

November 12, 2025

**Mr. Michel Bellemare**

Deputy Secretary-Treasurer  
Committee of Adjustment  
101 Centrepointe Drive, Fourth Floor  
Ottawa, ON K2G 5K7

**RE: Applications for Consent  
1435 & 1451 Belcourt Boulevard, Ottawa**

**Committee of Adjustment**  
Received | Reçu le

**Revised | Modifié le : 2025-11-13**

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

Dear Mr. Bellemare,

Fotenn Consultants Inc. ("Fotenn") has been retained by the owner of 1435 and 1451 Belcourt Boulevard as agent to submit Consent applications to the Committee of Adjustment. The intent of the applications are to consolidate the existing lots and sever them into five (5) parcels. Access easements are proposed in relation to four (4) of the lots to establish shared parking aisles accessing rear yard parking. Each parcel is intended to accommodate a long semi-detached dwelling, generating a total of 10 dwelling units across the five (5) lots. The proposed development has been determined to be zoning compliant, and no relief is being sought from the Zoning By-law.

In addition to this cover letter, the following materials have been enclosed in support of this application:

- / Application Forms (4);
- / Parcel Abstracts (2);
- / Site Plan, prepared by Justin Seguin, dated August 28, 2025;
- / Draft Reference Plan (R-Plan), prepared by Farley, Smith & Dennis Surveying Ltd, dated 2025;
- / Tree Information Report, prepared by Dendron Forestry Services, dated March 22, 2025;
- / Planting Plan, prepared by Dendron Forestry Services, dated September 2, 2025; and,
- / City of Ottawa application fees in the amount of \$9,215.

Please contact the undersigned at [scollon@fotenn.com](mailto:scollon@fotenn.com) with any questions or requests for additional material.

Sincerely,



Gabi Amos, RPP MCIP  
Planner



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# 1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Hunter Smith (“the applicant”) to prepare this Planning Rationale in support of the Consent to Sever applications for the lands municipally known as 1435 and 1451 Belcourt Boulevard (the “subject property”) in the Orleans Village Neighbourhood of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed applications against the applicable policy and regulatory framework and to demonstrate how the proposed severances meet the criteria established in Section 53, 45(1), & 51(24) of the *Planning Act* and represents “good planning principles”.

## 1.1 Purpose of Application

The four (4) enclosed Consent applications seek to subdivide the subject property into five (5) total lots. Further to this, the applicant intends to develop the parcels respectively with long semi-detached format housing, creating 10 dwelling units where two (2) dwelling units currently exist.

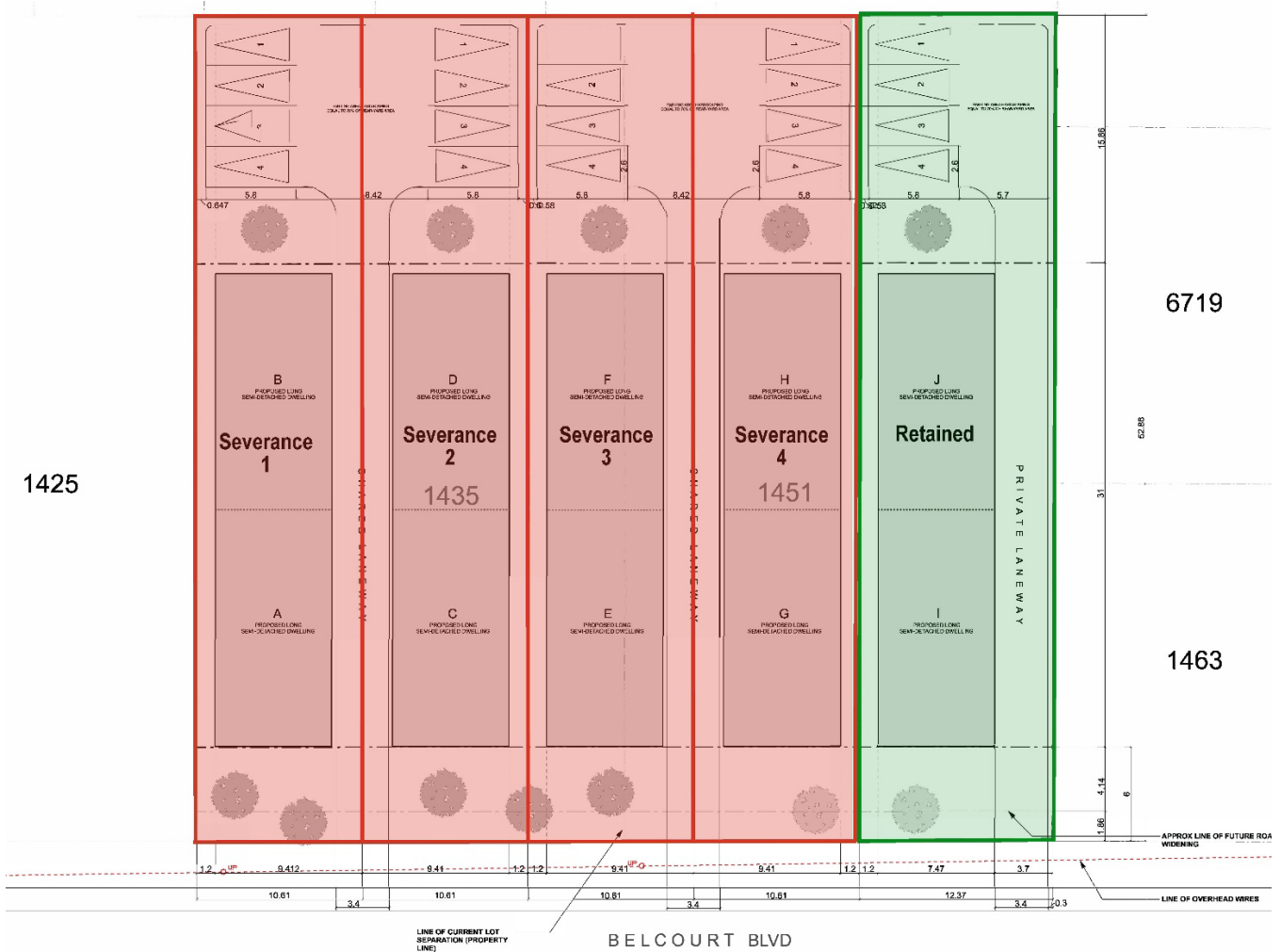


Figure 1: Proposed severed (red) and retained (green) parcels.

## Subject Property and Surrounding Context

### 2.1 Subject Property

The subject property is legally described as Lots 17 and 18, Registrar's Compiled Plan 906, Geographic Township of Gloucester, City of Ottawa and is located on the east side of Belcourt Boulevard between Notre Dame Street to the north and Leblanc Drive to the south. The subject property comprises two (2) rectangular lots with a combined area of approximately 2900 square metres (0.29 hectares) with approximately 54.8 metres of frontage on Belcourt Boulevard. Each parcel is currently developed with a single detached dwelling and a rear accessory structure. A driveway from Belcourt Boulevard provides vehicular access to both parcels.

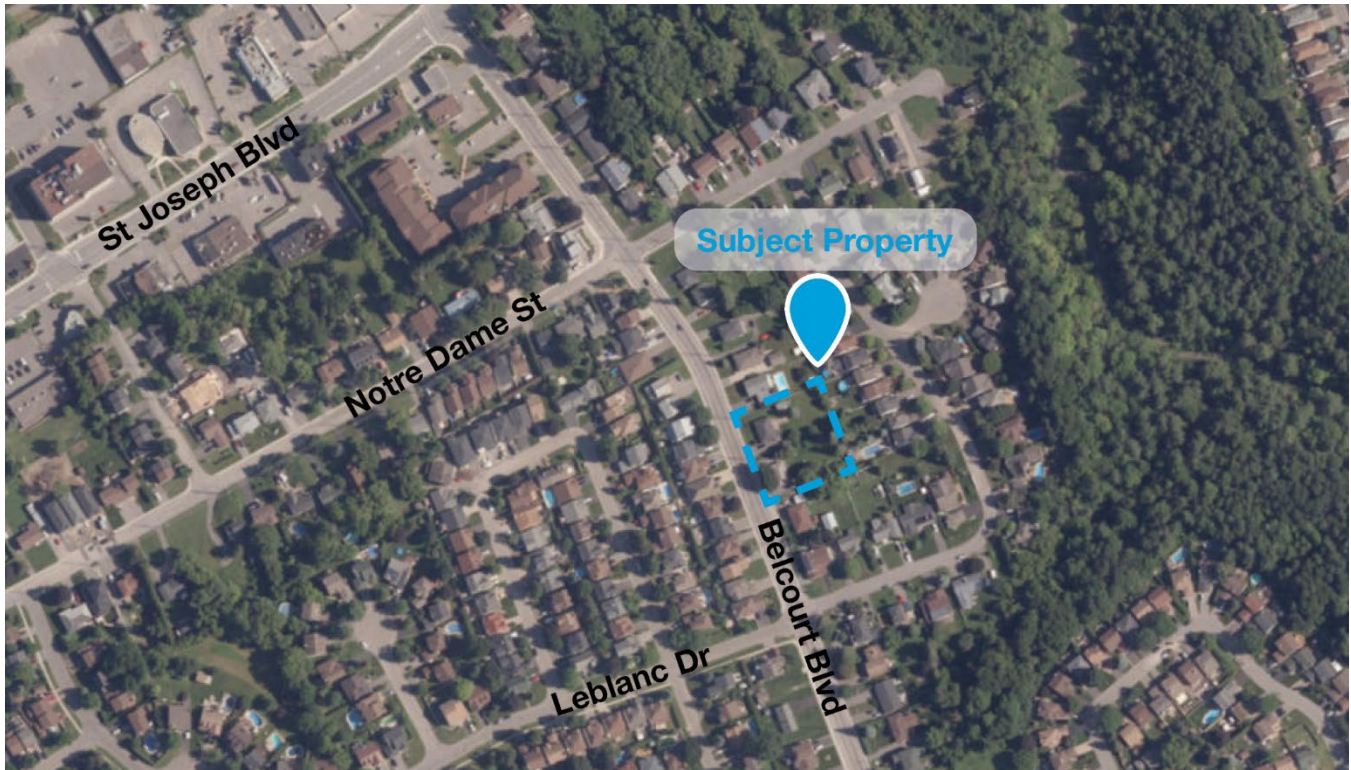


Figure 2: Subject Property and surrounding area

### 2.2 Surrounding Context

The subject property is located within the Orleans Village Neighbourhood. A range of low-rise housing typologies, including detached, semi-detached, and low-rise apartment dwellings, characterizes the neighbourhood. The area south of St. Joseph Boulevard is primarily characterized by low-density residential development. St. Joseph Boulevard, 300 metres to the north, is characterized by an array of commercial uses.

Bilberry Creek runs east of the site, providing quick access to naturalized walking trails for the neighbourhood.

### 2.3 Transportation

The subject property is situated near public transportation, active transportation options, and urban road networks.

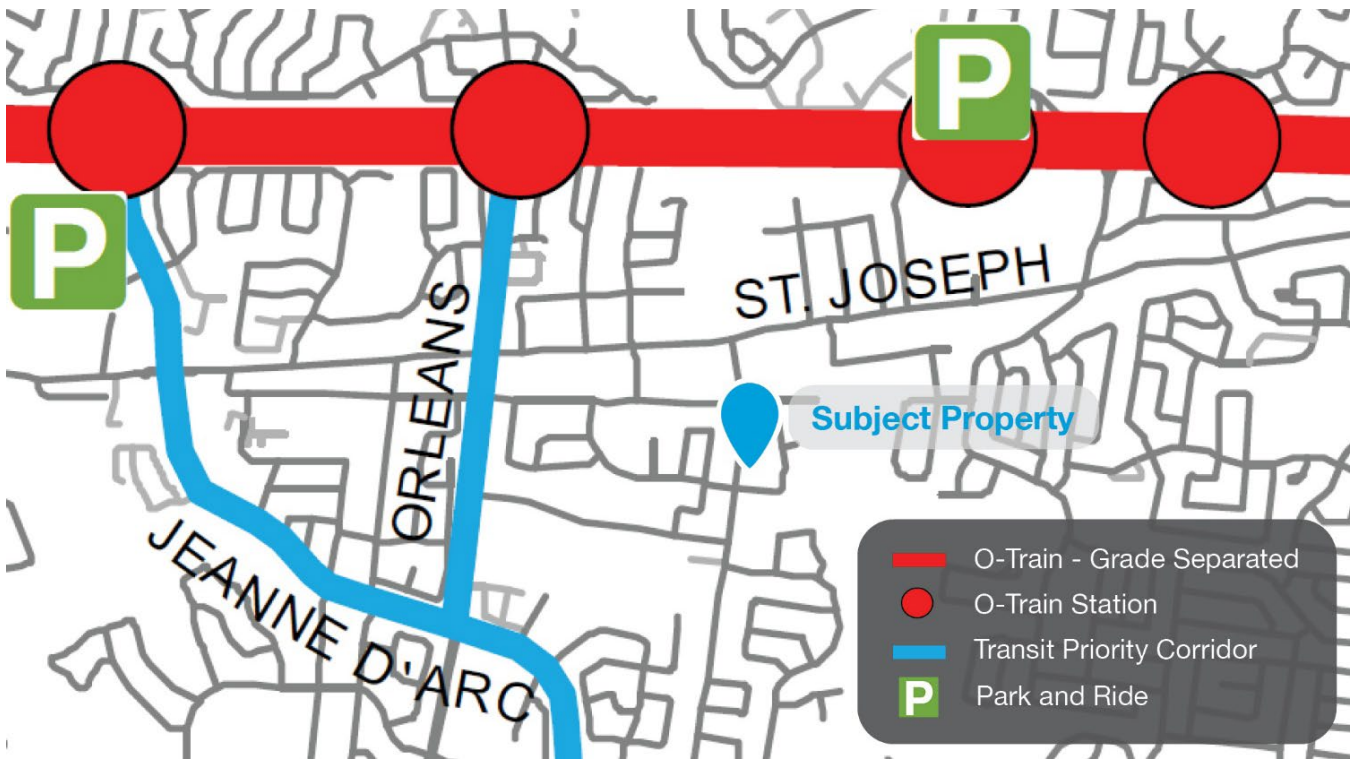


Figure 3: Schedule C2 - Transit Network (Ultimate)

As shown in Figure 3 above, the subject property is located in close proximity to the Orleans Boulevard and Jeanne D’Arc Boulevard South Transit Priority Corridors, which offer frequent bus transit service.

Local Route 32 runs along the property frontage. This route provides Monday to Friday service, primarily around peak periods and extends from Chapel Hill to Blair Station; with stops including Place D’Orleans, Jeanne d’Arc, Montreal, and Blair LRT stations. The Line 1 extension of the O-Train is expected to open in late 2025, featuring the aforementioned stations along the Queensway.

Belcourt Boulevard features bike lanes in front of the subject property, permitting immediate access to the wider active transportation network.

Belcourt Boulevard is designated as a Collector on Schedule C4 – Urban Road Network, Figure 4. Collector roads are principal streets within neighbourhoods that connect local streets to arterial roads, serving residents, transit, and commercial traffic while supporting local access for walking and cycling. They carry lower traffic volumes than arterials, allowing for reduced speeds and features like bus stops and tree plantings that integrate them into the community.

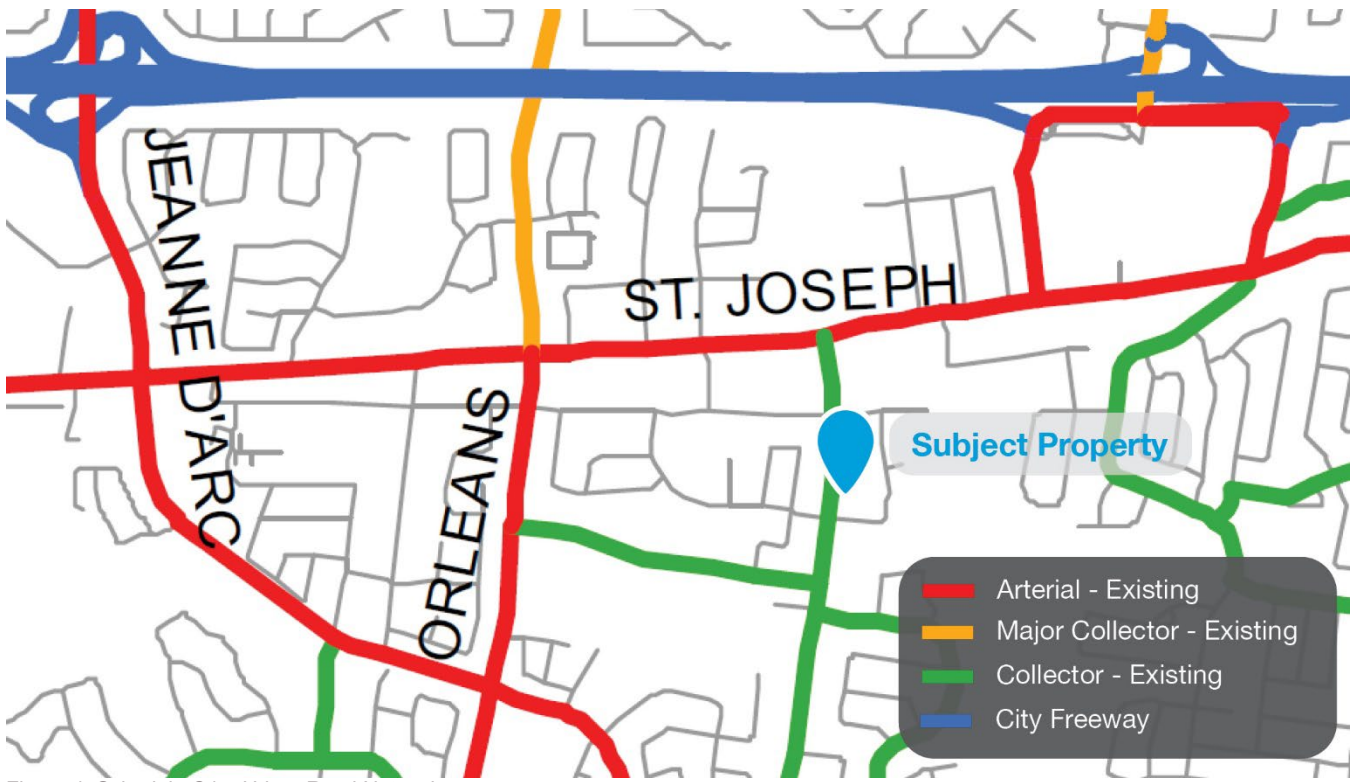


Figure 4: Schedule C4 – Urban Road Network

## 3.0 Proposed Development

### 3.1 Application Overview

The proposed severances are intended to create five (5) parcels that will each be developed with long semi-detached typologies respectively for a total of 10 units across the new lots. Four (4) consent applications are required to sever the merged parcels into five (5) separate lots to accommodate the proposed development. The five (5) legally conveyable lots are summarized below:

Lot	Unit	Reference Plan Parts	Frontage (m)	Area (m <sup>2</sup> )
<b>Severed Lot 1</b>	Units A & B	Parts 1 & 2	10.61 m	562.1 m <sup>2</sup>
<b>Severed Lot 2</b>	Units C & D	Parts 3 & 4	10.61 m	560.4 m <sup>2</sup>
<b>Severed Lot 3</b>	Units E & F	Parts 5, 6 & 7	10.61 m	560.5 m <sup>2</sup>
<b>Severed Lot 4</b>	Units G & H	Parts 8 & 9	10.61 m	560.5 m <sup>2</sup>
<b>Retained Lot</b>	Units I & J	Part 10	12.37 m	661.7 m <sup>2</sup>

The proposed lot widths and areas comply with the underlying zoning for the land, allowing for a semi-detached dwelling on each lot. Adequate area is also available on each lot to provide a zoning-compliant parking supply for each dwelling. Each lot shall be independently serviced.

The proposed development is compatible with the surrounding neighbourhood, as it reflects the established pattern of low-rise residential buildings in the area. The existing 1435 and 1451 Belcourt Boulevard lots are comparatively oversized relative to the prevailing lot fabric in the area. The proposed severances sponsor sympathetic infill that supports intensification while maintaining the established scale of the neighbourhood.

From the public realm, the proposed buildings will maintain the appearance of traditional single-detached dwellings, thereby reinforcing the existing streetscape character. This effect is achieved through the orientation of access points, with Units B, D, F, H, and J designed to be accessed from the rear yard rather than directly from the street. This approach minimizes the number of visible entrances and driveways along the frontage, helping the development blend seamlessly with the surrounding residential context.

### 3.2 Parking and Access

In addition to the proposed development, the applications also seek the establishment of shared-use easements to secure reciprocal rights-of-way over Parts 2, 3, 7, and 8 on the Draft Reference Plan, as illustrated in Figure 5 below. These easements are intended to formalize shared access across the internal laneways, thereby minimizing the total number of curb cuts and individual driveway entrances onto the public right-of-way to a total of three (3) driveways. By consolidating access points, the proposal not only enhances safety and circulation efficiency but also reduces the extent of paved surfaces across the subject property. This approach supports a more sustainable site design by maximizing opportunities for landscaped open space, improving stormwater management, and contributing to an overall greener development.

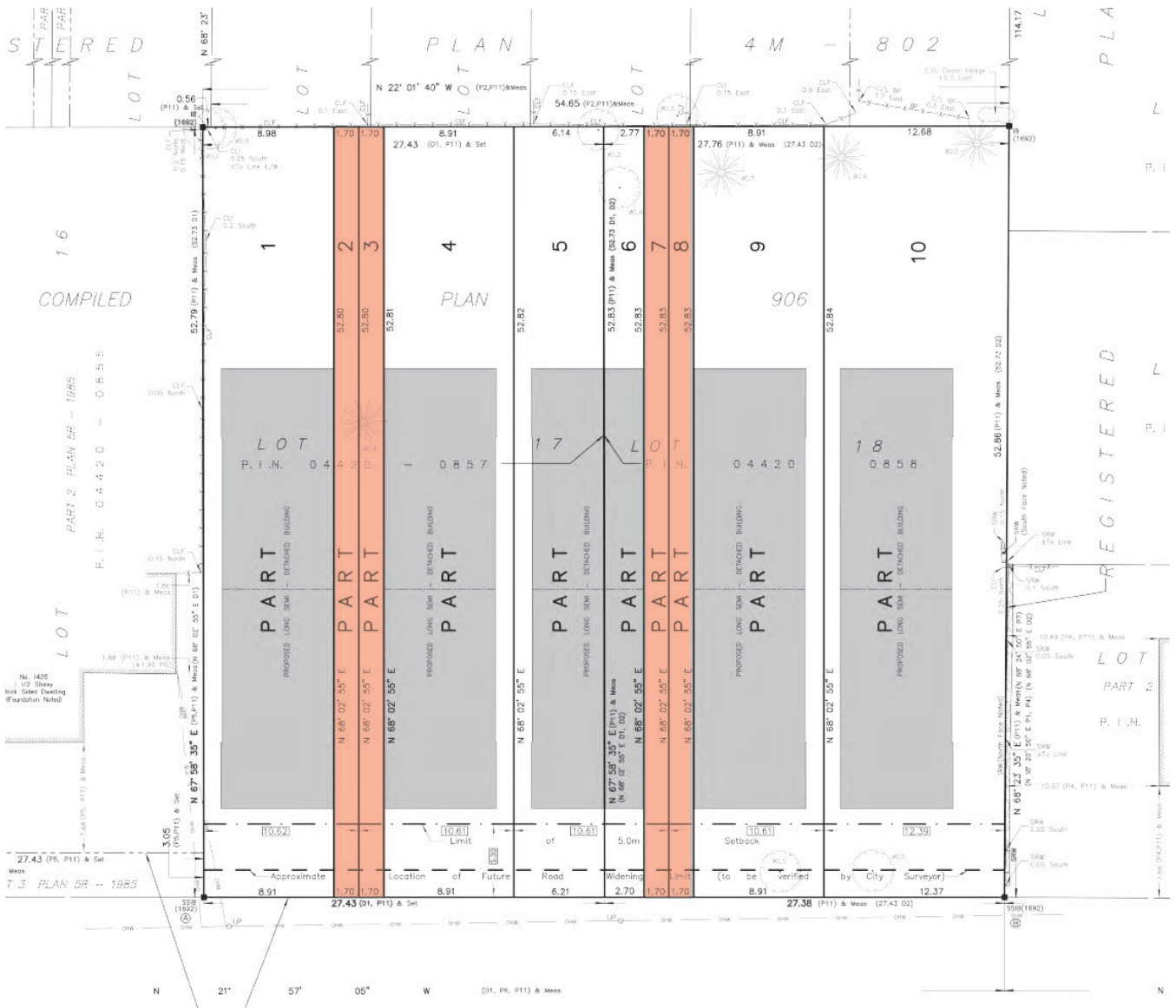


Figure 5: Easements Over Parts 2, 3, 7, and 8.

Each lot will have four (4) rear yard parking spaces, resulting in two (2) spaces per unit. These will be accessed by a 3.4 metre wide laneway from Belcourt Boulevard. Severed lots 1 and 2 as well as severed lots 3 and 4 will respectively share laneways in their internal side yards, with 1.7 metres of the laneway located on each property. The shared parking areas of the severed lots shall feature hammerhead turn extensions to facilitate the egress of the easternmost parking spaces. The retained lot shall utilize a private laneway to access the rear parking area.

The net number of driveway aisle and curb cuts proposed remains consistent with the existing context in providing a total of three (3). Nonetheless, the width of these aisles are significantly reduced from the existing context in the proposal.

### 3.3 Landscaping and Trees

A Tree Information Report was prepared by Dendron Forestry Services as part of this application. The report describes the trees on-site that are protected per the City of Ottawa’s Tree Protection By-law. The report identified seven (7) private trees on the subject property, two (2) within the front yard and five (5) within the rear yard.

Two (2) bur oak trees are identified in the front yard, both rated as fair/good condition with partial crowns missing due to pruning for hydro clearance. In the initial design of the development concept plan, it was proposed to remove these trees as their critical root zones were within the development zone. To ensure the preservation of the existing street trees, the applicant revised the site plan by relocating the retained lot to the southernmost portion of the subject property. This adjustment enables development to proceed while preserving the mature tree canopy, thereby supporting the goals of the Tree Protection By-law and maintaining the streetscape character of the neighbourhood.

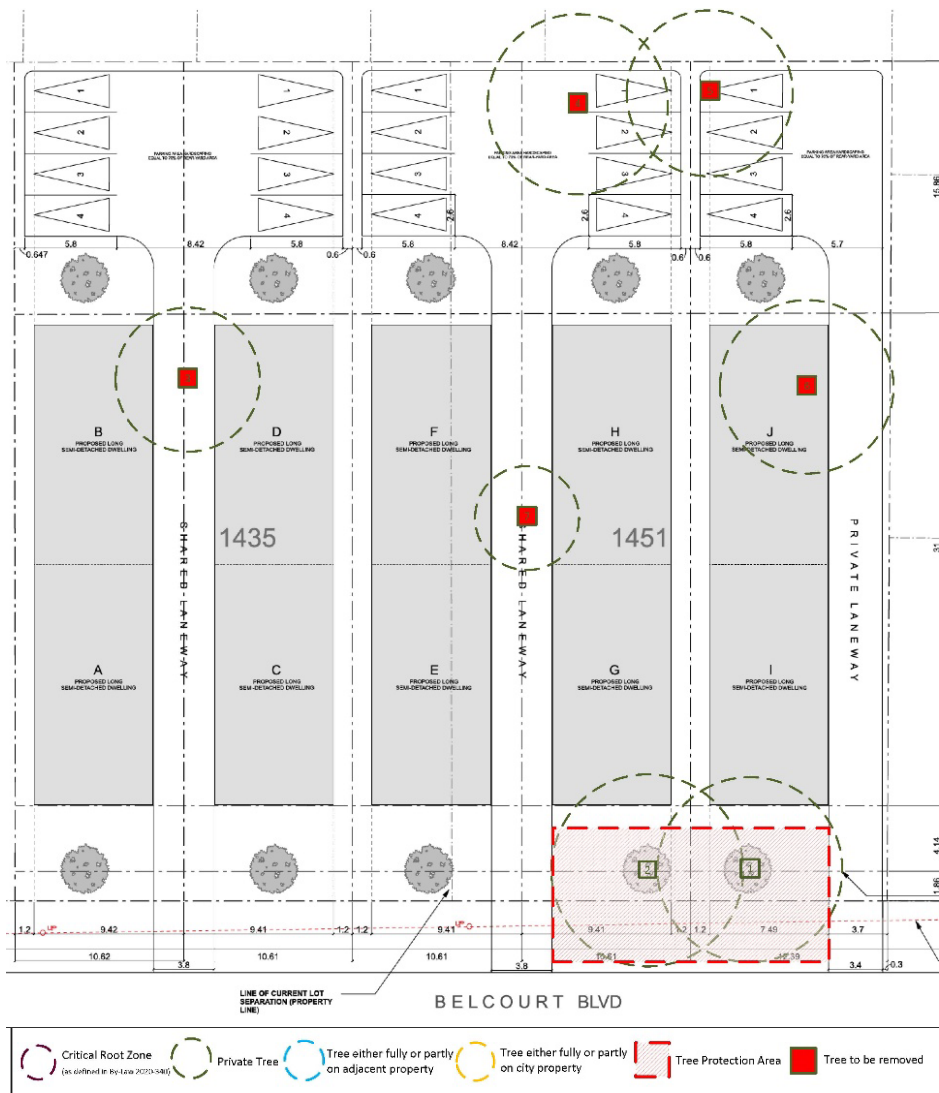


Figure 6 Tree Information Report Map (Source: Dendron Forestry Services)

Trees 3, 4, 5, 6, and 7 are proposed for removal as their locations conflict with the as-of-right development envelope.

The Tree Planting Plan proposes planting ten new trees across the development. Five (5) trees shall be planted along Belcourt Boulevard. The new front yard trees shall be consistently positioned at the midpoint of the landscaped area to create a visually consistent street character and expand the subject property's existing streetscape tree canopy. Five (5) additional new trees shall be placed centrally in the landscaped area of the rear yards, one (1) tree per long semi. The recommended species would be large-sized at maturity, with an emphasis on providing trees native to the Ottawa region.

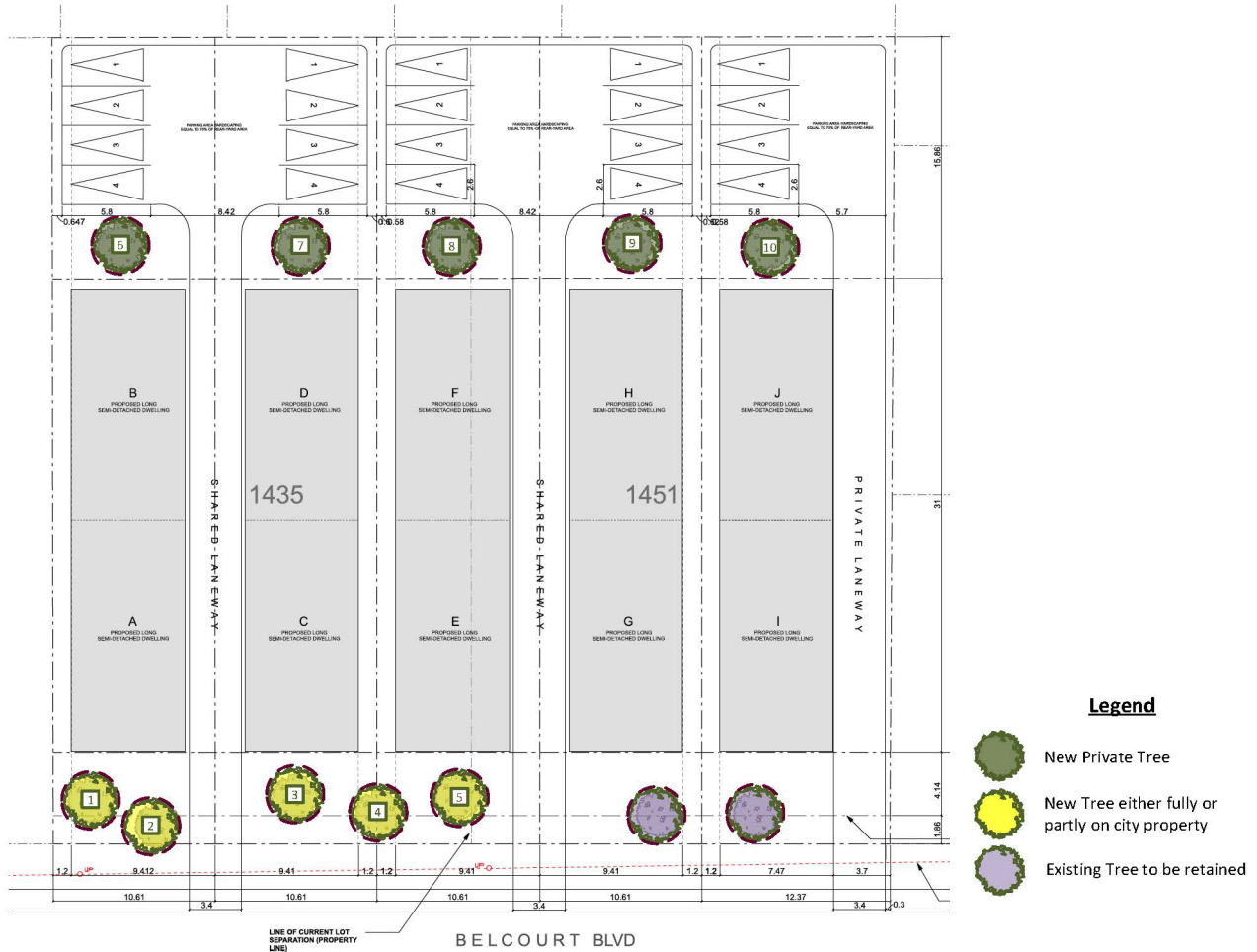


Figure 7: Tree Replacement Plan (Source: Dendron Forestry Services)

A row of small trees under the Tree Protection By-law threshold was identified along the rear yard lot, including poplars and a black walnut. These trees shall be retained as part of the redevelopment and shall contribute to rear yard privacy and beautification.

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting land use planning “be consistent with” such policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns that optimize land use, resources, public investment, and public service facilities.

The proposed development is consistent with the following policies of the PPS:

- 2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:
- / maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
  - / maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.
- 2.1.6 Planning authorities should support the achievement of complete communities by:
- / 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;
  - / improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
  - / improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

**The proposed development is consistent with Policy 2.1 of the PPS, as it intensifies the subject property, which is located in a built-up area of the City where services are readily available and with convenient access to public transit, nearby amenities and employment opportunities.**

- 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 permitting and facilitating:
- / all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  - / 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;

Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

- 2.4.1 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- / to accommodate significant population and employment growth;
  - / as focal areas for education, commercial, recreational, and cultural uses;
  - / to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and,
  - / to support affordable, accessible, and equitable housing.

**The subject property is within a built-up settlement area with sufficient servicing and infrastructure. The proposed development will occur in an existing community, adding infill development to an existing neighbourhood. It is situated in an ideal location, offering convenient access to existing and improving public transit, as well as a variety of nearby amenities and uses, thereby promoting air quality, energy efficiency, and public health. The Belcourt Boulevard bike lanes provide convenient access to an active transportation network.**

**The proposed development directs new housing to a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is compact in form, and its density will make efficient use of the subject property and support nearby public transit routes.**

- 2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
- / support the achievement of compact, transit-supportive, and complete communities;
  - / incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
  - / support energy conservation and efficiency;
  - / promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
  - / take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

**The proposed development intensifies the subject with a compact, dense, and transit-supportive built form. Residents have a modal choice to promote sustainable travel patterns in all weather conditions.**

- 3.6.1 Planning for sewage and water services shall:
- / accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
  - / ensure that these services are provided in a manner that:

- can be sustained by the water resources upon which such services rely;
  - is feasible and financially viable over their life cycle;
  - protects human health and safety, and the natural environment, including the quality and quantity of water; and
  - aligns with comprehensive municipal planning for these services, where applicable.
- / promote water and energy conservation and efficiency;
  - / integrate servicing and land use considerations at all stages of the planning process;
  - / consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply.

3.6.8 Planning for stormwater management shall:

- / be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;
- / minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- / minimize erosion and changes in water balance including through the use of green infrastructure;
- / mitigate risks to human health, safety, property and the environment;
- / maximize the extent and function of vegetative and pervious surfaces;
- / promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- / align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

**The subject property is in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject site will help optimize the existing infrastructure, public service facilities, and public transit.**

1.7.1 Long-term economic prosperity should be supported by:

- / encourage residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- / optimizing long-term availability and use of land, resources, infrastructure, and public service facilities;
- / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes; and
- / promoting the redevelopment of brownfield sites.

**The proposed development will intensify land use in a built-up area, thereby optimizing the long-term availability and utilization of land and resources. It will also contribute to the diversity of housing options in the surrounding area.**

**The proposed development is consistent with the direction of the Provincial Policy Statement (2024).**

## 4.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan (2022) provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan outlines how the City will accommodate growth over time and establishes the policies that guide the development and growth of the City.

### 4.2.1 Suburban Transect and Neighbourhood Designation

The subject property is located in the Suburban Transect and is designated as Neighbourhood (Figure 8). Section 5.4 of the Official Plan provides policies related to the Suburban Transect. This Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model described in Table 6 in Subsection 5.3. They are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

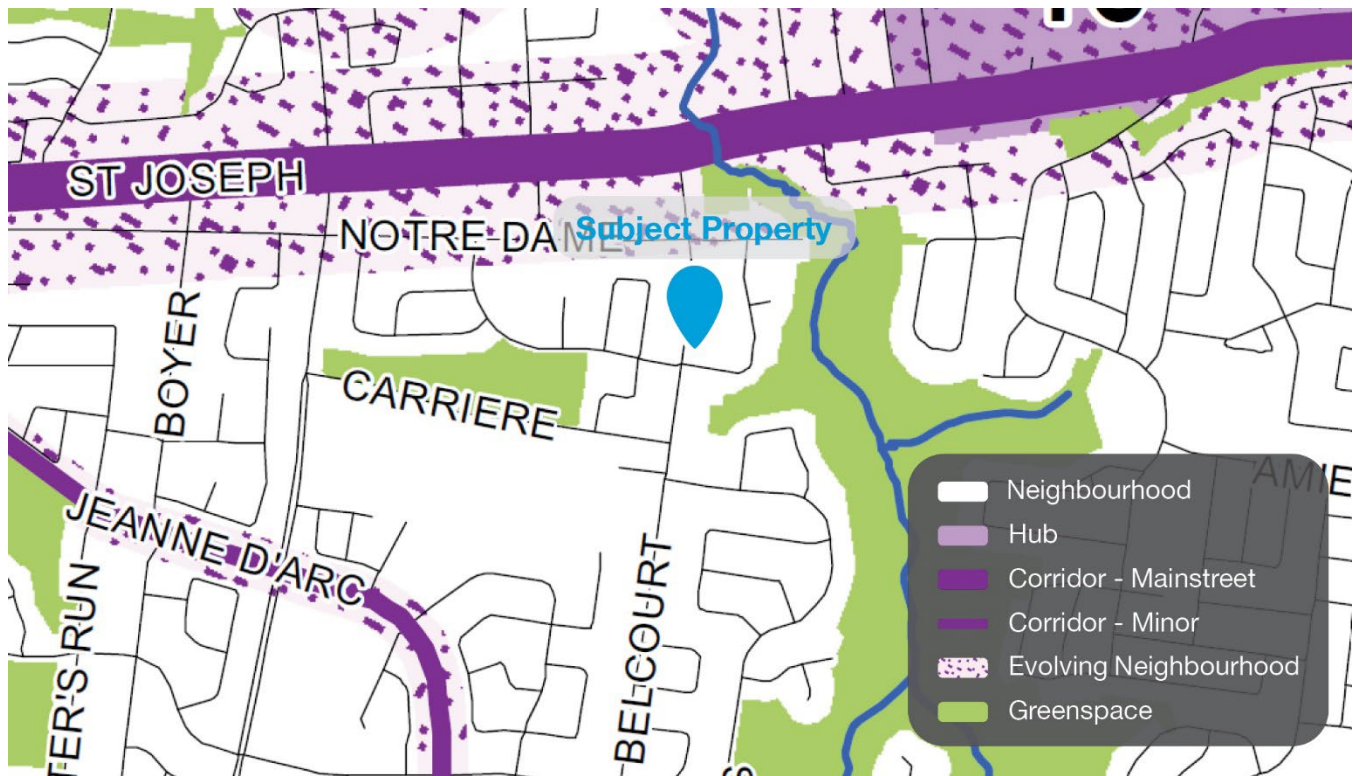


Figure 8: Schedule B8 – Suburban (East) Transect

Section 5.4.1 of the Official Plan recognizes a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods:

- / The Suburban Transect is generally characterized by Low- to Mid-density development, with low-rise development in Neighbourhoods.
- / The Suburban Transect shall support a range of dwelling unit sizes in predominantly ground-oriented housing forms in Neighbourhoods located away from rapid transit stations and Corridors, with Low-rise multi-unit dwellings permitted near street transit routes.

**Low-density, low-rise residential development is proposed on the subject property. The introduction of long semi-detached dwelling units promotes a higher density built form while maintaining the character of single-detached dwellings in the established neighbourhood.**

Section 5.4.4 of the Plan provides direction for new development in the Suburban Transect:

- / Active transportation linkages that safely and efficiently connect residential areas to schools, places of employment, retail and entertainment, parks, recreational facilities, cultural assets and transit, natural amenities and connections to the existing or planned surrounding urban fabric, including to existing pedestrian and cycling routes;
- / Screened parking lots, where surface parking is proposed, with visual impacts on the public realm mitigated by setbacks, landscaping, location on site or a combination of these measures
- / Net residential densities shall strive to approach the densities of the Inner Urban Transect over time, but residential development within the Urban Greenfield Area shall plan for a minimum density of 36 units per net hectare and permit density increases through intensification and accessory dwelling units.
- / Lands with all of the following characteristics prior to the date of adoption of this Plan, residential development shall strive to achieve a density target of 40 units per hectare, unless there are technical infrastructure impediments as determined by the City to achieve this target:
  - Within the urban area;
  - Outside of approved Secondary Plans or Community Design Plans;
  - Have not received draft approval for plan(s) of subdivision;
  - Have not received site plan approval;
  - Do not have a submission of a complete Planning Act application for a net increase in existing residential dwellings.

**The proposed development utilizes excess land on an existing, serviced property to provide low-rise, infill housing that meets the applicable density targets for the Suburban Transect. The redevelopment of the subject site elevates the density from 6.9 units per net hectare to 34.5 units per net hectare, appropriately responding to the target density of 40 units per hectare.**

Section 5.4.5 provides direction to Neighbourhoods located within the Suburban Transect:

- / Neighbourhoods located in the Suburban Transect and within a 15-minute neighbourhood shall accommodate residential growth to meet the Growth Management Strategy. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1 – Built Form Overlays, as applicable and that:
  - Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
  - Generally provides for up to 3 storey height permission, and where appropriate 4 storey height permissions to allow for higher-density Low-rise residential development; and
  - Provides an emphasis on regulating the maximum built form envelope, based on the context, that frames the public right of way.

**The proposed severance will enable the construction of additional low-rise, ground-oriented housing within the Neighbourhood designation. The long semi-detached dwellings will maintain the established scale and massing in the neighbourhood while increasing the density of the site in a built form that will read as five (5) single detached dwellings from the right-of-way.**

### 4.3 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Second Density, Subzone N (R2N).

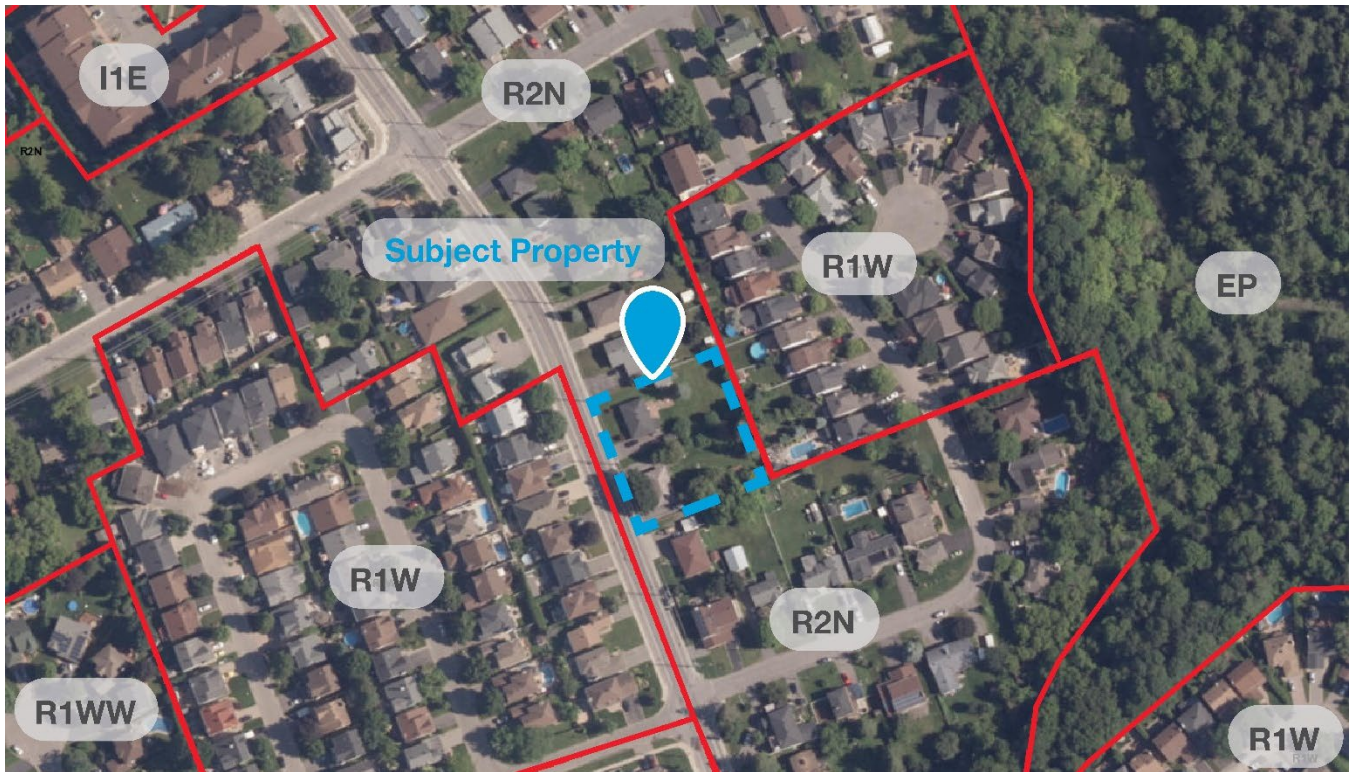


Figure 9: Zoning Map (GeoOttawa)

The purpose of the R2 zone is to:

- / restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan;
- / restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the detached and two principle dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The R2 zone permits the following uses:

- |                      |                              |
|----------------------|------------------------------|
| / bed and breakfast  | / home-based business        |
| / detached dwelling  | / home-based daycare         |
| / diplomatic mission | / linked-detached dwelling   |
| / duplex dwelling    | / park                       |
| / group home         | / retirement home, converted |

- / additional dwelling unit
- / **semi-detached dwelling**

- / urban agriculture

The principal dwelling types of the R2N zone are detached dwellings, duplexes, and linked-detached dwellings.

The table below provides a summary of the applicable zoning provisions, as detailed in Zoning By-law 2008-250, and how the proposed development meets all these provisions. Areas of compliance are noted with a green checkmark (✓).

<b>R2N Zoning for a Long Semi-Detached Dwelling</b>	<b>Requirement</b>	<b>Provided (Retained lot)</b>	<b>Provided (Severed lots)</b>	<b>Compliance</b>
<b>Min. Lot Width</b> s.158, Table 158A	10 m	12.37 m	10.61 m	✓
<b>Min. Lot Area</b> s.158, Table 158A	300 m <sup>2</sup>	656.83 m <sup>2</sup>	560.85 m <sup>2</sup>	✓
<b>Min. Front Yard Setback</b> s.158, Table 158A	5 m	6.5 m	6.5 m	✓
<b>Min. Rear Yard Setback</b> s.158, Table 158A	7 m	16.5 m	16.5 m	✓
<b>Min. Interior Side Yard Setback</b> s.158, Table 158A	1 m	1.2 m	1.2 m	✓
<b>Vehicle Parking</b> Parking Area C s. 101, Table 101	1 per dwelling unit	2 per dwelling unit	2 per dwelling unit	✓
<b>Min. Parking Space Dimensions</b> s. 106	2.6 m x 5.2 m	2.6 m x 5.8 m	2.6 m x 5.8 m	✓
<b>Min. Driveway Width</b> s. 107 (3)	2.6 m	3.4 m	3.6 m	✓
<b>Min. Aisle Width</b> s. 107 (1.c.ii)	6 m	8.4 m	6 m	✓
<b>Landscaping Provisions for Parking Lots</b> S. 110, Table 110	0 m	0.6 m	0.6 m	✓
<b>Long Semi-Detached Dwellings</b> S. 145	The minimum lot width and the minimum lot area for a long semi-detached dwelling apply to the whole of the long semi-detached dwelling including both dwelling units.	Complies	Complies	✓

**The proposed Consents conform to the performance standards of the Zoning By-law pertaining to long semi-detached dwellings within the R2N zone. As no zoning relief is being sought, future development will have to conform to the as-of-right provisions of the Zoning By-law.**

## 5.0 Consent Rationale

The *Planning Act* is provincial legislation that empowers municipalities to engage in land use planning activities in Ontario. Sections 53(1), 53(12), and 51(24) of the Planning Act establish the criteria for the severance of land. As the proposal is comprised of lots with direct frontage onto an existing roadway with infrastructure in place, a plan of subdivision is not required for the orderly development of the lands. The proposed severance meets the criteria established in Section 51(24) of the Planning Act as follows:

- a) The effect of development of the proposed subdivision on matters of provincial interest;  
**The proposed Consent applications have regard for matters of provincial interest found in Section 2 of the Planning Act. They are consistent with the policies of the Provincial Policy Statement (2024) by providing for three (3) additional lots within the urban area that will efficiently use the land, existing infrastructure, and public service facilities.**
- b) Whether the proposed subdivision is premature or in the public interest;  
**The proposed Consents allow for additional lots within the urban area where municipal servicing is available. The severed and retained parcels will be used for purposes established in the Official Plan and Zoning By-law, and the Consents contribute to the housing and intensification goals of the City of Ottawa and the Government of Ontario. The application is therefore not premature and is in the public interest.**
- c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any;  
**The proposed Consents conform with the policies of the City of Ottawa Official Plan (2022) which support intensification within the applicable Neighbourhood designation and within the Suburban Transect. The proposed severed and retained lot areas and frontages are consistent with the lot fabric of the surrounding area and can be individually serviced.**

**The Official Plan promotes concentrated growth in a pattern and density that supports transit, cycling, and walking. The development will complement an existing mixed-use community and support growth within the urban boundary where existing infrastructure is available.**

- d) The suitability of the land for the purposes for which is to be subdivided;  
**The Consent application proposes the consolidation of two (2) existing lots and concurrent severance to create a total of five (5) lots for future residential development.**  
**The existing Residential 2, Subzone N (R2N) zoning and Neighbourhood Designation in the Official Plan permit a range of residential uses on the site, including long semi-detached dwellings. The proposed development takes place in an established neighbourhood with supportive infrastructure.**
- e) The number, width, location and proposed grades and elevations of highways, and the adequacy of them;  
**Belcourt Boulevard, the abutting roadway, is publicly maintained and connected to the larger urban road network of the City of Ottawa. The severed and retained lots will have frontage onto Belcourt Boulevard.**
- f) The dimensions and shapes of the proposed lots;  
**The proposed lot sizes and shapes are rectangular in nature and consistent with the lot fabric in the surrounding area. The lots are intended to accommodate long semi-detached dwellings and shall be appropriately sized to meet the setback and lot coverage provisions of the Zoning By-law.**
- g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the building and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

**The subject property is not currently subject to any known easements or restrictive covenants that would obstruct the proposed severances.**

- h) Conservation of natural resources and flood control;  
**The subject site is not located in a sensitive ecological area or in a floodplain. No adverse impacts are anticipated on natural resources and flood control.**
- i) The adequacy of utilities and municipal services;  
**Existing Municipal services, including water mains and sanitary services, will independently service the severed and retained lots.**
- j) The adequacy of school sites;  
**The subject site is within proximity to existing public school sites.**
- k) The area of land, if any, within the proposed subdivision, exclusive of highways, is to be conveyed or dedicated for public purposes;  
**No land is proposed to be dedicated to the City.**

**The proposed applications for Consent satisfy the criteria in Section 51(24) of the Planning Act.**

## Conclusion

It is our professional opinion that a Plan of Subdivision is not required for the orderly development of the lands, and that the proposed Consent applications are an appropriate manner to subdivide the subject property.

The proposal to create five (5) total lots from two (2) existing parcels satisfies the Planning Act criteria for a Consent and conforms with the applicable policies of the Provincial Planning Statement (2024), and the City of Ottawa Official Plan (2022, as amended).

The proposed severances are not anticipated to create any undue adverse impacts to the surrounding context. The severed and retained lots and the development of long semi-detached dwellings comply with the provisions of Zoning By-law 2008-250.

Please contact the undersigned with any questions.

Sincerely,



Gabi Amos, RPP MCIP  
Planner



Scott Alain, RPP MCIP  
Senior Planner