

2023-08-31



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

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 1756 Scott Street
Legal Description: Part of Lot 10, Registered Plan 145
File No.: D08-01-23/B-00067
Report Date: August 31, 2023
Hearing Date: September 6, 2023
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Mainstreet Corridor, Evolving Neighbourhood Overlay
Zoning: R1MM (Residential First Density, Subzone MM)

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **has some concerns with** the application.

DISCUSSION AND RATIONALE

The subject site is located within the Inner Urban Transect policy area on Schedule A and designated Mainstreet Corridor within the Evolving Neighbourhood Overlay on Schedule B2 in the Official Plan. Generally, this area should reflect urban built form characteristics, such as no automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building (Table 6). While supporting a shift towards sustainable modes of transportation, minimum parking dimensions on small lots can be reviewed where the spaces will not unduly compromise the site functionality or the public realm (4.1.4(3)). The subject site is less than 500 metres away from Tunney's Pasture and 300 metres from the Transit Priority Corridor along Wellington Street.

The subject site is within the R1MM (Residential First Density, Subzone MM) zone, which restricts building forms to detached dwellings. It is also within Area X on Schedule 1A in the Zoning By-law, meaning that no motor vehicle parking is required for a single detached dwelling.

Although this minor variance request is for an individual parking space, the Zoning By-law does contemplate parking spaces to be reduced to a minimum width of 2.4 metres in other contexts (within parking lots and parking garages) where that space is not abutting or near a wall, column or similar surface that obstructs the opening of the doors of a

parked vehicle or limits access to a parking spaces, in which case the minimum width is 2.6 metres. Therefore, the intent for a minimum parking space width to be 2.6 metres for the subject application is to allow sufficient space for the vehicle to have enough room to park in the space as well as enough room for the car door to open without being obstructed by a physical barrier and for access to the space.

Since the proposed undersized parking space is located between two buildings, staff have concerns that the space will not allow for sufficient room for the door swing or for access to the space. If the space is not accessible, then this might result in the vehicle being parked within the front yard which is not consistent with the policies within the Official Plan for Mainstreet Corridors within the Inner Urban Area. Staff have requested that the applicant provide evidence that this can be achieved, which would alleviate staff's concerns with this particular variance.

Staff have no concerns with the requested minor variances to permit an undersized driveway or for parking to be located on a different lot as the building for which it is provided as there is an easement over the abutting property facilitating this driveway and parking.

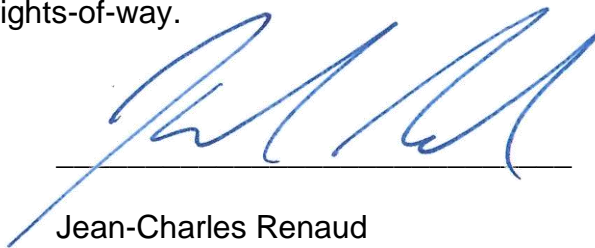
ADDITIONAL COMMENTS

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.



Margot Linker
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