THE STIRLING GROUP

HP URBAN

Planning Rationale

847 Woodroffe Avenue
Ottawa, Ontario

April 19, 2020
Prepared For: 1332710 Ontario Inc.
Prepared By: Jack Stirling & Peter Hume
Submitted To: City of Ottawa

The Submission

This Planning Rationale has been prepared for 1332710 Ontario Inc., the owner of 847 Woodroffe, in support of a Minor Zoning Bylaw amendment application.

The legal description of the site is PT LT 4, PL 530, AS IN N366826; OTTAWA/ NEPEAN.

The intent of the application is to seek approval of two long semi-detached purpose-built rental dwellings each containing 2 units and 2 secondary dwelling units for a total of 4 units in each Building.

The site is currently zoned R2G under the City's Comprehensive Zoning Bylaw. The performance standards of the R2G zone require adjustment to allow the 2 buildings to be constructed.

The requested amendment to the zoning standards are:

R2G		
Performance Standard	Required	Proposed
Lot Width	15m	9.14m
Lot Area	450 m^2	339.8 m^2
Front Yard Setback**	6m	5.10m
Pole Width	3m	1.47m
Side Yard Setback	3m (1.2m min)	2.72m (1.2m min)

**The current dwelling has a front yard setback of 10ft or 3.048 metres. The proposed front yard setback would set the new dwellings a further 1.952 metres back from the existing situation.

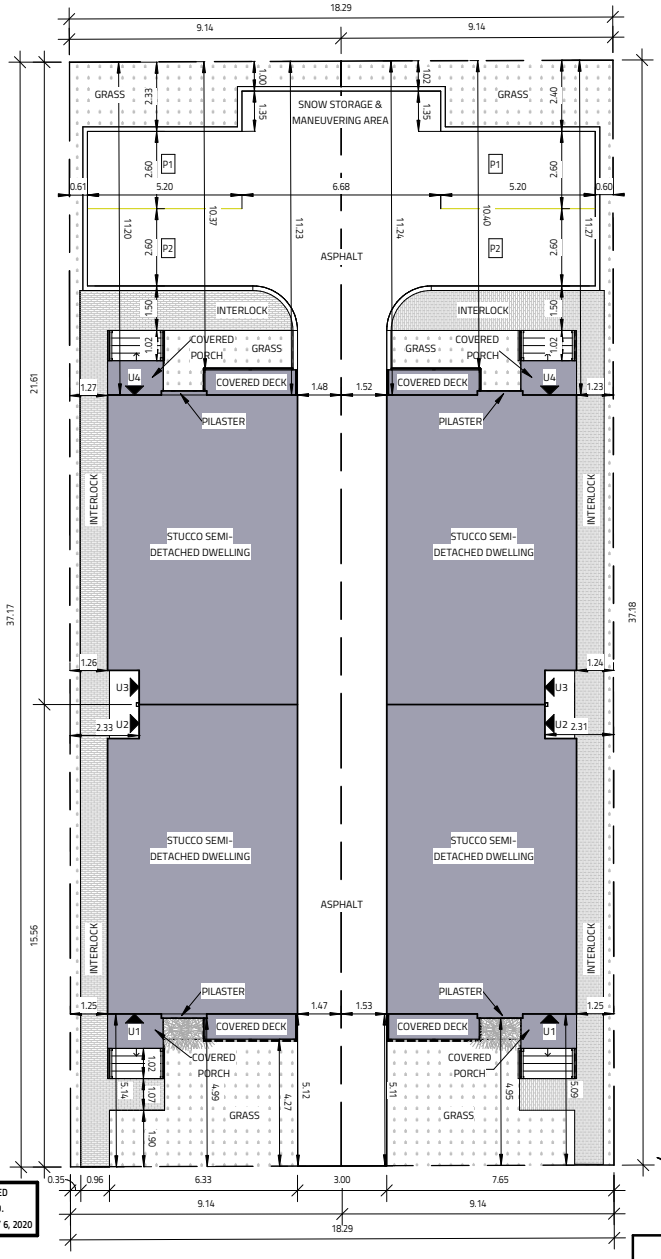
847 WOODROFFE AVE (LEFT UNIT)

BASEMENT: 618 SQ.FT./UNIT

GROUND FLOOR: 635 SQ.FT./UNIT

SECOND FLOOR: 725 SQ.FT./UNIT

TOTAL: 1360 SQ.FT./UNIT (NO BSMT. INCL.)



WOODROFFE AVE.

APRIL 1, 2020

ALL HOUSE RENDERINGS ARE ARTIST CONCEPTIONS. ALL FLOOR PLANS ARE APPROXIMATE DIMENSIONS. ACTUAL USEABLE FLOOR SPACE MAY VARY FROM THE STATED AREA. E & OE

Evolution DESIGN & DRAFTING

613-884-7068 /// 613-808-7185

In advance of this submission, pre-consultation meetings were held with Development Review staff in November 2019. City staff provided a Plan Identification List for the minor zoning application and the results are reflected in this document.

The Site Context

The subject site, 847 Woodroffe, is 7,297.92 ft² (0.168 ac) in area and is currently occupied by a single-family dwelling with excessive hard surface parking in the rear and a full 2 car garage. The home was built in the 1980s or earlier. There is a 7 metre private access driveway to rear 2 car garage.

Front view of 847 Woodroffe from the west side of the street

Woodroffe between Lenester and Carling Avenue is a 4-lane arterial roadway which carries a significant volume of traffic.

Rear yard parking and hard surface driveway

Traffic counts taken in January 2016 provide context to the streetscape and neighbourhood. Those volumes indicate that volumes heading south were 681 vehicles in the AM peak hour and 1098 in the PM peak hour. North bound vehicles are required to turn either east or west at Carling and the volumes were slightly lower at 680 in the AM peak hour and 648 in the PM peak period.

The housing mix is low rise ground oriented residential dwellings. In some cases, front yards have been converted to parking and a number of properties have been converted to into 4 units.

Revitalization and intensification of the housing stock is slowly occurring on Woodroffe but on balance there appears to have been little investment in many of these homes since their construction.

Adjacent Properties

840 Woodroffe directly across from 847- Note - 4 mailboxes and 2 driveways

844 Woodroffe across from 844 - note the 4 mailboxes and 2 driveways

815 Woodroffe - immediately south of 847

To the rear of the subject property is an area of single-family dwellings, well maintained, and well treed along DuBerry Street.

This is a stable residential area and should remain as such.

The subject site fronts on Woodroffe Avenue a four-lane arterial. Sidewalks exist on both sides of the street. There is transit service along Woodroffe Avenue and the transit service along Carling Avenue is a 175 metre walks from the site. The Carling transit Service allows easy connections to the Trillium Line O-Train and the Confederation Line.

The Proposal

The development proposes the demolition of the existing house on the property and the construction of two 4 unit, ground oriented long semi-detached dwellings. The site plan is illustrated early in this rationale.

Each building will be approximately 3,956 sq. ft. in area, with a height of 8m. A front yard setback of 5.10m has been established, which is in excess of the current 3.07m front yard setback of the existing dwelling.

A rear yard setback of 11.2m has been established which allows for parking and snow storage. Currently vehicles park in the paved area in the rear yard and the existing garage which is located along the rear and southerly property lines.

There will be a single 3 m access from Woodroffe to allow for off street parking. Each building will have a reciprocal easement which will allow use of the shared driveway. The proposed driveway will be significantly smaller than the existing – returning hard surface to soft landscaping.

The development will require a minor zoning bylaw amendment the details of which will be discussed later in this submission.

Mandatory pre-consultation was undertaken with City staff in November 2019. A study and Plan Identification List were provided December 2019. Staff provided feedback related to the appropriate approval mechanism for the development proposal.

Provincial Policy Statement 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on Provincial interest related to land use planning. The PPS advocates the intensification of build up areas to take advantage of existing infrastructure services and facilities. This project meets this first principle of the PPS and does meet the following policy interests.

Section 1.3 speaks to Settlement Areas. Land use patterns within Settlement Areas shall be based on a density and mixed of land uses that are efficient and provide opportunities for intensification.

The development proposed at 847 Woodroffe Avenue represents a residential type that will add land use diversity in this area. There are single and semi-detached dwellings in the area. This proposal will introduce long semi-detached units with secondary dwelling units to this portion of Woodroffe with a slight increase of density which currently exists but in more of a converted nature rather than purposely planned and introduced. There are 4-unit buildings of the same scale directly across the street but with a parking intensity that is not proposed to be replicated in the newly constructed dwellings.

The development is considered an intensification of the current uses, is utilizing existing services efficiently, and thereby is consistent with the policies of the PPS.

Official Plan Designation

The property is designated General Urban Area in the Official Plan. A full range of housing types is permitted in the designation to ensure the needs of all ages and circumstances are met.

Section 2.2.2 outlines the definition and the policies related to residential intensification. This proposal qualifies as intensification as defined in this section. The site is located almost 175 metes from Carling Avenue and just north of D. Roy Kennedy Public School. Woodroffe Avenue is designated as an Existing Arterial Road. The site is in an area of high traffic volumes and is well suited for intensification. The site is a classic "arterial" condition. The current single-family homes are not consistent with the high traffic volumes and 4 lane nature of the roadway.

Development to the north and south of the site is a homogenous area of primarily single-family and semi attached dwellings where the introduction of higher order residential uses (apartments or stacked townhouses) would not fit the definition of good planning. This development intends to introduce a long semi-detached dwelling format to allow for discreet intensification. An attribute of good infill is the recognition of the scale and visual lot pattern of the neighbourhood, where the car is not permitted to dominate the public realm. This proposed development has that attribute.

Section 2.5.1 and Section 4.11

In addition to conforming to the intensification policies, the project must conform to Sections 2.5.1 and 4.11 of the Official Plan.

Introducing new development into an existing land use pattern requires a sensitive approach and a respect for the area's existing character. The Official Plan speaks to mitigating any conflicts between the two to ensure compatibility while at the same time recognizing change, if properly done, can come to an area without undue adverse effect.

Section 2.5.1, Urban Design and Compatibility sets out design objectives to assist in development achieving compatibility of form and function. The proposed development supports many of the principles as follows:

• The intent of the development is to introduce a higher order residential use along a heavily travelled arterial road, hereby, over time, establishing an a denser and more compact form along Woodroffe.

• The site's proximity to Carling Avenue will allow for easy access to employment opportunities by utilizing all modes of transportation (transit, walking, cycling).

• The introduction of long semi-detached dwellings along the arterial roadway is gentle intensification which allows homes on busy arterial roadways to redevelop adding housing stock and bringing more housing choice to the community.

• The proposal's site plan provides a larger setback along Woodroffe, a smaller driveway footprint and allows more ability to introduce a softer streetscape on Woodroffe.

Section 4.11

The criteria in Section 4.11 allow for an objective evaluation of the compatibility of infill development. The following is an evaluation with respect to 847 Woodroffe Avenue.

Criteria	Conformity
Traffic	The proposed log semi detached dwellings have parking accessed by a single driveway. Turn around and snow storage is provided in the rear yard. The traffic generated by the long semi detached is considered negligible in terms of impact.
Vehicular Access	A single 3.6 metres access will be provided for both long semi-detached dwellings. Which allows for more landscaping and better streetscape.
Parking Requirements	A total of 4 parking spaces will be provided on site.
Outdoor Amenity Areas	Outdoor amenity areas have been set aside for each sei detached by means of a 23 square metre green area in the rear yard.
Loading Areas, Service areas and Outdoor Storage	Garbage areas are provided to the rear of each semi detached.
Lighting	The City standards for lighting will be met with no impacts anticipated for adjacent properties.
Noise and Air Quality	There are no anticipated impacts from noise and air quality from the proposed development.
Sunlight and Microclimate	There are no adverse impacts regarding these issues although opportunity will exist at the site plan stage to ensure this is the case.
Supporting Neighbourhood Services	The development is well serviced by neighbourhood services. Employment opportunities along Carling Avenue are close at hand within walking distance as are retail and service uses.
	D. Roy Kennedy Public School is within walking distance of the property.

Public Consultation

Included as part of the approvals process is an overview of the public consultation process to ensure the development process is transparent and informative for residents in the community, and the larger public.

An initial Pre-Application Consultation meeting took place in November 19th, 2019 with the following City staff in attendance:

- Cameron Hodges, Planner
- Mark Young, Program Manager

After the filing of the necessary development applications the following public consultation is planned:

- A meeting with the Ward Councillor to introduce the project.
- An email to the local community association outlining the project.
- Distribution of a notice to the surrounding properties outlining the project.
- The Public Meeting will occur at Planning Committee when the application is heard and interested parties can provide their input on the merits of the proposed development. The Planning Committee's recommendations then would be considered by City Council.

Conformance with Zoning Bylaw

A minor amendment to the Zoning Bylaw is required to accommodate the proposed development. The current R2G zone performance standards would not allow for the lot width, lot area, front yard setback and pole width.

The intention of the proponent is to amend the existing R2G zone via a minor rezoning application rather than apply to the Committee of Adjustment for a variance. Accordingly, the minor zoning amendment application would request the following performance standards:

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Based on a thorough review and understanding of the proposed development and the applicable policy, it is our opinion that the development represents good planning and is in the public interest for the following reasons:

• The proposed development will increase the density along an arterial road of an established community. Increasing the number of units more efficiently uses the subject property taking advantage of existing infrastructure.

• The proposal meets the intent of the PPS and the City's Official Plan with respect to intensification. The preliminary plan has been respectful of the site's relationship to its neighbours to the west, and on either side of it and the proposal represents good urban planning and development.

In our opinion, the proposed development achieves the objectives of good planning principles and is in the public interest.

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