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March 27, 2025

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

2025-03-27

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Re: **APPLICATION FOR CONSENTS FOR LOT LINE ADJUSTMENT AT 870-872 RIDDELL AVENUE NORTH, OTTAWA, ON.**
Part of Lot 25
Registered Plan 303
City of Ottawa
Ward 7, Bay
Zoning R2F, Zoning By-law 2008-250

Dear Mr. Bellemare,

Kathleen Mulholland has retained Miroca Design Consulting Services to act as agent on her behalf for the preparation of Consents for Lot Line Adjustment Application for her lands known municipally as 870 Riddell Avenue North, 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 Consulting Services Inc.
3. 1 full-sized copy and 1 reduced copy of the Draft 4R Plan showing each of the severed and retained lots, prepared by Stantec Geomatics Ltd., Ontario Land Surveyors.
4. 1 full-sized copy and 1 reduced copy of the Site Plan prepared by Roca Homes.
5. 1 copy of the Tree Information Report 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

Lot line adjustment to create two equal sizes parcels for future residential development.

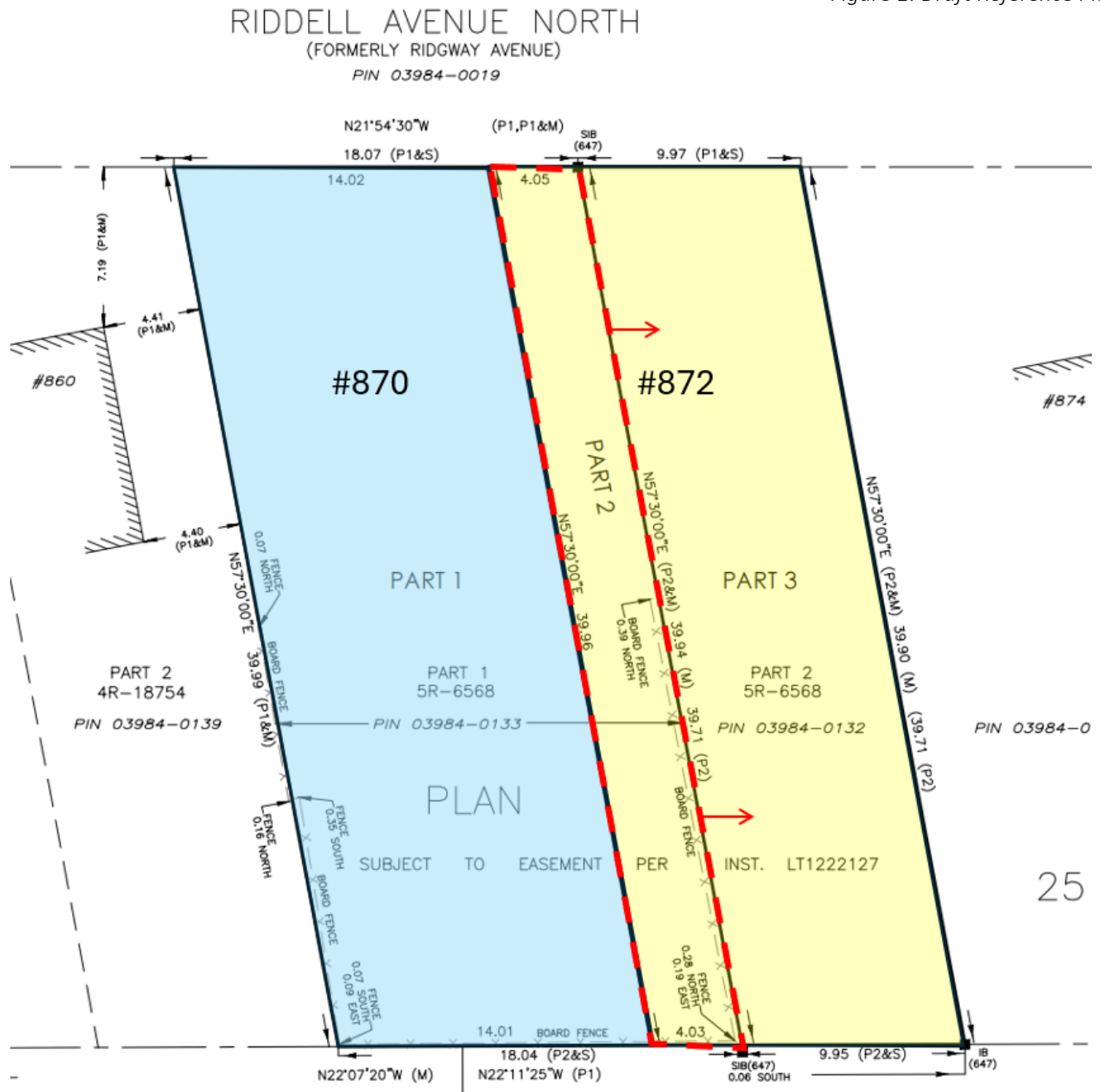
CONSENTS REQUESTED

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-Plan filed with the application. The separate parcels will be as follows:

Parcel Description	Frontage	Depth	Area
870 Riddell Ave. N. <i>Part 1 5R-6568</i> Part 1 (retained)	14.02m	39.96m (irregular)	551.1m ²
872 Riddell Ave. N. <i>Part 2 5R-6568</i> Part 2 (severed) & Part 3	14.02m	39.96m (irregular)	550.4m ²

Enclosed Draft Reference Plan, Part 2: 4.05m X 39.86m = 158.9m²
 Part 2 will be severed from 870 Riddell Ave. N, and transferred to 872 Riddell Ave. N.

Figure 1: Draft Reference Plan



EXISTING CONDITIONS AND AREA OVERVIEW

The subject properties currently contain a 1.5-storey semi-detached dwelling situated on two irregularly sized lots. It is proposed to demolish the existing dwelling and adjust the lot lines to create two equal parcels for future residential development.

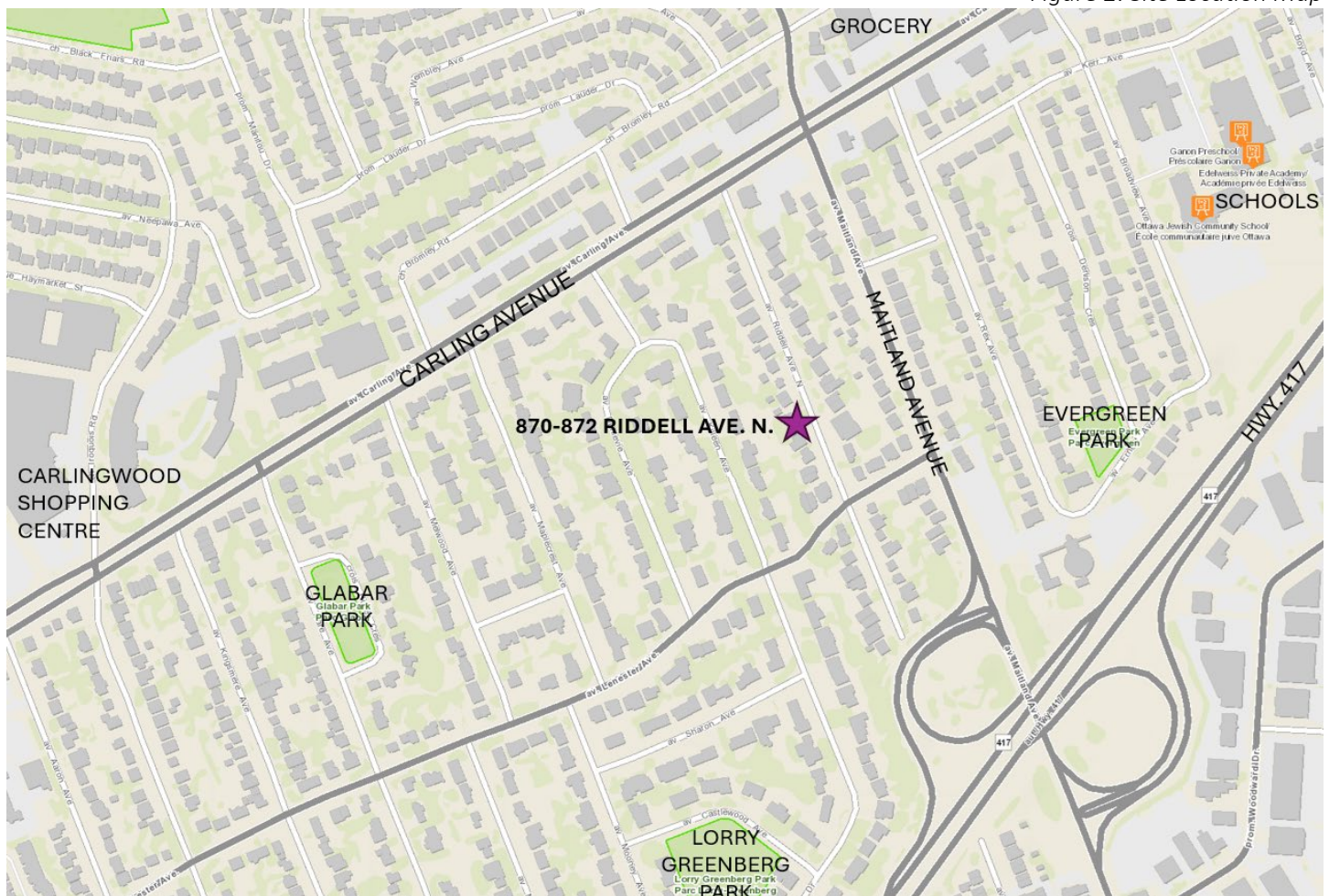
The property fronts Riddell Avenue North, a local road, with transit service along nearby Carling Avenue to the north. Commercial and community amenities are located along Carling Avenue, and Glabar Park lies to the west.

This property falls within the Inner Urban Transect, under the Evolving Neighbourhood designation on Schedule A and Schedule B2 of the City of Ottawa's Official Plan.

NEIGHBOURHOOD CHARACTER

Glabar Park, developed primarily between the 1940s and 1960s, is a mature, family-friendly neighbourhood that is well served by transit and walkable to local amenities, shopping, and employment. Housing along Riddell Avenue is a mix of original 1950s single-family homes and newer 2 and 3 storey semi-detached dwellings built in the last 5-10 years.

Figure 2: Site Location Map



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 regularize existing residential lots which will meet all of the performance standards 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 applications will ensure that future construction of new dwellings will conform to the appropriate performance standards, and that appropriate site servicing is in place, ensuring that these parcels are 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 desirable residential lots for future residential development, promoting context-sensitive intensification within an established neighbourhood.

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

The proposed lot line adjustment aligns with the policies outlined in the City of Ottawa Official Plan.

It supports future low-rise, higher-density development in the Inner Urban Area, as specified in the Growth Management Framework. The Official Plan promotes a mix of unit sizes, densities, and tenure options within neighborhoods, including varied bedroom counts, to accommodate a wide range of prices and occupancies. This lot line adjustment contributes by enabling future development of long semi-detached dwellings, supporting this diversity.

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 severance supports the direction of the Evolving Neighbourhood overlay, providing growth in the neighbourhood that is respectful of the established suburban context, while gradually moving towards a more urban model. Additionally, the lot line adjustment ensures sufficient space for new dwellings and facilitates the inclusion of more residential units, a form of gentle intensification encouraged by 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. Both adjusted lots will meet all performance standards under the zoning by-law.

This severance optimizes an underutilized property within an established neighborhood, replacing the current semi-detached dwelling with new low-rise, higher-density development. This approach respects the community's residential character while encouraging gentle intensification, as promoted 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 under-utilized residential 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. This lot provides the opportunity to increase density close to employment centers, transportation infrastructure, parks, and amenities. The proposed lot line adjustment facilitates 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.

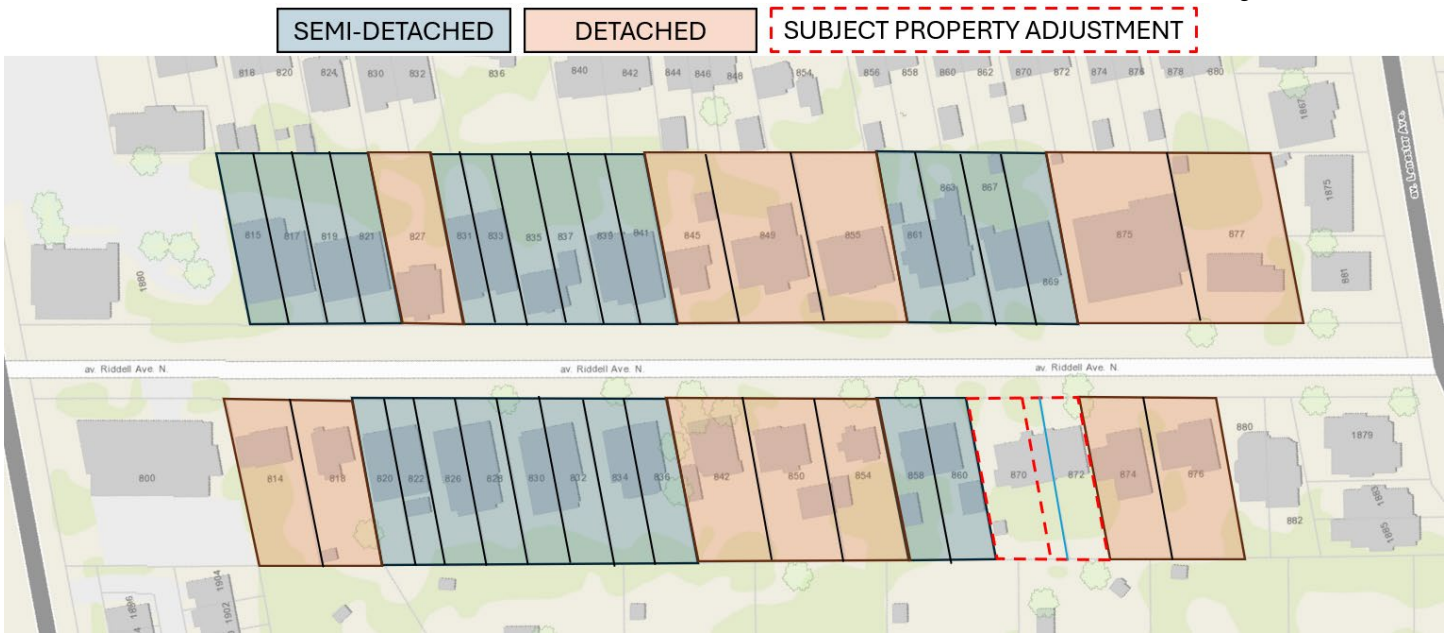
(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

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 lot line adjustment will regularize the existing uneven lots into two equal parcels of land. The adjusted lot widths will be 13.78m for both parcels, which is suitable for the expected future use (long semi-detached dwellings). The revised lots will meet the performance standards of the Zoning By-law, and will comfortably accommodate future development, with ample space for private amenities and soft landscaping.

Figure 3: Lot Fabric



(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 By-law, there are no other restrictions or proposed restrictions on the regularized 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. Martin's Nursery School, Westboro Nursery School, SJCC Ganon Pre-School, Westboro Village Co-Operative Pre-School, Broadview Public School, Woodroffe Public School, D. Roy Kennedy Public School, Grant Alternative, St. Daniel's, Our Lady of Fatima, and Ottawa Christian School.

(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 lot line adjustment, 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 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 870-872 Riddell Avenue North represents good land use planning.

PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement was issued under Section 3 of the Planning Act and came into effect October 20, 2024.

As per Section 3(5) of the Planning Act, a decision by the Committee of Adjustment with respect to a planning matter must be consistent with the Provincial Planning Statement (PPS). The Provincial Planning Statement provides policy direction on matters of provincial interest that are related to land use planning and development.

The proposed lot line adjustment at 870-872 Riddell Avenue North aligns with the policies and direction of the PPS. The development is an example of efficient land use within the settlement area, supporting sustainable growth by concentrating development where existing infrastructure and services are already in place. By avoiding urban sprawl, this project reduces environmental and financial costs and advances key provincial goals such as housing diversity, affordability, and environmental sustainability. The proposed lot line adjustment contributes to creating complete, connected communities that balance present needs of residents while accommodating future growth.

Section 2.1: Planning for People and Homes

Policy 2.1.6 encourages planning authorities to support the achievement of complete communities through a balanced mix of land uses, housing options, transportation, and public facilities. The proposed development aligns with this policy by concentrating growth in a well-served residential area, promoting a range of housing options close to community amenities like schools, shopping centers, and recreational spaces.

Section 2.2: Housing

Policy 2.2.1 emphasizes the need for diverse housing options to meet the needs of current and future residents, with a focus on affordability and residential intensification. The proposed lot line adjustment directly supports these objectives by facilitating future low-rise, higher-density development to diversify the housing mix in the region.

By utilizing underdeveloped land within the inner urban area, the development adds new housing options that meet demographic needs. The future homes' proximity to greenspace, parks, and active living options aligns with the PPS goal of improving residents' health and well-being.

Section 2.3.1: Settlement Areas

According to Policy 2.3.1, settlement areas should be the focus of growth and development. The proposed development is located within the City of Ottawa's established settlement area, which is in keeping with the PPS's emphasis on directing growth to areas with existing infrastructure and public services. By developing within a settlement area, the proposed lot line adjustment ensures efficient land use and minimizes the need for costly infrastructure expansion. The site's integration into the city's transit network enhances accessibility and supports sustainable urban growth, consistent with the PPS goals of reducing sprawl and promoting livable, connected communities.

Section 2.4.1: Strategic Growth Areas

Policy 2.4.1 encourages development in strategic growth areas, such as major transit station areas, existing and emerging downtowns, grayfield and brownfield sites, lands along major roads, arterials, or other areas with existing or planned transit service. The proposed lot line adjustment is situated within the inner urban area with convenient access to public transit, aligning with this policy's goal of focusing growth where it can be supported by existing services and infrastructure.

In our opinion, the proposed lot line adjustment at 870-872 Riddell Avenue North aligns with the Provincial Planning Statement by promoting efficient land use, optimizing urban infrastructure, enhancing housing diversity, and supporting the development of complete communities. This constitutes sound and sustainable land use planning.

PRE-CONSULTATIONS

Discussions were held with Julian Alvarez-Barkham, Planning Forester, ahead of this submission to confirm TIR requirements. The proposed plans were also sent to the Panel 2 Planners for comments ahead of this submission.

TREES

The existing trees on site were assessed by Dendron Forestry Services based on the as-of-right buildable area of the proposed regularized lots. Final decisions on tree retentions and future plantings will be made at the building permit stage in keeping with the goals and objectives of the Tree Protection By-law.

CONCLUSION

It is our opinion that the proposed lot line adjustment 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 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 Planning Statement, regularizing lots for residential development within the settlement 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 Planning Statement, we believe that the Consents sought represent good land use planning and are appropriate for the subject property.

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.

Mary Beth DiSabato
Miroca Design Consulting Services Inc.