

November 25, 2025

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

**RE: Application for Consent
1600 James Naismith Drive**

Committee of Adjustment
Received | Reçu le

2025-12-01

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Michel Bellemare,

Fotenn Planning + Design has been retained to act as agents on behalf of the property owners for the submission of the enclosed Consent application for the lands municipally known as 1600 James Naismith in the City of Ottawa.

The owner is proposing to create one new lot from the existing parcel, for a total of two lots, as well as establish two easements, in favour of the severed lot. The proposed lots are compliant with respect to minimum lot area and minimum lot width under the Zoning By-law. No new construction or site alteration is proposed as part of these Consent applications. Future residential development will be contemplated through Site Plan Control, following the approval of the proposed Consent application.

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

- / Complete application forms;
- / Draft Reference Plan / Survey;
- / Tree Information Report;
- / Parcel Abstract Pages (PIN); and
- / Cheque in the amount of \$5,689.00, made to the 'City of Ottawa'.

Sincerely,



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Senior Planner



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FOTENN

1.0 Application Overview

Fotenn Planning & Design, acting as agents on behalf of the Owner, is pleased to submit this Planning Rationale in support of the enclosed Consent applications for the lands located at 1600 James Naismith Drive, in the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Consent applications against the applicable policy and regulatory framework and to demonstrate how the proposed severances are appropriate for the subject property and compatible with surrounding land uses and existing infrastructure.

1.1 Application

The owner is seeking to sever the existing property into two separate, independent parcels, as well establish two easements for access and servicing, respectively. The following applications are required:

- / **Primary Consent (Urban)**
 - To create two lots where one presently exists
- / **Secondary Consent**
 - To establish easements for access and servicing requirements

1.1.1 Severance Parts

The owner of the subject property is seeking to sever the existing parcel into two parcels – with two easements, for access to the severed parcel and servicing, respectively.

The Parts respective of their proposed parcel are identified in the following table, and highlighted in Figure 1, below.

Property	Parts on R-Plan	Status	Lot Area	Lot Width
1600 James Naismith Dr. (Severed)	1, 2, 3, 4, 31, 33, 34, 35, 36, 39, 45, 46, 47, 48, 49, 50, 51, 52, 59, and 60	Severed	14,377.2 m ²	3 m along Telesat Court *Irregular lot shape
1600 James Naismith Dr. (Retained)	5-30, 32, 37, 38, 40, 41, 42, 43, 44, 53, 54, 55, 56, 57, and 58	Retained	22,373.3 m ²	25.1 m along Telesat Court *Irregular lot shape
Easement (Access)	15, 16, 19, 20, 23, and 28	Severed, easement in favour of severed	1,289.25 m ²	6 m
Easement (Servicing)	26, 27, 30, 31, 32, 33, 37, 38, 39, 40, 42, 43, and 45	Severed, easement in favour of severed	858.27 m ²	6 m

1.1.2 Existing Easements

The following table identifies existing easements on the subject property, relative to Survey parts and Instrument Numbers:

Severed Lands

Lot	Concession	PIN	Parts	Easement
Part of 22	CONCESSION 2 (OTTAWA FRONT) TOWNSHIP OF GLOUCESTER	04361-0300 (LT)	1, 2, 3, 4, 31, 33,34 & 59	INST. N514995 (PART 3), INST.N514996 (PARTS 3 & 4), INST. OC2392310 (PART 1), INST.'S OC2484184 & OC2752500 (PARTS 1, 2, 3, 4, 31, 33, 34 & 59)
		04361-0447 (LT)	35, 36, 39, 45, 46 & 60	INST.'S N454295 & N454296 (PARTS 45 & 46), INST.'S OC2484184 & OC2752500 (PARTS 35, 36, 39, 45, 46 & 60)
		04361-0298 (LT)	47, 48, 49, 50, 51 & 52	INST. N454295 (PARTS 47, 48, 49, 50, 51 & 52), INST. N454296 (PARTS 47, 48 & 49), INST. OC2392309 (PARTS 48 & 51), INST.'S OC2484184 & OC2752500 (PARTS47, 48, 48, 49, 50, 51 & 52)

Retained Lands

Lot	Concession	PIN	Parts	Easement
Part of 22	CONCESSION 2 (OTTAWA FRONT) TOWNSHIP OF GLOUCESTER	04361-0300 (LT)	5 TO 30 (INCLUSIVE) & 32	INST. N514995 (PARTS 3, 6, 8, 10, 13, 14, 16, 18 TO 25 INCLUSIVE, 27, 28 & 29), INST. N514996 (PARTS 3 TO 10 INCLUSIVE, 12, 13, 14, 16, 18 TO 25 INCLUSIVE, 27, 28 & 29), INST. OC2392309 (PARTS 7, 8, 13, 19, 22 & 24), INST.'S OC2484184 & OC2752500 (PARTS 1 TO 30 INCLUSIVE, & 32)
		04361-0447 (LT)	37, 38, 40, 41, 42, 43 & 44	INST.'S N454295 & N454296 (PARTS 43 & 44), INST.'S OC2484184 & OC2752500 (PARTS 37, 38, 40, 41, 42, 43,& 44)
		04361-0298 (LT)	53, 54 & 55	INST. N454295 (PARTS 53, 54 & 55), INST. OC2392309 (PART 54), INST.'S OC2484184 & OC2752500 (PARTS 53, 54 & 55)
		04361-0414 (LT)	56 & 57	INST. OC2392309 (PART 57)
Part of 21			58	INST.'S LT1392170, OC2484184 & OC2752500 (PARTS 56, 57 & 58)

Access Easement

Lot	Concession	PIN	Parts	Easement
Part of 22	CONCESSION 2 (OTTAWA FRONT) TOWNSHIP OF GLOUCESTER	04361-0300 (LT)	15, 16, 19, 20, 23 & 28	INST.'S N514995 & N514996 (PARTS 16, 19, 20, 23 & 28), INST. OC2392310 (PART 19), INST.'S OC2484184 & OC2752500 (PARTS 15, 16, 19, 20, 23 & 28)

Servicing Easement

Lot	Concession	PIN	Parts	Easement
Part of 22	CONCESSION 2 (OTTAWA FRONT) TOWNSHIP OF GLOUCESTER	04361-0300 (LT)	26, 27, 30, 31, 32 & 33	INST.'S N514995 & N514996 (PARTS 27 & 28), INST.'S OC2484184 & OC2752500 (PARTS 26, 27, 30, 31, 32 & 33)
		04361-0447 (LT)	37, 38, 39, 40, 42, 43 & 45	INST.'S N454295 & N454296 (PARTS 43 & 45), INST.'S OC2484184 & OC2752500 (PARTS 37, 38, 39, 40, 42, 43 & 45)



Figure 1: Plan of Survey with an overlay identifying proposed parcels and easements.

2.0 Site and Surrounding Context

2.1 Subject Property

The subject property, municipally known as 1600 James Naismith Drive, is located in Ward 11 – Beacon Hill-Cyrville, in the City of Ottawa. The property is legally described as Part of Lots 21 and 22, Concession 2, Ottawa Front, Geographic Township of Gloucester. The property has a total area of 36,749.5 square metres and frontage on Telesat Court. The property is presently occupied by an 8-storey residential building. The remainder of the property is dedicated to surface parking as well as some landscaping features.

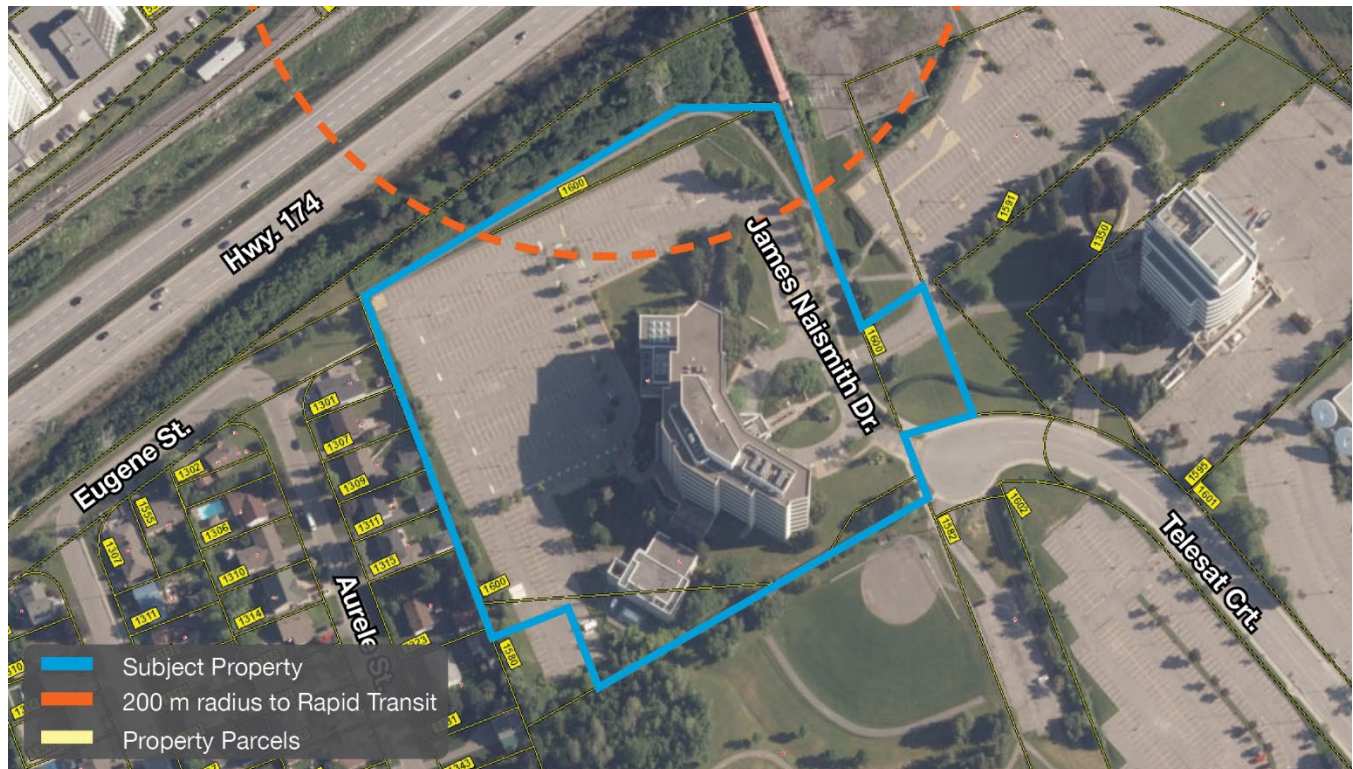


Figure 2: Aerial view of the subject property and immediate surrounding area. Note that the accessory building to the south of the eight-storey building was demolished in October 2025.

2.2 Surrounding Area

Uses in the surrounding area are varied, including the following, relative to their location to the subject property.

North: The subject property abuts Highway 174. A pedestrian bridge to the north-east of the property provides travel over the highway and access to the Blair LRT station. The area north of Highway 174 also includes the Gloucester Centre and other large retail outlets, restaurants, and entertainment.

East: The uses immediately east of the subject property are characterized by mid-rise office buildings and associated surface parking. East of Blair Road is Pine View Golf Course

South/West: The primary use west of the subject property is low-rise residential dwellings. The building types range from single detached to low-rise apartment buildings. Other uses in the area include parkland and multiple schools.



Figure 3: Aerial view of the subject property and the broader area.

3.0 Policy and Regulatory Review

Planning Act Criteria for Consent Application

The Planning Act is provincial legislation that empowers municipalities to engage in land use planning activities in Ontario.

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 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:
- efficiently use land and resources;
 - optimize existing and planned infrastructure and public service facilities;
 - support active transportation;
 - 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:
- to accommodate significant population and employment growth;
 - 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 residential development which includes close proximity to an existing rapid transit station and location within the urban boundary – and is therefore aligned with the PPS and provincial interest. The Consent application would facilitate the establishment of an increased supply and mix of housing stock on an underutilized parcel.

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

The conveyed lands will be used for the purposes established in the City of Ottawa Official Plan and Zoning By-law, and the Consent is intended to create a separate parcel of land for future residential development, as part of a Site Plan Control application.

The Consent application is technical in nature, allowing for the creation of one new parcel of land from an existing lot. Creation of a new parcel will facilitate future development, which will be regulated through a forthcoming Site Plan Control Application.

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.

Transect Policies

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.

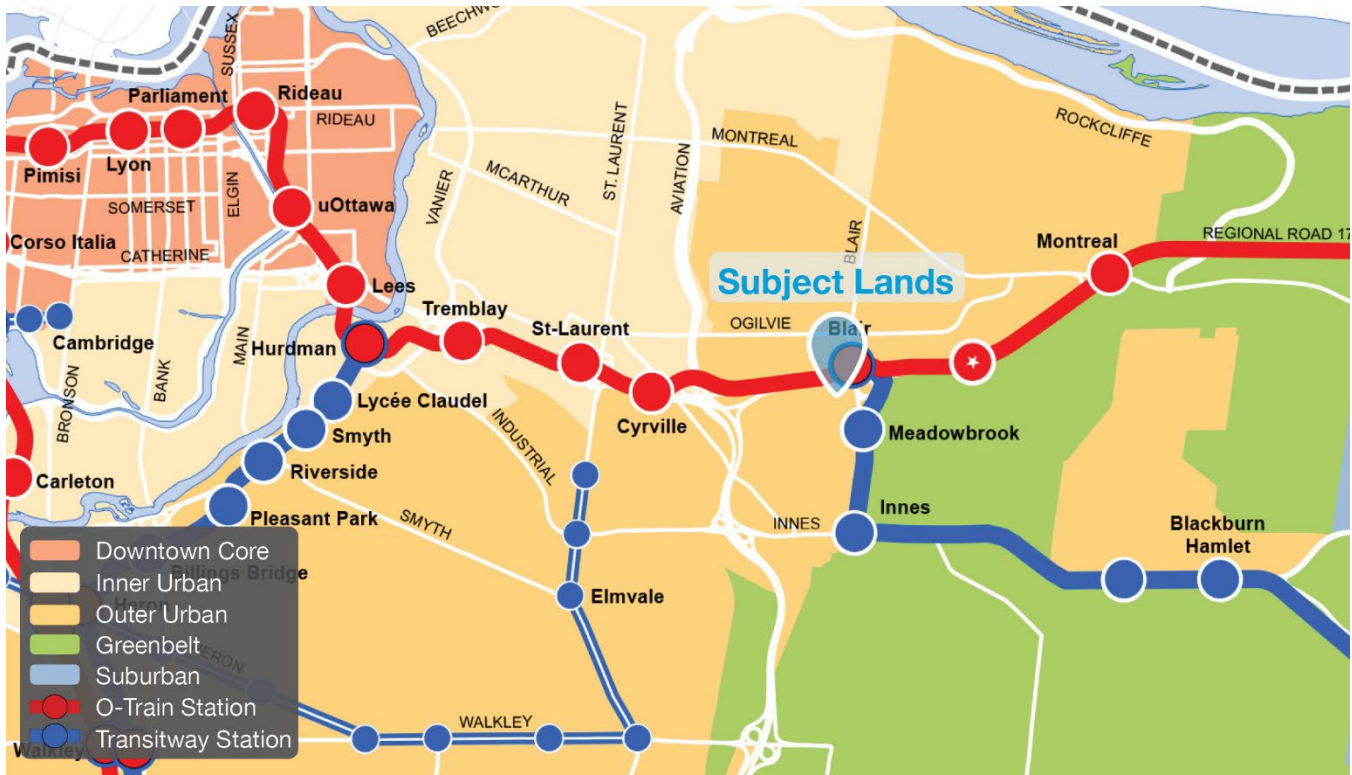


Figure 4: Schedule A – Transect Policy Areas, City of Ottawa Official Plan.

As identified on Schedule A (Figure 4) of the Official Plan, the subject property is located in the **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.

Urban Designation Policies

As identified on Schedule B3 (Figure 5) of the Official Plan, the subject property is designated as a **Hub**. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub.

The strategic purpose of Hubs is to:

- / Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- / Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- / Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- / Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses.

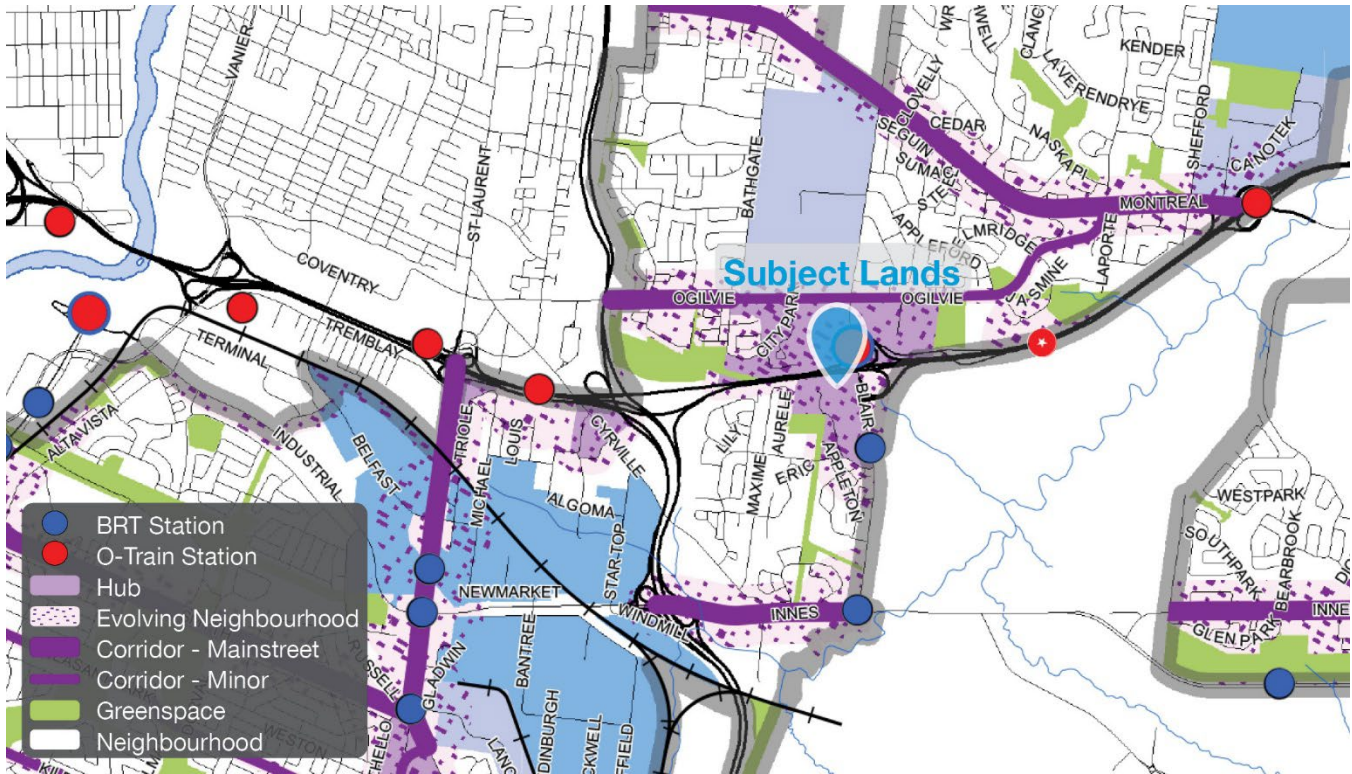


Figure 5: Schedule B3 – Outer Urban Transect, City of Ottawa Official Plan.

Hubs are identified as Protected Major Transit Station Areas (PMTSAs) for the purposes of the Provincial Policy Statement.

Policy 5.2.3.1 states that within Hubs, permitted building heights are as follows:

- Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
- High-rise 41+ where permitted by a secondary plan;
- Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
- On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The proposed Consent application conforms to the Outer Urban Transect and Hub 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 Inner Urban Transect and Hub 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.

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

The proposed Consent application looks to create one new lot from one existing parcel of land. The two resulting lots would both remain compliant with the minimum required lot width and lot area, as per the zoning provisions of TD1 and TD2 zones. The intended purpose of the Consent application is to create a lot of sufficient size to provide residential development at a future date. Further, the subject property is fully serviced. Stormwater will be conveyed via the proposed servicing easement out to Telesat Court, while water and sanitary servicing will connect to Eugene Street. Street frontage is provided through the proposed additional access easement.

The proposed severed lot is 14,377.2 square metres in area and the retained lot is 22,372.3 square metres, both lots provide adequate lands for the intended purposes and planned function of the lands as noted in Section 3c) of this report and the Official Plan.

- 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 subject property is addressed James Naismith Drive, a private road, which is designated a Local Road, as per Schedule C4 (Figure 6) of the Official Plan. The public street frontage is located on Telesat Court, which is also designated as a Local road. Local roads are typically residential streets that serve numerous overlapping functions. They provide transportation access to collectors, major collectors and arterials.

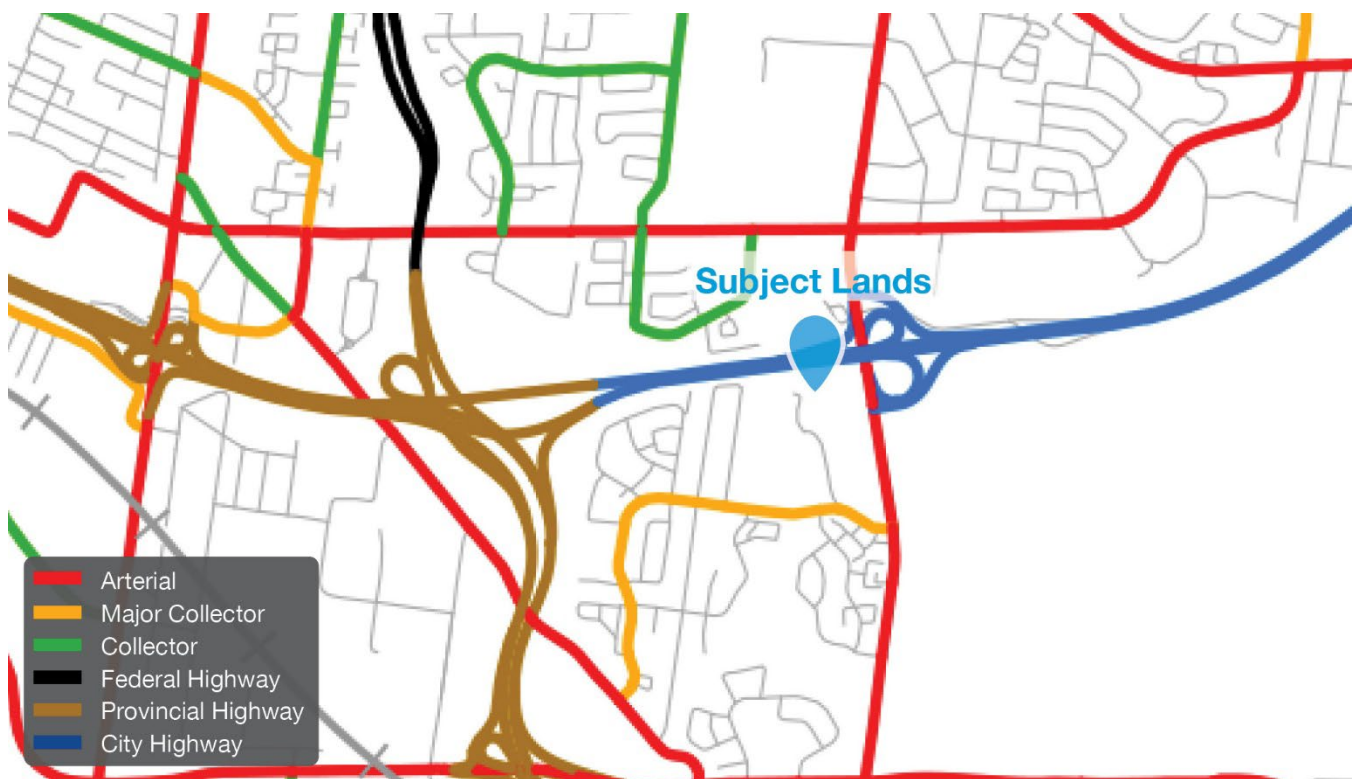


Figure 6: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

From James Naismith Drive, access is provided to Blair Road, which is designated as an Arterial road. Arterial roads are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. The majority of these roads were formerly identified as regional roads. The subject is also in close proximity to the City Highway, Highway 174. City highways are limited access highways with high-speed traffic that serves the need for intra-city travel similar to the provincial limited access highways.

The abutting roads are all publicly maintained and connected to the larger urban road network of the City of Ottawa. 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 of Ottawa.

f) The dimensions and shapes of the proposed lots.

The proposed lots will have total areas of 14,377.2 square metres (severed) and 22,372.3 square metres (retained) respectively. The shape of each proposed lot is generally rectilinear with deviations to accommodate an existing building on the property.

As already noted, the proposed lots are fully compliant with both lot width and lot area, as per the existing Zoning By-law. Further, the proposed lots are of sufficient size to accommodate development through a future Site Plan Control application, which will regulate orderly development consistent with the subject property's Transect and Designation, as identified in the Official Plan.

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 subject property is split zoned Transit Oriented Development Zone, Subzone 1, Urban Exception 2087 – **TD1[2087]** and Transit Oriented Development Zone, Subzone 2, Urban Exception 2087 – **TD2[2087]**. The shared Urban Exception legally establishes the existing uses on site, prior to 2014, as well as establishing the expansion of those uses as part of any future development.



Figure 7: Excerpt from the City of Ottawa Zoning Map (GeoOttawa).

The purpose of the Transit Oriented Development Zone is as follows:

- / Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas;

- / Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- / Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,
- / Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

The following table outlines the relevant zoning provisions for the subject property, based on the proposed Consent application, and compliance relative to the TD1 and TD2 zones.

Provision (TD)	Required	Provided	Compliance
Minimum Lot Area <i>Table 195(a)</i>	No minimum	22,372.3 square metres (retained) 14,377.2 square metres (severed)	Yes Yes
Minimum Lot Width <i>Table 195(b)</i>	No minimum	25.1 metres (retained) 3.0 metres (severed)	Yes Yes

As noted in the above table, the proposed retained and severed lots comply with the existing relevant zoning provisions of the Transit Oriented Development Zone.

The restrictions on the land are appropriate, and the proposed Consent remains compliant with the above noted restrictions.

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 subject property is municipally serviced, and no limitations on water capacity have been identified, relative to the level of intensification anticipated through the zoning. A servicing easement is proposed along the southern lot line (see Figure 1) to facilitate the stormwater connection. Water and sanitary will be provided to the severed parcel through service connection extensions from Eugene Street. This will ensure independent servicing of each parcel.

j) The adequacy of school sites

No shortage of schools has been identified within the surrounding area of the subject property.

k) 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 as part of this Consent application, lands conveyed or dedicated for public purposes will be discussed as part of any future development application process.

- l) The extent which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy

The proposed lots are not anticipated to have an impact on energy delivery.

- 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

A Site Plan Control or Plan of Subdivision is not required for the creation of the requested lot as contemplated through a Consent application. Future development may require a Site Plan Control application, but no development is contemplated at this time.

4.0 Conclusion

It is our professional opinion that a full Plan of Subdivision is not required for the orderly development of the lands, and a Consent for the purposes of land division is appropriate for the subject property. The proposal to create one new lot from an existing parcel satisfies the *Planning Act* criteria for a Consent and conforms with the policies of the Provincial Planning Statement 2024 and the City of Ottawa Official Plan (2022, as amended). The proposed severances are not anticipated to create any undue adverse impacts to the surrounding area and represent good planning.

For your consideration,



Tyler Yakichuk, MCIP RPP
Senior Planner



Lisa Dalla Rosa, MBA MCIP RPP
Associate – Planning