



**MINOR VARIANCE APPLICATION
COMMENTS TO THE COMMITTEE OF ADJUSTMENT
PANEL 1**

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 368 Tweedsmuir Avenue
Legal Description: Lot 41, Registered Plan 263
File No.: D08-02-2023/A-00267
Report Date: December 7, 2023
Hearing Date: December 13, 2023
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Neighbourhood, Evolving
Neighbourhood Overlay
Zoning: R4UB, Mature Neighbourhoods Overlay

Committee of Adjustment

Received | Reçu le

2023-12-07

City of Ottawa | Ville d'Ottawa

Comité de dérogation

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **has no concerns with** the application.

DISCUSSION AND RATIONALE

Staff have reviewed the subject minor variance application against the “four tests” as outlined in Section 45 (1) of the *Planning Act*, R.S.O. 1990 c. P.13, as amended. This application was previously granted Minor Variances to permit an increase in dwelling units and to allow a reduced rear yard setback. Following this, in May of 2023, the proposal received Site Plan Approval. However, during the Building Code Services zoning review, it was determined that a minor variance was needed to provide relief from residential parking requirements.

The site is zoned Residential Fourth Density, subzone UB (R4UB). A number of residential uses are permitted in the Residential Fourth Density Zone, ranging from detached dwellings to low-rise apartment buildings. The subject property falls within the Inner Urban Transect and is designated Neighbourhood within the Evolving Overlay (Schedules A and B2). Both the Inner Urban Transect policies and the Evolving Overlay support development that moves toward an urban form, where no or limited vehicle parking is provided. Further, Policy 4.1.4(2) directs that minimum parking requirements may be reduced or eliminated within a 600 metre radius of rapid transit stations, or within a 300 metre radius of a Transit Priority Corridor.

Additionally, the site is within the Westboro Village Planning Area Sector of the Richmond Road / Westboro Secondary Plan (Schedule A). One of the Secondary Plan's overlying objectives is to ensure development prioritizes pedestrians and cyclists, further supporting the general direction of the Official Plan.

Staff have no concerns with the proposed variance to allow no on-site vehicular parking and feel that the application aligns with the Official Plan and Secondary Plan direction to encourage active transportation. The Official Plan provides for minimum parking requirements to be eliminated on sites in close proximity to an O-Train Station or Transit Priority Corridor; as the subject site is located within 300 metres of the Westboro transit station and 55 metres from the Richmond Road Transit Priority Corridor, it satisfies both criteria. In addition to being well served by transit, the subject site is within 250 metres of the Byron Avenue Major Cycling Pathway (Schedule C3), providing close access to an active transportation route. Staff also note that the subject property is in a highly walkable neighbourhood; through the City's 15-minute neighbourhoods study, it received the highest available rating for service and amenity access. Furthermore, allowing for zero on-site parking maximizes the amount of soft landscaping on the lot and removes an existing private approach.

ADDITIONAL COMMENTS

Transportation Engineering

The site is located within 300 m of the OLRT rail corridor. The City of Ottawa will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.

Remove existing driveway depressed curb and reinstate with full height curb and sidewalk to City standards.



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