

August 21, 2024

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

Committee of Adjustment  
Received | Reçu le

2024-08-22

City of Ottawa | Ville d'Ottawa  
Comité de dérogation

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

**Reference: 265 Churchill Avenue North and 325 Bloomfield Avenue  
Applications for Lot Addition, Consent and Minor Variance  
Our File No.: 118130**

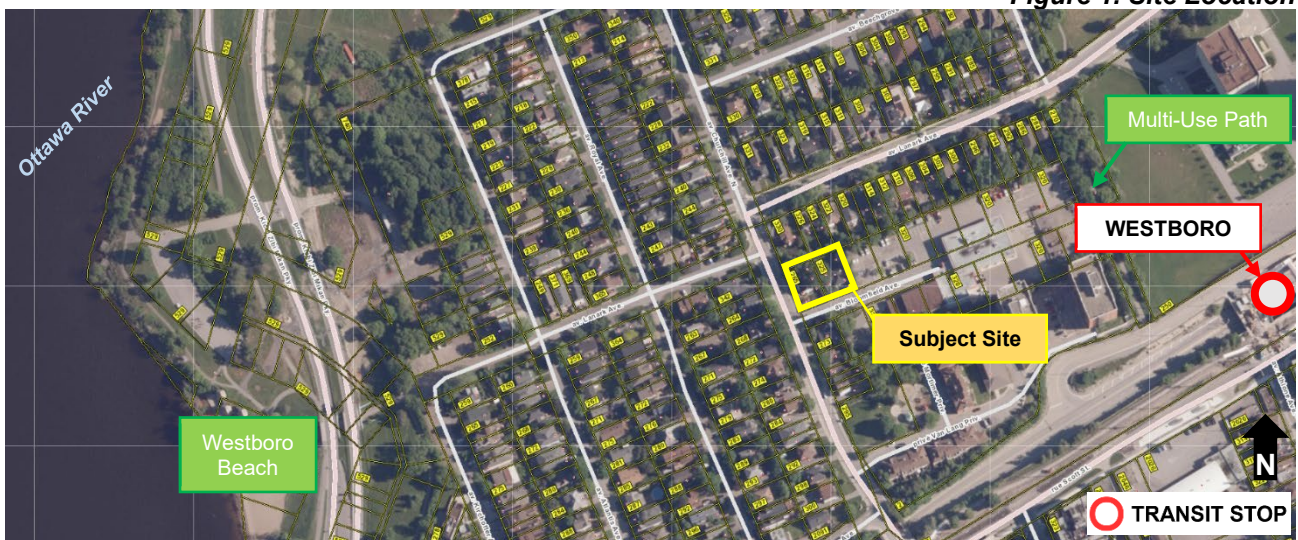
Novatech has been retained by the owner of the properties municipally known as 265 Churchill Avenue North and 325 Bloomfield Avenue (the "Subject Site") to prepare and file consent and minor variance applications to add lands to 265 Churchill Avenue North, then sever 265 Churchill Avenue North and 325 Bloomfield Avenue into four parcels to support the development of four, long-semi detached dwellings on the Subject Site.

This letter describes the existing conditions of the Subject Site, the proposed lot addition, severances and minor variances, and provides a rationale in support of the applications.

### Existing Conditions

The Subject Site is located in Ward 15 – Kitchissippi within the City of Ottawa. Specifically, the Subject Site is located in the Westboro neighbourhood, to the north of Scott Street, to the south of Lanark Avenue, to the east of Royal Avenue, and to the west of the Beechgrove Avenue Multi-Use Path (See Figure 1). The Subject Site is comprised of two lots. 265 Churchill Avenue North is a corner lot with an area of 599.9 square metres, a frontage of 30.18 metres along Churchill Avenue North and a frontage of 19.91 metres along Bloomfield Avenue. 325 Bloomfield Avenue is an interior lot with an area of 607.3 square metres and a frontage of 20.13 metres along Bloomfield Avenue. The existing detached dwellings on each property have been demolished.

**Figure 1. Site Location**



265 Churchill Avenue North is legally known as Lot 21 Part of lot 54 in the City of Ottawa. 325 Bloomfield Avenue is legally known as Lot 22 Part of lot 54; Subject to the interest in N692115 in the City of Ottawa. The Subject Site is designated Neighbourhood within the Evolving Neighbourhood Overlay in the City of Ottawa Official Plan. The Subject Site is zoned Residential Third Density, Subzone EE (R3EE) under the City of Ottawa Zoning By-law 2008-250.

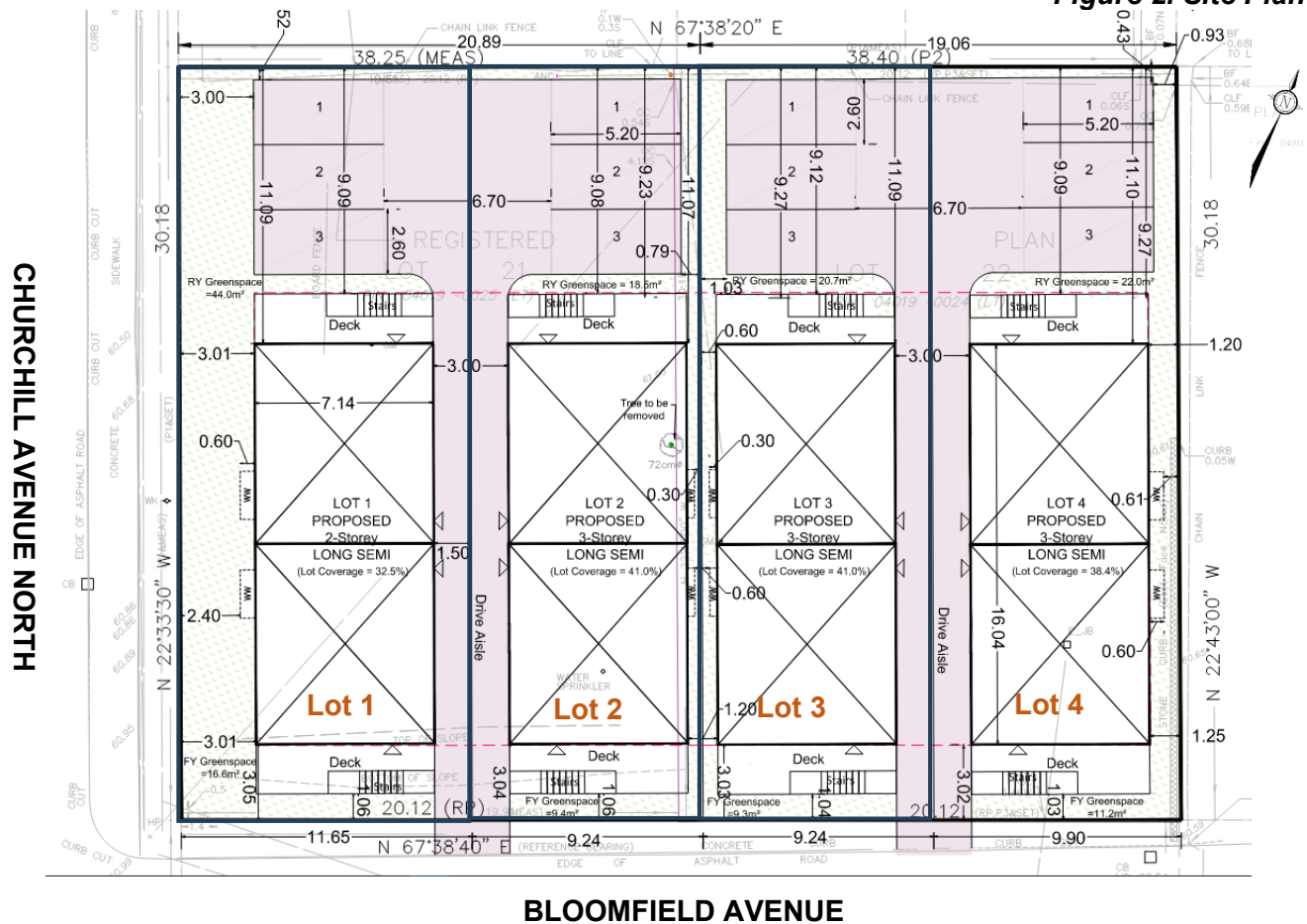
A Streetscape Character Analysis for the Subject Site was submitted on January 18, 2024 with concurrence received from the City of Ottawa on February 1, 2024. The dominant character for the Subject Site as it relates to driveways was confirmed as character group "B". A single or shared driveway is permitted on the Subject Site under provisions of Table 140B in the Zoning By-law.

Building permits were issued on April 22, 2024 for the construction of two long-semi detached dwellings on Lot 1 and Lot 4 (see Figure 2).

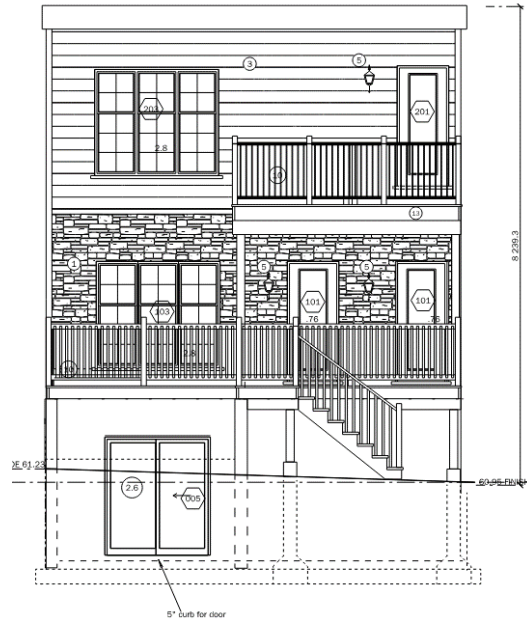
**Proposed Development**

It is proposed to sever a portion of 325 Bloomfield Avenue and add the severed area to the abutting property at 265 Churchill Avenue North. Following completion of the lot addition, it is proposed to sever the two existing parcels located at 265 Churchill Avenue North and 325 Bloomfield Avenue into four lots to facilitate the development of four, long semi-detached dwellings (see Figure 2).

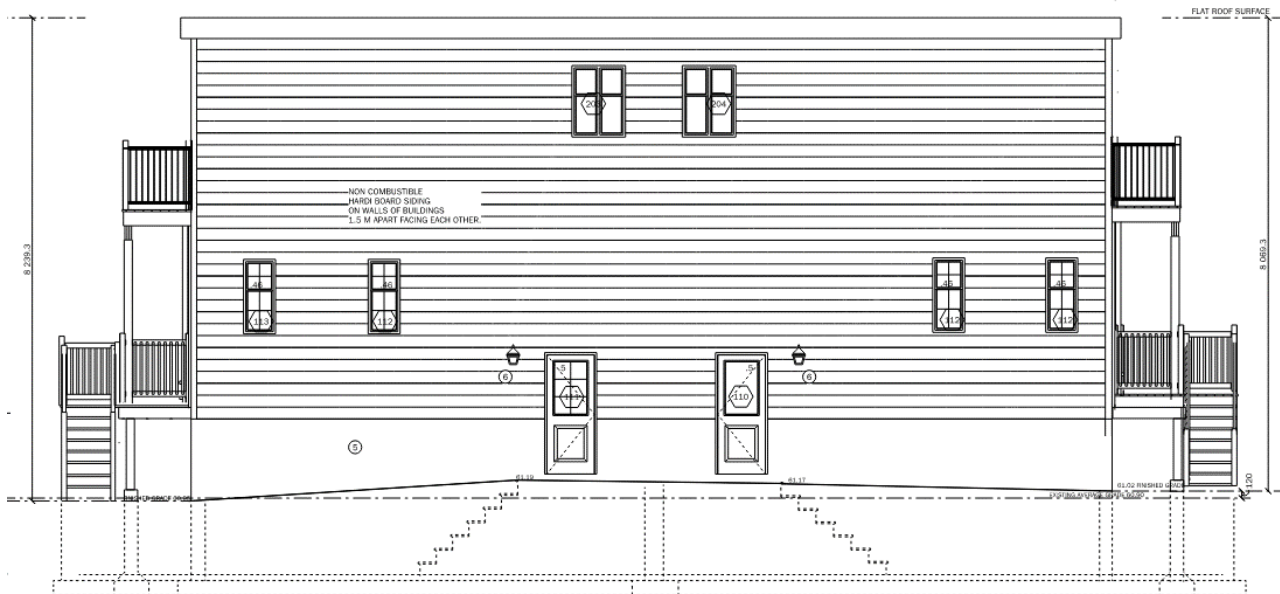
**Figure 2. Site Plan**



**Figure 3. Typical Front Elevation (2 storey)**



**Figure 4. Typical Side Elevation (2-Storey)**



**Figure 5. Typical Front Elevation (3-storey)**



**Figure 6. Typical Side Elevation (3-Storey)**





One 2-storey long semi-detached dwelling and three 3-storey long semi-detached dwellings are proposed on the Subject Site (see Figures 3 to 6). The proposed dwellings will each have frontage on Bloomfield Avenue. All areas of the corner side yard on lot 1 and front yards, excluding porches, walkways and shared driveways, will be developed with soft landscaping. Although the Zoning By-law does not require the provision of parking spaces, three parking spaces are provided for each proposed building. Shared driveways between lots 1 and 2, and between lots 3 and 4 will provide access to parking spaces located in the rear yard from Bloomfield Avenue.

## **Reciprocal Severance Applications**

### *Severance Application 1:*

This application will sever Part 5 on the draft reference plan from 325 Bloomfield Avenue and add this part to 265 Churchill Avenue North (see Figure 7). This application will add 0.98 metres of frontage along Bloomfield Avenue and 30.7 square metres of land to the property at 265 Churchill Avenue North (see Figure 6). The proposed lot addition will be perfected prior to completing severance applications 2, 3, 4 and 5.

### *Severance Application 2:*

This application will create the lot labelled as Part 1 and Part 2 on the Draft Reference Plan (Figure 7). Part 1 and Part 2 will have a total area of 351.6 square metres, a depth of 30.18 metres, and a frontage of 11.65 metres on Bloomfield Avenue. This lot will be occupied by one long semi-detached dwelling. To provide access to rear yard parking, an easement in favour of Part 3, Part 4 and Part 5 is required over Part 2.

### *Severance Application 3:*

This application will create the lot labelled as Part 3, Part 4, and Part 5 on the Draft Reference Plan (Figure 7). Parts 3, 4 and 5 will have a total area of 279 square metres, a depth of 30.18 metres, and a frontage of 9.24 metres on Bloomfield Avenue. This lot will be occupied by one long semi-detached dwelling. To provide access to rear yard parking, an easement in favour of Part 1 and Part 2 is required over Part 3.

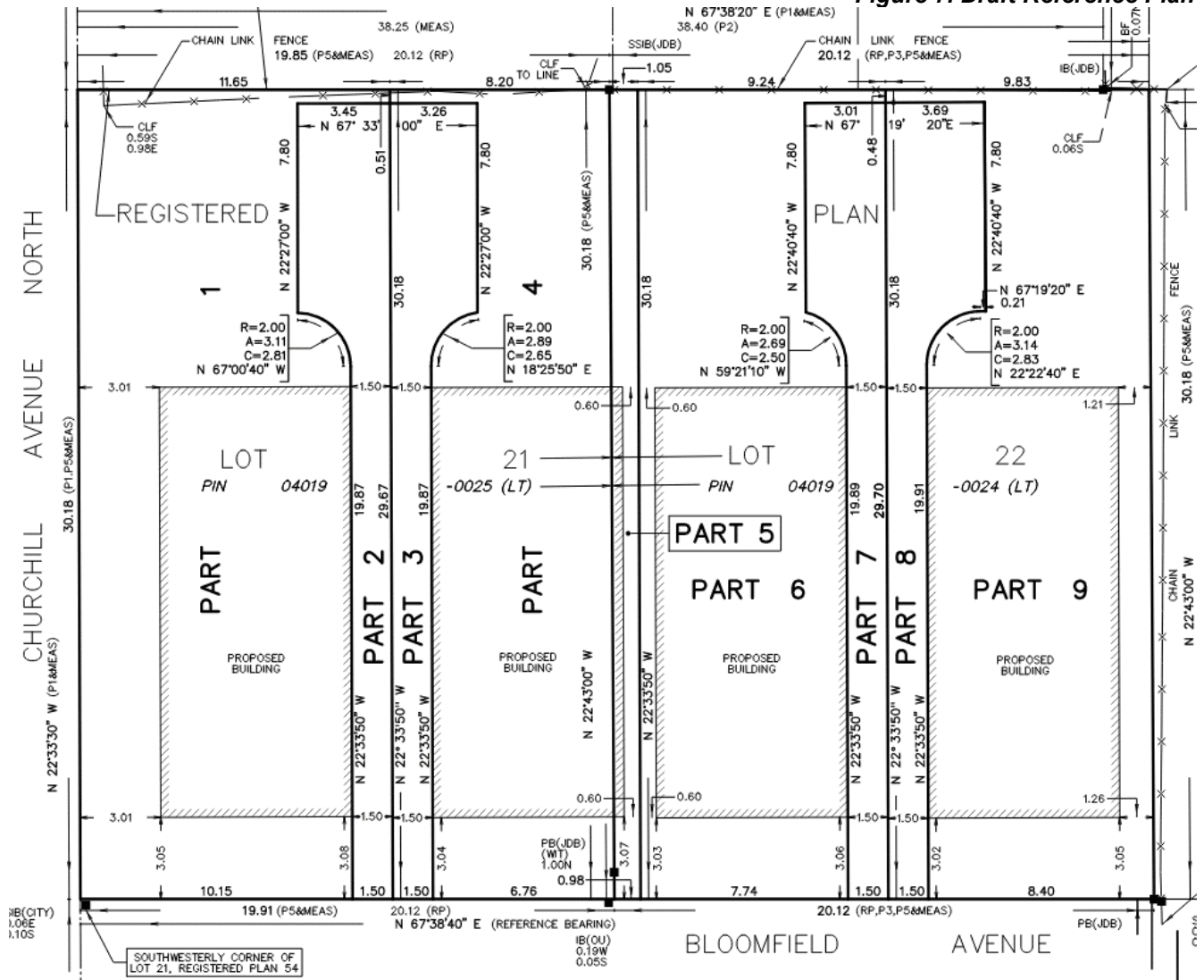
### *Severance Application 4:*

This application will create the lot labelled as Part 6 and Part 7 on the Draft Reference Plan (Figure 7). Part 6 and Part 7 will have a total area of 278.9 square metres, a depth of 30.18 metres, and a frontage of 9.24 metres on Bloomfield Avenue. This lot will be occupied by one long semi-detached dwelling. To provide access to rear yard parking, an easement in favour of Part 8 and Part 9 is required over Part 7.

### *Severance Application 5:*

This application will create the lot labelled as Part 8 and Part 9 on the Draft Reference Plan (Figure 7). Part 8 and Part 9 will have a total area of 297.7 square metres, a depth of 30.18 metres, and a frontage of 9.90 metres on Bloomfield Avenue. This lot will be occupied by one long semi-detached dwelling. To provide access to rear yard parking, an easement in favour of Part 6 and Part 7 is required over Part 8.

Figure 7. Draft Reference Plan



**Rationale (Consent Applications)**

*Provincial Policy Statement (2020)*

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect on May 1, 2020.

Section 1.1.1 of the PPS states that 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 proposed development of four, long semi-detached dwellings on the Subject Site supports an appropriate range and mix of residential uses to meet the long-term needs of residents in the neighbourhood. The proposal also promotes cost-effective development patterns by intensifying lands within the urban boundary, minimizing land consumption and municipal servicing costs.

### *Planning Act*

Subsection 53(1) of the Planning Act states:

*“An owner, chargee or purchaser of land, or such owner’s, chargee’s or purchaser’s agent duly authorized 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).”*

The proposal does not necessitate the construction of new public infrastructure, including roads and services. A plan of subdivision is not required for the proper and orderly development of the municipality.

Subsection 53(12) of the Planning Act states:

*“A council or the Minister in determining whether a provisional consent is to be given shall have regard to the matters under subsection 51 (24) and has the same powers as the approval authority has under subsection 51 (25) with respect to the approval of a plan of subdivision and subsections 51 (26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent. 1994, c. 23, s. 32.”*

This rationale will speak to the following criteria outlined in subsection 51(24) of the Planning Act.

*51. (24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*

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

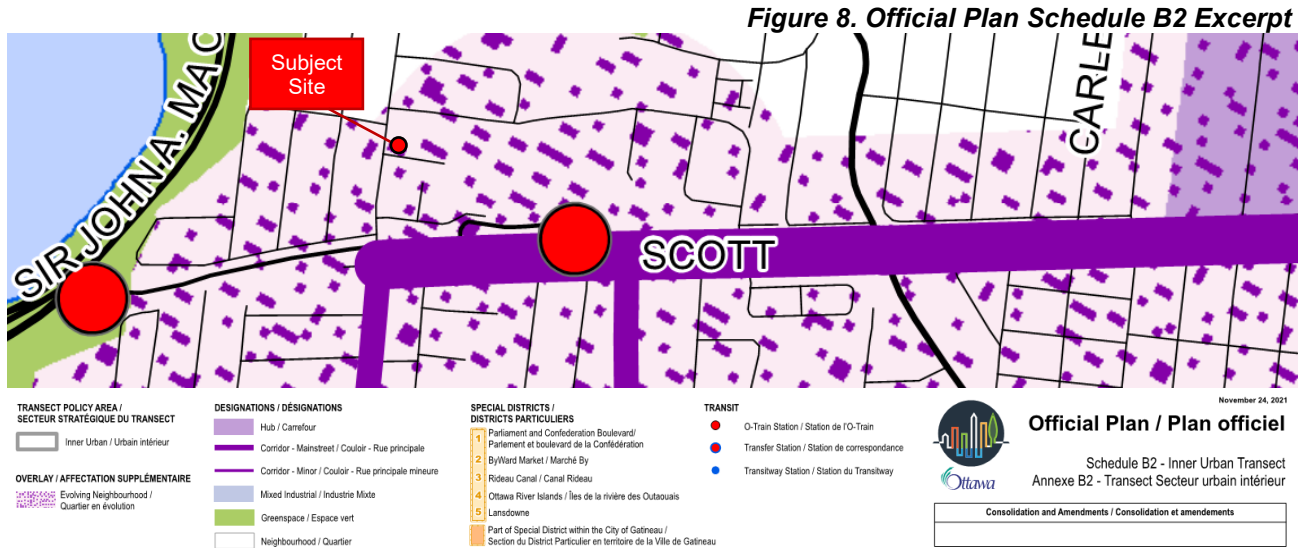
265 Churchill Avenue North and 325 Bloomfield Avenue are within the urban area of the City of Ottawa. The proposed severances have regard for the following matters of provincial interest:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing; and
- the appropriate location of growth and development.

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

The Subject Properties are located within a fully developed neighbourhood where hard and soft services are available. The proposed severances are not premature and are in the public's interest.

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



**City of Ottawa Official Plan**

The Subject Site is designated “Neighbourhood” within the “Evolving Neighbourhood Overlay” in the Inner Urban Transect on Schedule B2 of the City of Ottawa Official Plan. Section 3.2 of the Official Plan encourages infill and intensification within the urban area. Policy 3 of Section 3.2 of the Official Plan states that: “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”.

The consent to sever applications will support intensification in a Neighbourhood designation that is in proximity to Scott Street, designated as a Mainstreet Corridor, with a permitted form of housing that compliments the lot pattern, scale, and desirable characteristics of development along Churchill Avenue North and Bloomfield Avenue and contribute to the growth of 15-minute neighbourhoods (see Figure 8).

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

The proposed severances will facilitate development of four new long semi-detached dwellings on the Subject Site. Long semi-detached dwellings are compatible with existing land use patterns and the lot fabric of the neighbourhood.

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

Each side of the proposed long semi-detached dwellings will comprise a principal dwelling unit and two additional dwelling units, increasing the range of housing options available in the area.



*(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;*

Not applicable.

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

The proposed severances will result in lot widths and lot areas for the newly created parcels that are compatible with existing land use patterns and the lot fabric of the neighbourhood.

*(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;*

Not applicable.

*(h) conservation of natural resources and flood control;*

The Subject Site is not within or adjacent to a flood plain or any areas of natural interest.

*(i) the adequacy of utilities and municipal services;*

The proposed lots will connect to existing utilities and municipal services.

*(j) the adequacy of school sites;*

Hilson Avenue Public School and Churchill Alternative School are in proximity to the Subject Site.

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

It is anticipated that cash-in-lieu of parkland dedication will be a condition of approval.

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

Infill and intensification within the urban area efficiently utilizes energy (infrastructure, services, transit, etc.) and 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. 8 (2).*

Not applicable.

**The proposed consent applications on the Subject Site represent good land use planning.**

## **Minor Variance Applications**

The proposed long semi-detached dwelling on Lot 1 fully conforms with provisions of the R3EE zone.

### Minor Variance Application 1 (Lot 2 – Parts 3, 4 and 5):

- a) To permit a reduced lot width of 9.2 metres; whereas the By-law requires a minimum lot width of 10 metres (Section 160, Table 160A, Subzone EE, Column IV).
- b) To permit a reduced lot area of 279.0 square metres; whereas the By-law requires a minimum lot area of 300 square metres (Section 160, Table 160A, Subzone EE, Column V).
- c) To permit a reduced interior side yard setback of 0.6 metres along the east property line; whereas the By-law requires a minimum interior side yard setback of 1.2 metres (Section 160, Table 160A, Subzone EE, Column X).
- d) To permit an increased building height of 11.6 metres; whereas the By-law permits a maximum building height of 11 metres (Section 160, Table 160A, Subzone EE, Column VI).

### Minor Variance Application 2 (Lot 3 – Parts 6 and 7):

- e) To permit a reduced lot width of 9.2 metres; whereas the By-law requires a minimum lot width of 10 metres (Section 160, Table 160A, Subzone EE, Column IV).
- f) To permit a reduced lot area of 278.9 square metres; whereas the By-law requires a minimum lot area of 300 square metres (Section 160, Table 160A, Subzone EE, Column V).
- g) To permit a reduced interior side yard setback of 0.6 metres along the west property line; whereas the By-law requires a minimum interior side yard setback of 1.2 metres (Section 160, Table 160A, Subzone EE, Column X).
- h) To permit an increased building height of 11.7 metres; whereas the By-law permits a maximum building height of 11 metres (Section 160, Table 160A, Subzone EE, Column VI).

### Minor Variance Application 3 (Lot 4 – Parts 8 and 9):

- i) To permit a reduced lot width of 9.9 metres; whereas the By-law requires a minimum lot width of 10 metres (Section 160, Table 160A, Subzone EE, Column IV).
- j) To permit a reduced lot area of 297.7 square metres; whereas the By-law requires a minimum lot area of 300 square metres (Section 160, Table 160A, Subzone EE, Column V).
- k) To permit an increased building height of 11.8 metres; whereas the By-law permits a maximum building height of 11 metres (Section 160, Table 160A, Subzone EE, Column VI).

## **Rationale (Minor Variance Applications)**

**The minor variances listed above meet the four tests for minor variance under Section 45(1) of the Planning Act.**

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

### *City of Ottawa Official Plan*

Section 3.2 of the Official Plan encourages infill and intensification within the urban area. Policy 3 of Section 3.2 of the Official Plan states that: *“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.”*

The proposed development on the Subject Site is an example of infill and intensification within the Inner Urban Transect and Neighbourhood designation. The proposed development supports the creation of 15-minute neighbourhoods and will contribute to residential intensification in a Neighbourhood designation that is adjacent to lands designated as Corridors in the Official Plan.

The Subject Site is designated “Neighbourhood” within the “Evolving Neighbourhood Overlay” in the Inner Urban Transect on Schedule B2 of the Official Plan. Policy 1 of Section 5.2.4 of the Official Plan states that: “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”. The proposed development on the Subject Site is within walking distance of Scott Street, designated “Mainstreet Corridor” in the Official Plan. The proposed development will contribute to residential growth within the Inner Urban Transect and Neighbourhood designations to meet the targets of the Growth Management Framework.

**Figure 9. 400 metre radius from Subject Site**



Policy 1a) of Section 5.6.1.1 of the Official Plan states that: “The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station.” The Subject Site is suitable for intensification being located within 400-metres radius of the planned Westboro O-Train station (see Figure 9).



Policy 3a) of Section 5.6.1 of the Official Plan states that: *“The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone”*. The Subject Site is in a suitable location to move beyond the development standards of the underlying R3EE zone and will contribute to achieving intensification objectives by providing reduced lot widths, reduced lot areas and reduced interior side yard setbacks and increased building heights required to facilitate the proposed development.

**The minor variances maintain the general intent and purpose of the Official Plan**

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

The Subject Site is zoned Residential Third Density, Subzone EE (R3EE) under the City of Ottawa Zoning By-law 2008-250. The purpose of the R3 Zone is to:

- (1) “allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)
- (2) *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
- (3) *allow 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 mixed dwelling, residential character of a neighbourhood is maintained or enhanced.”

The requested minor variances are to facilitate the development of four, long semi-detached dwellings, which are a permitted use in the R3 zone. The proposed development meets the performance standards for front yard setback, front yard soft landscaping, corner side yard setback, interior side yard setbacks on Lot 1 and Lot 4, rear yard setback and rear yard soft landscaping.

Provisions of the Residential Third Density, Subzone EE zone require a minimum lot width of 10 metres and a minimum lot area of 300 square metres for a long semi-detached dwelling. Lot 2 will be 9.2 metres in lot width and 279.0 square metres in lot area. Lot 3 will be 9.2 metres in lot width and 278.9 square metres in lot area. Lot 4 will be 9.9 metres in lot width and 297.7 square metres in lot area. The proposed severances will create three lots with lot widths and lot areas that are only marginally less than required by the zoning by-law.

A Streetscape Character Analysis determined that the Subject Site is within character group “B” and individual or shared driveways form the dominant character for the Subject Site. Provisions of Table 140B of the Zoning By-law permit a single or shared driveway providing access to each dwelling unit in character group “B”.

The requested minor variances are to facilitate a reduced lot width, a reduced lot area and an increased maximum building height for Lots 2, 3 and 4, and a reduced interior side yard setback on one side for Lot 2 and Lot 3. A fully conforming interior side yard setback is provided on the opposite side of each proposed lot to facilitate access to parking spaces in the rear yard. Low-rise residential uses including long-semi detached dwellings are permitted in the R3EE zone. The requested variances meet the intent of purpose 1 of the R3 zone. The proposed long semi-detached dwellings are compatible with existing low-rise residential development along Lanark Avenue, Beechgrove Avenue and Selby Avenue and will contribute to maintaining the residential character of the neighbourhood.

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



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

**Figure 10. Lot widths on Churchill Avenue North and the Surrounding Area**



Variations a), e) and i) request a reduced lot width of 9.2 metres for Lot 2 and Lot 3, and a reduced lot width of 9.9 metres for Lot 4; whereas the By-law requires a lot width of 10.0 metres for long semi-detached dwellings (Section 160, Table 160, Row EE, Column IV). The requested variances for reduced lot width on the newly created lots are compatible with the lot fabric of the neighbourhood. Specifically, several lots in the surrounding area have a lot width less than 10.0 metres as required in the By-law (See Figure 10). The proposed lot widths for the newly created Lots 2, 3 and 4 are appropriate in this location.

**Figure 11. Lot areas on Churchill Avenue North and the Surrounding Area**



Variations b), f) and j) request a reduced lot area of 279.0 square metres for Lot 2, a reduced lot area of 278.9 square metres for Lot 3, and a reduced lot area of 297.7 square metres for Lot 4; whereas the By-law requires a minimum lot area of 300 square metres. This infill development supports intensification while having regard for existing uses, built form, and lot fabric of the neighbourhood. The reduced lot area allows the proposed development to fit in with the surrounding lot fabric. A smaller lot area promotes intensification and is compatible with the overall character and lot fabric of the neighbourhood.

There are several lots in the surrounding neighbourhood with lot areas less than required by provisions of the zoning by-law (See Figure 11). Smaller lot areas on the Subject Site are consistent with the lot fabric of the surrounding neighbourhood and will facilitate infill and intensification. The requested minor variances are compatible with the existing patterns of residential development along Lanark Avenue Beechgrove Avenue and Selby Avenue.



**Figure 12. Interior Side Yards on Churchill Avenue North and the Surrounding Area**

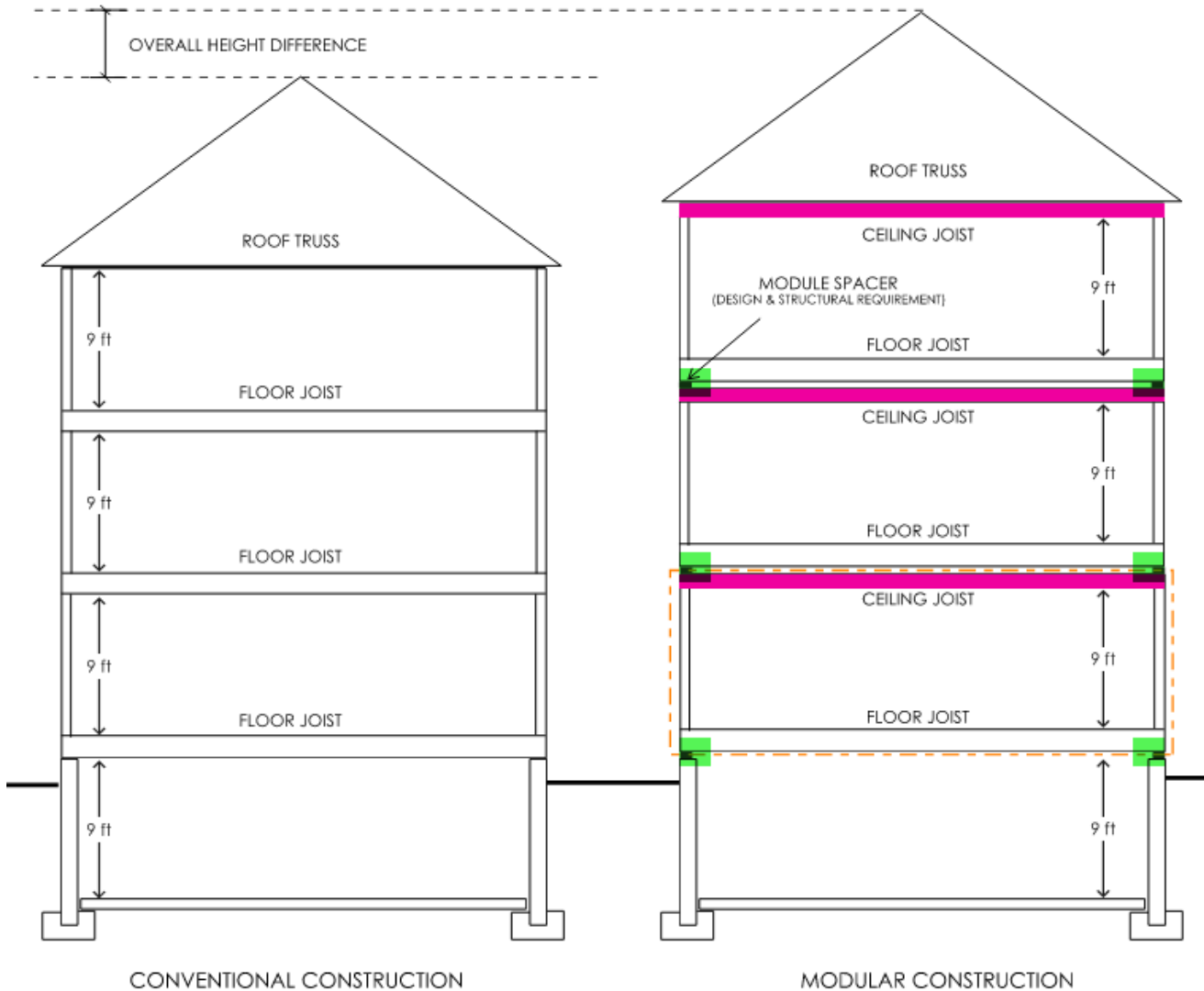


Variations c) and g) request a reduced interior side yard setback of 0.6 metres on one side for Lot 2 and Lot 3; whereas the By-law requires a minimum interior side yard setback of 1.2 metres. A fully conforming corner side yard setback and interior side yard setbacks are provided on Lot 1 and Lot 4. This infill development supports intensification while having regard for existing uses, built form, and lot fabric of the neighbourhood. The reduced interior side yard setbacks on one side of each lot allow the proposed development to fit in with the surrounding lot fabric. A reduced interior side yard setback promotes intensification and is compatible with the overall character and lot fabric of the neighbourhood. There are several lots in the surrounding neighbourhood with interior side yard setbacks that are less than required by the Zoning By-law (See Figure 12). Eleven lots on Lanark Avenue have interior side yard setbacks of less than 1.2 metres. A reduced interior side yard setback is consistent with the built form characteristics of the surrounding neighbourhood and facilitates infill and intensification. The requested minor variations are compatible with the existing patterns of residential development along Lanark Avenue, Beechgrove Avenue and Selby Avenue.

Variations d), h) and k) request an increased maximum building height of 11.6 metres for Lot 2, an increased maximum building height of 11.7 metres for Lot 3, and an increased maximum building height of 11.8 metres for Lot 4; whereas the By-law permits a maximum building height of 11 metres. The existing municipal sanitary sewer in Bloomfield Avenue has a shallow depth, approximately 1.5 m below grade. To avoid the requirement for pumping, the underside of footing elevation of the proposed buildings must be at an elevation of 59.35 m or greater. As a result, the first floor elevations will be at

62.32 m or greater, which is approximately 1.5 m above the proposed grades at the foundation. Based on the existing depth of the sanitary sewer, a minor increase to the total building height is required. A letter from D.B. Gray Engineering confirming the depth of existing services is included as *Appendix A*.

**Figure 13. Comparison of required building height (Conventional vs Modular)**



The buildings are proposed to be developed using a modular design to increase construction quality and efficiency. As highlighted in pink on Figure 13 above, a modular construction requires the use of additional structural elements for the purposes of on-site assembly. Using a standard 9-foot ceiling height, modular construction results in a minor increase to the maximum height requirements for a three-storey building when compared to conventional construction.

This infill development supports intensification while having regard for existing uses, built form, and lot fabric of the neighbourhood. Based on the challenges presented by the existing depth of the sanitary sewer and increased building height requirements to facilitate modular construction on the Subject Site, an increase to the maximum permitted building height of less than one metre is compatible with the overall form, scale and streetscape characteristics of the neighbourhood.



**Figure 14. Transit near the Subject Site**



The Subject Site is a 1-minute walk (100 metres) from transit at the intersection of Lanark / Churchill, which services the 16 and 153 bus routes. The Subject Site is also a 7-minute walk (550 metres) from the Westboro Transitway Station, which currently services over 10 bus routes (See Figure 14). The Westboro Transitway Station will be converted into a Light Rail Transit (LRT) station during Phase 2 of LRT construction. The Subject Site is located within an appropriate area for increased building heights where maintaining a low-rise scale that supports the use of active transportation and public transit. The Subject Site is near many neighbourhood amenities, such as shops and restaurants. It is also near schools, parks, and Westboro Beach (See Figure 14). The minor variances requested facilitate an appropriate form and scale of development near established neighbourhood amenities and transit services.

The requested minor variances are to facilitate a reduced lot width, a reduced lot area and an increase to the maximum permitted building height for Lots 2, 3 and 4, and a reduced interior side yard setback for one side of Lot 2 and Lot 3. The requested minor variances are consistent with the existing lot fabric and streetscape characteristics of the neighbourhood. The minor variances are considered desirable for the use of land.

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

Variances a), e) and i) are requested to permit a reduced lot width for Lots 2, 3 and 4. Lot 2 and Lot 3 will be 9.2 metres in lot width, representing a reduction of 0.8m from the zoning requirement. Lot 4 will be 9.9 metres in lot width, representing a reduction of 0.1m from the zoning requirement. The requested variance for reduced lot width will have no impact on the streetscape. The requested variances to permit a reduced lot width for Lots 2, 3 and 4 will not affect the functionality of the site.

Variances b), f) and j) are requested to permit a reduced lot area for Lot 2 by 21 square metres, Lot 3 by 21.1 square metres and Lot 4 by 2.3 square metres. The requested variance to permit a reduced lot area for Lots 2, 3 and 4 will not affect the functionality of the site and will have no impact on the streetscape.

Variances c) and g) are requested to permit a reduced interior side yard setback by 0.6 metres for one side of Lots 2 and 3. The proposed development meets the performance standards for front yard setback, front yard soft landscaping, corner side yard setback on Lot 1, interior side yard setbacks on Lot 1 and Lot 4, rear yard setback and rear yard soft landscaping. The requested variances for a reduced interior side yard setback on one side of Lots 2 and 3 will have no impact on the streetscape along Bloomfield Avenue and will not affect the functionality of the site.

Variances d), h) and k) are requested to permit an increased maximum building height for Lot 2 by 0.6 metres, Lot 3 by 0.7 metres and Lot 4 by 0.8 metres. A 0.8 metre increase to the maximum permitted building height is a minor increase from the zoning provision. The requested variance to permit an increased building height for Lots 2, 3 and 4 will not affect the functionality of the site and will have no impact on the streetscape.

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

A Streetscape Character Analysis determined that the Subject Site is within character group “B” and individual or shared driveways form the dominant character for the Subject Site. Provisions of Table 140B of the Zoning By-law permit a single or shared driveway providing access to each dwelling unit in character group “B”.

A shared driveway providing access to each proposed lot is consistent with the dominant character of the surrounding context and will have no impact on the streetscape, or on the functionality of the site.

The requested variances maintain 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 the land and are minor in nature.

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

A Tree Information Report was prepared in support of the applications for consent and minor variances by Dendron Forestry Services, dated July 27, 2022. The Tree Information Report provides recommendations on proposed tree removals for tree 1 in the rear yard based on the location of the parking area, tree 2 based on poor health and tree 3 based on location of the proposed building footprints. The accompanying Tree Replacement Plan recommends compensation plantings of four small columnar trees in the front yard and four small trees at maturity in the corner side yard. It is noted that the presence of hydro lines in the corner side yard are limiting factors for larger tree species. No impacts to existing trees on abutting properties are anticipated as a result of the proposed development.

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

- One (1) copy of this Cover Letter;
- A Lot Addition Application Form for Part 5 (one original copy)
- A Lot Addition Sketch for Part 5 (one copy of 11x17 and one 8 ½x11)
- A Severance Application Form for Part 1 and Part 2 (one original copy)
- A Severance Application Form for Parts 3, 4 and 5 (one original copy)
- A Severance Application Form for Part 6 and Part 7 (one original copy)
- A Severance Application Form for Part 8 and Part 9 (one original copy)
- A Severance Sketch for Part 1 and Part 2 (one copy of 11x17 and one 8 ½x11)
- A Severance Sketch for Parts 3, 4 and 5 (one copy of 11x17 and one 8 ½x11)
- A Severance Sketch for Part 6 and Part 7 (one copy of 11x17 and one 8 ½x11)
- A Severance Sketch for Part 8 and Part 9 (one copy of 11x17 and one 8 ½x11)
- A Minor Variance Application Form for Parts 3, 4 and 5 (one original copy)
- A Minor Variance Application Form for Part 6 and Part 7 (one original copy)
- A Minor Variance Application Form for Part 8 and Part 9 (one original copy)
- A Minor Variance Sketch (one copy of 11x17 and one 8 ½x11)
- Plan of Survey (one copy of 11x17 and one 8 ½x11)
- Parcel Abstract for 265 Churchill Avenue North (one copy)
- Parcel Abstract for 325 Bloomfield Avenue (one copy)
- Draft Reference Plan (one copy of 11x17 and one 8 ½x11)
- Site Plan (one copy of 11x17 and one 8 ½x11)
- Elevation Plans (one copy of 11x17 and one 8 ½x11)
- Tree Information Report (one copy)
- Conceptual Elevation (Conventional vs. Modular Construction)

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

Yours truly,

**NOVATECH**



Jeffrey Kelly, MCIP, RPP  
Project Planner

Appendix A:  
Servicing Memo



# D.B. Gray Engineering Inc.

*Stormwater Management - Grading & Drainage - Storm & Sanitary Sewers - Watermains*

700 Long Point Circle  
Ottawa, ON K1T 4E9

613-425-8044  
d.gray@dbgrayengineering.com

July 29, 2024

Antilia Homes  
326 Churchill Ave N,  
Ottawa, ON  
K1Z 5B9

Attention: Ravi Shanghavi

By email: ravi@antiliahomes.com

Dear Ravi:

Re: 325-331 Bloomfield Avenue, Ottawa

The existing municipal sanitary sewer in Bloomfield Avenue is as little as 1.5 m deep. As a result, to avoid a pumping situation, the underside of footing elevation of the proposed buildings have to be at 59.35 m or higher. This means that the first floor elevations have to be at 62.32 m or higher, which is about 1.1 m to 1.5 m above the proposed grades at the foundation.

If you have any questions or require further clarification, please do not hesitate to contact me.

Sincerely yours,



Douglas B. Gray, P.Eng.