



P-Squared Concepts
Minor Variance Cover Letter
613 Blanchard Cres.

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

January 31, 2025

Committee of Adjustment
Received | Reçu le

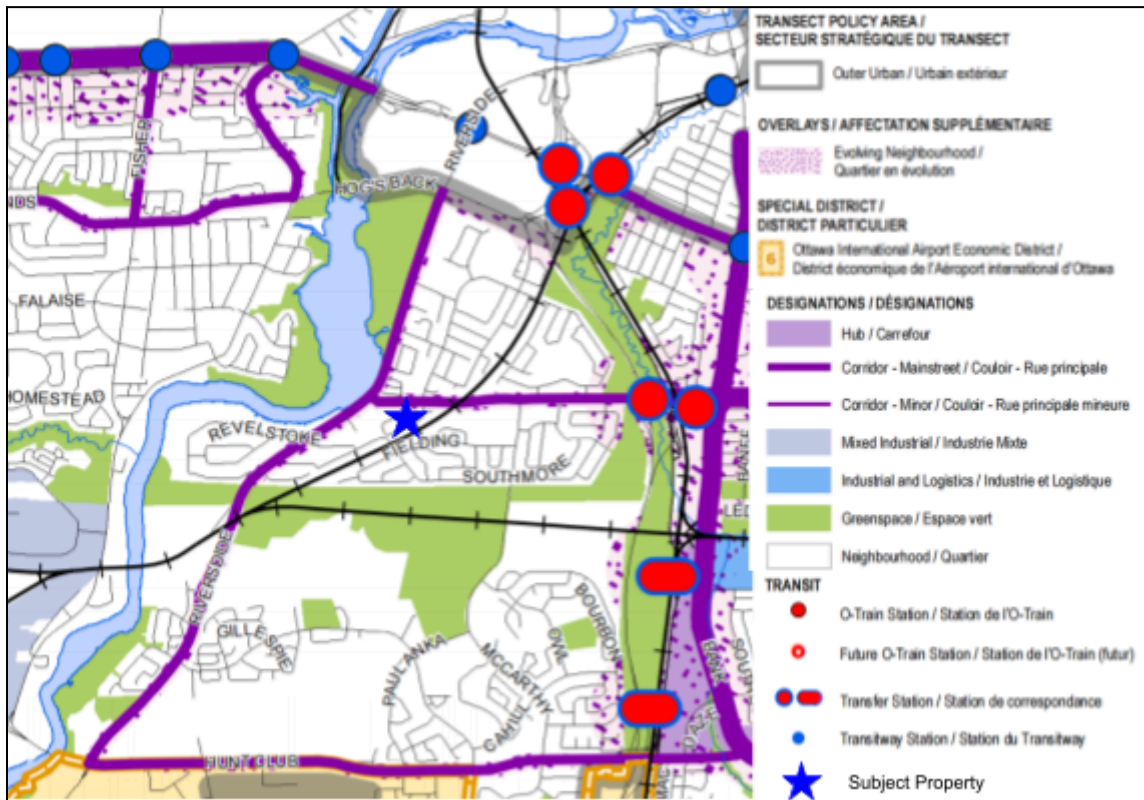
2025-02-06

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Attn: Mr. Michel Bellemare
Secretary Treasurer

Re: 613 Blanchard Cres. (Minor Variance applications) - Ward 16
Raman Kshnikatkin
Lot 586, Registered Plan 776, City of Ottawa

On behalf of our clients, we are submitting the enclosed Minor Variance application for the property located at 613 Blanchard Cres. This application will allow the property owner to level the existing reverse sloped driveway and build a new attached garage. The subject property is zoned R1O - Residential First Density subzone O in the City of Ottawa Zoning By-Law 2008-250, as amended. The property is located in the Outer Urban transect and is designated as a Neighbourhood.



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



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

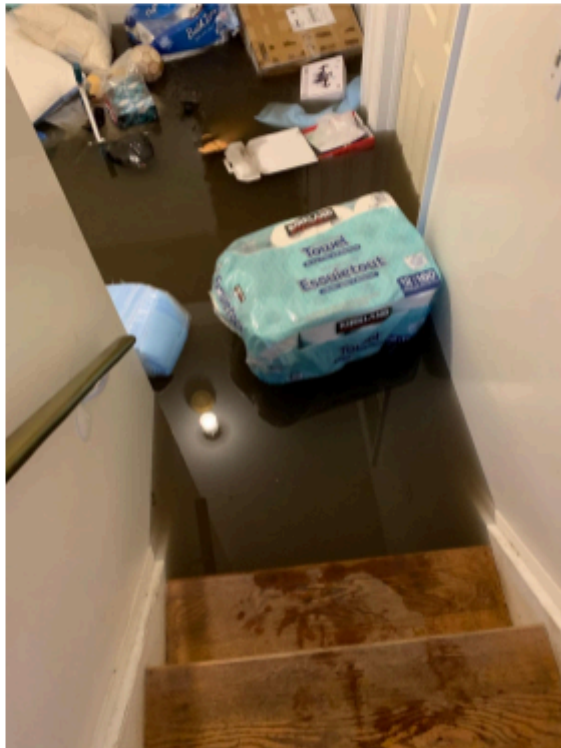


Subject property showing the existing reverse sloped driveway to be regraded, Google streetview Oct 2024.

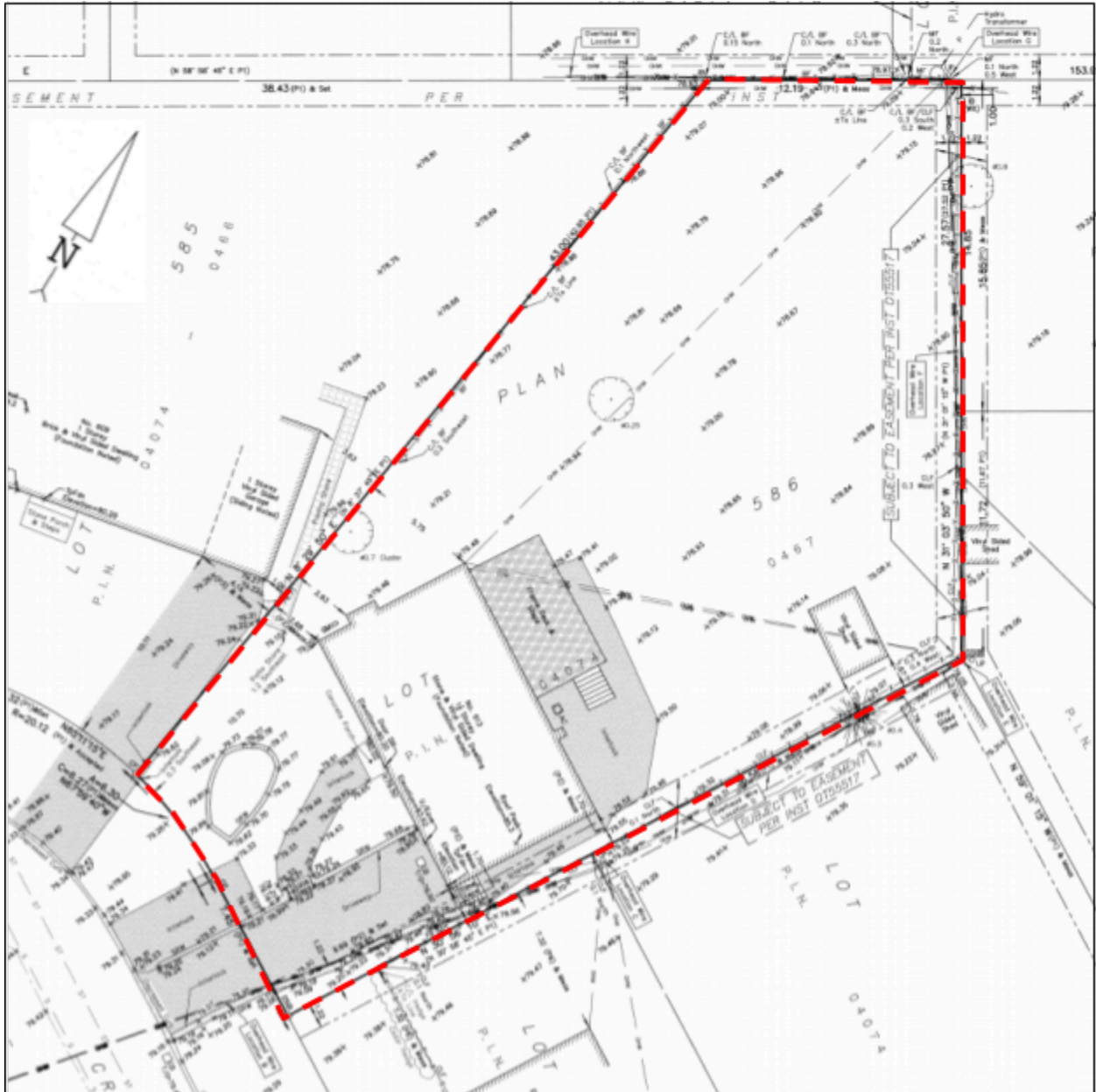
The proposal requires relief from the following Zoning By-Law sections:

- a) Front yard setback. The proposed front yard setback is 1.4 m, whereas the minimum required front yard setback is 6 m (T. 156A, V, Zoning By-Law 2008-250, as amended).
- b) Garage projection. The front wall of the proposed garage will be projected 8.29 m in front of the principal entrance, whereas the maximum permitted projection for a garage is 0.6 m in front of the principal entrance (S. 139, (3) (b), Zoning By-Law 2008-250, as amended).

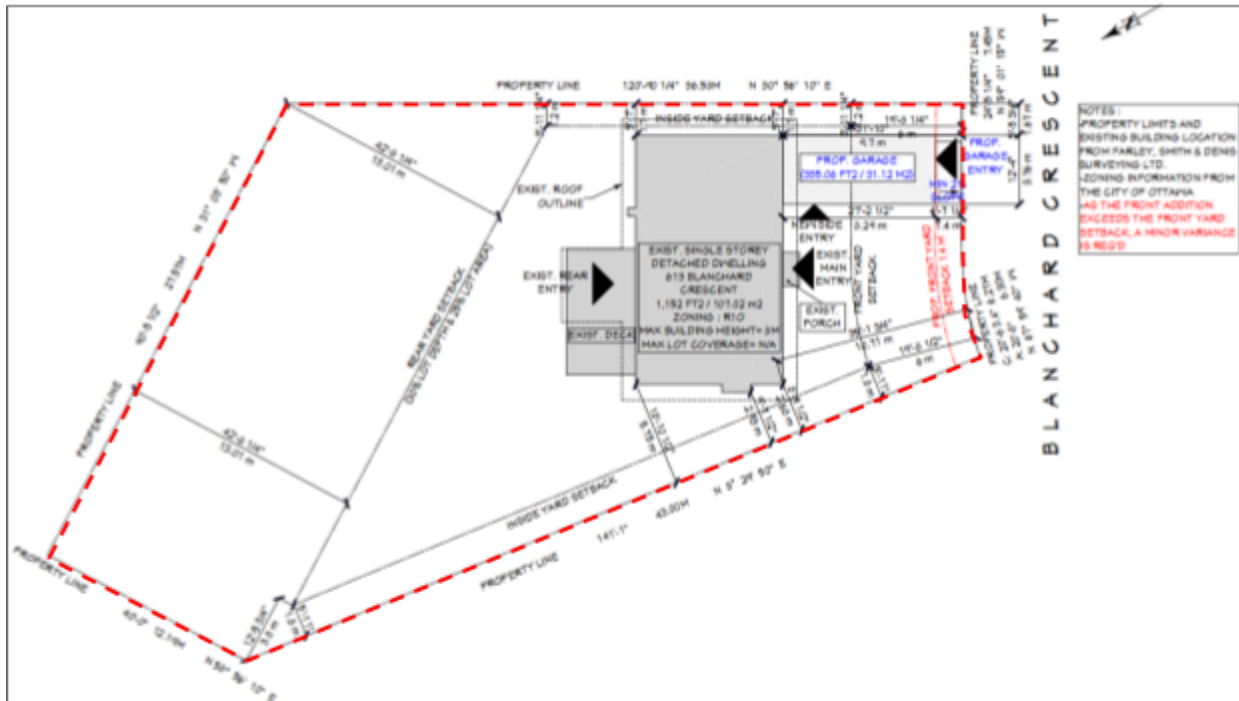
The existing dwelling on the subject property was constructed in the 1960's with the reverse sloped driveway. The site has remained virtually unchanged since that time with only minor improvements to the front and rear yard landscaping and a small building addition off the rear facade. The changes proposed in this application relate only to the driveway and attached garage. All other zoning provisions are met by this proposal including the rear yard setback, side yard setback, building height, hard and soft landscaping, and parking requirements.



Pictures of the subject property showing flooding issues due to reverse sloped driveway and water infiltration into the building, provided by client.



Survey Plan by Farley Smith Denis, 2024



Site Plan by Dustin Design & Drafting, 2025.

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

1. The variances are minor in nature

The variances requested are minor in nature. The intent of this Minor Variance application is to rectify a poor design choice from the dwelling's initial construction in the 1960's. The lot was designed and constructed with a reverse sloped driveway with a slope of approximately 4% starting at the property line directed towards the dwelling. The proposed variances are a result of a proposal to regrade the driveway and construct an attached garage that will prevent further flood damage.

Variance A requests a reduction in front yard setback from 6 m to 1.4 m. This is required due to the proposed addition's proximity to the front lot line. Variance B requests a larger projection permitted for the garage in front of the principal entrance to the dwelling.

The garage addition is a single car garage designed to accommodate the property owner's vehicle and access into the basement. The addition is positioned directly in front of the existing building wall. The total depth of the addition will be 8.29 m, and since the existing building wall is located 9.69 m from the front property line, the new front yard setback will be 1.4 m.

A smaller garage would not have sufficient space for the owner's vehicle and the garage cannot be pushed further back from the front property line without interfering with the living space within the dwelling. Since the dwelling is a split level house and the garage would be located at grade, pushing the garage into the footprint of the dwelling would remove living space from both the upper and lower levels. The areas affected would be the 3 bedroom area and a storage room.

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

The proposed garage addition, with an added footprint of 31.12 m² to the existing footprint of 107.91 m², will reach a total of 139.03 m². It is a rather modest increase to the building footprint, proportional to lot size, without compromising the integrity or general character of either the subject property or those that immediately surround it. A maximum potential building footprint according to the Zoning By-Law requirements would be approximately 240 m². The proposed garage provides functional improvements, mitigates flooding issues, and still maintains compatibility with the surrounding properties. Parking is an essential need of the dwelling, and the only alternatives to provide that parking would be pushing the garage back into the existing footprint of the house eliminating living space on two floors or relocating it to the rear yard. Neither of which are suitable options for this property. The rear yard cannot be accessed by car, and pushing the garage into the existing building footprint would eliminate a bedroom and crucial storage (survey) room. Therefore, the proposed attached garage is a practical and unique solution for the subject property. It is also worth mentioning that a similar garage projection exists in the neighbourhood, 585 Blanchard, indicating that the proposed design is not quite out of character for the area.

The proposed development is the relocation of an attached garage located within a building addition on a site located within area A on Schedule 342. As such, this proposal is subject to the design guidelines listed in the Urban Design Guidelines for Low-rise Infill Housing (2023). The following section features excerpts from this guideline document and *responses*.

3.9 General

- Provide soft landscaping in any part of any yard not occupied by accessory buildings and structures, permitted projections, bicycle parking and aisles, hardscaped paths of travel for waste and recycling management, pedestrian walkways, and permitted driveways and parking.

Response: The proposal aligns with Guideline 3.9 in ensuring that just a small percentage of frontage is used by driveways; the garage will be of a width of 3.76 m, thus allowing a width of 9.99 m for soft landscaping, which improves the amenity of the street and reduces the perceived impact of the hard surfaces.

3.25 Garages with sloped entrances

- When permissible, avoid sloped driveways to the basement garages of small-scale residential buildings, to avoid creating a pit in the front yard and/or at the street edge.

Response: The proposal also aligns with Guideline 3.25 because the existing reverse sloped driveway presents as a "pit" in the front yard with significant flood risk. The proposal to regrade the driveway and construct a garage at-grade will eliminate this condition by offering a much safer, more functional design and improved resiliency to stormwater on the property.

It is our opinion that the proposed variances are desirable and appropriate for the development of the land.

3. The variances maintain the intent of the Official Plan

The subject site is located within the Outer Urban transect designated as a Neighbourhood. It is approximately 70 m from Walkley and about 300 m from Riverside - both of which are Minor Corridors. No changes are proposed to the dwelling type or tenure. The only changes proposed in this application are to level out the reverse sloped driveway, and expand the building footprint to allow a proper attached garage. The following section features applicable excerpts from the Official Plan (2022) and responses.

2.2.3 Energy and Climate Change

- 2) Apply sustainable and resilient site and building design as part of development. To achieve both climate mitigation and adaptation objectives, sustainable and resilient design measures will be applied as part of site planning and exterior building design, in order to: Reduce flood risks and manage increased stormwater runoff.

Response: The proposed garage eliminates the reverse sloped driveway that was a common design feature at the time of building construction in the 1960's, but has caused flood vulnerability on this building. Grading the driveway and designing the garage in it will mitigate the opportunity for water to pond on site, decrease the potential and risk of flooding and damaging to the property, and also improve on-site stormwater flow management.

- 6) Build resilience to future flood risks and increased stormwater runoff. Resilience to floods and the ability to manage increased stormwater runoff will be strengthened by: implementing stormwater management practices and designing infrastructure that is resilient to future climate conditions, including extreme weather events.

Response: The proposed driveway leveling changes and garage addition in the driveway incorporate considerations for future climate conditions through the use of resilient design. Removing the reverse sloped driveway eliminates persistent water infiltration concerns and increases the ground's capability in handling on-site stormwater runoff. These actions make the property more resistant to the extreme weather events.

2.2.4 Healthy and Inclusive Communities

- Policy 1 - Encourage development of healthy, walkable, 15-minute neighbourhoods that feature a range of housing options, supporting services and amenities.

Response: The variances requested in this application support improvements to an existing property within the Neighbourhood designation. Maintaining an attached garage increases the livability and functionality of the house, which supports a high quality residential environment. With these changes to the property, the area will still be walkable and continue to be accessible by remaining well-linked to nearby Minor Corridors and walkable amenities.

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

- 1) Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.

Response: The proposed development represents good site planning in that it is carried out in a manner that addresses the unique constraints of the property and is nonetheless compatible with the surrounding neighborhood. The graded driveway with a functional attached garage will avoid the potential for flooding, thereby improving the resiliency and general usability of the subject property. The proposal's design maintains the residential form and scale of the dwelling; therefore, it is compatible with the established streetscape. There is also precedent for a similar garage projection in the neighborhood, with the property 585 Blanchard a few blocks away having a similar garage projection arrangement. This suggests that the proposed design is not out of character with the neighborhood and reflects the already established development patterns in the area. The proposal supports the broader objectives of the City's planning policies by respecting key zoning provisions related to side and rear yard setbacks, building height, and landscaping.

- 3) Development shall minimise conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalising all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

Response: Given the constraints of the site, underground parking or rear yard parking cannot be provided, but the proposed garage internalizes car parking and minimizes its visibility from the street.

The proposed development aligns with Official Plan policies related to climate change resilience, flood control, healthy and inclusive communities, and effective site planning. Therefore the proposed variances meet the general intent of the Official Plan.

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

The purpose of the R1 zone is primarily to restrict the building form to single detached dwellings and regulate development in a manner that is compatible with the existing land use patterns so the detached dwelling, residential character of the neighbourhood is maintained.

The intent of the front yard setback is to ensure adequate separation between the building and the street, provide space for landscaping, preserve the character of the streetscape, sense of openness, and maintain pedestrian safety. The requested reduction of front yard setback from 6 m to 1.4 m is based on the proposed addition of the attached garage, and while it reduces the physical distance from the street, the garage only occupies a width of 3.67 m of the front yard leaving enough space for soft landscaping in the remaining part of the front yard. This balance between the building and landscape area ensures that the character of the neighbourhood is preserved. Also, the garage width is small enough to not overpower the front facade, and will maintain the sense of openness at the property. In addition, integrating the garage with the existing building through architectural elements on the facade would reduce the visual impact on the dwelling, and neighboring properties.

The intent of limiting the garage projection beyond the principal entrance is to ensure that the main entrance of the dwelling remains a prominent architectural feature, prevent garages from dominating the streetscape, and maintain pedestrian safety. The garage projection exceeds the allowable limit from 0.6 m to 8.29 m. This design, however, is justified by the unique constraints of the property in eliminating the reverse sloped driveway, ensuring adequate space for a single vehicle, and ensuring no interference with the bedroom space on the ground level of existing property. As a result, the design has the garage blended into the general architecture of the dwelling. With landscaping elements softening the appearance of the garage, its visual impact is reduced. There is also a similar garage projection at 585 Blanchard constructed previously out of necessity to reduce flooding, establishing a precedent within the neighbourhood for extended garage projections. While policies aim to limit such projections, the presence of 585 Blanchard demonstrates that the streetscape can accommodate this type of design without significantly disrupting the neighbourhood's character. The proposed garage projection at the subject property is smaller in comparison to 585 Blanchard being a single wide garage, but is comparable in purpose, and similarly prioritizes functionality while maintaining neighbourhood character.

The detached dwelling with an attached garage is a permitted use and follows the general development patterns of the neighbourhood. Therefore, the proposed variances meet the general intent of the Zoning By-Law.

We request the Committee of Adjustment authorise the requested variances in accordance with the plans filed as they relate to the variances being requested.

At this time we are submitting the following in support of the application:

- Completed application form for the minor variance application;
- Property owner's authorization for submission of the applications;
- Tree Information Report;
- Site Plan showing the entirety of the proposed site;
- Elevations from all four sides;
- Application fees;
- Survey plan of the entire property.

When the notification signs are ready for this application please email the undersigned and we will arrange for their installation on the property.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 695 0192 or via email at planning@p2concepts.ca.

P-Squared Concepts Inc.

A handwritten signature in black ink, appearing to read 'Jasmine Paoloni'.

Jasmine Paoloni,

B.A.S, LEED® Green Associate™