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January 17, 2025

**Mr. Michel Bellemare**  
Secretary-Treasurer  
Committee of Adjustment  
101 Centrepointe Drive, Fourth Floor  
Ottawa, ON K2G 5K7

**RE: Application for Consent**  
**1332 Thames Street**

**Committee of Adjustment**  
Received | Reçu le

**2025-01-23**

City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

Dear Mr. Bellemare,

Fotenn Planning + Design has been retained to act as agent on behalf of the property owner for the submission of the enclosed Consent application for the lands municipally known as 1332 Thames Street, in the City of Ottawa.

The owner is proposing to create one lot from the existing parcel by way of severance for a total of two lots. An easement is also being requested to allow for a shared driveway between both lots. The application consists of one Primary Consent application.

The proposed lots are compliant with respect to the associated minimum lot area and lot width requirements in the underlying R2G zoning. Further, the proposed redevelopment, consisting of one long semi-detached dwelling with associated secondary dwelling units on each parcel, would be fully compliant with the applicable performance provisions of the underlying zoning.

In addition to the Planning Rationale attached to this cover letter, the following materials have been included as part of this submission:

- / Completed application form;
- / Draft Reference Plan / Survey (1 full size copy, 1 reduced);
- / Tree Information Report;
- / Site Plan (1 full size copy, 1 reduced); and
- / Cheque in the amount of \$3,926.00 made payable to the City of Ottawa.

Sincerely,



Tyler Yakichuk, MCIP RPP  
Planner



Scott Alain, MCIP RPP  
Senior Planner

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**FOTENN**

# 1.0 Introduction

Fotenn Planning & Design, acting as agents on behalf of Aveera Property Limited (“the Owners”), is pleased to submit this Planning Rationale in support of the enclosed Consent application for the lands located at 1332 Thames Street in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Consent against the applicable policy and regulatory framework and to demonstrate how the severed and retained parcels will represent “good planning” that is consistent with the relevant tests under the Planning Act.

## 1.1 Application Overview

The owner is seeking to sever the existing property into two separate, independent properties. An easement is also being sought to facilitate a shared driveway between both properties. The following application is required:

- Primary Consent.

Property	Parts on R-Plan	Status	Total Lot Area	Total Lot Width
1332 Thames Street	1 and 2	Retained	476 m <sup>2</sup>	11.6 m
1332(2) Thames Street	3 and 4	Severed	476 m <sup>2</sup>	11.6 m
1332(3) Thames Street	2 and 3	Shared Easement	104 m <sup>2</sup>	2.4 m

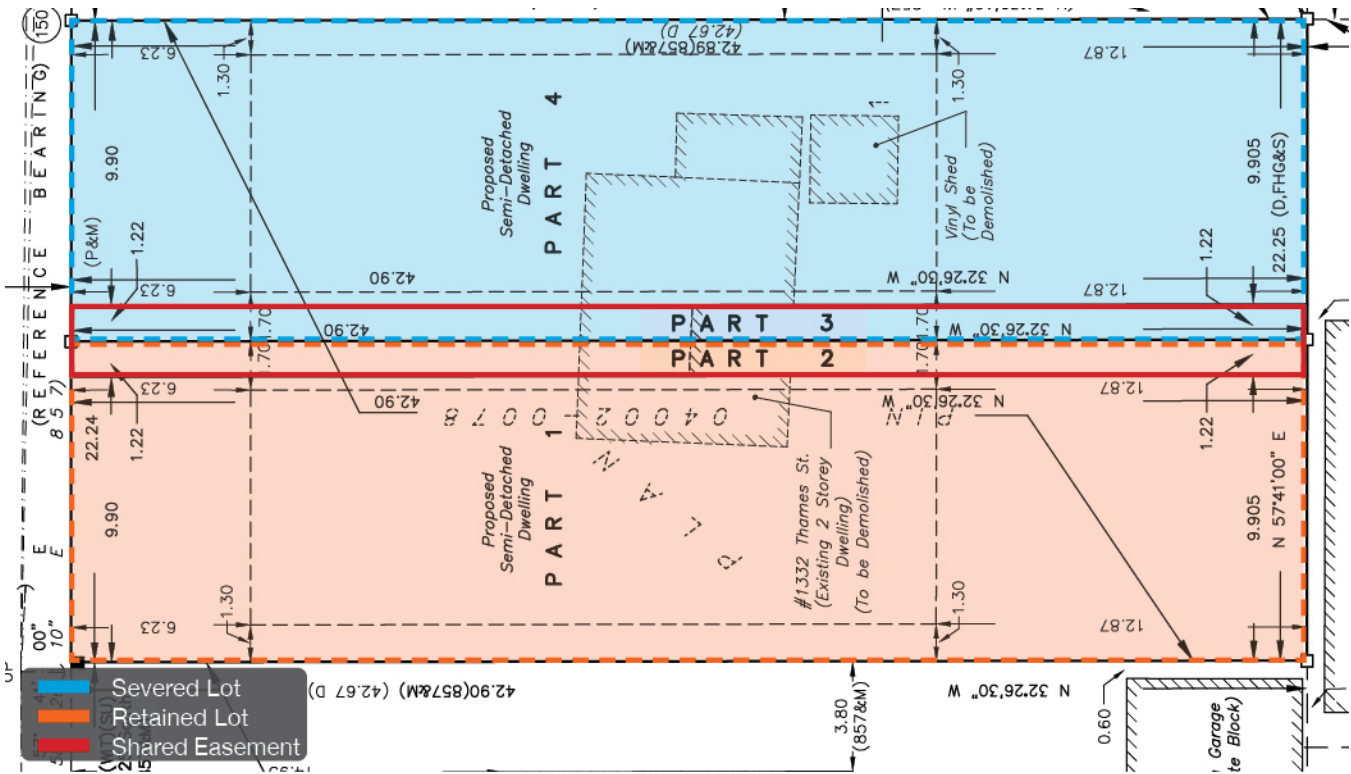


Figure 1: Plan of Survey identifying severed and retained lots, as well as a shared easement between the proposed parcels.



# 2.0 Site Context and Surrounding Area

## 2.1 Subject Property

The subject property, municipally known as 1332 Thames Street, is located in River Ward (Ward 16) in the City of Ottawa. The subject property is legally described as Part of Block 1, Registered Plan 221, City of Ottawa. The subject property has a total area of 947.27 square metres, with a frontage of 22.25 metres along the south side of Thames Street, and a lot depth of 42.67 metres. Presently, the subject property is occupied by a single detached 2-storey dwelling. As discussed in Section 3 of this Rationale, as part of the proposed development, the existing building will not be retained.

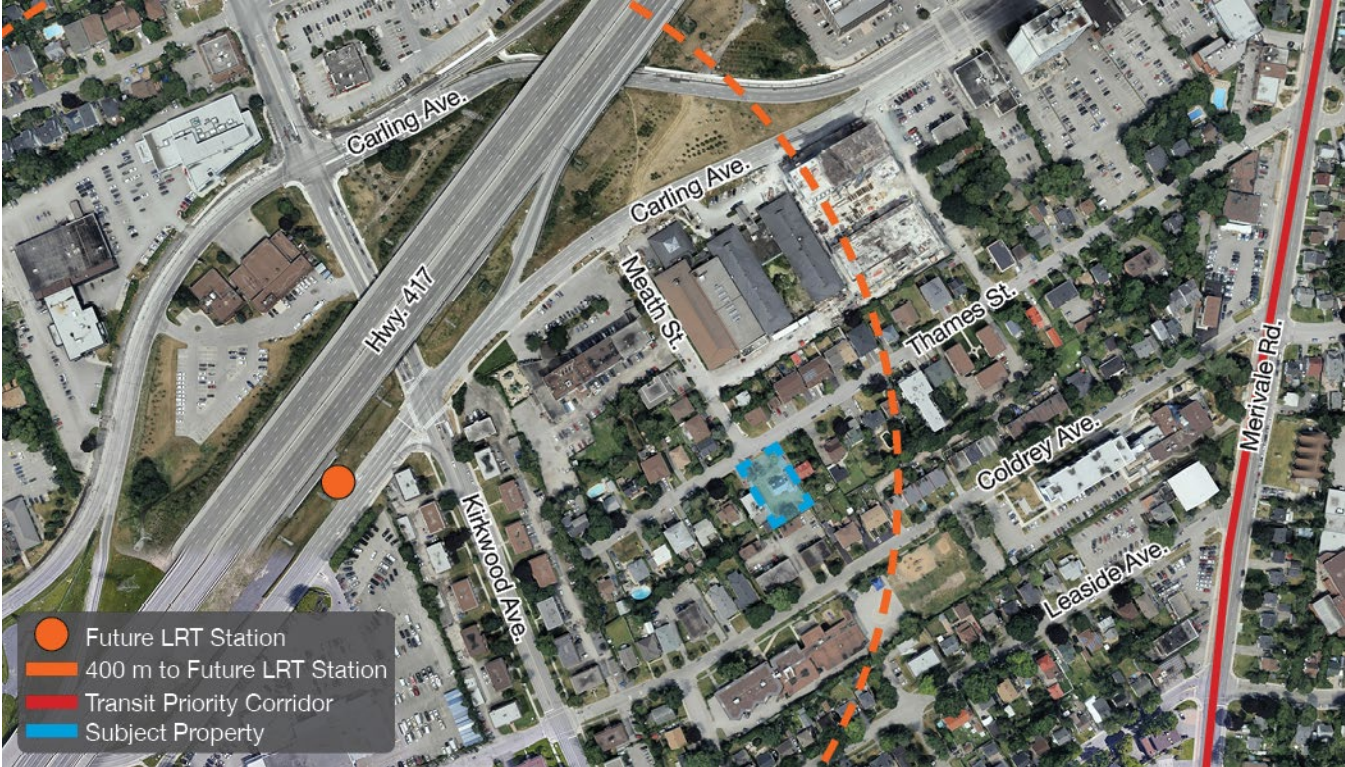
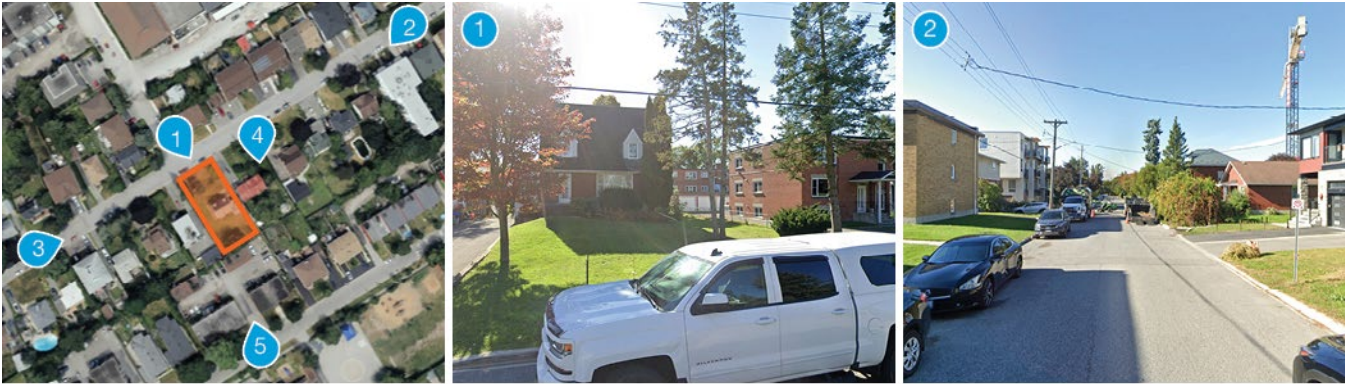


Figure 2: Aerial image of the subject property, surrounding area, and proximity to a future LRT station.





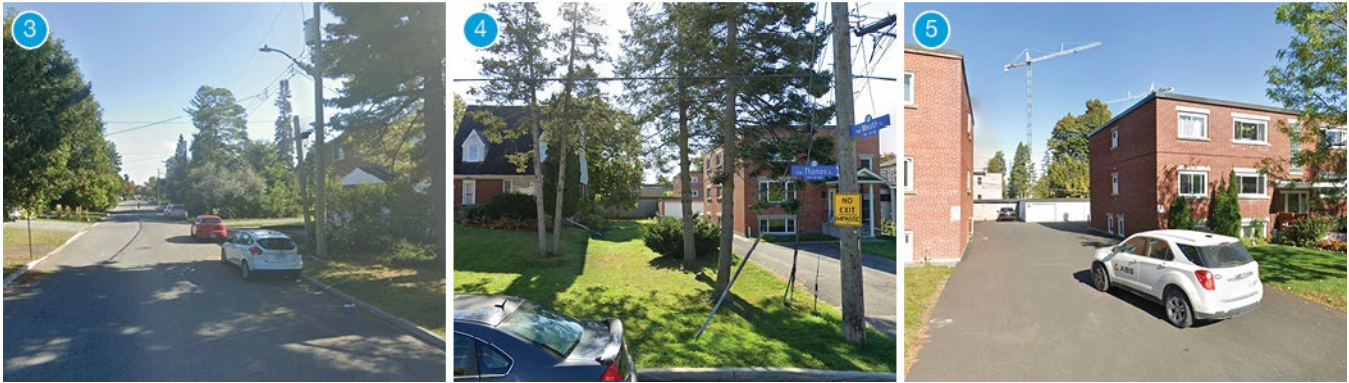


Figure 3: Images of the surrounding area in close proximity to the subject property.

## 2.2 Surrounding Area

As identified in Figure 3 (image below), the subject property is located in the River Ward area of the City of Ottawa, and features a mix of uses, in addition to residential. North of the subject property a shopping centre and grocery store are within a walkable distance of 650 metres. Additionally, Hampton Park offers 15 hectares of parkland and recreational facilities. To the east of the subject property are multiple schools, parkland areas, and small-scale commercial uses can be found along Merivale Road. 200 metres west of the subject property is the parcel for the projected forthcoming LRT station. Additional uses in the area are primarily commercial, including office buildings, a car dealership, and a self-storage facility. South of the subject property the use is characterized by single-detached dwellings. Other uses include parkland, recreational facilities, and small-scale commercial uses along Merivale Road.



Figure 4: Aerial image of the subject property and community services and amenities in the surrounding area.



# 3.0 Proposed Development

## 3.1 Development Description

The proposed development contemplates constructing two long semi-detached dwellings, one building on both the retained and severed parcels. Each long semi-detached dwelling will include an associated secondary dwelling unit located below grade. Accesses to the above grade dwellings are located at the front and rear of each building. Access to the secondary dwelling units are located at the interior of the properties, abutting the shared laneway. Parking is located at the rear of the subject property, where three spaces are provided per proposed parcel.

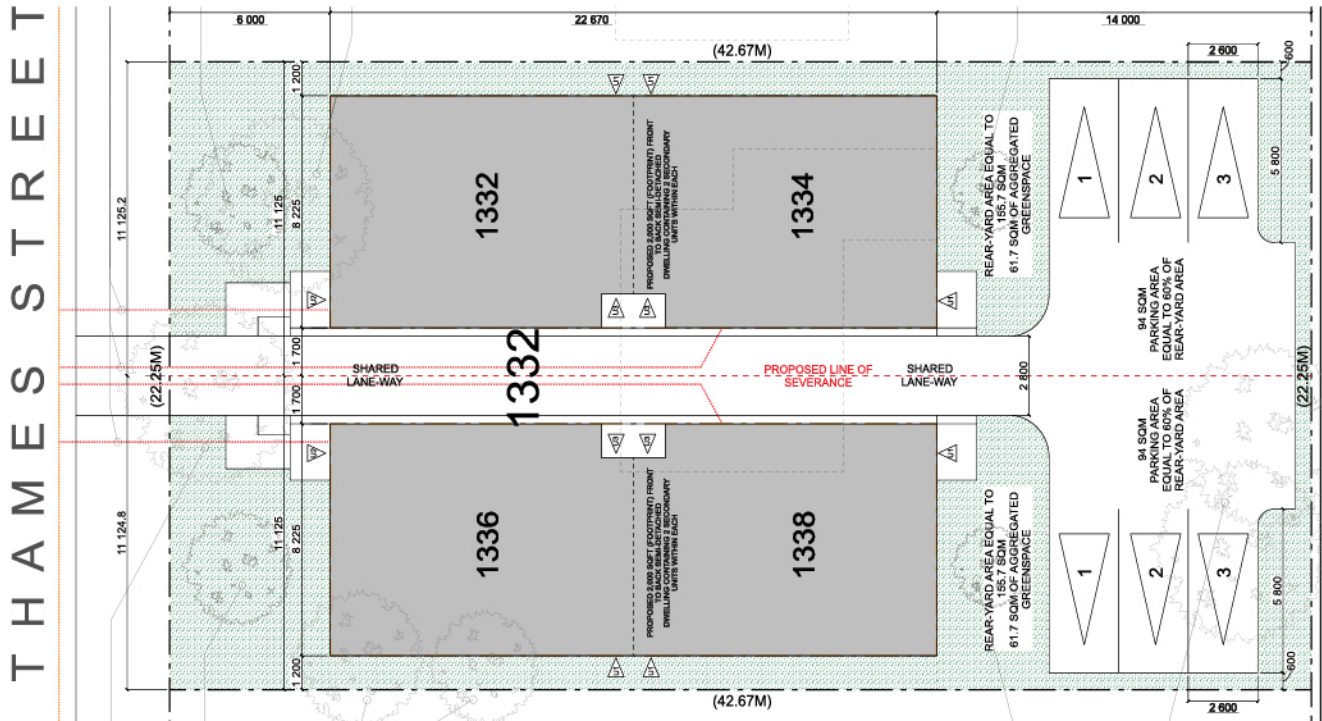


Figure 5: Site Plan of the proposed development, identifying the proposed severance line (dashed red line).

The proposed long semi-detached dwellings are broadly consistent with the planned and existing density found in the surrounding neighbourhood. The proposed development is also fully compliant with the applicable Residential Second Density, Subzone G (R2G) zoning. The development complies with the general intent and purpose of the R2G zoning with respect to broadening the mix of housing types and creating additional housing choices within the second density residential area. The design, in terms of materials and aesthetics is consistent with similar contemporary infill projects found in the area and Ottawa more broadly.

The frontage of the property interfaces with the public realm by framing each property with newly planted trees at the centre of the property. This will offer an attractive presentation of the property to the broader neighbourhood and contribute to replacing the trees removed as part of the proposed development.

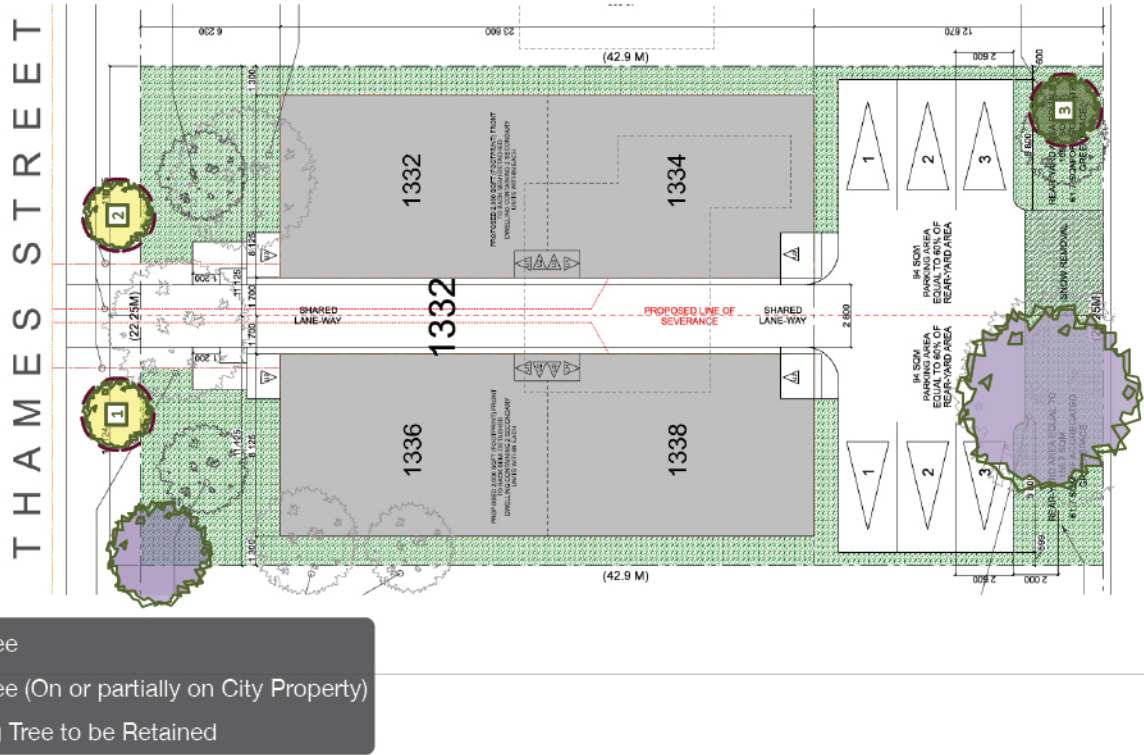


Figure 6: Site Plan overlaid with existing and proposed tree planting locations.

### 3.2 Tree Information Report

A Tree Information Report was prepared by Dendron Forestry Services, as part of the Consent application. The report provides a description of the protected trees on-site per the City of Ottawa’s Tree Protection By-law. Tree 2, as identified on the annotated Site Plan, is proposed to be removed given its location within the proposed building footprint. Tree 3 is tentatively proposed to be retained but will be reevaluated during construction of the surface parking lot, to assess the viability of tree retention in light of its location to ongoing construction.

Tree <sup>1</sup>	Species	DBH (cm)	Tree condition	Forester recommendation
1	Balsam fir ( <i>Abies balsamea</i> )	31	Good/Fair: dead lower branches; minor defoliation	Retain and protect as per the City of Ottawa Tree Protection Specifications (March 2021).
2	Balsam fir ( <i>Abies balsamea</i> )	39	Fair: slight lean to the east; small wound with decay at 0.5m	Remove. Within building footprint
3	Basswood ( <i>Tilia americana</i> )	66	Fair: approximately 1/3 of canopy removed around overhead wires – epicormic shoots and poor form due to pruning; seam on trunk, depth unclear – internal decay possible; decay at union of 1 <sup>st</sup> lateral branch	Retain. Excavation for parking is to be kept to an absolute minimum. Roots along the line of excavation are to be revealed and cleanly severed by hand by a certified arborist. The parking area is to be paved using permeable materials to allow for water to reach the rooting zone after construction.

Figure 7: Appendix A – Tree Information Table, Tree Information Report



Figure 8: Tree Removal Plan.

## 4.0 Consent Application

It is our professional planning opinion that the application meets the criteria for lot division as described in Section 53(1), 53 (12) and 51 of the Planning Act. As the proposal does not include an internal road network, major servicing or other elements of a subdivision, the following criteria are generally those which apply to applications for consent:

### a) The effect of development of the proposed subdivision on matters of provincial interest

The Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the subject property, among others:

#### Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

#### Housing

2.2.1 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.

### Settlement Areas and Settlement Area Boundary Expansions

- 2.3.1.2 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 [...]
- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.
- 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.
- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
  - a) to accommodate significant population and employment growth;
  - b) as focal areas for education, commercial, recreational, and cultural uses;
 to accommodate and support the transit network and provide connection points for inter- and intra-regional transit [...]

### Strategic Growth Areas

- 2.4.1.3 Planning authorities should:
  - permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

### Transportation Systems

- 3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

**The proposed consent application represents an opportunity for intensification that makes efficient use of existing municipal services, including transit, in an urban area and is therefore aligned with the PPS and provincial interests. The consent would facilitate the establishment of an increased supply and mix of new housing stock in an area already supported by servicing and infrastructure. It represents an efficient use of land by facilitating infill on an underutilized parcel.**

The conveyed lands will be used for the purposes established in the Official Plan and Zoning By-law, and the Consent is intended to create separate parcels of land for future development that represents an appropriate level of intensification, as per the Transect and Designation policies found within the Official Plan.

**The Consent application is technical in nature, allowing for the creation of one new parcel of land from an existing lot, for future development of two long semi-detached dwellings with associated secondary dwelling units.**

c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any.

**City of Ottawa Official Plan (2022, as amended)**

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

**Transect Policies**

The Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 9: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 5), the subject property is in the **Inner Urban** Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.



The proposed Consent application would serve to create two total parcels to accommodate two long semi-detached dwellings with associated secondary dwelling units. Inner Urban Transect policies support intensification on sites in close proximity to rapid transit that prioritizes opportunities for alternative modes of transportation to automobiles. Further, the built form of the proposed development remains contextually appropriate to the surrounding neighbourhood, while providing for gentle levels of intensification.

### Urban Designation

Within each Transect, designations further articulate land uses and building heights. The four designations which are most appropriate for residential development are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).



Figure 10: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 6), the subject property is located within the **Neighbourhood** designation. Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15- minute neighbourhoods. Most of the development in this designation will be low-rise residential, except where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

**Neighbourhood policies look to provide opportunities for intensification, generally in a manner that continues to provide a low-rise built form that is compatible with the existing community. The proposed Consent application seeks to create a second lot to provide eight dwelling units (in a low-rise built form), whereas the subject property accommodates one.**

In addition to its designation, the subject property is also within an **Evolving Neighbourhood Overlay**. The Evolving Overlay is applied to areas 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 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.

**The proposed development of eight dwelling units in a low-rise built form represents a gentle intensification of the subject property which remains in character for the surrounding area, provides missing middle building typologies, and will support ridership of the future LRT station within 400 metres of the subject property.**

#### d) The suitability of the land for the purposes for which it is to be subdivided.

The application proposes to create one new residential lot from one existing parcel of land. The two resulting properties both remain compliant with the minimum required lot width and area, as per the zoning provisions of the R2G zone. Further, as identified in Figure 7, the proposed lots are consistent with the surrounding lot fabric. Specifically, when considering only attached dwellings, the proposed 11.12 metre width exceeds the width of all other semi-detached dwellings on Thames Street.

**Overall, the two resulting proposed lots are in keeping with the overall character of the neighbourhood and the lands are suitable for two parcels whereas one is present.**



Figure 11: Aerial image of the subject property and surrounding area lot fabric.



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.

Thames Street is a local road which connects to Merivale Road, which is an Arterial Road. As well, the subject property is in close proximity to Carling Avenue (Arterial Road) and Highway 417 (Provincial Highway).

**The abutting roads are all publicly maintained and connected to the larger urban road network of the City of Ottawa. The proposed lots are located within a local road network that provides direct access to the greater road network and highway system within the City.**

f) The dimensions and shapes of the proposed lots.

As already noted, the proposed lots are consistent with the variety of lot sizes and shapes in the surrounding community. The lots will both adhere to the zoning requirements, are capable of accommodating development within the provisions the Neighbourhood designation and R2G zoning and are similar in size and shape to parcels in the area where similar building typers have been developed.

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.

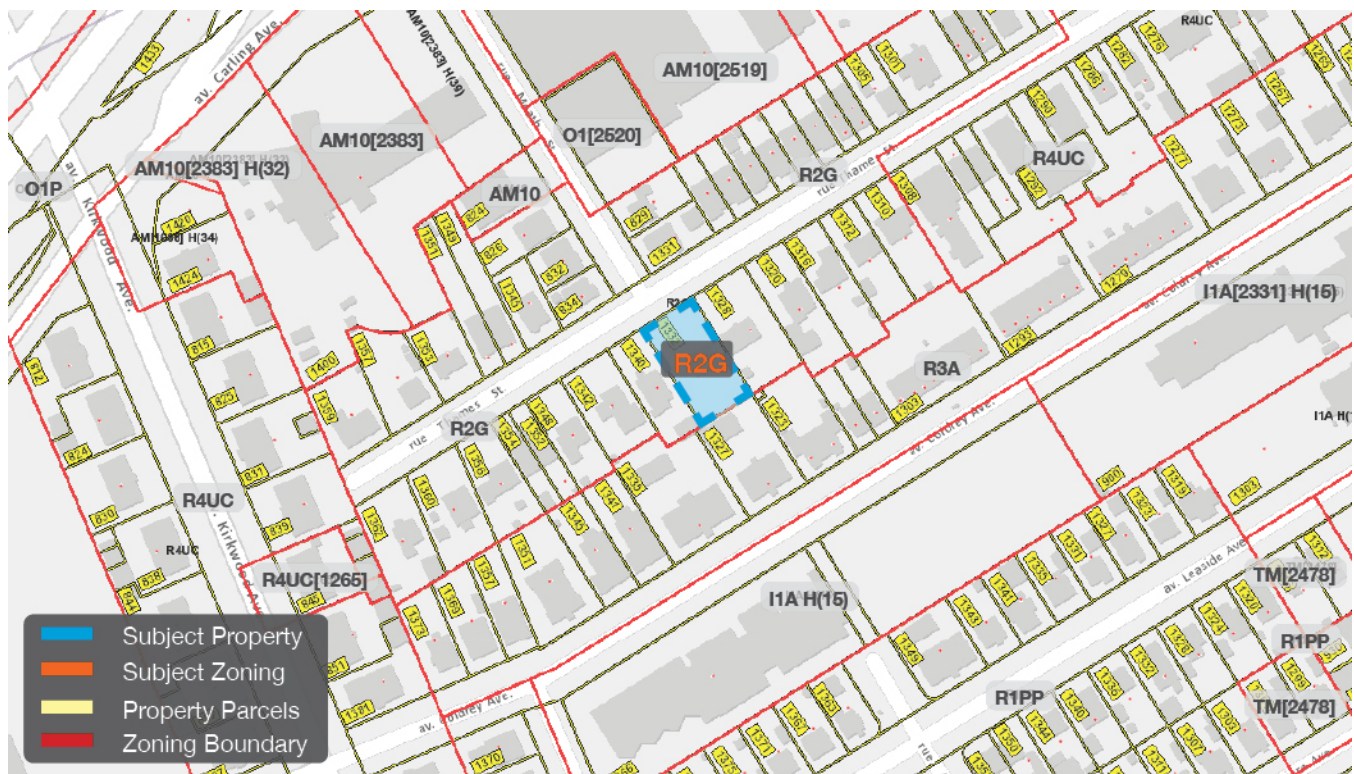


Figure 12: Excerpt from the City of Ottawa Zoning By-law map (GeoOttawa).

The following table outlines the relevant zoning provisions for the subject property, based on the proposed Consent application, and compliance against the R2G zoning performance standard for long semi-detached dwellings.

Zoning Provision (R2G, Long Semi)	Required	Proposed / Provided	Compliance	
Minimum Lot Width	10 metres	11.12 metres	Yes	
Minimum Lot Area	300 square metres	476 square metres	Yes	
Maximum Building Height	8 metres	>8 metres	Yes	
Minimum Front Yard Setback (Sec. 144)	6 metres	6 metres	Yes	
Minimum Rear Yard Setback (Sec. 144)	30% of lot depth (12.8 metres)	14 metres	Yes	
Minimum Interior Side Yard Setback	3 m total, 1.2 m for one side yard	1.3 m and 1.7 m	Yes	
Minimum Parking Space Rates	Semi-detached dwelling	1 per dwelling unit (2)	3	Yes
	Accessory dwelling	0 per dwelling unit	0	Yes
Minimum Bicycle Parking Rate	0 per dwelling unit	0	Yes	
Minimum Drive Aisle Width	2.6 metres	2.8 metres	Yes	
Maximum Shared Driveway Width	3 metres	2.8 metres	Yes	
Minimum Front Yard Soft Landscaping	35% (8.25-12 metre lot width)	>35%	Yes	

Both the severed and retained lots do not impose any restrictions on adjacent lands and are fully compliant with the applicable performance standards in the zoning by-law (as identified above). Additionally, the Additional Dwelling Units are a permitted use when associated with Semi-Detached dwellings and comply with all relevant provisions of Section 133 of the Zoning By-law. Further, Long Semi-detached Dwelling is a permitted use and provides for the shared site access, infrastructure servicing, and parking on the proposed lots.

#### h) Conservation of natural resources and flood control.

The subject lands are not located in a sensitive ecological area or in a floodplain. No adverse impacts are anticipated on natural resources and flood control as a result of the proposed Consent application.

#### i) The adequacy of utilities and municipal services.

The severed and retained lots will be independently serviced by existing Municipal services, including watermain and sanitary services.

#### j) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.

No portion of the property is proposed for public dedication.

In our professional opinion, a full Plan of Subdivision is not required and the Consent application is appropriate for the proposed land division. The resulting lots all front on a municipal right-of-way, are capable of retaining or accommodating new residential dwellings, are compatible with the surrounding lot fabric, context and character, and positively contributes to the intensification goals of the PPS and Official Plan.



# 5.0 Conclusion

It is our professional opinion that the proposed consent application meets the criteria for lot division under the *Planning Act*. The proposed creation of one lot in addition to the retained lot, for residential purposes, in a predominantly residential neighborhood represents good planning and is in the public interest.

Sincerely,



Tyler Yakichuk, MCIP, RPP  
Planner



Scott Alain, MCIP, RPP  
Senior Planner