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December 12, 2022

Mr. Michel Bellemare
Secretary-Treasurer
Committee of Adjustment (the “Committee”)
101 CentrepoinTE Drive
Ottawa, ON K2G 5K7

Committee of Adjustment
Received | Reçu le
2022-12-21
City of Ottawa | Ville d'Ottawa
Comité de dérogation

Re: 28 Oakridge Blvd., Ottawa, ON
Applications for Consent and Minor Variance

Dear Mr. Bellemare:

Holzman Consultants Inc. (“HCI”) was retained by the Owner of the above noted property (the “Owner”) to prepare this Planning Rationale (the “Planning Rationale”) in support of concurrent applications for Consent and Minor Variance (the “Consent and MV Application”) related to the redevelopment of a residential lot located on the south side of Oakridge Boulevard in the Crestview Neighbourhood (Ward 8) of the City of Ottawa (the “City”), as depicted in Exhibit A, municipally known as 28 Oakridge Blvd., (the “Subject Property”).

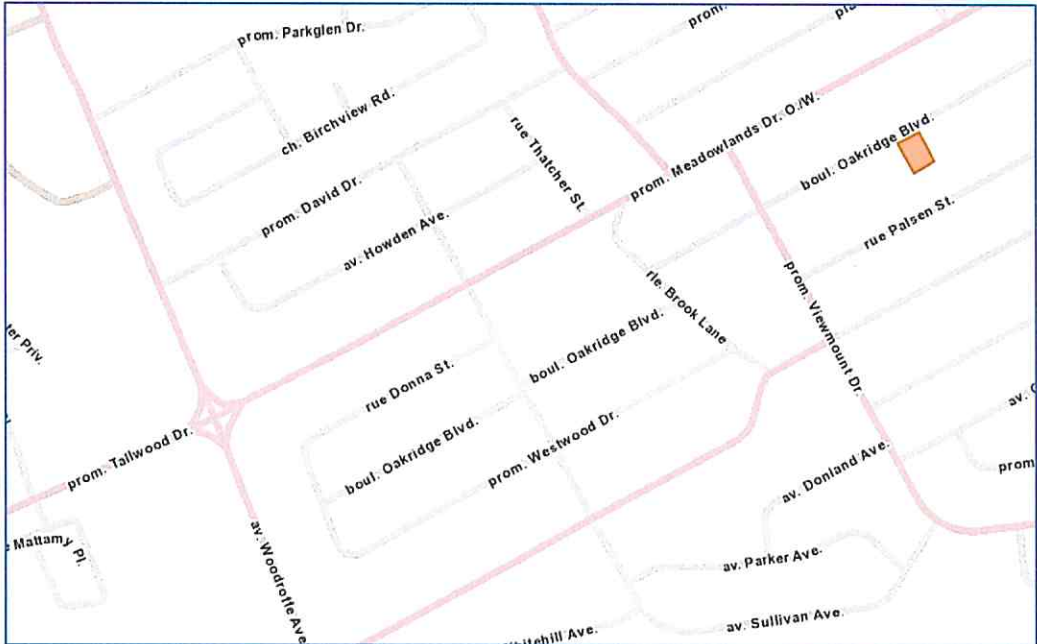


Exhibit A: Location Map with Subject Property highlighted in orange (source: GeoOttawa)

The Developer proposes to demolish the existing single detached dwelling, having been located on the Subject Property since the 1950's, and construct 2 single detached dwellings on the resulting 2 lots. To undertake this redevelopment, the municipal approvals require consents to create the second lot from the original parcel. With regards to the zoning compliance, each resulting lot will be deficient from the required minimum lot width and as such, concurrent applications for minor variance are being submitted to address this issue.

Please find attached the following submission materials in support of the above noted application:

- One (1) copy of this Planning Rationale, explaining the nature of the applications and an assessment of the requested variance;
- One (1) copy of each of the completed Minor Variance Application Forms (2) and Consent Application Forms (2);
- One (1) full-sized copy and one (1) reduced copy of the following plans;
 - Draft Reference Plan of Survey;
 - Site Plan, SP1, dated 25/11/2022(6);
 - Building Elevations and Roof Plan, all dated 20/10/2022(5);
 - Front Elevation Streetscape, STR1, dated 20/10/2022(5);
- Tree Information Report dated December 5, 2022;
- Parcel Abstract;
- Application fee by cheque, in the amount of \$7,380.00 made payable to the City of Ottawa.

Background

The Subject Property is described as: *Part of Lot 32, Concession 1 (Rideau Front) Geographic Township of Nepean, PIN 045953674*. Please refer [Exhibit B](#).



Exhibit B: Air Photo of the Subject Property, highlighted in orange (source: GeoOttawa)

An excerpt from the draft R-Plan is included below as **Exhibit C**.

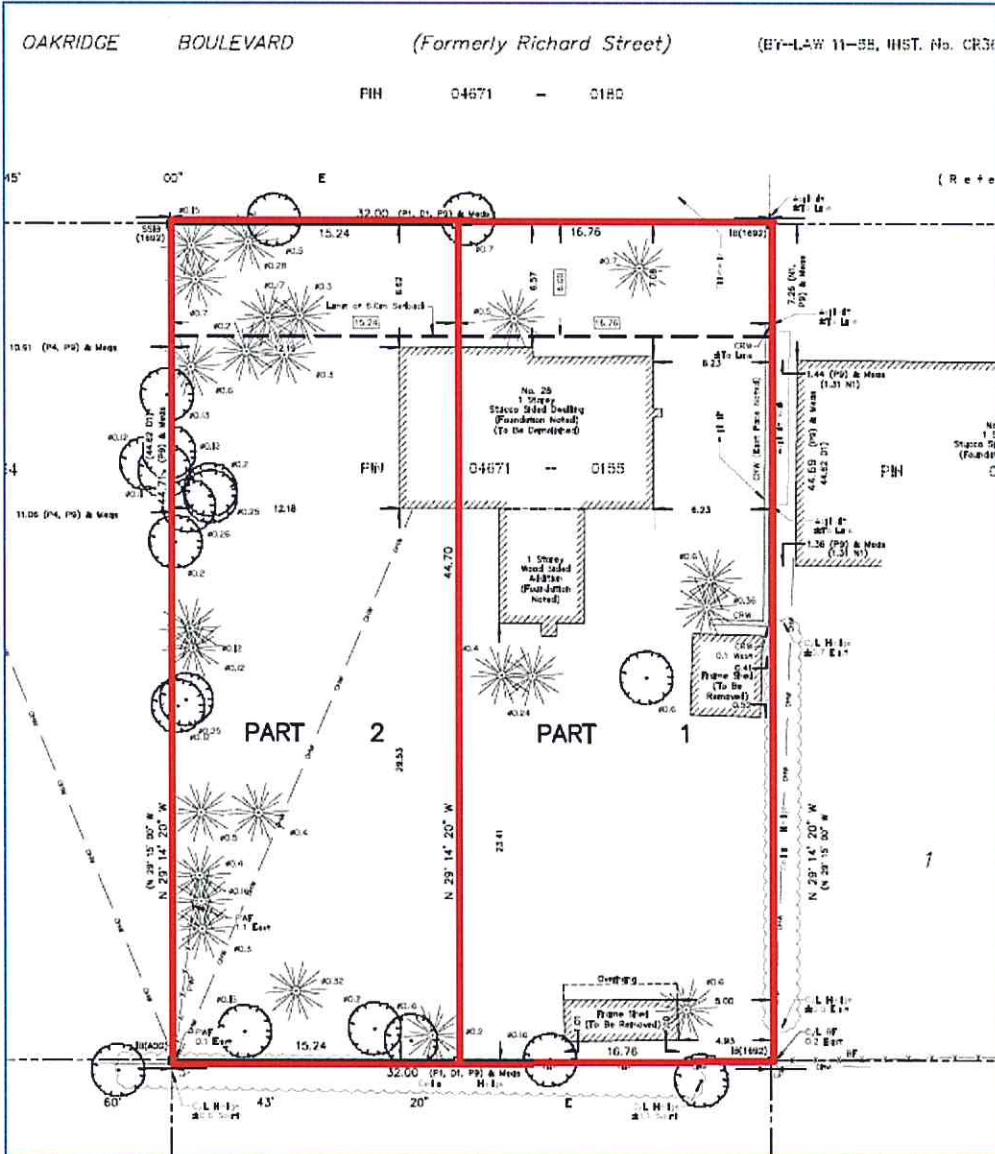


Exhibit C: Excerpt from Draft R-Plan for the Subject Property, Parts 1 and 2 outlined in red

Description of Subject Property

The Subject Property is rectangular in shape with a total area of 1,430.14 m² and legal frontage of 32.0 m along the south side of Oakridge Boulevard. It has historically been used for residential purposes with an existing single detached bungalow located within. Recent photographs indicate that significant tree damage is evident, according to the Owner, many suffered damage during the derecho storm that hit the City of Ottawa on May 21, 2022. Cleanup has been ongoing since then.

The Subject Property is served by municipal water and sanitary service, with roadside ditches on both the north and south sides of Oakridge Blvd.



Exhibit D: Photographs of the Subject Property (October 2022)

Site Context

The Subject Property is located within an urban residential neighbourhood that has experienced significant infill development and redevelopment over the past 10 years or so. This is in response to the various Provincial and Municipal policies that encourages infill and intensification where services exist and/or are readily available. This neighbourhood is well positioned, both in terms of existing municipal infrastructure and public services, as well as institutional, service commercial and retail. As such, there are numerous examples on infill development sprinkled throughout the Cityview, Crestview, and Meadowlands neighbourhoods that are generally similar in context, lot size and housing forms to what is being proposed for the Subject Property.

The local street already contains both single storey bungalows along with both new and old 2 storey single detached dwellings. Examples of both types of housing with similar lot sizes and narrower lot widths than what the zoning bylaw requires are both east of the Subject Property (6 dwellings extending from 19-29 Oakridge) and to the west (44, 46 Oakridge, 6 dwellings extending from 43-53 Oakridge). The abutting street to the south has under width lots at both 97, 99 Palsen Street, all illustrated in [Exhibit E](#) below.



Exhibit E: Lot Pattern in Neighbourhood, red arrows lines illustrating narrower lots and Subject Property highlighted in blue

It is important to note that all of these examples are within the same R1FF zoning category that affects the Subject Property.

There is OC transit service within a 400 m walk of the Subject Property along Viewmount Drive, a short walk to the west. The land uses on all sides of the Subject Property are all single detached residential uses.

Two different dwelling types are being proposed to blend in with the eclectic mix of housing forms in the neighbourhood included. The dwelling proposed for Part 1 (28 Oakridge Blvd.) is a 2-storey structure with a gross floor area (“GFA”) of 338 m², and a double car garage facing Oakridge. Careful attention has been paid to the materials, window locations, width of driveway, and front door location to ensure compatibility with the adjacent housing forms with respect to roof pitch and window form. The size of the resulting lot for this dwelling far exceeds the bylaw minimum lot size requirement (+/-25% larger) and respects the minimum yard setbacks. In fact, the provided rear yard setback exceeds the minimum rear yard setback by +/-40%). The proposed building height of 7.54 m is well under the permitted maximum building height of 8.5 m, according to the method for determining building height on sloped roofs. The use of a 5/12 peaked roof assists in minimizing the massing and overall height of the structure. In fact,

although the building height is measured at the mid-point of the roof slope, the actual peak of the proposed roof extends minimally above the 8.5 m permitted height. The lot coverage is +/- 6% (39.15% versus 45%) under the maximum permitted lot coverage. The manner in which the structure has been designed and located within the oversized lot assists in justifying the proposed reduction in the minimum required lot width so as not to create a situation where the lot would be considered to be over-development. A permitted projection extends from a portion of the rear wall. A sensitive design approach of this feature has resulted in only a single storey extension and utilizes a flat roof, both to minimize the impact on abutting neighbors to the rear (south) and sides. This project, although permitted to extend partly into the required rear yard, still respects the minimum rear yard setback for the principal structure.

The dwelling proposed for Part 2 (30 Oakridge Blvd.) is a standard bungalow (single storey) with a GFA of 202 m² and a 5/12 peaked roof. The front façade again faces Oakridge with a double car garage within the maximum permitted width of driveway regulated through the zoning bylaw. The sensitive design approach utilizes similar materials and shapes to many houses in the neighbourhood and while not exactly the same, is similar enough to pass the compatibility tests (policies) of the Official Plan. The lot size exceeds the bylaw minimum by +/-13.5%, with the proposed structure respecting all minimum building setback requirements. In fact, the provided rear yard setback exceeds the bylaw minimum by 12.5% and is well below the maximum permitted building height of 8.5 m (5.82 m). The lot coverage for this structure is less than the maximum permitted and it is our view that being a single storey structure with modest peaked roof, both assist in reducing the mass and overall perception of lot coverage. The use of a 5/12 peaked roof assists in minimizing massing of the structure, particularly from the public road view. A small single storey structure projects into the rear yard, respecting the bylaw requirements for such elements and with the use of the shallow peak roof, this all helps to minimize impact onto abutting lots.

An excerpt from the proposed site plan is included below as [Exhibit F](#). Elevation drawings for each of the proposed residences at 28 Oakridge Blvd. and 30 Oakridge Blvd. are included as [Exhibit G](#) and [Exhibit H](#), respectively.

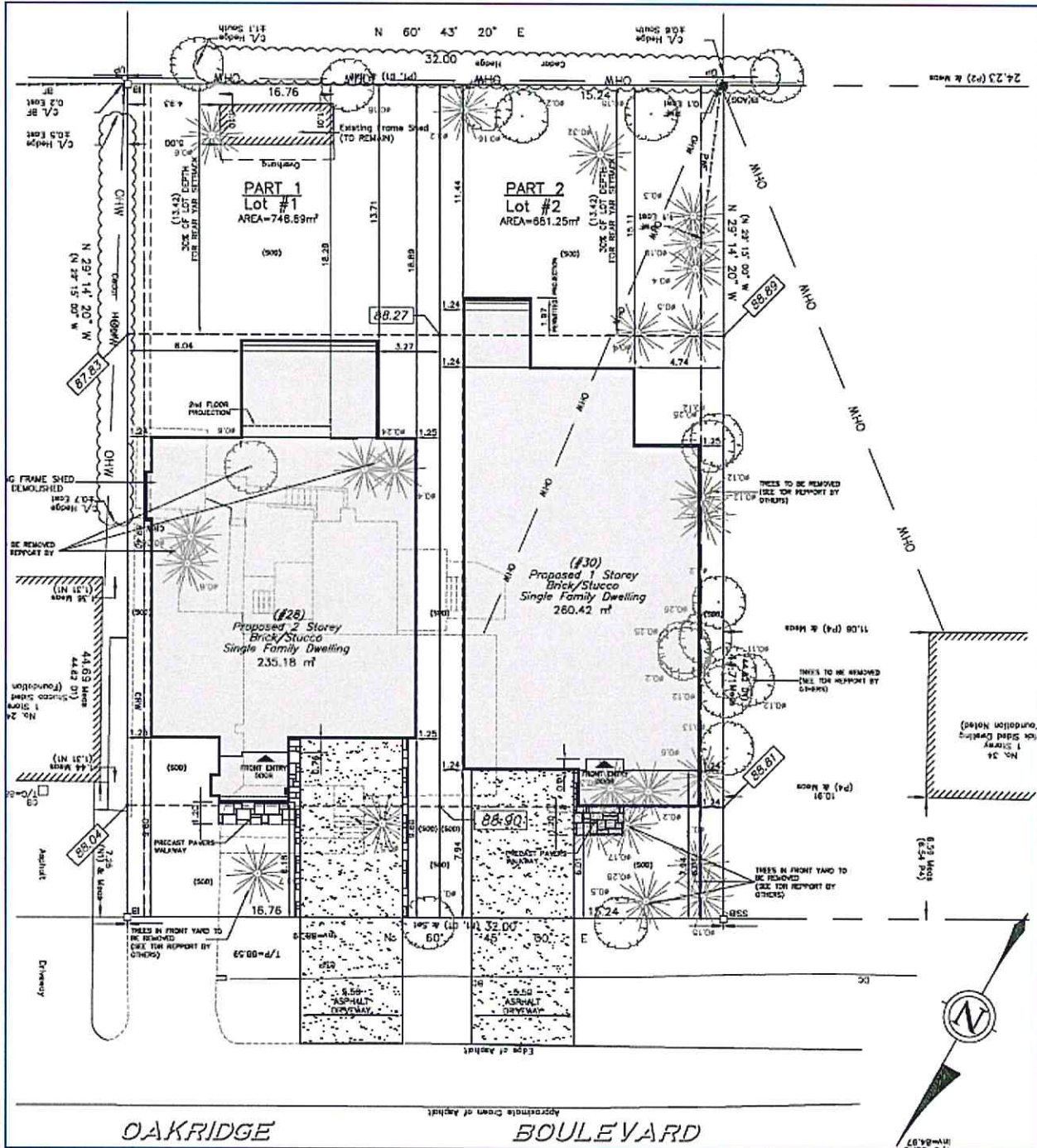


Exhibit F: Proposed Site Plan for the Subject Property

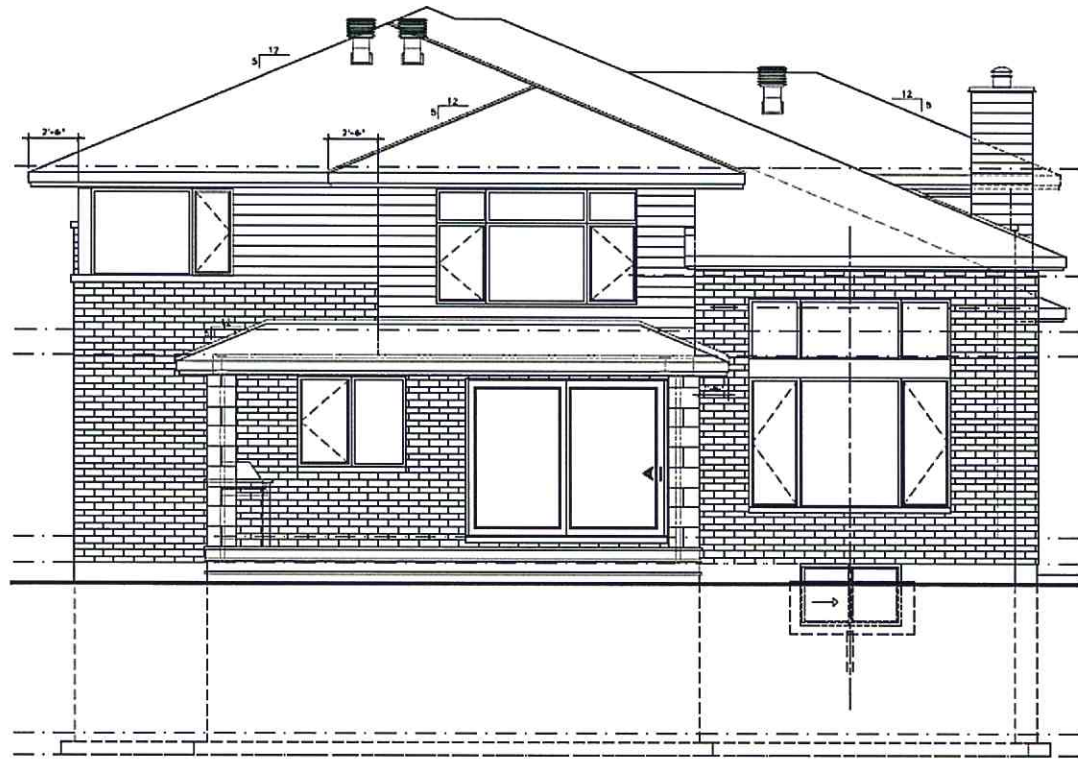
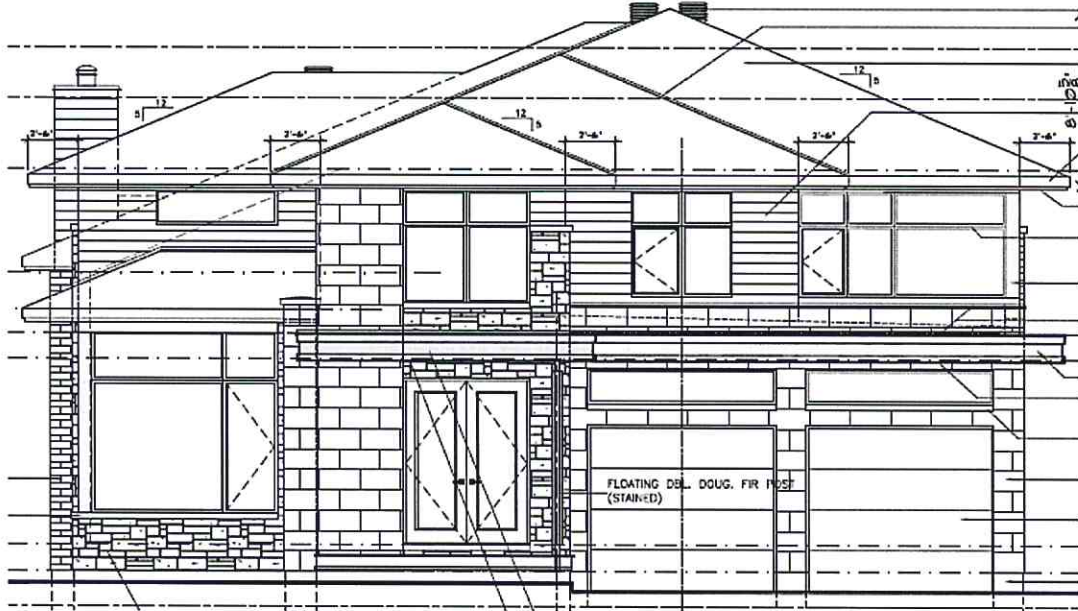


Exhibit G: Proposed front and rear elevations of 28 Oakridge Blvd.

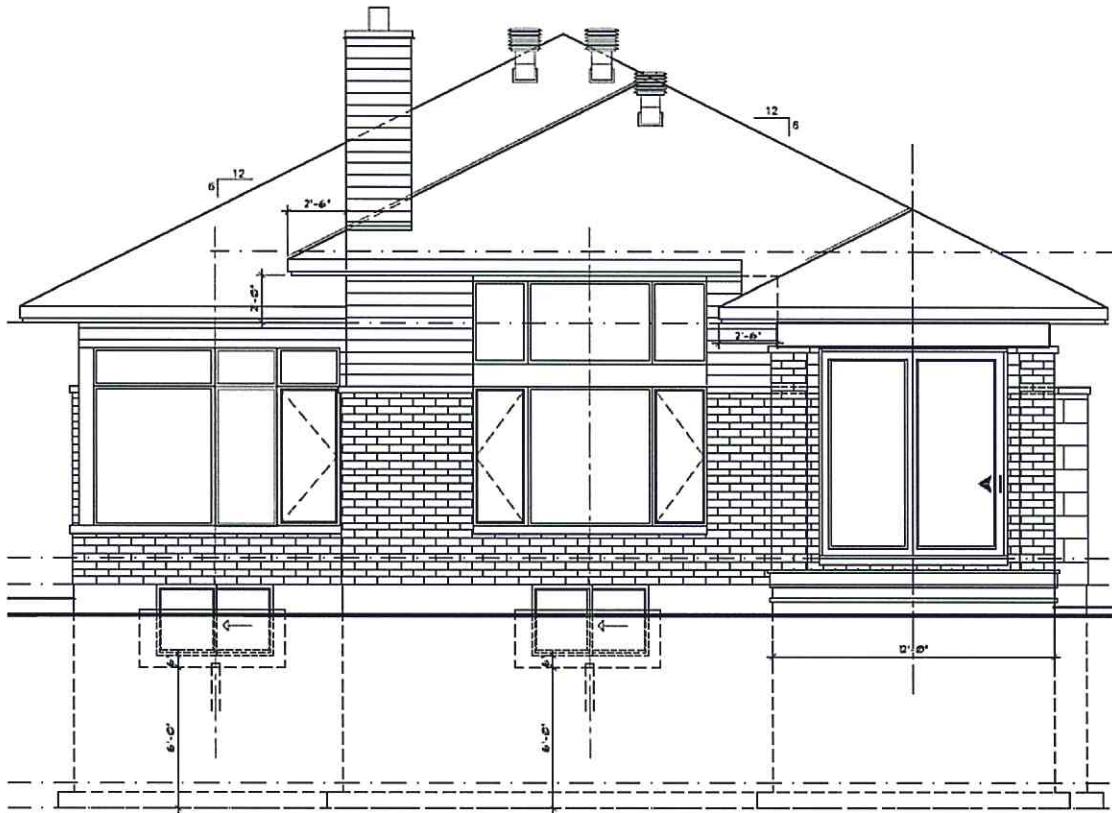
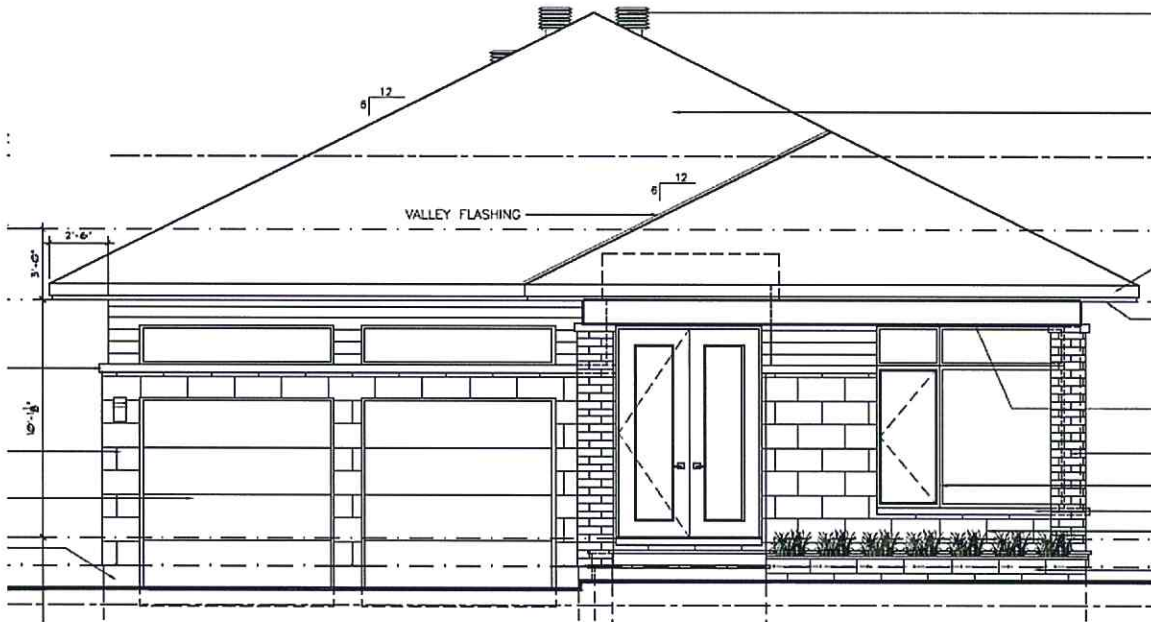


Exhibit H: Proposed front and rear elevations of 30 Oakridge Blvd.

Evaluation of the Consent Applications

It is our view that since the Subject Property is located along an existing public roadway and all required municipal services exist, there is no reason to subdivide the property through an application for plan of subdivision. The Consent procedure through the City's Committee of Adjustment is the appropriate method to create one new lot from an existing lot, hence the submission of the applications for consent to sever. The use of two applications provides the assurance that if approved, either lot can be conveyed first.

Evaluation of the Minor Variance

It is our opinion that the required minor variance for both proposed lots are both minor and desirable in nature, while also conforming to the general intent and purpose of the Zoning Bylaw and the recently approved City of Ottawa Official Plan (the "OP"). The objective of these four tests is to determine if the variances are warranted. A central theme in the four tests is whether the proposal is *compatible* with the surrounding area. It is critical to note that being "compatible with" is not the same as being "the same as". Rather, being "compatible with" means being capable of coexisting in harmony with the uses in the surrounding area.

The following is our detailed examination of the four tests as set out in Section 45(1) of the *Planning Act*.

1. General Intent and Purpose of OP

The OP provides a policy framework to guide the city's development to the year 2046. It provides a vision for the future growth of the City of Ottawa and it specifically addresses matters of provincial interest as defined by the *Planning Act* and the PPS.

As depicted in [Exhibit I](#), the Subject Property is designated Outer Urban Transect on Schedule B3 of the Plan. A detailed explanation of the relevant policies of this designation is included below, but in general terms, the intended land use (addition of a lot for low-density residential development) is a permitted land use.



Exhibit I: Excerpt from Official Plan, Outer Urban Transect (Schedule B3 to the OP), with Subject Property marked by a blue star

The lands are also located within a convenient distance (350 m, thus within a 5-minute walk as per Section 3.2 of the Plan) to address neighbourhood land use policies as shown above. This is important as Meadowlands Drive is classified as a “Transit Priority Corridor” on Schedule C2 – Transit Network Ultimate.

Transit Priority Corridors provide for superior public transit for the short and long term to move towards a sustainable transportation system to reduce the dependence on private automobiles for commuting to and from work AND for daily convenience shopping and recreational purposes.

Meadowlands Drive is also designated as a Major Collector on Schedule C4 – Urban Road Network. Please refer to [Exhibit J](#). This type of roadway is intended to handle the vehicular traffic that is generated from adjacent neighbourhoods to direct traffic to arterial roadways. The road also has sidewalks on both sides and convenient on street cycling to promote other forms of sustainable transportation alternatives and frequently located OC Transpo bus stops to serve the residents of the area.

Viewmount Drive connects Oakridge Boulevard to Meadowlands Drive and is classified as a Collector – Existing. This type of roadway connects Local streets, such as Oakridge Blvd. to Major Collectors in a safe manner and includes sidewalks to encourage walkability.

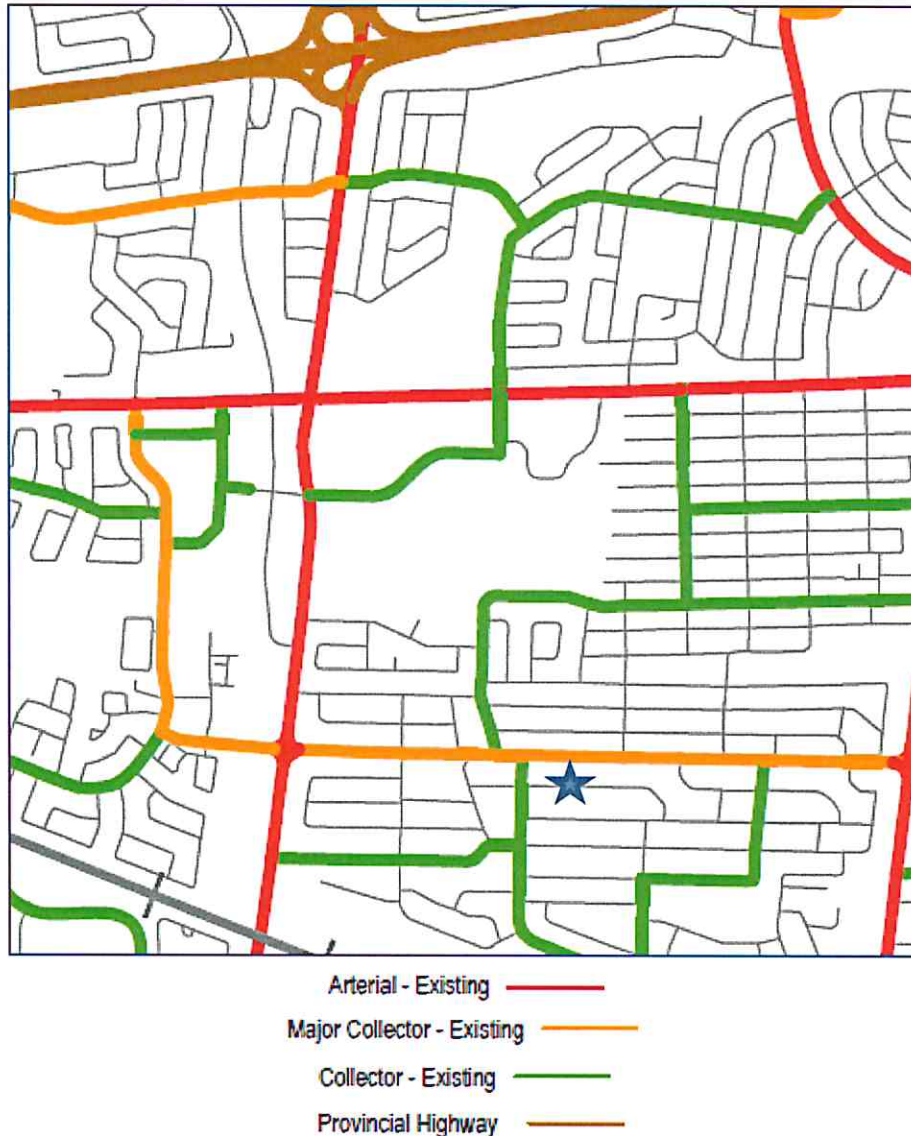
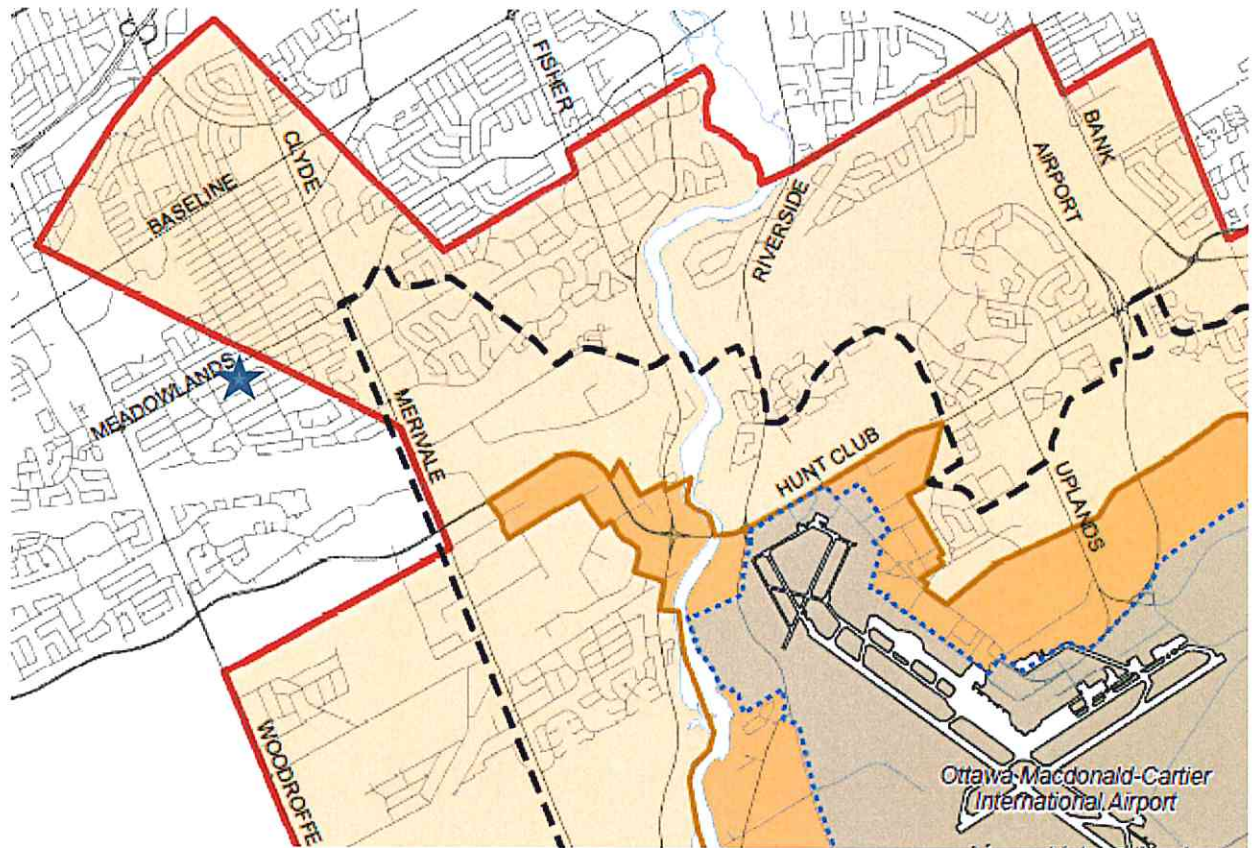


Exhibit J: Excerpt from Official Plan, Urban Road Network (Schedule C4 to the OP), with Subject Property marked by a blue star.

Finally, the site is located just on the edge of the Airport Vicinity Development Zone as shown on Schedule C14 – Land Use Constraints Due to Aircraft Noise, as per [Exhibit K](#) below. The relevant policies for lands WITHIN this influence zone are contained with Section 10.2.2 of the Plan and are described below.



-  Airport Vicinity Development Zone
Zone d'aménagement dans le voisinage de l'aéroport
-  25 Line (Composite of 25 NEF/NEP)
Ligne 25 (ensemble des courbes NEF et NEP 25)
-  35 Line (Composite of 35 NEF/NEP)
Ligne 35 (ensemble des courbes NEF et NEP 35)
-  Airport Zoning Regulations
Règlements de zonage applicables à de l'aéroport
-  Airport Operating Influence Zone
Zone d'influence d'exploitation de l'aéroport

Exhibit K: Excerpt from Official Plan (Schedule C14 to the OP), Subject Property marked by a blue star

In terms of the relevant policies of the Plan, Section 1.2 states that for the life of the Plan, the OP contains;

the City's goals, objectives and policies to guide growth and manage physical change to 2046. It also implements the priorities identified in the City's Strategic Plan as they relate to land use. Land use direction is both driven by, and has an impact on, Ottawa's health, economy, environment and sense of community.

Under Section 2.1 – Strategic Direction, the proposed Consent would address, in a small way, the goals, objectives, and policies of the plan by providing for intensification in the urban area, as preferred in the Big Policy Move 1 as stated as follows;

Big Policy Move 1: Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

And,

This balanced approach to growth management is intended to mitigate the effects of growth on land consumption, avoid spaces of agricultural or ecological importance, efficiently use public services and moderate the impacts to municipal financial resources to service growth.

In section 2.2.1 – Intensification and Diversity of Housing Options, the following policy is indicative and supportive of the proposed introduction of an additional lot/dwelling unit for the Subject Property as one of the suggested methods in this section of the Plan to address the focus of intensification/additional dwelling units within the built-up areas of the City of Ottawa;

Definition Intensification: The development of a property, site or area at a higher density than currently exists through: (a) The creation of new units, uses or lots on land on previously developed land in existing communities, including the reuse of brownfield sites;

In Section 3: Growth Management Framework, the following policy is helpful in justifying the introduction of the additional lot on the Subject Property within the urban area;

Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon

And;

3.2 Support Intensification This Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area and 46 per cent of city-wide dwelling growth to the greenfield portion of the urban area. Growth within the built-up portion of the urban area represents 51 per cent of urban area growth from 2018 to 2046. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors.

The policies with respect to achieving 15-minute neighbourhoods are relevant as the Subject Property is within the distance as noted below in Section 4.1.2 of the OP to either the Woodroffe Avenue corridor or the Merivale Road corridor, both which provide the services necessary for the abutting residential neighbourhoods.;

4.1.2 Promote healthy 15-minute neighbourhoods 1) In general, this Plan equates a walking time of: a) 5 minutes to be equivalent to a radius of 300 metres, or 400 metres on the pedestrian network; b) 10 minutes to be equivalent to a radius of 600 metres, or 800 metres on the pedestrian network; and c) 15 minutes to be equivalent to a radius of 900 metres or 1,200 metres on the pedestrian network.

Under the policies in Section 4.6 Design, policy 4.6.6 is relevant and is as follows;

6) Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

The designs of both proposed houses recognize the existing built form along Oakridge Blvd, and surrounding streets that have experienced recent infill development, through both building design and materials as well as landscaping of the lots.

Section 5 – Transects, contains Table 6 that identifies the differences between urban and the suburban built form environment, and Table 7 which outlines certain criteria for the various Transects. The Subject Property is within the Outer Urban Transect, and the proposed structures on both lots would as such, respect the requirements of both Tables.

Specific to the Outer Urban Transect, the following policy found in Section 5.2.4 is important;

5.3.1 Recognize a suburban pattern of built form and site design 1) The Outer Urban Transects established pattern of built form and site design is suburban as described in Table 8, above and is predominantly reflective of the classic suburban model, and in some areas the conventional suburban model. Over the medium- to long-term, this area will evolve toward an urban (15- minute) model as outlined in Table 8. This Plan allows for this evolution to happen gradually. 2) 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;

And;

5.3.2 Enhance mobility options and street connectivity in the Outer Urban Transect 1) The transportation network for the Outer Urban Transect shall: a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect

while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;

In our opinion, the proposed redevelopment of the Subject Property achieves and addresses these policies due to its location in close proximity to Meadowlands Drive with access to public transit and cycling lanes.

Section 5.3.4.1 includes the following policy;

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect
1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3.

This policy supports the introduction of an additional dwelling unit on the Subject Property.

The Urban Designations are addressed in Section 6.0 of the Plan. Specifically, Section 6.3 deals with the policies of the Neighbourhood designation, to which the Subject Property falls within. The opening paragraph indicates the overriding view of such lands and states as follows;

6.3 Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

And;

Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

These statements anticipate changes to occur in these types of neighbourhoods over time. Such is the case with a number of new infill developments within the Crestview neighbourhood and along Oakridge Blvd.

The Plan contains the following in Section 6.3.1 that addresses, in part, the proposed development of the additional lot for an additional single-family dwelling/residential purpose.

6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan

- 1) Neighbourhoods are designated on the B-series of schedules.
- 2) Permitted building heights in Neighbourhoods shall be Low-rise, except:
 - a) Where existing zoning or secondary plans allow for greater building heights; or

b) In areas already characterized by taller buildings.

The proposal for two low-rise (bungalow and 2-storey) structures complies with these provisions.

And in Section 6.3.1.5);

- 5) The Zoning By-law will distribute permitted densities in the Neighbourhood by:
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities;

The fact that the two lots both meet and exceed the minimum required lot area illustrate that the low-density concept is being maintained even with the reduction in the required minimum lot frontage for each lot.

The Plan contains policy regarding development within areas close to the airport and airport noise regulated areas. Based on the available mapping and at the scale of such mapping, it is not clear if the Subject Property is actually within or immediately adjacent to the area addressed on Schedule C-14, Land Use Constraints Due to Aircraft Noise. Be that as it may, such proposed residential use would be permitted as it would respect the specific relevant criteria contained in policies 10.2.2. 1)-4).

Finally, in Section 11.5 of the Plan provides guidance to any action taken by the Committee of Adjustment related to Consents and Minor Variances. These policies are being respected through these development applications.

In summary, it is our opinion that the proposed consents subdividing the parcel into two resulting lots, and the construction of two new single detached low-rise dwellings would maintain the general intent and purpose of the City of Ottawa's Official Plan.

2. General Intent and Purpose of the Zoning By-law

As depicted in [Exhibit L](#) below, the Subject Property is zoned R1FF which is a Residential First Density Zone.

The stated purpose of the R1 Zone is to:

1. restrict the building form to detached dwellings in areas designated as **General Urban Area** in the Official Plan;
2. allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;

3. permit ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced; and
5. permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.

In terms of relevant provisions, and keeping in mind that the new Official Plan no longer refers to a designation of General Urban Area, purpose 1 (as noted above) is still relevant in that the form of housing being advanced is detached dwellings.

The performance standards are contained in Table 156A. All of the zoning provisions are being complied with other than the required minimum lot frontage for both proposed lots.

Mechanism	Required	Provided Lot #1	Provided Lot #2	Compliance
Minimum lot area	600m ²	748.89m ²	681.25m ²	Yes
Minimum lot width	19.5m	16.76 m	15.24m	No
Maximum lot coverage	45% (270m ²)	39.2% (235.2m ²)	43.4% (260.4m ²)	Yes
Minimum front yard setback	6.0m	6.01m	6.01m	Yes
Minimum interior side yard setback	2.1m (min. total) with one side min. 0.9m	1.24m, 1.25m	1.24m, 1.25m	Yes
Minimum rear yard setback	30% of lot depth (13.42m)	18.89m (main building)	15.11m (main building)	Yes
Minimum rear yard area	25% of lot area (Lot 1 187.2m ² , Lot2 170.4m ²)	278.0m ²	238.5m ²	Yes
Min./ max. driveway width	2.6m/5.5m	5.5m	5.5m	Yes

Mechanism	Required	Provided Lot #1	Provided Lot #2	Compliance
Aggregate soft landscaping of front yard 40%	Lot 1 40.2m ² , Lot 2 38.5m ²	59.7m ²	53.8m ²	Yes
Max. rear porch/canopy projection to eaves	2.0m	No projection provided	1.97m to eaves	Yes
Maximum building height	8.5 m	7.54m	5.82m	Yes

A concurrent application for minor variance for each proposed lot is being advanced along with the consent applications.

In terms of maintaining the general intent and purpose of the zoning bylaw, we put forward the following rationale:

The dwelling proposed for Part 1 (28 Oakridge Blvd.) is a 2-storey structure, with double car garage facing Oakridge. Careful attention has been paid to the materials, window locations, width of driveway, and front door location to ensure compatibility with the adjacent housing forms. The size of the resulting lot for this dwelling far exceeds the bylaw minimum lot size requirement (+/-25% larger) and respects the minimum yard setbacks. In fact, the provided rear yard setback exceeds the minimum rear yard setback by +/-40%. The proposed building height of 7.54 m is well under the permitted maximum building height of 8.5 m, according to the method for determining building height on sloped roofs. The use of a 5/12 peaked roof assists in minimizing the massing and overall height of the structure. In fact, although the building height is measured at the mid-point of the roof slope, the actual peak of the proposed roof extends minimally above the 8.5 m permitted height. The lot coverage is +/-6% (39.15% versus 45%) under the maximum permitted lot coverage. The manner to which the structure has been designed and located within the oversized lot assists in justifying the proposed reduction in the minimum required lot width so as not to create a situation where the lot would be considered to be over-development. A permitted projection extends from a portion of the rear wall. A sensitive design approach of this feature has resulted in only a single storey extension and utilizes a flat roof, both to minimize the impact on abutting neighbors to the rear (south) and sides. This project, although permitted to extend partly into the required rear yard, still respects the minimum rear yard setback for the principal structure. With the ability to contain a structure that has 338 m² of gross floor area within all of the required building setbacks, this illustrates that the lot size/width is more than adequate.

The dwelling proposed for Part 2 (30 Oakridge Blvd.) is a standard bungalow (single storey) with a 5/12 peaked roof. The front façade again faces Oakridge with a double car garage within the maximum permitted width of driveway regulated through the zoning bylaw. The sensitive design

approach utilizes similar materials and shapes to many houses in the neighbourhood and while not exactly the same, is similar enough to pass the compatibility tests (policies) of the Official Plan. The lot size exceeds the bylaw minimum by +/-13.5%, with the proposed structure respecting all minimum building setback requirements. In fact, the provided rear yard setback exceeds the bylaw minimum by 12.5% and is well below the maximum permitted building height of 8.5 m (5.82 m). The lot coverage for this structure is less than the maximum permitted and it is our view that being a single storey structure with modest peaked roof, both assist in reducing the mass and overall perception of lot coverage. The use of a 5/12 peaked roof assists in minimizing massing of the structure, particularly from the public road view. A small single storey structure projects into the rear yard, respecting the bylaw requirements for such elements and with the use of the shallow peak roof, this all helps to minimize impact onto abutting lots. With the ability to contain a structure that has 202 m² of gross floor area within all of the required building setbacks, this illustrates that the lot size/width is more than adequate.

Since the development of the two proposed lots containing fairly substantial, yet sensitively designed structures, all within the required building envelope, this illustrates that the zoning bylaw is being respected and in regard to the rear yard, the provided setbacks are respectful of the abutting lots and similar to many along the street.

It is our opinion that through the above noted elements, the general intent and purpose of the zoning bylaw will be maintained if the minor variances for each of the proposed lots are approved.

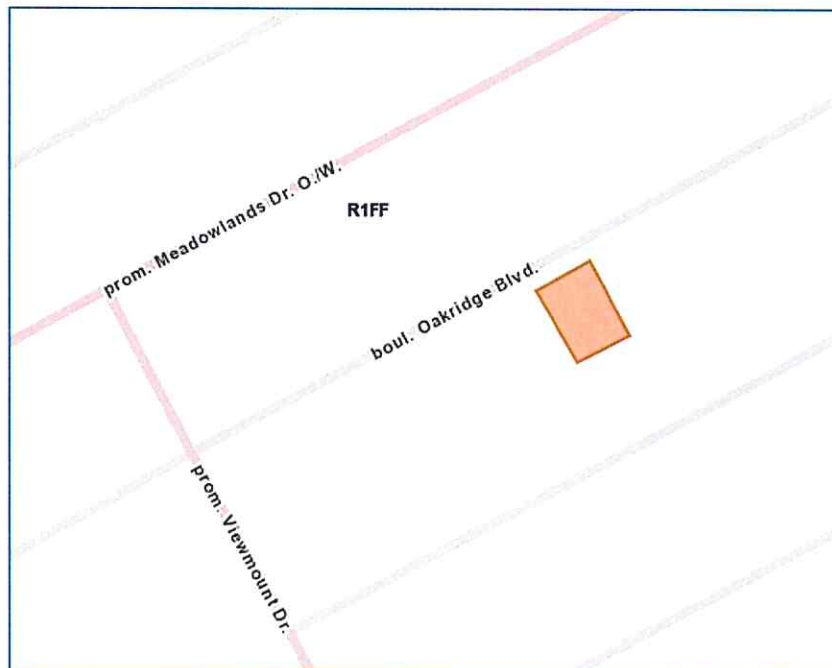


Exhibit L: GeoOttawa map identifying the R1FF zoning for the Subject Property, highlighted in orange

3. Desirable

The proposed variance for each proposed lots is desirable in nature at it will permit the development of an additional dwelling unit, and a replacement of the existing “tired” single detached dwelling for the two lots. This provides an opportunity to address in a small part, the objective of the OP to meet certain infill ratios for the future growth of the entire City of Ottawa. This additional lot replaces an existing dwelling in as sensitive manner as possible with mature perimeter vegetation to remain. The trend in the larger neighbourhood has been to replace older smaller houses with more modern and architecturally attractive structures along Oakridge Boulevard and many other streets in close proximity, as well as the abutting Meadowlands and City View neighbourhoods.

4. Minor in Nature

The concept of a variance being “minor” in nature is not a mathematical test but rather a test of impact. As such, it is our opinion that in evaluating whether a variance is minor in nature, its impact on the subject site and surrounding land uses must be examined. The proposed buildings on both lots have been designed to accommodate a reasonable size single detached dwelling, with a variation in the type (bungalow and 2 storey), within the required yard and building height setbacks/provisions. This, along with the low-pitched roof, reduce the mass of the two structures as illustrated on the streetscape drawing included as [Exhibit M](#) below.

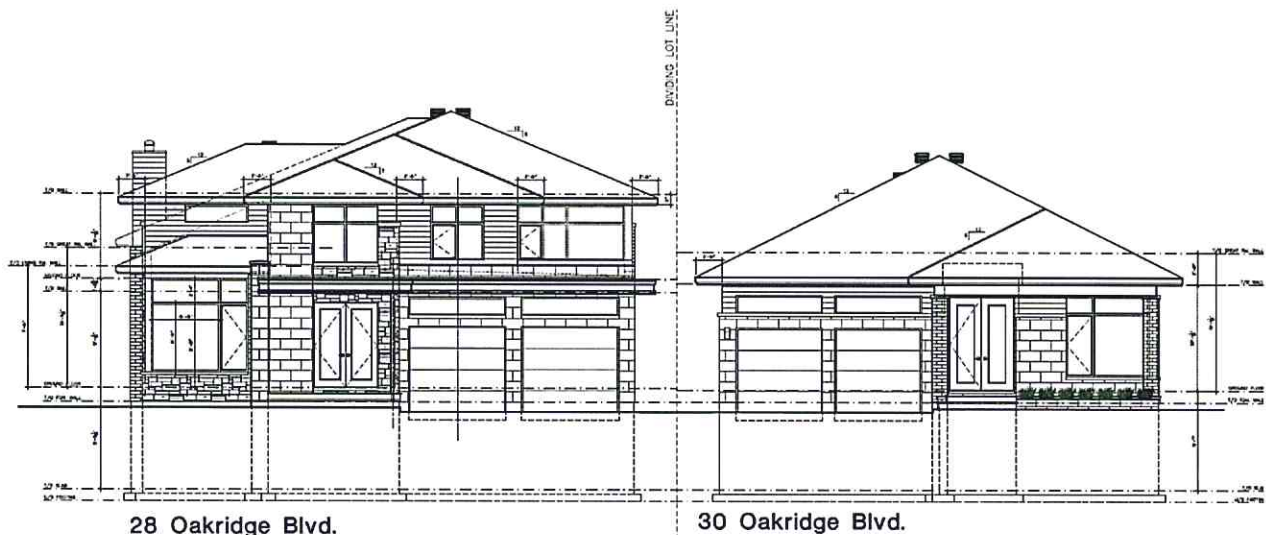


Exhibit M: Streetscape for the Subject Properties

The fact that the lot coverage proposed for both lots respects the zoning bylaw, along with the maintenance of the perimeter mature landscaping, add to the elements that reduce mass and intrusion onto the abutting lots.

In our opinion, the development of the Subject Property with the proposed house satisfies all other performance standards of the Zoning By-law and it represents a step forward in the transition of the neighbourhood as envisaged in the OP, without undue hardship on the Crestview neighbourhood.

Summary and Conclusions

In conclusion, it is our professional planning opinion that all four tests of the *Planning Act* are met and that the requested reduction in the required lot width should be granted by the Committee. The Subject Property is located in a mature Transect neighbourhood and the proposed redevelopment is in keeping with the policies of the new Official Plan and the purpose and intent of the zoning bylaw and accordingly represents good and defensible land use planning.

We trust that you will process this application expeditiously for the next available hearing of the Committee. If you have any questions or require clarification on any matters, please do not hesitate to contact the undersigned.

Holzman Consultants Inc.



Per: Jonah Bonn, MCIP, RPP
jbonn@firstbay.ca