

October 7, 2024

Ms. Cheryl Williams
Secretary-Treasurer
Committee of Adjustment
101 CentrepoinTE Drive, Fourth Floor
Ottawa, ON K2G 5K7

Committee of Adjustment
Received | Reçu le

Revised | Modifié le : 2024-10-10

City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: Application for Consent
660 Hochelaga Street

Dear Ms. Williams,

Fotenn Planning + Design ("Fotenn") has been retained by 2667713 Ontario Inc. ("the Client") to prepare a Planning Rationale for a Consent application to sever lands located at the municipal address of 660 Hochelaga Street ("subject site") in the City of Ottawa, Ontario.

The subject site is currently occupied by Planned Unit Development ('PUD') consisting of three (3) buildings containing 27 townhouse dwellings and a central communal parking lot. The severance would serve to generate a parcel for future land development arising from a reconfiguration of the parking area that results in additional available land fronting onto Hochelaga Street.

Please find enclosed the following material in support of the application:

- / This cover letter explaining the nature of the application (1 copy);
- / Copies of the Minor Variance application form (1 copy);
- / Concept Plan prepared by Lynne La Fontaine dated August 27, 2024;
- / Surveys:
 - Topographic Plan of Survey of Ottawa-Carleton Condominium Plan No. 614 City of Ottawa prepared by Farley, Smith & Denis Surveying Ltd. dated March 24, 2023; and
 - Plan of Part of The Common Elements of Ottawa-Carleton Condominium Plan No. 614 City Of Ottawa prepared by Farley, Smith & Denis Surveying Ltd; and
- / Tree Information Report (TIR) prepared by Dendron Forestry Services dated September 10, 2024.

Please contact the undersigned at nahal@fotenn.com with any questions or requests for additional material.

Sincerely,



Tamara Nahal, MPI
Planner

FOTENN



Scott Alain, RPP MCIP
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Background and Context

Fotenn Planning + Design (“Fotenn”) has been retained by 2667713 Ontario Inc. (“the Client”) to prepare a Planning Rationale for a Consent application to sever lands located at the municipal address of 660 Hochelaga Street in the Carson Grove-Carson Meadows neighbourhood of Ottawa.

1.1 Background

The intent of the consent to sever application is to create a parcel for future infill residential development. In order to facilitate this land configuration, the Client intends to undertake site works to increase the amount of landscaped area by reducing the number of parking spaces, including three (3) that are located in the public right of way, reducing the size of the parking spaces, and reconstructing the path near the parking lot to be uniform in size. No trees are proposed to be removed as part of this application and additional trees are proposed to be planted as part of the site works. The proposed site works are compliant with the applicable site zoning and are understood to be permitted without the need for a development application.

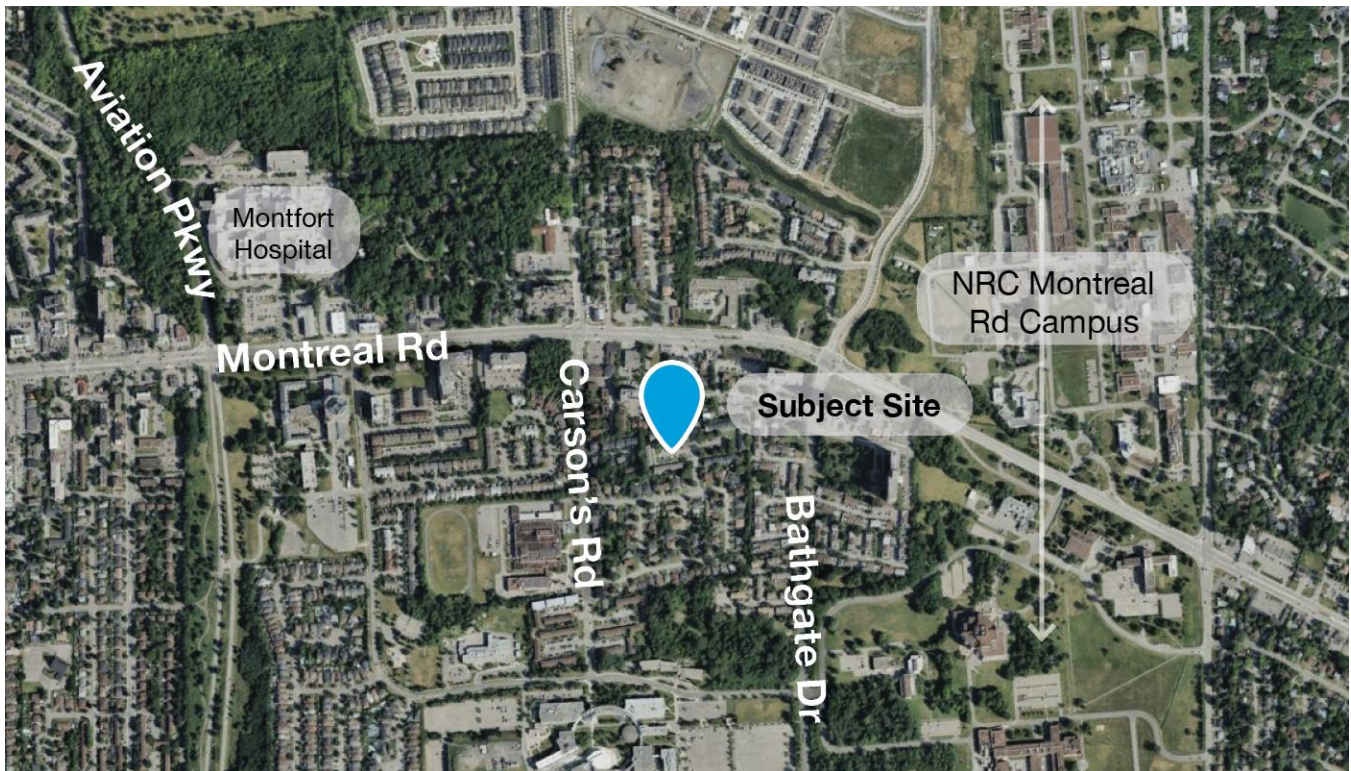


Figure 1: Subject site location shown neighbourhood context

The site is subject a registered Plan of Condominium, which relates to the 27 units on the site and the shared common elements. Should the severance be approved, a future application for revision to the Plan of Condominium would be submitted prior to the registration of the severance. The client owns the lands and all condominium units at present and has previously rented them to tenants. It is the client's intent to, following the severance process, sell the units.



Figure 2: View of the subject site looking west from Hochelaga Street (Image from Google Streetview, dated October 2020)

The subject site is an interior lot located on the west side of Hochelaga Road. The site is currently occupied by 27 townhouse dwellings and a 42-space parking lot in the centre of the site. The townhouse units are located in three buildings, with 11 units in the north building, six (6) units in the centre-west building, and ten (10) units in the south building. These three buildings surround a central, communal parking lot. Access to the parking lot is provided from the east, via Hochelaga Street.

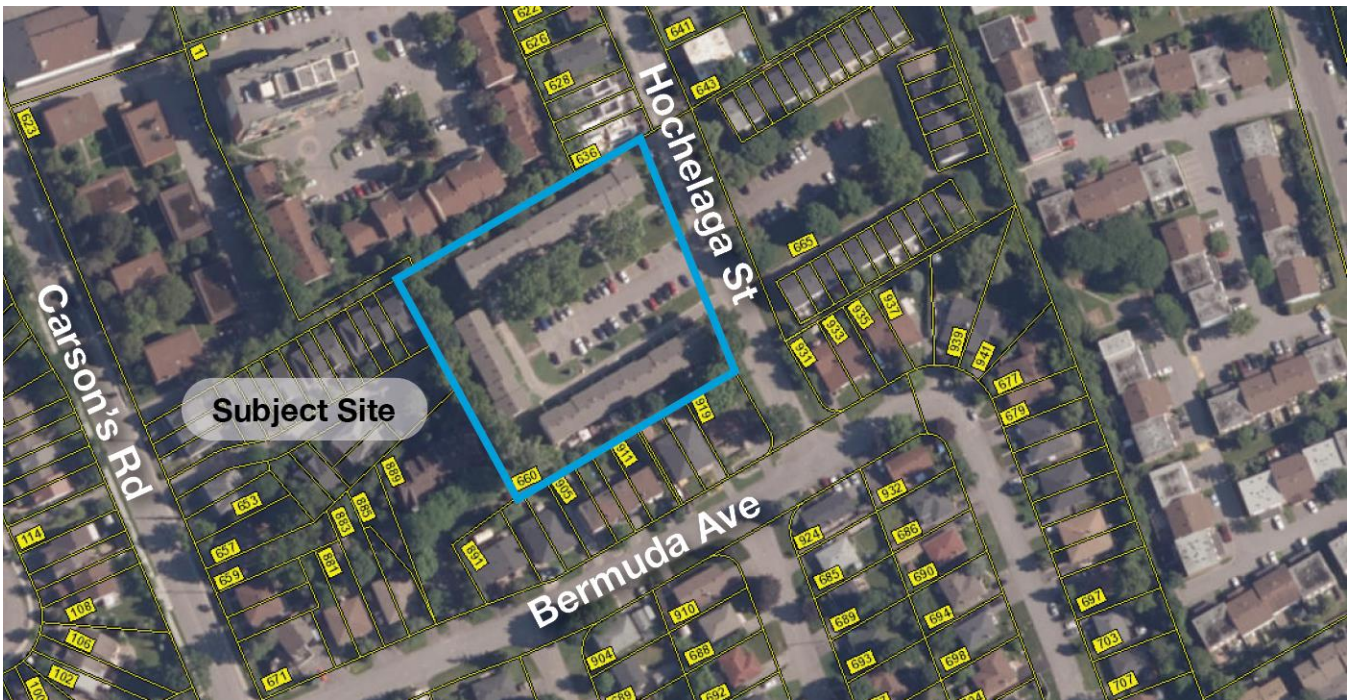


Figure 3: Lot fabric of the surrounding neighbourhood

1.3 Overview of Application

The Client is proposing an application for Consent to Sever the property to create a new parcel for residential infill development, shown below in Figure 4. While the as-of-right zoning would support the establishment of a detached dwelling, no development of the lot is contemplated as part of the subject application. The intent is to sell the lot to a prospective purchaser who would hire a qualified builder.

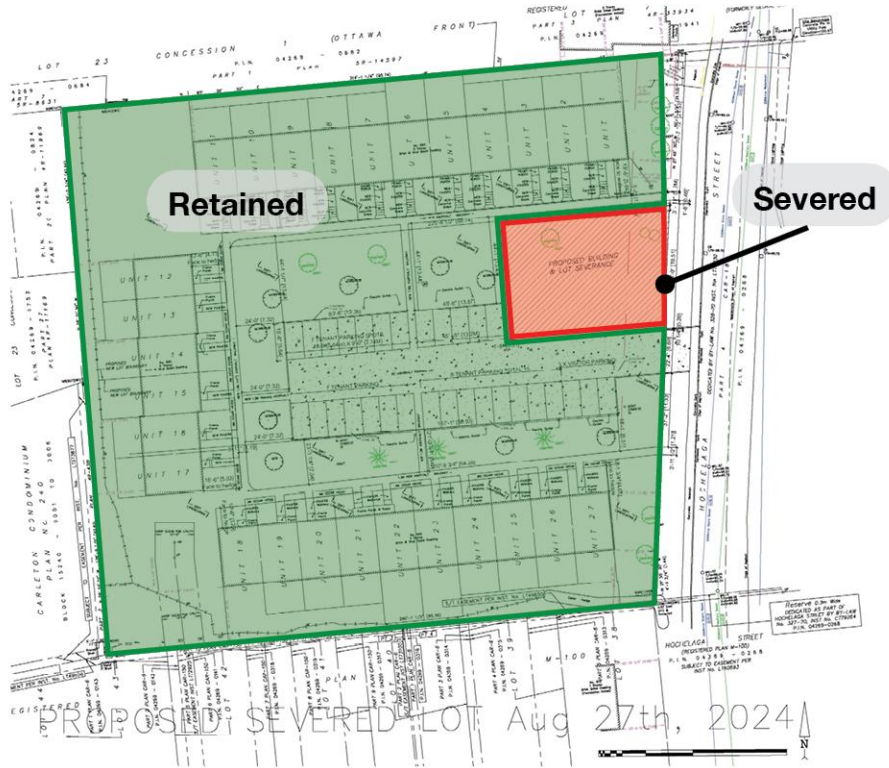


Figure 4: Proposed severed vs retained Parcels

If approved, this severance application will result in two lots as summarized in Table 1, below:

Table 1: Proposed lot statistics

Property	Frontage on Hochelaga St	Use	Total Lot Area
Retained parcel	65.8 m	Townhouse condominium complex	7,183.9 m ²
Severed parcel	19.51 m	New residential development	493.2 m ²

As shown in Figure 5, below, the proposed severance will create one new parcel to allow a future building fronting onto and facing Hochelaga Street. Of the existing three (3) buildings containing townhouse dwellings, two (2) face the interior of the site, with the sides of the buildings adjacent Hochelaga Street, and the third facing Hochelaga Street, but set deep into the subject site.



Figure 6: View looking north on Hochelaga Street (Image via Google Streetview, October 2020)



Figure 7: View looking east from Hochelaga Street, toward Maple Ridge at 665 Hochelaga Street (Image via Google Streetview, October 2020)



Figure 8: View looking south on Hochelaga Street toward Bermuda Avenue (Image via Google Streetview, October 2020)



Figure 9: View looking west of the subject site on Seth Private (Image via Google Streetview, July 2019)

The property is immediately surrounded by the following uses:

- / **North:** North of the subject site is the Co-Op Desloges, a planned unit development containing three (3) storey townhouses and a seven (7) storey mid-rise apartment building centred around Desloges Private, which is accessed

via Montréal Road. At the intersection of Hochelaga Road and Montréal Road are various retail and commercial businesses, including a pub, barber, fast food restaurant, convenience store, used car dealership, restaurant, and long-term care home. Montréal Road forms the northern boundary of the neighbourhood and Montfort Hospital is located to the northwest near the intersection of Montréal Road and Aviation Parkway.

- / **East:** Hochelaga Street forms the eastern boundary, beyond which is Maple Ridge, a townhouse subdivision similar to the subject site located at 665 Hochelaga Street. Continuing east is another subdivision with a mix of private roads and the Crosswinds Apartments on Bathgate Drive, a 26-storey apartment building; Concorde Apartments on Bathgate Drive, a 15-storey apartment building; and Las Brisas, a 20-storey apartment building. East of the residential area is the National Research Council's (NRC) Montréal Road Campus.
- / **South:** To the immediate south are two (2) storey townhouses, one (1) storey semi-detached dwellings, and a mix of one (1) split-level single detached dwellings fronting onto Bermuda Avenue. A residential community lies to the south mainly comprised of one (1) and two (2) storey single detached dwellings. Further south is Bathgate Park and Collège La Cité, a French-language college.
- / **West:** The site is bounded to the west by a planned unit development containing a mix of three (3) storey townhouses and semi-detached dwellings fronting onto a private road. Further west is a residential neighbourhood primarily composed of two (2) storey townhouses. Aviation Parkway forms the western boundary of the neighbourhood, running north-south.

Policy and Regulatory Context

2.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020 (PPS) establishes the high-level planning policies for land use planning in Ontario. The PPS is issued under Section 3 of the Planning Act and requires that all planning matters are consistent with the PPS, including decisions made by municipalities. Applicable policies for the proposed Minor Variance application include:

- s. 1.1.1 Healthy, liveable and safe communities are sustained by:
 - a) Promoting efficient development and land use patterns;
 - 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);
 - 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.

- s. 1.1.3.1 Settlement areas shall be the focus of growth and development.

- s. 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) Efficiently use land and resources;
 - b) Are appropriate for, and efficiently use, the infrastructure which are available;
 - f) Are transit-supportive, where transit is planned, exists or may be developed.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The proposed consent to sever application creates a development parcel that will increase the mix of residential types within a settlement area. The consent to sever application represents an efficient use of land; through site works, a property is proposed to be created on which a new dwelling can be constructed as-of-right. This will introduce a new, low-rise development property that will efficiently use existing infrastructure already servicing Hochelaga Street.

- s. 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas;

- s. 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

- s. 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
 - b) permitting and facilitating:
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The site is located approximately 155 metres from Montreal Road, which is identified in as a Transit Priority Corridor, as shown in Figure 10, below. The proposed Consent application will create a new development parcel within the designated growth area within the existing built-up area, permitting an efficient use of land, infrastructure, and public service facilities. With the above considerations, the proposed Consent application is therefore consistent with the Provincial Policy Statement, 2020.

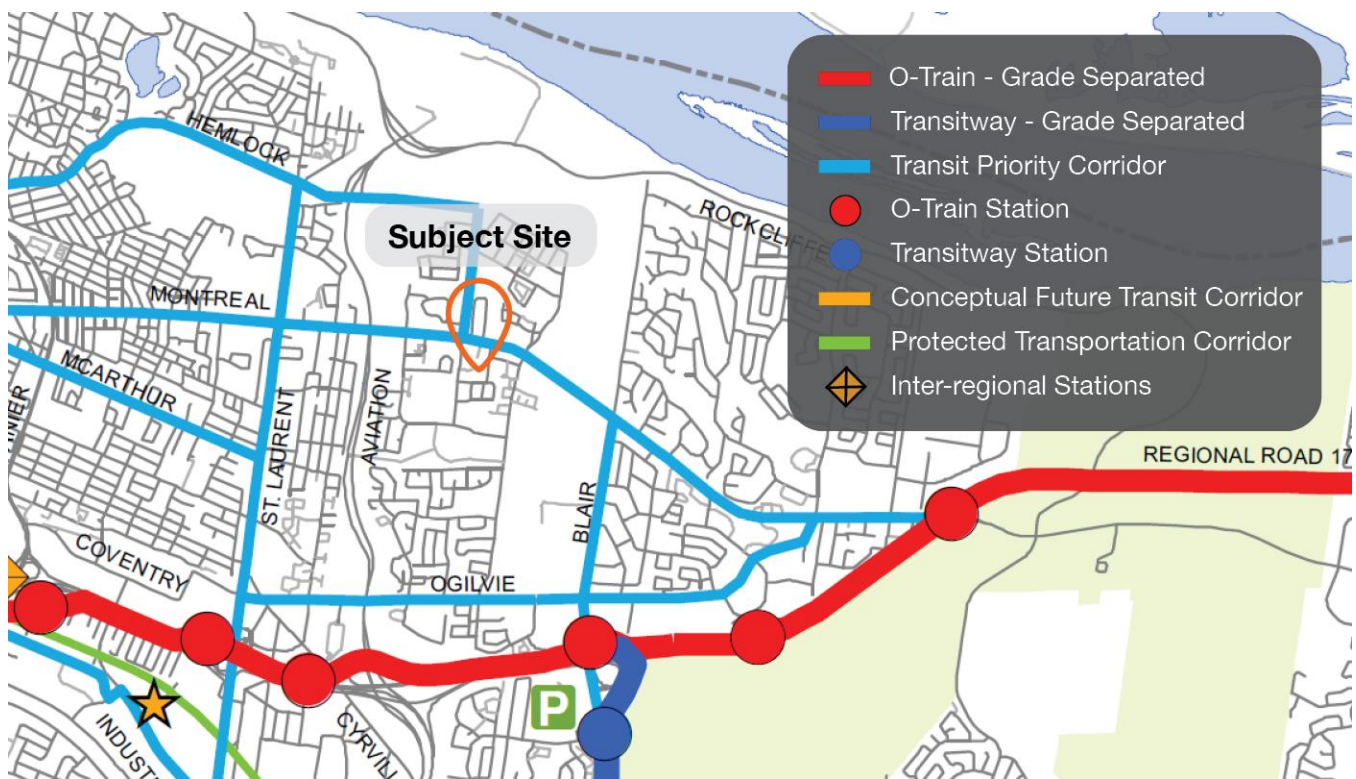


Figure 10: Schedule C2 - Transit Network Ultimate (City of Ottawa Official Plan, 2024)

2.2 City of Ottawa Official Plan (as amended, 2024)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The subject site is located in the Outer Urban Transect and is designated as Neighbourhood, subject to an Evolving Neighbourhood Overlay. The site is located approximately 120 metres from Montréal Road, a Mainstreet Corridor, but is not designated Mainstreet Corridor because it does not have frontage along the road.

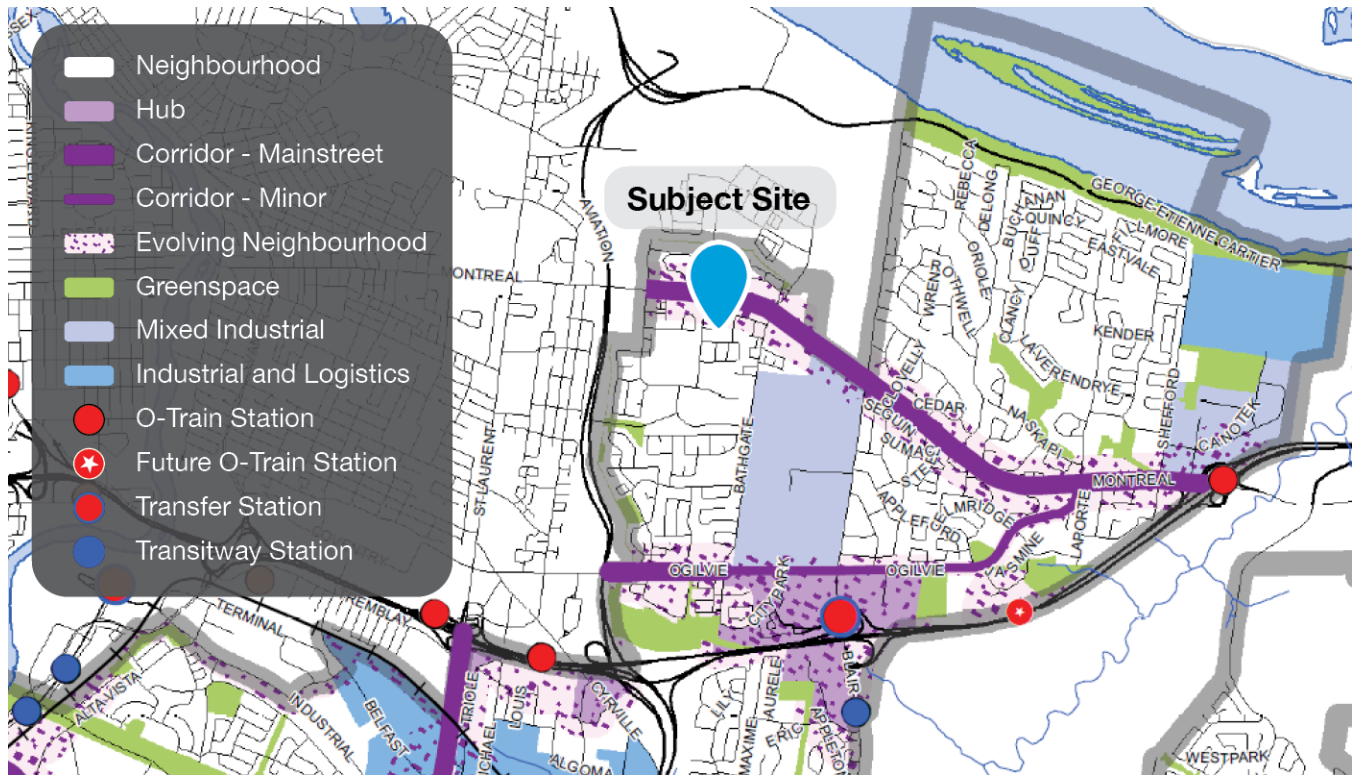


Table 2: Schedule B3 - Outer Urban Transect, City of Ottawa Official Plan (2024, as amended)

Section 5.3 of the Official Plan provides policies related to the Outer Urban Transect. This Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

Section 5.3.1 recognizes a suburban pattern of built form and site design. Policy 2 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- / Low-rise within Neighbourhoods and along Minor Corridors;
- / Generally Mid- or High-rise along Mainstreets, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- / Mid- or High-rise in Hubs.

Per Policy 4, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- / Multi-unit dwellings in Hubs and on Corridors;
- / 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; and
- / In Hubs, a range of housing types to accommodate individuals not forming part of a household.

The proposed Consent to Sever application will permit the construction of additional low-rise, ground-oriented housing in a Neighbourhood proximate to a Mainstreet Corridor.

Section 5.3.4 provides direction to Neighbourhoods located within the Outer Urban Transect. Policy 1 states that 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:

- / 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;
- / The application, as appropriate, of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- / Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential development;
- / Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- / In appropriate locations, to support the production of missing middle housing, prohibit lower-density typologies.

The proposed severance makes use of excess lands on an existing property to provide low-rise, infill housing. Future development of the proposed severed parcel will allow for the subject site to better frame the public right-of-way while maintaining the existing housing stock presently on-site.

Section 6.3 of the Official Plan provides direction on the Neighbourhood designation. Per the Plan: Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Neighbourhoods are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to reinforce those that have all elements of and presently function as 15-minute neighbourhoods; to guide those that have a few missing elements into gaining them; and to seed the conditions for future 15-minute neighbourhoods into those that currently are not.

Section 6.3.1 of the Plan defines neighbourhoods and set the stage for their function and change over the life of this Plan. Policy 2 states that permitted building heights in Neighbourhoods shall be Low-rise, except: where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

Per Policy 4, the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- / Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- / Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1);
- / In appropriate locations including near rapid-transit stations, zoning may prohibit lower-density housing forms.
- / To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;

- May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - May restrict or prohibit motor vehicle parking in association with such uses; and
 - Limits such uses to prevent undue diversion of housing stock to non-residential use.
- / Limited large-scale non-residential uses including office-based employment, large-scale institutions and facilities and other smaller institutional functions; and
- / Greenspace, including parks, open spaces and natural linkage areas meant to serve as public space.

Policy 5 states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- / Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- / Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- / Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed severance facilitates a development parcel that will accommodate complementary low-rise development. It provides additional, gentle density in an area in close proximity to a Mainstreet Corridor and works towards this transition while reflecting the established character of the community.

2.2.2 Evolving Neighbourhood Overlay

Section 5.6.1 of the Official Plan provides direction on the Evolving Neighborhood Overlay. The Overlay is applied to areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The intent is to identify areas that may gradually evolve through intensification to a more urban than suburban built form.

Policy 1 states that the Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood 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 Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

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

Per Policy 2, where an Evolving Neighborhood Overlay is applied: 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 the Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.

The nearby Planned Unit Development (PUD), 1 A Desloges Private to the north, fronts onto Montréal Road, with a depth of approximately 136 metres. The Mainstreet Corridor designation applies up to a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. Therefore, the entirety of the subject site is located within the Evolving Neighbourhood Overlay.

The proposed severance facilitates infill development and is an example of intensification proximate to a Mainstreet Corridor.

2.2.3 Growth Management Framework

Section 3 of the Official Plan establishes policies to support intensification. Ottawa’s population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Section 3.2 of the Official Plan outlines policies that support intensification. Policy 10 states that the residential density and proportion of large household dwelling targets are established in Table 3b for Neighbourhoods and Minor Corridors.

Table 3: Neighbourhood and Minor Corridor Residential Density and Large Dwelling Targets (Table 3b in the Official Plan)

Transect	Target Residential Density Range for Intensification, Dwellings per Net Hectare	Minimum Proportion of Large-Household Dwellings within Intensification
Outer Urban	40 to 60	Within the Neighborhood designation: Existing lots with a frontage generally 15 metres or wider: - Target of 50 per cent for Low-rise buildings; - Target of 5 per cent for Midrise or taller buildings; Minor Corridors: No minimum

The proposed severance supports the intensification policies of the Official Plan established within Inner Urban Transect of the Official Plan by introducing a parcel that can be redeveloped for a low-rise dwelling.

2.3.1 Zoning Provisions and Analysis

Table 4, below, provides a summary of the R3A performance standards as detailed in Zoning By-law 2008-250 for the severed lot if occupied by a Single Detached dwelling. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red x (✗).

Table 4: Zoning Performance Standards for the Severed Lot for a Single Detached Dwelling

R3A	Required	Provided	Compliance?	
Minimum Lot Width s. 160(1)	15 m	19.51 m	✓	
Minimum Lot Area s. 160(1)	450 m ²	493.2 m ²	✓	
Maximum Building Height s. 160(1)	8 m	8 m can be provided	✓	
Minimum Front Yard Setback s. 144(1)(a) and (d), s. 160(1)	Average of front yard setbacks of adjacent lot (retained lot): 6.63 m and 6.12 m, but need not exceed the subzone = 6 m	6 m can be provided	✓	
Minimum Rear Yard Setback s. 144(3)(a)(ii), Table 144B (ii)	Lot depth minus 18 metres: 24.49 – 18 = 6.49 m	6.49 m can be provided	✓	
Rear Yard Area s. 144(3)(a)	Rear yard must comprise 25% of the lot area 25% * 493.2 m ² = 123.3 m²	123.3 m ² can be provided	✓	
Minimum Interior Side Yard Setback s. 160(1), 144(2)(a)	1.2 m	1.2 m can be provided	✓	
Low-Rise Residential Development in All Neighbourhoods within the Greenbelt				
Minimum Required Aggregated Soft Landscaped Area	40% of the front yard	Can be provided	✓	
Driveway Regulations	Max. width of an individual single driveway	3 m	Can be provided	✓
	Max. width of double-wide driveway driveway	6 m	Can be provided	✓
Walkways	Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6m of soft landscaping.	> 0.6 m of soft landscaping separates walkway from driveway	✓	
	Maximum width: 1.2 m			

Parking Provisions			
Minimum Required Resident Parking Area X per Schedule 1A	Detached dwelling: 1 per dwelling unit	1 parking space can be provided	✓
Minimum Parking Space Dimensions	2.6 m x 5.2 m	Dimensions can be accommodated	✓
Minimum Driveway Width	2.6 m	Driveway width can be accommodated	✓
Driveway Location	No part of the driveway may be located between the front wall of the residential use building and the street nor, in the case of a corner lot, between the corner side wall of the residential use building and the street	Driveway location can be accommodated	✓
Maximum Driveway Area	Does not exceed the greater of: / 50 per cent of the area of the yard in which it is located, or / 2.6 metres times the depth of the yard in which it is located	Maximum driveway area can be accommodated	✓
Parking Location	No parking space may be established and no person may park a motor vehicle: / in a required and provided front yard; / in a required and provided corner side yard; or / in the extension of a required and provided corner side yard into a rear yard.	Parking location can be accommodated	✓

Table 5, below, provides a summary of the R3A performance standard for the retained lot for a Planned Unit Development (PUD).

Table 5: Zoning Performance Standards for the Retained Lot for a PUD

R3A	Required	Provided	Compliance?
Minimum Lot Width s. 160(1), Table 160A	n/a	65.8 m	✓
Minimum Lot Area s. 160(1), Table 160A	1,400 m ²	7,183.9 m ²	✓
Maximum Building Height s. 160(1), Table 160A	As per dwelling type: Townhouse: 10 m	Compliant	✓

Minimum Front Yard Setback s. 160(1), Table 160A	6 m	6.12 m	✓	
Minimum Rear Yard Setback s. 144(3)(a)(ii), Table 144B (ii)	<u>Per endnote 1:</u> Abuts Interior Side Yards of adjacent properties, therefore the rear yard is equal to the Interior Side Yard Setback: 1.2 m	7.93 m	✓	
Minimum Interior Side Yard Setback s. 160(1), 144(2)(a)	1.2 m	6.7 m	✓	
Maximum Number of Attached Dwelling Units in a Townhouse Dwelling	No more than eight townhouse dwelling units may be in a single row and the maximum number of attached townhouse dwelling units is 16.	Three buildings containing 6, 10, and 11 townhouses are on the subject site; legal non-conforming	✓	
Planned Unit Development (PUD) Provisions				
Minimum width of private way	6 m	6.8 m	✓	
Minimum setback for any wall of a residential use building to a private way	1.8 m	> 1.8 m	✓	
Minimum separation area between buildings within a planned unit development	where the height of abutting buildings within the PUD ≤ 14.5 m	1.2 m	> 1.2 m	✓
Maximum width, walkway to storage area for containerized waste	2.2 m	> 2.2 m, legal non-conforming	✓	
Parking	Parking within a PUD may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed.	Parking is communal and centrally located	✓	
Landscaping and Parking	All lands located between the dwelling unit, the extension of the main wall of the dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.	Lands between the dwelling unit and parking area are softly landscaped	✓	

Parking Provisions			
Minimum Required Resident Parking Area X per Schedule 1A	Townhouse dwelling: 0.75 per dwelling unit: $27 * 0.75 = 20$ resident parking spaces	27 resident parking spaces	✓
Minimum Required Visitor Parking	Townhouse dwelling: 0.1 visitor parking spaces per dwelling unit, less the first 12 units: $(27-12)*0.1 = 2$ visitor parking spaces	3 visitor parking spaces	✓
Landscaping Provisions for Parking Lots	Minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following: / a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. A driveway may cross the landscaped buffer; / in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.	> 15% of the perimeter provided as soft landscaping	✓
Minimum Required Width of a Landscaped Buffer of a Parking Lot	1.5 m	> 1.5 m	✓

Per the zoning review provided above, the proposed severance is compliant with the Zoning By-law (2008-250) as applicable. Accordingly, no minor variances are being pursued at this time. Future development of the severed parcel would be required to comply with the Zoning By-law or otherwise seek minor variances through a separate

Ontario Planning Act - Consents

The Planning Act outlines the powers and criteria for land conveyance in Ontario. Per Section 53(12), in determining if a consent is to be given, a council (or Committee of Adjustment) shall have regard to the criteria under subsection 51 (24).

The proposed Consent meets the applicable criteria established in Section 51(24):

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

The proposed Consent to sever is consistent with the matters of provincial interest and the Provincial Policy Statement. The proposal seeks to sever a portion of an existing site that is presently underutilized and would further contribute to the housing supply and streetscape.

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

The proposed Consent to sever application is not premature and aligns with the public interest; both the retained and severed lands will continue to comply with the provisions of the Zoning By-law. The severance of the subject site will create a new development parcel, on which infill development would be permitted as-of-right.

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

The proposed Consent to sever conforms to the City of Ottawa Official Plan (2024), as per Section 2.2 of this Planning Rationale. The lot size is consistent with minimum requirements under the Zoning By-law and is similar to the surrounding lot fabric, which as described in sections 1.4, is highly varied, and characterized by a variety of lot sizes and building typologies.

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

The subject lands, both the lands proposed to be severed and retained, are suitable for the purposes proposed. The severance will create a developable parcel that can be developed as a single detached dwelling and/or sold.

- (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;

The severed and retained lands will continue to have frontage on public roads.

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

Following the proposed severance, the overall lot shapes will result in two (2) parcels; the severed lands will be regular in shape and the retained lands will be rectilinear in nature. Both the severed and retained lands will satisfy the requirements outlined in the Zoning By-law with respect to lot area and lot width. No variances are required due to the proposed severance, including setbacks and other building-related considerations.

- (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;

Following the proposed Consent to sever, both the retained and severed parcels will continue to meet applicable zoning performance standards.

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

The proposed Consent application is technical in nature and will not cause any loss of natural resources or generate any flooding issues.

The proposed Consent to Sever application satisfies the applicable criteria for a Consent in the Planning Act.

4.0 Conclusion

In our professional opinion, the Consent application represents good planning and meets the applicable evaluation criteria established in the Planning Act. The proposal also conforms with the policies of the City of Ottawa Official Plan (2022, as amended). Following the reconfiguration of the lot line, the existing townhouse development on the affected properties will continue to meet applicable zoning provisions, and the proposed severed parcel would also be able to comply with zoning performance standards to permit infill development as-of-right.

Sincerely,



Tamara Nahal, MPI
Planner



Scott Alain, RPP MCIP
Senior Planner