

2024-03-14



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

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 258 Montfort Street
Legal Description: Part of Lot 227, Registered Plan 246
File No.: D08-02-23_A-00321
Report Date: March 14, 2024
Hearing Date: March 20, 2024
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Neighbourhood, Evolving
Neighbourhood Overlay
Zoning: R4-UA (Residential Fourth Density, Subzone UA)

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.

The subject site is located in the Inner Urban Transect, designated as a Neighbourhood within the Evolving Neighbourhood Overlay, as per Schedule B2 of the Official Plan. Neighbourhoods within this transect intend to allow and support a variety of low-rise housing types (5.2.4). The overlay signals an evolution in character, to support intensification and to evolve towards an urban built form (5.6.1). As per section 11.5(9)(a) of the Official Plan, where minor variances are requested to reduce the minimum required lot size, they are considered only when waste storage and management, bicycle parking, and intensive soft landscaping are adequately provided.

The subject site is located within the R4UA (Residential Fourth Density, Subzone UA) zone, which allows for a wide mix of residential building forms, from detached to low-rise dwellings (s.161(1)). This zone requires a minimum lot width of 12m for low-rise apartment dwellings (Table 162A).

Staff have no concerns regarding the requested reduced lot width and lot area. The proposed development is still able to meet the minimum setback requirements, as well

as suitably provide for soft landscaping, waste management, and bike parking. Despite the reduced lot width and lot area, the site is still able to adequately accommodate all elements associated with introducing the proposed low-rise apartment dwelling.

ADDITIONAL COMMENTS

Infrastructure Engineering

1. **Planning, Real Estate and Economic Development Department** will do a complete review of grading and servicing during the building permit process.
2. Any proposed works to be located within the road allowance requires prior written approval from the **Infrastructure Services Department**.
3. The surface storm water runoff including the roof water must be self contained and directed to the City Right-of-Way, not onto abutting private properties as approved by **Planning, Real Estate and Economic Development Department**.
4. Existing grading and drainage patterns must not be altered.
5. Existing services are to be blanked at the owner's expense.
6. Asphalt overlay would be required if three or more road-cuts proposed on City Right of way. This includes the road cut for blanking of existing services, and any other required utility cuts (ie, gas, hydro, etc.).
7. Service lateral spacing shall be as specified in City of Ottawa Standard S11.3.

Planning Forestry

One city tree and one private tree on site will need to be removed due to their conditions and for construction access. Permits, compensation for the city tree, and replanting as per the landscape plan (by John K. Szczepaniak Landscape Architect, dated Feb. 2nd 2024) will be required.

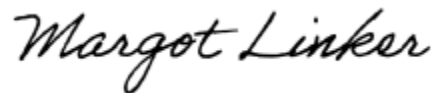
Right of Way Management

The Right-of-Way Management Department has no concerns with the proposed Minor Variance Application. However, the Owner shall be made aware that private approach permit is required to remove and reinstate the redundant existing entrance on Montfort St. Please contact the ROW Department for any additional information at rowadmin@ottawa.ca

Transportation Engineering

The City is planning an integrated renewal (reconstruction of road and sub-surface utilities) of Montfort Street between Alfred Street and Marier Avenue, which is anticipated to start construction in 2025 at the earliest. Sidewalks will be maintained on both sides of Montfort Street throughout the project limits. Traffic calming measures (vertical and horizontal) are also planned to achieve a 30 km/h operating speed. The feasibility of adding cycling facilities and wider sidewalks will be reviewed and may result in the existing back of sidewalk being located closer to the property line. A reduction in private approaches on Montfort Street as part of redevelopment may provide additional opportunities of traffic calming and public realm enhancements. Contact René Moast

(IWSD PM) for additional project information and coordination.



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