

2024-03-27



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

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 182 Daniel Avenue
Legal Description: Plan 219, part of lot 13
File No.: D08-02-24/A-00047
Report Date: March 27, 2024
Hearing Date: April 3, 2024
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Neighbourhood
Zoning: R1P [2159] (Residential First Density Zone, Subzone P, Urban Exception 2159), Mature Neighbourhood Overlay

DEPARTMENT COMMENTS

There are concerns with the impacts of the proposed design on tree #2, a significant oak tree which is at the edge of the allowable footprint, but which has been retained through conscientious design and construction of adjacent properties. The Planning, Real Estate and Economic Development Department **requests an adjournment** of the application to allow the applicant time to see if there is opportunity to redesign the proposed dwelling to retain tree #2.

DISCUSSION AND RATIONALE

If the matters between forestry and the applicant are resolved prior to the hearing, staff have the following comments:

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 in the Inner Urban Transect and is designated as a Neighbourhood, as per Schedules A and B2 of the Official Plan. The intended built form pattern of this transect is urban (5.2.1(1)). A characteristic of the urban built form is no automobile parking, or limited parking that is concealed from the street and does not form an integral part of the building, such as a front facing garage (Table 6).

The subject site is located within the R1P [2159] (Residential First Density Zone, Subzone P, Urban Exception 2159) zone, which seeks to regulate development in a manner that is compatible with existing land use patterns. The site falls within the Mature

Neighbourhoods Overlay and was subject to a Streetscape Character Analysis. The analysis identified that the lot is part of Character Group A, where front-facing attached garages are not permitted.

Staff have some concerns regarding the requested front-facing attached garage. In this transect, the Official Plan prioritizes the built-form relationship with the public realm through emphasis on front entrances and windows. It directs parking to be hidden from view of the public realm, so as to reduce the dominance of the automobile on the streetscape. The proposed front-facing attached garage may render the principal entrance of less importance and may contribute to the dominance of the automobile within this neighbourhood.

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. 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. 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.).
8. Service lateral spacing shall be as specified in City of Ottawa Standard S11.3.
9. In accordance with the Sewer Connection By-Law a minimum spacing of 1.0m is required between service laterals and the foundation face.

Planning Forestry

There are no tree-related concerns with the requested variance for a garage, but it is strongly recommended to adjourn this file to consider opportunities to design around tree #2.

Right of Way Management

The Owner shall be made aware that private approach permits are required to construct the newly created driveway/approaches.

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