

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

May 13, 2024

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

Committee of Adjustment
Received | Reçu le

2024-05-21

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare:

**Re: 115 Rita Avenue, Ottawa, ON
Applications for Minor Variance**

Landscape Ltd. was retained by Canterra High Tech Home Builders Inc. (the “**Owner**”) of the above-noted property to prepare this planning rationale (the “**Planning Rationale**”) in support of applications for Minor Variance (the “**MV Application**”) related to the redevelopment of a residential lot located on the north side of Rita Avenue in the City View/Crestview/Meadowlands Neighbourhood (Ward 8) of the City of Ottawa (the “**City**”), as depicted in [Exhibit A](#), municipally known as 115 Rita Avenue, (the “**Subject Property**”).



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

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

The legal description of the Subject Property is: *Lots 743, 744, 745 and 746, Plan 375; Nepean, PIN 04691-0073.* The Subject Property abuts an untravelled lane (PIN 04691-0201), which provides certain zoning provisions benefits, discussed below. Please refer [Exhibit B](#).

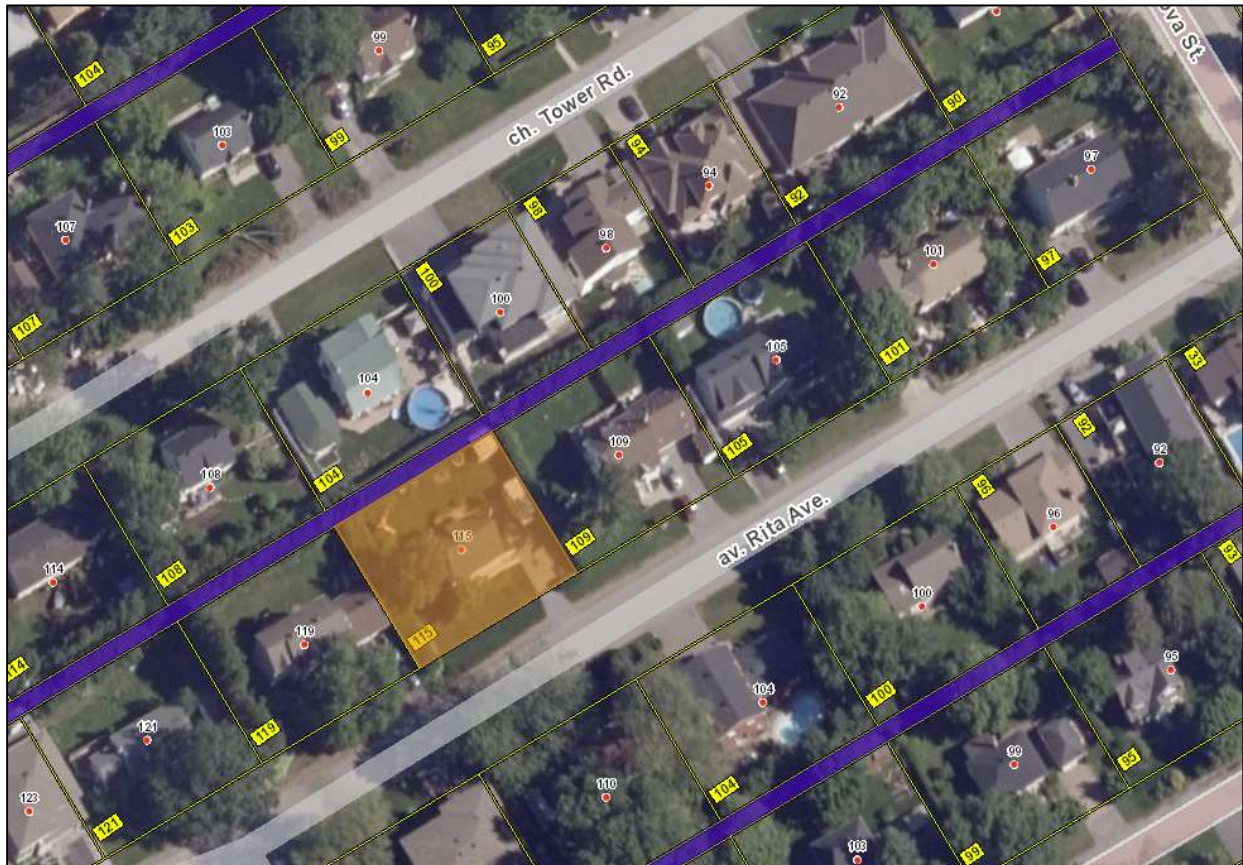


Exhibit B: Air Photo of the Subject Property, highlighted in orange (source: GeoOttawa)

The Owner proposes to demolish the existing single detached dwelling, which dates back to the 1950s, and to construct two (2) single family detached dwellings (the “**Proposed Dwellings**”); one on Lots 743-744 and another on Lots 745-746. The consent of the Committee for a severance is not required to allow development to proceed because each of the parcels proposed for development consists of two (2) whole lots on a plan of subdivision.

With regards to the zoning compliance, each parcel will be deficient from the required minimum lot area and lot width and as such, applications for minor variance are being submitted.

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 variances;

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

- One (1) copy of each of the completed Minor Variance Application Forms;
- One (1) full-sized copy and one (1) reduced copy of the following plans;
 - Survey;
 - Proposed Site Plan, COA-SP1, dated 18/04/24 (1);
 - 115(113) Rita Ground Floor Plan, COA-0, dated 09/04/2024(2);
 - 115 Rita Building Elevations and Roof Plan, all dated 09/04/2024(2);
 - 115(113) Rita Building Elevations and Roof Plan, all dated 09/04/2024(2);
 - Proposed Front Elevation/Streetscape, COA-SC, dated 09/04/2024(2);
- Tree Information Report dated May 1, 2024;
- Parcel Abstract;
- Application fee by cheque, in the amount of \$4,836.00 made payable to the City of Ottawa.

Description of Subject Property

The Subject Property is rectangular in shape with a total area of 838.37 m² with an additional 46.44 m² of lane) and legal frontage of 30.55 m along the north side of Rita Avenue. There are no known easements for physical encumbrances on the site. The Subject Property has historically been used for residential purposes and is improved with an existing single detached bungalow, constructed in the 1950s. There are a few trees within the site along with boundary cedar hedges, all evaluated in the attached Tree Information Report. The site is essentially flat with a slight slope from front to back.

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



Exhibit C: Photographs of the Subject Property (May 3, 2024)

An excerpt from the survey is included below as **Exhibit D**.

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

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 By-law requires are scattered throughout the Cityview neighbourhood, with over twenty located west of Cordova Street. The lotting pattern is shown in [Exhibit E](#) above. It is important to note that all of these examples are within the same R1FF[632] zoning category that applies to the Subject Property. The photographs contained in [Exhibits F, G, H, I, and J](#) represent a selection of single family detached residences on lots with 15.22 m – 15.24 m of frontage.



Exhibit F: 123 & 125 Rita Avenue



Exhibit G: 20 & 22 Cote Des Neiges Road

//LANDSCOPE LTD.

Land Development & Real Estate Consulting



Exhibit H: 77 & 79 Cote Des Neiges Road



Exhibit I: 101 & 103 Rosland Avenue



Exhibit J: 62 & 64 St. Claire Avenue

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

There is frequent OC transit service within an 800 m walk of the Subject Property along Baseline Road, Meadowlands Avenue and through the Algonquin College campus, a short walk to the west. A major OC Transpo station is located west of the Subject Property, known as Baseline Station. The land uses on all sides of the Subject Property are all single detached residential uses.

Proposed Dwellings

Each two-storey dwelling is proposed to blend in with the eclectic mix of housing forms in the neighbourhood. The dwelling proposed for 113 Rita is a 2-storey structure with a gross floor area (“GFA”) of 292.88 m², and a double car garage facing Rita, entered from a 5.5m wide double driveway. 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 and to comply with all of the Zoning By-law provisions for infill development. The Site Plan included as [Exhibit K](#) illustrates this layout.

The proposed lot for this dwelling respects the minimum yard setbacks, maximum building height and lot coverage and provides above the minimum required landscaping in both the front and rear yards. The proposed building height of 8.4 m is below the permitted maximum building height of 8.5 m, according to the method for determining building height on sloped roofs and as such reduces the massing and impact on surrounding lots. The use of a 6/12 peaked roof assists in minimizing the massing and overall height of the structure from the public street. The lot coverage is 14.09% under the maximum permitted lot coverage of 45%. The manner in which the structure has been designed and located within the required minimum yards assists in justifying the proposed reduction in the minimum required lot area and width so as not to create a situation where there might be considered over-development. A small permitted projection into the rear lot has been provided for weather protection for a portion of the rear amenity area/deck. 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 and sides. This projection, 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 115 Rita is a 2-storey structure with a GFA of 292.88 m² and a 6/12 peaked roof. The front façade again faces Rita but is different than that proposed on the adjacent lot (113 Rita). A double car garage has been provided respecting the maximum permitted width of driveway regulated through the Zoning By-law. 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 proposed structure respects all minimum building setback requirements, lot coverage and building height maximum, as well as meets the minimum required landscaping in both the front and rear yards. In fact, the proposed building height is below the maximum permitted building height of 8.5 m (8.25 m). The use of a 6/12 peaked roof assists in minimizing massing of the structure, particularly from the public road view.

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

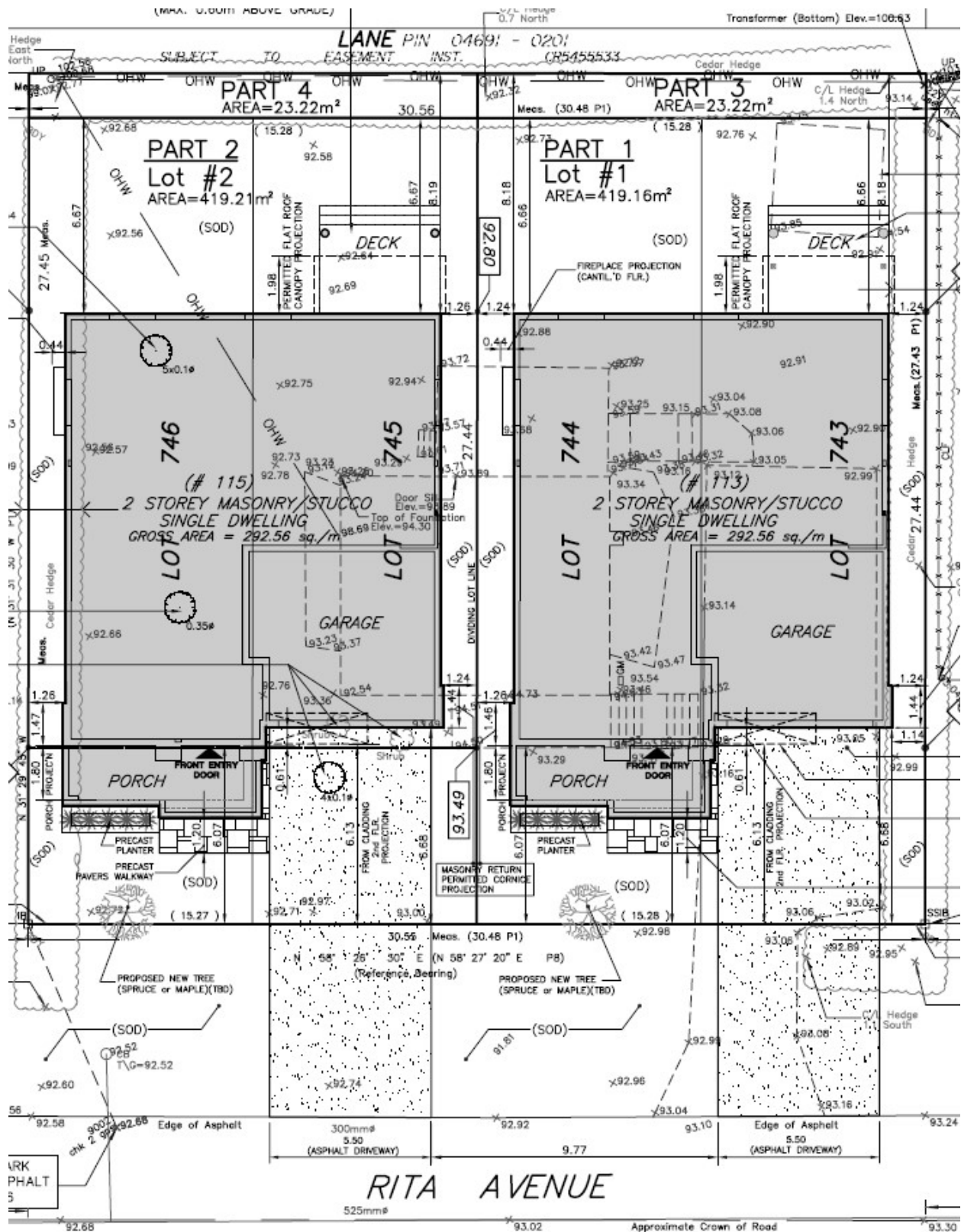


Exhibit K: Excerpt from Proposed Site Plan for the Subject Property

Front Elevation drawings for each of the proposed residences are included as [Exhibit L](#) and [Exhibit M](#), respectively.

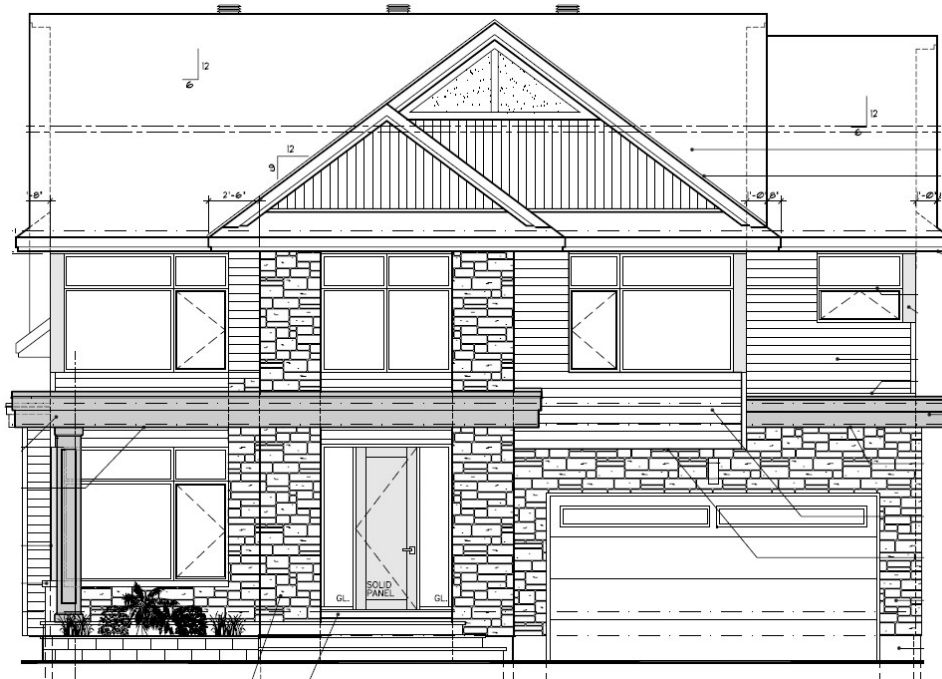


Exhibit L: Proposed Front Elevation for 113 Rita Avenue



Exhibit M: Proposed Front Elevations for 115 Rita Avenue

Evaluation of the Minor Variance

It is our opinion that the required variances for the 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 came into force in 2022 and 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 N](#), 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.

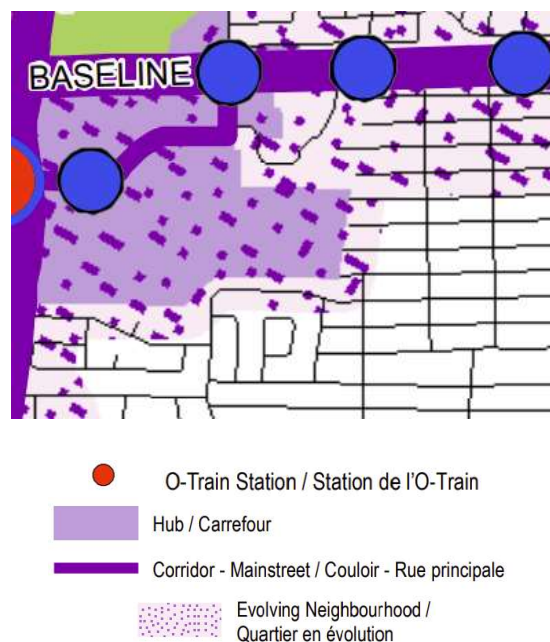


Exhibit N: Excerpt from Official Plan, Outer Urban Transect (Schedule B3 to the OP)

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

The lands are also located within a convenient distance (a 15-minute walk as per Section 3.2 of the Plan) to address neighbourhood land use policies as shown above. This is important as both Meadowlands Drive and Baseline Road are classified as a “Transit Priority Corridors” on Schedule C2 – Transit Network Ultimate.

Transit Priority Corridors provide for superior every day 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 O**. 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.

Cordova Street and Withrow Avenue connects Rita Avenue to Meadowlands Drive and are both classified as a Collector – Existing. This type of roadway connects Local streets, such as Rita Avenue to Major Collectors in a safe manner and includes sidewalks to encourage walkability.

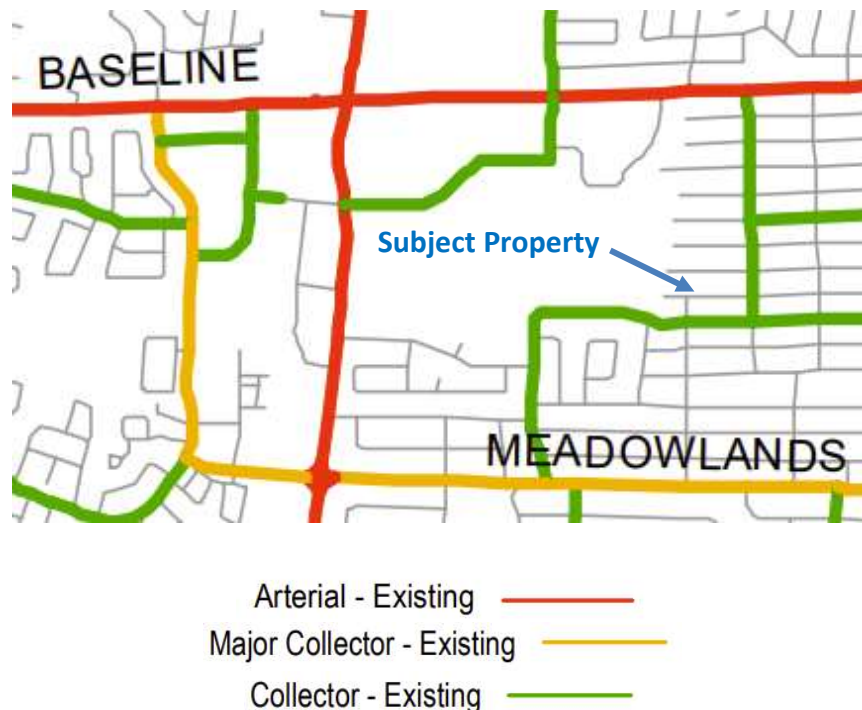


Exhibit O: Excerpt from Official Plan, Urban Road Network (Schedule C4 to the OP)

Finally, the Subject Property 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 P](#) below. The relevant policies for lands within this influence zone are contained with Section 10.2.2 of the Plan and are described below.

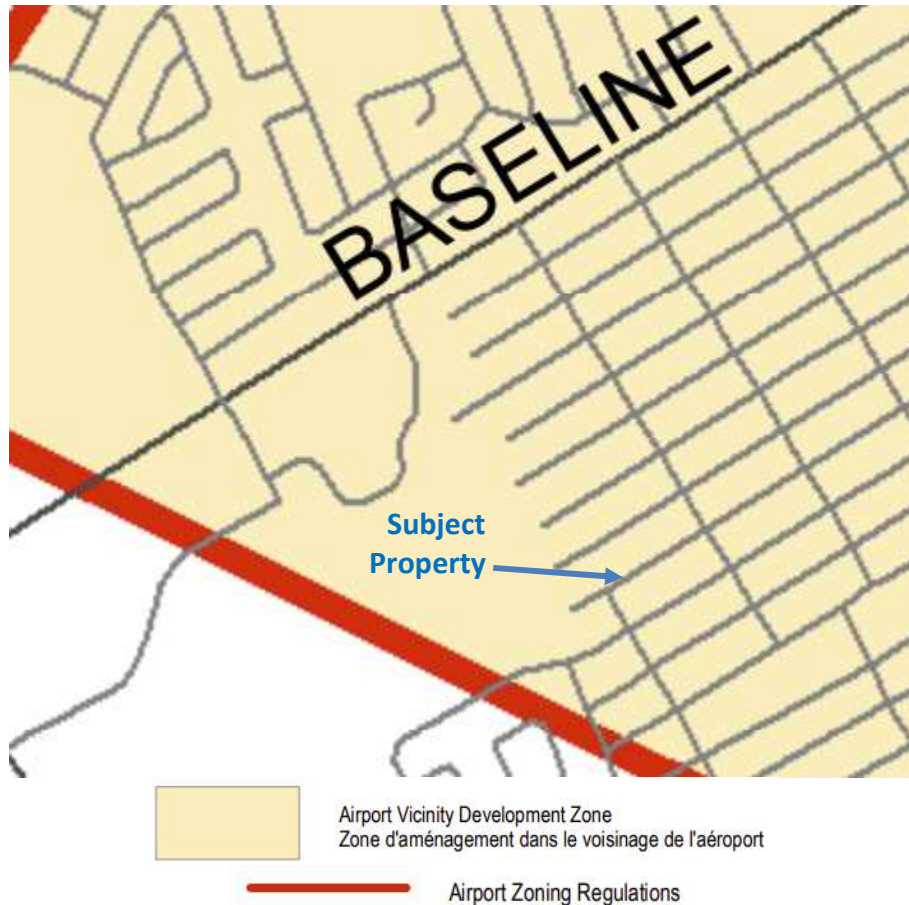


Exhibit P: Excerpt from Official Plan (Schedule C14 to the OP)

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 reduced lot sizes 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 a second dwelling 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 Rita Avenue and surrounding streets, many 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 both Baseline Road and 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 Cityview/Crestview/Meadowlands neighbourhoods and more particularly, Rita Avenue.

The Plan contains the following in Section 6.3.1 that addresses, in part, the proposed development of an additional single-family dwelling on the Subject Property.

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 (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 low-density concept is being maintained even with the reduction in the required minimum lot frontage for each lot.

The Plan contains policies regarding development within areas close to the airport and airport noise regulated areas. Be that as it may, such proposed residential uses would be permitted as they would respect the specific relevant criteria contained in policies 10.2.2. 1)-4).

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

In summary, it is our opinion that the construction of two new single detached low-rise dwellings would maintain the general intent and purpose of the OP.

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

As depicted in [Exhibit Q](#) below, the Subject Property is zoned R1FF[632] 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.



Exhibit Q: GeoOttawa map identifying the R1FF[632] zoning for the Subject Property, highlighted in orange

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. Eventually the Comprehensive Zoning By-Law will be updated to reflect the current language in the OP.

The performance standards are contained in Table 156A. All of the zoning provisions are being complied with other than the required minimum lot area and minimum lot width for both proposed building lots. Keeping in mind that the Exception 632 provides the following unique provision:

- solely and specifically for the purposes of calculating minimum lot area, maximum lot coverage and minimum rear yard requirements for lands described herein, the owner of

the lots on Plan 375 may utilize a portion of the lane not exceeding 1.6 m in depth measured perpendicularly from and running along the entire length of the rear lot line but not extending beyond the points of intersection with both of the side lot lines

This provision has been addressed in the relevant information below.

Mechanism	Required	113 Rita	115 Rita	Compliance
Min. lot area	600 m ²	442.38 m ² (419.16 m ² + 23.22 m ²)	442.43 m ² (419.21 m ² + 23.22 m ²)	No
Min. lot width	19.5 m	15.28 m	15.28m	No
Max. lot coverage	45%	30.91% (185.47 m ²)	30.91% (185.47 m ²)	Yes
Min. front yard setback	6.0 m	6.07 m	6.07 m	Yes
Min. interior side yard setback	2.1 m (min. total) with one side min. 0.9 m	1.2 m, 0.9 m	1.2 m, 0.9 m	Yes
Min. rear yard setback	28% of lot depth =7.68 m	8.18 m (main building)	8.18 m (main building)	Yes
Min. rear yard area	25% of lot area	110.60 m ²	110.61 m ²	Yes
Min./ max. driveway width	5.5 m Double	5.5 m	5.5 m	Yes
Aggregate soft landscaping (40% of front yard)	36.67 m ²	39.76 m ²	39.80 m ²	Yes
Max. rear porch/canopy projection to eaves	2.0 m	1.98 m to eaves	1.98 m to eaves	Yes
Maximum building height	8.5 m	8.4 m	8.25 m	Yes

In terms of maintaining the general intent and purpose of the Zoning By-law, we put forward the following rationale:

The dwelling proposed for 113 Rita is a 2-storey structure, with double car garage facing Rita Avenue. 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 proposed dwelling respects the minimum yard setbacks and as such fits within the other Zoning By-law provisions. Even if the lot was wider or larger, the fact remains that the proposed dwelling on the suggested lot (width and size) still meets the setbacks. The intent of the Zoning By-law is to

provide for single detached dwellings in an urban area that is well serviced. A mix of lot sizes still maintains the character of the neighbourhood while providing much needed additional dwelling units within the Greenbelt.

The proposed building height of 8.4 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 6/12 peaked roof assists in minimizing the massing and overall height of the structure. The lot coverage of 30.91% is well under the maximum permitted lot coverage of 45%, thus further illustrating that the proposed new dwelling on the undersized lot is not overdevelopment. 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 and sides. This projection, 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 293 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 115 Rita is also a 2-storey structure with a 6/12 peaked roof. The front façade again faces Rita with a double car garage respecting 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 as the existing or proposed dwelling for the adjacent proposed lot, is similar enough to pass the compatibility tests (policies) of the OP. The proposed structure respects all of the minimum building setback requirements. The proposed dwelling is below the maximum permitted building height of 8.5 m (8.25 m). The lot coverage for this structure is well below the maximum permitted of 45% (it is 30.91%) and it is our view the modest peaked roof, both assist in reducing the mass and overall perception of lot coverage. A small single storey structure projects into the rear yard, respecting the Zoning By-law 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 293 m² of gross floor area within all of the required building setbacks, this illustrates that the lot size/width is more than adequate and does not result in overdevelopment.

The development of the two proposed building lots contains fairly substantial, yet sensitively designed structures, all within the required building envelope as set out in the Zoning By-law. The general intent and purpose of the Zoning bylaw will be maintained if the minor variances are approved.

3. Desirable

The proposed variance for each proposed lots is desirable in nature as 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, efficient and architecturally attractive structures.

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 design of each, both within the required yard and building height setbacks/provisions. This, along with the relatively low-pitched roof, reduce the mass of the two structures as illustrated on the streetscape drawing included as [Exhibit R](#) below.



Exhibit R: 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.

The proposed structures will not impose/shadow onto adjacent lots any more than if the lots were wider or larger since these structures are built within the yard setbacks and building height maximums. Larger structures could conceivably be built on lots that comply with the same setbacks and height so no more or less impact on the small lots.

In our opinion, the development of the Subject Property with the proposed houses satisfy 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.

//LANDSCOPE LTD.

Land Development & Real Estate Consulting

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 reductions in the required lot width and area should be granted by the Committee. The Subject Property is located in an Urban 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 By-law 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