



Committee of Adjustment

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City of Ottawa | Ville d'Ottawa

Comité de dérogation

MINOR VARIANCE APPLICATION

COMMENTS TO THE COMMITTEE OF ADJUSTMENT

PANEL 1

PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT

Site Address: 171 Armstrong Street, 226 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)

DEPARTMENT COMMENTS

The Planning, Development and Building Services 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 within the Inner Urban Transect and designated Neighbourhood within the Evolving Overlay in the Official Plan. This site is also located within the Scott Street Secondary Plan, where it is designated Low-rise Neighbourhood. The subject site is zoned R4UD (Residential Fourth Density, Subzone UD). This area is generally planned for context-sensitive low-rise development.

Planning staff have no concerns regarding the minor variance to reduce the bicycle parking space size. The applicant has provided sufficient evidence demonstrating how this size of a parking space can adequately accommodate bicycles.

Planning staff have no concerns with the requested increased walkway width in the front yard, recognizing that this width measures a combined walkway leading to the stairs and the ramp. The front façade proposes a high percentage of glazing and different materiality to still address the street rather than through building articulation, as required by the zoning by-law.

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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

With the original application there were concerns with the requested reduction in aggregated landscape area, as they limited the space available to plant a large-growing tree on site. The site plan has been revised to consolidate the landscaped area in the rear yard, and should now consider whether there is sufficient space to plant a larger tree to improve the canopy cover of the 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, but the planting plan has been improved to include 3 additional small trees, which will greatly improve the streetscape. There are no further tree-related concerns with this application.

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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