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Committee of Adjustment, City of Ottawa
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Comité de dérogation

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Date: August 22, 2024

Att: Mr. Michel Bellemare

Committee of Adjustment, Secretary-Treasurer

Re: Application for Consent & Minor Variance at 10 Ashburn Drive to sever the lot into two parcels and construct a new single detached dwelling with a double-wide driveway

Arcadis Professional Services (Canada) Inc. has been retained by André Marcoux (the 'Applicant') on behalf of Silva Marcoux (the 'Owner') to support an Application for Minor Variance for the property municipally known as 10 Ashburn Drive (the 'site'). The site is an interior lot with frontage on the south side of Ashburn Drive, and presently contains a two-storey single-detached dwelling with attached garage and double-wide driveway. The proposal is to retain the existing dwelling and sever the property into two parcels, creating one new lot for the development of a new single-detached dwelling.



Figure 1. Proposed front elevation prepared by A. Marcoux

To facilitate the development, authority of the Committee of Adjustment is required for one minor variance to the zoning by-law, as discussed in the Application Summary section below.

APPLICATION SUMMARY

It is understood that the Applicant, André Marcoux, submitted an Application for Consent to the Committee of Adjustment, which was circulated then adjourned on May 14, 2024 as a result of a required variance to permit a double-wide driveway missed on the initial zoning review. The Owner and Applicant agreed to adjourn the application sine die to address the outstanding minor variance and recirculate the application. As a result of the required variance, the Owner has revised the development plans and is now proposing a two-storey single-detached dwelling on the proposed new lot, rather than a bungalow. The proposed lot dimensions and severance application remain unchanged. The following is a resubmission for a Combined Application for Minor Variance and Consent and includes the required minor variance to facilitate an increased driveway width.

The proposed new single-detached dwelling is fully zoning compliant save for a proposed double-wide driveway where the by-law currently restricts a dwelling on a lot width of 12.5 metres to a single-wide driveway. The new dwelling is proposed to be fully accessible, with an interior lift/elevator to the second storey. The required driveway width increase is in response to the need to create a fully accessible home with appropriate wheelchair access. The majority of homes within the neighbourhood, particularly along the south side of Ashburn to the immediate east and west, feature a double-wide driveway and the design is consistent with the existing built context. The site is otherwise zoning compliant, including front yard soft landscaping. The required variance is as follows:

VARIANCE A: To permit a double-wide driveway of 5.5 metres in width whereas the by-law permits a maximum driveway width of 3.0 metres for an individual single driveway on a lot with a width of 8.25 metres to less than 15.0 metres.

COMMENT: The proposed double-wide driveway is required to provide sufficient space for a fully accessible home with an interior lift/elevator which is accessed from the garage. A two-car garage and double-wide driveway are necessary to ensure a wheelchair could enter, exit, or pass by a vehicle parked in the driveway or garage. The Owners are intending to build this home for themselves so they may age in place in their current community. The proposed driveway width is extremely compatible with the surrounding neighbourhood fabric, with at least 14 driveways within the block along the south side of Ashburn Drive having a driveway width of 5.5 metres or greater on a similar width of lot. The driveway width will be offset by providing soft landscaping and a tree in the front yard, as well as interlock paver borders of 0.6 metres along both sides and the top of the driveway.

SITE & SURROUNDING CONTEXT

The site, known municipally as 10 Ashburn Drive, is an interior lot situated on the south side of Ashburn Drive within the block bordered by Inverness Avenue to the south and Ness Street to the east. The site is located in the Carleton Heights neighbourhood in Ward 9 – Knoxdale-Merivale. This neighbourhood

is generally situated east of Merivale Road, south of Baseline Road, and west of Fisher Avenue. The Rideau River is situated to the east, and the Experimental Farm to the north. Merivale Road which travels north-south is situated to the west and features a mix of uses including commercial (retail and restaurants).

Carleton Heights is characterized by a mix of older, low-rise single-detached dwellings interspersed with newer infill developments. The neighbourhood is surrounded by diverse zones: Merivale Road features an Arterial Mainstreet Zone dominated by commercial activities; north of Baseline Road lies the Central Experimental Farm Zone, designated for government agricultural lands; and toward Fischer Avenue, the area consists mainly of low-rise residential uses.

The immediate site context along Ashburn Drive is generally comprised of a mix of one- to two-storey single-detached and semi-detached residential dwellings in a variety of ages, sizes and styles. Most of the dwellings feature moderate to deep front yard setbacks with either single- or double-wide driveways, leading to one or two car front facing attached garages.

There are a variety of nearby public parks and open space including Steve MacLean Park and the Central Experimental Farm fields to the north, Inverness Park to the west, and the Recreational Trails along the Rideau River to the east. The site is walkable to the Carleton Heights Community Centre. Schools nearby include St. Rita School and Carleton Heights Public Elementary School to the east, St. Pius X Catholic High School, Ottawa Islamic School, and St. Augustine School to the north, St. Winston Churchill Public School to the west, Frank Ryan Catholic Intermediate School to the southwest, and Omer Deslauriers Public Highschool and Laurier-Carriere Catholic Elementary School to the south. The site is well situated in terms of vehicular access and is just south of east-west Meadowlands Drive, and west of north-south Fisher Avenue. The is within walking distance of an extensive network of multi-use pathways along the Ottawa River.

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

- **North (front yard)** One-storey single-detached dwellings with single and double-wide driveways
- **East (side yard)** Two single-detached dwellings with double-wide driveways
- **South (rear yard)** One-and-a-half- storey single-detached dwelling with double-wide driveway and rear yard detached garage
- **West (side yard)** Two-storey single-detached dwelling with single-wide driveway

The site is a rectangular-shaped interior lot comprised of the following specifications and legal description:

| | | | |
|-----------------|--------------------------|--------------------|----------------------------------|
| Area | 381.0 m ² | PIN | 0409 – 0202 |
| Frontage | 12.50 m on Ashburn Drive | Legal | Part of Lot 224, Registered Plan |
| Depth | 30.48 m | Description | 289002, City of Ottawa |

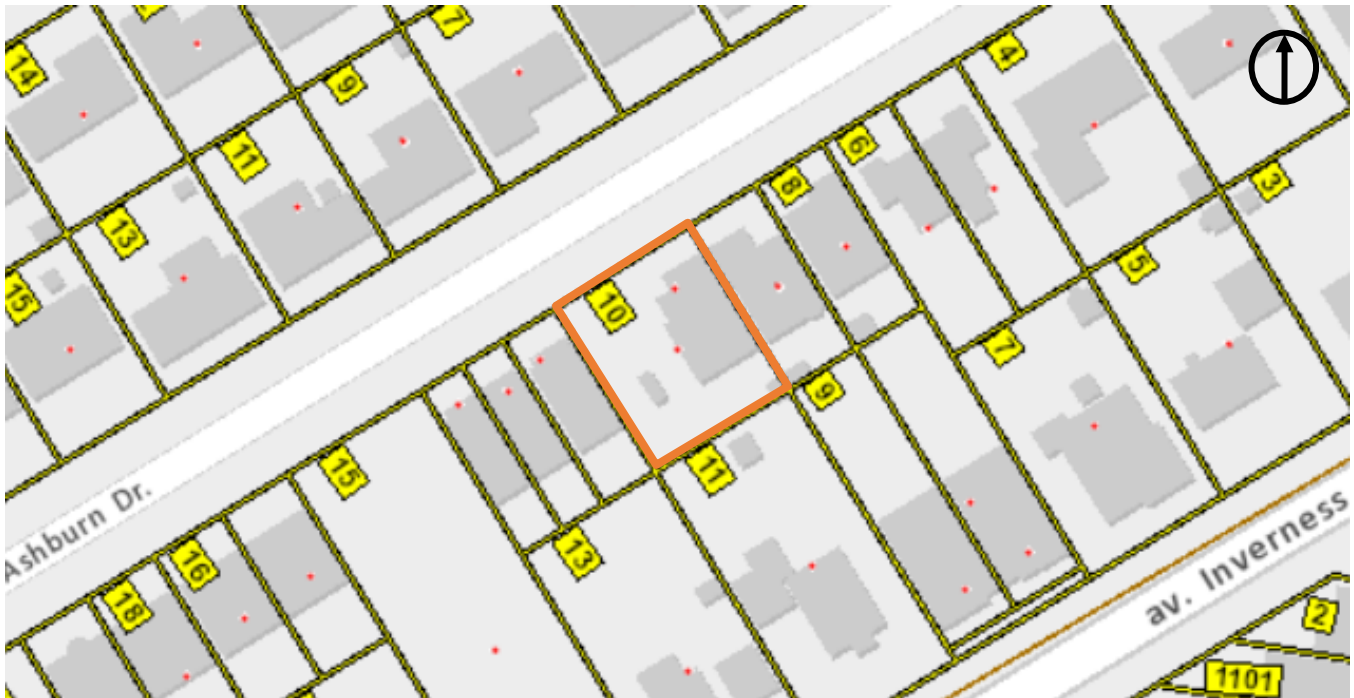


Figure 2. GeoOttawa property parcel boundaries showing subject site and abutting lots (2022)

The images below shows the existing site conditions facing south and southeast from Ashburn Drive. Additional images are included in **Appendix 1** of this report which show the site and immediately surrounding context.



Figure 3. View of existing single-detached dwelling to be retained looking south from Ashburn Drive (Google Streetview)



Figure 4. Proposed vacant parcel to be severed, looking southeast from Ashburn Drive (Google Streetview)

PROPOSED DEVELOPMENT

The proposal is to sever the existing oversized lot into two parcels of land. The existing single-detached dwelling (10A Ashburn Drive) will be retained on the west parcel (Part 2) and a new single-detached dwelling is proposed for the newly created east parcel (Part 1). The new dwelling is proposed to be two storeys with an attached front facing garage, which is permitted under the zoning by-law. The dwelling is intended to be universally accessible with the intention of providing a home where the Owners can retire and age in place, allowing them to remain in their community. To allow full wheelchair accessibility for the second storey, there is a proposed elevator at ground level accessed from the interior of the two-car garage. A two-car garage and double-wide driveway is required to ensure that there is sufficient space for a wheelchair to access a vehicle and for movement around the car and into the dwelling. The new dwelling is fully zoning compliant save for one proposed minor variance to permit an increased driveway width. The increased driveway width is required to facilitate sufficient space for wheelchair access to and from the dwelling, to access the interior lift and elevator from inside the garage. The proposed new single-detached dwelling is consistent with and appropriate for the surrounding neighbourhood context and character. Severance of the proposed lot for a new build allows for modest and gentle infill intensification that is sensitive to the neighbourhood character yet allows the Owner to build a fully accessible home so they may live and stay within their current community. The development details are presented in Table 1.

Table 1. Development details

| Proposed Site Condition | |
|----------------------------|----------------------------------------|
| Lot Width | 12.5 m |
| Lot Area | 381.0 m ² |
| Rear Yard Setback | 9.30 m |
| Rear Yard Area | 114.50 m ² |
| Front Yard Setback | 5.16 m |
| Front Yard Landscaping | 50% of front yard area, shrubs & grass |
| Building Height | 7.94 m (pitched roof) |
| Interior Side Yard Setback | 1.22 / 1.22 |

ASHBURN DR.

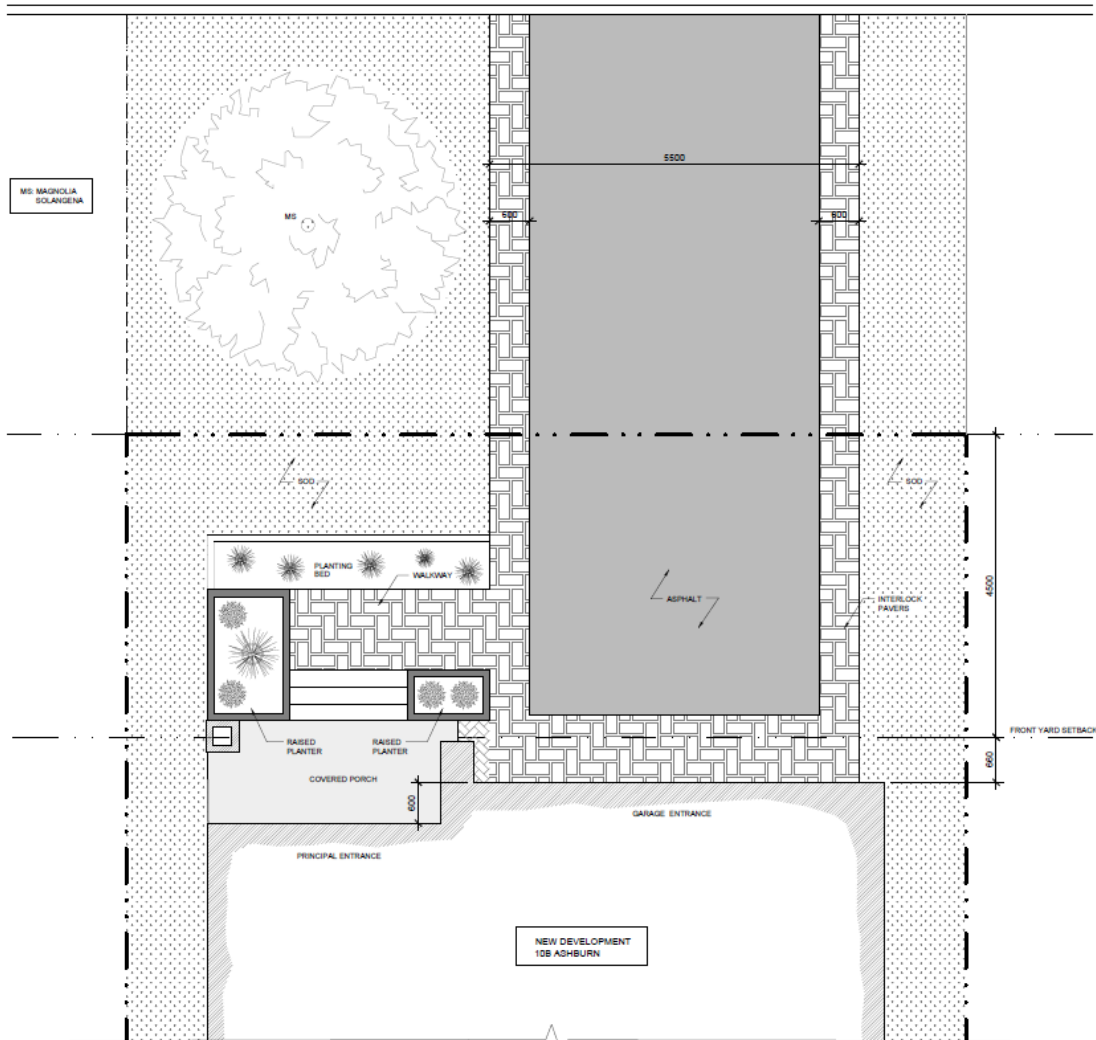


Figure 5. Proposed front yard landscape plan prepared by A. Marcoux

PROPOSED SEVERANCES

As previously noted, the application for consent was previously circulated and adjourned sine die to address a required minor variance. The application materials for the consent were previously completed and submitted by the Agent/Applicant, however the proposal details and rationale for consents have been included in this letter for added clarity and consistency.

The proposal is to sever the lot in half, creating two equally sized parcels both fronting onto Ashburn Drive. Parcel A (east / Part 2) will retain the existing single-detached dwelling with attached front-facing garage and double-wide driveway. Parcel B (west / Part 1) is proposed for the new two-storey single-detached dwelling which will also feature an attached garage and double-wide driveway. The proposed lot width and area are fully zoning compliant for each lot, and consistent with the conditions within the surrounding community. Note that this is a double-wide lot which was formerly intended as two lots within the original subdivision. The proposed lot fabric details are presented in Table 2 below, and the proposed Draft Reference Plan with the proposed Parts is presented in Figure 6.

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;”...

→ The proposed development demonstrates adherence to the Provincial Policy Statement by embodying principles of sustainable urban development. By subdividing a lot to accommodate an additional single detached dwelling, the project contributes to efficient land use within an urban context, supporting long-term financial sustainability for both the Province and local municipalities. Furthermore, the inclusion of amenities such as a wider driveway for universal accessibility and an elevator allows for a barrier-free development that promotes inclusivity for persons with disabilities and older adults. These measures not only meet current housing demands but also align with the broader objective of promoting responsible growth.

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 introduce a new ground-oriented family-sized dwelling unit while maintaining the neighbourhood lot fabric and built form, which is predominantly characterized by similar one- and two-storey dwelling single family or semi-detached homes on similarly sized lots. This approach allows for modest and gentle infill intensification that is consistent with the

established built form and lot patterns. The proposed single detached dwelling is an appropriate size, massing, and scale for the context, and is highly compatible with the surrounding community.

- The use of existing municipal roads and water, sewer and storm services is an appropriate and efficient use of resources. The proposed new lot already features City-installed water and sewer connection from the street. The development fits and functions well within the City’s Urban Area.

OFFICIAL PLAN

The subject site is designated as Neighbourhood within the Outer Urban Transect Policy Area as outlined in the City of Ottawa’s Official Plan (OP), depicted in Figure 7 below. The site is situated south of Meadowlands Drive which is designated Minor Corridor, while Merivale Road to the west is designated as Mainstreet Corridor.

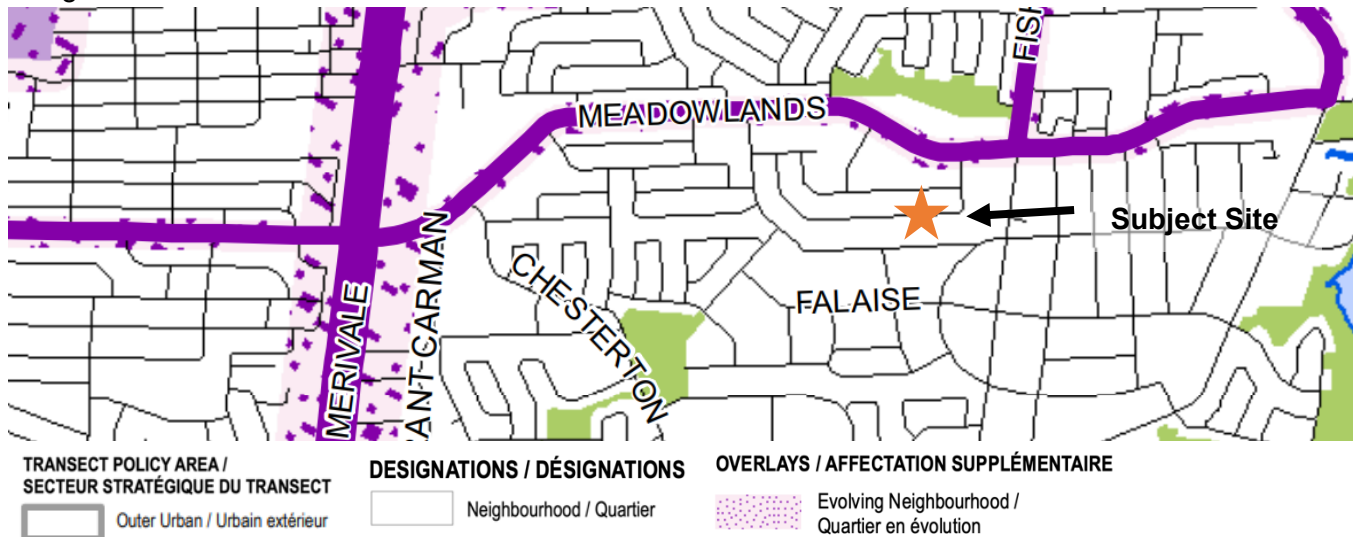


Figure 7. Extract of the City of Ottawa Official Plan Schedule B2 - Outer Urban Transect Policy Area

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 single detached dwelling introduces an additional primary dwelling unit on the current lot, which will be subdivided into two lots. This form of ground-oriented gentle intensification is suitable for the urban area, particularly given its proximity to two Minor Corridors (Meadowlands Drive and Fischer Avenue). The addition of new housing stock in this neighbourhood aligns with the intensification policies outlined in 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 single detached dwelling aligns with this policy framework by contributing to the creation of such 15-minute neighbourhoods. By situating the development close to parks, transit, schools, and amenities along Minor Corridors, it enhances accessibility and convenience for residents. This approach expands housing options while promoting community vitality and sustainability. It fosters a more compact urban form that reduces urban sprawl, preserves green spaces, and supports a healthier, more interconnected urban environment where residents can easily access daily needs and activities within a short distance from their homes.

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

- 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:

2) Intensification may occur in a variety of built forms and height categories, from Low-rise to Highrise 41+ buildings, provided density requirements are met.

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.

- The proposed development aligns with the OP’s intensification policies by integrating a low-rise residential unit into a developed area, which is also serviced by municipal water and sewer.

Section 4.2 Housing encourages the provision of greater flexibility and supply of housing options across the city and emphasizes that “[h]ousing that meets needs across ages, incomes and backgrounds and supports accessibility needs is a key requirement for health and well-being...”. Section 4.6.5 subsection 4 encourages universal accessibility in design which “ensures that the built environment addresses the needs of diverse users and provides a healthy equitable and inclusive environment”.

- The housing policies of the OP encourage a diversity of housing typology that meets the needs of various sectors of the population which includes age and accessibility. A marker of a healthy community is whether its residents can successfully age in place with their needs met in the immediate community. By providing a fully accessible home, the future owners have opportunity to live and age in place. The proposed driveway width increase allows for an accessible entrance to the home while still providing adequate front yard soft landscaping, plantings, and street trees. The development supports the city’s housing, accessibility, and healthy communities policies.

Section 5.2 Outer 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:

→ The Outer Urban Transect’s established pattern of built form and site design is suburban, and is predominantly reflective of the classic suburban model of development. Over the medium- to long-term, this area will gradually evolve toward an urban (15-minute) model as outlined in Official Plan. The Outer Urban Transect is generally characterized by low- to mid-density development, with the proposed development contributing positively to the available housing supply; in particular, ground-oriented family-sized housing that is fully accessible. Overall, the proposed development is supported by the policies of the Official Plan.

ZONING BY-LAW 2008-250

The site is zoned Residential Second Density, Subzone M, in the City of Ottawa Zoning By-law 2008-250. The Residential Second Density Zone with this subzone allows for low-rise residential development, including detached, linked-detached, semi-detached, and long-semi formats. The R2M Subzone specifically prohibits duplex dwellings. The proposed zoning details are presented in Table 2 below with the requested variances highlighted in red.

Table 3. Zoning provisions

| R2M Zoning Provisions | | | | |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|----------------------|-------------------------------|---------------------|
| Provisions Single-Detached Dwelling | Permitted / Required | | Provided | |
| Minimum lot width (m) *s.158A | 9.5 | | 12.5 | |
| Minimum lot area (m ²) *s.158A | 285.0 | | 381.0 | |
| Maximum building height (m) *s.158A | 8.5 | | 7.94 m (pitched roof) | |
| Minimum front yard setback (m) *s.144(1)(a) (must align with average of abutting lots' corresponding setback but need not exceed 4.5 m) | 4.5 | | 5.16 | |
| Minimum rear yard setback (m) Table 144A(iii) | 30% lot depth | 9.14 | 30% | 9.30 |
| Minimum rear yard area (m ²) s.144(3)(a)(i) | 25% lot area | 95.25 m ² | 30%% | 114.50 |
| Minimum interior side yard setback (m) *s.158A | 0.9 | | 1.22 / 1.22 | |
| Minimum front yard soft landscape area, at grade, aggregated (%) *Table 139(1) | 40% | | 50% | |
| Minimum width of landscape strip between driveway and side lot line (m) *s.139(2)(c) | 0.15 | | 1.3 | |
| Maximum driveway width on a lot 8.25 m to less than 15.0 m wide(m) | Single wide: 3.0 m | | Double wide driveway 5.5 m | |
| | Double wide (5.5 m) not permitted | | | |
| Minimum garage setback from principal entrance or portion of a projecting landing or porch that does not fall within a required yard (m) *s.139(3)(a)(i)&(ii) & *s.139(3)(b) | 0.6 and no closer than 0.6 m to the front lot line than the principal entrance | | 0.66 | |
| Maximum walkway width (m) *s.139(4)(c)(ii) (may be included in soft landscaping calculations *s.139(4)(d)) | 1.2 | | 1.2 | |
| Maximum driveway area (m) *Section 107(3)(b)(ii) | Greater of 50% of the front yard or 2.6 m x the front yard depth | 32.25 m ² | 44% | 28.4 m ² |

RATIONALE FOR CONSENT

In Section 51(24) of the Planning Act, 1990, a series of criteria are presented that state in the case of any subdivision of land, regard shall be had to:

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

The consent supports the following matters of provincial interest: “the orderly development of safe and healthy communities, the adequate provision of a full range of housing, the appropriate location of growth and development”. The proposed consent and variances allow for the creation of two new lots for the purpose of constructing one new single-detached dwelling on the newly created vacant parcel which is a permitted use in the zoning by-law and encouraged by the Official Plan policies.

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

The proposed consent is in the public interest as it supports the City’s policies for intensification and an efficient use of residentially zoned land. The proposed severances are not premature as the site zoning and Official Plan designations permit new infill development in the form of ground-oriented larger family dwellings and the severance of those lands. The proposed new lot is also consistent with the original plan of subdivision, as this lot was intended as two lots which were developed as one. The division of the land reflects the intent of the original subdivision. The development is in the public interest as it supports the introduction of new infill development and housing choice in the urban serviced area.

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

The proposed severances to permit single-detached residential development conform to the applicable City of Ottawa Official Plan policies for development, intensification, and compatibility as discussed through the Official Plan section of this report. The Official Plan supports intensification in the urban area, well as the introduction of family-sized units with three or more bedrooms. The proposed development also complies with the healthy communities and housing policies of the OP by providing an accessible home which meets the needs of the future residents and allows for aging in place for those with mobility challenges.

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

The land is suitable for the proposal with surroundings that consist of single-detached and semi-detached dwellings on a range of similar lot sizes. The proposed severance to sever a new lot from the existing double-wide parcel is also consistent with the lot fabrics of the original plan of subdivision and intended fabric of the community when first developed. The proposed lot sizes can appropriately accommodate the proposed built form which is fully zoning compliant. The variance is strictly in response to the need to accommodate sufficient access from the driveway and garage for wheelchair access. Given the proximity to parks, schools, greenspace and urban amenities, the site is well-suited for modest infill intensification in this format.

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

N/A

- (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;

No new roadways are proposed as part of the consents. The proposed development and severances will have adequate frontage to an open public municipal roadway (Ashburn Drive). The newly created lot also features an existing private approach curb cut that was constructed by the City of Ottawa, which will be maintained and used for the proposed new driveway. The site is just south of east-west Meadowlands Drive, and just west of north-south Fisher Avenue.

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

The dimensions and rectangular shape of the proposed lots are functional and appropriate to allow for zoning compliant side yard setbacks for the existing dwelling, and an appropriate building footprint for the new dwelling. Each lot provides appropriate building separation, soft landscaping, yard setbacks, and amenity space. The lots are similar in size and shape to many others within the immediate block pattern and are in keeping with the neighbourhood character, given they are consistent with the original plan of subdivision.

- (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 known existing restrictions on the land and no new restrictions proposed.

- (h) conservation of natural resources and flood control;

The proposed soft landscaping in the front yard exceeds the requirements under the zoning by-law. The respective side and rear yard are softly landscaped, and a new tree is proposed to be planted in the front yard of the new lot/dwelling to contribute to the urban tree canopy. Despite the proposed increased driveway width for the new dwelling, the soft landscaping provided on site is compliant otherwise and provides interlock pavers for additional permeability, as well as to soften the look of the driveway from the street. There are no distinctive trees on site and no impacts to nearby tree canopy.

- (i) the adequacy of utilities and municipal services;

Municipal water, sewer and storm services are available and will be independently provided for both lots. The new lot features City-installed water and sewer connections from the street to the lot line.

- (j) the adequacy of school sites;

There are several schools within proximity of the site including St. Pius X Catholic High School, St. Augustine Catholic Elementary School, and Carleton Heights Public Elementary School.

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

N/A

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

The proposal introduces compatible low-rise, gentle intensification within the urban area that provides a new family-sized, ground-oriented dwelling unit that is fully accessible. The proposed severance contributes to the available housing supply in the urban area and optimizes the use of this residentially zoned land. This is an appropriate and encouraged form of density increase and will make use of existing available municipal water, sewer, and storm services.

- (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.9(2).

The proposal for development of a new single-detached dwelling is not subject to the Site Plan Control By-law and therefore an application for Site Plan Control is not required. Overall, the proposed severance applications demonstrate regard for the criteria of Section 51(24) of the Planning Act.

RATIONALE FOR MINOR VARIANCES

To facilitate the development, one minor variance to the Zoning By-law is required. The following section reviews each variance against the four tests as presented in Section 45(1) of the Planning Act.

IS THE VARIANCE MINOR?

The proposed increased driveway width to permit a double-wide driveway of 5.5 metres whereas the by-law restricts a lot 12.5 metres wide to a single-wide driveway of 3.0 metres is minor in this case. The proposed double-wide driveway leads to a two-car garage which is permitted as-of right in the zoning and is typical for the surrounding neighbourhood. The intent of the new dwelling is to construct a home that is fully accessible with a lift/elevator accessed from the interior of the garage. A two-car garage is necessary in order to accommodate sufficient space for access around a vehicle to the lift. The double-wide driveway is also required to ensure there is sufficient space around both sides of a vehicle for wheelchair access. The Owners are intending to occupy this home for retirement, and creating a fully accessible dwelling allows them to age in place in their current community. The proposed increase in driveway width is minor in this situation considering the zoning requirements for driveway area and soft landscaping are met. There is also a proposed tree in the front yard which contributes to the urban forest canopy, and other plantings to offset the wider driveway. Of the 5.5 metre width, 1.2 metres of the total driveway width will consist of permeable interlock pavers to both offset the visual impact of the driveway width as well as contribute some additional permeable surfaces on the site. With the generous lot depth, there is also a large rear yard setback that allows for significant soft landscaping and open space on the site. The proposed driveway width is in keeping with the existing conditions of the surrounding context. Along the south side of Ashburn Drive within the immediate block alone, there are at least 14 properties with a lot width of 12.5 metres that presently have driveways at least 5.5 metres in width or greater. Of the 21 properties surveyed by the Owner/Applicant with a 12.5 metre lot width, the average driveway width is 5.88 metres. A map of the surveyed driveways is presented in **Appendix 1**, and additional photographs of the streetscape condition are presented in **Appendix 2**. Though these examples likely pre-date the current zoning by-law, the proposal is in keeping with the existing context and fits and works well in the area. As such, the proposed request is minor.

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

The intent and purpose of the Official Plan is to encourage infill intensification in a variety of built forms, with a focus on ground-oriented dwellings. 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. The Official Plan also supports universally accessible design, as well as introducing a wide form of housing that fulfills the needs of many ages and demographics. The OP supports the creation of accessible spaces and healthy communities. The OP also places emphasis on the need for urban tree canopy and soft landscaping. The OP sets out the need for ground-oriented, infill development in the urban area, and emphasizes the importance of building livable, 15-minute, and healthy communities for all demographics, which this application directly supports. The proposed single-detached dwelling is fully zoning compliant save for the request to permit a double-wide driveway on the newly created lot, which allows the home to be fully accessible for the Owners and contemplates all mobility options. The proposed dwelling contributes to the housing targets of the Official Plan, and is situated on a lot that can adequately support this form of modest infill intensification. Further, intensive soft landscaping is proposed in addition to a new street tree where none presently exists on site, contributing to the urban tree canopy. The proposed minor variances for increased driveway width to facilitate the development of this fully accessible dwelling meets the intent and purpose of the Official Plan.

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

The intent and purpose of the driveway width permission is to ensure that driveways do not occupy the majority of a lot width or front yard and to ensure parking is secondary to the other front yard conditions. The intent is also to ensure there is adequate provision of soft landscaping in the front yard. Lots ranging from 8.25 metres to 15.0 metres are restricted to a single-wide driveway of 3.0 metres to ensure the driveway does not overwhelm the front yard. However, there are no provisions in the zoning by-law that prohibit a two-car garage. The proposed lot is significantly wider than the most restrictive lot width prohibiting a double-wide driveway and still provides ample soft landscaping in the front yard, with over 56% of the lot frontage remaining soft landscaping. The provided soft landscaping also exceeds the zoning requirement of 40%, with 50% of the front yard area proposed to be a mix of grass and plantings. The front yard also includes the provision of a new tree which contributes to the urban tree canopy. Further, to lessen the extent and visual impact of the driveway, a 0.6 metre strip along either side of the driveway will be interlock pavers rather than asphalt, serving to break up the visual width of the driveway and appear more like a single wide driveway. The garage is also setback from the front landing of the porch to place visual primacy on the front porch and entrance rather than garage and driveway. The requested variance therefore meets the intent and purpose of the zoning by-law.

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

The proposed variance to permit an increased driveway width is desirable for the appropriate development and use of the land. The intent of the increased driveway width is to provide adequate space for the Owners to live and age in place within their current community and is required to facilitate a fully wheelchair accessible building design. A two-car garage allows sufficient space for a wheelchair to move around a vehicle and access the interior lift from the garage. A corresponding double-wide driveway is required to allow sufficient space to enter and exit a vehicle. The intent of the double-wide driveway is therefore not to part two vehicles side-by-side; rather, to facilitate accessibility and ease of

mobility for the Owners when a single car is parked in the driveway. The proposed driveway width increase is mitigated by the provision of a strip of interlock pavers on either side to lessen the extent of asphalt, as well as a front yard that is fully softly landscaped including plantings, grass and a new tree. The proposed front yard landscape and driveway conditions otherwise fully comply with zoning. The driveway width is also consistent with the community, with the majority of dwellings on similarly sized lots featuring double-wide driveways within this block along the south side of Ashburn, and an average driveway width of 5.88 metres for all properties surveyed by the Owner/Applicant. Finally, the Applicant has obtained letters of support for the proposed minor variance to permit a double-wide driveway from all immediately surrounding property owners including opposite the site and to the east and west. Overall, this is a presently underutilized double-wide lot with available municipal services that can support this form of gentle infill intensification in the form of a new single-detached dwelling. The provision of family-sized and accessible housing stock in the urban serviced area is highly supported by the Official Plan and Provincial policy direction. Given the context and development circumstance, the proposed variance to facilitate a wider driveway to ensure the new dwelling is fully accessible is appropriate for the desirable development and use of the land.

CONCLUSION

The subject site is an urban lot fronting onto Ashburn Drive in Carleton Heights – Nepean neighbourhood, and presently contains a two-storey single detached dwelling. The Owner is proposing to sever the lot into two parcels, retaining the existing single-detached dwelling as-is, and developing a new single-detached dwelling on the severed lot. The lot and dwelling are fully zoning compliant save for one requested variance to permit a double-wide driveway. The variance is required to facilitate a fully accessible dwelling which has wheelchair access proposed from the interior of the two-car garage and provides sufficient space for mobility entering and exiting a vehicle. This proposed building and driveway design allows the Owners to live and age in place in their community, without concern regarding mobility needs. The proposed development is otherwise fully zoning compliant and retains existing good housing stock on the east proposed lot, while supporting new gentle intensification on a newly created parcel. The property is a double-wide lot, and post-severance will be in line with the development pattern and lot shapes and sizes that presently existing along the south side of Ashburn Drive. The proposed driveway width is also highly compatible with the community and will not alter or impact the character of the community. 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 variance, 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,



Jessica D’Aoust, MCIP RPP M.PI
Associate – Sr. Project Manager
Arcadis Professional Services (Canada) Inc.



APPENDIX 1 – NEARBY DRIVEWAY WIDTHS



APPENDIX 2 – SURROUNDING CONTEXT & DRIVEWAY CONDITIONS

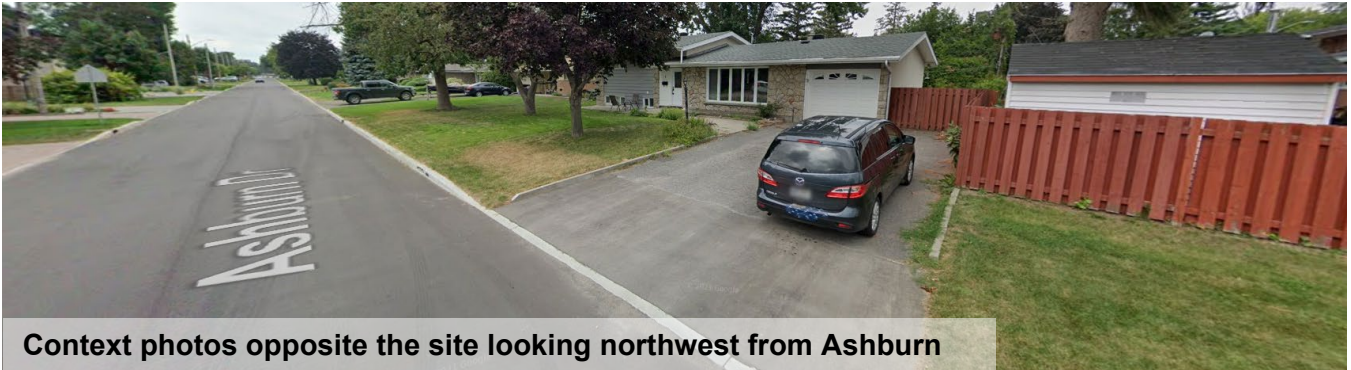




Double-wide driveways east of site looking south from Ashburn



Context photos opposite the site looking north from Ashburn



Context photos opposite the site looking northwest from Ashburn