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PLANNING RATIONALE

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Date: March 27, 2026

File: 010224 - 211 Clemow

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

Committee of Adjustment
Received | Reçu le

2026-04-02

City of Ottawa | Ville d'Ottawa
Comité de dérogation

PROPOSED MINOR VARIANCE APPLICATION FOR 211 CLEMOW AVENUE

Q9 Planning + Design have been retained by Daniel Dixon & Susan Wood to prepare a Planning Rationale regarding the minor variance application in order to permit the reconstruction of an existing carport into an enclosed garage on the subject site at 211 Clemow Avenue.

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

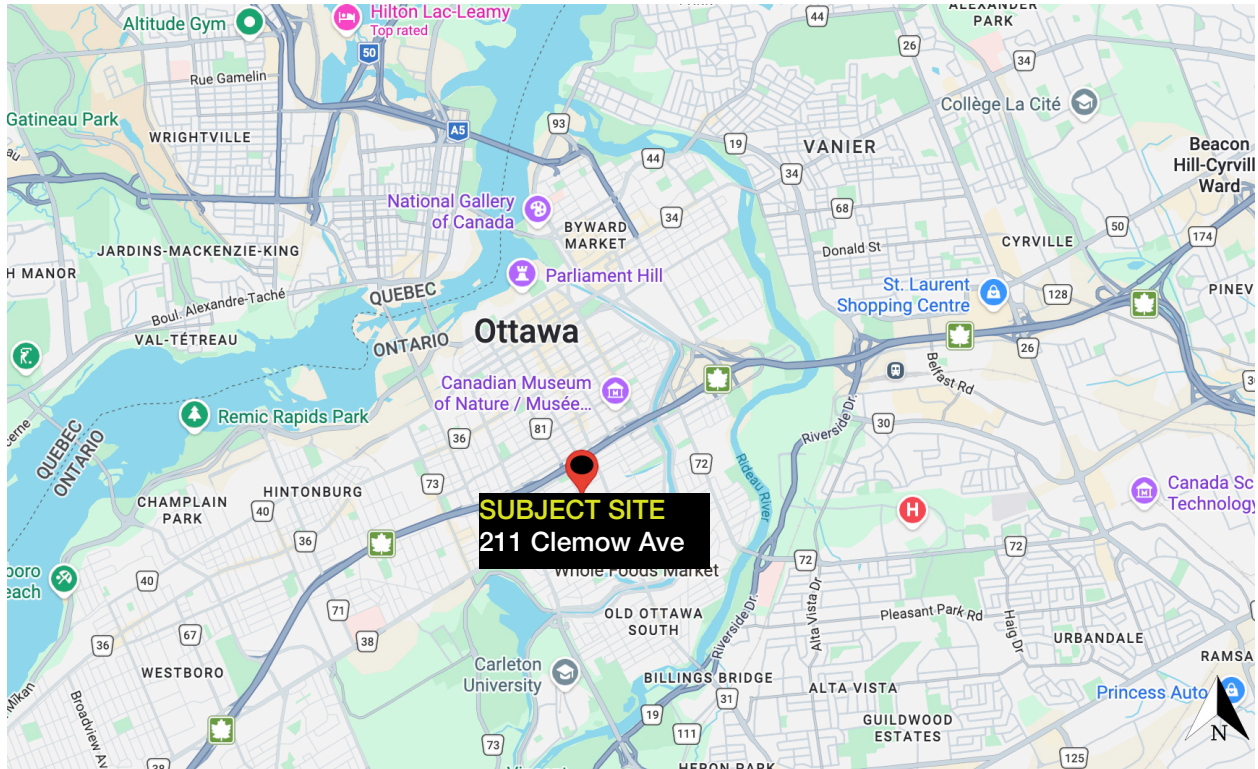


Figure 1: Location Plan

EXECUTIVE SUMMARY

The subject site is a rectangular, corner lot located on the north east corner of Lyon Street South and Clemow Avenue in the Glebe-Dow's Lake neighbourhood, within Ward 17 - Capital in the City of Ottawa. The area is part of an established residential neighbourhood consisting of mainly low-rise detached dwellings.

The proposed development is to demolish the existing carport and rebuild a larger enclosed mudroom and an attached garage facing Lyon Street South. To accommodate the redevelopment of the carport, 1 hedge is planned to be removed, however a new lilac tree will be planted. As part of the redevelopment, an existing shed and exterior stairs will be removed.

The proposed development requires a minor variance for minimum rear yard setback as detailed below. As this report concludes, the proposed minor variances meet the four tests as required under the *Planning Act* and the resulting development enabled by the variances is considered good land use planning.

Minor Variance Requested

The requested variances are identified below:

Single Detached Dwelling with Attached Garage (211 Clemow Avenue)

- (a) To permit a minimum rear yard setback of 2.86 m whereas the minimum permitted rear yard setback is 7.5m (Section 144 and Section 155-156, Footnote 7, Zoning By-law 2008-250)

Documents Required and Submitted

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

- [Site Plan
- [Elevations
- [Survey
- [Planning Rationale (this document)
- [Fee
- [Application Form
- [Tree Information Report

Public Consultation

Prior to submission, the owners printed a flyer with elevations and discussed this project in person with their neighbours. The design package was also provided to Glebe Community Association.

SITE & CONTEXT

Site

The subject site is a rectangular corner lot located along the northeast corner of Lyon Street South and Clemow Avenue in the Glebe-Dow's Lake neighbourhood. The property is currently developed with a 2.5 storey detached dwelling that fronts on Clemow Avenue.

- [Lot frontage (Clemow Ave): 21.28 m
- [Exterior Side Yard (Lyon Street S): 33.53 m
- [Lot depth: 33.53 m
- [Lot area: 716.05 m²
- [Legal Description: Lot 51 and Part of Lot 50, Registered Plan 4M-8, City of Ottawa

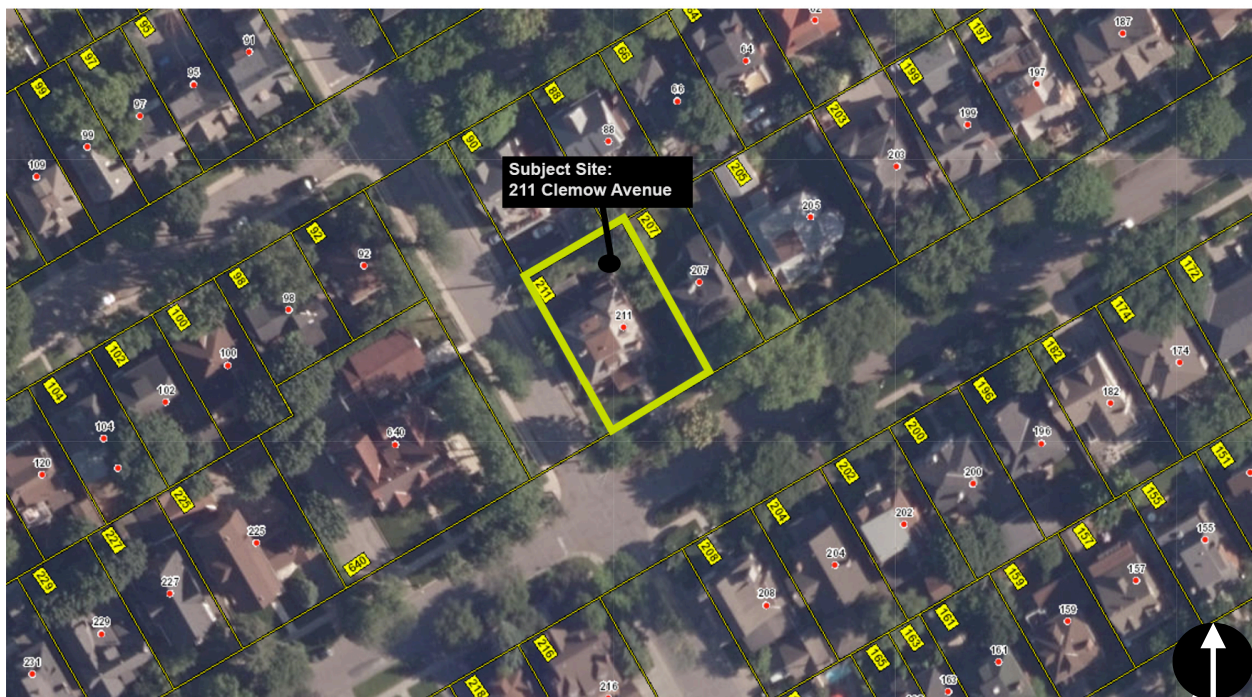


Figure 2: Site Map (Source: GeoOttawa)



Figure 3: Subject site as viewed from the Lyon Street South frontage. This is the exterior side lot line. The garage subject to redevelopment is highlighted in orange.



Figure 4: Subject site as viewed from the Clemow Avenue frontage. This is the front of the house and the front lot line.

Context

The subject property is located in an established residential neighbourhood consisting of mainly low-rise detached dwellings. The subject property is located nearby to Lansdowne Park and numerous business and entertainment options along Bank Street.

The subject site is located on the block bounded by Powell Avenue, Lyon Street South, Clemow Avenue and Bank Street. The subject site fronts on Clemow Ave and the abutting lot to the rear fronts on Powell Avenue. Both are corner lots and their garages and access are via Lyon Street South.

- [**South:** 2 - 2.5 storey dwellings
- [**North:** 2 - 2.5 storey dwellings
- [**West:** Embassy of Lebanon & residential dwellings
- [**East:** 2 - 2.5 storey dwellings

The neighbourhood around Clemow Avenue includes numerous early 20th-century homes, many of significant architectural and historical value. Several houses on the street, including 211 Clemow, date back to the early 1900s with styles ranging from Georgian/Classical Revival to Tudor and other heritage forms. The Rideau Canal and Dow's Lake recreational corridor are a few blocks away, providing year-round outdoor activities like walking, cycling, boating in summer and skating in winter. Central Park and *Patterson Creek* are in the general area (just to the north/east of Clemow and Bank), offering landscaped lawns, pathways, and quiet spots for recreation.

There are sidewalks on both sides of Clemow Avenue and Lyon Street South. There is a multi-use pathway along Colonel By Drive to the east of the subject site.

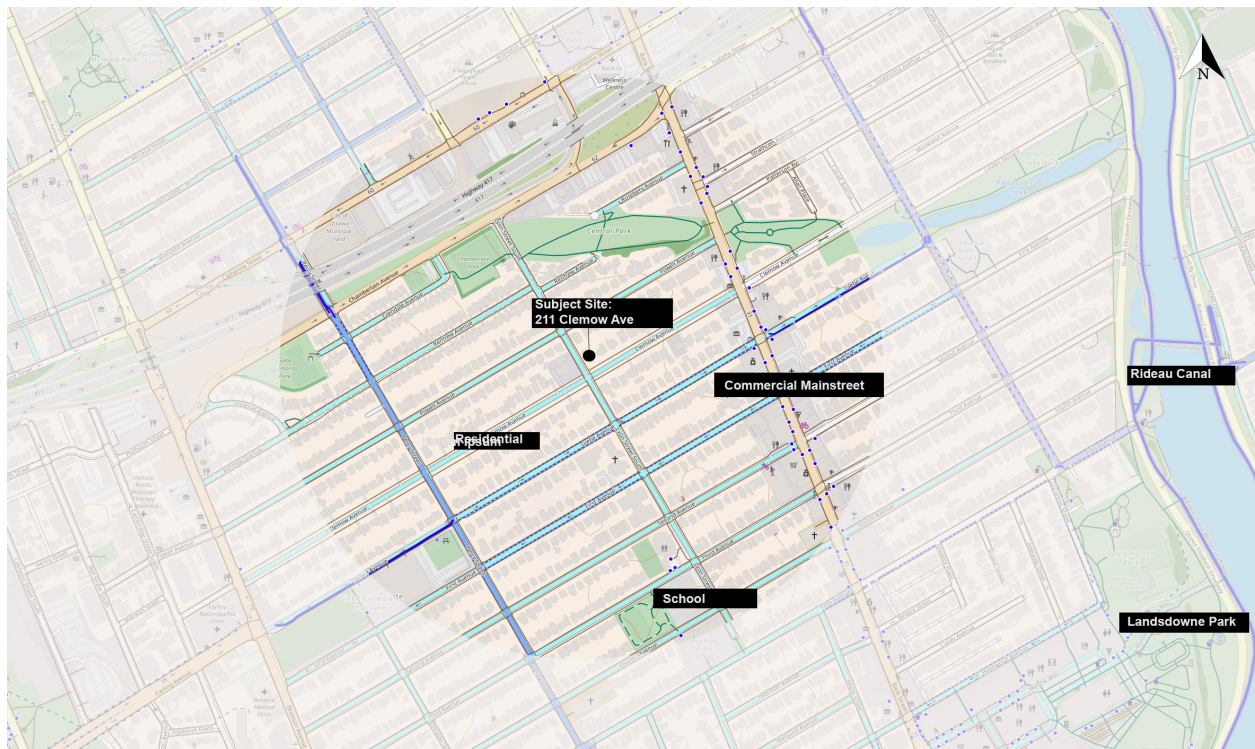


Figure 5: Context Map (Source: Open Streets Map + Markup Q9 Planning + Design)



Figure 7: Conceptual Rendering illustrating the proposed new garage, fence and tree (Source: Ardington & Associates)



Figure 10: Left Elevation (Source: Ardington & Associates)

POLICY REVIEW

Provincial Policy Statement, 2024

In order to obtain approval of the proposed permission application required to reconstruct the carport into a garage on the subject 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*.

The Provincial Planning Statement, 2024 (PPS) came into effect on October 20, 2024, and merges the previous “A Place to Grow: Growth Plan for the Greater Golden Horseshoe” and the “PPS (2020)”. It provides broad policy direction on land use planning and development, emphasizing intensification to reach a target of 1.5 million homes by 2031.

These policies must be integrated with other provincial and municipal plans, including local Official Plans and Secondary Plans, and all planning decisions must be consistent with the PPS. Relevant policies from the PPS are outlined below, with the specific policies provided in *italics*. Section 2.0 provides policies to ensure that planning authorities prepare for long-term growth by using provincial forecasts, maintaining adequate land for residential and other uses, and incorporating any additional growth from zoning orders into future plans. It emphasizes the creation of complete, accessible, and equitable communities through a diverse mix of land uses.

Section 2.1 - Planning for People and Homes

2.1.6 Planning authorities should support the achievement of complete communities by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

Section 2.2 - Housing

Policy 2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a. establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate-income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- 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 additional needs housing and needs arising from demographic changes and employment opportunities; and*

2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
- c. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

Section 2.3 - Settlement Areas and Settlement Area Boundary

Section 2.3 directs growth in Ontario's settlement area, particularly near strategic growth areas and major transit stations. It states that planning authorities shall establish minimum intensification and redevelopment targets to create complete communities within designated growth areas to ensure orderly development and sufficient infrastructure provision.

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a. *efficiently use land and resources;*
- b. *optimize existing and planned infrastructure and public service facilities;*
- c. *support active transportation;*
- d. *are transit-supportive, as appropriate; and*
- e. *are freight-supportive.*

2.3.2.1 States that planning authorities shall consider the following for new settlement areas and boundary expansions:

- a. *the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;*
- b. *if there is sufficient capacity in existing or planned infrastructure and public service facilities;*
- c. *whether the applicable lands comprise specialty crop areas;*
- d. *the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;*
- e. *whether the new or expanded settlement area complies with the minimum distance separation formulae;*
- f. *whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and*
- g. *the new or expanded settlement area provides for the phased progression of urban development.*

Comment | The proposal offers usable outdoor amenity space for the owner that is provided within an established pattern of built form and does not result in any impacts to other abutting land owners. The renovation to the existing dwelling provides an improved living situation for the current landowners.

Section 4.0 of the PPS provides policies aimed at protecting Ontario’s natural heritage, water, agricultural, mineral, cultural heritage, and archaeological resources in order to preserve the province’s long-term prosperity, environmental health, and social well-being.

Section 5.0 of the PPS contains policies to protect the health and safety of Ontarians, reducing risk from natural and human-made hazards by directing development away from hazard areas.

Based on our review, it is our professional planning opinion that the proposed development is consistent with the policies of the Provincial Policy Statement (PPS), 2024.

City of Ottawa Official Plan
Designation: Neighbourhood, Inner Urban Transect

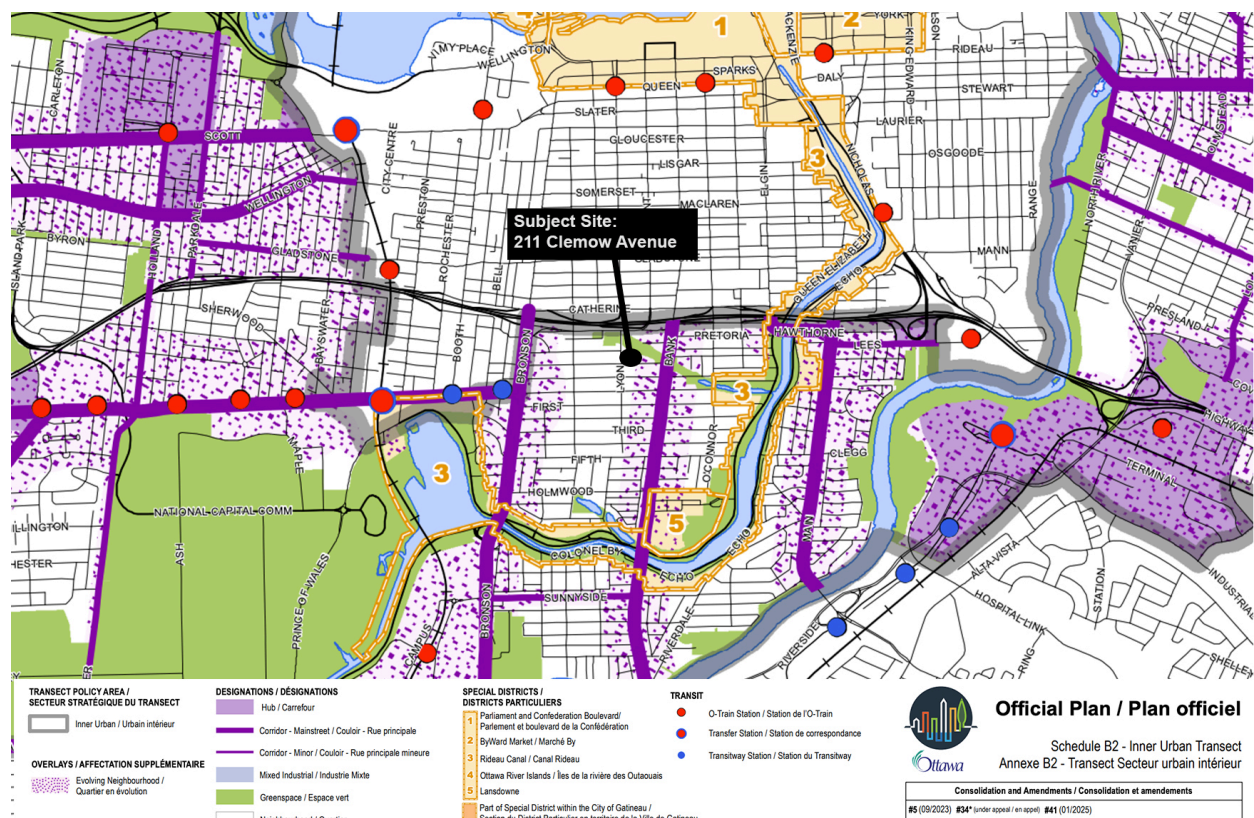


Figure 12: City of Ottawa, Schedule B2, Official Plan

The City of Ottawa Official Plan was adopted by City Council on November 24th, 2021 was approved by the MMAH on November 4th, 2022. The Plan is intended to manage growth and change in Ottawa to the year 2046.

Section 2 contains the overall strategic direction of the new Official Plan and is based around the Five Big Policy Moves, which are intended to make Ottawa the most liveable mid-sized City in North America. The Five Big Moves call for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development. Six cross-cutting issues have also been identified as essential to the achievement of liveable cities, which are related to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

Comment: The proposed development results in the reconstruction of an existing carport into a garage on an existing property within the urban area. It achieves a context-based and compatible design that is appropriately scaled to the neighbourhood and fits within the existing streetscape. The development also accommodates the expanded needs of the current homeowners through redevelopment of an existing property, helping to manage growth through infill development and intensification. 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 growth management framework that plans for growth across differing geographies in the City. Most growth is to occur in the urban area, which contains six different transect policy areas that have grown and are expected to grow in varying ways. The central link between all transect policies is the creation and connection of networks of 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 2.5-storey detached dwelling. The proposed development provides the same residential use within the same detached typology. It helps retain a contextual form and dwelling type on the site while accommodating the owner's needs on an existing lot. This aligns with the planned direction for growth management in urban areas.

Section 4 of the Official Plan provides policies applicable to development throughout the City. It includes policies for more sustainable modes of transportation and the design and creation of healthy, 15-minute neighbourhoods. This includes the provision of jobs, recreational amenities, and retail uses within a 15-minute walking distance of residential uses.

Section 4.6 provides policies that address urban design, which involves designing the built form and public realm in a manner that supports healthy, 15-minute neighbourhoods. It also emphasizes design excellence throughout the City, especially in Design Priority Areas.

Comment: The proposed garage addition to an existing home in the urban area 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 sufficient landscaping and amenity space. The materials and design of the

garage reflect the design and materials in the principal dwelling and are aligned with the heritage character of the area. No shadowing, overlook, or other adverse impacts onto neighbours will result from the addition. As designed, the project maintains 50.5% landscaped open space and approximately 86 m² of amenity space in the rear yard. Overall, the proposed development contributes an attractive, aesthetically pleasing, and more functional garage space to the area.

Section 4.6 provides policies aimed at regulating the design of built form and the public realm in a manner that supports 15-minute neighbourhoods. It emphasizes design excellence throughout the City, especially in Design Priority Areas. The subject site is not located within a Design Priority Area.

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**.

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

Comment: The proposed garage addition represents a contextually-appropriate building height that aligns with the height direction for Neighbourhoods in the Inner Urban Transect. The development contributes to enhancing the existing built form in the neighbourhood, improving the residential use of the property through the renovation of an existing carport to an enclosed garage that provide better security and that better meets the owner's needs while being compatible in scale and design 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.

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

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 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. The proposed one storey addition at rear of the existing building provides building along the street frontage with rear yard useable amenity space in the rear.

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 2008-250

The City of Ottawa zones this site as R1MM H(10) - Residential First Density, Subzone MM, as identified on the map below. The intent of the R1 Zone is to permit low-rise residential dwellings, including a single detached dwelling. The performance standards in the zone seek to regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced. As the property is located within the Greenbelt, it is subject to the alternative provisions of Section 139 and 144. The table below provides an overview of the required provisions for this zone and the proposed development's compliance.



Figure 13: Zoning Map, GeoOttawa

EXISTING ZONING BY-LAW R1MM H(10)	Requirement	Provided	Section
Minimum Lot Width	15 m	21.37 m	Section 162, Table 162A
Minimum Lot Area	450 m	716.05 m ²	Section 162, Table 162A

EXISTING ZONING BY-LAW R1MM H(10)	Requirement	Provided	Section
Max Building Height	8.5 m	Existing, Garage = 1 storey <11 m	Section 156, Table 156A
Minimum Front Yard Setback	3 m (no case less than 1.5 m, must align with abutting lots, Section 135 applies)	6.7 m (Existing)	Section 144(1)(a); Section 156, Table 156A
Minimum Corner Yard Setback	3.0 m Any addition or permitted projection into a yard to a non-complying building that proposes to expand the existing non-complying building envelope must move towards compliance with the zoning regulations such that the extent of the proposed addition fall at least halfway between the required provision and existing non-complying situation. <u>Despite the definitions of rear yard and interior yard, the yard required by clause (4)(a) is to be treated as part of the rear yard.</u>	Existing principal building 0.42 m, Proposed garage is 2.74 m Existing 0.42 m, Required 3.0 m. Half way is 1.71 m, Proposed is 2.74 m	Section 156, Table 156A, Section 3.3 Section 3(b)
Minimum Corner Side Yard Landscaping	20%	Existing >20%	Section 139(1)
Minimum Rear Yard Setback	25% of the lot depth is 8.38 metres, not greater than 7.5 minimum = 7.5 m	2.86 m	Section 144 and Section 155-156, Footnote 7
Minimum Rear Yard Area	Not required, as the use is for only one principal dwelling unit.	N/A	Section 144(6)
Minimum Interior Yard Setback	1.2 m footnote 4	5.96 m (existing)	Section 156, Table 156A, Section 144(b)(2)
Minimum Aggregate Front Yard Soft Landscaped Area	For lot where FYS is +3m: 40%	>40% (existing)	Section 161, Table 161

EXISTING ZONING BY-LAW R1MM H(10)	Requirement	Provided	Section
Minimum Parking Space	2.6 m (width) x 5.2 m (length) Maximum width of 3.1 m	Complies	Section 106(1)
Maximum Driveway Width	3 m single driveway, 6 m double driveway	5.5 m	Section 139, Table 139(3)(iii)
Front-facing Garage or Carport	Must be set back 0.6 m further from the lot line than the principal entrance or front edge of landing or porch	Existing condition, setback >0.6 m from side elevation, front entrance is on Clemow frontage	
Driveway Separation from Interior Lot line	0.15 m (can be landscaped or decorative brick)	>0.15 m	Section 139, Table 139(3)(iii)
Maximum Walkway	1.2 m, separated 0.6 m from driveway	1.160 m	Section 139(4)(c)(i)
Encroachments			

City of Ottawa Zoning By-law 2026-050

The new Zoning By-law was approved by Ottawa City Council on January 28, 2026 and enacted on March 11, 2026. At this time, all development applications and building permits must comply with the provisions in Zoning By-law 2008-250 and the new Zoning By-law 2026-50, with the most restrictive provisions from both by-laws applying.

Zoning By-law 2026-50:

The subject site is zoned Neighbourhood Zone 2, Subzone C, Urban Exception 3109 in the New Zoning By-law. The Urban Exception 3109 provides minimum and maximum front yard setbacks.

NEW ZONING BY-LAW N2C[3109]H(10)	Required	Provided	Section / By-law
Max Number of Dwelling Units	1.5 per 100 m ² of lot area, maximum 6	1 dwelling unit	S801, Table 801A
Minimum Lot Width	10 m	21.37 m	S801, Table 801B
Max Building Height	11 m and 3 storeys	Existing, Garage = 1 storey <11 m	S801, Table 801A

NEW ZONING BY-LAW N2C[3109]H(10)	Required	Provided	Section / By-law
Minimum Front Yard Setback	Average of the existing front yard setbacks of the adjacent properties on each side minus one metre	6.7 m (Existing)	Urban Exception 3109
Maximum Front Yard Setback	Average of the existing front yard setbacks of the adjacent properties on each side plus one metre	6.7 m (Existing)	Urban Exception 3109
Minimum Exterior Side Yard Setback	3.0 m Where the existing legally established front or exterior side yard setback of a building on one or both of the existing abutting lots is lower than the minimum required front or exterior side yard setback, the minimum required front or exterior side yard may be reduced to (b) the setback of the existing building on the abutting lot, (c) must be at least 1.5 m.	2.740 m The setback of the building of 90 Lyon Street South appears to be similar to that of the principal building at 211 Clemow Avenue (which is 0.42 m) therefore the required setback is 1.5 m.	S801, Table 801B Section 802(2)(b)(c)
Exterior Side Yard Soft Landscaping Requirement	20% of the yard	Existing >20%	Section 802(10)
Minimum Rear Yard Setback	25% of the lot depth (8.38 m), not greater than 7.5 m In the case of a corner lot, the rear yard setback may be reduced to 1.2 m if a minimum width of 30% of the lot width (6.41 m) is provided and a minimum depth equal to the minimum rear yard required setback (7.5 m)	2.808 m 1.2 m (width of 10.22 m by 8.04 m provided in rear yard)	S801, Table 801B Section 802(4)(a)

NEW ZONING BY-LAW N2C[3109]H(10)	Required	Provided	Section / By-law
Rear Yard Soft Landscaping	Minimum area of soft landscaping 50%	50.5%	S802(12)
Minimum Interior Yard Setback	Total is 2.4 m with no one yard less than 1.2 m	5.96 m (existing)	S801, Table 801B
Minimum Aggregate Front Yard Soft Landscaped Area	40%	Existing >40%	Section 802, Table 802
Minimum Walkway Width	1.2 m	1.2 m	Section 802(8)
Garage or Carport	Must not be closer to the lot line than the principal building	Setback for principal building is 0.42 m	S604(7)(a)

The City's new enacted Zoning By-law 2026-050 will permit this garage with the proposed setbacks as-of-right.

Based on our review, it is our professional planning opinion that the proposed development conforms with the New City of Ottawa Zoning By-law 2026-050.

STUDIES & REPORTS

Tree Information Report

A Tree Information Report was prepared by Manotick Tree on March 6, 2026 in support of the proposed development. It was determined that the following trees would need to be removed or retained as outlined in the table below:

Tree	Species	Location	Ownership	CRZ (m)	DBH (cm)	DE (m)	Tree Condition	Retain or Remove (with reason)	Arborist's recommendation
A	Multi stem Lilac	Front right corner of property	City	2.2	15-22	9	Good health, fair structure	Retain, excavation is on the opposite side of the property.	The tree is in good health and should be retained. Development will have no impact on the tree. This tree will need to be protected.
B	Multi stem Lilac	Front centre property	City	2.2	12-22	9	Good health, fair structure	Retain, excavation is on the opposite side of the property	The tree is in good health and should be retained. Development will have no impact on the tree. This tree will need to be protected.
C	Crabapple	Front left corner of property	City	1.5	15	9	Good health, poor structure	Retain, excavation is on the opposite side of the property	The tree is in good health and should be retained. Development will have no impact on the tree. This tree will need to be protected.
D	Red Maple	Front left corner of property	City	4.6	46	7.5	Good health, fair structure	Retain, excavation is on the opposite side of the property	The tree is in good health and should be retained. Development will have no impact on the tree. This tree will need to be protected.
E	Crabapple	Front left corner of home	City	0.4	4	4	Good health, good structure	Retain, excavation is on the opposite side of the property	The tree is in good health and should be retained. Development will have no impact on the tree. This tree will need to be protected.
F	Lilac	Back left corner of house	City	2.7	27	2	Good health, fair structure	Retain, excavation will go into CRZ but not the SRZ.	Follow proper root pruning practices. This tree will need to be protected.
G	Cedar Hedge	Back left corner of property	211 Clemow Ave and 90 Powell Ave	2.5	3-25	0-2	Good health, fair structure	Remove	Homeowner has already discussed this with neighbour as it's a shared hedge.
H	Norway Maple	Back right corner of property	211 Clemow Ave and 207 Clemow Ave	4.8	48	10	Good health, fair structure	Retain, excavation is outside of the CRZ.	The tree is in good health and should be retained. It's CRZ will not be impacted by development. This tree will need to be protected.

Trees A-E are all a far distance from excavation and will not be impacted by the development. They are all city trees, so they will need to be protected.

Tree F will require minor excavation into the CRZ. Ensure proper root pruning techniques are followed. This tree will need to be protected as it is a city tree.

Tree G is not a distinctive tree, but it is shared with a neighbour. The homeowner has already discussed removing this with the neighbour.

Tree H is a far distance from excavation and will not be impacted by the development. It will need to be protected.

New Tree: No protected trees are being removed. The plans show a new Lilac tree being planted on the city's ROW on the left side of the driveway to match the one on the other side of it.

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.

Is the variance minor?

The requested Minor Variance is to permit a minimum rear yard setback of 2.86 m whereas the minimum permitted rear yard setback is 7.5m (Section 144 and Section 155-156, Footnote 7). The decrease only applies to the rear of the garage, where at the Lyon Street frontage extends to within 2.808 m of the rear property line. Section 144 of the Zoning By-law permits reduced rear yard setbacks for rear yards that effectively act as an interior side yard, if adequate amenity space is provided. This regulation only applies to multiple dwellings and not single detached dwellings. In the new By-law, building typologies are removed and this regulation will apply to all units. A fence will be provided to provide privacy from the neighbours. The existing house is setback 4.3 m from the rear property line and there is adequate space in the rear yard to provide approximately 82 m² of amenity space. The rear property line functions as an interior side lot line at Lyon therefore a 2.86 m setback is logical and consistent with the context. The garage provides a building at the street edge, which is a preferred condition over a fence along the street frontage. The City's new enacted Zoning By-law 2026-050 will permit this garage with the proposed setbacks as-of-right. The reduced rear yard setback is consistent with the scale and massing of surrounding buildings, therefore, **the proposed variance is considered minor.**

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 through redevelopment of an existing property, helping to manage growth through infill development and intensification.

The intent and purpose of the Official Plan as it applies to this zone, and requested variance to permit the garage and mudroom addition, is to accommodate a mix of residential types and supporting uses / accessory structures. The proposed garage is an accessory component of the residential use. The proposed variances do not result in any undue or adverse impacts related to privacy, noise, the deficiency of soft landscaping or amenity space, overlook, or otherwise. For this reason the proposed variance is considered to meet the intent and purpose of the Official Plan which is to provide quality communities and residential that is appropriate and can be enjoyed by the user. **The intent and purpose of the Official Plan is met.**

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

In this scenario, the rear yard abuts the rear yard of the neighbouring property, however both properties have frontage on a street (Lyon Street South). Therefore the 'rear yard' effectively acts like an interior side yard. The proposal to demolish a carport and replace it

with a garage will seek to reduce the required rear yard from 7.5 m to 2.86 m. The existing rear yard is 4.3 m. The proposed rear yard of 2.86 m is consistent with an appropriate setback for an interior side yard condition. At the rear of the property there is approximately ~86 m² of landscaping which can be used for amenity space. The rear yard landscape percentage is greater than 50% which is required by the new Zoning By-law.

In the current By-law there are permissions that allow reduced rear yard setbacks for corner lots where they abut an interior lot line and proponents can be permitted to reduce a rear yard setback for the length of the adjacent building to a depth that matches the interior side yard. In these scenarios, a separate space in a corner of the site is allotted for amenity or green space. In the existing By-law this applies only to multiple residential dwelling. In the new By-law this applies also to detached dwellings. The City's new enacted Zoning By-law 2026-050 will permit this garage with the proposed setbacks as-of-right. **The proposed variance meets the intent and purpose of the By-law.**

Is the variance suitable for the use of the land?

The proposed garage and mudroom addition represents a continuation of the existing pattern of development where it has no impact on abutting land uses, results in no impacts to privacy or sight lines, does not significantly reduce soft landscaping or amenity space on the lot, and both frames the street and improves the aesthetics of the lot. The proposed garage and mudroom addition is suitable and appropriate for the use of the land due to the site conditions and an analysis of the outcome. **The proposed development is desirable for the suitable use and development of the land.**

CONCLUSION

As noted, the proposed development with the requested variance will permit the demolition of the existing carport to rebuild a larger enclosed mudroom and an attached garage facing Lyon Street South. The redevelopment of the rear addition will align with the low-rise, ground-oriented context along in the Glebe and contributes an aesthetically-pleasing and well-designed addition to an existing home.

The proposed development requires a variance to permit a decreased rear yard setback.

As demonstrated in this cover letter, the proposed variance is minor in nature, with the development demonstrating good urban design and not adversely impacting the streetscape or the usable amenity area. The proposal also meets the intent of the Official Plan through the provision of 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,



Dayna Edwards, RPP MCIP M.PI
Partner, Senior Planner + Project Manager

CC: Daniel Dixon & Susan Wood

APPENDIX A - CORRESPONDENCE FROM CITY OF OTTAWA HERITAGE

On Tue, Dec 9, 2025 at 10:23 AM MacPherson, Greg <greg.macpherson@ottawa.ca> wrote:

Hi Dayna,

I've reviewed the drawings against the HCD Plan and don't have any significant concerns. The proposal meets the intent of the plan so we can approve this under the delegated authority process. The only extra bit I'll need from you is details on the cladding materials – I assume they are going to be matching some of the materials on the existing house but I'll just need confirmation.

Otherwise, once you are ready to proceed let me know and we can process the permit.

All the best,

Greg MacPherson RPP, MCIP
Heritage Planner | Urbaniste du patrimoine
Planning, Development and Building Services Department |
Direction générale des services de la planification, de l'aménagement et du bâtiment
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