

Committee of Adjustment

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City of Ottawa | Ville d'Ottawa
Comité de dérogation



Minor Variance

**COMMENTS TO THE COMMITTEE OF ADJUSTMENT
Panel 2**

Site Address: 1486 Baseline Road

Legal Description: Lot 556, Registered Plan M-29

File No.: D08-02-23/A-00045

Date: March 31, 2023

Hearing Date: April 5, 2023

Planner: Samantha Gatchene

Official Plan Designation: Outer Urban Transect, Mainstreet Corridor

Zoning: R2F

DEPARTMENT COMMENTS

The subject property comprises four full lots on a Plan of Subdivision (Lots 2624 to 2627 on Registered Plan 375). The owner wants to construct a new two-storey semi-detached dwelling on Lots 2624 and 2625 (shown as Unit #1 and Unit #1 on the Draft 4R Plan filed with the applications).

The Planning, Real Estate and Economic Development Department **requests an adjournment** of the application so that the agent may provide Forestry and Planning staff with an updated Tree Information Report, make revisions to the application to comply with the Zoning By-law provisions which prohibit oversized dwelling units to be located within semi-detached buildings and address Staff concerns about the requested variance to reduce vehicle parking.

It is noted that Staff do not concerns with the requested variance for reduced lot width. However, Staff have concerns with the requested variance for reduced vehicle parking as the Applicant has not provided an adequate rationale for how the variance meets the intent of the Zoning By-law, is minor and is appropriate for the lands in question.

The subject application was deemed to be complete on March 13, 2023.

DISCUSSION AND RATIONALE

The Official Plan designates the property Neighbourhood within the Outer Urban Transect. The property is also within the Evolving Neighbourhoods Overlay. The Official Plan provides policy direction that development along Mainstreet Corridors in the Outer Urban Transect shall permit a mix of uses, including residential, and shall provide suitable transition to abutting low-rise areas. Where a lot is too small to provide such a transition, only low-rise development is permitted. Section 4.6.6 further outlines that low-rise buildings shall include areas for soft landscaping, main entrances at-grade, and front porches, where appropriate. As proposed the semi-detached dwelling features front yards with soft



landscaping and entrances with front porches.

The property is zoned Residential Second Density Zone Subzone F (R2F), which permits a range of residential uses, including semi-detached dwellings. The purpose of this zone is to limit development to detached and two principal unit buildings, provide additional housing choices, and regulate development in a manner that is compatible with existing land use patterns. The R2F zone prescribes a minimum lot width of 9 metres and lot area of 270 square metres for a semi-detached dwelling.

Reduced Lot Width

The lot width for Unit 1 is proposed to be reduced from 9 m to 7.63 m. The lot width for Unit 2 will comply with the Zoning By-law. Staff have no concerns with the proposed variance to permit a reduced lot width. The minor variance application is consistent with the intent of the R2F zone, which are, among others, to “restrict the building form to detached and two principal unit buildings” and “regulate development in a manner that is compatible with existing land use patterns so that the detached and two principal dwelling, residential character of a neighbourhood is maintained or enhanced”. A variance to permit reduced lot width for Unit 1 is indeed minor in nature. . The current lot fabric of the street is comprised of a range of housing types including semi-detached, detached, townhouse and apartment dwellings. The reduction in lot width for Unit 1 would enable a development that is compatible with the surrounding land uses and is appropriate for the subject lands.

Reduced Vehicle Parking

The number of required vehicle parking spaces for Unit 1 and Unit 2 are proposed to be reduced from 1 space per semi-detached dwelling unit to 0 spaces per dwelling unit. Staff have concerns with the proposed variance. Although the property is located in proximity to existing transit and future higher-order transit, it has not been demonstrated how the requested variance is minor, meets the intent of the Zoning By-law and is appropriate for the lands in question. Section 101, Table 101 of the Zoning By-law requires a minimum parking rate of 1 space per dwelling unit for semi-detached dwellings citywide. Based on this consistent parking rate, the intent of the Zoning By-law is that 1 space per semi-detached dwelling be provided to accommodate residential parking demand for that housing type. The provision of zero parking spaces for semi-detached dwellings has not been established in the surrounding area and therefore it is unclear how the reduction in parking would be appropriate for the property. . Finally, it is noted that there is no on-street parking availability along Baseline Road which could potentially be utilized by the proposed development.

ADDITIONAL COMMENTS

Planning:

- Floor plans sent to staff indicate that the proposed semi-detached dwelling would contain an oversized principal dwelling unit with five bedrooms, as well as an oversized basement secondary dwelling unit (SDU) containing five bedrooms.



Per Section 54 of the Zoning By-law, detached dwellings are the only dwelling type where oversized dwellings are permitted to be located within. Therefore, oversized dwellings are prohibited in the proposed semi-detached dwelling. The plans should be revised accordingly so that oversized dwellings are no longer proposed.

Right of Way:

- In reviewing the application, the Owner has explained that the proposed development will be a “walk-up design”. In light of this, the existing driveway will be removed. The Owner, or any subsequent owners, acknowledges and agrees to obtain a private approach permit to remove the existing private approach/driveway. In addition, the private approach shall be removed in accordance with and shall comply with the City’s Private Approach By-Law, being By-law No. 2003-447, as amended, and shall be subject to approval of the Right-of-Way, Heritage, and Urban Design Department.

Forestry:

- An incomplete TIR was submitted for this file. The TIR must be updated for adequate review of the application.

Servicing:

- 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.

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