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

May 2nd, 2025

Attn: Mr. Michel Bellemare
Secretary Treasurer

Re: 482 Kensington Ave. (Minor Variance) - Ward 15
Tarun Ahuja & Lisa Brancati
Lot 202 & Part of Lot 201, Registered Plan 408, City of Ottawa

Committee of Adjustment
Received | Reçu le
2025-05-06
City of Ottawa | Ville d'Ottawa
Comité de dérogation

On behalf of our clients, we are submitting the enclosed Minor Variance application for the property located at 482 Kensington Ave, Ottawa, to demolish the existing two-storey dwelling and an accessory structure and construct a new detached **two-storey dwelling with a front-facing attached garage**. The property is zoned **R1MM[762]** - Residential First Density subzone MM, with Urban Exception [762] and is within the **Mature Neighbourhoods Overlay** in the City of Ottawa Zoning By-Law 2008-250, as amended. Urban exception [762] has specific provisions only related to rear yard setback and lot area. The property is located in the **Inner Urban** transect designated as a **Neighbourhood** as per the City of Ottawa Official Plan.

The subject property is subject to requirements in Section 140 of the Zoning By-Law including the Streetscape Character Analysis (SCA). The SCA dictates whether or not new developments are permitted front-facing attached garages/carports, the size of the driveway if permitted, and if a front-facing principal entrance is required. The results of the SCA completed for this property resulted in the following requirements:

- No front-facing garage or carports are permitted (11 without attached garages; 9 with attached garages)
- One individual single-wide driveway is permitted (13 with a single driveway; 7 without a driveway)
- Front-facing principal entrance is required (19 with a front door; 1 without a front door)

Only 20 properties were considered for this analysis based on Zoning By-Law Section 140, (6)(c)(i) which instructs that if there are between 5 and 11 properties on the same block as the subject property, those properties are deemed sufficient for the purpose of the analysis. Based on the findings of the SCA, variances are required to permit the proposed front-facing attached garage from Zoning By-Law Sections 139 and 140.

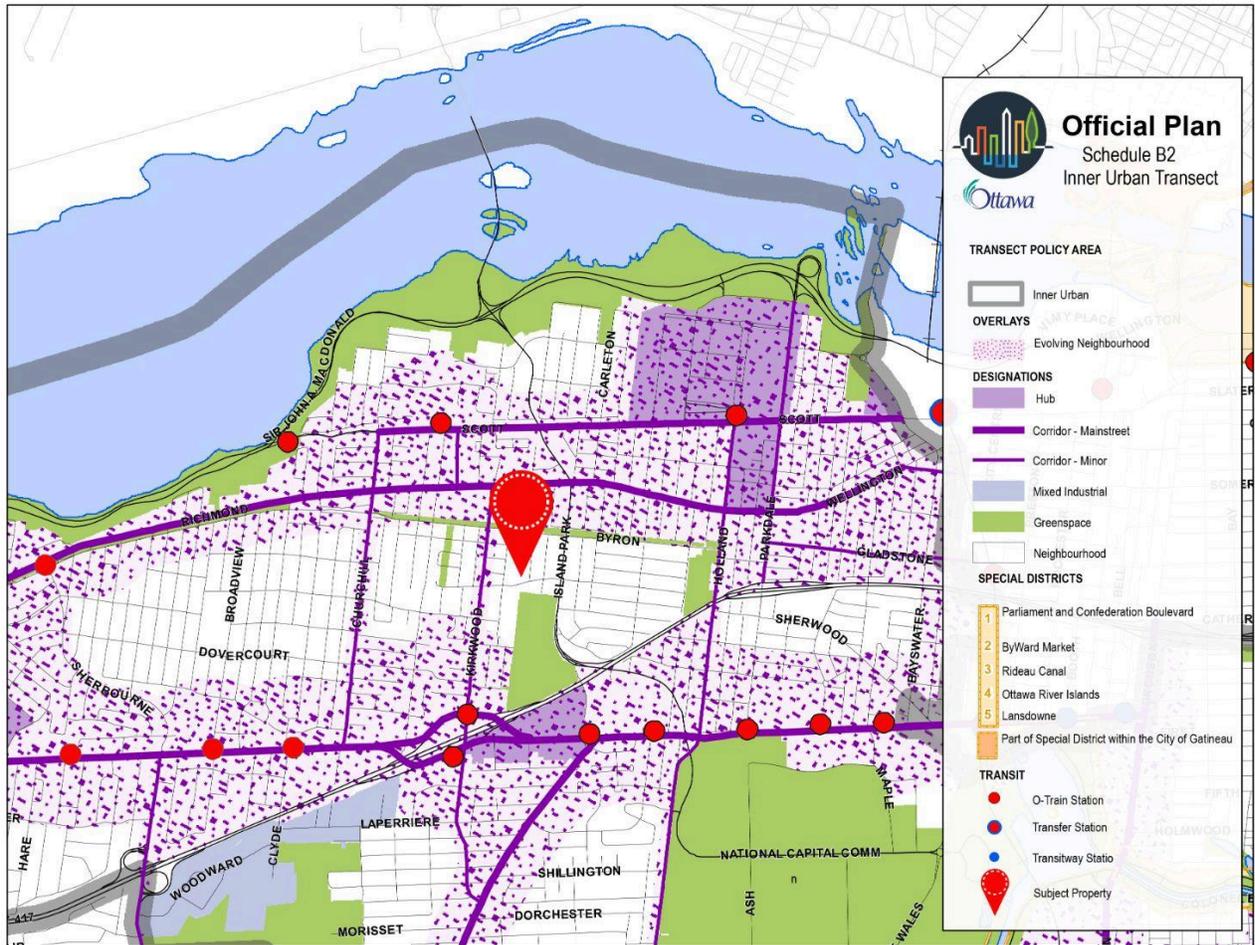


Fig.1. Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan.

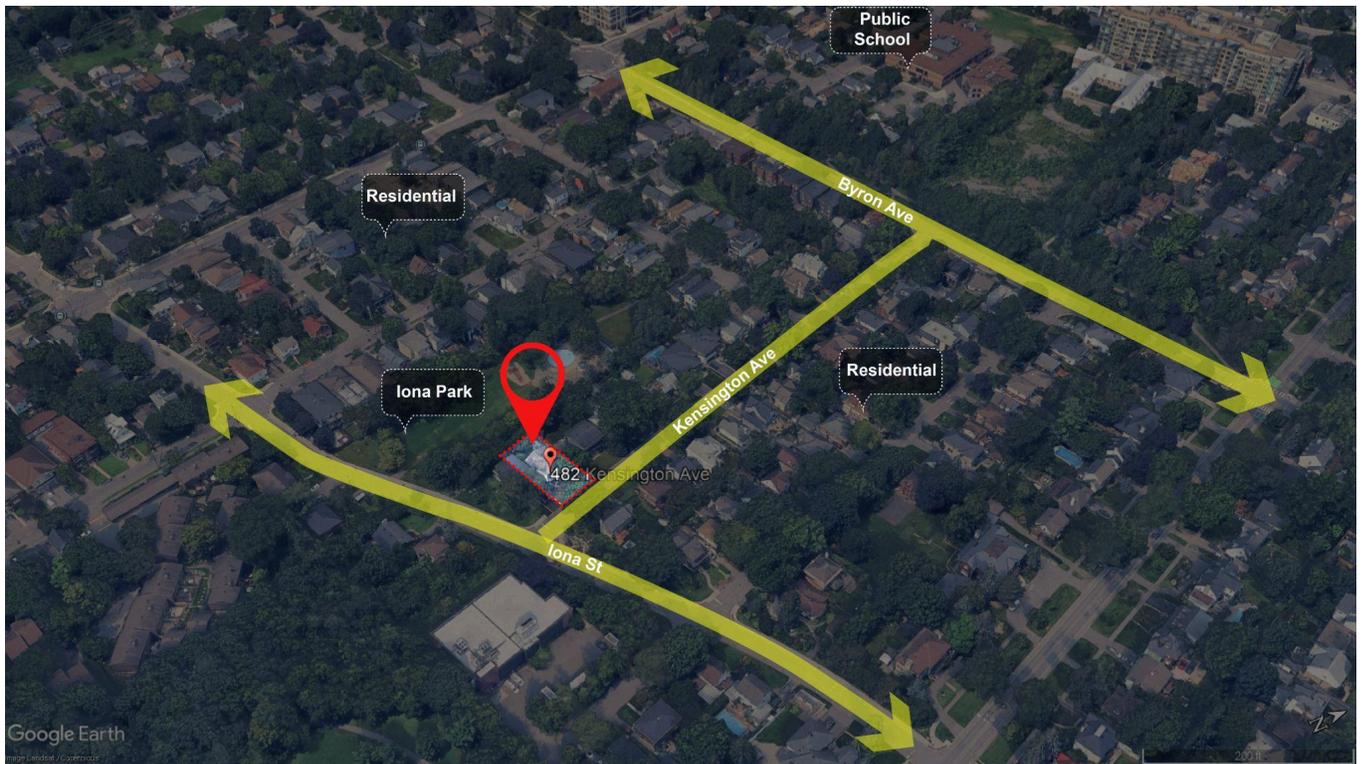


Fig.2. Aerial imagery showing the surrounding context of the subject site, Google Maps

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

- a) Front-facing attached garage. The proposed development includes a front-facing attached garage contrary to the dominant characteristics of the streetscape, whereas a front-facing garage is only permitted when it is the dominant streetscape characteristic. (Section. 140, (8), (a), Zoning By-Law 2008-250, as amended).
- b) Front-facing attached garage. The proposed development includes a front-facing attached garage contrary to the dominant characteristics of the streetscape, whereas a front-facing garage is only permitted when it is the dominant streetscape characteristic. (Section.139, (3), (c), Zoning By-Law 2008-250, as amended).

The zoning relief proposed in this application relates only to the front-facing attached garage. All other zoning provisions are met by this proposal, including the yard setbacks, lot width, lot area, building height, driveway width, soft landscaping area, and parking provisions.

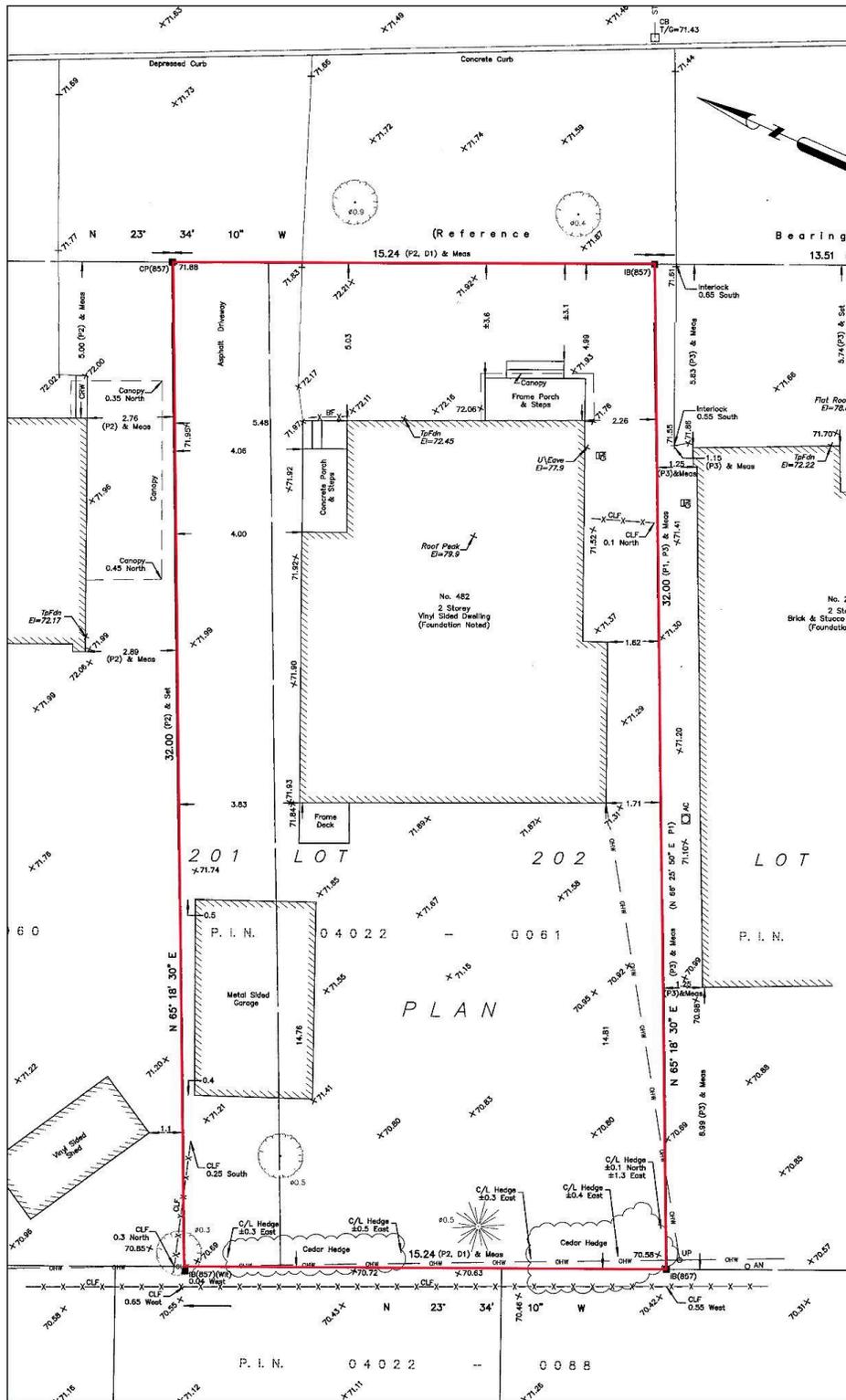


Fig.4 Survey

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

1. The variances are minor in nature.

The requested variances for the front-facing attached garage are minor in nature as they do not create any adverse impacts on the surrounding area, nor do they compromise the functionality of the proposed development.

Variance A and B request permission for a front-facing attached garage. The proposed garage is designed to integrate seamlessly with the architectural character of the dwelling and the broader streetscape. It does not project excessively beyond the front facade nor visually dominate the streetscape. The abutting property at 209 Iona features an attached front-facing garage. While front-facing garages are not the dominant characteristic of the streetscape, several properties within and adjacent to the analysis area do include them, demonstrating that such configurations are present and not unprecedented in the surrounding context. These include 480, 472, 468, 464, 485, 479, 475, and 467 Kensington Avenue, as well as 456 and 450 Kensington Avenue, which, although oriented toward side streets, also feature attached garages. Additionally, 436 Kensington Avenue, located just outside the streetscape analysis area, includes a front-facing garage (Fig. 5). This indicates a level of variety in garage placement within the neighbourhood and supports the proposal as contextually compatible with the broader area.

The proposal also includes architectural elements such as windows, front-facing entry features, and landscaping to mitigate the visual prominence of the garage.



Fig.5. Properties nearby with similar front-facing garages.

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

The subject property is a low-rise, multi-unit residential development 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*.

2.1 Building height

- The height of the building(s) should be sensitive to the height of surrounding buildings while considering the planned height for the neighborhood.

Response: The proposed development consists of a two-storey dwelling with a pitched roof, which aligns with the prevailing built form on Kensington Ave. The majority of properties along the street are also two-storey with pitched roofs, ensuring that the proposed development maintains visual harmony with the existing neighbourhood character. The height and roofline of the proposed building do not exceed what is typical for the area, preserving a consistent streetscape and ensuring compatibility with adjacent properties.

2.33 Material choice

- Design buildings to fit-in visually with surrounding buildings, especially those along the same street, by using a limited range of complementary materials.

Response: The proposed development incorporates brick and stone as primary facade materials, with some portions clad in Mac metal. Although the visual aesthetics of the dwellings on Kensington vary, these materials are commonly used in several properties along Kensington Ave, ensuring that the new dwelling integrates seamlessly with the existing architectural character of the neighbourhood.

3.23 Garage facing streets

- Where front garages are permitted, recess garages behind the front façade and make windows, projecting balconies, living space, and landscaping the dominant elements facing the public streetscape. Incorporate parking garage ramps, access stairs, refuse collection/ storage areas, and loading areas into the building.

Response: The proposed design carefully mitigates the visual impact of the front-facing attached garage by ensuring that the primary entrance and living space remain the dominant features of the streetscape. The main entrance is slightly elevated above ground level with three steps leading up to it, emphasizing its prominence. Additionally, this portion of the façade features larger windows, increased façade height, and a slight projection, effectively drawing attention away from the garage and toward the residential entryway. The garage is positioned at ground level and occupies only a small portion of the overall frontage (Fig.6). This design approach ensures that the garage does not dominate the streetscape but rather integrates subtly into the building form.



Fig.6. Front elevation.

3.27 Surface parking

- Minimize surface parking, driveways and drop off areas. Avoid locating parking between the building and public sidewalk or street (front yard areas).

Response: The proposed development includes a garage rather than surface parking, ensuring that the vehicle is screened from public view. Unlike surface parking, which can dominate the streetscape, the garage is integrated into the building design in a way that minimizes its visual presence and ensures that the garage does not become a prominent feature.

The purpose of the attached garage is to accommodate safety and security for the property owner and his family. This dwelling is being designed as the owner’s long-term residence and the garage is needed for storage as well as a secure area to enter and exit their vehicle. Additionally, the proposed attached garage and associated driveway have been designed specifically to retain the large mature tree in the front yard For these reasons, the variance is appropriate for the development and use of the land.

3. The variances maintain the intent of the Official Plan.

The subject property is within the Inner Urban Transect and is designated as a Neighbourhood, as per Schedule B2 of the Official Plan (2022). The following section features applicable excerpts from the Official Plan and how they are addressed by the proposal:

4.1.4 Support the shift towards sustainable modes of transportation

- 10) Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
 - a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
 - b) Including other uses along the street, at grade, to support pedestrian movement;
 - c) Providing landscaping, art, murals or decorative street treatments;
 - d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate.
 - e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

Response: While the proposed development only features one private attached garage and not a parking garage, the proposal aligns with this policy by ensuring that the garage and driveway design support a pedestrian-friendly streetscape while minimizing disruptions to the public realm. The 3-meter-wide driveway is designed to reduce interruptions to pedestrian movement, maintaining a continuous and safe streetscape. The garage is set back from the front edge of the porch in accordance with the minimum zoning requirements and occupies a small portion of the frontage, while the main entrance, large windows, and a slight façade projection ensure the residential character remains the dominant feature. Additionally, architectural elements and soft landscaping further integrate the garage into the streetscape, preventing it from becoming a visually prominent element. Through these strategies, the proposal upholds the Official Plan's intent by balancing functional vehicle access with a well-designed and pedestrian-oriented public realm.

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

- 3) Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing 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: The garage and driveway are integrated into the building design, reducing their visibility and limiting interruptions along the roadway. The proposal avoids surface

parking, ensuring that the vehicle is automatically screened from public view. Additionally, the site layout maintains soft landscaping in the front yard, contributing to the streetscape’s visual appeal and reinforcing a pedestrian-friendly environment.

Table 6, Urban General Characteristics of Urban Built Form and Suburban Built Form and Site Design

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas

Table 6- General Characteristics of Urban Built Form and Suburban Built Form and Site Design, Ottawa Official Plan

Response: The design features a shallow front yard setback of 3.05 metres, which is consistent with the goal of creating a stronger relationship between the built form and the public realm. The principal entrance is accessed directly from the front yard via a short flight of three steps and is clearly articulated in the facade design, making it a dominant visual feature in comparison to the recessed (from the edge of the porch), lower-height garage entrance. The proposed two-storey dwelling aligns with the policy direction for a minimum of two functional storeys. Additionally, the front yard includes a mature tree that will be retained, contributing to the streetscape and helping to visually buffer the garage, thereby reducing its prominence and enhancing the overall landscape quality. The front yard also accommodates a balance of soft landscaping and hard

surfacing, in line with the Official Plan's expectations for small areas of formal landscape.

5.2.1 Enhance or establish an urban pattern of built form, site design and mix of uses

- 5) The Inner Urban area is planned for mid- to high-density, urban development forms where either no on-site parking is provided or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway.

Response: The proposed development aligns with the planned urban pattern of the Inner Urban area by incorporating parking within the building rather than relying on surface or street parking. While maintaining compatibility with the existing neighbourhood, where detached dwellings are the predominant form, the design ensures that the garage is set back from the front edge of the porch, seamlessly integrated into the facade, and visually screened by the existing large mature tree in the front yard, minimizing its visual impact on the streetscape. Additionally, the single driveway access is carefully positioned to limit disruptions to pedestrian movement, preserving the continuity of the public realm.

5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect

- 2) The transportation network for the Inner Urban Transect shall:
 - a) Prioritize walking cycling and transit; and
 - b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

Response: The single driveway access is designed to minimise impacts and the garage is set back from the the front edge of the porch and screened by existing mature vegetation, ensuring that the streetscape remains active and engaging. By maintaining soft landscaping and an appropriately scaled façade, the development supports a balanced transportation network where vehicular access does not detract from the safety and functionality of the pedestrian environment.

Therefore, the proposal is consistent with the relevant policies in the Official Plan regarding parking, urban design, and the Inner Urban transect.

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

Purpose of the Zone The purpose of the R1- Residential First Density Zone is to:

- (1) restrict the building form to **detached dwellings** in areas designated as General Urban Area in the Official Plan;
- (2) allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;
- (3) permit 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 detached 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 intent of the front-facing attached garage provisions is to ensure that streetscapes in established neighbourhoods maintain a consistent and pedestrian-friendly character by minimizing the visual prominence of garages and driveways, reducing vehicle-oriented design, and prioritizing active frontages that contribute to a vibrant public realm.

The proposed dwelling maintains a detached residential form consistent with the intent of the R1 zoning designation. The garage is integrated into the overall design of the house in a way that does not dominate the streetscape. The facade incorporates elements such as windows, entry features, and landscaping to reduce the perceived scale of the garage and maintain a balanced streetscape. The abutting property to the south also features a front-facing attached garage. Also, 9 of the 11 properties included in the SCA feature front-facing attached garages. This development pattern makes a front-facing garage a practical and functional solution, ensuring that it does not introduce an incongruous element to the neighbourhood. The proposed design optimizes the use of the property while still maintaining mature vegetation and complying with all other zoning provisions, including setbacks, height, and landscaping requirements.

Moreover, Draft 1 and Draft 2 of the new Zoning By-Law have proposed to remove the provisions related to Streetscape Character Analyses. Meaning it is anticipated that under the new Zoning By-Law, developments that feature attached garages will no longer have to rely on existing attached front-facing garages or carports to obtain approval. Under the expected new Zoning By-Law, this development would be zoning compliant.

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;
- Site Plan showing the entirety of the proposed site;
- Elevations from all four sides;
- Application fees;
- Survey plan of the entire property;
- Tree Information Report.

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



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

P-Squared Concepts Inc.

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

Jasmine Paoloni, Planner
B.A.S, LEED® Green Associate™

P-Squared Concepts Inc.

A handwritten signature in black ink that reads 'Yasaman Bahadori'.

Yasaman Bahadori, Junior Planner
B.Sc, M.A, MPlan