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November 1, 2024

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

**RE: Application for Consent
3636 Innes Road, Ottawa**

Committee of Adjustment
Received | Reçu le

2024-11-05

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Consultants Inc. ("Fotenn") has been retained by Glenview Homes ("Glenview") of 3636 Innes Road for the preparation of a Consent application to the Committee of Adjustment for the property municipally known as 3636 Innes Road ("subject property"). The purpose of the application is to sever a portion of the subject property from the remainder of the parcel to enable it to be sold by the existing owner (U-Haul) to Glenview.

In addition to this Cover Letter explaining the nature of the application, the following materials have been included as part of this submission:

- / This Cover Letter explaining the nature of the application (1 copy);
- / Completed Consent application form (1 copy);
- / A cheque made out to the City of Ottawa in the amount of \$3,639;
- / A Parcel Abstract Page (PIN) of the subject property (1 copy);
- / Written confirmation from City Forestry staff that a Tree Information Report is not required;
- / Plan 4R-35585, prepared by J.D. Barnes, dated July 20, 2023, and deposited July 27, 2023 (1 full-sized copy and 1 reduced copy); and,
- / Area and Frontage Certificate, prepared by J.D. Barnes, dated October 30, 2024.

Should you have any additional questions related to this application, please contact the undersigned at bates@fotenn.com or church@fotenn.com.

Sincerely,



Nico Church, MCIP RPP
Senior Planner



Genessa Bates, M.Pl.
Planner

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FOTENN

Site Context and Proposed Development

Fotenn Planning + Design (“Fotenn”) has been retained by Glenview Homes (“Glenview”) to prepare this Cover Letter in support of a Consent application to sever the northeast portion of the property municipally known as 3636 Innes Road (“the subject property”) in the Orléans community of the City of Ottawa. The proposed severance will allow the subject property’s owner to sell the severed parcel to Glenview.

1.1 Site Context & Surrounding Area

The subject property, municipally known as 3636 Innes Road, is located in the Orléans South-Navan Ward (Ward 19) of the City of Ottawa. As seen in Figure 1, the subject property is an irregular shaped parcel with a lot area of approximately 34,319 square metres and a lot frontage of 152.63 metres along Innes Road. The subject property is largely occupied by a U-Haul self-storage and truck and trailer rental facility.

The portion of the subject property that is to be severed (outlined in orange in Figure 1 below) occupies the northeastern portion of the subject property and has a site area of approximately 1,164.6 square metres, with a lot frontage of 30.47 metres along Innes Road. The parcel, which is currently occupied by a sales centre for Glenview’s The Commons neighbourhood, is municipally known as 3646 Innes Road.

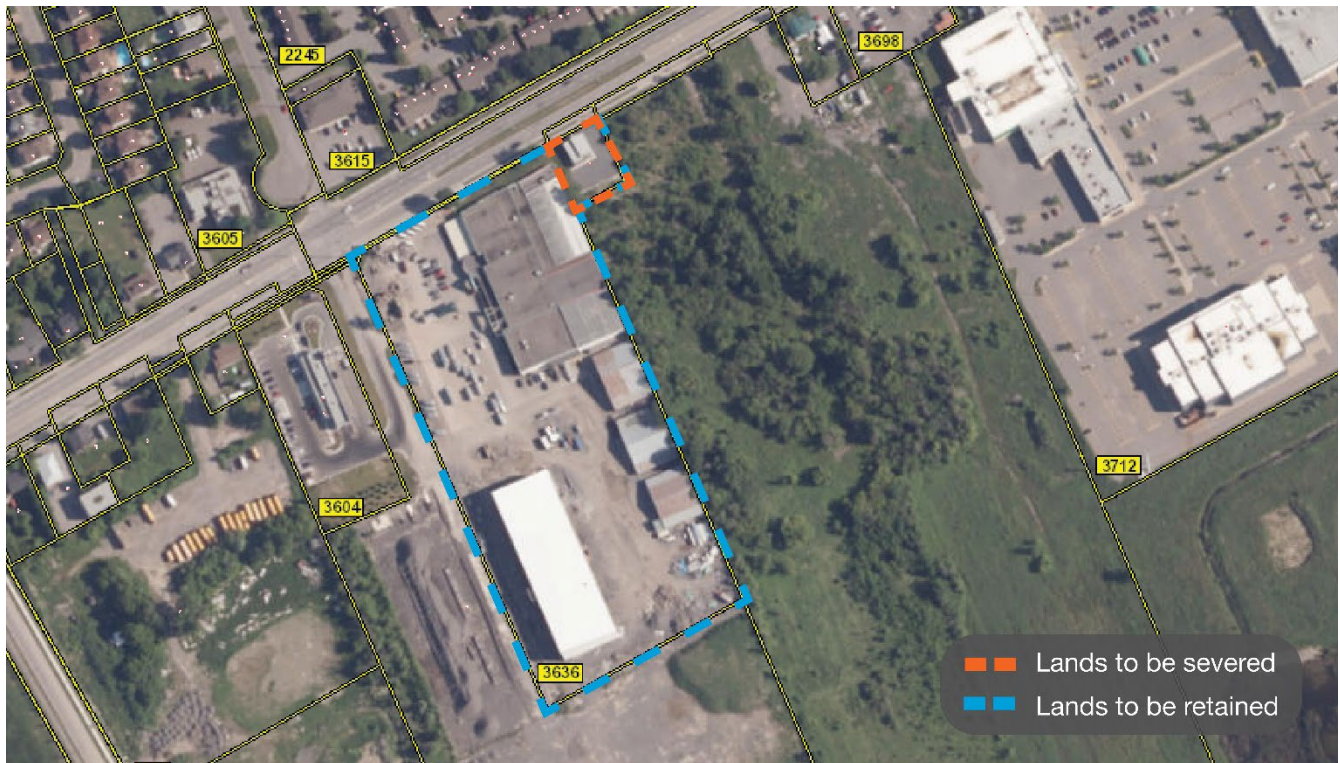


Figure 1: Aerial photo identifying the subject property (in blue and orange) and surrounding area



Figure 2: Photo of the existing structure on the portion of the subject property that is to be severed (3646 Innes), from northeast corner of the lot.



Figure 3: Photo facing west along Innes Road; the subject property, which is partially occupied by the U-Haul self-storage facility, is visible on the left.

The following land uses are located in proximity to the subject property:

North: The subject property is bounded by Innes Road, a wide arterial road, followed by commercial uses and low-rise residential uses along Innes Road. Further north is a low-rise residential neighbourhood.

East: The subject property is bordered by a large undeveloped parcel with light industrial zoning, further east of which is the northern edge of the future Fern Casey Street. To the east of the future Fern Casey Street are a variety of commercial uses, most of which are in an outdoor shopping centre format with large surface parking areas.

South: To the south are vacant lands that are in the process of being developed with low-rise residential uses.

West: To the west are a mix of uses along Innes Road, including commercial uses, detached dwellings, and a retirement home. Further west is a low-rise residential neighbourhood.



Figure 4: View of Innes Road northeast of the subject property.



Figure 5: View of the residential development on the north side of Innes Road from the subject property.

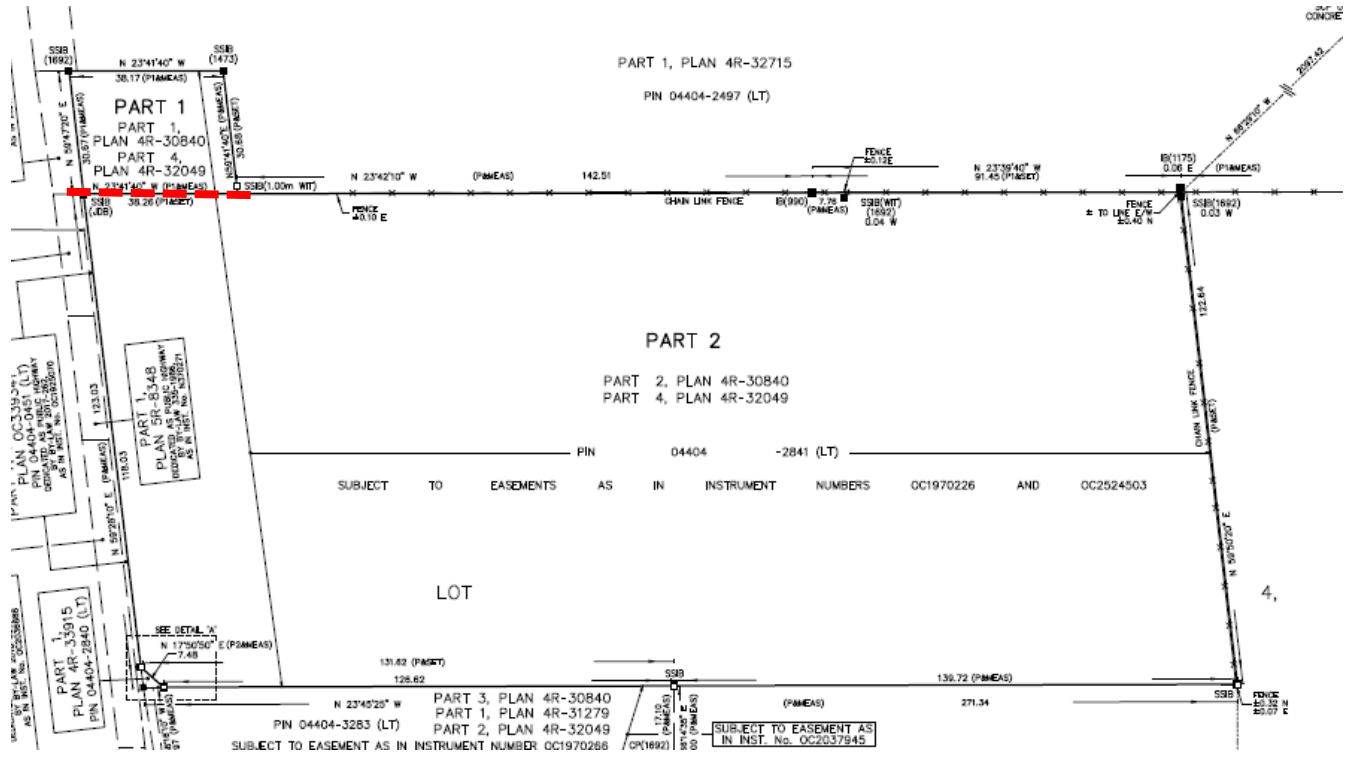


Figure 7: Proposed severance line on an excerpt from Plan 4R-35585 (severance line shown in red dashed line)

If approved, this proposed severance will establish two (2) lots as summarized in Table 1 and identified above in Figure 6 in green and red.

Table 1: Lot statistics from the Area and Frontage Certificate, Plan 4R – 35585.

Property Address	Part on R-Plan	Frontage along Innes Road	Status	Part Area	Total Lot Area
3646 Innes Rd	1	30.47 m	Severed	1,164.6 m ²	34,319 m ²
3636 Innes Rd	2	122.16 m	Retained	33,154.4 m ²	

2.0 Policy Review & Discussion

The Planning Act outlines the powers and criteria for land conveyance in Ontario. Per Section 53(12), in determining if a consent is to be given, a council (or Committee of Adjustment) shall have regard to the criteria under subsection 51(24).

The proposed Consent meets the applicable criteria established in Section 51(24) as follows:

a) The effect of development of the proposed subdivision on matters of provincial interest;

The 2024 Provincial Planning Statement (PPS), which came into effect on October 20th, 2024, provides high-level land use policy direction on matters of Provincial Interest as they relate to land use planning and development in Ontario municipalities. The PPS 2024 consolidates and replaces the PPS 2020 and the A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020).

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. In respect of the exercise of any authority that affects a planning matter, section 3 of the Planning Act requires that decisions affecting planning matters shall be consistent with policy statements issued under the Act.

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

- 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:
- 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.
- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit-supportive, as appropriate; and
 - e) are freight-supportive.
- 2.3.1.3 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 amendment is consistent with the policies of the Provincial Planning Statement (2024). The subject property is located within the City of Ottawa settlement area, on a serviced lot, and along a Transit Priority Corridor. Given the subject property's location directly abutting a Mainstreet Corridor, the proposed severance will help facilitate future development that represents an opportunity for the efficient use of land in proximity to existing and planned infrastructure and public service facilities.

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

The proposed Consent requests one additional lot be established within an existing built-up area with access to infrastructure and public service facilities. The application is therefore not premature and aligns with the public interest as it will allow for greater flexibility for future development of the severed parcel

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

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.

As seen in Figure 8, the subject property is designated Mainstreet Corridor within the Suburban Transect in the Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. The Corridor designation applies to bands of land along specified streets whose planned function combines 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.

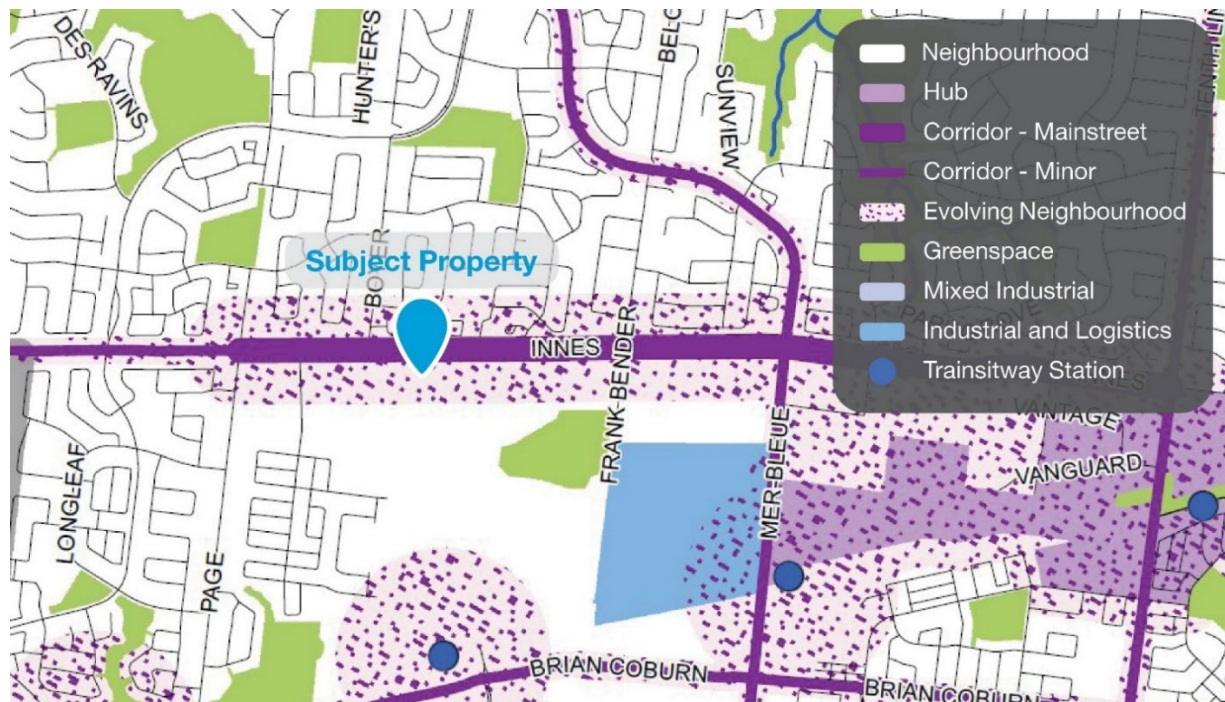


Figure 8: Subject property on Schedule B8 – Suburban (East) Transect of the City of Ottawa Official Plan.

Policy 1(a) of Section 5.4.2 states that the City shall take opportunities to support the rapid transit system through the overlay policies of this Plan by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.

Policy 3 of Section 5.4.3 states that along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:

- a) Generally, not less than 2 storeys and up to 9 storeys; however:
- b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height 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); and,
- c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition.

Policy 3 of Section 6.2.1 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

Policy 1 of Section 6.2.2 states that in the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed severance will create a new development parcel that can locate greater density and a mix of uses along a designated Mainstreet Corridor, which is a target intensification area per Section 3.2 of the Official Plan.

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

The intent of the Consent is to create one (1) new lot from the existing parcel of land. A sufficient parcel size has been proposed for the severed land that can accommodate a potential future mixed-use development along a Mainstreet Corridor. The severance will have no impact on the retained lot's suitability for current or future uses.

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 severed and retained parcels will both continue to be accessed by Innes Road, a designated Arterial Road. Innes Road is a public, maintained road that is anticipated to be adequate for the severed and retained parcels.

f) The dimensions and shapes of the proposed lots;

The proposed Consent will create lots with appropriate dimensions and shapes for their intended function. The proposed severance line is straight and perpendicular to the front and rear lot lines, thus creating regularly shaped parcels. A concept plan envisioning the possible future development of the severed parcel has confirmed that the severed parcel's lot width and area could adequately accommodate a low-rise mixed-use building as intended by the base AM10 zone.

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

The subject property was recently subject to a Zoning By-law Amendment application that was approved by City Council on October 30, 2024. The zoning outlined below reflects the approved zoning that is anticipated to be in full force and effect at the time that this Consent application is heard by the Committee of Adjustment.

Per Figure 9 below, the subject property is split zoned, with the majority of the subject property (i.e. the retained parcel) being zoned "Light Industrial Subzone 2, Height Limit of 14 metres, Exception XXXY" (IL2[XXXY] H(14)) and the parcel to be severed being zoned "Arterial Mainstreet Subzone 10, Height Limit of 13.5 metres, with a site specific exception" (AM10 H(13.5) [XXXX]).



Figure 9: Zoning map of the subject property and surrounding area (retained parcel outlined in blue; lands to be severed outlined).

Table 2 and Table 3 below evaluate the proposed severed and retained parcels against the applicable zoning performance standards. Table 2 contains information for 3646 Innes Road, the severed parcel and Table 3 contains information for the retained parcel, 3636 Innes Road. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance are noted with a red 'x' (✗).

Table 2: Zoning compliance – Severed Lands (3646 Innes)

3646 Innes - Severed Lands			
Zoning Provision AM10[XXX1] H(13.5)	Required	Provided	Compliance
Min. Lot Area Table 185	No minimum	1,164.6 m ²	✓
Min. Lot Width Table 185	No minimum	30.47 m	✓

Table 3: Zoning compliance – Retained Lands (3636 Innes)

3636 Innes - Retained Lands			
Zoning Provision - IL2[XXX2] H(14) Table 203	Required	Provided	Compliance
Min. Lot Area	2000 m ²	33,154.4 m ²	✓
Min. Lot Width	No minimum	122.16 m	✓
Min. Front Yard Setback	7.5 m	7.5m	✓
Min. Rear Yard Setback	Other cases: 7.5 m	> 7.5 m	✓
Min. Interior Side Yard Setback	Minimum east interior side yard setback for an existing building: 1.6 m Other cases: 7.5 m	East interior side yard setback: 1.68 m West interior side yard setback: > 7.5 m	✓

If the proposed severance is granted, the two (2) lots would comply with the zoning provisions as shown in Table 2 and Table 3. The proposed retained and severed parcels meet the zoning requirements of the applicable zones. Any future development of either parcel will be required to comply with the provisions of the Zoning By-law.

h) Conservation of natural resources and flood control;

No environmental concerns have been identified as part of this severance.

i) The adequacy of utilities and municipal services;

The lots created by this proposed Consent can be adequately serviced. Each lot will continue to have separate sewer, water, and utility connections. A Serviceability Report prepared by Novatech as part of the recent Zoning By-law Amendment application for the subject property confirmed that water, sanitary, and storm servicing can be provided from existing services along Innes Road.

j) The adequacy of school sites;

The proposed severance is not anticipated to have an impact on the adequacy of school sites.

k) 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 severed parcel's relatively small size (generating less than 400 square metres of parkland), City staff indicated through the recent Zoning By-law Amendment application review process that Cash in Lieu of Parkland would be sought for the severed parcel at a future Site Plan Control application stage. The required conveyance shall be the cumulative sum for each use, commercial and residential, as calculated using the applicable rate prorated proportionally to the gross floor area allocated to each use. The exact amount of cash-in-lieu of parkland dedication will be determined at a later date, if/when the severed parcel is developed.

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 severance is not anticipated to impact the supply, means of supplying, efficient use and conservation of energy.

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

The subject site is located within a Site Plan Control Area; however, there is no active Site Plan Control application for the development of the subject site at this time.

For the above reasons, it is our professional opinion that the requested severance meets the criteria for a Consent application in Section 51(24) of the Planning Act.

3.0

Conclusion

In our professional opinion, the Consent application represents good planning and meets the applicable evaluation criteria established in Section 51(24) the Planning Act and therefore constitutes good planning.

Sincerely,



Nico Church, MCIP RPP
Senior Planner



Genessa Bates, M.Pl.
Planner