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October 30, 2024

Project/File: 160402030

Attention: Michel Bellemare, Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Avenue, 4th Floor
Ottawa, Ontario K2G 0B5

Dear Mr. Bellemare,

Reference: Application for Minor Variance - 184 Woodroffe Avenue

Stantec has been retained by the owner to prepare and submit an application for Minor Variance for their property at 184 Woodroffe Avenue in the Whitehaven-Woodpark-Glabar Park neighbourhood. The owner is seeking relief from the Zoning By-law to facilitate the development of a 10-unit low-rise apartment building.

This letter will introduce the proposed development, site context, and provides a rationale in support of the application to demonstrate that the development is appropriate for the property from a land use planning perspective.

SITE CONTEXT

The property is located in Ward 7 – Bay, within the City of Ottawa. Specifically, the property is located in the Whitehaven-Woodpark-Glabar Park neighbourhood. The property is bounded by Anthony Avenue to the south, Compton Avenue to the west, and Byron Avenue and Richmond Road to the north (Figure 1). The property, 184 Woodroffe Avenue, is an interior lot with a frontage of 15.23m along Woodroffe Avenue, and a lot area of 463.92 m². The existing dwelling and detached garage are proposed to be demolished.

The property is legally described as *Lot 553, Registered Plan 352, in the City of Ottawa*.

Committee of Adjustment
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2024-11-04

City of Ottawa | Ville d'Ottawa
Comité de dérogation

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Figure 1. 2022 aerial image of subject property (in red) and surrounding context (GeoOttawa).

The property is designated Mainstreet Corridor within the Inner Urban Transect of the City of Ottawa Official Plan. It is zoned Residential Fourth Density, Subzone D (R4D) subject to the Mature Neighborhoods Overlay under the City of Ottawa's Zoning By-law 2008-250. The property is currently developed with a 1 ½ storey brick dwelling, and a detached garage.

SURROUNDING CONTEXT

The abutting property to the north is developed with a two-and-a-half storey triplex, and the abutting property to the south is developed with a three storey semi-detached dwelling. The property across the street to the east is developed with a single detached dwelling, and has recently obtained approval from the Committee of Adjustment to be severed in half to facilitate the development of two long-semi detached dwellings containing additional dwelling units, for a total of six new units on each newly created lot (intensification from one to 12 dwelling units). Across the street is also a three-storey apartment building.

A mix of residential uses and densities are provided along Woodroffe Avenue and the surrounding area, including single detached dwellings, semi-detached and long semi-detached dwellings, triplexes, and low-rise apartment buildings. The property is located in an evolving area with a mix of residential uses and densities.

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The surrounding area also provides a mix of non-residential uses within walking distance that offer amenities and services to the residents of the area. Woodroffe Avenue contains a mix of non-residential uses including churches, schools, and commercial uses. The Carlington Ottawa Public Library is approximately a 5-minute walk (350m) south of the property. Carlingwood Mall is approximately a 10-minute walk (650m) south of the property, which provides more commercial, retail, restaurant, and pharmacy uses in close proximity to the site.

Further north of the property is Richmond Road, which provides a wide range of commercial and institutional uses, including retail, retail food stores, and restaurants. The property is also surrounded by parks – Woodroffe Park is located across the property to the east of Woodroffe Avenue, and Byron Linear Park is located just a 2-minute walk (150m) north of the property. The property is located in an area that allows residents to access many neighbourhood amenities within walking distance.

The property is in close proximity to existing and proposed public transit. The property is within a 400m radius of the proposed New Orchard LRT station, within a 600 metre radius of the proposed Sherbourne LRT station, and is adjacent to bus routes. The property is within a 1-minute walk (60 metres) from the bus stop Woodroffe / Anthony that services the Frequent route 87 and Local route 153. The property is also within a 3-minute walk (220 metres) from the Richmond / Woodroffe bus stop that services the Frequent route 11 and Local route 153. Bus stops located south of the property along Carling Avenue service a number of Frequent and Local routes. The bus routes available in close proximity to the property connect it to many destinations around the City, including to Line 1 LRT stations. The property is also adjacent to Major Pathways as identified on Schedule C3 – Active Transportation Network of the Official Plan.



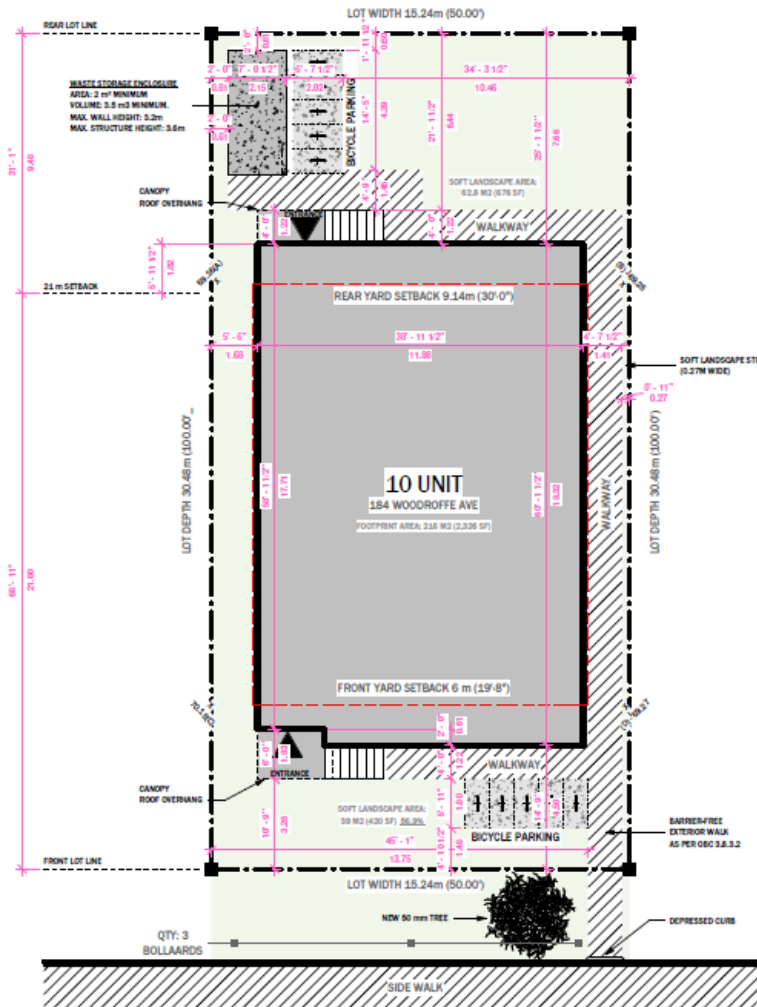
Figure 2. Schedule C3 – Active Transportation Network (City of Ottawa).

The property is located in an area that has a variety of residential land uses and densities, and is well supported by transit and a wealth of neighbourhood amenities and non-residential uses. The surrounding area, and the property being located along Woodroffe Avenue, make the site appropriate for intensification as it will be supported by the principles of a 15-minute neighbourhood.

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PROPOSED DEVELOPMENT

The application for Minor Variance seeks relief from the Zoning By-law to facilitate the development of a 10-unit low-rise apartment building on the property. The units are proposed to contain a mix of 1- and 2-bedrooms, with the majority of proposed units having 2-bedrooms. The development proposes a total of 10 bicycle parking spaces – one space for each proposed unit. The low-rise apartment building does not propose any driveways or vehicular parking on the property. As no parking or driveways are proposed, and the front entrance of the building is facing a street, a Streetscape Character Analysis is not required for the proposed development. The existing dwelling and detached garage on the property will be demolished.



WOODROFFE AVE

Figure 3. Site Plan (Bohemio).

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MINOR VARIANCE APPLICATION

The proposed minor variances to facilitate the development are as follows:

- a) To increase the maximum number of permitted dwelling units per apartment building, low-rise to ten (10); whereas the by-law permits a maximum number of permitted dwelling units per apartment building, low rise as four (4). (Section 162, Table 162B, Endnote 2)
- b) To permit an interior side yard setback of 1.6 metres where the building wall is equal to or less than 11 metres in height for any part of the building; whereas the by-law requires a minimum interior side yard setback of 1.5 metres where the building wall is equal to or less than 11 metres in height for any part of the building located within 21 metres of a front lot line, and in all other circumstances the minimum required interior side yard setback is 6 metres. (Section 162, Table 162B, Endnote 3)
- c) To permit a reduced front yard setback of 4.5 metres; whereas the by-law requires that on an interior lot the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s), which in this case is 5.95 metres. (Section 144, 1, a)
- d) To permit a reduced rear yard setback of 25% of the lot depth, which is 7.66 metres; whereas the by-law requires that where the lot's rear lot line abuts an R4 zone and where the minimum front yard is 4.5 metres or less, the minimum rear yard requirement is 30% of the lot depth, which is 9.14 metres. (Section 144, 3, a, I, Table 144A, ii)

RATIONALE FOR MINOR VARIANCES

Section 45 of the Planning Act outlines the powers of the Committee of Adjustment to permit minor variances from a Zoning By-law as described in Section 34 of the Act. The Act lays out the four tests which must be met for the Committee to grant a variance; these are that the variance must:

1. Meet the general intent and purpose of the Official Plan
2. Meet the general intent and purpose of the Zoning By-law
3. Be desirable for the appropriate development or use of the land
4. Be minor in nature

Official Plan

The first test is that the requested variances maintain the intent and purpose of the Official Plan.

Big Policy Moves

The Official Plan introduces Big Policy Moves, which are the policy directions to allow Ottawa to become the most liveable mid-sized city in North America over the next century.

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Section 2.1 outlines the Big Policy Moves. The first Big Policy move is:

Achieve, by the end of the planning period, more growth by intensification than by greenfield development

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The City will accommodate this growth within its existing neighbourhoods [...]

The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions. In support of this direction, new policies will increase the variety of affordable, Low-rise housing options for residents within existing neighbourhoods close to Hubs and Corridors, increase the urban tree canopy and promote an evolution to 15-minute neighbourhoods.

Section 2.2.1 Intensification and Diversifying Housing Options, Policy 1, directs intensification to the built-up urban area:

- 1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

The growth management strategy includes a 60 per cent intensification target by 2046. This means that by 2046, 60 per cent of all new dwelling units will be built in existing neighbourhoods as opposed to undeveloped greenfield lands.

This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organizations, health services and community facilities; This necessitates both simplifying the rules for intensification and using design approaches to create the demand for living in multi-family housing typologies.

The proposed development is in line with the first Big Policy Move and the directive for intensification within the built-up area. The proposed minor variances units support the policy direction of directing and providing intensification on a Mainstreet Corridor. The proposed development would provide residential density in a low-rise built form, and support the evolution of 15-minute neighbourhoods by allowing additional residents to live in an area where daily and weekly needs can be accessed within walking distance.

Growth Management Framework

Section 3.2 Support Intensification, Policy 3, states:

- 3) The vast majority of Residential intensification shall focus within 15 minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the

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Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

The majority of residential growth within the City is expected to occur within the urban area through infill and intensification, and shall focus on directing the density within 15-minute neighbourhoods and Corridors. The property is located on Woodroffe Avenue, which is identified as a Mainstreet Corridor. As outlined under the Surrounding Context section, the property is located in a neighbourhood where the vast majority of residents' wants and needs are located within walking distance. (e.g., commercial and retail uses, restaurants, schools, places of worship, parks, the Carlingwood Shopping Centre, and other neighbourhood amenities). The site is well-connected through bus routes, with bus stops situated a short walk from the property, and is in close proximity to two future LRT stations. The proposed development supports the evolution of 15-minute neighbourhoods, and is in line with the City's direction for residential growth through intensification on Corridors. The requested variances facilitate appropriate intensification on the property.

Transects

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



Figure 4. Schedule B2 – Inner Urban Transect (City of Ottawa).

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Section 5.2 addresses the Inner Urban Transect. Section 5.2.1 - Enhance or establish an urban pattern of built form, site design and mix of uses, Policy 4, states:

4) The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;

b) Small, locally oriented services may be appropriately located within Neighbourhoods;

c) Existing and new cultural assets are supported, including those that support music and nightlife;

d) Larger employment uses are directed to Hubs and Corridors; and

e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

Section 5.2.3 - Provide direction to the Hubs and Corridors located within the Inner Urban Transect, Policy 2, states:

2) Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes:

b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and

The requested minor variances are to facilitate the development of a low-rise apartment building on the property. The proposed development will increase the residential density along a designated Mainstreet Corridor through intensification, providing 10 residential dwelling units on an existing property. The property is in close proximity to a wide variety of neighbourhood amenities and transit options, which are essential to 15-minute neighbourhoods. The proposed low-rise apartment building is 3 storeys in height. While the Official Plan generally permits mid-rise buildings on the property (e.g., 5-9 storeys), the proposed development provides additional residential density on the property while maintaining a low-rise built form that is consistent with the surrounding built form of the area. The requested minor variances facilitate the development of a residential development consistent with the policies of the Mainstreet Corridor within the Inner Urban Transect.

Table 6 in Section 5 provides the general characteristics of built form and site design. The first column of the table outlines the characteristics consistent with urban development, which is the form of development most common in urban transects, including the Inner Urban Transect. These characteristics are:

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Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm

Principal entrances at grade with direct relationship to public realm

Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios

Minimum of two functional storeys

Buildings attached or with minimal functional side yard setbacks

Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing

No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

The proposed development is consistent with the characteristics listed for urban development. The relief requested to reduce the front yard setback allows the building to interact more with the streetscape and be a part of the public realm, while maintaining sufficient distance from the street. The relief requested to reduce the interior side yard setback allows for the creation of a more continuous street wall along a Mainstreet Corridor, while maintaining sufficient space between the building and adjacent developments, and providing comfortable access to the rear yard from the front of the property. The reduced rear yard setback allows for the provision of residential intensification on an appropriately designated property. The proposed development provides large areas dedicated to soft landscaping and amenity area within the front and rear yard setbacks. The proposed building provides a principal entrance at grade, a minimum of two functional storeys, and does not provide any automobile parking spaces or driveways. The proposed development is consistent with the typical characteristics of a development within the Inner Urban Transect.

Urban Designations

The property is designated Mainstreet Corridor within the Inner Urban Transect. Section 6.2 addresses Corridors.

Section 6.2.1 - Define the Corridors and set the stage for their function and change over the life of this Plan, Policy 2, states:

2) Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

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As explained by Section 6.2 – Corridors, the Corridor designation “applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs”. The property is designated Mainstreet Corridor, where the highest densities are directed to be located. The proposed development provides residential intensification within a low-rise built form. The requested relief allows the development to provide a building massing and density that is consistent with the intent of the policies and moves towards the ultimate vision of a Mainstreet Corridor within the Inner Urban Transect, while also remaining sensitive to and consistent with the surrounding low-rise built form.

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

Zoning By-law

The second test is that the requested variances maintain the intent and purpose of the Zoning By-law.

The property is zoned Residential Fourth Density, Subzone D (R4D) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R4 zone is to:

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

The zoning provisions that apply to the property and the proposed development of a low-rise apartment building are summarized in Table 1 below:

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Table 1. Zoning Provisions Applicable to a Low-Rise Apartment Building (relief noted in red text)

Section	Provision	Required	Provided
Residential Fourth Density, Subzone D (Sections 161-162)			
Section 162, Table 162A	Minimum Lot Width	15 m	15.24 m
Section 162, Table 162A	Minimum Lot Area	450 m ²	463.92 m ²
Section 162, Table 162A	Maximum Building Height	11 m	10.57 m
Section 162, Table 162B, Endnote 3	Minimum Interior Side Yard Setback	For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows: (a) Where the building wall is equal to or less than 11 m in height: 1.5 m In all other circumstances the minimum required interior side yard setback is 6m.	For any part of a building located within 21 m of a front lot line: 1.68 m In all other circumstances: 1.68 m
Section 162, Table 162B, Endnote 2	Maximum Number of Units	Maximum number of permitted dwelling units per apartment building, low-rise is four (4)	10 units within a low-rise apartment building
S. 161, 8	Landscaped Area	30% of the lot area must be provided as landscaped area for a lot containing an apartment dwelling, low rise	43.1% (200 m ²)
Alternative Yard Setbacks affecting Low-rise Residential Development in the R1 to R4 Zones within the Greenbelt (Section 144)			
S. 144, 1, a	Front Yard Setback	in the case of an interior lot or through lot, the yard setback must align with the average of the abutting lots' corresponding yard setback abutting the street(s) = 5.95 m	4.5 m
S. 144, 3, a	Rear Yard Area	must comprise at least 25 percent of the lot area (115.9 m ²)	25.1% of the lot area (116.7m ²)
S. 144, 3, a, i, Table 144A, iii	Rear Yard Setback	30% of the lot depth (9.14m)	25% (7.66m)
Low-Rise Residential Development in All Neighbourhoods within the Greenbelt (Section 139)			
S. 139, 1	Front Yard Landscaping	40%	56.9%
S. 139, 7	Rear Yard Soft Landscaping	15%	Approx. 53%

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Amenity Area (Section 137)			
Table 137, 12	Total Amenity Area	6m ² per dwelling unit, and 10 % of the gross floor area of each rooming unit	62.8 m ²
Table 137, 12	Communal Amenity Area	A minimum of 50 % of the required total amenity area Aggregated into areas up to 54m ² and where more than one aggregated area is provided, at least one must be a minimum of 54m ²	62.8 m ²
Permitted Projections Into Yards (Section 65)			
Table 65, 4	Canopies and awnings	a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line	Front yard: 1.22 m, not closer than 0.6 m to a lot line Rear yard: 1.22 m, not closer than 0.6 m to a lot line
Table 65, 5	Open stairways	where at or below the floor level of the first floor: 1. in the case of the interior side yard or rear yard: no limit, and 2. in the case of the front yard or corner side yard: no closer than 0.6m to a lot line, and	Front yard: 1.22 m, no closer than 0.6 m to a lot line Rear yard: 1.22 m
Table 65, 6	Porch	(c)In all other cases: 2 metres, but no closer than 1 metre from any lot line	Front yard: 1.22 m Rear yard: 1.22 m
Bicycle Parking (Section 111)			
Table 111A, b	Bicycle Parking Space Rates	0.5 per d.u. (total 5 spaces)	1 per d.u. (total 10 spaces)

To facilitate the development of a 10-unit low-rise apartment building, relief is required from the Zoning By-law to increase the number of permitted units, and amend the front, interior side yard, and rear yard setbacks.

Variance a) requests to increase the maximum number of permitted dwelling units in a low-rise apartment building to 10 units; whereas the by-law sets a maximum of 4 units for low-rise apartment buildings. Low-rise apartment buildings are a permitted use within the R4 zone. The ZBL defines "Apartment Dwelling, Low Rise" as

a residential use building that is four or fewer storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or Stacked Dwelling.

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The intent of the 4-unit maximum is to regulate density on a given property. Since this provision has been put in place, the City of Ottawa has updated the Official Plan. The new Official Plan pushes for intensification within the already built-up urban areas. The property is now designated Mainstreet Corridor, which is intended to support residential intensification as part of 15-minute neighbourhoods. An increase in the number of permitted units is consistent with the policy direction of the property, and the general intent and purpose of a low-rise apartment building which is defined to contain four or more principal dwelling units.

Variance b) is to permit an interior side yard setback of 1.6m for the entirety of the building; whereas the by-law requires that the interior side yard setback increase from 1.5m to 6m for any part of the building located after 21m of the front lot line. The intent of the increase to 6m is to regulate the development of buildings on deep lots and maintain appropriate separation from buildings on adjacent lots, as well as the ensure access between the front and rear yards the lot. The proposed building exceeds the interior side yard setback requirement of 1.5m and provides an interior side yard setback of 1.68m on both sides. The building is appropriately separated from buildings on adjacent lots and maintains appropriate rear yard access.

Variance c) is to permit a reduced front yard setback of 4.5m; whereas the by-law requires a front yard setback of 5.95m. The intent of the front yard setback is to ensure that the front walls of buildings along a street are relatively consistent, and to ensure that a building is setback from a street to allow for soft landscaping. The proposed development does not propose any parking spaces or driveways, and the design exceeds the requirement for front yard landscaping. This ensures that the front yard setback consists of mostly soft landscaping, walkways, and bicycle parking. The reduced front yard setback maintains the general intent of the front yard setback requirement by exceeding the soft landscaping requirement and allowing the building to better address and contribute to the streetscape.

Variance d) requests a reduced rear yard setback of 25% of the lot depth or 7.66m; whereas the by-law requires a rear yard setback of 30% of the lot depth or 9.14m. The intent of a rear yard setback is to provide sufficient area for landscaping and amenity area as well as other functions. The proposed development does not provide any vehicular parking, allowing the rear yard setback to consist of soft landscaping, a waste management enclosure, bicycle parking spaces, and to provide the minimum required amenity area. The proposed development exceeds the requirement for rear yard area, rear yard soft landscaping, and amenity area. The reduced rear yard setback maintains the general intent of the rear yard setback requirement.

Draft New Zoning By-law

Since the City adopted a new Official Plan in 2021, the Zoning By-law must be updated to ensure that it conforms with and provides the regulatory framework to implement the City's updated policies and strategic direction. The City of Ottawa is working on a new Zoning By-law that is planned to be approved by Council in December 2025. The City released Draft 1 of their new Zoning By-law on May 31, 2024, and are working towards a second draft that is to be released early 2024. The new Official Plan sets new policies and targets for residential intensification, and redesignates the property from a lower density and low-rise built form to a Mainstreet Corridor.

The first draft of the Zoning By-law rezones the property to Mainstreet Zone 1 (MS1), which is described as a successor to the Traditional Mainstreet Zone. As it is currently drafted, the new Zoning By-law is shifting away from typology-based permissions for residential uses, and the MS1 zone does not specify a maximum number of units. The MS1 zone reduces many setbacks – as it applies to this property, the

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front yard setback is proposed to be a maximum of 2 metres, the interior side yard setback is proposed to be a maximum of 3 metres, and the minimum rear yard setback abutting a Neighbourhood zone is 6 metres. Under the first draft of the Zoning By-law, no zoning relief would be required for the proposed development.

While the new Zoning By-law is still in draft form, with two additional drafts expected to be released before the new Zoning By-law is approved and adopted, the intent is to rezone the property to a higher-density zone with an updated built form. The requested variances allow the property to move towards conformity with the intent of the property's Official Plan designation and policy context, and to move towards the built form envisioned for Woodroffe Avenue under the draft new Zoning By-law.

The proposed variances meet the intent and purpose of the Zoning By-law 2008-250.

Desirable for Orderly Development

The third test is that the requested variances are desirable for the orderly development and use of the land.

Variance a) requests to permit a maximum of 10 dwelling units in an apartment building. The requested variance facilitates the provision of residential intensification on an appropriately located property. The property's designation directs for residential intensification on existing lots in a low to mid-rise built form, and the property is zoned to permit the development of low-rise infill housing. The development of a low-rise apartment building with 10 units on the property provides additional housing options on a Mainstreet in close proximity to neighbourhood amenities and public transit.

Variance b) requests to permit an interior side yard setback of 1.6m for the entirety of the building. The request to reduce the interior side yard stems from a provision where the interior side yard setback should be increased to 6 m after 21 m from the front lot line. The proposed development provides an interior side yard setback of 1.68m. The proposed interior side yard setback allows for sufficient space on either side of the building for the rear yard to be accessible from the front of the lot. The northern interior side yard setback provides a 1.41 wide walkway to the rear yard, and the walkway is buffered from the abutting lot through a 0.27m wide soft landscaped strip. An interior side yard setback of 1.6m for the entire building allows for a more consistent and functional building.

Variance c) requests a reduced front yard setback of 4.5m. The proposed front yard setback allows for the development of a low-rise apartment building that addresses the streetscape and public realm, while still providing sufficient space in the front yard. The proposed front yard setback provides sufficient space to exceed the requirement for soft landscaping – the requirement is for 40% of the area to be softly landscaped, and about 57% is provided. The front yard also provides sufficient space for walkways, access to the principal entrance, and bicycle parking for residents. As the soft landscaping requirements are exceeded, and no vehicular parking or driveways are proposed allowing the front yard setback to consist of mainly soft landscaping, walkways, and bicycle parking, the proposed development can contribute to creating a green and comfortable streetscape.

Variance d) requests a reduced rear yard setback of 25% of the lot depth, which is 7.66 m. The requested variance does not affect the area required in the rear yard – the requirement for the rear yard setback to contain 25% of the lot area is met. The proposed rear yard setback also meets the

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requirement for soft landscaping, provides area for a waste management enclosure, for bicycle parking spaces, and for walkways to access them. The proposed rear yard setback also provides enough area to exceed the amenity area requirement.

The proposed variances are desirable for the orderly development and use of the land.

Minor in Nature

The fourth test is that the requested variances are minor in nature.

Variance a) requests to increase the number of permitted units by 6 units, from a maximum of 4 units to 10 units. The proposed variance is to facilitate the development of a low-rise apartment building on an appropriate property. The residential units are provided in a built form that is already permitted under the R4D zone. The proposed built form is consistent with the surrounding area – Woodroffe Avenue is characterized with denser built forms.

Variance b) requests to permit an interior side yard setback of 1.6m for the entirety of the building, while the by-law currently requires that after 21m the interior side yard setback increase to by 4.5m to 6m. The requested variance maintains enough space on both sides of the building for interior side yard access to the rear yard. Maintaining a consistent interior side yard setback for the entire building has no impact on the streetscape, and would have no perceivable impact on the abutting properties.

Variance c) requests to reduce the front yard setback by approximately 1.45m, from 5.95m to 4.5m. The front lot line of the property is approximately 4.8m from the curb of the road, providing additional separation between the building and the street. The reduced front yard setback would be indiscernible from the streetscape, but would allow the proposed building to better address the street. Other lots in the area have front yard setbacks similar to what is proposed, as shown in Figure 5 below. The front yard setback is appropriate for properties designated Mainstreet Corridor, where the maximum permitted heights and densities are to be located close to the Corridor and where buildings are to address the street. The 4.5 metre setback provides adequate separation from the front lot line.

Variance d) requests to reduce the rear yard setback by approximately 5%, or 1.48m. The proposed rear yard setback does not affect the area provided in the rear yard, and provides sufficient space for other amenities and landscaping for residents. The reduced rear yard setback will have no impact on the functionality of the site. The reduced rear yard setback will have no impact on the abutting properties. Other lots in the area have rear yard setbacks similar to what is proposed, as shown in Figure 5 below.

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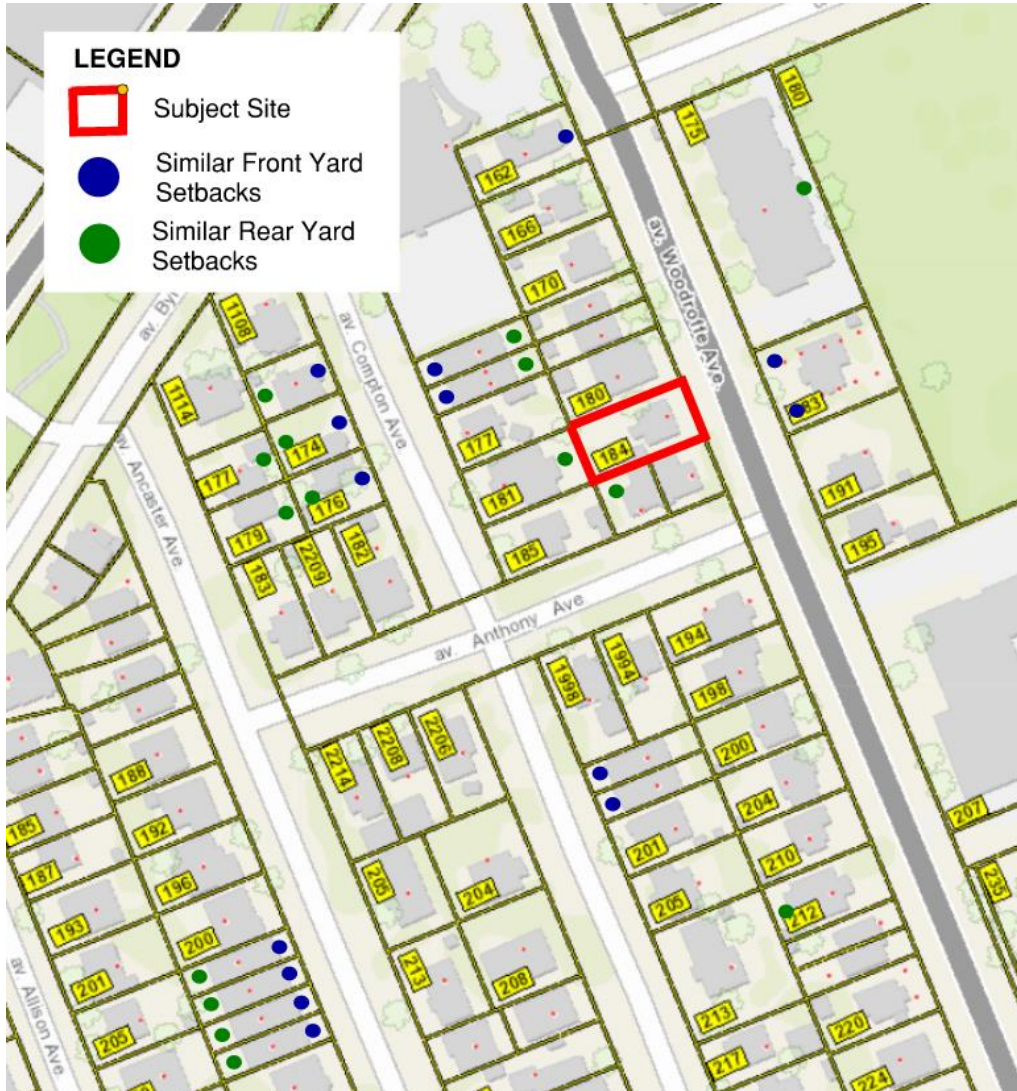


Figure 5. Similar Front and Rear Yard Setbacks (GeoOttawa).

The proposed minor variances are minor in nature.

Reference: Application for Minor Variance - 184 Woodroffe Avenue

CONCLUSION

The proposed minor variances at 184 Woodroffe Avenue meet the four tests under the *Planning Act*. The requested variances facilitate the provision of residential intensification within an existing built-up area within a development that efficiently uses land and existing infrastructure. The proposed development is consistent with and complements the low-rise built form of the area while providing intensification. The proposed development of a 10-unit low-rise apartment building is consistent City policy of intensification through an urban built form for a Mainstreet Corridor within the Inner Urban Transect. The proposed development provides additional residential density on an appropriately designated property in close proximity to neighbourhood amenities and public transit, and supports the principles of a 15-minute neighbourhood. The proposed variances and development represent good land use planning that is in the public interest, and as such, we recommend the requested minor variances be granted.

Best regards,

STANTEC CONSULTING LTD.

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