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+ design

# PLANNING RATIONALE

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**Date:** April 24, 2023

**File:** 011923 - 504 Westminster Avenue

**To:** Michel Bellemare, Secretary Treasurer  
Committee of Adjustment  
City of Ottawa, 101 Centrepointe

**Committee of Adjustment**  
Received | Reçu le  
2023-04-26  
City of Ottawa | Ville d'Ottawa  
**Comité de dérogation**

## RE: PROPOSED MINOR VARIANCE APPLICATION FOR 504 WESTMINSTER AVENUE

Dear Mr. Bellemare,

Q9 Planning + Design have been retained by Mr. David Ewing and Ms. Vicki Orsborne to prepare a Planning Rationale for a minor variance application required to construct a carport on the existing detached dwelling. As part of this construction, there will also be an expansion of the front porch which does not require variances. The subject site is 504 Westminster Avenue.

The following represents the Planning Rationale cover letter required as part of the submission requirements for an application to the Committee of Adjustment.



Figure 1: Location Plan (Source: Google Maps)

## OVERVIEW

The subject site is a rectangular-shaped lot located on the west side of Westminster Avenue in the McKellar Park neighbourhood within Ward 7 - Bay in the City of Ottawa. The immediate area is characterized by uniform, rectangular lots with detached dwellings. The property is currently developed with a two-storey detached dwelling with a double driveway. No carport or garage is currently on the property. The other dwellings in the area are also detached dwellings with heights ranging from one to two storeys. Many of the properties have garages and carports. Though the neighbourhood is part of the post-war suburbs in the Inner Urban Area, the street is characterized by a mix of architectural styles, indicating gradual redevelopment over time.

The proposed development is to construct two additions to the existing two-storey detached dwelling. The two additions are a proposed covered front porch and a new carport addition in the interior side yard. The front porch addition would provide an enhanced amenity space along with improved streetscape presence while the carport will allow for covered vehicle parking and storage space. In order to facilitate this development, a minor variance application is required.

### Minor Variance Requested

The requested variance is identified below:

- (a) To permit a reduced southerly interior yard setback of 0.6 metres with the total interior side yard setbacks being 2.1 metres whereas the Zoning By-law requires a minimum interior side yard setback to be 1.2 metres and the total interior yard setbacks to be 3.0 m. (Section 156, Table 156A, VIII).

### Documents Required and Submitted

The following lists all required and submitted documents in support of the identified Committee of Adjustment applications.

- [ Site Plan
- [ Elevations
- [ Tree Information Report
- [ Survey
- [ Planning Rationale (this document)
- [ Fee
- [ Application Form



## SITE & CONTEXT

### Site

The subject site is a rectangular lot located on the west side of Westminster Avenue in the McKellar Park neighbourhood within Ward 7 - Bay. The property is currently developed with a two-storey stone and stucco detached dwelling. The lot size and shape is common for the area, with most of the lots along Westminster Avenue being characterized by a similar lot dimension. The abutting property to the north is developed with a one-and-a-half storey detached dwelling with a single driveway while the property to the south is developed with a two-storey detached dwelling with a double driveway and an attached front-facing single garage. The property is within walking distance of parks (including McKellar Park, Westwood Park, and Tilbury Park), schools (including Broadview Public School, Nepean High School, and Notre Dame High School), and commercial uses along Richmond Road and Carling Avenue. There are two trees affecting the subject site, including one tree in front of the dwelling on City property and one private tree in the rear yard. Both trees are proposed to be retained. The following lists the lot dimensions for 504 Westminster Avenue:

- [ Lot frontage: 15.24 metres
- [ Lot depth: 30.48 metres
- [ Lot area: 464.25 square metres(to be confirmed by survey)

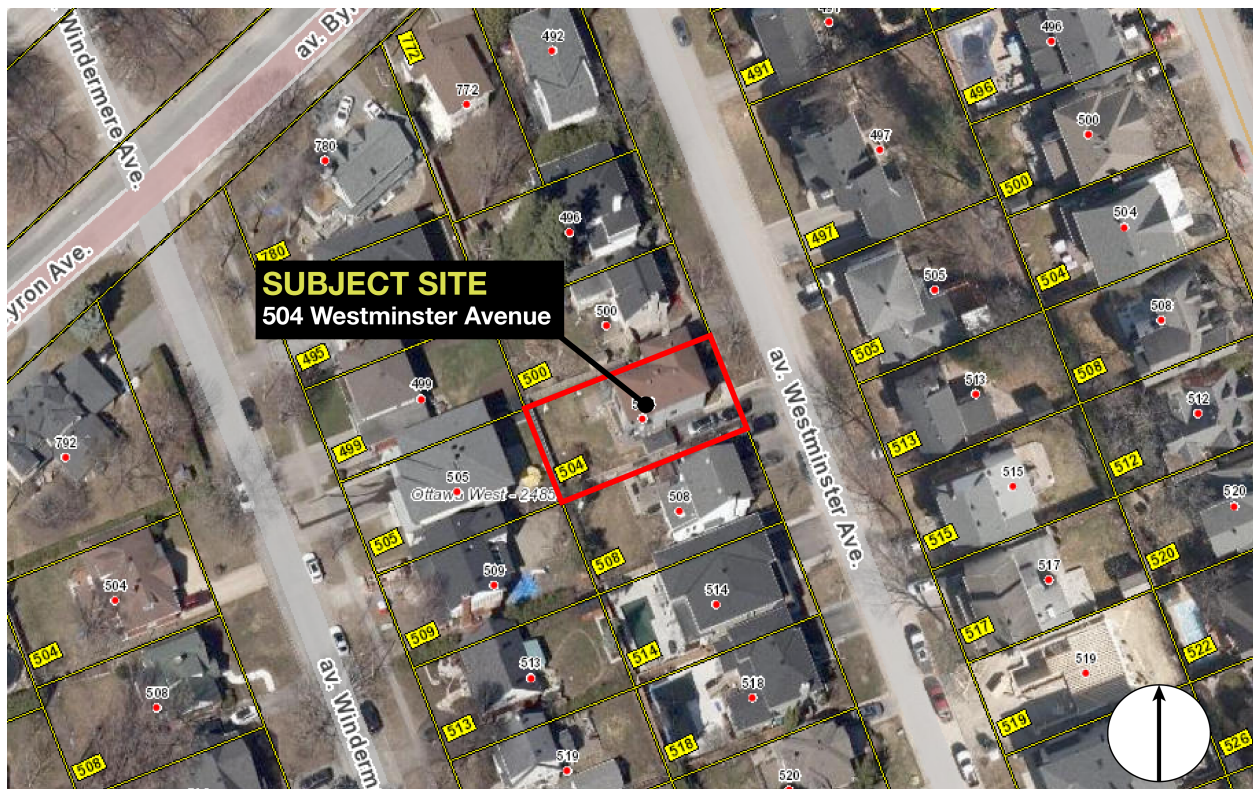


Figure 2: Site map (Source: GeoOttawa)

## Context

The subject property is located within an established residential neighbourhood in Ward 7 - Bay. It is part of a residential block that is bordered by Byron Avenue to the north and Crossfield Avenue to the south. Westminster Avenue is a north-south street that runs parallel to Windermere Avenue and Mansfield Avenue from Skead Street in the north to Wembley Avenue in the south. The neighbourhood is characterized by an urban street grid pattern with large residential blocks, akin to many postwar suburbs within the Inner Urban Area around the City's downtown core. Though there are no sidewalks on either side of Westminster Avenue near the subject site, this street grid pattern helps support more walkability, though the use of private vehicles is still common in this area. The site is well served by parks and schools and is within close proximity to mainstreet commercial uses along Richmond Road. The property is also fairly well connected to transit, with frequent bus Routes 11 and 51 along Richmond Road and Dovercourt Avenue serving the site. A multi-use pathway also provides some cycling connectivity with the broader bike path network.

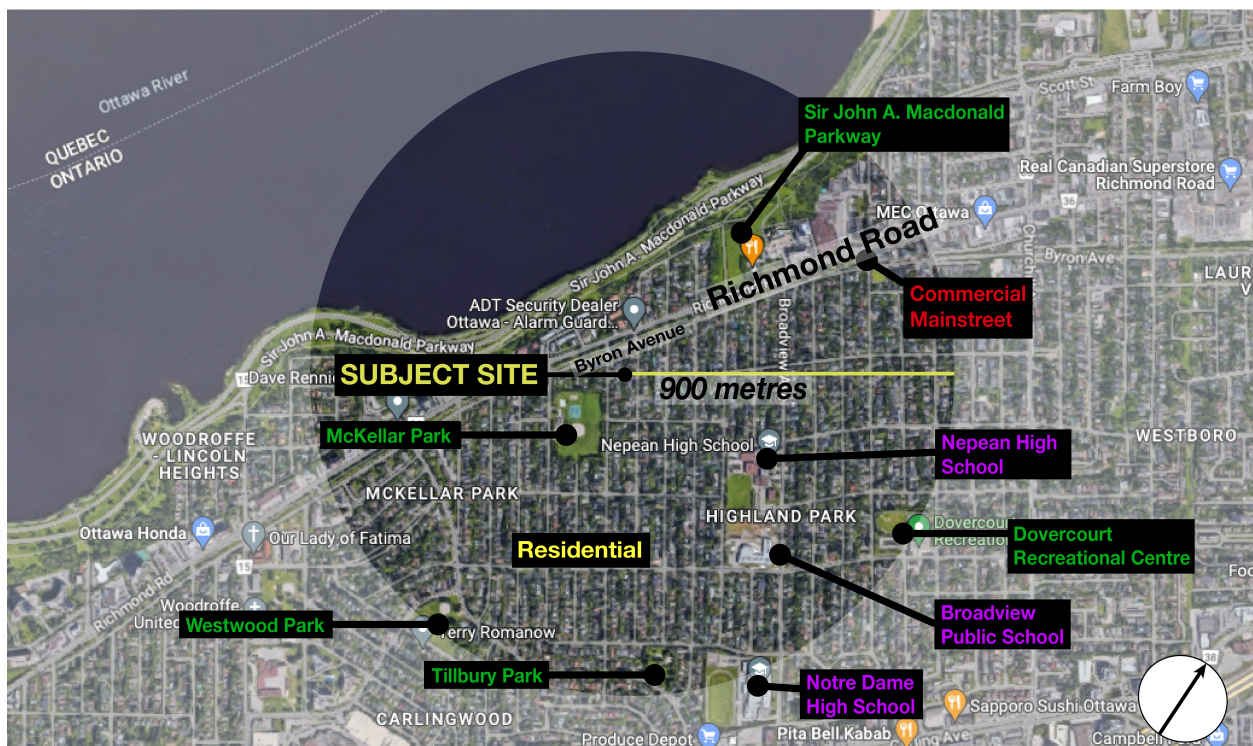


Figure 3: Context Map (Source: Google Maps)



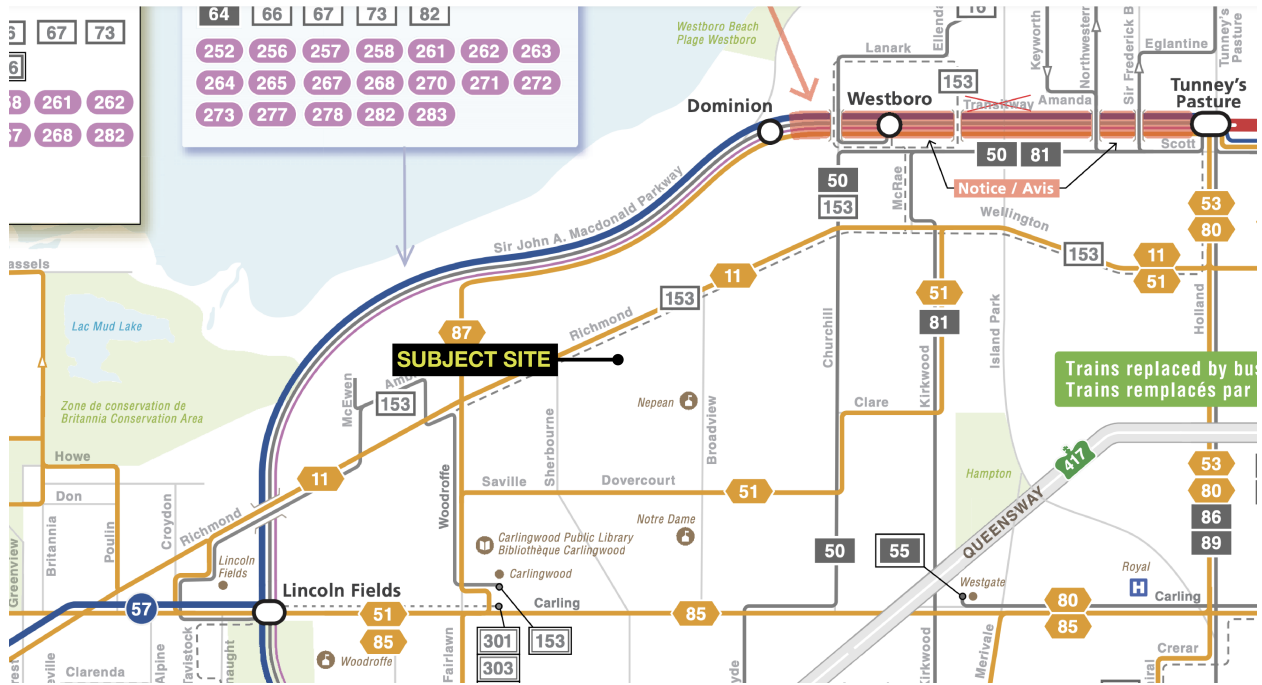


Figure 4: Transit Map (Source: OC Transpo)



Figure 5: Cycling Map (Source: National Capital Commission)

The dwelling is situated alongside other single-detached dwellings, most of which are two-storeys in height, with a few that are single storey and one-and-a-half storeys. The house is constructed from a mix of stone and stucco. It features a hipped roof and a single driveway in the interior side yard. The abutting dwellings are constructed from a similar stone and stucco mix, with the property to the south featuring a double driveway leading to a front-facing attached garage and an open gable roof and the property to the north featuring a single driveway and a gabled roof with a dormer. The other homes along Westminster Avenue feature a variety of architectural styles, with some contemporary designs indicating gradual redevelopment within the neighbourhood. Most properties in this block of Westminster Avenue have double-wide driveways and front-facing attached garages, along with entrances on the front facade of the home. Owing to the lot widths in the neighbourhood and the transverse orientation of the homes on their lots, narrow interior side yard setbacks are common.



*Figure 6: Subject site*





Figure 7: Subject site



Figure 8: Abutting property (south)





*Figure 9: Abutting property (north)*

## PROPOSED DEVELOPMENT

The proposed development is to construct two additions to the existing two-storey detached dwelling. One of the additions would be a covered front porch addition, which would add some amenity space to the existing dwelling and further enhance the building's facade and streetscape presence. The other addition is to construct a carport in the interior side yard, where there is currently a single driveway and a shed. As part of the construction of the carport, the shed is proposed to be demolished. The carport addition will allow for a covered parking space along with additional storage space. The development is part of an overall renovation program for the property. In order to facilitate the development, a minor variance application is required to permit a reduced southerly interior yard setback and a reduced total interior yard setback. The proposal will improve the existing dwelling and allows for the homeowners' needs to be accommodated within their current home, supporting the continued residential use of the property.

The dwelling is setback 5.45 metres from the front lot line, 12.57 metres from the rear lot line, 1.5 metres from the interior lot line to the north, and 4.18 metres from the interior lot line to the south. The proposal results in a new southerly interior side yard setback of 0.6 metres and a combined interior side yard setback of 2.1 metres. The following pages contain the Site Plan and Elevations.

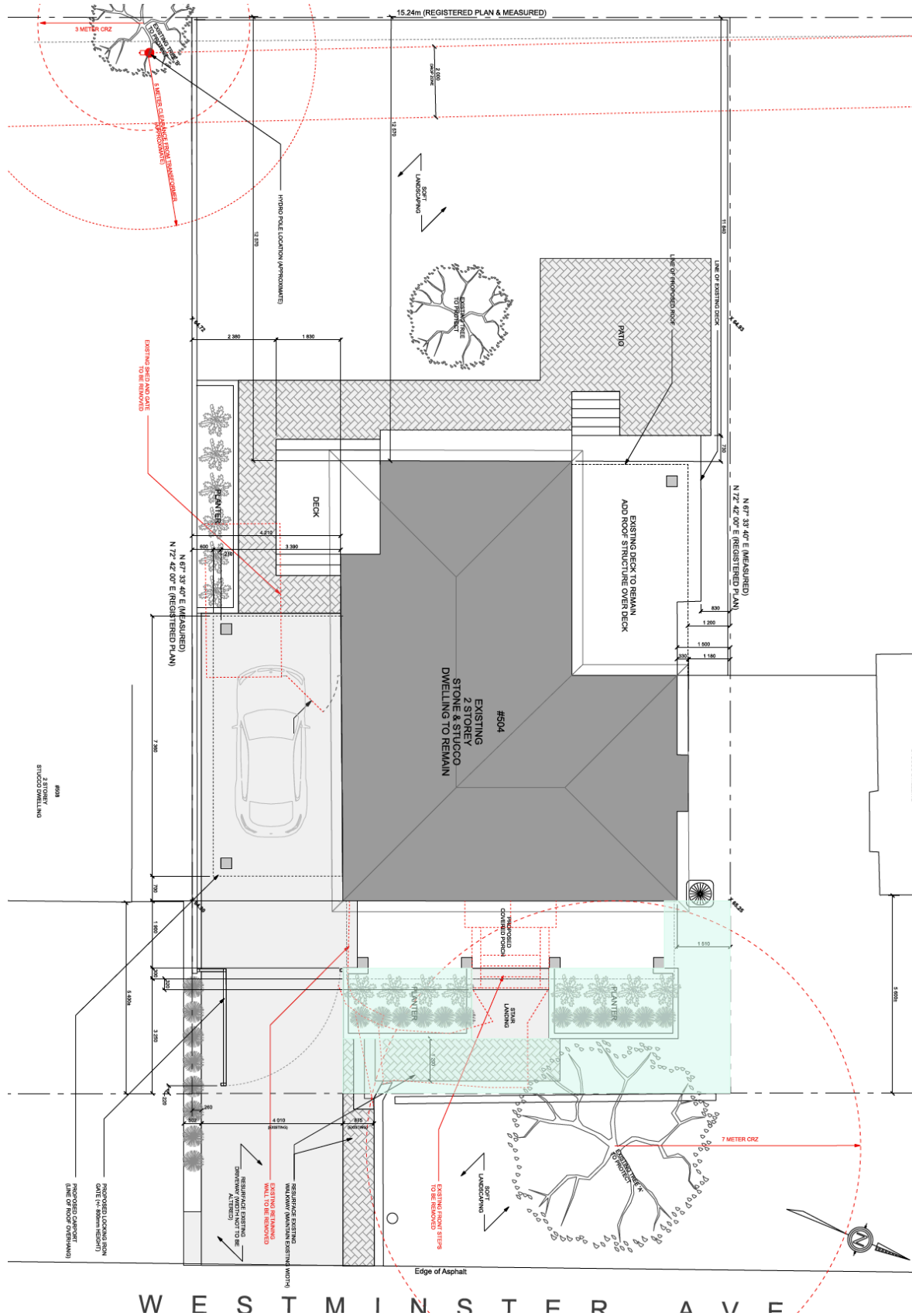


Figure 10: Site Plan. (Source: Ardington + Associates)

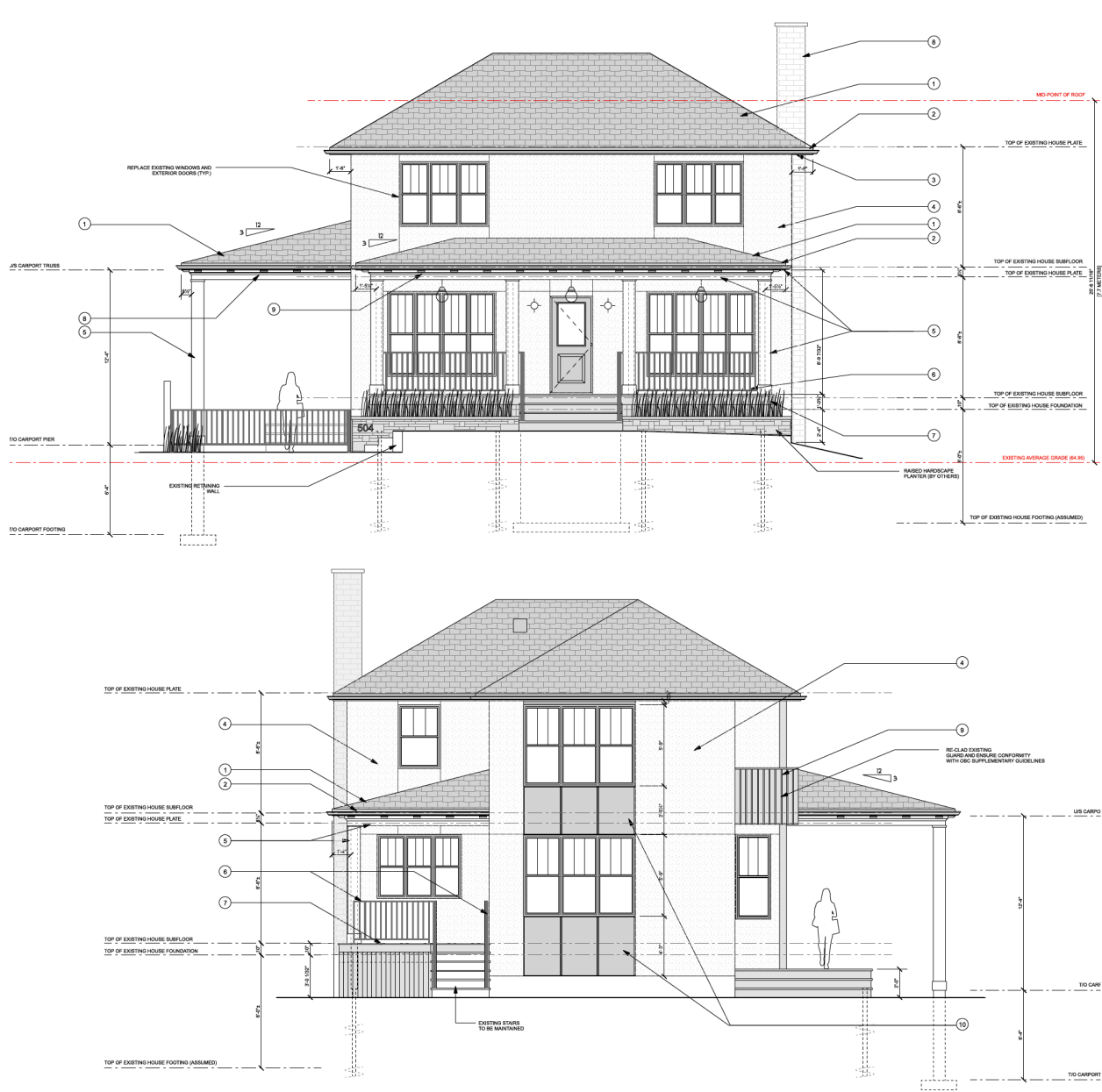


Figure 11: Front and Rear Elevations. (Source: Ardington + Associates)

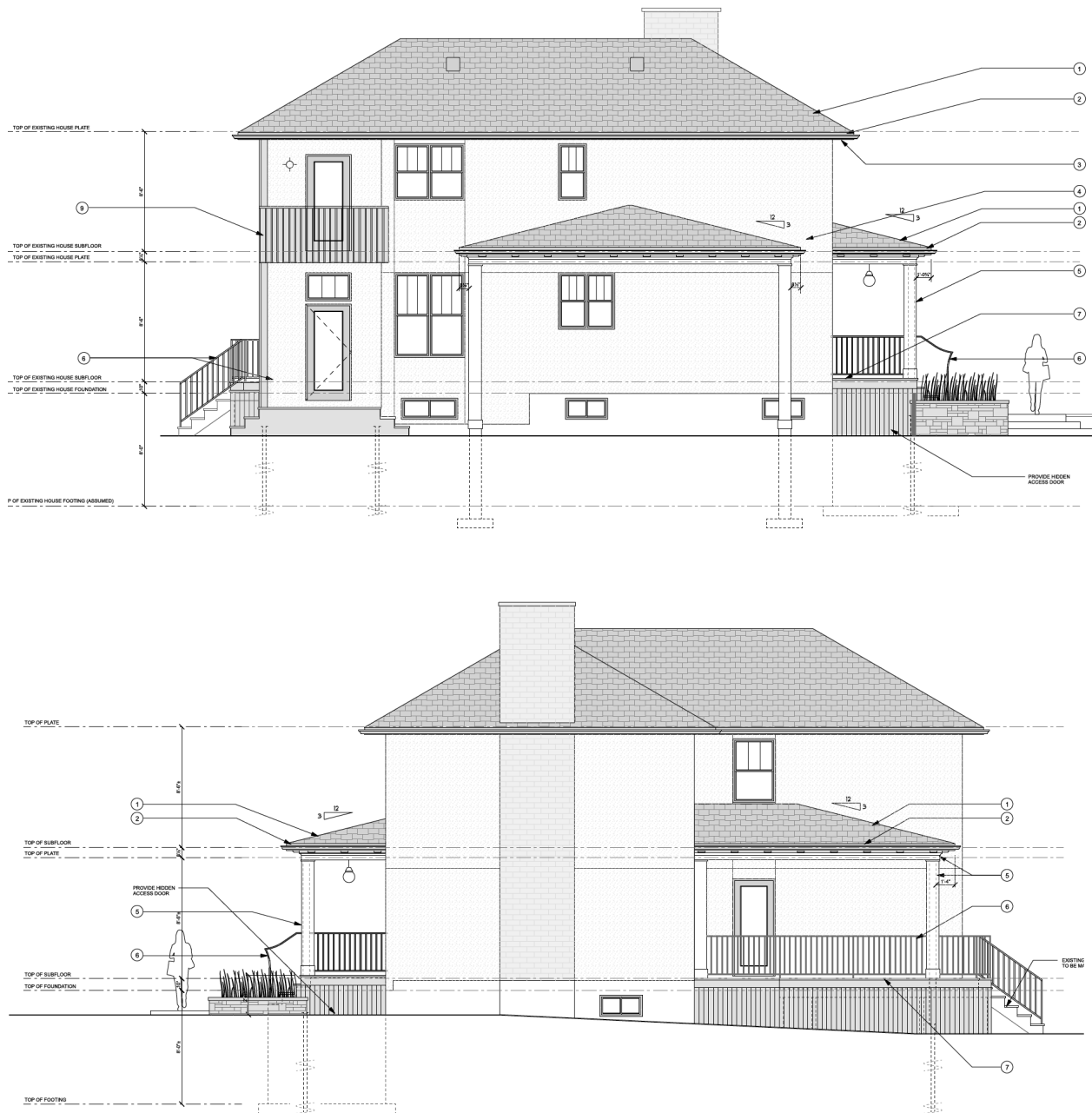


Figure 12: Left and Right Elevations. (Source: Ardington + Associates)





Figure 13: Conceptual Renderings. (Source: Ardington + Associates)



## SUPPORTING STUDIES

### Tree Information Report

A Tree Information Report (TIR) was completed by Manotick Tree Movers Inc. The TIR identified two significant trees affecting the property. Tree A is a Norway Maple with a diameter at breast height (DBH) (1.2 metres from the ground) of 69.5 centimetres. It is located in the front centre yard and is in fair health and condition. Tree B is an Ash tree with a DBH of 30 centimetres and is located in the back left corner of the site. It is noted as appearing to be dead. Tree A is City-owned while Tree B is on a neighbouring property, with the critical root zone (CRZ) impacting the subject site. Neither tree will be impacted by the construction. Tree A is proposed to be retained. Tree B is recommended to be removed as it may be dead and is in poor condition. Protection measures were identified including erecting a fence at the CRZ of the trees, not placing any material or equipment in the CRZ, not attaching signs to the tree, not raising or lowering the grade within the CRZ, tunnelling or boring when digging within the CRZ, and ensuring that exhaust fumes are not directed towards the tree canopy. The tree locations and CRZs are located on the site plan.



Figure 14: Tree A. (Source: Google Maps)

## POLICY REVIEW

In order to obtain approval of the proposed minor variance, a review of the relevant and applicable policies and provisions is required. These are reviewed and discussed below. Relevant policies will be indicated in *italics*.

### Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on land use planning and development matters of provincial interest. The Plan provides for appropriate development while protecting provincial resources of interest, public health and safety, and the quality of the natural and built environment. The policies of the Plan are complemented by other provincial and municipal plans (such as local Official Plans and Secondary Plans), which must align with the PPS. All decisions affecting planning matters “shall be consistent with” the PPS.

Section 1.0 intends to wisely manage change and plan for efficient land use and development patterns, which in turn help support sustainability through strong, liveable, healthy, and resilient communities.

#### 1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) *accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) *promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) *promoting development and land use patterns that conserve biodiversity;*  
*and*
- i) *preparing for the regional and local impacts of a changing climate.*

**Comment:** The proposed additions more efficiently use the available space on the lot and provide for additional functional space for the current homeowners while remaining largely zoning compliant with respect to setbacks and yard areas. The additions allow for more

amenity space and covered parking of a vehicle, in line with the dominant characteristics of the existing neighbourhood.

In accordance with Section 1.1.3, the proposed additions are for an existing home within the settlement area. It constitutes an efficient use of land and resources by improving the existing dwelling through moderately-sized additions, supporting the continued use of the home by the current homeowners.

In accordance with Section 1.4, *Housing*, the proposed development supports the continued use of the existing dwelling, adding more amenity space and functionally improving the site while being largely zoning compliant and continuing to provide sufficient green space. No additional municipal servicing or infrastructure is required as a result of the development. The additions are moderate in scale, enhance the home's function, and accommodate the owners' needs in their existing house.

Section 2.0 of the PPS aims to ensure Ontario's long-term prosperity, environmental health, and social well-being through the wise management and conservation of natural resources. This includes policy direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources.

Section 3.0 of the PPS intends to provide for Ontario's long-term prosperity, environmental health, and social wellbeing by reducing potential natural and human-made hazards and threats to public safety. Development is to be directed away from natural or human-made hazards.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.**

## **City of Ottawa Official Plan**

*Designation: Neighbourhood within the Inner Urban Transect*

The new City of Ottawa Official Plan was passed by City Council on November 24th, 2021 and was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4th, 2022. The Official Plan builds on the Five Big Policy Moves identified in the City's Strategic Plan and provides renewed goals, objectives, and policies intended to guide future growth and land use decision-making into the year 2046.

Section 2 contains the overall strategic direction of the new Official Plan and is based around the Five Big Policy Moves, which are intended to make Ottawa the most liveable mid-sized City in North America. The Five Big Moves call for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development. Six cross-cutting issues have also been identified as essential to the achievement of liveable cities, which are related to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

**Comment:** The proposed additions to the dwelling result in additional amenity space in the front yard of the existing home and provide a permitted carport for covered vehicle parking. The additions fit within the context of the neighbourhood and are compatible in scale and setback character with the existing streetscape. They support the continued use of the existing home within a stable residential area and more efficiently use the subject site, contributing to a more liveable City.

Section 3 of the Official Plan direct various types and intensities of growth to appropriate areas and ensures that sufficient land is provided to accommodate projected levels of new growth. Most population and employment growth is anticipated in the urban area, which is divided into six transects based on location, maturity of development, and their function as networks of 15-minute neighbourhoods.

**Comment:** The subject property is located in a stable residential neighbourhood within the urban area. The proposed additions support an appropriate level of growth for the neighbourhood by more efficiently utilizing the existing lot, providing additional living space and a covered parking space. They are moderate in size and enhance the existing home, supporting its continued permitted use by the current homeowners.

Section 4 of the Official Plan provides policies applicable to development throughout the City. It includes policies for more sustainable modes of transportation and the design and creation of healthy, 15-minute neighbourhoods. This includes the provision of jobs, recreational amenities, and retail uses within a 15-minute walking distance of residential uses.

Section 4.6 provides policies that address urban design, which involves designing the built form and public realm in a manner that supports healthy, 15-minute neighbourhoods. It also emphasizes design excellence throughout the City, especially in Design Priority Areas. The subject site is not located within a Design Priority Area.

**Comment:** The proposed development contemplates the addition of a front porch and a carport addition to the existing two-storey detached dwelling. The front porch addition will add a new outdoor amenity space for the current homeowners and contributes an attractive visual component to the building's facade. Additionally, new raised planter beds will be installed in the front yard, providing space for other plant species in addition to sod and further enhancing the streetscape. The carport addition will provide some screening of the existing surface parking on the site and provides adequate separation from the neighbouring dwelling despite the reduced interior side yard setback. It also aligns with the identified Streetscape Character Analysis group for this block of Westminster Avenue. Furthermore, the carport's design ensures that there will be no additional overlook or adverse shadowing impacts as a result of its construction, since it is modestly proportioned and does not add any windows that could overlook the abutting home. The additions will be designed in a manner that does not impact the large City-owned Norway Maple tree in the front yard. They also form part of a larger renovation program for the existing dwelling that will enhance its liveability and function for the current homeowners while providing a more aesthetically-pleasing overall design.

Section 5 provides detailed policies for each of the six transect policy areas within the City. It recognizes the existing patterns of development within each transect area and provides policies intended to support a gradual transition towards 15-minute neighbourhoods.



Direction on built form and building typologies is provided based on the existing contexts in each transect area. The subject site is located within the **Inner Urban Transect**. Within the Inner Urban Transect, the site is designated as **Neighbourhoods**. It is also part of the Evolving Overlay.

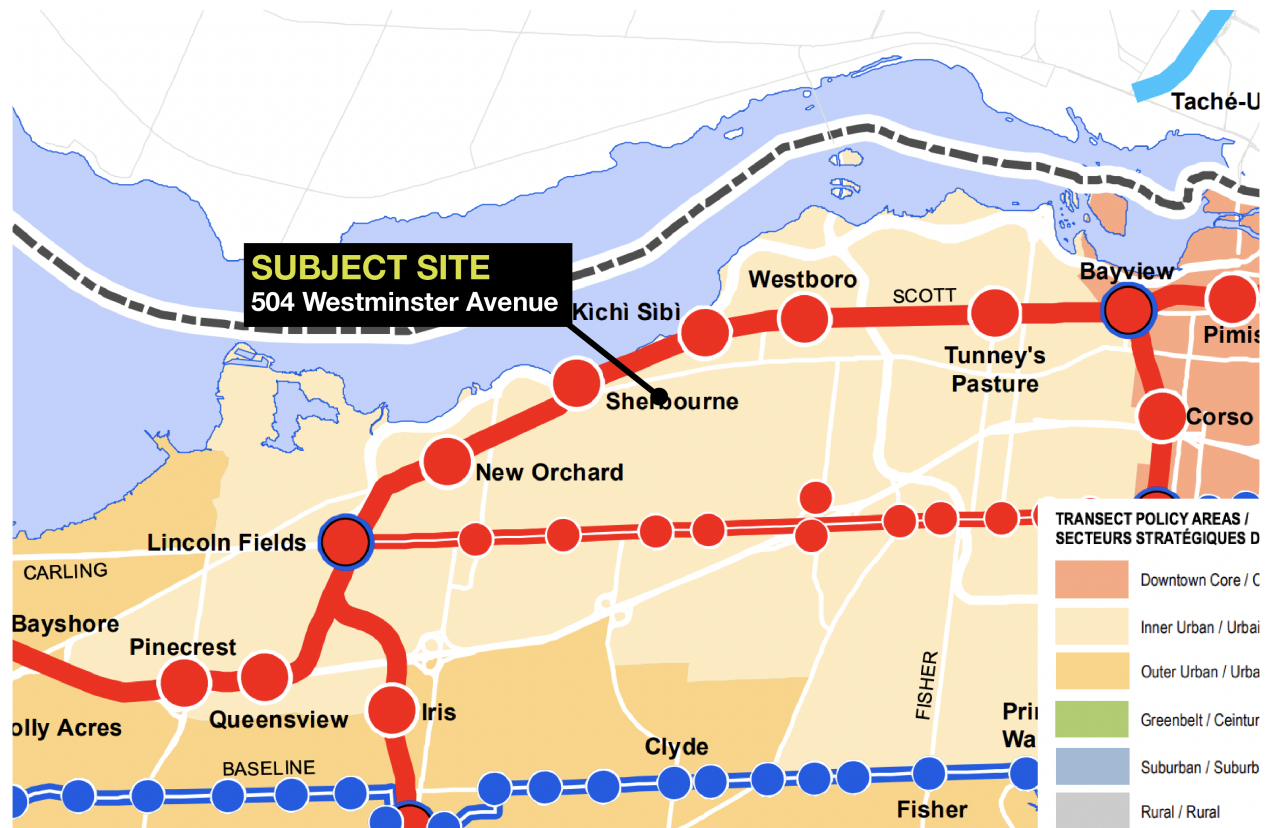


Figure 15: Schedule A: Transect Policy Areas. (Source: City of Ottawa Official Plan).

Section 5.2 provides policies specific to the Inner Urban Transect. The Inner Urban Transect is comprised of pre-war neighbourhoods surrounding the Downtown Transect and the directly adjacent post-war neighbourhoods. It is characterized by a generally urban pattern of built form, site design, and mix of uses, with post-war neighbourhoods reflecting more suburban characteristics. It is generally planned for mid-to-high densities and supports active and public transportation modes. Within Neighbourhoods, a low-rise height context of two-to-three storeys is planned and a wide variety of dwelling units are supported.

**Comment:** The proposed additions including a carport in the interior side yard and a front porch addition are moderately-sized developments that support the continued use of an existing detached dwelling in a stable neighbourhood. The dwelling with the proposed additions aligns with the planned two-to-three storey height context and supports public realm improvements with a more vibrant and aesthetically pleasing streetscape presence.

Section 5.6.1 provides policy direction for the Evolving Overlay, which applies to areas in close proximity to Hubs and Corridors and which, over time, will change in character to

support intensification. It supports additional density and low-rise intensification to create more urban built form patterns.

**Comment:** The proposed developments are small-scale additions to the existing detached dwelling, which is being retained as a residence for the existing homeowners. The scale and type of development contemplated is intended to enhance an existing home within a stable residential neighbourhood.

Section 6.0 contains policies specific to designations within the urban settlement area.

Section 6.3 contains policies that pertain to the Neighbourhoods designation. Neighbourhoods are considered the heart of communities and are recognized as occurring at different densities and stages of development. The intent of the Official Plan is to reinforce the 15-minute neighbourhood model through support for gradual, integrated, sustainable, and context-sensitive development.

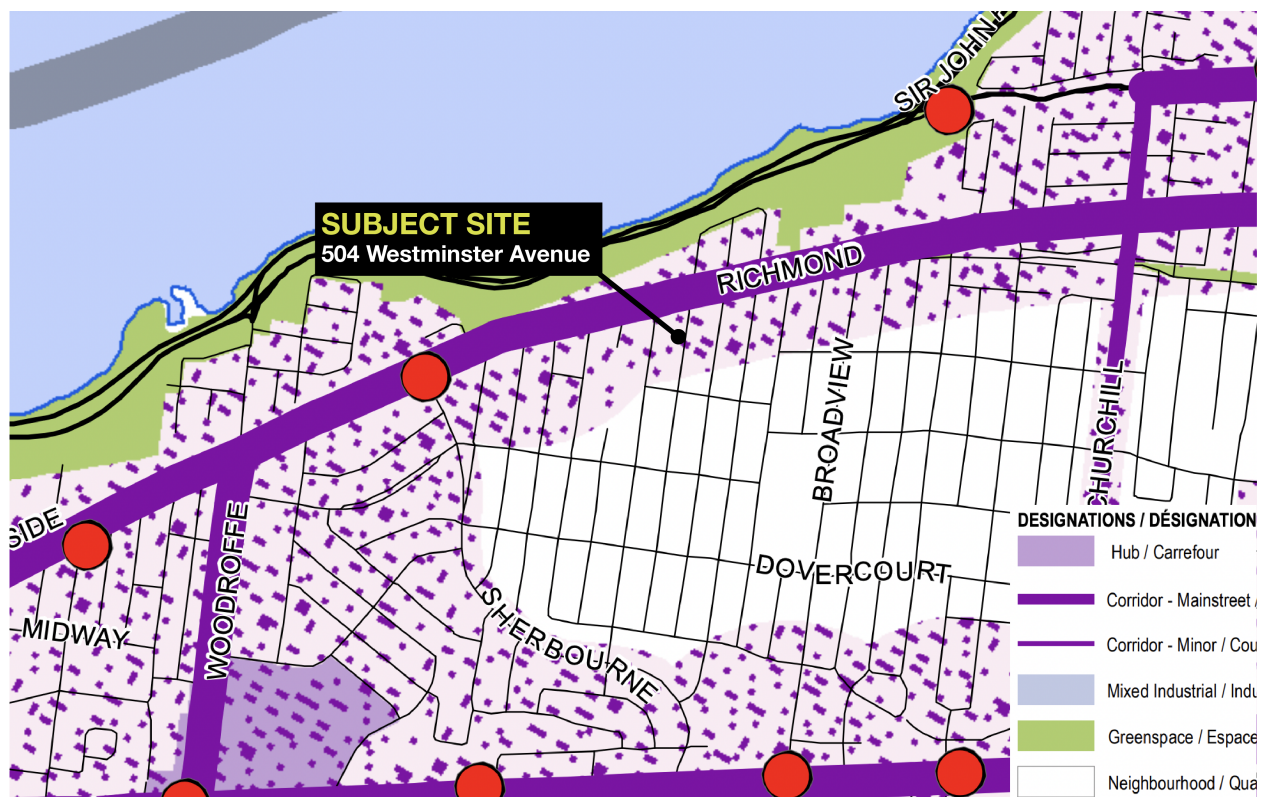


Figure 16: Schedule A: Transect Policy Areas. (Source: City of Ottawa Official Plan).

Section 6.3.1 plans for a full range of low-rise housing types and options along with small-scale compatible non-residential uses to promote 15-minute communities. Building forms are to be compatible with low-rise, predominantly residential neighbourhoods. Ground-oriented forms are generally planned for the interior parts of neighbourhoods away from Corridors and rapid transit stations.

**Comment:** The subject site is located within the interior part of a stable neighbourhood with a prevailing low-rise height context and predominantly one-to-two storey detached dwellings. The proposed additions continue and enhance the existing, permitted detached dwelling on the property while retaining a contextual scale that is compatible with the neighbouring dwellings.

**Based on our review, it is our professional planning opinion that the proposed development conforms with the New City of Ottawa Official Plan.**

### **Richmond Road / Westboro Secondary Plan**

The Richmond Road / Westboro Secondary Plan, which derives from the Richmond Road / Westboro Community Design Plan (CDP), is intended to guide long term design and development in the planning area and provide a framework for change as the area experiences intensification.

**Comment:** The subject property is not located within the Secondary Plan area, which is bounded on the south by Byron Avenue. However, owing to its close proximity to the planning area boundary, the Secondary Plan was reviewed. The site is located near Sector 1 (Skead Street) which is to have its low-rise neighbourhood character protected until redevelopment opportunities in other sectors have been more fully realized. It is recognized in the Secondary Plan as being one of several neighbourhoods influenced by their proximity to Richmond Road. The proposed development is consistent with the future vision of the Secondary Plan.

## City of Ottawa Zoning By-law

The City of Ottawa zones this site as R1O - Residential First Density Zone, sub zone O. The intent of the R1 Zone is to restrict residential development to detached dwellings in the General Urban Area, while providing for other residential uses in order to provide housing choice within detached dwelling areas. It is noted that the intent of the R1 zone will evolve under the upcoming By-law as a result of the impacts of Bill 23 but these changes do not affect this application. The property is also part of the Mature Neighbourhoods Overlay. It is not located within the Heritage Overlay or the Floodplain Overlay. It is also not located within the Westboro Development Overlay. The table below provides an overview of the required provisions for this zone and the proposed development's compliance.



Figure 17: Zoning Map (Source: GeoOttawa)

R10	Required	Provided	Section
Minimum Lot Width	15 m	15.24 m	S156, Table 156A
Minimum Lot Area	450 m <sup>2</sup>	464.25 m <sup>2</sup>	S156, Table 156A
Max Building Height	8 m	7.7 m	S156, Table 156A
Minimum Front Yard Setback	5.5 m	5.45 m*	S144(1)(a)
Minimum Rear Yard Setback	28% of lot depth (8.53 m)	12.57 m	S144, Table 144B
Minimum Rear Yard Area	25% (116.06 m <sup>2</sup> )	191.57 m <sup>2</sup>	S144(3)(a)
Minimum Interior Yard Setback	3 m total, no less than 1.2 m each side	<b>0.6 m (south)</b> and 1.5 m (north)*  <b>2.1 m total</b>	S156, Table 156A
Maximum Lot Coverage	N/A	N/A	S156, Table 156A
Aggregate Front Yard Soft Landscaping	40% (33.2 m <sup>2</sup> )	46% (38.1 m <sup>2</sup> )	S139, Table 139(1)
Maximum Projection (proposed front porch)	2 m, no closer than 1 m from lot line	1.9 m and 3.55 m from front lot line	S65, Table 65(6)
Maximum Projection (rear deck south)	Where walking surface is no higher than 0.6 m in the interior and rear yards: No limit	1.83 m into required yard and 2.38 m from southerly interior lot line	S65, Table 65(6)
Maximum Projection (rear deck north)	Else: 2 m, no closer than 1 m from lot line	0.63 m into interior yard and 0.83 m from the interior lot line*  0.73 m into rear yard and 11.84 m from rear lot line	S65, Table 65(6)
Maximum Projection (fireplace)	1 m, no closer than 0.6 m from lot line	0.33 m (1.18 m from lot line)	S65, Table 65(1)
Minimum Parking Spaces (Area X)	No parking required	1 space	S101(3)(a)
Minimum Landscaped Strip	0.15 m	0.26 m	S139(2)(c)



R10	Required	Provided	Section
<b>Maximum Driveway Width</b>	3.0 m (single) 5.5 m (double)	4.01 m*	S139, Table 139(3)
<b>Maximum Walkway</b>	1.2 m	1.2 m	S139(4)(c)(ii)
<b>Minimum Garage Setback</b>	0.6 m	0.7 m	S139(3)(a)

\*to remain, legally non-complying

## PLANNING ACT REVIEW

### Review of Section 45(1) Minor Variances

The Planning Act requires that minor variances are only to be permitted so long as they meet the four tests as set in Section 45(1). These tests are: whether the variance is minor; whether the variance meets the intent and purpose of the Official Plan; whether the variance meets the intent and purpose of the Zoning By-law; and lastly whether variance is suitable and desirable for the use of the land.

#### ***Is the variance minor?***

The variance requested is for a reduced southerly interior side yard setback of 0.6 metres with a total interior side yard setback of 2.1 metres, whereas the Zoning By-law requires a minimum interior side yard setback of at least 1.2 metres on each side with a total interior side yard setback of 3 metres.

The requested variance for a reduced minimum interior side yard setback of 0.6 metres is minor as it is noted as being a fairly common interior side yard setback within the urban area. Upon review, a number of dwellings along Westminster Avenue have similar interior side yard setbacks in at least one yard. Furthermore, since the addition in the side yard is only for the carport, no adverse privacy impacts are anticipated, as the closest windows facing the interior side yard are located at least 4.18 metres away from the interior lot line. Additionally, sufficient space is still provided to move between the front and rear yards of the property, with 0.6 metres providing an adequate amount of space for access and the northerly interior side yard, which is 1.5 metres, providing a larger access between yards. Access between the yards can also be achieved via the carport which is open on three sides and provides virtually the same amount of access when a vehicle is parked there as the existing condition with only the single driveway provides.

The combined interior side yard setback amount of 2.1 metres provides a sufficient amount of space to ensure that buildings are adequately spaced and that access between the front and rear of the property is maintained. Furthermore, since the actual southerly wall of the dwelling will not be extended over the carport, the reduced setbacks will not appreciably change the amount of light and air between the buildings.

Thus the impact of the reduced southerly interior side yard setback and consequently the reduced total interior side yard setback is considered minor.



Figure 18: Lots outlined in red have similarly narrow interior side yards (Source: GeoOttawa)

### ***Does the variance meet the intent and purpose of the Official Plan?***

The intent and purpose of the Official Plan as it applies to this property is to provide for a wide range of low-rise dwelling types, support intensification, and ensure new built form demonstrates good urban design in order to gradually transition towards 15-minute communities. The proposed development with the requested variance meets this intent as the additions enhance the existing dwelling and allow for the continued permitted residential use of the home while improving its overall design and functionality. The additions provide more space for the current homeowners by more efficiently using the lot while continuing to provide appropriate landscaping and setbacks. The scale of the additions aligns with the character of the area, with the carport and front porch addition enhancing the home's streetscape appearance in a contextual manner.

### ***Does the variance meet the intent and purpose of the Zoning By-law***

The intent of both the minimum interior side yard setback and the minimum total interior side yard setback is to ensure that there is adequate space between buildings both for light filtration and for through access between the front and rear portions of the property. This intent is met as the proposed carport addition will not impede access any more than the existing driveway would with a parked car, ensuring that access is still maintained on the southerly side of the property. Additionally, the northerly interior side yard setback, which exceeds the 1.2-metre requirement for a single interior side yard setback, ensures



that access is maintained between the front and rear portions of the property. The buildings will also be adequately spaced out compared to other homes along Westminster Avenue as 0.6-metre interior side yard setbacks are fairly common in the area. Light filtration will also be maintained as the carport addition is open on three sides and the main southerly wall of the house is set back 4.18 metres, ensuring that light will filter through in largely the same manner as it does for the existing dwelling without the carport. Thus the intent of both interior side yard provisions are met.

***Is the variance suitable for the use of the land?***

The proposed development with the requested variance is considered a suitable and desirable use of land as it results in more space and functionality for the existing homeowners and allows them to continue living in their home by enhancing the property. The proposal also aligns with the intent of the Neighbourhoods designation within the Inner Urban Area in the Official Plan and the intent of the R1O zoning, improving the dwelling in a contextual manner with moderate additions.

## CONCLUSION

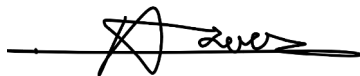
As noted, the proposed development is for the addition of a covered porch in the front yard and a carport addition in the interior side yard. The development results in additional useable amenity space in the front yard and provides covered parking and item storage through the carport addition. The proposal allows for increased space and useable amenity area for the current homeowners. It improves the existing detached dwelling and promotes the continued use of the property within a stable residential neighbourhood. The requested variance is for a reduced interior side yard setback of 0.6 metres with a total interior side yard of 2.1 metres, whereas the Zoning By-law requires a minimum interior side yard setback of 1.2 metres with a total interior side yard of 3.0 metres. The variance is considered minor as access and light filtration are still maintained, no adverse overlook or loss of privacy is created, and the interior side yards provided are similar to those provided in many urban areas including the immediate neighbourhood itself. The proposal with the requested variance also meets the intent of both Official Plans and the Zoning By-law, and is a suitable and desirable use of the land. Collectively considered, the development with the proposed variance satisfies the four tests required under section 45(1) of the Planning Act.

It is the opinion of Q9 Planning + Design that the proposed variance is good land use planning and meets the required tests and criteria set out in the Planning Act.

Yours truly,




Christine McCuaig, RPP MCIP M.PI  
Principal Senior Planner + Project Manager



Arjan Soor, M.PI  
Planner

CC: David Ewing and Vicki Orsborne