



**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: June 29, 2023
Hearing Date: July 5, 2023
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Mainstreet Corridor, Evolving Neighbourhood Overlay
Zoning: R1MM (Residential First Density, Subzone MM)

Committee of Adjustment
Received | Reçu le
2023-06-29
City of Ottawa | Ville d'Ottawa
Comité de dérogation

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **requests an adjournment of** the application.

DISCUSSION AND RATIONALE

On April 19, 2023, staff requested additional information from the applicant to confirm if there are existing legal non-complying rights to an undersized front yard parking space or if revisions or associated minor variances will be required to accommodate the proposed parking.

The applicant has revised the 4R Plan to locate the parking entirely outside of the front yard. The updated Parts on the plan should be reflected in the application. In addition, the proposed reduced parking space width is more onerous than what was requested and there are further variances required for reduced driveway width.

Specifically, Section 100(1)(c) in the Zoning By-law states that parking must be located on the same lot as the use or building for which it is provided. A variance for the full width (including the easement) would not be appropriate because it spans the two properties, so a variance is required for the 1.31 metre width, instead. The driveway, which the Zoning By-law says is permitted to be located on a different lot, is 2.47 metres wide, whereas the By-law requires a minimum driveway width of 2.6 metres.

An adjournment request will allow the applicant to update the application as necessary.

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.



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