

2024-03-27



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

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 171 Armstrong Street, 277 Carruthers Avenue
Legal Description: Part of Lot 38, Reg Plan 83
File No.: D08-02-24/A-00041
Report Date: March 27, 2024
Hearing Date: April 3, 2024
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Neighbourhood, Evolving Overlay
Zoning: R4UD (Residential Fourth Density, Subzone UD)

REQUESTED VARIANCES

- a) To permit a reduced bicycle parking space width of 0.315 metres, whereas the By-law requires a minimum width of 0.6 metres for bicycle parking spaces.
- b) To permit an increased front yard walkway width of 3.87 metres, whereas the By-law permits a maximum width of ~~1.8~~ 4.2 metres for a front yard walkway to a **low rise apartment dwelling residential use building. (as amended by planning staff)**
- c) ~~To permit a reduced rear yard area of 30 square metres, whereas the By-law requires a minimum rear yard area of 115.3 square metres. (as amended by planning staff)~~
- d) To permit a reduced aggregated rectangular landscaped area of 19.2 square metres, whereas the By-law requires at least one minimum aggregated rectangular landscaped area of 25 square metres.

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **requests an adjournment of** the application. Staff believe that there is an additional minor variance required from Section 161(15)(h), which requires that either the front façade be recessed an additional 0.6 metres from the front setback or that balconies or porches be provided for each storey. An adjournment will allow the applicant to add this minor variance to their application.

ADDITIONAL COMMENTS

Infrastructure Engineering

1. The 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. Existing Catch Basin is not to be located within the driveway.
8. Provide a minimum of 1.5m between the proposed driveway and the utility pole.
9. Service lateral spacing shall be as specified in City of Ottawa Standard S11.3.
10. In accordance with the Sewer Connection By-Law a minimum spacing of 1.0m is required between service laterals and the foundation face.
11. Existing street sign to be relocated at the owner's expense.

Planning Forestry

There are concerns with the requested reduction in aggregated landscape area, as the reductions limit the space available to plant a large-growing tree on site. The proposed ramp on the Armstrong frontage combined with the overhead hydro wires limit the ability to plant large enough trees to replace the canopy cover to be lost through this development within this greenspace. The development must provide sufficient space to plant replacement trees on site or within the ROW, to replace and enhance the canopy cover toward the goal of 40%; this is supported by section 11.5 (9d) of the Official Plan, to provide more intensive planting where applications propose to reduce landscaped area.

Transportation Engineering

1. Please note that the 'Scott Street Protected Intersections' project includes a contraflow (northbound) bike lane on Carruthers Avenue, from Ladouceur Street to Scott Street, which will result in the on-street parking on Carruthers Avenue moving to the west side of the street.
2. Remove or reduce existing driveway depressed curbs, both on Carruthers Avenue and on Armstrong Street, and reinstate with full height curb and sidewalk to City standards. Alternatively, reduce the depressed curb width(s) to 1.8m to accommodate bicycle access only.

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