

2024-07-12



MINOR VARIANCE APPLICATION
COMMENTS TO THE COMMITTEE OF ADJUSTMENT
PANEL 1

PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT

Site Address: 1071 Heron Road
Legal Description: Part Lot 10, Registered Plan 527
File No.: D08-02-24/A-00149 & A-00164 & A-00165
Report Date: July 11, 2024
Hearing Date: July 16, 2024
Planner: Margot Linker
Official Plan Designation: Inner Urban Transect, Minor Corridor
Zoning: R3A (Residential Third Density, Subzone A)

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 Minor Corridor, and is zoned R3A. There is a planned at-grade transit way proposed in front of the subject site, along Heron Road, and within 400m of Heron BRT station (grade-separated) and within 600m of Heron O-Train Station. This area is generally planned for mid- to higher-density development, and does contemplate higher building heights compared to adjacent neighbourhoods. An urban built form characteristic identified in the Official Plan is shallow front yard setbacks with an emphasis on built-from relationship with the public realm.

Staff has no concerns with the proposed front yard setback and reduced front yard soft landscaping, which allow the built form to interact with the public realm without deviating too much from the existing surrounding context.

Staff have no concerns regarding the proposed building height. The height will not be disproportional to the street as the ROW is approximately 45 metres wide. The impacts on the abutting property to the east are mitigated by 1073 Heron’s driveway as a buffer

between the buildings, and also mitigated to the west by providing a greater side yard setback than required for the second and third storeys.

Staff also have no concerns with the requested reduced interior side yard setback. The building massing is set back 1.8 metres, cantilevering beyond the first storey. Staff understand that support beams and posts are located 0.8 metres from the side lot line, which does not impact privacy, rear yard access or maintenance of the side walls.

Staff have requested that the applicant provide vehicle turning radius diagrams to better demonstrate how the rear yard parking will be functional.

ADDITIONAL COMMENTS

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. 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.
10. Existing Catch Basin is not to be located within the driveway.

Planning Forestry

An updated TIR was provided, reflecting the updated site plan and including a planting plan for two new trees in the rear yard.

The street tree in the right-of-way must be protected throughout construction according to the [Tree Protection Specification](#). As per the official plan S4.8.2. 3) d): retention and protection of healthy trees shall be prioritized over removal and replacement through planning decisions.

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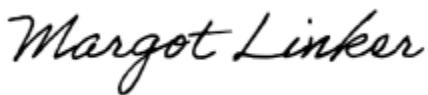
Services for the townhomes should be designed & installed to avoid the Critical Root Zone of the protected street tree.

Right of Way Management

The Right-of-Way Management Department has **no concerns** with the proposed application. 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](#) to submit a Private Approach application.

Transportation Engineering

Please note that Heron Road is designated as a Crosstown Bikeway.



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