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# PLANNING RATIONALE

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**Date:** August 14, 2023

**File:** 032923 - 284 Dovercourt Avenue

**To:** Michel Bellemare, Secretary Treasurer  
Committee of Adjustment  
City of Ottawa, 101 Centrepointe

**Committee of Adjustment**  
Received | Reçu le

**Revised | Modifié le : 2023-08-18**

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

RE: PROPOSED SEVERANCE APPLICATION FOR 284 DOVERCOURT AVENUE

Dear Mr. Bellemare,

Q9 Planning + Design have been retained by Mohammed Ibrahim to prepare a Planning Rationale regarding the requested consents to sever application required create two new lots for an existing long semi-detached building at 284 Dovercourt Avenue.

The following represents the Planning Rationale cover letter required as part of the submission requirements for the primary and secondary consent application to the Committee of Adjustment.

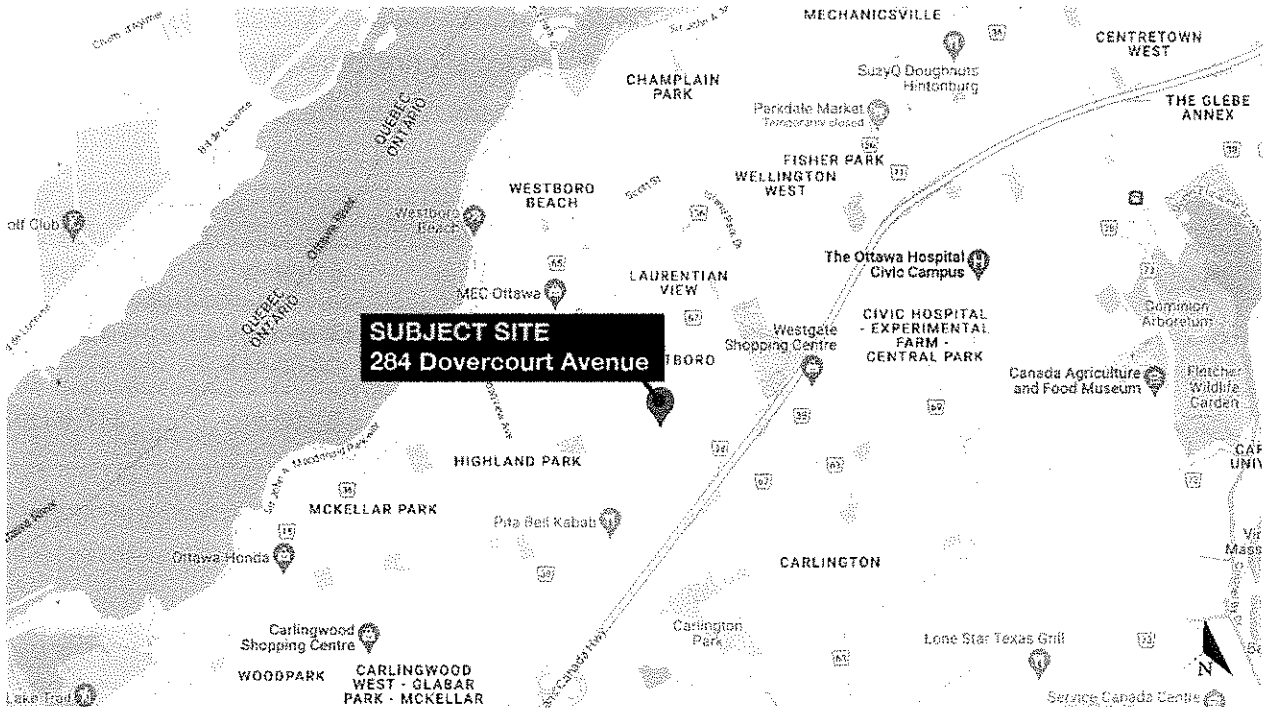


Figure 1: Location Plan (Source: Google Maps)

## OVERVIEW

The subject site is a rectangularly-shaped lot located on the south side of Dovercourt Avenue in the Westboro neighbourhood within Ward 15 - Kitchissippi in the City of Ottawa. The lot is located within an established residential neighbourhood that is characterized by a fairly consistent, uniform lot fabric. Most lots are developed with single-detached or semi-detached dwellings. The subject site contains a two-storey semi-detached dwelling, which is consistent with the 2-2.5-storey context of the street.

The proposed development is to sever the existing lot into two new lots to create separately sellable parcels, with shared areas for access as detailed in this letter. No construction is to take place, and the existing building and use are well-established on the site. In order to permit this development, a primary and secondary consent application is required to establish two new lots.

### Proposed Consent Applications

The breakdown of the proposed consent to sever applications is provided below and are consistent with the Draft Reference Plan provided in conjunction with this application.

Parts 1 and 2 contain the front-facing unit, and Parts 3 and 4 in a flag-lot configuration contain the rear unit and provide 2.8 m of frontage on Dovercourt Avenue.

Application A is to retain parts 1 and 2 and to sever parts 3 and 4. Application A also includes a right-of-way over part 4 in favour of parts 1 and 2 for vehicle parking and access.

Application B is to retain parts 3 and 4 and to sever parts 1 and 2. Application B also includes a right-of-way over part 2 in favour of parts 3 and 4 for access.

It is noted that for long-semi detached dwellings, the lot is considered to be one lot for zoning purposes with regards to lot width and lot area. As such, the details in the table below are informational only.

Part Number	Use	Lot Width	Lot Depth	Lot Area
<b>Existing</b>	Semi-Detached Dwelling	10.36 m	31.09 m	322.1 m <sup>2</sup>
<b>Retained (Part 1 and 2)</b>	Semi-Detached Dwelling	7.56 m	13.78 m - 13.82 m	104.3 m <sup>2</sup>
<b>Severed (Part 3 and 4)</b>	Semi-Detached Dwelling	2.8 m	31.09 m	217.80 m <sup>2</sup>

	Severed	Retained	Description
<b>Application B - Secondary Consent)</b>	1 & 2	3 & 4	Part 2 is subject to (s/t) a Right-of-Way in favour of Parts 3 and 4 for access. Part 1 and 2 are together with (t/w) a Right-of-way over Part 4 for parking and access
<b>Application A - Primary Consent)</b>	3 & 4	1 & 2	Part 4 is subject to (s/t) a right-of-way in favour of Parts 1 and 2 parking and access. Part 3 and 4 are together with (t/w) a right-of-way over Part 2 for access

**Part 1:** Front unit, front yard, and front unit access

**Part 2:** Walkway on south side, access to the rear unit and rear unit SDU, provides additional lot area and width to front lot

**Part 3:** Rear unit, rear yard, access to rear unit SDU

**Part 4:** Parking, driveway, access to front unit SDU

### Documents Required and Submitted

The following lists all required and submitted documents in support of the identified Committee of Adjustment applications.

- Survey
- Draft Reference Plan
- As-built Site Plan
- Planning Rationale (this document)
- Fee
- Application Forms
- Parcel Abstract

## SITE & CONTEXT

### Site

The subject site is a rectangular lot on the south side of Dovercourt Avenue in the Westboro Park neighbourhood. The property is roughly symmetrical and aligns with the abutting lots, which are similarly-sized. The property is currently developed with a two-storey long-semi-detached dwelling. Though the property has not been severed, the two semi-detached units are separated by individual entrances at the side and front of the building. Dovercourt Avenue and the immediate area is characterized by detached and semi-detached dwellings, with a mix of architectural styles that demonstrate both prewar architecture and modern, contemporary styles. The surrounding context is mostly residential, with residential uses abutting the property on all sides. Many of the residential units have been on the street have undergone redevelopment in the recent years. There is mixed use commercial development nearby along Richmond Road. The following list provides the existing lot dimensions for 284 Dovercourt Avenue:

- Lot frontage: 10.36 metres
- Lot depth: 30.95 metres
- Lot area: 320.77 m<sup>2</sup> (3452.74 ft<sup>2</sup>) (0.03 ha)

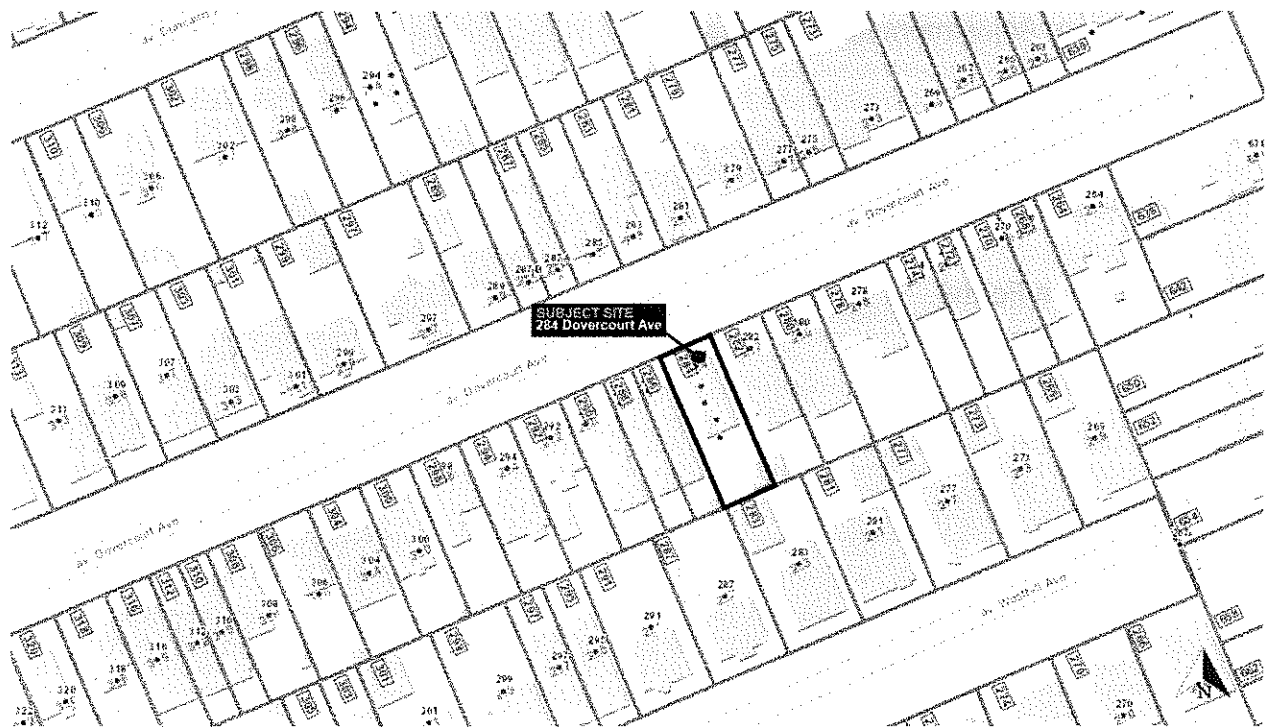
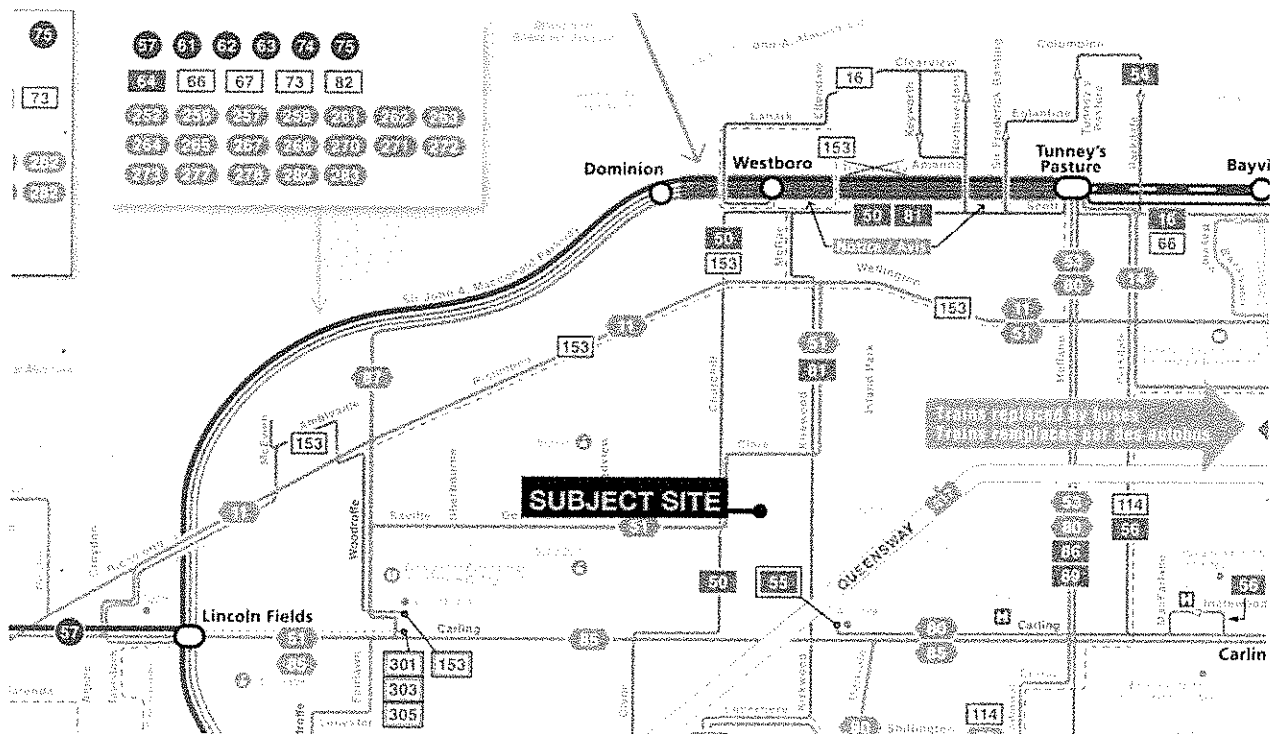


Figure 2: Site Map (Source: GeoOttawa)



Figure 3: Cycling Network (Source: National Capital Commission)

## Context



The subject site is located within a low-density residential neighbourhood (Westboro) in Ward 15 - Kitchissippi. The area is characterized by a fairly consistent character of single-detached and semi-detached dwelling types. Many homes in the area are fairly large in scale, with mostly 2-storey and 2.5-storey heights. Architectural styles in the area vary from pre-war styles to more modern, contemporary styles indicative of redevelopment in the area. Dovercourt Avenue is a residential street, running from Sherborne Road in the west to Kirkwood Avenue in the east. The overall block is bounded by Churchill Avenue to the west, Tweedsmuir Avenue to the east, Duncarin Avenue to the north, and Westhill Avenue to the south.

The property is located within walking distance of a commercial mainstreet along Richmond Road, and is close to parks and schools, with Broadview Public School/Nepean High School and Westboro Kiwanis Park located nearby. There is a sidewalk exclusively on the north side of Dovercourt Avenue, opposite of the subject property, which provides pedestrian connection to Richmond Road. The property is also located within walking distance of Dominion transitway station, which is the site of the future Kichì Sibi LRT station. The station provides access to rapid transit routes 57, 61, 62, 63, 74, and 75 as well as frequent, local and connexion routes. Frequent transit service is also provided within walking distance of the subject property along Richmond Road, Dovercourt Avenue, and Churchill Avenue North.

Some cycling infrastructure is located near the site, including a multi-use pathways near Byron Avenue, the Transitway, and along Sir John A. Macdonald Parkway. On-road cycling lanes are provided on Byron Avenue, Churchill Avenue North, and Dovercourt Avenue.

Overall, the site is walkable, with some active transportation infrastructure such as bike lanes and sidewalks located nearby. The property is within walking distance of public transit service as well as parks, schools, and retail commercial uses. This context supports the creation of the proposed lot.

The following pages provide images of the subject property and the street:

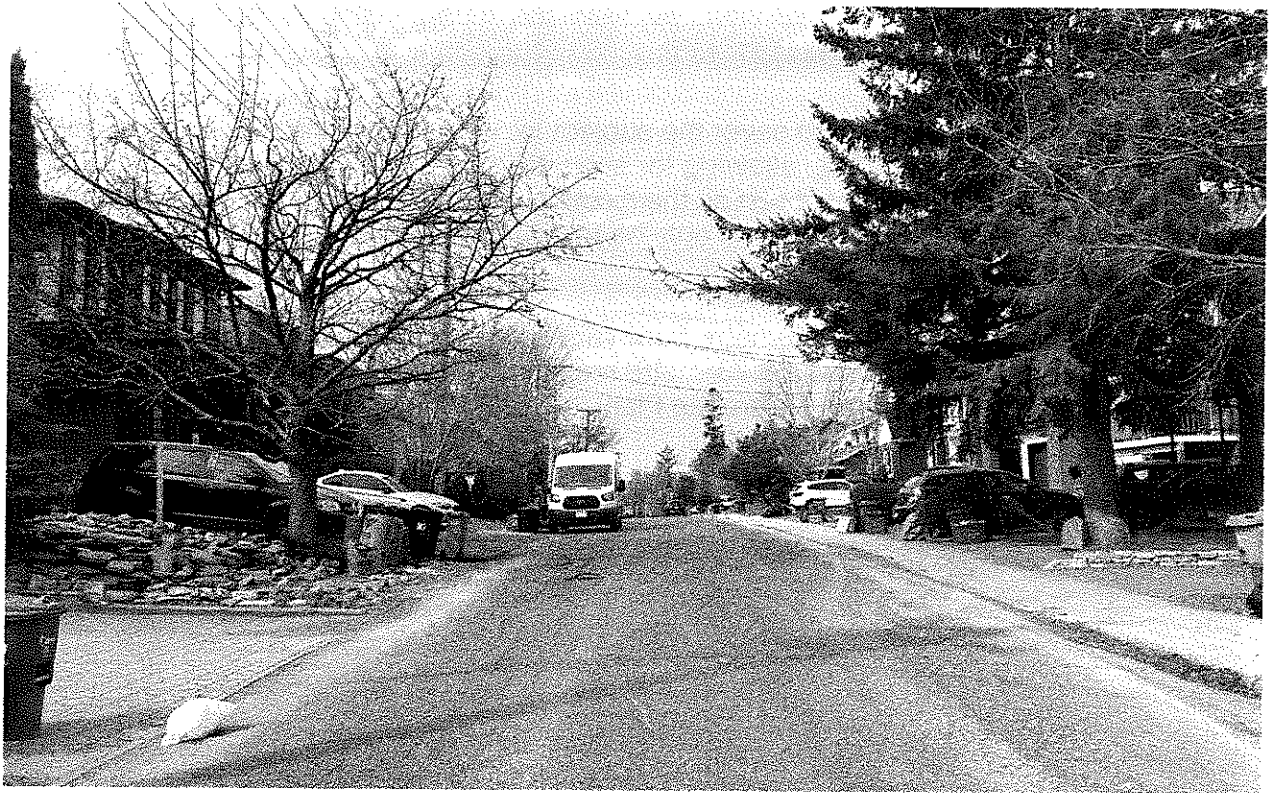


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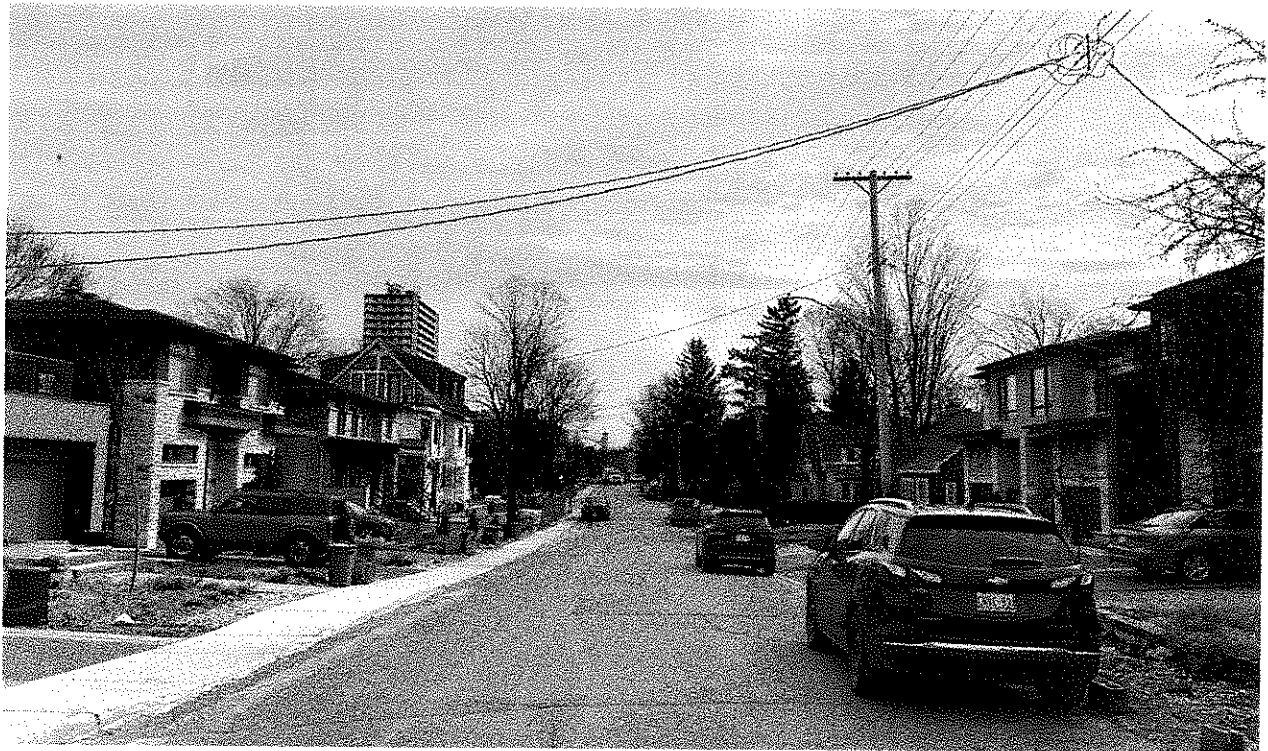


Figure 6: Existing Building (left), side entrances (right)





*Figure 7: View along Dovercourt Avenue, looking west*



*Figure 8: View along Dovercourt Avenue, looking east*

## PROPOSED DEVELOPMENT

The proposed development is to sever the subject lot with an existing two-storey semi-detached dwelling into two lots, allowing for separate sale and ownership of each parcel. No exterior construction is proposed as the existing building already functions as a semi-detached dwelling. The severance will only be to create the lots - no additional dwelling units are proposed.

The development features a 5.06-metre front yard setback, 1.21-metre and 1.19-metre interior side yard setbacks, and a 8.73-metre rear yard setback. The following pages contain the Site Plan and Draft Reference Plan.



Figure 9: Aerial view (Source: GeoOttawa)



DOVERCOURT AVENUE  
(DEDICATED BY REGISTERED PLAN 310)  
PIN 04014-0215

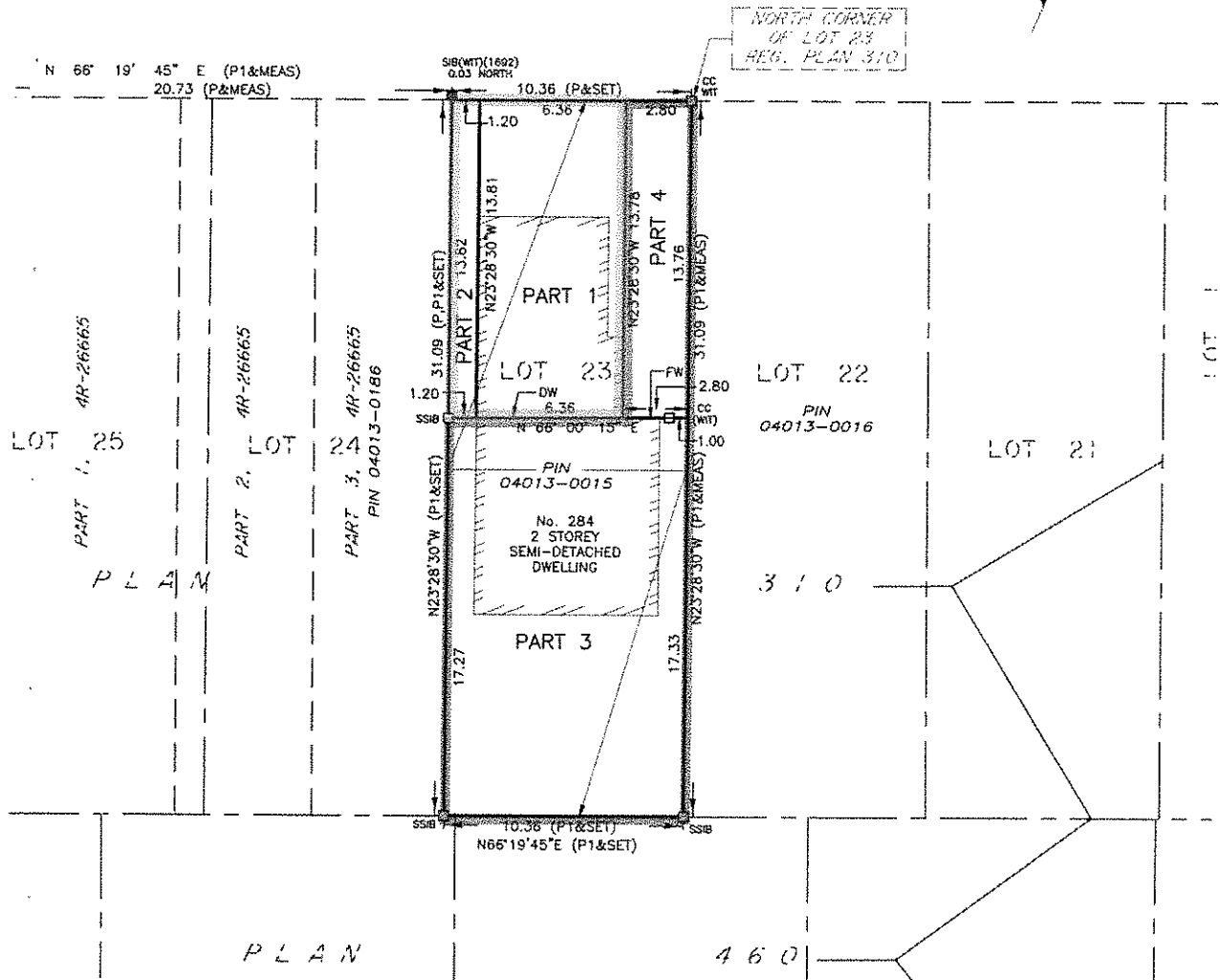


Figure 10: Extract of Draft Reference Plan, Prepared by Stantec Geomatics Ltd.



## POLICY REVIEW

In order to obtain approval of the proposed severance application to create two new lots with a long semi-detached dwelling, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in *italics*.

### Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on land use planning and development matters of provincial interest. It ensures that land use planning policy and decisions meet provincial goals and objectives. The PPS is intended to enhance quality of life for all Ontarians, protect resources of provincial interest, protect public health and safety, and preserve the quality of the natural and built environment while providing for appropriate development. All Provincial and municipal plans and policies must align with and implement the direction of the PPS. All decisions affecting planning matters “shall be consistent with” the PPS.

Section 1.0 is intended to wisely manage change and plan for efficient and effective land use and development patterns. It provides for policies that sustain healthy, liveable, and safe communities.

#### 1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity; and*
- i) *preparing for the regional and local impacts of a changing climate.*

**Comment:** The proposed severance of the existing long-semi-detached dwelling into two lots allows for two new lots with one half of the semi on each, which permits the individual sale of the units. The proposal does not result in additional density but supports the continuance of the semi-detached use on the property and results in smaller, more efficient, and adequately-shaped lots.

Section 2.0 of the PPS provides policies aimed at ensuring Ontario's long-term prosperity, environmental health, and social wellbeing through the wise use and management of resources. The policies provide direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources.

Section 3.0 of the PPS contains policies to ensure Ontario's long-term prosperity, environmental health, and social wellbeing through the reduction of health risks from human-made or natural hazards.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.**

## **City of Ottawa Official Plan**

*Designation: Neighbourhood within the Inner Urban Transect, Evolving Overlay*

The new City of Ottawa Official Plan was passed by City Council on November 24th, 2021 and is currently being reviewed by the Ministry of Municipal Affairs and Housing (MMAH). The new Official Plan contains renewed goals, objectives, and policies that will guide growth and future change to the year 2046.

Section 2 provides the overarching strategic directions for the new Official Plan in order to help Ottawa become the most liveable mid-sized City in North America over the next century. It is centred around the Five Big Moves, which call for increased growth through intensification, more sustainable transportation, more context-based urban and community design, environmental, climate, and health resiliency, and planning policies based on economic development.

**Comment:** The proposed severance of the subject property into two lots supports the potential to separately convey the units in the existing long-semi-detached dwelling. It supports the existing density provided by the semi-detached dwelling on the property, which is compatible with the other homes in the area.

Section 3 of the Official Plan provides a renewed growth management framework that is intended to accommodate the anticipated future growth of the City. It allocates sufficient land in appropriate areas to accommodate varying types and intensities of growth. Majority of growth in the City will be accommodated in the urban area, with the balance directed to rural areas.

**Comment:** The subject site is located within the urban settlement area in a stable residential neighbourhood. The proposed severance will result in one new lot being created from the existing property, which is developed with a semi-detached dwelling. By severing the lot, each unit can be separately conveyed.

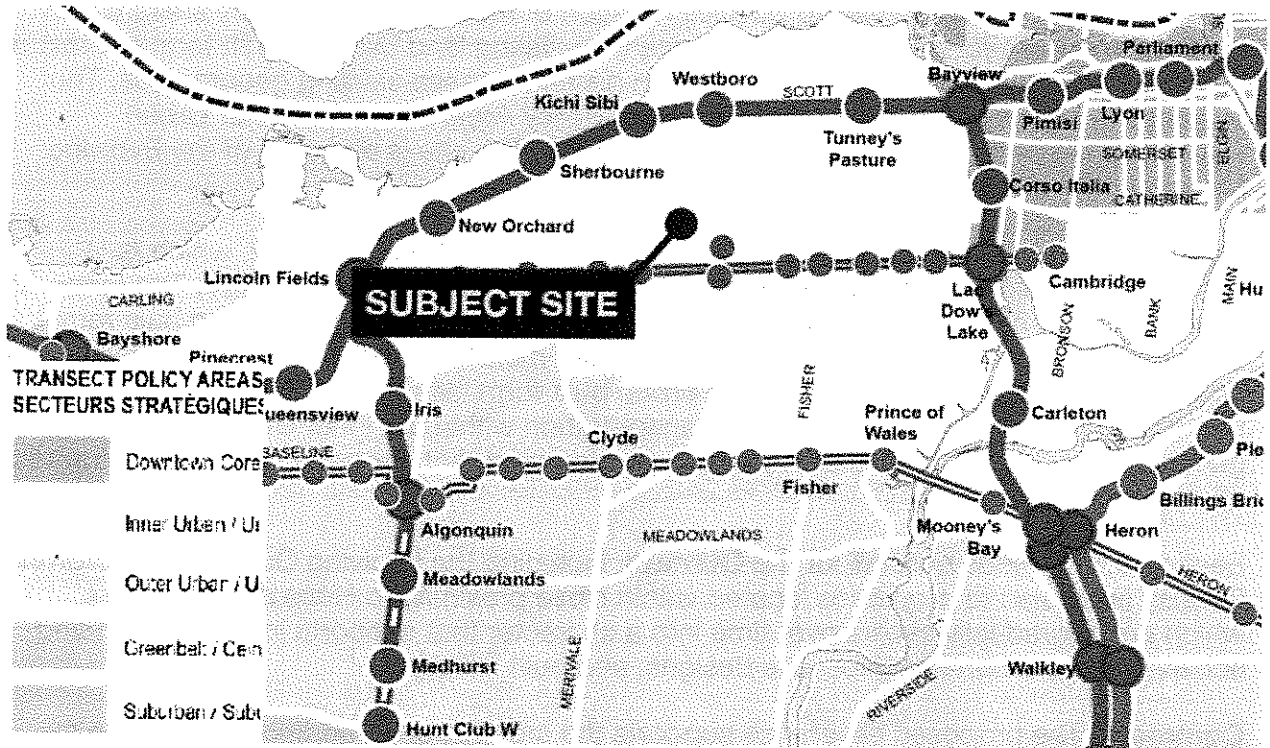


Figure 12: New City of Ottawa Official Plan, Schedule A (Source: City of Ottawa)

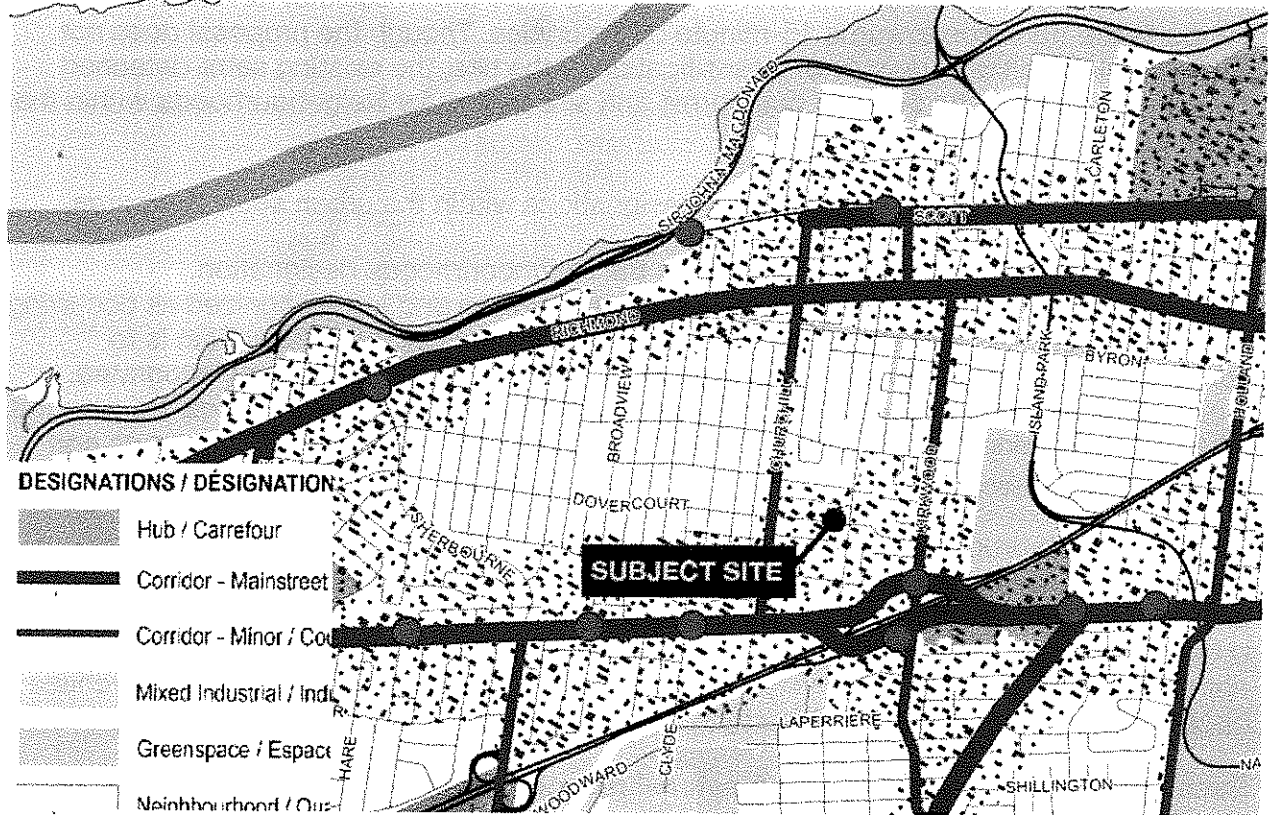


Figure 13: New City of Ottawa Official Plan, Schedule B (Source: City of Ottawa)



Section 5 provides more detailed policies for each of the six transect policy areas within the City. The transect policy areas recognize the existing land use and built form context of the city and provides tailored policy direction based on these existing geographies. The subject site is part of the Inner Urban Transect Policy Area. Within the Inner Urban Transect, the site is designated as Neighbourhoods. The site is also part of the Evolving Neighbourhoods Overlay.

Section 5.2 provides policy direction specific to the Inner Urban Transect, which is comprised of neighbourhoods immediately surrounding the Downtown Core. The Inner Urban Transect has both pre-WWII neighbourhoods that reflect a more urban built form character and post-WWII neighbourhoods that are more suburban. The intent of the Official Plan is to accommodate a more urban built form, site design, and mix of uses that prioritizes cycling, walking, and public transportation within the Inner Urban Area. It is generally planned for mid- to high-density development that supports a transition towards 15-minute communities.

Section 5.6 provides policies for the Overlays, including the Evolving Overlay. The Evolving Overlay is applied to properties located within close proximity to Hubs and Corridors, which are to gradually evolve over time into a character that supports intensification and achieves more urban densities, site designs, and built forms.

**Comment:** The proposed severance supports the creation of an additional lot within the urban serviced area, helping create separately conveyable units for the existing semi-detached dwelling and supporting a more urban lot fabric. The proposal thus aligns with the intent of the Inner Urban Transect to achieve a more urban scale of development that supports the transition towards 15-minute communities. Though the proposal does not contemplate additional density or intensification of the site, the existing semi-detached dwelling aligns with the planned built forms and site design for Neighbourhoods within the Inner Urban Transect.

Section 6.0 contains policies specific to designations within the urban settlement area.

Section 6.3 contains policies that pertain to the Neighbourhoods designation. Neighbourhoods are considered the heart of communities and are recognized as occurring at different densities and stages of development. The intent of the Official Plan is to reinforce the 15-minute neighbourhood model through support for gradual, integrated, sustainable, and context-sensitive development. Specifically, neighbourhoods are planned for low-rise development up to four storeys, within which a variety of housing types and options are included.

**Comment:** The proposed development is to sever the existing long-semi-detached dwelling. The severance will allow for the separate conveyance of these units. Despite no exterior construction or additional density being proposed, the severance supports a more urban lot fabric, while the existing semi-detached building already provides contextually-appropriate and compatible density. The severance, by creating a new freehold purchase opportunity, increases the housing stock available for purchase in the municipality.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the City of Ottawa Official Plan.**

## City of Ottawa Zoning By-law

The City of Ottawa zones this site as R3S - Residential Third Density Zone, Subzone S in the City of Ottawa Zoning By-law 2008-250. The property is also located within the Mature Neighbourhoods Overlay. The intent of the R3 Zone is to permit a variety of ground-oriented dwelling types ranging from detached dwellings to townhouses. The table below provides an overview of the required provisions for this zone and the existing dwelling's compliance.

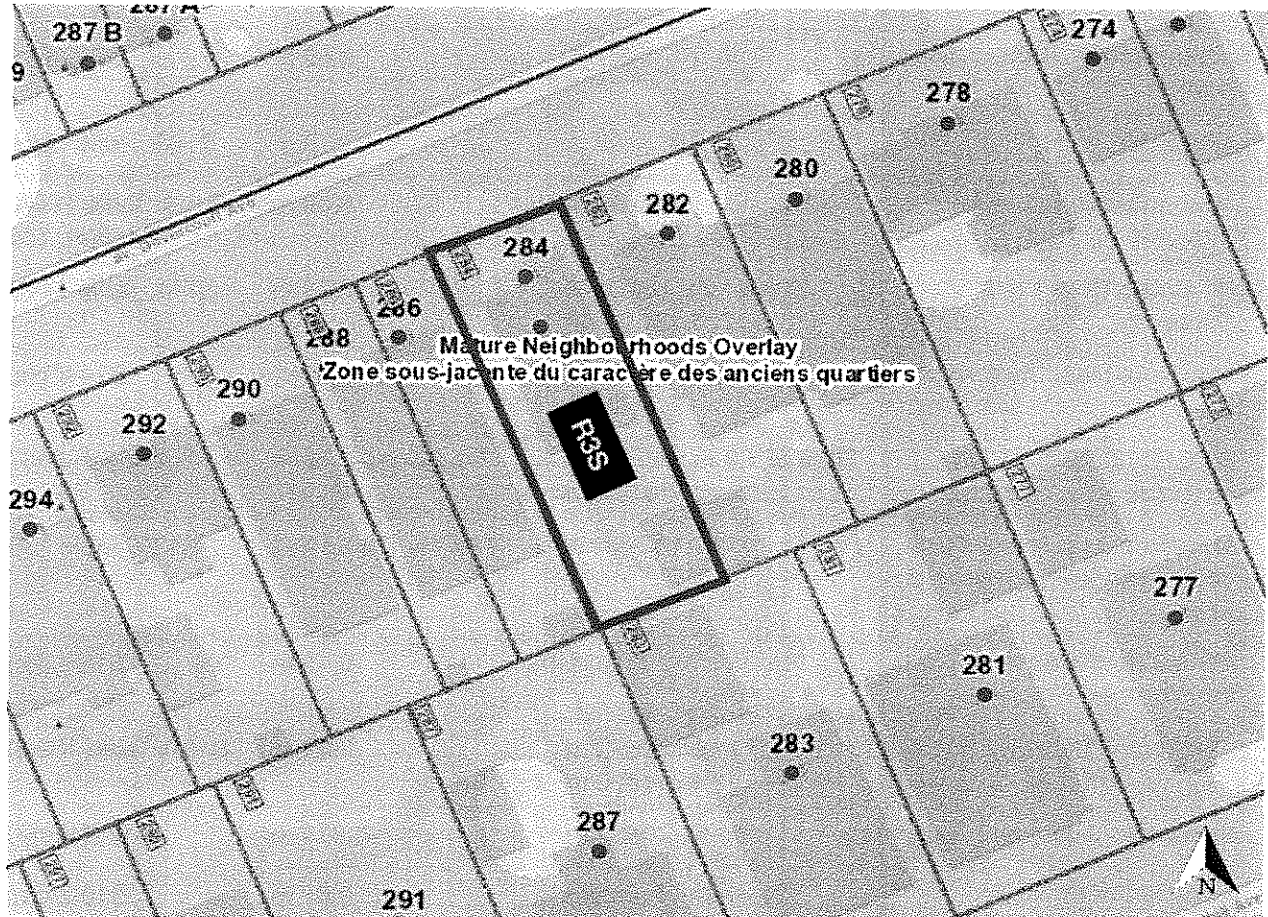


Figure 14: Zoning Schedule (Source: GeoOttawa)

It is noted that for long-semi detached dwellings, the lot is considered to be one lot for zoning purposes.

Long Semi-Detached Dwelling	Part 1 and 2, Part 3 & 4		Section / By-Law
	Required	Provided	
<b>Minimum Lot Width</b>	10 m	10.36 m	S160, Table 160A
<b>Minimum Lot Area</b>	300 m <sup>2</sup>	320.77 m <sup>2</sup>	S160, Table 160A
<b>Minimum lot width of pole portion</b>	2.2 m	2.80 m	S145(4)(b)
<b>Max Building Height</b>	8 m	8 m	S160, Table 160A
<b>Minimum Front Yard Setback</b>	5.05 m	5.06 m	S160, Table 160A, Section 123
<b>Minimum Rear Yard Setback</b>	25% of the lot depth (31.09 m)	8.71 m	S144, Table 144B
<b>Minimum Rear Yard Area</b>	25% of lot area (80.19 m <sup>2</sup> )	90.34 m <sup>2</sup>	S144(3)(a)
<b>Minimum Interior Yard Setback</b>	Total of 1.8 m and 0.6 m minimum	1.22 and 1.19 m	Exception 2687
<b>Minimum Aggregate Front Yard Soft Landscaped Area</b>	35% (18.36 m <sup>2</sup> )	42.42% (20.68 m <sup>2</sup> )	S139, Table 139
<b>Minimum Width of Landscaped Strip</b>	0.15 m	0.15 m	S139(2)(c)
<b>Maximum Driveway Width</b>	Individual: 3 m Shared: 3 m	3.01 m	S139, Table 139(3)
<b>Maximum Walkway Width</b>	1.2 m	0.914 m	S139(4)(c)(ii)
<b>Location of Walkway</b>	Separated from the driveway by 0.6 m landscape strip	0.61 m	S139(4)(b)
<b>Maximum Projection (front porch)</b>	2 m and no closer than 1 m to lot line	<2 m and >1 m from front lot line	S65(6)(c)
<b>Minimum Parking Spaces (Area X)</b>	No off street parking required for first 12 units	1 parking space	S101(3)(a)

## PLANNING ACT REVIEW

### Review of Section 51(24)

The following is a review of Section 51(24) of the Planning Act to assess the suitability of the proposed severances to sever the single lot at 284 Dovercourt Avenue into two lots in order to facilitate separate potential conveyance of each half of the existing semi-detached dwelling. In the Planning Act, a series of conditions are presented that state in the case of any subdivision of land, including consent to sever, regard shall be had to:

1. *The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

The proposed consent allows for the creation of two lots for the existing semi-detached dwelling. The existing building is a well-established use on the property and is permitted within the zoning by-law. The severance is consistent with the all applicable provincial policies including the Provincial Policy Statement.

2. *Whether the proposed subdivision is premature or in the public interest;*

The proposed consent to sever is not premature and is in the public interest. It facilitates the creation of separate lots for each portion of the existing semi-detached dwelling, which is a more appropriate lot structure for semi-detached buildings.

3. *Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed consent conforms to the new City of Ottawa Official Plan as it supports the continued residential use of the property and creates narrower lots that are more characteristic of the urban lot fabric. The severance results in two uniform lots that aligns with the existing lot fabric in the area, which is comprised of wider and narrower lots.

4. *The suitability of the land for the purposes for which it is to be subdivided;*

The proposed severance results in two lots being created from the existing parcel. The lots are uniformly-shaped and similar in size to surrounding parcels along Dovercourt Avenue. Furthermore, since the semi-detached building is already there and functions as two halves of semi-detached dwelling already, the lots will be appropriately-sized and suitable to accommodate the use.

5. *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;*

No new roads are proposed as part of this land severance. The proposed development will not impact transportation infrastructure.

6. *The dimensions and shapes of the proposed lots;*

The two created lots will be rectangular parcels both with frontage on the street that will be similar in width and area to other lots along Dovercourt Avenue. The severance line will be based on the existing function of the long-semi-detached building on the site, which already operates as if the lots were severed. The new lots will be sufficiently sized to accommodate the existing development, since the building is already there and no exterior construction or expansion is proposed.

7. *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;*

There are no restrictions or proposed restrictions that apply to the existing or proposed lot and its uses, beyond the Zoning By-law.

8. *Conservation of natural resources and flood control;*

The proposed consent will require a grading and drainage plan to indicate how runoff will be controlled as a required condition for any severance application. The property is not within a flood plain.

9. *The adequacy of utilities and municipal services;*

The site has adequate access to utilities and municipal services to serve the severed parcels and the resulting development.

10. *The adequacy of school sites;*

The proposed consent will not result in any additional density. Consequently, no impact on the adequacy of school services is anticipated.

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

No part of the proposed lands are to be conveyed or dedicated for public purposes:

12. *The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

The proposed severance allows for the separate conveyance of each half of the existing long-semi-detached dwelling. The consent results in a more efficient lot structure that aligns better with an urban lot fabric.

13. *The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4).*



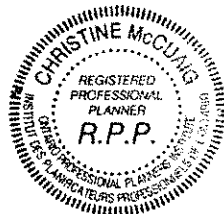
The proposed development does not require Site Plan Approval and is considered to be a minor development proposal.

## CONCLUSION

As noted, the proposed severance applications are to create two lots from the existing property currently developed with a long semi-detached dwelling, allowing for the conveyance of each half of the semi-detached dwelling. The severance would result in a more appropriate lot condition for semi-detached dwellings and potentially allow for secondary dwellings in each half of the semi. Collectively considered, the proposal meets the criteria for subdivision of land as set out in Section 51(24) of the Planning Act.

It is the opinion of Q9 Planning + Design that the proposed severance constitutes good land use planning and meets the required tests and criteria set out in the Planning Act.

Yours truly,



Christine McCuaig, RPP MCIP M.PI  
Principal Senior Planner + Project Manager

CC: Mohammed Ibrahim

