



Date: January 22, 2024

File: 100223 - 193 Sunnyside Avenue

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

Committee of Adjustment
Received | Reçu le

2024-01-23

City of Ottawa | Ville d'Ottawa
Comité de dérogation

RE: PROPOSED MINOR VARIANCE APPLICATION FOR 193 SUNNYSIDE AVENUE

Dear Mr. Bellemare,

Q9 Planning + Design have been retained by Wei Wei to prepare a Planning Rationale regarding the minor variance application in order to demolish the existing dwelling on the property and construct a new single detached dwelling with a front-facing attached garage on the subject site at 193 Sunnyside Avenue.

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

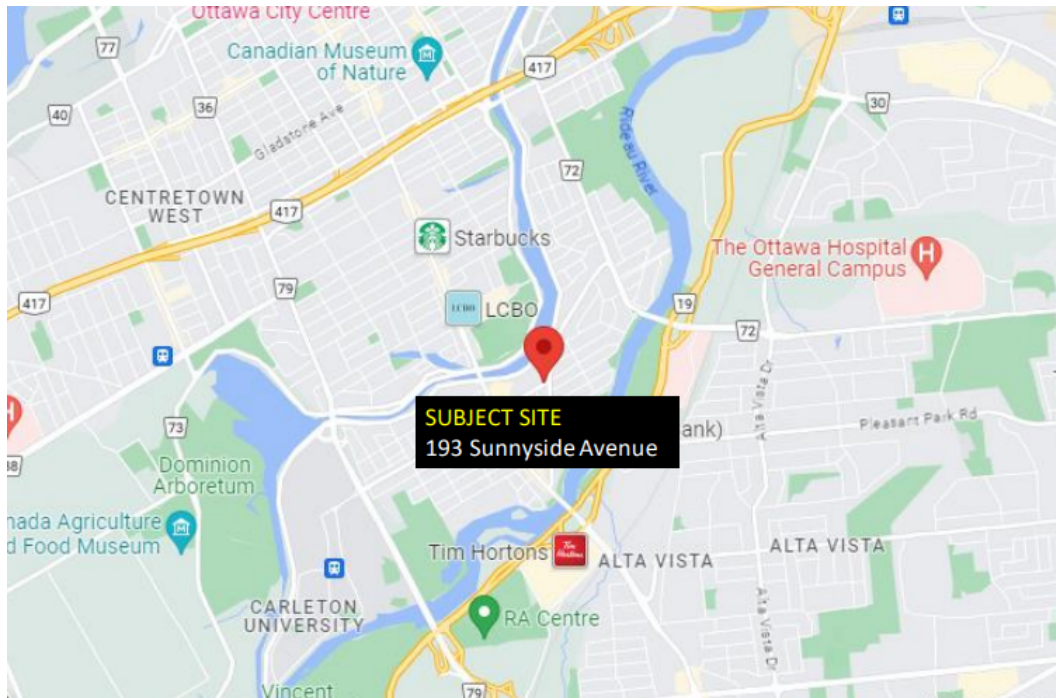


Figure 1: Location Plan (Source: Google Maps)

EXECUTIVE SUMMARY

The proposal is to redevelop the subject site with a permitted single-detached dwelling. All setbacks and built form requirements are by-law compliant. All landscaping requirements are compliant.

The required variance is to permit a front-facing garage whereas a front-facing garage is not permitted.

Permitting the requested variance will only add 1 new front-facing garage to the street. The percentage of front-facing garages within the limited assessment area remains less than 30%. The proposed garage is setback 2.0 m from the front-façade, in excess of the 0.6 m required. Overall character remains the same.

On this site, a parking space is permitted, a detached garage is already present and continues to be permitted as of right. A cantilever (carport type design) is permitted but is a poor design and removes existing functional permissions from the site. There is no dispute that a covered / enclosed parking space is permitted. The following is an analysis of the land use planning comparison identifying why an attached garage is both functionally preferred and better supports current policy direction at a municipal and provincial level.

Policy directions: Sustainable development that makes efficient use of land, supports the environment, cost-efficient building construction, supports resident needs over time in changing socio-economic conditions, supports accessibility, family, women, seniors, lot flexibility and long-range planning, density, soft scape over hardscape and generally less impervious surfaces.

	Detached Garage	Attached Garage
EV Parking	Limited support (battery range requires heated space)	Full support
Hardscape	Longer driveway required for detached rear garage (more hardscape)	Shorter driveway, less asphalt
Landscaping	Reduces landscaping in the rear	Rear yard remains fully landscaped
Trees	Less room for trees in rear	More room for trees in rear
Accessibility	Barriers to accessing vehicle, active transportation items, strollers, etc.	No barriers to accessing vehicle, active transportation items, strollers, etc.
Families / Women	Winter climate creates barriers to access, unheated space results in the greater likelihood that babies and young kids will be placed into carseats in unsafe bulky outerwear. Longer driveway means more snow clearing or costly snow clearing	A safe, warm environment allows easier transfer and placement for babies and young kids. Also, less asphalt area to be cleared of snow is safer for pregnant women and women who can not leave a baby alone in the house while clearing snow.

	for single parents or pregnant women.	
Long-range flexibility	Detached garage cannot easily be converted into living space (e.g. in-law coach house)	Attached garage can easily be converted into living space (e.g. in-law studio suite)
Density (when need for vehicle parking ceases)	Costly conversion for increased density (bring in utilities, heat the space, costly heating bill due to number of exterior walls). Further, a rear yard garage reduce the overall built form for the site by pushing the dwelling into the site to make room for the long driveway. Less dwelling space for the sake of a long driveway is considered poor land use planning.	Less costly conversion for increased density and still retains the ability for rear yard coach house for <i>additional density</i> . Design allows for more housing square footage which supports large families, multi-generational living, and multi-unit conversion.
Sustainability (materials)	Significant extra use of materials for detached garage (two additional exterior walls and roof)	Minimal material usage added to the build.
Sustainability (utilities)	Heated EV parking requires a means of heating and electricity. Significant extra cost to do this for a detached space	Utilities and heating wired and facilitated by connection to house, less outside walls improves heating efficiency.
Cost-efficiency	Very inefficient	Very efficient

OVERVIEW

The subject site is a rectangular, interior lot located on the north side of Sunnyside Avenue in Old Ottawa South, within Ward 17 - Capital 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 and semi-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, Sunnyside Avenue is characterized by detached and semi-detached dwellings on rectangular shaped lots.

The proposed development is to demolish the existing dwelling in order to demolish the existing dwelling on the property and construct a new single detached dwelling with a front-facing attached garage on the subject site at 193 Sunnyside Avenue.

Minor Variances Requested

The requested variances for these applications are identified below:

Single-Detached Dwelling (193 Sunnyside 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 rectangular interior lot located along the north side of Sunnyside Avenue in Old Ottawa South. The property is currently developed with a two-storey detached dwelling constructed from red brick. It is a similarly sized lot to the abutting properties to the east and west at 191 and 197 Sunnyside. The site has 12.19 metres of frontage along Sunnyside Avenue and is approximately 370.33 square metres in area. Along the frontage of the property is a mature tree, a retaining wall and a hydro poll. The retaining wall should remain as to not disturb the tree. The driveway will be curved to avoid the hydro poll. The abutting property to the north, 708 Echo Drive is a two-and-a-half-storey single-detached dwelling, which has a deep lot which terminates in a steep slope to the subject site. The abrupt change in elevation creates a natural barrier between the subject site and the 708 Echo Drive.

- [Lot frontage: 12.19 metres
- [Lot depth: 30.48 metres
- [Lot area: 371.55 square metres



Figure 2: Site Map (Source: geoOttawa)



Figure 3: Picture of subject site, illustrating the tree, the retaining wall, the hydro pole, and rear garage, visible from street

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 and semi-detached dwelling types, with a uniform architectural style and features, indicating the area was built up at a similar time. The property is on the northern side of the block that is bounded by Sunnyside Avenue to the north, Riverdale Avenue to the east, Belmont Avenue to the south, and Bellwood Avenue to the west. There are seven lots located along the northern end of the block including the subject property.

Most of the lots in the immediate area along Sunnyside Avenue consist of detached homes situated on very similar, rectangular lots. Various hipped and gabled roof types are present along the street, with most homes having front facing main entrances and being one-to-three storeys in height. Many houses in the area have small driveways which separate the detached houses, while some have small, detached garages.

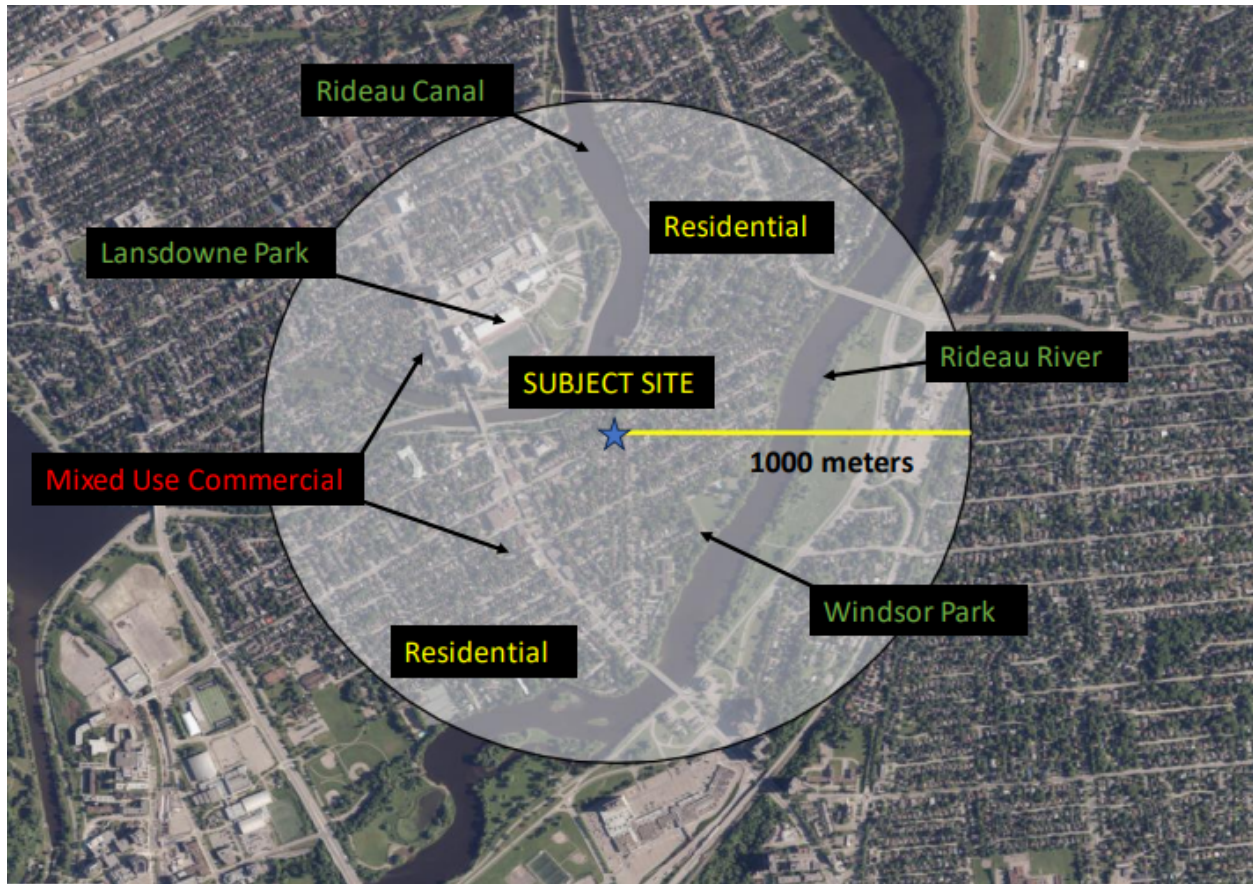


Figure 4: Context Map (Source: Google Maps)

Sunnyside Avenue itself is an east-west street that runs from Bronson Avenue in the west to Rideau River Drive in the east. It connects Bronson Avenue and Bank Street and can act as a collector between them, however the site is situated on the eastern side of Bank and here Sunnyside has less vehicle traffic. It features one lane of travel in each direction with parking allowed on the southern side of the street. There are sidewalks along the north and south sides of Sunnyside as well as speed bumps dispersed along its length. The nearest cross street, Riverdale Avenue, is a north-south street which connects to major arterial roads, Bank Street in the west and Main Street in the east. There are some bus routes located within close proximity to the site, with service via OC Transpo. Route 7 and 6 run frequent service on Bank Street, approximately 350 meters to the west. Route 5 is the closest route with a stop less than 50 meters away which runs north south on Riverdale Avenue. No bike lanes are provided along Sunnyside Avenue, or Riverdale Avenue, however Riverdale is a suggested collector cycling route and the site is in close proximity to the multi-use pathways along the Rideau Canal and the Rideau River.



Figure 5: Across the street from the subject property looking southwest down Sunnyside Avenue



Figure 6: View east down Sunnyside Avenue



Figure 7: Looking west towards the intersection of Sunnyside and Riverdale Avenue

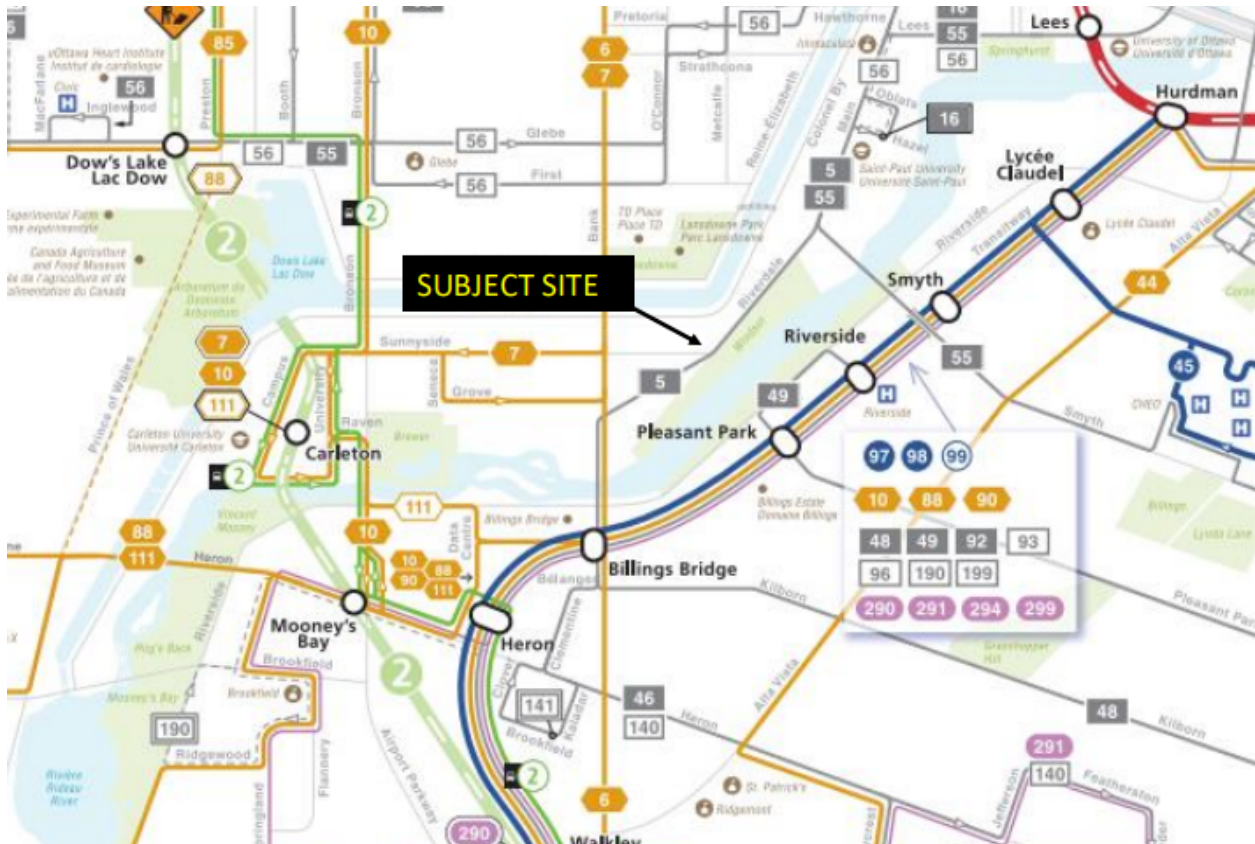


Figure 8: Public Transit Network (Source: OC Transpo)

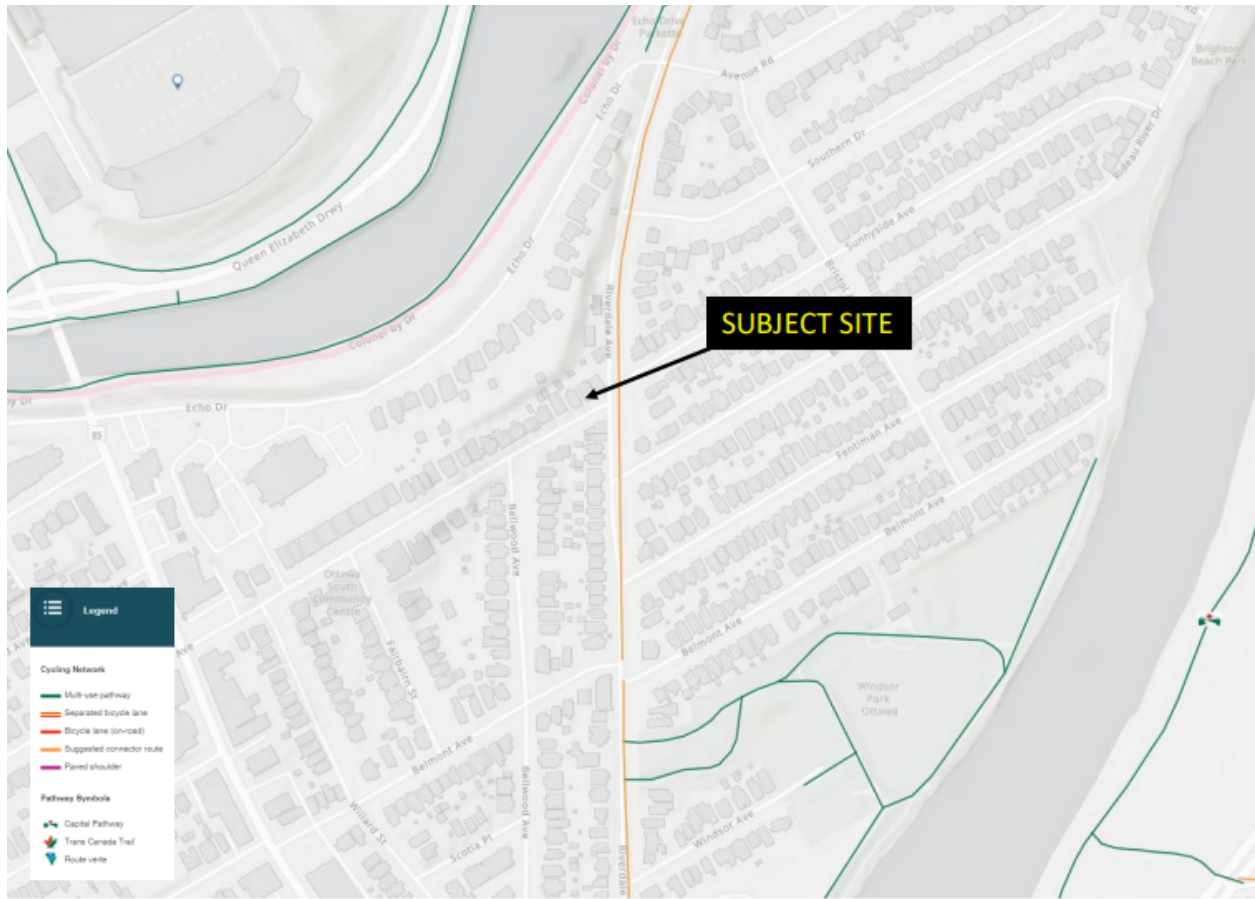


Figure 9: Cycling Map (Source: National Capital Commission)

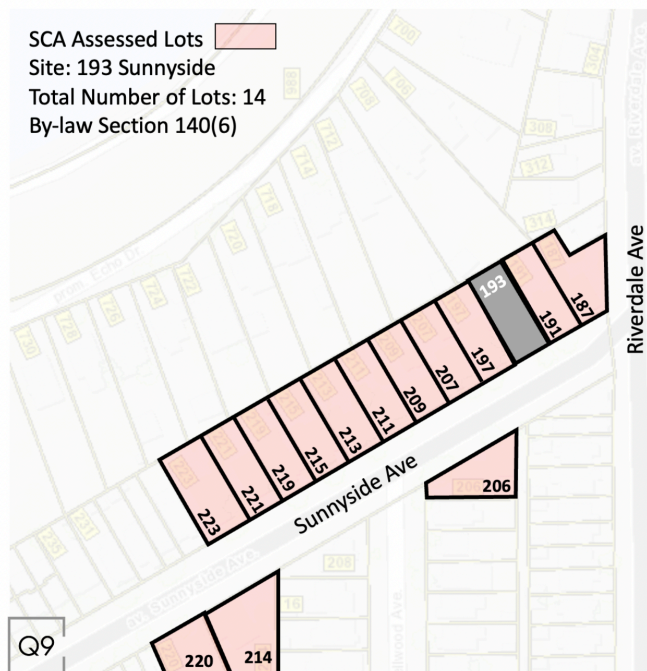
STREETSCAPE CHARACTER ANALYSIS

A Streetscape Character Analysis was submitted on November 16 2023. The information submitted for the SCA are provided below. **The identified character is ABA.** The City of Ottawa confirmed the character identification in a letter dated December 1 2023, provided as appendix A. As noted there are 3 front-facing attached garages or carports and 11 lots with no front-facing garages or carports. Of the 14 lots assessed, 21% are of the proposed character. Approving an additional front-facing garage adjusts this to 28%.

TABLE 1 ATTACHED GARAGES AND CARPORTS		HOW MANY LOTS?
Character Group	see Table 140(A) Zoning By-law 2008-250	Total
A. No front-facing attached garage or carport		11
B. Front-facing attached garage or carport		3

TABLE 2 ACCESS AND PARKING CHARACTER		HOW MANY LOTS?
Character Group	Refer to Table 140(B) of Zoning By-law 2008-250	Total
A. No driveways along lot lines abutting a street		1
B. Individual single-wide driveways and Shared driveway		10
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>		3
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>		

Table 3 MAIN DOOR CHARACTER		HOW MANY LOTS?
Character Group	Refer to Table 140(C) of Zoning By-law 2008-250	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		14
B. Main door does not face the front lot line and doesn't face the street		
<i>Note: If you have a corner lot, A and B also apply when documenting doors along the corner side lot line</i>		



193 Sunnyside - SCA Assessed

Sunnyside	Garage / Carport	Driveway	Door
187	A	A	A
191	A	B	A
193			
197	A	B	A
207	A	B	A
209	A	C	A
211	A	B	A
213	A	B	A
215	B	B	A
219	B	B	A
221	A	B	A
223	A	B	A
206	A	B	A
214	A	C	A
220	B	C	A
CHARACTER	A	B	A



187 Sunnyside Ave / AAA



193 Sunnyside Ave / Subject Site



191 Sunnyside Ave / ABA



197 Sunnyside Ave / ABA (Detached Garage)



207 Sunnyside Ave / ABA (Detached Garage)



211 Sunnyside Ave / ABA



209 Sunnyside Ave / ACA



213 Sunnyside Ave / ABA



206 Sunnyside Ave / ABA



215 Sunnyside Ave / BBA



214 Sunnyside Ave / ACA



219 Sunnyside Ave / BBA



221 Sunnyside Ave / ABA



220 Sunnyside Ave / BCA



223 Sunnyside Ave / ABA

PROPOSED DEVELOPMENT

The proposed development is to demolish the existing 2-storey detached dwelling and rear detached garage on the property and construct a new, 2-storey detached dwelling. The new dwelling will feature a single driveway leading to a setback front-facing attached garage. The dwelling 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 two-storey scale that compliments the abutting two-storey dwellings to the east and west. 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 3.47 metres, interior yard setbacks of 1.22 metres on the left and 0.61 metres on the right, and a rear yard setback of 9.23 metres. The building height will be 7.83 metres which is very similar to the surrounding dwellings, retaining the character of the neighbourhood.

The proposed variance to permit a front-facing garage are to maintain the current function of a garage but with improved function and accessibility while maintaining amenity in the rear. A garage space provides for electric vehicle parking, bicycle parking, storage of items such as garbage, recycling, snowblower, lawnmower and other lot maintenance items. The proposed garage variance represents a very minor change to the neighbourhood character without impacting the dominant character but preserving the existing function the rear detached garage provides but with functional and amenity benefits. The proposed front-facing garage is setback a full 2.0 metres from the front wall of the dwelling, notably exceeding the 0.6 m offset requirement.

The proposed front yard exceeds the aggregate landscaping requirements, maintains a single driveway character, and includes the retention of the trees on the parcel and adjacent eastern property.

The following pages contain the Site Plan, Rendering and Elevations.

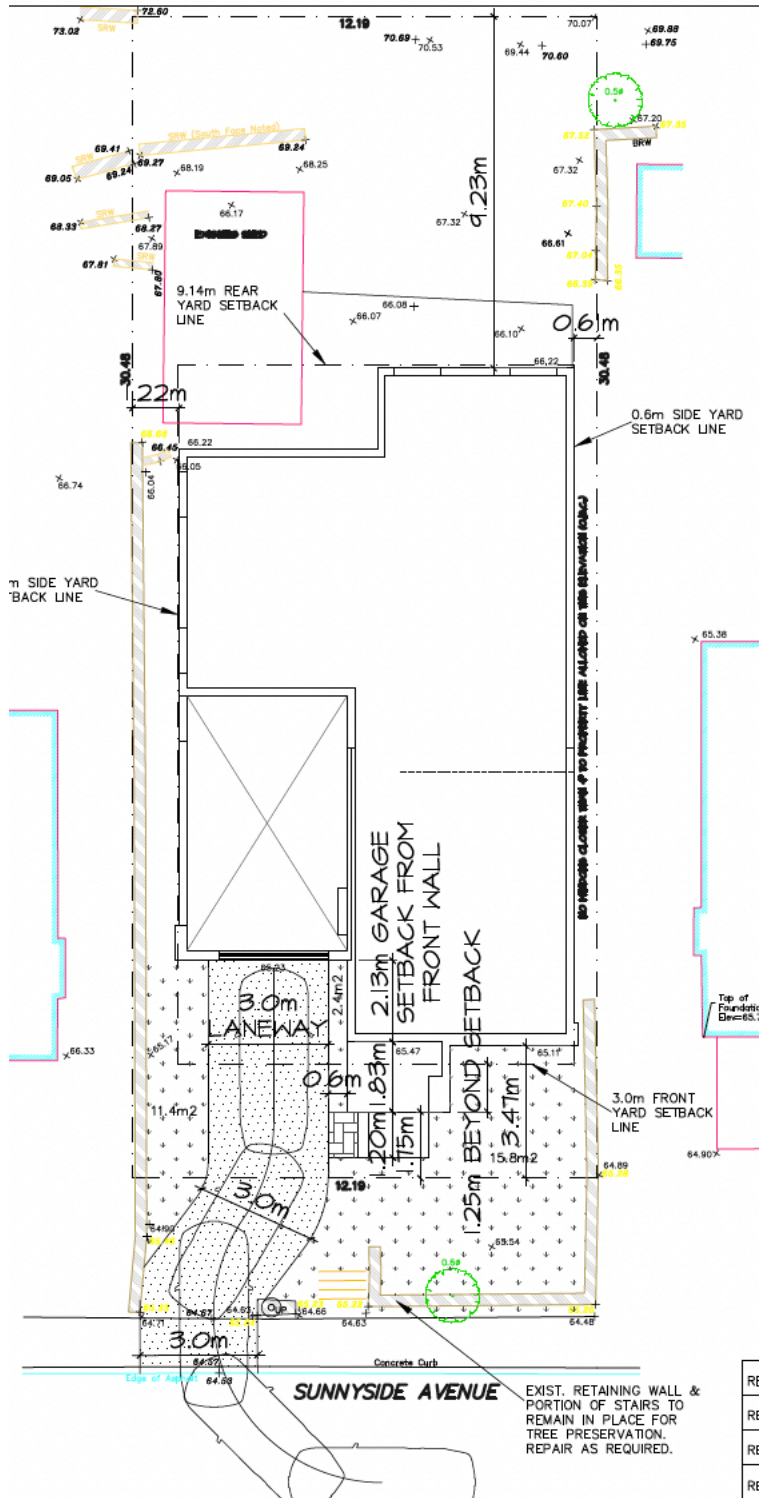


Figure 10: Site Plan, prepared by David Bekkers M.A.A.T.O



Figure 11: Site Rendering (front facing garage, angled driveway), prepared by David Bekkers M.A.A.T.O



Figure 12: Site Rendering (cantilever garage - permitted), prepared by David Bekkers M.A.A.T.O

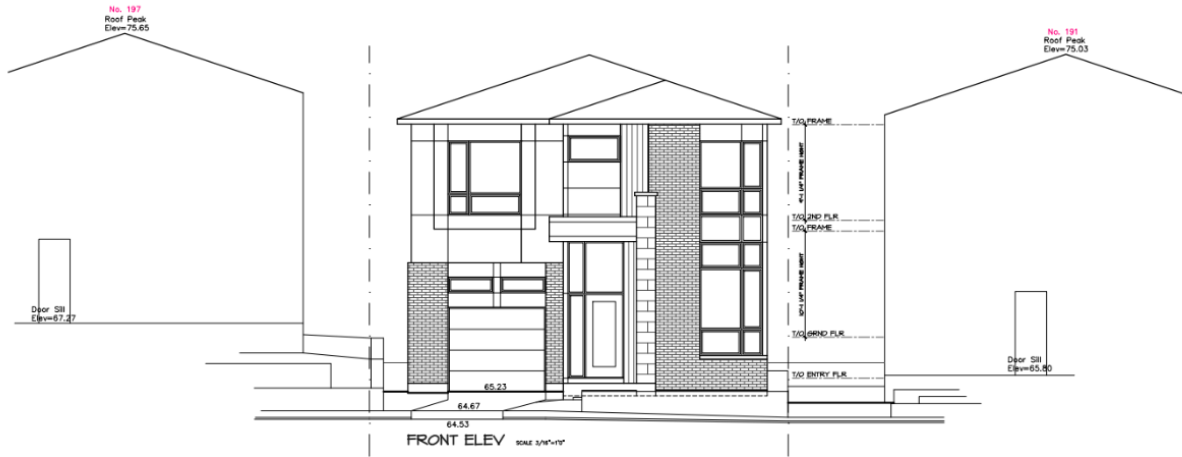


Figure 13: Front Elevation, prepared by David Bekkers M.A.A.T.O

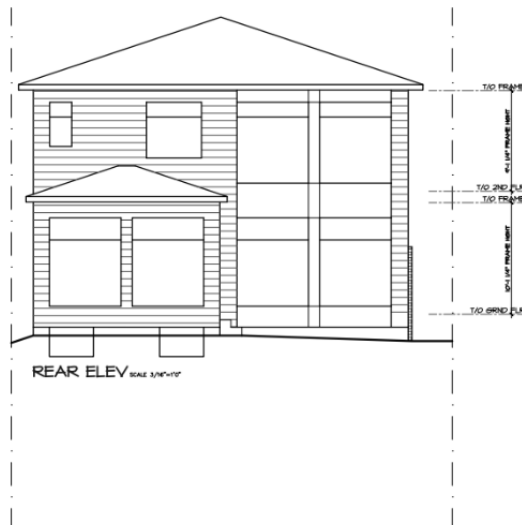


Figure 14: Rear Elevation, prepared by David Bekkers M.A.A.T.O

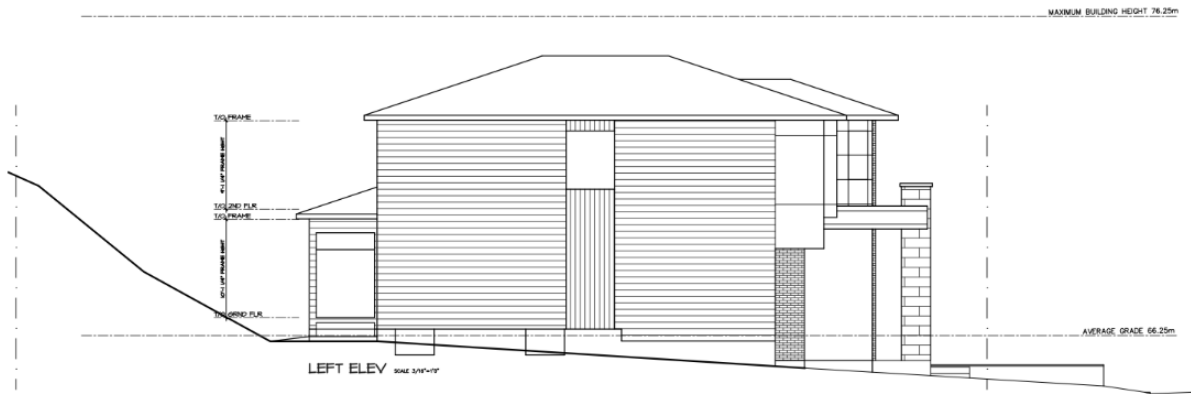


Figure 15: Left Elevation, prepared by David Bekkers M.A.A.T.O

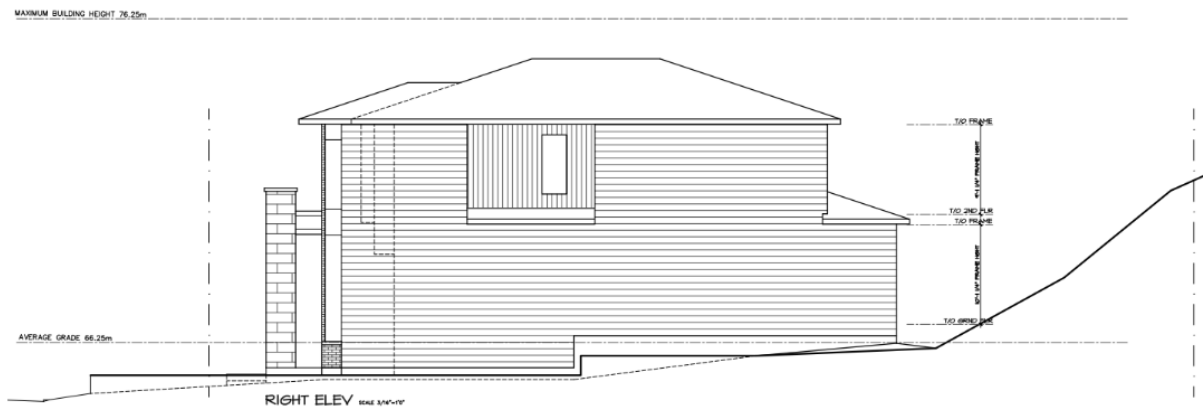


Figure 16: Right Elevation, prepared by David Bekkers M.A.A.T.O

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 redevelopment and renewal of the housing supply in the area and accommodates the needs of the current homeowners, which allows them to remain in their neighbourhood. The modifications permitted through the minor variances allow them to build a garage which will contain parking for an electric vehicle, and space for lot maintenance equipment, bicycles, and other recreational items. The proposed redevelopment is consistent with Section 1.1.1 of the PPS.

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 proposal results in the redevelopment of a lot for a permitted single-detached home within an established mature residential area, avoiding the creation of development in a Greenfield area. The proposal makes use of existing municipal services, infrastructure, and supports active and public transportation and does not require uneconomical expansion. An attached garage supports electric vehicle parking and parking for bicycles and other active transportation items. While a detached garage is permitted, this is highly inefficient for electric vehicle storage where cold weather necessitates heating the space to enable full-range on the battery. Enclosed vehicle parking is permitted, an attached garage is considered better land use planning over a detached garage for the following reasons: improved accessibility, functional support for families, electric vehicle compatible, efficient use of building materials, and efficient heating of the space. Attached garages result in less paved areas on a site, are more sustainable and better for the environment than a detached garage. Further, an attached garages allows for easier conversion to living space (e.g. in-law bachelor suite) if vehicular needs cease over the course of time. The proposal is highly consistent with Section 1.1.3.1 of the PPS.

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;*
 - a) *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;*
 - b) *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;*
 - c) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
 - d) *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 new 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 space on the lot while preserving the existing tree canopy and providing sufficient landscaping. The variance is required due to a limited assessment of the existing streetscape character and applicable provisions permit detached garages or carport-type designs. Neither of these design choices are considered preferable land use planning options over the detached garage. With the direction to consolidate green spaces, enable use of electric vehicles, support flexibility in densities within built form, and sustainable use of building materials and practices, an attached garage (where parking is permitted generally) is considered superior to the alternatives and in greater alignment with the policies of Section 1.4.3 of the PPS.

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. 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. The proposal does not impact any protected natural areas or hazard areas, and through the redevelopment of a site within a settlement area, the proposal is consistent with Section 2.0 and 3.0.

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 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.

Comment: The proposed development results in the construction of a new home on an existing property within the urban area. It achieves a context-based and compatible design that is appropriately scaled to the neighbourhood and is compatible within the existing streetscape. The development also accommodates the expanded needs of the current homeowners through redevelopment of an existing property. 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 two-storey detached dwelling. The proposed development provides the same residential use within the same single-detached typology. It helps retain a contextual form and dwelling type on the site while supporting dwelling sizes for large families in mature neighbourhoods, supports long-range site flexibility and density accommodation via built form conversion of the interior or multi-generational living. This aligns with the planned direction for growth management in urban areas.

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 vehicle space is permitted in the zone and only a single vehicle space is proposed. The variance supports the use of an electric vehicle which is a more sustainable mode of transportation, supports easily accessible, safe, and climate-controlled storage of active transportation items (bikes, e-bikes, e-scooters, strollers, cargo bikes, etc). The design of the proposed development, permitted by the variance, contributes to the housing choice that meets the needs of the current homeowners and their family. It supports 15-minute neighbourhoods by allowing support for changing needs of residents and their various transportation modes including EV, active EVs, and family suitable transportation.

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.

Comment: 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. 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 2-storey height and the overall scale and massing of the home is compatible with the abutting homes and fits into the streetscape context of semi-detached 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 and supports the existing trees, 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.



Figure 17: New City of Ottawa Official Plan, Schedule A. (Source: City of Ottawa)

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.

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.

Comment: The proposed two-storey detached dwelling represents a contextually-appropriate building mass that aligns with the 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.

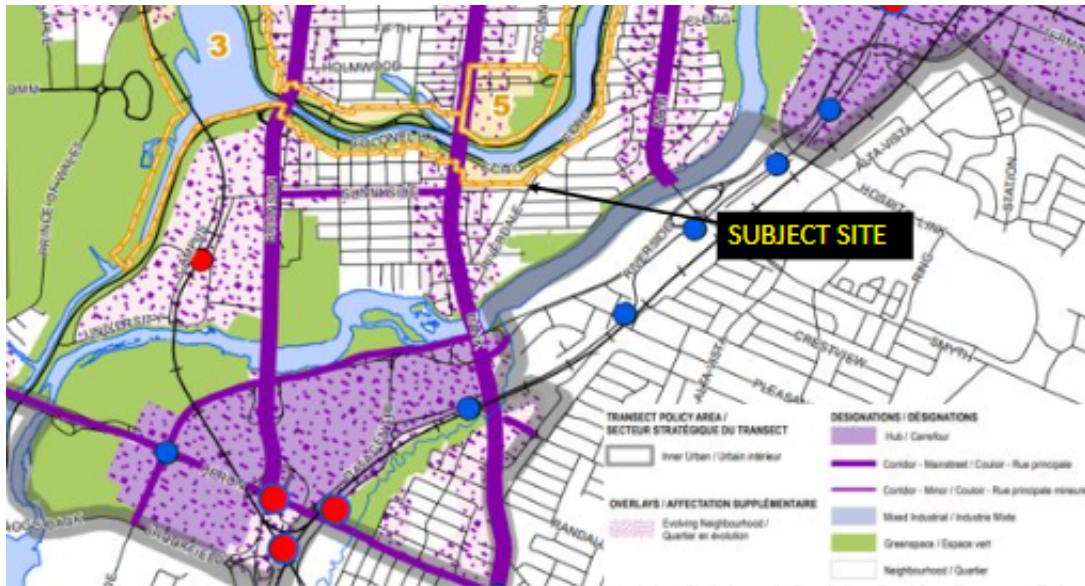


Figure 18: City of Ottawa Official Plan, Schedule B2 (Source: City of Ottawa)

Comment: The proposed development aligns with the planned 2-4 storey 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. In fact, the attached garage allows future density conversation over the cantilever design. The variance is more supportive of the intent to utilize built form to permit flexible density over time.

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 a new two-storey detached dwelling within a stable neighbourhood that is characterized by low-rise, ground-oriented dwelling types such as single-detached and semi-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 R3P[487] - Residential Third Density, urban exception 487. The intent of the R3 Zone is to provide for a mix of ground-oriented residential dwelling types ranging from detached dwellings to townhouses. 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. Per exception 487, Planned Uni



Figure 19: Zoning Map (Source: geoOttawa)

EXISTING ZONING BY-LAW R3P[487]	Requirement	Provided	Section
Minimum Lot Width	9 m	12.19 m	Section 160, Table 160A
Minimum Lot Area	270 m ²	371.55 m ²	Section 160, Table 160A
Max Building Height	10 m (may be increased to 11 m with a 1:2 pitched roof)	7.83 m	Section 160, Table 160A

EXISTING ZONING BY-LAW R3P[487]	Requirement	Provided	Section
Minimum Front Yard Setback	3 m or average of abutting front yard setbacks	3.47 m	Section 160, Table 160A; Section 144(1)(a)
Minimum Rear Yard Setback	30% of lot depth (9.14 m)	9.23 m	Section 144, Table 144A
Maximum Distance from Front Lot Line	24 m	22.95 m	Section 146(4)(a)
Minimum Rear Yard Area	25% of lot area (92.89 m ²)	112.51 m ²	Section 144(3)(a)
Minimum Interior Yard Setback	1.8 m total, 0.6 m on one side	1.22 m (westerly) and 0.61 m (easterly)	Section 160, Table 160A
Minimum Rear Yard Landscaped Buffer Depth	4.5 m	9.23 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: 50.3 m ² Aggregate Landscaping Required: 20.12 m ² (40%)	Provided 29.5 m ² (58.8%)	Section 139(1), Table 139(1)
Minimum Front Facade Additional Recess	At least 20% of front facade minimum of 0.6 m from front wall	$>$ 20% recessed from front wall	Section 146(2)
Minimum Landscaped Strip	0.15 m	0.15	Section 139(2)(c)
Front-facing Garage	Streetscape Character A: No front-facing garage	Streetscape Character B: Front-facing garage	
Maximum Driveway Width	3 m	3 m	Section 139, Table 139(3)(iii)
Minimum Garage Setback	0.6 m	2.13 m	Section 139(3)(a)
Maximum Walkway	1.2 m, separated by 0.6 m of soft landscaping	1.2m	Section 139(4)(c)(ii)

EXISTING ZONING BY-LAW R3P[487]	Requirement	Provided	Section
Maximum Front Porch	2 m, not closer than 1 m to any lot line (depending on height of front porch above adjacent grade)	1.83 m and 1.75 m from property line	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.

Front Facing Garage *Is the variance minor?*

The proposed 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 limited assessment area of 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 results in any undue or adverse impact. 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 character of the neighbourhood. 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, it contributes a well-designed building to the street that does not adversely impact the streetscape and maintains its overall character. Further there are 3 other existing front-facing garages in the immediate context identifying that garages are present in assessment area and the addition of one attached garage does not generate any undue or adverse impact on the existing character.

The massing of the home is designed to reduce visual emphasis on the attached garage, which is offset 2.13 metres from the front wall of the building, 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 4 metres from the rest of the house (including 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, the existing tree will be preserved, as well as the retaining wall. This further reduces the visual prominence of the garage and better emphasizes the rest of the house and landscaping.

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. The permitted cantilever option would be an inferior design choice that 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. A cantilever option does not support future density conversion of the vehicle space, it does not support EV use, it does not support storage of bikes, e-bikes, e-scooters, strollers, sleds, lawn maintenance items. A cantilever option is both an inferior design option and provides less support for active transportation and less support for families and those with accessible needs.

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 and good land use planning, the proposed dwelling with the front-facing attached garage is far less impactful than the permitted cantilever option.

The below images show the garage and cantilever options.



Figure 21: Site Rendering (proposed front-facing garage), prepared by David Bekkers M.A.A.T.O



Figure 22: Site Rendering (cantilever garage), prepared by David Bekkers M.A.A.T.O

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

The intent and purpose of the Official Plan as it applies to this property is to 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 two-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 and conforming to the following policies:

Section 2: Strategic Directions

Section 2.2.1: Policy intent (1): Growth directed in built-up areas to support 15-minute neighbourhoods. Design supports future density conversion for multi-family living whereas the permitted option does not. This policy directly identifies design approaches that support multi-family living. Detached garage results in a smaller built form of the primary dwelling. A cantilever space creates a design that cannot be converted to living space if the need for a vehicle ceases.

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

Section 2.2.3: Policy intent (2): Apply sustainable and resilient site and building design as part of development.

Section 2.2.3: Policy intent (3): Prioritize a shift to energy efficient transportation modes.

Section 2.2.3: Policy intent (5): Reduce the urban heat island effect through the protection of existing trees. The front and back yard trees will shade the dwelling plus the roadway in support of this policy. Less asphalt area in attached garage versus detached garage. Greater landscaping in rear yard with proposed than with permitted detached garage.

Section 2.2.4: Policy intent (1): healthy communities with range of housing options

Section 2.2.4: Policy intent (2): accessible, inclusive communities, designed for all ages including children and older adults

Section 2.2.4: Policy intent (3): promote health through sustainability

Section 2.2.4: Policy intent (4): advance human health through decision making on built environment

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: City-Wide Policies

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 and supports two existing trees, ensuring that the provision of landscaping is sufficient and that the urban tree canopy can be supported.

Section 5: Transects

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 heights of 2 to 4 storeys. 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. At two storeys, the proposed design and use meets the intent of the OP for the transect area. The proposed attached garage has long-range flexibility for future density conversion towards multi-family living when vehicle needs cease. Cantilever option does not support conversion to living space.

Section 6: Urban Designations

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.

Conclusion

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 will allow a number of functional benefits without creating any undue or adverse impacts and preserves long-range planning and flexibility for future density conversion of the interior space and as such the intent and purpose of the Official Plan is met.

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

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 character of the area. The intent is not to expressly prohibit the provision of garages but preserve quality of character for the area. Secondly, the intent is also not to prohibit vehicular parking. Both a detached garage and a cantilever space are permitted. The intent of the provision is to ensure that attached garages are designed in a manner that does not detract from the existing character.

This intent is met by the proposed development, which is designed to integrate the garage into the overall facade of the building, through the use of a uniform material on the garage door as the rest of the lower left portion of the home. The design also utilizes a prominent front porch, additional setback of the garage door, and landscape planters to further reduce emphasis on the garage and increase the visual presence of the rest of the house.

By utilizing large, well-placed windows and materials, the home design adds visual articulation and interest to the facade that aligns with the streetscape character.

Furthermore, the proposed front-facing attached garage is a preferable design to the permitted cantilever option, which ensures that a parked vehicle and any stored items are visible from the street and negatively impact the streetscape character. The cantilever is also 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 Tweedsmuir Avenue, while the cantilever option would not.

Is the variance suitable for the use of the land?

The development with the requested variances constitutes 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 their needs now and in the future.

The requested variances do not negatively impact the streetscape, maintain and exceed landscaping requirements, and provide good design that support the existing character of the area where both front-facing garages exist and where similar driveway configurations are present. The variances result in a desirable and suitable use for the subject lot.

SUPPORTING STUDIES

Tree Information Report

A Tree Information Report by IFS Associates Inc. dated November 28, 2023 which identifies one tree on the subject lot — 1 — located along the south property line towards Sunnyside Avenue, and one tree on the adjacent property lot of 191 Sunnyside — 2 — to be preserved and protected as indicated in the figure and table below.

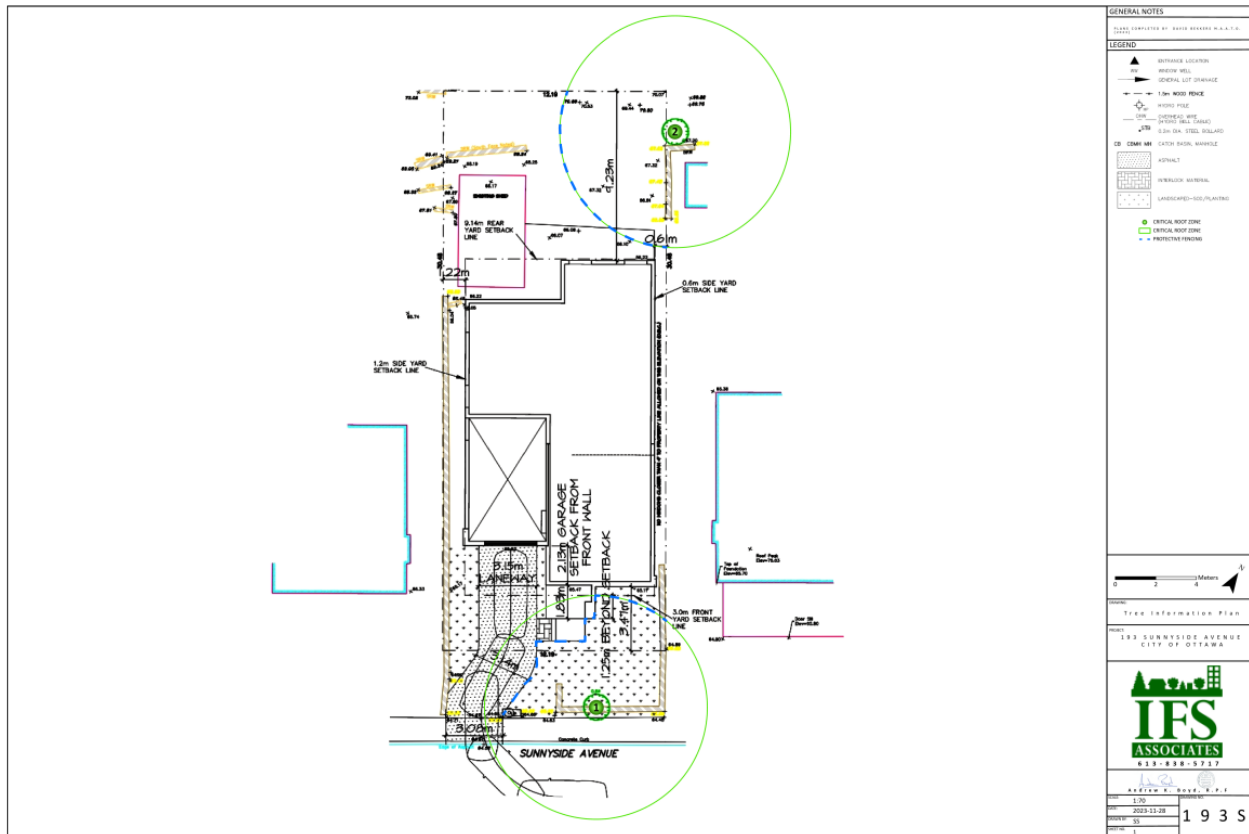


Figure 25: Tree Information Report Map, prepared by IFS Associates Inc.

Table 1. Tree information for 193 Sunnyside Avenue

Tree No.	Tree species /Tolerance to Construction ¹	Ownership	DBH ² (cm)	CRZ ³ (m)	Distance to excavation (m) ⁴	Tree Condition, Age Class, Condition Notes, Species Origin and Status (to be removed or preserved and protected)	Reason for removal	Forester's Opinion re. Removal
1	Little-leaf linden (<i>Tilia cordata</i>) / Poor - Moderate	City	57.7	5.8	9.5	Poor; mature; co-dominant stem at 3.5m from grade supported by moderately divergent pedestal (towards southeast); major wound at 1.75m on southwest side of bole; repeatedly topped at 6.5m due to overhead hydro lines; introduced species; to be preserved and protected	Not applicable – to be preserved	NA
2	White elm (<i>Ulmus americana</i>) / Moderate - Good	Neighbour	+/-55	+/-5.5	>10	Very good; mature; upright clear bole for most of height - mildly divergent towards northeast above 12m; broad, generally symmetric crown; good bud set for 2024; no outward signs of Dutch elm disease (<i>Ophiostoma novo-ulmi</i>); native species; to be preserved and protected	Not applicable – to be preserved	NA

¹As taken from Managing Trees during Construction; 2nd Ed., Fite and Smiley; ²Diameter at breast height, or 1.3m from grade (unless otherwise indicated); ³Critical root zone (CRZ) is considered as being 10 centimetres from the trunk of a tree for every centimetre of DBH. The CRZ is calculated as DBH x 10 cm;

⁴Approximate distances only.

Figure 26: Tree Information, prepared by IFS Associates Inc.

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 Sunnyside Avenue and contributes an aesthetically-pleasing and well-designed dwelling to the area. It will provide a proportionate built 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 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 variances 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



CC: Wei Wei

APPENDIX A: STREETScape CHARACTER ANALYSIS CONCURRENCE



SCA File No. D02-99-23-0342

December 1, 2023

Christine McCuaig
christine@q9planning.com
Type of Development Review Application Being Submitted: Building Permit

Dear: Christine McCuaig

**Subject: Confirmation of Streetscape Character Analysis (SCA)
193 Sunnyside 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.

110 Laurier Avenue West, Ottawa ON K1P 1J1 Mail code: 01-14
110, av. Laurier Ouest, Ottawa (Ontario) K1P 1J1 Courrier interne : 01-14

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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 black ink that reads "Margot Linker". The signature is written in a cursive, flowing style.

Margot Linker
Planner I
Development Review, Central