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Committee of Adjustment
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City of Ottawa | Ville d'Ottawa
Comité de dérogation

Attention: City Planners & Committee of Adjustment Members

To whom it may concern:

The purpose of this letter is to provide clarity and justification to the application for a minor variance for the proposed side addition to our existing dwelling at 30 Beckwith Road. The existing dwelling does not have a mud room and minimal front entry storage, the existing front closet being only 0.76 m by 1.96 m. The property size is quite small at 28.96 m x 10.67 m. The bylaw requirement for a parking space of 2.6 m (8'6") wide by 5.2 m (17'1") long to be located behind the front wall of the dwelling severely limits our ability to expand our home to include a functional entry way without a minor variance. The proposed addition would infringe 0.88 m on the required parking space length, and a maximum of 0.15 m on the width. Therefore, our intent with this application is to seek a minor variance to allow the construction of our proposed addition to the existing dwelling. Please see Appendix "A" to this letter for a rendering of the proposed addition.

In addition to the formal application, the following submissions elaborate on the proposed addition and address the 'four tests' of the *Planning Act*. Also included are the following appendices:

- Appendix A – Rendering of addition;
- Appendix B – Photos of car parked in proposed parking spot;
- Appendix C – Construction set (proposed parking spot can be seen on page 3);
- Appendix D – Photos of select drive-ways in one block radius that do not conform with Section 106(1) (By-Law 2021-218);
- Appendix E – Photos of cars parked on surrounding streets and not past the edge of the dwelling;
- Appendix F – 30 Beckwith Road Survey

1. Existing and Applicable Zoning By-Laws

As per Zoning By-Law 2008-250 Consolidation, the existing lot is currently zoned as R1 – Residential First Density Zone, which permits detached dwellings.

Subsection 109(3)(a)(i) of By-Law 250 (By-Law 2018-155) prohibits establishing a parking space in a required and provided front yard. The diagram following subsection 109(4) and preceding 109(5) shows examples of front yard parking prohibitions. Subsection 107(3) confirms that where a driveway is providing access to a permitted parking space located outside of the front yard and corner side yard it may be located in a front yard provided certain conditions are met ((By-law 2018-155).

As per Part 4 – Parking, Queuing and Loading Provisions, Section 106(1) (By-Law 2021-218), a motor vehicle parking space must be 2.6 m wide by 5.2 m long.

2. Proposed Zoning Variance

To permit the construction of a mudroom entrance to the side of the existing dwelling. The proposed addition will encroach by 0.88 m on the 5.2 m long side parking requirement and a maximum of 0.15 m on the 2.6 m wide side parking requirement, leaving a parking space behind the front wall of the dwelling of 2.45 m by 4.32 m. Of note, the width meets the requirement of the bylaw at the entrance, but narrows as the driveway continues due to the lot line. A width of 2.45 m is the measurement from the most narrow part of the parking space with the proposed addition.

3. Four-Part Test

a. Is the variance minor?

The proposed addition will encroach into the current side driveway, leaving a 8'1/2" (2.45 m) by 14'2" (4.32 m) parking spot behind the front wall of the dwelling, along the side of the house. Please see page three of Appendix "C" to this letter. This is a 0.88 m difference from the required 5.2 m in length and a maximum of a 0.15 m difference from the required 2.6 m width. The size and location of the property, and the location of the house on the property, requires a variance for the proposed side addition to the dwelling. The proposed addition is within character when compared to the immediate neighbourhood, where many houses have side parking spacing similarly smaller than the 2.6 m by 5.2 m requirement or often non-existent. For example, at least 8 properties in a one block radius do not meet the requirement for a 2.6 m by 5.2 m parking spot behind the front wall of the dwelling, including the property directly behind us (55 Glengarry Road)

that has a parking space of 4.27 m by 2.24 m due to a side addition. Please see the Appendix “D” to this letter for further examples.

b. Is the variance desirable for the appropriate development or use of the property?

The variance will allow the development of the existing dwelling to improve its function for everyday use. The side addition will allow for the creation of a small mudroom with closet and storage space where there currently is none. The proposed addition will greatly increase the livability of the dwelling for our family of four.

Moreover, the proposed addition will improve the aesthetic appeal of the street. In addition to adding a side mudroom, improvements will be made to the front of the dwelling, adding charm for passersby, other residents and visitors to the area. Please see Appendix “A” to this letter.

c. Is the general intent and purpose of the Zoning By-law maintained?

According to the By-law, the purpose of the R1 – Residential First Density Zone is as follows:

The purpose of the R1- Residential First Density 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. [emphasis added]

The size of the property, as is common with many properties in our neighbourhood, limits our ability to expand our existing dwelling to include useable entry space. The side of our existing dwelling is the only viable option to place a familial entrance and mudroom, and this option is not possible without a minor variance.

The proposed addition will maintain the residential character of the neighbourhood. The proposed addition will continue to allow a car to be pulled up past the front edge of our dwelling, and will not hinder the clear view of the front of our house when viewed from the street. Please see Appendix “B” to this letter where photos have been included to show the amount of space that

will exist behind the front edge of the dwelling after the addition is complete. The pictures demonstrate that the distance of the infringement required is indeed minor, that a car will still be able to be pulled up past the edge of our dwelling after constructions.

Moreover, as evidenced by the neighbouring properties surveyed and included in Appendix "D" to this letter, the proposed addition to the dwelling is compatible with existing land use patterns. As described above, we have identified at least 8 properties in a one block radius that do not meet the requirement for a 2.6 m by 5.2 m parking spot behind the front wall of the dwelling, including the property directly behind us (55 Glengarry Road) that has a parking space of 4.27 m by 2.24 m due to a side addition. Therefore, we feel that the general intent and purpose of the Zoning By-law is maintained when compared with all other dwellings zoned R1 in the area with regards to parking behind the front line of the dwellings.

In addition, Appendix "E" shows that the current residential character is such that most home occupants on Beckwith Road do not park their cars along side their houses but they park before the edge of their dwellings. By changing the size of the parking space beyond the front edge of our dwelling, we will not be infringing on the residential character of our neighbourhood.

d. Is the general intent and purpose of the Official Plan maintained?

The minor variance being proposed for the addition to our dwelling maintains the intent and purpose of the Official Plan. It guides the evolution of the neighbourhood based on location, age, maturity and needs. Downtown freestanding homes are historically small, and often decades, if not centuries old. They require updates to suit the present-day needs of family life, which often includes expanded entry ways and/or storage options. The minor variance also ensures that our neighbourhood forms the cornerstone of liveability in Ottawa. The minor variance allows a family to function more adequately in the downtown living, promoting living in the vibrant downtown area.

We trust the above is of assistance. We thank you for your time and consideration of our matter. Please do not hesitate to contact us should you require any further information.

Warmly,



Amanda and Connor McGarry