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designing urban alternatives

City of Ottawa
Committee of Adjustment
Ben Franklin Place, 4th Floor
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May 24th, 2023

Committee of Adjustment
Received | Reçu le

2023-05-24

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Attention: Secretary-Treasurer

Re: 516 Tweedsmuir Avenue Minor Variance Applications

I am writing on behalf of my client, who owns the property of 516 Tweedsmuir Avenue in Westboro. My client wishes to demolish the existing single dwelling and construct semi-detached homes with additional dwelling units (6 units total). In order to proceed with this proposed development, variances are needed for walkways, steps, and front yard parking.

Out of an abundance of caution, despite our client not wishing to sever the property, and contrary to the advice of our lawyer and the City's legal department, we are submitting two applications (one for each side of the semi) as per the specific direction given by the Committee of Adjustment at a past hearing.



We are requesting variances to permit two front yard parking spaces, whereas the By-law requires driveways to be leading to a surface parking space in the side or rear yard. With help from an arborist, we have ensured that the two proposed front yard parking spaces would not impact the canopy tree's roots in the front, which would be preserved.

We are also requesting variances to allow one walkway to abut one of the driveways, and for the steps of the other walkway to abut the front property line. The By-Law requires a soft landscaped buffer between a walkway extending to a ROW and a driveway to prevent parking on the walkway, and a buffer in between steps and the front lot line. Both latter variances are for the purpose of taking as much care as possible to protect the front tree roots.

Below is a map showing the immediate area identifying all neighbours with functional front yard parking, which amounts to almost a third of properties nearby.



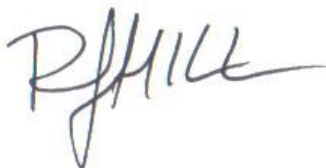
Permitting two front yard parking spaces on the site (one for each semi) would produce significantly less paving than that which would result from parking in the side or rear yard. Rear yard parking is undesirable in this neighbourhood since it would reduce the amount of soft landscaping available by paving down the entire side yard to the rear, ultimately limiting space for tree roots. Parking in the side yard is also undesirable since it would create an awkward notch in the building, reducing windows on the front façade and limiting ground floor living space overlooking the street. Permitting variances for the walkways / steps would allow the utmost protection to the large canopy tree in the front yard.

4 Tests: Is this proposal...

	Front Yard Parking	Walkways / Steps
<i>minor in nature?</i>	Yes, most people already park in their driveways, even though some have garages or side yard parking.	Yes, the changes will be virtually imperceptible.
<i>appropriate and desirable for this neighbourhood?</i>	Yes, there are several existing examples of front yard parking on neighbouring properties already.	Yes, it is very desirable in this neighbourhood to protect the trees.
<i>in keeping with purpose and intent of zoning By-law?</i>	Yes, this maintains the intent of permitting driveways, fostering streetscape animation, keeping with the existing pattern in the neighbourhood, protecting tree canopy and ensuring soft landscaping.	Yes, it is in keeping with the intent of the By-Law to preserve tree canopy.
<i>in keeping with purpose and intent of Official Plan?</i>	Yes, the OP promotes animated streetscapes, while an indent to accommodate side yard parking would reduce glazing and ground floor living space overlooking the street.	Yes, it is in keeping with the intent of the Official Plan to preserve tree canopy.

If you require any further information, please email our file lead jonathan@rjhill.ca or call me directly at 613-853-2822.

Regards,



Rosaline J. Hill

BES, BArch, OAA, MRAIC, OPPI Candidate