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P. H. Robinson Consulting
Urban Planning, Consulting, and Project Management 2024 - 08 -20

Committee of Adjustment
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City of Ottawa | Ville d'Ottawa
August 21, 2024
Comité de dérogation

City of Ottawa Committee of Adjustment
101 Centrepoin Drive, 4th Floor
Ottawa, ON K2G 5K7

Attn: Mr. Michel Bellemare
Secretary Treasurer

Re: 459 & 461 Tweedsmuir Ave. (Consent application) - Ward 15
14766067 Canada Inc
Lot 16
Registered Plan 272, City of Ottawa

On behalf of the owners of the property at 461 Tweedsmuir, we are submitting the enclosed Consent application. The property is zoned R2G in the City of Ottawa Zoning By-Law and is designated as a Neighbourhood in the Inner Urban transect as per the Official Plan.

The subject property is the site of a pair of semi detached dwellings (Building permit issued on March 11th, 2024) which are nearing the completion of their construction (see photo on the following page). The intent of this application is to create two lots for a pair of semi-detached dwellings with two ADUs in each. Each new dwelling will be accessible via a single lane driveway to an interior yard parking space with a 1.32m building cantilever. ADU entrances for the units will be located on the front facade visible and accessible from the street.



Image of the **subject property**.

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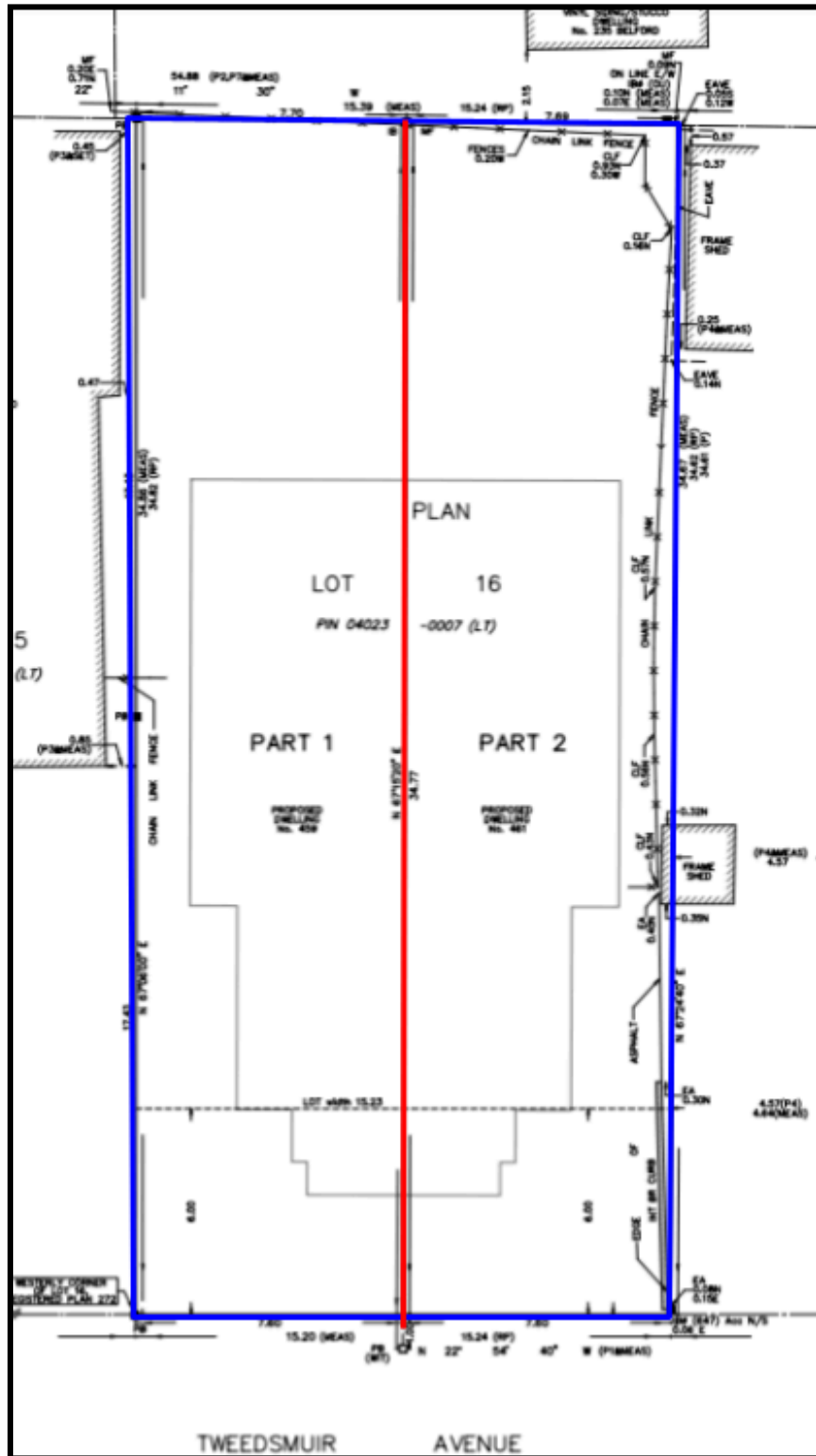
August 2024 site photo looking northeast showing the approximate locations of the lot lines.



August 2024 site photo looking southeast showing the approximate locations of the lot lines.

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Draft 4R plan showing the **site boundary** and the **proposed severance line**.

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Section 53 (1) of the Planning Act indicates that ‘ an owner, chargee or purchaser of land, or such owner’s, chargee’s or purchaser’s agent duly authorised in writing, may apply for a consent as defined in subsection 50 (1) and the council or the Minister, as the case may be, may, subject to this section, give a consent if satisfied that a plan of subdivision of the land is not necessary for the proper and orderly development of the municipality. 2021, c. 25, Sched. 24, s. 4 (1).

Section 51 (24) of the Planning Act states that in considering the draft of a subdivision, the following factors will be considered:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2; i.e the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems (f), the orderly development of safe and healthy communities (h), the appropriate location of growth and development (p), the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.

Provincial interests are maintained in this proposal as described in the Planning Act. The created lot and the retained lot will each have adequate provisions for sewage, water, and waste management systems as shown in the site plan submitted as part of the building permit application.

The application will also contribute to the orderly development of a safe and healthy community. The resulting lots will be compliant with zoning requirements and will follow the development precedent set by 503-505 Tweedsmuir, 442-444 Tweedsmuir, and 431-437 Tweedsmuir.

This is an appropriate location for growth because it is within a Neighbourhood designation in the Inner Urban transect as identified in the Official Plan. It is also in close proximity to main through streets such as Clare St., Churchill Ave., Richmond Rd. and Byron Ave. Various bus routes are available along these main through streets. For example, Clare St is serviced by lines 51 (Britannia / Tunney’s Pasture which runs from 7am to 11:30pm every 15-30 minutes) and 81 (Clyde / Tunney’s Pasture which runs from 6am to 9pm every 30 minutes). Churchill Ave is serviced by lines 50 (Tunney’s Pasture / Lincoln Fields which runs from 6am to 8pm every 30 minutes except Sundays) and 51. And Richmond Rd is serviced by lines 11 (Bayshore / Parliament which runs from 5am to 1am every 15-30 minutes), 81, 51, and 153 (Lincoln Fields / Tunney’s Pasture which runs from 9am to 7pm every 40-120 minutes).

Lastly, the compact nature of this development is sustainable as we are proposing to replace a single dwelling unit with a pair of semi-detached dwellings with two ADUs in each. This will result in six units accessed at grade.

(b) whether the proposed subdivision is premature or in the public interest;

The proposed development aligns with recent developments on Tweedsmuir and the existing road network supports frequent local traffic. Therefore, the proposed subdivision of the lands into 2 parcels through a severance application is not premature and is in the public interest.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

There are no adjacent plans of subdivision in this area. This proposal is within the Inner Urban transect designated as a Neighbourhood.

2.2.1 Intensification and Diversifying Housing options

Policy 1 - Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods.

Richmond Rd and Scott St are identified as Mainstreet Corridors in the Inner Urban transect and are approximately 300m and 630m from the subject property, respectively. The corridors provide a variety of amenities for daily and weekly needs such as pharmacies, clinics, grocery stores, banks, cafes and restaurants. Both mainstreets are serviced by a variety of bus routes. For example, line 11 (Bayshore / Parliament), 50 (Tunney's Pasture / Lincoln Fields), 81 (Tunney's Pasture / Clyde), and 153 (Tunney's Pasture / Lincoln Fields), and the Westboro bus station which is serviced by many more express and regular bus routes.

Churchill Ave N and Kirkwood Ave are Minor Corridors as indicated on Schedule B2 of the Official Plan and approximately 460m and 400m, respectively, from the subject site. These corridors are north-south corridors that connect Richmond Rd and Carling Ave. Carling Ave is also a Main Street Corridor that boasts an impressive variety of amenities but also acts as a transit corridor that features multiple bus stops and future O-Train stations. By replacing one primary dwelling unit with two primary dwellings and four ADUs, we are proposing to intensify a well-connected site which will support the evolution towards a 15-minute neighbourhood.

4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by: a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology; b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

The design of this development is based on the context of the streetscape. There are examples of dwellings on Tweedsmuir Ave with similar density, built form, height, and massing as the proposed development. The existing dwelling is a detached dwelling and was intended for families. The replacement units, while on smaller lots, are also designed with families in mind with two and three bedroom units proposed. There is adequate soft landscaping in the front yard, and a suitable rear yard amenity area for each proposed dwelling.

2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by: a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;

This proposal contains a total of two primary units where previously only one primary unit existed. The development is categorised as low-rise due to the proposed building height of 8m.

4.6.5 Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes

(3) Development shall minimise conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalising all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will have vehicular access off of Tweedsmuir which will lead to single lane driveways and one parking space per semi. This ensures that private vehicular street parking will be limited.

5.2.2 Prioritise walking, cycling and transit within, and to and from, the Inner Urban transect

2) The transportation network for the Inner Urban Transect shall: a) Prioritise walking cycling and transit; b) Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

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The provided parking does not undermine the public realm and will not undermine the priority of pedestrians, cyclists, and public transit users. Proximity to amenities on Richmond Rd and Carling Ave, which are easily accessible via Churchill Ave N, encourage walking, cycling, and public transit use.

3) Motor vehicle parking in the Inner Urban Transect shall be managed as follows: d) Where new development is proposed to include parking as an accessory use, such parking: i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground; ii) Shall be accessed by driveways that minimise the impact on the public realm and on both City Owned trees and privately-owned distinctive trees.

Parking will be accessed by one single lane driveway per semi. The proposal of driveways required the removal of one private-owned tree on the subject property. The health of this tree was identified as poor in the preliminary TIR and its priority for retention was marked "low".

The Official Plan's general direction for new development includes directing residential development to the built-up urban area where municipal servicing is available, and supporting the 15-minute neighbourhood. Many of the policies in Section 5.2 - Inner Urban Transect and 6.3 - Neighbourhoods are also oriented towards enhancing the urban space and supporting 15-minute neighbourhoods.

The proposed development is in an area that is accessible via personal or public transit and is within 300 m - 600 m of daily amenities. The amenities include walking and cycling trails, grocery stores, retail stores, gas stations, the cultural centres, restaurants, and schools. As discussed above, public transit is available on Clare St., Churchill Ave., and Richmond Rd.

(d) the suitability of the land for the purposes for which it is to be subdivided;

The severance will allow for the construction of a pair of semis with two ADUs per side which are listed as permitted uses in the R2G zone. The resulting dwellings will be compatible with the fabric of the neighbourhood which is a mix of detached and semi-detached dwellings with a mix of old and new construction.

(f) the dimensions and shapes of the proposed lots;

The proposed lots are compliant in terms of lot width and lot area. The resulting parcels are a sufficient size to accommodate three residential units, one parking space, a driveway, the minimum required soft landscaping, and minimum setbacks.

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(i) the adequacy of utilities and municipal services;

The existing dwelling has connections to municipal water, sanitary, and storm systems therefore adequate services will be available for the new units. The property is nearing completion of construction and has been reviewed by the City Infrastructure services as part of the building permit process for municipal servicing.

(j) the adequacy of school sites;

Schools in the area include: Westboro Montessori School (375 m), Churchill Alternative School (420 m),

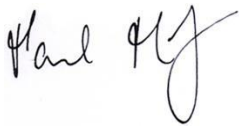
At this time we are submitting the following in support of the application:

- Completed application form for the consent application,
- Property owner's authorization for submission of the application
- Land Registry Office Transfer documents showing ownership
- Application fees
- Draft 4R Plan indicating the severance line along the party wall.
- Tree Information Report
- Lawyer's letter requesting a retained land certificate and confirming there are no ownership issues that would contravene section 50 of the Planning Act

When the notification signs are ready for this application could you please email the undersigned and I will arrange for their installation on the property.

Should you have any questions or require anything further, please do not hesitate to contact the undersigned at (613) 599 9216 or via email at probinson@probinsonconsulting.com

P H Robinson Consulting



Paul Robinson RPP