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April 25, 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

2024-05-08

City of Ottawa | Ville d'Ottawa

Comité de dérogation

Re: **Application for Lot Line Adjustment and Minor Variance for lands at 30a and 30b David Drive, Ottawa, ON.**
Part of Lot 45, Registered Plan 299087
Plan 4R-31186
Ward 8, College
Zoning R1FF, Zoning By-law 2008-250

Dear Mr. Bellemare,

Roberto Sicoli and Michelina Sicoli have retained Miroca Design Consulting Services to act as agent on their behalf for the preparation of Lot Line Adjustment and Minor Variance Applications for their lands known municipally as 30a and 30b David Drive, Ottawa, Ontario.

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 Draft Reference Plan showing the lot line adjustment, prepared by Farley, Smith & Denis Surveying Ltd., Ontario Land Surveyors
4. 1 full-sized copy and 1 reduced copy of the Site Plan, Elevation Drawings, and 3D Streetscape 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 Deed showing ownership.

Purpose of the Application

The owners would like to transfer a 0.8m wide portion of land from their existing lot at 30a David, over to their adjacent lot at 30b David Drive in order to construct a new 2-storey home, including a secondary dwelling unit, on the vacant lot at 30b David. Consents for Lot Line Adjustment, and Minor Variances are required.

Consents Requested

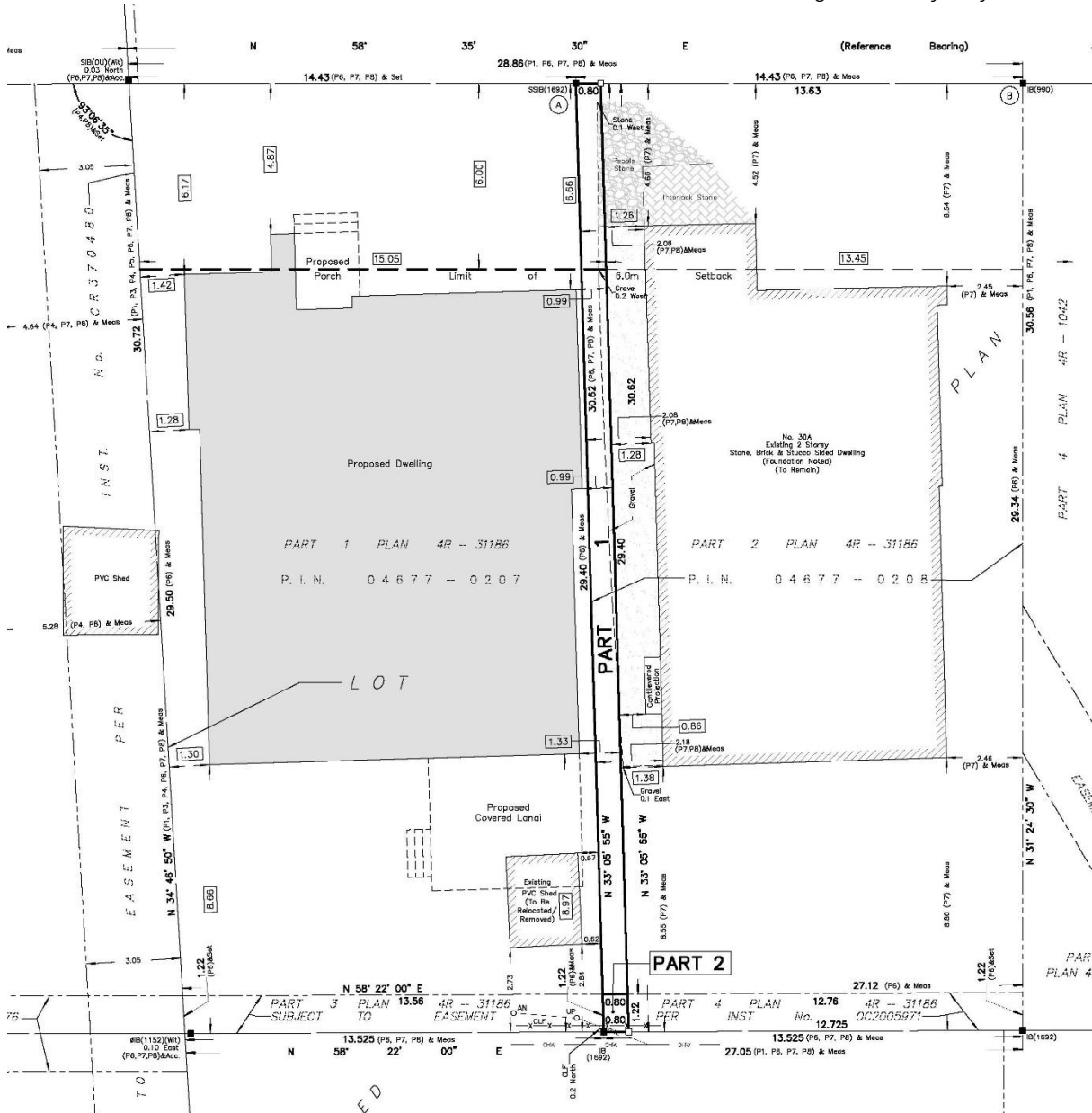
In order to proceed, the owner requires the Consent of the Committee for a Lot Line Adjustment. The properties are shown on the Draft 4R-Plans filed with the application. The separate parcels will be as follows:

Parcel Description	Frontage	Depth	Area
<u>30a David Drive</u> Parts 2 & 4; Plan 4R-31186 Except Parts 1 & 2; Draft Plan 4R-XXXX	13.63m	30.62m	403.0m ²
<u>30b David Drive</u> Parts 1 & 3; Plan 4R-31186 And Parts 1 & 2; Draft Plan 4R-XXXX	15.23m	30.62m	452.7m ²

Draft Plan 4R-XXXX Part 1 + Part 2: 0.80m X 30.62m = 24.5m²
Proposed severed parcel will be added to 30b David Drive.

Note: Refer to Original Deposited Plan 4R-31186, June 19, 2018, enclosed.

Figure 1: Draft Reference Plan Excerpt



Relief Requested

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

30a David Drive:

- a) To permit a reduced lot width of 13.45 metres, whereas the By-law requires a minimum lot width of 19.5 metres. (Table 156A)
- b) To permit a reduced lot area of 403.0 square metres, whereas the By-law requires a minimum lot area of 600 square metres. (Table 156A)

30b David Drive:

- c) To permit a reduced lot width of 15.05 metres, whereas the By-law requires a minimum lot width of 19.5 metres. (Table 156A)
- d) To permit a reduce lot area of 452.7 square metres, whereas the By-law requires a minimum lot area of 600 square metres. (Table 156A)
- e) To permit an increased projection of the covered lanai in the rear yard of 4.18 metres, whereas the By-law permits a maximum projection of 2.0 metres. (Table 65 (6)(c))

Zoning

Zoning Bylaw 2008-250 | R1FF

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: #30a	Provided: #30b
Min. Lot Width	19.5m	13.45m	15.05m
Min. Lot Area	600m ²	403.0m ²	452.7m ²
Max. Building Height	8.5m	7.96m existing	8.08m
Min. Front Yard Setback	6m	6.02m existing	6.06m
Min. Rear Yard Setback	28% of lot depth	27.95% (8.55m) existing	28.24% (8.66m)
Min. Interior Side Yard Setback	total is 2.1 with one yard, no less than 0.9	1.26m + 2.45m = 3.71m	0.99m + 1.28 = 2.27m

Existing Conditions and Area Overview

The existing home at 30a David Drive was built in 2019 following the original lot severance in July 2017. The lot at 30b David Drive has remained vacant since that time. There is a 3.05m wide water main easement along the west side of #30b.

Access to the property is provided from David Drive which is a Local Road. Transit service is provided along Meadowlands Drive to the South and Merivale Road to the East. The area is well served by a range of commercial and community amenities principally along Merivale Road to the East. To the West you will find Algonquin College, and College Square Shopping Centre.

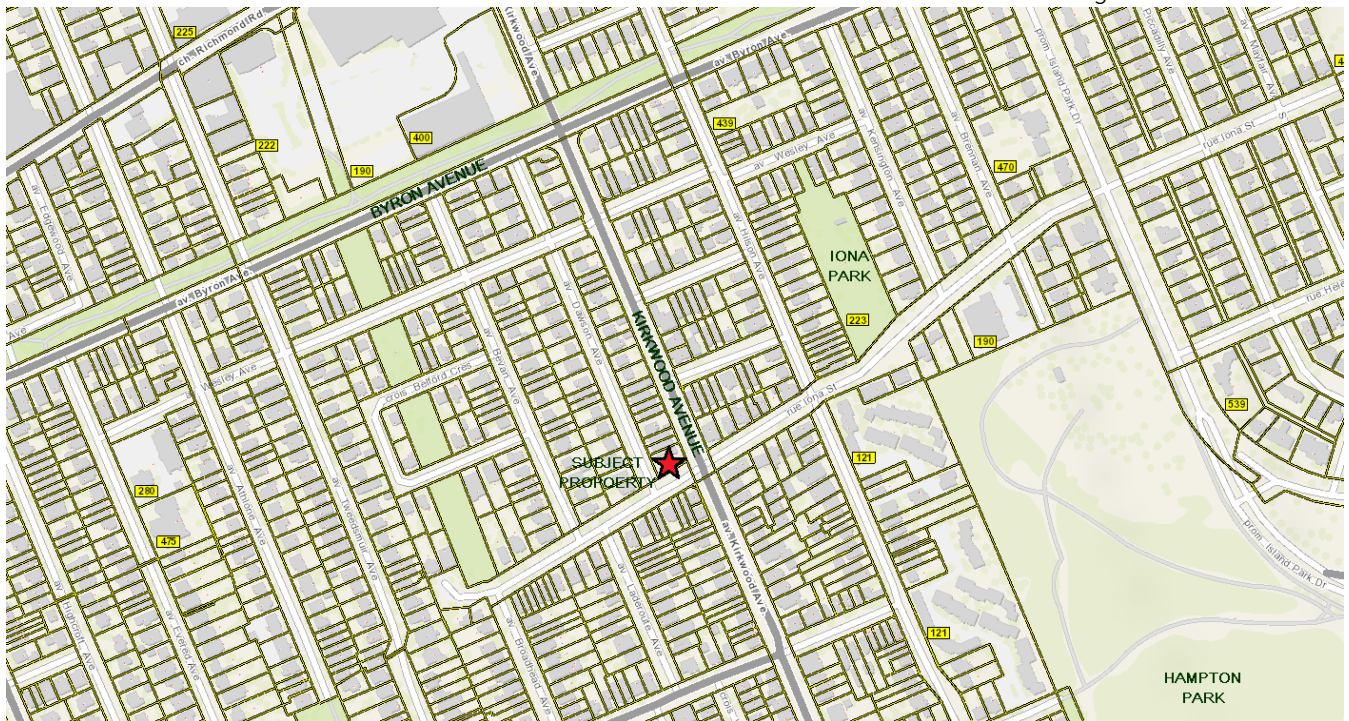
Figure 2: Existing home on Subject Property



Neighbourhood Character

The City View residential neighborhood generally reflects a classic suburban model, and was first established in the late 1940s into the 1960s. Housing along David Drive, and throughout the neighbourhood, is characterized by single family bungalows and 2-storey homes on wide lots. There are countless examples throughout the neighbourhood of the replacement of the existing homes by larger 2-storey single family dwellings, through dividing the existing wide lots in half. Many of these new dwellings utilize the maximum allowable building envelope and building height. This has occurred frequently throughout the City View Neighborhood over the past 10 years, maximizing the residential development on these properties, and creating a varied pattern of development in terms of lot fabric, and built form.

Figure 3: Site Location Map



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 is located within the Outer Urban Transect, under the Neighborhood designation on Schedule A, and Schedule B3 in the City of Ottawa's Official Plan. The Outer Urban Transect intends to accommodate residential growth with development standards that gradually transition away from a suburban model and move towards 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.

This proposed new detached dwelling includes a secondary unit in the basement, and meets the intentions of the Official Plan as it is a residential use that is permitted in the Neighbourhood designation. It maintains the low-rise residential character of the neighbourhood as a detached large-family home, and it will contribute to gentle intensification by utilizing an existing vacant lot, adding two dwelling units to the neighborhood.

The proposed lot line adjustment and subsequent minor variances provide more space for the proposed new dwelling and contribute substantially to accommodating a comfortable secondary unit in the basement of the proposed home. This form of gentle intensification is strongly encouraged in the Official Plan.

Section 11.5 (8) of the Official Plan speaks to lot adjustments. Minor boundary adjustments which do not result in the creation of a new lot or render an existing lot as non-complying are permitted. As both subject lots are already non-complying, the adjustment does not change the compliance of the lots. 30b David will be brought closer to compliance, and 30a David will maintain a functional lot size, of which there are many smaller examples throughout the neighbourhood, as outlined on page 7.

In keeping with the Official Plan directions, the proposed site design incorporates more lot coverage on smaller lots, and includes space for soft landscape, trees and hard surfacing that is sensitive to the context of the street. The proposed new detached home is in-keeping with the low-rise residential character of the neighborhood, with height, massing and setbacks that fit in with the established context while also moving towards a more urban built form.

This proposal also maintains the intentions of the Official Plan by taking advantage of established transit service, water and sewer services and the network of roads, pathways, and designated cycling routes. It supports development in the Outer Urban area rather than developing lands at the periphery of the City, and supports the growth targets for large-household dwellings for neighbourhoods. It contributes to a sustainable community by providing a residential use in proximity to the rapid transit system, and a range of community amenities including employment and retail uses, thereby reducing travel and improving accessibility.

The home has been designed with careful consideration to prioritize the built-form relationship with the public realm, through emphasizing the large welcoming front entrance, windows, and front yard landscaping.

As such, we feel that the proposed minor variances meet 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 First Density, Subzone R1FF. The intent of this zone is to limit development to detached dwellings, while allowing other residential uses to provide additional housing choices within detached dwelling residential areas. Development is to be regulated in a manner that is compatible with existing land use patterns so that the detached dwelling residential character of the neighbourhood is maintained or enhanced.

The proposed new dwelling meets the intention of the Zoning By-law by providing a detached dwelling which is compatible with existing land use patterns and the single-family detached residential character of the neighbourhood.

Figure 5: Conceptual Streetscape Rendering



3. Desirable for the appropriate development or use of the property

We feel that this proposal is desirable for the area as it provides quality, functional, multi-generational family housing in the heart of the city, while still maintaining adequate private yard amenity space and greenery. The design is compatible with the existing land use, and maintains or enhances, the residential character of the neighbourhood.

Gentle intensification in the form of a detached dwelling with a secondary dwelling unit is desirable for the intentions of the Official Plan. The lot line adjustment and subsequent minor variances afford more space to the footprint of the home, making the secondary unit more comfortable and functional for future residents.

The minor variances for lot width and area, and the covered lanai, are respectful of the existing character of the neighbourhood and are desirable for the general intent and purpose of the Zoning By-law, creating a functional detached home. Through gentle intensification in the context of the neighborhood, taking advantage of existing infrastructure services, and proximity to community amenities, this proposal is desirable for the intentions of the Official Plan.

Engineering design and site work will be undertaken to improve the lot's grading and drainage, contributing to better storm water management for the area. The design is respectful of the adjacent properties, and seeks to avoid and/or mitigate any impact or privacy concerns for the neighbours.

For these reasons, 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 lot width of 13.45 metres for 30a David Drive, and 15.05 metres for 30b David Drive, whereas the By-law requires a minimum lot width of 19.5 metres.

Relief is requested to permit a reduced lot area of 403.0 square metres for 30a David Drive, and 452.7 square metres for 30b David Drive, whereas the By-law requires a minimum lot area of 600 square metres.

The proposed adjusted lots are consistent with the existing pattern of development found throughout the neighborhood, and are functional for the intended use, being detached residential.

The variances are minor in the measure that the lot line adjustment has no impact whatsoever on adjacent properties. The proposed adjusted lots will meet and exceed the requirements for soft landscaping, and the dwellings are respectful of the maximum 45% lot coverage required in the Zoning By-law for City View.

Similar Lots in the surrounding neighbourhood:

29a & 29b David Drive, directly across from the subject property.
13.91m frontage @ 423.58m² area & 12.60m frontage @ 416.85m² area

2a & 2b David Drive
15.69m frontage @ 425.9m² area & 14.11m frontage @ 426.1m² area

18 Bayne Avenue
15.11m frontage @ 434.69m² area

36 & 38 Rossland Avenue
13.39m @ 387.23m² & 13.41m @ 388.36m²

46 Tower Road
12.65m frontage @ 346.81m²

Figure 5: Streetscape Fabric



Note the varied lot fabric along this block. The proposed 0.8m lot line adjustment has no impact on the established lot fabric.

Relief is requested to permit an increased projection of the covered lanai in the rear yard of 4.18 metres, whereas the By-law permits a maximum projection of 2.0 metres.

The proposed covered lanai is intended to provide functional outdoor living space for the proposed new dwelling; proposed new trees and greenspace in the rear yard are not negatively impacted by the covered lanai, and the lanai will make this private greenspace amenity area more accessible for the home's residents.

Urban Design Guidelines for Low-rise Infill Housing

The proposed new dwelling at 30b David Drive was 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. The proposed dwelling features a primary entrance that is inviting and visible from the street, and articulation of the front façade.

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 lot line adjustment does not require a Plan of Subdivision, as the proposal is intended to facilitate the creation of a larger residential lot which will meet the intentions of the underlying zoning. The proposed lot line adjustment does not require the construction of new public infrastructure, including roads and services. The subsequent building permit application will ensure that the proposed construction of the new detached dwelling 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 lot line adjustment 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 lot line adjustment has 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 lot line adjustment is not premature and is in the public interest as it creates a more desirable lot 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 lot line adjustment supports higher density low-rise development in the Outer Urban Area as outlined in the Growth Management Framework, Subsection 3.2, Table 3b. The proposed lot line adjustment 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 lot line adjustment contributes to this by allocating for a large family dwelling. The lot line adjustment contributes to a sustainable community by providing residential uses in close proximity to the transit system, and a range of community amenities including employment and retail uses, thereby reducing travel and improving accessibility.

The proposed lot line adjustment provides more space for the proposed new dwelling and contributes substantially to accommodating a comfortable and functional secondary unit in the basement of the proposed home. This form of gentle intensification is strongly encouraged in the Official Plan.

Section 11.5 (8) of the Official Plan speaks to lot adjustments. Minor boundary adjustments which do not result in the creation of a new lot or render an existing lot as non-complying are permitted. As both subject lots are already non-complying, the adjustment does not change the compliance of the lots. 30b David will be brought closer to compliance, and 30a David will maintain a functional lot size, of which there are many smaller examples throughout the neighbourhood, as outlined on page 7.

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

The proposal is in keeping with the established lot fabric of the neighbourhood, and the lot line adjustment has no impact to any adjacent property. The interior side yard setback reduction to the existing home at 30a David meets the performance standards of the zoning by-law and the OBC. The proposed new dwelling meets the performance standards of the By-law, including yard setbacks, and height. The dwellings fit comfortably on the adjusted lots, and function well in terms of soft landscaping area and private amenity area. The lots are suitable for residential use.

(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;

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 adjusted parcels are an appropriate and functional size to accommodate the existing dwelling as well as the proposed new detached dwelling. The size and dimensions of both parcels are appropriate in the context of the existing lot fabric and zoning, and will provide adequate space for private amenities 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 Meadowlands Public School, Merivale High School, St. Gregory School, Abraar School, Elizabeth Wyn Wood Alternate Program, Winston Churchill Public School, Frank Ryan Catholic Intermediate School, and Algonquin College.

(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

Not applicable.

(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 lot line adjustment meets the criteria set out in Section 51(24) of the Planning Act, a plan of subdivision is not required, and the proposed lot line adjustment at 30a & 30b David Drive 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 lot line adjustment 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 lot line adjustment will not cause environmental or health and safety concerns. The subject property is within the urban area, and therefore the adjusted 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. David Drive 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 lot line adjustment 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. It 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 lot line adjustment supports this policy.

In our opinion, the proposed lot line adjustment is consistent with the Provincial Policy Statement, and the proposed lot line adjustment at 30a & 30b David Drive constitutes good land use planning.

Pre-consultations

Pre-consultations were held with Samantha Gatchene in the Development Review Department, and Hayley Murray, Planning Forester.

A letter explaining our application and plans was provided to the City View Community Association for their review and comments, and a virtual meeting was held on March 20, 2024 to discuss their concerns in more detail.

During the meeting it was brought to our attention that the easement along the west side of the property is for a city-owned watermain. We discussed their concerns regarding protecting of the watermain, particularly when the trees are removed. Following the meeting, the owner had the exact location of the watermain marked on site and updated on the survey plan and site plan. The watermain is well outside the area of work for tree removal, and the arborist has confirmed that any remaining roots can either be cut by the excavator, and/or stumps ground to avoid pulling any remaining root mass. Due care will be taken to ensure that the watermain is protected at all times during construction.

We also clarified that there is no basement below the lanai, it is a concrete foundation only, and verified the lot coverage calculations.

The property owner has had multiple conversations with their adjacent neighbours and they have indicated no concerns with the proposed lot line adjustment.

Trees

Existing trees on site were assessed by Dendron Forestry during the preliminary design stage for this file. There are 5 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.

The Northern catalpa in the front yard of 30b David is proposed to be removed based on poor health and decay, combined with location at the edge of excavation. The sugar maples in the east side yard of 30b David are proposed to be removed due to poor condition and extensive wind storm damage combined with location at the edge of excavation. The basswood and little leaf linden in the rear yard of 30b David are proposed to be removed due to poor health, extensive windstorm damage, and risk of failure.

Please note that these trees were previously approved for removal with the original severance application in July 2017, the new building footprint and lot line adjustment have no impact on what was already expected for these trees.

At time of excavation and tree removal, an arborist will ensure that any remaining roots from the trees along the west side of the lot are cut to prevent pulling on the soil and to protect the watermain within the easement area.

It is proposed to plant seven new deciduous trees on the property at completion of the project, two large trees will be in the front right-of-way and five medium trees will be in the rear yards, split between both 30a and 30b David Drive as shown in the attached Tree Replacement Report.

Conclusion

With respect to the Lot Line Adjustment, it is our opinion that the proposal does not require a plan of subdivision and meets the criteria of Subsection 51(24) of the Planning Act, as it is not premature and is a suitable and efficient use of the land with minimal impact on the public interest. The proposed lot line adjustment also meets the intentions of the relevant policies and provisions of the Official Plan, and the Zoning By-law. The proposed lot line adjustment 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.