

**PLANNING RATIONALE REPORT**

**243 AND 245 HINCHEY - THE PENDLETON MINOR REZONING AND SITE  
PLAN APPLICATIONS  
CITY OF OTTAWA**

**PREPARED BY: P H ROBINSON CONSULTING  
MAY 2020**

This report has been prepared on behalf of 2693245 Ontario Inc. in support of Minor Rezoning and Site Plan Control Applications for their lands at 243 and 245 Hinchey in the Hintonburg Community in Ottawa. The legal description of the property is Lots 180 and 181 Registered Plan 88291, City of Ottawa (see Figure 1 - Survey Plan) in the Appendix Section.

The property is located on the east side of Hinchey Avenue approximately 50 m south of Scott Street (see Figure 2 Location plan). To the north of the property is a hydro transformer station fronting on to Scott Street. To the east, west and south the lands are used for residential uses. At the rear of the property there is a similar sized parcel of land that is proposed for a multi unit residential building similar in scope to the proposed uses for this property. On the west side of Hinchey Avenue to the north of the subject property there is an automotive repair garage (FixAll Auto).

The lands are within 50 metres of Scott Street which contains a mixed use of residential and commercial properties and it is also within about 500 m of the Tunney's Pasture LRT station to the west and approximately 700 m from the Tom Brown station to the west. The surrounding Hintonburg community has been the subject of recent modern residential and commercial infill.

The subject lands have 20.12 m of frontage (66') on the east side of Pinhey and 29.26 metres of depth (96') See the survey plan (Figure 1) for further details. Full size copies of the survey plan are being filed as part of these applications. There are no easements or rights of way on the property. There is an existing overhead hydro wire along the frontage which results in increased front yard setbacks beyond the required setbacks based on the Zoning By-law.

The property currently consists of two lots (Lots 180 and 181 Registered Plan 88291) and there is a single family home on Lot 180 which is known as 245 Hinchey. It is our understanding that Lot 181 (243 Hinchey) contained a single family home in the past and it has since been removed and the lot is presently vacant.

The intent of the site plan and minor rezoning application is to build a 3 storey plus basement level residential rental building, to be known as The Pendleton, with approximately 1268 m<sup>2</sup> (13650 ft<sup>2</sup>) of residential floor area within 18 units. There will be a mixture of one and two bedroom units with some units having balconies and amenity areas at the rear of the building. The basement level and ground floor level will contain 4 rental apartment units each and the 2nd and 3rd levels will each contain 5 rental apartment units.

See Figure 3 in the Appendix section for the site plan drawing for the project.

The proposal calls for 18 new residential apartment units (10 of them will be 1

bedroom units and 8 will be 2 bedroom units) with 2 units being handicapped accessible. Due to the proximity of the property to the LRT and bus routes there will not be any onsite parking. The current by-law regulations would have required four parking spaces and this will be the subject of one of the components of the minor rezoning application. Many infill development applications in the neighbourhood are being proposed with either no parking provided or a reduced parking standard due in part to the proximity of the LRT and the fact that many residents do not have their own private vehicle.

A large covered area for bicycle storage will be provided in the rear yard near the north east corner of the property and in conjunction with some bicycle parking being provided in the building to create a ratio of 1 bicycle parking space for each unit (18 bicycle parking spaces being provided)

The proposed 18 unit building will be taking on some of the characteristics of a nearby building of similar distance on Stirling Street, just south of Scott Street.

The primary inspiration being 12 Stirling a retrofitted school building turned into condos. The façade will be covered in red classic style brick that wraps the front streetscape providing a primary front elevation material that will age well over time. A pronounced black paneled front entry with trim/cornice detailing will tie in with a primary roof cornice bringing Victorian Architectural components to the façade. Black spandrel panels will break the second and third floor windows that have a classic mullion pattern but are large for sunlight and increase the beauty of the space from the exterior and interior. In the rear of the building there will be black panel and extruded balconies that look down on the ground floor amenity area and large bike storage for travel to the LRT and back paths along the parkway.

The new building will have a building footprint of approximately 317 m<sup>2</sup> (3410 ft<sup>2</sup>) and a total building area of approximately 1268 m<sup>2</sup> (13 640 ft<sup>2</sup>) for the 3 above ground floors and the basement level. The maximum building height is 11 m and the proposed building height is 11 m.

The City of Ottawa parking requirements for this type of development would be:

Total required parking = The 1st 12 units are exempt from parking requirements and units in excess of 12 units are calculated at 0.5 spaces/unit and 0.1 spaces per unit for visitor parking for the units in excess of the 12th unit. This results in a parking requirement of (6 units subject to parking calculations x 0.5 spaces/unit = 3 parking spaces and then a visitor requirement of 6 x 0.1 spaces/unit = 0.6 spaces = a total of 3.6 spaces which is rounded up to 4 spaces.

As a result, there are 4 total parking spaces required for the property and the development proposal being submitted calls for 0 parking spaces in total. Based

on the proximity of the property to the LRT and other OC Transpo routes and the provision of bicycle parking spaces which are double the requirement providing on site parking for this development is not being proposed. .

Background studies addressing soils, environmental issues and civil engineering design are being filed as part of this Zoning and Site Plan application. A full set of engineering, architectural, environmental, geotechnical, environmental noise, surveying and landscaping plans and reports are also being filed with this site plan submission. No major issues or concerns were identified in these studies.

## **Zoning**

Under Zoning By-law 2008-250 the subject lands are zoned R4H (Residential Fourth Density Zone) .

This is a zone which permits low rise apartment dwellings. Based on the R4 zoning in effect at the present time, there are some performance standards that are in effect that will need to be modified through the submission of a minor rezoning application. Based on the site plan design also being filed at this time, these modifications include:

- The number of residential units in the building is 18 and the current zoning (R4H) permits 4 units per building. It should be noted that this property consists of two lots and proposed changes to the R4 zoning would allow 13 units per building. The minor zoning amendment application being filed will reflect the current in full force and effect requirements and it should be noted that these are two full lots that are part of the application.
- Rear yard setback. The required rear yard setback is 8.8 m and the proposed development has a rear yard setback of 7.5 m. It should be noted that the required front yard setback is 2.93 m and the provided front yard setback is 3.78 m. Overall the footprint of the building versus the size of the lot is very close to the overall requirement and with this property being on the very edge of the residential section of Hinchey Avenue and being built within the permitted height limits, a modest change to the City's rear yard setback requirements and the fact that we are in excess of the front yard setback limits, we feel that the requested modifications are minor in nature.
- Interior side yard setback. The required interior side yard setback is 1.5 m for the 1st 21 m and then 6 m beyond that point. The proposed development will have a setback of 1.2 m on both side yards to allow for residents, bicycles and garbage to get between the front and rear of the property. The property to the south is even closer to the side lot line and the property to the north is a hydro Ottawa facility that would not be impacted by a reduced side yard setback and a paved and gravel area of the hydro facility is adjacent.

- Amenity area in the rear yard and in total. The required rear yard communal amenity area is an area of 120 m<sup>2</sup> and a total amenity area of 180 m<sup>2</sup>. The provided communal rear yard area is 91 m<sup>2</sup> and the total amenity area is 121.4 m<sup>2</sup>. We have provided rear facing private balconies and an amenity area in the rear yard with the bicycle parking area that will allow for residents to have an amenity area outside their individual apartment units. As well, there are landscaped areas at the front of the building and perimeter fencing for privacy. It would have been possible to provide a roof top amenity area which would have ensured that the overall amenity area requirements could be met; however, it is proposed that roof top amenity areas are to be prohibited through future modifications to the R4 zoning as contemplated by City Staff.
- Parking provided. The parking requirement for this scale of project would be 4 parking spaces and the proposal calls for no parking to be provided. Due to the close proximity of Scott Street and the LRT, it was felt that any parking on the site would not be an efficient use of the property. A development of this scale and unit count benefits greatly from its proximity to the LRT and it would be attractive to residents who don't have a car and want to be close to transit.

The proposed use of the site is in conformity with the existing zoning and the majority of the setback requirements that apply to this site. Due to the desire to have a building that is compliant with the front yard setback and building height requirement shape of the lot there will be variances related to side yard, and front yard setbacks and also variances related to amenity areas and the provided parking .

Details of the setbacks and the requirements are on the Site Plan drawing filed with the application.

It should be noted that proposed modifications to the R4 zone are scheduled to be heard by the City's Planning Committee later in 2020. These modifications would provide alternative calculation methodologies for rear yard amenity area calculations that would bring this site into conformity and would bring a portion of the building into increased conformity related to side yard setbacks and most significantly based on the lot width would allow for an increased number of units on the property.

The proposed modifications, which are still subject to further refinement and Planning Committee and Council adoption, would also introduce regulations related to the requirements to have a portion of the front facade of the building stepped back from the front wall and a requirement for front facade balconies.

However, due to the fact that these regulations are still being finalized and have not been heard by the Planning Committee or City Council and would be subject

to the statutory appeal process, the applications are based on the current regulations. However, as the review process of this application proceeds modifications to the actual zoning requirements that require an amendment may be required.

## Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on May 1 2020 and it outlines the key matters of Provincial planning interest with respect to land use planning decisions made by municipal approval authorities. Any decisions that are made by municipal approval authorities must be consistent with the policies of the PPS.

The following are sections of the PPS that are applicable to a redevelopment on the subject property:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
  - a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; *The redevelopment on the site represents an efficient intensification of the site and will not create inefficient land use patterns in the area.*
  - e) promoting cost-effective development standards to minimize land consumption and servicing costs. *The intensification of the site will be achieved through a 3 storey plus basement level new building on the site and due to the proximity of nearby transit availability no on site parking will be provided. The existing infrastructure within the City Right of Way will be connected to the new building.*
- 1.1.3.1 *Settlement areas* shall be the focus of growth and their vitality and regeneration shall be promoted. *The property is within a settlement area of the City of Ottawa.*
- 1.1.3.2 Land Use Patterns within *settlement areas* shall be based on:
  - a) densities and a mix of land uses which: 1) efficiently use land and resources. *This redevelopment of the property is an efficient use of the land and will allow for a sensitive infill development that meets the majority of City zoning requirements for this use* 2) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; *The proposed new development on the property will efficiently utilize the existing infrastructure available within the City Right of Way on Hinchey Avenue.*
- 1.4.3 Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:
  - c) directing the development of new housing towards locations where

appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. *The proposed infill development is within an established neighbourhood with nearby infrastructure, public transit along nearby Scott Street and the LRT very close and nearby parks (Laroche, McCormick and Stirling-Carruthers Parks), schools and community facilities for residents needs.*

- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation nodes and public transit in areas where it exists or is to be developed; *The infill development represents an efficient use of land on the property and utilizes existing infrastructure*

### **Official Plan Designation – City of Ottawa Official Plan**

The site is designated General Urban Area in the Urban Policy Plan of the City of Ottawa Official Plan.

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.

Permitted uses within a General Urban Area include **residential**.

Key policies within the General Urban Area designation that are applicable to this infill development are contained in Section 3.6.1 of the Official Plan and are:

3.6.1.1 General Urban Area areas are designated on Schedule B. The General Urban Area designation permits **all types and densities of housing**, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

*The density of housing proposed is permitted in this designation.*

3.6.1.3 When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and



built form;

*The proposed 3 storey plus basement residential building located on the edge of the neighbourhood is in general conformity with existing residential development and recent infill projects in the neighbourhood and due to its proximity to Scott Street and its transit opportunities it is an appropriate land use at the edge of the Hintonburg community.*

In addition, the subject property is located within the area covered by the **Scott Street Secondary Plan**. This Secondary Plan has a number of land use designations within its boundaries which are roughly bounded by the Ottawa River Parkway, Northwestern Avenue, Bayview Avenue and then lands to the north of Wellington Street but not fronting onto Wellington Street.

The subject property is located within the Low-Rise Residential designation which would allow for the height of the building and type of use that is being proposed. The range of uses permitted in the General Urban Area designation in the Official Plan is permitted in the Low-Rise Residential designation of the Secondary Plan.

Schedule B of the Secondary Plan outlining Maximum Building Heights identifies the subject property as having a maximum building height up to three storeys which brings it in line with the existing zoning which allows for a building height of 11 m. The subject property is in conformity with this Secondary Plan policy.

## **Conclusions**

The proposed development of a new 3 storey residential building with 18 apartments units at 243 245 Hinchey is consistent with the majority of current zoning, and the relevant Official Plan and Secondary Plan policies for these lands.

The site represents a sensitive infill development that will allow for:

- a well designed contemporary mixed use building that will be located within an established neighbourhood that will add to the character of the street and the neighbourhood
- a new development that meets the majority of current zoning regulations
- a re-development of the existing property that will contribute to the overall intensification of this section of Hinchey Avenue through a sensitive development.

Through the site plan process there are a number of key engineering studies and drawings required in support of the development. These studies show that the site can be serviced through existing service connections along Hinchey Avenue.



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

The overall site drainage and grading has been designed based on current City guidelines and there will be some roof top storage.

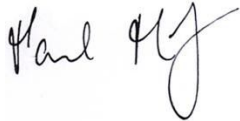
Landscaping will be provided within the front and rear yards to provide screening and buffering to adjacent properties.

The proposed building height of this development is within the maximum permitted building height.

It is our opinion that the proposed development is consistent with the Provincial Policy Statement and the City of Ottawa Official Plan and the majority of relevant zoning and Secondary Plan regulations. It is being proposed at an appropriate scale of infill development and will be compatible with surrounding land uses and will contribute to this area of Hintonburg.

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](mailto: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

## **APPENDIX**

**FIGURE 1 - SURVEY PLAN**

**FIGURE 2 - LOCATION PLAN**

**FIGURES 3 - 8 - FLOOR PLANS, ARCHITECTURAL ELEVATION PLANS AND SITE PLAN**

**FIGURE 9 PHOTOS OF PROPERTY AND SURROUNDING AREA.**

DISTANCES AND ELEVATIONS SHOWN ON THIS PLAN ARE IN METRES  
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCALE 1 : 150

0 1 2 5 10 15 metres

FAIRHALL, MOFFATT & WOODLAND LIMITED  
ONTARIO LAND SURVEYORS

- - SURVEY MONUMENT FOUND
- IB - IRON BAR
- CP - CONCRETE PIN
- (P) - REGISTERED PLAN 88291
- (M) - MEASURED
- (S) - SET
- (857) - FAIRHALL, MOFFATT & WOOD
- (1287) - FARLEY, SMITH

1. ELEVATIONS SHOWN HEREON ARE REFERRED TO GEODETIC DATUM (CGVD28).
2. ELEVATIONS FOR MANHOLE COVERS AND CATCH BASINS HAVE TO BE INDEPENDENTLY CONFIRMED BEFORE THEY CAN BE ACCEPTED FOR FINAL DESIGN OR CONSTRUCTION PURPOSES.
3. IT IS THE RESPONSIBILITY OF THE USER OF THIS INFORMATION TO VERIFY THAT THE JOB BENCHMARK HAS NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREE WITH THE INFORMATION SHOWN ON THIS DRAWING.

1. THIS DRAWING CANNOT BE ACCEPTED AS ACKNOWLEDGING ALL OF THE UNDERGROUND UTILITIES AND IT WILL BE THE RESPONSIBILITY OF THE USER TO CONTACT THE RESPECTIVE UTILITY AUTHORITIES FOR CONFIRMATION OR LOCATION.

a) CITY OF OTTAWA PUBLIC UTILITY REGISTRY

## NOTES

1. BEARINGS ARE GRID DERIVED FROM CITY OF OTTAWA HORIZONTAL CONTROL 2011-0053 (N 5029817.068, E 365072.870) AND 2011-0054 (N 5029910.642, E365229.975) AND ARE REFERRED TO THE CENTRAL MERIDIAN 76°30'W LONGITUDE MTM ZONE 9 (NAD83 ORIGINAL).

2. DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR 0.9999940.

ASSOCIATION OF ONTARIO  
LAND SURVEYORS  
AN SUBMISSION FORM  
2101826



THIS PLAN IS NOT VALID  
UNLESS IT IS AN EMBOSSED  
ORIGINAL COPY  
ISSUED BY THE SURVEYOR  
In accordance with  
Regulation 1026, Section 29 (3).

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT, THE LAND TITLE ACT AND THE REGULATIONS MADE UNDER THEM.

2. THE SURVEY WAS COMPLETED ON SEPTEMBER 3, 2019.

DATE 2019/09/06

ONARIO LAND SURVEYOR

**Fairhall  
Moffatt &  
Woodland**

ONTOARIO LAND SURVEYORS

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*Surveying and Land Information Services*

100-600 TERRY FORD DRIVE, KANATA, ONTARIO K2L 4B6  
TEL: (613) 591-2380 FAX: (613) 591-1495  
TEL: (613) 591-2380 FAX: (613) 591-1495

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REFERENCE NO. 22-88291

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to 2020-07-04 (hh/ss)

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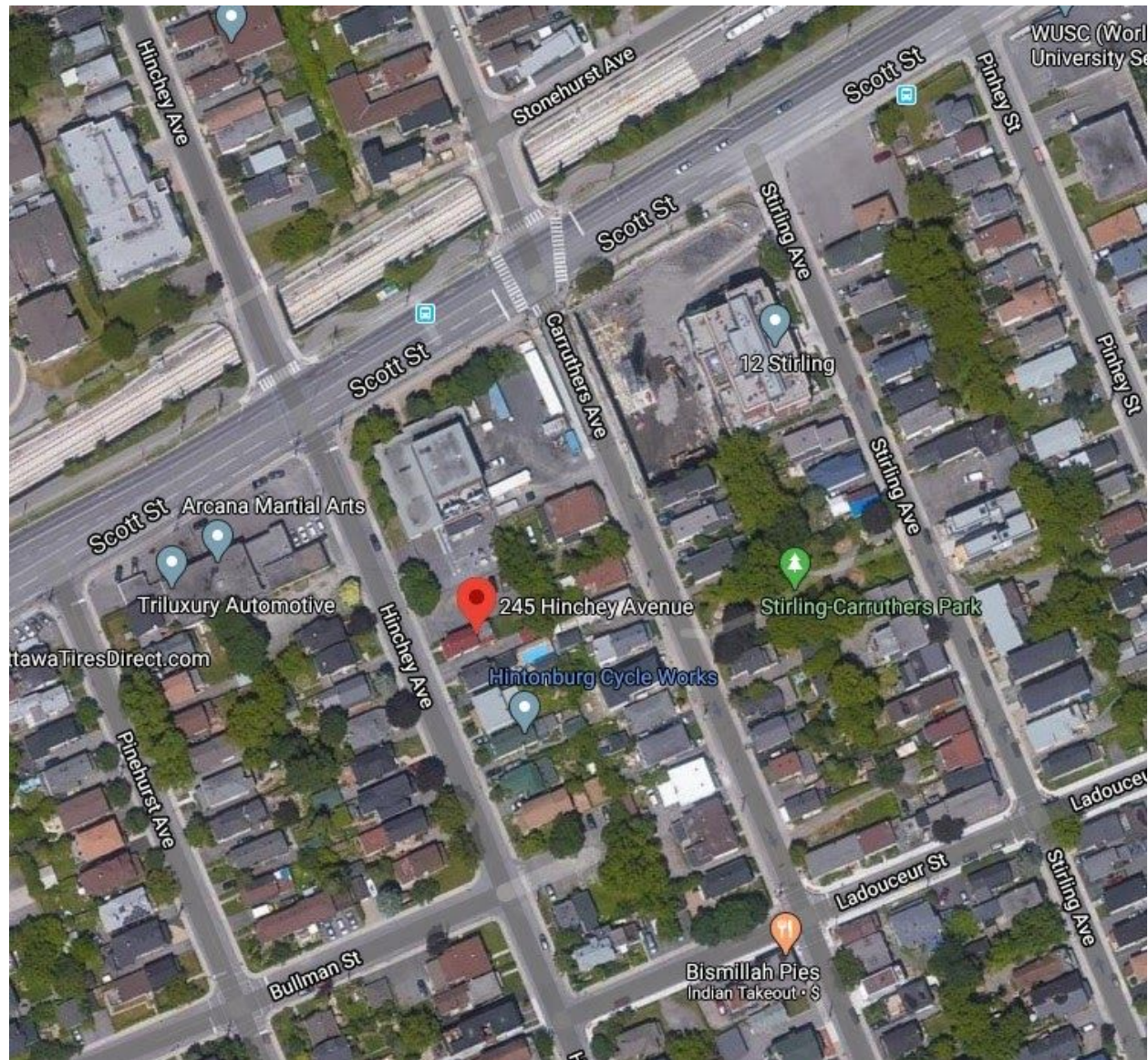
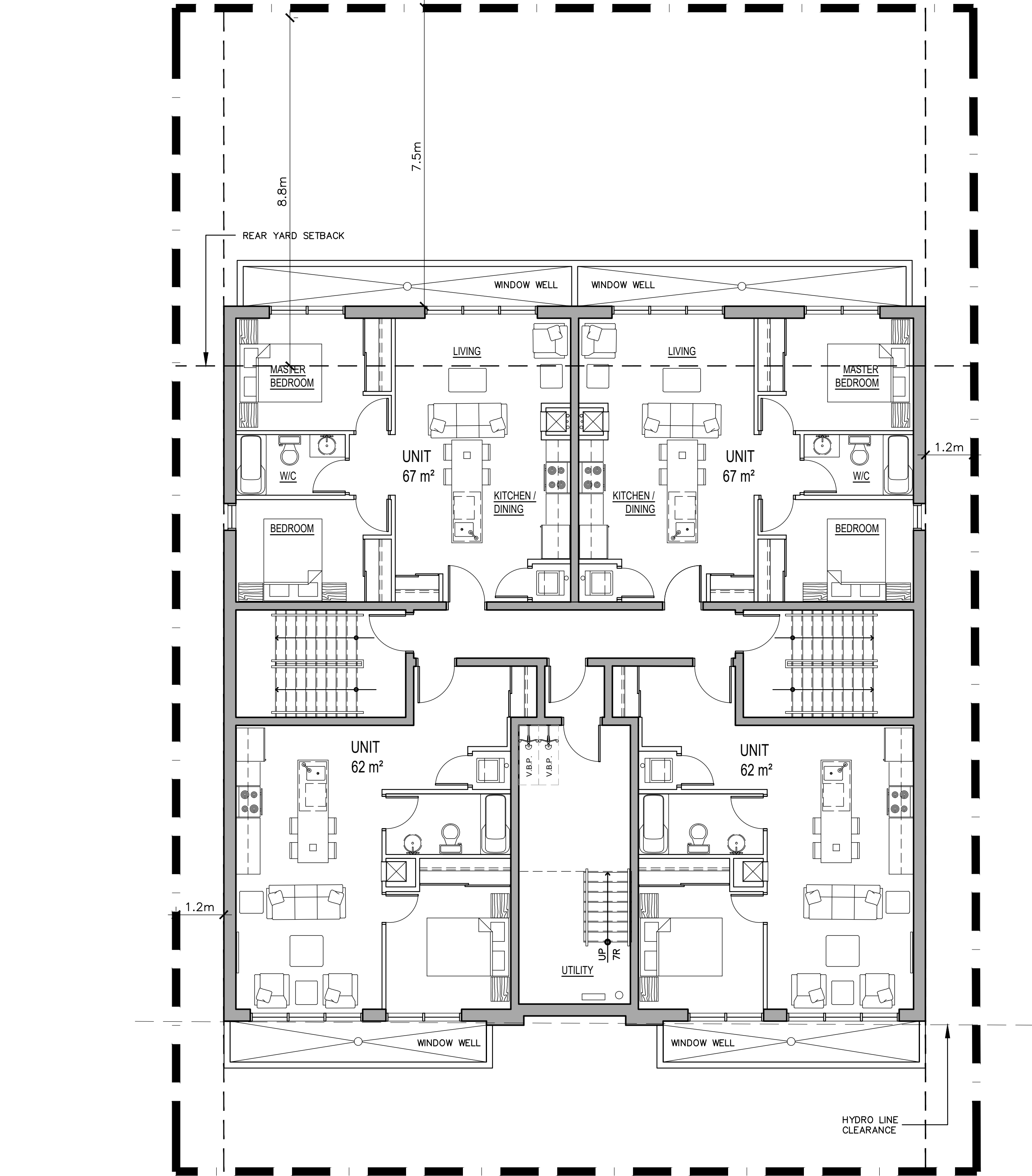
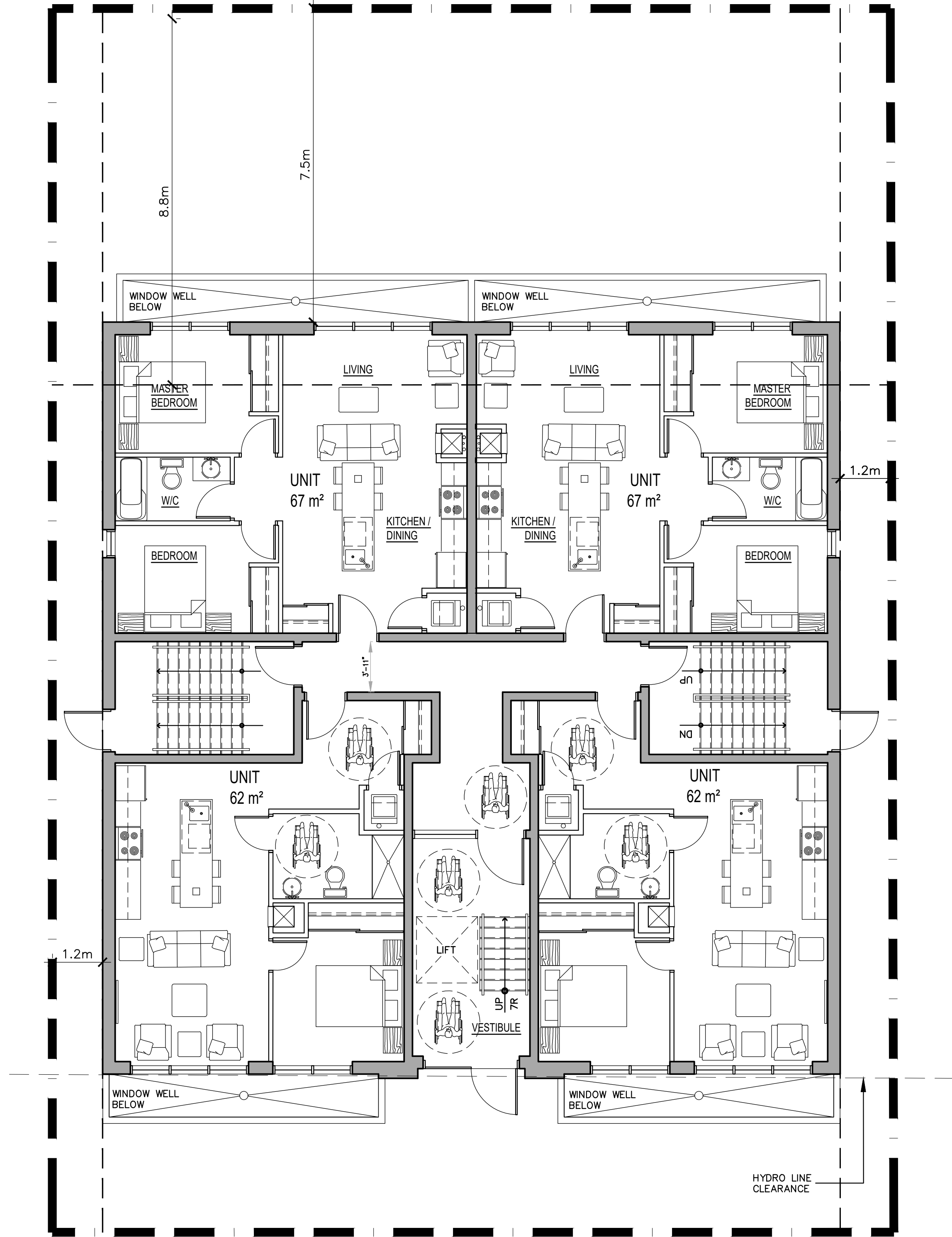


Figure 2 Location Plan



1 LOWER LEVEL FLOOR PLAN 4 - UNITS  
SCALE = 1 : 75



2 MAIN LEVEL FLOOR PLAN 4 - UNITS  
SCALE = 1 : 75



P<sup>2</sup> concepts  
739 RIDGEWOOD AVE. UNIT 201  
OTTAWA, ONTARIO K1V 6M8

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04	ISSUED FOR REVIEW	2020-03-23
03	ISSUED FOR REVIEW	2020-03-03
02	ISSUED FOR REVIEW	2019-12-18
01	ISSUED FOR COORDINATION	2019-12-06
No.	REVISIONS	DATE

NOT AUTHENTIC UNLESS SIGNED AND DATED

CONSULTING ENGINEERS

STRUCTURAL

MECHANICAL

ELECTRICAL

DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: P.E.

PROJECT

243-245 HINCHEY AVENUE

DRAWING TITLE

LOWER AND MAIN FLOOR PLANS

PROJECT NO.

0341

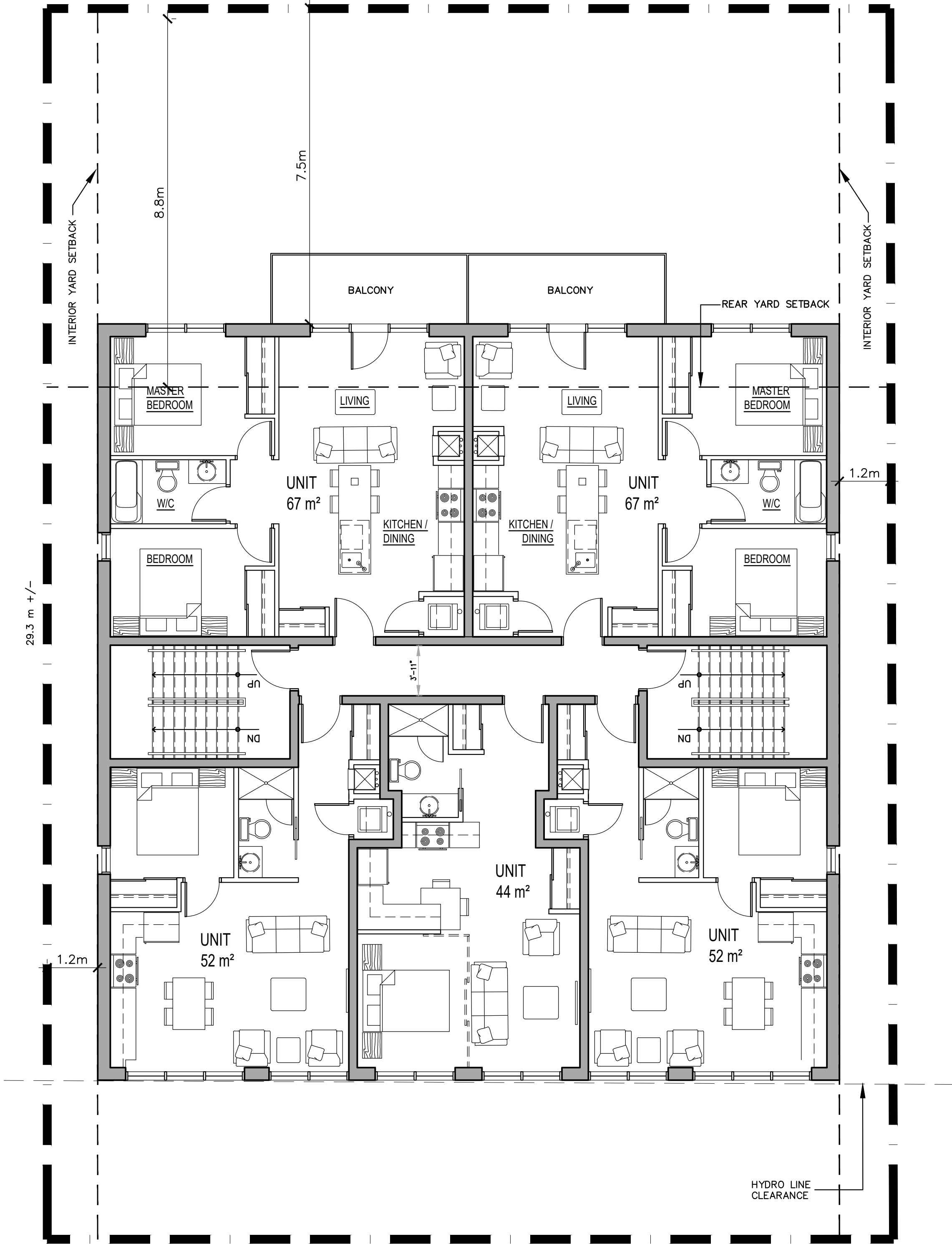
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DEC -06, 2019

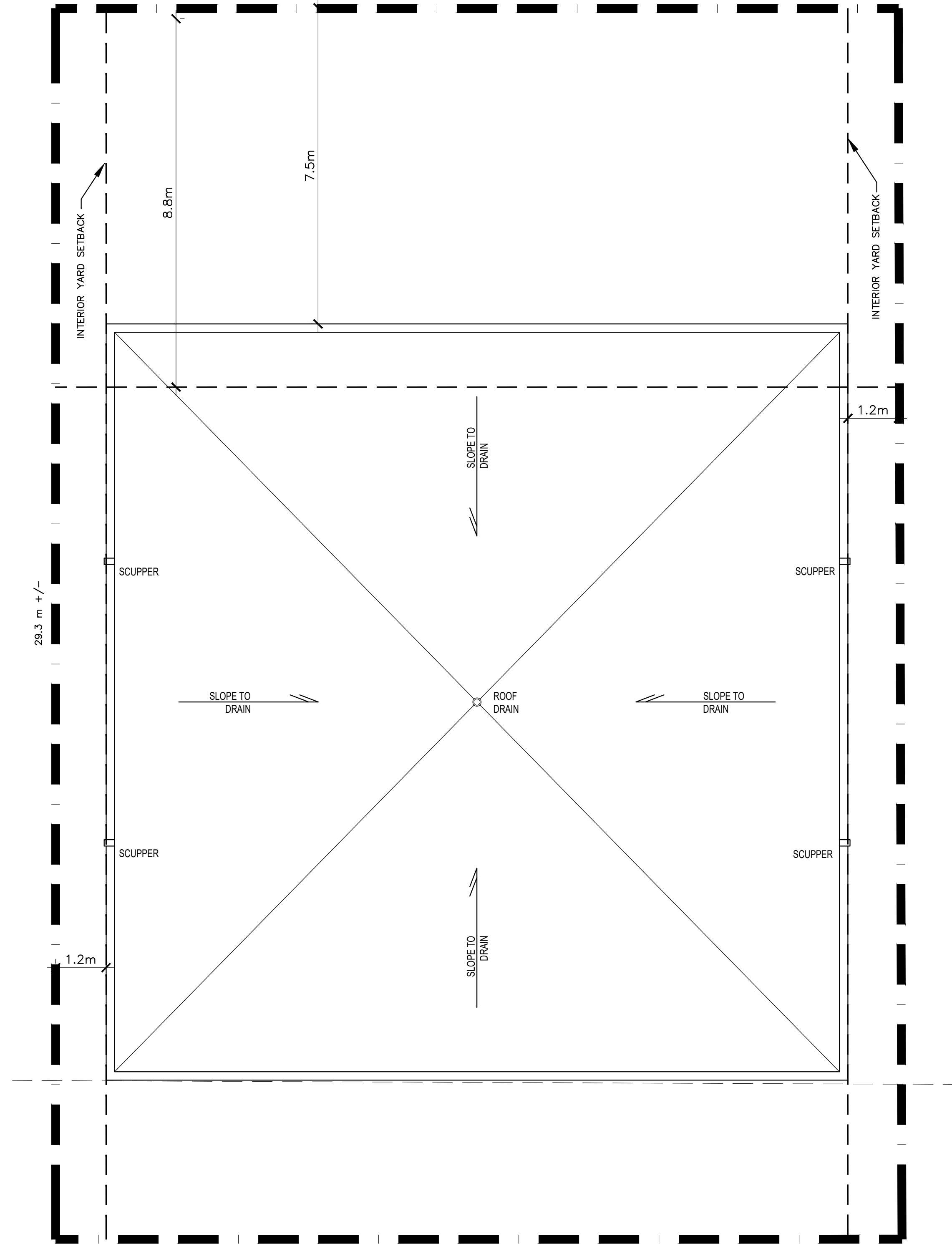
A-100

PLAN #





1 SECOND AND THIRD LEVEL FLOOR PLAN 2 X 5 - UNITS  
A101 SCALE = 1 : 75



2 ROOF LEVEL PLAN  
A101 SCALE = 1 : 75



P<sup>2</sup> concepts  
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DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: P.E.

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243-245 HINCHEY AVENUE

DRAWING TITLE

SECOND, THIRD AND ROOF PLANS

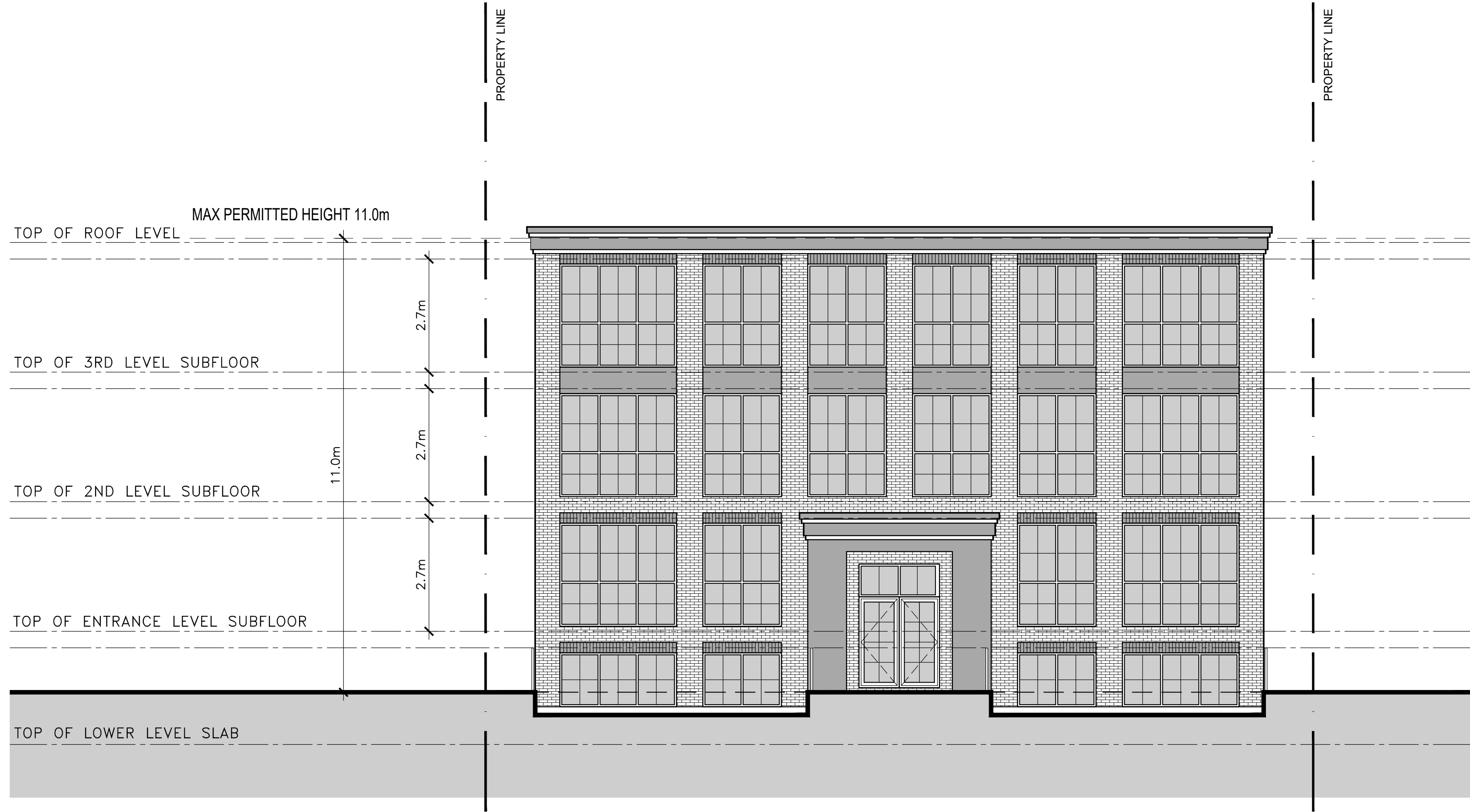
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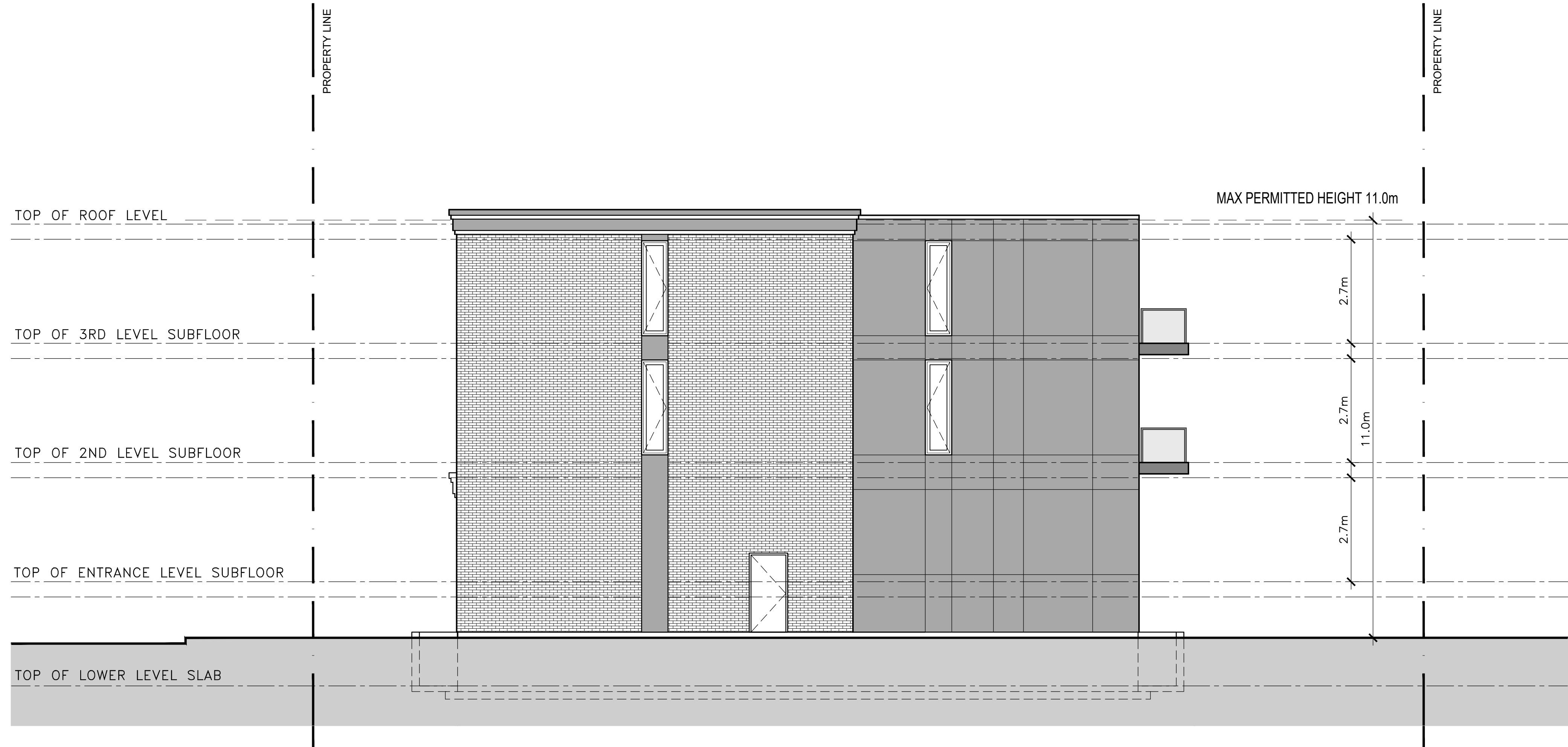
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1 FRONT ELEVATION  
A200 PLAN  
SCALE = 1 : 75

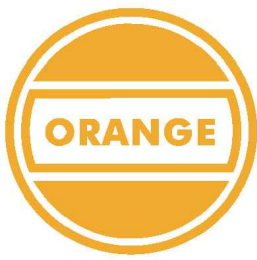


2 SOUTH SIDE ELEVATION  
A200  
SCALE = 1 : 75

DRAWING NOTES

1. WHITE BRICK
2. ALUMINIUM PANEL - BLACK
3. ALUMINIUM PANEL - CHARCOAL
4. PRE FINISHED ALUMINIUM GUARD RAIL
5. ELEVATOR SHAFT OVERRUN
6. STAIR ACCESS TO ROOF TERRACE & LOBBY
7. BLACK ALUMINIUM ACCENT BAND
8. PLANTERS REFER TO LANDSCAPE
9. SAIMESE CONNECTION REFER TO MECH.
10. GAS METER REFER TO MECH.

CLIENT:



P<sup>2</sup> concepts  
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CONSULTING ENGINEERS

STRUCTURAL

MECHANICAL

ELECTRICAL

DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: P.E.

PROJECT

243-245 HINCHEY AVENUE

DRAWING TITLE

FRONT AND SOUTH SIDE ELEVATIONS

PROJECT NO.

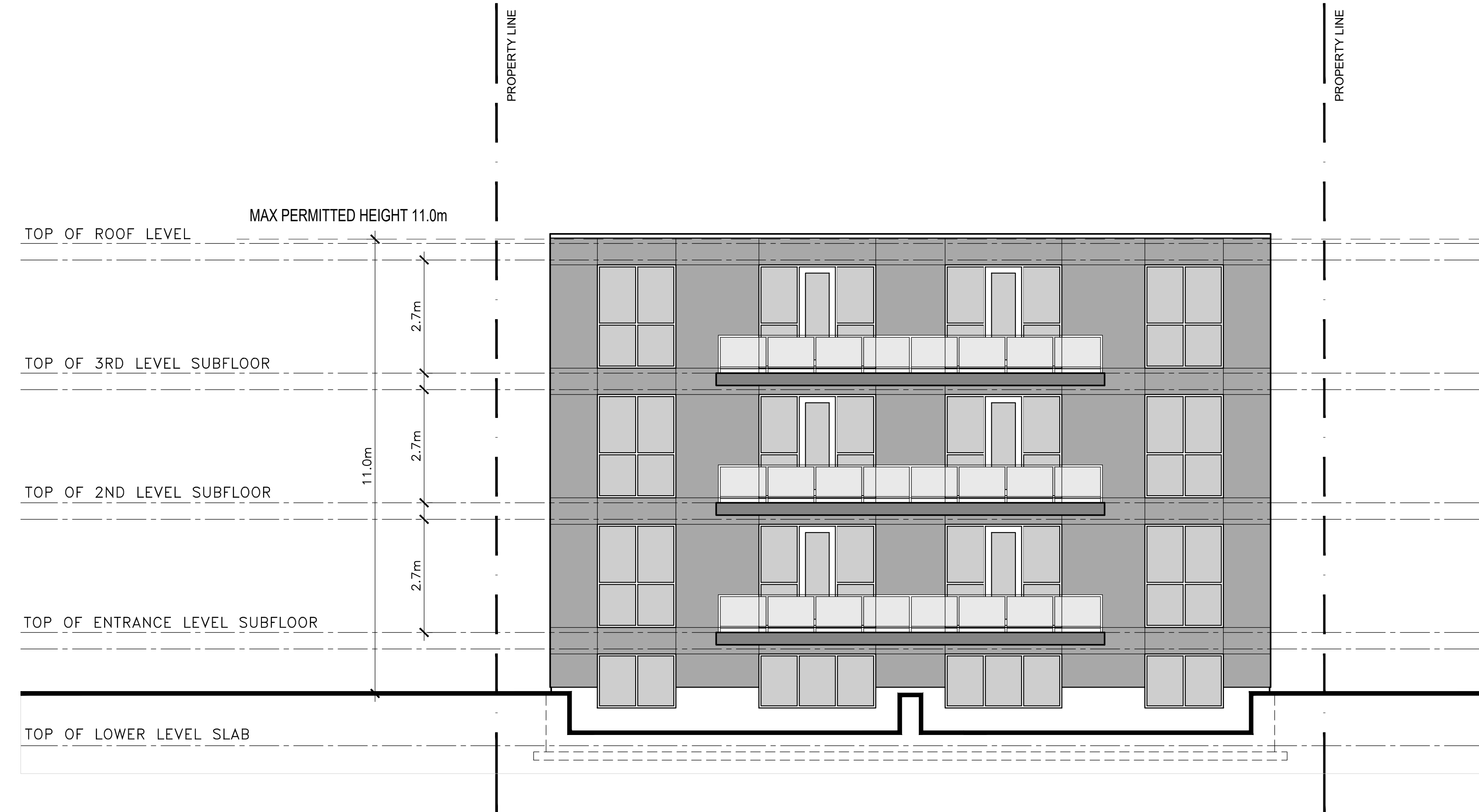
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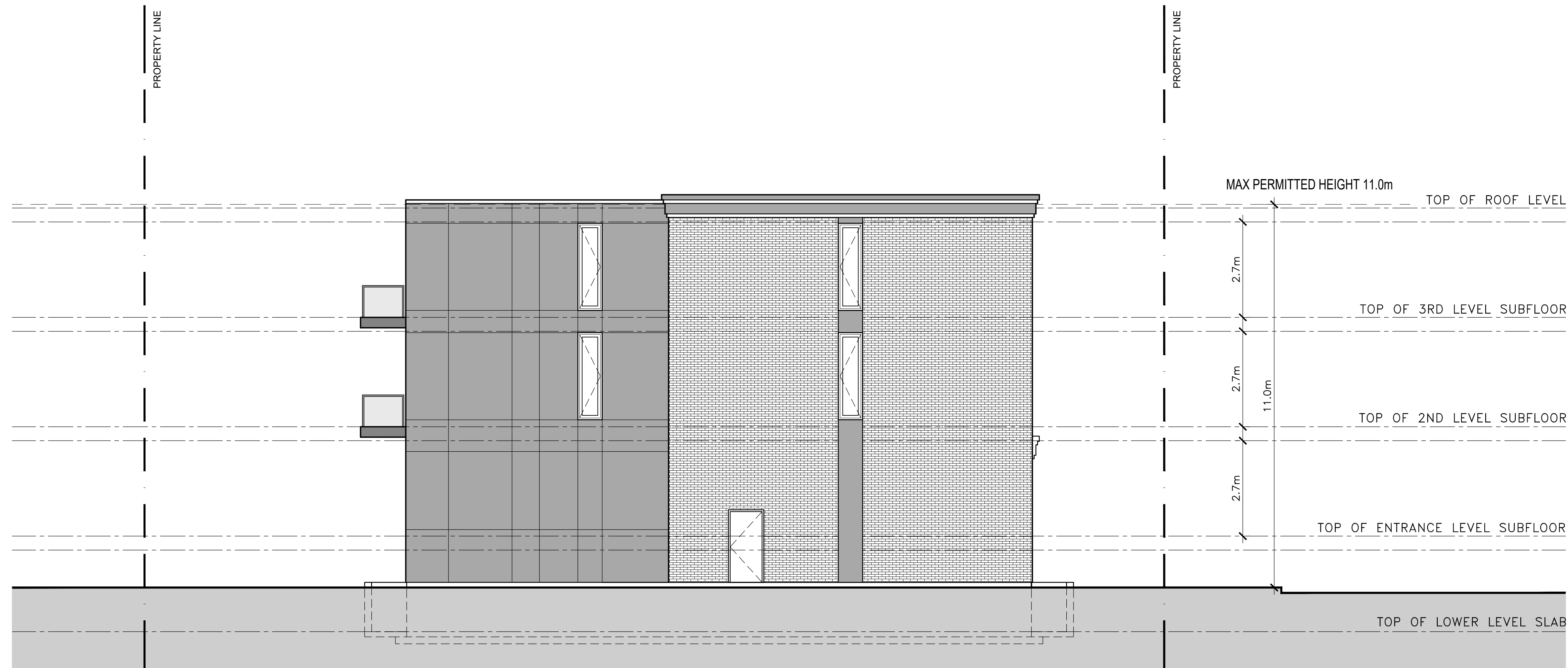
DEC -06, 2019

A-200





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A201  
REAR ELEVATION  
SCALE = 1:75



2  
A201  
NORTH SIDE ELEVATION  
SCALE = 1:75



P<sup>2</sup>  
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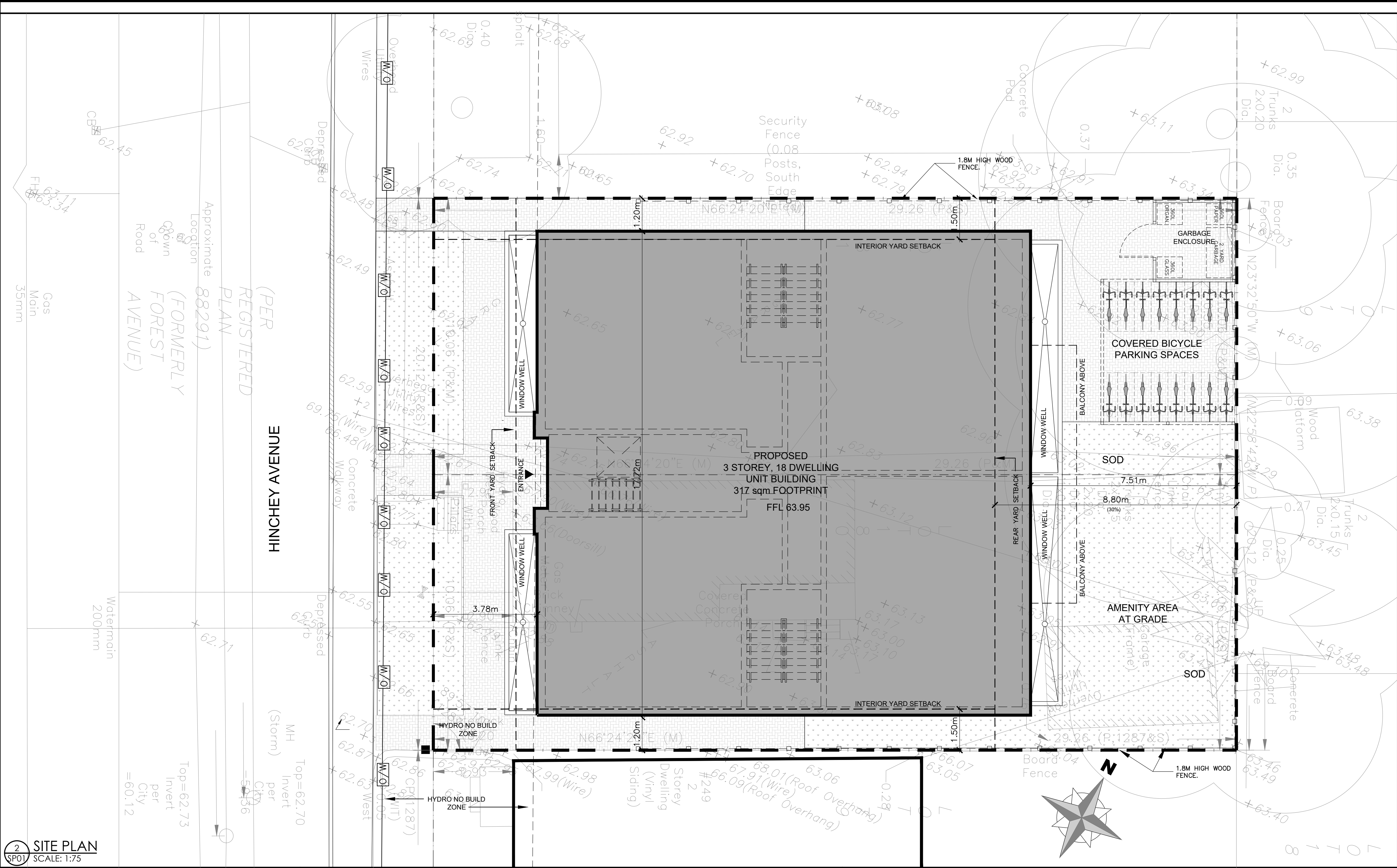
CONSULTING ENGINEERS  
STRUCTURAL  
MECHANICAL  
ELECTRICAL

DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: P.E.

PROJECT  
243-245 HINCHEY AVENUE

DRAWING TITLE  
REAR AND NORTH SIDE ELEVATIONS

PROJECT NO. 0341  
DATE DEC -06, 2019  
A-201



**PLAN OF SURVEY**  
PART OF LOT  
REGISTERED PLAN  
CITY OF OTTAWA

SURVEY BY:  
DATED:

**ELEVATION NOTE**  
1. ELEVATIONS ARE GEODETIC.  
2. IT IS THE RESPONSIBILITY OF THE USER OF THIS INFORMATION TO VERIFY THAT THE JOB BENCHMARK HAS NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION SHOWN THE ABOVE REFERENCED SURVEY.

**BEARING NOTE**  
BEARINGS ARE GRID, DERIVED FROM THE SOUTHERLY LIMIT ON EXPROPRIATION PLAN CT193429, SHOWN TO BE N83°39'50"E THEREON.

SITE INFORMATION DERIVED FROM SURVEY TITLED, SURVEYOR'S REAL PROPERTY REPORT, PLAN OF PART OF LOT 62, REGISTERED PLAN 239, CITY OF OTTAWA.

- LEGEND:**
- PROPOSED NEW BUILDING
  - PROPOSED 2ND & 3RD FLOOR OVERHANG
  - NEW INTERLOCK PAVERS
  - NEW CONCRETE
  - PROPERTY LINE
  - ADJACENT LOT PROPERTY LINES
  - EXISTING OVERHEAD HYDRO LINE
  - NEW WOOD FENCE
  - EXISTING HYDRO POLE TO REMAIN
  - MAIN ENTRANCE
  - NEW BIKE RACKS
  - NEW CONCRETE CURB
  - EXTERIOR SOFFIT LIGHTING FIXTURE
  - EXTERIOR WALL MOUNTED LIGHT FIXTURE

**NOTE:**  
SNOW WILL NOT BE STORED ON SITE AND WILL BE REMOVED OFF SITE AS REQUIRED.

CLIENT:

**P<sup>2</sup> Concepts**  
739 RIDGEWOOD AVE., UNIT 201  
OTTAWA, ONTARIO, K1V 6A8

11			
10			
09	FOR REVIEW	PE	APR. 21 2020
08	FOR REVIEW	PE	APR. 13 2020
07	FOR REVIEW	PE	MAR. 23 2020
06	FOR REVIEW	PE	MAR. 03 2020
05	FOR REVIEW	PE	DEC. 18 2019
04	FOR COORDINATION	PE	DEC. 02 2019
03	FOR COORDINATION	PE	NOV. 28 2019
02	FOR COORDINATION	PE	NOV. 22 2019
01	FOR COORDINATION	PE	NOV. 06 2019
No.	REVISIONS	BY	DATE

NOT AUTHENTIC UNLESS SIGNED AND DATED

CONSULTING ENGINEERS

PLANNER

LANDSCAPE

CIVIL

GEOTECHNICAL

DESIGNED BY: P.E. DRAWN BY: APPROVED BY:

PROJECT

243-245 HINCHEY

DRAWING TITLE

SITE PLAN

PROJECT NO.

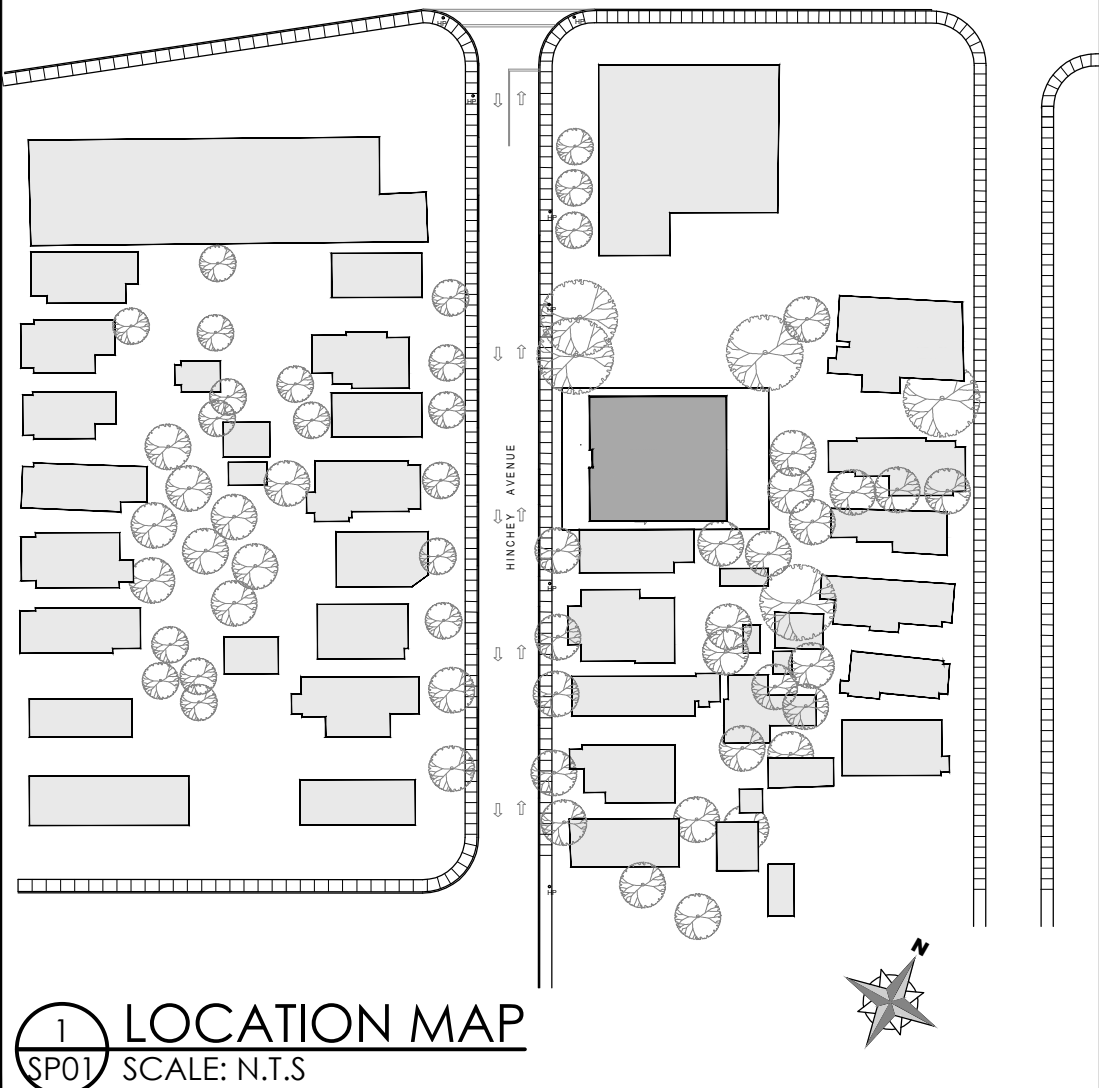
0318

DATE

NOV. 06, 2019

SP-01

2 SITE PLAN  
SP01 SCALE: 1:75



1 LOCATION MAP  
SP01 SCALE: N.T.S

ZONING		
Current Zoning	R4H (Subject to Minor rezoning)	
	Required	Provided
Min. Lot Area	360 SQ. M.	589 SQ. M.
Min. Lot Width	12 M	20.1 M
Min. Front Yard Setback	2.93 M	3.78 M
Min. Rear Yard Setback	8.8 M (30%)	7.5 M
Min. Interior Yard Setback	Where the building wall is equal to or less than 11 m in height: 1.5 m. Where the building wall is greater than 11 m in height: 2.5 m. Beyond the first 21 m the interior side yard setback is 6 m.	1.2 M
Max. Building Height	11.0 M	11.0 M
Min. Landscape Area		
Min. Vehicle Parking Spaces	3	0
Min. Handicap Vehicle Parking Spaces	0	0
Min. Driveway Width		N/A
Min. Bicycle Parking Spaces	9 SPACES ( 0.5 per unit)	2 INT. AND 16 EXT. TOTAL =18 SPACES

	Required	Provided
Min. Amenity Area	8 x 15 sqm=120 sqm 10 x 6 sqm= 60 sqm Total =180 sqm	=121.4 sqm
Min. Communal Area at grade and in the rear yard	8 x 15 sqm=120 sqm	91.0 sqm
Private Balcony Area		30.4 sqm (4 x 7.6 sqm)
Landscaped area at Grade		91.0 sqm
Total Provided		=121.4 sqm
Maximum # of units per lot	8 (on two lots)	18 (on two lots)





**Subject property (245 Hinchey) on left**





**243 Hinchey (north half of overall property)**





**1480 Scott Street (SW corner of Scott/Hinchey) automotive repair garage**





**244 - 250 Hinchey Avenue (west side of Hinchey) opposite from the subject property**





**252 Hinchey. SW of the subject property**





**View looking south at the rear of the subject property and garage on subject property and recent infill building in the rear on the left.**