



EXISTING



PROPOSED

121 EVELYN AVE.

RENOVATION & ADDITIONS TO AN EXISTING 2 STOREY HOME

Committee of Adjustment
JUN 08 2022
City of Ottawa

MINOR VARIANCES

1. TO PERMIT A PORTION OF THE ATTACHED GARAGE ADDITION A CORNER SIDE YARD SETBACK OF 1.67M INSTEAD OF ALIGNING WITH THE ABUTTING CORNER SIDE YARD SETBACK OF 2.45M. (SECTION 144(1)(B) OF 2008-250)
2. TO PERMIT THE ATTACHED GARAGE ADDITION AN INTERIOR SIDE YARD SETBACK OF 0.6M WHEREAS THE BYLAW REQUIRES 1.2M WHICH IS THE LARGER OF THE TWO PERMITTED INTERIOR SIDE YARD SETBACKS OF THE 1.8M SETBACK. (SECTION 144(2)(B)(II) OF 2008-250)
3. TO PERMIT THE ATTACHED GARAGE TO PROJECT 1.4M CLOSER TO THE CORNER SIDE YARD LINE THAN THE REQUIRED SETBACK FROM THE PRINCIPAL ENTRANCE WHEREAS THE BYLAW REQUIRES THAT AN ATTACHED GARAGE MAY NOT BE MORE THAN 0.6M CLOSER TO THE CORNER SIDE YARD LOT LINE THAN THE PRINCIPAL ENTRANCE. (SECTION 139(3)(B) OF 2008-250)
4. TO PERMIT A TOTAL DRIVEWAY WIDTH OF 8.19M WHEREAS A SINGLE-WIDE DRIVEWAY OF ONLY 3.0M IS PERMITTED. (SECTION 140, TABLE 140B, CHARACTER GROUP B OF 2008-250)



MODERN DESIGNS INTELLIGENT PLANNING

HAMEL DESIGN AND PLANING
170 MAIN STREET,
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REV. 19

2021-08

2022-06-02

121 EVELYN AVE.

REV. NO.

PR. NO.

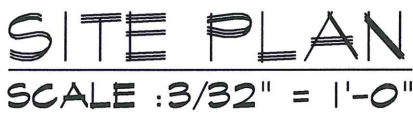
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LOCATION



PROJECT TITLE		
19	CofA	2022 06-02
18	CofA	2022 06-01
17	PLANNING REVIEW	2022 04-28
16	CofA	2022 02-22
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PROJECT No. :

2021-08

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A7



EVELYN AVENUE IMPACT ELEVATION
SCALE : 3/32" = 1'-0"

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City of Ottawa

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SIMCOE STREET IMPACT ELEVATION
SCALE : 3/32" = 1'-0"

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STREET IMPACT ELEVATION
SCALE : NTS

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STREET IMPACT ELEVATION
SCALE : NTS

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STREET IMPACT ELEVATION
SCALE : NTS

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STREET IMPACT ELEVATION
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SOUTH ELEVATION
 SCALE : 3/32" = 1'-0"



EAST ELEVATION
 SCALE : 3/32" = 1'-0"

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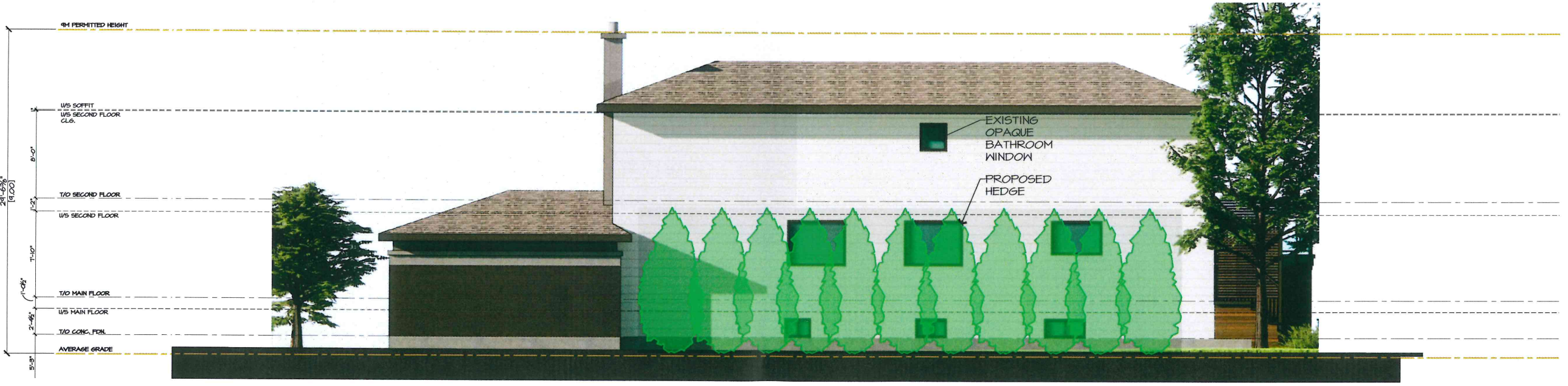
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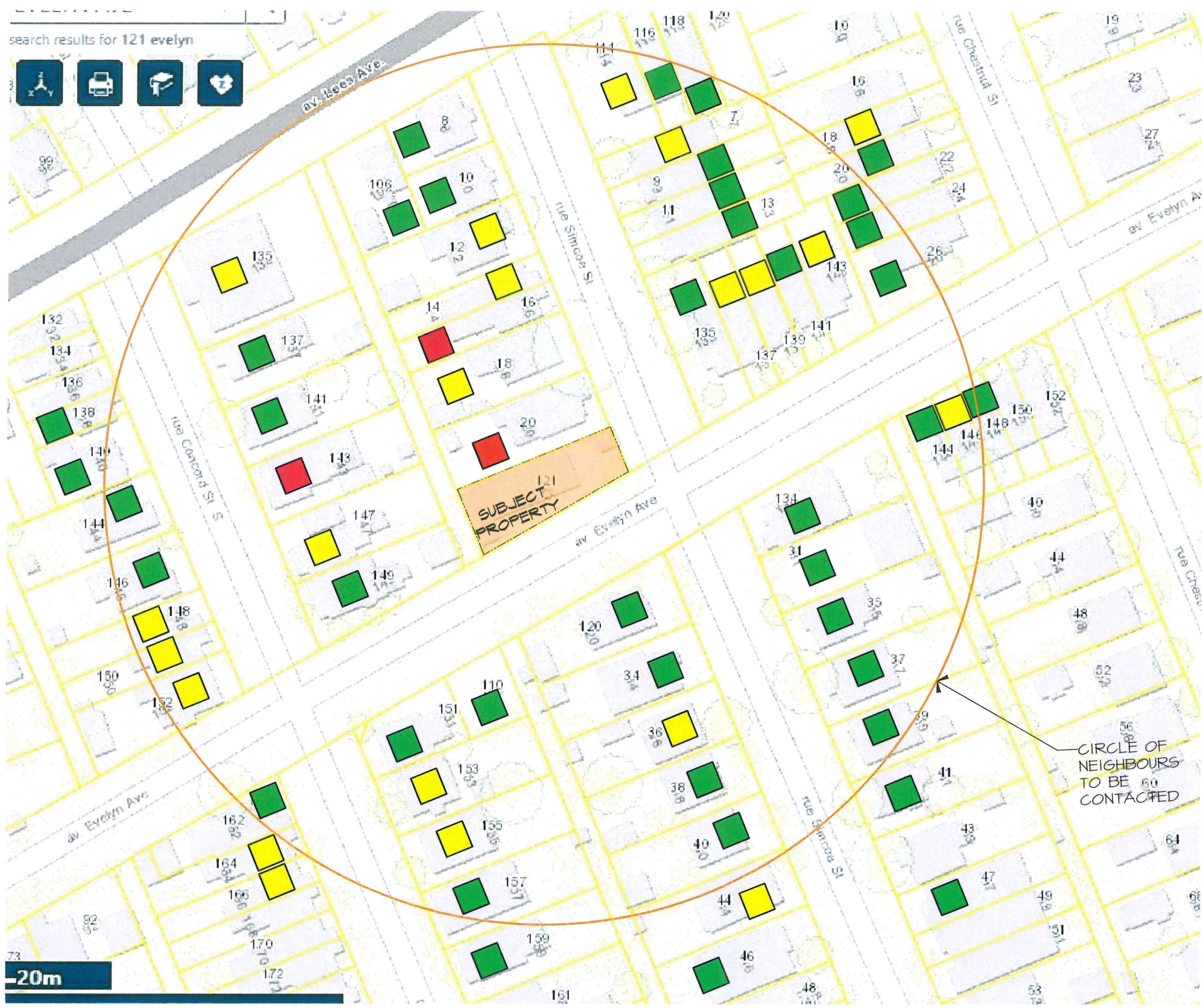


WEST ELEVATION
SCALE : 3/32" = 1'-0"



NORTH ELEVATION
SCALE : 3/32" = 1'-0"

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LEGEND

- TO BE CONTACTED
- SUPPORT
- OBJECT
- CONTACTED BUT NO REPLY

TOTAL LOTS WITHIN 60M RADIUS= 64 LOTS

SUPPORT = 40

OBJECT = 3

CONTACTED BUT NO REPLY/INDETERMINATE = 21

■ MET WITH COUNCILLOR MENARDS OFFICE AND THEY HAD NO CONCERNS

■ MET WITH THE OTTAWA EAST COMMUNITY ASSOCIATION AND THEY HAVE NO OBJECTIONS

PROJECT TITLE

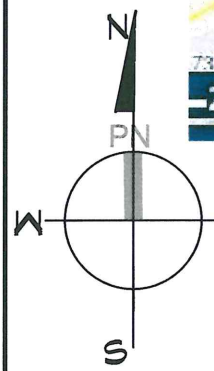
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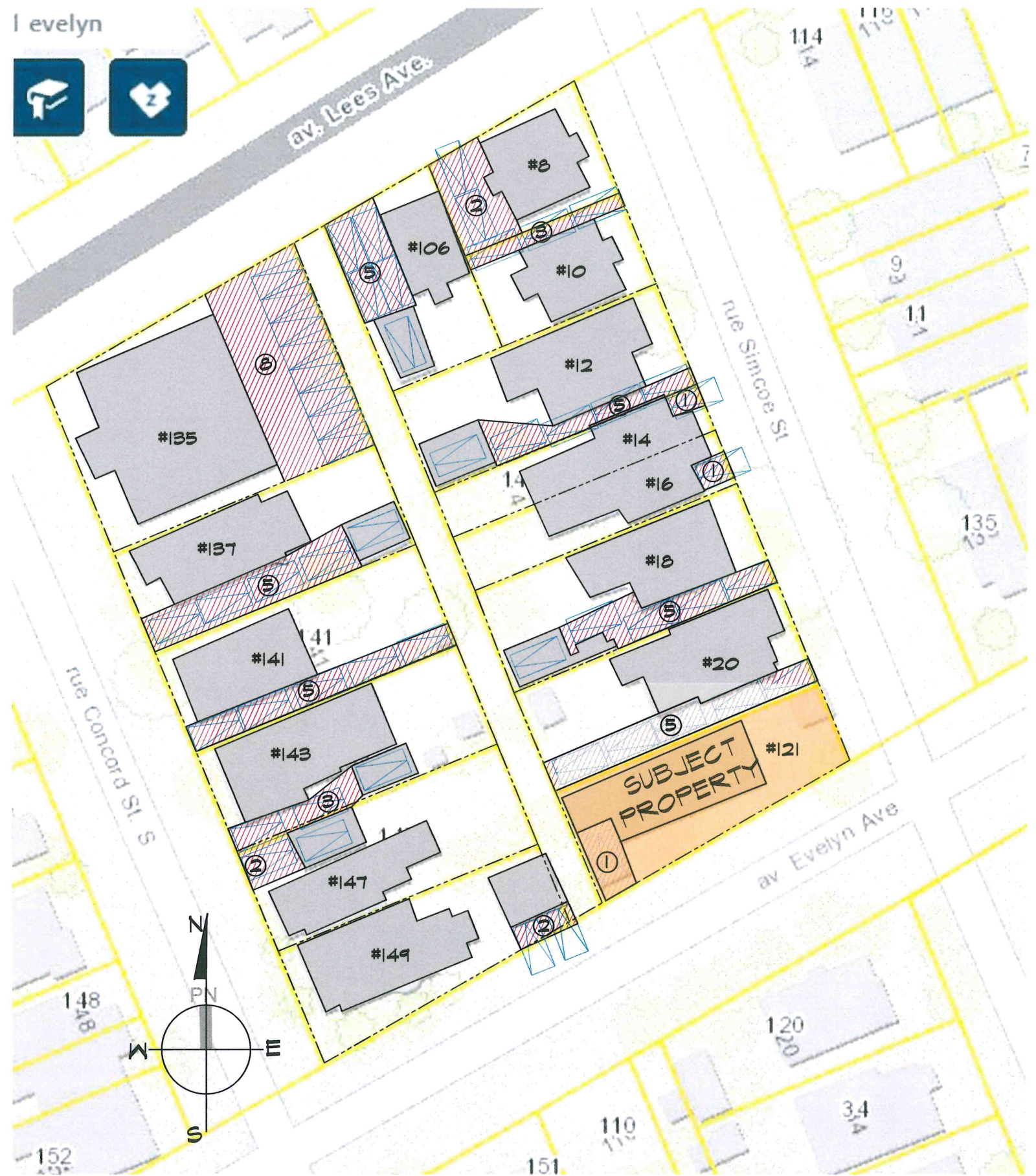
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NEIGHBOURS CONTACTED

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- LEGEND**
- EXISTING BUILDINGS
 - DRIVEWAYS
 - NUMBER OF POTENTIAL PARKING SPACES ON-SITE
 - 2.6M X 5.2M TYP. PARKING SPACE

BLOCK PARKING:

INTERIOR LOTS:

11 INTERIOR LOTS W/ SINGLE WIDE DRIVEWAYS PERMITS 40 PARKING SPACES IN TANDEM (2 PROPERTIES HAVE FRONT YARD PARKING - 14 & 16 SIMCOE)

CORNER LOTS

3 SINGLE FAMILY DWELLING CORNER LOTS
1 LOT W/ SINGLE WIDE DRIVEWAY = 1 PARKING SPACE (SUBJECT PROPERTY)

2 LOTS W/ DOUBLE WIDE DRIVEWAYS = 4 PARKING SPACES AVAILABLE

1 CORNER APARTMENT BLDG.:
(EQUIVALENT TO 2 LOTS) = 8 PARKING SPACES W/ THREE WIDE DRIVEWAY

CONCLUSIONS:

a) INTERIOR LOT SINGLE WIDE DRIVEWAYS PERMIT TANDEM PARKING FOR THE FULL DEPTH OF THE LOT (AVERAGE 5.5 PARKING SPACES/LOT). ALL INTERIOR LOTS IN THIS BLOCK HAVE MIN. 3 PARKING SPACES. (EXCEPT THE SEMI-DETACHED AT 14 & 16 SIMCOE, EACH HAVING 1 FRONT YARD PARKING SPACE).

b) ALL 3 CORNER SINGLE FAMILY DWELLING LOTS ELIMINATE POSSIBLE INTERIOR SIDE YARD DRIVEWAYS DUE TO THE INCREASED CORNER SIDE YARD SETBACK REQUIRED. WITH ONLY SINGLE WIDE DRIVEWAYS IN THE REAR YARD ONLY 2 PARKING SPACES ARE POSSIBLE IN TANDEM DUE TO THE SHORT DRIVEWAY LENGTH RESTRICTED BY THE NARROW WIDTH OF LOT.

c) TYP. BLOCKS ARE COMPRISED OF A LARGER NUMBER OF INTERIOR LOTS WITH GENERALLY ONLY 4 CORNER LOTS PER BLOCK. THE VAST MAJORITY OF INTERIOR LOTS WILL ALWAYS SKEW THE SCA CHARACTER GROUP IN FAVOR OF THE DOMINANT NUMBER OF INTERIOR LOTS. AS SUCH CORNER LOTS RESTRICTED TO ONLY SINGLE WIDE DRIVEWAYS WILL NEVER BE ABLE TO PROVIDE THE SAME POTENTIAL NUMBER OF PARKING SPACES ON SITE THAT ARE AVAILABLE TO ANY INTERIOR LOT.

d) THE SCA DOES NOT ACCOUNT FOR LOT DEPTH AND POTENTIAL TANDEM PARKING SPACES WHEN ONLY IDENTIFYING DRIVEWAY WIDTHS ACROSS ALL 21 LOTS. CORNER LOTS ARE PENALIZED FROM PROVIDING POTENTIAL ON SITE PARKING SPACES IF ONLY SINGLE WIDE DRIVEWAYS ARE PERMITTED BASED ON THE DOMINANT CHARACTER GROUP CALCULATIONS DUE TO THE VAST MAJORITY OF THOSE LOTS BEING INTERIOR LOTS WITH SINGLE WIDE DRIVEWAYS.

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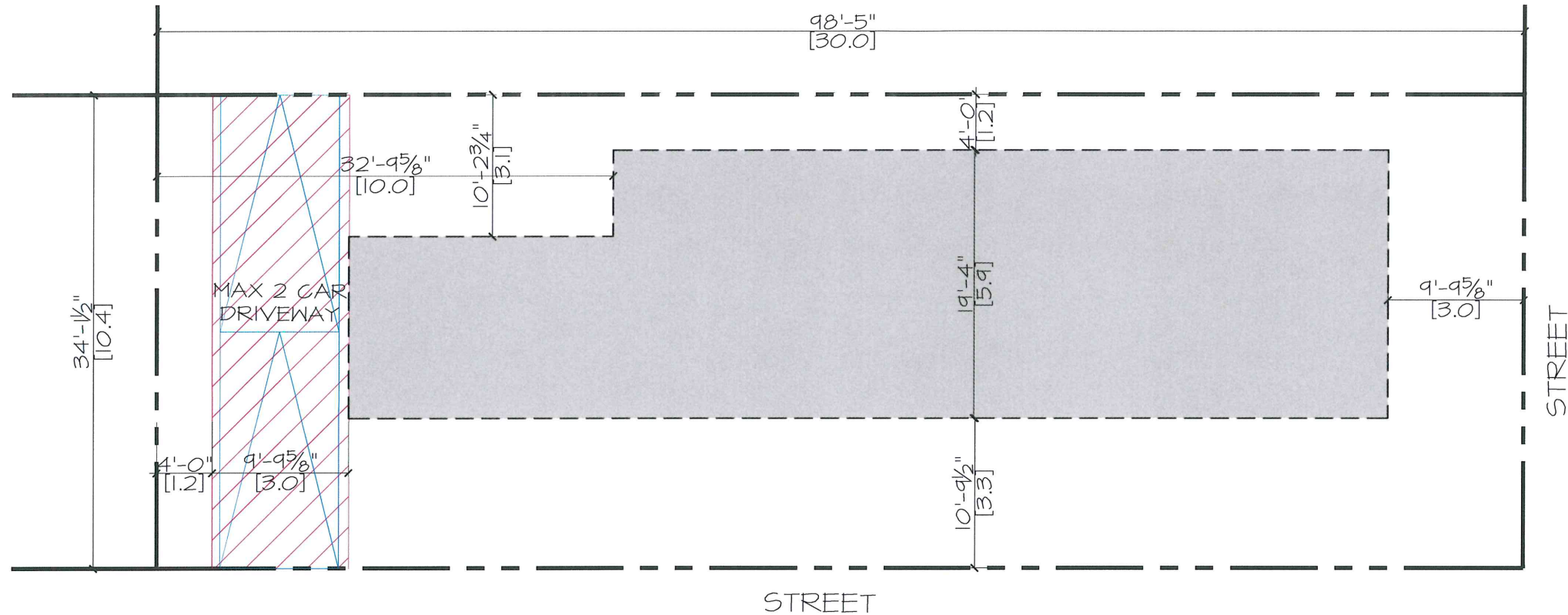
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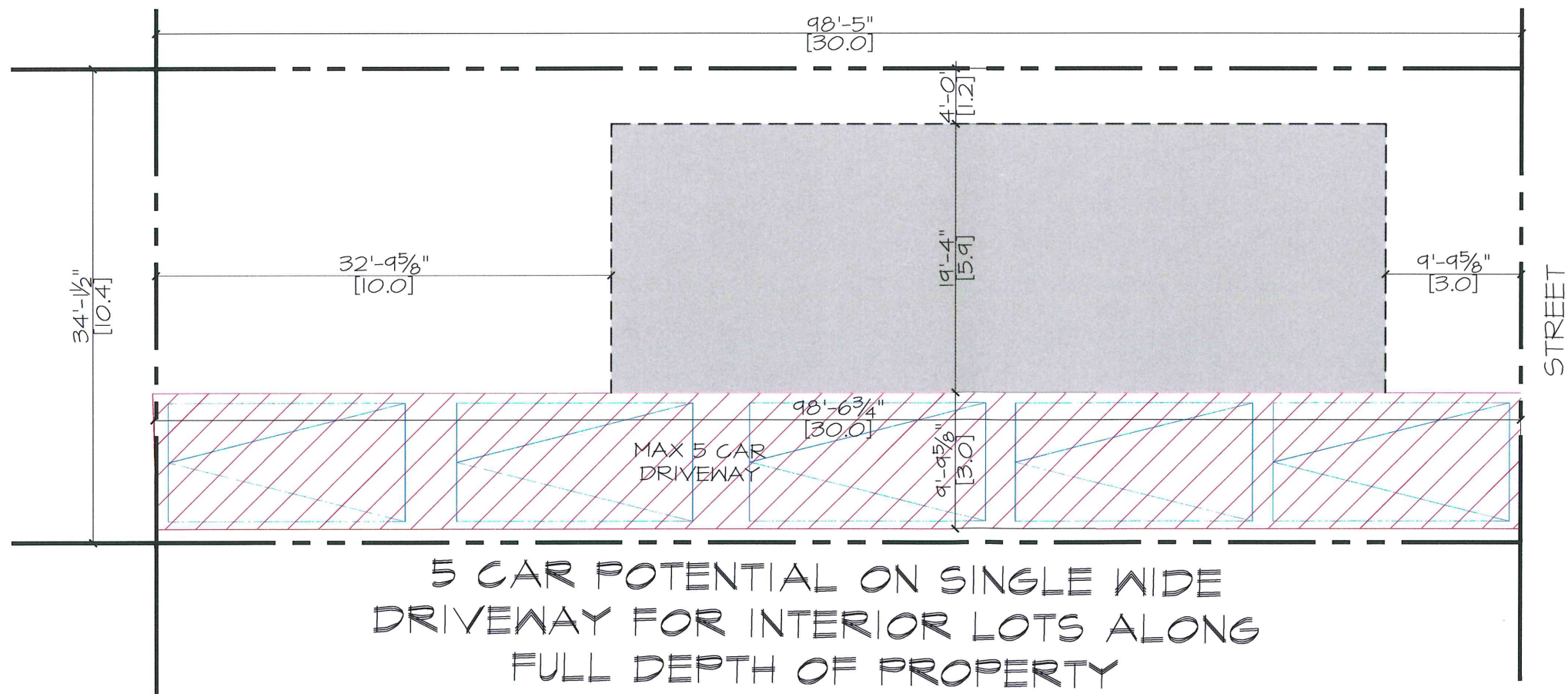
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ABSOLUTE MAX 2 CARS IN TYP. SINGLE WIDE DRIVEWAY WIDTH FOR CORNER LOTS



5 CAR POTENTIAL ON SINGLE WIDE DRIVEWAY FOR INTERIOR LOTS ALONG FULL DEPTH OF PROPERTY

LEGEND

- EXISTING BUILDINGS
- DRIVEWAYS
- 2.6M X 5.2M TYP. PARKING SPACE

SCA SKEWED AGAINST CORNER PROPERTIES FOR POTENTIAL ON SITE PARKING WITH SINGLE WIDE DRIVEWAYS PERMITTED TO THE LOT



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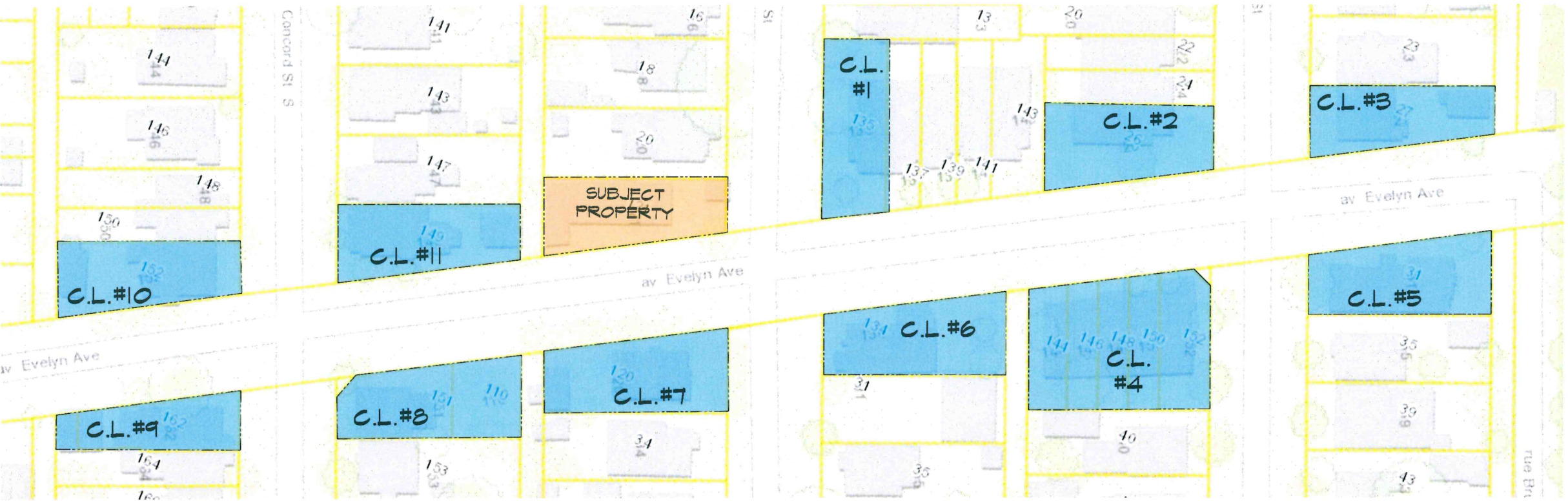
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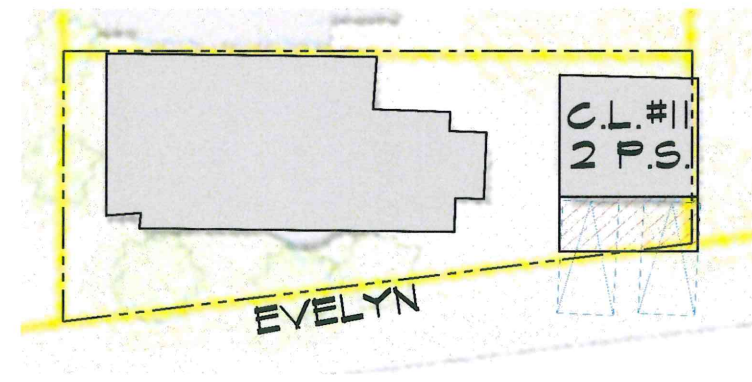
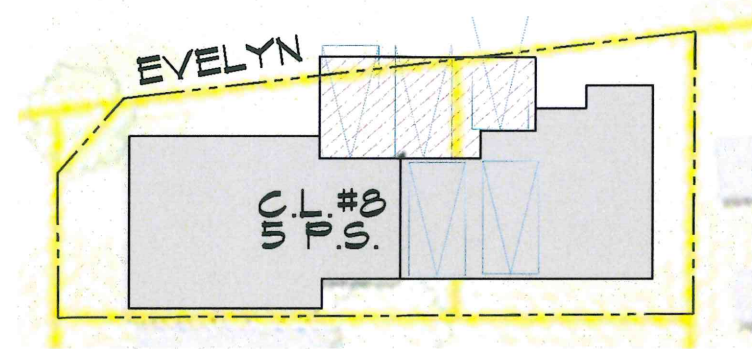
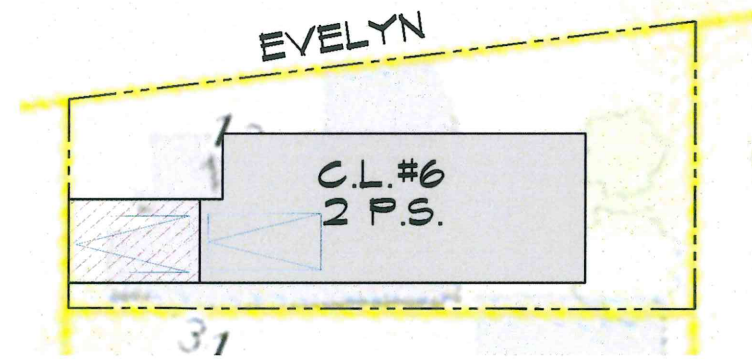
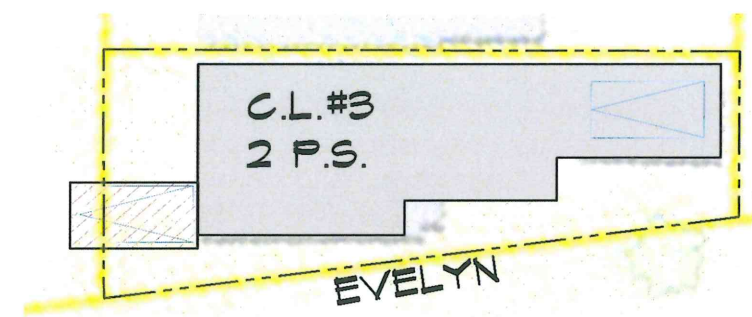
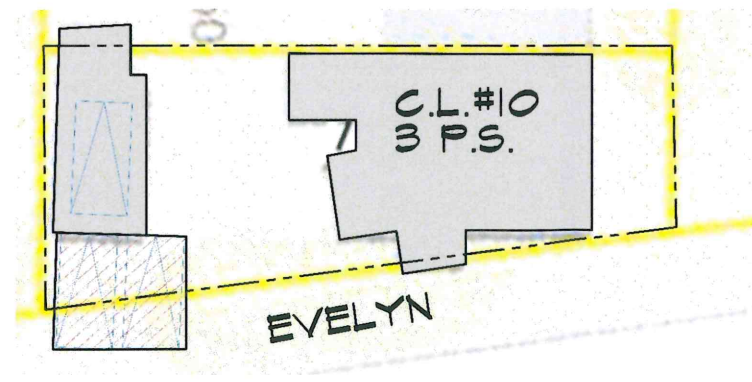
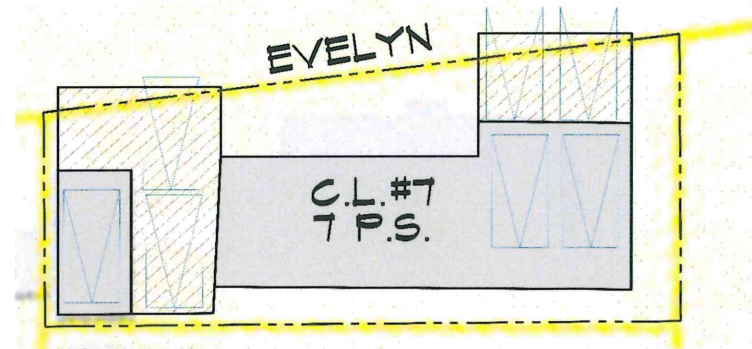
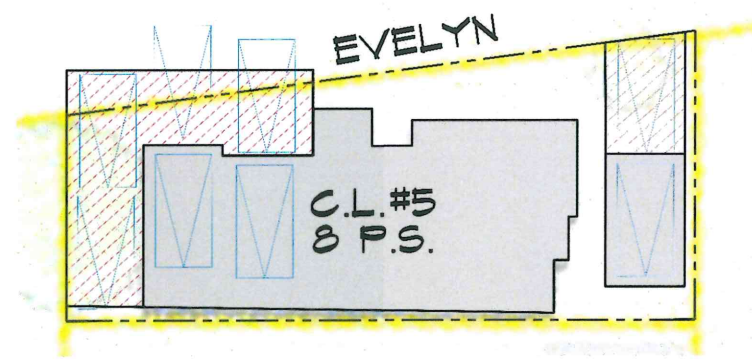
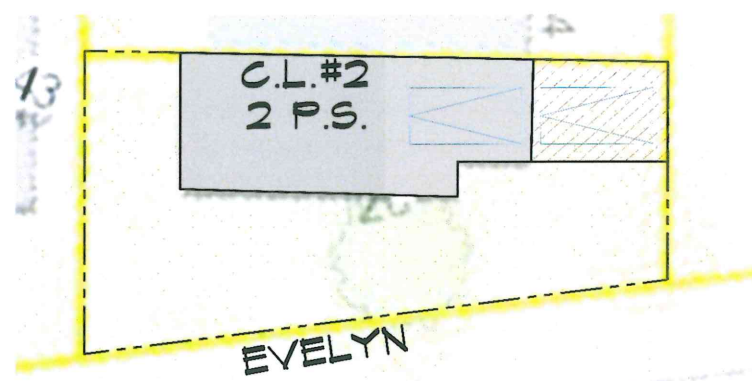
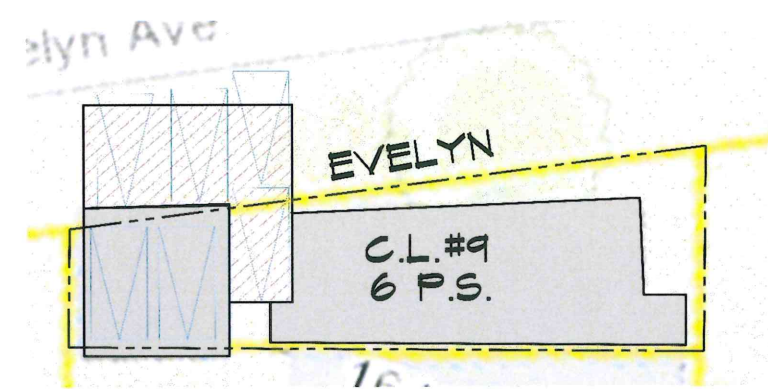
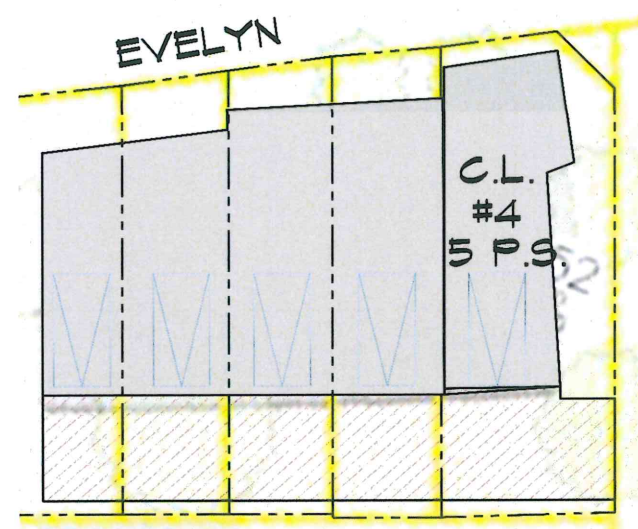
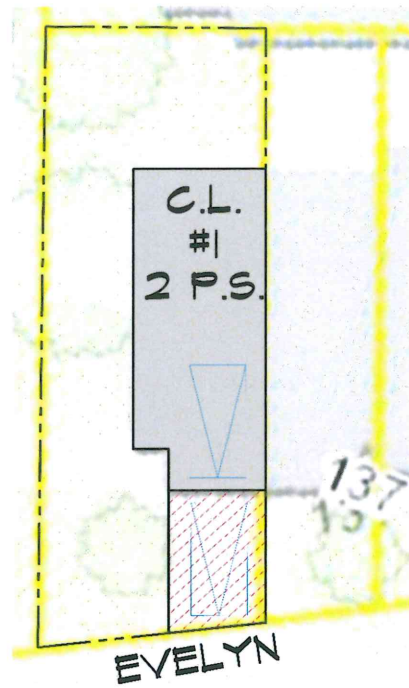
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LEGEND

- EXISTING BUILDINGS
- DRIVEWAYS

#P.S. NUMBER OF POTENTIAL PARKING SPACES ON-SITE

2.6M X 5.2M TYP. PARKING SPACE

ANALYSIS

CORNER LOTS = 11

TOTAL PARKING SPACES = 44

OUT OF THE 11 TOTAL CORNER LOTS 4 OF THEM HAVE SINGLE WIDE DRIVEWAYS. ALL 7 REMAINING HAVE DOUBLE WIDE OR GREATER DRIVEWAY WIDTHS. THE AVERAGE WIDTH OF DRIVEWAY ON THESE 11 CORNER LOTS IS 2.2 DRIVEWAY WIDTHS WIDE.

ALL CORNER LOTS (EXCEPT FOR #4) HAVE ROOM FOR 2 OR MORE PARKING SPACES ON SITE. THE OVERALL AVERAGE OF ON SITE PARKING SPACES IS 4 PARKING SPACES/PER LOT.

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CORNER LOT PARKING CONTEXT

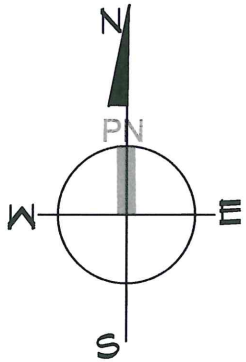
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EVELYN STREET WIDTH MAP

- LEGEND**
- NO PARKING SIGN
 - STOP SIGN
 - ONE WAY STREET
 - EVELYN NARROWS TO 6.3M WIDE FROM 9.1M WIDE
 - SIMCOE STREET 8.4M WIDE
 - EVELYN BECOMES ONE WAY STREET WEST OF ROSEMERE

CONCLUSION:
WITH EVELYN BEING NARROW FROM MAIN STREET TO SIMCOE AND WITH PARKING ONLY ALLOWED ON THE FAR SIDE OF EVELYN FROM THE SUBJECT PROPERTY, PARKING ON THE STREET IS UNSAFE AND DIFFICULT. PROVIDING ON SITE PARKING WILL PERMIT SAFER VEHICULAR ACCESS AND REMOVE PARKING ON A VERY NARROW PORTION OF EVELYN.



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