

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: 2335 Baseline Road	
Legal Description: Part 1, Plan of Part of Lots 333 and 334, Registered Plan 394911	
File No.: D08-02-23/A-00280	
Date: May 9 <sup>th</sup> , 2024	Hearing Date: May 14 <sup>th</sup> , 2024
Planner: Shahira Jalal	
Official Plan Designation: Outer Urban Transect, Mainstreet Corridor Designation	
Zoning: R1O	

## DEPARTMENT COMMENTS

The Planning, Development and Building Services Department has **no concerns** with the application.

## DISCUSSION AND RATIONALE

The subject site is located in the Outer Urban Transect, along the Mainstreet Corridor designation, and zoned R1O. The purpose of the proposed development is to build a two-storey plus basement rooming house, in the form of a single detached building. Each rooming unit will feature a private ensuite washroom creating private space within the shared house. The main floor shared amenity space includes a kitchen, laundry room with one set of machines, and living and dining space. Additionally, the basement floor amenity space includes a kitchenette and eating area. The *Planning Act* does not define 'rooming units' as a stand alone dwelling; thus, the proposal will be viewed as one (1) 'Rooming House' (as defined by the zoning by-law) on the subject site, and will not be subjected to a Site Plan Control Application.

### Section 5.3 (Outer Urban Transect)

Section 5.3.1 (2)(b) of the OP encourages mid- or high rise along mainstreets, unless the lot is too small to provide a suitable transition to abutting low-rise areas. The subject site is adjacent to other R1O lots, maintain the low-rise height and therefore



is considered compatible with existing developments in the surrounding neighbourhood.

### Section 6.2 (Mainstret Corridor)

Section 6.2 of the OP encourage higher density, mixed-uses, close proximity to public transportation and contribution to the 15-minute neighbourhood model. The subject site is located in a mixed-use area with a planned transitway station approximately 200m to the east. The site is also surrounded by varying residential densities and other compatible uses, such as local commercial and institutional uses (church), all of which are within walking distance.

Staff do not have concerns with the requested variances

Variance A: This variance can be considered minor in nature as the proposed increase in rooming units are all proposed within and do not seek to increase the permitted building envelope allowed under existing zoning. Increasing the number of rooming units from 7 to 12 meets the general intent and purpose of the Zoning By-law. As part of Bill 23, the zoning effectively permits 12 bedrooms in detached dwellings by allowing three units with 4 bedrooms each for a total of 12-bedrooms. The intention of the use and function of the subject site are consistent with the purposes of the R1 zoning, which are, amongst others, to “regulate development in a manner that is compatible with existing land use patterns so that the detached dwelling residential character of a neighbourhood is maintained or enhanced”.

Variance B: The proposed additional rooming units increase the parking requirement to 3 parking spaces (0.25 space per rooming unit) per the Zoning By-law (Table 101 – MINIMUM PARKING SPACE RATES).

As a result, the applicant submitted a variance request to reduce the required parking spaces from three (3) to one (1). This would keep the single-car driveway without introducing tandem parking, allowing for more space for soft landscaping in the front and side yards. Furthermore, the proposed development is situated along a transit-priority corridor, offering easy access to transit and a future Bus Rapid Transit (BRT) system along Baseline Road, reduces the need for additional parking spaces. The plan also includes more bicycle parking than the zoning by-law requires, promoting sustainable transportation which is supported by Section 4.1.4 of the Official Plan (OP). This proposed variance is minor in nature, as it won't alter the existing character of the site and provides opportunity for more sustainable



transportation options.

## **ADDITIONAL COMMENTS**

### **Forestry:**

Planning Forestry does not have concerns with the minor variance proposed. Based on the number of rooming units proposed, bike and waste storage has been incorporated in the rear yard design; through pre-consultation, the location of this storage area was shifted further outside of the critical root zone of an adjacently owned tree (#1) to reduce its impact. The neighbouring owner of the tree/property must be made aware of all impacts to their tree and protection measures to be implemented, prior to the work being carried out.

The City-owned tree (#1) in the right of way must be protected through the duration of construction. No materials or equipment can be stored in the critical root zone of this tree. The City of Ottawa's Tree Protection Specification can be found online for reference:

[https://documents.ottawa.ca/sites/documents/files/tree\\_protection\\_specification\\_en.pdf](https://documents.ottawa.ca/sites/documents/files/tree_protection_specification_en.pdf)

There is adequate space to plant additional trees; the owner should consider planting additional trees in the rear and/or front yard on private property, to enhance the property and contribute towards the City's 40% canopy goal, as per the Official Plan's policies to enhance and protect the urban forest canopy through growth and intensification (§ 4.8.2).

### **Right-of-Way:**

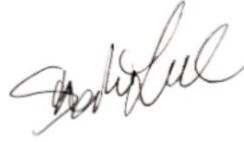
The Right-of-Way Management Department has **no concerns** with the proposed application as there are no requested changes to private approaches.

### **Building Code Services:**

Building Code Services does not have any comments.

### **Infrastructure Services:**

Infrastructure Services does not have any comments.



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Shahira Jalal  
Planner I, Development Review



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Stream Shen, MCIP RPP  
Planner III (A), Development Review,  
West