

March 5, 2026

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Committee of Adjustment
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City of Ottawa | Ville d'Ottawa
Comité de dérogation

Attention: Michel Bellemare, Secretary - Treasurer

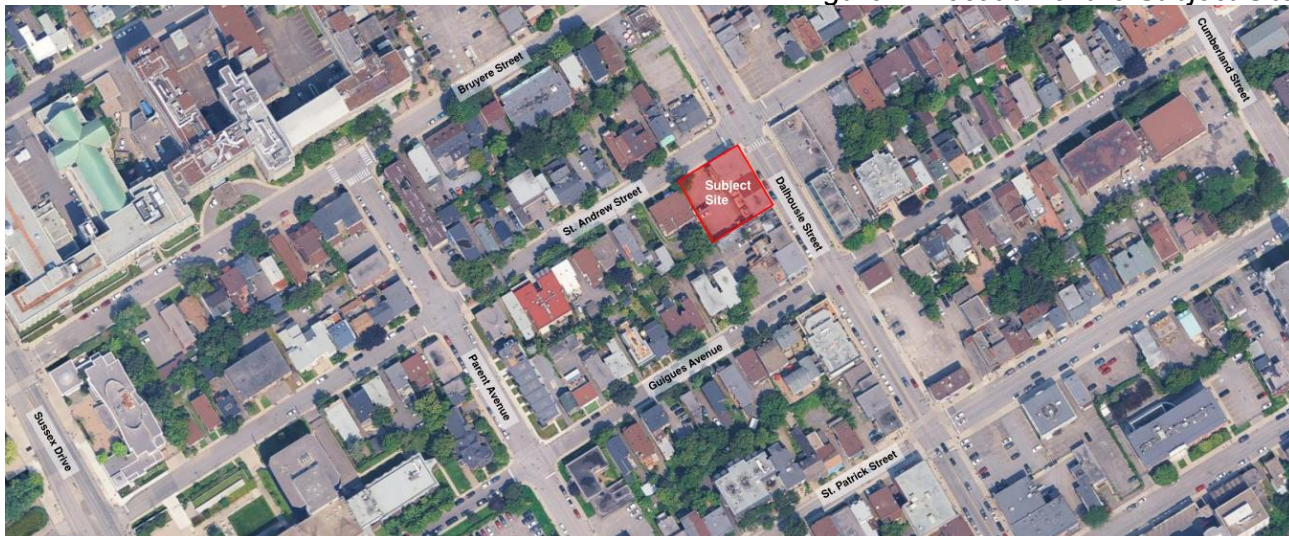
Dear Mr. Bellemare:

**Reference: 200 Dalhousie Street
Applications for Consent
Our File No: 124185**

Novatech has been retained by the owner of the property municipally known as 200 Dalhousie Street (the "Subject Site") to prepare and file applications for Consent in order to subdivide the Subject Site to facilitate the future development of a mid-rise apartment building.

This letter describes the existing conditions of the site and its surrounding context, the proposed development, and the rationale in support of the applications.

Figure 1: Location of the Subject Site



Site and Context

Site

The Subject Site is located in the Lowertown West neighbourhood and is within the City of Ottawa's Rideau-Vanier Ward (Ward 12). The Subject Site is a corner lot located at the southwest corner of Dalhousie Street and St. Andrew Street. The Subject Site is an area bounded by Sussex Drive to the north and west, St. Patrick Street to the south, and King Edward Avenue to the east. The Subject Site has a frontage of 30.51 metres along Dalhousie Street, a frontage of 30.47 metres along St. Andrew Street, and a lot area of approximately 923 square metres. The Subject Site is legally known

as Part of Lots 15 & 16, Plan 42482, South Side of St. Andrew Street, as in N36979; Part of Lot 16, Plan 42482, Part 4, 5R4882, North Side of Guigues Avenue), Subject to CR429746; City of Ottawa

Figure 2: Subject Site



The Subject Site is designated Minor Corridor within the Downtown Core Transect in the City of Ottawa Official Plan (2022) and is subject to the Evolving Neighbourhoods Overlay. The Subject Site is zoned Traditional Mainstreet (TM) in the City of Ottawa Zoning By-law 2008-250. The property is subject to the Mature Neighbourhoods Overlay and the Heritage Overlay. The Subject Site is proposed to be zoned CM1 in the new Zoning By-law.

The Subject Site is currently developed with a low-rise mixed-use building containing four ground-floor commercial uses. To the rear of the existing building is a parking lot. The existing building will be retained.

The neighbouring area is developed with low-rise and mid-rise residential, commercial, and mixed-use buildings.

Figure 3: Existing Building to be Retained (Google Streetview, Oct 2024)



Figure 4: Vacant Portion of Subject Site to be Redeveloped with Future Residential Uses (Google Streetview, Oct 2024)



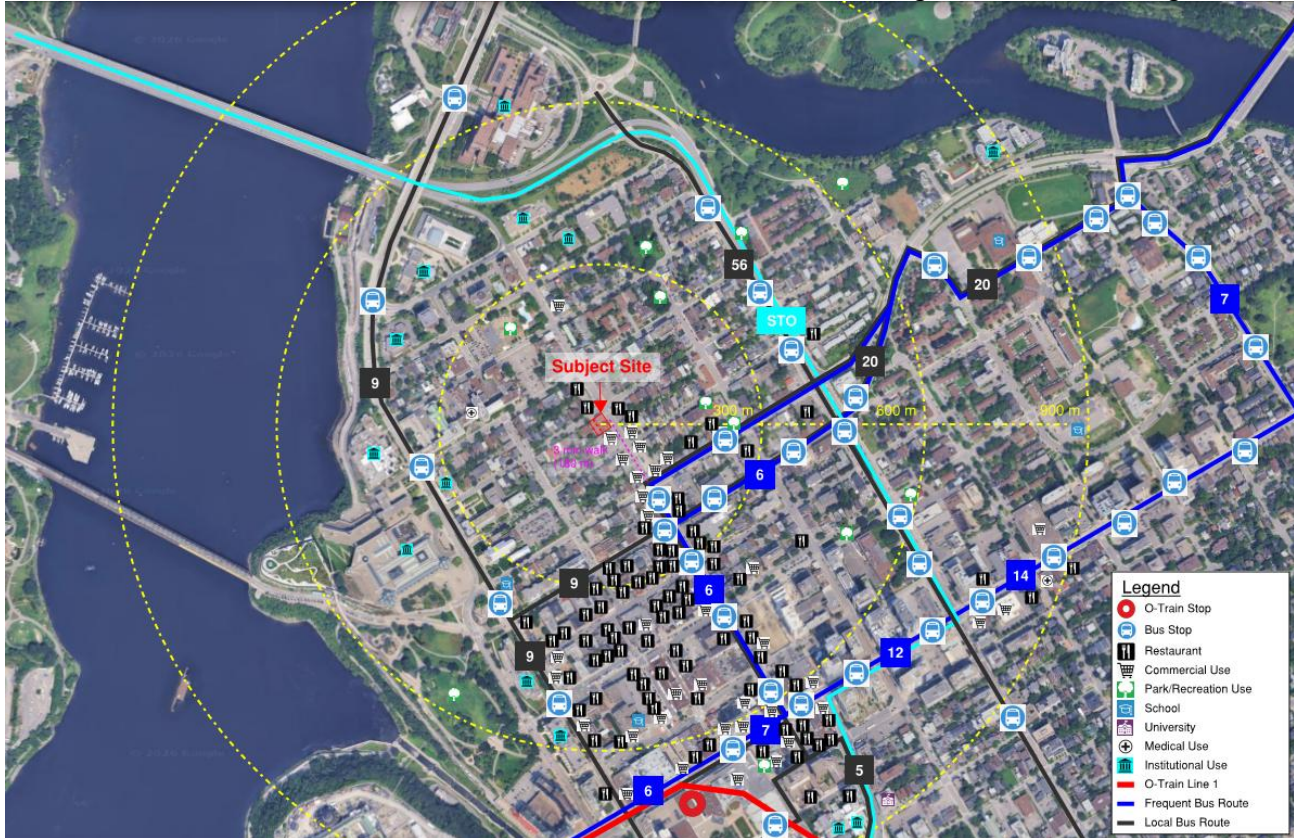
Surrounding Context

The Subject Site is in an area characterized by a range of residential and commercial uses in a variety of built forms. There are a number of low-rise, mid-rise, and high-rise mixed-use buildings in the neighbouring area. The Subject Site is also in proximity to ByWard Market, the Ottawa River, the Rideau River, and a number of embassies and other institutional uses.

The Subject Site is located along Dalhousie Street, which is identified as a Minor Corridor and a Collector Road in the Official Plan. The Subject Site is also within walking distance of St. Patrick Street, which is identified as a Minor Corridor and Arterial Road as well as Rideau Street, Sussex Drive, and King Edward Avenue, which are all identified as Mainstreet Corridors and Arterial Roads in the Official Plan. The Subject Site is a three minute walk (180 m) from the nearest bus stop on Dalhousie Street and St. Patrick Street, where the Frequent Bus Route 6 and Local Bus Route 20 provide connections to the Rideau, Parliament, St. Laurent, Greenboro, and South Keys LRT stations. The Subject Site is also a 12 minute walk from the Rideau LRT station (see Figure 5).

Within 300 metres of the Subject Site, there are a number of low-rise and mid-rise residential and mixed-use buildings. There are several restaurants and commercial uses along Dalhousie Street as well as two parks (Cumberland Park and Bingham Park) located to the north of the Subject Site. Within 600 metres of the Subject Site, there are more high-density residential uses, including a number of high-rise buildings. ByWard Market is located to the southwest of the Subject Site and there are a number of restaurants and commercial uses around the ByWard Market and along Dalhousie Street. There are also a number of embassies as well as the Royal Canadian Mint, the National Gallery of Canada, and Major's Hill Park within 600 metres of the Subject Site. Within 900 metres of the Subject Site, there are a greater variety of uses. Rideau Centre and the Rideau LRT station are located within a 900 metre radius of the Subject Site. The MacDonald-Cartier Bridge and the Alexandra Bridge, which provide access across the Ottawa River to Gatineau, are within a 900 metre radius of the Subject Site. The Subject Site is also within a 900 metre radius of the De La Salle Public High School and the York Street Public School, as well as the University of Ottawa. The Subject Site is an excellent location for intensification.

Figure 5: Surrounding Context



Proposed Development

The consent applications propose to sever the Subject Site into two portions to facilitate the future development of a mid-rise apartment building on the newly created vacant lot. The existing low-rise mixed-use building will remain. There is an existing underground easement for a sanitary sewer at an elevation of 42.76 and below, which is 15.24 metres below grade. This will have no impact on the future development of the Subject Site.

An easement is required at grade to provide driveway access to the rear yard parking area. The easement for the driveway access is required from an elevation of 58.00 to 60.75.

The Draft Reference Plan for the proposed consent applications is a strata plan consisting of 5 sheets in plan view and 3 sheets showing sections of the proposed Parts. Figures 6 to 19 show the relevant sheets with markups indicating the proposed severances and easements.

The proposed consent applications will advance the City's intensification goals by providing an additional lot for residential development. This intensification is well located and meets the City's 15-minute neighbourhood objectives, as the Subject Site is within walking distance of transit and a number of commercial and recreational amenities. The future mid-rise apartment building will fit into the surrounding context, which is characterized by a variety of residential built forms.

Consent Applications

Consent Application 1

This application will sever the western portion of the Subject Site, labelled as Parts 1, 2, and 3 on the strata Draft Reference Plan. The severed lot will have a lot width of 12.58 metres and a lot area of 385.1 square metres. The following easements are required.

- **Elevation of 42.76 and below** (Figure 8): No easement required. There is an existing easement for a sanitary sewer.
- **Elevation of 44.00 to 58.00** (Figure 9): No easements required.
- **Elevation of 58.00 to 60.75** (Figure 10): Part 2 will be subject to an easement in favour of Parts 4 and 5 to provide access and parking.
- **Elevation of 61.00 to 71.00** (Figure 11): No easements required.
- **Elevation of 72.00 and above** (Figure 12): No easements required.

Consent Application 2

This application will sever the eastern portion of the Subject Site, labelled as Parts 4 and 5 on the strata Draft Reference Plan. The severed lot will have a lot width of 30.51 metres along Dalhousie Street and a lot area of 538.7 square metres. No easements are required.

- **Elevation of 42.76 and below** (Figure 8): No easement required. There is an existing easement for a sanitary sewer.
- **Elevation of 44.00 to 58.00** (Figure 9): No easements required.
- **Elevation of 58.00 to 60.75** (Figure 10): No easements required.
- **Elevation of 61.00 to 71.00** (Figure 11): No easements required.
- **Elevation of 72.00 and above** (Figure 12): No easements required.

Figure 6: Markup of Draft Reference Plan Showing Proposed Lots

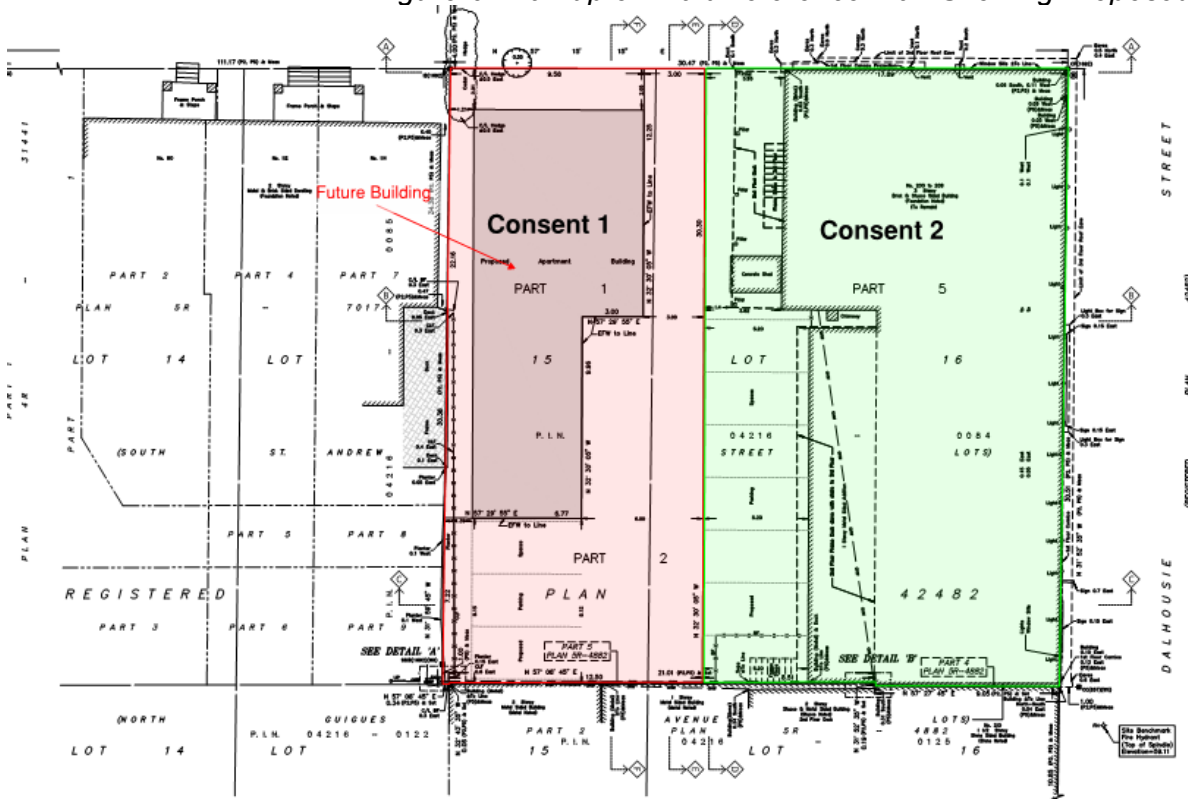


Figure 8: Existing Easement Over Parts 3 & 4 Below Grade, Elevation 42.76 and Below

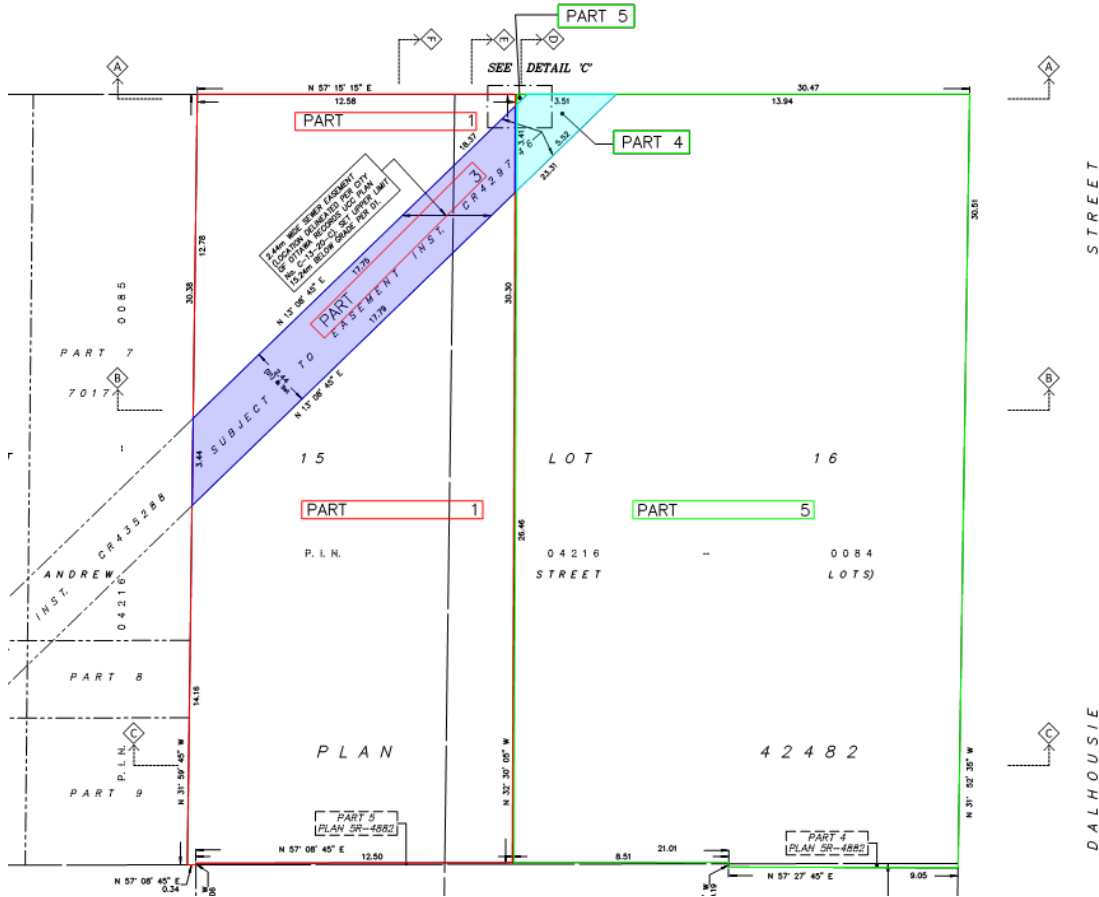
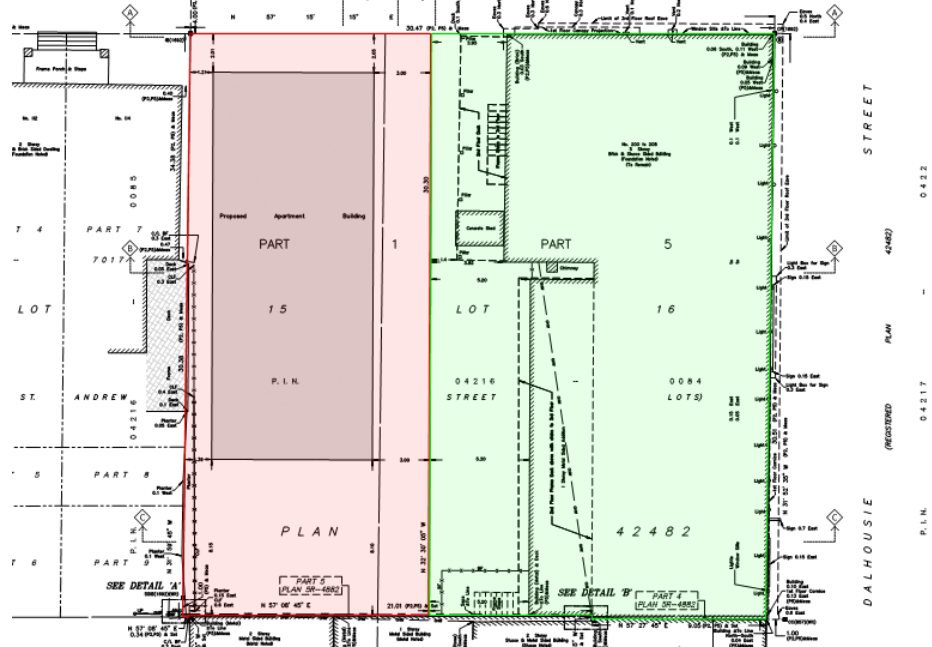


Figure 9: Consent Applications, Elevation 44.00 to 58.00 (no easements proposed at this elevation)



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Figure 10: Easement Over Part 2 in Favour of 4 & 5 at Ground Level, Elevation 58.00 to 60.75

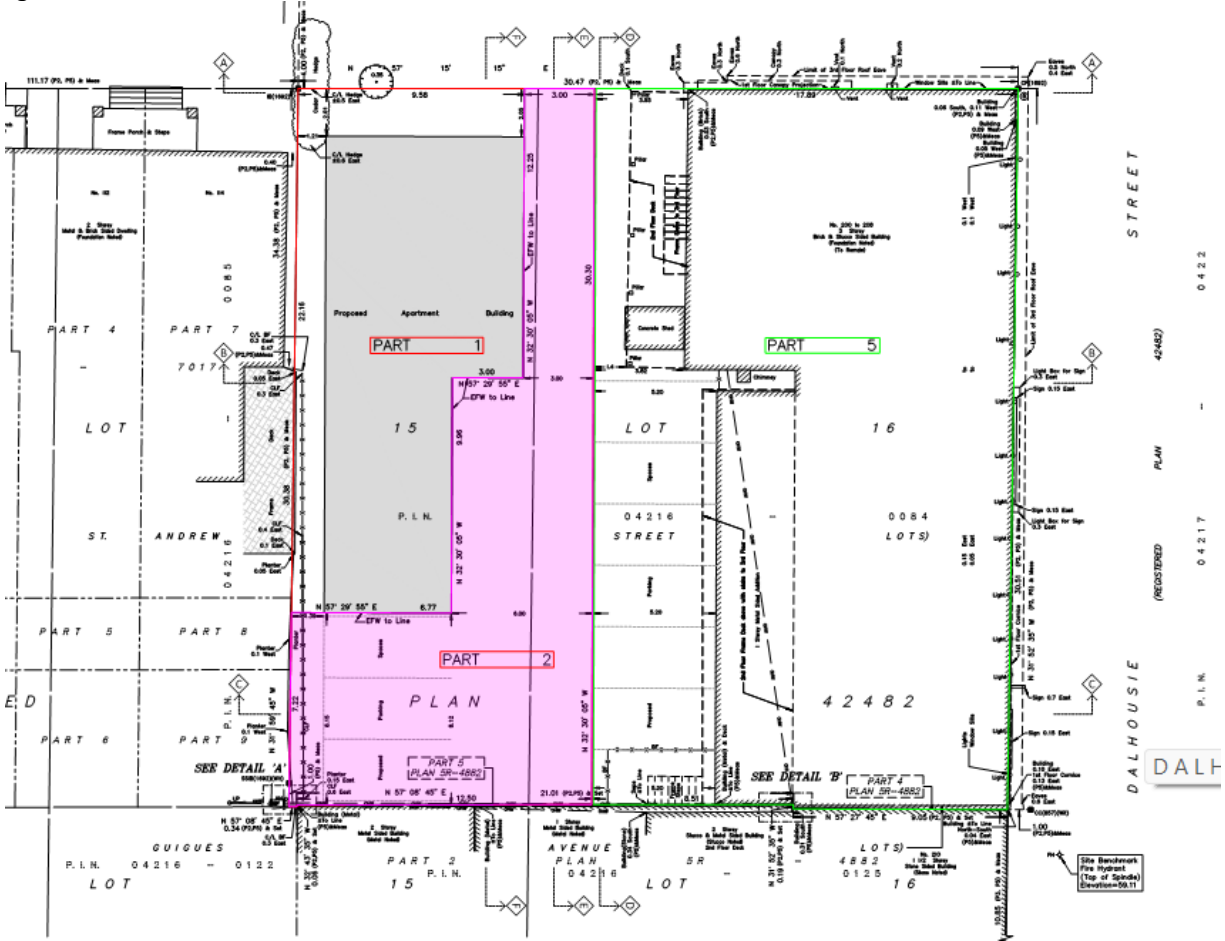


Figure 11: Consent Applications, Elevation 61.00 to 71.00 (no easements proposed at this elevation)

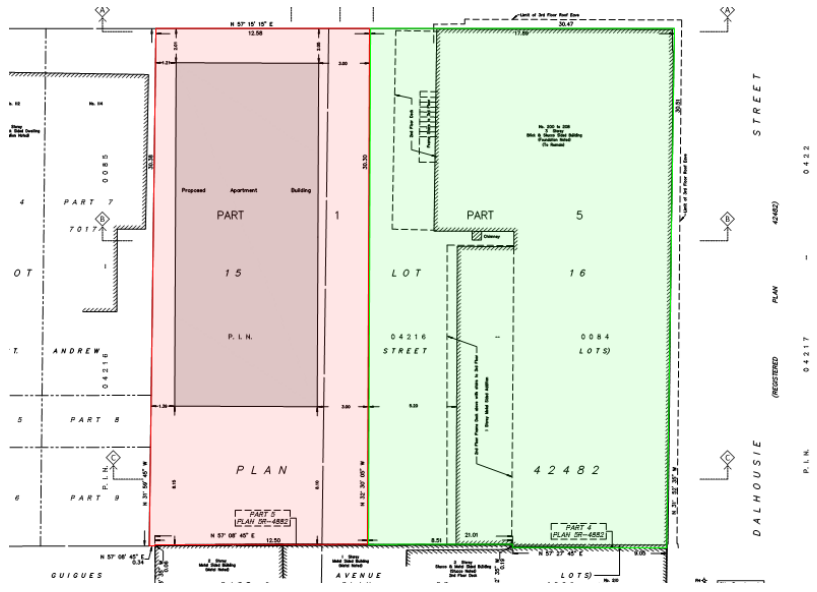


Figure 12: Consent Applications, Elevation 72.00 and Above (no easements proposed at this elevation)

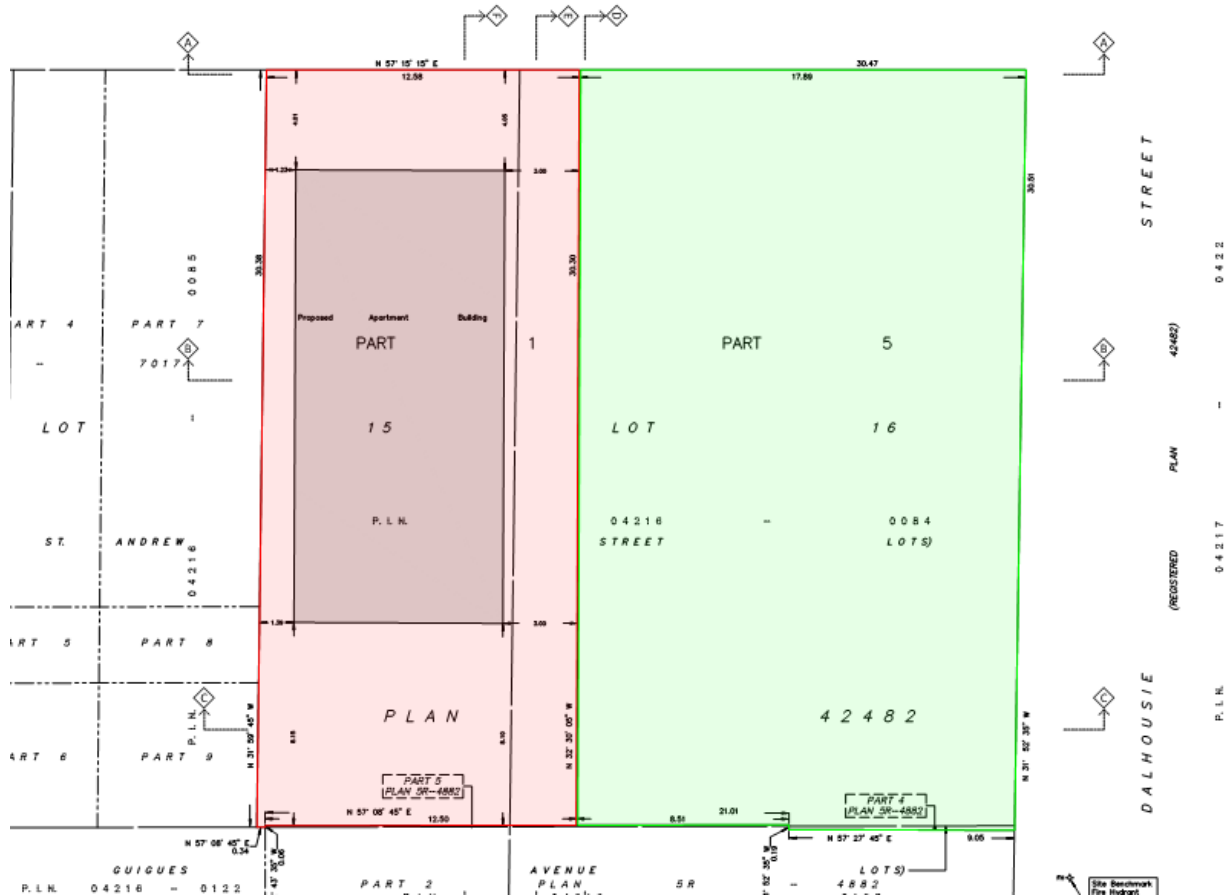
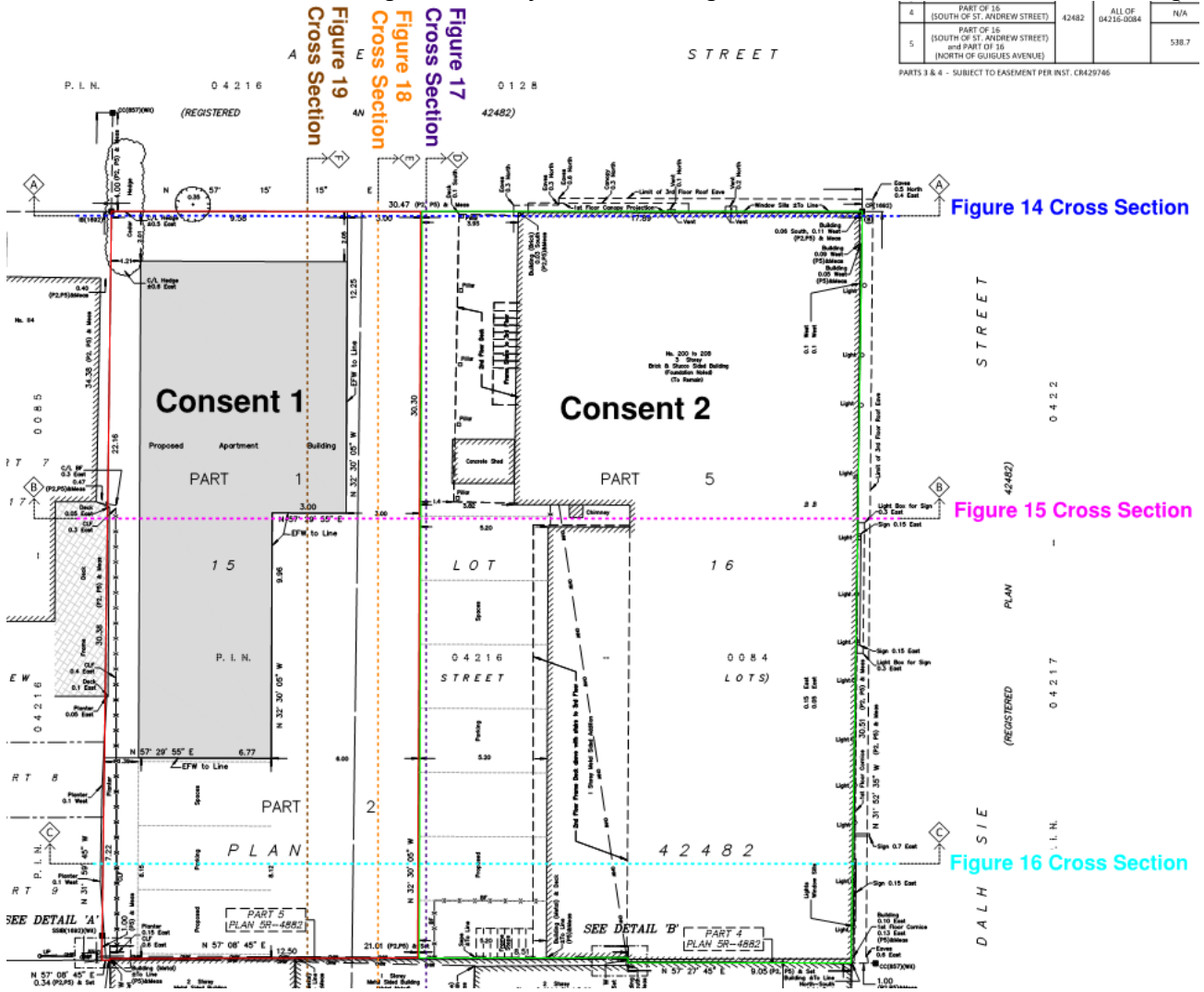


Figure 13 is a plan view key plan which shows the location of the six section drawings, as shown in Figures 14 to 19. Figure 14 is a cross section at the north end of the property looking north (as shown in blue on Figure 13). Figure 15 is a cross section in the middle of the property looking north (as shown in pink on Figure 13). Figure 16 is a cross section at the south end of the property looking north (as shown in cyan on Figure 13). Figure 17 is a cross section to the east of the severance line looking east (as shown in purple on Figure 13). Figure 18 is a cross section to the west of the severance line looking east (as shown in orange on Figure 13). Figure 19 is a cross section in the middle of the newly created vacant parcel looking east (as shown in brown on Figure 13).

Figure 13: Key Plan Showing the Locations of the Section Drawings



4	PART OF 15 (SOUTH OF ST. ANDREW STREET)	42482	ALL OF 04216-0084	N/A
5	PART OF 16 (SOUTH OF ST. ANDREW STREET) and PART OF 15 (NORTH OF GUILLES AVENUE)			538.7

PARTS 3 & 4 - SUBJECT TO EASEMENT PER INST. CB429746

Figure 15: Section Drawing in the Middle of the Subject Site Looking North

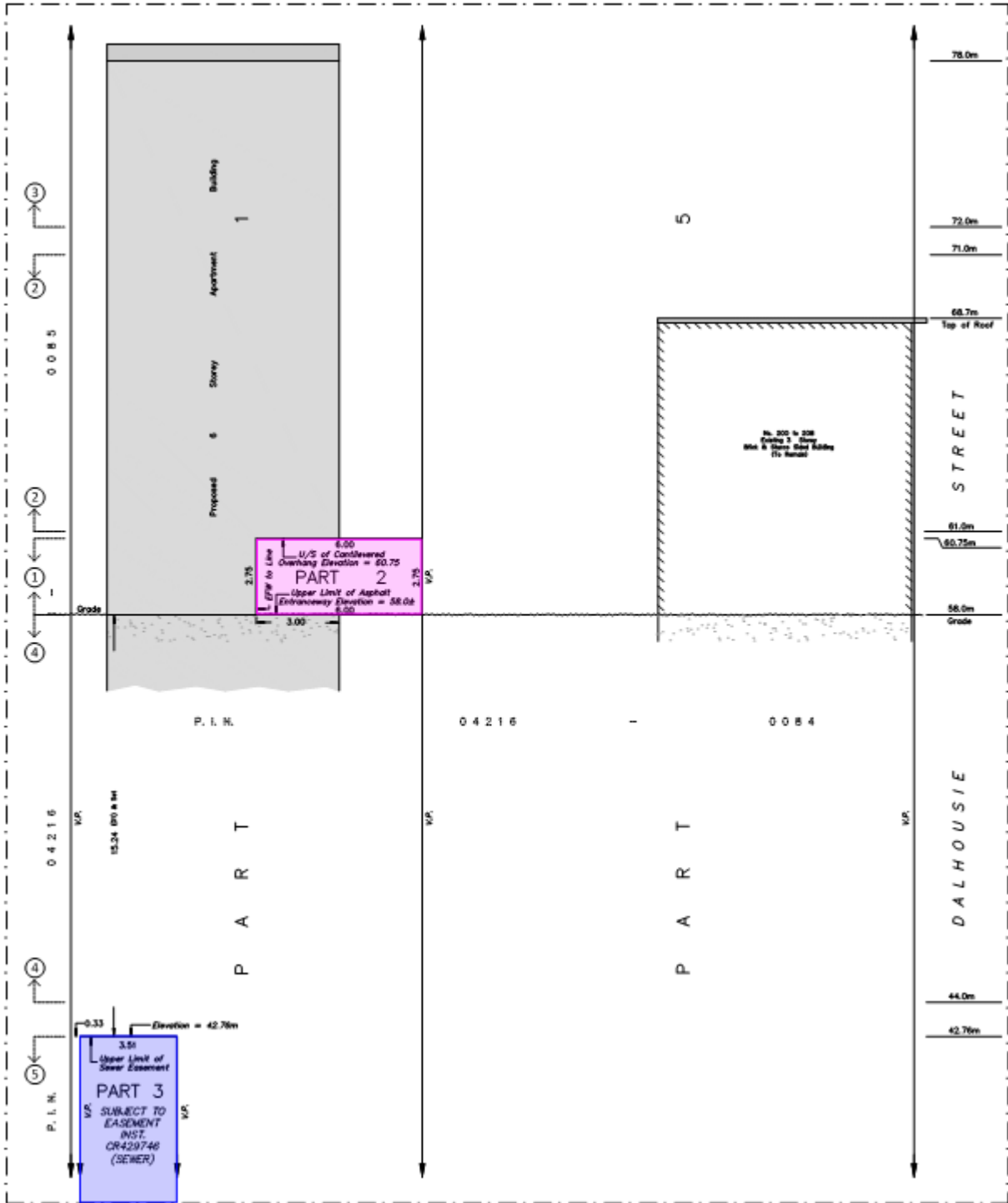


Figure 16: Section Drawing at the South End of the Subject Site Looking North

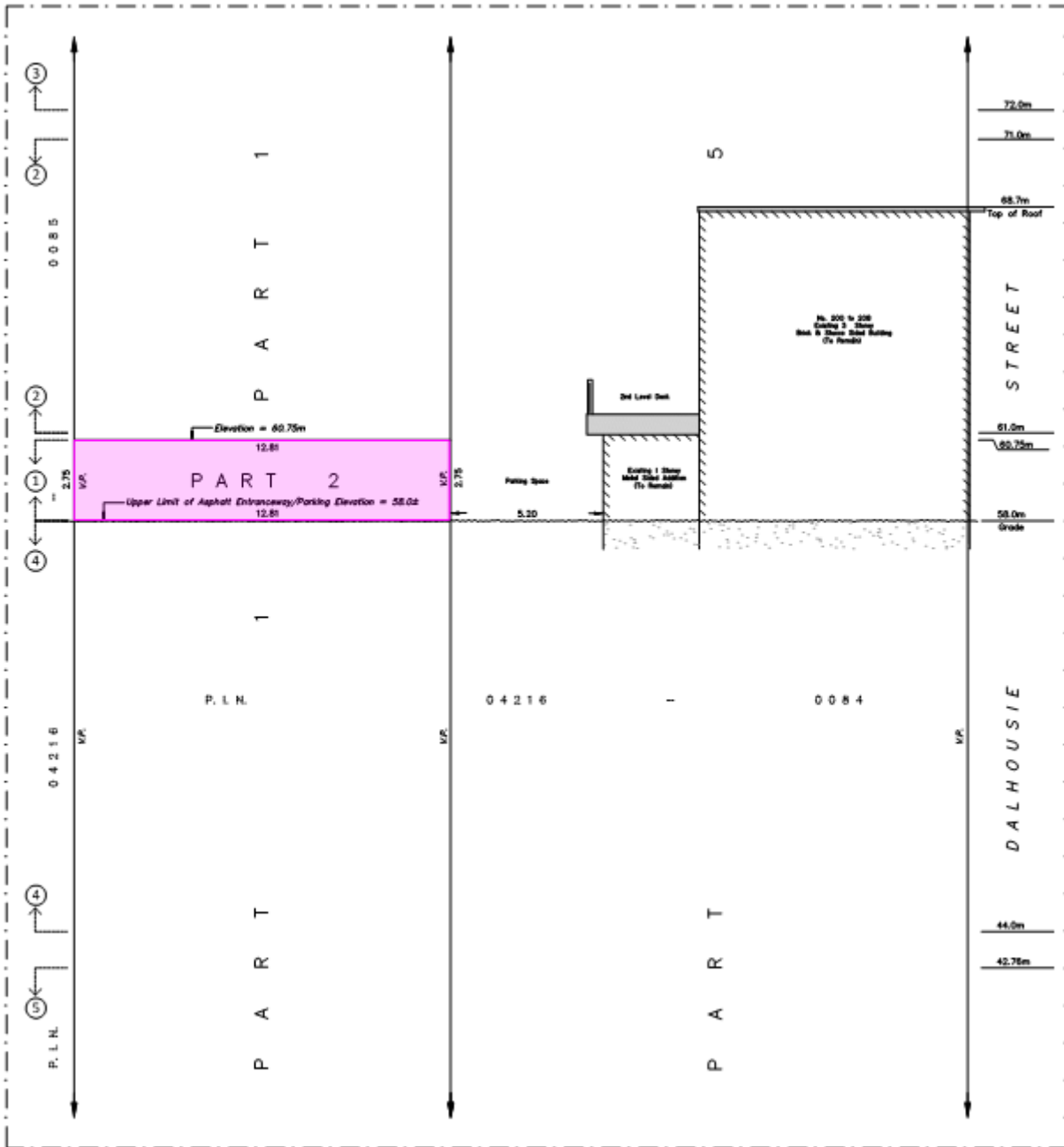


Figure 17: Section Drawing to the East of the Severance Line Looking East

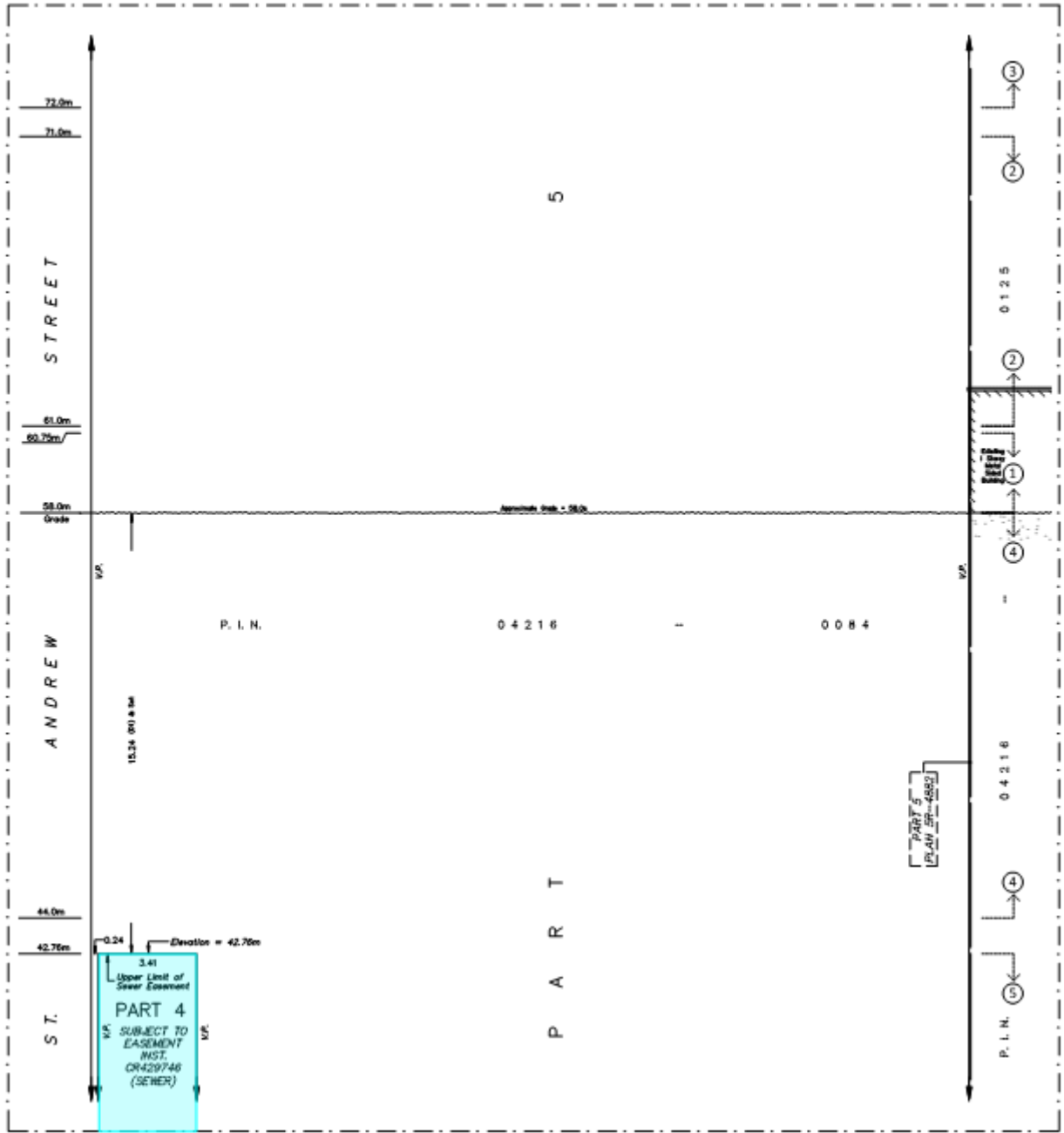


Figure 18: Section Drawing to the West of the Severance Line Looking East

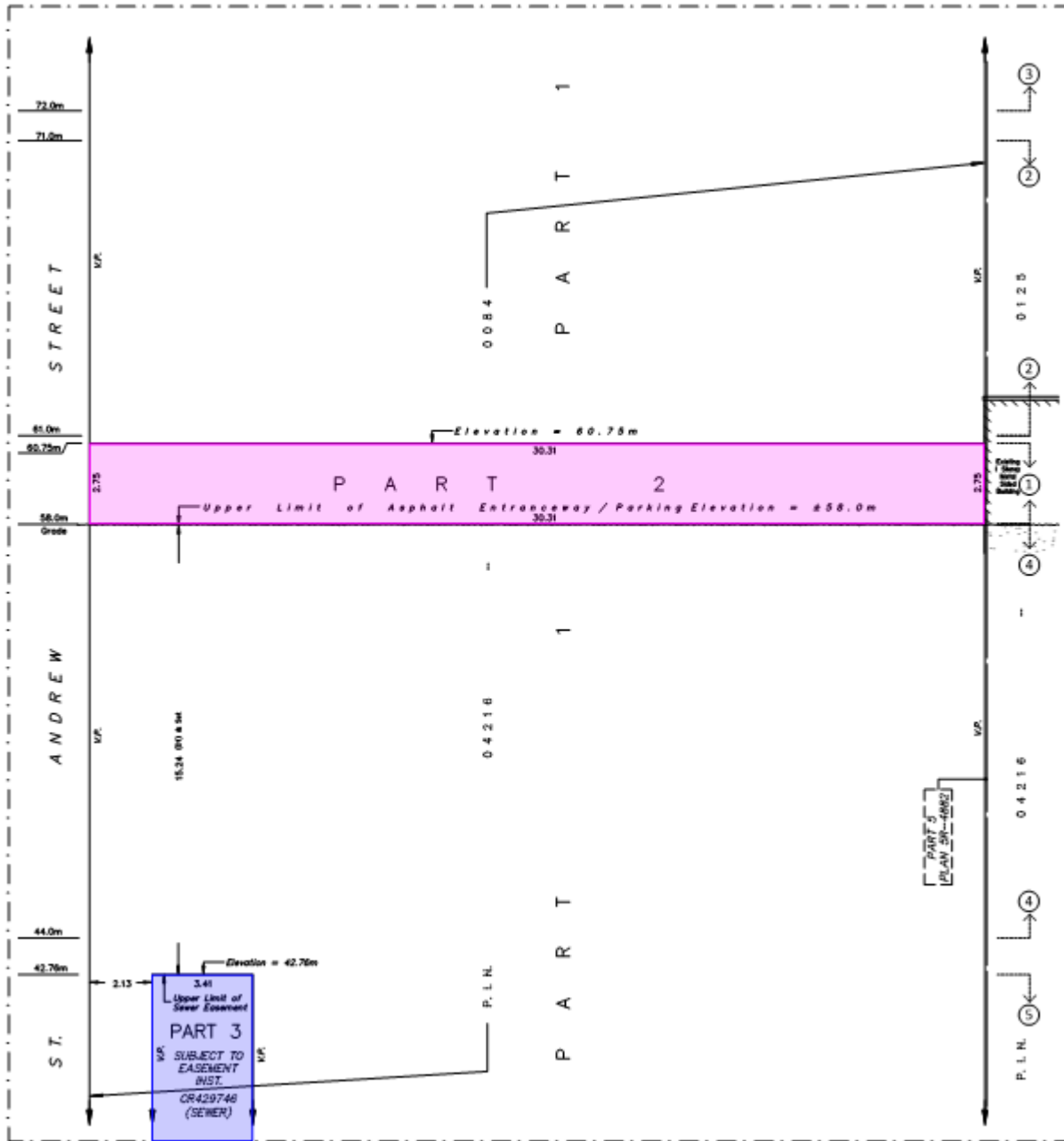
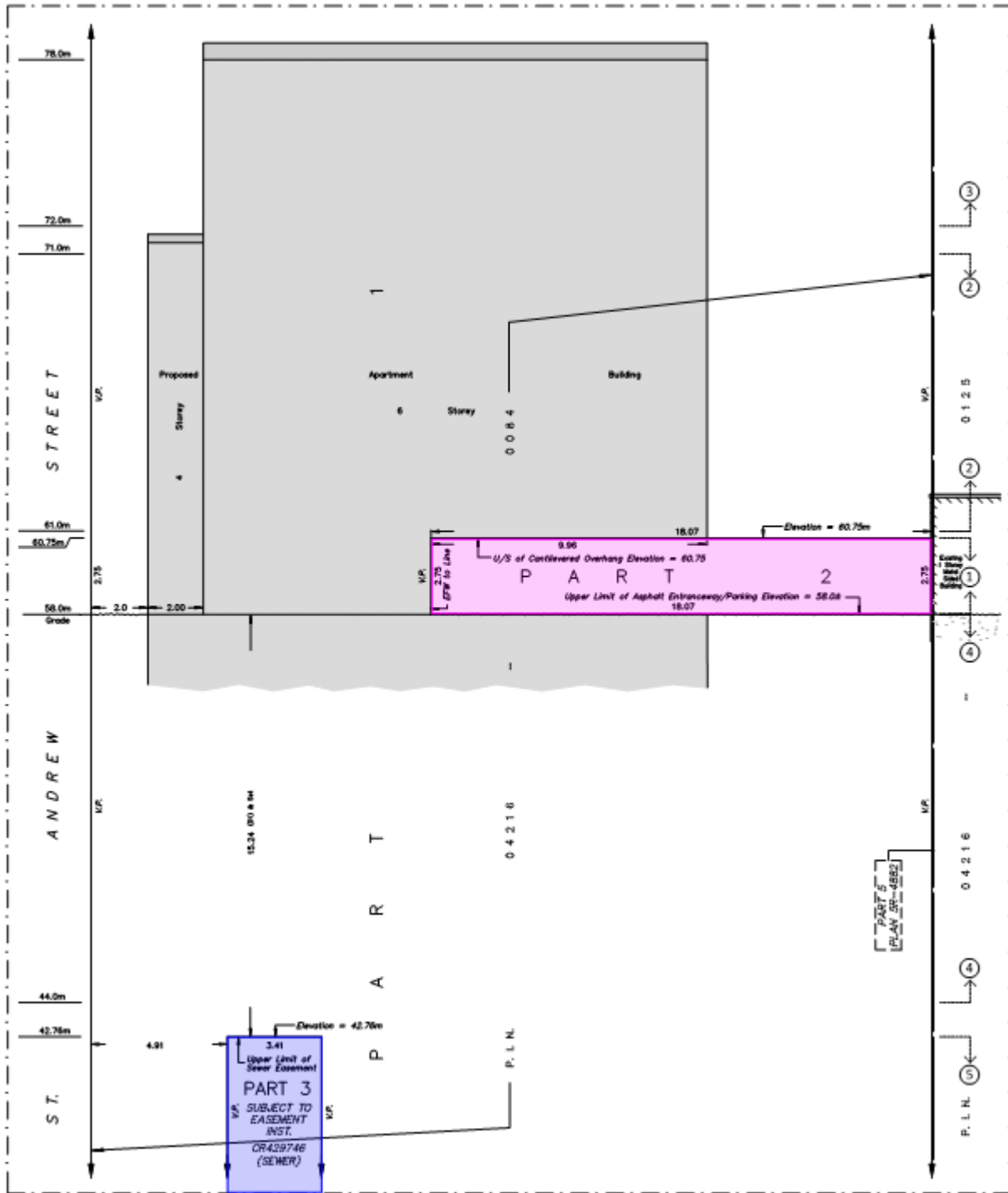


Figure 19: Section Drawing in the Middle of the New Vacant Lot Looking East



Consent Rationale

Planning Act

Subsection 53(1) of the Planning Act states:

“53(1) 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 consents do not necessitate the construction of new public infrastructure, including roads and services. A plan of subdivision is not required for the proper and orderly development of the municipality.

Subsection 53(12) of the Planning Act states:

“53(12) 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.”

This rationale for the consent applications will speak to the following criteria outlined in subsection 51(24) of the Planning Act.

“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 consent applications have regard for the following matters of provincial interest:

- the adequate provision and efficient use of communication, transportation, sewage and water services and waste management system
- 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

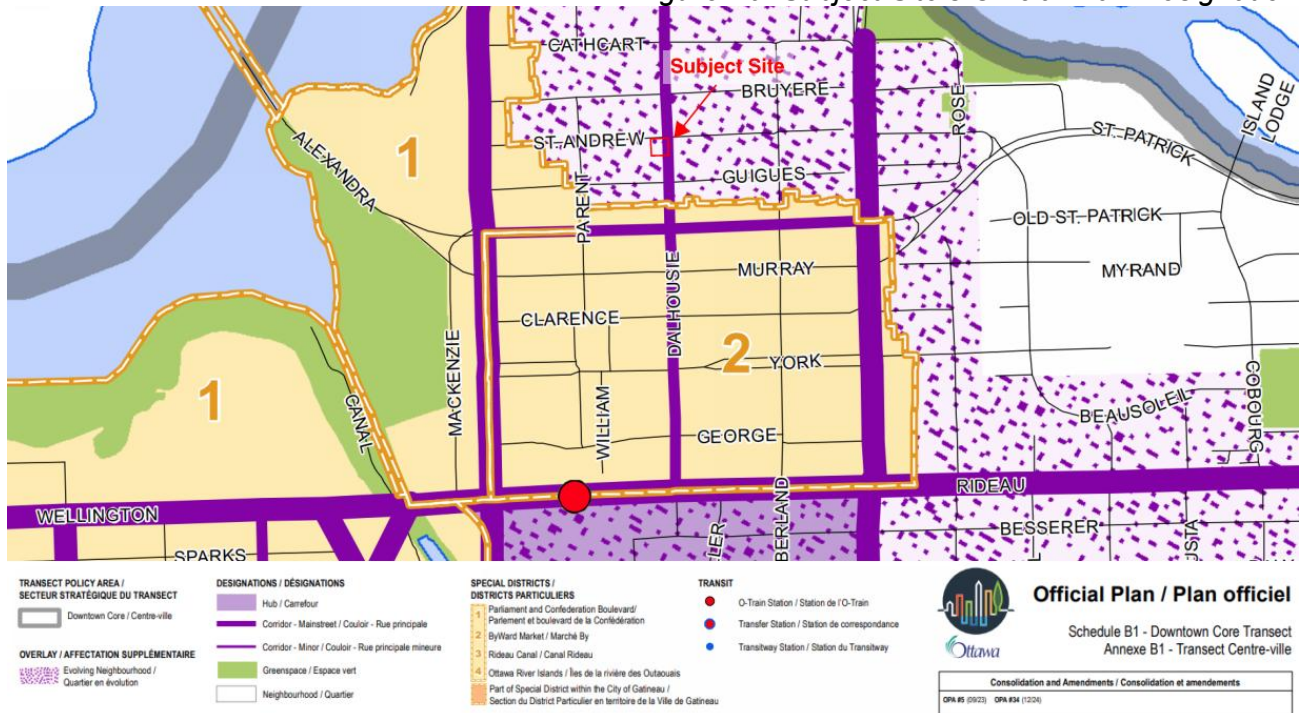
(b) whether the proposed subdivision is premature or in the public interest;

The Subject Site is located within the City of Ottawa’s urban boundary and is in a fully developed neighbourhood. Therefore, the proposed consents are not premature.

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

200 Dalhousie Street is designated Minor Corridor in the Downtown Core Transect of the City of Ottawa Official Plan (2022). The Subject Site is also subject to the Evolving Neighbourhoods Overlay (Figure 20).

Figure 20: Subject Site's Official Plan Designation



Growth Management Framework:

Section 3 of the Official Plan provides a Growth Management Framework for the City of Ottawa. Section 3 states:

“Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing overtime during the planning horizon.”

Policy 4 of Section 3.1 states:

“The City will allocate household growth targets as follows

- a) 93 percent within the urban area where:
 - i) 47 per cent is within the urban area that is built-up or developed as of July 1, 2018; and
 - ii) 46 per cent is within the greenfield portion of the urban area;
- b) 7 per cent within the rural area where:
 - i) 5 per cent is within the villages; and
 - ii) 2 per cent is outside of villages.”

The Subject Site is located within the built-up urban area. The proposed consents will create an additional lot for residential development which will contribute to meeting the 93% housing growth target in the urban area and the 47% housing growth target in the built-up area.

Section 3.2 of the Official Plan supports intensification and states the following:

“Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.”

The Subject Site is designated Minor Corridor in the Official Plan and is located in proximity to the Rideau LRT station and a number of commercial amenities. The proposal will support 15-minute neighbourhoods by providing intensification within a Corridor where services and amenities are available.

Policy 4 of Section 3.2 states:

“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”

The Subject Site is within the urban area and has access to municipal water and sewer services. Therefore, intensification is permitted on the Subject Site. The proposed consents will support intensification by providing an additional lot for residential development. This lot will support the future development of a mid-rise apartment building, which will be compatible with the neighbourhood.

Downtown Core Transect

The Downtown Core Transect is characterized by a mature built environment with urban characteristics such as high-density, mixed uses, and sustainable transportation. Policy 2 of Section 5.1.1 states:

“The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;*
- b) A high concentration of employment is maintained and increased;*
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and*
- d) Residential densities are sufficient to support the full range of services noted in Policy a).”*

The proposed consents will provide an increased residential density that will support the range of uses and services in the neighbourhood. The existing mixed-use building on the Subject Site will be retained and will contribute to providing a full range of services along a Corridor.

Policy 6 of Section 5.1.1 states:

“The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) *The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i) *Is generally discouraged; and*
 - ii) *May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.**
- b) *Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;*
- c) *Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.*
- d) *In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.”*

The proposed consent applications will include an easement for a shared driveway and rear yard parking. This is in line with Policy 6 as it will support the creation of a shared parking area which will reduce the number of driveways and private approaches along the street.

Policy 4 of Section 5.1.4 states:

“On Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. Minimum 2 storeys and maximum building heights are generally in upper Mid-rise range between 7 and 9 storeys, except where a secondary plan or area-specific policy permit greater or lower heights and are subject to appropriate height transitions and stepbacks. The height of such buildings::

- a) *Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right of way and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);*
- b) *May be limited further on lots too small to accommodate an appropriate height transition; and*
- c) *May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.”*

The proposed severances will result in the creation of a corner lot along Dalhousie Street and St. Andrew Street and an interior lot facing St. Andrew Street. The corner lot will contain the existing mixed-use building which is proposed to be retained. This existing building contains active entrances that face the Minor Corridor along Dalhousie Street. A future mid-rise residential development is

proposed for the vacant interior lot which is consistent with the permitted heights in both the Official Plan and Zoning By-law.

Minor Corridor Designation:

The Subject Site is designated Minor Corridor on Schedule B1 of the Official Plan. Section 6.2 provides policy direction for development in Corridors and describes the intent of the designation as *“combin[ing] a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.”*

Policy 1 of Section 6.2.1 states:

“Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

- a) Generally, a maximum depth of:
 - i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;*
 - ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;*
 - iii) Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and*
 - iv) Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;**
- b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and*
- c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.”*

The Subject Site abuts the Dalhousie Street Minor Corridor. Despite not fronting onto Dalhousie Street, the newly created lot in the rear yard would also be designated Minor Corridor as it is within the maximum depth of 120 metres from the centreline of Dalhousie Street, as per Policy (1)(a)(ii). In addition, the Corridor designation can extend along the side street to the average depth of the rest of the block as per Policy (1)(b). In this case, the proposed lot in the rear yard would be within the average depth of lots within the block (see Figure 21).

Figure 21: Lot Depths on Neighbouring Properties Compared to Proposed Severance Line



Policy 2 of Section 6.2.2 states:

“In the Minor Corridor designation, this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may:

- a) Include residential-only and commercial-only buildings;*
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;*
- c) Include limited commercial uses which are meant to mainly serve local markets; or*
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.”*

The proposed consents will support the development of a residential building on the Subject Site. This residential building will support the mix of uses in the neighbourhood and is in line with Policy 2.

Evolving Neighbourhoods Overlay

The Evolving Neighbourhoods Overlay applies to “areas of the Neighbourhood Designation in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character from suburban to urban to allow new built forms and more diverse functions of land.”

Policy 1 of Section 5.6.1 states:

“The Evolving Neighborhood Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Neighborhood Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that supports an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.”*

The Evolving Neighbourhoods Overlay supports intensification and gradual change within and in proximity to Hubs and Corridors. The proposed consents will support intensification on the Subject Site by providing an additional lot for future residential development. The proposed lot sizes are consistent with the lot fabric in the neighbourhood. The future development of the Subject Site with a mid-rise residential building will fit in well in the neighbourhood, where there is a variety of building heights and typologies.

The proposed consents conform to the policies of the City of Ottawa Official Plan.

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

The Subject Site is zoned TM in the City of Ottawa Zoning By-law 2008-250. The proposed consents will conform with the provisions of the Zoning By-law, including the provisions for lot width, lot area, and the minimum rear yard setback for the existing mixed-use building to be retained.

Table 1: Zoning Provisions for Severance Applications

Zoning Provision	Required (TM Zone)	Provided – Consent 1	Provided – Consent 2
Minimum Lot Area	No minimum	385.1 m ²	538.7 m ²
Minimum Lot Width	No minimum	12.58 m	30.51 m
Maximum Front Yard Setback	2 m	N/A	0 m (existing condition)
Maximum Interior Side Yard Setback	3 m	N/A	0 m
Minimum Interior Side Yard Setback	1.2 m (residential) No minimum (all other)	N/A	0 m
Minimum Corner Side Yard Setback	3 m, except for any part of building above 15 metres	N/A	0 m (existing condition)

Minimum Rear Yard Setback	7.5 m (residential) No minimum (all other)	N/A	3.8 m
Minimum Building Height	6.7 m for a distance of 20 m from front lot line	N/A	3 storeys
Maximum Building Height	20 m but not more than 6 storeys Additional 2 m front stepback above 4 th storey (or 15 m)	N/A	3 storeys
Minimum Driveway Width	3 m	3 m (shared driveway)	3 m (shared driveway)
Minimum Parking – Existing Building	0 spaces	N/A	9 spaces
Aisle Width	6 m	6 m	6 m (through easement)

In addition to the provisions of the TM zone, the Subject Site is subject to the Heritage Overlay provisions. The Heritage Overlay provisions provide guidance on additions and parking within the Overlay area and requires buildings that are removed or destroyed to be rebuilt in the same character and scale as the original building. As no buildings are proposed to be removed as part of the proposed severances, these provisions would not apply.

The Subject Site is proposed to be zoned CM1 in the new City of Ottawa Zoning By-law. The proposed severances will respect the minimum lot width and lot area under the new City of Ottawa Zoning By-law.

The proposed consents meet the requirements of the Zoning By-law. The proposed severances will create lots that are suitable for residential development.

(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;

No affordable housing units are being proposed at this time.

(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 proposed consents do not propose any new roads and will not affect highways or the transportation system.

(f) the dimensions and shapes of the proposed lots;

The proposed consents will result in the creation of two regularly shaped lots for residential development. The proposed lots will be an appropriate size to support the existing mixed-use building and a future mid-rise residential building.

(h) conservation of natural resources and flood control;

The Subject Site is not located in any floodplains or areas of natural interest.

(i) the adequacy of utilities and municipal services;

The Subject Site is located within the urban boundary and is connected to existing utilities and municipal services. The additional lot is not anticipated to have any major impacts on the adequacy of the City's municipal services or utilities.

(j) the adequacy of school sites;

The Subject Site is located near De La Salle Public High School and the York Street Public School (Figure 5). The proposed consent applications are not anticipated to have a major impact on the adequacy of school sites in the area.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

No part of the Subject Site will be dedicated for public purposes.

(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 severances will more efficiently use the Subject Site by providing an additional lot for the future residential development from a vacant portion of an existing lot. The proposed severances constitute infill development, allowing growth to remain within the urban area, which contributes to the City's intensification targets. This is more efficient from a transportation and transit perspective and more efficiently uses existing infrastructure, services, and land.

(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 future development of the Subject Site is not anticipated to require site plan control.

The proposed consents meet the criteria set out in Section 51(24) of the Planning Act. The proposed consents at 200 Dalhousie Street represent good land use planning.

Provincial Planning Statement

Section 3(5) of the Planning Act states:

"A decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter,

- (a) *shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision;*”

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

Policy 6 of Section 2.1 states:

- “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.”*

The proposed consents will support the achievement of complete communities by providing an additional lot for residential development within walking distance of transit, commercial uses, and recreational amenities. The proposal will contribute to providing a mix of housing options in the neighbourhood and will provide a residential density that will support the surrounding commercial uses.

Section 2.2 of the PPS provides policies for Housing. Policy 1 states:

“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 wellbeing 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.”*

The proposed severances will support residential intensification by providing an additional lot for residential development within the urban area. This will allow for an increase in the number of residential units in an area where appropriate levels of infrastructure and public services facilities exist. The proposed consents will more efficiently use a vacant portion of the Subject Site. The Subject Site is well located for residential intensification as it is within walking distance of the Rideau LRT station, bus stops, and a number of commercial amenities. The proposal will provide for increased residential density on the Subject Site that will support the surrounding commercial uses and transit.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

“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.”

The Subject Site is located within a settlement area. The proposed severances will contribute to growth and development within the settlement area.

Policy 2 of Section 2.3.1 states:

“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”*

The proposed consents will more efficiently use the Subject Site by providing an additional lot for residential development within the serviced urban area. The Subject Site is located within a three minute walk of a bus stop that provides connections to Rideau, Parliament, and St. Laurent LRT stations. The Subject Site is also within a 15 minute walking distance from the Rideau LRT station. The proposed development more efficiently uses land and resources, optimizes existing infrastructure, and supports active and public transportation.

Policy 3 of Section 2.3.1 states:

“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.”

The proposed consents will facilitate future residential development on the Subject Site, providing more density to the neighbourhood. The proposal will support intensification in the neighbourhood and provide more residential units in the City.

Section 2.4 of the PPS provides policy direction for Strategic Growth Areas. Policy 1 of Section 2.4.1 states:

“Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.”

The Subject Site is located along a Corridor and is within walking distance of a Major Transit Station. The Subject Site is located within a Strategic Growth Area. The proposed consents will support growth and development within a Strategic Growth Area.

Policy 2 of Section 2.4.1 states:

“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:

- a) to accommodate significant population and employment growth;*
- b) as focal areas for education, commercial, recreational, and cultural uses;*
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and*
- d) to support affordable, accessible, and equitable housing.”*

The proposed consent applications will support the creation of complete communities by providing for a range of housing options in proximity to commercial, recreational, and cultural uses. The proposed consents are considered intensification and will support development that more efficiently utilizes the Subject Site. The proposal will provide more residential dwellings within walking distance of an LRT station. The Subject Site is ideally located to support intensification and increased residential density.

The proposed consents are consistent with the Provincial Planning Statement. The proposed consents at 200 Dalhousie Street constitute good land use planning.

Conclusion

The proposed consents at 200 Dalhousie Street will facilitate the appropriate use and function of the Subject Site for future residential development. The proposed consents do not require a plan of subdivision for the orderly development of the land and meet the criteria of Subsection 51(24) of the Planning Act. The proposed consents conform with the City of Ottawa Official Plan (2022) and are fully conforming with the provisions of the City of Ottawa Zoning By-law 2008-250. The proposed consents are consistent with the Provincial Planning Statement and will support residential intensification within a Strategic Growth Area.

The proposal meets the requirements of Subsection 53(1) and 51(24) of the Planning Act and is consistent with the Provincial Planning Statement. The proposed consents represent good land use planning.

In support of the applications for consent, please find enclosed:

- Cover Letter (one copy)
- Complete Consent Application Form for Severance Application 1 (one original copy)
- Complete Consent Application Form for Severance Application 2 (one original copy)
- Strata Draft Reference Plan (one 8.5x11 copy and one 11x17 copy)

- Parcel Abstract for 200 Dalhousie Street (one copy)
- Tree Information Report (one copy)
- Tree Planting Plan (one copy)

Should you have any questions regarding these applications, please do not hesitate to contact me.

Yours truly,

NOVATECH



Simran Soor, MCIP, RPP
Project Planner | Planning & Development