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City of Ottawa | Ville d'Ottawa
Comité de dérogation

PLANNING RATIONALE:
2725 ROWATT ST
CONSENT TO SEVER APPLICATION
MINOR VARIANCE APPLICATION

PREPARED ON BEHALF OF:

NAME

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PREPARED FOR:

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TERRAIN

TO: CITY OTTAWA - COMMITTEE OF ADJUSTMENT

**RE: 2725 ROWATT MINOR VARIANCE
PLANNING RATIONALE**

The following information is provided to the Committee of Adjustment in support of the application for a consent to sever and minor variances to allow for the development of two new residential buildings and two new coach houses at 2725 Rowatt St. Ottawa, ON K2B 5X1.

The following severance is requested to allow for the proposed residential development:

1. **Consent to Sever:** 2725 Rowatt St. (Lots Parts 9, 10, 11, and 12 of Registered Plan no. 71 (PLAN 5R-11970)) into two lots: 2725 Rowatt St. and 2727 Rowatt St. Lot 1 (2725 Rowatt is proposed to be Part 1,2,3 on draft r-plan; Lot 2 (2727 Rowatt St is part 4+5 on draft r-plan).

The following minor variances are necessary to allow for the proposed residential development:

2725 Rowatt St

Principal Dwelling

2. **Minimum Lot Width:** 10.26 m proposed vs 15.0m specified in Column II of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.
3. **Minimum Lot Area:** 412.8m proposed vs 450.0m specified in Column III of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.

Coach House

4. **Maximum Coach House Height:** 6m proposed vs the heights specified in S.133 (8) (b).
5. **Interior Lot Line:** 3.1m vs 4m specified S.133 (9) (c).

2727 Rowatt St

Principal Dwelling

6. **Minimum Lot Width:** 9.6m proposed vs 15.0m specified in Column II of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.
7. **Minimum Lot Area:** 386.9m proposed vs 450.0m specified in Column III of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.

Coach House

8. **Maximum Coach House Height:** 6m proposed vs the heights specified in S.133 (8) (b).
9. **Interior Lot Line:** ~~2.0m~~ vs 4m specified S.133 (9) (c).

2.56



1.0 SUBJECT SITE

The subject site is at 2725 Rowatt Street, Ottawa. The site is located in the Britannia Village area. The unsevered lot dimensions are assumed to be 40.23m deep x 19.9m wide. The site is made up of Part 9, 10, 11 and 12 on 5R-11970. Part 9 and 11 are a 2.44m wide easement.

Draft Reference Plan will create two new lots: 2725 Rowatt St: Part 1, 2 and 3. 2727 Rowatt St.: Part 4+5.

The site sits at the north-east terminus of Rowatt St.. The site is in an established neighbourhood and is bordered by low-density residential land to the north and east. To the south of the site is Rowatt St.. The site is currently zoned *R10 Residential First Density Zone* which primarily allows for low density housing development. The area is located within Area A on Schedule 342 and Section 144 (Alternative Yard Setbacks affecting Low-rise Residential Development in the R1 to R4 Zones within the Greenbelt (Section 144) (By-law 2020-289)) applies. The neighbourhood surrounding 2725 Rowatt is zoned *R10* with pockets of *R3* and *R2* zoning. To the east of the site is the NCC owned greenspace of Mud Lake which is in the *Environmentally Protected (EP)* zoning classification. The homes in the Britannia Beach neighbourhood are not characterized by a singular architectural style, siting pattern, or size. For instance, there are large homes on large lots, small homes on small lots, modern new construction, heritage homes, and semi detached homes with zero lot line development nearby each other.

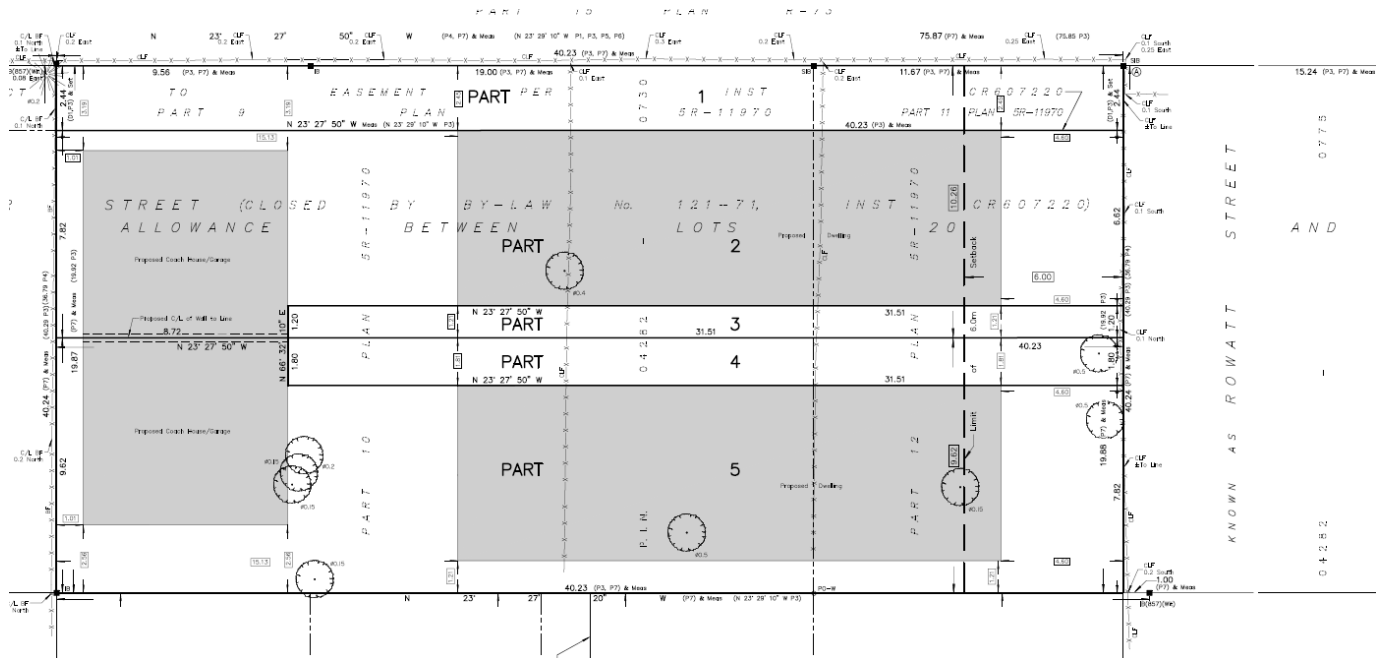
The site is within *Ottawa's Urban Boundary Area* in the *Inner Urban Transect*. This transect is meant to be the location of intensification and should accommodate significant population growth. The site is located in a *Neighbourhood* and is not located near a *Hub* or along a *Mainstreet* or *Minor Corridor*, nor is it within the *Evolving Neighbourhood Overlay*. The neighbourhood is a *15-Minute Neighbourhood*.

Currently there is no residence on the property. There are no permanent structures on the property. The property currently hosts small gardens and trees.



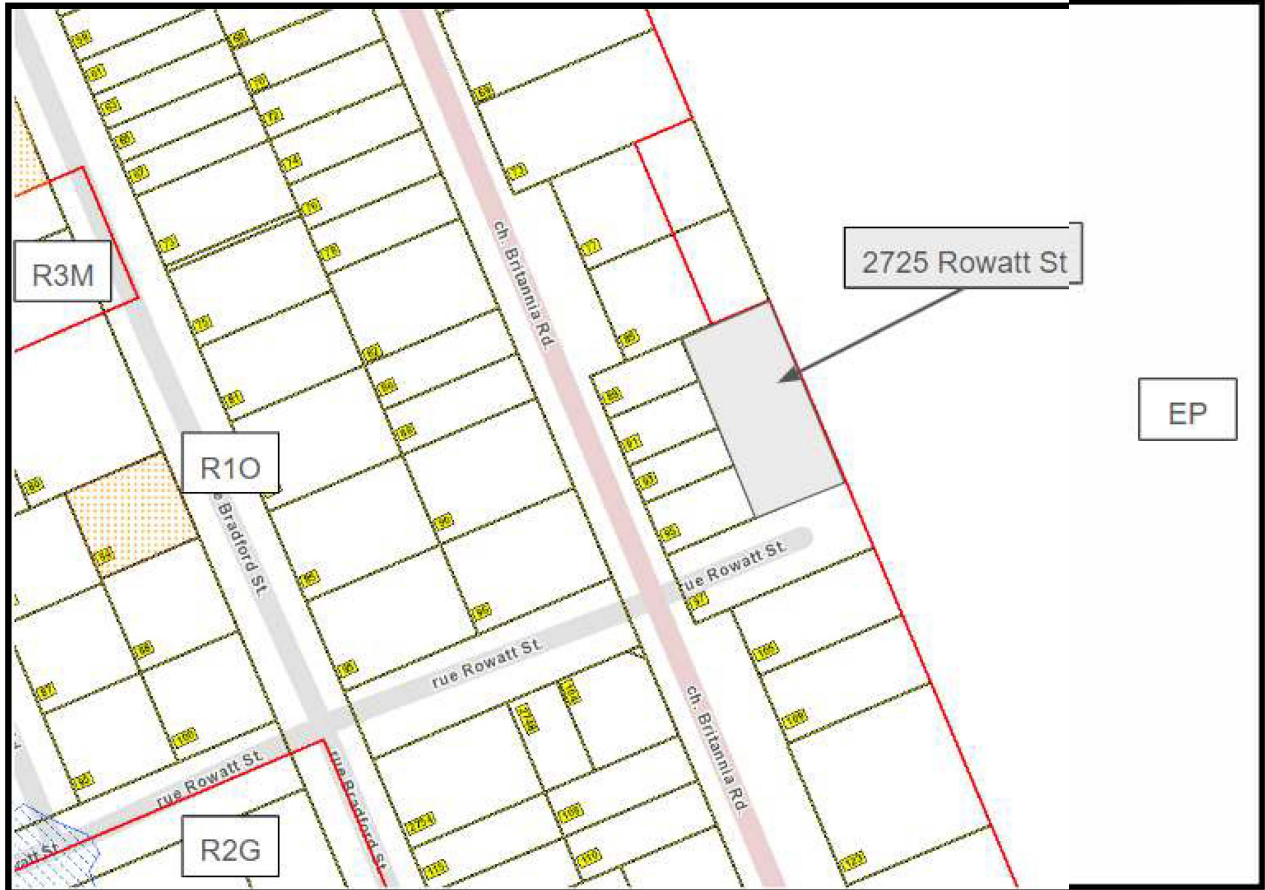


Context Map - 2725 Rowatt St. and surrounding neighbourhood. Note how there is little pattern to the siting of the buildings. ²



Draft Reference Plan, FSD (2024)





Context Map - 2725 Rowatt St. and surrounding zoning. Note how the lot sizes vary significantly.

3

³ Source: geoOttawa

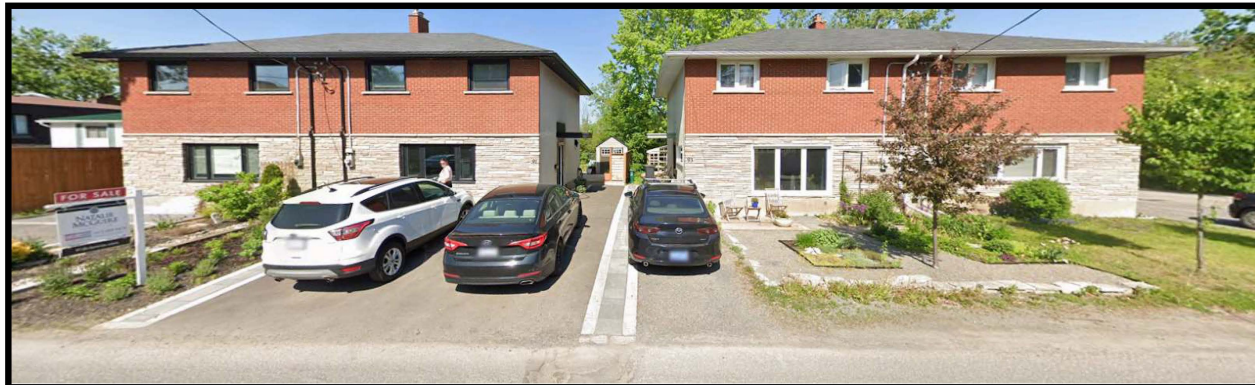




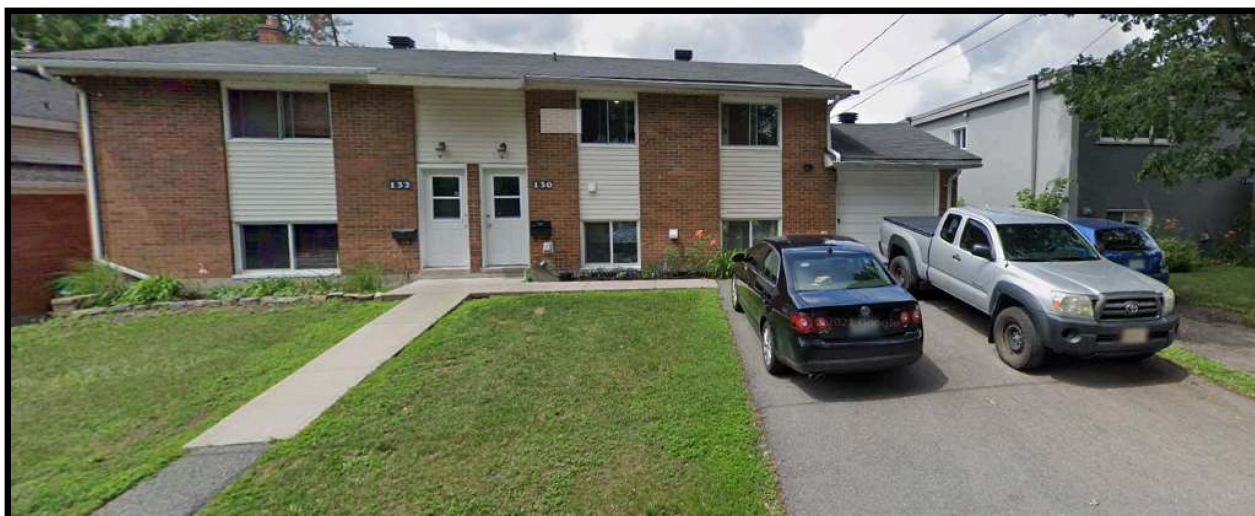
Context Map - 2725 Rowatt St. is within a Neighbourhood in the Inner Urban Transect⁴

⁴ Source: Ottawa Official Plan - Schedule B2





89/91/93/95 Britannia St. Immediate adjacent Neighbors to the West. ⁵



132/130 Bradford St. ⁶

⁵ Source: Google Street View

⁶ Source: Google Street View





121/123 Bradford St. ⁷

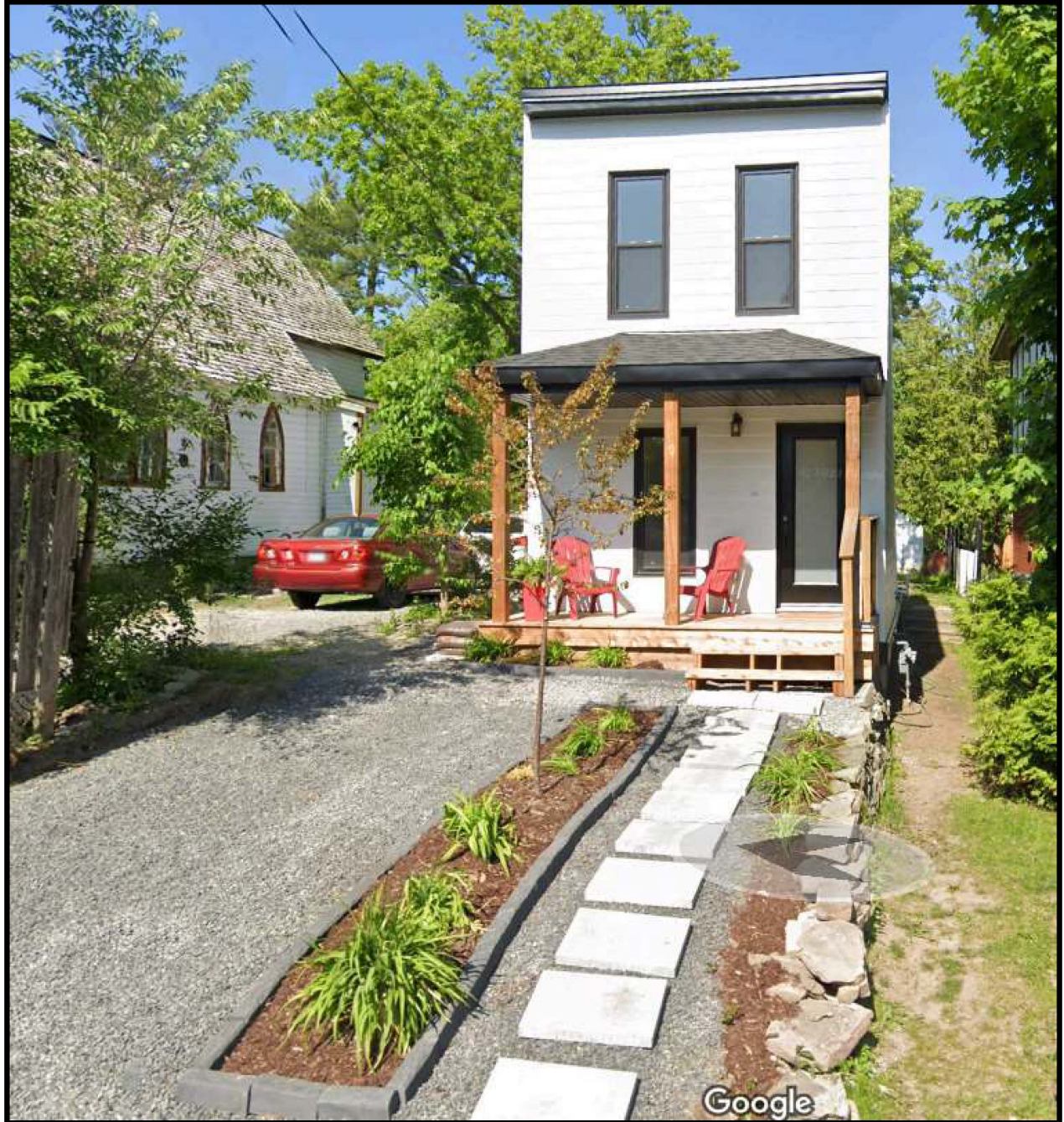


90 and 96 Britannia St. ⁸

⁷ Source: Google Street View

⁸ Source: Google Street View





183 Britannia St. ⁹

⁹ Source: Google Street View





170 Britannia St. ¹⁰

¹⁰ Source: Google Street View

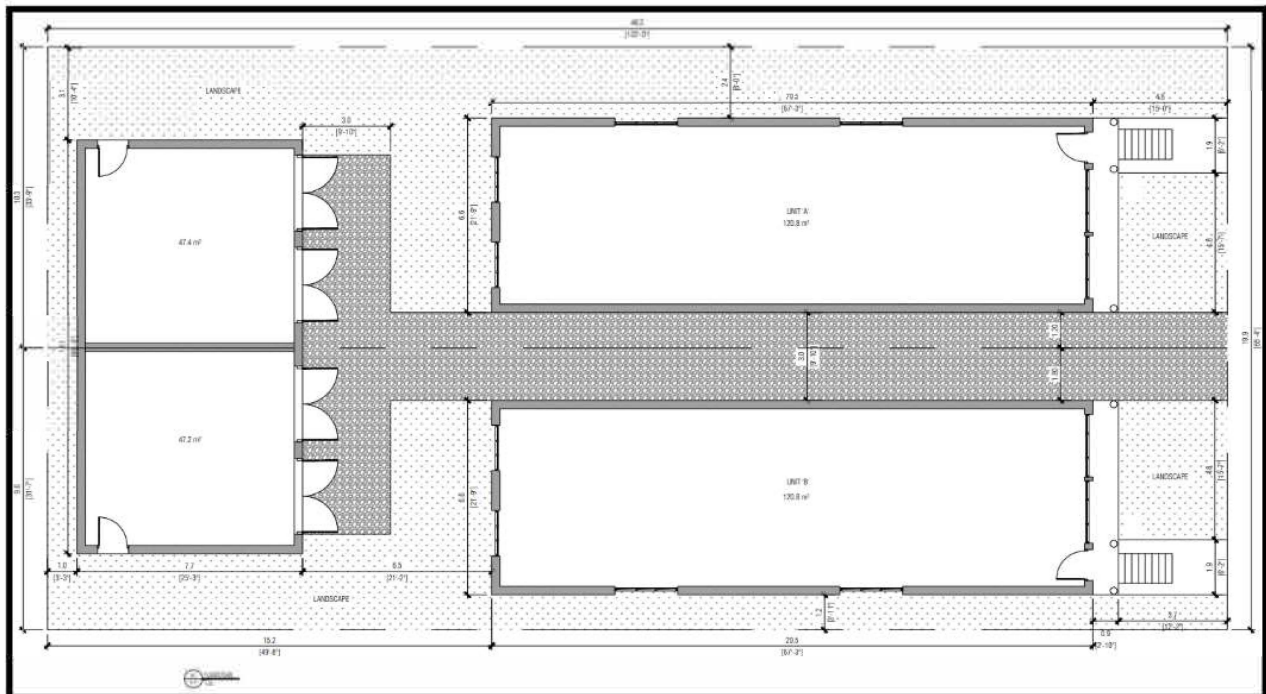


2.0 THE PROPOSAL

The applicant is proposing to re-develop this vacant property, which will include severing the lands into two lots, and constructing a detached residential building with an accessory garage/coach house on each lot. These developments will share a central driveway that runs between the two primary dwellings to the rear of the property where the garage and coach houses are located. The homes and their driveway will front Rowatt St. Through design interventions, any impacts on neighboring lots or the Mud Lake greenspace are minimized. This creative infill development offers intensification of the neighbourhood and the development of an idle parcel on an existing road in an existing community.

The severance process will produce two lots: 2725 Rowatt St. (Part 1,2,3 on draft R-plan), which is understood to be 10.26m wide by 40.2m deep, and 2727 Rowatt St. (Part 4 + 5), which is understood to be 9.6m wide by 40.2m deep. An existing easement on the east side of the property causes the building to be shifted slightly on the lot. Each of the principal residences are proposed to be 6.64m wide by 20.51m deep. The two residences share a central 3m driveway that runs between 2725 Rowatt St. and 2727 Rowatt St. (split asymmetrically at 1.2m + 1.8m). There will be a shared access easement registered over the two properties' driveway (Part 3 and 4). This shared driveway is not out of place in the neighbourhood; the immediately adjacent properties to the east have a shared driveway.

Each coach house is proposed to be 7.07m wide by 7.70m deep. The two coach houses share a common party wall on the interior property line between 2725 Rowatt St. and 2727 Rowatt St.. The first floor of each coach house will be used as an accessory garage/storage space that serves the principal residence. The coach house will be restricted to the second floor of each building. Each coach house has its respective access from the exterior walls.

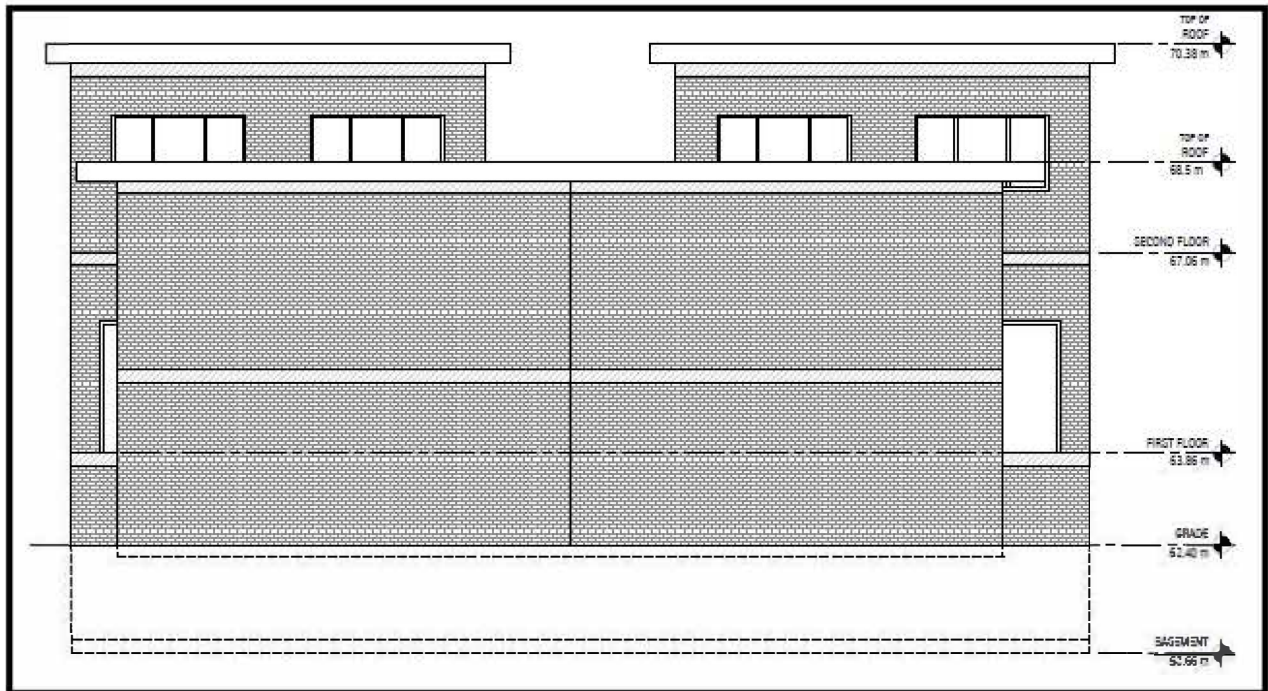


Site Plan of Proposed 2725 Rowatt St. and 2727 Rowatt St. Development



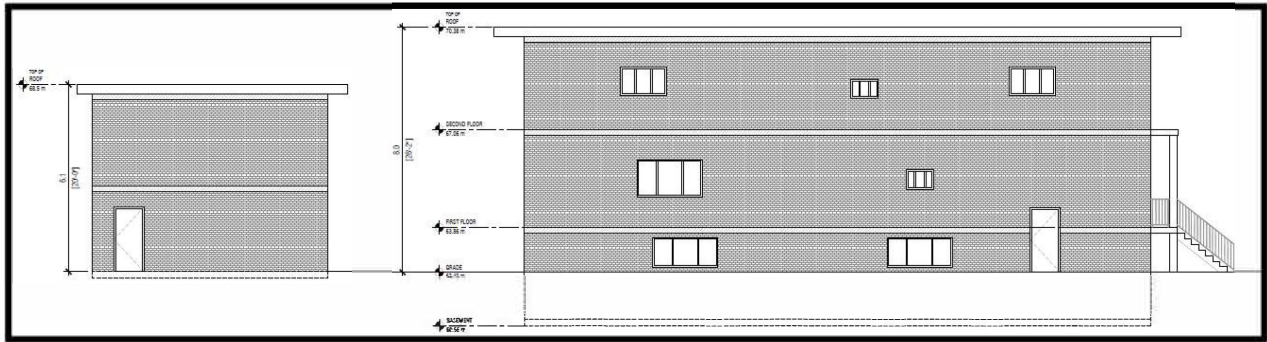


Front Elevations of Proposed 2725 Rowatt St. and 2727 Rowatt St. Development

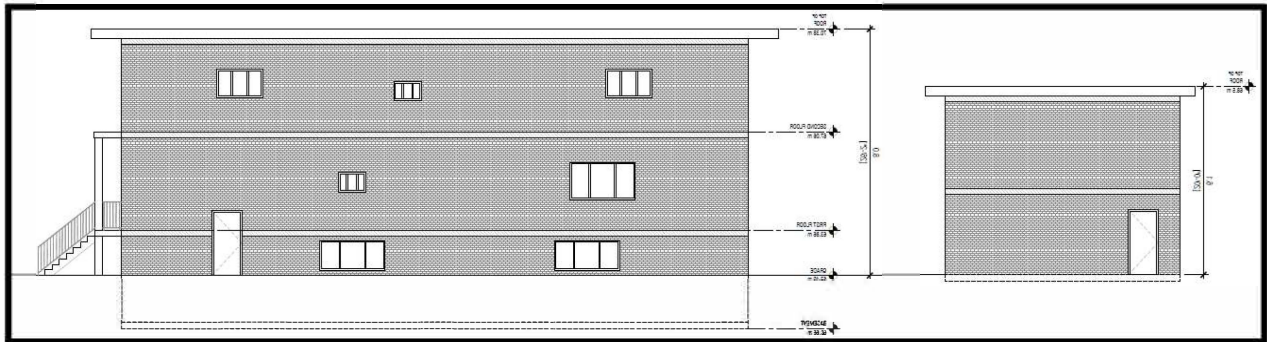


Rear Elevation of 2725 Rowatt St. and 2727 Rowatt St. Development





Side (West) Elevation of 2725 Rowatt St Development



Side (East) Elevation of 2727 Rowatt St. Development



Zoning Conformance of Proposed Development

Detached Dwellings

Zone	I Subzone	II Minimum Lot Width	III Minimum Lot Area	IV Maximum Building Height	V Minimum Front Yard Setback	VI Minimum Corner Side Yard Setback	VII Minimum Rear Yard Setback	VIII Minimum Interior Side Yard Setback
R1 - Residential First Density	O	15m	450m ²	8m	As per Section 144 (match adjacent property)	4.5m	12.07m	Total is 3m, with one yard no less than 1.2m (ex. 1.5 and 1.5, 1.2 and 1.8, etc.)
2725 Rowatt St. (Part 1,2,3)	O	10.26	412.8	7.90	4.6		15.4	3.6 2.4+1.2
2727 Rowatt St.	O	9.6	386.9	7.90	4.6		15.4	3 1.8+1.2

Coach House

	Maximum Building Height	Minimum Front Yard Setback	Minimum Corner Side Yard Setback	Minimum Rear Yard Setback	Minimum Interior Side Yard Setback	Minimum Distance from other Buildings	Maximum Footprint
Coach House	Lesser of the max height of the principal dwelling or 3.6m (3.2m if it has a flat roof)	6m (the minimum for a principal dwelling in R10)	4.5m (the minimum for a principal dwelling in R10)	1m	4m	1.2m	the lesser of: - 40% of the principal dwelling's footprint if the principal dwelling's footprint is 125 sq m or less. - 40% of the yard in which it is located. - 80 sq m (861.1 sq ft)
2725 Rowatt St.	6	31.4		1	3.1	6.5	47.2
2727 Rowatt 6 St.		31.4		1	3.1 2.56	6.5	47.2



3.0 PLANNING POLICY CONFORMANCE, CONSENT & MINOR VARIANCE TESTS

The consent for the requested lot severance satisfies the requirements under Section 53 of the Planning Act.

Under Section 51(24), a consent to sever can be approved if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality, that is it in conformity with the PPS and that it has regard for Section 2 and that is satisfied that the criteria in Section 51(24) have been met.

The minor variances requested at 2725 Rowatt St. and 2727 Rowatt St satisfies all four minor variance tests as established by Section 45 (1) of the Planning Act:

A. The proposed minor variance maintains the general intent and purpose of the Official

Plan:

<p><u>Section 4: Citywide Policies</u></p> <p>4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city</p> <p><i>3) Accessory Dwelling units as provided for by the Planning Act, including coach houses and secondary dwelling units in the main building, are recognized as key components of the affordable housing stock and shall be protected for long-term residential purposes. The Zoning By-law shall permit these uses on residential lots with one principal dwelling unit in all areas of the City and shall establish criteria to govern appropriate integration of these units with the main dwelling and surrounding context.</i></p>	<p>This proposed development achieves the City's goal of permitting accessory dwelling units, including coach houses, on residential lots with one principal dwelling unit in all areas of the city.</p>
<p><u>Section 4: Citywide Policies</u></p> <p>4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city</p> <p><i>b. A coach house shall be smaller than the primary home and the Zoning By-law shall set forth the appropriate maximum permitted size;</i></p>	<p>This proposed development has designed the coach houses to be smaller and as a secondary building to the principal dwelling unit. The size of the coach house is appropriate for the lot and is within the zoning bylaw.</p>
<p><u>Section 4: Citywide Policies</u></p>	<p>The proposed coach houses have a floorspace of</p>



<p>4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city</p> <p><i>c. The size, floor area, function and occupancy of a dwelling unit in a coach house in the urban area is not intended to exceed that of a typical two-bedroom apartment;</i></p>	<p>47.2m² (508 sq ft). This is the size of a one-bedroom apartment dwelling and therefore does not exceed the size of a typical two-bedroom apartment.</p>
<p><u>Section 4: Citywide Policies</u></p> <p>4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city</p> <p><i>d. A coach house may not be severed from the lot accommodating the primary dwelling;</i></p>	<p>The proposed development does not request severing the coach houses from the primary dwellings.</p>
<p><u>Section 4: Citywide Policies</u></p> <p>4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city</p> <p><i>e. Applications for Minor Variance / Permissions with respect to coach houses shall have regard for all applicable policies of this Plan, as well as the following considerations:</i></p> <p><i>i) The proponent can demonstrate that the privacy of the adjoining properties is maintained;</i></p> <p><i>ii) The siting and scale of the coach house does not negatively impact abutting properties; and</i></p> <p><i>iii) Distinctive trees and plantings are preserved on the subject property.</i></p>	<p>i) The proposed coach house, design, orientation, and location present no privacy concerns to the adjoining properties. The coach houses have located all glazing on the front of the units, facing the primary dwellings and not neighboring sites. There is no proposed fenestration on the rear or sides of the coach houses.</p> <p>ii) The proposed coaches are smaller and shorter than adjacent buildings. The location of the coach houses are appropriate for the context of the lot and do not present any conflict to the neighboring lots.</p> <p>iii) Whether the coach houses were proposed or not the lot would need to be cleared of existing vegetation to facilitate the development of the principal dwellings and the accessory garage buildings. A tree report is included with this submission. The proposed coach houses are 1-storey of living space above a 1-storey accessory garage that serves the primary dwellings. Cumulatively, the</p>
<p><u>Section 4: Citywide Policies</u></p> <p>4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city</p> <p><i>f) The Zoning By-law shall limit the coach house to a height of one storey for lots in the urban area.</i></p>	<p>Buildings are 2-storeys in height. The design and siting of these coach house buildings meet the policies of 4.2.1 3 e (as above).</p>



<p><i>An application to allow a height of up to two storeys through a minor variance may be considered where the considerations noted in Subsection 4.2.1, Policy 3 e) above can be satisfied.</i></p>	
<p>Section 2: Strategic Directions</p> <p>Policy Intent 1: Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods</p> <p><i>This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods where daily and weekly needs can be accessed within a short walk. This direction will support an evolution of these areas towards becoming 15-minute neighbourhoods. It will also contribute to the needs of an increasingly diverse population with a range of abilities, incomes, ages and cultural needs by enhancing accessibility to more vibrant areas with social interaction, cultural organizations, health services and community facilities.</i></p>	<p>The proposed development is within Ottawa's built-up area. The minor variance will allow for a development that helps the city achieve its overarching policy goal of directing residential intensification in a manner that promotes the creation of 15-minute neighbourhoods.</p>
<p>Section 3: Growth Management Framework</p> <p>3.2 Support Intensification</p> <p><i>2. Intensification may occur in a variety of built forms and height categories, from Low-rise to HighRise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.</i></p>	<p>The proposed two primary dwelling and two coach house development, while low-rise in height, is a meaningful intensification over the existing condition of no development. It is also a significant improvement over an unsevered, as of right development that would deliver less units.</p>
<p>Section 3: Growth Management Framework</p> <p>3.2 Support Intensification</p> <p><i>3. The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them.</i></p>	<p>The proposed project will provide some intensification and support existing amenities within this the 15-minute neighbourhood.</p>
<p>Section 3: Growth Management Framework</p>	<p>The proposed development is an intensification on</p>



<p>3.2 Support Intensification</p> <p><i>4. Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services.</i></p>	<p>a site that will be serviced by municipal water and sewer services upon completion of servicing agreements between the proponent and the City of Ottawa.</p>
<p><u>Section 3: Growth Management Framework</u></p> <p>3.2 Support Intensification</p> <p><i>8. Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices</i></p>	<p>The proposed development provides a variety of unit sizes. This includes two 47.2m² coach homes and two single family detached homes.</p>
<p><u>Section 4: City-Wide Policies</u></p> <p>4.6.6 Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all.</p> <p><i>6. Low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.</i></p>	<p>The proposed development has been designed with the neighbourhood context in mind. As well, the design seeks to minimize any potential impacts on adjacent lots. The proposed 2-storey design is in scale to the nearby 2-storey homes. The building design will respect bylaw and official plan direction and policies.</p>
<p><u>Section 5: Transects</u></p> <p>5.2.2 Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect</p> <p><i>3. Motor vehicle parking in the Inner Urban Transect shall be managed as follows: a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;</i></p>	<p>The proposed project provides parking but does not make the provision of parking a central goal of the development. Rather, the parking is secondary to the goal of building infill development that will serve a diversity of homeowners and tenants. The project is not without parking though. Instead, there is a shared driveway that runs between 2725 Rowatt and 2727 Rowatt to parking garages at the rear of the properties that will hold vehicles. The proposed development will have soft landscaping, and exceed zoning minimums.</p>
<p><u>Section 5: Transects</u></p> <p>Table 6 - General Characteristics of Urban Built Form and Site Design:</p> <p><i>- Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way.</i></p>	<p>The principal entrance to the development and the two principal homes are on the Rowatt frontage and oriented to the public realm.</p>



<p>- <i>Principal entrances oriented to the public realm but set back from the street.</i></p> <p>- <i>Generous spacing between buildings.</i></p> <p>- <i>Informal and natural landscape that often includes grassed areas.</i></p>	<p>The proposed developments provide interior setbacks that meet the bylaw requirements.</p>
<p><u>Section 5: Transects</u></p> <p>5.2.4 Provide direction to the Neighbourhoods located within the Inner Urban Transect</p> <p>The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements as described in Subsection 5.6.1, as applicable and that:</p> <p><i>c. Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys, generally permitting 3 storeys, and where appropriate, will allow a built height of up to 4 storeys to permit higher-density low-rise residential development;</i></p>	<p>The proposed development contains residential buildings that achieve the minimum of 2-storeys.</p>
<p><u>Section 6: Urban Designations</u></p> <p>6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan</p> <p><i>2. Permitted building heights in Neighbourhoods shall be Low-rise, except: a) Where existing zoning or secondary plans allow for greater building heights; or b) In areas already characterized by taller buildings.</i></p>	<p>The proposed development is a low-rise infill development in a neighbourhood area.</p>
<p><u>Section 6: Urban Designations</u></p> <p>6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan</p> <p><i>4. The Zoning By-law and approvals under the Planning Act shall allow a range of residential and nonresidential built forms within the Neighbourhood designation, including:</i></p> <p><i>a) Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;</i></p> <p><i>b) Housing options with the predominant new building form being missing middle housing, which</i></p>	<p>The proposed development will provide low-rise development that will help the city meet or exceed the densities established in Table 2 and Table 3b.</p>



<p><i>meet the intent of Subsection 6.3.2, Policy 1).</i></p>	
<p>Section 6: Urban Designations</p> <p>6.3.1 Define neighbourhoods and set the stage for their function and change over the life of this Plan</p> <p><i>5. The Zoning By-law will distribute permitted densities in the Neighbourhood by:</i> <i>a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities.</i></p>	<p>The proposed development is located within the heart of an established neighborhood and provides infill development that matches that context of the area.</p>

The proposed minor variances are necessary to bring the subject lands into alignment with Ottawa’s Official Plan. Currently, the unoccupied lot does not align with the City of Ottawa’s vision for the area. If granted, the proposed minor variances would maintain the general intent and purpose of the Official Plan by accommodating the development of a low-rise development that includes detached dwellings and coach houses. This intensification project respects the requirements for an *Inner Urban Neighbourhood* and helps the neighbourhood evolve without altering the character of the neighbourhood. The inclusion of a coach house in the development is in accordance with the plan’s intent to expand accessory dwellings, allow for gentle intensification, and add a diversity of housing options. With regards to developments of the scale proposed by this project, the general intent and purpose of the Official Plan is to facilitate the development of low-density residential in neighbourhoods while ensuring that development is compatible with the area. The proposed project maintains this intent and purpose.

The proposed minor variances maintain the general intent and purpose of the Official Plan.

B. The proposed Minor Variance maintains the general intent and purpose of the zoning by-law:

<p>The purpose of the R1 - Residential First Density Zone is to:</p> <p><i>1. Restrict the building form to detached dwellings in areas designated as General Urban Area in the Official Plan;</i></p> <p><i>2. Allow a number of other residential uses to provide additional housing choices within detached dwelling residential areas;</i></p>	<p>1. Maintains. The proposed development contains detached dwellings on lots in the <i>General Urban Area</i>.</p> <p>2. Maintains. The proposed development offers additional housing choices on the lots by providing detached dwellings as well as coach houses at the rear of the properties.</p> <p>3. N/A.</p> <p>4. Maintains. The proposed development is not trying to achieve heights, densities, massing, or forms that are out of character to the surrounding</p>
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<p>3. permit ancillary uses to the principal residential use to allow residents to work at home;</p> <p>4. regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling, residential character of a neighbourhood is maintained or enhanced; and</p> <p>5. permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.</p>	<p>neighbourhood. The neighbourhood's context will be considered as building material choices are made in the future.</p> <p>5. N/A.</p> <p>6. N/A.</p>
<p>R1- Residential First Density (detached dwellings)</p>	<p>Maintains. The proposed development contains detached dwellings as the principal buildings on the lots.</p>
<p>1. Minimum lot width = 15m</p> <p>2. Minimum lot area = 450m²</p> <p>3. Maximum building height = 8m</p> <p>4. Minimum front yard setback = per adjacent lot (4.6m)</p> <p>5. Minimum Corner Side Yard Setback</p> <p>6. Minimum rear yard setback = 12.07m</p> <p>7. Minimum interior side yard setback = 3m total</p>	<p>1. Minor Variance Requested. 2725 Rowatt St. (Part 1,2,3 on draft R-plan) width is 10.26m and 2727 Rowatt St. (Part 4+5) lot width is 9.6m.</p> <p>2. Minor Variance Requested. 2725 Rowatt St. (Part 1,2,3 on draft R-Plan) lot area is 412.8m² and 2727 Rowatt St. (Part 4+5 on draft R-Plan) lot area is 386.9m².</p> <p>3. Achieves. 2725 Rowatt St. and 2727 Rowatt St. both have building heights of 7.9m.</p> <p>4. Minor Variance Requested. 2725 Rowatt St.'s front yard setback is 4.6m and 2727 Rowatt St.'s front yard setback is 4.6m.</p> <p>5. Achieves 2725 Rowatt St.'s rear yard setback is 15.4m and 2727 Rowatt St.'s rear yard setback is 15.4m.</p> <p>6. Achieves.</p> <p>7. 2725 Rowatt St. and 2727 Rowatt St. have interior side yard total of ≥ 3m.</p>
<p>Table 139 (3) Driveway Regulations</p> <p>Maximum width of a Shared Driveway = 3m</p>	<p>3m shared driveway is achieved between 2725 Rowatt St. and 2727 Rowatt St.</p>
<p>S133 (1)</p> <p>Subject to subsections (2) through (19), a coach</p>	<p>The proposed development includes coach houses on the same lot as detached dwellings.</p>



<p><i>house and/or additional dwelling units are permitted on a lot containing a detached dwelling, linked-detached dwelling, semi-detached dwelling, townhouse dwelling or duplex dwelling.</i></p>	
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The purpose and intent of the R1 zone in Zoning By-law No. 2008-250 is to guide the development of detached dwellings. This project is a detached dwelling development. While minor variances are required to allow for the development of the primary residences, the general intent and purpose of the bylaw is maintained. The zoning bylaw allows for the inclusion of coach houses on lots containing detached dwellings. While two minor variances are required to allow for the coach house, the intent of the zoning bylaw is still met.

The proposed minor variances maintain the general intent and purpose of the zoning by-law.

C. The variance is desirable for the appropriate development of the property:

The minor variances allow for a project that is appropriate for the circumstances of property, the neighbourhood, and the City of Ottawa. On the property level, the proposed development takes into consideration the impacts on the neighbors. There are only neighbors on two sides of the site so the opportunity for negative impacts on the enjoyment of their respective properties are minimal. The side yard setbacks of the principal residence are achieved and the coach house has located all glazing on the frontage, minimizing any potential concerns to the neighbors. When examining the project’s impact on the neighbourhood, it is evident that the site is not proposing anything that would alter the character of the area. The neighbourhood is currently an amalgam of residential properties of various widths, depths, and sizes. As illustrated by the images above in Section 1, the homes on these properties are even more varied than the parcels. The neighbourhood has zero lot line semi detached dwellings, large heritage homes, small cottages, and modern construction all located next door to one another and coexisting harmoniously. Regarding the appropriateness to the city, the proposed development is in adherence with the Official Plan and zoning by-law. If the variances are not approved, the development is likely not feasible due to the cost of the land, cost of construction, and cost of servicing the lot.

The minor variances are desirable for the appropriate development of the property.

D. The proposed variances are minor in nature:

The proposed variances are minor. They are being requested to facilitate development that is appropriate for the site, neighbourhood, and city. If granted, the proposed development is in alignment with the zoning by-law and official plan. The requested variances are not to allow a development better suited for a different residential zone like R2 or R3, but rather the variances are requested to allow for an R1 detached dwelling. The proposed variances are minor in nature when their size and impacts are considered.

The variances to lot width are minor given the overall character of the neighborhood, where similar lot widths are present and contribute to a cohesive yet varied streetscape. Similarly, the variance to coach house height and side setbacks are minor as they align with the existing architectural diversity within the



area and the coach house buildings are shielded from the street by the principal residences. Furthermore they present no privacy issues to neighbors. The variance to front yard setback, while deviating slightly from the prescribed standards, maintains the prevailing setback pattern in the vicinity which is often less than required in R1 zoning, ensuring harmonious integration with neighboring properties. Moreover, the variance to lot size is consistent with other lots in the area and does not impede the functionality or aesthetics of the proposed development. All requested variances are minimal adjustments necessary to accommodate a development that respects the character and context of the surrounding area while providing a greater variety of housing options to future residents of the neighbourhood.

The proposed variances are minor in nature.

Criteria for allowing for a consent to sever have been met, under S 51(24):

(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,

- a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;
- b) whether the proposed subdivision is premature or in the public interest;
- c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- d) the suitability of the land for the purposes for which it is to be subdivided;
- d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;
- e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;
- f) the dimensions and shapes of the proposed lots;
- g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- h) conservation of natural resources and flood control;
- i) the adequacy of utilities and municipal services;
- j) the adequacy of school sites;
- k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and
- m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2)



4.0 CONCLUSION

We request the Committee of Adjustment to approve the consent for the requested lot severance under Section 53 of the Planning Act and the minor variance to zoning by-law 2008-250 under Section 45 of the Planning Act.

This document adequately demonstrates that the proponent should be granted a severance and the minor variances. The general intent and purpose of the Official Plan is maintained, the general purpose and intent of the Zoning By-Law is maintained, the variances are desirable for the appropriate development of the property, and the proposed variances are minor in nature.

The following severance is requested to allow for the proposed residential development:

1. **Consent to Sever:** 2725 Rowatt (Lots Parts 9, 10, 11, and 12 of Registered Plan no. 71 (PLAN 5R-11970)) into two lots: 2725 Rowatt and 2727 Rowatt. 2725 Rowatt St (Part 1,2,3); 2727 Rowatt St (Part 4+5) on draft R-plan

The following minor variances are necessary to allow for the proposed residential development:

2725 Rowatt St

Principal Dwelling

2. **Minimum Lot Width:** 10.26m proposed vs 15.0m specified in Column II of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.
3. **Minimum Lot Area:** 412.8m proposed vs 450.0m specified in Column III of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.

Coach House

4. **Maximum Coach House Height:** 6m proposed vs the heights specified in S.133 (8) (b).
5. **Interior Lot Line:** 3.1m vs 4m specified S.133 (9) (c).

2727 Rowatt St

Principal Dwelling

6. **Minimum Lot Width:** 9.6m proposed vs 15.0m specified in Column II of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.
7. **Minimum Lot Area:** 386.9m proposed vs 450.0m specified in Column III of the R10 subzone provisions in Table 156A of City of Ottawa ZBL 2008 - 250.
- 8.

Coach House

9. **Maximum Coach House Height:** 6m proposed vs the heights specified in S.133 (8) (b).
10. **Interior Lot Line:** 2.6m vs 4m specified S.133 (9) (c).

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Terrain Development Consulting and our proponent welcome the review of this submission.



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