

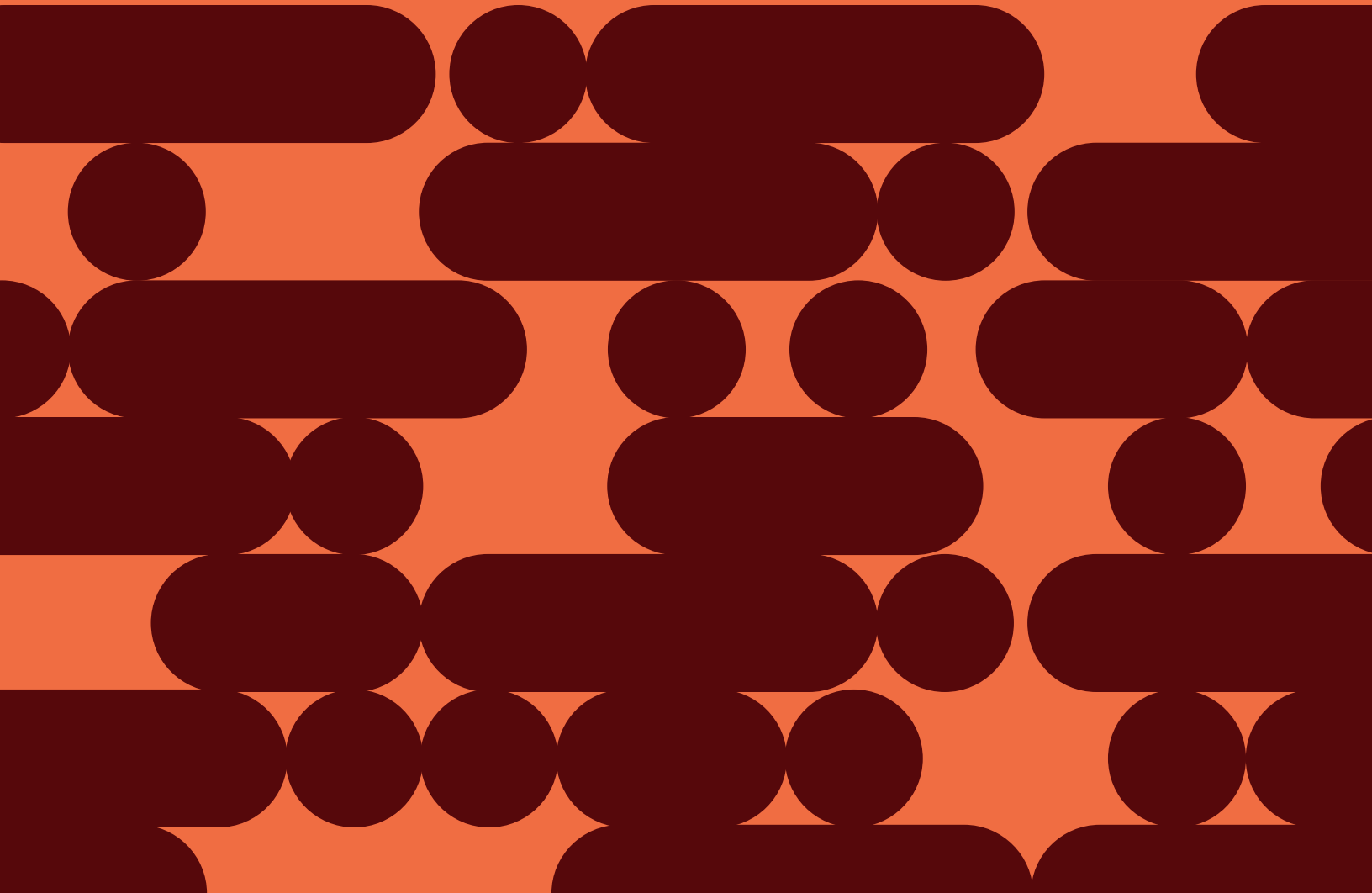
297 Clemow Avenue

Planning Rationale

Committee of Adjustment
Received | Reçu le

2023-04-25
City of Ottawa | Ville d'Ottawa
Comité de dérogation

JANUARY 2023



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Re: 297 Clemow Avenue, Minor Variance Application

January 12th, 2023

Committee of Adjustment

City of Ottawa
101 CentrepoinTE Drive, 4th Floor
Ottawa, ON

On behalf of:

Simon Frank and Mila Smithies

297 Clemow Avenue
Ottawa, ON

The following materials are being submitted in support of the above noted application and in addition to the original submission:

- Four (4) copies of this cover letter and accompanying planning rationale.
- Four (4) copies of the Clemow Parking and Yard Comparison chart.
- Four (4) copies of visual material in support of the Clemow Parking and Yard Comparison chart demonstrating the varying approach to parking in the neighbourhood.
- Four (4) copies of relevant correspondence on the EV charger location including Hydro Ottawa.
- Four (4) copies of the survey showing potential locations for an EV charging station prepared by Thompson electrical.
- Completed authorization, signed by all registered owners.
- Re-circulation fee of \$662.

Additionally, a letter of support from the immediately adjacent neighbours at 295 Clemow Ave, has been included in Appendix C.

I trust that the submission fulfills the requirements of the Committee. If anything is outstanding or requires further clarification, I would be happy to provide as needed.

Regards,



Paul Hicks MCIP, RPP

RE:PUBLIC

Purpose and Overview of the Application

This application is a re-circulation of D08-02-21/A-00309 originally filed with Committee in April 2021 and adjourned at its October 2021 hearing. The purpose of this application is to seek relief from the zoning by-law to:

1. Permit front yard parking whereas front yard parking is not currently permitted (140b(d)(i)).
2. Permit a reduced parking space length of 4.4 m, whereas the By-law requires a minimum length of 5.2 m (106(1)).
3. Permit an accessory structure to be located 0.7 m from an interior lot line whereas the By-law requires 1.2 m (Table 55(3)(e)(i)).
4. Permit 0.0 m of soft landscaping separating the walkway from the driveway, whereas the By-law requires at least 0.6 m of soft landscaping (139(4)(b)).
5. Permit a walkway in the front yard with a width up to 7.15 m whereas the maximum permitted width may not exceed 1.2 m (139(4)(c)(ii)).
6. Permit a walkway in the front yard with a width up to 3.5 m whereas the maximum permitted width may not exceed 1.2 m (139(4)(c)(ii)).
7. Permit a maximum of two walkways in the front yard where the by-law permits one (139(4)).

Variances 4, 5, 6 and 7 are required as the walkways providing direct access from the municipal sidewalk to the front entrance have

a greater width than is permitted by the By-law. The design includes multiple walkways of varying widths ranging from 1.22 m up to 7.15 m. Variance 3 deals with an existing wood storage shed that was installed by the previous owners and is being sought out of prudence.

As noted above, the application was originally filed in April 2021 and was delayed in an effort by the applicant to work with City staff. The application was eventually adjourned sine die to give the applicant time to seek a service design from Hydro Ottawa to add a parking space at the rear of the property. To that end, the property owner does not wish to pursue the addition of a second rear yard parking space as it is not practical for the purposes of installing an electrical vehicle charging station nor desirable from a liveability perspective as it necessitates the removal of soft landscaping and results in a reduction of rear yard amenity area. To that end, the owner is continuing with the original variance request to permit a front yard parking space with a reduced width.



Figure 1: Site Context Map

Site Location and Context

The subject property is municipally known as 297 Clemow Street and located in the community of Glebe in the Capital Ward in the City of Ottawa. The site is located mid-block on the segment of Clemow bound by Bronson Avenue to the west and Percy Street to the east.

The property has a frontage of 15.33 m onto Clemow Avenue, a depth of 33.55 m and a total site area exceeding 5,000 square metres. The lot has been improved with a 2 and 1/2 storey brick dwelling constructed in 1916. The dwelling is generously setback from the

sidewalk being situated nearly 10 m back from the front property line with an additional 2 m of landscaping located between the property line to the sidewalk. This deep front yard setback of nearly 12 m is a defining characteristic and largely consistent along the entire stretch of Clemow Avenue.

A shared driveway with adjacent property at 295 Clemow Avenue is situated to the east of the existing dwelling. Parking for both the subject and adjacent properties is located at the back of the two lots and accessed via the shared driveway. The subject site has a single parking space located between the neighbours garage and a board fence on the subject site. This existing arrangement prevents a tandem parking arrangement as it would impede vehicular movement of the neighbouring property. The board fence also acts as a retaining wall for the

higher grade area found in the backyard.

A Hydro utility easement runs the length of property along the rear property line. The rear yard of the property provides a private amenity area for the property owners which is unique along Clemow where large portions of the rear yard are typically dedicated to the garage and parking in front of the garage. The benefit for the subject property owners of their current arrangement is more outdoor amenity increasing the overall liveability for the young family that resides there.



Figure 3: View of front parking space from front facade



Figure 2: Back of the Subject property and the single parking space located between the Fence and the Neighbouring Garage



Figure 4: Front of Subject property showing single parking space



Figure 5: Looking towards the property from further down Clemow showing the amount of soft landscaping on the property

As noted in the original staff report, in addition to undertaking upgrades to the front entrance of the house, the property owner has also installed pavers between the house and the property line to allow for vehicle parking. A limestone feature wall, Japanese Maple, shrubs and soft landscaping are located between the sidewalk and the newly paved area providing a screen for

the paved area from the street. This sensitive and thoughtful landscape design minimizes the pavers reading as parking when a car is not parked there. Additionally, the deep front yard setback that is characteristic of the area results in the paved area being setback approximately 6 m from the sidewalk creating a significant buffer between the proposed parking and the sidewalk.

Surrounding Context and Land Uses

Clemow Avenue is a residential street developed with single family homes on large, estate-like lots. Most homes are two to three storeys and vary in architectural styles. The homes in the area were predominantly constructed between 1900s and 1940s. Due to the age of the homes and uniqueness of the Clemow enclave, the area has recently been designated a Heritage Conservation District by the City of Ottawa.

Having been constructed and improved over time, the properties along Clemow do vary with respect to location and arrangement for parking and landscaping. An analysis of 73 contributing properties along Clemow Avenue revealed that approximately a third of those properties did not follow the typical arrangement of shared driveway with parking at the rear. Overtime, some properties have been altered to include front yard parking, widened driveways and in some instances two driveways on one property to accommodate more than a single parking spot. Although less prevalent, not all front yards include all soft landscaping, with some incorporating stone retaining walls, large terrace and/or widened driveways.

Finally, the road portion of Clemow Avenue is less than 10 m whereas the entire right-of-way has a generous depth of nearly 26 m. The right-of-way includes portions of front yards, the sidewalk and a grassed landscaping strip buffering the sidewalk from the road. This condition is consistent on both sides of Clemow Avenue. To that end, the north side of Clemow Avenue is subject to parking restrictions prohibiting on-street parking between December 1st and March 31st whereas parking on the south side is limited to a maximum of 2 hours during the day. The current on-street parking limitations mean that the property owners are not able to utilize street parking on an on-going basis.

A number of properties in the area vary with respect to their existing parking. A few examples have been provided below. A more fulsome discussion on this existing condition is provided under the Heritage Conservation District Plan analysis below.

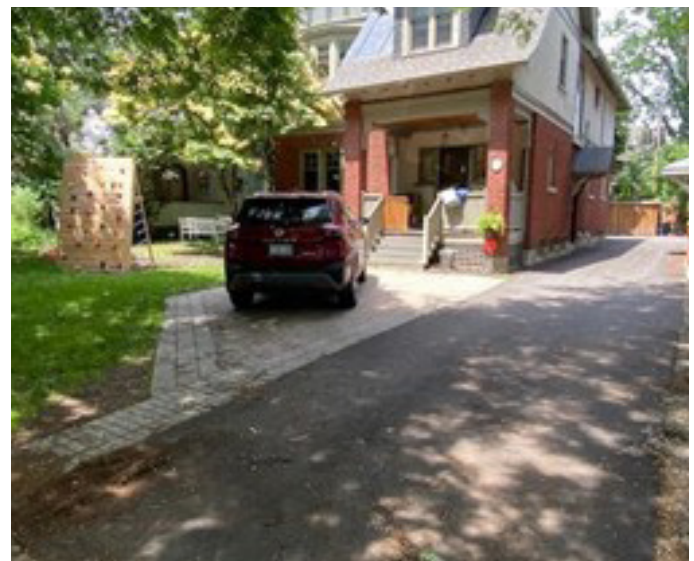
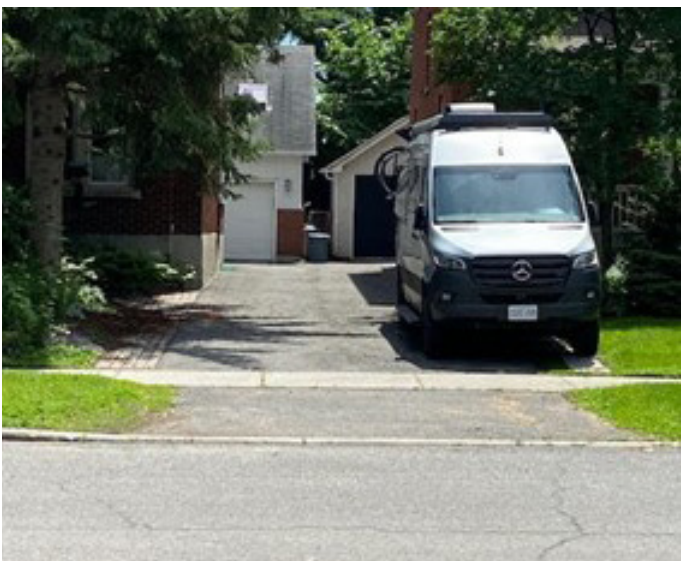


Figure 6: Properties Further Down Clemow Avenue.



Figure 7: Properties Across the Street from 297 Clemow

Requested Variances

As a result of the shared driveway, rear parking for the subject site is currently limited to a single spot. The combined of on-street parking limitations and the desire of the owners to install an EV charger for an electrical vehicle requires the owners to seek relief from the By-law to permit a single, sub-standard parking spot in front of their property. On the EV charging station, the property owners have expressed a desire to switch to an electric vehicle requiring a charging station to be installed on the property. Having sought an opinion from a licensed electrician, the optimal location for installing an EV charger is in front of the property further necessitating the need for the second spot to be located in the front yard parking spot. Through subsequent correspondence with Hydro Ottawa, it has been confirmed that Hydro will not provide a clearance letter for electrical equipment within the easement hence requiring the EV charger to be located at the front of the property.

By-law Requirement	Relief Sought
Front yard parking is prohibited (140b(d)(i)).	To permit front yard parking.
Parking space has a required width of 5.2 m (106(1)).	Permit a parking space with a reduced width of 4.4 m.
Accessory structure must be located 1.2 m from an interior lot line (Table 55(3)(e)(i)).	Permit an accessory structure to be located 0.7 m from an interior lot line.
Where a walkway extends from the right-of-way, it must be separated from any driveway by at least 0.6 m of soft landscaping (139(4)(b)).	Permit 0.0 m soft landscaping separating the walkway from the driveway.
Walkway located in a front yard is not permitted and cannot exceed a width of 1.2 m (139(4)(c)(i)).	Permit a walkway in a front yard with a width up to 7.15 m.
Walkway located in a front yard is not permitted and cannot exceed a width of 1.2 m (139(4)(c)(ii)).	Permit a walkway in a front yard with a width up to 3.5 m.
A maximum of one walkway per yard is permitted to extend to the right-of-way in the case of a single detached dwelling (139(4)(f)).	Permit a maximum of two walkways to extend to the right-of-way in the case of a detached dwelling.

Policy and Regulatory Framework

City of Ottawa Official Plan

The site is designated General Urban Area (GUA) in the City of Ottawa Official Plan. The GUA permits the development of many types and densities of housing with the zoning by-law regulating the location, scale and type of land use in accordance with the provisions of this Plan.

In assessing development applications, the City will:

- Evaluate proposals on the basis of compatibility of new development as it relates to existing community character in so much as it enhances and builds upon desirable established patterns of built form and open space [policy 3.6.1.5.a].
- Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide for a variety of demographic profiles within the GUA [policy 3.6.1.5.b].

This application supports the GUA policies in that the proposal does not compromise the compatibility of the site with the existing neighbourhood including the orientation of the existing house on the lot, front yard setback, orientation of the front door and the pattern of driveways. The front yard parking space while less common, does exist on the street and its impact has been minimized by sensitive and thoughtful landscape architecture elements and the reduced size of the parking spot. The result is that when a car is not parked, the space does not read as parking. When a vehicle is parked in the spot it will be screened by the landscaping including a combination of soft landscaping and the stone knee wall. The generous size of the lot and the deep setback also allow the planting of a tree between the spot and the sidewalk further minimizing the presence of a vehicle.

Based on the design and the existing range of parking configurations along Clemow Avenue, the proposal does meet the general purpose and intent of the GUA policies in the Official Plan.

New City of Ottawa Official Plan (November 24, 2021)

The New City of Ottawa Official Plan is currently for review and approval by the Ministry of Municipal Affairs and Housing. However, as a Council approved document, a review of the applicable policies is required.

The site is subject to Schedule B2- Inner Urban Transect and designated Evolving Neighbourhood. While there are no specific policies informing parking location for low-rise neighbourhood, policy 5.2.1.5 provides direction for private approach for mid- to high-density forms that can be useful. The policies discourage the privatization of curb space through increasing private approaches.

The proposed front yard parking space does not impact or break up existing on-street parking or result in an additional private approach or require a curb cut. The emphasis in the new Official Plan is to provide for current parking demand while enabling a transition over time towards less automobile oriented development. To that end the policies state that unbroken curb space should be maintained and enhanced for short-term, visitor and permit zone street parking as well as for other common purposes. As the proposed front yard parking space is discreetly tucked away and accessed off the existing driveway, it does not require or depend on a new curb-cut for access purposes thereby not impacting existing supply of on-street parking spaces and, in fact, removing a parked car from the street.

The new OP does not prohibit front yard parking. The focus is on regulating private approach in order to maintain or enhance unbroken curb space for short-term, visitor and permit zone street parking as well as for other common purposes. This application does not require a new or expanded curb cut and does not break up the existing curb space as it relies on the existing driveway to access the parking spot.

Further, Section 2.2.3 Energy and Climate Change sets out policies to help transition to a more sustainable and resilient City in response to climate change. Buildings and transportation are identified as generating 90 percent of the City's total emissions. To that end, among other policies, the new OP encourages the shift to energy efficient transportation modes. While single occupancy vehicles are not the optimal solution, the transition to electric vehicles is preferred and installation of electric vehicle charging stations supports the City's transition to a low carbon and more sustainable transportation infrastructure.

Clemow - Monkland Heritage Conservation Plan

The subject property is located within the Clemow-Monkland Driveway and Linden Terrace Heritage Conservation District Plan. The purpose of the Heritage Conservation District Plan is to provide clear guidance on how to conserve the district's cultural heritage value. The intent of the Plan is to promote the conservation of contributing properties and encourage their retention without freezing the area in time. The District Attributes identified in the Heritage Conservation Plan include linear driveways at regular intervals shared by owners of adjoining lots that lead to garages at the rear of the property.

In support of the Conservation Plan, the existing properties were evaluated as either contributing and non-contributing. Contributing properties are those where the design, historic and/or associative or contextual values contribute to the area's cultural heritage character as defined in the Statement of Cultural Heritage Value and Description of Heritage Attributes. Appendix B identifies all contributing properties along Clemow Avenue. Out of the 73 contributing properties studied along Clemow Avenue, nearly one-third of the contributing properties have a parking arrangement that differs from the preference of shared driveway with parking located at the rear. Annex A includes a list of 73 properties along Clemow that are considered contributing and identifies where the parking or front yard differ from that of shared driveway with rear yard parking and/or all soft landscaping in the front.

Despite having a parking arrangement that differed from the preferred arrangement, these properties were still deemed as contributing to the Heritage Conservation District. On this basis, it is difficult to rationalize that the subject property which has the same exact arrangement as other properties considered contributing is singlehandedly uncharacteristic of the HCD. This is with the existence of 32 other contributing properties where the parking is other than parking in the rear, have more front yard hardscaping and can be clearly viewed from the street have recently been identified as contributing to the Heritage District.

A total of 2 policies are set out under Parking and Driveways sections of the HCD Plan. The first policy states that integral garages, below grade garages and reverse slope driveways are not consistent with the historic character of the district. The second policy deals with conversion of soft landscaping in front yards to hard parking surfaces negatively impacting the cultural

heritage value of the district and not being supported.

However, the statement of Cultural Heritage Value as described in the Plan makes no reference to specific location of parking or hardscaping in the front yard. The Cultural Heritage Value statement states that the area exhibits many elements of the Ottawa's Improvement Commission's covenants and beautification program such as consistent spacing of driveways, canopy trees, the setbacks of houses from the street and the distinctive aggregate light standards that continue to provide a sense of civic grandeur at a residential scale. None of these elements are negatively affected or diminished by the proposal for a substandard front yard parking space and therefore it is difficult to rationalize that the proposal negatively impacts the cultural heritage value.

Additionally, the front yard continues to include more of soft landscaping than hard landscaping and when not used for parking, the spot reads as part of the landscaping rather than a parking spot due to the sensitive use of materials and screening elements. The shared driveway remains unchanged and no additional curb cut is needed to support this arrangement therefore the consistent spacing of driveways is not impacted by this proposal. To further enhance the front yard, a Japanese Maple has been planted in the front yard providing further screening in time as it matures.

The proposal for this site does not alter the key elements of the heritage conservation district including the deep front yard setback, the generous soft front yard landscaping and canopy trees, the existing heritage residential dwelling and the interval of the driveways among others. The front yard parking being sought is not the only of its kind on the street and given that other

properties have been deemed as contributing with the same arrangement, it does not undermine the Heritage Conservation District.

City of Ottawa Comprehensive Zoning By-law

The site is zoned Residential First Density Subzone MM [R1MM H(13)] with Mature Neighbourhood Overlay. The purpose of the Residential First Density zone is to limit building form to detached dwellings and regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced.

The existing land use and associated zoning provisions are not affected by the proposed development and therefore the proposal is consistent with the intent of the By-law.

Mature Neighbourhood Overlay

Having prepared this rationale after the staff have prepared their staff report and not disputing staff's 21 lot analysis, staff's analysis stands. While the intent of the analysis is to demonstrate the dominant character, parking is only one of those defining element. Further, this application would not be required if the dominant character was front yard parking. The purpose of a minor variance is to seek permission to excuse a landowner from one or more of the provisions of the By-law. The purpose of the 21 lot analysis is to determine the dominant character and where a proposal may differ in some aspect, to have that aspect evaluated on its merits rather than prohibit that aspect from being considered. To that end, Annex B illustrates that other

properties along Clemow Avenue have a parking arrangement that differs from the dominant character. The analysis completed demonstrates that although front yard parking is not predominant, that it exists at intervals on the street and that this proposal is not the only one. To that end, it is in keeping with the broader character of Clemow Avenue.

It is important to underline that the location of parking is not the singular, be-all defining characteristic of a neighbourhood. There are other elements as defined by the By-law and the proposal maintains all of those elements including building and entrance orientation, treatment of yards, the location and type of access to a site for pedestrians and vehicles). The proposal maintains all of the dominant attributes.

Finally, the By-law typically limits the location of parking in order to permit soft landscaping, tree planting, to increase permeability and limit the amount of hardscaping. This application achieves all of those elements while also accommodating a sub-standard and discrete parking space while also allowing for the owners to transition to a more environmentally friendly option with the proposal for the EV charger.

Conclusion

In summary, the key aspects and rationale for this proposal are:

- There is a net benefit to locating the parking space in the front yard. It allows the owners to retain the existing rear yard amenity area and existing soft landscaping. Further, the front yard parking space creates the opportunity for the owners to install an EV charging station and move to a more sustainable and low-carbon transportation option.
- The considerable effort in the design, materiality and screening combined with the reduced size of the parking space allows the area to read as part of the landscaping when no car is parked there. Further the front yard parking space does not result in an additional curb cut or loss of on-street parking along Clemow Avenue.
- The proposal is not out of character with the Heritage Conservation District Plan based on an analysis of 75 contributing properties along Clemow Avenue. Approximately one-third have a parking arrangement that differs from the shared driveway leading to rear yard parking preferred by the City. Another 13 of those properties have landscaping that isn't all soft yard. These arrangements existed before the City designated the area as a HCD and despite this have been identified as contributing to the overall District. While front yard parking is not the predominant element, it is an existing characteristic in the HCD.
- To illustrate this aspect further, a minor variance was granted for front yard parking for 231 Clemow. While the variance was granted prior to the HCD being enacted, it is still identified as a contributing property in the HCD.
- On this basis, the proposal meets the intent of the GUA and Heritage policies in the City's Official Plan. Policy 4.6.9(h) states that the City will ensure that parking facilities are compatibly integrated into heritage areas. As the proposal is for a single, sub-standard parking space sensitively designed and screened, it is compatibly integrated. Further, as noted above, it is not the only instance of front yard parking in the HCD.
- The proposal maintains the intent of the R1MM zoning and associated provisions as the existing use and location of dwelling is not impacted by the proposal. The variance for the storage shed located at the rear of the property is seeking to correct a zoning issue created by the previous owners and has no negative impact on the adjacent properties or the HCD given that it is located at the rear with limited visibility from the street.
- The By-law typically limits the location of parking in order to permit soft landscaping, tree planting, to increase permeability and limit the amount of hardscaping. This application achieves all of those elements while also accommodating a sub-standard and discrete parking space while allowing for the owners to transition to a more environmentally friendly option with the proposal for the EV charger.
- Increasing the width of the walkway is appropriate in this instance given the grand character of the neighbourhood and Clemow Avenue. Despite the increased width of the walkway, the front yard is consists largely of soft landscaping that is consistent with the HCD.
- The mature neighbourhood overlay deals with dominant elements to define the character of the existing neighbourhood. Elements that define the neighbourhood character include among others: location and orientation of buildings and entrances on lots, location of garages and carports, driveways and pedestrian access and location of parking. Parking location is just one element of a larger

analysis. The proposal does not affect any of the other character elements while the front yard parking is discreet and does not read as parking when no car is parked there. On this basis, the proposal maintains the overall intent of the By-law and is not out of character with the existing neighbourhood.

- A number of adjacent neighbours have submitted letters of support for the variances being requested. Additionally, the adjacent neighbours have indicated their preference to maintain soft landscaping in the rear yard, as per Appendix C.

Based on the above, the proposal is desirable and appropriate use of the land and minor in nature. In the event that the parking space is no longer required in the future, the reduced size of the parking spot and the thoughtful design allow the area to be used as additional amenity area. In the meantime, if approved, the front yard parking enables the owners to move to a more sustainable and low-carbon transportation through the installation of the EV charger station which Hydro Ottawa has confirmed it will not provide a clearance letter if located within the area of the easement at the rear of the property where the only area currently available for parking is located. Further, based on the advice of a licensed electrician the optimal location for the EV charger is at the front of the house due to the shared nature of the driveway. Given the City's objective of reducing greenhouse gas emissions, locating the parking the front directly supports this objective.

On this basis, the proposal is in the public interest and recommended for approval.

Appendix A

Contributing Properties and Parking Arrangement

The following chart identifies all contributing properties along Clemow Avenue. Out of the 73 contributing properties studied along Clemow Avenue, nearly one-third of the contributing properties have a parking arrangement that differs from the preference of shared driveway with parking located at the rear. Annex A includes a list of 73 properties along Clemow that are considered contributing and identifies where the parking or front yard differ from that of shared driveway with rear yard parking and/or all soft landscaping in the front.

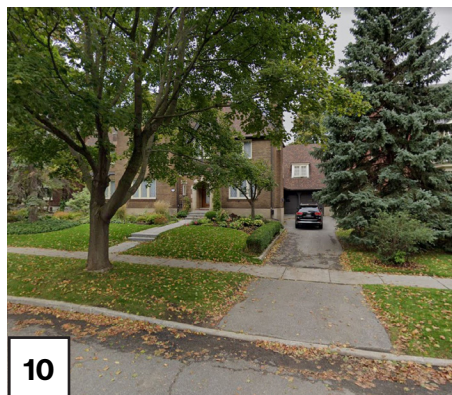
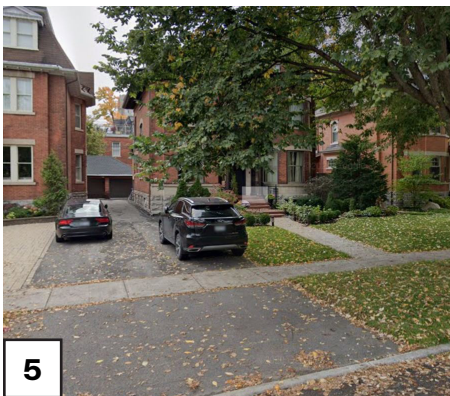
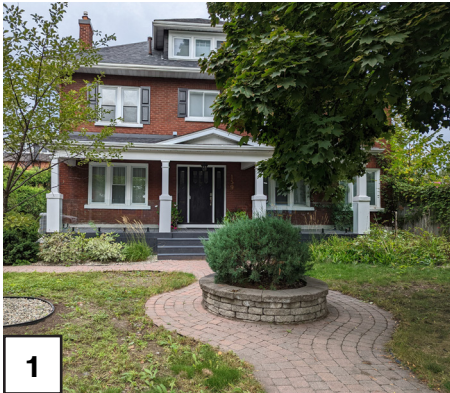
	ADDRESS	PARKING OTHER THAN AT REAR OF PROPERTY	FRONT YARD - ALL SOFT LANDSCAPING	QUALIFIER
1	159 Clemow	NO	NO	planter in the middle of yard
2	160 Clemow	YES	NO	parking in front of garage, large sidewalk and driveway
3	161 Clemow	NO	YES	
4	162 Clemow	YES	NO	parking in driveway, widened driveway
5	164 Clemow	YES	NO	parking in front, widened driveway
6	165 Clemow	YES	NO	parking in driveway, widened driveway
7	166 Clemow	YES	YES	parking in driveway, widened driveway
8	169 Clemow	NO	YES	
9	170 Clemow	YES	YES	widened driveway
10	171 Clemow	YES	YES	parking in driveway, visible from the street
11	187 Clemow	NO	YES	
12	196 Clemow	NO	YES	
13	197 Clemow	NO	YES	
14	199 Clemow	YES	NO	parking in front, widened driveway, soft landscaping on one side of property
15	200 Clemow	NO	YES	
16	202 Clemow	NO	YES	
17	203 Clemow	NO	YES	
18	204 Clemow	NO	NO	front yard landscaping not symmetrical and varies in plant materials
19	205 Clemow	NO	YES	
20	207 Clemow	NO	YES	
21	208 Clemow	NO	YES	
22	211 Clemow	NO	YES	oversized terrace in front yard

ADDRESS		PARKING OTHER THAN AT REAR OF PROPERTY	FRONT YARD - ALL SOFT LANDSCAPING	QUALIFIER
23	216 Clemow	NO	YES	
24	218 Clemow	NO	YES	
25	640 Lyon	YES	YES	parking lot for a minimum of 8 cars
26	222 Clemow	NO	YES	
27	225 Clemow	YES	YES	parking in driveway with garage
28	226 Clemow	YES	YES	Has two driveways
29	227 Clemow	NO	YES	
30	229 Clemow	NO	YES	
31	230 Clemow	NO	YES	
32	231 Clemow	YES	YES	variance granted for front yard parking
33	233 Clemow	YES	YES	parking area to the side of property extending into front yard
34	234 Clemow	NO	YES	
35	238 Clemow	NO	YES	
36	242 Clemow	NO	YES	
37	244 Clemow	NO	YES	Includes a stone retaining wall
38	245 Clemow	NO	YES	
39	246 Clemow	NO	YES	Stone retaining wall
40	248 Clemow	NO	YES	
41	251 Clemow	NO	YES	
42	253 Clemow	YES	YES	Parking in front, widened driveway, visible on aerial not street view
43	255 Clemow	YES	YES	Not shared driveway so parking possible in front of gate
44	256 Clemow	NO	YES	
45	259 Clemow	YES	YES	
46	260 Clemow	YES	YES	two driveways
47	263 Clemow	NO	YES	
48	266 Clemow	NO	YES	Stone retaining wall, front yard amenity area
49	268 Clemow	NO	YES	
50	284 Clemow	NO	YES	
51	285 Clemow	NO	YES	
52	287 Clemow	YES	YES	side parking visible from the street

	ADDRESS	PARKING OTHER THAN AT REAR OF PROPERTY	FRONT YARD - ALL SOFT LANDSCAPING	QUALIFIER
53	288 Clemow	NO	YES	
54	289 Clemow	YES	NO	side yard parking visible from street, asymmetrical landscaping in yard
55	290 Clemow	NO	YES	
56	291 Clemow	NO	YES	
57	293 Clemow	NO	YES	
58	294 Clemow	YES	YES	widened driveway, parking in front
59	295 Clemow	NO	YES	
60	296 Clemow	NO	YES	
61	298 Clemow	NO	YES	
62	299 Clemow	NO	YES	
63	301 Clemow	NO	YES	
64	302 Clemow	NO	YES	
65	303 Clemow	NO	YES	
66	305 Clemow	NO	YES	
67	306 Clemow	NO	YES	
68	308 Clemow	NO	YES	
69	309 Clemow	NO	YES	
70	310 Clemow	YES	YES	widened driveway that could be used for parking as per staff report
71	311 Clemow	YES	YES	parking area in front of property
72	312 Clemow	NO	YES	
73	313 Clemow	NO	YES	
74	314 Clemow	NO	YES	widened driveway as per staff report
75	315 Clemow	NO	YES	
76	316 Clemon	YES	YES	widened driveway as per staff report

Appendix B

Photos of Contributing Properties Differing from Shared Driveway







Appendix C

To: The Committee of Adjustment

Subject: Addition of a parking space on the front yard of 297 Clemow Ave
Minor Variance Application D08-02-21/A-00309

As next door neighbours, sharing the laneway with 297 Clemow Avenue, we submit these comments in support of this application.

The Notice of the Public Hearing states that parking spaces are permitted in a front yard when it is “the dominant pattern along the streetscape.” We would note that:

- Clemow Ave has a number of such parking spaces, two of which, adjacent to one another and presenting a very wide and unbroken paved area immediately adjacent to the sidewalk, are visible from our front lawn. We did not object to these spaces being paved because we accept that people today require more parking than was envisaged when this street was developed 100+ years ago. In many cases, the narrow shared laneways are not practical. We would submit that this is particularly the case here, as the prior owners of #297 removed an existing single car garage and rebuilt the deck at the back of the house in such a way that it is now impossible to park two cars at the back.
- Landscaping and esthetics are very important to the streetscape. The owners of 297 Clemow have completed extensive landscaping, including planting of a Japanese maple tree in front of the parking space. The area adjacent to the sidewalk is entirely landscaped, with an attractive low stone wall in front of the tree and the parking space.
- Natural environment: When the current owners of 297 Clemow moved in, the back yard consisted of a paved area with a swimming pool. They took out the pool and planted grass, recreating a traditional natural environment. Birds and pollinators are again a common sight.
- As we share the laneway we are mindful that the paving of a larger space at the back would negatively impact the natural, eco-friendly green space so important to us and to other neighbours whose yards are adjacent.
- Fairness: From our perspective, fairness has to be considered. Many other parking spaces have been created since we moved here in 2001, and several have made no effort to maintain an attractive streetscape. The owners of #297 have made every effort to create a beautiful and natural setting in both the front and the back, while solving a very real challenge with respect to parking. Their example could serve as a standard.

Sincerely,

Thora Broughton and George Abonyi
295 Clemow Ave.

