

June 3, 2024

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

**Committee of Adjustment**  
Received | Reçu le

2024-06-05

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

**RE: Application for Minor Variance**  
**53 Willow Street, Ottawa**

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by Hybrid Urban Development Inc. ("the Client") to prepare a Planning Rationale for a Minor Variance application to permit a 3 storey, 10-unit apartment building at 53 Willow Street ("subject site") in the City of Ottawa.

The subject site is currently occupied by a two-storey single-detached residential building and driveway. The proposed Minor Variance is required to reduce the minimum required lot width to permit the proposed development. The variance has been assessed against the Four Tests of the Planning Act, and our determination is that the variance can satisfy these tests and is therefore appropriate and in the public interest.

Please find enclosed the following material in support of the application:

- / This cover letter explaining the nature of the application (1 copy);
- / Minor Variance application form (1 copy);
- / Building Elevation Drawings, prepared by Justin Seguin Designs, dated May 16, 2024 (1 full-sized and 1 reduced copy);
- / Site Plan, prepared by Justin Seguin Designs, dated April 16, 2024 (1 full-sized and 1 reduced copy);
- / Survey Plan, prepared by Fairhall, Moffatt & Woodland Ltd., dated June 3, 2022 (1 full-sized and 1 reduced copy);
- / Tree Information Report, prepared by Dendron Forestry Services, dated May 23, 2024 (1 copy); and,
- / Tree Planting Plan, prepared by Dendron Forestry Services, dated May 27, 2024 (1 copy).

Please contact the undersigned with any questions or requests for additional material.

Sincerely,



Jillian Simpson, M.PL  
Planner



Scott Alain, MCIP RPP  
Senior Planner

# 1.0 Background and Context

Fotenn Planning + Design (“Fotenn”) has been engaged by Hybrid Urban Development Inc. (“the Client”) to prepare this Planning Rationale in support of a Minor Variance application for the subject site, municipally known as 53 Willow Street in the City of Ottawa.

The subject site is located on the north side of Willow Street between Booth Street to the west and Lebreton Street North to the east, in the Somerset Ward (Ward 14) of the City of Ottawa. The subject site is a rectangular lot with a total area of 506 square metres, a depth of 46 metres and a frontage of 10.9 metres. The subject site is currently occupied by a two-storey residential building with a 1-storey addition in the rear yard and an asphalt driveway along the eastern portion of the lot. Two mature trees are located in the front yard of the property, four mature trees are clustered in the middle of the site, and one mature tree is located in the rear yard. A metal fence is located along the western property line between the subject site and the adjacent property.



Figure 1: Subject Site and surrounding context.

Sidewalks are located on both sides of Willow Street, with street parking provided on the north side of the street. Elevated hydro distribution lines are present in the public right-of-way along the north side of Willow Street. The subject site located is approximately 700 metres walking distance from the future Corso Italia Light Rail Transit (LRT) station to the west, and 900 metres to Pimisi LRT Station to the north.

## 1.1 Surrounding Area

**North:** Immediately north of the subject site are low-rise townhouses accessed from Booth Street via Jemruss Private. Further north of the subject site and continuing towards Somerset Street West (Ottawa’s Chinatown neighbourhood) is characterized



by low-rise buildings, including single-detached dwellings, converted multi-unit buildings, townhouses, low-rise apartment buildings, and commercial and institutional buildings. Further north is the Lebreton Flats neighbourhood, the Pimisi LRT station, and the Ottawa River.

**East:** Immediately east of the subject site are low-rise residential dwellings characterized by long narrow lots, and commercial and institutional uses that continue towards Bronson Avenue. Bronson Avenue is designated as an Arterial Road and features a wide range of uses and heights including retail, restaurants, residential, personal services and other uses.



Figure 2: Looking north from 53 Willow Street, existing building shown.





Figure 3: Looking east from 53 Willow Street, existing building shown.

**South:** Immediately south of the subject site across Willow Street is a playground associated with St. Anthony School, located at the corner of Booth Street and Gladstone Avenue. Across Gladstone Avenue is St. Anthony of Padua church. A low-rise residential condition continues further south, towards the 417 Provincial Highway, which provides vehicular connections throughout the City.

**West:** Immediately west of the site is a low-rise residential building with a generous front yard setback. Further west along Booth Street are low-rise residential dwellings and small-scale commercial businesses which cater to the local neighbourhood. This condition continues west to Preston Street, a Traditional Mainstreet and part of Ottawa's 'Little Italy' neighbourhood. Uses includes restaurants, retail, event spaces, personal services and other uses.

# 2.0 Overview of Application

## 2.1 Proposed Development

The applicant is proposing to demolish the existing detached dwelling and construct a three-storey low-rise residential apartment building comprised of 10 units: two (2) Bachelor units, three (3) one-bedroom units, one (1) accessible one-bedroom unit, and four (4) two-bedroom units. The proposed development fronts onto Willow Street with soft landscaping provided along the majority of the front yard, and western side yard, with amenity space proposed in the rear yard.

A small outdoor storage shed is proposed in the rear yard for the purpose of refuse and recycling storage, with five (5) covered bicycle parking spaces located adjacent to the shed. A mature Hackberry tree, presently located in the rear yard, will be retained as part of the proposed redevelopment of the lands. No vehicular parking is proposed as part of this redevelopment. Figure 4 below shows the site plan for the proposed development.

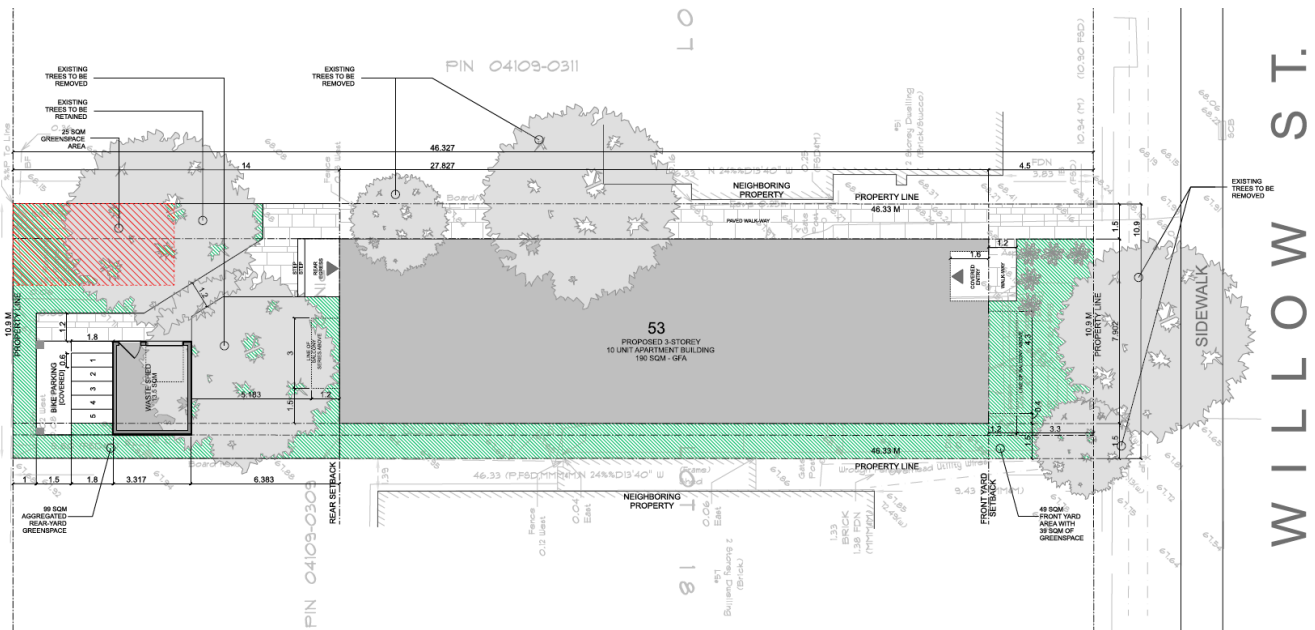


Figure 4: Site Plan of proposed development.

A hardscaped walkway is proposed from the front yard, along the eastern side yard to the rear yard, which provides access from the front of the building to the bicycle parking and refuse storage bins at the rear of the site. The front entrance is proposed along the eastern side of the building linking up to the walkway, and a rear exit is proposed which serves to provide easier access to the rear yard amenity area and bicycle parking.

As shown on Figures 5 and 6, below, the proposed exterior design features large windows on the front and rear façades, which offers natural daylight to the units and a well-lit public realm at night. An overhang covers the front entrance from the elements and highlights the principal entryway. Brick and stone masonry are proposed for the front façade to provide variety and interest, and the side and rear elevations (Figure 7) are proposed to be clad with siding. Windows along the sides of the building are much smaller in size to improve privacy and minimize overlook to adjacent development.

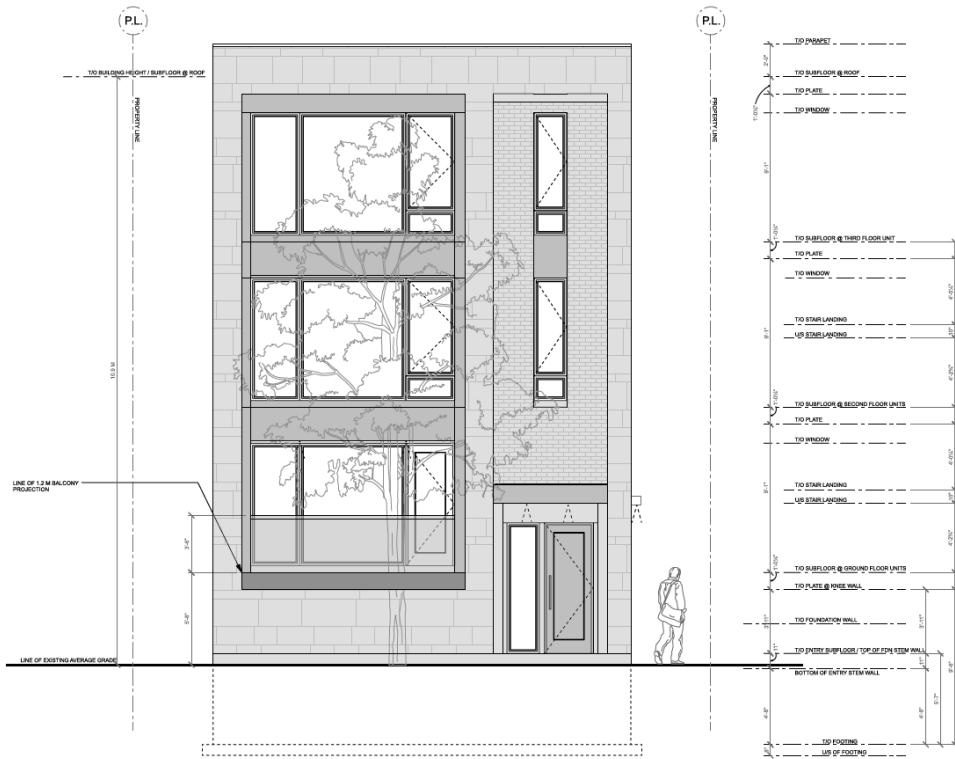


Figure 5: Front Elevation of proposed building.

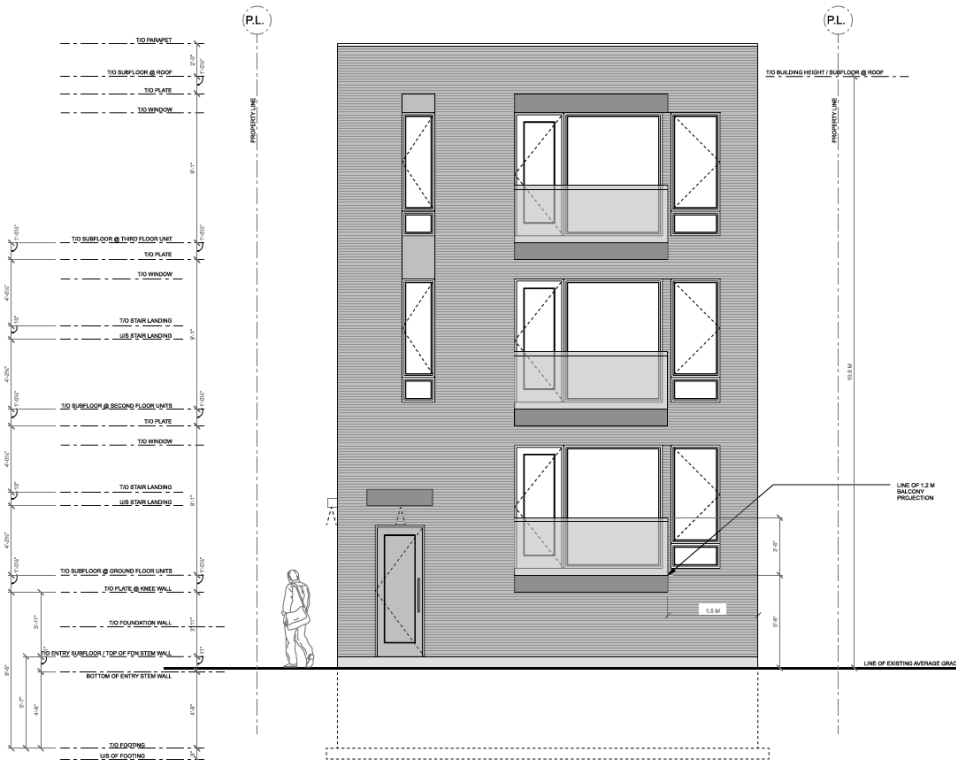


Figure 6: Rear Elevation of proposed building.

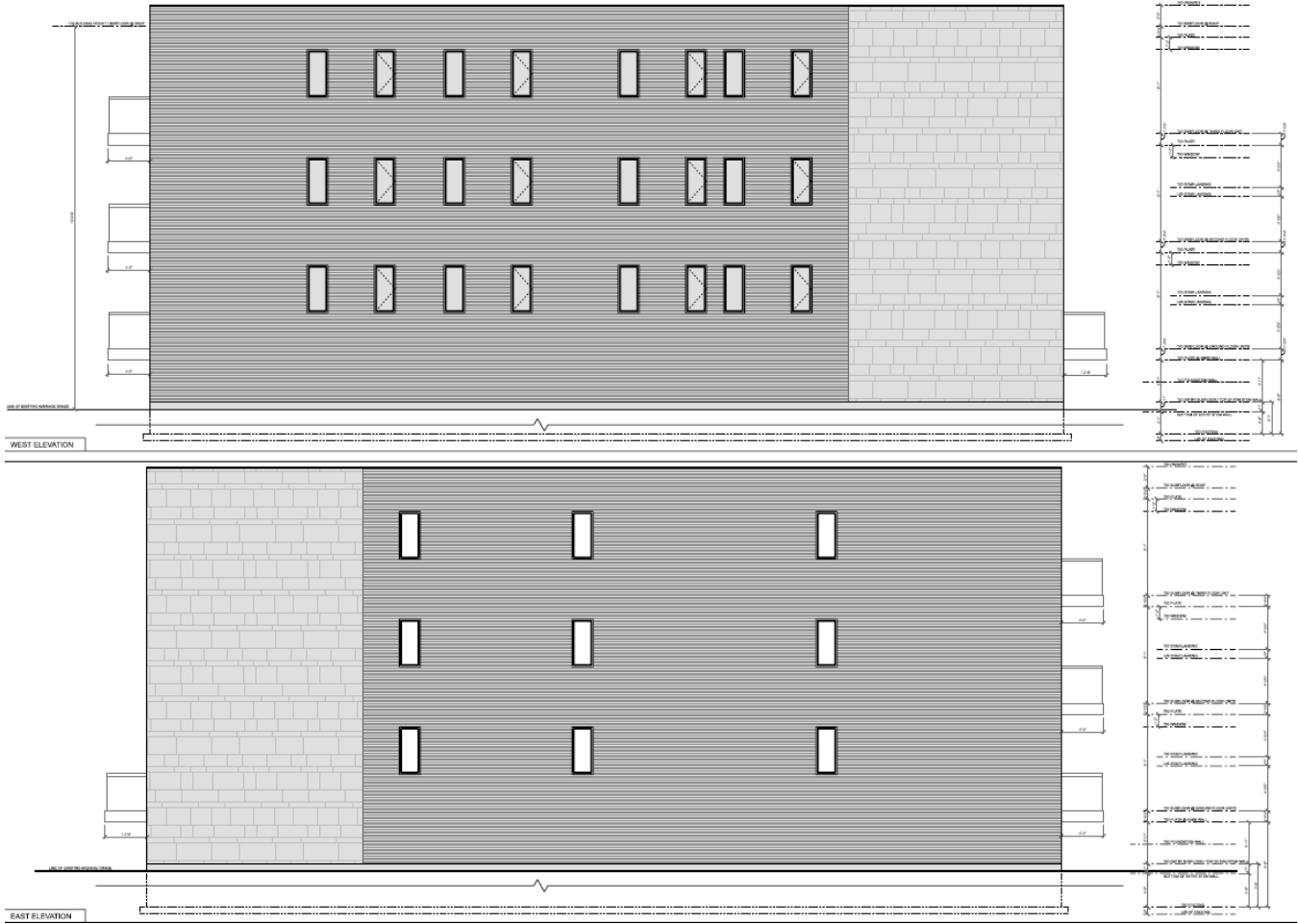


Figure 7: West (top) and East (bottom) Elevations of proposed building.

A Tree Information Report, prepared by Dendron Forestry Services, indicates that the proposed building footprint will limit retention of some of the existing trees on site, per Figure 8 below. Tree 1 is a tree lilac in declining health positioned between a walkway and the existing asphalt driveway, limiting its available rooting space. If left in its location is unlikely to survive construction due to the proximity of construction, and therefore it is proposed that the tree be removed and replanted. Tree 5, a hackberry is in fair health and to best preserve the tree's health, protection measures are to be followed. Trees 2, 3, 4, and 6 are proposed to be removed due to the health condition and due to proximity to excavation.



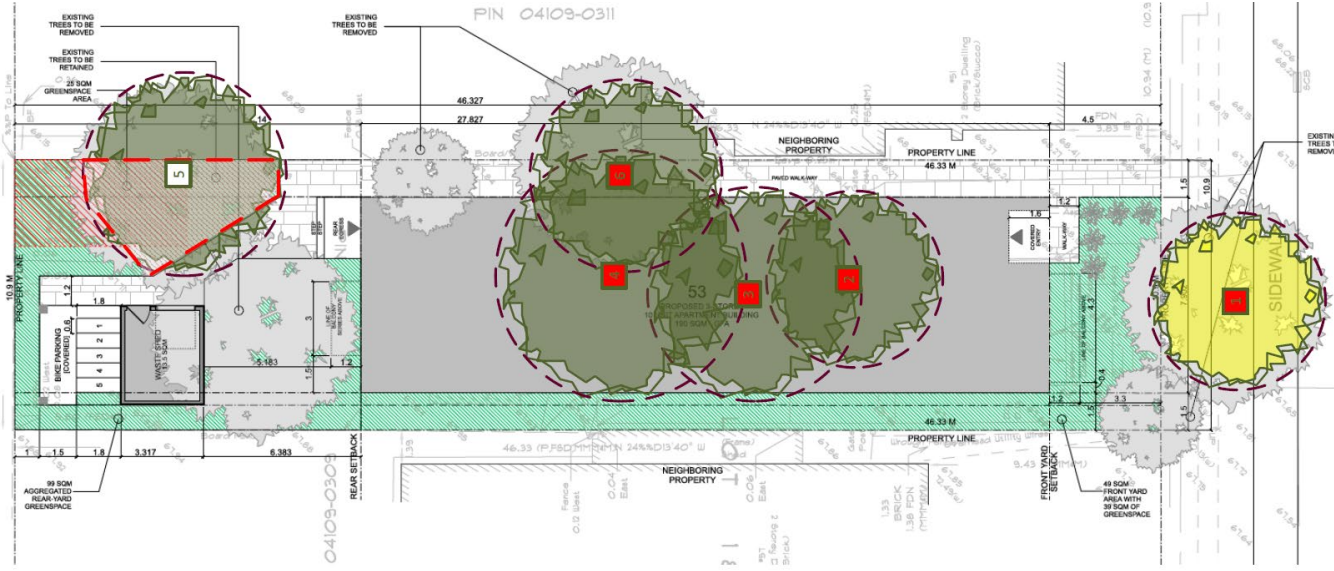


Figure 8: Tree Information Report, 53 Willow Street

To ensure adequate tree coverage for the site, four (4) new trees are proposed in addition to the retention of Tree 5, per Figure 9, below. Two (2) new trees are proposed in the rear yard, with Trees 1 and 2 proposed as medium or large trees at maturity as site conditions are expected to be partial to low light exposure and moderate moisture availability. In the front yard, two (2) trees, labelled as Trees 3 and 4 are suggested as small trees to accommodate the overhead wires along Willow Street, and considering site conditions that are expected to be full light exposure and moderate to minimal moisture availability.

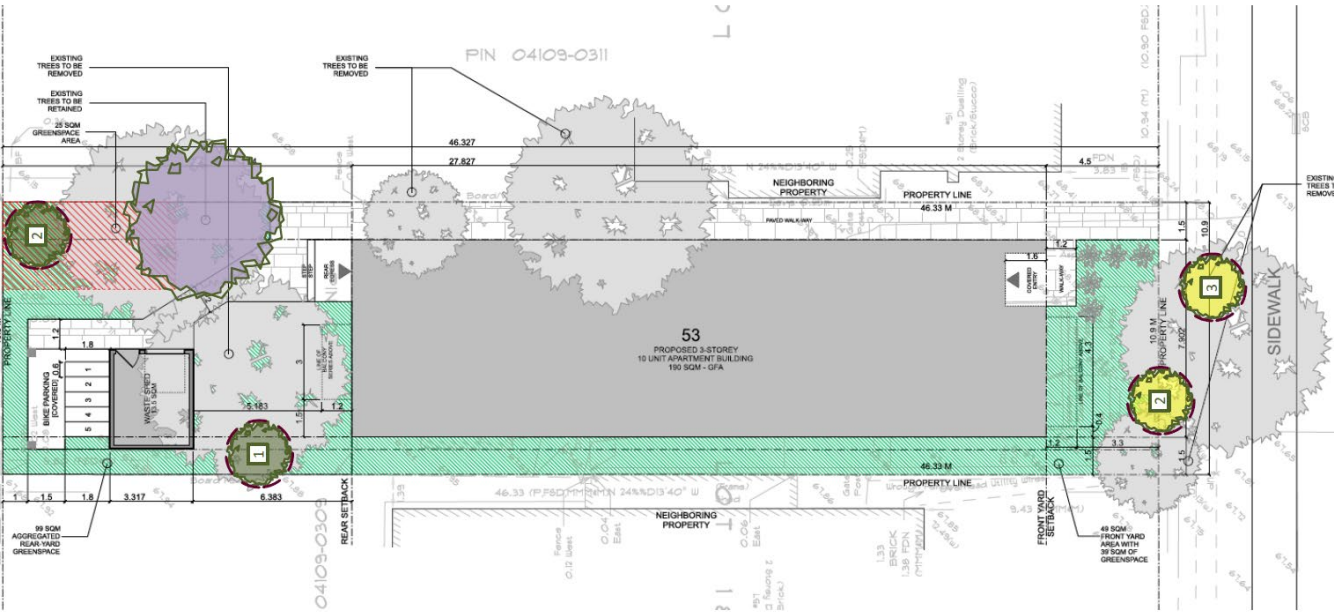


Figure 9: Tree Planting Plan, 53 Willow Street.



## 2.2 Proposed Minor Variance

The property is located within the “Residential Fourth Density, Subzone UB” (R4UB) zone. While broadly complying with the applicable provisions, in order to proceed with the development, the following minor variance is required:

- / To permit a reduced minimum lot width of 10.9 metres, whereas the By-law requires a minimum lot width of 15 metres for a low-rise apartment with 9 or more units (Table 162A) of City of Ottawa’s Comprehensive Zoning By-law (2008-250)).

An assessment of this variance in relation to the Four Tests of the Planning Act is provided below, following the policy and regulatory overview.

## 3.0 Policy and Regulatory Review

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) establishes the high-level planning policies for land use planning in Ontario. The PPS is issued under Section 3 of the Planning Act and requires that all planning matters are consistent with the PPS, including decisions made by municipalities. Applicable policies for the proposed Minor Variance application include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - a) Promoting efficient development and land use patterns;
  - 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);
  - 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.
  
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - a) Efficiently use land and resources;
  - b) Are appropriate for, and efficiently use, the infrastructure which are available;
  - f) Are transit-supportive, where transit is planned, exists or may be developed.
  
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas;
  
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - b) permitting and facilitating:
    - 1. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

**As the property is located on an underutilized lot within an established settlement area and in proximity to the Corso Italia rapid transit station and a Transit Priority Corridor along Somerset Street West, the Minor Variance application to permit a 3-storey, 10-unit residential building will establish new housing stock in an area supported by infrastructure and services. The proposed development is therefore consistent with the Provincial Policy Statement, 2020.**

## 3.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

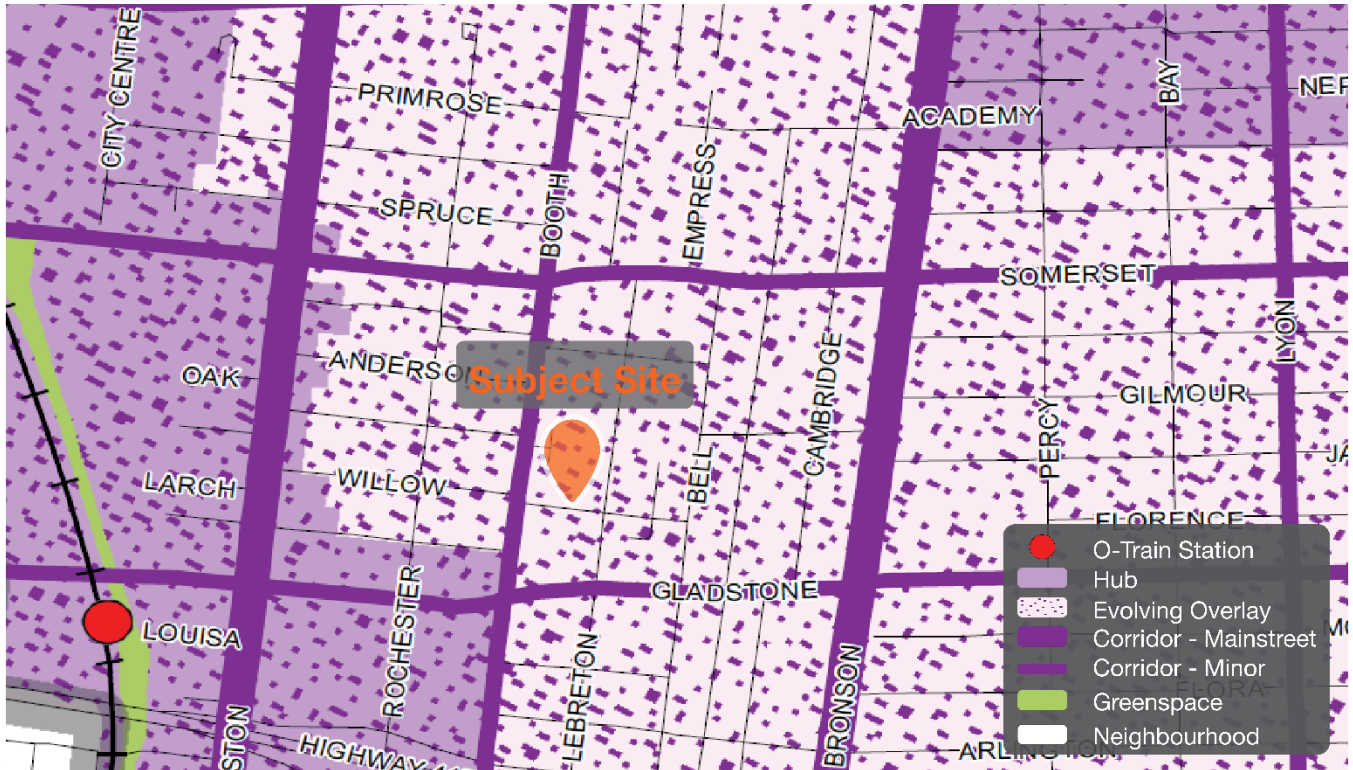


Figure 10: Schedule B2– Downtown Core Transect, City of Ottawa Official Plan, Subject Site indicated.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City's urban areas.

### 3.2.1 Downtown Core Transect

The subject site is located within the Downtown Core Transect of the Official Plan (Figure 10), which includes a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced.

- / As identified in Policy 1 of Section 5.1.1 of the Official Plan, the City supports the continued development of the Downtown Core as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:
  - o Hubs and Corridors provide a full range of services;
  - o Existing and new cultural assets are supported; and,
  - o Residential densities are sufficient to support the full range of services.
  
- / In addition, the Downtown Core is planned for higher-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking garage. Policy 5.1.2.3 prohibits new



automobile-oriented land uses and development forms (i.e. automobile service stations, dealerships, surface parking lots as a main use of land).

### 3.2.2 Neighbourhood Designation

The subject site is designated “Neighbourhood” in the Official Plan. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

- / Per Section 5.1.5, Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:
  - c) Permitting a Low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density Low-rise residential development.
- / Per Section 6.3.1.5, the Zoning By-law will distribute permitted densities in the Neighbourhood by:
  - a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;

**The proposed development consists of an apartment building of less than 4 storeys in an area that is in proximity to planned rapid transit (less than 600 metres from the Corso Italia Station); within 350m of Preston Street (Mainstreet Corridor); and within 270m of Somerset St. W. (Minor Corridor, Transit Priority Corridor). It meets the Neighbourhood Designation intent by maintaining a height of 4 storeys or less while offering an increased density that aligns with its proximity to transit and services.**

**The proposed 10 residential apartment units are also within 900 metres of existing, currently operating, rapid transit. No vehicle parking has been included in the site design to encourage sustainable modes of transportation, which is further encouraged by providing covered bicycle parking in the rear yard.**

### 3.2.3 Evolving Overlay

An Evolving Neighbourhood Overlay is applied to the subject site and surrounding area. The area shall evolve to create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

**The Evolving Neighbourhood Overlay is applied to the subject site and indicates the area is subject to gradual change in both built form and density, such as that proposed herein.**

**The proposed minor variance maintains the general intent and purpose of the Official Plan. The proposed development is within the height range of the Neighbourhood designation and has been designed in a compatible manner which intensifies the site with consideration to adjacent uses.**

### 3.3 City of Ottawa Zoning By-Law (2008-250)

The subject site is zoned “Residential Fourth Density, Subzone UB” (R4UB) in the City of Ottawa’s Comprehensive Zoning By-Law (2008-250) as shown on Figure 10. The purpose of this zone is to:

- / 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;
- / allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home; and,
- / 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.

**A low-rise apartment building of under four storeys is permitted within and follows the intent of the applicable R4UB zoning.**



Figure 11: Zoning map of the Subject Site and surrounding context.

The Mature Neighbourhoods Overlay also applies to the subject site. The Overlay includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. As per Section 140 of the By-law, the Mature Neighbourhoods Overlay generally regulates development or additions within the front or corner side yard through the completion of a Streetscape Character Analysis. Pursuant to Section 140 (4a), the proposed low-rise development is not subject to a Streetscape Character Analysis, as the proposal does not include a driveway or attached garage or carport and includes a principal entrance facing the front lot line.

Permitted uses include:

- / apartment dwelling, low rise;
- / bed and breakfast (maximum of 3 guest bedrooms);
- / detached dwelling;
- / diplomatic mission;
- / duplex dwelling;
- / group home (maximum of 10 residents);
- / home-based business;
- / home-based daycare;
- / linked-detached dwelling;
- / park;
- / planned unit development;
- / retirement home, converted;
- / retirement home;
- / rooming house;
- / secondary dwelling unit;
- / semi-detached dwelling;
- / stacked dwelling;
- / three-unit dwelling;
- / townhouse dwelling; and,
- / urban agriculture.

Table 1 below evaluates the proposed development against the applicable zoning provisions, confirming that the subject site can adequately accommodate the development.

Table 1: Zoning Provisions

R4-UB Provision	Required	Provided	Compliance
<b>Minimum Lot Width</b> [Table 162A]	15 metres	10.9 metres	<b>No</b>
<b>Minimum Lot Area</b> [Table 162A]	450 square metres	506 square metres	<b>Yes</b>
<b>Minimum Front Yard Setback</b> [S.144(1)(a);(d)]	Front yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street, but need not exceed minimum required in the ZBL. Average Setback: 6.63m; R4-UB Min.: 4.5 metres	4.5 metres	<b>Yes</b>
<b>Minimum Interior Side Yard Setback</b> [S.144(2)(a)]	1.5 metres	1.5 metres (east) / 1.5 metres (west)	<b>Yes</b>
<b>Minimum Rear Yard Setback</b> [S.144(3)(a)(i)(iii)]	Lot depth greater than 25 metres: 30% of lot depth 46m x 30% = 13.8 metres	14 metres	<b>Yes</b>
<b>Minimum Rear Yard Area</b> [S.144(3)(a)(i)(iii)]	Must comprise at least 25% of the lot area. Total lot area: 506m <sup>2</sup> Minimum rear yard area: 506m <sup>2</sup> x 25% = 126.5m <sup>2</sup>	Rear Yard Width: 10.9m Rear Yard Depth: 14m Rear Yard Area: 152.6m <sup>2</sup>	<b>Yes</b>
<b>Maximum Building Height</b> [Table 162A]	11 metres	10.9 metres	<b>Yes</b>
<b>Parking Requirements</b> (Area X) [S.101(3)(a)]	No parking required for first 12 units	No parking provided	<b>Yes</b>
<b>Bicycle Parking</b> [S.111A]	0.5 spaces/dwelling unit 10 units= 5 spaces	5 spaces provided	<b>Yes</b>



R4-UB Provision		Required	Provided	Compliance
<b>Bicycle Parking Space Dimensions</b> [S.111B]		Horizontal: 0.6 metres by 1.8 metres	0.6 metres by 1.8 metres	Yes
<b>Landscaping Requirements</b> [S.161(15)]	Front Yard Soft Landscaping	>3m: 35 per cent, in the case of any lot with a width between 8.25 metres but less than 12 metres  Front Yard: 49.1 m <sup>2</sup> x 35% = 17.2 m <sup>2</sup>	Complies (39 m <sup>2</sup> )	Yes
	Rear Yard Soft Landscaping	Lot 450 m <sup>2</sup> or greater, at least 50% of rear yard  Rear yard: 152.6 m <sup>2</sup> x 50% = 76.3 m <sup>2</sup>	Complies (99 m <sup>2</sup> )	Yes
		Any part of the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, patios, and permitted driveways, parking aisles and parking spaces, must be softly landscaped.	Soft landscaping provided.	Yes
	Minimum Soft Landscaping	Must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting.	Provided.	Yes
<b>Principal Entrance Requirement</b> [S.161(15)]		At least one principal entrance to a ground-floor unit or to a common interior corridor or stairwell must be located on the facade and provide direct access to the street.	Provided.	Yes
<b>Front Façade Window Coverage</b> [S.161(15)]		The front facade must comprise at least 25 per cent windows.	Provided.	Yes
<b>Front Façade Setback</b> [S.161(15)]		At least 20 per cent of the area of the front facade must be recessed an additional 0.6 metres from the front setback line.	Provided as part of the recessed covered entry.	Yes
<b>Minimum Number of Two Bedroom Dwelling Units</b> [S.161(16)]		In the case of a lot of 450 square metres or greater at least 25 per cent of dwelling units must have at least two bedrooms. 10 units x 25% = 3 units required.	4 units proposed.	Yes

## 4.0 The Four Tests of the Planning Act

Section 45 of the *Planning Act, R.S.O. 1990* provides the Committee of Adjustment with the ability to grant minor variances by weighing their appropriateness on the basis of Four Tests. It is required to be demonstrated that a proposed variance satisfy the following tests:

1. Is it in keeping with the general intent and purpose of the Official Plan?
2. Is it in keeping with the general intent and purpose of the Zoning By-law?
3. Is it desirable for the appropriate development or use of the land, building or structure?
4. Is the application minor in nature?

It is our professional planning opinion that the application meets the “Four Tests” as follows:

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

The subject site is designated “Neighbourhood” on Schedule B2 (Downtown Core Transect) of the Official Plan. The Neighbourhood designation is intended to support housing in a compact, mixed-use environment. The minimum permitted built height is 2 storeys and up to 4 storeys to accommodate higher-density low-rise residential development. The intent of this designation is to ensure new infill is functionally and aesthetically compatible and contributes to the towards the reduction of reliance on private vehicles while furthering the establishment of 15-minute neighbourhoods. The Neighbourhood designation directs denser low-rise uses to areas that are supported by transit, well-served by community amenities, and located within the Evolving Neighbourhood Overlay.

**The proposal maintains the intended form, uses and context of the Neighbourhood designation of the Official Plan. Further, no vehicle parking has been provided, as the Official Plan supports the reduction or elimination parking in close proximity to transit. The proposed variance supports the compact and urban form of development intended for the site. The subject site incorporates covered bicycle parking in the rear yard. The height of the building at three storeys also upholds the intent of the Official Plan to maintain a low-rise built form. The applicable Evolving Neighbourhood Overlay anticipates higher density forms of infill being introduced into this neighbourhood over time, such as that currently proposed. Lastly, the Official Plan encourages the introduction of “Missing Middle” housing densities where compatibility is possible.**

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

The subject site is zoned **Residential Fourth Density Zone, Subzone UB (R4UB)** in the City of Ottawa’s Comprehensive Zoning By-Law. The purpose of the R4UB zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings. In order to facilitate a 10-unit apartment building on site as proposed, the proposal requires relief from the required minimum lot width of 15 metres, as the existing lot width is 10.9 metres.

**The intent of the minimum lot width requirement is to ensure that an infill development lot is sufficient in size to provide a viable building footprint while maintaining an adequate transition to adjacent properties. The 506 square-metre lot area and 10.9-metre lot width provide sufficient area for the proposed development without the need for relief from other By-law provisions, including interior and rear yard setbacks, therefore maintaining compatible separation to neighbouring uses. The subject site is irregularly deep compared to typical infill lots and therefore allows for a sufficient lot area to accommodate landscaping, amenity, and a functional building footprint despite being slightly narrower in nature. Additionally, the proposed lot frontage will contribute to a streetscape consistent with the prevailing character of the area, which features a variety of lot widths and configurations.**

**The variance requested to reduce the minimum lot width to 10.9 metres meets the general intent and purpose of the Zoning By-law, as it permits a low-rise apartment building on an appropriately sized lot. The lot area of the subject site is**

**506 square metres, exceeding the minimum zoning requirement of 450 square metres for a low-rise apartment building of up to 12 units, whereas only 10 units are proposed.**

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

The proposed development consists of the establishment of a three-storey low-rise apartment building containing 10 units. As noted previously, the project is consistent with the intended function of the R4UB zone. Additionally, the proposal contributes to intensification goals of the R4UB zone by providing an increased supply of housing. The policies of the Downtown Core Transect of the Official Plan promote intensification, encouraging low-rise apartment buildings and other low-rise residential dwellings where they can be accommodated and fit within the local context. Further, policies within the PPS support the proposed development by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types;
- / 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; and
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

**The proposed development makes efficient use of the land, proposes land uses that are compatible with the existing context of the surrounding community, makes use of underutilized land connected to services, and positively contributes to provincial and municipal intensification goals. Overall, the proposal is desirable for the development and use of the lands.**

### 4.4 Is the Proposal Minor in Nature?

The reduction in lot width does not preclude the ability of the proposed low-rise apartment dwelling to meet setback and minimum landscaping requirements in the Zoning By-law and continues to allow the lot to develop in a manner consistent with the built form of the surrounding area. The proposed development is generally consistent with the provisions under the R4UB zone; therefore, the reduced lot width does not create any adverse impacts to adjacent properties and is appropriate for the neighbourhood.

**Since the proposed development is accommodated entirely within the as-of-right building envelope, including the permitted height and setbacks, the massing will not overwhelm adjacent uses. Narrow lots form an important characteristic to the fabric of the surrounding neighbourhood and the proposed building will serve as a visually interesting and appealing contribution to the streetscape that is not made lesser by a reduced lot width. The lot area remains generous and can therefore accommodate retaining a tree in the rear yard and meeting soft landscaping requirements despite the reduced width. The variance to reduce the minimum lot width is therefore considered minor.**



## 5.0 Conclusion

It is our professional opinion that the Minor Variance described herein meets the Four Tests of the Planning Act and result in a development proposal which represents good planning principles and is in the public interest. The variance allows for the establishment of a compatible, low-rise apartment form that contributes positively to the housing supply, the public realm and active transportation objectives. This report recognizes the following:

- / The proposal conforms to the direction of the Provincial Policy Statement (2020);
- / The proposal conforms to the policies and objectives of the “Neighbourhood” Official Plan designation;
- / The proposal meets the intent of the City of Ottawa Comprehensive Zoning By-law; and
- / The proposed minor variance meets the four tests, as set out in the Planning Act.

Should you have any further comments, please do not hesitate to contact the undersigned.

Sincerely,



Jillian Simpson, M.PL  
Planner



Scott Alain, MCIP RPP  
Senior Planner