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Variance Rational
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Committee of Adjustment
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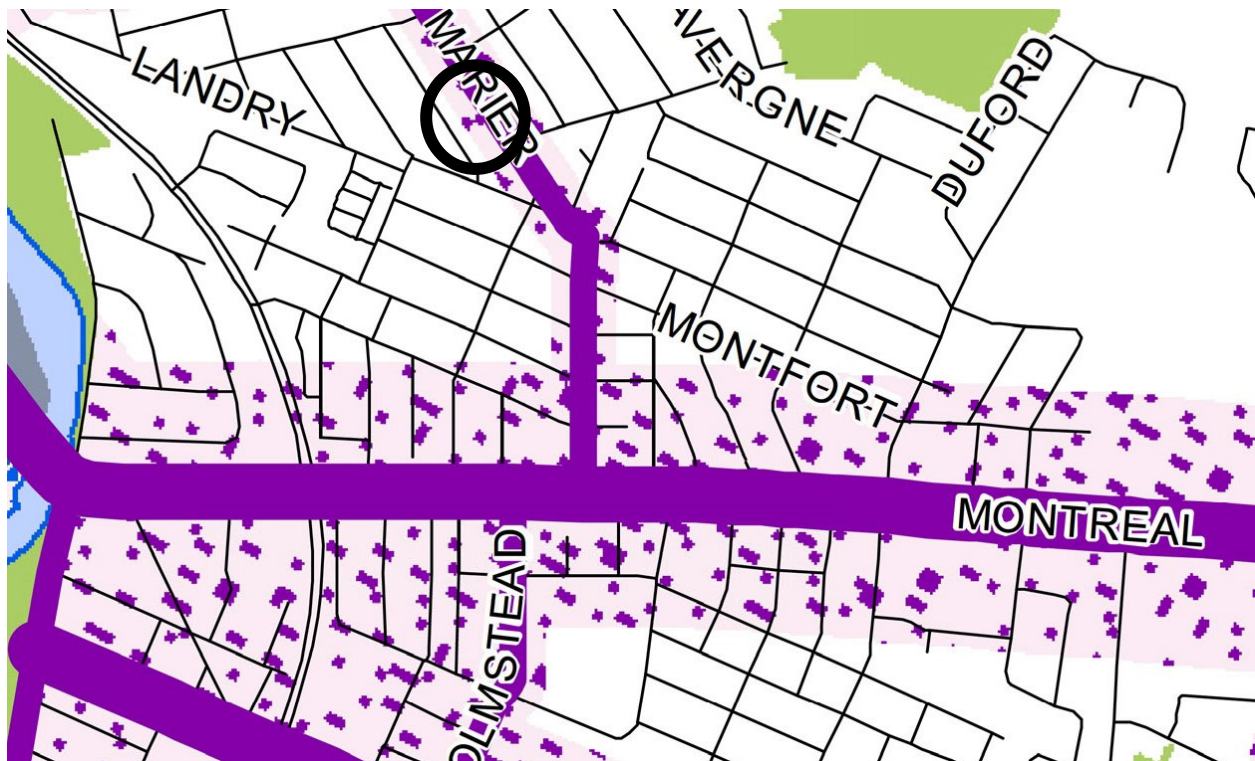
1.0 INTRODUCTION and PROJECT OVERVIEW:

This report has been prepared in support of the one application for variances to permit the construction of 2 semidetached dwellings on with an existing detached dwelling to be demolished. The number of units in each semidetached dwelling are 1 primary unit and 2 additional units. Each semidetached dwelling will contain 1 one bedroom unit, 1 two bedroom unit and 1 3 bedroom units. The property is on the south side of Marier Ave., between Alice Street and des Peres-Blanc Ave. in Vanier. The variances requested are for lot area.

2.0 SITE OVERVIEW & COMMUNITY CONTEXT:

The property has a single detached dwelling on it which will be demolished. The property is in the City of Ottawa. The existing lot has a street frontage width of 12.18m (east/west) and a depth of 27.46 m (north/south). It has a lot area of 334.40 m² . The zoning is R4UA-c.

It is located in the Schedule B2 Inner Urban Transect. The site is in a designated neighbourhood but is just north of the evolving neighbourhood designation on the north side of Montreal Road.



Surrounding Land Uses:

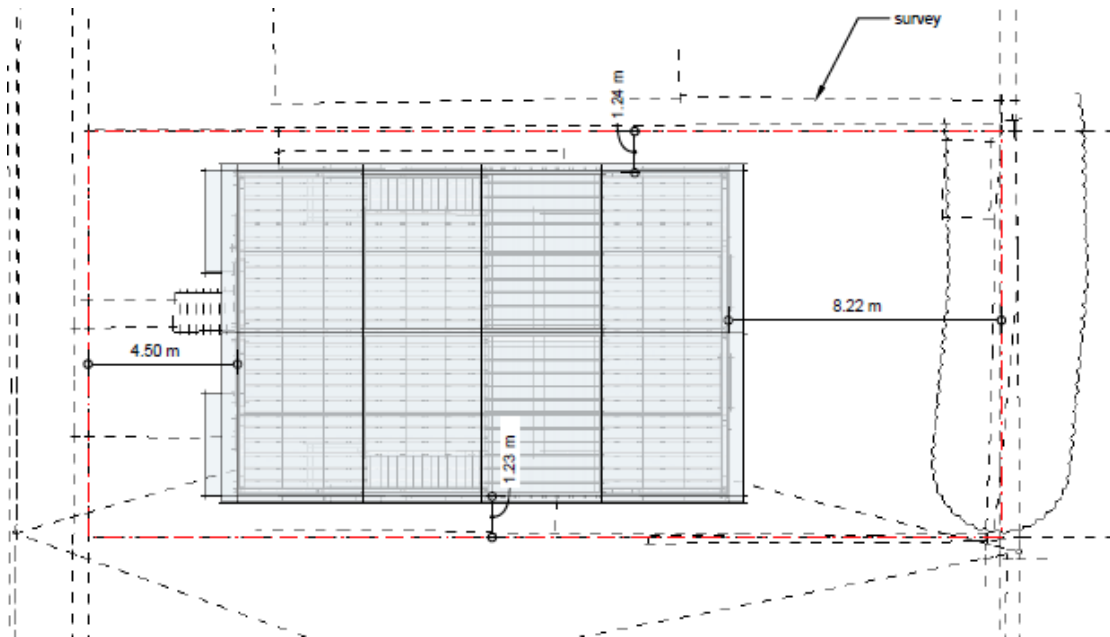
The property is in an area with primarily by detached dwellings with some semi-detached 2 1/2 storey and small apartment buildings on the north, south, east and west sides. To the northeast corner there is an automotive garage.



Neighbourhood



Subject Site



1) Subject Property



2) The Marier Streetscape looking to the West

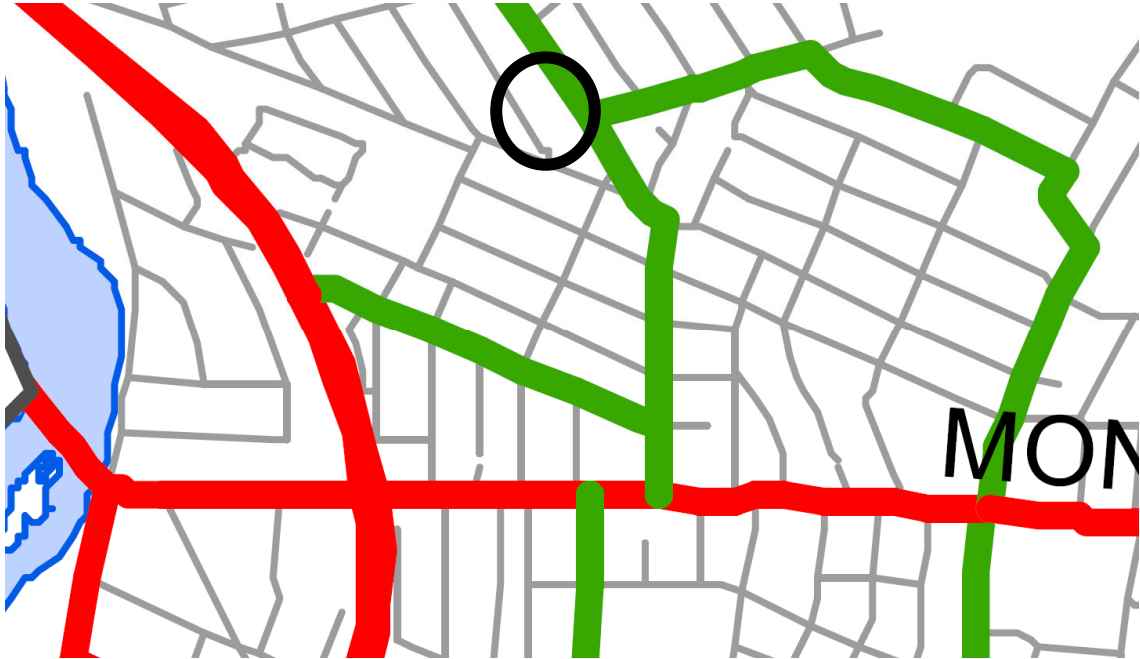


3) The Marier Streetscape looking to the East



Road Network:

The property is on Marier which is a local collector. Montreal Road is classified as a major collector on Schedule C4 - Urban Road Network.



Bicycle Network:

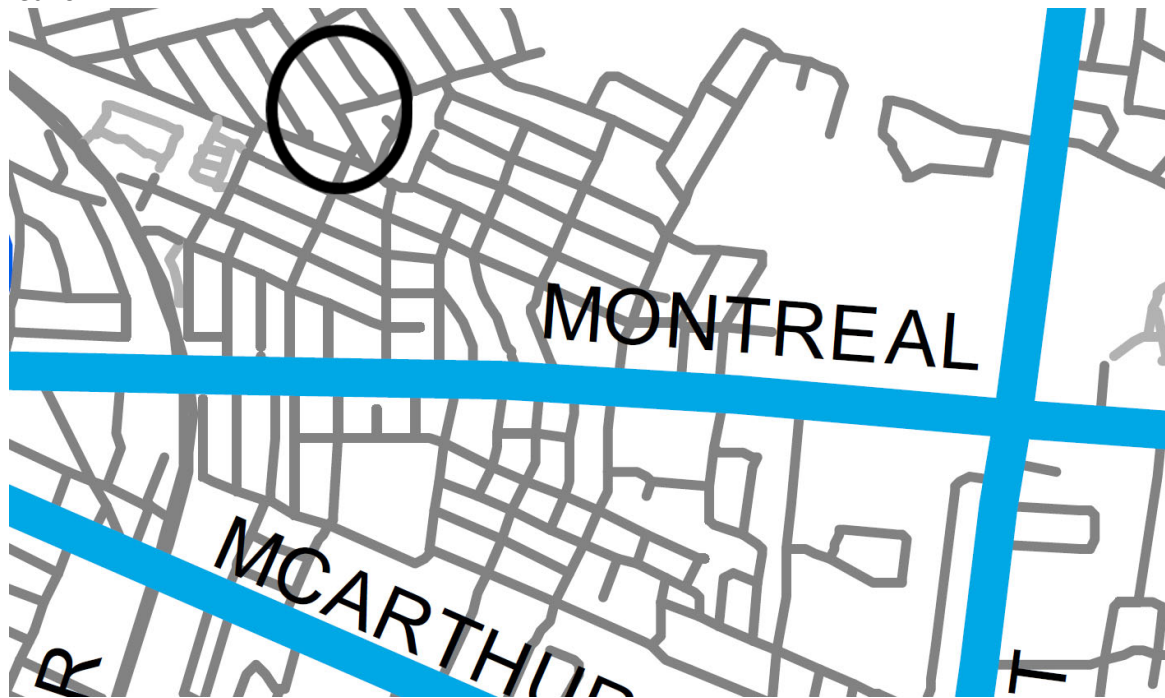
The new active transportation mapping Schedule C3 - Active Transportation Network, major pathways identifies the major pathway that the site is close to. Montreal road has been reconstructed with a bike pathway

Active Transportation Plan



Transit Services:

The site is within walking of Montreal Road that is a transit priority road in Schedule C2 Ultimate Transit Network



Community Services:

The site is located within easy walking distance to numerous schools, grocery stores and services along Montreal Road and on Beechwood Ave. It has many of the characteristics of a complete 15 min walking neighbourhood,

3.0 DEVELOPMENT PROPOSAL AND VARIANCES

The proposed variances will to permit the construction of two semidetached dwellings with the demolition of a detached dwelling. The unit mix includes 2 – 3 bedroom plus, 2 - 2 bedrm, and 2 - 1 bedrm units. Total 6 units. The variances requested are for lot area. The existing lot is 334.5 sqm

The two applications have the following requested variances:

- 1) West Semidetached
 - a. permit a lot area of 167.00 sqm whereas the bylaw requires a lot area of 180 sqm.

- 2) East Semidetached
 - a. permit a Lot area of 167.00 sqm whereas the bylaw requires a lot area of 180 sqm

Variances West a) and East a) for lot area should be considered minor as the semidetached dwellings will have the zoning bylaw required 6.0 m lot width. All height, front, side and rear yard setbacks comply with the zoning bylaw.



4.0 POLICY AND REGULATORY FRAMEWORK:

Provincial Policy Statement (2020)

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

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

Policy 1.1.1. Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

h) promoting development and land use patterns that conserve biodiversity;

and

i) preparing for the regional and local impacts of a changing climate.

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

City of Ottawa Official Plan

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

The Proposal supports 15 min neighbourhood through the following:

- a) No parking will be little traffic impact.
- b) Amenity space is provided in the rear yard.
- c) Lighting will be for safety purposes and will respect the dark skies initiative.
- d) The building will not generate additional noise.
- e) The building height complies with the zoning bylaw
- f) The additional people living in the neighbourhood will increase the number of commercial services that might chose to locate in the area as well as better utilize transit services.

OP Section 3. Growth Management Framework

OP 3.2 Support Intensification

Table 3b

“Housing density

Inner Urban Transect, 60 to 80,”

This project helps move the inner urban transect closer to 60 to 80 units per hectare with a net density of 190 units per hectare.

OP Section 4. City-Wide Policies

OP 4.2 Housing

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

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

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

OP Section 5. Transects

OP 5.1.5 Provide direction to the Neighbourhoods located within the Inner City Transect

“5.2.4 Provide direction to the Neighbourhoods located within the Inner Urban Transect

1) Neighbourhoods located in the Downtown Core shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the following:

a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;

c) Provides for 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;

d) Building on Table 6, provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and

e) In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

OP Section 6. Urban Designations:

The site is designated a Neighbourhood under 6.3 of the OP

“6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan.

2) Permitted building heights in Neighbourhoods shall be Low-rise...”

And

“4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;

b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);”

The proposed building responds to these requirements by proposing a three storey stacked residential dwelling.

Urban Design Guidelines for Low-rise Residential Buildings

The proposal maintains the current lot pattern, some characteristics of the buildings in the neighbourhood with a modern architectural style.

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

Purpose of the Zone

The property is currently R4UA-c

Purpose of the Zone

The purpose of the R4 - Residential Fourth Density Zone is to:

1. allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
3. permit ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
5. permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

5.0 CONCLUSION:

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

The proposed variances should be considered minor for the following reasons:

1. They are minor and desirable.
 - a. The lot area is minor as it similar to the street pattern of lots, and the lot width requirements are met.
2. The general intent and purpose of the Zoning By-law is maintained
 - a. the intent of the bylaw is to permit semidetached dwellings..
 - b. The intent of the bylaw that the new infill properties respect the existing character of the neighbourhood. There are other semidetached and low rise apartments in the neighbourhood
3. The general intent and purpose of the Official Plan is maintained.
 - a. The official plan supports this kind of gentle intensification of land uses compatible with the current urban fabric.
4. The Ontario Planning Act supports intensification in residential urban areas