



30 CONCOURSE GATE  
UNIT 47  
OTTAWA, ONTARIO  
K2E 7V7

TEL: 613-274-2653  
FAX: 613-274-7085  
CONTACT@MIROCADESIGN.COM  
WWW.MIROCADESIGN.COM

**MIROCA DESIGN INCORPORATED**  
EST. SINCE 1986

November 14, 2024

**Committee of Adjustment**

City of Ottawa  
101 Centrepointe Drive,  
Ottawa, Ontario K2G 5K7

Attention: **Mr. Michel Bellemare**  
Secretary Treasurer  
And Committee Members

**Committee of Adjustment**  
Received | Reçu le

**2024-11-19**

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

Re: **Application for Consents to Sever and Minor Variances for lands at 1299 Dorchester Avenue, Ottawa, ON.**  
Part of Lot 21  
Registered Plan 294  
City of Ottawa  
Ward 16, River  
Zoning R4UC, Zoning By-law 2008-250

Dear Mr. Bellemare,

Igor Pupovac has retained Miroca Design Consulting Services to act as agent on his behalf for the preparation of Consents to Sever and Minor Variance Applications for his lands known municipally as 1299 Dorchester Avenue, Ottawa, ON.

The following materials have been enclosed in support of these applications:

1. 1 copy of the completed Application Form
2. 1 copy of this cover letter prepared by Miroca Design Consultants Inc.
3. 1 full-sized copy and 1 reduced copy of the proposed Draft Reference Plan, prepared by Farley, Smith & Denis Ltd., Ontario Land Surveyors
4. 1 full-sized copy and 1 reduced copy of the proposed Site Plan and Elevation Drawings prepared by Miroca Design Consultants Inc.
5. 1 copy of the Tree Information Report & Tree Replacement Plan prepared by Dendron Forestry Services
6. A cheque payable to the City of Ottawa, and a copy of the Parcel Register showing ownership.

## PURPOSE OF THE APPLICATION

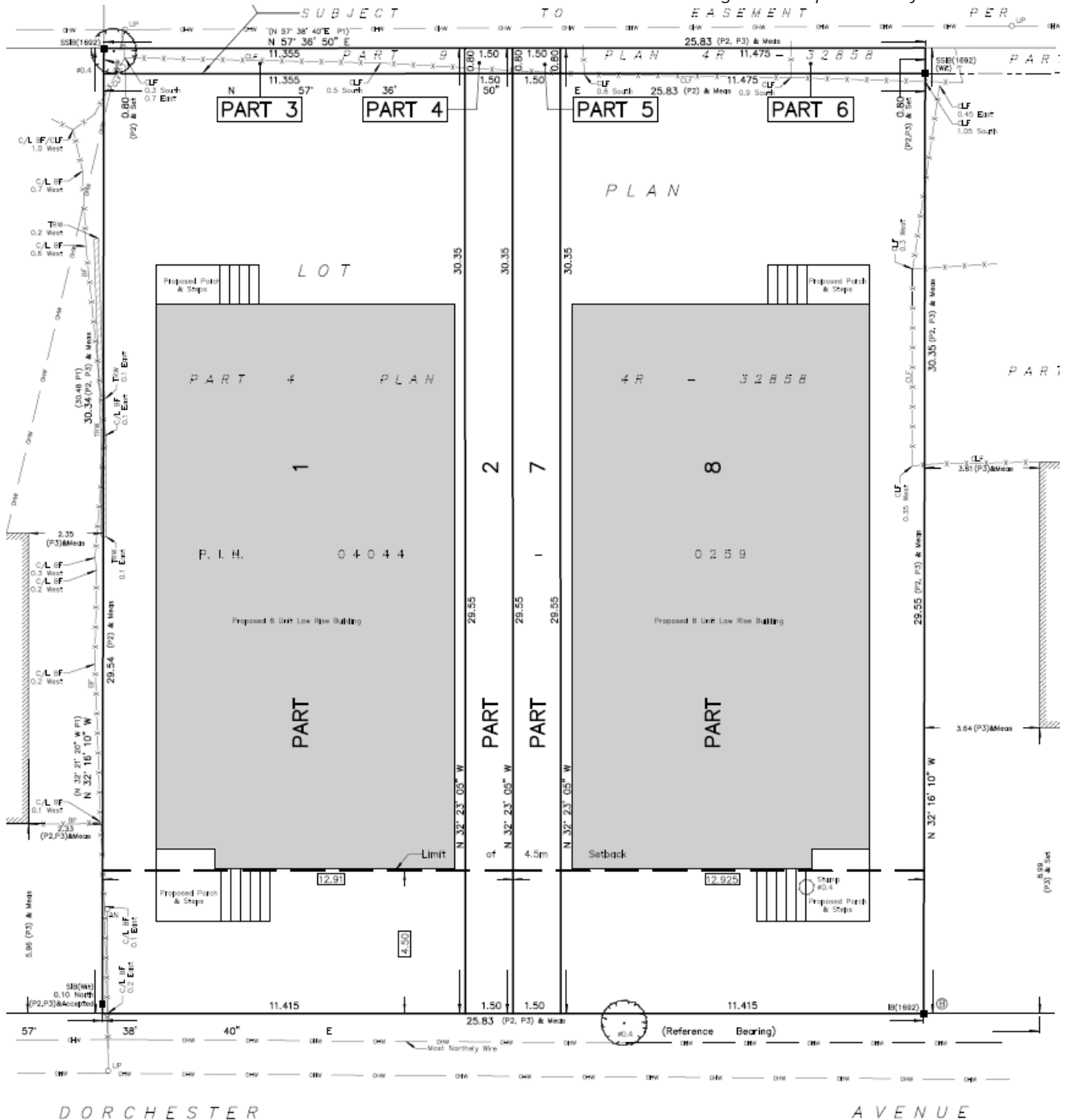
The owner would like to construct two new 8-unit, 3-storey, low-rise apartment buildings, for a total of 16 residential units. The existing 4-unit building on the property is to be demolished.

# CONSENTS REQUESTED

In order to proceed, the owner requires the Consent of the Committee for Conveyances. The property is shown as Parts 1-8, on the Draft Reference Plan filed with the application. The separate parcels will be as follows:

Parcel	Part No.	Frontage	Depth	Area	Municipal Address
A	1-4	12.915m	30.35m	391.0m <sup>2</sup>	___ Dorchester Avenue
B	5-8	12.915m	30.35m	392.9m <sup>2</sup>	___ Dorchester Avenue

Figure 1: Deposited Reference Plan Excerpt



## RELIEF REQUESTED

In order to proceed, the owner requires the Authority of the Committee for Minor Variances as follows:

### Parcel A:

- a) To permit a reduced rear yard setback of **26.49% of lot depth (8.04 metres)**, whereas the By-law requires a minimum rear yard setback of **30% of lot depth (9.10 metres)**. [Table 144A]
- b) To permit 1 rear yard parking space, whereas the By-law states that no motor vehicle parking is permitted on a lot less than 450 square metres in area. [Sec. 161(16)]
- c) To permit an increased building height of **11.85 metres**, whereas the By-law requires a maximum building height of **11 metres**. [Table 162A]

### Parcel B:

- d) To permit a reduced rear yard setback of **26.52% of lot depth (8.05 metres)**, whereas the By-law requires a minimum rear yard setback of **30% of lot depth (9.10 metres)**. [Table 144A]
- e) To permit 1 rear yard parking space, whereas the By-law states that no motor vehicle parking is permitted on a lot less than 450 square metres in area. [Sec. 161(16)]
- f) To permit an increased building height of **11.85 metres**, whereas the By-law requires a maximum building height of **11 metres**. [Table 162A]

## ZONING

Zoning Bylaw 2008-250 | R4UC

Section 139 – Low-Rise Residential in All Neighbourhoods Within the Greenbelt

Section 144 – Alternative Yard Setbacks Affecting Low-Rise Residential in the R1 to R4 Zones Within the Greenbelt

*Table 1: Zoning Provisions*

Zoning Provisions	Required	Provided: Parcel A	Provided: Parcel B
Min. Lot Width	10m	12.92m	12.92m
Min. Lot Area	300m <sup>2</sup>	391.0m <sup>2</sup>	392.9m <sup>2</sup>
Max. Building Height	11m	<b>11.85m</b>	<b>11.85m</b>
Min. Front Yard Setback	4.5m	4.57m	4.567
Min. Corner Yard Setback	4.5m	N/A	N/A
Min. Rear Setback	30% of lot depth (9.10 m)	<b>26.49% of lot depth (8.04m)</b>	<b>26.52% of lot depth (8.05m)</b>
Min Rear Yard Area	25% of lot area	26.4% of lot area (103.39m <sup>2</sup> )	26.7% of lot area (104.48m <sup>2</sup> )
Min. Interior Side Yard Setback	1.5m	1.70m	1.71m
Front Yard Landscaping	40%	70%	70%
Min. Rear Yard Soft Landscaping	50m <sup>2</sup>	52.2m <sup>2</sup>	53.0m <sup>2</sup>
Max. Driveway Width	3m	1.5m (shared)	1.5m (shared)

## EXISTING CONDITIONS AND AREA OVERVIEW

There is a 2-storey 4-unit building on the property which was constructed in the 1940s, and has a floor area of approximately 2,800sq.ft. The property is accessed from Dorchester Avenue which is a Local Road. Transit service is provided along Carling Avenue to the North and Merivale Road to the East. The area is well served by a range of commercial and community amenities, principally along Carling Avenue to the West & North. Westgate Shopping Centre is near by to the North, Alexander Park is to the North and Meadowvale Terrance Park is to the East.



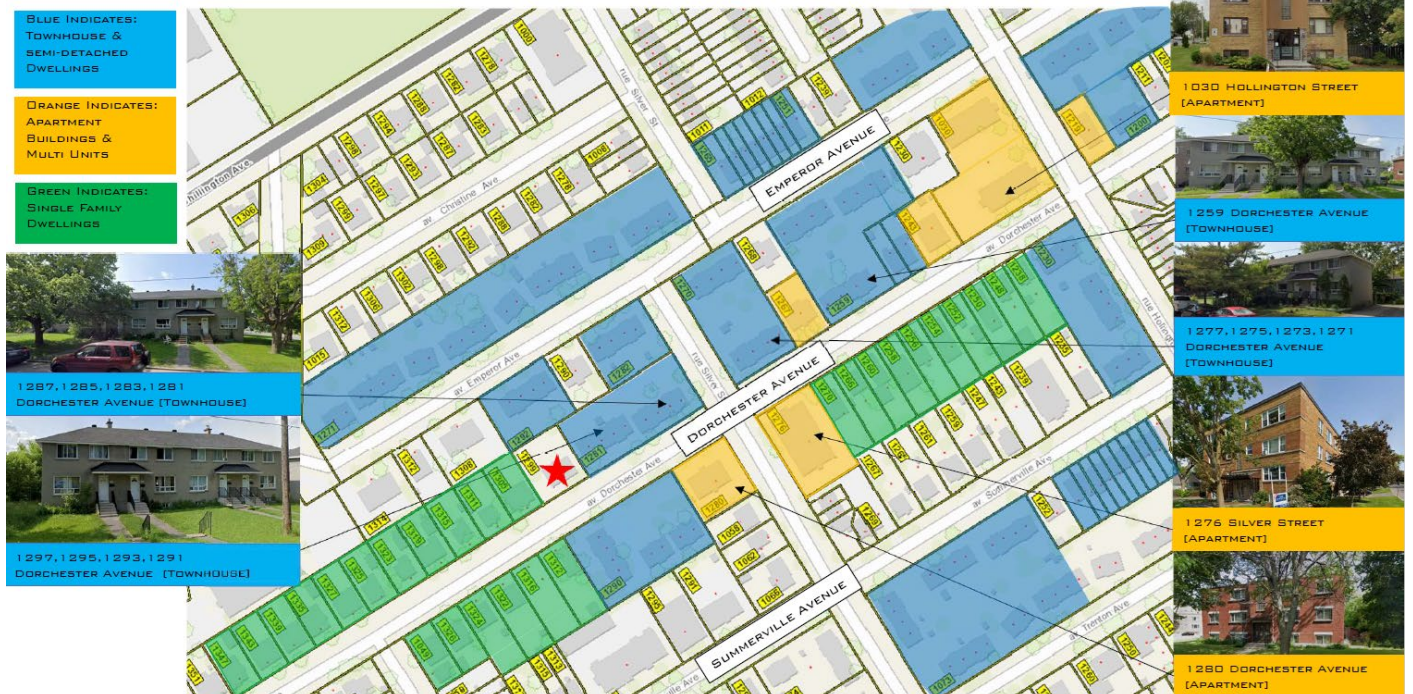
Figure 1: Existing home on Subject Property



## NEIGHBOURHOOD CHARACTER

The Carlington Community was generally built as a residential neighborhood from the 1940s into the 1960s, and is known for having many “vet homes” built for returning soldiers after WWII. Housing along Dorchester Avenue is varied, featuring a mix of 1 & 2-storey single detached homes, many 2-storey town homes, and several 2 & 3-storey apartment buildings. See Figure 2.

Figure 2: Land Use Map



## URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The proposed new multi-unit buildings at 1299 Dorchester Avenue were designed in consideration of the purpose and objectives of the Urban Design Guidelines for Low-rise Infill Housing. The proposal incorporates setbacks which preserve and integrate existing natural features, and are consistent with the cultural landscape of the neighbourhood. The design maintains rear yard amenity space that is generally consistent with the pattern of the neighboring homes.

### FOUR TESTS

In support of the proposed application, the four tests for minor variances as provided for in Section 45(1) of the Planning Act, have been reviewed as follows:

#### 1. GENERAL INTENT AND PURPOSE OF THE OFFICIAL PLAN IS MAINTAINED

This property falls within the Inner Urban Transect, under the Neighbourhood designation on Schedule A and Schedule B2 of the City of Ottawa's Official Plan. The corresponding direction for neighbourhoods aims to accommodate residential growth with development standards that gradually transition away from a suburban model and move towards more urban built forms. Allowing and supporting a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood.

The proposed new apartment buildings increase the housing stock, by replacing a single 4-unit residential building with two new 8-unit residential buildings for a total of 16 residential units. A net increase of 12 units. This development represents gentle intensification within the low-rise detached character of the neighborhood, aligning with the Growth Management Framework in Section 3 of the Official Plan. It effectively supports residential growth while maintaining a compatible built form and site design.

The proposed minor variances for reduced rear yard setback help to facilitate the construction of more 2-bedroom units within the proposed buildings; for a total of 6-2BR and 2-1BR units per building. As such, these low-rise apartment buildings contribute to the diversity of housing options available in the area, offering various unit sizes, densities, and tenure types. By gently increasing density, the development fosters 15-minute neighborhoods, promoting accessibility to public transit, commercial amenities, schools, and parks within walking distance. The location of the property is well-suited for residential intensification, aligning with the city's objectives to accommodate residential growth through intensification.

Consistent with the directives of the Official Plan, the proposed site design incorporates increased lot coverage while still allowing for ample space for soft landscaping, trees, and hard surfacing that complements the street context. The new apartment buildings align with the residential character of the neighborhood, featuring height, massing, and setbacks that meet the performance standards of the Zoning By-law and integrate with the established surroundings.

Moreover, this proposal adheres to the Official Plan's objectives by leveraging existing transit service, water and sewer infrastructure, as well as the network of roads, pathways, and designated cycling routes. It supports redevelopment within the Outer Urban area rather than expansion into peripheral lands, supporting the growth targets for large-household dwellings in neighborhoods. By situating residential use in close proximity to the rapid transit system and various community amenities, including employment and retail facilities, this proposal aims to minimize travel distances and enhance accessibility, thereby contributing to a sustainable community.

Given these considerations, we are confident that the proposed minor variances align with the intent and purpose of the Official Plan.

## **2. GENERAL INTENT AND PURPOSE OF THE ZONING BY-LAW IS MAINTAINED**

The Zoning of the subject property is Residential Fourth Density, Subzone R4UC. The intent of this zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, while allowing a number of other residential uses to provide additional housing choices within the fourth density residential areas. Ancillary uses are permitted for the principal residential use to allow residents to work at home. Development is to be regulated in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

This proposal meets the intentions of the Zoning By-law by providing new low-rise residential apartment buildings which are compatible with existing land use patterns and the highly mixed residential character of the neighborhood.

The intent of the minimum rear yard setback is to ensure that developments provide adequate space for private amenity area, soft landscaping and tree planting. It is also to ensure that the rear yard area encompasses at least 25% of the lot area, which this proposal does. As all of these features have been included within the reduced rear yard setback, we feel that the intentions of this provision have been met.

The intent of the parking restrictions for lots less than 450 square metres in area is to ensure that adequate space is provided for trees, soft landscaping, garbage storage, and bike parking. As all of these features have been included within the available area, and the proposed tree planting location will prevent the parking from being expanded beyond the single parking space, we feel that the intentions of this provision have been met.

The intent of the maximum building height restriction is to ensure that the proposal maintains the low-rise streetscape and does not adversely impact adjacent properties. The minor variance requested to increase the building height is purely technical in nature. Existing average grade must be calculated based on the average of grade elevations at the intersection of interior side lot lines with the minimum required front yard and rear yard setbacks of the zone in which the lot is located. On sloping lots, such as the subject property, this dramatically skews the calculation relative to the actual visible grade of the property as viewed from the street. As noted on the elevations, the existing average grade is calculated 1.57m-1.76m below ground relative to the front grade of the buildings; thus necessitating the minor variance. When viewed from the street grade, the buildings will be approx. 10m in height, well below the maximum height permitted, and will not present as an obvious deviation in height for a passer-by.

The proposed apartment buildings are 3-stories in height, which is in keeping with the intentions of an 11m height restriction. Since this variance is required due to skewed calculations, and the proposed buildings are 3-stories, we feel that the intentions of the provision have been met.

Given these considerations, we believe that the proposed minor variances align with the intent and purpose of the Zoning By-law.

## **3. DESIRABLE FOR THE APPROPRIATE DEVELOPMENT OF USE OF THE PROPERTY**

The proposed new apartment buildings represent a fitting use of the land to meet the long-term residential needs of the community. Located centrally, this development offers practical and diverse housing options while maintaining a harmonious balance with green spaces and amenities, enhancing both the public streetscape and private rear yards.

Regarding zoning regulations, the minor variances requested uphold the established character and lot configuration of the neighborhood, aligning with the objectives of the Zoning By-law.

The replacement of a single 4-unit apartment building with two new 8-unit buildings (16 units total) supports gentle intensification, which is crucial for managing growth as outlined in the Official Plan. The proposal also leverages existing

infrastructure and proximity to community amenities, aligning well with the goals outlined in the Official Plan and enhancing its appeal.

Environmental considerations are also paramount, with the proposal aiming to preserve mature trees and implement engineering and site planning that enhance lot grading, drainage and storm water management. Additionally, measures are in place to address and minimize any potential impact or privacy concerns for neighboring properties.

Given these considerations, we feel that the proposed minor variances are desirable for the appropriate development of the property.

#### **4. THE VARIANCE IS MINOR**

Relief is requested to permit a reduced rear yard setback for both buildings. The intent of the minimum rear yard setback is to ensure that developments provide adequate space for private amenity area, soft landscaping and tree planting. It is also intended to ensure that the rear yard area encompasses at least 25% of the lot area, and to maintain the rear yard privacy for adjacent neighbours. All of these have been incorporated within the reduced rear yard setback. The assessment of whether a variance is minor hinges on whether it results in a minor change or causes any undue or adverse effects. In the case of the proposed minor variance for reduced rear yard setback, it is evident that it does not negatively impact the development.

Relief is requested to permit 2 rear yard parking spaces, one for each building. The intent of the parking restrictions for lots less than 450 square metres in area is to ensure that adequate space is provided for trees, soft landscaping, garbage storage, and bike parking. All of these features have been included within the available area, and the proposed tree planting location will prevent the parking from being expanded beyond the single parking space. The parking and garbage storage areas will be finished with permeable paving. The assessment of whether a variance is minor hinges on whether it results in a minor change or causes any undue or adverse effects. In the case of the proposed rear yard parking spaces, it is evident that it does not negatively impact the development.

Relief is requested to permit an increased building height for both buildings. The intent of the maximum building height restriction is to ensure that the proposal maintains the low-rise streetscape and does not adversely impact adjacent properties.

On sloping lots the existing average grade calculation is dramatically skewed relative to the actual visible grade of the property as viewed from the street. As noted on the elevations, the existing average grade calculation comes out 1.57m-1.76m below ground relative to the front grade of the buildings. When viewed from the street grade, the buildings will be approx. 10m in height, well below the maximum height permitted, and will not present as an obvious deviation in height for a passer-by.

The buildings are not intentionally taller than the zoning requires, the foundation elevation is restricted by site grades as well as storm sewer depths in the street to avoid a sump pits in the basement, sump pits are very undesirable for basement apartments, and could present problems in the future.

The assessment of whether a variance is minor hinges on whether it results in a minor change or causes any undue or adverse effects. Since this variance is required due to site conditions, the proposed buildings are 3-stories as the By-law intends, and the buildings are within the height restriction when viewed from the grade at the street, we feel the variance requested is minor and does not negatively impact the streetscape or adjacent properties.



## PLANNING ACT

Subsection 53(1) of the Planning Act states:

*An owner, chargee or purchaser of land, or such owner's, chargee's or purchaser's agent duly authorized in writing, 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 section, 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. 2021, c. 25, Sched. 24, s. 4 (1).*

The proposed severance does not require a Plan of Subdivision, as the proposal is intended to facilitate the creation of residential lots which will meet the provisions of the underlying zoning. The proposed severances do not require the construction of new public infrastructure, including roads and services. The subsequent building permit applications will ensure that the proposed construction of the new low-rise residential apartment buildings will conform to the appropriate performance standards, and that appropriate site servicing is in place, ensuring that this parcel is developed in a proper and orderly manner.

Subsection 53(12) of the Planning Act states:

*A council or the Minister in determining whether a provisional consent is to be given 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. 1994, c. 23, s. 32."*

The proposed severance has adequate regard for the subdivision criteria set out in Section 51(24) of the Planning Act, reviewed as follows.

51(24) 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 as referred to in section 2;

The proposed severances have regard for the relevant matters of provincial interest, including the following:

- *the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- *the minimization of waste;*
- *the orderly development of safe and healthy communities;*
- *the adequate provision of a full range of housing, including affordable housing;*
- *the appropriate location of growth and development;*
- *the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- *the promotion of built form that, is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;*

(b) whether the proposed subdivision is premature or in the public interest;

The subject property is located within the City of Ottawa's urban boundary, and within an established neighbourhood. The proposed severances are not premature and are in the public interest as they create desirable lots for infill and context-sensitive intensification.



(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The proposed severance conforms to the relevant policies of the City of Ottawa Official Plan.

The proposed severance supports higher density low-rise development in the Inner Urban Area as outlined in the Growth Management Framework, Subsection 3.2, Table 3b. The proposed severance and future residential site design is in keeping with the criteria laid out in Table 6 for suburban characteristics. The Official Plan promotes diversity in unit sizes, densities and tenure options within neighbourhoods, including diversity in bedroom count availability; and permits a range of housing options across all neighbourhoods to provide the widest possible range of price and occupancy. The proposed severance contributes to this by allocating for 2 new 8-unit low-rise apartment buildings, 16 units total, for a net increase of 12 units.

The proposed severance contributes to a sustainable community by providing residential uses in proximity to the transit system, and a range of community amenities including employment and retail uses, thereby reducing travel and improving accessibility.

The proposed severance takes advantage of an underutilized property within an established neighborhood, while also maintaining the multi-unit residential character that the community is known for. This form of gentle intensification is strongly encouraged in the Official Plan.

(d) the suitability of the land for the purposes for which it is to be subdivided;

The subject site is an underdeveloped lot, strategically situated within an established neighborhood. It is ideally located to utilize existing infrastructure, roads, utilities, and services, thus minimizing the need for new infrastructure and helping to prevent urban sprawl by developing within the established urban area. The site provides the opportunity to increase density on an underdeveloped lot close to employment centers, transportation infrastructure, parks, and amenities. The proposed severance and apartment buildings are a thoughtful design, and facilitate orderly development in a location suitable for residential growth.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

No affordable housing units are proposed.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The proposal does not suggest any new roads and will not affect highways or the transportation system.

(f) the dimensions and shapes of the proposed lots;

The proposed parcels meet the requirements of the underlying zoning, and are an appropriate and functional size to accommodate the proposed new apartment buildings, with private parking, waste management, amenity space, tree planting and soft landscaping.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

With the exception of the provisions of the Zoning Bylaw, there are no other restrictions or proposed restrictions on the existing or proposed lots.

(h) conservation of natural resources and flood control;

The subject property is not located in any floodplains or areas of natural interest.

(i) the adequacy of utilities and municipal services;

The subject property is located within the urban boundary and has access to existing utilities and municipal services. The proposed development is not anticipated to have an impact on the adequacy of utilities and municipal services. Site-specific servicing details will be provided at time of building permit application.

(j) the adequacy of school sites;

The subject property is located in proximity to St. Elizabeth School, W.E. Gowling Public School, St. Nicolas Adult High School, Turnbull School, and others. The proposed severance is not anticipated to have an impact on the adequacy of school sites.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

Not applicable.

(l) 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, situated on an underdeveloped site within an existing neighborhood, efficiently utilizes the current energy infrastructure, minimizing the need for further extensions that could compromise efficiency.

(m) 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); 2016, c. 25, Sched. 4, s. 8 (2).

The proposed development is not subject to site plan control.

**In our opinion, the proposed severance at 1299 Dorchester Avenue meets the criteria set out in Section 51(24) of the Planning Act, a plan of subdivision is not required, and the proposal represents good land use planning.**

## PROVINCIAL POLICY STATEMENT

Section 3(5) of the Planning Act states:

*A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,*

- a) *shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision;*

A decision by the Committee of Adjustment with respect to a planning matter must be consistent with the Provincial Policy Statement (PPS). The Provincial Policy Statement provides policy direction on matters of provincial interest that are related to land use planning and development.

Policy 1.1.1 states:

*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.”*

The proposed severance promotes efficient development and land use by focusing growth in the urban area rather than developing lands at the periphery of the City. The proposal takes full advantage of existing services and infrastructure in the urban area, with thoughtful infill development of under-utilized land, which is sensitive to the existing neighbourhood character.

The proposed severance will not cause environmental or health and safety concerns. The subject property is within the urban area, and therefore the proposed lots will have adequate access to the necessary infrastructure and public service facilities, while reducing pressure to expand the urban boundary.

Policy 1.1.3.1 states:

*Settlement areas shall be the focus of growth and development.*

The proposal is in line with this policy as the proposed development is located within the City of Ottawa's urban area. Dorchester Avenue is considered part of the "Settlement Areas" as defined in Section 1.1.3 of the PPS.

Policy 1.1.3.2 states:

*Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive*
- h) *Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*

The proposed severance is an appropriate and efficient use of the land as it takes full advantage of established transit service, water and sewer services and the network of roads and designated cycling routes. The severance contributes to a sustainable community by providing residential uses in close proximity to the rapid transit system, and a range of community amenities including employment and retail uses, thereby reducing travel and improving accessibility.

Policy 1.1.3.6 states:

*New development taking place in designated growth areas should occur adjacent to the built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The proposed severance supports this policy.

**In our opinion, the proposed severance at 1299 Dorchester Avenue is consistent with the Provincial Policy Statement and constitutes good land use planning.**

## TREES

Existing trees on site were assessed by Dendron Forestry during the preliminary design stage for this file. There are 3 trees on the property which meet the City of Ottawa Tree Protection By-law guidelines for assessment. Please refer to enclosed Tree Information Report and Tree Replacement Report for details.

## PRE-CONSULTATIONS

Pre-consultations were held with Penelope Horn in the Development Review Department, whom indicated that the development seems appropriate for the R4UC zone, as it includes adequate space for garbage storage, parking, bike parking, and rear yard amenity space. Ms. Horn indicated that concerns for the proposed parking spaces can likely be mitigated if there is room for replacement trees, pending comments from Forestry. Ms. Horn also recommended to prevent parking expansion beyond a single space with a tree or permanent feature like decorative boulders, which we have done, and appreciated the inclusion of a permeable parking area.

Discussions were held with Julian Alvarez-Barkham, Planning Forester, whom indicated that the plan for retaining the City-owned tree is acceptable, with careful attention to minimizing excavation near its Critical Root Zone; additionally, he recommended relocating the bike rack to the rear yard to facilitate future tree planting in front of parcel A, which we have done. Mr. Alvarez-Barkham also suggested securities for both the retained street tree and a new tree to be planted after construction.

## CONCLUSION

With respect to the Consents, is it our opinion that the proposed severance does not require a plan of subdivision and meets the criteria of Subsection 51(24) of the Planning Act, it is not premature and is a suitable and efficient use of the land with minimal impact on the public interest. The proposed severance also meets the intentions of the relevant policies and provisions of the Official Plan, and the Zoning By-law. The proposed severance is consistent with the Provincial Policy Statement by creating an additional lot for future development within the urban area.

As the requirements of Subsections 53(1) and 51(24) of the Planning Act are met and the proposal is consistent with the Provincial Policy Statement, we believe that the Consents sought represent good land use planning and are appropriate for the subject property.

With respect to the Minor Variances, it is our opinion that the variances are desirable for the appropriate development or use of the land, the general intent and purpose of the Official Plan and Zoning By-law are maintained, and the variances sought are minor.

We trust this is satisfactory. Please do not hesitate to contact us if you require further information.

Regards,

Michael Segreto  
Miroca Design Consulting Services Inc.