

Consent Rational

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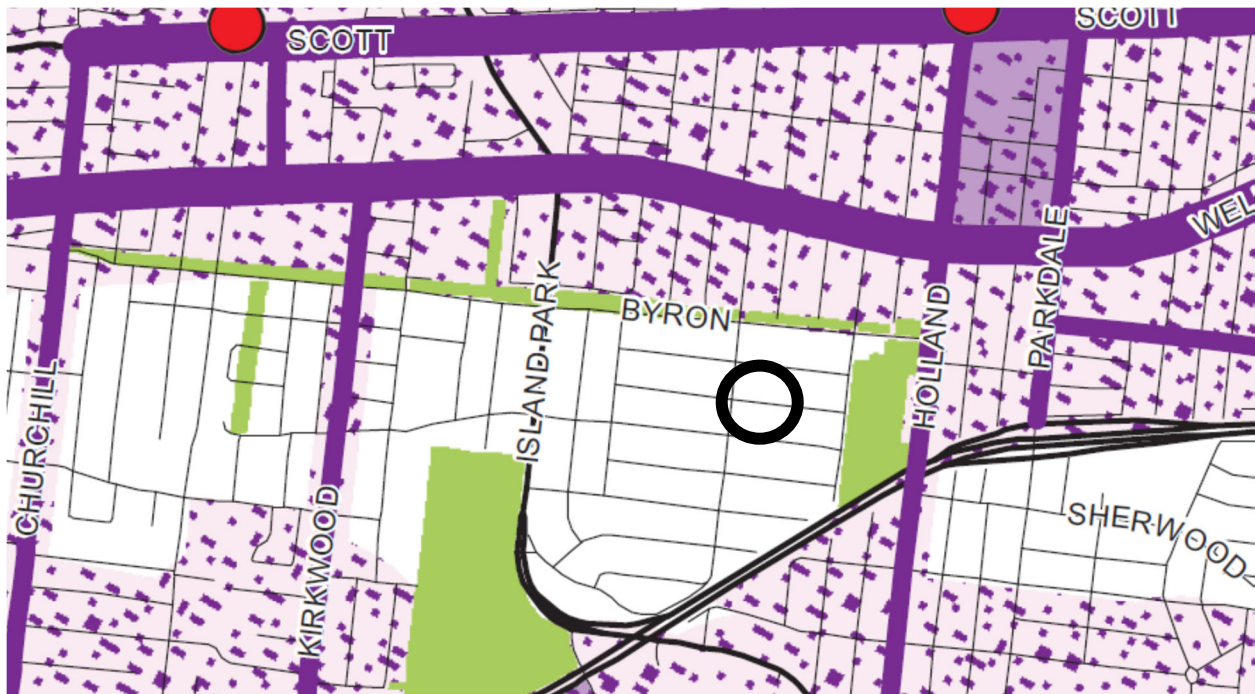
1.0 INTRODUCTION and PROJECT OVERVIEW:

This report has been prepared in support of the application for consent to sever 2 already constructed 2 semidetached dwellings. The property is located at on Kenora Street between Clarendon Ave. and Harmer Ave.. .

2.0 SITE OVERVIEW & COMMUNITY CONTEXT:

The property is currently occupied by a newly constructed semidetached building. The property is in the City of Ottawa. It has a street frontage width of 15.24m (east/west) and a depth of 30.48m (north/south). It has a lot area of 464.52 m². The zoning is R3I.

It is located in the Schedule B2 Inner Urban Transect. The site is in a designated neighbourhood.

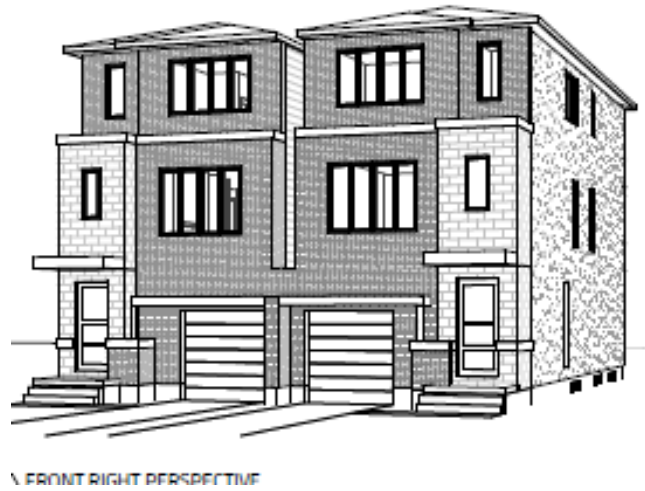


Surrounding Land Uses:

The property is bounded by primarily by single detached and semidetached dwellings.

The site plan shows a rectangular building with a central corridor. The building is surrounded by a parking area. The site is bounded by 10th Street to the north, 11th Street to the south, and 12th Street to the east. The building is located on the west side of 11th Street. The parking area is located to the east of the building. The site is divided into three sections by 10th Street and 11th Street. The building is located in the middle section. The parking area is located in the east section. The site is bounded by 10th Street to the north, 11th Street to the south, and 12th Street to the east. The building is located on the west side of 11th Street. The parking area is located to the east of the building. The site is divided into three sections by 10th Street and 11th Street. The building is located in the middle section. The parking area is located in the east section.

1) Subject Property



2) The Streetscape looking to the East



3) The Streetscape looking to the West



Road Network:

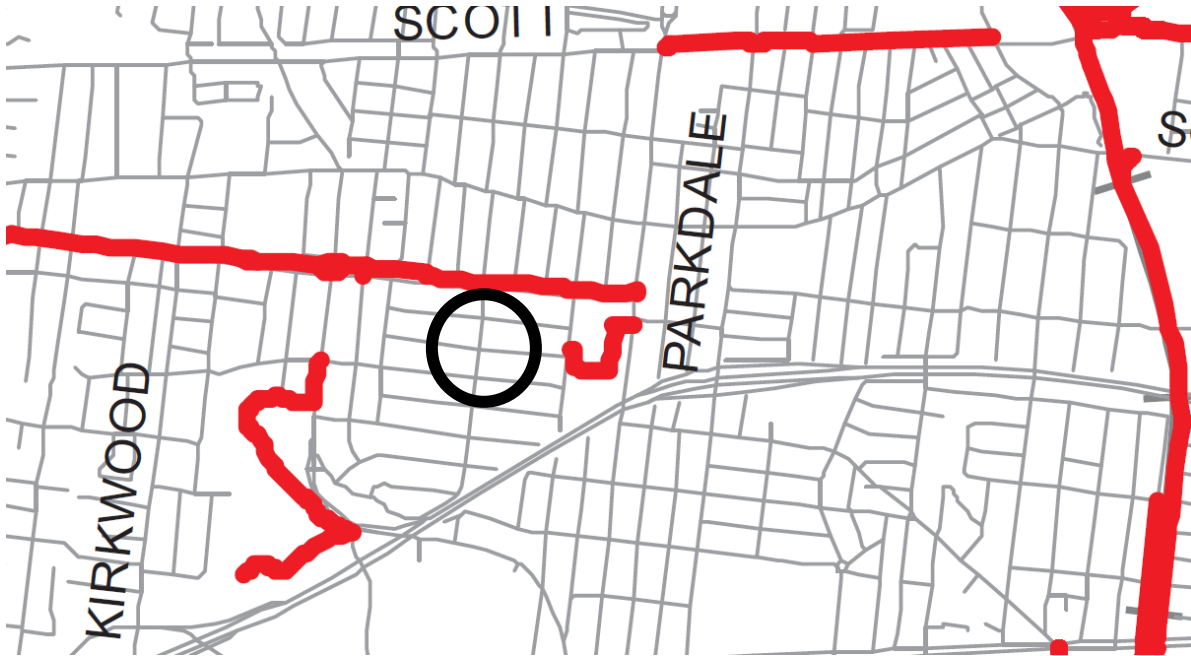
Kenora Ave is classified as a local road on Schedule C4 - Urban Road Network. It is in close proximity numerous collectors.



Bicycle Network:

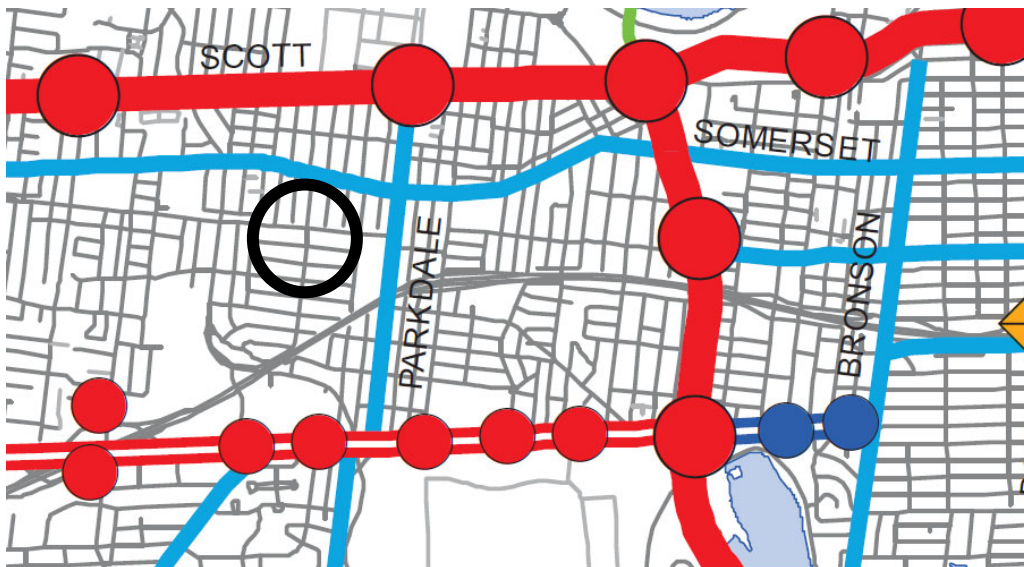
The new active transportation mapping Schedule C3 - Active Transportation Network, major pathways identifies several major pathways that the site is close to. The one to the north runs along Byron.

New Active Transportation Plan



Transit Services:

The site is within walking/bike distance (800m) of a transit station on Scot Street



Community Services:

The site is located within walking distance of Richmond/ Wellington Street with access to numerous schools, restaurants etc.. The shops and restaurants of Holland and Parkdale market are close by.. This is a quintessential complete 15 min walking neighbourhood.

3.0 DEVELOPMENT PROPOSAL AND VARIANCES

The proposed consent to sever will permit the 2 semidetached dwelling units to be sold individually.

The design of the semidetached is done to more resemble a detached dwelling with narrow side yards a characteristic of old neighbourhoods. The garages have been placed beside each other in the centre of the 2 semidetached dwellings to permit the wider soft landscaping to blend wit the neighbouring yards. The main entrances are a two predominant feature of the design. The semidetached units are individually serviced



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) Amenity space is provided in the rear yard.
- b) Lighting will be for safety purposes and will respect the dark skies initiative.
- c) The building will not generate additional noise.
- d) The building height complies with the zoning bylaw
- e) 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,”

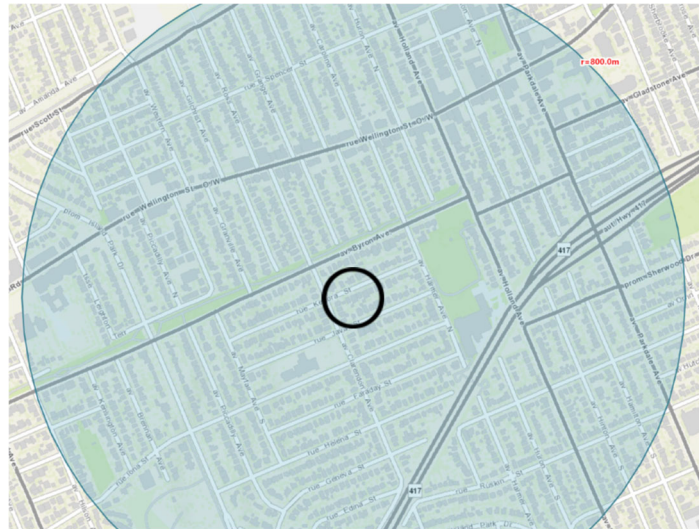
This project helps move the inner urban transact closer to 60 to 80 units per hectare with a net density of 190 units per hectare.

OP Section 4. City-Wide Policies

4.1.2 Promote healthy 15-minute neighbourhoods

1) In general, this Plan equates a walking time of:

- a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network;
- b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and
- c) **15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.**



OP Section 5. Transects

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

1) Neighbourhoods located in the Inner Urban 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;

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 two 3 storey 2-unit semidetached dwellings

Urban Design Guidelines for Low-rise Residential Buildings

The proposal maintains the current lot pattern and keeps the exiting building fronting on the street, 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 R3I

Purpose of the Zone

The purpose of the R3 - Residential Third Density Zone is to:

1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)
2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;
3. allow 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 dwelling, 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 severance is consistent with Municipal and Provincial Policies regarding with the severance of properties not requiring a plan of subdivision as it represents orderly development and as per Section 51(24) for the Planning Act, does not require a plan of subdivision as the following criteria have been met as the consent to sever

- Adequate services, sewer, hydro, water and transportation are available
- No new public infrastructure is created
- No changes in land use are being made

“Section 51(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

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

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

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

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

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

(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;

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

(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;

(h) conservation of natural resources and flood control;

(i) the adequacy of utilities and municipal services;

(j) the adequacy of school sites;

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

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

(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. 8 (2).”

Granting approval of the severance will permit the creation of parcels of land having regard to the above criteria being met.