

2023-09-14



MINOR VARIANCE APPLICATION

COMMENTS TO THE COMMITTEE OF ADJUSTMENT

PANEL 2

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 1558 Baseline Road  
Legal Description: Lot 2589 and Part of Lot 2590, Registered Plan 375  
File No.: D08-02-23/A-00182  
Report Date: September 14, 2023  
Hearing Date: September 19, 2023  
Planner: Samantha Gatchene  
Official Plan Designation: Outer Urban Transect, Mainstreet Corridor  
Zoning: R2F

SYNOPSIS OF APPLICATION

At its hearing on August 15, 2023, the Committee granted an adjournment of the application so that the agent could revise the design to address Planning staff's concerns related to the front yard setback variance.

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **requests an adjournment** of the application to allow for the Applicant to apply for an additional variance.

During Staff's review of the revised design, it was identified that only one minor variance was requested for reduced lot area. The Zoning By-law states that minimum lot area requirements apply to each semi-detached unit, regardless of whether the parcel is to be severed. Since both Unit 1 and Unit 2 are proposed to have reduced minimum lot areas, two separate variances for reduced lot area are required. An adjournment is required to allow for the Applicant to request a variance for the lot area of the second unit.

DISCUSSION AND RATIONALE

The Official Plan designates the property Mainstreet Corridor within the Outer Urban Transect. The Official Plan provides policy direction that directs intensification to Hubs and Corridors. Development along Mainstreet Corridors in the Outer Urban Transect shall permit a mix of heights and uses, including residential, and shall provide suitable transition to abutting low-rise area. The Outer Urban Transect is anticipated to transition to a more urban built form over time which includes a range of lot sizes that will include

smaller lots, and higher lot coverage and floor area ratios.

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 each semi-detached dwelling unit.

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.

#### **Reduced Lot Area (Variance A)**

Staff do not have concerns with the requested variance to permit reduced minimum lot areas of 176.6 square metres for Unit 2 whereas the Zoning By-law requires a minimum lot area of 270 square metres for each semi-detached dwelling. The intent of the minimum lot area provisions of the Zoning By-law are to ensure there is adequate space for the function of development of the site. The proposed lot area would enable the access to the principal and secondary dwelling units. Staff also note that the minimum lot area for semi-detached dwellings varies across R2 subzones, ranging from 165 square metres to 315 square metres. While the proposed lot area is slightly above than the lowest lot area within this range, Staff are still satisfied that the variance meets the intent of the Zoning By-law.

#### **Increased Building Height (Variance B)**

Staff do not have concerns with the variance to increase the maximum building height from 8 metres to 10.93 metres. Located at the intersection of Baseline Road and Pender Street, the site is well positioned to accommodate additional height along an Arterial Road while providing adequate transition to the low-rise property to the south.

#### **Reduced Front Yard Setback (Variance C)**

This variance is no longer required because the revised design now complies with the minimum front yard setback requirements.

#### **Reduced Interior Side Yard and Corner Side Yard Setbacks (Variances D and E)**

Staff does not have concerns with the variances to reduce the interior side yard setback from 1.5 metres to 1.21 metres; and to reduce the corner side yard setback from 4.5 metres to 3.09 metres.

The interior side yard setback would enable separation to be provided between the abutting property and the site. Staff are satisfied that adequate space has been provided for a walkway along the side of the building for the secondary dwelling unit accesses.

The corner side yard setback would similarly provide separation between the proposed dwelling and the street while provide space for soft landscaping within the corner side yard.

## **ADDITIONAL COMMENTS**

### **Planning Forestry**

Through a consent application for this property (Decision May 27,2022) a development agreement was established. Included was a condition to implement tree protection and mitigation measures outlined in a Tree Information Prepared by Dendron Forestry Services, dated March 28, 2022, for the retention and protection of trees #1-6. Concerns were raised with the design at the Aug 15 hearing and plans have since been amended. Since that time an agreement has been reached to shift the house further back on the lot, which will allow for better protection of the front yard trees but will necessitate removal of tree #1. A revised TIR was received Sep 13, and accepted as a revision to the original Development Agreement for this site.

### **Right of Way Management**

The Right-of-Way Management Department has no concerns with the proposed Minor Variance Application. However, the Owner shall be made aware that a private approach permit is required to construct, alter or widen driveways/approaches.

### **Transportation Engineering**

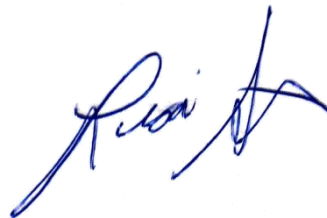
Driveway access (if any) to be off local street (Pender Street).

The development plans must show the required ROW widening/protection of Baseline Road, dimensioned from the centreline of the road. The exact ROW widening is to be consistent with the requirements identified by the latest detailed design of the Baseline Transitway (Baseline Station to Heron Station) project. Contact Jabbar Siddique (jabbar.siddique@ottawa.ca) for the exact ROW requirements. The required ROW widening/protection should be dedicated to the City, and all required building setbacks, retaining walls, etc. must not conflict with the ROW widening requirement.



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