

2024-07-31



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

PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT

Site Address: 82 and 84 Norman ,117 Pamilla Street
Legal Description: Lot 1512 & 1517, Registered Plan 38
File No.: D08-02-24/A-00140
Report Date: August 1, 2024
Hearing Date: August 7, 2024
Planner: Margot Linker
Official Plan Designation: Downtown Core, Hub
West Downtown Core Secondary Plan
Zoning: Residential Fourth Density, Subzone UD (R4UD)

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. Staff are satisfied that the requested minor variance(s) meet(s) the “four tests”.

The subject site is designated Hub within the Downtown Core in the Official Plan. This site is also located within the West Downtown Core Secondary Plan where it is designated Mixed-Use Neighbourhood. This area is intended to maintain a low-rise built form that is sympathetic to the existing character of the neighbourhood. The site is zoned Residential Fourth Density, Subzone UD (R4UD).

Section 144(8) in the zoning by-law applies to through lots with a depth of over 60 metres, and aims to create a more typical built form as though the lot was severed down the middle with each half of the lot having a separate dwelling with a typical rear yard and street frontage. This prevents development with a large building depth from being built within the greenbelt. The subject site is approximately 61 metres in depth, triggering this provision.

Staff have no concerns with the proposed minor variance to exempt this development from this provision. The subject site is adjacent to properties that front onto Preston

Street and does not have a mid-block condition, so will not interrupt the massing pattern of the block. The west-facing elevation is a blank wall condition, except for a few openings close to the street, which addresses privacy concerns on the abutting residential neighbourhood. The applicant is also proposing a larger than required interior side yard setback. The lots currently have a two-storey building and hard surfaces, so the proposal is not removing existing soft landscaping.

Forestry Services

The requested variance to remove the rear yard setbacks for 3 lots will permanently reduce the area of soft landscaping in this part of the neighbourhood, reducing the ability to provide canopy cover toward the Official Plan goal of 40%. To reduce this impact it is recommended to provide sufficient space in the Norman and Pamilla Right of Ways to plant trees to improve the future canopy cover and streetscape. The existing jointly-owned tree noted in the TIR must be protected throughout construction in accordance with the City's protection specifications, and the plan design should improve the growing conditions within the frontage of the subject site – this must be updated for the Building Permit application.

Infrastructure Engineering

1. The Planning, Development and Building Services 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, Development and Building Services Department.
4. A private approach permit is required for any access off of the City street.
5. Existing grading and drainage patterns must not be altered.
6. Existing services are to be blanked at the owner's expense.
7. Any existing street sign to be relocated will be relocated at the owner's expense.

Transportation Engineering Services

1. 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.

Right of Way Services

Private approach permits are required to construct any newly created or modified driveway/approaches and/or close redundant approaches.

Please contact the ROW Department for any additional information at rowadmin@ottawa.ca and visit the City webpage [Driveways | City of Ottawa](https://www.ottawa.ca/urbanisme) to submit a Private Approach application.

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