Committee of Adjustment Received | Recu le

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#### City of Ottawa | Ville d'Ottawa Comité de dérogation COMMENTS TO THE COMMITTEE OF ADJUSTMENT PANEL 3 PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT

Site Address:	1126 Cope Drive
Legal Description:	Pt of Block 41, Plan 4M-1740
File No.:	D08-02-24/A-00173
Report Date:	September, 11 2024
Hearing Date:	September 17, 2024
Planner:	Elizabeth King
Official Plan Designation:	Suburban Transect, Neighbourhood
Zoning:	R3Z [2920]
<b>.</b>	

## **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. Staff are satisfied that the requested minor variance(s) meet(s) the "four tests".

Section 107(3)(ii) of the Zoning By-law states that the area of a driveway is not to exceed the greater than 50% of the area the yard it is located in. 1126 Cope Drive is proposing a double-wide driveway that is 5.81 metres wide to accommodate the attached double garage of an end townhouse unit, resulting in occupying 60% of the area of the yard.

Staff received a revised site plan on September 3, 2024 and Right-of-Way Management Staff reviewed and support the revised site plan that shows the 6 metre setback from the intersection, in compliance with the Private Approach By-law. Staff have no further concerns with the proposal.

# ADDITIONAL COMMENTS

## **Planning Forestry**

This lot is part of an approved plan of subdivision. Through pre-consultation it was determined that the proposed driveway expansion is outside of the area proposed for tree planting in the approved Landscape Plan for the subdivision. There are no tree-related concerns with the minor variance.

## **Right of Way Management**

The new submitted plan (1126 Cope Drive – 090324 6m.pdf) by Valecraft on 03 September 2024, for 1126 Cope drive showing the private approach's required 6m setback from the intersection is supported by the ROW group.

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