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PLANNING RATIONALE

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Date: February 9, 2024

File: 013024 - 533 Rowanwood Avenue

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

Committee of Adjustment
Received | Reçu le

2024-02-12

City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: PROPOSED MINOR VARIANCE APPLICATION FOR 533 ROWANWOOD AVENUE

Dear Mr. Bellemare,

Q9 Planning + Design have been retained to prepare a Planning Rationale regarding the minor variance application in order to construct a new detached dwelling on the subject site at 533 Rowanwood Avenue.

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

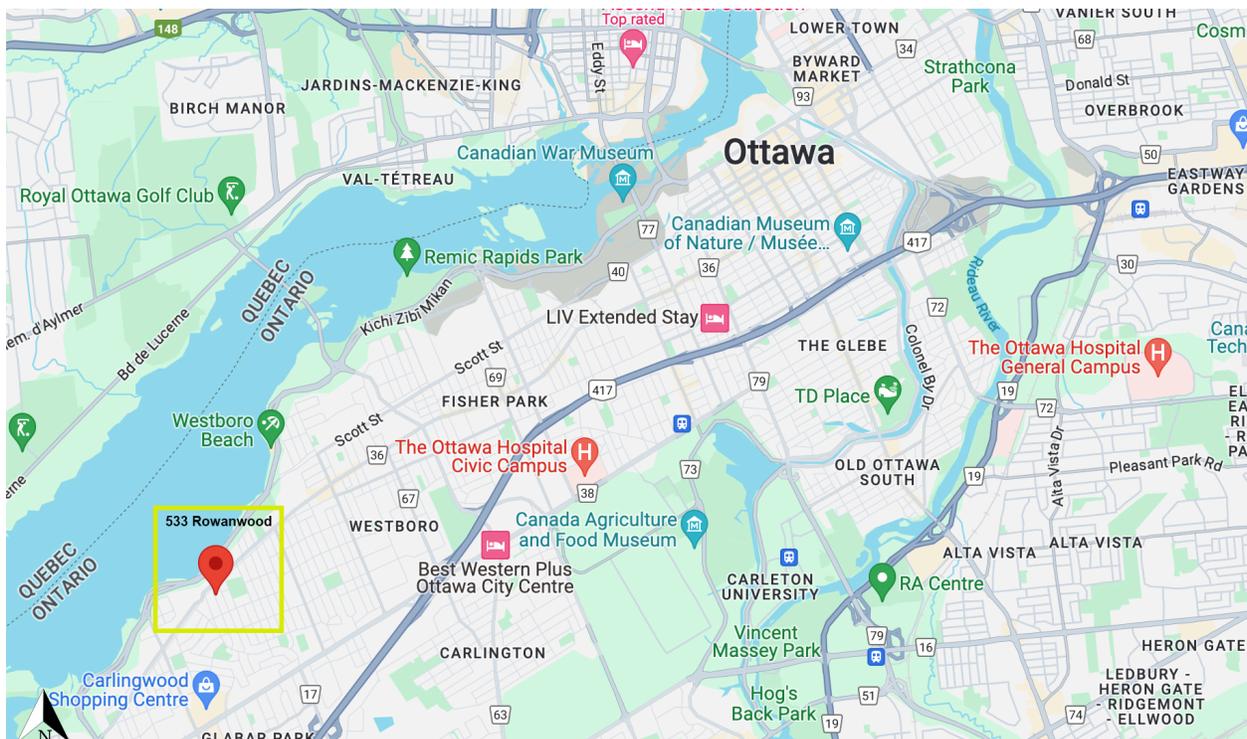


Figure 1: Location Plan (Source: Google Maps)

OVERVIEW

The subject site is a large rectangular, interior lot located on the east side of Rowanwood Avenue, within Ward 7 - Bay in the City of Ottawa. The neighbourhood is characterized by a mix of uses and many different residential dwelling types, with ground-oriented forms such as detached dwellings located within the neighbourhood interior and higher density residential, mixed use, and arterial commercial uses located along major arterial roads. Within the immediate area, Rowanwood Avenue is characterized by detached dwellings on rectangular shaped lots.

The proposed development is to demolish the existing dwelling in order to construct a single-single storey detached dwelling with a front facing attached garage. In order to facilitate this development, minor variances are required.

Minor Variances Requested

The requested variances for these applications are identified below:

Single-Detached Dwelling (533 Rowanwood Avenue)

- (a) To permit a front facing attached garage where no front facing attached garage is permitted according to the Streetscape Character Analysis for the street. (Section 140, Table 140A).

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 large, rectangular interior lot located along the east side of Rowanwood Avenue in Westboro. The property is currently developed with a single-storey detached dwelling constructed from brick. The site has 22.86 metres of frontage along Rowanwood Avenue and is approximately 700.66 square metres in area. The abutting properties to the north and south are both single-storey detached dwellings. There are two detached dwellings directly across the street from the subject site, 530 and 540 Rowanwood that have front facing garages. The following list provides the lot dimensions for 533 Rowanwood Avenue:

- [Lot frontage: 22.86 m
- [Lot depth: 30.65 metres
- [Lot area: 700.66 square metres

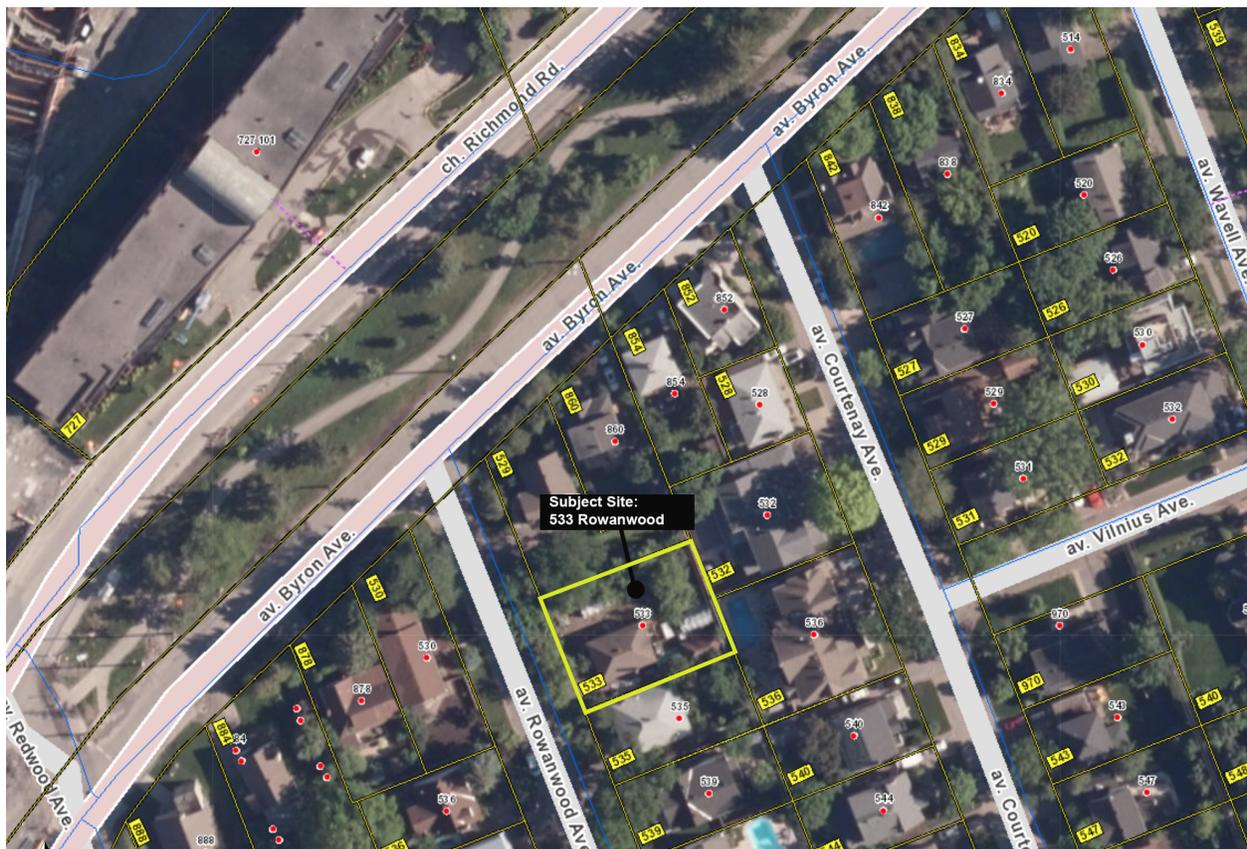


Figure 2: Site Map (Source: GeoOttawa)



Figure 3: Image of existing building on subject site

Context

The subject property is located in an established residential neighbourhood consisting of a variety of ground-oriented residential dwelling types. The immediate context is characterized by single-detached dwelling types, with a variety of architectural styles and features, indicating gradual and continuous redevelopment of the area over time. The property forms part of a block that is bounded by Byron Avenue to the north, Keenan Avenue to the south, Rowanwood Avenue to the west, and Courtenay Avenue to the east. There are fifteen lots located along the western end of the block including the subject property.

Most of the lots in the immediate area along Rowanwood Avenue consist of detached detached homes situated inline on somewhat varied, rectangular lots. Various hipped, gabled, and flat roof types are present along the street, with most homes having front facing main entrances and being one-to-two storeys in height. Many houses in the area also feature front-facing attached garages.

Rowanwood Avenue itself is a north-south street that runs from Bryon Avenue in the north to Sherbourne Road in the south. It features one lane of travel in each direction. Though there are no sidewalks along Rowanwood Avenue itself, there are sidewalks close by along Richmond Road to the north and Sherborne Road to the south. There are some bus routes located within close proximity to the site, with frequent service via OC Transpo Routes 11 and 87 running along Richmond Road and Woodroffe. The site is located within walking distance to the Wesboro Station LRT stop. There is a bicycle and pedestrian pathway that runs between Richmond and Byron, from Redwood to Windemere Avenue.



Figure 4: Context Map (Source: Google Maps)

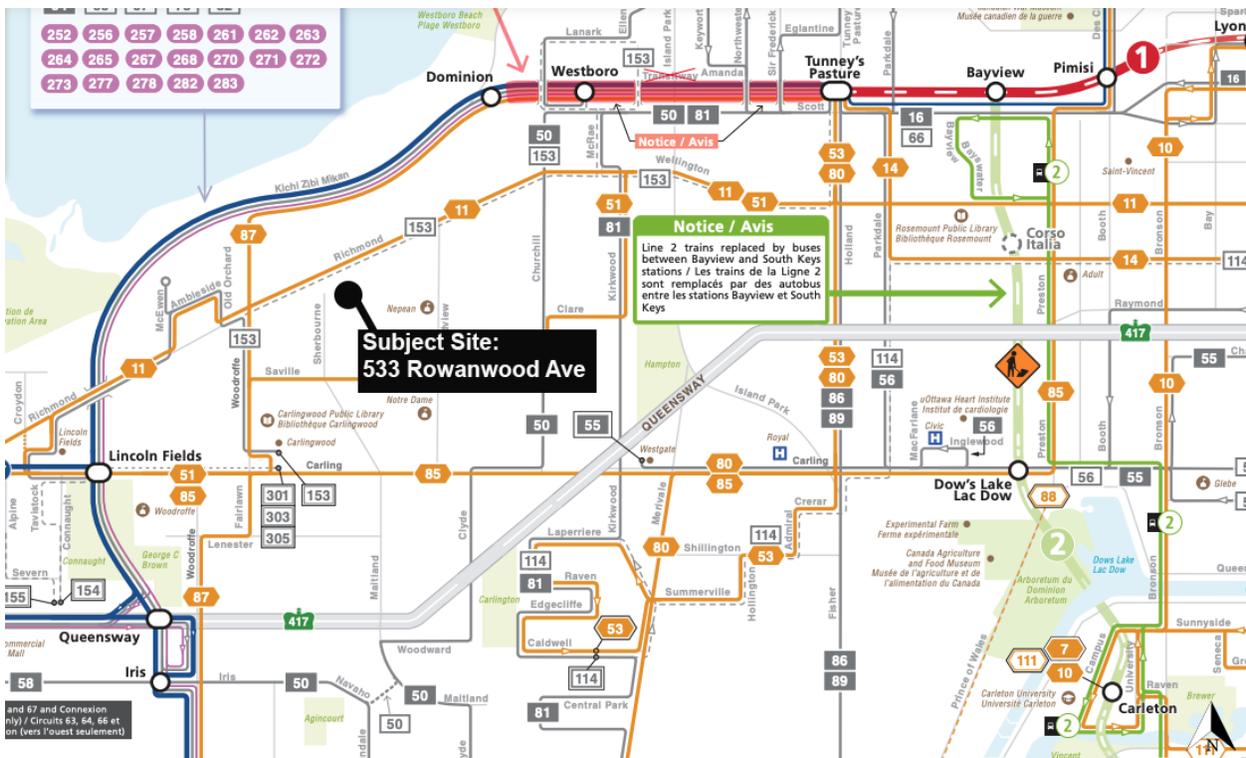


Figure 5: Public Transit Network (Source: OC Transpo)

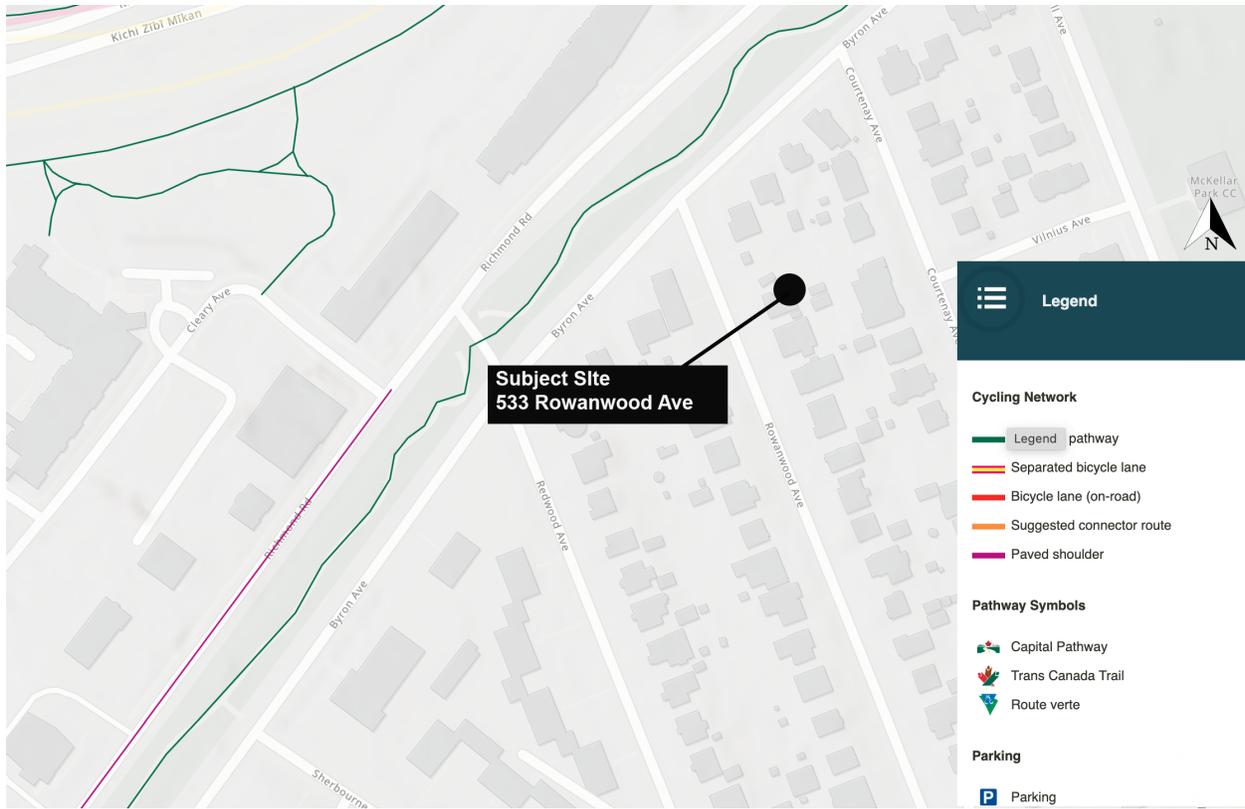


Figure 6: Cycling Map (Source: National Capital Commission)



Figure 7: Across the street from the subject site, #540 Rowanwood Ave



Figure 8: Across the street from the subject site, #530 Rowanwood Avenue



Figure 9: Looking north up Rowanwood Avenue towards Byron

PROPOSED DEVELOPMENT

The proposed development is to demolish the existing single-storey detached dwelling on the property and construct a new, single-storey detached dwelling. The new dwelling will feature a single driveway leading to a front-facing attached garage. It will be constructed with a mix of light grey brick material along with black and wood-coloured panelling. The development will provide increased living space for the current homeowners and accommodate their family's needs within their lot.

The dwelling is designed to be compatible with neighbouring dwellings, with an appropriate single-storey scale that compliments the abutting single-storey dwellings to the north and south. The selected materials will further ensure that the home will be compatible with the neighbourhood character while integrating the design of the front-facing attached garage into the home's facade.

The development will feature a front yard setback of 5.08 metres, interior yard setbacks of 1.50 metres and 1.59 metres, and a rear yard setback of 10.2 metres.

The proposed variances to permit a front-facing garage to provide a garage space for vehicle and bicycle parking and storage of items such as garbage, recycling, snowblower, lawnmower and other lot maintenance items. The garage will be recessed behind the main facade of the house by 1.53 metres.

The proposed front yard greatly exceeds the aggregate landscaping requirements (69% landscaping is provided where only 40% is required) and includes the provision of a new oak hedge in the rear yard and a sugar maple tree in the front yard.

The following pages contain the Site Plan and Elevations.

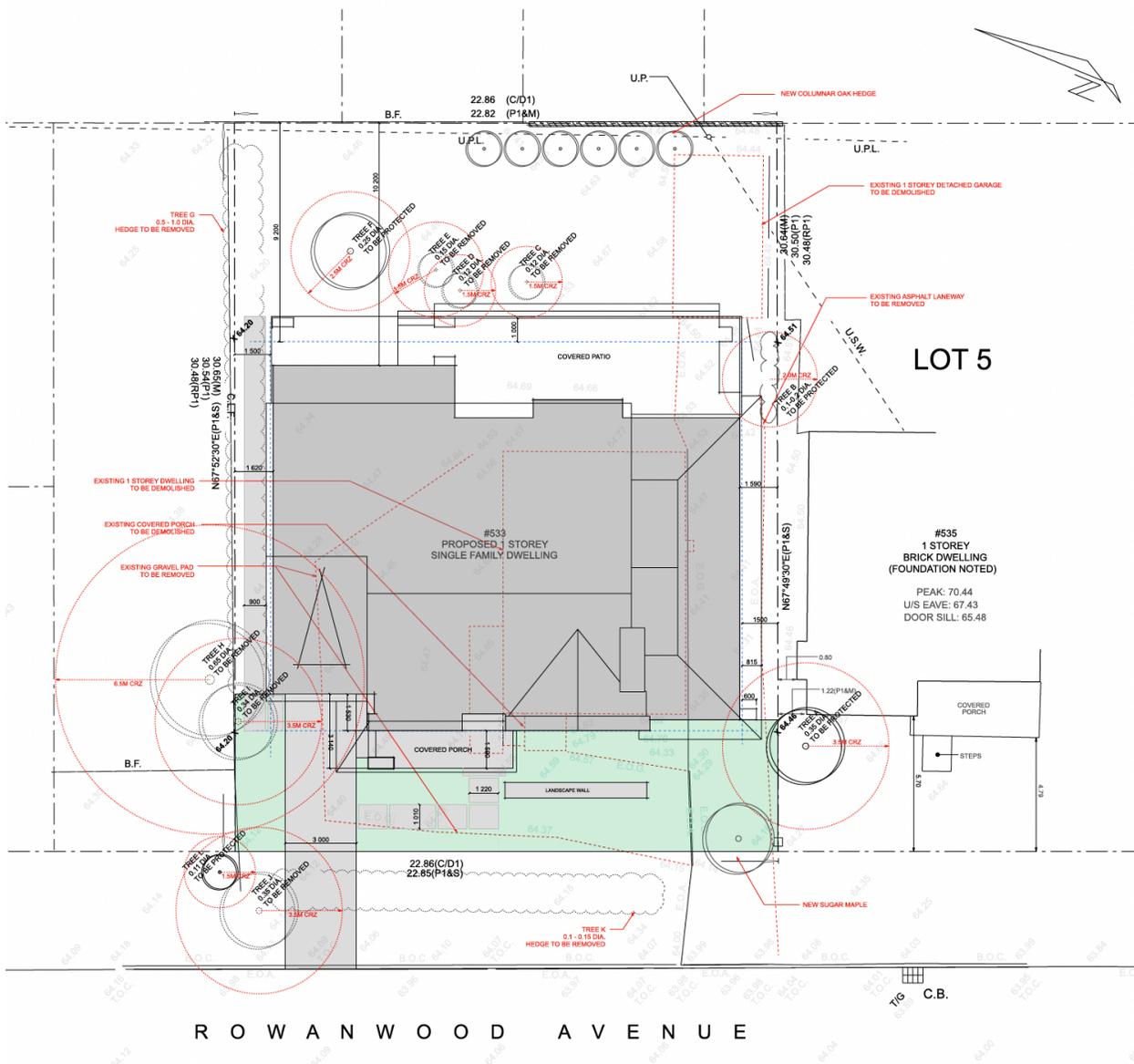


Figure 10: Site Plan prepared by Ardington + Associates Design, Rev 1, January 19, 2024



Figure 11: Front Elevation, prepared by Ardington + Associates Design



Figure 12: North Elevation, prepared by Ardington + Associates Design



Figure 13: Rear Elevation, prepared by Ardington + Associates Design



Figure 14: South Elevation, prepared by Ardington + Associates Design



Figure 15: Front Render, prepared by Ardington + Associates Design



Figure 16: Front Render 2, prepared by Ardington + Associates Design

SUPPORTING STUDIES

Streetscape Character Analysis

A Streetscape Character Analysis (SCA) was submitted in November of 2023. A total of 21 properties were reviewed along Rowanwood Avenue. The results of the SCA are provided below:

The map below identifies the sites that were evaluated for the SCA:

TABLE 1 ATTACHED GARAGES AND CARPORTS		HOW MANY LOTS?
Character Group	<i>see Table 140(A) Zoning By-law 2008-250</i>	Total
A. No front-facing attached garage or carport		12
B. Front-facing attached garage or carport		9

TABLE 2 ACCESS AND PARKING CHARACTER		HOW MANY LOTS?
Character Group	<i>Refer to Table 140(B) of Zoning By-law 2008-250</i>	Total
A. No driveways along lot lines abutting a street		0
B. Individual single-wide driveways and Shared driveway		14
C. Individual double-wide driveways <i>Note: If Group A is the most common, but the number of Group B and C lots combined outnumber Group A, then Group B is deemed to be dominant.</i>		6
D. A. Legally-established front yard parking <i>Note: Front yard parking is prohibited. The number of legally-created spaces needs to be determined only if a new front yard parking space (s) is proposed.</i>		1

Table 3 MAIN DOOR CHARACTER		HOW MANY LOTS?
Character Group	<i>Refer to Table 140(C) of Zoning By-law 2008-250</i>	Total
A. Main door faces the front lot line and the street, or is accessed by a structure located along the front wall of the dwelling but does not face the front lot line and street		21
B. Main door does not face the front lot line and doesn't face the street		0
Note: If you have a corner lot, A and B also apply when documenting doors along the corner side lot line		



SCA Assessed Lots
 Site: 533 Rowanwood Avenue
 Total Lots Assessed: 21

Figure 17: SCA Lots Assessed Map, prepared by Ardington + Associates Design

The letter of confirmation from City of Ottawa dated January 30 2024, identifies that the character group for the subject is ABA. Permissions for an ABA character group are detailed below:

- [Front-facing Attached Garages and Carports: A — Front-facing garage not permitted.
- [Access/Driveway/Parking: B — A single driveway or shared driveway is permitted
- [Location of Front Door: A — Front door must face the street.

The images captured from the Streetscape Character Analysis are provided as Appendix B.

Tree Information Report

A Tree Information Report by Manotick Tree Movers Inc. dated January 25, 2024 which identifies that 9 trees on or abutting the subject lot: A, C, D, E, F, H, I, J, L. Six are proposed to be removed due to proposed construction. Three will be retained, and 1 new Sugar Maple street tree is proposed along with 6 columnar oaks to create a hedge at the rear of the property. As the built form complies with the zoning, the proposed minor variances is unrelated to the review of the Tree Information Report.

Tree	Species	Location	Ownership	CRZ (m)	DBH (cm)	DE (m)	Tree Condition	Reason for Removal	Arborist's opinion if removal
A	White Cedar	Front right	Neighbour	3.5	35	2.5	Fair	-	N/A: Install Tree Protection Zone
B	White Cedars x7	Back right	Client	2	10-20	1.5	Fair	-	N/A: Install Tree Protection Zone
C	Ash	Back centre	Client	1.5	12	0	Good	Tree is in close proximity to proposed construction	Recommend remove tree, is susceptible to Emerald Ash Borer, and to allow for the proposed construction plans
D	Crabapple	Back left	Client	1.5	12	0	Poor	Tree is in close proximity to proposed construction	Recommend remove tree, is in very poor health and condition, and to allow for the proposed construction plans and backyard plans (pool)
E	Crabapple	Back left	Client	2	15	0	Poor	Tree is in close proximity to proposed construction	Recommend remove tree, is in poor health and condition, and to allow for the proposed construction plans and backyard plans (pool)
F	Manitoba Maple	Back left	Client	2.5	25	4	Fair	-	N/A: Install Tree Protection Zone
G	White Cedar Hedge	Back left side	Client	1	5-10	1	Poor	Tree is in close proximity to proposed construction	Recommend remove hedge, mature and overgrown and to allow for the proposed construction plans
H	American Elm	Left side	Neighbour	6.5	65	2.5	Poor	Tree is in close proximity to proposed construction	Recommend remove tree, appears to be in poor health and condition, likely has Dutch Elm Disease, and to allow for the proposed construction plans Tree is likely to become unstable after nearby excavations increasing risk Requires removal permit from the City (see figure 1 on page three) and permission from neighbour
I	Siberian Elm	Left side	City	3.5	34	1.5	Poor	Tree is in close proximity to proposed construction	Recommend remove tree, is a poor urban species that is in poor health and condition Tree is likely to become unstable after nearby excavations increasing risk Requires removal permit from the City (see figure 2 on page three) and permission from City
J	Norway Maple	Front left	City	3.5	35	1	Fair	Tree is in close proximity to proposed construction	Recommend remove tree, is a poor urban species in poor health and condition, leans heavily, will allow the nearby Sugar Maple (L) space to develop Tree is likely to become unstable after nearby excavations increasing risk Requires removal permit from the City (see figure 3 on page three) and permission from City
K	White Cedar	Front yard	City	1.5	10-15	0	Poor	Tree is in close proximity to proposed construction	Recommend remove tree, mature and overgrown, and to allow for the proposed construction plans
L	Sugar Maple	Front left	City	1.5	11	1	Good	-	N/A: Install Tree Protection Zone

Key Definitions

CRZ (Critical Root Zone): is established as being 10cm from the trunk of a tree for every centimetre of trunk DBH.

The CRZ is calculated as DBH x 10cm. This provides direction for the location of the tree protection fencing.

DBH (Diameter at breast height): The measurement of a trunk of a tree at a height of 120cm.

DE (Distance to excavation): The measurement of the distance from the nearest edge of the tree's trunk to adjacent excavation limits.

Boundary Tree means a tree, of which any part of the trunk is growing across one or more property lines.

Adjacent Tree means a tree whose trunk is growing on a property sharing a boundary with the subject site.

Figure 18: Tree Information Report Overview

Six of the eight trees to be removed (D, E, G, H, I & K) are in poor condition. Tree C is and Ash species in good condition but is susceptible to Emerald Ash Borer. The recommendation is to remove the tree. Tree J is an Norway Maple in fair condition. The recommendations is to remove the tree as it is a poor urban species that is in poor health and condition, leans heavily and will allow the nearby Sugar Maple (Tree L) space to develop. The report notes that the tree is likely to become unstable after nearby excavations increasing risk.

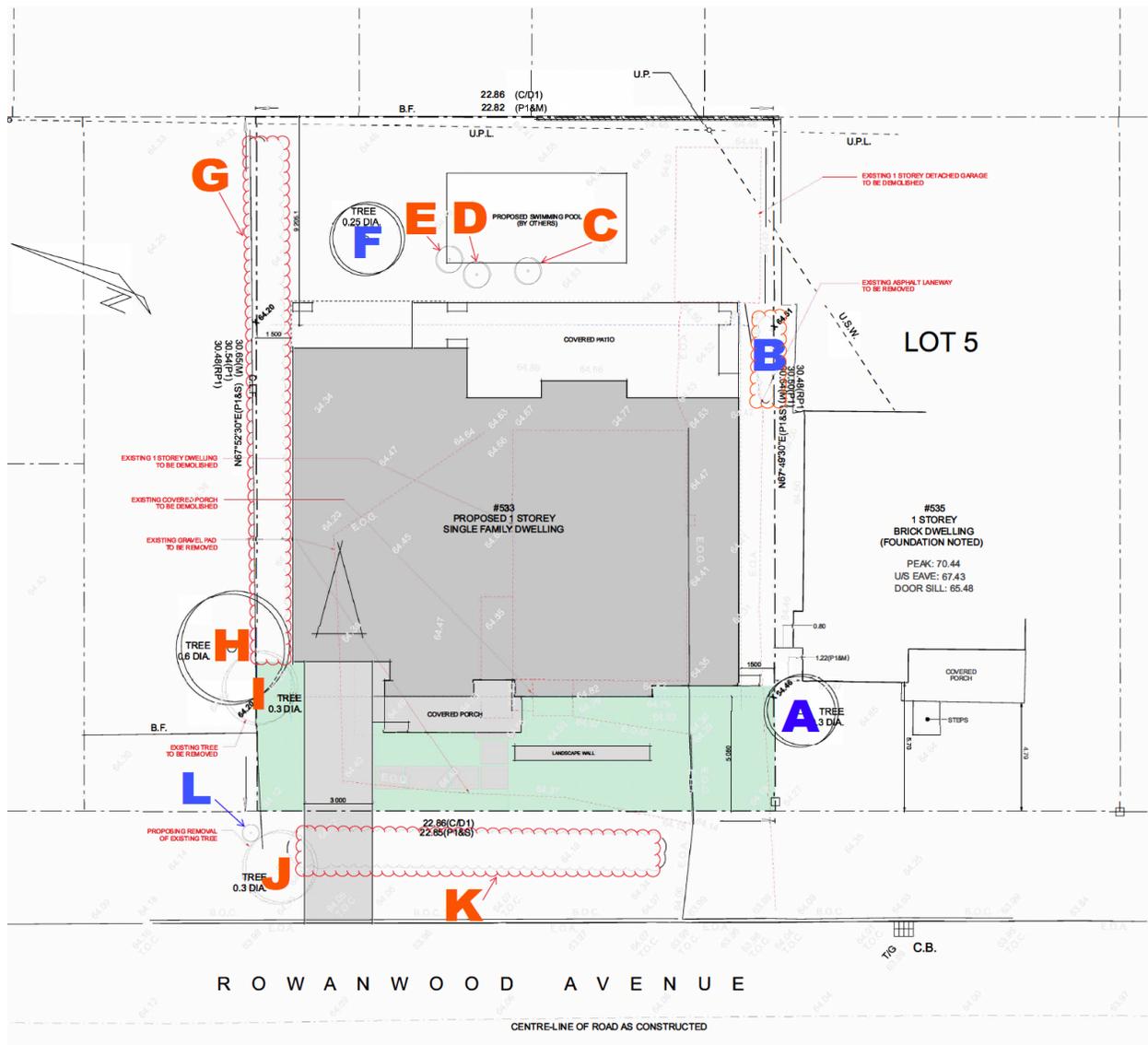


Figure 19: Tree Information Report Map

POLICY REVIEW

In order to obtain approval of the proposed minor variances required to construct a new single-detached dwelling on the property, 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 matters of provincial interest related to land use planning and development. The Plan is intended to provide for appropriate development while protecting Provincial resources of interest, public health and safety, and the quality of the natural and built environment. The PPS is complemented by other Provincial plans as well as municipal plans such as Official Plans and Secondary Plans. All plans and 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 development results in the construction of a new detached dwelling on an existing lot within the urban boundary. It contributes to the renewal of

housing supply in the area and accommodates the needs of the current homeowners with a new home through redevelopment.

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.*

Comment: The subject site is located inside the urban boundary. The proposed developments results in the creation of a new home on an existing lot within an established residential area, avoiding the creation of an additional lot in a greenfield area. The proposal makes use of existing municipal services, infrastructure, and public transportation and does not require uneconomical expansion.

1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Comment: The proposed development results in the creation of one permitted detached dwelling on the subject property through a contextually-appropriate redevelopment of the existing site. The new house will be created on an existing serviced lot and does not necessitate the expansion of municipal infrastructure or services. Furthermore, the home will retain the low-rise, ground-oriented context of the area and achieves an appropriate design response that is compatible in scale, height, and massing with the surrounding neighbourhood. The proposal more optimally utilizes the available space on the lot while ensuring sufficient provision of landscaping and green space.

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. The proposed development does not impact and natural or cultural 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. Development is directed away from natural and 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, Evolving Overlay, 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 overarching strategic directions of the new Official Plan, centred around the Five Big Moves. These five broad strategic directions 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.

Section 2.2.1(2) states, *"2) Provide housing options for larger households: Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. However, opportunities to provide for these dwelling types are limited within areas that are already developed. There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on*

existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area.”

Comment: The proposed development results in the construction of a new home on an existing property within the urban area in proximity to transit that accommodate a larger family. It achieves a context-based and compatible design that is appropriately scaled to the neighbourhood and fits within the existing streetscape. The development also accommodates the expanded needs of the current homeowners through redevelopment of an existing property, helping to manage growth through renewal and redevelopment in response to changing resident needs. The proposal is appropriate based on the surrounding neighbourhood context and its location within a Neighbourhood in the Inner Urban Transect, contributing to the achievement of the Five Big Policy Moves.

Section 3 of the Official Plan provides a renewed growth management framework that directs various types and intensities of growth to appropriate areas, ensuring that adequate land is provided to accommodate new growth. Most of the future growth in population and jobs is expected to occur within the urban settlement area, with the balance being accommodated in rural areas. Six transect policy areas underpin this growth management framework, with each transect policy area planning for new growth accommodation in accordance with the existing development context. Tailored direction is provided to gradually transition lands within these transects towards 15-minute communities.

Comment: The subject site is located in the urban settlement area within an established residential neighbourhood in the Inner Urban Area. It is currently developed with a single-storey detached dwelling. The proposed development provides the same residential use within the same single-detached typology. It helps retain an established form and dwelling type on the site while supporting renewal and redevelopment while addressing changing resident needs allowing resident retention within their neighbourhood. This aligns with the planned direction for growth management in urban areas. A larger dwelling supports diversity and life cycle adjustments for growing families and multi-generational families.

Section 4 of the Official Plan provide policies applicable to development throughout the City, including those for more sustainable modes of transportation and the design and creation of healthy, 15-minute neighbourhoods. It also promotes housing choice to accommodate a variety of needs.

Comment: The proposed development provides a new single-detached dwelling within the urban area, contributing to the housing choice and meeting the needs of the current homeowners and their family.

Section 4.6 provides policies aimed at regulating the design of built form and the public realm in a manner that supports 15-minute neighbourhoods. It 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 contributes a well-designed detached home to the area which provides more living space for the current homeowners to better accommodate their needs. It results in a more functional site design that efficiently uses the available space on the lot while providing adequate zoning compliant setbacks and sufficient landscaping. The single-storey height and the overall scale and massing of the home is

compatible with the abutting homes and fits into the streetscape context of other and detached dwellings with varied architectural styles. No shadowing, overlook, or other adverse impacts onto neighbours will result from the home. The attached garage as proposed integrates seamlessly into the front facade of the building, de-emphasizing the garage's visual appearance and resulting in a functionally and aesthetically superior design to the permitted cantilever design. As designed, the home meets the required front yard aggregate soft landscaping, ensuring that the provision of landscaping is sufficient and that the urban tree canopy can be supported. Overall, the proposed development contributes an attractive, aesthetically pleasing, and more functional dwelling to the area that maintains the consistency of front yards, while preserving landscaping and the urban tree canopy, which aligns with the urban design policies of the Official Plan.

Section 5 provides detailed policies for each of the six transect policy areas within the City. Each of the transect policy areas recognize the existing development patterns and provide tailored approaches to transition towards healthier, more sustainable 15-minute communities. The subject site is located within the **Inner Urban Transect** and is designated **Neighbourhood**. It is also part of the Evolving Overlay.

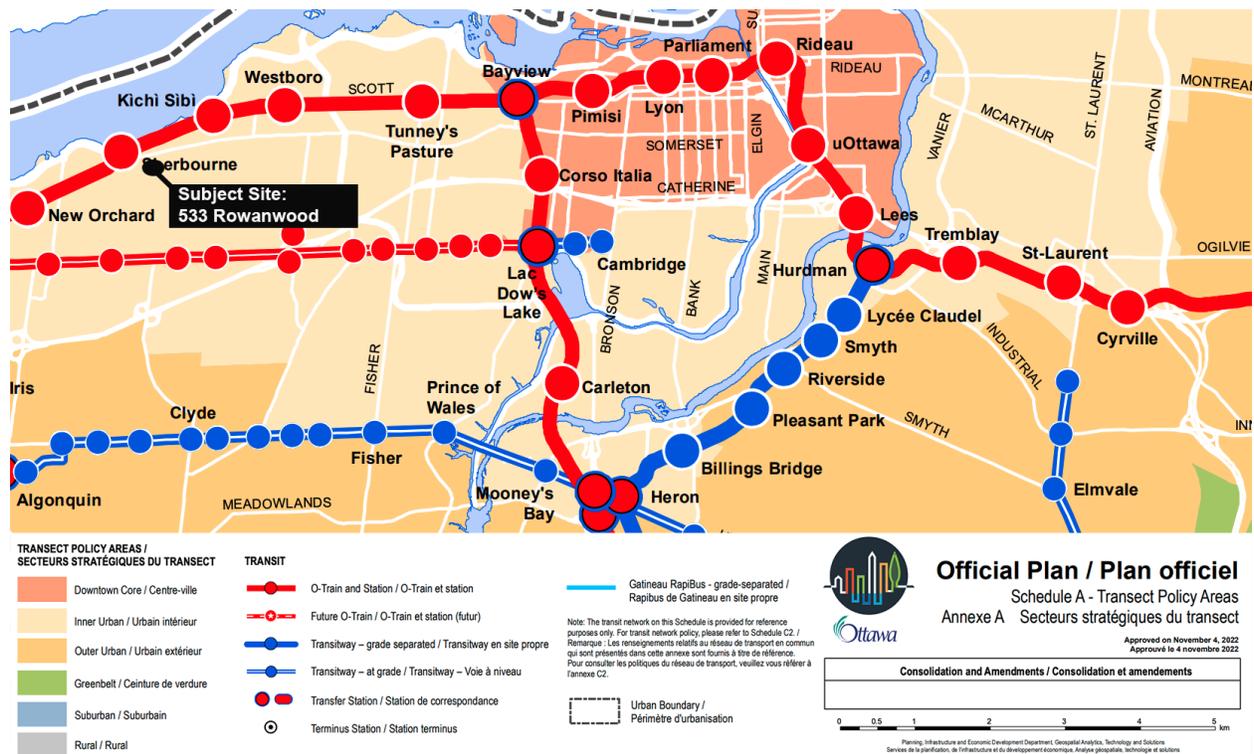


Figure 20: City of Ottawa Official Plan, Schedule A. (Source: City of Ottawa).

Section 5.2 provides policies for the Inner Urban Transect, which represents pre-war neighbourhoods surrounding the Downtown Core and the adjacent post-war neighbourhoods. The intent of Section 5.2 is to enhance the existing urban built form pattern, site design, and mix of uses. It is generally planned for mid-to-high density development, subject to transit proximity and secondary plans or area-specific policies. Within Neighbourhoods, between two and four storeys is permitted.

Comment: The proposed single-storey detached dwelling represents a contextually-appropriate building height that aligns with the height direction for Neighbourhoods in the Inner Urban Transect. The development contributes to enhancing the existing built form in the neighbourhood, improving the residential use of the property through a newer home that better meets the owner's needs while being compatible in scale with abutting properties.

Section 5.6.1 provides policies for built form overlays, including the Evolving Overlay. The Evolving Overlay applies to areas in close proximity to Hubs and Corridors which will gradually evolve to support intensification, transitioning from a suburban to an urban character.

Comment: The proposed development aligns with the low-rise height context for Neighbourhoods within the Inner Urban Transect, while also retaining a built form pattern and lot-to-structure ratio that is typical of urban neighbourhoods within the Inner Urban area. It retains the character of the neighbourhood and results in a contextually-appropriate home that better accommodates the owner's current needs without precluding higher-density development in the future.

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

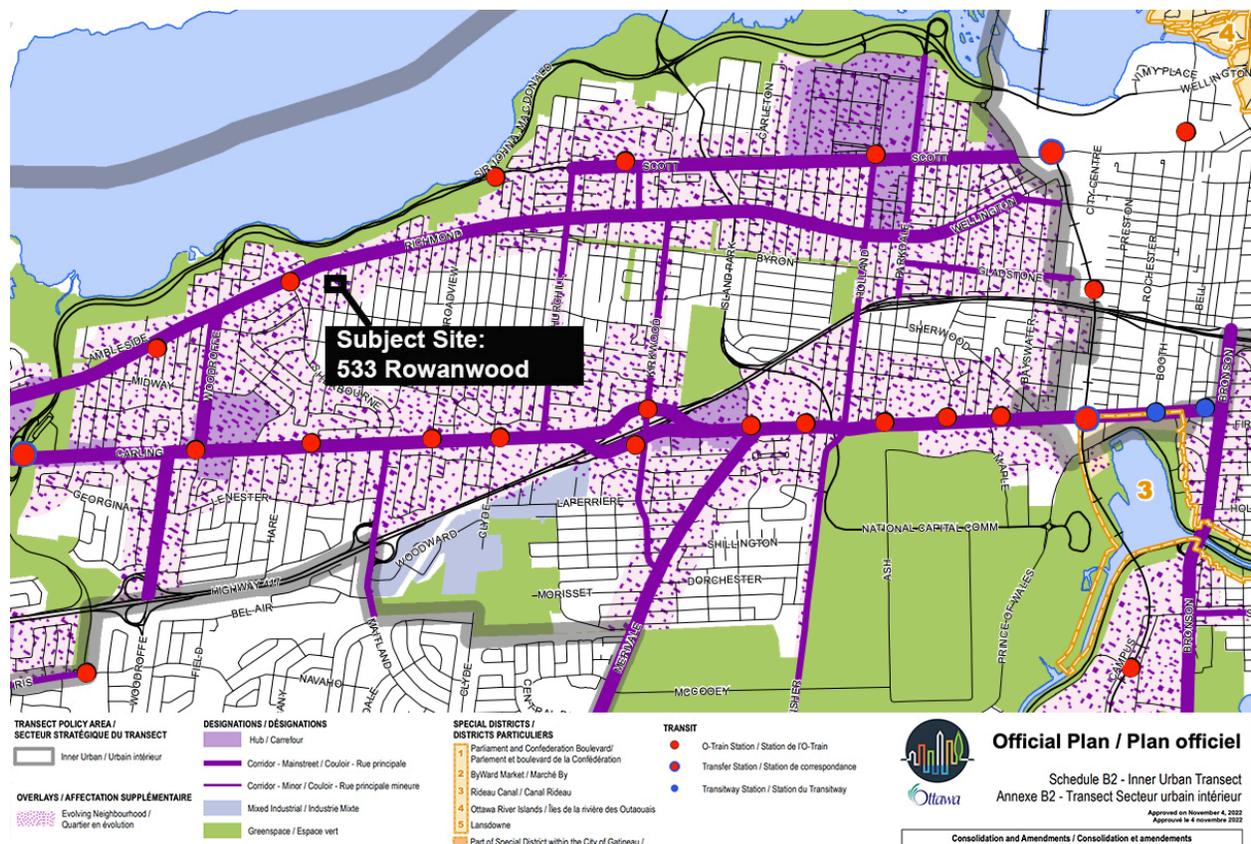


Figure 21: New City of Ottawa Official Plan, Schedule B2. (Source: City of Ottawa).

Section 6.3 contains policies that pertain to Neighbourhoods. These are contiguous urban areas that form the heart of communities and consist of a mix of densities and built forms. Neighbourhoods are noted as being at different types and stages of development, maturity, and evolution. A variety of dwelling types and densities are permitted in Neighbourhoods, with the intent of creating and reinforcing 15-minute communities through gradual, context-sensitive development. Permitted building heights are generally 2-4 storeys, which transition in height and density from the neighbourhood interior towards Corridors and Hubs.

Comment: The proposed development provides results in one new single-storey detached dwelling (which contains a small second level loft at the rear of the dwelling) within a stable neighbourhood that is characterized by low-rise, ground-oriented dwelling types such as single-detached dwelling types. The proposed use aligns with the permitted uses in the Neighbourhoods designation and the dwelling provides a compatible scale and height that falls within the planned height context for the designation. The development results in an appropriate built form type, density, and scale in a well-designed dwelling that aligns with the neighbourhood context and contributes to an enhanced streetscape.

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

City of Ottawa Zoning By-law

The City of Ottawa zones this site as R1O - Residential First Density, Subzone O. The intent of the R1 Zone is to provide for ground oriented single-detached residential dwelling types. The property is part of the Mature Neighbourhoods Overlay, but is not located within the Heritage Overlay or the Floodplain Overlay. As the property is located within the Greenbelt, it is subject to the alternative provisions of Section 139 and 144. The table below provides an overview of the required provisions for this zone and the proposed development's compliance.

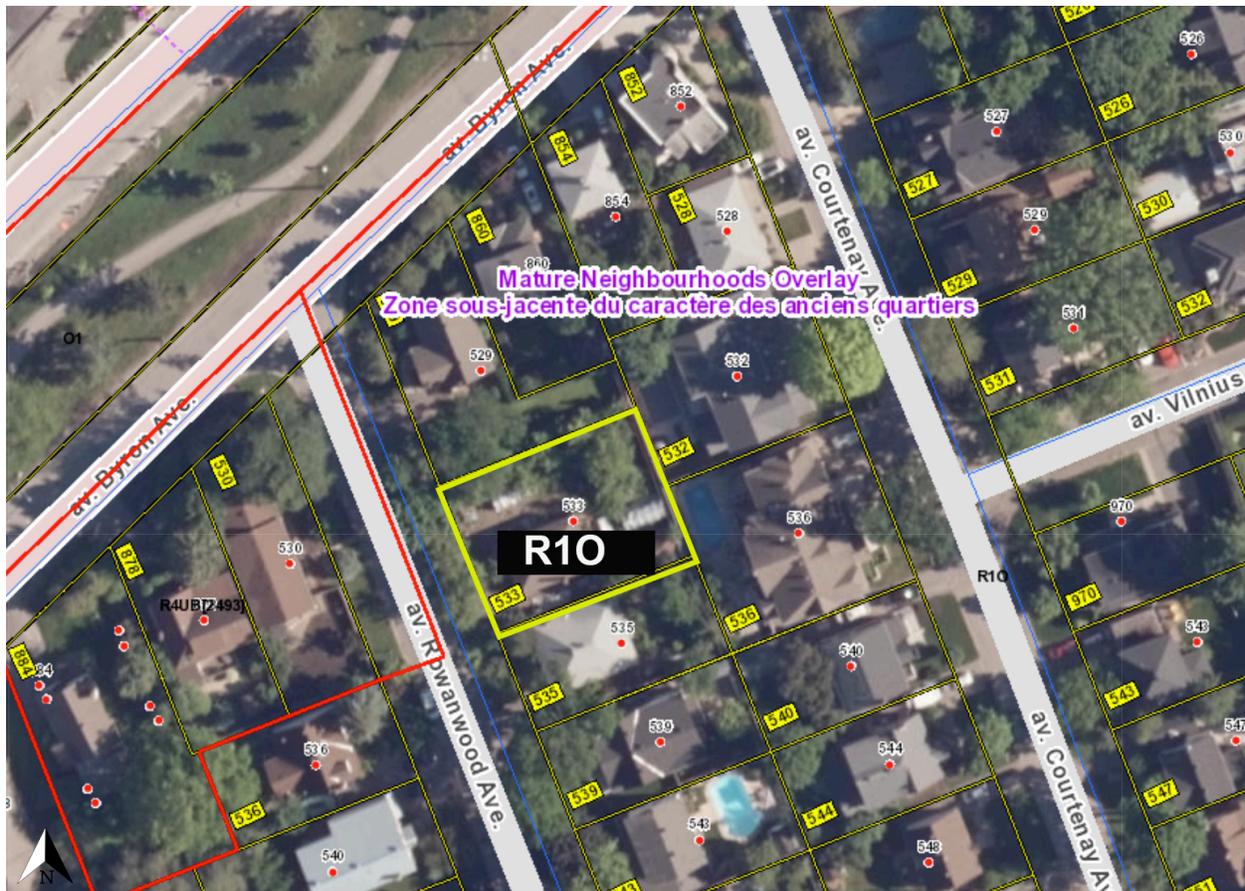


Figure 22: Zoning Map (Source: GeoOttawa)

EXISTING ZONING BY-LAW R1O	Requirement	Provided	Section
Minimum Lot Width	15 m	22.86 m	Section 156, Table 156A
Minimum Lot Area	450 m ²	700.66 m	Section 156, Table 156A
Max Building Height	8.0 m	7.39 m	Section 156, Table 156A

EXISTING ZONING BY-LAW R10	Requirement	Provided	Section
Minimum Front Yard Setback	6 m or average of abutting front yard setbacks (Southerly abutting yard: 5 m Northerly abutting yard: 4 m Average: 4.5 m)	5.090 m	Section 156, Table 156A; Section 144(1)(a)
Minimum Rear Yard Setback	Where lot depth = > 25 m: 30% of lot depth (9.2 m)	10.20 m	Section 144, Table 144A
Maximum Distance from Front Lot Line	24 m	22.95 m	Section 146(4)(a)
Minimum Rear Yard Area	28% of lot area (196.2 m ²)	210 m ²	Section 144(3)(a)
Minimum Interior Yard Setback	Total is 3.0 with no one yard less than 1.2 m	1.59 m (southerly) and 1.50 m (northerly)	Exception 2687
Minimum Rear Yard Landscaped Buffer Depth	4.5 m	9.2 m	Section 146(3)(a)
Minimum Aggregate Front Yard Soft Landscaped Area	For lot width \geq 12 m where FYS is > 3m: 40% Front Yard Area: 115 m ² Aggregate Landscaping Required: 46 m ² (40%)	Provided 80 m ² (69%)	Section 144, Table 144A
Minimum Front Facade Additional Recess	At least 20% of front facade minimum of 0.6 m from front wall	>20%	Section 146(2)
Minimum Landscaped Strip	0.15 m	>0.15 m	Section 139(2)(c)
Maximum Driveway Width	3 m	3.0 m	Section 139, Table 139(3)(iii)
Minimum Garage Setback	0.6 m	1.53 m	Section 139(3)(a)
Maximum Walkway	1.2 m, separated by 0.6 m of soft landscaping	1.2 m	Section 139(4)(c)(ii)
Maximum Front Porch	2 m, not closer than 1 m to any lot line (depending on height of front porch above adjacent grade)	1.590 m	Section 65(6)(c)

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.

Are the variances minor?

Variance: Front Facing Garage

The variance is to permit a front-facing attached garage, where no front-facing attached garage is permitted according to the dominant character group for the street, as identified in the Streetscape Character Analysis.

The test for a variance to be considered minor is based on whether the variance constitutes a minor change or whether it is too large or too important to be considered minor. The proposed variance to permit a front-facing attached garage is considered a minor change. The intent of the Streetscape Character Analysis is to ensure that new development demonstrates good urban design and does not detract from or adversely impact the existing streetscape. It is intended to control against designs that overly emphasize an attached garage (such as ‘snout garages’), to the detriment of the overall design of the house and the streetscape. The intent is not to prohibit garages. Though the proposed detached dwelling with the front-facing attached garage does not meet the technical requirement of the dominant character group, it contributes a well-designed building to the street that does not adversely impact the streetscape and maintains its overall character. Further there are a number of examples on within the defined SCA area and in addition to the front-facing garage across the street from the subject property at #530 & #540 Rowanwood, there are 9 other existing and proposed front-facing garages in the immediate context identifying that garages are part of the existing character and therefore no negative impact is anticipated.

The massing of the home is designed to reduce visual emphasis on the attached garage, which is offset 01.53 metres from the front wall of the building, greatly exceeding the by-law requirement of 0.6 m. By utilizing a prominent front porch in the front yard, the built form is concentrated towards the rest of the house and away from the attached garage, which is pushed back approximately 1.53 metres from the rest of the house and 3.14 metres from the the porch. This reduces the appearance and prominence of the garage from the street and increases visual emphasis on the rest of the house and the front landscaping. Furthermore, planter boxes in the front yard will provide space for various types of flora in addition to the zoning compliant aggregate front yard soft landscaped area. In addition, a new oak hedge in the rear yard and a sugar maple tree in the front yard. Taken together, the plantings proposed and the porch further reduces the visual prominence of the garage and better emphasizes the rest of the house and landscaping.

Design elements such as the large windows help to reduce the visual weight of the building and break up the facade’s appearance, while providing a sense of transparency. Material choice also contributes to a more visually interesting facade, with a mix of metal panels,

wood panels, and light grey brick resulting in a contextual and aesthetically pleasing facade. Additionally, by utilizing the same material and colour on the garage door as the northern portion of the front facade, the garage door is hidden and seamlessly integrated into the overall facade of the building, which further reduces the garage's impact.

The impact of the garage is also minor as the front-facing attached garage will not change the future dominant streetscape character group of Rowanwood Avenue, even as there are other such garages in the area, which are indicated in the map below. As demonstrated by the map, there are numerous properties within the area (including two detached dwellings across the street) that have front-facing attached garages, indicating that there is precedent for the garage in the area despite the SCA result.

The proposed attached garage also constitutes an improved design over the permitted development option, which allows for a 1.8-metre cantilever of the building over a parking space, effectively resulting in a unenclosed carport that has a comparable purpose to the proposed garage. The permitted cantilever option would be an inferior design choice that more adversely impacts the existing streetscape by guaranteeing that a parked vehicle and any refuse containers or household items will be clearly visible from the street. It is also an asymmetrical design with unfavourable geometry that adds visual weight to the upper storeys, which does not fit within the surrounding context, where homes are similarly proportioned to the proposed dwelling. It would also be less functional than the proposed attached garage, which allows for the full enclosure of a parked vehicle and/or the storage of household items, garbage and recycling containers, bicycles, and winter items.

Given that the intent of the Section 140 is to ensure that new development does not adversely impact the streetscape and contributes to good urban design, the proposed dwelling with the front-facing attached garage is far less impactful than the permitted cantilever option and contributes a high quality attractive urban design to the streetscape.

The proposed garage is designed in a manner that is notably stepped back and a darker palette is used on the garage while a brighter palette used on the main facade, the resulting design ensures that the main facade has a primary presence. These design aspects, along with the superior functional and design elements of the garage over the cantilever, and given that there are front-facing garages directly across the street, the proposed variance is considered minor as the streetscape character is improved by the variance.

Per the above review, the proposed minor variance is confirmed to be minor.

Do the variances 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 accommodate a wide range of ground-oriented, low-rise residential dwelling types within Neighbourhoods in order to promote the creation of 15-minute communities. The proposal achieves this intent by providing a contextual, detached dwelling with a compatible single-storey height that is similar in overall massing and scale to other homes in the area. It also results in an attractively designed home that contributes positively to the streetscape, offering full vehicle enclosure and an overall more functional design for the current homeowners.

The proposed developments meets the intent and purposes of the new Official Plan by supporting the following policies:

Section 2: Strategic Directions

Section 2.2.1: Policy intent (2): Provide housing options for larger households.

Section 2.4.4: Policy intent (2): Build accessible, inclusive communities, and design for all ages, including children and older adults.

Section 3: Growth Management Framework

Section 3 of the Official Plan provides a renewed growth management framework that directs various types and intensities of growth to appropriate areas, ensuring that adequate land is provided to accommodate new growth. The proposed development aligns with the planned direction for growth management in urban areas as a larger dwelling supports large family households, life cycle adjustments for growing families, and multi-generational families.

Section 4.6 provides policies aimed at regulating the design of built form and the public realm in a manner that supports 15-minute neighbourhoods. It emphasizes design excellence throughout the City. The proposed development contributes a well-designed single-detached home to the area which provides more living space for the current homeowners to better accommodate their needs, supports aging-in-place, and growing families. It results in a more functional site design that efficiently uses the available space on the lot while providing adequate zoning compliant setbacks and exceeds required landscaping. The attached garage as proposed integrates seamlessly into the front facade of the building, de-emphasizing the garage's visual appearance and resulting in a functionally and aesthetically superior design to the permitted cantilever design. As designed, the home meets the required front yard aggregate soft landscaping ensuring that the provision of landscaping is sufficient and that the urban tree canopy can be supported.

Section 5 of the Official Plan provides direction for transect areas and identifies that the Inner Urban Context supports enhancement of the urban built form and supports low-rise building heights. The proposed residence offers a larger dwelling on the same lot to support large families and multi-generational family living in the inner urban transect. The one storey plus loft design and use meets the intent of the OP for the transect area.

Section 6 of the Official Plan sets out the policies for the urban designations, including Neighbourhood. The intent of this designation is to support a range of densities and built form and acknowledges that neighbourhoods are in various stages of transition. The proposed development conforms to the policies of the applicable Neighbourhood designation.

Overall, the proposed development contributes an attractive, aesthetically pleasing, and more functional dwelling to the area that maintains the consistency of all built form setbacks, while preserving landscaping and the urban tree canopy, which aligns with the urban design policies of the Official Plan.

Given the directions in the new Official Plan to support accessibility, active transportation, gender equity and families, an enclosed garage together with the driveway and walkway as designed, allow a number of functional benefits without creating any undue or adverse impacts and as such the intent and purpose of the Official Plan is met.

Do the variances meet the intent and purpose of the Zoning By-law

Variance: Front Facing Garage

The intent and purpose of Section 140 and the Streetscape Character Analysis is to ensure that new development demonstrates good urban design and does not adversely impact the streetscape as a whole. The intent is not to expressly prohibit the provision of garages. Rather, the intent of the provision is to ensure that garages are designed in a manner that does not detract from the streetscape character.

This intent is met by the proposed development, where the garage has been stepped back and where the materiality and colour has been effectively used to de-emphasize the garage and by focusing light colours on the main facade, the eye is drawn to the front door of the dwelling. The design of the home contributes a high-level of design to the streetscape. There are existing front-facing garages on the street, with some directly across the street from the subject lot. The overall character of the area is not negatively impacted by the variance. A cantilever option would not be in character and would adversely impact both the streetscape and the residents.

The permitted cantilever option, ensures that a parked vehicle and any stored items are visible from the street and would therefore negatively impact the streetscape character. It is also noted that in cantilever constructed designs, home owners store their waste and recycling at the back of cantilever outdoors. This has resulted in issues with raccoons in some cases. The cantilever option fails to consider the multi-use aspect of a garage. A garage, especially for families, is often used for the vehicle but also for strollers and bikes. When vehicles are no longer necessary as the City evolves, the garage would then become a bike garage. It is noted that cargo bikes, e-bikes, and e-scooters are increasingly popular and a secure attached garage with electricity is an appropriate means of storing these modes of active transportation.

On the matter of design, the cantilever is a poorly-proportioned design that has less precedent in the neighbourhood than the proposed attached garage. The proposed design with the front-facing attached garage maintains similar proportions and symmetry to most of the homes along Rowanwood Avenue.

Per the above review, as the proposed development contributes high quality design and is a positive addition to the streetscape, the intent of the By-law is met.

Are the variances suitable for the use of the land?

The development with the requested variances constitute a suitable and desirable use of land to support the residents. The proposal results in a new detached dwelling being constructed on an existing lot in a manner that suits the family needs now and in the future. The requested variance significantly improves the streetscape, maintains and exceeds landscaping requirements, and provide good design that support the existing character of the area where front-facing garages exist. The variance results in a desirable and suitable use for the subject lot.

CONCLUSION

As noted, the proposed development with the requested variance results in the construction of a new detached dwelling that provides an improved living space for the homeowners while still being compatible in height, scale, and massing with the surrounding properties. The home will align with the low-rise, ground-oriented context along Rowanwood Avenue and contributes an aesthetically-pleasing and well-designed dwelling to the area. It will provide a proportionate and symmetrical form that is more contextually-appropriate than the permitted cantilever while using materials and massing to reduce emphasis on the garage and increase emphasis on the home and landscaping.

The proposed development requires a minor variance to permit the front-facing garage.

As demonstrated in this cover letter, the proposed variance is minor in nature, with the development meeting the intent of the Streetscape Character Analysis provisions to ensure that new development demonstrates good urban design and does not adversely impact the streetscape. The proposal also meets the intent of the Official Plan by contributing a large family dwelling through contextual urban development and meets the intent of the Zoning By-law. Lastly, the proposed development is demonstrated to be a suitable and desirable use of land.

Collectively considered, the development with the requested variance meets the four tests required under Section 45(1) of the Planning Act.

It is the opinion of Q9 Planning + Design that the proposed minor variance constitutes 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



APPENDIX A: STREETScape CHARACTER ANALYSIS CONCURRENCE



SCA File No. D02-99-23-0341

December 1, 2023

Lucas Michel
lucas@ardington.ca

Type of Development Review Application Being Submitted: Building Permit

Dear: Lucas Michel

**Subject: Confirmation of Streetscape Character Analysis (SCA)
533 Rowanwood Avenue**

The above-noted Streetscape Character Analysis Form, received by the City of Ottawa on November 16, 2023, has been reviewed and satisfies the City's Streetscape Character Analysis requirements of Section 140 of *Zoning By-law 2008-250*. Staff concur with the Character Groups identified on the lots that were documented as noted in your SCA Form submission.

The following dominant Character Groups for the above-referenced property/properties are hereby confirmed as follows:

Front-facing Attached Garages and Carports: Character Group A

This means that you are required to comply with the dominant Character Group noted above. Please refer to Zoning By-law section 140, Table 140A for full details. Where the Character Group is A, you are not permitted to have an attached garage or carport that faces the street. Where the dominant Character Group is B, you may have a front-facing garage or carport that must be set back from the principal entranceway, pursuant to Subsection 139 (4) of Zoning By-law 2008-250, or you may develop according to Character Group A.

Access/Driveways/Parking: Character Group B

This means that if you choose to provide parking (not required for buildings of up to 12 dwelling units), you may ONLY provide it in a pattern within the above-noted dominant Character Group or in any other Character Group that is more restrictive. Please refer to Zoning By-law section 140, Table 140B for full details.

Location of Front Door: Character Group A

Location of Main Door(s) facing the Corner Side Lot Line: Character Group A

This means that you are required to place the front door of your residential use building in a pattern within the above-noted dominant **Character Group A**. Where the Character Group is B you may also develop according to Character Group A. Further, where it is intended that the principal door of one or more dwelling unit(s) faces one street, and one principal door of any other dwelling unit(s) faces the other street, then please refer to Zoning By-law s. 144 and section 140, Table 140C for full details.

These confirmed dominant Character Groups specify the Overlay zoning regulations that affect the lot proposed to be developed, redeveloped or where an addition to the existing dwelling is or will be proposed in the front, corner or interior side yard. The proposed development is, therefore, required to develop according to the above-noted dominant Character Groups pursuant to Section 140 of *Zoning By-law 2008-250*. Of note, however, is that the Character Group (s) that are more restrictive than those noted herein, where Character Group A is always the most restrictive and Character Group D is always the least restrictive, will also be permitted as compatible development approaches to those in Character Groups B, C and D.

If there is a tie, with two or three equally dominant Character Groups, then you may develop either of the dominant two, or the dominant three, accordingly.

Please ensure that this confirmation letter is submitted with your development review application. If you have any questions, please contact Margot Linker by telephone, at 613-580-2424, extension 22555 or by email at margot.linker@ottawa.ca.

Sincerely,

A handwritten signature in cursive script that reads "Margot Linker".

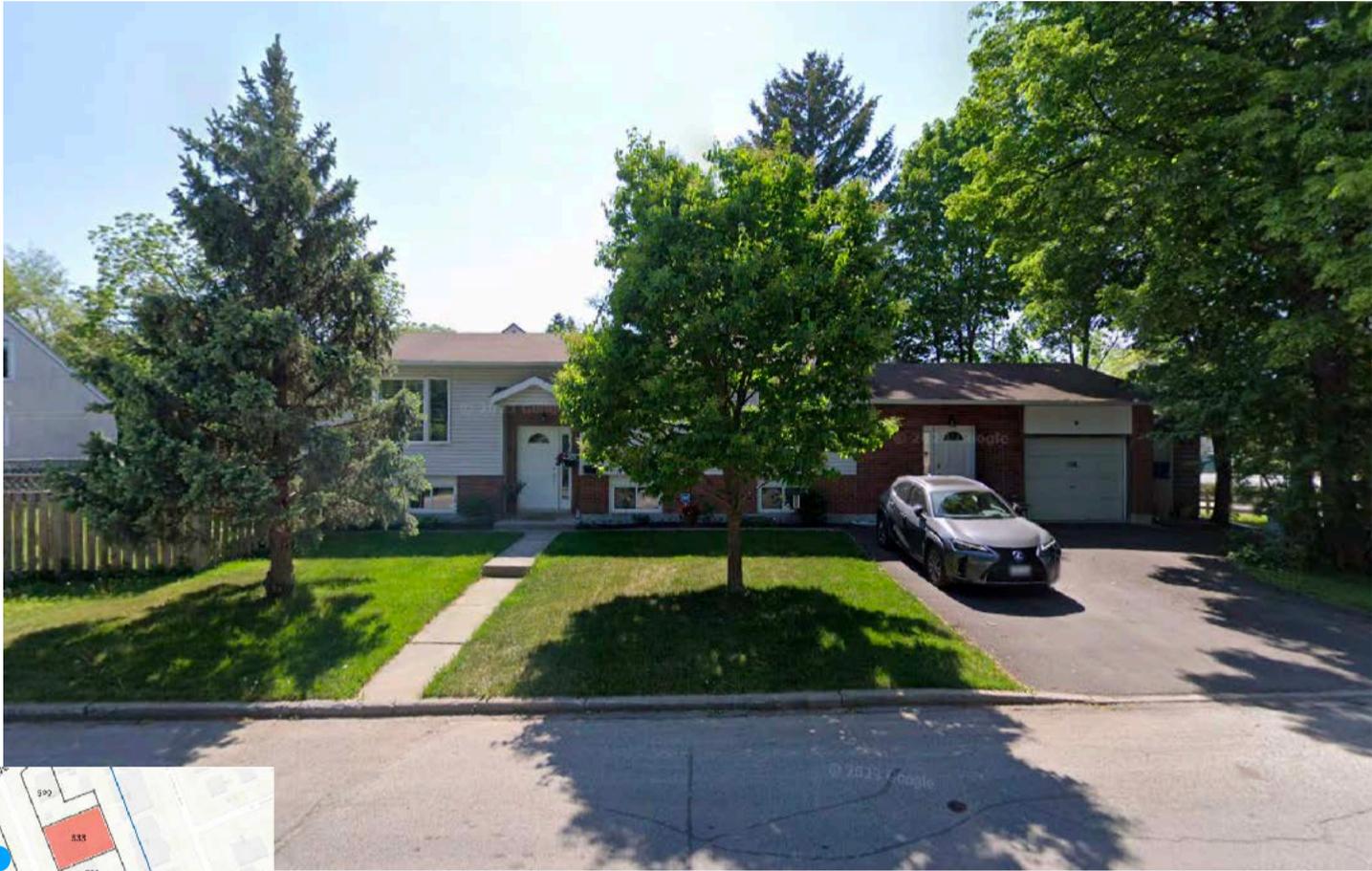
Margot Linker
Planner I
Development Review, Central

APPENDIX B: STREETScape CHARACTER IMAGES



533 Rowanwood Ave | ABA





530 Rowanwood Ave | **BCA**

536 Rowanwood Ave | **ABA**





540 Rowanwood Ave | **BCA**

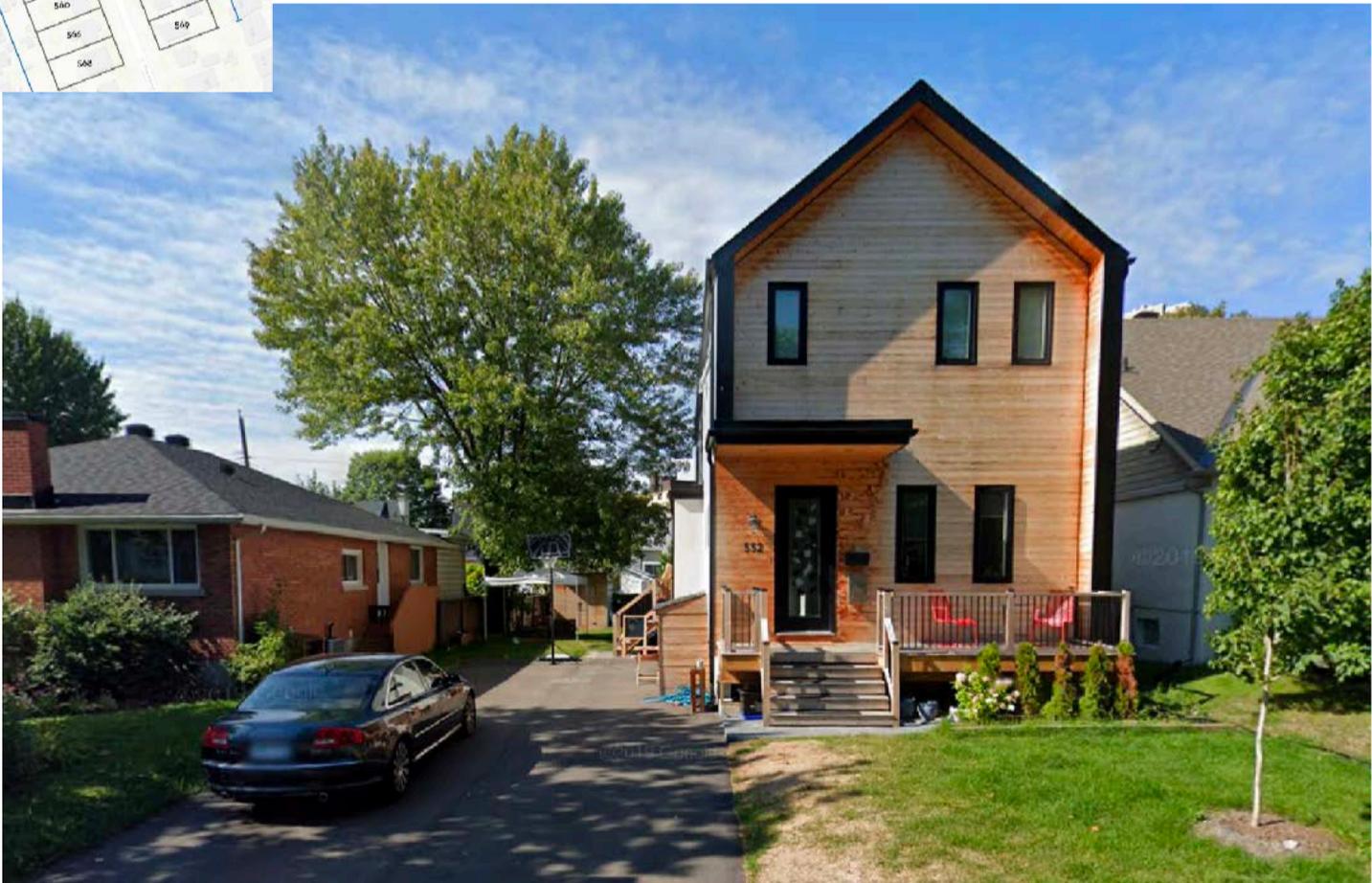
544 Rowanwood Ave | **ABA**





548 Rowanwood Ave | ABA

552 Rowanwood Ave | ABA





556 Rowanwood Ave | **BBA**

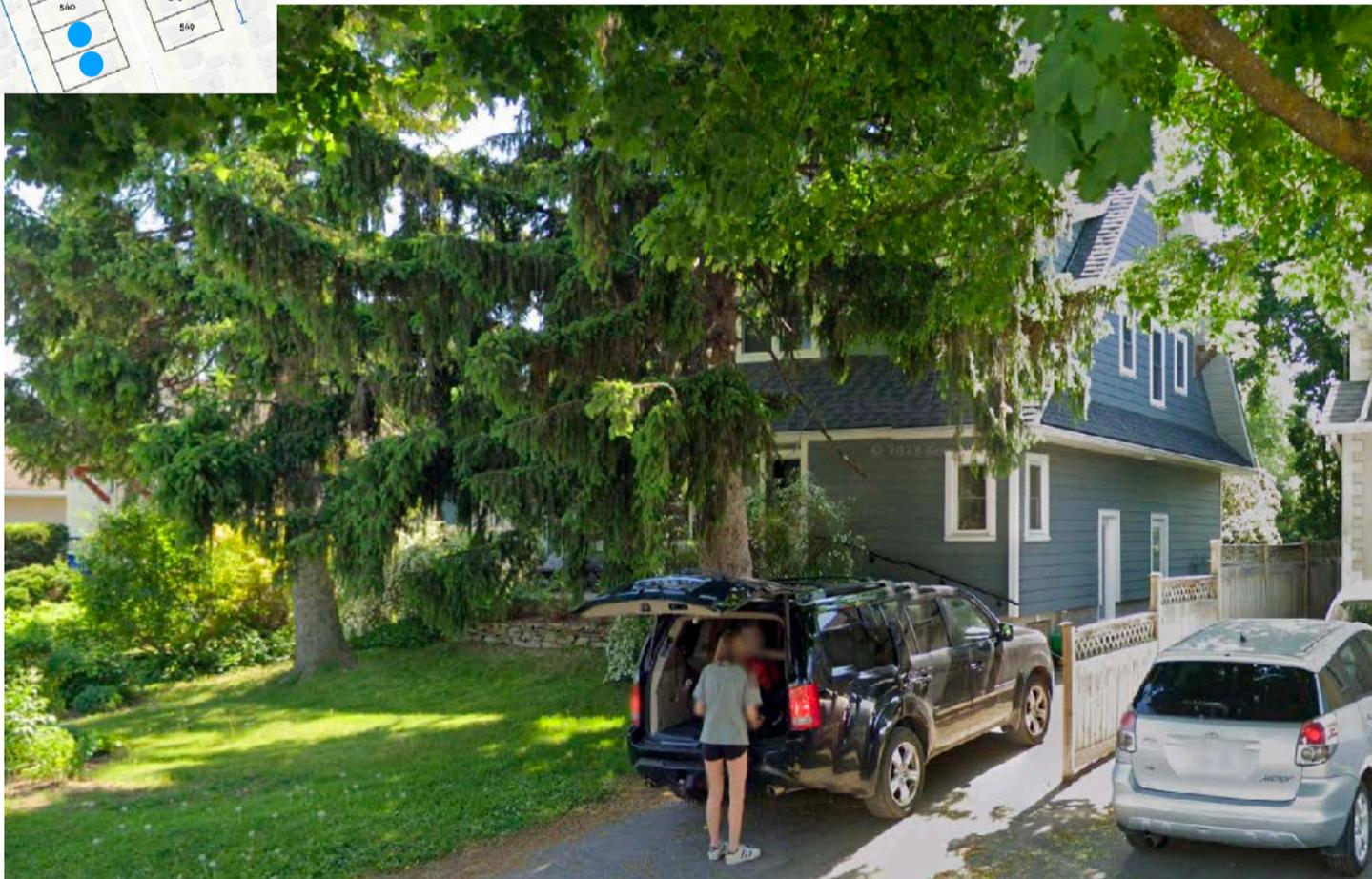
560 Rowanwood Ave | **BCA**





566 Rowanwood Ave | **BBA**

568 Rowanwood Ave | **ABA**





569 Rowanwood Ave | [ABA](#)

563 Rowanwood Ave | [ABA](#)

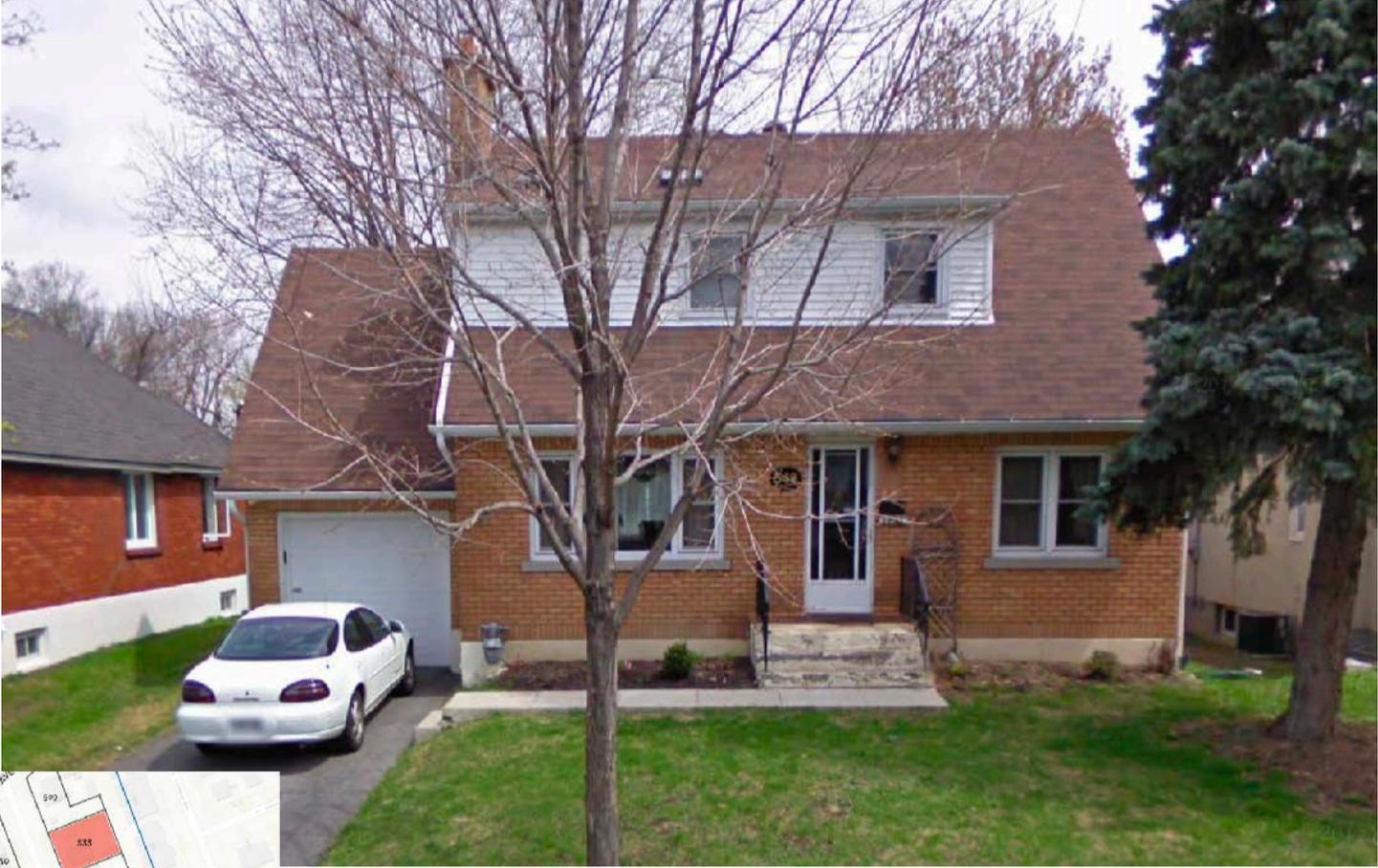




559 Rowanwood Ave | ADA

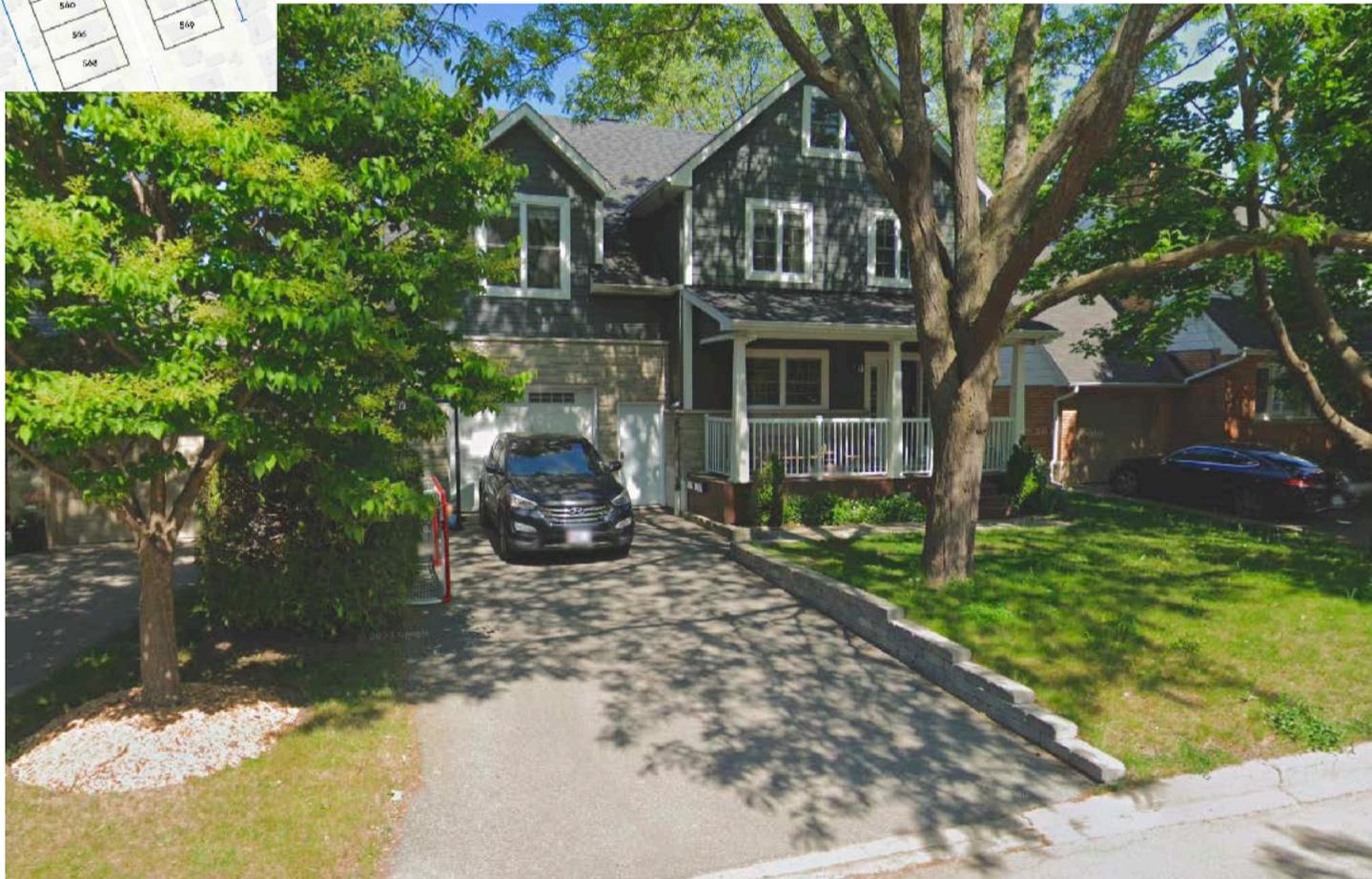
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549 Rowanwood Ave | **BBA**

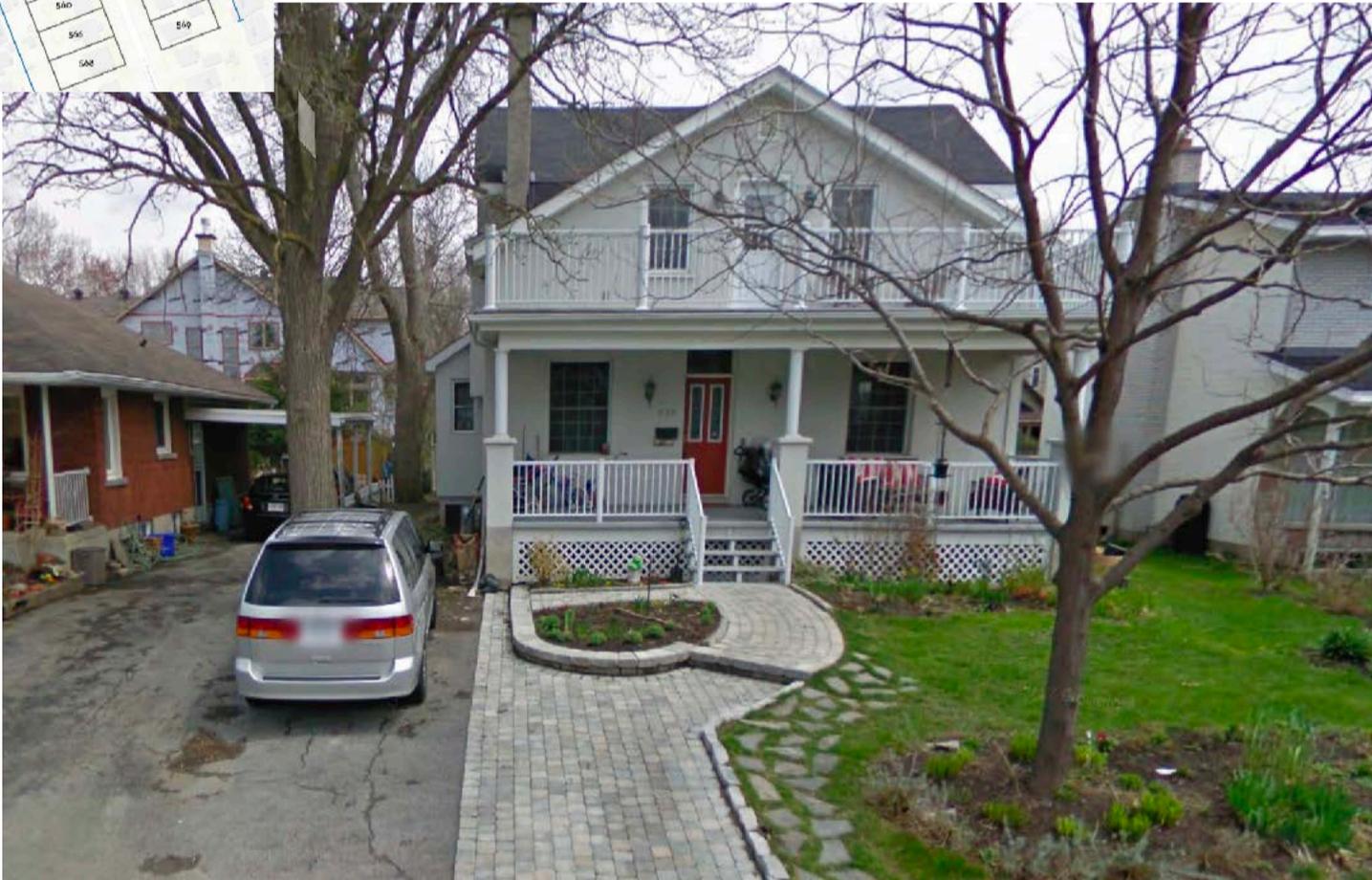
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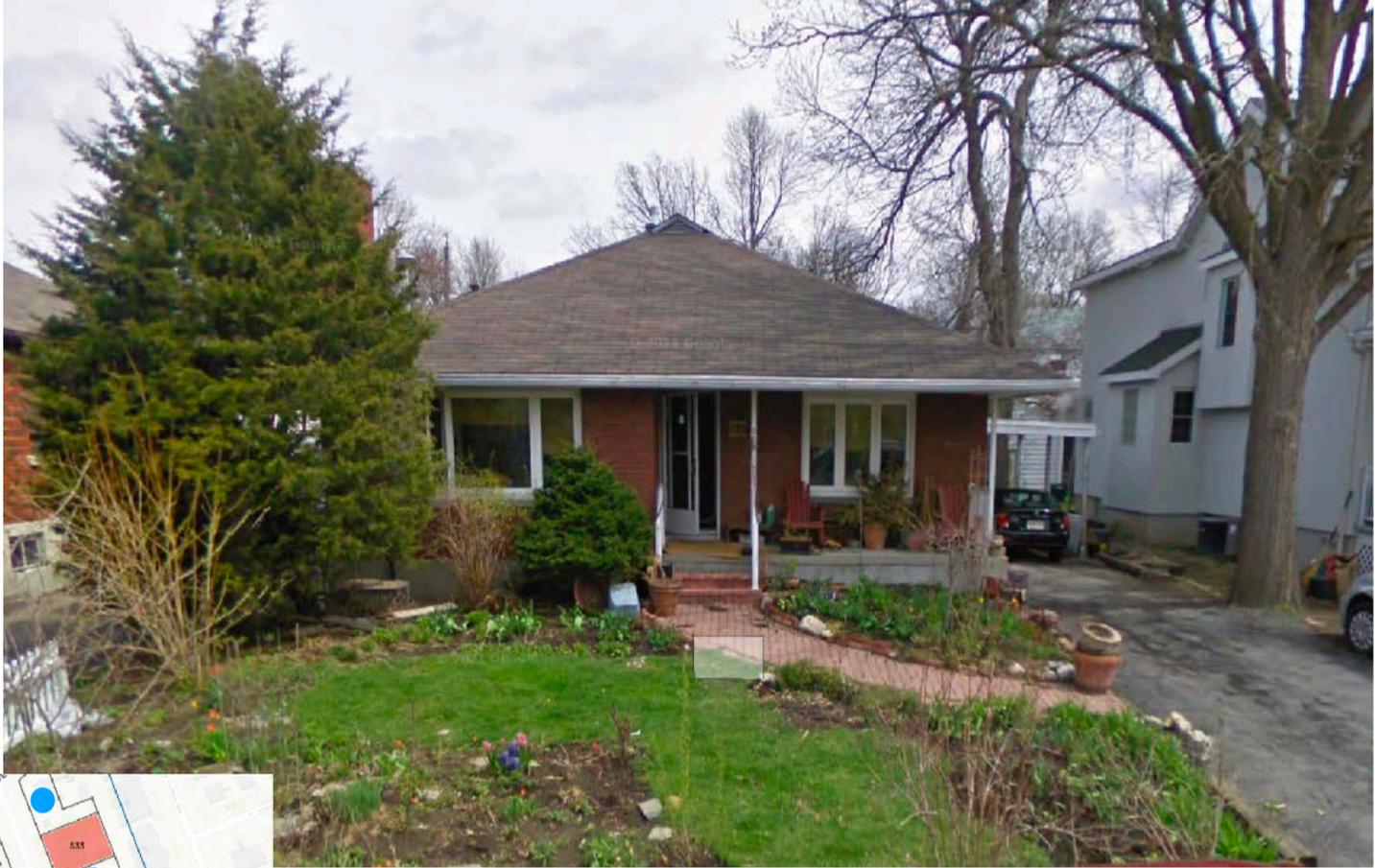




543 Rowanwood Ave | **BBA**

539 Rowanwood Ave | **ACA**





535 Rowanwood Ave | **BBA**

529 Rowanwood Ave | **ACA**

