

June 16, 2025

Mr. Michel Bellemare

Secretary-Treasurer
Committee of Adjustment
101 Centrepointhe Drive, Fourth Floor
Ottawa, ON K2G 5K7

**RE: Consent for Lot Line Adjustment
1465 and 1469 Youville Drive, Ottawa**

Dear Mr. Bellemare,

Fotenn Planning + Design (Fotenn) has been retained by Stan Bernard Automotive Ltd. (the "Owner") to prepare a Planning Rationale in support of a Consent for Lot Line Adjustment application for the properties at 1465 and 1469 Youville Drive, Ottawa (the "subject properties").

The proposed Lot Line Adjustment will formalize the location of vehicle storage on the property of the business which is currently leasing the space. Approval of the Consent application will result in two lots which continue to meet the provisions of the IL2 Zone, per Table 203 of the City of Ottawa Zoning By-law (2008-250), including minimum lot area. No other development or construction is proposed at this time.

Please find enclosed the following materials in support of the application:

- / Completed application forms;
- / This cover letter and Planning Rationale;
- / A Parcel Abstract confirming the names of Registered Owners;
- / Draft Reference Plan, provided by Stantec Geomatics Inc.;
- / A note from the city forester stating that a Tree Information Report is not required; and
- / A cheque in the amount of \$3,926.00, made payable to the City of Ottawa.

Sincerely,



Kenneth Blouin, MPI
Planner



Scott Alain, MCIP RPP
Senior Planner

Committee of Adjustment
Received | Reçu le

2025-06-19

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Ottawa
420 O'Connor Street
Ottawa, ON K2P 0P4
613.730.5709

Kingston
The Woolen Mill
4 Cataraqui 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

2

Fotenn Planning & Design, acting as agent on behalf of John McEwan, is pleased to submit this Planning Rationale in support of the enclosed Consent for Lot Line Adjustment for the lands located at 1465 and 1469 Youville Drive in the City of Ottawa.

1.1 Application

The Owner is seeking to adjust the lot line between 1465 and 1469 Youville Drive. The following application is required:

/ Primary Consent Application

- Adjust the lot line between the two properties to place a fenced section of vehicle storage at the rear of both lots entirely within the lot of 1465 Youville Drive.

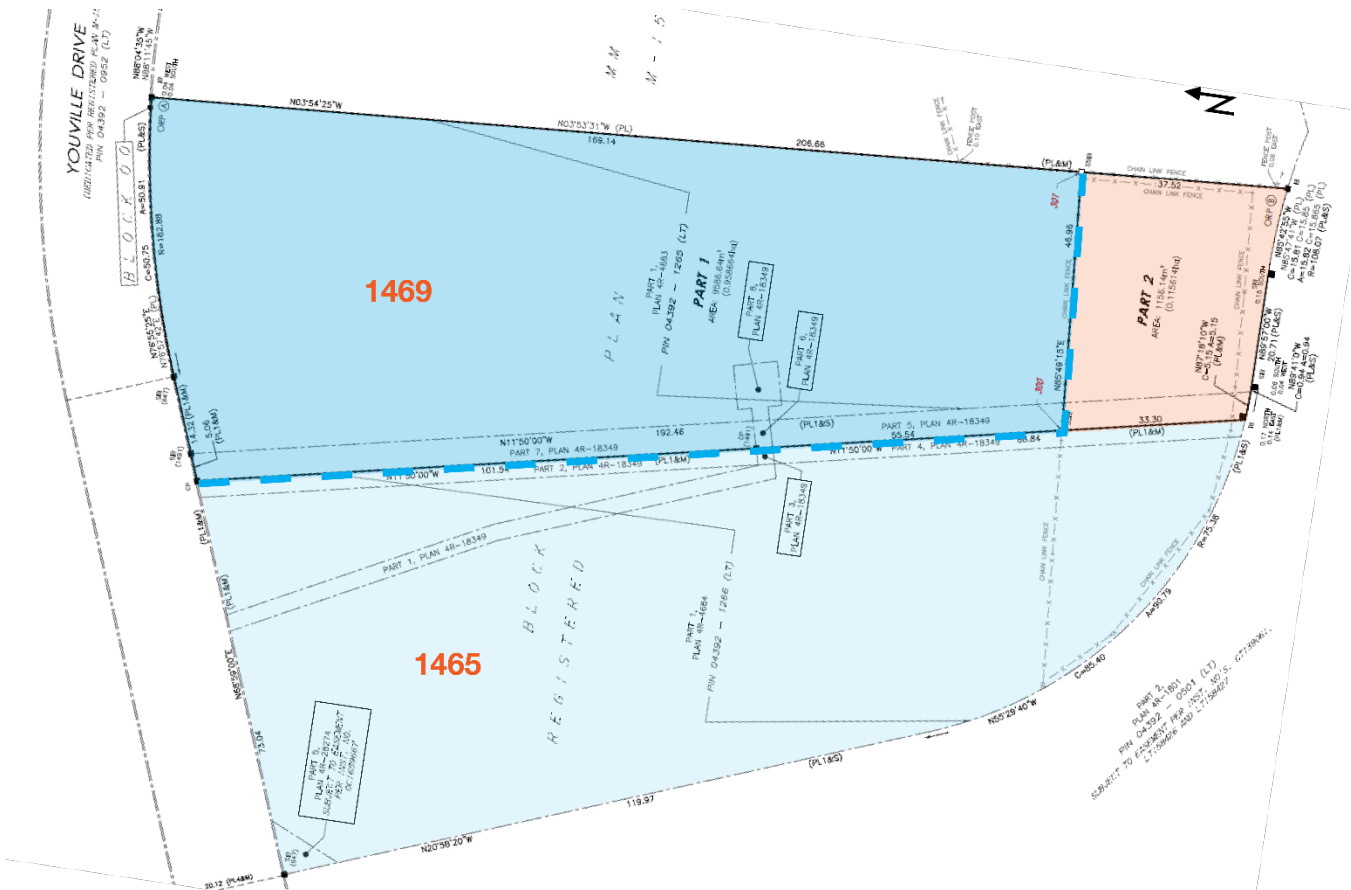


Figure 1: Excerpt from provided survey, identifying the extent and dimensions of the proposed Consent at 1465 and 1469 Youville Drive. Note the dashed blue line showing the proposed lot line, and the orange-shaded area denoting the part to be severed and transferred to 1465 Youville Drive.

The proposed lot line adjustment would serve to locate an existing vehicle storage area, which currently straddles the shared property line, entirely on the property of 1465 Youville Drive. This lot line adjustment would therefore result in lot sizes of 11,207 square metres for 1465 Youville Drive and 9,587 square metres for 1469 Youville Drive. Zoning By-law 2008-250 requires a minimum lot area of 2,000 square metres in the IL2 – Light Industrial zone. The rear yard setback of 1469 Youville Drive would also be reduced to approximately 72 metres as a result of this lot line adjustment, whereas 7.5 metres is required per the Zoning By-law. No other provisions are impacted by the proposed lot line adjustment. No construction is proposed through this application.

2.0 Site and Surrounding Context

2.1 Subject Property

The subject property is comprised of two interior lots within the suburban neighbourhood of Orleans Industrial, in City of Ottawa Ward 2, Orleans West – Innes. The properties at 1465 and 1469 have frontages along the south side of Youville Drive of approximately 73 and 65.5 metres and areas of approximately 10,051 and 10,743 square metres respectively. Both lots contain separate car dealerships and large parking lots for open storage of vehicles, that share one driveway for access. A fenced area straddling the shared lot line provides additional vehicle storage to the rear of the site. The portion of this area located on 1469 Youville Drive is currently under lease to 1465 Youville Drive.

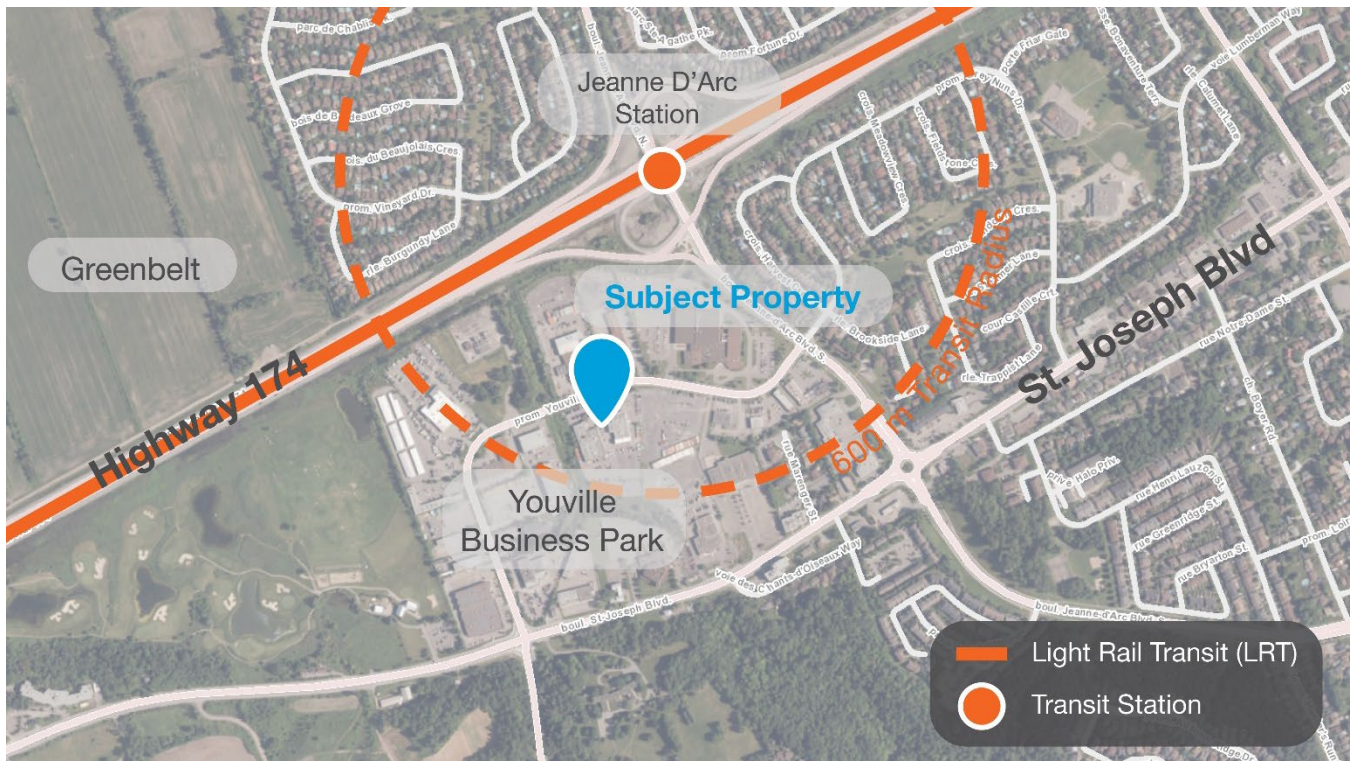


Figure 2: Aerial image of the subject property and surrounding area. Note the unique context of the Youville Business Park.

2.2 Surrounding Area

The subject property is located in a primarily mixed industrial and commercial area known as the Youville Business Park, which is characterized by a broad mix of large-scale buildings of single or mixed commercial and personal service uses. These include car dealerships, service, and rental, furniture retail, a gas bar, specialized retail, a dance school, self-storage, a church, medical services, and City-owned Bob MacQuarrie Recreation Complex. This area is bound by the Greenbelt to the west and primarily residential neighbourhoods of Convent Glen and Chapel Hill to the northeast and southeast respectively.

The site is served by local bus routes 31 and 631, and Jeanne d'Arc O-Train Station is approximately 500 metres walking distance. Active transportation connectivity is relatively poor with a side sidewalk and no bicycle infrastructure on Youville Drive, though bike lanes on St. Joseph Boulevard west of Youville Drive provide connectivity to the Sir-George-Étienne-Cartier Parkway and Greenbelt Pathway East bicycle routes. Youville Drive is a local street which terminates at nearby arterials Jeanne d'Arc Boulevard to the east and St. Joseph Boulevard to the south. Highway 174 is located 250 metres north of the site, with access reached within 700 metres due to the road network.

3.0

Consent Application

The Planning Act provides criteria for lot division in Sections 53(1), 53 (12), and 51. It is our professional planning opinion that the application meets the criteria for lot division as described therein. The application does not propose to create an internal road network, extend public services, or other elements that are common to a subdivision. Accordingly, 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 Planning Statement 2024 (PPS). In particular, the Planning Act calls for the adequate provision and efficient use of communication, transportation, sewage, and water services, orderly development of safe and healthy communities, and the protection of public health and safety. Notably, the PPS 2024 states that settlement areas shall be the focus of development, and that land use patterns within settlement areas should be based on densities and land uses which are freight-supportive.

The proposed lot line adjustment will formalize the location of an existing parking area on the lot of the business which it serves, improving the orderly development of the neighbourhood. In doing so, potential conflicts regarding the use of this area are eliminated, and the fence becomes the responsibility of, and protects the property of a single owner. Notably, this development also takes place on land within the settlement area, and the existing use capitalizes on its freight-supportive location in close proximity to Highway 174. The proposed lot line adjustment does not preclude future development, and none of the provincial interests enumerated in the PPS 2024 and Section 2 of the Planning Act are negatively impacted. The proposed lot line adjustment is therefore aligned with the PPS and provincial interests.

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

Lots permitted by the proposed lot line adjustment will continue to be used as they are currently and be available for the range of uses permitted in the current zoning, while capitalizing on the public services available in the public right of way. The formalization of a fenced vehicle storage area on a single property is the conclusion of a lease-to-own agreement between the two property owners.

The Consent application is in the public interest and not premature because it allows for the formalization of the existing parking area's location on a sole property, reducing the complexities of the existing lease and shared responsibility, maintenance, and liability. The property will continue to be used as legally permitted, no extension of public services is required, and future development is not precluded by the proposed lot line adjustment. As this transfer of land is the conclusion of a long-term lease agreement, it is not premature.

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

The subject property is located in the Neighbourhood Designation of the Suburban Transect. As such, low-intensity uses with generous setbacks are foreseen the properties. The Orleans Corridor Secondary Plan envisions high residential densities near rapid transit stations and the ongoing role of St. Joseph Boulevard as a mixed-use mainstreet. The site is identified as being within the "Youville District" where intensification is expected due to transit proximity, and it is designated "Station Periphery" where more modest density is envisioned by the Plan. Notably, Policy 35 states that automobile dealerships are permitted in this designation.

The existing use was envisioned by the original subdivision of the land and predates an Official Plan Amendment dating from 2019 which re-designated the Youville Business Park lands from light industrial purposes to Neighbourhood. As such, the existing and ongoing use of the lands for car dealerships are in-line with the plan of subdivision and, if it wasn't permitted by Policy 35 of the Secondary Plan, would likely possess legal non-conforming status.

The subject properties were originally envisioned for mixed industrial or large-scale commercial uses at the time of subdivision. Further, the existing car dealerships pre-date their current Neighbourhood designation per the Official Plan, and are specifically permitted by the Orleans Corridor Secondary Plan. The proposed lot line adjustment does not restrict the future development of the lands to conform with the latest Official Plan, but simply adjusts the formal division of lands to align with their existing functional boundaries.

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

The existing uses of the two lots are car dealerships, as permitted by the Official Plan and Zoning By-law, and will continue to be used as such following the proposed lot line adjustment. The lot line adjustment will result in a more functional site layout where the rear yard vehicle storage area is entirely contained within the lot of the business which it serves.

Overall, the two (2) lots are suitable for car dealership uses, in keeping with the OP's vision and in accordance with the IL2 Zone. The vehicle storage area straddling the existing lot line is already separated from the other lots by a fence and treated as a single area. The proposed lot line adjustment will formalize this existing organization of the land.

f) The dimensions and shapes of the proposed lots.

The application proposes to adjust the lot line between two existing parcels of land, which will impact the lot area and rear yard setback of the two lots. The resulting lot shapes and dimensions will continue to meet these provisions and all others of the IL2 Zone as defined in Zoning By-law 2008-250.

Table 1: Zoning Compliance table for retained and severed lots

Zoning Mechanism	Provision	1465 Youville Drive (With Part 2)		1469 Youville Drive (Part 1)	
		Provided	Compliance	Provided	Compliance
Minimum Lot Area	2,000 square metres	11,207 square metres	✓	9,587 square metres	✓
Minimum Rear Yard Setback	7.5 metres	Approximately 100 metres	✓	Approximately 72 metres	✓

The proposed lot line adjustment will result in two lots that meet the requirements of the IL2 zone, and will continue to be used as currently permitted.

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.

No construction is proposed as part of this Consent Application.

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

i) The adequacy of utilities and municipal services.

The subject property is located within an established suburban neighbourhood and is well served by municipal infrastructure and services as well as public utilities.

The proposed lot line adjustment does not impact public utilities, infrastructure, or services.

In our professional opinion, a full Plan of Subdivision is not necessary or appropriate and the Consent application is appropriate methodology for managing lot division with regard to the site. The resulting lots will continue to be used as car dealerships as they are currently, are compliant with the provisions of the Zoning By-law, are capable of accommodating future development, and will positively contribute to the goals of the PPS and Official Plan.

4.0 Conclusion

The proposed development adheres to the purpose intended for the lands by the City of Ottawa Official Plan and Zoning By-law (2008-250). The proposed Lot Line Adjustment will improve the orderly separation of land on the subject properties, while retaining compliance with the performance standards of the IL2 Zone applicable to the site. The proposed Consent is also desirable as it will formalize the existing parking area's location fully on the lot of the business which it serves, reducing its negative impact on the other business. **As such, it is our professional opinion that the proposed consent application satisfies the criteria for lot division of Planning Act Section 51(24). The proposed transfer of the vehicle storage area from one lot to the other for freight-supportive use in a well-suited location represents good planning and is in the public interest.**

Should you have any questions related to the contents of this letter or the application, please do not hesitate to contact the undersigned.

Sincerely,



Kenneth Blouin, M.P.L.
Planner



Scott Alain, MCIP RPP
Senior Planner