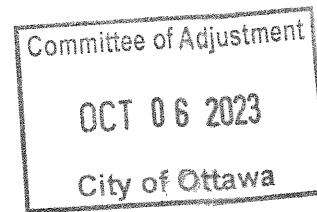


Committee of Adjustment
101 Centrepoin Drive, Ottawa, ON K2G 5K7

October 6, 2023

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



Dear Mr. Bellemare,

Re: Applications for Consent (Primary & Secondary) and Minor Variance (Secondary)
425 Blake Boulevard, Ottawa ON

JD Planning has been retained by 2724615 Ontario Inc. (the 'Owner') to submit Combined Applications for Consent (Primary and Secondary) and Minor Variance (Primary) for the property municipally known as 425 Blake Boulevard (the 'site'). The site presently contains a one-storey single-detached dwelling which will be demolished. The proposal is to sever the parcel in half to create two new lots and construct one low-rise apartment building on each newly created parcel, with rights-of-way/easements and Joint Use and Maintenance Agreements assigned to each lot. One lot will be fully zoning compliant, and one lot requires three minor variances.



Figure 1: Rendering of proposed new buildings by Justin Seguin Architecture + Interiors

The proposed combined applications to Committee of Adjustment are as follows:

1. Primary Application for Consent & Minor Variance

a. Consent:

- Sever Lot B, comprised of Parts 4, 5, 6 (East Parcel)

- Assign right-of-way/easement for access and maintenance over Parts 4 & 5 in favour of Parts 1, 2 and 3
- b. Minor Variance:
 - a) To permit a reduced lot width of 11.42 metres whereas the by-law requires 12.0 metres;
 - b) To permit a minimum area of soft landscaping in the rear yard of 47% of the rear yard area or 71 square metres on a lot exceeding 450 square metres in area, whereas the by-law requires 50% of the rear yard area or 76 square metres in this case
 - c) To permit an aggregated rectangular soft landscaping area of 20.2 square metres in the rear yard whereas the by-law requires at least one aggregated area of 25 square metres

2. Secondary Application for Consent

- Sever Lot A, comprised of Parts 1, 2, 3 (West Parcel)
- Assign right-of-way/easement for access and maintenance over Parts 2 & 3 in favour of Parts 4, 5 and 6

SITE & SURROUNDING CONTEXT

The site is located in the Vanier South neighbourhood in Ward 12 – Rideau – Vanier. More specifically, the site is located on the north side of Blake Boulevard, in the block bounded by Jean-Talon Street to the east, Coté Street to the north, rue de l'Église to the east and Blake Boulevard to the south.

Vanier South is generally located south of Montreal Road, east of the Rideau River, west of St-Laurent Boulevard, and north of McArthur Avenue. Bordering the neighbourhood to the north and south respectively, Montreal Road and McArthur Avenue both generally run from east to west, each intersecting at North River Road (north-south) to the west, and St-Laurent Boulevard (north-south), to the east. St-Laurent Boulevard connects the Manor Park neighbourhood to the north, to Smyth Road to the south where it transitions to Russell Road. The neighbourhood is generally characterized by low-rise residential development within the interior local streets, including single-detached, semi-detached, duplex, triplex, and low-rise apartment dwellings.

Low-rise commercial and retail uses are oriented along McArthur Avenue to the south and Montreal Road to the north. Low-rise residential uses are oriented along the west side of St-Laurent Boulevard, with some mid- and high-rise apartment buildings, and school sites along the east side. The immediate neighbourhood is characterized by a mix of low-rise single-detached and duplex dwellings, with a row of at least twelve low-rise apartment buildings along the south side of Blake Boulevard, west of the subject site. There are various parks and community centres within the vicinity, including St-Laurent Complex / Don Gamble Community Centre, Bernard-Grandmaitre Arena, Kiwanis Park, Janeville Park, Gil-O-Julien Park, and St. Paul's Park. There are also various schools including Robert E. Wilson Public School one block to the south, Catholic Elementary School Horizon-Jeunesse to the southwest, Assumption School and Public Elementary School Mauril Belanger to the west, St. Michael School and MF. McHigh Education Centre to the southeast, Ottawa Technical Secondary School to the southeast, and Queen Elizabeth Public School to the northeast.

The site is located nearly two kilometers north of the Tremblay and St. Laurent LRT stations, and the closest transit options are Transpo bus routes 14 along McArthur to the south and 7 along St-Laurent to the east.

The following building types and land uses about the site, with aerial imagery of the property parcels and configurations shown in Figures 2 and 3 below. Figure 4 represents an aerial image of the surrounding neighbourhood conditions, including many examples of low-rise apartment buildings.

- **North (rear yard)** Three-storey apartment buildings; Two-and-a-half storey single-detached dwelling fronting onto Cote Street
- **South (front yard)** One- and two-storey single detached dwellings; Four-storey apartment building
- **East (side yard)** One-storey single-detached dwelling
- **West (side yard)** Two-storey single-detached dwelling with detached accessory building



Figure 2. Aerial mapping of subject site and immediately surrounding context (Google Maps, 2023)



Figure 3. Aerial mapping of subject site and immediately surrounding context showing property lines (GeoOttawa, 2021)



Figure 4. 3D aerial mapping of subject site and surrounding context showing property lines (Google Maps, 2023)

The site presently contains a one-storey stucco and brick sided single-detached dwelling oriented along the southwest side of the lot, and a one-storey two-car framed garage towards the centre of the property behind the dwelling, with an asphalt driveway leading to it. The site is fully grassed with a cedar hedge in the rear yard along the west and north lot lines. There are no trees on site otherwise. The existing dwelling, accessory building, and driveway are to be removed, with a new shared laneway proposed between the two new low-rise apartment buildings. The site consists of the following specifications and legal description, with the existing site conditions from Blake Boulevard shown in Images 1 through 4 below.

Area	1,090 m ²
Frontage	21.41 m on Blake Boulevard
Depth	~43.91 m (irregular)
Legal Description	Part of Lot 9, Registered Plan 504 & Part of Lot 3, Block 5, Registered Plan 29
PIN	04241-0070

Images 5 through 8 below demonstrate images of immediately surrounding context along Blake Boulevard, showing a variety ages and styles dwellings, including several examples of low-rise apartment buildings to the southwest of the site along Blake Boulevard.

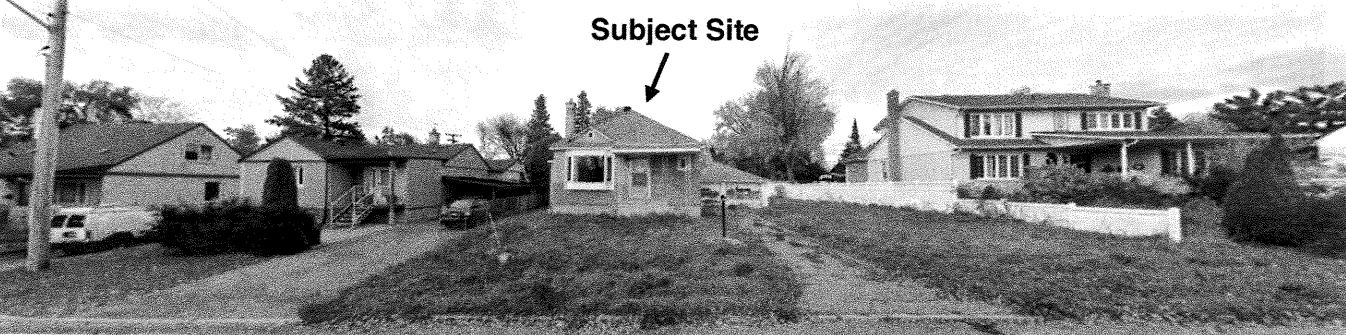


Image 1. Subject site looking north from Blake Boulevard (Google Maps, October 2020)



Image 2. Site and adjacent properties to the east looking northwest from Blake Boulevard (Google Maps, October 2020)

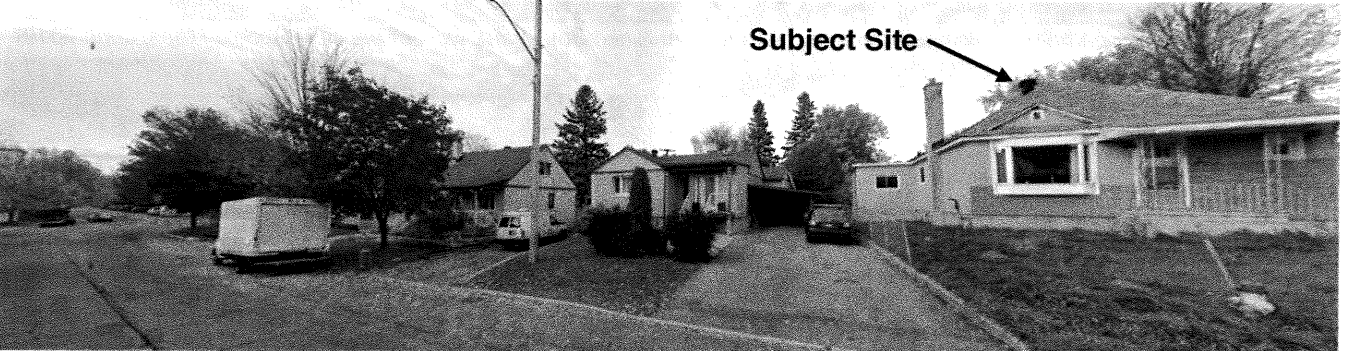


Image 3. Site and adjacent properties to the west looking northwest from Blake Boulevard (Google Maps, April 2020)



Image 4. Site and low-rise apartment buildings looking west from Blake Boulevard (Google Maps, April 2020)



Image 5. Nearby low-rise apartment buildings looking southwest from Blake Boulevard (Google Maps, April 2020)



Image 6. Nearby low-rise apartment buildings looking south from Blake and Jean-Talon Street (Google Maps, April 2020)

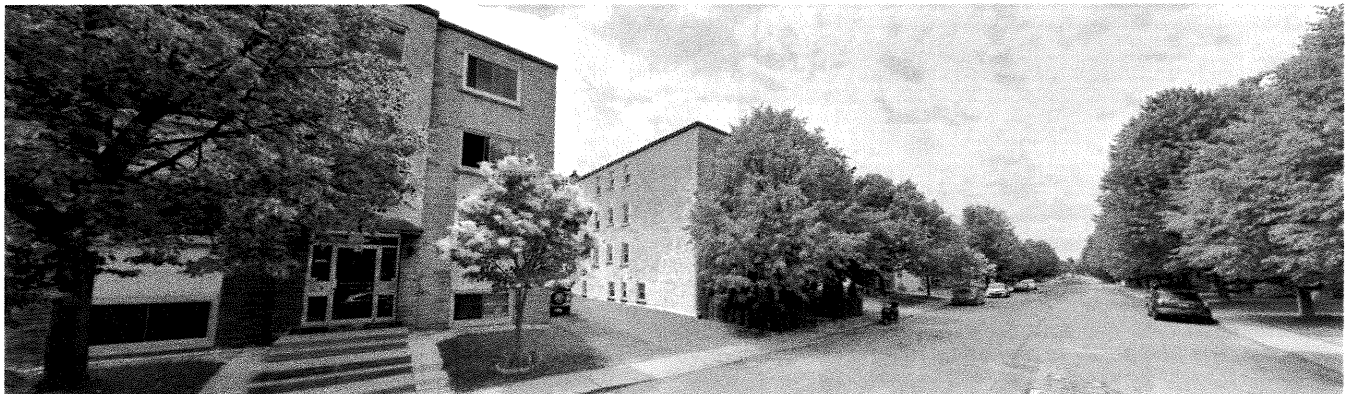


Image 7. Low-rise apartment buildings looking southwest from Blake Boulevard, west of the site (Google Maps, June 2019)



Image 8. Low-rise apartment buildings looking southeast from Blake Boulevard, west of the site (Google Maps, April 2020)

PROPOSED DEVELOPMENT

The proposal is to demolish the existing single-detached dwelling and accessory building, sever the lot into two new parcels, and construct two low-rise apartment buildings, with one building situated on each lot. Each building will provide 8 rental apartment dwellings, in a mix of one- and two-bedroom units. There is a proposed shared laneway between the buildings which will have the benefit of a common right-of-way/easement in favour of each parcel. The laneway leads to a total of four parking spaces in the rear yard, two per lot, two garbage sheds, one per lot, and twelve covered bicycle parking spaces, six per lot. With the exception of the areas allocated for the drive aisle, parking spaces, and garbage sheds/bike parking, the site is otherwise fully softly landscaped along the side yards, rear yards, and front yards. Given the location of this site outside of the downtown area and distant from transit services, it was considered important for the development to provide a reasonable amount of surface parking (two spaces per unit) to allow a wider reach of tenants, and in particular, families who may rent the two-bedroom units and have a car. This will also serve to relieve There are no existing trees on site and two new trees will be planted in the front yards, one per lot, following construction.

The dwellings are each accessed from the principal entrance on the front façade, which leads to a walk and shared laneway. There is a rear access from each building leading to the parking, bike parking and waste storage. The front facade of each features a second floor articulation to create visual interest from the street, and a third storey balcony. There are balconies on the second and third storeys on the rear façade, providing private outdoor amenity space for future tenants.

Each building footprint fully complies with the requirements under the zoning by-law, with the proposed soft landscaping being exceeded in both front yards, more generous interior side yards than required under zoning, and bike parking exceeding the minimums. A review of the three required minor variances for Building B follows in this report. The development details are presented in Table 1.

Table 1. Development details

	Building A Parts 1, 2, 3	Building B Parts 4, 5, 6
Lot Width	12.0 m	11.42 m
Lot Area	611.23 m ²	499.82 m ²
Rear Yard Setback	13.31 m	13.31 m
Rear Yard Area	183.30 m ²	143.70 m ²
Front Yard Setback	4.5 m	4.5 m
Front Yard Soft Landscaping	37.0 m ²	39.0 m ²
Building Height	11.0 m	11.0 m



Figure 5. Rendering of proposed Building A by Justin Seguin Architecture + Interiors



Figure 6. Rendering of proposed Building B by Justin Seguin Architecture + Interiors

PROPOSED SEVERANCES

The proposal is for two applications to the Committee: (1) one primary combined consent and minor variance (Parcel B – East, Parts 4, 5, 6), and (2) one secondary combined consent (Parcel A – West, Part 1, 2, 3), which will result in the creation of one rectangular lot and one slightly irregular lot with frontage on Blake Boulevard. Reciprocal consents (primary and secondary) are proposed to sever the lots to be conveyed individually, and assign easements over each newly created lot for access and maintenance. Details of the proposed severances are outlined in Table 2 below with the extract of the Draft R-Plan and severance proposal prepared by Stantec Geomatics Ltd. in Figure 7 below. Mark-ups showing the reciprocal consents and assigned easements are enclosed with this submission package.

Table 2. Proposed severances and lot configurations

	PROPOSED PARCEL A (WEST)	PROPOSED PARCEL B (EAST)
Parts	1, 2, 3	4, 5, 6
ROW/Easement	Parts 2 and 3 in favour of Parts 4, 5 & 6 for access & maintenance	Parts 4 & 5 in favour of Parts 1, 2 & 3 for access & maintenance
Lot & Plan PIN	Part of Lot 9, Registered Plan 504 and Part of Lot 3, Block 5, Registered Plan 29	
Lot Area (m²)	611.23 m ²	499.82 m ²
Lot Frontage (m)	11.48 m	11.42 m
Lot Depth (m)	43.82 m	43.83 m
Lot Width (m)	12.0 m	11.42 m

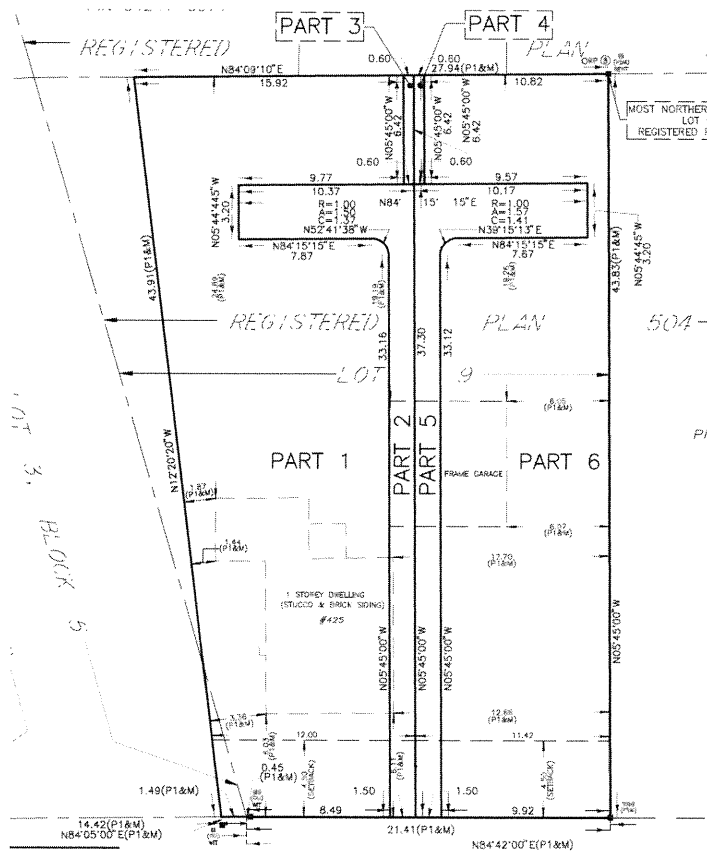


Figure 7. Extract of Draft Reference Plan prepared by Stantec Geomatics

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 is 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”.

→ In the above PPS policies, there is a significant emphasis on efficient development that is safe, respects the natural environment, uses available infrastructure, and provides for the needs of the community in both the short- and long-term. The proposed apartment buildings will replace an existing single-detached dwelling with two buildings that are appropriate density and scale of the context, considering the many examples of low-rise apartment buildings along the south side of Blake Street to the west. The proposed buildings will add additional units and housing choice within the neighbourhood, which is supported by the intensification policies of the Official Plan. The apartment buildings have been designed in a context-appropriate and desirable manner and introduces an appropriate density increase on an urban site on a lot that can adequately accommodate this type and size of building. The proposed development is an appropriate, compact form of development as encouraged by the PPS.

→ The site is 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 and minor variances represent a form of infill development and intensification that fits and functions well within the City's Urban Area.

OFFICIAL PLAN

The subject site is designated Neighbourhood within the Inner Urban Transect Policy Area in the New Official Plan, as shown on Figure 8 below.

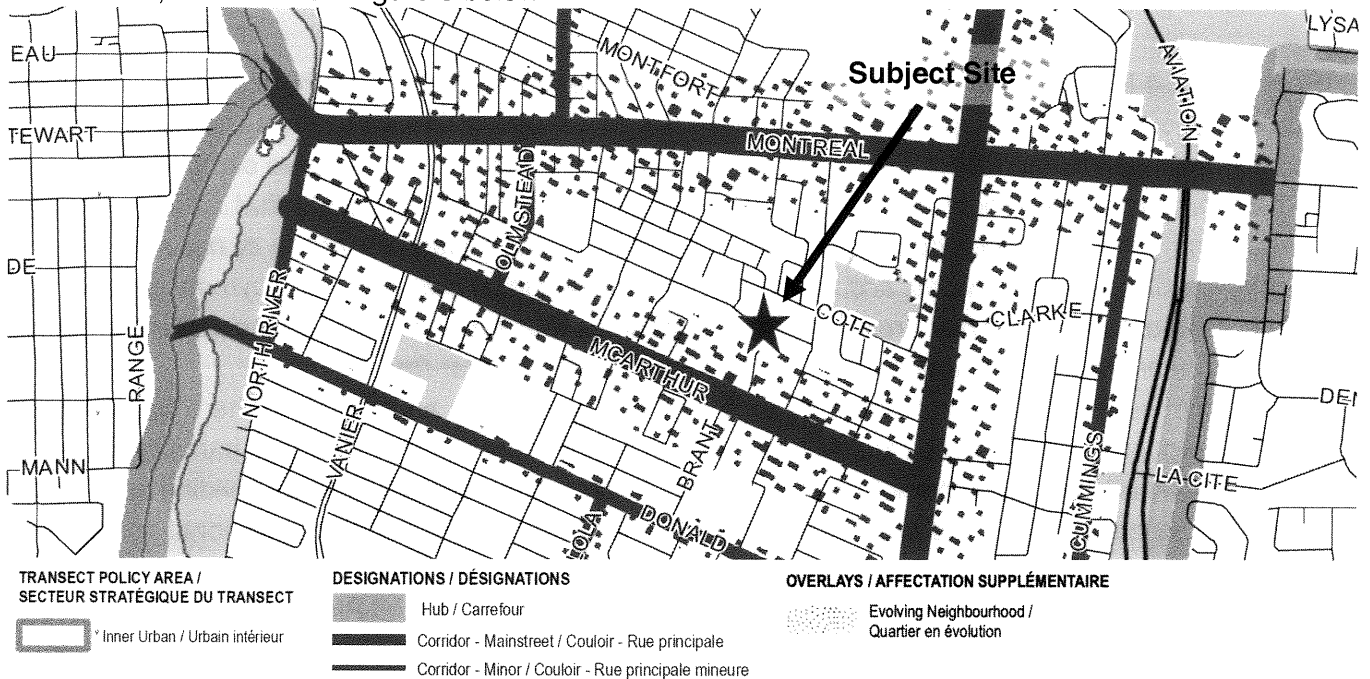


Figure 8. Extract of New Official Plan - Inner Urban Transect Policy Area

Section 2.2.1 Intensification and Diversifying Housing Options sets out policy intent for directing residential growth within the built-up urban area to support 15 minute neighbourhoods. Subsection i) states that “[t]his Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organizations, health services and community facilities; This necessitates both simplifying the rules for intensification and using design approaches to create the demand for living in multi-family housing typologies.” Subsection (iii) provides for policies related to improvement of public amenities and services, and states the following: “[t]o 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;*
- *Help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents;*

- *Require the production of denser, small-scale, low-rise infill housing of generally three or more units per existing lot that will increase the supply of growth allocated for the built-up area...*
- The proposed new low-rise apartment dwellings provide a denser, small-scale low-rise infill with multiple dwelling units that is directly supported by the Official Plan. The development offers purpose-built rental units in a dense urban fabric which supports the 15-minute neighbourhood policy direction. Further, the development provides adequate greenspace in both the front and rear yards, ample bicycle parking, and a modest amount of parking for vehicles to suite anticipated varying commuter patterns given the neighbourhood context and distance to transit.

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 offers a range of housing typology and tenure in the urban area, with rental options including one- and two-bedroom units. The provision of 6 bicycle parking spaces and 2 vehicle parking spaces per lot encourages use of cycling facilities while also providing opportunities for future tenants who are likely to have cars in this area, without putting additional pressures on street parking. The appropriate intensification of this property with seven rental apartment dwelling units contributes to the healthy communities’ policy 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) *“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them...”*
- 5) *“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...*
- 10) *... 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 low-rise apartment buildings provide an appropriate and reasonable density increase on an existing infill lot which is supported by the intensification policies and residential density targets of the Official Plan. The provision of multi-unit purpose-built rental apartment building with eight dwelling units in each is appropriate for this location, especially considering the surrounding built context which includes a many examples of other low-rise apartment buildings.

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...*
- 2) *“The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:*
- a) *Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as of right within the Zoning By-law”.*
- 3) *“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:*
- d) *Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology;*
- e) *Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;*
- f) *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 low-rise, multi-unit buildings with a diversity of housing tenure, including rental, is supported by the Official Plan policies. The proposed minor variances will facilitate the development of this form of “missing middle” housing typology, which is an appropriate and compatible form of infill intensification in the urban area.

ZONING BY-LAW 2008-250

The site is zoned Residential Fourth Density, Subzone UA, in the City of Ottawa Zoning By-law 2008-250, as demonstrated in Figure 9 below. The Residential Fourth Density zone permits low-rise residential development in the format of detached, semi-detached, linked-detached, townhouse, and low-rise apartment dwellings. The purpose of the R4 – Residential Fourth Density zone is to allow a wide mix of residential building forms and other residential uses to provide additional housing choices and regulate development in a manner compatible with existing land use patterns to maintain or enhance the mixed building form and character of a neighbourhood.



Figure 5. Map showing R4UA 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

R4UA Zoning				
Provisions Low-Rise Apartment, Maximum of 8 Units	Permitted / Required		Provided Building A	Provided Building B
	Building A	Building B		
Minimum lot width (m) *s.162	12.0		12.0	11.42
Minimum lot area (m ²) *s.162	360.0		611.23 m ²	499.82 m ²
Maximum building height (m) *s.162	11.0		11.0	11.0
Minimum front yard setback (m) *s.144(1)(a)	4.5 m		4.5	4.5
Minimum rear yard setback (m) Table 144A(i)	30% lot depth		30%	30%
	13.0 m		13.0	13.0
Minimum rear yard area (m ²) s.144(3)(a)(i)	25% lot area 152.75 m ²	25% lot area 119.75 m ²	30% 206.0 m ²	30% 152.0 m ²
Minimum interior side yard setback (m) *s.162	1.5		1.5 (w) / 2.69 (e)	2.09 (w) / 1.5 (e)
Any part of the rear yard area not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for			Yes	Yes

waste and recycling management, pedestrian walkways, driveways, parking aisles and spaces must be softly landscaped *s.161(15)(a)			
Minimum area of soft landscaping in the case of a lot 450 m ² or greater in area (%) *s.161(15)(b)(iii)	50% of the rear yard		52%
	103.0 m ²	76.0 m ²	47%
		106.0 m ²	71.0 m ²
Must comprise at least one aggregated rectangular area of at least 25 square metres and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting *s.161(15)(b)(iv)		25.0 m ²	20.2 m ²
Any part of any yard other than the rear yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, permitted driveways and parking exclusion fixtures per (e) must be softly landscaped *s.161(15)(c)		Yes	Yes
Minimum aggregated front yard soft landscaping (provided front yard setback of greater than 3.0 metres) (m ²) *Table 161	Lot width greater than 12.0 m	Lot width between 8.25 and 12.0 m	70%
	35% front yard area / 18.55 m ²	40% front yard area / 20.40 m ²	37.0 m ²
			77%
			39.0 m ²
Front yard equipped with solid permanent fixtures to prevent motor vehicle parking *s.161(15)(e)(i)		Planting bed / Tree	Planting bed / Tree
Principal entrance to common interior corridor must be located on façade and provide direct access to street *s.161(15)(f)		Yes	Yes
Front façade window coverage *s.161(15)(g)	25%	> 25%	> 25%
Any window counted towards the minimum fenestration requirement, other than windows in doors or at the basement level, must have a lower sill no higher than 100 centimetres above the floor level *s.161(15)(g)(iii)		Yes	Yes
Recessed front façade from front setback line *s.161(15)(h)	20% recessed additional 0.6 m	Yes	Yes
No additional recession of front façade required when one balcony or porch for each storey at or above the first storey is provided on a lot of less than 15 m wide *s.161(15)(j)(i)		n/a	n/a
Despite Table 65, a bay window projecting into a required front yard may extend to grade provided it is located on the part of a front façade other than the recessed part required by (j), has a horizontal area of 2 m ² or less, and projects by no more than 1.0 m into the yard and no closer than 3.0 m to the front lot line *s.161(15)(k)		n/a	n/a
Maximum projection of exit stairs providing required egress under the Building Code into rear yard (m) *s.161(15)(m)	2.2	No exterior rear egress	No exterior rear egress
In the case of a lot of 450 m ² or greater, at least 25% of the dwelling units must have at least 2 bedrooms and the calculation may be rounded down to the nearest whole number * s.161(16)(b)		66% of units are 2-bedroom (4)	66% of units are 2-bedroom (4)
Maximum walkway width for low-rise apartment *s.139(4)(c)(i)	1.8	1.8 m	1.8 m
Minimum width of unobstructed, uninterrupted pathway for garbage (m) *s.143(1)(a)(i)	1.2	> 1.2 m along shared laneway	> 1.2 m along shared laneway
Bicycle Parking			
Minimum required bicycle parking spaces *s.111	0.5 spaces / unit 3 spaces	1 space / unit	1 space / unit

			6 spaces (covered)	6 spaces (covered)
Bicycle parking may be located in any yard, and 50% of the required space or 15 spaces whichever is greater may be located in a landscaped area *s.111(7)			Located in landscaped area	Located in landscaped area
Minimum space size (m) *Table 111B	Horizontal	0.6 wide x 1.8 long	0.6 x 1.8	0.6 x 1.8
	Vertical	0.5 wide x 1.5 long	n/a	n/a
Minimum width of aisle to access bicycle parking (m) *s.111(9)		1.5	1.5	1.5
Minimum number of horizontal bicycle parking spaces at ground level *s.111(11)		50% of required spaces	6 spaces	6 spaces
Vehicular Parking & Driveways				
A driveway over a mutual easement leading to one or more permitted parking spaces may be shared by two dwellings on abutting lots *s.139			Shared driveway, proposed easement	Shared driveway, proposed easement
Maximum width of a shared driveway on a lot 8.25 m to less than 15 m wide (m) *Table 139(3)(iv)		3.0	3.0	3.0
Minimum parking space size *s.106(1)		5.2 (l) 2.6 (w) but not more than 3.1 (w)	2.6 x 5.2	2.6 x 5.2

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 consent supports the following matters of provincial interest: “the orderly development of safe and healthy communities, the adequate provision of a full range of housing, the appropriate location of growth and development”. The proposed consent and variances allow for the creation of two new lots for the purpose of constructing two new low-rise apartment buildings, one of which is fully zoning compliant. The consent and variances are consistent with provincial policies including the PPS and those introduced by Bill 23.

- (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 low-rise apartment dwellings 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, which features a full block of low-rise apartments on similarly sized lots along Blake to the southwest.

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

The proposed severances to permit low-rise apartment 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. The proposal contributes to the provision of “missing middle” rental housing in the urban area which is encouraged by the OP.

(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 many examples of low-rise apartment buildings on comparably sized lots along the immediate streetscape. One lot and building is fully zoning compliant, and the second lot requires a variance for lot width of only 0,58 metres to facilitate the development of a low-rise apartment, and complies with the required area. As such, the proposed lot sizes can appropriately accommodate the proposed built form considering all zoning provisions are met in terms of building envelope and setbacks for each lot. The development of two low-rise apartment buildings is a desirable, permitted, and suitable use of these residentially zoned and designated lands.

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

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

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 (Blake Boulevard), via a shared Right-of Way/easement for the benefit of each new lot. The site is south of Montreal Road and north of McArthur Avenue.

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

The dimensions and shape of the proposed lots are functional and compatible with the surrounding neighbourhood character and development pattern. There is sufficient space on site for separation between neighbouring properties and to fit a functional, appropriate development footprint on each lot while meeting all other zoning provisions. Lot A is fully zoning compliant and Lot B requires a variance to permit a lot width of 11.42 metres whereas 12.0 is required. Lot A widens towards the rear with a triangular articulation and Lot B is rectangular shaped.

(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. Mutual Rights-of-Way / easements are proposed over Parts 2 and 3, Parts 4 and 5, respectively, for access and maintenance of a shared laneway between the buildings, leading to parking in the rear yards, as well as between the proposed waste storage buildings to provide access to the covered bike parking.

(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 for Building A. The soft landscaping in the front yard of Building B exceeds zoning, and relief is required for Building B in order to provide sufficient space for a modest amount of permitted parking and fully enclosed waste storage/bike parking facilities for future tenants. Due to the angled side lot line for Building A along the rear, to sever the lots fully in half was not possible; therefore, Lot B is slightly smaller which triggers the need for a minimal amount of zoning relief. No watercourses or flood plains impact the site. There are no City-owned distinctive trees impacted, and one new tree in the front yard of each building is proposed where none previously exist. 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 permitted 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 new apartment buildings on two parcels of land. This is a appropriate form of density increase in the inner urban area, and compatible with many other examples of low-rise apartment buildings already existing in the community. The development 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); 2016, c. 25 Sched. 4, s.9(2).

The proposal for development of two low-rise apartment buildings 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, three minor variances to the Zoning By-law are required for proposed Lot/Building B, whereas Lot/Building A is fully zoning compliant. **The variances required are only for Lot/Building B (Parts 4, 5 and 6 on the submitted Draft Reference Plan)** and are as follows:

- (a) To permit a reduced lot width of 11.42 metres whereas the by-law requires 12.0 metres;
- (b) To permit a minimum area of soft landscaping in the rear yard of 47% of the rear yard area or 71 square metres on a lot exceeding 450 square metres in area, whereas the by-law requires 50% of the rear yard area or 76 square metres in this case; and,
- (c) To permit an aggregated rectangular soft landscaping area of 20.2 square metres in the rear yard whereas the by-law requires at least one aggregated area of 25 square metres.

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 reduced lot width is minor both nominally and in terms of impact. The reduction of 0.58 metres in lot width will be imperceptible from the street and still allows for a lot area which exceeds zoning by nearly 50 m² and allows for a building footprint that fully complies with all required setbacks under the zoning by-law. The proposed building also provides a more generous interior side yard setback along the west proposed severance line than required under the zoning by-law. The reduced lot width has no tangible impacts on the lot fabric of the surrounding community considering it is only 0.58 metres (just over 1 ½ feet) less than required under the zoning.

The reduction of soft landscaping and rectangular soft landscape area in the rear yard is minor. The provided total landscape area is only 5 square metres less than required, with an aggregated area of less than 5 square metres smaller than required. Though relief is required for the rear yard soft landscaping there is ample soft landscaping across the site with the entire length of the interior side yard being softly landscaped, as well as the full front yard save for the shared laneway along the west side yard. Tree planting will be provided in the front yard, contributing to the urban forest canopy. Further, Lot A provides rear yard soft landscaping that far exceeds the zoning requirements to help offset the slight reduction on Lot B, and the request on Lot B is largely triggered by the fact that because of the angled west lot line for Lot A towards the rear, the existing lot could not be split exactly in half without creating an irregular lot shape for each. As such, Lot A benefits from a much larger lot area and rear yard soft landscaping, which if the site had fully regular lot lines, would've also been accommodated for Lot B while still providing the same rear yard configuration. The reduced landscape area allows for provision of a modest amount of parking (2 spaces) for the 8 units in an area where tenants are highly likely to have cars, as well as secure and covered bike parking that exceeds the zoning requirements. Finally, the majority of the rear yards for existing apartment buildings along Blake to the west are fully gravel or paved parking areas, and the

proposed development solution provides an improved rear yard situation that does not detract from the overall neighbourhood character.

Overall, the requested relief is minor.

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

The intent and purpose of the Official Plan, specifically within Neighbourhoods in the Inner Urban Area Transect is to accommodate residential growth to meet housing and density targets and provision of 15-minute neighbourhoods within the urban area. The OP supports a variety of housing types, focusing on missing-middle housing, which is defined as low-rise multi-unit residential dwellings between three and sixteen units. Overall, the Official Plan supports infill intensification and densification through the provision of a wide variety of housing typology and built form, including low-rise multi-unit buildings with a variety of housing tenure. The proposed development of two low-rise purpose-built rental apartment buildings with eight dwelling units in each contributes positively to the housing targets of the Official Plan, and the site is in a location which supports this development format. The proposed development is desirable for the context and is in keeping with the existing character given the existing low-rise apartment buildings in the area, each which feature fully gravel or paved rear yards for parking. The proposed development offers opportunity for ample soft landscaping when considering the entirety of the site and provides two new trees in the front yards where there are currently none on site. The proposed minor variances allow for sufficient and appropriate lot area, rear yard area, amenity and open space, tree planting, building separation in the rear yards, and privacy for future residents and neighbours. The development footprints and heights fully comply with all zoning standards. Overall, the proposed minor variances facilitate the development of two permitted and appropriate low-rise apartment buildings on an existing underutilized infill lot of record, in a community that can support this size and scale of intensification, and is well-suited for additional rental housing. As such, the proposed development and associated minor variances meet the intent and purpose of the policies set out in the Official Plan.

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

The intent and purpose of the lot width standards of the zoning by-law is to ensure that appropriate separation between buildings is maintained and that there is sufficient area on the lot to accommodate the dwelling and open space without overdeveloping the site. The proposed low-rise apartment building on Lot B fully complies with all zoning standards related to building envelope and therefore can manage its impacts on site appropriately despite the requested relief of 0.58 metres. The lot exceeds zoning for area and is well-sized and well-suited for a low-rise apartment building that is compatible with the general scale, massing and character of the neighbourhood.

The intent and purpose of the soft landscaping requirements under the zoning by-law are to ensure adequate on-site rear yard soft landscaping is provided and that rear yards are not fully paved. The proposal strikes a balance between providing necessary parking given the site's location and distance from transit to ensure tenants with cars to not place a burden on street parking, while still providing bike parking that exceeds the required minimums, enclosed waste storage, and sufficient soft landscaping for the purpose of tree planting. The requested relief of only five square metres for soft landscaping and

aggregated space still meets the intent when considering the overall soft landscaping provided on site in the front yard, side yards, and rear yards. Further, again this request is largely triggered by the inability to sever each lot exactly in half due to the irregular lot line angle along the rear westerly lot line. Had Lots A and B been shaped fully rectangularly, each could've provided all zoning requirements for soft landscaping on site with the current rear yard parking, accessory building and parking configuration. When considering Lot A far exceeds the soft landscaping requirements, the slightly reduced area on Building B still services to achieve the intent of the by-law if considering the development as a functional whole.

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

The variances are desirable for the appropriate development and use of the land. The proposed variances will allow for the infill redevelopment of a presently underdeveloped site within the inner urban area with the introduction of a permitted residential land use. The proposed development introduces a two new purpose-built rental apartment dwelling with eight dwelling units in each, servicing to provide a diversity of housing type and choice that still fits and works well within the context of Vanier South. One of the proposed buildings fully complies with or exceeds all zoning requirements, and one requires a minimal lot width reduction and soft landscaping reduction in the rear yard. Given the site location and more limited availability of transit at this time, as well as larger two-bedroom unit sizes, it is anticipated that some future tenants will more than likely have a car. Providing two vehicle parking spaces on this lot is a reasonable and modest amount of parking for the 8 units and will help to offset any street parking concerns that could arise from the added density on site. Adequate bike parking is still being provided, as is soft landscaping, amenity space with the provision of balconies, and opportunity for tree planting. When considering the intent and strong need for additional rental housing in the urban area, the requested three variances are reasonable and appropriate to support a development that otherwise is fully zoning compliant and supported by the Official Plan. The adjacent proposed Lot A is fully zoning compliant, and when developed together, the two lots will create a cohesive site, lot and building fabric with a high quality of urban design from the streetscape. Overall, the proposed eight-unit residential dwelling on Lot B is a permitted use of this land and offers an opportunity for residential intensification and diversity of housing choice, specifically "missing middle" housing and purpose-built rental units within the urban area on a lot that can support this form of development. The requested relief is therefore minor and desirable for the appropriate development and use of the land.

CONCLUSION

The subject site, municipally known as 425 Blake Boulevard, is a generally rectangular lot, which widens from front to rear along the northwesterly corner, resulting in a slightly irregular rear yard configuration. The property presently contains a one- storey single-detached residential dwelling and detached accessory building. The Owner is proposing to demolish the existing dwelling, sever the lot in two, and construct two new low-rise apartment buildings each with eight dwelling units. Lot/Building A is fully zoning compliant. To facilitate the development of Lot/Building B, three minor variances to the zoning by-law are required, including a slightly reduced lot width and rear yard soft landscaping area (including the aggregated rectangular area). The development of an apartment building on these proposed lots is a permitted use under the current zoning and compatible with the neighbourhood fabric of the surrounding

area. The development provides a form of desirable “missing middle” housing typology in the urban area which is a primary focus of the Official Plan policies. The proposed apartment buildings offers an opportunity to add a diversity of housing choice and tenure in the urban area that is compatible with the surrounding context. Overall, the lots are each appropriately sized to accommodate the proposed buildings, which will be municipally serviced, and provide added and needed rental housing stock in the urban area.

The proposed development 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 except the minor variances detailed in this report. The 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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