

2023-09-28



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

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 37 Kenora Avenue
Legal Description: Lot 2159, Registered Plan 4M-48
File No.: D08-02-23/A-00215
Report Date: September 22, 2023
Hearing Date: October 4, 2023
Planner: Basma Alkhatib
Official Plan Designation: Inner Urban Transect, Neighbourhood Overlay
Zoning: R3I (Residential third density, subzone I)

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **has concerns with** the application.

DISCUSSION AND RATIONALE

Staff are satisfied that the requested minor variances meet the “four tests” as outlined in Section 45 (1) of the *Planning Act*, R.S.O. 1990 c. P.13, as amended.

The subject lands are within the Inner Urban Transect Policy Area on Schedule A and are designated Neighbourhood on Schedule B2 in the Official Plan. Section 6.3.2 outlines that new development should respect the character of existing areas and development. The intended pattern of development in the Inner Urban Transect is urban including a minimum of two functional storeys, minimal and functional side yard setbacks and landscaped areas. Policy 5.2.1 also encourages an urban built form pattern, with a focus on multi-modal transportation methods, particularly walking and cycling. Site development should also include space for soft landscaped areas, trees, and hard surfacing. Policy 4.6.3 encourage new projects to enhance the public realm where proper by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

The subject site is within the Mature Neighbourhood Overlay. The Mature Neighbourhoods focus is on appearance from the public realm, with specific attention given to the extent that front yards and corner side yards are used for soft landscaping, driveways and on-

site parking, and the orientation and visibility of the front door. The Streetscape Character Analysis (SCA) goal is to capture older neighbourhoods' distinctive character and ensure a continuation of the "look along the street" as these properties redevelop and intensify over time. The study includes the analysis of 21 units surrounding the subject unit.

The dominant character for the subject site is ABA. The first letter "A" means attached parking or carport that faces the street are not permitted. The study results state that 13 houses do not have front facing garages and eight do have front facing garages. The second letter "B" means individual single-wide driveways and shared driveway are the dominant. The analysis results state that 19 houses have single-wide driveways or shared driveway, while one does not have a driveway, and another has a double driveway. The Third letter "A" means main doors faces the front lot line are the dominant, the study result is 21 houses have their front door facing the front lot line.

Staff have **concerns** with the proposed variance from the Streetscape dominant character because this addition will change the street look and the dominant character is needed to preserve the older neighbourhoods look and identity. This project is turning one driveway to two driveways with less softscaping and less tree canopy. The addition of two front facing garages is a big shift from the existing street look that is currently full of softscaping and narrow driveways leading to hidden parking.

ADDITIONAL COMMENTS

Infrastructure Engineering

1. Planning, Real Estate and Economic Development Department **will do a complete review of grading and servicing during the building permit process.**
2. At the time of building permit application, a grading/servicing plan prepared by a Professional Engineer, Ontario Land surveyor or a Certified Engineering Technologist will be required.
3. Any proposed works to be located within the road allowance requires prior written approval from the Infrastructure Services Department.
4. All trees on City property and private trees greater than 30cm in diameter in the inner urban area are protected under the Tree Protection By-law (2020-340), and plans are to be developed to allow for their retention and long-term survival. A Tree Removal Permit and compensation are required for the removal of any protected tree.
5. 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.
6. A private approach permit is required for any access off of the City street.
7. Existing grading and drainage patterns must not be altered.
8. Existing services are to be blanked at the owner's expense.

9. 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.).
10. Provide a minimum of 1.5m between the proposed driveway and the utility pole.
11. The Planning, Real Estate and Economic Development Department requires proof that the Rideau Valley Conservative Authorities have granted their approval due to development being located within the regulatory limit.
12. Service lateral spacing shall be as specified in City of Ottawa Standard S11.3.
13. Encroachment on or alteration to any easement is not permitted without authorization from easement owner(s).

Planning Forestry

A building permit and tree removal permit were issued for this site in 2022. Revised plans have now been submitted with paired driveways. This new design also requires removal of the City tree, but the applicant has confirmed that there is sufficient space to plant 2 replacement trees in the ROW, accounting for the location of the hydro pole. If there is sufficient space, there are no tree-related concerns with the minor variance.

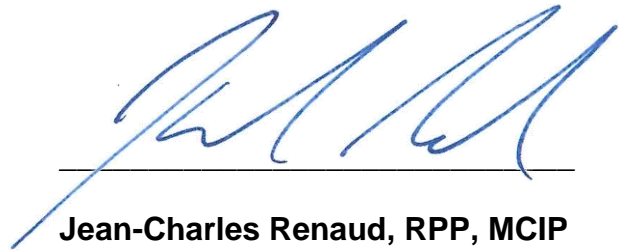
Right of Way Management

The Right-of-Way Management Department has **no concerns** with the proposed Minor Variance Application. However, the Owner shall be made aware that private approach permits are required to construct the newly created driveways/approaches.



Basma Alkhatib

Planner I, Development Review, Central Planning, Real Estate and Economic Development Department



Jean-Charles Renaud, RPP, MCIP

Planner III, Development Review, Central Planning, Real Estate and Economic Development Department