

April 14, 2026

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

**RE: Application for Consent (Severance)
31 Julian Avenue, Ottawa**

Committee of Adjustment
Received | Reçu le

2026-04-14

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by the owners to submit a Consent (Severance) application on their behalf for the property known municipally as 31 Julian Avenue in the City of Ottawa ("the subject property").

The purpose of the Consent application is to facilitate the severance of the subject property to create two (2) separate lots, each containing one half of the existing semi-detached dwelling. This will enable each unit to function as an independent parcel for separate ownership and conveyance. The semi-detached building has received the applicable building permit approvals and is currently under construction; nearing completion. The proposed severance represents the final step in formalizing the development.

As part of the application package a copy of the following materials is included:

- / A cover letter explaining the nature of the application;
- / Consent application form;
- / Parcel Abstract;
- / Site Plan & Elevations
- / Draft Reference Plan (R-Plan); and
- / Tree Information Report & Tree Planting Plan.

I trust that this constitutes a complete submission. Should you have any questions, please do not hesitate to contact the undersigned at henderson@fotenn.com.

Sincerely,



Gillian Henderson, M.USP
Planner



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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by the owner to prepare this cover letter in support of a Consent (Severance) application for the property known municipally as 31 Julian Avenue in the City of Ottawa (“the subject property”). The purpose of the Consent application is to sever the subject property into two (2) lots, each containing one half of the semi-detached dwelling, to permit separate ownership.

1.1 Application Overview

The intent of this Cover Letter is to assess the proposed Consent against the applicable policy and regulatory framework and to demonstrate how the proposed Consent (Severance) is appropriate and constitutes good planning for the subject property.

The purpose of the Consent application is to sever the subject property into two (2) separate lots, each containing one half of the existing semi-detached dwelling, to allow for independent ownership and conveyance. The building is currently under construction and nearing completion, and the proposed severance represents the final step in the development process.

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property is municipally addressed as 31 Julian Avenue and is located in the Island Park – Wellington Village neighbourhood within the City of Ottawa. The site is regular and rectangular in shape, with a frontage of 15.24 metres on Julian Avenue, a depth of 31.70 metres, and a total area of approximately 482.95 square metres. Julian Avenue is a north-south, dead-end street with sidewalks on both sides. Overhead hydro lines run along the east side of the street, adjacent to the subject property.

The site has historically been used for residential purposes and was previously occupied by a single detached dwelling.

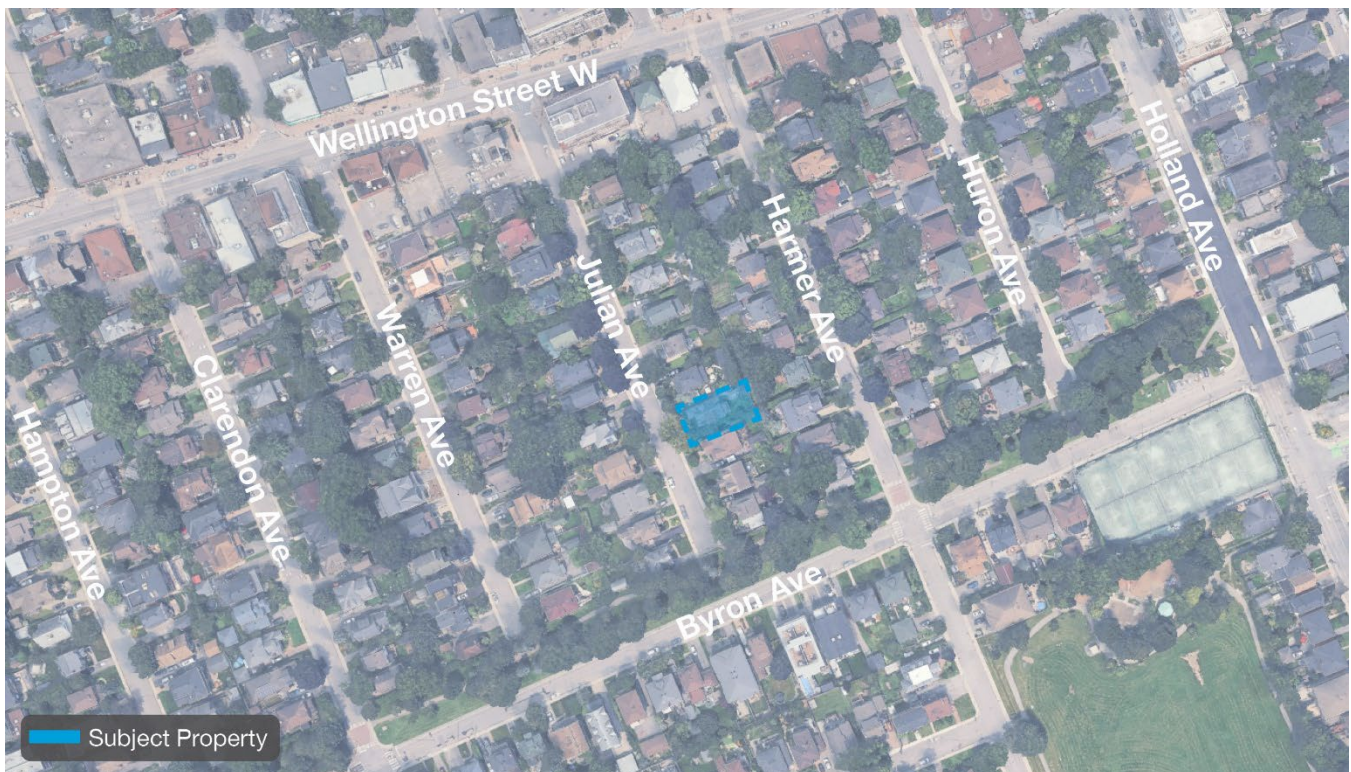


Figure 1: Aerial view showing site context and boundary (dashed blue line)



Figure 2: Photograph of the site looking east

2.2 Surrounding Context

The subject property is located in an area characterised by a diversity and range of low-rise residential buildings within the neighbourhood and mid-rise built forms along nearby Mainstreets. Surrounding land uses include:

North: The lands immediately north of the subject property are occupied by single-detached residential buildings. Further north, Wellington Street West is characterized by a mix of mid-rise apartment buildings and low-rise retail and office spaces.

East: The lands immediately east of the subject property are occupied by single-detached residential buildings. Further east is a continuation of the low-rise residential neighbourhood, comprised of primarily single-detached and semi-detached dwellings, followed by Holland Avenue which is characterized by a wider range of residential typologies including semi-detached, low- and mid-rise apartment buildings, and low-rise commercial and office buildings.

South: The lands immediately south of the subject property are occupied by single-detached dwellings. Julian Avenue terminates in a dead-end, beyond which a multi-use pathway (MUP) runs parallel to Byron Avenue, followed by the Byron Avenue ROW and a continuation of the surrounding low-rise residential neighbourhood, predominantly consisting of single-detached and semi-detached dwellings.

West: The lands immediately west of the subject property are occupied by the Julian Avenue ROW, beyond which are single-detached dwellings lining the west side of the street, followed by a continuation of the surrounding low-rise residential neighbourhood, predominantly consisting of single-detached and semi-detached dwellings.

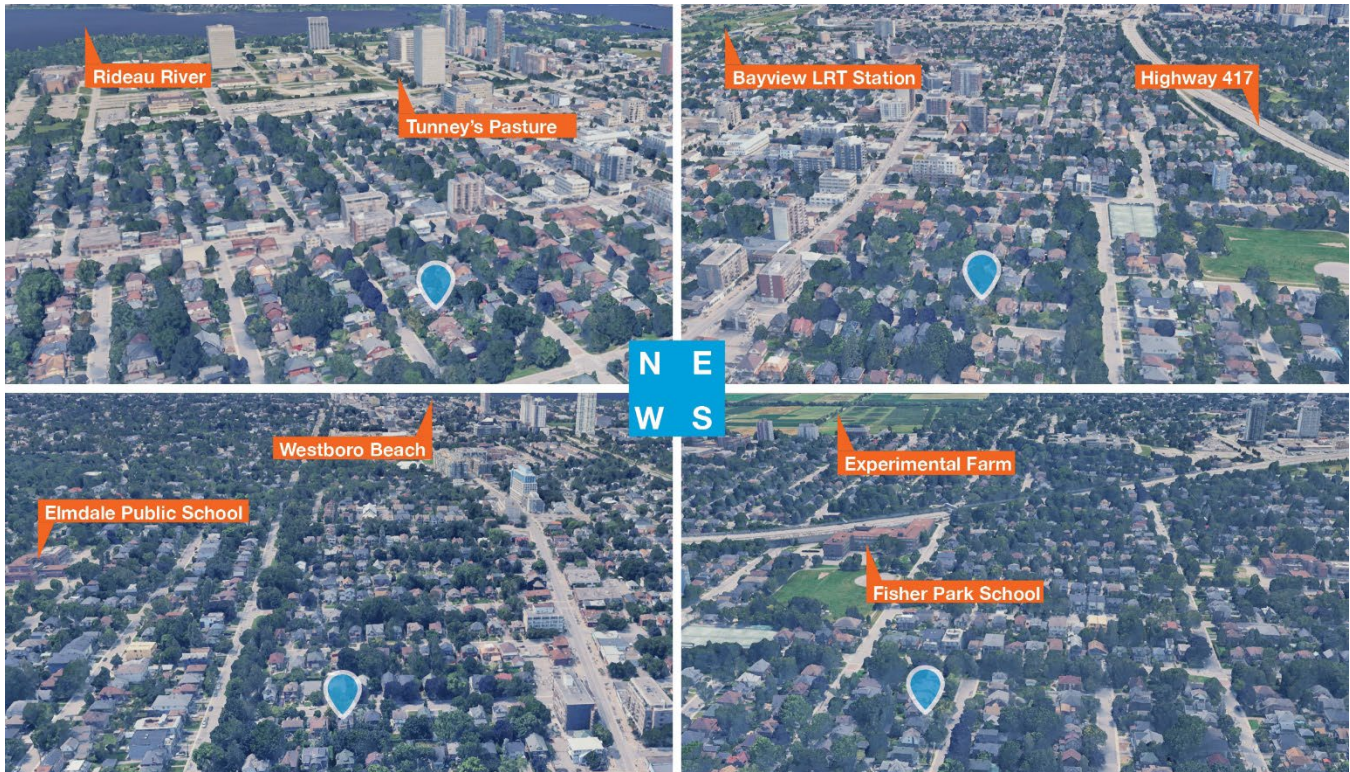


Figure 3: Aerial views of the subject site and surrounding area

2.2.1 Community Amenities

The Island Park – Wellington Village neighbourhood has excellent access to amenities and services which are critical to the development of a complete community. The City of Ottawa has conducted 15-minute neighbourhood mapping, to assess the service and amenity access for residential parcels across the urban area of the City of Ottawa. The subject property is scored 9 out of 10. Overall, the Island Park – Wellington Village neighbourhood has an excellent rating, with the subject property's rating being average for the area, reflecting the following amenities within a 15-minute walk:

- / One (1) LRT station;
- / Sixty-eight (68) bus stops;
- / One (1) grocery store;
- / Seventy-one (71) retail stores;
- / Five (5) parks;
- / Ten (10) childcare facilities;
- / Twenty-one (21) health services;
- / Four (4) elementary and/or secondary schools; and
- / Two (2) indoor community centres, recreation facilities, and/or libraries.

This range of amenities would support and be supported by increased residential densities.

2.3 Road Network

The subject property fronts onto Julian Avenue, which is classified as a Local Road in Schedule C4 of the City of Ottawa Official Plan (Figure 4). Approximately 140 metres to the north is Wellington Street West, an Arterial Road, approximately 200 metres to the east in Holland Avenue, a Major Collector Road, and approximately 60 metres to the south is Byron Avenue, a Collector Road. Highway 417 can be accessed via east- and west-bound ramps at Parkdale Avenue, approximately 500 metres southeast of the subject property.

Arterial Roads are major roads of the City that carry large volumes of traffic over long distances and function as key public infrastructure corridors within urban communities. Major Collector Roads connect communities and distribute traffic between the arterial and local road network, while Collector Roads serve to distribute traffic within neighbourhoods and provide connections to the broader road system.

This location supports efficient vehicular circulation and strong regional and local accessibility.



Figure 4: Urban road network - Schedule C4 of the City of Ottawa Official Plan

2.4 Transit Network

The subject property is well served by the existing and planned public transit network of the surrounding area. It is located within 950 metres walking distance of Tunney's Pasture Light-Rail Transit (LRT) and Bus-Rapid Transit (BRT). Wellington Street West and Holland Avenue are also identified as Transit Priority Corridors.

The following bus routes offer service within a short walking distance of the subject property:

- / **Frequent Rapid Bus Routes:** Routes 11 (Waller ⇌ Bayshore) and 80 (Tunney's Pasture ⇌ Barrhaven Centre) offer service approximately every 15 to 20 minutes. Both routes connect to the LRT Confederation Line 1 at Tunney's

Pasture, while bus route 11 also connects to LRT Trillium Line 2 at Bayview Station. These numerous bus and LRT connections provide convenient multimodal transportation options.

- / **Local Bus Routes:** 51 (Tunney's Pasture ⇌ Britannia), 53 Tunney's Pasture ⇌ Baseline), 86 (Antares / Colonnade ⇌ Tunney's Pasture) also provide service through the surrounding area. While these operate at lower frequencies, they provide valuable service and enhance overall connectivity and coverage within the public transit network.

Significant transit expansions are underway as part of the City of Ottawa's Stage 2 LRT project, which will add 44 kilometres of rail and 24 new stations to the existing network. Line 1 will be extended east to Trim Road in Orléans and west to Algonquin College, connecting to a newly created Line 3 to Moodie Drive. These expansions are expected to be completed by 2027 with Stage 3 to follow, extending Line 3 westward to Kanata and Line 1 south to Barrhaven.

This location is supported by existing and planned public transit improvements and, in return, the transit system would be supported by increased density in this area.



Figure 5: Transit Network - Schedule C2 of the City of Ottawa Official Plan

2.5 Active Transportation Network

The subject property benefits from convenient access and connectivity to the local active transportation network (Figure 6).

Byron Avenue includes an east-west multi-use pathway (MUP) and a designated cycle track, which connects to the broader cycling network along Richmond Road. Island Park Drive has bike lanes along both sides, which connects to the NCC's extensive multi-use pathway (MUP) network, offering convenient and continuous cycling infrastructure across the city.

The City's Transportation Master Plan envisions improvements in this area, including planned Cross-Town Bikeways, which will enhance cycling connectivity and contribute to a more cohesive and robust active transportation network.

Taken together, these elements form an increasingly well-connected active transportation system.



Figure 6: Active transportation network surrounding the subject properties, Transportation Master Plan – Map 1, Cycling Network

3.0 Proposed Development

The proposed development contemplates the severance of the subject property into two (2) equal parcels, divided along the centre line of the lot in alignment with the shared wall of the semi-detached dwelling currently under construction and nearing completion.

Each resulting parcel will contain one half of the semi-detached dwelling, enabling independent ownership and conveyance. The proposed severance represents the final step in formalizing the development.

No additional construction is proposed as part of this application.



Figure 7: Elevations on the existing building, currently under construction

3.1.1 Proposed Severance

The purpose of the Consent application is to sever Part 1 and Part 2 on the Draft Reference Plan to create two (2) separate parcels of land as detailed below (Figure 8).

Consent Application	Retained	Severed
Part on Draft R-Plan	Part 1	Part 2
Area (m ²)	241 m ²	241 m ²
Frontage (m)	7.625 m	7.625 m

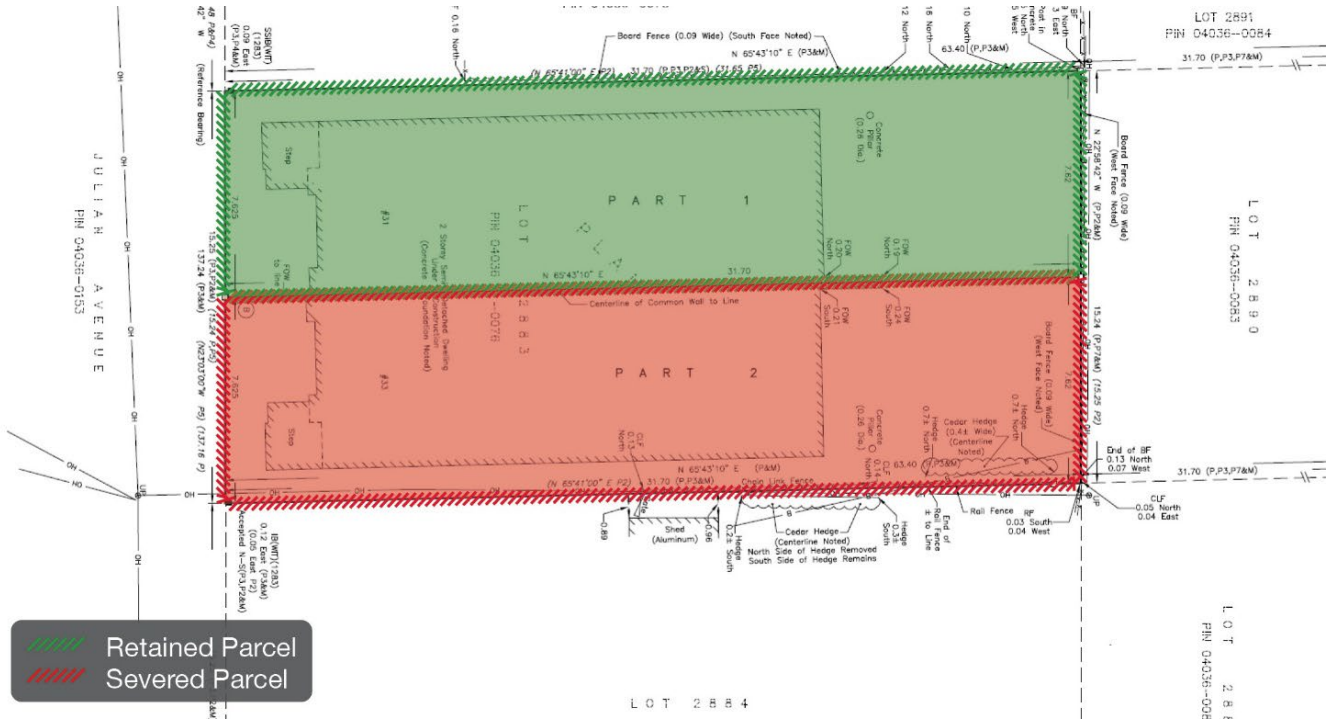


Figure 8: Proposed Consent application shown on Draft R-Plan: Retained parcel (green) and severed parcel (red)

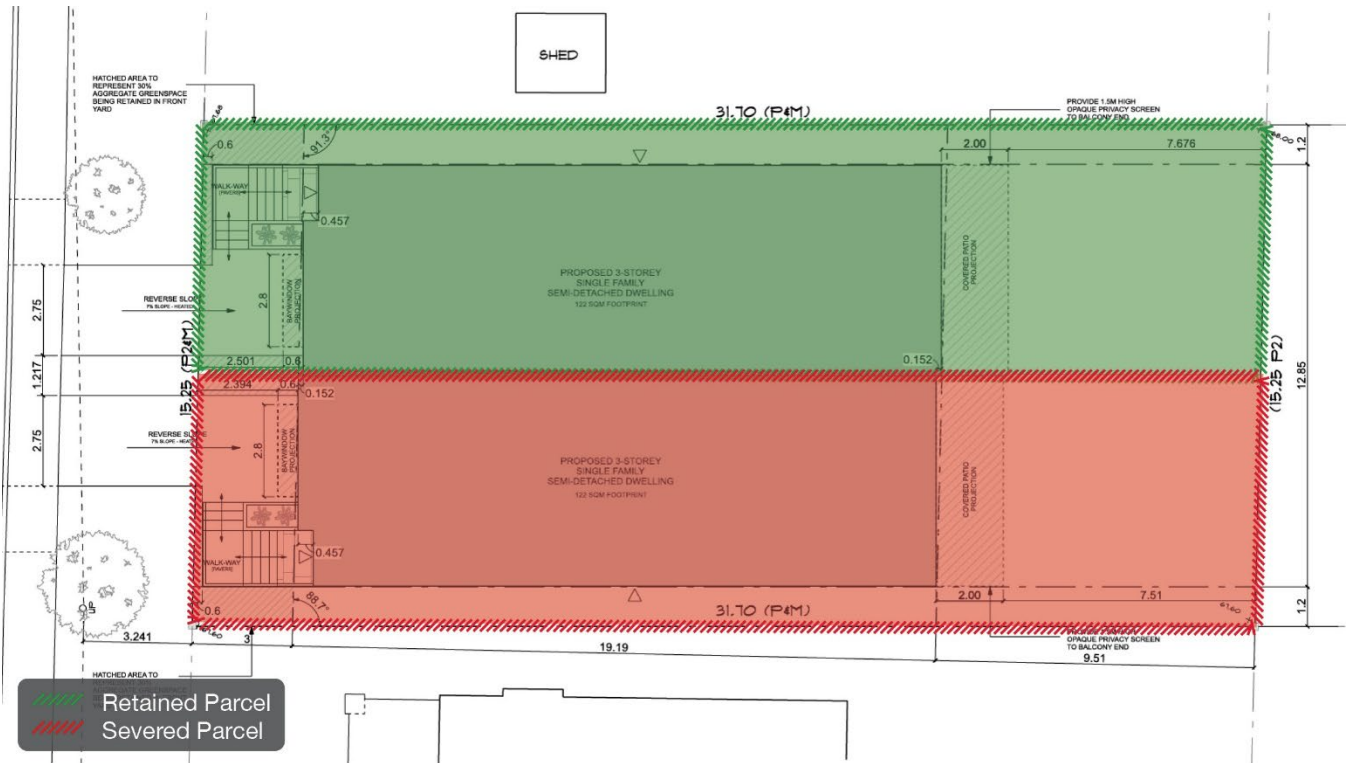


Figure 9: Proposed Consent application shown on the Site Plan: Retained parcel (green) and severed parcel (red)

4.0 Policy and Regulatory Context

4.1 Planning Act

4.1.1 Legislative Authority

Section 53(1) of the Ontario Planning Act pertains to Consents and Plans of Subdivision. It states that an owner:

“may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this subsection, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality.”

Section 53(12) of the Planning Act notes that when determining if a consent is to be given, a council or the Minister:

“shall have regard to the matters under subsection 51(24) and has the same powers as the approval authority has under subsection 51(25) with respect to the approval of a plan of subdivision and subsections 51(26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent”.

4.1.2 Consent Criteria

Section 51(24) of the Planning Act sets forth the criteria for considering Plans of Subdivision with regards to the “health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.” A response to each of the criteria from Section 51(24) is provided below.

“In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,”

- a) **The effect of development of the proposed subdivision on matters of provincial interest;**
The proposed Consent conforms to the goals and policies of provincial interest and complies with the necessary policies of the Official Plan, as will be discussed in further detail within this cover letter.
- b) **Whether the proposed subdivision is premature or in the public interest;**
The proposed Consent would facilitate the creation of two (2) lots. Both the severed and retained lots would continue to retain the existing low-rise, semi-detached residential dwelling that is under construction, and nearing completion. The modest increase in density, from a single-detached to a semi-detached dwelling, represents appropriate intensification that makes efficient use of existing land, available servicing capacity, and planned transit infrastructure, consistent with the objectives of the Official Plan.
- c) **Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;**
The proposed Consent conforms to the policies of the City of Ottawa Official Plan as it advances the area’s evolution toward a denser, more vibrant urban environment via modest intensification in close proximity to public transit, local services, and amenities.
- d) **The suitability of the land for the purposes for which it is to be subdivided;**
The proposed Consent will result in two (2) lots that comply with all applicable incoming and outgoing Zoning By-law provisions. Each lot will have adequate frontage on Julian Avenue and direct access via a private driveway. The severance is appropriate and necessary to implement the intended development, enabling the two (2) dwellings to be independently and separately conveyed.

- e) **If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;**
This application is not considering any affordable housing on the subject property.
- f) **The number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;**
The subject property can be accessed from Julian Avenue, which is classified as a Local Road in Schedule C4 – *Urban Network* in the City of Ottawa’s Official Plan (2022). Each lot will have adequate frontage on Julian Avenue and direct access via a private driveway. As such, the proposed Consent provides adequate road access to both the retained and severed lands.
- f) **The dimensions and shapes of the proposed lots;**
The subject property is a typical lot within the area, characterized by a regular rectangular shape. The proposed Consent will create two (2) equally sized parcels, each maintaining a regular configuration. The severance effectively divides the existing lot into two narrower lots of equal area. While the immediate surrounding lot fabric generally reflects the size and shape of the parent parcel, there are numerous nearby examples of similar severances to accommodate semi-detached dwellings (Figure 10). As such, the proposal is consistent with the existing and evolving lot fabric in the area.
- g) **The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structure proposed to be erected on it and the restrictions, if any, on adjoining land;**
The subject property is not subject to any easements or restrictive covenants that would restrict the proposed severance.
- h) **Conservation of natural resources and flood control;**
No additional construction is proposed as part of this application; therefore, there will be no impact on trees or other natural features. In addition, the subject lands are not located within a floodplain or flood control area.
- i) **The adequacy of utilities and municipal services;**
The subject property is municipally serviced and is not anticipated to place undue strain on the existing servicing capacity for the area.
- j) **The adequacy of school sites;**
The subject property is located within one (1) kilometre of five (5) public schools, capable of serving elementary through high school students.
- k) **The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;**
No lands are proposed to be dedicated for public uses.
- l) **The extent to which the plan’s design optimizes the available supply, means of supplying, efficient use and conservation of energy;**
The building currently under construction on the subject property was required to meet the energy usage directives outlined in Provincial legislation and the Ontario Building Code in order to receive a building permit.
- m) **The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land;**

The scale of development proposed on the subject property does not meet the threshold to require a Plan of Subdivision as it only seeks the creation of one (1) new lot. The proposed development does not meet the threshold for Site Plan Control.

As outlined above, the proposed Consent meets Section 51(24) of the Planning Act and satisfies the criteria for considering Plans of Subdivision.

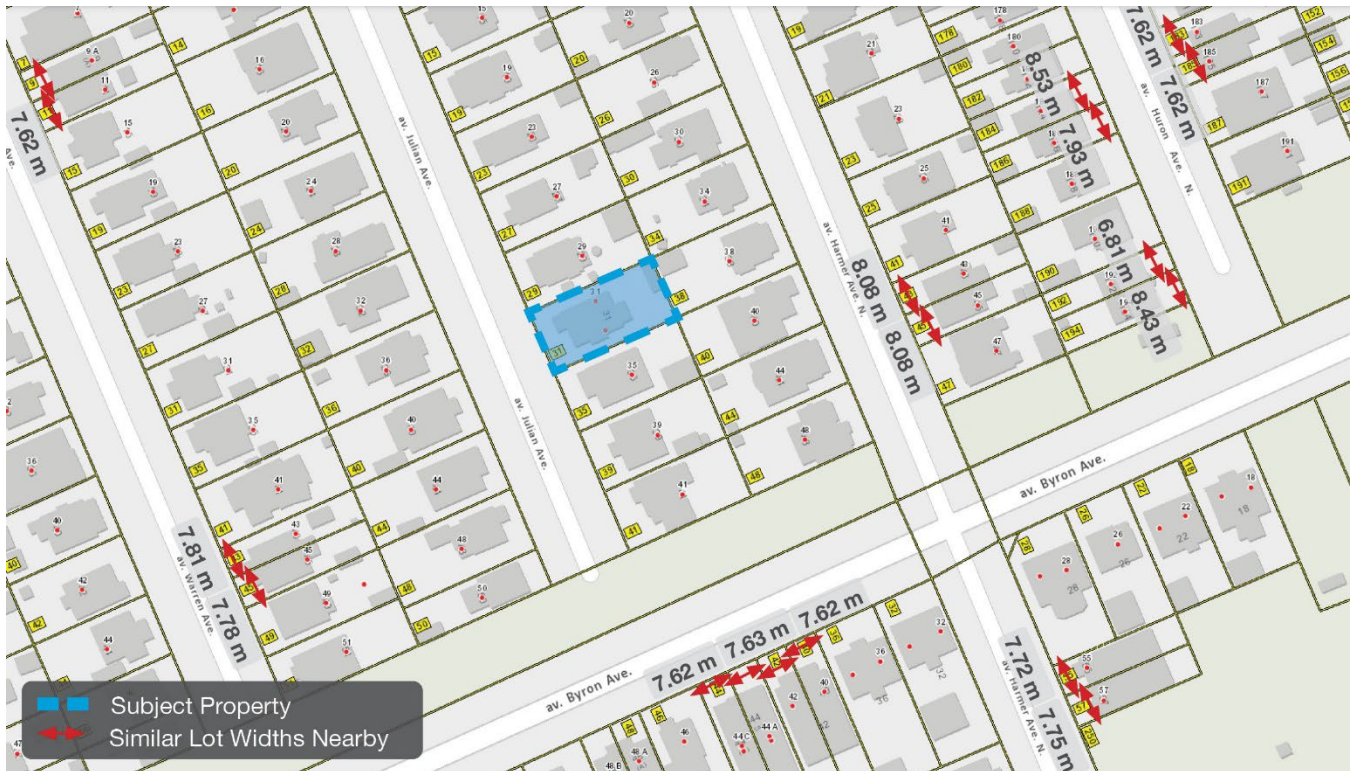


Figure 10: Aerial image of the subject property and surrounding area, highlighting parcels with similar lot widths in the immediate context (Source: GeoOttawa, annotated by Fotenn Planning + Design)

4.2 Provincial Planning Statement (2024)

The Province of Ontario enacted a new Provincial Planning Statement (PPS) on October 20th, 2024, which represents the consolidation of the previous PPS (2020) and the *Growth Plan* (2019) into a single comprehensive policy document. Included as part of the consolidation are several updates to the previous sets of policies, with a specific emphasis on growth targets and urban boundary expansion related to the provision of greater opportunities for housing across the province. All municipal development policies, documents and decisions must be consistent with the PPS, read in full, as of the date of enactment. Policies that support the development and intensification of the subject property include:

- / 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 childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs.
- / 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:

- 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.
- / 2.3.1.1: Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- / 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; and,
 - 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.
- / 2.3.1.6: Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.
- / 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;
 - c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit [...].
- / 2.4.3.1: Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

The proposed Consent application is consistent with the Provincial Planning Statement (2024) by supporting its direction in addressing efficient development and land use patterns on land with existing municipal services and in proximity to existing and planned public transit.

The Consent application seeks to sever the existing property into two (2) separate lots for residential purposes, with adequate site area to support compatible development within the context of the surrounding neighbourhood. The proposed development is aligned with the policies of the PPS in that the application provides the opportunity for modest intensification within the serviced, urban area, contributing to the ongoing evolution and creation a complete community.

4.3 City of Ottawa Official Plan (2022)

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

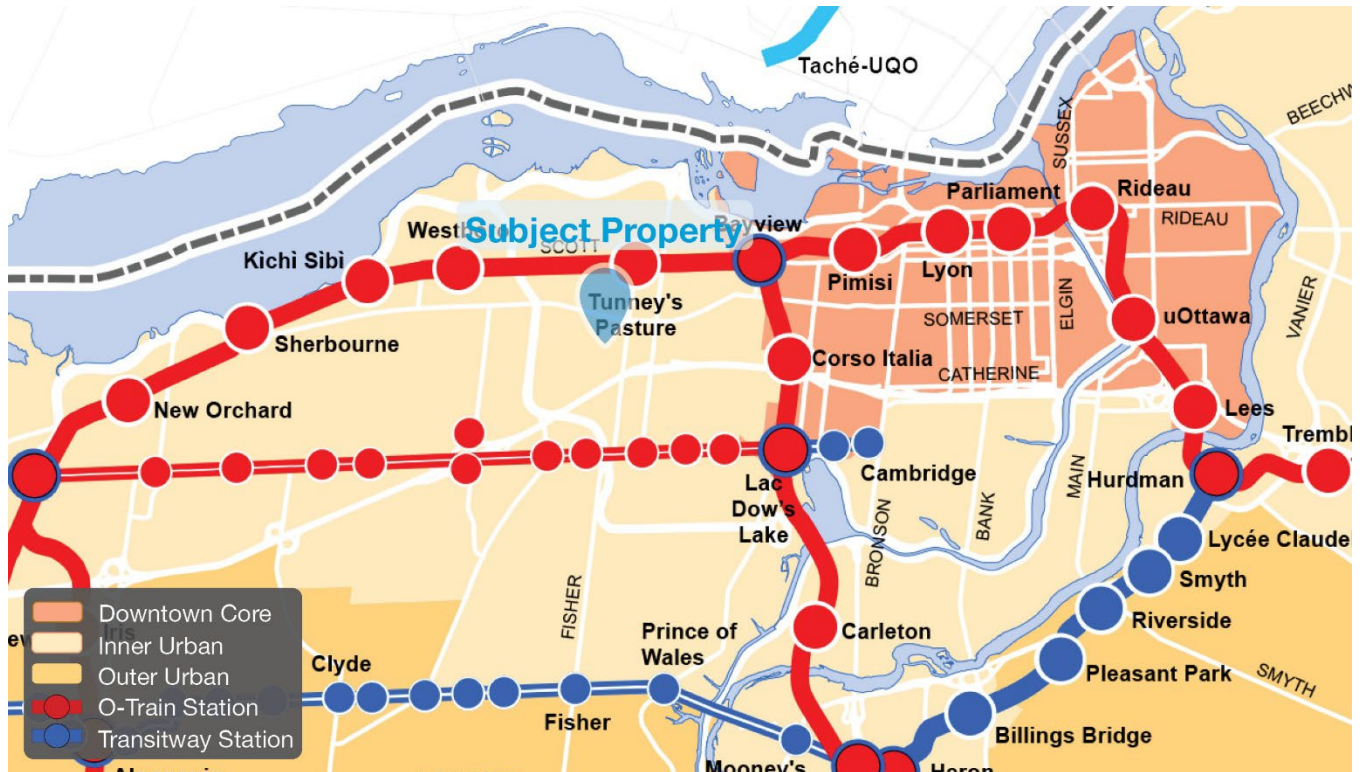


Figure 11: Schedule A - Transect Policy Areas

Schedule A of the Official Plan divides the City into six (6) 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).

4.3.1 Inner Urban Transect

The subject property is located in the “**Inner Urban Transect**” of the Official Plan and is designated **Neighbourhood** with the **Evolving Neighbourhood Overlay**, as shown on Schedule B2 – Inner Urban Transect of the Official Plan (Figure 12).

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. It is intended to evolve into a walkable, mixed-use area that supports intensification and increased residential density, particularly near transit, while considering height limits and infrastructure capacity.

Applicable Policies include:

5.2.2 Policy 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.

The proposed development prioritizes walking, cycling and transit use by providing principal entrances that front the public street, while accommodating limited vehicular parking, internal to the building, accessed via private driveways.



Figure 12: Schedule B2 - Inner Urban Transect

5.2.2 Policy 3: Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- 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 Cityowned 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 limited parking that will be located internal to the building, hidden from the public realm and accessed via private driveways that minimizes the impact on the public realm. Julian Avenue is a low-traffic, short dead-end residential street. The proposed Consent, including limited parking and the addition of one driveway compared to the previous condition, is not expected to negatively impact the public realm or materially increase traffic in the area.

5.2.4 Policy 1: Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework [...]. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements [...], as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;
- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way rather than unit count or lot configuration; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

The proposed low-rise development allows for gentle low-rise intensification within a short walking distance of a Mainstreet Corridor (Wellington Street West), while respecting the character along Julian Avenue.

4.3.2 Neighbourhood Designation

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

Applicable Policies include:

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

- a) Generally, a full range of Low-rise housing options [...];
- b) Housing options with the predominant new building form being missing middle housing [...];

6.3.1 Policy 5: The Zoning By-law will distribute permitted densities in the Neighbourhood by:

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

The proposed development conforms to the built form policies of the Neighbourhood designation by introducing a compatible low-rise residential form in the form of semi-detached dwellings that meet applicable height requirements and represent an important Missing Middle typology.

4.3.3 Evolving Neighbourhood Overlay

The subject property falls within the Evolving Neighborhood Overlay as outlined on Schedule B2 of the Official Plan. The Evolving Neighbourhood Overlay is applied to area of the Neighbourhood designation in close proximity to Hubs and

Corridors that are intended to gradually evolve through intensification to a more urban built form. The overlay promotes compatible infill development, allowing for increased density and diverse building types that enhance the urban fabric.

Applicable Policies include:

5.6.1 Policy 1: 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:

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

The proposed development conforms to the policies of the Evolving Neighbourhood Overlay by supporting the City's Growth Management Framework. It facilitates the gradual evolution of the area through the creation of one (1) additional lot of appropriate size, with adequate servicing and access, in proximity to transit, and represents gentle intensification near the Mainstreet Corridor.

4.3.4 Urban Design

Section 4.6 of the Official Plan outlines the specific policies guiding the design and relationship between developments across the City, specifically emphasizing adequate transitions, complementary built forms, and existing neighbourhood design characteristics. Policies applicable to this proposal include:

4.6.5 Policy 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.

4.6.6 Policy 6: Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The proposed development supports the City's Urban Design policies through minimal internalized parking, soft landscaping, at-grade entrances, while integrating architecturally with the surrounding context.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Third Density, Subzone I, (denoted as R3I) in the City of Ottawa's Comprehensive Zoning By-law (2008-250) (Figure 13). The Mature Neighbourhood Overlay is also applicable to this property.

The purpose of the R3 - Residential Third Density Zone is to:

- / allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / allow ancillary uses to the principal residential use to allow residents to work at home;

- / 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
- / 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.



Figure 13: Existing Zoning of subject property and surrounding area (Source: GeoOttawa annotated by Fotenn Planning + Design)

The table below outlines the Zoning performance standards applicable for the proposed Consent:

R3I Provision	Requirement	Proposed – Severed	Proposed–Retained	Compliant?
Minimum Lot Area <i>Section 160, Table 160</i>	225 m ²	241 m ²	241 m ²	Yes
Minimum Lot Width <i>Section 160, Table 160</i>	7.5 m	7.625 m	7.625 m	Yes

The table below outlines the Zoning performance standards applicable to the ultimate proposed development:

R3I Provision	Requirement	Proposed – Severed	Proposed–Retained	Compliant?
Permitted Uses <i>Section 159</i>	semi-detached dwelling [...]	semi-detached dwelling	semi-detached dwelling	Yes
Maximum Building Height <i>Section 160, Table 160</i>	10 m, where a building has a peaked roof having a slope of 1 in 3	10.8 m	10.8 m	Yes

R3I Provision	Requirement	Proposed – Severed	Proposed–Retained	Compliant?
	(4/12 pitch) or steeper, the maximum building height is 11 metres.			
Minimum Front Yard Setback <i>Section 160, Table 160</i>	3 m; and must align with the average of the abutting lots' corresponding yard setback abutting the street. However, need not exceed 3 m and in no case may be less than 1.5 m.	3 m	3 m	Yes
Minimum Rear Yard Setback <i>Section 160, Table 160, Section 144</i>	25% of the lot area (60.25 m ²); and 30% of the lot depth (9.51 m)	>60 m ² ; 9.51 m	>60 m ² ; 9.51 m	Yes
Minimum Interior Side Yard Setback <i>Section 160, Table 160</i>	1.2 m	1.2 m	1.2 m	Yes
Minimum Required Aggregated Soft Landscaping <i>Section 139</i>	35%	>35%	>35%	Yes
Maximum Width of an Individual Single Driveway <i>Section 139(3)</i>	2.75 m, no double-wide driveway is permitted.	2.75 m	2.75 m	Yes
Front-facing Garages <i>Section 139</i>	Entrance to the garage must be set back at least 0.6m than either the principal entrance or front porch	setback 1.7 m from front porch	setback 1.7 m from front porch	Yes
Permitted Projections Into Yards <i>Section 65</i>	Eaves, eave-troughs and gutters: 1 m, but not closer than 0.3 m to a lot line Covered or uncovered balcony, porch, etc.: 2 metres, but no closer than 1 metre from any lot line. Bay window where window faces a lot line: 1 m, but not closer than 1.2 m from a lot line	Eaves project 0.45 m, 0.75 m from lot line Rear yard covered patio project 2 m, 7.67 m from lot line Bay window projects 0.6 m, 2.5 m from lot line	Eaves project 0.45 m, 0.75 m from lot line Rear yard covered patio project 2 m, 7.67 m from lot line Bay window projects 0.6 m, 2.5 m from lot line	Yes
Minimum Parking <i>Section 101, Area X</i>	No off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units	1 space	1 space	Yes

The proposed Consent application complies with all zoning performance standards of the R3I zone, including minimum lot area and width. As such, the proposal complies to the City of Ottawa Zoning By-law (2008-250).

4.5 City of Ottawa Comprehensive Zoning By-law (2026-50)

The subject property is zoned, Neighbourhood Four, Subzone B, Maximum Height 11 metres (denoted as N4B H(11)) in the City of Ottawa's Comprehensive Zoning By-law (2026-50) (Figure 14).



Figure 14: New Zoning of subject property and surrounding area (Source: GeoOttawa annotated by Fotenn Planning + Design)

The purpose of the Neighbourhood Zones is to:

- / Permit a full range of housing options and associated residential uses as contemplated within the Neighbourhoods designation of the Official Plan, and establish standards focused on regulating their built form and function;
- / Regulate density and maximum building height using the primary Neighbourhood Zones, with the N5 and N6 Zones denoting mid- and high-rise respectively;
- / Regulate elements of residential character, such as lot width and yard setbacks, using the N-subzones (A-F), with subzone A representing the most urban character and subzone F representing the most suburban character as defined in Table 6 of the Official Plan. These standards apply to all primary Neighbourhood Zones; and
- / The mid- and high-rise zones (N5 and N6) also conditionally permit non-residential uses, so as to permit a range of services in proximity to permitted high-density residential areas to implement the 15-minute neighbourhood policies of the Official Plan.

The table below outlines the Zoning performance standards applicable for the proposed Consent:

N4B H(11) Provision	Requirement	Proposed – Severed	Proposed – Retained	Compliant?
Minimum Lot Area <i>Section 801</i>	N/A	241 m ²	241 m ²	Yes
Minimum Lot Width <i>Section 801</i>	7.5 m	7.625 m	7.625 m	Yes

The table below outlines the Zoning performance standards applicable to the ultimate proposed development:

N4B H(11) Provision	Requirement	Proposed – Severed	Proposed – Retained	Compliant?
Permitted Uses <i>Section 801</i>	Dwelling unit	Dwelling unit	Dwelling unit	Yes
Maximum Number of Dwelling Units <i>Section 801</i>	N/A	1	1	Yes
Maximum Building Height <i>Section 801</i>	11 m, as per height suffix	10.8 m	10.8 m	Yes
Minimum Front Yard Setback <i>Section 801, Section 802</i>	4.5 m, where adjacent buildings have smaller front yard setbacks than required, the minimum setback can be reduced to the average of the two neighbouring yards along the same street. The yard must be at least 1.5 metres	3 m	3 m	Legal non-complying: building permit issued before new Zoning approved
Minimum Interior Side Yard Setback <i>Section 801</i>	Total: 1.8, no side may be smaller than 0.6 m	1.2 m	1.2 m	Legal non-complying
Minimum Rear Yard Setback <i>Section 801</i>	25% of lot depth (7.92 m), may not be less than 6 m and need not exceed 7.5 m	9.51 m	9.51 m	Yes
Soft Landscaping <i>Section 802</i>	Any unoccupied part of any yard must be soft landscaped. Soft landscaping abutting the front lot line: 30% of the yard Soft landscaping rear yard: 35 square metres	All unoccupied parts of yards are soft landscaped 30% aggregated soft landscaping in front yard Rear yard soft landscaping >60 m ²	All unoccupied parts of yards are soft landscaped 30% aggregated soft landscaping in front yard Rear yard soft landscaping >60 m ²	Yes

N4B H(11) Provision	Requirement	Proposed – Severed	Proposed – Retained	Compliant?
Building Façade Standards <i>Section 802</i>	At least one principal entrance per principal building must be located on the front facade and provide direct access to the street	One principal entrance on front façade	One principal entrance on front façade	Yes
Projections into Yards <i>Section 204</i>	<p>Bay windows: maximum percentage of a façade that may be occupied by bay windows is 50 per cent, minimum setback from a lot line is 1.2 metres, and maximum projection is 1 metre.</p> <p>For balcony, deck, platform, porch: Minimum setback from a lot line is 1 metre and maximum projection is 2 metres</p> <p>For eaves, eavestroughs, or gutters: minimum setback from a lot line is 0.3 metres and maximum projection is 1 metre.</p>	<p>Dwelling width: 6.425 Bay window width: 2.8 m = 43.6% projects 0.6 m, setback 2.5 m from lot line</p> <p>Rear yard covered patio project 2 m, 7.67 m from lot line</p> <p>Eaves project 0.45 m, 0.75 m from lot line</p>	<p>Dwelling width: 6.425 Bay window width: 2.8 m = 43.6% projects 0.6 m, setback 2.5 m from lot line</p> <p>Rear yard covered patio project 2 m, 7.67 m from lot line</p> <p>Eaves project 0.45 m, 0.75 m from lot line</p>	Yes
Minimum Parking <i>Part 6</i>	No minimum parking	1 space	1 space	Yes

The proposed Consent application complies (or is legal non-conforming) with all zoning performance standards of the N4B H(11) zone, including minimum lot area and width. As such, the proposal complies to the City of Ottawa Zoning By-law (2026-50).

5.0 Conclusion

It is our professional planning opinion that a full Plan of Subdivision is not required for the orderly development of the land and the proposed Consent application for 31 Julian Avenue represents good planning and is in the public interest.

The proposed Consent application:

- / Satisfies the Planning Act criteria for a Consent;
- / Conforms with the policies of the Provincial Planning Statement (2024);
- / Conforms with the City of Ottawa Official Plan;
- / Complies with the City of Ottawa Comprehensive Zoning By-law (2008-250); and
- / Complies with the City of Ottawa Comprehensive Zoning By-law (2026-50).

Sincerely,



Gillian Henderson, M.USP
Planner



Scott Alain, RPP MCIP
Senior Planner

6.0 Annex 1



Figure 15: Photograph of the site looking southeast



Figure 16: Photograph of the site looking east