

Variance Rational
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Committee of Adjustment
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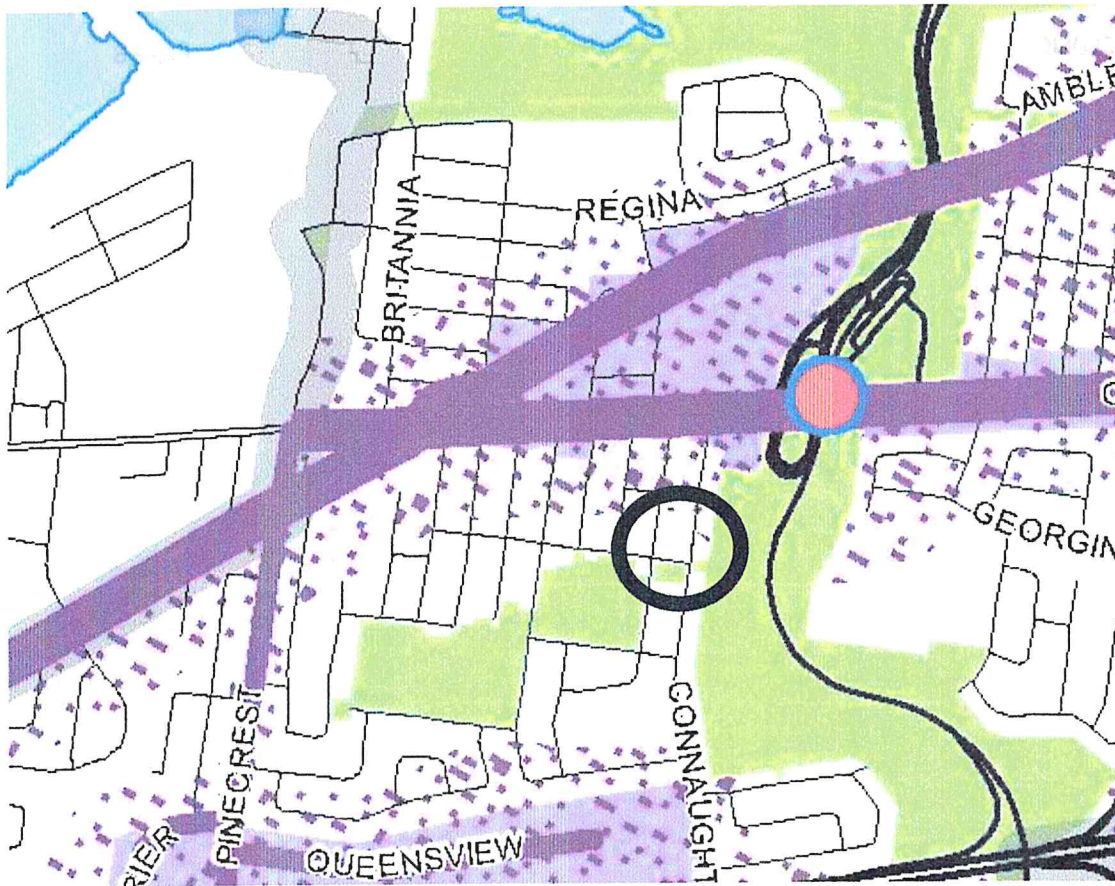
1.0 INTRODUCTION and PROJECT OVERVIEW:

This report has been prepared in support of the application for variances to permit the relocation of parking on two semidetached dwellings where the owner would like to relocate parking from the front of one of the semidetached to the rear of both semidetached.

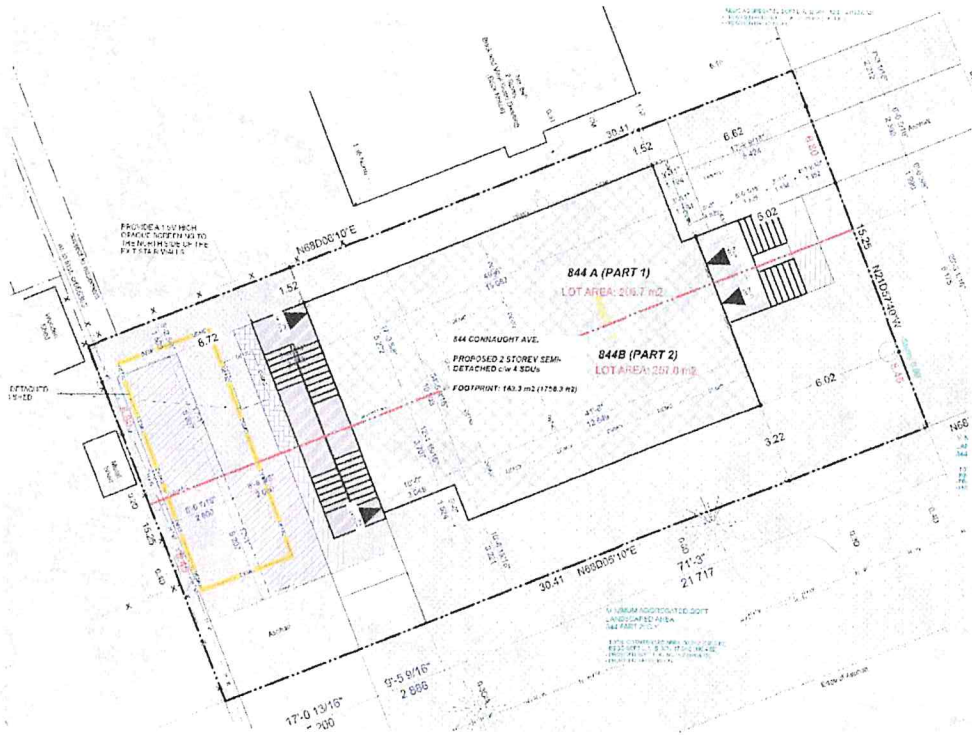
2.0 SITE OVERVIEW & COMMUNITY CONTEXT:

The property is currently occupied by two three-storey semidetached dwellings constructed in 2024. The property is in the City of Ottawa. It has a street frontage width of 15.25m (north/south) and a depth of 30.41m (east/west). It has a lot area of 613.2sqm. The zoning is R2G[1564].

It is located in the Schedule B2 Inner Urban Transect on corner of Connaught Ave and Sackville Street. The site is in a designated evolving neighbourhood.



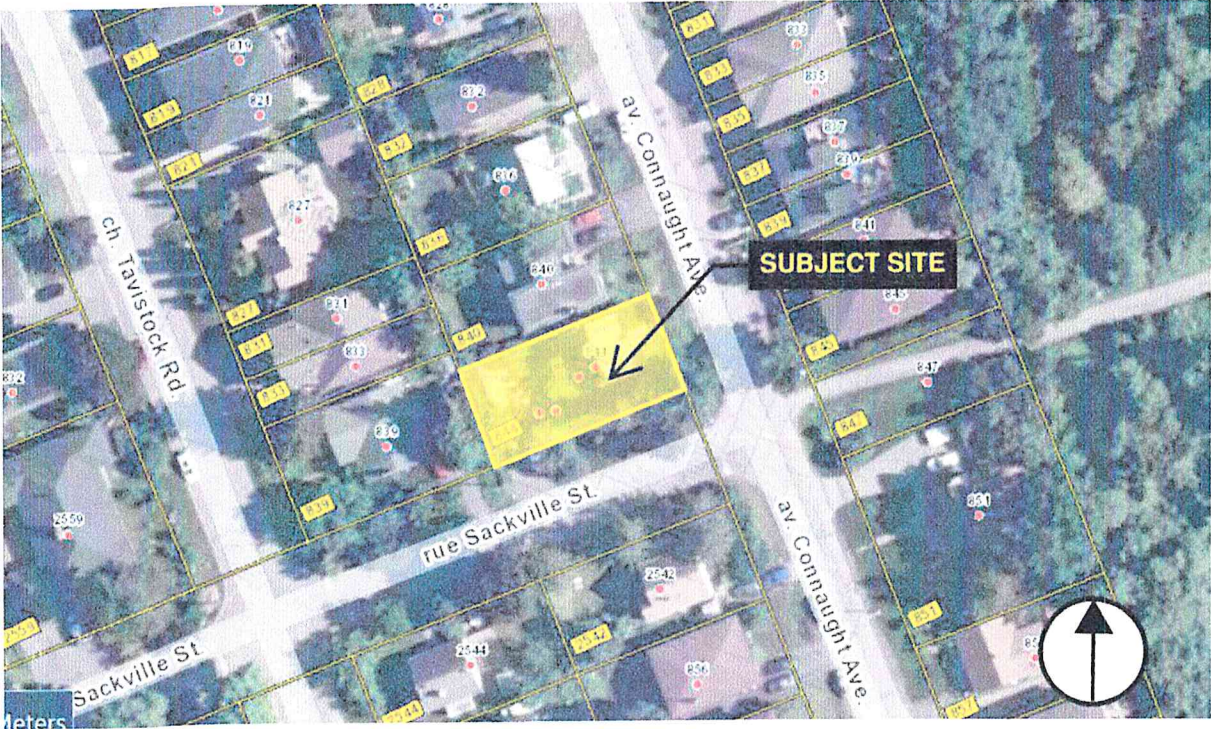
On Schedule C4 - Urban Road Network, both Connaught Ave and Sackville street are classified as a local roads



Subject Site

Surrounding Land Uses:

The property is surrounded by residential development characterized by a mix of ground-oriented dwelling types, including detached dwellings, semi-detached dwellings, townhouse dwellings, and low-rise apartments.



Transit Services:

The site is within 200m of Carling Avenue an important future transit corridor.

Community Services:

The site is located within easy walking distance to numerous schools, many restaurants, shops, parks along Carling Ave. and is in a quintessentially 15 min walking neighbourhood.

3.0 DEVELOPMENT PROPOSAL AND VARIANCES

There have been two previous approvals by the City of Ottawa Committee of Adjustment. On February 25th 2022 the Committee approved a severance and variances (deemed minor) for a semidetached 2 story dwelling. This application was appealed and the appeal was not contested (D08-02-21/A-00432 & D08-02-21/A-00433). Subsequently there was a second application on Feb 16th 2024 for variances only in lot area and lot width. (D08-02-23/A-00329 & D08-02-23/A-00330). The approved plans permitted two front yard parking spaces as per the requirements of urban exception 1564. The owner is currently subject to an order to remove pavement illegally installed to expand the parking on the site. While one's first reaction is simply order that the owner "comply with the approved drawings". Having visited the site, the owner has clearly not complied with either the approved design or with the approved designs intent. Both the bylaws requires for soft landscaping and private approach bylaws have been violated, not just marginally, but grossly. The owner's indiscretion may be an opportunity to improve the overall function of the site. The proposed site plan achieve what the owner intended which was to accommodate additional vehicles on site and comply with the spirit and intent of the zoning bylaw.

There are several practical reasons why this would be more appropriate:

- a) The front driveway on the southerly semidetached building is very close to the corner of the intersection between Connaught Avenue and Sackville Street. This creates a less desirable safety circumstance compared to the proposed location with vehicles backing out so close to an intersection. While this is a T vehicle intersection, bicycles and pedestrians also use both Connaught Ave and Sackville Road to access the multi use pathway to the east. For bicycles and pedestrians this is a 4 way intersection.
 - a. **Reduced Visibility:** Drivers exiting a driveway near an intersection may have limited sightlines due to stopped vehicles, traffic signals, or pedestrians. This makes it harder to judge gaps in traffic safely.
 - b. **Driver Confusion & Decision Errors:** Intersections already demand high attention. Adding a driveway nearby forces drivers to process multiple conflict points at once, increasing the chance of mistakes such as failing to yield or misjudging speed.
 - c. **Increased Collision Types:** Rear-end collisions: Vehicles slowing to turn into or out of the driveway can surprise following traffic; T-bone (side-impact) collisions: Cars pulling out of the driveway may be struck by vehicles crossing the intersection; Sideswipe collisions: Lane changes near the intersection to access the driveway can cause side impacts.

- b) There are conflicts is snow clearing in winter. There are no sidewalks at this location and therefore the combination of clearing the streets of snow and clearing the southerly driveway entrance create larger snowbanks at the corner obstructing drivers, pedestrians and bicyclists at the corner
- c) The proposed driveway layout will permit tandem parking of more cars on the site reducing the number of cars parking on the street. Currently 2 vehicles can be parked legally on the site. The proposed layout will permit the parking of 4 vehicles on the site.

The requested variance is as follows (R2G[1564].):

Parts	1 (semidetached dwelling)
all	to permit parking in the rear yard not in a garage

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.

- *Section 2 – Provincial Interests: Planning authorities must have regard to matters such as:*
- *The adequacy of transportation systems.*
- *The health, safety, convenience, and welfare of residents.*
- *The protection of public infrastructure, including roads and highways.*

The proposal increases safety at the intersection of Connaught Ave and Sackville street

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 Transet

The proposal supports the Official Plan by increasing safety on roads as summarized:

The City of Ottawa Official Plan (2021, approved 2022) integrates traffic safety into its transportation framework. Key points include:

- Vision Zero approach: The plan commits to eliminating fatalities and serious injuries on Ottawa’s roads.

- Complete Streets policy: Streets must be designed for safe use by pedestrians, cyclists, transit riders, and drivers.
- Public health and safety: Safety is a guiding principle in land-use and transportation planning, ensuring that growth and intensification do not compromise road safety.
- Road Safety Action Plan: Linked to the Official Plan, this program sets measurable targets for reducing collisions and improving safety for vulnerable users (pedestrians, cyclists, motorcyclists).

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

Purpose of the Zone

The property is currently R2G[1564].

Purpose of the Zone

The purpose of the R2- Residential Second Density Zone is to:

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- (1) restrict the building form to detached and two principal unit buildings 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 second 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 detached and two principle dwelling, residential character of a neighbourhood is maintained or enhanced;
- (5) and 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 relocation of the parking space 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.

All four statutory tests be met are:

1. The variance is minor in nature.
The parking is moved from the front of the building to the rear to but on a corner lot, while complying fully with the zoning bylaw soft landscaping requirements.
2. The variance is desirable for the appropriate development or use of the land, building, or structure.
The parking is moved from the front of the building to the rear on a corner lot, removing traffic conflicts with pedestrians, bicycles and cars at the intersection.
3. The variance must maintain the general intent and purpose of the zoning by-law.
The purpose and intent of maintaining greenspace and a safe environment is retained
4. The variance must maintain the general intent and purpose of the Official Plan
The proposal maintains the intent of the Official Plan to have a safe walking, Bicycling and Vehicle environment.

A handwritten signature in blue ink, appearing to be 'Chris Jalkotzy', with a long horizontal stroke extending to the right.