

CSV ARCHITECTS

78 ROSEMOUNT AVE INC

Planning Rationale

78 Rosemount Avenue, Ottawa, ON, K1Y 1P6

PC2021-0394

CSV project # 2021-1130

May 13, 2022

Table of Contents

1.0	CONTEXTUAL ANALYSIS	1
1.1	Local Context	1
1.2	Existing Site Conditions	1
1.3	Transportation and Parking	1
2.0	THE PROPOSAL	1
2.1	Proposal Details	1
2.2	Compatibility	2
2.2.1	City of Ottawa Official Plan	2
2.2.2	City of Ottawa Zoning By-Law	2
2.2.3	Minor Variance Sought	2
2.2.4	Mature Neighbourhoods Overlay	3
2.2.5	City of Ottawa Pre-Consultation Meeting	3
2.2.6	Pre-Consultation Meeting with Councilor Leiper	4
3.0	CONCLUSION	4

1.0 CONTEXTUAL ANALYSIS

1.1 Local Context

The intent of this project is to construct a twelve-unit, three-storey residential apartment building in place of the existing aging duplex at 78 Rosemount Avenue. We are proposing a minor variance to the front yard setback (as described below) and will submit this planning rationale as part of the minor variance and site plan control applications.

1.2 Existing Site Conditions

The site is urban, and the existing duplex building is on a 0.13-acre site. The existing wood frame duplex is estimated to have been constructed prior to 1912 with a building area of approximately 1,173 square feet. Along with the existing duplex, the site accommodates a single-car garage in the North-West corner, paved asphalt parking spaces along the North and South sides of the existing building with paving up to the sidewalk along the street frontage, and a small fenced-in grass lawn at the rear end of the site.

The buildings in the area are typically residential and 2-3 storeys high. The street holds a mix of detached dwellings, attached dwellings, and small apartment buildings.

1.3 Transportation and Parking

The urban site is located on a dead-end portion at the South end of Rosemount Avenue, near the intersection with Gladstone Avenue.

The City of Ottawa Zoning By-law Part 4: Area X Inner Urban, section 101, requires no off-street motor vehicle parking or visitor parking for the first twelve dwelling units. Therefore, no off-street parking for motor vehicles is offered on site.

0.5 bicycle parking space is required per dwelling unit, therefore 6 bicycle parking spaces are required. A new bike rack accommodating 6 bicycles is proposed at the front entrance for visitors and short-term resident use. An additional 6 bicycle parking spaces are proposed in the new accessory building. These will be secure and covered. The total bicycle parking provided is 1 space per unit (12 total).

The site is served by public transit. The nearest stop is about 50 m away on Gladstone Avenue and is served by routes 14 (Frequent Route with service every 15 minutes), and 114 (Local Route, twice per day).

2.0 THE PROPOSAL

2.1 Proposal Details

The proposed new building's massing, and finishes (red brick) reflect the existing character of the neighbourhood.

The new development is proposed to have a 3 m setback from the front property line with the accessory building set back 0.6 m from the rear property line. The main entrance to the new building will be along the front-facing façade on the North-East corner, with bicycle parking directly adjacent. A proposed 1.2m wide

concrete pathway along the north façade connects the new main entry to the new accessory building and soft landscaping at the rear of the site. Paving stones at the North-East corner of the site provide a location for waste bins to be located on City pick-up days.

The redeveloped site will include an accessory building in the rear for bicycle parking and waste collection. It will have a large outdoor amenity space in the rear yard with soft landscaping. Nine above grade units will each be complete with private balconies (full or Juliet) and the basement units will each have a deep window well to provide good quality light. The new building will provide full accessibility throughout the lobby and first floor, with a barrier-free unit on the first floor

Exterior lighting will be provided for security around the perimeter of the building and accessory building, and full cut-off fixtures have been chosen to avoid light spillage onto adjacent properties.

2.2 Compatibility

2.2.1 City of Ottawa Official Plan

The property is designated General Urban Area on Schedule B of the 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.”

Policy 3.6.1.5 indicates “The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area.” This new building is sympathetic to the existing character, in line with the planned “development and intensification,” of multi-unit housing and builds on the range of housing types in the neighbourhood. These are the merits on which we believe this expansion should be evaluated.

2.2.2 City of Ottawa Zoning By-Law

The Zoning for this site is regulated by the City of Ottawa Zoning Bylaw 2008-250, consolidated December 9, 2020.

The property is located at 78 Rosemount Avenue, Ottawa, ON. It has an R4UB zoning (Residential Fourth Density Zone). Adjacent zones are R4UB-c to the North-West and R4UB abutting on remaining sides. The following chart illustrates the general zoning requirements and proposed values.

ZONING ITEM	REQUIREMENT	PROPOSED
Minimum front yard setback (m)	4.48	3
Minimum rear yard setback (m)	8.78	8.78
Minimum interior yard setback (m)	1.5	1.5
Maximum principal building height (m)	11	11
Minimum landscaped area (%)	30	44%
Minimum rear yard softscaping (%)	50	69
Minimum window coverage front façade (%):	25	25.3

2.2.3 Minor Variance Sought

The proposed development is seeking a minor variance for a reduction of the front yard setback and otherwise meets all zoning regulations.

For lots within the R4 zone within the greenbelt, Schedule 342, Part V, Section 144 states: The minimum front yard setback must align with the average of the abutting lots’ corresponding yard setback abutting the

street(s). In this case the average of the abutting lots would be 4.48m. The setback of the building to the South (84 Rosemount) is approximately 3.0m and we propose matching this condition.

The 1.48m variance of the front yard setback requested will provide higher quality of units that will attract longer-term tenants. The modest amendment requested will allow for a comfortable living space for each unit. It will also allow the building to relate to the street similarly to many of its adjacent neighbours.

The existing building is located 0m from the front lot line. In addition, the following addresses in very close proximity have front yard setbacks of 3m or less: 81, 83, 84, 88, 89, 90, 105. Refer to Figure 1 below.



Figure 1: Plan view showing subject property (green box) and nearby properties with front yard setbacks of 3m or less (orange).

Based on this information we find that the variance for reduction of the front yard setback is minor, is desirable for the use of the property, and maintains the general intent and purpose of both the Zoning By-law and Official Plan.

2.2.4 Mature Neighbourhoods Overlay

The site lies within the Mature Neighbourhoods Overlay.

This development is exempt from the requirement for a Streetscape Character Analysis (SCA) due to by-law Section 140, clause 4(a). No SCA is required where the residential use building includes no driveway or attached garage or carport, and includes a principal entrance facing the front lot line or side lot line abutting a street.

According to clause 10 the first floor of a dwelling unit must contain 40 m² of habitable floor space. All of the proposed units are in compliance.

The principal entranceway to the building is located on the front façade of the dwelling and faces the street. This is in compliance with table 140C.

2.2.5 City of Ottawa Pre-Consultation Meeting

A formal pre-consultation meeting was held December 1, 2021 and had the following list of attendees:

- John Bernier, Planning, City of Ottawa
- Matthew Ippersiel, Urban Design, City of Ottawa
- Reza Bakhit, Engineering, City of Ottawa
- Wally DUBYK, Transportation, City of Ottawa

- Jake Levinson, Owner
- Jessie Smith, CSV Architects
- Lee-Christine Bushey, CSV Architects

Three design options were presented at the meeting and the option that was preferred by the Urban Design representative was chosen. This option provided entry at grade to avoid the need for an exterior elevator or ramp. Grade is sloped up slightly between the front lot line and the entry to raise the basement windows up as much as possible. Window wells are provided at the front of the building to allow light into the front unit. Guards around the wells provide privacy for the units as well as safety for pedestrians. Soft landscaping around the window wells will also provide visual screening. One small tree will be provided at the front of the building. Hardy-salt-tolerant native plants will be selected for all planting on the site.

2.2.6 Pre-Consultation Meetings with Councilor Leiper and the Hintonburg Community Association

The owner, Jake Levinson, met with Councilor Jeff Leiper on April 26, 2022 and the Hintonburg Community Association (HCA) on May 10, 2022. The latter meeting also included interested neighbours of the property. Beyond confirming that all by-law and zoning requirements were met, the following comments were gathered from these meetings:

1. Tree Canopy - there was a request that trees are included on the property in both the front and rear yards. Per the submitted landscape plan, this request is being met.
2. Bike Parking - the Councillor and residents both suggested that bike parking should be increased from the minimum requirement. Per the site plan, 12 bike parking spots are included (double the required 6 spots).
3. Garbage Storage - the HCA requested that steps were taken to contain odour from the garbage bins. All garbage will be stored in an enclosed space on the site and odour permeation should be minimal.
4. Noise Control - the HCA asked that neighbouring properties were considered as it relates to noise created by the HVAC systems of the building. Based on the placement of the individual condensers on the roof of the property, we feel that noise will be reduced as much as possible.

3.0 CONCLUSION

The proposal is supported by the City of Ottawa Official Plan. It is also in accordance with the Zoning By-Law with exception of the one minor variance that is being sought to reduce the front yard setback modestly. The variance sought will not cause the development to become out of character with the neighbourhood. City staff and Councilor have generally shown support for the development as proposed.