

April 22, 2024

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment
101 Centrepointe Drive, Fourth Floor
Ottawa, ON K2G 5K7

**RE: Application for Consent
1 Centrepointe Drive, Ottawa**

Committee of Adjustment
Received | Reçu le
2024-04-24
City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

The landowner of 1 Centrepointe Drive, Centurion Appelt ("Owner"), has retained Fotenn Planning + Design ("Fotenn") as Agent to submit a Consent application to the Committee of Adjustment on their behalf. The intent of this application is to sever the existing parcel into separate parcels of land. The Owner intends to sell the severed parcel for future development.

Both the severed and retained lots are compliant with respect to all performance standards including minimum lot width and minimum lot area under the Zoning By-law. No new construction is proposed as part of this application at this time.

Pursuant to Section 42(1) of the Planning Act, the Owner requires two certificates, one for the retained parcel and one for the severed parcel.

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

- / Completed application form;
- / Parcel Abstracts;
- / Draft Reference Plan;
- / Letter from the Owner's lawyer confirming that the proposed severance does not contravene section 50 of the Planning Act;
- / Tree Information Report (TIR).

Sincerely,



Thomas Freeman, B.URPL
Planner

Brian Casagrande, MCIP RPP
Partner

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1.0 Introduction

Fotenn Consultants Inc (“Fotenn”) has been retained to prepare this Planning Rationale in support of a Consent (severance) application for the property known municipally as 1 Centrepointe (the “subject lands”) in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Consent against the applicable policy and regulatory framework and to demonstrate how the severed and retained parcels will represent “good planning” that is consistent with the relevant tests under the Planning Act.

1.1 Purpose of Application

The Consent application seeks to subdivide the subject lands into two (2) parcels. The severed parcel, on the east portion of the subject lands is proposed to have a lot area of 3,352.8 square metres with, 39.19 metres of frontage on Baseline Road and 25.77 metres of frontage on Gemini Way.

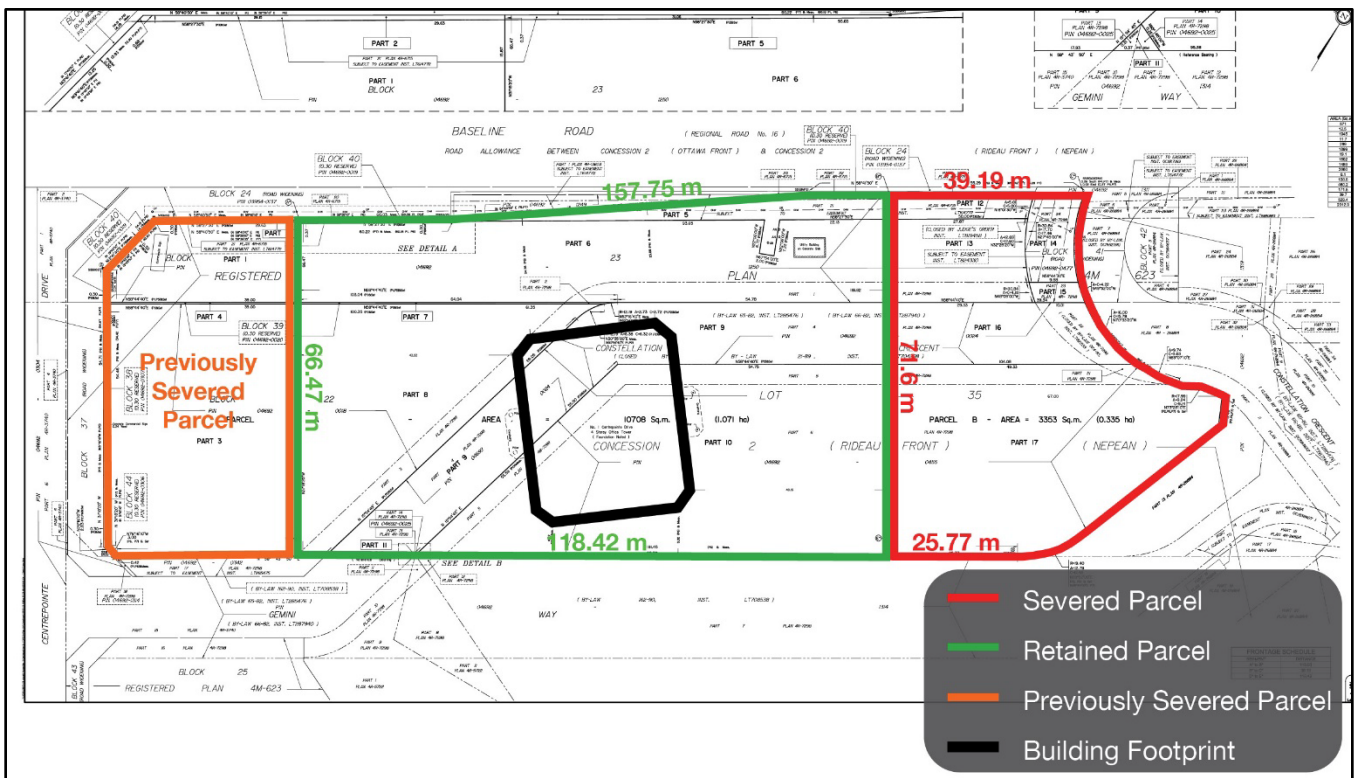


Figure 1: Proposed severed parcel (red) and proposed retained parcel (green) as well as the previously severed parcel (orange)

1.2 Application History

The subject lands were previously subject to a consent application to sever the western portion of the lands along Centrepointe Drive for future development. The application received conditional approval from the Committee of Adjustment on January 26, 2024.

Site Context and Surrounding Area

2.1 Site Context

The subject lands are located on the south side of Baseline Road between Centrepointe Drive to the west and Constellation Boulevard and are an irregularly shaped property that is comprised of seven (7) consolidated parcels. The parcel information numbers are 04692-0455 (LT), 04692-0025 (LT), 04692-0018 (LT), 04692-0020 (LT), 04692-0024 (LT), 04692-0477 (LT), and 04692-1250 (LT).

The total property area, including the previously severed parcel, measures approximately 1.4 hectares (14,010.51 square metres) and has approximately 186.9 metres of frontage on Baseline Road (north), 54.7 metres of frontage on Centrepointe Drive (west), and 181.5 metres of frontage on Gemini Way (south). The property is currently occupied by a four (4) storey medical building and associated surface parking. Access to the property is from Gemini Way.

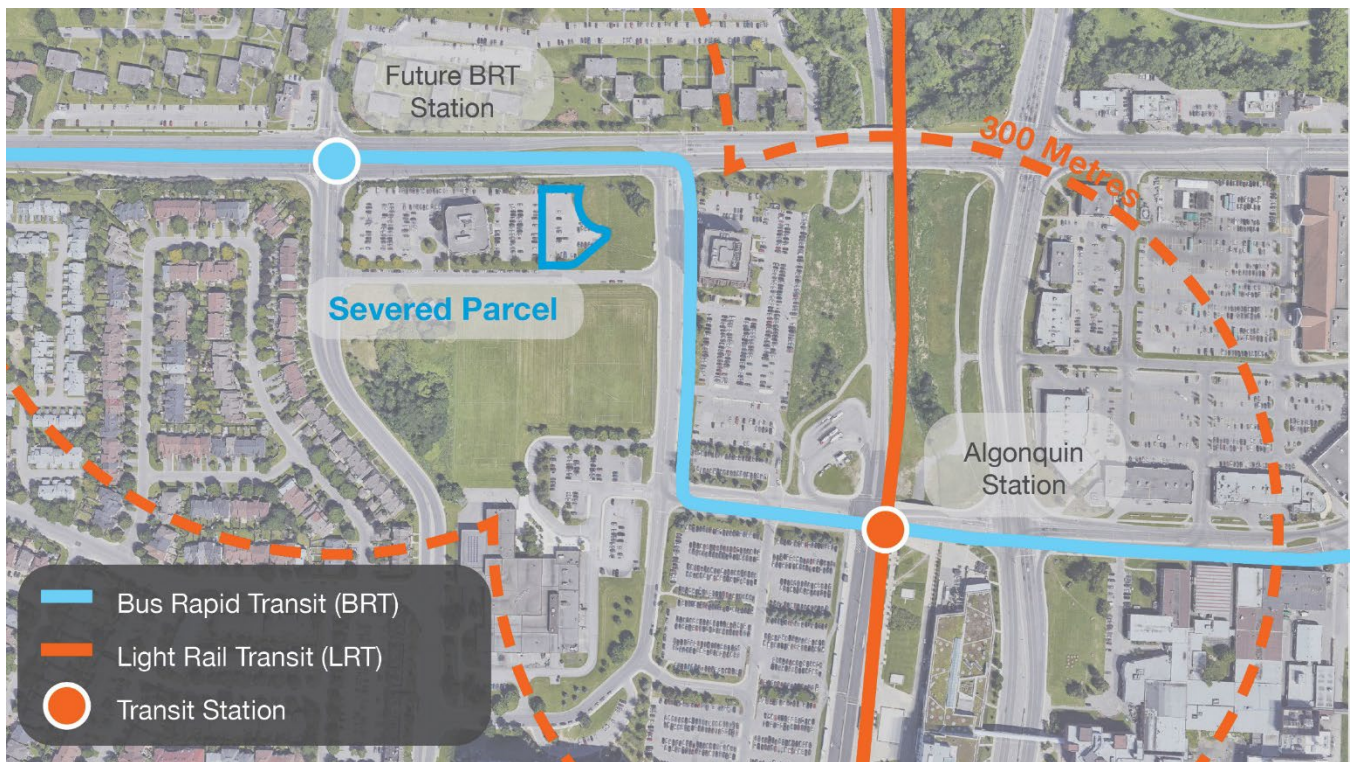


Figure 2: Aerial image of the subject lands and proximity to transit.

2.2 Surrounding Context

The following generally describes the context surrounding the subject properties:

North: North of the subject Lands is Parkway Park, a low-rise neighbourhood consisting of low-rise rental apartments managed by CLV group. Further north is a low-rise residential neighbourhood made up predominantly of detached dwellings. Approximately 750 metres north of the subject site is the future Iris LRT station.

East: Immediately adjacent the subject lands, a 14-storey student residence is currently under construction at 2140 Baseline Road. The Woodline Building east of Constellation Drive is a government office building standing at 8-storeys with

associated parking lots. On the east side of Woodroffe Avenue is Algonquin College and a large commercial plaza known as College Square.

South: Immediately south of the subject lands at 19 Centrepointe Drive there is currently under construction a development consisting of a 22-storey high-rise apartment building, a 24-storey high-rise apartment, and a shared five-storey podium. Adjacent to this site is Sir Guy Carleton Secondary School with associated surface parking and a sports field. Beyond this is the Provincial Courthouse and the Ben Franklin Place Library and Client Service Centre of the City of Ottawa. Further still are commercial and restaurant uses that are located adjacent to the Peter D. Clark Long Term Care Centre and the retirement community surrounding it. West of Centrepointe Drive and south of the subject lands is a large pocket of low-rise residential and commercial dwellings accessible from Centrepointe Drive via Hemmingwood Way. Centrepointe Park and linkages to the greater multi-use pathway network are located just beyond this neighborhood.

West: To the west of the subject lands, are a low-rise residential neighbourhood consisting of predominantly townhouse dwellings. North of this neighbourhood is the Pinecrest Recreation complex, which includes a community centre and 12-hectare park.

2.3 Transportation Context

2.3.1 Transit Network

The subject lands are well positioned with regard to current and future transit connectivity. The subject property will front onto the forthcoming Centrepointe Road Bus Rapid Transit Station (BRT) that will form part of a Rapid Transit Corridor running east-west along Baseline Road. The subject property currently has access to local transit Route 88 with both eastbound and westbound stops. The subject lands are also within close proximity to the existing transitway station at Algonquin college which is currently under construction to become an LRT station.

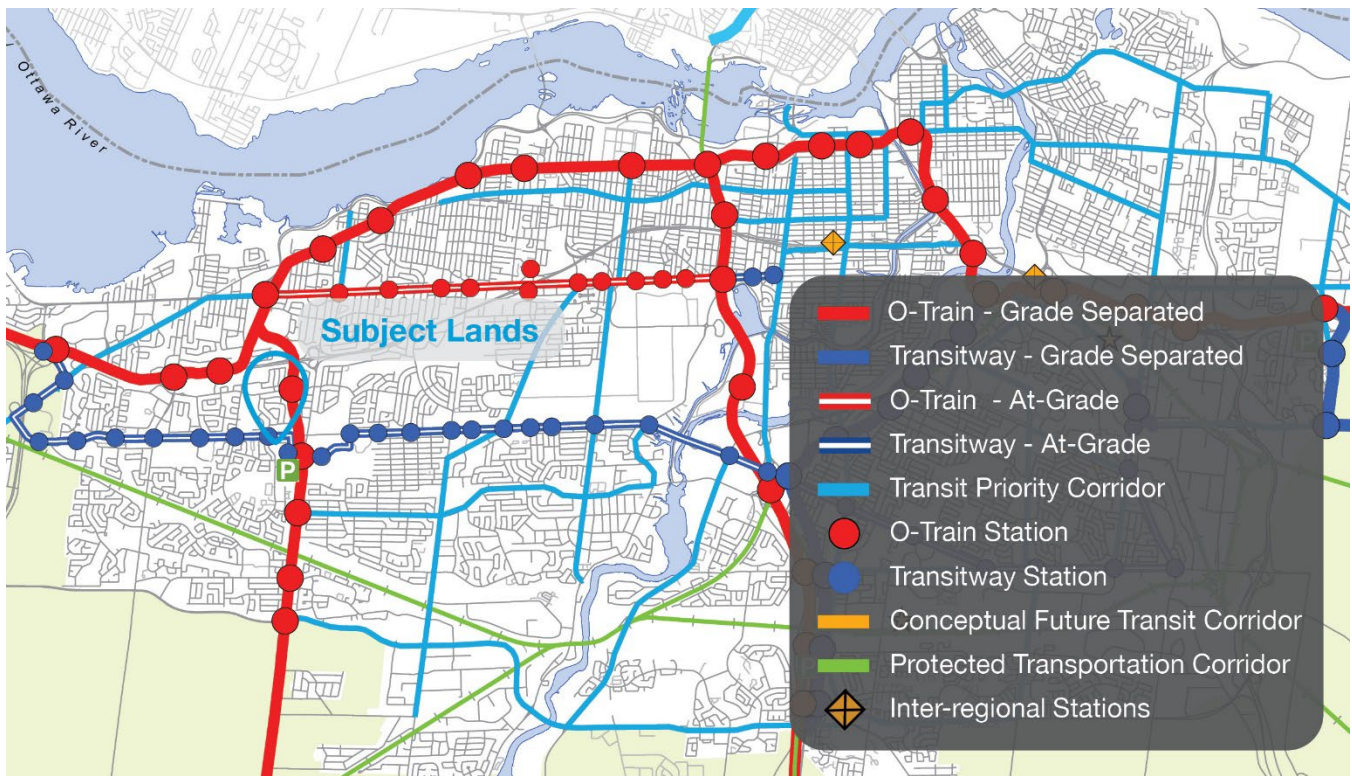


Figure 3: Schedule C2 - Transit Network (Ultimate)

2.3.2 Road Network

The subject lands are located on Baseline Road, an arterial road identified on Schedule C4 – Urban Road Network of the City of Ottawa Official Plan. Arterial Roads are those within the City which are intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

Centrepointe Drive is identified as a major collector and Gemini Way and Constellation are identified as a collectors. Major collectors and collectors provide connections between arterials and local roads. They are typically shorter, carry lower volumes of traffic, and have reduced speeds compared to arterials. Generally vehicular access to collectors is preferred to access onto an arterial road.

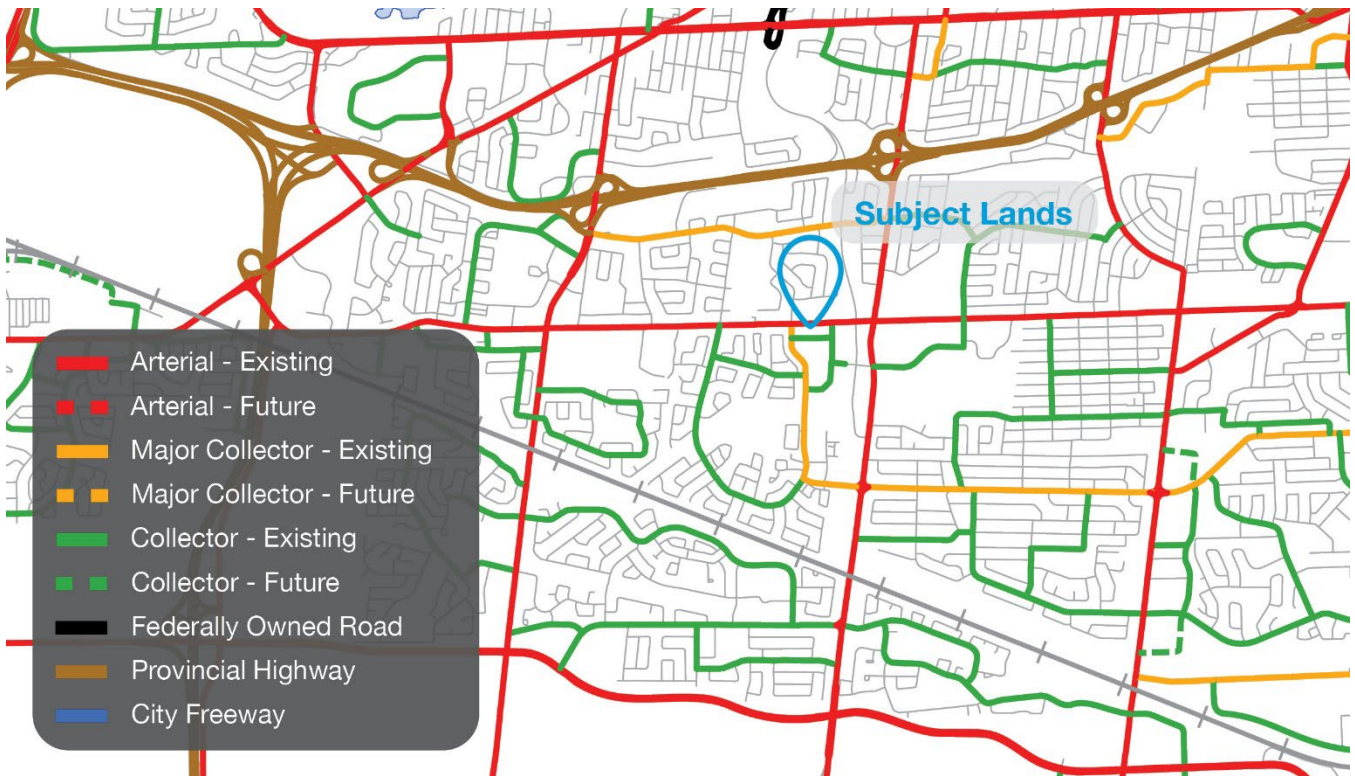


Figure 4: Schedule C4 - Urban Road Network

3.0 Proposed Severance

The Owner is proposing to sever the subject lands to create one (1) new parcel in addition to the retained parcel. The Owner intends to sell the severed parcel for future re-development and will continue to operate the existing medical facility on the retained parcel for the foreseeable future. The proposed severed lot is located at the eastern end of the subject lands abutting 2140 Baseline Road.

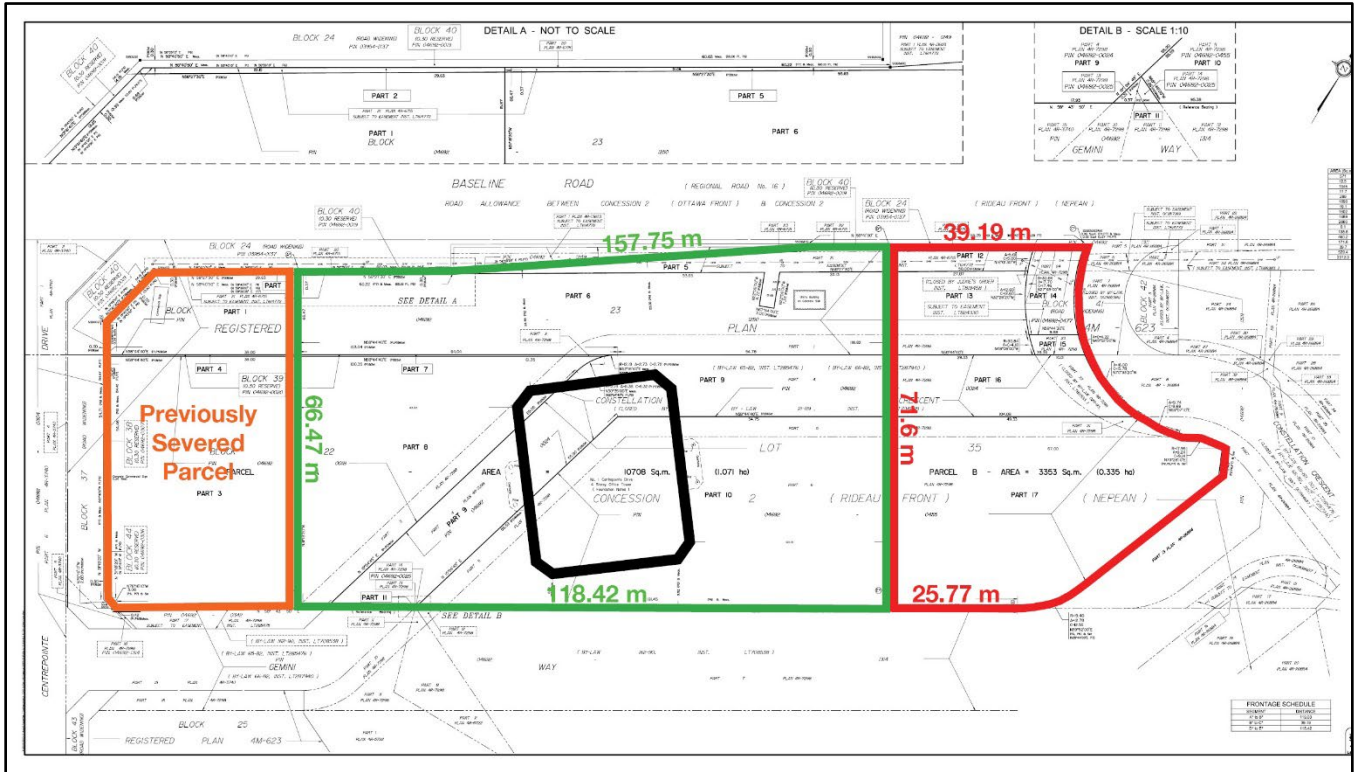


Figure 5: Proposed severed parcel (red) and proposed retained parcel (green) as well as the previously severed parcel (orange)

The proposed severed parcel will have a total area of 3,352.8 square metres with frontage on Baseline Road and Gemini Way. Vehicular access to the site will be from Gemini way. The proposed retained lands will continue to have vehicular access from Gemini way. When development is proposed on the severed lands vehicular access to the site will be confirmed either directly from Gemini way unless an alternative is negotiated. . Zoning By-law 93(1) allows for shared site access, infrastructure servicing, and parking on the proposed lots. Future development may necessitate access easements; however, each lot will function independently for present consideration.

| | Severed Lot | Retained Lot |
|-------------------------------------|-------------------------|------------------------|
| Total Area | 3,352.8 square metres | 8,168.2 square metres |
| Total Lot Width | 39.19 metres | 118.42 metres |
| Total Lot Depth | 71.6 metres | 71.6 metres |
| Part on Draft Reference Plan | 12, 13, 14, 15, 16 & 17 | 5, 6, 7, 8, 9, 10 & 11 |

4.0 Policy and Regulatory Review

4.1 Planning Act

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 includes one severed lot and no public infrastructure, 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 application is consistent with, and has regard to, the prescribed matters of provincial interest outlined in Section 2 of the Planning Act and the policies of the Provincial Policy Statement 2020 (PPS). In particular, the PPS encourages growth and development within settlement areas and recognizes that land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, achieving efficient development patterns. The proposed consent application represents an opportunity for intensification that makes efficient use of existing municipal services, including transit, in an urban area and is therefore aligned with the PPS and provincial interests.

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

The severed lands will be used for the purposes established in the Official Plan and Zoning By-law, and the Consent is intended to create separate parcels of land for future development on under-utilized land. The consent application allows for the creation of one (1) new parcel of land from an existing lot for future development, in addition to retaining the existing building on the retained lands.

c) Whether the plan conforms to the Official Plan and adjacent plans of subdivision, if any;

The subject lands are located within the urban boundary and are designated Mainstreet Corridor within the Outer Urban Transect which encourages a range of built forms and land uses. The consent application to create one (1) new lot conforms to the Mainstreet Corridor and Outer Urban Transect policies which support infill development with varying density and mix of primary land uses. The proposed consent application does not propose any new construction at this time but will contribute to intensification by creating a new lot that is compatible with an urban pattern of built form within the Mainstreet Corridor designation and the broader community.

d) The suitability of the land for the purpose for which it is to be subdivided;

The Consent application proposes the severance of an existing fully serviced lot to create one (1) new lot (in addition to the retained lot) for the purposes of future residential development.

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 abutting roads are all publicly maintained and connected to the larger urban road network of the City of Ottawa. While they have frontage onto Baseline Road, vehicle access to the severed and retained parcels will be from Gemini way where the existing grades are more favourable and potential traffic conflicts and impacts can be more easily mitigated.

f) The dimensions and shapes of the proposed lots;

The proposed severed lot land retained lots adhere to the zoning requirements, are capable of being developed within the provisions of the Mixed Use Centre zone and are similar in size and shape to other lots in the area.

g) The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

The proposed severed and retained lots are fully compliant with the applicable performance standards in the zoning by-law. There are easements across the northern portion of the retained and severed parcels for existing overhead hydro electric lines that run along baseline. Any future development will need to respect the existing easements as well as the minimum clearance surrounding hydro poles and wires.

Zoning By-law 93(1) allows for the shared site access, infrastructure servicing, and parking on the proposed lots. Future development may consider access easements and modifications to surface parking area, however, each lot will function independently for present consideration.

h) Conservation of natural resources and flood control;

The subject lands are not located in a sensitive ecological area or in a floodplain. No adverse impacts are anticipated on natural resources and flood control as a result of the proposed Consent application.

i) The adequacy of utilities and municipal services;

The severed and retained lots will be independently serviced by existing Municipal services, including watermain and sanitary services. Through pre-consultation with the City, it has been identified that staff are monitoring servicing capacity constraints in this area; any future redevelopment will be evaluated based on the servicing capacity available at the time of development.

j) The adequacy of school sites;

The subject site is within proximity to existing public school sites.

The proposed Consent has proper regard to the criteria found in Section 51(24) of the Planning Act.

4.2 Provincial Policy Statement (2020)

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

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The relevant policy interests to the subject application are as follows:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable, and safe communities are sustained by:

- / promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / accommodating an appropriate affordable and market-based range and mix of residential types and other uses to meet long-term needs;
- / promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and
- / ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

1.1.3.1 Settlement areas shall be the focus of growth and development;

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

- / efficiently use land and resources; and
- / are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment, where this can be accommodated.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing 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 well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,
 - all types of residential intensification, including additional residential units;
- / directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs.

1.6 Infrastructure and Public Service Facilities

1.6.6.1 Planning for sewage and water services shall:

- a. accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d. integrate servicing and land use considerations at all stages of the planning process.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The severance of the lands to create one (1) new parcel on full municipal services promotes the efficient use of the land in accordance with housing and growth management policy direction. The subject site is well suited for intensification being located close to transit and neighbourhood amenities, Overall, the proposed severance is consistent with the policies of the 2020 Provincial Policy Statement.

4.3 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan 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 directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

The subject site is designated Mainstreet in the City of Ottawa Official Plan, as shown on Schedule B3 of the Official Plan, Figure 4 above. The subject property is also identified as being within the Hub designation. Where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail.

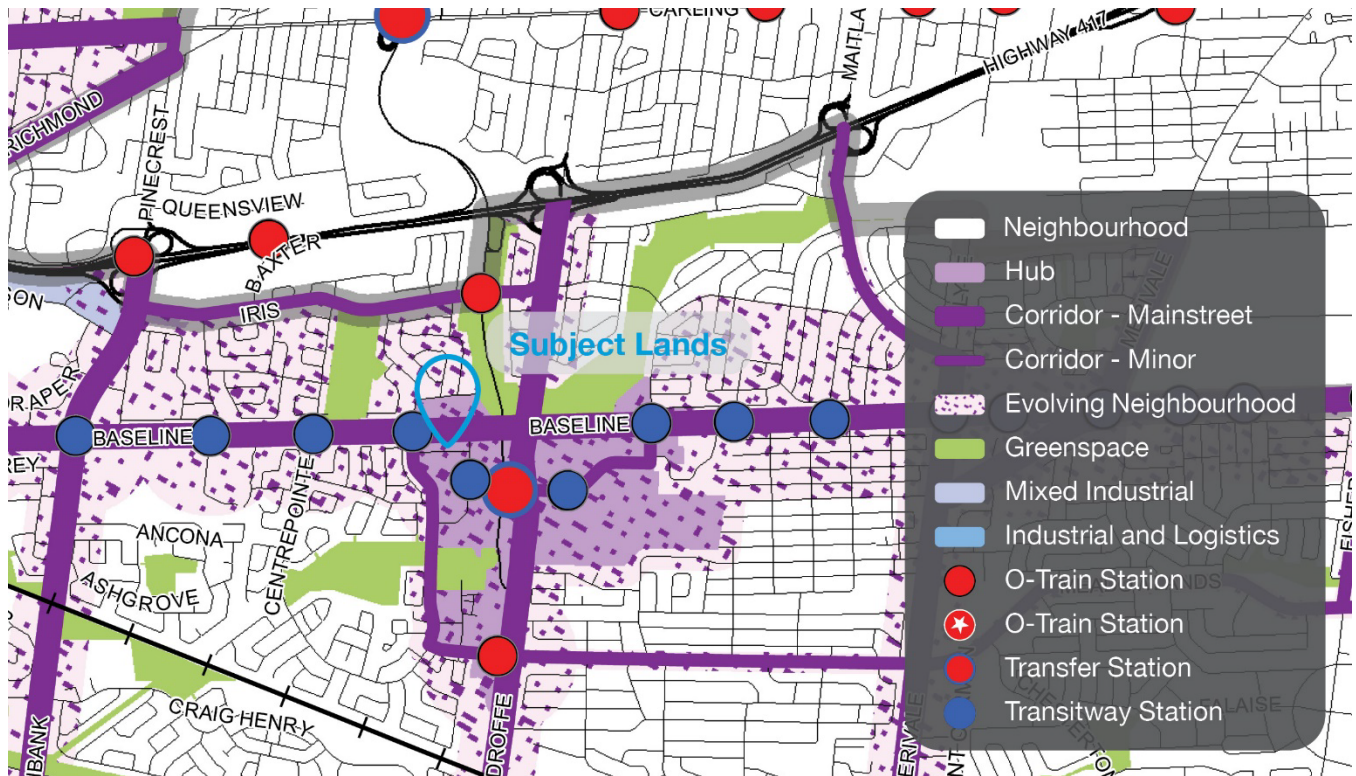


Figure 6 : Schedule B2 – Inner Urban Transect, New Ottawa Official Plan.

4.3.1 Outer Urban Transect

The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. The planning challenge is to introduce more viable public transit and active mobility options, help functional local hubs and corridors to emerge and develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic. Intensification within the Outer Urban Transect is directed to Hubs and Corridors that are serviced by rapid transit.

Section 5.3 of the Official Plan outlines policies for lands within the Outer Urban Transect. The following policies apply to the subject site:

Policy 5.3.1.2 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- a) Low-rise within Neighbourhoods and along Minor Corridors;
- b) Generally Mid- or High-rise along Mainstreet Corridors, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted; and
- c) Mid- or High-rise in Hubs.

Policy 5.3.1.3 states that in the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the Official Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and

- b) Targeting Hubs as selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern.

Policy 5.3.1.4 states that in the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in:

- a) Multi-unit dwellings in Hubs and on Corridors;
- b) Predominantly ground oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwelling permitted near rapid transit and frequent street transit routes; and
- c) In Hubs, a range of housing types to accommodate individuals not forming part of a household.

Policy 5.3.3.1 states that within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:

- a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise; and
- b) Outside the area described by Policy a), up to High-rise where the parcel is of sufficient size to allow for a transition in built form massing.

Policy 5.3.3.2 states that parking in Outer Urban Hubs shall be managed as follows:

- a) Minimum parking requirements may be reduced or eliminated; and
- b) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be located in the interior of the block, behind or beside the building and if located beside, shall not introduce a built-edge gap along the street that is wider than the widest building along the same frontage on the same site.

4.3.2 Mainstreet Corridor Designation

Section 6.2 of the Official Plan establishes policies that guide development on lands designated Corridor. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks, where appropriate. Development shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed use urban environment. The City may require:

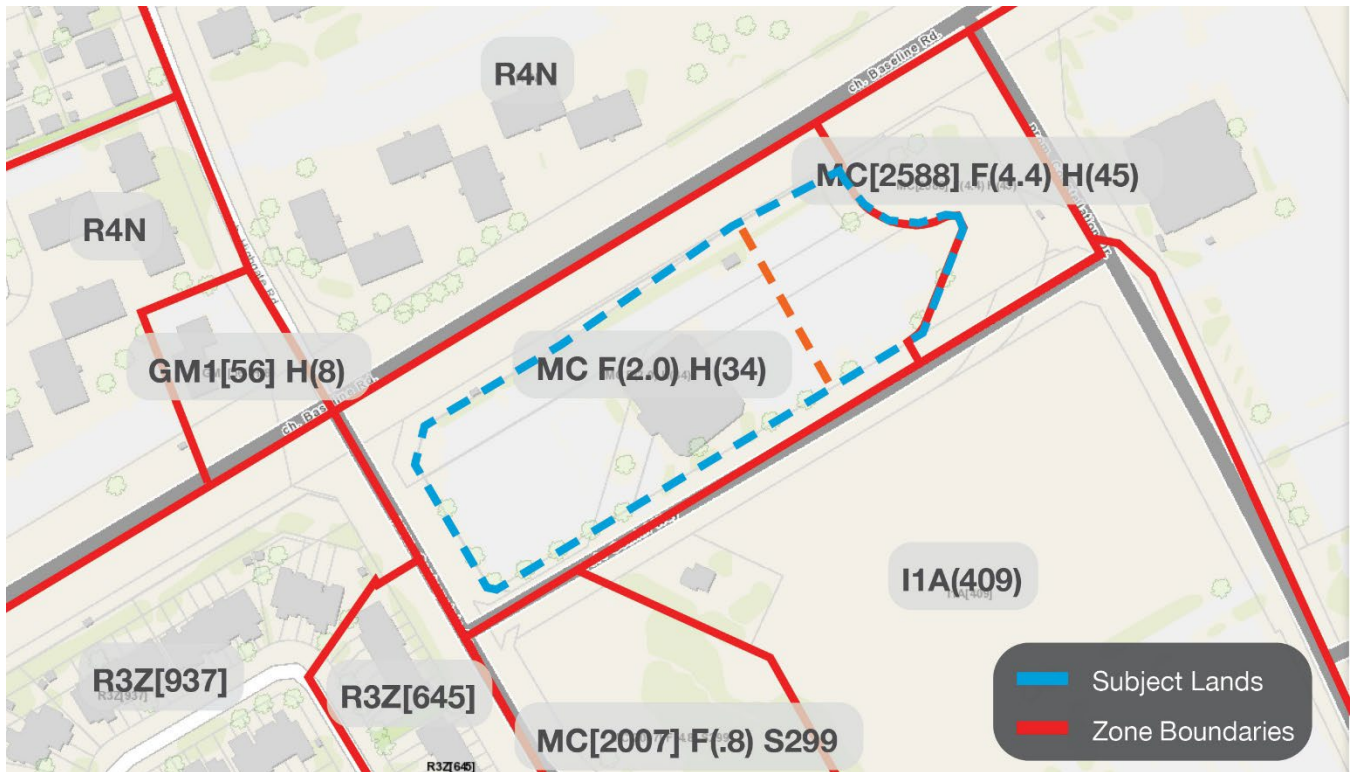
- / Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings, with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- / Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- / Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Policy 6.1.1.6 states that where Corridors intersect or overlap with Hubs, the building height policies governing Hubs shall prevail.

The proposed Consent application conforms to the Outer Urban Transect and Mainstreet Corridor designation which encourages a diversity of functions, a higher density of development and a greater degree of mixed uses within proximity to frequent transit. The Consent application conforms to the Outer Urban Transect and Corridor policies which support infill development in the form of a variety of uses and levels of intensification. The proposed Consent application does not propose any new construction at this time but will contribute to intensification by creating a new lot that is compliant with existing zoning and compatible with the lot fabric of the broader community.

4.4 City of Ottawa Zoning By-law (2008-250)

The subject lands are zoned Mixed Use Centre, with a maximum permitted Floor Space Index (FSI) of 2.0 and a maximum permitted building height of 34 metres – MC F(2.0) H(34). The intent of the MC zone is to implement the Mixed Use Centre Designation of the City of Ottawa Official Plan (2003).



The purpose of the Mixed Use Centre - MC zone is to:

- / accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses;
- / allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- / impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

| MC Zone provisions | Requirement | Severed | Retained | Compliance |
|---|-------------|-----------------------|-----------------------|------------|
| Minimum Lot Area Table 191 (a) | No minimum | 3,352.8 square metres | 8,168.2 square metres | Yes |
| Minimum Lot Width Table 191 (b) | No minimum | 29.17 metres | 118.42 metres | Yes |

The proposed consent conforms to the performance standards of the MC Zone provisions.

5.0 Conditions

The following conditions were imposed on the previous Consent application for the subject lands. In our professional opinion the following same conditions should be considered for this application.

1. That the Owner(s) provide a servicing plan or other evidence, to the satisfaction of the **Development Review Manager of the West Branch within Planning, Real Estate and Economic Development Department, or his/her designate**, to be confirmed in writing from the Department to the Committee, that each existing building and/or unit on the severed and retained parcels has its own independent water, sanitary and sewer connection, as appropriate, that are directly connected to City infrastructure and do not cross the proposed severance line.

If they do not connect directly or are not independent, and there is sufficient justification for the service locations to remain, the Owner(s), if required, must obtain Ontario Ministry of the Environment and Conservation and Parks (Environmental Compliance Approval – ECA), must obtain the approval of the Committee to grant easement(s) as required for access and maintenance of the services, and must register a Joint Use and Maintenance Agreement, between the Owners of the services, on the title of the property, all at his/her own costs.

2. That the Owner(s) shall provide evidence that a grading and drainage plan, prepared by a qualified Civil Engineer licensed in the Province of Ontario, an Ontario Land Surveyor or a Certified Engineering Technologist, has been submitted to the satisfaction of the **Development Review Manager of the West Branch within Planning, Infrastructure and Economic Development Department, or his/her designate**, to be confirmed in writing from the Department to the Committee. The grading and drainage plan shall delineate existing and proposed grades for both the severed and retained properties, to the satisfaction of the Development Review Manager of the West Branch within Planning, Infrastructure and Economic Development Department, or his/her designate.
3. Pursuant to Section 50.1(25)(c) of the Planning Act and Schedule C16 of the Official Plan, the Owner acknowledges and agrees to convey to the City, at no cost to the City, an unencumbered road widening across the complete frontage of the lands, measuring 21 metres from the existing centreline of pavement/the abutting right-of-way. The exact widening must be determined by legal survey. The Owner shall provide a reference plan for registration, indicating the widening, to the City Surveyor for review and approval prior to its deposit in the Land Registry Office. Such reference plan must be tied to the Horizontal Control Network in accordance with the municipal requirements and guidelines for referencing legal surveys. The Owner(s) must provide to the City Surveyor a copy of the Committee of Adjustment Decision and a draft Reference Plan that sets out the required widening. The Committee requires written confirmation from City Legal Services that the transfer of the widening to the City has been registered. All costs shall be borne by the Owner.

The Owner is advised that the required road widening described above may be reduced or waived under certain situations, as described in Schedule C16 s.2.1.1 (c) of the Official Plan or where the right-of-way requirement exceeds the front yard setback or corner side yard setback, or where an existing building or structure encroaches into the required road widening, as of the day the Consent to Sever application was deemed complete, as applicable, and determined by the **Director, Transportation Planning, Planning, Real Estate and Economic Development Department**.

4. That the Owner(s) file with the Committee a copy of the registered Reference Plan prepared by an Ontario Land Surveyor registered in the Province of Ontario, and signed by the Registrar, **confirming the frontage and area of the severed land. If the Registered Plan does not indicate the lot area, a letter from the Surveyor confirming the area is required.** The Registered Reference Plan must conform substantially to the Draft Reference Plan filed with the Application for Consent.
5. That upon completion of the above conditions, and **within the two-year period outlined above**, the Owner(s) file with the Committee, the “electronic registration in preparation documents” for a Conveyance for which the Consent is required.

6.0 Conclusion

It is our professional planning opinion that a full Plan of Subdivision is not required for the orderly development of the land and the proposed Consent represents good planning.

The proposal to create two (2) lots from an existing parcel satisfies the Planning Act criteria for a Consent and conforms with the policies of the Provincial Policy Statement, the City of Ottawa Official Plan and the City of Ottawa Comprehensive Zoning By-law.

Sincerely,



Thomas Freeman, B.URPL
Planner



Brian Casagrande, MCIP RPP
Partner