

P. H Robinson Consulting
Urban Planning, Consulting and Project Management

City of Ottawa Committee of Adjustment
101 Centrepoin Drive, 4th Floor
Ottawa, On, K2G 5K7

September 5th, 2023

Attn: Mr Michel Bellemare
Secretary Treasurer

Re: 429 Ancaster Minor Variance and Severance applications
Estate of Lidia Pietrantonio
Part of Lot 5, Registered Plan 461, City of Ottawa

Committee of Adjustment
Received | Reçu le

2023-09-05

City of Ottawa | Ville d'Ottawa
Comité de dérogation

On behalf of our clients, we are submitting the enclosed Minor Variance and Severance applications to permit the construction of four pairs of long semi-detached dwellings on an irregularly-shaped lot. One pair of dwellings will contain one additional dwelling unit (ADU) per primary unit. All the dwellings will be accessed via a shared laneway accessed from the east side of Ancaster Ave. The severance applications will be to create three new lots for a total of four lots with easements for ingress, egress, and utilities. The Minor variance applications will be for parking, the proposed driveway, lot width/frontage, and rear yard setbacks and area.

429 Ancaster Avenue is located in an R2F zone slated for intensification and increased building height (Evolving Neighbourhood designation in the recently approved Official Plan) due to its proximity of 460 m and 1 km to two (2) new LRT stations, existing commercial services on Carling Avenue and at the nearby Carlingwood Shopping Centre.



Image showing the approximate location of the **subject property**.

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Image from GeoOttawa showing the **subject property** and the abutting R4D zone across the street from the Carlingwood Mall.

Parking is not required (Schedule 1A - Area X of the City of Ottawa Zoning By-Law 2008-250) for a development of 12 units or less. We are providing eight off-street parking spaces (one per unit). LRT construction and ongoing redevelopment are significantly impacting the Woodpark neighbourhood. It is understood there is no support for a rezoning application by residents of the community. Councillor Kavanagh has requested that these lands be developed for starter homes, not luxury dwellings.

The subject property area is 1,414.3 m² with over 950 m² of vacant land in the L-shaped rear yard. This project consists of one primary Severance application, three secondary Severance applications, and four Minor Variance applications.

This proposal requests severance of the existing property into four lots, each with frontage on Ancaster Ave. Access to the property's interior is to be provided by a 3 m wide heated driveway. The common site services are to be located beneath the shared driveway and will be governed by a Common Elements (JUMA - Joint Use and Maintenance Agreement) agreement.

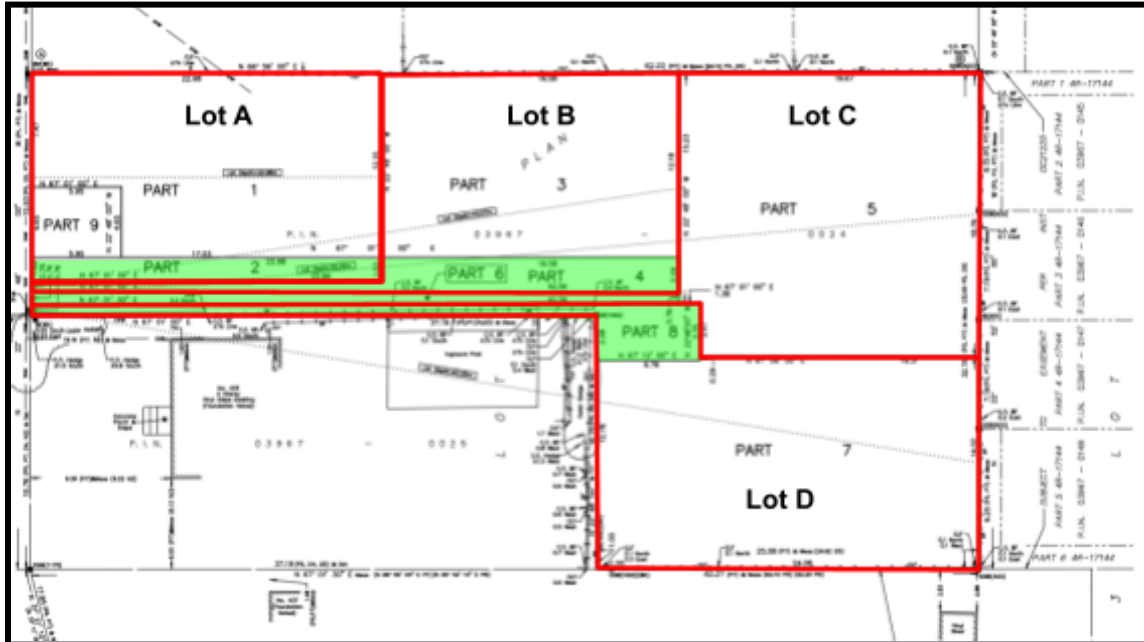


Image showing the **parcel division** from one lot to 4 with the proposed **shared driveway**. Refer to Tables 1-4 in the letter by Soloway Wright for the full proposed parcel, part, and easement summary. (Please refer to this image when reviewing the submission material being filed with this application)

The development is not classified as a Planned Unit Development because that is defined as **“two or more residential use buildings on the same lot”**. This project creates an ownership model where each pair of semis is located on a separate lot and owned by a separate owner. We are proposing to sever the lots so each building is situated on a unique lot and as a result there will only be one residential use building per lot. The Planned Unit Development classification is not suitable for this development to comply with the Streetscape Character Analysis requirements.

The majority of the houses existed prior to 1958. The proposal provides gentle intensification which relates to the surrounding dwellings in terms of materials, scale, massing, and building height. The proposed compact units will provide housing for expanding and contracting families as well as singles with close proximity to daily amenities in an existing mature neighbourhood.

A Streetscape Character Analysis was completed prior to this application and concluded that a single driveway is permitted. Each unit will have 1 parking space. A key feature of the proposal is planned car-sharing. Turf block paving spaces will minimise street parking and provide additional landscaping. As per Table 131, (1) of the Zoning By-Law, the minimum width of a private way is 6 m to allow for a wide internal driveway that leads to many units. In the case of this proposal, the maximum width permitted as per the SCA is 3 m which is sufficient for the number of units.

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Key features of the proposal include:

- Flexible housing for expanding and contracting families
- Design to promote social interaction and minimise tenant isolation
- Individual buildings to maximise solar access and air circulation
- Respects the existing context while providing identity within the community
- Minimal impact on existing vegetation
- Heated driveway with drainage to address snow removal
- Car sharing to minimise traffic and promote walkable neighbourhood
- Landscaped parking to replenish groundwater
- Landscaped open space for interaction and new trees and vegetation
- Sprinkler fire protection for safety
- Energy efficient design & construction (Net Zero Ready)

Severance

Section 50 (3) states ‘No person shall convey land by way of a deed or transfer, or grant, assign or exercise a power of appointment with respect to land, or mortgage or charge land, or enter into an agreement of sale and purchase of land or enter into any agreement that has the effect of granting the use of or right in land directly or by entitlement to renewal for a period of twenty-one years or more unless;

(f) a consent is given to convey, mortgage or charge the land, or grant, assign or exercise a power of appointment in respect of the land or enter into an agreement in respect of the land’

Section 53 (1) of the Planning Act indicates that ‘ an owner, chargee or purchaser of land, or such owner’s, chargee’s or purchaser’s agent duly authorised in writing, may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this section, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality. 2021, c. 25, Sched. 24, s. 4 (1).

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Section 51 (24) of the Planning Act states that in considering the draft of a subdivision, the following factors will be considered:

Criteria	Rationale
<p>(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2; i.e the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f), the orderly development of safe and healthy communities (h), the appropriate location of growth and development (p), the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians</p>	<p>The resulting lots will have adequate provisions for servicing and the draft 4R plan includes provisions for servicing and access easements. A shared servicing agreement will be produced in the form of a Joint Use and Maintenance Agreement which will be one of the severance conditions. Some of the key goals of this proposal are to maintain the health and safety of the community while intensifying the neighbourhood. The site is an appropriate location for growth and development due to its proximity to daily amenities, public transport, and Mainstreet Corridors (Woodroffe Ave and Carling Ave.). The proposal only includes provisions for one parking space per primary unit which is below the average parking available per unit in this neighbourhood. However, it is assumed that the residents will make use of the walkable amenities, the public transit services, and car-sharing opportunities.</p>
<p>(b) whether the proposed subdivision is premature or in the public interest;</p>	<p>A subdivision is not premature as the lot already has sufficient frontage for road access as well access to hard and soft services.</p>
<p>(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;</p>	<p>This property is in the Inner Urban transect within an Evolving Neighbourhood overlay. This designation and transect advocate for low-rise infill development in the form of ground-oriented missing middle housing and that is exactly what is proposed.</p> <p>Section 11.5 directs the Committee of Adjustment process and policy 4 states that applications for consent with lotting patterns and dimensions that result in intensification in support of ground-oriented medium-density residential</p>

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	development shall be considered. This proposal develops at a density appropriate for the neighbourhood context. It is ground-oriented and the lotting pattern results in intensification of the subject site.
(d) the suitability of the land for the purposes for which it is to be subdivided;	The resulting development will be compatible with the existing streetscape being one to two storey residential dwellings with single lane driveways and parking availability. There are immediate examples of semi-detached dwellings at 402 Ancaster, 428 Ancaster, 446 Ancaster, and 457 Ancaster.
(i) the adequacy of utilities and municipal services;	The existing dwelling is connected to existing municipal services and it has been determined by the civil engineer that adequate services will be available for the proposed units.
(j) the adequacy of school sites;	Existing school sites in the area include: Woodroffe Public Elementary School (250 m), Rainbow Montessori School (500 m), Our Lady Fatima Elementary School (630 m), D. Roy Kennedy Public School (825 m), Maryvale Academy (1 km).

In conclusion, there is no need to construct municipal-level roadways or servicing extensions for the purposes of this development. There is no requirement to set aside a portion of the lands for protected lands such as lands in a wetland or a floodplain. A Plan of Subdivision of these lands is not required and Consent applications are better suited to develop these lands in an efficient manner that allows for the intended ownership model.

Minor Variance

Table 1. Variance list and applicable lots

Variance	Lot 1	Lot 2	Lot 3	Lot 4
Reduced parking space size	X	X	X	
Driveway over a natural easement shared by more than two abutting lots	X	X	X	X
Reduced lot width		X	X	X
Reduced lot frontage		X	X	X
Reduced rear yard setback		X	X	X
Front yard parking			X	X
Reduced rear yard area				X

The proposal requires the following variances for each lot:

Lot 1

- a) Parking. To permit reduced parking spaces of 2.4 m to 4.6 m, whereas the Zoning By-Law requires that any motor vehicle parking space be at least 2.6 m x 5.2 m (Section 160, (1), Zoning By-Law, 2008-250, as amended).
- b) Driveway. To permit a driveway over a mutual easement leading to one or more parking spaces to be shared by four abutting lots, whereas the Zoning By-Law states that a driveway over a mutual easement leading to one or more permitted parking spaces may be shared by two dwellings on abutting lots (Section 139, (2) (b), Zoning By-Law, 2008-250, as amended).

Lot 2

- c) Parking. To permit reduced parking spaces of 2.4 m to 4.6 m, whereas the Zoning By-Law requires that any motor vehicle parking space be at least 2.6 m x 5.2 m (Section 160, (1), Zoning By-Law, 2008-250, as amended).
- d) Driveway. To permit a driveway over a mutual easement leading to one or more parking spaces to be shared by four abutting lots, whereas the Zoning By-Law states that a driveway over a mutual easement leading to one or more permitted parking spaces may be shared by two dwellings on abutting lots (Section 139, (2) (b), Zoning By-Law, 2008-250, as amended).
- e) Lot width. To permit a reduced lot width of 0.76 m, whereas the Zoning By-Law requires a minimum lot width of 10 m (Table 158A, IV, Zoning By-Law, 2008-250, as amended).

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- f) Lot frontage. To permit a reduced lot frontage on a public street of 0.76m, whereas the Zoning By-Law requires that development abuts an improved public street for a distance of at least 3 m (Section 59, (1), Zoning By-Law, 2008-250, as amended).
- g) Rear yard setback. To permit a reduced rear yard setback of 13.9% of the lot depth, whereas the Zoning By-Law requires a minimum rear yard setback of 30% of the lot depth (Table 144B, Zoning By-Law, 2008-250, as amended).

Lot 3

- h) Parking. To permit reduced parking spaces of 2.4 m to 4.6 m, whereas the Zoning By-Law requires that any motor vehicle parking space be at least 2.6 m x 5.2 m (Section 160, (1), Zoning By-Law, 2008-250, as amended).
- i) Driveway. To permit a driveway over a mutual easement leading to one or more parking spaces to be shared by four abutting lots, whereas the Zoning By-Law states that a driveway over a mutual easement leading to one or more permitted parking spaces may be shared by two dwellings on abutting lots (Section 139, (2) (b), Zoning By-Law, 2008-250, as amended).
- j) Lot width. To permit a reduced lot width of 0.76 m, whereas the Zoning By-Law requires a minimum lot width of 10 m (Table 158A, IV, Zoning By-Law, 2008-250, as amended).
- k) Lot frontage. To permit a reduced lot frontage on a public street of 0.76m, whereas the Zoning By-Law requires that development abuts an improved public street for a distance of at least 3 m (Section 59, (1), Zoning By-Law, 2008-250, as amended).
- l) Rear yard setback. To permit a reduced rear yard setback of 9.6% of the lot depth, whereas the Zoning By-Law requires a minimum rear yard setback of 30% of the lot depth (Table 144B, Zoning By-Law, 2008-250, as amended).
- m) Front yard parking. To permit parking in the required and provided front yard, whereas the Zoning By-Law states that no parking is permitted in a required front yard in the R1, R2, R3, R4, R5, V1, V2, and V3 zones (Section 109, (3) (a) (i), Zoning By-Law, 2008-250, as amended).

Lot 4

- n) Driveway. To permit a driveway over a mutual easement leading to one or more parking spaces to be shared by four abutting lots, whereas the Zoning By-Law states that a driveway over a mutual easement leading to one or more permitted parking spaces may be shared by two dwellings on abutting lots (Section 139, (2) (b), Zoning By-Law, 2008-250, as amended).
- o) Lot width. To permit a reduced lot width of 0.76 m, whereas the Zoning By-Law requires a minimum lot width of 10 m (Table 158A, IV, Zoning By-Law, 2008-250, as amended).
- p) Lot frontage. To permit a reduced lot frontage on a public street of 0.76m, whereas the Zoning By-Law requires that development abuts an improved public street for a distance of at least 3 m (Section 59, (1), Zoning By-Law, 2008-250, as amended).

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- q) Rear yard setback. To permit a reduced rear yard setback of 9.5% of the lot depth, whereas the Zoning By-Law requires a minimum rear yard setback of 30% of the lot depth (Table 144B, Zoning By-Law, 2008-250, as amended).
- r) Front yard parking. To permit parking in the required and provided front yard, whereas the Zoning By-Law states that no parking is permitted in a required front yard in the R1, R2, R3, R4, R5, V1, V2, and V3 zones (Section 109, (3) (a) (i), Zoning By-Law, 2008-250, as amended).
- s) Rear yard area. To permit a reduced rear yard area of 21.2% of the lot area, whereas the Zoning By-Law requires a minimum rear yard area of 25% of the lot area (Section 144, (3) (a), Zoning By-Law, 2008-250, as amended).

The Minor Variances requested address issues arising from the irregular shaped property and the required investor ownership model. The shared driveway, the provision of onsite parking, and rear yard setbacks due to unusual lot depths comprise most of the variances. Minor variances are not required for lot area, side yard setbacks, front yard setback, building height or soft landscaped area. The majority of Zoning By-law requirements have been complied with.

When viewed in the context of all By-Law requirements, it is believed the variances requested are minor. The By-Law does not adequately address issues of lot depth and lot width for lots other than rectangular or square properties. The proposed lots are irregularly shaped and only have a small portion that extends from the street to the remainder of the property to comply with the By-Law requirement for street frontage. Lot depth is measured from the midpoint of the front lot line to the midpoint of the rear lot line and it forms the basis on how the required rear yard setback is calculated. The defined lot depth of Lots 2 and 3 overlap Lots 1 and 2 respectively, and the Lot 4 lot depth technically extends across an adjacent property. The zoning compliant rear yard setback on Lot 1 has been replicated on Lots 2, 3, and 4 as it forms a reasonable rear yard setback that is not out of character for the proposed lots and building footprints. However, the proposed rear yard setbacks are not zoning compliant on Lots 2, 3, and 4.

Additionally, the rear yard area for Lot 4 could be compliant with the Zoning By-Law requirement, however the designer has chosen to request a variance for rear yard area in order to protect the existing Black Walnut tree in the front yard of the proposed lot. This tree will be preserved as the designer / client has intended and as supported by the City Forester. The client and the City Forester have met on site to discuss the preservation of key trees and modifications have been made on the location and size of units in order to preserve some trees and to ensure that the CRZ (Critical Root Zone) for trees on adjacent land are preserved.

Section 45 (1) of the Planning act states: 'The Committee of Adjustment, upon the application of the owner of any land, building or structure affected by any by-law that is passed under section 34 or 38, or a predecessor of such sections, or any person

authorised in writing by the owner, may, despite any other Act, authorise such minor variance from the provisions of the by-law, in respect of the land, building or structure or the use thereof, as in its opinion is desirable for the appropriate development or use of the land, building or structure, if in the opinion of the committee the general intent and purpose of the by-law and of the official plan, if any, are maintained.'

Therefore, the four tests of a Minor Variance application from Section 45 (1) of the Planning Act are:

- 1 - the variances are minor in nature,
- 2 - the variances are desirable for the appropriate development / use of the land,
- 3 - the variances are to maintain the general intent and purpose of the Official Plan, and
- 4 - the variances are to maintain the general intent and purpose of the Zoning By-law.

1. The variances are minor in nature

The variances regarding parking space size are considered minor because they represent a reduction of 0.2 m in width and 0.6 m in length. These spaces are the same size as the Zoning By-Law permitted sizes for compact cars in parking lots/parking garages. The spaces for Lot 1 are extra long to provide space to back up. The spaces for Lots 2, 3, and 4 back onto a larger driveway area for the same reason. Therefore, the spaces will be able to accommodate the appropriate turning space for the vehicles. Reduced parking space sizes promote smaller, more energy efficient vehicles and the provided parking reduces the likelihood of on street parking. Discussions with area residents resulted in one parking space per unit being provided to reduce the potential for on street parking .

The variances regarding the driveway are the same for each lot. The purpose of this clause is to minimise traffic build-up during infrequent use of the driveway. The assumption is that when more than two abutting lots are using this driveway, there will be too many cars trying to use the driveway at the same time. This proposal will include provisions for a total of 8 vehicles. The Zoning By-Law indicates that for parking lots serving a low-rise apartment that have less than 20 parking spaces, the maximum permitted driveway width is 3.6 m. This tells us that the Zoning By-Law assumes that in parking lots of less than 20 cars for residential uses, two cars will seldom be coming in and out of the parking area at the same time.

The variance regarding lot width is applicable to Lots 2, 3, and 4. The Zoning By-Law definition of lot width does not accurately represent the irregularly shaped lots proposed in this application. The lots may have 0.76 m of lot width at the front of the lots, however they expand once you reach the dwelling units. For the portions of these lots immediately in front of the proposed unit locations, Lot 2 is 14.47 m wide, Lot 3 is 18.7 m wide, and Lot 4 is 17.52 m wide. Without the strict definition of lot width in the Zoning By-Law, all of these lots have a greater lot width compared to Lot 1 which is zoning compliant on lot width. Variances are not required for side yard setbacks.

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The variance regarding lot frontage is also applicable to Lots 2, 3, and 4. The Zoning By-Law contains a section that is related to lot width but technically states a requirement for lot frontage along a public street of 3 m. Since this requirement is located in a different By-Law section and features a different requirement (3 m versus 10 m) it requires a separate variance. However, the rationale for this variance is similar to lot width. The lots have adequate frontage to propose long semi-detached dwellings. The shared driveway, 0.76 m lot width, and service easement on Part 9 provide sufficient space for circulation and servicing for the proposed units.

We require a rear yard setback variance for Lots 2, 3, and 4. The rear yard setback variances are required as a result of the skewed lot depth calculation. Since the rear yard setback is calculated using lot depth, each lot's required rear yard setback is larger than lots of comparable sizes. For example, Lot 1 features the same building footprint and a similar width as Lots 2, 3, and 4, but its provided rear yard setback of 6 m is zoning compliant. Whereas, Lot 2 requires a rear yard setback of 12.92 m (30% of 43.07m), Lot 3 requires 18.75 m (30% of 62.5m), and Lot 4 requires 18.92 m (30% of 63.05m). We consider these setbacks to be excessive considering the overall lot sizes. This variance is a key example of how the Zoning By-Law does not allow for flexibility when it comes to lots of non-standard shapes. It is important to note that Lots 2 and 3 are compliant on rear yard area which is a function of lot area and not lot depth. It is also important to note that the rear yard setback and rear yard areas of Lots 2, 3, and 4 are consistent with those of Lot 1.

The requirement for rear yard setback is calculated as a percentage of the lot depth if the lot depth is between 0 - 24 m, and it is calculated differently when the lot depth is larger than 24 m. The provided lot depths would be compliant with the rear yard setback requirements if the lot depth was measured from the main portion of the lot rather than from the Ancaster Ave. front yard setback. If this was the case, the only required variance would be for Lot 4 from 6 m to 6.08 m.

The rear yard area variance only applies to Lot 4 which proposes a rear yard area of 21.2% of the lot area whereas the Zoning requires a rear yard area to be at least 25% of the lot area. The provided area is 85.59 m² and the required area is 100.93 m². This represents a reduction of 15.34 m² or 15% of the required amount. It would be possible to create a zoning compliant rear yard area by relocating the building west towards the front lot line. However, moving the building forward would impact the root zone of the mature Black Walnut tree that is 670mm DBH. Through discussions with the City forester, the client has decided to protect the tree, set the building back, and request a variance for the rear yard area. It should be noted that this lot is compliant on lot area and front yard soft landscaped area.

The variance pertaining to front yard parking is only applicable for Lots 3 and 4. The parking for Lots 1 and 2 are located in their respective rear yards, however locating the parking for Lots 3 and 4 in their rear yards would involve extending the driveway further than what is currently proposed and removing areas of soft landscaping. The parking as proposed offers a logical solution to providing parking for each unit and it is only through the strictest interpretation of a 'front yard' that these parking spaces are considered to be 'front yard' parking. Additionally, the spaces are screened from public view due to their position further back in the lot, unlike other front yard parking situations where the parking is directly visible from the street.

In conclusion, we believe the variances requested are minor. If the lots were in alignment on Ancaster Ave. each with a standard driveway, we would not require any variances. All the variances are triggered by the Zoning By-Law inability to address irregularly shaped properties.

2. The variances are desirable for the appropriate development or use of the land

The key guidelines in the Urban Design Guidelines for Low-Rise In-fill Housing and our **responses** are as follows:

1.1 Contribute to an inviting, safe, and accessible streetscape by emphasising the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level. **All principal entrances are located at the ground level and are consistent with the height of the ground level of adjacent properties. The proposal also features a porch/deck on the street facade.**

1.2 When new built form typologies are introduced to the streetscape, a sensitive design approach that is informed by the existing streetscape character allows for good integration. **The typical building form in this neighbourhood is a detached bungalow, however there are some notable exceptions such as semi-detached dwellings at 446 Ancaster, and 428 Ancaster, as well as townhouses at 306 Woodroffe Ave. The proposal has a similar profile to the surrounding neighbourhood being two storeys, and it is a development type that appropriately blends with detached dwellings.**

2.1 Landscape the front yard and right-of-way to emphasise aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees. **The proposal includes a Site Plan and landscape plan that shows 9 proposed trees; one in the front yard of Lot 1, one in the front yard and rear yard of Lot 2, and three in each rear yard of Lots 3 and 4. The front yard of Lot 1 will also include lawn grass and shrub plantings. The removal and replacement of the tree in the front yard of Lot 1 is due to the City's requirements to remove the front yard slope. The shared driveway reduces the amount of asphalt in the front yard. There are no existing City trees.**

2.3 Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties and on the infill site. **There is a Black Walnut tree located in the front yard of Lot 4 that is to be retained. This was only made possible by relocating the building closer to the rear lot line and away from the tree.**

3.1.3 In determining infill lot sizes, recognize the provisions of the Zoning By-law, the Official Plan's Transect-, Overlay-, and Neighbourhood policies, and local lot sizes, including lot width, the existing relationship between lot size, yard setbacks and the scale of homes. **The proposed lots are in compliance with the Zoning By-Law's minimum lot area requirements. Additionally, the lot widths of the overall lots would be compliant with the Zoning By-Law's requirements if it took the entirety of each proposed lot into consideration, and not only the required front yard setback.**

3.1.7 Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have façades rich in detail, extensive landscaping, and recessed garages if applicable. **The buildings have been proposed to maximise the interactions between occupants by creating inviting spaces between the structures and detailing the facades with projections, recesses, architectural details, and interesting forms. Four of the units have been designed so their entryways face other entryways.**

3.1.8 Determine appropriate side and rear separation distances between existing homes and new infill homes/housing blocks to ensure appropriate space for landscaped area and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy. **As permitted on Lot 1, all lots have the same rear yard setback of 6 m. It was determined through Zoning By-Law requirements and proposal details that a 6 m setback for the rear yard was adequate to provide sufficient landscaping and privacy. The proposed site layout and orientation was purposeful to maximise sunlight penetration, cross breezes, and social interaction.**

3.2.1 Design infill in a manner that contributes to the quality of the streetscape considers the impacts of scale and mass on the adjacent surrounding homes. **The two storey design is respectful to the surrounding homes which are small scale bungalows and two-storey homes. The two-storey semi-detached dwelling will have a street presence that will match the fabric of the neighbourhood.**

3.3.2 Design infill to be rich in detail and to enhance public streets and spaces, while also responding to the established patterns of the street and neighbourhood. To appropriately transition into an established neighbourhood, consider elements from the neighbourhood. **The proposed infill includes architectural details to compliment the existing neighbourhood context. The 3 m wide driveway, building height, massing, and finish materials are all consistent with the surrounding context.**

4.1 Where such features are permitted by the Zoning Bylaw, limit the area occupied by driveways and parking spaces to allow for greater amounts of aggregated soft landscaping in the front and rear yards. Reduce the width and length of driveways and parking spots and use permeable pavers to minimise the visual and environmental impacts of hard surface areas. **The parking areas and driveways have been reduced to their functional minimums to allow for landscaping with minimal building footprints. The parking spaces will use permeable pavers to increase the drainage potential of the property and the driveway will be installed with a heating system so that the driveable area does not shrink over the winter months when snow typically lines the side of the driveway.**

4.10 In order to increase the amount of surface water infiltration, in particular on narrow lots where paved areas occupy a large percentage of the yard, use permeable paving for hard surface areas (e.g., parking spots, walkways and driveways). Turfblock, cobblestone, honeycomb block, and wheel strips, that are hard, stable and dust resistant, can all be used as alternatives to conventional paving and asphalt. **This lot has a narrow portion that is approximately 16 m wide, but then it widens out to about 33 m along the rear lot line. Nevertheless, the proposal includes provisions for increased water infiltration using permeable pavers for the parking spaces, a single lane driveway, and every effort was made to maximise the amount of soft landscaping ground cover.**

In summary, the proposal features flexible housing options and is designed to promote social interaction, give access to greenspace, and respect the existing context of the area. The 2020 Provincial Policy Statement discusses the need for a variety of housing types. The PPS now indicates that residential intensification includes multiplexes, additional residential units, tiny homes, and multi-residential buildings. Therefore the variances will allow for this proposal which is an appropriate development for the land in question.

3. The variances maintain the intent of the Official Plan

The subject site is located in the Evolving Neighbourhood Overlay in the Inner Urban transect. It is located 250 m from Carling Ave (east / west) and approximately 200 m from Woodroffe Ave (north / south), both streets being Mainstreet Corridors. It is also approximately 200 m from a Hub containing the Carlingwood Shopping Center and Fairlawn Plaza. Additionally, the LRT Trillium Line stage 2 will be expanding westward along Richmond Rd and will feature a station approximately 650 m network distance (460 m radius distance) from the subject property.

Section 2.2.4 Healthy and Inclusive Communities

Policy 1 is to Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities. 15-minute neighbourhoods allow people to walk to meet their daily or weekly needs by bringing destinations closer together. Where the conditions for, and components of, 15-minute

neighbourhoods exist, the intent of this Plan is to maintain and strengthen them. These low-rise infill housing options support the City of Ottawa's goals for 15-minute neighbourhoods as daily amenities can be accessed within a 400 m walking distance and what cannot be reached by walking can be reached by public transit. The site is easily accessible from two Mainstreet Corridors that travel north / south and east / west to reach any part of the City. The proposal contains a mix of housing options between principal dwelling units across all lots, and additional dwelling units on Lot 1. This supports varying occupancies and family types, allowing families to expand and contract their households.

Section 5.2 Inner Urban Transect

This section details the general policies for the Inner Urban transect which are centred around creating vibrant mixed-use areas following the 15-minute neighbourhood model. Pedestrian and transit use are prioritised, but vehicular access is not prohibited. Due to the orientation of the parking and driveway on the subject property, the proposed parking is screened from the street and the driveway is a single lane that minimises the effect it has on public space. The paved area does not remove required landscaping from the overall property and is permitted by the accompanying Streetscape Character Analysis confirmation letter.

Section 6.3 Neighbourhoods

This section of the Official Plan indicates that 'Neighbourhoods' are planned for "ongoing, gradual, integrated, sustainable and context sensitive development". In areas subject to an 'Evolving Overlay', the gradual, well-planned transformation of these areas is supported and Section 5.6.1.1(1b) allows for "new building forms and typologies, such as missing middle housing", which may differ from the existing building stock of the immediate context. The proposal represents gentle intensification as it represents a unit increase of one to 10, but it is done in a way that respects the general height and massing of the neighbourhood. It keeps to a semi-detached typology and maintains a height of two storeys. This proposal is also a prime example of missing middle housing which refers to low-rise, multiple unit residential developments between three and 16 units for the lower-density ground-oriented building types.

Based on the goals of intensification, the 15-minute neighbourhood, and diversity in housing types detailed in the Official Plan, we believe the proposal conforms to its general intent.

4. The variances maintain the intent of the Zoning By-Law

The proposed parking space sizes are that of section 106, (3) which details that parking lots and parking garages can provide spaces that are 2.4 m x 4.6 m. This indicates that a space that is 2.4 m x 4.6 m is still functional and permissible by the Zoning By-Law. Also, the requirement to avoid front yard parking is intended to avoid showcasing

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parking along the street frontage. The location of parking for this proposal is screened by the dwellings and is not showcased as a dominant characteristic. The variance is required due to the technical definition of 'front yard parking' and not what it represents. This proposal also seeks to address neighbour's concerns about on street parking by including parking for each unit on each lot. This variance applies to Lots 1, 2, and 3.

The variances regarding the driveway are required because the proposed driveway leads to more than two abutting lots. This clause is meant to restrict large multi-unit developments from sharing a single entrance/exit which would lead to traffic congestion. In the case of this proposal, we are only proposing that 8 vehicles share the driveway and the maximum size of said driveway as per the SCA requirement is 3 m. Additionally, the Zoning By-Law details that it is only when a parking lot contains 20 spaces or more that it is permitted to have a double lane driveway. This variance applies to all lots.

The intent of the lot width Zoning By-Law requirement is to ensure that the property has enough frontage and lot space to propose adequate circulation, servicing, and building footprint for a reasonable home. The definition of lot width does not lend itself well to irregular lots as it does not account for the width of the lot after the front yard setback. The required side yard setbacks are provided. This variance applies to Lots 2, 3, and 4.

The intent of the lot frontage provision is similar to the lot width requirement, which is to ensure the lots have sufficient space for circulation and servicing. As we have indicated and as shown on the Site Plan, we have adequate space for circulation via the shared driveway Parts along with the servicing easement on Part 9, providing the space needed to include adequate servicing for the lots.

Another term used in the Zoning By-Law that does not lend itself well to irregular lots is lot depth. By consequence, the rear yard setback requirement, which is a function of the lot depth, is also inflated. The purpose of the rear yard setback is to provide landscaping and privacy for the units which is accomplished in this proposal by a 6 m setback. This is seen on Lot 1 which is compliant since it is the only regularly shaped lot on the subject property. However, the other irregular lots feature the same rear yard setback but require variances. This variance applies to Lots 2, 3, and 4.

Lastly, the purpose of the rear yard area is to provide sufficient landscaping and amenity space for the residents, and it is a function of the lot area. This variance only applies to Lot 4 and it is only triggered by the need to provide a buffer zone for the existing Black Walnut in the front yard. If the dwelling was moved to accommodate a compliant rear yard area, the tree would likely suffer damage. This variance applies to Lot 4.

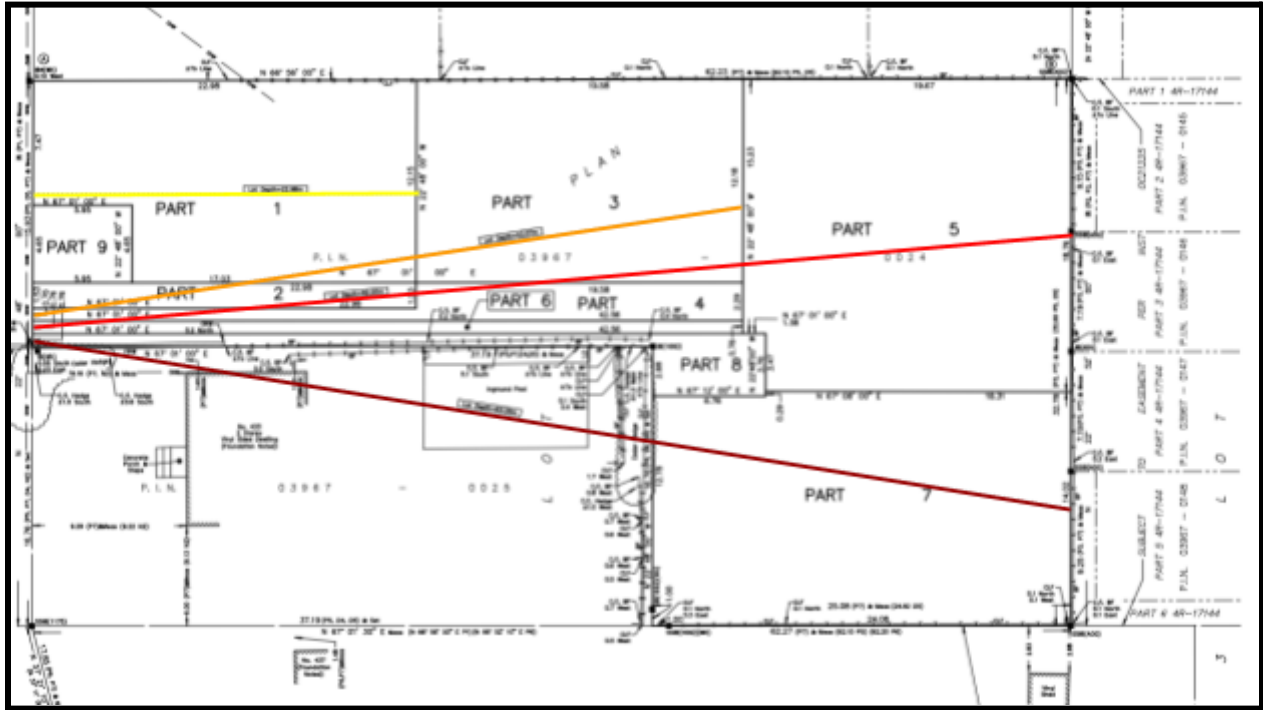


Image demonstrating the lot depth measurements for the proposed lots. Note: lot depth is being measured from the midpoint of the front lot line to the midpoint of the rear lot line on each individual lot.

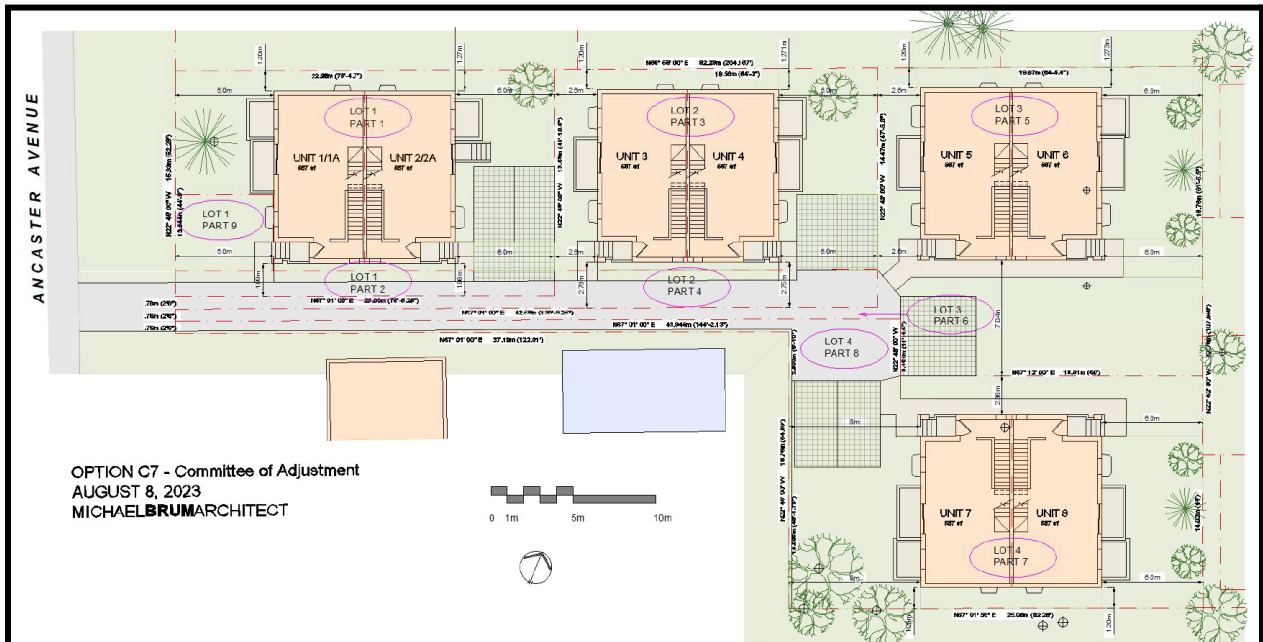


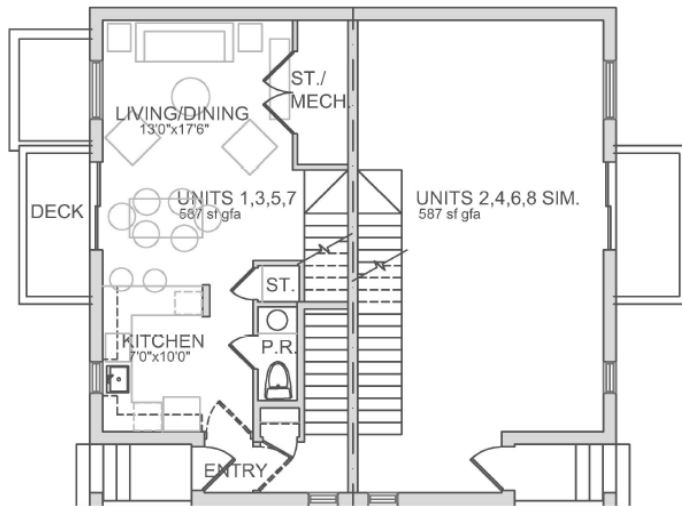
Image of the proposed Site Plan with Ancaster Ave. on the left.

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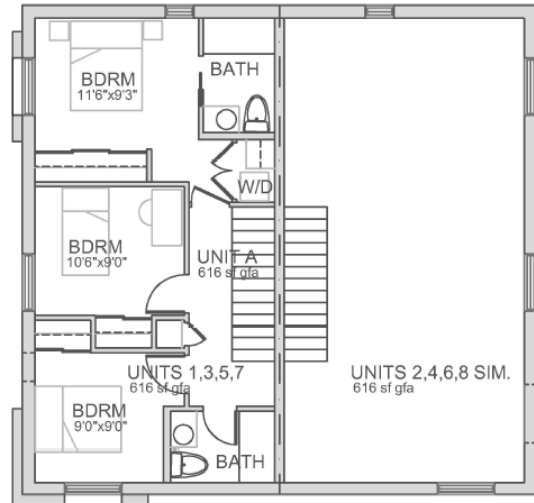


Image showing the varying elevations with three types of architectural detailing.

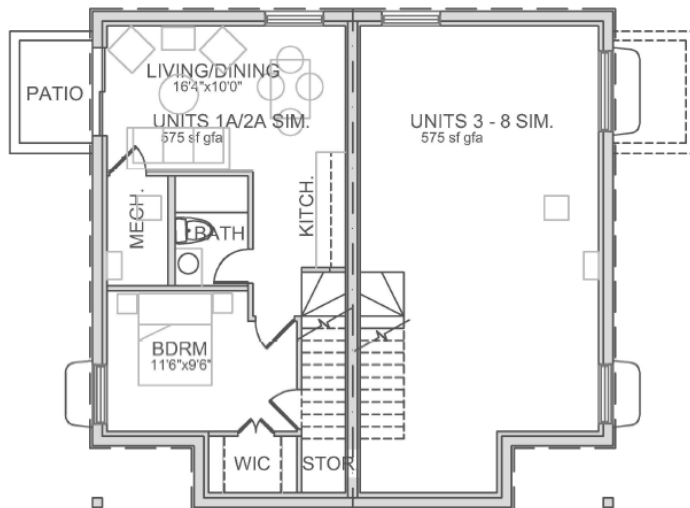
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MAIN FLOOR - UNITS 1 - 8
 MICHAELBRUMARCHITECT
 AUGUST 14, 2023



UPPER FLOOR - UNITS 1 - 8
 MICHAELBRUMARCHITECT
 AUGUST 14, 2023



LOWER FLOOR - UNITS 1A, 2A /
 UNITS 3 - 8 UNFINISHED
 MICHAELBRUMARCHITECT
 AUGUST 14, 2023

Floor Plans for all units for illustration purposes only.

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Image showing the front facade of 429 Ancaster Ave. from the street looking east.



Image showing the front facade of 429 Ancaster Ave. from the driveway looking northeast.

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Image showing the existing rear yard of 429 Ancaster Ave. from the house looking east.



Image showing the existing rear yard of 429 Ancaster Ave. from the rear property line looking southwest.

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Rendered view of the proposal from Ancaster Ave looking northeast.



Rendered view of the proposal from the rear property line looking southwest.

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In summary, we urge the consideration of these variances to be more than the numeral values listed, but instead as functions of a larger goal. Our willingness to work with City staff members to develop this project, and letters of support from neighbours indicates the importance of this development for the community. This project provides an innovative solution to concerns raised by the local Councillor and neighbours, while respecting the existing context. It addresses both the intent and the requirements of the Official Plan and Zoning Bylaw, while providing much needed ground-oriented housing. No density or height variances are being requested. Minor variances are requested only to address the unforeseen implications of Zoning By-Law requirements.

We respectfully request that the variances be approved in their totality, subject to the size and location of the proposed construction being in accordance with the plans filed, as they relate to the variances.

At this time we are submitting the following in support of the minor variance and severance applications:

- Site Plan
- Survey Plan
- Draft 4R Plan
- Tree Conservation Report and Landscape Plan
- Architectural elevation plans of each building variety
- Floor Plans for illustration purposes
- Streetscape Character Analysis confirmation letter
- Owner's authorization for the submission of the applications
- Parcel Abstract Page
- Application forms for severance and minor variance applications
- Application fees
- Letters of support from community members and the Woodpark Community Association
- Memo from client's lawyer, Soloway Wright, related to proposed parcels, parts, and the shared driveway

Should you have any further questions please feel free to contact the undersigned.

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