



# 61 Pinehurst Avenue

Site Plan Control Planning Rationale and Design Brief

September 2021

**Re: PUBLIC**  
urbanism

## 1.0 Introduction

Terrain Development Consulting has retained Re: public Urbanism to assist in the preparation of a combined Planning Rationale and Urban Design Brief on behalf of the property owners in support of a Site Plan Control application for the property located at 61 Pinehurst Avenue. The property is located in the Hintonburg neighbourhood of the City of Ottawa.

## 2.0 Surrounding Area & Site Context

### 2.1 Subject Property

The subject property is municipally known as 61 Pinehurst Avenue and legally described as Lot 131 on Registered Plan 88291 of the City of Ottawa. The property has an area of 306.98 m<sup>2</sup> and is located on the east side of Pinehurst Avenue, just south of the intersection with Scott Street in the Hintonburg neighbourhood of the City of Ottawa (Figure 1). The rectangular property is composed of a single lot of record with a total frontage of 10.06 m along Pinehurst Avenue. The property is currently occupied by a 2-storey stucco single-detached dwelling with a mature tree located in the front yard, within the public Right-of-Way (Figures 2).

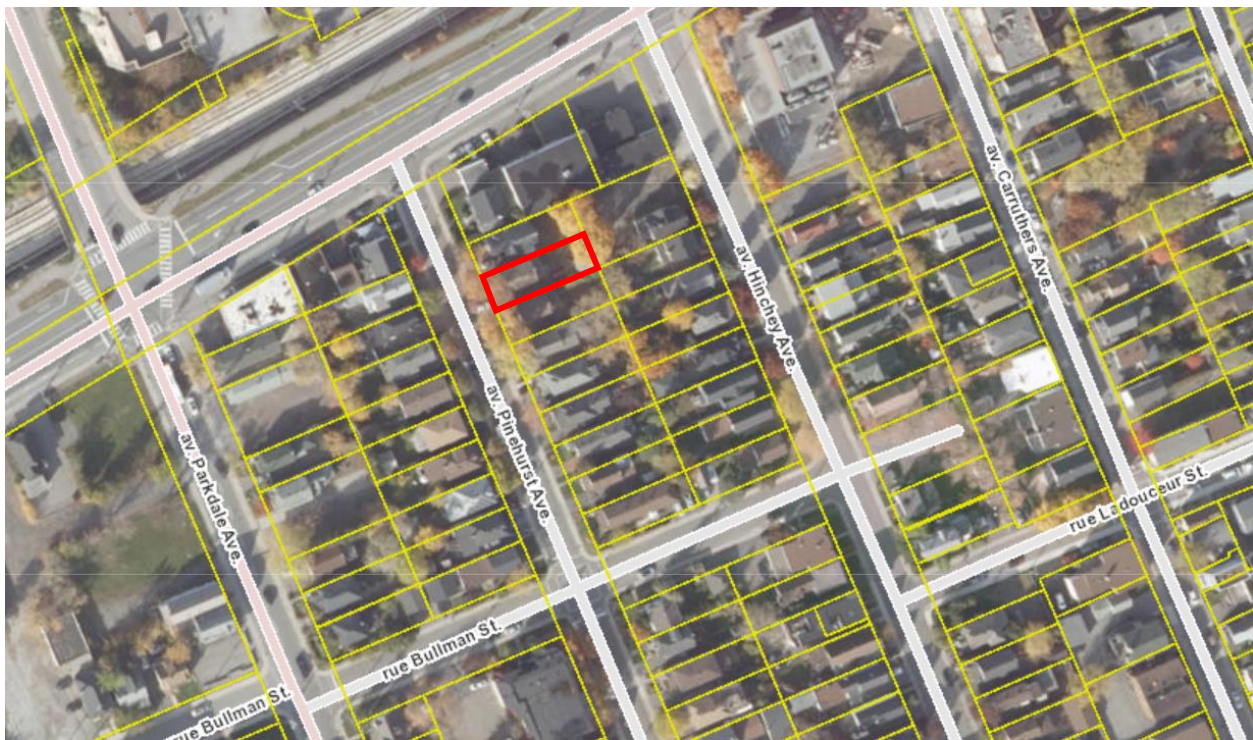


Figure 1 - Subject Site



Figure 2 – Site and Context images

## 2.2 Site Context

The subject site is located on Pinehurst Avenue, a local road populated with similar 2-2.5 storey single detached dwellings as well as a number of long semi-detached dwellings, converted duplexes and triplexes. The neighbourhood itself is centrally located with easy access to a number of neighbourhoods, including Centretown West and Wellington Village. The neighbourhood also provides a wide range of local amenities including shops, services and parks such as Laroche, Sterling-Carruthers, McCormick and the Parkdale Market (Figures 3 and 4). More specifically, the lands surrounding the site are:

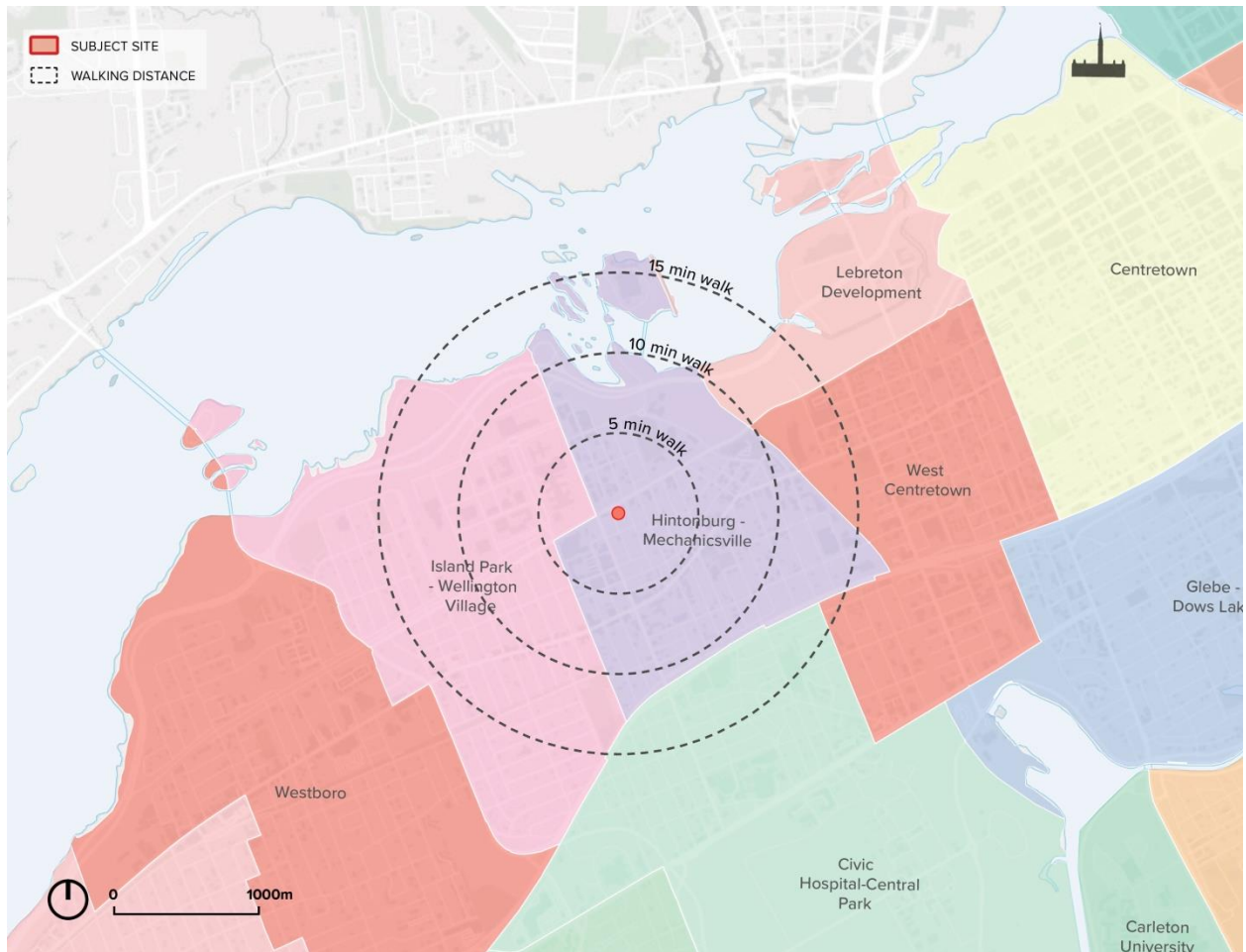


Figure 3 – Neighbourhood Access



Figure 4 – Amenities located within 100m

#### To the North

Immediately north of the site is a 2 storey single-detached dwelling as well as a former detached dwelling converted to commercial uses located along Scott Street. Scott Street provides a direct link between Westboro and downtown Ottawa. Scott Street further offers a variety of commercial and service commercial uses with some residential uses further east of the site. North of Scott Street are a variety of residential dwellings ranging from low-rise detached dwellings, to row-houses up to high-rise apartment buildings as well as a limited number of additional commercial uses. Northwest of the site is Tunney's Pasture.

#### To the East

East of the property are additional low-rise residential dwellings, largely 1.5-2.5 storeys in height with several applications for 3 storey low-rise apartment buildings having been recently approved. Further east are a utility installation and an 18 storey residential apartment building and the Stirling-Carruthers Park..

#### To the South

Immediately south of the site are a range of low-rise single-detached dwellings, largely 2-2.5 storeys in similar architectural style to the subject site. Further south is a 4 storey apartment building, the Parkdale Park and Market and the Wellington Street mainstreet

### To the West

West of the lands are a variety of low-rise residential dwellings, largely single-detached in nature while further west are some retail and commercial service uses along Scott Street and a mix of both low and high-rise residential uses, office uses, and some light industrial uses.

## **2.3 Transportation and Road Network**

The subject property is well serviced with respect to the existing road network, as demonstrated in Schedule E of the City of Ottawa Official Plan and shown in Figure 5 below. Pinehurst Avenue is a local road which connects directly to Scott Street which is designated an Arterial Roadway. Arterial Roads are the City's major roads designed to carry large volumes of traffic over the longest distances. Arterial Roads are intended to accommodate pedestrian, cycling, and transit infrastructure in addition to automotive traffic and public utilities. The site is also located one block east of Parkdale Avenue, another Arterial Road, which provides direct access to both the Sir John A. Macdonald Parkway to the north and the 417 Highway to the south.



Figure 5 – Road Network

## **2.4 Cycling network**

As mentioned in the previous section, Scott Street, as an arterial, is well served by cycling infrastructure. Scott Street is designated on Schedule C as a Cross-Town Spine Route and includes a Multi-Use Pathway. Scott Street provides direct access to the Trillium Pathway and ultimately the Ottawa River Pathway. As such, the subject property is well served by the city cycling network (Figure 6).

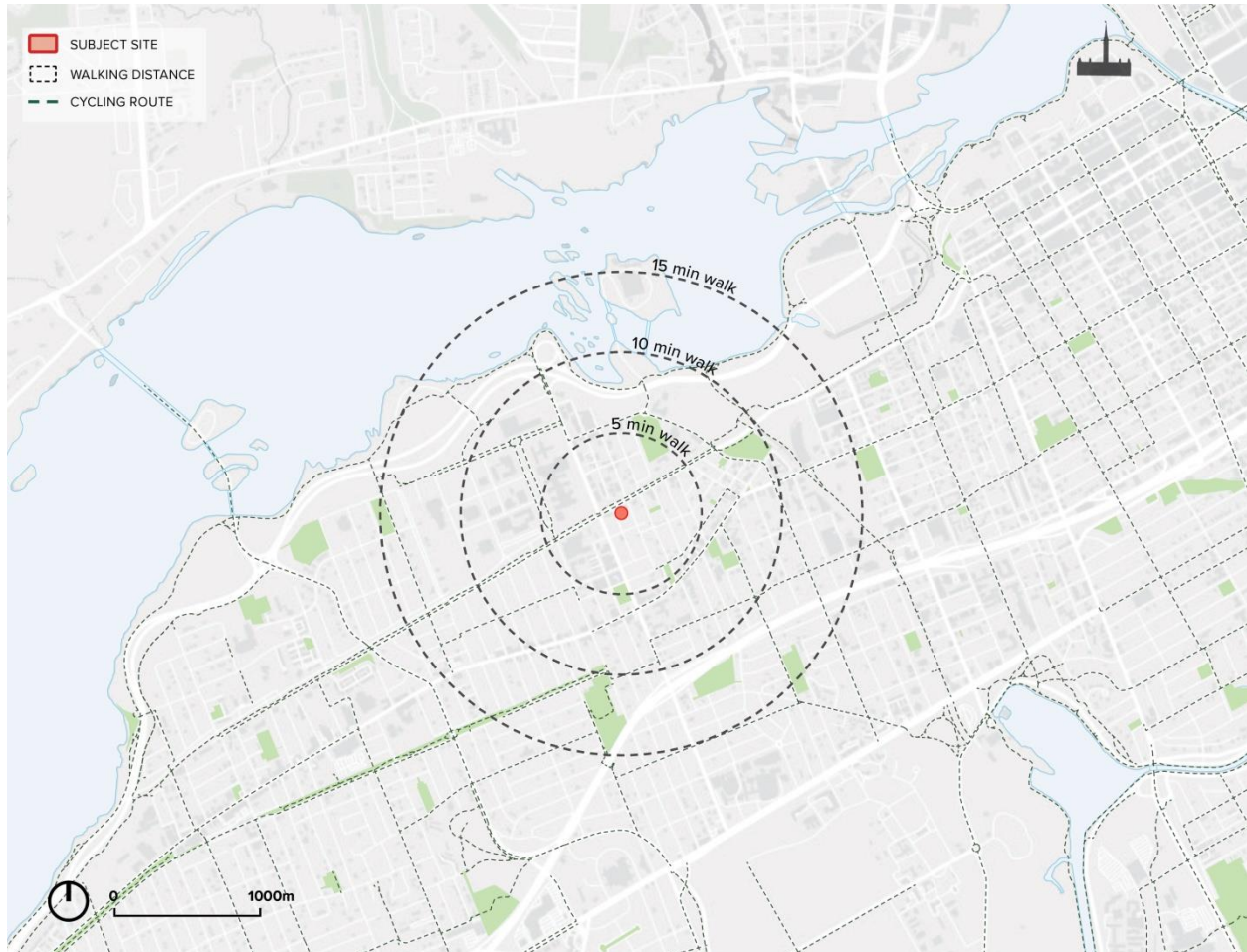


Figure 6 - Cycling Network

## 2.5 Public Transportation

Finally, the subject site is also well served by the City's transit system (Figure 7) with Bus Route 16 offering regular service between St. Paul's University along Main Street and Tunney's Pasture and Bus Route 57 offering rapid service between Bell's Corner and Tunney's Pasture. Lastly, the Tunney's Pasture LRT station is located approximately 450m from the subject site where Line 1 currently offers service between Blair Station in the east and Tunney's Pasture to the west with Stage 2, slated to be completed between 2022 and 2023, offering much broader service throughout the city.

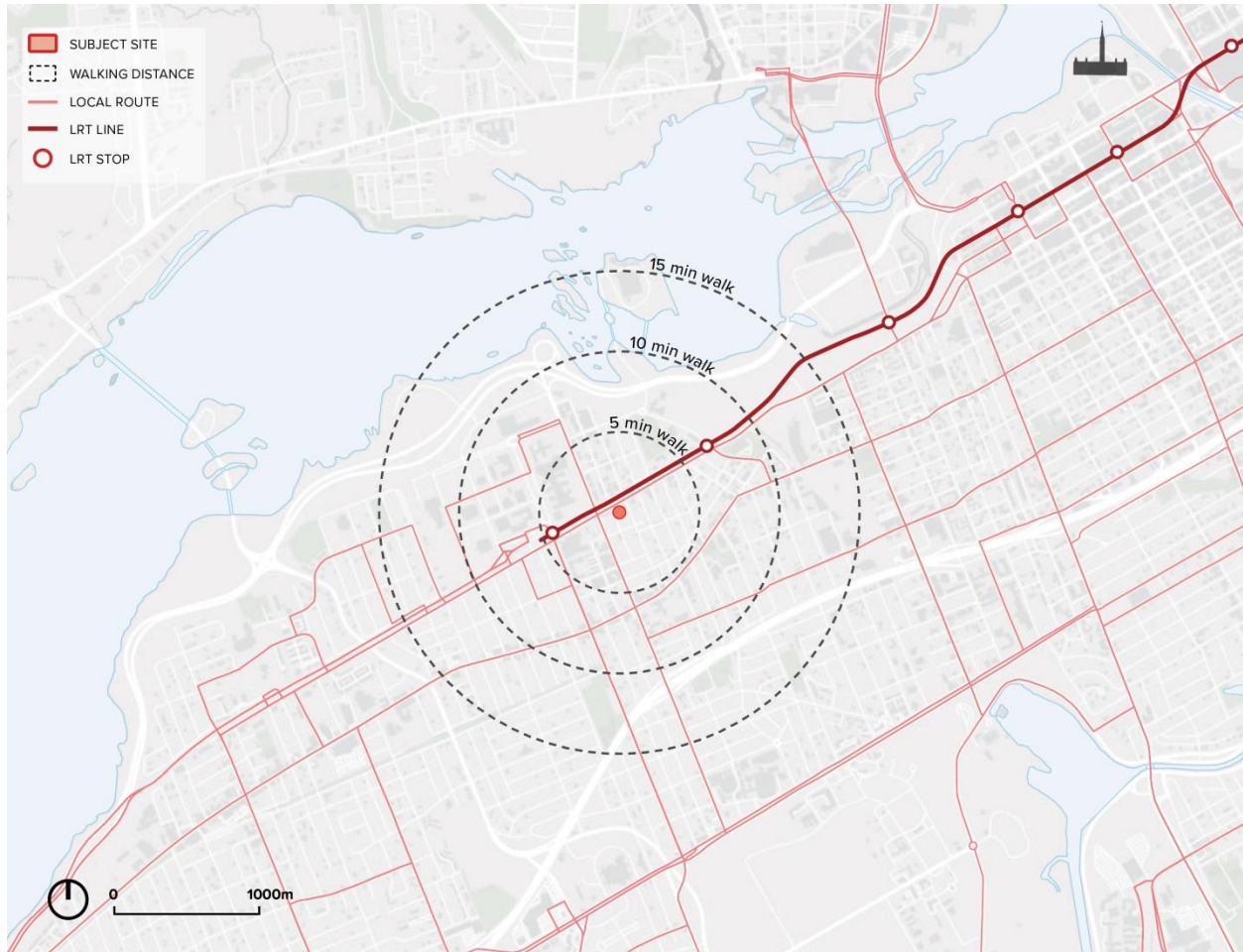


Figure 7 - Transit Network

### 3.0 Proposed Development

The present proposal seeks to develop the subject lands with a 3.5 storey apartment building having a footprint of 122.16 m<sup>2</sup> and a total height of 10.7 m. The development contains 8 units, of which 4 are 1-bedroom units, and 4 are 2-bedroom units (Figure 8).

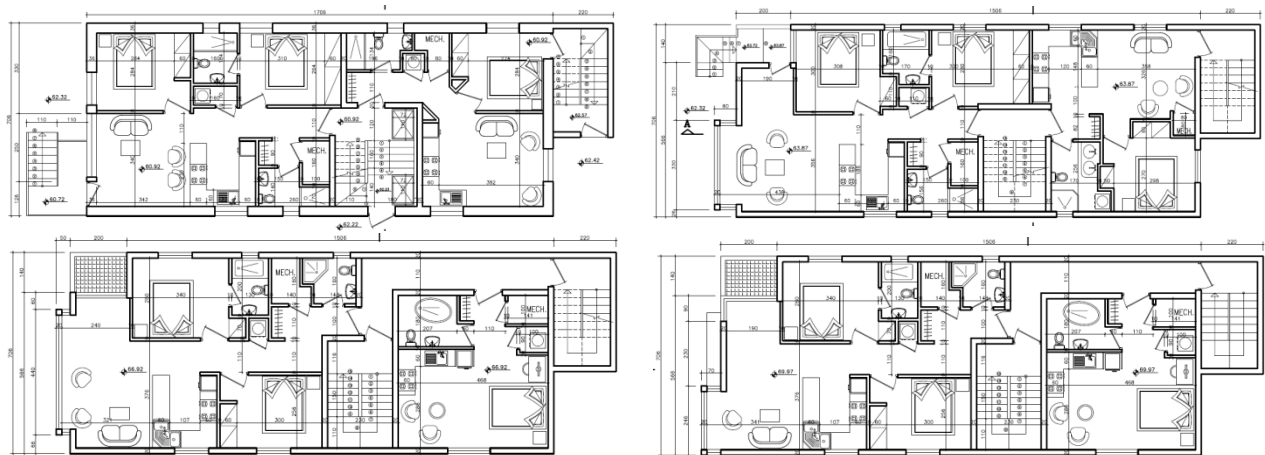


Figure 8 – Proposed Floor Plans

Access to the building is provided in several locations with the front basement and main floor units having access directly from Pinehurst. Access to the remaining units, as well as secondary access is provided via an entrance and stairway located along the southern 1.16 m wide walkway. There is also a rear stairway which provides additional access to the rear apartment units and provides access to the rear yard amenity area, refuse bins and the proposed 4 bicycle parking spaces. Each front facing unit is provided with private amenity space in the form of a 1.2 m x 1.1 m patio for the basement unit, and 1.4 m x 2.0 m recessed patio or balconies for the remaining front facing units. More generally, the development provides approximately 44 m<sup>2</sup> of soft landscaped open space in the rear yard as amenity space for the building and an additional nearly 22 m<sup>2</sup> of soft landscaped area in the front yard (Figure 9).

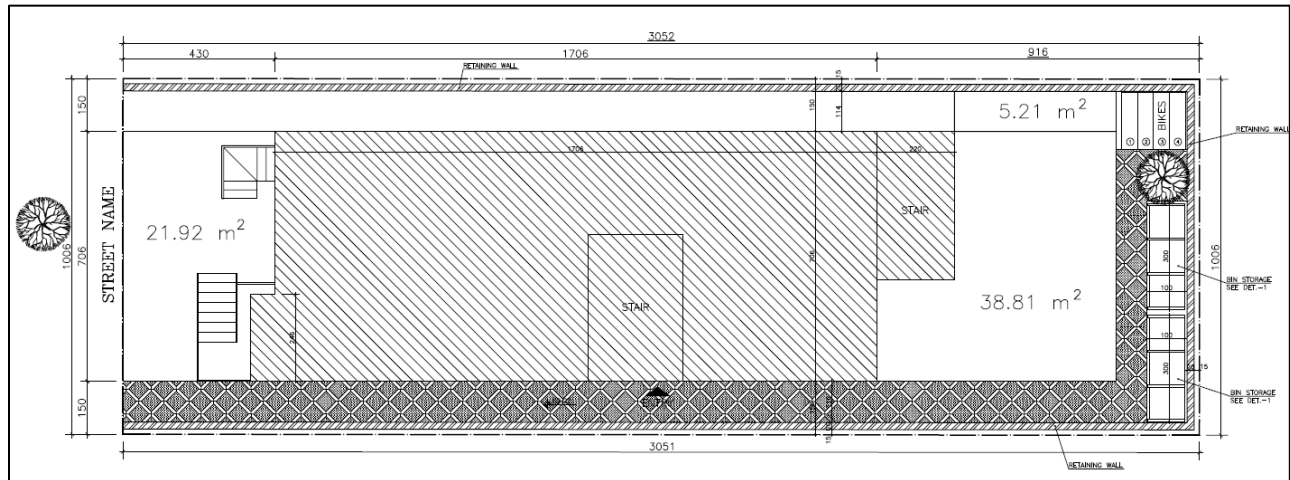


Figure 9 – Proposed Site Plan



Figure 10 – Proposed Façade

The proposed façade design aims to break up the mass of the building using bay windows punched out to various depths ranging from 0.5 m – 0.8 m and each bay having a width ranging from 2.46 m – 4.40 m and framed with wood paneling in order to provide variety in materiality and ground the development with a more natural contemporary character. The façade is further punctuated by the proposed recessed balconies on the 2<sup>nd</sup> and 3<sup>rd</sup> floors and ample fenestration. The front entrance of the proposal is emphasized and grounded through the use of dark stone steps, the use of wood panelling and the addition of an ornamental porch, which further speaks to the existing character found along Pinehurst Avenue (Figures 10 and 11).

The remaining sides of the development are clad in a light tone material to de-emphasize the mass of the building where the north and south elevations are heavily punctuated by windows of various sizes to provide light to the internal units and give interest to the side elevations of the proposal.

No vehicular parking is proposed for the development.



Figure 11 – Proposed Elevations

## 4.0 Policy & Regulatory Context

The following outlines the policy and regulatory context under which this Site Plan application is evaluated.

### 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), in effect as of May 1st, 2020, provides guidance on matters of provincial interest related to land use planning matters. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act. The PPS along with municipal Official Plans, provides a framework for comprehensive, integrated, place-based and long-term planning that supports the establishment of strong communities, a clean and healthy environment and economic growth, over the long term.

#### 4.1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Section 1.1.1 of the PPS establishes the guiding principles for building healthy, liveable, and safe communities. The principles, among others, state that these types of communities are sustained by:

- *Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (policy a);*
- *Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment., institutional, recreation, park and open space, and other uses to meet long-term needs (policy b);*
- *Avoiding development and land use patterns which may cause environmental or public health and safety concerns (policy c);*
- *Promoting the integration of land use planning, growth management, transit-supportive, development, intensification and infrastructure planning to achieve cost-effective development patterns optimization of transit investments, and standards to minimize land consumption and servicing costs (policy e);*

#### 4.1.2 Settlement Areas

Section 1.1.3 of the PPS addresses Settlement Areas in Municipalities and recognizes that the vitality and regeneration of these areas is critical to the long-term economic prosperity of the province's communities. The PPS emphasizes that it is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, ensure effective use of infrastructure and minimize public expenditures, among other key intentions. This section includes policies relevant to the present application:

*Settlement areas shall be the focus of growth and development (1.1.3.1) and land use patterns within settlement areas shall be based on densities and a mix of land uses (1.1.3.2) which:*

- *Efficiently use land and resource (policy a);*
- *Minimize negative impacts to air quality and climate change, and promote energy efficiency (policy c);*
- *Support active transportation (policy e); and*
- *Are transit-supportive, where transit is planned, exists or may be developed.*

*New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities and allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).*

#### 4.1.3 Housing

Section 1.4 of the PPS presents policies specific to housing and calls for the municipalities to provide an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents (1.4.1). Authorities will accomplish this by:

- *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 (policy 1.4.3.c);*
- *Promoting densities for new housing which efficiently used land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (policy 1.4.3.d); and*

- *Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety (policy 1.4.3.f).*

The PPS further presents policies related to Transportation Systems as well as Energy Conservation, Air Quality and Climate Change. With regard to Transportation systems, the PPS calls for a land use pattern, density and mix of uses to be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (policy 1.6.7.4). In view of energy conservation, air quality and climate change goals, the PPS aims to support compact form and a structure of nodes and corridors (policy 1.8.1.a), promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas (policy 1.8.1.b) and encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (policy 1.8.1.e).

**The proposed residential apartment building intensifies an existing site, replacing a single unit with 8 units, within a well-served community in the City of Ottawa. In line with the policies of the PPS, the proposal introduces a variety of rental units catered to a range of future residents. The existing infrastructure and available community resources encourages a climate-friendly lifestyle within a centrally located neighbourhood with easily accessible walking, cycling and transit infrastructure. The proposed development is consistent with the policies of the PPS.**

#### **4.2 City of Ottawa Official Plan (2003, As Amended)**

The Official Plan (OP) of the City of Ottawa (2003, As Amended) establishes the vision and policy framework to guide the growth of the city to the year 2036. Section 2.2 of the Official Plan provides an overview of the challenges facing the City in regards to managing growth. The OP includes projections that show the population of the City of Ottawa growing to 1,136,000 by 2031 and up to 489,000 households. The policies of the OP aim to direct the vast majority of development to areas within the Urban Boundary and in ways that support liveable communities and healthy environments. The intent is to direct that growth to locations that are easily accessible by transit and offer a range of uses to encourage walking and cycling. More specifically the City will manage growth by:

- Directing growth to the urban area where services already exist or where they can be provided efficiently;
- Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities; and
- Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment or services in the area.

In addition, the City will create more livable communities by:

- Ensuring growth is managed in ways that create complete communities with a balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- Pursuing a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle; and
- Paying attention to design that will help create attractive communities where building, open space, and transportation work well together.

These directions are developed further through Sections 2.2.2 – Managing Growth and 2.5 – Building Livable Communities and will be discussed later in the following sections of this report.

**The proposal will see the intensification of a property currently occupied by a single unit and result in 8 new units, located within the urban boundary in a compact and efficient form. More specifically, the development will be located in a well-developed area where infrastructure and community services already exist, particularly along Wellington Street Mainstreet, located approximately 550 m walking distance from the subject site. In addition, the site benefits from active transportation infrastructure located along Scott Street and the Tunney's Pasture rapid transit station, located less than 500 m from the subject site. The proposed apartment units will contribute to the diversity of housing available in the area.**

#### **4.2.1 Managing Growth**

Section 2.2.2 of the OP, Managing Growth, presents specific policies addressing how the city intends to direct growth and carry out the strategic directions discussed in the previous section. The OP sees approximately 90% of the City's growth occurring within the Urban Area and of that 90%, growth will be accommodated through intensification and infill and new development on vacant land. The OP generally defines intensification as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes but is not limited to:

- a. Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- b. The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification; and
- c. Infill development.

Policy 22 of Section 2.2.2 addresses intensification within the General Urban Area, outside of areas deemed "Target Areas", which are expected to accommodate greater intensities and at specific densities. This policy states that "the City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1"

**The present application, in line with policies 2.2.2, represents an example of intensification through redevelopment where currently one unit exists in an area with easy access to a high number of services, amenities and active and public transportation options. This site will now house 8 apartment units. As per the policies of Section 2.2.2., the form of intensification is in conformance with that foreseen in the General Urban Area. This will be discussed in greater detail later in this report.**

#### **4.2.2 Building Livable Communities**

The subject property is designated General Urban Area on Schedule B: *Urban Policy Plan* of the Ottawa Official Plan, as show in Figure 12. The General Urban Area designation permits the development of a full range and choice of housing types in order 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. These permissions are offered with the purpose of facilitating the development of complete and sustainable communities.

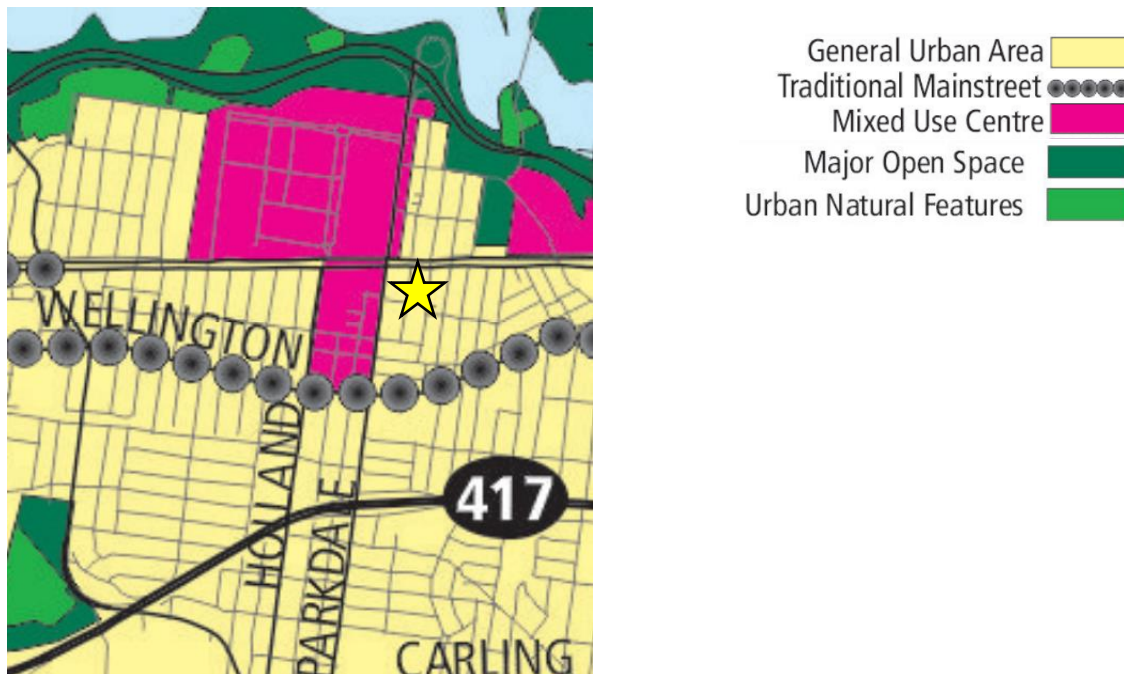


Figure 12 – Land Use Designation

The policies of the General Urban Area designation primarily permits low-rise development, that being 4 or fewer storeys (3.6.1.3) and applications for any development within this designation will be evaluated in light of the policies of Sections 2.5.1 and 4.11 (discussed later). The OP through Section 3.6.1 supports infill and intensification within the General Urban Area where it complements the existing pattern and scale of development and planned function of the area. The OP maintains that within this designation the predominant form of development will be semi-detached and other ground-oriented multiple-unit housing options. With that, any proposal for intensification through infill will first be assessed based on the compatibility of the proposal as it relates to the existing community character such that it enhances and builds upon desirable characteristics of the surrounding community. Furthermore, consideration will be made of the contribution made by the proposal to maintain and achieve a balance of housing options available to a variety of demographic profiles (3.1.6.7).

**The proposed 3.5 storey, 8-unit apartment building, intensifies a site offering a single housing option within close proximity to an LRT transit station. This ground-oriented development contributes to the variety of housing available to future residents in a neighbourhood that is evolving with the growth of the city as a whole. The proposed use and form conforms to the policies of Section 3.6.1 of the Official Plan.**

As mentioned in the previous section, new infill and intensification proposals will be evaluated under the policies of section 2.5.1 and 4.11 in order to achieve a high-quality of urban design and compatibility within existing neighbourhoods.

Section 2.5.1 – *Designing Ottawa* presents 7 Design Objectives for how the City wants to influence the built environment. The Objectives apply broadly to all forms of development and both city-wide and to the site-specific level. The following presents the 7 Objectives and how the present proposal achieves them:

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposed low-rise apartment building presents an example of contemporary evolution of neighbourhoods within the City recognizing both the low intensity nature of the community within which it is located while also recognizing the planned vision for the neighbourhood. The primarily ground-oriented residential nature of the neighbourhood is maintained through the proposed low-rise apartment building with healthy fenestration, front-facing private amenity spaces and a main entrance leading to Pinehurst Avenue. Similar developments have recently been approved for the area surrounding the subject site speaking to the evolving nature of the area. The retention of the existing mature tree will also greatly assist in establishing the proposed development as another component of the eclectic neighbourhood.

2. *To define quality public and private spaces through development.*

By maintaining both the setback line of adjacent buildings and retaining the existing mature tree the development maintains the existing character of the streetscape. This is then further enhanced by employing a variety of high-quality materials, ample fenestration with balconies and patios provided to clearly identify the private and public realms.

3. *To create places that are safe, accessible and are easy to get to, and move through.*

With additional balconies and patios along with the proposed fenestration, the proposal offers greater opportunity for “eyes on the street” as well as a valuable link between the private and public realms establishing a sense of ownership and responsibility for the area and improving the safety of the street. Furthermore, the lack of parking and driveway allow for safer uninterrupted passage for pedestrians.

4. *To ensure that new development respects the character of existing areas.*

The height, scale and design of the proposed development aims to balance the existing nature of the neighbourhood with the intended vision for the area and is consistent with more recent development approvals, helping to usher in the evolution of the neighbourhood. The proposal employs a variety of materials including using wood panel accents to help break up the mass of the building but also ground the building and connect it with the heavily treed street. Furthermore, the design includes an ornamental porch to link the more intensive use and contemporary design with the existing neighbouring developments.

5. *To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.*

The Hintonburg neighbourhood is characterized by the diversity and range of its housing stock and residential supportive uses. As an area anchored by the new LRT station, the nature of the neighbourhood will continue to change and intensify. The proposed development is a direct result of that growth offering a new form of residential development which can balance both the residential nature of the immediate surroundings and the growth envisioned for the area continuing to contribute to its general livability.

6. *To understand and respect natural processes and features in development design.*

The proposal does not include any parking which allows for the retention of the existing mature tree and to provide for a large degree of soft landscaping, even on a relatively small site. This approach will help to integrate the new development and contribute positively to the ecological function of the site allow for better water infiltration and limited contribution to the heat island effect.

7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

The proposed development will be developed to current standards in energy efficiency and by being located in a neighbourhood with excellent access to alternative modes of transportation infrastructure, the development supports a more sustainable way of life.

In conjunction with Section 2.5.1, Section 4.11 – *Urban Design and Compatibility* presents criteria for a more direct evaluation of the proposal and its “fit” within the proposal’s direct context. The policies of Section 4.11 evaluate specific design topics and the need for any proposal to address those matters in order to reduce potential negative impacts that could arise from the development of a property. Those design topics include but are not limited to views, building design and massing and scale. The following describes how the proposal addresses the applicable policies:

### **Views**

The proposed development at 3.5 storeys (10.7 m) does not trigger any concern related to protected views.

### **Building Design**

*Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm through a range of design features including setbacks, heights and transition.*

*The City will require that new development orient the principal façade and entrance to the street, include windows on building elevations that are adjacent to public spaces, and use architectural elements, massing, and landscaping to accentuate main entrances.*

*All servicing and other required mechanical equipment should be internalized and integrated into the design of the building, where possible.*

The proposed 3.5 storey apartment building is designed at such a height that is consistent with the form envisioned for the area and the existing low-rise form of the street. The proposed design of the façade helps to break up the massing of the development which along with the window placement and articulation of the façade helps to reduce the impact of the development on the streetscape. The proposed design of the entrance to the ground floor unit with a landing, ornamental porch, and dark stairs helps to emphasize the entranceway providing a similar character to that which exists along the street. Furthermore, the retention of the mature tree will help ensure a seamless integration within the mature neighbourhood.

### **Massing and Scale**

*Where there are no established criteria provided in an approved secondary plan, the appropriateness of a proposed development will be assessed upon approved Design Guidelines and the following: Building height, massing and scale permitted by the planned function of adjacent properties, as well as the character established by the prevailing pattern of abutting development and development across the street, prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by the existing zoning, and the need to provide a transition between areas of different development intensity and scale.*

*A shadow analysis and/or wind analysis may be required as part of a complete application to demonstrate how these impacts have been minimized or avoided.*

*Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Transition refers to the integration of buildings that have greater height or massing than their surroundings.*

The subject lands do fall within the boundary of the Scott Street secondary plan, however no compatibility criteria are established in that Plan and therefore the proposal is subject to design guidelines which are discussed in more detail later in this report. The proposed low-rise development, however, is consistent in both general massing and height of the planned function for the area and consistent with recent developments approved for the area. At 3.5 storeys, and with the proposed design, the development offers a suitable evolution of the existing form of development measuring 1-1.5 storeys taller than the majority of the buildings along Pinehurst Ave. In addition, as previously described, the articulated design of the façade helps to break up the mass of the proposal and relate better to adjacent developments. Furthermore, the ground-oriented nature of the design and link to the porch vernacular of Pinehurst will contribute to the compatibility of the proposal within its surroundings. Finally, the relatively small size of the development negates the requirement for any sun-shadow or wind studies of the building design. Ultimately, the proposal in terms of height, massing and site placement, help to transition the neighbourhood from the existing character of the area to its planned function as a modestly intense residential neighbourhood.

#### **Outdoor Amenity Areas**

*Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building. Design measures include the use of transitions and the use of screening, landscaping or other measure to achieve the same objective.*

*Applications to develop residential building will include well-designed, usable amenity areas for the residents that are appropriate to the size, location and type of development.*

With limited fenestration at the rear and east ends of north and south as well as a 9.16 m rear yard, the proposed development will result in very limited potential for overlook and negative impacts on neighbouring private amenity spaces. The development itself offers 44 m<sup>2</sup> of amenity space in the rear as well as an additional 22 m<sup>2</sup> of landscaped area in the front yard, as well as the retention of the existing mature tree. Furthermore, each of the front-facing units are provided with either patio or balcony space. The proposal provides a significant amount of amenity space despite its limited lot size.

#### **4.3 Scott Street Secondary Plan (Last Amended, 2015) and Community Design Plan (2014)**

The subject site is located within the boundary of the Scott Street Secondary Plan and Community Design Plan (CDP), which establishes area-specific policies based on the directions of the Community Design Plan. The purpose of the Secondary Plan and CDP is to direct greater intensification to certain areas while maintaining the low-rise character in other areas. The policies of the Secondary Plan intend on guiding the redevelopment of the area and maintain an appropriate relationship between the intensification within the area and the existing low-rise development.

The subject site is designated Low-Rise Residential in Schedule A – Land Use of the Secondary Plan and sets a height limit of 3 storeys in Schedule B – Maximum Building Heights. The Low-Rise Residential

areas of the Plans are largely intended to accommodate a limited level of intensification and change over time. These areas are meant to maintain the residential nature as dictated in the Zoning By-law. The permitted uses within this designation are those that are permitted within the General Urban Area designation of the Official Plan, which includes low-rise apartment buildings. As will be discussed in Section 4.5, the proposed 3.5 storey height is in compliance with the existing zoning applicable to the site and is generally in keeping with the vision for the lands as per the Secondary Plan. Furthermore, the proposal is in keeping with the applicable Principles of the Secondary Plan as follows:

1. **Reinforce and respect the character of existing neighbourhoods** The proposal represents the low-scale intensification of a property at the border of a residential neighbourhood, metres away from Scott Street. The development is designed to maintain the façade line of the street by being setback in accordance with adjacent buildings and maintaining a well landscaped front yard.
3. **Integrate higher density development strategically and sensitively** The proposed development represents the modest intensification of an existing residential site at the border of the more intense “Secondary Mainstreet” designation governing Scott Street. The proposed low-rise apartment building will help to transition from development along Scott Street to the more limited development within the Hintonburg Community.
6. **Promote design excellence** The proposed development is designed in order to maintain a pedestrian focus despite its more intense form. The employment of various material and a well-articulated façade both breaks up the mass of the building and enhances the public realm contributing to the design interest of the street. The omission of any on-site parking will also contribute to improving the pedestrian experience and general design of the street reducing the potential for vehicle-pedestrian conflicts.

**In proposing a well-designed low-rise apartment building, the present application represents a modest intensification at the edge of a well-established neighbourhood maintaining the vision and guiding principles of the Scott Street Secondary Plan and CDP.**

#### 4.4 Urban Design Guidelines for Low-Rise Infill Housing

In 2012, the City of Ottawa adopted a set of guidelines to establish a basic framework for the physical layout, massing, functioning, and relationships of infill building to their neighbours.

The general aim of the guidelines is to create infill development that will:

- Enhance streetscapes
- Support and extend established landscaping
- Be a more compact urban form to consume less land and natural resources
- Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage
- Provide new housing designs that offer variety, quality and a sense of identity
- Emphasize front doors and windows rather than garages
- Include more soft landscaping and less asphalt in front yards
- Create at grade living spaces that promote interaction with the street
- Incorporate environmental innovation and sustainability

Since the adoption of these guidelines, Council has adopted two sets of infill zoning regulations affecting one- to four-storey residential dwellings. The zoning regulations established the Mature Neighbourhoods Overlay and implemented provisions impacting the use of lands in the front and corner side yards,

including the amount of landscaping, rear lane access, driveway widths, and on-site parking, as well as orientation of the main door, and the minimum amount of habitable floor area required on the first floor. Further regulations were implemented to address issues related to building height, rear and side yard setbacks, projections above height limits and into yards.

More recently, a review was conducted to address on-going issues related to retention and renewal of soft landscaping and mature tree canopy, location and management of vehicular access and parking, and the fit and compatibility of new dwelling designs, including front-facing garages. One of the primary goals of this new review is to ensure that regardless of the size of a lot, a sufficient proportion of soft landscaping is maintained in order to provide the opportunity for tree growth and to assist with the integration of new development.

**The proposed development is designed to comply with the applicable zoning regulations from both the base zoning as well as the regulations of the infill zoning and Mature Neighbourhoods Overlay. These regulations help to ensure that new contemporary development maintains the general character of, in this case, the Hintonburg neighbourhood.**

#### 4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Fourth Density, subzone UB (R4-UB) (Figure 13) and is located within the Mature Neighbourhoods Overlay in the City of Ottawa Zoning By-law (2008-250).

The purpose of the R4 zone is to allow a wide mix of residential building forms ranging from detached to low-rise apartment dwellings up to four storeys in height on lands designated “General Urban Area” in the Official Plan. The intent of the R4 zoning is to further 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.

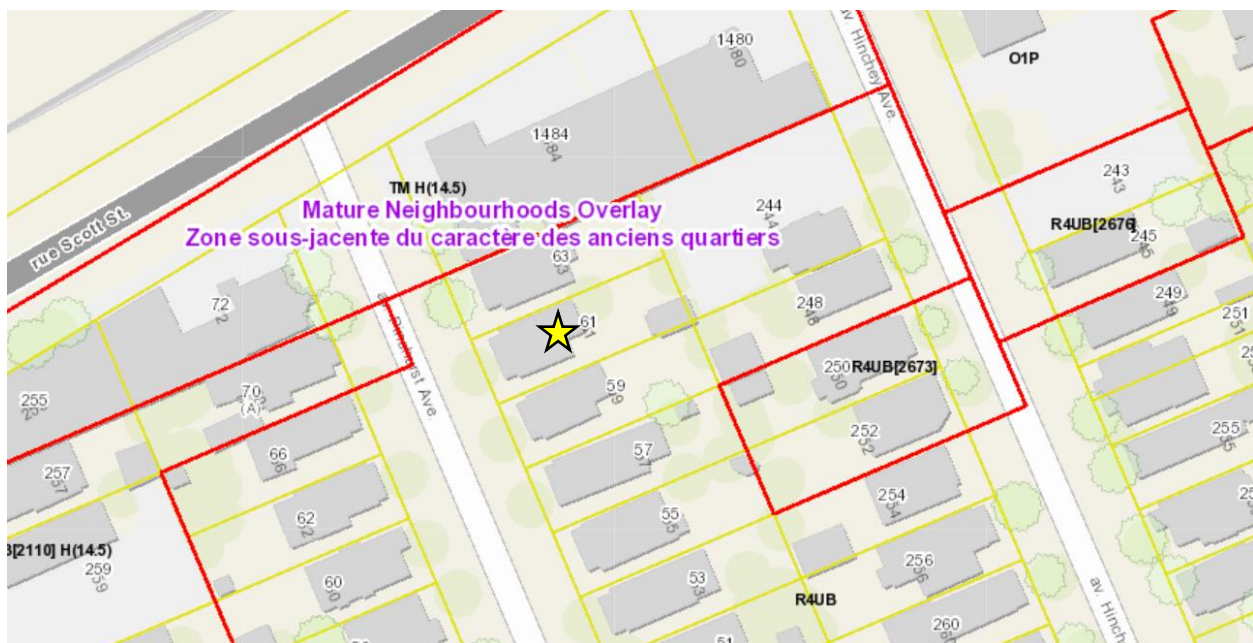


Figure 13 – Zoning Map

The R4-UB zone permits, among other uses, low-rise residential apartment buildings with, in this case, a limit of 8 units. The applicable zoning regulations and how the proposal meets those regulations is presented in the following table:

**Table 1: Evaluation of the Proposal against the provisions of the R4-UB zoning**

Provision	Requirement	Proposed	
Lot Width (min)	10 m	10.06 m	✓
Lot Area (min)	300 m <sup>2</sup>	306.98 m <sup>2</sup>	✓
Building Height (max)	11 m	10.7 m	✓
Front Yard Setback (min)	4.3 m	4.30 m	✓
Interior Side Yard Setback (min)	1.5 m	1.5 m	✓
Rear Yard Setback (min)	30% of the lot depth (9.15 m)	9.16 m	✓
Permitted Projections	Bay window where window faces a lot line – 1m, but not closer than 1.2 m from a lot line	0.7 m and 3.6 m from the front lot line	✓
	Open stairway, stoop, landing and steps, where at or below the floor level of the first floor – in the front yard – no closer than 0.6 m to a lot line; and	2.1 m	✓
	Exit stairs providing required egress under the Building Code may project a max. of 2.2 m into the required rear yard	2.2 m	✓
Waste Management	Max. width of path for movement of garbage containers: 2.2 m	1.16 m	✓
Landscaped Area (min)	<u>Rear yard</u> At minimum, 35 m <sup>2</sup> of the rear yard must be softly landscaped:	Rear yard soft landscaping: 44.02 m <sup>2</sup>	✓
	Must comprise at least one aggregated rectangular area of at least 25m <sup>2</sup> and whose longer dimension is not more than twice its shorter dimension, for the purposes of tree planting		✓
	<u>Front yard</u> >3.0 m = Min. 35% (15.14 m <sup>2</sup> )	21.92 m <sup>2</sup>	✓
Parking (min)	In the case of a low-rise apartment dwelling in the R4-UB zone, no motor vehicle parking is permitted on a lot less than 450 m <sup>2</sup> in area	0	✓
Visitor Parking (min)	For 12 units or less, no visitor parking	0	✓
Bike Parking (min)	0.5 spaces per unit: 4	4	✓
Façade Design	<u>Windows</u> Must comprise at least 25% windows	>25%	✓

	<p><u>Recesses</u></p> <p>At least 20% of the front façade must be recessed an addition 0.6 m from the front setback line</p> <p>No additional recession of the front façade is required when balconies are provided on the front façade as follows:</p> <p>In the case of a lot width less than 15 m width, one balcony or porch for each storey at or above the first storey is provided</p> <p>In any case, each balcony must have a horizontal area of at least 2 m<sup>2</sup></p>	<p>One balcony is provided on each storey above the first storey – no recession required</p> <p>Min. balcony 1.4 x 2 = 2.8 m<sup>2</sup></p>	<p>✓</p> <p>✓</p>
--	---	--	-------------------

Based on the above zoning review, the proposed development complies with all applicable zoning regulations.

## 5.0 Conclusion

Based on the above analysis and conclusions, in considering the proposed 3.5 storey, 4 unit, residential apartment building, it is Re: public Urbanism's professional opinion that the proposal:

- a) Is consistent with the Provincial Policy Statement (2020);
- b) Conforms to the City of Ottawa Official Plan (2003, As amended);
- c) Conforms to the Scott Street Secondary Plan (2015) and Community Design Plan (2014);
- d) Complies with the intent and purpose of Zoning By-law 2008-250;
- e) Is in keeping with the spirit of the design objectives established through all of the above; and
- f) Constitutes good planning and is in the public interest.

m. slovi:

Mike Szilagyi, MCIP, RPP  
Urban Planner