

December 19, 2024

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

RE: Application for Consent
3440 Woodroffe Avenue, Ottawa

Committee of Adjustment
Received | Reçu le

2024-12-19

City of Ottawa | Ville d'Ottawa
Comité de dérogation

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 3440 Woodroffe in the Heart's Desire community in Barrhaven.

The owner is proposing to create three (3) new lots from the existing parcel, for a total of four (4) lots. The proposed lots are compliant with respect to the minimum lot area and minimum lot width under the Zoning By-law. The applications consists of one (1) Primary Consent and two (2) Secondary Consent applications with a second certificate for the retained lands, to allow all four (4) parcels to be held independently. No new construction is proposed as part of these applications at this time, though as part of the Secondary Consent applications, easements are proposed over two (2) of the new lots to provide full municipal services for the other severed lot.

In December of 2022, identical applications were approved by the Committee of Adjustment. In the intervening time the owner of the subject property failed to clear all conditions associated with the approved Consent applications (D08-01-22/B-00277, B-00278, and B-00279) within the two year period, as per Section 53 of the Planning Act. Consequently, new Consent applications are provided to reseek the formerly approved severances.

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

- / Completed application forms (1 copy);
- / Draft Reference Plan / Survey (1 full-size copy, 1 reduced);
- / Tree Information Report;
- / Parcel abstract page (PIN) (1 copy);
- / Statement from an Ontario solicitor confirming no land abutting the subject property is owned by the owner of the subject property (1 copy); and
- / Cheque in the amount of \$6,919.00, made payable to the City of Ottawa.


Sincerely,



Tyler Yakichuk, MCIP, RPP
Planner



Jacob Bolduc, MCIP, RPP
Associate



Mark Ouseley, MES
Planner

1.0 Introduction

Fotenn Planning & Design, acting as agents on behalf of 2785362 Ontario Inc. (“the Owners”), is pleased to submit this Planning Rationale in support of the enclosed Consent application for the lands located at 3440 Woodroffe Avenue in the City of Ottawa.

1.1 Application

The owner is seeking to sever the existing property into four (4) separate, independent parcels. The following applications are required:

- / Application #1 – Primary Consent with a second certificate for the retained lands, Parts 2 and 3 as identified on the accompanying R-Plan
- / Application #2 – Secondary Consent, Parts 4 and 5
- / Application #3 – Secondary Consent, Part 6

2.0 Site Context and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 3440 Woodroffe Avenue, is located in Ward 22 (Gloucester-South Nepean) in the City of Ottawa. The subject property is legally described as Part of Lot 12, Concession 2 (Rideau Front), Geographic Township of Nepean, in the City of Ottawa. The subject property has a total area of 5890.11 square metres, a frontage on Woodroffe Avenue of 71.07 metres, and a frontage of Howard Court of 33.13 metres. The subject property is presently improved by one (1) single-detached residential unit, which is to be retained.



Figure 1: Aerial image of the subject property, proposed lot lines, and the surrounding area.



Figure 2: Street view image of subject property's frontage on Howard Court.



Figure 3: Street view of subject property's frontage on Woodroffe Avenue.

2.2 Surrounding Area



Figure 4: Area Context Views in Each Cardinal Direction.

The subject property is located in the Heart's Desire community, an Ottawa neighbourhood located abutting Barrhaven to the north. The Heart's Desire area is characterized by primarily single detached residential units on large properties

ranging in area from 1,400 square metres to 6,000 square metres. Subdivisions to the north and east of the subject property are characterized by single and semi-detached residential units on parcels that range in area from 216 square metres to 600 square metres. With regards to non-residential uses in the area, north of the subject property, on Chapman Mills Drive, commercial uses include a grocery store, post office, cafes, a primary school, and day care facility. In addition to being well served by commercial amenities, the area is replete with recreation amenity spaces. These include Heart's Desire Park, Nepean Woods, Harbour View Park, Berry Glen Park, and WC Levesque Park.

3.0 Overview of Application

The owners of the subject property are proposing to create three (3) new lots from the existing lot for a total of four (4) lots. The parts as shown on the Draft Reference Plan are as follows:

Property [Application No.]	Parts on R-Plan	Status	Total Lot Area	Total Lot Width
3440[1] Woodroffe Avenue	1	Retained	2138.60 m ²	28.57 m
344[1] Woodroffe Avenue	2 & 3*	Severed	1,050 m ²	22.50 m
344[2] Woodroffe Avenue	4* & 5	Severed	1,022.1 m ²	20.00 m
344[3] Woodroffe Avenue	6	Severed	1654.1 m ²	27.46 m

**Parts 3 and 4 represent easements for municipal services to be allotted to Part 6 from Woodroffe Ave.*

The following applications are required and have been submitted accompanying this Planning Rationale:

Application #1 – Consent to Sever with a second certificate for the retained lands

- / 3440 Woodroffe Avenue
- / Primary Consent application to sever Parts 2 and 3, and retain Part 1
- / If provisional consent is granted, a second certificate for the retained lands will be requested

Application #2 – Secondary Consent to Sever

- / 3440 Woodroffe Avenue
- / Secondary Consent application to sever Parts 4 and 5

Application #3 – Secondary Consent to Sever 3440 Woodroffe Avenue

- / 3440 Woodroffe Avenue
- / Secondary Consent application to sever Part 6

With respect to the easements over Parts 2 and 3, they are required in order to connect the new parcel on Howard Court (Part 6) to municipal services on Woodroffe Avenue, as per the New Official Plan, new lots on partial or private services must have a minimum lot area of 4,000m², regardless of the minimum lot size under the Zoning By-law.



Figure 5: Reference Plan for the subject property with color overlay indicating proposed lot lines.

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 include an internal road network, major servicing or other elements of 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 Provincial Planning Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the subject property, among others:

Planning for People and Homes

2.1.6 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.

Housing

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:

- 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.

Settlement Areas and Settlement Area Boundary Expansions

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 [...]

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.

2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.4.1.2 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;
- to accommodate and support the transit network and provide connection points for inter- and intra-regional transit [...]

Strategic Growth Areas

2.4.1.3 Planning authorities should:
permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

Transportation Systems

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

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 conveyed 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 presently vacant land.

The Consent application is technical in nature, allowing for the creation of three (3) new parcels of land from an existing lot for future development, in addition to retaining the existing house on an existing lot.

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

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 main thrust of the plan is to achieve more growth by intensification than by greenfield development.

4.1.1 Transect Policy Area and Urban Designation

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject site is located within the Suburban Transect. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt (Figure 6).



Figure 6: Schedule A - Transect Policy Areas, City of Ottawa Official Plan.

Within each Transect, designations further articulate land uses and building heights. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).

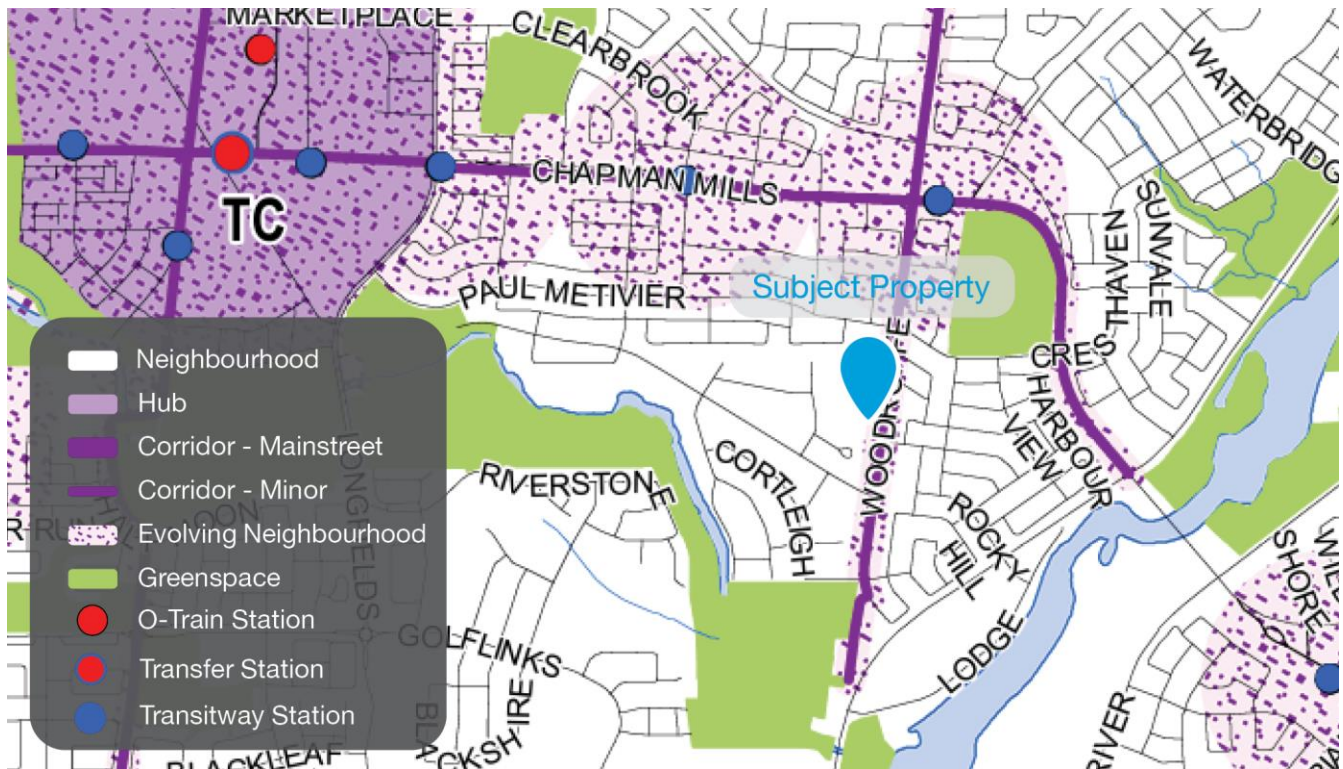


Figure 7: Schedule B6 – Suburban (Southwest) Transect, City of Ottawa Official Plan.

Per Schedule B6 of the Official Plan (Figure 6), the subject site is designated as “Minor Corridor” and is also subject to the “Evolving Neighbourhood” overlay.

The subject property is designated as **Minor Corridor** within the **Suburban (Southwest) Transect** on Schedule B6 — Suburban (Southwest) Transect. Should the consent applications be granted, the interior parcel fronting Howard Court would become part of the **Neighbourhood** designation, while the other three (3) parcels would retain frontage on Woodroffe Avenue and maintain their **Minor Corridor** designation.

In the suburban transect, both Minor Corridors and Neighbourhoods generally restrict building heights to low-rise, being four (4) storeys or less per 5.4.1.2. It is generally anticipated that residential densities in the Suburban Transect will strive to approach densities of the Inner Urban Transect over time, including through new, more compact subdivisions and infill and intensification in existing areas on municipal services.

Policy 8 of Section 4.7.2 states that “where new lots are proposed for residential purposes that rely upon private sewage systems, including areas of partial servicing, the minimum lot size shall be 0.4 hectares in villages and private service areas identified on Annex 9.” The Heart’s Desire community is identified as a Private Service Enclave on Annex 9, and the subject property falls within this area. As the zoning permits lot areas of 930m² for any lot connected to a piped municipal water supply, it was determined early in the development review process that all four (4) properties would need to be connected to municipal services available on Woodroffe Avenue. Therefore, the easements for servicing are proposed to connect Part 6 to municipal services and bring the full plan into conformity with policies of the New Official Plan.

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

The application proposes to create three (3) new residential lots from one (1) existing parcel of land which far exceeds the minimum required for lot area in the R1E zone. Due to the large and wide shape of the subject property, and the availability of municipal services on Woodroffe Avenue, the proposed development is not anticipated to impact the

existing private-service character of the Heart's Desire community while also contributing to the City's goals for intensification within the urban area.

Overall, the four (4) resulting proposed lots are in keeping with the overall neighbourhood character and the land is suitable for three (3) new vacant lots for 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.

Two (2) of the proposed new parcels will front Woodroffe Avenue, which is a Major Collector Street that directs traffic to Prince of Wales Drive, the closest Arterial Road in the area. The remaining proposed lot will front Howard Court, a local road, which also provides further access to Prince of Wales Drive.

The proposed lots are located within a local road network that provides direct access to the greater road network and highway system within the City.

e) The dimensions and shapes of the proposed lots.

The proposed lots are consistent with the variety of lot sizes and shapes in the surrounding community. Abutting both sides of the subject property on Woodroffe Avenue are two (2) parcels of land that are consistent with the range of sizes of the proposed lots on the subject property. Further, the proposed lot that fronts Howard Court will continue the existing lot fabric found on that street while continuing to have a property size that is consistent with the accepted size for the community.

The proposed lots are generally rectangular in shape, are capable of being developed with permitted dwelling types, and are similar in size and shape to other lots in the area.

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. R1E Zoning Provisions – Part 1, Retained lot with existing dwelling

Zoning Provision	Required	Proposed / Provided	Compliance
Minimum Lot Width <i>Section 156</i>	19.8 metres	28.57 metres	YES
Minimum Lot Area <i>Section 156 (Endnote 1)</i>	930 square metres <i>For lots connects to municipal water supply</i>	2,138.6 metres	YES
Maximum Building Height <i>Section 156</i>	11 metres	2-storeys (Existing)	YES
Minimum Front Yard Setback <i>Section 156</i>	7.5metres	28.53 metres	YES
Minimum Corner Side Yard Setback <i>Section 156</i>	4.5 metres	N/A	N/A
Minimum Rear Yard Setback <i>Section 156</i>	12 metres	21.00 metres	YES
Minimum Interior Side Yard Setback <i>Section 156</i>	1.2 metres on one side and 0.9 metres on the other	2.0 metres (east) 13.95 metres (west)	YES

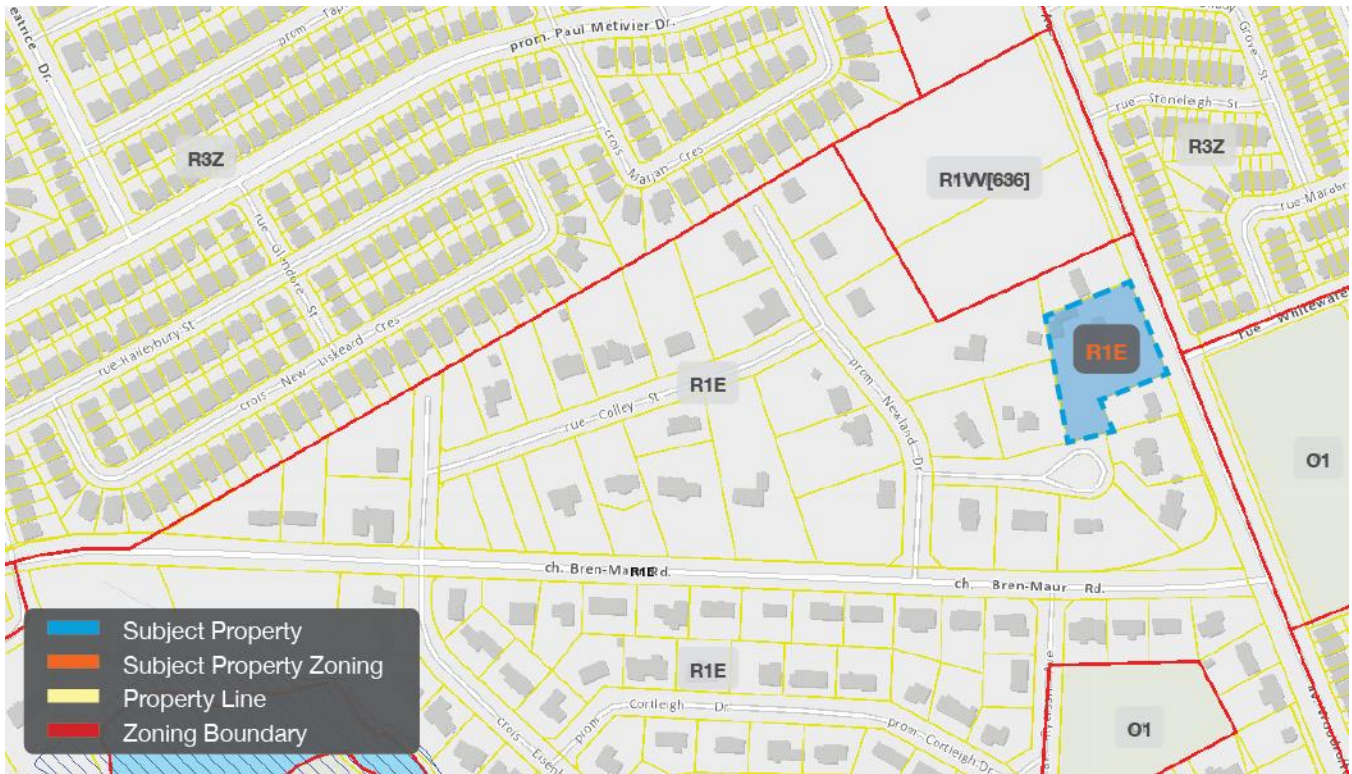


Figure 8: Excerpt from the City of Ottawa Zoning Bylaw map (GeoOttawa).

A three (3) metre easement (Parts 3 and 4 on the Reference Plan) is proposed, so as to allow for services from Woodroffe Avenue to reach the proposed lot (Part 6) which will front along Howard Court.

The proposed development does not impose any restrictions on adjacent lands and is 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 comprise 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, in the General Urban Area, and each parcel will be fully serviced. Easements are proposed to allow servicing connections to Woodroffe Avenue to service the proposed parcel that will front Howard Court (Part 6 on R-Plan).

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

No portion of the property is proposed for public dedication.

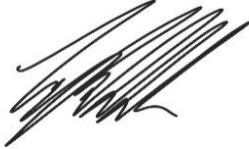
In our professional opinion, a full Plan of Subdivision is not required and the consent application is appropriate for the site. The resulting lots all front on a municipal right-of-way, are capable of retaining or accommodating new residential

dwellings, are compatible with the surrounding lot fabric, context and character, and positively contributes to the intensification goals of the PPS and Official Plan.

5.0 Conclusion

It is our professional opinion that the proposed consent applications meet the criteria for lot division under the *Planning Act*. The proposed creation of three (3) additional lots for residential purposes in a predominantly residential neighborhood represents good planning and is in the public interest.

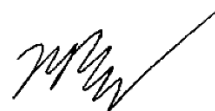
Sincerely,



Tyler Yakichuk, MCIP, RPP
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