

Committee of Adjustment  
101 Centrepointe Drive, Ottawa, ON K2G 5K7

August 3, 2023

Attention: Mr. Michel Bellemare, Secretary-Treasurer  
Committee of Adjustment

Dear Mr. Bellemare,

Re: Combined Applications for Consent and Minor Variances (Primary and Secondary)  
60 Lees Avenue, Ottawa ON

JD Planning has been retained by 14007930 Canada Inc. (the 'Owner') to submit Combined Applications for Consent and Minor Variance (Primary and Secondary) for the property municipally known as 60 Lees Avenue (the 'site'). The site presently contains a two-storey single-detached dwelling which will be demolished. The proposal is to sever the parcel in half to create two new lots, and construct a new long semi-detached dwelling, with two primary dwelling units and associated secondary dwelling units on each new lot. The intention is to retain the front and rear units of each of the long semi-detached dwellings as one parcel of land (no proposed flag lot configuration). Two minor variances are required for each of the properties:

**Lot A: Parts 1 & 2 (West Parcel):**

- a) To permit a reduced lot width of 7.93 metres whereas the by-law requires 10.0 metres (Table 160A);
- b) To permit a reduced lot area of 245.90 square metres whereas the by-law requires 300.0 square metres (Table 160A);

**Lot B: Parts 3 & 4 (East Parcel):**

- a) To permit a reduced lot width of 7.93 metres whereas the by-law requires 10.0 metres (Table 160A);
- b) To permit a reduced lot area of 244.70 square metres whereas the by-law requires 300.0 square metres (Table 160A);



Figure 1. Aerial mapping of subject site and immediately surrounding context (GeoOttawa, 2021)

## SITE & SURROUNDING CONTEXT

The site is located in the Old Ottawa East neighbourhood in Ward 17 – Capital. More specifically, the site is located on the south side of Lees Avenue, in the block bounded by Rosemere Avenue to the east, Evelyn Avenue to the south, and Main Street to the west. Highway 417 is located two blocks to the north.

Old Ottawa East is generally located south of the triangular pinch-point of Nicholas Street and the Rideau Canal, west of the Rideau River, east of Colonel By Drive, and north of Avenue Road. The neighbourhood is bounded by the Rideau Canal and Rideau River waterways to the west and east, respectively, which generally run north-south, both connecting to the Ottawa River to the north and Mooney's Bay to the south. Main Street intersects the neighbourhood and travels north-south, connecting Colonel By Driveway to the north and Smyth Road to the south. The neighbourhood is generally characterized by low-rise residential development within the interior local streets, with mid-rise mixed use commercial and residential development oriented along Main Street, an arterial road. The Greystone Village area is undergoing redevelopment with new mixed-use residential and commercial uses including single-detached dwellings, townhouses and condos, ranging from low- to mid-rise, located between Main Street and the Rideau River.

The site is situated just outside of the 600 metre buffer area of Lees Station which is located to the north-west, and OC Transpo bus stops are located to the east and west on the north and south side of Lees Avenue. The site is situated close to various parks and greenspace, located just to the southeast of Ballantyne Park and Montgomery Memorial Park, west of Springhurst Park along the Rideau River, and northwest of Brantwood Park. Schools in the area include Lady Evelyn Alternative School to the immediate south of the site, Catholic Elementary School in the Heart of Ottawa to the southwest, Immaculata High School to the southwest, Saint Paul University to the south, Viscount Alexander Public School to the northeast, and University of Ottawa Lees Campus to the northeast.

The following building types and uses abut the site, with the property parcels and configuration shown in Figure 2 below:

- **North (front yard)** Two- and two-and-a-half storey semi-detached and duplex dwellings
- **East (side yard)** Two-and-a-half-storey single- and semi-detached dwellings
- **South (rear yard)** Lady Evelyn Alternative School
- **West (side yard)** Two-storey semi-detached dwellings



Figure 2. Aerial mapping of subject site and immediately surrounding context (GeoOttawa, 2021)

The site presently contains a two-storey brick and sided detached dwelling in roughly the centre of the property. There is a driveway along the west side of the property leading to one parking space. There is one privately owned distinctive cherry tree on the property, located along the western fence. Due to conflict with the proposed building, the tree is proposed to be removed and replaced with two new trees. The dwelling and driveway are to be removed and replaced by the proposed new long semi-detached dwellings, with a new shared laneway proposed between the proposed buildings. The site consists of the following specifications and legal description, with the existing site conditions from Lees Avenue shown in Image 1.

<b>Area</b>	490.60 m <sup>2</sup>
<b>Frontage</b>	16.04 m on Lees Avenue
<b>Depth</b>	32.69 m (slightly irregular)
<b>Legal Description</b>	Part of Lot 8, Registered Plan 28, City of Ottawa
<b>PIN</b>	042013 – 0012

Images 1 through 7 below demonstrate images of the subject site and immediately surrounding context along Lees Avenue, showing a variety ages and styles dwellings.

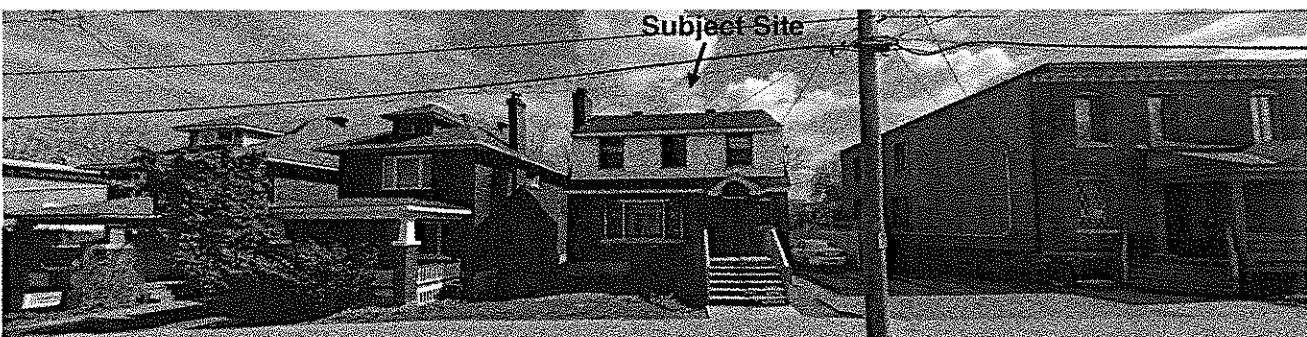


Image 1. Subject site looking south from Lees Avenue (Google Maps, April 2023)



Image 2. Site and adjacent properties to the east (Google Maps, April 2023)



Image 3. Site and adjacent properties to the west (Google Maps, April 2023)



Image 4. Nearby dwellings east of the site looking south from Lees Avenue (Google Maps, April 2023)



Image 5. Nearby dwellings west of the site looking south from Lees Avenue (Google Maps, April 2023)



## PROPOSED DEVELOPMENT

The proposal is to demolish the existing single-detached dwelling and construct two new long semi-detached dwellings, then severing the lot in half to create two new parcels. The proposal is to retain the front and back units of the long semis as one parcel and no flag lot configuration is proposed. The dwellings will fully conform to the zoning by-law save and except two minor variances for the creation of each new lot, for reduced lot width and reduced lot area. The long semis will feature a shared laneway between the buildings for access to parking in the rear yard, which will have the benefit of an easement/ right-of-way in favour of each parcel. Each of the rear yards will otherwise be softly landscaped. Access to the rear dwellings is via the shared laneway between the two buildings, and access to the front units are from Lees Avenue. The development details are presented in Table 1 for information only.

Table 1. Development details

	Unit A & B / Lot A Parts 1 & 2	Unit C & D / Lot B Parts 3 & 4
Lot Width	7.93 m	7.93 m
Lot Area	245.90 m <sup>2</sup>	244.70 m <sup>2</sup>
Rear Yard Setback	8.38 m	8.20 m
Rear Yard Area	m <sup>2</sup>	m <sup>2</sup>
Front Yard Setback	3.77 m	3.78 m
Front Yard Soft Landscaping	19.92 m <sup>2</sup>	2-.79 m <sup>2</sup>
Building Height	10.96 m	10.96 m

## PROPOSED SEVERANCES

The proposal is for two applications to the Committee: (1) one primary combined consent and minor variance (Parcel A – West, Part 1), and (2) one secondary combined consent and minor variance (Parcel B – East, Part 2), which will result in the creation of two rectangular lots with frontage on Lees Avenue. The Owners’ legal representation has confirmed that there is no land abutting the subject land that is owned by the owner of the subject land other than land that could be conveyed without contravening Section 50 of the Act. A certificate will be requested for both the severed and retained lands. A secondary application is required to assign an easement over Parts 2 and 3 for the benefit of both the severed and retained lands. Details of the proposed severances are outlined in Table 2 below with the extract of the Draft R-Plan and severance proposal prepared by Annis, O’Sullivan, Vollebakk Ltd. in Figure 3 below.

Table 2. Proposed severances and lot configurations

	PROPOSED PARCEL A (WEST)	PROPOSED PARCEL B (EAST)
Parts	1 & 2	3 & 4
ROW/Easement	Part 2 in favour of Parts 3 & 4 for access, maintenance & parking	Part 3 in favour of Parts 1 & 2 for access, maintenance & parking
Lot	Part of Lot 8	
Plan	28	
PIN	All of 04203-0012	
Lot Area (m <sup>2</sup> )	245.9 m <sup>2</sup>	244.7 m <sup>2</sup>
Lot Frontage (m)	8.02 m	8.02 m
Lot Depth (m)	32.72 m	32.65 m
Lot Width (m)	7.93 m	7.93 m

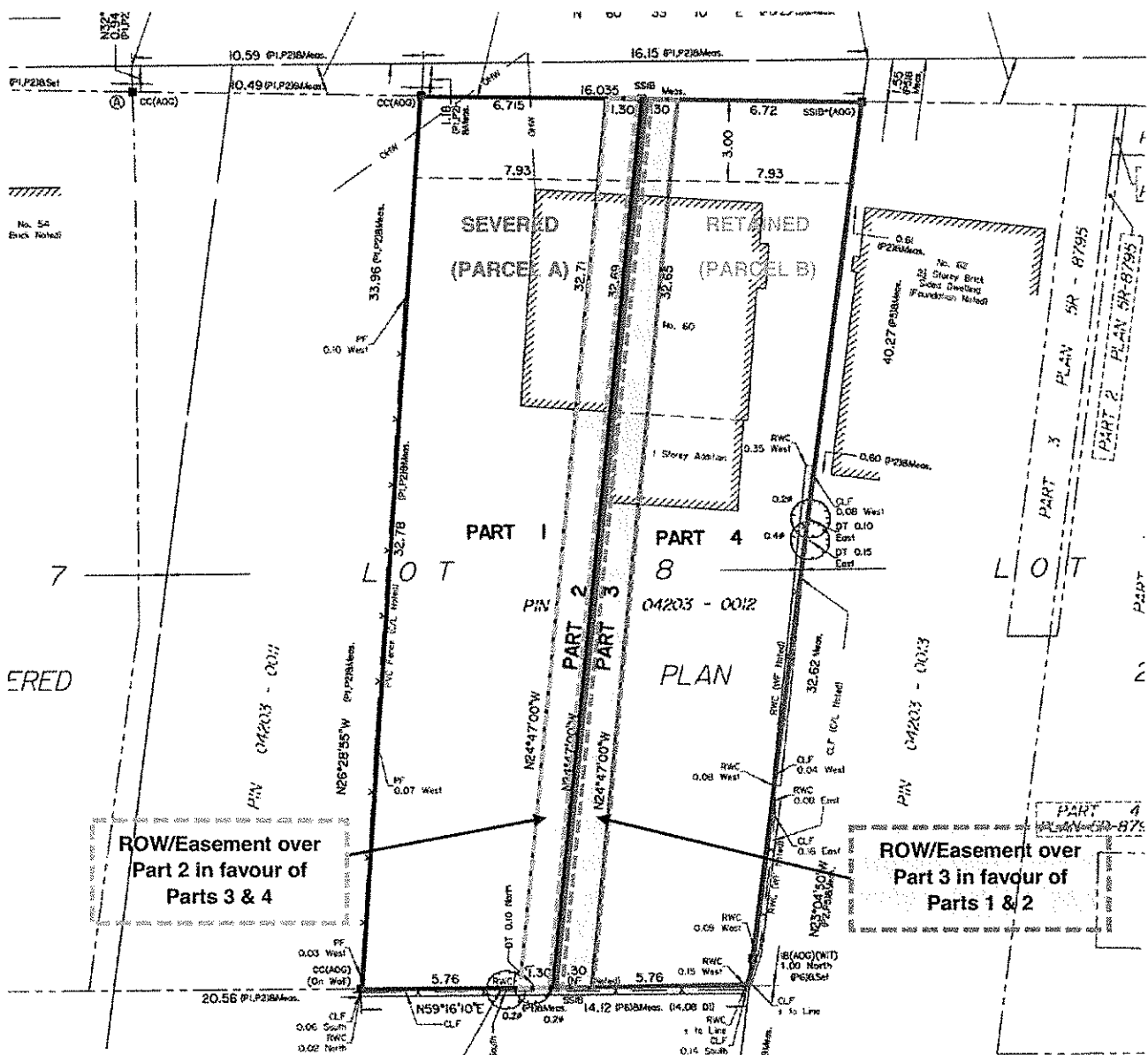


Figure 3. Extract of proposed Draft R-Plan showing severed and retained lands and proposed ROWs/easements

**PROVINCIAL POLICY STATEMENT 2020**

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters for the Province of Ontario, and decisions affecting all planning matters shall be consistent with the PPS policies. The proposed development and consents are consistent with the applicable policies of the PPS, as demonstrated below.

Section 1.1.1 of the PPS states that healthy, livable, 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) [...] to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 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;”...

**Section 1.4.1** of the PPS states that “to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) “maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans”.

→ The proposed development will allow for the creation of a total of four new primary residential dwelling units, two per lot, and associated secondary units where there was previously only one dwelling unit, representing a form of modest, desirable, and permitted infill intensification in the urban area. The severances will create added and needed housing in a diversity of size and typology in the City's urban area. The semi-detached dwellings are an appropriate size, massing, and scale for the context, and fit and work well on each of the slightly undersized lots without requiring any variances for the building envelope. There will be ample greenspace and landscaping on site both in the front and rear yards, and all required zoning provisions are met. The neighbourhood is characterized by a variety of lot fabrics including semi-detached, long semi-detached and townhouse dwellings, and the proposed new lots will be consistent with the context. The long semis will not be severed in a flag lot configuration and are intended to remain as one parcel for the front and back units, and therefore will appear more similarly to a single-detached dwelling from the street. The dwellings are appropriate and desirable for the context.

→ The sites will be independently serviced by municipal water, sewer, and storm services. The use of existing municipal roads and services is also an appropriate and efficient use of resources. The proposed development fits and functions well within the City's Urban Area.

## OFFICIAL PLAN

The subject site is designated Corridor – Minor, Evolving Overlay within the Inner Urban Transect Policy Area in the New Official Plan.

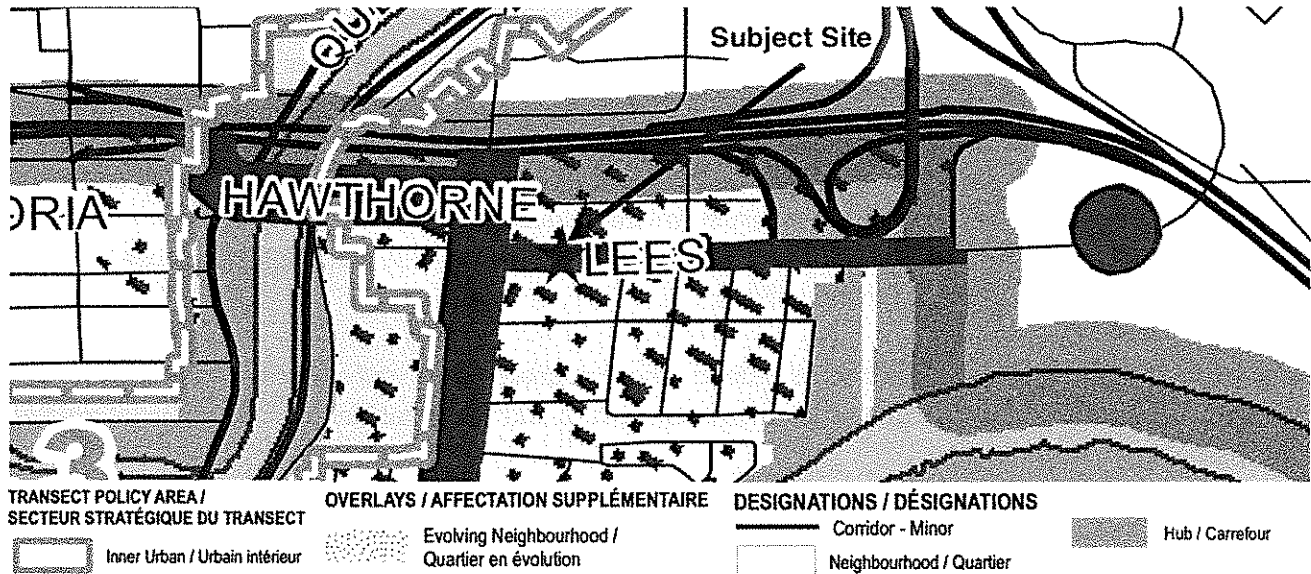


Figure 4. Extract of New Official Plan - Inner Urban Transect Policy Area

**Section 2.2.1 Intensification and Diversifying Housing Options** sets out policy intent for provision of housing options for larger households. Subsection ii) states that “[m]uch of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed... There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area.” Subsection (iii) provides for policies related to improvement of public amenities and services, and states the following: *“To support the City’s strategy to achieve a 60 per cent intensification target by 2046, the City will:*

- *Direct residential intensification to Hubs, Corridors and residential Neighbourhoods within a short walking distance of those Hubs and Corridors;*
- *Require an appropriate proportion of housing with three or more bedrooms that will provide more housing choices for larger households...*

→ The proposed new semi-detached dwellings provide opportunity for ground-oriented, “family-sized” primary dwelling units as well as Secondary Dwelling Units, offering more housing choice for both larger and smaller households within a Minor Corridor area. The development protects the urban tree canopy with conservation of a distinctive street tree and offers significant greenspace in both the front and rear yards. The dwellings are immediately adjacent to parks and open space which is an appropriate and desirable location for larger units.

→ The introduction of Secondary Dwelling Units (SDUs) in the lower level of the principal units is an appropriate and desirable form of modest intensification, allowing for a diversity of housing choice (ie.



rental units) within the urban area, in a neighbourhood with access to transit, parks, shopping and other amenities.

**Section 2.2.4 Healthy and Inclusive Communities** states that “[t]he City’s physical layout and design play an important role in shaping health and well-being by enabling Ottawa’s diverse population to thrive and live their lives to the fullest.” The policy intent to achieve healthy and inclusive communities is to:

- 1) “Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities ... this includes a range of housing types and affordability, shops, services, access to food, schools and local childcare, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency and enable people to live car-light or car-free.”
- The proposed development of long semi-detached dwellings with lower-level SDUs allows for development of a mix of housing options. With the proximity to parks, transit, commercial areas, and schools, the gentle intensification of this property with ground-oriented primary dwelling units and lower-level SDUs contributes to the healthy community policies of the New Official Plan.

**Section 3: Growth Management Framework** sets out the following policy intent for the urban area:

- *To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;*
- *To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;*
- *To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt*

**Section 3.2: Support Intensification** sets out policies for intensification throughout the urban area, as follows:

- 4) *“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable.*
- 8) *“Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwelling sizes are categorized into two broad categories, with a range of floorspaces occurring within each category:*
  - a) *Small-household dwellings are units with up to two bedrooms and are typically within apartment-built forms; and*
  - b) *Large-household dwellings are units with three or more bedrooms or an equivalent floor area and are typically within ground-oriented built forms.*
- 10) *The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities...”*

→ The proposed long semi-detached, ground-oriented dwellings are supported by the intensification policies and residential density targets of the New Official Plan. The development of larger semi-detached family homes with lower-level apartment type SDU dwellings within the urban area allows for a diversity of housing choice in the urban area.

**Section 4.2.1: Enable greater flexibility and an adequate supply and diversity of housing options throughout the city** sets out the following policies:

- 1) "A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
    - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;
    - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
    - c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure...
- As noted, the provision of multi-bedroom and family-sized units in the urban area is supported by the Official Plan policies. The proposed minor variances will facilitate the development of four appropriately sized ground-oriented primary dwelling units each with SDUs, which are an appropriate and compatible form of infill intensification in the urban area.

**Section 6.2 Corridors** "applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Per Policy 6.2.1(3), "Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment". In the Minor Corridor designation, the Plan supports the evolution towards a 15-minute neighbourhood, and development can include residential-only buildings.

- The proposed consents and variances support the OP policies by adding a higher density residential land use along a Minor Corridor. The proposal remains context appropriate and reflective of its surroundings as it is adjacent to a school with no rear residential neighbours, places focus on the public realm with a single shared driveway, and exceeds all zoning requirements for soft landscaping, and front and rear yard setbacks. The buildings fit and work well along this Minor Corridor within close proximity to Main Street, and the University of Ottawa Lees Campus.
- The site is also surrounded by the Evolving Overlay, which signifies a shift in density and character to support intensification, and a change from suburban to urban built form. The proposed developments are in line with this policy.

## ZONING BY-LAW 2008-250

The site is zoned Residential Third Density, Subzone P – R3P, in the City of Ottawa’s Zoning By-law 2008-250. The R3 zoning permits low-rise residential development in the format of detached, semi-detached, long semi-detached, linked-detached, duplex, triplex, and townhouse dwellings. The purpose of the R3 – Residential Third Density zone is to allow a range of low-density building typologies to provide additional housing choice and regulate compatible development to enhance the residential character of a neighbourhood.



Figure 5. Map showing R3P zoning and subject site outlined blue (GeoOttawa 2021)

The applicable performance standards are set out in Table 3, with required variances highlighted in red.

Table 3. Zoning provisions

<b>R3P</b>				
Provision (Long Semi-Detached Dwelling)	Required		Provided	
			Parcel A (West)	Parcel B (East)
Minimum Lot Width (s.160)	10.0 m		7.93 m	7.93 m
Minimum Lot Area (s.160)	300.0 m <sup>2</sup>		245.9 m <sup>2</sup>	244.7 m <sup>2</sup>
Maximum Building Height (s.160)	11.0 (with 4/12 pitch roof)		10.96 m	10.96 m
Minimum Front Yard Setback (s.144(1)(a))	3.0 m		3.77 m	3.78 m
Minimum Rear Yard Setback (Table (160B, Endnote 2))	25% lot depth but need not exceed 7.5 m		26% lot depth 8.38 m	25% lot depth 8.20 m
Minimum Rear Yard Area (Table 160B, Endnote 2)	25 % lot area 61.48 m <sup>2</sup>	25% lot area 61.12 m <sup>2</sup>	25% 61.92 m <sup>2</sup>	25% 61.31 m <sup>2</sup>
Minimum Interior Side Yard Setback (s.160)	1.8 m total, min. 0.6 m for one		1.9 m total 0.6 m (w) 1.3 m (e)	1.9 m total 1.3 m (w) 0.6 m (e)
Minimum Aggregated Front Yard Soft Landscaping (s.139(1))	30% front yard area 7.89 m <sup>2</sup>	30% front yard area 8.10 m <sup>2</sup>	76% 19.92 m <sup>2</sup>	77% 20.79 m <sup>2</sup>
Maximum Shared Driveway Width (s.139(3)(iii))	3.0 m		2.6 m	2.6 m

## RATIONALE FOR CONSENT

In Section 51(24) of the Planning Act, 1990, a series of criteria are presented that state in the case of any subdivision of land, regard shall be had to:

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

The proposed consent does not have any effect on matters of provincial interest.

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

The proposed consent is in the public interest as it supports the City's policies for intensification and an efficient use of residentially zoned land. The proposed severances are not premature as the site zoning and Official Plan designations permit long semi-detached development and the severance of those lands to create two parcels to be independently conveyed. The lot fabrics proposed are similar to many other examples in the neighbourhood and is characterized by a variety of similar densities including semi-detached, long semi-detached, duplex, and townhouse dwellings.

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

The proposed severances to permit long semi-detached residential development conform to the applicable City of Ottawa Official Plan policies for development, intensification, and compatibility. The Official Plan supports intensification in the urban area, and the proposed severance and redevelopment will add a mix of compatible and appropriate both family-sized and more affordable rental housing choice and typology.

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

The land is suitable for the proposal, with surroundings that consist of semi-detached, long semi-detached, duplex and townhouse dwellings on comparably sized lots along the immediate streetscape. Despite the requested variances for reduced lot width and area, the proposed lot sizes can appropriately accommodate the proposed built form, and all zoning provisions are met in terms of setbacks. The development of two long semi-detached dwellings with lower-level secondary dwelling units is a desirable, permitted, and suitable use of these residentially zoned and designated lands.

- (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;

No new roadways are proposed as part of the consents. The proposed development and severances will have adequate frontage to an open public municipal arterial roadway (Lees Avenue), via a shared Right-of Way/easement for the benefit of each new lot. The site is just to the east of Main Street (arterial) which travels north-south, connecting Colonel By Driveway to the north and Smyth Road to the south. The site is just south of Highway 417 which connects the city travelling east-west.

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

The dimensions and rectangular shape of the proposed lots are functional and compatible with the surrounding neighbourhood character and development pattern. Despite the requested minor variances for reduced lot width and area, there is sufficient space on site for separation between neighbouring properties to the east and west, and to fit a functional, appropriate development footprint on each lot while meeting all other zoning provisions.

(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;

There are no known existing restrictions on the land. A Right-of-Way / easement is proposed over Part 2 in favour of Parts 3 and 4, and over Part 3 in favour of Parts 1 and 2 for access, maintenance and parking for a shared laneway between the buildings to the rear yard.

(h) conservation of natural resources and flood control;

The proposed soft landscaping in the front and rear yard exceeds the provisions of the Zoning By-law. No watercourses or flood plains impact the site. There are no City-owned distinctive trees impacted, and one privately owned tree to be removed due to conflict with the as-of-right building envelope. Please refer to the Tree Information Report and Site Plan enclosed with this submission.

(i) the adequacy of utilities and municipal services;

Municipal water, sewer and storm services are available and will be independently provided for both lots.

(j) the adequacy of school sites;

There are several schools servicing the area including: Lady Evelyn Alternative School to the immediate south of the site, Catholic Elementary School in the Heart of Ottawa to the southwest, Immaculata High School to the southwest, Saint Paul University to the south, Viscount Alexander Public School to the northeast, and University of Ottawa Lees Campus to the northeast.

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

N/A

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

The proposal provides opportunity for gentle and compatible intensification within the urban area thus allowing for a more efficient use of land and resources. The proposed severances will facilitate the infill intensification of two long semi-detached dwellings on two parcels of land, with lower-level Secondary Dwelling Units (SDUs) in each primary unit. This is a modest and appropriate form of density increase and will make use of existing available municipal water, sewer, and storm services. The proposed severances optimize the available supply of land and energy resources and are an efficient use of the land.



(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).

The proposal for development of two long semi-detached dwellings is not subject to the Site Plan Control By-law and therefore an application for Site Plan Control is not required.

Overall, the proposed severance applications demonstrate regard for the criteria of Section 51(24) of the Planning Act.

## RATIONALE FOR MINOR VARIANCES

To facilitate the development, two minor variances to the Zoning By-law are required for each newly created lot. The variances required for each parcel include:

### Lot A: Parts 1 & 2 (West Parcel):

- a) To permit a reduced lot width of 7.93 metres whereas the by-law requires 10.0 metres (Table 160A);
- b) To permit a reduced lot area of 245.90 square metres whereas the by-law requires 300.0 square metres (Table 160A);

### Lot B: Parts 3 & 4 (East Parcel):

- c) To permit a reduced lot width of 7.93 metres whereas the by-law requires 10.0 metres (Table 160A);
- d) To permit a reduced lot area of 244.70 square metres whereas the by-law requires 300.0 square metres (Table 160A);

The following reviews the variance against the four tests as presented in Section 45(1) of the Planning Act. Note that the rationale for variances for each of the units have been reviewed together.

### IS THE VARIANCE MINOR?

The proposed minor variances for reduced lot width of 7.93 metres for both lots whereas the by-law requires 10.0 metres and the reduction of lot area from required 300.0 m<sup>2</sup> to proposed 245.90 and 244.70 m<sup>2</sup> for Lot A and B, respectively, is minor both nominally and in terms of surrounding neighbourhood impact. The proposed reduction of lot width of 2.07 metres and reduction of 54.1 m<sup>2</sup> (Lot A) and 55.3 m<sup>2</sup> (Lot B) in lot area are minor in this case given all other zoning provisions are met or exceeded on each lot. The lots are sufficiently wide and large in area to support the development of two long semis while being fully zoning compliant. The development footprint is reasonably and appropriately sized for the lots with the provision of side yard setbacks between the building which are larger than required to support a shared laneway between the buildings, which provides access to the rear yards. Each of the front yards is sufficiently large to provide soft landscaping and the focal point of the buildings from the public realm will be on the front building facades rather than driveways or parking. There is only one distinctive tree to be removed, which is privately owned and conflicting with the as-of-right building footprint. The site is sufficiently wide and large to support a severance into two parcels to construct two new semi-detached dwellings while respecting all zoning standards related to building envelope. The proposed front, side and rear yards exceed the zoning requirements for setbacks, and front yard soft landscaping requirements are exceeded as well. The property is adjacent to a school along the rear lot line and therefore the development will have no impacts on rear residential neighbours. Further, the presence of

other examples of townhouses, semi-detached dwellings and long semi-detached dwellings along Lees Avenue demonstrates that the proposed density increase is reasonable and appropriate for the area, with a proposed lot fabric that is comparable to the varying existing lot patterns that are likely to intensify further given the Evolving Overlay and Minor Corridor designations of this community. Overall, the requested variances for reduced lot width and area for each lot are minor.

#### DOES THE VARIANCE MEET THE INTENT AND PURPOSE OF THE OFFICIAL PLAN?

The intent and purpose of the Official Plan, specifically within the Minor Corridor designation in the Inner Urban Area Transect is to accommodate residential growth to meet housing and density targets and to direct intensification to these areas. In general, the OP supports a variety of housing types, focusing on missing-middle housing and the provision of low-rise built form with more emphasis on built form rather than unit count or lot configuration. The intent of the surrounding Evolving area is to signal a gradual shift of intensification towards a more urban built form, and supports new built forms and typologies, including missing middle housing. The OP also notes that the development standards for built form and building envelope are to be consistent with the planned characteristics of the Evolving overlay area, which may be different from the existing characteristics.

Overall, the Official Plan supports infill intensification and densification through the provision of a wide variety of housing typology and built form. The OP specifically sets out the need for ground-oriented, larger, family-sized units and missing middle housing, and emphasizes the importance of building livable, 15-minute, and healthy communities. The proposed development of two zoning compliant long semi-detached buildings with two SDUs, though on slightly undersized lots, contributes to the housing targets of the Official Plan and the site is in a location which supports this development format. Further, redevelopment of this site contributes to the "15-minute neighbourhood" policy intent given its proximity to schools, parks, transit, and commercial/retail areas. Overall, the proposed severances and minor variances facilitate the development of modest and appropriate infill development of rental units along a Minor Corridor in close proximity to transit, schools, parks, and commercial uses which is encouraged and supported through the policies of the Official Plan.

#### DOES THE VARIANCE MEET THE INTENT AND PURPOSE OF THE ZONING BY-LAW?

The intent and purpose of the lot width and area provisions of the zoning by-law is to ensure that appropriate separation between buildings is maintained and to ensure that there is sufficient area on the lot to accommodate the dwelling and open space without overdeveloping the site. The proposed reduction of lot width and area in this case meet the intent and purpose of the zoning by-law considering the building footprints fully comply with or exceed the required interior side yard, front yard, and rear yard setbacks, as well as all yard and soft landscaping area provisions. The development can sufficiently manage its impacts on site with the provision of required setbacks and greenspace in both the front and rear yards, appropriate height, and a sympathetic building design. The development is surrounded by a variety of lot fabrics that are similar in size and scale as the proposed development and has no rear neighbours with the adjacent school to the rear. There are also examples of high-rise developments fronting onto Main Street just to the east, and the area is expected to transition in character towards a more urban and dense built form. Considering these factors, the proposed reduction in lot width and area

to facilitate the development of a semi-detached dwelling meets the intent and purpose of the zoning by-law.

#### IS THE VARIANCE DESIRABLE FOR THE APPROPRIATE DEVELOPMENT / USE OF THE LAND?

The proposed variances for each newly severed parcel are desirable for the appropriate development and use of the land and will facilitate the gentle intensification of this presently under-utilized urban property with two permitted and appropriate long semi-detached dwellings, with two primary dwelling units and associated SDUs on each newly created lot. The surrounding context contains a mix of housing sizes, ages, and massing, primarily in the format of low-rise single-detached, semi-detached, and duplex dwellings, with higher density apartment-type buildings to the west along Main Street and further to the east along Leeds near the uOttawa campus and transit stations. The site is just outside of the 600 metre buffer area for Lees transit station, to the east, which is an excellent location for added rental housing. Based on the policies set out in the Official Plan, the neighbourhood is anticipated to undergo gradual intensification and redevelopment.

The Official Plan supports added density within the Inner Urban Area and supports the development of new "family-sized" dwellings and focuses intensification along Minor Corridors and within Evolving Areas that are close to Hubs, transit, commercial uses, and the highway as is the case with this site. The severance of this lot to facilitate the development of new long semi-detached dwelling supports this policy intent. The proposed lots and dwellings are compatible with the context, and the variances to permit the reduced lot width and area facilitates the severance of these units to be conveyed individually. There is no intention to sever the lots into a flag lot configuration, and the intention is to retain these buildings as rental housing stock. The buildings have been designed to be compatible with the existing conditions of the adjacent properties to the east and west and has no rear neighbours to the south. The massing of the building is appropriate for the context given all zoning provisions are met or exceeded despite the reduced lot width and areas. Further, it is desirable and appropriate to introduce a wider choice of housing types through gentle infill intensification, including family-sized semi-detached dwellings as well as Secondary Dwelling Units, within an urban area that has municipal servicing and a multitude of amenities including schools, commercial and retail uses, transit, and parks. When considered collectively, the proposed variances are desirable for the appropriate residential development and use of the land.

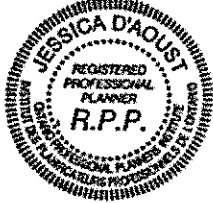
## CONCLUSION

The subject site is a regularly shaped urban lot municipally known as 60 Lees Avenue, fronting onto Lees Avenue in the Old Ottawa East neighbourhood, and presently contains a two-storey single-detached residential dwelling. The Owner is proposing to demolish the existing dwelling, sever the property into two separate parcels, and construct a new long semi-detached dwelling on each new lot with two primary dwelling units and associated lower-level Secondary Dwelling Units on each parcel. Two minor variances are required for each parcel, to permit a reduced lot width and area. The building envelopes comply fully with the zoning by-law otherwise. The development of new long semi-detached dwellings is a permitted use under the current zoning and appropriate for the neighbourhood fabric and planned function of the surrounding community. The proposed configuration and size of the lots is compatible, appropriate, and desirable with the existing neighbourhood context. Each lot will be independently municipally serviced,

and the site and neighbourhood have the capacity to support this type and form of modest and permitted residential intensification. The proposal offers a diversity of housing typology and choice in the format of both family-sized principal units and apartment SDUs, which is needed and supported within the urban area.

The proposed consents and minor variances are consistent with the Provincial Policy Statement, 2020 conform to the policies of the City of Ottawa Official Plan and comply with the City of Ottawa's Zoning By-law 2008-250 save and the requested minor variances for each newly created parcel. The consents meet the criteria as set out in Section 51(24) of the Planning Act as detailed in this report and the proposed minor variances meet the four tests under Section 45(1) of the Planning Act. The proposed development represents good land use planning and is recommended for approval.

Respectfully submitted,



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