

March 2, 2026

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

**RE: Application for Consent
595 Montreal Road**

Committee of Adjustment
Received | Reçu le

2026-03-02

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Michel Bellemare,

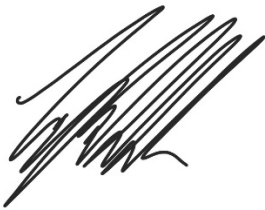
The owner of the lands municipally known as **595 Montreal Road**, Centurion Appelt ("Owner"), have retained Fotenn Planning + Desing ("Fotenn") as Agents to submit Consent applications to the Committee of Adjustment on their behalf. The intent of this application is to sever the existing parcel to create an additional lot, for a total of two parcels. Additionally, an easement is proposed for shared use of the existing point of ingress / egress..

Both the severed and retained lots are compliant with respect to all performance standards including minimum lot width and minimum lot area under the Zoning By-law. No new construction is proposed as part of this 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;
- / Parcel Abstract Page (PIN);
- / Tree Information Report; and,
- / Two cheques in the amount of \$4,276.00 and \$1,917.00, made payable to the City of Ottawa.

Sincerely,



Tyler Yakichuk, MCIP RPP
Senior Planner

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1.0 Heading 1B

Fotenn Planning & Design, acting as agents on behalf of Centurion Appelt (“the Owner”), is pleased to submit this Planning Rationale in support of the enclosed Consent application for the lands located at 595 Montreal Road in the City of Ottawa.

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

1.1 Purpose of Application

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

- / Primary Consent
 - To create an additional parcel for a total of two properties
- / Secondary Consent
 - To establish an easement for shared ingress / egress from the site

1.2 Severance Parts

The owner of the subject property is seeking to sever the existing parcel into two independent property – with an easement for sharing access to the properties.

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

Property	Parts	Status	Lot Area	Lot Width
595 Montreal Rd. (1)	1, 2 and 3	Retained	4215.2 square metres	40.3 metres
595 Montreal Rd. (2)	4, 5, and 6	Severed	2,611.8 square metres	15.10 metres
Easement	3 and 4	Reciprocal Easement	1,075.7 square metres	13.00 metres
ROW Dedication	1 and 6	Dedicated to City	112.1 square metres	55.41 metres

2.0 Site and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 595 Montreal Road is located along the north frontage of Montreal Road, between St. Laurent Boulevard and Aviation Parkway. The property has a frontage along Montreal Road of 55.4 metres and a lot depth of approximately 115 metres. The total area of the property is 6,826.2 square metres. The subject property is presently occupied by a 5-storey office building, comprised of medical offices.



Figure 2: Aerial view of the subject property and surrounding area.

2.2 Surrounding Area

The subject property is located in the Rideau-Rockcliffe ward. The segment of Montreal Road where the subject property is located is characterized by primarily commercial uses along Montreal Road. Uses include a two grocery store abutting the subject property, to the east and south. Other commercial uses in the immediate area include restaurants, a shopping centre, and automobile dealerships.

To the north of the subject property, the area is primarily characterized by residential dwellings, ranging from townhouses to high-rise buildings. Other uses to the north include parkland and cemeteries. To the south of the subject property, the use is primarily residential. However, the housing type is characterized by single and semi-detached dwellings. Other uses in the area include schools, parkland, and public institutional buildings.



Figure 3: Aerial view of the subject property, the broader area, and local services and amenities.

2.3 Transit Network

The subject property is located on Montreal Road which is identified as a Transit Priority Corridor on Schedule C2 of the Ottawa Official Plan. The nearest bus stop to the subject property is located immediately across the street, at the corner of Montreal Road and Centre Street. OC Transpo routes available within close proximity to the subject property include 9, 15,

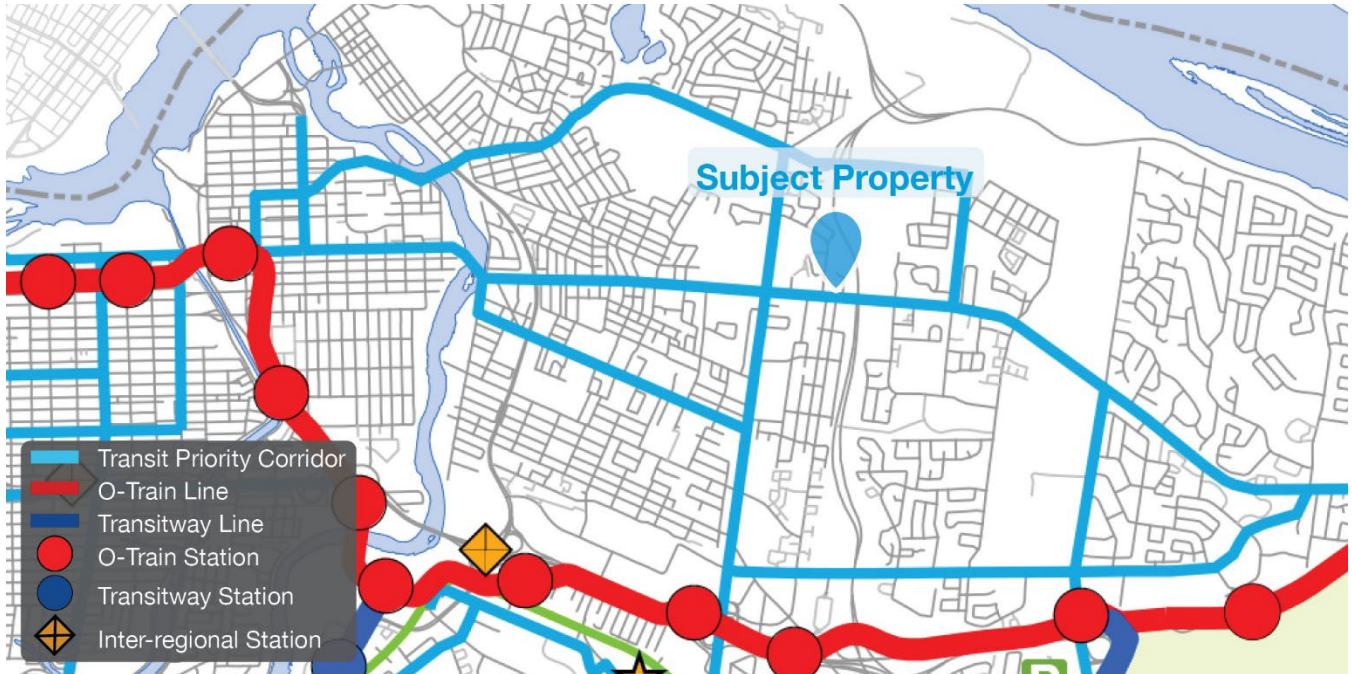


Figure 4: Schedule C2 – Transit Network, City of Ottawa Official Plan. March 2026

19, 20, 609, 615, and 616. Taking any of these routes west bound will lead to the Rideau LRT station at Rideau Street and Sussex Drive. From here transit riders will have access to connecting routes to the rest of the LRT and BRT network.

2.4 Road Network

The subject property is located on an Arterial Road. Arterials 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. Access to arterials will depend on the network function and urban context, with block lengths and intersections spacing design to accommodate all transportation modes. Vehicular access to adjacent properties is usually controlled to minimize turning movements to reduce conflicts between travel modes and, in many situations, providing a high degree of connectivity between land uses and places along and across the route.

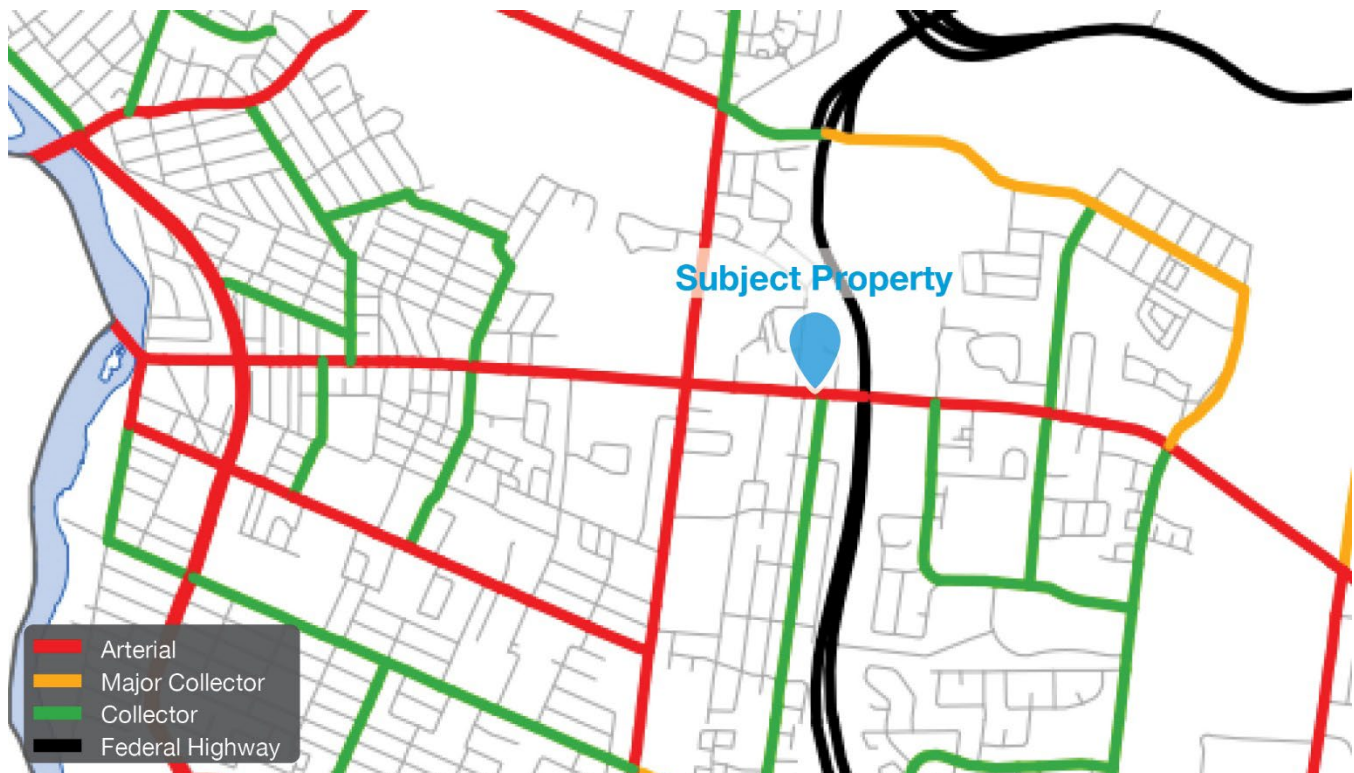


Figure 5: Schedule C4 – Urban Road Network, City of Ottawa Official Plan.

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:
- 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;
 - c) 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 is consistent with the policies of the Provincial Planning Statement. Future development on the severed parcel will provide an efficient pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in close proximity to transit opportunities and important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use. Intensification of the subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

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.

The Consent application is technical in nature, allowing for the creation of one new parcel of land from an existing lot, for future development regulated through Site Plan Control. The primary reason for the Consent application is for financing reasons and possible future sale of the lands.

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 6: Schedule A – Transect Policy Area, City of Ottawa Official Plan.

As identified on Schedule A (Figure 6), the subject property is located in the **Inner Urban Transect**. The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect a more urban built form, while the post-war neighbourhoods reflect suburban characteristics. Goals for the Inner Urban Transect include, enhancing or establishing an urban pattern of built form, site design and mix of uses, prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect, and providing direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect.

Section 5.2 of the Official Plan outlines policies for lands within the Inner Urban Transect. The following policies apply to the subject property:

Policy 5.2.1.3 states that development within the Transect is generally planned for mid to highrise development, subject to proximity to transit, servicing, and separation from adjacent low-rise neighbourhoods.

Policy 5.2.1.4 states that development within the Transect shall evolve into a mixed use environment that will contribute towards the evolution of a 15-minute neighbourhood.

Policy 5.2.1.5 states that development within the Transect shall limit private approaches where possible.

Policy 5.2.3.2 states that development within the Transect, along Mainstreet Corridors, development along street segments with wider than 30 metre road widening allowances can develop up to 40-storeys, dependant on appropriate transition to low-rise development.

Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. 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 (Neighbourhoods).

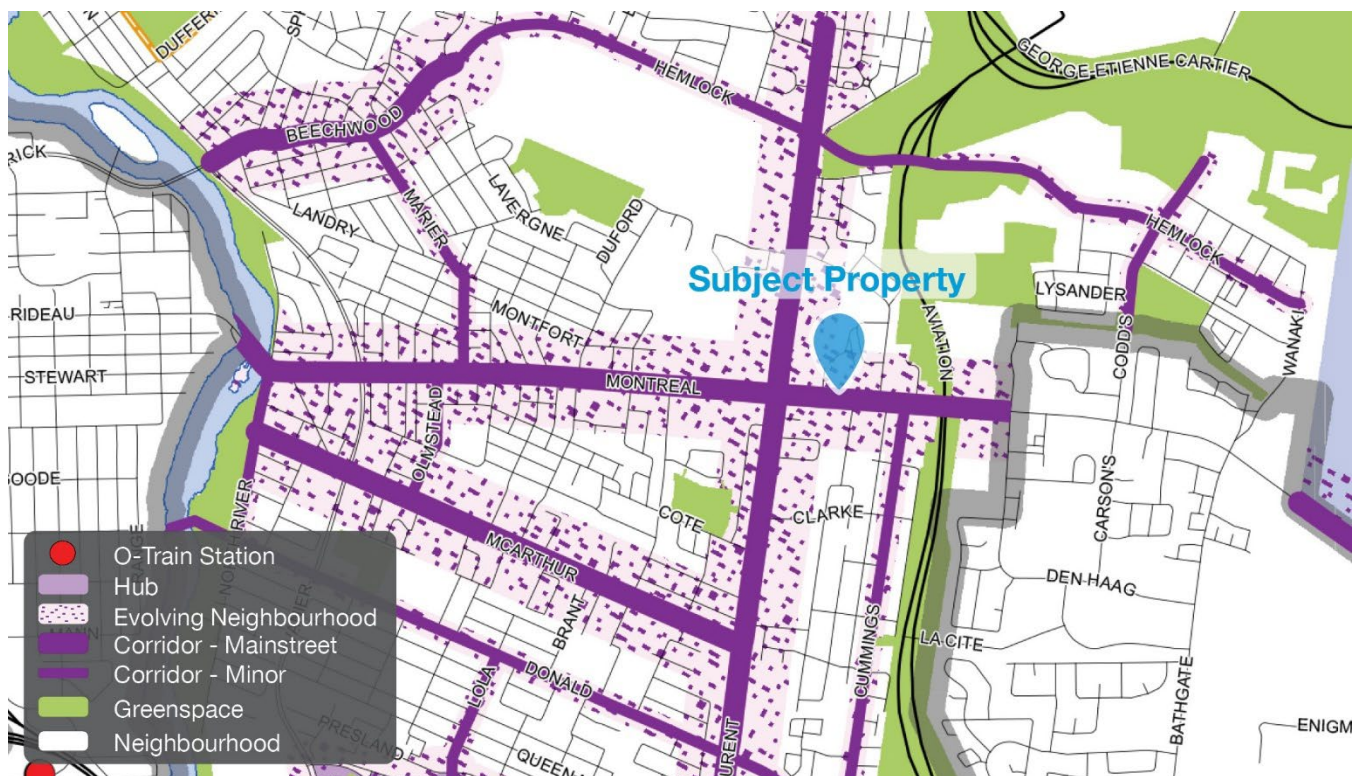


Figure 7: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

As identified on Schedule B2 (Figure 7), the subject property is designated as a **Mainstreet Corridor**. 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. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate.

Section 6.2 of the Official Plan outlines policies for lands within the Downtown Core. The following policies apply to the subject property:

Policy 6.2.1.2 states Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
 - a. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
 - b. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.

Policy 6.2.1.3 states Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings;

Policy 6.2.1.4 states that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

Policy 6.2.2.1 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 Consent conforms to the Inner Urban Transect and Mainstreet Corridor Designation policies, which encourage a diversity of housing types and uses, including intensification and a diversification of uses along Transit Priority Corridors. The proposed Consent application does not propose any new construction at this time but will contribute to intensification of the area 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 the Arterial Mainstreet, Subzone 10 – AM10. The intended purpose of the Consent application is to create a lot of sufficient size to provide residential development at a future date. The severed lands will create a ‘flagpole’ shaped lot, which while not typical of the surrounding area, the surrounding area has several examples of such lot configurations. Specifically, at 621 and 630 Cummings Avenue, and 789 and 825 Montreal Road.

The proposed new lot is 2,611.8 square metres in area, which provides adequate lands for the intended purposes of the parcel 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.

As noted in Section 2.3 of this report, the subject property is located along a Transit Priority Corridor and has frontage along an Arterial Road (Montreal Road). Arterials are the major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse.

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 broader road network and highway system within the City.

- f) The dimensions and shapes of the proposed lots.

The proposed lots will have total areas of 2,611.8 square metres (severed) and 4215.2 square metres (retained) respectively. The lot width of the proposed parcel where development will be contemplated (Part 5) is 58.4 metres (severed) and 40.4 metres (retained) respectively. Further, the flagpole shape of the proposed lot is common of parcels in the surrounding area.

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 future Site Plan Control, 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 zoned Arterial Mainstreet, Subzone 10, Urban Exception 2199 – **AM10[2199]**. The purpose of the AM zone is to:

- / Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- / Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Urban Exception 2199 requires automobile dealerships to provide a minimum lot area of 1,500 square metres.

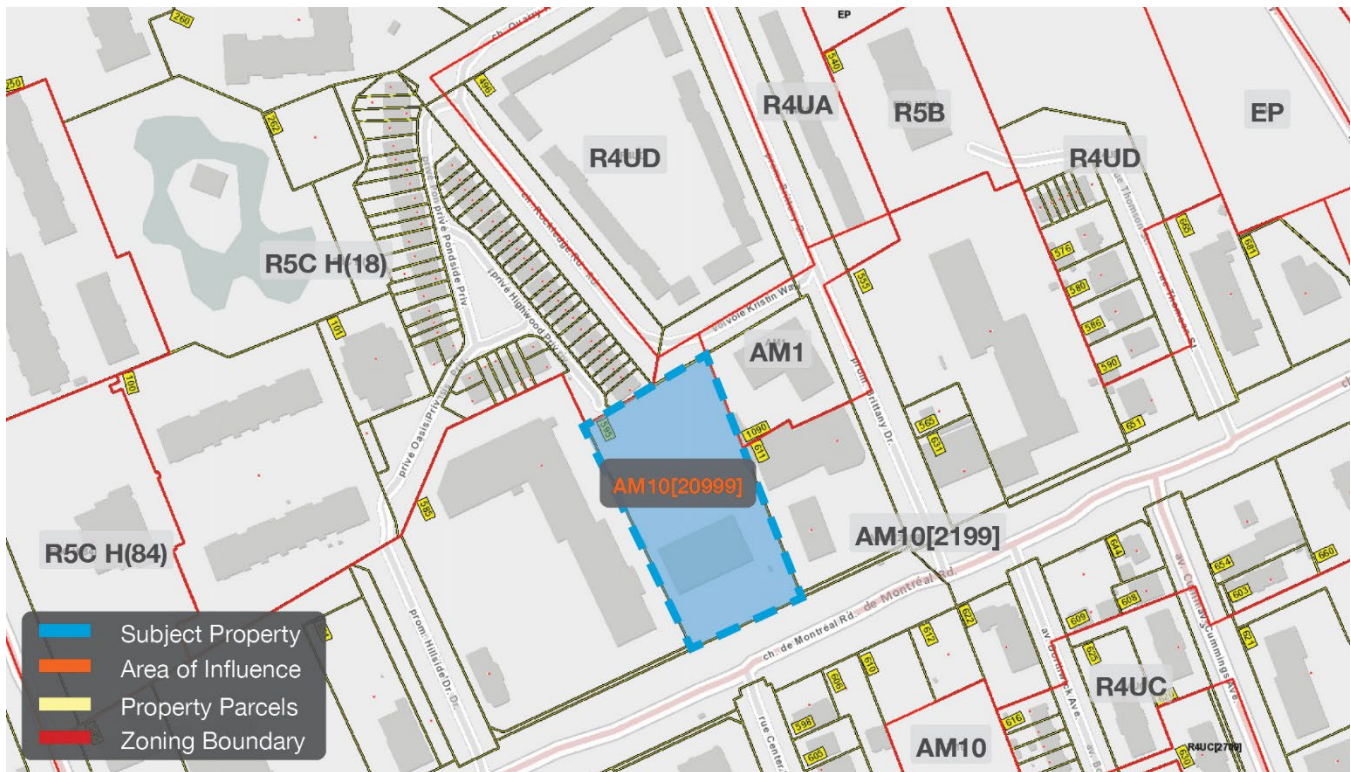


Figure 8: City of Ottawa Zoning By-law Map (Excerpt).

The following table outlines the relevant zoning provisions for the subject property, based on the proposed Consent application, and compliance against the existing zoning.

Provision AM10	Required	Provided	Compliance
Minimum Lot Area <i>Table 185(a)</i>	No minimum	4215.2 square metres (retained) 2,611.8 square metres (severed)	Yes Yes
Minimum Lot Width <i>Table 185(b)</i>	No minimum	40.3 metres (retained) 15.1 metres (severed)	Yes Yes
Land Use <i>Section 185(1)</i>	Medical Facility (Permitted) Apartment dwelling, low and mid-rise (Permitted)	Medical Facility (retained) Apartment Dwelling, low or mid-rise (severed)	Yes Yes

The following table outlines the relevant zoning provisions for the retained parcel relative the existing building on the property.

Provision AM10	Required	Provided	Compliance
Minimum Lot Area <i>Table 185(a)</i>	No minimum	4215.2 square metres (retained)	Yes
Minimum Lot Width <i>Table 185(b)</i>	No minimum	40.3 metres (retained)	Yes
Front Yard Setback <i>Table 185(c)(i)</i>	No minimum	25.6 metres	Yes
Minimum Interior Side Yard Setback <i>Table 185(d)(ii)</i>	No minimum	5.0 metres	Yes

Minimum Rear Yard Setback <i>Table 185(e)(iv)</i>	No minimum	35.9 metres	Yes
Maximum Building Height <i>Section 185(j)(ii)</i>	15 metres	5 Storeys (existing)	Yes
Maximum FSI <i>Table 185(g)(ii)</i>	No maximum	N/A	Yes

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 residential intensification sought as part of any future development

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

As identified on the provided Survey, Part 1 and Part 6 are proposed to be dedicated as part of the Consent application. These Parts represent the required conveyance. The owner of the lands would prefer to dedicate the Parts now, instead of during a future Site Plan Control application.

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 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 my professional opinion that the proposed consent application meets the criteria for lot division under the *Planning Act*. The proposed creation of one lot in addition to the retained lot, for future residential purposes, in an area that is located within the Urban Boundary and serviced represents good planning and is in the public interest.

For your consideration



Tyler Yakichuk, MCIP RPP
Senior Planner