

2024-08-29

City of Ottawa | Ville d'Ottawa
Comité de dérogation



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

PLANNING, DEVELOPMENT AND BUILDING SERVICES DEPARTMENT

Site Address: 1494 Kilborn Avenue
Legal Description: Lot 60, Registered Plan No. 639
File No.: D08-02-24/A-00193
Report Date: August 28, 2024
Hearing Date: September 3, 2024
Planner: Penelope Horn
Official Plan Designation: Outer Urban, Neighbourhood, Evolving Neighbourhood Overlay
Zoning: R1K

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development 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 variances meet the “four tests”.

By maintaining the current location of the driveway, the proposed re-development will retain vegetation on the property.

The proposed location of the garage will enable the garage door to avoid facing the street, which will reduce its visual impact. The principal entrance sparks visual interest through the placement of windows, which further mitigates the impact of the front yard parking. The intent of the interior side yard setback is to ensure that access to the rear of a building is maintained. In the proposed design, the 1.2 metre and 0.9 metre interior side yard setback will allow access to the rear yard. The soft landscaping proposed represents a decrease of 2 percent from the requirement, staff do not anticipate any negative impacts as a result of this reduction.

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.
- A private approach permit is required for any access off of the City street.
- Existing grading and drainage patterns must not be altered.
- Existing services are to be blanked at the owner's expense.
- 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.).
- Provide a minimum of 1.5m between the proposed driveway and the utility pole.
- Service lateral spacing shall be as specified in City of Ottawa Standard S11.3.
- 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

Through pre-consultation, the TIR has been revised to provide replacement plantings and additional information on tree protection and mitigation measures. The proposed dwelling will require the removal of two adjacent trees, subject to consent by the neighbouring property owner. A tree removal permit application is needed, and a total of four trees will be required as replacement, to be planted on a combination of private and City property. The TIR shows the limit of the proposed building in close proximity to tree 5, the impacts of excavation should be verified by the project forester to confirm the retainability of the tree through construction. If impacts are more significant than anticipated, an additional tree removal permit application will be required.

Right of Way Management

There appears to be a hydro pole that is not noted on the plans. Driveways are required to have a 1.5m setback from utilities. Further to that, please note - The centerline of a

private approach shall intersect the centreline of the roadway as nearly as practicable at a right angle, but in no case shall the acute angle between the centre line of the private approach and the centreline of the roadway be less than 70 degrees.



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