

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

January 28, 2025

Attn: Mr Michel Bellemare
Secretary Treasurer

Re: 30 Railway - Minor Variance application
30 Railway Holdings Inc (c/o Awbar Myint)
Part of lots 10 and 11, Registered Plan 146, City of Ottawa

On behalf of our clients, we are submitting the enclosed Minor Variance application for the property at 30 Railway St in order to permit the construction of a 9-unit low-rise apartment building. The lot is zoned R4UD as per Zoning By-Law 2008-250, as amended.

The lot is designated as a ‘Neighbourhood’ in the Inner Urban transect within the Evolving Overlay. The proposed low-rise apartment will contain 4 two-bedroom units, 3 one-bedroom units, and 2 studio units. Each unit will have access to the outdoors via private decks, balconies, and terraces. Bicycle parking and waste storage will be located within the building accessed via the side yards. No vehicular parking is proposed and the existing driveway and existing buildings will be removed.

This document is presented in the language it was provided.
Ce document est présenté dans la langue dans laquelle il a été fourni.

Committee of Adjustment

Received | Reçu le

2025-02-06

City of Ottawa | Ville d'Ottawa

Comité de dérogation

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com

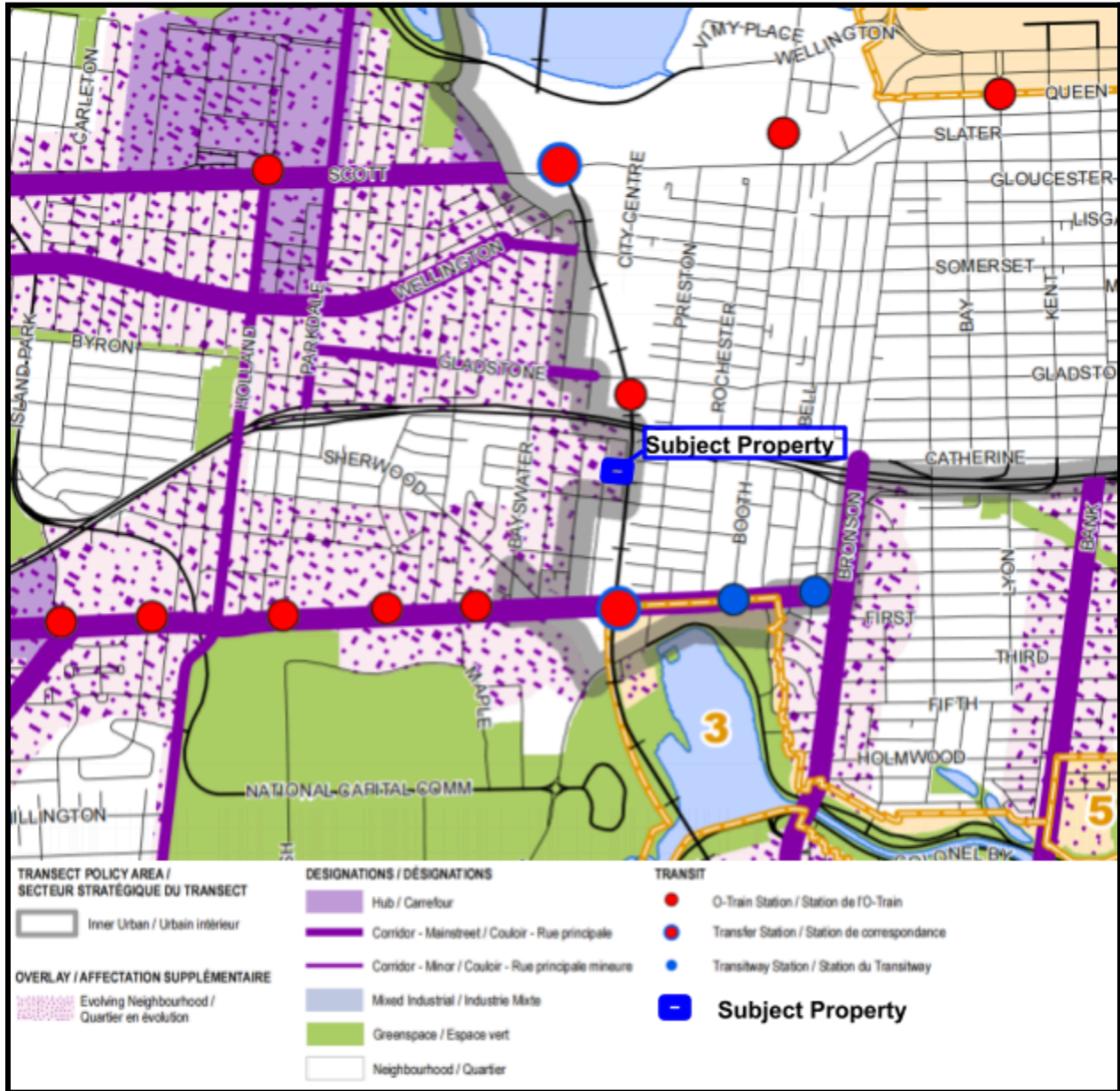


Figure 1. Schedule B2 - Inner Urban Transect (Official Plan) showing the location of the **subject property**.

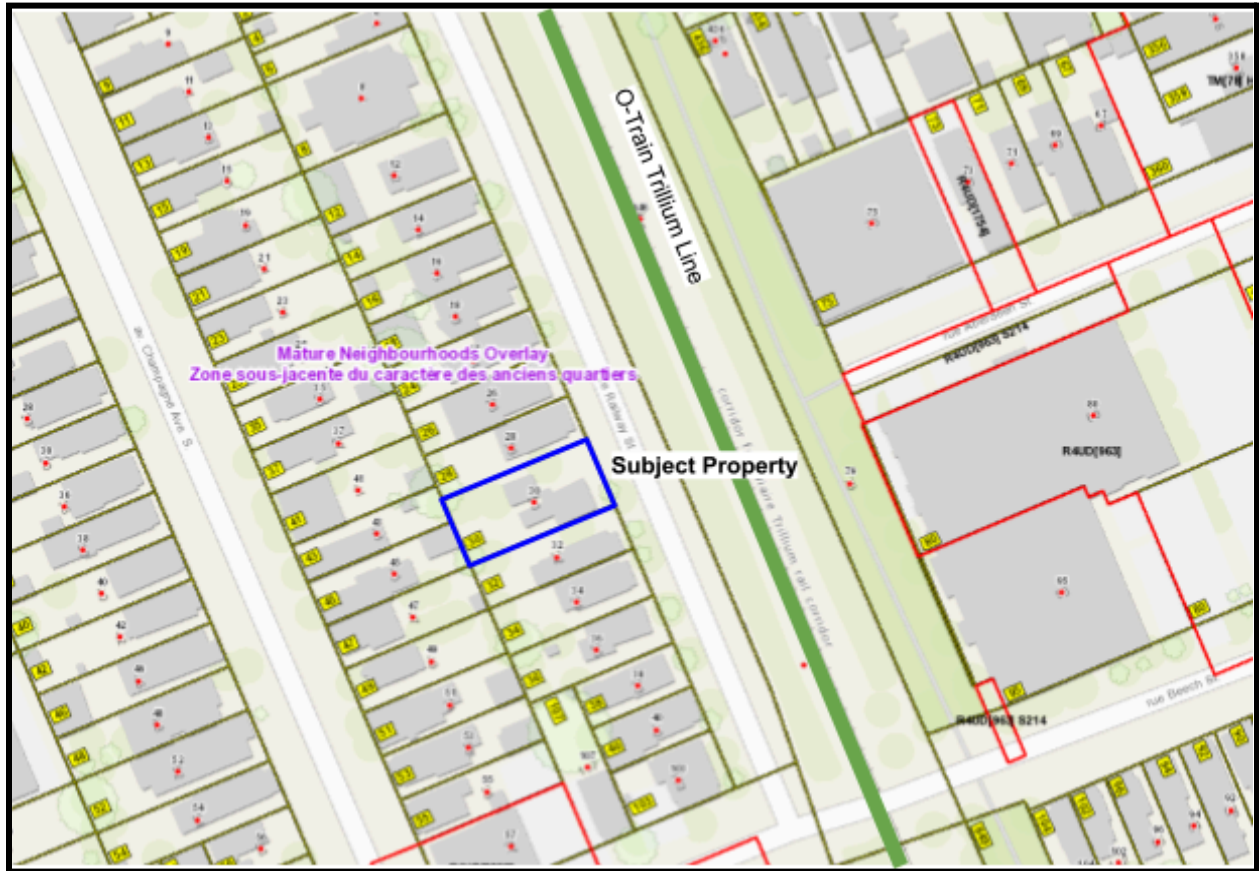


Figure 2. Aerial image of GeoOttawa showing the **subject property** and **Line 2 of the LRT**.

The variances required to permit this development are:

- a) **Lot area.** To permit a reduced lot area of 413.6m² whereas the Zoning By-Law requires a minimum lot area of 450m² (Table 162A, V, Zoning By-Law 2008-250, as amended).
- b) **Lot width.** To permit a reduced lot width of 13.71 m whereas the Zoning By-Law requires a minimum lot width of 15m (Table 162A, IV, Zoning By-Law 2008-250, as amended).
- c) **Rear yard setback.** To permit a reduced rear yard setback of 7.50m (24.9% of the lot depth) whereas the Zoning By-Law requires a minimum rear yard setback of 9.05m (30% of the lot depth) (Table 144A, (iii), Zoning By-Law 2008-250, as amended).

All other zoning requirements such as building height, front and side yard setbacks, rear yard area, soft landscaping (front yard and rear yard), bike parking, window area, and balconies are met by this proposal. Building height has been identified as compliant by

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

Zoning Plans Examiners with Building Code Services as per the excerpt below. Note: at the time that this confirmation was received, the proposed building was 10 units as opposed to the 9 units currently proposed.

From: Thomas, Cairine <Cairine.Thomas@ottawa.ca>
Date: Mon, 11 Mar 2024 at 09:03
Subject: RE: 30 Railway Height Zoning Interpretation
To: Paul Robinson <probinson@probinsonconsulting.com>
Cc: Cory Dubeau <cory.dubeau@vadd.ca>

Hello Paul,

As you are proposing 10 units, and you are varying the lot width and lot area for a 10-unit building, I would follow through with the rest of the provisions associated with the 10 unit building, which would be the 14.5 m maximum height.

Sincerely,

Cairine Thomas

Zoning Plan Examiner
Building Code Services Branch
City of Ottawa | Ville d'Ottawa
101 Centrepointe Dr. 2nd Floor
Ottawa ON K2G 5K7
(613) 580-2424 xt 14173
cairine.thomas@ottawa.ca

The subject property is located within the Inner Urban transect at the boundary with Downtown Core transect about 450m north of Carling Ave and about 200 m south of Highway 417. Across the street from the subject property is the LRT Line 2 and the Trillium multi-use pathway (150m walking distance). The site is also about 250 m from Preston St which is identified as a Mainstreet Corridor and about 450m from the Carling Ave LRT station.

Across the street is the boundary of the West Downtown Core Secondary Plan. East of Railway St is the Dow's Lake Station District which outlines more detailed land use requirements including hospital area, greenway corridor, future greenway corridor, employment, and park.

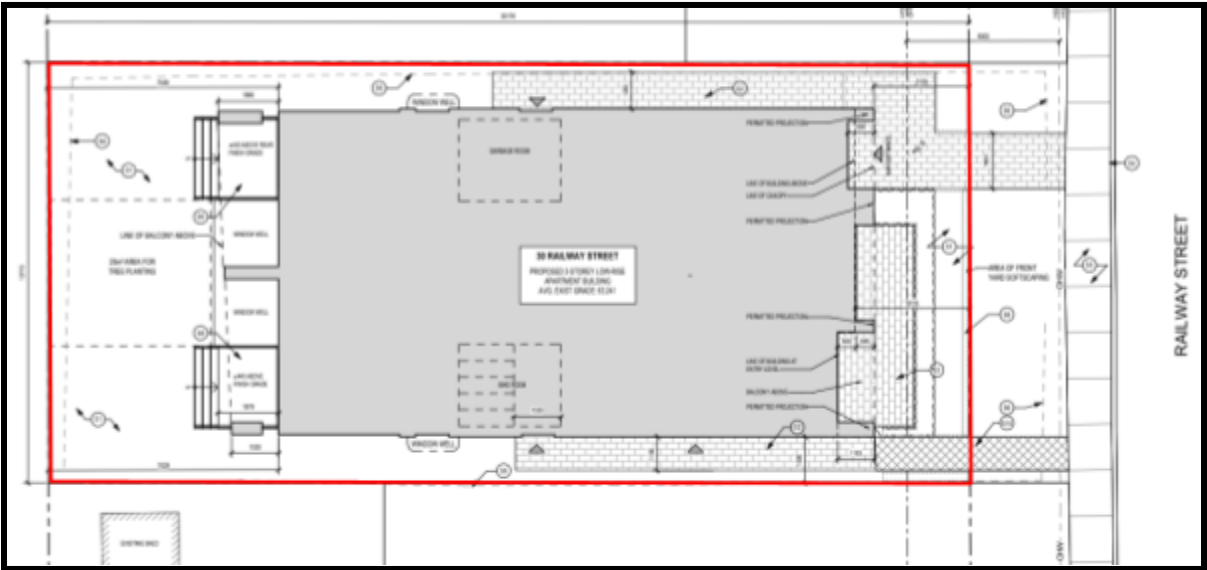
The property correctly features a single detached dwelling and a detached garage. Railway St is completely residential with some home-based businesses and features a range of dwelling types including single detached, semi-detached, three-unit, and low rise apartments.

The subject site is approximately 250 m walking distance from Preston which is a transit corridor, about 430 m walking distance to the new Gladstone LRT station, and 450m walking distance from the Carling Ave LRT station and Carling Avenue.

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com



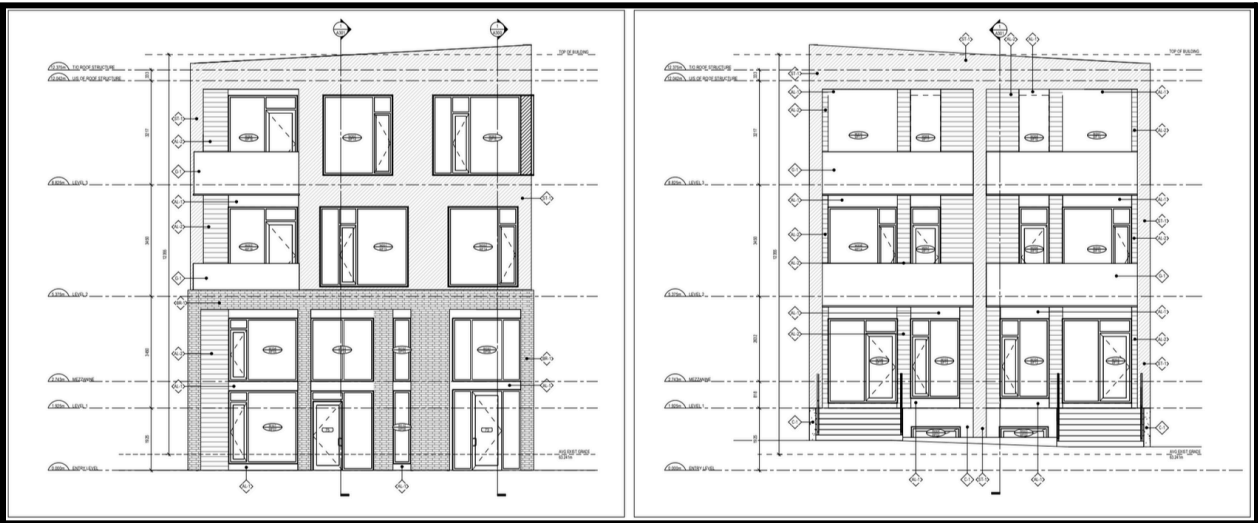
Subject property from Railway indicating the approximate **property boundary**.



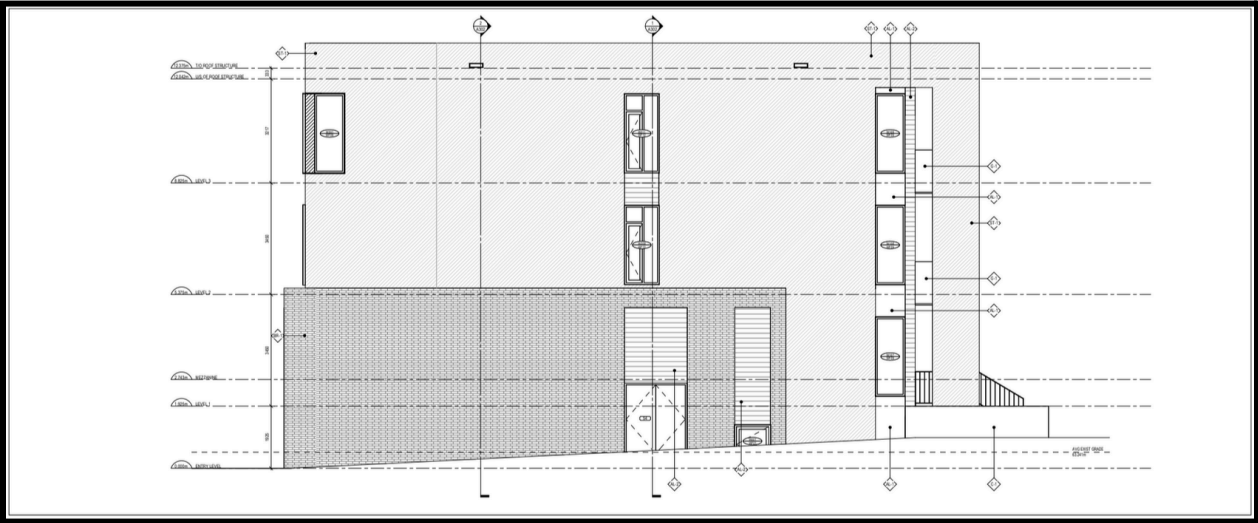
Site Plan showing the **property boundary** and proposed building footprint.

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com

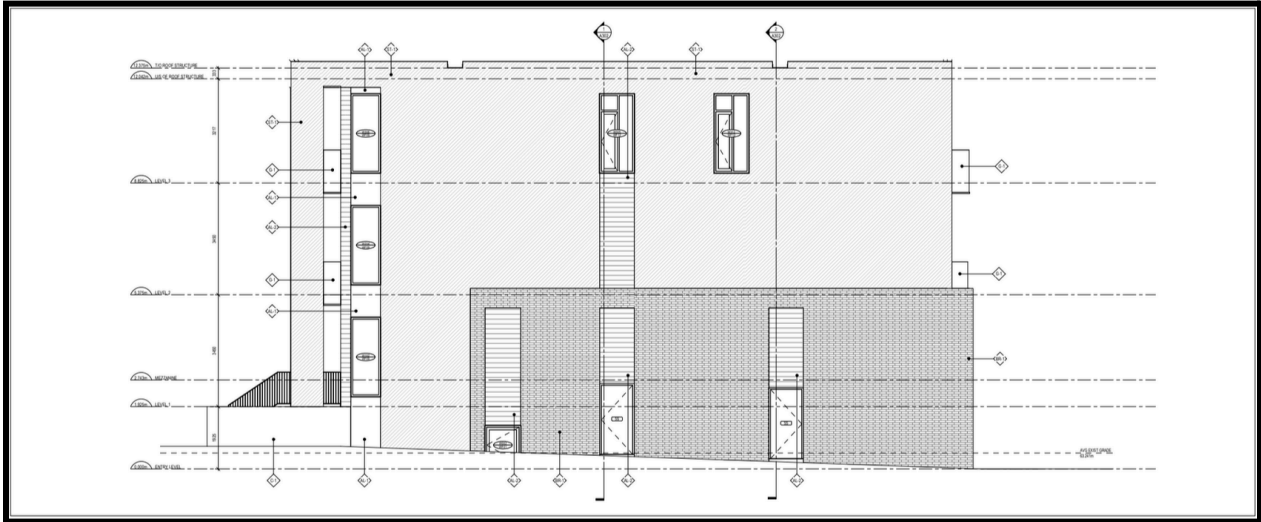
P. H Robinson Consulting
Urban Planning, Consulting and Project Management



East (left) and west (right) elevations.



North elevation.



South elevation.

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

The variances required to permit the proposed development are: lot area, lot width, and rear yard setback. These variances are considered minor deviations from the Zoning By-Law requirements.

The proposed lot area is 413.6 m² whereas the minimum required lot area is 450 m². This is a deficiency of 36.4 m² and represents 91.9% (a reduction of 8.1%) of the required area. The proposed lot width is 13.71 m whereas the minimum required lot width is 15 m. This is a deficiency of 1.29 m and represents 91.4% (a reduction of 8.6%) of the required lot width. The lot size is an existing condition and the size of the lot can accommodate development of this scale as adequate side yard setbacks, waste storage, bike parking, and soft landscaping have been provided.

The proposed rear yard setback is 7.5 m (24.9% of the lot depth) whereas the minimum required rear yard setback is 9.05 m (30% of the lot depth). This is a deficiency of 1.55 m and represents 82.9% (a reduction of 17.1%) of the required rear yard setback. 7.5 m is a standard requirement across many of the residential zones that permit low-rise apartments outside the boundary of Schedule 342. It is also a standard requirement for residential lots that permit low-rise apartments where the rear lot line does not abut an R1-R4 zone. This proves that in many cases, a 7.5m rear yard setback is appropriate for a low-rise residential development. No buildings are proposed in the rear yard and

all waste and bike storage are provided internally. Additionally, the rear yard area, rear yard soft landscaping, and tree planting area requirements are met by this proposal indicating that the provided rear yard is sized adequately.

2. The development is appropriate for the lands in question

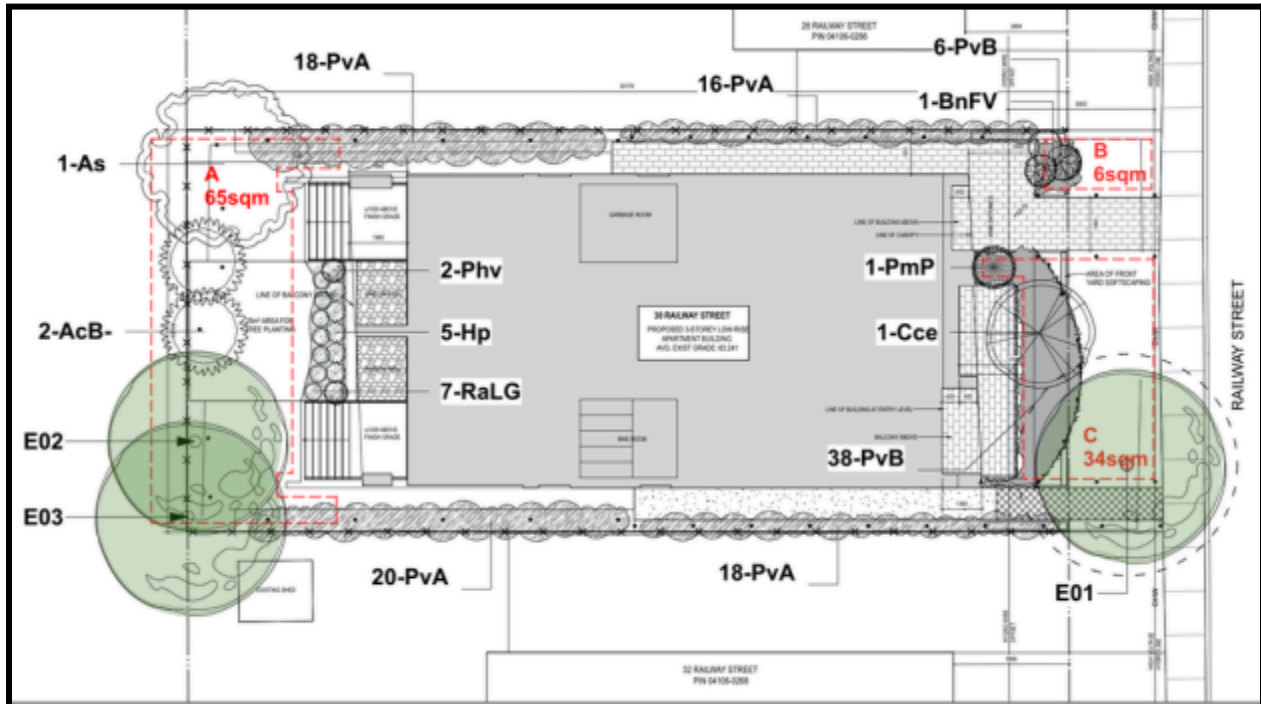
This application proposes a 9-unit, low-rise apartment building which represents intensification of the streetscape and the inclusion of missing middle housing. The proposed development follows many key guidelines from the City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing document. Those key guidelines and the *proposal's responses* are as follows:

1. Streetscape

- 1.1 Contribute to an inviting, safe, and accessible streetscape by emphasizing 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 facing the street. There are no steps at the front of the building to comply with OBC barrier-free entry requirements.

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. Permeable pavers are proposed for the southern front yard walkway to protect the existing City tree (Norway Maple). Discussions were held prior to the submission of this application between the applicant, their landscape architect and City forestry/City planning staff. 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.*



Landscape plan showing existing trees to be retained.

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.

- 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 primarily features 2 storey dwellings with varying heights and roof styles with the exception of four properties at the end of the street which are three storeys and feature flat roofs. Our proposal closely aligns with this newest addition to Railway St. Two developments nearby at 95 Beech St and 53-63 Young St indicate the density potential in the neighbourhood. 95 Beech St is a 30 unit residential property with low-rise residential architectural features such as a principal entrance, 3-storey height and pitched roof. 53-63 Young St is a townhouse development with two buildings each containing 6 units. This development is also 3-storeys with*

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

principal entrances facing the street and is designed with a flat roof.



Map showing 30 Railway, 95 Beech St, and 53-63 Young St.

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com

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



95 Beech St 30 unit residential apartment.

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com



53-63 Young St 18 unit townhouse development.

- 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 Railway Street and this frontage features the majority of the architectural articulation, is clad in brick siding, and wood, 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. Access to the bike and garbage rooms are indicated via walkways into the side yards visible and accessible from the street.*

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

The subject property is a 9-unit low-rise apartment building located in the Inner Urban transect designated as a Neighbourhood within the Evolving Overlay. It is approximately

100 Palomino Drive, Ottawa, Ontario K2M 1N3
Phone: 613 599 9216
Email: probinson@probinsonconsulting.com

250 m and 550 m from the Mainstreet Corridor designations at Preston St and Carling Ave, respectively.

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 Inner Urban transect 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 55 which connects Elmvale to Westgate Mall, line 56 which connects King Edward to Tunney's Pasture, and line 85 which connects Hull to Bayshore. Available bus stops for this route are about 480 m walking distance from the subject site. The new Gladstone Line 2 station is active and is approximately 550m walking distance from the subject site. Carleton University is accessible by foot, bike, or public transit and is only about 2.5km from the subject property.

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 proposed building contains a mix of studio, one-bedroom, and two-bedroom units for rent.

- 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;
 - 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. The proposed building typology being a low rise apartment dwelling is a compact building form that takes advantage of the site.

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) and the O-Train trillium line. 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 at grade visible from the street. The building is situated in a way that proposes side yard setbacks that are in general conformity with the Zoning By-Law requirements. Lastly, this proposal does not include any 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.

11.5 Provide direction to Committee of Adjustment processes

- 9) The Committee of Adjustment shall, in addition to all other policies in this Plan, have regard for the following when evaluating minor variances to permit low-rise infill apartment dwellings: a) Variances to reduce the minimum required lot size may only be considered where adequate waste storage and management, bicycle parking and intensive soft landscaping can be provided. b) Variances to alter exterior design requirements such as balconies or facade articulation may

be considered where, in the opinion of the Committee of Adjustment, the proposal serves the goals of context sensitive design and urban design.

The provided lot area is sufficient to accommodate waste storage, bike parking, and soft landscaping. The waste storage area is located inside the building at grade and is approximately 9m². The bike parking is located inside the building also at grade and contains 6 bike parking spaces with the minimum required 1.5m aisle. Soft landscaping is provided in the front and rear yards being 21.7 m² and 75.5m², respectively.

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

The purpose of the R4 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, in areas designated as General Urban Area in the Official Plan;
- allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- permit ancillary uses to the principal residential use to allow residents to work at home;
- regulate development in a manner that is **compatible with existing land use patterns** so that the **mixed building form, residential character of a neighbourhood** is maintained or enhanced: and
- permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed development is a permitted use and follows the majority of the zoning requirements in sections 139, 140, 144, and 162 of the Zoning Bylaw. The development is a residential low-rise apartment containing 9 rental units of various sizes. The proposed massing and siding materials provide interesting front and rear articulation consistent with the more recent developments on Railway St and surrounding areas. The proposed development meets the general intent of the 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.

The owner has spoken with adjacent neighbours to discuss the project with them prior to this application being filed.

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

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

- Completed application form
- Application fees;
- Site plan showing the proposed new building;
- Architectural elevation plans of the proposed building from all four sides;
- Survey plan of the entire property;
- Surveyor's area and frontage certificate;
- Owners authorisation;
- Tree Information Report;
- Landscape Plan for Illustration purposes.

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 contact the undersigned at (613) 599 9216 or via email at probinson@probinsonconsulting.com

P H Robinson Consulting

A handwritten signature in black ink, appearing to read 'Paul Robinson', with a stylized flourish at the end.

Paul Robinson, RPP