



P-Squared Concepts
Minor Variance & Consent to Sever Cover Letter
9 Granton Ave.

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

September 27th, 2024

Attn: Mr. Michel Bellemare
Secretary Treasurer

Committee of Adjustment
Received | Reçu le

2024-10-02

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Re: 9 Granton Ave. (Minor Variance & Consent applications) - Ward 9
Youssry Hussein & Eman Mohsen
Part of Lots 2404, 2405, 2406, 2407, Registered Plan 375, City of Ottawa

On behalf of our clients, we are submitting the enclosed Minor Variance and reciprocal Consent to Sever applications for the property at 9 Granton Ave. These applications will facilitate the development of one (1) detached dwelling with two (2) Additional Dwelling Units (ADUs) per lot. The subject property is zoned R1FF [632] - Residential First Density subzone 'FF', exception clause [632] as per the City of Ottawa Zoning By-Law (2008-250, as amended). The subject property is located in the Outer Urban transect, designated as Neighbourhood, and is within the Evolving Overlay as per the City of Ottawa Official Plan (2022). The severance will create two lots: Lot A (Parts 1 and 2), and Lot B (Parts 3 and 4).

Previous Committee of Adjustment applications for infill and intensification in the City View area have been met with concerns from Committee staff and Community Associations because of a history of drainage issues in this neighbourhood. The concerns have mainly centred around the anticipated strain that infill development would put on the stormwater drainage systems and the potential negative impact it would have on the existing sanitary infrastructure. The subject property is within the area of interest of a drainage report done in November 2022 for the Lakeview and City View areas. The 2022 report discusses the drainage issues in this area with a focus on culverts and ditches.

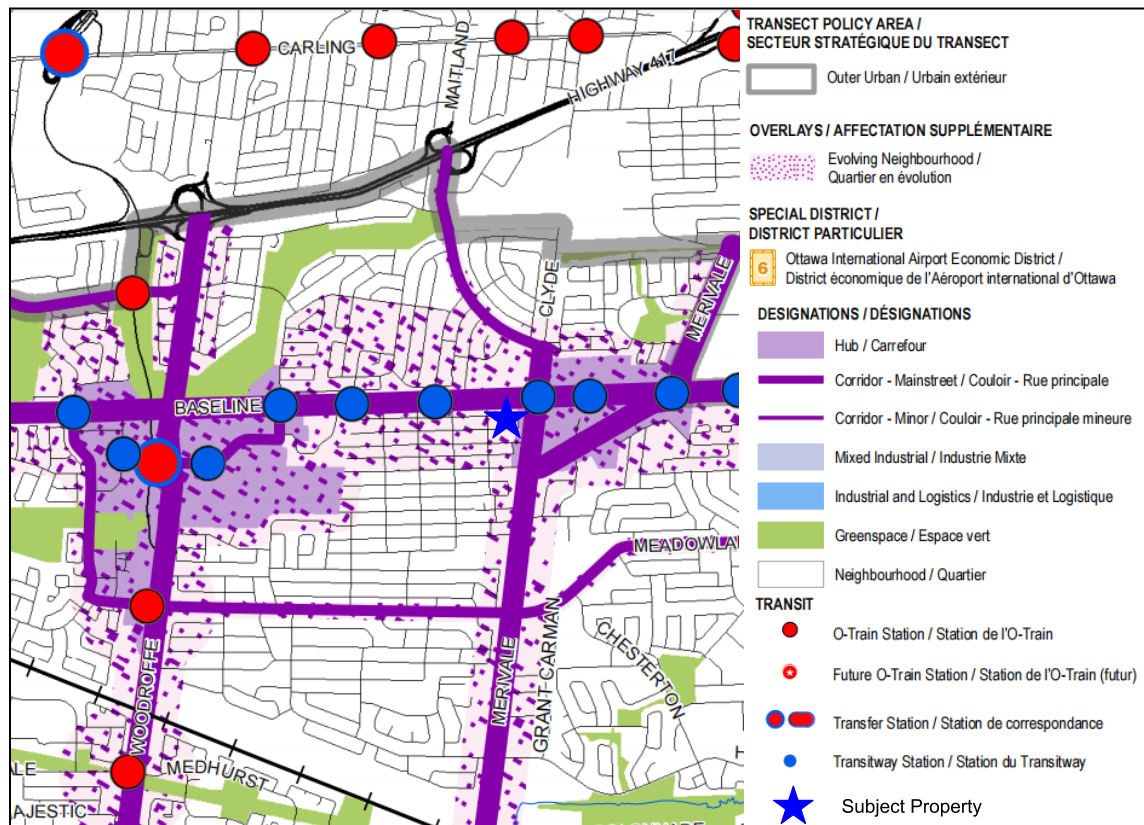
The report concludes that the cause of the drainage issues is, "A lack of maintenance combined with various modifications to ditches and changes in driveway culvert elevations..." (Robinson Consulting 2022, page iv). The report goes on to say, "Drainage concerns are further exacerbated through recent housing intensification resulting in increased surface runoff", however the issues are not directly accredited to the infill development and added impervious surfaces (Robinson Consulting 2022, page iv). In the case of 9 Granton specifically, there is currently one small culvert under the western driveway and no ditches along the street frontage. Despite the report's mention of exacerbated concerns from housing intensification, all minimum soft landscaping, maximum hard landscaping, and lot coverage requirements are met by this proposal. The project's civil engineer has reviewed the existing drainage of the subject site and has no concerns with the proposed development.

The intent of the reciprocal consent applications is to sever the parcel in two to create two lots with 15.37 m and 15.36 m of frontage on Granton. The consent applications also include a proposed easement on Lot A (Part 2) in favour of Lot B, and on Lot B (Part 3) in favour of Lot A for the purposes of vehicular access. One detached dwelling and two AUDs with a total of 2 parking spaces are proposed on each lot. The anticipated addressing structure is: 9 Granton Ave for the west lot and 11 Granton Ave for the east lot. All ADUs will receive a 'B' or 'C' suffix to the primary unit address.

The unique zoning for the subject property includes the exception clause [632] which states:

*“solely and specifically for the purposes of calculating **minimum lot area**, **maximum lot coverage** and **minimum rear yard requirements** for lands described herein, the owner of the lots on Plan 375 may utilise a portion of the lane not exceeding 1.6 m in depth measured perpendicularly from and running along the entire length of the rear lot line but not extending beyond the points of intersection with both of the side lot line”*

Because this lot is located within plan 375, this clause is applicable. Therefore, this application includes the additional 1.6m wide strip of land abutting the rear yard of the subject property to calculate lot area, lot coverage, rear yard setback, rear yard area, and rear yard landscaping.



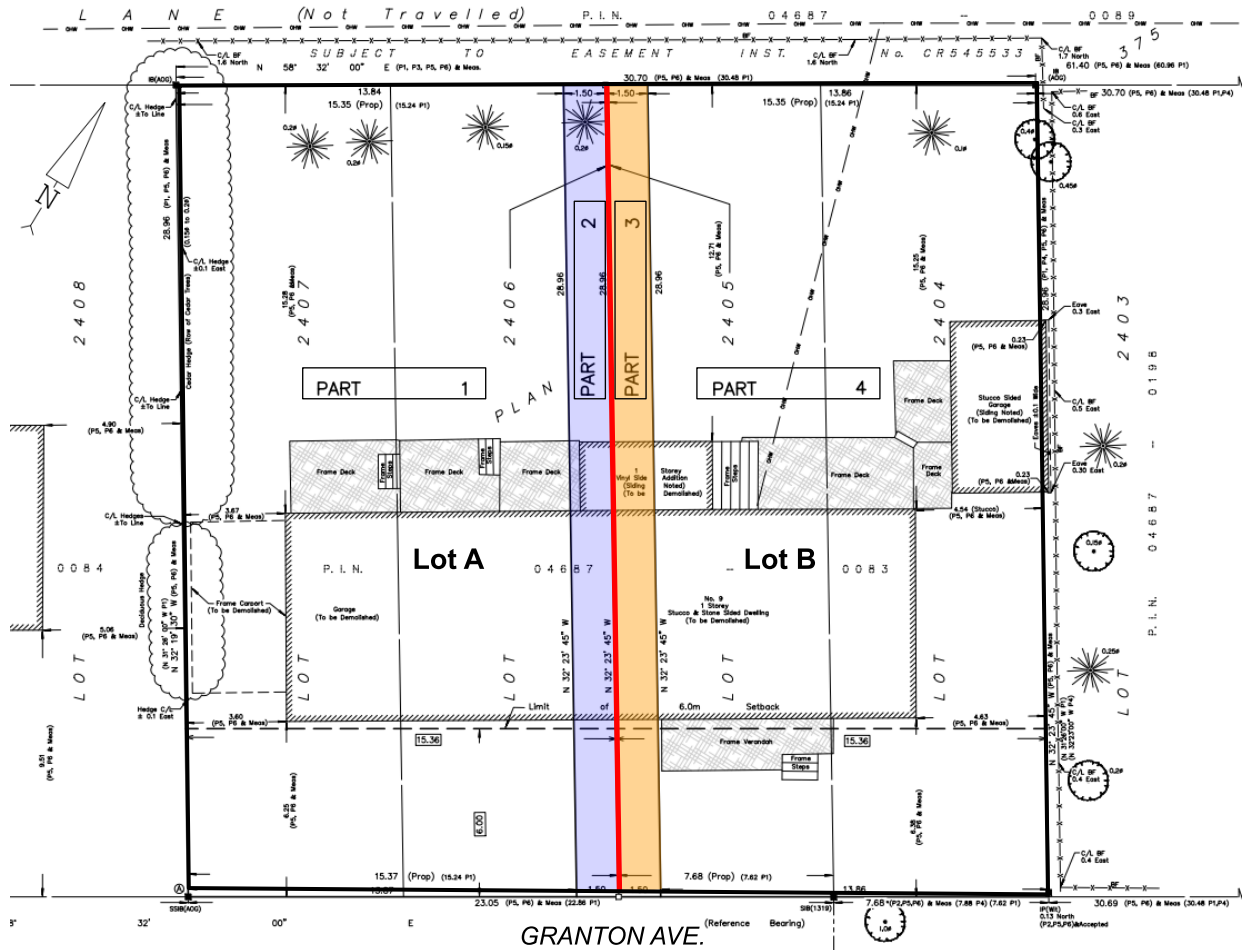
Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan.



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



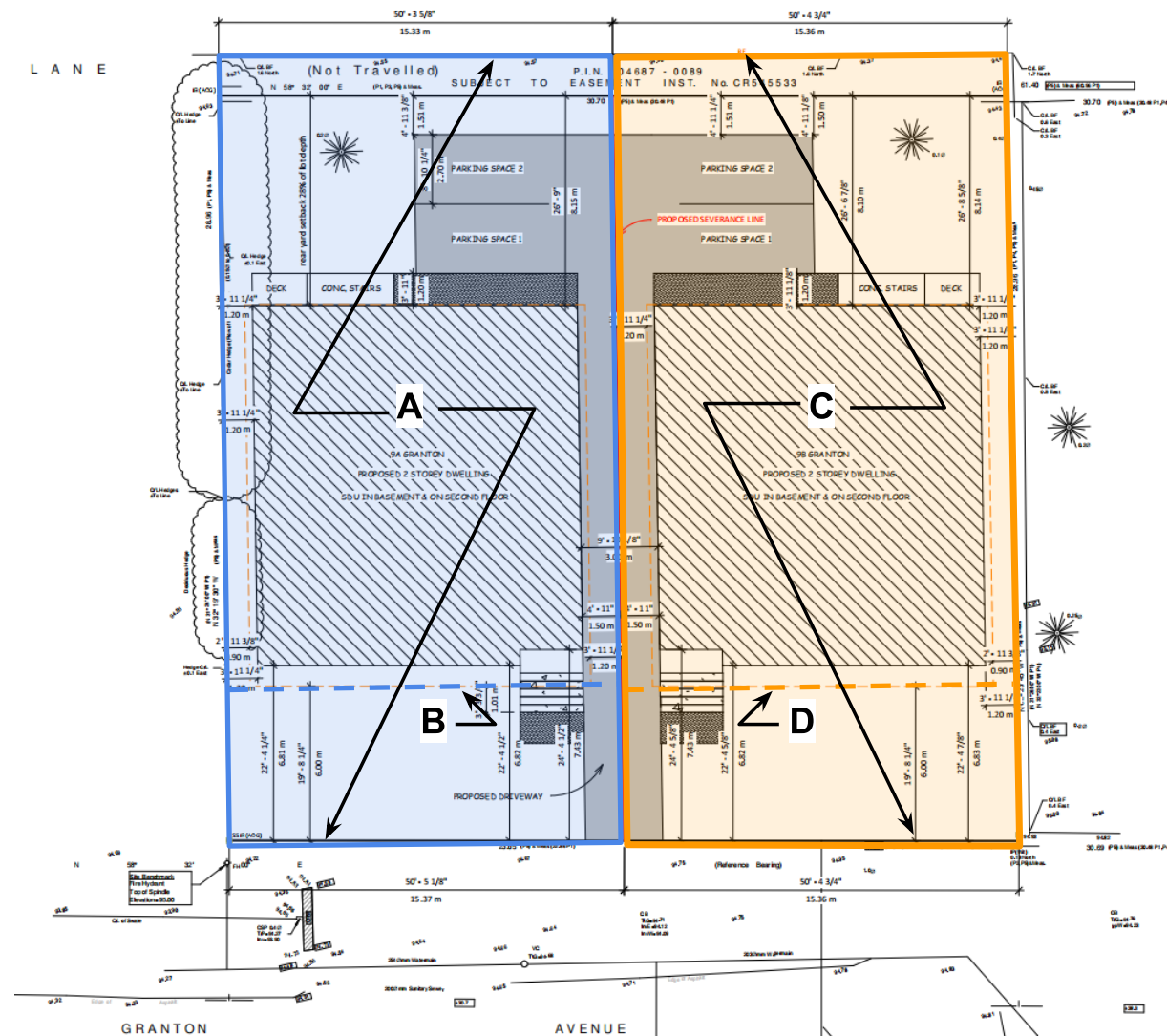
Site photo from Granton Ave looking north at 9 Granton, 2024.



Draft 4R Plan by Farley, Smith & Denis Surveying Ltd. (Note: *proposed severance line*, *proposed easement on Lot A in favour of Lot B*, and *proposed easement on Lot B in favour of Lot A*)

Minor Variance Applications

- Lot area (Lot A - west). To permit a reduced lot area of 469.13 m², whereas the Zoning By-Law requires a minimum lot area of 600m². (Table 156A, III, Zoning By-Law, 2008-250, as amended).
- Lot width (Lot A - west). To permit a reduced lot width of 15.36 m, whereas the Zoning By-Law requires a minimum lot width of 19.5 m. (Table 156A, II, Zoning By-Law 2008-250, as amended).
- Lot area (Lot B - east). To permit a reduced lot area of 469.36 m², whereas the Zoning By-Law requires a minimum lot area of 600m². (Table 156A, III, Zoning By-Law, 2008-250, as amended).
- Lot width (Lot B - east). To permit a reduced lot width of 15.36 m, whereas the Zoning By-Law requires a minimum lot width of 19.5 m. (Table 156A, II, Zoning By-Law 2008-250, as amended).



Location of variances shown on the proposed Site Plan by Matt Dorsey Designs.

The property is located on Registered Plan 375 and abuts a lane (not travelled) to the north; therefore, a 1.6m wide strip of land located north of the subject property is permitted to be included in the provided lot area. If this strip of land was not permitted to be included in the provided lot area, the west property would have an area of 444.5 m² and the east property would have an area of 444.7 m² as indicated on the draft 4R plan.

All other zoning provisions are met by this proposal including setbacks, building height, hard and soft landscaping, lot coverage, and vehicular requirements.

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

1. The variances are minor in nature

The variances requested are minor in nature as they do not preclude context-sensitive development from being proposed.

Lot A - west

The proposed lot area for the western lot is 469.13 m² and the minimum required lot area is 600 m². This represents a deficiency of 130.87 m². The proposed lot width for the western lot is 15.36 m and the minimum required lot width is 19.5 m. This represents a deficiency of 4.14 m.

Lot B - east

The proposed lot area for the eastern lot is 469.36 m² and the minimum required lot area is 600 m². This represents a deficiency of 130.64 m². The proposed lot width for the eastern lot is 15.36 m and the minimum required lot width is 19.5 m. This represents a deficiency of 4.14 m.

The reduced lot area and lot width for both lots still permit functional building footprints with sufficient building setbacks, landscaping, parking, and a shared driveway. The lot sizes proposed are similar to various lots on Granton Ave and in the City View neighbourhood.

37% of the lots on both sides of Granton Ave have a lot area less than 600 m². This does not include 124 Granton which was approved to be severed by the Ontario Lands Tribunal in June 2023. This property is in the process of finalising the severance to create lots with areas of 422.1 m² and 365.8 m². This also does not include 77 Granton which received approval for a Zoning By-Law Amendment to increase the zoning from R1 to R2 and permit a pair of semis on the corner lot with four (4) ADUs total. Each of these semi-detached dwellings would be constructed on a lot with an area less than 600 m².

28% of the lots on both sides of Granton Ave have less than 19.5 m of lot width. This does not include 124 Granton which was also approved for reduced lot widths of 13.31 m by the Ontario Lands Tribunal in June 2023. It should be noted that the Committee of Adjustment applications for 124 Granton were refused by the Committee in 2022; however, the reasoning for the refusal was primarily due to the design of the driveways (two double wide driveways on a lot with only 26.62 m of total frontage) and not the size of the lots.

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

The proposed development is a pair of low-rise, single detached residential dwellings 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 Granton Ave. The ground floor height is consistent with the properties adjacent to and across the street from the subject site.

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 Granton Ave via walkways from the proposed shared 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 Granton is approximately 6m. The minimum Zoning By-Law requirement for front yard setback is 6m and the provided front yard setbacks are 6.81 m and 6.82 m. Therefore the proposed buildings will be generally in line with the neighbouring properties and compliant with the zoning requirements.

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 front elevations will feature a stone facade with

brick accents under the windows, whereas the side and rear elevations will feature a siding facade. 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, single and double 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.

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 will feature entrances to the primary 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: The unit entrances are all located on the front facade with a secondary exit for the basement unit located in the rear yard. These entrances are immediately visible from the street and they are accessed via the shared driveway from Granton Ave 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, recesses and canopy projections over the unit entrances.

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 yards contain 87.02 m² (west) and 87.25 m² (east) of soft landscaping. The only areas not proposed with soft landscaping are the shared driveway and walkways to unit entrances.

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 existing City tree on Granton in front of the eastern lot is proposed to be retained as it is outside of the building footprint and construction area. The only tree to be removed is a 0.6m in diameter Norway Maple located on the eastern property line. This tree has extensive stem decay and leans to the west as indicated in the Tree Information Report.

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 and will be prioritised in the City ROW. Tree planting is not subject to this variance application but will be included as part of the severance conditions.

The proposed variances and general design for the site will reduce the visual impact of driveways and vehicles as well as provide greater opportunities for soft landscaping in the front yards. This will enhance the streetscape and allow for the retention of the large City tree in front of the eastern lot. Therefore, it is our opinion that the variances are desirable for the appropriate development of the land.

3. The variances maintain the intent of the Official Plan

The subject site is located in the Evolving Overlay within the Outer Urban transect designated as a Neighbourhood. It is approximately 65 m from Baseline Rd, 110 m from Merivale Rd, and 2km from Woodroffe Ave - all of which are Mainstreet Corridors. There are multiple transitway stations along Baseline Rd between Merivale and Woodroffe as well as proposed LRT stations along Woodroffe. The property is also about 150 m from the Hub designation at the intersection of Merivale and Baseline, and 1.4km from the Hub designation located at the intersection of Baseline and Woodroffe. The following section features applicable excerpts from the Official Plan (2022) and *responses*.

2.1 Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

- Policy 1 Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new private households. The City will accommodate this growth within its existing neighbourhoods and villages, in undeveloped greenfield areas within Ottawa's urban boundary and by expanding the City's urban boundary.

Response: This application proposes to replace one dwelling unit with six (6) on lots within 150m of two Mainstreet Corridors and a Hub designation. This development will accommodate a higher demand for residential units in a key area of the City.

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 subject site is located within the urban area, is serviced municipally, and is in close proximity to daily and weekly amenities. Despite the site's location in the Outer Urban transect, and being considered a classic neighbourhood (constructed between post-war and 1980's), the site has excellent connection to existing and proposed transit corridors, namely Baseline Rd and Woodroffe Ave. These corridors are serviced by OC Transpo lines 50 (Tunney's Pasture / Lincoln Fields), 74 (Tunney's Pasture / Riverview), 75 (Tunney's Pasture / Barrhaven Centre), 82 (Bayshore / Lincoln Fields & Tunney's Pasture), 88 (Hurdman / Terry Fox), and 186 (Lincoln Fields / Merivale), as well as express routes 270, 271, 272, 273, 277, and 278. The public transportation in this area connects residents to places of employment, schools, shops, and other daily and weekly amenities across the City. Amenities within a 15 walking distance (1.2km network distance) include: medical centres, learning centres, restaurants, grocery stores, pharmacies, offices, personal service establishments, libraries, places of worship, financial institutions, community centres, and more.

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 subject property is located in the City View neighbourhood which contains primarily residential uses but is in close proximity to a wide variety of non-residential uses located northeast at Baseline/Clyde, south along Merivale, and to the west at the college Square Mall located just outside of the 1.2km network distance. These amenities are accessible within 15 minutes using public transit, walking, and cycling and promotes a healthy, walkable neighbourhood.

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 pages 7-9 .

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 and greenspace. The City tree on Granton Ave is to be retained and the parking area in the rear is configured to avoid conflicts with tree #2 as noted on the TIR.

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.
- 4) In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in: b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes;

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 Form and Land-use Characteristics, City of Ottawa Official Plan.

Response: The majority of the City View neighbourhood was constructed around the 1950's with some denser developments being approved and constructed more recently starting around 2010. Due to the time of initial development, 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. Additionally, because the subject site is located away from the frequent street transit and Corridors, the dwellings proposed are ground-oriented low rise dwellings.

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 (40-60 uph). 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 directed by Provincial Legislation, a maximum of two additional dwelling units are permitted within a primary dwelling unit on lots with adequate services. This development takes advantage of this intensification direction by proposing two ADUs per primary unit in each 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. The proposed density for this development as a whole is 63 units per hectare.

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;

Response: Due to the site's proximity to the Hub designation at Baseline/Clyde and the Baseline Rd Mainstreet Corridor, 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 multiple examples of single detached dwellings on lots smaller than 600 m² with less than 19.5 m of width within a 1km stretch of road from the subject site. The Evolving Overlay allows this site to move away from the immediate context in favour of a slightly denser development.

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan

- 2) Permitted building heights in Neighbourhoods shall be Low-rise.

Response: The proposed development is low rise as it will only be 8.44m in height or less.

This application encourages infill development in the urban area in support of 15-minute neighbourhoods. The proposed development aligns with Official Plan policies related to intensification, neighbourhood context, and transportation. Therefore the proposed variances meet the general intent of the Official Plan.

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

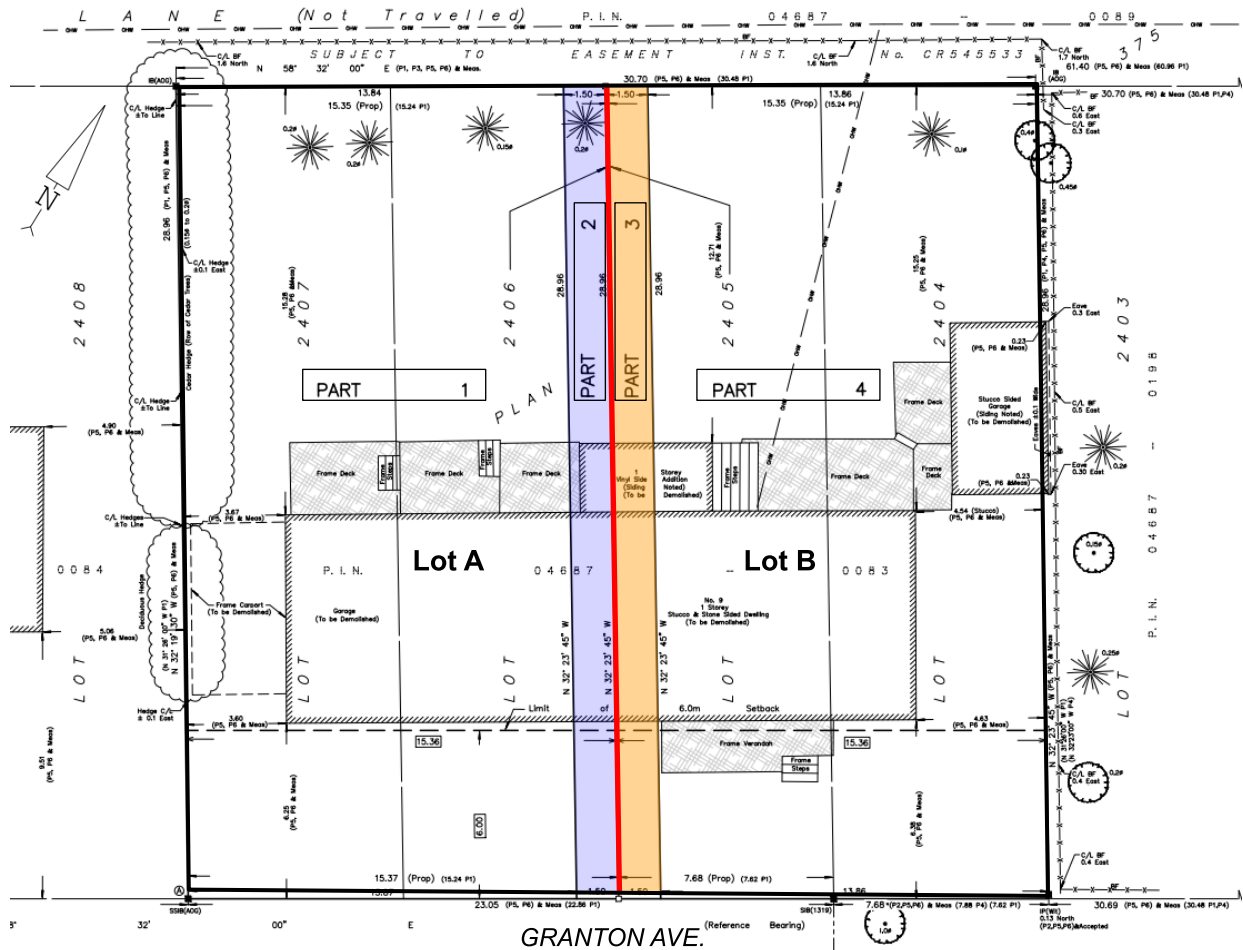
The purpose of the R1 zone is primarily to restrict the building form to single detached dwellings and regulate development in a manner that is compatible with the existing land use patterns so the detached dwelling, residential character of the neighbourhood is maintained. As proposed, the detached dwellings will contain one principal unit per lot and two ADUs per principal dwelling unit. The only variances required to permit this proposal are lot area and lot width for both lots. The purpose of the lot area and lot width requirements is to ensure adequate land is available for appropriate development.

The intent of the lot area requirements is to ensure there is sufficient land area to accommodate a functional building footprint and all other Zoning By-Law requirements. Zoning requirements that are related to lot area such as building setbacks, lot coverage, soft and hard landscaping, and vehicular requirements are all met by this proposal. The proposed development contains three functional dwelling units in a building mass similar to the neighbourhood context. The lots are 469.13 m² (west) and 469.36 m² (east) which would be considered compliant in the “L” to “Z” subzones of the R1 zone. This proposal either meets or exceeds the required building setbacks. These lot areas allow for a total building footprint of 211.12 m² (west) and 211.21 m² (east) and the proposed footprints are only 175.46 m² and 175.60 m² respectively. Additionally, we are providing about twice the required amount of front yard soft landscaping and about four times the required amount of rear yard soft landscaping. The rear yard hard landscaping proposed represents about half of the maximum permitted area.

The intent of the lot width requirements are to ensure that the subject property is able to accommodate a context sensitive development with a street presence that matches the overall streetscape pattern. The proposed development follows the streetscape pattern of a single detached dwelling with 1.2 m and 1.5 m side yard setbacks, no garage but a side yard driveway that leads to parking in the backyard. No variances related to the building size, side yard setbacks, or driveway are required.

The development proposed is a permitted use and follows the Zoning By-Law requirements as well as the general development patterns of the neighbourhood. Therefore, the proposed variances meet the general intent of the Zoning By-Law.

Consent Application



Draft 4R Plan by Farley, Smith & Denis Surveying Ltd. (Note: **proposed severance line**, **proposed easement on Lot A in favour of Lot B**, and **proposed easement on Lot B in favour of Lot A**)

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 project's civil engineer has reviewed the existing drainage of the subject site in relation to the proposed development and has no concerns. A complete lot grading & drainage plan will be completed in support of the severance conditions and building permit application. The proposed consent and variance applications allow for the creation of two new lots for the construction of two single detached dwellings which are permitted uses under the R1FF 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 will align with the existing neighbourhood character. The Official Plan and Zoning By-Law permit severances in this area and the construction of single 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 9-13 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. The proposed development does not trigger any additional variances other than lot width and lot area, and these reductions do not preclude context-sensitive development on each lot.

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 an open municipal roadway (Granton Ave).

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 lots are regularly shaped and allow for all requirements, other than lot width and lot area, to be met such as front and rear soft landscaping, maximum hard landscaping, and building setbacks. The size and shape of the proposed lots are sufficient to accommodate a single detached dwelling with two ADUs per lot as demonstrated through the drawings submitted in support of the Minor Variance application.

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: There are no additional restrictions on buildings and structures for the subject property.

(h) conservation of natural resources and flood control;

Response: The proposal contains a combined front yard soft landscaping total of 174.27 m², and a combined rear yard soft landscaping total of 181.36m². The soft landscaping proposed exceeds the Zoning by-Law requirements and will help maintain flood control on the property. The building permit application to follow will include detailed grading and drainage plans which will address flood control.

i) the adequacy of utilities and municipal services;

Response: Municipal water and sanitary services are available for both lots through Granton Ave. Storm services are provided via culverts and roadside ditches along Granton Ave.

j) the adequacy of school sites;

Response: There are several schools in close proximity to the subject property: Agincourt Road Public School (850m), Sir Winston Churchill Public School (1.2km), Algonquin College (1.6km), JH Putman Public School and Charlotte-Lemieux Public Elementary School (1.6km), Meadowlands Public School (1.7km), Abraar School (1.8km), St. Daniel Elementary School (1.9km), Merivale Intermediate / High School (2.1km)

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 single detached dwellings on compact lots. The enclosed Minor Variance and Consent applications will permit gentle intensification by introducing two primary units and four 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 single 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 forms (2) for the minor variance applications;
- 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;
- Elevations from all four sides of one of the dwellings;
- 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.

A handwritten signature in black ink that reads 'Jasmine Paoloni'.

Jasmine Paoloni,

B.A.S, LEED® Green Associate™