



PLANNING RATIONALE

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Date: March 1, 2024
File: 121123 - 2296 Reevecraig Road South
To: Michel Bellemare, Secretary Treasurer
Committee of Adjustment
City of Ottawa, 101 Centrepointe

Committee of Adjustment
Received | Reçu le
2024-03-13
City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: PROPOSED MINOR VARIANCE APPLICATION FOR 2296 REEVECRAIG ROAD SOUTH

Dear Mr. Bellemare,

Q9 Planning + Design have been retained by Mr. Jason Broadbent to prepare a Planning Rationale regarding the requested minor variance application for a reduced side yard regarding an addition to the existing single detached home located at 2296 Reevecraig Road South, Kemptville, Ontario. Note the address is listed in Kemptville but the subject site is located within the City of Ottawa.

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

OVERVIEW

The subject site is a roughly rectangular-shaped lot located on the eastern side of Reevecraig Road South within Ward 21 - Rideau-Jock. The area is characterized by fairly large lots with single detached dwellings of varying sizes and heights. The subject site is currently developed with a one-storey single detached dwelling with a single lane driveway. Dwellings in the area exhibit a variety of architectural styles and are generally one-storey in height.

The proposed development is to construct an attached garage to the south of the dwelling. The property owner has already obtained a building permit and was set to begin construction but it was identified that the lot was incorrectly dimensioned. In order to facilitate the development, a minor variance application is required to permit a reduced minimum interior yard setback.

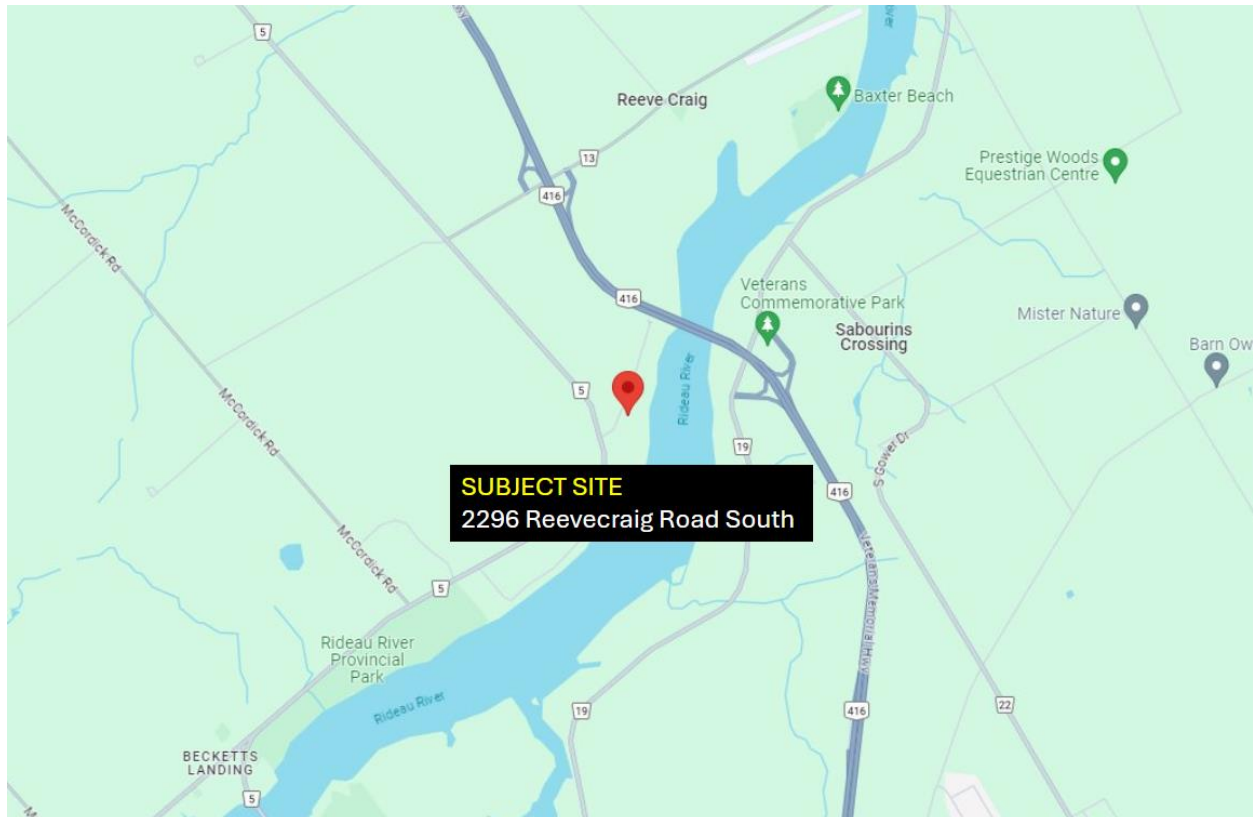


Figure 1: Subject Property (Source: Google Maps)

Minor Variances Requested

The requested variance for these applications is identified below:

- (a) To permit a reduced interior yard setback of 1.22 metres, whereas the Zoning By-law requires a minimum interior side yard setback of 4.5 metres. (Section 226, Table 226B).

Documents Required and Submitted

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

- [Site Plan
- [Elevations
- [Planning Rationale (this document)
- [Fee
- [Application Form

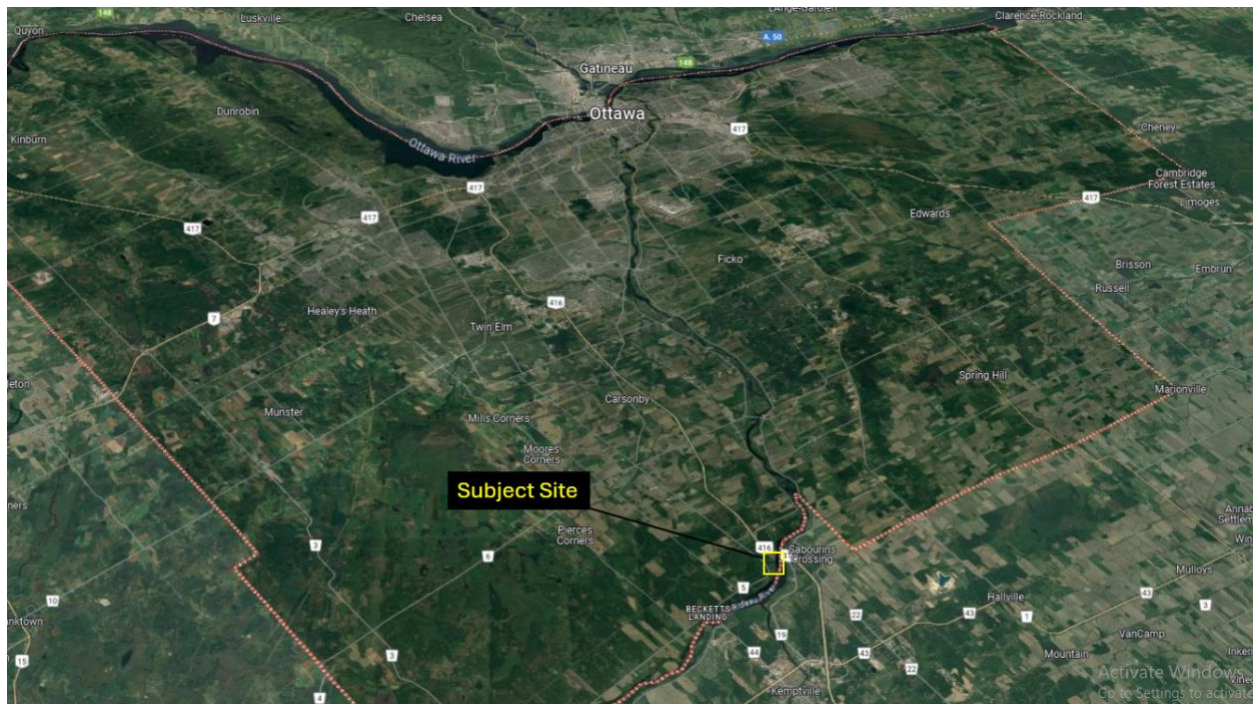


Figure 2: Aerial view of Subject Property (Source: Google Maps)

SITE & CONTEXT

Site

The subject site is an irregular rectangular lot located on the east side of Reevecraig Road South in North Gower-Kars. The subject site is part of Ward 21 - Rideau-Jock. It is currently developed with a one-storey detached dwelling facing Reevecraig Road South. A single driveway from Reevecraig Road South connects to two parking spaces. There is no municipal water or wastewater servicing to the site, and the property currently has private servicing on site. The property is average sized for the area, which feature lots that somewhat vary in size, but are all fairly large, with lot widths around 30 metres or greater. The subject site has a lot width of 30.48 metres and a depth (irregular) of 92.28 metres. The immediate area comprises other residential dwellings, with dwellings abutting the property along its northerly and southerly property lines. The rear lot line of the property is angled, giving the property a slightly irregular shape. The overall area exemplifies a characteristically rural residential lot fabric, with large lots and blocks and no clear grid-shaped street network. The following list provides the lot dimensions for 2296 Reevecraig Road South:

- [Lot frontage: 30.48 metres
- [Lot depth: 92.28 metres (irregular)
- [Lot area: 2309.83 square metres (GeoOttawa)



Figure 3: Lot Dimension Map (Source: geoOttawa)



Figure 4: Image of subject property, including in the white rectangle, the approximate location of the proposed garage

Context

The subject site is located within a rural residential area in Ward 21. Reevecraig Road South intersects with Greenline Road and Fourth Line Road. The surrounding development contest in the area consists mostly of one-storey single-detached dwellings on large, rural lots. Properties in the area, including the subject site, do not have municipal water or wastewater servicing. Reevecraig Park is situated at the eastern side of Greenline Road along the Rideau River.

Reevecraig Road South does not have sidewalks on any side of the road, which is fairly typical for rural residential areas. The Rideau River runs approximately 150 meters to the east of the subject site.

The site has no public transportation connections, in line with most rural residential areas.



Figure 5: Context Map (Source: Google Maps)



Figure 6: Image of Reevecraig Road looking north



Figure 7: Image of Reevecraig Road looking south

PROPOSED DEVELOPMENT

The proposed development is to construct an attached accessory building (garage) on the south facing side of the dwelling. The addition will provide the current homeowners with more storage and space while retaining the characteristic low-density, low-profile form of the area. The addition will be set back 1.22 metres from the interior side lot line and 19.69 metres from the front lot line. It will be constructed out of similar materials to the rest of the house, utilizing red brick for the siding and featuring an asphalt shingle roof. The other interior side lot line and rear lot line setbacks are existing and have not been reviewed. The following pages contain the Site Plan and Elevations.



Figure 8: Excerpt from Site Plan, Evolution Drafting and Design

POLICY REVIEW

In order to obtain approval of the proposed minor variance to the interior side yard setback required to permit an addition to the dwelling for the purpose of an attached garage, in the interior side yard, 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.

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 garage addition enhances the existing dwelling on the site, providing more space for the current homeowners by utilizing some of the available space on the lot.

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 proposal more efficiently uses the available space on the lot to provide additional living and storage area for the current homeowners while retaining an appropriate, rural pattern of development. The proposal does not require new municipal infrastructure and will continue to operate on private wastewater and water servicing.

1.1.4.1 *Healthy, integrated and viable rural areas should be supported by:*

- a) building upon rural character, and leveraging rural amenities and assets;*
- b) promoting regeneration, including the redevelopment of brownfield sites;*
- c) accommodating an appropriate range and mix of housing in rural settlement areas;*
- d) encouraging the conservation and redevelopment of existing rural housing stock on rural lands;*
- e) using rural infrastructure and public service facilities efficiently;*
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*
- h) conserving biodiversity and considering the ecological benefits provided by nature; and*
- i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3.*

Comment: The proposed development helps encourage the conservation of existing rural housing stock by enhancing the dwelling through an addition that allows for the enhanced permitted residential use of the property. The proposal retains the low profile, low intensity rural

residential character of the area and contributes to quality housing options in the rural settlement area.

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: Rural Countryside within the Rural Transect

The new City of Ottawa Official Plan was passed by City Council on November 24th, 2021 and is currently being reviewed by the Ministry of Municipal Affairs and Housing (MMAH). The new Official Plan builds off of the Five Big Policy Moves identified in the City’s Strategic Plan. It provides renewed goals, objectives, and policies intended to guide future growth and land use planning decisions into the year 2046.



Figure 11: Excerpt from City of Ottawa Official Plan, Schedule B9

Section 2 contains the overall strategic direction of the new Official Plan, which 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 development of an addition to the dwelling for the purpose of an attached garage in the interior side yard allows for the continued use of the existing dwelling. It maintains the low-scale, low-profile detached context in the area and is designed to ensure that the rural character of the area is maintained. Consequently, the development contributes towards a more liveable City.

Section 3 of the Official Plan provides a growth management framework that directs various types and intensities of growth to appropriate areas, and ensures that adequate land is provided to accommodate the anticipated levels of new growth. The majority of future population and employment growth in the City is to be concentrated in the urban settlement area. The balance of growth is to be directed to rural areas. Rural areas are mostly comprised of natural features and primary resource lands, with villages concentrating residential and commercial uses within the rural area. Within rural areas, villages are considered settlement areas as defined in the Provincial Policy Statement. Villages are expected to accommodate most growth within the rural area.

Section 4 of the Official Plan provides policies applicable to development throughout the City. These policies provide for more housing options throughout the City, urban design guidelines, healthy 15-minute neighbourhoods, and appropriate growth management to support a greener and more resilient city.

Section 4.6 includes urban designed policies aimed supporting the creation of 15-minute neighbourhoods and promoting design excellence, especially in Design Priority Areas. The subject site is not located within a Design Priority Area.

Comment: The proposed development contemplates a one-storey attached garage addition in the interior side yard south of the existing detached dwelling on the property. The addition aligns with the front setback and continues the rural character of the existing streetscape along Reevecraig Road. It will increase the existing dwelling's functional storage space for the current homeowners without altering the height of the building and providing an appropriate, rurally contextual lot coverage. The addition is compatible in height and results in an overall dwelling that is appropriately-scaled to the lot. No impact is anticipated on neighbouring properties from the addition.

Section 5 provides detailed policies for each of the six transect policy areas within the City, which recognize the existing patterns of development in various parts of the City and plan for future development based on this context. Thus, 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 Rural Transect Policy Area. Within the Rural Transect, the property is designated as Rural Countryside.

Section 5.5 provides policy direction for the Greenbelt and Rural Transect Areas. The Rural Transect is comprised of 80% of the land area in the City, which varies in use and intensity from untouched natural areas and farmland to more intense residential and non-residential development within village cores. New development must recognize the rural pattern of built form and site design in the area, with development being context-sensitive and characteristic of rural areas. The intent of the Rural Countryside designation is to accommodate a variety of land uses that are appropriate for a rural location, limiting the amount of residential development and support industries that serve local residents and the travelling public, while ensuring that the character of the rural area is preserved.

Comment: The proposed development is for a single-storey garage addition in the southern interior side yard. The addition enhances the permitted residential use of the property and adds more storage space for the current homeowners by improving the existing dwelling. The proposal ensures that the existing built form type is retained and that the existing lot coverage is still compliant. It is respectful of the rural residential character of the area and results in an interior side yard setback that is still largely consistent with the setback context along Reevecraig Road. [It can be seen on GeoOttawa that 2230 and 2302 Reevecraig both have reduced interior side yards]. The height and scale of the addition is also contextually-sensitive and appropriately-scaled to the lot, retaining the existing property's rural residential characteristics of plentiful landscaping and low profile single-detached dwellings.

Section 9.0 contains policies specific to Rural Designations.

Section 9.2 provides specific policies pertaining to the Rural Countryside designation. The Rural Countryside is made up of a variety of low-intensity uses such as farming, small-scale industries and outdoor recreation and tourism supportive uses such as golf courses, vacation properties or bed and breakfasts. Residential uses are permitted within the Rural Countryside subject to the policies in the Official Plan.

Comment: The proposed development results in the continued residential use of the subject property within a permitted attached garage. The addition allows the expanded space needs of the existing homeowners to be accommodated within an existing residential dwelling. This ensures that the Official Plan's goal to focus residential development within the Rural Countryside and reduce conflicts with other rural uses is met, as the existing lot can sufficiently accommodate the expanded building space while retaining a rurally-contextual built form.

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 RR - Rural Residential, Subzone 8 Zone. The intent of the RR Zone is to permit residential-only uses as well as related and accessory uses and regulate development in a manner that respects both the residential character of the area and the surrounding rural context. The property is not part of the Mature Neighbourhoods Overlay or the Heritage Overlay. The eastern portion of the subject site is part of the Floodplain Overlay. No new development is proposed in the Floodplain Overlay. The table below provides an overview of the required provisions for this zone and the proposed development's compliance.

RR8	Required	Provided	Section
Minimum Lot Width	30 m	30.48 m	S226, Table 226B
Minimum Lot Area	1600 m ²	2309.83 m ²	S226, Table 226B
Max Building Height	11 m	<11 m	S226, Table 226B
Minimum Front Yard Setback	9 m	19.69 m	S226, Table 226B
Minimum Rear Yard Setback	7.5 m	18.65 m	S226, Table 226B
Minimum Interior Side Yard Setback	4.5 m	1.22 m	S226, Table 226B
Maximum Lot Coverage	15%	~10%	S226, Table 226B

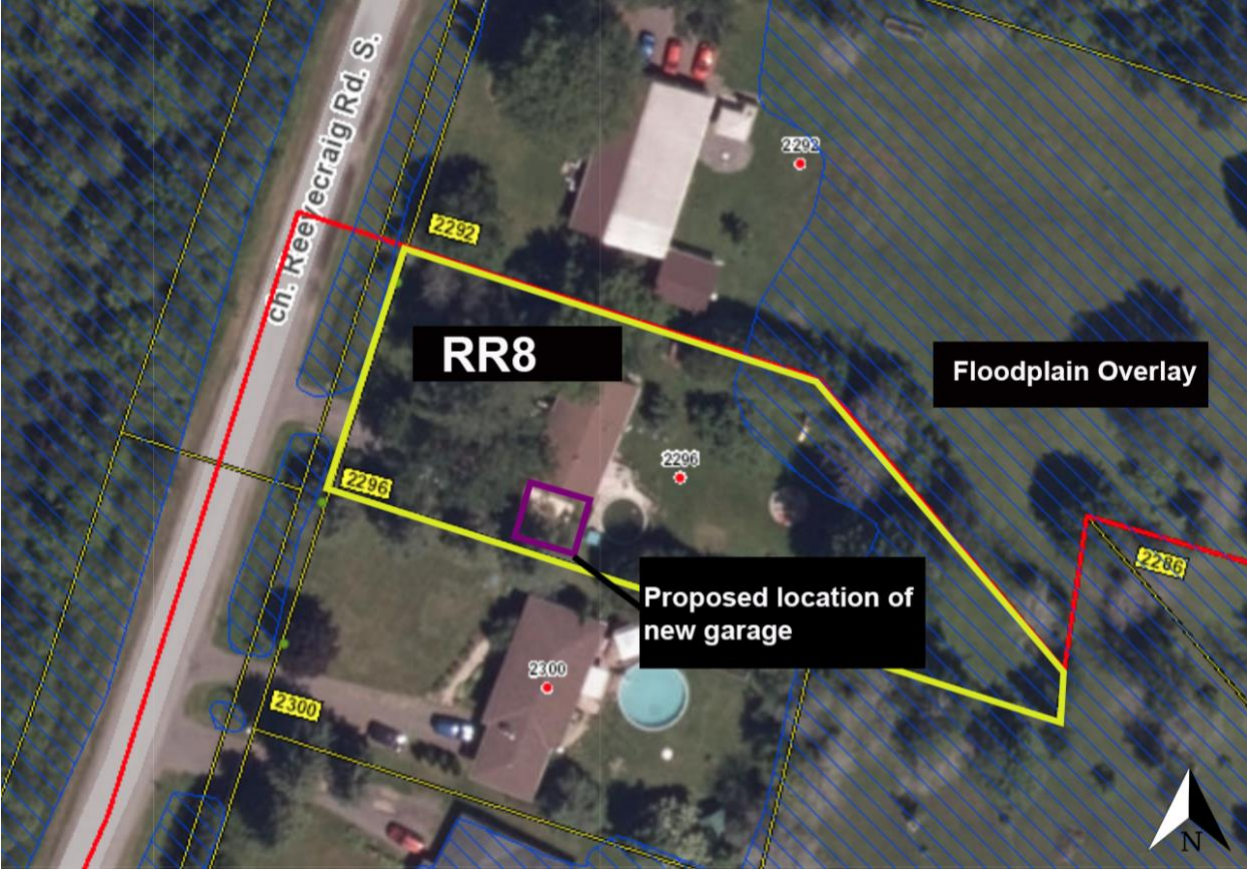


Figure 12: Image showing reduced interior side yard setbacks of properties to the south of the subject site

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?

The requested variance is for a reduced interior side yard setback of 1.22 metres, whereas the Zoning By-law requires a minimum interior side yard setback of 4.5 metres. The test for whether a variance can be considered minor is that a proposed variance could not be considered a minor change if it were too large or too important to be minor. The proposed variance sought in this application would not be too large or important to be minor, and therefore constitutes a minor change.

The impact of the encroachment into the 4.5-metre required yard will maintain side yard access to the rear yard, will not impact the neighbourhood property as the structure is not large and does not contain living spaces that otherwise might create onlook. Furthermore, the proposed addition will provide the current homeowners with more storage space, allowing them to continue living in their current dwelling. It should be noted that the existing dwelling has a smaller footprint than some other dwellings in the subject area and in the neighbourhood overall, and therefore provides a smaller lot coverage even with the addition. The addition will not substantially increase the footprint of the dwelling and thus retains a rurally contextual building profile and scale.

The addition is also minor as it results in an interior yard setback that aligns with the setback context in the neighbourhood without subtracting from the rural streetscape character. The setbacks along Reevecraig Road South and within the broader area show some variation, with dwellings having been constructed in various architectural styles and sizes. There are two properties directly south of the subject site at 2230 and 2302 Reevecraig Road South that appear to also have reduced interior side yard setbacks (see Figure below).

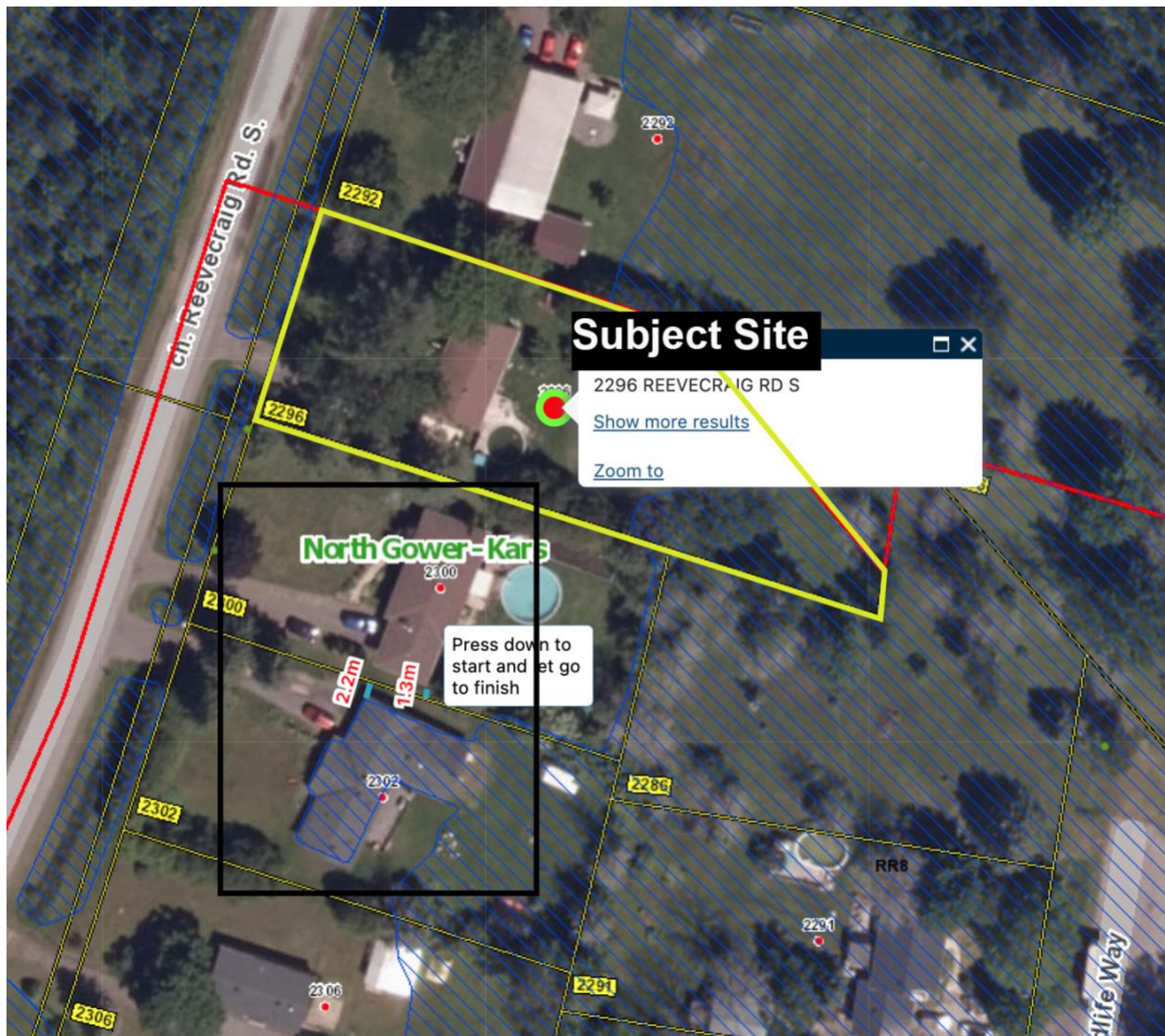


Figure 13: Image showing reduced interior side yard setbacks of properties to the south of the subject site

Lastly, the proposed addition will be well integrated and have a compatible visual presence on the streetscape.

For the above noted reasons, the variance is minor.

Do the variances meet the intent and purpose of the Official Plan?

The intent and purpose of the current Official Plan as it applies to this property is to accommodate low-rise residential dwellings while mitigating potential conflict with other rural uses such as rural industrial and agricultural uses. The Plan also intends to restrict the permitted built form to low-profile, low-impact single-detached dwellings that maintain the rural character of the area and are compatible with other neighbouring properties.

The proposed addition meets this intent as it does not substantially add to the lot coverage of the house and retains the low-profile, rural character of the existing dwelling. It also improves the existing dwelling on the property and allows for the property to continue its permitted residential use while retaining an appropriate, compatible scale.

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

The intent of the required minimum interior yard setback is to ensure that the building is adequately set back from the side lot line and to provide space between a building and a property line for access and maintenance purposes. The proposed development meets this intent, as the proposed 1.22 metre setback maintains a rurally appropriate setback that retains the rural character of Reevecraig Road and the overall neighbourhood. Additionally, there is some variation in the interior side yard setbacks along Reevecraig Road, with two properties to the south having interior side yard setbacks that are less than the required 4.5 m. This variation is due to range of individual architectural styles and dwelling sizes in the area. The proposed addition aligns with this varied streetscape context, while retaining an appropriate setback for rural residential areas that maintains the aesthetic and character of the street.

Are the variances suitable for the use of the land?

The proposed development with the requested variance is considered a suitable and desirable use of land. The addition results in more storage space for the existing homeowner, allowing them to continue living in their home and supporting the enhanced permitted use of the property. The proposal aligns with the intent of the Rural Countryside designation in both Official Plans and the RR8 zoning by supporting the continued residential use of the site while maintaining a consistent streetscape of rurally-scaled setbacks along Reevecraig Road.

CONCLUSION

As noted, the proposed development is for a single-storey garage addition in the interior side yard, which results in more storage space being added to the current single-detached dwelling. The proposal results in the improvement of the existing dwelling and promotes the continued use of the property within a rural residential area.

The requested variance is to permit a interior side yard setback of 1.22 metres, whereas the Zoning By-law requires a minimum corner side yard setback of 4.5 metres. The variance is considered minor as it is slight, does not substantially increase the footprint of the building, and retains an appropriate interior yard that is consistent with the rural character of Reevecraig Road. The proposal with the requested variance meets the intent and purpose of the Official Plan and the Zoning By-law and is considered a suitable and desirable use of 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.Pl
Principal Senior Planner + Project Manager