

December 22, 2023

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

**Attention: Michel Bellemare, Secretary - Treasurer**

Dear Mr. Bellemare:

**Reference: 844 Connaught Avenue  
Applications for Minor Variance  
Our File No: 121298**

**Committee of Adjustment**  
Received | Reçu le  
**2024-01-03**  
City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

Novatech has been retained by the owner of the property municipally known as 844 Connaught Avenue (the "Subject Site") to prepare and file applications for Minor Variances to construct a semi-detached dwelling. The existing detached dwelling and detached garage will be demolished.

The Subject Site was part of previous minor variance and consent applications (D08-02-21/A-00432, D08-02-21/A-00433 & D08-01-21/B-00527, D08-01-21/B-00528) which were approved by the Committee of Adjustment on February 25, 2022. The Committee's decision was appealed according to an Appeal Form received by the Committee of Adjustment on March 16, 2022. The applicant did not contest the appeal and the Committee of Adjustment's decision was overturned.

This letter describes the existing conditions of the site and its surrounding context, the proposed development, and the rationale in support of the applications.

Figure 1: Location of the Subject Site. (Source: GeoOttawa).



## Site and Context

### Site

The Subject Site is located in the Whitehaven-Queensway Terrace North neighbourhood within Ward 7 – Bay in the City of Ottawa. The Subject Site is a corner lot located on the west side of Connaught Avenue and the north side of Sackville Street. The Subject Site is in an area that is bounded by Carling Avenue to the north, Elmhurst Street to the south, Tavistock Road to the west, and the Transitway to the east. The Subject Site has 15.25 metres of frontage along Connaught Avenue and 30.41 metres of frontage along Sackville Street. The property is legally known as Part of Lot 240 Registered Plan 311 City of Ottawa.

Figure 2: Subject Site. (Source: GeoOttawa).



The Subject Site is zoned R2G[1564] – Residential Second Density, Subzone G, exception 1564 in the City of Ottawa Zoning By-law 2008-250. The Subject Site is designated Neighbourhood within the Inner Urban Transect in the City of Ottawa Official Plan and is located within the Evolving Neighbourhoods Overlay. The site is currently developed with a two-storey detached dwelling with a detached garage. The surrounding neighbourhood is characterized by a mix of ground-oriented dwelling types, including detached dwellings, semi-detached dwellings, townhouse dwellings, and low-rise apartments.

Figure 3: Existing Building on the Subject Site. (Source: Google Maps).



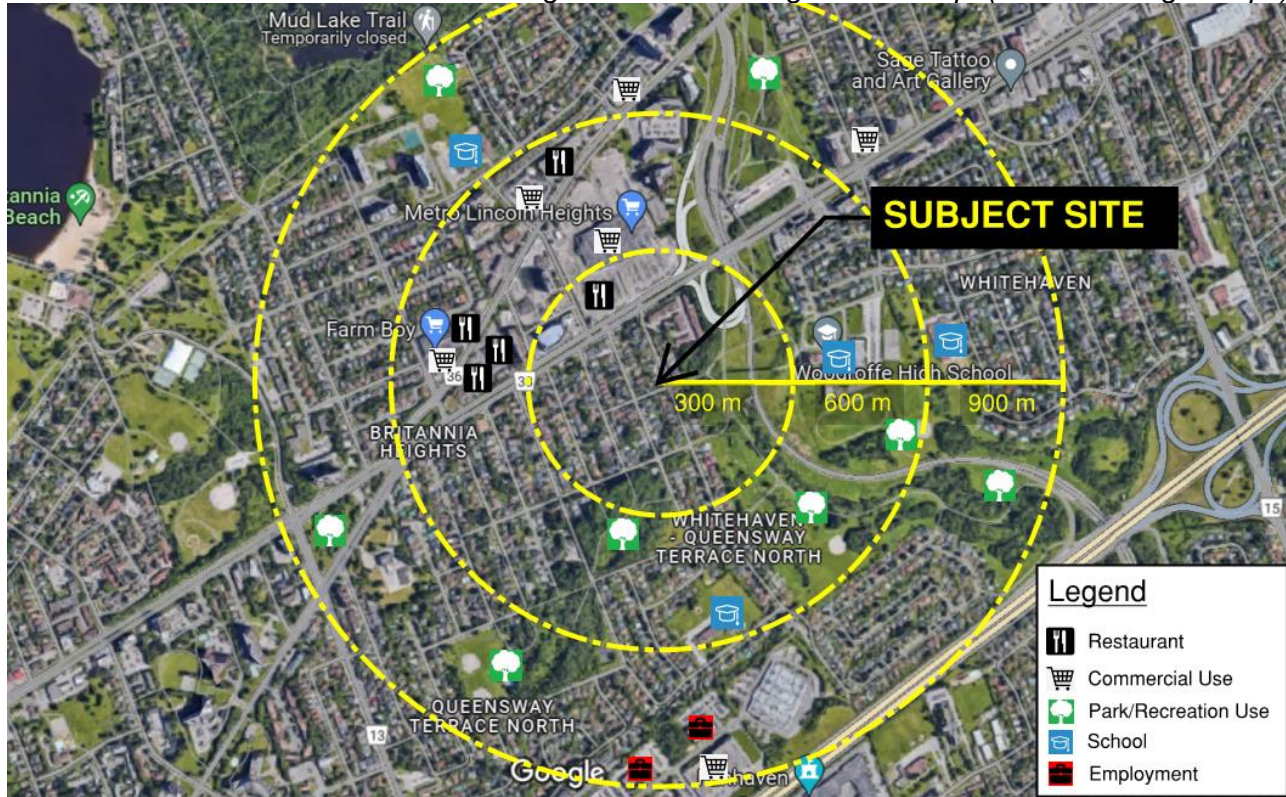
## **Surrounding Context**

The Subject Site is located on the northwest corner of Connaught Avenue and Sackville Street. Both Sackville Street and Connaught Avenue are two-lane roads with one lane of travel in each direction. There are no sidewalks or on-road cycling lanes on either side of Connaught Avenue or Sackville Street. The Subject Site is developed with a detached dwelling and a detached garage. The surrounding neighbourhood is characterized by a mix of ground-oriented dwelling types, including detached dwellings, semi-detached dwellings, townhouses, and low-rise apartment buildings. There are a diverse range of lot sizes along Connaught Avenue and in the immediate area. Along Connaught Avenue, lot widths range from 7.62 metres for semi-detached dwellings to greater than 40 metres for the Planned Unit Development at the intersection of Carling Avenue and Connaught Avenue.

The Subject Site is within walking distance of parks, schools, restaurants, and commercial uses. Some commercial uses are located within 900 metres radius of the Subject Site along Carling Avenue. There are many parks within 900 metres radius of the Subject Site, including Elmhurst Park, Frank Ryan Park, Jill Brown Park, Connaught Park, George C. Brown Park, West River Park, and Lincoln Heights Park. The Subject Site is within 900 metres radius of Woodroffe High School, École élémentaire catholique d'enseignement personnalisé Édouard-Bond, Severn Avenue Public School, and Regina Street Alternative School. The Subject Site has excellent public transportation access. The Lincoln Fields Transitway Stop is located less than 600 metres radius from the Subject Site, which provides access to rapid bus routes that connect throughout the City. The Subject Site is less than 200 metres radius from the closest bus stop along Carling Avenue, where frequent transit routes 51 and 85 can be accessed. Additional frequent transit routes are located less than 600 metres radius from the Subject Site along Richmond Road.

The Subject Site is an ideal location for intensification, owing to its close proximity to public transportation and commercial uses, parks, and schools being within walking distance. Intensification of the Subject Site would support the establishment of 15-minute communities.

Figure 4: Surrounding context map. (Source: Google Maps).



## Proposed Development

The proposed development seeks to demolish the existing detached dwelling and detached garage on the Subject Site and construct a two-storey semi-detached dwelling. Each half of the semi-detached dwelling will provide two additional dwelling units. A total of three dwellings will be provided in each half of the semi-detached dwelling. A total of six dwelling units will be provided on the Subject Site.

To facilitate the proposed development, applications for minor variance are required to permit a reduced lot width and a reduced lot area for Part 1 and to permit a reduced corner side yard setback for Part 2. The proposed development supports the City's intensification goals and the establishment of 15-minute communities by adding six dwelling units (two principal dwelling units and four additional dwelling units) to the area.

Figure 5: Site Plan. (Source: Soma Studio.).

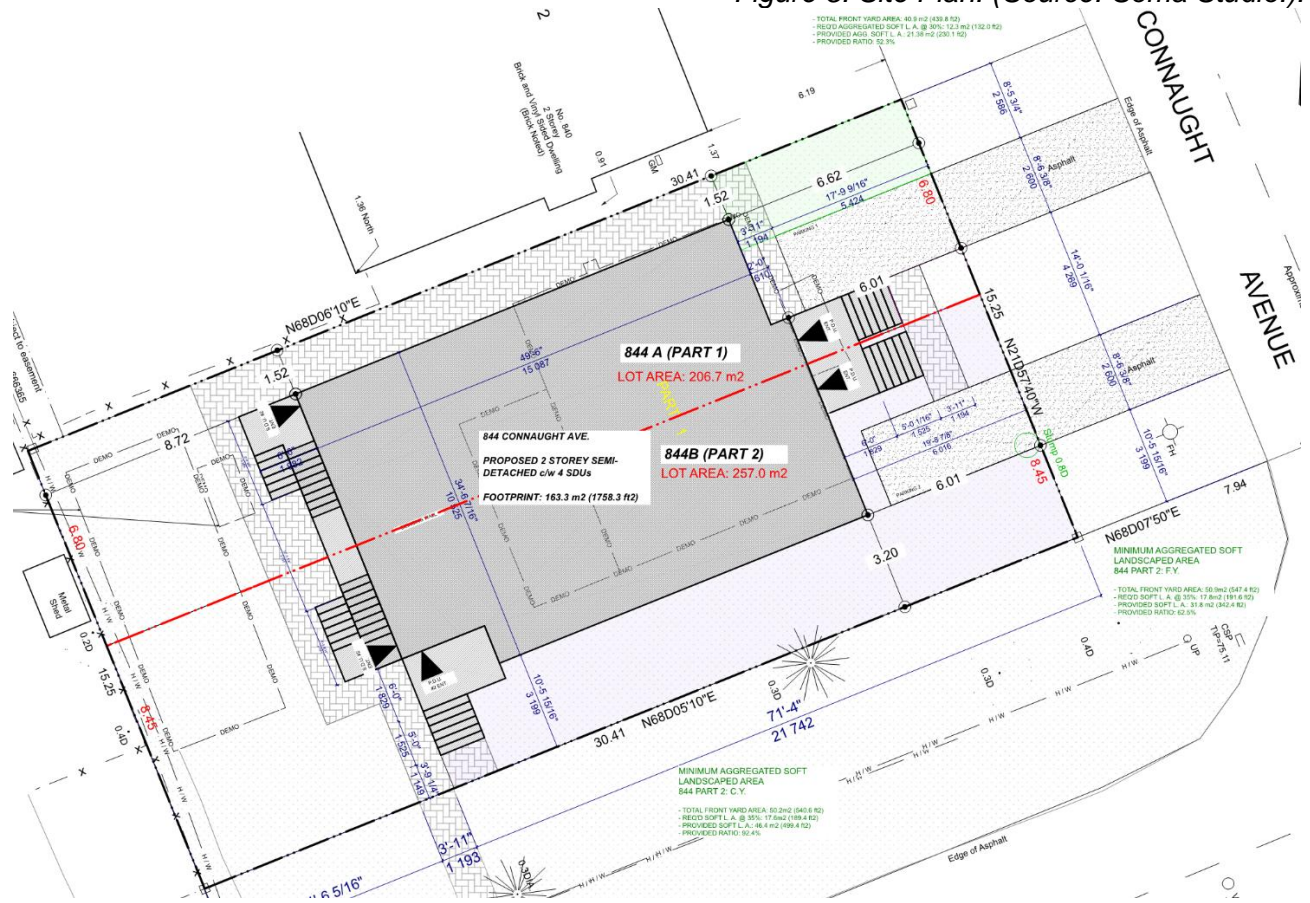
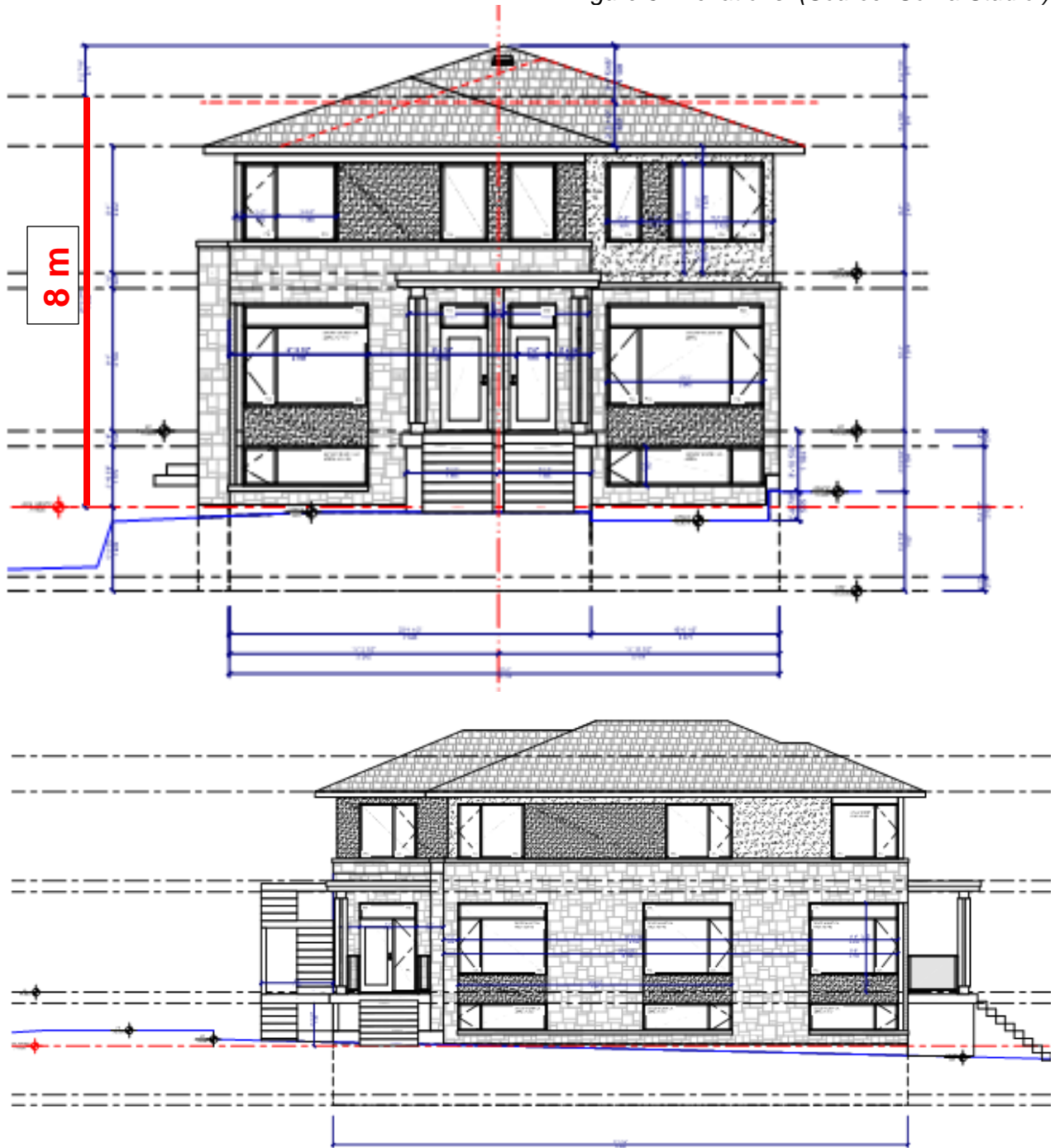
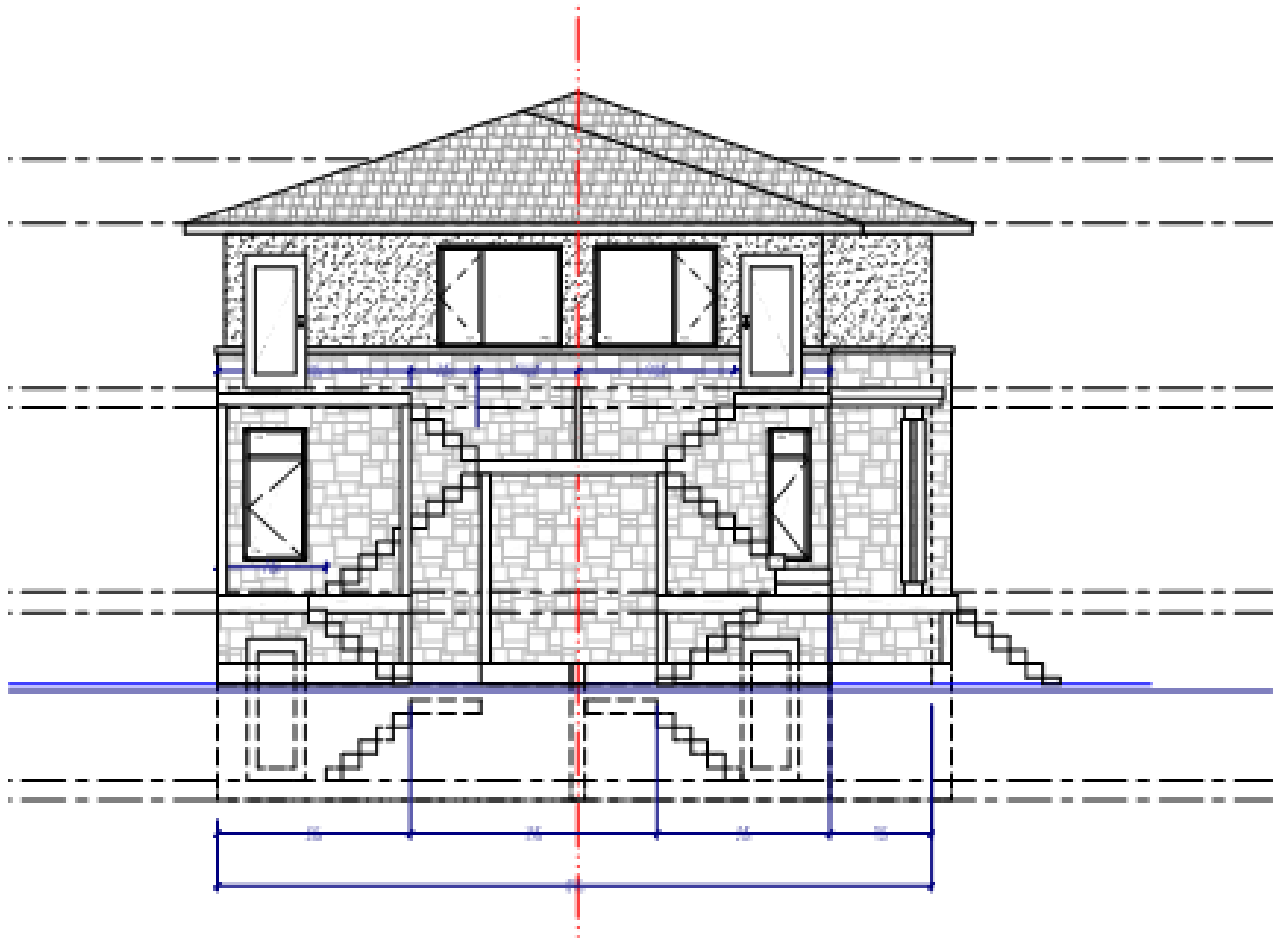
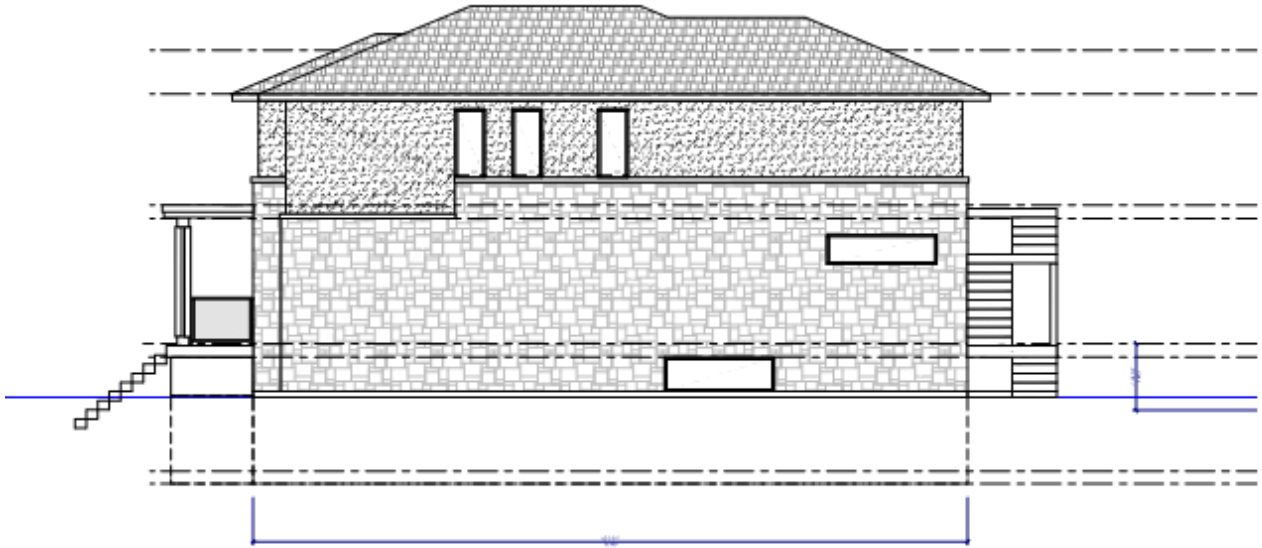


Figure 6: Elevations. (Source: Soma Studio.).



4 SOUTH ELEVATION  
SCALE 3/16" = 1'-0"





## **Minor Variance Application**

The proposed minor variances are listed below:

### 844A Connaught Avenue:

- a) To permit a reduced lot width of 6.8 metres, whereas the Zoning By-law requires a minimum lot width of 7.5 metres. (Section 158, Table 158A, Row G, Column IV).
- b) To permit a reduced lot area of 206.7 square metres, whereas the Zoning By-law requires a minimum lot area of 225 square metres. (Section 158, Table 158A, Row G, Column V).

### 844B Connaught Avenue:

- c) To permit a reduced corner side yard setback of 3.2 metres, whereas the Zoning By-law requires a minimum corner side yard setback of 4.5 metres. (Section 158, Table 158A, Row G, Column VIII).

## **February 2022 Consent and Minor Variance Application**

The Subject Site was part of previous minor variance and consent applications (D08-02-21/A-00432, D08-02-21/A-00433 & D08-01-21/B-00527, D08-01-21/B-00528) which were approved by the Committee of Adjustment on February 25, 2022. The Committee's decision was appealed according to an Appeal Form received by the Committee of Adjustment on March 16, 2022. The Committee of Adjustment's decision was overturned as the applicant did not contest the appeal.

Application D08-02-21/A-00432 was to permit a reduced lot area of 208.6 square metres and a reduced lot width of 7 metres. Application D08-02-21/A-00433 was to permit a reduced corner side yard setback of 3 metres. Figure 7 shows the Site Plan for the 2022 Minor Variance application.

Figure 7: February 2022 Site Plan. (Source: Soma Studio.).

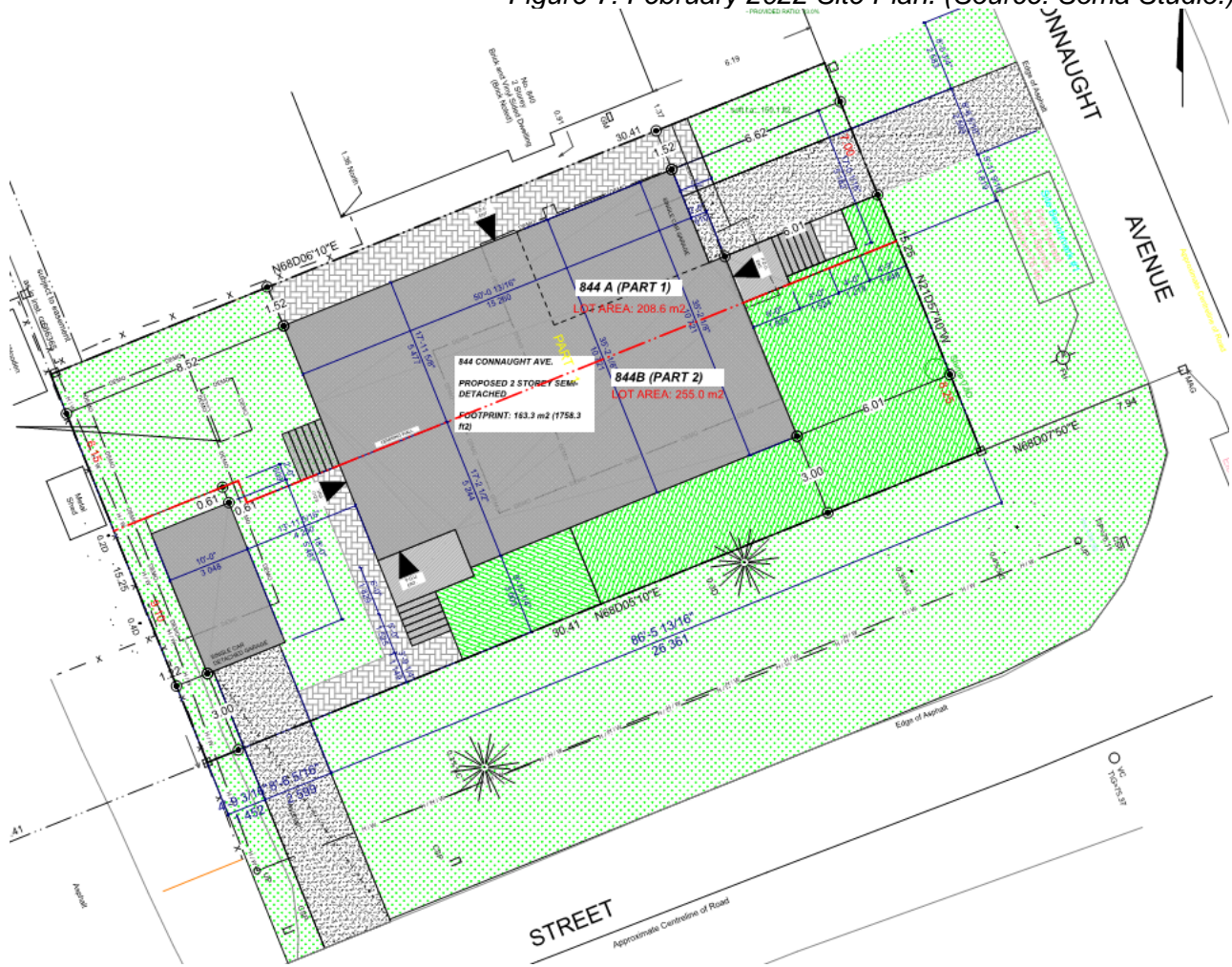
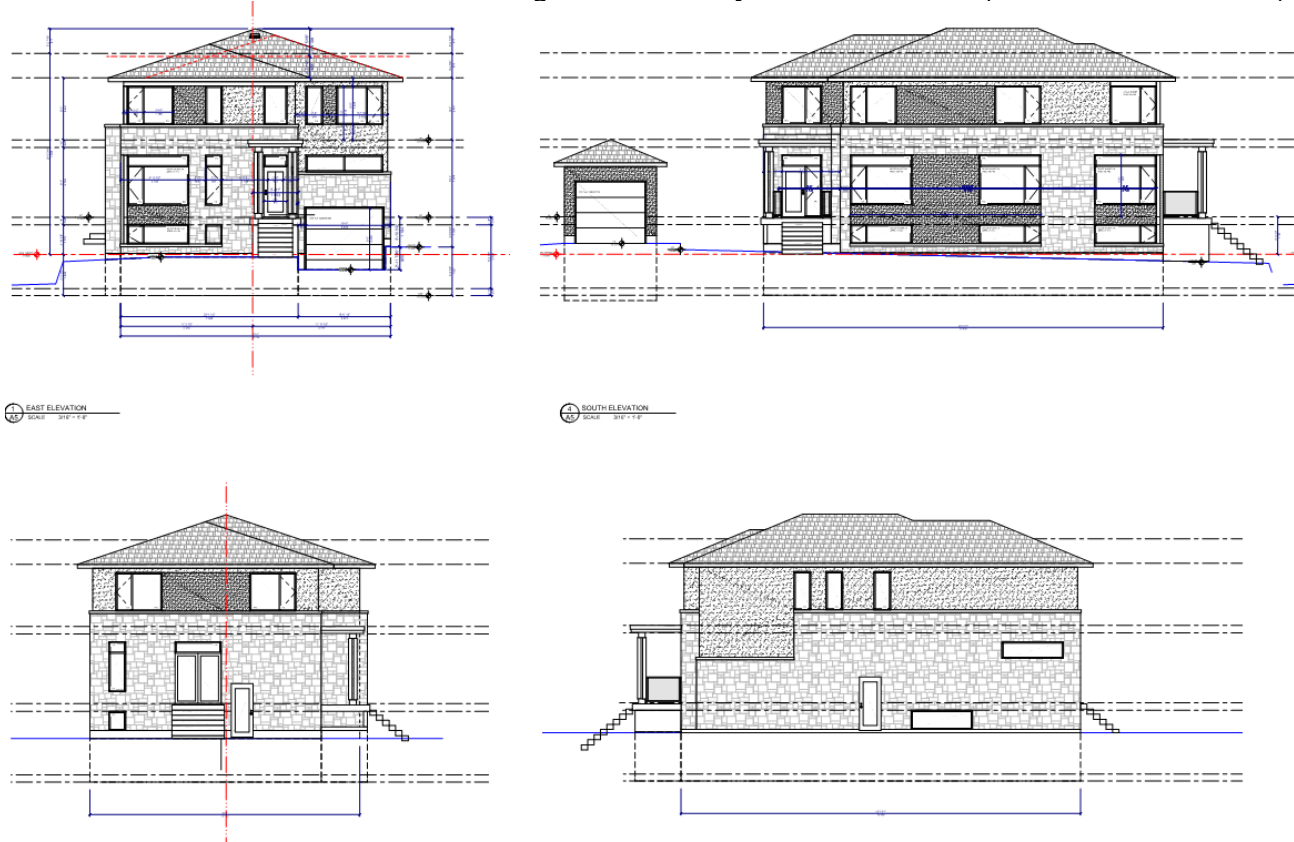


Figure 8: February 2022 Elevations. (Source: Soma Studio.)



In the previous application, the semi-detached dwelling on Part 1 had a front-facing attached single garage, a proposed lot area of 208.6 square metres, and a proposed lot width of 7 metres. In the current application, the semi-detached dwelling on Part 1 does not have a front-facing garage. Front yard parking is provided as permitted by Exception 1564. The semi-detached dwelling on Part 1 has a proposed lot area of 206.7 square metres and a proposed lot width of 6.8 metres.

In the previous application, the semi-detached dwelling on Part 2 had a detached garage in the rear yard. The interior lot line of Part 2 had a slight jog to accommodate the detached garage. The proposed lot area of Part 2 in the previous application was 255 square metres and the proposed lot width was 8.25 metres. The previous corner side yard setback was 3 metres. In the current application, the semi-detached dwelling on Part 2 does not have a detached garage in the rear yard. Front yard parking is provided as permitted by Exception 1564. A severance application to create two separate lots is no longer proposed. The proposed lot area for Part 2 in the current application is 257 square metres and the proposed lot width is 8.5 metres. The proposed corner side yard setback is 3.2 metres.

The previous design was revised to improve the overall function of the proposed development and reduce the requested relief. The current application substantively differs from the previous design.

### Minor Variance Rationale

Section 45(1) of the Planning Act sets the four tests that a minor variance is required to meet in order to be permitted.

## **Provincial Policy Statement**

Section 3(5) of the Planning Act states:

*“A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,*

- (a) shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision,”*

A decision by the Committee of Adjustment with respect to a planning matter must be consistent with the Provincial Policy Statement (PPS). The Provincial Policy Statement provides policy direction on matters of provincial interest that are related to land use planning and development.

Policy 1.1.1 states:

*“Healthy, liveable and safe communities are sustained by:*

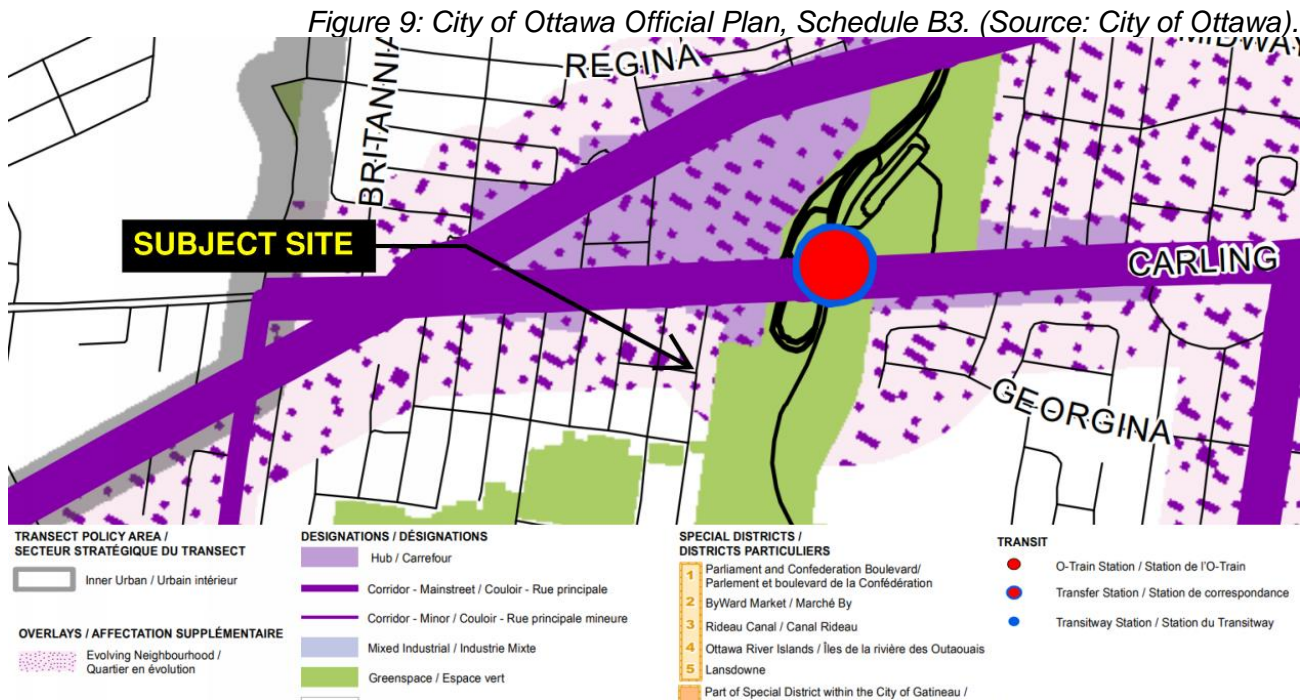
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- 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;”*

The proposal more efficiently uses the existing lot by developing a semi-detached dwelling which results in one additional principal dwelling unit on a lot within the urban area. The Subject Site is located close to Carling Avenue and the Lincoln Fields transitway station, supporting increased density near existing commercial uses and public transportation service.

**The proposed development is consistent with the direction of the Provincial Policy Statement.**

**The first test for a minor variance is that the general intent and purpose of the Official Plan is maintained.**

The Subject Site is designated Neighbourhood within the Inner Urban Transect in the City of Ottawa Official Plan. The Subject Site is located within the Evolving Neighbourhoods Overlay.



#### Inner Urban Transect:

Section 5.2 provides policies for the Inner Urban Transect, which is comprised of the neighbourhoods immediately surrounding the Downtown Core and the earliest post-World War II areas directly adjacent to them. Older neighbourhoods in the Inner Urban Transect reflect urban built form characteristics, while post-war neighbourhoods reflect suburban characteristics.

Section 5.2.1 provides directions to enhance an urban pattern of built form, site design, and mix of uses. The Inner Urban area is generally planned for mid- to high-density development with proximity to transit.

Policy 4 of Section 5.2.1 states:

- 4) *The Inner Urban Transect shall continue to develop as a mixed-use environment, where:*
- Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;*
  - Increases in existing residential densities are supported to sustain the full range of services noted in Policy a)*

The Subject Site is close to Carling Avenue, which is identified as a Mainstreet Corridor and is close to the Lincoln Fields transitway station. The proposed development results in a gentle increase in density on the Subject Site which supports a full range of services along Mainstreet Corridors and contributes to establishing 15-minute communities.

Policy 1 of Section 5.2.4 states:

- 1) *Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth*

Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) *Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;*
- b) *The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;*
- c) *Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;*
- d) *Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and*
- e) *In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.*

The Subject Site is located within less than 200 metres walking distance of Carling Avenue, which is identified as a Mainstreet Corridor. The proposed development of a semi-detached dwelling with two Additional Dwelling Units in each half of the building results in a total of six dwelling units on the property. The development contributes additional density through infill development of an existing lot and supports the growth management framework and target densities in the Official Plan. The proposed development provides a density of 129.4 units per hectare. The target density for Inner Urban Transects is 60 to 80 units per hectare.

The Subject Site is located within the Evolving Neighbourhoods Overlay. Section 5.6.1 sets out policies for built form overlays, including the Evolving Neighbourhoods Overlay. Section 5.6.1.1 provides direction for the Evolving Neighbourhoods Overlay. The overlay applies to areas which are in a location or stage of evolution that creates the opportunity to achieve an urban form of density, use, built form, and site design. The overlay is intended to provide opportunities for the City to reach the intensification goals of the Growth Management Framework through the Zoning By-law by providing:

- a) *Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
- b) *Allowance for new building forms and typologies, such as missing middle housing;*
- c) *Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) *Direction to govern the evaluation of development.*

The proposed development supports a more urban built form and site design. The development supports a change in character based on proximity to Carling Avenue, designated as a Mainstreet Corridor in the Official Plan. The proposed development represents a contextually appropriate, ground-oriented building form (semi-detached dwelling) that contributes to the mix of low-rise dwelling types in the neighbourhood.

#### Neighbourhoods:

Section 6.3 of the Official Plan sets out policies for Neighbourhoods. Policies of the Official Plan permit a mix of building forms and densities within Neighbourhoods to support a gradual transition towards establishing 15-minute neighbourhoods.

Policy 2 of Section 6.3.1 states:

- 1) Permitted building heights in Neighbourhoods shall be Low-rise, except:
  - a) Where existing zoning or secondary plans allow for greater building heights; or
  - b) In areas already characterized by taller buildings

Policy 4(a) and 4(b) of Section 6.3.1 state:

- 4) The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:
  - a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
  - b) Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);

Policy 3(b) of Section 6.3.2 states:

- 3) Further to Policy 2), form-based regulation will provide for built form and site development characteristics that are:
  - b) In those parts of the Inner Urban, Outer Urban and Suburban Transects covered by the Evolving Overlay where substantial increases of density are planned and where building form and massing is anticipated to change significantly from existing context, urban as described in Table 6; and

The proposed development is to construct a semi-detached dwelling on the Subject Site. Each half of the semi-detached dwelling will have one principal dwelling unit and two additional dwelling units for a total of six dwelling units on the property. The proposed semi-detached dwelling will be two storeys in height. The proposed development is compatible with the existing low-rise context of the neighbourhood and will add to the mix of dwelling types in the area, which includes many semi-detached dwellings.

The proposed development contributes to establishing 15-minute neighbourhoods by increasing density within walking distance of public transit services (including the Lincoln Fields transitway station), commercial uses, schools, and parks. The proposed development establishes more urban characteristics in the area by providing more than two functional stories, principal entrances at grade, and increasing the number of dwelling units from one to six on the Subject Site.

Growth Management Framework:

Section 3 of the City of Ottawa Official Plan provides direction on managing growth in the City. Most growth is anticipated to occur within the urban area of the City. The majority of residential growth is expected to be accommodated through intensification and infill development.

Policy 3 of Section 3.2 states:

- 1) "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 as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to

*accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.”*

The proposed development contributes to establishing 15-minute neighbourhoods by redeveloping an existing lot near a Mainstreet Corridor and close to rapid transit with a semi-detached dwelling. The semi-detached dwelling will have one principal dwelling unit and two additional dwelling units in each half, for a total of six dwelling units. The Subject Site is located less than 200 metres radius from Carling Avenue, which is a Mainstreet Corridor and is within walking distance of the Lincoln Fields transitway station. The proximity of commercial uses, parks, and schools along with good transit access make the Subject Site an ideal location for proposed development that meets the City’s intensification objectives.

Housing:

Section 4.2 provides direction on providing housing that meets needs across ages, incomes, and backgrounds.

Policy 1 of Section 4.2.1 states:

- 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;
  - d) *Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability; and*
  - e) *The City shall maintain, at all times, land with servicing capacity sufficient to provide at least a three year supply of residential units available through lands suitably zoned to facilitate intensification and land in draft approved and registered plans.*

Policy 2 of Section 4.2.1 states:

- 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;
  - b) *Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and*
  - c) *In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.*

The proposed development is to construct a semi-detached dwelling, with two additional dwelling units in each half of the semi-detached dwelling. The proposed development contributes to the diversity of unit sizes, densities, and tenure options in the neighbourhood. The proposed semi-



detached dwelling adds to the mix of dwelling types in the area which includes detached dwellings, semi-detached dwellings, townhouses, and low-rise apartments. The additional dwelling units provide a variety of tenure options in the area. The proposal results in additional density on the Subject Site which is near public transit service and commercial uses, supporting the evolution of healthy, walkable 15-minute communities.

**The minor variances maintain the intent and purpose of the City of Ottawa Official Plan.**

**The second test for a minor variance is that the general intent and purpose of the Zoning By-law is maintained.**

The Subject Property is zoned R2G[1564] – Residential Second Density, Subzone G, exception 1564 in the City of Ottawa Zoning By-law 2008-250.

The purpose of the R2 zone is to:

- (1) *restrict the building form to detached dwellings and two principal unit buildings in areas designated as General Urban Area in the Official Plan;*
- (2) *allow a number of other residential uses to provide additional housing choices within the second density residential areas;*
- (3) *permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) *regulate development in a manner that is compatible with existing land use patterns so that the detached and two principle dwelling, residential character of a neighbourhood is maintained or enhanced; and*
- (5) *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The following uses are permitted in the R2 zone, as per Section 157 of the Zoning By-law:

- (1) The following uses are permitted uses subject to:
  - (a) the provisions of subsection 157 (3) to (12);
  - (b) a maximum of three guest bedrooms in a bed and breakfast;
  - (c) a maximum of ten residents is permitted in a group home; and
  - (d) a maximum of ten residents is permitted in a retirement home, converted.
    - bed and breakfast**, see Part 5, Section 121
    - detached dwelling**
    - diplomatic mission**, see Part 3, Section 88
    - duplex dwelling**, see Part 5, Section 138
    - group home**, see Part 5, Section 125
    - home-based business**, see Part 5, Section 127
    - home-based daycare, see Part 5, Section 129
    - linked-detached dwelling**, see Part 5, Section 138
    - park**
    - retirement home, converted** see Part 5, Section 122
    - additional dwelling unit**, see Part 5, Section 133
    - semi-detached dwelling**, see Part 5, Section 138
    - urban agriculture**, see Part 3, Section 82 (By-law 2017-148)

(7) Minimum lot width, lot area and parking requirements for linked-detached dwelling and semi-detached dwelling shall apply to each portion of a lot on which each individual dwelling unit is located, whether or not that parcel is to be severed.

The zoning provisions that apply to the Subject Site can be found in the table below.

Table 1: Zoning Provisions

Provision	Required	Provided – 844A	Required	Provided – 844B	Section
Minimum Lot Width (m)	7.5 m	6.8 m	7.5 m	8.45 m	S.158, Table 158A
Minimum Lot Area (m <sup>2</sup> )	225 m <sup>2</sup>	206.7 m <sup>2</sup>	225 m <sup>2</sup>	257 m <sup>2</sup>	S.158, Table 158A
Maximum Building Height (m)	8 m	8 m	8 m	8 m	S.158, Table 158A
Minimum Front Yard Setback (m)	6 m	6.01 m	6 m	6.01 m	S.158, Table 158A
Minimum Corner Side Yard Setback (m)	N/A	N/A	4.5 m	3.2 m	S.158, Table 158A
Minimum Rear Yard Setback (m)	28% of the lot depth (8.52 m)	8.72 m	7.5 m	8.67 m	S.144(3)(a)(ii), Table 144B
Minimum Rear Yard Area (m <sup>2</sup> )	25% of the lot area (51.68 m <sup>2</sup> )	59.29 m <sup>2</sup>	N/A	N/A	S.144(3)(a)
Minimum Interior Side Yard Setback (m)	1.5 m	1.52 m	N/A	N/A	S.158, Table 158A
Minimum Aggregate Front Yard Soft Landscaping	30% (12.3 m <sup>2</sup> )	17.09 m <sup>2</sup>	35% (17.8 m <sup>2</sup> )	31.8 m <sup>2</sup>	S.139, Table 139(1)
Minimum Aggregate Corner Side Yard Soft Landscaping	N/A	N/A	35% (17.62 m <sup>2</sup> )	46.4 m <sup>2</sup>	S.139, Table 139(1)
Minimum Landscape Strip	0.15 m	> 0.15 m	0.15 m	> 0.15 m	S.139(2)(c)
Maximum Driveway Width	2.6 m	2.6 m	3 m	2.6 m	S.139, Table 139(3)
Maximum Walkway Width	1.2 m	1.2 m	1.2 m	1.2 m	S.139(4)(c)(ii)
Maximum Front Porch Projection	All other cases: 2 m but no closer than 1 m to the lot line	1.83 m	All other cases: 2 m but no closer than 1 m to the lot line	1.83 m	S.65, Table 65(6)

Maximum Corner Side Yard Porch Projection	All other cases: 2 m but no closer than 1 m to the lot line	N/A	All other cases: 2 m but no closer than 1 m to the lot line	0.53 m	S.65, Table 65(6)
Minimum Parking Space Dimension	2.6 m x 5.2 m	2.6 m x 5.4 m	2.6 m x 5.2 m	2.6 m x 5.4 m	S.106(1)
Minimum Driveway Width	2.6 m	2.6 m	2.6 m	2.6 m	S.107(3)(a)
Minimum Amount of Landscaping in Rear Yard	15%	> 15%	15%	> 15%	S.139(7)

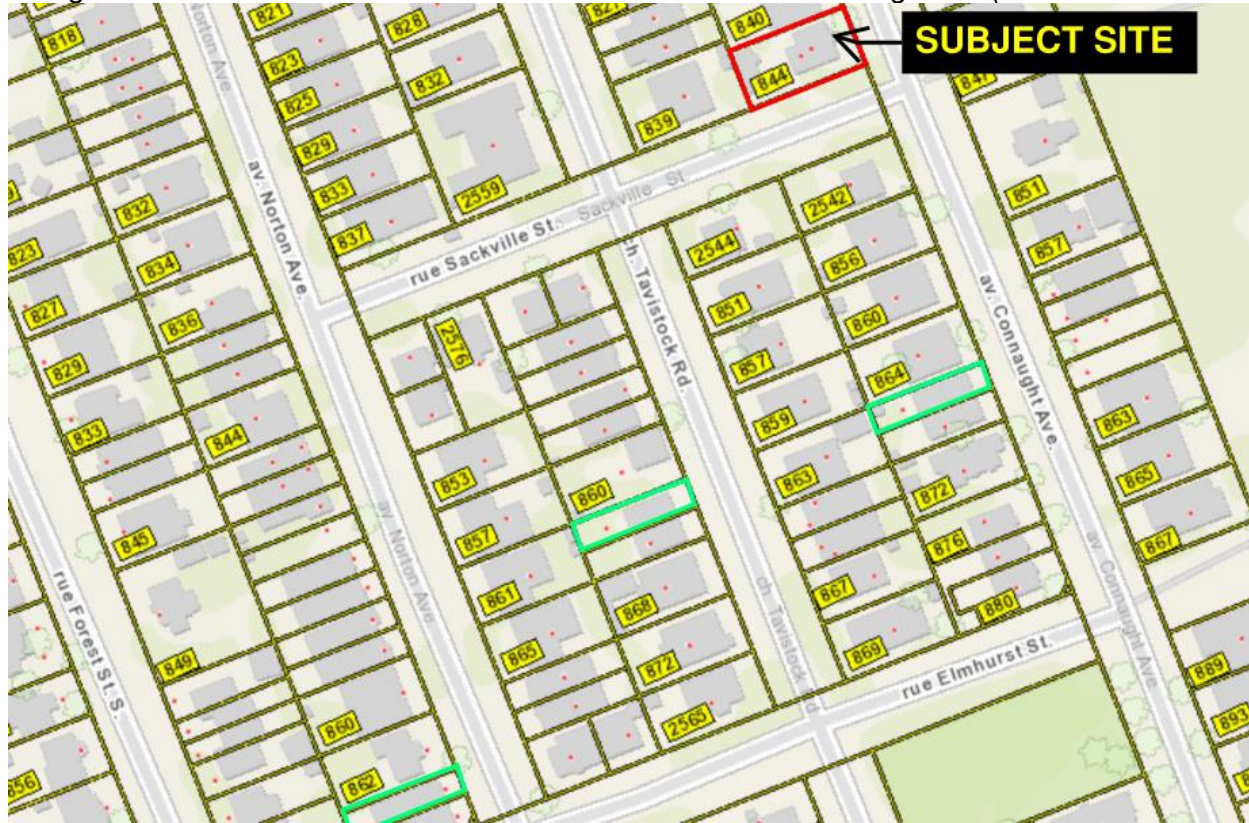
Minor variances are required to permit a reduced lot width and reduced lot area for 844A Connaught Avenue (Part 1) and a reduced corner side yard setback for 844B Connaught Avenue (Part 2).

The proposed development meets the performance standards for front yard setback, rear yard setback, interior side yard setback and building height. Provisions of Urban Exception 1564 relate to specific permissions for front yard and rear yard parking. A reduced lot width and lot area is requested on Part 1 and a reduced corner side yard setback is requested on Part 2 of the proposed development. A smaller lot width, lot area and a reduced corner side yard setback for the proposed semi-detached dwelling will have no impact on the streetscape, or on the functionality of the site.

**The minor variances maintain the general intent and purpose of Zoning By-law 2008-250.**

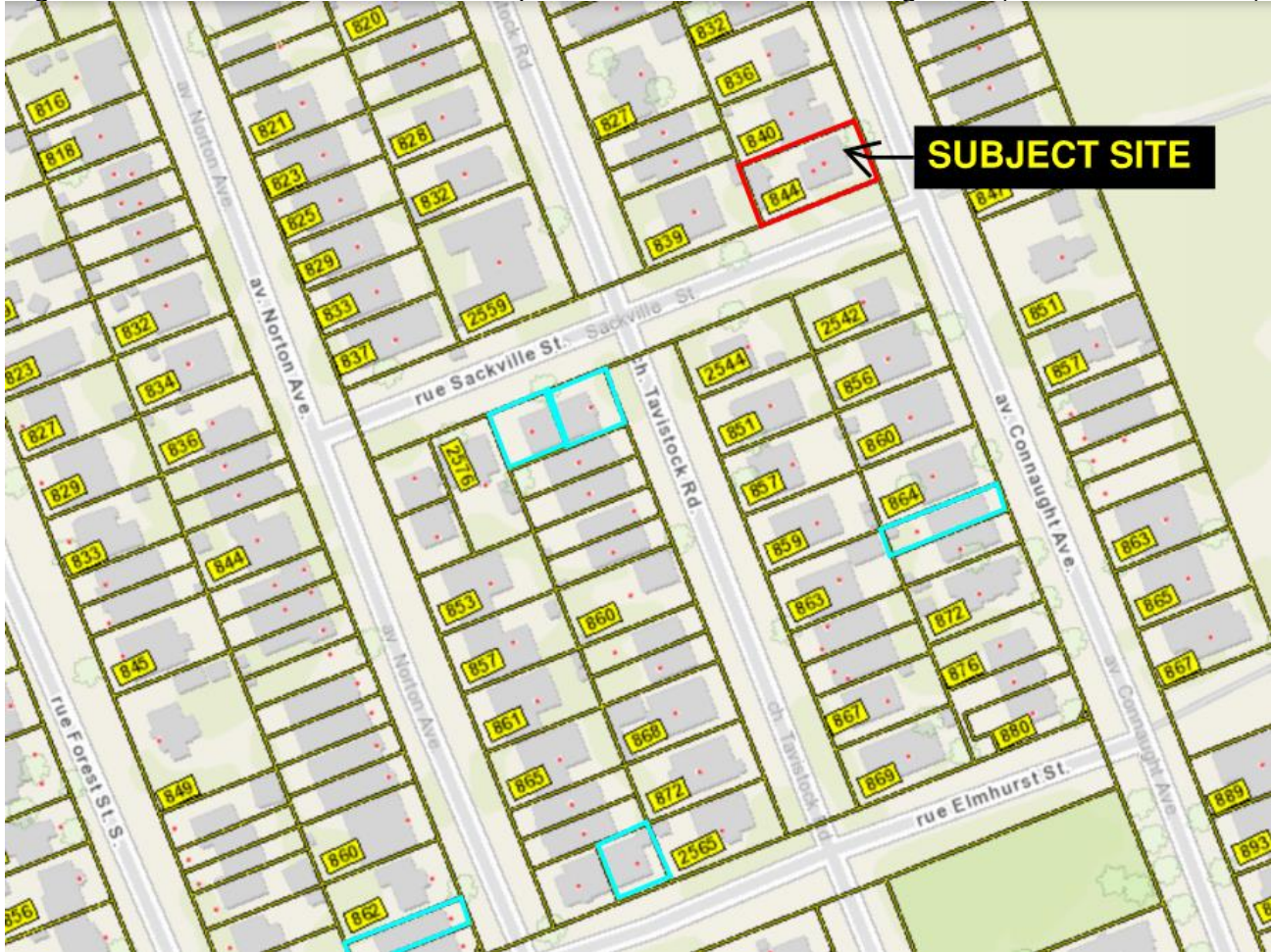
**The third test for a minor variance is that the minor variance is considered desirable for the use of land.**

Figure 10: Lots with widths less than 7.5 metres in the surrounding area. (Source: GeoOttawa).



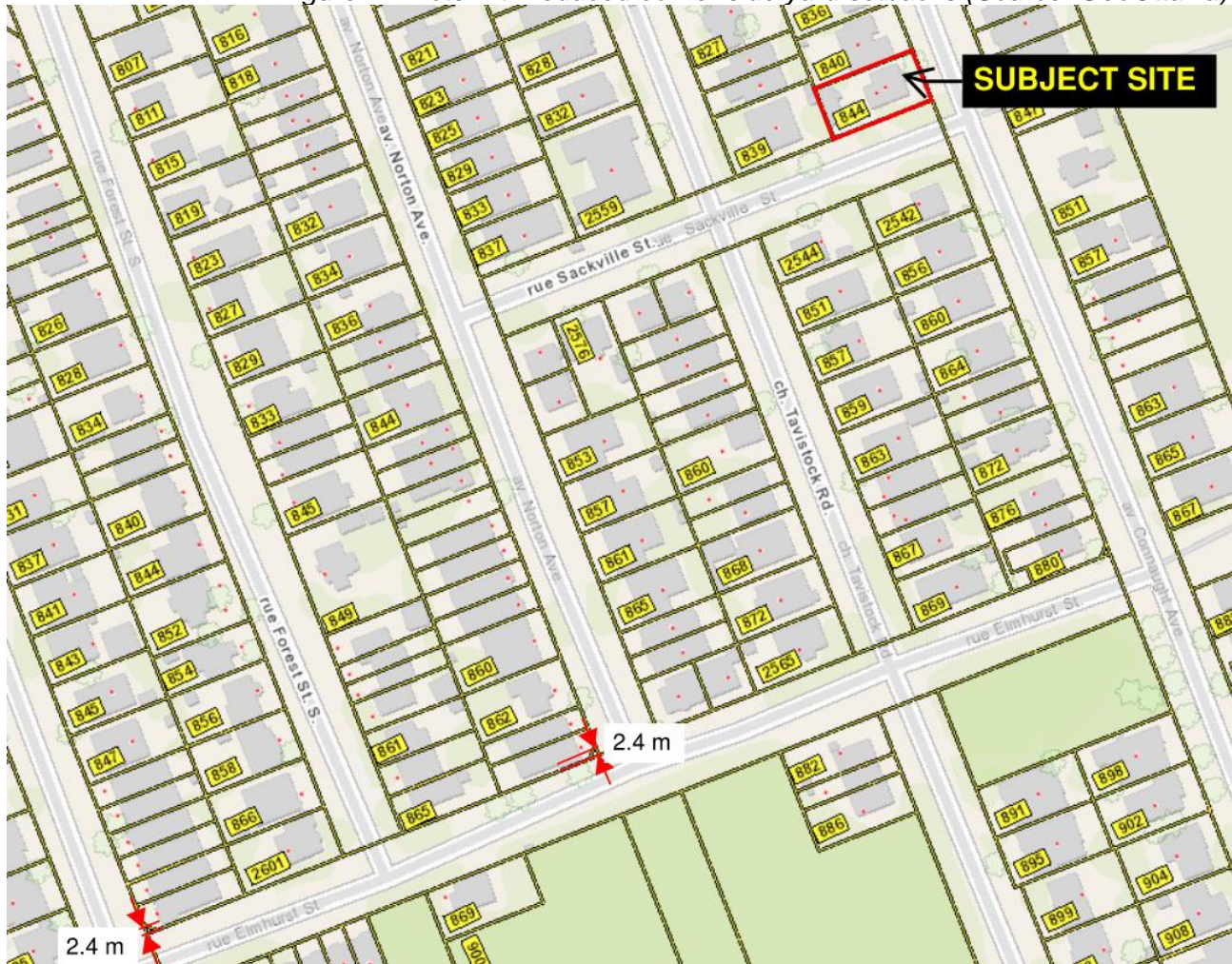
Variance a) requests to permit a reduced lot width of 6.8 metres for Part 1, whereas the Zoning By-law requires a minimum lot width of 7.5 metres. The intent of the minimum lot width provision is to ensure that lots are adequately sized to accommodate development. The proposed lot width meets this intent as a semi-detached dwelling can be suitably accommodated on the site while providing a fully conforming interior side yard setback. The requested variance for reduced lot width is compatible with the lot fabric of the neighbourhood. There are several lots in the neighbourhood with a lot width less than required in the By-law (See Figure 10). Specifically, subdivided lots to the south of the Subject Site between Connaught Avenue and Norton Avenue have lot widths ranging between 6.87 metres and 7.44 metres. The Subject Site is a corner lot. Reducing the lot width requirement for Part 1 allows the creation of a semi-detached dwelling that reads as a single building from Connaught Avenue and Sackville Street. The new semi-detached dwelling is designed with separate primary entrances fronting on Connaught Avenue and Sackville Street respectively. The proposed lot width of 6.8 metres is appropriate for this location.

Figure 11: Lots that are less than 225 square metres in the surrounding area. (Source:GeoOttawa).



Variance b) requests a reduced minimum lot area of 206.7 square metres for Part 1, whereas the Zoning By-law requires a minimum lot area of 225 square metres. The intent of the minimum lot area provision is to ensure that lots are appropriately-sized to accommodate the proposed built form. The proposed lot area meets this intent by suitably accommodating the semi-detached dwelling while meeting yard area and soft landscaping requirements. This infill development supports intensification while having regard for existing uses, built form, and lot fabric of the neighbourhood. Reducing the lot area requirement allows the proposed development to fit in with the surrounding lot fabric. Permitting a smaller lot area promotes intensification and is compatible with the overall low-rise character of the surrounding neighbourhood having predominantly single and semi-detached dwellings. There are several examples of lots in the neighbourhood with lot areas less than required in the By-law (See Figure 11). To the south of the Subject Site between Norton Avenue and Connaught Avenue, there are five lots with areas ranging between approximately 203 square metres and 223 square metres. The proposed lot area of 206.7 square metres on Part 1 is appropriate for this location.

Figure 12: Lots with reduced corner side yard setbacks (Source: GeoOttawa).



Variance c) requests a reduced corner side yard setback of 3.2 metres for Part 2, whereas the Zoning By-law requires a minimum corner side yard setback of 4.5 metres. The intent of the corner side yard setback is to ensure that adequate space is provided between the building and corner lot lines. The proposed setback is required to ensure a fully conforming interior side yard setback for the semi-detached dwelling on Part 1 and to provide adequately sized dwelling units for the proposed dwelling. The requested variance for reduced corner side yard setback from Sackville Street would permit the creation of a semi-detached dwelling with the new dwellings having primary entrances fronting on Connaught Avenue and Sackville Street respectively. Part 2 of the proposed development is designed with Sackville Street as the primary frontage to integrate with existing streetscape characteristics and lot fabric of the neighbourhood. The proposed setback of 3.2 metres provides sufficient space between the building wall and the corner lot line. Adequate space is provided for street trees. There are two nearby examples of corner lots in the neighbourhood with corner side yard setbacks less than required in the By-law (See Figure 12). Specifically, subdivided lots along Elmhurst Street with frontage on Norton Avenue and Alpine Avenue have corner side yard setbacks of approximately 2.4 metres. The proposed corner side yard setback of 3.2 metres meets the intent of the minimum corner side yard setback provision and is appropriate for this location.

The requested variances facilitate the development of a semi-detached dwelling. Each half of the semi-detached dwelling will have one principal dwelling unit and two additional dwelling units. The development adds five new dwelling units to the Subject Site through gentle intensification which supports more housing choice in the neighbourhood and contributes to establishing 15-minute communities. The proposed intensification is supported by the proximity of public transit services and commercial uses to the Subject Site. The Subject Site is an ideal location for the type of intensification proposed. The proposed development is suitable and desirable for the use of land.

**The minor variances are considered desirable for the use of land.**

**The fourth test for a minor variance is that the variance is considered minor in nature.**

Variance a) is to permit a reduced lot width by 0.7 metres. The proposed development meets the performance standards for front yard setback, rear yard setback, and interior side yard setback. The proposed lot width is sufficiently sized to accommodate the semi-detached dwelling. The requested variance to permit a reduced lot width will not affect the functionality of the site and will have no impact on the streetscape along Connaught Avenue.

Variance b) is to permit a reduced lot area by 18.3 metres. The proposed development meets the performance standards for front yard setback, rear yard setback and interior side yard setback. Permitting a reduced lot area promotes intensification and is compatible with the overall low-rise character of the surrounding neighbourhood having predominantly single and semi-detached dwellings. The requested variance for reduced lot area will have no impact on the streetscape. The requested variance to permit a reduced lot area will not affect the functionality of the site.

Variance c) is to permit a reduced corner side yard setback for Part 2 by 1.3 metres. The proposed development meets the performance standards for front yard setback and rear yard setback. The reduced corner side yard setback provides adequate separation between the building and the property line and ensures that sufficient space is available to provide tree plantings. The setback supports the program of the semi-detached dwelling and ensures that adequately sized units are provided. The requested variance for a reduced corner side yard setback will have no impact on the streetscape along Sackville Street and will not affect the functionality of the site.

**The requested variances are considered minor in nature.**

## **Conclusion**

The proposed development at 844 Connaught Avenue is to demolish the existing detached dwelling and construct a semi-detached dwelling. Each half of the semi-detached dwelling will have one principal dwelling unit and two additional dwelling units. The development results in a total of six dwelling units (two principal dwelling units and four additional dwelling units) on the Subject Site. Minor variances to permit a reduced lot width of 6.8 metres and a reduced lot area of 206.7 square metres for Part 1 and a reduced corner side yard setback of 3.2 metres for Part 2 are required in support of the proposed development. The proposed development maintains the general intent and purpose of the City of Ottawa Official Plan and Zoning By-law 2008-250.

The requested variances are considered desirable for the use of land and are minor in nature. The proposed minor variances meet all four tests under Section 45(1) of the Planning Act.

**The proposed development represents good land use planning.**

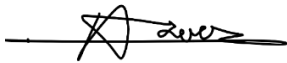
In support of the applications for minor variance, please find enclosed:

- Cover Letter (one copy)
- Complete Minor Variance Application Form 1 (one original copy)
- Complete Minor Variance Application Form 2 (one original copy)
- Site Plan (one 8.5x11 copy and one 11x17 copy)
- Elevations (one 8.5x11 copy and one 11x17 copy)
- Survey (one 8.5x11 copy and one 11x17 copy)
- Tree Information Report (one copy)

Should you have any questions regarding these applications, please do not hesitate to contact the undersigned.

Yours truly,

**NOVATECH**



Arjan Soor, M.PL  
Planner