



**MINOR VARIANCE APPLICATION
COMMENTS TO THE COMMITTEE OF ADJUSTMENT
PANEL 2**

PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT

Site Address:	1 Sunny Brae Avenue
Legal Description:	Lot 15, Registered Plan 466
File No.:	D08-02-24/A-00172
Report Date:	August 15, 2024
Hearing Date:	August 20, 2024
Planner:	Penelope Horn
Official Plan Designation:	Outer Urban Transect, Neighbourhood
Zoning:	Residential First Density, Subzone E (R1E)

DEPARTMENT COMMENTS

The Planning, Development and Building Services Department **has no concerns with** the application.

DISCUSSION AND RATIONALE

The subject site is located within the Outer Urban Transect on Schedule A and is designated as Neighbourhood on Schedule B3 of the Official Plan. It is zoned as Residential First Density, subzone E (R1E), which is intended to maintain the character of low-density, detached neighbourhoods.

Rear Yard Setback

Staff have no concerns about the rear yard setback reduction from 13.72m to 12.95m as this adjustment will have minimal impact on amenity area in the rear yard. The minor change is consistent with the surrounding residential environment.

Accessory Structures

Additionally, staff have no concerns with the aggregated building area of 69.9 sqm for accessory structures, whereas the bylaw allows a maximum aggregated area of 55 sqm. The increase aligns with the R1 zoning intent, which permits ancillary uses that support the principal residential use. The increased aggregate footprint of the accessory structures is mitigated by having them located in separate yards.

Garage and Driveway Width

Staff **have no concerns** with the requested variance to allow the garage entrance to be 6 metres closer to the side lot line, compared to the required setback of 0.6 metres further from the lot line than the principal entrance of the house. The variance to the maximum driveway width accommodates the turning radius into the garage, allowing the garage entrance to be screened from the front lot line by the dwelling and reducing the profile of the garage from the corner lot line. Due to the irregular shape of the lot and the 8.75 metre setback from the corner lot line, the visual impact of the garage is minimized. The setback from the corner lot line provides the opportunity for landscaping, which would further reduce the visual impact on the streetscape. Furthermore, the placement of the proposed garage aligns with the general pattern of development for the area.

ADDITIONAL COMMENTS

Infrastructure Engineering

- The Planning, Development and Building Services Department will do a complete review of grading and servicing during the building permit process.
- 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.
- Any proposed works to be located within the road allowance requires prior written approval from the Infrastructure Services Department.
- 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.
- Existing grading and drainage patterns must not be altered.

Planning Forestry

Through pre-consultation it was determined that the site is already under construction and there are no existing trees in the vicinity of the requested variances. The trees on adjacent private and City property must be protected in accordance with the City's Tree Protection Specifications for the full duration of construction.

It is strongly recommended to plant trees within the ROW following construction, to improve the streetscape and canopy cover of the site.



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