

November 13, 2024

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

Committee of Adjustment  
Received | Reçu le

2024-11-14

City of Ottawa | Ville d'Ottawa  
Comité de dérogation

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

Dear Mr. Bellemare:

**Reference: 166 Faraday Street  
Application for Minor Variance  
Our File No 124160**

Novatech has been retained by the owner of the property municipally known as 166 Faraday Street (the "Subject Site") to prepare and file an application for Minor Variance in order to facilitate the construction of a two-storey detached dwelling with a front-facing attached garage.

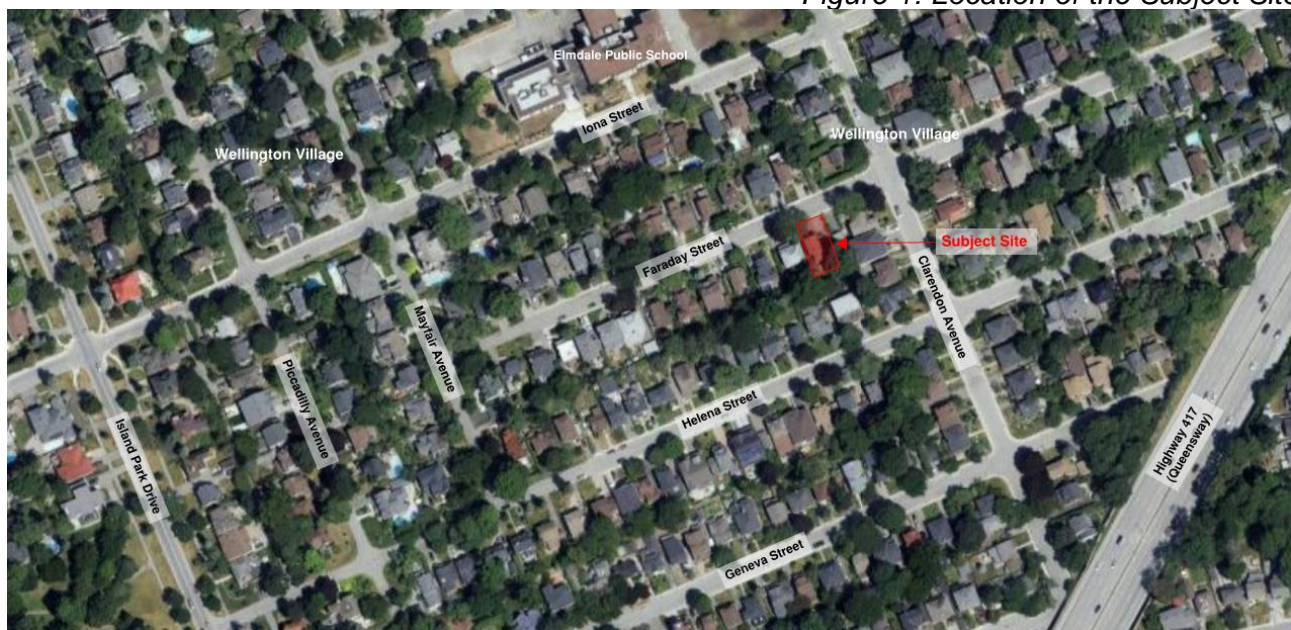
This letter describes the existing conditions of the site and its surrounding context, the proposed development, and the rationale in support of the applications.

## Site and Context

### Site

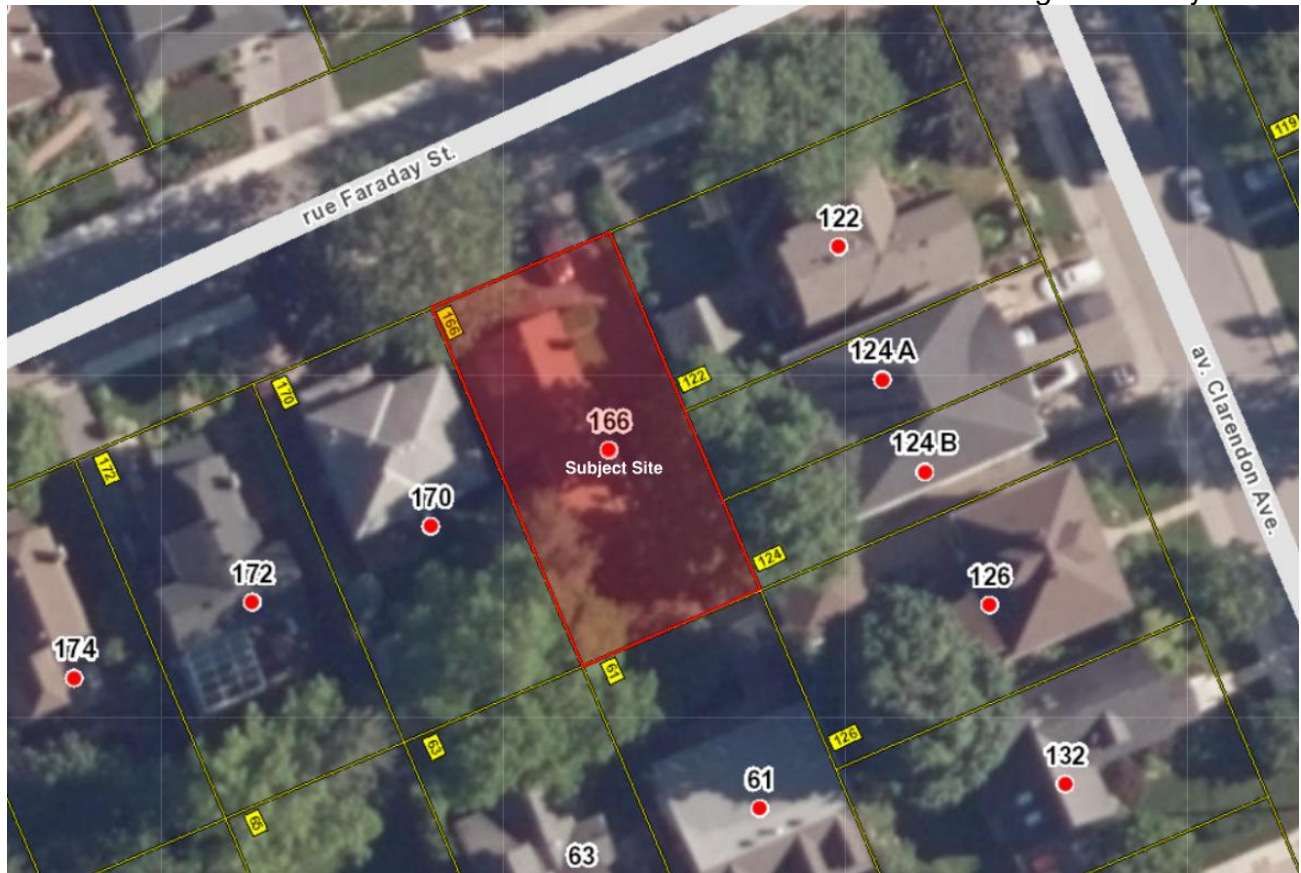
166 Faraday Street is located in the Wellington Village neighbourhood and is within the City of Ottawa's Kitchissippi Ward (Ward 15). The Subject Site is in an area bounded by Iona Street to the north, Mayfair Avenue to the west, Helena Street to the south, and Clarendon Avenue to the east (Figure 1).

Figure 1: Location of the Subject Site



The property is an interior lot located on the south side of Faraday Street (Figure 2). The Subject Site has a frontage of 15.24 metres along Faraday Street and a lot area of approximately 464 square metres. The Subject Site is legally known as Lot 2355, Registered Plan M-48, City of Ottawa.

Figure 2: Subject Site



The Subject Site is zoned R3I in the City of Ottawa Zoning By-law 2008-250 and is subject to the Mature Neighbourhoods Overlay. The Subject Site is designated Neighbourhood in the Inner Urban Transect in the City of Ottawa Official Plan (2022).

The Subject Site is currently developed with a two-storey detached dwelling. A detached garage is located in the side yard (Figure 3). The neighbouring area is primarily characterized by detached and semi-detached dwellings. Many of these dwellings include front-facing attached garages.

*Figure 3: Existing Building on the Subject Site*



### **Surrounding Context**

166 Faraday is in a residential area characterized by primarily detached and semi-detached dwellings. There is a mix of older and newer dwellings in the neighbourhood. There are several examples of both older dwellings and newly built dwellings that have front-facing attached garages.

### **Proposed Development**

The proposed Minor Variance application will facilitate the development of a two-storey detached dwelling on the Subject Site (Figure 4). The dwelling will include a single-wide driveway and a front-facing attached garage. The proposed detached dwelling will include a large front porch that frames the principal entrance of the building (Figure 5). The proposal will provide generous soft landscaping in the front yard.

The proposed development will provide additional living space and storage areas for the current owners. The attached garage will provide an enclosed parking space as well as space for storing garbage containers, bicycles, and other household items. The proposed development is designed to accommodate the needs of the owners while remaining compatible with the character and built form of the neighbourhood.

Figure 4: Site Plan Excerpt

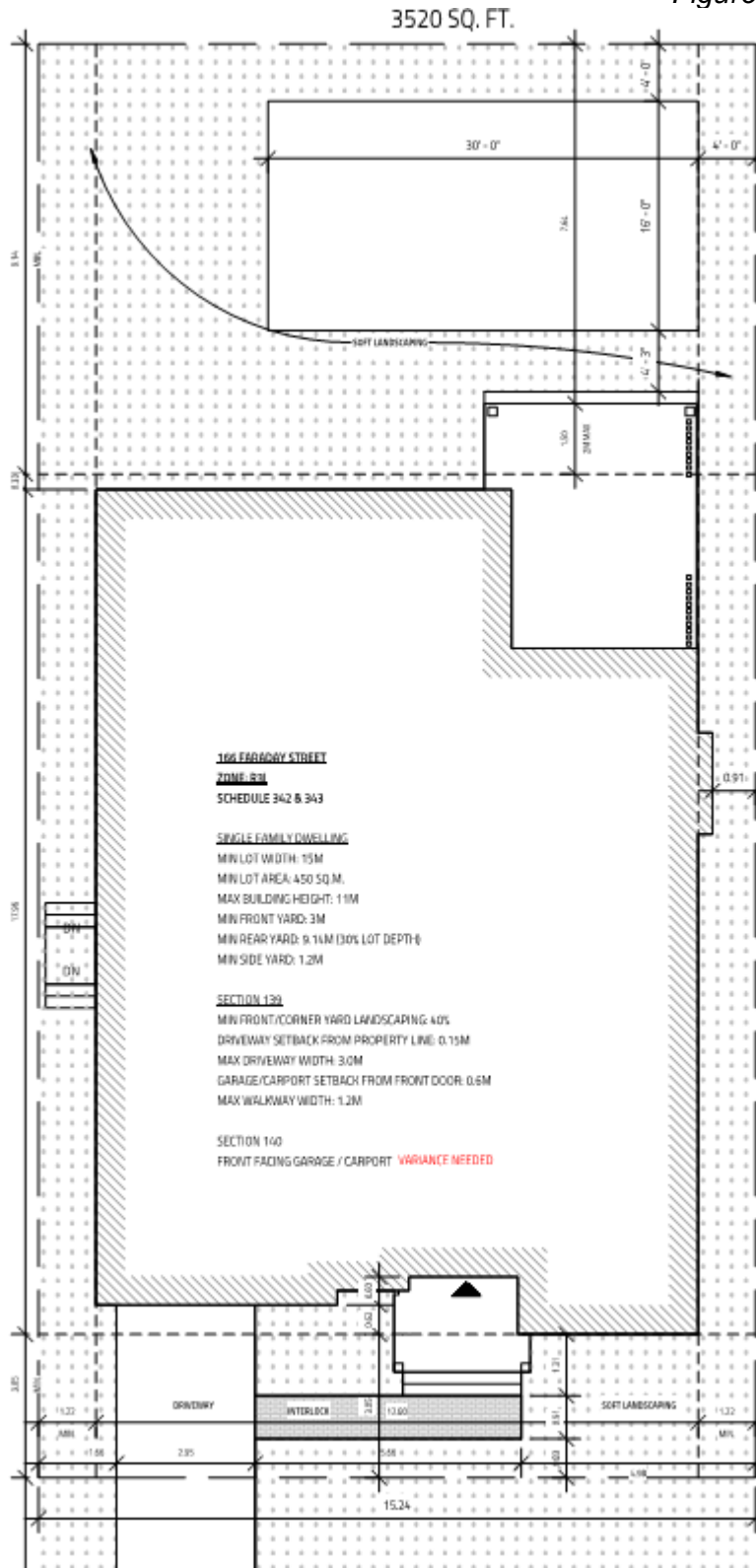


Figure 5: Elevations Excerpt



### Streetscape Character Analysis

166 Faraday Street is subject to the Mature Neighbourhoods Overlay. Section 140(3) requires a Streetscape Character Analysis (SCA) to be conducted prior to any application under the Planning Act. A Streetscape Character Analysis was submitted to the City on August 27, 2024. The results of the analysis indicate that the dominant character groups are “ABA”. City staff confirmed that the dominant character groups are “ABA” in their concurrence letter dated September 10, 2024.

The first letter determines the characteristics for garages, carports, and parking. The Subject Site is part of Character Group A, which is dominated by dwellings where no garage or carport is attached to the front façade or corner façade of the dwelling. The second letter determines the characteristics for driveways and legal front yard parking. The Subject Site is part of Character Group B, which is dominated by individual and shared driveways. The third letter determines the characteristics for principal entranceways. The Subject Site is part of Character Group A, which is dominated by principal entranceways that are located on the front façade of dwelling units and face the street.

## Minor Variance Application

The proposed minor variance is listed below:

- a) To permit a front-facing attached garage; whereas Section 139(3)(c) and Section 140(7)(a) do not permit a front-facing attached garage as it does not reflect the dominant character as determined by the Streetscape Character Analysis.

## Minor Variance Rationale

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

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

166 Faraday Street is designated Neighbourhood in the Inner Urban Transect of the City of Ottawa Official Plan (2022).

Figure 6: Subject Site's Official Plan Designation



## Inner Urban Transect

The Inner Urban Transect is characterized by a mix of pre-World War II and post-World War II neighbourhoods with a mix of urban and suburban built forms and character. Policy 1 of Section 5.2.1 states:

*“The Inner Urban Transect’s built form and site design includes both urban and suburban characteristics as described in Table 6. Its intended pattern is urban.”*

The built form and site design of the proposed development includes a mix of urban and suburban characteristics as described in Table 6 and fits in well with the neighbouring context. The proposed development proposes a number of urban characteristics, including shallow front yard setbacks, front yard soft landscaping for tree planting, and concealed vehicle parking.

Policy 3 of Section 5.2.2 states:

- “Motor vehicle parking in the Inner Urban Transect shall be managed as follows:*
- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;*
  - b) No parking shall be required as a condition of development within Hubs;*
  - c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway;*
  - d) Where new development is proposed to include parking as an accessory use, such parking:*
    - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;*
    - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and*
    - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.”*

The proposed development includes an attached garage that will hide parked vehicles from view of the public realm as required by Policy 3(d)(i). The proposed front porch will provide for more interaction with the public realm and will draw attention to the front entrance of the dwelling rather than vehicle parking. From a public realm perspective, the proposed garage is more desirable than the driveway or cantilever options that are permitted as-of-right since it will hide vehicles, garbage/recycling bins, and other household items from the streetscape (Figure 7).

*Figure 7: As-of-Right Driveway (left) and Cantilever (right) Options*



The proposed driveway providing access to the parking space within the garage will have no additional impact on the public realm compared to the existing condition. No trees will be impacted by the proposed garage or driveway.

Neighbourhood Designation:

The Subject Site is designated Neighbourhood on Schedule B2 of the Official Plan. Section 6.3 provides policy direction for development in Neighbourhoods and describes the intent of the designation as “*permit[ing] a mix of building forms and densities.*” The Official Plan stresses that “*Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.*”

The proposed development will meet this intent by providing a low-rise dwelling form that is context-sensitive and fits in well with the neighbourhood.

The proposed development will provide additional living space to the current owners and their family while providing space for parking and storage that is hidden from the public realm. The proposed development has been designed to minimize the visual impact of parked vehicles, with the front façade design and large front porch visually enhancing the front entrance rather than the garage. The proposed development has been designed to fit into the streetscape and the character of the neighbourhood.

**The minor variance maintains the general intent and purpose of the City of Ottawa Official Plan.**

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

The Subject Site is zoned Residential Third Density, Subzone I (R3I) in 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; and*
5. *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

The following uses are permitted in the R3 zone, as per Section 159 of the Zoning By-law:



- (1) The following uses are permitted uses subject to:
- (a) the provisions of subsection 159 (3) to (13);
  - (b) a maximum of three guest bedrooms in a bed and breakfast;
  - (c) a maximum of ten residents permitted in a group home; and (By-law 2014-189)
  - (d) a maximum of ten residents is permitted in a retirement home, converted.
    - bed and breakfast**, see Part 5, Section 121
    - detached dwelling**
    - diplomatic mission**, see Part 3, Section 88
    - duplex dwelling**, see Part 5, Section 138 (By-law 2010-307)
    - group home**, see Part 5, Section 125
    - home-based business**, see Part 5, Section 127
    - home-based daycare, see Part 5, Section 129
    - linked-detached dwelling**, see Part 5, Section 138 (By-law 2010-307)
    - planned unit development**, see Part 5, Section 131
    - retirement home, converted** see Part 5, Section 122
    - additional dwelling unit**, see Part 5, Section 133
    - semi-detached dwelling**, see Part 5, Section 138 (By-law 2010-307)
    - three-unit dwelling
    - townhouse dwelling**, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) (By-law 2014-189)
    - urban agriculture**, see Part 3, Section 82 (By-law 2017-148) (By-law 2018-206)

The proposed detached dwelling is permitted in the R3 zone.

The zoning provisions that apply to the Subject Site can be found in Table 1.

Table 1: Zoning Provisions

Zoning Provision	Requirement – Detached Dwelling	Provided
Minimum Lot Width (m)	15 m	15.24 m
Minimum Lot Area (m <sup>2</sup> )	450 m <sup>2</sup>	464.8 m <sup>2</sup>
Maximum Building Height (m)	10 m	8.88 m
Minimum Front Yard Setback (m)	3 m	3.05 m
Minimum Corner Side Yard Setback (m)	3 m	N/A
Minimum Rear Yard Setback (m)	9.14 m (30% of lot depth)	9.47 m (31% of the lot depth)
Minimum Interior Side Yard Setback (m)	1.2 m	1.22 m / 1.22 m
Minimum Aggregate Front Yard Soft Landscaping	40% of the front yard (18.6 m <sup>2</sup> )	62% of the front yard (28.8 m <sup>2</sup> )
Maximum Driveway Width (m)	3 m	2.95 m
Maximum Walkway Width (m)	1.2 m	0.91 m
Maximum Size of a Permitted Projection – Front Porch	The greater of 2 m or 50% of the required yard but no closer than 1 m to the property line	1.31 m
Maximum Size of a Permitted Projection – Fireplace Box	1 m but no closer than 0.6 m to a lot line	0.31 m

Garage Setback (m)	0.6 m from the portion of the porch that does not fall within a required yard  No more than 0.6 m closer to the front lot line than the principal entrance.	0.62 m from the portion of the porch that does not fall within a required yard  0.6 m closer to the front lot line than the principal entrance.
Front-Facing Attached Garage Permission	Character Group A  Not permitted according to the Streetscape Character Analysis	A front-facing attached garage is proposed.

The Subject Site is subject to the Mature Neighbourhoods Overlay. The Streetscape Character Analysis for the Subject Site identified the dominant character groups as “ABA”. Table 140A provides provisions related to garages, carports, and parking within the Mature Neighbourhoods Overlay. In Character Group A, the following regulation applies:

- (i) *“No front-facing or corner-facing attached garage or carport is permitted.”*

The proposed development proposes a front-facing attached garage, which is not permitted according to the regulations of Table 140A.

Variance a) requests a front-facing attached garage to be permitted on the Subject Site where the results of the Streetscape Character Analysis do not permit a front-facing attached garage.

The intent of the Mature Neighbourhoods Overlay and the Streetscape Character Analysis is to ensure that new development remains consistent and compatible with the existing neighbourhood context. The intent of the Section 139 and 140 provisions regulating garages and carports is to ensure that garages do not dominate the front façade of the building and to enhance the streetscape by minimizing the visual impact of vehicles. Despite including a front-facing attached garage, the proposed dwelling meets the intent of Section 139, Section 140, and the Streetscape Character Analysis.

The proposed development complies with the provisions of Section 139(3)(a) and (b) which state:

*“Any garage or carport facing the front lot line or side lot line abutting a street is subject to the following:*

- (a) The entrance to the garage or carport must be set back at least 0.6m further from the applicable lot line than either*
  - (i) The principal entrance; or*
  - (ii) The front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within the required yard.*
- (b) Despite 139(3)(a)(ii), the garage or carport may not be more than 0.6m closer to the front lot line or side lot line abutting a street than is the principal entrance to the dwelling; or”*

The proposed garage is setback 0.62 metres from the portion of the front porch that is not within the required front yard and is 0.6 metres closer to the front lot line than the front entrance. This setback and the inclusion of a large front porch will reduce the impact of the attached garage on the streetscape. Other design elements such as the large windows and façade articulation will also reduce the visual impact of the proposed garage and emphasize the front entrance (see Figure 8).

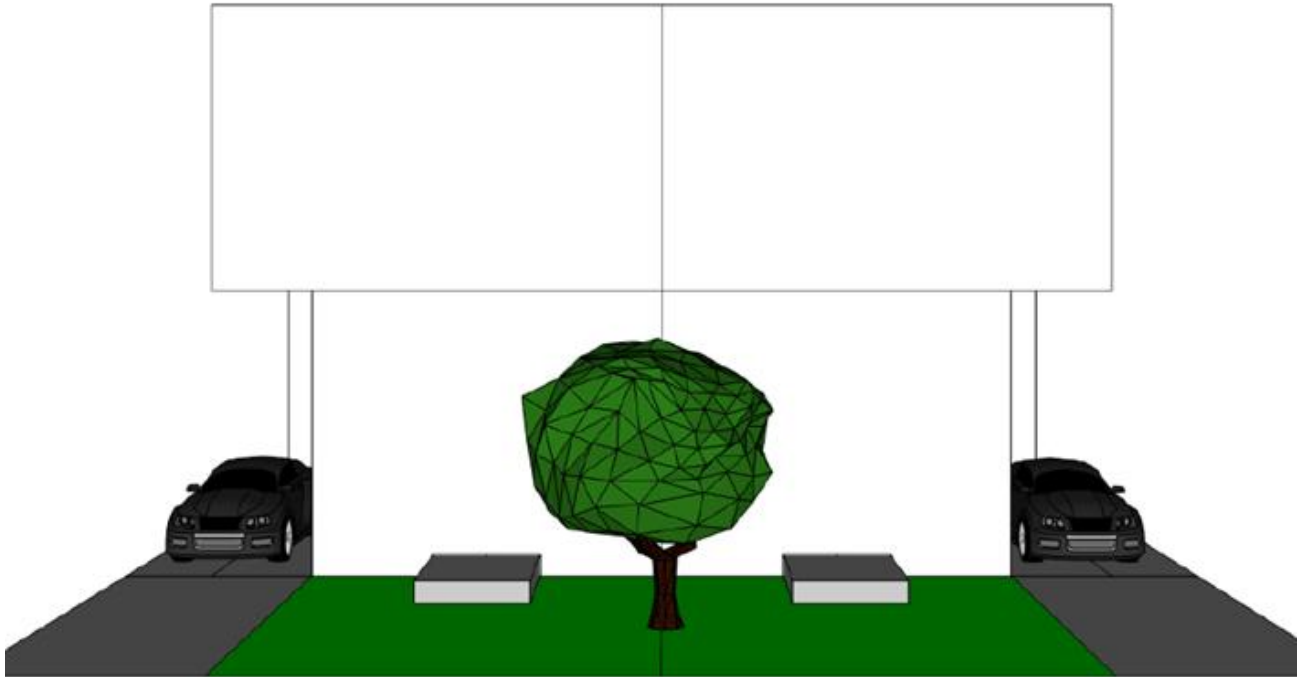
*Figure 8: Rendering of Proposal Illustrating Front Porch, Large Windows, and Façade Articulation*



Additionally, the proposed front-facing attached garage will enhance the streetscape by minimizing the visual impact of vehicles parked in the side yard. The garage will provide an enclosed space to store a vehicle, garbage and recycling containers, bicycles, and other household items such as lawnmowers and snow shovels. With these items securely stored away in the garage, there is less clutter visible from the street and more focus on the principal entrance rather than on vehicles.

Figures 9 to 11 show the cantilever option that is permitted as-of-right. With the cantilever option, vehicles would always be visible from the street. The parked car would dominate the front façade rather than the front entrance. In addition, the cantilever option is less functional than an attached garage as there is no built-in storage space for garbage and recycling containers, bicycles, and other household items. While accessory storage spaces can be built, they do not fit into the overall design of the building and cannot store larger items. With an attached garage, a vehicle and other household items can be stored in an enclosed space that fits into the overall design of the building. Despite requiring relief from the Zoning By-law, the proposed development with the front-facing attached garage meets the intent of the Zoning By-law and Streetscape Character Analysis whereas the cantilever option that is permitted as-of-right does not.

*Figure 9: Illustration of “Cantilever Option” Alternative to Front-Facing Attached Garage*



*Figure 10: Examples of Cantilever Option with Parked Vehicles Visible from the Street*



*Figure 11: Examples of Cantilever Option with Clutter & Outdoor Storage Visible*



The proposed development meets the intent of the Zoning By-law to prioritize soft landscaping over hardscaping and vehicle parking. Despite the front-facing attached garage, the proposed development exceeds the minimum required aggregate front yard soft landscaping requirement of 40%, providing 62% of the front yard as aggregate soft landscaping. This meets the intent of the Zoning By-law and contributes to the streetscape by providing more soft landscaping and reducing any visual impacts from the attached garage.

The proposed dwelling with the front-facing attached garage will fit in well with the character of the neighbourhood, despite the results of the Streetscape Character Analysis. Figure 12 shows a number of properties within the neighbourhood that have front-facing attached garages, including the abutting properties to the east and south of the Subject Site. Within the study area, there are over 50 examples of front-facing attached garages. This includes a number of older houses with front-facing attached garages (see Figure 13). There were no examples of the as-of-right cantilever option within the study area. The proposed front-facing attached garage fits into the character of the neighbourhood and it is more in line with the character of the neighbourhood than the cantilever option permitted as-of-right.

Figure 12: Neighbouring Properties with Front-Facing Attached Garages



Figure 13: Examples of Neighbouring Properties with Garages (including many older dwellings)



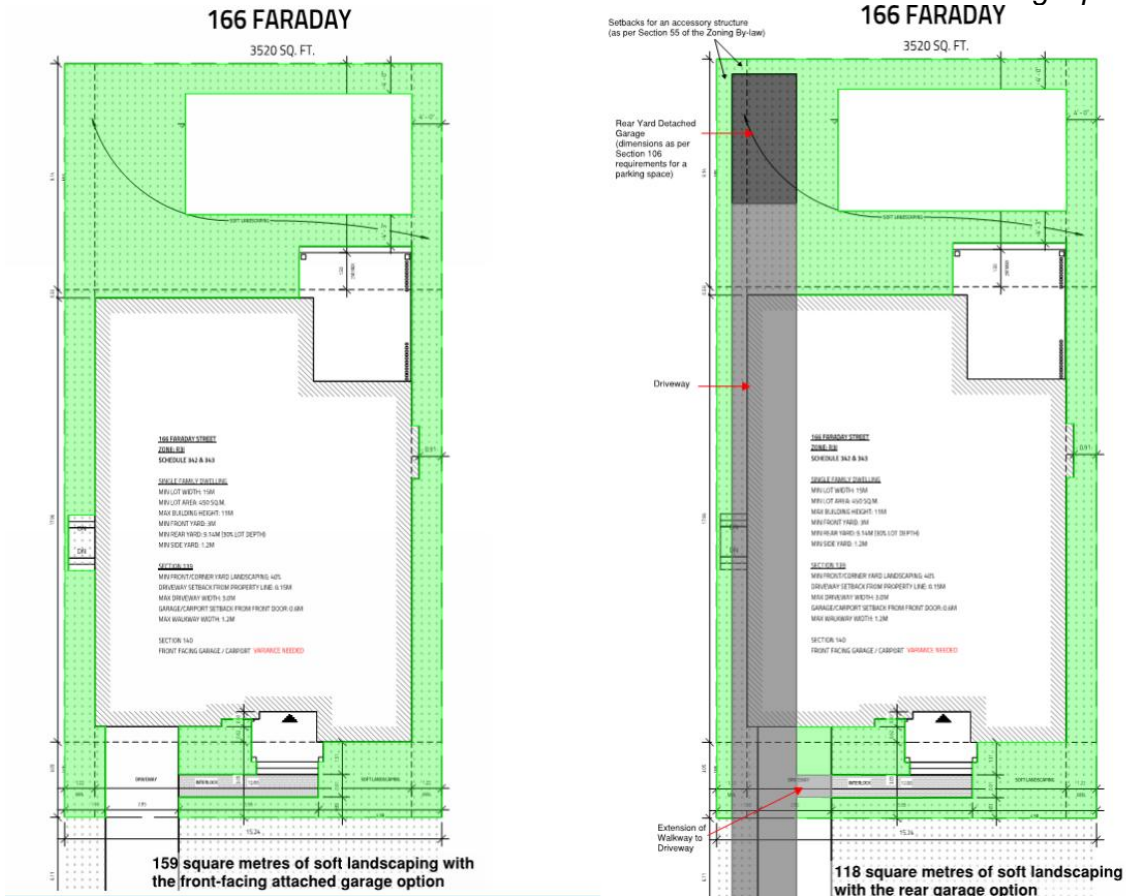
The minor variance maintains the general intent and purpose of the Zoning By-law 2008-250.

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

The requested variance is considered desirable for the use of the land as it will provide more living and storage space for the owners and their family while remaining in character with the neighbourhood. The proposed front-facing attached garage will accommodate the needs of the family by providing a secure space to store a vehicle, garbage and recycling containers, lawnmowers, bicycles, and other household items. This will result in less clutter being visible from the street and a greater emphasis on the front entrance rather than parked vehicles. The large windows and front porch will visually emphasize the front entrance and provide for an improved public realm.

The front-facing attached garage will also provide for more soft landscaping on the Subject Site than the parking options that are permitted as-of-right. Figure 14 shows the soft landscaping that is provided with the proposed front-facing attached garage compared to the soft landscaping that would be provided with a hypothetical rear yard garage that is permitted as-of-right. With the proposed garage, approximately 159 square metres of soft landscaping will be provided compared to approximately 118 square metres with the rear garage option. This is significantly more soft landscaping and will fit into the streetscape better, while providing more space for tree planting in the front yard and the rear yard.

Figure 14: Comparison of Soft Landscaping Between the Proposed Garage (left) and Rear Yard Parking Option (right)



**The minor variance is considered desirable for the use of land.**

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

The proposed development requires a variance to permit a front-facing attached garage where it is not permitted according to the dominant character as determined by the Streetscape Character Analysis. Other than this variance, the proposed dwelling is fully conforming with the Zoning By-law, including the required front, side, and rear yard setbacks as well as the minimum soft landscaping requirements.

The Streetscape Character Analysis determined that four of the 21 properties that were analyzed include a front-facing attached garage. Despite the results of the Streetscape Character Analysis, the proposed front-facing attached garage will have a minimal impact on the streetscape, as there are a number of front-facing attached garages further along Faraday Street on either side of the Subject Site that were not captured in the Streetscape Character Analysis. In addition, there are a number of properties in the neighbourhood with front-facing attached garages, including the properties abutting the Subject Site to the east and to the south (see Figure 12). A detached dwelling with a front-facing attached garage is in character with the neighbourhood.

Despite the results of the Streetscape Character Analysis, the proposed garage will have a minimal impact on the streetscape as it will provide more storage space for residents as well as an enclosed space to store a parked vehicle. This will reduce clutter in the front yard of the dwelling and reduce the visual impact of parked vehicles. Design elements such as the front porch and large windows will visually enhance the front entrance and dwelling rather than the garage. Abundant soft landscaping in the front yard will also contribute to the streetscape and reduce any impacts from the garage.

The front-facing attached garage will have significantly less impact on abutting properties to the sides and rear of the Subject Site compared to the as-of-right parking options. Both the cantilever option and a rear yard parking configuration require a driveway to be located in the interior side yard. This results in a narrower frontage and can make it more difficult to reach the desired square footage for redevelopment. This loss of square footage can often result in the footprint of a dwelling being extended further into the rear yard or for the dwelling to be built to the maximum height to make up for the square footage that is lost to accommodate the driveway. However, with the front-facing attached garage, the dwelling can have a wider frontage, which is more engaging from the street. The dwelling also does not need to extend as far into the rear yard or be built to the maximum height, which has less impact on rear and side neighbours.

A rear yard parking configuration also has significantly more impact on the rear neighbours than a front-facing attached garage. With a rear yard parking configuration, there would be impacts from vehicle headlights, fumes, and noise for rear neighbours. With the front-facing attached garage option, there would be no impacts on rear neighbours. Instead, rear neighbours would be abutting a rear yard with more amenity space and soft landscaping.

**The variance is considered minor in nature.**



## Provincial Planning Statement (2024)

Section 3(5) of the Planning Act states:

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

- (a) Subject to a regulation made under subsection (6.1), shall be consistent with the policy statement issued under subsection (1) that are in effect on the date of the decision; and”*

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

Policy 1 of Section 2.2 states:

*“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
  - 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.”*

The proposed development with a front-facing attached garage will provide for housing that supports the social, health, and wellbeing requirements of the current owners. The front-facing attached garage will provide a direct connection between the garage and the dwelling since the garage is attached to the dwelling. This design is more accessible than the rear garage option permitted as-of-right and will allow people of all ages and abilities to easily and safely access the home from the garage.

Policy 2 of Section 2.3.1 states:

*“Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive”*

The proposed front-facing attached garage is a more efficient use of the Subject Site as it will provide an enclosed space to park a vehicle while allowing the property owners to fully utilize their rear yard for amenity space and soft landscaping. The proposed front-facing attached garage also supports active transportation by providing a secure, enclosed space to store bicycles where they will be easily accessible for residents.

**The variance is consistent with the Provincial Planning Statement (2024).**

## **Conclusion**

The proposed development at 166 Faraday Street maintains the general intent and purpose of the City of Ottawa Official Plan (2022) by providing a family-sized dwelling unit in the neighbourhood. The proposed dwelling with the front-facing attached garage has been designed to enhance the front entrance and porch while hiding vehicle parking from the public realm. The proposed front-facing attached garage will contribute to the City’s active transportation goals by providing a secure, enclosed space for storing bicycles.

The proposed dwelling with a front-facing attached garage also maintains the intent of the Zoning By-law 2008-250. The proposed front-facing attached garage is set back according to the provisions of Section 139. The proposed front-facing attached garage will provide an enclosed parking space and space for storing garbage bins, bicycles, and other household items. The proposed garage will enhance the streetscape by reducing the visual impact of vehicles compared to the cantilever option permitted as-of-right. The proposed front-facing attached garage will fit in well with the neighbourhood where there are a number of examples of front-facing attached garages within proximity of the Subject Site.

The proposed development is a desirable use of the land as it will provide more living and storage space for the owner and their family while remaining in character with the neighbourhood. The design of the proposed dwelling will visually enhance the front entrance while removing parked vehicles, garbage bins, and other clutter from view of the public realm. The front-facing attached garage will also allow more soft landscaping to be provided on the Subject Site compared to the as-of-right parking options.

The requested variance is minor in nature as it will fit in well with the neighbourhood and have less impact on side and rear neighbours than the parking options permitted as-of-right. Despite the results of the Streetscape Character Analysis, there are numerous examples of front-facing garages within proximity of the Subject Site. The proposed dwelling with the front-facing garage will fit in well with this neighbourhood context. In addition, there will be no impacts on rear neighbours from vehicle headlights and noise with the front-facing attached garage option.

As all four tests under Section 45(1) of the Planning Act have been met and the proposal is consistent with the Provincial Planning Statement, the proposed development represents good land use planning.

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

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

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

Yours truly,

**NOVATECH**



Simran Soor, M.PL  
Planner

Appendix A:  
Letters of Support from  
Abutting Neighbours



Key Plan

## 166 Faraday Street.

Good afternoon neighbor,

I am writing to introduce ourselves and share some exciting news about our plans to construct a new home in the neighborhood. Dana and I, Photis, are the new owners at 166 Faraday and we are planning to build our families forever home starting next spring. We are working very diligently with our architect and urban planners to maintain the character, charm and greenery that makes our community and street so special. As future neighbors, we want to assure you that our goal is to enhance the neighborhood while being respectful of its existing aesthetics. We will be living in the home, not renting it out, which means we are dedicated to being good neighbors and contributing positively to the community.

We would love your support as we embark on this project. If you have any questions or concerns, please feel free to reach out.

Thank you for your understanding and support.

Sincerely,

Dana and Photis

Name Sam & Natalie Hanna, neighbors at

Address 129 b Clarendon avenue, Ottawa

~~Signature~~

we look forward  
to having you in  
our neighborhood!

613-261-2233

613-261-9697

## 166 Faraday Street.

Good afternoon neighbor,

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We would love your support as we embark on this project. If you have any questions or concerns, please feel free to reach out.


Thank you for your understanding and support.

Sincerely,

Dana and Photis

Name Mark Newburgh & Chantel Barrett

Address 624A Clarendon Avenue

Signature  Mark New

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We would love your support as we embark on this project. If you have any questions or concerns, please feel free to reach out.

Thank you for your understanding and support.

Sincerely,

Dana and Photis

Name Cheryl Cault

Address 122 Clarendon Ave

Signature Cheryl Cault



## 166 Faraday Street.

Good afternoon neighbor,

I am writing to introduce ourselves and share some exciting news about our plans to construct a new home in the neighborhood. Dana and I, Photis, are the new owners at 166 Faraday and we are planning to build our families forever home starting next spring. We are working very diligently with our architect and urban planners to maintain the character, charm and greenery that makes our community and street so special. As future neighbors, we want to assure you that our goal is to enhance the neighborhood while being respectful of its existing aesthetics. We will be living in the home, not renting it out, which means we are dedicated to being good neighbors and contributing positively to the community.

We would love your support as we embark on this project. If you have any questions or concerns, please feel free to reach out.

Thank you for your understanding and support.

Sincerely,

Dana and Photis

Looking forward to reviewing the grading plan.

Name Johanne Pineau-Crysdale

Address 170 Faraday Street

Signature Johanne Pineau-Crysdale