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PLANNING RATIONALE

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Date: February 26, 2025

File: 082624 - 348 Olmstead

To: Michel Bellemare, Secretary Treasurer
Committee of Adjustment
City of Ottawa, 101 Centrepointe

Committee of Adjustment
Received | Reçu le

2025-03-12

City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: PROPOSED PERMISSION APPLICATION TO EXPAND A LEGAL NON-CONFORMING RIGHT AT 348 OLMSTEAD STREET

Dear Mr. Bellemare,

Q9 Planning + Design have been retained by Maple Leaf Custom Homes to prepare a Planning Rationale to expand a legally non-complying duplex on a site that currently consists of a single-storey dwelling and a two-storey duplex. The project involves reconstructing both duplexes and adding a second storey to the single-storey dwelling on Olmstead Street (#348).

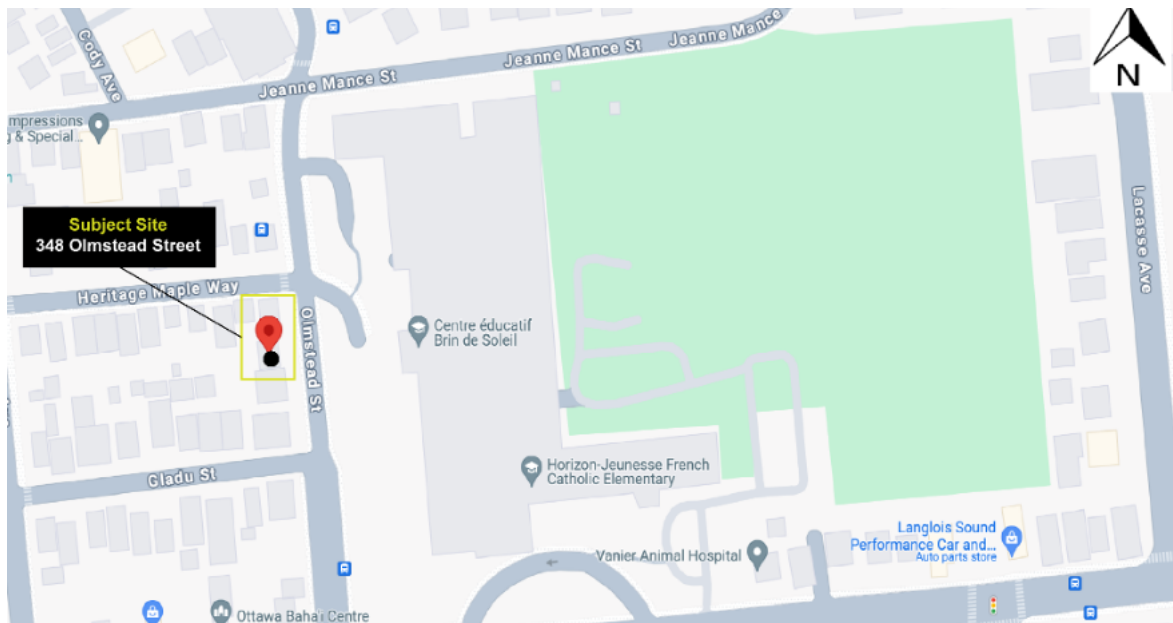


Figure 1: Location Plan. (Source: Google Maps).

The following represents the Planning Rationale cover letter required as part of the submission requirements for an application to the Committee of Adjustment.

OVERVIEW

The property has 30.17 metres of frontage on the west side of Olmstead Street, north of McArthur Avenue. It is located across the street from an elementary school on Olmstead and is surrounded by low-rise residential dwellings. McArthur Avenue, a main street, features a mix of commercial and residential uses. The site is designated Minor Corridor with an Evolving Neighbourhood Overlay in Inner Urban Transect in the Official Plan and is zoned R4UA-c (Residential Fourth Density Zone, Subzone UA, with a Residential Neighbourhood Commercial suffix) in the City of Ottawa Comprehensive Zoning By-law 2008-250.

The lot, situated in the Vanier/Gloucester neighbourhood of Ward 12 – Rideau-Vanier, currently consists of a single-storey dwelling and a two-storey duplex. An application is being requested to allow for the addition of a second storey to the single storey dwelling at 348 Olmstead.

Application submitted:

- [Permission Application

Permission Requested

The Owner requires the permission to expand the legally non-complying building for the reconstruction of a duplex (#348 Olmstead) on a site currently consists of a single-storey dwelling and a two-storey duplex to permit the second storey addition.

The residential building at 348 Olmstead is currently 1 storey and an additional storey is proposed to be added to permit an additional unit.

The requested permission application is to permit a reduced interior side yard setback of 0.77 m, whereas the By-law requirement is 1.2 m, a reduced corner side yard setback of 1.82 m, whereas the By-law requirement is 4.5 m and a reduced rear yard setback of 1.02 m, whereas the By-law requirement is 7.5 m. The interior side yard, rear yard and corner side yard setbacks of the building are existing and legal non-complying.

A permission application is required to expand the existing, legal non-complying, corner, interior and rear yard setbacks beyond the single storey building to the proposed second storey.

Documents Required and Submitted

The following lists all required and submitted documents in support of the identified Committee of Adjustment applications.

- [Site Plan
- [Elevations
- [Survey
- [Planning Rationale (this document)

- [Tree Information Report
- [Fee
- [Application Form

SITE & CONTEXT

Site

The property is located within a block that is bounded by Heritage Maple Way to the north, Cyr Avenue to the west, Olmstead Street to the east, and Gladu Street to the south. The subject property is a rectangular corner lot with two legally non-complying duplexes owned by the applicant. One building is two-storeys fronting Maple Way, while the other is a single-story building fronting Olmstead Street. Each of these buildings contains two residential units.

The property is immediately surrounded by a mix of low-rise residential buildings, including single-storey dwellings, 2-3-storey apartment buildings, and duplexes to the north and south. The dwelling on Olmstead Street borders a one-storey brick building, while the building on Maple Way borders a two-storey vinyl-sided dwelling. The site is situated just east of an elementary school on Olmstead Street, which includes a substantial green space for recreational amenities. The broader area surrounding the site is diverse, consisting of residential, institutional, and commercial uses within walking distance, contributing to the rich cultural and social context of the neighbourhood.

The following represents the site's current dimensions:

- [Lot Area: 303.26 m²
- [Lot Frontage: 30.175 m (on Olmstead St)
- [Lot Depth: 10.05 m (on Maple Way)

Legal Description: Lot 12, Block B, as per Registered Plan 381

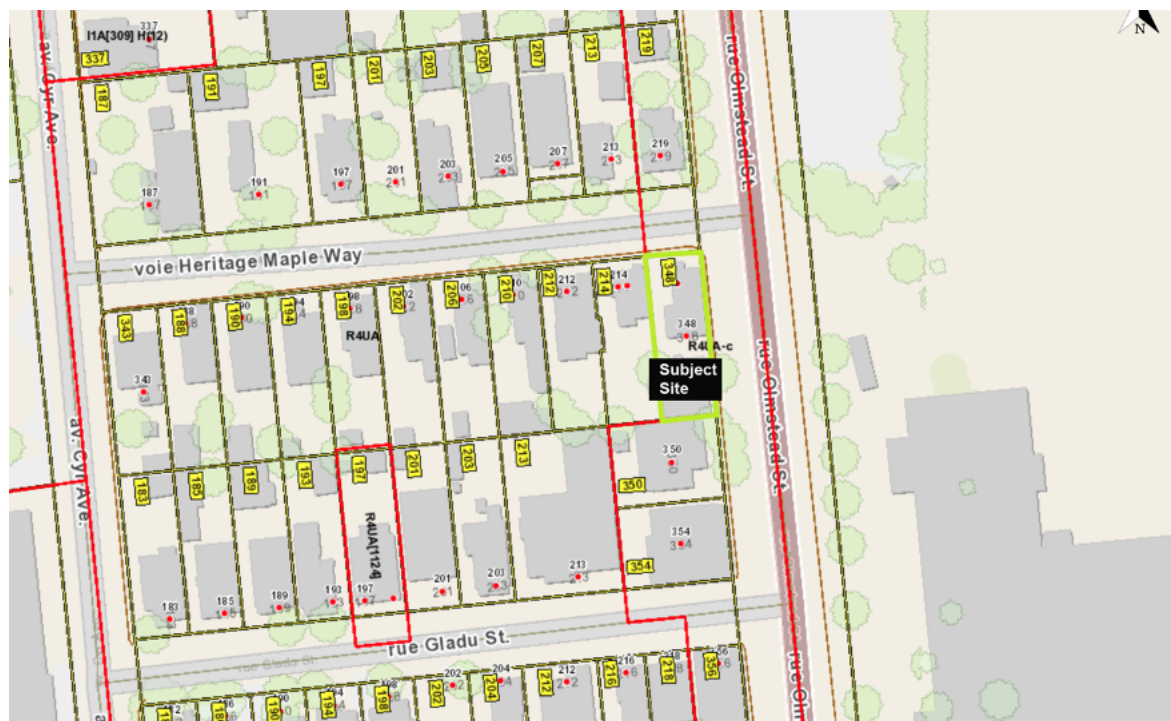


Figure 2: Site Map (Source: GeoOttawa)



Figure 3: View of the site from Olmstead Avenue. Building is #348 Olmstead



Figure 4: View of the site from the corner of Olmstead and Heritage Maple Way. Both residential buildings will be reconstructed.





Figure 5: View of the site from Olmstead looking directly at 348 Olmstead.



Figure 6: View of the site from the corner of Olmstead and Heritage Maple Way. Both residential buildings will be reconstructed.

Context

The property is situated in the Vanier/Gloucester neighbourhood within Ward 12 – Rideau-Vanier, in Ottawa’s east end. The area features a mix of housing types, including low-rise dwellings and duplexes reflecting an early 20th century character. These properties are often characterized by their traditional architecture and well-maintained front yards, contributing to the neighbourhood’s historic appeal. More recently, modern apartment complexes and multi-unit residential buildings have been introduced, particularly along major roads like Carling Avenue. This blend of older and newer housing provides a varied urban fabric that accommodates a range of residents, from long-time locals to newcomers.

Streetscapes to the north, west, and east of the site, feature local roads with a range of low-rise dwellings from two to three storeys, accompanied by sidewalks on one side. To the south, Carling Avenue, an arterial main street, is lined with sidewalks on both sides, numerous bus stops, and a dedicated bicycle lane. This lively corridor combines residential apartment buildings with various commercial establishments, including supermarkets, restaurants, retail stores, and a cinema, reflecting the neighbourhood’s growth and transformation while maintaining its historic character.

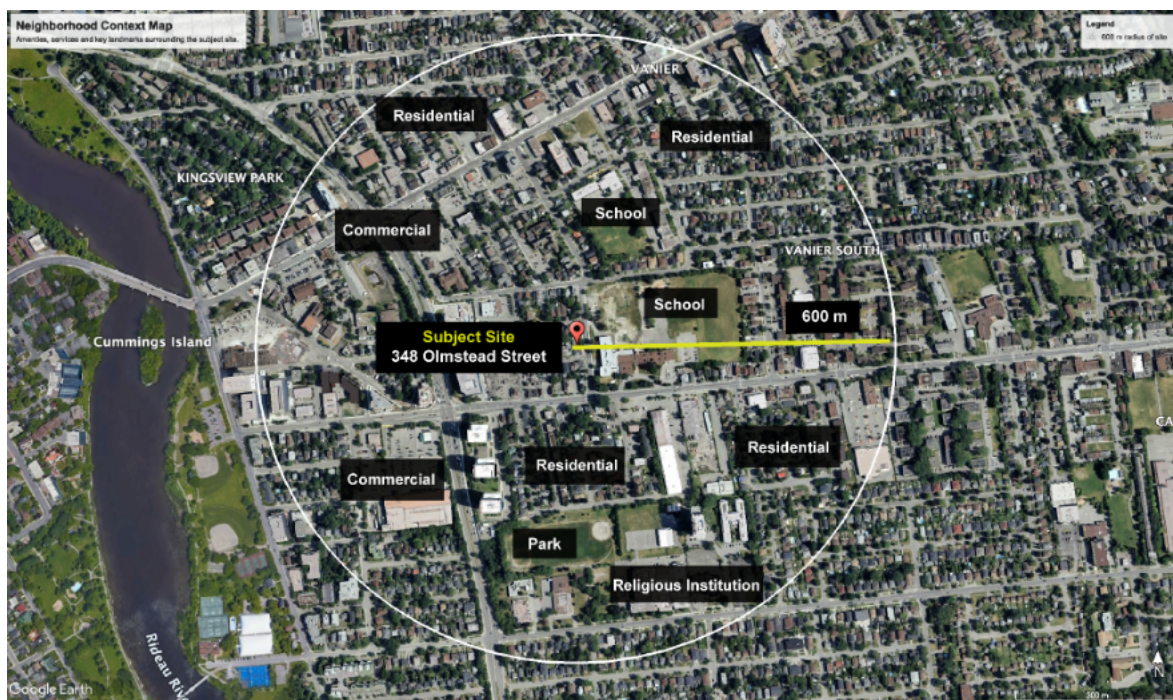


Figure 7: Overall Context Map, 600 m radius (Source: Google Earth).



Figure 8: View at the intersection of Carling Ave and Olmstead Ave.



Figure 9: View along Olmstead Avenue, looking south, with subject site on right side of the street.



Figure 10: View at the intersection of Heritage Maple Way and Olmstead Ave, with subject site across the street.



Figure 11: View along Carling Avenue with varied housing typologies and bicycle lane.



Figure 12: View of the site along Olmstead Street, looking south. Subject site is on the right.



Figure 13: View of the site along Olmstead Street, looking south. Subject site is on the right.

CONNECTIVITY: PEDESTRIAN AND TRANSIT NETWORK

The subject property is located on a two-way street with sidewalks on both sides of Olmstead and on the west side of Maple Way. The site is located 120m from McArthur Street which is a Main Street Corridor with a bicycle lane separating the sidewalk from the traffic on both sides of the street.

The subject site is located in proximity to two types of OC Transpo bus stops, the #14 which is a frequent bus route departing every 15 minutes, running from St Laurent Station to Tunney's Pasture and the #19 which is a local bus route that runs from parliament to Hurdman station. The closest OC bus stop is the #19 and is located less than 50m from the site.

As seen on Figure 11 (below), there is an on-road bicycle lane on McArthur Street only 120m from the subject site. The bicycle lane on McArthur Street starts at the intersection with St-Laurent Boulevard and converges into a multi-use pathway. The multi-use pathway or MUP is called the Rideau River Eastern Pathway and runs adjacent to the Rideau River offering rich greenery. There is also a separated bicycle lane further north of the site on Montreal Road that connects to the Aviation Parkway bicycle lane.

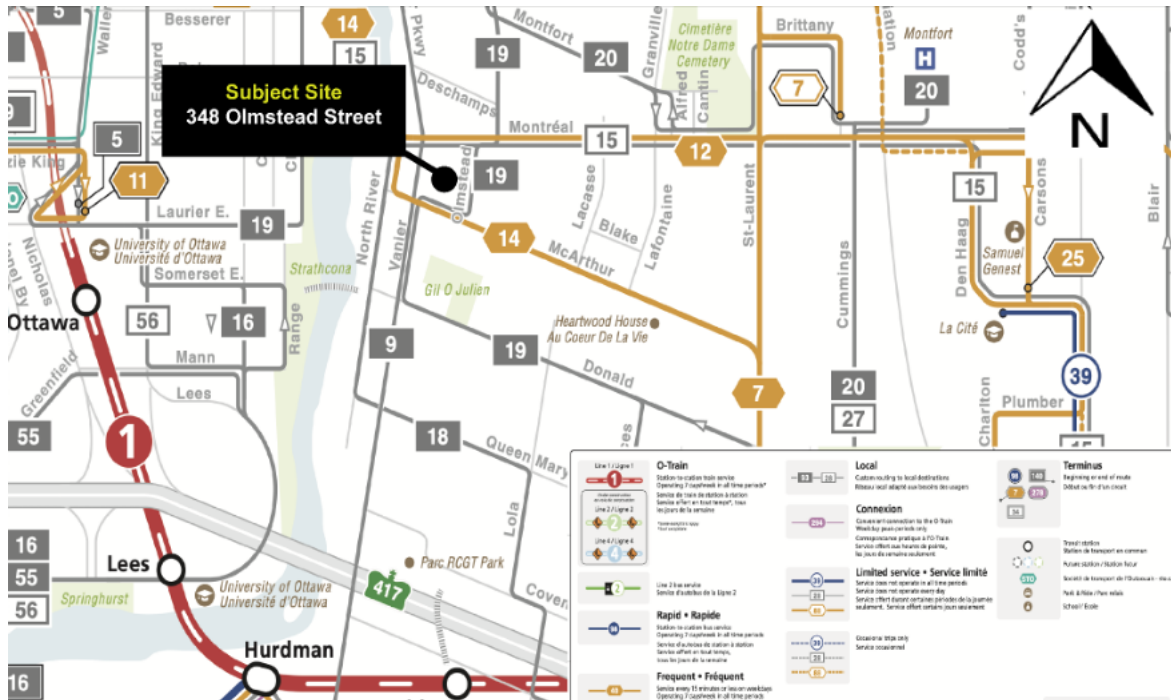


Figure 14: Transit Map (Source: OC Transpo)

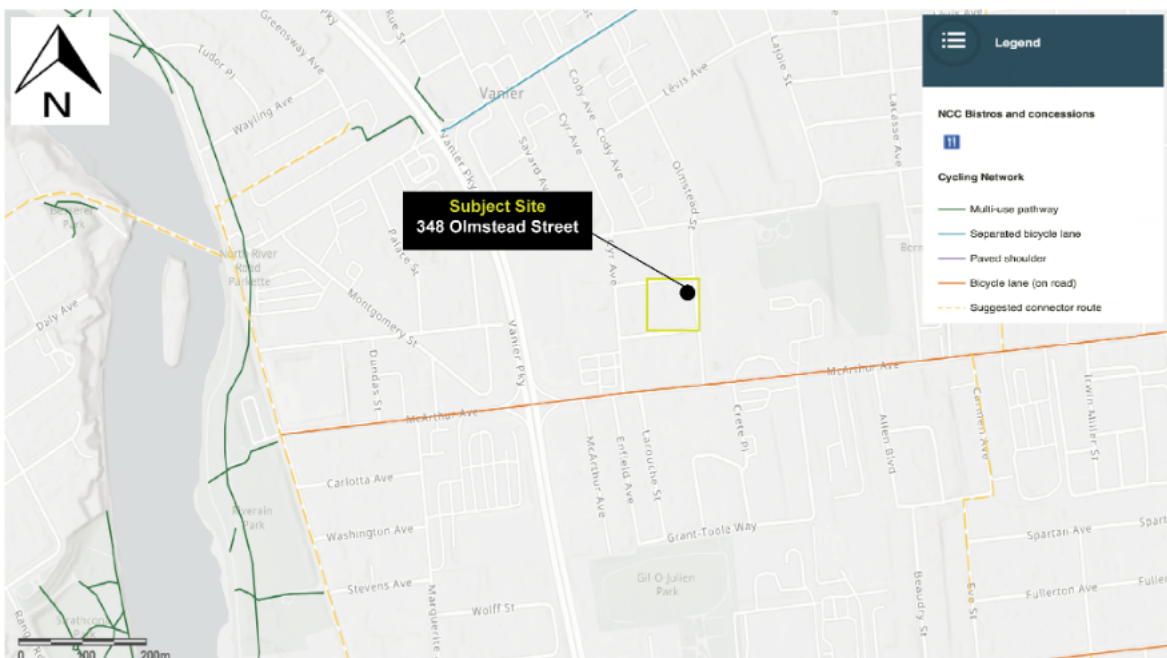


Figure 15: Active Transportation Map (Source: NCC)

PROPOSED DEVELOPMENT

The proposed development involves reconstructing the two existing duplexes, including expanding the single-storey dwelling on Olmstead Street (#348) into a two-storey structure, which will add an extra unit, resulting in a total of three residential units. Renovations are also proposed to the other 2-storey duplex (#220 Heritage Maple Way) on the subject site, which will result in the addition of a dwelling unit, for a total of six dwelling units on the subject property.

Project Summary:

Dwelling	Existing Use & Built Form	Proposed Use & Built Form	Proposed Modification
348 Olmstead	Residential duplex (2 units), 1-storey	3 units, 2-storeys	+1 unit, +1 additional storey
220 Heritage Maple Way	Residential duplex (2 units), 2 storeys	3 units, 2-storeys	+1 unit, +building modifications that won't increase the height

The project aims to minimize disruption by preserving the existing foundations and grades, while also optimizing the lot's efficiency through the integration of soft landscaping around the property's perimeter, with a focus on enhancing the frontage along Olmstead Street. This will feature a mix of plants and greenery, boosting the property's aesthetic appeal. Importantly, no trees or significant vegetation will be removed during construction, ensuring minimal environmental impact. Both trees identified in the Tree Information Report will be protected via the installation of a tree protection zone. See additional information in Appendix A.

A Permission Application is required to:

(1) The Owner requires the Permission from the Committee to expand the legally non-complying building for the reconstruction of a duplex (#348 Olmstead), to permit the second-storey addition.

The following pages contain the Rendering, Site Plan, and Elevations.



Figure 16: Front Elevation - Excerpt from Elevations (Source: Ardington + Associates Design).

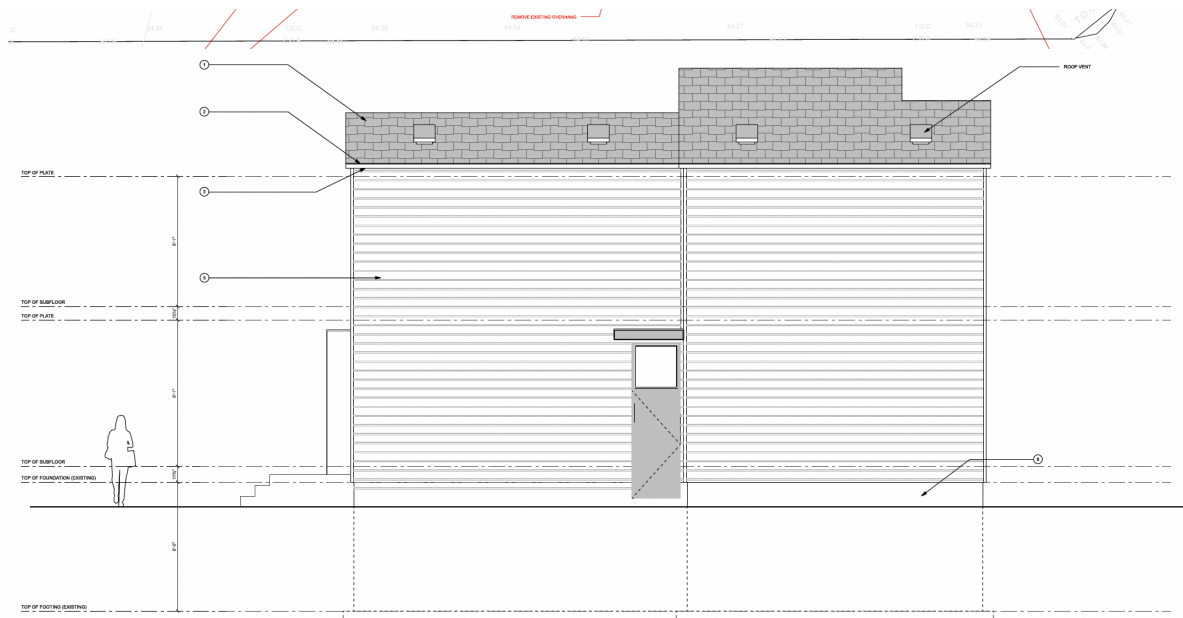


Figure 17: Rear Elevation - Excerpt from Elevations (Source: Ardington + Associates Design).



Figure 18: Right Elevation - Excerpt from Elevations (Source: Ardington + Associates Design).

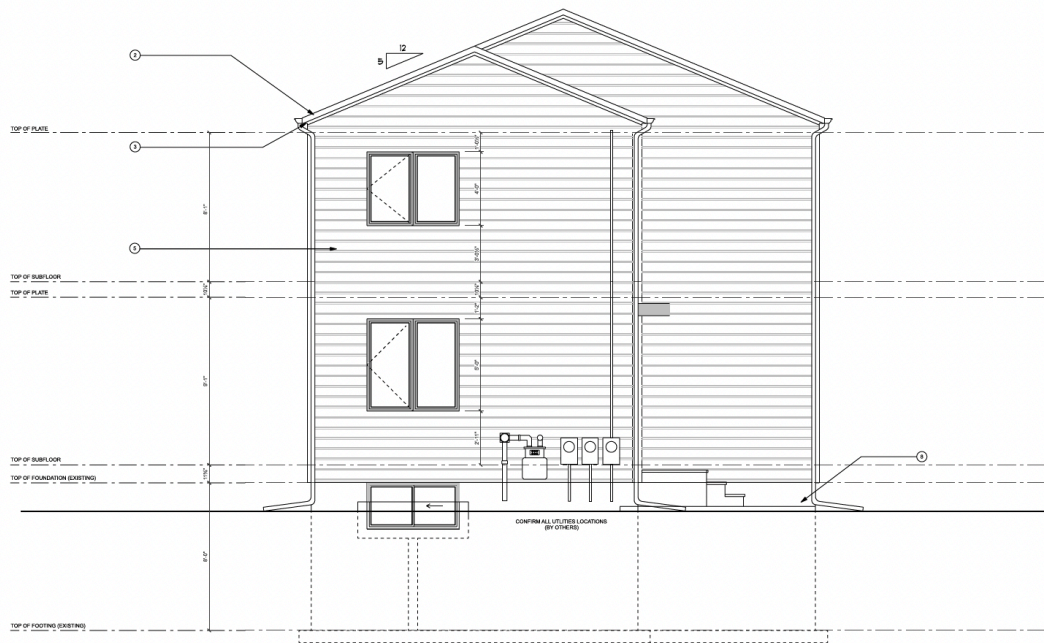


Figure 19: Left Elevation - Excerpt from Elevations (Source: Ardington + Associates Design).

POLICY REVIEW

In order to obtain approval of the proposed permission application required to construct an addition to the existing buildings to provide a total of 6 units on the subject property, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in *italics*.

Provincial Policy Statement, 2024

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in *italics*. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

Section 2.1 - Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Section 2.2 - Housing

Policy 2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b. permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Comment | The proposed development optimizes the existing lot by converting a single-storey dwelling into a two-storey structure, effectively adding an additional residential unit to increase housing density. The project efficiently utilizes the existing foundation and grading, minimizing disruptions to the site. It also emphasizes environmental protection by maintaining existing vegetation and enhancing the property with soft landscaping and new trees along the perimeter. This thoughtful design, with minimal environmental impact, promotes efficient expansion within the urban area, addressing both current and future community needs.

Section 2.3 - Settlement Areas and Settlement Area Boundary

Section 2.3 directs growth in Ontario's settlement area, particularly near strategic growth areas and major transit stations. It states that planning authorities shall establish minimum intensification and redevelopment targets to create complete communities within designated growth areas to ensure orderly development and sufficient infrastructure provision.

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a. *efficiently use land and resources;*
- b. *optimize existing and planned infrastructure and public service facilities;*
- c. *support active transportation;*
- d. *are transit-supportive, as appropriate; and*
- e. *are freight-supportive.*

2.3.2.1 States that planning authorities shall consider the following for new settlement areas and boundary expansions:

- a. *the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b. *if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c. *whether the applicable lands comprise specialty crop areas;*

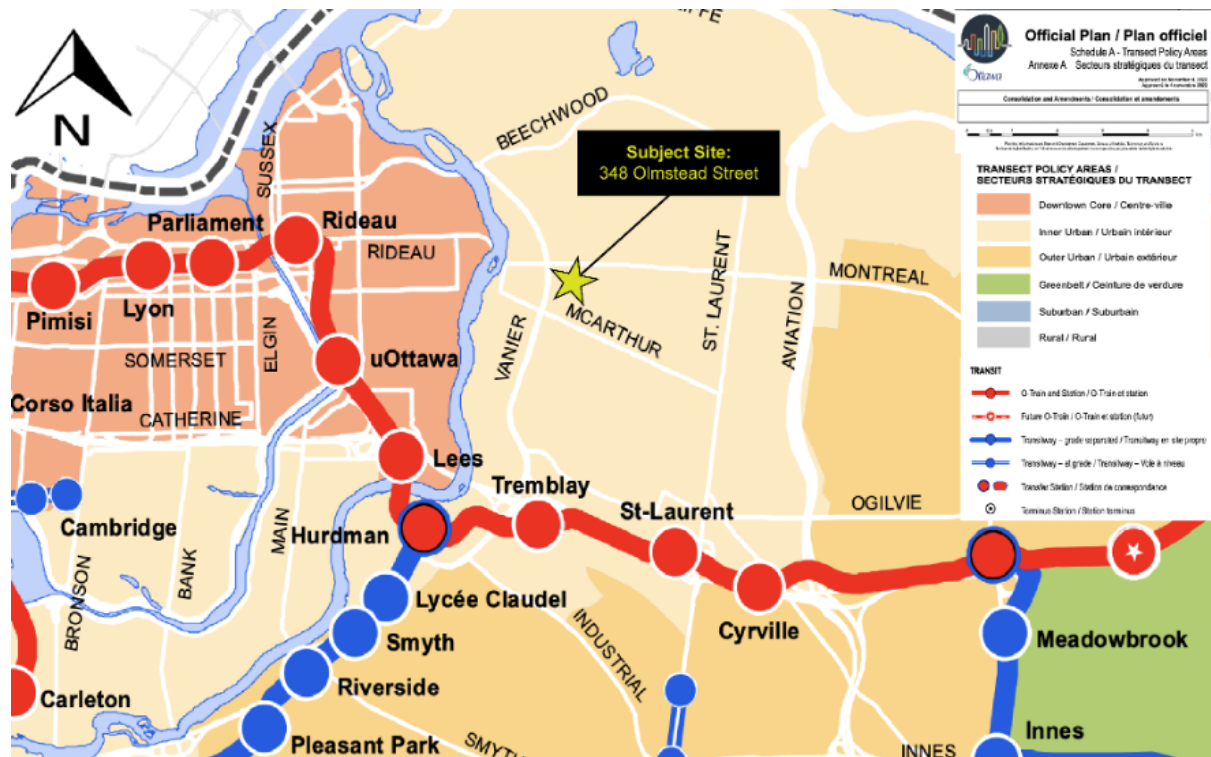


Figure 20: Extract of Official Plan, Inner Urban Transect

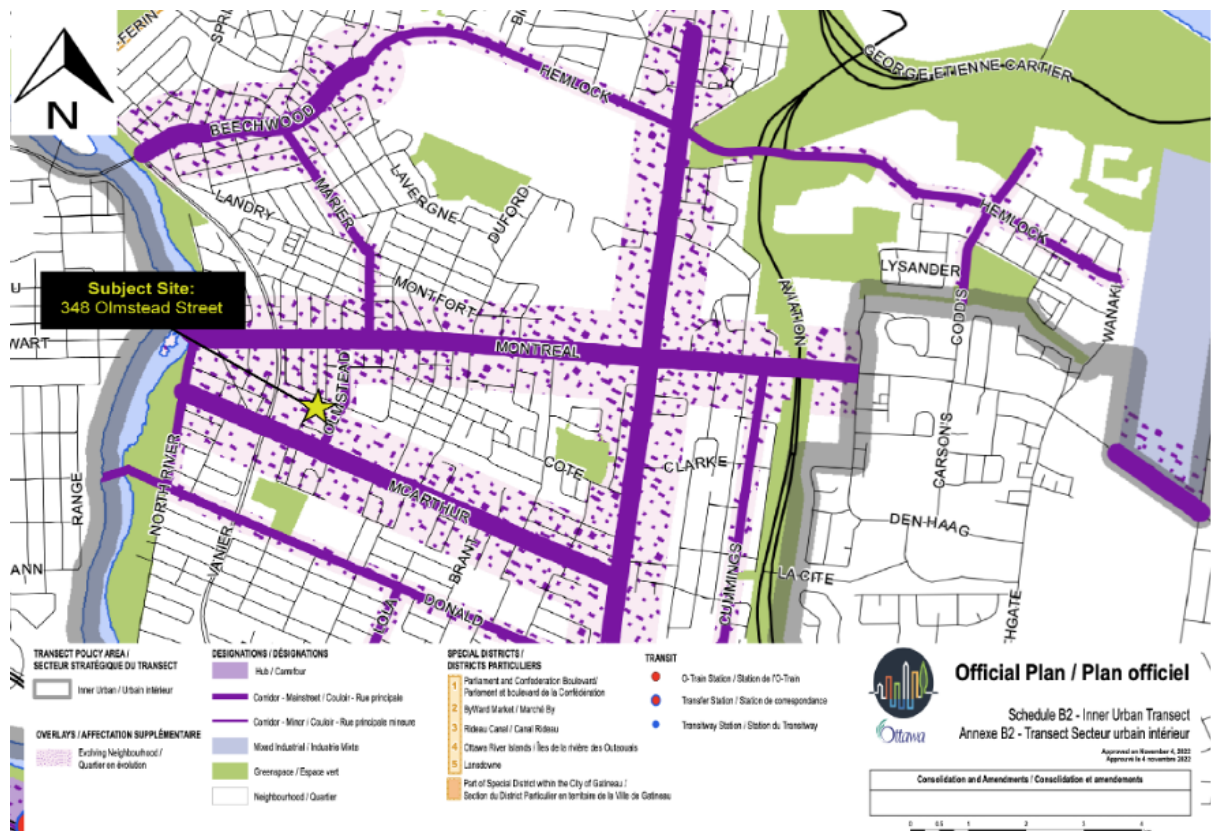


Figure 21: Excerpt of Official Plan, Inner Urban Transect, Schedule B2

- d. *the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- e. *whether the new or expanded settlement area complies with the minimum distance separation formulae;*
- f. *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
- g. *the new or expanded settlement area provides for the phased progression of urban development.*

Comment | The proposed residential expansion results in a more efficient use of available land, resources, and infrastructure by utilizing an existing, serviced parcel within the urban settlement area. Its location near OC Transpo routes supports transit-supportive commercial development while recognizing the existing neighbourhood conditions and commercial needs of the area.

Section 4.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 5.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Policy Statement (PPS), 2024.

City of Ottawa Official Plan

Designation: Minor Corridor with an Evolving Neighbourhood Overlay in Inner Urban Transect

The City of Ottawa Official Plan was approved by City Council on November 24th, 2021 and received approval from the Ministry of Municipal Affairs and Housing on November 4th, 2022. The plan outlines the City's overall vision, goals, and objectives, while providing policies intended to accommodate growth and manage physical change into the year 2046. The Plan is based around the Five Big Policy Moves, outlined in the City's Strategic Plan, which is intended to help the City become the most liveable mid-sized city in North America over the next century.

Section 2 provides the overall strategic directions of the new Official Plan, which is based around the Five Big Moves. The Five Big Moves are the foundational basis on which Official Plan policies work towards a more liveable city, calling for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development.

Section 2.2 identifies six cross-cutting issues that are embedded throughout the policies in the Official Plan. These cross-cutting issues relate to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

Comment | The proposed development aligns with the City's strategic goals by expanding an existing residential property to add additional dwelling units. This project promotes gradual growth through intensification while maintaining a context-sensitive design that blends seamlessly with the surrounding low-rise residential area. The project subject to this application, involves the reconstruction of the duplex at 348 Olmstead by adding a second storey to the single-storey dwelling. Renovations are also proposed to the other 2-storey duplex on the subject site, which will result in the addition of a dwelling unit, for a total of six dwelling units on the subject property. The design also enhances the property with soft landscaping along the perimeter, particularly along Olmstead Street, without removing any trees or significant vegetation.

Section 3 of the Official Plan provides a renewed growth management framework that is intended to accommodate the anticipated future growth of the City. It allocates sufficient land in appropriate areas to accommodate varying types and intensities of growth. Majority of growth in the City will be accommodated in the urban area, with the balance directed to rural areas.

Comment | The subject site is located within the urban settlement area in a stable residential neighbourhood. The proposed development, which involves the expansion of the single-storey dwelling on Olmstead Street into a two-storey structure, aligns with the City's growth management framework by efficiently utilizing land within the urban area. This redevelopment will not only increase the housing stock by adding an additional residential unit, but it will also enhance the neighbourhood's character by incorporating thoughtful urban design principles.

Section 4 of the Official Plan provides policies applicable to development throughout the City, including those for more sustainable modes of transportation and the design and creation of healthy, 15-minute neighbourhoods. It also promotes housing choices to accommodate a variety of needs.

Comment: The proposed development provides additional residential dwellings within the urban area, contributing to the housing density and meeting the needs of future homeowners. Various methods of active transportation and public transit are located in proximity to the site which promotes the 15-minute neighbourhood concept.

Section 5 provides detailed policies for each of the six transect policy areas within the City. Each of the transect policy areas recognize the existing development patterns and provide tailored approaches to transition towards healthier, more sustainable 15-minute communities. The subject site is located along a **Minor Corridor** within the **Inner Urban Transect** and is also part of the **Evolving Neighbourhood Overlay**.

Section 5.2 provides policies for the Inner Urban Transect, which represents pre-war neighbourhoods surrounding the Downtown Core and the adjacent post-war neighbourhoods. The intent of Section 5.2 is to enhance the existing urban built form

pattern, site design, and mix of uses. It is generally planned for mid-to-high density development, subject to transit proximity and secondary plans or area-specific policies.

Comment | The proposed residential expansion presents a contextually appropriate development as it corresponds to low-rise characters for Neighbourhoods along a Minor Corridor in the Inner Urban Transect. This infill development also contributes to residential density through minimal disturbance as the project retains the existing foundations.

Section 5.6.1 provides policies for built-form overlays, including the Evolving Overlay. The Evolving Overlay applies to areas in close proximity to Hubs and Corridors which will gradually evolve to support intensification, transitioning from a suburban to an urban character.

Comment | The development promotes this transition by introducing a higher residential density while retaining the neighbourhood's existing character, where low-rise, ground-oriented dwellings are common. This approach not only respects the current built form but also accommodates the anticipated growth and change envisioned by the Evolving Overlay. Importantly, the proposal is designed to facilitate the future evolution of the area towards a more urban character, ensuring that as the neighbourhood continues to develop, it can do so in a way that aligns with the City's broader goals for sustainable urban growth and intensification.

Section 6.0 contains policies specific to designations within the urban settlement area.

Section 6.2 provides directions for how future development should undergo along Main Streets and Minor Corridors, as they have a different context and different policies to guide their evolution. The section outlines how development within these zones should allow for high density and should be appropriate in terms of use, site design and development character. Therefore, these zones must consider a cohesive integrated urban structure.

Comment | The project reconstructs and expands existing duplexes, adding a new unit to each building while preserving the existing foundations to minimize disruption. By enhancing the Olmstead Street frontage with soft landscaping and greenery, and retaining existing parking, the development integrates well with the urban character of the corridor. The design respects the neighbourhood's context while supporting the gradual evolution toward a more urbanized environment, consistent with the City's vision for sustainable growth along Main Streets and Minor Corridors.

Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.

City of Ottawa Zoning By-law

The subject site is currently zoned as R4UA-c, Residential Fourth Density Zone, Subzone UA, with a Residential Neighbourhood Commercial suffix, in the City of Ottawa Comprehensive Zoning By-law 2008-250. The Residential Fourth Density Zone permits various residential forms, including detached homes and low-rise apartments up to four storeys, while ensuring compatibility with existing neighbourhood character in designated General Urban Areas.

The existing two-units on one lot is permitted by the zoning, however expanding beyond the legally non-complying rights of the first storey requires permission from the Committee of Adjustment. Therefore, an application is necessary to permit the expansion.

The table below provides an overview of the required provisions for this zone and the proposed development's compliance.



Figure 22: Zoning Map (Source: GeoOttawa)

EXISTING ZONING BY-LAW	Requirement	Proposed/Existing	Section
Provision: R4UA-c Minimum Lot Area	Planned Unit Development / 2 units on one lot 1,400 m ²	Planned Unit Development / 2 units on one lot 303.20 m² Existing	Section 162, Table 162A

Minimum Lot Width	N/A	10.05 m	Section 162, Table 162A
Maximum Building Height	As per dwelling type: Three-Unit: 11 m	7.38 m	Section 162, Table 162A
Minimum Front and Corner Yard setback	4.5 m for each	Existing Front Yard: 2.84 m Existing Corner Yard: 1.82 m	Section 162, Table 162A
Minimum Interior Yard Setback	Buildings in a PUD must meet the minimum interior yard setback for the proposed dwelling type: • Three-Unit: 1.2 m for the first 18 m from the street, 7.5 m for the remainder	Existing Setback: 0.77 m	Section 162, Table 162A
Minimum Rear Yard setback	25% of the lot depth: 7.5 m	Existing Setback: 1.02 m	Section 162, Table 162A (4)
Landscaping and Parking	In a PUD, all land between the dwelling and the private way must be soft-landscaped, except driveways.	New soft landscaping will surround the site with new 2 trees and various shrubs being planted.	Section 131, Table 131, (3) (a)
Minimum Soft Landscaped Area	Lots less than 360 m ² = 35% of lot area	109.9 m ² (36.2% of lot area)	

Minimum Area of Soft Landscape Area in Front Yard	20%	70.5%	
Minimum Area of Soft Landscaping in Rear Yard	Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped.	All soft landscaping	Section 161(15)(b)(i) Section 161(15)(b)(iv)
Minimum Fenestration Requirement	Front facade: at least 25% windows, Corner Facade: at least 15% windows	Front facade (#202) - 26% Corner facade (#348) 21.8%	Section 161(15)(g)
Minimum separation area between buildings within a planned unit development	If abutting buildings within the PUD ≤ 14.5m high, provide 1.2m separation.	>1.2 m separation	Section 131, Table 131, (4) (a)
Waste Management	The garbage storage area must be located in an accessory building located in the rear yard	Existing: garbage located in the interior side yard	Section 143,c(2)
Minimum Parking Space	2.6 m (width) x 5.2 m (length)	2.6 m x 5.2 m Existing	Section 106(1)

Maximum Driveway Width	3 m	2.80 & 2.94 m Existing	Section 139, Table 139(3)(iii)
Maximum Walkway	For a low-rise apartment: 1.8 m	1.2 m	Section 139(4)(c) (i)

PLANNING ACT REVIEW

Review of Section 45(2) Permission Application

The *Planning Act* requires that permission applications are only to be granted so long as they meet the two criteria as set in Section 45(2). The two criteria under Section 45(2), which typically deal with new development onto legally existing non-compliant or non-conforming development, is: Is the proposal similar to the current usage of the land, building or structure?; or Is the proposal more compatible with uses permitted by the current zoning by-law? Only one of these criteria needs to be satisfied for an approval to be granted by the committee.

Is the proposal similar to the current usage of the land, building or structure?

Permission: 1 storey Vertical Extension to Existing Corner, Rear and Interior Side Yard Setbacks

The Owner requires the Permission from the Committee of Adjustment to expand the legally non-complying building for the reconstruction of a duplex (#348 Olmstead) to permit the second storey addition.

The residential building at 348 Olmstead is currently 1-storey and an additional storey will be added to permit an additional unit.

The requested permission application is to permit a reduced interior side yard setback of 0.77 m, whereas the By-law requirement is 1.2 m, a reduced corner side yard setback of 1.82 m, whereas the By-law requirement is 4.5 m and a reduced rear yard setback of 1.02 m, whereas the By-law requirement is 7.5 m. The interior side yard, rear yard and corner side yard setbacks of the building are existing and legal non-complying.

A permission application is required to expand the existing, legal non-complying corner, interior and rear yard setbacks beyond the single storey building to the proposed second storey.

The setbacks for the building at 348 Olmsted will not change and the proposal will maintain the building setbacks of what is currently existing. The permission application will permit a 2 storey building at the existing setbacks. The two storey height of 7.38 m is well within the maximum permitted height of 11 m. The dwelling is currently being used as a duplex for residential purposes.

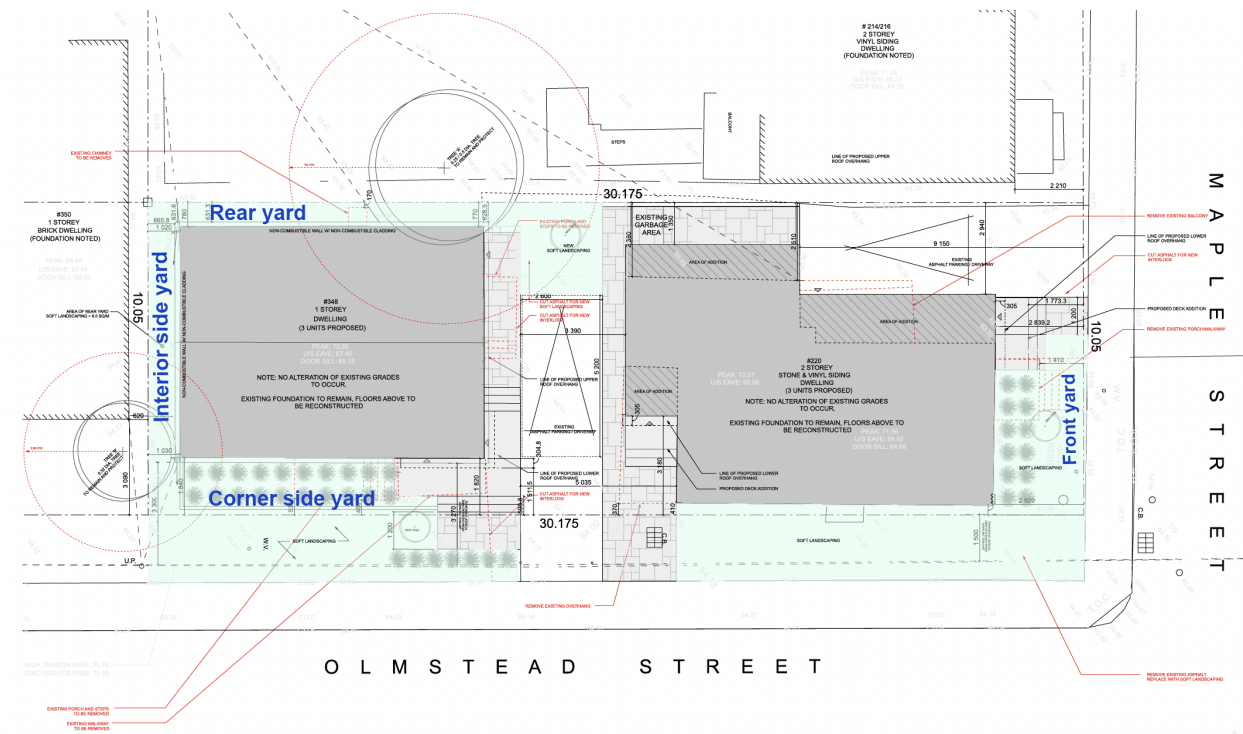


Figure 23: Application of Yards on the Subject Property

The requested permission application for the reduced rear, interior side and corner side yard setbacks is to expand the existing building (upwards 1 additional storey) to accommodate an addition which will provide an increase in the total number of residential units. The building currently has 2 units and an additional unit is proposed for a total of 3 units. There will be no changes to the existing parking on-site. Minor changes to the landscaping and hardscaping has been noted on the site plan.

The Zoning By-law requires the front yard of a property to be the frontage located along shortest property line. In this case, Maple Way is the front lot line. The existing 1-storey dwelling fronts onto Olmstead Street. As a result of this By-law provision, what is effectively the interior side yard, becomes the required rear yard. According to the By-law, a 7.5 m rear yard setback is required. The rear lot line functions as an interior lot line according to the orientation of the building towards Olmstead Street. The proposed rear yard setback of 1.02 m is similar to what is used as a standard interior side yard setback for low-rise development.

The intent of a larger required rear yard setback is to have amenity space for the building occupants. As part of the proposal, new soft landscaping that can be used as outdoor amenity space has been provided to the north of the existing dwelling between the two buildings where there exists two units on one residential lot.

The corner side yard setback of 1.82 m represents a consistent setback with other buildings along Olmstead Street providing a fairly uniform streetscape setback.

The building is appropriately scaled to the lot, with most other performance standards and landscaped areas met. The proposal will not impact the amount of landscaping soft landscaping that is able to be provided. The size of the site provides ample opportunity for soft landscaped areas adjacent to the street and interior to the site, contributing to the overall streetscape design. All areas that on the site that don't contain hard landscaping for the purposes of access (pedestrian) or amenity space will be landscaped with soft landscaping.

The proposal is simply to permit a vertical expansion to the building which currently existing, within the permitted height limit as prescribed by the zoning. Utilizing the existing building and foundation will result in minimal disruptions to the site and the neighbouring properties.

Is the proposal more compatible with uses permitted by the current zoning by-law?

Permission: 1-storey Vertical Extension to Existing Corner, Rear and Interior Side Yard Setbacks

The proposal will maintain the same use and will provide setbacks that are consistent with what currently exists. For the purposes of compatibility, the rear yard functions similar to an interior side yard setback to the adjacent use to the south, given that the building fronts onto Olmstead Street.

The proposal will add additional soft landscaping to the subject site, thereby providing a site that is more compatible with the surrounding context from a use and regulatory perspective.

The proposal will provide uses that are consistent with what is permitted in the Zoning By-law. With the exception of the legal non-conforming setbacks, all other zoning regulations will be met. The proposal will extend the legal non-complying setbacks within the permitted height limit.

CONCLUSION

As noted, the proposed development with the requested permission application results in the construction new units in an urban setting while still being compatible in height, scale, and massing with the surrounding properties. The home will align with the low-rise, ground-oriented context along both Olmstead Street and Heritage Maple Way.

The proposed development requires a permission application to expand the legally non-complying building for the reconstruction of a duplex in a planned unit development, to permit the second storey addition.

As demonstrated in this cover letter, the proposed permission request is supportable with the development providing a proposal similar to the current usage of the land or building and/or structure and a proposal that is more compatible with uses permitted by the current Zoning By-law.

Collectively considered, the development with the requested permission application meets the criteria required under Section 45(2) of the *Planning Act*.

It is the opinion of Q9 Planning + Design that the proposed permission application constitutes good land use planning and meets the required tests and criteria set out in the *Planning Act*.

Yours truly,



Dayna Edwards, RPP MCIP M.PI
Partner, Senior Planner + Urban Designer



APPENDIX A

Supporting Studies – Tree Information Report

On July 8, 2024 Manotick Tree prepared a Tree Information Report in support of the proposed redevelopment of 348 Olmstead. The report has been provided as part of the application submission.

The report noted two (2) trees on abutting properties that meet the requirements for protection under the Tree Protection By-law.

Tree	Species	Location	Ownership	CRZ (m)	DBH (cm)	DE (m)	Tree Condition	Reason for Removal	Arborist's opinion if removal
A	Manitoba Maple	Back centre	214 Heritage Maple Way	5	25,50	1+	Fair	N/A	N/A – Install Tree Protection Zone
B	Cedar	Front left	350 Olmstead St	3.2	32	1+	Good	N/A	N/A – Install Tree Protection Zone

The report recommended that both trees will be protected via the installation of a tree protection zone.

