



30 CONCOURSE GATE
UNIT 47
OTTAWA, ONTARIO
K2E 7V7

TEL: 613-274-2653
FAX: 613-274-7085
CONTACT@MIROCADESIGN.COM
WWW.MIROCADESIGN.COM

MIROCA DESIGN INCORPORATED
EST. SINCE 1986

January 29, 2024

Committee of Adjustment

City of Ottawa
101 Centrepointe Drive,
Ottawa, Ontario K2G 5K7

Attention: **Mr. Michel Bellemare**
Secretary Treasurer
And Committee Members

Committee of Adjustment
Received | Reçu le

Revised | Modifié le : 2024-02-05

City of Ottawa | Ville d'Ottawa
Comité de dérogation

Re: **Application for Minor Variance for lands at 370 Cambridge St. N., Ottawa, ON.**
Part 1 Plan of Lot 15
West Cambridge Street North South of Stone Boundary
Registered Plan 33
City of Ottawa
Ward 14, Somerset
Zoning R4UD, Zoning By-law 2008-250

Dear Mr. Bellemare,

2250276 Ontario Inc. has retained Miroca Design Consulting Services to act as agent on their behalf for the preparation of Minor Variance Application for their lands known municipally as 370 Cambridge St. N., Ottawa, Ontario.

The following materials have been enclosed in support of these applications:

1. 1 copy of the completed Application Form
2. 1 copy of this cover letter prepared by Miroca Design Consultants Inc.
3. 1 full-sized copy and 1 reduced copy of the Surveyors Real Property Report, prepared by Annis, O'Sullivan, Vollebakk Ltd., Ontario Land Surveyors
4. 1 full-sized copy and 1 reduced copy of the Site Plan, Elevation Drawings, and 3D Renderings prepared by Miroca Design Consultants Inc.
5. 1 copy of the Tree Information Report & Tree Replacement Plan prepared by Dendron Forestry Services
6. A cheque payable to the City of Ottawa

Purpose of the Application

In order to construct a new 4-storey low-rise residential apartment building, minor variances are necessary to permit a reduction in the total required vehicle parking spaces.

Relief Requested

In order to proceed, the owner requires the Authority of the Committee for Minor Variances as follows:

- a) To permit a total of 3 parking spaces, whereas the By-law requires a minimum of 4 parking spaces. [Table 101]
- b) To permit 0 visitor parking spaces, whereas the By-law requires a minimum of 1 visitor parking space. [Table 102]

Zoning

Zoning Bylaw 2008-250 | R4UD

Section 139 – Low-Rise Residential in All Neighbourhoods Within the Greenbelt

Section 140 – Low-Rise Residential Development within the Mature Neighbourhoods Overlay

Section 144 – Alternative Yard Setbacks Affecting Low-Rise Residential in the R1 to R4 Zones Within the Greenbelt

Table 1: Zoning Provisions

Zoning Provisions	Required	Provided
Min. Lot Width	15m	16.64m
Min. Lot Area	450m ²	628.6m ²
Max. Building Height	14.5m	14.5m
Min. Front Yard Setback	1.5m	1.57m
Min. Corner Yard Setback	4.5m	N/A
Min. Rear Yard Setback	7.5m	8.95m
Min. Interior Side Yard Setback	1.5m	1.54
Front Yard Soft Landscaping	20%	70.1%
Rear Yard Soft Landscaping	50%	57.4%
Vehicle Parking (Area X, Inner Urban)	No parking required for first 12 residential units Req. 0.5 spaces per unit for units in excess of 12 (4 required)	3
Visitor Parking (Area X, Inner Urban)	No parking required for first 12 residential units Req. 0.1 spaces per unit for units in excess of 12 (1 required)	0
Bicycle Parking	0.5 spaces per dwelling unit (10 required)	22

*See table on enclosed Site Plan S1.1 for detailed provisions and calculations.

Existing Conditions and Area Overview

There is a 2-storey, 3-door row of townhomes on the property, which were constructed in the early 1900s, and have a combined floor area of approximately 3,500sq.ft. This is a through-lot fronting onto Cambridge St. N. and backing onto Arthur Lane, both of which are Local Roads. There is a parking lot in the rear yard which connects directly to Arthur Lane and presently fits 4 vehicles. The Embassy of Madagascar to Canada is the adjacent property to the South, and several semi-detached homes back onto the north side of the property, as well as one 2-storey single dwelling. Hwy 417 is approx. 175m to the South.

Transit service is provided along Raymond Street to the South, Bronson Avenue to the East, and Gladstone Avenue to the North. The area is well served by a range of commercial and community amenities, principally along Somerset Street to the North. McNabb Recreation Center and Park are also to the North.

Figure 1: Existing townhomes on Subject Property



Neighbourhood Character

The subject property is located in the Dalhousie Community, nearby Little Italy to the south and Chinatown to the north. Housing along Cambridge St. N. is widely mixed, with original single and semi-detached 2-storey homes and converted multi units, as well as larger low and mid-rise apartment buildings, and some commercial uses. Recent infill in the area includes a wide variety of 2 to 4-storey multi unit buildings of various sizes. There is also an active application for a 24 storey residential apartment building adjacent to the subject property at 384 Arlington Avenue.

This proposal also maintains the intentions of the Official Plan by taking advantage of established transit service, water and sewer services and the network of roads, pathways, and designated cycling routes. It supports intensification in the Downtown Core area rather than developing lands at the periphery of the City, and supports the intensification targets for evolving neighbourhoods. It contributes to a sustainable community by providing residential uses in close proximity to the rapid transit system, and a range of community amenities including employment and retail uses, thereby reducing travel and improving accessibility.

As such, we feel that the proposed minor variances meet the intent and purpose of the Official Plan.

2. General Intent and Purpose of the Zoning By-law is Maintained

The Zoning of the subject property is Residential Fourth Density, Subzone R4UD. The intent of this zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys. Ancillary uses are permitted for the principal residential use to allow residents to work at home. Development is to be regulated in a manner that is compatible with existing land use patterns so that the so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

This proposal meets the intentions of the Zoning By-law by providing a 4-storey low-rise residential apartment building which is compatible with existing land use patterns and the mixed residential character of the neighborhood.

Figure 3: Conceptual Streetscape Rendering



3. Desirable for the appropriate development of use of the property

We feel that this proposal is desirable for the area as it provides intensification in the heart of the City, that maintains, or enhances, the mixed residential character of the neighbourhood.

The design will work towards improving the site grading and drainage, and to mitigate any impact to adjacent properties, in accordance with the City of Ottawa requirements. The dimensions of the lot are appropriate for the intended use, and are compatible with the established lot fabric. The design is respectful of the adjacent properties and seeks to avoid and/or mitigate any privacy concerns or impact to the neighbours.

The minor variance for reducing parking spaces is in keeping with the existing character of the neighbourhood and is desirable for the general intent and purpose of the Zoning By-law. The reduction in parking works towards prioritizing walking, cycling and transit within, and to and from, the Downtown Core. Through gentle intensification in the context of the neighborhood, taking advantage of existing infrastructure services, and proximity to community amenities, this proposal is desirable for the intentions of the Official Plan.

4. The variance is minor

Relief is requested to permit a total of 3 parking spaces, whereas the By-law requires a minimum of 4 parking spaces. As well as to permit 0 visitor parking spaces, whereas the By-law requires a minimum of 1 visitor parking space.

We feel that the reduction in parking is minor as it allows for more soft landscaping and works towards prioritizing walking, cycling and transit within, and to and from, the Downtown Core. An increased total of 22 interior bike parking spaces have been provided within the building, a ratio of 1.1:1 unit, whereas the By-law requires a total of 10 spaces, a ratio of 0.5:1 unit.

The total proposed vehicle parking spaces were reduced in order to meet the minimum soft landscaping requirements, as well as to satisfy the maximum permitted parking access width of 9.0m. The rear yard soft landscaping requirements have been exceeded, and the proposed parking area is within the maximum permitted width, including the snow storage area.

The existing parking area is fully paved asphalt across the width of the lot, with no soft landscaping or trees, whereas the proposed new parking area allows 70% of the rear yard to be soft landscaped, along with 2 trees to be planted, and permeable paving in the parking area. We feel this will be a significant improvement to the streetscape along Arthur Lane, in addition to providing more green buffer to the adjacent neighbours, and outdoor amenity space for the building residents.

Figure 4: Parking Access from Arthur Lane



Existing Parking Area



Proposed Parking Area

Urban Design Guidelines for Low-rise Infill Housing

The proposed low-rise apartment building at 370 Cambridge St N. was designed in consideration of the purpose and objectives of the Urban Design Guidelines for Low-rise Infill Housing. The proposal contributes to a more desirable pedestrian character and landscape pattern with soft landscaping and tree plantings adjacent to the sidewalk. The building has been designed in a manner that reflects the desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances. The 4th floor level is set back to reduce the perceived height of the building. The front and rear facades of the building are articulated with recessed balconies, providing both privacy and visual interest. Parking is provided in the rear of the building with access from the public lane.

Site Plan Control

This proposal is presently under Site Plan Control Application resubmission review phase, with approval pending the subject Minor Variance approval by the Committee of Adjustment. Three rounds of comments have been addressed, and all major issues are resolved. We do not anticipate any changes to the application as a result of the Site Plan Approval.

Pre-application Consultations

The Dalhousie Community Association has been consulted multiple times throughout the site plan control process, we have received their comments and addressed any items of concern. At this time we understand that they have no objections to the proposal. A flyer explaining the proposal has also been distributed to all surrounding neighbours, no feedback was received.

Somerset Ward Councillor Ariel Troster was consulted multiple times throughout the site plan control process, no comments were received.

Trees

There are no existing trees on the subject property. Trees on the adjacent properties were assessed by James B. Lennox & Associates during the preliminary design stage for this file, and as part of the Site Plan Control Application. Please refer to enclosed Tree Conservation Report and Landscape Plan for details.

It is proposed to plant a total of 4 new native deciduous trees on the subject property, 2 in the front yard and 2 in the rear yard.

Conclusion

With respect to the Minor Variances, it is our opinion that the variances are desirable for the appropriate development or use of the land, the general intent and purpose of the Official Plan and Zoning By-law are maintained, and the variances sought are minor.

We trust this is satisfactory. Please do not hesitate to contact us if you require further information.

Regards,

Michael Segreto
Miroca Design Consulting Services Inc.