

P. H Robinson Consulting
Urban Planning, Consulting and Project Management

City of Ottawa Committee of Adjustment
101 CentrepoinTE Drive, 4th Floor
Ottawa, On, K2G 5K7

July 24 2024

Attn: Mr Michel Bellemare
Secretary Treasurer

Re: 81 Burland Street Minor Variance application
1000377383 Ontario Inc.
Lot 310, Registered Plan 384, City of Ottawa

Committee of Adjustment
Received | Reçu le
2024-07-30
City of Ottawa | Ville d'Ottawa
Comité de dérogation

On behalf of our clients, we are submitting the enclosed Minor Variance application for the property at 81 Burland Street in order to permit the construction of a 7 unit low rise rental apartment building intended for newcomers to Canada, students, and young couples. The subject property currently contains a single family home.

The property is zoned AM [2181] H (11) as per Zoning By-Law 2008-250, as amended. The property is located in the Outer Urban Transect - Evolving Neighbourhood Overlay in the City of Ottawa Official Plan.

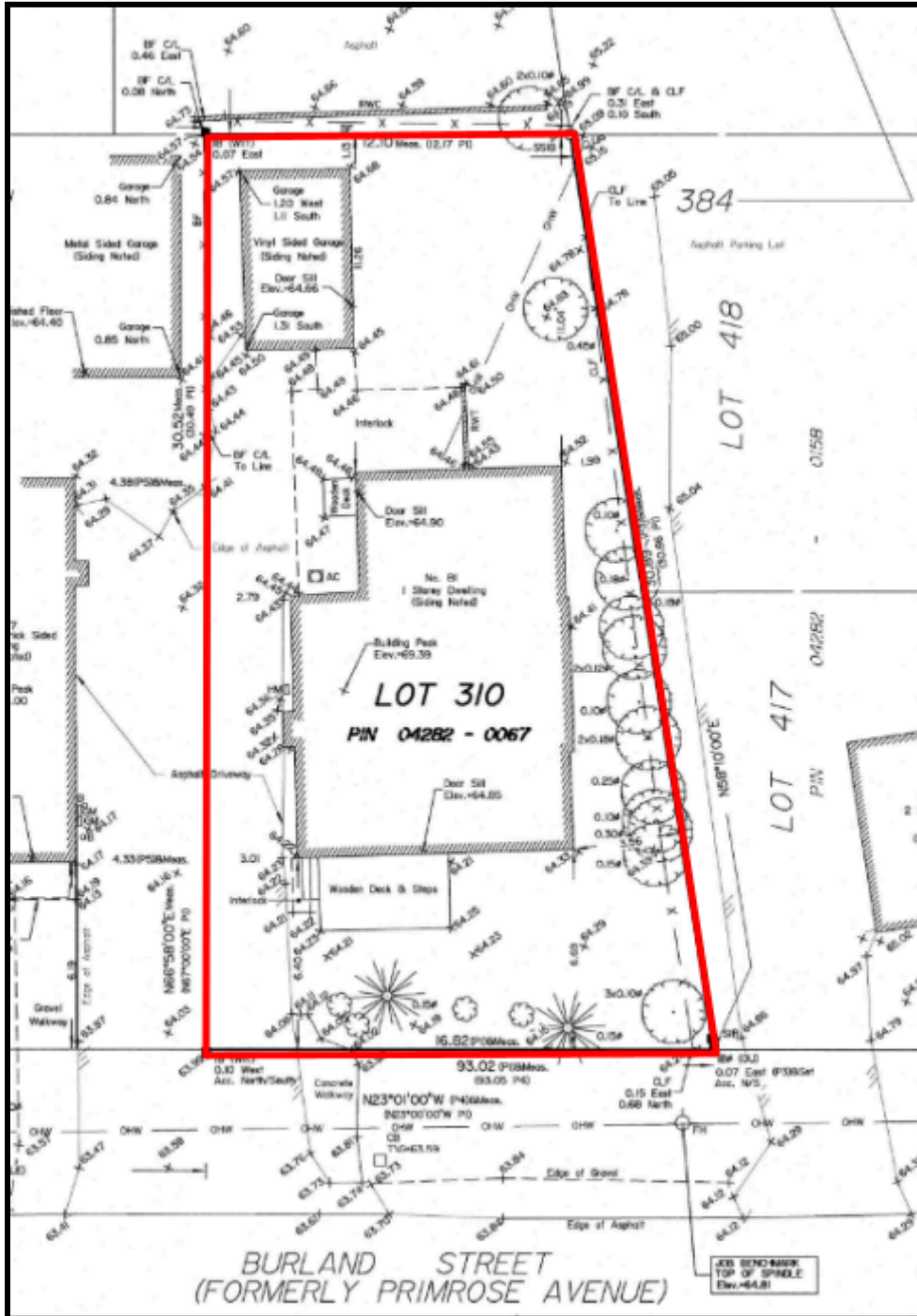
The intention of this project is to create a 7-unit residential rental building on this property in close proximity to Carling Avenue and its transit route line 85 (frequency - 15 min intervals). Other key transit locations are Bayshore and Lincoln Fields. The subject property is approximately 1.4 km from the Bayshore station and approximately 2 km from the Lincoln Fields bus station. The other amenities in the area include commercial facilities such as the Cineplex theatre, various retail stores along Carling Ave, Bayshore Shopping Centre, and the Carlingwood Shopping Centre.

The variances required to permit this development are:

- a) Interior side yard setback (north side yard only). To permit a reduced interior side yard setback of 3 m along the north interior side yard. Whereas the Zoning By-Law requires a minimum interior side yard setback of 7.5m (Table 162, (X), Zoning By-Law 2008-250, as amended).
- b) Resident parking. To permit a reduced parking ratio for resident parking of 0.4 spaces per unit (3 spaces). Whereas, the Bylaw requires 1.2 spaces per unit (8 spaces). Table 101 of the Zoning Bylaw (Area C).
- c) Visitor parking. To permit a reduced parking ratio for visitor parking of 0 spaces per unit (0 spaces). Whereas, the Bylaw requires 0.2 spaces per unit (1 space). Table 101 of the Zoning Bylaw (Area C).

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Other zoning requirements for a low rise apartment building in the AM zone such as front yard setback, rear yard setback, interior side yard setback (south side), building height, bicycle parking, and amenity areas are met by this proposal.



Survey Plan of 81 Burland and the **property boundary**.

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Subject property with 77 Burland (property to the north) also shown.

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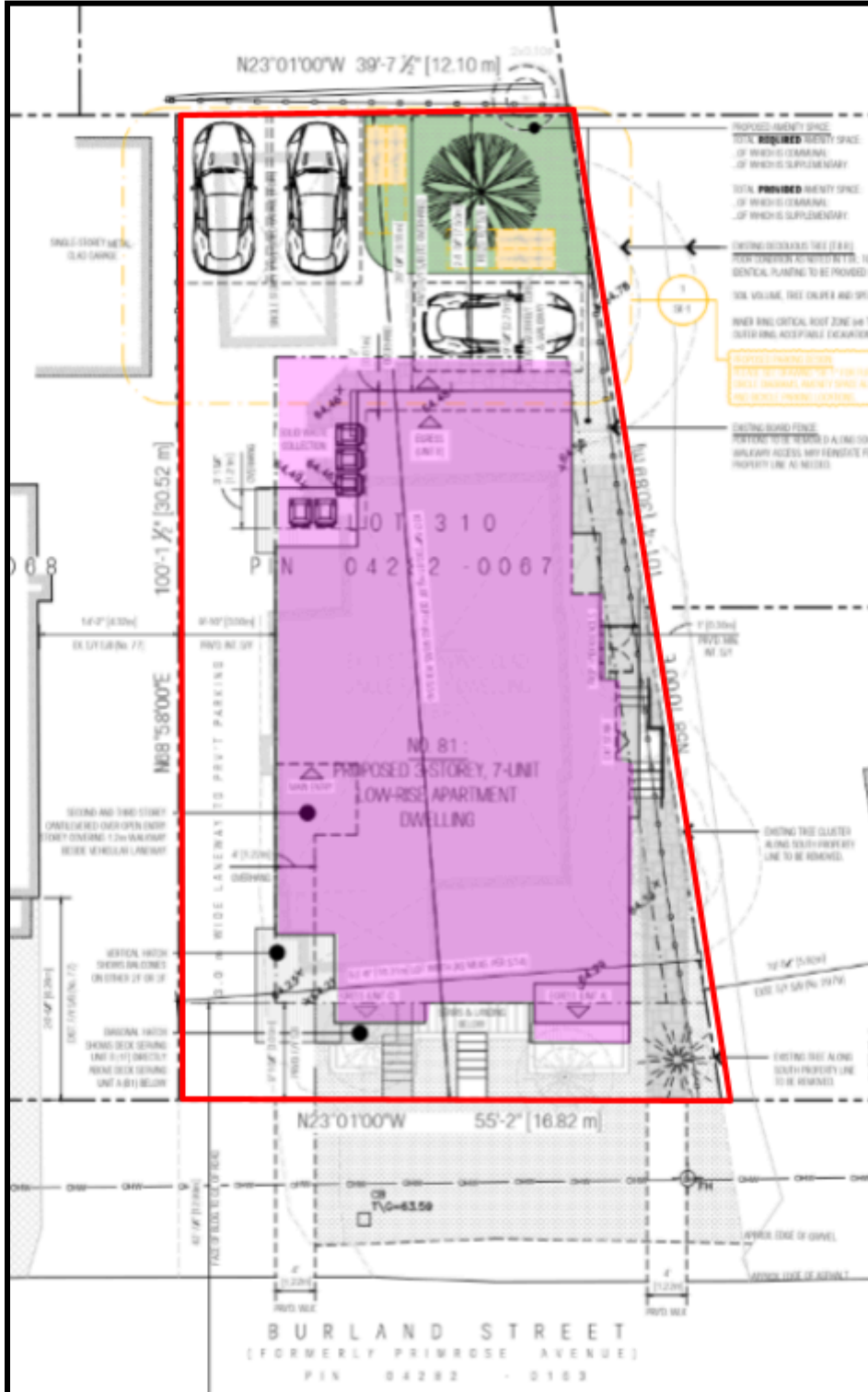


81 Burland (front facade) and 2979 Carling Avenue.

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81 Burland (front facade) May 2023 Google Street View imagery.



Site Plan showing the **property boundary** and proposed **7 unit low rise apartment building**.

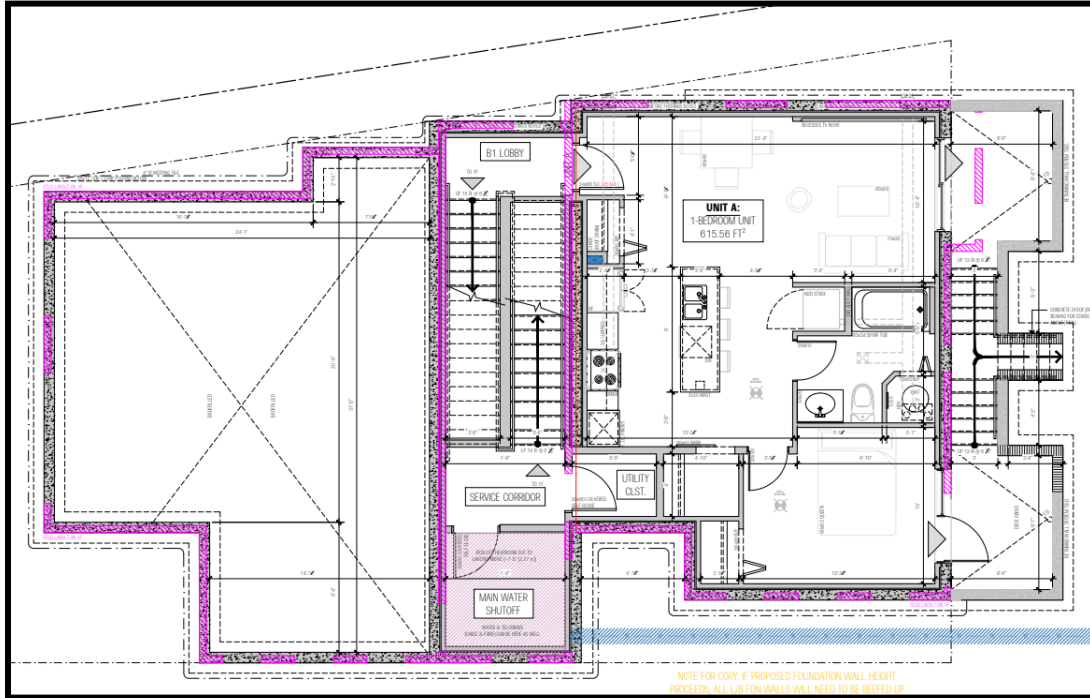
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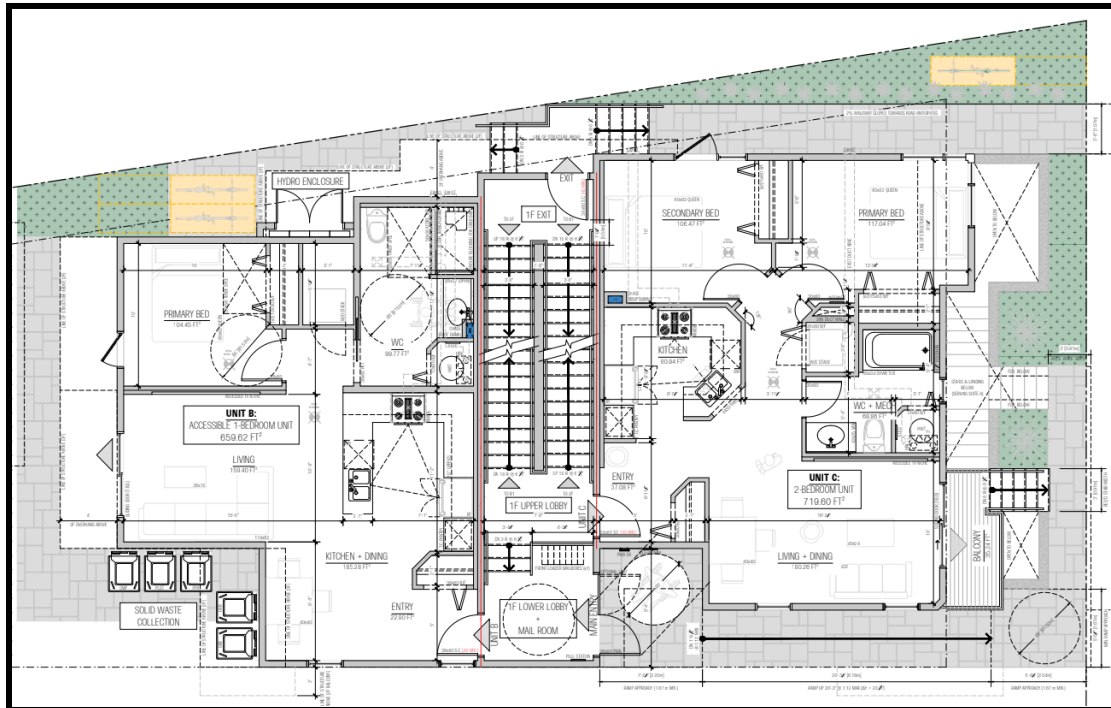


3D render of the proposed development showing the building's relationship with the street and neighbouring properties.

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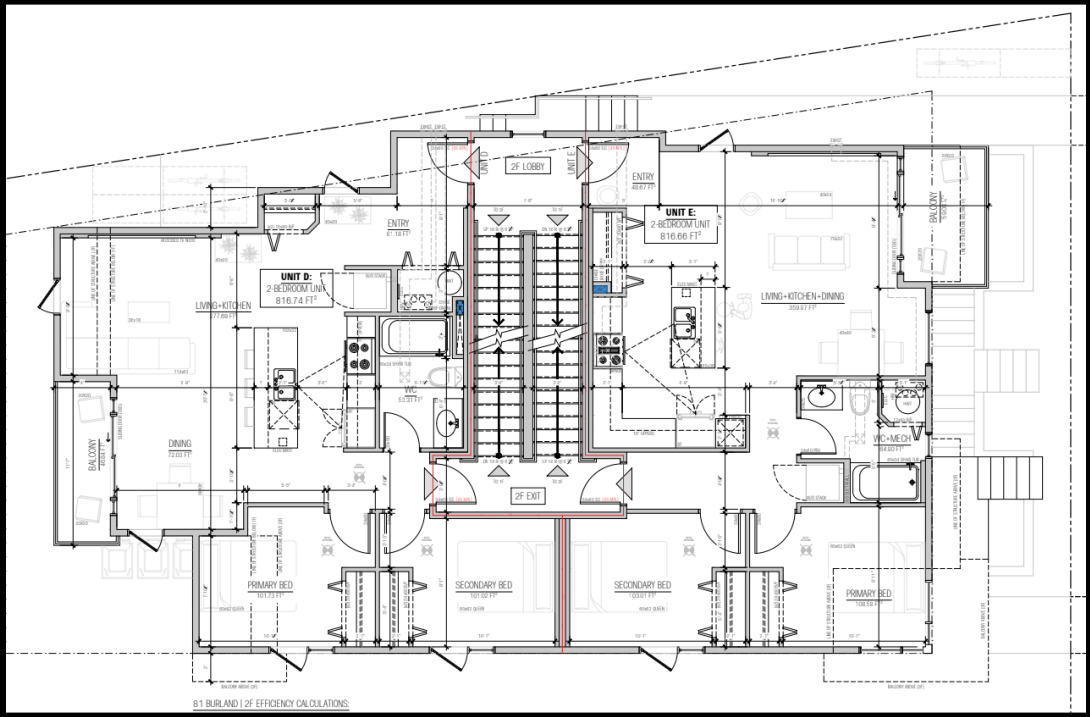


Basement plan (for illustration purposes only).

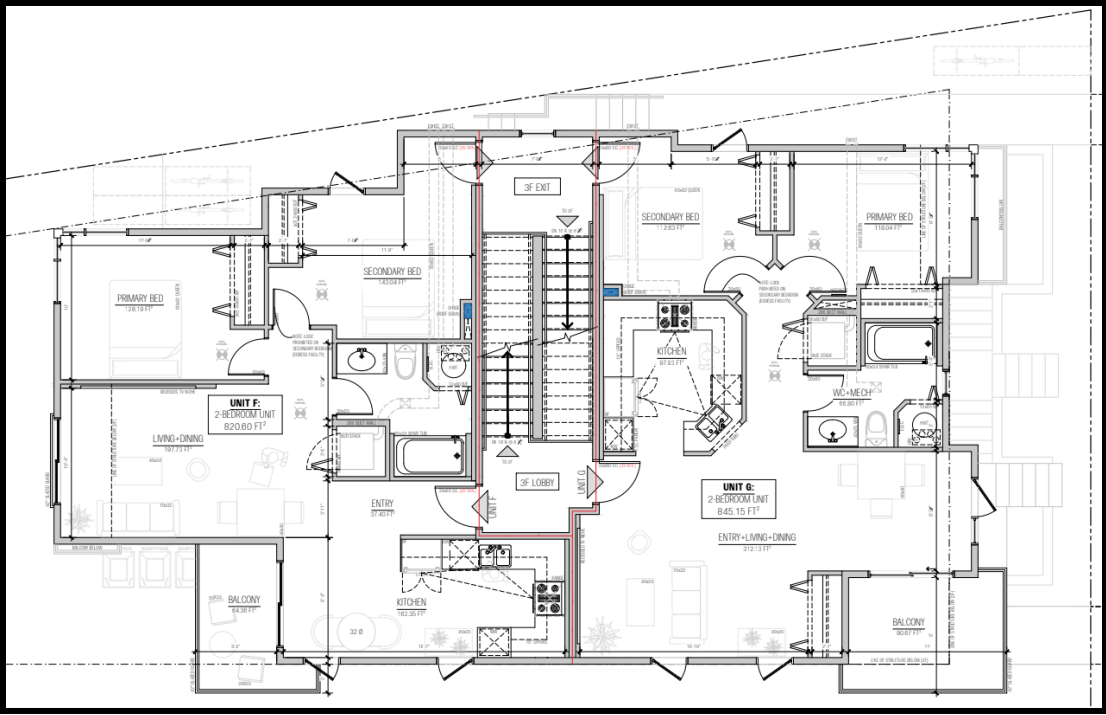


Ground floor plan (for illustration purposes only).

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Second floor plan (for illustration purposes only).



Third floor plan ((for illustration purposes only).

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The four tests of a Minor Variance application from Section 45 (1) of the Planning Act are that the variances are minor in nature, are desirable for the appropriate development or use of the land and building, and are to maintain the general intent and purpose of the Official Plan and the Zoning By-law.

1. The variances are minor in nature

It is our opinion that the variances requested are minor in nature.

The variance for the interior side yard only applies on the north side where the Bylaw calls for a 7.5 m interior side yard setback and we are proposing a 3 m setback. A 7.5m side yard setback is larger than the typical setback required for residential buildings. This particular setback is intended to buffer Arterial Mainstreet uses, such as commercial and retail, from residential uses such as the ones found north of the property. If the subject property was in any of the residential zones that permit a low rise apartment building, a 1.2m or 1.5m side yard setback would be required. Similarly, buildings with a height of 11m typically do not require side yard setbacks as large as 7.5m. The building to the north operates as a multi-unit residential building and so the proposed land use is not dissimilar. It appears to be an anomaly for the Zoning By-Law to restrict building heights to 11m while at the same time requiring a minimum side yard setback of 7.5m. Also, it is proposed in the new draft Zoning By-Law that the MS zone (applicable to the subject property) will only require a 1.2m side yard setback for a residential building abutting a Neighbourhood zone therefore eliminating the need for the side yard setback variance.

The variance for the parking applies to both the resident and visitor parking requirements. The resident parking proposed is 3 spaces whereas the Zoning By-Law requires 8 spaces. The visitor parking proposed is 0 spaces whereas the Zoning By-Law requires 1 space. It was decided to consider all provided parking spaces as resident parking because the long driveway and secluded parking spaces are better suited to residents who are familiar with the property and will use the parking regularly.

There is free street parking on the west side of Burland St available for visitors to use. The property owners' intent is to use the proposed development to house residents that are new to Canada who may not necessarily have the opportunity to own a private vehicle, and students attending a nearby college.

As compensation for the parking reduction, the owners will be reimbursing 50% of the cost of an adult Presto Pass on OC Transpo for six months for residents interested in purchasing a transit pass.



Rear yard perspective showing parking for three cars.

We are also providing on site bicycle parking that is in excess of the zoning requirements (4 bicycle parking spaces are required and we are providing 7 bicycle parking spaces)

This parking deficiency is rationalised by the fact that the subject site is located approximately 50 m from Carling Ave which provides service to OC Transpo line 85 (Bayshore / Hull). This line also services the Lincoln Fields station and the Bayshore station, both of which are major transit hubs.

Additionally, Carling Ave is a cycling spine route meaning it supports alternative modes of transportation such as cycling but also walking on the provided side walks. Visitor parking will be permitted on the west side of Burland St for a maximum of 3 hours at one time during the week (between 07h00 and 19h00 and 6 hours during the weekends and holidays between 07h00 and 19h00). We are not aware of restrictions on overnight parking on the west side of the street or any seasonal parking restrictions on

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this street.

If this development had been located in Area X of Schedule 1A, no parking would be required. Also, it is proposed in the new draft Zoning By-Law that resident parking will be provided by choice and will no longer be required. Visitor parking would only be required at a ratio of 0.1 spaces / unit resulting in 1 space.

Under the new draft Zoning By-Law the proposed development would be zoning compliant. The interior side yard setback variance would not be required and the proposal would only require parking for visitors. Instead of vehicular parking in the rear yard, we would propose a single car parking space and 7 bike parking spaces which the design meets

2. The development is appropriate for the lands in question

This application proposes a 7-unit, 3 storey low rise apartment building which represents intensification of the streetscape and the inclusion of missing middle housing. The proposed development follows many key guidelines from the City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing document. Those key guidelines and the *proposal's responses* are as follows:

1. Streetscape

- 1.1 Contribute to an inviting, safe, and accessible streetscape by emphasising the ground floor and street façade of infill buildings. Locate principal entries, windows, porches and key internal uses at street level.

The street-facing facade of the proposed development features entrances at street level and extensive windows and porches facing the street. The barrier free ramp is located along the north side of the property and is visible from the street. This leads to the main level of the development which is not more than 5 steps above grade.

2. Landscape

- 2.1 Landscape the front yard and right-of-way to emphasise aggregated soft landscaping as much as possible and provide adequate soil volume for the planting of large sized trees.

The front yard of the proposed development provides an area for soft landscaping and will provide sufficient soil volumes for new planting. The overhead hydro wires and underground catch basin will likely restrict planting to shrubs and grasses or small tree species.

- 2.5 Plant trees, shrubs, and ground cover adjacent to the public street and sidewalk for an attractive sidewalk edge. Select hardy, salt-tolerant native plant material that can thrive in challenging urban conditions. *The proposed design*

includes room for tree planting. Specific details regarding landscape design will be defined during the building permit process.

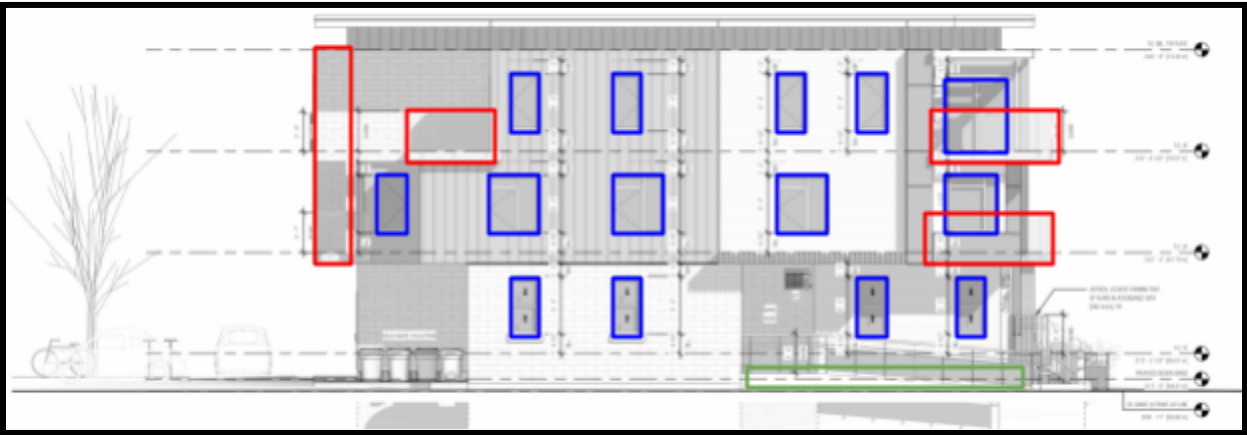
3. Building Design

- 3.1.1 Ensure that new infill faces and animates the public streets. Ground floors with principal entries, windows, porches and key internal uses at street level and facing onto the street contribute to the animation, safety and security of the street.
The proposed development provides a visually interesting streetscape by incorporating facade extrusions and recesses and varying window sizes and locations. The clear indication of pathways to unit entrances ensures resident safety and security.
- 3.1.2 Locate and build infill 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 elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks. *The streetscape to the north of the subject property features 1 and 2 storey dwellings with varying principal entry locations and heights above grade. Of the dwellings with entrances that face the street, many feature porches or landings in front of the principal entrances. The proposed development is a 3 storey structure that will provide a gradual transition from the Arterial Mainstreet zoning south of the subject property to the Residential First Density zoning north of the subject property. The proposal also includes steps and a landing to one of the units visible and accessible from the street.*
- 3.3.1 Design all sides of a building that face public streets and open spaces to a similar level of quality and detail. Avoid large blank walls that are visible from the street, other public spaces, or adjacent properties. *This development faces Burland Street and this frontage features the majority of the architectural articulation, is clad in brick, and features a variety of windows. All sides of the proposed development feature some level of architectural articulation through porches, balconies, canopies, and cantilevers.*
- 3.3.3 Provide primary building entrances that are inviting and visible from the street. Where the front door does not face the street, use architectural detailing, lighting and landscape design to clearly indicate the location and route to the front door. *This proposal includes one primary entrance that is visible from the street and is located on a covered porch. The proposal also includes two other entrances on the north and south facades that are connected to the street through walkways.*

Please see the proposed elevations below featuring **front doors**, **windows**, **extrusions** and **recesses**, **walkways**.



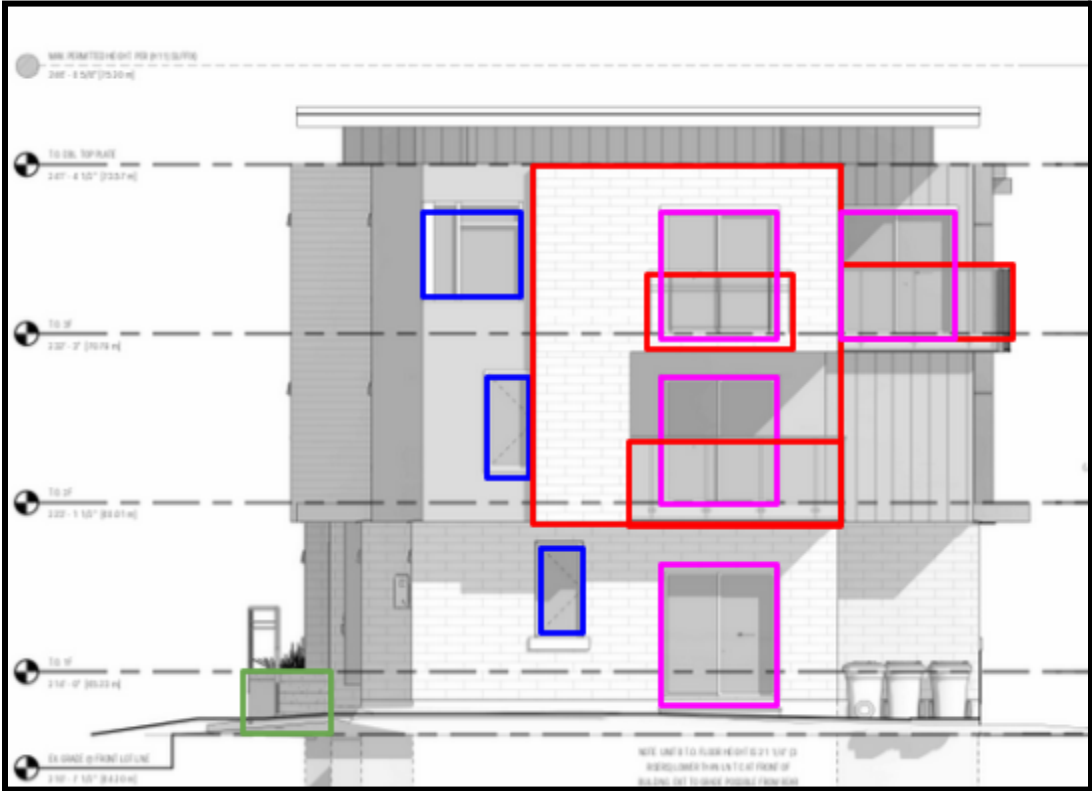
Front elevation (west)



Left elevation (north)



Right elevation (south)



Rear elevation (east)

3. The proposal meets the general intent of the Official Plan

The subject property is designated as a Neighbourhood in the Outer Urban transect. The Official Plan identifies this also covered by the Evolving Overlay. The property is approximately 50m from Carling Ave which is identified as a Mainstreet Corridor. It is also approximately 370m from Bayshore Dr which is identified as a Minor Corridor. The property is also approximately 370m from the hub located at Bayshore Dr/Carling Ave/Hwy 417/Holly Acres Rd. The following section features policies from the City of Ottawa's Official Plan that relate to the proposed development and the *proposal's responses*:

2.2.1 Intensification and Diversifying Housing Options

- 1) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods

The subject property is located in the Outer Urban transect immediately north of a major through-street, Carling Ave, which features a variety of daily and weekly amenities as well as various transit options. The primary bus route on Carling Ave is OC Transpo line 85 which connects east-west from Hull to Bayshore. Available bus stops for this route are as close as 100 m walking distance from the subject site. Key locations along this bus route include: other transit hubs (Lincoln Fields, Bayshore, Carling O-Train, etc.), Ottawa Hospital Civic Campus, and the Carlingwood shopping centre.

4.2.1 Enable greater flexibility and an adequate supply and diversity of housing options throughout the city

- 1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by
 - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The tenure of the proposed building is intended to be a rental building. The units range from one to two bedroom units ranging in size from (57 m²) (615 ft²) to (78.5 m²) (845 ft²).

- 2) The City shall support the production of a missing middle housing range of mid-density, low-rise multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:
 - a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;

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- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

This development meets the definition of ‘missing middle housing’ because the proposed building is a low-rise, multi-unit residential dwelling of more than three but less than 16 units, and two of the units are also ground oriented. The proposed building typology being a low rise apartment dwelling is a compact building form that takes advantage of the site.

5.3.1 Recognize a suburban pattern of built form and site design

- 2) The Outer Urban Transect is generally characterised by low- to mid-density development. Development shall be: a) Low-rise within Neighbourhoods and along Minor Corridors *The proposed design is a 3 storey low-rise apartment building within the Neighbourhood designation.*

- 4) In the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in: b) Predominantly ground-oriented forms in Neighbourhoods located away from frequent street transit and Corridors, with Low-rise multi-unit dwellings permitted near rapid transit and frequent street transit routes; *The proposed development features three ground oriented dwelling units. One is accessible via a walkway and set of stairs from the street, and the other two are accessible via an accessible ramp visible from the street located along the north side of the building. The dwelling is considered a multi-unit dwelling because it contains 7 dwelling units and is located in close proximity to regular and frequent transit.*

5.3.4 Provide direction to Neighbourhoods located within the Outer Urban Transect

- 1) Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy as outlined in Section 3. The Zoning By-law shall implement development standards that transition away from a suburban model and move towards urban built forms as described in Table 6 as applicable and that: a) Allows and supports a wide variety of housing types with a focus on lower density missing-middle housing which generally reflects the existing built form context of the neighbourhood, which may include new housing types that are currently not contemplated in this Plan; c) Generally provides for up to 3 storeys height permission, and where appropriate 4 storeys height permission to allow for ground oriented higher-density Low-rise residential Development; d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way

Table 6 (shown below) identifies the goals for development in an urban context by comparing similar suburban characteristics. It should be noted that the urban

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characteristics listed in the table below are desirable to support and maintain 15-minute neighbourhoods and accommodate residential growth.

The proposed development is a multi-unit dwelling featuring a variety of unit types and sizes. The building is a low-rise rental building with three ground-oriented units which supports the focus of missing-middle housing. The built form is dictated by a mix of the proposed land use, proximity to surrounding complementary or competing land uses, and Zoning By-Law requirements. Key characteristics listed in the table below that apply to the proposed development are: principal entrances at grade with a direct relationship with the public realm, minimum of two functional storeys, buildings with minimal functional side yard setbacks, small areas of formal landscape (rear yard amenity), and limited parking that is concealed from the street.

Table 6 – General Characteristics of Urban Built Form and Suburban Built Form and Site Design

URBAN	SUBURBAN
Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm	Moderate front yard setbacks focused on soft landscaping and separation from the right-of-way
Principal entrances at grade with direct relationship to public realm	Principal entrances oriented to the public realm but set back from the street
Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios	Larger lots, and lower lot coverage and floor area ratios
Minimum of two functional storeys	Variety of building forms including single storey
Buildings attached or with minimal functional side yard setbacks	Generous spacing between buildings
Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing	Informal and natural landscape that often includes grassed areas
No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage	Private automobile parking that may be prominent and visible from the street

5.6.1.1 Provide built form direction for the urban area where intensification is anticipated to occur

- 1) The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law.

The Evolving Overlay is applied to this property because of its proximity to Carling Ave (Main Street Corridor). Being situated within the Evolving Overlay indicates that this property is intended to be developed at a higher density.

- 6) Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.

The urban characteristics described in Section 5, Table 6 are as follows: allow for shallower front yard setbacks, situate principal entrances at grade, accommodate smaller lots with higher lot coverage and floor area ratios, buildings with minimum functional side yard setbacks, small areas for formal landscaping, and no vehicle parking.

The proposal features one principal entrance for one of the units at grade visible from the street. The building is situated in a way that proposes smaller than required side yard setbacks that are still functional as demonstrated by the site plan provided which is in conformity with the Ontario Building Code. Lastly, this proposal does not include the Zoning By-Law required vehicular parking. Therefore, this proposal incorporates the majority of the elements detailed in Section 5, Table 6, indicating that it maintains the intent of the Evolving Overlay.

4. The proposal meets the general intent of the Zoning By-Law

The purpose of the AM zone is to:

- (1) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan;
- (2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The intent of the AM zone is to permit a range of uses and permit these uses on

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compact lots. Due to the wide range of uses permitted in the AM zone, the zoning requirements must take many different land use circumstances into account. By restricting the height to 11m, a gradual transition is forced between the commercial properties along Carling Ave and the neighbourhood to the north. The proposed development aligns with this requirement and provides a gentle intensification through building height between the conflicting land uses.

The purpose of the side yard setback is to buffer residential uses from non-residential or mixed-use developments. The AM zone assumes the proposed development requires a full 7.5m setback from neighbouring residential uses. If the subject property was zoned R4, the proposed building would be permitted 1.5 m from both side lot lines.

Lastly, the purpose of the minimum parking requirements is to ensure that residents have safe and consistent access to daily and weekly amenities, and that visitors have a safe and secure location to park while visiting the building. As outlined in the sections above, the subject property and surrounding amenities are easily accessible via walking, cycling, and public transit. Visitors are permitted to park on the west side of Burland St for certain periods of time and when this is not sufficiently accommodating, visitors may also walk, cycle, and take public transportation to and from the subject property.

Therefore, it is our opinion that the proposed development and its associated variance requests are minor in nature, appropriate for the lands in question, and meet the intent of the Official Plan and Zoning By-Law.

We request the Committee of Adjustment authorise the requested variances in accordance with the plans filed as they relate to the variances being requested.

At this time we are also submitting the following in support of the application:

- Completed application form (1 original);
- Application fees;
- Site plan showing the proposed new building;
- Architectural elevation plans of the proposed building from all four sides;
- Rendering of the proposed building as seen from Burland Street
- Survey plan of the entire property;
- Owners authorisation;
- Tree Information Report.

When the notification signs are ready for this application could you please email the undersigned and I will arrange for their installation on the property.

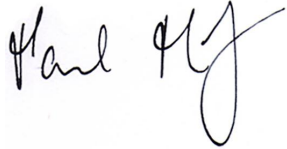
Should you have any questions or require anything further, please do not hesitate to

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contact the undersigned at (613) 599 9216 or via email at
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A handwritten signature in black ink, appearing to read "Paul Robinson". The signature is fluid and cursive, with the first name "Paul" written in a larger, more prominent script than the last name "Robinson".

Paul Robinson, RPP

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