

2026-01-28

City of Ottawa | Ville d'Ottawa  
Comité de dérogation

January 28, 2026

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

**RE: Application for Consent**  
**4085 Strandherd Drive, Ottawa**

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by CHV (No. 11) LP to prepare a Consent to Sever application on their behalf for 4085 Strandherd Drive in the City of Ottawa ("the subject lands").

The purpose of the applications is to facilitate the severance of the into two (2) separate lots one of which will encompass a recent Assisted Living Facility development and the other for a new Assisted Living Facility that is in the early stages of construction.

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

- / A cover letter prepared by Fotenn Consultants explaining the nature of the application;
- / One (1) consent application form;
- / A draft R-Plan prepared by AOV;
- / Proposed Severance Drawing by G. M. Dimert Architect Inc.; and,
- / A parcel abstract confirming the names of all registered owners of the properties.

Please contact the undersigned at [ouseley@fotenn.com](mailto:ouseley@fotenn.com) or [casagrande@fotenn.com](mailto:casagrande@fotenn.com) with any questions or requests for additional materials.

Sincerely,



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Planner



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**FOTENN**

# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by CHV (No. 11) LP to prepare this cover letter in support of a Consent application for the subject lands. The purpose of the Consent application is to sever the subject lands to enable the creation of a separate development lot.

## 1.1 Overview of Subject Lands

The subject lands, which are legally described as Block 75, Registered Plan 4M-1650 in the City of Ottawa, are located at the southeast corner of the Strandherd Drive and Borrisokane Road and have a total area of approximately 25,108.35 m<sup>2</sup>. Approximately half of the subject lands adjacent to Borrisokane Road have recently been developed with an Assisted Living Facility while balance of the lands are in the process of construction for a new Assisted Living Facility.



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

It is important to note that a tree inventory report has been provided to the City’s Forester in support of the building permit for the new assisted living facility resulting in the issuance of a tree permit. This will result in the clearing of the remaining trees on the subject lands in favour of new plantings proposed as part of the new development. As such, the City Forester is not requiring a tree inventory report.

## 1.2 Surrounding Context



Figure 2: Aerial image displaying the context surrounding the subject lands.

The surrounding context of the subject lands can be described as follows:

**North:** The subject property is bound by the arterial road of Strandherd Drive, followed by institutional zoned lands that consist of the five storey Viva Barrhaven Retirement Community and the Ottawa Christian High School. These lands are bordered by a mix of residential and parkland.

**East:** The subject property is bordered a by newly developed suburb which consists of a mixture of semi-detached, single detached, and townhouse dwellings.

**South:** The parcel to the immediate south consists of a large detached dwelling with a private approach, ancillary structures, and mature trees and vegetation throughout the property. This is followed by undeveloped development reserve lands that leads to the Jock River.

**West:** The subject property is bound by the arterial road of Borrisokane Road to the west, followed by undeveloped development reserve lands that are largely impacted by floodplain from the Jock River.

## 1.3 Development and Consent Details

The figure below is the Site Plan showing the existing and permit approved development and the proposed severance line. The existing development included 116 parking spaces and the new development will include 86 parking spaces.

In addition to the creation of severed and retained lots, the owners intend to establish blanket reciprocal easements across the lots related to shared utilities and a drive aisle that will extend across the rear of the lots.

The details pertaining to the proposed lots are described below:

Table 1: Proposed retained and severed parcel descriptions.

	Retained	Severed
<b>Parcel Description</b>	Parts 1,2,3,4,5,6,7	Parts 8,9,10,11,12,13,14,15,16,17,18
<b>Parcel Frontage</b>	49.09 m	180.36 m
<b>Parcel Depth</b>	188.76 m	43.52 m
<b>Parcel Area</b>	1.4108 ha	1.0978 ha

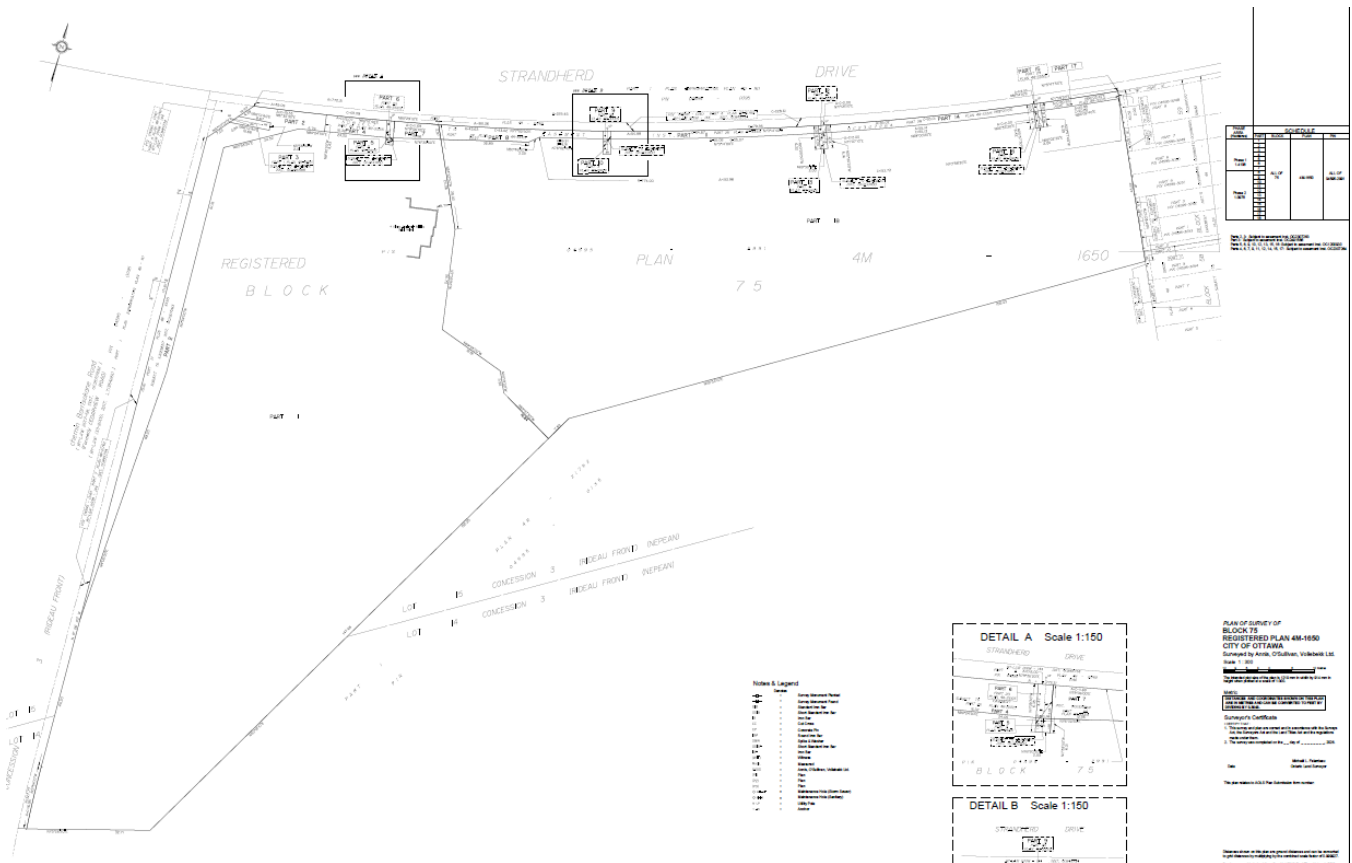


Figure 3: R-Plan, displaying proposed retained and severed lands

## 2.0 Policy and Regulatory Context

### 2.1 City of Ottawa Official Plan (2022)

The City of Ottawa Official Plan provides a framework for the way that the City will develop 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.

### 2.2 Road Network

As per Schedule E – Urban Road Network (Figure 5), the subject property is bordered by the east-west Arterial Road of Strandherd Drive to the North, providing a vital connection to Veteran's Memorial Highway to the west. To the west, the subject property is bordered by the north-south Arterial Road of Borrisokane Road. Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance.

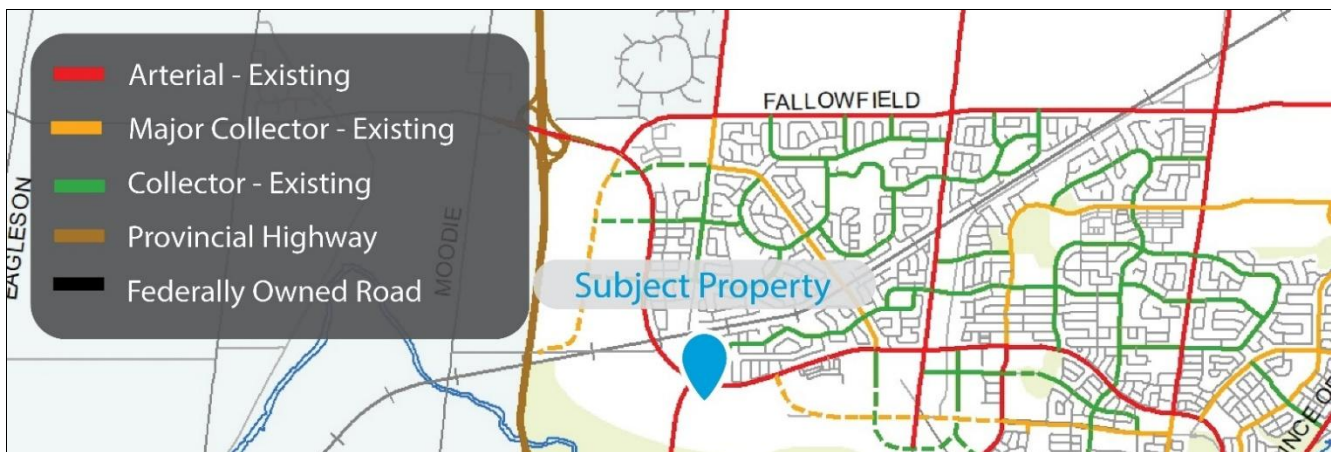


Figure 5: Subject Property on Schedule E – Urban Road Network of the City of Ottawa Official Plan.

### 2.3 Transit Network

As per Schedule C2 – Transit Ultimate Network of the City of Ottawa Official Plan (Figure 6), the subject property does not abut any major transportation routes, except for local bus stops. However, the subject property is within close proximity to the future Chapman Mills Drive At-Grade BRT corridor, providing linkages to the O-train line in the Barrhaven town centre.

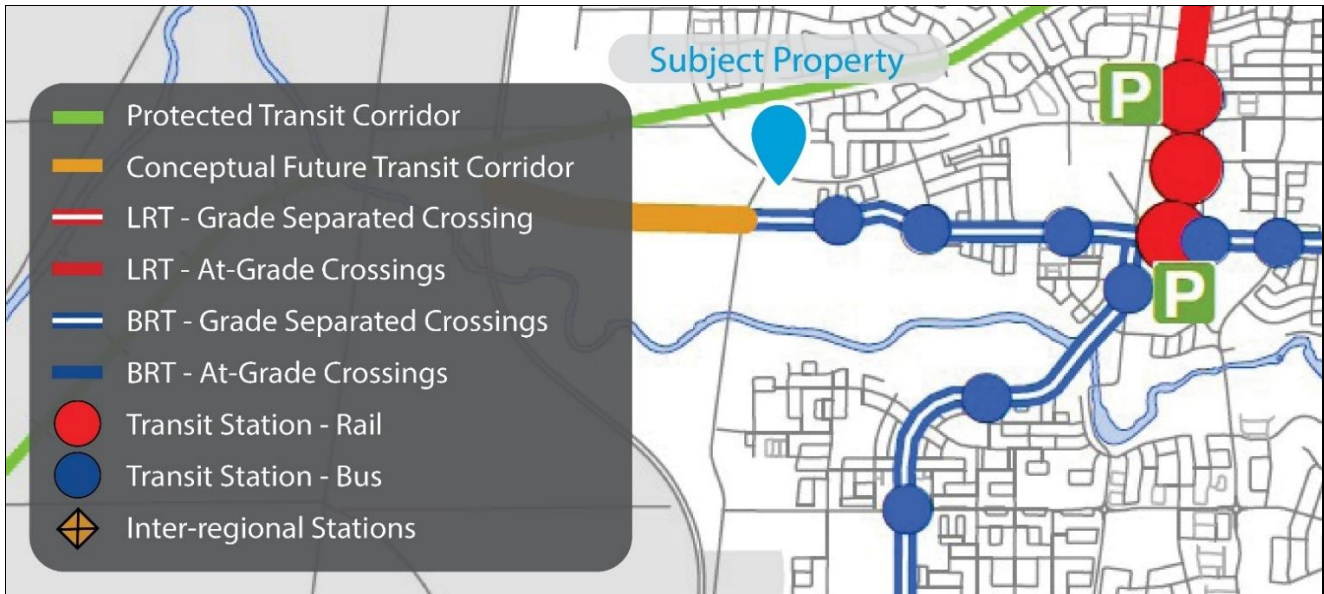


Figure 6: Subject Property on Schedule C2 – Transit Ultimate Network of the City of Ottawa Official Plan.

### 2.4 Active Transportation Network

The subject property is well connected to the City’s urban network as the subject property fronts Strandherd Road, which consists of both a Spine Route and a Multi-use pathway. Spine routes follow major roadways (typically arterials) and may provide a reserved space for cyclists, ideally either a cycle track or a buffered bike lane. Spine routes will provide access along major corridors, connecting the Cross-Town Bikeways and major off-road bike paths to local neighbourhood local routes and Neighbourhood Bikeways. Multi-use pathways are facilities that are physically separated from the road and shared with pedestrians. These facilities may be either adjacent to a road or away from the roadway corridor. As physically separated facilities, multi-use pathways provide a high level of comfort for cyclists.

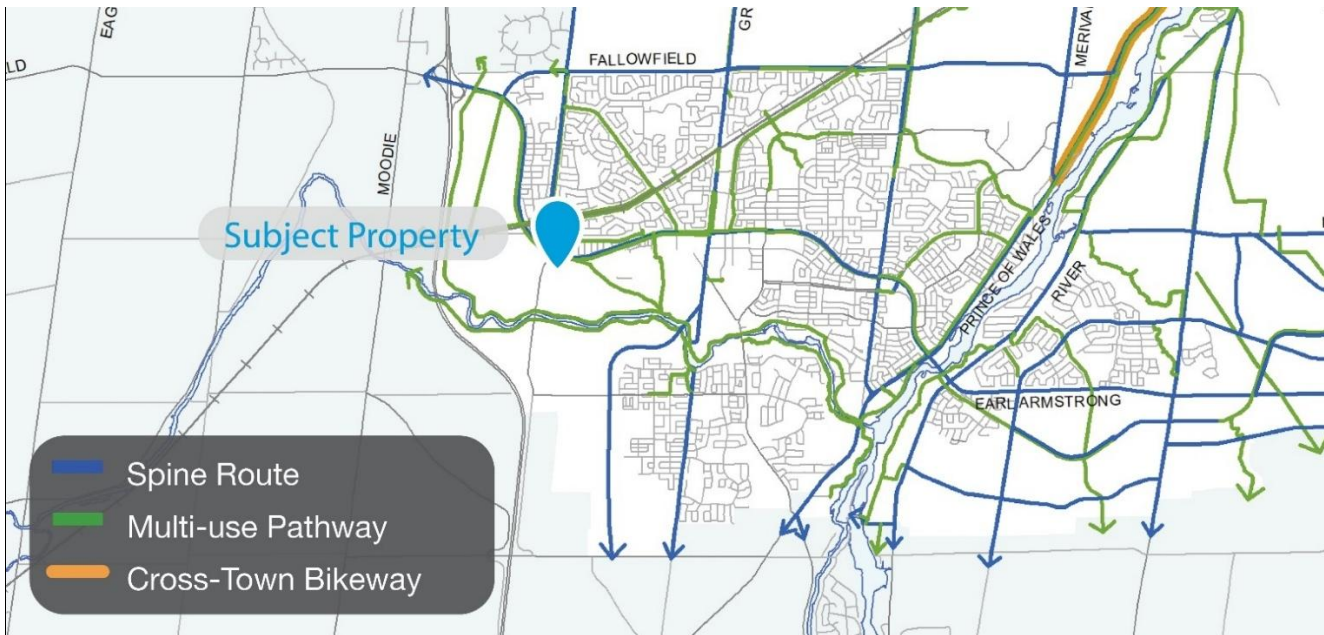


Figure 7: Subject Property on Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan

## 2.5 Transect and Land Use Designation

Schedule A of the Official Plan divides the City into six (6) 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).

The subject property is designated as 'Mixed Industrial' with an 'Evolving Neighbourhood Overlay' on Schedule B6 – Suburban (Southwest) Transect of the New Official Plan. Mixed Industrial areas are characterized by a broad mix of uses including small-scale office, light industrial, wholesale, small contractors, small-scale commercial service uses and non-residential sensitive uses such as places of worship, indoor recreational uses and stand-alone licensed care centres that would otherwise not be permitted on lands designated Industrial and Logistics. Because the primary uses are not considered a nuisance or have high impacts, these areas can diversify more than Industrial and Logistics areas and can blend more into surrounding neighbourhoods.

The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.



Figure 8: Subject property on Schedule B6 – Suburban (Southwest) Transect of the Official Plan

**The City of Ottawa's Official Plan outlines the general strategies for growth and development across the region, detailing specific policies for both urban and rural areas. Overall, the policies of the Official Plan are supportive of the proposed severance of the subject lands, with the applications meeting all the required conditions for the creation of one new lot in the urban area.**

## 2.6 City of Ottawa Comprehensive Zoning By-law

Although GeoOttawa shows the subject lands as zoned Development Reserve Zone, on June 9, 2023 the subject lands were the subject of a Ministerial Zoning Order ("MZO") by the Ministry of Municipal Affairs and Housing. The MZO removed Site

Plan Control authority and established the following range of permitted and accessory uses and established the provisions of Table 187 of the General Mixed-use Zone as applicable to future development (except for the FSI limit):

- (a) a day care;
- (b) a medical facility;
- (c) a residential care facility;
- (d) a retirement home; and
- (e) the following accessory uses to a use listed in clauses (a) to (d), including,
  - (i) a bank,
  - (ii) an office,
  - (iii) a personal service business,
  - (iv) a research and development centre,
  - (v) a retail food store, and
  - (vi) a retail store.

As noted above, a building permit has been issued for the construction of the new building and associated elements as such, Table 2 below indicates only the applicable zoning relative to the proposed severance line and lots.

Table 2: City of Ottawa Zoning By-law - Zone provisions.

Zoning Mechanism	Provision	Retained Lot		Severed Lot	
		Provided	Compliance	Provided	Compliance
<b>Minimum Lot Width</b> <i>Section 187</i>	No minimum	49.09 m	Y	180.36 m	Y
<b>Minimum Lot Area</b> <i>Section 187</i>	No minimum	1.4108 ha	Y	1.0978 ha	Y
<b>Minimum Interior Yard Setback</b> <i>Section 187</i>	No minimum	3.690 m	Y	> 0	Y
<b>Parking Lot Landscape Buffer from Interior Lot Line - 10-99 spaces (m)</b> <i>Section 110</i>	1.5 m	N/A	N/A	1.5 m	Y
<b>Parking Lot Landscape Buffer from Interior Lot Line - 100 spaces (m)</b> <i>Section 110</i>	3.0 m	3.0 m	Y	N/A	N/A
<b>Outdoor Refuse Collection Area Separation from Lot Line</b> <i>Section 110</i>	3.0 m	3.2 m	Y	N/A	N/A

Table 2 is based on the Proposed Severance Drawing in Figure 4 and Figure 5

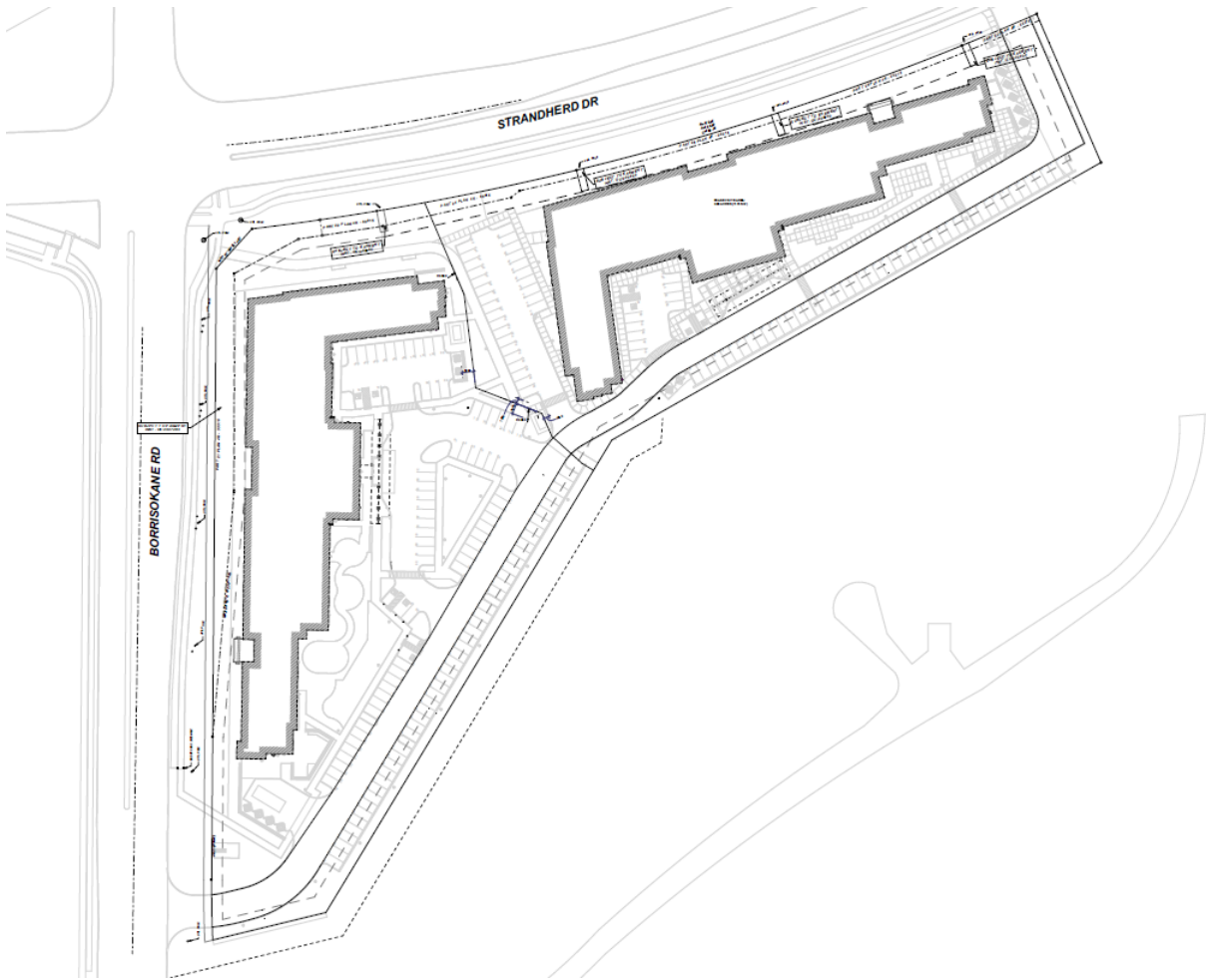


Figure 4: Proposed Severance Drawing for the Subject Lands

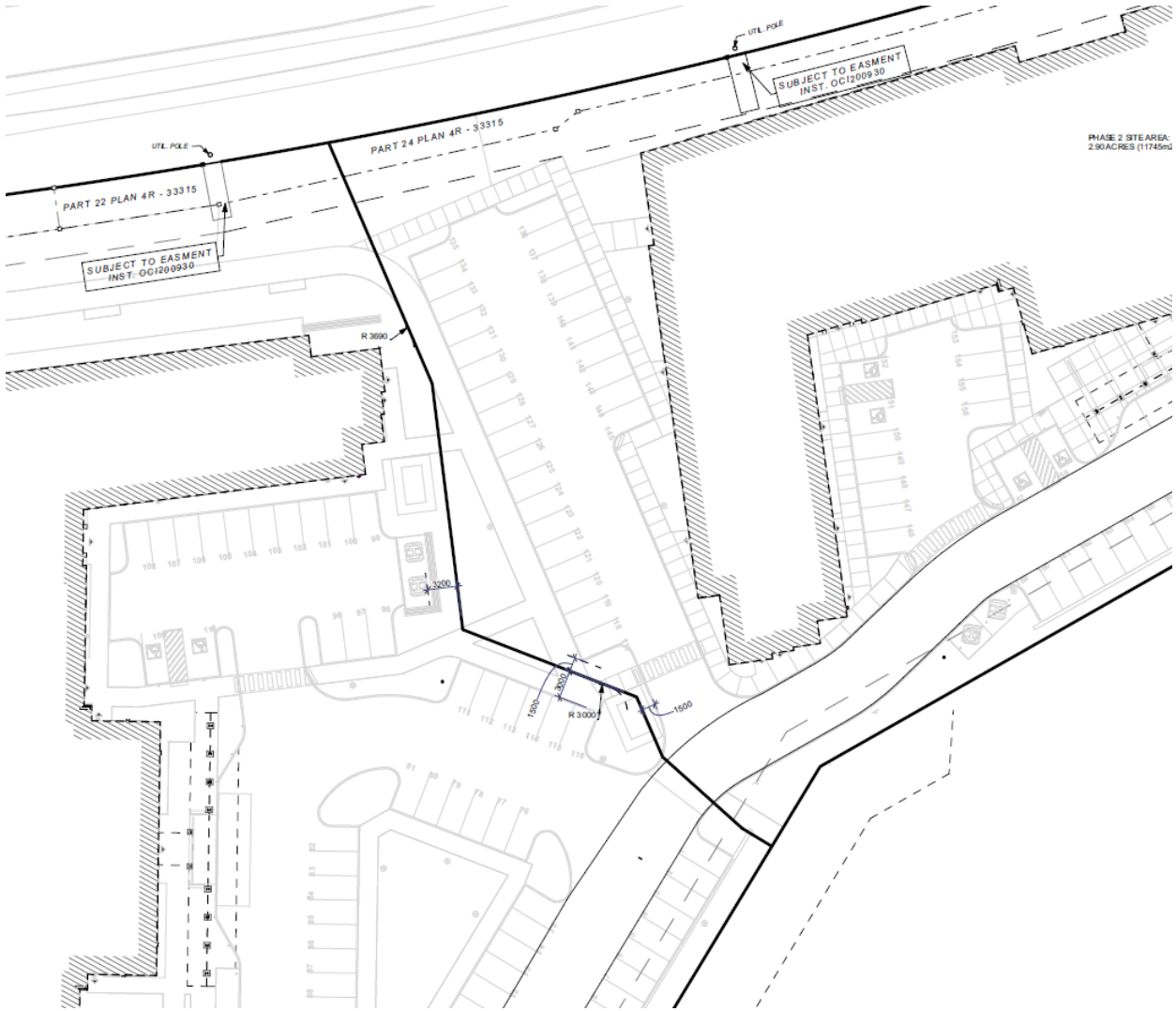


Figure 5: Proposed Severance Drawing Property Line Detail

## 3.0 Ontario Planning Act – Consents

### 3.1 Legislative Authority

Section 53(1) of the Ontario Planning Act pertains to Consents and Plans of Subdivision. It states that an owner:

*“may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this subsection, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality.”*

Section 53(12) of the Planning Act notes that when determining if a consent is to be given, a council or the Minister:

*“shall have regard to the matters under subsection 51(24) and has the same powers as the approval authority has under subsection 51(25) with respect to the approval of a plan of subdivision and subsections 51(26) and (27) and section 51.1 apply with necessary modifications to the granting of a provisional consent”.*

### 3.2 Consent Criteria

Section 51(24) of the Planning Act sets forth the criteria for considering Plans of Subdivision with regards to the “health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality.” A response to each of the criteria from Section 51(24) is provided below.

*“In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,”*

- a) The effect of development of the proposed subdivision on matters of provincial interest (as referred to in section 2)  
**The proposed Consent conforms to the goals and policies of provincial interest as established under the PPS allowing for the creation of a new lot within a fully serviced settlement area.**
- b) Whether the proposed subdivision is premature or in the public interest  
**The proposed Consent would allow a new building on the severed lot on the basis of full public services while respecting all the applicable provisions of the Zoning By-law.**
- c) Whether the plan conforms to the official plan and adjacent plans of subdivision, if any  
**The proposed Consent conforms to the policies of the City of Ottawa Official Plan, as the creation of an additional lot will accommodate development on serviced lands in an area where an evolution to increased urban built form is anticipated and encouraged.**
- d) The suitability of the land for the purposes for which it is to be subdivided  
**The retained and severed lots are of sufficient size for the existing and new development and in full conformity with the Zoning By-law.**
  - d.1) If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing  
**This application is not considering any proposed development on the subject lands at the time of this application.**
- 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 lands are accessed via Strandherd Drive and Borrisokane Road, which are identified as Arterial roads in in the City of Ottawa's Official Plan (2022). Arterial roads are anticipated to support the highest levels of vehicular traffic in the City and the City has not raised any issues of capacity related to the existing or proposed developments.

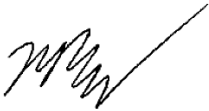
- f) The dimensions and shapes of the proposed lots  
**The proposed Consent will create two (2) generally rectangular lots with extensive frontage onto the aforementioned roads so that they can be accessed, serviced, and otherwise function efficiently as independent lots.**
  
- g) The restrictions 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  
**There are no unique restrictions applicable to either parcel however both lots will benefit from blanket easements and a joint use and maintenance agreement to deal with servicing and shared access.**
  
- h) Conservation of natural resources and flood control  
**There are no unique considerations related to natural resources and flood control on the subject lands.**
  
- i) The adequacy of utilities and municipal services  
**The public services to the subject lands have adequate capacity to support the existing and proposed developments.**
  
- j) The adequacy of school sites  
**City staff have not raised concerns regarding the adequacy of school sites. The proposed development will result in a land use that will result in an increased demand for school services.**
  
- 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 lands are proposed to be dedicated for public purposes.**
  
- l) The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy  
**The proposed development will be subject to the energy usage directives outlined in Provincial legislation and the Ontario Building Code in order to receive a building permit.**
  
- 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 or subsection 114 (2) of the *City of Toronto Act, 2006*. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2)  
**The future development on this property will not require Site Plan Control, although the applicant has worked closely with City staff through the Building Permit process to provide any essential supporting plans and studies needed to address any areas of specific concern that are common and important in the Site Plan**

## 4.0 Conclusion

In our professional opinion, the Consent application represents good planning and meets the applicable evaluation criteria established in Sections 53 of the Planning Act. The application therefore upholds sound land use planning principles and is in the public interest.

Please contact the undersigned at [ouseley@fotenn.com](mailto:ouseley@fotenn.com) and [casagrande@fotenn.com](mailto:casagrande@fotenn.com) with any questions or requests for additional material.

Sincerely,



Mark Ouseley, M.PL  
Planner



Brian Casagrande, MCIP RPP  
Partner