

2024-03-27



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

PLANNING, REAL ESTATE AND ECONOMIC DEVELOPMENT DEPARTMENT

Site Address: 1486 Baseline Road
Legal Description: Lots 2624, 2625, 2626, 2627, Registered Plan 375
Geographic Township of Nepean
File No.: D08-02-24/A-00043 to D08-02-24/A-00046
Report Date: March 27, 2024
Hearing Date: April 2, 2024
Planner: Samantha Gatchene
Official Plan Designation: Outer Urban Transect, Mainstreet Corridor
Evolving Neighbourhood Overlay
Zoning: R2F

DEPARTMENT COMMENTS

The Planning, Real Estate and Economic Development Department **requests an adjournment of** the application to enable the Applicant to either adjust design to provide required parking or apply for additional parking reduction variances.

DISCUSSION AND RATIONALE

The site is zoned R2F and designated Mainstreet Corridor under the Official Plan. The Evolving Neighbourhood Overlay applies. A severance application is not required to create separate lots because the lots already exist through the underlying Plan of Subdivision.

During staff's review vehicle parking deficiencies for the site were identified. Section 101 of the Zoning By-law requires a minimum parking rate for semi-detached units of 1 space per dwelling unit. Currently, zero parking spaces are proposed for each dwelling unit. Staff are requesting an adjournment to enable the Applicant to adjust the design to provide the required parking or apply for additional parking reduction variances.

Currently, staff may have concerns with variances to permit zero parking spaces for each semi-detached dwelling unit. A zero parking space rate has not been established for semi-detached units in the area and, there is no on-street parking available along Baseline Road for the development. An adjournment would allow the Applicant to potentially address these concerns, should they apply for the additional variances.

Further, the adjournment will enable staff to work with the Applicant to address some tree-related concerns regarding the rear yard setback reduction variances.

ADDITIONAL COMMENTS

Planning Forestry

- Please note that all trees within the laneway to the rear of the property are City-owned, and therefore permits would be required to remove trees of any size within this area (apart from tree B, identified as dead). The TIR must be updated to accurately identify the ownership and to ensure that the tree protection fencing shown includes the full area of the Critical Root Zone for each tree; for those in the rear laneway, site security fencing should be placed across the entire rear yard of each lot to prevent incursion into the laneway.
- The reduced rear yard setback for unit 4 part 4 directly impacts the ability to retain tree H, on the adjacent property. Permission from the neighbour has been granted, however, maintaining the setback prescribed in the Zoning By-law for this single unit would allow for the retention of this tree. If permits are issued for trees H and I, 4 compensation trees will be required through the tree permit process; a tree planting plan will be required with the tree permit application, with a priority to plant some of the compensation trees within the new ROW to improve the streetscape and canopy cover of the site.

Right of Way Management

- The Right-of-Way Management Department has no concerns with the proposed Minor Variance Application, as there are no plans to construct a private approach/driveway. The Owner shall be made aware however, that a private approach permit is required to close the existing entrance off of Baseline Rd. Please contact the ROW Department for any additional information at rowadmin@ottawa.ca

Infrastructure Engineering

- The Planning, Real Estate and Economic Development 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.
- All trees on City property and private trees greater than 30cm in diameter in the inner urban area are protected under the Tree Protection By-law (2020-340), and plans are to be developed to allow for their retention and long-term survival. A Tree Removal Permit and compensation are required for the removal of any protected tree.

- 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, Real Estate and Economic Development 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.).
- Existing Catch Basin is not to be located within the driveway.
- 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.

Transportation Engineering Services

- Remove existing driveway depressed curb on Baseline Road and reinstate with full height curb and sidewalk to City standards.
- Please note that Baseline Road is designated as a route in the Crosstown Bikeway Network.




Samantha Gatchene, MCIP, RPP
 Planner I
 Development Review, All Wards
 Planning, Real Estate and Economic
 Development Department

Erin O'Connell, MCIP, RPP
 Planner III
 Development Review, All Wards
 Planning, Real Estate and Economic
 Development Department