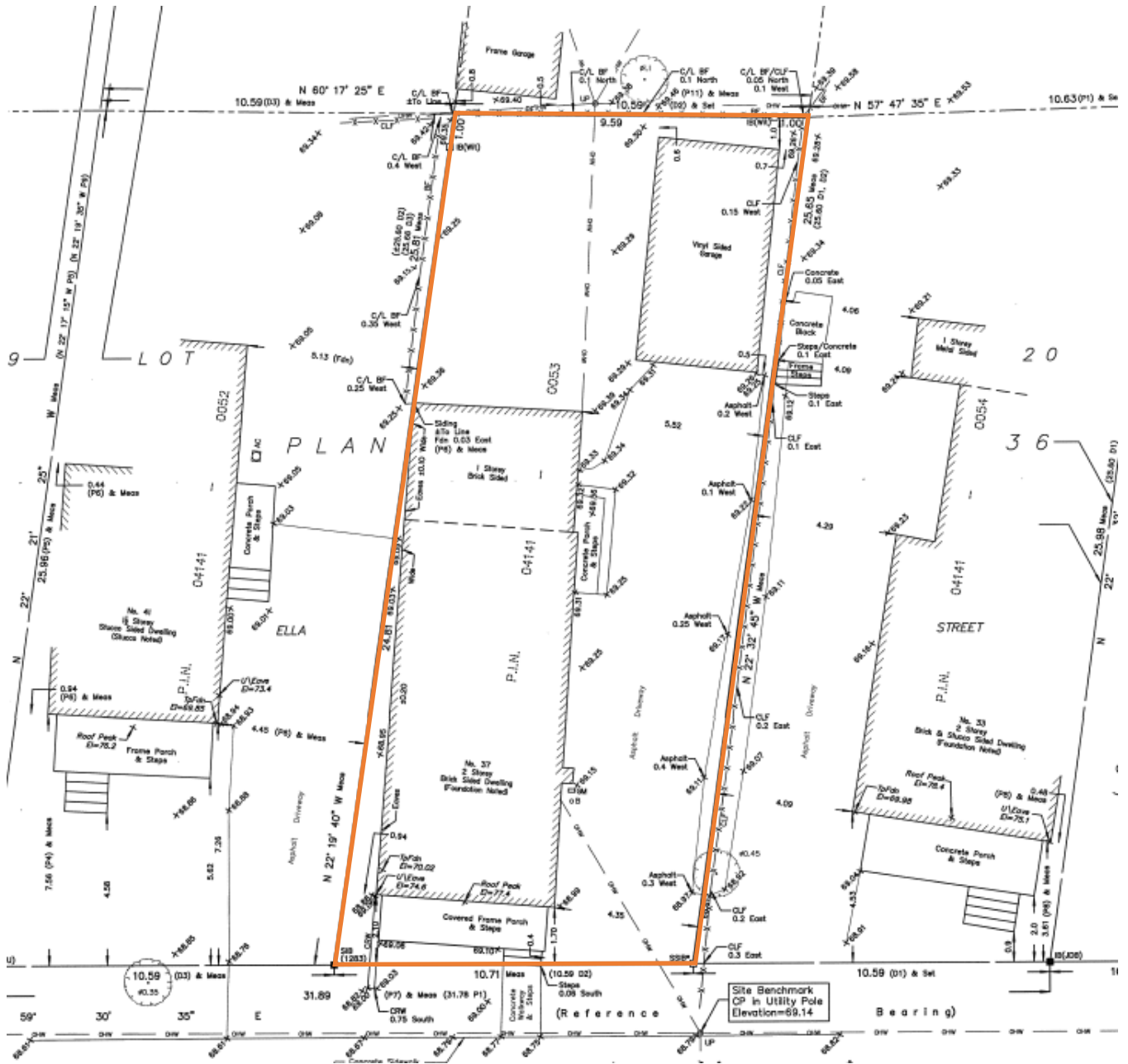


Figure 3. Extract of topographic survey prepared by Farley, Smith & Denis Surveying Ltd.

Image 1 below shows the existing site conditions facing north from Ella Street. Additional images are included in **Appendix 1** of this report which show the site and immediately surrounding context.



Image 1. Subject site looking northwest from Ella Street



Image 2. Subject site looking north from Ella Street

PROPOSED DEVELOPMENT

The proposal is to demolish the existing single-detached dwelling and accessory building and construct a long semi-detached dwelling with two primary dwelling units in a front-back unit configuration, as well as two Additional Dwelling Units in each. A waste storage shed is proposed in the rear yard with a walkway leading along the side yard to the accessory building. Both east and west side yards are wider than required under the zoning by-law, providing additional space for light and air filtration between the existing neighbouring dwellings. This is an improvement on the existing situation particularly along the west side yard, as the dwelling presently has no side yard setback.

There is a front porch which extends to the second storey on the Ella Street front façade to animate the streetscape, and the remainder of the front yard is softly landscaped with grass and shrubs. Access to the rear units is from a covered porch in the rear yard, with additional plantings. The rear yard is otherwise grass. The front façade features a bay window projection with windows for light and air

filtration. The window placement along the side yards has been sensitively designed to ensure no overlook or privacy concerns within the requested rear yard setback relief area, with only one window on the first floor on the west façade. Four of the units will have access to balconies for outdoor amenity space, and the rear yard will provide additional outdoor area. The site is also across from a public park just to the southeast. Overall, the dwelling provides opportunity for additional housing stock in the urban area and appears more similarly to a single-detached dwelling from the streetscape, therefore maintaining compatibility with the surrounding context.

The development details are presented in Table 1 and the artistic renders are presented in Figures 4 through 6 below.

Table 1. Development details

| Proposed Site Condition | |
|----------------------------|---------------------------------------|
| Lot Width | 10.70 m |
| Lot Area | 271.50 m ² |
| Rear Yard Setback | 5.60 m |
| Rear Yard Area | 59.73 m ² |
| Front Yard Setback | 3.0 m |
| Front Yard Landscaping | 100% front yard area, shrubs & grass |
| Building Height | 10.4 m (pitched roof) |
| Interior Side Yard Setback | 1.2 m / 1.5 m |
| Accessory Building | Waste Storage |
| Primary Units | 2 (total) x 2 bedrooms + den each |
| Additional Dwelling Units | 4 (total) x 1 bedroom each |
| Ground Floor Area (Total) | 127 m ² |
| Amenity Space | Porches, Balconies & Fenced Rear Yard |



Figure 4. Proposed front rendering prepared by Justin Seguin Architecture + Interiors



Figure 5. Proposed front rendering prepared by Justin Seguin Architecture + Interiors



Figure 6. Proposed rear rendering prepared by Justin Seguin Architecture + Interiors

PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters for the Province of Ontario, and decisions affecting all planning matters shall be consistent with the PPS policies. The proposed development is consistent with the applicable policies of the PPS, as demonstrated below.

Section 1.1.1 of the PPS states that healthy, livable, 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) [...] to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;”...

Section 1.4.1 of the PPS states that “to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) “maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans”.

→ The proposed development will allow for the development of two new primary dwelling units, and Additional Dwelling Units in each. The proposed building typology of long semi-detached dwellings allows for provision of a diversity of housing choice and typology in the urban area, while retaining a built form that is visually consistent with a single-detached dwelling from the street. The addition of Additional Dwelling Units provides a more affordable rental option for smaller households in the urban area, which is supported by Provincial policies including Bill 23. The proposed development represents a form of desirable, permitted, and context-appropriate infill intensification in the urban area. The proposed semi-detached dwelling is an appropriate size, massing, and scale for the context, and fits and works well on the lot despite the slightly undersized lot area. The requested relief for rear yard setback is in part required due to the shallow lot depth and angled lot lines, which requires the building footprint to be off-square with the front and rear lot lines. The requested variances facilitate the development of residential units while providing adequate building

separation between neighbouring properties to the east and west, light and air filtration with sensitively placed windows, private and communal amenity space, and a functional accessory building to provide fully enclosed waste storage.

→ The proposed units will be serviced by municipal water, sewer, and storm services. The use of existing municipal roads and services is an appropriate and efficient use of resources. The proposed development fits and functions well within the City’s Urban Area.

OFFICIAL PLAN

The subject site is designated Neighbourhood, within the Inner Urban Transect Policy Area in the City of Ottawa’s Official Plan, as shown in Figure 7 below. The site is within proximity to Bronson Avenue to the west and Bank Street to the east, which are both designated Corridor-Mainstreet.

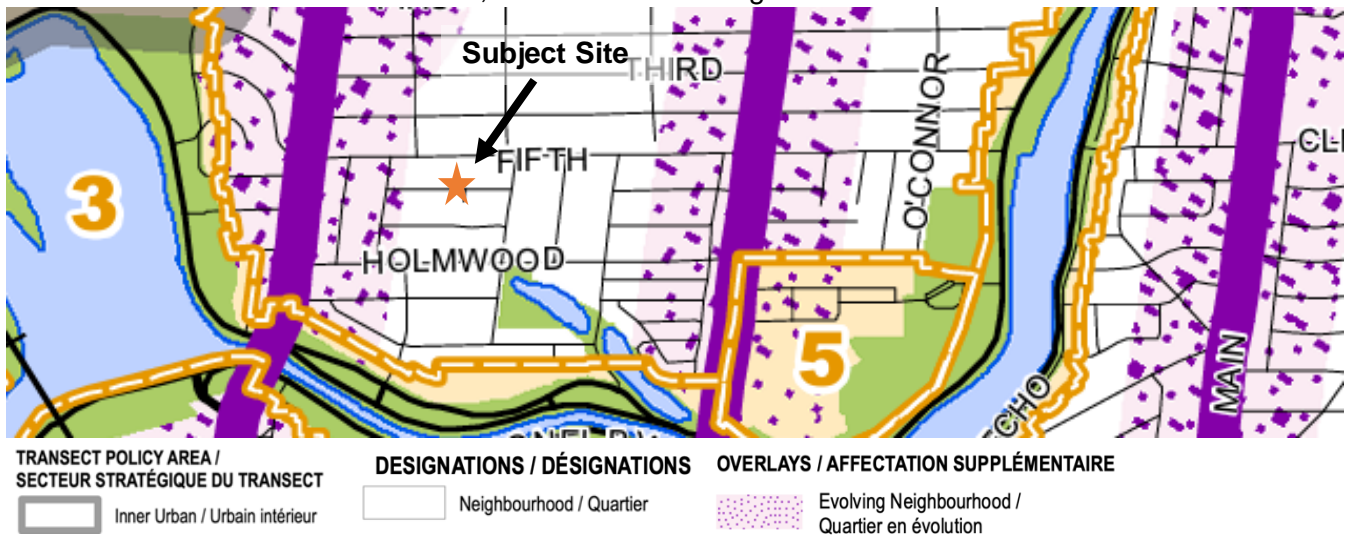


Figure 7. Extract of the City of Ottawa Official Plan Schedule B2 - Inner Urban Transect Policy Area

Section 2.2.1 Intensification and Diversifying Housing Options sets out policy intent for directing residential growth within the urban area. Subsection i) states that “[t]his Plan envisions directing residential intensification towards Hubs, Corridor and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. Subsection ii) states that “[m]uch of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed”.

→ The proposed semi-detached dwelling adds two primary dwelling units on the lot with two bedrooms and a den in each, as well as Additional Dwelling Units. This ground-oriented built form and intensification is appropriate for the urban area, which is within walking distance to two Corridor Mainstreets (Bronson and Bank). The addition of new housing stock in this neighbourhood contributes to the intensification policies of the Official Plan.

Section 2.2.4 Healthy and Inclusive Communities states that “[t]he City’s physical layout and design play an important role in shaping health and well-being by enabling Ottawa’s diverse population to thrive and live their lives to the fullest.” The policy intent to achieve healthy and inclusive communities is to:

- 1) “Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities ... this includes a range of housing types and

affordability, shops, services, access to food, schools and local childcare, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency and enable people to live car-light or car-free.”

- The proposed development of a new long semi-detached dwelling with four total Additional Dwelling Units allows for development of a mix of housing options in the inner urban area. This site is within close proximity to parks, transit and schools, and is within walking distance to a range of commercial amenities along Bank Street just to the east. The site is a prime location for modest and permitted intensification.

Section 3: Growth Management Framework sets out the following policy intent for the urban area:

- “To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt”.

Section 3.2: Support Intensification sets out policies for intensification throughout the urban area, as follows:

- 4) “Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.
 - 8) “Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:
 - a) Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and
 - b) Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.
- The proposed long semi-detached dwelling is supported by the intensification policies and residential density targets of the New Official Plan and provides a mix of unit sizes including two-bedrooms plus dens, allowing flexibility for future tenure, as well as Additional Dwelling Units which typically reflect a more affordable rental typology for smaller households.

Section 4.2.1: Enable greater flexibility and an adequate supply and diversity of housing options throughout the city sets out the following policies:

- 1) “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...
- 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-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”.
- 3) “Accessory Dwelling units as provided for by the Planning Act, including coach houses and secondary dwelling units in the main building, are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes. The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit in all areas of the City and shall establish criteria to govern appropriate integration of these units with the main dwelling and surrounding context.
 - The provision of a ground-oriented long semi-detached dwelling in the urban area is supported by the Official Plan policies. The proposed minor variances will facilitate the development of a new long semi-detached dwelling on a lot with irregular front and rear lot line configurations, while providing sufficient space for livable units which are intended for rental housing. The development complies with all required zoning provisions save for lot area and rear yard setback and area; however, the site functions well as one lot for zoning purposes and provides much-needed housing stock in the urban area.

Section 5.2 Inner Urban Transect sets out policies for establishing an urban pattern of built form and site design. The proposed development complies with the policies for the Inner Urban Area in the following ways:

- Supporting a wide variety of housing types with a focus on missing-middle housing, which may include new housing not currently contemplated (Section 5.2.4(1)); and,
- Providing low-rise built form permitting 3 storeys and providing emphasis on “regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration” (Section 5.2.4(2)). Though the development increases the unit count on the property, the building massing has been designed in such a way to appear more comparable to a single-detached dwelling, which will complement the existing and planned character of the surrounding streetscape.
- Overall, the proposed development is supported by the policies of the Official Plan.

ZONING BY-LAW 2008-250

The site is zoned Residential Third Density, Subzone P, in the City of Ottawa Zoning By-law 2008-250, as demonstrated in Figure 8 below. The Residential Third Density zone permits low-rise residential development in the format of detached, long semi-detached, semi-detached, linked-detached, and townhouse dwellings, as well as additional dwelling units.

The purpose of the R3 – Residential Third Density zone is to allow a wide mix of residential building forms up to townhouse dwellings, and other residential uses to provide additional housing choices and

regulate development in a manner compatible with existing land use patterns to maintain or enhance the mixed building form and character of a neighbourhood.

The proposed zoning details are presented in Table 2 below with the requested variances highlighted in red.

Table 2. Zoning provisions

| R3P Zoning Provisions | | | |
|---|--|----------------------|------------------------------------|
| Provisions Long Semi-Detached Dwelling | Permitted / Required | | Provided |
| Minimum lot width (m) *s.160A | 10.0 | | 10.7 |
| Minimum lot area (m ²) *s.160A | 300.0 | | 271.5 |
| Maximum building height (m) *s.160A | 10.0 | | 10.0 |
| Minimum front yard setback (m) *s.144(1)(a) | 3.0 | | 3.0 |
| Minimum rear yard setback (m) Table 144A(iii) | 30% lot depth | 7.72 | 22% 5.6 |
| Minimum rear yard area (m ²) s.144(3)(a)(i) | 25% lot area | 67.88 m ² | 22% 59.73 m ² |
| Minimum interior side yard setback (m) *s.160A | 1.8 total, 0.6 for one | | 1.5 (e) / 1.2 (w) (2.7 m total) |
| Minimum front yard soft landscape area, at grade, aggregated (%) *Table 139(1) | 35% | | 100% |
| Maximum walkway width *s.139(4)(c)(ii) | 1.2 | | 1.2 |
| Maximum walkway width giving access to storage for containerized waste *s.139(4)(c)(i) | 2.2 | | 1.2 |
| Maximum of one walkway per yard is permitted to extend to the right of way for a long semi-detached dwelling *s.139(4)(f) | | | 1 walkway |
| Minimum width of flag lot configuration for <u>severed</u> long semi-detached (m) *s.145(4) | Abutting flag lot: 1.7 All other cases: 2.2 | N/A (unsevered) | |
| Minimum first floor habitable floor space per dwelling or dwelling unit (m ²) *s.140(10) | 40.0 | | > 40.0 |
| Required year yard soft landscaping (%) | 15% | | > 15% |
| Accessory Buildings | | | |
| Minimum interior side lot line setback located in a rear yard (m) *Table 55(3)(e) | 0.6 | | 0.6 |
| Minimum rear lot line setback located in a rear yard (m) *Table 55(3)(e) | 0.6 | | 0.6 |
| Minimum distance from any other building on the same lot (m) *Table 55(4) | 1.2 | | > 1.2 |
| Maximum height (m) *Table 55(5) | 3.6 / 3.2 (exterior walls) | | < 3.6 / 3.2 |
| Maximum size (% / m ²) *Table 55(6) | Greater of 50% rear yard (29.87m ²) / 55 m ² | | 7.95 m ² |
| Maximum number of buildings on one lot *Table 55(7) | 2 | | 1 |

RATIONALE FOR MINOR VARIANCES

To facilitate the development, minor variances to the Zoning By-law are required. The following section reviews each variance against the four tests as presented in Section 45(1) of the Planning Act. Note that the rationale for variances for each of the lots and units have been reviewed together, where applicable.

1. IS THE VARIANCE MINOR?

VARIANCE A

REDUCED LOT AREA

Required: 300.0 m²

Provided: 271.5 m²

The proposed reduction in lot area of 271.5 m² from the required 300.0 m² to permit a long semi-detached dwelling on the site is minor. This reduction will facilitate the development of a permitted land use on this R3 zoned lot. The required lot width is exceeded on this site, and a required lot area reduction of only 28.5 m² is required due to the shallower lot depth of this block. The proposed development offers sufficient front yard setbacks, landscaping areas, and open space, as well as larger than required interior side yard setbacks for access, light and air filtration on the site. The building is also sensitively designed to be appropriately scaled for the lot. The provided side yard setbacks also allows for a smaller massing from the streetscape and appropriate spacing between the existing dwellings, while significantly improving the side yard conditions along the westerly side lot line. The lot can also accommodate sufficient space for enclosed waste storage, pathways for access to the rear yard and rear units, as well as landscaping that exceeds the zoning requirements in both front and side yards. It is worthwhile noting that the properties within the immediately surrounding context in general consist of smaller lot pattern with a tight built form, with narrow setbacks and garages occupying the rear yards. Many of the lots are under 300 square metres in size, with varying lot widths and shallower lot depths. Further, the proposed development will not change the lot fabric of the neighbourhood considering the building will remain one lot for zoning purposes with no further severance proposed. From the streetscape, the development will appear to be a single-detached dwelling and is designed with a sympathetic character to the neighbourhood context including a pitched roof and front porch that engages with the street. Given the front and interior side yard setback provisions are being met or exceeded, the building is appropriate massing and scale for the lot size. Further, with the development of a long semi-detached dwelling, the site is one lot for zoning purposes and the site will continue to function as one site. When considered in the context of the design of the proposed development, the reduced lot area is minor.

VARIANCE B

REDUCED REAR YARD SETBACK

Required: 7.72 m or 30% lot depth

Provided: 5.60 m or 22% lot depth

VARIANCE C

REDUCED REAR YARD AREA

Required: 25% of lot area or 67.88 m²

Provided: 22% of lot area or 59.73 m²

The proposed reduction in rear yard setback from the required 7.72 metres or 30% of the lot depth to the proposed 5.60 metres or 22% of the lot depth and the reduced rear yard area from required 67.88 m² or 25% of the lot area to 59.73 m² or 22% of the lot area are minor. Due to the angled side lot lines of the property, the building cannot be designed square with the lot. To comply with the front yard setback, the majority of the front façade is further setback than permitted by the by-law. As a result, the required rear yard setback is offset as well. The rear wall of the building will be setback only slightly closer to the rear lot line than the adjacent property to the west, and is further from the rear lot line than the property to the east. Windows along the side facades are sensitively placed to ensure no overlook along the requested relief area. Further, the neighbouring property to the north has a detached garage adjacent to its respective rear lot line, providing additional screening and buffering between that dwelling. As such, there potential impacts to the neighbouring properties have been mitigated. Finally, as shown in **Appendix 2**, the proposed rear yard setback is similar to others within the immediate neighbourhood and will not be out of context with the existing built form.

In terms of rear yard area, the proposed reduction is only 8.15 m² less than the required area. The rear yard will be sufficiently large to provide amenity space, landscaping and buffering between the adjacent properties, as well as a zoning compliant accessory building to store waste. The proposed accessory building is smaller than the existing rear yard garage which is presently non-compliant with the required side yard setbacks, offering an improvement to the existing situation. The proposed rear yard area will be fenced and allows for usable amenity space. Considering the site context, adjacent dwelling setbacks, amenity space, and landscaping for the site, the proposed reductions in rear yard setback and area are minor.

2. DOES THE VARIANCE MEET THE INTENT AND PURPOSE OF THE OFFICIAL PLAN?

The intent and purpose of the Official Plan is met with all three proposed variances. The Official Plan encourages infill intensification in a variety of built forms, with a focus on ground-oriented dwellings and contributing to missing middle housing. The intent and purpose of the OP is to accommodate residential growth to meeting housing and density targets, and direct housing to the urban area and in particular, within proximity to Corridors. The OP also encourages intensification in forms that may not be yet contemplated by the zoning by-law, encourages focus to be placed on design and built form as opposed to lot configurations. The proposed lot is smaller than permitted under the zoning but achieves the intention of the OP by contributing to the City's housing goals, including providing a wider diversity of housing type and tenure, including ADUs which tend to be more affordable.

Overall, the Official Plan supports infill intensification and densification through the provision of a wide variety of housing typology and built form. The OP specifically sets out the need for ground-oriented, infill development in the urban area, including missing middle housing, and emphasizes the importance of building livable, 15-minute, and healthy communities. The proposed development of a long semi-detached contributes to the housing targets of the Official Plan and the site is in a location which supports this development format. Further, redevelopment of this site contributes to the "15-minute neighbourhood" policy intent given its proximity to schools, parks, transit, and commercial/retail areas along Bronson Avenue and Bank Street. The proposed minor variances for reduced lot area and reduced rear yard setback and area facilitate the development of appropriate infill intensification in the urban serviced area and meet the intent and purpose of the Official Plan.

3. DOES THE VARIANCE MEET THE INTENT AND PURPOSE OF THE ZONING BY-LAW?

VARIANCE A

REDUCED LOT AREA

Required: 300.0 m²

Provided: 271.5 m²

The intent and purpose of the lot area provision is to ensure there is sufficient land area and width to accommodate a long semi-detached dwelling with adequate yard setbacks, open area, amenity space, soft landscaping, and light and air filtration, without overdeveloping the site. The proposed design achieves these elements by providing interior side yard setbacks that exceed zoning standards, a compliant front yard setback with articulations, a rear yard accessory building for waste storage, and appropriate amenity space and landscaping on site. The proposed development is an appropriate density increase for the neighbourhood and is a permitted use under the zoning. There is sufficient space for access to the rear units via a side yard walkway. Though there are required setback and area reductions in the rear yard, these are required in part due to the lot lines and irregular shape of the lot. The building will appear more similarly to a single-detached dwelling from the street, and the existing lot fabric of the site and area will not be altered considering there is no additional consent contemplated on the site in a front-back configuration. The reduced lot area is an existing site condition which require variances to permit the redevelopment of the site with a long semi-detached dwelling that is a permitted use under the present zoning. The dwelling is appropriately sized to accommodate the two primary dwelling units and associated additional dwelling units, which are permitted in the zoning, and encouraged by the Official Plan. Given these factors, the proposed variance meets the intent and purpose of the zoning by-law.

VARIANCE B

REDUCED REAR YARD SETBACK

Required: 7.72 m or 30% lot depth

Provided: 5.60 m or 22% lot depth

VARIANCE C

REDUCED REAR YARD AREA

Required: 25% of lot area or 67.88 m²

Provided: 22% of lot area or 59.73 m²

The intent and purpose of the rear yard setback provision of the zoning by-law is to ensure new development appropriately considers the neighbouring setback conditions and does not encroach within rear yards and private amenity areas of neighbouring dwellings. The intent also is to ensure there is sufficient space on site for greenspace, landscaping, amenities for future residents, light and air filtration, and privacy, all while creating contiguous interior blocks of open space. As previously noted, the angled orientation of the front and rear lot lines creates a development challenge with the front east corner of the building being set as close to the front lot line as possible while exceeding the minimum requirement on the west side of the building and providing articulations in the front facade. The rear west corner of the building encroaches into the required rear yard setback to a maximum of 2.12 metres at the closest point. The required setback angles parallel with the rear lot line toward the east building corner, which is setback approximately 1 metre further than the requested relief. Therefore,

only one corner of the building façade is setback 5.60 metres at its closest point, with the rest of the varying rear yard setback further than this point.

The building has been designed with sensitive window placement to minimize overlook concerns, with only one window on one façade at the first level within the requested relief area. The building is also in line with the adjacent dwelling's rear yard setback to the east and extends minimally further than the west neighbouring dwelling's rear façade. The neighbouring property to the north features a rear yard garage which will provide additional buffering between the rear façade of that dwelling. Further, the proposed redevelopment removes an existing non-complying garage which currently occupies the majority of the rear yard, and replaces with a much smaller enclosed waste storage building. The backyard will otherwise be reinstated with grass. The proposed rear yard area reduction still allows for usable amenity space and soft landscaping on site, exceeding the minimum require 15%. As such, the overall massing and size of the building is otherwise permitted under the zoning by-law. Considering the above, the proposed variances for rear yard setback and area meet the intent and purpose of the zoning by-law.

4. IS THE VARIANCE DESIRABLE FOR THE APPROPRIATE DEVELOPMENT AND USE OF THE LAND?

The proposed variances for reduced lot area, rear yard setback and rear yard area are desirable for the appropriate development and use of the land when considered collectively and in the context of the proposed design. The variances will facilitate the redevelopment of an urban site to contain a long semi-detached dwelling which is a permitted use under the zoning and Official Plan. The lot area variance allows for development of a permitted long semi-detached dwelling on an under provide an appropriate development form and use of this residentially zoned land. The long semi-detached dwellings are a permitted use under the zoning, and the site can adequately accommodate this development format. The proposed front and side yard setbacks exceed zoning requirements, and the building massing is appropriate for the context. Further, the building is sensitively designed to be appropriate for the neighbourhood, with a pitched-roof, front porch, and animated front façade. The long semi-detached will appear more similarly to a single-detached dwelling and is appropriate for the context.

The requested relief to permit reduced rear yard setback and area is in part required in response to the irregular lot shape with angled lot lines. The building design responds to the angled lot lines by providing a varying front yard setback with stepped back building façade, and a varying rear yard setback that is 5.6 metres at its most restrictive. The east corner of the rear façade is setback approximately 1 metre further than the sought relief. The proposed development footprint also improves the existing conditions by providing a wider than required side yard setback along the west, whereas the building currently provides no side yard setback at its closest point.

Overall, this is a presently underutilized lot with available municipal services that can support infill intensification. The provision of needed rental housing stock in the urban serviced area, including additional dwelling units, is highly supported by the Official Plan and Provincial policy direction. The

proposed variances to facilitate the development are appropriate for the desirable development and use of the land.

CONCLUSION

The subject site is an urban lot fronting onto Ella Street in the Glebe – Dow’s Lake neighbourhood. , fronting onto Fairmont Avenue in the Hintonburg neighbourhood, and presently contains a three-storey multi-unit building with five apartments. The Owner is proposing to demolish the existing dwelling and construct a new three-storey long semi-detached dwelling with a front porch, pitched roof, detached waste storage building in the rear yard, and soft landscaping. The building will feature two primary dwelling units and two additional dwelling units in each, which is permitted by the zoning by-law. Minor variances are required to facilitate a slightly reduced lot area, and a reduced rear yard setback and rear yard area. The primary units will remain as one lot with no further front-back severance proposed. The lot is sufficiently sized to accommodate the proposed infill development, and the rear yard conditions will be similar to the existing site conditions. The proposed rear wall will be almost in line with the neighbouring properties to the east and west, and the neighbouring properties to the north feature rear yard accessory building that will provide added buffering. The units will be municipally serviced and contribute to the provision of rental housing stock in the urban area, which is encouraged by the Official Plan.

The proposed minor variances are consistent with the Provincial Policy Statement, 2020 conform to the policies of the City of Ottawa Official Plan and comply with the City of Ottawa’s Zoning By-law 2008-250 save and the requested minor variances, which meet the four tests under Section 45(1) of the Planning Act. The proposed development represents good land use planning and is recommended for approval.

Respectfully submitted,

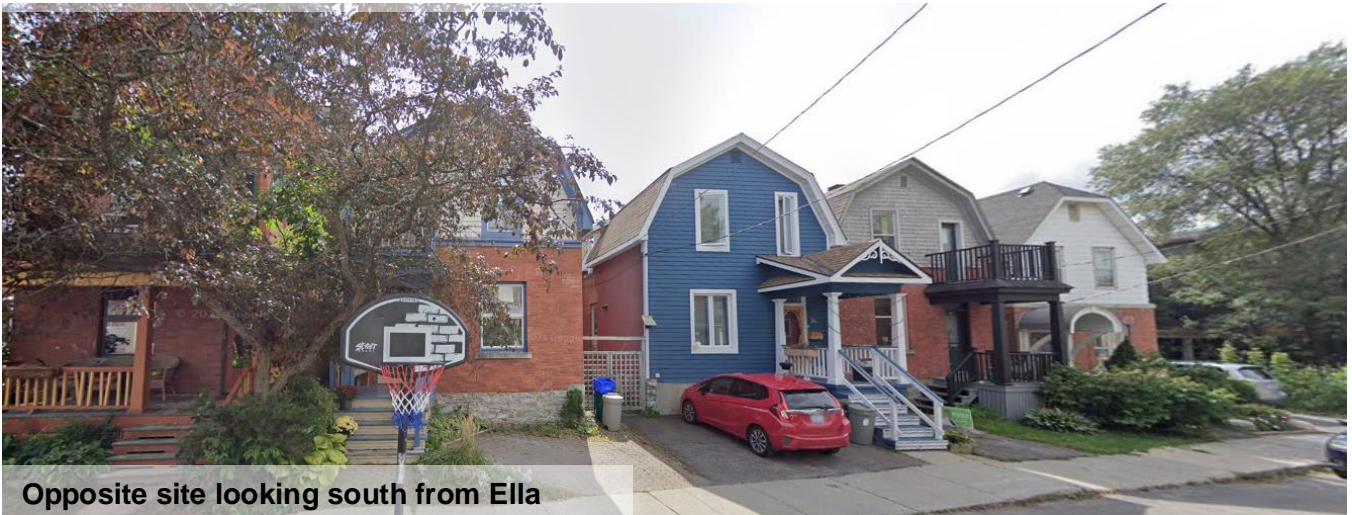


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APPENDIX 1 – SURROUNDING CONTEXT PHOTOS



East of site looking north from Ella



Opposite site looking south from Ella



Cross-section of Ella looking east

APPENDIX 2 – SURROUNDING BUILT FORM & REAR YARD PATTERNS



Subject site



Approximate rear yard setbacks of 5.6 m or less



Approximate rear yard setbacks between 5.6 m – 7.7 m