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PLANNING RATIONALE

24 Kirkstall Ave, Ottawa, ON, K2G 3M5

www.q9planning.com

christine@q9planning.com

Date: July 29, 2025

File: 010224 - 5 Ladouceur Street

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

Committee of Adjustment
Received | Reçu le

2025-08-01

City of Ottawa | Ville d'Ottawa
Comité de dérogation

PROPOSED MINOR VARIANCE APPLICATION FOR 5 LADOUCEUR STREET

Q9 Planning + Design have been retained by Joseph Pickerill to prepare a Planning Rationale regarding the minor variance application in order to construct a new detached accessory building (garage) in the side and rear yard on the subject site at 5 Ladouceur Street.

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

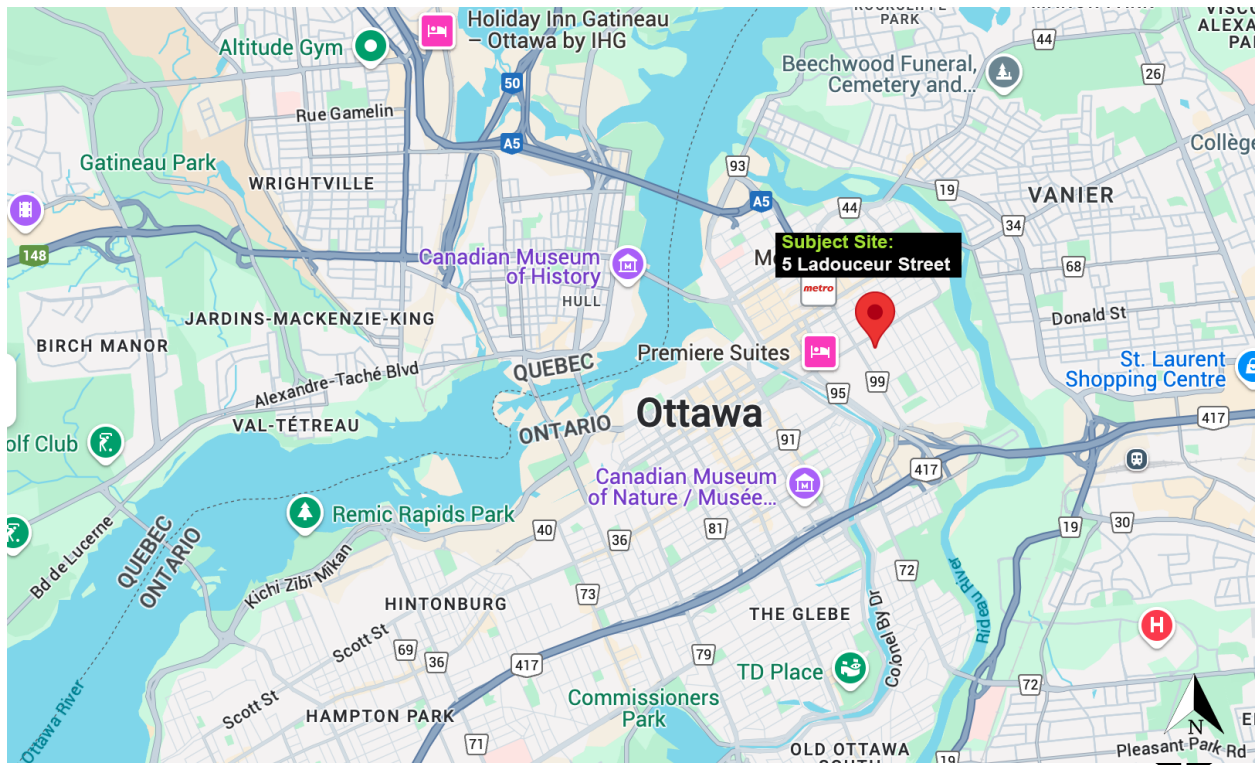


Figure 1: Location Plan

EXECUTIVE SUMMARY

The subject site is a rectangular, interior lot located on the west side of Ladouceur Street in Westboro, within Ward 15 - Kitchissippi in the City of Ottawa. The neighbourhood is characterized by a mix of uses and many different residential dwelling types, including single-detached homes, low-rise apartments, three-unit buildings, semi-detached, and mid-rise buildings and high-rise buildings within the community area owing to the proximity of Richmond Road and within 400 m of Westboro Station.

On February 21, 2025, the City of Ottawa issued a building permit to the owner to build a garage. Following the receipt of the building permit, the owner poured the slab (with permission) and upon subsequent inspection (after the slab was in place), it was discovered that the setback of the portion of the building located in the interior side yard was deficient, and the deficiency was missed by the original reviewer and issuer of the building permit. Due to the cost and environmental impact of removing the poured foundation, the owner has decided to pursue a Minor Variance Application to seek permission for the reduced interior side yard setback of the accessory building.

The proposed development is a detached garage in the side and rear yards on an existing concrete slab. The proposed garage results in a reduced interior yard setback of 1.2 m to 0.33 m for the portion of building located in the side yard. The proposed garage results in a reduced rear yard setback of 0.6 m to 0.33 m for the portion of building located in the rear yard. It is noted that the calculation of setbacks for accessory structures is to be to the extent of any projections (e.g. eaves, overhangs, canopy etc). In other words, if the current dimension of 0.61 metres is measured to the building wall, it is incorrect. The measurement must be to the eave projection. Therefore, the building is located 0.33 m to the property line, measured from the eave projection to the property line.

The proposed development requires minor variances as detailed below. As this report concludes, the proposed minor variances meets the four tests as required under the *Planning Act* and the resulting development enabled by the variances is considered good land use planning.

Minor Variances Requested

The requested variances are identified below:

Accessory Structure - Detached Side & Rear Yard Garage (5 Ladouceur Street)

- (a) To permit an accessory structure to be 0.33 m from the interior side property line whereas the minimum side yard setback for an accessory structure located in the side yard is 1.2 m (S.55, Table 55 (3)(II)(ii)).
- (b) To permit an accessory structure to be 0.33 m from the interior side property line whereas the minimum side yard setback for an accessory structure located in the rear yard is 0.6 m (S.55, Table 55 (3)(II)(ii)).

Documents Required and Submitted

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

- [Site Plan
- [Elevations
- [Survey
- [Planning Rationale (this document)
- [Tree Information Report
- [Fee
- [Application Form

SITE & CONTEXT

Site

The subject site is a rectangular interior lot located along the west side of Ladouceur Street in Westboro. The property is currently developed with a 1.5 storey detached dwelling with green siding and a peaked roof.

- [Lot frontage: 10.06 m
- [Lot depth: 30.48 m
- [Lot area: 306.63 m²



Figure 2: Site Map (Source: GeoOttawa)



Figure 3: Photo of the subject site



Figure 4: Foundation that had been poured following the receipt of the building permit and with permission.

Context

The subject property is located in an established residential neighbourhood consisting of a variety of residential dwelling types ranging from single-detached dwelling, semi-detached, three-unit dwellings, low-rise apartment dwellings. The site is a three-minute walk from Wellington, and in close proximity to the Ottawa River, Little Italy, and LeBreton and an 8 minutes walk to Bayview LRT station. Cycling infrastructure and bus routes are well-integrated throughout the area, reflecting Ottawa's push toward 15-minute neighbourhoods and transit-oriented design.

Within the applicable block, the west side of Ladouceur Street moving south from Garland Street is a mix of single-detached dwellings, semi-detached dwellings, and two 3-storey residential apartments with a range of materials and colours. On the east side of Ladouceur Street, there is mainly 1.5-2 storey residential dwellings. Architectural style is a mix of the older pre-war styles with more modern newly developed sites.

Majority of the lots on Ladouceur and Lowrey Streets are rectangular in shape, long, narrow and have buildings with little to no setback from the lot line. A number of lots on the west side of Ladouceur have been severed. Some dwellings have garages, both rear detached and front attached. Older homes have peaked roof style whereas newer dwellings tend to be flat-roof style.

Ladouceur Street is a two-lane local road with a sidewalk on both sides of the street. The subject site is located ~150 m from Wellington Street where there is access to a number of amenities and OC Transpo routes. Moving west on Garland Street to Scott Street, there is access to Bayview Station which provides access to several routes.

There are dedicated bike lanes, multi-use pathways, and the network of NCC pathways in close proximity to the subject site.

Public Consultation

Prior to submission, the owner printed a flyer with a site plan and minor variance details and discussed their project with over 30 neighbours. The information was also provided to the Community Association.



Figure 5: Photo of Ladouceur Street, looking southwest from Garland Street



Figure 6: Photo of Ladouceur Street, looking north east at the intersection of Garland Street & Ladouceur Street



Figure 7: Directly across the street from the subject site

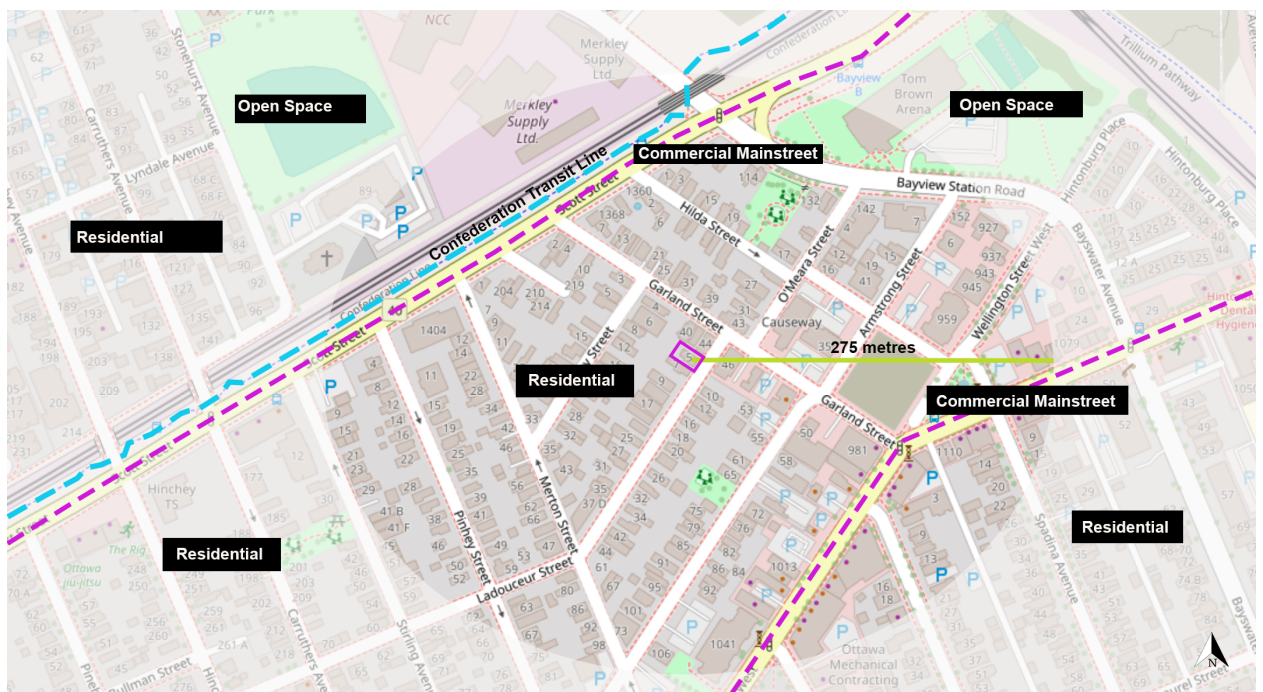


Figure 8: Context map

PROPOSED DEVELOPMENT

On February 21, 2025, the City of Ottawa issued a building permit to the owner to build a garage. Following the receipt of the building permit, the owner poured the slab (with permission) and upon subsequent inspection (after the slab was in place), it was discovered that the setback of the portion of the building located in the interior side yard was deficient, and the deficiency was missed by the original reviewer and issuer of the building permit. Due to the cost and environmental impact of removing the poured foundation, the owner has decided to pursue a Minor Variance Application to seek permission for the reduced setback of the accessory building.

The proposed development is a detached garage in the side and rear yards on an existing concrete slab. The proposed garage results in a reduced interior yard setback of 1.2 m to 0.33 m for the portion of building located in the side yard. The proposed garage results in a reduced rear yard setback of 0.6 m to 0.33 m for the portion of building located in the rear yard. It is noted that the calculation of setbacks for accessory structures is to be to the extent of any projections (e.g. eaves, overhangs, canopy etc). In other words, if the current dimension of 0.61 metres is measured to the building wall, it is incorrect. The measurement must be to the eave projection. Therefore, the building is located 0.33 m to the property line, measured from the eave projection to the property line.

The base of the actual building is setback 0.6 m to the property line, which is consistent with the interior side yard setback (for the rear yard) as outlined in the Zoning By-law.

The proposed garage features a 14.24 m front yard setback, a 0.33 m south interior yard setback, a 6.46 m north interior yard setback, and a 9.74 m rear yard setback. There is a 134.07 m² soft landscaped area in the rear yard and the garage only covers 10.26% of the rear yard area. The reduced setbacks do not impact neighbouring properties, they maximize the use of the rear yard, and due to durable building materials, there is no longer a need to maintain a 1.2 m strip of space.

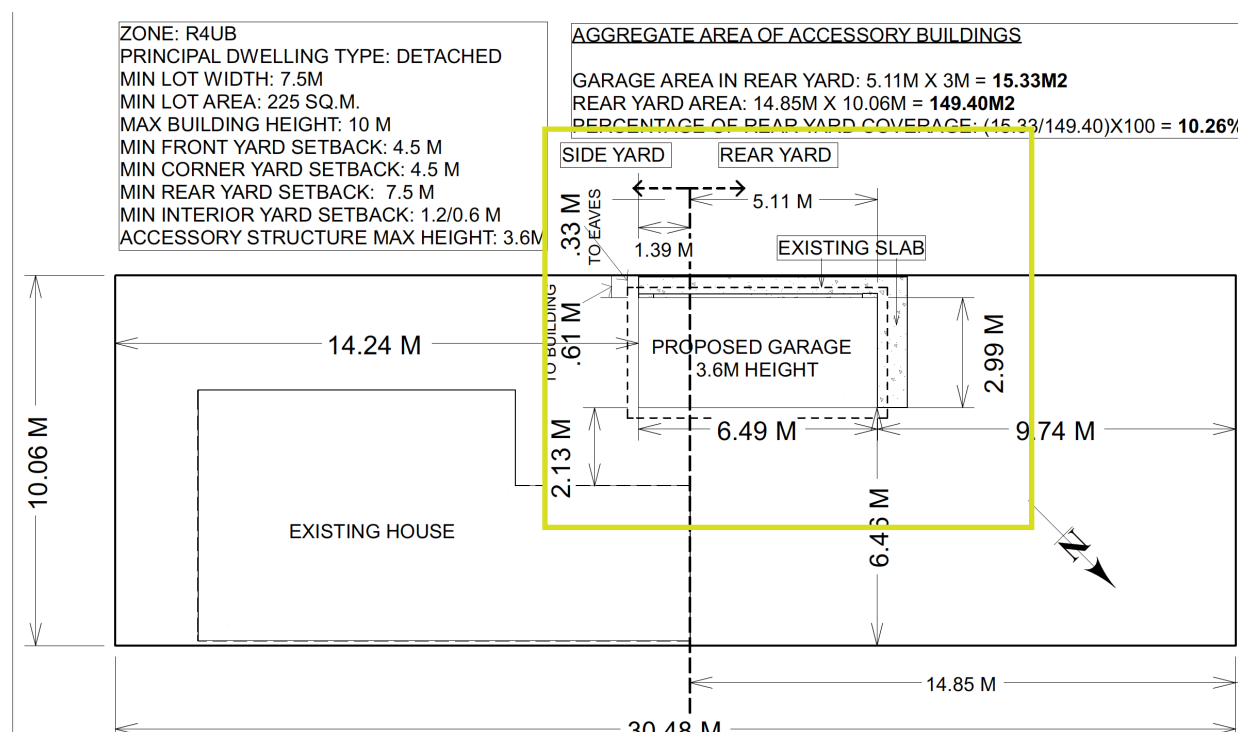


Figure 9: Proposed Site Plan (Source: Carbon Drafting & Design)

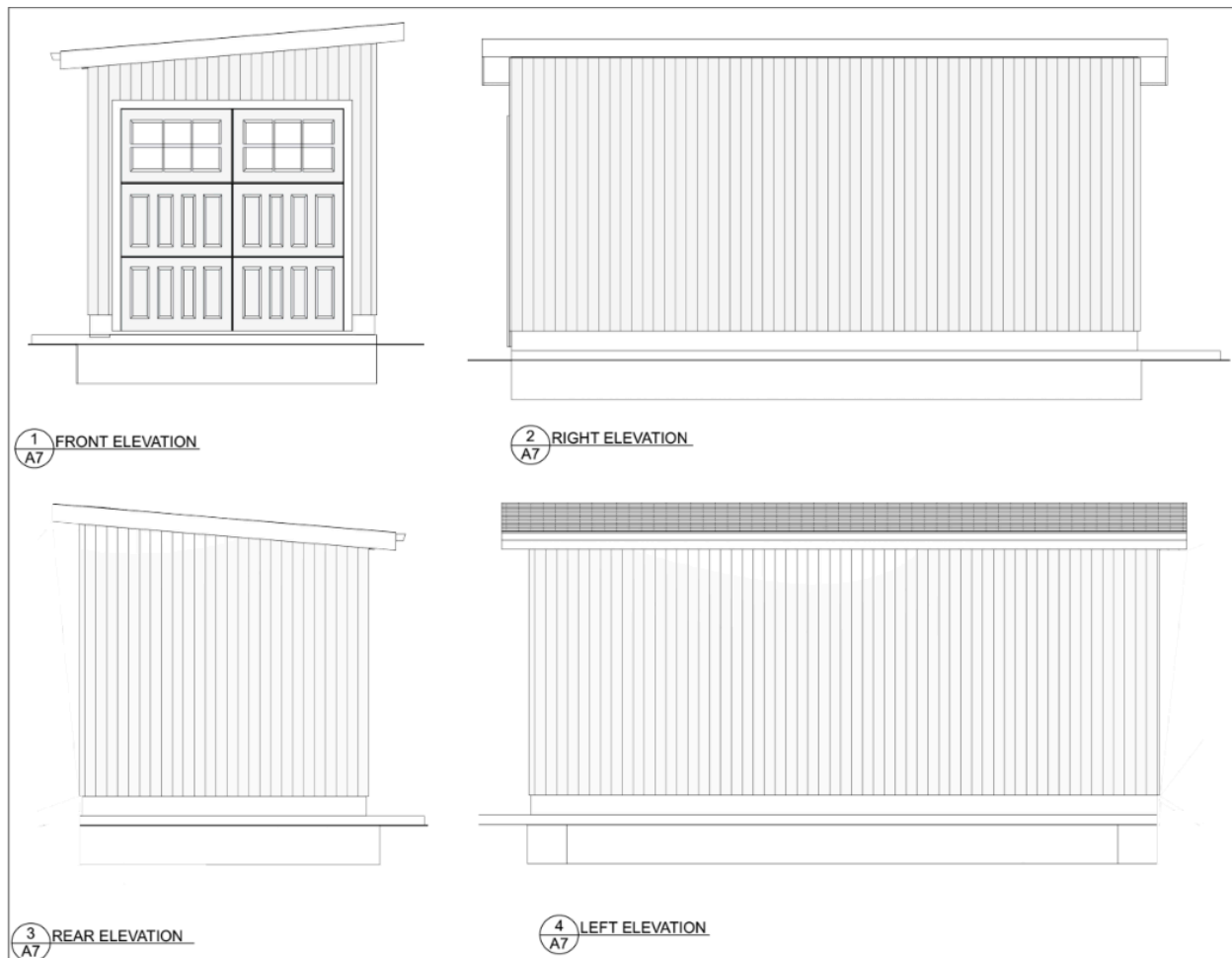


Figure 10: 2D Elevations (Source: Carbon Drafting & Design)

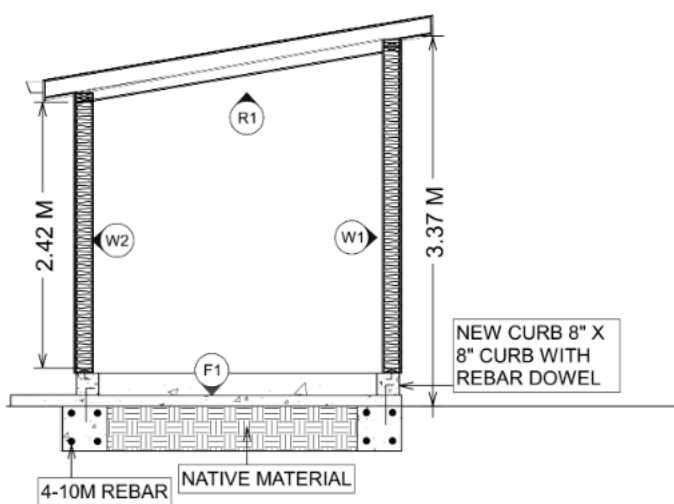


Figure 11: Building Section (Source: Carbon Drafting & Design)

POLICY REVIEW

In order to obtain approval of the proposed permission application required to construct an addition to the existing buildings to provide a total of 6 units on the subject property, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in *italics*.

Provincial Policy Statement, 2024

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in *italics*. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

Section 2.1 - Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Section 2.2 - Housing

Policy 2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b. permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

Comment | The proposed development adds a detached garage in the rear portion of an existing 1.5 storey dwelling. The project efficiently utilizes rear yard by providing the garage as an extension to the driveway leaving the area behind the house as outdoor amenity space. The garage is appropriately sized and will support the dwelling unit on the subject property.

Section 2.3 - Settlement Areas and Settlement Area Boundary

Section 2.3 directs growth in Ontario's settlement area, particularly near strategic growth areas and major transit stations. It states that planning authorities shall establish minimum intensification and redevelopment targets to create complete communities within designated growth areas to ensure orderly development and sufficient infrastructure provision.

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

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

- a. efficiently use land and resources;*
- b. optimize existing and planned infrastructure and public service facilities;*
- c. support active transportation;*
- d. are transit-supportive, as appropriate; and*
- e. are freight-supportive.*

2.3.2.1 States that planning authorities shall consider the following for new settlement areas and boundary expansions:

- a. the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b. if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c. whether the applicable lands comprise specialty crop areas;*
- d. the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*

- e. *whether the new or expanded settlement area complies with the minimum distance separation formulae;*
- f. *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
- g. *the new or expanded settlement area provides for the phased progression of urban development.*

Comment | The proposed garage supports a residential unit in an urban area which is an efficient use of available land, resources, and infrastructure by utilizing an existing, serviced parcel within the urban settlement area. Its location near OC Transpo routes supports transit-supportive commercial development while recognizing the existing neighbourhood conditions and commercial needs of the area.

Section 4.0 of the PPS provides policies aimed at protecting Ontario's natural heritage, water, agricultural, mineral, cultural heritage, and archeological resources in order to preserve the province's long-term prosperity, environmental health, and social wellbeing.

Section 5.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Policy Statement (PPS), 2024.

City of Ottawa Official Plan

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

The City of Ottawa Official Plan was adopted by City Council on November 24th, 2021 was approved by the MMAH on November 4th, 2022. The Plan is intended to manage growth and change in Ottawa to the year 2046.

Section 2 contains the overall strategic direction of the new Official Plan and is based around the Five Big Policy Moves, which are intended to make Ottawa the most liveable mid-sized City in North America. The Five Big Moves call for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development. Six cross-cutting issues have also been identified as essential to the achievement of liveable cities, which are related to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

Section 3 of the Official Plan provides a growth management framework that plans for growth across differing geographies in the City. Most growth is to occur in the urban area, which contains six different transect policy areas that have grown and are expected to grow in varying ways. The central link between all transect policies is the creation and connection of networks of 15-minute communities.

Comment: The proposed development supports an existing residential unit within the urban boundary through supporting development of an existing site, contributing towards intensification that is planned for areas within proximity to transit and within proximity of Mainstreet Corridors.

Section 4 of the Official Plan provides policies applicable to development throughout the City. It includes policies for more sustainable modes of transportation and the design and creation of healthy, 15-minute neighbourhoods. This includes the provision of jobs, recreational amenities, and retail uses within a 15-minute walking distance of residential uses.

Section 4.6 provides policies that address urban design, which involves designing the built form and public realm in a manner that supports healthy, 15-minute neighbourhoods. It also emphasizes design excellence throughout the City, especially in Design Priority Areas.

Comment: The proposed development supports an existing dwelling unit in the built-up area. The building contributes quality design to the area and constitute a compatible accessory structure on the subject site. The design maintains the garage at the end of the driveway in the corner of the site, leaving ample space for outdoor amenity area.

Section 4.6 provides policies aimed at regulating the design of built form and the public realm in a manner that supports 15-minute neighbourhoods. It emphasizes design excellence throughout the City, especially in Design Priority Areas. The subject site is not located within a Design Priority Area.

Section 5 provides detailed policies for each of the six transect policy areas within the City. Each of the transect policy areas recognize the existing development patterns and provide tailored approaches to transition towards healthier, more sustainable 15-minute communities. The subject site is located within the **Inner Urban Transect** and is designated **Neighbourhood**. It is also part of the **Evolving Overlay** due to proximity to Richmond Road.

Section 5.2 provides policies for the Inner Urban Transect, which represents pre-war neighbourhoods surrounding the Downtown Core and the adjacent post-war neighbourhoods. The intent of Section 5.2 is to enhance the existing urban built form pattern, site design, and mix of uses. It is generally planned for mid-to-high density development, subject to transit proximity and secondary plans or area-specific policies. Within Neighbourhoods, between two and four storeys is permitted.

Comment: The proposed single-storey detached garage is an appropriate building form to support a dwelling unit in the Neighbourhood designation in the Inner Urban Transect. The proposed single storey design is appropriately setback and the massing fits with the context of the neighbourhood.

Section 5.6.1 provides policies for built form overlays, including the Evolving Overlay. The Evolving Overlay applies to areas in close proximity to Hubs and Corridors which will gradually evolve to support intensification, transitioning from a suburban to an urban character.

Comment: The proposed development aligns with the planned 2-4 storey height context for Neighbourhoods within the Inner Urban Transect, while also retaining a built form pattern and lot-to-structure ratio that is typical of a low-rise rental apartment in urban neighbourhoods within the Inner Urban area. It contributes to the character of the neighbourhood and results in a appropriate and contextual built form.

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

Section 6.3 contains policies that pertain to Neighbourhoods. These are contiguous urban areas that form the heart of communities and consist of a mix of densities and built forms. Neighbourhoods are noted as being at different types and stages of development, maturity, and evolution. A variety of dwelling types and densities are permitted in Neighbourhoods, with the intent of creating and reinforcing 15-minute communities through gradual, context-sensitive development. Permitted building heights are generally 2-4 storeys, which transition in height and density from the neighbourhood interior towards Corridors and Hubs.

Comment: The proposed single-storey detached garage is an appropriate building form to support a dwelling unit in the Neighbourhood designation in the Inner Urban Transect. The location, massing and setbacks fits contextually within the local neighbourhood.

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

City of Ottawa Zoning By-law

The City of Ottawa zones this site as R4UB - Residential Fourth Density, subzone UB, as identified on the map below. The intent of the R4UB Zone is to allow for a wide mix of residential building forms ranging from detached to low-rise apartment dwellings. The performance standards in the zone seek to regulate development 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.

The table below provides an overview of the required provisions for Accessory Structures (as set out in Section 55 of the City's Zoning By-law) for this zone and the proposed development's compliance.

Lot Details:	<ul style="list-style-type: none"> [Lot frontage: 10.06 m [Lot depth: 30.48 m [Lot area: 306.63 m²
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EXISTING ZONING BY-LAW R4UB Low-rise Apartment Dwelling	Requirement	Provided	Section
Accessory Structure			
Rear Yard Setback	0.6 m	9.74 m	Section 55, Table 55 (3)(II)(ii)
Interior Yard Setback			Section 55, Table 55 (3)(II)(ii)
Portion of building in rear yard	0.6 m	0.33 m	
Portion of building in the side yard	1.2 m	0.33 m	
Maximum Height	3.6 m	3.59 m	Section 55, Table 55 (5)
Maximum Size	Not exceed 50% of yard and not exceed 55m ²	10.26% of rear yard & 15.33 m ² garage size	Section 55, Table 55 (6)
Maximum Number of Accessory Buildings	2	1	Section 55, Table 55 (7)

PLANNING ACT REVIEW

Review of Section 45(1) Minor Variances

The *Planning Act* requires that minor variances are only to be permitted so long as they meet the four tests as set in Section 45(1). These tests are: whether the variance is minor; whether the variance meets the intent and purpose of the Official Plan; whether the variance meets the intent and purpose of the Zoning By-law; and lastly whether variance is suitable and desirable for the use of the land.

Variance: Reduction in interior side yard setback for accessory building in the side and rear yards

Are the variances minor?

The proposed garage (accessory structure) requires a reduced interior side yard setback. The By-law permits the portion of the building located in the side yard to be located 1.2 m from the property line and the portion of the building located in the rear yard to be 0.6 m from the property line. As a result of the narrow lot, the principal dwelling is long and the garage is not located fully behind the dwelling. In addition, the foundation has been poured as a building permit was issued, and as a result, moving the garage location would be too expensive and wasteful. The By-law required the setback of an accessory building to be measured from the eaves to the property line. The proposed 0.33 m interior setback (eaves to the property line) is appropriate to maintain the side of the building. The reduced setback is measured to the eaves and the base of the building will be 0.61 m to the property line. The reduced setbacks do not impact neighbouring properties, they maximize the use of the rear yard, and due to durable building materials, there is no longer a need to maintain a 1.2 m strip of space. **For these reasons as noted, the proposed variances relating to the accessory structure are considered minor.**

Do the variances meet the intent and purpose of the Official Plan?

The intent and purpose of the Official Plan as it applies to this property is to accommodate a wide range of ground-oriented, low-rise residential dwelling types within Neighbourhoods in order to promote the creation of 15-minute communities. The proposal achieves this intent by providing a low-rise residential dwelling with a detached garage as an accessory building.

The proposed developments meets the intent and purposes of the Official Plan by supporting the following sections of the Official Plan and relevant policies within.

Section 6: Urban Designations Section 6 of the Official Plan sets out the policies for the urban designations, including Neighbourhood. The intent of this designation is to support a range of densities and built form and acknowledges that neighbourhoods are in various stages of transition. The proposed development conforms to the policies of the applicable Neighbourhood designation.

The proposed development contributes an attractive form of intensification that meets the intent and purpose of the Official Plan by prioritizing intensification near amenities and transit. The primary dwelling is built on the lot line and due to the narrow, long lots in the neighbourhood context, the reduced setback is consistent with the built form in the

Figure 12: Neighbouring buildings (outlined in purple) with minimal side yard setbacks

CONCLUSION

The proposed garage results in a reduced interior yard setback of 1.2 m to 0.33 m for the portion of building located in the side yard. The proposed garage results in a reduced rear yard setback of 0.6 m to 0.33 m for the portion of building located in the rear yard. It is noted that the calculation of setbacks for accessory structures is to be to the extent of any projections (e.g. eaves, overhangs, canopy etc). In other words, if the current dimension of 0.61 metres is measured to the building wall, it is incorrect. The measurement must be to the eave projection. Therefore, the building is located 0.33 m to the property line, measured from the eave projection to the property line.

The variance to permit a reduced setback for an accessory structure is highly supportable, deemed to be minor in that they result in no undue or adverse impacts, strongly support the intent and purpose of the Official Plan and By-law, and are desirable for the appropriate use and development of the land. The proposed variance meets the four tests as set out in Section 45(1) of the *Planning Act*. Further, the variance and the resulting project have regard to matters of provincial interest as set out in Section 2 of the *Planning Act*.

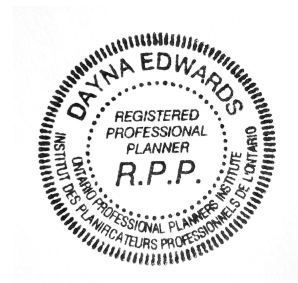
This project will provide for an accessory structure which will support a residential dwelling unit.

The project is considered good land use planning and the minor variances are recommended for approval for land use planning perspective.

Yours truly,



Dayna Edwards, RPP MCIP M.PI
Partner, Senior Planner + Urban Designer



CC: Joseph Pickerill

APPENDIX A - TREE INFORMATION REPORT



P.O. Box 13593, STN. KANATA, OTTAWA, ON K2K 1X6
TELEPHONE: (613) 850-2475
WEBSITE: WWW.IFSASSOCIATES.CA
URBAN FORESTRY & FOREST MANAGEMENT CONSULTING

June 20, 2025

Joseph Pickerill
5 Ladouceur Street
Ottawa, ON
K1Y 2S9

RE: TREE INFORMATION REPORT FOR 5 LADOUCEUR STREET, OTTAWA

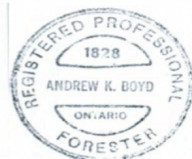
Dear Joseph,

Further to your request, this brief letter provides a review of the above noted address in terms of tree information in support of the construction of a detached garage at 7 Ladouceur Street in Ottawa. The need for this report is related to trees protected under the City of Ottawa's Tree Protection By-law (By-law No. 2020-340).

I can confirm the property holds no 'distinctive' trees, those 30cm in diameter or greater, nor are there any similar-sized trees on adjacent private property which could be impacted by the proposed construction (see picture 1 on page 2). Further, no trees are present on nearby city-owned land. Consequently, there are no relevant trees to report.

Please do not hesitate to contact me with any questions or comments you may have.

Yours,



Andrew K. Boyd, B.Sc.F, R.P.F. (#1828)
Certified Arborist #ON-0496A
Consulting Urban Forester

APPENDIX B - ISSUED BUILDING PERMIT



Date of Issuance: **21-Feb-2025** Permit No: **CON-2025-001546**
 Date d'émission: **21-Feb-2025** Numéro de permis: **CON-2025-001546**

Permission is Hereby Given To / Le présent permis est délivré à

Property Owner(s) / Propriétaire(s): **Joseph Pickerill**
 Location / Emplacement:
 • **5 LADOUCEUR ST, Ottawa, ON**
 Permit Type / Type de permis: **Construction Permit / Permis de construire**
 Project Description / Description du projet: **Construct a detached garage (rear yard)**
 Project Conditions / Conditions du projet:

Please contact the Inspector noted below prior to commencing construction /
 Veuillez communiquer avec l'inspecteur mentionné ci-dessous avant de commencer les travaux

Inspector(s) / Inspecteur(s) ou Building / Bâtiment: **Howie, Doug (613-580-2424 Ext./Poste 41327)**
 inspectrice(s):

Issued under the authority of:
 Délivré sur autorisation de:

John Buck

Chief Building Official /
 Chef du service du bâtiment:

The owner hereby, covenants and agrees with the Corporation of the City of Ottawa, that the owner will abide by and conform to the conditions and stipulations, in consideration of the above Permit. The owner hereby agrees to indemnify and save harmless the said Corporation of the City of Ottawa, and all the Officers, Servants and Agents thereof, from all claims, demands and damages, arising out of or incurred by reason of the execution of the work above referred to, or by reason of Permit above granted.

Le propriétaire soussigné, arrête et conviens avec la Ville d'Ottawa de se conformer aux conditions et aux clauses du permis ci-dessus, en contrepartie de sa délivrance. Le propriétaire conviens également d'indemniser la Ville d'Ottawa et ses dirigeants, employés et mandataires des réclamations, exigences et poursuites en dommages-intérêts liés à l'exécution des travaux mentionnés ci-dessus ou à la délivrance dudit permis.

Issued To: **Joseph Pickerill**
 Délivré à:

POST THIS PERMIT IN A CONSPICUOUS PLACE
PRIÈRE D'AFFICHER EN UN ENDROIT BIEN EN VUE