



City of
Peterborough

COMMITTEE OF ADJUSTMENT

HEARING DATE: June 29, 2010

Staff Comments Re: Files: A14//10, A15/10, A16/10, A17/10, A18/10 & A19/10

A14/10 - 417 Dublin Street – Chris Gooderham & Erin McGauley

The owner would like to construct a 9.1 metre (30 ft) by 4.87 metre (16 ft), two storey addition to the rear of the 109 sq metre dwelling on the property as illustrated on the plan attached to the staff report as Exhibit A. The zoning by-law defines a side lot line as a lot line that intersects a street line. Considering the irregular configuration of the easterly side lot line, a variance is necessary to reduce the minimum building setback from the easterly “rear” lot line from 7.6 metres (25 ft) to 3.5 metres (11.48 ft).

Staff visited the property and considered the standard of development in the neighbourhood. Notwithstanding the location of a garage associated with the neighbour's property being located on the lot line, the proposed addition would be 4.5 metres (15 ft) from corner of the easterly rear lot line which is 3 metres greater than the distance that a detached garage could be located from a side lot line if the east side lot line was typical. Considering the size of the dwelling, Staff are of the opinion that the proposed addition is reasonable and impact of the variance in relation to what practically relates to the development as a side lot line, would be minor.

Subject to concerns raised by neighbouring property owners, Staff would not object to the Committee granting the variance as described.

A15/10 – 481 Braidwood Avenue - Muriel Crough

A variance is requested to reduce the minimum building setback from the east side lot line from 1.2 metres (3.93 ft) to 0.6 metres (2 ft) to permit a 3.8 metre (12.6 ft) by 7.6 metre (25 ft) carport to be attached to the east side of the dwelling.

Referring to the plan attached to the staff report as Exhibit B, the survey indicates that there is enough space between the dwelling and the lot line to establish a carport with the uprights located 0.6 metres from the lot line and room for the eaves overhang. The Survey also illustrates that the dwelling on the adjacent lot is located 1.8 metres (6ft) from the lot providing adequate space separation between structures.

Considering the established standard of development in the neighbourhood, Staff is of the opinion that the proposal offers a reasonable separation between buildings and the impact of the development as a result of the variance would be minor.

Subject to concerns raised by neighbouring property owners, Staff would not object to the Committee granting the variance as described.

A16/10 – 23 Edgewater Boulevard - Rob Irwin & Julie Mycyk

Referring to the Plan attached to the staff report as Exhibit C, the owner would like to construct a covered verandah across the front of the dwelling and an addition to the rear of the dwelling as illustrated. A variance is therefore requested to reduce the minimum building setback from the Edgewater Boulevard street line from 6 metres (20 ft) to 3.58 metres (11.74 ft) and reduce the minimum building setback from the west side lot line from 1.2 metres (3.93ft) to 0.9 meters (2.94 ft) to permit the verandah and reduce the minimum building setback from the west side lot line from 1.2 metres (3.93 ft) to 1.16 metres (3.80 ft) to acknowledge the location of the existing building and permit the extension of the building to the rear in line with the building as it is established.

Edgewater Boulevard is a local street on Burnham Point, a neighbourhood that sees very limited motor vehicle traffic. Staff has carefully considered the setback of proposed verandah as it has other verandahs added to the front of dwellings along Edgewater Boulevard in the vicinity and Staff are of the opinion that the verandah adds to the aesthetic design of dwellings and contributes to the pedestrian orientation of the neighbourhood. Subject to concern's raised by neighbouring property owners Staff, would not object to the Committee granting the variance as described.

Considering the variance requested in relation to the west side lot line, the building on the adjacent property is located 1.9 metres (6.27 ft) from the lot line and the variance requested is minor. Staff would not object to the Committee granting the variance as described.

A17/10 – 775 Snelgrove Road - Robert Crowe

The owner would like to construct a covered verandah across the front of the dwelling in place of the concrete stoop and awning at the front entrance to the building as illustrated on the plan attached to the Staff Report as Exhibit D. A variance is therefore requested to reduce the minimum building setback from the Snelgrove Road street line from 6 metres (20 ft) to 4.11 metres (13.5 ft) to permit the proposed, 7.9 metre (26 ft) by 1.8 metre (6 ft) structure. Staff considered the plans provided and noted that an additional variance would be required to reduce the minimum building setback from the street line from 6 metres to 3 metres (10 ft) to accommodate the 1.5 metre (5 ft) wide stair case descending from the verandah.

Snelgrove road is a local street in a residential neighbourhood of single unit dwellings. Staff have visited the neighbourhood and noted that the established standard of development is uniform. Almost every dwelling on Snelgrove Road has the same "1950's design with the aluminium awning over the concrete stoop and steps at the front entrance. The applicant is requesting a variance that in this case will result in development that will be a departure from the standard in the neighbourhood. Being a mid block lot, the property has no unique attribute that sets it apart so the variance being considered would be a precedent for others on the street to follow. Considering this circumstance, Staff issued notice beyond the normal limit to every property owner on the street.

Staff is of the opinion that the proposal to construct a verandahs across the front of dwellings has become a popular standard reflecting more contemporary values in terms of both desired building aesthetics, how people use their dwelling from a practical perspective and also the relationship of the building to the pedestrians on the street. Having circulated to all property owners on the street, Staff has received no response from neighbours with any concerns or opposition to the proposal.

Staff would suggest that the Committee might consider the proposal as an acceptable standard for this property on Snelgrove Road. Subject to concerns raised by property owners in the neighbourhood, staff would not object to the Committee granting the variances as described.

A18/10 – 279 Swanston Avenue - Steve Gooley

The owner would like to construct a covered verandah across the front of the dwelling in place of the concrete stoop and awning at the front entrance as illustrated on the plan attached as Exhibit E. A variance is therefore requested to reduce the minimum building setback from the Swanston Avenue street line from 6 metres (20 ft) to 4.5 metres (14.7 ft) to permit the proposed, 7.6 metre (25 ft) wide by 1.5 metre (5 ft) structure. Staff considered the design of the proposed verandah and would ask the Committee to also consider an additional variance to reduce the minimum building setback from the street line to 3 metres (10 ft) to accommodate a 1.5 metre wide set of stairs descending from the verandah.

Swanston Avenue is a local street located at the south end of Snelgrove Road. Staff visited the property and noted that although the design of buildings along the street varied a little more than those along Snelgrove Road, the buildings setbacks along Swanston Avenue conform to the 6 metre standard. It was also noted that the dwellings, particularly along the south side of Swanston Avenue, have the same 1950's design with a concrete stoop with cantilevered roof over the front entrance.

Once again, the applicant is requesting a variance that in this case will result in development that will be a departure from the standard in the neighbourhood. Being a mid block lot, the property has no unique attribute that sets it apart so the variance being considered would be a precedent for others on the street to follow.

Staff is of the opinion that the proposal to construct a verandah is a new standard that reflecting more contemporary values in terms of both desired building aesthetics, how people may use their dwelling and also the relationship of the building to the street. Having circulated to all property owners on the street, Staff has received no response from neighbours with any concerns or opposition to the proposal.

Staff would suggest that the Committee might consider the proposal as an acceptable new standard for this property on Swanston Avenue. Subject to concerns raised by the neighbours, staff would not object to the Committee granting the variances as described.

A19/10 – 231 Bowen Drive - Mason Homes

The owner would like to be able to establish a single car garage in the rear yard of the subject property. Referring to the plan attached as Exhibit F, the subject property is a narrow, irregular shaped lot at the end of a block with frontage and flankage on Bowen Drive and a rear yard that backs onto a public lane way – Logan Lane. Variances are therefore requested to reduce the minimum distance that a detached garage may be located from a street line from 6 metres (20 ft) to 3.24 metres (10.6 ft) and reduce the minimum distance of the location of a driveway from the intersection of Bowen Drive and Logan Lane from 6 metres (20 ft) to 1.69 metres (5.5 ft).

The subject property is a lot in a new plan of subdivision designed with rear laneways to some lots. Staff considered the irregular configuration of the lot and the size of the property. Staff determined that it is possible to accommodate an accessory building associated with the dwelling but not without the variances. While the zoning applied to the property was designed to permit a relaxed, minimum setback of dwellings from public streets it neglected to consider the setback of a garage from a street line on a narrow lot with flankage to the public street. Furthermore, because Logan Lane is a dedicated public roadway; a proposed driveway providing access from Logan Lane requires the variance to permit its location 1.69 metres (5.5 ft) from the intersection of two public streets being Bowen Drive and Logan Lane.

Staff considered the size of the subject property and the circumstances regarding the location of the driveway in relation to the intersection of the two public roadways including the city boulevard and sidewalk. Staff is of the opinion that the lot has to have a driveway to access parking on the property that would most appropriately be located to the rear of the dwelling with access from Logan Lane, as illustrated on Exhibit F, rather than directly onto Bowen Drive. Considering the sight lines in relation to the intersection, Staff would recommend that the Committee grant the variance to permit the 3.35 metre driveway to be located 1.69 metres of the intersection street lines provided that:

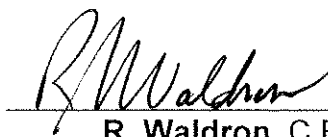
- 1) No visual obstruction or fencing of any type is permitted within 6 metres of the northerly limit of the lot (Logan Lane);
- 2) The area between the west side of the proposed garage and the west lot line is not to be used for parking purposes and;
- 3) Notwithstanding Section 4.8 (5) of the zoning by-law, no driveway would be permitted to the subject property other than the 3.35 metre wide driveway to the rear of the lot from Logan Lane.

Subject to concerns raised by neighbouring property owners and the conditions described above, Staff would not object to the Committee granting a variance to reduce the minimum building setback from the Bowen Drive Street line from 6 metres to 3.24 metres to permit the garage on the property.

Respectfully submitted,

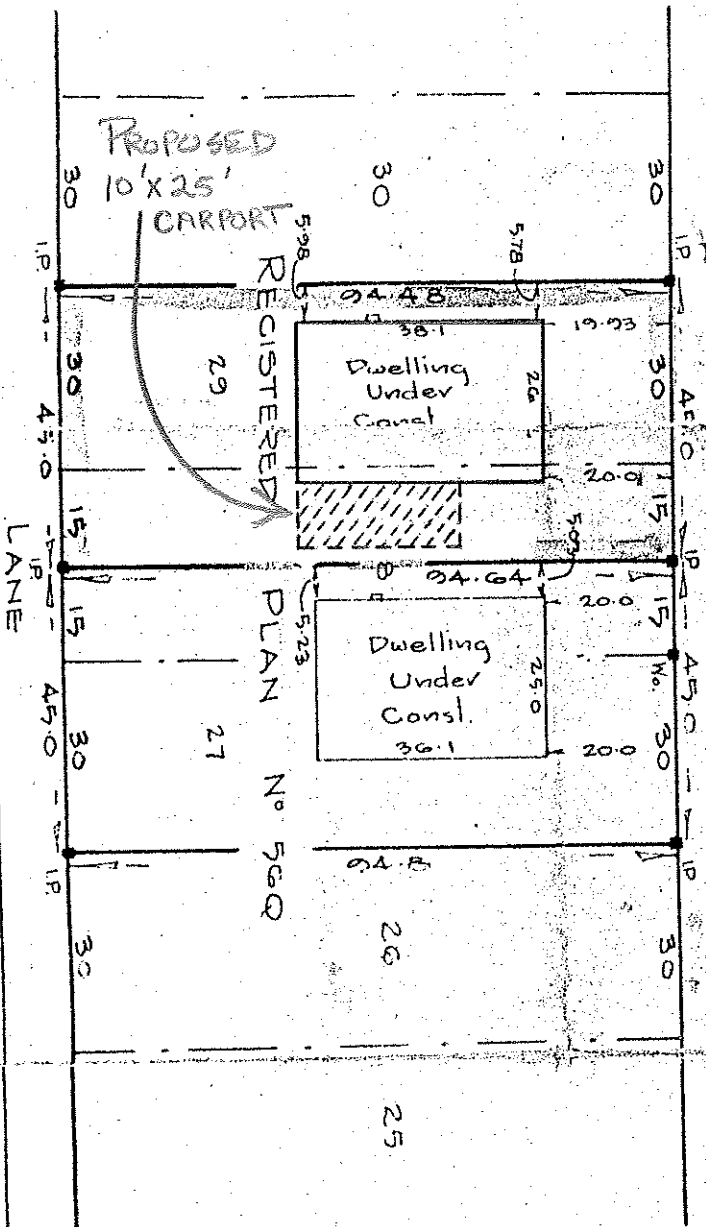


Richard Straka
Planner Policy & Research



R. Waldron, C.E.T., CBCO
Manager, Building Division

BRAIDWOOD AVENUE



Showing survey of
Lots 27, 28 and 29, Registered Plan No. 560
CITY
OF

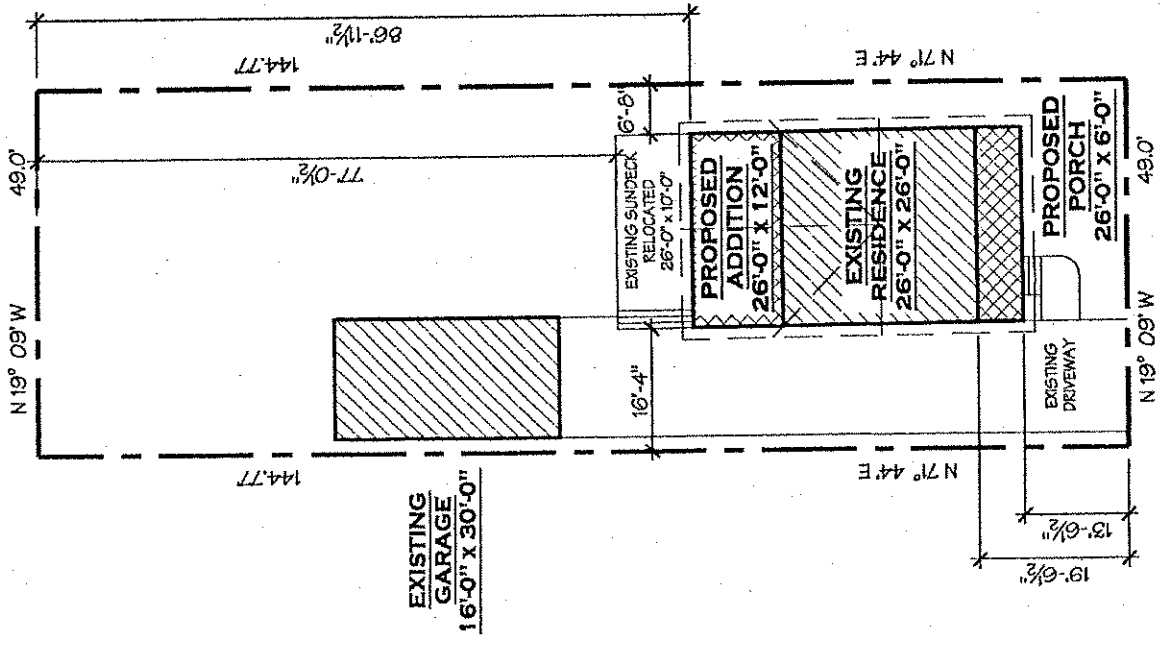
PETERBOROUGH

- IP - Indicates Iron Post.
- W.P. - Indicates Wooden Post.
- Scale - 30 feet to an inch.

Peterborough, Ont.
23rd Aug. 1952
Revised
October 8 1952

[Signature]
PIERCE AND PIER
Ontario Land Surv

D. Ephygrave.
493 Weller St.
Peterborough.



SURVEY INFORMATION

PLAN OF SURVEY
 OF PART OF LOT 5
 REGISTERED PLAN No. 183
 CITY OF PETERBOROUGH

BY: BENINGER SURVEYING LTD.
 DATED: AUGUST 17, 1998

LOT COVERAGE DATA

PROPERTY AREA	7,094 sq. ft.
EXISTING RESIDENCE	676 sq. ft.
EXISTING GARAGE	480 sq. ft.
PROPOSED ADDITION	312 sq. ft.
PROPOSED FRONT PORCH	156 sq. ft.
PROPOSED TOTAL AREA	1,624 sq. ft.
PROPOSED LOT COVERAGE	22.89 %

SCALE: 1" = 20'-0"



775 SNELGROVE AVENUE ROAD

SNELGROVE ROAD

EXHIBIT SHEET 1 OF 1

14 15

62

63

66

SWANSTON AVENUE

AVENUE

69

CREEK

CREEK

13

85

REG'D PLAN

84

PLAN

279 Swanston Ave

279

83

82

REG'D PLAN N^o 19 A

1 STY. BRICK HO. # 283

REG'D PLAN N^o 19 A

N 71° 14' E

N 19° 09' W

N 19° 09' W

N 71° 44' E

N 71° 44' E

SCALE - 1 inch equals 40 ft.

denotes survey pt

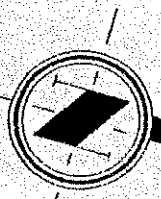
Showing location of dwell

Plan

LOT 83, REGISTERED P1 J^o 183

CITY OF PETERBOROUGH

PETERBOROUGH, ONTARIO
NOVEMBER 5, 1971



John G. E. PIERCE

Land

