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July 15, 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

**2025-07-31**

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

Re: **APPLICATION FOR MINOR VARIANCES FOR LANDS AT 72 LAVAL STREET, OTTAWA, ON.**  
Part of Lot 65  
Registered Plan 101  
City of Ottawa  
Ward 12, Rideau-Vanier  
Zoning R4UA, Zoning By-law 2008-250

Dear Mr. Bellemare,

8358923 Canada Incorporated has retained Miroca Design Consulting Services to act as agent on their behalf for the preparation and presentation of Minor Variances Application to the Committee of Adjustment for their lands known municipally as 72 Laval Street, 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 Inc.
3. 1 full-sized copy and 1 reduced copy of the Topographic Survey Plan, prepared by Farley, Smith & Denis Surveying Ltd., Ontario Land Surveyors
4. 1 full-sized copy and 1 reduced copy of the Site Plan and Elevation Drawings prepared by Miroca Design Inc.
5. 1 copy of the Tree Information Report and Tree Planting Plan prepared by Dendron Forestry.
6. A cheque payable to the City of Ottawa, and a copy of the Parcel Register showing ownership.

**PURPOSE OF THE APPLICATION**

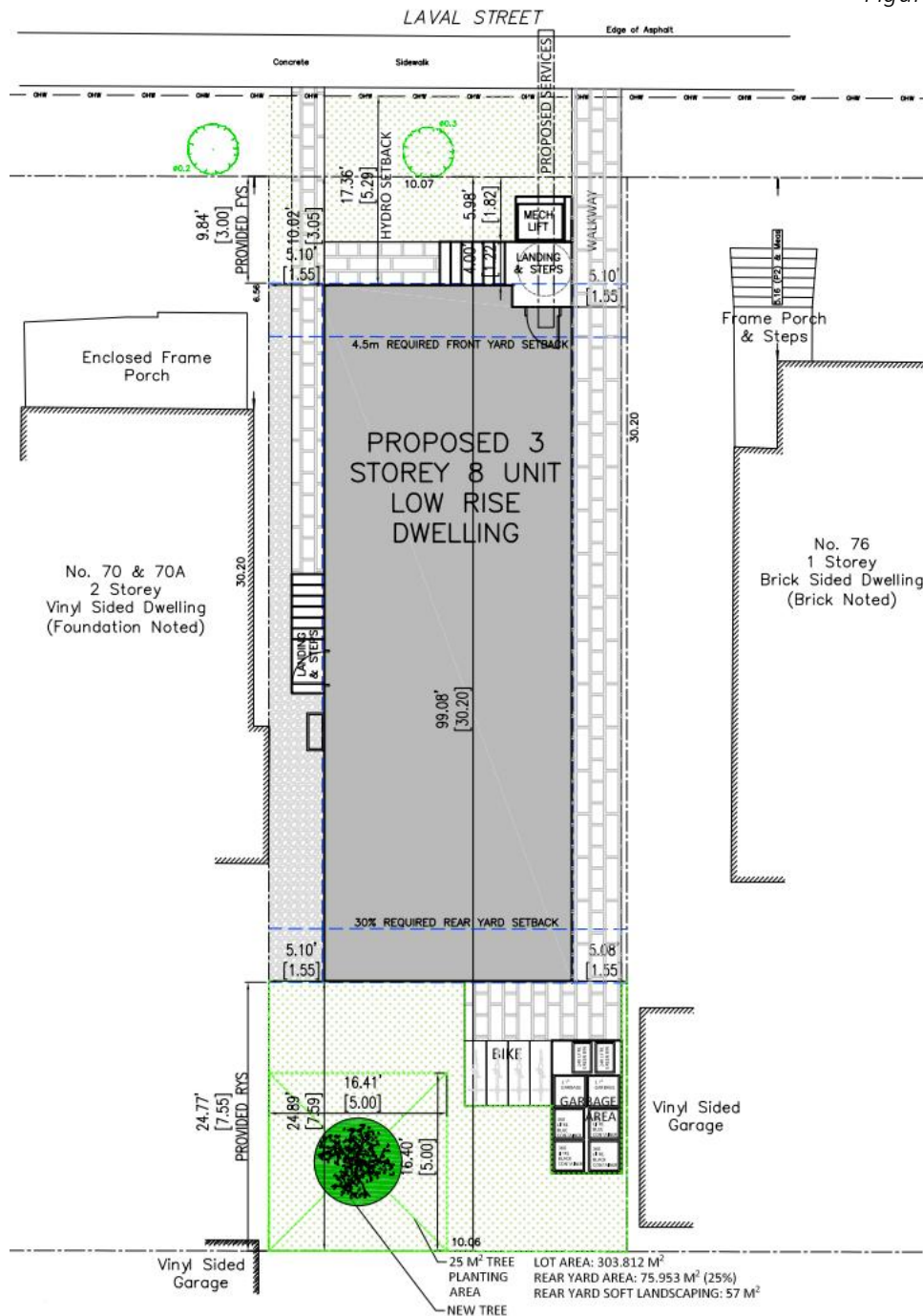
To legalise the existing lot area, and to permit a reduced front yard setback and reduced rear yard setback to permit the construction of a new 8-unit apartment building.

## RELIEF REQUESTED

In order to proceed, the owners require the Authority of the Committee for a Minor Variance as follows:

- To permit the existing lot area of **303.8 square metres**, whereas the By-law requires a minimum lot area of **360 square metres** for low rise apartments. [Table 162A]
- To permit a reduced front yard setback of **3.0 metres**, whereas the By-law requires a minimum front yard setback of **4.5 metres**. [Table 162A]
- To permit a reduced rear yard setback of **25% of the lot depth** (7.55 metres) whereas the By-law requires a minimum rear yard setback of **30% of lot depth** (9.06 metres). [Table 144A]

Figure 1: Site Plan Excerpt



# ZONING

Zoning Bylaw 2008-250 | R4UA| Section 161 & Table 162  
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	Proposed
Min. Lot Width	12m	10.06m
Min. Lot Area	360m <sup>2</sup>	303.8m <sup>2</sup>
Max. Building Height	11m	10.95m
Min. Front Yard Setback	4.5m	3.0m
Min. Corner Yard Setback	4.5m	N/A
Min. Rear Yard Setback	30% of lot depth (9.06m)	25% (7.55m)
Min. Rear Yard Area	25% of lot area (75.95m <sup>2</sup> )	25% (75.95m <sup>2</sup> )
Min. Interior Side Yard Setback	1.5m	1.55m
Front Yard Soft Landscaping	40%	94%
Rear Yard Soft Landscaping	50m <sup>2</sup>	57m <sup>2</sup>

## EXISTING CONDITIONS AND AREA OVERVIEW

There is a 2-storey duplex dwelling on the property, which is proposed to be demolished. The property is accessed from Laval Street which is a Local Road. Transit service is provided along Beechwood Avenue to the North/West, Marier Avenue to the North and Vanier Parkway to the south. The area is well served by a range of commercial and community amenities principally along Beechwood Avenue to the North/West and Montreal Road to the East. The Rideau River pathways and parks are nearby to the south. Other notable features in the area include Rideau Hall and Beechwood Cemetery to the north.

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

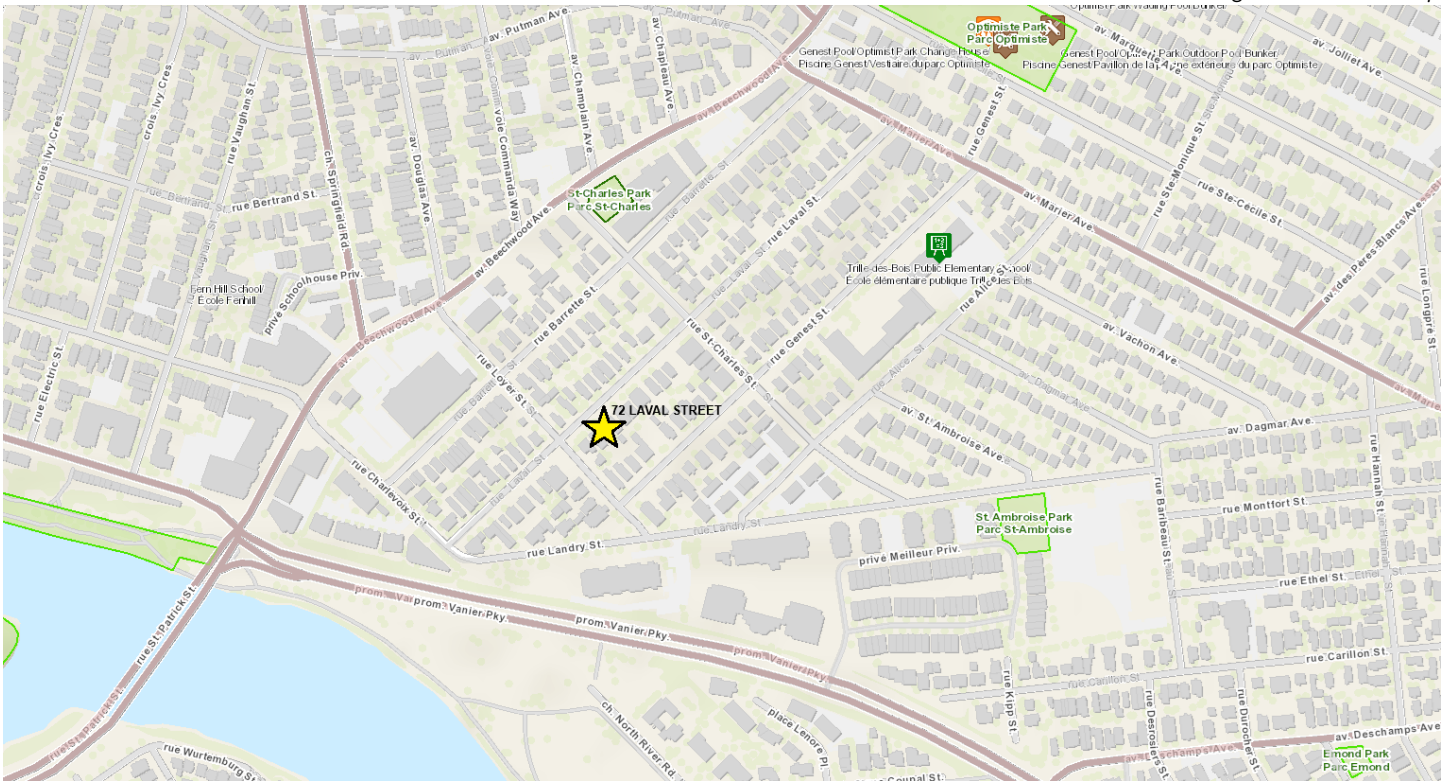
Figure 2: Existing Duplex



## NEIGHBOURHOOD CHARACTER

Vanier North is a community in a state of urban renewal, known for its close proximity to downtown, and two prestigious cemeteries. The dwellings in Vanier North are mixed, with a variety of single dwellings and small multi-unit buildings originally built between the early 1900's and the 1960's. The neighbourhood has been experiencing infill over the last decade, replacing the exiting homes with larger detached, semi-detached, and multi-unit dwellings, maximising residential development in the area. Housing along Laval Street is decidedly mixed, with a variety of detached homes spanning several eras, and both older and new multi-unit low rise buildings.

Figure 3: Area Map



## URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The proposed low-rise apartment building at 72 Laval Street has been designed in accordance with the Urban Design Guidelines for Low-rise Infill Housing. The design incorporates setbacks that are consistent with the mixed character of the neighbourhood, while embracing a more urban built form. It balances increased lot coverage with adequate greenery and rear yard amenity space that harmonizes with the surrounding homes. The design features a clear primary entrance from the street, and a clean articulated front façade.



## 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

The subject property is located within the Inner Urban Transect under the Evolving Neighbourhood Overlay on Schedules A and B2 of the City of Ottawa's Official Plan. These policies support residential growth through a gradual transition from suburban to more urban built forms, with a focus on providing a wider range of housing types, particularly low-rise housing that reflect the existing neighbourhood context.

The proposal replaces an existing duplex with an 8-unit low-rise apartment building; for a net increase of six units. This gentle intensification supports the objectives of the Growth Management Framework in Section 3 of the Official Plan by increasing the housing supply while maintaining a compatible built form and scale.

Minor variances for reduced front and rear yard setbacks enable the creation of larger, more functional units; specifically, two 2-bedroom and six 1-bedroom apartments. Without these variances, only bachelor or smaller 1-bedroom units would be feasible. The proposed unit mix contributes to housing diversity and supports broader City objectives to promote 15-minute neighbourhoods, with access to transit, schools, parks, and services within walking distance.

The building design embraces urban design principles, increasing lot coverage while preserving soft landscaping and tree planting areas. The massing, height, and setbacks respect the existing neighbourhood character while transitioning toward a more urban built form.

Additionally, the development leverages existing infrastructure, including public transit, water and sewer services, and active transportation networks. It directs growth to the Inner Urban area rather than peripheral lands, supporting a compact, sustainable development pattern.

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 property is zoned R4UA, a Residential Fourth Density subzone that permits a wide range of low-rise residential forms, from detached dwellings to low-rise apartments. The zone intends to support housing diversity while ensuring compatibility with existing land use patterns.

The proposed low-rise apartment building aligns with this intent. It is compatible with the surrounding built form and supports a mixed, residential character.

The minor variance for lot area legalizes an existing condition. The lot provides adequate space for the building, landscaping, servicing, and amenities, with no adverse effect on livability or function. The proposed development remains aligned with the overall objectives of the zone.

The reduced rear yard setback accommodates all essential elements, including bike parking, waste storage, soft landscaping, and tree planting. It retains at least 25% of the lot area as rear yard, meeting the intent of providing outdoor space and separation between buildings.

The reduced front yard setback continues to support streetscape consistency and accommodates 94% soft landscaping in the front yard. The existing front yard tree will be preserved, and the visual relationship between the building and the street remains appropriate and compatible with the neighbourhood context.

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 development represents an appropriate and desirable use of the property. It supports long-term residential needs by offering diverse housing types in a location well-served by existing infrastructure and community amenities. The requested variances enable an efficient and functional site design while maintaining compatibility with the surrounding built form. The proposal represents a modest reinvestment in the property and supports gentle intensification in line with Official Plan policy.

Replacing a duplex with an 8-unit building adds much-needed housing in a manner that is sensitive to neighbourhood scale and character. The site design balances built form and open space, enhancing both the public realm and private rear yard conditions.

Environmental considerations are addressed through the preservation of mature trees where possible and site design to improve drainage, grading, and stormwater management. The building is also designed to minimize overlook and privacy impacts on neighbouring properties.

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

### **4. THE VARIANCES ARE MINOR**

Relief is requested to permit a reduced front yard setback of 3.0 metres, whereas the By-law requires a minimum front yard setback of 4.5 metres. This modest change preserves landscaping, tree planting, and an appropriate streetscape interface. It does not affect access, sightlines, or adjacent uses.

Relief is requested to permit the existing lot area of 303.7 square metres, whereas the By-law requires a minimum lot area of 360 square metres for low rise apartments. This technical variance does not result in overdevelopment and has no material impact on neighbouring properties or the streetscape.

Relief is requested to permit a reduced rear yard setback of 25% of the lot depth (comprising of 25% of the lot area), whereas the By-law requires a minimum rear yard setback of 30% of the lot depth (comprising of 25% of the lot area). The proposed rear yard remains functional and capable of accommodating ample soft landscaping, bike storage, waste collection, and tree planting.

In each case, the proposed variances represent minor deviations that do not create adverse effects on adjacent properties, nor do they compromise the functionality or compatibility of the site. The scale and use of the proposed development is in keeping with the surrounding context.

Given these considerations, we feel that the proposed variances are minor.

# PROVINCIAL PLANNING STATEMENT

The Provincial Planning Statement was issued under Section 3 of the Planning Act and came into effect October 20, 2024. It replaces the Provincial Policy Statement that came into effect on May 1, 2020.

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 development at 72 Laval Street aligns with the policies and direction of the PPS. The low-rise building 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 low-rise building 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 low-rise building 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 development directly supports these objectives by introducing efficient low-rise apartments 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, inner urban transect, 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 low-rise building 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 development 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 development at 72 Laval Street 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.

## TREES

A Tree Information Report prepared by Dendron Forestry Services identified three protected trees on or near the property. An oakleaf mountain ash and a Japanese lilac, both located in the front right-of-way, are in good condition and will be retained. The oakleaf mountain ash is directly in front of the proposed building and will be protected during construction with appropriate fencing and mitigation measures.

The third tree, a large silver maple located in the rear yard, is in declining health and lies just within the proposed building footprint. Due to its condition and unavoidable conflict with the development, removal was recommended. Please refer to the enclosed Tree Information Report for more details.

The feasibility of retaining the silver maple tree was further assessed with Forestry Staff. We explored a design alternative that included notching the building to provide a 3m setback around the tree and redistributing floor area to the rear. However, Forestry advised that this option would still not allow for successful retention. Tree removal was recommended, with conditions for compensation through the planting of a large-growing species in the rear yard.

## PRE-CONSULTATIONS

Preliminary discussions were held with City of Ottawa Planning and Forestry staff regarding the proposed development. Planning staff expressed general support for the proposal, and we confirmed there would be no concerns regarding hydro clearances, site servicing, or waste storage access.

Forestry staff initially explored options for preserving the silver maple tree in the rear yard but concluded that retention was not feasible due to excavation and canopy conflicts. Tree removal was recommended, with conditions including updated tree protection measures for a front-yard tree and compensation through the planting of a large-growing species in the rear yard.

## CONCLUSION

In our opinion, the requested minor variances meet all four tests under the Planning Act. They represent reasonable, context-sensitive adjustments for appropriate reinvestment in the property. The proposed development is consistent with the planning policy framework and contributes positively to the surrounding neighbourhood.

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.