

November 26, 2025

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

**RE: Application for Minor Variance
2640 Don Street**

Committee of Adjustment
Received | Reçu le

Revised | Modifié le : 2025-12-02

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Dear Mr. Bellemare,

Fotenn Planning + Design ("Fotenn") has been retained by the Owner of the above noted property to prepare a Planning Rationale for a Minor Variance to legalize a front yard parking condition as well as associated relief noted below:

- / Permit parking in a required front yard, whereas Section 109 (3)(a)(i) of the Zoning By-law does not permit front yard parking;
- / Increase permitted driveway width to 9.0 metres whereas Section 139 (3) Table 139 (v) of the Zoning By-law permits a 5.5 metre driveway;
- / Reduce the required parking space length to 5.15 metres, where as Section 106 (1) (c) of the Zoning By-law requires a parking space length of 5.2 metres; and
- / Increase the permitted driveway area to 58.9% of the front yard, whereas Section 107 (3) (b) (ii) of the Zoning By-law permits a maximum area of 50%.

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

- / Completed application forms;
- / Plan of Survey
- / Parcel abstract page (PIN);
- / 18 letters of support, petitioning for the Minor Variance approval; and
- / A cheque in the amount of \$3,446.00, made out to the City of Ottawa

A Tree Information Report (TIR) was established not to be necessary by Committee of Adjustment staff, given no site alteration has been contemplated which would impact any existing vegetation.

For your consideration,



Tyler Yakichuk, MCIP RPP
Senior Planner

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1.0 Introduction

Fotenn Planning & Design, acting as agents on behalf of the Owners of the subject property are pleased to submit this Planning Rationale in support of the enclosed Minor Variance application for the lands located at 2640 Don Street in the City of Ottawa.

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

1.1 Application – Minor Variance

The Owner of the subject property is seeking relief to the following zoning provisions through a Minor Variance application:

- / Permit parking in a required front yard, whereas Section 109 (3)(a)(i) of the Zoning By-law does not permit front yard parking;
- / Increase permitted driveway width to 9.0 metres whereas Section 139 (3) Table 139 (v) of the Zoning By-law permits a 5.5 metre driveway;
- / Reduce the required parking space length to 5.15 metres, where as Section 106 (1) (c) of the Zoning By-law requires a parking space length of 5.2 metres; and
- / Increase the permitted driveway area to 58.9% of the front yard, whereas Section 107 (3) (b) (ii) of the Zoning By-law permits a maximum area of 50%.

2.0 Site, Context, and Surrounding Area

2.1 Subject Property

The subject property, municipally known as 2640 Don Street, is located in the Lincoln Heights neighbourhood, in Ward 9 (Bay). The property is occupied by a single detached dwelling and associated Secondary Dwelling Unit, located on the sub-grade floor of the building. At present, the owners of the property are in the process of constructing an additional dwelling unit, for a total of three units. The property fronts on the south side of Don Street, and has a total area of 467.67 square metres and a frontage length of 15.24 metres.

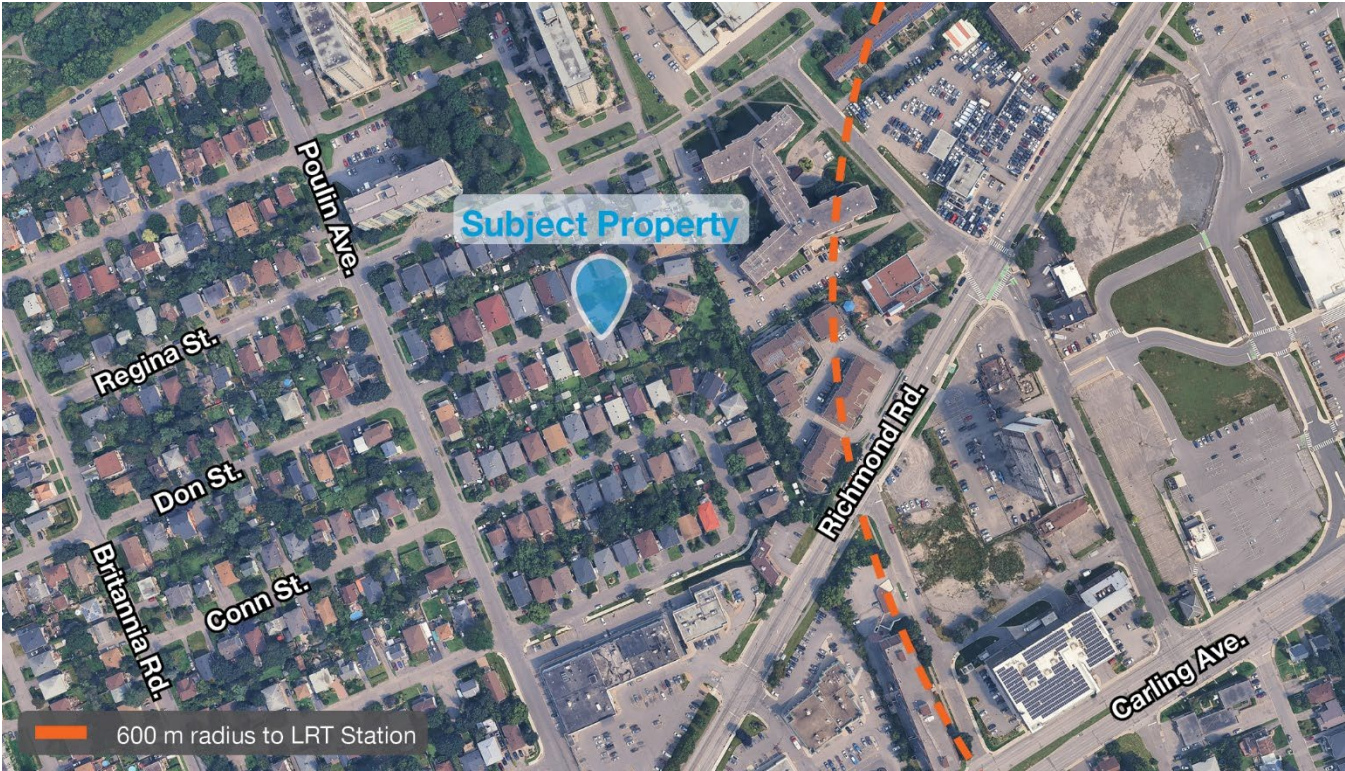


Figure 1: Aerial view of the subject property, surrounding area, and proximity to rapid transit.



Figure 2: Street view images of the subject property and abutting property with a similar parking condition.

2.2 Surrounding Context

The surrounding streets (Conn Street, Priscilla Street, Regina Street) as well as Don Street are characterized by low-rise ground oriented residential dwellings. The primary building types are single and semi-detached dwellings, many of which include secondary dwellings. As identified on Figure 3 and 4, the surrounding context is defined by a combination of parking approaches, many of which include available front yard parking. The condition of provided front yard parking and abutting soft landscaping varies in appearance and uniformity between properties. Relative to many of the properties identified in Figure 3, the subject property provides an organized, well constructed, and well-maintained front yard condition that does not impact the surrounding community.



Figure 3: Street view images of front yard parking in the surrounding area.

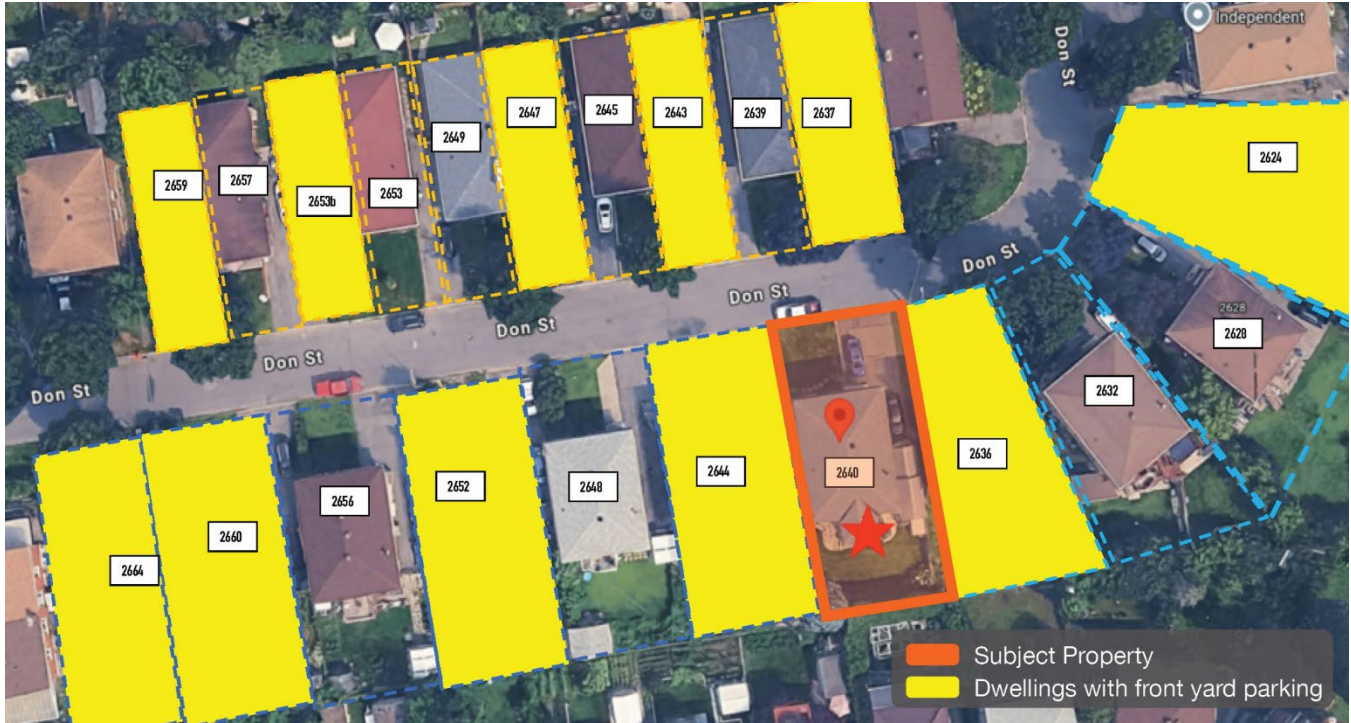


Figure 4: Properties on the same block as the subject property which provide front yard parking, in a required yard.

2.3 Surrounding Area and Uses

Within the broader surrounding area, the subject property is situated within a suburban condition with services available in proximity to Richmond Road and Carling Avenue. These services include two grocery stores within a kilometre of the property, as well as schools, recreational areas, and the Lincoln Fields LRT station. The LRT station is located, by foot, over a kilometre away, limiting the walkability to the station.



Figure 3: Aerial image of the subject property and highlighted surrounding uses.
November 2025

3.0 Policy and Regulatory Review

3.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

2.1 Planning for People and Homes

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

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, longterm 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.

2.2 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;

2.3 Settlement Areas and Settlement Area Boundary Expansions

2.3.1 General Policies for Settlement Areas

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;

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.

2.4 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

2.4.1.1 Planning authorities are encouraged to identify and focus growth and development in strategic 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; and
- d) to support affordable, accessible, and equitable housing.

2.4.1.3 Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
- d) consider a student housing strategy when planning for strategic growth areas; and
- e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

The proposed Minor Variance would legalize the existing use, of a parking space in a required front yard. The proposal is consistent with the Provincial Planning Statement, as the additional parking supports an additional dwelling unit located on the subject property and functionality of the dwelling, thereby improving the housing stock. Further, it contributes the orderly development and efficient use of land for residential intensification in an area that is not within a kilometre of higher order transit.

3.2 City of Ottawa Official Plan (2022, as amended)

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for development in the City until 2046, when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the City will accommodate this growth over time and sets out the policies to guide the development and growth of the City.

Transect Policies

The Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



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

As identified on Schedule A (Figure 6) of the Official Plan, the subject property is located in the **Inner Urban Transect**. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The Official Plan anticipates the Inner Urban transect to continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

The proposed development meets the following Inner Urban Transect policies outlined in **Section 5.2**, among others:

Enhance or establish an urban pattern of built form, site design and mix of uses

5.2.1.3 The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;

The subject property is located approximately 1,000 metres from the closest rapid transit station when taking into consideration the path of travel is not direct. Given the lack of higher order transit service, intensification in the form of an additional dwelling unit is an appropriate level of intensification for the area and

Neighbourhood designation. Consequently, the addition of a parking space to service the additional dwelling unit is appropriate.

Provide direction to the Neighbourhoods located within the Inner Urban Transect

5.2.1.4 Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework as outlined in Subsection 3.2, Table 3b. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;

The additional parking is an accessory use, which contributes to the additional dwelling unit located on the subject property, and contributes to the diversity of housing options in the area. Further, the subject property is not in close proximity to higher order transit, making non-automobile supported modes of transportation less feasible.

Designation Policies

As identified on Schedule B2 (Figure 7) of the Official Plan, the subject property is designated **Neighbourhood**. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development in a low-rise built form. The character of Neighbourhoods takes into consideration local and existing context of the surrounding area and appropriateness of interfacing structures and the public realm.



Figure 5: Schedule B2 – Inner Urban Transect, City of Ottawa Official Plan.

The proposed development meets the following Inner Neighbourhood designation policies outlined in **Section 6.3**, among others:

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

6.3.1.4 The Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- d) To provide for a range of local services and promote the emergence or strengthening of 15-minute neighbourhoods, the Zoning By-law may permit compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - i) Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - ii) Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - iii) Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - iv) May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - v) May restrict or prohibit motor vehicle parking in association with such uses; and
 - vi) Limits such uses to prevent undue diversion of housing stock to non-residential use.

While this specific policy provides direction on compatibility for non-residential uses, it is indicative of the necessity of development to be provided in an orderly fashion that is compatible and complementary to the existing character within the specific Neighbourhood designated area. As identified in Section 2.2 of this report, the built form of the dwelling, parking area, and landscaping are compatible with the surrounding uses.

6.3.1.5 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 proposed parking space provides parking for an additional dwelling unit, which the Official Plan identifies as appropriate levels of intensification, given the subject property's location to rapid transit. As a consequence of the lack of higher order transit in the immediate area, providing parking is an appropriate use.

Guide the evolution of neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods

6.3.2.2 The City will establish form-based regulation through the Zoning By-law, Site Plan Control and other regulatory tools as appropriate, consistent with Transect direction. Such form-based regulation may include requirements for articulation, height, setbacks, massing, floor area, roofline, materiality and landscaped areas having regard for:

- a) Local context and character of existing development;
- b) Appropriate interfaces with the public realm, including features that occupy both public and private land such as trees;
- c) Appropriate interfaces between residential buildings, including provision of reasonable and appropriate soft landscaping and screening to support livability;
- d) Proximity to Hubs, Corridors and rapid-transit stations;
- e) Transition in building form to and from abutting designations;

- f) The intended density to be accommodated within the permitted building envelope; and
- g) The provisions of Subsection 4.2 Policy 1)(d).

The local context and existing development on Don Street and the surrounding neighbourhood is characterized by front yard parking to service additional dwelling units and other low-rise residential built forms. The proposed additional parking area, as noted in Section 2.2 of this report is compatible with the existing context of the surrounding area. Further, the front yard area, generally, provides a reasonable amount of soft landscaping and attractive hardscaping that supports the livability and attractiveness of the streetscape.

3.3 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Second Density Zone, Subzone F – R2F. The purpose of the R2 zone is to:

- / restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the detached and two principle dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / 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.

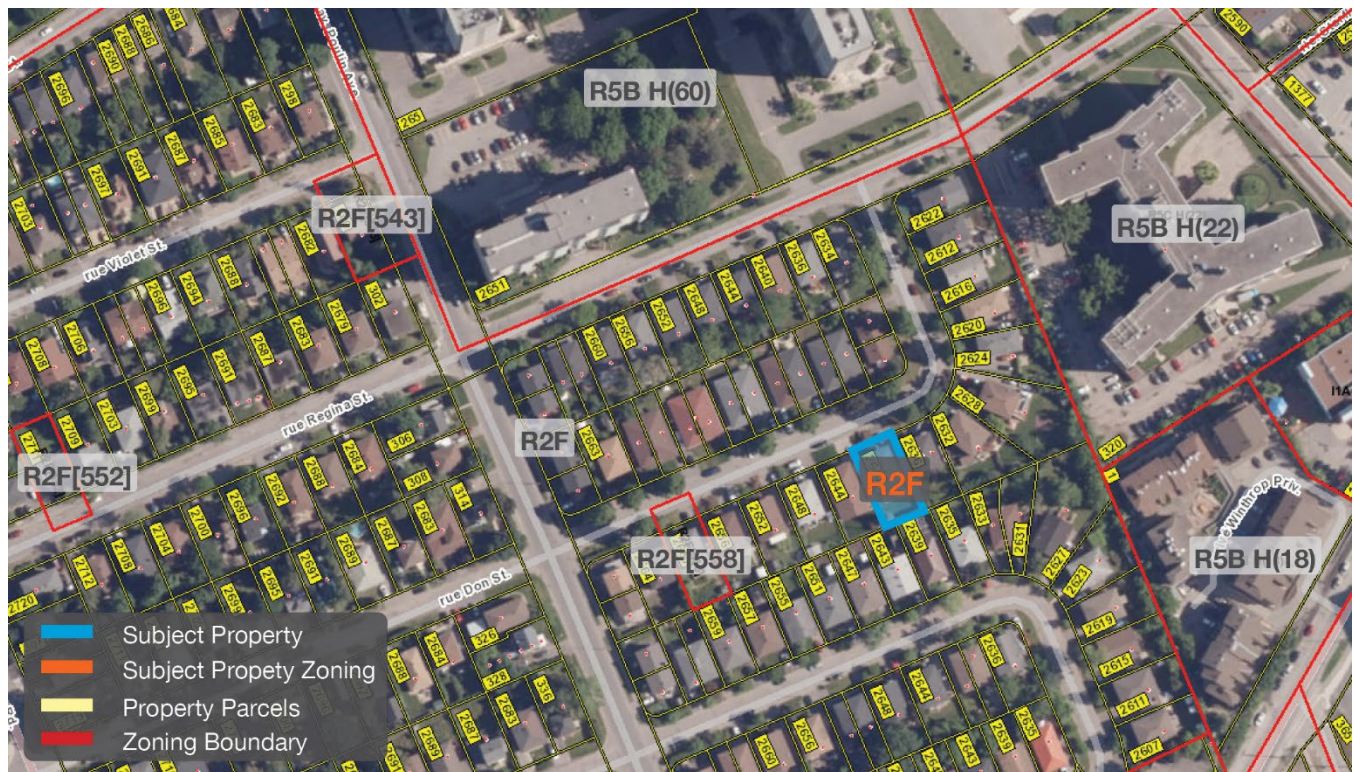


Figure 6: Zoning map of the subject property and surrounding area.

The following table outlines the relevant zoning provisions for the subject property, relative to the R2F zoning performance standards and other relevant by-laws.

Zoning Mechanism	Provision	Provided	Compliance
Minimum lot width <i>Section 158, Table 158A(iv)</i>	15 metres	15.24 m	✓
Minimum lot area <i>Section 158, Table 158A(v)</i>	450 square metres	464.82 m ²	✓
Maximum building height <i>Section 158, Table 158A(vi)</i>	8 metres	Less than 8 m	✓
Minimum front yard setback <i>Section 158, Table 158A(vii)</i>	6 metres	5.15 m	✓*
Minimum rear yard setback <i>Section 158, Table 158A(ix)</i>	7.5 metres	12.54 m	✓
Minimum interior side yard setback <i>Section 158, Table 158A(x)</i>	3 m total; 1.2 m for one side yard	5.8 total, 1.2 m for one side	✓
Parking in a required front yard <i>Section 109(3)(a)(i)</i>	No parking	Parking	✗
Maximum driveway width <i>Section 139(2), Table 139(3)</i>	5.5 metres	9.0 metres	✗
Parking space dimensions <i>Section 106(1)(c)</i>	2.6 m x 5.2 m	2.6 m x 5.15 m	✗
Maximum driveway area	50%	58.9%	✗

* Legally non-conforming condition

A rationale for the required zoning relief is provided in Section 4.2 of this report.

4.0 Four Tests of a Minor Variance

As per section 45(1) of the *Planning Act*, it is our professional opinion that the proposed development represents good planning and meets the four tests as discussed below.

4.1 Does the Proposal Maintain the General Intent and Purpose of the Official Plan?

As noted in Section 3.2 of this report, the subject property is located in the Inner Urban Transect and designated Neighbourhood. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development in a low-rise built form. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development in a low-rise built form. The character of Neighbourhoods takes into consideration local and existing context of the surrounding area and appropriateness of interfacing structures and the public realm (§6.3.2.2).

As seen in Figure 3 of Section 2, the driveway condition on the subject property is a typical and contextually sensitive design that is characteristic of dwellings within the surrounding area. As identified in Figure 2, the driveway configuration on the subject property is comparable in size and function to the lots on both sides of the subject property.

The proposal looks to legalize an existing front yard driveway condition that was developed to accommodate parking for an additional dwelling unit, within the existing single detached dwelling. The additional parking is an accessory use, which contributes to the functionality and marketability of the additional dwelling unit, and contributes to the diversity of housing options in the area, as per the Inner Urban Transect policy (§5.2.1.4). Further, the subject property adheres to the Neighbourhood designation's general intent of the Official Plan by providing low-rise development, which includes parking when not located in close proximity to rapid transit. Finally, the use – front yard parking, is compatible with the existing and surrounding condition.

The proposal maintains the general intent and purpose of the Official Plan.

4.2 Does the Proposal Maintain the General Intent and Purpose of the Zoning By-law?

The subject property is zoned Residential Second Density Zone, Subzone F – R2F. The purpose of the R2 zone is to:

- / restrict the building form to detached and two principal unit buildings in areas designated as General Urban Area in the Official Plan;
- / allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home;
- / regulate development in a manner that is compatible with existing land use patterns so that the detached and two principle dwelling, residential character of a neighbourhood is maintained or enhanced; and 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

As identified in the zoning table, found in Section 3.3 of this report, the subject property is compliant with all relevant zoning provisions of the R2F zone, with regards to built form. The requested Minor Variance is seeking relief to legalize an existing driveway and parking condition to accommodate a parking space for a forthcoming additional dwelling unit within the existing detached dwelling. The driveway does not prohibit the orderly contemplation of future development, nor does it provide a condition that has not already been normalized with the surrounding area – front yard parking.

Speaking specifically to the requested relief:

- / **Permit front yard parking**
 - As discussed throughout this report, front yard parking is a typical condition on Don Street and the surrounding area. The above noted purpose of the R2 zone is to regulate development in a manner that is consistent with the existing land use patterns, character of the neighbourhood, and promote efficient land use and compact

form. The addition of a secondary dwelling unit and associated parking in a manner that is consistent with the character of parking found throughout the neighbourhood maintains the intent of the Zoning By-law.

- The requested relief sought is to provide a parking space for a forthcoming additional dwelling unit, which is an intended purpose of the R2 zone – allow a number of other residential uses to provide additional housing choices

/ **Increase maximum driveway width to 9.0 metres**

- The relief to increase the width of the driveway is appropriate, as it maintains the residential character of the neighbourhood, and is provided in the form of an attractive paver that enhances the character of the neighbourhood by providing a formalized parking area, whereas other properties in the area provide front yard parking by parking automobiles on sod (see Figure 3).

/ **Reduce parking space length from 5.2 metres to 5.15 metres**

- The relief to the parking space dimension is appropriate, given that the requested relief represents less than a 1% (5 centimetres) deviation from the existing provision. Further, when taking into consideration the public easement between the property and Don Street, the functional length of the parking space is 9.65 metres. This length will adequately accommodate parking even very large vehicles within an area that will not impact traffic circulation on Don Street, and therefore will not provide any undue impacts on surrounding properties.

/ **Increase driveway area to 58.9%**

- The requested relief is appropriate, given that the provided condition is compatible with the existing driveways in the surrounding neighbourhood. The provided driveway is well constructed using attractive pavers that enhance the general character of the neighbourhood. Further, the remaining soft landscaped area is adequate to manage stormwater runoff such that it does not negatively impact abutting properties.

The Minor Variance application meets the general intent and purpose of the Zoning By-law, by providing a detached dwelling and associated additional dwelling unit, which provides an additional housing choice, in an area characterized by similar development and similar parking conditions. Further, the requested relief would legalize an existing parking condition that provides no impact to surrounding properties and is identical in use to the properties immediately abutting the subject property.

4.3 Is the Proposal Desirable for the Appropriate Development or Use of the Land?

The requested Minor Variance is desirable, as it will allow for the well constructed parking area to be lawfully permitted and remain, following an error of ignorance on behalf of the property owner, based on the parking condition being characteristic of the surrounding neighbourhood. Allowing the variance will preserve a parking area with the appropriate use of materiality, design features, and overall scale that respects, reflects, and builds upon the existing character of the neighbourhood, which includes the identical use in the front yard on Don Street and the surrounding neighbourhood.

Further, the requested Minor Variance is appropriate for the use of the lands, given its consistency with the Provincial Planning Statement, to provide an accessory use to an additional dwelling unit – therefore improving the functionality of the lands and adding additional housing stock in an area where that is appropriate.

The proposed Minor Variance represents appropriate development in a capacity that will help the functionality of a forthcoming additional dwelling unit while creating no undue burdens on surrounding properties.

4.4 Is the Proposal Minor in Nature

The requested Minor Variance does not inhibit the existing development from meeting all other provisions within the Zoning By-law and will continue to allow the subject property and neighbouring properties to develop in a manner that is consistent with the built form and planned uses of the surrounding area. Nor does the requested Minor Variance propose any site alteration.

The general intent of regulating front yard parking is to avoid excessive visual impacts upon the public right of way or public areas where privacy may be a concern. The existing front yard parking condition provided on the subject property is consistent with those of other properties on Don Street and surround streets and is therefor not creating any visual impact beyond what is already present in the neighbourhood. Further, the driveway, as constructed, provides a formalized condition, that uses appropriate materials and is designed to the relative scale of other properties in the neighbourhood. In doing so, the subject property's visual impact is less impactful than less formalized parking conditions found on Don Street.

Finally, accompanying this report, are 18 letters of support and petition for the Minor Variance to be approved.

Therefore, the proposed Minor Variance is minor in nature.

5.0 Conclusion

It is our professional opinion that the requested relief included in the proposed Minor Variance are appropriate and meet the four tests for a Minor Variance, as outlined in the *Planning Act*.

Specifically,

- / The proposed Minor Variance maintains the intent of the Official Plan by providing a low-rise residential dwelling and forthcoming additional dwelling unit in an area designated Neighborhood which takes into consideration local and existing context of the surrounding area and appropriateness of interfacing structures and the public realm (§6.3.2.2). The existing front yard parking condition is an existing context within the broader neighbourhood;
- / The Minor Variance meets the intent of the Zoning By-law by providing orderly development on the property that is compatible with the surrounding area.
- / The proposed Minor Variance represents appropriate development as it will help with the functionality of a forthcoming additional dwelling unit while creating no undue burdens on surrounding properties; and
- / The requested Minor Variance does not inhibit the existing development from meeting all other provisions within the Zoning By-law and will continue to allow the subject property and neighbouring properties to develop in a manner that is consistent with the built form and planned uses of the surrounding area.

For your consideration



Tyler Yakichuk, MCIP RPP
Senior Planner