



Ottawa General Contractors

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Committee of Adjustment
101 Centrepointe Drive
Ottawa, Ontario, K2G 5K7

RE: 81 Spadina - Minor Variance Application
City File No. D08-02-24/A-00294

Dear Committee Members,

Committee of Adjustment
Received | Reçu le

2024-02-21

City of Ottawa | Ville d'Ottawa
Comité de dérogation

February 08, 2024

In response to the adjournment request from the February 7th hearing, please find the following revised documents.

Upon review of our application, you will find the following:

- One (1) copy of a revised cover letter/planning rationale
- One (1) copy of a revised Application form with revised listed variances
- Two (2) copies of each of the following revised plans (1 full size and 1 reduced):
 - Drawing A-1 – Cover Sheet
 - Drawing A-2 – Existing Site Plan
 - Drawing A-3 – Proposed Site Plan
 - Drawing A-4 – Proposed Elevations
 - Drawing A-5 – Proposed Elevations
 - Drawing A-6 – Site Perspective Rendering
 - Drawing A-7 – Variance Summary Diagram
 - Drawing A-8 – Shadow Study
 - Drawing A-9 – Shadow Study



1.0 – Introduction

This application has been prepared and submitted to permit the construction of a 2-story coach house in the rear yard of a duplex dwelling located at 81 Spadina Avenue, Ottawa, Ontario.

2.0 – Site Context and Analysis

The subject site is in the Hintonburg neighborhood located on a through, interior lot on Spadina Ave. The lot currently resides a 2.5 story duplex dwelling and a single story detached accessory building in the rear yard along a shared lane way of surrounded by through lots. The lot is zoned Residential, Fourth Density R4UB and is part of City Ward 3 Kitchissippi.

Figure 1 – Site Location



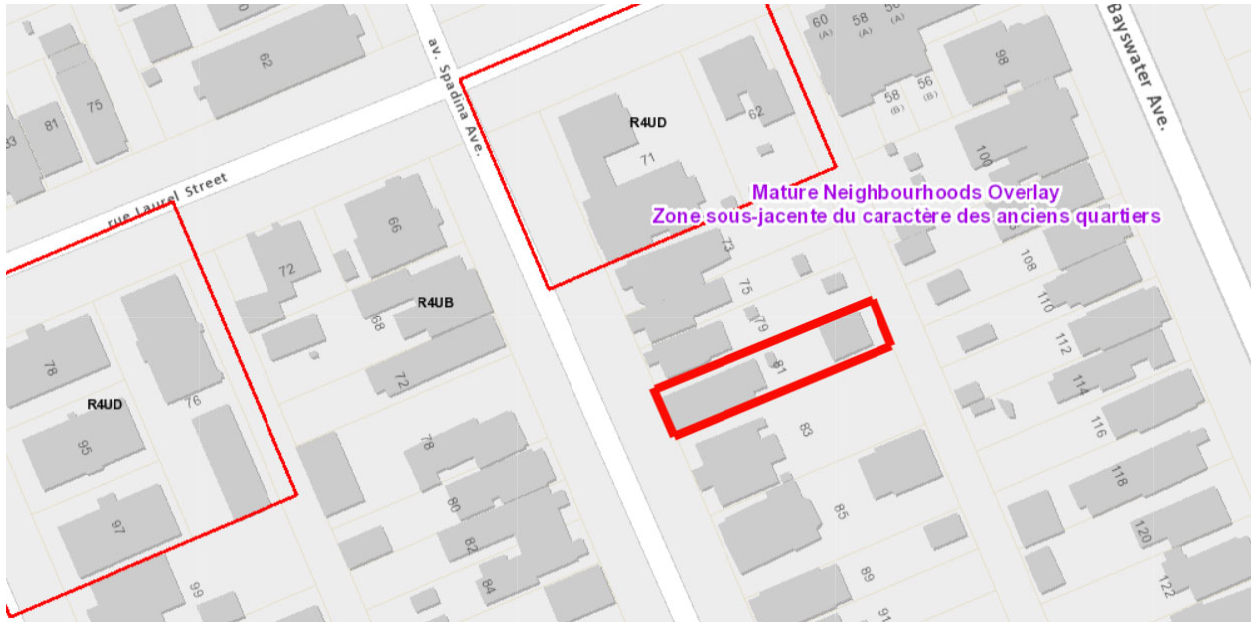
81 Spadina has a lot frontage of 8.23m, lot depth 39.62 for a lot area of 325.92m². All surrounding properties are of the same zoning designation with the exception of the lots at the intersection of Laurel Street and Spadina Ave which is zoned R4UB.

The property is within the mature neighborhood overlay and consists of a mixture of low-rise apartments, detached dwellings and duplex dwellings that all range from 1, 2, 2.5 and 3 stories in height.

The property resides an existing 2 car, single story detached garage that will be remove and replaced for the new proposed 2 story coach house.



Figure 2 – Zoning Context



Under the zoning by-law 2008-250, Section 133, coach houses are permitted on properties that reside a duplex dwelling and are permitted to be up to a building height of 3.6m for a typical sloped roof.

Figure 3 – Building Height Analysis





Figure 3 shown above demonstrates the surrounding areas for existing building heights to establish neighborhood characteristics and effects of adjacent properties as a result of the proposed 2 story coach house.

It has been found that the dwellings along Spadina Avenue and Bayswater Avenue predominantly consist of 2 to 2.5 story structures. The properties along these streets are both through lots with a shared laneway providing rear yard access to parking or accessory structures of 1 story in height.

3.0 – Policies

The City of Ottawa Official Plan lists the property as General Urban. The General Urban area designation permits a full range of housing types, which includes permission to construct a coach house on a parcel of land where a duplex dwelling is a listed permitted use.

Under the new City of Ottawa Official plan, the subject site being located in Hintonburg, is part of a secondary plan to establish rehabilitation of Scott street. The main purpose of this secondary plan is to promote greater intensification while maintaining low-rise areas for the community. The zoning provisions permit the construction of 2 to 3 story buildings throughout the neighborhood.

4.0 – Zoning Requirements

The subject properties are designated Residential Fourth Density (R4UB) in the City of Ottawa zoning by-law (2008-250). The following table summarizes the zoning requirements and outlines the area of non-compliance.

	Required	Provided	Compliance
Coach House Footprint	House is below 125m ² , maximum size is 50m ²	50m ²	Yes
Coach House Yard Coverage	40% of rear yard	26.88%	Yes
Setback Interiors	>1m or <4m	1m/1.2m	No
Setback Rear	>1m or <4m	1m	No
Building Height	3.6m of midpoint of shed roof	6.1m	No
Services	Shared services to principal dwelling	Shared to primary	Yes
Balcony projection	2m and no closer to 1m to lot line	2.00m projection	Yes
Balcony Opaque Screen	Opaque screen required when within 1.5m of building corner or lot line	Privacy screens provided	Yes
Walkway 1.2m	To provide a 1.2m walkway from public	1.2m walkway provided	Yes
Roof Design	To not provide a shed style roof in areas A, B or C of schedule 1	Shed roof design provided	No
Driveway Width	Max 2.75m for single lane on lot width >8.25m	4.87m	No
Landscape Area	Minimum of 15% soft landscape in rear yard	43%	Yes

The proposed coach house meets the majority of the zoning provisions section 133 and Section 65 expect for the following in which we seek a minor variance.



1. Interior Side Yard Setback

To permit an interior yard of 1.2m to permit a walkway from the shared rear laneway as the lot is an interior through lot where as the by-law requires interior yards to be $\leq 1\text{m}$ or $\geq 4\text{m}$.

Variance requested in order to have compliance in providing a walkway to the public thoroughfare as the front yard of the property does not meet the by-law requirements for the minimum walkway width.

2. Rear Yard Setback

To permit an increased rear yard setback to 4m, where as the by-law requires a 1m setback when fronting a public lane.

Variance requested to align the building further into the yard and maintaining a level of alignment with the adjacent surface parking areas while providing an amenity space for the coach house via a balcony.

3. Building Height

To permit a building height increase to 6.1m to permit the construction of a coach house above a garage where as the by-law limits coach houses within the urban area to 3.6m.

Variance requested to allow parking within a private garage below the coach house. The interior garage height has been designed to meet standard clearances for overhead door and track systems.

4. Shed Roof Design

To permit a shed roof design for the coach house where as the by-law prohibits the design of shed roofs within area A, B or C of schedule 1.

Variance requested to permit a shed style roof to enhance the architectural design of the interior and exterior of the building, while reflecting similar design of adjacent accessory structures within the neighborhood.

Figure 4 – 60 Spadina Roof Design Comparable





5. Driveway Width

To permit a double lane driveway width matching the garage door opening of the coach house, where as the by-law limits a driveway width to a single 2.75m lane for lots less than 8.25m in width.

Variance requested for an increased driveway width for alignment to the proposed 2 car garage door of the coach house.

5.0 – Site Shadow

A shadow study has been generated to evaluate the shadowing impact on neighboring amenity spaces during the summer and winter solstices, where the sun is at its highest and lowest points. Please refer to submitted plans for an analysis conducted on June 21 and December 21 at different times through-out the day.

The requested minor variance to permit a shed style roof is designed to maintain the highest roof point on the south side to help reduce the shadowing effect along the Northern properties. In addition, the adjacent lot south of the property currently resides a paved area offering parking from the main shared laneway. The increased height along the southern side of the building is found to be less impactful being adjacent to a parking area as oppose to the Northern side where the neighboring amenity space extends further back.

In addition, the south side of the proposed coach house is also seeking relief for a 1.2m setback to permit a walkway from the shared laneway. This also leads to the building façade pushed back further from the property line where the roof's highest point is located to minimize impact.

Figure 5 – Site Features





6.0 – Tree Protection

The proposed development will result in the replacement of the existing 1 story detached coach house with a slab-on-grade type structure. The subject and adjacent sites on the western side of the shared laneway currently does not reside any distinctive trees.

Figure 6 – South Side of Existing Garage



Figure 7 – North Side of Existing Garage





7.0 Rationale

In summary, it is in our opinion that the requested variances meet the four tests for the following reasons:

- 1. Is the variances minor**
 - a. We find the variances to be minor considering the height of the surrounding buildings in the neighborhood consist of mainly 2.5 stories or higher.
 - b. We also find the variances to be minor considering the building fronts a shared laneway which limits the impact of the neighboring properties.

- 2. Is the variance desirable for the appropriate development or use of the property**
 - a. We find the variances to be an appropriate use of the property as we are maintaining the current function of the site while providing additional housing.
 - b. We also find the variance to be an appropriate use of the property as we are maintaining a similar footprint of the existing garage.

- 3. Is the variance maintaining the general intent and purpose of the zoning by-law**
 - a. We find the variances to maintain the general intent of the zoning by-law as the proposed design meets the majority of the zoning provisions.

- 4. Does the variance maintain the general intent and purpose of the Official Plan**
 - a. We find the variances maintain the general intent of the official plan as the development provides intensification of the property while maintaining outdoor amenity space and greenery.

In summary, we are of the opinion that the requested relief for the proposed development meets the four tests as established in the planning act.

Yours truly,



**Ottawa
General
Contractors**

Your renovation specialist