



P-Squared Concepts
Minor Variance & Consent to Sever Cover Letter
1302 Aurele St.

City of Ottawa Committee of Adjustment
101 Centrepointhe Drive, 4th Floor
Ottawa, ON K2G 5K7

April 3rd, 2024
Revised: April 16th, 2024

Attn: Mr. Michel Bellemare
Secretary Treasurer

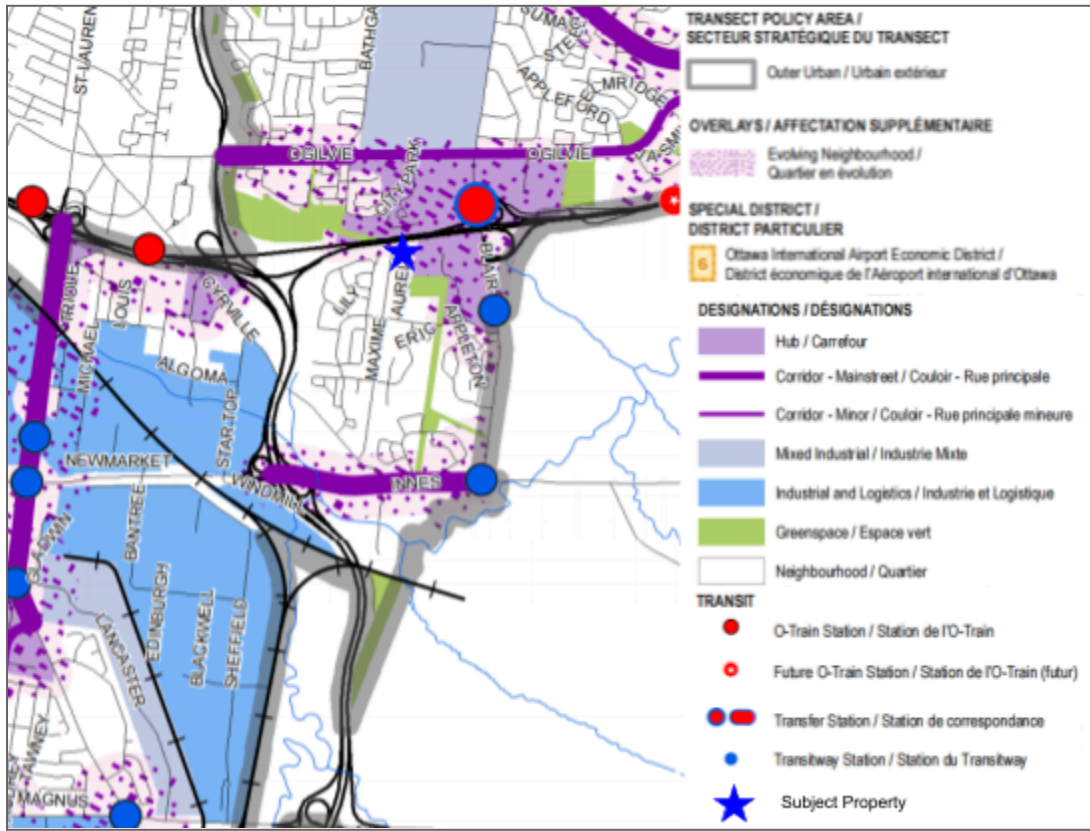


Re: 1302 (1304) Aurele St. (Minor Variance & Consent applications) - Ward 11
Urbanworx Developments Ltd. (c/o Ban Barona)
Part lot 44, Registered Plan 685, City of Ottawa

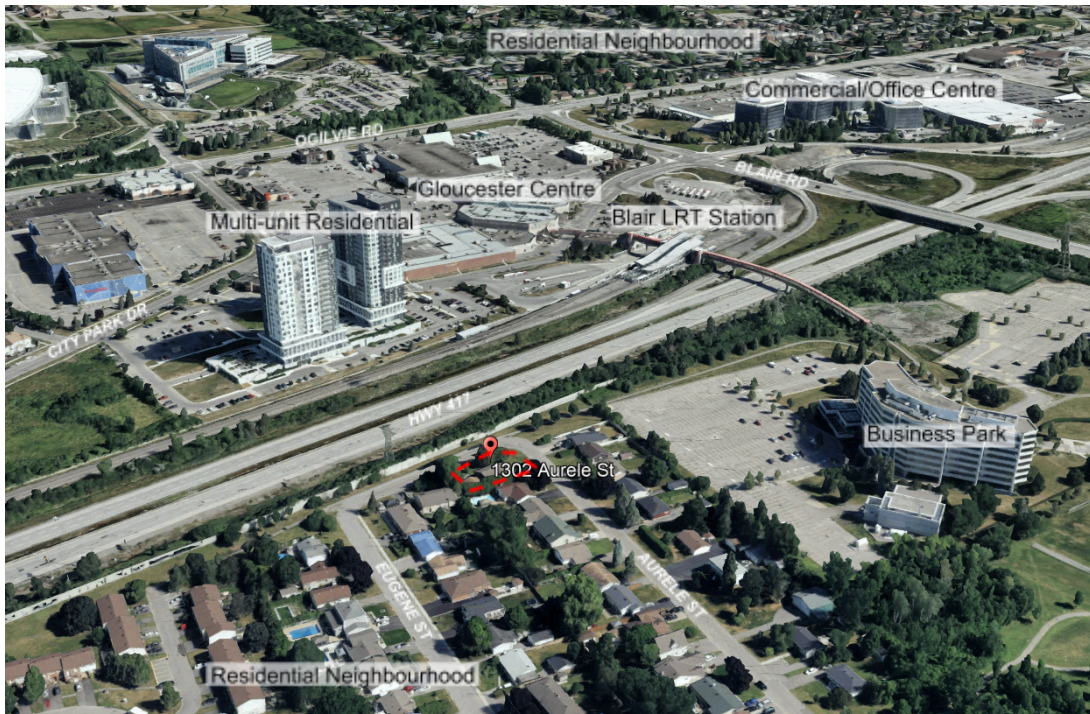
On behalf of our clients, we are submitting the enclosed Minor Variance and reciprocal Consent applications for the property located at 1302 Aurele St. in order to permit the construction of two sets of semi-detached dwellings with Additional Dwelling Units (ADUs). The property is zoned R2N in the City of Ottawa Zoning By-Law. It is in the Outer Urban transect and designated as a Neighbourhood as per the Official Plan, and is within the Evolving Neighbourhood Overlay. The severance will create two lots: lot 1 will be made up of Part 1, and lot 2 will be made up of Parts 2, 3, and 4.

The subject site is also located in the Blair Transit Oriented Development (TOD) Plan which is a Community Design Plan that details intensification goals around key transit locations such as the Blair LRT station. Despite the site being within a 600m radius of the Blair LRT station, the TOD study area excludes it and the residential portion of the Pineview neighbourhood from the areas under consideration for TOD level intensification. Design considerations regarding the pedestrian connectivity guidelines in this document were taken into account as the subject site is uniquely well connected to two pedestrian pathways: one leading east to the pedestrian bridge over Highway 174, and one leading west to the townhouse development.

The intent of the reciprocal severance applications is to sever the parcel horizontally to create one lot with 10m of frontage on Aurele St and one lot with 15.64m of frontage on Aurele and 36.66m on Eugene St. The severance applications also include a proposed easement over lot 2 (Parts 2, 3, and 4) in favour of lot 1 (Part 1) for the purposes of vehicular access. A long semi-detached dwelling is proposed on the southern interior lot (Part 1) and each primary unit will be accompanied by two ADUs. A regular semi-detached dwelling is proposed on the northern corner lot (Part 2) and each primary unit will be accompanied by one ADU. The easement is proposed to be located on the northern lot (Part 3) and will contain a driveway to access the parking on the interior lot (Part 1). The anticipated addressing structure is: 1302 Aurele and 1304 Aurele for the east and west primary units of the long semi, respectively; 1300 Aurele and 1575 Eugene for the east and west primary units of the corner lot semi, respectively. All ADUs will receive a 'B' or 'C' suffix to the primary unit address.



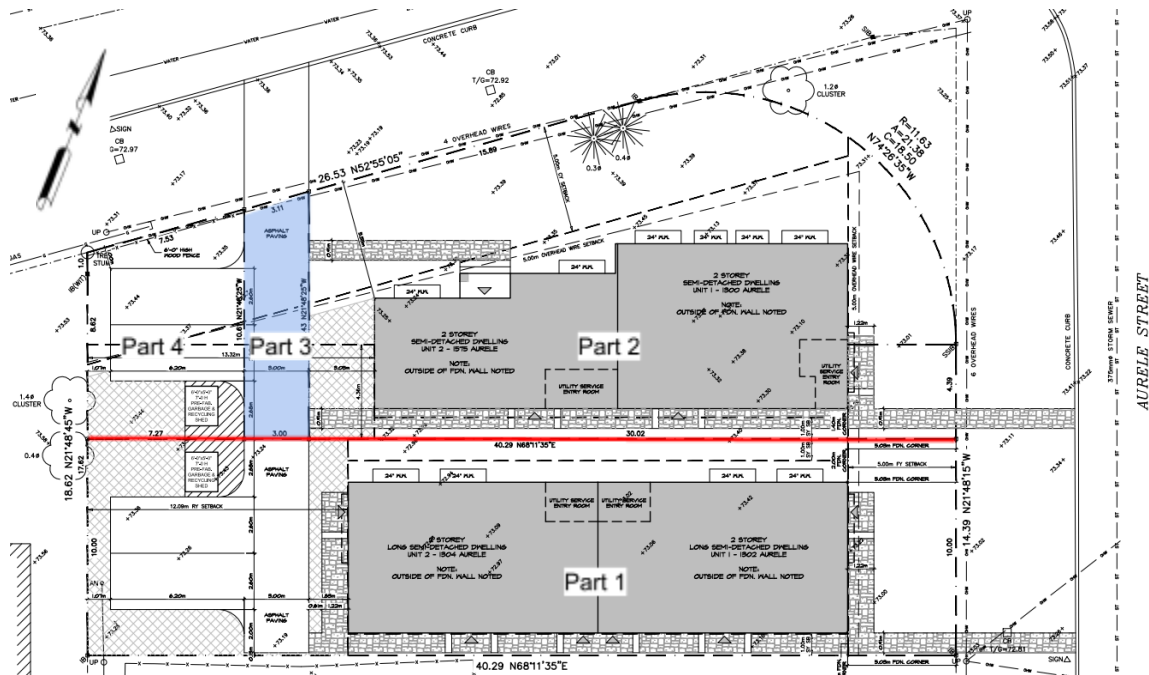
Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan.



Aerial imagery showing the surrounding context of the subject site, Google Earth.



Site photo from Aurele St looking northwest taken March 2024.



Site Plan by P-Squared Concepts. (Note: *proposed severance line* and *proposed easement*)

Minor Variance Applications

Only the northern lot (Parts 2, 3, and 4) requires relief from the Zoning By-Law.

- a) Location of parking. To permit vehicular parking in a required and provided corner side yard setback, whereas the Zoning By-Law prohibits parking in a required or provided corner side yard. (Section 109, (3)(a)(ii), Zoning By-Law, 2008-250, as amended).
- b) Lot area. To permit a reduced lot area of the eastern semi-detached dwelling of 221.46m², whereas the Zoning By-Law requires a minimum lot area of 270m² per semi-detached dwelling whether it is to be severed or not. (Table 158A, V, Zoning By-Law 2008-250, as amended).

This property is an irregularly shaped lot with a curved front and corner lot line at the intersection of Aurele and Eugene. When severed, this property will be made up of one interior lot evaluated as a whole against all zoning requirements including lot width and lot area, and a corner lot evaluated as a whole for all zoning requirements except lot width and lot area. When the corner lot is evaluated against zoning requirements for lot width and lot area, each half of the semi is evaluated individually.

Another complication for the corner property due to the irregular lot shape is the interpretation of the front lot line. We, as the applicant, have received the following interpretation regarding the front lot line: *Front and corner lot lines to be extended past the curve, a line to be taken from the middle of the front line to the middle of the rear line, and the width to be measured as the width of a line perpendicular at 90 degrees to that middle-to-middle line at the front yard setback.* This interpretation results in the following lot widths and lot depths for the corner semi lot (see below).

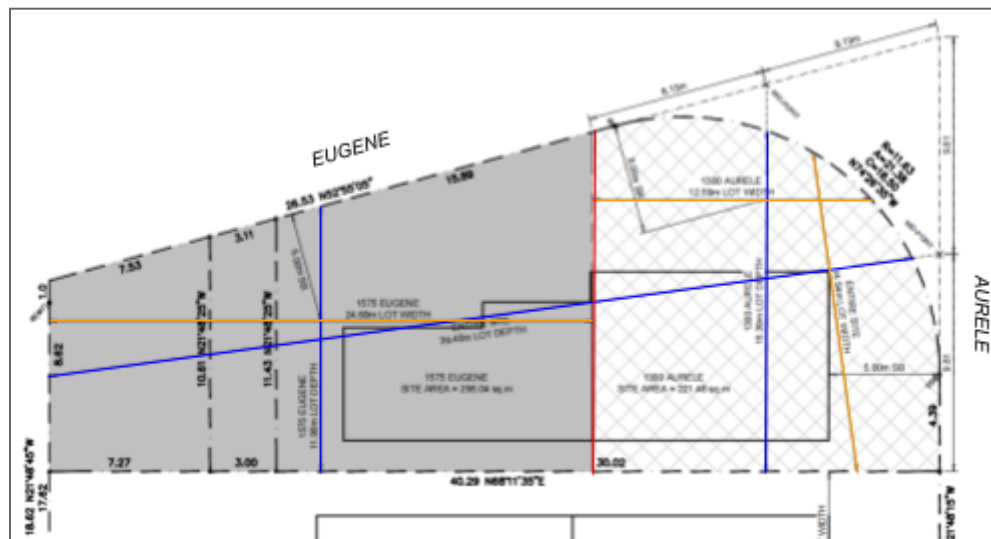


Diagram illustrating the different **lot depths**, **lot widths**, and lot areas for 1300 Aurele and 1575 Eugene, and the site as a whole by P-Squared Concepts.

The four tests of a **Minor Variance** application from Section 45 (1) of the Planning Act are that the variances are to maintain the general intent and purpose of the Official Plan and the Zoning By-law, are desirable for the appropriate development or use of the land and building, and are minor in nature.

1. The variances maintain the intent of the Official Plan

The subject site is located in the Evolving Neighbourhood Overlay within the Outer Urban transect. It is approximately 50m from the Hub designation at Blair / Hwy 174, it is approximately 500m from an existing O-Train station (Blair), and approximately 880m from the Blair /Meadowbrook Transitway station. The following section features excerpts from the Provincially approved Official Plan and *responses*.

2.2.1 Intensification and Diversifying Housing options

- Policy 1 - Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.

Response: The proposed development represents residential growth as it proposes four (4) primary units where previously there was one (1), and six (6) additional dwelling units where previously there was none. The site is located within the urban area, is serviced municipally, and is in close proximity to a variety of daily and weekly amenities. Despite the site's location within the Outer Urban transect and a classic neighbourhood (constructed between post-war and 1980's), the site has excellent access to rapid transit via the Blair station (LRT), and the Blair Station Park and Ride (OC transpo), both at approximately 500m walking distance from the subject site. The site is approximately 630m walking distance from the Gloucester Centre via a pedestrian bridge over Highway 174 which contains a mix of amenities such as grocery stores, restaurants, and department stores.

2.2.4 Healthy and Inclusive Communities

- Policy 1 - Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

Response: The site is located in the Pineview neighbourhood which contains a mix of uses such as residential, institutional, retail, commercial, and greenspace. East of Aurele St is a business park, an OC transpo Park and Ride, and Queensway Park. Further east is Blair Rd and the Pine View Golf Course. West of the subject site is a residential neighbourhood, Cedarcroft Park Rink, and Meadowbrook Park. The majority of the Pineview neighbourhood is south of the subject site and contains residential dwellings, Pine Catholic Elementary School, St. John Paul II School, Vanessa Gilles Park, Stonehenge Park, and Woodburn Park. The southern border of the Pineview neighbourhood is Innes Rd and Cyrville Rd which feature a mix of retail, commercial, and restaurant uses.

4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 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;
- 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) Accessory Dwelling units as provided for by the Planning Act, including coach houses and secondary dwelling units in the main building, are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes. The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit in all areas of the City and shall establish criteria to govern appropriate integration of these units with the main dwelling and surrounding context.

Response: The proposed development features two (2), two-storey semi-detached dwellings with parking in the rear yard and principal entrances fronting on Aurele and Eugene. Detached, semi-detached dwellings, and townhouses are a prevalent housing typology in this neighbourhood. These dwellings are characterised by their one and two storey heights, pitched roofs, garages/carports, and principal entrances fronting the street accessed via steps to a porch. While the proposed design does not feature a garage or carport, it matches the neighbourhood context with regards to land use, dwelling entrance, and general massing.

The proposed dwellings are located on an irregular shaped lot which poses a number of challenges from a lot configuration perspective. The proposed dwellings are considered compact and contain six units (two primary units and four additional units) on the interior lot and four units on the corner lot (two primary units and two additional units) on the corner lot. The design prioritises the public realm by relegating the parking to the rear yard and bringing the buildings and their entrances closer to the street. The site design includes walkways to connect residents to Aurele and Eugene as well as to their rear yard parking spaces.

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.
- 3) Development shall minimise conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalising all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Response: This letter includes applicable sections from the new Urban Design Guidelines for Low-rise Infill Housing - refer to page 10.

The proposed development features parking in the rear yard as opposed to a large driveway leading to a single or double car garage/carport as is typical in this neighbourhood. The proposed rear yard parking was intentionally designed to maximise the street frontage of the lots to give priority to building entrances, greenspace, and walkways. The parking area is proposed to be screened by fencing to minimise its visual impact on passersby. The trees on the Eugene St frontage are to be retained and the parking area in the rear was reconfigured to avoid conflicts with tree #4 as noted on the TIR. There is limited space for planting options due to the presence of overhead wires, but there is space in the City ROW along Aurele to propose medium sized trees.

4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all

- 6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

Response: The proposed buildings are considered low-rise, being only two storeys, and will be well integrated into the neighbourhood context. The buildings are designed to be compact on the proposed lots to ensure the proposal contains adequate front yard, rear yard, and corner side yard soft landscaping. The buildings also contain principal entrances at grade fronting on Aurele and Eugene with small roof projections over the unit entrances. The proposed roof pitch, building height, and material articulation are all elements that contribute to the existing neighbourhood fabric.

5.3.1 Recognize a suburban pattern of built form and site design

- 1) The Outer Urban Transect's established pattern of built form and site design is suburban as described in Table 8, below and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban model as outlined in Table 8. This Plan allows for this evolution to happen gradually.

Table 8: Suburban Built Form and Land-use Characteristics:

Classic (Post-war to 1980)	Conventional (1980 to present)	15-Minute (Beyond 2020)
Soft landscaping are prominent, buildings are secondary	Buildings and infrastructure, including highly programmed parks dominate the built landscape	Nature, buildings and infrastructure are harmonized with a continued emphasis on park amenity as part of an integrated urban fabric
Detached houses are dominant residential typology	Detached houses are the majority typology with a significant amount of semi-detached, townhouses and some low-rise apartments added to the housing mix	Smaller proportion of detached housing. Replaced with higher-density ground-oriented housing, with some mid- and high-rise buildings within transit hubs
Separated residential and non-residential land uses and moderate street connectivity	Isolated commercial centres, civic and institutional uses and residential uses with low to moderate street connectivity	Highly integrated commercial, civic and institutional uses with residential areas creating highly connected 15-minute neighbourhoods
Auto-oriented land-use patterns and site designs with little consideration for active transportation users	Auto-oriented land-use pattern with some integration of local transit, cycling and pedestrian infrastructure	Land-use patterns that focus on transit and connectivity, and a built environment that prioritizes the safety and convenience of active transportation

Table 8. Suburban Built From and Land-use Characteristics, City of Ottawa Official Plan.

Response: The majority of the Pineview neighbourhood was constructed between the 1950's and the 1970's with the denser townhouse developments being constructed between the 1970's and the 1990's. Therefore, this neighbourhood falls under the 'classic' suburban model which is characterised by large amounts of soft landscaping, detached dwellings, and auto-centric site designs. The shift from a classic suburban design to a 15-minute neighbourhood design will happen gradually over time with context-sensitive developments such as the proposed. The proposed design minimises the visual impact of the vehicle and prioritises compact building forms. The design will also take advantage of the public transit connectivity that has evolved over time to include a Park and Ride and LRT stations.

5.3.2 Enhance mobility options and street connectivity in the Outer Urban Transect

- 1) The transportation network for the Outer Urban Transect shall: a) Acknowledge the existing reality of automobile-dependent built form that characterises the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;

Response: Parking in this area of the City is still considered standard as reflected by the Zoning By-Law requirements for one parking space per primary unit. The proposed development meets this requirement and it is not providing more than the minimum number of spaces. It is expected that the residents of the proposed additional units will use alternative methods of transportation such as walking, cycling, public transit, and ride shares. The main streets in this neighbourhood are well suited for pedestrians and

cyclists as the roads are approximately 12m in width for two lanes of traffic and feature sidewalks on one or both sides of the road. Public transit users can benefit from the Blair Park and Ride, the Blair LRT station, and the various bus stops along Meadowbrook, Blair Rd, and Cyrville Rd.

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect

- 1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that: a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan

Response: As per the Zoning By-Law, a maximum of two additional dwelling units are permitted within a primary dwelling unit on lots with municipal services. This development takes advantage of this intensification direction by proposing two ADUs per primary unit in the interior lot long semi-detached dwelling, and one ADU per primary unit in the corner lot semi-detached dwelling. This gentle intensification is providing missing middle housing and supports the City's goals to move away from the suburban model and towards the more urban, 15-minute neighbourhood model.

5.6.1.1 Provide built form direction for the urban area where intensification is anticipated to occur

- 2) Where an Evolving overlay is applied: a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and

Response: Due to the site's proximity to the Hub designation at Blair / Highway 174, the subject property is within the Evolving Neighbourhood Overlay. This overlay is intended to provide direction for denser, more compact building forms in an effort to create and maintain 15-minute neighbourhoods even if it contradicts the existing neighbourhood context. There are some examples of two storey dwellings, townhouse dwellings, and long semi-detached dwellings within a 300m radius of the subject site. So while the Zoning By-Law permits a maximum building height of 8m (equivalent to two storeys), the immediate neighbourhood context adjacent to the subject site is single storey detached dwellings. The Evolving Overlay allows this site to move away from the immediate context in favour of a slightly denser development.

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

The purpose of the R2 zone is to restrict the building form to detached dwellings and two principal units buildings (duplexes and semi-detached dwellings) in urban areas, and to regulate the development in a manner that is compatible with existing land use patterns so the residential character of the neighbourhood is maintained or enhanced.

Furthermore, the R2 zone permits semi-detached dwellings, long semi-detached dwellings, and additional dwelling units. As proposed, the subject properties will not contain more than two principal units per lot and no more than 2 ADUs per principal unit. Zoning requirements such as building setbacks, building height, soft landscaping, driveway, and parking requirements are all met by this proposal. Adequate lot width is provided for the long semi-detached dwelling and both corner lot semi-detached dwellings. Adequate lot area is provided for the long semi-detached dwelling and the western corner lot semi-detached dwelling.

The only variances required to support this proposal are for the location of parking for the corner lot semi-detached dwelling and lot area specifically for the eastern corner lot semi-detached dwelling.

The intent of the lot area requirement is to ensure that each half a semi-detached dwellings contains adequate space to accommodate the other Zoning By-Law requirements. This intent is maintained as the zoning requirements related to lot area such as yard areas, soft landscaping, side yard setbacks, and waste management are met by this proposal.

Lastly, the intent of prohibiting parking in the corner side yard is to screen parking from the public realm and avoid conflict between pedestrians, cyclists, and vehicles. The intent of this requirement is maintained because we are continuing to screen the parking through fencing, the spaces have been designed to the minimum, and they are located behind the outermost building wall.

3. Desirable and appropriate for the development or use of land and building

The subject property is a low-rise, multi-unit residential development located within area A on Schedule 342. As such, this proposal is subject to the design guidelines listed in the Urban Design Guidelines for Low-rise Infill Housing (2023). The following section features excerpts from this guideline document and *responses*.

1.1 Ground floor

- Contribute to an inviting, safe, and accessible streetscape by emphasising the ground floor and street façade of infill buildings. Locate principal entries, windows, porches, and key internal uses at or close to street level.

Response: The buildings are designed to include entrances that front onto Aurele and Eugene. The ground floor height is consistent with the properties adjacent to and across the street from the subject site.

1.2 Ground floor height

- Locate the ground floor close to, or at, grade level. If the ground floor must be raised, limit the height of the porch to the entrance to no more than approximately 3 to 5 steps and/or 1.2m above the grade of the sidewalk directly

at the front of the entrance, to avoid a long barrier-like flight of stairs.

Response: The ground floor of the proposed dwellings is in line with the adjacent properties as it is no more than 2 steps above ground level.

1.3 Primary entrances

- Orient the primary entrance(s) of building(s) to the street. Locate primary entrance doors at grade if possible or at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first-floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches, and landscape.

Response: The dominant characteristic of the neighbourhood is front-facing entrances accessed via walkways from the driveway. The proposed design includes primary unit access fronting on Aurele and Eugene via walkways from the street and proposed driveway. Therefore this proposal aligns with the neighbourhood pattern.

1.6 Front yards

- In cases where there is a uniform setback along a street, match this setback to fit into the street pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings on the adjacent lots. The setback and the siting of buildings shouldn't preclude the City's ability to acquire the ROW, as set out in Schedule C16 of the Official Plan. It is important to note that in an evolving overlay designation the prescribed front yard setback may not be consistent with the existing street pattern. In this overlay architectural considerations and articulation should be considered to address the discrepancy between existing and planned/future front yard setbacks.

Response: The average front yard setback of the properties along Aurele is approximately 9m. The minimum Zoning By-Law requirement for front yard setback is 5m and the provided front yard setback is 5.03m. Therefore the proposed building will be set forward compared to the neighbouring properties but will be compliant with the zoning requirements. This zoning compliant setback will not interfere with the protected ROW for Aurele as the current road width is 8.5m and the current protected ROW is about 20m. If widening was to occur along Aurele, the siting of the building would not preclude the City's ability to acquire the ROW. Additionally, Planning staff have confirmed that the property has already conveyed a corner sight triangle which was done through the previous Plan of Subdivision process.

2.1 Building height

- The height of the building(s) should be sensitive to the height of surrounding buildings while considering the planned height for the neighbourhood. The use of building height transitions, setbacks, step-backs, architectural and roofline treatments to reduce the impact of height shall be considered when the proposed building's height is greater than the planned height for the neighbourhood.

Response: The proposed buildings feature a two storey building height consistent with the Zoning By-Law requirement. The ground floor will feature a heavier stone facade whereas the upper floor will feature a lighter siding facade. This will visually bring the building down to meet the masonry bungalows adjacent to and across the street from the subject property, while taking advantage of the maximum permitted building height as per the Zoning By-Law. Additionally the roof is pitched to reduce the visual impact of the overall building height.

2.2 Building massing and scale

- The massing and scale of infill buildings should consider the surrounding neighbourhood in terms of building setbacks, building width and length, and the relationship between buildings and the public realm. New infill housing should utilise architectural treatment and articulation to replicate the predominant scale and built form of the surrounding neighbourhood.

Response: The predominant characteristics of the existing neighbourhood are large setbacks, wide driveways, one and two storey detached dwellings with pitched roofs and a mix of siding and masonry. The proposed dwellings will feature a similar architectural treatment by including pitched roofs and a mix of siding and masonry facades. The proposed buildings have a unique facade design along Eugene to mimic the angle of the irregularly shaped lot. This design detail will stray from the neighbourhood standard but it is required in order to have a zoning compliant setback on this oddly shaped corner lot.

2.9 Street facing

- Locate at least one primary entrance facing the street. This can be to a shared entrance or a grade related unit.

Response: Both dwellings in the corner lot semi-detached dwelling feature entrances to main units facing the street.

2.15 Secondary entrances

- Secondary entrances should be visible from the street and provide suitable lighting to indicate its location and provide safe access from the front yard.

Response: In order to maximise privacy for the secondary units, their entrances are located in the interior side yard. These entrances may not be immediately visible from the street but they are accessed via a dedicated walkway from the front yard on Aurele to the rear yard parking.

2.33 Material choice

- Design buildings to fit-in visually with surrounding buildings, especially those along the same street, by using a limited range of complementary materials.

Response: The proposed buildings will be visually similar to the surrounding buildings by incorporating the same facade materials. The proposed facades will feature a mix of masonry stone as well as varied siding.

3.9 General soft landscaping and stormwater management

- Provide soft landscaping in any part of any 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, and permitted driveways and parking.

Response: The provided front and corner side yards contain 47.47m² and 126.97m² of soft landscaping respectively. The only areas not proposed with soft landscaping are walkways to unit entrances, driveway, required parking spaces, and waste storage.

3.16 Existing trees

- The retention and protection of existing trees is key to preserving the character of existing neighbourhoods. Incorporating existing trees into the design of the site will ensure adequate protection over time. The Tree Protection By-law information on the City's website, "Planning Around Trees", provides guidance for tree retention on infill sites. Where trees cannot be retained on a site, ensure sufficient space is made available in the site design to plant replacement trees. The impact of construction on adjacently owned trees must also be considered early in the design process.

Response: The trees along Eugene are proposed to be retained as they are outside of the building footprint and construction area and do not pose any conflicts with the anticipated servicing plan. The only tree to be removed from Eugene is 0.26m in diameter and therefore it is not a protected tree. This tree is in conflict with the proposed parking but is also directly underneath the overhead hydro wires. There are no existing trees along the Aurele frontage to be retained. There is one large tree located on the property to the west which originally conflicted with the proposed parking configuration, and so the parking area was redesigned to accommodate retention and protection of the large neighbour tree.

3.17 Tree planting

- Plant trees along the street within the public realm (*or road right-of-way), in the rear yard amenity area, and in any landscaped area that provides sufficient space. Focus on planting large canopy trees over small ornamental trees. Ensure adequate soil volume is provided so the trees can attain full growth at maturity. Account for above and below-ground impediments to the future growth of the tree.

Response: Tree planting will be proposed along Aurele in the City ROW. Tree planting is not subject to this variance application but will be included as part of the severance conditions. The trees will be located far enough away from the overhead hydro wires to be medium species at maturity.

3.20 Refuse storage

- Avoid locating refuse storage/access visible from the street/public realm.

Response: The waste management plan for these lots is to consolidate the waste storage area between the parking spaces in the rear yard. This design brings the waste

away from the street edge which screens it from the public realm, but it pushes the parking closer towards the street.

The property is also within the south sector of the Blair Transit-Oriented Development (TOD) (2014) in the City of Ottawa TOD plans. This plan provides guidelines for properties within a 600m radius of the Blair transit station. The following section features excerpts from this guideline document and *responses*.

10.6.2 Blair Pedestrian Network

- As properties are re-developed, this plan will also guide new internal circulation routes through some of the larger private properties.

Response: The subject property is not considered to be a large enough development to warrant internal circulation contributing to the overall pedestrian network. However, residents of this property will have access to pedestrian walkways that connect the site to the western townhouse development to the pedestrian bridge to the east.

10.6.5 Blair Green Plan

- The location of parks and private amenity areas is conceptual in the TOD Plan and therefore will be more precisely determined through the development review and site plan approval process

Response: Existing parks and open space included in the TOD study area are Queensway Park and the area at the base of the pedestrian bridge. These locations are within a 250m radius of the subject site and will provide residents with safe access to parks and open space.

10.6.6 Blair Land Use Framework

- The three residential neighbourhoods are identified as stable residential areas and therefore will not see any changes to their planning policies.

Response: The Blair TOD plan includes building height and density targets for areas slated for intensification. The subject site is located in the southern residential neighbourhood and therefore is not under consideration for TOD-level intensification. Instead, the development is governed by the R2 zoning and Official Plan policies for Neighbourhood designations.

The Provincial Policy Statement (2020) discusses the need for a variety of housing types. It also indicates that residential intensification includes multiplexes, additional residential units, tiny homes, and multi-residential buildings. In summary, the requested variances will allow for a development that is appropriate for the land in question.

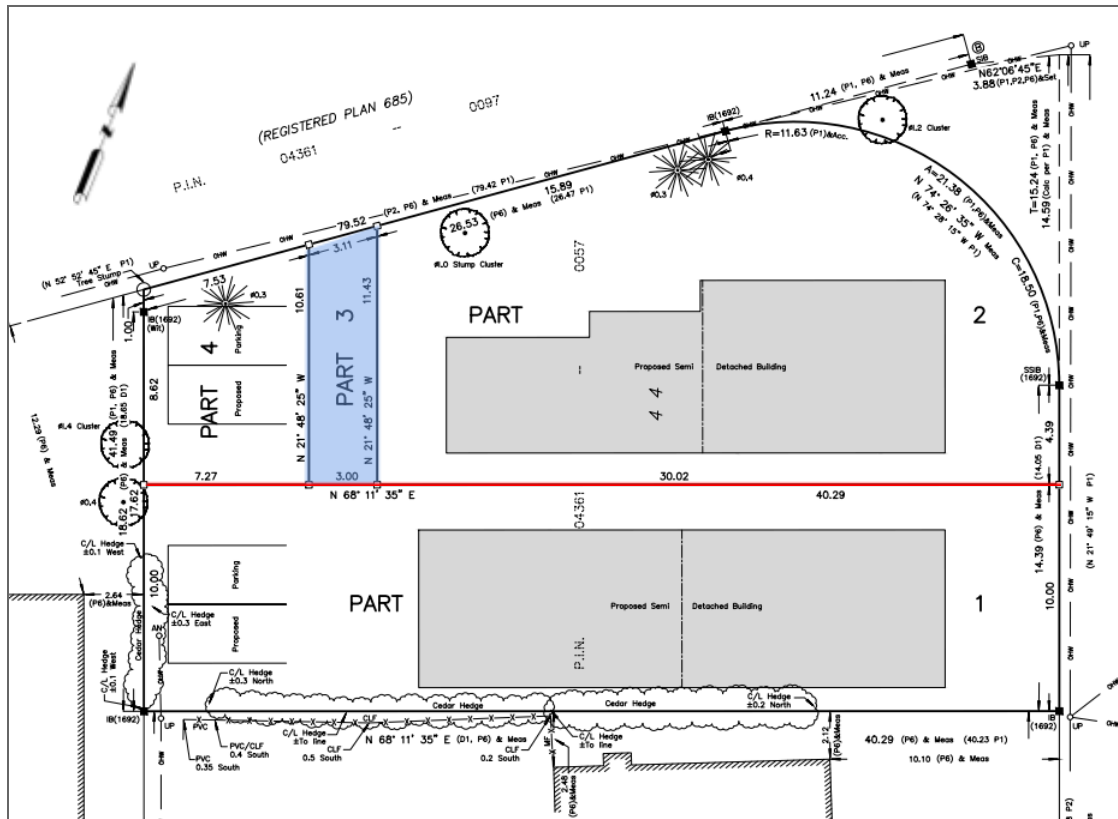
4. The variances are minor in nature

The variances requested are minor in nature as they address issues of lot line interpretations and irregular lot shapes.

The lot area variance applies only to the eastern semi-detached dwelling on the corner lot. **The corner lot semis are not to be severed from one another**, however the Zoning By-Law dictates that lot width and lot area for semi-detached dwellings are to be considered separately whether or not they are to be severed. Therefore, this design triggers a lot area variance for the eastern semi and represents a reduction of 48.54m² from the required 270m² to the provided 221.46m². The provided lot area represents 82% of the required lot area. This variance is triggered by the irregular lot shape as the lot curves away from the Aurele / Eugene intersection. If the front and corner side lot lines were permitted to extend until they intersect, the proposed lot area would be in conformity with the minimum required at approximately 273 m². Additionally, all requirements related to waste and soft landscaping are met by this proposal.

The parking location variance applies only to the corner lot semi-detached dwellings. In order to prioritise building facades and unit entrances along the street frontages, rear yard parking is proposed. A minimum of one parking space per principal unit is required, therefore the parking area for the corner semi-detached dwelling features two parking spaces. The parking spaces have been designed to the minimum width of 2.6m. Also included in the rear yard is a waste structure which pushes the parking further north into the provided and required corner side yard. It is within the intent of the Zoning By-Law Section 143 - Waste Management to provide waste storage for a building of this use and scale. Due to the tapered lot shape, the corner side yard is angled towards the proposed building. If the lot featured a corner side lot line perpendicular to the severance line and interior side lot line of the long semi-detached dwelling, this variance would not be required. The corner side yard features a generous 67% of soft landscaping as well as fencing to shield the parking from the public realm. Additionally, the parking was relocated further north into the corner side yard to avoid direct conflict with tree #4 as identified in the TIR.

Consent Application



Draft 4R Plan prepared by Farley Smith & Denis Surveying. (Note: *proposed severance line* and *proposed easement*)

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

Section 51 (24) of the Planning Act states that a number of factors are to be considered when any subdivision of land is proposed. The following excerpts are those factors and responses.

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems
- h) the orderly development of safe and healthy communities;

- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
 - (i) is well-designed,
 - (ii) encourages a sense of place, and
 - (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

Response: The subject site does not contain any features of architectural, cultural, historical, archaeological, or scientific interest. The proposed lots have adequate provisions for communication, transportation, sewage and water services, and waste management systems. The proposed consent and variance applications allow for the creation of two new lots for the construction of two pairs of semi-detached dwellings which are permitted uses under the R2N zoning. The proposed construction is designed to meet OBC requirements and be attractive to potential tenants.

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

Response: The proposed consent aligns with the City's policies for intensification and efficient use of residentially designated land. The new lots will support infill development and increased housing choice in the urban area. The Official Plan and Zoning By-Law permit severances in this area and the construction of semi-detached dwellings, therefore the consent is not premature.

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

Response: As demonstrated on pages 5-9 of this report, the proposed development conforms to the Official Plan policies for intensification, healthy and inclusive communities, housing, Neighbourhood designations, mobility options and street connectivity, and the Evolving Overlay.

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

Response: The surrounding land uses include detached, townhouse, and semi-detached dwellings on varying lot sizes. Only one of the proposed lots is undersized by 48.54m² which represents 18% of the overall lot area requirement. It should be noted that the deficient lot is the eastern corner portion which is not proposed to be severed from the western portion.

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

Response: No affordable units are proposed.

- (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;

Response: This proposal does not include any new roadway construction. The lots have adequate frontage on open municipal roadways being Aurele and Eugene St.

f) the dimensions and shapes of the proposed lots;

Response: The dimensions and shapes of the proposed lots are functional and appropriate for the proposed development. The irregularly shaped corner lot is able to accommodate the pair of semi-detached dwellings, all soft landscaping, and waste requirements. All lot width requirements are met as per the Zoning By-Law.

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;

Response: Restrictions on buildings and structures additional to the Official Plan and the Zoning By-Law requirements include the 5m setback from overhead wires imposed by Hydro Ottawa. This proposal respects and exceeds the 5m Hydro Ottawa setback requirement.

(h) conservation of natural resources and flood control;

Response: The proposal contains 126.97m² of soft landscaping in the corner side yard, 47.17m² in the front yard of the corner lot, and 37.74m² in the front yard of the interior lot. The soft landscaping proposed exceeds the Zoning by-Law requirements and will help maintain flood control on the property.

i) the adequacy of utilities and municipal services;

Response: Municipal water, sanitary, and storm services are available for these sites. The majority of servicing will be from Aurele St with the exception of storm and sanitary for the corner lot which will be through Eugene.

j) the adequacy of school sites;

Response: There are several schools in close proximity to the subject property: Pine Catholic Elementary School (850m), St. John Paul II School (890m), Carson Grove Elementary School (1.28km), and Gloucester High School (1.37km).

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

Response: There is no land to be conveyed or dedicated.

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

Response: The proposal includes low-rise semi-detached dwellings on compact lots. The enclosed Minor Variance and Consent applications will permit gentle intensification by introducing four primary units and six additional dwelling units that make use of existing municipal infrastructure.

- (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. 8 (2).

Response: The proposal does not trigger Site Plan Control as the proposed building type is a semi-detached dwelling.

We request the Committee of Adjustment authorise the requested variances in accordance with the plans filed as they relate to the variances being requested.

At this time we are submitting the following in support of the application:

- Completed application forms (2) for the primary and secondary consent applications;
- Completed application form for the minor variance application;
- Property owner's authorization for submission of the applications;
- Land Registry Office Transfer documents showing ownership;
- Tree Information Report;
- Site Plan showing the entirety of the proposed site;
- Site Plan diagram illustrating the lot depths, lot widths, and lot areas for each parcel and the parcels as a whole;
- Existing conditions plan;
- Yard location diagram for Lot 2;
- Elevations from all four sides for each semi-detached dwelling;
- Application fees;
- Draft 4R Plan showing the severance line;
- Survey plan of the entire property.

When the notification signs are ready for this application please email the undersigned and we will arrange for their installation on the property.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 695 0192 or via email at planning@p2concepts.ca.

P-Squared Concepts Inc.



Jasmine Paoloni, Planner

