

This document is presented in the language it was provided.
Ce document est présenté dans la langue dans laquelle il a été fourni.

July 9, 2024

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

**RE: Application for Consent
PIN 04404-2501, Ottawa**

Dear Mr. Bellemare,

Fotenn Planning + Design has been retained to act as agent on behalf of the property owners for the submission of the enclosed Consent application for the lands known as PIN 04404-2501 in the City of Ottawa.

The owner is proposing to create one (1) new lot from the existing parcel, for a total of two (2) lots. The severed and retained lots are compliant with respect to all performance standards including the minimum lot area and minimum lot width under the Zoning By-law. The application consists of one (1) Primary Consent application. No new construction is proposed as part of this application at this time.

In addition to the Planning Rationale report, the following materials have been included as part of this submission:

- / Completed application form (1 copy)
- / Draft Reference Plan / Survey (1 Full-size copy, 1 reduced copy)
- / Tree Information Report
- / Parcel Abstract Page (PIN) (1 copy)
- / Cheque in the amount of \$3,639.00, made payable to the City of Ottawa.

Sincerely,



Brian Casagrande, MCIP RPP
Partner



Kenneth Blouin, MPlan
Planner

Committee of Adjustment
Received | Reçu le

2024-09-04

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Ottawa

396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7
613.730.5709

Kingston

The Woolen Mill
4 Cataragui Street, Suite 315
Kingston, ON K7K 1Z7
613.542.5454

Toronto

174 Spadina Avenue, Suite 304
Toronto, ON M5T 2C2
416.789.4530

fotenn.com

FOTENN

1.0 Introduction

Fotenn Planning & Design, acting as agents on behalf of Richcraft (“the Owner”), is pleased to submit this Planning Rationale in support of the enclosed Consent application for the lands known as PIN 04404-2501 in the City of Ottawa.

1.1 Application

The Owner is seeking to sever the existing property into two (2) separate, independent parcels. The following application is required :

- / **Primary Consent Application**

2.0 Site Context and Surrounding Area

2.1 Subject Property

The undeveloped subject property, municipally known as PIN 04404-2501, is located in Ward 19 (Orléans South – Navan) in the City of Ottawa. The subject property is legally described as Part of Lot 1, Concession 3 (Ottawa Front), Geographic Township of Gloucester, City of Ottawa. The subject property has a total area of 39,310 square metres, planned frontage on Mer Bleue Road of 254.08 metres, and a depth varying from 120 to 145 metres based on the shape of the property.

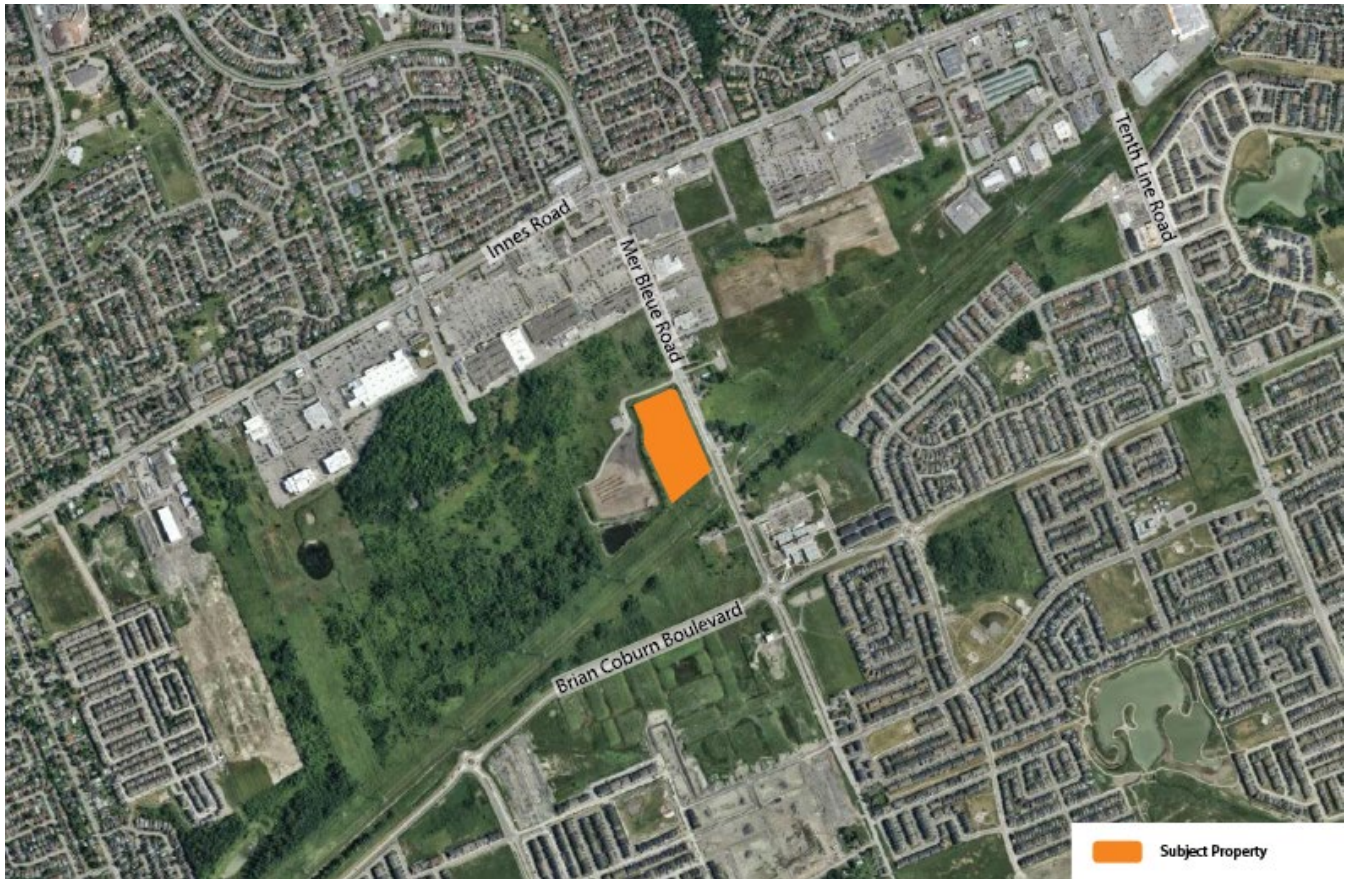


Figure 1: Aerial image of the subject property and the surrounding area.



Figure 2: Street view image of the subject property from the North-East corner of the site, along Mer Bleue Road, adjacent to the Innes Snow Disposal Facility access road.



Figure 3: Street view image of the subject property from the South-East corner of the site, along Mer Bleue Road, adjacent to the hydro corridor.

2.2 Surrounding Area

Located in the East Urban Community (EUC) Phase 3 Area, the following land uses surround the subject property:

North: Directly North of the subject property is an access lane to the Innes Snow Disposal Facility, beyond which is an undeveloped parcel abutting the low-density commercial uses of Innes Road Arterial Mainstreet, one of the primary shopping corridors in the Orléans community of Ottawa. As per the EUC preferred land use plan, the undeveloped parcel is to be used for employment purposes and the Snow Disposal Facility access lane is to be used as part of an extension of Vanguard Drive, a collector bisecting the neighbourhood. Beyond Innes Road are low-density, established residential neighbourhoods reaching to, and beyond, Highway 174.

East: The subject property is bound to the East by Mer Bleue Road, lined by a handful of older bungalows, transitioning to commercial uses reaching north to Innes Road. East of these are some unimproved lands and a driving range. While commercial uses are to be retained as per the EUC plan, the undeveloped lands are to be developed for employment with one parcel is to be designated for mixed use, connected to the site via the extension of Vanguard Drive.

South: The southern boundary of the site abuts a Hydro corridor easement containing hydro lines, a multi-use path and a proposed Bus Rapid Transit (BRT) Corridor running parallel. Beyond this is a single residence and some undeveloped lands bound by Brian Coburn Boulevard and Mer Bleue Road, designated for mixed-use development within the EUC plan. South of Brian Coburn Boulevard is the low-medium density residential neighbourhood of Trails Edge, which has been growing since 2010 and is planned to eventually abut the roadway. The Orléans Health Hub is located on the North-East corner of Mer Bleue Road, south of which are more recently developed residential neighbourhoods. Beyond these are rural and agricultural uses, as well as the Mer Bleue Bog which is located within the NCC-protected Greenbelt.

West: To the immediate West of the subject property is the Innes Snow Disposal Facility, beyond which lie more undeveloped lands designated for employment, residential, and park uses within the EUC plan. Along the northern edge of these areas, bound by Innes Road commercial uses, Frank Bender Street, and the Rock Barren provincially significant habitat, is Innes Park Woods, a City-owned woodlot. Beyond the unimproved lands are the residential neighbourhoods of Orléans Village and Chapel Hill South, and eventually the Greenbelt.

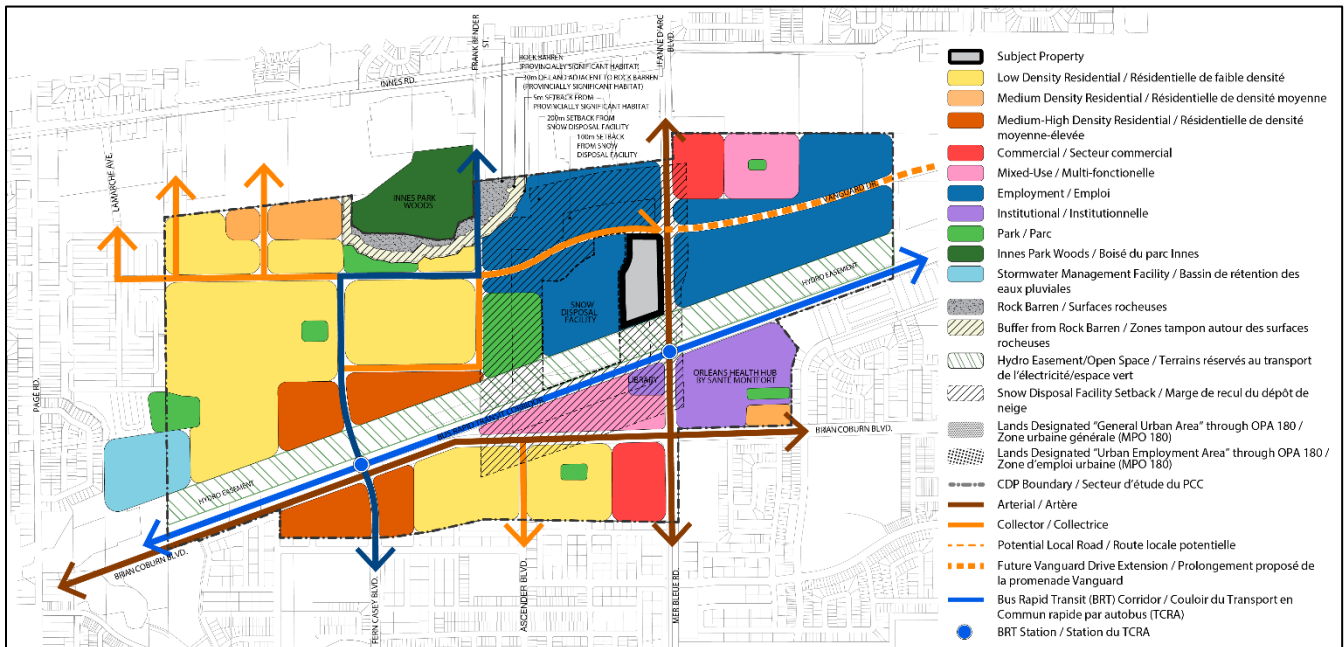


Figure 4: Subject property within East Urban Community Plan.

The subject property is located within close proximity to several area amenities, including the following:

- / Innes Road Arterial Mainstreet commercial uses
- / Ottawa Public Library
- / Place D'Orléans Shopping Centre
- / Ray Friel Recreation Complex
- / Ottawa Public Library – Orleans & Cumberland
- / Multiple schools
- / Multiple parks



Figure 5: Aerial image of the land proposed to be Severed and Retained.

3.0 Overview of Applications

The owners of the subject property are proposing to create one (1) new lot from the existing lot for a total of two (2) lots. The parts as shown on the Draft Reference Plan are as follows:

Property	Parts on R-Plan	Status	Total Lot Area	Total Lot Width
PIN 04404-2501	3 & 4	Retained	23,122 square metres	~180.5 metres
PIN 04404-2501	1 & 2	Severed	16,189 square metres	135.70 metres

The following application is required and has been submitted accompanying this Planning Rationale:

Application – Consent to Sever

- / PIN 04404-2501
- / Consent application to sever the lot into two (2) parcels

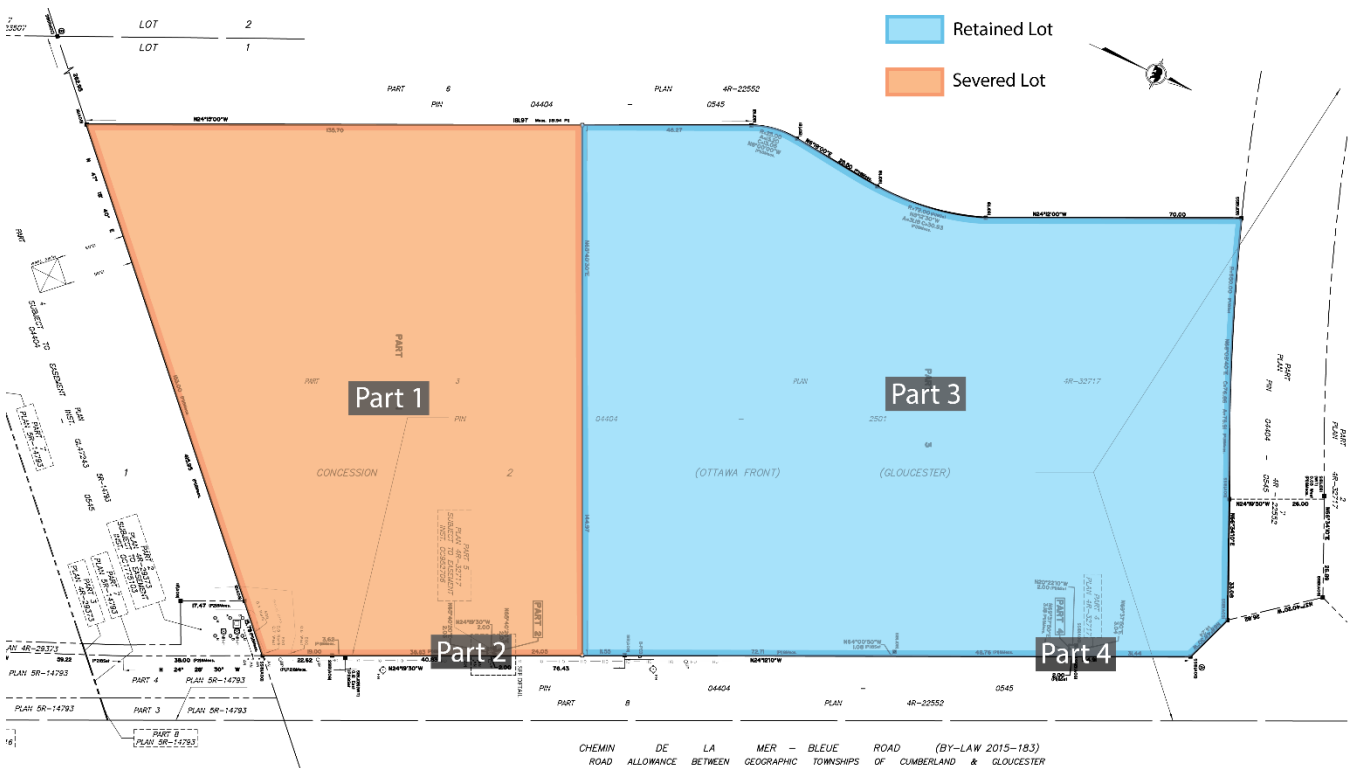


Figure 6: Draft Reference Plan of the subject property with color overlay indicating retained and severed lots. Note that Part 8 of Plan 4R-22552, on the east side of the site as shown above, has since been assumed by the City of Ottawa for the widening of Mer Bleue Road through By-law 2024-297.

4.0 Consent Application

It is our professional planning opinion that the application meets the criteria for lot division as described in Section 53(1), 53 (12), and 51 of the Planning Act. As the proposal does not propose to create an internal road network, extend public services, or other elements that are common to a subdivision, the following criteria are generally those which apply to applications for consent:

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 Planning Act calls for the adequate provision of employment opportunities and recognizes the importance of appropriate location of growth and development to meet the full range of current and future needs. The proposed application conforms to these objectives and intentions through the following policies:

- / **Policy 1.1.3.2** – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) 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.
- / **Policy 1.2.1** – A coordinated, integrated and comprehensive approach should be used when dealing with planning matters within municipalities, across lower, single and/or upper-tier municipal boundaries, and with other orders of government, agencies and boards including:
 - a) managing and/or promoting growth and development that is integrated with *infrastructure* planning.
- / **Policy 1.3.1** – Planning authorities shall promote economic development and competitiveness by:
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses.
- / **Policy 1.3.2.2** – Planning authorities shall plan for, protect and preserve employment areas for current and future uses and ensure that the necessary infrastructure is provided to support current and projected needs.
- / **Policy 1.6.8.3** – New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate, or minimize negative impacts on and from the corridor and transportation facilities.

The proposed consent application represents an opportunity for the development of vacant lands along an existing corridor in an area poised for significant urban growth and is therefore aligned with the PPS and provincial interests.

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

The conveyed lands will be available for the range of uses permitted in the current zoning capitalizing on the public services available in the public right of way.

The Consent application is not pre-mature and is in the public interest because it is allowing for the creation of one (1) new parcel of land from an existing serviced lot, allowing it to be developed for uses set by the Zoning By-law and Secondary plan.

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

The East Urban Community preferred land use plan designates the parcel and adjacent areas for employment purposes which aligns with the Light Industrial Zoning of the lands. As stated earlier, the size and shape of the proposed lots will be generally consistent with adjacent lands.

In light of the above, the proposed consent conforms to the Official Plan and adjacent plans of subdivision.

d) The suitability of the land for the purposes for which it is to be subdivided.

The application proposes to create one (1) new lot from one (1) existing parcel of land which exceeds the minimum required lot area for the IL2 zone. Due to the large and wide shape of the subject property, its unencumbered and generally level nature, and the adjacency to the existing service corridor, the severed parcel is well suited for future development, while also contributing to the City’s goals for development and intensification within the urban area.

Overall, the two (2) resulting lots are in keeping with the EUC vision and the land is suitable for one (1) new lot for future development in accordance with the IL2 zoning.

e) The dimensions and shapes of the proposed lots.

While the existing lot shape is somewhat irregular, the severance line is straight and perpendicular to front and rear lot lines. The proposed lots are relatively close in size, and large enough for employment, light industrial, and complementary commercial uses permitted under IL2 zoning with required setbacks.

The proposed lots are more regular than the existing lot and are capable of being developed for IL2 permitted uses.

f) 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.

Table 1: Zoning Compliance table for retained and severed lots

Zoning Mechanism	Provision	Retained Lot (Parts 3 & 4)		Severed Lot (Parts 1 & 2)	
		Provided	Compliance	Provided	Compliance
Minimum Lot Area	2,000 square metres	23,122 square metres	✓	16,189 square metres	✓
Minimum Lot Width	No minimum	~180.5 metres	✓	135.70 metres	✓

Both proposed lots do not impose any restrictions on adjacent lands and are fully compliant with the applicable performance standards in the Zoning By-law.

h) Conservation of natural resources and flood control.

The proposed lots do not compromise the ecological integrity of the area or surrounding properties.

i) The adequacy of utilities and municipal services.

The property is located within the urban boundary, and the planned usage of the severed parcel is complementary to the adjacent infrastructure corridor.

j) The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes.

Due to the scale of this parcel, land dedicated for public purposes typical of larger subdivisions is not required.

In our professional opinion, a full Plan of Subdivision is not required and the consent application is appropriate for the site. The resulting lots will all front on a municipal right-of-way, are capable of accommodating development, and positively contribute to the goals of the PPS and Official Plan.

5.0 Conclusion

It is our professional opinion that the proposed consent application meets the criteria for lot division under the *Planning Act*. The proposed creation of one (1) additional lot for future development along an infrastructure corridor in an area slated for intensification represents good planning and is in the public interest.

Sincerely,



Brian Casagrande, RPP, MCIP
Partner



Kenneth Blouin, MPlan
Planner